FORSVARET

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MIL AIP DENMARK

AIRAC Cycle: 2310
Eff. 05 OCT 2023
Amendment No. 251

This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
GEN 0.5	Change to LOLLAND FALSTER/MARIBO Radio FREQ. Add symbol for wind turbines, Nørre Nebel, Sdr. Bork.
GEN 2.2	LVO and LVP added.
GEN 2.4	EKRG GØDSTRUP HEMS added.
ENR 0.1	Sub-section 3. Flight Plan Through (FPT) withdrawn.
ENR 1.10	Night VFR corrected. FPT withdrawn.
ENR 4.1	DME ODN reduced range added to remarks. Editorial.
ENR 5.2	Reference corrected. Editorial.
ENR 5.4	Nørre Nebel, Sdr. Bork 5 wind turbines added. Editorial.
EKKA Glider Areas	GØDSTRUP HEMS added.
EKSP ADC	Apron under construction added.
EKYT AD2.1	Secondary power supply info updated. Low visibility procedures updated. New text added in section 23-2. Editorial.
EKYT ADC	Secondary power supply info updated.
BGNO AD3.1	NOR DME location.
BGNO ADC	NOR DME location. Editorial.
BGNO RNP 19	NOR DME removed from chart.

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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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GEN 0.5 List of Hand Amendments to the AIP

1. Text Page Amendments		

2. Corrections to Charts,		
Affected Chart	**Location**	**AMD No.**
LFC Ed. 46	Change Kolding/Vamdrup FREQ from 120.500 to 118.650.	AMD 246
LFCW Ed. 3	Add name of significant point: SISPU at 561112N 0070000E and NIROX at 555830N 00070000E.	AMD 246
LFC Ed. 46	Delete symbols for "Glider site" and "Parachuting takes place frequently" as Glider and parachuting site "Sydfyn/Tåsinge" is withdrawn.	AMD 247
LFC Ed. 46	Change LEMVIG Radio FREQ from 123.500 to 123.405.	AMD 249
LFC Ed. 46	Change obstacle "Aarhus, Lighthouse" it shall now read: Type: Building, ELEV 506 FT, PSN: 56 09 56N 010 13 55E.	AMD 249
LFC Ed. 46	Change "Length of longest runway" to 58.89 for Sønderborg.	AMD 249
LFC Ed. 46	Change LOLLAND FALSTER/MARIBO Radio FREQ from 130.575 to 130.580.	AMD 251
LCF Ed. 46	Add symbol for "Wind turbine and group. Lighted", Nørre Nebel, Sdr. Bork, 5 wind turbines, 594FT MSL, 591FT AGL, LIM FLG W, LIM FLG R PSN: 55 48 34N 008 15 18E, 55 48 28N 008 15 42E, 55 48 22N 008 16 06E, 55 48 17N 008 16 29E, 55 48 11N 008 16 51E.	AMD 251

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
HAL	Horizontal Alert Limit
HAPI	Helicopter Approach Path Indicator
HAS	Height Above Surface
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)
HRP	Heliport Reference Point
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
LED	Light Emitting Diode
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
LVO	Low Visibility Operations
LVP	Low Visibility Procedure

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

GEN 2.4 LOCATION INDICATORS

*Note: Location indicators identified by an * cannot be addressed over the AFS*

ENCODE		DECODE	
LOCATION	**INDICATOR**		**LOCATION**
A6A (Private helideck)	EKAF*	EKAB*	ARNBORG (Private AD)
AALBORG CIV/MIL	EKYT	EKAC*	AARHUS SØFLYVEPLADS (Water AD)
AALBORG HEMS (Private helideck)	EKAL*	EKAE	ÆRØ
AARHUS	EKAH	EKAF*	A6A (Private helideck)
AARHUS (JRCC)	EKMC	EKAH	AARHUS/TIRSTRUP
AARHUS SØFLYVEPLADS (Water AD)	EKAC*	EKAL*	AALBORG HEMS (Private helideck)
AARHUS HEARTCENTER HEMS (Private helideck)	EKSH *	EKAN*	SYD ARNE NORD (Private helideck)
		EKAO*	ÆRØ HELIPORT (Private helideck)
AARHUS TRAUMACENTER HEMS (Private helideck)	EKTR*	EKAR*	SYD ARNE (Private helideck)
		EKAS*	TRUE SVÆVEFLYVEBANE (Private AD)
ANHOLT	EKAT*	EKAT*	ANHOLT
ANHOLT VINDMØLLEPARK (Private helideck)	EKAV*	EKAV*	ANHOLT VINDMØLLEPARK (Private Helideck)
ANNISSE (Private AD)	EKHE*	EKBH*	BOLHEDE FLYVEPLADS (Private AD)
ARNBORG (Private AD)	EKAB*	EKBI	BILLUND
BILLUND	EKBI	EKBR*	BRÆDSTRUP (Private AD)
BOLHEDE FLYVEPLADS (Private AD)	EKBH*	EKBU*	BUTENDIEK (Private Helideck)
BORNHOLM/RØNNE	EKRN	EKCA	TRAFIK- OG BYGGESTYRELSEN/ Danish Transport and Construction Agency
BORNHOLM HEMS (Private helideck)	EKRB		
BRÆDSTRUP (Private AD)	EKBR*	EKCB*	Årslev (Private heliport)
BUTENDIEK (Private Helideck)	EKBU*	EKCC*	KØBENHAVN SØFLYVEPLADS (Water AD)
CECILIE (Private helideck)	EKCE*		
CHRISTIANSHEDE (Private AD)	EKCR*	EKCE*	CECILIE (Private helideck)
DAN B (Private helideck)	EKDB	EKCH	KØBENHAVN/KASTRUP
DAN E (Private helideck)	EKDE*	EKCR*	CHRISTIANSHEDE (Private AD)
DAN F (Private helideck)	EKDF*	EKDB*	DAN B (Private helideck)
DANSK METEOROLOGISK INSTITUT	EKMI	EKDE*	DAN E (Private helideck)
DANTYSK (Private Helideck)	EKDT*	EKDF*	DAN F (Private helideck)
ELSESMINDE (Private AD)	EKEM*	EKDK	KØBENHAVN/FIR (ACC)
ENDELAVE (Private AD)	EKEL*	EKDT*	DANTYSK (Private Helideck)
ESBJERG	EKEB	EKEB	ESBJERG
ESBJERG HEMS (Private heliport)	EKEH*	EKEH*	ESBJERG HEMS (Private heliport)
FINO 3 (Private Helideck)	EKFI*	EKEL*	ENDELAVE (Private AD)
FREERSLEV (Private AD)	EKFR*	EKEM*	ELSESMINDE (Private AD)
FUR (Private AD)	EKFU*	EKFI*	FINO 3 (Private Helideck)
GESTEN (Private AD)	EKGE*	EKFR*	FREERSLEV (Private AD)
GORM C (Private helideck)	EKGC*	EKFS*	VØJSTRUP (Private AD)
GRENAA (Private AD)	EKGR*	EKFU*	FUR (Private AD)
GRØNHOLT (Private AD)	EKGH*	EKGC*	GORM C (Private helideck)
GØDSTRUP HEMS (Private heliport)	EKRG*	EKGE*	GESTEN (Private AD)
GØRLEV (Private ad)	EKGO*	EKGF*	TYRA AFIS
GØRLØSE (Private AD)	EKGL*	EKGH*	GRØNHOLT (Private AD)
HADERSLEV (Private AD)	EKHV*	EKGL*	GØRLØSE (Private AD)
HALFDAN A (Private helideck)	EKHA*	EKGO*	GØRLEV (Private AD)
HALFDAN B (Private helideck)	EKHB*	EKGR*	GRENAA (Private AD)
HAMMER /Private AD)	EKHM*	EKHA*	HALFDAN A (Private helideck)
HARALD (Private helideck)	EKHD*	EKHB*	HALFDAN B (Private helideck)
HERNING	EKHG	EKHD*	HARALD (Private helideck)
HJØRRING HEMS (Private helideck)	EKHJ*	EKHE	ANNISSE (Private helideck)
HOLBÆK (Private AD)	EKHK*	EKHG	HERNING
HOLSTED (Private Heliport)	EKHL*	EKHJ*	HJØRRING HEMS (Private heliport)

ENCODE		DECODE	
LOCATION	INDICATOR		LOCATION
HORNS REV A (Private Helideck)	EKHR*	EKHK*	HOLBÆK (PRIVATE AD)
HORNS REV B (Private Helideck)	EKHN*	EKHL*	HOLSTED (Private Heliport)
HORNS REV C (Private helideck)	EKHO*	EKHM*	HAMMER (Private AD)
KALUNDBORG	EKKL*	EKHN*	HORNS REV B (Private Helideck)
KARUP (MIL)	EKKA	EKHO*	HORNS REV C (Private helideck)
KARUP MIL MET CENTRE	EKMK	EKHR	HORNS REV A (Private Helideck)
KOLDING HEMS (Private heliport)	EKKH*	EKHS	SALTUM HEMS (Private heliport)
KOLDING/VAMDRUP	EKVD	EKHV*	HADERSLEV (Private AD)
KONGSTED (Private AD)	EKKS*	EKKA	KARUP (MIL)
KORSØR (Private AD)	EKKO*	EKKH*	KOLDING HEMS (Private heliport)
KOSTER VIG	EKMN*	EKKL*	KALUNDBORG
KRUSÅ-PADBORG	EKPB*	EKKO*	KORSØR (Private AD)
KØBENHAVN FIR (ACC)	EKDK	EKKS*	KONGSTED (Private AD)
KØBENHAVN/KASTRUP	EKCH	EKLS*	LÆSØ
KØBENHAVN/ROSKILDE	EKRK	EKLV*	LEMVIG
KØBENHAVN SØFLYVEPLADS (Water AD)	EKCC*	EKMB	LOLLAND FALSTER/MARIBO
		EKMC	KARUP (JRCC)
LEMVIG	EKLV*	EKMD*	MÅNEDALEN (Private heliport)
LOLLAND FALSTER/MARIBO	EKMB	EKMI	DANSK METEOROLOGISK INSTITUT
LÆSØ	EKLS*	EKMK	KARUP MIL MET CENTRE
MORSØ	EKNM*	EKML*	MÅLØV (private AD)
MÅLØV (private AD)	EKML*	EKMN*	KOSTER VIG
MÅNEDALEN (Private heliport)	EKMD*	EKNB*	NORDBORG/PØL
NINI (Private Helideck)	EKNI *	EKNE*	NINI EAST HELIDECK (Private Helideck)
NINI EAST HELIDECK (Private Helideck)	EKNE*	EKNI*	NINI (Private Helideck)
NORDBORG/PØL	EKNB*	EKNM	MORSØ
ODENSE	EKOD	EKOD	ODENSE
ODENSE HEMS (Private heliport)	EKOH	EKOH	ODENSE HEMS (Private heliport)
RANDERS	EKRD	EKPB*	KRUSÅ-PADBORG
RAVN WINTERSHALL (Private helideck)	EKRV*	EKRA*	RÅRUP (Private AD)
RIGSHOSPITALET HEMS (Pvt. Heliport)	EKRH	EKRB	BORNHOLMS HEMS (Private heliport)
RINGSTED	EKRS	EKRC*	ROSKILDE HEMS (Private heliport)
ROLF (Private helideck)	EKRF*	EKRD	RANDERS
ROLFSTED (Private AD)	EKRO*	EKRF*	ROLF (Private helideck)
ROSKILDE HEMS (Private heliport)	EKRC*	EKRG*	GØDSTRUP HEMS (Private heliport)
RÅRUP (Private AD)	EKRA*	EKRH*	RIGSHOSPITALET HEMS (Pvt. Heliport)
SALTUM HEMS (Private heliport)	EKHS	EKRK	KØBENHAVN/ROSKILDE
SAMSØ	EKSS*	EKRN	BORNHOLM/RØNNE
SANDBANK (Private Helideck)	EKSF*	EKRO*	ROLFSTED (Private AD)
SCHELENBORG (Private AD)	EKSG*	EKRS*	RINGSTED
SINDAL	EKSN	EKRV*	RAVN WINTERSHALL (Private helideck)
SIRI (Private helideck)	EKSI *	EKSA*	SÆBY/OTTERUP (Private AD)
SKIVE	EKSV*	EKSB	SØNDERBORG
SKIVE HEMS (Private heliport)	EKSK *	EKSC*	SKJOLD (Private helideck)
SKJOLD (Private helideck)	EKSC*	EKSD*	SPJALD
SLAGELSE HEMS (Private heliport)	EKSE*	EKSE*	SLAGELSE HEMS (Private heliport)
SLAGLILLE (Private AD)	EKSL	EKSF*	SANDBANK (Private Helideck)
SPJALD	EKSD*	EKSG*	SCHELENBORG (Private AD)
STAUNING	EKVJ	EKSH *	AARHUS HEARTCENTER HEMS (private helideck)
SYD ARNE (Private helideck)	EKAR*		
SYD ARNE NORD (Private helideck)	EKAN*	EKSI*	SIRI (Private helideck)
TÅSINGE/ELVIRA MADIGAN AIRPORT	EKST	EKSK *	SKIVE HEMS (Private heliport)

PART 2 - EN ROUTE (ENR)

ENR 0

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 1.10 Flight planning

1. FLIGHT PLAN

1.1 Requirement to submit a FPL

A FPL must be filed for every flight. Only QRA and SAR missions are exempted from this requirement.

A complete ICAO flight plan must be filed for:
- flights outside Copenhagen FIR
- flights landing on a civil airfield
- flights departing from a civil airfield
- IFR flights
- night VFR flights

In all other cases an abbreviated flight plan containing the following information will be sufficient:
- Callsign/SSR code
- Number and type of aircraft
- ETD
- EET
- Mission and area/route
- Endurance
- A/C Commander

1.2 FPL form

AIS and ATS units shall use a FPL form based on the model shown on page ENR 1.10-3 for completing FPLs.

1.3 Routine IFR flights within Copenhagen FIR

An IFR FPL must be received by local Wing Ops Center at least 60 minutes before ETD and ATCC Copenhagen at least 30 minutes before ETD.

2. INSTRUCTIONS FOR THE COMPLETION OF THE FLIGHT PLAN FORM

Reference document: ICAO Doc 4444, Rules of the air and air traffic services, appendix 2.

2.1 General

- Adhere closely to the prescribed formats and manner of specifying data.
- Commence inserting data in the first space provided.
- Where excess space is available leave unused spaces blank.
- Insert all clock times in 4 figures UTC.
- Complete items 7 to 19 as indicated hereunder.

Note 1: Item numbers on the form are not consecutive as they correspond to Field Type numbers in ATS messages.

Note 2: The term "aerodrome" where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters.

Note 3: If a FPL for a flight conducted wholly in the EUR Region is filed more than 24 HR in advance of the EOBT, it is mandatory to provide the date of the flight. If the FPL is filed less than 24 HR in advance of the EOBT, the date of the flight may be optionally indicated. This information will be indicated in Item 18 of the FPL in form of a 3-letter indicator (DOF) followed by an oblique stroke and the date of the flight in a 6-figure group format: DOF/YYMMDD (where YY = year, MM = month, DD = day). These FPLs shall be processed and transmitted without being held in abeyance.

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 Radio Navigation Aids – En Route

Station (VAR)	ID	Facility	Frequency/ Channel	Hours	Geo. Coord. (WGS-84)	Elev. (ft)	FRA relevance A = ARR connecting point D = DEP connecting point I = Intermediate point	Remarks
Aalborg (4°E 2022)	AAL	VOR	116.70/ CH 114X	H24	570613.39N 0095944.08E		(I)	DOC FL 500/100 NM. Unreliable from R-160 to R-200 form 23 NM and out. DME from AAL TACAN. Rerouting point.
Aalborg (4°E 2023)	AAL	TACAN	CH 114X	H24	570614.16N 0095934.11E	56.8		DOC FL 500/200 NM
Alsie (4°E 2022)	ALS	VOR	114.70	H24	545419.49N 0095936.16E		(DI)	DOC FL 500/60 NM, 80 NM 313°-063°M and 80 NM 198°-243°M.
Bella	BEL	DME	114.65/ CH93Y	H24	554728.45N 0120544.74E	135		DOC FL 195-1500 FT / 60 NM
Codan (3°E 2016)	CDA	VOR/ DME	114.90/ CH 96X	H24	550005.40N 0122245.16E	90.2	(DI)	DOC FL 500/60 NM
Esbjerg	HP	L	376 KHz	H24	553041N 0082445E			DOC 30 NM
Esebo	ESE	DME	116.60/ CH113X	H24	553121N 0083331E	175.5		DOC 100 NM
Karup (4°E 2023)	KAR	TACAN	CH37X	H24	561748.03N 0090030.95E	172.8		DOC FL 500FT/200NM
Kastrup (5°E 2022)	KAS	VOR/ DME	112.50/ CH 72X	H24	553525.87N 0123648.97E	28.9	(I)	DOC FL 500/60 NM
Korsa (4°E 2022)	KOR	VOR/ DME	112.80/ CH 75X	H24	552621.71N 0113753.51E	136.2	(AI)	DOC FL 500/80 NM
Lemme	LME	DME	115.350/ CH 100Y	H24	555933.503N 0082115.751E	76.1		DOC FL195/60NM
Odin (4°E 2022)	ODN	VOR/ DME	115.50/ CH 102X	H24	553451.64N 0103910.76E	24.0	(DI)	DOC FL 500/60 NM, 80 NM 018°-063°M and 80 NM 213°-243°M. Reduced range to 24 NM in direction 198 degrees at 3000 FT or below.
Ramme	RAM	DME	111.850/ CH 55Y	H24	562842.14N 0081114.51E	60.4		DOC FL 500/60 NM

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 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
Rønne (5.5°E 2023)	ROE	TACAN	CH 57X	H24	550342.73N 0144521.07E	78.6		DOC FL 500/80 NM
Skrydstrup (2°E 2016)	SKR	VOR	110.40/ CH 41X	H24	551344.18N 0091250.61E	138.4	(I)	DOC FL 500/80 NM DME INFO from TACAN SKR
Skrydstrup (4°E 2023)	SKR	TACAN	CH 41X	H24	551344.18N 0091250.61E	138.4		DOC FL 500/80 NM
Trano (4°E 2022)	TNO	VOR/ DME	117.400/ CH 121X	H24	554627N 0112621E	-11.9	(AI)	DOC FL 500/60 NM
Vamdrup	VAM	DME	110.050/ CH 37Y	H24	552616.585N 0092006.051E	174.5		DOC FL195/60NM

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	FL 285 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	FL 285 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 5.1-14, ENR 5.1-15 and ENR 5.1-16.	

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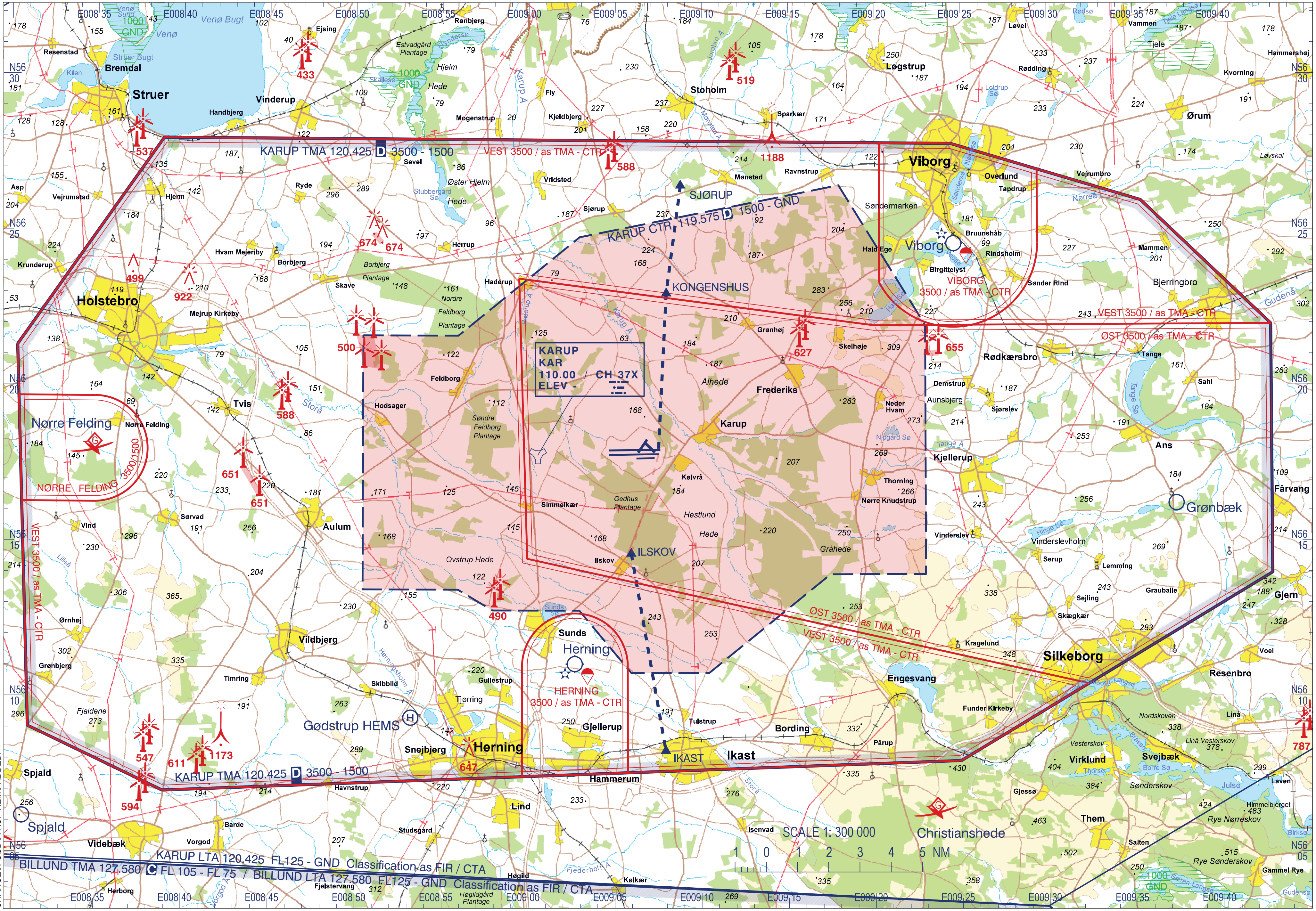
CHANGES: EDITORIAL.

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT
NEJST 2	3 Wind Turbines	571335N 0095741E 571340N 0095724E 571345N 0095706E	484 459	LIL F R
NIBE	Mast	565845N 0094551E*	1222 1051	LIH FLG W
NISSUM BREDNING	4 Wind Turbines	563953N 0081429E 564021N 0081402E 564009N 0081521E 564037N 0081506E	572 572	LIM FLG W
NO	3 Wind Turbines	560742N 0082227E 560735N 0082217E 560733N 0082233E	471 415	LIL F R
NOLLUND	3 Wind Turbines	554708N 0085028E 554702N 0085044E 554655N 0085059E	567 459	LIL F R
NYBORG (NMT)	Mast	551814N 0104831E*	358 334	LIL FLG R
NY BJERGBY	2 Wind Turbines	554138N 0111308E	460 415	LIL F R
NYSTED (Havmøllepark)	72 Wind Turbines in a group	543410.23N 0114002.16E 543336.26N 0114534.81E 543131.61N 0114534.80E 543205.59N 0114002.15E And back to origin	361 361	On corners of the Windfarm perimeter: LIM FLG W on nacelle. All other Turbines: LIL F R
NÆSTVED	Mast	551529N 0114845E*	929 722	LIH FLG W
NØRHEDE-HJORTMOSE	22 Wind Turbines	560515N 0082327E 560605N 0082048E 560623N 0082048E 560525N 0082350E	619 492	LIL F R
NØRREKÆR ENGE	13 Wind Turbines in a row	570007N 0092027E 570056N 0092601E	421 421	LIM FLG W
NØRRE NEBEL, SDR. BORK	5 Wind turbines	554834N 0081518E 554828N 0081542E 554822N 0081606E 554817N 0081629E 554811N 0081651E	594 591	Day: LIM FLG W Night: LIM FLG R
ODENSE (Fynsværket 1)	Chimneys	552542N 0102423E*	472 463	No
ODENSE (Fynsværket 2)	Chimney	552547N 0102440E*	779 771	LIH FLG W
ODENSE (Lindø)	Crane	552755N 0103137E	369 361	LIL F R
OVERGAARD	10 Wind Turbines in a row	563932N 0101812E 563937N 0102012E	421 415	LIL F R
OVNBØL	4 Wind Turbines	554133N 0083102E 554114N 0083144E 554120N 0083130E 554127N 0083116E	545 461	LIL F R
PALUDANS FLAK	10 Wind Turbines in a row	554403N 0103500E* 554230N 0103500E*	336 336	LIM FLG R
PRØVESTENEN	3 Wind Turbines	554020N 0123819E 554026N 0123834E 554032N 0123849E	364 351	LIL F R
PULSEN	6 Wind Turbines	571315N 0102108E 571329N 0102102E 571343N 0102056E 571320N 0102129E 571334N 0102123E 571348N 0102117E	443 410	LIL F R

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT
QUISTRUP	3 Wind Turbines	562749.59N 0083725.56E 562741.45N 0083729.26E 562733.15N 0083733.02E	537 438	LIL F R
RAGEBØL	Mast	545524N 0094409E*	474 338	LIL F R
RANDERS	Chimney	562731N 0100250E*	443 436	No
RANGSTRUP	Mast	550723N 0091110E*	995 726	LIH FLG W
RENS	5 Wind Turbines	545228N 0090404E 545231N 0090344E 545234N 0090323E 545237N 0090302E 545240N 0090241E	436 410	LIL F R
RINDUM ENGE	5 Wind Turbines	560727N 0081426E 560717N 0081425E 560707N 0081425E 560656N 0081424E 560646N 0081424E	410 410	LIL F R
RINGKØBING	Mast	560534N 0081655E*	386 350	No
RINGSTED	Mast	552821N 0114800E	462 325	LIL F R
RISØ	Mast	554138N 0120521E*	420 404	LIL F R
ROSKILDE (Forbrænding)	Chimney	553830N 0120716E*	554 394	LIL F R
ROSLEV	4 Wind Turbines	564536N 0085926E 564530N 0085945E 564523N 0090004E 564516N 0090023E	480 460	LIL F R
ROSLEV 2	4 Wind Turbines	564546N 0090215E 564554N 0090202E 564602N 0090149E 564537N 0090228E	478 426	LIL F R
RUDMOSE	4 Wind Turbines	560447N 0082936E 560440N 0082835E	640 411	LIL F R
RØ	Mast	550936N 0145313E*	1415 1036	LIH FLG W
RØDBY FJORD	11 Wind-Turbines In a row	544334N 0111635E 544255N 0111932E	492 492	LIL F R
RØDEKRO (TV 2)	Mast	550159N 0091455E*	1161 1051	LIH FLG W
RØDSAND 2	Windfarm area, consisting of 90 wind turbines in total.	543459N 0112908E 543450N 0112937E 543442N 0113005E 543434N 0113038E 543428N 0113106E 543421N 0113135E 543415N 0113204E 543410N 0113231E 543405N 0113300E 543400N 0113329E 543357N 0113354E 543354N 0113423E 543351N 0113449E 543349N 0113516E 543347N 0113542E 543345N 0113609E 543344N 0113635E 543344N 0113701E	378 378	LIM FLG W LIL F R LIM FLG W LIL F R LIM FLG W

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT
(RØDSAND 2 cont.)		543449N 0112843E 543438N 0112912E 543428N 0112942E 543419N 0113013E 543411N 0113041E 543403N 0113112E 543355N 0113142E 543349N 0113210E 543344N 0113235E 543336N 0113310E 543332N 0113338E 543327N 0113408E 543323N 0113437E 543320N 0113506E 543317N 0113535E 543315N 0113604E 543313N 0113633E 543312N 0113703E 543438N 0112818E 543426N 0112847E 543415N 0112917E 543404N 0112948E 543354N 0113017E 543345N 0113048E 543336N 0113119E 543328N 0113149E 543320N 0113220E 543313N 0113252E 543307N 0113322E 543301N 0113356E 543256N 0113426E 543251N 0113457E 543248N 0113528E 543244N 0113600E 543241N 0113632E 543239N 0113704E 543427N 0112753E 543413N 0112822E 543401N 0112852E 543349N 0112923E 543338N 0112953E 543327N 0113025E 543316N 0113056E 543307N 0113127E 543258N 0113200E 543249N 0113234E 543242N 0113305E 543235N 0113339E 543228N 0113414E 543223N 0113447E 543218N 0113521E 543213N 0113556E 543210N 0113634E 543207N 0113706E 543416N 0112729E		LIL F R LIM FLG W

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT
(RØDSAND 2 cont.)		543401N 0112757E 543347N 0112827E 543333N 0112859E 543321N 0112928E 543309N 0113001E 543257N 0113034E 543246N 0113106E 543236N 0113140E 543225N 0113215E 543217N 0113249E 543209N 0113325E 543201N 0113402E 543154N 0113437E 543148N 0113514E 543143N 0113552E 543138N 0113630E 543135N 0113701E		LIL F R LIM FLG W LIL F R LIM FLG W LIL F R LIM FLG W
RØNLAND	8 Wind Turbines in a row	564013N 0081258E* 563911N 0081331E*	394 394	LIM FLG R
RØNNE (Forbrænding)	Chimney	550703N 0144356E*	415 247	LIL F R
RØSNÆS	Mast	554411N 0105509E*	506 302	LIL F R
SALTUM	2 Wind Turbines	57 14 52N 009 42 11E	433 417	LIL F R
SALTUM 2	6 Wind Turbines	571452N 0094211E 571532N 0093949E 571524N 0094002E 571516N 0094030E 571500N 0094043E 571452N 0094057E	506 492	LIL F R
SALTØ GODS	3 Wind Turbines	551308N 0113819E 551317N 0113753E 551325N 0113728E	527 492	LIL F R
SAMSØ/TRANEBJERG	Mast	555122N 0103244E*	365 350	LIL F R
SKAMLEBÆK	Tower	554945N 0112521E*	512 273	No
SKANDERBORG	Mast	560221N 0100043E*	785 345	No
SKIVE	Mast	563408N 0090245E*	345 342	LIL F R
SKJERN	3 Wind Turbines	555741N 0083330E	440 410	LIL F R
SKÆRBÆKVÆRKET	Chimneys	553041N 0093655E* 553041N 0093643E*	403 394 403 394	LIL F R LIL F R
SNOGHØJ	Mast	553134N 0094251E*	417 345	No
SORRING	Mast	561052N 0094719E	761 291	



CHANGES: GØDSTRUP HEMS ADDED.

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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%

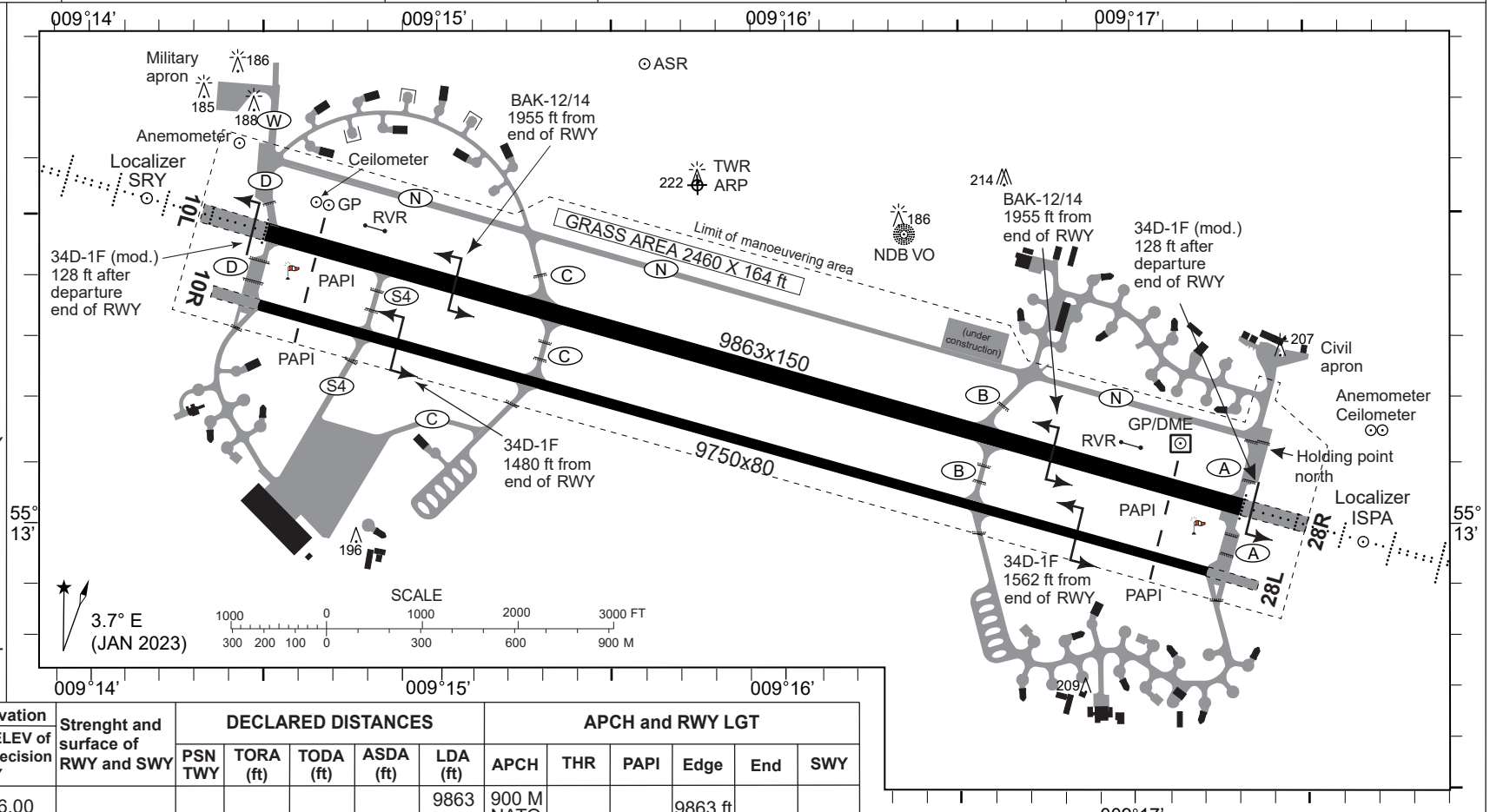
OBSTACLES:
All obstacles are marked by day and night.

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 B C D E	**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)

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

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

CHANGES: APRON UNDER CONSTRUCTION ADDED.

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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		

Remark: ILS and visual approach slope 26R do not conform for operation with aircraft larger than 4C category.

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 and III and during departures with RVR less than 800m MAX 1 sec.
5	Remarks	

16. HELICOPTER LANDING AREA

Visiting helicopters operate from established runways.

17. ATS AIRSPACE

1	Designation and lateral limits	AALBORG CTR 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 51 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	570542.71N 0095017.44E	Angle 3.00° / RDH 54 FT
DME 08L	AE	CH 36x	H 24	570542.71N 0095017.44E	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 ATC will apply special safeguards and procedures during conditions of low visibility.

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

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

3.4 The following procedures will apply during Low Visibility Procedures:

a. ATC Procedures
When RVR is below 550m ATC can only allow one aircraft on the manoeuvring area at a time.
b. Pilot Procedures
Marshaller Service with Low Visibility Procedures in operation.
On request marshaller service to or from runway is available due to the lack of centerline lights on taxiways and RWY 08R/26L. Request for marshaller service must be stated to Aalborg Tower on 118,3MHz

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

4. Precision Approach. Category II/III Operations

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

a. ATC procedures.
The minimum distance between an aircraft on final approach carrying out a Category II/III ILS approach and any other preceding aircraft will not be less than 5 NM. The separation must be established at the latest when preceding aircraft passes THR.
Departing aircraft must have commenced take-off run before arriving aircraft has left 2000 FT on final approach.
b. Pilot procedures.
Pilots who intend to carry out a Category II/III ILS approach are to use the following phrase:
"Request ILS Category II/III approach runway 26R".
Above mentioned request shall be made on first contact with AALBORG APPROACH.

5. Reduced Runway Separation Minima

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

5.2 Traffic information will be given to succeeding aircraft.

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

For civilian flights the phraseology will be:

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

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

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

6. VFR Flights

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

23. ADDITIONAL INFORMATION

1. Parachuting

1.1 Parachuting may take place.

2. Birds and wildlife

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

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

2.3 Due to bird activity, intersection take-off RWY 08L/26R are prohibited between 1/9 and 30/4.

24. CHARTS RELATED TO EKYT

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

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

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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

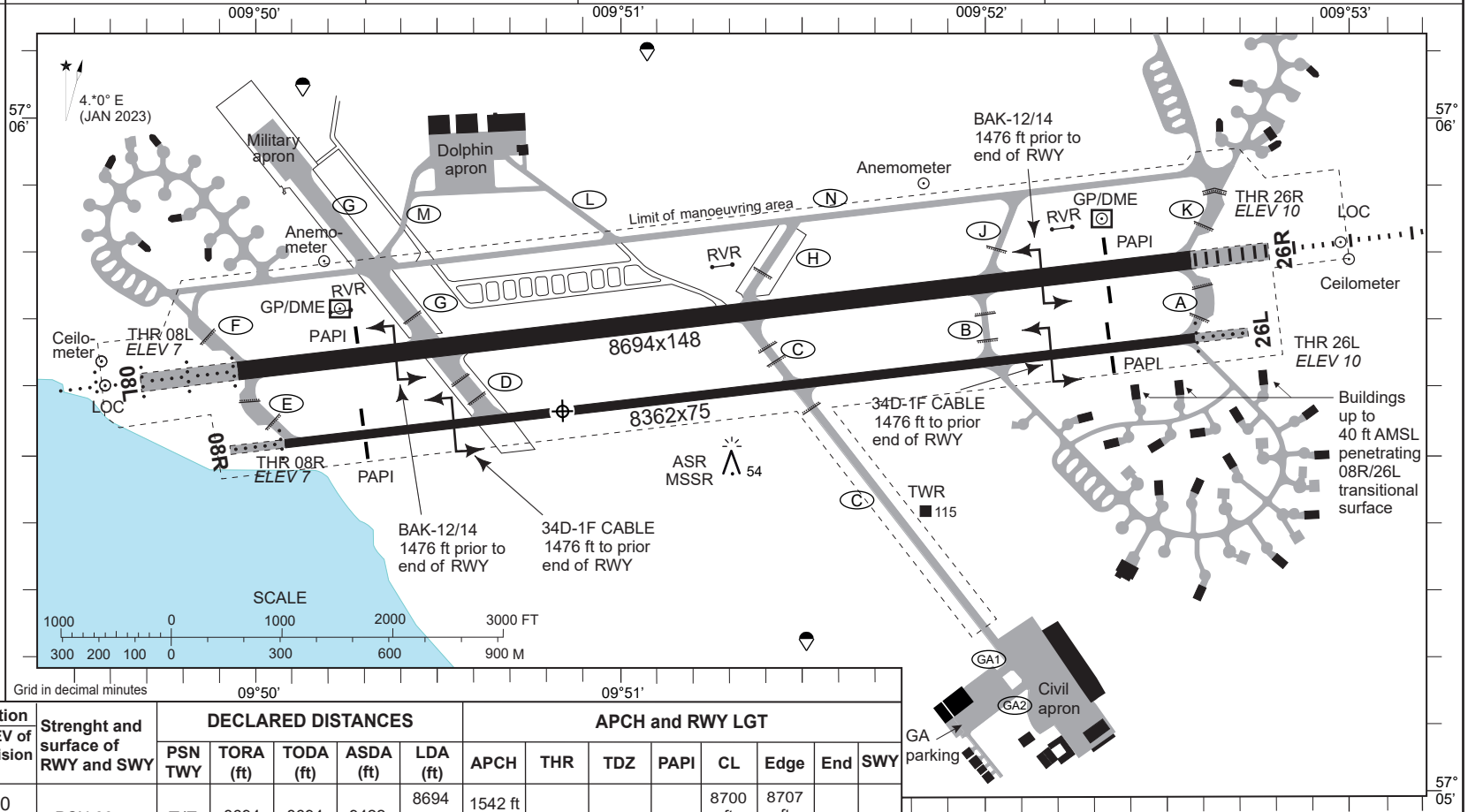
SECONDARY POWER SUPPLY:
Yes, RWY 26R. Switch-over time: 15 sec. During CAT II and III and during departures with RVR less than 800m MAX 1 sec.

ABN: None

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

GRASS RUNWAY:
Not avbl.

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



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

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

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

ⓐ Circling NORTH of aerodrome only

CHANGES: SECONDARY POWER SUPPLY TIME.

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12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	Directions	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation
1	2	3	4	5	6
01	002.0°T 014.4°M	5984 X 180 ft*	Gravel	81°35.582'N 016°40.90'W	61 ft
19	182.0°T 194.4°M			81°36.562'N 016°40.666'W	38 ft

*RWY width can be reduced depending on snow clearance

RWY	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
	7	8	9	10	11	12
01	Less than 1%	NIL	NIL	NIL	NIL	
19						

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
01	5984	5984	5984	5984	
19	5984	5984	5984	5984	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LGT	THR	PAPI	TDZ LGT	RWY CL	RWY EDGE	RWY END	OVRN	Rem.
01						X	X		
19	SRC	YES	X			X	X		

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

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

16. HELICOPTER LANDING AREA

NIL

17. ATS AIRSPACE

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

18. ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
RADIO	STATION NORD	118.100 267.300	H 24 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 co-ordinates	Remarks
1	2	3	4	5	7
NDB	NO	404KHz	HO	81 36 09.96N 016 38 33.49W	
DME	NOR	111,7MHz	HO	81 36 44.52N 016 39 23.82W	

20. LOCAL TRAFFIC REGULATIONS

NIL

21. NOISE ABATEMENT PROCEDURES

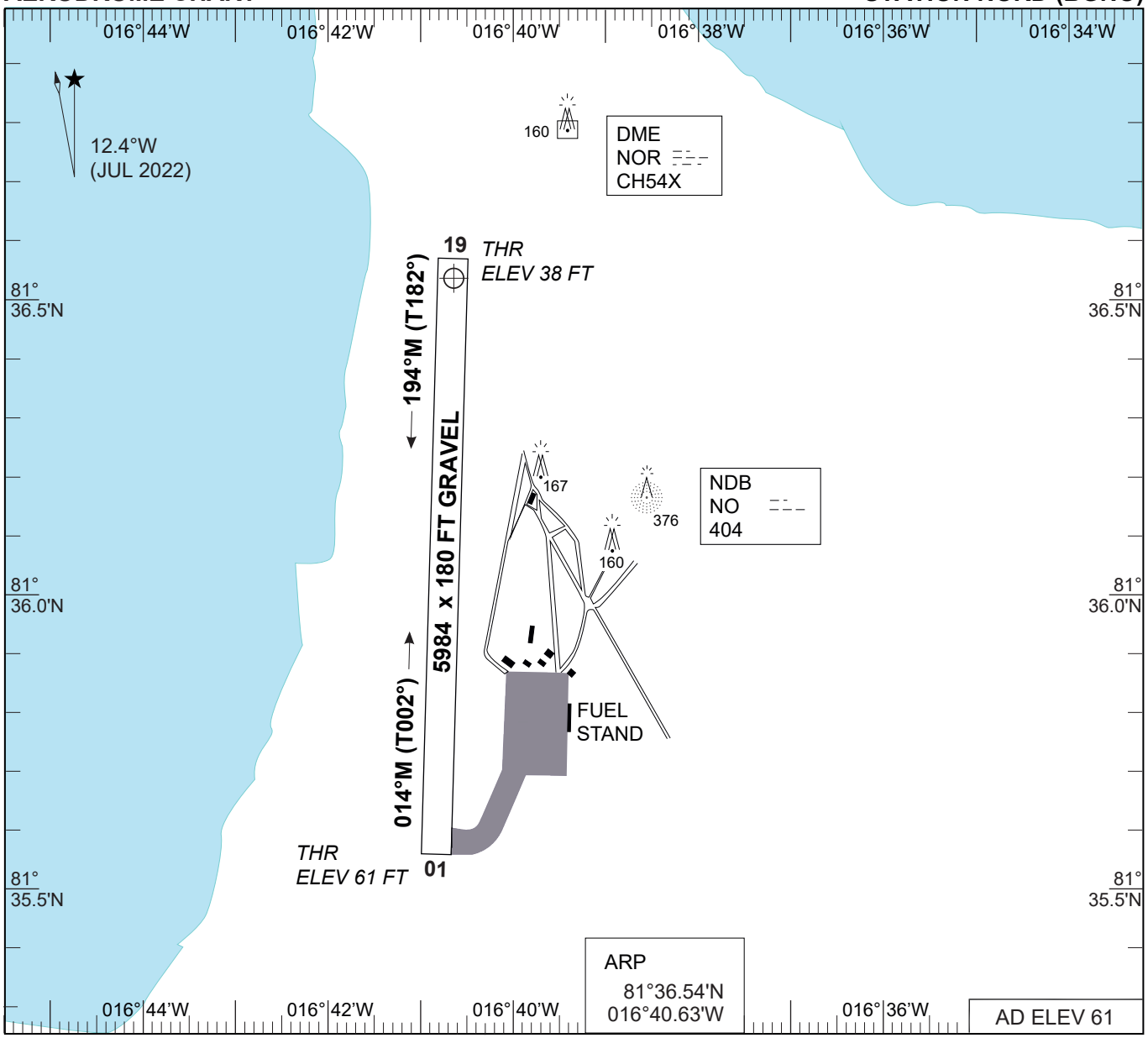
NIL.

22. FLIGHT PROCEDURES

NIL.

24. CHARTS RELATED TO BGNO

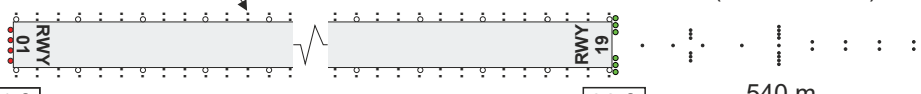
AERODROME CHART
NDB RWY 19
RNP RWY 19



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: DME LOCATION, EDITORIAL.

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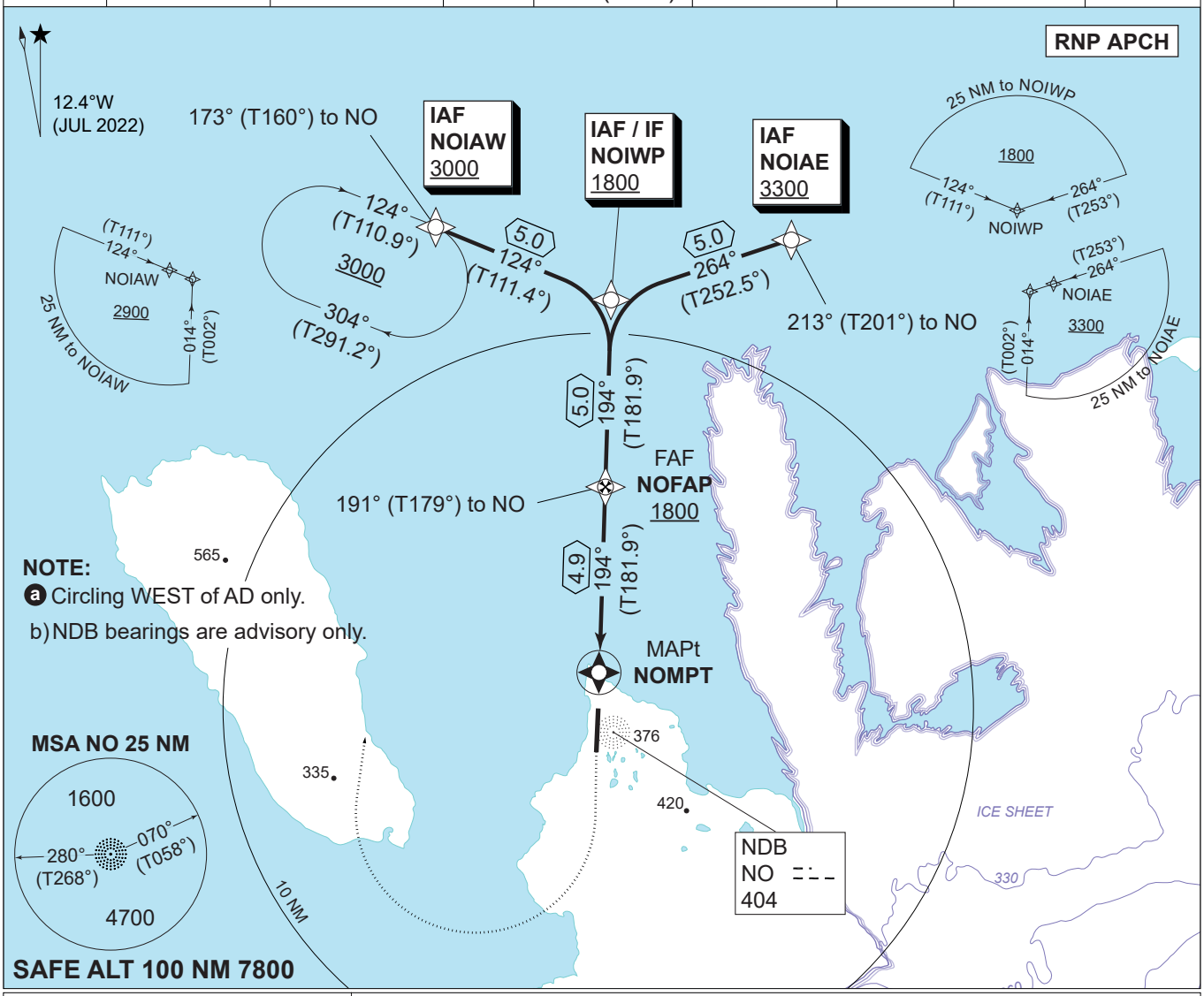
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 61 FT

RNP RWY 19
STATION NORD (BGNO)

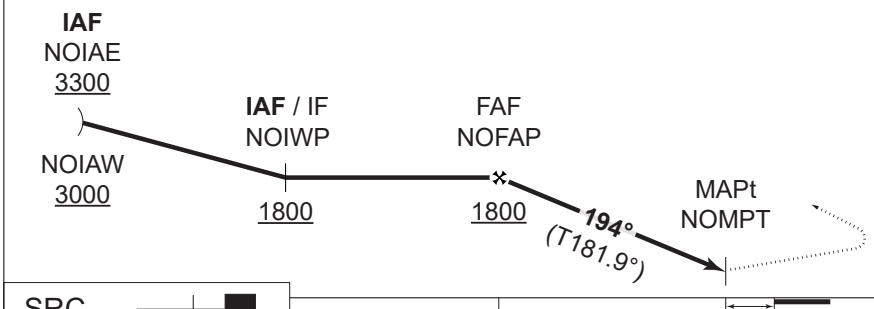
STATION NORD RADIO
118.100 267.300

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.

SRC — 4.9 — 1.0 — THR ELEV 38

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: NOR DME REMOVED.

AIR COMMAND DENMARK - MIL AIM 05 OCT 2023

RNP RWY 19

81°36.54'N
016°40.63'W

STATION NORD (BGNO)

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