FORSVARET

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MIL AIP DENMARK

AIRAC Cycle: 2301
Eff. 26 JAN 2023
Amendment No. 242

This AIRAC AMDT contains the following changes:

GEN 0.1	New AIRAC dates.
GEN 0.4	Checklist updated.
GEN 0.5	New SKP Approach, BLL Approach and BLL Tower frequencies.
GEN 2.2	New abbreviations added.
GEN 3.5	MET Office Karup opening hours changed.
ENR 2.1	New SKP Approach, BLL Approach and BLL Arrival frequencies.
ENR 2.2	New BLL Tower frequency. Kastrup and Roskilde updated. Editorial.
ENR 3.4	New SKP Approach, BLL Approach and BLL Tower frequencies.
ENR 4.1	New station VAR: AAL (TAC), ALS, KAS, KOR, ODN, TNO. RAM VAR removed.
EKKA	
AD2	Ref. temperature added. MET opening hours changed to H24. Reference corrected. Charts renamed RNP.
Glider Areas in TMA	New BLL Approach frequency.
RNP RWY 09R	Chart renamed RNP.
WP LIST RWY 09R	Approach renamed RNP.
RNP RWY 27L	Chart renamed RNP.
WP LIST RWY 27L	Approach renamed RNP.
EKSP	
AD 2	New SKP Approach frequency. Charts renamed RNP.
ADC	New SKP Approach frequency.
Glider Areas in TMA	Eff. date added.
ILS or LOC RWY 10L	New Approach frequency.
ILS or LOC Z RWY 10L	New Approach frequency.
HI-VORTAC RWY 10L	New Approach frequency.
VORTAC RWY 10L	New Approach frequency.
RNP RWY 10L	Chart renamed RNP. New Approach frequency.
WP LIST RWY 10L	Approach renamed RNP.
ILS or LOC RWY 28R	New Approach frequency.
ILS or LOC Z RWY 28R	New Approach frequency.
HI-VORTAC RWY 28R	New Approach frequency.
VORTAC RWY 28R	New Approach frequency.
RNP RWY 28R	Chart renamed RNP. New Approach frequency.
WP LIST RWY 28R	Approach renamed RNP.

EKYT

AD 2	Mag. Var. updated. Seasonal Availability updated. GP/PAPI angle 08L changed to 3°. Charts renamed RNP.
ADC	PAPI 08L changed to 3°.
NAC	Areas corrected.
VFR 08L	Areas corrected.
VFR 26R	Areas corrected.
ILS or LOC RWY 08L	Procedure revised for 3° descent.
HI-TACAN RWY 08L	Editorial.
TAC RWY RWY 08L A-B	Procedure revised for 3° descent.
TAC RWY RWY 08L C-E	Procedure revised for 3° descent.
RNP RWY 08L	Chart renamed RNP.
WP LIST RWY 08L	Approach renamed RNP.
ILS or LOC RWY 26R A-B	Obstacles.
ILS or LOC RWY 26R C-E	Obstacles.
HI-VORTAC RWY 26R	Obstacles.
VORTAC RWY 26R A-B	Obstacles.
VORTAC RWY 26R C-E	Obstacles.
RNP RWY 26R	Chart renamed RNP.
WP LIST RWY 26R	Approach renamed RNP.

BGMV

AD 3	Charts renamed.
ADC	Chart renamed ADC.
RNP RWY 32	Chart renamed RNP.
WP LIST RWY 32	Approach renamed RNP.

BGNO

AD 3	AD elevation corrected.
NDB RWY 19	Circling minima updated, AD elevation corrected, editorial.
RNP RWY 19	Circling minima updated, AD elevation corrected, editorial.
WP LIST RWY 19	Temp. corr. table updated.

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GEN 0.4-3/	01 DEC 2022
GEN 0.4-4	01 DEC 2022
GEN 0.4-5	01 DEC 2022
GEN 0.5-1/	24 FEB 2022
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GEN 2.2-3/	24 FEB 2022
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EKKA		**EKKA**	
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GLIDER AREAS	26 JAN 2023	GLIDER AREAS	14 JUL 2022
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RNP RWY 27L/	26 JAN 2023	RNAV (GNSS) RWY 27L/	19 MAY 2022
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HI-VORTAC RWY 10L	26 JAN 2023	HI-VORTAC RWY 10L	19 MAY 2022
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ILS or LOC Z RWY 28R	26 JAN 2023	ILS or LOC Z RWY 28R	19 MAY 2022
HI-VORTAC RWY 28R	26 JAN 2023	HI-VORTAC RWY 28R	19 MAY 2022
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VORTAC RWY 26R A-B	26 JAN 2023	VORTAC RWY 26R A-B	11 AUG 2022
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RNP RWY 26R/	26 JAN 2023	RNAV (GNSS) RWY 26R/	11 AUG 2022
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BGMV		**BGMV**	
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RNP RWY 19/	26 JAN 2023	RNP RWY 19/	06 OCT 2022
WP LIST RWY 19	26 JAN 2023	WP LIST RWY 19	06 OCT 2022

END

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

AD 0 Preface
Table of Contents to Part 3.

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

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

AD 3 Greenland
Detailed information about aerodromes in Greenland.

Amendment interval
To the extent possible, amendments to MIL AIP will be issued on AIRAC dates. For 2023, the following AIRAC dates have been established:

26 JAN, 23 FEB, 23 MAR, 20 APR, 18 MAY, 15 JUN, 13 JUL, 10 AUG, 07 SEP, 05 OCT, 02 NOV, 30 NOV and 28 DEC.

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

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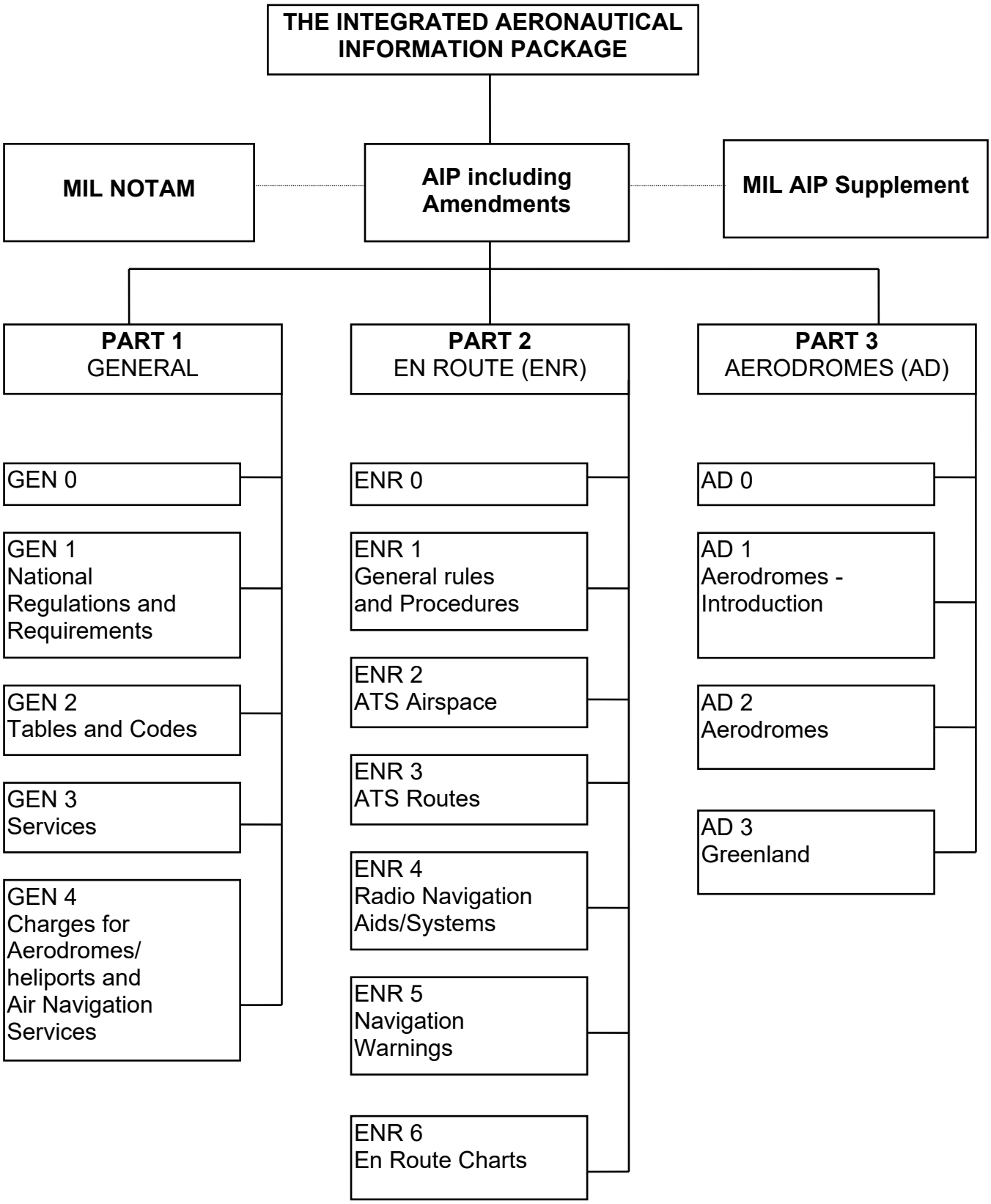
THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
MIL NOTAM
AIP including Amendments
MIL AIP Supplement
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PART 2 EN ROUTE (ENR)
PART 3 AERODROMES (AD)
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GEN 1 National Regulations and Requirements
GEN 2 Tables and Codes
GEN 3 Services
GEN 4 Charges for Aerodromes/ heliports and Air Navigation Services
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ENR 2 ATS Airspace
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AD 3 Greenland

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AD1	
1.1-1	24 FEB 2022
1.2-1	24 FEB 2022
1.2-2	24 FEB 2022
AD2	
2.0-1	24 FEB 2022
2.0-2	24 FEB 2022
2.0-3	24 FEB 2022
EKKA	
AD 2.1-1	26 JAN 2023
AD 2.1-2	24 FEB 2022
AD 2.1-3	26 JAN 2023
AD 2.1-4	24 FEB 2022
AD 2.1-5	24 FEB 2022
AD 2.1-6	24 FEB 2022
AD 2.1-7	19 MAY 2022
AD 2.1-8	24 FEB 2022
AD 2.1-9	26 JAN 2023
AD 2.1-10	24 FEB 2022
ADC	19 MAY 2022
AOC-A 09R	24 FEB 2022
PATC 27L	24 FEB 2022
VAC	24 FEB 2022
Glider Areas in TMA	26 JAN 2023
ILS or LOC 09R	19 MAY 2022
COPTER ILS or LOC 09R	19 MAY 2022
HI-TACAN 09R	19 MAY 2022
RNP RWY 09R	26 JAN 2023
WP LIST RWY 09R	26 JAN 2023
ILS or LOC 27L	19 MAY 2022
COPTER ILS or LOC 27L	19 MAY 2022
HI-TACAN 27L	19 MAY 2022
RNP RWY 27L	26 JAN 2023
WP LIST RWY 27L	26 JAN 2023
EKSP	
AD 2.1-1	24 FEB 2022
AD 2.1-2	24 FEB 2022
AD 2.1-3	24 FEB 2022
AD 2.1-4	24 FEB 2022
AD 2.1-5	24 FEB 2022
AD 2.1-6	24 FEB 2022
AD 2.1-7	26 JAN 2023
AD 2.1-8	24 FEB 2022
AD 2.1-9	24 FEB 2022
AD 2.1-10	24 FEB 2022
AD 2.1-11	26 JAN 2023
ADC	26 JAN 2023
AOC-A RWY 10L	24 FEB 2022
AOC-A RWY 28R	24 FEB 2022
APDC	24 FEB 2022
VAC	24 FEB 2022
NAC	24 FEB 2022
Glider Areas in TMA	26 JAN 2023
ILS or LOC RWY 10L	26 JAN 2023
ILS or LOC Z 10L	26 JAN 2023
HI-VORTAC 10L	26 JAN 2023
VORTAC 10L	26 JAN 2023
RNP RWY 10L	26 JAN 2023
WP LIST RWY 10L	26 JAN 2023
ILS or LOC 28R	26 JAN 2023
ILS or LOC Z 28R	26 JAN 2023
HI-VORTAC 28R	26 JAN 2023
VORTAC 28R	26 JAN 2023
RNP RWY 28R	26 JAN 2023
WP LIST RWY 28R	26 JAN 2023
EKYT	
AD 2.1-1	26 JAN 2023
AD 2.1-2	26 JAN 2023
AD 2.1-3	24 FEB 2022
AD 2.1-4	24 FEB 2022
AD 2.1-5	26 JAN 2023
AD 2.1-6	19 MAY 2022
AD 2.1-7	26 JAN 2023
AD 2.1-8	24 FEB 2022
AD 2.1-9	26 JAN 2023
ADC	26 JAN 2023
AOC-A 08L	24 FEB 2022
PATC 26R	24 FEB 2022
VAC	01 DEC 2022
NAC	26 JAN 2023
VFR-08L	26 JAN 2023
VFR-26R	26 JAN 2023
ILS or LOC 08L	26 JAN 2023
HI-TACAN 08L	26 JAN 2023
TACAN 08L (CAT A-B)	26 JAN 2023
TACAN 08L (CAT C-E)	26 JAN 2023
RNP RWY 08L	26 JAN 2023
WP LIST RWY 08L	26 JAN 2023

PAGE	DATE
ILS or LOC 26R (CAT A-B)	26 JAN 2023
ILS or LOC 26R (CAT C-E)	26 JAN 2023
HI-VORTAC 26R	26 JAN 2023
VORTAC 26R (CAT A-B)	26 JAN 2023
VORTAC 26R (CAT C-E)	26 JAN 2023
RNP RWY 26R	26 JAN 2023
WP LIST RWY 26R	26 JAN 2023
AD 3	
BGNO	
AD 3.1-1	26 JAN 2023
AD 3.1-2	03 NOV 2022
AD 3.1-3	06 OCT 2022
AD 3.1-4	06 OCT 2022
AD 3.1-5	06 OCT 2022
ADC	26 JAN 2023
NDB RWY 19	26 JAN 2023
RNP RWY 19	26 JAN 2023
WP LIST RWY 19	26 JAN 2023
BGMV	
AD 3.1-1	24 FEB 2022
AD 3-1-2	24 FEB 2022
AD 3.1-3	21 APR 2022
AD 3.1-4	06 OCT 2022
AD 3.1-5	24 FEB 2022
AD 3.1-6	26 JAN 2023
ADC	26 JAN 2023
RNP RWY 32	26 JAN 2023
WP LIST RWY 32	26 JAN 2023
CHARTS	
LFC 1:500.000 Ed. 45	24 MAR 2022
ANC 1:250.000 CPH AREA	28 MAR 2019

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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. 45	Area ED D 46 renamed ED D 46B	AMD 233
LFC Ed. 45	Delete symbol for "Obstacle, Lighted", Chimney "Aabenraa, Enstedværket", 601 FT MSL, as obstacle has been shortened and height is now below 328 FT (100 M) AGL, REF ENR 5.4 - 1.	AMD 235
LFC Ed. 45	Replace symbol "Group, Lighted", with "Obstacle, Lighted", as 1 of 2 chimneys "København, Amager Ressource Center", PSN 55 41 01N 012 37 18E is withdrawn.	AMD 235
LFC Ed. 45	Change the following UHF frequencies: AAL Approach 309.950 to 362.450 AAL Tower 284.775 to 353.525 KAR Approach 292.750 to 269.275 KAR Tower 241.650 to 353.575 SKP Approach 300.075 to 374.450 SKP Tower 258.000 to 286.375	AMD 235
LFC Ed. 45	Change contact phone number +45 728 11633 to: +45 728 11516/+45 728 11634	AMD 237
LFC Ed. 45	Delete symbol for "Heliport" at HOLSTEBRO HEMS.	AMD 237
LFC Ed. 45	Add symbol for "Wind turbines and group. Lighted", Hillerslev, 8 Wind turbines, 498 FT MSL, 493 FT AGL. LIL F R on 3 wind turbines at PSN: 57 01 18N 008 45 40E, 57 01 19N 008 45 23E and 57 01 30N 008 46 03E. Day: LIM FLG W and Night: LIM FLG R on 5 wind turbines at PSN: 57 01 20N 008 45 06E, 57 01 22N 008 44 49E, 57 01 32N 008 45 46E, 57 01 33N 008 45 29E and 57 01 34N 008 45 12E.	AMD 237
LFC Ed. 45	Delete symbol for "Obstacle. Lighted" (Maersk Interceptor, Grenå Harbour) 623 FT MSL PSN: 56 25 00N 010 55 49E, and "Obstacle. Lighted" (Maersk Innovator) PSN:56 24 56N 010 55 45E	AMD 240
LFC Ed. 45	Delete symbol for "Obstacle. Lighted" at Grenå Harbour, Rig, 400 FT MSL, PSN 56 25 14N 010 56 05E.	AMD 240
LFC Ed. 45	Change the following UHF frequencies: SKP Approach 374.450 to 315.100	AMD 242
LFC Ed. 45	Change Billund Approach FREQ from 127.575 to 127.580 and Billund TWR FREQ from 119.000 to 119.005.	AMD 242

F

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

G

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

H

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

I

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

J

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

K

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

L

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

M

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

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

N

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

O

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

P

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

Q

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

R

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

S

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

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

T

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

U

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

V

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

W

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

X

XBAR	Crossbar (of approach lighting system)

Y

Y	Yellow
YCZ	Yellow Caution Zone (Runway Lighting)

Z

Z	Indicates UTC

GEN 3.5 METEOROLOGICAL SERVICES

1. Meteorological Authority.

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

Postal address:	MET CENTRE KARUP OPERATIONS SUPPORT WING Herningvej 30, DK 7470 Karup J. Denmark
ICAO telegraphic address:	EKMKYMYX
Telephone	+45 728 41431

2. Area of Responsibility

Meteorological services are provided for the entire København FIR.

3. General

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

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

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

Briefing consultation is available as specified in GEN 3.5-2. MET information for flights with destinations outside Danish FIR should normally be requested at least 3 hours before departure. Requests from abroad for MET information should be made to MET CENTRE KARUP Mon – Fri and MET Office Karup during weekends and holidays.

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

Note: During wintertime, the routine weather reports (METAR) will be followed by runway conditions given in the MOTNE runway state eight-digit code.

4. Aerodrome Meteorological Services

Location / Service	MET CENTRE KARUP	MET Office KARUP	MET Office SKRYDSTRUP	MET Office AALBORG
	EKMK	**EKKA**	**EKSP**	**EKYT**
Weather observation service		H24 (AUTO OBS)	H24	H24 (AUTO OBS)
Forecaster availability	MON-FRI H24 SAT-SUN and holidays: Forecaster service provided by MET Office KARUP	H24	MON-THU 0430-1430 *) FRI 0430-1300 *) Outside hours above forecaster service provided by MET Office KARUP or MET CENTRE KARUP	Forecaster service provided by MET Office KARUP or MET CENTRE KARUP H24
Aerodrome Forecasts		24 HR TAF	24 HR TAF	24 HR TAF
Landing Forecasts (2 HR TREND)		MON-THU 0600-1430 FRI 0600-1230 Other times O/R	MON-THU 0530-1430 *) FRI 0530-1300 *)	N/A
Briefing Consultation	MON-FRI H24 by telephone	Local at EKKA: H24. Personal or by telephone	Local at EKSP: MON-THU 0430-1430 *) FRI 0430-1300 *) Personal or by telephone Outside hours above by telephone to MET Office KARUP or MET CENTRE KARUP	H24 by telephone to MET Office KARUP or MET CENTRE KARUP
Languages	DA, EN	DA, EN	DA, EN	DA, EN
Telephone	+45 728 41431 +45 728 41432	+45 728 41441 +45 728 41442	+45 728 48191	+45 728 41422

Note: The responsibilities and services of MET CENTER KARUP are partly merged and shared with Met Office Karup.

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

LOCAL ATS AREAS Within the local ATS areas air traffic services are provided by the local ATS unit.		
DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
AALBORG LOCAL ATS AREA 573858N 0102855E - 572238N 0104525E - 570158N 0104855E - 563343N 0095455E - 563828N 0094225E - 563828N 0084735E - 565958N 0083355E - 570713N 0083625E - 573858N 0100725E - 573858N 0102855E 1) Except other ATS regulated airspace	FL 125 / 3500 FT AMSL **E** 3500 FT AMSL / GND **G**1)	Aalborg APPROACH 123.975 362.450 EN, DA HR as AD
AARHUS LOCAL ATS AREA 565138N 0102855E - 563506N 0104702E - 562028N 0112803E - 560618N 0112306E - 560158N 0110956E - 560738N 0101455E - 561128N 0095455E - 563343N 0095455E - 565138N 0102855E 1) Except other ATS regulated airspace	FL 65 / 3500 FT AMSL **E** 3500 FT AMSL / GND **G**1)	Aarhus APPROACH 119.275 EN, DA HR as AD
BILLUND LOCAL ATS AREA 560316.8N 0092955.4E – 555257.8N 0095455.5E – 552957.7N 0095455.5E – 552420.6N 0080007.3E – 553657.7N 0080855.3E – 560517.7N 0080440.2E – 560316.7N 0092955.4E. 1) Except other ATS regulated airspace	FL 125 / 3500 FT AMSL **E**1) 3500 FT AMSL / GND **G**1)	Billund APPROACH 127.580 EN, DA H24
KARUP LOCAL ATS AREA 563828N 0094225E - 563343N 0095455E - 561128N 0095455E - 560317N 0092955E - 560508N 0081855E - 562713N 0081525E - 563828N 0084735E - 563828N 0094225E 1) Except other ATS regulated airspace	FL 125 / 3500 FT AMSL **E** 3500 FT AMSL / GND **G**1)	Karup APPROACH 120.425 269.275 EN, DA HR as AD
SKRYDSTRUP LOCAL ATS AREA 552958N 0095456E - 551858N 0100346E - 550348N 0100250E - 545100N 0093100E - 545015N 0091700E - 545220N 0091320E - 545400N 0090110E - 545500N 0084000E - 550417N 0082655E - 552549N 0082655E - 552958N 0095456E 1) Except other ATS regulated airspace	FL 65 / 3500 FT AMSL **E** 3500 FT AMSL / GND **G**1)	Skrydstrup APPROACH 124.100 315.100 EN, DA HR as AD

DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
AALBORG TMA 570718N 0091355E - 571148N 0092055E - 571428N 0093125E - 571648N 0100755E - 571528N 0101925E - 571158N 0102725E - 570348N 0102855E - 565928N 0102255E - 565658N 0101155E - 565428N 0093525E - 565558N 0092355E - 565918N 0091555E - 570718N 0091355E.	3500 FT AMSL 1500 FT AMSL **D**	AALBORG APPROACH 123.975 362.450 EN, DA HR as AD
AARHUS TMA 562528N 0100255E - 562848N 0101055E - 562948N 0102225E - 562618N 0105756E - 562328N 0110756E - 561848N 0111326E - 561048N 0111056E - 560728N 0110256E - 560628N 0105156E - 560958N 0101625E - 561258N 0100625E - 561728N 0100025E - 562528N 0100255E.	3500 FT AMSL 1500 FT AMSL **D**	AARHUS APPROACH 119.275 EN, DA HR as AD
BILLUND TMA A. 560316.8N 0092955.4E – 555257.8N 0095455.5E – 552957.7N 0095455.5E – 552420.6N 0080007.3E – 553657.7N 0080855.3E – 560517.7N 0080440.2E – 560316.8N 0092955.4E.	FL 105 FL 75 **C**	BILLUND APPROACH 127.580 EN, DA H24
B. 555957.4N 0093801.4E – 555257.8N 0095455.5E – 552957.7N 0095455.5E – 552630.0N 0083955.1E – 553544.8N 0081933.6E – 554927.1N 0081746.4E – 555800.0N 0083700.0E – 555957.4N 0093801.4E.	FL 75 FL 45 **C**	BILLUND ARRIVAL 119.255 EN, DA H24
C. 555451.5N 0092102.1E – 555138.7N 0094127.6E – 553924.5N 0094229.5E – 553419.5N 0093623.3E – 553306.5N 0085624.5E – 553548.7N 0085126.4E – 553717.1N 0083643.0E – 554650.1N 0083539.1E – 555400.0N 0085924.0E – 555451.5N 0092102.1E.	FL 45 2500 FT AMSL **C**	
D. 555031,7N 0092942.0E – 553933.7N 0093040.8E – 553816.0N 0084914.3E – 554913.6N 0084803.9E – 555031.7N 0092942.0E.	2500 FT AMSL 1500 FT AMSL **C**	
KARUP TMA 562118N 0083025E - 562758N 0083849E - 562748N 0092425E - 562558N 0093525E - 562158N 0094255E - 561358N 0094255E - 560758N 0092455E - 560659N 0083856E - 560902N 0083110E - 562118N 0083025E.	3500 FT AMSL 1500 FT AMSL **D**	KARUP APPROACH 120.425 269.275 EN, DA HR as AD
KØBENHAVN TMA. For details see ENR 2.1-5. **ROSKILDE TMA.** For details see ENR 2.1-6.		

DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
RØNNE TMA Situated within Malmö FIR A. 551726N 0141828E - 551534N 0142453E - then clockwise along an arc of a circle, radius 16,2 NM centred at 550404N 0144448E - 545500N 0142127E - 545500N 0141000E - 551033N 0141000E - 551726N 0141828E	FL 95 / 4500 FT AMSL **E** 4500 FT AMSL / 3500 FT AMSL **D**	Below 4500 FT Rønne TWR 118.325 257.80 EN, DA
B. A circle 16.2 NM radius, centred at 550404N 0144448E.	3500 FT AMSL / 1500 FT AMSL **D**	
SKRYDSTRUP TMA 550928N 0083955E - 552630N 0083955E – 552722N 0085712E - 551700N 0095400E – 550500N 0095400E - 550000N 0093000E - 550928N 0083955E.	3500 FT AMSL / 1500 FT AMSL **D**	SKRYDSTRUP APPROACH 124.100 315.100 EN, DA
WESTERLAND/SYLT TMA Part in København FIR 551000N 0080345E - 551000N 0081245E – 550400N 0082000E - FIR border – 550000N 0075500E - 550300N 0075500E – 551000N 0080345E.	3500 FT AMSL / 1000 FT GND **E**	BREMEN RADAR 124.075 EN, GE
COPENHAGEN AREA Consisting of København TMA, Roskilde TMA		
1. KØBENHAVN TMA A. 555906N 0114933E - 554258N 0114056E - 552214N 0115617E - 551143N 0115846E - 551458N 0114051E - 552538N 0112436E - 555048N 0112146E - 555906N 0114933E.	FL 195 / FL 55 **C**	119.805 243.000 121.500 118.455 120.205 120.255 124.980 EN, DA
B. 560923N 0122446E - 555718N 0122456E - 555438N 0120216E - 554538N 0114221E - 555906N 0114933E - 560923N 0122446E.	FL 195 / 4500 FT AMSL **C**	
C. 555718N 0122456E – 554338N 0120826E – 552723N 0120806E – 552214N 0115617E – 554258N 0114056E – 554538N 0114221E – 555438N 0120216E – 555718N 0122456E.	FL 195 / 3500 FT AMSL **C**	

DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
D. 560923N 0122446E – 560158N 0123156E – 560158N 0124046E – 555958N 0124356E – 555834N 0125156E – 554358N 0130656E – 551458N 0125956E – 551143N 0115846E – 552214N 0115617E – 551959N 0120756E – 551958N 0122656E – 552628N 0125156E – 553343N 0125356E – 554028N 0130326E – 554458N 0125356E – 555128N 0124956E – 555329N 0124042E – FIR boundary – 555852N 0123907E – 555835N 0123636E – 552723N 0120806E – 554338N 0120826E – 555718N 0122456E – 560923N 0122446E.	FL 195 / 2500 FT AMSL **C**	119,805 243,000 121,500 118.455 119,100 120,255 124,980 EN, DA
E. 555852N 0123907E - FIR boundary – 555329N 0124042E - 555128N 0124956E - 554458N 0125356E - 554028N 0130326E - 553343N 0125356E - 552628N 0125156E - 551958N 0122656E - 551959N 0120756E - 552214N 0115617E - 552723N 0120806E - 555835N 0123636E - 555852N 0123907E.	FL 195 / 1500 FT AMSL **C**	
2. ROSKILDE TMA A. 555906N 0114933E - 554258N 0114056E - 552214N 0115617E - 551143N 0115846E - 551458N 0114051E - 552538N 0112436E - 555048N 0112146E - 555906N 0114933E.	FL 55 / 2500 FT AMSL **C**	ROSKILDE APPROACH 125,525 EN, DA
B. 560923N 0122446E - 555718N 0122456E - 555438N 0120216E - 554538N 0114221E - 555906N 0114933E - 560923N 0122446E.	4500 FT AMSL / 2500 FT AMSL **C**	
C. 555718N 0122456E - 555047N 0121702E - 554839N 0114901E - 555438N 0120216E - 555718N 0122456E	3500 FT AMSL / 2500 FT AMSL **C**	
D. 555047N 0121702E - 554338N 0120826E – 552723N 0120806E - 552214N 0115617E – 554258N 0114056E - 554538N 0114221E – 554839N 0114901E - 555047N 0121702E.	3500 FT AMSL / 1500 FT AMSL **C**	
E. 555144N 0123016E – 552723N 0120806E - 554338N 0120826E – 555047N 0121702E - 555144N 0123016E.	2500 FT AMSL / 1500 FT AMSL **C**	

ENR 2.2 CONTROL ZONES (CTR), RADIO MANDATORY ZONES (RMZ), FLIGHT INFORMATION ZONES (FIZ), HELICOPTER TRAFFIC ZONE (HTZ)

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

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

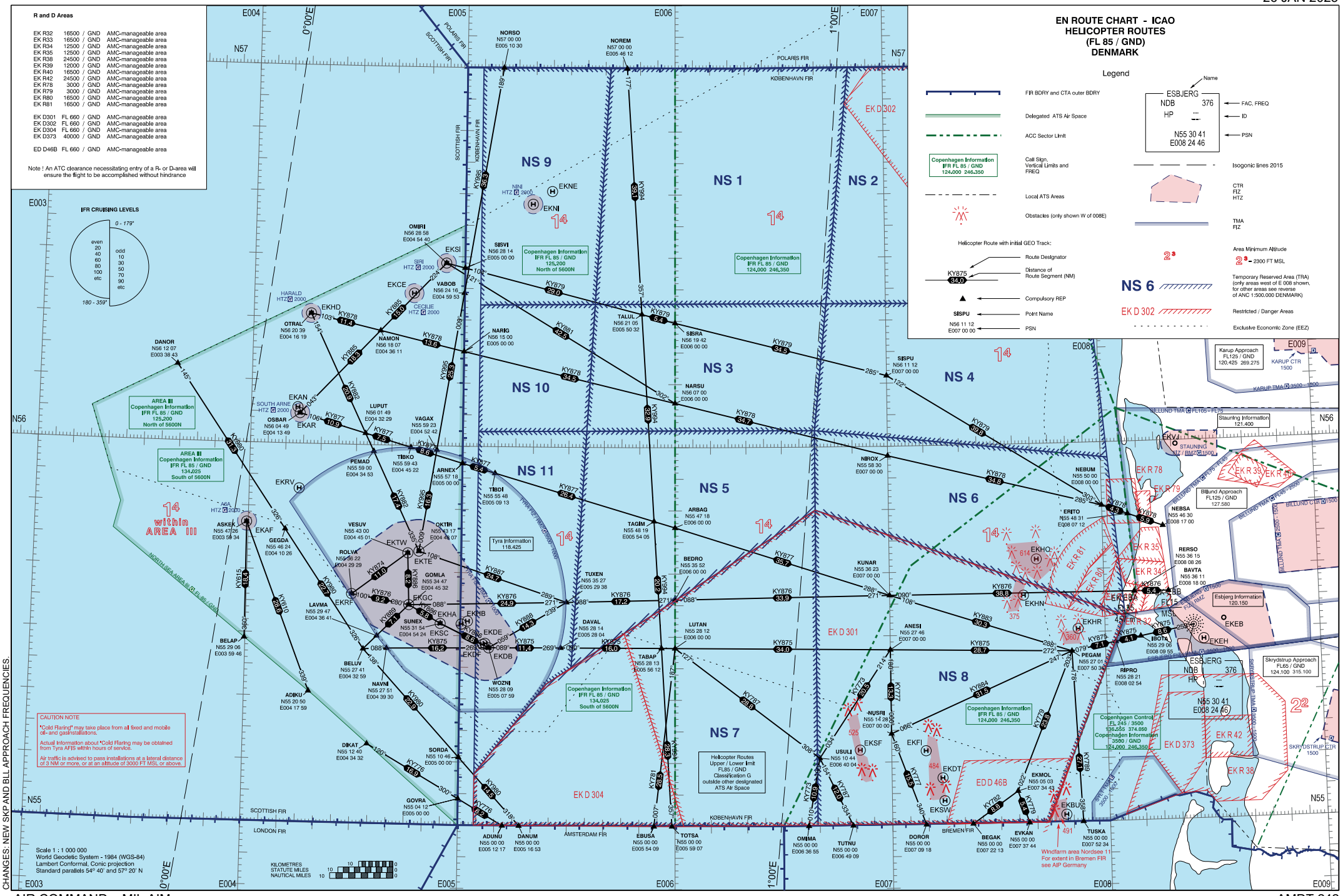
NAME AND LATERAL LIMITS	UPPER LIMIT (FT AMSL) CLASSIFICATION	ATC UNIT/FREQ. LANGUAGE
BILLUND CTR 555031.7N 0092942.0E - 553933.7N 0093040.8E - 553816.0N 0084914.3E - 554913.6N 0084803.9E - 555031.7N 0092942.0E.	1 500 **D**	BILLUND TOWER 119.005 129.505 EN, DA
KASTRUP CTR 554356N 0124834E - FIR boundary - 553649N 0125249E - 552858N 0124356E - 552858N 0122556E - 553558N 0122156E - 554158N 0122556E - 554356N 0124834E.	1 500 **D**	KASTRUP TOWER 118.100 118.700 119.350 EN, DA
ROSKILDE CTR 553900N 0115830E - 554030N 0120430E - 554100N 0121130E - 553940N 0121500E - 553630N 0121700E - 553400N 0121800E - 553100N 0121600E - 552930N 0121000E - 552900N 0120400E - 553100N 0115800E - 553630N 0115630E - 553900N 0115830E.	1 500 **D**	ROSKILDE TOWER 118.900 119.650 EN, DA
RØNNE CTR 551114N 0143811E - 550601N 0145832E, then arc of circle, 8.1 NM radius, centered at 550404N 0144448E clockwise to 551114N 0143811E. Situated within Malmö FIR.	1 500 **D**	RØNNE TOWER 118.325 257.800 EN, DA
AARHUS CTR 562338N 0102225E - 562308N 0102755E - 562528N 0103555E - 562448N 0104256E - 562108N 0104856E - 562038N 0105406E - 561228N 0105146E - 561258N 0104626E - 561048N 0103846E - 561128N 0103126E - 561518N 0102525E - 561548N 0101955E - 562338N 0102225E.	1 500 **D**	TIRSTRUP TOWER 118.525 EN, DA

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

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

3.1 Flight Information Zones

NAME AND LATERAL LIMITS	UPPER / LOWER LIMIT (FT MSL) CLASSIFICATION	ATC UNIT/FREQ. LANGUAGE
ESBJERG FIZ/RMZ A. 553241N 0080552E - 553323N 0081808E - 553628N 0082725E - 553728N 0083455E - 553549N 0085126E - 553239N 0085715E - 552722N 0085712E - 552420N 0075957E - 553241N 0080552E. B. 553323N 0081808E - 553628N 0082725E - 553728N 0083455E - 553633N 0084411E - 552653N 0084720E - 552530N 0082046E - 553323N 0081808E.	3 500 1 500 **G** 1 500 GND **G**	ESBJERG INFORMATION 120.150 121.5 EN, DA
TYRA FIZ/RMZ A. 555044N 0041126E along an arc of a circle, radius 25 NM centred at 553446N 0044525E to 551805N 0051805E - 551755N 0050000E - 552428N 0044425E - 552947N 0043641E - 555044N 0041126E B. 554019N 0042404E - 554742N 0044123E - 554813N 0044636E along and arc of a circle, radius 5 NM centred at 554317N 0044806E to 554612N 0045518E - 553051N 0051436E along an arc of a circle radius 5 NM centred at 552758N 0050728E to 552330N 0050329E - 553140N 0043426E to 554019N 0042404E	3 500 1 000 **G** 1 000 GND **G**	TYRA INFORMATION 118.425 134.025 EN, DA
ODENSE FIZ/RMZ 552949N 0100911E - 553533N 0102632E - 552959N 0103214E - 552415N 0101455E - 552949N 0100911E .	3 500 GND **G**	ODENSE INFORMATION 119.525 EN, DA
SINDAL FIZ/RMZ 573407N 0100410E - 573443N 0102142E - 572830N 0102226E - 572753N 0100456E - 573407N 0100410E	3 500 GND **G**	SINDAL INFORMATION 118.750
SØNDERBORG FIZ/RMZ 545121N 0095218E - 550129N 0093707E - 550346N 0094802E - 545522N 0100026E - 545121N 0095218E	3500 GND **G**	SØNDERBORG INFORMATION 126.4 121.5 EN, DA
VAMDRUP FIZ/RMZ A circle, 1,5 NM radius centered at 552611N 0091955E.	1 500 GND **G**	VAMDRUP INFORMATION 120.500 EN, DA



CHANGES: NEW SKP AND BLL APPROACH FREQUENCIES.

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 Radio Navigation Aids – En Route

Station (VAR)	ID	Facility	Frequency/ Channel	Hours	Geo. Coord. (WGS-84)	Elev. (ft)	FRA relevance A = ARR connecting point D = DEP connecting point I = Intermediate point	Remarks
Aalborg (4°E 2022)	AAL	VOR	116.70/ CH 114X	H24	570613.39N 0095944.08E		(I)	DOC FL 500/100 NM. Unreliable from R-160 to R-200 form 23 NM and out. DME from AAL TACAN. Rerouting point.
Aalborg (4°E 2023)	AAL	TACAN	CH 114X	H24	570614.16N 0095934.11E	56.8		DOC FL 500/200 NM
Alsie (4°E 2022)	ALS	VOR	114.70	H24	545419.49N 0095936.16E		(DI)	DOC FL 500/60 NM, 80 NM 313°-063°M and 80 NM 198°-243°M.
Bella	BEL	DME	114.65/ CH93Y	H24	554728.45N 0120544.74E	135		DOC FL 195-1500 FT / 60 NM
Codan (3°E 2016)	CDA	VOR/ DME	114.90/ CH 96X	H24	550005.40N 0122245.16E	90.2	(DI)	DOC FL 500/60 NM
Esbjerg	HP	L	376 KHz	H24	553041N 0082445E			DOC 30 NM
Esebo	ESE	DME	116.60/ CH113X	H24	553121N 0083331E	175.5		DOC 100 NM
Karup (2°E 2014)	KAR	TACAN	CH37X	H24	561748.03N 0090030.95E	172.8		DOC FL 500FT/200NM
Kastrup (5°E 2022)	KAS	VOR/ DME	112.50/ CH 72X	H24	553525.87N 0123648.97E	28.9	(I)	DOC FL 500/60 NM
Korsa (4°E 2022)	KOR	VOR/ DME	112.80/ CH 75X	H24	552621.71N 0113753.51E	136.2	(AI)	DOC FL 500/80 NM
Lemme	LME	DME	115.350/ CH 100Y	H24	555933.503N 0082115.751E	76.1		DOC FL195/60NM
Odin (4°E 2022)	ODN	VOR/ DME	115.50/ CH 102X	H24	553451.64N 0103910.76E	24.0	(DI)	DOC FL 500/60 NM, 80 NM 018°-063°M and 80 NM 213°-243°M.
Ramme	RAM	DME	111.850/ CH 55Y	H24	562842.14N 0081114.51E	60.4		DOC FL 500/60 NM
Rønne (4°E 2016)	ROE	VOR	112.00	H24	550356.08N 0144531.29E		(AI)	DOC FL500/80 NM, 150 NM 017°-152°M DME INFO from TACAN ROE

Station (VAR)	ID	Facility	Frequency/ Channel	Hours	Geo. Coord. (WGS-84)	Elev. (ft)	FRA relevance A = ARR connecting point D = DEP connecting point I = Intermediate point	Remarks
Rønne (4°E 2017)	ROE	TACAN	CH 57X	H24	550342.73N 0144521.07E	78.6		DOC FL 500/80 NM
Skrydstrup (2°E 2016)	SKR	VOR	110.40/ CH 41X	H24	551344.18N 0091250.61E	138.4	(I)	DOC FL 500/80 NM DME INFO from TACAN SKR
Skrydstrup (2°E 2016)	SKR	TACAN	CH 41X	H24	551344.18N 0091250.61E	138.4		DOC FL 500/80 NM
Trano (4°E 2022)	TNO	VOR/ DME	117.400/ CH 121X	H24	554627N 0112621E	-11.9	(AI)	DOC FL 500/60 NM
Vamdrup	VAM	DME	110.050/ CH 37Y	H24	552616.585N 0092006.051E	174.5		DOC FL195/60NM

EKKA - KARUP AIR BASE

1. AERODROME LOCATION INDICATOR AND NAME

EKKA – HELICOPTER WING KARUP

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	561750.85N 0090728.66E THR RWY 27L
2	Direction and distance from (city)	233º / 13.5 NM from Viborg 032º / 11.0 NM from Herning
3	AD ELEV REF temperature	171 FT AMSL 22.2 °C.
4	MAG VAR Annual change	3.0º E (DEC 2019) Increasing 15’
5	AD administration Postal address Telephone Telefax AFTN Email	Helicopter Wing Karup Herningvej 30, Kølvrå DK-7470 Karup J +45 72 84 31 11 N/A EKKAZPZX/EKKAZPZP wkar-wingops@mil.dk
6	Types of traffic permitted	IFR/VFR

3. OPERATIONAL HOURS

1	AD administration	MON - TUE 0630-1430 (0530-1330) WED - THU 0630-1400 (0530-1300) FRI 0630-1230 (0530-1130)
2	Customs and immigration	As AD administration
3	Health and sanitation	Medical service AVBL
4	AIS briefing office	As AD administration
5	ATS reporting office	As AD administration
6	MET briefing office	H24
7	ATS	H24
8	Fuelling	As AD administration
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration. Limited capacity.
12	Remarks	PPR 24 HR for landing. Weekends and holidays closed.

4. HANDLING SERVICES AND FACILITIES

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

5. PASSENGER FACILITIES

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

6. RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6 (7) (Ref. AD 1.2-1)
2	Rescue equipment	Compliant with CAT
3	Capability for removal of disabled aircraft	Limited
4	Remarks	

7. SEASONAL AVAILABILITY - CLEARING

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

8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Aprons surface and strength	Apron N: Concrete, PCN 81 F/A/W/T Apron NE: Concrete, PCN 115 R/D/W/T Others: Concrete/asphalt PCN 14 - 120
2	Taxiway width, surface and strength	TWY S: 40-45 ft, Asph./concr. PCN 120 F/A/W/T TWY W: 75 ft between THR 09 L/R, otherwise 50 ft. Asph./concr. PCN 94 F/A/W/T TWY X: 40 ft, Asph./concr. PCN 65 F/A/W/T TWY E: 40-75 ft, Asph./concr. PCN 119 F/A/W/T TWY E1: 40 ft, Concrete, PCN 120 F/A/W/T TWY C: 45 ft, Asph./concr. PCN 93 F/A/W/T TWY P: 60 ft, Asph./concr. PCN 118 F/A/W/T TWY F: 35 ft, Asph./concr. PCN 74 F/A/W/T
3	ACL location and elevation	Nil
4	VOR/INS checkpoints	Nil
5	Remarks	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft signs	TWY ID signs established. Taxi guidelines available. Visual docking/parking system not avbl
2	RWY and TWY markings and LGT	RWY day marking: 09R/27L: THR, RWY designator, TDZ, CL, EDGE. 09L/27R: THR, RWY designator, CL. 03/21 THR, RWY designator, CL, EDGE. 14/32: THR, RWY designator, CL, EDGE. RWY LGT: See Item 2.14 TWY day marking: Yellow centerline and holding positions TWY lgt: See Item 2.15
3	Stop bars	RGL only
4	Remarks	

10. AERODROME OBSTACLES

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
55394	Antenna	56 16 41.81N	009 07 00.58E	374	196		Inner horizontal	72.36
99628	Antenna	56 16 48.00N	009 06 59.94E	328	151		Inner horizontal	26.36

11. METEOROLOGICAL INFORMATION PROVIDED

See GEN 3.5.

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	Directions	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation / TDZ elevation
1	2	3	4	5	6
09R	089.3°T 087.3°M	9607 x 150 ft or 2928 x 45 M	PCN 75 F/C/W/T asphalt/concrete Composite constr.	561749.74N 0090438.39E	THR 154.00 TDZ 160.00
27L	269.3°T 267.3°M			561750.85N 0090728.66E	THR 170.00 TDZ 170.00
09L	089.3°T 087.3°M	9816 x 75 ft or 2992 x 23 M	PCN 120 F/B/W/T asphalt/concrete Composite constr.	561756.70N 0090439.44E	THR 155.00 -
27R	269.3°T 267.3°M			561757.84N 0090733.43E	THR 171.00 -

	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
	7	8	9	10	11	12
09R	Less than 1%	745x150 FT / 227 x 45 M	NIL	10001 x 984 ft / 3048 x 300 M	NIL	
27L		755x150 FT / 230 x 45 M		10001 x 984 ft / 3048 x 300 M		
09L		573x75 FT / 175 x 23 M		10210 x 984 ft / 3112 x 300 M		
27R		466x75 FT / 142 x 23 M		10210 x 984 ft / 3112 x 300 M		

12.1 Runway Physical Characteristics Other Runways

RWY desig.	TRUE BRG	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation / TDZ elevation
1	2	3	4	5	6
03	034º	2889 x 50 ft or 880 x 15 M	PCN 90 F/C/W/T asphalt/concrete Composite constr.	561753.78N 0090619.75E	N/A N/A
21	214º			561817.29N 0090648.64E	N/A N/A
14	134º	2273 x 75 ft or 693 X 23 M	PCN 101 F/C/W/T asphalt/concrete Composite constr.	561809.92N 0090645.99E	N/A N/A
32	314º			561754.26N 0090714.80E	N/A N/A
09	089º	2789 X 147 FT or 850 x 45 M	Grass	N/A	N/A N/A
27	269º			N/A	N/A N/A

1.4 Precision Approach. Category II Operations
The operations are subject to the following procedures and conditions:

a. ATC procedures.
ATC will apply special safeguards and procedures during Category II operations. These procedures will only be introduced when the ceiling is 200 FT or less and/or RVR 800 M or less. The minimum distance between an aircraft on final approach carrying out a Category II 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 ILS approach are to use the following phrase: "Request Category II ILS approach runway 27 L".

2. IFR Departure

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

2.2 Omnidirectional departure
Climb straight ahead to at least 850 FT MSL before turn is commenced. If departing from 09R/L, see para. 21 (noise abatement procedures).

3. VFR Flights

3.1 VFR reporting points, VFR holdings and VFR routes are established, see ANC 1:500000

23. ADDITIONAL INFORMATION

NIL

24. CHARTS RELATED TO EKKA

Aerodrome Chart
Aerodrome Obstacle Chart 09R
Precision Approach Terrain Chart 27L
Visual Approach Chart
Glider areas in TMA

ILS or LOC RWY 09R
COPTER ILS or LOC 09R
HI-TACAN RWY 09R
RNP RWY 09R
ILS or LOC RWY 27L
COPTER ILS or LOC 27L
HI-TACAN RWY 27L
RNP RWY 27L

Helicopter Wing Karup

PRIOR PERMISSION REQUIRED (PPR) REQUEST FORM FOR EKKA

****** PPR to be submitted NLT 24 HRS prior to ETA ******

To: Air Base Karup C/o Helicopter Wing Karup Wing Operation Center Herningvej 30 DK-7470 Karup J.	Phone: +45 72 84 31 11 AFTN: EKKAZPZX E-mail: hw-ktp-wingops@mil.dk

APPLICANTS DETAILS	
Name of Requesting Unit / Operator	
Address	
Postal Code	
Nation	
Phone	
AFTN Address	
Email Address	

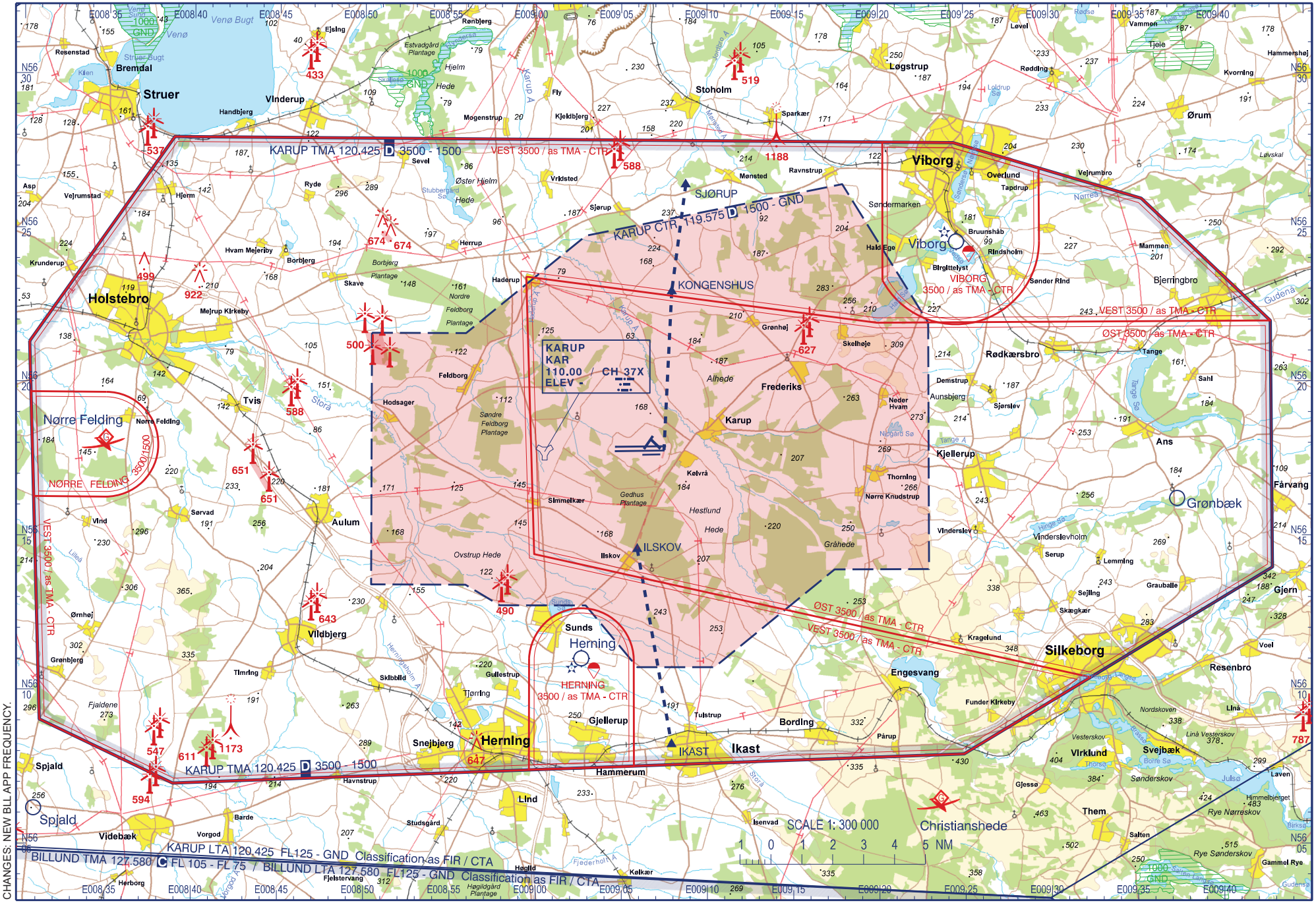
FLIGHT DETAILS							
Aircraft Type		Aircraft Reg.		Callsigns	/		
Route (ICAO)	-	-	-	-	-	-	-
1. ETA (UTC)/ Date		PAX IN		Cargo IN			
1. ETD (UTC)/ Date		PAX OUT		Cargo OUT			
2. ETA (UTC)/ Date		PAX IN		Cargo IN			
2. ETD (UTC)/ Date		PAX OUT		Cargo OUT			
Dangerous cargo	Specify:						
Purpose of Flight							
When "Other purpose" - State Reason:							

REQUEST OF SERVICES						
Firefighting Category CIV*)		Firefighting Category MIL*)				
Marshalling		Remarks				
Parking		Remarks				
Ground Power Unit		Remarks	45 KvA		100 KvA	
Fuel **)		Quantity:			Type:	
Hangar Space		Remarks				
Toilet Service		Remarks				
Cleaning		Remarks				
Water		Remarks				
De-icing		Remarks				
Crew Transport		No. of crew:		To:		
Flight Plan (AFTN)		NOTAM				
TAF METAR SIGWX		Height Winds				
Other Services						

*) Mandatory. **) Fuel payment by NATO REQUEST (NAREQ) and billing.

This PPR Request Form is available on http://www.flv.dk/milaim/pprekka.doc or contact Wing Operation Center, phone +45 72 84 31 11. Link to MILAIP on EKKA: http://www.flv.dk/milaim/

Delays may cause landing permission withdrawn or have consequences for requested services. See OPERATIONAL HOURS, EKKA AD 2.1-1



CHANGES: NEW BLL APP FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

MIPS
INSTRUMENT APPROACH CHART

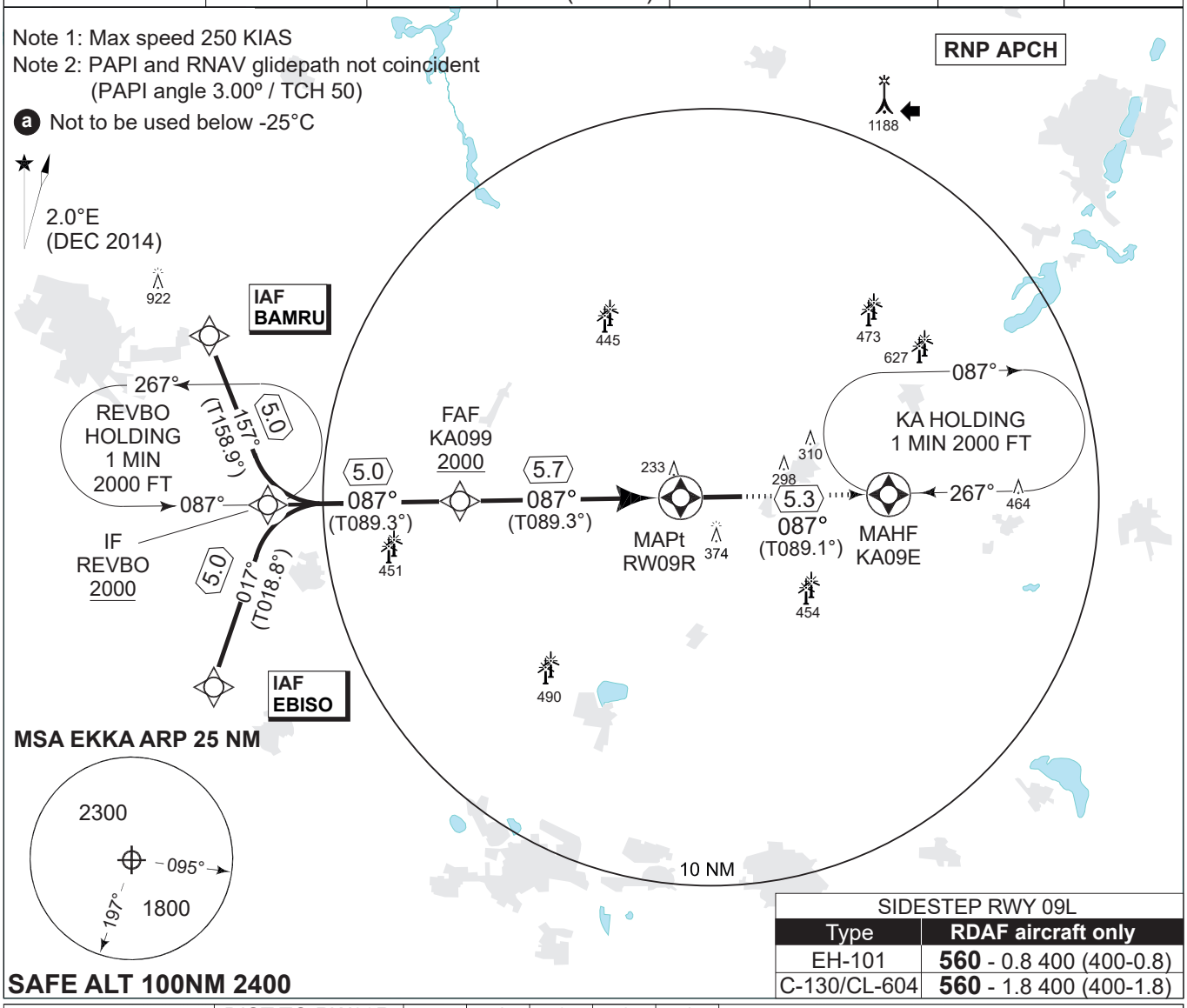
AD ELEV 171

RNP RWY 09R
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.575	269.275 120.425	353.575 119.575

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MINIMA	THR ELEV	ALS length	LDA
46175 / E09A	087°	2000 FT	3.0° (5.24%)	**See CAT**	154	900 M	9607 FT

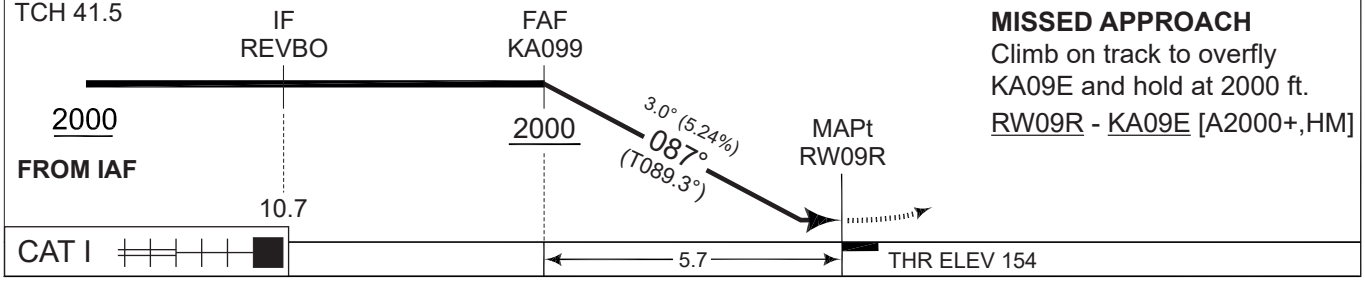
Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident
(PAPI angle 3.00º / TCH 50)
ⓐ Not to be used below -25°C



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

TA 3000
GS 3.0°
TCH 41.5

DIST TO RW09R	5	4	3	2	1
NOM. ALTITUDE	1790	1470	1150	830	520



MISSED APPROACH
Climb on track to overfly KA09E and hold at 2000 ft.
RW09R - KA09E [A2000+,HM]

CATEGORY	A	B	C	D	E
MIPS LPV (DA)	**404** - 600 250 (300-0.8/1.3)				
MIPS LNAV/VNAV (DA) ⓐ	**454** - 650 300 (300-0.8/1.4)				
MIPS LNAV (MDA)	**490** - 800 336 (400-0.8/1.5)				**500** - 900 346 (400-0.9/1.6)
MIPS CIRCLING	**670** - 1.5 499 (500-1.5)	**680** - 1.6 509 (600-1.6)	**850** - 2.4 679 (700-2.4)	**880** - 3.6 709 (800-3.6)	**1120** - 3.6 949 (1000-3.6)

CHANGES: CHART RENAMED RNP.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

EKKA RNP RWY 09R waypoint coordinates:

RWY 09R from BAMRU APPROACH RNP

		CODING		DISPLAY	
BAMRU	IAF	56 22 20.21N	008 42 17.04E	56 22.337'N	008 42.284'E
REVBO	IF	56 17 42.82N	008 45 29.70E	56 17.714'N	008 45.495'E
KA099	FAF	56 17 46.08N	008 54 28.08E	56 17.768'N	008 54.468'E
RW09R	MAPt	56 17 49.74N	009 04 38.39E	56 17.829'N	009 04.640'E
KA09E	MAHF	56 17 54.42N	009 14 13.05E	56 17.907'N	009 14.217'E

RWY 09R from EBISO APPROACH RNP

		CODING		DISPLAY	
EBISO	IAF	56 12 57.40N	008 42 34.70E	56 12.957'N	008 42.578'E
REVBO	IF	56 17 42.82N	008 45 29.70E	56 17.714'N	008 45.495'E
KA099	FAF	56 17 46.08N	008 54 28.08E	56 17.768'N	008 54.468'E
RW09R	MAPt	56 17 49.74N	009 04 38.39E	56 17.829'N	009 04.640'E
KA09E	MAHF	56 17 54.42N	009 14 13.05E	56 17.907'N	009 14.217'E

Threshold coordinates RWY 09R

	CODING		DISPLAY	
RWY 09R	56 17 49.74N	009 04 38.39E	56 17.829'N	009 04.640'E

CHANGES: APPROACH RENAMED RNP.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

MIPS
INSTRUMENT APPROACH CHART

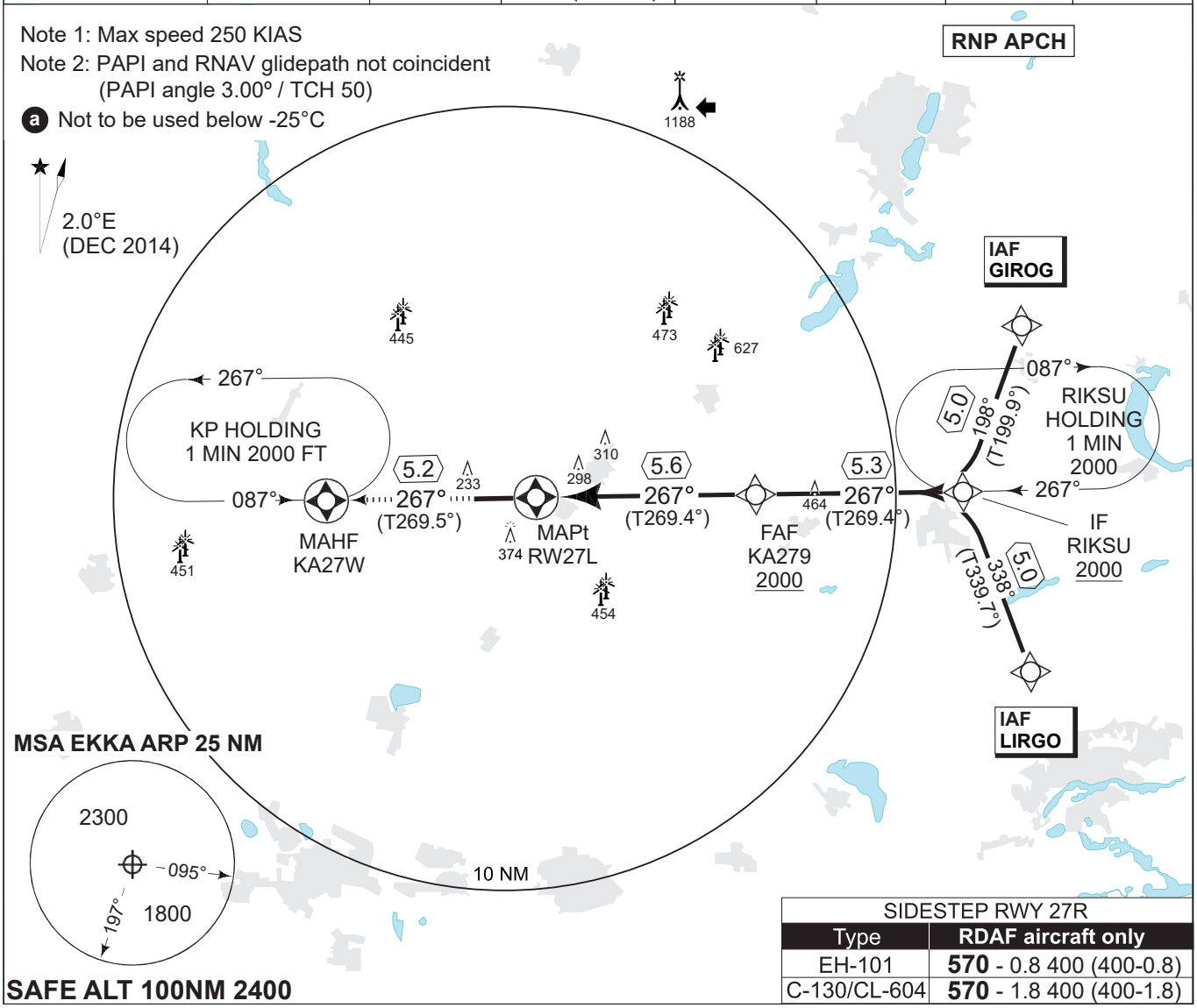
AD ELEV 171

RNP RWY 27L
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.575	269.275 120.425	353.575 119.575

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MINIMA	THR ELEV	ALS length	LDA
54104 / E27A	267°	2000 FT	3.0° (5.24%)	**See CAT**	170	900 M	9607 FT

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



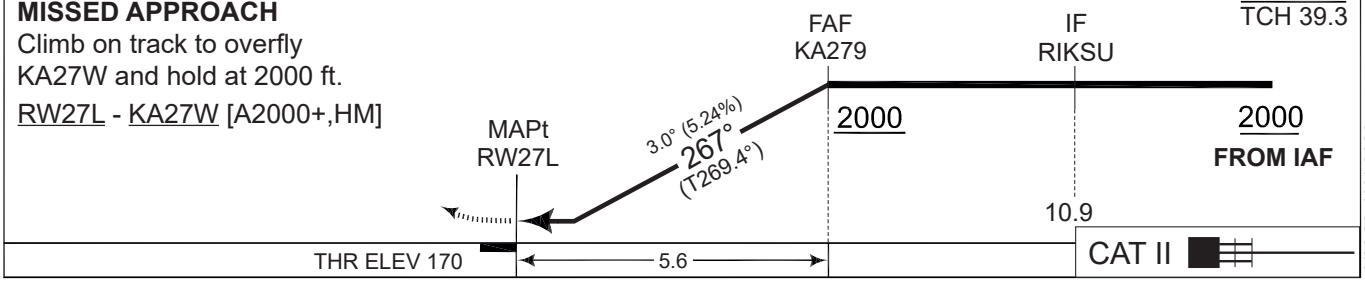
SAFE ALT 100NM 2400

SIDESTEP RWY 27R	
Type	RDAF aircraft only
EH-101	**570** - 0.8 400 (400-0.8)
C-130/CL-604	**570** - 1.8 400 (400-1.8)

DIST TO RW27L	1	2	3	4	5
NOM. ALTITUDE	530	850	1170	1490	1800

TA 3000
GS 3.0°
TCH 39.3

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



CATEGORY	A	B	C	D	E
MIPS LPV (DA)	**420** - 600 250 (300-0.8/1.3)				
MIPS LNAV/VNAV (DA) (a)	**500** - 800 330 (400-0.8/1.5)				
MIPS LNAV (MDA)	**510** - 800 340 (400-0.8/1.5)				
CIRCLING	**670** - 1.5 499 (500-1.5)	**680** - 1.6 509 (600-1.6)	**850** - 2.4 679 (700-2.4)	**880** - 3.6 709 (800-3.6)	**1120** - 3.6 949 (1000-3.6)

CHANGES: CHART RENAMED RNP.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

EKKA RNP RWY 27L waypoint coordinates:

RWY 27L from LIRGO APPROACH RNP

		CODING		DISPLAY	
LIRGO	IAF	56 13 15.94N	009 30 10.73E	56 13.266'N	009 30.179'E
RIKSU	IF	56 17 59.00N	009 27 02.47E	56 17.983'N	009 27.041'E
KA279	FAF	56 17 55.06N	009 17 34.22E	56 17.918'N	009 17.570'E
RW27L	MAPt	56 17 50.85N	009 07 28.66E	56 17.847'N	009 07.478'E
KA27W	MAHF	56 17 47.51N	008 58 06.53E	56 17.792'N	008 58.109'E

RWY 27L from GIROG APPROACH RNP

		CODING		DISPLAY	
GIROG	IAF	56 22 38.81N	009 30 04.76E	56 22.647'N	009 30.079'E
RIKSU	IF	56 17 59.00N	009 27 02.47E	56 17.983'N	009 27.041'E
KA279	FAF	56 17 55.06N	009 17 34.22E	56 17.918'N	009 17.570'E
RW27L	MAPt	56 17 50.85N	009 07 28.66E	56 17.847'N	009 07.478'E
KA27W	MAHF	56 17 47.51N	008 58 06.53E	56 17.792'N	008 58.109'E

Threshold coordinates RWY 27L

	CODING		DISPLAY	
RWY 27L	56 17 50.85N	009 07 28.66E	56 17.847'N	009 07.478'E

CHANGES: APPROACH RENAMED RNP.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

17. ATS AIRSPACE

1	Designation and lateral limits	SKRYDSTRUP CTR From 551928N 0090255E - 551848N 0090755E - 552038N 0091625E - 551928N 0092255E - 551528N 0092755E - 551428N 0093326E - 550658N 0092856E - 550738N 0092426E - 550548N 0091625E - 550658N 0090925E - 551058N 0090355E - 551148N 0085855E - to 551928N 0090255E.
2	Vertical limits	GND - 1.500 FT MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	SKRYDSTRUP TOWER EN, DA
5	Transition altitude	3.000 FT
6	Remarks	For description of SP TMA see ENR 2.1-5

18. ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	SKRYDSTRUP APPROACH	124.100 315.100	H24	FL 250/50 NM
TWR	SKRYDSTRUP TOWER	118.275 121.50++ 286.375 257.80 243.00++	H24 H24 H24 H24 H24	4000 FT/25 NM FL 250/50 NM 4000 FT/25 NM
ATIS	SKRYDSTRUP AIRPORT INFORMATION	133.900	H24	DOC: FL 200/60 NM Language: EN
ARR	SKRYDSTRUP ARRIVAL	122.20+ 121.50++ 245.625 344.00+ 243.00++		4000 FT/25 NM + As required ++ Emergency
RESERVED		119.90 359.275 385.40		

19. RADIO NAVIGATION AND LANDING AIDS

Type of facility Cat. of ILS/MLS (Variation)	ID	Frequency (Mhz)	Hours of operation	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
VOR (2°E 2016)	SKR	110.400	H 24	551344.18N 0091250.61E	DOC FL 500/80 NM DME from SKR TACAN
TACAN (2°E 2016)	SKR	CH 41x	H 24	Co-located with SKR VOR	DOC FL 500/80 NM DME 138.4 ft
TAR/SSR		Wave length 10cm	H 24	551344.72N 0091538.74E	Coverage: Primary 60NM, SSR 200NM
LOC 28R Cat. I	SRY	109.350	H 24	551332.31N 0091414.42E	
GP 28R		331.850	H 24	551309.38N 0091711.49E	Angle 3.00º. TCH 41 ft.
LOC 10L Cat. I	ISPA	109,350	H 24	551259.83N 0091740.10E	
GP 10L		331,850	H 24	551329.68N 0091456.62E	Angle 3.00 º TCH 49 ft
DME	SRY/ ISPA	CH 30Y	H 24	551309.34N 0091711.49E	
L	VO	321 Khz	H 24	551328.74N 0091625.36E	DOC 25 NM

20. LOCAL TRAFFIC REGULATIONS

Gliding may take place during weekends and holidays and outside hours of MIL operations. Gliding may take place from the private aerodrome “Rødekro” psn 5505N 0918E, without radio communication with ATC Skrydstrup in the CTR and TMA. See chart EKSP AD 2 Glider Areas in TMA.

21. NOISE ABATEMENT PROCEDURES

21.1 Practice approaches for non-homebased jet aircraft limited to a total of 3 in the period 0800-1700L (local time) . Practice approaches for jet aircraft is not allowed in the period 1700-0800L (local time). Prior arrangement through Wing Operations required.

21.2 For areas to be avoided during arrival and departure see EKSP NAC (Noise Abatement Chart).

22. FLIGHT PROCEDURES

1. IFR Arrival

1.1 IFR aircraft will normally be cleared by ACC Copenhagen to L VO, VORTAC SKR, RNAV point DINUT or TISET.

1.2 VFR aircraft can obtain IFR-clearance anytime in Skrydstrup LTA or TRA stating requested type of IFR-instrument approach or IFR-clearance to VMC-conditions.

2. IFR Departure

2.1 SID´s are not mandatory, but local SID´s available for instrument flight training (not published outside FW SKRYDSTRUP).

24. CHARTS RELATED TO EKSP

Aerodrome Chart
Aerodrome Obstacle Chart – ICAO - Type A 10L
Aerodrome Obstacle Chart – ICAO - Type A 28R
Noise Abatement Chart
Visual Approach Chart
Glider areas in TMA
Aircraft Parking / Docking Chart (Military Apron)

ILS or LOC RWY 10L
ILS or LOC Z RWY 10L
HI-VORTAC RWY 10L
VORTAC RWY 10L
RNP RWY 10L
ILS or LOC RWY 28R
ILS or LOC Z RWY 28R
HI-VORTAC RWY 28R
VORTAC RWY 28R
RNP RWY 28R

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

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

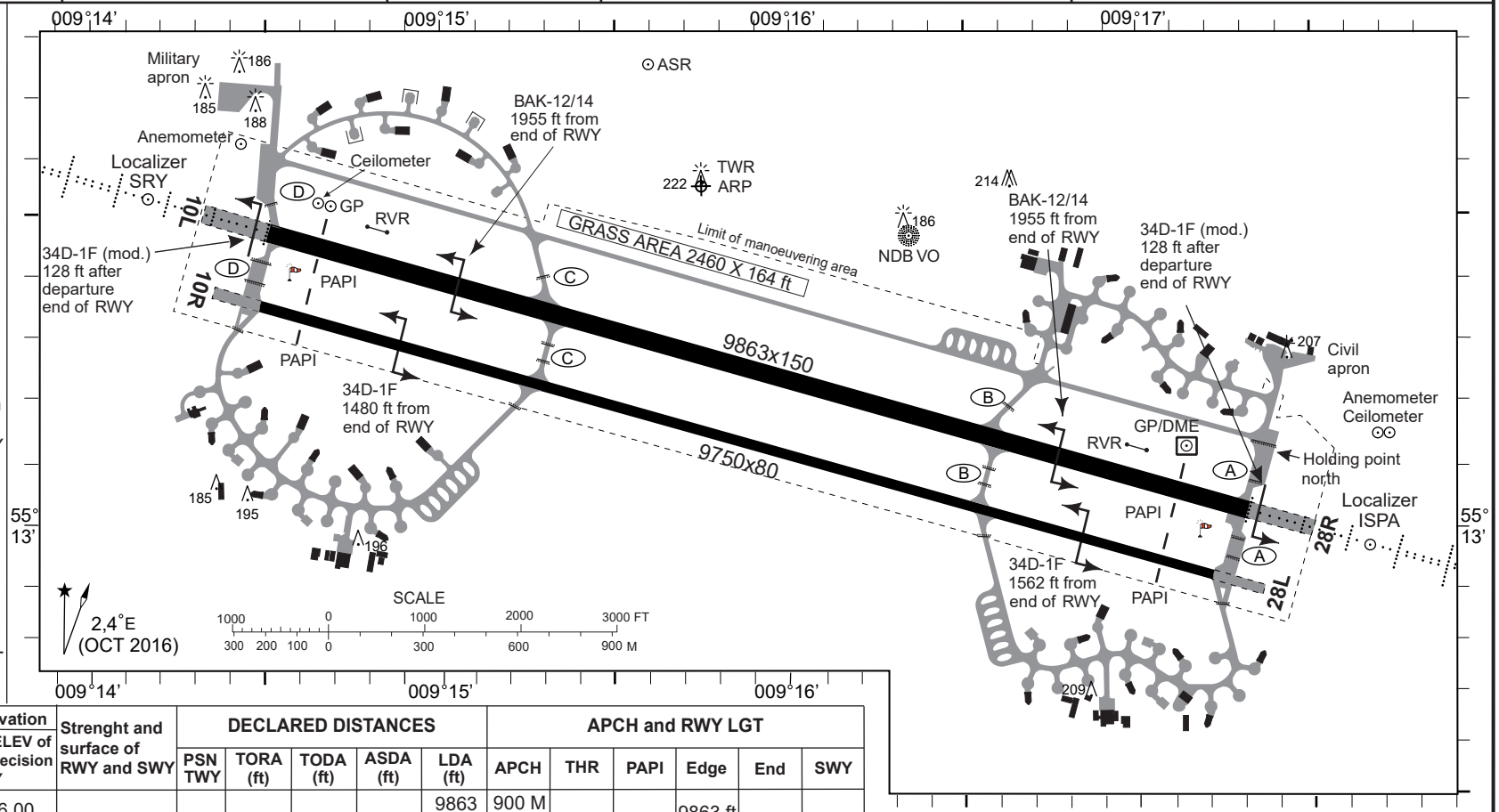
OBSTACLES:
All obstacles are marked by day and night.

SECONDARY POWER SUPPLY:
Yes. switch-over time 15 sec.

ABN:
NIL

ARRESTER CABLES:
Arrester cables for fighters may be suspended across runways.
Always disengaged in the approach end.
Back up cables in the SWY of RWY 10L/28R are always positioned for engagement. Usable in departure direction only. WARNING:
Landing short of runway threshold with hook down may cause substantial damage to the aircraft.

DATUM: WGS 84
Dimensions and distances in FT



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

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

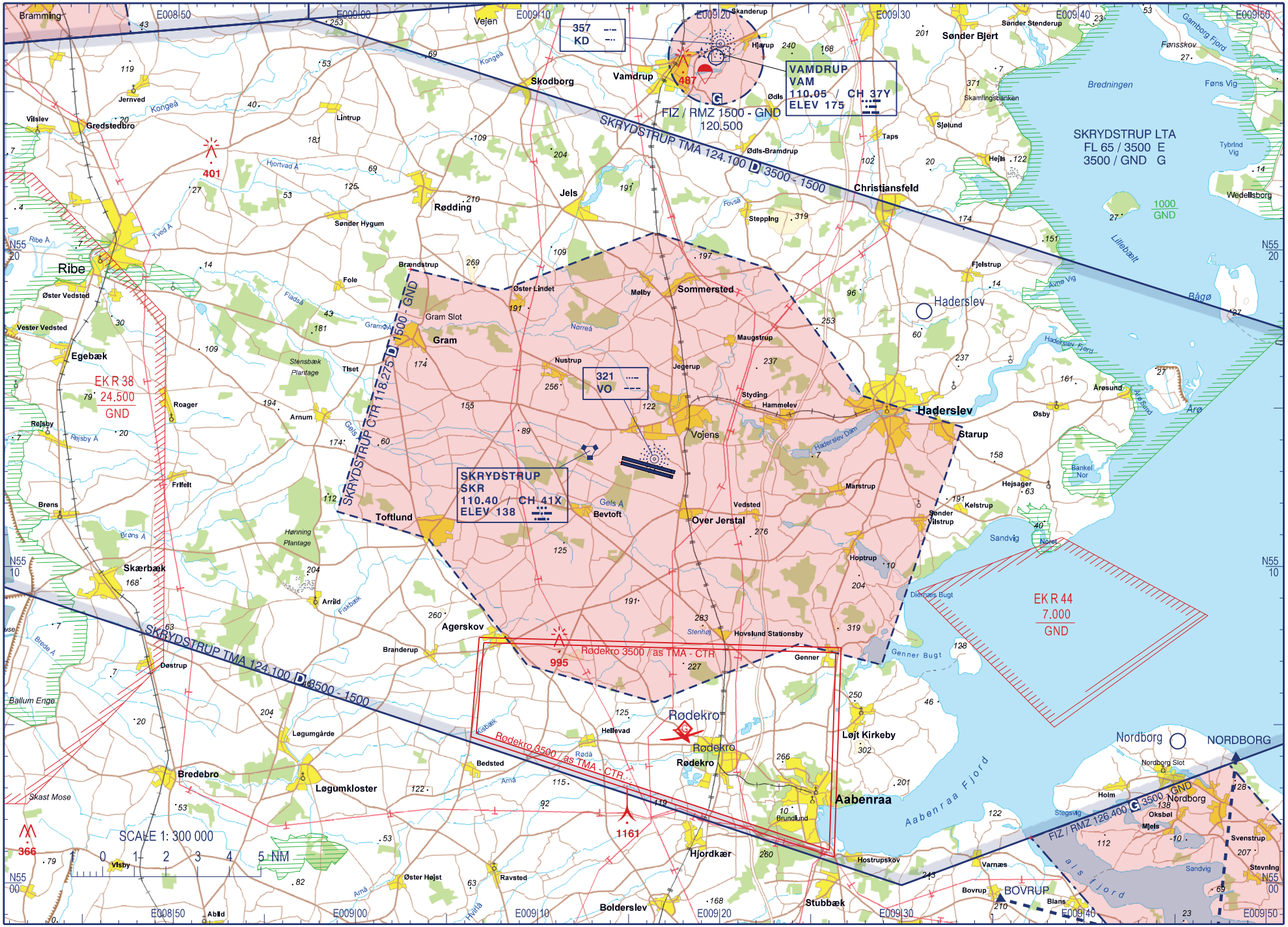
	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA (MIPS)
CIR	10L/ 28R					A	**630** - 1.5 489 (500-1.5)
						B	**700** - 1.6 559 (600-1.6)
						C	**800** - 2.4 659 (700-2.4)
						D	**890** - 3.6 749 (800-3.6)
						E	**1490** - 3.6 1349 (1400-3.6)

TWY width: TWY D north of RWY 10L/28R to military apron: 75 FT.

Other TWYs: 50 FT.
TWY lighting: BLUE EDGE.

CHANGES: APP FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023



CHANGES: EFF. DATE ADDED.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
261.050 133.150	133.900	315.100 124.100	286.375 118.275

LOC-DME	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
ISPA 109.35/CH 30y	103°	2000 FT	3.00°	**326**	126	900 M	9863 FT

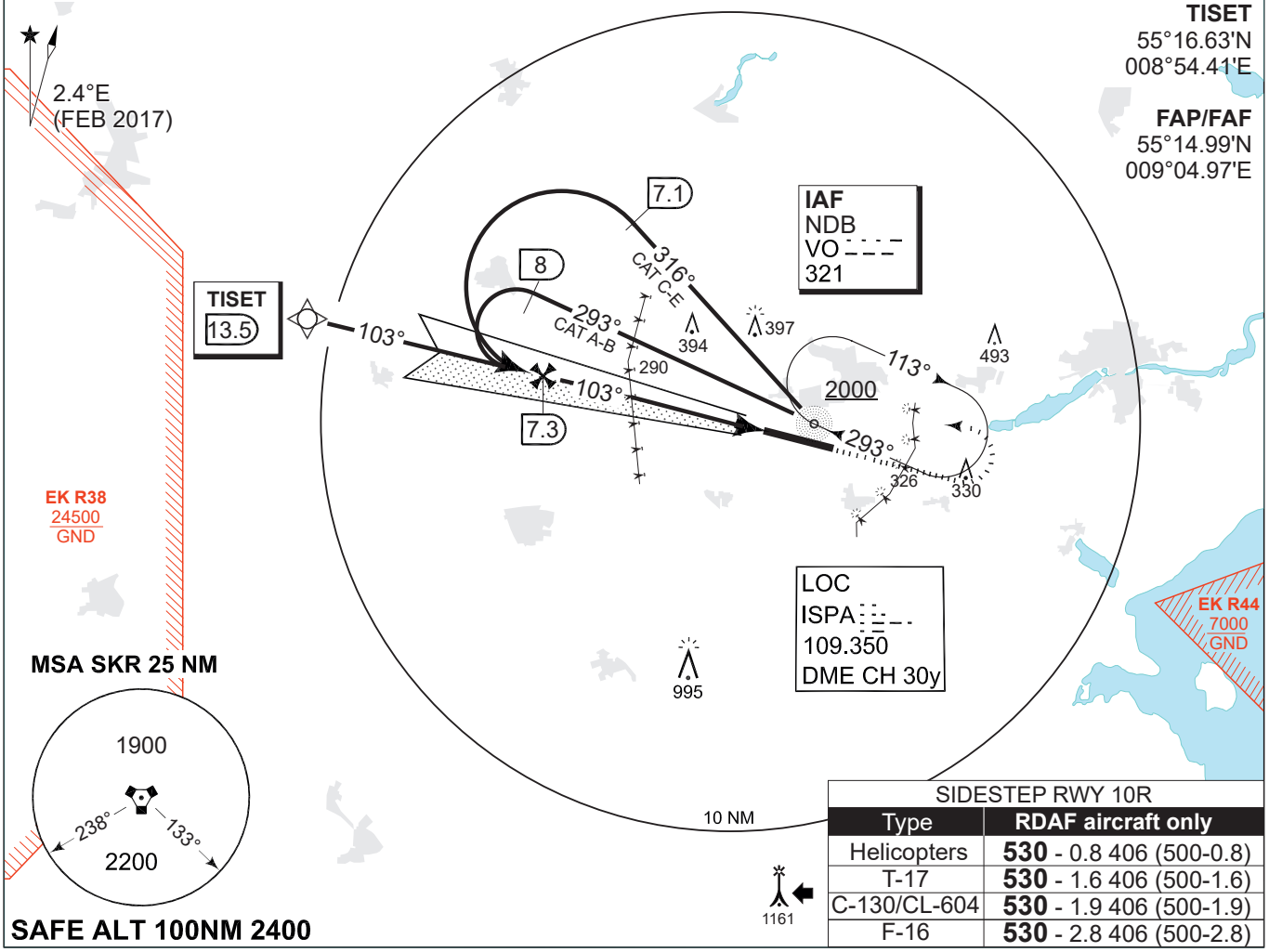
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

TISET
55°16.63'N
008°54.41'E

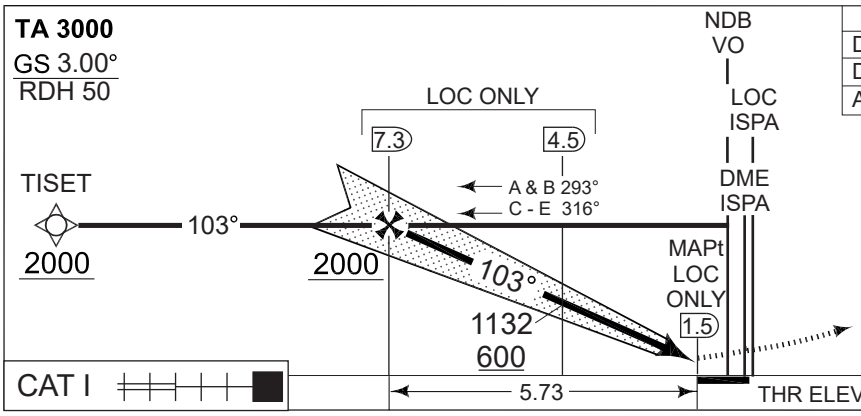
FAP/FAF
55°14.99'N
009°04.97'E



SIDESTEP RWY 10R	
Type	RDAF aircraft only
Helicopters	**530** - 0.8 406 (500-0.8)
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16	**530** - 2.8 406 (500-2.8)

TA 3000
GS 3.00°
RDH 50

LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	5	4	3	2	1
DME ISPA (NM)	6.5	5.5	4.5	3.5	2.5
ALT	1770	1450	1130	820	500



MISSED APPROACH
Climb on HDG 103° to 2000 FT.
Then turn left to join NDB VO holding.

CATEGORY	A	B	C	D	E
MIPS S-ILS 10L	**326** -550 200 (200-0.8/1.2)				
MIPS S-LOC 10L	**410** -750 284 (300-0.8/1.4)				
MIPS CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES:: APP FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

ILS or LOC RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
261.050 133.150	133.900	315.100 124.100	286.375 118.275

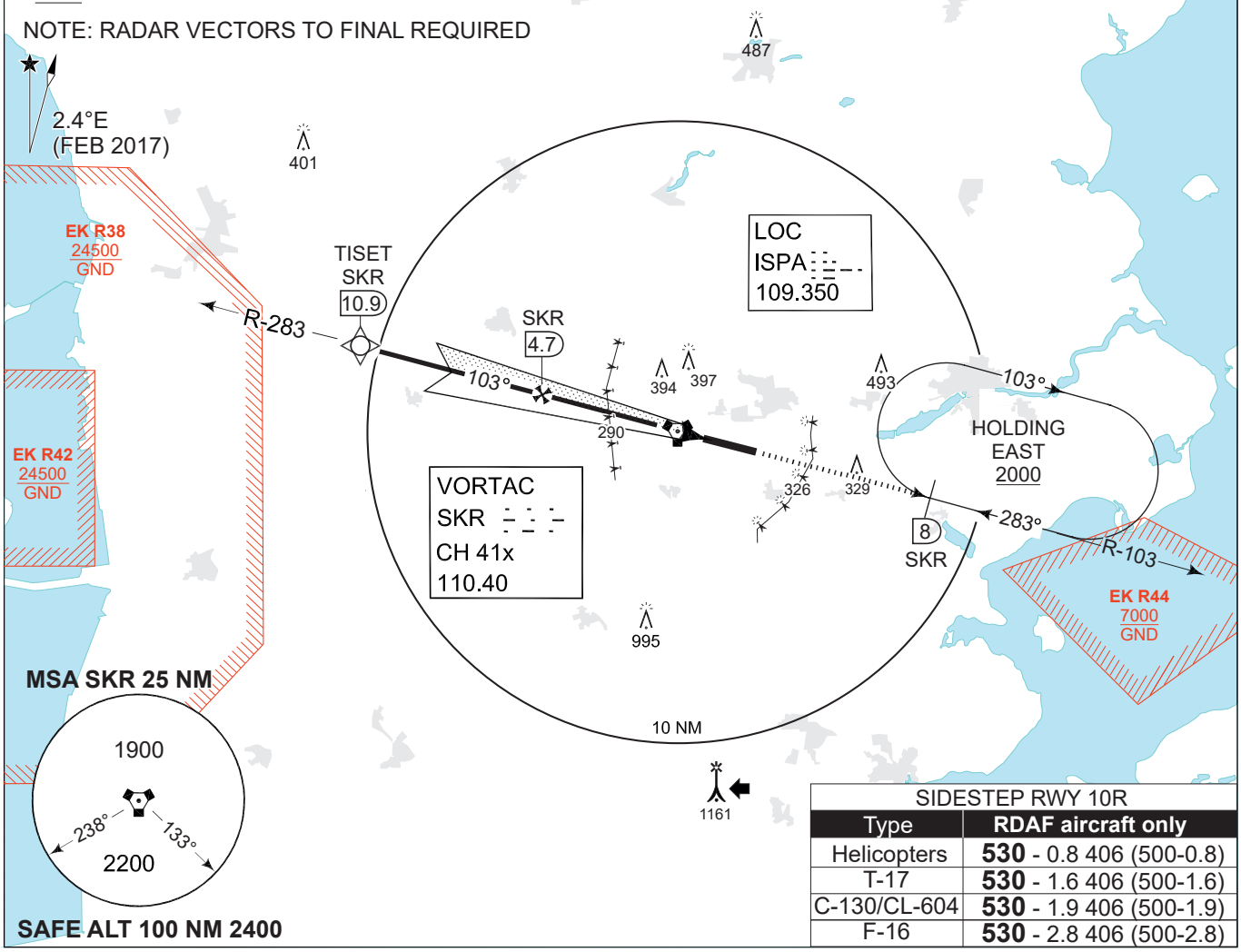
VORTAC	LOC	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
SKR 110.4/CH 41x	ISPA 109.35	103°	2000 FT	3.00°	**326**	126	900 M	9863 FT

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

NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

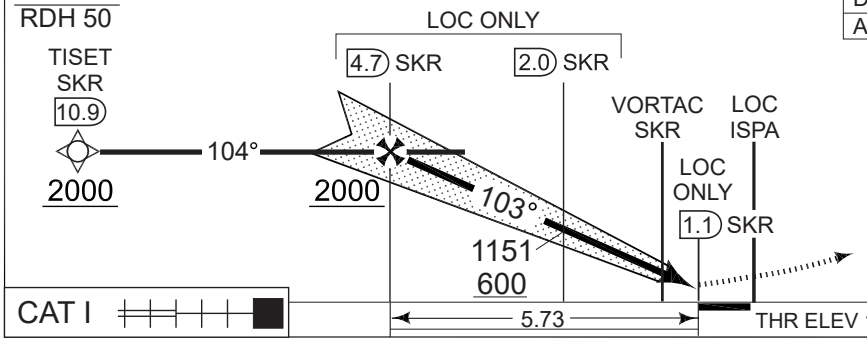
TISET
55° 16.63'N
008° 54.41'E



SIDESTEP RWY 10R	
Type	RDAF aircraft only
Helicopters	**530** - 0.8 406 (500-0.8)
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16	**530** - 2.8 406 (500-2.8)

TA 3000
GS 3.00°
RDH 50

LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	5	4	3	2	1
DME SKR (NM)	3.9	2.9	1.9	0.9	0.1
ALT	1770	1450	1140	820	500



MISSED APPROACH
Climb to 2000 FT on
R-103 to SKR 8 DME
and join holding EAST.

CAT I

CATEGORY	A	B	C	D	E
MIPS S-ILS 10L	**326** -550 200 (200-0.8/1.2)				
MIPS S-LOC 10L	**410** -750 284 (300-0.8/1.4)				
MIPS CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES:: APP FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

ILS or LOC Z RWY 10L 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**

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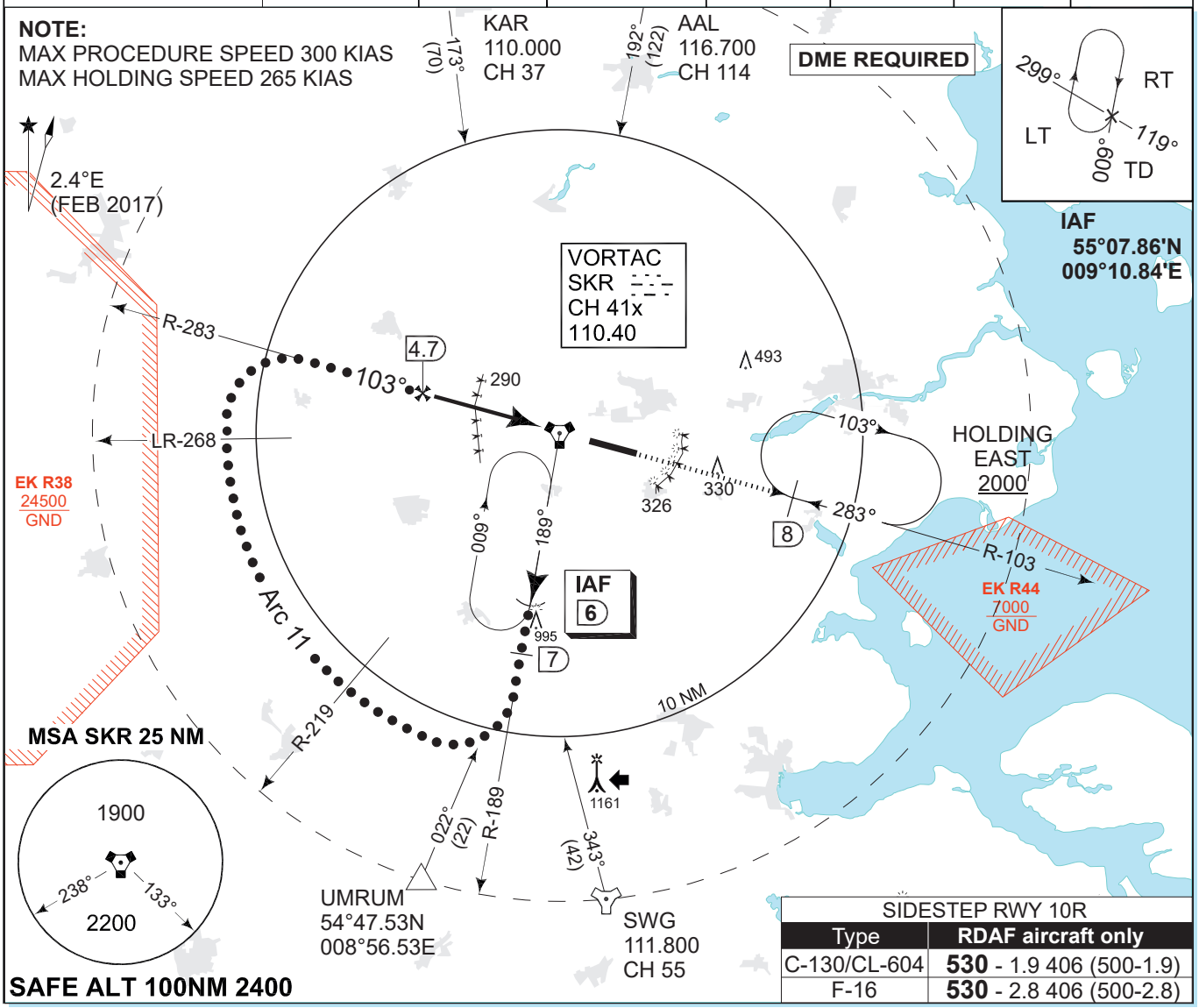
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

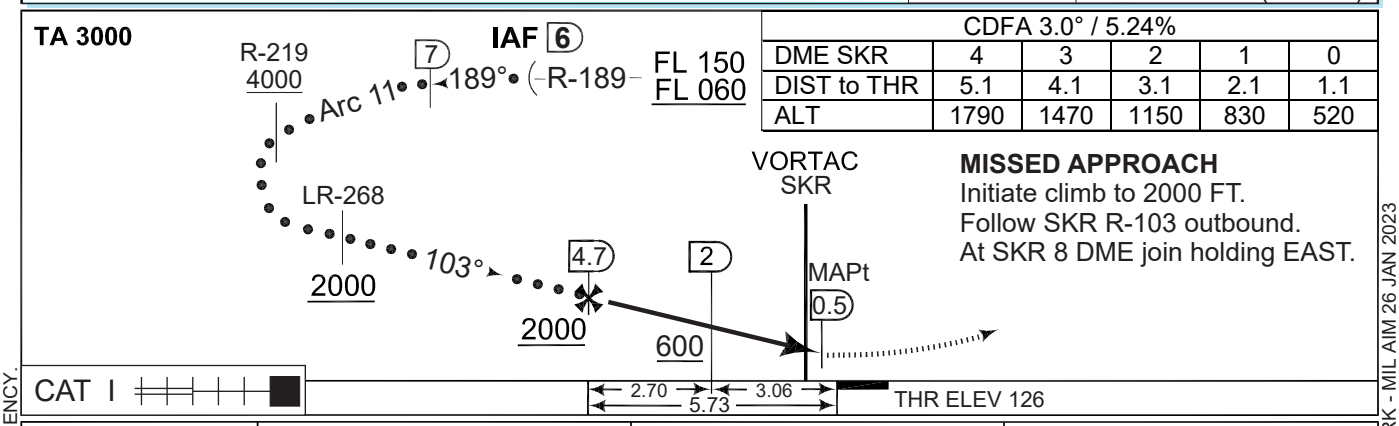
HI-VORTAC RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
261.050 133.150	133.900	315.100 124.100	286.375 118.275

VORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS length	LDA
SKR 110.40/CH 41x	103°	2000 FT	319 FT/NM	**430**	126	900 M	9863 FT



SIDESTEP RWY 10R	
Type	RDAF aircraft only
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16	**530** - 2.8 406 (500-2.8)



CDFA 3.0° / 5.24%					
DME SKR	4	3	2	1	0
DIST to THR	5.1	4.1	3.1	2.1	1.1
ALT	1790	1470	1150	830	520

MISSED APPROACH
Initiate climb to 2000 FT.
Follow SKR R-103 outbound.
At SKR 8 DME join holding EAST.

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

CHANGES: APP FREQUENCY.

MIPS

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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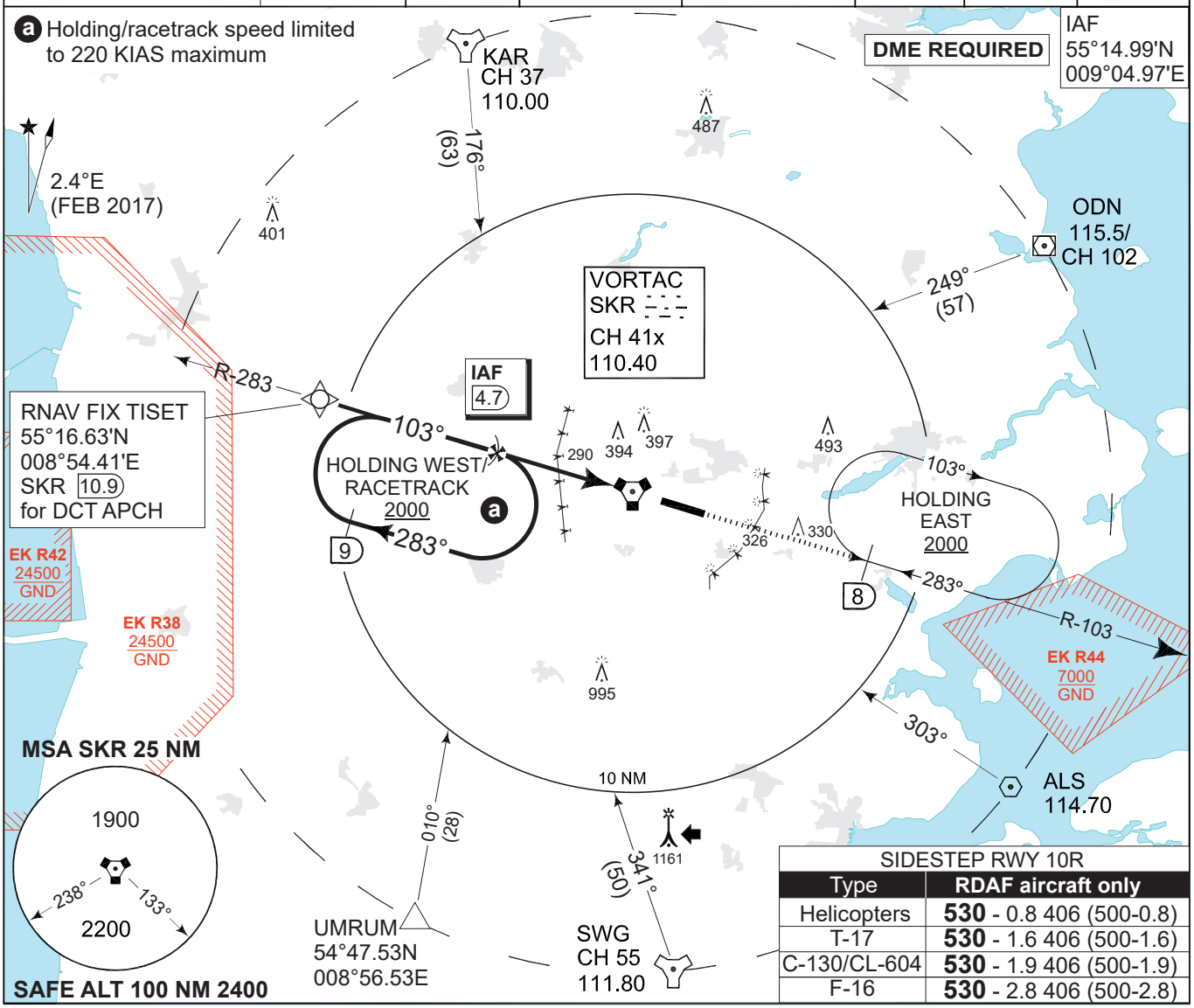
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

VORTAC RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
261.050 133.150	133.900	315.100 124.100	286.375 118.275

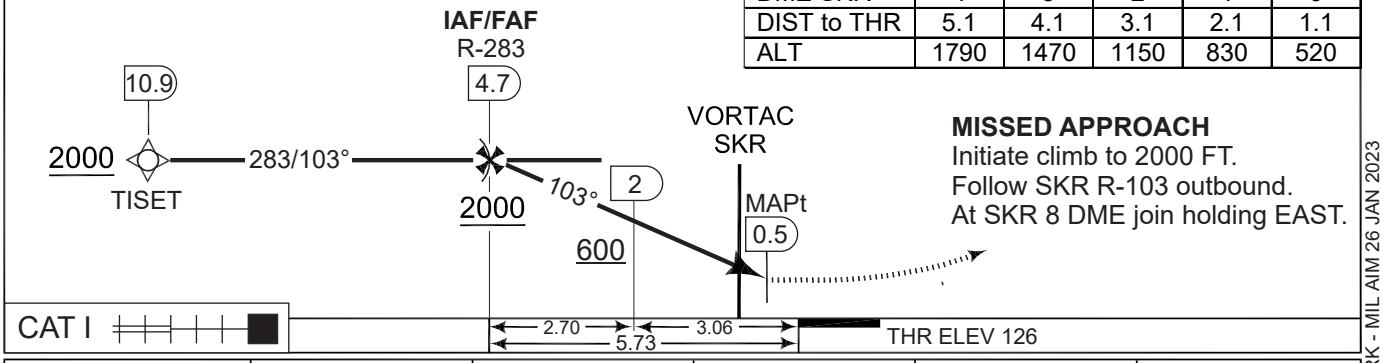
VORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS length	LDA
SKR 110.40/CH 41x	103°	2000 FT	319 FT/NM	**See minima**	126	900 M	9863 FT



SIDESTEP RWY 10R	
Type	RDAF aircraft only
Helicopters	**530** - 0.8 406 (500-0.8)
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16	**530** - 2.8 406 (500-2.8)

TA 3000

CDFA 3.0° / 5.24%					
DME SKR	4	3	2	1	0
DIST to THR	5.1	4.1	3.1	2.1	1.1
ALT	1790	1470	1150	830	520



MISSED APPROACH
Initiate climb to 2000 FT.
Follow SKR R-103 outbound.
At SKR 8 DME join holding EAST.

CATEGORY	A	B	C	D	E
S-VORTAC 10L	**430** -750 304 (400-0.8/1.4)				
CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

MIPS

CHANGES: APP FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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MIPS
INSTRUMENT APPROACH CHART

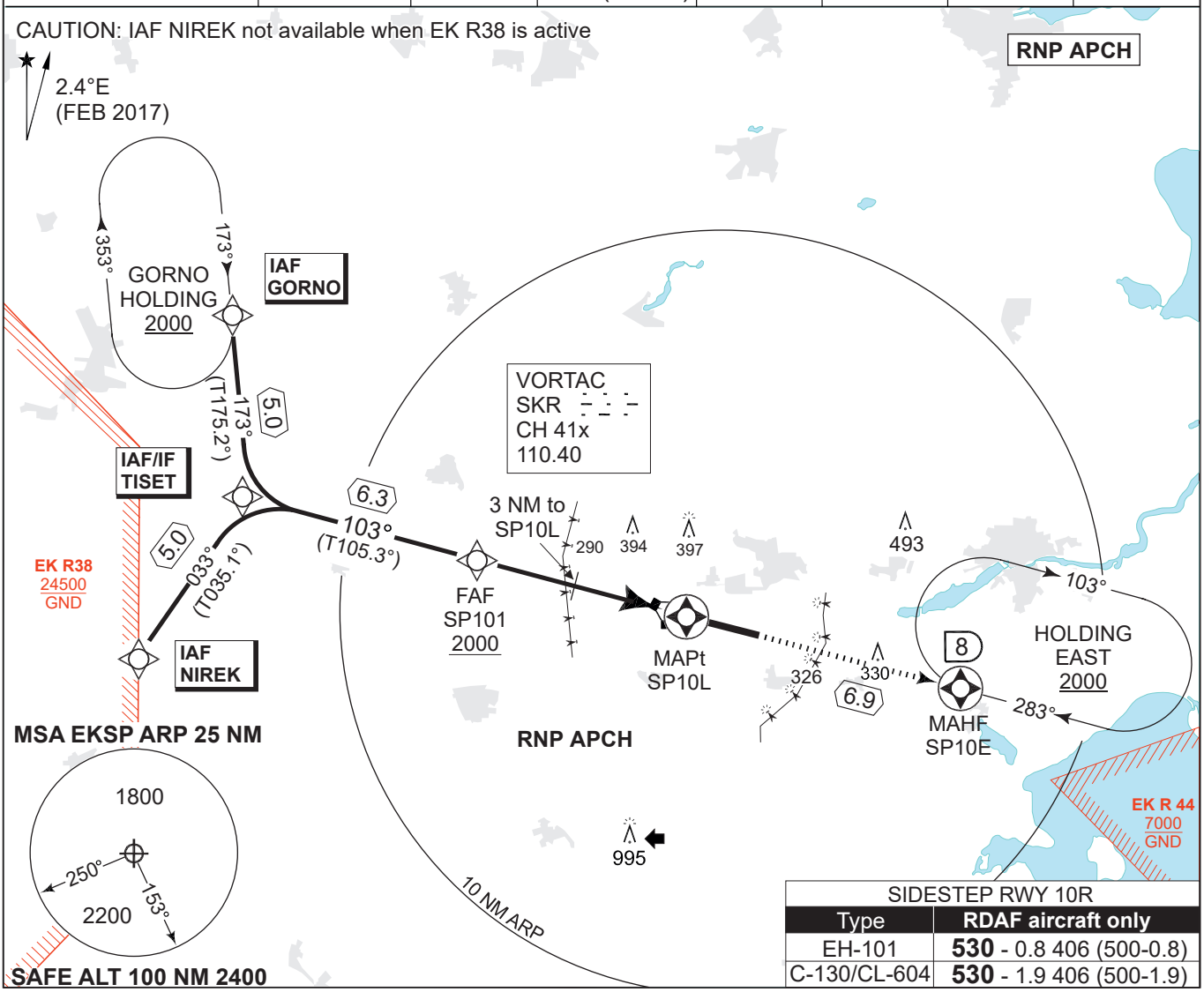
AD ELEV 141

RNP RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
261.050 133.150	133.900	315.100 124.100	286.375 118.275

VORTAC	APP COURSE	FAF	Descent GR	MINIMA	THR ELEV	ALS LENGTH	LDA
SKR 110.40/CH 41x	103°	2000 FT	3.0° (5.24%)	**See CAT**	126	900 M	9863 FT

CAUTION: IAF NIREK not available when EK R38 is active

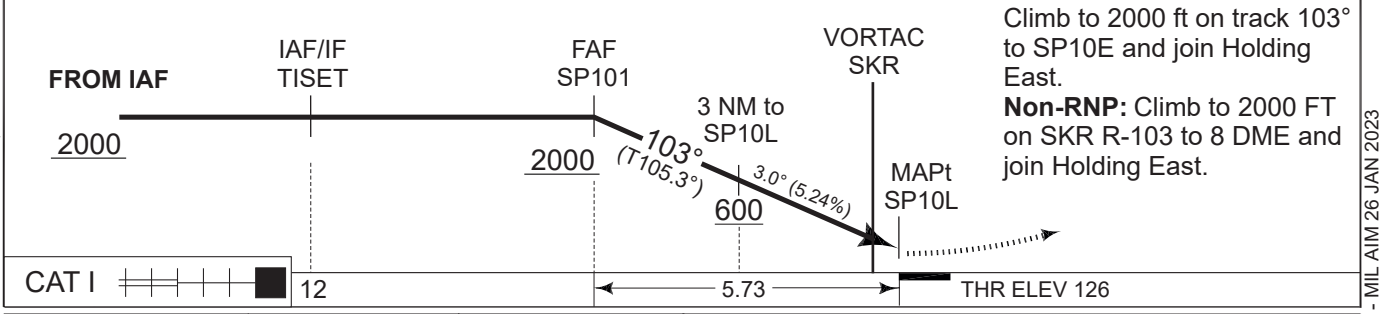


SIDESTEP RWY 10R	
Type	RDAF aircraft only
EH-101	**530** - 0.8 406 (500-0.8)
C-130/CL-604	**530** - 1.9 406 (500-1.9)

CDFA 3.0° / 5.24°					
DIST THR	5	4	3	2	1
ALTITUDE	1770	1450	1130	820	500

TA 3000
TCH 50

MISSED APPROACH RNP
Climb to 2000 ft on track 103° to SP10E and join Holding East.
Non-RNP: Climb to 2000 FT on SKR R-103 to 8 DME and join Holding East.



CATEGORY	A	B	C	D	E
LNAV (MDA)	**440** - 750 314 (400-0.8/1.4)		**450** - 800 324 (400-0.8/1.5)		
CIRCLING	**630** - 1.5 489 (500-1.5)	**700** - 1.6 559 (600-1.6)	**800** - 2.4 659 (700-2.4)	**890** - 3.6 749 (800-3.6)	**1490** - 3.6 1349 (1400-3.6)

CHANGES: CHART RENAMED RNP. APP FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

EKSP RNP RWY 10L waypoint coordinates:

RWY 10L from GORNO (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
GORNO	IAF	55 21 36.42N 008 53 40.61E	55 21.607N 008 53.677E
TISET	IF	55 16 38.04N 008 54 24.63E	55 16.634N 008 54.411E
SP101	FAF	55 14 59.49N 009 04 58.83E	55 14.992N 009 04.981E
SP10L	MAPt	55 13 28.56N 009 14 38.19E	55 13.476N 009 14.637E
SP10E	MAHF	55 11 41.35N 009 26 14.79E	55 11.689N 009 26.247E

RWY 10L from NIREK (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
NIREK	IAF	55 12 32.90N 008 49 23.52E	55 12.548N 008 49.392E
TISET	IF	55 16 38.04N 008 54 24.63E	55 16.634N 008 54.411E
SP101	FAF	55 14 59.49N 009 04 58.83E	55 14.992N 009 04.981E
SP10L	MAPt	55 13 28.56N 009 14 38.19E	55 13.476N 009 14.637E
SP10E	MAHF	55 11 41.35N 009 26 14.79E	55 11.689N 009 26.247E

Threshold coordinates RWY 10L

	CODING	DISPLAY
RWY 10L	55 13 28.56N 009 14 38.19E	55 13.476N 009 14.637E

CHANGES: PROCEDURE RENAMED RNP

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
261.050 133.150	133.900	315.100 124.100	286.375 118.275

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
SRY 109.35/CH 30y	283°	2200 FT	3.0°	**341**	141	900 M	9863 FT

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

DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

DINUT
55°09.98'N
009°36.47'E

FAP/FAF
55°11.37'N
009°27.92'E

2.4°E
(FEB 2017)

EK R38
24500
GND

MSA SKR 25 NM

1900
238°
133°
2200

SAFE ALT 100NM 2400

IAF
NDB
VO
321

394
397
248°
2200
068°
493
068°
CAT C-E
5.7
7.1
094°
CAT A-B
326
330
283°
283°
6.4

LOC
SRY
109.350
DME CH 30y

995

10 NM

1161

EK R44
7000
GND

DINUT
11.5

SIDESTEP RWY 28L	
Type	**RDAF aircraft only**
Helicopters	**540** - 0.8 401 (500-0.8)
T-17	**540** - 1.6 401 (500-1.6)
C-130/CL-604	**540** - 1.9 401 (500-1.9)
F-16	**540** - 2.8 401 (500-2.8)

LOC ONLY (CDFA 3.0° / 5.24%)						
DIST TO THR (NM)	1	2	3	4	5	6
DME SRY (NM)	1.1	2.1	3.1	4.1	5.1	6.1
ALT	500	820	1140	1460	1780	2100

TA 3000
GS 3.00°
RDH 41

MISSED APPROACH
Climb on RWY HDG
to 2200 FT. Turn right
to join holding at NDB VO.

NDB
VO
LOC
SRY
LOC ONLY
1.5
6.4
DME
SRY
A & B 094°
C - E 068°
DINUT
2200
283°
2200
283°
2200
MAPt
LOC
0.2
580
THR ELEV 141
6.34
CAT I

CATEGORY	A	B	C	D	E
MIPS S-ILS/DME 28R	**341** -550 200 (200-0.8/1.2)				
MIPS S-LOC/DME 28R	**470** -800 329 (400-0.8/1.5)				
MIPS CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: APP FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

ILS or LOC RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
261.050 133.150	133.900	315.100 124.100	286.375 118.275

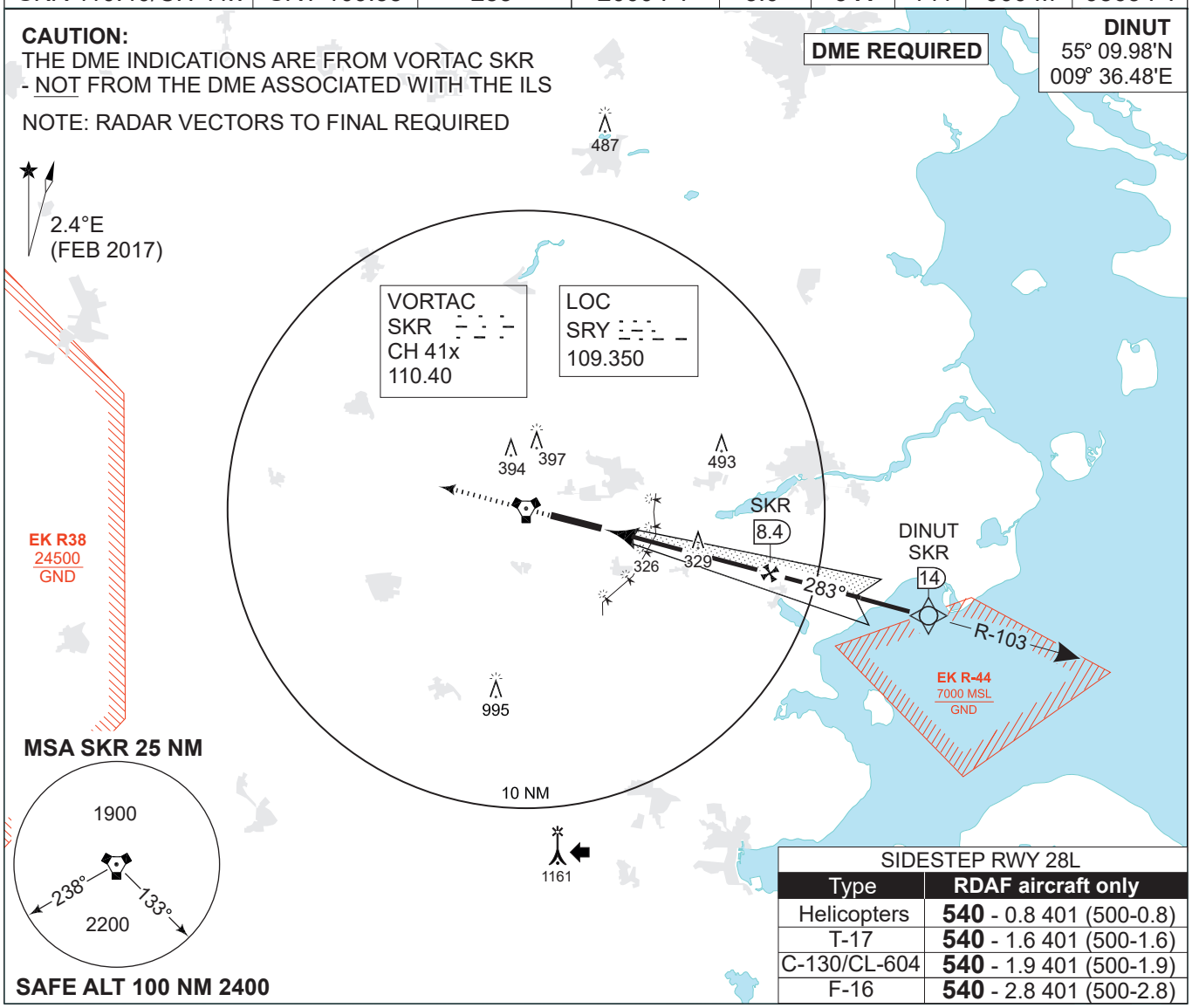
VORTAC	LOC	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS length	LDA
SKR 110.40/CH 41x	SRY 109.35	283°	2000 FT	3.0°	**341**	141	900 M	9863 FT

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

NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

DINUT
55° 09.98'N
009° 36.48'E



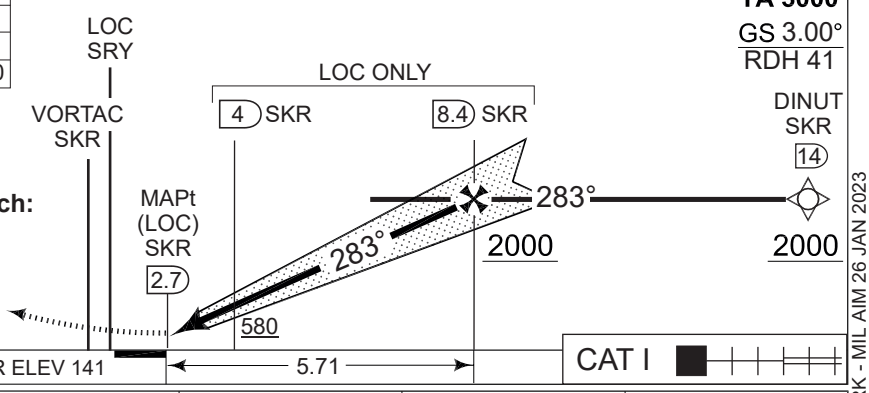
SIDESTEP RWY 28L	
Type	RDAF aircraft only
Helicopters	**540** - 0.8 401 (500-0.8)
T-17	**540** - 1.6 401 (500-1.6)
C-130/CL-604	**540** - 1.9 401 (500-1.9)
F-16	**540** - 2.8 401 (500-2.8)

LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	1	2	3	4	5
DME SKR (NM)	3.7	4.7	5.7	6.7	7.7
ALT	500	820	1140	1460	1780

TA 3000
GS 3.00°
RDH 41

MISSED APPROACH
Climb on track 283° to 2000 ft. Inform ATC.

Radio com. failure during Missed Approach:
Initiate climb to 2000 ft on track 283°. When passing 1000 ft turn left inbound SKR R-103/8.4 DME and hold.
Squawk 7600.



CATEGORY	A	B	C	D	E
MIPS S-ILS/DME 28R	**341** -550 200 (200-0.8/1.2)				
MIPS S-LOC/DME 28R	**470** -800 329 (400-0.8/1.5)				
MIPS CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: APP FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

ILS or LOC Z RWY 28R 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**

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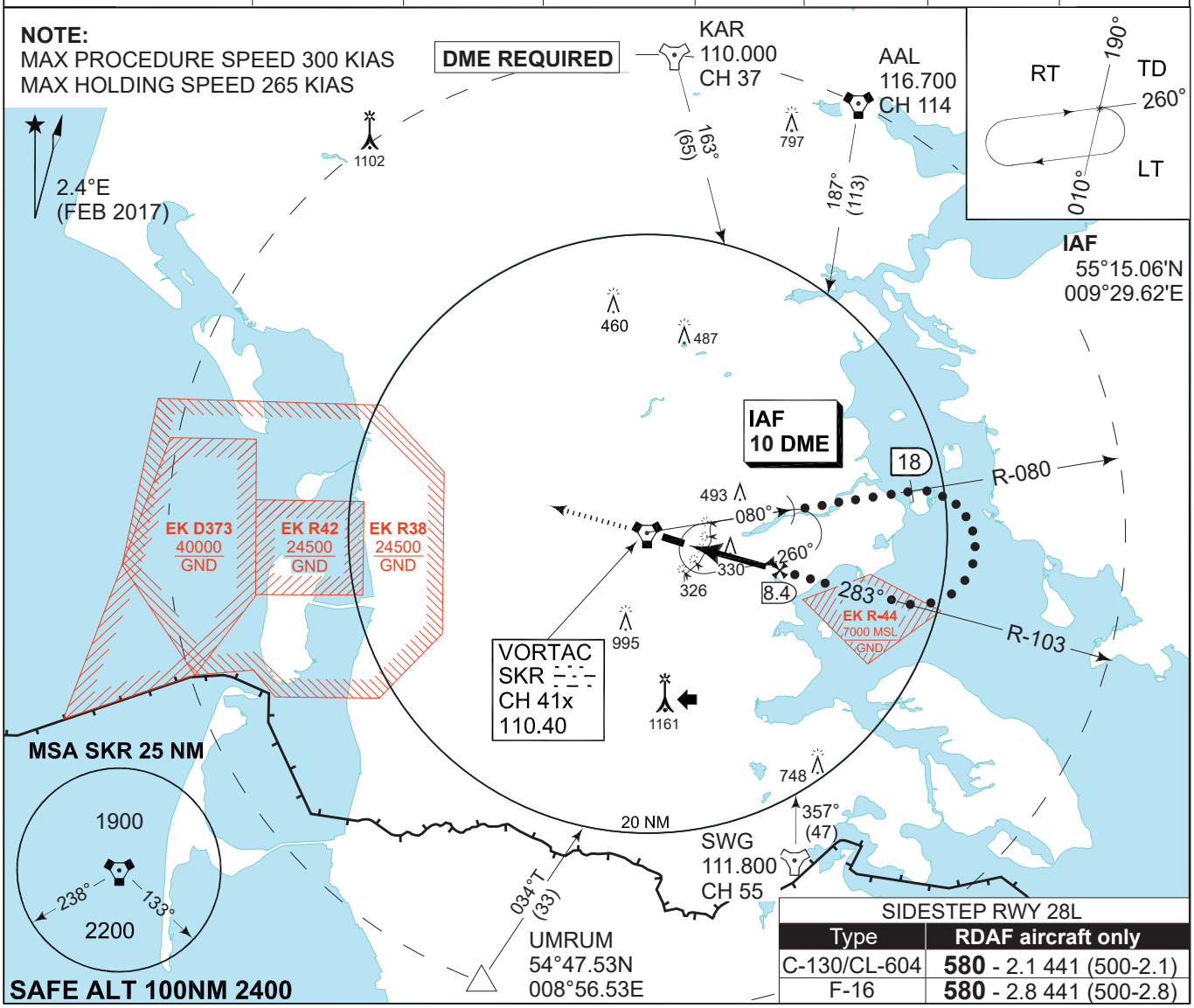
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

HI-VORTAC RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
261.050 133.150	133.900	315.100 124.100	286.375 118.275

VORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS length	LDA
SKR 110.40/CH 41x	283°	2000 FT	319 FT/NM	**580**	141	900 M	9863 FT

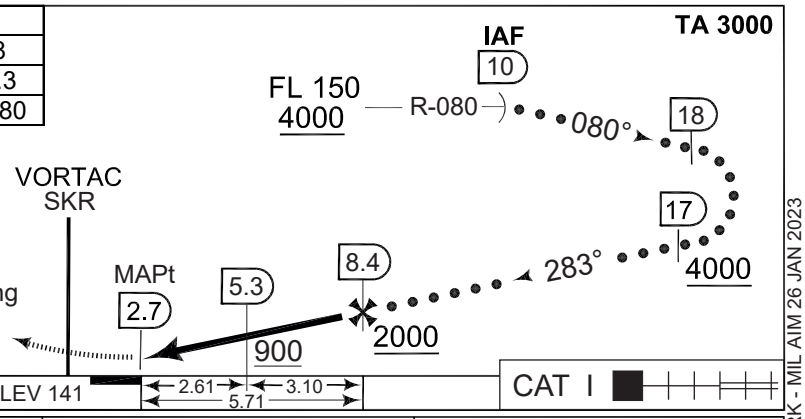


SIDESTEP RWY 28L	
Type	RDAF aircraft only
C-130/CL-604	**580** - 2.1 441 (500-2.1)
F-16	**580** - 2.8 441 (500-2.8)

CDFA 3.0° / 5.24%					
DME SKR	4	5	6	7	8
DIST to THR	1.3	2.3	3.3	4.3	5.3
ALT	610	930	1250	1560	1880

MISSED APPROACH
Climb on track 283° to 2000 ft. Inform ATC.

Radio communication failure during Missed Approach:
Initiate climb to 2000 ft on track 283°. When passing 1000 ft turn left inbound SKR R-103/8.4 DME and hold. Squawk 7600.



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

CHANGES:: APP FREQUENCY.

MIPS

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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

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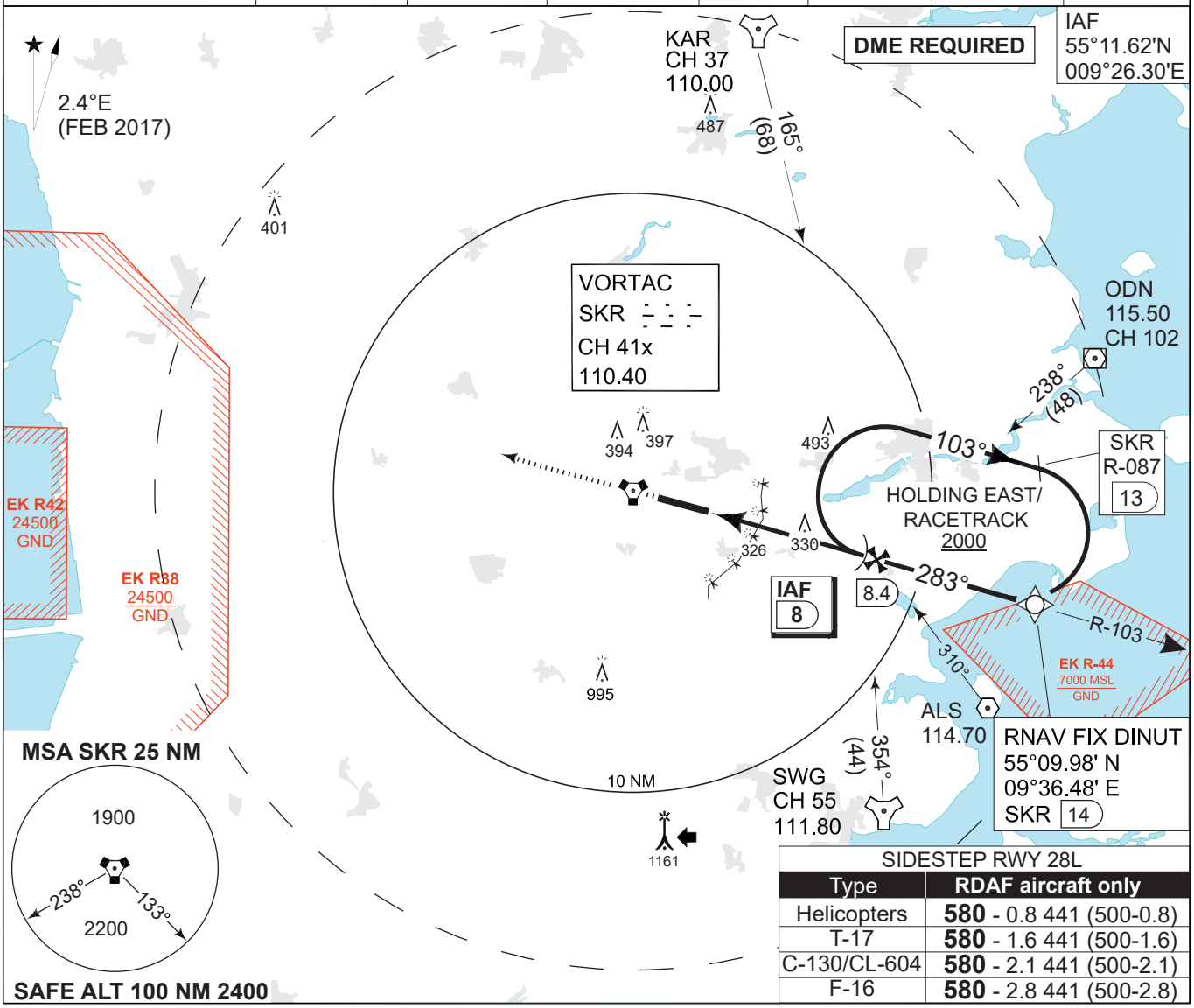
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

VORTAC RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
261.050 133.150	133.900	315.100 124.100	286.375 118.275

VORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS length	LDA
SKR 110.40/CH 41x	283°	2000 FT	319 FT/NM	**580**	141	900 M	9863 FT



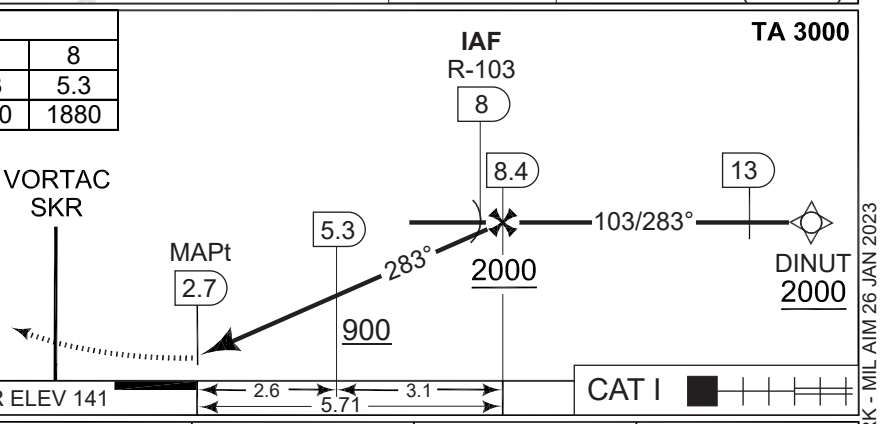
SIDESTEP RWY 28L	
Type	**RDAF aircraft only**
Helicopters	**580** - 0.8 441 (500-0.8)
T-17	**580** - 1.6 441 (500-1.6)
C-130/CL-604	**580** - 2.1 441 (500-2.1)
F-16	**580** - 2.8 441 (500-2.8)

CDFA 3.0° / 5.24%					
DME SKR	4	5	6	7	8
DIST to THR	1.3	2.3	3.3	4.3	5.3
ALT	610	930	1250	1560	1880

TA 3000

MISSED APPROACH
Climb on track 283° to 2000 ft. Inform ATC.

Radio communication failure during Missed Approach:
Initiate climb to 2000 ft on track 283°. When passing 1000 ft turn left inbound IAF and hold. Squawk 7600.



CATEGORY	A	B	C	D	E
S-VORTAC 28R	**580** - 1300 439 (500-1.3/1.5)		**580** - 1300 439 (500-1.3/2.0)		
CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: APP FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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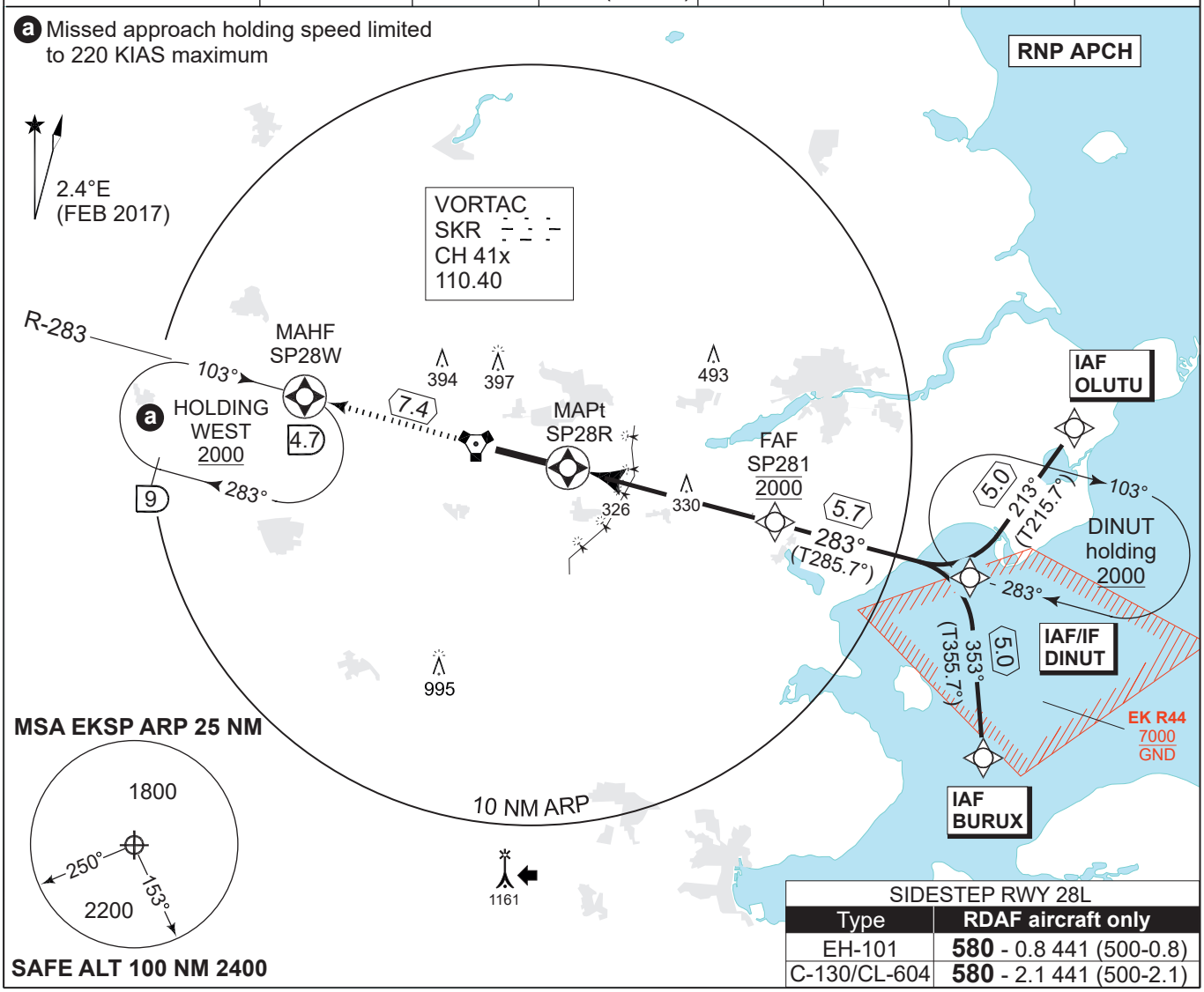
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

RNP RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
261.050 133.150	133.900	315.100 124.100	286.375 118.275

VORTAC	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS LENGTH	LDA
SKR 110.40/CH 41x	283°	2000 FT	3.0° (5.24%)	**580**	141	900 M	9863 FT



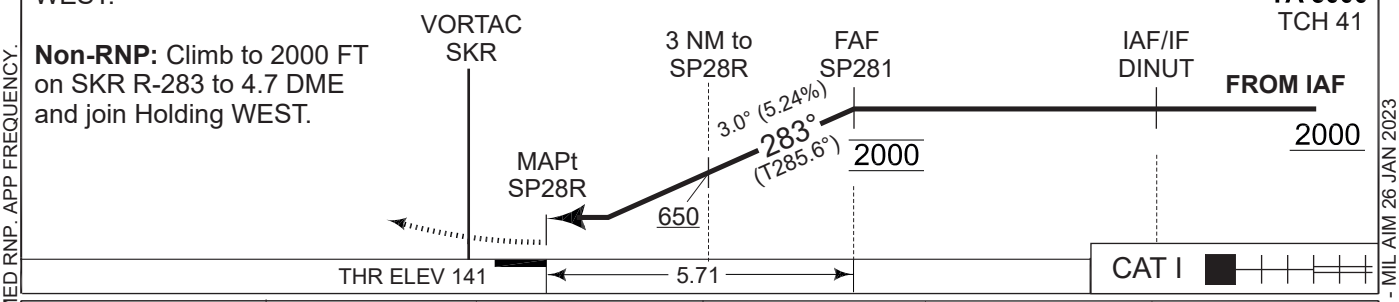
SIDESTEP RWY 28L	
Type	RDAF aircraft only
EH-101	**580** - 0.8 441 (500-0.8)
C-130/CL-604	**580** - 2.1 441 (500-2.1)

MISSED APPROACH RNP
Climb to 2000 ft on track 283° to SP28W and join Holding WEST.

Non-RNP: Climb to 2000 FT on SKR R-283 to 4.7 DME and join Holding WEST.

CDFA 3.0° / 5.24%					
DIST THR	1.25	2	3	4	5
ALTITUDE	580	820	1140	1460	1780

TA 3000
TCH 41



CATEGORY	A	B	C	D	E
LNAV (MDA)	**580** - 1300 439 (500-1.3/1.5)		**580** - 1300 439 (500-1.3/2.0)		
CIRCLING	**630** - 1.5 489 (500-1.5)	**700** - 1.6 559 (600-1.6)	**800** - 2.4 659 (700-2.4)	**890** - 3.6 749 (800-3.6)	**1490** - 3.6 1349 (1400-3.6)

MIPS

CHANGES: CHART RENAMED RNP. APP FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

EKSP RNP RWY 28R waypoint coordinates:

RWY 28R from BURUX (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
BURUX	IAF	55 05 00.81N 009 37 08.16E	55 05.014N 009 37.136E
DINUT	IAF/IF	55 09 59.00N 009 36 29.00E	55 09.983N 009 36.483E
SP281	FAF	55 11 31.71N 009 26 54.61E	55 11.529N 009 26.910E
SP28R	MAPt	55 13 02.67N 009 17 22.11E	55 13.045N 009 17.369E
SP28W	MAHF	55 14 59.44N 009 04 59.24E	55 14.991N 009 04.987E

RWY 28R from OLUTU (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
OLUTU	IAF	55 14 02.63N 009 41 35.27E	55 14.044N 009 41.588E
DINUT	IAF/IF	55 09 59.00N 009 36 29.00E	55 09.983N 009 36.483E
SP281	FAF	55 11 31.71N 009 26 54.61E	55 11.529N 009 26.910E
SP28R	MAPt	55 13 02.67N 009 17 22.11E	55 13.045N 009 17.369E
SP28W	MAHF	55 14 59.44N 009 04 59.24E	55 14.991N 009 04.987E

Threshold coordinates RWY 28R

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

CHANGES: PROCEDURE RENAMED RNP

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

EKYT - AALBORG AIR BASE

1. AERODROME LOCATION INDICATOR AND NAME

EKYT – AIR TRANSPORT WING AALBORG

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	570534.04N 0095056.99E On RWY 08R/26L, 835 M from THR 08R
2	Direction and distance from (city)	320º/3,5 NM from Aalborg
3	AD Elevation REF temperature	10 FT AMSL 19.3º
4	MAG VAR Annual change	4.0ºE (JAN 2023) Increasing: 10’
5	AD administration postal address Telephone Telefax AFTN Email	Air Transport Wing Aalborg Thisted Landevej 53 9430 Vadum +45 728 46310 +45 728 46319 EKYTZPZM woc@atwaal.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	

3. OPERATIONAL HOURS

1	AD administration	MON - THU 0700-1400 (0600-1300) FRI 0700-1100 (0600-1000)
2	Customs and immigration	As AD administration
3	Health and sanitation	Medical service AVBL
4	AIS briefing office	As AD administration
5	ATS reporting office	As AD administration
6	MET briefing office	MON - THU 0600-1530 (0500-1430) FRI 0600-1300 (0500-1200) 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, Weekends and holidays closed.

4. HANDLING SERVICES AND FACILITIES

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

5. PASSENGER FACILITIES

1	Hotels	In Aalborg
2	Restaurants	Cafeteria on base. Restaurants in Aalborg.
3	Transportation	Busses from main gate. Trains from Aalborg. Connection to Copenhagen from Aalborg Airport.
4	Medical facilities	Hospital in Aalborg.
5	Bank and post office	In Vadum, outside main gate
6	Tourist office	In Aalborg.
7	Remarks	

6. RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6 (H24). CAT 7 - 9 on request, PPR 24 H in advance (Ref. AD 1.2-1) Boats avbl.
2	Rescue equipment	YES
3	Capability for removal of disabled aircraft	Rescue crane and jacks
4	Remarks	

7. SEASONAL AVAILABILITY - CLEARING

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

8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Mil apron: Dolphin:	Concrete, PCN 74 R/D/W/T Concrete, PCN 74 R/D/W/T
2	Taxiway width, surface and strength	TWY A: TWY B, H: TWY C, D, E, G: TWY F, N, J, K: TWY GA1, GA2: TWY M, L:	75 ft, Asph./concr. PCN 52 F/D/W/T 50 ft, Asph./concr. PCN 52 F/D/W/T 75 ft, Asph./concr. PCN 52 F/D/W/T 45 ft, Asph./concr. PCN 52 F/D/W/T 65 ft, Asph./concr. PCN 52 F/D/W/T 39 ft, Asph./concr. PCN 52 F/D/W/T
3	ACL location and elevation	Not established	
4	VOR/INS checkpoints	Not established	
5	Remarks	Dolphin Apron unsuitable for fighter jets and jet aircraft with low hanging engines due to risk of FOD ingestion.	

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		

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	
2	LDI indication and LGT Anemometer location and LGT	
3	TWY edge and centreline lighting	Blue edge light, LIL. RGL for RWY 08L/26R.
4	Secondary power supply switch-over time	15 sec. During CAT II/III operations 1 sec.
5	Remarks	

16. HELICOPTER LANDING AREA

Visiting helicopters operate from established runways.

17. ATS AIRSPACE

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

18. ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	AALBORG APPROACH	123.975 121.50++ 362.450 243.000++	H24	FL 250/60 NM FL 150/40 NM
ARR	AALBORG ARRIVAL	120.70 315.000		FL 150/40 NM
TWR	AALBORG TOWER	118.30 121.50++ 353.525 257.800 243.000++	H24 H24 H24	4000 FT/25 NM FL 250/50 NM 4000 FT/25 NM.
ATIS	AALBORG AIRPORT INFORMATION	120.475	H24	FL 200/60 NM ++ = emergency

19. RADIO NAVIGATION AND LANDING AIDS

Type of aid Cat of ILS/MLS (Variation)	ID	Frequency (MHz)	Hours of operation	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
VOR/DME 4°E (2022)	AAL	116.70 CH 114x	H 24	570613.39N 0095944.08E	30m S of centreline Coverage FL 500/100 NM.
TACAN 4°E (2023)	AAL	116.70 CH 114x	H 24	570614.16N 0095934.11E	Coverage FL 500/200 NM.
LOC 26R CAT III	YT	111.55	H 24	570535.97N 0094938.62E	ILS class III/E/4
ILS GP 26		332.75	H 24	570550.27N 0095217.47E	Angle 3.00° / RDH 50 FT
DME 26R	YT	CH 52y	H 24	570550.27N 0095217.47E	Freq paired with LOC 26R
LOC 08L	AE	109.90	H 24	570549.02N 0095301.40E	ILS class I/E/4
ILS GP 08L		333.80	H 24	570542.19N 0095013.42E	Angle 3.00° / RDH 50 FT
DME 08L	AE	CH 36x	H 24	570541.90N 0095013.60E	Freq paired with LOC 08L
TAR			H 24	570527.76N 0095120.99E	Max range 60 NM, 40.000FT
MSSR			H 24	570527.76N 0095120.99E	Max range 200 NM 40.000FT

20. LOCAL 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.

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 123.975 MHZ (IFR flights only).

3. Low Visibility Procedures

3.1 Low visibility Procedures (LVP) for CAT II/III operations and Low Visibility departures are established (LVTO).

3.2. Low Visibility Procedures are prompted by ATC and will normally be introduced when the ceiling is 200 FT or less and/or RVR 800 M or less.

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

3.4 CAT II/III holding points are at all RWY entries equipped with internally illuminated boards and runway guard lights. Aircraft are to stop and wait short of stop line unless otherwise instructed and clearance to continue is received by RTF from ATC.

3.5 Pilots should on own initiative report "runway vacated" when the aircraft is fully clear of the runway.

3.6 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.

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

3.8 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 118,3MHz.

4. 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.

24. CHARTS RELATED TO EKYT

Aerodrome Chart
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

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AALBORG (EKYT)

ARP: 57° 05.57N 009 50.95E | **AD ELEV: 10 FT** | **AALBORG APP: 123.975 362.450**
AALBORG TWR: 118.300 353.525 | **AALBORG ATIS: 120.475**

RWY SLOPE:
All runways: Less than 1%

OBSTACLES:
All obstacles are marked by day and night

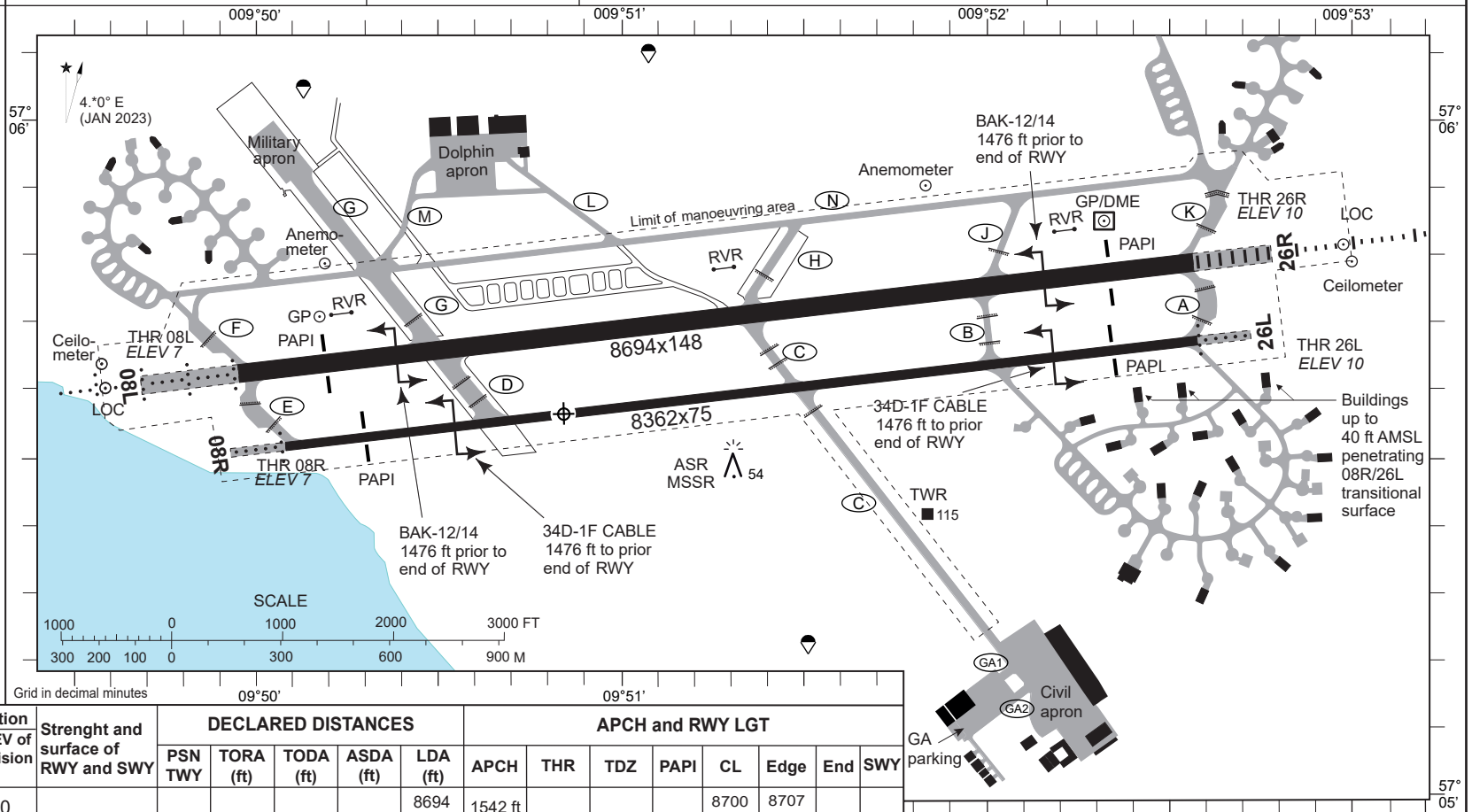
SECONDARY POWER SUPPLY:
Yes, RWY 26R switch-over time during CAT II/III: 1 SEC, otherwise 15 sec.

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 D/G C/H	8694 6791 4002	8694 6791 4002	9422 7519 4730	8694	1542 ft LIH White	Green	NIL	3.00°	8700 ft std. col.	8707 ft LIH White	Red	Red
26R	263.3°	570547.43N 0095236.63E	THR 10.00 TDZ 10.00		A/K B/J C/H	8694 6791 4691	8694 6791 4691	9589 7686 5586	8694	3000 ft Cat II/III	Green	3000 ft White	3.00°	8700 ft std. col.	8707 ft LIH White	Red	Red
08R	083.3°	570630.87N 0095007.68E	THR 7.00 -	PCN 66 F/D/X/U Asphalt	E	8362	8632	8853	8362	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	8362	8362	8854	8362	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.

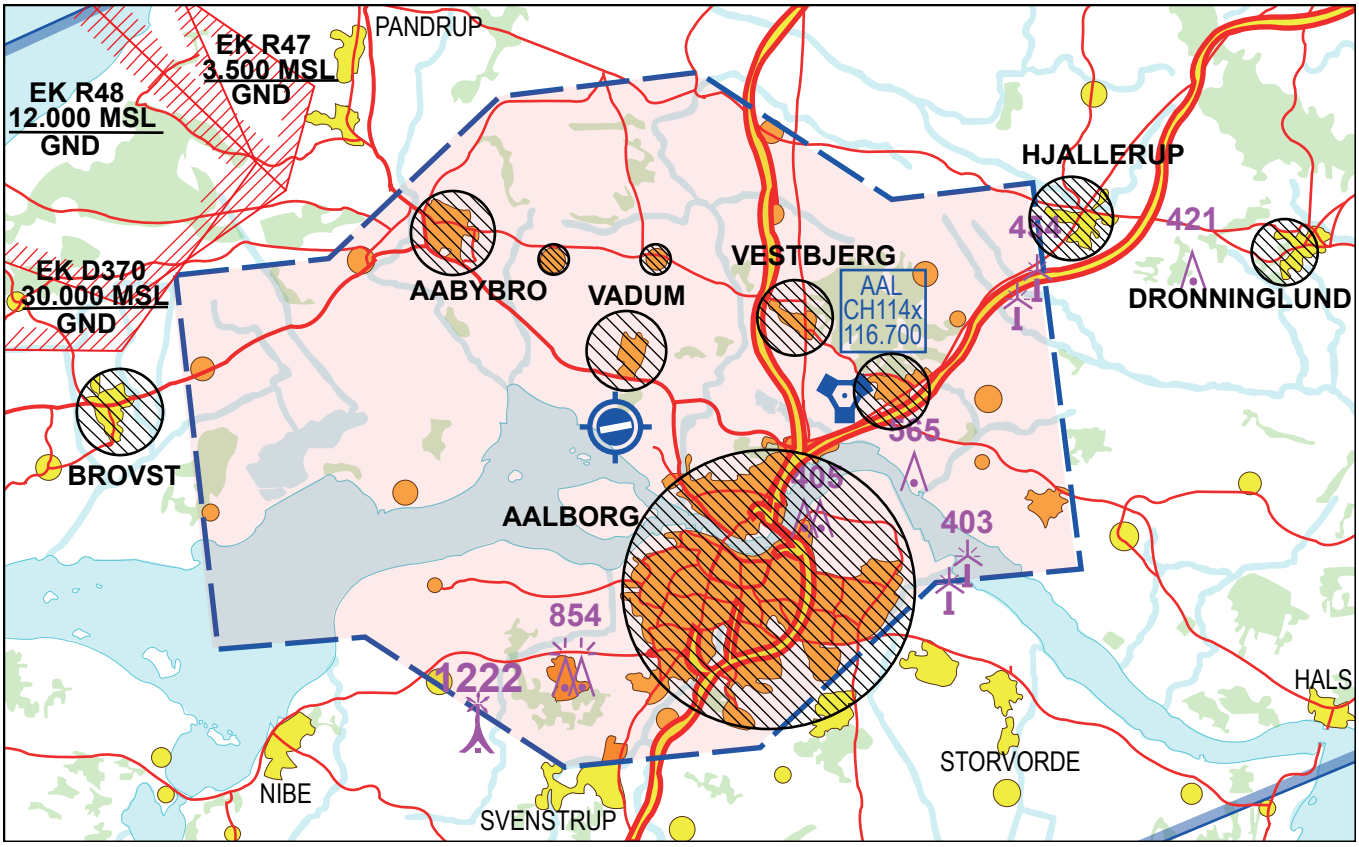
	RWY	TCH	OTCH	RPI	CAT	MINIMA (MIPS)
CIR ⓐ					A B C D E	**510** - 1.5 500 (500-1.5) **510** - 1.6 500 (500-1.6) **690** - 2.4 680 (700-2.4) **740** - 3.6 730 (800-3.6) **840** - 3.6 830 (900-3.6)

ⓐ Circling NORTH of aerodrome only

CHANGES: PAPI 08L CHANGED TO 3°.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

Noise Abatement Chart



The hatched areas on the map shall be avoided during departure and arrival.

If transitioning CTR/TMA overflying the hatched areas must not take place below 3000 ft msl.

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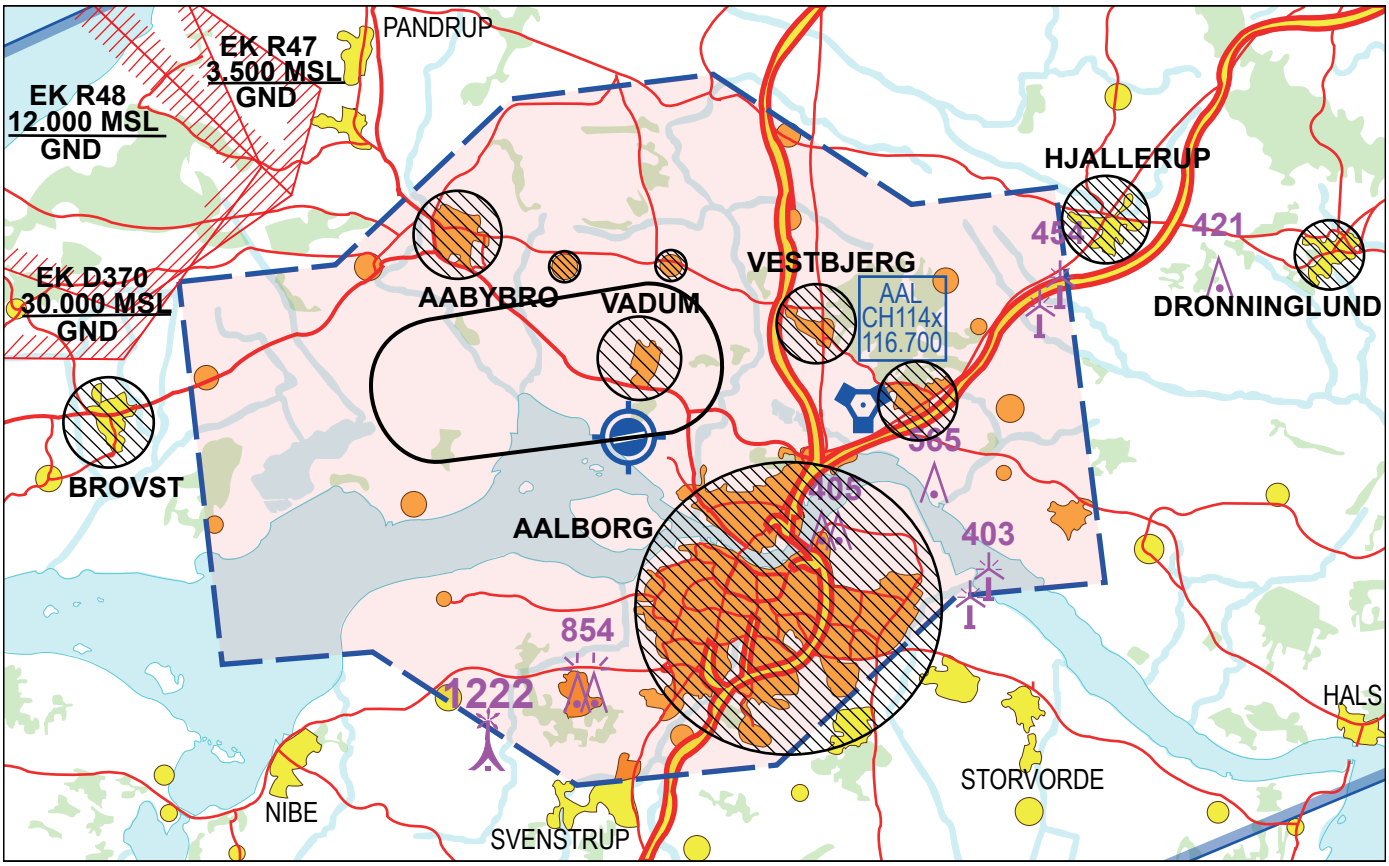
VFR pattern for 4 engine jet aircraft RWY 08L



A special VFR pattern, with additional noise abatement areas, has been established for 4 engine jet aircraft.
The hatched areas on the map shall be avoided during departure and arrival.

Downwind altitude 2500 FT. Start descent when turning base.

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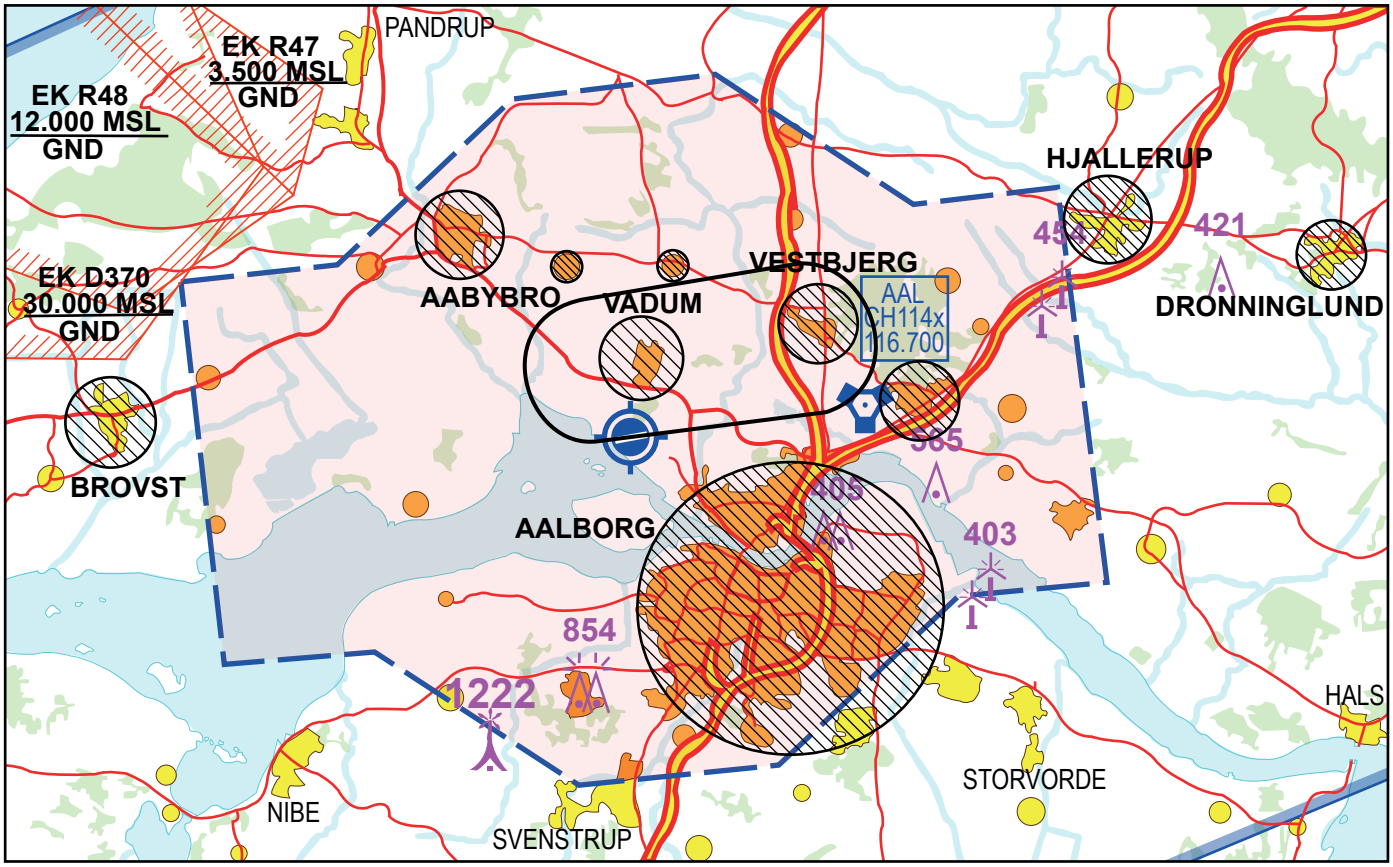
VFR pattern for 4 engine jet aircraft RWY 26R



A special VFR pattern, with additional noise abatement areas, has been established for 4 engine jet aircraft.
The hatched areas on the map shall be avoided during departure and arrival.

Downwind altitude 2500 FT. Start descent when turning base.

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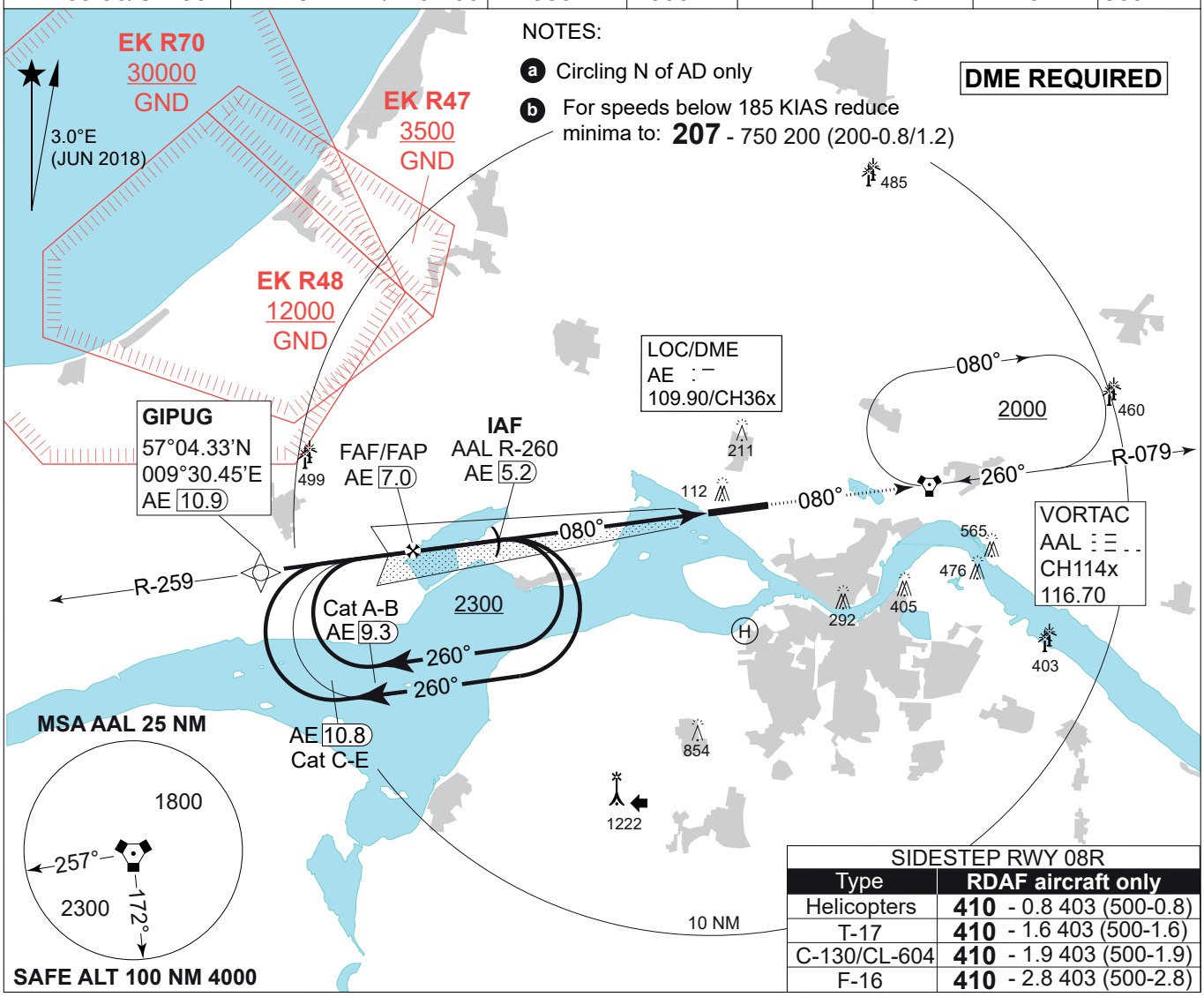
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 10

ILS or LOC RWY 08L
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

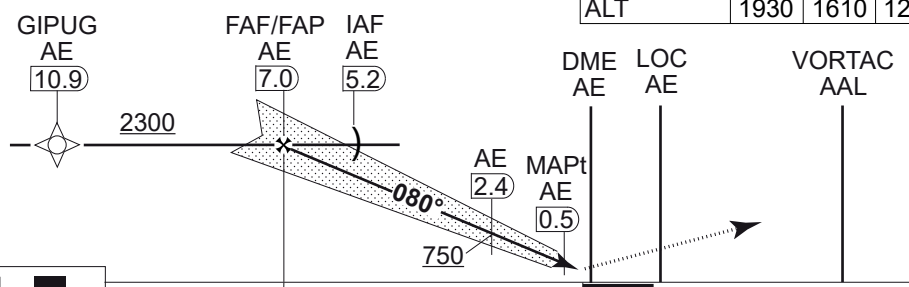
LOC/DME	VORTAC	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
AE 109.90/CH 36x	AAL CH114x/116.700	080°	2300 FT	3.00°	**207**	07	470 M	8694 FT



SIDESTEP RWY 08R	
Type	RDAF aircraft only
Helicopters	**410** - 0.8 403 (500-0.8)
T-17	**410** - 1.6 403 (500-1.6)
C-130/CL-604	**410** - 1.9 403 (500-1.9)
F-16	**410** - 2.8 403 (500-2.8)

TA 3000
GS 3.00°
RDH 50

LOC ONLY: CDFA 3.00° / 5.24%						
DME AE	6	5	4	3	2	1
DIST THR	5.9	4.9	3.9	2.9	1.9	0.9
ALT	1930	1610	1290	970	650	330



MISSED APPROACH
Climb on track 080° to 2000 ft to AAL VORTAC and hold or as instructed by ATC.

CAT I

6.9

THR ELEV 7

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

MIPS

CHANGES: GLIDEPATH CHANGED TO 3.00°. FAF MOVED. INITIAL PROCEDURE ALTITUDE CHANGED. OBSTACLES.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

ILS or LOC RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

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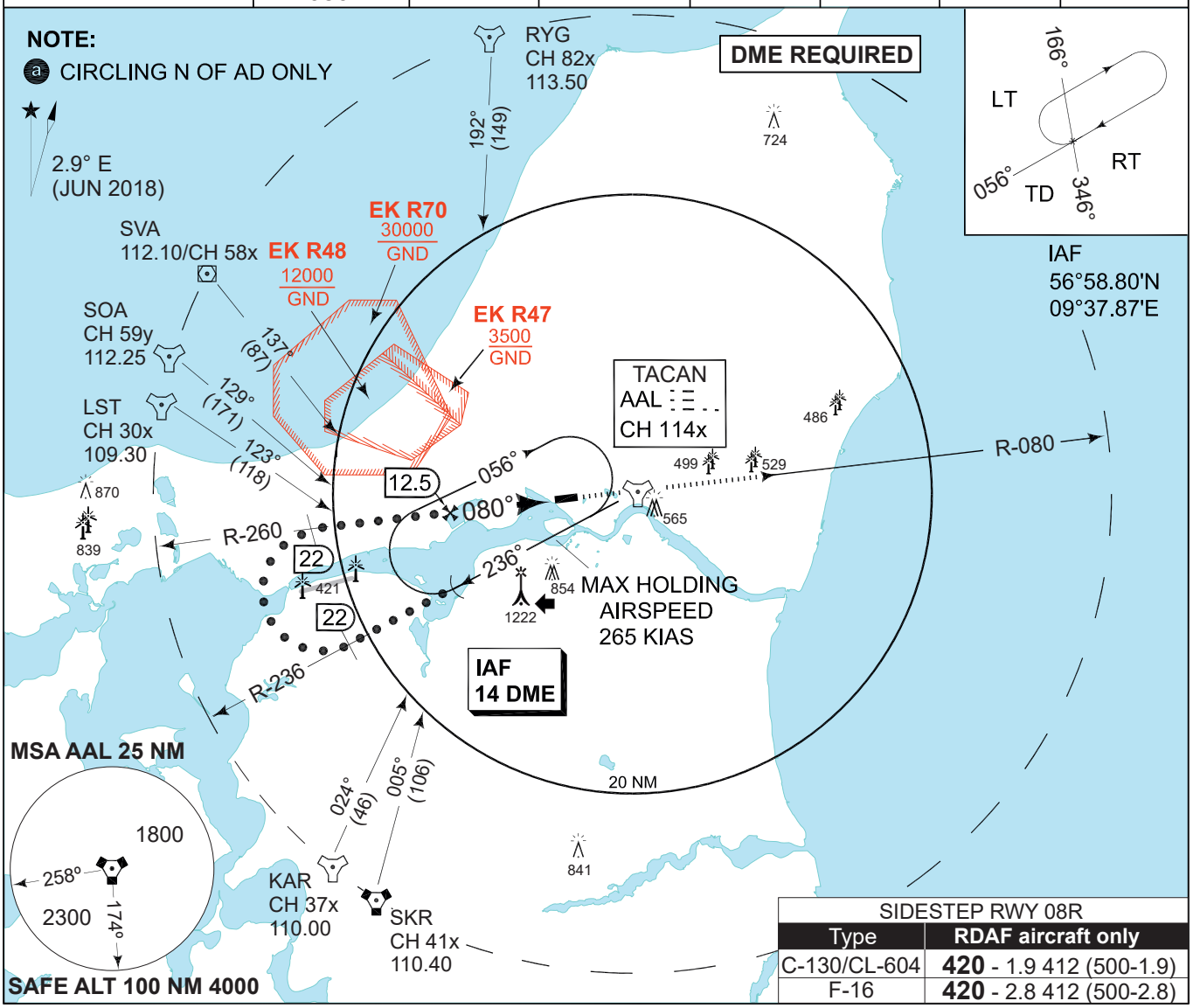
TERPS
INSTRUMENT APPROACH CHART

AD ELEV 10

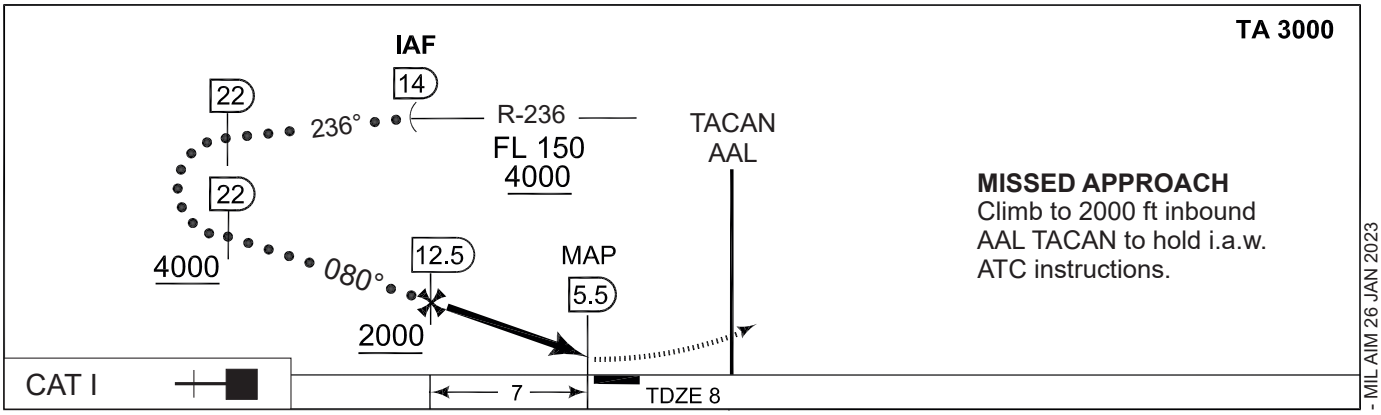
HI-TACAN RWY 08L
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	TDZE	ALS length	LDA
AAL CH 114x	080°	2000 FT	277 FT/NM	**420**	8	470 M	8707 FT



SIDESTEP RWY 08R	
Type	RDAF aircraft only
C-130/CL-604	**420** - 1.9 412 (500-1.9)
F-16	**420** - 2.8 412 (500-2.8)



MISSED APPROACH
Climb to 2000 ft inbound AAL TACAN to hold i.a.w. ATC instructions.

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

CHANGES: EDITORIAL.

TERPS

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

HI-TACAN RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

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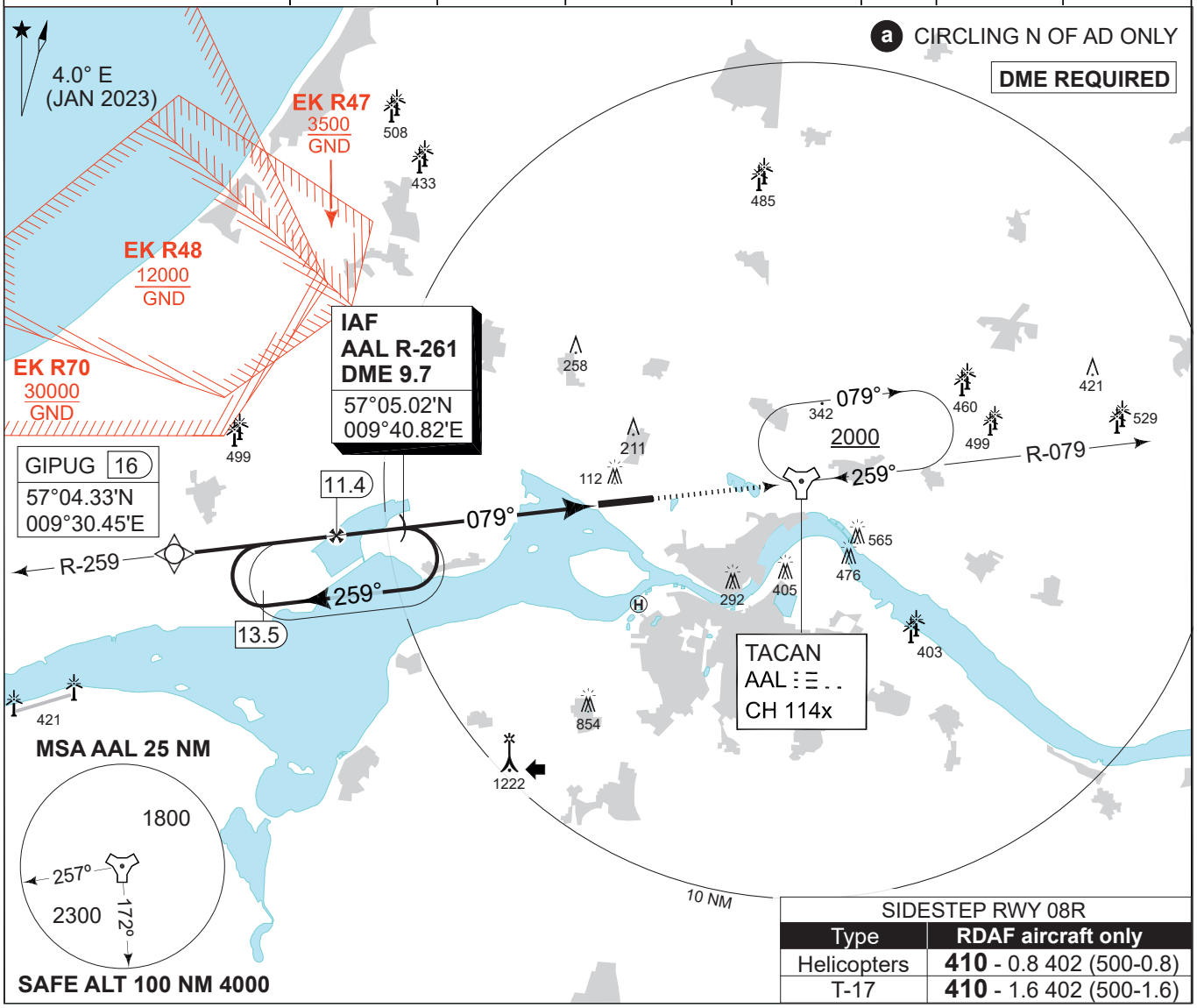
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 10

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

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

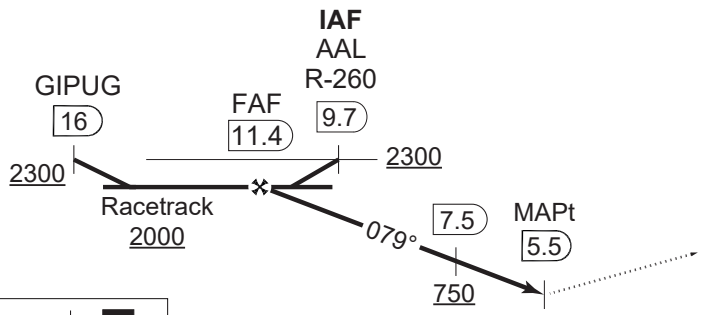
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS length	LDA
AAL CH 114x	079°	2000 FT	318 FT/NM	**340**	7	470 M	8694 FT



SIDESTEP RWY 08R	
Type	RDAF aircraft only
Helicopters	**410** - 0.8 402 (500-0.8)
T-17	**410** - 1.6 402 (500-1.6)

TA 3000

CDFA 3.0° / 5.24%					
DME AAL	11	10	9	8	7
DIST THR	5.7	4.7	3.7	2.7	1.7
ALT	1890	1570	1250	940	620



MISSED APPROACH
Climb on TACAN AAL R-260 to 2000 ft inbound AAL and hold.

CAT I — 6.1 — THR ELEV 7

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

CHANGES: DESCENT GRADIENT, FAF, IAF, MDA, CDFA, MAG. VAR.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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

BLANK

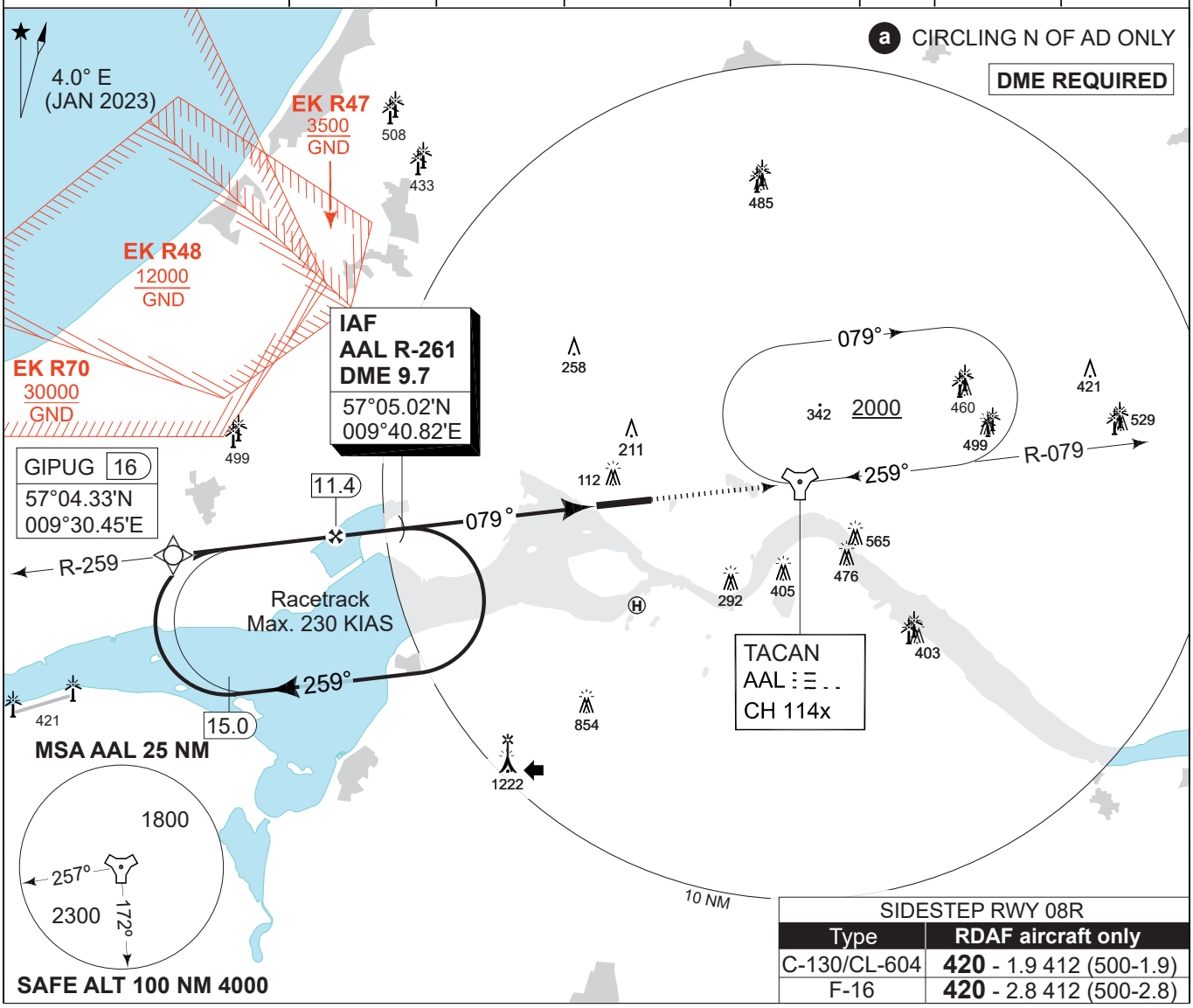
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 10

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

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

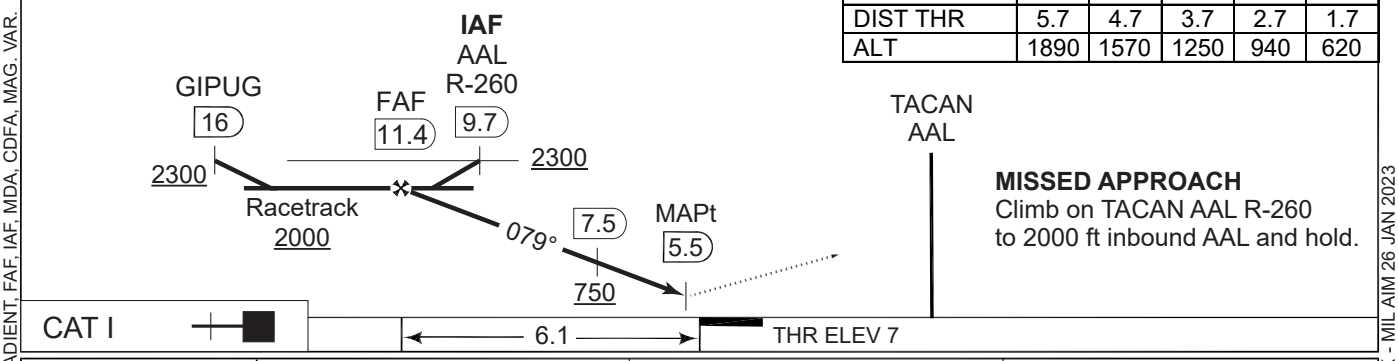
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS length	LDA
AAL CH 114x	079°	2000 FT	318 FT/NM	**340**	7	470 M	8694 FT



SIDESTEP RWY 08R	
Type	RDAF aircraft only
C-130/CL-604	**420** - 1.9 412 (500-1.9)
F-16	**420** - 2.8 412 (500-2.8)

TA 3000

CDFA 3.0° / 5.24%					
DME AAL	11	10	9	8	7
DIST THR	5.7	4.7	3.7	2.7	1.7
ALT	1890	1570	1250	940	620



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

CHANGES: DESCENT GRADIENT, FAF, IAF, MDA, CDFA, MAG. VAR.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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

BLANK

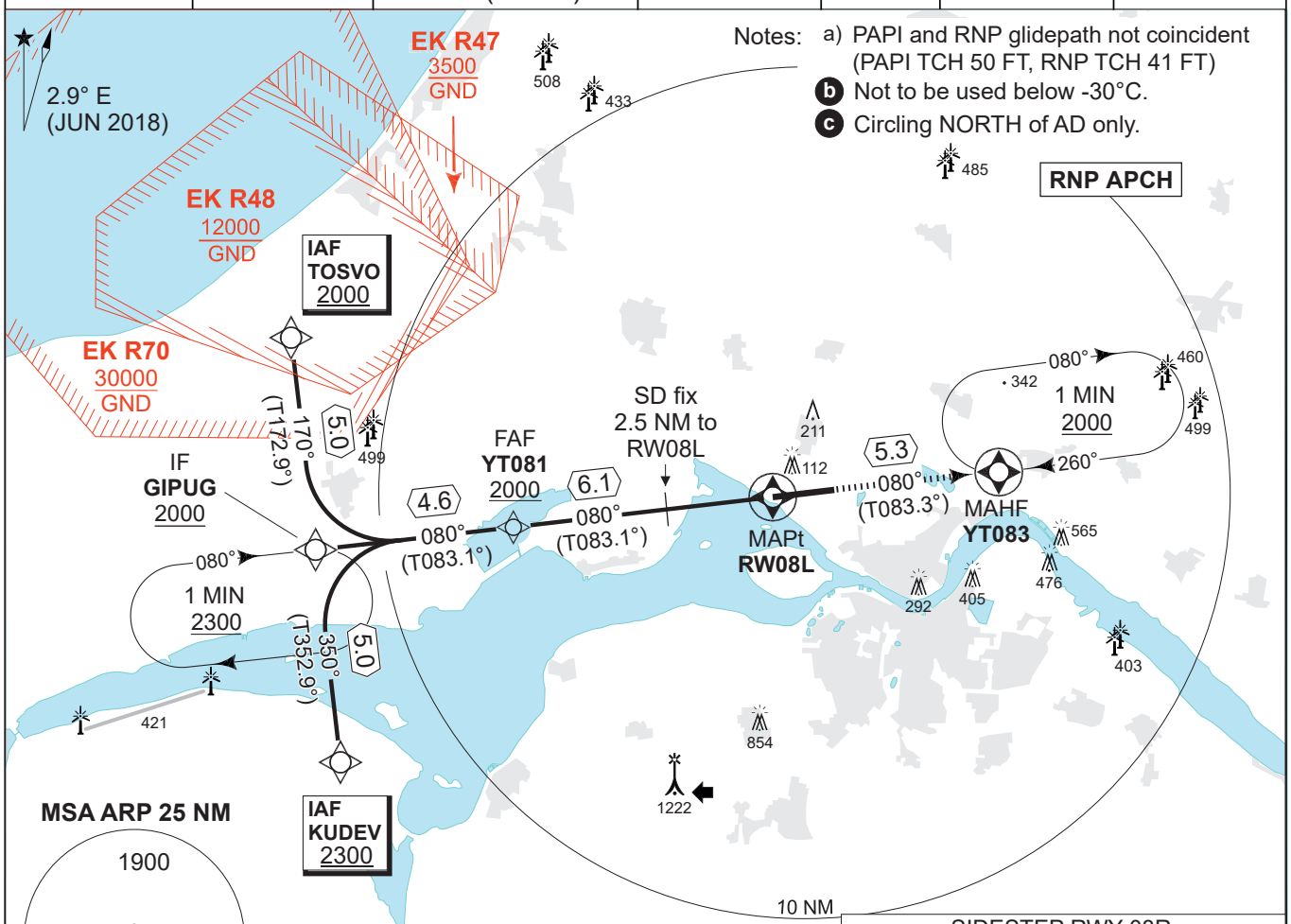
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 10

RNP RWY 08L
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

APP COURSE	FAF ALT	Descent GR	MINIMA	THR	ALS length	LDA
080°	2000 FT	3.0° (5.24%)	**See CAT**	7	470 M	8694 FT



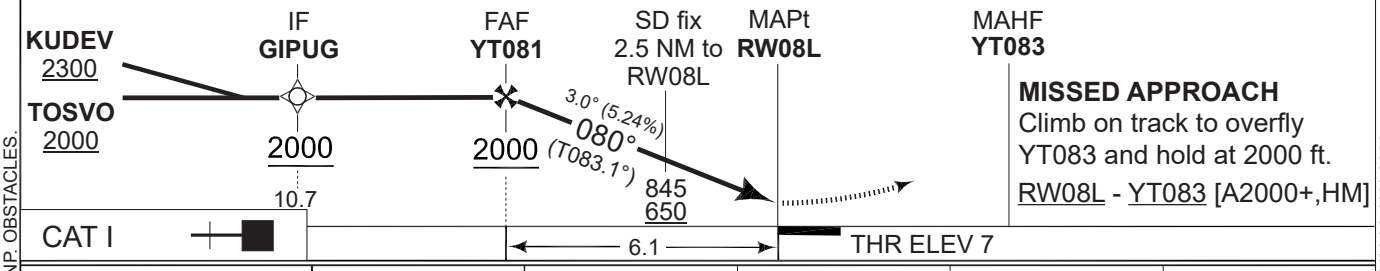
Notes:
a) PAPI and RNP glidepath not coincident (PAPI TCH 50 FT, RNP TCH 41 FT)
b) Not to be used below -30°C.
c) Circling NORTH of AD only.

SIDESTEP RWY 08R

Type	RDAF aircraft only
Helicopters	**410** - 0.8 402 (500-0.8)
T-17	**410** - 1.6 402 (500-1.6)
C-130/CL-604	**410** - 1.9 402 (500-1.9)
F-16	**410** - 2.8 402 (500-2.8)

TA 3000
GS 3.0°
TCH 41

CDFA 3.0° / 5.24°						
DIST TO RW08L	6	5	4	3	2	1
NOM. ALTITUDE	1960	1650	1330	1010	690	370



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

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

MIPS

CHANGES: CHART RENAMED RNP. OBSTACLES.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

EKYT RNP RWY 08L waypoint coordinates:

RWY 08L from TOSVO (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
TOSVO	IAF	57 09 16.80N 009 29 19.21E	57 09.280N 009 29.320E
GIPUG	IF	57 04 20.00N 009 30 27.00E	57 04.333N 009 30.450E
YT081	FAF	57 04 53.88N 009 38 54.12E	57 04.898N 009 38.902E
RW08L	MAPt	57 05 37.37N 009 50 00.30E	57 05.623N 009 50.005E
YT083	MAHF	57 06 13.39N 009 59 44.08E	57 06.223N 009 59.735E

RWY 08L from KUDEV (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
KUDEV	IAF	56 59 23.12N 009 31 34.48E	56 59.385N 009 31.575E
GIPUG	IF	57 04 20.00N 009 30 27.00E	57 04.333N 009 30.450E
YT081	FAF	57 04 53.88N 009 38 54.12E	57 04.898N 009 38.902E
RW08L	MAPt	57 05 37.37N 009 50 00.30E	57 05.623N 009 50.005E
YT083	MAHF	57 06 13.39N 009 59 44.08E	57 06.223N 009 59.735E

Threshold coordinates RWY 08L

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

CHANGES: CHART RENAMED RNP.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

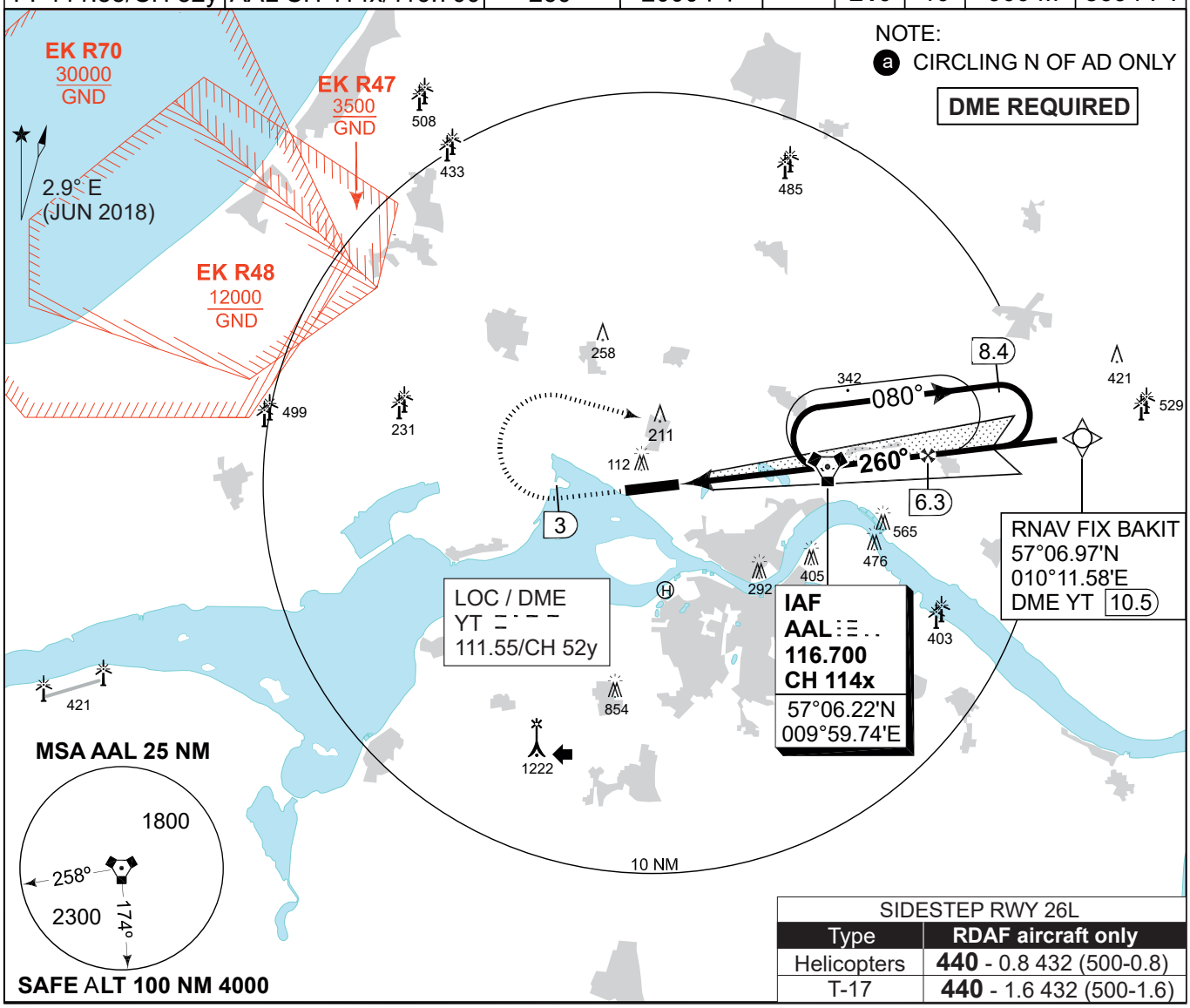
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 10

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

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

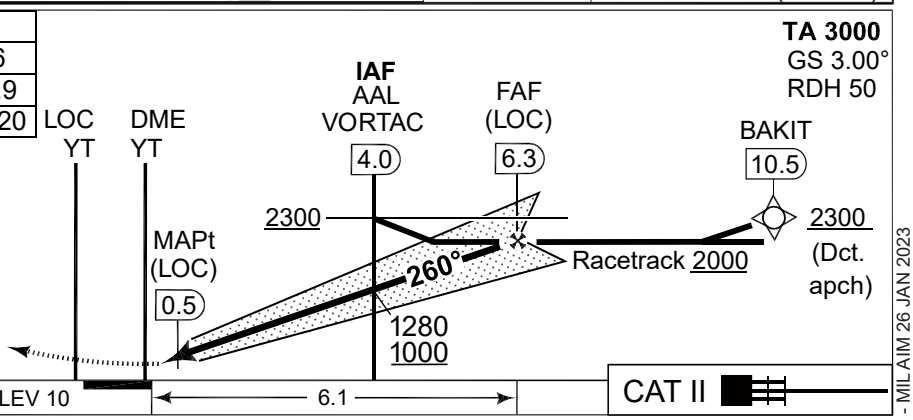
LOC/DME	VORTAC	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS length	LDA
YT 111.55/CH 52y	AAL CH 114x/116.700	260°	2000 FT	3.00°	**210**	10	900 M	8694 FT



SIDESTEP RWY 26L	
Type	RDAF aircraft only
Helicopters	**440** - 0.8 432 (500-0.8)
T-17	**440** - 1.6 432 (500-1.6)

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

MISSED APPROACH
Climb on track 260° to YT 3 DME,
then turn right inbound VORTAC AAL
climbing to 3000 ft and hold



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

CHANGES: OBSTCALES.

MIPS

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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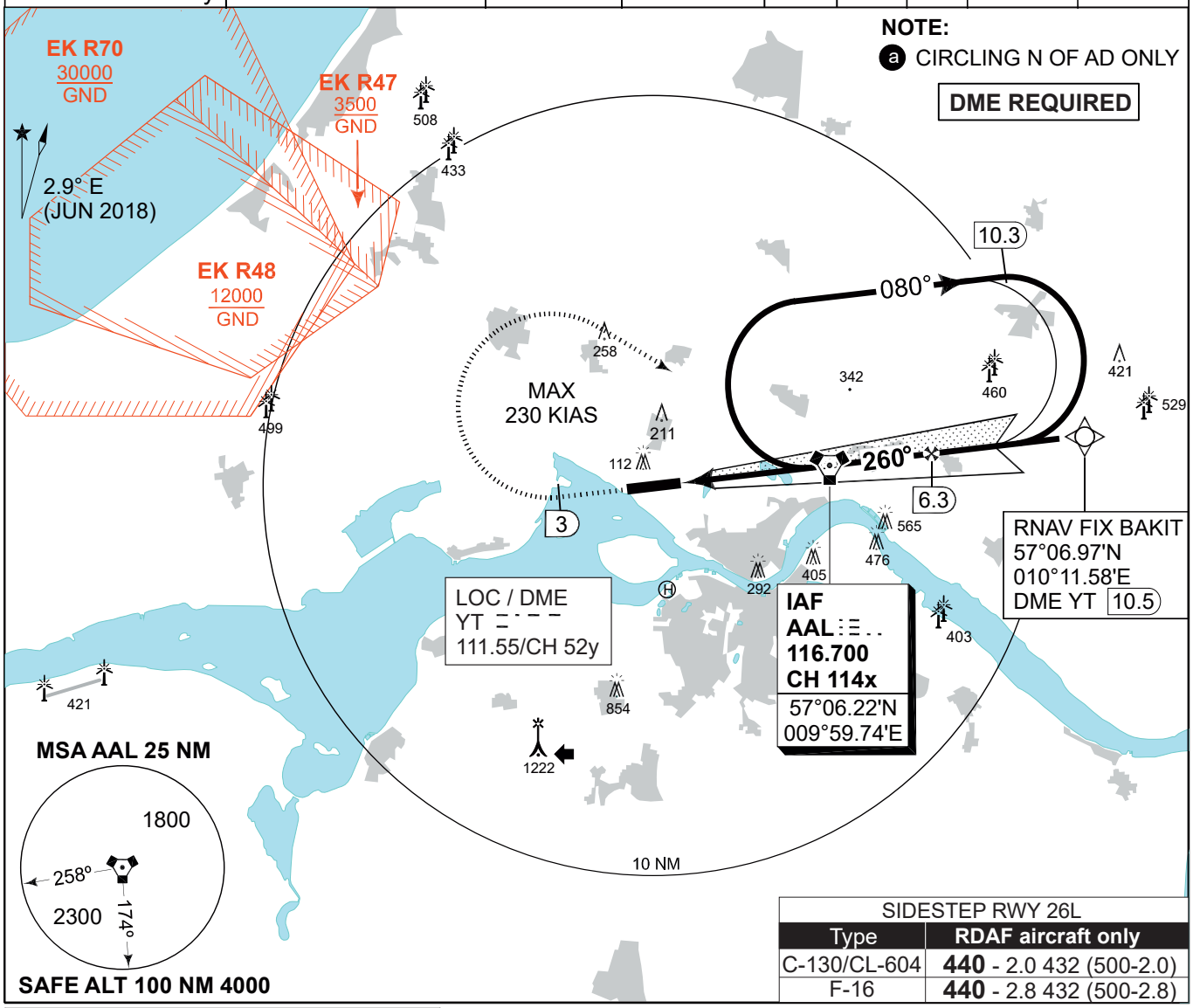
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 10

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

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

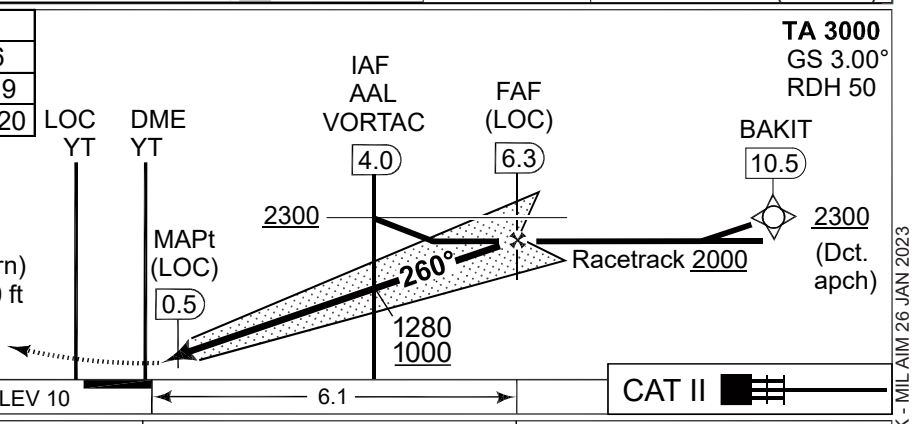
LOC/DME	VORTAC	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS length	LDA
YT 111.55/CH 52y	AAL CH 114x/116.700	260°	2000 FT	3.00°	**210**	10	900 M	8694 FT



SIDESTEP RWY 26L	
Type	RDAF aircraft only
C-130/CL-604	**440** - 2.0 432 (500-2.0)
F-16	**440** - 2.8 432 (500-2.8)

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

MISSED APPROACH
Climb on track 260° to YT 3 DME, then turn right (max. 230 KIAS in the turn) inbound VORTAC AAL climbing to 3000 ft and hold.



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

CHANGES: OBSTACLES.

MIPS

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

ILS or LOC RWY 26R (CAT C-E) 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

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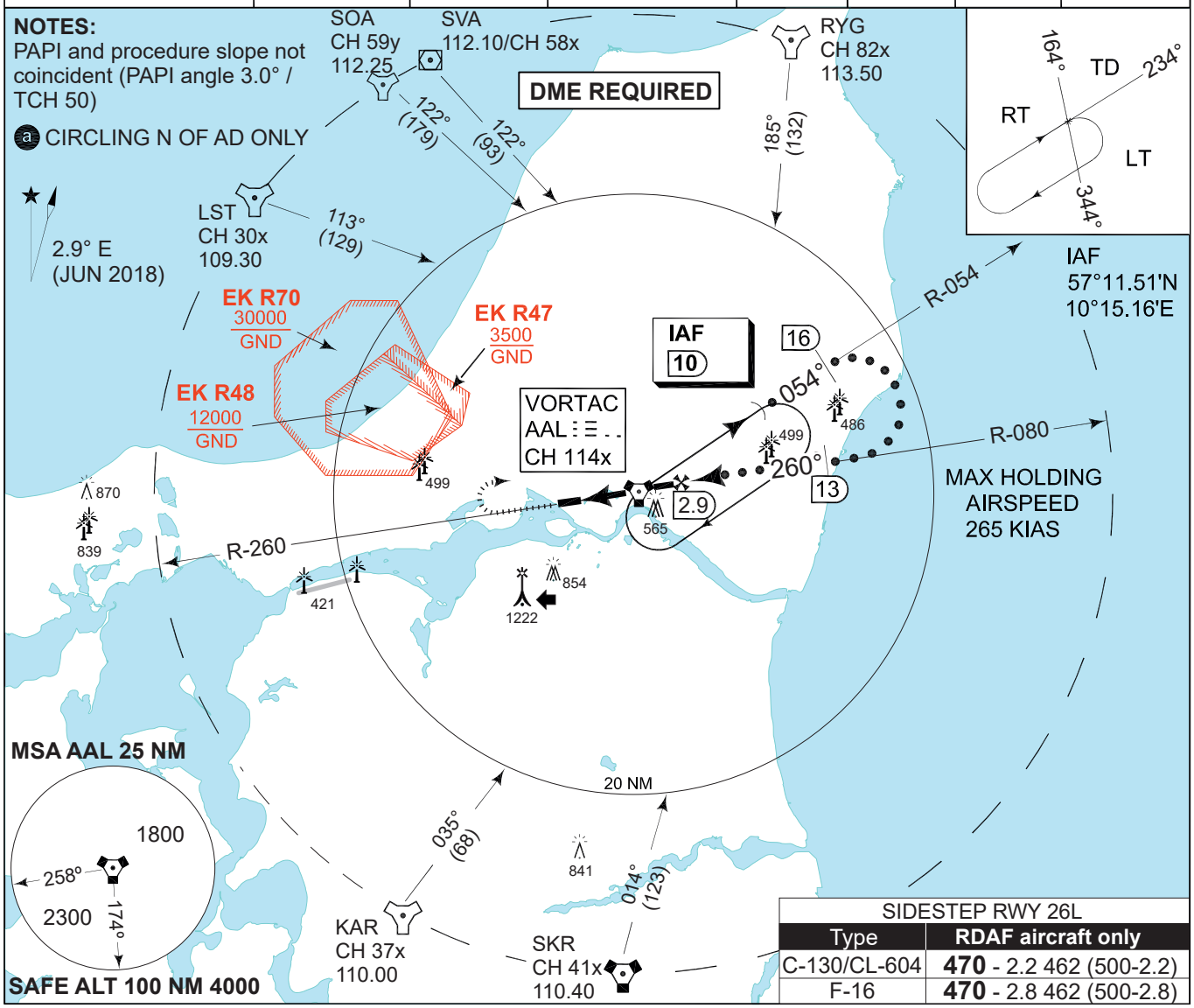
TERPS
INSTRUMENT APPROACH CHART

AD ELEV 10

HI-VORTAC RWY 26R
AALBORG (EKYT)

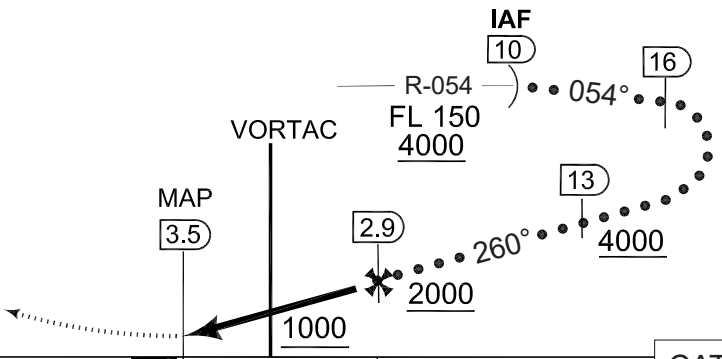
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

VORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	TDZE	ALS length	LDA
AAL CH 114x	260°	2000 FT	260 FT/NM	**440**	10	900 M	8707 FT



SIDESTEP RWY 26L	
Type	RDAF aircraft only
C-130/CL-604	**470** - 2.2 462 (500-2.2)
F-16	**470** - 2.8 462 (500-2.8)

MISSED APPROACH
Climb to 2000 ft on 260°
right turn to hold on AAL
VORTAC i.a.w. ATC instruction.



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

CHANGES: OBSTACLES.

TERPS

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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

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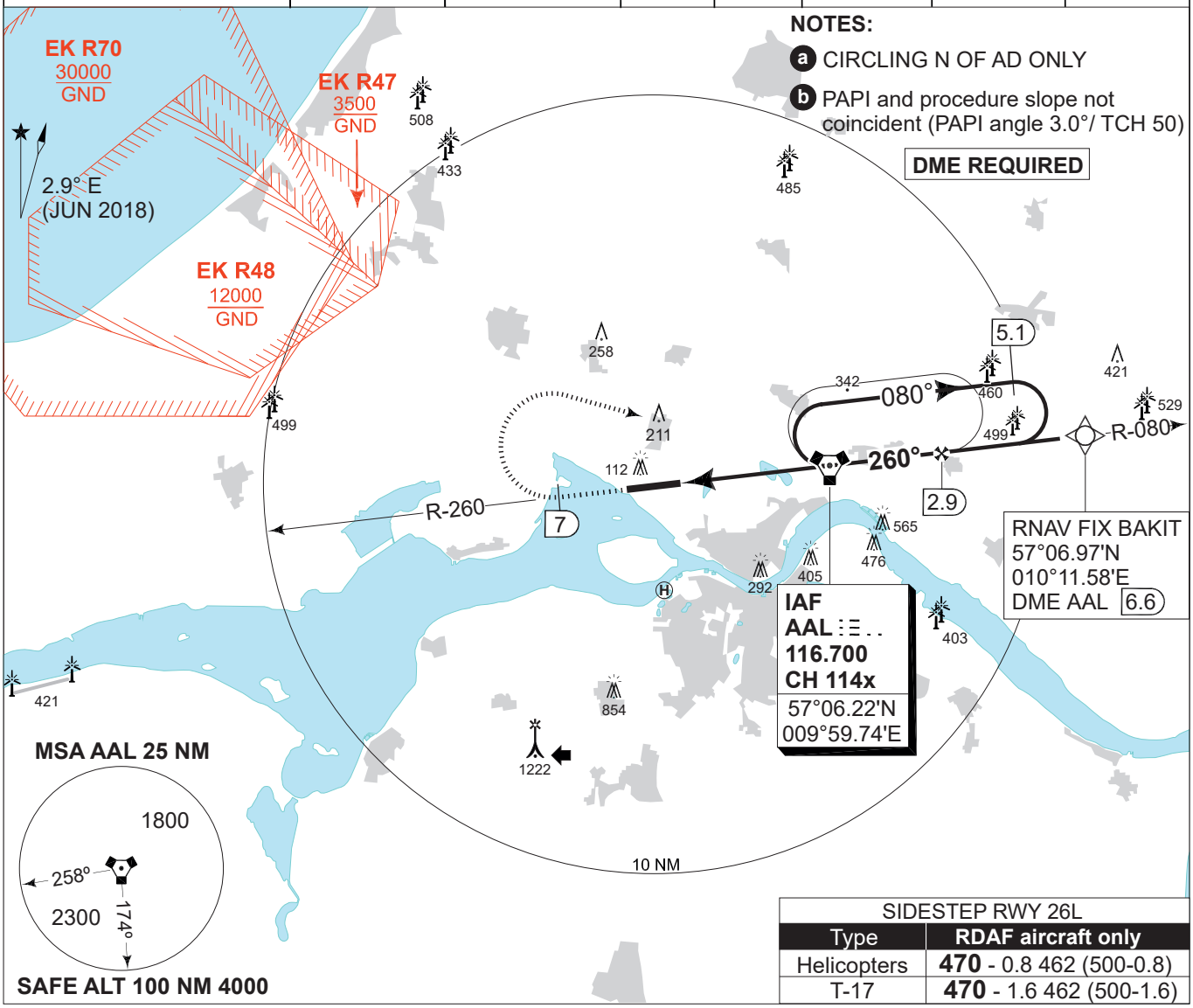
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 10

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

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

VORTAC	APP COURSE	FAF ALT	GS	MDA	THR ELEV	ALS length	LDA
AAL CH 114x/116.700	260°	2000 FT	2.75°	**420**	10	900 M	8694 FT

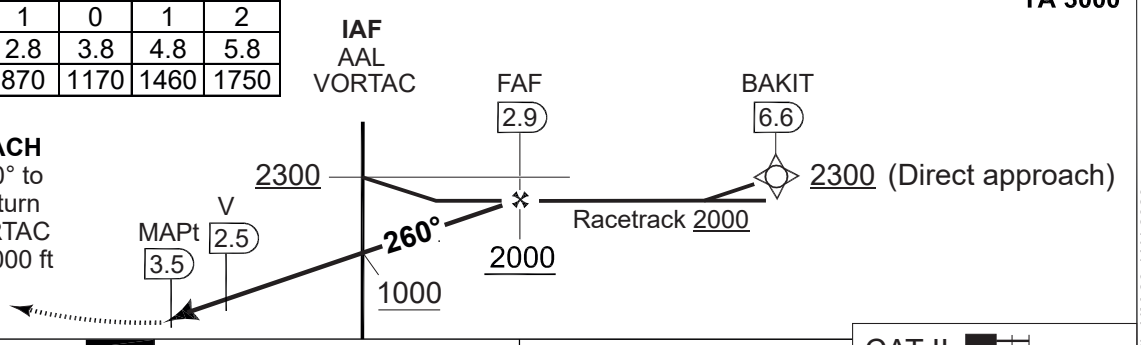


SIDESTEP RWY 26L	
Type	RDAF aircraft only
Helicopters	**470** - 0.8 462 (500-0.8)
T-17	**470** - 1.6 462 (500-1.6)

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

TA 3000

MISSED APPROACH
Climb on track 260° to AAL 7 DME, then turn right inbound VORTAC AAL climbing to 3000 ft and hold



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

CHANGES: OBSTACLES

MIPS

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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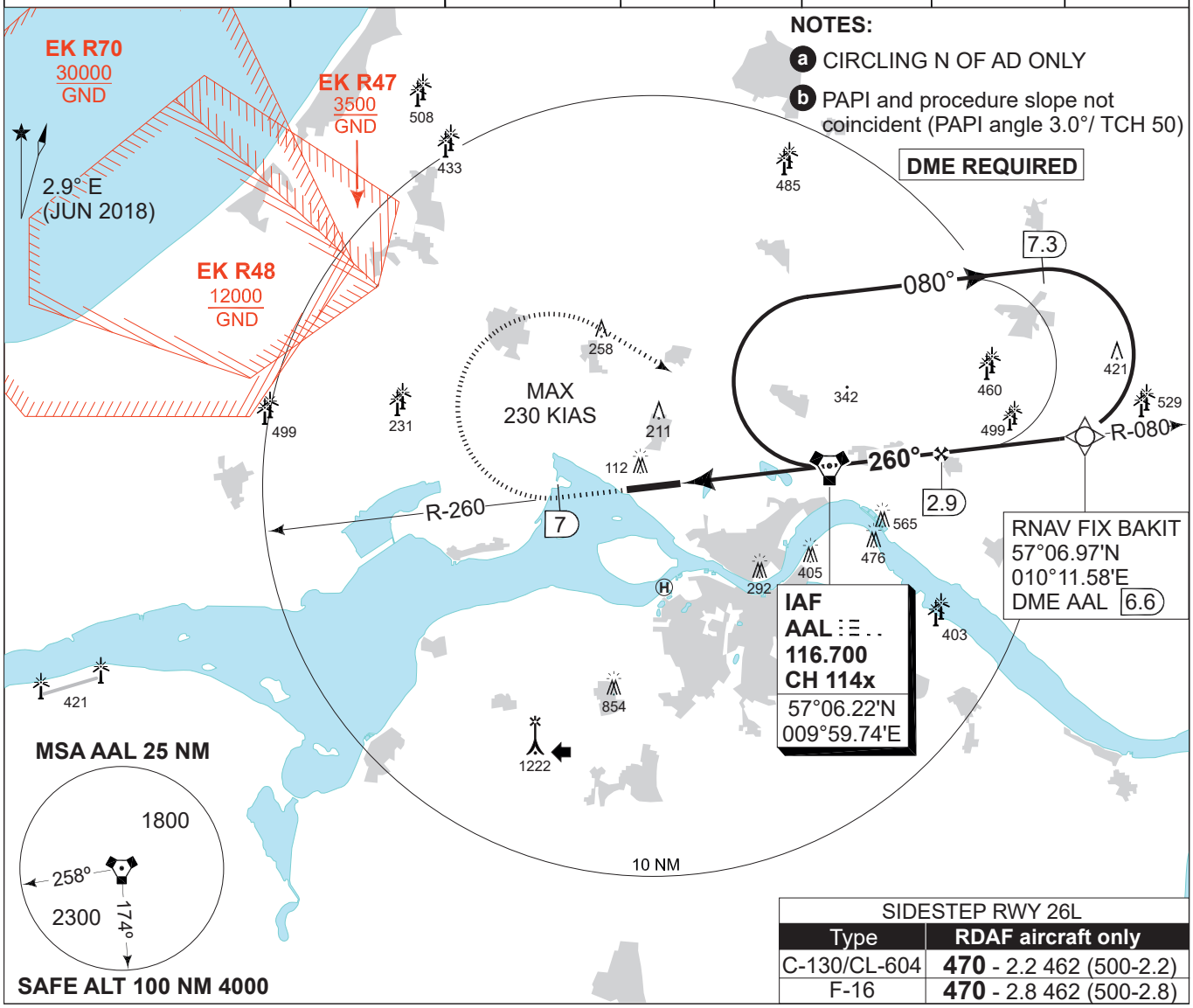
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 10

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

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

VORTAC	APP COURSE	FAF ALT	GS	MDA	THR ELEV	ALS length	LDA
AAL CH 114x/116.700	260°	2000 FT	2.75°	**420**	10	900 M	8694 FT



NOTES:

a CIRCLING N OF AD ONLY

b PAPI and procedure slope not coincident (PAPI angle 3.0°/ TCH 50)

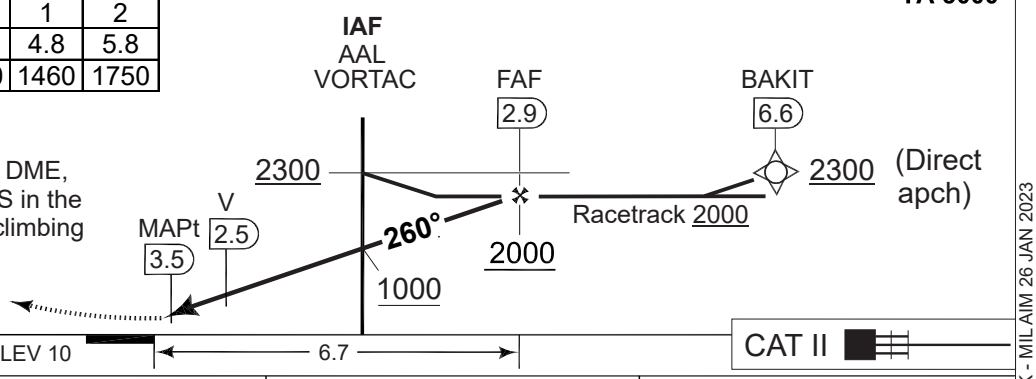
DME REQUIRED

SIDESTEP RWY 26L	
Type	**RDAF aircraft only**
C-130/CL-604	**470** - 2.2 462 (500-2.2)
F-16	**470** - 2.8 462 (500-2.8)

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

TA 3000

MISSED APPROACH
Climb on track 260° to AAL 7 DME, then turn right (max. 230 KIAS in the turn) inbound VORTAC AAL climbing to 3000 ft and hold



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

CHANGES: OBSTACLES

MIPS

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

VORTAC RWY 26R (CAT C-E) 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

BLANK

MIPS
INSTRUMENT APPROACH CHART

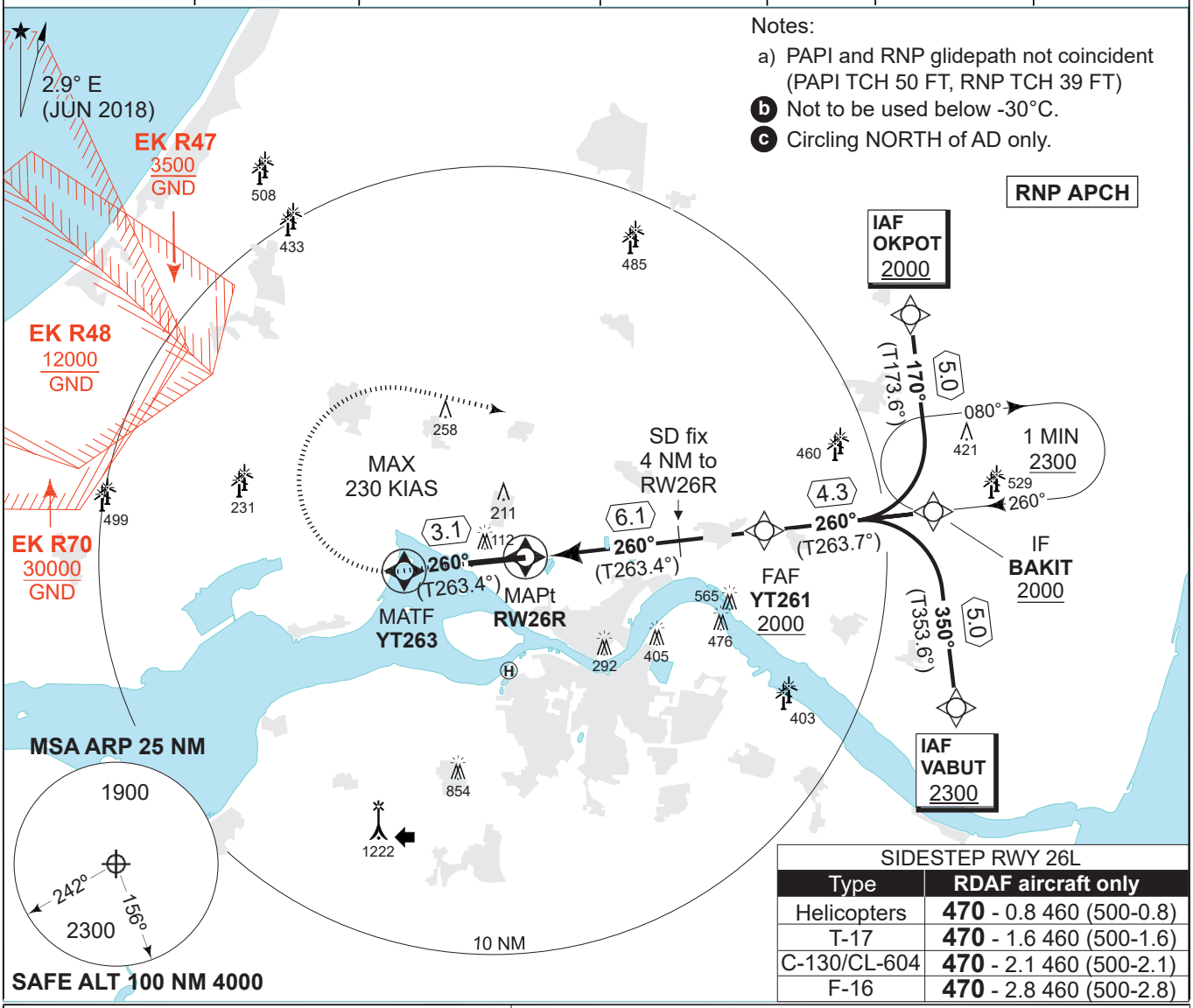
AD ELEV 10

RNP RWY 26R
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.550	120.475	362.450 123.975	353.525 118.300

APP COURSE	FAF ALT	Descent GR	MINIMA	THR	ALS length	LDA
260°	2000 FT	3.0° (5.24%)	**See CAT**	10	900 M	8694 FT

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

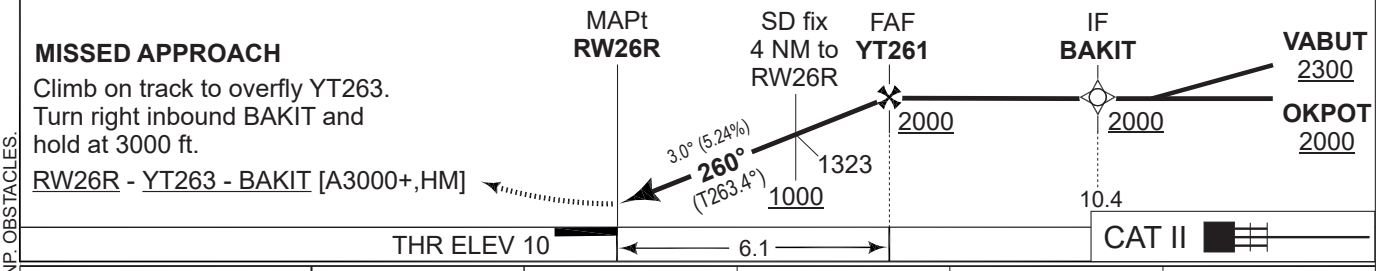


SIDESTEP RWY 26L	
Type	RDAF aircraft only
Helicopters	**470** - 0.8 460 (500-0.8)
T-17	**470** - 1.6 460 (500-1.6)
C-130/CL-604	**470** - 2.1 460 (500-2.1)
F-16	**470** - 2.8 460 (500-2.8)

CDFA 3.0° / 5.24%					
DIST TO RW26R	2	3	4	5	6
NOM. ALTITUDE	690	1010	1330	1650	1960

TA 3000
GS 3.0°
TCH 39

MISSED APPROACH
Climb on track to overfly YT263.
Turn right inbound BAKIT and hold at 3000 ft.
RW26R - YT263 - BAKIT [A3000+,HM]



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

MIPS

CHANGES: CHART RENAMED RNP. OBSTACLES.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

EKYT RNP RWY 26R waypoint coordinates:

RWY 26R from VABUT (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
VABUT	IAF	57 02 00.49N 010 12 35.88E	57 02.008N 010 12.598E
BAKIT	IF	57 06 58.00N 010 11 35.00E	57 06.967N 010 11.583E
YT261	FAF	57 06 29.64N 010 03 42.31E	57 06.494N 010 03.705E
RW26R	MAPt	57 05 47.43N 009 52 36.63E	57 05.790N 009 52.611E
YT263	MATF	57 05 25.57N 009 46 58.05E	57 05.426N 009 46.968E
BAKIT	MAHF	57 06 58.00N 010 11 35.00E	57 06.967N 010 11.583E

RWY 26R from OKPOT (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
OKPOT	IAF	57 11 55.50N 010 10 33.85E	57 11.925N 010 10.564E
BAKIT	IF	57 06 58.00N 010 11 35.00E	57 06.967N 010 11.583E
YT261	FAF	57 06 29.64N 010 03 42.31E	57 06.494N 010 03.705E
RW26R	MAPt	57 05 47.43N 009 52 36.63E	57 05.790N 009 52.611E
YT263	MATF	57 05 25.57N 009 46 58.05E	57 05.426N 009 46.968E
BAKIT	MAHF	57 06 58.00N 010 11 35.00E	57 06.967N 010 11.583E

Threshold coordinates RWY 26R

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

CHANGES: CHART RENAMED RNP

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	On tower, only on request
2	LDI indication and LGT Anemometer location and LGT	On tower
3	TWY edge and centreline lighting	NIL
4	Secondary power supply switch-over time	NIL
5	Remarks	

16. HELICOPTER LANDING AREA

NIL

17. AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	G
4	ATS unit call sign Language(s)	MESTERSVIG RADIO EN, DA
5	Transition altitude	11.000 FT
6	Remarks	

18. AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
RADIO	MESTERSVIG	118.100 MHz 4050 KHz	On request On request	4000FT/25NM

19. RADIO NAVIGATION AND LANDING AIDS

Type of aid Cat of ILS/MLS (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
NDB	MV	396 KHz	O/R	72°14'01.18"N 023°55'37.33"W	

20. LOCAL TRAFFIC REGULATIONS

NIL

21. NOISE ABATEMENT PROCEDURES

NIL

22. FLIGHT PROCEDURES

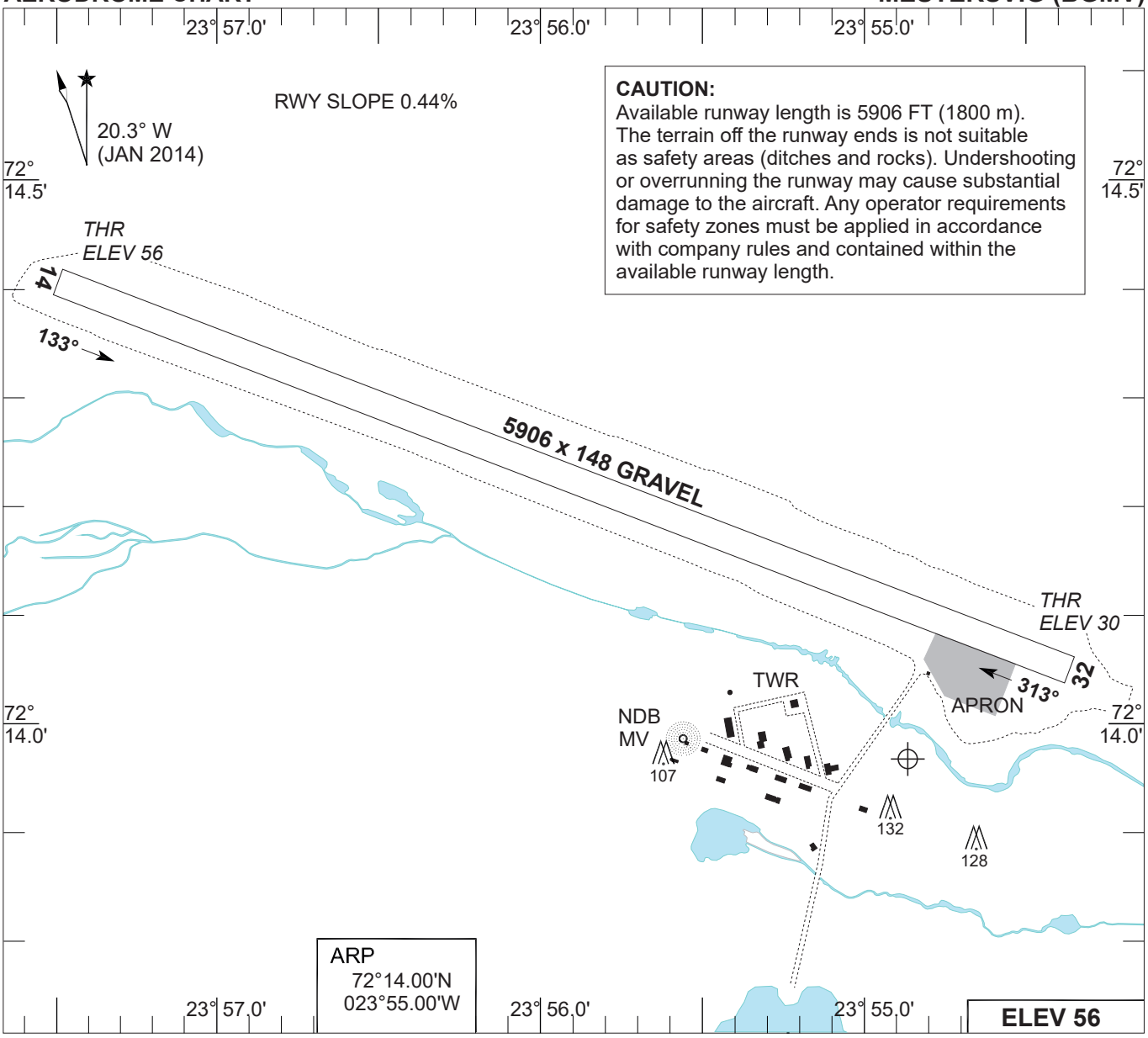
NIL

23. ADDITIONAL INFORMATION

NIL

24. CHARTS RELATED TO BGMV

AERODROME CHART
RNP RWY 32



CAUTION:
Available runway length is 5906 FT (1800 m).
The terrain off the runway ends is not suitable as safety areas (ditches and rocks). Undershooting or overrunning the runway may cause substantial damage to the aircraft. Any operator requirements for safety zones must be applied in accordance with company rules and contained within the available runway length.

RWY	PCN	DECLARED DISTANCES				THR ELEV	RWY LIGHTING						ALS	THR PSN
		TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE	END		
14	Gravel	5906	5906	5906	5906	56							N/A	72°14.430'N 023°57.448'W
32	Gravel	5906	5906	5906	5906	30							N/A	72°14.079'N 023°54.492'W

COM:
Mestersvig 118,1MHz, alternative 4050 KHz.
Satcom. 00 871 761601450 alternative 00 871 762215335.
Satfax. 00 871 761282914 alternative 00 871 762215337.

NAV:
NDB MV 396 KHz (O/R).

GENERAL INFORMATION:
Aerodrome avbl. PPR. Always check conditions and availability before flight.
Approved for day operations only (RDAF: H24. NVG required for night ops).
Unusable during periods of thaw.
Winter OPS: Available runway length and width may be reduced. Side markings may be up to 12 ft high.
Hangar space not available.
Deicing not available.
Limited refuelling available from 200 liter barrels.
Limited accomodation available.

OPERATIONS:
Taxi procedures: Caution during turns - wheels may dig in! Crews are advised to bring a tow bar.
Take off RWY 32: Right turn after departure.
Take off RWY 14: Straight ahead.

CHANGES: CHART RENAMED.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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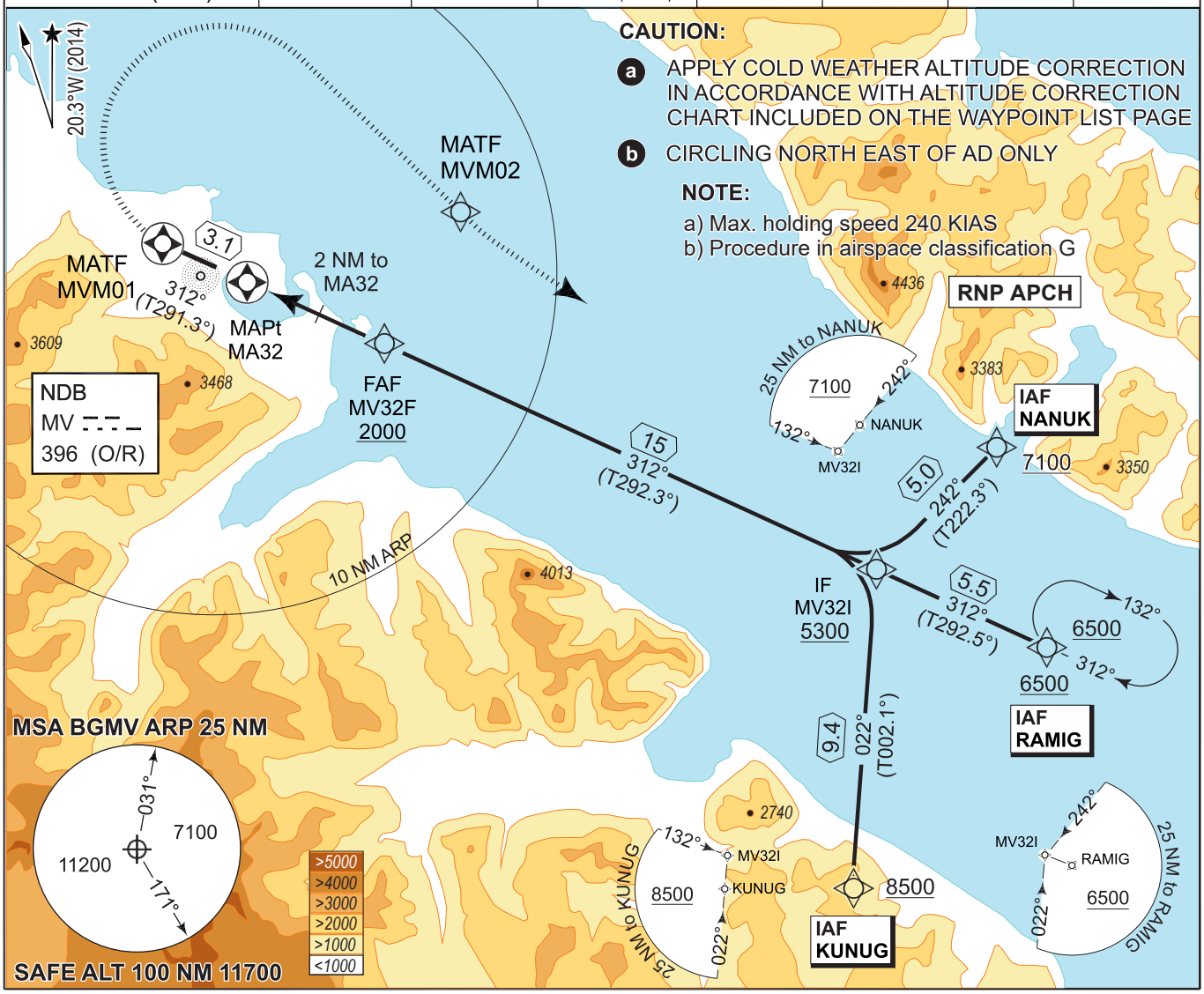
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 56

RNP RWY 32
MESTERSVIG (BGMV)

NUUK INFORMATION	MESTERSVIG
121.300 MHz 5526/8945/10042 KHz	118.100 MHz 4050 KHz

NDB	APP COURSE	FAWP ALT	Descent GR	MDA	THR ELEV	ALS	LDA
MV 396 (O/R)	312°	2000 FT	3.0° (5.2%)	**570**	30	N/A	5906 FT



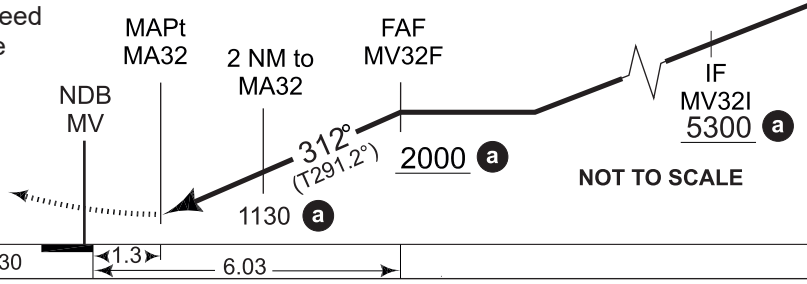
MISSED APPROACH

Climb on track 312°. At 800 ft or MVM01, whichever is reached first, turn right and continue climb inbound MVM02. When passing MVM02 proceed inbound RAMIG and join the holding. Climb to minimum 6500 ft.

Dist. MA32	0	1	2	3	4	4.5
a Altitude	MDA	820	1130	1450	1770	1930

a FROM IAF

NANUK	7100
RAMIG	6500
KUNUG	8500



TA 11000
TCH 49

CATEGORY	A	B	C	D
LNAV 32 a	**570** - 1.5 540 (600-2.4)		**570** - 2.4 540 (600-2.4)	
CIRCLING a b	**840** - 1.5 784 (800-1.5)	**870** - 1.6 814 (900-1.6)	**1360** - 2.4 1304 (1400-2.4)	**1360** - 3.6 1304 (1400-3.6)

CHANGES: CHART RENAMED RNP.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

RWY 32 from KUNUG (Initial LEFT) APPROACH RNP

KUNUG	(IAF)	71 56 57.16N	022 52 05.89W
MV32I	(IF)	72 06 18.62N	022 50 59.04W
MV32F	(FAF)	72 11 53.14N	023 36 11.13W
MA32	(MAPt)	72 13 36.51N	023 50 32.36W
MVM01	(MATF)	72 14 43.67N	023 59 58.10W
MVM02	(MATF)	72 15 23.00N	023 32 37.00W

RWY 32 from NANUK (Initial RIGHT) APPROACH RNP

NANUK	(IAF)	72 09 59.99N	022 40 05.01W
MV32I	(IF)	72 06 18.62N	022 50 59.04W
MV32F	(FAF)	72 11 53.14N	023 36 11.13W
MA32	(MAPt)	72 13 36.51N	023 50 32.36W
MVM01	(MATF)	72 14 43.67N	023 59 58.10W
MVM02	(MATF)	72 15 23.00N	023 32 37.00W

RWY 32 from RAMIG (Initial CENTER) APPROACH RNP

RAMIG	(IAF)	72 04 13.35N	022 34 31.51W
MV32I	(IF)	72 06 18.62N	022 50 59.04W
MV32F	(FAF)	72 11 53.14N	023 36 11.13W
MA32	(MAPt)	72 13 36.51N	023 50 32.36W
MVM01	(MATF)	72 14 43.67N	023 59 58.10W
MVM02	(MATF)	72 15 23.00N	023 32 37.00W

Threshold Coordinates

RWY 32 72 14 04.74N 023 54 29.52W

Point		Published altitude	HAA	OAT at Mestersvig											
				0	-4	-8	-12	-16	-20	-24	-28	-32	-36	-40	-44
				Indicated altitude *)											
IAF NANUK		**7100**	7020	7500	7610	7730	7850	7970	8100	8230	8370	8510	8660	8810	8960
IAF RAMIG		**6500**	6420	6860	6960	7070	7180	7290	7410	7530	7660	7790	7920	8060	8200
IAF KUNUG		**8500**	8420	8980	9110	9250	9400	9550	9700	9860	10030	10200	10380	10560	10750
IF MV32I		**5300**	5220	5590	5680	5760	5850	5940	6040	6140	6240	6340	6450	6560	6680
FAF MV32F		**2000**	1920	2110	2140	2170	2200	2240	2270	2310	2340	2380	2420	2460	2500
Dist. to MAPt MA32	4 NM	**1770**	1690	1870	1890	1920	1950	1980	2010	2040	2070	2110	2140	2180	2210
	3 NM	**1450**	1370	1530	1550	1570	1600	1620	1640	1670	1700	1720	1750	1780	1810
	2 NM	**1130**	1050	1190	1210	1230	1240	1260	1280	1300	1320	1340	1360	1380	1410
	1 NM	**820**	740	860	880	890	900	910	930	940	950	970	980	1000	1020
	MDA	**570**	490	600	610	620	620	630	640	650	660	670	680	690	700
Circling	Cat. A	**840**	760	890	900	910	920	940	950	960	980	990	1010	1020	1040
	Cat. B	**870**	790	920	930	940	960	970	980	1000	1010	1030	1050	1060	1080
	Cat. C	**1360**	1280	1440	1460	1480	1500	1520	1540	1570	1590	1620	1640	1670	1700
	Cat. D	**1360**	1280	1440	1460	1480	1500	1520	1540	1570	1590	1620	1640	1670	1700

*) Rounded up to the nearest 10 ft

CHANGES: APPROACH RENAMED RNP.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

BGNO – STATION NORD - GREENLAND

1. AERODROME LOCATION INDICATOR AND NAME

BGNO – STATION NORD

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	81°36.54'N 16°40.63'W 40 meters S of THR RWY 21
2	Direction and distance from (city)	N/A
3	Elevation/reference temperature	61 FT AMSL / not avbl
4	MAG VAR/annual change	12.44° W (JUL 2022) / 0.65° E per year
5	AD administration postal address Telephone Telefax Telex E-MAIL	Joint Arctic Command Aalisartut Aqquttaa 47 Postbox 1072 3900 Nuuk Greenland +299 36 40 00 ako@mil.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	

3. OPERATIONAL HOURS

1	AD administration	MON - THU 0730-1400 FRI 0730-1200
2	Customs and immigration	Constable Point, BGCP
3	Health and sanitation	N/A
4	AIS briefing office	N/A
5	ATS reporting office	As AD administration
6	MET briefing office	None
7	ATS	None
8	Fuelling	N/A
9	Handling	N/A
10	Security	N/A
11	De-icing	Not avbl
12	Remarks	PPR 72 HR

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil types	JP-8
3	Fuelling facilities/capacity	Limited
4	Oxygen	NIL
5	De-icing facilities	NIL
6	Hangar space for visiting aircraft	NIL
7	Repair facilities for visiting aircraft	NIL
8	Remarks	

5. PASSENGER FACILITIES

1	Hotels	NIL
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and post office	NIL
6	Tourist office	NIL
7	Remarks	

6. RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 3 (6) (Ref AD 1-2-1)
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	Towing by dozer
4	Remarks	

7. SEASONAL AVAILABILITY - CLEARING

1	Seasonal availability	All seasons, limited MAY, JUN, SEP
2	Clearance priorities	NIL
3	Remarks	

8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	GRAVEL
2	Taxiway width, surface and strength	GRAVEL
3	ACL location and elevation	NIL
4	VOR/INS checkpoints	NIL
5	Remarks	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

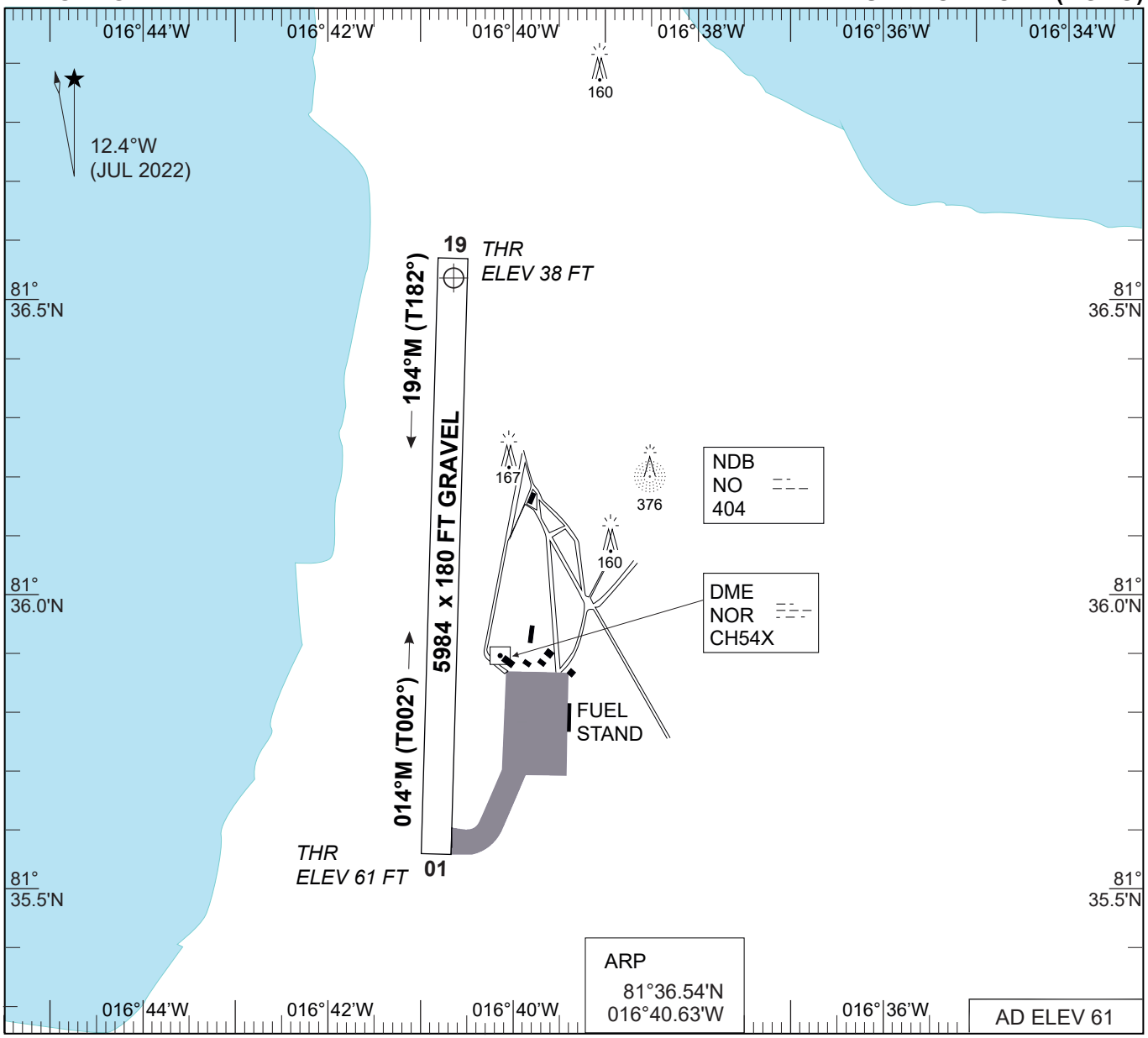
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft signs	NIL
2	RWY and TWY markings and LGT	NIL
3	Stop bars	NIL
4	Remarks	

10. AERODROME OBSTACLES

Obst.ID	Obst.Type	Coordinates		Elev.(FT MSL)	Obst.LGT	RMK
01	Antenna group	81 36 44.80N	16 39 25.15W	160	UNK	
02	Antenna group	81 36 11.80N	16 39 49.93W	167	UNK	
03	Antenna	81 36 09.96N	16 38 33.49W	376	UNK	NO NDB
04	Antenna group	81 36 03.46N	16 38 56.97W	160	UNK	

11. METEOROLOGICAL INFORMATION PROVIDED

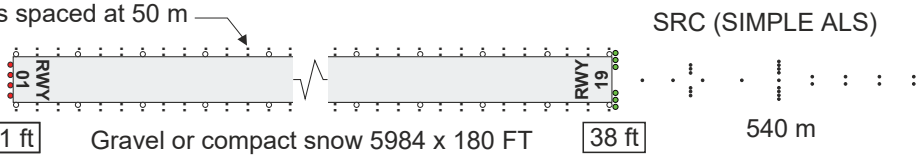
Meteorological information can be obtained from Central Forecasting Office (DMI Nord) Nuuk and BGNO.



Yellow day markings (sticks) or flags spaced at 50 m

White RWY edge lights spaced at 150 m for night operations (IR optional).

Green THR. Red, end of RWY.



RWY	LCN	TORA	ASDA	TODA	LDA	AEED	ASI	ALS	THR ELEV	THR PSN
01		5984	5984	5984	5984				61	81°35.58'N 016°40.90'W
19		5984	5984	5984	5984			SRC	38	81°36.56'N 016°40.66'W

MIPS	CIRCLING MINIMA		
A	B	C	D
470 -1.5 409 (500-1.5)	**570** -1.6 509 (600-1.6)	**840** -2.4 779 (800-2.4)	**850** -3.6 789 (800-3.6)

NOTE:
CIRCLING WEST OF AD ONLY

CHANGES: CIRCLING MINIMA UPDATED, AD ELEVATION CORRECTED.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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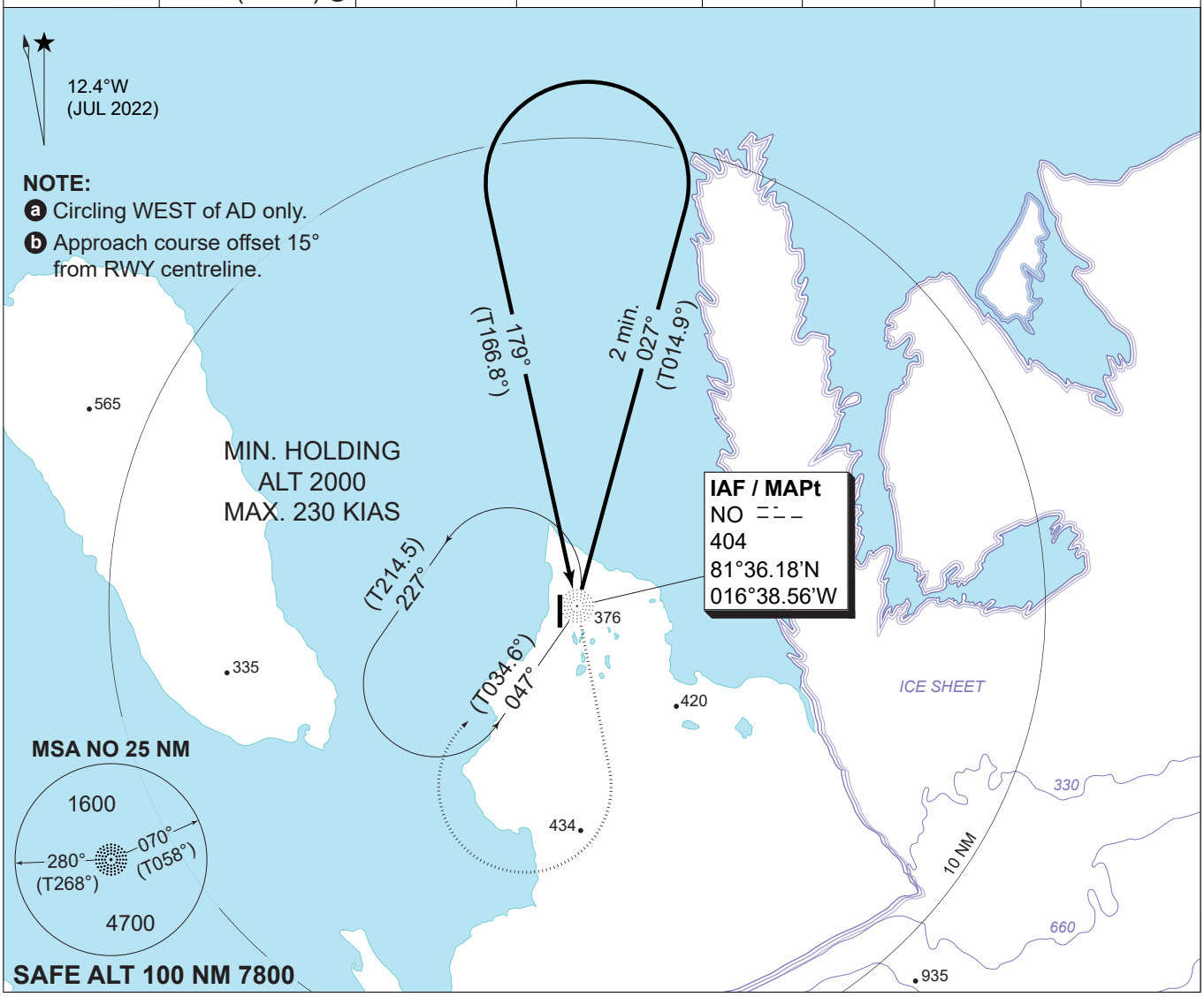
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 61

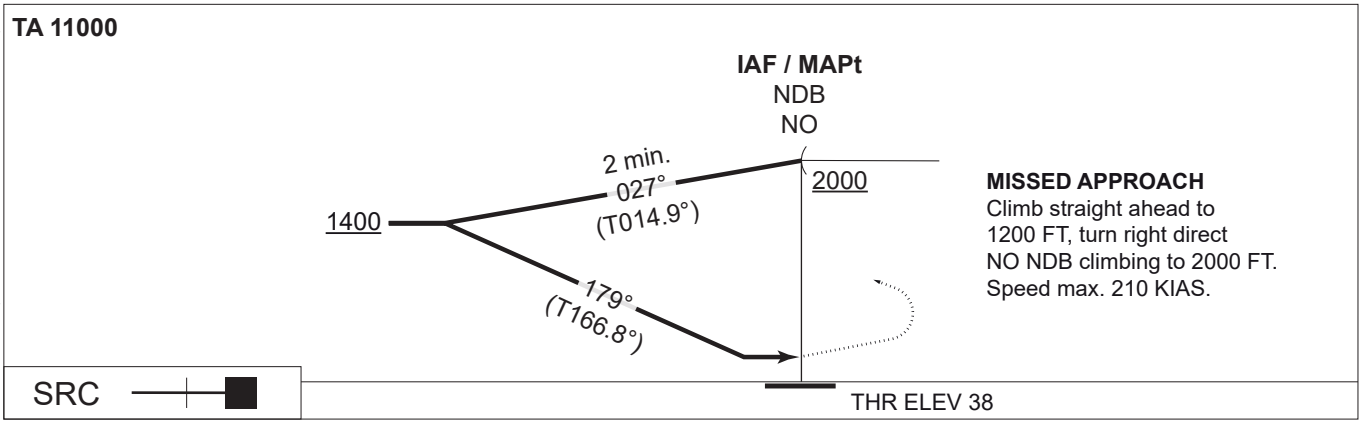
NDB RWY 19
STATION NORD (BGNO)

STATION NORD RADIO
118.100 267.300

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
NO 404	179° (T167°) ⓑ	NO FAF	N/A	**680**	38 FT	540 M	5984 FT



TA 11000



MISSED APPROACH
Climb straight ahead to 1200 FT, turn right direct NO NDB climbing to 2000 FT.
Speed max. 210 KIAS.

CATEGORY	C	D
MIPS S-NDB 19	**680** - 2.6 642 (700-2.6/3.0)	
MIPS CIRCLING ⓐ	**840** - 2.6 779 (800-2.6)	**850** - 3.6 789 (800-3.6)

CHANGES: CIRCLING MINIMA UPDATED, AD ELEVATION CORRECTED, EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

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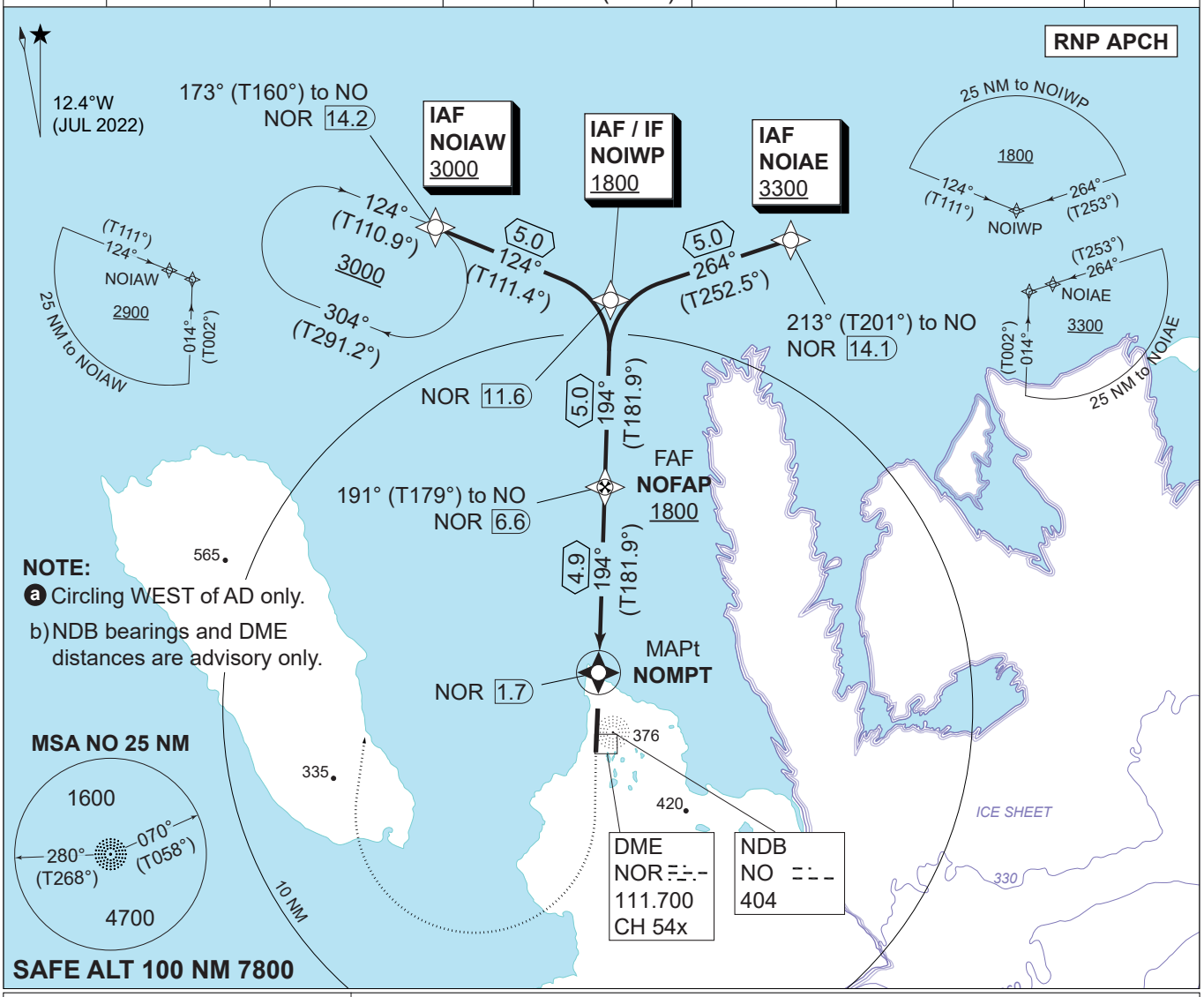
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 61 FT

RNP RWY 19
STATION NORD (BGNO)

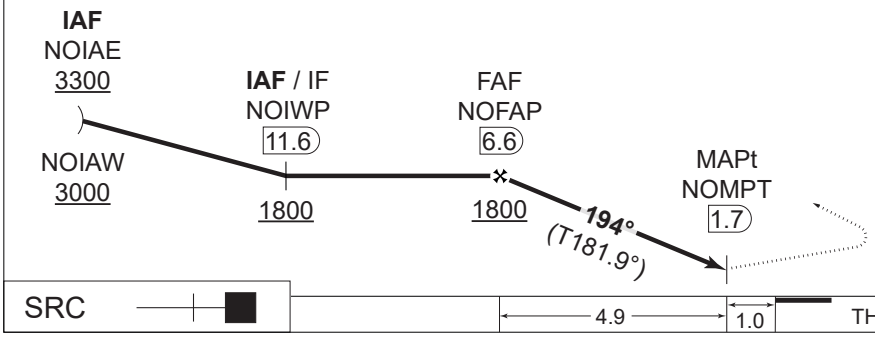
STATION NORD RADIO
118.100 267.300

NDB	DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
NO 404	NOR CH 54x	194°M / 182°T	1800	2.7° (4.7%)	**SEE CAT**	38	540 M	5984 FT



CDFA 2.7° / 4.7%				
Dist to NOMPT	4	3	2	1
ALT	1530	1240	960	670

TA 11000
TCH 50



MISSED APPROACH
Climb on track 194° (T182°). At 1000 FT turn right and continue climb inbound NOIAW to join the holding at 3000 FT.

	CATEGORY	A	B	C	D
MIPS	LNAV (MACG 5%)	**380** - 1.4 342 (400-1.4)	**380** - 1.4 342 (400-1.4)	**390** - 1.4 352 (400-1.6)	**430** - 1.6 392 (400-1.8)
MIPS	LNAV (MACG 2.5%)	**390** - 1.4 352 (400-1.6)	**410** - 1.4 372 (400-1.7)	**440** - 1.5 402 (500-1.9)	**460** - 1.6 422 (500-2.0)
MIPS	CIRCLING a	**470** - 1.5 409 (500-1.5)	**570** - 1.6 509 (600-1.6)	**840** - 2.4 779 (800-2.4)	**850** - 3.6 789 (800-3.6)

CHANGES: CIRCLING MINIMA UPDATED, AD ELEVATION CORRECTED, EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

BGNO RNP RWY 19 waypoint coordinates

RWY 19 from NOIAE (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
NOIAE	IAF	81 48 57.01N 016 04 58.70W	81 48.950N 016 04.978W
NOIWP	IAF / IF	81 47 26.10N 016 38 12.78W	81 47.435N 016 38.213W
NOFAP	FAF	81 42 28.20N 016 39 20.70W	81 42.470N 016 39.345W
NOMPT	MAPt	81 37 33.39N 016 40 26.75W	81 37.557N 016 40.446W
NOIAW	MAHF	81 49 16.62N 017 10 39.96W	81 49.277N 017 10.666W

RWY 19 from NOIAW (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
NOIAW	IAF	81 49 16.62N 017 10 39.96W	81 49.277N 017 10.666W
NOIWP	IAF / IF	81 47 26.10N 016 38 12.78W	81 47.435N 016 38.213W
NOFAP	FAF	81 42 28.20N 016 39 20.70W	81 42.470N 016 39.345W
NOMPT	MAPt	81 37 33.39N 016 40 26.75W	81 37.557N 016 40.446W
NOIAW	MAHF	81 49 16.62N 017 10 39.96W	81 49.277N 017 10.666W

Temperature correction table

		Published Altitude	HAA	OAT at Station Nord											
				0	-4	-8	-12	-16	-20	-24	-28	-32	-36	-40	-44
				Corrected altitude*											
FIX	NOIAE	3300	3239	3480	3540	3590	3640	3700	3760	3820	3880	3940	4010	4080	4150
	NOIAW	3000	2939	3170	3210	3260	3310	3360	3410	3470	3530	3580	3640	3710	3770
	NOIWP	1800	1739	1900	1930	1960	1990	2020	2050	2080	2110	2150	2180	2220	2260
	NOFAP	1800	1739	1900	1930	1960	1990	2020	2050	2080	2110	2150	2180	2220	2260
Distance to NOMPT	4 NM	1530	1469	1620	1640	1660	1690	1710	1740	1770	1790	1820	1850	1880	1920
	3 NM	1240	1179	1310	1330	1350	1370	1390	1410	1430	1450	1480	1500	1520	1550
	2 NM	960	899	1010	1030	1040	1060	1070	1090	1110	1120	1140	1160	1180	1200
	1 NM	670	609	710	720	730	740	750	760	770	780	790	810	820	830
MDA	CAT D	430	369	460	460	470	470	480	490	490	500	510	510	520	530
	CAT C	390	329	410	420	420	430	430	440	450	450	460	470	470	480
	CAT B	380	319	400	410	410	420	420	430	430	440	450	450	460	470
	CAT A	380	319	400	410	410	420	420	430	430	440	450	450	460	470
Circling	CAT D	850	789	900	910	920	940	950	960	980	990	1010	1020	1040	1060
	CAT C	840	779	890	900	910	930	940	950	970	980	1000	1010	1030	1050
	CAT B	570	509	600	610	620	630	640	650	650	660	670	680	700	710
	CAT A	470	409	500	500	510	520	520	530	540	550	550	560	570	580

*) Rounded up to the nearest 10 ft

CHANGES: TEMP. CORR. TABLE UPDATED.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023