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MIL AIP DENMARK

AIRAC Cycle: 2313
Eff. 28 DEC 2023
Amendment No. 254

This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
ENR 4.1	VHF freq. added to TACANs.
EKKA	
AD 2	SWY and ASDA dimensions corrected.
ADC	RWY 09R – ASDA corrected, TORA PSN W added.
HI-TACAN 09R	SKR symbol changed to TACAN.
HI-TACAN 27L	SKR symbol changed to TACAN.
EKSP	
ADC	TWY N width added.
IACs	SKR symbol changed to TACAN / SKR VOR removed.
EKYT	
AD2	T-17 parking information added. Editorial.
HI-TACAN 08L	SKR symbol changed to TACAN.
HI-VORTAC 26R	SKR symbol changed to TACAN.
BGMV	
AD 3	MAG VAR, bearings, RWY designation, chart title.
ADC	MAG VAR, bearings, RWY designation.
RNP RWY 31	Procedure revised.

INSERT THE FOLLOWING PAGES:

GEN	
GEN 0.4-1/	28 DEC 2023
GEN 0.4-2	28 DEC 2023
GEN 0.4-3/	28 DEC 2023
GEN 0.4-4	28 DEC 2023
GEN 0.4-5	28 DEC 2023
ENR	
ENR 4.1-1/	28 DEC 2023
ENR 4.1-2	28 DEC 2023
AD	
EKKA	
AD 2.1-3/	26 JAN 2023
AD 2.1-4	28 DEC 2023
AD 2.1-5/	28 DEC 2023
AD 2.1-6	24 FEB 2022
ADC	28 DEC 2023

DESTROY THE FOLLOWING PAGES:

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GEN 0.4-1/	30 NOV 2023
GEN 0.4-2	30 NOV 2023
GEN 0.4-3/	30 NOV 2023
GEN 0.4-4	30 NOV 2023
GEN 0.4-5	30 NOV 2023
ENR	
ENR 4.1-1/	05 OCT 2023
ENR 4.1-2	30 NOV 2023
AD	
EKKA	
AD 2.1-3/	26 JAN 2023
AD 2.1-4	18 MAY 2023
AD 2.1-5/	24 FEB 2022
AD 2.1-6	24 FEB 2022
ADC	13 JUL 2023

INSERT THE FOLLOWING PAGES:

HI-TACAN 09R 28 DEC 2023
 HI-TACAN 27L 28 DEC 2023

EKSP

ADC 28 DEC 2023
 ILS or LOC RWY 10L 28 DEC 2023
 ILS or LOC Z RWY 10L 28 DEC 2023
 HI-TACAN 10L 28 DEC 2023
 TACAN RWY 10L 28 DEC 2023
 RNP RWY 10L 28 DEC 2023
 ILS or LOC RWY 28R 28 DEC 2023
 ILS or LOC Z RWY 28R 28 DEC 2023
 HI-TACAN RWY 28R 28 DEC 2023
 TACAN RWY 28R 28 DEC 2023
 RNP RWY 28R 28 DEC 2023

EKYT

AD 2.1-7/ 28 DEC 2023
 AD 2.1-8 28 DEC 2023
 AD 2.1-9/ 28 DEC 2023
 AD 2.1-10 28 DEC 2023
 HI-TACAN RWY 08L 28 DEC 2023
 HI-VORTAC RWY 26R 28 DEC 2023

BGMV

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

DESTROY THE FOLLOWING PAGES:

HI-TACAN 09R 23 MAR 2023
 HI-TACAN 27L 23 MAR 2023

EKSP

ADC 05 OCT 2023
 ILS or LOC RWY 10L 18 MAY 2023
 ILS or LOC Z RWY 10L 18 MAY 2023
 HI-VORTAC 10L 18 MAY 2023
 VORTAC RWY 10L 18 MAY 2023
 RNP RWY 10L 18 MAY 2023
 ILS or LOC RWY 28R 18 MAY 2023
 ILS or LOC Z RWY 28R 18 MAY 2023
 HI-VORTAC RWY 28R 18 MAY 2023
 VORTAC RWY 28R 18 MAY 2023
 RNP RWY 28R 18 MAY 2023

EKYT

AD 2.1-7/ 10 AUG 2023
 AD 2.1-8 02 NOV 2023
 AD 2.1-9/ 10 AUG 2023
 AD 2.1-10 NEW PAGE
 HI-TACAN RWY 08L 02 NOV 2023
 HI-VORTAC RWY 26R 02 NOV 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

END

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0.5-2	30 NOV 2023	2.8-1	24 FEB 2022
0.5-3	30 NOV 2023	2.8-2	24 FEB 2022
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		3.3-2	24 FEB 2022
GEN2		3.4-1	24 FEB 2022
2.1-1	24 FEB 2022	3.4-2	24 FEB 2022
2.1-2	24 FEB 2022	3.4-3	24 FEB 2022
2.2-1	10 AUG 2023	3.5-1	24 FEB 2022
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2.2-6	24 FEB 2022	3.6-4	24 FEB 2022
2.2-7	10 AUG 2023	3.6-5	11 AUG 2022
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2.3-1	24 FEB 2022	GEN4	
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2.4-2	05 OCT 2023		
2.4-3	15 JUN 2023		
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1.4-1	24 FEB 2022	2.3-4	30 NOV 2023
1.4-2	24 MAR 2022	2.3-5	19 MAY 2022
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1.7-1	24 FEB 2022	ENR3	
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3.4-12	02 NOV 2023	5.2-5	24 MAR 2022
3.4-13	02 NOV 2023	5.2-6	24 FEB 2022
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3.5-2	16 JUN 2022	5.2-10	24 FEB 2022
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4.4-4	24 FEB 2022	5.4-6	10 AUG 2023
4.4-5	24 FEB 2022	5.4-7	10 AUG 2023
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		5.4-16	10 AUG 2023
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5.1-12	30 NOV 2023	5.5-9	24 FEB 2022
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AD0		AD 2.1-8	30 NOV 2023
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AD2		NAC	24 FEB 2022
2.0-1	24 FEB 2022	Glider Areas in TMA	18 MAY 2023
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ADC	28 DEC 2023	AD 2.1-1	18 MAY 2023
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COPTER ILS or LOC 27L	07 SEP 2023	AOC-A 08L	23 FEB 2023
COPTER TACAN 27L	07 SEP 2023	PATC 26R	23 FEB 2023
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RNP RWY 27L	07 SEP 2023	NAC	26 JAN 2023
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VORTAC 26R (CAT C-E)	02 NOV 2023
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WP LIST RWY 26R	26 JAN 2023

AD 3**BGNO**

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AD 3.1-4	28 DEC 2023
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ADC	28 DEC 2023
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CHARTS

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

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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	116.70/ 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	110.00/ 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	112.00/ CH 57X	H24	550342.73N 0144521.07E	78.6		DOC FL 500/80 NM
Skrydstrup (4°E 2023)	SKR	TACAN	110.40/ CH 41X	H24	551344.18N 0091250.61E	138.4	(I)	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

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 085.3°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 265.3°M			561750.85N 0090728.66E	THR 170.00
					TDZ 170.00
09L	089.3°T 085.3°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 265.3°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%	755x150 FT / 230 x 45 M	NIL	10001 x 984 ft / 3048 x 300 M	NIL	
27L		745x150 FT / 227 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	034°	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	214°			561817.29N 0090648.64E	N/A
					N/A
14	134°	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	314°			561754.26N 0090714.80E	N/A
					N/A
09	089°	2789 X 147 FT or 850 x 45 M	Grass	N/A	N/A
27	269°				N/A

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
09R	9607 ft / 2928 M	9607 ft / 2928 M	10362 ft / 3158 M	9607 ft / 2928 M	
27L	9607 ft / 2928 M	9607 ft / 2928 M	10352 ft / 3155 M	9607 ft / 2928 M	
09L	9816 ft / 2992 M	9816 ft / 2992 M	10389 ft / 3167 M	9816 ft / 2992 M	
27R	9816 ft / 2992 M	9816 ft / 2992 M	10282 ft / 3134 M	9816 ft / 2992 M	
03/21	2889 ft / 880 M	2889 ft / 880 M	2889 ft / 880 M	2889 ft / 880 M	
14/32	2273 ft / 693 M	2273 ft / 693 M	2273 ft / 693 M	2273 ft / 693 M	
09/27 grass	2789 ft / 850 M	2789 ft / 850 M	2789 ft / 850 M	2789 ft / 850 M	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LIGHT	THR LIGHT	PAPI	TDZ LIGHT	RWY CL LIGHT	RWY EDGE LIGHT	RWY END LIGHT	SWY LIGHT	Rem.
	Type Length Intensity	Colour WBAR	Angle MEHT	Length	Length Spacing Colour Intensity	Length Spacing Colour Intensity	Colour WBAR	Length Colour	
09R	NATO STD 2953 ft / 900 M White LIH	GREEN LIH	3.00° Left side only		9607 ft / 2928 M 49 ft / 15 M White. From 2000-2600 M Red/White. From 2600 M Red. LIH	9607 ft / 2928 M 197 ft / 60 M White LIH	RED LIH	LIH	
27L	CAT II 2953 ft / 900 M LIH	GREEN LIH	3.00° Left side only	2953 ft / 900 M LIH	9607 ft / 2928 M 49 ft / 15 M White. From 2000-2600 M Red/White. From 2600 M Red. LIH	9607 ft / 2928 M 197 ft / 60 M White LIH	RED LIH	LIH	
09L		GREEN LIL	2.75°			9816 ft / 2992 M 197 ft / 60 M Yellow LIH	RED LIL		
27R		GREEN LIL	2.75°			9816 ft / 2992 M 197 ft / 60 M Yellow LIH	RED LIL		

03						BLUE			
21						BLUE			
14						BLUE			
32						BLUE			
09	GRASS								
27	GRASS								

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 E and W end of RWY 27L/09R near GP antenna
3	TWY edge and centreline lighting	Blue edge light
4	Secondary power supply switch-over time	15 Sec. During Cat II operation 1 Sec. on RWY 27L.
5	Remarks	

16. HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	56 18.07'N 009 05.38'E
2	TLOF and/or FATO elevation	155 ft AMSL
3	TLOF and FATO area dimensions, surface, strength, marking	30 x 30 m, asphalt, PCN 29 F/C/W/T, white "H"
4	True and MAG BRG of FATO	089.4 / 269.4° True, 087.4 / 267.4° MAG
5	Declared distance available	N/A
6	APP and FATO lighting	N/A
7	Remarks	Dimensioned for EH-101

17. ATS AIRSPACE

1	Designation and lateral limits	KARUP CTR From 562138N 0085025E - 562138N 0085555E - 562448N 0090255E - 562628N 0091755E - 562158N 0092255E - 561358N 0092255E - 561358N 0091725E - 561048N 0091025E - 561048N 0090555E - 561248N 0090255E - 561248N 0085755E - 561328N 0085555E - 561328N 0085025E TO 562138N 0085025E.
2	Vertical limits	GND - 1.500 FT MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	KARUP TOWER EN, DA
5	Transition altitude	3.000 FT
6	Remarks	For description of KA TMA see ENR 2.1-5

KARUP (EKKA) ARP: 56°17.85N 009°07.48E AD ELEV: 171 FT KARUP APP: 120.425 269.275 KARUP ATIS: 120.575
 KARUP TWR: 119.575 353.575

RWY SLOPE:
All runways: Less than 1%

OBSTACLES:
All obstacles are marked by day and night

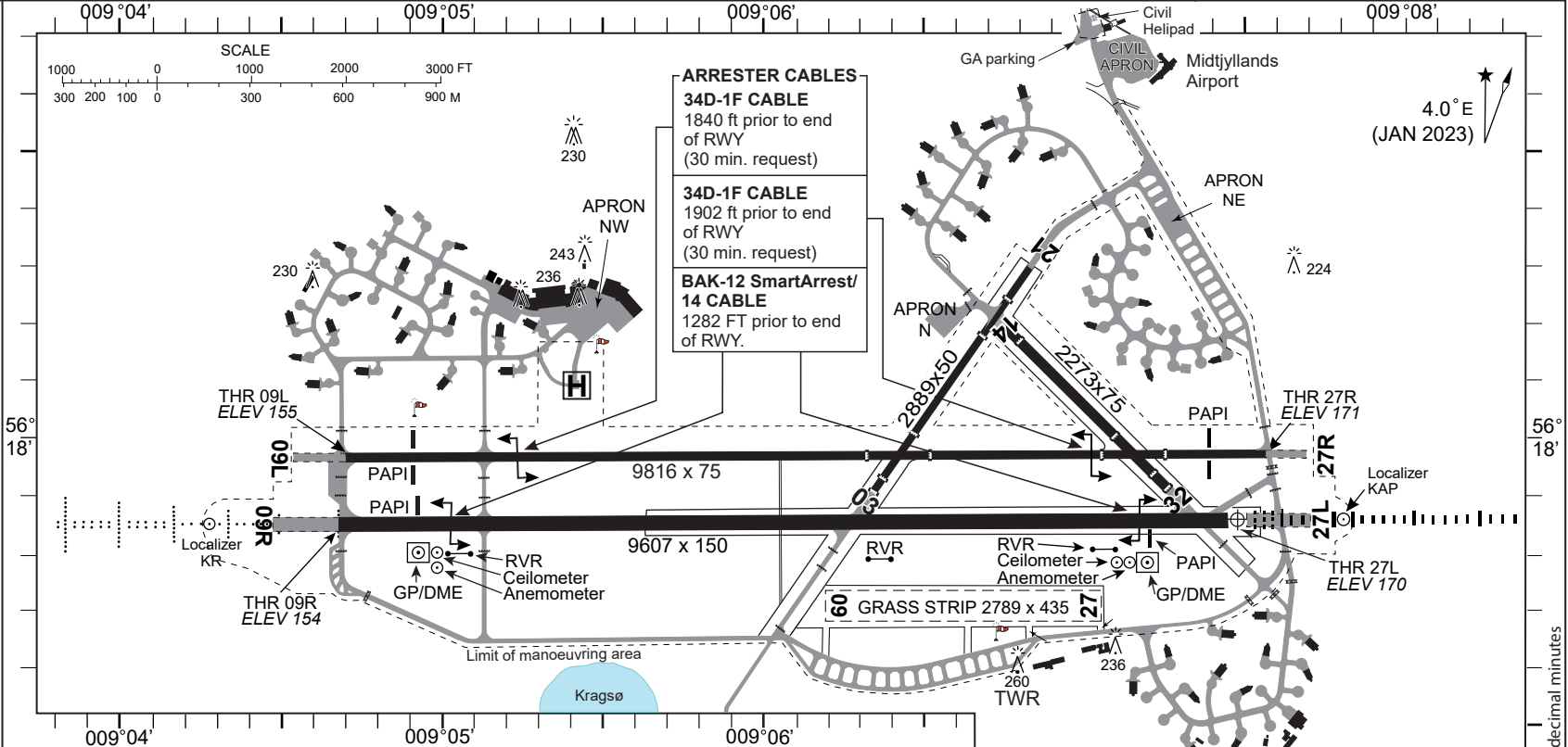
SECONDARY POWER SUPPLY:
Yes, RWY 27L switch-over time during CAT II: 1 SEC, otherwise 15 sec.

ABN:
NIL

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 09L/27R on 30 min. request.

GRASS RWY:
Grass RWY 09-27 2789 x 147 FT is established on either the northern or southern half of the grass strip, depending on surface conditions. Marked with day markings.

DATUM:
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					APCH and RWY LGT						
					PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH	THR	TDZ	PAPI	Edge	End	SWY
09R	089.3°	561749.74N 0090438.39E	THR 154.00	PCN 75 F/C/W/T Asphalt/ concrete Composite construction	W	9607	9607	10362	9607	3000 ft NATO STD White	Green	NIL	3.00°	9863 ft LIH White	Red	Red
			TDZ 160.00			X	8103	8103								
27L	269.3°	561750.85N 0090728.66E	THR 170.00	PCN 75 F/C/W/T Asphalt/ concrete Composite construction	THR E1	9607	9607	10352	9607	3000 ft CAT II	Green	3000 ft White	3.00°	9863 ft LIH White	Red	Red
			TDZ 170.00			03/21	4114	4114								
09L	089.3°	561756.70N 0090439.44E	THR 155.00	PCN 120 F/B/W/T Asphalt/ concrete Composite construction	W	9816	9816	10389	9816	NIL	Green LIL	NIL	2.75°	9747 ft LIL Yellow	Red LIL	NIL
			-			X	8375	8375								
27R	269.3°	561757.84N 0090733.43E	THR 171.00	PCN 120 F/B/W/T Asphalt/ concrete Composite construction	E	9816	9816	10282	9816	NIL	Green LIL	NIL	2.75°	9747 ft LIL Yellow	Red LIL	NIL
			-			03/21	6036	6036								

RWY	TRUE BRG	Dimension	Surface	THR coordinates	
				Mag	Grid
03	034°	2889 x 50 ft	PCN 90 F/C/W/T Asphalt/concrete	561753.78N	0090619.75E
21	214°			561817.29N	0090648.64E
14	135°	2273 x 75 ft	PCN 101 F/C/W/T Asphalt/concrete	561809.92N	0090645.99E
32	315°			561754.26N	0090714.80E
09	089°	2789 x 147 ft	Grass		
27	269°				

TWY width: TWY E1, TWY S, TWY X: 40 FT. Other TWY's: 50 - 80 FT. TWY lighting: BLUE EDGE. RGL for RWY 09R/27L.

Helipad position: 56°18.07'N 009°05.38'E. PCN 29 F/C/W/T

CHANGES RWY 09R - ASDA CORRECTED, TORA PSN W ADDED.

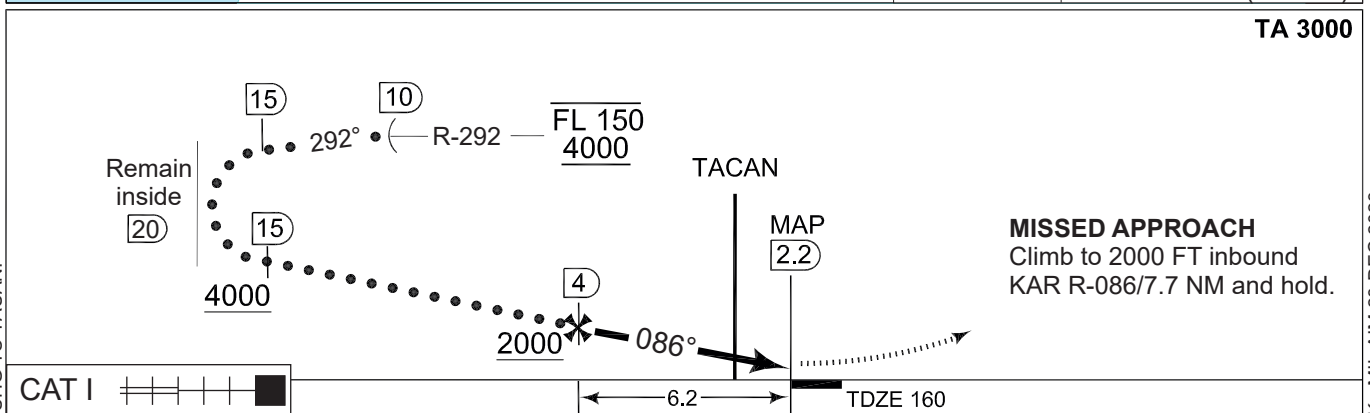
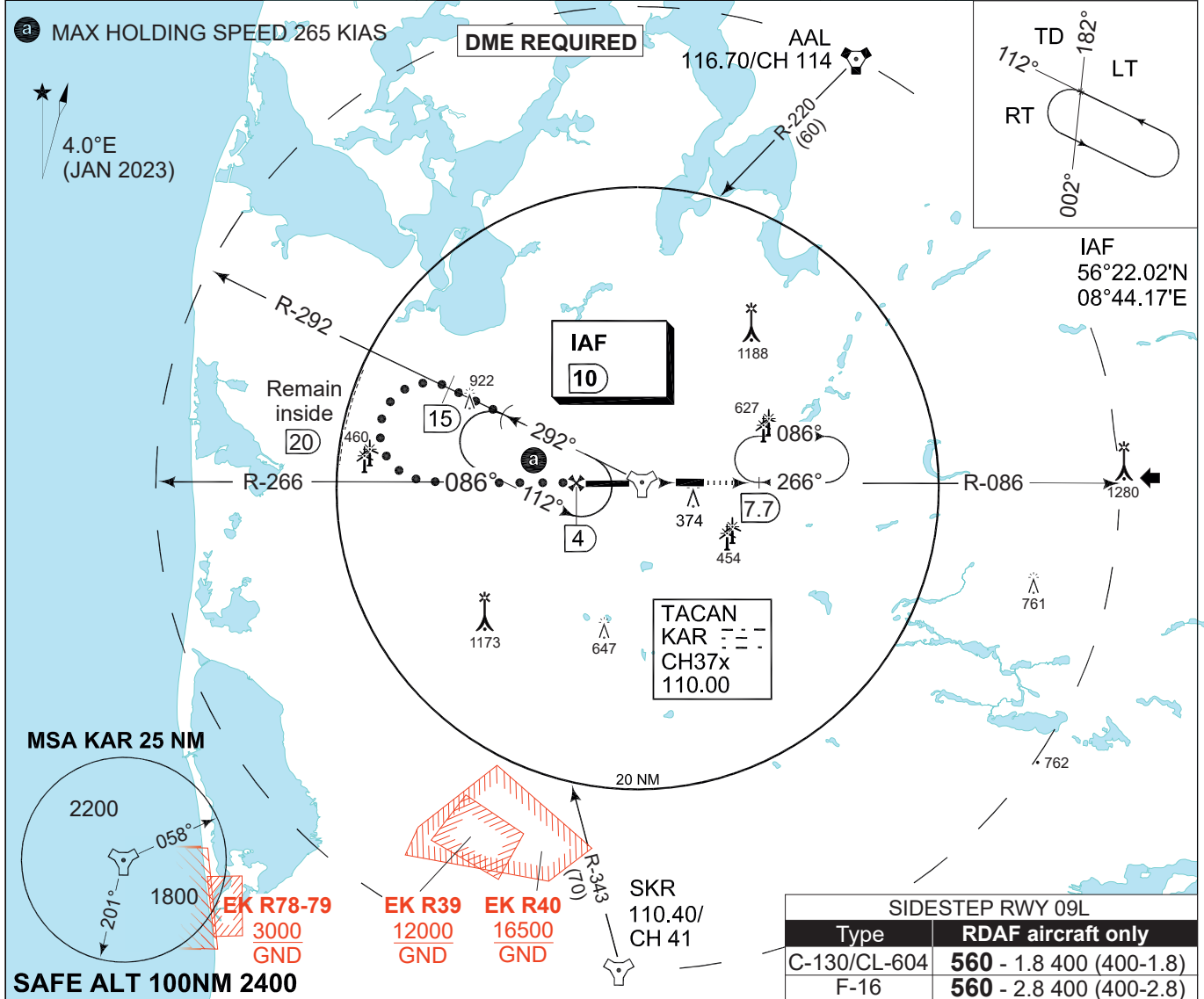
AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

TERPS INSTRUMENT APPROACH CHART

AD ELEV 171

**HI-TACAN 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	
TACAN KAR 110.00/CH 37x	APP COURSE 086°	FAF ALT 2000 FT	DESCENT GR 292 FT/NM	MDA 500	TDZE 160	ALS length 900 M	LDA 9607 FT



CATEGORY	C	D	E
S-TACAN 09R	500 -1200 340 (400-1.2/1.6)		500 -1200 340 (400-1.2/2.0)
CIRCLING	680 -2400 510 (600-2.4)	720 -3200 550 (600-3.2)	780 -3600 610 (700-3.6)

HI-TACAN RWY 09R 56°17.85'N
009°07.48'E **KARUP AIR BASE (EKKA)**

CHANGES: SKR SYMBOL CHG TO TACAN.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

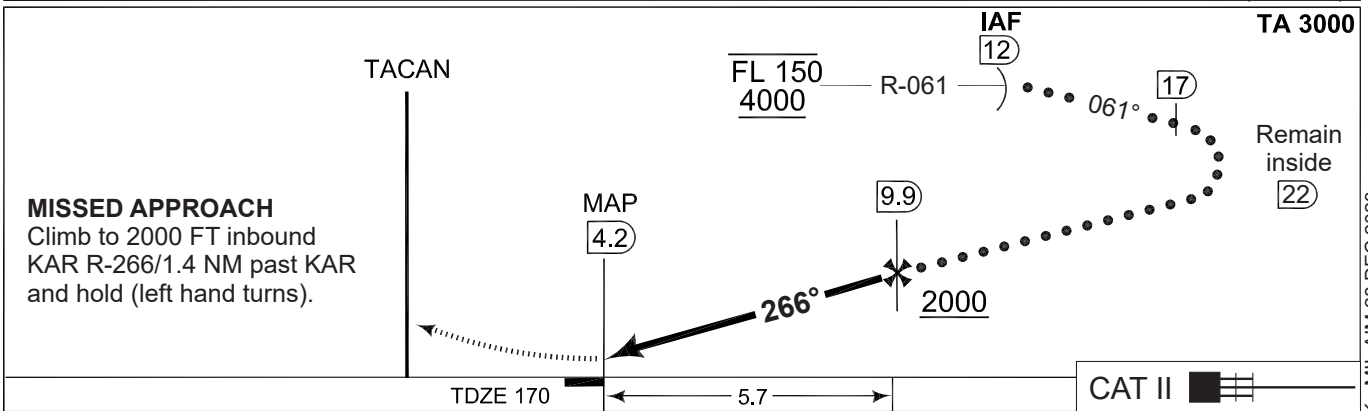
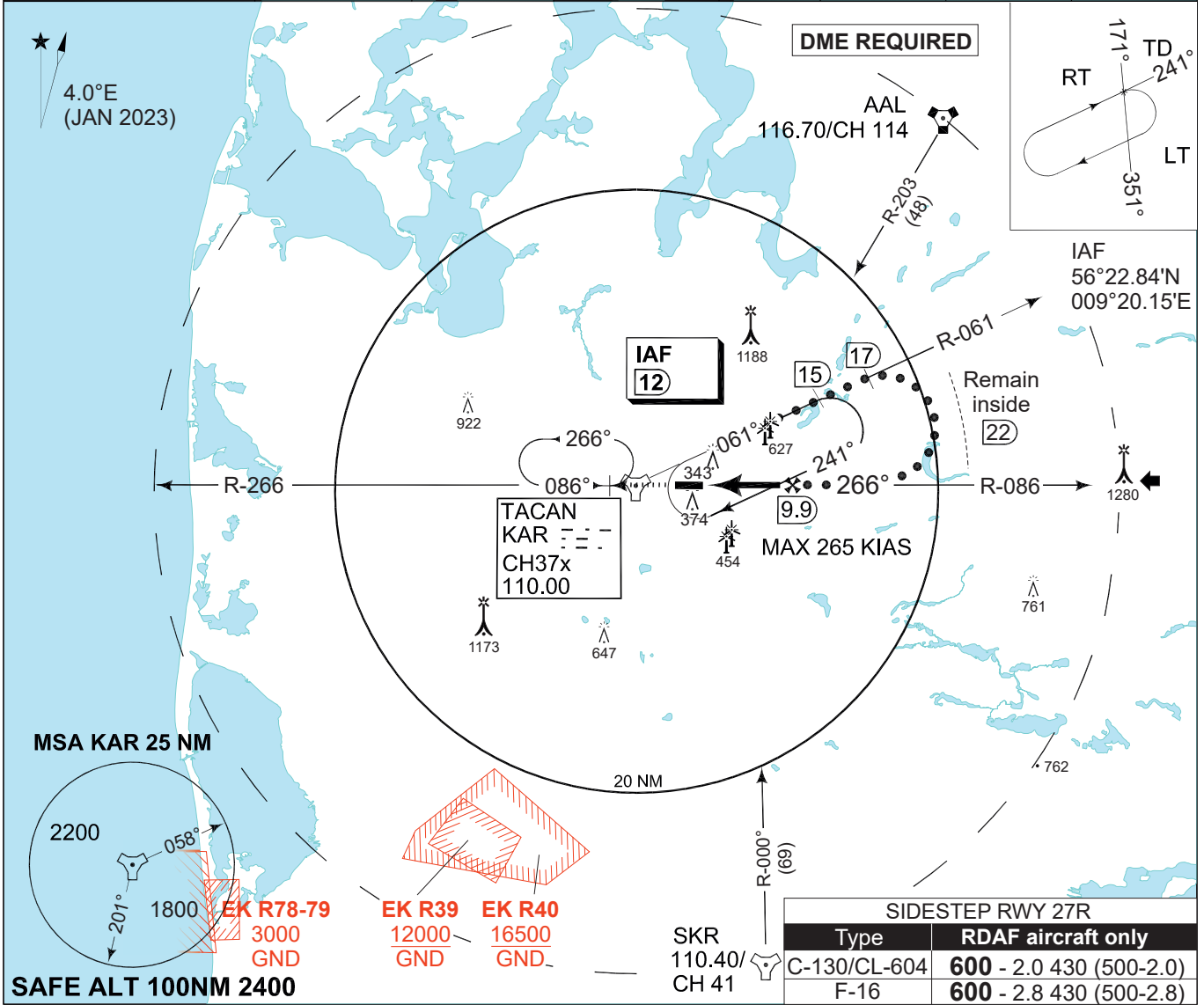
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TERPS INSTRUMENT APPROACH CHART

**HI-TACAN 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	APP COURSE 266°	FAF ALT 2000 FT	DESCENT GR 305 FT/NM	MDA 600	TDZE 170	ALS length 900 M	LDA 9607 FT



CATEGORY	C	D	E
TERPS S-TACAN 27L	600 -1200 430 (500-1.2/2.0)	600 -1200 430 (500-1.2/2.4)	
CIRCLING	680 -2400 510 (600-2.4)	720 -3200 550 (600-3.2)	780 -3600 610 (700-3.6)

HI-TACAN RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: SKR SYMBOL CHG TO TACAN.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

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SKRYDSTRUP (EKSP)	ARP: 55° 13.53N 009° 15.84E	AD ELEV: 141 FT	SKRYDSTRUP APP: SKRYDSTRUP TWR:	124.100 315.100 118.275 286.375	SKRYDSTRUP ATIS: 133.900
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RWY SLOPE:
RWY 10L/28R: Less than 1%
RWY 10R/28L: Less than 1%

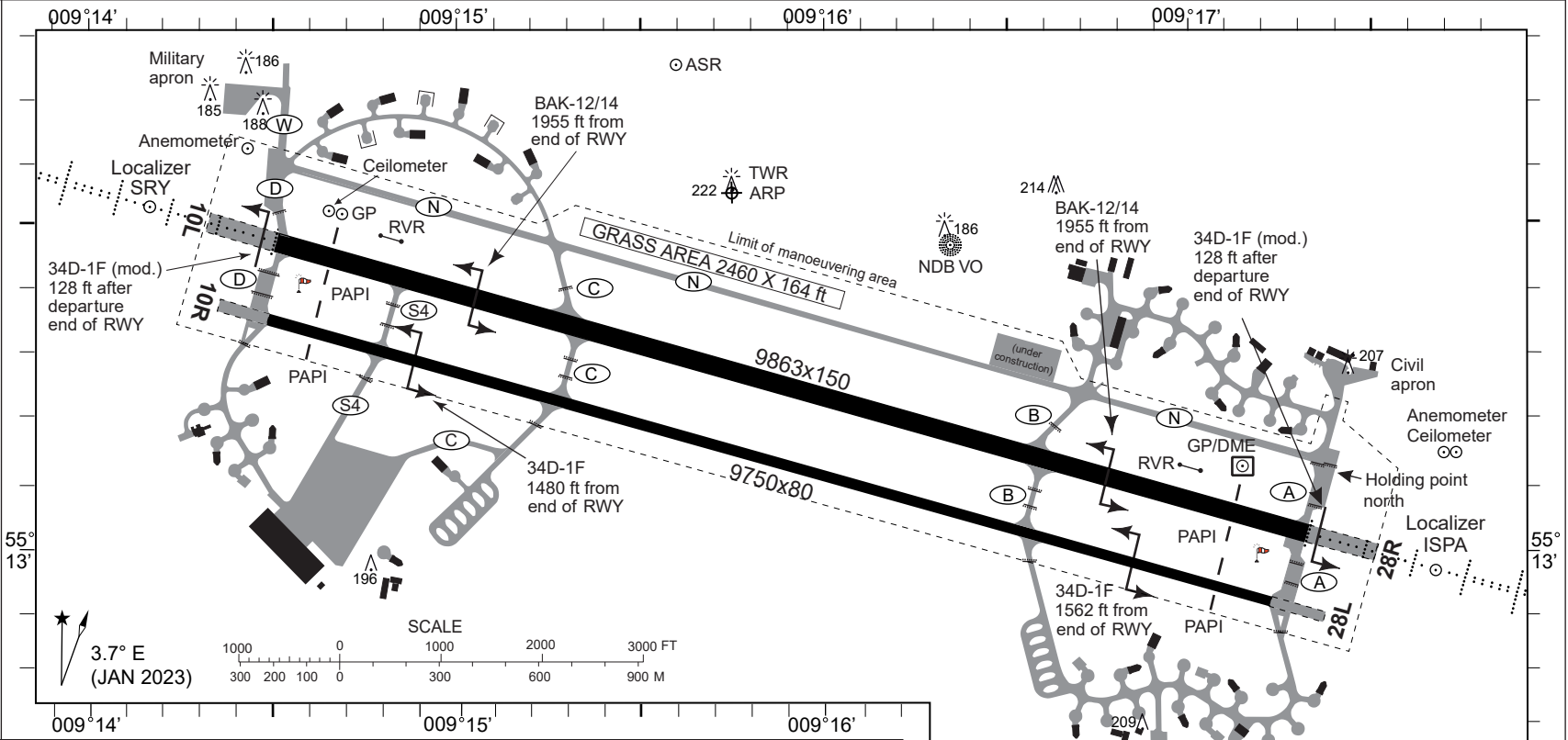
OBSTACLES:
All obstacles are marked by day and night.

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	Streight and surface of RWY and SWY	DECLARED DISTANCES				APCH and RWY LGT					CIR	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA (MIPS)	
					PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH	THR	PAPI	Edge									End
10L	105.44°	551328.56N 0091438.19E	THR 126.00 TDZ 127.00	PCN 90 F/B/W/T Asphalt/ concrete	D	9863	9863	10597	9863	900 M NATO STD White	Green	3.00°	9863 ft LIH White	Red	Red	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)
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		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							TWY width: TWY D north of RWY 10L/28R to military apron: 75 FT TWY N: 73 FT Other TWYs: 50 FT
28L	285.44°	551256.12N 0091717.95E	THR 139.00 -		A B C	9747 7457 2759	9747 7457 2759	10237 5247 3249		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.

TWY lighting: BLUE EDGE

CHANGES: TWY N WIDTH ADDED.

MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 10L SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155	SKRYDSTRUP ATIS 133.900	SKRYDSTRUP APPROACH 315.100 124.100	SKRYDSTRUP TOWER 286.375 118.275
LOC-DME ISPA 109.35/CH 30y	APP COURSE 101°	FAP/FAF ALT 2000 FT	GS 3.00° DA 326 THR 126 ALS length 900 M LDA 9863 FT

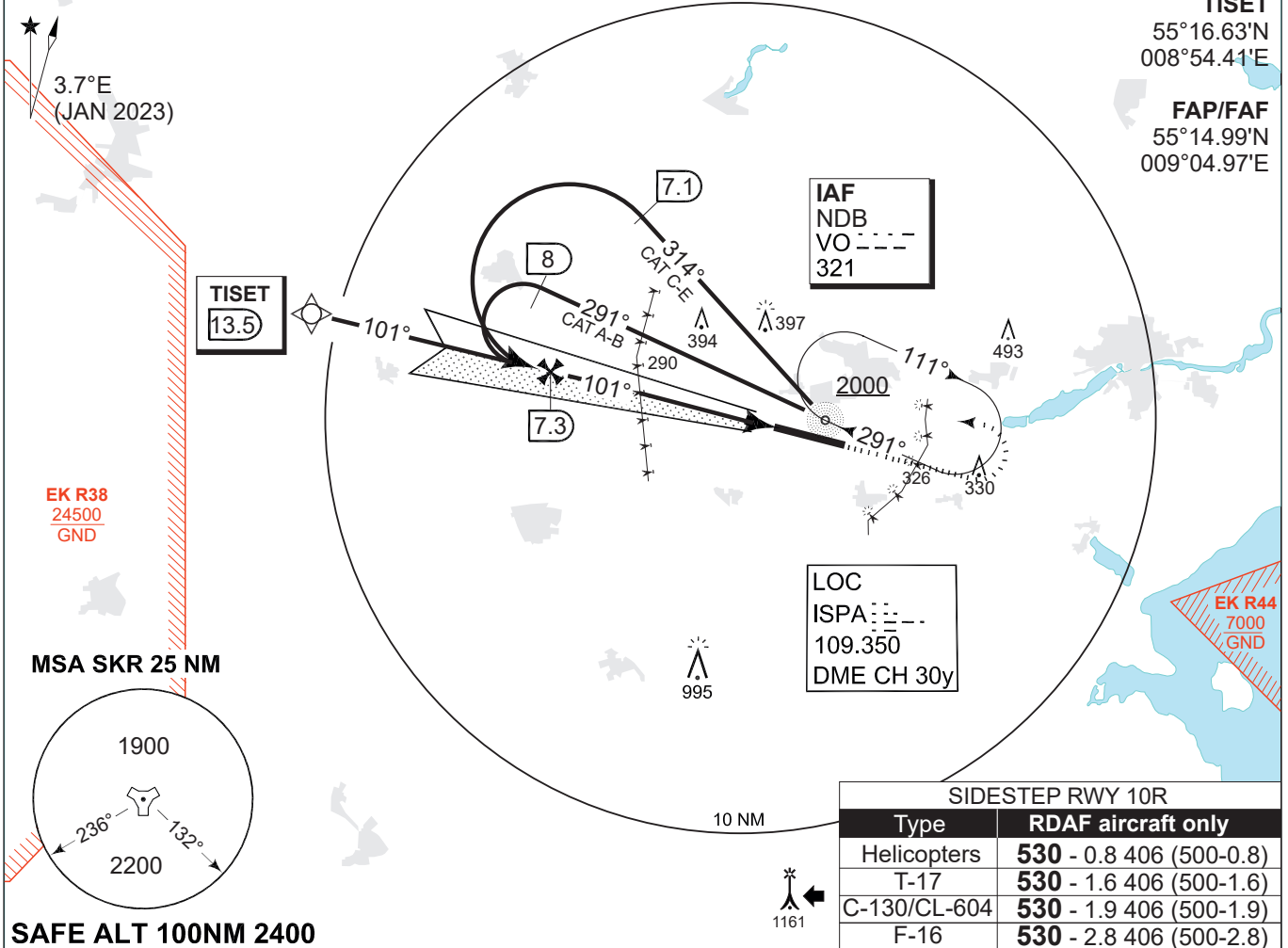
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

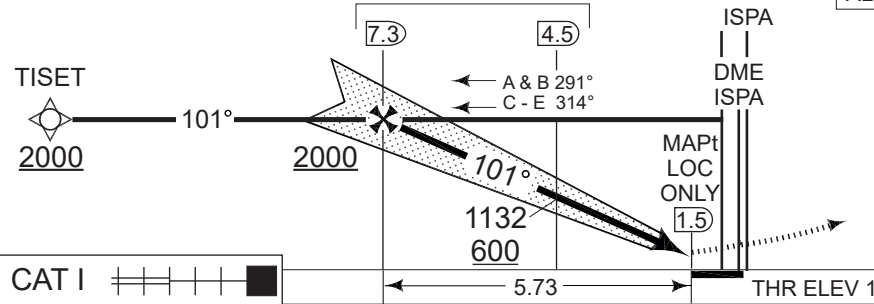
TISET
55°16.63'N
008°54.41'E

FAP/FAF
55°14.99'N
009°04.97'E



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 101° to 2000 FT.
Then turn left to join NDB VO holding.

CATEGORY	A	B	C	D	E
S-ILS 10L	326 -550 200 (200-0.8/1.2)				
S-LOC 10L	410 -750 284 (300-0.8/1.4)				
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)

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

CHANGES: SKR SYMBOL CHG TO TACAN.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 10L SKRYDSTRUP (EKSP)

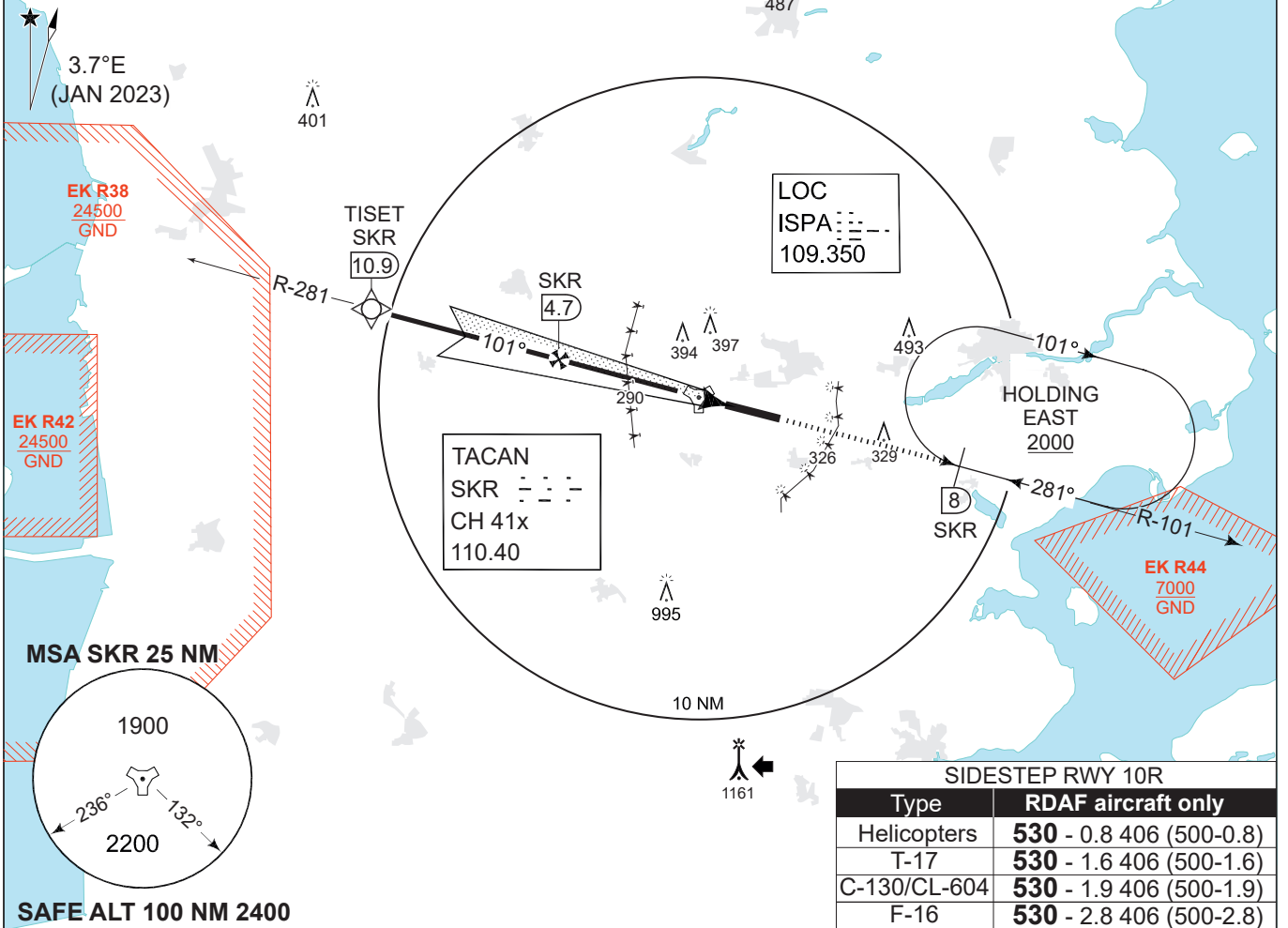
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.900		SKRYDSTRUP APPROACH 315.100 124.100			SKRYDSTRUP TOWER 286.375 118.275		
TACAN SKR 110.4/CH 41x	LOC ISPA 109.35	APP COURSE 101°	FAP/FAF ALT 2000 FT	GS 3.00°	DA 326	THR 126	ALS length 900 M	LDA 9863 FT	

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

DME REQUIRED

TISET
55° 16.63'N
008° 54.41'E

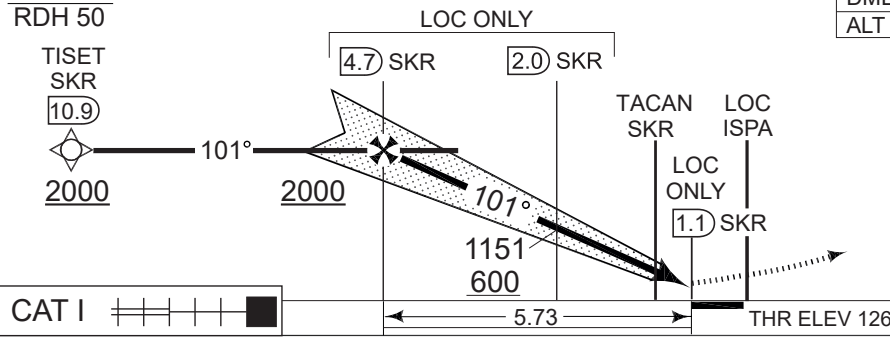
NOTE: RADAR VECTORS TO FINAL REQUIRED



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-101 to SKR 8 DME
and join holding EAST.

CHANGES: SKR VOR REMOVED.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

CATEGORY	A	B	C	D	E
S-ILS 10L	326 -550 200 (200-0.8/1.2)				
S-LOC 10L	410 -750 284 (300-0.8/1.4)				
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)

ILS or LOC Z RWY 10L

55°13.53'N
009°15.84'E
13-3

SKRYDSTRUP (EKSP)

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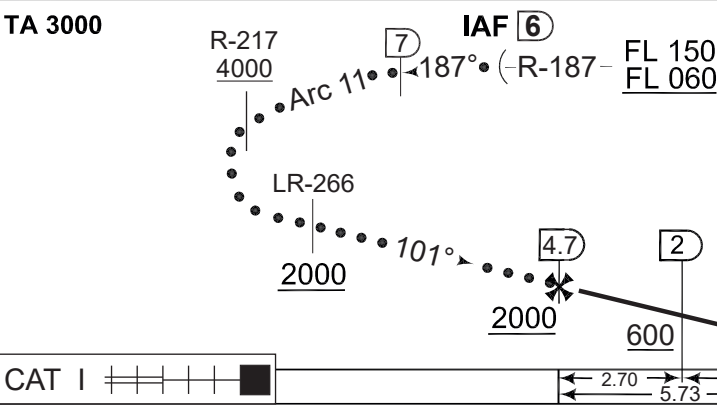
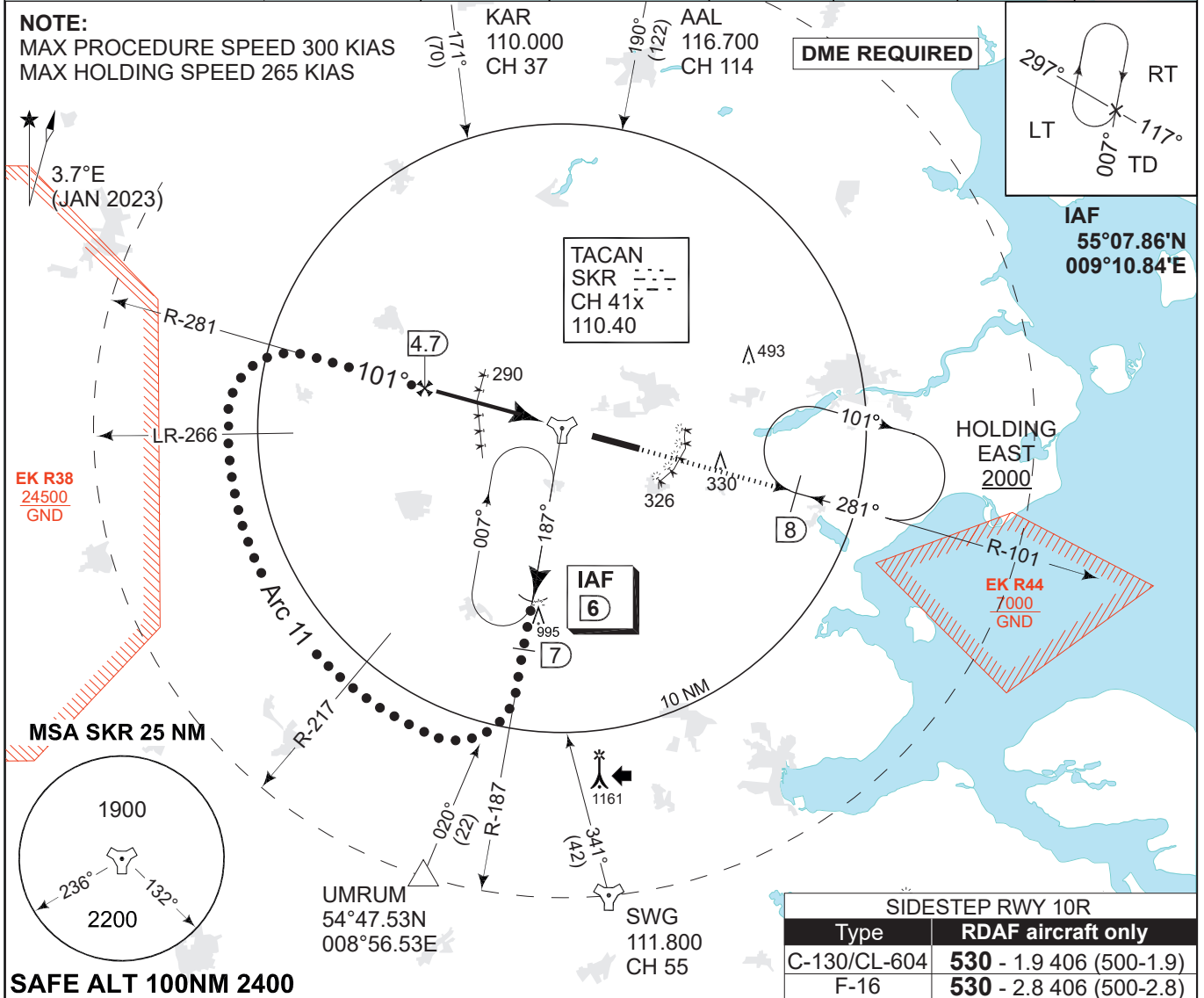
MIPS INSTRUMENT APPROACH CHART

HI-TACAN RWY 10L SKRYDSTRUP (EKSP)

AD ELEV 141

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.900		SKRYDSTRUP APPROACH 315.100 124.100		SKRYDSTRUP TOWER 286.375 118.275	
TACAN SKR 110.40/CH 41x	APP COURSE 101°	FAF ALT 2000 FT	DESCENT GR 319 FT/NM	MDA 430	THR ELEV 126	ALS length 900 M	LDA 9863 FT

NOTE:
MAX PROCEDURE SPEED 300 KIAS
MAX HOLDING SPEED 265 KIAS



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-101 outbound.
At SKR 8 DME join holding EAST.

CATEGORY	C	D	E
----------	---	---	---

MIPS	S-TACAN 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)

HI-TACAN RWY 10L 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**
13-4

CHANGES: SKR VOR REMOVED.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

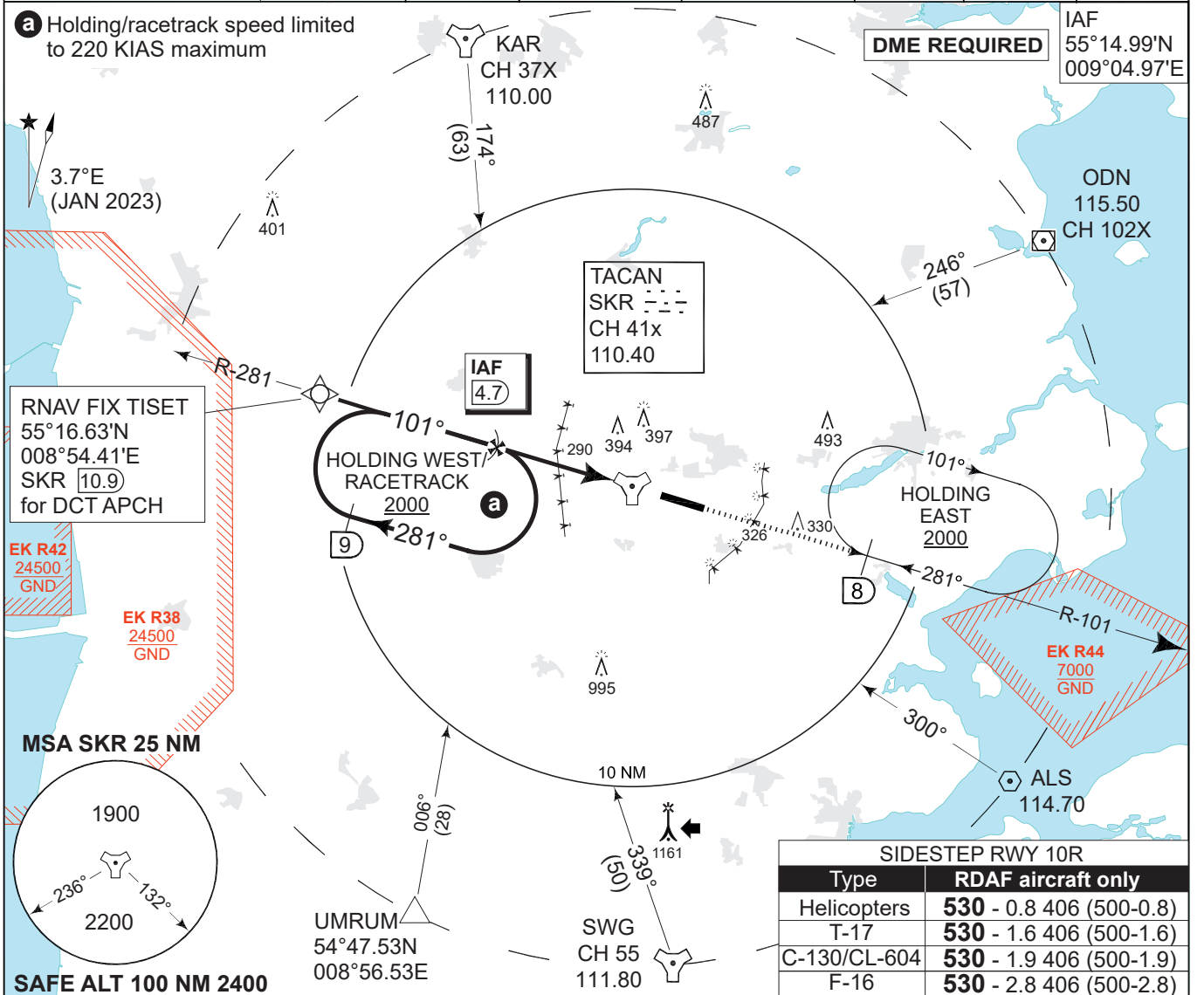
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MIPS INSTRUMENT APPROACH CHART

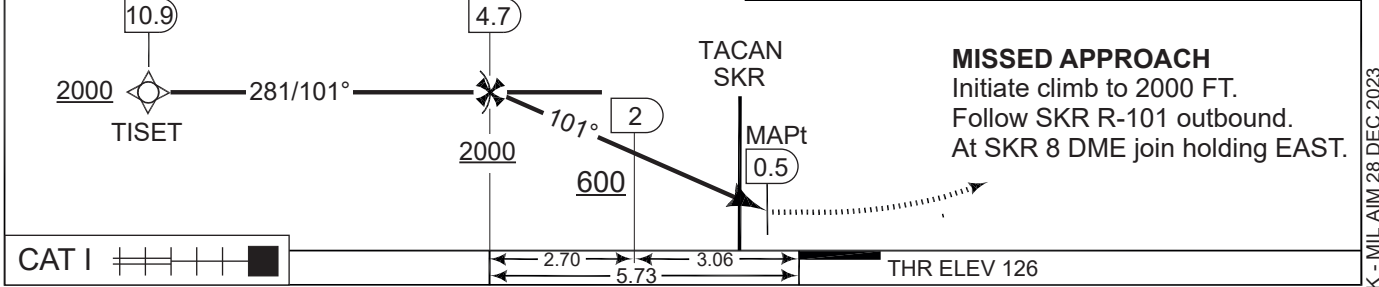
TACAN RWY 10L SKRYDSTRUP (EKSP)

AD ELEV 141

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.900		SKRYDSTRUP APPROACH 315.100 124.100		SKRYDSTRUP TOWER 286.375 118.275	
TACAN SKR 110.40/CH 41x	APP COURSE 101°	FAF ALT 2000 FT	DESCENT GR 319 FT/NM	MDA See minima	THR ELEV 126	ALS length 900 M	LDA 9863 FT



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



CATEGORY	A	B	C	D	E
S-TACAN 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)

TACAN RWY 10L 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**

13-5

CHANGES: CHG FROM VORTAC TO TACAN.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

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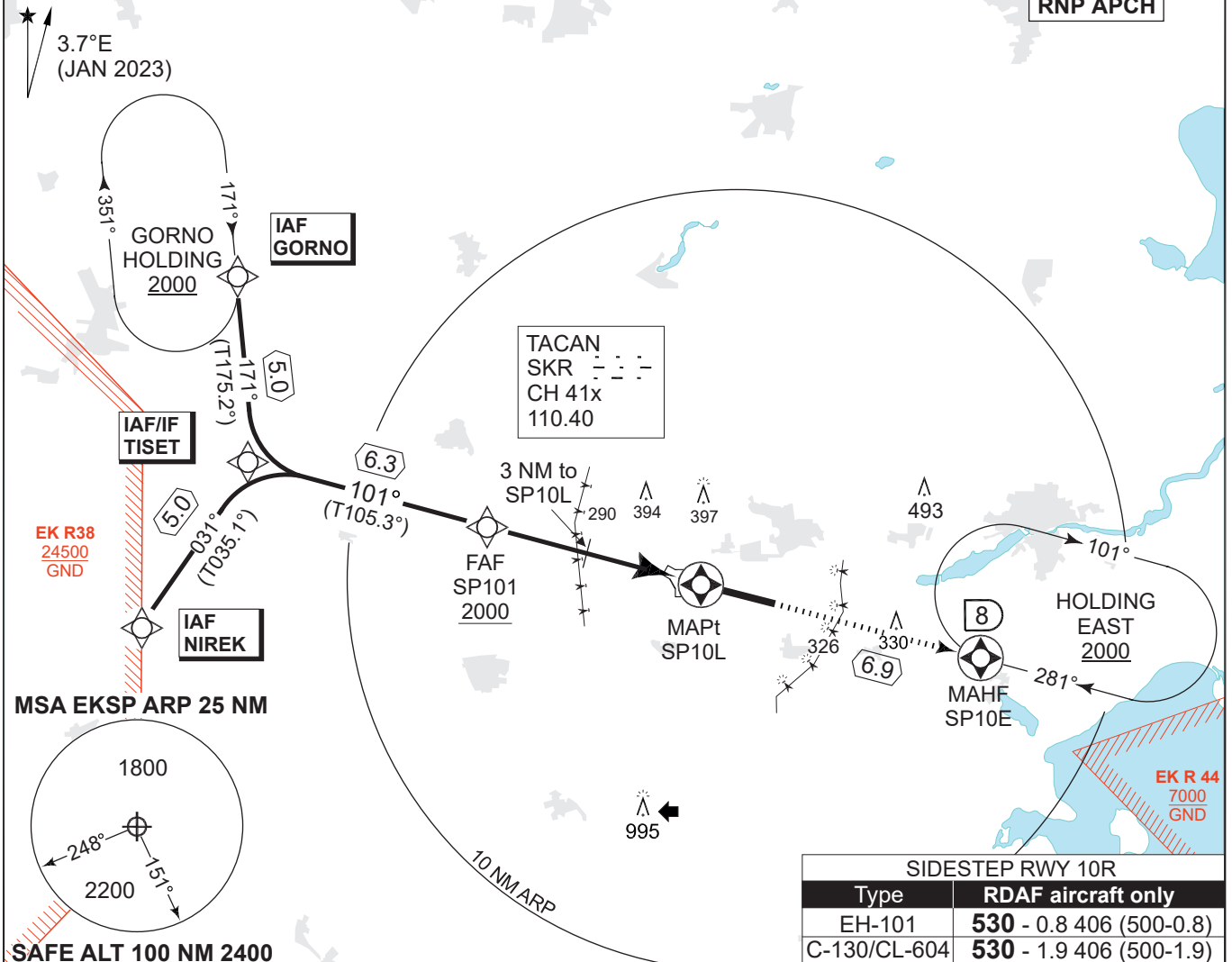
MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

RNP RWY 10L SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.900	SKRYDSTRUP APPROACH 315.100 124.100		SKRYDSTRUP TOWER 286.375 118.275		
TACAN SKR 110.40/CH 41x	APP COURSE 101°	FAF 2000 FT	Descent GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 126	ALS LENGTH 900 M	LDA 9863 FT

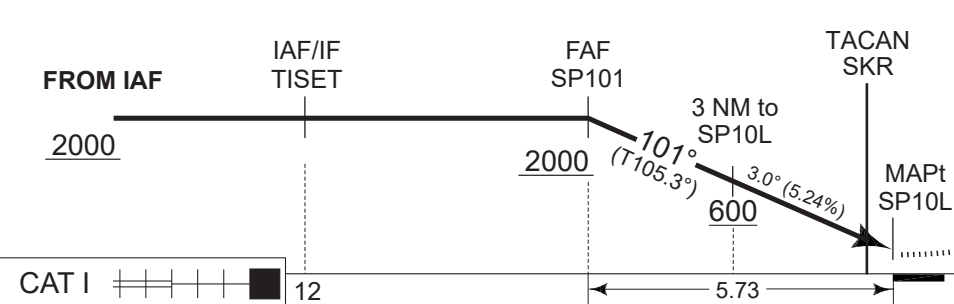
CAUTION: IAF NIREK not available when EK R38 is active



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 101° to SP10E and join Holding East.
Non-RNP: Climb to 2000 FT on SKR R-101 to 8 DME and join Holding East.

CHANGES: SKR VOR REMOVED.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

CATEGORY	A	B	C	D	E
MIPS 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)

RNP RWY 10L

55°13.53'N
009°15.84'E
13-6

SKRYDSTRUP (EKSP)

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 28R SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.900		SKRYDSTRUP APPROACH 315.100 124.100		SKRYDSTRUP TOWER 286.375 118.275	
LOC / DME SRY 109.35/CH 30y	APP COURSE 281°	GS INTCP ALT 2200 FT	GS 3.0°	DA 341	THR ELEV 141	ALS LENGTH 900 M	LDA 9863 FT

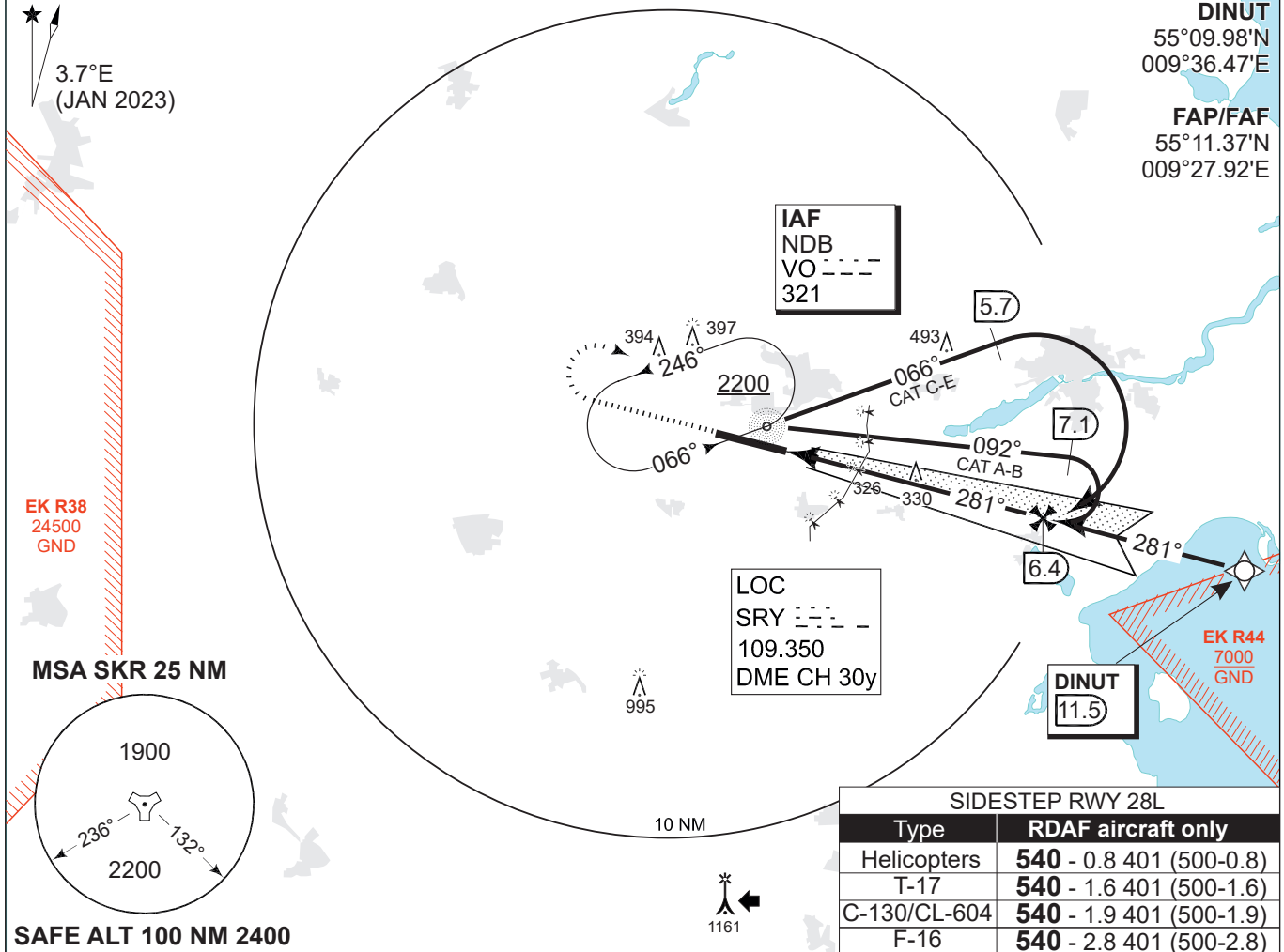
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

DINUT
55°09.98'N
009°36.47'E

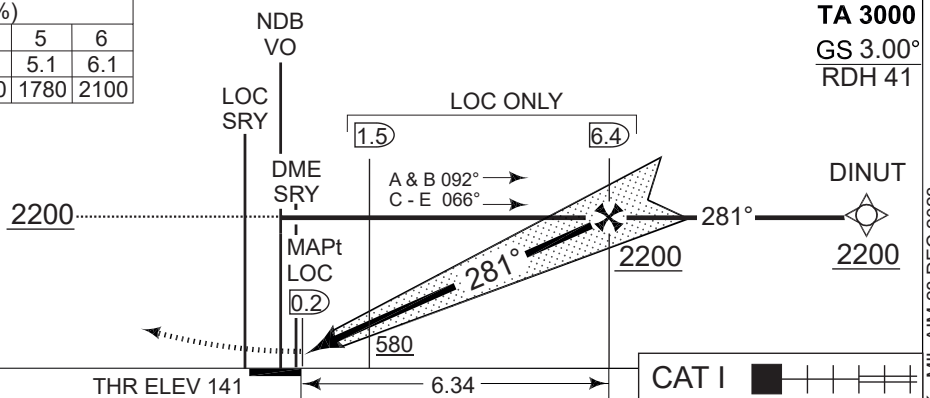
FAP/FAF
55°11.37'N
009°27.92'E



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

MISSED APPROACH

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



CHANGES: SKR SYMBOL CHG TO TACAN.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

CATEGORY	A	B	C	D	E
S-ILS/DME 28R	341 -550 200 (200-0.8/1.2)				
S-LOC/DME 28R	470 -800 329 (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)

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

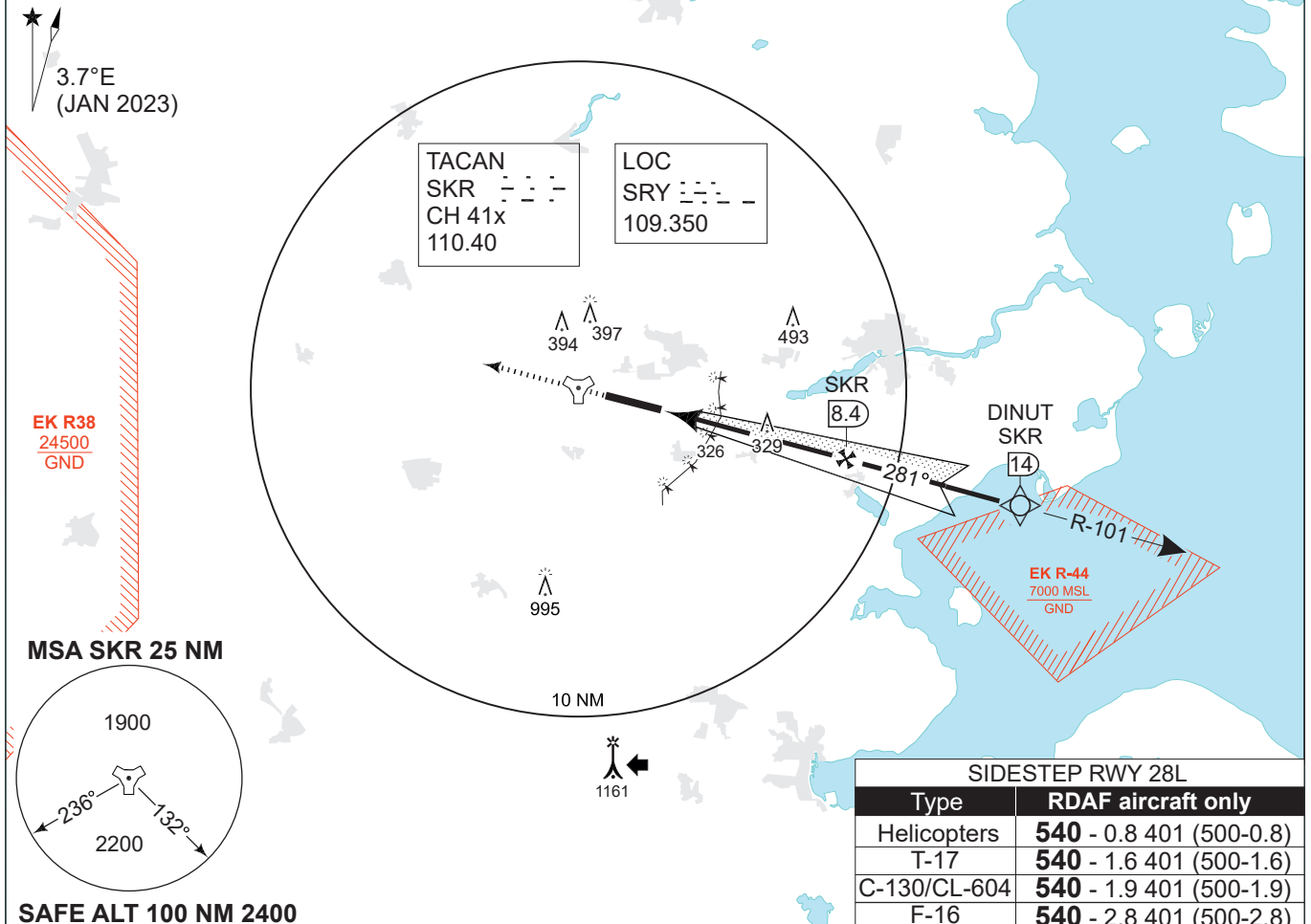
ILS or LOC Z RWY 28R SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.900	SKRYDSTRUP APPROACH 315.100 124.100			SKRYDSTRUP TOWER 286.375 118.275		
TACAN SKR 110.40/CH 41x	LOC SRY 109.35	APP COURSE 281°	GS INTCP ALT 2000 FT	GS 3.0°	DA 341	THR 141	ALS length 900 M	LDA 9863 FT

CAUTION:
THE DME INDICATIONS ARE FROM TACAN 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

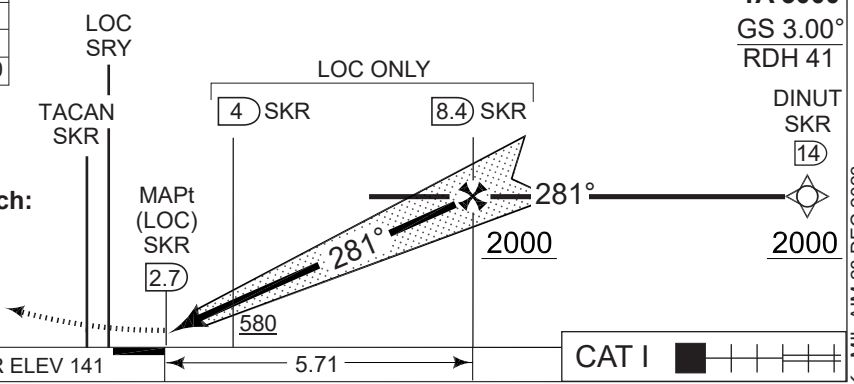


SIDESTEP RWY 28L	
Type	RDAF aircraft only
Helicopters	540 - 0.8 401 (500-0.8)
T-17	540 - 1.6 401 (500-1.6)
C-130/CL-604	540 - 1.9 401 (500-1.9)
F-16	540 - 2.8 401 (500-2.8)

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 281° to 2000 ft. Inform ATC.
Radio com. failure during Missed Approach:
Initiate climb to 2000 ft on track 281°. When passing 1000 ft turn left inbound SKR R-101/8.4 DME and hold. Squawk 7600.



CHANGES: SKR VOR REMOVED.

CATEGORY	A	B	C	D	E
S-ILS/DME 28R	341 -550 200 (200-0.8/1.2)				
S-LOC/DME 28R	470 -800 329 (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)

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

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MIPS INSTRUMENT APPROACH CHART

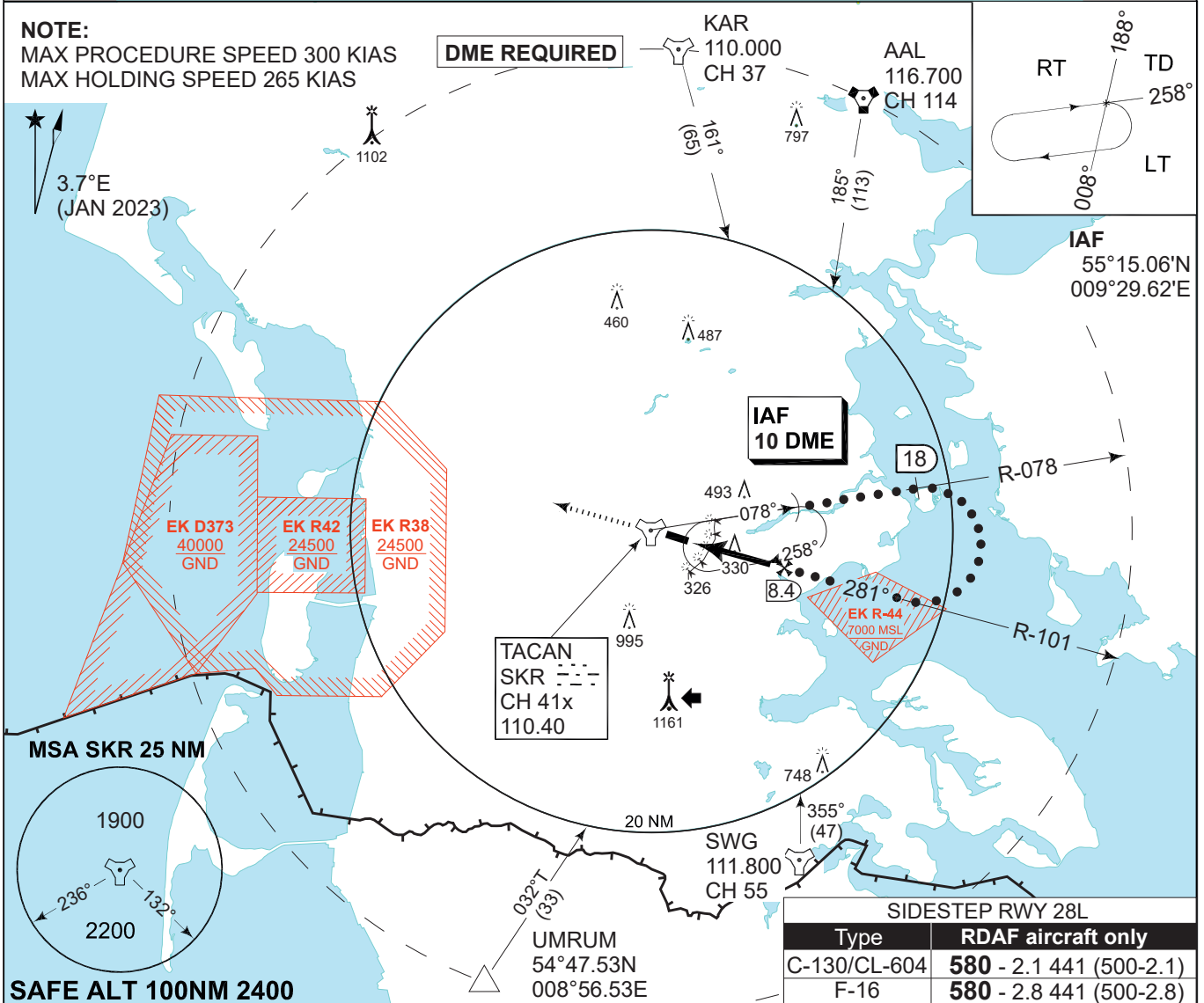
HI-TACAN RWY 28R SKRYDSTRUP (EKSP)

AD ELEV 141

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.900		SKRYDSTRUP APPROACH 315.100 124.100		SKRYDSTRUP TOWER 286.375 118.275	
TACAN SKR 110.40/CH 41x	APP COURSE 281°	FAF ALT 2000 FT	DESCENT GR 319 FT/NM	MDA 580	THR ELEV 141	ALS length 900 M	LDA 9863 FT

NOTE:
MAX PROCEDURE SPEED 300 KIAS
MAX HOLDING SPEED 265 KIAS

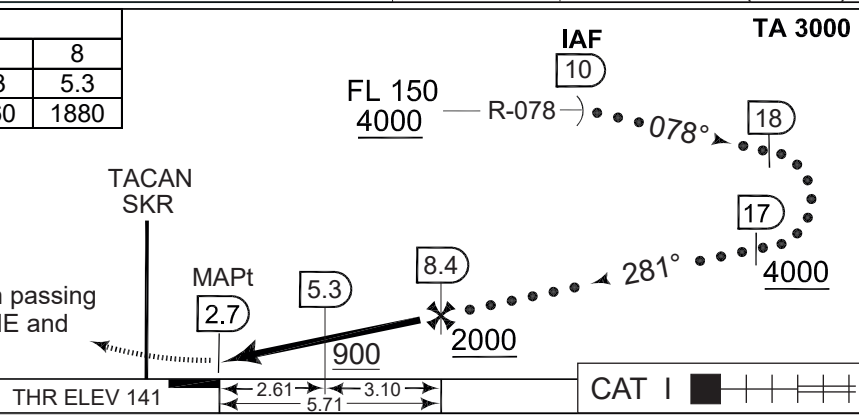
DME REQUIRED



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 281° to 2000 ft. Inform ATC.

Radio communication failure during Missed Approach:
Initiate climb to 2000 ft on track 281°. When passing 1000 ft turn left inbound SKR R-101/8.4 DME and hold. Squawk 7600.



CATEGORY	C	D	E
S-TACAN 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: SKR VOR REMOVED.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

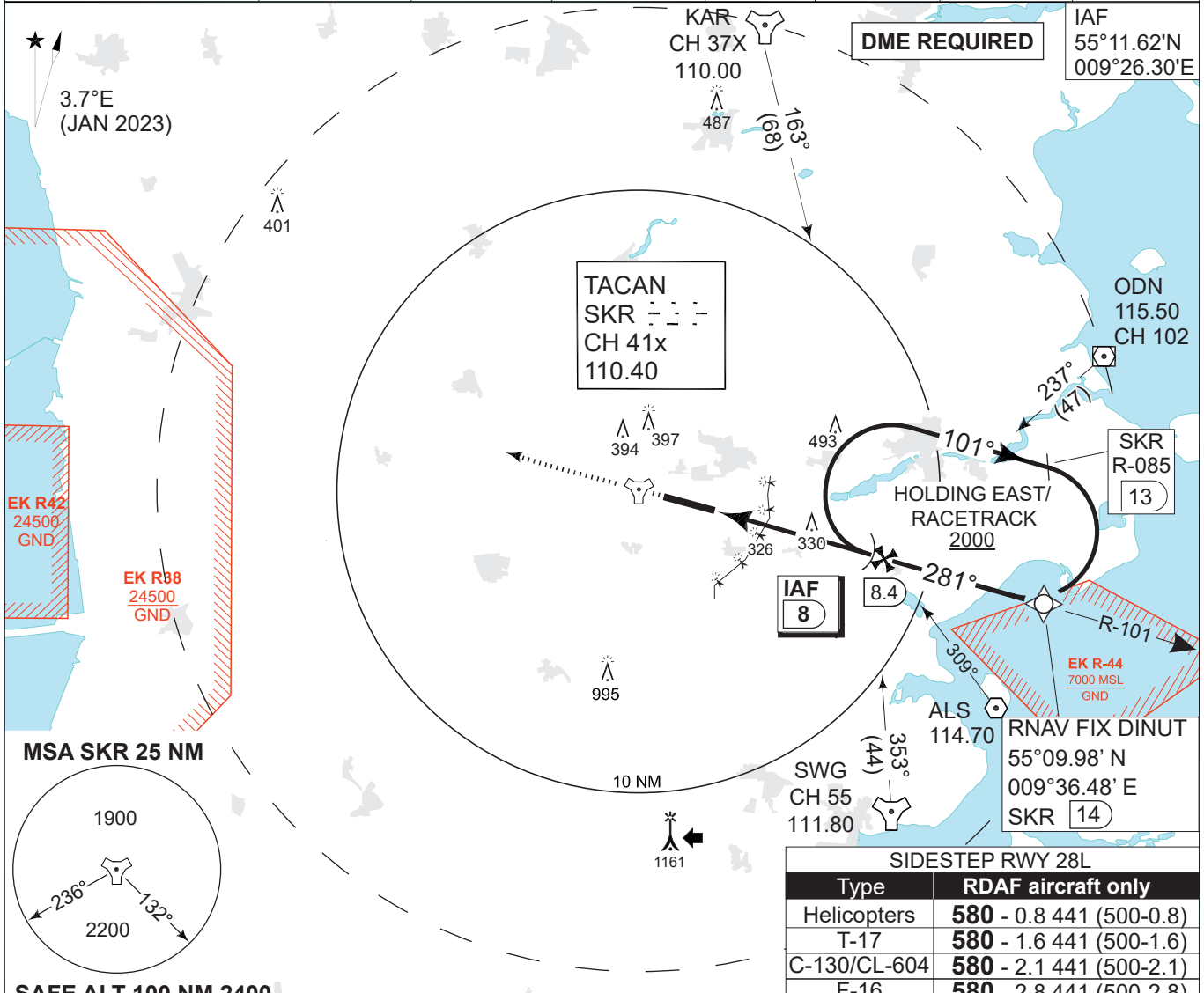
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MIPS INSTRUMENT APPROACH CHART

TACAN RWY 28R SKRYDSTRUP (EKSP)

AD ELEV 141

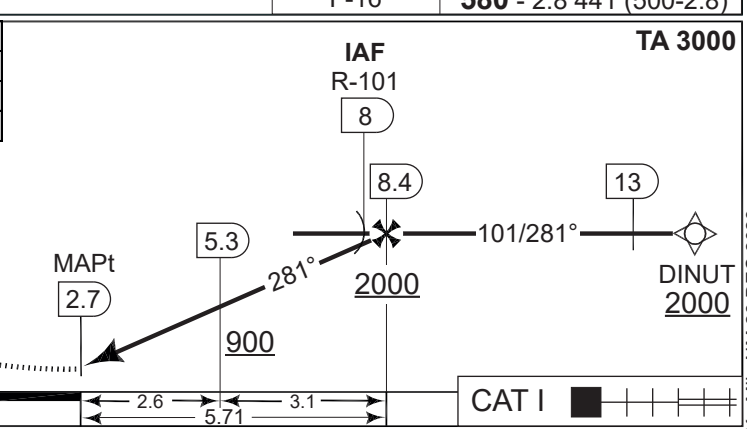
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.900		SKRYDSTRUP APPROACH 315.100 124.100		SKRYDSTRUP TOWER 286.375 118.275	
TACAN SKR 110.40/CH 41x	APP COURSE 281°	FAF ALT 2000 FT	DESCENT GR 319 FT/NM	MDA 580	THR ELEV 141	ALS length 900 M	LDA 9863 FT



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 281° to 2000 ft. Inform ATC.

Radio communication failure during Missed Approach:
Initiate climb to 2000 ft on track 281°. When passing 1000 ft turn left inbound IAF and hold. Squawk 7600.



CATEGORY	A	B	C	D	E
S-TACAN 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)

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

CHANGES: CHG FROM VORTAC TO TACAN.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

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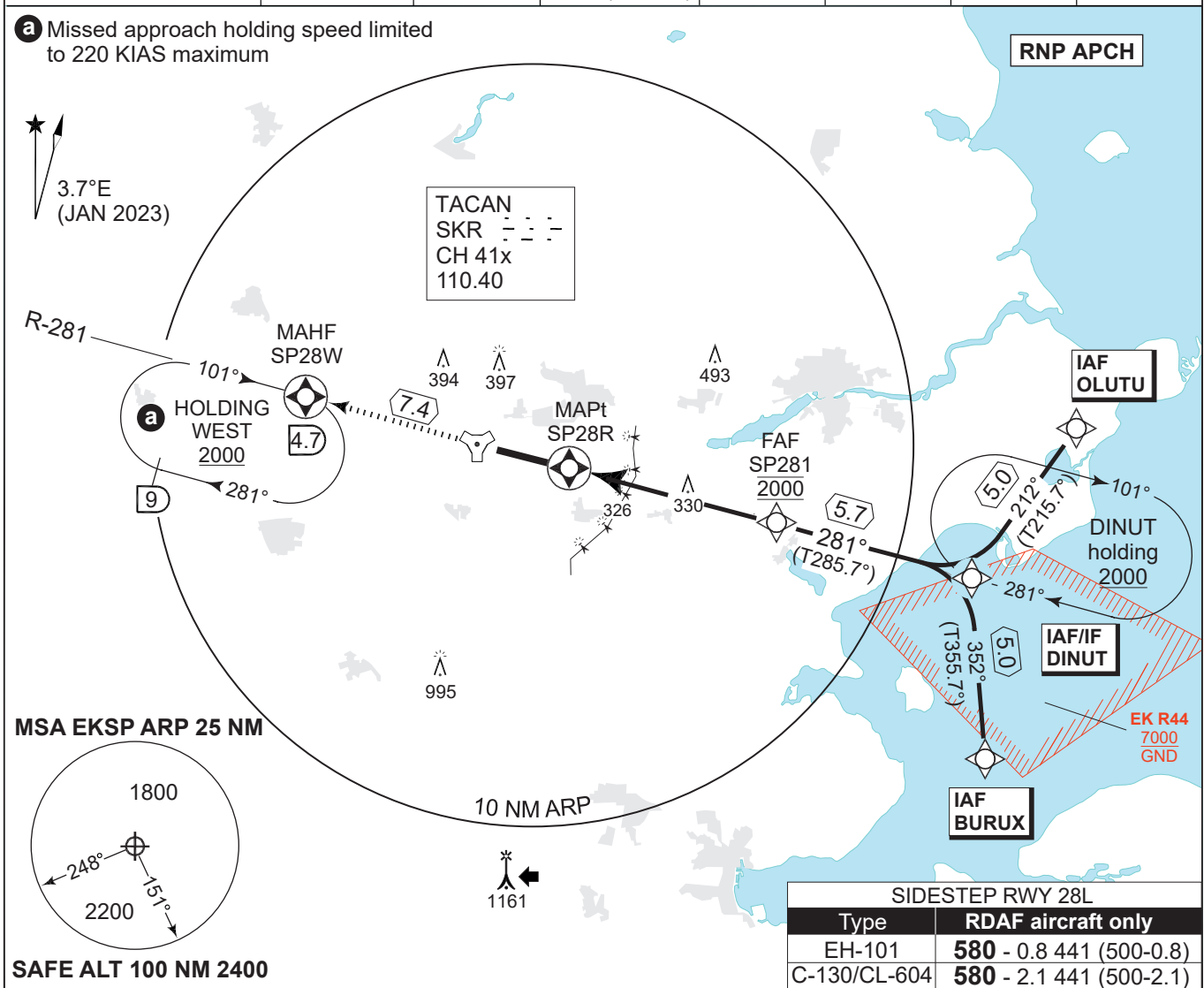
MIPS INSTRUMENT APPROACH CHART

RNP RWY 28R SKRYDSTRUP (EKSP)

AD ELEV 141

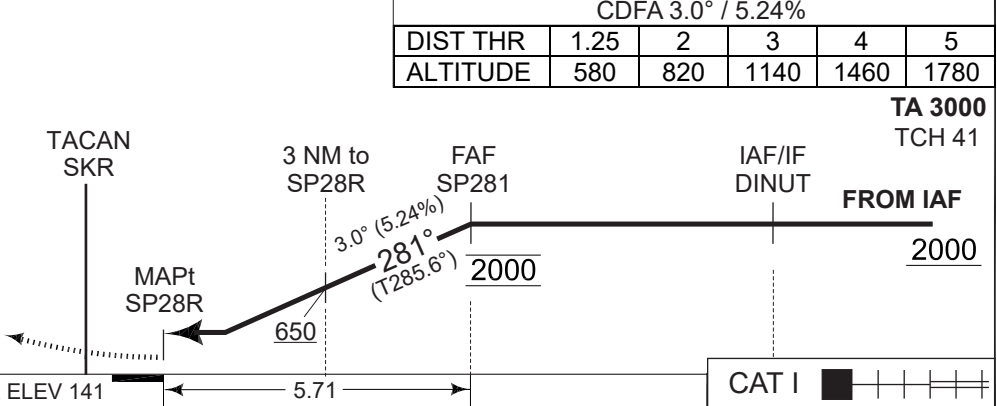
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.900		SKRYDSTRUP APPROACH 315.100 124.100		SKRYDSTRUP TOWER 286.375 118.275	
TACAN SKR 110.40/CH 41x	APP COURSE 281°	FAF 2000 FT	Descent GR 3.0° (5.24%)	MDA 580	THR ELEV 141	ALS LENGTH 900 M	LDA 9863 FT

a Missed approach holding speed limited to 220 KIAS maximum



MISSED APPROACH RNP
Climb to 2000 ft on track 281° to SP28W and join Holding WEST.

Non-RNP: Climb to 2000 FT on SKR R-281 to 4.7 DME and join Holding WEST.



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)

RNP RWY 28R

55°13.53'N
009°15.84'E
13-12

SKRYDSTRUP (EKSP)

CHANGES: SKR SYMBOL CHG TO TACAN.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

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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.

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

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

21. NOISE ABATEMENT PROCEDURES

1. Jet aircraft

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

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

22. FLIGHT PROCEDURES

1. IFR Arrival

- 1.1 Aircraft will normally be cleared by ACC KØBENHAVN to AAL VOR, BAKIT OR GIPUG.
- 1.2 Radio Communication failure.
Navigation aid designated for radio communication failure during IMC for arriving aircraft is VORTAC AAL.

2. IFR Departure

- 2.1 Standard Instrument Departures.
Standard Instrument Departures (SID) have not been established.
- 2.2 Omnidirectional departures
RWY 08L/R and 26R/L: Climb straight ahead to at least 600 FT MSL before turn is commenced. See also "Noise Abatement Provisions", item 21.
- 2.3 Unless otherwise instructed, when airborne contact Aalborg Approach on 123.980 MHZ (IFR flights only).

3. Low Visibility Procedures

- 3.1 ATC will apply special safeguards and procedures during conditions of low visibility.
- 3.2. Criteria for activation of LVP
Low Visibility Procedures are prompted by ATC and will normally be introduced when the RVR is less than 550 M.
- 3.3 Pilots will be informed when Low Visibility Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Procedures are cancelled.
- 3.4 The following procedures will apply during Low Visibility Procedures:
 - a. ATC Procedures
When RVR is below 550m ATC can only allow one aircraft on the manoeuvring area at a time.
 - b. Pilot Procedures
Marshaller Service with Low Visibility Procedures in operation.
On request marshaller service to or from runway is available due to the lack of centerline lights on taxiways and RWY 08R/26L. Request for marshaller service must be stated to Aalborg Tower on 118.305 MHz

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

4. Precision Approach. Category II/III Operations

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

5. Reduced Runway Separation Minima

- 5.1 ATC may apply reduced runway separation for all runways at Aalborg. For succeeding military aircraft this will only be used for VFR-flights.
- 5.2 Traffic information will be given to succeeding aircraft.
- 5.3 Phraseology used for military flights will with ref. to FKOBST F.152-1 be "LAND AFTER PRECEDING LANDING" / "[Traffic information] CLEARED FOR TAKE-OFF"
For civilian flights the phraseology will be:
"[Traffic information] CLEARED TO LAND" / "[Traffic information] CLEARED FOR TAKE-OFF"
- 5.4 ATC will make sure that approved minimum separation will exist between aircraft.
- 5.5 Reduced runway separation will not be used between departing and preceding landed aircraft.

6. VFR Flights

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

23. ADDITIONAL INFORMATION

1. Parachuting

- 1.1 Parachuting may take place.

2. Birds and wildlife

- 2.1 Aalborg Air base/Aalborg airport experiences large bird activity in particular periods and time intervals, in the western part of the air base/airport area. The bird activity is usually concentrated over the water (The Limfjord) around dawn and the late afternoon hours.
- 2.2 Crews are encouraged to raise awareness of birds during mentioned periods. Crews are also encouraged not to use intersection take-off from RWY 26R/L during mentioned periods due to increased risk of birdstrike.
- 2.3 Due to 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

TERPS INSTRUMENT APPROACH CHART

AD ELEV 10

HI-TACAN RWY 08L AALBORG (EKYT)

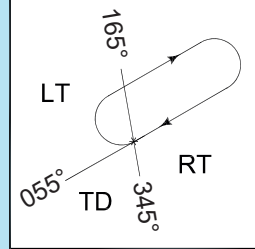
COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
TACAN AAL CH 114x	APP COURSE 079°	FAF ALT 2000 FT	DESCENT GR 277 FT/NM	MDA 420	TDZE 8	ALS length 470 M	LDA 8707 FT

NOTE:

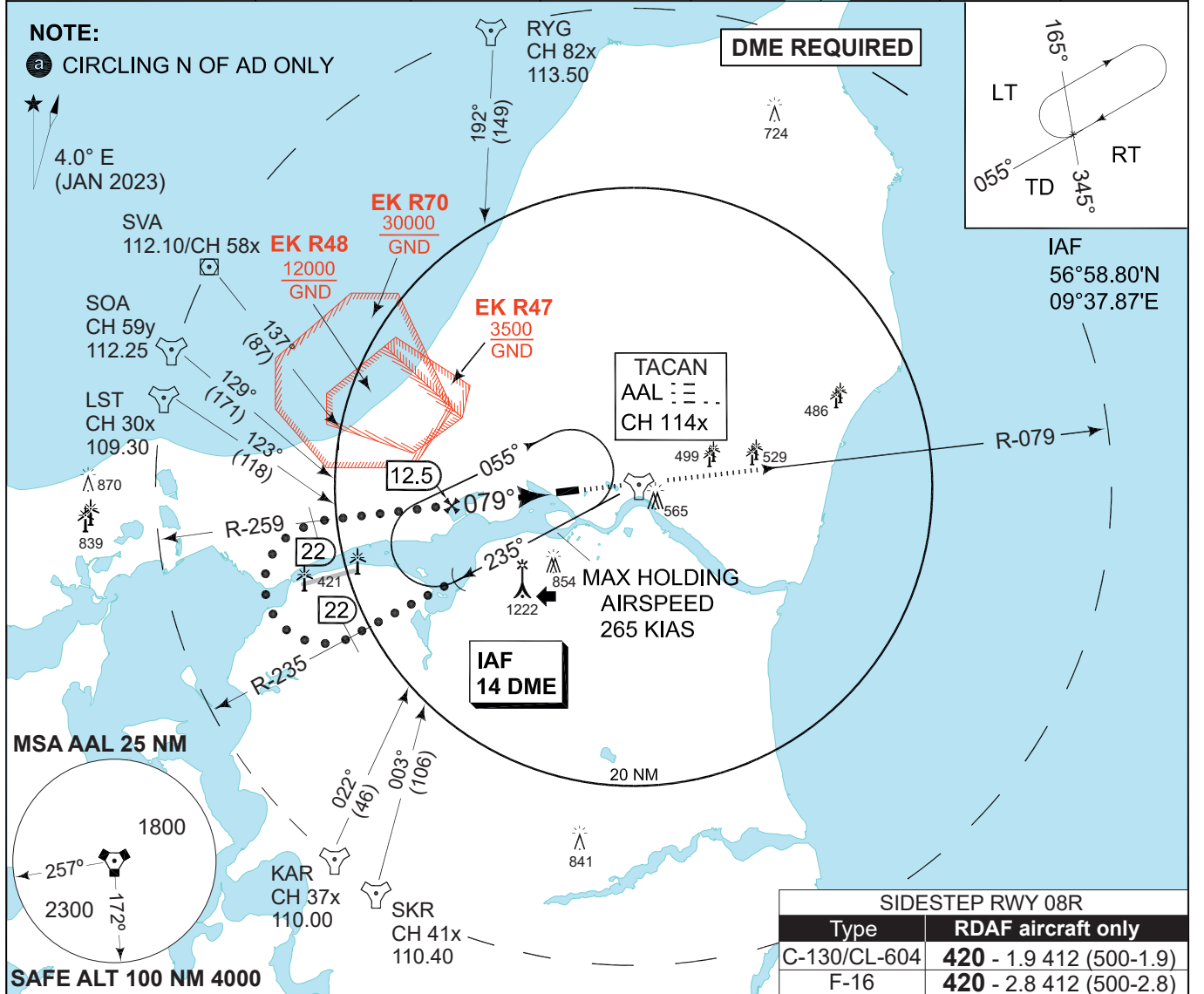
a CIRCLING N OF AD ONLY

4.0° E
(JAN 2023)

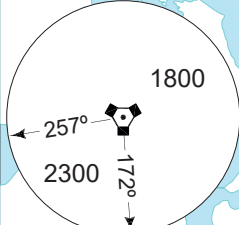
DME REQUIRED



IAF
56°58.80'N
09°37.87'E



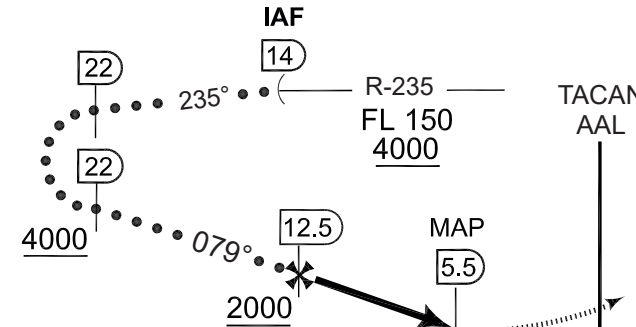
MSA AAL 25 NM



SAFE ALT 100 NM 4000

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



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)

HI-TACAN RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

CHANGES: SKR SYMBOL CHG TO TACAN.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

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TERPS INSTRUMENT APPROACH CHART

HI-VORTAC RWY 26R AALBORG (EKYT)

AD ELEV 10

COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
VORTAC AAL CH 114x	APP COURSE 259°	FAF ALT 2000 FT	DESCENT GR 260 FT/NM	MDA 440	TDZE 10	ALS length 900 M	LDA 8707 FT

NOTES:

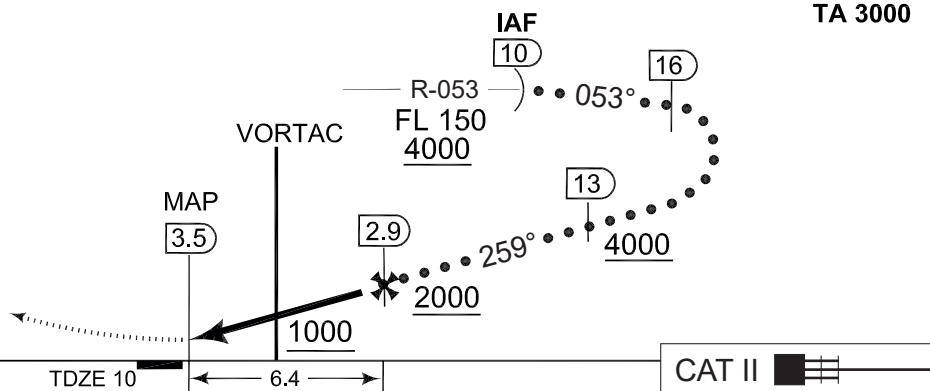
PAPI and procedure slope not coincident (PAPI angle 3.0° / TCH 50)

a CIRCLING N OF AD ONLY



MISSED APPROACH

Climb to 2000 ft on 259° 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)

HI-VORTAC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

CHANGES: SKR SYMBOL CHG TO TACAN.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

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BGMV – MESTERSVIG – GREENLAND**1. AERODROME LOCATION INDICATOR AND NAME**

BGMV – MESTERSVIG

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	72°14' 00.00"N 023°55' 00.00"W Between apron and buildings
2	Direction and distance from (city)	NIL
3	Elevation/reference temperature	56 FT AMSL / not avbl
4	MAG VAR Annual change	16° W (JAN 2024) Decreasing 25' / 0.41°E
5	AD administration postal address telephone telefax telex E-MAIL	Joint Arctic Command Aalisartut Aqputtaa 47 Postbox 1072 3900 Nuuk Greenland +299 36 40 00 ako@mil.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	Military airport

3. OPERATIONAL HOURS

1	AD administration	On request
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS briefing office	NIL
5	ATS reporting office	Nuuk, FIC
6	MET briefing office	Nuuk, FIC (DMI)
7	ATS	NIL
8	Fuelling	Only military
9	Handling	Only military
10	Security	NIL
11	De-icing	NIL
12	Remarks	

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Forklift available
2	Fuel/oil types	JET A1
3	Fuelling facilities/capacity	Limited capacity (barrel)
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	See remarks
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	Only personal first aid
5	Bank and post office	NIL
6	Tourist office	NIL
7	Remarks	Primitive accommodations for emergencies

6. RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	NIL
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	Towing by dozer
4	Remarks	

7. SEASONAL AVAILABILITY - CLEARING

1	Seasonal availability	Not during thaw period (military)
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	Not established
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	Markers/ no light
3	Stop bars	NIL
4	Remarks	

10. AERODROME OBSTACLES

Obst ID	OBST type	Coord	HGT/ELEV (FT)		OBST LGT		Markings	RMK
			GND	MSL	Type	HR		
Antenna 1	UNLIT_ANT	72°13'58.44"N 023°55'36.18"W	66	107	UNK		UNK	
Antenna 2	UNLIT_ANT	72°13'58.68"N 023°55'42.24"W	66	107	UNK		UNK	
Antenna 3	UNLIT_ANT	72°14'00.60"N 023°55'43.38"W	66	107	UNK		UNK	
Antenna 4	UNLIT_ANT	72°14'0.84"N 023°55'47.58"W	66	107	UNK		UNK	
Antenna 5	UNLIT_ANT	72°14'00.84"N 023°55'36.30"W	66	107	UNK		UNK	NDB antenna
Antenna 6	UNLIT_ANT	72°14'00.12"N 23°55'37.44"W	66	107	UNK		UNK	
Antenna 7	UNLIT_ANT	72°13'58.14"N 023°55'00.78"W	99	132	UNK		UNK	
Antenna 8	UNLIT_ANT	72°13'56.76"N 023°55'02.34"W	99	132	UNK		UNK	
Antenna 9	UNLIT_ANT	72°13'55.44"N 023°55'03.48"W	99	132	UNK		UNK	
Antenna 10	UNLIT_ANT	72°13'53.58"N 023°54'55.32"W	99	132	UNK		UNK	
Antenna 11	UNLIT_ANT	72°13'52.92"N 023°54'49.92"W	99	132	UNK		UNK	
Antenna 12	UNLIT_ANT	72°13'54.18"N 023°54'48.18"W	99	128	UNK		UNK	
Antenna 13	UNLIT_ANT	72°13'55.98"N 023°54'45.90"W	99	128	UNK		UNK	
Antenna 14	UNLIT_ANT	72°13'54.54"N 023°54'42.12"W	99	128	UNK		UNK	
Enkeltst. mast	UNLIT_ANT	72°13'56.94"N 023°54'43.02"W	23	50	UNK		UNK	
Wind sock	UNLIT_POLE	72°14'01.44"N 023°54'41.46"W	20	73	UNK		UNK	
TWR	UNLIT_BLDG	72°14'03.06"N 023°55'17.94"W	33	112	UNK		UNK	

11. METEOROLOGICAL INFORMATION PROVIDED

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

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	TRUE BRG	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation
					TDZ elevation
1	2	3	4	5	6
13	111.22°T 127°M	5906 x 148 FT	Gravel	72°14'25.78"N 023°57'26.89"W	56 FT Not avbl
31	291.26°T 307°M			72°14'04.74"N 023°54'29.52"W	30 FT Not avbl

	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
	7	8	9	10	11	12
13	Less than 1%	NIL	NIL	NIL	NIL	See below *)
31						

*) 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.

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
13	5906	5906	5906	5906	
31	5906	5906	5906	5906	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LGT	THR	PAPI	TDZ LGT	RWY CL	RWY EDGE	RWY END	OVRN	Rem.
13	No lights								
31									

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

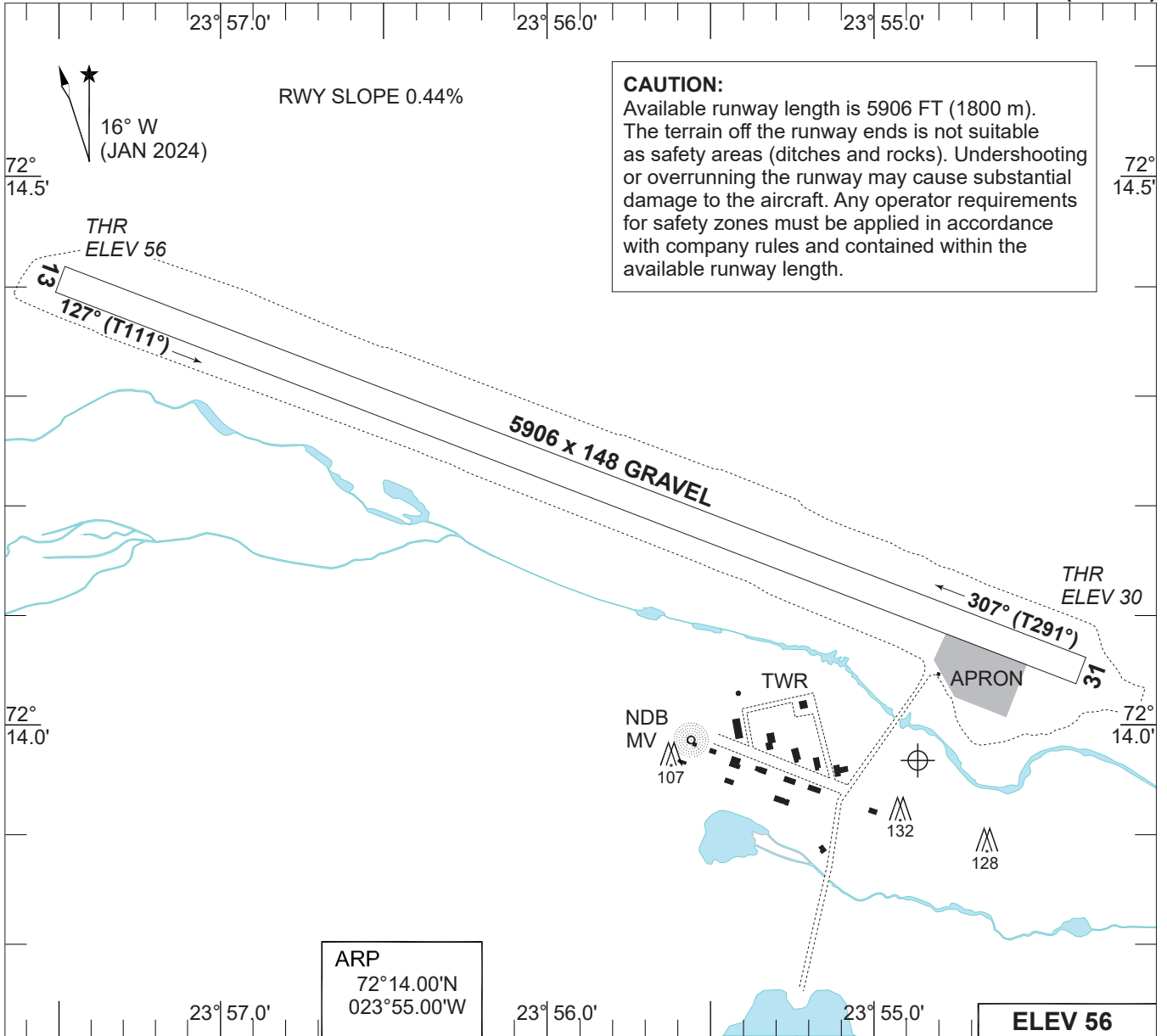
NIL

24. CHARTS RELATED TO BGMV

AERODROME CHART
RNP RWY 31

AERODROME CHART

MESTERSVIG (BGMV)



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

COM:

Mestersvig 118.1 MHz, alternative 4050 KHz.
Satcom. 00 871 761601450 alternative 00 871 762215335.
Sattfax. 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 31: Right turn after departure.
Take off RWY 13: Straight ahead.

CHANGES: MAG VAR, BEARINGS.

AERODROME CHART

MESTERSVIG (BGMV)

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

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MIPS
INSTRUMENT APPROACH CHART

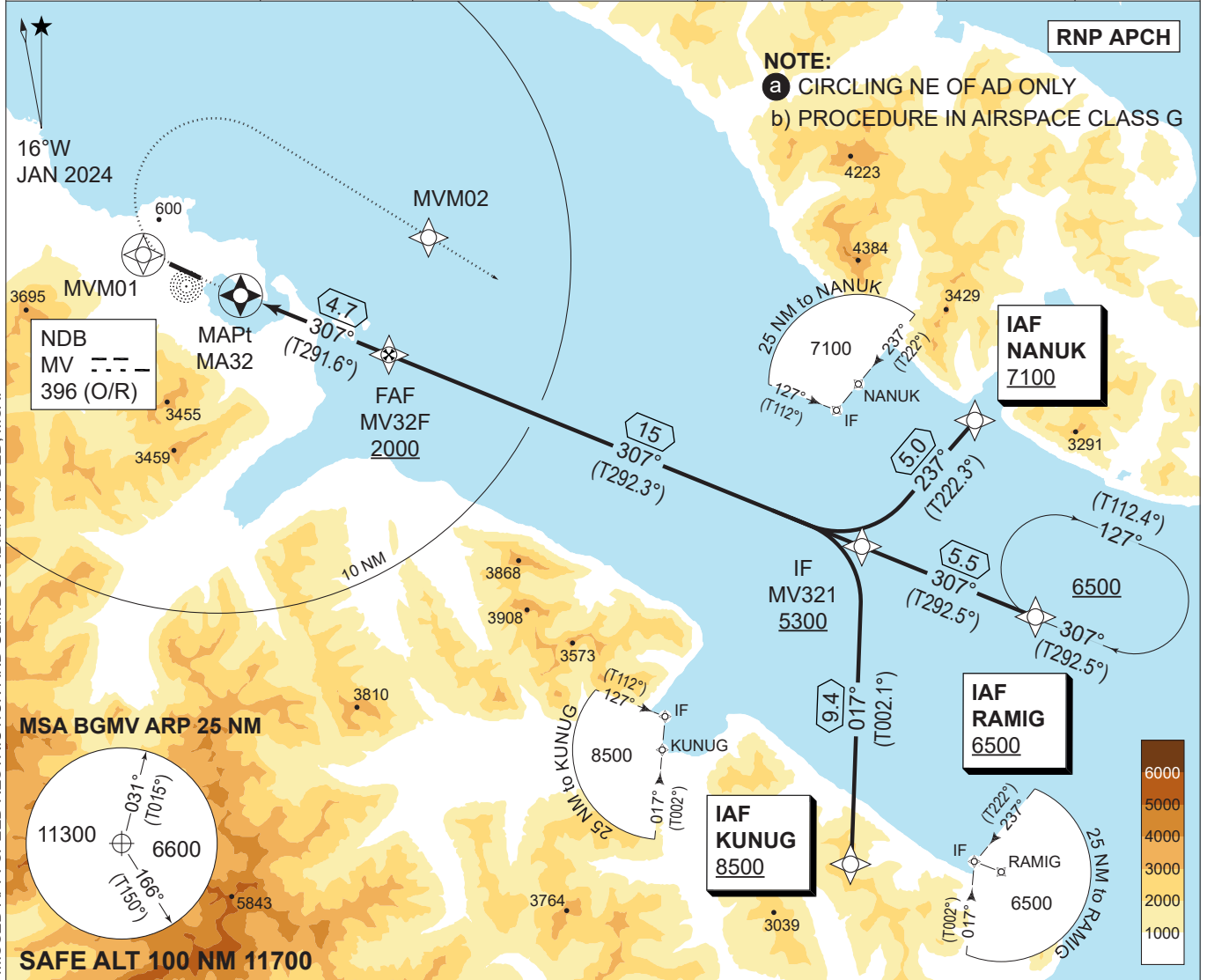
RNP RWY 31
MESTERSVIG (BGMV)

AD ELEV 56

NUK INFORMATION 121.300 MHz 5526/8945/10042 KHz				MESTERSVIG 118.100 MHz 4050 KHz			
NDB MV 396 (O/R)	APP COURSE 307°	FAF ALT 2000 FT	DESCENT GR 3° (5.2%)	MDA 640	THR ELEV 30	ALS N/A	LDA 5906 FT

RNP APCH

NOTE:
 a) CIRCLING NE OF AD ONLY
 b) PROCEDURE IN AIRSPACE CLASS G



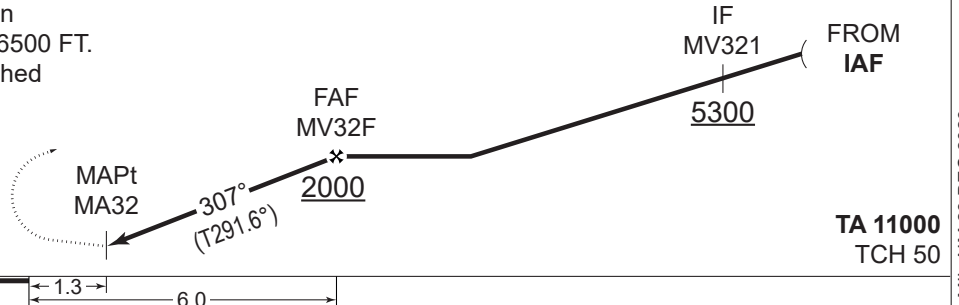
MSA BGMV ARP 25 NM

SAFE ALT 100 NM 11700

MISSED APPROACH

Climb on track 307° (T292°) to 800 FT or MVM01, whichever is first, turn right and continue climb inbound MVM02 then RAMIG to join holding at minimum 6500 FT. Speed max. 200 KIAS until established inbound MVM02.

CDFA 3.0° / 5.24%				
DIST MA32	1	2	3	4
DIST THR	2.3	3.3	4.3	5.3
ALT	820	1140	1450	1770



CATEGORY	A		B		C		D	
	LNAV (MACG 4.0%)	640 - 1.5 610 (600-2.8)		640 - 2.4 610 (600-2.8)		640 - 2.4 610 (600-2.8)		640 - 2.4 610 (600-2.8)
LNAV (MACG 2.5%)	800 - 1.5 770 (800-2.8)		800 - 1.5 770 (800-2.8)		800 - 2.4 770 (800-2.8)		800 - 2.4 770 (800-2.8)	
CIRCLING a	900 - 1.5 844 (900-1.5)		1060 - 1.6 1004 (1100-1.6)		1380 - 2.4 1324 (1400-2.4)		1380 - 3.6 1324 (1400-3.6)	

RNP RWY 31

72°14.00'N
023°55.00'W

MESTERSVIG (BGMV)

CHANGES: MAG VAR, CHART NAME, BEARINGS, MINIMA, SDF REMOVED, MISSED APP. SPEED RESTRICTION AND CLIMB GRADIENT ADDED, MSA.

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BGMV RNP RWY 31 waypoint coordinates:

RWY 31 from KUNUG (Initial LEFT) RNP APPROACH

		CODING				DISPLAY			
KUNUG	IAF	71 56 57.16N	022 52 05.89W	71 56.953N	022 52.098W	71 56.953N	022 52.098W		
MV321	IF	72 06 18.62N	022 50 59.04W	72 06.310N	022 50.984W	72 06.310N	022 50.984W		
MV32F	FAF	72 11 53.14N	023 36 11.13W	72 11.886N	023 36.186W	72 11.886N	023 36.186W		
MA32	MAPt	72 13 36.51N	023 50 32.36W	72 13.609N	023 50.539W	72 13.609N	023 50.539W		
MVM01	MATF	72 14 43.67N	023 59 58.10W	72 14.728N	023 59.968W	72 14.728N	023 59.968W		
MVM02	MATF	72 15 23.00N	023 32 37.00W	72 15.383N	023 32.617W	72 15.383N	023 32.617W		

RWY 31 from NANUK (Initial RIGHT) RNP APPROACH

		CODING				DISPLAY			
NANUK	IAF	72 09 59.99N	022 40 05.01W	72 10.000N	022 40.084W	72 10.000N	022 40.084W		
MV321	IF	72 06 18.62N	022 50 59.04W	72 06.310N	022 50.984W	72 06.310N	022 50.984W		
MV32F	FAF	72 11 53.14N	023 36 11.13W	72 11.886N	023 36.186W	72 11.886N	023 36.186W		
MA32	MAPt	72 13 36.51N	023 50 32.36W	72 13.609N	023 50.539W	72 13.609N	023 50.539W		
MVM01	MATF	72 14 43.67N	023 59 58.10W	72 14.728N	023 59.968W	72 14.728N	023 59.968W		
MVM02	MATF	72 15 23.00N	023 32 37.00W	72 15.383N	023 32.617W	72 15.383N	023 32.617W		

RWY 31 from RAMIG (Initial CENTER) RNP APPROACH

		CODING				DISPLAY			
RAMIG	IAF	72 04 13.35N	022 34 31.51W	72 04.223N	022 34.525W	72 04.223N	022 34.525W		
MV321	IF	72 06 18.62N	022 50 59.04W	72 06.310N	022 50.984W	72 06.310N	022 50.984W		
MV32F	FAF	72 11 53.14N	023 36 11.13W	72 11.886N	023 36.186W	72 11.886N	023 36.186W		
MA32	MAPt	72 13 36.51N	023 50 32.36W	72 13.609N	023 50.539W	72 13.609N	023 50.539W		
MVM01	MATF	72 14 43.67N	023 59 58.10W	72 14.728N	023 59.968W	72 14.728N	023 59.968W		
MVM02	MATF	72 15 23.00N	023 32 37.00W	72 15.383N	023 32.617W	72 15.383N	023 32.617W		

Threshold coordinates

RWY 31	72 14 04.74N	023 54 29.52W	72 14.079N	023 54.492W
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CHANGES: EDITORIAL, DISPLAY COORDINATES ADDED, ALTITUDES.

		Published Altitude	HAA	OAT at Mestersvig											
				0	-4	-8	-12	-16	-20	-24	-28	-32	-36	-40	-44
		Corrected altitude													
FIX	NANUK	7100	7044	7500	7610	7730	7850	7980	8100	8240	8370	8520	8660	8820	8970
	RAMIG	6500	6444	6860	6970	7080	7190	7300	7420	7540	7660	7790	7930	8070	8210
	KUNUG	8500	8444	8980	9120	9260	9400	9550	9710	9870	10040	10210	10380	10570	10760
	MV321	5300	5244	5600	5680	5770	5860	5950	6040	6140	6240	6350	6460	6570	6680
	MV32F	2000	1944	2110	2140	2170	2210	2240	2280	2310	2350	2390	2430	2470	2510
DIST	4 NM	1770	1714	1870	1900	1920	1950	1980	2010	2040	2080	2110	2150	2180	2220
	3 NM	1450	1394	1530	1550	1580	1600	1620	1650	1670	1700	1730	1760	1790	1820
	2 NM	1140	1084	1200	1220	1240	1260	1280	1300	1310	1340	1360	1380	1400	1430
	1 NM	820	764	870	880	890	900	920	930	940	960	970	990	1010	1020
MDA		640	584	680	690	700	710	720	730	740	750	760	770	780	800
CIRC	CAT D	1380	1324	1460	1480	1500	1520	1540	1570	1590	1620	1640	1670	1700	1730
	CAT C	1380	1324	1460	1480	1500	1520	1540	1570	1590	1620	1640	1670	1700	1730
	CAT B	1060	1004	1120	1140	1150	1170	1190	1200	1220	1240	1260	1280	1300	1320
	CAT A	900	844	950	960	980	990	1010	1020	1040	1050	1070	1090	1100	1120

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