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MIL AIP DENMARK

AIRAC Cycle: 2507
Eff. 10 JUL 2025
Amendment No. 273

This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
GEN 0.5	Add symbol for "Obstacles", Bridge Pylon, "Ny Storstrømsbro" at PSN 54 58 27N 011 52 04E, ELEV 334 FT AMSL. Add symbol for "Obstacles and group. Lighted". New crane erected at PSN 56 09 04N 010 12 55E, ELEV 566 FT, named "Aarhus, MindeT kran". AALBORG LTA withdrawn. New AALBORG CTA added (Lateral limits remain unchanged). FIS information for the areas added. Change label LOLLAND FALSTER/MARIBO length of longest runway from 12.00 to 11.99. Change DME label STAUNING- LME to read LEMME- LME. Change Rønne TMA D within 16,2 nm radius centered at 550404N 144448E from 3500-4500 to 1500-4500.
GEN 3.4	New text regarding usage of CPDLC and FREQ CHG.
ENR 5.2	Coordinate corrected for EKTRAAR1 from 500000N to 550000N
ENR 5.4	New obstacle "Aarhus, MindeT kran" added. New obstacle "Ny Storstrømsbro" added.
AD2	
EKKA	
AD 2.1	RWY PCR values added.
ADC	RWY PCR values added and circling minima removed.
HPMA TAC 09	New minima.
COPTER TAC 09	New minima.
HPMA TAC 27	SDF added and New minima.
COPTER TAC 27	SDF removed and New minima and VDP corrected.
EKSP	
AD 2.1	RWY PCR values added.
ADC	RWY PCR values added and circling minima removed.
EKYT	
RNP RWY 26	In briefing strip GS INCPT ALT corrected to FAF ALT and GS corrected to DESCENT GR 3.00 (5.24%).
AD3	
BGJN	
ADC	Construction work added.
NDB W RWY 06	FAF ALT corrected from 1600 to 1700.

INSERT THE FOLLOWING PAGES:**GEN**

GEN 0.4-1/	10 JUL 2025
GEN 0.4-2	10 JUL 2025
GEN 0.4-3/	10 JUL 2025
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EKSP

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EKYT

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AD3**BGJN**

ADC	10 JUL 2025
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DESTROY THE FOLLOWING PAGES:**GEN**

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ENR 5.4-2	23 JAN 2025
ENR 5.4-17/	23 JAN 2025
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COPTER TACAN RWY 09	28 NOV 2024
HPMA RWY 27	28 NOV 2024
COPTER TACAN RWY 27	28 NOV 2024

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AD 2.1-6	24 FEB 2022
ADC	23 JAN 2025

RNP RWY 26	15 MAY 2025
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ADC	15 MAY 2025
NDB W RWY 06	15 MAY 2025

END

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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. 48 LFCW Ed. 5	Remove L HP PSN 55 30 41N 008 24 46E and L EJ PSN 55 32 29N008 41 59E.	AMD 272
LFC Ed. 48 LFCW Ed. 5	AARHUS, BILLUND, KARUP and SKRYDSTRUP LTA withdrawn. New AARHUS, BILLUND, KARUP and SKRYDSTRUP CTA added (Lateral limits remain unchanged). FIS information for the areas added.	AMD 272
CAC ed. 44	AARHUS LTA withdrawn. New AARHUS CTA added (Lateral limits remain unchanged). FIS information for the areas added.	AMD 272
LFC Ed. 48	Add symbol for "Obstacles", Bridge Pylon, "Ny Storstrømsbro" at PSN 54 58 27N 011 52 04E, ELEV 334 FT AMSL.	AMD 273
LFC Ed. 48 LFCW Ed. 5	Add symbol for "Obstacles and group. Lighted". New crane erected at PSN 56 09 04N 010 12 55E, ELEV 566 FT, named "Aarhus, MindeT kran".	AMD 273
LFC Ed. 48 LFCW Ed. 5	AALBORG LTA withdrawn. New AALBORG CTA added (Lateral limits remain unchanged). FIS information for the areas added.	AMD 273
LFC Ed. 48	Change label LOLLAND FALSTER/MARIBO length of longest runway from 12.00 to 11.99.	AMD 273
LFC Ed. 48 LFCW Ed. 5	Change DME label STAUNING- LME to read LEMME- LME.	AMD 273
LFC Ed. 48	Change Rønne TMA D within 16,2 nm radius centered at 550404N 144448E from 3500-4500 to 1500-4500.	AMD 273

GEN 3.4 COMMUNICATION SERVICES

1. Responsible Service

VOR and VOR/DME stations and En Route channels/frequencies are operated by Flyvesikringstjenesten/NAVIAIR, for address see GEN 3.3 item 1.

TACAN are operated by the Royal Danish Air Force. The broadcasting station KALUNDBORG is operated by Telestyrelsen. Irregularities will not be published by NOTAM. All other radio navigation facilities and aerodrome channels/frequencies are operated by aerodrome operators.

The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 10; Aeronautical Telecommunications
DOC 8400: ICAO Abbreviations and Codes
DOC 8585; Designators for Aircraft Operating Agencies,
Aeronautical Authorities and Services
DOC 7030; Regional Supplementary Procedures
DOC 7910; Location Indicators
Differences to these provisions are detailed in GEN 1.7.

2. Area of Responsibility

Communication services are provided for the entire territory of Denmark, including its territorial waters as well as the airspace over the high seas within the København FIR.

3. Types of Service

3.1 Radio navigation services

The following types of radio aids to navigation are available:

- Instrument landing system (ILS)
- VHF omnidirectional radio range (VOR)
- Distance-measuring equipment (DME)
- Non-directional beacon (NDB)
- Locator (L)
- VHF direction-finding station (VDF)
- UHF tactical air navigation system (TACAN)

Coordinates of radio navigation facilities refer to the position of the transmitting antenna. Unless otherwise stated the DME zero range indication is related to the antenna site.

3.2 Mobile service

The aeronautical stations maintain a continuous watch on their stated channels/frequencies during the published hours of service unless otherwise notified.

3.3 Broadcast service (ATIS)

ATIS broadcast are in accordance with the procedures specified in Commission Regulation (EU) No 923/2012 and ICAO Doc 7030 EUR.

ATIS frequencies are protected against interference within the area FL 200/60 NM. Reception of broadcast free of interference may therefore only be possible within this area. ATIS broadcast are established for arriving and departing aircraft at Aalborg, Aarhus, Billund,

Karup/Midtjyllands Lufthavn, København/Kastrup, København/Roskilde and Vojens/Skrydstrup. Details of these broadcast are given in the relevant AD 2 - section. To keep the length of the ATIS broadcast within the recommended 30 seconds the following apply:

- Flow restrictions will not be broadcasted. The pilot-in-command must consult the Airport Briefing Office to obtain information about valid flow restrictions.
- Information about variation in wind direction will be broadcasted only if the mean wind velocity is 6 KT or more.
- At København/Kastrup the information about ice and snow conditions on taxiways and parking areas will be collected into a general information based on the worst values for the area.

3.4 Language used

Unless otherwise indicated the languages used are Danish and English.

3.5 Detailed information

Details of the various facilities available for the En-route traffic can be found in Part ENR. Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part AD. In cases where a facility is serving both the En-route traffic and the aerodromes, details are given in the relevant sections of Part ENR and Part AD.

3.6 Controller-Pilot Data Link Communication (CPDLC)

3.6.1 General

The CPDLC application provides a means of communication between the air traffic controller and the pilot, using a predefined data link message set. In all CPDLC communications, the highest standard of discipline shall be observed at all times. If uncertainty arises regarding a data link message, voice communication shall be used to clarify the situation.

CPDLC shall only be used for non-time-critical requests, i.e. requests that do not require the immediate reaction of the controller. Nevertheless, as in radiotelephony, the CPDLC messages shall be answered with the least possible delay. If the downlink request is cut off because the time limit was exceeded, the pilot shall repeat the request via radiotelephony.

- CPDLC services are guaranteed for aircraft operating above FL285. Below FL285 CPDLC services are available.
- CPDLC service are available for ATC initiated frequency changes for traffic operating within BILLUND TMA/CTA. Pilots are allowed to acknowledge frequency change instructions within BILLUND TMA/CTA..
- CPDLC services are not available for aircraft operating within other TMAs located within KØBENHAVN FIR.

Pilots should be aware that the total turn-around time for an airborne initiated CPDLC dialogue may be up to more than four (4) minutes and for a ground initiated dialogue up to two (2) minutes; hence, voice communication will be used for any communication requiring an immediate response and/or action.

Voice read-back is not required for any CPDLC instruction.

3.6.2 Flight Plan

In order to use the CPDLC services, pilots shall file the following in the respective items of their flight:

- Item 10a - J1 for the CPDLC ATN VDL Mode 2 capable aircraft;

- Item 18 - the indicator CODE/ followed by the aircraft 24-bit address expressed in the form of alphanumerical code of six hexadecimal characters.

Further information on how to fill the flight plan is available at:

<https://ext.eurocontrol.int/WikiLink/index.php/Library>

Operators conducting flights wholly or partly in the Single European Sky airspace where ATN B1 CPDLC is required, but for which Commission Regulation (EC) 2023/1772 is not applicable in accordance with Article 3(3), or which aircraft types/models are exempted by Commission Implementing Decision 2019/2012, **shall** include the letter "Z" in item 10 and the indicator "DAT/CPDLCX" in item 18 of each flight plan **to comply with SERA.4010**.

3.6.3 CPDLC use

In KØBENHAVN FIR voice communication and/or radiotelephony instructions have priority over CPDLC instructions at all times. However, a clearance requested via CPDLC should subsequently be issued via CPDLC and a clearance requested via radiotelephony should also be issued via radiotelephony.

Clearances shall not be executed until the **WILCO** message has been sent.

3.6.4 DLIC log-on

The data link address for København ACC is **EKDK**.

CPDLC shall be established in due time to ensure that the aircraft is communicating with the appropriate ATC unit. Log-on shall be initiated by the pilot. Pilots shall log-on using their ICAO call sign as filed in the flight plan. Pilots shall not use a two-letter IATA flight ID, neither insert a leading zero (0) into the call sign, as these actions will result in a failed log-on.

Log-on should be initiated 10 to 15 minutes prior to entry into KØBENHAVN FIR airspace.

Aircraft departing from an aerodrome in close proximity to KØBENHAVN FIR can log-on when still on the ground, if ACC København is the first CPDLC-capable unit.

3.6.5 CPDLC services

The controller or pilot shall construct CPDLC messages using the pre-defined message set or free text messages. The following tables list the standard CPDLC messages available for exchange in KØBENHAVN FIR, with appropriate operational responses.

3.6.6 ATC communications management (ACM)

When an aircraft is transferred by data link to an adjacent sector/ATC unit, the pilot shall acknowledge the instruction using data link by **WILCO** and shall then contact the next sector/ATC unit by voice communication on the instructed channel.

ACM Messages

ATC message element	Pilot Response
CONTACT [unit name] [frequency]	WILCO, or UNABLE [+ DUE TO WEATHER] or UNABLE [+ DUE TO AIRCRAFT PERFORMANCE] or STAND BY

3.6.7 ATC clearances and instructions (ACL)

Aircraft, which have logged on, may receive an ATC instruction via data uplink messages. Pilots may request changes to flight levels (ascend or descend) or clearance direct to a point on their route via data downlink messages.

ACL Messages

ATC message element	Pilot Response
MAINTAIN [level]	WILCO, or UNABLE [+DUE TO WEATHER] or UNABLE [+ DUE TO AIRCRAFT PERFORMANCE] or STAND BY
CLIMB TO [level]	
DESCEND TO [level]	
PROCEED DIRECT TO [position]	
FLY HEADING [degrees]	
SQUAWK [code]	
SQUAWK IDENT	
CLEARED TO [position] VIA [routeClearance]	

Pilot's Message Element		ATC Response
REQUEST [level]	[+ DUE TO WEATHER] Or [+ DUE TO AIRCRAFT PERFORMANCE]	[corresponding approving instruction], or UNABLE or STAND BY or REQUEST AGAIN WITH NEXT UNIT
REQUEST CLIMB TO [level]		
REQUEST DESCEND TO [level]		
REQUEST DIRECT TO [position]		

3.6.8 ATC microphone check (AMC)

A "check stuck microphone" instruction may be sent by ATC in circumstances where an aircraft is inadvertently blocking a voice communication channel.

If the "check stuck microphone" instruction relates to the RTF channel currently being used, the pilot shall check that their radio equipment is not causing the blockage. If the "check stuck microphone" instruction does not relate to the RTF channel being used, no further action by the pilot is required.

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

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

2.2 Information about use

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

2.3 Use of TRA

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

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRAAA1 AALBORG 573858N 0102855E - 572238N 0104525E - 570158N 0104855E - 563343N 0095455E - 563828N 0094225E - 563828N 0084735E - 565958N 0083355E - 570713N 0083625E - 573858N 0100725E - 573858N 0102855E.	<u>FL 195</u> FL 55	AALBORG APPROACH	H24
EKTRAAR1 AAR 552000N 0054400E - 552000N 0073906E - 550000N 0073837E - 550000N 0054400E - 552000N 0054400E	<u>FL 330</u> FL 145	DENMIL INFORMATION	H24
EKTRAHA1 HANS 1 570000N 0073000E - 570700N 0074330E - 565019N 0075119E - 564300N 0073200E - 570000N 0073000E	<u>FL 660</u> GND	DENMIL INFORMATION	H24
EKTRAHA2 HANS 2 564300N 0073200E - 565019N 0075119E - 562713N 0080157E - 562700N 0073400E - 564300N 0073200E	<u>FL 660</u> GND	DENMIL INFORMATION	H24

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRAHA3 HANS 3 570700N 0074330E - 573623N 0083959E - 573338N 0084552E - 570713N 0083625E - 565019N 0075119E - 570700N 0074330E	<u>FL 660</u> GND	DENMIL INFORMATION	H24
EKTRAHA4 HANS 4 565019N 0075119E - 570713N 0083625E - 564130N 0082730E - 563130N 0080000E - 565019N 0075119E - 565019N 0075119E	<u>FL 660</u> GND	DENMIL INFORMATION	H24
EKTRAHA5 HANS 5 573338N 0084552E - 571718N 0092024E - 571418N 0092421E - 571430N 0085700E - 570713N 0083625E - 573338N 0084552E	<u>FL 660</u> GND	DENMIL INFORMATION	H24
EKTRAHA6 HANS 6 570713N 0083625E - 571430N 0085700E - 571418N 0092421E - 570519N 0093606E - 564130N 0082730E - 570713N 0083625E -	<u>FL 660</u> GND	DENMIL INFORMATION	H24
EKTRAJY1 JYL 1 571430N 0085700E - 571428N 0090000E - 562706N 0090000E - 562713N 0080157E - 565019N 0075119E - 571430N 0085700E	<u>FL 340</u> FL 145	DENMIL INFORMATION	H24
EKTRAJY2 JYL 2 571428N 0090000E - 571400N 0095400E - 562700N 0095430E - 562706N 0090000E - 571428N 0090000E	<u>FL 340</u> FL 145	DENMIL INFORMATION	H24
EKTRAJY3 JYL 3 562713N 0080157E - 562706N 0090000E - 560000N 0090000E - 560000N 0081207E - 562713N 0080157E	<u>FL 660</u> FL 145	DENMIL INFORMATION	H24

ENR 5.4 AIR NAVIGATION OBSTACLES**1. NOTIFICATION**

Notification and marking of AIR NAVIGATION OBSTACLES will be made in accordance with the following rules:

- Obstacles of 328 ft (100m) AGL and higher will be entered in MIL AIP DENMARK.
- Obstacles below 328 ft AGL will be entered in MIL AIP DENMARK when deemed necessary, i.e. mainly when situated in the vicinity of airfields etc.

2. MARKING

Obstacles of 492 ft (150 m) AGL or higher will be marked according to regulations laid down in ICAO ANNEX 14.

Certain obstacles below 492 ft AGL will be marked as mentioned above, when situated in the vicinity of airfields etc.

3. SPECIFICATIONS OF OBSTACLES

Above mentioned AIR NAVIGATION OBSTACLES within KØBENHAVN FIR and on the island of BORNHOLM may be found on subsequent pages.

Note: An asterisk () is used to indicate coordinates that do not meet the accuracy requirements as stated in ICAO Annex 15.*

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
AALBORG (Nordjyllandsværket 1)	Chimney	570431N 0100226E	565 558	LIH FLG W	
AALBORG (Nordjyllandsværket 2)	6 Wind Turbines in a row	570448.82N 0100150.94E 570431.74N 0100211.31E 570416.59N 0100245.17E 570402.74N 0100312.59E	371 365	LIM FLG R	OBST LGT only on turbinecap in each end of the row
AALBORG (Rørdal)	Chimneys	570337N 0095834E*	405 394	NIL	
AALBORG (Østhavn)	3 Wind Turbines in a row	570220.6N 0100432.4E 570210.1N 0100501.8E	403 400	LIM FLG R	OBST LGT on each turbinecap
AALESTRUP	4 Wind Turbines	564122N 0093139E 564051N 0093110E	550 410	LIL FLG R	
AARHUS (DLG)	Chimney	560905N 0101303E*	388 381	NIL	
AARHUS (Domkirken)	Church	560926N 0101241E*	348 335	NIL	
AARHUS (Havn)	8 Cranes in a row	560854N 0101354E 560927N 0101446E	398 391	LIL F R	
AARHUS (KFK)	Chimney	560906N 0101307E*	375 368	NIL	
AARHUS LIGHTHOUSE	Building	560956N 0101355E	506 494	LIM FLG R	
AARHUS (Midtkraft)	Chimney	560858N 0101246E*	351 341	NIL	
AARHUS (mindeT kran)	Crane	560904N 0101255E	566 558	LIH FLG W	TEMPO
ABILDAA	4 Wind Turbines	560822N 0083802E 560832N 0083750E 560842N 0083738E 560852N 0083726E	547 410	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
AGGERSUND	18 Wind Turbines	570030N 0091318E 570039N 0091309E 570048N 0091300E 570057N 0091252E 570106N 0091244E 570116N 0091235E 570125N 0091226E 570135N 0091218E 570144N 0091209E 570153N 0091201E 570041N 0091334E 570050N 0091326E 570059N 0091317E 570109N 0091308E 570118N 0091300E 570127N 0091251E 570136N 0091243E 570146N 0091234E	497 492	LIL F R	
ANHOLT Vindmøllepark	Wind farm 111 Wind Turbines	564208N 0110931E 564206N 0111107E 563737N 0111414E 563424N 0111923E 563029N 0111102E 563523N 0111058E 564034N 0110853E 564042N 0111025E	465 465	LIL F R LIM FLG W	All turbines On corners of the Windfarm perimeter and on sides where distance is more than 5 km
ASAA	5 Wind Turbines	570955N 0102353E 570956N 0102413E 570959N 0102433E 571004N 0102451E 571010N 0102507E	486 460	LIL F R	
ASNÆSVÆRKET 1	Chimney	553940N 0110453E*	735 722	LIH FLG W	
ASNÆSVÆRKET 2	Chimney	553943N 0110458E*	506 499	LIH FLG W	
ASNÆSVÆRKET 3	Chimney	553934N 0110511E	338 330	LIL F R	
ASSING	3 Wind Turbines	560020N 0084720E 560026N 0084705E 560033N 0084649E	545 410	LIL F R	
AULUM ST. SOELS	7 Wind turbines	561630N 0084427E 561639N 0084418E 561648N 0084408E 561657N 0084359E 561706N 0084349E 561715N 0084339E 561724N 0084330E	651 459	LIL F R	
AVEDØRE HOLME	3 Wind Turbines	553610N 0122714E 553608N 0122739E 553606N 0122806E	503 503	LIH FLG W	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		55 11 29N 007 10 35E 55 06 53N 007 14 09E 55 04 59N 007 10 56E 55 06 27N 007 14 16E 55 06 03N 007 14 23E 55 05 27N 007 14 31E 55 04 54N 007 14 39E 55 04 27N 007 14 47E 55 04 02N 007 14 27E 55 03 59N 007 13 40E 55 03 56N 007 12 50E 55 03 54N 007 12 00E 55 03 51N 007 11 10E 55 05 37N 007 10 14E 55 04 25N 007 11 31E 55 13 02N 007 11 22E 55 12 31N 007 11 37E 55 11 58N 007 11 42E 55 10 56N 007 12 02E 55 10 25N 007 12 10E			
NORDSEE 14	Wind farm, 72 Wind Turbines	55 12 02N 006 49 48E 55 06 51N 006 52 43E 55 06 59N 006 53 39E 55 07 06N 006 54 34E 55 07 17N 006 51 35E 55 07 24N 006 52 31E 55 07 31N 006 53 26E 55 07 37N 006 54 24E 55 07 48N 006 51 23E 55 07 55N 006 52 19E 55 08 02N 006 53 14E 55 08 09N 006 54 12E 55 08 20N 006 51 11E 55 08 27N 006 52 08E 55 08 34N 006 53 02E 55 08 41N 006 53 59E 55 08 52N 006 51 00E 55 08 58N 006 51 56E 55 09 05N 006 52 51E 55 09 12N 006 53 47E 55 09 24N 006 50 48E 55 09 30N 006 51 43E 55 09 38N 006 52 41E 55 09 44N 006 53 35E 55 09 56N 006 50 34E 55 10 02N 006 51 33E 55 10 09N 006 52 27E 55 10 15N 006 53 23E 55 10 27N 006 50 25E 55 10 34N 006 51 21E 55 10 41N 006 52 15E 55 10 48N 006 53 12E 55 10 59N 006 50 13E 55 11 05N 006 51 08E 55 11 12N 006 52 04E 55 11 31N 006 50 01E 55 11 37N 006 50 54E 55 11 45N 006 51 52E	525 525	-	Type and colour not AVLB

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		55 12 09N 006 50 44E 55 12 16N 006 51 40E 55 12 34N 006 49 36E 55 12 48N 006 51 29E 55 13 06N 006 49 26E 55 13 12N 006 50 21E 55 13 38N 006 49 13E 55 13 44N 006 50 09E 55 13 51N 006 51 05E 55 14 09N 006 49 01E 55 14 16N 006 49 57E 55 14 22N 006 50 54E 55 14 40N 006 48 49E 55 14 48N 006 49 44E 55 14 54N 006 50 42E 55 15 12N 006 48 36E 55 15 19N 006 49 32E 55 15 26N 006 50 28E 55 15 32N 006 51 25E 55 15 44N 006 48 26E 55 15 50N 006 49 22E 55 15 57N 006 50 17E 55 16 04N 006 51 13E 55 16 15N 006 48 14E 55 16 23N 006 49 09E 55 16 29N 006 50 07E 55 16 36N 006 51 01E 55 16 47N 006 48 01E 55 16 54N 006 48 59E 55 17 01N 006 49 53E 55 17 07N 006 50 50E 55 17 26N 006 48 47E 55 17 33N 006 49 42E 55 17 39N 006 50 38E			
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	361 361	LIM FLG W LIL F R	On corners of the Windfarm perimeter On all other turbines
Ny Storstrømsbro	Bridge pylon	545827N 0115204E	334 334	NIL	Under construction
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	12 Wind Turbines	570007N 0092027E 570056N 0092601E	421 421	LIM FLG W LIL F R	On corners of the wind farm perimeter and on sides where distance is more than 5 KM On all other turbines

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 S1: 40 ft, concr, PCN 101 R/C/W/T TWY S2: 40 ft, concr. PCN 120 R/C/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 PCR 530 R/B/W/T asphalt/concrete Composite constr.	561749.74N 0090438.39E	THR 154.00
	269.3°T 265.3°M			561750.85N 0090728.66E	TDZ 160.00
27L					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 PCR 390 F/B/X/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 PCR 350 R/B/W/T asphalt/concrete Composite constr.	561753.78N 0090619.75E	N/A
21	214°			561817.29N 0090648.64E	N/A
14	134°	2273 x 75 ft or 693 X 23 M	PCN 101 F/C/W/T PCR 590 F/B/X/T asphalt/concrete Composite constr.	561809.92N 0090645.99E	N/A
32	314°			561754.26N 0090714.80E	N/A
09	089°	2789 X 147 FT or 850 x 45 M	Grass	N/A	N/A
27	269°			N/A	N/A

KARUP (EKKA)

ARP: 56°17.85N 009°07.48E

AD ELEV: 171 FT

KARUP APP: 120.430 269.275
KARUP TWR: 119.580 353.575

KARUP ATIS: 120.580

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:

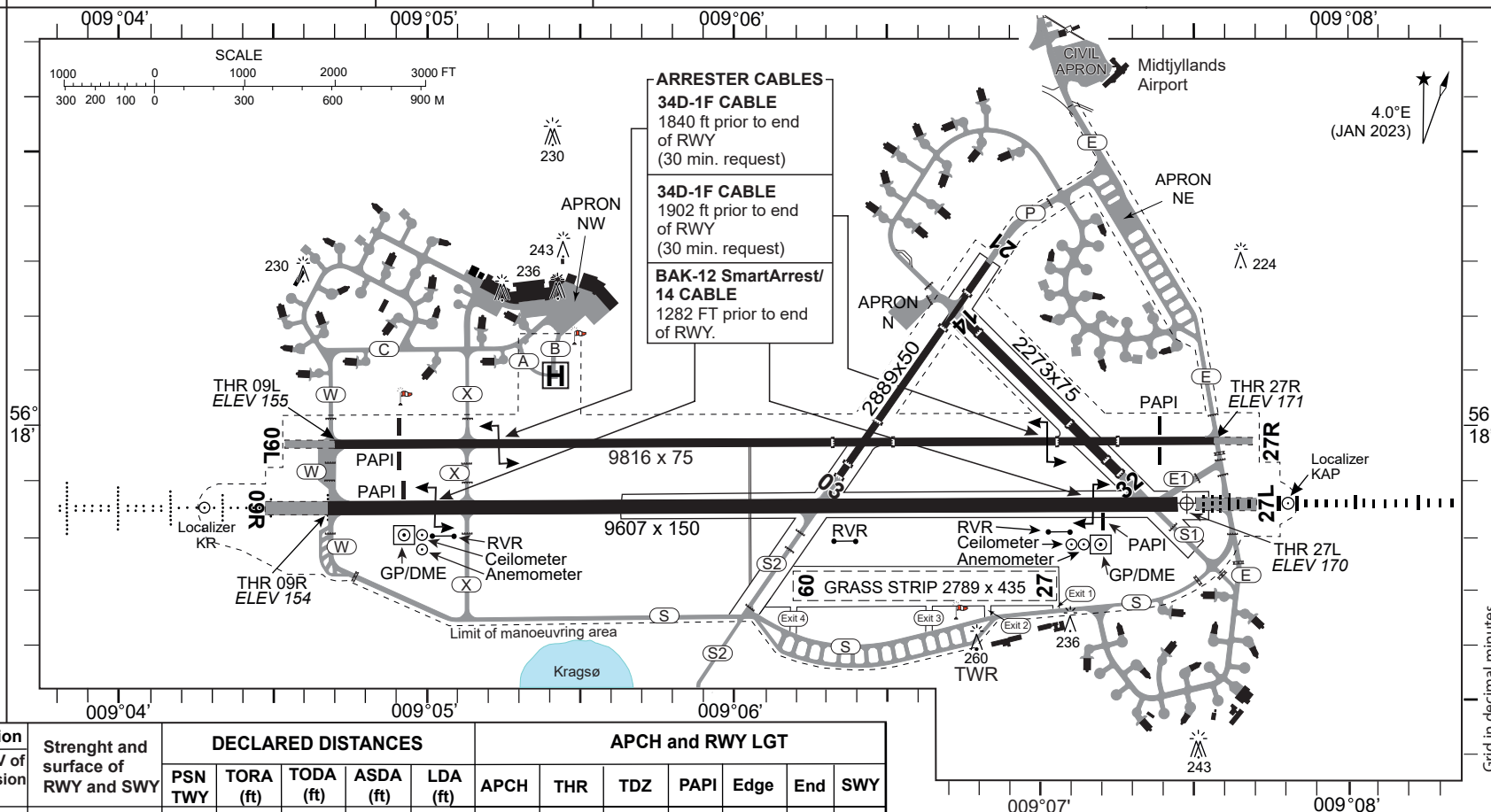
Arrester cables for fighters may be suspended across runways. Always disengaged in the approach end. Approach end arrestment on request only. Cables RWY 09L/27R on 30 min. request.

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 PCR 530 R/B/W/T	W	9607	9607	10362	9607	3000 ft NATO STD White	Green	NIL	3.00°	9863 ft LIH White	Red	Red
			TDZ 160.00		X 03/21	8103 4114	8103 4114	8848 4859								
27L	269.3°	561750.85N 0090728.66E	THR 170.00	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		X 03/21	9166 5649	9166 5649	9921 6404								
09L	089.3°	561756.70N 0090439.44E	THR 155.00	PCN 120 F/B/W/T PCR 390 F/B/X/T	W	9816	9816	10389	9816	NIL	Green LIL	NIL	2.75°	9747 ft LIL Yellow	Red LIL	NIL
			-		X 03/21	8375 3920	8375 3920	8948 4493								
27R	269.3°	561757.84N 0090733.43E	THR 171.00	Asphalt/concrete Composite construction	E	9816	9816	10282	9816	NIL	Green LIL	NIL	2.75°	9747 ft LIL Yellow	Red LIL	NIL
			-		X 03/21	6036 6036	6036 6036	6502								

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.

OTHER RUNWAYS

RWY	TRUE BRG	Dimension	Surface	THR coordinates
03	034°	2889 x 50 ft	PCN 90 F/C/W/T	561753.78N 0090619.75E
21	214°		PCR 350 R/B/W/T Asphalt/ concrete	561817.29N 0090648.64E
14	135°	2273 x 75 ft	PCN 101 F/C/W/T	561809.92N 0090645.99E
32	315°		PCR 590 F/B/X/T Asphalt/ concrete	561754.26N 0090714.80E
09	089°	2789 x 147 ft	Grass	
27	269°			

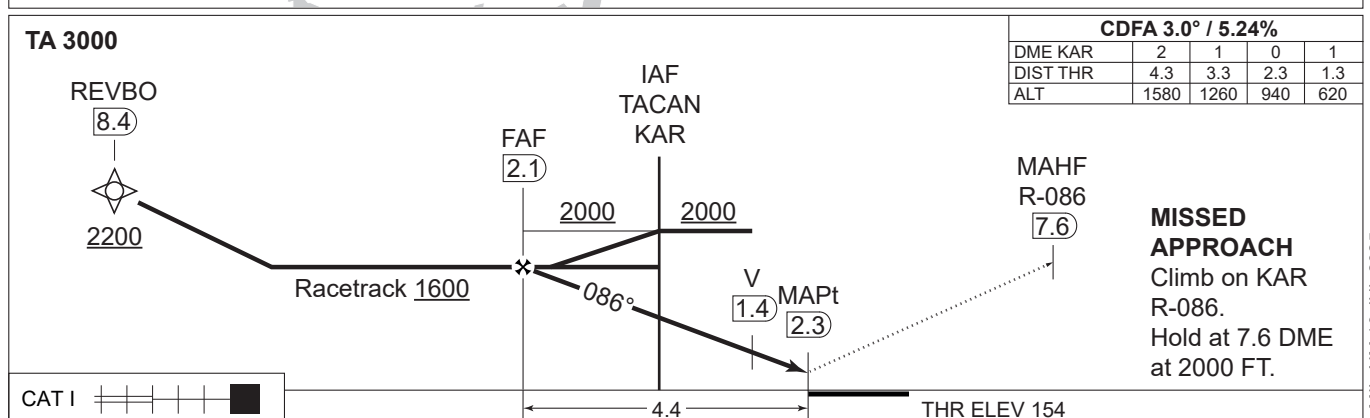
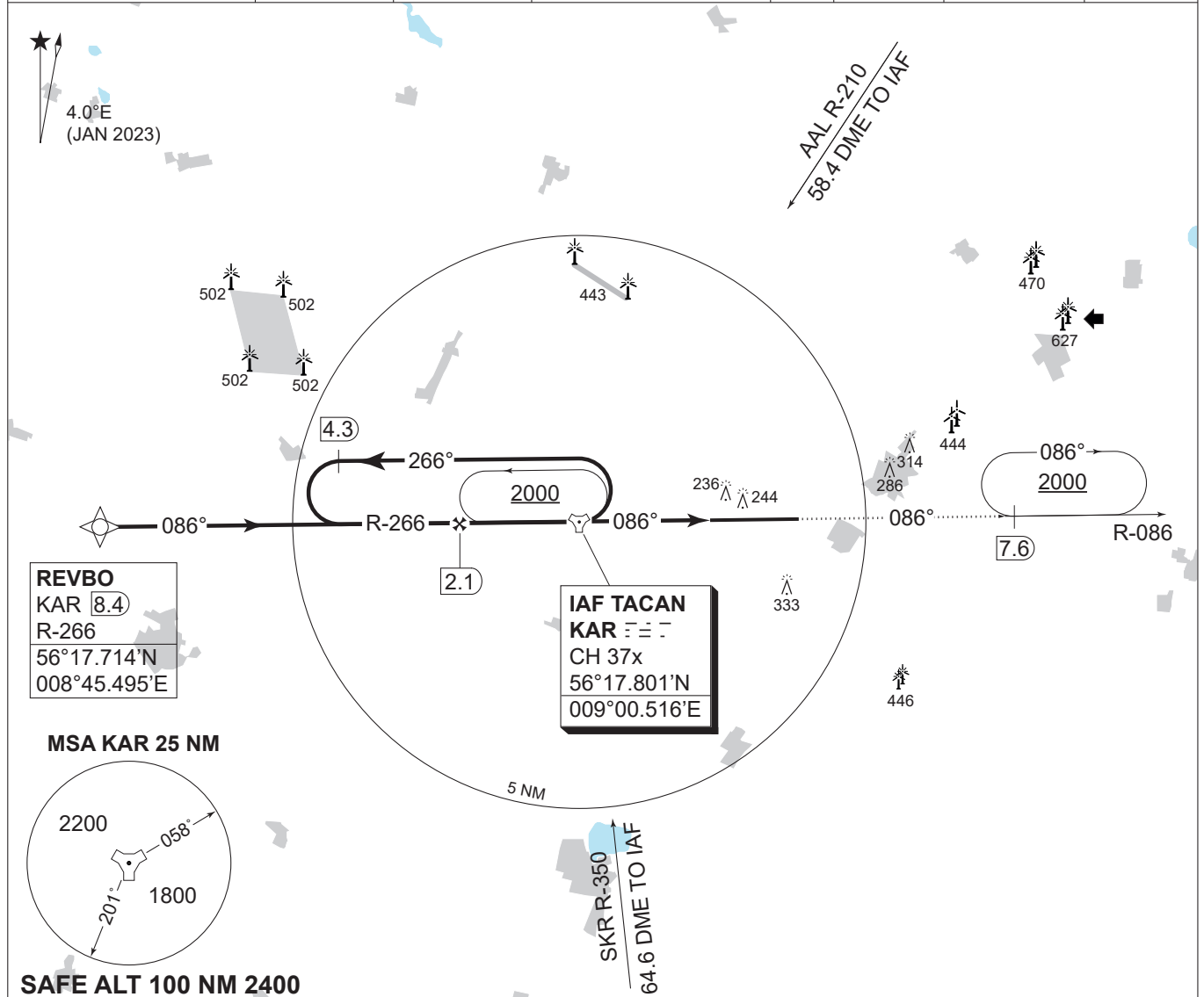
Helipad position: 56°18.07'N 009°05.38'E. PCN 29 F/C/W/T

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER TACAN RWY 09R
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
TACAN KAR CH 37x	APP COURSE 086°	FAF ALT 1600 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 500	THR ELEV 154	ALS LENGTH 900 M	LDA 9607 FT



CATEGORY	H
MIPS H-TAC RWY 09R	500 - 400 346 (400-0.4/0.8)

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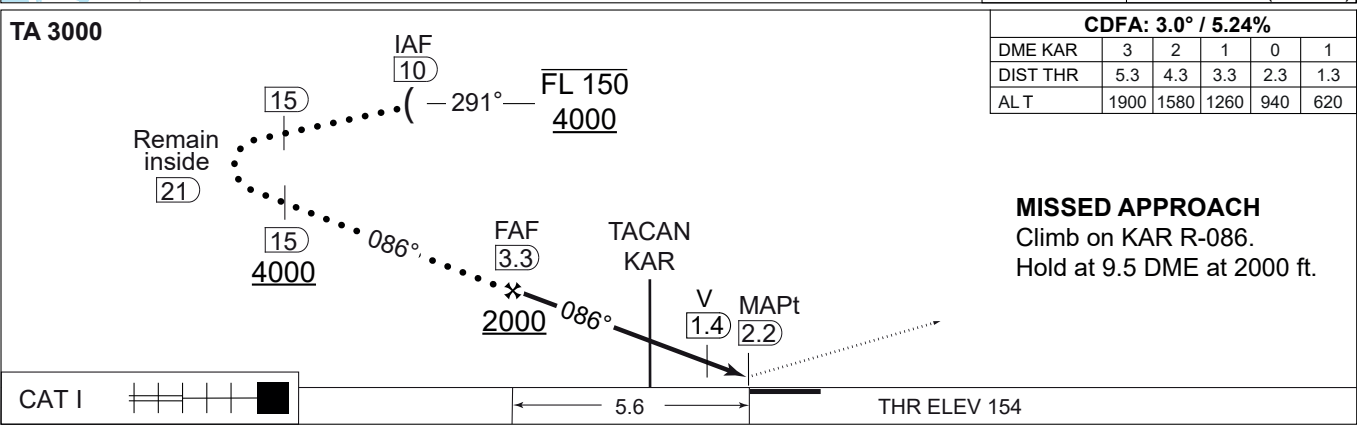
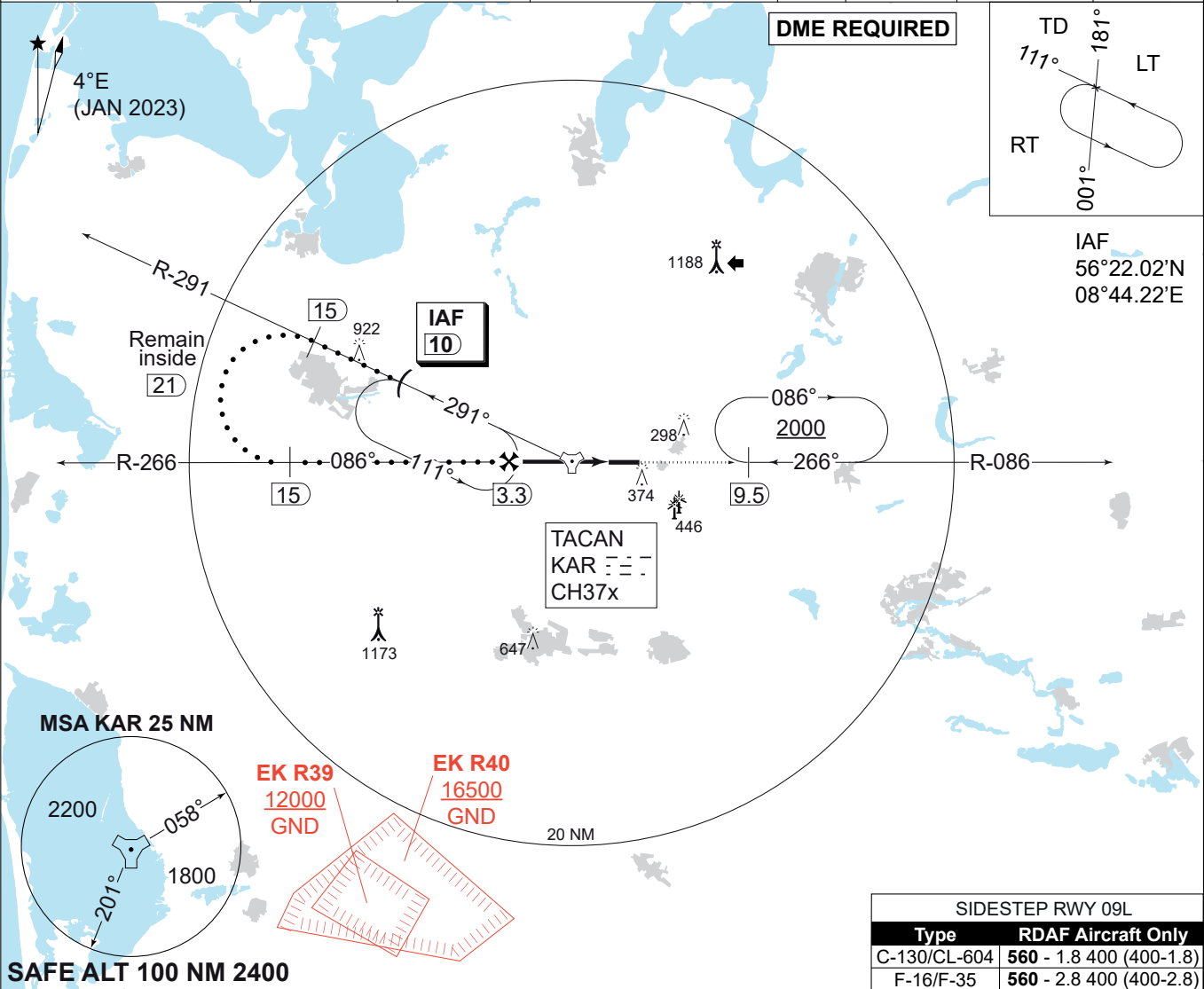
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

HPMA TACAN RWY 09R
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580	KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580		
TACAN KAR CH 37x	APP COURSE 086°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 500	THR ELEV 154	ALS LENGTH 900 M	LDA 9607 FT



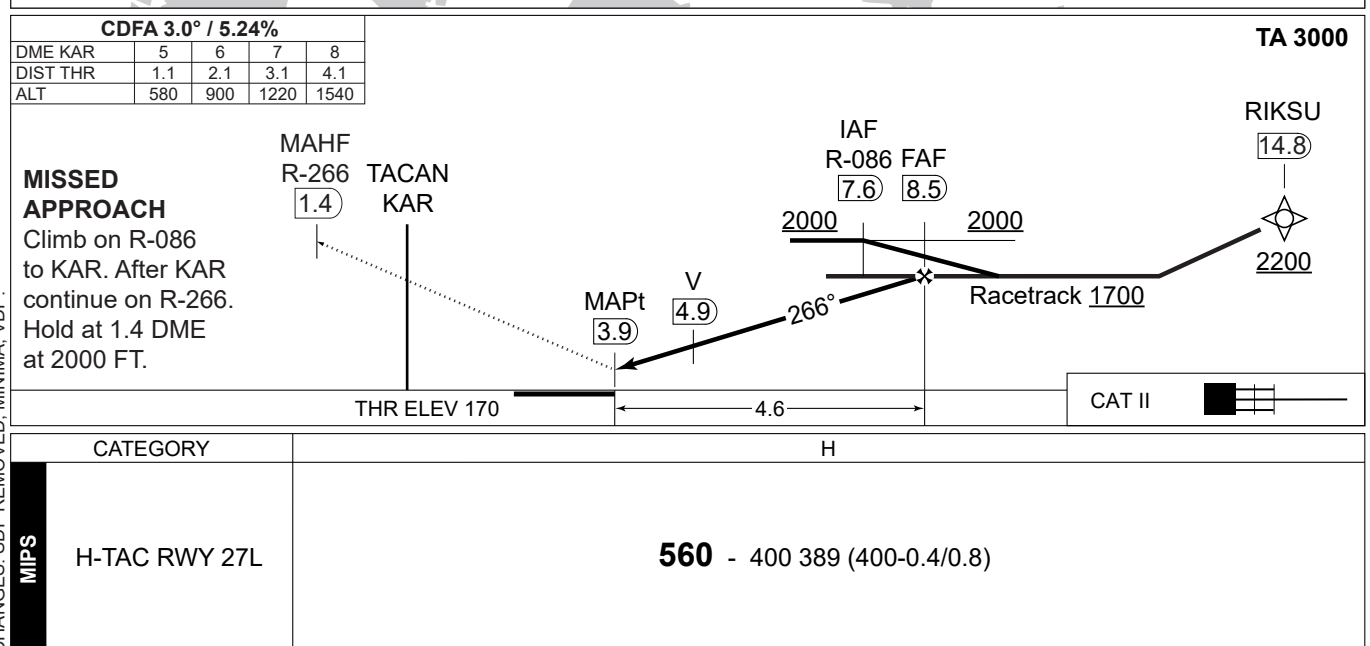
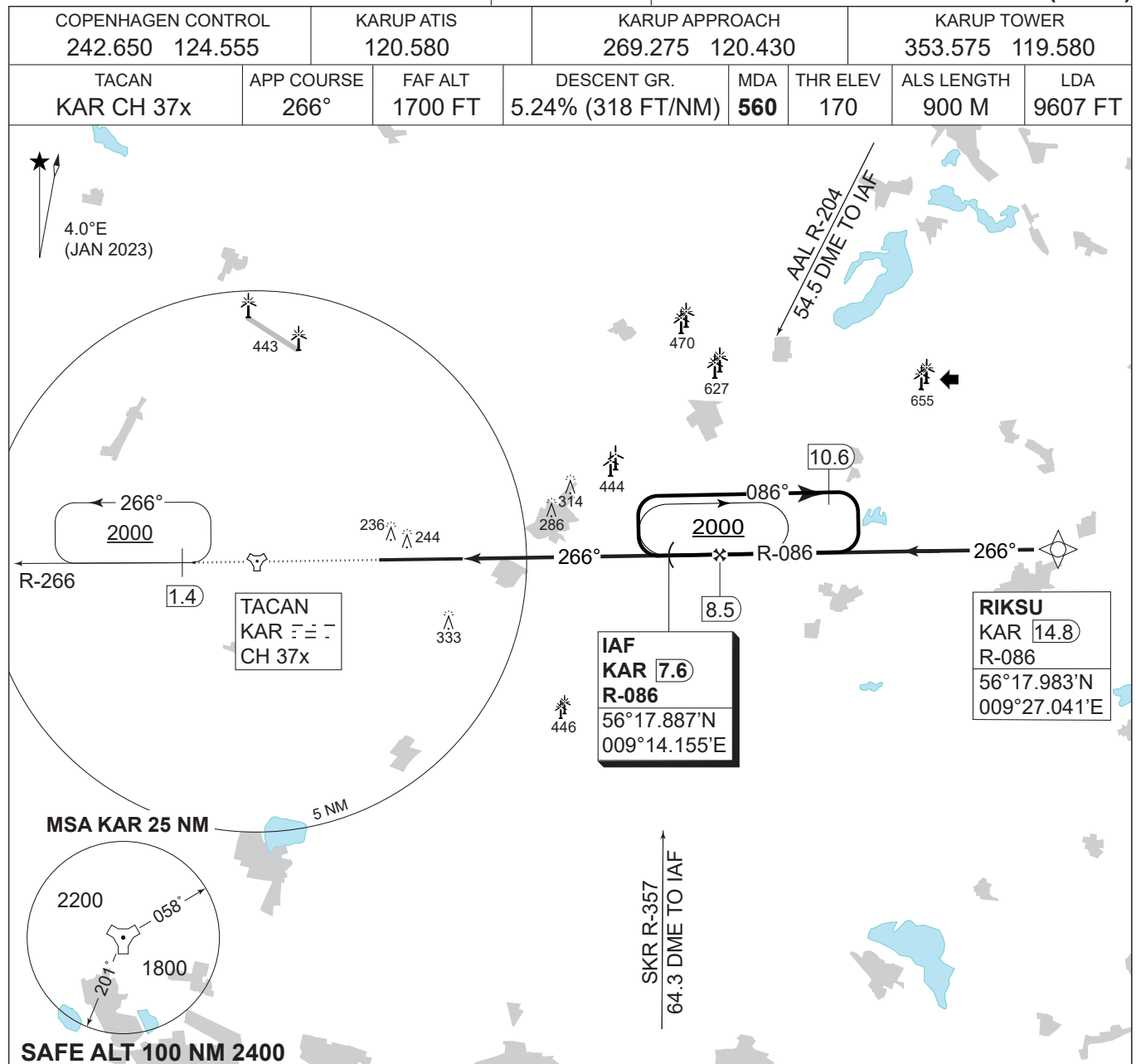
CATEGORY	HPMA
S-TACAN 09R	500 - 900 346 (400-0.9/1.6)
CIRCLING	750 - 3.2 579 (600-3.2)

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER TACAN RWY 27L KARUP AIR BASE (EKKA)



CHANGES: SDF REMOVED, MINIMA, VDP.

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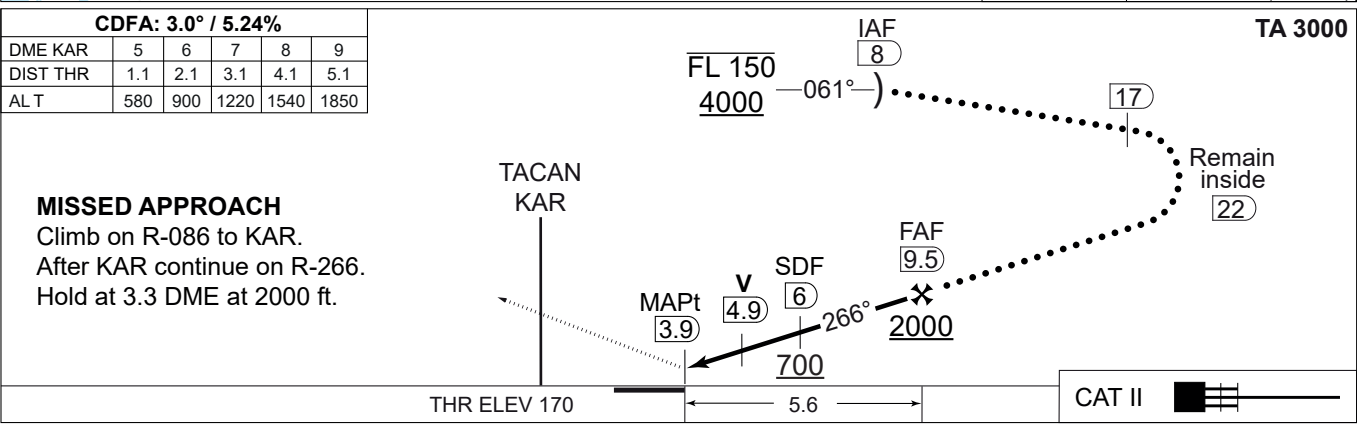
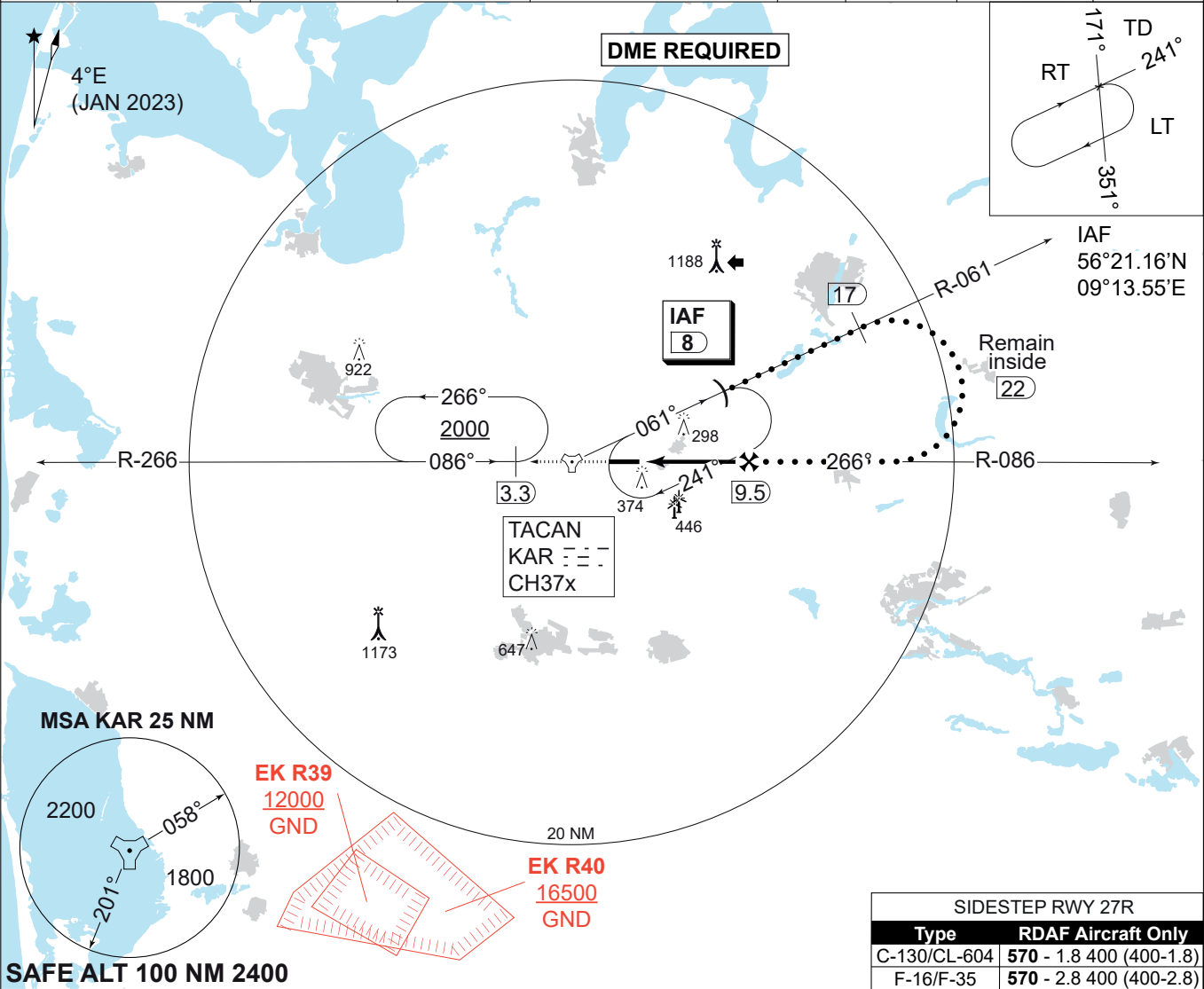
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

HPMA TACAN RWY 27L
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580	KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580		
TACAN KAR CH 37x	APP COURSE 266°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 560	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT



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

CHANGES: SDF ADDED, MINIMA.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

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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
10L	105.44°	9863 x 150 ft or 3006 x 45 M	PCN 90/F/B/W/T PCR 600 R/C/W/T Asphalt/Concrete	551328.56N 0091438.19E	THR 126.00
28R	285.44°				TDZ 127.00
10R	105.44°	9750 x 80 ft or 2971 x 24 M	PCN 77/F/B/W/T PCR 990 F/C/X/T Asphalt/Concrete	551302.67N 0091722.11E	THR 141.00
28L	285.44°				TDZ 141.00
10R	105.44°	9750 x 80 ft or 2971 x 24 M	PCN 77/F/B/W/T PCR 990 F/C/X/T Asphalt/Concrete	551321.71N 0091435.91E	THR 124.00
28L	285.44°				-
10R	105.44°	9750 x 80 ft or 2971 x 24 M	PCN 77/F/B/W/T PCR 990 F/C/X/T Asphalt/Concrete	551256.12N 0091717.95E	THR 139.00
28L	285.44°				-

	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
	7	8	9	10	11	12
10L	Less than 1°	734 x 150 ft / 224 x 45 M	NIL	10257 x 984 ft / 3126 x 300 M	NIL	
28R		737 x 150 ft / 225 x 45 M		10257 x 984 ft / 3126 x 300 M		
10R		487 x 80 ft / 148 x 24 M		10144 x 984 ft / 3091 x 300 M		
28L		487 X 80 ft / 148 x 24 M		10144 x 984 ft / 3091 x 300 M		

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
10L	9863 ft / 3006 M	9863 ft / 3006 M	10597 ft / 3230 M	9863 ft / 3006 M	
28R	9863 ft / 3006 M	9863 ft / 3006 M	10600 ft / 3231 M	9863 ft / 3006 M	
10R	9750 ft / 2971 M	9750 ft / 2971 M	10237 ft / 3119 M	9750 ft / 2971 M	
28L	9750 ft / 2971 M	9750 ft / 2971 M	10237 ft / 3119 M	9750 ft / 2971 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	
10L	CALVERT 2953 f / 900 M White LIH	GREEN LIH	3,00°			9863 ft / 3006 M 197 ft / 60 M White. From 2406-3006 M Yellow. LIH	RED LIH	RED LIH	
28R	CALVERT 2953 ft / 900 M White LIH	GREEN LIH	3,00°			9863 ft / 3006 M 197 ft / 60 M White. From 2406-3006 M Yellow. LIH	RED LIH	RED LIH	
10R		GREEN LIL	3,00°			9750 ft / 2971 M 164 ft / 50 M White. From 2371-2971 M Yellow. LIL	RED LIL	RED LIL	
28L		GREEN LIL	3,00°			9750 ft / 2971 M 164 ft / 50 M White. From 2371-2971 M Yellow. LIL	RED LIL	RED LIL	

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 300M NW of THR 10L (See AD chart) 300M NE of THR 28R (See AD chart)
3	TWY edge and centreline lighting	Blue edge light
4	Secondary power supply switch-over time	Max 15 seconds
5	Remarks	

16. HELICOPTER LANDING AREA

Helicopter operations may take place from:

- North-eastern ORP
- E end of Northern TWY
- Grass area in front of TWR.

or as directed by ATC.

SKRYDSTRUP (EKSP)	ARP: 55 °13.53N 009 °15.84E	AD ELEV: 141 FT	SKRYDSTRUP APP: SKRYDSTRUP TWR:	124.105 280.750 118.280 286.375	SKRYDSTRUP ATIS: 133.905
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RWY SLOPE:
RWY 10L/28R: Less than 1%
RWY 10R/28L: Less than 1%

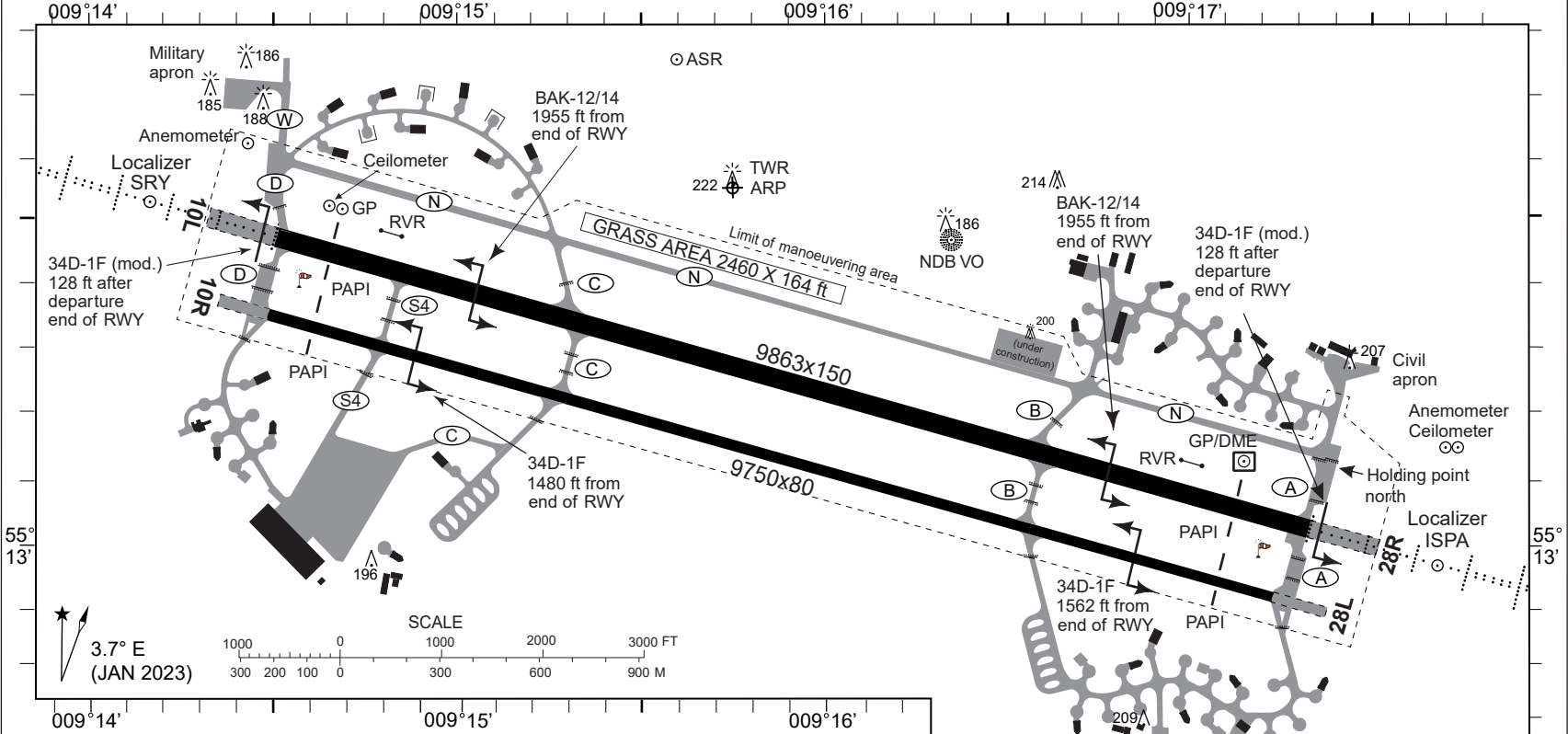
OBSTACLES:
All obstacles are marked by day and night.

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	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	PAPI	Edge	End	SWY
10L	105.44°	551328.56N 0091438.19E	THR 126.00	PCN 90 F/B/W/T PCR 600 R/C/W/T Asphalt/ concrete	D	9863	9863	10597	9863	900 M NATO STD White	Green	3.00°	9863 ft LIH White	Red	Red
			TDZ 127.00		C	7273	7273	8007							
28R	285.44°	551302.76N 0091722.11E	THR 141.00	Asphalt/ concrete	A	9863	9863	10600	9863	900 M NATO STD White	Green	3.00°	9863 ft LIH White	Red	Red
			TDZ 141.00		B	7421	7421	8158							
10R	105.44°	551321.71N 0091435.91E	THR 124.00	PCN 77 F/B/W/T PCR 990 F/C/X/T Asphalt/ concrete	D	9747	9747	10237	9750	NIL	Green Wing bars	3.00°	9747 ft LIL White	Red Wing bars	NIL
			-		C	7066	7066	7556							
28L	285.44°	551256.12N 0091717.95E	THR 139.00	Asphalt/ concrete	A	9747	9747	10237	9750	NIL	Green Wing bars	3.00°	9747 ft LIL White	Red Wing bars	NIL
			-		B	7457	7457	5247							

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 TWY N: 73 FT Other TWYs: 50 FT							
TWY lighting: BLUE EDGE							

CHANGES: RWY PCR VALUES ADDED AND CIRCILING MINIMA REMOVED.

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MIPS

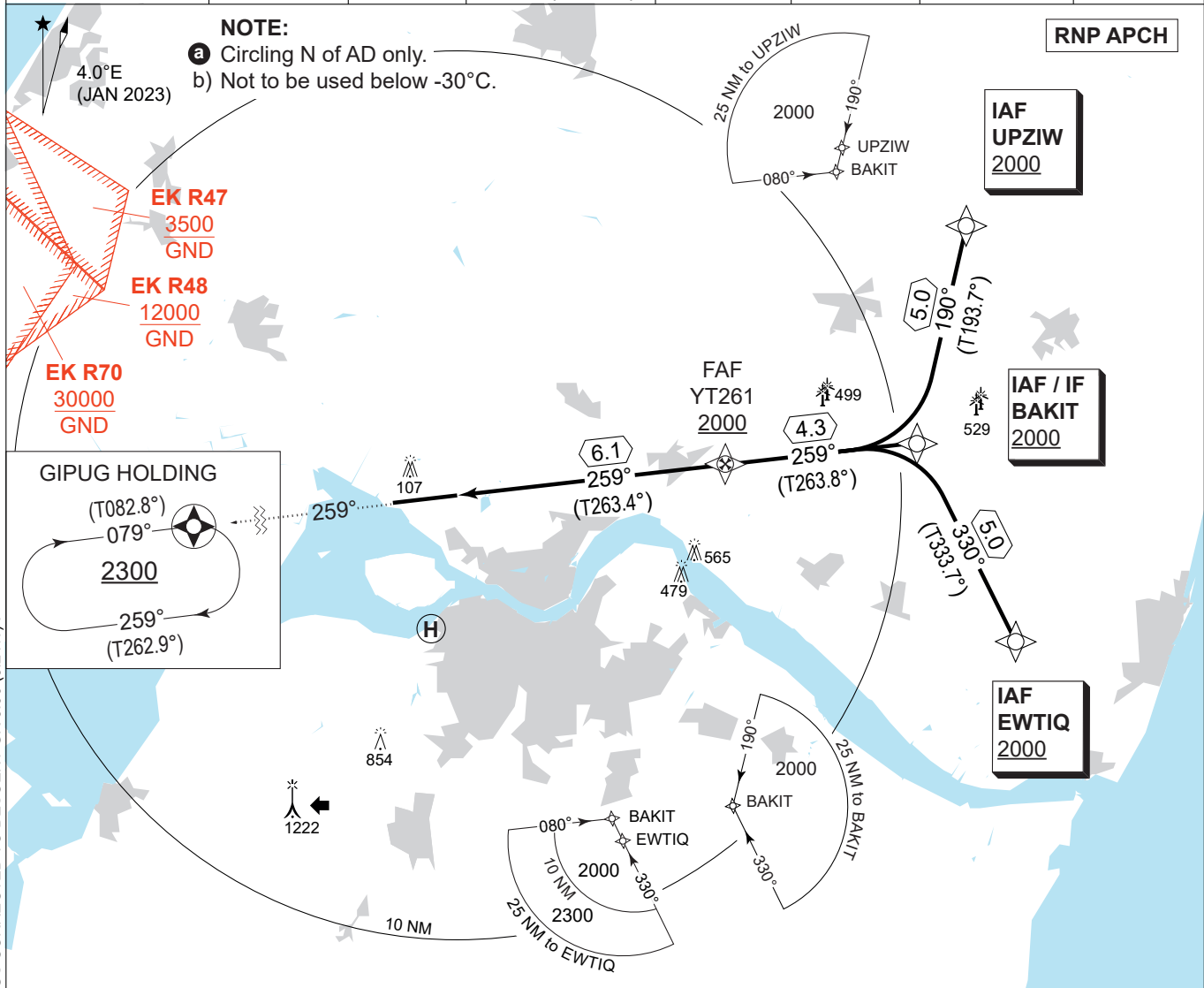
INSTRUMENT APPROACH CHART

AD ELEV 8

RNP RWY 26R

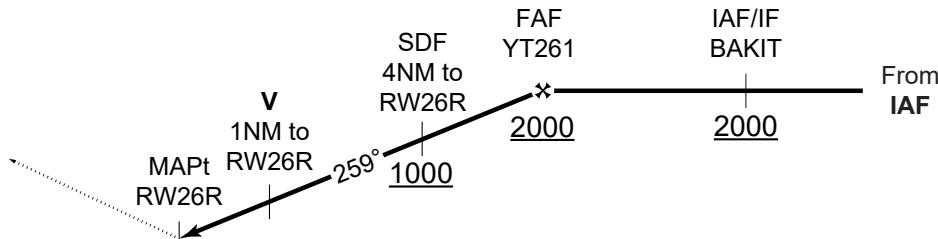
AALBORG (EKYT)

COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
EGNOS CHANNEL 95396 / E26A	APP COURSE 259°	FAF ALT 2000 FT	DESCENT GR 3.00° (5.24%)	DA See CAT	THR ELEV 8	ALS LENGTH 900 M	LDA 8694 FT



CDFA: 3.00° / 5.24%						TA 3000 GS 3.00° RDH 51
DIST THR	2	3	4	5	6	
ALT	700	1020	1330	1650	1970	

MISSED APPROACH:
Climb straight ahead to GIPUG and join the holding at 2300 FT.



THR ELEV 8

6.1

CAT II/III

CATEGORY	A	B	C	D	E
LPV	258 - 600 250 (300-0.8/1.3)				
LNAV/VNAV	258 - 600 250 (300-0.8/1.3)	268 - 600 260 (300-0.8/1.3)	278 - 600 270 (300-0.8/1.3)	288 - 600 280 (300-0.8/1.3)	
LNAV	420 - 1200 412 (500-1.2/1.9)				
CIRCLING a	510 - 1.5 502 (600-1.5)	510 - 1.6 502 (600-1.6)	690 - 2.4 682 (700-2.4)	750 - 3.6 742 (800-3.6)	840 - 3.6 832 (900-3.6)

RNP RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

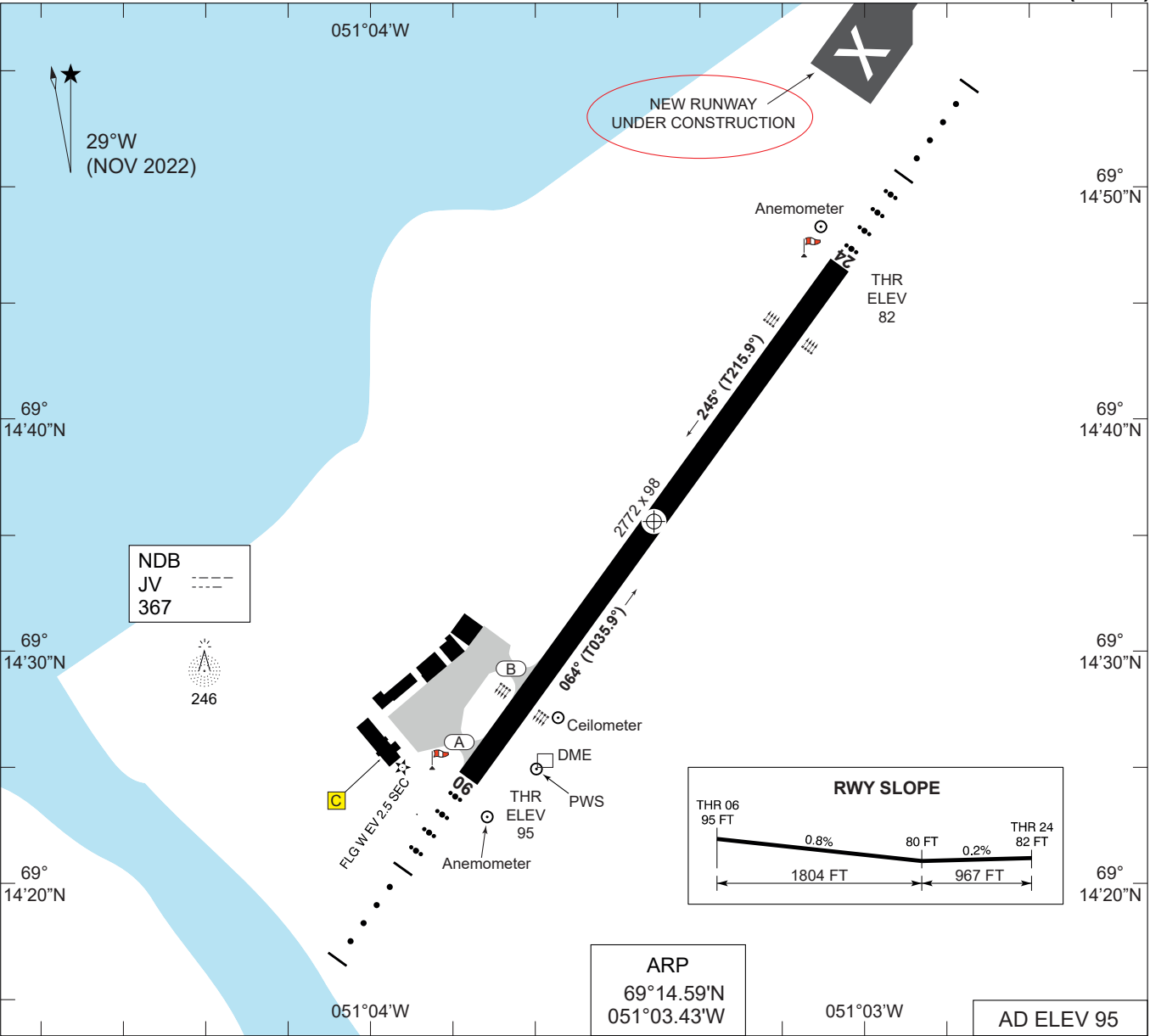
CHANGES: IN BRIEFING STRIP GS INCPT ALT CORRECTED TO FAF ALT AND GS CORRECTED TO DESCENT GR 3.00 (5.24%)

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

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AERODROME CHART

ILULISSAT (BGJN)



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

ARRIVAL:
Visual Surface Segment (VSS) RWY 06 is penetrated by terrain approximately 0.5 NM SW of THR 06.
Standard Arrival Routes (STAR) have not been established.

IFR DEPARTURE:
Standard Instrument Departure (SID) RWY 06:
Climb straight ahead to 800 FT, turn left heading 275° (T246°) and maintain this heading until passing 3000 FT, then continue climb.
Standard Instrument Departure (SID) RWY 24:
Climb straight ahead until passing 3000 FT, then continue climb. Minimum net. climb gradient 280 FT/NM (4.6%) to 3000 FT.

CONSTRUCTION WORK AT ILULISSAT AIRPORT:
A new runway is being constructed north-west of the existing runway and is marked with large crosses. Caution should be taken when performing the NDB approach, as the procedure directs the aircraft onto the centreline of the new and nonoperational runway.
Closure of RWY 06/24 and/or periods of work that penetrates the obstacle limiting surface (OLS) will be published by NOTAM.

CHANGES: CONSTRUCTION WORK ADDED.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

AERODROME CHART

ILULISSAT (BGJN)

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 95

NDB W RWY 06
ILULISSAT (BGJN)

ILULISSAT AFIS
119.100

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
JV 367	060° (T030.9°) e	1700	3.3° (5.7%)	800	95 FT	300 M	2772 FT

CAUTION:

- a) Military procedure - RDAF aircraft only.
- b) Procedure in airspace classified G.
- c) Final descent not aligned with PAPI.

NOTE:

- d** Circling NW of AD only.
- e** Approach course offset 5° from RWY centreline.

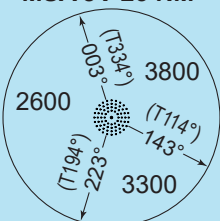
29°W
(NOV 2022)

DME REQUIRED

IAF
JV :---
367
69°14.49'N
051°04.34'W

DME
JA :---
111.95 CH 56y

MSA JV 25 NM

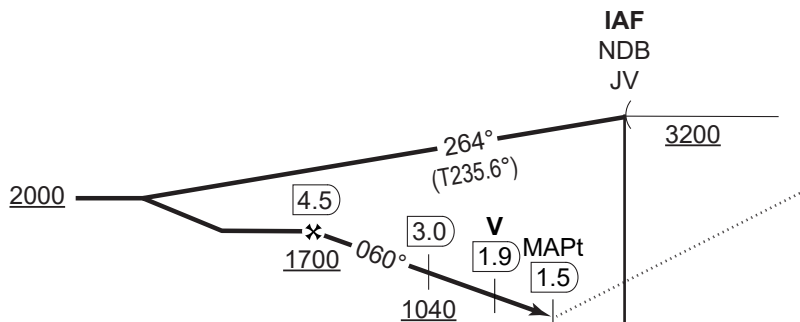


SAFE ALT 100 NM 9000

TA 6000

CDFA 3.3° / 5.7%

DME JA	4	3
ALT	1530	1180



MISSED APPROACH

Climb straight ahead to JV NDB. Then on 045° (T016°) to 3200 FT. Turn LEFT direct JV NDB.

SRC

4.5

THR ELEV 95

CATEGORY

C

NDB 06 (MACG 5%)

800 - 2.4 705 (800-2.4/3.3)

NDB 06 (MACG 2.5%)

930 - 2.4 835 (900-2.4/3.8)

CIRCLING **d**

1190 - 2.4 1095 (1100-2.4)

NDB W RWY 06

69°14.59'N
051°03.43'W

ILULISSAT (BGJN)

CHANGES: FAF ALT CORRECTED.

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