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MIL AIP DENMARK

AIRAC Cycle: 2608
Eff. 06 AUG 2026
Amendment No. 285

This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
GEN 0.5	Add symbol for "Heliport", VIBORG HEMS (Private heliport). Editorial.
GEN 2.4	VIBORG HEMS (Private heliport) EKVI added.
ENR 5.5	Height indication for cable launch corrected from AGL to MSL in subsection 1.2 Caution. Use of Cable Launching.
AD0	BGBW and BGGH added.
AD2	
EKKA	
AD2	New VIBORG HEMS (Private heliport) EKVI added to multiple IACs.
AD3	
BGBW	
AD3	Aerodrome reinstated. IACs republished.
BGGH	
AD 3	New procedures.

INSERT THE FOLLOWING PAGES:

GEN	
GEN 0.4-1/	06 AUG 2026
GEN 0.4-2	06 AUG 2026
GEN 0.4-3/	06 AUG 2026
GEN 0.4-4	06 AUG 2026
GEN 0.4-5	06 AUG 2026
GEN 0.5-1/	24 FEB 2022
GEN 0.5-2	06 AUG 2026
GEN 2.4-3	06 AUG 2026
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AD 0.1-2	06 AUG 2026
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Glider Areas in TMA	06 AUG 2026
ILS or LOC 09R	06 AUG 2026
HPMA TACAN 09R	06 AUG 2026
RNP 09R	06 AUG 2026
ILS or LOC 27L	06 AUG 2026
HPMA TACAN 27L	06 AUG 2026

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EKKA	
Glider Areas in TMA	11 JUN 2026
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HPMA TACAN 09R	11 JUN 2026
RNP 09R	11 JUN 2026
ILS or LOC 27L	11 JUN 2026
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ADC	06 AUG 2026
RNP X 06	06 AUG 2026
WP LIST RNP X 06	06 AUG 2026
BGGH	
AD 3.1-1	06 AUG 2026
GH1A	06 AUG 2026
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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. 49 LFCW Ed. 6	Add symbol for "Wind turbine and group. Lighted", Hallendrup, ELEV 713 FT MSL. PSN: 562102N 0100650E, 562111N 0100646E, 562120N 100642E, 562135N 0100600E, 562143N 0100556E, 562153N 0100552E.	AMD 278
LFC Ed. 49	Change label BILLUND Elevation in FT from 247 to 246.	AMD 278
LFC Ed. 49 LFCW Ed. 6	Change FREQ on label SØNDERBORG from 126.400 to 126.405.	AMD 279
LFC Ed. 49 CAC Ed. 44	Add symbol for "Obstacles", Tower, København, Christiansborg Slotstårn, ELEV 348 FT MSL. PSN 554035N 0123450E.	AMD 280
LFC Ed. 49 LFCW Ed. 6	Add symbols "Obstacles and group", Thor Havvindmøllepark, ELEV 873 FT MSL. PSN 562636N 0074053E, 562711N 0074148E, 562710N 0074312E, 562600N 0073958E, 562545N 0074208E, 562614N 0074328E, 562556N 0074453E, 562515N 0073850E, 562519N 0074055E, 562437N 0073749E, 562438N 0073943E, 562440N 0074207E, 562454N 0074358E, 562350N 0073825E, 562343N 0074045E, 562347N 0074400E, 562417N 0074538E, 562300N 0073820E, 562307N 0073950E, 562316N 0074210E, 562252N 0074349E, 562326N 0074525E, 562207N 0073842E, 562215N 0074006E, 562231N 0074212E, 562159N 0074356E, 562237N 0074527E, 562118N 0073734E, 562121N 0073954E, 562110N 0074214E, 562133N 0074529E, 562010N 0073407E, 562017N 0073547E, 562018N 0073717E, 562033N 0073859E, 562025N 0074106E, 562032N 0074311E, 562047N 0074530E, 561912N 0073502E, 561930N 0073656E, 561935N 0073929E, 561939N 0074121E, 561948N 0074355E, 562001N 0074532E, 561810N 0073507E, 561832N 0073630E, 561842N 0073808E, 561850N 0073959E, 561852N 0074205E, 561856N 0074424E, 561903N 0074548E, 561739N 0073632E, 561748N 0073851E, 561751N 0074029E, 561751N 0074220E, 561730N 0074413E, 561800N 0074550E, 561652N 0073634E, 561628N 0073758E, 561640N 0073936E, 561646N 0074127E, 561628N 0074347E, 561704N 0074606E, 561528N 0073852E, 561549N 0074019E, 561527N 0074253E, 561532N 0074506E, 561612N 0074607E, 561441N 0073844E, 561442N 0074022E, 561444N 0074322E, 561446N 0074624E.	AMD 282
LFC Ed. 49 LFCW Ed. 6	Add symbols "Obstacles and group", Bording, ELEV 732 FT MSL. PSN 560616N 0091530E, 560625N 0091519E, 560634N 0091508E, 560643N 0091457E, 560652N 0091445E, 560701N 0091434E, 560711N 0091423E, 560720N 0091412E, 560729N 0091401E, 560738N 0091350E, 560747N 0091339E.	AMD 283
LFC Ed. 49 LFCW Ed. 6	Add symbol for "Heliport", VIBORG HEMS (Private heliport), ELEV 188 FT MSL. PSN 562641N 0092416E.	AMD 285

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

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES**1. GLIDING/HANG-GLIDING****1.1 General**

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

1.2 Caution. Use of Cable Launching

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

Glider/hang-glider sites where cable launch may take place is listed on page ENR 5.5 - 2, Table 1 and 2.

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

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

1.4 Glider/Hang-glider Areas in Airspace Class C and D**1.4.1 Areas and allocation**

Areas within which gliding/hang-gliding may take place on special conditions have been established in København TMA, Roskilde TMA and Billund TMA (airspace class C), in Aarhus TMA/CTR and Karup TMA/CTR (airspace class D).

The areas may be allocated on all days to flying clubs or to individual flights. For intensive activity the areas will be allocated to flying clubs only. Allocation of the areas will always be based on an evaluation of the actual traffic situation in the area concerned. For areas within København TMA and Roskilde TMA the actual upper limit will be determined through coordination with Roskilde Approach and based on the actual weather situation in the area concerned. Within København TMA individual flights may also be permitted to operate outside the glider areas in airspace class C.

1.4.2 Location of glider/hang-glider areas

The areas in København TMA and Roskilde TMA are shown on the ANC 1:250 000 Copenhagen Area. For location of areas in Aarhus TMA/CTR, Billund TMA and Karup TMA/CTR see the chart in the relevant aerodrome section.

Detailed description of the areas are given on page ENR 5.5 - 3, Table 3.

1.4.3 Conditions for flights other than gliding/hang-gliding**a) IFR-flights**

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

b) VFR flights

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

2. PARACHUTING

2.1 General

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

2.2 NOTAM about Parachuting

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

Table 1. Sites for gliding

Sites approved for gliding-instruction are listed below. There is no upper limit or specified radius.

MILNOTAMS will be issued only in case of championship, training-camp etc.

Attention is drawn to the fact that gliding may take place anywhere by holders of certificate.

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

PART 3 - AERODROMES**AD 0**

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

AD 0.6 TABLE OF CONTENTS TO PART 3**AD 1 Aerodromes, introduction.**

Ad 1.1	Civil use of military air bases in Denmark	AD 1.1-1
	1. General	AD 1.1-1
	2. Submission of application	AD 1.1-1
	3. Rules and Conditions	AD 1.1-1
AD 1.2	Rescue and Firefighting Service (RFFSs), Runway Surface Condition Assessment and Reporting, And Snow Plans	AD 1.2-1
	1. Rescue and Firefighting Service (RFFSs)	AD 1.2-1
	2. Runway Surface Condition Assessment and Reporting, Snow plan	AD 1.2-2

AD 2 Aerodromes

AD 2.0	Chart symbols, visual approach and Aerodrome charts	AD 2.0-1
	Chart symbols, Aerodromes with apron boundaries	AD 2.0-3
	Chart symbols, Approach plates	AD 2.0-4

Karup air base EKKA	EKKA AD 2.1-1
Skrydstrup air base EKSP	EKSP AD 2.1-1
Aalborg air base EKYT	EKYT AD 2.1-1

For each aerodrome the following details are included:

AD 2 item 1	Aerodrome Location Indicator and Name
AD 2 item 2	Aerodrome Geographical and Administrative Data
AD 2 item 3	Operational Hours
AD 2 item 4	Handling Services and Facilities
AD 2 item 5	Passenger Facilities
AD 2 item 6	Rescue and Firefighting Services
AD 2 item 7	Runway Surface Condition Assessment and Reporting, and Snow Plan
AD 2 item 8	Aprons, Taxiways and Check locations/ Positions 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 Area
AD 2 item 17	Air Traffic Services Airspace

AD 2 item 18 Air Traffic Services Communication Facilities
AD 2 item 19 Radio Navigation and Landing Aid
AD 2 item 20 Local Aerodrome Regulations
AD 2 item 21 Noise Abatement Procedures
AD 2 item 22 Flight Procedures
AD 2 item 23 Additional Information
AD 2 item 24 Aeronautical Charts Related to an Aerodrome
AD 2 item 25 Visual Segment Surface (VSS) Penetration

AD 3 Greenland

Ilulissat BGJN

BGJN AD 3.1-1

Mestersvig BGMV

BGMV AD 3.1-1

| Narsarsuaq BGBW

BGBW AD 3.1-1

Station Nord BGNO

BGNO AD 3.1-1

| Nuuk BGGH

BGGH AD 3.1-1

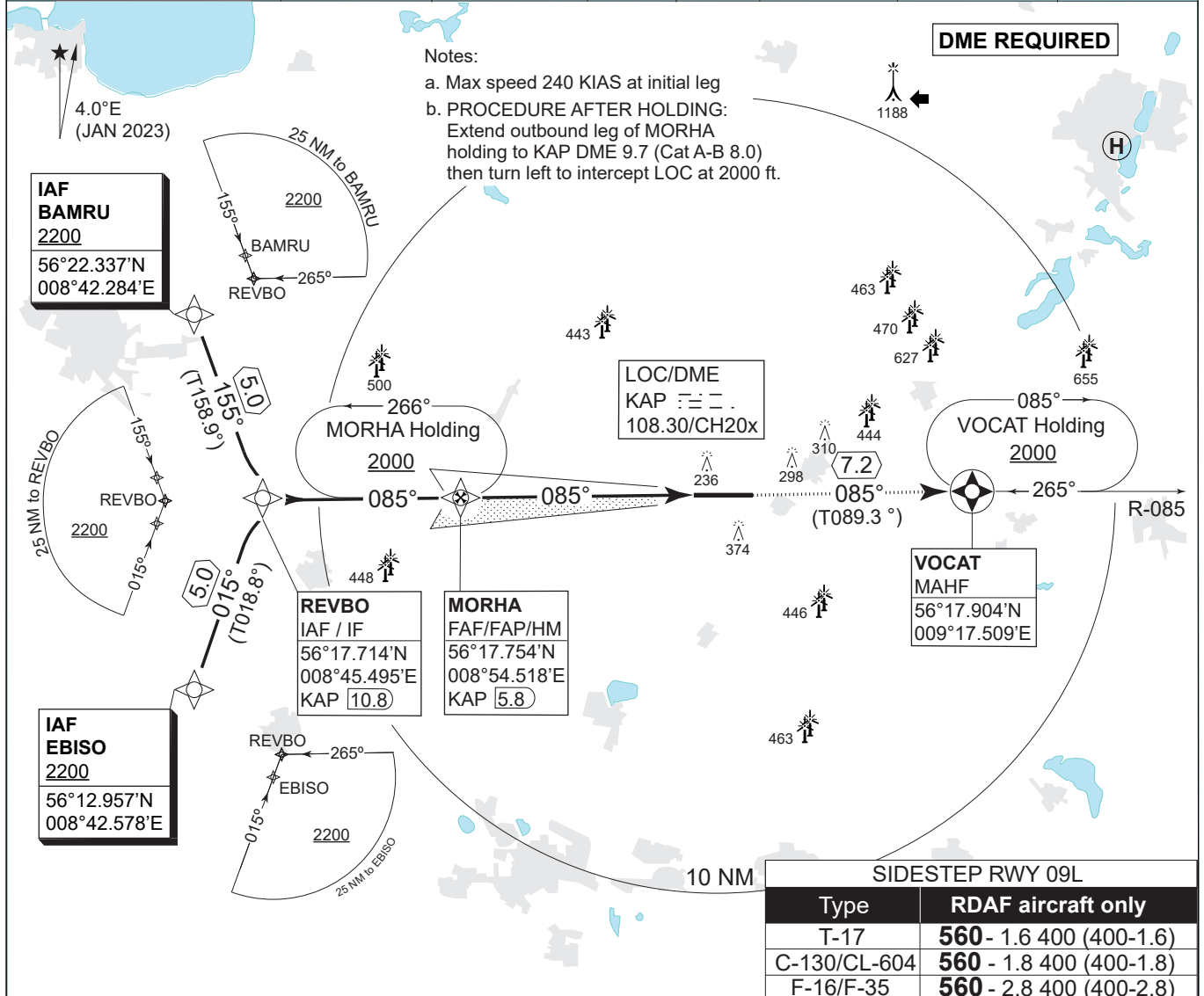


MIPS INSTRUMENT APPROACH CHART

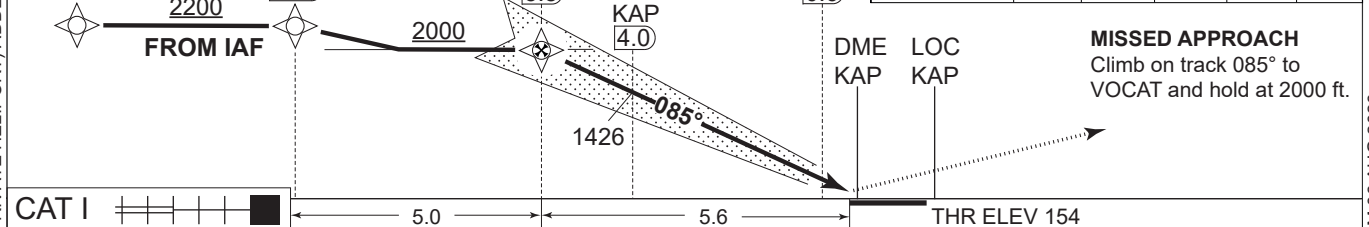
ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)

AD ELEV 171

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
LOC/DME KAP 108.300/CH20X	APP COURSE 085°	GS INTCP ALT 2000 FT	GS 3.00°	DA 354	THR ELEV 154	ALS LENGTH 900 M	LDA 9607 FT



TA 3000 GS 3.0° RDH 50		IAF / IF REVBO KAP 10.8		FAF MORHA KAP 5.8		LOC ONLY		MAPt KAP 0.6		LOC ONLY: CDFA 3.00° / 5.24%				
FROM IAF		2200		2000		KAP 4.0		1426		DME KAP		5	4	3
										DIST THR		4.8	3.8	2.8
										ALT		1750	1430	1110



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: EKVIF VIBORG HEMS (PRIVATE HELIPORT) ADDED.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

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MIPS

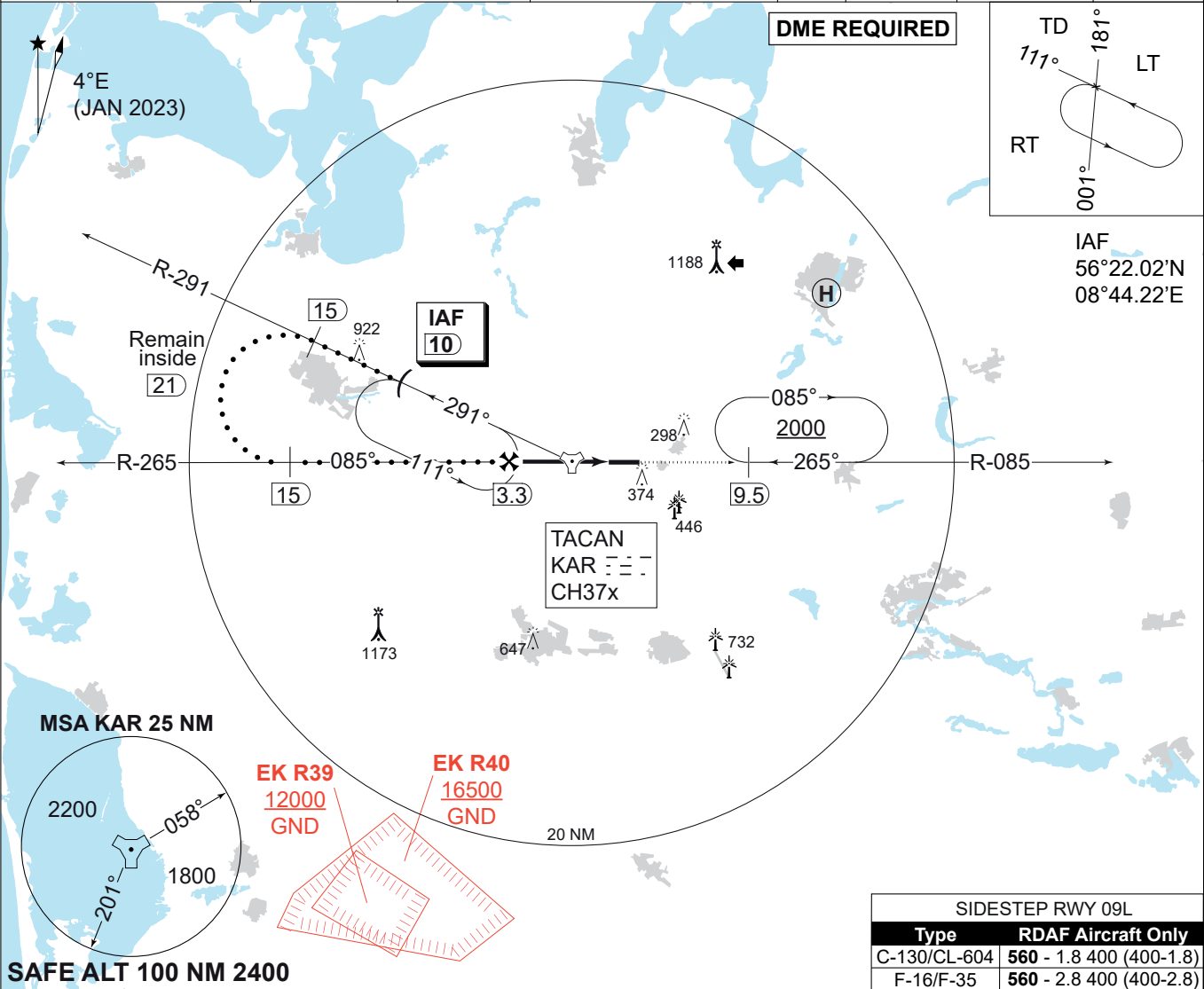
INSTRUMENT APPROACH CHART

AD ELEV 171

HPMA TACAN RWY 09R

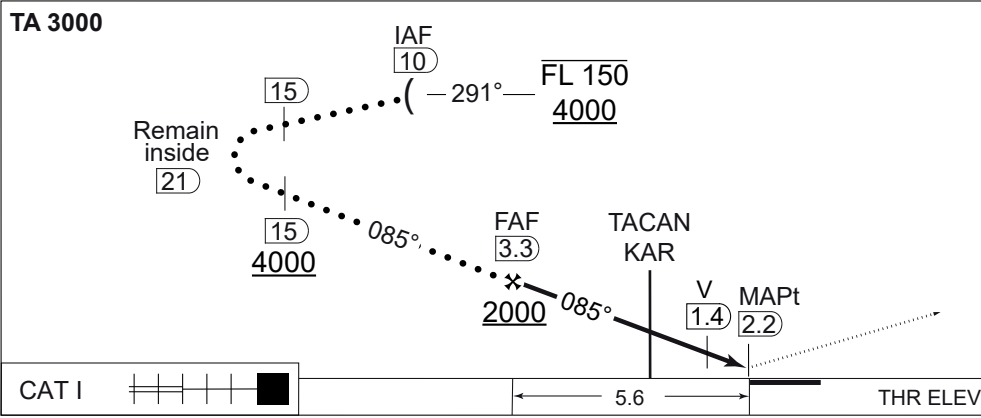
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580		
TACAN KAR CH 37x	APP COURSE 085°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)		MDA 500	THR ELEV 154	ALS LENGTH 900 M	LDA 9607 FT



SIDESTEP RWY 09L	
Type	RDAF Aircraft Only
C-130/CL-604	560 - 1.8 400 (400-1.8)
F-16/F-35	560 - 2.8 400 (400-2.8)

CDFA: 3.0° / 5.24%					
DME KAR	3	2	1	0	1
DIST THR	5.3	4.3	3.3	2.3	1.3
ALT	1900	1580	1260	940	620



CATEGORY	HPMA
S-TACAN 09R	500 - 900 346 (400-0.9/1.6)
CIRCLING	750 - 3.2 579 (600-3.2)

CHANGES: EKVI* VIBORG HELMS (PRIVATE HELIPORT) ADDED.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

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MIPS

INSTRUMENT APPROACH CHART

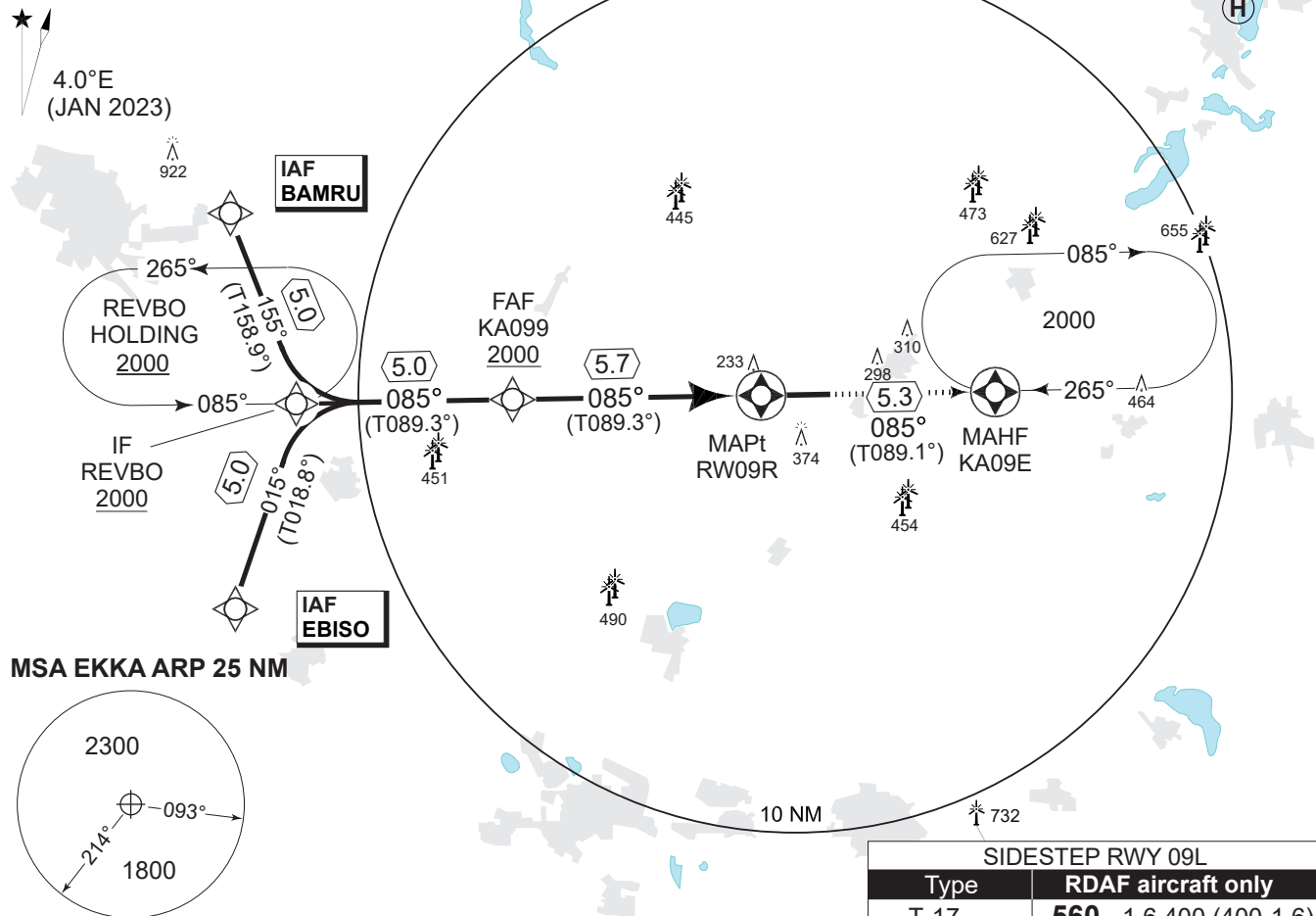
AD ELEV 171

RNP RWY 09R

KARUP AIR BASE (EKKA)

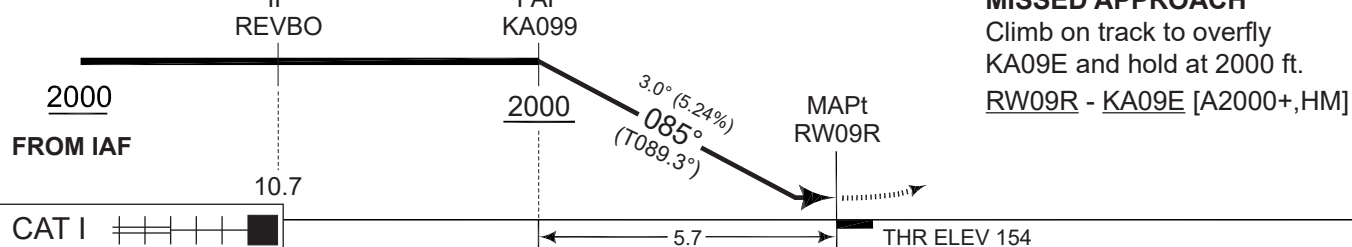
COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
EGNOS CHANNEL 46175 / E09A	APP COURSE 085°	FAF ALT 2000 FT	Descent GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 154	ALS length 900 M	LDA 9607 FT

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

SAFE ALT 100NM 2400

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



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)

RNP RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: EKI* VIBORG HEMS (PRIVATE HELIPORT) ADDED.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

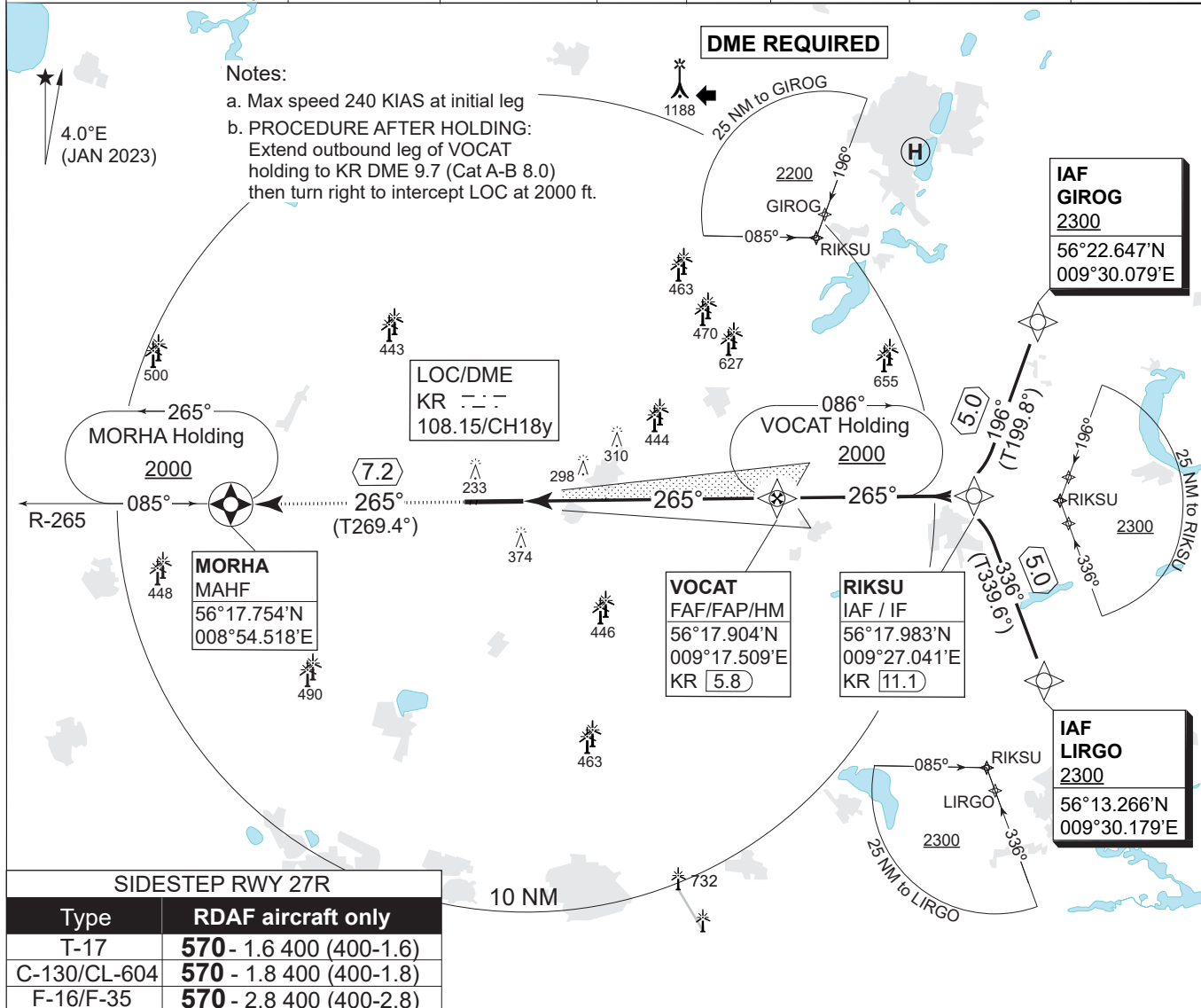
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MIPS INSTRUMENT APPROACH CHART

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

AD ELEV 171

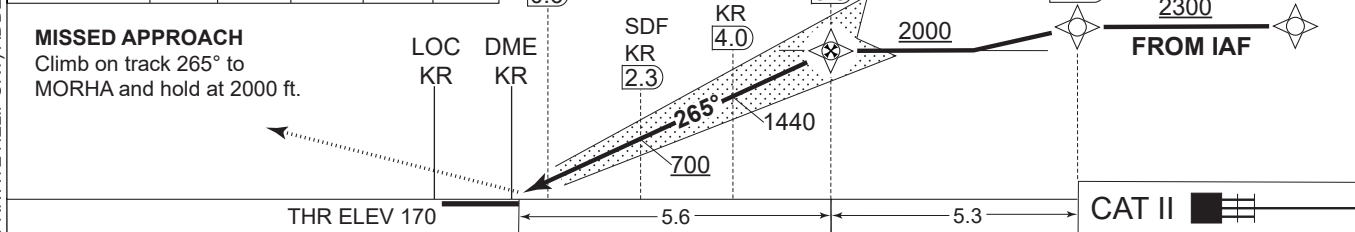
COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
LOC/DME KR 108.150/CH18y	APP COURSE 265°	GS INTCP ALT 2000 FT	GS 3.00°	DA 370	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT



SIDESTEP RWY 27R	
Type	RDAF aircraft only
T-17	570 - 1.6 400 (400-1.6)
C-130/CL-604	570 - 1.8 400 (400-1.8)
F-16/F-35	570 - 2.8 400 (400-2.8)

LOC ONLY: CDFA 3.00° / 5.24%						MAPt	FAF	IAF / IF	TA 3000
DME KR	1	2	3	4	5	KR	VOCAT	RIKSU	GS 3.0°
DIST THR	0.8	1.8	2.8	3.8	4.8	0.6	5.8	11.1	RDH 50
ALT	490	810	1120	1440	1760				

MISSED APPROACH
Climb on track 265° to MORHA and hold at 2000 ft.



CATEGORY	A	B	C	D	E
S-ILS CAT I	370 - 550 200 (200-0.8/1.2)				
S-ILS CAT II	RA 106 (DA 270) - 350 100				N/A
S-LOC 27L	480 - 750 310 (400-0.8/1.4)				
CIRCLING	670 - 1.5 499 (500-1.5)	680 - 1.6 509 (600-1.6)	840 - 2.4 669 (700-2.4)	880 - 3.6 709 (800-3.6)	1120 - 3.6 949 (1000-3.6)

ILS or LOC RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: EKVI* VIBORG HEMS (PRIVATE HELIPORT) ADDED EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

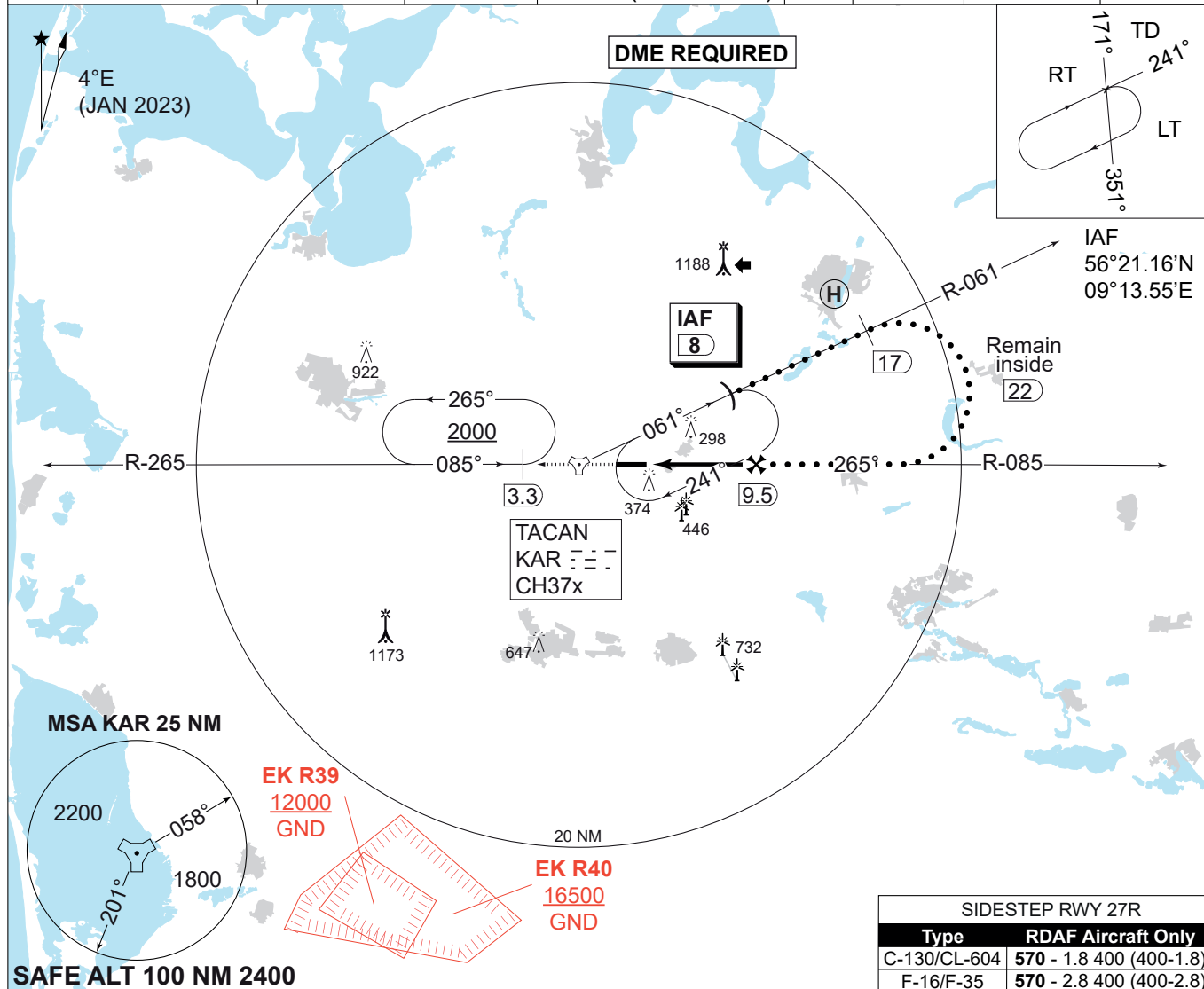
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MIPS INSTRUMENT APPROACH CHART

AD ELEV 171

HPMA TACAN RWY 27L KARUP AIR BASE (EKKA)

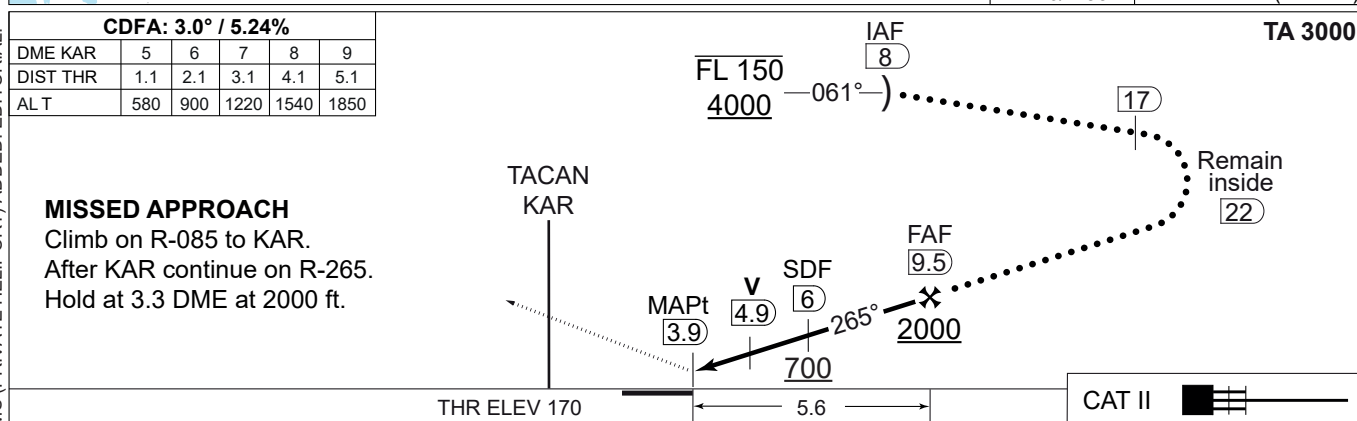
COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580		
TACAN KAR CH 37x	APP COURSE 265°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)		MDA 560	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT



CDFA: 3.0° / 5.24%					
DME KAR	5	6	7	8	9
DIST THR	1.1	2.1	3.1	4.1	5.1
ALT	580	900	1220	1540	1850

MISSED APPROACH

Climb on R-085 to KAR.
After KAR continue on R-265.
Hold at 3.3 DME at 2000 ft.



CATEGORY	HPMA
S-TACAN 27L	560 - 1100 389 (400-1.1/1.8)
CIRCLING	750 - 3.2 579 (600-3.2)

HPMA TACAN RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: EKVI* VIBORG HEMS (PRIVATE HELIPORT) ADDED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

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MIPS INSTRUMENT APPROACH CHART

RNP RWY 27L
KARUP AIR BASE (EKKA)

AD ELEV 171

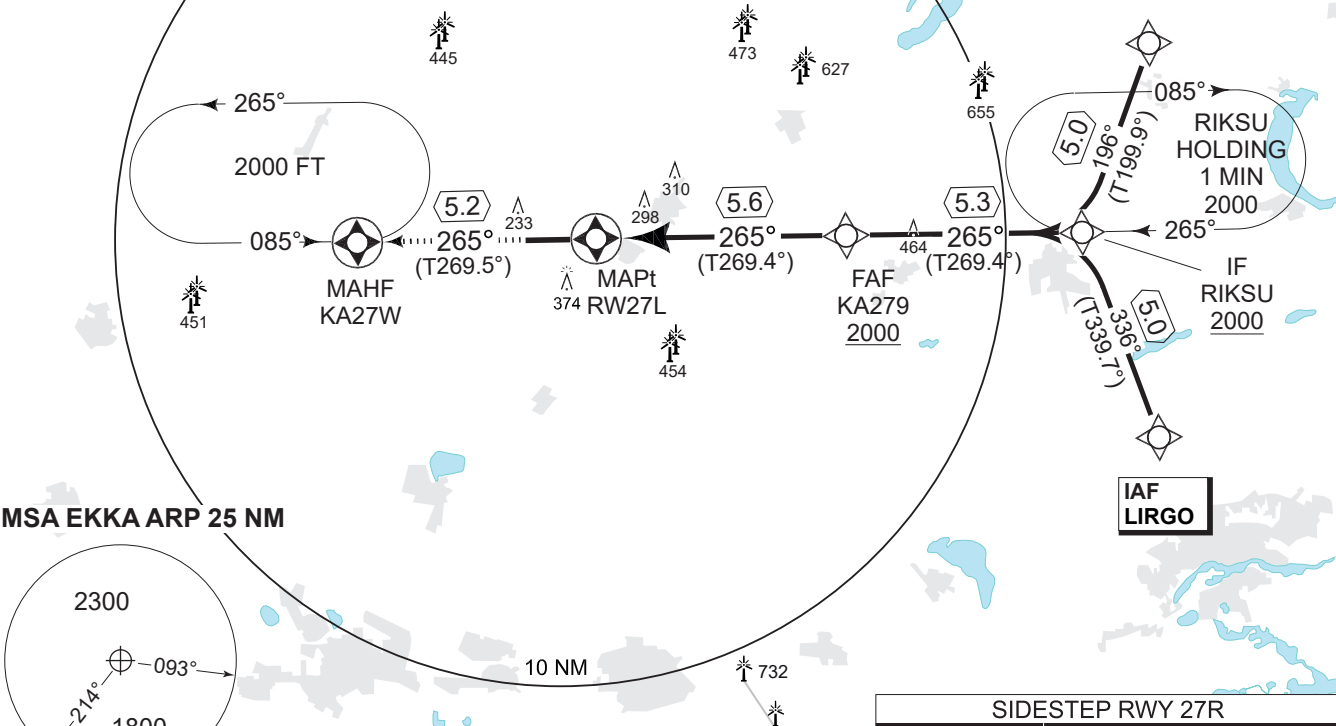
COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
EGNOS CHANNEL 54104 / E27A	APP COURSE 265°	FAF ALT 2000 FT	Descent GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 170	ALS length 900 M	LDA 9607 FT

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

4.0°E
(JAN 2023)

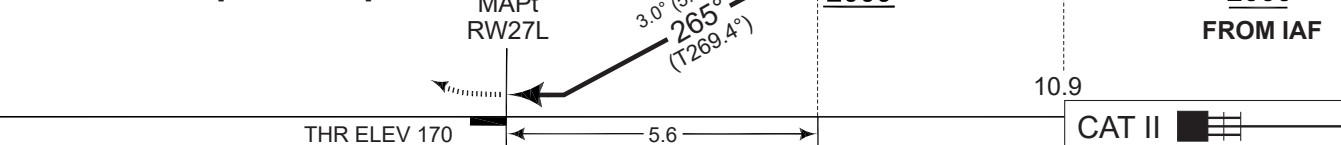


SIDESTEP RWY 27R	
Type	RDAF aircraft only
T-17	570 - 1.6 400 (400-1.6)
C-130/CL-604	570 - 1.8 400 (400-1.8)

DIST TO RW27L	1	2	3	4	5	TA 3000
NOM. ALTITUDE	530	850	1170	1490	1800	GS 3.0° TCH 39.3

MISSED APPROACH

Climb on track to overfly
KA27W and hold at 2000 ft.
RW27L - KA27W [A2000+,HM]



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)	570 - 1100 399 (400-1.1/1.8)				
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: EKV* VIBORG HEMS (PRIVATE HELIPORT) ADDED.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

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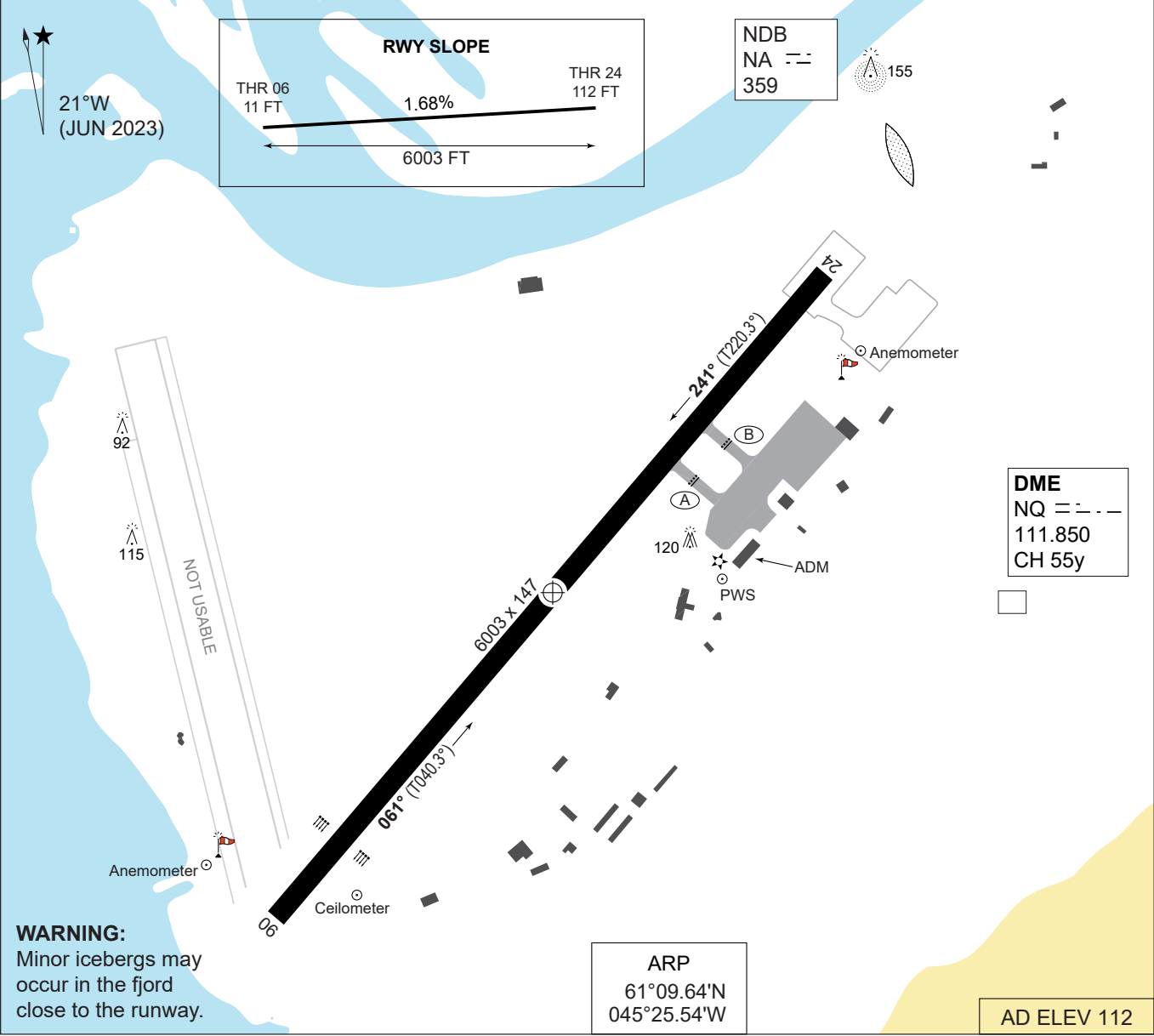
BGBW - NARSARSUAQ

Aerodrome information is available in AIP Greenland.

24. CHARTS RELATED TO BGBW

Aerodrome Chart
RNP X RWY 06

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RWY	PCN	TORA	ASDA	TORA	LDA		PAPI	ALS	THR ELEV	THR PSN
06	43	6003	6003	6003	6003		3.5°	NONE	11	61°09.26'N 045°26.21'W
24	43	6003	6003	6003	6003		N/A	NONE	112	61°10.02'N 045°24.89'W

NARSARSUAQ AFIS: 119.100 MHZ

Two-way radio communication with AFIS is required prior to engine startup, and AFIS frequency is to be monitored at all times when engines are running.

Arrival:
Standard Arrival Routes (STAR) have not been established.

IFR departure:
Standard Instrument Departure (SID) RWY 24 available.

CHANGES: CHART REPUBLISHED. NIL CHANGES SINCE AIRAC 11 JUN 2026.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

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MIPS INSTRUMENT APPROACH CHART

RNP X RWY 06
NARSARSUAQ (BGBW)

AD ELEV 112 FT

NARSARSUAQ AFIS
119.100

APP COURSE
061°M / 040°T

FAF ALT
3300

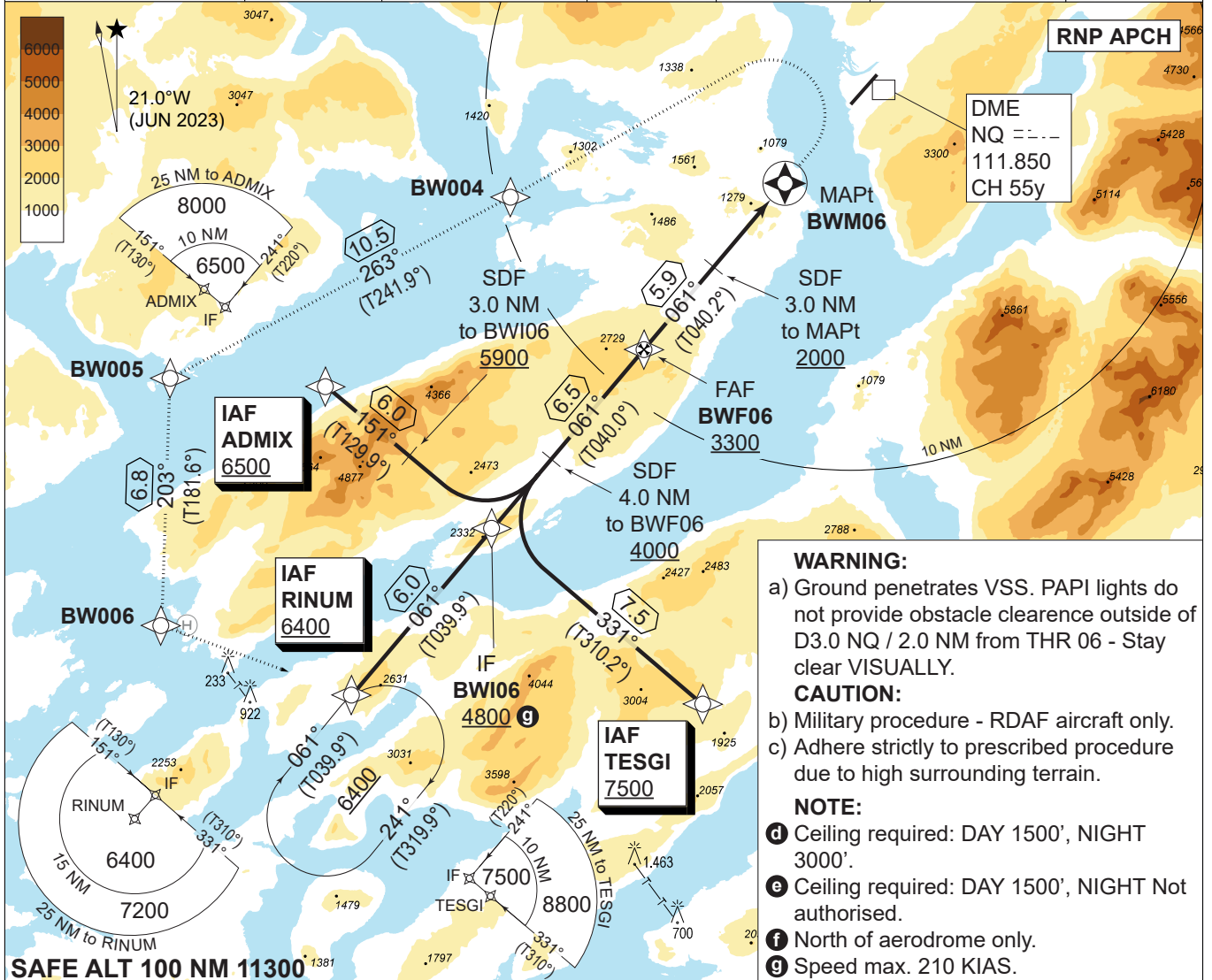
DESCENT GR
3.5° (6.1%)

MDA
1800

THR ELEV
11

ALS LENGTH
NO LIGHTS

LDA
6003 FT

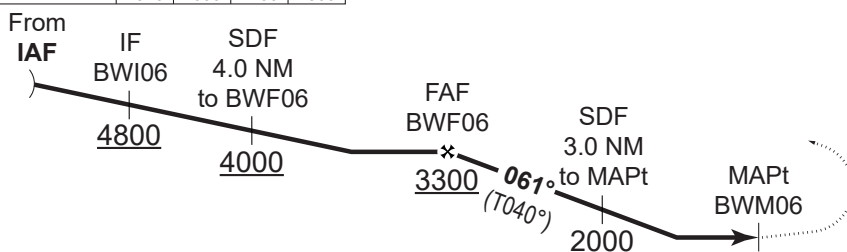


SAFE ALT 100 NM 11300

CDFA 3.5° / 6.1%

DIST BWM06	5	4	3	2
DME NQ	8.7	7.7	6.7	5.7
ALT	2970	2600	2230	1860

TA 9000
TCH 50



NO LIGHTS

5.9

2.8

THR ELEV 11

CATEGORY

C

LNAV **d**

1800 - 6.0 1789 (1700-6.0)

CIRCLING **e f**

3500 - 6.0 3388 (3400-6.0)

RNP X RWY 06

61°09.64'N
045°25.54'W

NARSARSUAQ (BGBW)

CHANGES: CHART REPUBLISHED. NIL CHANGES SINCE AIRAC 11 JUN 2026.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

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BGBW RNP RWY 06 waypoint coordinates:

RWY 06 from ADMIX (Initial LEFT) RNP APPROACH

		CODING		DISPLAY	
ADMIX	IAF	61 01 33.86N	045 55 46.90W	61 01.564N	045 55.782W
BWI06	IF	60 57 43.08N	045 46 20.32W	60 57.718N	045 46.339W
BWF06	FAF	61 02 37.75N	045 37 48.97W	61 02.629N	045 37.816W
BWM06	MAPt	61 07 07.14N	045 29 58.35W	61 07.119N	045 29.973W
BW004	MATF	61 06 42.95N	045 45 24.96W	61 06.716N	045 45.416W
BW005	MATF	61 01 44.32N	046 04 30.41W	61 01.739N	046 04.507W
BW006	MATF	60 55 00.34N	046 04 53.25W	60 55.006N	046 04.888W
RINUM	MAHF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W

RWY 06 from RINUM (Initial STRAIGHT) RNP APPROACH

		CODING		DISPLAY	
RINUM	IAF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W
BWI06	IF	60 57 43.08N	045 46 20.32W	60 57.718N	045 46.339W
BWF06	FAF	61 02 37.75N	045 37 48.97W	61 02.629N	045 37.816W
BWM06	MAPt	61 07 07.14N	045 29 58.35W	61 07.119N	045 29.973W
BW004	MATF	61 06 42.95N	045 45 24.96W	61 06.716N	045 45.416W
BW005	MATF	61 01 44.32N	046 04 30.41W	61 01.739N	046 04.507W
BW006	MATF	60 55 00.34N	046 04 53.25W	60 55.006N	046 04.888W
RINUM	MAHF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W

RWY 06 from TESGI (Initial RIGHT) RNP APPROACH

		CODING		DISPLAY	
TESGI	IAF	60 52 53.66N	045 34 35.27W	60 52.894N	045 34.588W
BWI06	IF	60 57 43.08N	045 46 20.32W	60 57.718N	045 46.339W
BWF06	FAF	61 02 37.75N	045 37 48.97W	61 02.629N	045 37.816W
BWM06	MAPt	61 07 07.14N	045 29 58.35W	61 07.119N	045 29.973W
BW004	MATF	61 06 42.95N	045 45 24.96W	61 06.716N	045 45.416W
BW005	MATF	61 01 44.32N	046 04 30.41W	61 01.739N	046 04.507W
BW006	MATF	60 55 00.34N	046 04 53.25W	60 55.006N	046 04.888W
RINUM	MAHF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W

CHANGES: CHART REPUBLISHED. NIL CHANGES SINCE AIRAC 11 JUN 2026.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

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BGGH - NUUK

Aerodrome information is available in AIP Greenland.

26. CHARTS RELATED TO BGGH

GH1A

GH1B

BLANK

MIPS
INSTRUMENT DEPARTURE CHART

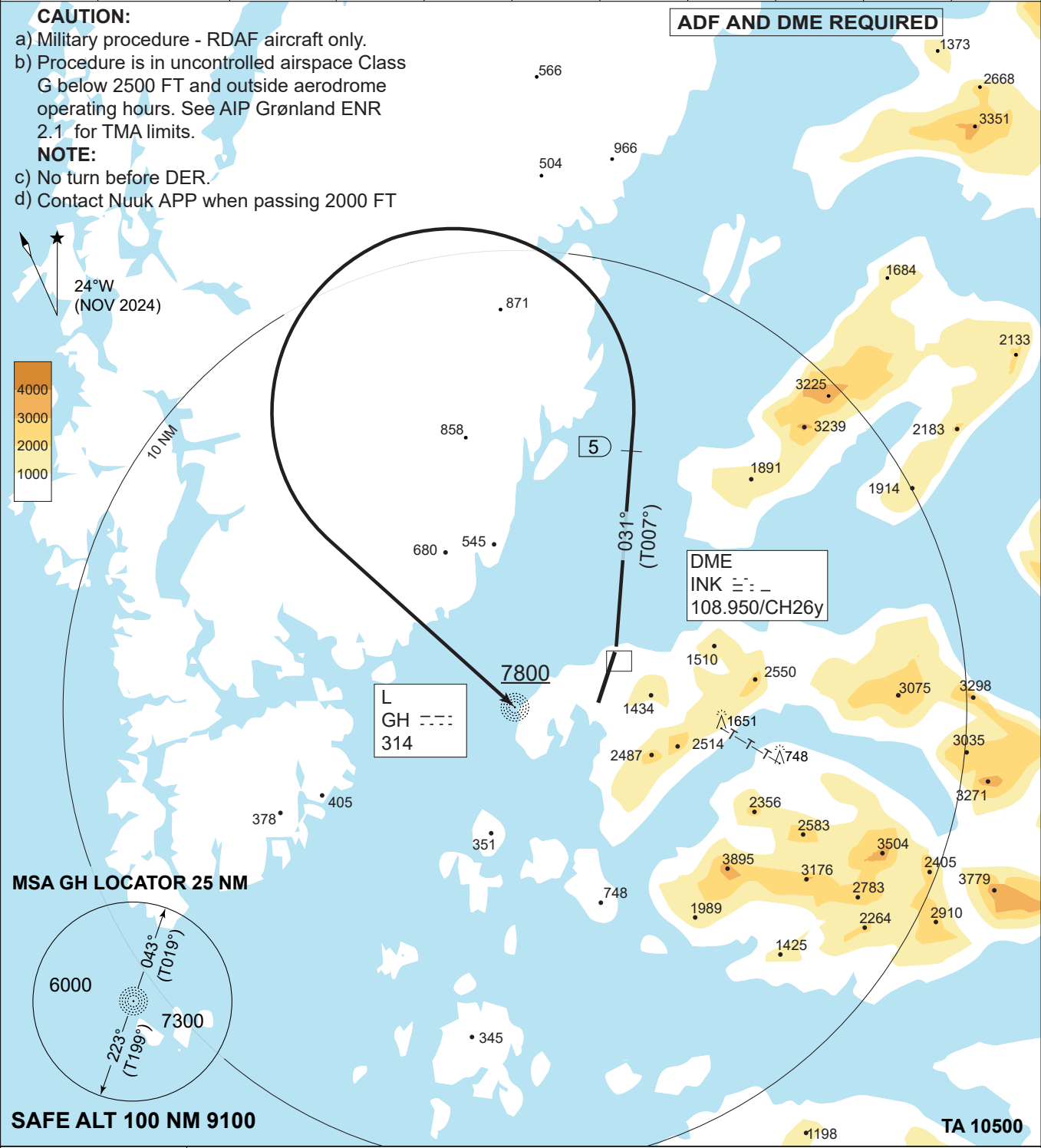
AD ELEV 277

GH1A
NUUK (BGGH)

NUUK APP 121.300		NUUK AFIS 119.100					NUUK ATIS 123.000			
MIN CLIMB	GS	60	120	180	240	300	360	to	Reason	
4.7%	V/V (fpm)	290	580	860	1150	1430	1720	7800	Terrain	

- CAUTION:**
- a) Military procedure - RDAF aircraft only.
 - b) Procedure is in uncontrolled airspace Class G below 2500 FT and outside aerodrome operating hours. See AIP Grønland ENR 2.1 for TMA limits.
- NOTE:**
- c) No turn before DER.
 - d) Contact Nuuk APP when passing 2000 FT

ADF AND DME REQUIRED



CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026.

GH1A (RWY04)	Climb on track 031° (T007°) to DME 5 INK. Turn left direct GH. Cross GH at or above 7800 FT. Proceed according to ATC/flightplan. MIN CG 4.7% until passing 7800 FT.
	Min. altitude 7800 FT to proceed direct AMABI, AMKOX, ASCOX, BAMAM, DODFO, EZVIL, EVULO, GETGA, NUKRI or SUBUD.

GH1A

64°11.46'N
051°40.68'W

NUUK (BGGH)

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MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 277

GH1B
NUUK (BGGH)

NUUK APP 121.300			NUUK AFIS 119.100				NUUK ATIS 123.000			
MIN CLIMB	GS	60	120	180	240	300	360	to	Reason	
4.5%	V/V (fpm)	280	550	820	1100	1370	1640	7800	Terrain	

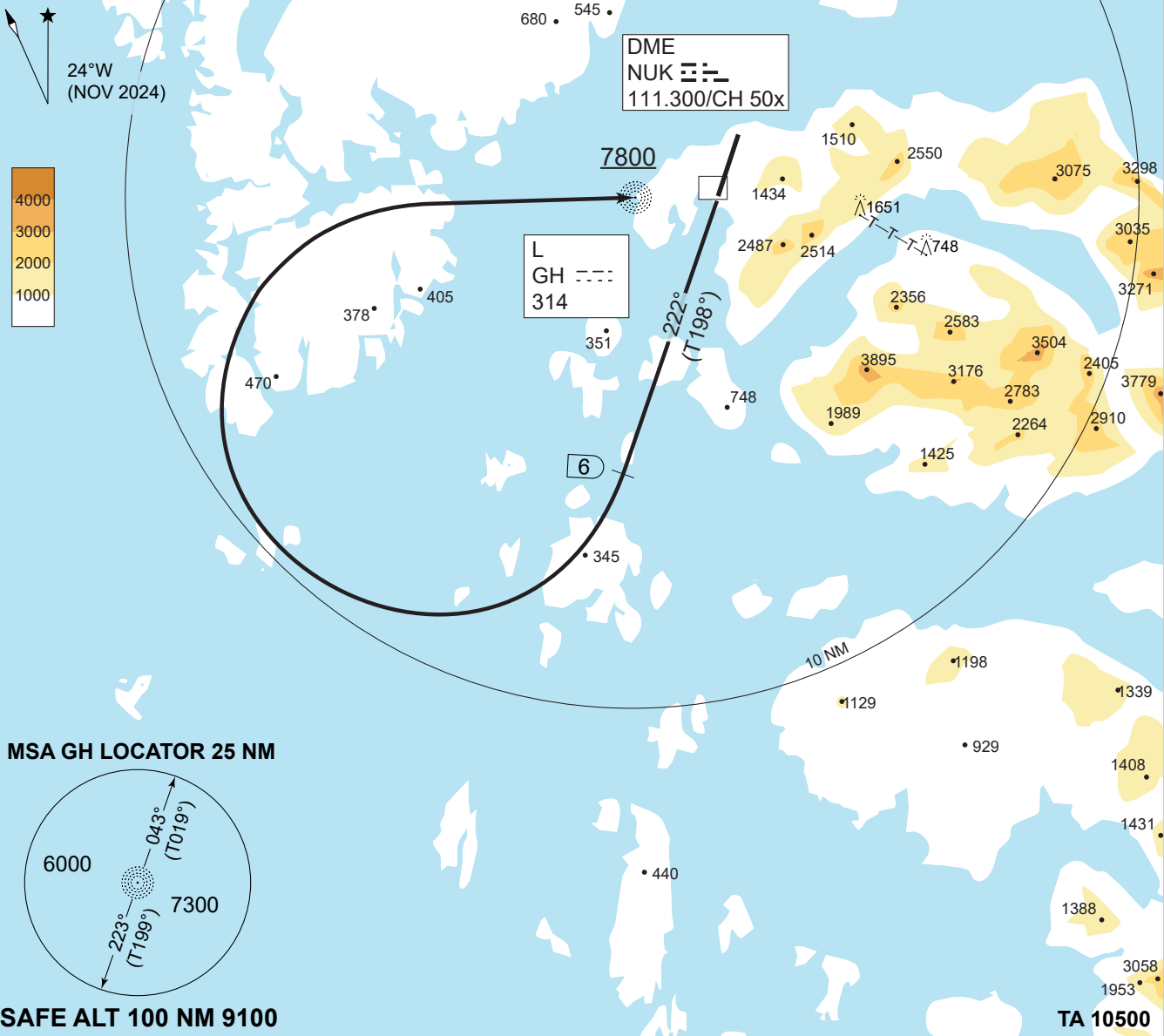
CAUTION:

- a) Military procedure - RDAF aircraft only.
b) Procedure is in uncontrolled airspace Class G below 2500 FT and outside aerodrome operating hours. See AIP Grønland ENR 2.1 for TMA limits.

NOTE:

- c) No turn before DER.
d) Contact Nuuk APP when passing 2000 FT

ADF AND DME REQUIRED



GH1B
(RWY 22)

Climb straight ahead on track 222° (T198°) to DME 6 NUK.
Turn right direct GH. Cross GH at or above 7800 FT.
Proceed according to ATC/flightplan.
MIN CG 4.5% until passing 7800 FT.

Min. altitude 7800 FT to proceed direct AMABI, AMKOX, ASCOX, BAMAM, DODFO, EZVIL, EVULO, GETGA, NUKRI or SUBUD.

GH1B

64°11.46'N
051°40.68'W

NUUK (BGGH)

CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026.

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