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MIL AIP DENMARK

AIRAC Cycle: 2309
Eff. 07 SEP 2023
Amendment No. 250

This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
ENR 1.9	Airbourne time corrected.
ENR 5.2	Use of TSA and TRA added.
EKKA ILS or LOC 09R	Obstacle added.
EKKA RNP 09R	Obstacle added.
EKKA ILS or LOC 27L	Obstacle added.
EKKA COPTER ILS 27L	Obstacle added.
EKKA COPTER TAC 27L	Obstacle added.
EKKA RNP 27L	Obstacle added.
EKSP AD2	TWY width and PCN values.
EKYT ADC	PCN RWY 08R / 26L corrected.
EKYT ILS or LOC 08L	RDH.
EKYT ILS or LOC 26R	RDH.
BGNO ADC	New DME location.

INSERT THE FOLLOWING PAGES:

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GEN 0.4-5	07 SEP 2023

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AD

EKKA	
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COPTER TAC 27L	07 SEP 2023
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COPTER ILS 27L	23 MAR 2023
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EKYT
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ILS or LOC 26R (A-B) 07 SEP 2023
ILS or LOC 26R (C-E) 07 SEP 2023

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ADC 07 SEP 2023

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CHARTS

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

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

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

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

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

5. Flight Planning in the context of ATFM

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

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

6. Responsibilities of Network Manager Operations Centre

6.1 The NMOC is responsible for:

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

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

7. Responsibilities of the Air Traffic Services

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

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

7.2 ATC at departure aerodromes have the following responsibilities:

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

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

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

8. Responsibilities of Aircraft Operators

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

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

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

9. Responsibilities of Airport Managing Bodies

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

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

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

10.1 The following principles will apply:

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

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

1. TEMPORARY SEGREGATED AREAS (TSA)

1.1 General

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

1.2 Information about use

Information about use is published by NAVIAIR or on Eurocontrols NOP-portal:

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/>

Short term information about active TSA's can be obtained from DENMIL or COPENHAGEN CONTROL

1.3 Special for IFR flights

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

1.4 Special for VFR flights

VFR flights should avoid entering an active TSA.

1.5 Use of TSA

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

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
SIL1 SILKEBORG - TSA	56 55 31N 009 48 46E 55 41 38N 009 49 03E 55 42 10N 008 32 00E 56 39 24N 009 01 39E 56 55 31N 009 48 46E	<u>FL 285</u> FL 125	H24 AMC Manageable Areas
SIL1Z SILKEBORG FBZ	55 40 23N 009 54 23E 55 38 36N 009 51 11E 55 39 10N 008 29 20E 55 41 33N 008 26 09E 56 40 46N 008 56 42E 56 41 38N 008 57 53E 56 59 00N 009 48 37E 56 57 17N 009 54 15E 55 40 23N 009 54 23E	<u>FL 285</u> FL 125	For IFR flight planning purposes only
EK D301 FANOE – TSA, EK D301Z FANOE – TSA FBZ, EK D302 HANSTHOLM A – TSA, EK D302Z HANSTHOLM A – TSA FBZ, EK D303 HANSTHOLM B – TSA, EK D303z HANSTHOLM B – TSA FBZ EK D304 DOGGER – TSA, EK D304Z DOGGER – TSA FBZ.			Ref. MIL AIP DENMARK page ENR 5.1-12, ENR 5.1-13 and ENR 5.1-14.

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2. TEMPORARY RESERVED AREAS (TRA)**2.1 General**

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

2.2 Information about use

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

2.3 Use of TRA

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

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS
AALBORG 573858N 0102855E – 572238N 0104525E – 570158N 0104855E – 563343N 0095455E – 563828N 0094225E – 563828N 0084735E – 565958N 0083355E – 570713N 0083625E – 573858N 0100725E – 573858N 0102855E.	<u>FL 195</u> FL 55	AALBORG APPROACH
CORRIDOR FANOE 552549N 0082655E – 550522N 0082655E – 550000N 0080000E – 550000N 0074257E – 553227N 0080542E – 552549N 0082655E.	<u>FL 660</u> GND	DENMIL INFORMATION
CORRIDOR SILKEBORG 554138N 0094903E – 552943N 0094906E – 552549N 0082655E – 553227N 0080542E – 554536N 0080344E – 554211N 0081956E – 554138N 0094903E.	<u>FL 660</u> FL 125	DENMIL INFORMATION
CORRIDOR VENDSYSSEL 575206N 0091119E – 571459N 0100143E – 571101N 0095306E – 570519N 0093606E – 571718N 0092024E – 573623N 0083959E – 575206N 0091119E.	<u>FL 660</u> GND	DENMIL INFORMATION
JYLLAND 1 (JY 1) 565531N 0094846E – 561327N 0094858E – 561322N 0075929E – 563052N 0075646E – 563347N 0080529E – 570519N 0093606E – 565531N 0094846E.	<u>FL 660</u> FL 125	DENMIL INFORMATON

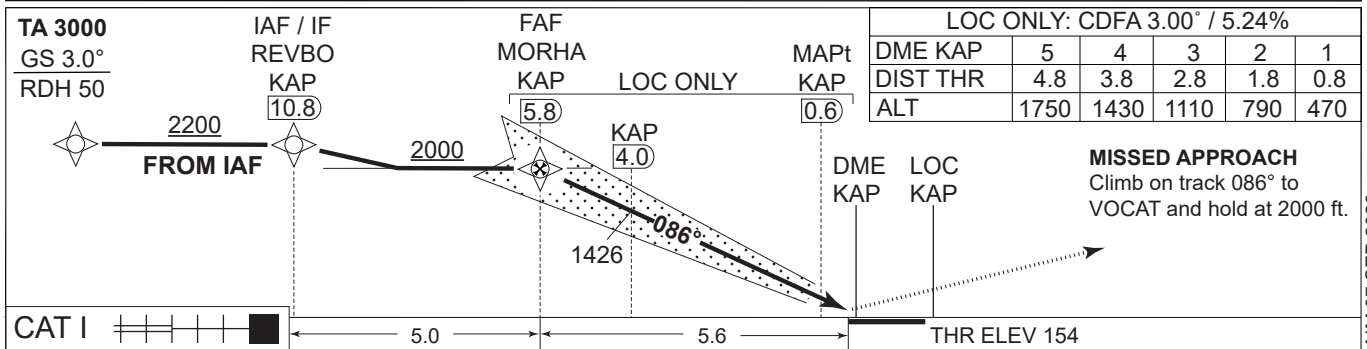
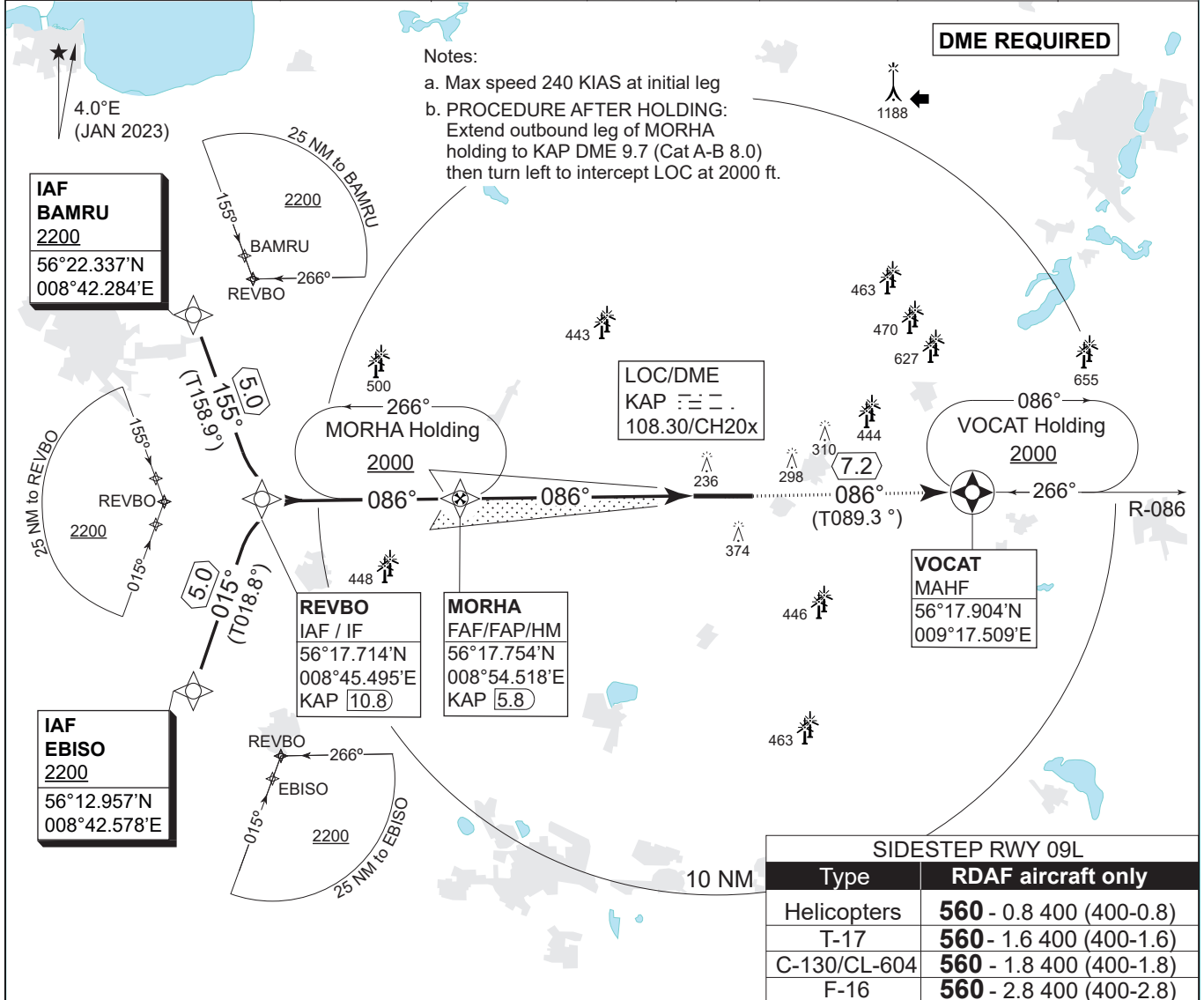
Name, Lateral Limits.	Vertical limits	ATS UNIT, CS
JYLLAND 2 (JY 2) 561327N 0094858E – 554138N 0094903E – 554211N 0081956E – 554536N 0080344E – 561322N 0075929E – 561327N 0094858E.	<u>FL 660</u> FL 125	DENMIL INFORMATION
KARUP 563828N 0094225E – 563343N 0095455E – 561128N 0095455E – 560317N 0092955E – 560508N 0081855E – 562713N 0081525E – 563828N 0084735E – 563828N 0094225E.	<u>FL 195</u> FL 55	KARUP APPROACH
KATTEGAT 1 (KGT 1) 574456N 0110834E – 570816N 0113838E – 570158N 0104855E – 572238N 0104525E – 573058N 0103701E – 574456N 0110834E	<u>FL 195</u> GND	DENMIL INFORMATION
KATTEGAT 2 (KGT 2) 570816N 0113838E – 565908N 0114558E – 562715N 0115901E – 561715N 0113656E – 563506N 0104702E – 565138N 0102855E – 570158N 0104855E – 570816N 0113838E.	<u>FL 195</u> GND	DENMIL INFORMATION
LANGELAND (LAN) 551548N 0110557E – 545928N 0113346E – 543610N 0111000E – 543840N 0110000E – 543910N 0105000E – 543920N 0104000E – 543930N 0103000E – 544200N 0102000E – 544435N 0101000E – 544447N 0100900E – 545924N 0102509E – 551548N 0110557E.	<u>FL 195</u> GND	DENMIL INFORMATION
NORDSØ 1 (NS 1) 570000N 0064954E – 562242N 0064301E – 562239N 0053714E – 570000N 0054127E – 570000N 0064954E.	<u>FL 660</u> GND	DENMIL INFORMATION
NORDSØ 2 (NS 2) 570000N 0072722E – 563052N 0075646E – 562222N 0073141E – 562242N 0064301E – 570000N 0064954E – 570000N 0072722E.	<u>FL 660</u> GND	DENMIL INFORMATION
NORDSØ 3 (NS 3) 562242N 0064301E – 560236N 0063924E – 560234N 0053502E – 562239N 0053714E – 562242N 0064301E.	<u>FL 660</u> GND	DENMIL INFORMATION

MIPS INSTRUMENT APPROACH CHART

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

AD ELEV 171

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



CATEGORY	A	B	C	D	E
S-ILS CAT I	354 - 550 200 (200-0.8/1.2)				
S-LOC 09R	470 - 750 316 (400-0.8/1.4)				
CIRCLING	670 - 1.5 499 (500-1.5)	680 - 1.6 509 (600-1.6)	840 - 2.4 669 (700-2.4)	880 - 3.6 709 (800-3.6)	1120 - 3.6 949 (1000-3.6)

ILS or LOC RWY 09R

56°17.85'N
 009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: OBSTACLE ADDED.

AIR COMMAND DENMARK - MIL AIM 07 SEP 2023

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MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

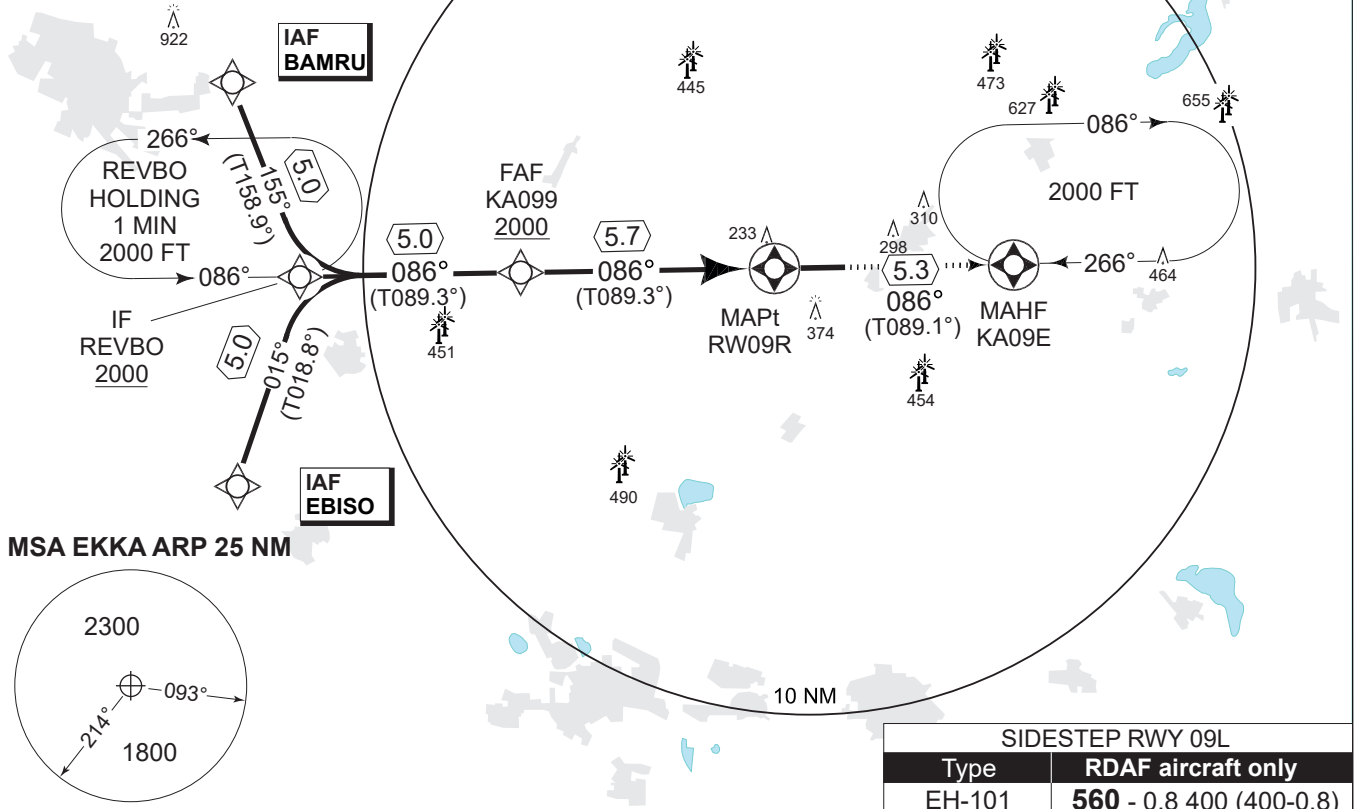
RNP RWY 09R
KARUP AIR BASE (EKKA)

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

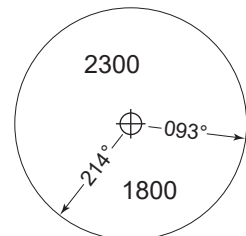
Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident (PAPI angle 3.00° / TCH 50)

a Not to be used below -25°C

4.0°E
(JAN 2023)



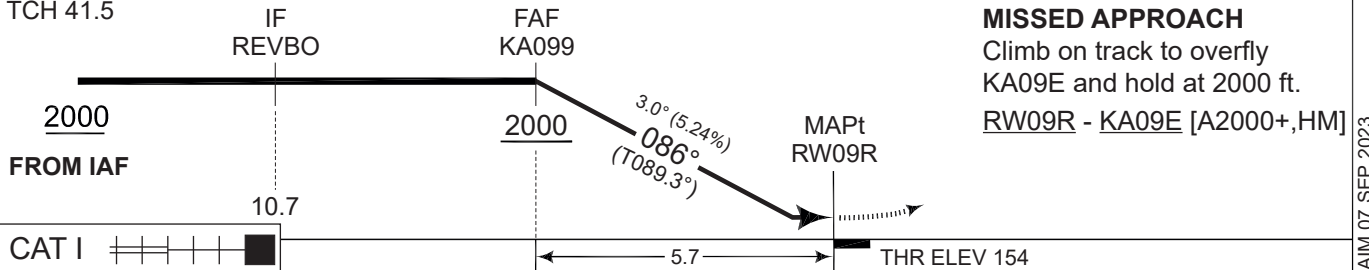
MSA EKKA ARP 25 NM



SAFE ALT 100NM 2400

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



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

RNP RWY 09R 56°17.85'N
009°07.48'E KARUP AIR BASE (EKKA)

CHANGES: OBSTACLE ADDED.

AIR COMMAND DENMARK - MIL AIM 07 SEP 2023

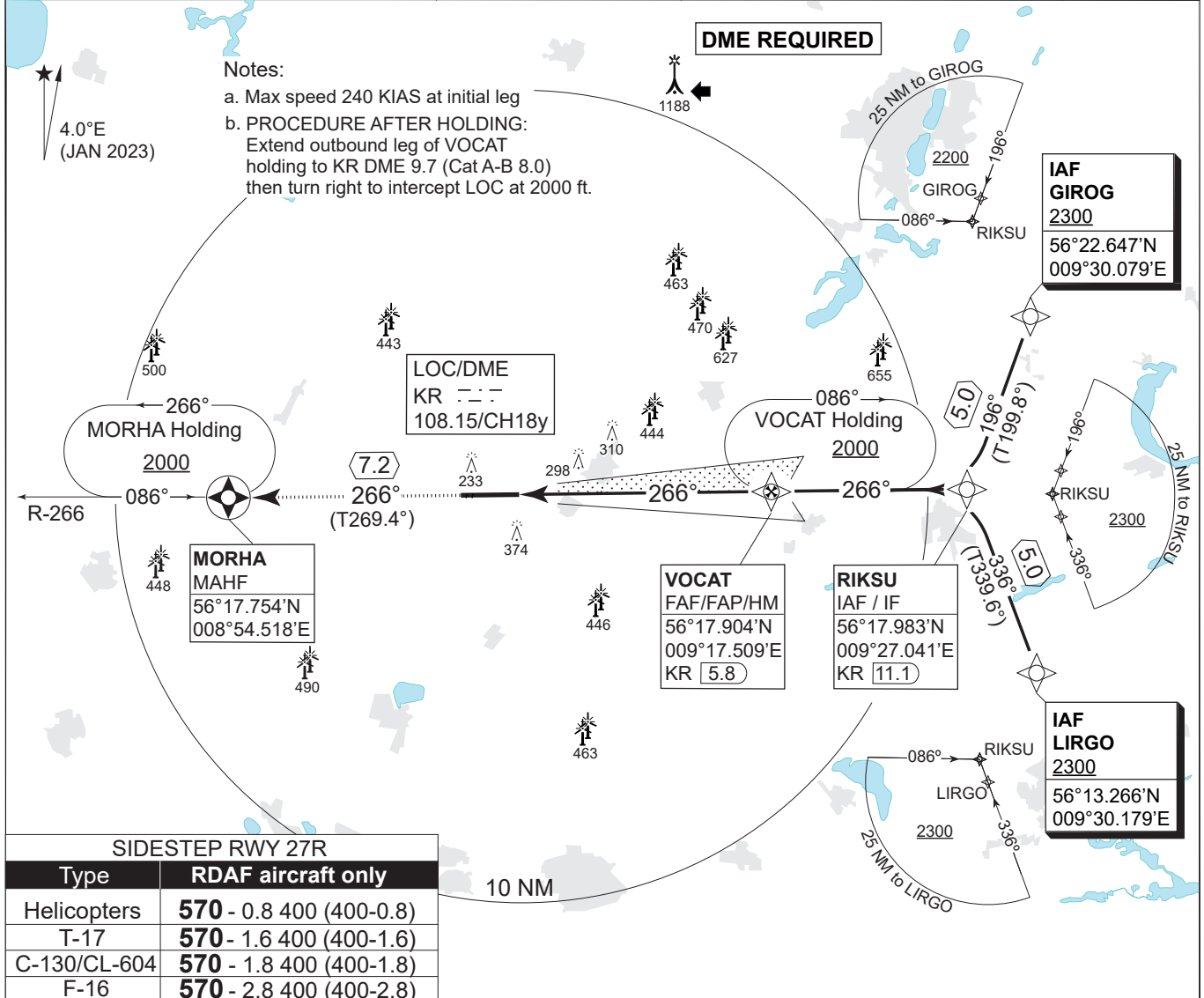
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MIPS INSTRUMENT APPROACH CHART

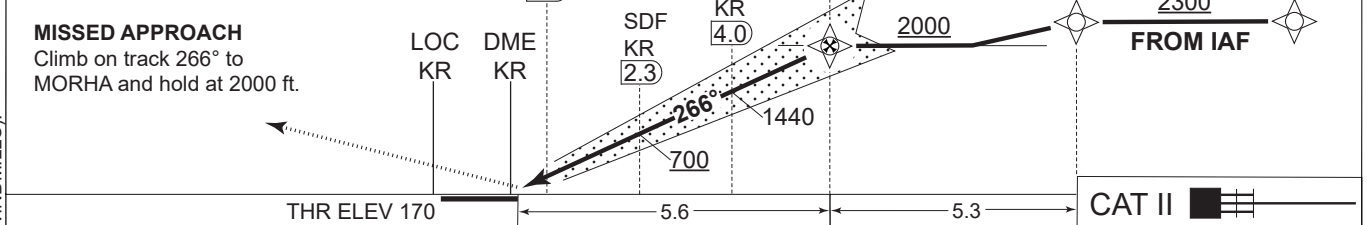
**ILS or LOC RWY 27L
KARUP AIR BASE (EKKA)**

AD ELEV 171

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



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



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

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

CHANGES: OBSTACLE ADDED (WINDMILLS).

AIR COMMAND DENMARK - MIL AIM 07 SEP 2023

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MIPS
INSTRUMENT APPROACH CHART

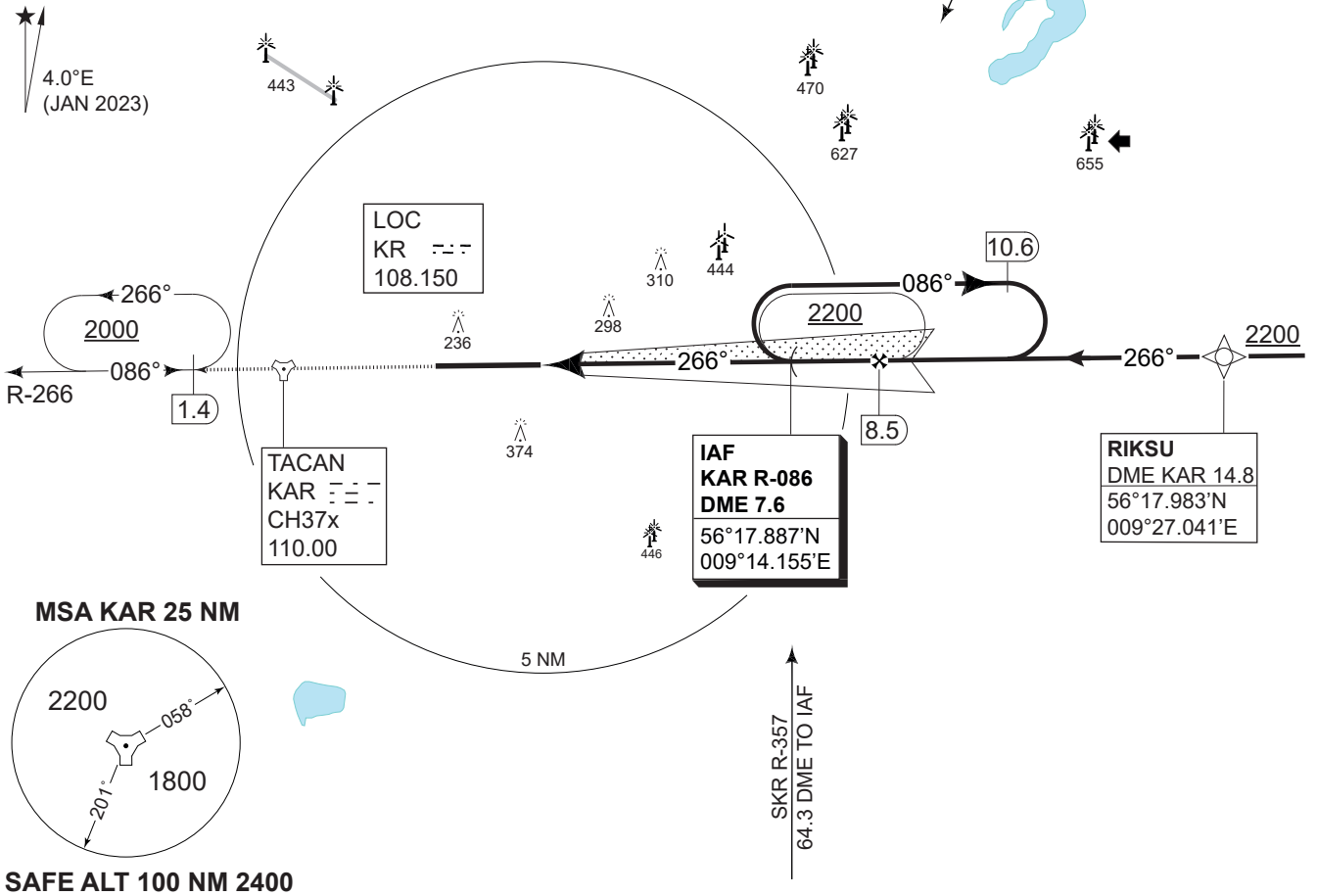
COPTER ILS or LOC RWY 27L
KARUP AIR BASE (EKKA)

AD ELEV 171

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.575		KARUP APPROACH 269.275 120.425			KARUP TOWER 353.575 119.575		
TACAN KAR 110.00/CH 37x	LOC KR 108.150	APP COURSE 266°	GS INTCP ALT 1700 FT	GS 3.00°	DA 370	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT	

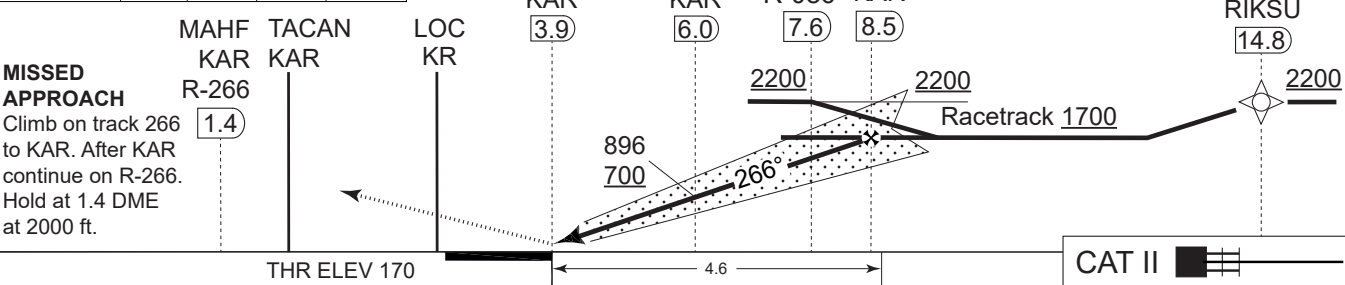
CAUTION:
THE DME INDICATIONS ARE FROM TACAN KAR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

a For aircraft using auto-coupled to below
DH RVR may be reduced to RVR 300 m.



SAFE ALT 100 NM 2400

LOC ONLY: CDFA 3.00° / 5.24%				
DME KAR	5	6	7	8
DIST THR	1.1	2.1	3.1	4.1
ALT	580	900	1220	1540



MIPS	CATEGORY	H
	H-ILS CAT I 27L	370 - 400 200 (200-0.4/0.8)
	H-ILS CAT II 27L a	RA 106 (DA 270) - 350 100
	H-LOC 27L	480 - 400 310 (400-0.4/0.8)

COPTER ILS or LOC RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: OBSTACLE ADDED.

AIR COMMAND DENMARK - MIL AIM 07 SEP 2023

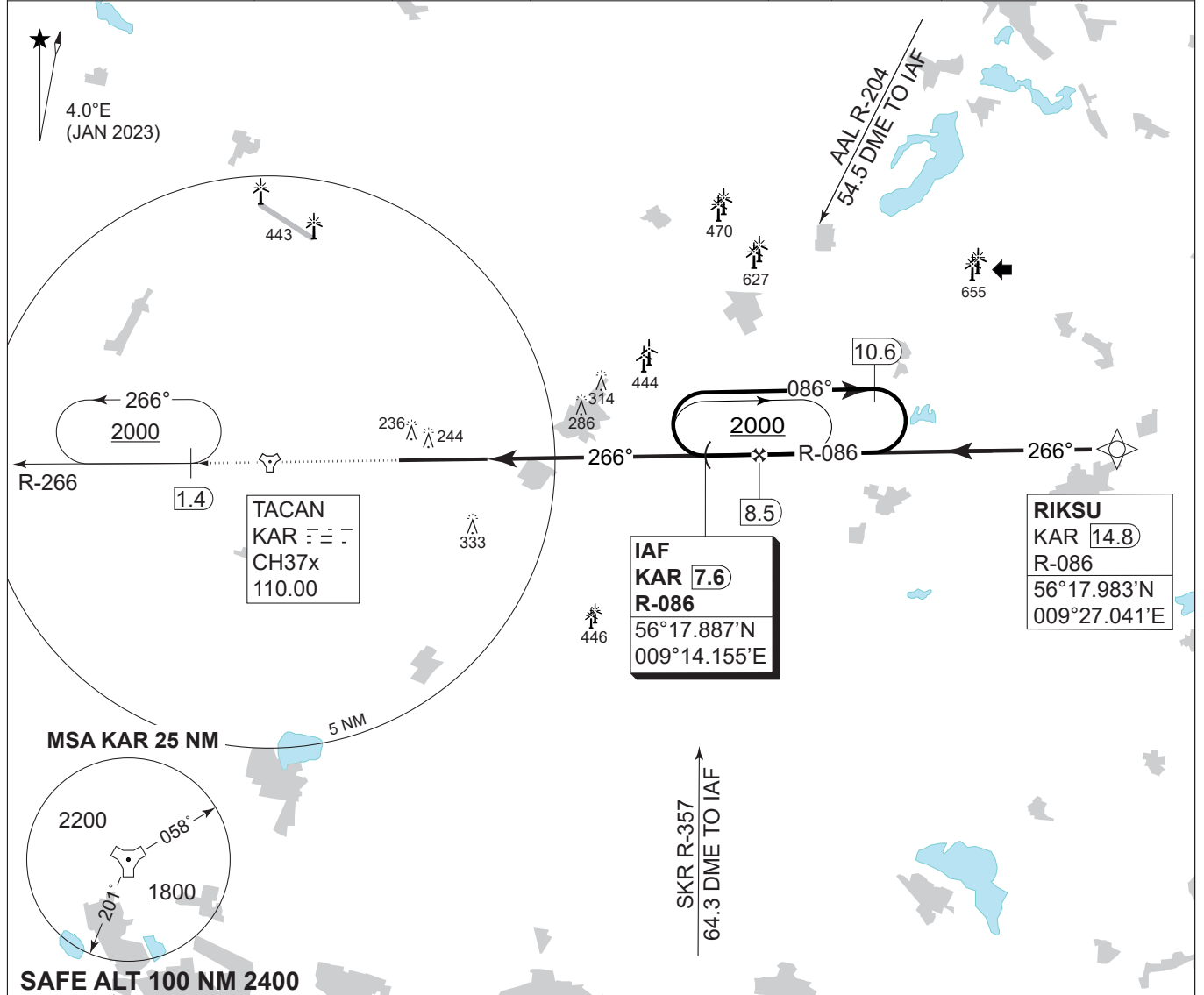
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MIPS
INSTRUMENT APPROACH CHART

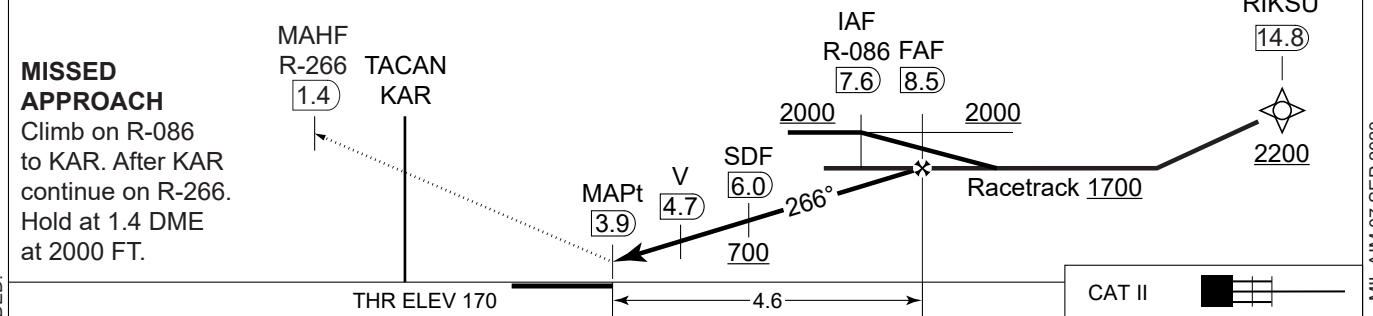
AD ELEV 171

COPTER TACAN RWY 27L
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.575		KARUP APPROACH 269.275 120.425		KARUP TOWER 353.575 119.575	
TACAN KAR 110.00/CH 37x	APP COURSE 266°	FAF ALT 1700 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 500	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT



CDFA 3.0° / 5.24%				TA 3000	
DME KAR	5	6	7		8
DIST THR	1.1	2.1	3.1		4.1
ALT	580	900	1220	1540	



CATEGORY	H
H-TAC RWY 27L	500 - 400 329 (400-0.4/0.8)

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

CHANGES: OBSTACLE ADDED.

AIR COMMAND DENMARK - MIL AIM 07 SEP 2023

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MIPS INSTRUMENT APPROACH CHART

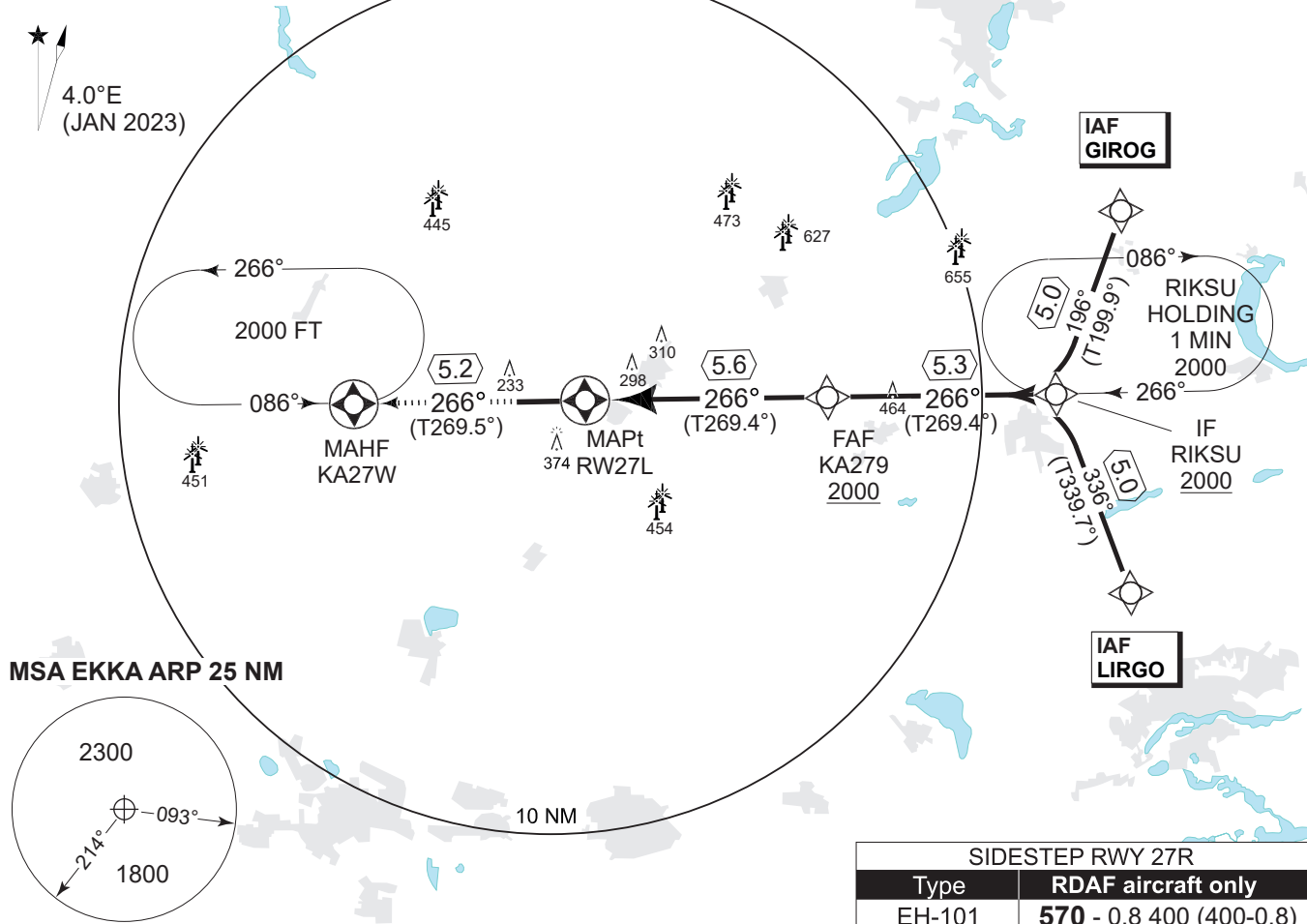
RNP RWY 27L KARUP AIR BASE (EKKA)

AD ELEV 171

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

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

a Not to be used below -25°C

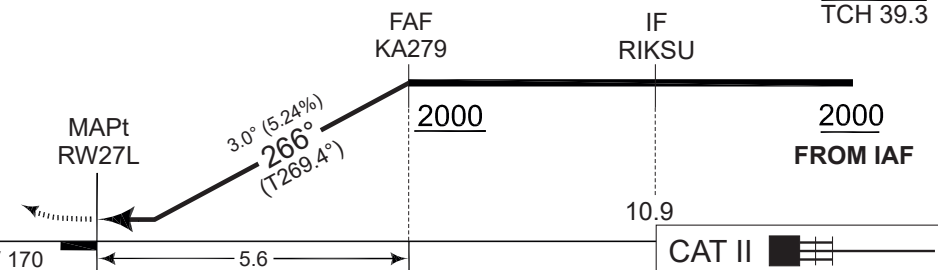


SIDESTEP RWY 27R	
Type	RDAF aircraft only
EH-101	570 - 0.8 400 (400-0.8)
C-130/CL-604	570 - 1.8 400 (400-1.8)

SAFE ALT 100NM 2400

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

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



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

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

CHANGES: OBSTACLE ADDED.

AIR COMMAND DENMARK - MIL AIM 07 SEP 2023

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8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron NW surface and strength Apron SW	PCN 79 R/D/W/T Concrete PCN 31 F/D/W/T Asphalt
2	Taxiway width Taxiway surface and strength	TWY D north: 80 FT TWY N: 73 FT other TWY's: 50 FT TWY A north: PCN 90/F/D/W/T Asphalt/Concrete TWY A south: PCN 90/F/D/W/T Asphalt/Concrete TWY B north: PCN 85/F/C/W/T Asphalt/Concrete TWY B south: PCN 90/F/C/W/T Asphalt/Concrete TWY C north: PCN 90/F/D/W/T Asphalt/Concrete TWY C south: PCN 90/F/D/W/T Asphalt/Concrete TWY D north: PCN 83/F/D/W/T Asphalt/Concrete TWY D south: PCN 90/F/D/W/T Asphalt/Concrete TWY N: PCN 90/F/A/W/T Asphalt/Concrete TWY S4: PCN 31 F/D/W/T Asphalt TWY all SQD: PCN 90/F/A/W/T Asphalt/Concrete
3	ACL location and elevation	Not established
4	VOR/INS checkpoints	VOR/TACAN/DME checkpoint at ORP's
5	Remarks	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system	TWY ID signs partly established, unlit. Visual docking/parking system not avbl.
2	RWY and TWY markings and LGT	RWY day markings: 10L/28R: THR, RWY designator, TDZ, CL, EDGE. 10R/28L: THR, RWY designator, CL. RWY LGT: See Item 2.14 TWY day markings: Yellow centre line, holding positions. TWY LGT: See Item 2.15
3	Stop bars	RGL
4	Remarks	

10. AERODROME OBSTACLES

Obstacles for Area 2 and 3 are not provided								
Obstacles penetrating obstacle limiting surfaces								
OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
099860	Antenna	55 15 42.39N	009 13 26.67E	397	194	LIL F R	Conical	71.96
3062	Power pole	55 12 12.05N	009 19 45.36E	326	131	LIL F R	Inner Horizontal	54.36
3061	Power pole	55 12 02.43N	009 19 35.41E	321	144		Inner Horizontal	49.36
3071	Power pole	55 12 27.42N	009 20 00.85E	318	144	LIL F R	Inner Horizontal	46.36
3072	Power pole	55 12 36.28N	009 20 09.79E	316	144	LIL F R	Inner Horizontal	44.36
099611	Antenna	55 11 46.97N	009 17 38.67E	315	164		Inner Horizontal	43.16
3070	Power pole	55 12 18.62N	009 19 52.13E	314	131	LIL F R	Inner Horizontal	42.36
3073	Power pole	55 12 46.23N	009 20 19.74E	313	144	LIL F R	Inner Horizontal	41.36
1990	Power pole	55 13 13.71N	009 20 25.48E	313	144		Inner Horizontal	41.36
2068	Power pole	55 13 35.25N	009 20 22.23E	311	150		Inner Horizontal	39.36
3060	Power pole	55 11 53.61N	009 19 26.97E	308	144		Inner Horizontal	36.36
3069	Power pole	55 11 03.24N	009 18 16.21E	307	150		Inner Horizontal	35.36
3056	Power pole	55 11 09.32N	009 18 27.24E	305	150		Inner Horizontal	33.36
2062	Power pole	55 13 02.75N	009 20 27.19E	304	137		Inner Horizontal	32.36
2067	Power pole	55 13 23.78N	009 20 24.10E	304	144		Inner Horizontal	32.36
3059	Power pole	55 11 44.86N	009 19 18.27E	301	144		Inner Horizontal	29.36
099820	Antenna	55 15 28.60N	009 12 07.20E	394	157		Conical	28.92

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
3054	Power pole	55 11 15.05N	009 18 37.57E	300	144	LIL F R	Inner Horizontal	28.36
3058	Power pole	55 11 37.29N	009 19 11.25E	300	137		Inner Horizontal	28.36
3057	Power pole	55 11 28.68N	009 19 02.20E	299	141		Inner Horizontal	27.36
3055	Power pole	55 11 19.54N	009 18 47.35E	298	141		Inner Horizontal	26.36
3067	Power pole	55 10 46.93N	009 17 46.94E	302	137		Conical	26.05
3068	Power pole	55 10 54.92N	009 18 01.36E	296	137		Inner Horizontal	24.36
9258	Antenna	55 14 38.24N	009 18 10.62E	296	160		Inner Horizontal	24.36
2069	Power pole	55 13 46.71N	009 20 20.41E	293	137		Inner Horizontal	21.36
15186	Smoke stack	55 15 20.39N	009 17 20.33E	308	145		Conical	20.83
3074	Power pole	55 12 54.88N	009 20 28.42E	292	141		LIL F R	Inner Horizontal
44879	Power pole	55 13 13.58N	009 20 26.96E	289	118	Inner Horizontal	17.36	
37058	Power pole	55 12 06.85N	009 20 37.27E	280	124	Inner Horizontal	8.36	
44952	Power pole	55 11 22.48N	009 18 50.99E	278	124	Inner Horizontal	6.36	
37170	Power pole	55 13 02.62N	009 20 28.67E	277	110	Inner Horizontal	5.36	
44878	Power pole	55 13 23.58N	009 20 25.44E	276	117	Inner Horizontal	4.36	
44877	Power pole	55 13 33.96N	009 20 23.82E	276	116	Inner Horizontal	4.36	
10234	Antenna	55 14 08.90N	009 15 54.81E	276	119	Inner Horizontal	4.36	
44875	Power pole	55 13 47.09N	009 20 21.79E	276	119	Inner Horizontal	4.36	
44954	Power pole	55 11 28.42N	009 19 02.77E	276	117	Inner Horizontal	4.36	
37171	Power pole	55 12 53.50N	009 20 30.07E	276	119	Inner Horizontal	4.36	
37174	Power pole	55 12 18.10N	009 20 35.56E	276	121	Inner Horizontal	4.36	
37059	Power pole	55 11 55.95N	009 20 38.97E	276	109	Conical	2.59	
8389	Antenna	55 11 50.91N	009 12 56.45E	274	158	Inner Horizontal	2.36	
43670	Power pole	55 12 44.32N	009 20 31.48E	273	112	Inner Horizontal	1.36	
2070	Power pole	55 13 56.49N	009 20 18.74E	273	141	Inner Horizontal	1.36	
44876	Power pole	55 13 39.85N	009 20 22.91E	272	107	Inner Horizontal	0.36	

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID	OBST type	OBST position	ELEV / HGT	Markings / Type, Colour	Remarks
Not available					

Obstacles assessed as being hazardous to air navigation

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Remarks
10236	Antenna	55 15 38.33N	009 24 09.67E	493	326	None	5 NM NE of AD
158148 *)	Antenna	55 07 23.00N	009 11 10.00E	995	726	LIH FLG W	6.5 NM SSW of AD
10142	Antenna	55 12 27.39N	009 22 30.60E	329	157	None	3.0 NM E of AD

11. METEOROLOGICAL INFORMATION PROVIDED

Within MET Office service hours (AD 2.1-1 Para. 3) briefings avbl from:

- Europe
- Greenland
- USA
- South America
- Africa
- Russia
- Far East including China and Japan.

See also GEN 3.5

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
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RWY SLOPE:
All runways: Less than 1%

OBSTACLES:
All obstacles are marked by day and night

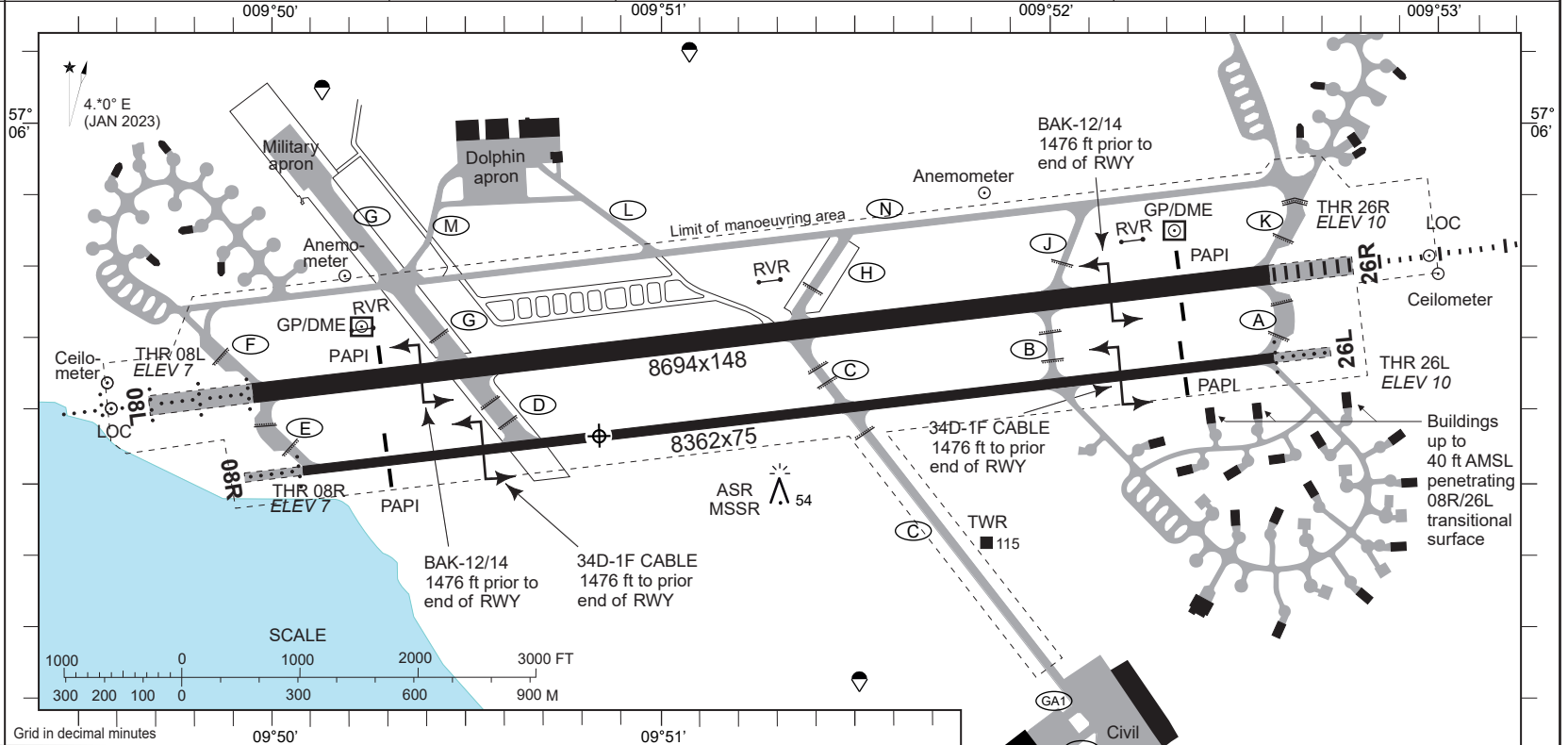
SECONDARY POWER SUPPLY:
Yes, RWY 26R switch-over time during CAT II/III: 1 SEC, otherwise 15 sec.

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	Streight and surface of RWY and SWY	DECLARED DISTANCES					APCH and RWY LGT							
					PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH	THR	TDZ	PAPI	CL	Edge	End	SWY
08L	083.3°	570537.37N 0095000.30E	THR 7.00	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
			TDZ 8.00														
26R	263.3°	570547.43N 0095236.63E	THR 10.00	PCN 66 F/D/W/T Asphalt/ concrete Composite construction	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
			TDZ 10.00														
08R	083.3°	570630.87N 0095007.68E	THR 7.00	PCN 52 F/D/X/U Asphalt	E	8369	8369	8861	8369	500 ft LIL White	Green LIL	NIL	2.75°	NIL	8364 ft LIL	Red LIL	NIL
			-														
26L	263.3°	570540.52N 0095238.07E	THR 10.00	PCN 52 F/D/X/U Asphalt	A	8369	8369	8861	8369	500 ft LIL White	Green LIL	NIL	2.75°	NIL	8364 ft LIL	Red LIL	NIL
			-														

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

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.

^a Circling NORTH of aerodrome only

CHANGES: PCN RWY 08R / 26L CORRECTED.

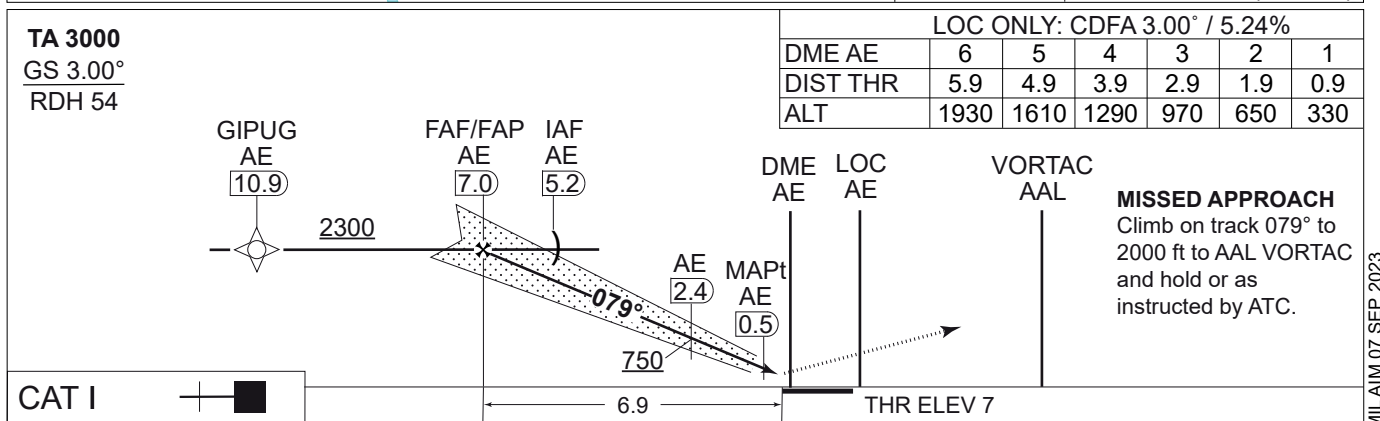
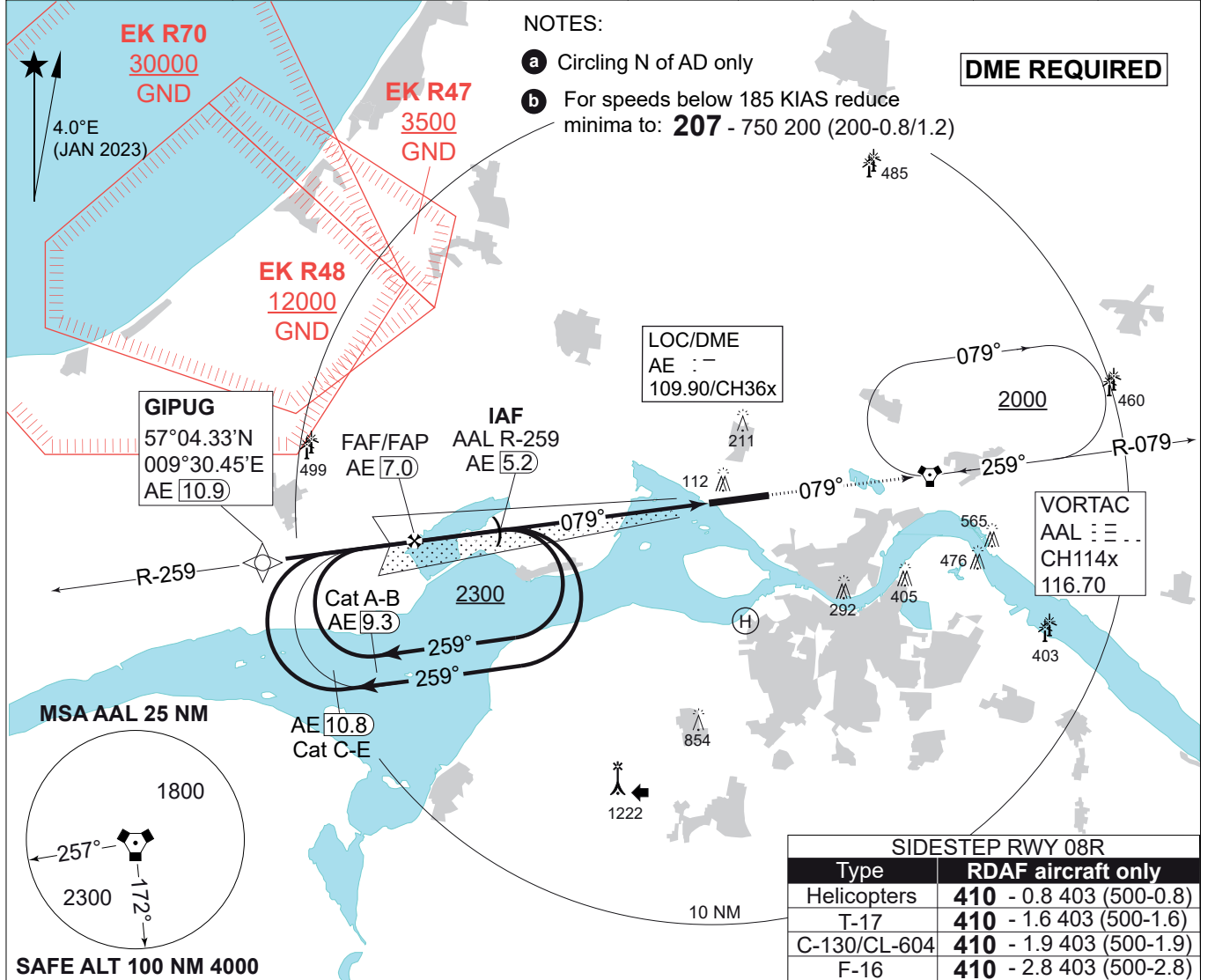
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MIPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 08L
AALBORG (EKYT)

AD ELEV 10

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



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

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

CHANGES: RDH GP 08L

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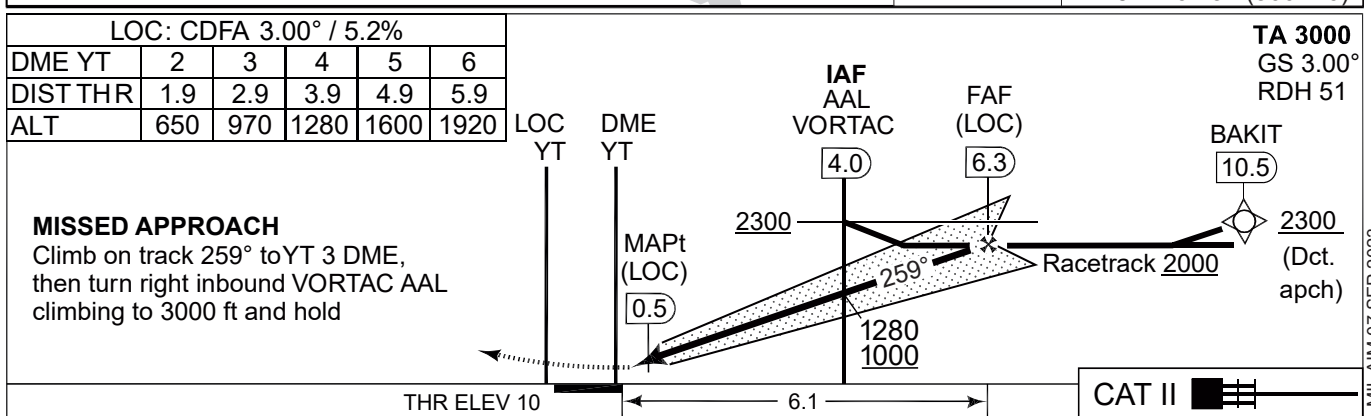
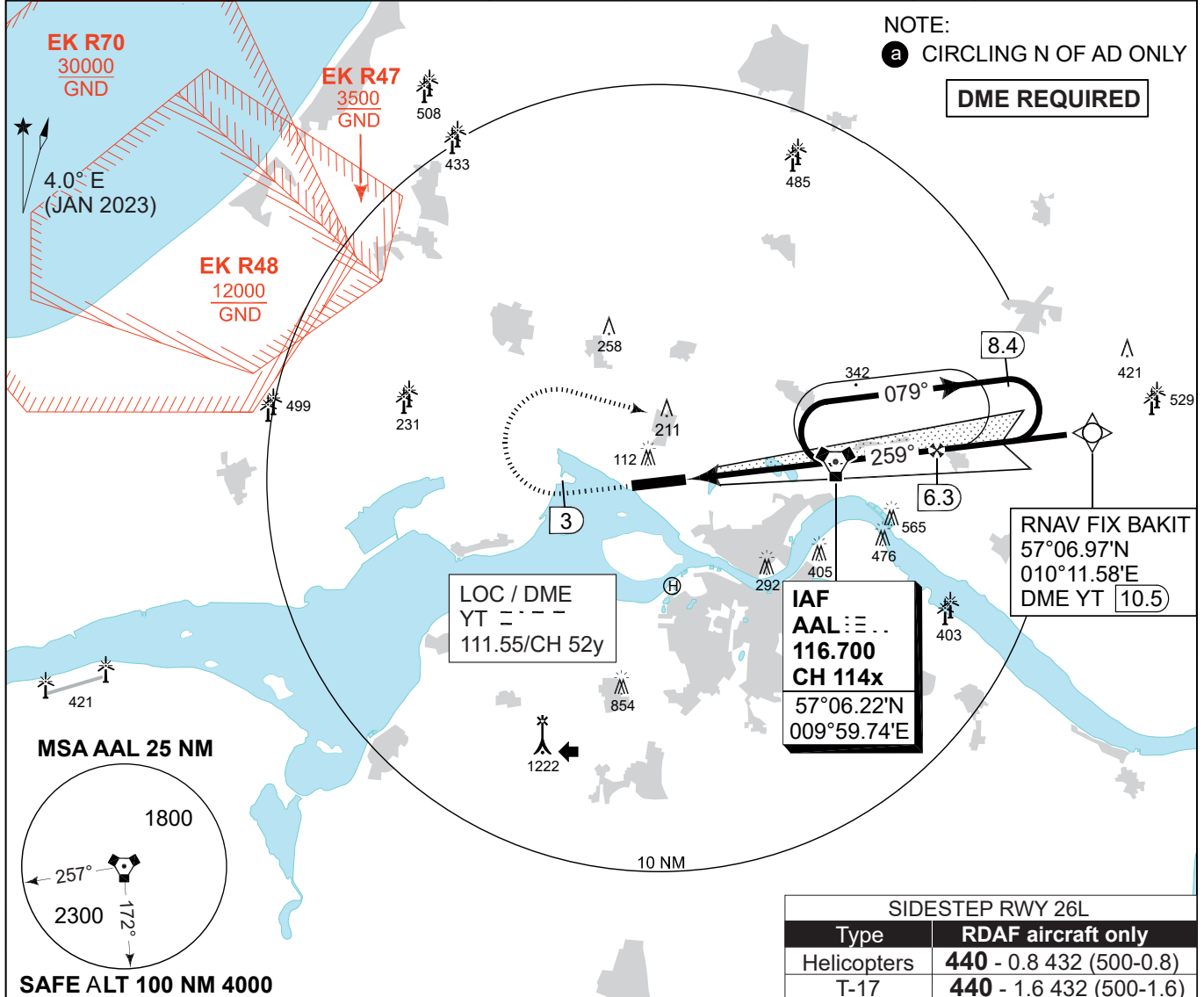
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MIPS INSTRUMENT APPROACH CHART

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

AD ELEV 10

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



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

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

57°05.57'N
009°50.95'E

CHANGES: RDH GP 26R

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MIPS INSTRUMENT APPROACH CHART

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

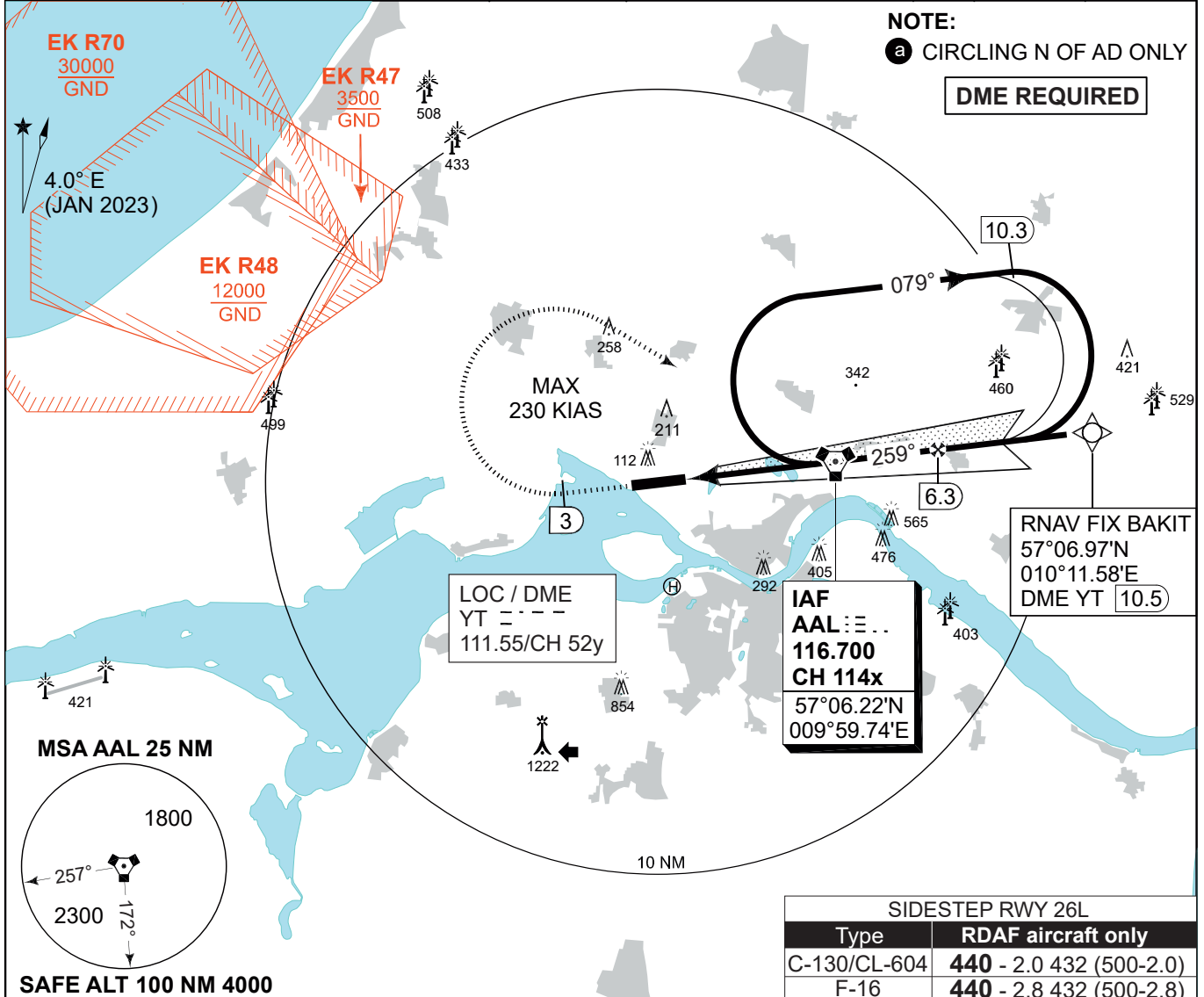
AD ELEV 10

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

NOTE:

a CIRCLING N OF AD ONLY

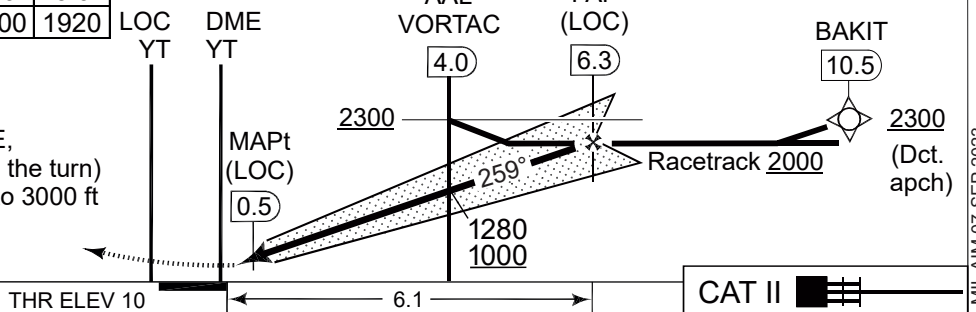
DME REQUIRED



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

MISSED APPROACH

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



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

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

57°05.57'N
009°50.95'E

AALBORG (EKYT)

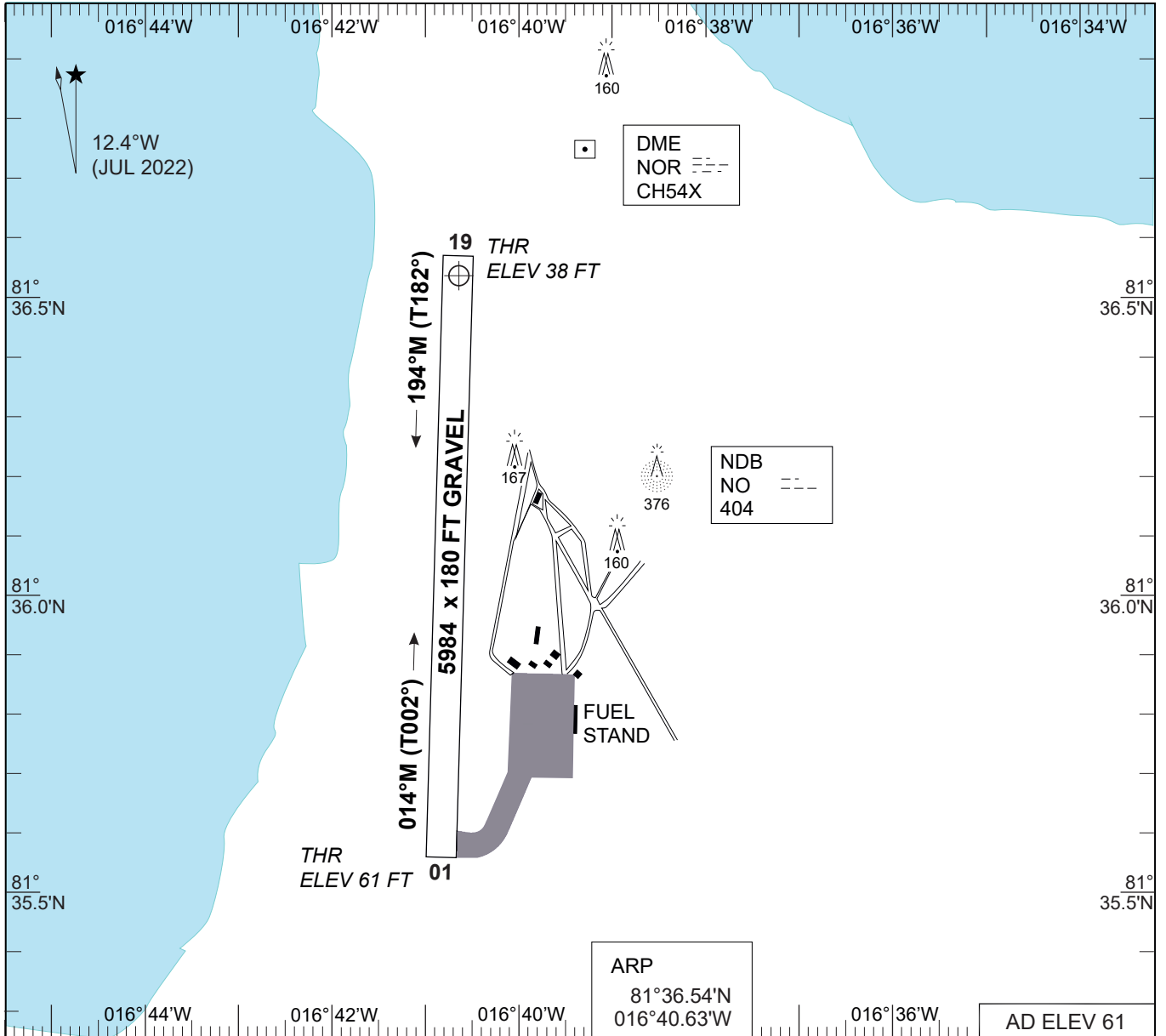
CHANGES: RDH GP 26R

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AERODROME CHART

STATION NORD (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.

61 ft

Gravel or compact snow 5984 x 180 FT

38 ft

540 m

SRC (SIMPLE ALS)

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

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

NOTE:
CIRCLING WEST OF AD ONLY

CHANGES: DME LOCATION.

AERODROME CHART

STATION NORD (BGNO)

AIR COMMAND DENMARK - MIL AIM 07 SEP 2023

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