



ROYAL DANISH AIR FORCE
FLIGHT INFORMATION PUBLICATION

RDAF FLIP



INSTRUMENT APPROACH AND
DEPARTURE PROCEDURES

DENMARK AND GREENLAND

For Electronic Flight Bag
Touch anywhere on this page to continue

EFFECTIVE 25 DEC 2025
TO 18 FEB 2026

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INDEX OF AERODROMES

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RDAF FLIP uses the same symbology as CENOR FLIP (See LEGEND-2 and LEGEND-3) with the following exceptions:

	Wind turbine - unlit	}	Replaces     where obstacles are in fact wind turbines.
	Group of wind turbines - unlit		
	Wind turbine - lit		
	Group of wind turbines - lit		
	Line of wind turbines - lit	}	Replaces  where an obstacle is 1000 ft AMSL or more)
	Wind farm - lit		
	Exceptionally high obstacle - lit	}	
	Highest obstacle within the Plan View Area		
	Para drop zone		
	Cities, towns, villages		
	Air traffic services Reporting Office (ARO)		
	Water aerodrome		



	VOR		HIRTA (with obstruction unlighted)
	DME		HIRTA (with obstruction lighted)
	VOR/DME		HIRTA High intensity radio transmission area
	TACAN		Power Transmission Line
	VORTAC		Minimum Sector Altitude (MSA) 25NM radius
	NDB		Identification of Radio Navigational Facility Sector Boundary Minimum sector Altitude (MSA)
	VFR Reporting Point / Intersection On Request Fly-By		Danger Area (ED-D) Restricted Area (ED-R) Prohibited Area (ED-P)
	VFR Reporting Point / Intersection Compulsory Fly-By		Variation
	VFR Reporting Point / Intersection On Request Fly-Over		International Border
	VFR Reporting Point / Intersection Compulsory Fly-Over		FIR
	Waypoint On Request Fly-By		Control Zone (CTR)
	Waypoint Compulsory Fly-By		Not to Scale
	Waypoint On Request Fly-Over		Frequency available on request Control Tower or ATIS operates non-continuously
	Waypoint Compulsory Fly-Over		ATIS*
	DME Mileage		ARP
	Procedural Track		Distance
	Minimum Level, Direction, Distance		Night Low Flying System (Route Segment)
	Radial		Waypoint Designator
	Lead Radial		Enroute Flight Altitude in ft MSL
	Mandatory Level / Recommended Level		Emergency Enroute Flight Altitude in ft MSL
	Minimum Level / Maximum Level		Initial Approach Fix
	Spot Elevation		Missed Approach
	Obstruction (unlighted)		
	Group of Obstructions (unlighted)		
	Obstruction (lighted)		
	Group of Obstructions (lighted)		
	HIRTA (no obstruction)		

	Procedure Turn		VASIS / PAPI
	Final Approach Fix (FAF) (Non precision approaches)		Displaced Threshold
	Visual Descent Point (VDP)		INS Position
	Transition Route		Closed runway or taxiway TWY
	Supplementary Route		Uni-directional / Bi-directional Cable The cables are displayed with regard to the direction of their arresting capabilities (uni-bi-directional) irrespective of flight operational restrictions.
	Profile Descent from Holding Pattern Radio Nav Facility Turns Missed Approach Point RWY		Net
	Final Approach Course from IAF to main Radio NavAid or ARP		Taxiway designation
	Standard Holding Pattern		ABN
	Holding Fix (If holding fix conform to IAF, IAF symbol is to be used.)		Helicopter Landing Area
	<u>Glide Slope in Degrees</u>		Supervision office
	Threshold Crossing Height		Wind sock (unlighted, lighted)
	Glide Slope Intercept Altitude		RWY (hard surface)
	Front Course		RWY (unpaved surface)
	Back Course		RWY (unpaved surface) with unpaved surface beyond RWY extremities
	Glide Slope		RWY (hard surface) with hard surface beyond RWY extremities
	MM		RWY (hard surface) with unpaved surface beyond RWY extremities
	OM		TWY or apron (hard surface)
	General symbol for radio facilities		Building
	Radar reflector		
	ATS Service Boundary		

APPROACH LIGHTING SYSTEM

	Threshold (ALS no flashing lights)		Type of ALS unknown
	Threshold (ALS with flashing lights)		Example
	Lights on extended rwy center line		Example
	1 row		
	2 rows		
	3 rows or more		
	Crossbar		
	No ALS		



AALBORG (EKYT)

AERODROME CHART

ILS or LOC RWY 08L

ILS or LOC 26R

COPTER ILS RWY 08L

COPTER ILS RWY 26R

HPMA TACAN RWY 08L

HPMA VORTAC RWY 26R

TACAN RWY 08L (CAT A-B)

VORTAC RWY 26R

TACAN RWY 08L (CAT C-E)

RNP RWY 26R

RNP RWY 08L

WP LIST RWY 26R

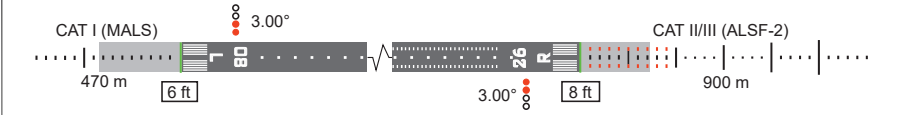
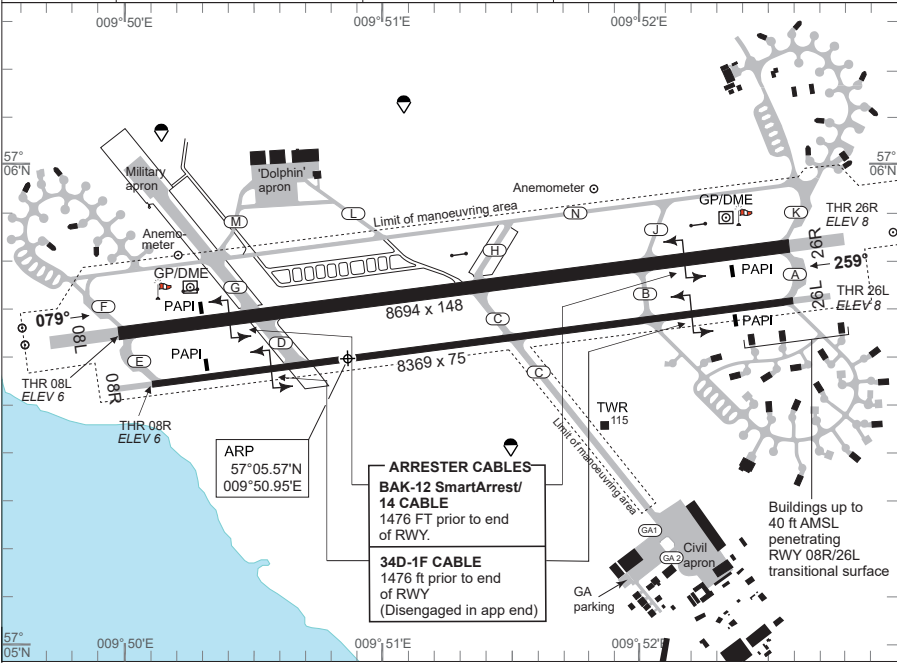
WP LIST RWY 08L



AERODROME CHART

AALBORG (EKYT)

AALBORG ATIS 120.480	AALBORG TOWER 353.525 118.305	AALBORG APPROACH 362.450 123.980	AD Admin and FPL: Email: +45 728 46310 woc@atwaal.dk
AD Elev 8	ARP 57°05.57'N 009°50.95'E	VAR 4.0°E (JAN 2023)	



RWY	PCN	DECLARED DISTANCES					THR ELEV	RWY LIGHTING						THR PSN
		PSN	TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE	END	
08L	66	E/F	8694	8694	9422	8694	6	LIH	3.00°		LIH	LIH	LIH	57°05.623'N 009°50.005'E
		D/G	6791	6791	7519									
		C/H	4002	4002	4730									
26R	F/D/W/T	A/K	8694	8694	9589	8694	8	LIH	3.00°	LIH	LIH	LIH	57°05.790'N 009°52.611'E	
		B/J	6791	6791	7686									
		C/H	4691	4691	5586									
08R	52	E	8369	8369	8861	8369	6	LIL	3.00°			LIL	LIL	57°05.515'N 009°50.128'E
26L	F/D/X/U	A	8369	8369	8861	8369	8	LIL	3.00°			LIL	LIL	57°05.675'N 009°52.634'E

Start-up clearance required for all aircraft, also for engine ground run.

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.

Standard Instrument Departures (SID) have not been established.

Omnidirectional departures RWY 08L/R and 26R/L: Climb straight ahead to at least 600 FT MSL before turn is commenced.

MIPS	CIRCLING MINIMA (NORTH of aerodrome only)								
	A		B	C	D	E			
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)

AERODROME CHART

AALBORG (EKYT)



MIPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 08L
AALBORG (EKYT)

Table with 4 columns: COPENHAGEN CONTROL, AALBORG ATIS, AALBORG APPROACH, AALBORG TOWER. Rows include frequencies and altitudes.

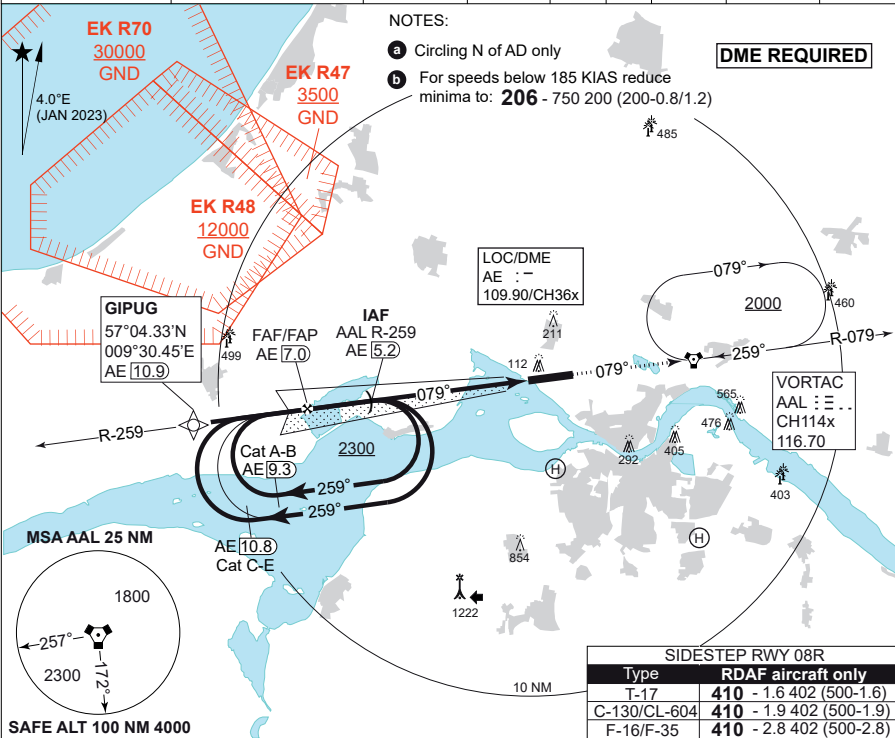


Table with 2 columns: Type, RDAF aircraft only. Rows include T-17, C-130/CL-604, and F-16/F-35 with their respective altitudes.

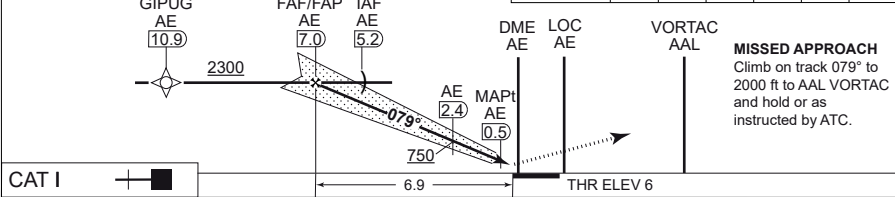


Table with 5 columns: CATEGORY, A, B, C, D, E. Rows include S-ILS CAT I 08L, S-LOC 08L, and CIRCLING with associated altitudes and speeds.

ILS or LOC RWY 08L AALBORG (EKYT)

CHANGES: NEW AALBORG HOSPITALS BYEN HEIMS (PRIVATE HELIPAD) ADDED.

AIR COMMAND DENMARK - MIL AIRM 30 OCT 2025



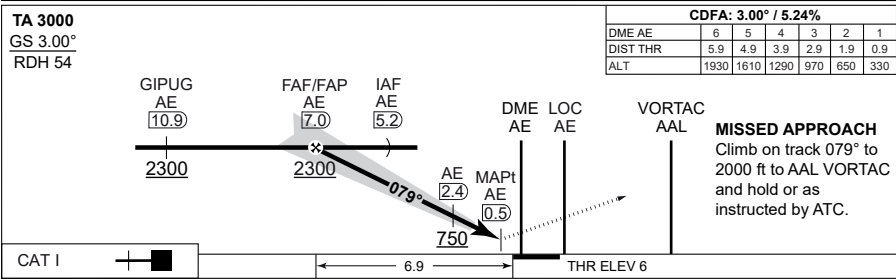
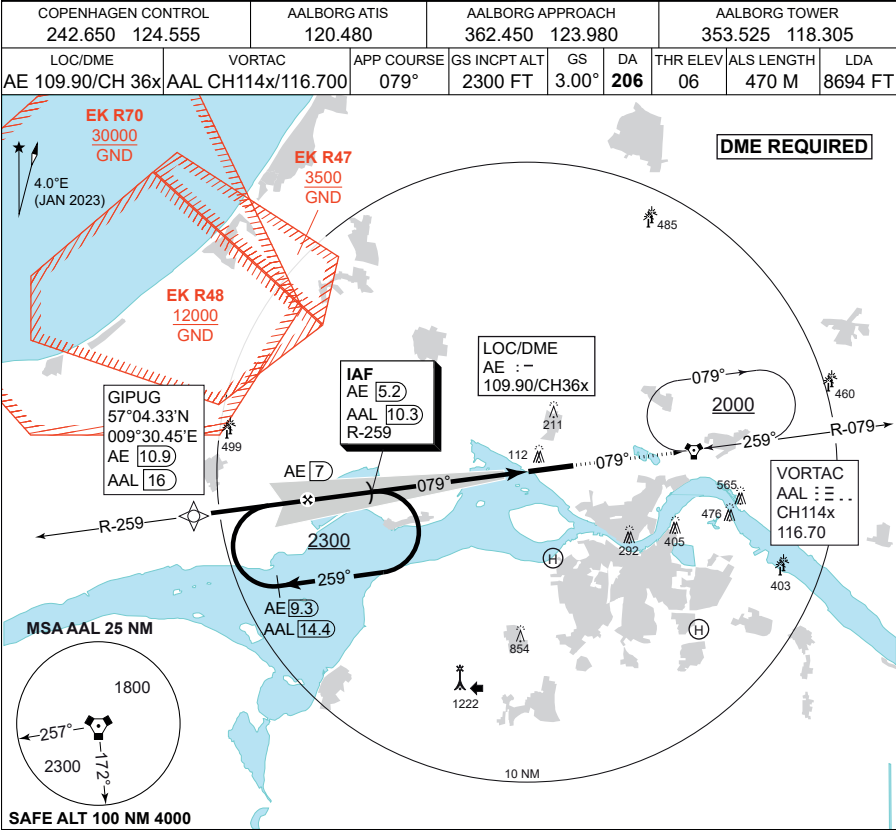
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 8

COPTER ILS or LOC RWY 08L

AALBORG (EKYT)



CATEGORY	H
H-CAT I	206 - 400 200 (200-0.4/0.8)
H-LOC 08L	300 - 400 292 (300-0.4/0.8)

COPTER ILS or LOC RWY 08L

57°05.57'N
009°50.95'E
1-3

AALBORG (EKYT)



CHANGES: NEW AALBORG HOSPITALS BYEN HEIMS (PRIVATE HELIPAD) ADDED.

AIR COMMAND DENMARK - MIL AIRM 30 OCT 2025

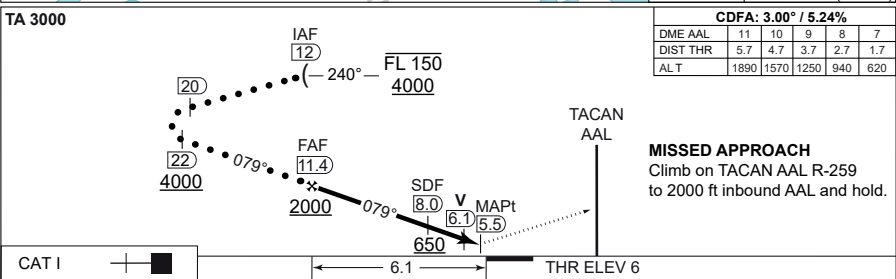
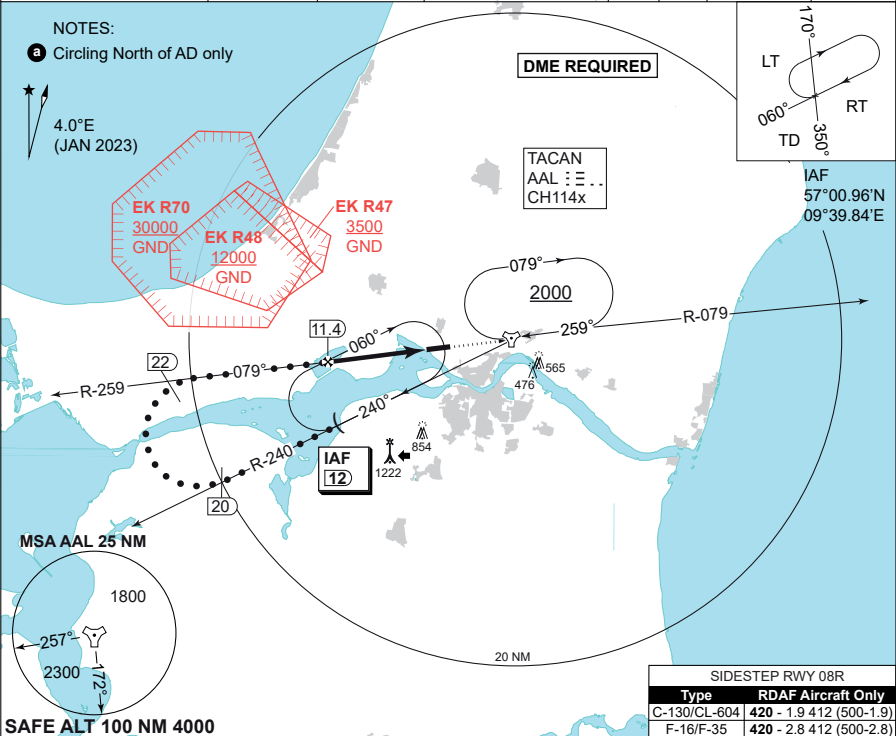
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 8

HPMA 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. 5.24% (318 FT/NM)	MDA 340	THR 6	ALS LENGTH 470 M	LDA 8694 FT



CATEGORY	HPMA
S-TACAN 08L	340 - 1100 332 (400-1.1/1.5)
CIRCLING a	560 - 3.2 552 (600-3.2)

HPMA TACAN RWY 08L

57°05.57'N
009°50.95'E
1-4

AALBORG (EKYT)

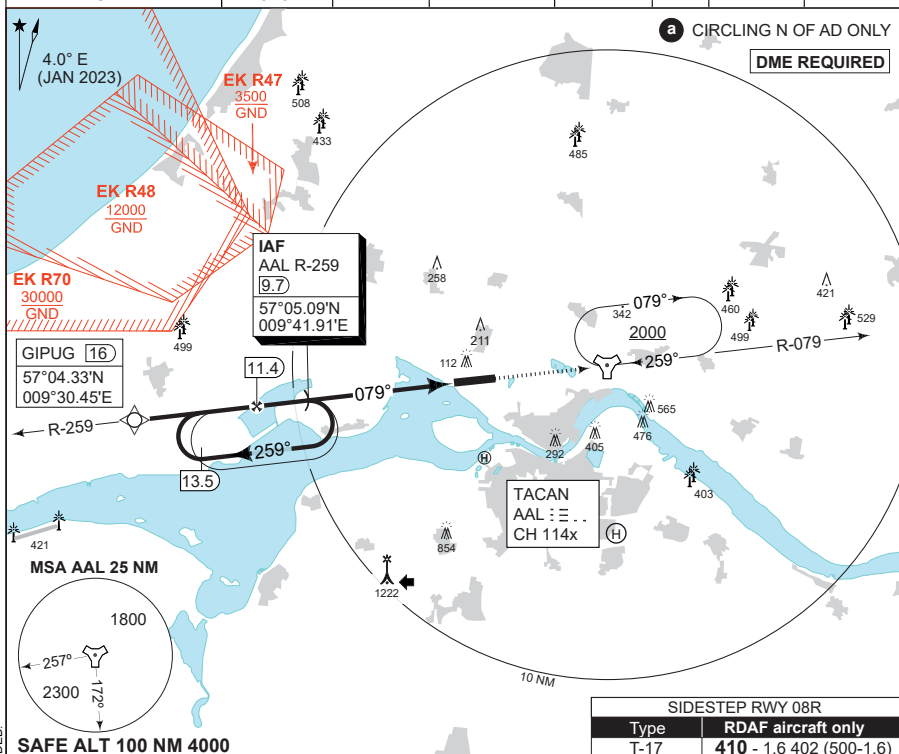


CHANGES: VORTAC CHANGED TO TACAN WITHOUT FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

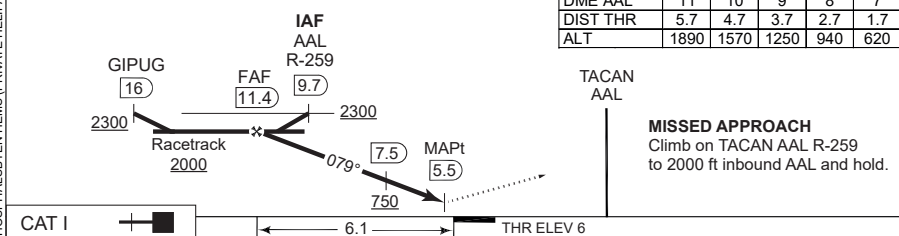
INSTRUMENT APPROACH CHART

COPENHAGEN CONTROL		AALBORG ATIS		AALBORG APPROACH		AALBORG TOWER	
242.650	124.555	120.480		362.450 123.980		353.525 118.305	
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS length	LDA
AAL CH 114x	079°	2000 FT	318 FT/NM	340	6	470 M	8694 FT



TA 3000

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



CATEGORY		A	B
MPS	S-TACAN 08L	340 -1100 332 (400-1.1/1.5)	
	CIRCLING (a)	510 -1.5 502 (600-1.5)	510 -1.6 502 (600-1.6)

TACAN RWY 08L (CAT A-B)

57°05.57'N
009°50.95'E

AALBORG (EKYT)

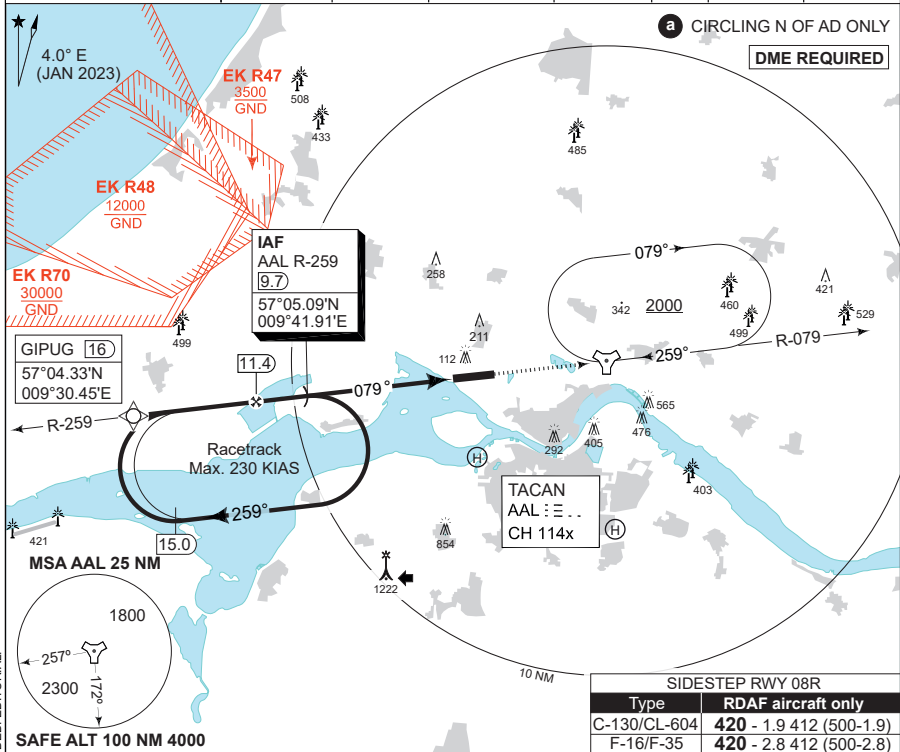


MIPS

INSTRUMENT APPROACH CHART

TACAN RWY 08L (CAT C-E)
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 318 FT/NM
		MDA 340	THR 6
			ALS length 470 M
			LDA 8694 FT



TA 3000		CDFA 3.0° / 5.24%	
CAT I		THR ELEV 6	
CATEGORY	C	D	E
S-TACAN 08L	340 -1100 332 (400-1.1/1.5)		
CIRCLING a	690 -2.4 682 (700-2.4)	750 -3.6 742 (800-3.6)	840 -3.6 832 (900-3.6)

TACAN RWY 08L (CAT C-E)

57°05.57'N
009°50.95'E

AALBORG (EKYT)

1-6



CHANGES: NEW AALBORG HOSPITALSBYEN HEMS (PRIVATE HELPAD) ADDED. EDITORIAL

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025

MIPS

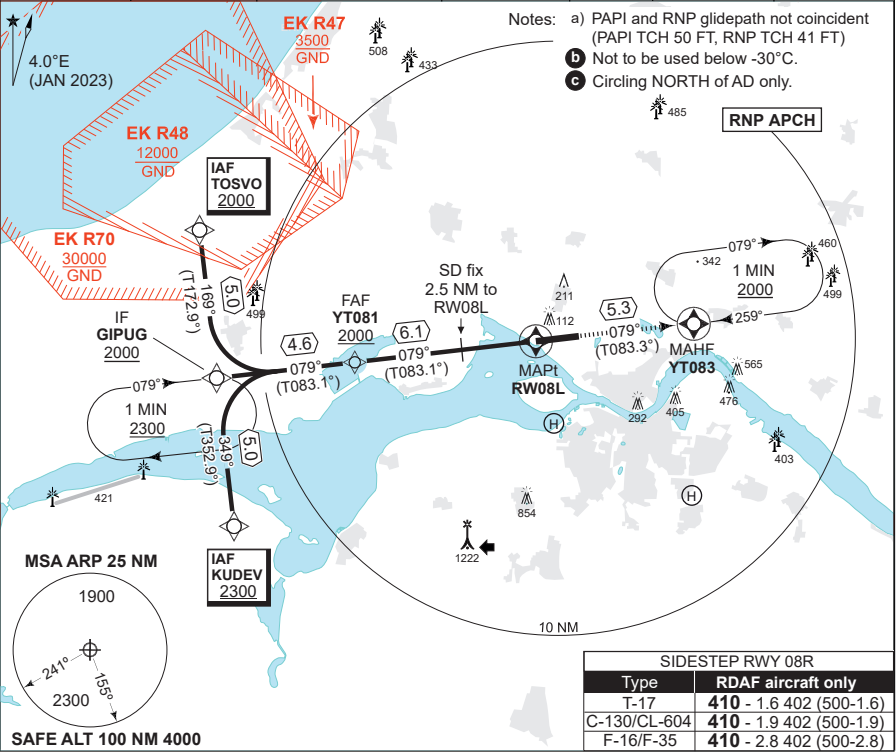
INSTRUMENT APPROACH CHART

AD ELEV 8

RNP 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	
APP COURSE 079°	FAF ALT 2000 FT	Descent GR 3.0° (5.24%)		MINIMA See CAT	THR 6	ALS length 470 M	LDA 8694 FT



SAFE ALT 100 NM 4000		SIDESTEP RWY 08R	
TA 3000 GS 3.0° TCH 41		Type RDAF aircraft only	
KUDEV 2300		T-17 410 - 1.6 402 (500-1.6)	
TOSVO 2000		C-130/CL-604 410 - 1.9 402 (500-1.9)	
CAT I		F-16/F-35 410 - 2.8 402 (500-2.8)	

CATEGORY	A	B	C	D	E
LNAV/VNAV (DA) b	256 -800 250 (300-0.8/1.3)			272 -900 266 (300-0.9/1.3)	290 -900 284 (300-0.9/1.4)
LNAV (MDA)	310 -1000 302 (400-1.0/1.4)		330 -1100 322 (400-1.1/1.5)	350 -1200 342 (400-1.2/1.6)	360 -1200 352 (400-1.2/1.6)
CIRCLING c	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 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

CHANGES: NEW AALBORG HOSPITAL SEVEN HEMS (PRIVATE HELPAD) ADDED. EDITORIAL

AIR COMMAND DENMARK - MIL AIR 30 OCT 2025



EKYT RNP RWY 08L waypoint coordinates:

RWY 08L from TOSVO (Initial LEFT) APPROACH RNP

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

RWY 08L from KUDEV (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 08L

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



INSTRUMENT APPROACH CHART

AD ELEV 8

AALBORG (EKYT)

CATEGORY		A	B	C	D	E
MIPS	S-CAT I	208 - 550 200 (200-0.8/1.2)				
	S-CAT II	RA 101 (DA 108) - 350 100				N/A
	S-LOC 26R	390 - 1100 382 (400-1.1/1.8)				
	CIRCLING 	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)

57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS

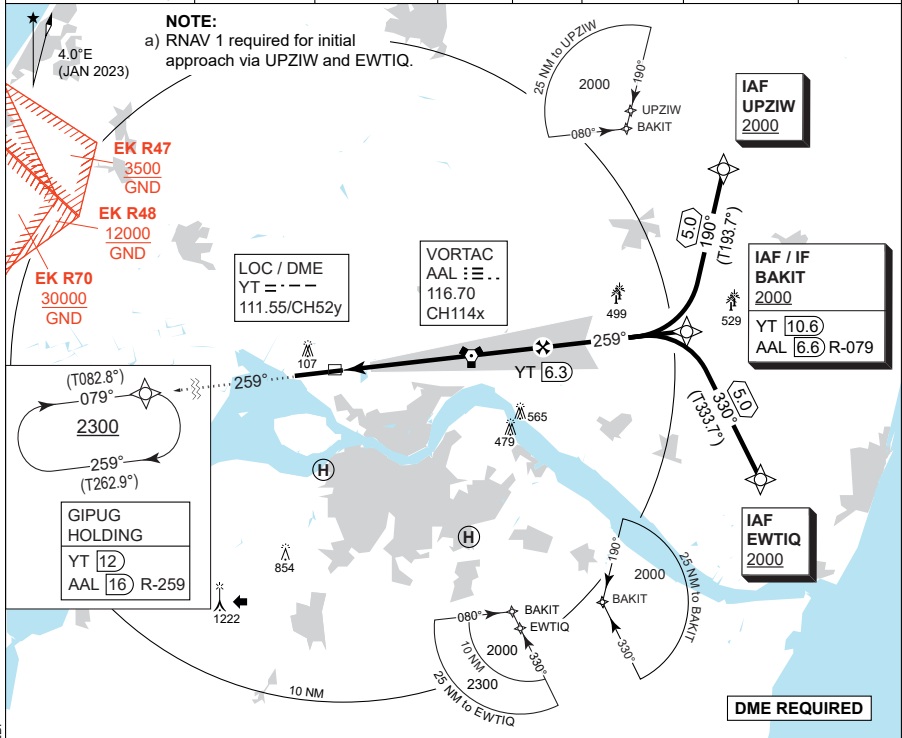
INSTRUMENT APPROACH CHART

AD ELEV 8

COPTER ILS or LOC RWY 26R

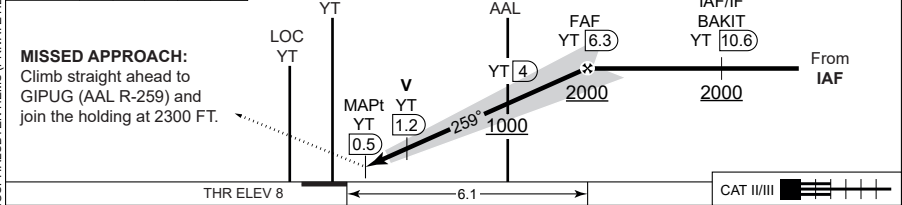
AALBORG (EKYT)

COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480	AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
LOC/DME YT 111.55/CH 52y	APP COURSE 259°	GS INCPT ALT 2000 FT	GS 3.00°	DA 208	THR ELEV 8	ALS LENGTH 900 M 8694 FT



CDFA: 3.00° / 5.24%						
DME YT	2	3	4	5	6	
DIST THR	1.8	2.8	3.8	4.8	5.8	
ALT	640	960	1280	1600	1920	

TA 3000
GS 3.00°
RDH 51



CATEGORY	H
H-CAT I	208 - 400 200 (200-0.4/0.8)
H-CAT II	RA 101 (DA 108) - 350 100
H-LOC 26R	390 - 400 382 (400-0.4/0.8)

COPTER ILS or LOC RWY 26R

57°05.57'N
009°50.95'E
1-10

AALBORG (EKYT)



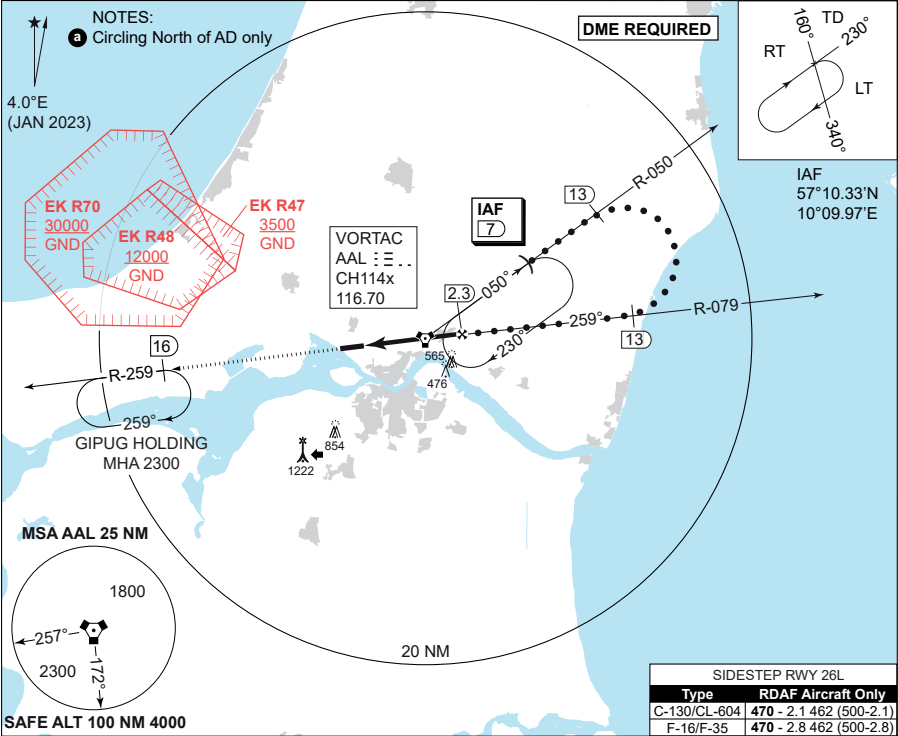
CHANGES: NEW AALBORG HOSPITAL SBVEN HEMS (PRIVATE HELIPAD) ADDED.

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025

MIPS
INSTRUMENT APPROACH CHART

HPMA VORTAC 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	
VORTAC AAL 116.70/CH 114x		APP COURSE 259°		FAF ALT 2000 FT		DESCENT GR. 5.24% (318 FT/NM)	
				MDA 420		THR 8	LDA 8694 FT



CATEGORY		HPMA	
MIPS	S-VORTAC 26R	420 - 1200 412 (500-1.2/1.9)	
	CIRCLING a	560 - 3.2 552 (600-3.2)	

HPMA VORTAC RWY 26R

57°05.57'N
009°50.95'E
1-11

AALBORG (EKYT)



CHANGES: PROCEDURE CHANGED FROM TERPS TO HPMA CRITERIA

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS
INSTRUMENT APPROACH CHART

VORTAC RWY 26R
AALBORG (EKYT)

Table with 4 rows and 6 columns containing flight information: COPENHAGEN CONTROL, AALBORG ATIS, AALBORG APPROACH, AALBORG TOWER, VORTAC, APP COURSE, FAF ALT, DESCENT GR., MDA, THR ELEV, ALS LENGTH, LDA.

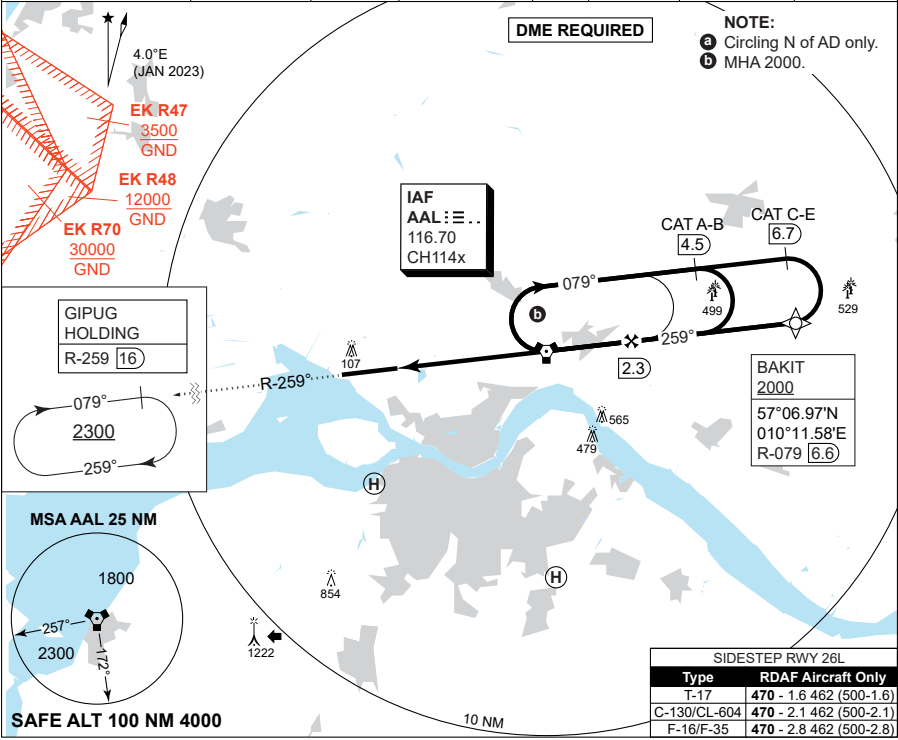


Table with 2 rows and 7 columns: CDFA: 3.00° / 5.24%, and a table with DME AAL, DIST THR, and ALT values.

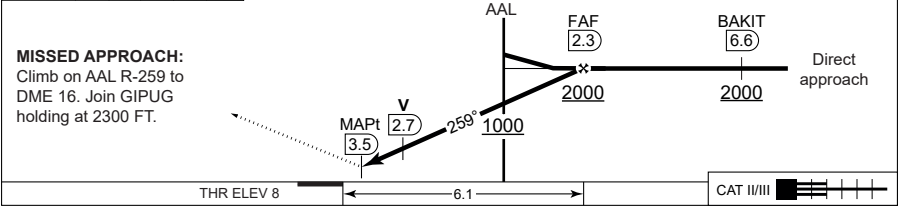


Table with 6 columns: CATEGORY, A, B, C, D, E. It contains performance data for VORTAC 26R and CIRCLING procedures at various altitudes and speeds.

VORTAC RWY 26R AALBORG (EKYT)

CHANGES: NEW AALBORG HOSPITAL SBVEN HEMS (PRIVATE HELIPAD) ADDED.

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025



MIPS

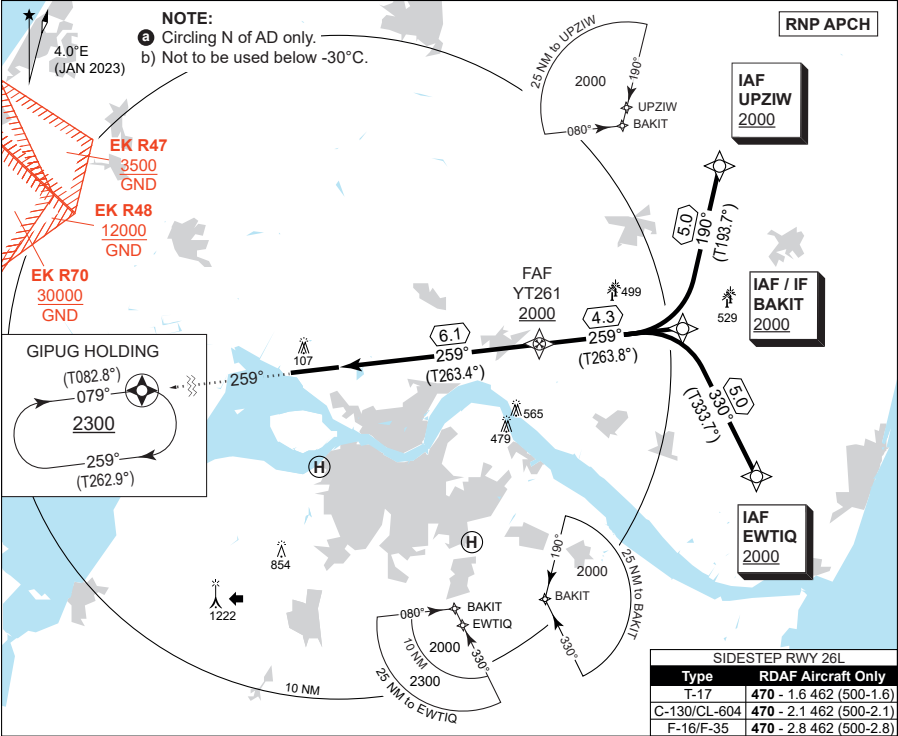
INSTRUMENT APPROACH CHART

AD ELEV 8

RNP RWY 26R

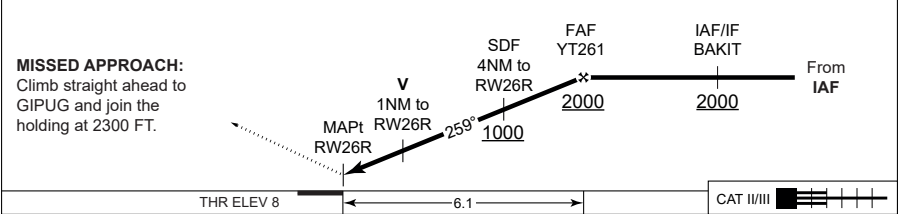
AALBORG (EKYT)

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%						
DIST THR	2	3	4	5	6	
ALT	700	1020	1330	1650	1970	

TA 3000
GS 3.00°
RDH 51



MPS	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
1-13

AALBORG (EKYT)

CHANGES: NEW AALBORG HOSPITAL SBVEN HEMS (PRIVATE HELIPAD) ADDED.

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025



EKYT RNP RWY 26R waypoint coordinates:

RWY 26R from EWTIQ (Initial LEFT) APPROACH RNP

		CODING		DISPLAY
EWTIQ	IAF	57 02 29.73N	010 15 38.92E	57 02.496N 010 15.649E
BAKIT	IF	57 06 58.00N	010 11 35.00E	57 06.967N 010 11.583E
YT261	FAF	57 06 29.64N	010 03 42.31E	57 06.494N 010 03.705E
RW26R	MAPt	57 05 47.43N	009 52 36.63E	57 05.790N 009 52.611E
GIPUG	MAHF	57 04 20.00N	009 30 27.00E	57 04.333N 009 30.450E

RWY 26R from UPZIW (Initial RIGHT) APPROACH RNP

		CODING		DISPLAY
UPZIW	IAF	57 11 48.90N	010 13 44.95E	57 11.815N 010 13.749E
BAKIT	IF	57 06 58.00N	010 11 35.00E	57 06.967N 010 11.583E
YT261	FAF	57 06 29.64N	010 03 42.31E	57 06.494N 010 03.705E
RW26R	MAPt	57 05 47.43N	009 52 36.63E	57 05.790N 009 52.611E
GIPUG	MAHF	57 04 20.00N	009 30 27.00E	57 04.333N 009 30.450E

Threshold coordinates RWY 26R

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



AARHUS (EKAH)

AERODROME CHART

ILS or LOC RWY 10R

ILS or LOC RWY 28L (CAT A-B)

NDB RWY 10R

ILS or LOC RWY 28L (CAT C-E)

RNP RWY 10R

NDB RWY 28L (CAT A-B)

WP LIST RWY 10R

NDB RWY 28L (CAT C-E)

RNP RWY 28L

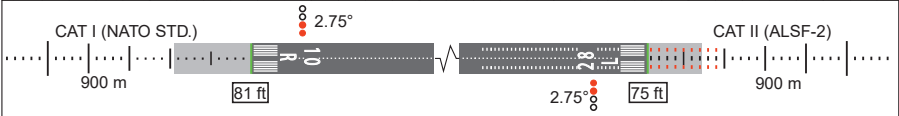
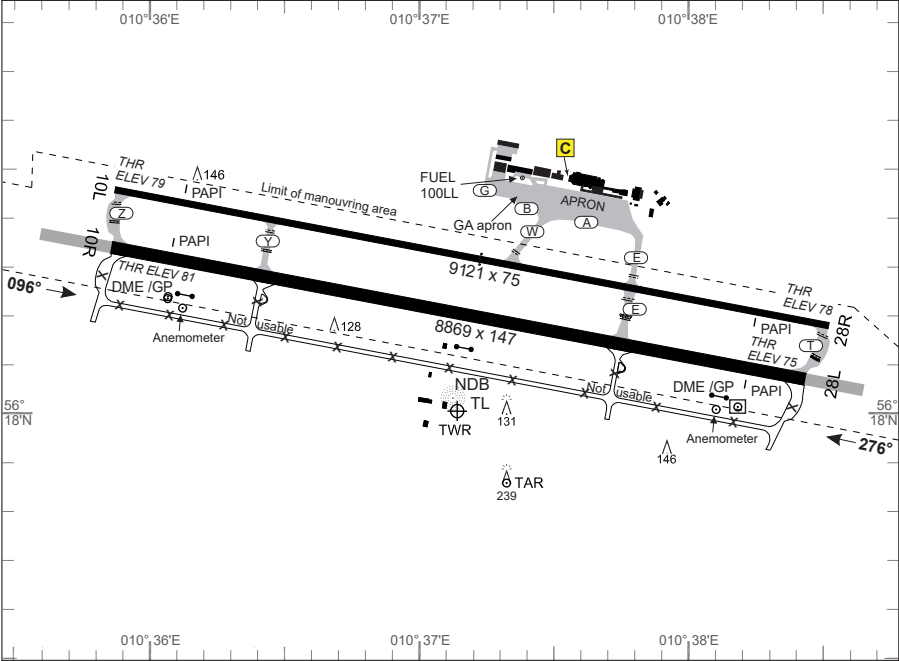
WP LIST RWY 28L



AERODROME CHART

AARHUS (EKAH)

AARHUS ATIS 125.155	AARHUS TOWER 118.530	AARHUS APPROACH 119.280	Airport Office: 131.555 Tel.: +45 87 75 70 50 All departing flights must file a complete or abbreviated flight plan to Aarhus ARO before taxiing.
AD Elev 82	ARP 56°18.00'N 010°37.14'E	VAR 4.0°E (APR 2022)	



RWY	PCN	DECLARED DISTANCES				THR ELEV	RWY LIGHTING						THR PSN
		TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE	END	
10R	76/R/B/X/U	8869	9597	9597	8869	81	LIH	2.75°		LIH	LIH	LIH	56°18.33'N 010°35.86'E
28L		8869	9807	9807	8869	75	LIH	2.75°	LIH	LIH	LIH	LIH	56°18.07'N 010°38.43'E
10L	120/F/B/W/T	9121	9121	9121	9121	79	LIL	3.00°			LIL	LIL	56°18.45'N 010°35.87'E
28R		9121	9121	9121	9121	78	LIL	3.00°			LIL	LIL	56°18.18'N 010°38.52'E

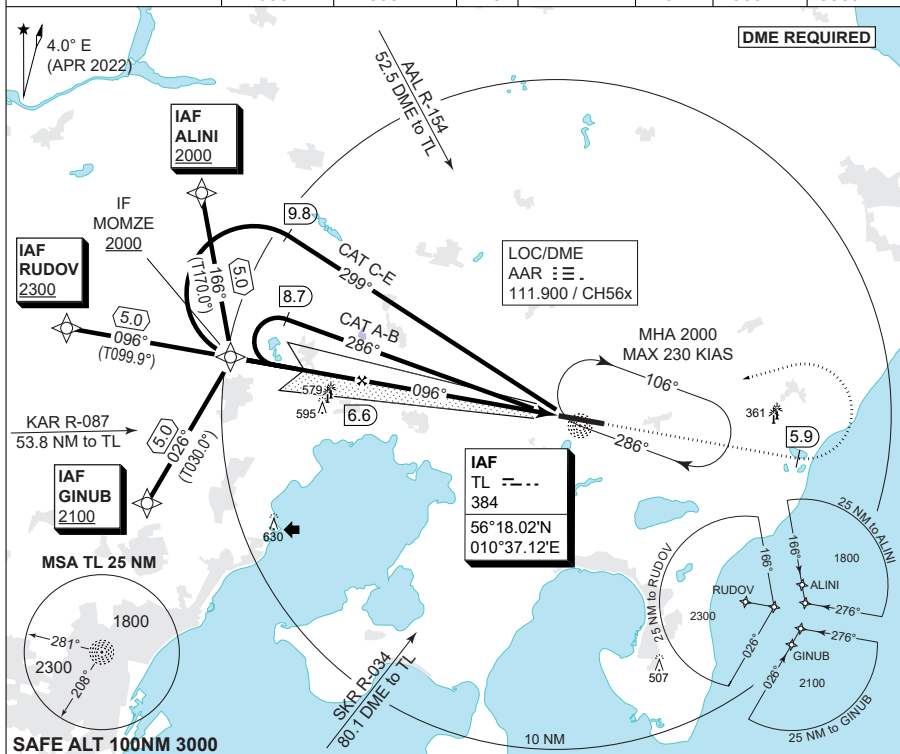
Standard Instrument Departures (SID) have not been established.
Omnidirectional departures RWY 10R/L and 28L/R: Climb straight ahead to at least 700 FT MSL before turning.

AERODROME CHART

AARHUS (EKAH)

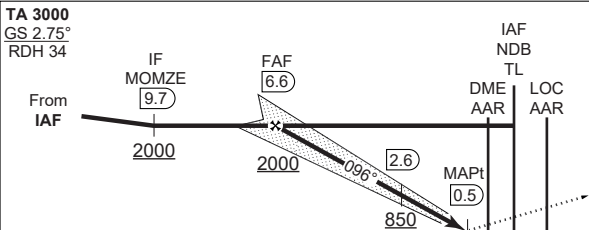


COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
LOC/DME AAR 111.900/CH 56x	APP COURSE 096°	GS INTCTPT ALT 2000 FT	GS 2.75°	DA See CAT	THR ELEV 81	ALS 900 M	LDA 8869 FT

ILS or LOC RWY 10R
AARHUS (EKAH)

SAFE ALT 100NM 3000

TA 3000
GS 2.75°
RDH 34



CAT I

IAF
NDB
TI

	C DFA: 2.75° / 4.8%
--	---------------------

DME AAR	6	5	4	3	2
DIST THR	5.9	4.9	3.9	2.9	1.9
ALT	1840	1550	1260	960	670

MISSED APPROACH

Climb on track 096° to 2000 FT.
At DME AAR 5.9 turn left inbound
NDB TL and hold.

CATEGORY		A	B	C	D	E
MPS	S-ILS 10R	281 - 550 200 (200-0.8/1.2)				
	S-LOC 10R	480 - 1100 398 (400-1.1/1.8)				
	CIRCLING	570 - 1.5 488 (500-1.5)	680 - 1.6 598 (600-1.6)	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

ILS or LOC RWY 10R

56°18.00'N
010°37.14'E

AARHUS (EKAH)

2-2

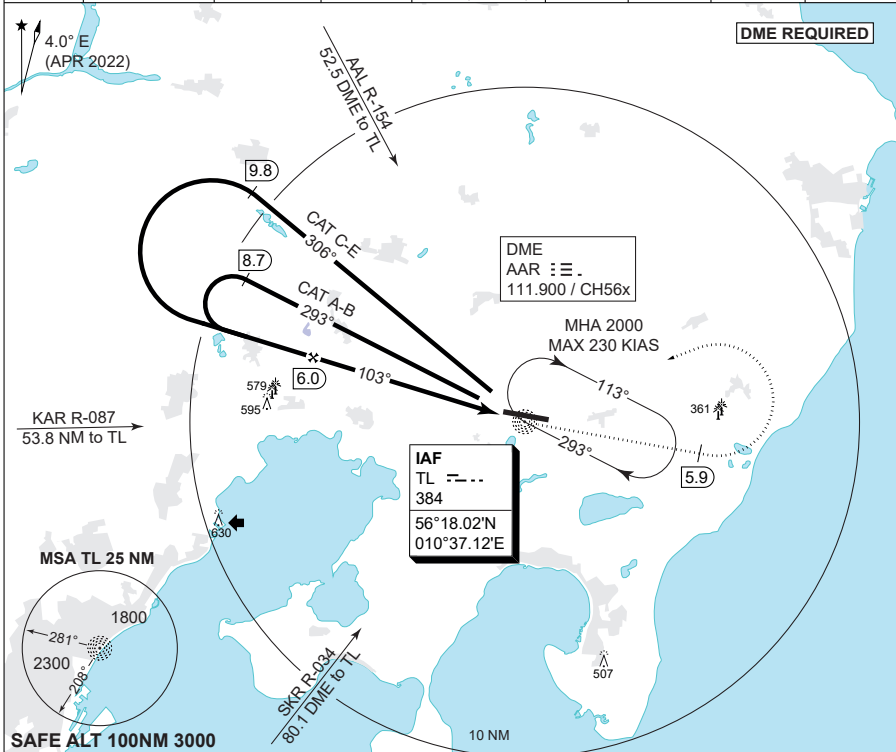


MIPS INSTRUMENT APPROACH CHART

AD ELEV 82

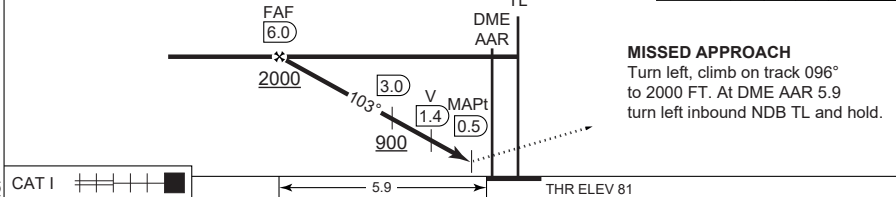
**NDB RWY 10R
AARHUS (EKAH)**

COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
NDB TL 384	DME AAR CH 56x	APP COURSE 103°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.24%)	MDA 590	THR ELEV 81	ALS 900 M LDA 8869 FT



TA 3000

CDFA: 3.0° / 5.24%					
DME AAR	6	5	4	3	2
DIST THR	5.9	4.9	3.9	2.9	1.9
ALT	2000	1680	1360	1050	730



CATEGORY		A	B	C	D	E
MPS	S-NDB 10R	590 - 1600 508 (600-1.6/2.4)				
	CIRCLING	590 - 1.6 508 (600-1.6)	680 - 1.6 598 (600-1.6)	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

NDB RWY 10R

56°18.00'N
010°37.14'E
2-3

AARHUS (EKAH)



MIPS

**RNP RWY 10R
AARHUS (EKAH)**

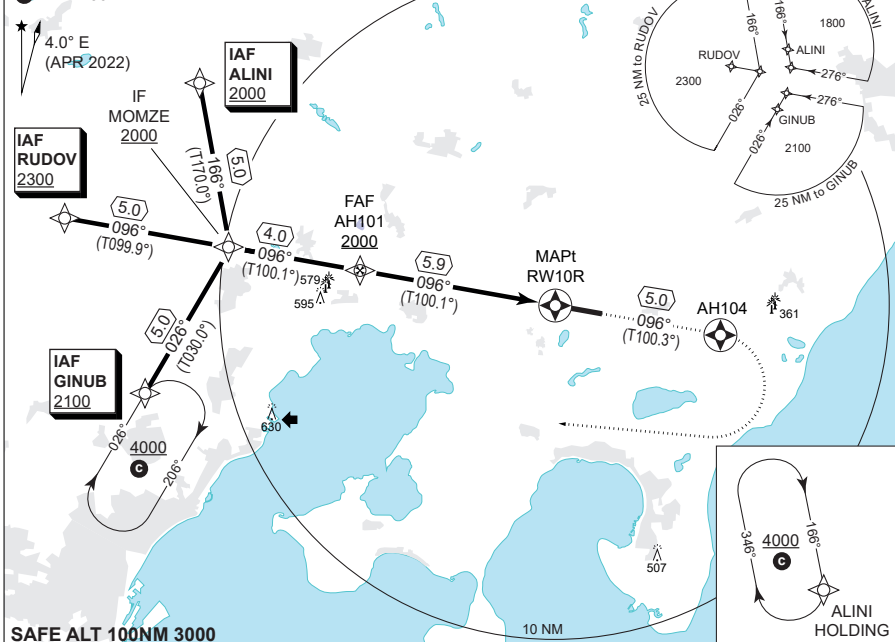
COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
EGNOS CHANNEL 45346 / E10A	APP COURSE 096°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 81	ALS 900 M	LDA 8869 FT

- a) PAPI 2.75° - not aligned with instrument procedure vertical path.
- b) Not to be used below -25°C.
- c) Max. 230 KIAS.

a) PAPI 2.75° - not aligned with instrument procedure vertical path.

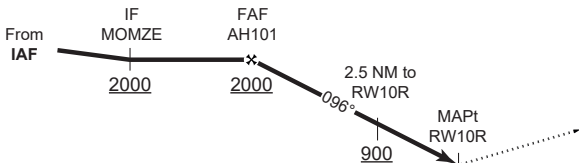
b Not to be used below -25°C

G Max. 230 KIAS.



TA 3000
GS 3.0°
RDH 50

DIST RW10R	5	4	3	2	1
ALT	1720	1410	1090	770	450



Climb on track to overfly AH104.
Turn right direct to GINUB and
hold at 4000 ft.

Climb on track to overfly AH104.
Turn right direct to GINUB and
hold at 4000 ft.

CAT I 

THR ELEV 81

CATEGORY		A	B	C	D	E
MPS	LPV	331 - 600 250 (300-0.8/1.3)				
	LNAV/VNAV b	360 - 600 278 (300-0.8/1.3)	380 - 650 298 (300-0.8/1.4)	380 - 650 298 (300-0.8/1.4)	400 - 700 318 (400-0.8/1.4)	420 - 800 338 (400-0.8/1.5)
	LNAV	480 - 1100 398 (400-1.1/1.8)				
	CIRCLING	570 - 1.5 488 (500-1.5)	680 - 1.6 598 (600-1.6)	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

RNP RWY 10R

56°18.00'N
010°37.14'E

AARHUS (EKAH)

2-4



EKAH RNP RWY 10R waypoint coordinates:

RWY 10R from ALINI APPROACH RNP

		CODING			DISPLAY		
ALINI	IAF	56 24	59.67N	010 16 54.33E	56 24.995'N	010 16.906'E	
MOMZE	IF	56 20	03.54N	010 18 28.24E	56 20.059'N	010 18.471'E	
AH101	FAF	56 19	21.87N	010 25 28.86E	56 19.365'N	010 25.481'E	
RW10R	MAPt	56 18	19.77N	010 35 51.24E	56 18.329'N	010 35.854'E	
AH104	MATF	56 17	26.08N	010 44 40.96E	56 17.435'N	010 44.683'E	
GINUB	MAHF	56 15	43.14N	010 13 57.87E	56 15.719'N	010 13.965'E	

RWY 10R from RUDOV APPROACH RNP

		CODING			DISPLAY		
RUDOV	IAF	56 20	55.59N	010 09 35.03E	56 20.927'N	010 09.584'E	
MOMZE	IF	56 20	03.54N	010 18 28.24E	56 20.059'N	010 18.471'E	
AH101	FAF	56 19	21.87N	010 25 28.86E	56 19.365'N	010 25.481'E	
RW10R	MAPt	56 18	19.77N	010 35 51.24E	56 18.329'N	010 35.854'E	
AH104	MATF	56 17	26.08N	010 44 40.96E	56 17.435'N	010 44.683'E	
GINUB	MAHF	56 15	43.14N	010 13 57.87E	56 15.719'N	010 13.965'E	

RWY 10R from GINUB APPROACH RNP

		CODING			DISPLAY		
GINUB	IAF	56 15	43.14N	010 13 57.87E	56 15.719'N	010 13.965'E	
MOMZE	IF	56 20	03.54N	010 18 28.24E	56 20.059'N	010 18.471'E	
AH101	FAF	56 19	21.87N	010 25 28.86E	56 19.365'N	010 25.481'E	
RW10R	MAPt	56 18	19.77N	010 35 51.24E	56 18.329'N	010 35.854'E	
AH104	MATF	56 17	26.08N	010 44 40.96E	56 17.435'N	010 44.683'E	
GINUB	MAHF	56 15	43.14N	010 13 57.87E	56 15.719'N	010 13.965'E	

Threshold coordinates RWY 10R

		CODING			DISPLAY		
RWY 10R		56 18	19.77N	010 35 51.24E	56 18.329'N	010 35.854'E	

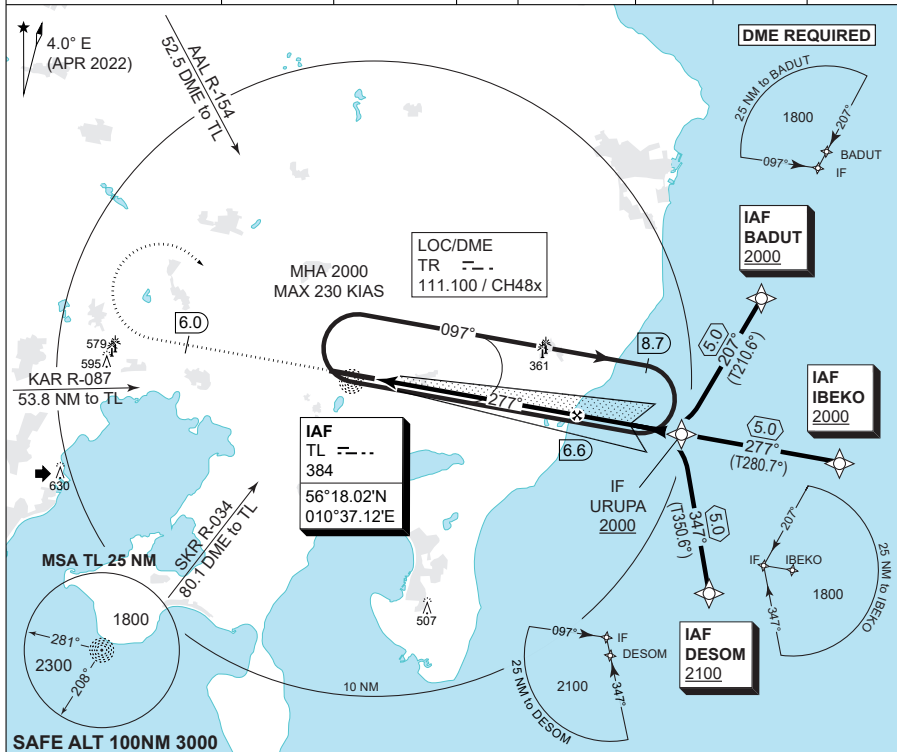


INSTRUMENT APPROACH CHART

AD ELEV 82

AARHUS (EKAH)

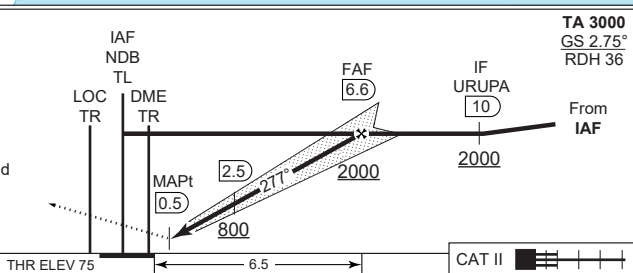
COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
LOC/DME TR 111.100/CH 48x	APP COURSE 277°	GS INTCTPT ALT 2000 FT	GS 2.75°	DA 275	THR ELEV 75	ALS 900 M	LDA 8869 FT



CDFA: 2.75° / 4.8%					
DME AAR	2	3	4	5	6
DIST THR	1.9	2.9	3.9	4.9	5.9
ALT	670	960	1260	1550	1840

MISSED APPROACH

Climb on track 276° to 2000 FT.
At DME TR 6.0 turn right inbound
NDB TL and hold.



CATEGORY	A	B
S-ILS CAT I	275 - 550 200 (200-0.8/1.2)	
S-ILS CAT II	RA 99 (DA 175) - 350 100	
S-LOC 28L	480 - 1100 398 (400-1.1/1.8)	
CIRCLING	570 - 1.5 488 (500-1.5)	680 - 1.6 598 (600-1.6)

ILS or LOC RWY 28L (CAT A-B)

56°18.00'N
010°37.14'E
2-6

AARHUS (EKAH)

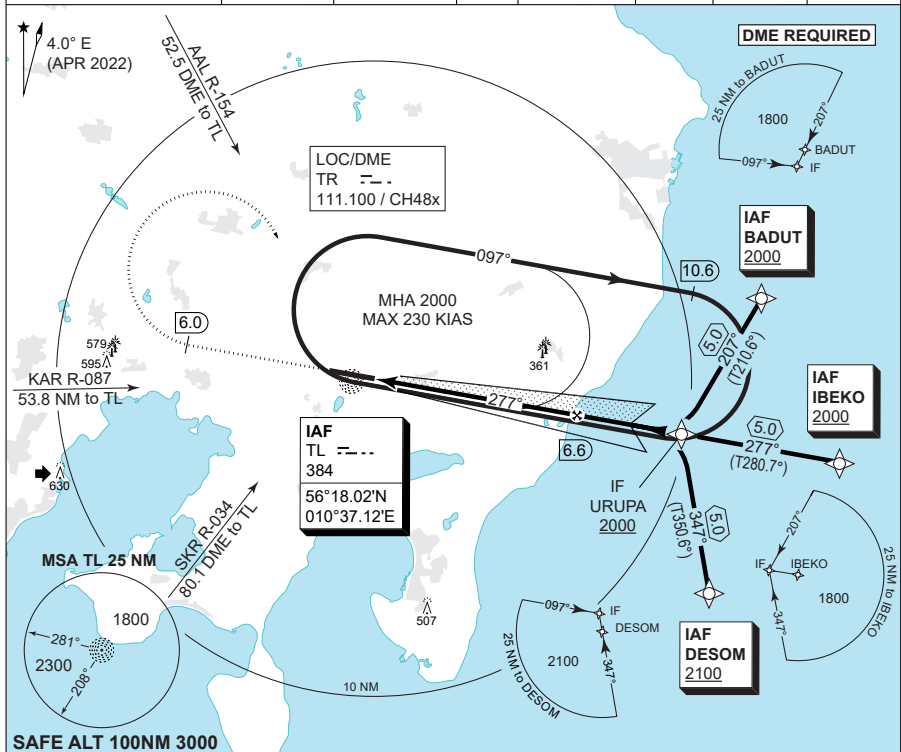


INSTRUMENT APPROACH CHART

ILS or LOC RWY 28L (CAT C-E)

AARHUS (EKAH)

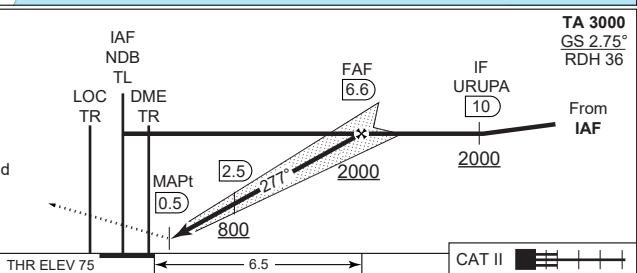
COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
LOC/DME TR 111.100/CH 48x		APP COURSE 277°	GS INTCTPT ALT 2000 FT	GS 2.75°	DA 275	THR ELEV 75	ALS 900 M LDA 8869 FT



CDFA: 2.75° / 4.8%					
DME AAR	2	3	4	5	6
DIST THR	1.9	2.9	3.9	4.9	5.9
ALT	670	960	1260	1550	1840

MISSED APPROACH

Climb on track 276° to 2000 FT.
At DME TR 6.0 turn right inbound
NDB TL and hold.



CATEGORY	C	D	E
S-ILS CAT I	275 - 550 200 (200-0.8/1.2)		
S-ILS CAT II	RA 99 (DA 175) - 350 100		N/A
S-LOC 28L	480 - 1100 398 (400-1.1/1.8)		
CIRCLING	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098(1100-3.6)

ILS or LOC RWY 28L (CAT C-E)

56°18.00'N
010°37.14'E

AARHUS (EKAH)



NDB RWY 28L (CAT A-B)
AARHUS (EKAH)

COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
NDB TL 384	APP COURSE 270°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.24%)	MDA 480	THR ELEV 75	ALS 900 M	LDA 8869 FT

NOTE:

a) No turn before MAPt.

★ 4.0° E
(APR 2022)

DME REQUIRED

DME
TR 
111.100 / CH48x

MHA 2000
MAX 230 KIAS

IAF
TL 7-11
384
56°18.02'N
010°37.12'E

KAR R-087
53.8 NM to T

MSA TL 25 NM

SKR R-034
DME to TL

SAFE ALT 100NM 3000

CDFA: 3.0° / 5.24%					
DME TR	2	3	4	5	6
DIST THR	1.9	2.9	3.9	4.9	5.9
ALT	720	1040	1360	1680	2000

TA 3000

MISSED APPROACH

Turn right, climb on track 277° to 2000 FT. At DME TR 6.0 turn right inbound NDB TL and hold.

CATEGORY	A	B
S-NDB 28L	480 - 1100 398 (400-1.1/1.8)	
CIRCLING	570 - 1.5 488 (500-1.5)	680 - 1.6 598 (600-1.6)

NDB RWY 28L (CAT A-B)

56°18.00'N
010°37.14'E
2-8

AARHUS (EKAH)



MIPS

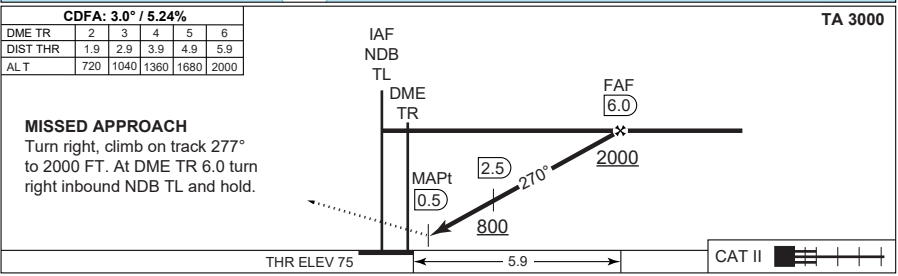
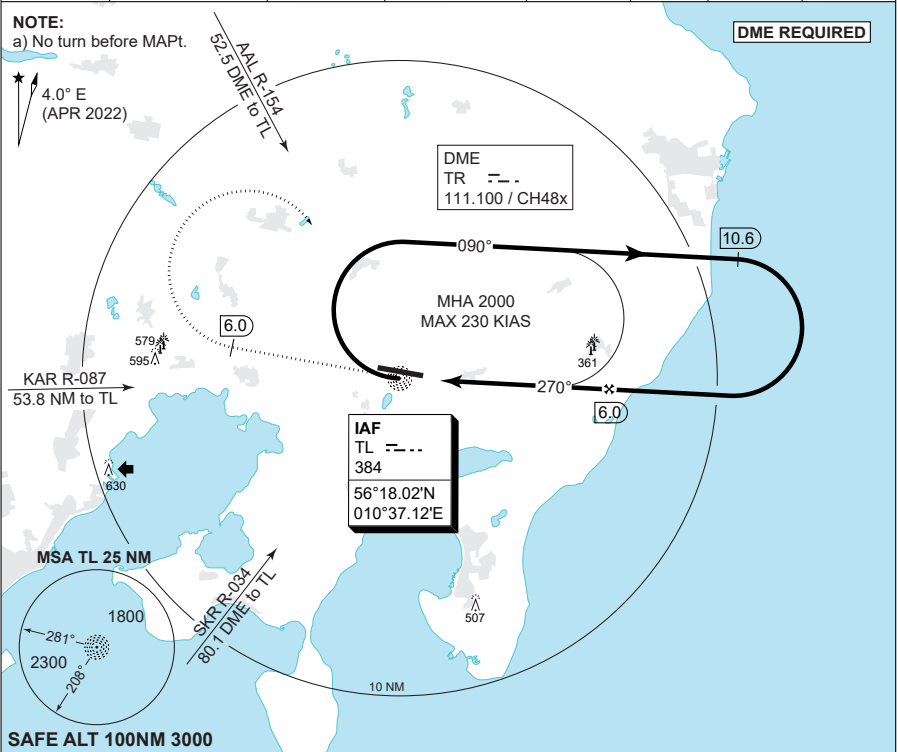
INSTRUMENT APPROACH CHART

AD ELEV 82

NDB RWY 28L (CAT C-E)

AARHUS (EKAH)

COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
NDB TL 384	APP COURSE 270°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.24%)	MDA See CAT	THR ELEV 75	ALS 900 M	LDA 8869 FT



CATEGORY	C	D	E
S-NDB 28L	490 - 1200 415 (500-1.2/1.9)	510 - 1300 435 (500-1.3/2.0)	560 - 1500 485 (500-1.5/2.3)
CIRCLING	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

NDB RWY 28L (CAT C-E)

56°18.00'N
010°37.14'E
2-9

AARHUS (EKAH)



CHANGES-ATIS FREQ. CHG.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS

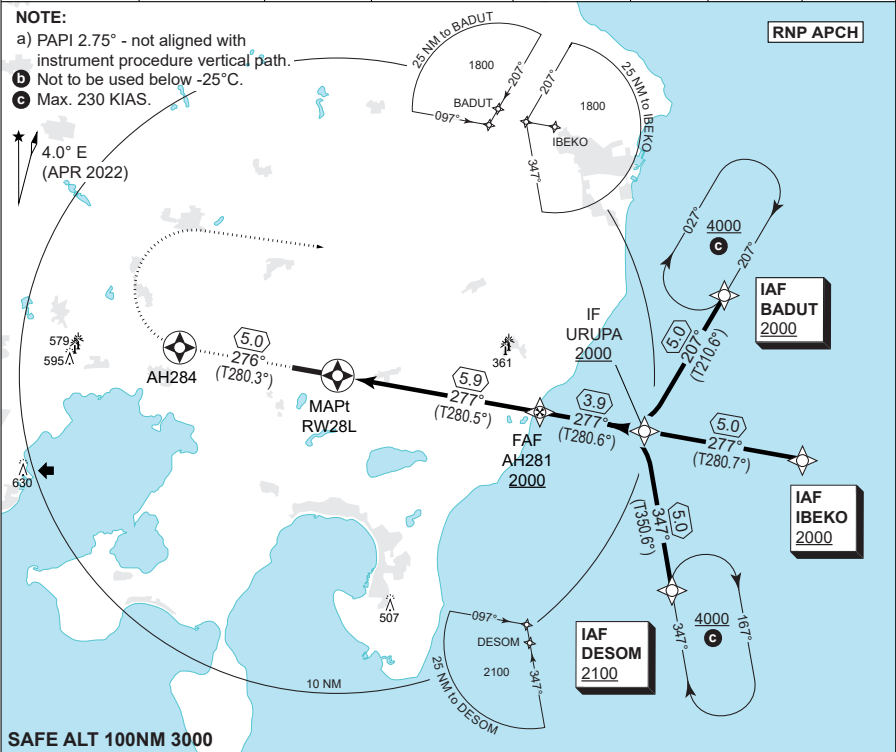
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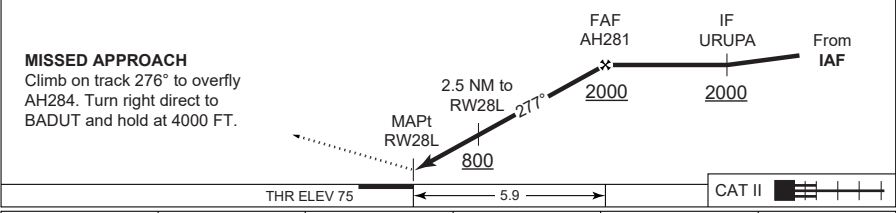
RNP RWY 28L

AARHUS (EKAH)

COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
EGNOS CHANNEL 48468 / E28A	APP COURSE 277°	FAF 2000 FT	DESCENT GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 75	ALS 900 M	LDA 8869 FT



CDFA: 3.0° / 5.24%						TA 3000	
DIST RW28L	1	2	3	4	5	GS 3.0°	
ALT	450	770	1080	1400	1720	TCH 50	



CATEGORY	A	B	C	D	E
LPV	325 - 600 250 (300-0.8/1.3)				
LNAV/VNAV b	360 - 600 278 (300-0.8/1.3)	380 - 650 298 (300-0.8/1.4)	390 - 700 308 (400-0.8/1.4)	400 - 700 318 (400-0.8/1.4)	420 - 800 338 (400-0.8/1.5)
LNAV	480 - 1100 398 (400-1.1/1.8)				
CIRCLING	570 - 1.5 488 (500-1.5)	680 - 1.6 598 (600-1.6)	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

RNP RWY 28L

56°18.00'N
010°37.14'E
2-10

AARHUS (EKAH)



CHANGES-ATIS FREQ. CHG.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

EKAH RNP RWY 28L waypoint coordinates:

RWY 28L from DESOM APPROACH RNP

		CODING		DISPLAY
DESOM	IAF	56 11 20.95N	010 57 15.54E	56 11.349'N 010 57.259'E
URUPA	IF	56 16 17.56N	010 55 47.00E	56 16.293'N 010 55.783'E
AH281	FAF	56 17 00.62N	010 48 49.58E	56 17.010'N 010 48.826'E
RW28L	MAPt	56 18 04.17N	010 38 25.84E	56 18.069'N 010 38.431'E
AH284	MATF	56 18 57.42N	010 29 35.84E	56 18.957'N 010 29.597'E
BADUT	MAHF	56 20 36.42N	011 00 22.19E	56 20.607'N 011 00.370'E

RWY 28L from IBEKO APPROACH RNP

		CODING		DISPLAY
IBEKO	IAF	56 15 22.19N	011 04 38.05E	56 15.370'N 011 04.634'E
URUPA	IF	56 16 17.56N	010 55 47.00E	56 16.293'N 010 55.783'E
AH281	FAF	56 17 00.62N	010 48 49.58E	56 17.010'N 010 48.826'E
RW28L	MAPt	56 18 04.17N	010 38 25.84E	56 18.069'N 010 38.431'E
AH284	MATF	56 18 57.42N	010 29 35.84E	56 18.957'N 010 29.597'E
BADUT	MAHF	56 20 36.42N	011 00 22.19E	56 20.607'N 011 00.370'E

RWY 28L from BADUT APPROACH RNP

		CODING		DISPLAY
BADUT	IAF	56 20 36.42N	011 00 22.19E	56 20.607'N 011 00.370'E
URUPA	IF	56 16 17.56N	010 55 47.00E	56 16.293'N 010 55.783'E
AH281	FAF	56 17 00.62N	010 48 49.58E	56 17.010'N 010 48.826'E
RW28L	MAPt	56 18 04.17N	010 38 25.84E	56 18.069'N 010 38.431'E
AH284	MATF	56 18 57.42N	010 29 35.84E	56 18.957'N 010 29.597'E
BADUT	MAHF	56 20 36.42N	011 00 22.19E	56 20.607'N 011 00.370'E

Threshold coordinates RWY 28L

		CODING		DISPLAY
RWY 28L		56 18 04.17N	010 38 25.84E	56 18.069'N 010 38.431'E



BILLUND (EKBI)

AERODROME CHART

BILLUND OPS

ILS or LOC Z RWY 09

ILS or LOC Z RWY 27

ILS or LOC Y RWY 09

ILS or LOC Y RWY 27

RNP RWY 09

RNP RWY 27

WP LIST RWY 09

WP LIST RWY 27

BILLUND ARRIVAL

BILLUND DEPARTURE

SID RWY 09 (TEXT)

SID RWY 27 (TEXT)

SID RWY 09 (CHART)

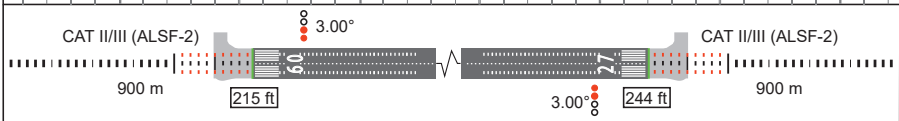
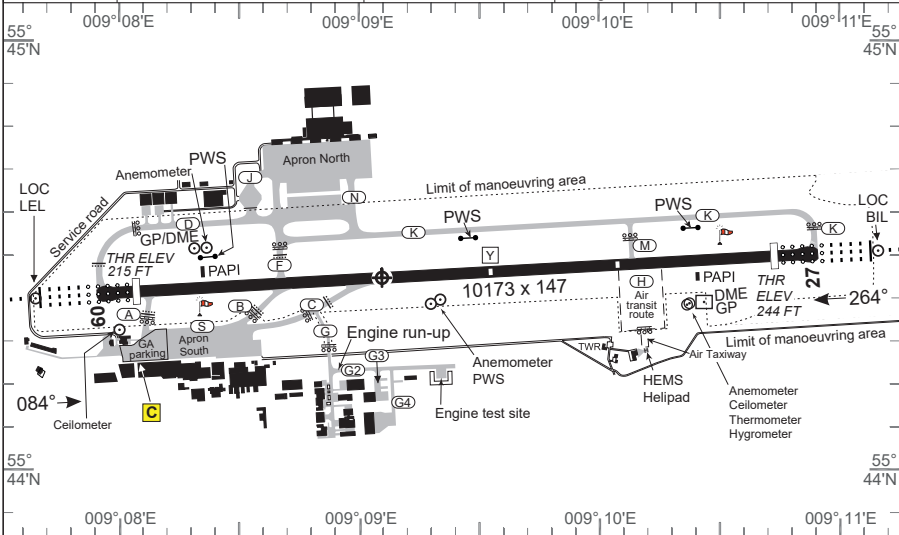
SID RWY 27 (CHART)



AERODROME CHART

BILLUND (EKBI)

BILLUND ATIS (ARR/DEP)	BILLUND TOWER (ARR/DEP)	BILLUND APPROACH	Billund ARO: 131.500 Tel.: +45 76 50 50 50 All departing flights must file a complete or abbreviated flight plan to Billund ARO before taxiing.
118.780 129.105	119.005 129.505	127.580	
AD Elev 247	ARP 55°44.42'N 009°09.11'E	VAR 3.0°E (JUN 2020)	



RWY	PCN	DECLARED DISTANCES					THR	RWY LIGHTING						
		PSN	TORA	TODA	ASDA	LDA		ELEV	THR	PAPI	TDZ	CL	EDGE	END
09	110 F/A/X/T	D	10173	10173	10173	9681	215	LIH	3°	LIH	7200 ft White	500 ft Red	LIH Red	55°44.39'N 009°08.09'E
		A	9471	9471	9471			Green		White				
		B	7709	7709	7709									
		F	7621	7621	7621									
		C	6669	6669	6669									
K		9681	9681	10173	9681	244	LIH	3°	LIH	2000 ft Red/white	7700 ft White	LIH Red	55°44.47'N 009°10.77'E	
O/R		O/R	O/R			Green		White						
M		7126	7126	7618										
Y		5088	5088	5580										
C		3438	3438	3930										
B	2273	2273	2765						1000 ft Red	2000 ft Yellow				

Climb out for flights not cleared via an SID (MAX IAS 250 KT FL 60 and below):
RWY 09: For jet aeroplanes irrespective of weight and for propeller and turbo-propeller aeroplanes with MTOM above 5700kg: Climb on track 084° MAG to INILS or 1000 FT MSL whichever is later, then turn according to clearance. Minimum climb gradient 3.7% until passing 1000 FT.
RWY 09: For propeller and turbo propeller aeroplanes with MTOM 5700kg or less: Climb on track 084° MAG to 1000 FT MSL, then turn according clearance. Minimum climb gradient 3.7% until passing 1000 FT MSL.
RWY 27: All aeroplanes: Climb on track 264° MAG to DME LEL 1.0 NM or 700 FT MSL, whichever is later, then turn according to clearance.

MIPS		CIRCLING MINIMA (North of AD only)				
		A	B	C	D	E
800		-1.5 553 (600-1.5)	-1.6 573 (600-1.6)	-2.4 853 (900-2.4)	-3.6 853 (900-3.6)	-3.6 953 (1000-3.6)

AERODROME CHART

BILLUND (EKBI)

CHANGES: BUILDINGS ADDED & EDITED N OF APRON NORTH.

AIR COMMAND DENMARK - MIL AIM 20 MAR 2025



BILLUND OPERATIONS**1. GROUND HANDLING (FIGHTER AIRCRAFT ONLY)**

- 1.1. Parking iaw. ATC instructions. F-35 expect to be parked on Apron South. F-35 to be parked on concrete only and with enough room to enable onward taxi out to the runway (no towbar available).
- 1.2. For F-35 JET-A/JET-A1 is characterized as "Restricted Fuel" iaw. FSD. RTB flight to be conducted as direct transit flight back to EKSP. Aircraft to be partially refueled iaw. RTB mission profile.
- 1.3. Billund Marshalls are familiar with "F-35 Ground Ladder" operation, but it is the pilot's responsibility to be familiar with, and be able to instruct civilian ground personnel in its operation, from the cockpit.



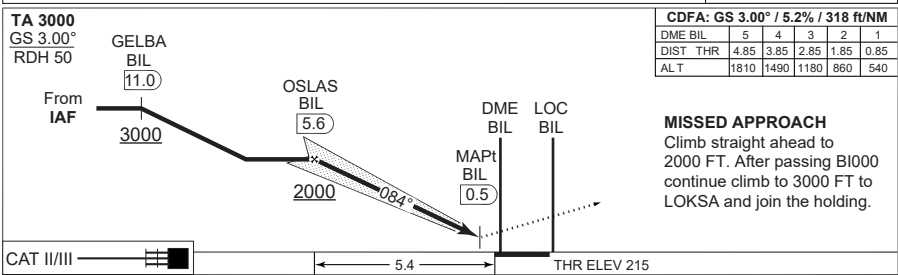
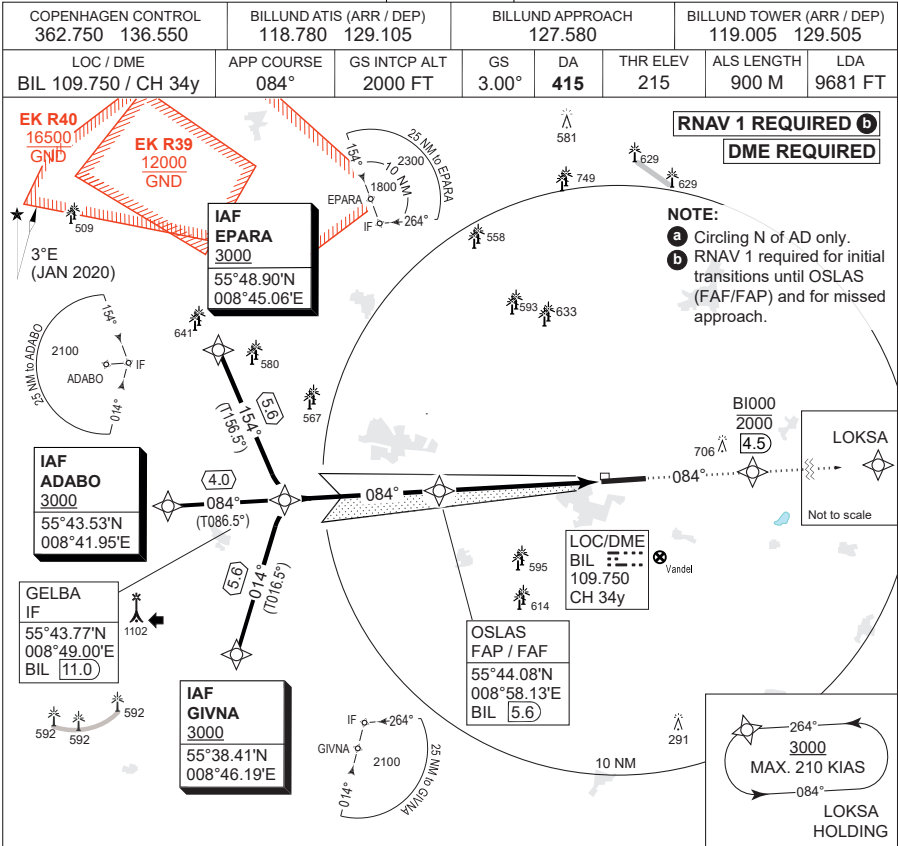
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 247

ILS or LOC Z RWY 09

BILLUND (EKBI)



CATEGORY	A	B	C	D	E
ILS CAT I	415 - 550 200 (200-0.8/1.2)				475 - 600 260 (300-0.8/1.3)
ILS CAT II	RA 102 (DA 315) - 350 100				N/A
LOC 09	640 - 1300 425 (500-1.3/2.0)				
CIRCLING a	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

ILS or LOC Z RWY 09

55°44.42'N
009°09.11'E
3-3

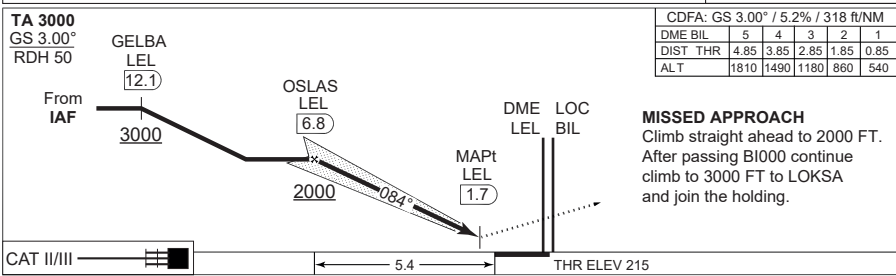
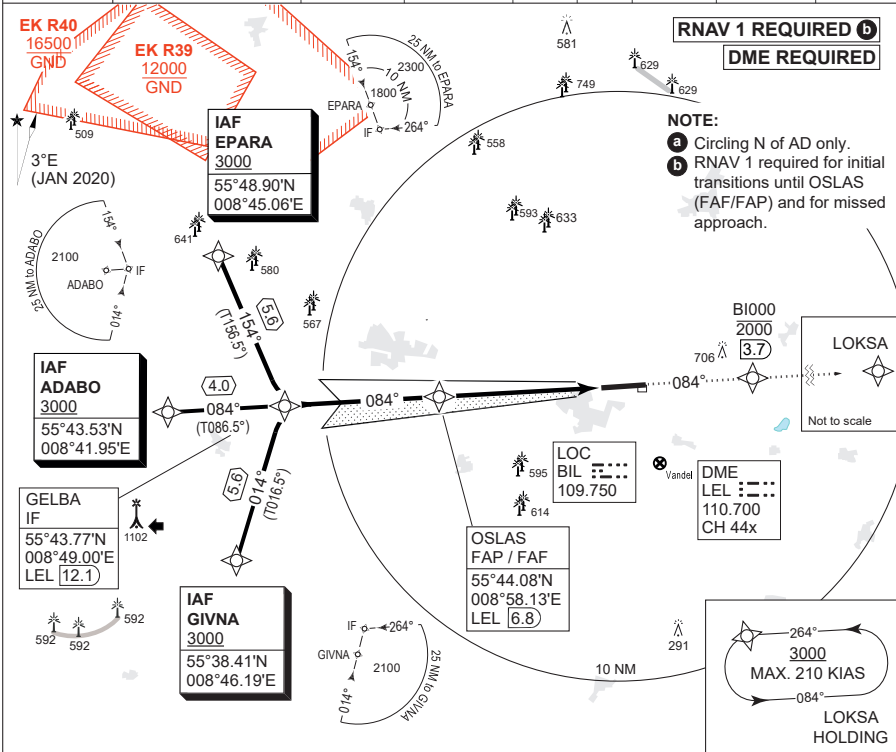
BILLUND (EKBI)



MIPS
INSTRUMENT APPROACH CHART

ILS or LOC Y RWY 09
BILLUND (EKBI)

COPENHAGEN CONTROL 362.750 136.550		BILLUND ATIS (ARR / DEP) 118.780 129.105		BILLUND APPROACH 127.580		BILLUND TOWER (ARR / DEP) 119.005 129.505		
LOC BIL 109.750	DME LEL 110.700/CH 44x	APP COURSE 084°	GS INTCP ALT 2000 FT	GS 3.00°	DA 415	THR ELEV 215	ALS LENGTH 900 M	LDA 9681 FT



CATEGORY	A	B	C	D	E
ILS CAT I	415 - 550 200 (200-0.8/1.2)				475 - 600 260 (300-0.8/1.3)
ILS CAT II	RA 102 (DA 315) - 350 100				N/A
LOC 09	640 - 1300 425 (500-1.3/2.0)				
CIRCLING a	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

ILS or LOC Y RWY 09

BILLUND (EKBI)

55°44.42'N
009°09.11'E
3-4



MIPS

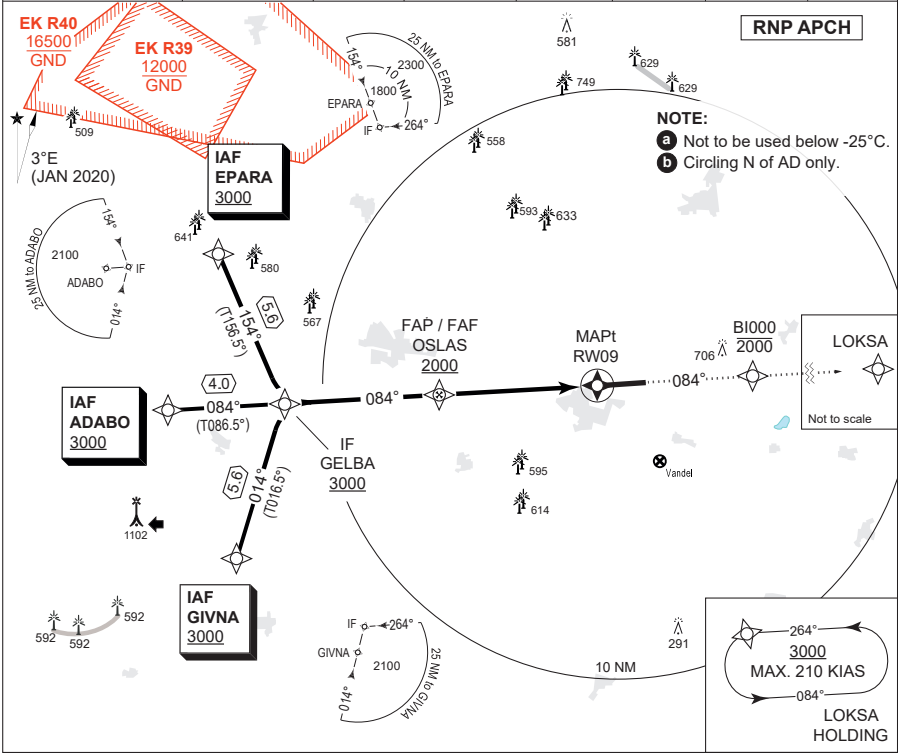
INSTRUMENT APPROACH CHART

AD ELEV 247

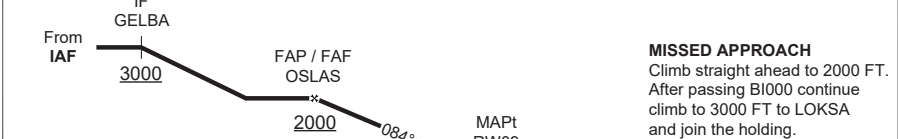
RNP RWY 09

BILLUND (EKBI)

COPENHAGEN CONTROL 362.750 136.550	BILLUND ATIS (ARR / DEP) 118.780 129.105	BILLUND APPROACH 127.580	BILLUND TOWER (ARR / DEP) 119.005 129.505
EGNOS CHANNEL 57711 / E09A	APP COURSE 084°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.2%)
		DA See CAT	THR ELEV 215
			ALS LENGTH 900 M
			LDA 9681 FT



TA 3000 RDH 50	CDA: GS 3.00 / 5.2%
	DIST THR 5 4 3 2
	ALT 1860 1540 1220 900



CAT II/III	5.4	THR ELEV 215
------------	-----	--------------

CATEGORY	A	B	C	D	E
LPV	465 - 600 250 (300-0.8/1.2)				
LNAV/VNAV a	530 - 700 315 (400-0.7/1.4)	540 - 800 325 (400-0.8/1.5)	550 - 800 335 (400-0.8/1.5)	560 - 900 345 (400-0.9/1.6)	570 - 900 355 (400-0.9/1.6)
LNAV	640 - 1300 425 (500-1.3/2.0)				
CIRCLING b	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

RNP RWY 09

55°44.42'N
009°09.11'E
3-5

BILLUND (EKBI)



CHANGES: LDA ADJUSTED + EDITORIAL

AIR COMMAND DENMARK - MIL AIM 18 APR 2024

EKBI RNP RWY 09 waypoint coordinates:

RWY 09 from EPARA (Initial LEFT) APPROACH RNP

		CODING		DISPLAY	
EPARA	IAF	55 48 53.73N	008 45 03.66E	55 48.895N	008 45.061E
GELBA	IF	55 43 46.09N	008 49 00.40E	55 43.767N	008 49.000E
OSLAS	FAP/FAF	55 44 04.88N	008 58 27.93E	55 44.081N	008 58.132E
RW09	MAPt	55 44 23.24N	009 08 05.34E	55 44.387N	009 08.089E
BI000	MATF	55 44 40.12N	009 16 55.26E	55 44.669N	009 16.921E
LOKSA	MAHF	55 45 03.55N	009 30 47.65E	55 45.059N	009 30.794E

RWY 09 from ADABO (Initial CENTRE) APPROACH RNP

		CODING		DISPLAY	
ADABO	IAF	55 43 31.58N	008 41 56.73E	55 43.526N	008 41.946E
GELBA	IF	55 43 46.09N	008 49 00.40E	55 43.767N	008 49.000E
OSLAS	FAP/FAF	55 44 04.88N	008 58 27.93E	55 44.081N	008 58.132E
RW09	MAPt	55 44 23.24N	009 08 05.34E	55 44.387N	009 08.089E
BI000	MATF	55 44 40.12N	009 16 55.26E	55 44.669N	009 16.921E
LOKSA	MAHF	55 45 03.55N	009 30 47.65E	55 45.059N	009 30.794E

RWY 09 from GIVNA (Initial RIGHT) APPROACH RNP

		CODING		DISPLAY	
GIVNA	IAF	55 38 24.65N	008 46 11.24E	55 38.411N	008 46.187E
GELBA	IF	55 43 46.09N	008 49 00.40E	55 43.767N	008 49.000E
OSLAS	FAP/FAF	55 44 04.88N	008 58 27.93E	55 44.081N	008 58.132E
RW09	MAPt	55 44 23.24N	009 08 05.34E	55 44.387N	009 08.089E
BI000	MATF	55 44 40.12N	009 16 55.26E	55 44.669N	009 16.921E
LOKSA	MAHF	55 45 03.55N	009 30 47.65E	55 45.059N	009 30.794E

Threshold coordinates RWY 09

		CODING		DISPLAY	
RWY 09		55 44 23.24N	009 08 05.34E	55 44.387N	009 08.089E



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 247

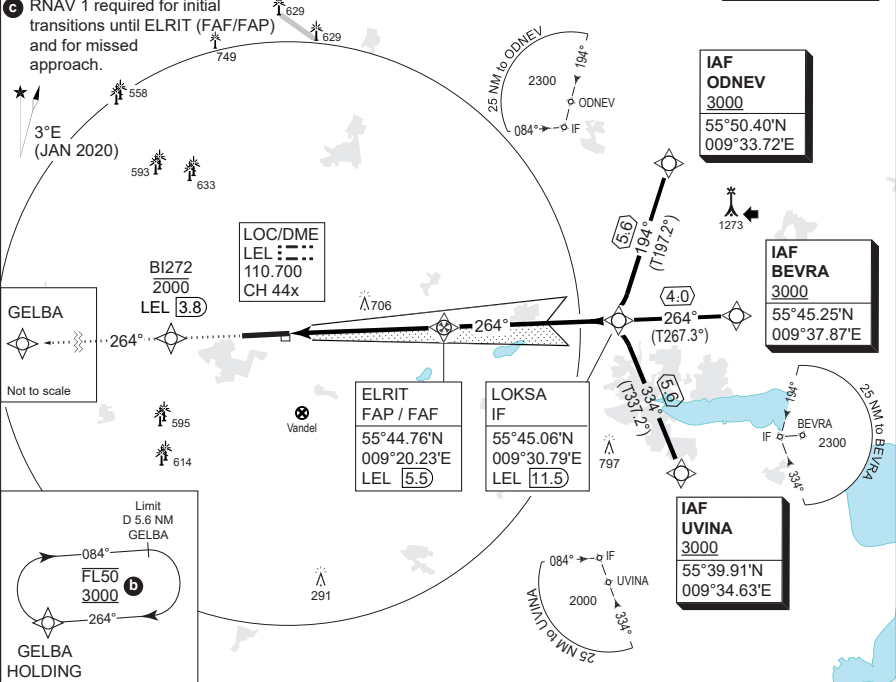
ILS or LOC Z RWY 27
BILLUND (EKBI)

COPENHAGEN CONTROL 362.750 136.550	BILLUND ATIS (ARR / DEP) 118.780 129.105	BILLUND APPROACH 127.580	BILLUND TOWER (ARR / DEP) 119.005 129.505
LOC / DME LEL 110.700 / CH 44x	APP COURSE 264°	GS INTCP ALT 2000 FT	GS DA 3.00°
		SEE CAT	THR ELEV 244
			ALS LENGTH 900 M
			LDA 9681 FT

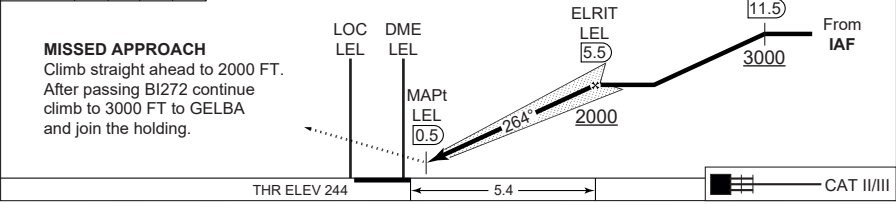
NOTE:

- a Circling N of AD only.
- b Max. 195 KIAS. Direct entry only.
- c RNAV 1 required for initial transitions until ELRIT (FAF/FAP) and for missed approach.

RNAV 1 REQUIRED
DME REQUIRED



CDFA: GS 3.00° / 5.2%				
DME LEL	2	3	4	5
DIST THR	1.8	2.8	3.8	4.8
ALT	870	1190	1510	1830



CATEGORY	A	B	C	D	E
ILS CAT I		444 - 550 200 (200-0.8/1.2)			479 - 550 235 (300-0.8/1.2)
ILS CAT II		RA 93 (DA 344) - 350 100			N/A
LOC 27		750 - 1600 503 (600-1.6/2.4)			
CIRCLING a	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

ILS or LOC Z RWY 27

55°44.42'N
009°09.11'E
3-7

BILLUND (EKBI)

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 247

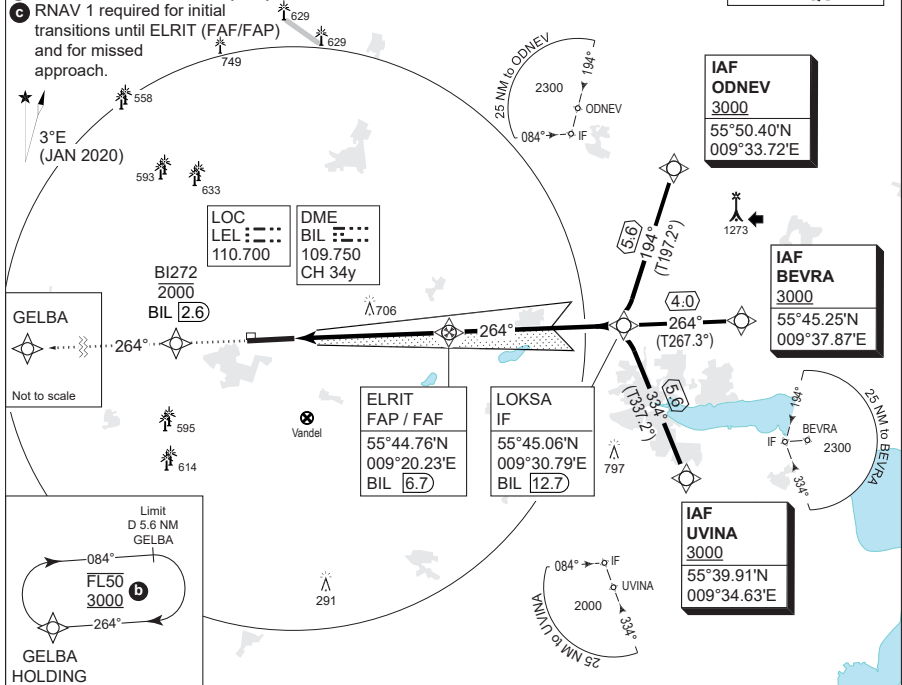
ILS or LOC Y RWY 27
BILLUND (EKBI)

COPENHAGEN CONTROL 362.750 136.550		BILLUND ATIS (ARR / DEP) 118.780 129.105		BILLUND APPROACH 127.580		BILLUND TOWER (ARR / DEP) 119.005 129.505		
LOC LEL 110.700	DME BIL 109.750/CH 34y	APP COURSE 264°	GS INTCP ALT 2000 FT	GS 3.00°	DA SEE CAT	THR ELEV 244	ALS LENGTH 900 M	LDA 9681 FT

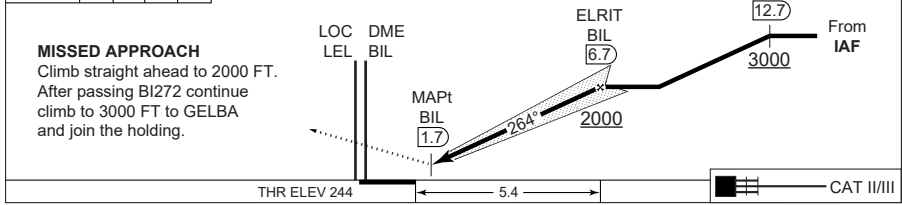
NOTE:

- a Circling N of AD only.
- b Max. 195 KIAS. Direct entry only.
- c RNAV 1 required for initial transitions until ELRIT (FAF/FAP) and for missed approach.

RNAV 1 REQUIRED
DME REQUIRED



CDFA: GS 3.00° / 5.2%				
DME BIL	3	4	5	6
DIST THR	1.6	2.6	3.6	4.6
ALT	815	1130	1450	1770



CATEGORY	A	B	C	D	E
ILS CAT I		444 - 550 200 (200-0.8/1.2)			479 - 550 235 (300-0.8/1.2)
ILS CAT II		RA 93 (DA 344) - 350 100			N/A
LOC 27		750 - 1600 503 (600-1.6/2.4)			
CIRCLING a	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

ILS or LOC Y RWY 27

55°44.42'N
009°09.11'E
3-8

BILLUND (EKBI)

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



MIPS

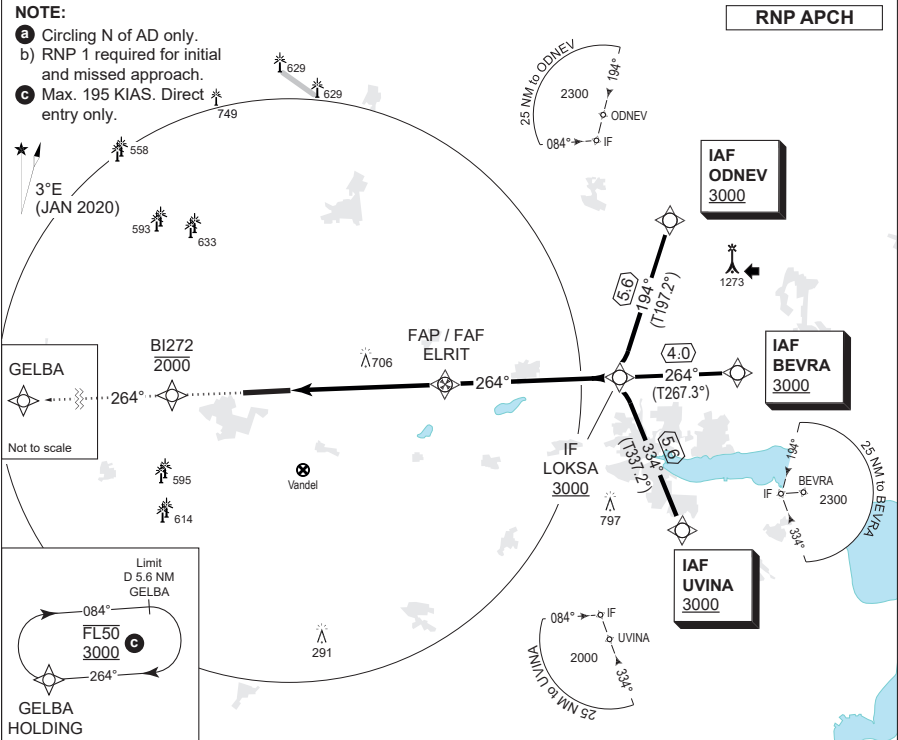
INSTRUMENT APPROACH CHART

AD ELEV 247

RNP RWY 27

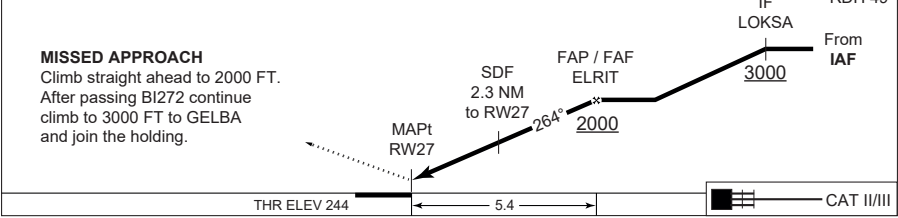
BILLUND (EKBI)

COPENHAGEN CONTROL 362.750 136.550	BILLUND ATIS (ARR / DEP) 118.780 129.105	BILLUND APPROACH 127.580			BILLUND TOWER (ARR / DEP) 119.005 129.505		
EGNOS CHANNEL 65547 / E27A	APP COURSE 264°	GS INTCP ALT 2000 FT	GS 3.00°	DA SEE CAT	THR ELEV 244	ALS LENGTH 900 M	LDA 9681 FT



RNP APCH

CDFA: GS 3.00° / 5.2%					TA 3000	
DIST THR	2	3	4	5	GS 3.00°	
ALT	930	1250	1570	1890	RDH 49	



CATEGORY	A	B	C	D	E
LPV	494 - 600 250 (300-0.8/1.2)				
LNAV/VNAV	630 - 1100 386 (400-1.1/1.8)	640 - 1100 396 (400-1.1/1.8)	650 - 1200 406 (500-1.2/1.9)	660 - 1200 416 (500-1.2/1.9)	680 - 1300 436 (500-1.3/2.0)
LNAV	740 - 1500 493 (500-1.5/2.3)				
CIRCLING	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

RNP RWY 27

55°44.42'N
009°09.11'E
3-9

BILLUND (EKBI)



EKBI RNP RWY 27 waypoint coordinates:

RWY 27 from UVINA (Initial LEFT) APPROACH RNP

		CODING		DISPLAY	
UVINA	IAF	55 39 54.46N	009 34 38.00E	55 39.908N	009 34.633E
LOKSA	IF	55 45 03.55N	009 30 47.65E	55 45.059N	009 30.794E
ELRIT	FAP/FAF	55 44 45.31N	009 20 13.52E	55 44.755N	009 20.225E
RW27	MAPt	55 44 28.20N	009 10 45.60E	55 44.470N	009 10.760E
BI272	MATF	55 44 14.95N	009 03 41.67E	55 44.249N	009 03.693E
GELBA	MAHF	55 43 46.09N	008 49 00.40E	55 43.767N	008 49.000E

RWY 27 from BEVRA (Initial CENTRE) APPROACH RNP

		CODING		DISPLAY	
BEVRA	IAF	55 45 15.24N	009 37 51.87E	55 45.254N	009 37.865E
LOKSA	IF	55 45 03.55N	009 30 47.65E	55 45.059N	009 30.794E
ELRIT	FAP/FAF	55 44 45.31N	009 20 13.52E	55 44.755N	009 20.225E
RW27	MAPt	55 44 28.20N	009 10 45.60E	55 44.470N	009 10.760E
BI272	MATF	55 44 14.95N	009 03 41.67E	55 44.249N	009 03.693E
GELBA	MAHF	55 43 46.09N	008 49 00.40E	55 43.767N	008 49.000E

RWY 27 from ODNEV (Initial RIGHT) APPROACH RNP

		CODING		DISPLAY	
ODNEV	IAF	55 50 23.93N	009 33 43.41E	55 50.399N	009 33.724E
LOKSA	IF	55 45 03.55N	009 30 47.65E	55 45.059N	009 30.794E
ELRIT	FAP/FAF	55 44 45.31N	009 20 13.52E	55 44.755N	009 20.225E
RW27	MAPt	55 44 28.20N	009 10 45.60E	55 44.470N	009 10.760E
BI272	MATF	55 44 14.95N	009 03 41.67E	55 44.249N	009 03.693E
GELBA	MAHF	55 43 46.09N	008 49 00.40E	55 43.767N	008 49.000E

Threshold coordinates RWY 27

		CODING		DISPLAY	
RWY 27		55 44 28.20N	009 10 45.60E	55 44.470N	009 10.760E



BILLUND ARRIVAL

Aircraft will normally be cleared by ACC KØBENHAVN to LOKSA or GELBA.

At first contact with BILLUND APPROACH state type of aircraft.

Speed limit: FL 60 and below: MAX IAS 250KT.

Radio communications failure.

Navigations aids designated for radio communication failure during IMC for arriving aircraft are:

- Fix OSLAS when RWY 09 is expected runway in use, and
- Fix ELRIT when RWY 27 is expected runway in use.

Precision approach. Category II/III operations.

The operations are subject to the following procedures and conditions:

a. ATC procedures.

The minimum distance between an aircraft on final approach on a CAT II / III ILS approach and any other preceding aircraft will for CAT II not be less than 5 NM and for CAT III not less than 8 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 fly a CAT II / III ILS approach are to use the following phrase: "Request Category II (or III) ILS approach runway XX (mention runway number)" Above mentioned request shall be made to COPENHAGEN CONTROL and confirmed on first contact with BILLUND APPROACH.

c. During final approach ATC will inform the pilot of following:

Change to secondary power supply for electronic and visual aids, if the aircraft has passed OSLAS BIL 5.6 NM for RWY 09 or ELRIT LEL 5.5 NM for RWY 27.

Reverse thrust.

Use of more than idle reverse thrust is allowed only for safety reasons.

Note: With respect to propeller and turboprop aeroplanes idle reverse refers to propeller in beta range and engine at idle power.



STANDARD INSTRUMENT DEPARTURE (SID) - RWY 09/27

Squawk: When instructed for line-up, squawk assigned SSR code.

Communication: Unless otherwise instructed remain on TWR FREQ until passing 1500 FT, then contact BILLUND APPROACH on 127.580 MHz.

1. IFR DEPARTURE

1.1 Departing traffic shall contact TWR on 129.505 prior to TOBT (Target Off Block Time) in order to obtain ATC clearance. Clearance is available from EOBT -30 min. At initial contact aircraft type and stand number shall be stated.
When RWY 09 is in use state preferred take-off position.

1.2 Standard Instrument Departures (SID):
Departing aircraft certified for P-RNAV operations will be assigned a PRNAV SID. Aircraft not certified for P-RNAV operations will be assigned a detailed departure clearance.
Clearance will be issued only when radar service is available.
Alternate SIDs ASKOV and GOKIM will be issued on ATC discretion.

1.3 If unable to follow P-RNAV SID, state inability at first contact with TWR to obtain alternate clearance.

1.4 Climb out for flights not cleared via an SID:

MAX IAS 250 KT FL60 and below.

RWY 09: For jet aeroplanes irrespective of weight and for propeller and turboprop aeroplanes with MTOM above 5700 kg: Climb on track 084° MAG to INLIS or 1000 FT MSL whichever is later, then turn according to clearance.
Minimum climb gradient 3.7% until passing 1000 FT MSL.

RWY 09: For propeller and turboprop aeroplanes with MTOM 5700 kg or less: Climb on track 084° MAG to 1000 FT MSL, then turn according to clearance.
Minimum climb gradient 3.7% until passing 1000 FT MSL.

RWY 27: All aeroplanes: Climb on track 264° MAG to DME LEL 1.0 NM or 700 FT MSL, whichever is later, then turn according to clearance.

1.5 Aircraft requesting cruising level at or above FL 250 in HANNOVER UIR are advised to arrange the climb to be at or above FL 250 within 45 NM from EKBI. If unable advise BILLUND TOWER upon clearance request.

cont...



STANDARD INSTRUMENT DEPARTURE (SID) - RWY 09/27

1.6 Flight plan for international flights shall be filed via one of the SID termination points (RERPA, INTET, ABINO, RIDSI, ALS, MIKRO or BAMPI).

For BAMPI SID the following compulsory routing after BAMPI shall be included in the flight plan:

- Traffic via P992: BAMPI - P60 - NARBA - P992
- Traffic via P619: BAMPI - P60 - NAVIK - P619
- Traffic via P613: BAMPI - P60 - NUGLO - P613
- Traffic via L983: BAMPI - P60 - AMRAM - L983
- Traffic via N866: BAMPI - P60 - AMRAM - N866

1.7 Flight plan for flights with destination within COPENHAGEN AREA shall be filed via ABINO. Flight plan for other domestic flights may be filed DCT.



STANDARD INSTRUMENT DEPARTURE

Designator	Route (Tracks are magnetic)	After take off		
		Climb gradient	Climb to	Contact
RERPA 2B	On track 084° to 1000 FT- Left turn BI367 - RERPA	MIN due to obstacle: 3.7% (2.1°) to 1000 FT	FL 60 (or requested level if lower).	Remain on TWR FREQ until 1500 FT. Then contact Billund Approach 127.580 MHZ
INTET 2B	On track 084° to 1000FT- Left turn INTET			
ABINO 6B	On track 084° to 1000 FT - Left turn ABINO			
RIDSI 7B	ODFEX - Right turn RIDSI (No turn below 2000 FT)			
ALS 6B	ODFEX - Right turn ALS (No turn below 2000 FT)			
MIKRO 5B	ODFEX - Right turn MIKRO (No turn below 2000 FT)			
BAMPI 5B	On track 084° to 1000 FT - Left turn BI373 - BI372 - BAMPI			
GOKIM 4B*	ODFEX at 2000 FT or below - GOKIM		FL 80 (or req. level if lower)	

P-RNAV, RNAV 1, RNAV 2 or RNP 1 required

Squawk: When instructed for line-up, squawk assigned SSR-code.

Radar Vectoring: Radar vectoring will normally be provided by BILLUND APPROACH to expedite traffic.

Speed limit: FL 60 and below: MAX IAS 250 KT.

COM failure on BAMPI SID: Maintain FL60 or last assigned level until 10 NM after BAMPI.

Non P-RNAV equipped acft: At first contact with TWR state inability to follow SID.

Expect departure instructions by TWR.

Note: Noise limitations listed in AIP Denmark, chapter 21 "Noise Abatement Provisions", paragraph 2.2.

RMK: * GOKIM 4B SID is not flightplanable but only available on ATC discretion.

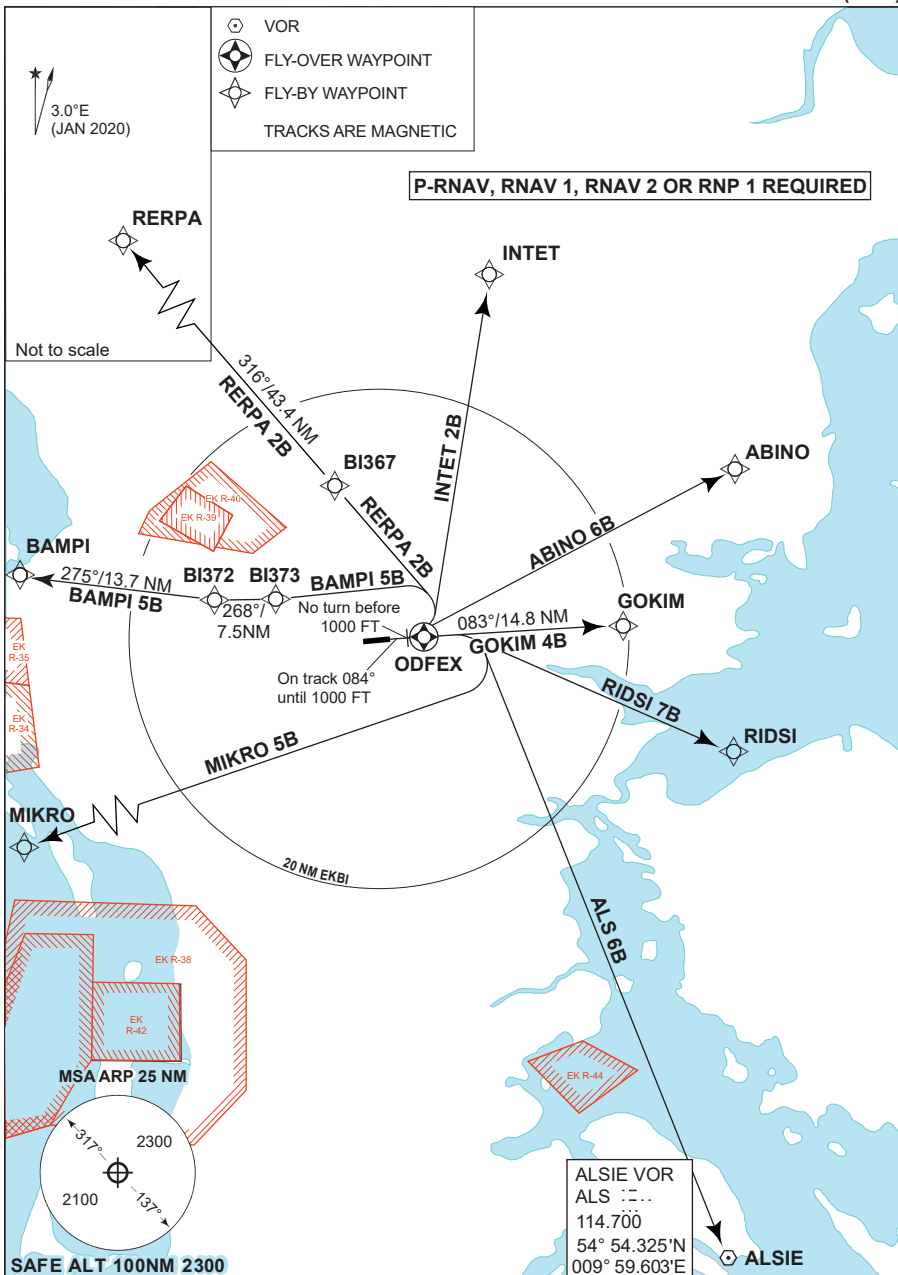
CPDLC available above FL100, including CTA. Crew should logon with EKDK before take-off.

Waypoint	Latitude	Longitude
ABINO	55° 58.100'N	009° 59.667'E
BAMPI	55° 50.574'N	008° 16.177'E
BI367	55° 56.384'N	009° 02.976'E
BI372	55° 48.638'N	008° 40.192'E
BI373	55° 48.540'N	008° 53.524'E
ODFEX	55° 44.622'N	009° 15.743'E
GOKIM	55° 45.527'N	009° 41.977'E
INTET	56° 13.578'N	009° 24.685'E
MIKRO	55° 24.905'N	008° 09.983'E
RERPA	56° 28.700'N	008° 11.250'E
RIDSI	55° 35.500'N	009° 59.650'E



STANDARD INSTRUMENT DEPARTURE CHART

SID (P-RNAV) RWY 09
BILLUND (EKBI)



SID (P-RNAV) RWY 09

BILLUND (EKBI)



STANDARD INSTRUMENT DEPARTURE

Designator	Route (Tracks are magnetic)	After take-off		
		Remark	Climb to	Contact
RERPA 2A	On track 264° to 700 FT - right turn BI367 - RERPA	No turn before DME LEL 1.0 NM	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT. Then contact Billund Approach, 127.580 MHz
INTET 2A	On track 264° to 700 FT - right turn BI367 - INTET			
ABINO 6A	On track 264° to 700 FT - right turn BI364 - ABINO			
RIDSI 6A	On track 264° to 700 FT - right turn BI364 - RIDSI			
ALS 6A	On track 264° to 700 FT - right turn BI371 - left turn ALS			
MIKRO 5A	On track 264° to 700 FT - right turn BI371 - left turn MIKRO			
BAMPI 5A	On track 264° to 700 FT - right turn BI371 - left turn BI372 - BAMPI			
ASKOV 4A*	On track 264° to 700 FT - right turn BI371 at 2000 FT or below - left turn ASKOV		FL 80 (or req. level if lower)	

P-RNAV, RNAV 1, RNAV 2 or RNP 1 required

Squawk: When instructed for line-up, squawk assigned SSR-code.

Radar Vectoring: Radar vectoring will normally be provided by BILLUND APPROACH to expedite traffic.

Speed limit: FL 60 and below: MAX IAS 250 KT.

COM failure on BAMPI SID: Maintain FL60 or last assigned level until 10 NM after BAMPI.

Non P-RNAV equipped acft: At first contact with TWR state inability to follow SID.

Expect departure instructions by TWR.

Note: Noise limitations listed in AIP Denmark, chapter 21 "Noise Abatement Provisions", paragraph 2.2.

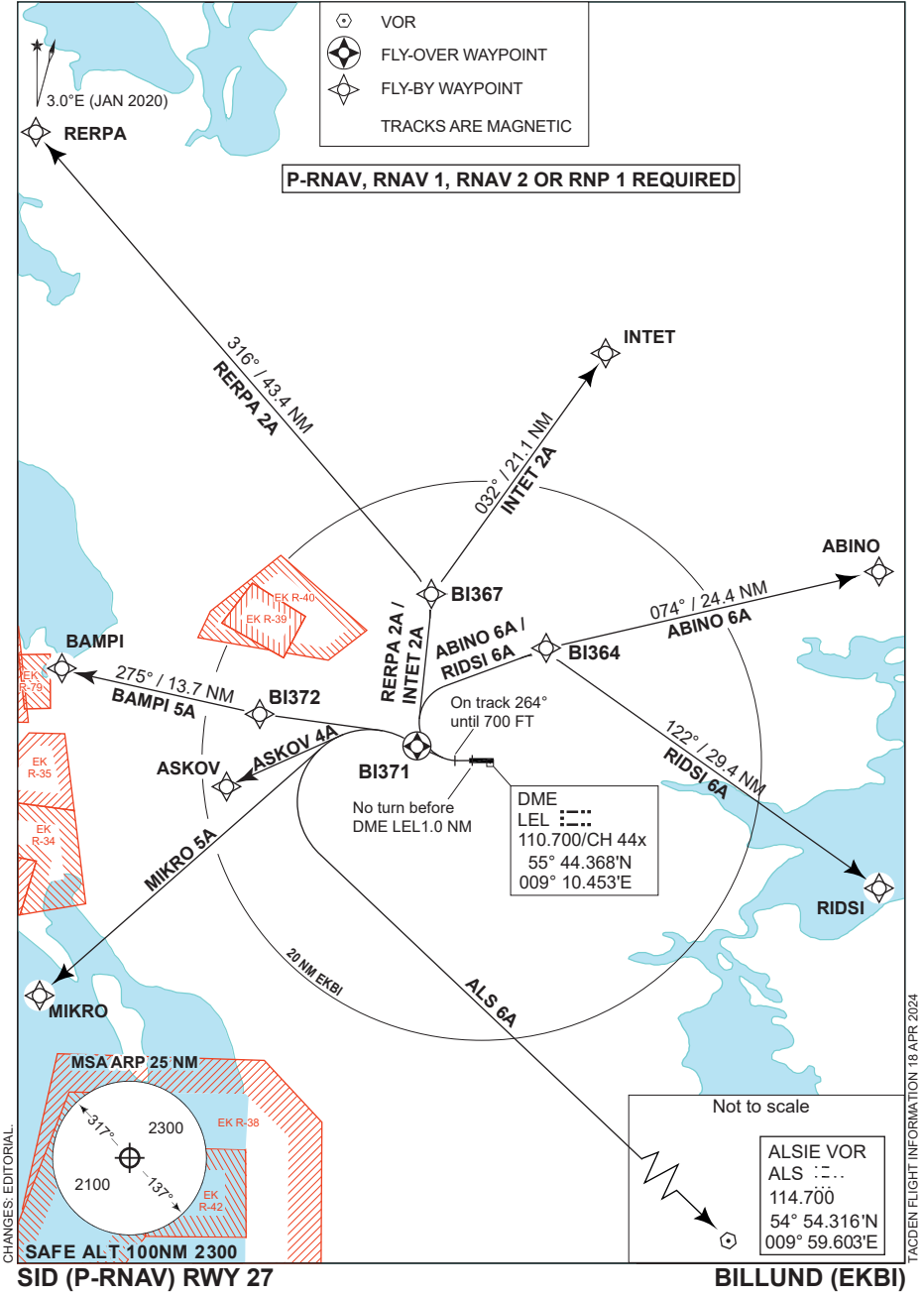
RMK: * ASKOV 4A SID is not flightplanable but only available on ATC discretion.

CPDLC available above FL100, including CTA. Crew should logon with EKDK before take-off.

Waypoint	Latitude	Longitude
ABINO	55° 58.100'N	009° 59.667'E
ASKOV	55° 42.393'N	008° 37.257'E
BAMPI	55° 50.574'N	008° 16.177'E
BI364	55° 52.612'N	009° 17.499'E
BI367	55° 56.385'N	009° 02.977'E
BI371	55° 47.228'N	009° 00.712'E
BI372	55° 48.644'N	008° 40.192'E
INTET	56° 13.578'N	009° 24.685'E
MIKRO	55° 24.905'N	008° 09.983'E
RERPA	56° 28.700'N	008° 11.250'E
RIDSI	55° 35.500'N	009° 59.650'E



STANDARD INSTRUMENT DEPARTURE CHART



SID (P-RNAV) RWY 27

BILLUND (EKBI)



ESBJERG (EKEB)

AERODROME CHART

ILS or LOC Z RWY 08

ILS or LOC Z RWY 26

ILS or LOC Y RWY 08

ILS or LOC Y RWY 26

RNP RWY 08

RNP RWY 26

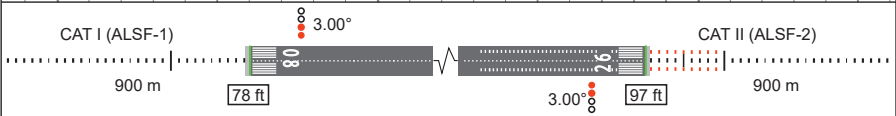
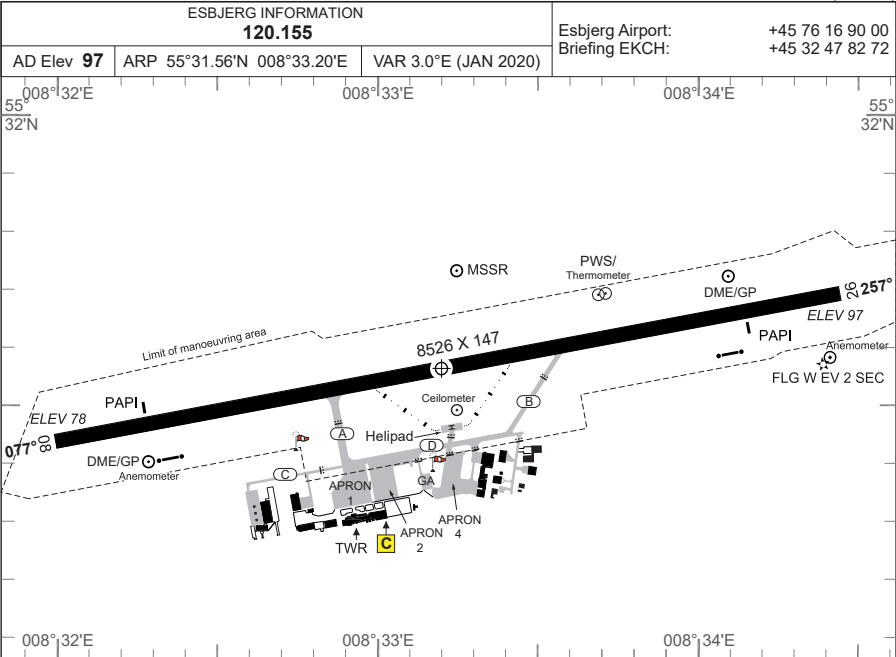
WP LIST RWY 08

WP LIST RWY 26



AERODROME CHART

ESBJERG (EKEB)



RWY	PCN	DECLARED DISTANCES					THR ELEV	RWY LIGHTING						THR PSN
		PSN	TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE	END	
08	60 F/A/W/T		8526	8526	8526	8526	79	LIH	3.00°		LIH	LIH	LIH	55°31.43'N 008°32.01'E
		A	5479	5479	5479									
		B	3021	3021	3021									
26			8526	8526	8526	8526	97	LIH	3.00°	LIH	LIH	LIH	55°31.69'N 008°34.44'E	
		B	5410	5410	5410									
		A	2969	2969	2969									

Parachuting may take place.

Flight procedures:

- Aircraft will normally be cleared by ACC Copenhagen to TOMMO HLDG.
- Navigation fix designated for radio communication failure during IMC is: TOMMO.
- Omnidirectional departures:

RWY 08/26: Climb straight ahead to at least 500 FT AMSL before turn is commenced.

MIPS	CIRCLING MINIMA (Cat. C - E north of AD only)				
	A	B	C	D	E
590	-1.5 493 (500-1.5)	600 -1.6 503 (600-1.6)	840 -2.4 743 (800-2.4)	990 -3.6 893 (900-3.6)	1090 -3.6 993 (1000-3.6)

AERODROME CHART

ESBJERG (EKEB)



CHANGES: ARRIVAL & COMMUNICATION FAILURE PROCEDURES CHANGED. CIRCLING MINIMA CHANGED.

AIR COMMAND DENMARK - MIL AIM 20 MAR 2025

INSTRUMENT APPROACH CHART

AD ELEV 97

ESBJERG (EKEB)

CATEGORY		A		B		C		D		E	
MIPS	S-ILS CAT I	278 - 550 200 (200-0.8/1.2)									
	S-LOC 08	460 - 1100 382 (400-1.1/1.8)									
	CIRCLING ●	590	-1.5 493 (500-1.5)	600	-1.6 503 (600-1.6)	840	-2.4 743 (800-2.4)	990	-3.6 893 (900-3.6)	1090	-3.6 993 (1000-3.6)

55°31.56'N
008°33.20'E
4-2

ESBJERG (EKEB)

CHANGES: EK D 301 WITHDRAWN.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

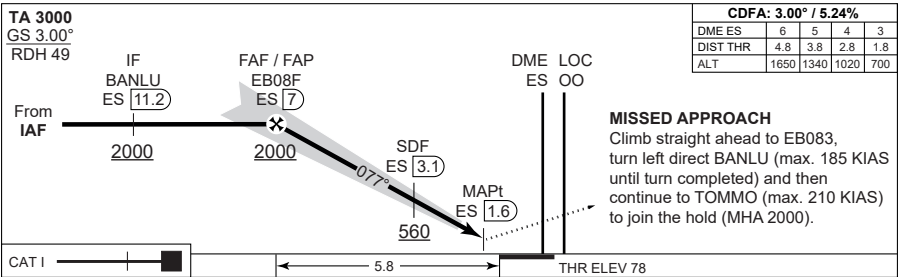
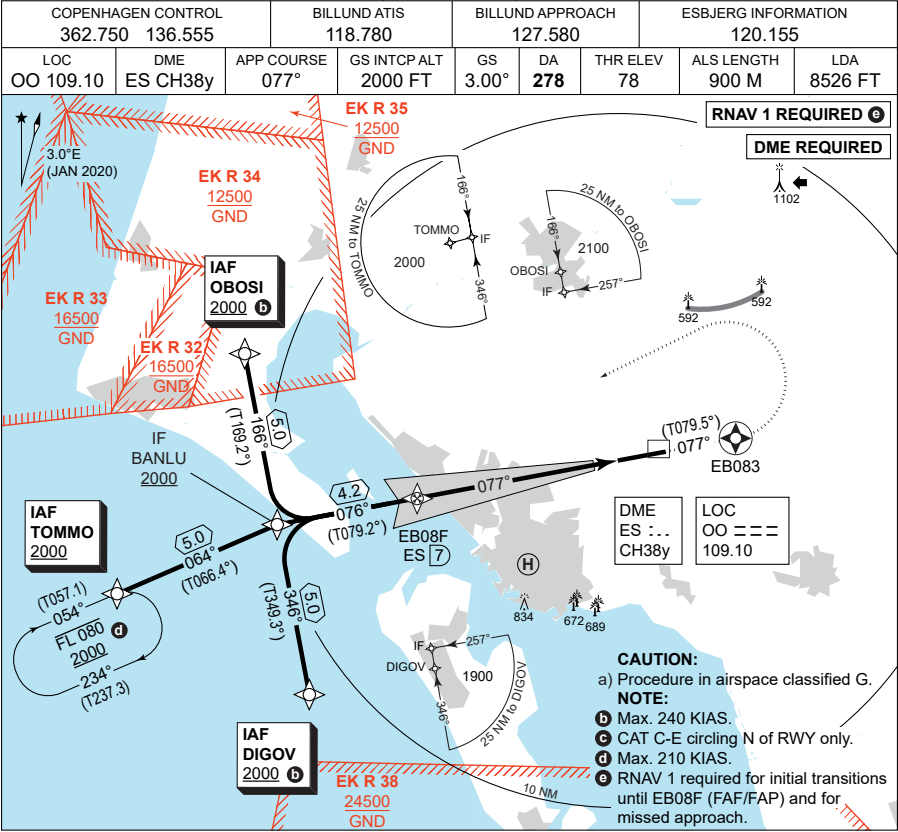
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 97

ILS or LOC Y RWY 08

ESBJERG (EKEB)



MIPS

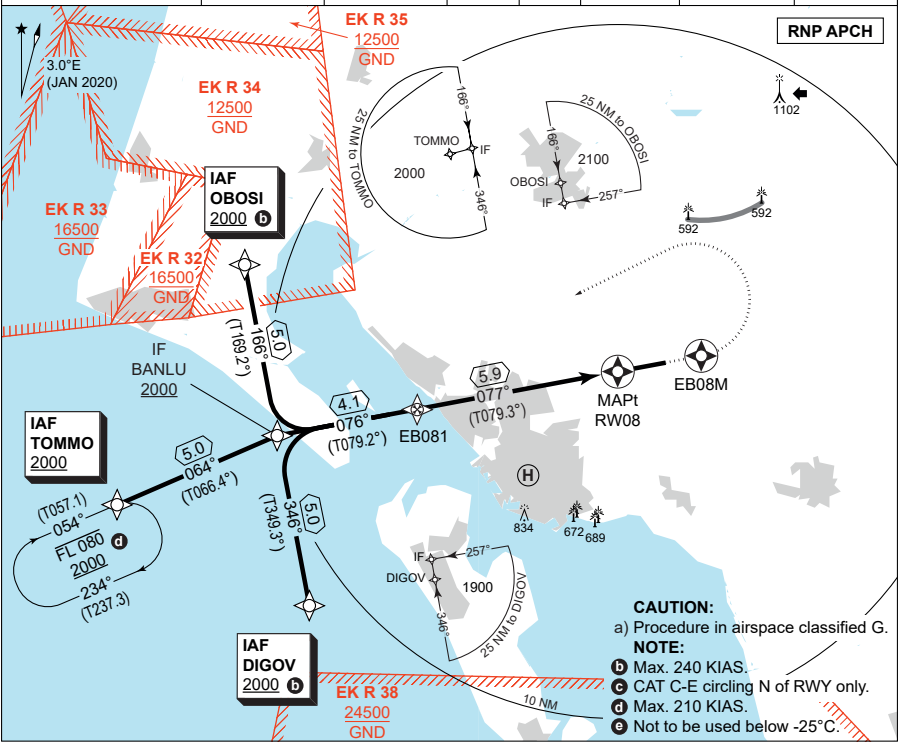
INSTRUMENT APPROACH CHART

AD ELEV 97

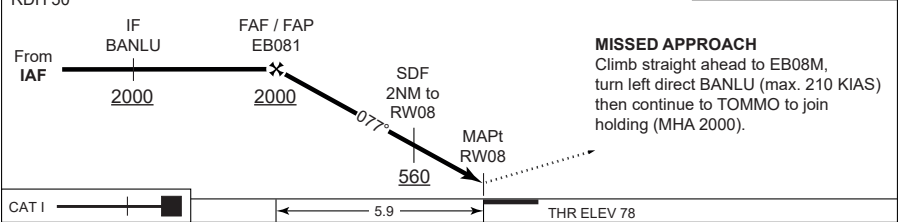
RNP RWY 08

ESBJERG (EKEB)

COPENHAGEN CONTROL		BILLUND ATIS		BILLUND APPROACH		ESBJERG INFORMATION	
362.750 136.555		118.780		127.580		120.155	
EGNOS CHANNEL	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
56064 / E08A	077°	2000 FT	3.00°	278	78	900 M	8526 FT



TA 3000 GS 3.00° RDH 50	CDFA: 3.00° / 5.24%				
	DIST THR	5	4	3	2
	ALT	1720	1400	1090	770



EKEB RNP RWY 08 waypoint coordinates:

RWY 08 from OBOSI (Initial LEFT) APPROACH RNP

		CODING				DISPLAY	
OBOSI	IAF	55 34 29.75N	008 13 06.68E	55 34.496N	008 13.111E		
BANLU	IF	55 29 35.49N	008 14 45.37E	55 29.592N	008 14.756E		
EB081	FAF	55 30 21.11N	008 21 50.36E	55 30.352N	008 21.839E		
RW08	MAPt	55 31 25.84N	008 32 00.56E	55 31.431N	008 32.009E		
EB08M	MATF	55 31 53.10N	008 36 20.09E	55 31.885N	008 36.335E		
BANLU	MATF	55 29 35.49N	008 14 45.37E	55 29.592N	008 14.756E		
TOMMO	MAHF	55 27 35.86N	008 06 41.87E	55 27.598N	008 06.698E		

RWY 08 from TOMMO (Initial STRAIGHT) APPROACH RNP

		CODING				DISPLAY	
TOMMO	IAF	55 27 35.86N	008 06 41.87E	55 27.598N	008 06.698E		
BANLU	IF	55 29 35.49N	008 14 45.37E	55 29.592N	008 14.756E		
EB081	FAF	55 30 21.11N	008 21 50.36E	55 30.352N	008 21.839E		
RW08	MAPt	55 31 25.84N	008 32 00.56E	55 31.431N	008 32.009E		
EB08M	MATF	55 31 53.10N	008 36 20.09E	55 31.885N	008 36.335E		
BANLU	MATF	55 29 35.49N	008 14 45.37E	55 29.592N	008 14.756E		
TOMMO	MAHF	55 27 35.86N	008 06 41.87E	55 27.598N	008 06.698E		

RWY 08 from DIGOV (Initial RIGHT) APPROACH RNP

		CODING				DISPLAY	
DIGOV	IAF	55 24 41.20N	008 16 23.63E	55 24.687N	008 16.394E		
BANLU	IF	55 29 35.49N	008 14 45.37E	55 29.592N	008 14.756E		
EB081	FAF	55 30 21.11N	008 21 50.36E	55 30.352N	008 21.839E		
RW08	MAPt	55 31 25.84N	008 32 00.56E	55 31.431N	008 32.009E		
EB08M	MATF	55 31 53.10N	008 36 20.09E	55 31.885N	008 36.335E		
BANLU	MATF	55 29 35.49N	008 14 45.37E	55 29.592N	008 14.756E		
TOMMO	MAHF	55 27 35.86N	008 06 41.87E	55 27.598N	008 06.698E		

Threshold coordinates RWY 08

		CODING				DISPLAY	
RWY 08		55 31 25.84N	008 32 00.56E	55 31.431N	008 32.009E		



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 97

ILS or LOC Z RWY 26

ESBJERG (EKEB)

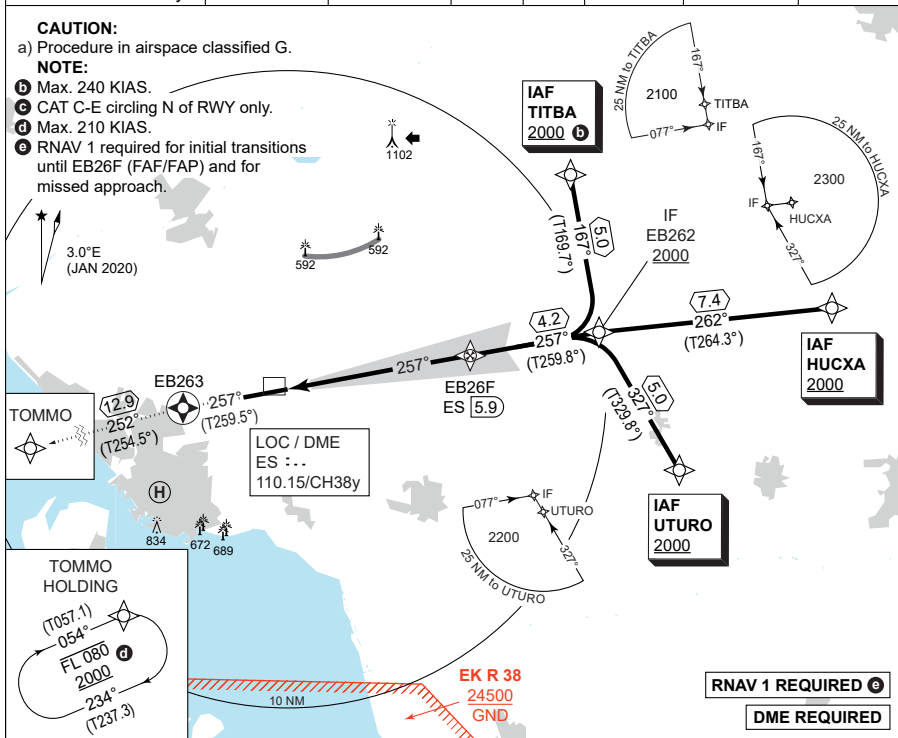
COPENHAGEN CONTROL 362.750 136.555		BILLUND ATIS 118.780		BILLUND APPROACH 127.580		ESBJERG INFORMATION 120.155	
LOC/DME ES 110.15 / CH38y	APP COURSE 257°	GS INTCP ALT 2000 FT	GS 3.00°	DA 297	THR ELEV 97	ALS LENGTH 900 M	LDA 8526 FT

CAUTION:

a) Procedure in airspace classified G.

NOTE:

- b** Max. 240 KIAS.
c CAT C-E circling N of RWY only.
d Max. 210 KIAS.
e RNAV 1 required for initial transitions until EB26F (FAF/FAP) and for missed approach.

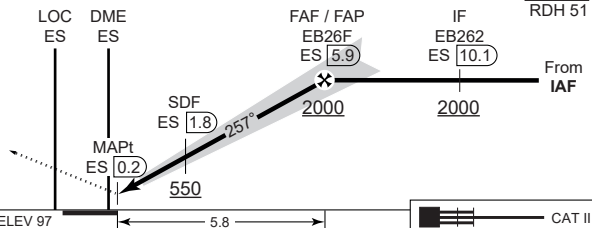


CDFA: 3.00° / 5.24%					
DME ES	2	3	4	5	
DIST THR	1.8	2.8	3.8	4.8	
ALT	730	1050	1360	1680	

TA 3000
GS 3.00°
RDH 51

MISSED APPROACH

Climb straight ahead to EB263,
turn left to TOMMO
to join the hold (MHA 2000).



CATEGORY	A	B	C	D	E
S-ILS CAT I	297 - 550 200 (200-0.8/1.2)				
S-LOC 26	430 - 800 333 (400-0.8/1.5)				
CIRCLING e	590 -1.5 493 (500-1.5)	600 -1.6 503 (600-1.6)	840 -2.4 743 (800-2.4)	990 -3.6 893 (900-3.6)	1090 -3.6 993 (1000-3.6)

ILS or LOC Z RWY 26

ESBJERG (EKEB)

55°31.56'N
008°33.20'E
4-6

CHANGES: WPT HAJAQ REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 97

ILS or LOC Y RWY 26

ESBJERG (EKEB)

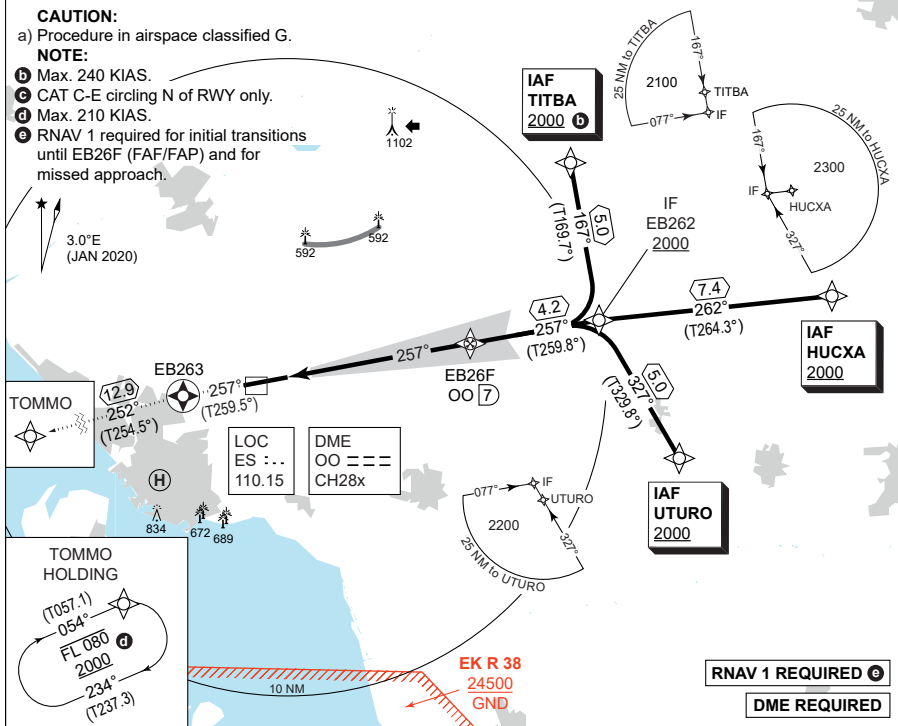
COPENHAGEN CONTROL		BILLUND ATIS		BILLUND APPROACH		ESBJERG INFORMATION		
362.750 136.555		118.780		127.580		120.155		
LOC ES 110.15	DME OO 28x	APP COURSE 257°	GS INTCP ALT 2000 FT	GS 3.00°	DA 297	THR ELEV 97	ALS LENGTH 900 M	LDA 8526 FT

CAUTION:

a) Procedure in airspace classified G.

NOTE:

- b) Max. 240 KIAS.
 c) CAT C-E circling N of RWY only.
 d) Max. 210 KIAS.
 e) RNAV 1 required for initial transitions until EB26F (FAF/FAP) and for missed approach.



CDFA: 3.00° / 5.24%

DME OO	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8
ALT	710	1030	1350	1660

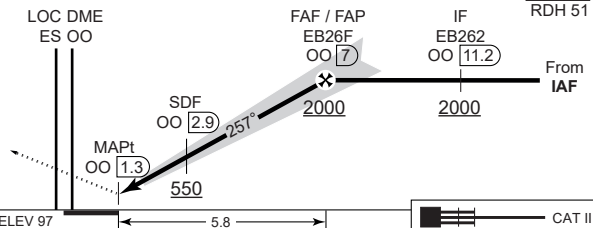
TA 3000

GS 3.00°

RDH 51

MISSED APPROACH

Climb straight ahead to EB263,
 turn left to TOMMO
 to join the hold (MHA 2000).



CATEGORY	A	B	C	D	E
S-ILS CAT I	297 - 550 200 (200-0.8/1.2)				
S-LOC 26	430 - 800 333 (400-0.8/1.5)				
CIRCLING e	590 -1.5 493 (500-1.5)	600 -1.6 503 (600-1.6)	840 -2.4 743 (800-2.4)	990 -3.6 893 (900-3.6)	1090 -3.6 993 (1000-3.6)

ILS or LOC Y RWY 26

55°31.56'N
008°33.20'E

ESBJERG (EKEB)

4-7

CHANGES: WPT HAJAQ REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



EKEB RNP RWY 26 waypoint coordinates:

RWY 26 from TITBA (Initial RIGHT) APPROACH RNP

		CODING				DISPLAY	
TITBA	IAF	55 38 22.85N	008 50 02.72E	55 38.381N	008 50.045E		
EB262	IF	55 33 28.09N	008 51 36.96E	55 33.468N	008 51.616E		
EB261	FAF	55 32 44.20N	008 44 30.83E	55 32.737N	008 44.514E		
RW26	MAPt	55 31 41.16N	008 34 26.23E	55 31.686N	008 34.437E		
EB263	MATF	55 31 04.20N	008 28 35.62E	55 31.070N	008 28.594E		
TOMMO	MAHF	55 27 35.86N	008 06 41.87E	55 27.598N	008 06.698E		

RWY 26 from HUCXA (Initial STRAIGHT) APPROACH RNP

		CODING				DISPLAY	
HUCXA	IAF	55 34 12.73N	009 04 35.27E	55 34.212N	009 04.588E		
EB262	IF	55 33 28.09N	008 51 36.96E	55 33.468N	008 51.616E		
EB261	FAF	55 32 44.20N	008 44 30.83E	55 32.737N	008 44.514E		
RW26	MAPt	55 31 41.16N	008 34 26.23E	55 31.686N	008 34.437E		
EB263	MATF	55 31 04.20N	008 28 35.62E	55 31.070N	008 28.594E		
TOMMO	MAHF	55 27 35.86N	008 06 41.87E	55 27.598N	008 06.698E		

RWY 26 from UTURO (Initial LEFT) APPROACH RNP

		CODING				DISPLAY	
UTURO	IAF	55 29 09.26N	008 56 02.72E	55 29.154N	008 56.045E		
EB262	IF	55 33 28.09N	008 51 36.96E	55 33.468N	008 51.616E		
EB261	FAF	55 32 44.20N	008 44 30.83E	55 32.737N	008 44.514E		
RW26	MAPt	55 31 41.16N	008 34 26.23E	55 31.686N	008 34.437E		
EB263	MATF	55 31 04.20N	008 28 35.62E	55 31.070N	008 28.594E		
TOMMO	MAHF	55 27 35.86N	008 06 41.87E	55 27.598N	008 06.698E		

Threshold coordinates RWY 26

		CODING				DISPLAY	
RWY 26		55 31 41.16N	008 34 26.23E	55 31.686N	008 34.437E		



KARUP (EKKA)

AERODROME CHART

ILS or LOC RWY 09R

ILS or LOC RWY 27L

COPTER ILS RWY 09R

COPTER ILS RWY 27L

HPMA TACAN RWY 09R

HPMA TACAN RWY 27L

COPTER TACAN RWY 09R

COPTER TACAN RWY 27L

RNP RWY 09R

RNP RWY 27L

WP LIST RWY 09R

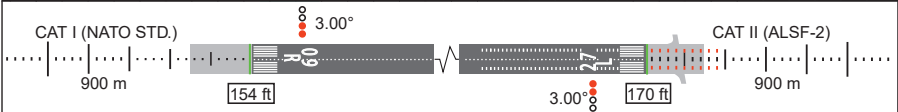
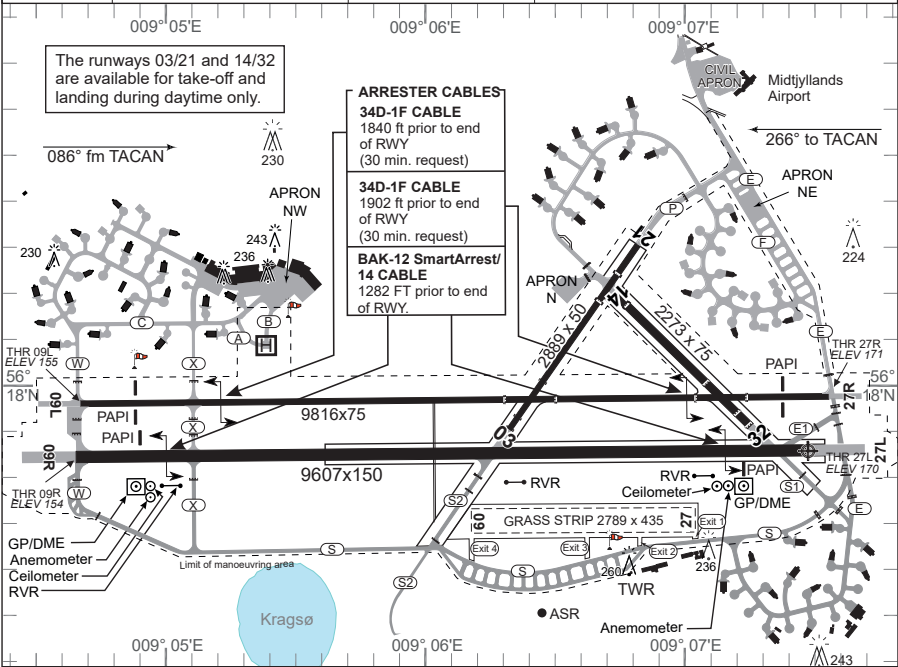
WP LIST RWY 27L



AERODROME CHART

KARUP AIR BASE (EKKA)

KARUP ATIS 120.580	KARUP TOWER 353.575 / 119.580	KARUP APPROACH 269.275 / 120.430	AD Admin and FPL: Email: +45 72 84 31 11 wkar-wingops@mil.dk
AD Elev 171	ARP 56°17.85'N 009°07.48'E	VAR 4.0°E (JAN 2023)	



RWY	PCN	PCR	DECLARED DISTANCES				THR ELEV	RWY LIGHTING					THR PSN
			TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE	
09R	75	530	9607	9607	10352	9607	154	LIH	3.00°		LIH	LIH	56°17.84'N 009°04.64'E
27L	F/C/W/T	R/B/W/T	9607	9607	10352	9607	170	LIH	3.00°	LIH	LIH	LIH	56°17.85'N 009°07.48'E
09L	120	390	9816	9816	10389	9816	154	LIL	2.75°		LIL	LIL	56°17.95'N 009°04.66'E
27R	F/B/W/T	F/B/X/T	9816	9816	10282	9816	171	LIL	2.75°		LIL	LIL	56°17.96'N 009°07.56'E

MIL HELIPAD PSN 56°18.08'N 009°05.38'E. PCN 29 F/C/W/T

Noise abatement procedures:
RWY 27L/R: None.
RWY 09R/L: Noise abatement procedure for all jet aircraft and for propeller and turboprop aircraft MTOW above 5700 kg for departure or missed approach RWY 09R/L.
VMC: Avoid overflying the towns/villages Karup and Kølvrå below 2000 feet MSL.
IMC: Turn must not be commenced before DME KAR (CH 37x) 6.5 NM (or DME KAP (CH20y) 4.0 NM) or 2000 feet AMSL, whichever comes first.
Afterburner/reheat must be cut off before reaching the NE/SW going main road (Viborg - Herning) just east of the airfield.
Omnidirectional departures all runways:
Climb straight ahead to at least 850 FT AMSL before turn is commenced.

AERODROME CHART

KARUP AIR BASE (EKKA)

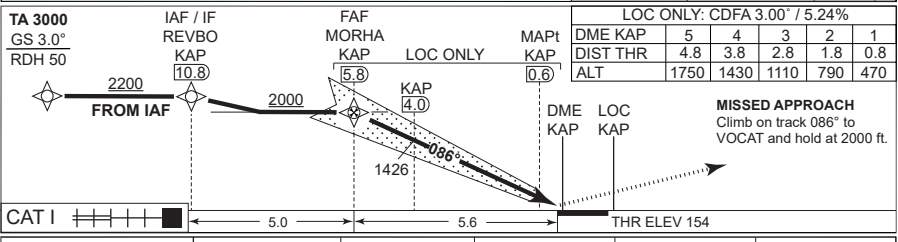
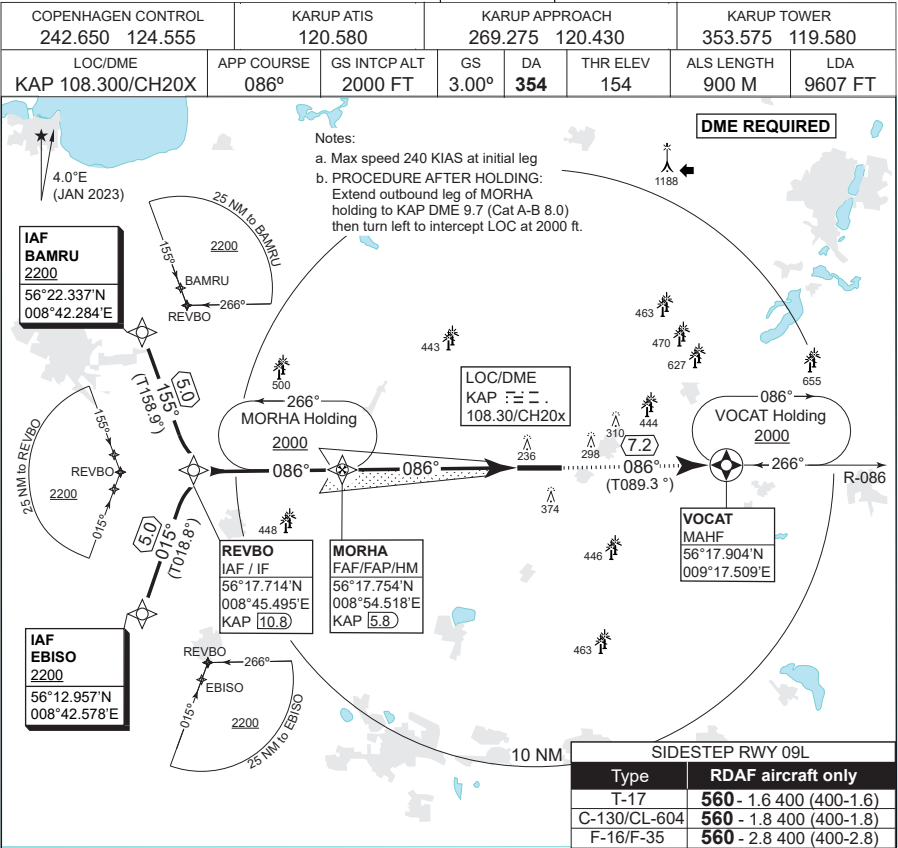


MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

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



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

ILS or LOC RWY 09R

56°17.85'N
009°07.48'E
5-2

KARUP AIR BASE (EKKA)



CHANGES: HELICOPTER MINIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

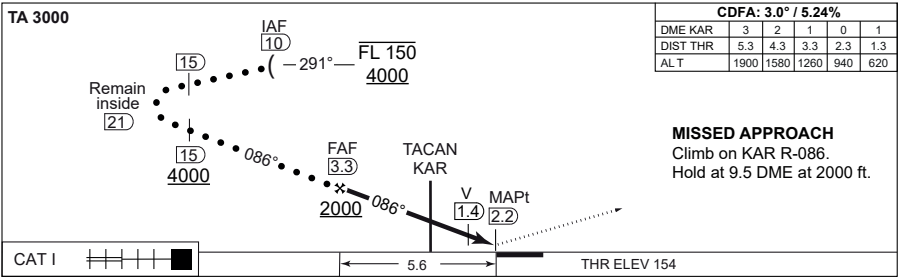
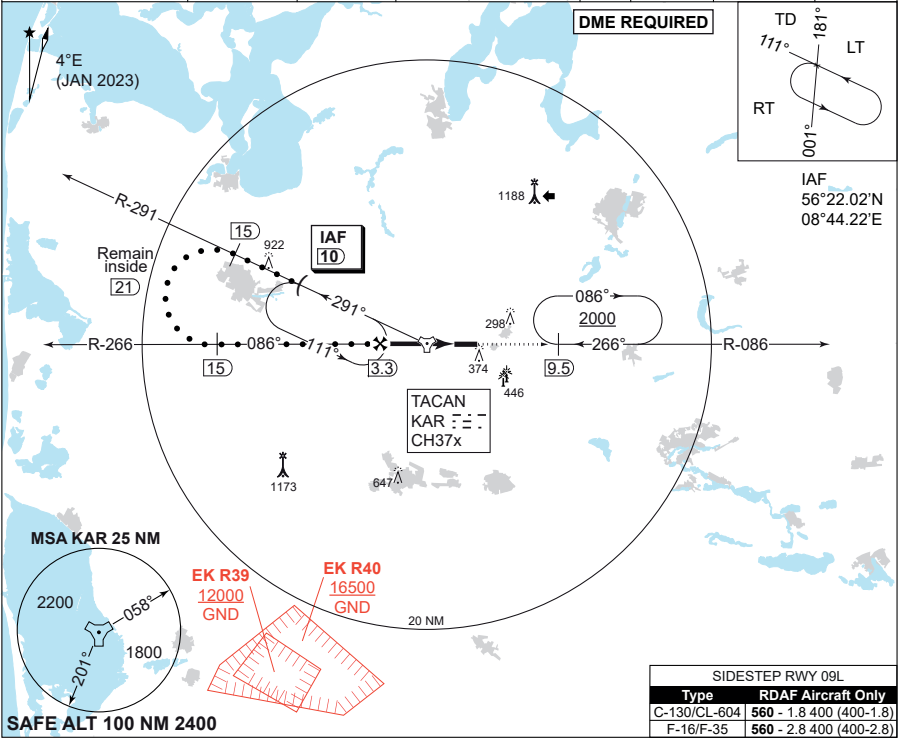
MIPS

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)

HPMA TACAN RWY 09R

56°17.85'N
009°07.48'E
5-4

KARUP AIR BASE (EKKA)



CHANGES: MINIMA.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

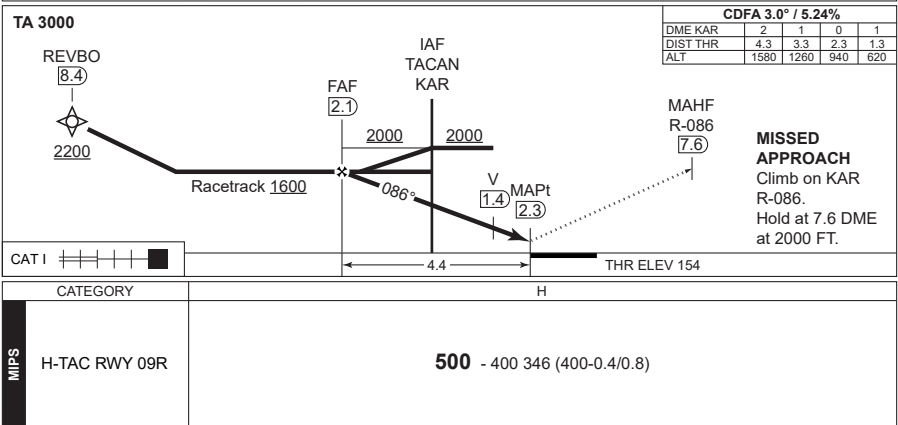
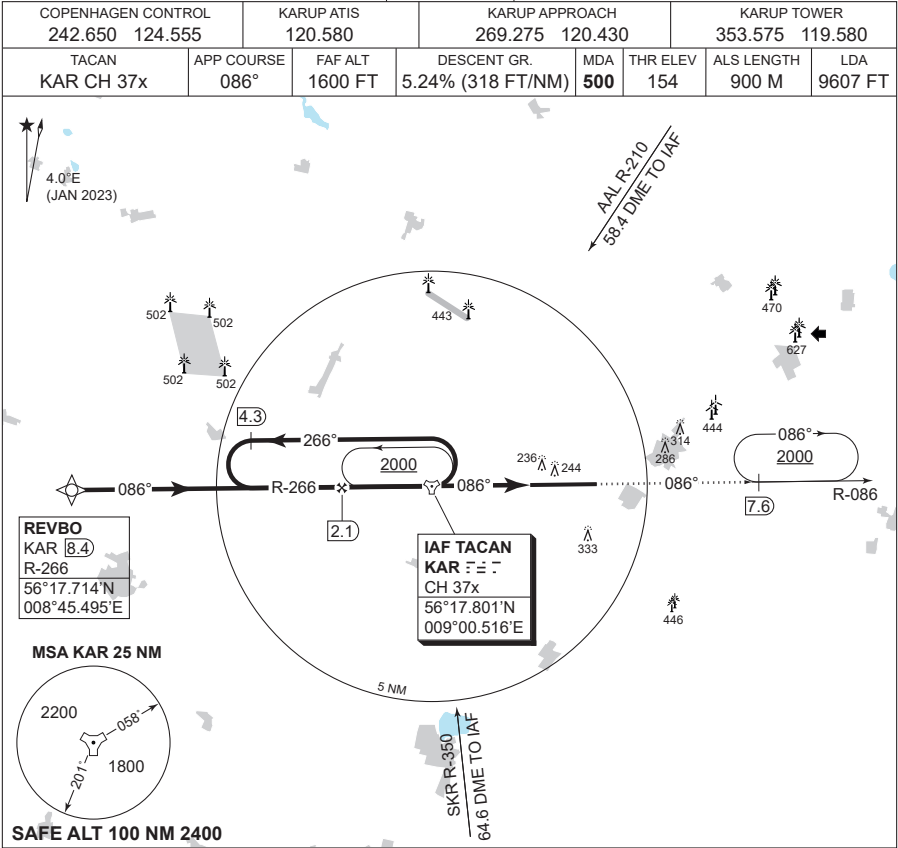
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER TACAN RWY 09R

KARUP AIR BASE (EKKA)



COPTER TACAN RWY 09R

56°17.85'N
009°07.48'E
5-5

KARUP AIR BASE (EKKA)



CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

MIPS

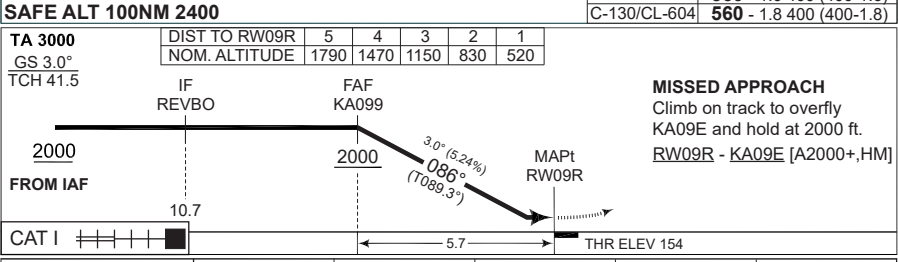
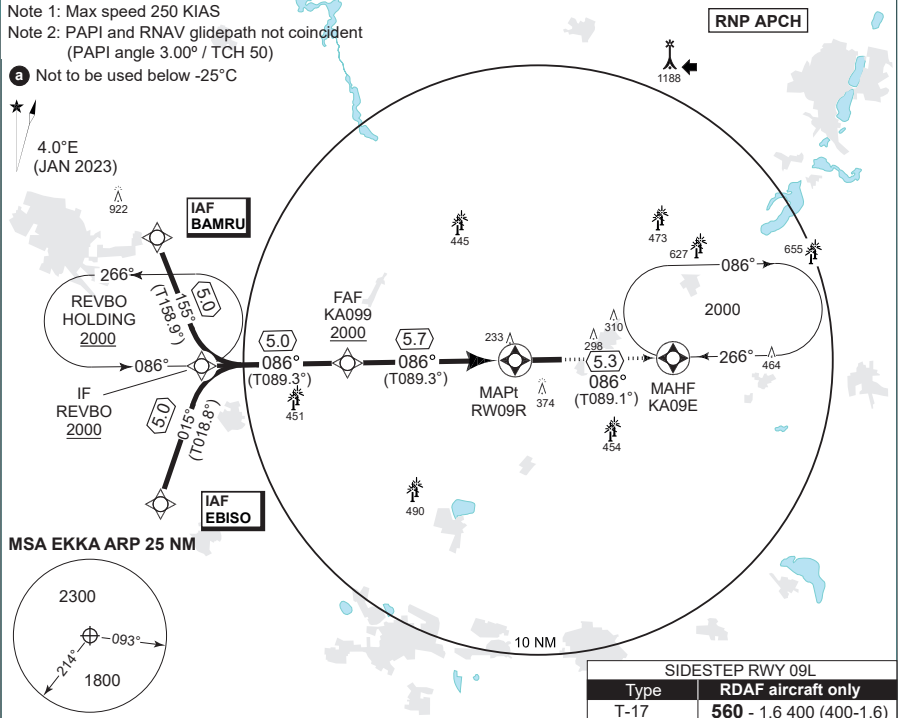
INSTRUMENT APPROACH CHART

AD ELEV 171

RNP 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	
EGNOS CHANNEL 46175 / E09A	APP COURSE 086°	FAF ALT 2000 FT	Descent GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 154	ALS length 900 M	LDA 9607 FT



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

RNP RWY 09R

56°17.85'N
009°07.48'E
5-6

KARUP AIR BASE (EKKA)



CHANGES: HELICOPTER MINIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

EKKA RNP RWY 09R waypoint coordinates:

RWY 09R from BAMRU APPROACH RNP

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

RWY 09R from EBISO APPROACH RNP

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

Threshold coordinates RWY 09R

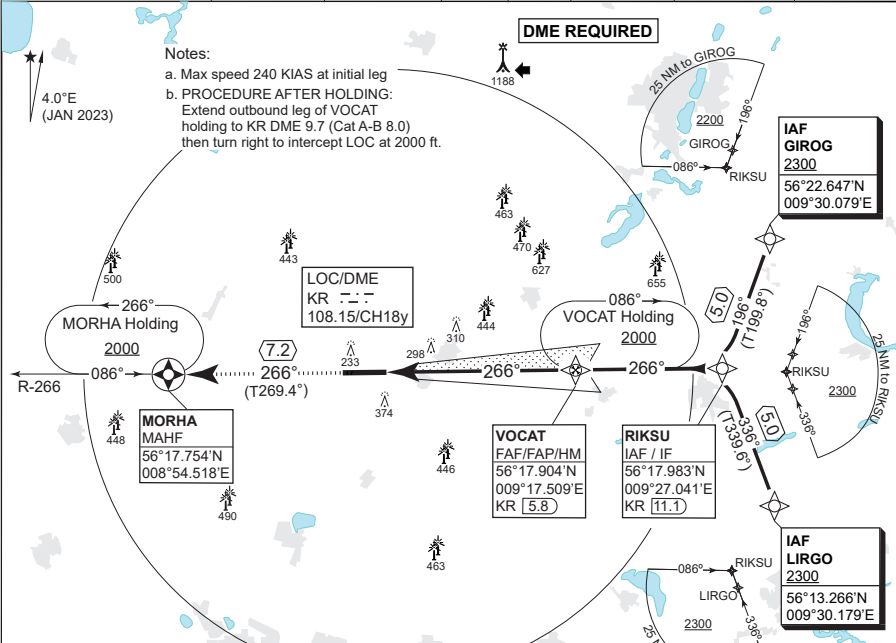
		CODING		DISPLAY	
RWY 09R		56 17 49.74N	009 04 38.39E	56 17.829'N	009 04.640'E



MIPS
INSTRUMENT APPROACH CHART

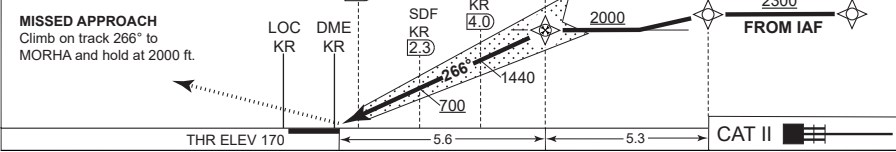
ILS or LOC RWY 27L
KARUP AIR BASE (EKKA)

Table with 8 columns: COPENHAGEN CONTROL, KARUP ATIS, KARUP APPROACH, KARUP TOWER, LOC/DME, APP COURSE, GS INTCP ALT, GS, DA, THR ELEV, ALS LENGTH, LDA. Values include frequencies, altitudes, and distances.



SIDESTEP RWY 27R table with columns: Type, RDAF aircraft only. Rows include T-17, C-130/CL-604, and F-16/F-35 with their respective altitude ranges.

LOC ONLY: CDFA 3.00' / 5.24% table with columns: DME KR, DIST THR, ALT, and five distance markers (1-5) with corresponding altitudes.



MIPS table with columns: CATEGORY, A, B, C, D, E. Rows include S-ILS CAT I, S-ILS CAT II, S-LOC 27L, and CIRCLING with associated altitudes and distances.

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



CHANGES: HELICOPTER MINIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

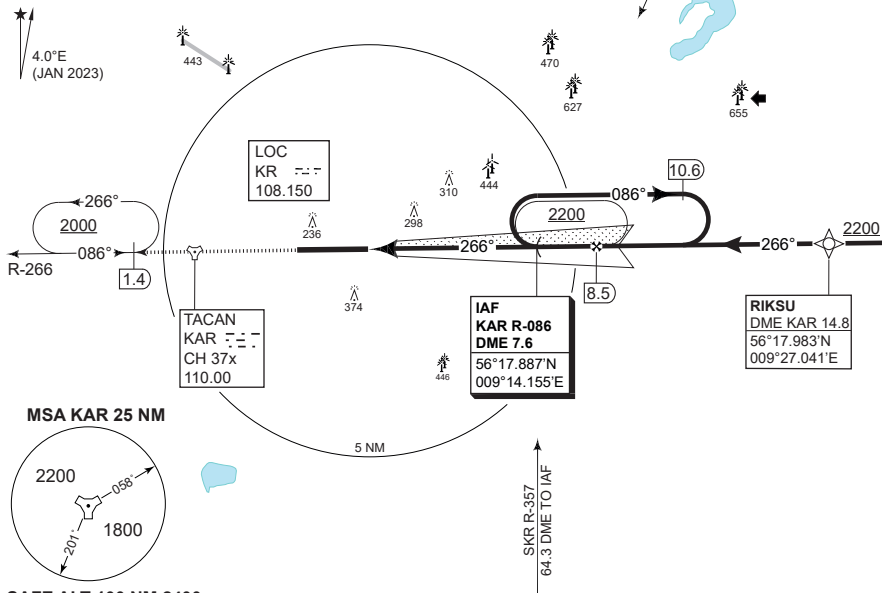
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COPTER ILS or LOC 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 110.00/CH 37x	LOC KR 108.150	APP COURSE 266°	GS INTCP ALT 1700 FT	GS 3.00°	DA 370	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT	

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

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



SAFE ALT 100 NM 2400

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

MISSED APPROACH
Climb on track to KAR. After continue on F. Hold at 1.4 D at 2000 ft.

MAHF	TACAN
KAR	KAR
R-266	
6 1.4	

LO
KI
|

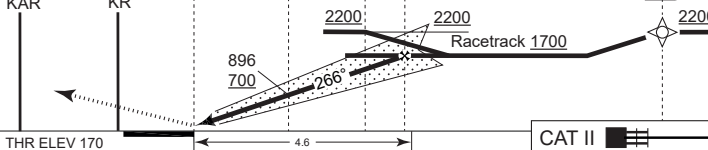
MAPt
(LOC)
KAR
20SD
KA
6

IAF	FAF
KAR	(LOC)
R-086	KAR
76	85

FAF
(LOC)
KAR
95

TA 3000
GS 3.0°
RDH 50

RIKS



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

COPTER ILS or LOC RWY 27L

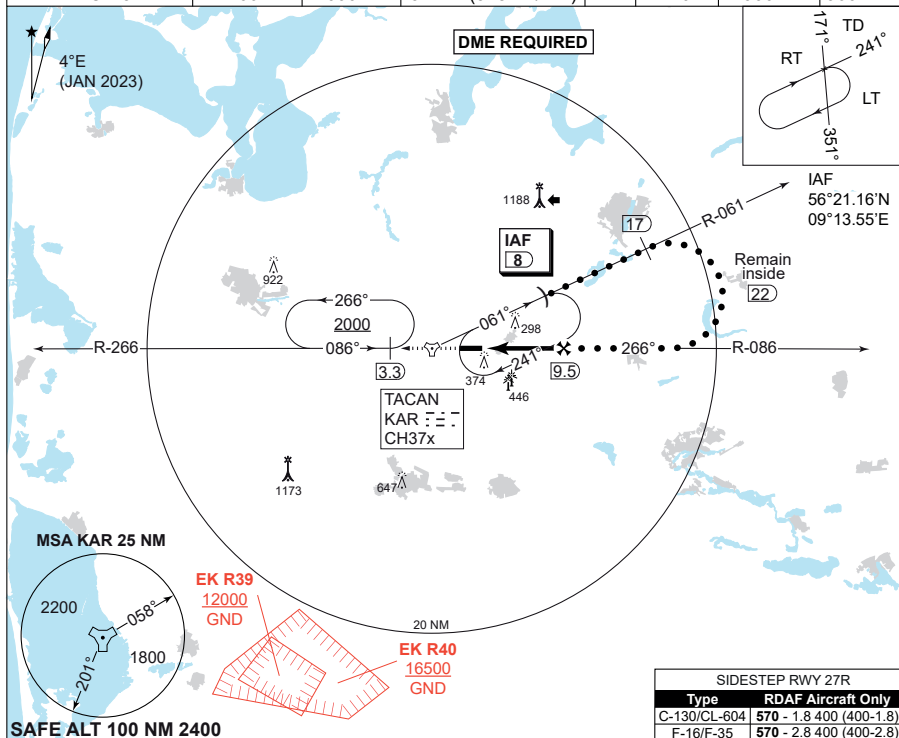
56°17.85'N
009°07.48'E
5-9

KARUP AIR BASE (EKKA)



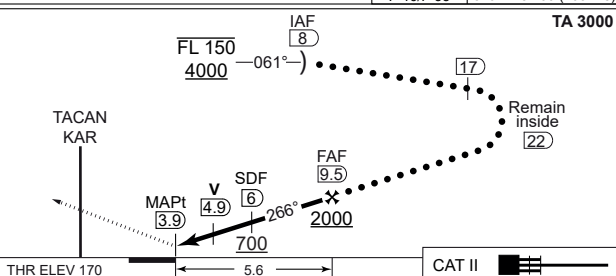
HPMA TACAN RWY 27L
KARUP AIR BASE (EKKA)

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



CDFA: 3.0° / 5.24%					
DME KAR	5	6	7	8	9
DIST THR	1.1	2.1	3.1	4.1	5.1
Alt	580	900	1220	1540	1850

Climb on R-086 to KAR.
After KAR continue on R-266.
Hold at 3.3 DME at 2000 ft.



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

HPMA TACAN RWY 27L

56°17.85'N
009°07.48'E
5-10

KARUP AIR BASE (EKKA)



CHANGES: SDF ADDED, MINIMA.

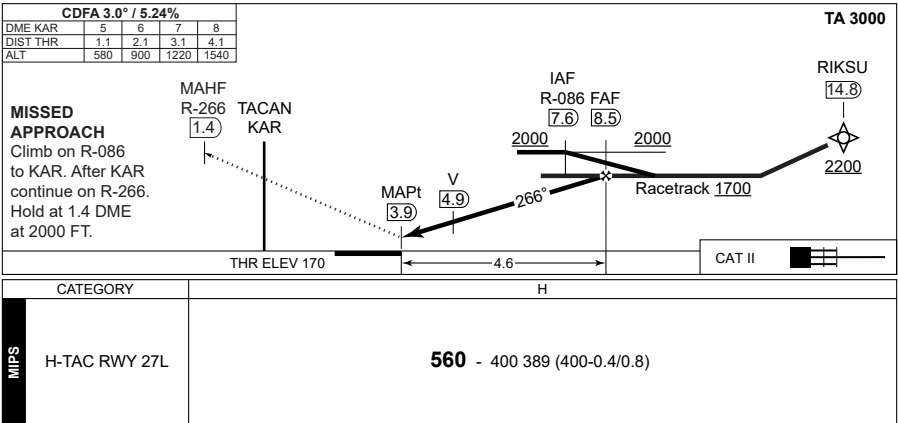
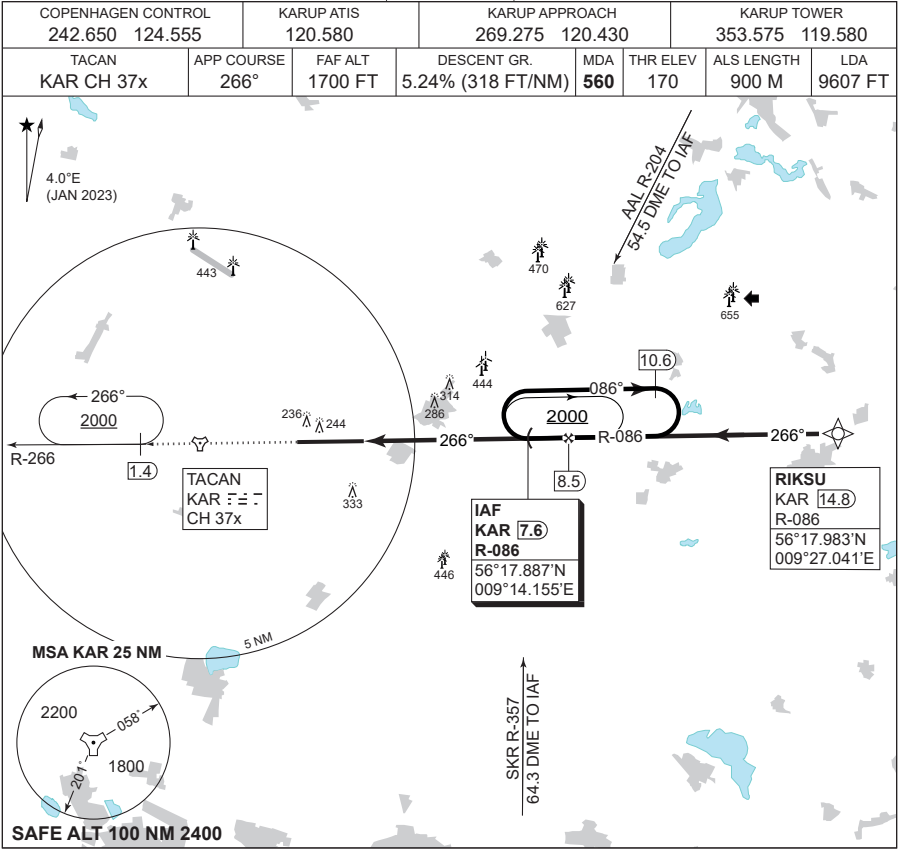
AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER TACAN RWY 27L
KARUP AIR BASE (EKKA)



COPTER TACAN RWY 27L

56°17.85'N
009°07.48'E
5-11

KARUP AIR BASE (EKKA)



CHANGES: SDF REMOVED, MINIMA, VDP.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

RNP RWY 27L

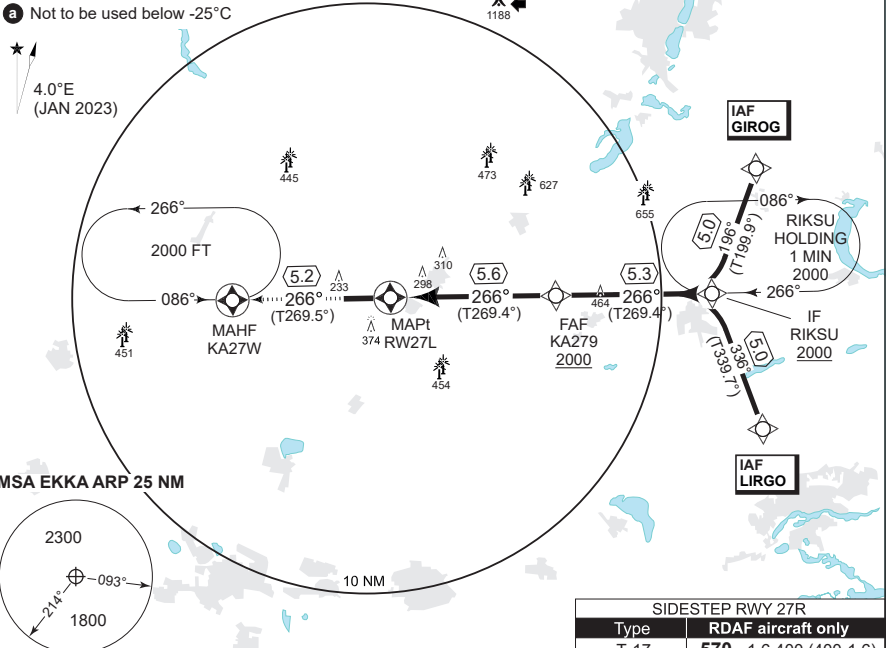
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580	KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
EGNOS CHANNEL 54104 / E27A	APP COURSE 266°	FAF ALT 2000 FT	Descent GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 170	LDA ALS length 900 M 9607 FT

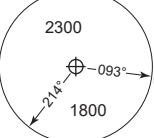
Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident
(PAPI angle 3.00° / TCH 50)

a Not to be used below -25°C

4.0°E
(JAN 2023)



MSA EKKA ARP 25 NM

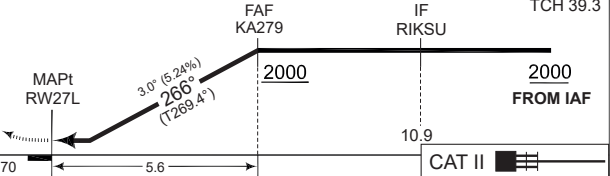


SAFE ALT 100NM 2400

SIDESTEP RWY 27R	
Type	RDAF aircraft only
T-17	570 - 1.6 400 (400-1.6)
C-130/CL-604	570 - 1.8 400 (400-1.8)

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

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



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

RNP RWY 27L

KARUP AIR BASE (EKKA)

56°17.85'N
009°07.48'E
5-12



CHANGES: HELICOPTER MINIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

EKKA RNP RWY 27L waypoint coordinates:

RWY 27L from LIRGO APPROACH RNP

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

RWY 27L from GIROG APPROACH RNP

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

Threshold coordinates RWY 27L

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



KASTRUP (EKCH)

AERODROME CHART

F-16 PARKING EKCH

ILS or LOC RWY 04L

ILS or LOC RWY 22L

ILS or LOC RWY 04R

ILS or LOC RWY 22R

ILS or LOC RWY 12

ILS or LOC RWY 30

KASTRUP OPS

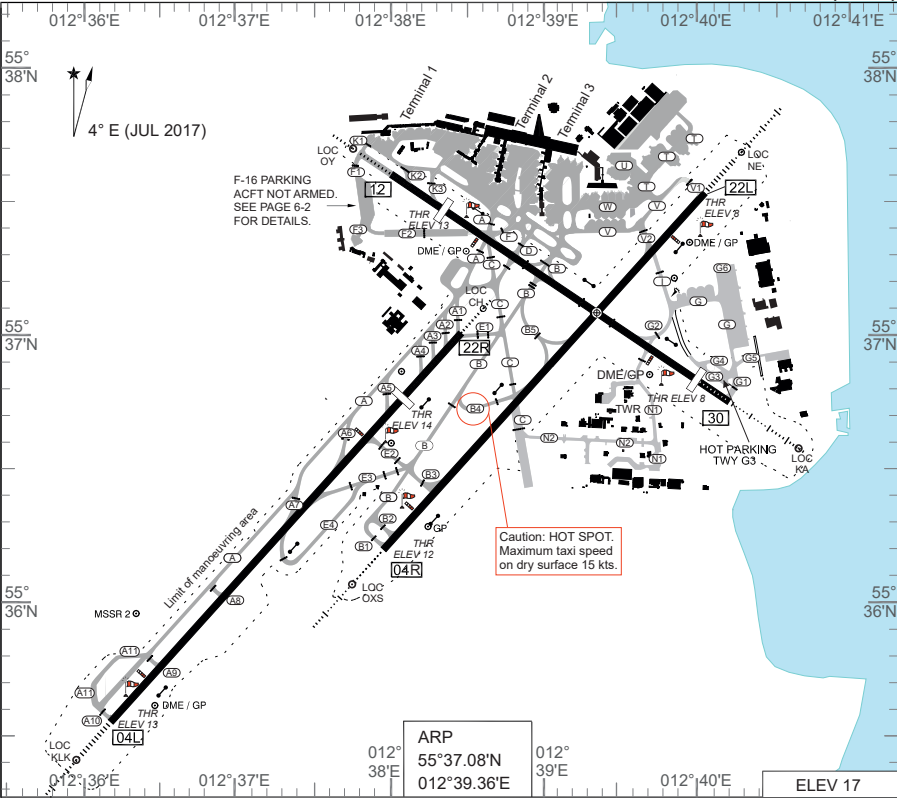
KASTRUP ARRIVAL

WP LIST



AERODROME CHART

KASTRUP (EKCH)



RWY		PCN		DECLARED DISTANCES				HDG MAG	THR ELEV	RWY LIGHTING						APP LGT	THR PSN
				TORA	TODA	ASDA	LDA			THR	PAPI	TDZ	CL	EDGE	END		
04L	80	F/C/X/U	9845	9845	11715	9845	037°	13	LIH	3°	LIH	LIH	LIH	CAT II	55°35.54'N 012°36.22'E		
22R	80	F/C/X/U	11715	11715	11715	9845	217°	14	LIH	3°	LIH	LIH	LIH	J	55°36.76'N 012°37.10'E		
04R	80	F/C/X/U	10833	10833	10833	10833	037°	12	LIH	3°	LIH	LIH	LIH	J	55°36.19'N 012°37.99'E		
22L	80	F/C/X/U	10833	10833	10833	10833	217°	8	LIH	3°	LIH	LIH	LIH	CAT II+III	55°37.53'N 012°40.06'E		
12	80	F/C/X/U	9186	9186	9186	7759	119°	13	LIH	3°		LIH	LIH	J	55°37.46'N 012°38.36'E		
30	80	F/C/X/U	7759	7759	8743	6873	299°	8	LIH	3°		LIH	LIH	J	55°36.84'N 012°40.02'E		
FREQUENCIES																	
COPENHAGEN APP:			119.805														
KASTRUP FINAL:			120.205														
KASTRUP TWR:			118.105 / 118.580 / 118.705 / 119.355 / 121.830														
KASTRUP APRON:			121.630 / 121.905														
ATIS (ARR):			122.755														
ATIS (DEP):			122.855														
ASE HANDLING:			131.925														
TAKE-OFF POSITIONS																	
RWY			PSN	TORA	TODA	ASDA											
22R			A2	11446	11446	11446											
			A3	11030	11030	11030											
			A4	10610	10610	10610											
			A5	9478	9478	9478											
04R			B2	10508	10508	10508											
			B3	9176	9176	9176											
			B4/C	6368	6368	6368											
22L			V2	9143	9143	9143											
			K2	8854	8854	8854											
12			K3	8139	8139	8139											
			D	5898	5898	5898											
F-16 PARKING POSITIONS																	
ARMED OR EPU ACTIVATED:																	
TWY G3. Safe direction SOUTH EAST (follow marshaller)																	
AIRCRAFT NOT ARMED:																	
RI, RII or RIII on Apron W, TWY F3, engine run-up area on Apron C or TWY F2. Follow marshaller.																	
See page 6-2 for further details.																	

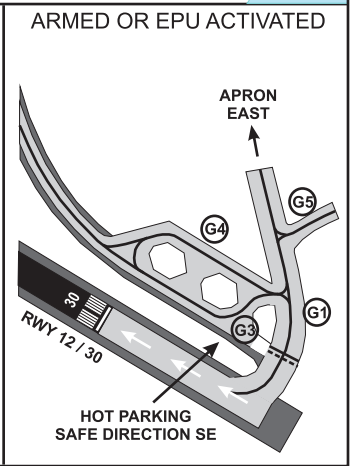
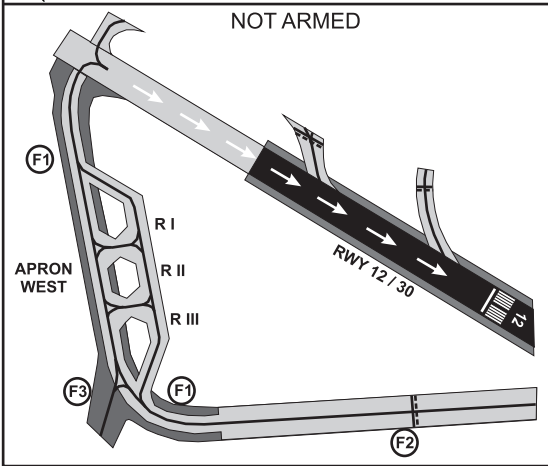
AERODROME CHART

KASTRUP (EKCH)



F-16 PARKING POSITIONS

KASTRUP (EKCH)



F-16 PARKING POSITIONS

KASTRUP (EKCH)

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024



KASTRUP OPERATIONS**1. GENERAL**

- 1.1. Use of afterburner is not permitted
- 1.2. Preferred RWY for landing: 22L/04L.
Preferred RWY for take off: 22R/04R.

2. APPROACH

- 2.1. After KORSA or TRANO expect radar vectoring to final.
- 2.2. On initial contact with APP or ARR: State callsign, aircraft type, and arrival ATS.
- 2.3. On initial contact with Final state callsign only.
- 2.4. Do not overfly the city of Copenhagen below 2500 feet.
- 2.5. RWY 12: Do not fly below GP during instrument or visual approach.
- 2.6. Landing on RWY 22L: Turn on to taxiway B unless otherwise instructed.
Landing on RWY 04L: Turn on to taxiway A unless otherwise instructed.
- 2.7. Remain on tower frequency after landing until otherwise instructed by ATC.

3. START UP AND DEPARTURE

- 3.1. Contact DLV (119.900 MHz) between 30 and 10 minutes prior to engine start and state; Call sign, aircraft type, parking place, departure ATIS and need for de-icing.
If unable to follow the SID, inform DLV ("Unable RNAV").
- 3.2. After read back, DLV will give the frequency for GND or TWR. (Expect 121.900 MHz for GND).
- 3.3. On GND/TWR request start up and taxi (Marshaller compulsory from R1-R3)
- 3.4. Take off position: See AD LAYOUT for INT and distances.
- 3.5. Departure:
 - 3.5.1. When passing 1000 feet contact departure on frequency 124.980 MHz for the following SID's (without designator as e.g. BISTA 1C): BISTA, KEMAX, SIMEG, SALLO, MAXEL and TOBIS – departures in direction 001° to 270° from EKCH ARP.
 - 3.5.2. When passing 1000 feet contact DEP on frequency 120.255 MHz for the following departures (without designator e.g. DOBEL 1C): DOBEL, MIRGO, and NOVPO – departures in direction 271° to 360° from EKCH ARP.



- 3.6. Speed restriction is 250 kt. below FL70.
- 3.7. NOTE: Non RNAV aircraft: At first CTC with TWR state inability to follow SID. Climb straight ahead to FL70 for radar vectors to SID designation point.
COM: Remain on TWR FREQ until passing 1000FT. At 1000FT CTC DEP.
ALT restriction is FL70.

4. GROUND HANDLING (FIGHTER AIRCRAFT ONLY)

- 4.1. Landing not planned:
Contact ASE Handling on frequency 131.925 MHz as soon as possible.
- 4.2. Planned landing:
Contact ASE Handling on phone +45 2068 5928 before the mission.
- 4.3. For F-35 JET-A/JET-A1 is characterized as "Restricted Fuel" iaw. FSD.
RTB flight to be conducted as direct transit flight back to EKSP.
Aircraft to be partially refueled iaw. RTB mission profile.
- 4.4. ASE Handling are not familiar with "F-35 Ground Ladder". It is the pilot's responsibility to be familiar with, and be able to instruct civilian ground personnel in its operation, from the cockpit.

5. PLANNED PARKING POSITIONS FOR FIGHTER AIRCRAFT

- 5.1. Armed F-16 or F-16 with activated EPU:
Taxiway G3. Safe direction is SE (Follow Marshaller).
- 5.2. Unarmed F-16:
RI, RII or RIII on Apron W, taxiway F3, engine run up area on Apron C or taxiway F2. (Follow Marshaller).
- 5.3. Unarmed F-35:
CPH Marshaller will handover aircraft to ASE Handling on parking spot G110-G114.
Parking is only allowed on concrete as IPP operation will melt asphalt.



KASTRUP ARRIVAL**IFR approach**

At first contact with APPROACH, state type of aircraft.

At initial contact with FINAL, state only callsign.

Radio Communication failure during IFR approach for a/c WITHOUT VOR, but WITH TACAN, incl. RDAF F-16 / F-35.

In case of radio communication failure the last cleared and acknowledged level shall be maintained until RNAV fix UVALO (55°47.47N 012°05.73E) HIGH HOLDING. (UVALO R-278 / 20 NM). Descend to 6000 FT AMSL in the holding pattern. If already at a lower level, maintain this.

From UVALO HIGH HOLDING proceed via UVALO on radials (UVALO R-160 to RWY 04L/R and R-083 to RWY 22L/R respectively). At 13 NM from UVALO descend to maintain 3000 FT before established on the localizer to the runway concerned.

Radio Communication failure during IFR approach for a/c WITH VOR.

In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (see next page). Descent to FL80 in the holding pattern. If already at a lower level, maintain that level until KASFI (55°35.43N 012 36.82E).

From the primary holding pattern proceed via ERNOV, TIDVU, OLPIB, KOR or TNO VOR direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude.

If radio communication failure occur during vectoring or after passing over or abeam the primary holding fix, proceed direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude. When distance to KASFI is 15 NM or less descend to 5000 FT. After KASFI descend to 3000 FT and proceed direct relevant IAF.

Special conditions for flying in Swedish Airspace.

Danish military aircraft may, in connection with approach to EKCH, enter Swedish airspace, within the areas delegated to Copenhagen APP. The flight must be controlled by Copenhagen APP. The areas are:

- Copenhagen Area.
- Area L2, L3, Area SUNDET and Area KASTRUP (see MIL AIP Denmark page ENR 2.1-2 and ENR 2.3-3 (chart))



Military aircraft may, without special permission, enter Swedish territorial waters in Øresund. Minimum distance to the Swedish coast is 1 NM. All kinds of military activities are prohibited during passage. The area is limited as follows:

- To the north by a line between Gilbjergghoved (56° 08.000'N 012° 27.000'E) and Kullen (56° 18.000'N 012° 27.000'E).
- To the south by a line between Stevns Lighthouse (55° 18.000'N 012° 27.000'E) and Falsterbo Odde (55° 23.000'N 012° 49.000'E).

Primary holdings for København/Kastrup

Holding Name	Inbound Track (MAG)	Turn	MAX IAS	MNM/MAX Level Time	Entry Procedure
TIDVU 55° 24.678'N 013° 33.452'E	294	Right	230	5000 FT 1.5 MIN	Omni-directional
OLPIB 55° 00.090'N 012° 22.753'E	030	Right	230	3500FT/FL140 1 MIN	Omni-directional
	030	Right	240	FL150/FL190 1.5 MIN	Omni-directional
LUGAS KOR VOR/DME R-251/23.8 DME 55° 19.783'N 010° 57.783'E	073	Left	230	3500FT/FL140 1 MIN	Direct entry via TUDLO*
	073	Left	240	FL150/FL200 1.5 MIN	Direct entry via TUDLO*
	073	Left	265	FL210/FL300 1.5 MIN	Direct entry via TUDLO*
ROSBI TNO VOR/DME R-282/17.7 DME 55° 50.967'N 010° 55.917'E	103	Left	230	3500FT/FL140 1 MIN	Direct entry via TESPI**
	103	Left	240	FL150/FL200 1.5 MIN	Direct entry via TESPI**
	103	Left	265	FL210/FL300 1.5 MIN	Direct entry via TESPI**
ERNOV 56° 10.132'N 012° 34.427'E	179	Left	230	FL100 / 1.5 MIN	Omni-directional

Notes:

*) TUDLO is on KOR R-251/35.1 DME, PSN 55° 16.550'N 010° 38.867'E

**) TESPI is on TNO R-281/31.6 DME, PSN 55° 53.900'N 010° 31.867'E



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 17

ILS or LOC RWY 04L

KASTRUP(EKCH)

COPENHAGEN APPROACH 119.805	KASTRUP ATIS (ARR) 122.755	KASTRUP FINAL 120.205	KASTRUP TWR 118.105	KASTRUP APRON 121.630
LOC/DME CH 110.50/CH42x	APP COURSE 037°	GS INTCP ALT 2000 FT	DA 3.00° 213	THR ELEV 13
		GS 3.00°	ALS LENGTH 900 M	LDA 9842 FT

NOTE:

- a) MAX. 220 KIAS.
 b) Circling for CAT C-E not approved N of AD between centerline RWY 22R and centerline RWY 12.
 c) Maintain last assigned altitude until intercepting the glide path.

FOR TRANSITION: RNAV 1
 GNSS OR RADAR VECTURING

MISSED APPROACH COM FAILURE:
 Climb to 3000 FT according to missed approach procedure. Maintain 3000 FT and track for 3 MIN then turn left to ERPUK for new APCH.

IAF
 ZAQQI
 3000

(1.2)
 127°
 (T131.1°)

CH713
 3000

IF
 CH710
 2500

IAF
 BUDIQ
 3000

CH4LF
 6.2

(4.0)
 037°
 (T041.0°)

(2.5)
 037°
 (T041.0°)

(4.5)
 307°
 (T311.1°)

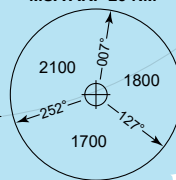
IAF
 EQJET
 3000

LOC / DME
 CH 110.50/CH42x

DME REQUIRED

4.0°E
 (2017)

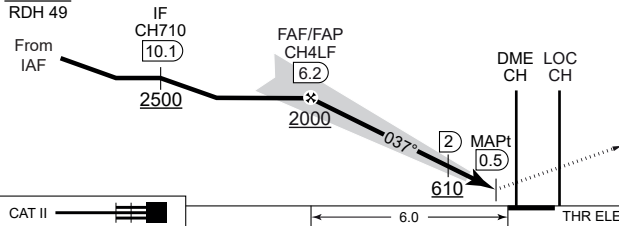
MSA ARP 25 NM



SAFE ALT 100 NM 3000

TA 5000
 GS 3.00°
 RDH 49

CDFA: 3.00° / 5.24%



MISSED APPROACH

Climb straight ahead to 500 FT.
 Turn left and track 343° climbing to 3000 FT. Inform ATC.

CATEGORY		A	B	C	D	E
MIPS	S-ILS CAT I	213 - 550 200 (200-0.8/1.2)				
	S-ILS CAT II	RA 102 (DA 113) - 350 100		RA 106 (DA 117) 350 104	RA 120 (DA 131) 350 118	N/A
	S-LOC 04L	580 - 1900 563 (600-1.9/2.6)				
	CIRCLING b	580 -1.5 563 (600-1.5)	590 -1.6 573 (600-1.6)	1010 -2.4 993 (1000-2.4)	1010 -3.6 993 (1000-3.6)	1180 -3.6 1163 (1200-3.6)

ILS or LOC RWY 04L

KASTRUP (EKCH)

55°37.08'N
 012°39.36'E

6-7



CHANGES: RNAV TRANSITION REVISED. WPT DOPEM AND ERPUK WITHDRAWN FROM CHART. NEW WPT CH710, CH713, EQJET AND ZAQQI ADDED. MINIMA GP INOP CHANGED. OBST EKCH ATC TWR ADDED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

MIPS

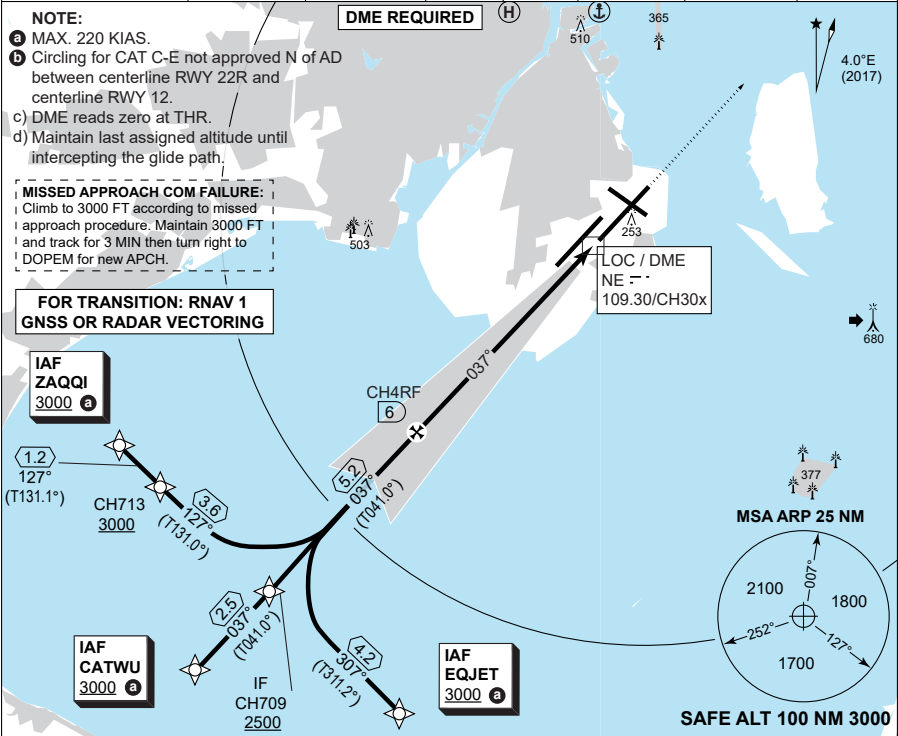
INSTRUMENT APPROACH CHART

AD ELEV 17

ILS or LOC RWY 04R

KASTRUP(EKCH)

COPENHAGEN APPROACH 119.805		KASTRUP ATIS (ARR) 122.755		KASTRUP FINAL 120.205		KASTRUP TWR 118.105	KASTRUP APRON 121.630	
LOC/DME NE 109.30/CH30x		APP COURSE 037°		GS INTCP ALT 2000 FT		DA 3.00°	THR ELEV 12	ALS LENGTH 720 M
								LDA 10833 FT



TA 5000 GS 3.00° RDH 57		CDFA: 3.00° / 5.24%									
		DME NE	6	5	4	3	2				
		DIST THR	6	5	4	3	2				
		ALT	2010	1680	1360	1030	710				
MISSED APPROACH Climb straight ahead to 3000 FT. Inform ATC.											
CAT I		6.0									
CATEGORY		A		B		C		D		E	
S-ILS CAT I		212 - 550 200 (200-0.8/1.2)									
S-LOC 04R		580 - 1500 563 (600-1.5/2.6)					580 - 1900 563 (600-1.9/2.6)				
CIRCLING b		580 -1.5 563 (600-1.5)		590 -1.6 573 (600-1.6)		1010 -2.4 993 (1000-2.4)		1010 -3.6 993 (1000-3.6)		1180 -3.6 1163 (1200-3.6)	

ILS or LOC RWY 04R

55°37.08'N
012°39.36'E
6-8

KASTRUP (EKCH)



CHANGES: RNAV TRANSITION REVISED. WPT DOPM AND ERPUK WITHDRAWN FROM CHART. NEW WPT CH709, CH713, EQJET AND ZAQQI ADDED. OBST EKCH ATC TWR ADDED. CDFA TABLE CHANGED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

MIPS

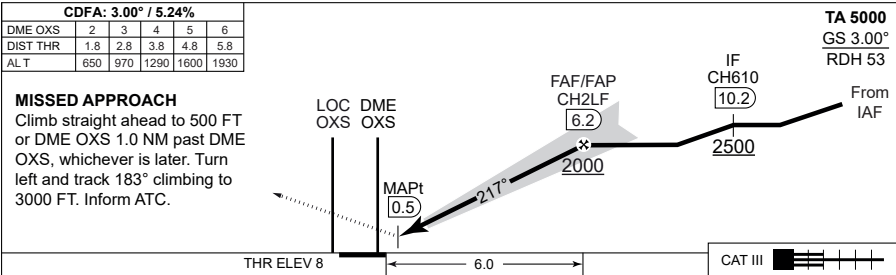
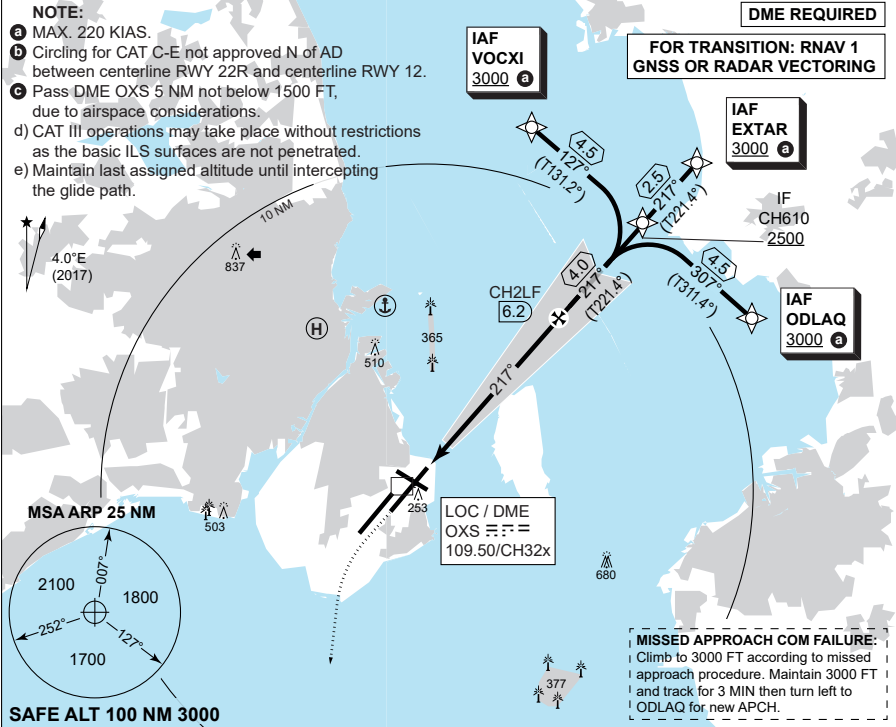
INSTRUMENT APPROACH CHART

AD ELEV 17

ILS or LOC RWY 22L

KASTRUP(EKCH)

COPENHAGEN APPROACH 119.805		KASTRUP ATIS (ARR) 122.755		KASTRUP FINAL 120.205		KASTRUP TWR 118.105		KASTRUP APRON 121.630	
LOC/DME OX5109.50/CH32x		APP COURSE 217°		GS INTCP ALT 2000 FT		THR ELEV 8		ALS LENGTH 840 M	
				GS 3.00°		DA 208		LDA 10833 FT	



CATEGORY	A	B	C	D	E
S-ILS CAT I	208 - 550 200 (200-0.8/1.2)				
S-ILS CAT II	RA 101 (DA 108) - 350 100				N/A
S-LOC 22L c	510 - 1500 493 (500-1.5/2.3)				
CIRCLING b	580 -1.5 563 (600-1.5)	590 -1.6 573 (600-1.6)	1010 -2.4 993 (1000-2.4)	1010 -3.6 993 (1000-3.6)	1180 -3.6 1163 (1200-3.6)

ILS or LOC RWY 22L

KASTRUP (EKCH)

55°37.08'N
012°39.36'E
6-9



CHANGES: RNAV TRANSITION REVISED. WPT ABEGI AND ADOVI WITHDRAWN FROM CHART. NEW WPT CH610, VOCXI AND ODLAQ ADDED. OBST EKCH ATC TWR ADDED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

MIPS

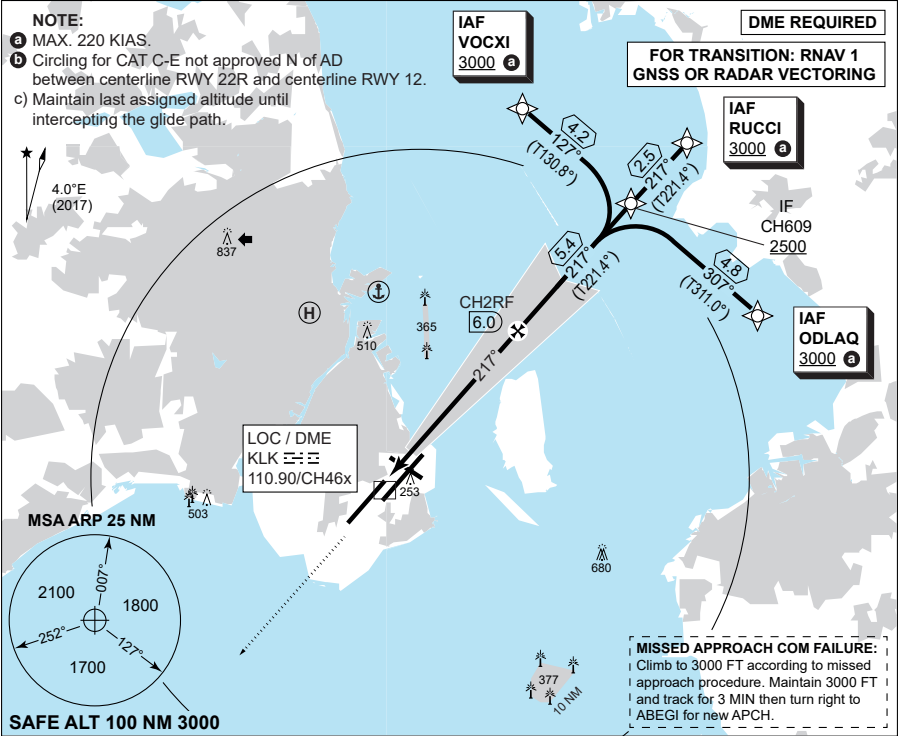
INSTRUMENT APPROACH CHART

AD ELEV 17

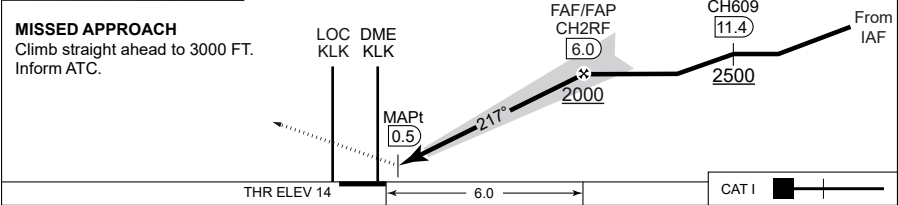
ILS or LOC RWY 22R

KASTRUP(EKCH)

COPENHAGEN APPROACH 119.805		KASTRUP ATIS (ARR) 122.755		KASTRUP FINAL 120.205		KASTRUP TWR 118.105		KASTRUP APRON 121.630	
LOC/DME KLK 110.90/CH46x		APP COURSE 217°		GS INTCP ALT 2000 FT		DA 3.00° 214		THR ELEV 14	
								ALS LENGTH 900 M	
								LDA 9842 FT	



CDFA: 3.00° / 5.24%							TA 5000 GS 3.00° RDH 47
DME OXS	2	3	4	5	6		
DIST THR	1.8	2.8	3.8	4.8	5.8		
ALT	650	970	1290	1610	1930		



CATEGORY	A	B	C	D	E
S-ILS CAT I	214 - 550 200 (200-0.8/1.2)				
S-LOC 22R	450 - 1300 433 (500-1.3/2.0)				
CIRCLING a	580 -1.5 563 (600-1.5)	590 -1.6 573 (600-1.6)	1010 -2.4 993 (1000-2.4)	1010 -3.6 993 (1000-3.6)	1180 -3.6 1163 (1200-3.6)

ILS or LOC RWY 22R

55°37.08'N
012°39.36'E
6-10

KASTRUP (EKCH)



CHANGES: RNAV TRANSITION REVISED: WPT ABEGI AND ADOVI WITHDRAWN FROM CHART. NEW WPT CH609, VOCXI AND ODLAQ ADDED. OBST EKCH ATC TWR ADDED. EDITORIAL.

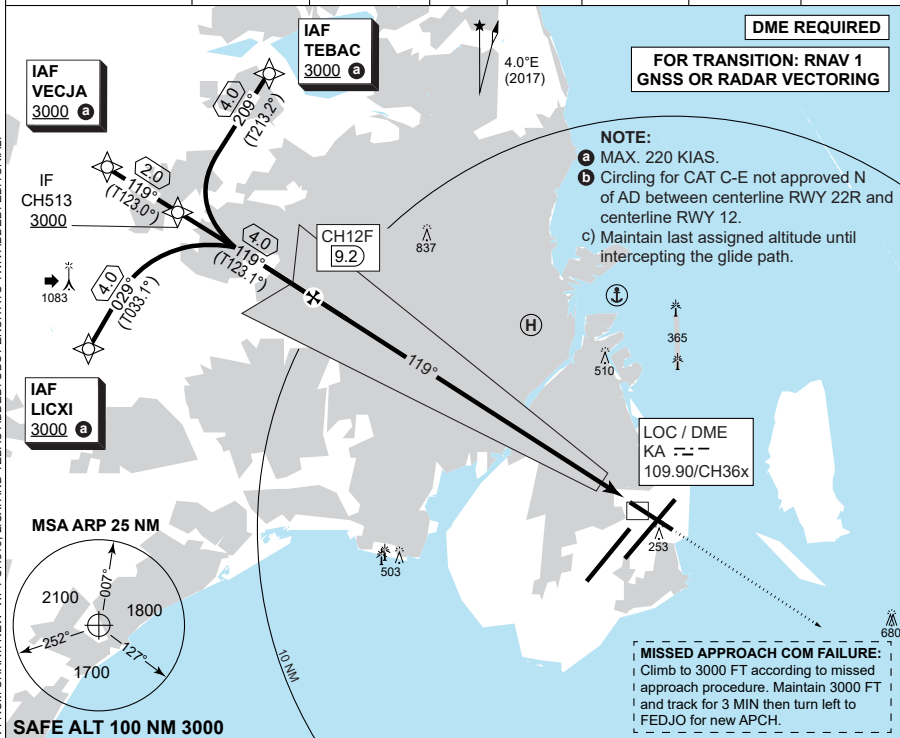
AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

INSTRUMENT APPROACH CHART

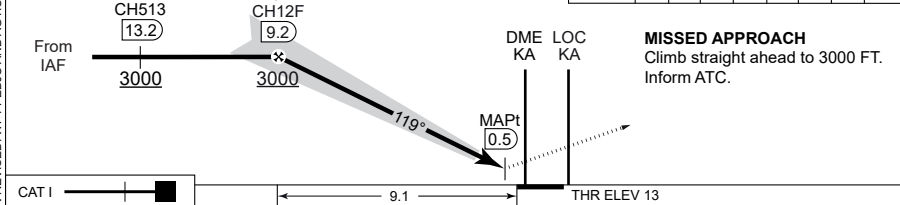
AD ELEV 17

KASTRUP(EKCH)

COPENHAGEN APPROACH 119.805		KASTRUP ATIS (ARR) 122.755	KASTRUP FINAL 120.205		KASTRUP TWR 118.105	KASTRUP APRON 121.630	
LOC/DME KA 109.90/CH36x	APP COURSE 119°	GS INTCP ALT 3000 FT	GS 3.00°	DA 213	THR ELEV 13	ALS LENGTH 900 M	LDA 7759 FT



TA 5000 GS 3.00° RDH 49 IF FAF/EAP		CDFA: 3.00° / 5.24%									
		DME KA	9	8	7	6	5	4	3	2	1
		DIST THR	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8	
		ALT	2920	2570	2250	1930	1610	1290	970	650	



CATEGORY		A	B	C	D	E
MIPS	S-ILS CAT I	213 - 550 200 (200-0.8/1.2)				
	S-LOC 12	790 - 1500 773 (800-1.5/3.6)		790 - 2400 773 (800-2.4/3.6)		
	CIRCLING (B)	790 -1.5 773 (800-1.5)	790 -1.6 773 (800-1.6)	1010 -2.4 993 (1000-2.4)	1010 -3.6 993 (1000-3.6)	1180 -3.6 1163 (1200-3.6)

55°37.08'N
012°39.36'E
6-11

KASTRUP (EKCH)

CHANGES: RNAV TRANSITION REVISED. WPT FEDJO AND AGTIC WITHDRAWN FROM CHART. NEW WPT CH513, LICXI AND TEBAC ADDED. OBST EKCH ATC TWR ADDED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 17

ILS or LOC RWY 30
KASTRUP(EKCH)

COPENHAGEN APPROACH 119.805	KASTRUP ATIS (ARR) 122.755	KASTRUP FINAL 120.205	KASTRUP TWR 118.105	KASTRUP APRON 121.630
LOC/DME OY 108.90/CH26x	APP COURSE 299°	GS INTCP ALT 3000 FT	GS 3.00°	DA 208
		THR ELEV 8	ALS LENGTH 900 M	LDA 6873 FT

DME REQUIRED

FOR TRANSITION: RNAV 1
GNSS OR RADAR VECTORED

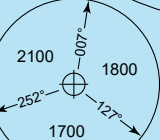
NOTE:

- a) MAX. 220 KIAS.
 b) Circling for CAT C-E not approved N of AD between centerline RWY 22R and centerline RWY 12.
 c) Maintain last assigned altitude until intercepting the glide path.

LOC / DME
OY 108.90/CH26xIAF
ELDAB
3000 aIAF / IF
ORZIH
3000 aIAF
HAXHI
3000 a

MISSED APPROACH COM FAILURE:
 Climb to 3000 FT according to missed approach procedure. Maintain 3000 FT and track for 3 MIN then turn right to HOFFO for new APCH.

MSA ARP 25 NM



SAFE ALT 100 NM 3000

CDFA: 3.00° / 5.24%

DME OY	2	3	4	5	6	7	8	9
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8
ALT	640	960	1280	1600	1920	2240	2560	2870

MISSED APPROACH

Climb straight ahead to 3000 FT.
 Inform ATC.

LOC OY

DME OY

MAPt
0.5FAF/FAP
CH30F
9.1IAF / IF
ORZIH
13.3TA 5000
GS 3.00°
RDH 49

THR ELEV 8

9.0

CAT I

From IAF

CATEGORY	A	B	C	D	E
S-ILS CAT I	208 - 550 200 (200-0.8/1.2)				
S-LOC 30	510 - 1500 493 (500-1.5/2.3)				
CIRCLING a	580 -1.5 563 (600-1.5)	590 -1.6 573 (600-1.6)	1010 -2.4 993 (1000-2.4)	1010 -3.6 993 (1000-3.6)	1180 -3.6 1163 (1200-3.6)

ILS or LOC RWY 30

55°37.08'N
012°39.36'E
6-12

KASTRUP (EKCH)

CHANGES: RNAV TRANSITION REVISED. WPT HOFFO AND COPHO WITHDRAWN FROM CHART. NEW WPT HAXHI AND ELDAB ADDED. OBST EKCH ATC TWR ADDED. FAF DME CORRECTED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

WAYPOINT LIST KASTRUP (EKCH)

Kastrup (EKCH) waypoint coordinates:

		CODING		DISPLAY	
VOXCI	IAF	55 47 58.4N	012 45 42.9E	55 47.974N	012 45.715E
ODLAQ	IAF	55 42 02.7N	012 57 40.8E	55 42.045N	012 57.680E
LICXI	IAF	55 41 14.6N	012 15 06.6E	55 41.243N	012 15.110E
BUDIQ	IAF	55 26 07.0N	012 21 44.7E	55 26.116N	012 21.744E
CATWU	IAF	55 25 54.6N	012 22 10.2E	55 25.910N	012 22.170E
HAXHI	IAF	55 26 16.4N	012 55 36.9E	55 26.274N	012 55.615E
EQJET	IAF	55 25 04.1N	012 30 36.6E	55 25.068N	012 30.611E
ZAQQI	IAF	55 30 58.4N	012 18 41.7E	55 30.973N	012 18.696E
EXTAR	IAF	55 46 53.3N	012 54 38.4E	55 46.888N	012 54.640E
TEBAC	IAF	55 47 55.7N	012 22 51.1E	55 47.928N	012 22.852E
ELDAB	IAF	55 32 57.7N	013 03 17.8E	55 32.962N	013 03.297E
ORZIH	IAF/IF	55 29 37.1N	012 59 27.0E	55 29.619N	012 59.450E
RUCCI	IAF	55 47 06.2N	012 54 13.0E	55 47.103N	012 54.217E
VECJA	IAF	55 45 39.8N	012 16 02.5E	55 45.664N	012 16.041E
CH713	IF	55 30 09.7N	012 20 19.8E	55 30.162N	012 20.330E
CH710	IF	55 28 01.4N	012 24 39.6E	55 28.023N	012 24.661E
CH709	IF	55 27 48.6N	012 25 05.3E	55 27.810N	012 25.089E
CH610	IF	55 45 00.7N	012 51 42.3E	55 45.012N	012 51.705E
CH609	IF	55 45 14.8N	012 51 18.6E	55 45.246N	012 51.311E
CH513	IF	55 44 35.2N	012 18 58.6E	55 44.587N	012 18.977E

		CODING		DISPLAY	
RW04L	THR	55 35 31.9N	012 36 12.7E	55 35.532N	012 36.212E
RW04R	THR	55 36 11.2N	012 37 59.0E	55 36.186N	012 37.983E
RW22L	THR	55 37 31.5N	012 40 03.3E	55 37.525N	012 40.055E
RW22R	THR	55 36 44.9N	012 38 05.6E	55 36.749N	012 38.094E
RW12	THR	55 37 26.9N	012 38 20.8E	55 37.449N	012 38.347E
RW30	THR	55 36 49.9N	012 40 01.0E	55 36.831N	012 40.017E

CHANGES: NEW WPTS ADDED. COORDINATES UPDATED.

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

WAYPOINT LIST

KASTRUP (EKCH)



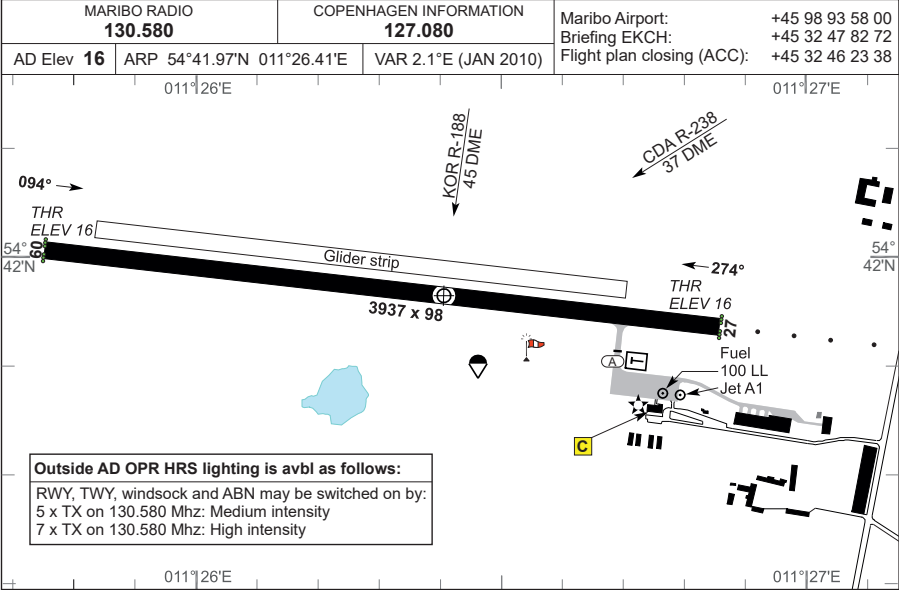
LOLLAND FALSTER / MARIBO (EKMB)

AERODROME CHART



AERODROME CHART

LOLLAND FALSTER / MARIBO (EKMB)



RWY	PCN	DECLARED DISTANCES					THR ELEV	RWY LIGHTING					THR PSN
		TORA	TODA	ASDA	LDA			THR	PAPI	TDZ	CL	EDGE/END	
09	13 F/D/Y/T	3937	3937	3937	3937		16	LIH	N/A			LIH LIH	54°42.01'N 011°25.75'E
27	13 F/D/Y/T	3937	3937	3937	3937		16	LIH	N/A			LIH LIH	54°41.93'N 011°26.86'E

Approved for VMC day and VFR night operations. Self-service when ADO is closed. See VFR Flight Guide Denmark for opening hours.
Fuel available only after prior arrangement. Payment: DKK or EURO.
Customs available inside ADO hours. 1 hour PN.
Rescue and Fire Fighting Service not available.
Gliding and parachuting may take place.

Local Regulations/Remarks

- a. After TKOF VFR from RWY 27 turn towards NW as early as safety permits, but not later than 500 FT. Turn towards S must at the earliest be commenced after passing through 1000 FT or when the road W of Rødby has been passed. The built-up areas Nebbelunde, Rødby and Sædinge shall be passed at the greatest distance possible. After TKOF from RWY 09 the built-up areas Holeby and Torslunde shall be passed at the greatest distance possible.
- b. School and training flights are not permitted after 1900 Danish time.
- c. All turns in connection with VFR landing exercises shall take place S of RWY 09/27. After TKOF turns towards S shall take place as early as safety permits, but not later than 500 FT.
- d. Parachuting may take place.
- e. Launching of gliders by cable may take place. When gliding is taking place, overflying the aerodrome should be avoided below 2000 FT MSL.
- f. Gliders shall use frequency 130.580 during take off / landing and traffic circuit.

AERODROME CHART

MARIBO (EKMB)



ODENSE (EKOD)

AERODROME CHART

RNP RWY 06

ILS or LOC RWY 24

WP LIST RWY 06

RNP RWY 24

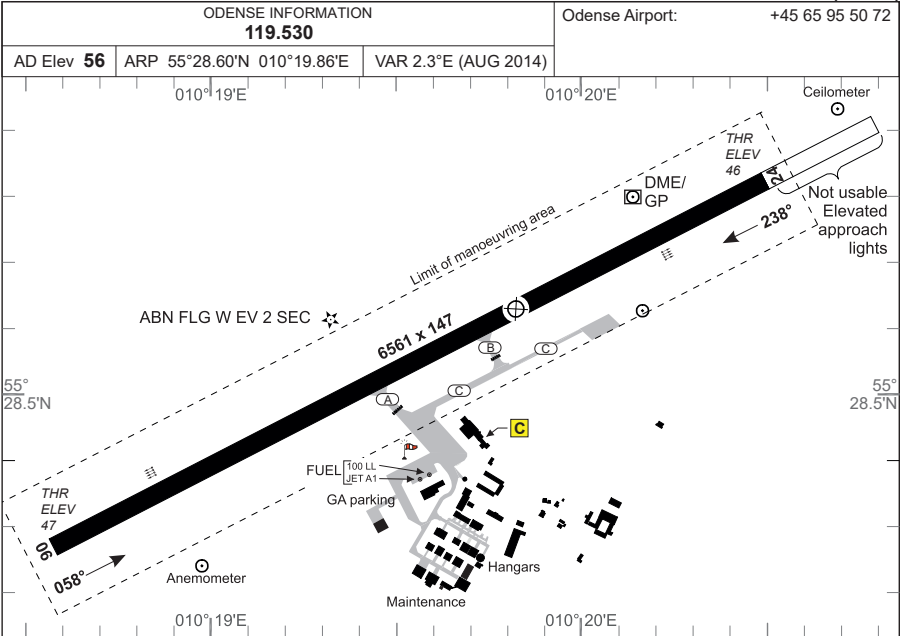
NOISE ABATEMENT

WP LIST RWY 24



AERODROME CHART

ODENSE / H C ANDERSEN (EKOD)



RWY	PCN	DECLARED DISTANCES				THR ELEV	RWY LIGHTING					THR PSN	
		TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE		END
06	50 R/D/X/U	6561	6561	6561	6561	47	LIH	3°			LIH		55°28.25'N 10°18.79'E
A		3628	3628	3628									
B		2650	2650	2650									
24	50 R/D/X/U	6561	6561	6561	6561	46	LIH	3°			LIH	LIH	55°28.79'N 10°20.43'E
B		3959	3959	3959									
A		2998	2998	2998									

AD PPR outside OPS hours. Request to be submitted not later than 1 hour before termination of service. Self-service AVBL for aircraft MTOW blw 2000 kg. VFR outside opening hours. Contact to EKOD outside Service Hours phone manned from 0600-2200 local time on TEL +45 65 95 50 72. NOTE: Opening charge will be collected outside regular Service Hours. Parachuting may take place. Drone operation may take place. Check NOTAM for EK R25 and EK R26.

FLIGHT PROCEDURES

1. IFR Arrival
- 1.1 Aircraft will normally be cleared by ACC KØBENHAVN to OD24F HOLDING.
- 1.2 Navigation aid designated for radio communication failure during IMC for arriving aircraft is NDB FE.
2. IFR Departure
- 2.1 Standard Instrument Departures (SID) have not been established.
- 2.2 Omnidirectional departures:
- RWY 06/24: Climb straight ahead to at least 700 FT MSL before turn is commenced.
3. Helicopter
- 3.1 Within AFIS operating hours, contact AFIS before commencing hovertaxi for information regarding drone activity.

MIPS		CIRCLING MINIMA (North of AD only)				
	A	B	C	D	E	
500	-1.5 444 (500-1.5)	-1.6 494 (500-1.6)	-2.4 734 (800-2.4)	-3.6 734 (800-3.6)	-3.6 834 (900-3.6)	

AERODROME CHART

ODENSE / H C ANDERSEN (EKOD)



NOISE ABATEMENT PROCEDURES

Noise abatement provision

1. Flights in the periods 2200-2300 (2100-2200) and 0500-0600 (0400-0500):
In the periods 2200-2300 (2100-2200) and 0500-0600 (0400-0500) the airport may be used by the following aircraft:

- Aeroplanes and helicopters with MTOM not exceeding 5700 KG.
- Propeller aeroplanes with MTOM below 9000 KG and noise certified according to ICAO annex 16, chapter 6 or chapter 10.
- Jet and turboprop aeroplanes (irrespective of MTOM) certified according to ICAO Annex 16, chapter 3 and which fulfil the lower limits of the requirements (flyover 89 EPNdB, lateral 94 EPNdB and Approach 98 EPNdB).

The number of those operations is limited to 100 per month.

2. Noise abatement provisions for ACFT with MTOM above 5700 KG.

3.1 Take-off RWY06:

- Departure towards ALSIE VOR: Turn right – VOR ODN R-229 – VOR ALS R-010 to ALSIE VOR.

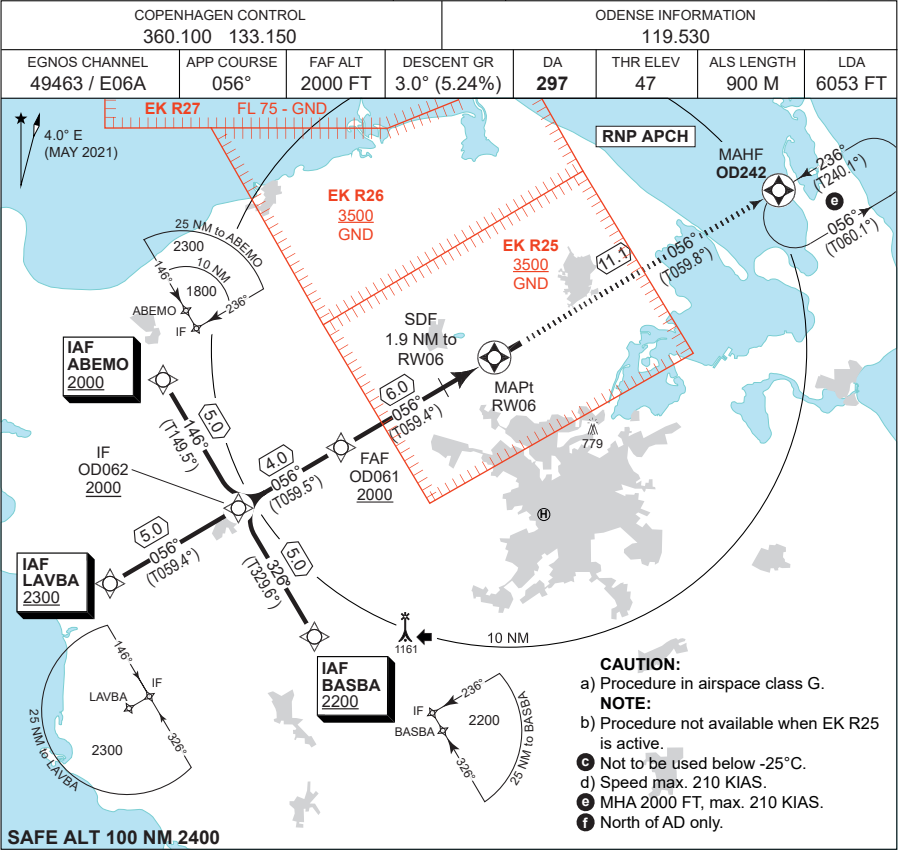
3.2 Take-off RWY24:

- Right turn must not be commenced until after VOR/DME ODN R-239/15NM.
- Departure towards ALSIE VOR: Left turn must not be commenced until after VOR/DME ODN R-239/16NM.
- Departure towards TRANO VOR and KORSA VOR: Left turn must not be commenced until after VOR/DME ODN R-239/14NM if the aeroplane in question is a jet aeroplane noise certified according to ICAO Annex 16, chapter 2.

3. School and training flights:

School and training flights are permitted in the period 0600-2200 (0500-2100). For big jet aeroplanes (MTOM above 34000 KG or with more than 19 seats) school and training flights are permitted only MON-FRI EXC HOL in the period 0600-2100 (0500-2000). Due to environmental reasons traffic circuits in connection with landing exercises RWY 06/24 shall take place alternately north and south of the runway. PPR to be submitted within operational hours.





CAUTION:

a) Procedure in airspace class G.

NOTE:

b) Procedure not available when EK R25 is active.

c) Not to be used below -25°C.

d) Speed max. 210 KIAS.

e) MHA 2000 FT, max. 210 KIAS.

f) North of AD only.

SAFE ALT 100 NM 2400

TA 3000		CDFA: 3.00° / 5.24%					
		DIST TO RW06					
		ALT					
		5	4	3	2	1	
		1690	1370	1050	730	415	
MISSED APPROACH Climb to 2000 ft on track 056° to OD242 to join holding.							
From IAF							
IF OD062							
2000							
FAF OD061							
2000							
1.9 NM to RW06							
MAPt RW06							
540							
THR ELEV 47							
SRC							
CATEGORY							
A							
B							
C							
D							
E							
LPV		297 - 600 250 (300-0.8/1.3)					
LNAV/VNAV c		340 - 650 293 (300-0.8/1.4)	350 - 700 303 (400-0.8/1.4)	360 - 700 313 (400-0.8/1.4)	370 - 800 323 (400-0.8/1.5)	380 - 800 333 (400-0.8/1.5)	
LNAV		450 - 1200 403 (500-1.2/1.9)					
CIRCLING f		500 - 1.5 444 (500-1.5)	550 - 1.6 494 (500-1.6)	790 - 2.4 734 (800-2.4)	790 - 3.6 734 (800-3.6)	890 - 3.6 834 (900-3.6)	



EKOD RNP RWY 06 waypoint coordinates:

RWY 06 from ABEMO (Initial LEFT) APPROACH RNP

		CODING		DISPLAY
ABEMO	IAF	55 27 31.03N	009 59 14.01E	55°27.517'N 009°59.233'E
OD062	IF	55 23 13.00N	010 03 41.13E	55°23.217'N 010°03.685'E
OD061	FAF	55 25 14.28N	010 09 44.17E	55°25.238'N 010°09.736'E
RW06	MAPt	55 28 14.82N	010 18 47.44E	55°28.247'N 010°18.791'E
OD242	MAHF	55 33 47.32N	010 35 36.95E	55°33.789'N 010°35.616'E

RWY 06 from BASBA (Initial RIGHT) APPROACH RNP

		CODING		DISPLAY
BASBA	IAF	55 18 54.81N	010 08 07.28E	55°18.913'N 010°08.121'E
OD062	IF	55 23 13.00N	010 03 41.13E	55°23.217'N 010°03.685'E
OD061	FAF	55 25 14.28N	010 09 44.17E	55°25.238'N 010°09.736'E
RW06	MAPt	55 28 14.82N	010 18 47.44E	55°28.247'N 010°18.791'E
OD242	MAHF	55 33 47.32N	010 35 36.95E	55°33.789'N 010°35.616'E

RWY 06 from LAVBA (Initial CENTER) APPROACH RNP

		CODING		DISPLAY
LAVBA	IAF	55 20 40.98N	009 56 08.20E	55°20.683'N 009°56.137'E
OD062	IF	55 23 13.00N	010 03 41.13E	55°23.217'N 010°03.685'E
OD061	FAF	55 25 14.28N	010 09 44.17E	55°25.238'N 010°09.736'E
RW06	MAPt	55 28 14.82N	010 18 47.44E	55°28.247'N 010°18.791'E
OD242	MAHF	55 33 47.32N	010 35 36.95E	55°33.789'N 010°35.616'E

Threshold coordinates RWY 06

		CODING	DISPLAY
RWY 06		55 28 14.82N 010 18 47.44E	55°28.247'N 010°18.791'E



MIPS

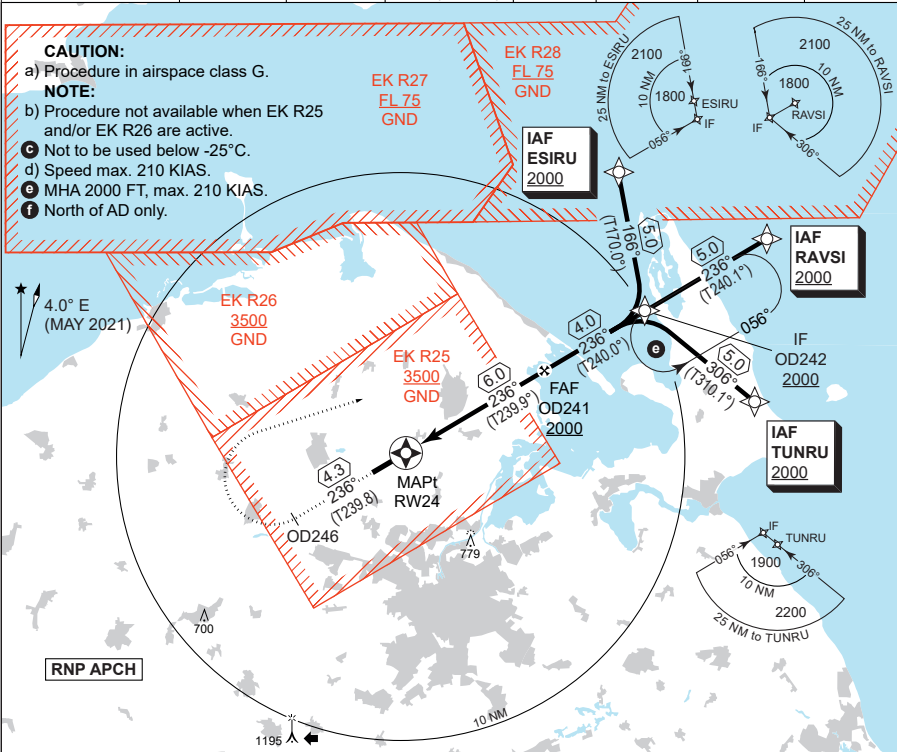
INSTRUMENT APPROACH CHART

AD ELEV 56

RNP RWY 24

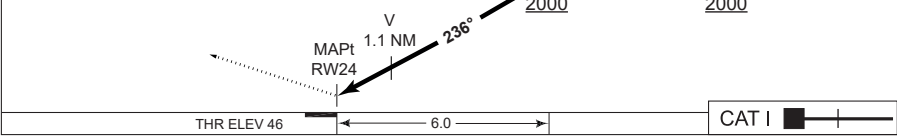
ODENSE / H C ANDERSEN (EKOD)

COPENHAGEN CONTROL 360.100 133.150				ODENSE INFORMATION 119.530			
EGNOS CHANNEL 67257 / E24A	APP COURSE 236°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.24%)	DA 296	THR ELEV 46	ALS LENGTH 900 M	LDA 6053 FT



CDFA: 3.00° / 5.24%						TA 3000	
DIST RW24	1	2	3	4	5	GS 3.0°	
ALT	415	730	1050	1370	1690	RDH 50	

MISSSED APPROACH:
Climb on track 236° to OD246.
Turn right direct OD242 climbing to 2000 FT to join holding.



CATEGORY	A	B	C	D	E
LPV	296 - 600 250 (300-0.8/1.3)				
LNAV/VNAV c	340 - 650 294 (300-0.8/1.4)	350 - 700 304 (400-0.8/1.4)	360 - 700 314 (400-0.8/1.4)	370 - 800 324 (400-0.8/1.5)	380 - 800 334 (400-0.8/1.5)
LNAV	450 - 1200 404 (500-1.2/1.9)				
CIRCLING f	500 - 1.5 444 (500-1.5)	550 - 1.6 494 (500-1.6)	790 - 2.4 734 (800-2.4)	790 - 3.6 734 (800-3.6)	890 - 3.6 834 (900-3.6)

RNP RWY 24

55°28.60'N 010°19.86'E 8-6

ODENSE / H C ANDERSEN (EKOD)



CHANGES: ODENSE INFORMATION FREQ CHANGED. PAGE NUMBER CHANGED.

AIR COMMAND DENMARK - MIL AIM 13 JUN 2024

EKOD RNP RWY 24 waypoint coordinates:

RWY 24 from TUNRU (Initial LEFT) APPROACH RNP

		CODING		DISPLAY
TUNRU	IAF	55 30 34.74N	010 42 21.25E	55°30.579'N 010°42.354'E
OD242	IF	55 33 47.32N	010 35 36.95E	55°33.789'N 010°35.616'E
OD241	FAF	55 31 47.33N	010 29 31.28E	55°31.789'N 010°29.521'E
RW24	MAPt	55 28 47.38N	010 20 25.78E	55°28.790'N 010°20.430'E
OD242	MAHF	55 33 47.32N	010 35 36.95E	55°33.789'N 010°35.616'E

RWY 24 from ESIRU (Initial RIGHT) APPROACH RNP

		CODING		DISPLAY
ESIRU	IAF	55 38 42.17N	010 34 04.84E	55°38.703'N 010°34.081'E
OD242	IF	55 33 47.32N	010 35 36.95E	55°33.789'N 010°35.616'E
OD241	FAF	55 31 47.33N	010 29 31.28E	55°31.789'N 010°29.521'E
RW24	MAPt	55 28 47.38N	010 20 25.78E	55°28.790'N 010°20.430'E
OD242	MAHF	55 33 47.32N	010 35 36.95E	55°33.789'N 010°35.616'E

RWY 24 from RAVSI (Initial CENTER) APPROACH RNP

		CODING		DISPLAY
RAVSI	IAF	55 36 16.88N	010 43 14.91E	55°36.281'N 010°43.249'E
OD242	IF	55 33 47.32N	010 35 36.95E	55°33.789'N 010°35.616'E
OD241	FAF	55 31 47.33N	010 29 31.28E	55°31.789'N 010°29.521'E
RW24	MAPt	55 28 47.38N	010 20 25.78E	55°28.790'N 010°20.430'E
OD242	MAHF	55 33 47.32N	010 35 36.95E	55°33.789'N 010°35.616'E

Threshold coordinates RWY 24

		CODING	DISPLAY
RWY 24		55 28 47.38N 010 20 25.78E	55°28.790'N 010°20.430'E



ROSKILDE (EKRK)

AERODROME CHART

RNP RWY 03

RNP RWY 11 (CAT A-B)

WP LIST RWY 03

WP LIST RWY 11 (CAT A-B)

ILS or LOC RWY 11 (CAT A-B)

RNP RWY 11 (CAT C-E)

COPTER ILS or LOC RWY 11

WP LIST RWY 11 (CAT C-E)

ILS or LOC RWY 11 (CAT C-E)

ILS or LOC RWY 21

NDB RWY 11 (CAT A-B)

COPTER ILS or LOC RWY 21

NDB RWY 11 (CAT C-E)

RNP RWY 29

WP LIST RWY 29

EKRK OPS

NOISE ABATEMENT

EKRK ARRIVAL

IFR DEP (PROP)

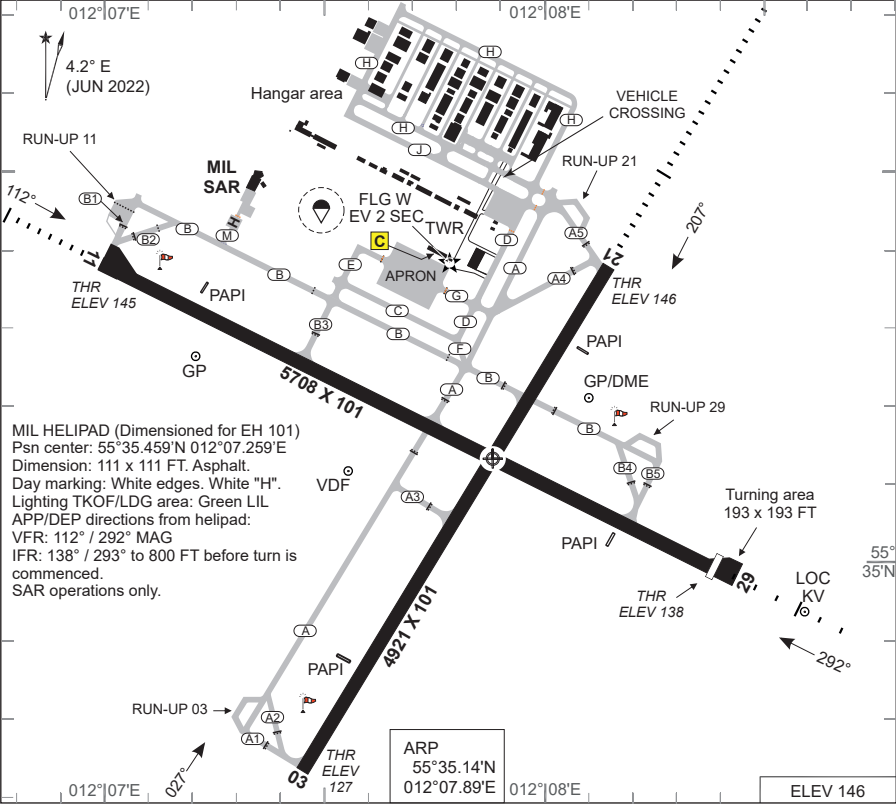
EKRK DEPARTURE

IFR DEP (JET)



AERODROME CHART

ROSKILDE (EKRK)



MIL HELIPAD (Dimensioned for EH 101)
Psn center: 55°35.459'N 012°07.259'E
Dimension: 111 x 111 FT. Asphalt.
Day marking: White edges. White "H".
Lighting TKOF/LDG area: Green LIL
APP/DEP directions from helipad:
VFR: 112° / 292° MAG
IFR: 138° / 293° to 800 FT before turn is
commenced.
SAR operations only.

RWY	PCN	DECLARED DISTANCES					THR	RWY LIGHTING						THRPSN
		PSN	TORA	TODA	ASDA	LDA	ELEV	THR	PAPI	TDZ	CL	EDGE	END	
03	30F/C/X/T	A1/2	4921	4921	4921	4921	127	LIH	3°			LIH	LIH	55°34.70'N 012°07.43'E
		A3	2483	2483	2483									
21		A4/5	4921	4921	4921	4921	146	LIH	3°			LIH	LIH	55°35.40'N 012°08.16'E
		B	3664	3664	3664									
11	36F/C/X/T	B1/2	5708	5708	5902	5708	145	LIH	3°			LIH	LIH	55°35.40'N 012°06.94'E
		B3	3864	3864	4058									
		A	2673	2673	2867									
29			5902	5902	5902	5708	138	LIH	3°			LIH	LIH	55°34.98'N 012°08.42'E
		B4/5	4921	4921	4921									
		A	3070	3070	3070									

ROSILDE ATIS 123.805
ROSILDE TWR 118.905 (119.655)
ROSILDE APP 125.530
ROSILDE HANDLING 131.555 (Handling, FPL etc.)
COPENHAGEN INFORMATION 127.080 (Civil)

TAXI REGULATIONS
Incoming traffic shall taxi via TWY C and
TWY D, and outgoing traffic via TWY A and
TWY B unless otherwise instructed by ATC.

AERODROME CHART

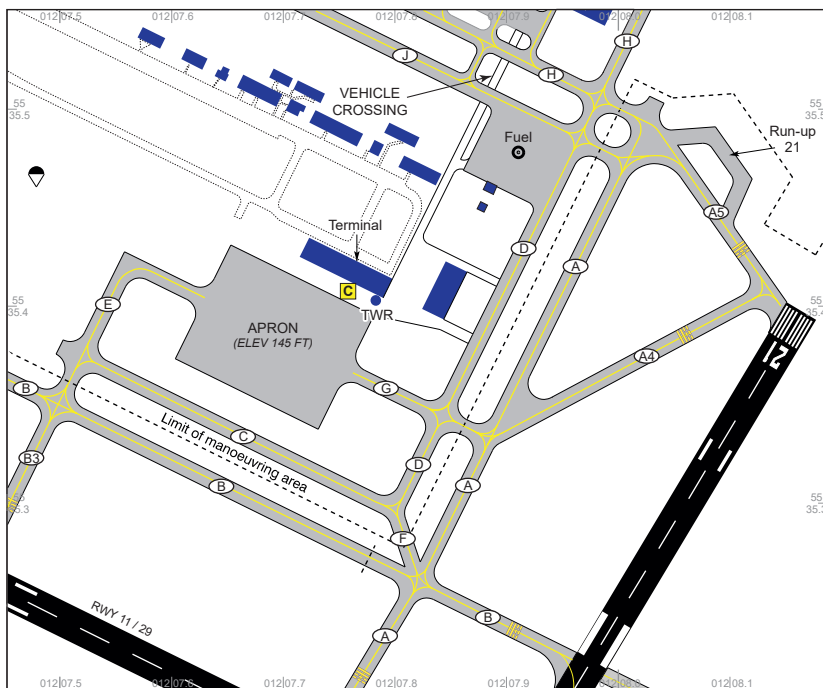
ROSILDE (EKRK)



CHANGES: ATIS SERVICE BOUNDARY ADDED. LIMIT OF MANOEUVERING AREA WITHDRAWN AND DECLARED DISTANCES RWY 03 AND RWY 29 CHANGED. EDITORIAL

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

ROSkilde OPERATIONS

**1. GENERAL**

Noise Abatement Provisions at EKRK are strict and comprehensive. Consult page 9-4 through 9-6 Noise Abatement Provisions before flight.

2. TAXI REGULATIONS

Incoming traffic shall taxi via TWY C and TWY D, and outgoing traffic via TWY A and TWY B unless otherwise instructed by ATC. ("IN via INNER" and "OUT via OUTER").

3. REDUCTION OF LANDING DISTANCE AVAILABLE

In order to increase the runway capacity, the Landing Distance Available can be reduced for arriving aircraft.

When the Landing Distance Available has been reduced for a landing aircraft on runway 03 this runway may simultaneously be crossed by departing, landing or taxiing aircraft on runway 11/29 and by taxiing aircraft on taxiway Bravo.

CHANGES: VEHICLE CROSSING ADDED.

AIR COMMAND DENMARK - MIL-AIM 23 JAN 2025



When the Landing Distance Available has been reduced for a landing aircraft on runway 11 this runway may simultaneously be crossed by departing, landing or taxiing aircraft on runway 03/21.

Air Traffic Control will assess in which cases the procedures for reduction of Landing Distance Available can be applied. However, the Pilot-in-Command of the aircraft involved is responsible for determining whether the reduced Landing Distance Available in the actual situation is adequate for the aircraft in question.

The procedure for reduction of Landing Distance Available, will be used on the following conditions:

a) Landing Distance Available is reduced only during the daily period for VFR flights.

b) Landing Distance Available is reduced only when visual meteorological conditions (VMC) exists, and only when the pilots in command of the aircraft involved are able to see the other aircraft

c) If reduced braking action, due to e.g. rain or slush, is not reported and if measured, the coefficient, is 0.40 or above.

d) Two-way radio communication must be established between Roskilde Tower and the aircraft involved on the same frequency.

e) The landing aircraft will in due time be asked whether the reduction of the Landing Distance Available is acceptable.

Following phraseology will be used:

For Runway 03: "CONFIRM ABLE TO ACCEPT A SHORT LANDING RUNWAY 03, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A3. LANDING DISTANCE AVAILABLE 740 METRES".

For Runway 11: "CONFIRM ABLE TO ACCEPT A SHORT LANDING RUNWAY 11, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A. LANDING DISTANCE AVAILABLE 940 METRES".

f) Traffic information will be issued to both aircraft involved.

g) Involved aircraft must be in sight from Roskilde Tower from the time, where traffic information are issued and until landing.

h) Landing clearance will be issued with following phraseology:

For Runway 03: "STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A3, RUNWAY 03 CLEARED TO LAND".

For Runway 11: "STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A, RUNWAY 11 CLEARED TO LAND".

i) The condition as well as the clearance must be read back by the landing aircraft.



NOISE ABATEMENT PROVISIONS

1.1 General provisions

1.1.1 Deviations from the Noise Abatement Provisions are permitted when necessary in connection with:

- Take-off and landing for vital flights, such as **search and rescue, hospital flights, head of state, medevac, environmental monitoring flights or humanitarian flights.**
- Take-off and landing in connection with security control of the airport area.



1.1.2 Overflying the towns Gadstrup, Snoldelev, Tjæreby, Tune, Vindinge and Vor Frue should be avoided in connection with VFR take-off and landing. This provision is valid for all VFR flights to and from Roskilde Airport and for all flights (IFR and VFR) flying visual aerodrome traffic circuits for landing exercises.

1.1.3 Violation of the Noise Abatement Provisions can be punished in pursuance of the Regulations for Civil Aviation BL 3-40 "Abatement of Noise from Controlled Aerodromes".



1.2 Jet aircraft

1.2.1 Jet aircraft may operate only, if they are noise certificated according to ICAO Annex 16, chapter 2 or chapter 3, and if they comply with the noise criteria given in ICAO Annex 16, chapter 2 for aircraft with a MTOM up to 34.000 KG.

1.2.2 School and training flights are prohibited with jet aircraft with a MTOM above 5700 KG, unless it can be documented that the noise level for the aircraft concerned is less than or equal to 80 dB (A), cf. Guidance Material no 5/1994 - issued by the Danish Environmental Protection Agency - concerning noise from aerodromes.

1.2.3 Before executing VFR school and training flights the Pilot-in-Command shall obtain more specified instructions from the Airport Office/Briefing.

1.2.4 VFR landing exercises carried out in connection with school flights are permitted only as stated in item 1.3.4.

1.3 Propeller and turboprop aeroplanes

1.3.1 After take-off the Pilot-in-Command should aim to use an air speed giving the best rate of climb.

1.3.2 School and training flights are prohibited with aircraft with a MTOM above 5.700 KG, unless it can be documented that the noise level for the aircraft concerned is less than or equal to 80 dB (A), cf. Guidance Material no 5/ 1994 - issued by the Danish Environmental Protection Agency - concerning noise from aerodromes (noise class I, II and III).

1.3.3 Before executing VFR school and training flights the Pilot-in-Command shall obtain more specified instructions from the Airport Office /Briefing.

1.3.4 VFR landing exercises and continuous approaches carried out in connection with school flights are permitted only:

a. From 1 MAY to 31 AUG:

MON-FRI, EXC HOL	0700-1900 Danish time
SAT, EXC HOL	0700-1400 Danish time

b. From 1 SEP to 30 APR:

MON-FRI, EXC HOL	0700-2200 Danish time
SAT, EXC HOL	0700-1400 Danish time

VFR landing exercises and continuous approaches carried out in connection with school flights are also permitted - from 1 SEP to 30 APR on certain Saturdays within the period 1400-1900 Danish time - by arrangement with the Airport Office.

1.3.4.1 VFR landing exercises and continuous approaches carried out by a holder of a licence in order to maintain the privileges of the licence are permitted all days between 0700-2200. If performed outside the times specified in 1.3.4, the pilot license number must be submitted to the ARO.

1.3.4.2 IFR landing exercises and continuous approaches are permitted only:

MON-FRI, EXC HOL	H24
SAT, EXC HOL	0700-1400 Danish time

IFR landing exercises and continuous approaches are also permitted in the period 1 SEP to 30 APR from 1400-1900 Danish time on certain Saturdays - by arrangement with the Airport Office.



1.4 Helicopters

1.4.1 School and training flights with helicopters with MTOM above 5.700 kg are prohibited.

1.4.2 Before executing VFR school and training flights, the Pilot-in-Command shall obtain more specified instructions from the Airport Office/Briefing.

1.4.3 VFR landing exercises carried out in connection with school flights are permitted only as stated in item 1.3.4.

1.5 Reporting

1.5.1 Reporting by the Pilot-in-Command to the Danish CAA.

1.5.1.1 The Pilot-in-Command shall as fast as possible report to the Danish CAA when it has not been possible to comply with the provision in item 1.1.2 due to safety reasons.

1.5.2 Reporting by the Air Navigation Services KØBENHAVN to the Danish CAA.

1.5.2.1 The Air Navigation Services KØBENHAVN shall notify The Danish CAA of every clearance deviating from the above mentioned provisions.

1.5.2.2 The Air Navigation Services KØBENHAVN shall notify the Danish CAA of every clearance according to the provision in item 1.1.1.

1.5.2.3 The Air Navigation Services KØBENHAVN shall notify the Danish CAA when observing the towns overflowed - mentioned in item 1.1.2 - in connection with VFR take-off or landing.

1.5.3 Københavns Lufthavne A/S (Copenhagen Airports) reporting to the Danish CAA.

1.5.3.1 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA when it has been ascertained that jet aircraft has been operating against the regulation in item 1.2.1.

1.5.3.2 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA when it has been ascertained that aircraft has executed school and training flights against the provisions in item 1.2.2, 1.3.2 or 1.4.1.

1.5.3.3 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA when it has been ascertained that school flight has taking place against the provisions in item 1.2.4, 1.3.4 or 1.4.3.

1.5.4 The Danish CAA follow-up of reports.

1.5.4.1 The Danish CAA will make further investigation based on the received reports. The investigation will include an evaluation of whether liability to punishment shall be exercised according to Regulations for Civil Aviation BL 5-40.



ROSKILDE ARRIVAL**Flight Planning**

IFR traffic to København/Roskilde shall be planned via the appropriate primary holding (TIDVU, ERNOV, KOR or FISCO) via routes listed below. Holdings are described on page 9-8.

Note: Traffic via AALBORG VOR/DME shall flight plan via T551-TNO to FISCO. Traffic via RØNNE VOR shall flight plan via L983-ROBUS-DCT-KOR.

TIDVU holding and ERNOV holding are inside Swedish territory. Operators not permitted to overfly Swedish territory shall file outside Swedish territory.

Filing of Flight Plan

Traffic to København/Roskilde shall include appropriate primary holding in the flight plan.

Performance Restrictions/Level Restrictions

Descend from cruising level/top of descend shall be planned so as to meet the following level restrictions:

ARR via	Level restriction	Primary Holding
ROBUS	MAX FL 70	KOR
	MAX FL 70 (20 NM prior to KOR)	KOR
TNO	MAX FL70 (20 NM prior to TNO)	FISCO

Radio communication failure during IFR approach.

In case of radio communication failure, the latest received and acknowledged level shall be maintained until the appropriate primary holding. In TIDVU holding descend to FL 70. In ERNOV holding descend to FL 100. In FISCO and KOR holding

Ground handling

It is mandatory for all aircraft above 3000 kgs to contact "Roskilde Handling" 15 MIN prior to arrival, stating ETA, POB, fuel requirement, intention and to receive parking instructions. Ground handling is mandatory for non-resident commercial and private operators of aircraft with MTOM above 3000 kgs when using main apron facilities.



Primary holdings for København/Roskilde

Holding name	Inbound track (MAG)	Turn	MAX IAS	MNM/MAX level Time	Entry procedure
TIDVU 55° 24.678'N 013° 33.452'E	294	Right	230	5000FT 1.5 MIN	Omni-directional
FISKO TNO VOR R-112/12.5 DME. KV 13.2 DME 55° 41.083'N 011° 46.267'E	112	Right	210	3000FT/FL140 1 MIN	Direct via TNO R-112
KORSA KOR VOR/DME 55° 26.362'N 011° 37.892'E	298	Right	210	3000FT/FL140 1 MIN	Omni-directional
ERNOV 56° 10.132'N 012° 34.427'E	179	Left	230	FL 100 /- 1.5 MIN	Omni-directional

Secondary Holdings for København/Roskilde

Holding name	Inbound track (MAG)	Turn	MAX IAS	MNM/MAX level Time	Entry procedure
ROSILDE L RK 55° 37.388'N 011° 59.830'E	112	Right	210	2000FT/6000FT 1 MIN	Omni-directional



ROSKILDE DEPARTURE**Flight Planning**

Standard Instrument Departures are not established.

1. For destinations outside Copenhagen Area and outside the lateral limit of Malmö TMA, flight planning shall be via one of the Departure routes. See below.
2. For destinations within Copenhagen Area and within the lateral limit of Malmö TMA, flights may be planned direct between significant points/aerodromes.

PROP AIRCRAFT			JET AIRCRAFT		
ROUTE	RMK	NOTE	ROUTE	RMK	NOTE
NOVPO DCT VEDAR			NOVPO DCT VEDAR		
ERNOV	Only AVBL FL090 and below		ERNOV	Only AVBL FL090 and below	
KEMAX			KEMAX		
SIMEG		A	SIMEG		A
SALLO		A	SALLO		A
TNO	Only AVBL FL060 and below		TNO	Only AVBL FL060 and below	
DOBEL DCT ODDON			KOR	Only AVBL FL060 and below	
KOR	Only AVBL FL060 and below		BISTA DCT NEXEN or BETUD	Only AVBL FL070 and above	A
MAXEL DCT KOPEX or BETUD	Only AVBL FL070 and above	A	TOBIS DCT LANGO	Only AVBL FL070 and above	
MIRGO DCT GOLGA	Only AVBL FL070 and above		DOBEL DCT ODDON		
			MIRGO DCT GOLGA	Only AVBL FL070 and above	

Notes:

A. Departure route BETUD available only to operators not permitted to fly over Swedish territory. Generally Departure route SALLO/SIMEG applies. Flight planning via Departure route BETUD is restricted to MAX FL 70 until BETUD.

ATC clearance

For flights to destinations outside Copenhagen Area and outside the lateral limit of Malmö TMA, ATC clearance will be issued via the departure routes based on VOR radials or DCT. Traffic via DOBEL (below FL065), KOR and TNO can expect a maximum of 5000 FT until leaving Copenhagen Area.

Omnidirectional Departure from Roskilde

Climb straight ahead to at least 800 FT MSL before turn is commenced.

Departure from military helipad:

Departure 140: Climb on track 139 to 800 FT MSL before turn is commenced.

Departure 295: Climb on track 294 to 800 FT MSL before turn is commenced.



Radar vectoring

Radar vectoring may be used to expedite traffic. Heading deviations after departure shall not be initiated below 800 FT MSL.

Speed limit: FL 70 and below: MAX IAS 250 KT.

Radio Communication Failure

1. Flights leaving Copenhagen Area and Malmö TMA:
In case of radio communication failure after departure, maintain for a period of three minutes the cleared level. Then climb to 4000 FT MSL or maintain cleared level if higher. Maintain until final waypoint of the departure route, then climb to requested flight level. In case of radio communication failure after departure, while under radar vectoring, aircraft shall proceed in the most direct manner to the departure route filed and climb according to above described procedure.
2. Flights with entire route within Copenhagen Area and Malmö TMA:
In case of radio communication failure after departure, maintain for a period of three minutes the cleared level, then continue in accordance with the current flight plan. In case of radio communication failure after departure, while under radar vectoring, aircraft shall proceed in the most direct manner in accordance with the current flight plan and climb according to above described procedure.

WAYPOINT LIST			
WAY-POINT	LATTITUDE/LONGITUDE	WAY-POINT	LATTITUDE/LONGITUDE
BETUD	55° 00.435'N 012° 31.346'E	MIRGO	56° 02.142'N 011° 59.882'E
BISTA	55° 12.203'N 012° 07.383'E	NEXEN	54° 48.647'N 011° 37.515'E
DOBEL	55° 36.365'N 011° 23.396'E	NOVPO	56° 06.400'N 012° 14.467'E
ERNOV	56° 10.132'N 012° 34.427'E	ODDON	55° 34.861'N 010° 39.179'E
GOLGA	56° 19.984'N 011° 41.703'E	SALLO	54° 55.000'N 013° 23.172'E
KEMAX	56° 07.587'N 013° 27.230'E	SIMEG	55° 15.002'N 013° 30.072'E
KOPEX	54° 58.223'N 011° 28.061'E	TNO	55° 46.446'N 011° 26.351'E
KOR	55° 26.362'N 011° 37.892'E	TOBIS	55° 15.141'N 011° 40.577'E
LANGO	54° 56.738'N 010° 51.378'E	VEDAR	56° 31.900'N 012° 07.417'E
MAXEL	55° 12.555'N 011° 54.149'E		



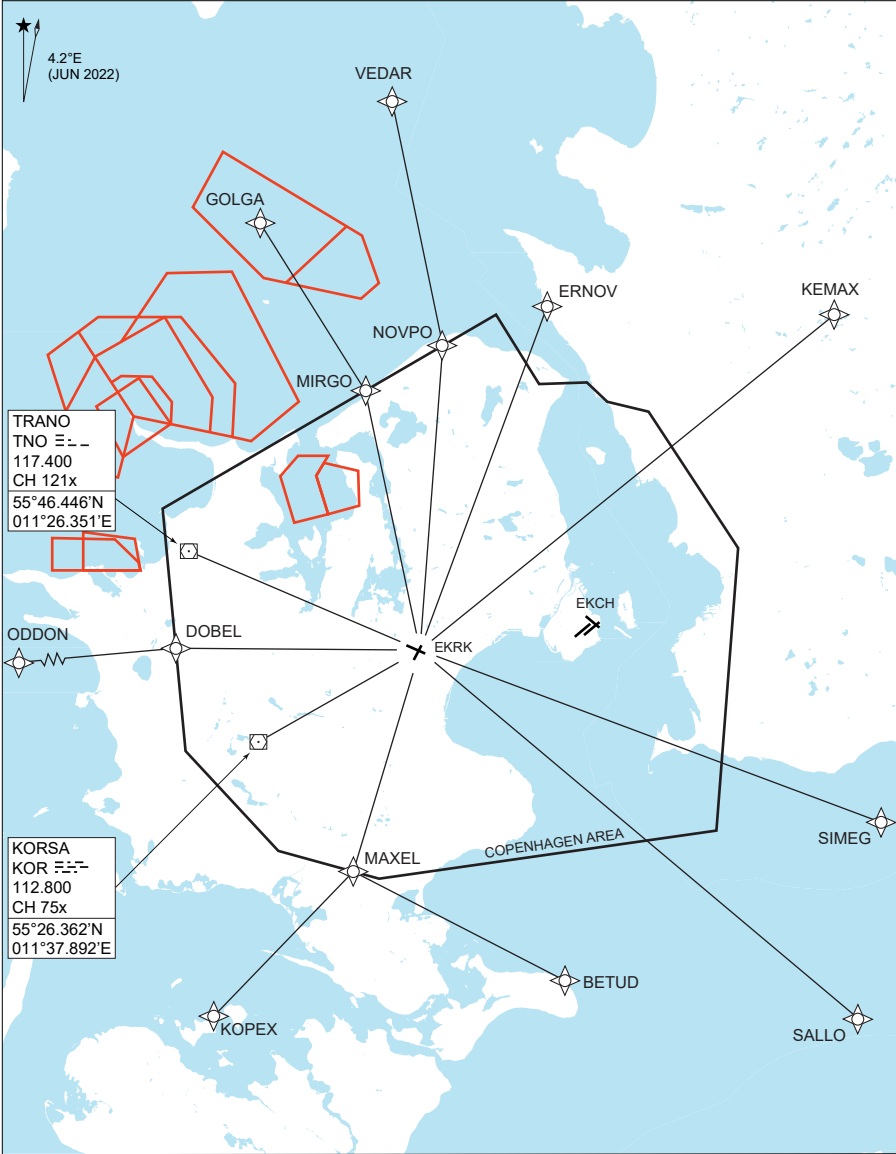
INSTRUMENT DEPARTURE CHART

IFR DEP - 1
ROSKILDE (EKRK)

IFR TRAFFIC FROM ROSKILDE

PROP

Procedures are also valid for IFR traffic from Danish aerodromes within Copenhagen Area, except København / Kastrup (EKCH).
FOR FURTHER INFORMATION SEE PAGE 9-9 TO 9-10.



AIR COMMAND DENMARK - MIL AIM 23 JAN 2025



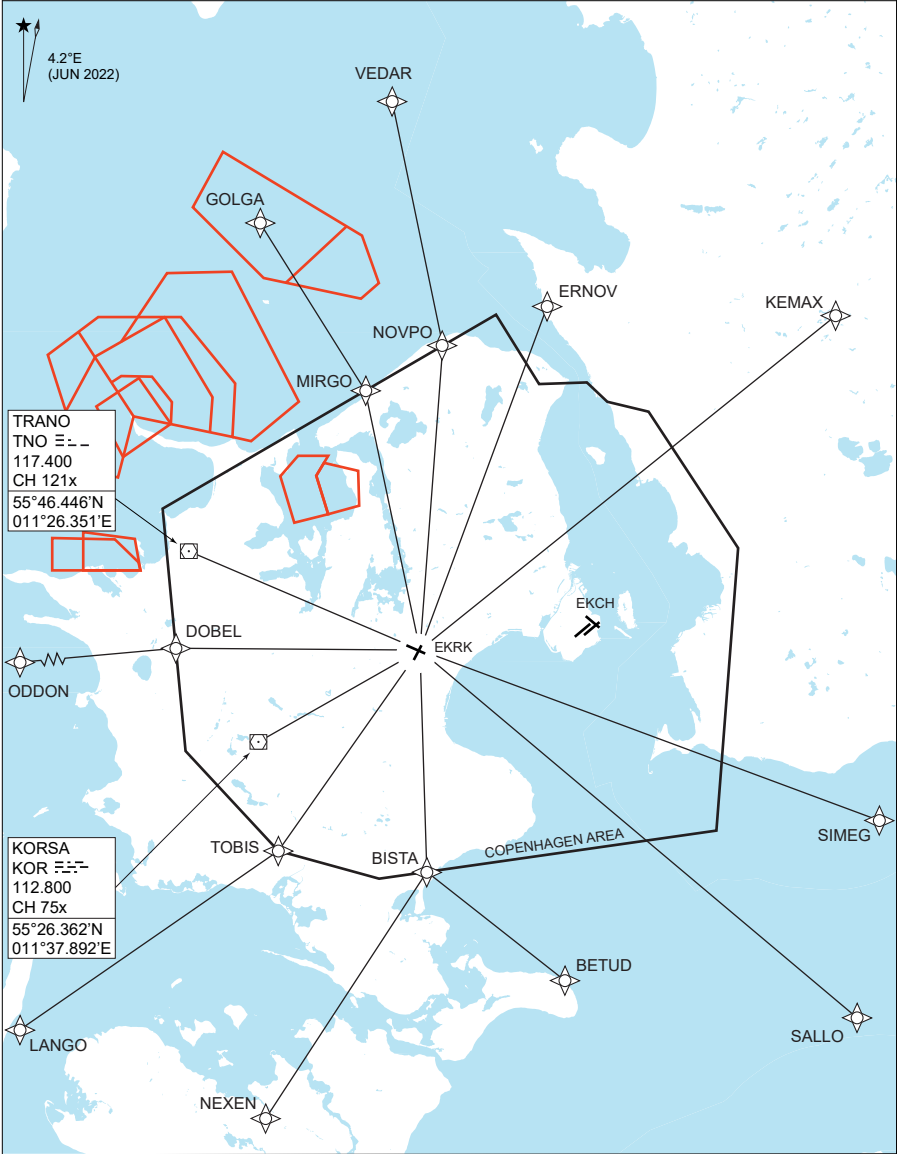
INSTRUMENT DEPARTURE CHART

IFR DEP - 2
ROSKILDE (EKRK)

IFR TRAFFIC FROM ROSKILDE

JET

Procedures are also valid for IFR traffic from Danish aerodromes within Copenhagen Area, except København / Kastrup (EKCH).
FOR FURTHER INFORMATION SEE PAGE 9-9 TO 9-10.



IFR DEP - 2

ROSKILDE (EKRK)



MIPS

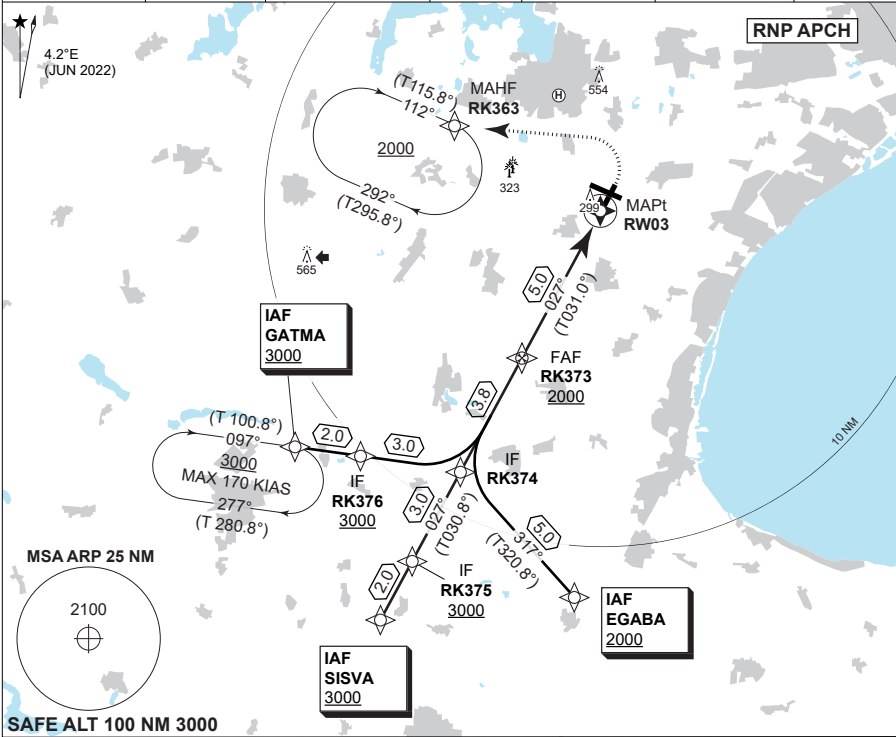
INSTRUMENT APPROACH CHART

AD ELEV 146

RNP RWY 03

ROSkilde (EKRK)

COPENHAGEN APPROACH 119.805		ROSKILDE ATIS 123.805		ROSKILDE APPROACH 125.530		ROSKILDE TOWER 118.905 119.655	
APP COURSE 027°	FAF ALT 2000 FT	DESCENT GR 3.4° (6.0%)		MDA 630	THR ELEV 127	ALS LENGTH 450 M	LDA 4921 FT



TA 5000		CDFA 3.4° / 6.0%		
IAF GATMA SISVA		DIST TO RW03	4	3
EGABA 2000		ALT	1640	1270 910
IF RK375 RK376		MISSED APPROACH Left turn to MAHF RK363 climbing to 2000 FT and hold.		
IF RK374				
FAF RK373		V 1.2 NM to RW03 MAPt RW03		
SRC		THR ELEV 127		

CATEGORY		A	B	C
MIPS	LNAV	630 - 1500 503 (600-1.5/2.4)		630 - 1900 503 (600-1.9/2.4)
	CIRCLING	630 - 1500 484 (500-1.5)	850 - 1600 704 (800-1.6)	950 - 2400 804 (900-2.4)

RNP RWY 03

55°35.13'N
012°07.89'E
9-13

ROSkilde (EKRK)



CHANGES: ATC FREQ CHG.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

EKRK RNP RWY 03 waypoint coordinates:

RWY 03 from GATMA (Initial LEFT) APPROACH RNP

		CODING			DISPLAY		
GATMA	IAF	55 28 05.75N	011 50 51.63E		55 28.096N	011 50.861E	
RK376	IF	55 27 43.48N	011 54 18.77E		55 27.725N	011 54.313E	
RK374	-	55 27 09.89N	011 59 29.35E		55 27.165N	011 59.489E	
RK373	FAF	55 30 25.30N	012 02 54.75E		55 30.422N	012 02.913E	
RW03	MAPt	55 34 42.25N	012 07 25.85E		55 34.704N	012 07.431E	
RK363	MAHF	55 37 22.86N	011 59 49.45E		55 37.381N	011 59.824E	

RWY 03 from SISVA (Initial STRAIGHT) APPROACH RNP

		CODING			DISPLAY		
SISVA	IAF	55 22 52.63N	011 54 59.97E		55 22.877N	011 55.000E	
RK375	IF	55 24 35.55N	011 56 47.61E		55 24.593N	011 56.794E	
RK374	-	55 27 09.89N	011 59 29.35E		55 27.165N	011 59.489E	
RK373	FAF	55 30 25.30N	012 02 54.75E		55 30.422N	012 02.913E	
RW03	MAPt	55 34 42.25N	012 07 25.85E		55 34.704N	012 07.431E	
RK363	MAHF	55 37 22.86N	011 59 49.45E		55 37.381N	011 59.824E	

RWY 03 from EGABA (Initial RIGHT) APPROACH RNP

		CODING			DISPLAY		
EGABA	IAF	55 23 17.68N	012 05 01.73E		55 23.295N	012 05.029E	
RK374	IF	55 27 09.89N	011 59 29.35E		55 27.165N	011 59.489E	
RK373	FAF	55 30 25.30N	012 02 54.75E		55 30.422N	012 02.913E	
RW03	MAPt	55 34 42.25N	012 07 25.85E		55 34.704N	012 07.431E	
RK363	MAHF	55 37 22.86N	011 59 49.45E		55 37.381N	011 59.824E	

Threshold coordinates RWY 03

	CODING			DISPLAY		
RWY 03	55 34 42.25N	012 07 25.85E		55 34.704N	012 07.431E	



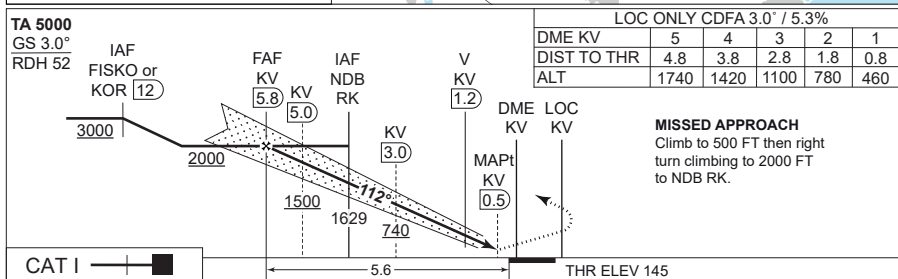
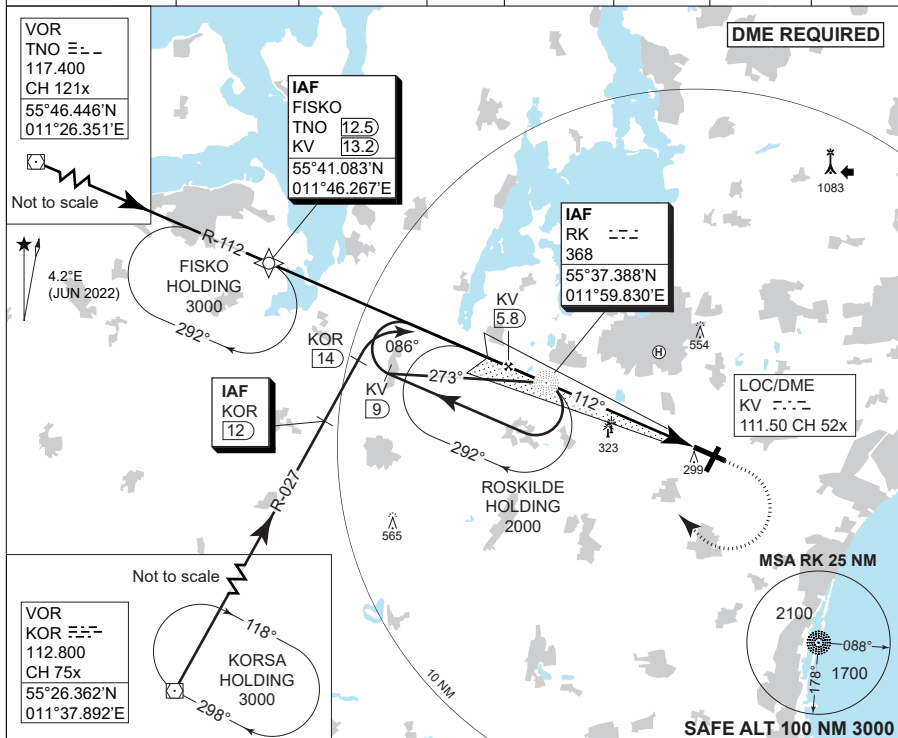
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 146

ILS or LOC RWY 11 (CAT A-B)
ROSkilde (EKRK)

COPENHAGEN APPROACH 119.805		ROSKILDE ATIS 123.805		ROSKILDE APPROACH 125.530		ROSKILDE TOWER 118.905 119.655	
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KV 111.50 CH 52x	112°	2000 FT	3.00°	345	145 FT	900 M	5708 FT



CATEGORY	A	B
S-ILS 11	345 - 550 200 (200-0.8/1.2)	
S-LOC 11	520 - 1000 375 (400-1.0/1.7)	
CIRCLING	610 - 1.5 464 (500-1.5)	850 - 1.6 704 (800-1.6)

ILS or LOC RWY 11 (CAT A-B)

55°35.13'N
012°07.89'E
9-15

ROSKILDE (EKRK)

CHANGES: ATC FREQ CHG

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023



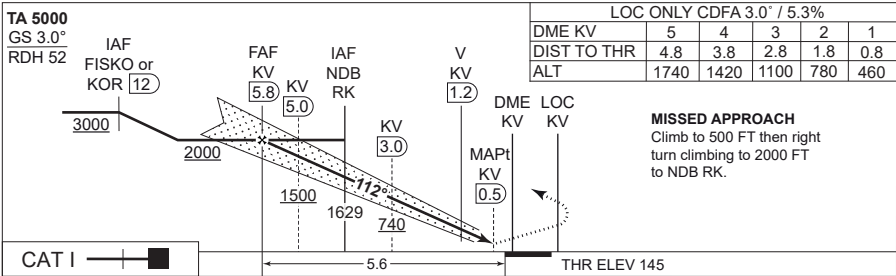
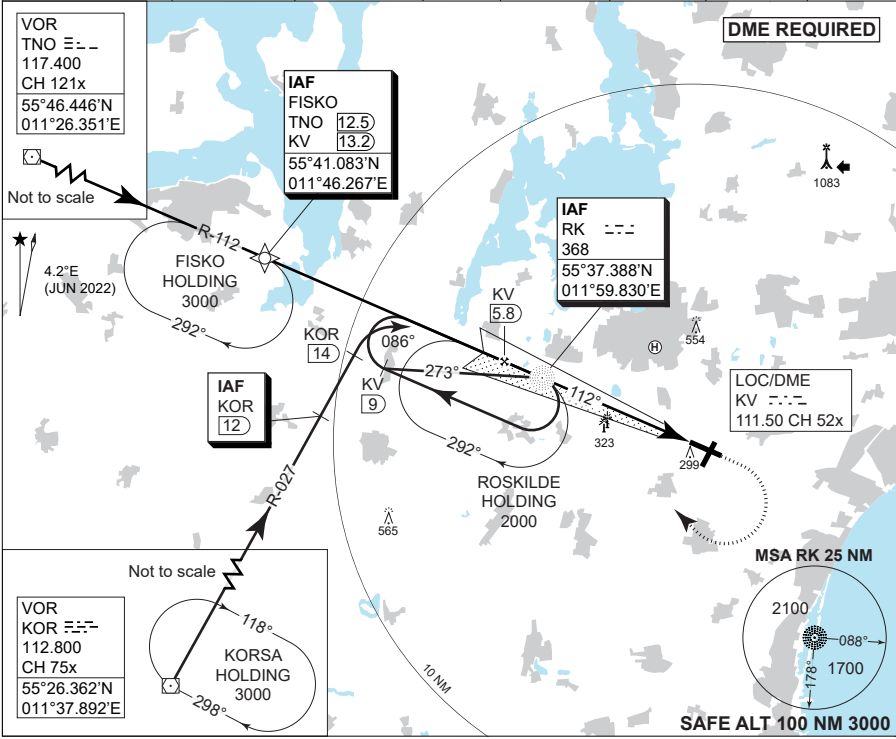
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 146

COPTER ILS or LOC RWY 11
ROSkilde (EKRK)

COPENHAGEN APPROACH 119.805		ROSKILDE ATIS 123.805		ROSKILDE APPROACH 125.530		ROSKILDE TOWER 118.905 119.655	
LOC/DME KV 111.50 CH 52x	APP COURSE 112°	GS INTCP ALT 2000 FT	GS 3.00°	DA 345	THR ELEV 145 FT	ALS LENGTH 900 M	LDA 5708 FT



CATEGORY	H
H-ILS 11	345 - 400 200 (200-0.4/0.8)
H-LOC 11	490 - 400 344 (400-0.4/0.8)

COPTER ILS or LOC RWY 11

55°35.13'N
012°07.89'E
9-16

ROSkilde (EKRK)



CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

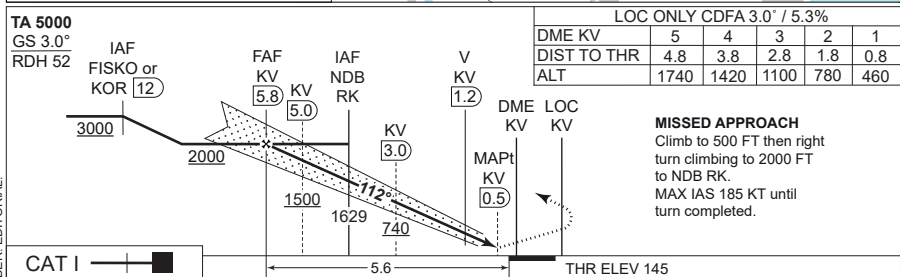
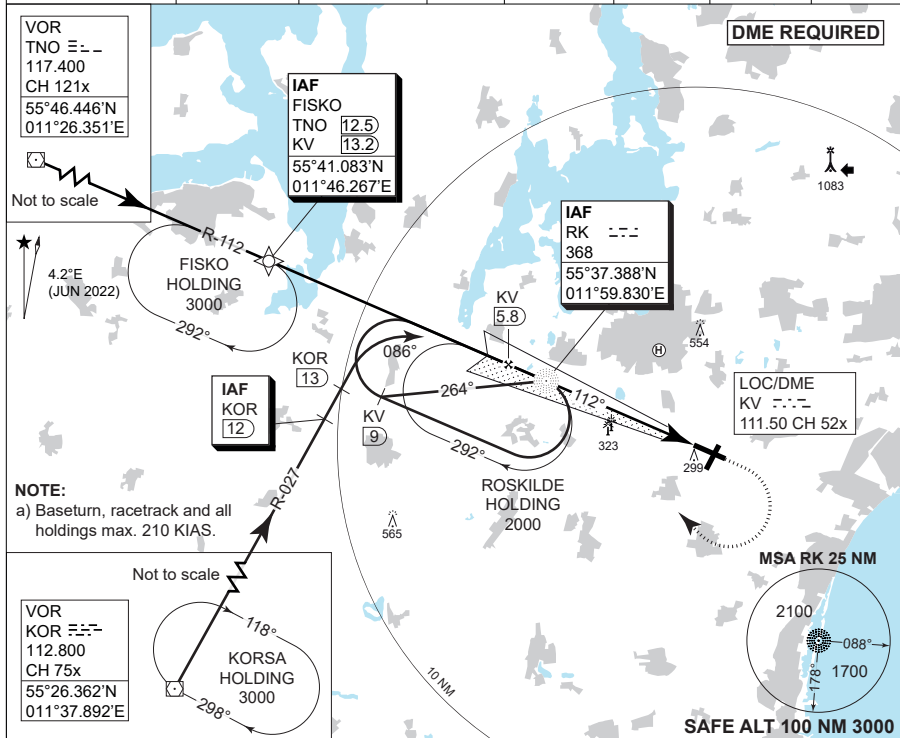
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 146

ILS or LOC RWY 11 (CAT C-E)
ROSKILDE (EKRK)

COPENHAGEN APPROACH 119.805		ROSKILDE ATIS 123.805	ROSKILDE APPROACH 125.530		ROSKILDE TOWER 118.905 119.655	
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	LDA
KV 111.50 CH 52x	112°	2000 FT	3.00°	SEE CAT	145 FT	900 M
						5708 FT



MIPS	CATEGORY	C	D	E
	S-ILS 11 (MACG 2.5%)	439 - 650 294 (300-0.8/1.4)	449 - 700 304 (400-0.8/1.4)	467 - 800 322 (400-0.8/1.5)
	S-ILS 11 (MACG 5.0%)		345 - 550 200 (200-0.8/1.2)	
	S-LOC 11		520 - 1000 375 (400-1.0/1.7)	
	CIRCLING	950 - 2400 804 (900-2.4)	950 - 3600 804 (900-3.6)	1050 - 3600 904 (1000-3.6)

ILS or LOC RWY 11 (CAT C-E)

55°35.13'N
012°07.89'E
9-17

ROSKILDE (EKRK)



CHANGES: NEW PAGE NUMBER. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

INSTRUMENT APPROACH CHART

AD ELEV 146

ROSKILDE (EKRK)

Age Group	Percentage
18-24	18%
25-34	25%
35-44	22%
45-54	15%
55-64	12%
65-74	8%
75-84	5%
85+	3%



KOR	12	KV	6.4	RK	1.8	DME	
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NDB RWY 11 (CAT A-B)	55°35.13'N	ROSII DE (EKRK)
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55°35.13'N
012°07.89'E
9-18

ROSKILDE (EKRK)



MIPS

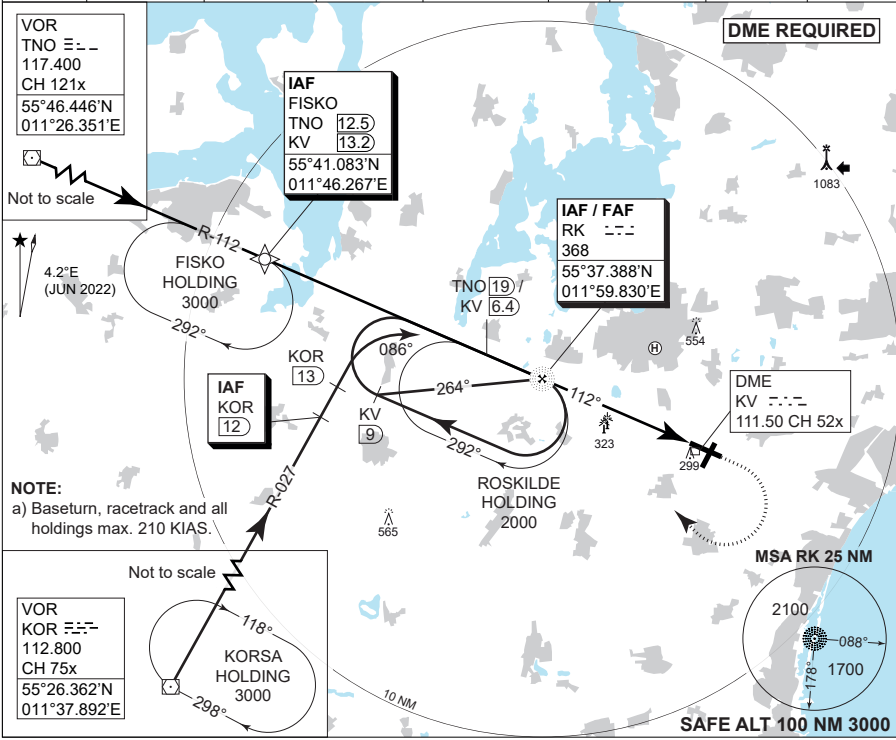
INSTRUMENT APPROACH CHART

AD ELEV 146

NDB RWY 11 (CAT C-E)

ROSkilde (EKRK)

COPENHAGEN APPROACH		ROSKILDE ATIS		ROSKILDE APPROACH		ROSKILDE TOWER	
119.805		123.805		125.530		118.905 119.655	
NDB	DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH
RK 368	KV CH 52x	112°	1700 FT	3.2° (5.51%)	740	145 FT	900 M
						LDA	
						5708 FT	



MIPS

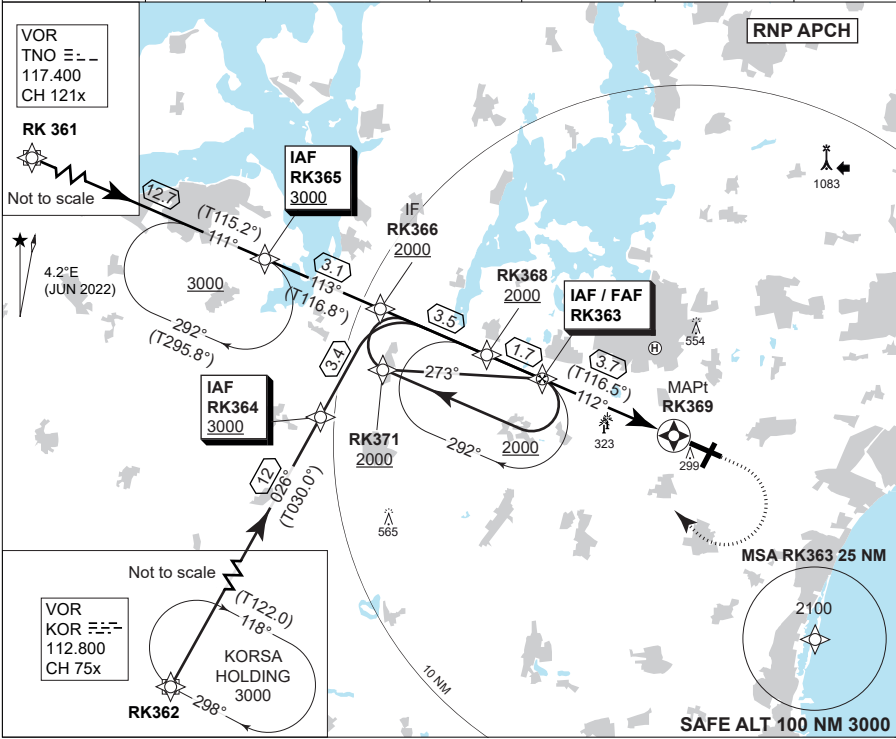
INSTRUMENT APPROACH CHART

AD ELEV 146

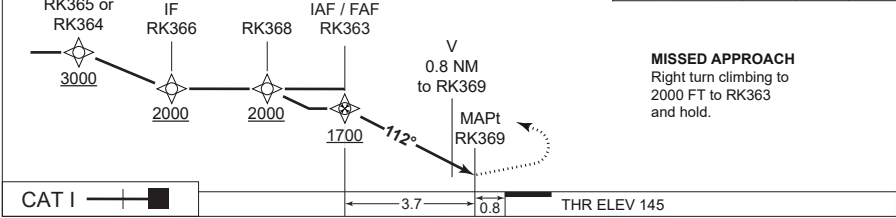
RNP RWY 11 (CAT A-B)

ROSkilde (EKRK)

COPENHAGEN APPROACH 119.805		ROSKILDE ATIS 123.805		ROSKILDE APPROACH 125.530		ROSKILDE TOWER 118.905 119.655	
APP COURSE 112°	FAF ALT 1700 FT	DESCENT GR 3.1° (5.5%)	MDA 740	THR ELEV 145	ALS LENGTH 900 M	LDA	5708 FT



TA 5000	CDFA 3.1° / 5.50%			
	DIST TO RK369	3	2	1
	ALT	1480	1140	810



CATEGORY	A	B
LNAV	740 - 1500 595 (600-1.5/2.7)	
CIRCLING	740 - 1.5 594 (600-1.5)	850 - 1.6 704 (800-1.6)

RNP RWY 11 (CAT A-B)

55°35.13'N
012°07.89'E
9-20

ROSKILDE (EKRK)



EKRK RNP RWY 11 waypoint coordinates:

RWY 11 from RK361 (TNO VOR) APPROACH RNP

		CODING		DISPLAY
RK361	(TNO)	55 46 26.74N	011 26 21.08E	55 46.446N 011 26.351E
RK365	IAF	55 41 01.94N	011 46 37.35E	55 41.032N 011 46.623E
RK366	IF	55 39 38.82N	011 51 28.36E	55 39.647N 011 51.473E
RK368	-	55 38 08.42N	011 57 05.34E	55 38.140N 011 57.089E
RK363	FAF	55 37 22.86N	011 59 49.45E	55 37.381N 011 59.824E
RK369	MAPt	55 35 45.89N	012 05 37.66E	55 35.765N 012 05.628E

RWY 11 from RK362 (KOR VOR) APPROACH RNP

		CODING		DISPLAY
RK362	(KOR)	55 26 21.71N	011 37 53.51E	55 26.362N 011 37.892E
RK364	IAF	55 36 43.12N	011 48 27.83E	55 36.719N 011 48.464E
RK366	IF	55 39 38.82N	011 51 28.36E	55 39.647N 011 51.473E
RK368	-	55 38 08.42N	011 57 05.34E	55 38.140N 011 57.089E
RK363	FAF	55 37 22.86N	011 59 49.45E	55 37.381N 011 59.824E
RK369	MAPt	55 35 45.89N	012 05 37.66E	55 35.765N 012 05.628E

RWY 11 from RK363 (RK NDB) APPROACH RNP

		CODING		DISPLAY
RK363	IAF	55 37 22.86N	011 59 49.45E	55 37.381N 011 59.824E
RK371	-	55 37 53.03N	011 51 57.53E	55 37.884N 011 51.959E
RK368	-	55 38 08.42N	011 57 05.34E	55 38.140N 011 57.089E
RK363	FAF	55 37 22.86N	011 59 49.45E	55 37.381N 011 59.824E
RK369	MAPt	55 35 45.89N	012 05 37.66E	55 35.765N 012 05.628E

Threshold coordinates RWY 11

		CODING		DISPLAY
RWY 11		55 35 23.93N	012 06 56.30E	55 35.399N 012 06.938E



MIPS

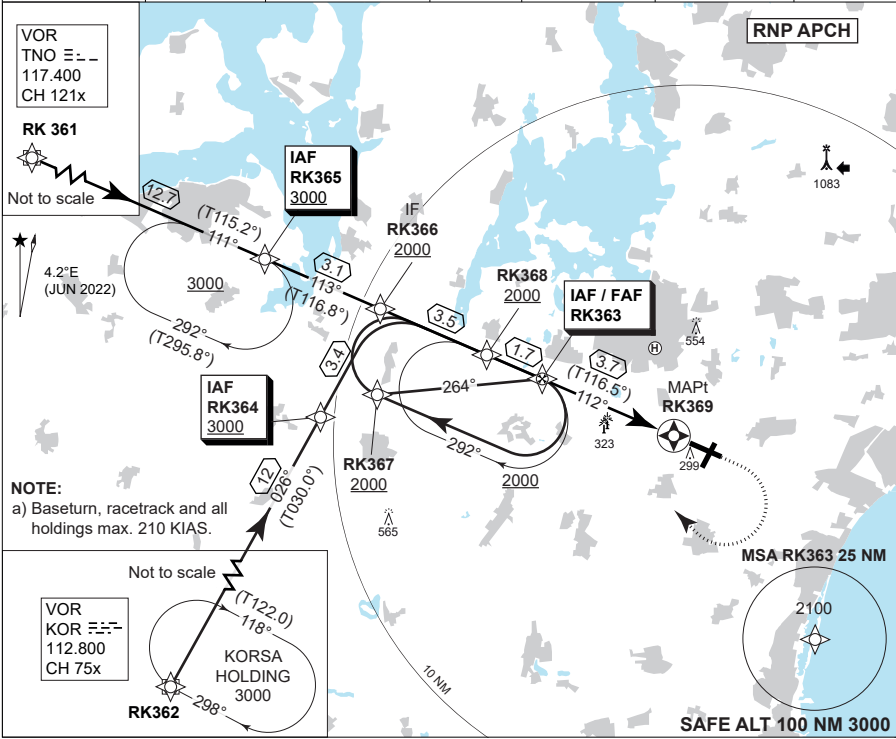
INSTRUMENT APPROACH CHART

AD ELEV 146

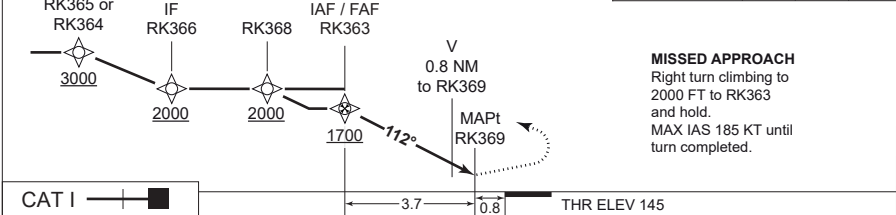
RNP RWY 11 (CAT C-E)

ROSkilde (EKRK)

COPENHAGEN APPROACH 119.805		ROSKILDE ATIS 123.805		ROSKILDE APPROACH 125.530		ROSKILDE TOWER 118.905 119.655	
APP COURSE 112°	FAF ALT 1700 FT	DESCENT GR 3.1° (5.5%)	MDA 740	THR ELEV 145	ALS LENGTH 900 M	LDA	5708 FT



TA 5000	CDFA 3.1° / 5.50%			
	DIST TO RK369	3	2	1
	ALT	1480	1140	810



MIPS	CATEGORY	C	D	E
	LNAV	740 - 2000 595 (600-2.0/2.7)		
	CIRCLING	950 - 2400 804 (900-2.4)	950 - 3600 804 (900-3.6)	1050 - 3600 904 (1000-3.6)

RNP RWY 11 (CAT C-E)

55°35.13'N
012°07.89'E
9-22

ROSKILDE (EKRK)



EKRK RNP RWY 11 waypoint coordinates:

RWY 11 from RK361 (TNO VOR) APPROACH RNP

		CODING		DISPLAY
RK361	(TNO)	55 46 26.74N	011 26 21.08E	55 46.446N 011 26.351E
RK365	IAF	55 41 01.94N	011 46 37.35E	55 41.032N 011 46.623E
RK366	IF	55 39 38.82N	011 51 28.36E	55 39.647N 011 51.473E
RK368	-	55 38 08.42N	011 57 05.34E	55 38.140N 011 57.089E
RK363	FAF	55 37 22.86N	011 59 49.45E	55 37.381N 011 59.824E
RK369	MAPt	55 35 45.89N	012 05 37.66E	55 35.765N 012 05.628E

RWY 11 from RK362 (KOR VOR) APPROACH RNP

		CODING		DISPLAY
RK362	(KOR)	55 26 21.71N	011 37 53.51E	55 26.362N 011 37.892E
RK364	IAF	55 36 43.12N	011 48 27.83E	55 36.719N 011 48.464E
RK366	IF	55 39 38.82N	011 51 28.36E	55 39.647N 011 51.473E
RK368	-	55 38 08.42N	011 57 05.34E	55 38.140N 011 57.089E
RK363	FAF	55 37 22.86N	011 59 49.45E	55 37.381N 011 59.824E
RK369	MAPt	55 35 45.89N	012 05 37.66E	55 35.765N 012 05.628E

RWY 11 from RK363 (RK NDB) APPROACH RNP

		CODING		DISPLAY
RK363	IAF	55 37 22.86N	011 59 49.45E	55 37.381N 011 59.824E
RK367	-	55 37 13.00N	011 51 43.77E	55 37.217N 011 51.730E
RK368	-	55 38 08.42N	011 57 05.34E	55 38.140N 011 57.089E
RK363	FAF	55 37 22.86N	011 59 49.45E	55 37.381N 011 59.824E
RK369	MAPt	55 35 45.89N	012 05 37.66E	55 35.765N 012 05.628E

Threshold coordinates RWY 11

		CODING		DISPLAY
RWY 11		55 35 23.93N	012 06 56.30E	55 35.399N 012 06.938E

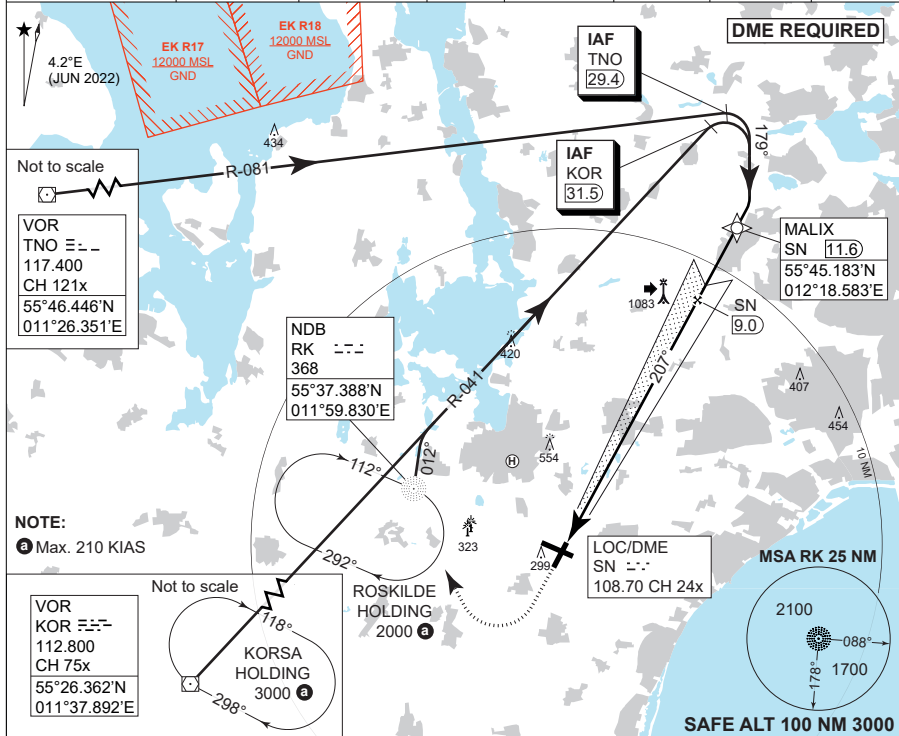


INSTRUMENT APPROACH CHART

AD ELEV 146

ILS or LOC RWY 21
ROSKILDE (EKRK)

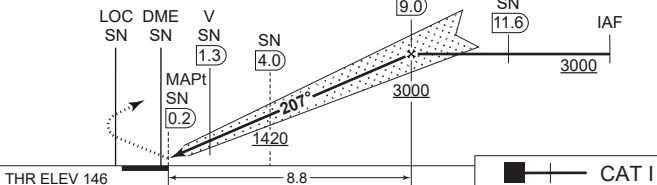
COPENHAGEN APPROACH 119.805		ROSKILDE ATIS 123.805		ROSKILDE APPROACH 125.530		ROSKILDE TOWER 118.905 119.655	
LOC/DME SN 108.70 CH 24x	APP COURSE 207°	GS INTCP ALT 3000 FT	GS 3.00°	DA 346	THR ELEV 146 FT	ALS LENGTH 900 M	LDA 4921 FT



LOC ONLY CDFA 3.0' / 5.2%							
DME SN	2	3	4	5	6	7	8
DIST TO THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8
ALT	780	1100	1420	1730	2050	2370	2680

TA 5000
GS 3.0
RDH 50

Climb to 500 FT then right turn climbing to 2000 FT to NDB RK.



CATEGORY		A	B	C	D	E
MPS	S-ILS 21	346 - 550 200 (200-0.8/1.2)				
	S-LOC 21	540 - 1100 394 (400-1.1/1.8)				
	CIRCLING	610 - 1.5 464 (500-1.5)	850 - 1.6 704 (800-1.6)	950 - 2.4 804 (900-2.4)	950 - 3.6 804 (900-3.6)	1050 - 3.6 804 (1100-3.6)

ILS or LOC RWY 21

55°35.13'N
012°07.89'E
9-24

ROSKILDE (EK RK)



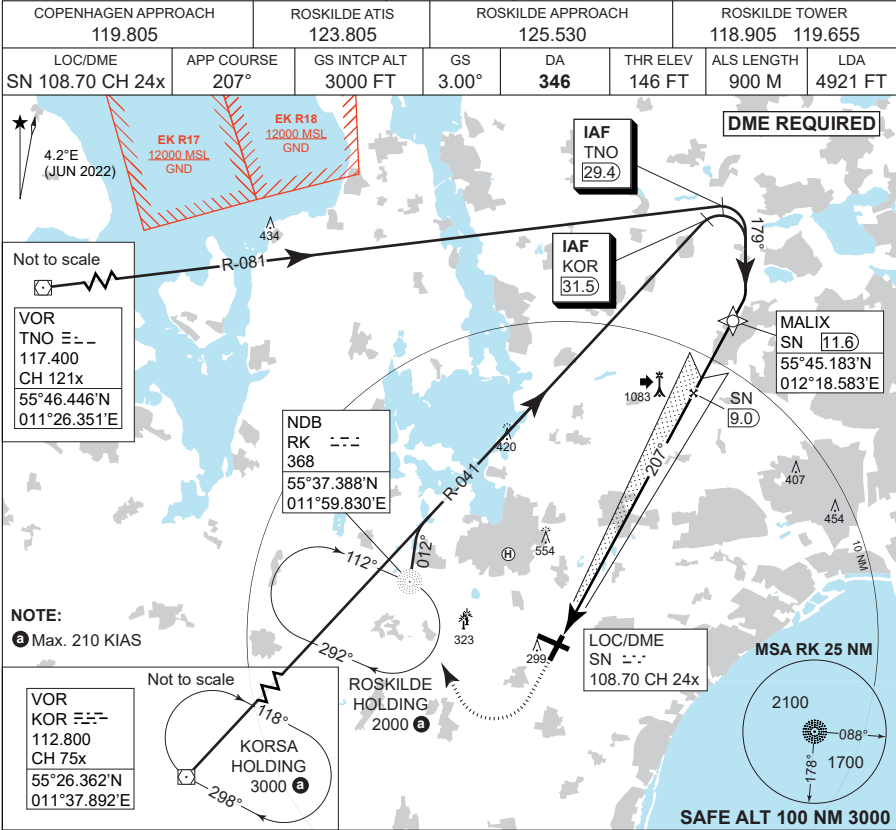
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 146

COPTER ILS or LOC RWY 21

ROSكيلDE (EKRR)



4.2°E

(JUN 2022)

EK R17

12000 MSL

GND

EK R18

12000 MSL

GND

DME REQUIRED

IAF

TNO

29.4

IAF

KOR

31.5

MALIX

SN 11.6

55°45.183'N

012°18.583'E

VOR

TNO

117.400

CH 121x

55°46.446'N

011°26.351'E

NDB

RK

368

55°37.388'N

011°59.830'E

NOTE:

Max. 210 KIAS

VOR

KOR

112.800

CH 75x

55°26.362'N

011°37.892'E

ROSكيلDE HOLDING

2000

LOC/DME

SN 108.70 CH 24x

MSA RK 25 NM

2100

088°

178°

1700

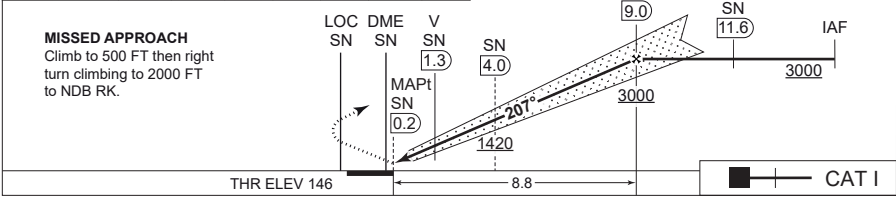
SAFE ALT 100 NM 3000

LOC ONLY CDFA 3.0° / 5.2%								
DME SN	2	3	4	5	6	7	8	
DIST TO THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	
ALT	780	1100	1420	1730	2050	2370	2680	

TA 5000

GS 3.0

RDH 50



CATEGORY	H
H-ILS 21	346 - 400 200 (200-0.4/0.8)
H-LOC 21	540 - 400 394 (400-0.4/0.8)

COPTER ILS or LOC RWY 21

55°35.13'N
012°07.89'E
9-25

ROSكيلDE (EKRR)



CHANGES: EK R17 AND R18 CORRECTED.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

MIPS

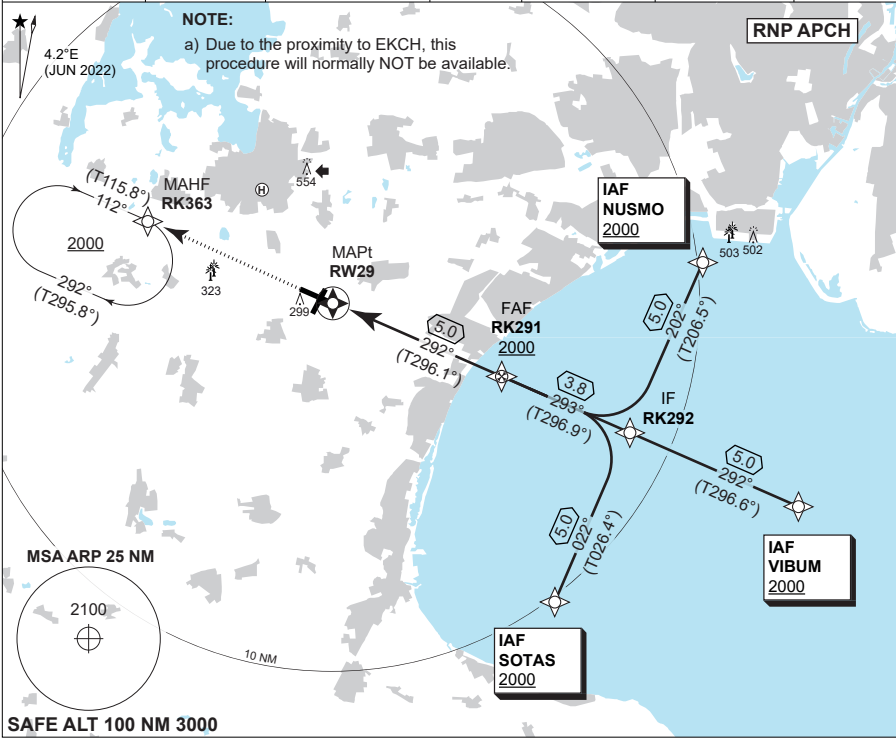
INSTRUMENT APPROACH CHART

AD ELEV 146

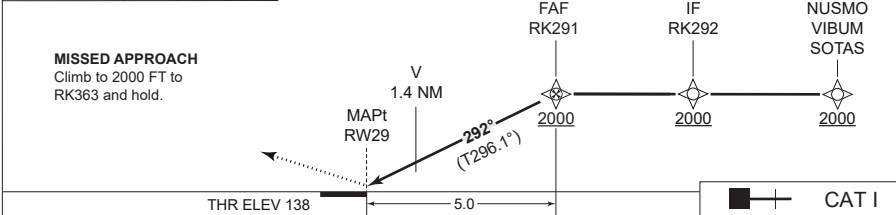
RNP RWY 29

ROSkilde (EKRK)

COPENHAGEN APPROACH		ROSKILDE ATIS		ROSKILDE APPROACH		ROSKILDE TOWER	
119.805		123.805		125.530		118.905 119.655	
APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA	
292°	2000 FT	3.4° (6.0%)	690	138	420 M	5708 FT	



CDFA 3.4° / 6.0%				TA 5000	
DIST TO RW29	2	3	4		
ALT	920	1280	1640		



CATEGORY	A	B	C	D	E
LNAV	690 - 1500 552 (600-1.5/2.5)		690 - 2100 552 (600-2.1/2.5)		
CIRCLING	690 - 1.5 544 (600-1.5)	850 - 1.6 704 (800-1.6)	950 - 2.4 804 (900-2.4)	950 - 3.6 804 (900-3.6)	1050 - 3.6 804 (1100-3.6)

RNP RWY 29

55°35.13'N
012°07.89'E
9-26

ROSKILDE (EKRK)



CHANGES: NEW PAGE NUMBER: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

EKRK RNP RWY 29 waypoint coordinates:

RWY 29 from SOTAS (Initial LEFT) APPROACH RNP

		CODING				DISPLAY	
SOTAS	IAF	55 26	36.24N	012 18	20.61E	55 26.604N	012 18.344E
RK292	IF	55 31	05.52N	012 22	16.35E	55 31.092N	012 22.273E
RK291	FAF	55 32	46.24N	012 16	18.95E	55 32.771N	012 16.316E
RW29	MAPt	55 34	59.03N	012 08	25.39E	55 34.984N	012 08.423E
RK363	MAHF	55 37	22.86N	011 59	49.45E	55 37.381N	011 59.824E

RWY 29 from VIBUM (Initial STRAIGHT) APPROACH RNP

		CODING				DISPLAY	
VIBUM	IAF	55 28	51.26N	012 30	10.40E	55 28.854N	012 30.173E
RK292	IF	55 31	05.52N	012 22	16.35E	55 31.092N	012 22.273E
RK291	FAF	55 32	46.24N	012 16	18.95E	55 32.771N	012 16.316E
RW29	MAPt	55 34	59.03N	012 08	25.39E	55 34.984N	012 08.423E
RK363	MAHF	55 37	22.86N	011 59	49.45E	55 37.381N	011 59.824E

RWY 29 from NUSMO (Initial RIGHT) APPROACH RNP

		CODING				DISPLAY	
NUSMO	IAF	55 35	34.66N	012 26	12.99E	55 35.578N	012 26.217E
RK292	IF	55 31	05.52N	012 22	16.35E	55 31.092N	012 22.273E
RK291	FAF	55 32	46.24N	012 16	18.95E	55 32.771N	012 16.316E
RW29	MAPt	55 34	59.03N	012 08	25.39E	55 34.984N	012 08.423E
RK363	MAHF	55 37	22.86N	011 59	49.45E	55 37.381N	011 59.824E

Threshold coordinates RWY 29

		CODING				DISPLAY	
RWY 29		55 34	59.03N	012 08	25.39E	55 34.984N	012 08.423E



BORNHOLM / RØNNE (EKRN)

AERODROME CHART

ILS or LOC RWY 11

ILS or LOC RWY 29

COPTER ILS RWY 11

COPTER ILS RWY 29

HPMA TACAN RWY 11

HPMA TACAN RWY 29

RNP RWY 11

RNP RWY 29

WP LIST RWY 11

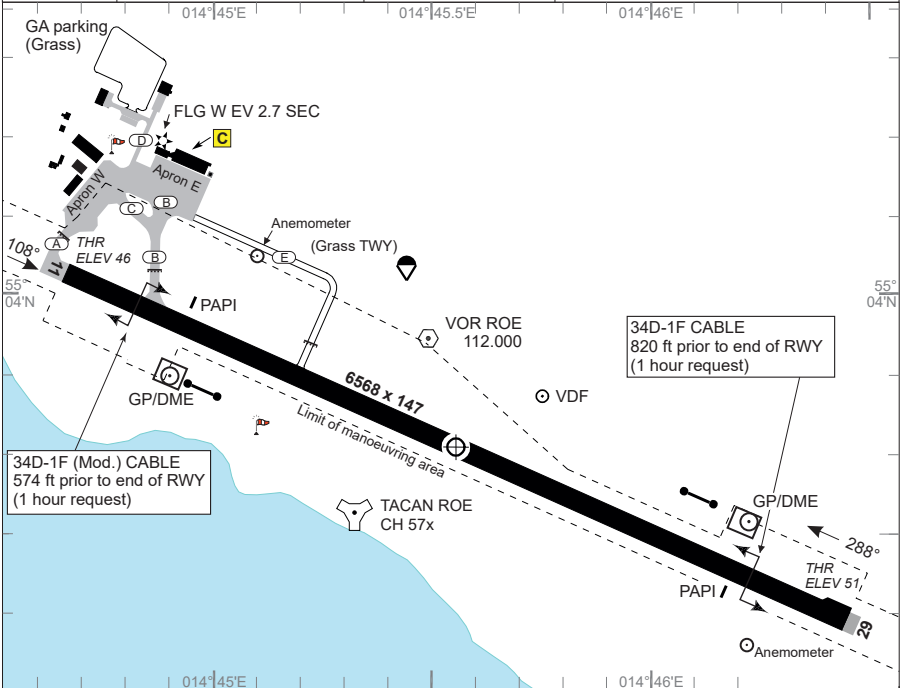
WP LIST RWY 29



AERODROME CHART

ROENNE (EKRN)

RØNNE TOWER 118.330 (VDF) 257.800		BORNHOLM HANDLING 131.550		REMARK: Airport phone: +45 56 95 26 26
AD Elev 52	ARP 55°03.80'N 014°45.58'E	VAR 5.5°E (JAN 2023)		



RWY	PCN	DECLARED DISTANCES					THR	RWY LIGHTING					THR PSN	
		PSN	TORA	TODA	ASDA	LDA	ELEV	THR	PAPI	TDZ	CL	EDGE		END
11	38 F/B/X/T	THR				6568	46	LIH	3.00°			LIH	LIH	55°04.01'N 014°44.71'E
		A	6568	6568	6568									
		B	5928	5928	5928									
29		THR	6568	6568	6568	6568	51	LIH	3.00°			LIH	LIH	55°03.58'N 014°46.43'E

Flight Procedures

1. IFR Arrival
- 1.1 Aircraft will normally be cleared by SWEDEN CONTROL to ROE VOR.
- 1.2 Navigation aid designated for radio communication failure during IMC for arriving aircraft is NDB FAU.
2. IFR Departure
- 2.1 Standard Instrument Departures (SID) have not been established.
- 2.2 Omnidirectional departures
- RWY 11: Climb straight ahead to at least 700 FT MSL before turn is commenced.
- RWY 29: Climb straight ahead to at least 500 FT MSL before turn is commenced. Procedure design gradient 4.5% up to 800 FT MSL, due to cranes 525 FT - 2.1 NM NW from THR.

MIPS	CIRCLING MINIMA (SOUTH of aerodrome only)				
	A	B	C	D	E
500	-1.5 450 (500-1.5)	700 -1.6 650 (700-2.3)	800 -2.4 750 (800-2.7)	800 -3.6 750 (800-3.6)	900 -3.6 850 (900-3.6)

AERODROME CHART

ROENNE (EKRN)



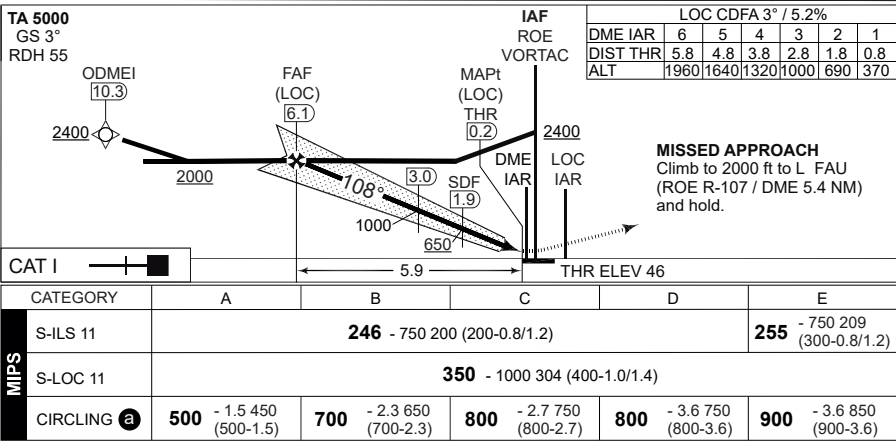
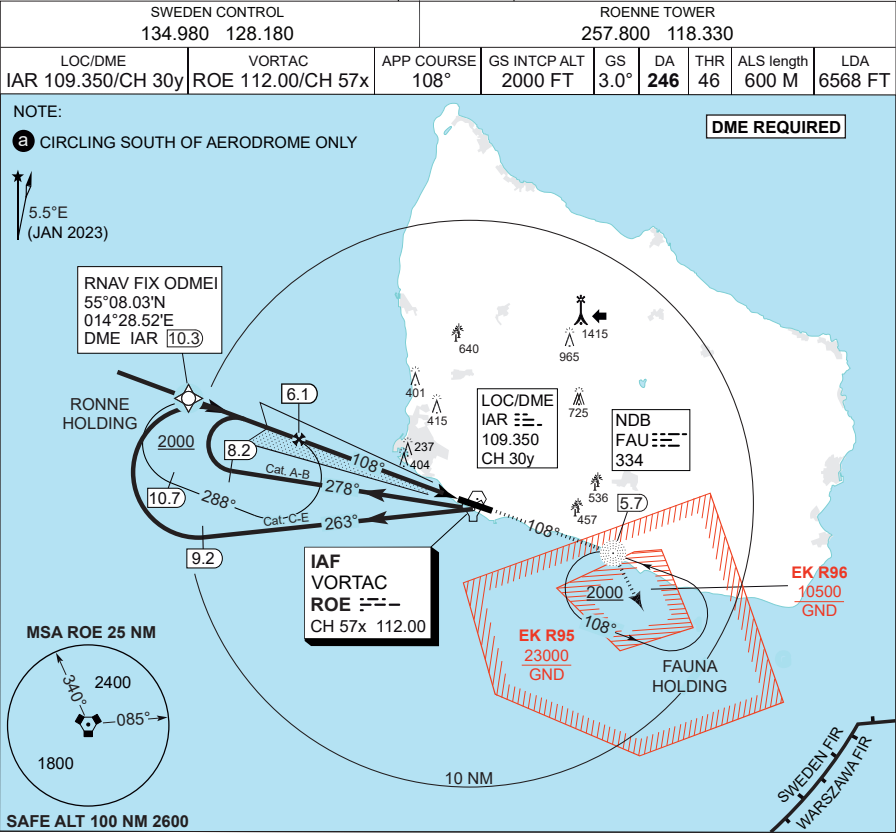
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 52

ILS or LOC RWY 11

ROENNE (EKRN)



ILS or LOC RWY 11

55°03.80'N
014°45.58'E
10-2

ROENNE (EKRN)



MIPS

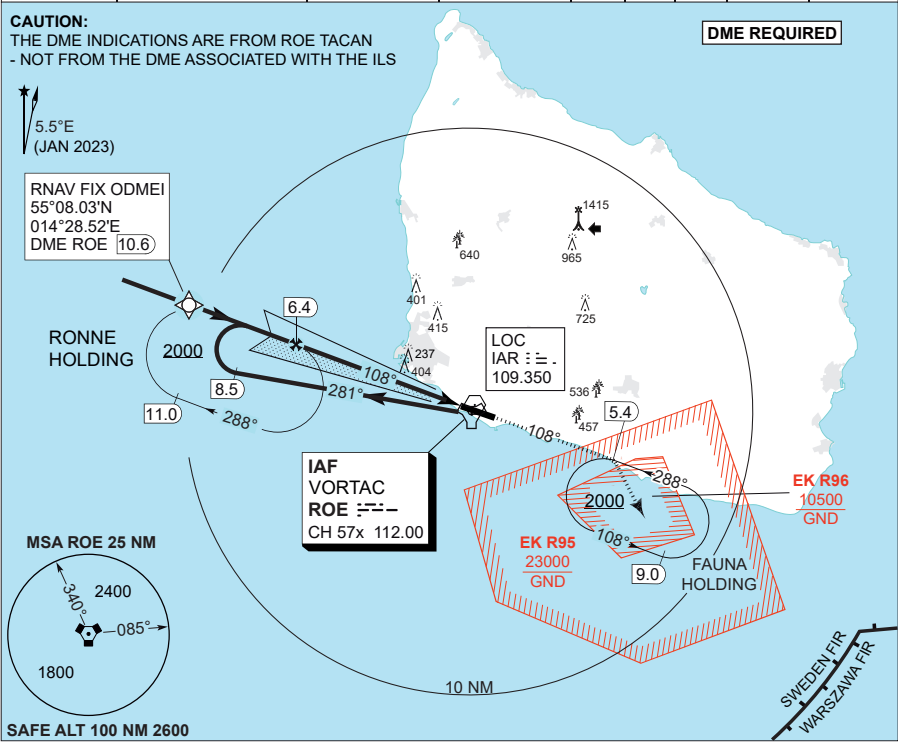
INSTRUMENT APPROACH CHART

AD ELEV 52

COPTER ILS or LOC RWY 11

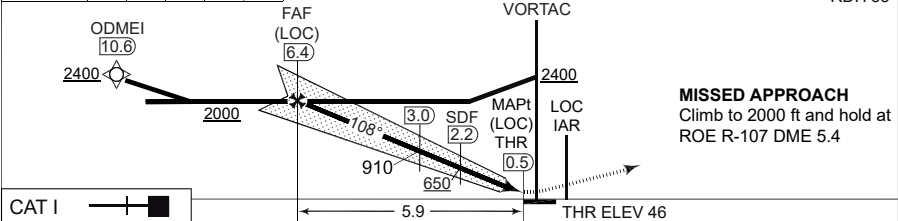
ROENNE (EKRN)

SWEDEN CONTROL 134.980 128.180				ROENNE TOWER 257.800 118.330			
LOC IAR 109.350	VORTAC ROE 112.00/CH 57x	APP COURSE 108°	GS INTCP ALT 2000 FT	GS 3.0°	DA 246	THR 46	ALS length 600 M
				LDA 6568 FT			



DME ROE	6	5	4	3	2
DIST THR	5.6	4.6	3.6	2.6	1.6
ALT	1870	1550	1230	910	600

TA 5000
GS 3°
RDH 55



CAT I		
CATEGORY	H	
H-ILS 11	246 - 400 200 (200-0.4/0.8)	
H-LOC 11	330 - 400 284 (300-0.4/0.8)	

COPTER ILS or LOC RWY 11

55°03.80'N
014°45.58'E
10-3

ROENNE (EKRN)

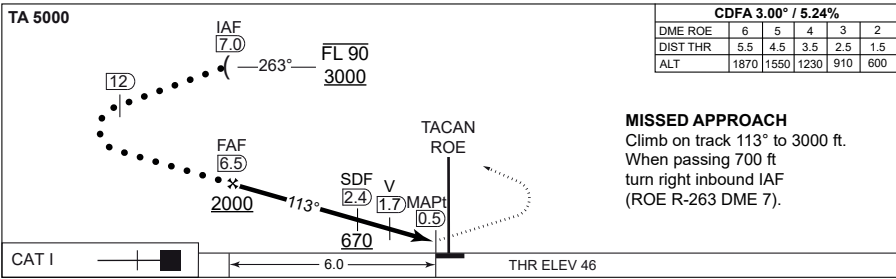
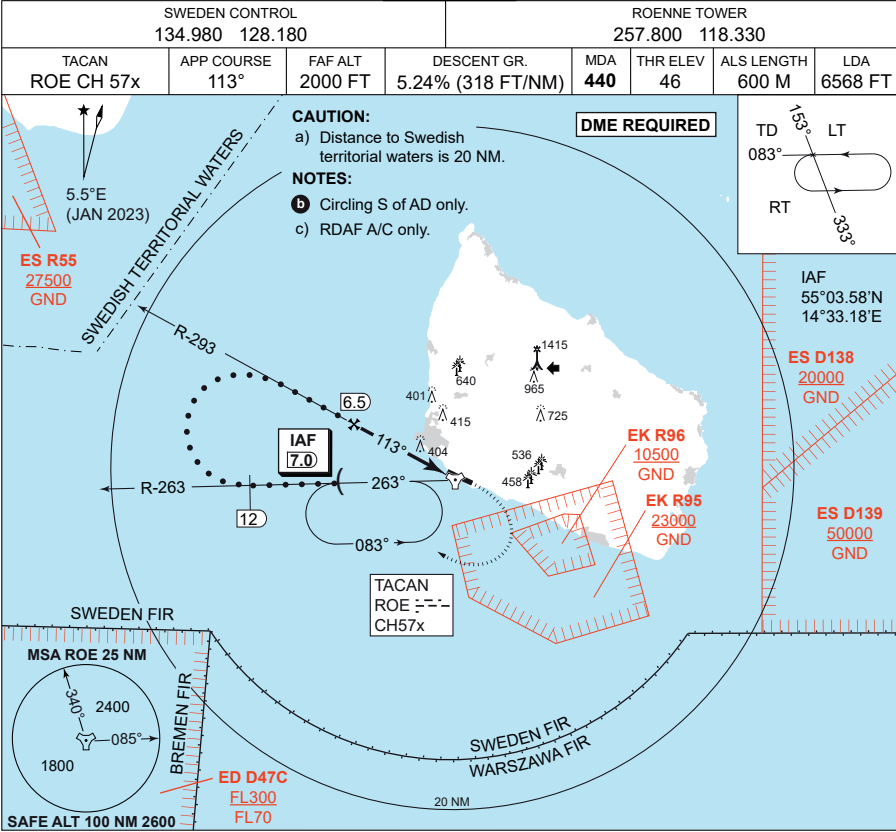


CHANGES: TWR FREQ CHG

AIR COMMAND DENMARK - MIL AIM 13 JUN 2024

MIPS
INSTRUMENT APPROACH CHART

HPMA TACAN RWY 11
ROENNE (EKRN)



CATEGORY	HPMA
S-TACAN 11	440 - 1400 394 (400-1.4/1.8)
CIRCLING	610 - 3.2 558 (600-3.2)

HPMA TACAN RWY 11

55°03.80'N
014°45.58'E
10-4

ROENNE (EKRN)



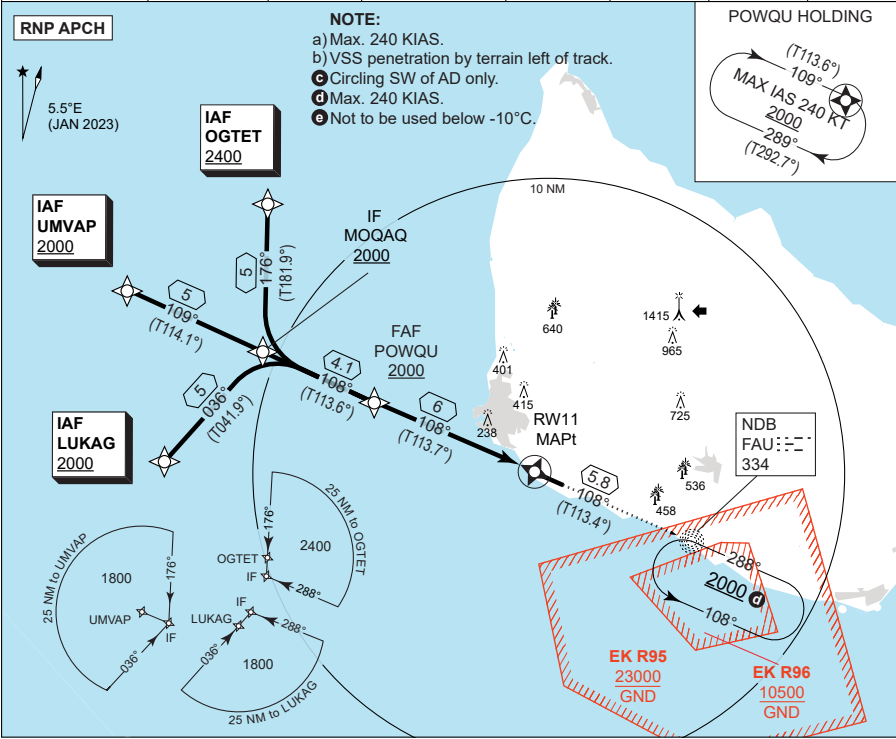
CHANGES: NEW PROCEDURE DEVELOPED ACCORDING TO HPMA CRITERIA

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS
INSTRUMENT APPROACH CHART

RNP RWY 11
ROENNE (EKRN)

Table with 8 columns: EGNOS CHANNEL, APP COURSE, FAF ALT, Descent GR, DA, THR ELEV, ALS length, LDA. Values include 88336 / E11A, 108°, 2000 FT, 3.00° (5.24%), See CAT, 46, 600, 6568 FT.



TA 5000, GS 3.00°, RDH 55. CDFA: 3.00° / 5.24%. Table with 2 rows (DIST THR, ALT) and 6 columns (2, 3, 4, 5, 6).

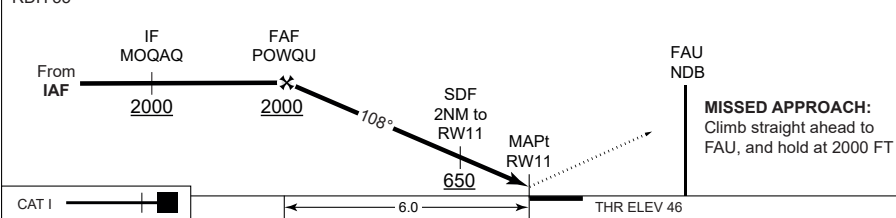


Table with 6 columns (CATEGORY, A, B, C, D, E) and 4 rows (LPV, LNAV/VNAV, LNAV, CIRCLING). Values include 296, 320, 330, 340, 350, 386, 470, 630, 730, 750, 840.

RNP RWY 11 55°03.80'N 014°45.58'E 10-5 ROENNE (EKRN)



EKRN RNP RWY 11 waypoint coordinates:

RWY 11 from OGTET (Initial LEFT) APPROACH RNP

		CODING		DISPLAY
OGTET	IAF	55 13 04.93N	014 28 53.52E	55 13.082N 014 28.892E
MOQAQ	IF	55 08 03.45N	014 28 36.48E	55 08.058N 014 28.608E
POWQU	FAF	55 06 24.93N	014 35 08.92E	55 06.416N 014 35.149E
RW11	MAPt	55 04 00.78N	014 44 42.77E	55 04.013N 014 44.713E
FAU	MAHF	55 01 41.49N	014 54 01.79E	55 01.692N 014 54.030E

RWY 11 from UMVAP (Initial STRAIGHT) APPROACH RNP

		CODING		DISPLAY
UMVAP	IAF	55 10 05.95N	014 20 38.82E	55 10.099N 014 20.647E
MOQAQ	IF	55 08 03.45N	014 28 36.48E	55 08.058N 014 28.608E
POWQU	FAF	55 06 24.93N	014 35 08.92E	55 06.416N 014 35.149E
RW11	MAPt	55 04 00.78N	014 44 42.77E	55 04.013N 014 44.713E
FAU	MAHF	55 01 41.49N	014 54 01.79E	55 01.692N 014 54.030E

RWY 11 from LUKAG (Initial RIGHT) APPROACH RNP

		CODING		DISPLAY
LUKAG	IAF	55 04 22.18N	014 22 49.96E	55 04.370N 014 22.833E
MOQAQ	IF	55 08 03.45N	014 28 36.48E	55 08.058N 014 28.608E
POWQU	FAF	55 06 24.93N	014 35 08.92E	55 06.416N 014 35.149E
RW11	MAPt	55 04 00.78N	014 44 42.77E	55 04.013N 014 44.713E
FAU	MAHF	55 01 41.49N	014 54 01.79E	55 01.692N 014 54.030E

Threshold coordinates RWY 11

		CODING	DISPLAY
RWY 11		55 04 00.78N 014 44 42.77E	55 04.013N 014 44.713E

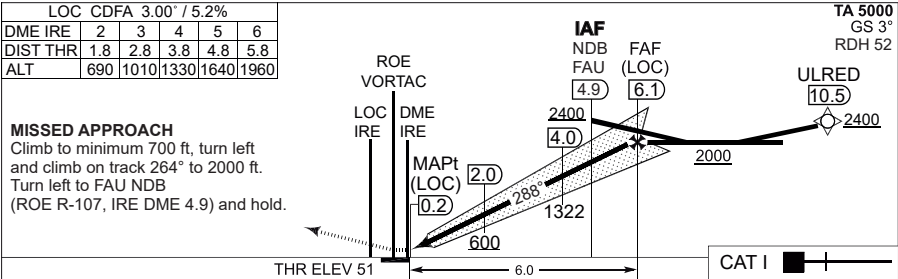
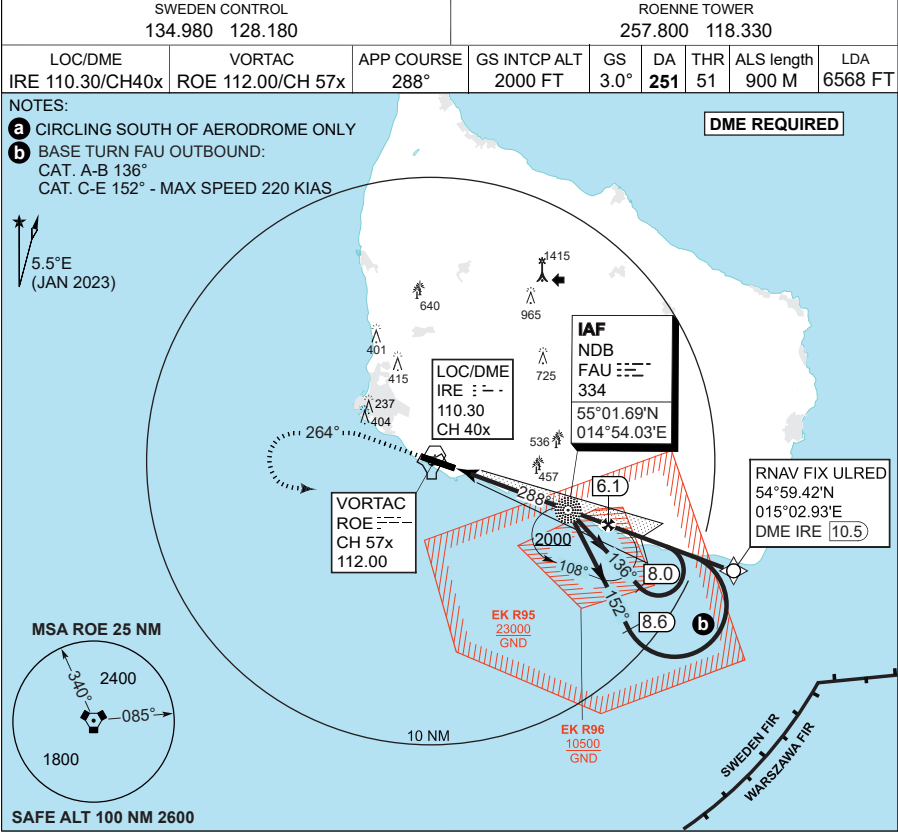


MIPS

INSTRUMENT APPROACH CHART

AD ELEV 52

ILS or LOC RWY 29
ROENNE (EKRN)



CATEGORY	A	B	C	D	E
S-ILS 29	251 - 550 200 (200-0.8/1.2)				
S-LOC 29	400 - 900 349 (400-0.9/1.6)				
CIRCLING a	500 - 1.5 450 (500-1.5)	700 - 2.3 650 (700-2.3)	800 - 2.7 750 (800-2.7)	800 - 3.6 750 (800-3.6)	900 - 3.6 850 (900-3.6)



MIPS

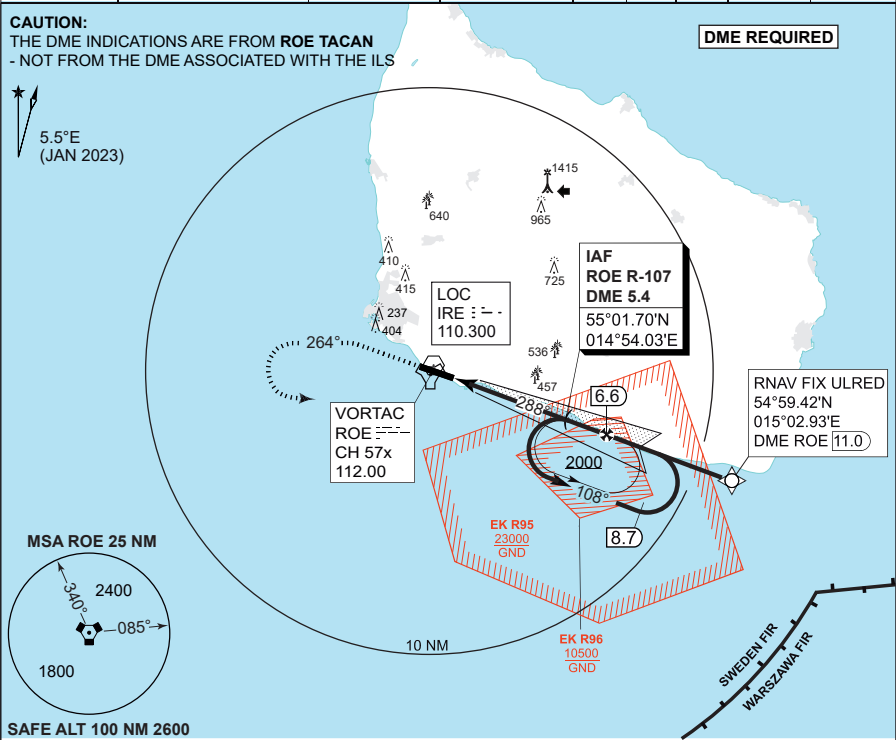
INSTRUMENT APPROACH CHART

AD ELEV 52

COPTER ILS or LOC RWY 29

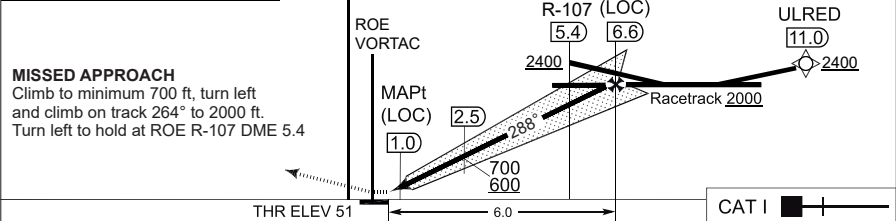
ROENNE (EKRN)

SWEDEN CONTROL			ROENNE TOWER			
134.980 128.180			257.800 118.330			
LOC	VORTAC	APP COURSE	GS INTCP ALT	GS	DA	LDA
IRE 110.30	ROE 112.00/CH 57x	288°	2000 FT	3.0°	251	51
			THR 51			
			ALS length 900 M			
			6568 FT			



DME ROE	2	3	4	5	6
DIST THR	1.4	2.4	3.4	4.4	5.4
ALT	540	860	1180	1500	1820

LOC IRE	ROE VORTAC	IAF ROE R-107 (LOC)	FAF	ULRED	TA 5000
					GS 3°
					RDH 52



CATEGORY	H
H-ILS 29	251 - 400 200 (200-0.4/0.8)
H-LOC 29	400 - 500 349 (400-0.5/0.8)

COPTER ILS or LOC RWY 29

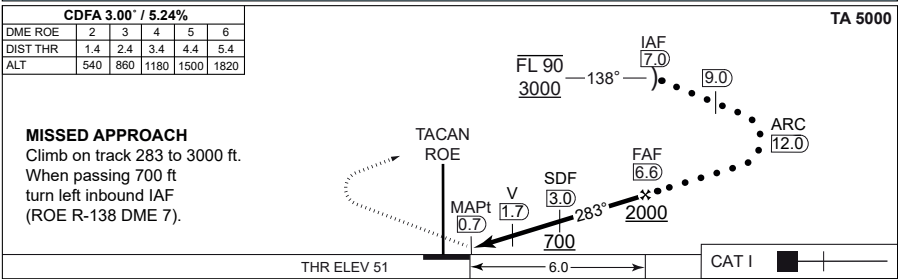
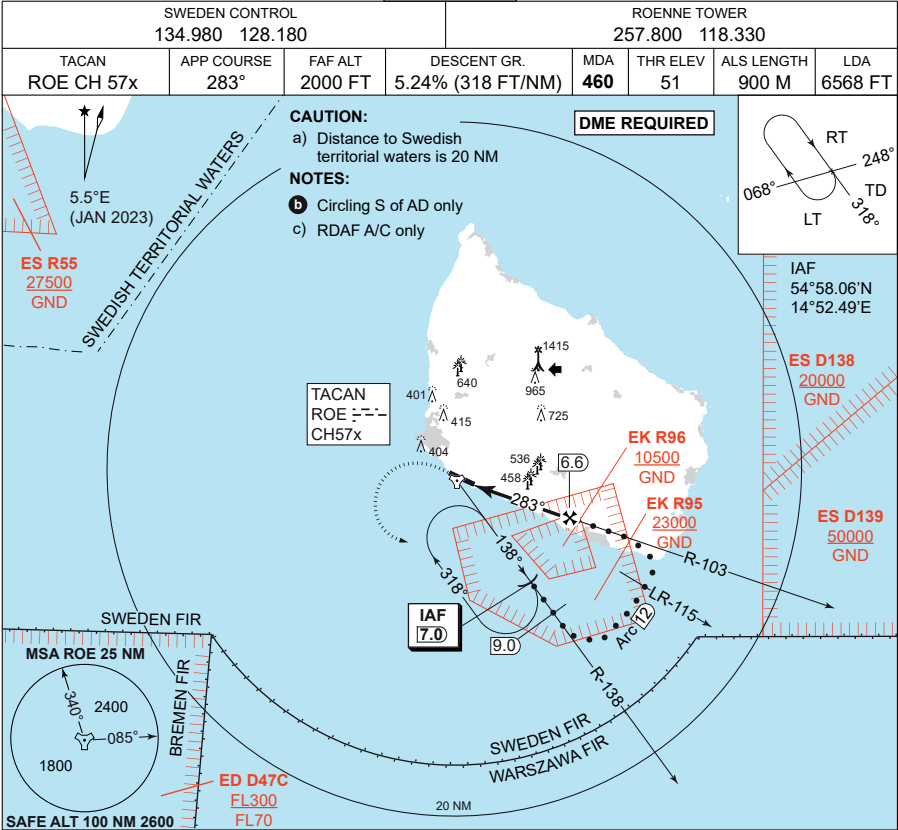
55 03.80'N
014 45.58'E
10-8

ROENNE (EKRN)



MIPS
INSTRUMENT APPROACH CHART

HPMA TACAN RWY 29
ROENNE (EKRN)



CATEGORY	HPMA
S-TACAN 29	460 - 1200 409 (500-1.2/1.9)
CIRCLING	610 - 3.2 558 (600-3.2)

HPMA TACAN RWY 29 55°03.80'N 014°45.58'E 10-9 ROENNE (EKRN)



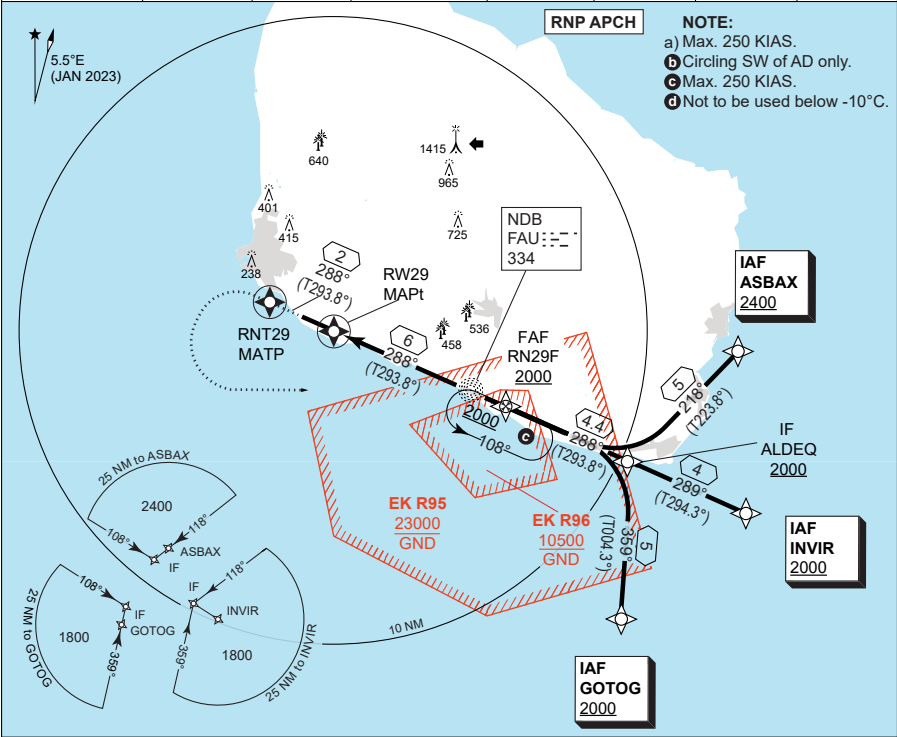
CHANGES: PAGE NR

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

MIPS
INSTRUMENT APPROACH CHART

RNP RWY 29
ROENNE (EKRN)

Table with 6 columns: EGNOS CHANNEL, APP COURSE, FAF ALT, Descent GR, DA, THR ELEV, ALS length, LDA. Values include 76352 / E29A, 288, 2000 FT, 3.00° (5.24%), See CAT, 51, 900, 6568 FT.



CDFA: 3.00° / 5.24%

DIST THR	2	3	4	5	6
ALT	740	1050	1370	1690	2000

TA 5000
GS 3.00°
RDH 52

MISSED APPROACH:
Climb straight ahead to RNT29, then turn left to FAU and hold at 2000 FT.

THR ELEV 51

CAT I

Table with 5 columns: CATEGORY, A, B, C, D, E. Rows include LPV, LNAV/VNAV, LNAV, and CIRCLING with associated altitudes and distances.

RNP RWY 29 ROENNE (EKRN)

55°03.80'N
014°45.58'E
10-10



CHANGES: EGNOS CH CORRECTED TO 76352.

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025

EKRN RNP RWY 29 waypoint coordinates:

RWY 29 from GOTOG (Initial LEFT) APPROACH RNP

		CODING			DISPLAY		
GOTOG	IAF	54 54	24.69N	015 02 19.26E	54 54.412N	015 02.321E	
ALDEQ	IF	54 59	23.86N	015 02 58.40E	54 59.398N	015 02.973E	
RN29F	FAF	55 01	09.98N	014 55 58.76E	55 01.166N	014 55.979E	
RW29	MAPt	55 03	34.73N	014 46 26.05E	55 03.579N	014 46.434E	
RNT29	MATP	55 04	24.04N	014 43 11.23E	55 04.401N	014 43.187E	
FAU	MAHF	55 01	41.49N	014 54 01.79E	55 01.692N	014 54.030E	

RWY 29 from INVIR (Initial STRAIGHT) APPROACH RNP

		CODING			DISPLAY		
INVIR	IAF	54 57	46.11N	015 09 15.45E	54 57.769N	015 09.258E	
ALDEQ	IF	54 59	23.86N	015 02 58.40E	54 59.398N	015 02.973E	
RN29F	FAF	55 01	09.98N	014 55 58.76E	55 01.166N	014 55.979E	
RW29	MAPt	55 03	34.73N	014 46 26.05E	55 03.579N	014 46.434E	
RNT29	MATP	55 04	24.04N	014 43 11.23E	55 04.401N	014 43.187E	
FAU	MAHF	55 01	41.49N	014 54 01.79E	55 01.692N	014 54.030E	

RWY 29 from ASBAX (Initial RIGHT) APPROACH RNP

		CODING			DISPLAY		
ASBAX	IAF	55 02	58.91N	015 08 57.25E	55 02.982N	015 08.058E	
ALDEQ	IF	54 59	23.86N	015 02 58.40E	54 59.398N	015 02.973E	
RN29F	FAF	55 01	09.98N	014 55 58.76E	55 01.166N	014 55.979E	
RW29	MAPt	55 03	34.73N	014 46 26.05E	55 03.579N	014 46.434E	
RNT29	MATP	55 04	24.04N	014 43 11.23E	55 04.401N	014 43.187E	
FAU	MAHF	55 01	41.49N	014 54 01.79E	55 01.692N	014 54.030E	

Threshold coordinates RWY 29

		CODING			DISPLAY		
RWY 29		55 03	34.73N	014 46 26.05E	55 03.579N	014 46.434E	



SINDAL (EКСN)

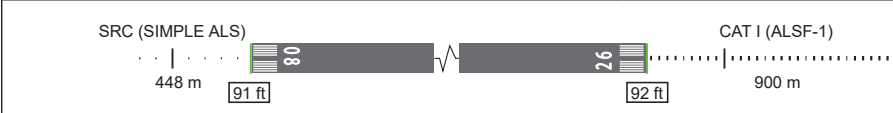
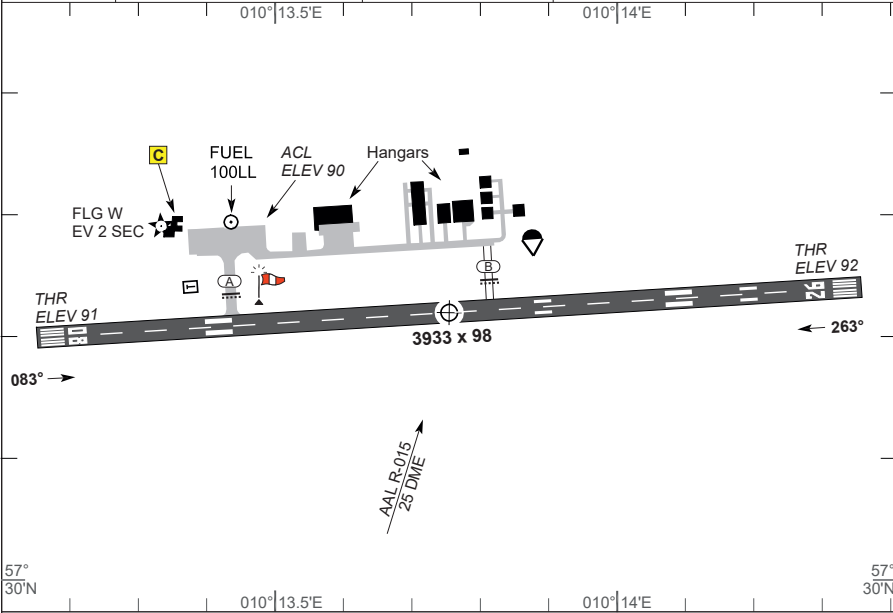
AERODROME CHART



AERODROME CHART

SINDAL (EKSN)

SINDAL RADIO 118.750		AALBORG APPROACH 123.980		Sindal Airport: +45 98 93 58 00
AD Elev 92		VAR 3.0°E (JAN 2020)		Briefing EKCH*: +45 32 47 82 72
ARP 57°30.21'N 010°13.76'E				Flight plan closing (ACC)*: +45 32 46 23 38



RWY	PCN	DECLARED DISTANCES				THR ELEV	RWY LIGHTING						THR PSN
		TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE	END	
08	24 F/B/Y/T	3933	4261	3933	3933	91	LIH	N/A			LIH	LIH	57°30.19'N 010°13.16'E
26	24 F/B/Y/T	3933	4261	3933	3933	92	LIH	N/A			LIH	LIH	57°30.23'N 010°14.36'E

AD approved for:

- a. VMC day and VFR night operations.
- b. Self-service when ADO is closed.

Outside ADO/ARO hours: Obtain PPR for self-service on phone number +45 98 93 58 00 (H24).

Customs available during regular ADO hours. Require 1 hour PN.

Refuelling 100 LL (100 L/MIN).

Parachuting may take place.

AERODROME CHART

SINDAL (EKSN)



SKIVE (EKSV)

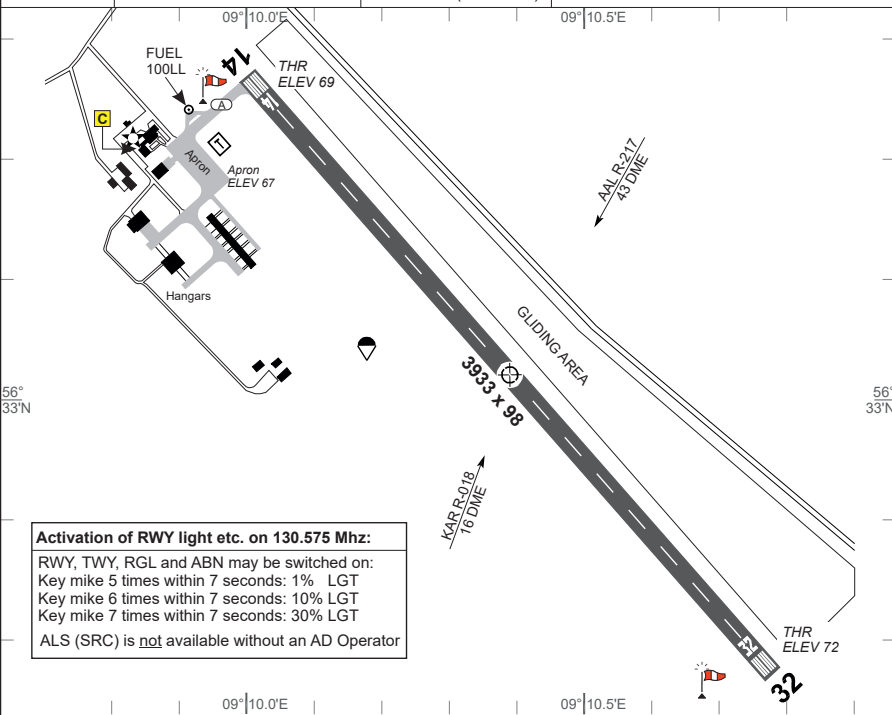
AERODROME CHART



AERODROME CHART

SKIVE (EKS)

SKIVE RADIO 130.575		KARUP APPROACH 292.750 / 120.430		Skive Airport: Briefing EKCH: Flight plan closing (ACC):	+45 97 53 57 77 +45 32 47 82 72 +45 32 46 23 38
AD Elev 74	ARP 56°33.01'N 009°10.38'E	VAR 2.5°E (JAN 2018)			



Activation of RWY light etc. on 130.575 Mhz:
RWY, TWY, RGL and ABN may be switched on:
Key mike 5 times within 7 seconds: 1% LGT
Key mike 6 times within 7 seconds: 10% LGT
Key mike 7 times within 7 seconds: 30% LGT
ALS (SRC) is not available without an AD Operator



RWY	PCN	TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING					THR PSN
							THR	PAPI	TDZ	CL	EDGE/END	
14	12 F/A/Y/T	3933	3933	3933	3933	69	LIH	N/A			LIH LIH	56°33.26'N 09°10.00'E
32	12 F/A/Y/T	3933	3933	3933	3933	72	LIH	N/A			LIH LIH	56°32.77'N 09°10.76'E

AD approved for VMC day and VFR night operations. Self-service only. The Airfield log must be updated for all operations (by the Pilot), including "Touch and Go" and "Low passes". All registrations must be updated not later than 12.00 the next working day, or by www.eksv.dk
Fuel available PPR 2 HR PN on telephone: +45 97 51 12 95 between 0900 - 1500 (0800-1400). Only with local card or cash (Dankort and VISA accepted).
Customs: The airport is open for traffic to/from all States. Hours for customs clearance and immigration on PN submitted MON-FRI 0900-1500 (0800-1400) not later than 2 hours before flight is commenced. TEL: +45 97 51 12 95.

Local Regulations/Remarks
a. Overflying the town Vinkel (1 NM NW of ARP) during TKOF / LDG and Landing exercises should be avoided.
b. Launching of gliders by cable may take place. When gliding is taking place, overflying the aerodrome should be avoided below 2000 FT MSL. Landing will take place NE of RWY. Gliders shall use frequency 130.575 during take off / landing and traffic circuit.
c. Parachuting may take place. Landing will take place SW of RWY

AERODROME CHART

SKIVE (EKS)



CHANGES: KAR APP FREQ.

AIR COMMAND DENMARK - MIL AIM 18 APR 2024

SKRYDSTRUP (EKSP)

AERODROME CHART

ILS or LOC RWY 10L

ILS or LOC RWY 28R

COPTER ILS RWY 10L

COPTER ILS RWY 28R

ILS or LOC Z RWY 10L

ILS or LOC Z RWY 28R

HPMA TACAN RWY 10L

HPMA TACAN RWY 28R

TACAN RWY 10L

TACAN RWY 28R

RNP RWY 10L

RNP RWY 28R

WP LIST RWY 10L

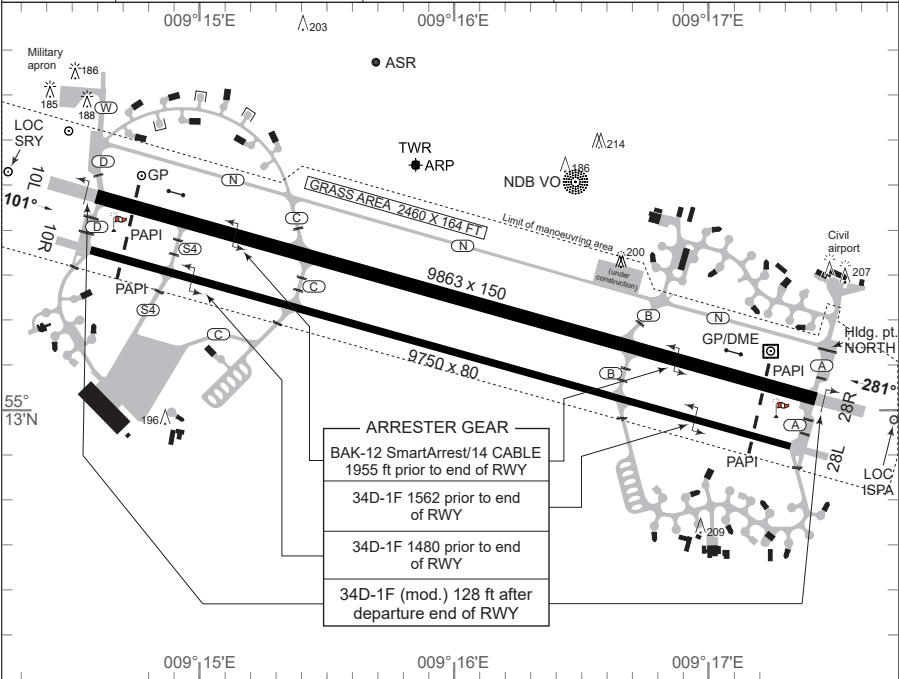
WP LIST 28R



AERODROME CHART

SKRYDSTRUP (EKSP)

SKRYDSTRUP ATIS 133.905	SKRYDSTRUP TOWER 286.375 / 118.280	SKRYDSTRUP APPROACH 280.750 / 124.105	AD Admin and FPL: Email: +45 72 84 81 22 comm.skpops@mil.dk
AD Elev 141	ARP 55°13.53'N 009°15.84'E	VAR 3.7°E (JAN 2023)	



- ARRESTER GEAR
- BAK-12 SmartArrest/14 CABLE
1955 ft prior to end of RWY
- 34D-1F 1562 prior to end
of RWY
- 34D-1F 1480 prior to end
of RWY
- 34D-1F (mod.) 128 ft after
departure end of RWY



RWY	PCN/ PCR	DECLARED DISTANCES				THR ELEV	RWY LIGHTING						THR PSN
		TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE	END	
10L	90 F/B/W/T	9863	9863	10597	9863	126	LIH	3°			LIH	LIH	55°13.48'N 009°14.64'E
28R	600 R/C/W/T	9863	9863	10600	9863	141	LIH	3°			LIH	LIH	55°13.05'N 009°17.37'E
10R	77 F/B/W/T	9750	9750	10237	9750	124	LIL	3°			LIL	LIL	55°13.36'N 009°14.60'E
28L	990 F/C/X/T	9750	9750	10237	9750	139	LIL	3°			LIL	LIL	55°12.94'N 009°17.30'E

Gliding may take place outside hours of MIL operations.
Gliding may take place at Rødekro.

Omnidirectional IFR-departures:

RWY 10L & R: Climb straight ahead to at least 700 FT AMSL before turn is commenced.
RWY 28R & L: Climb straight ahead to at least 600 FT AMSL before turn is commenced.

AERODROME CHART

SKRYDSTRUP (EKSP)



CHANGES: RWY PCR VALUES ADDED AND CIRCILING MINIMA REMOVED.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

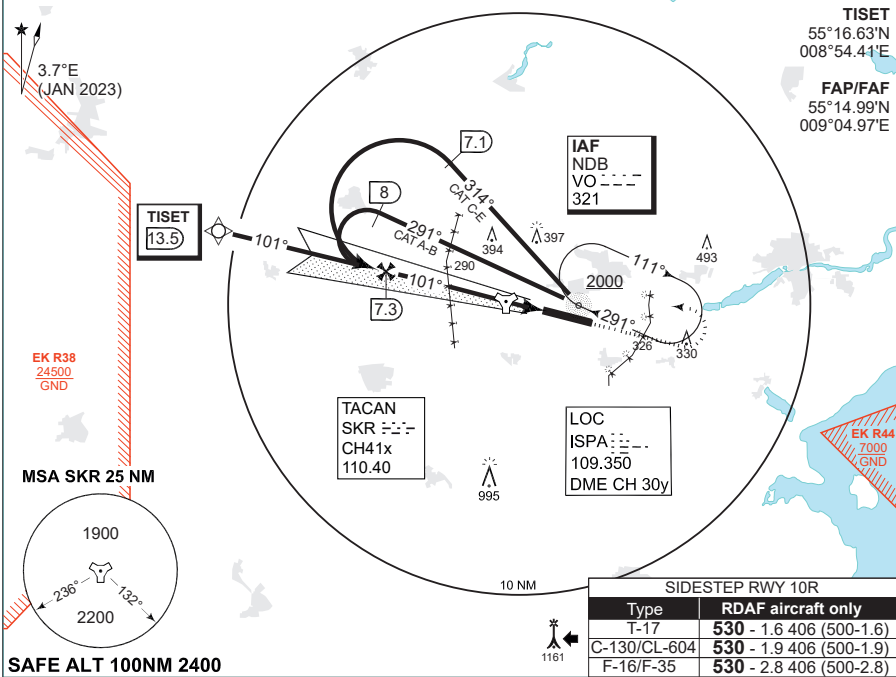
ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155	SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 280.750 124.105	SKRYDSTRUP TOWER 286.375 118.280
LOC-DME ISPA 109.35/CH 30y	APP COURSE 101°	FAP/FAF ALT 2000 FT	GS DA THR ALS length LDA 3.00° 326 126 900 M 9863 FT

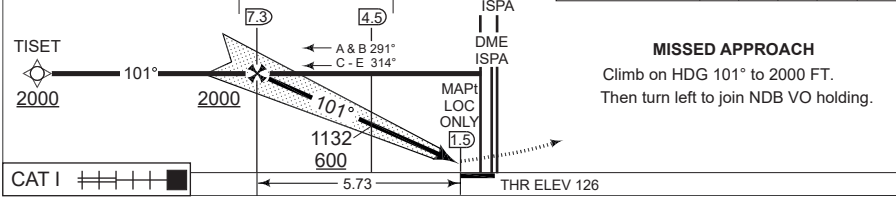
NOTE: SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E



TA 3000 GS 3.00° RDH 50	LOC ONLY	NDB VO LOC ISPA DME ISPA	LOC ONLY (CDFA 3.0° / 5.24%)
	7.3 4.5		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



TA 3000 GS 3.00° RDH 50	LOC ONLY	NDB VO LOC ISPA DME ISPA	LOC ONLY (CDFA 3.0° / 5.24%)
	7.3 4.5		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

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
13-2

SKRYDSTRUP (EKSP)



CHANGES: HELICOPTER MINIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

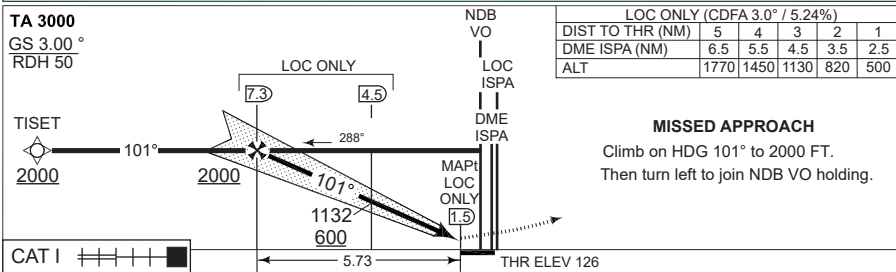
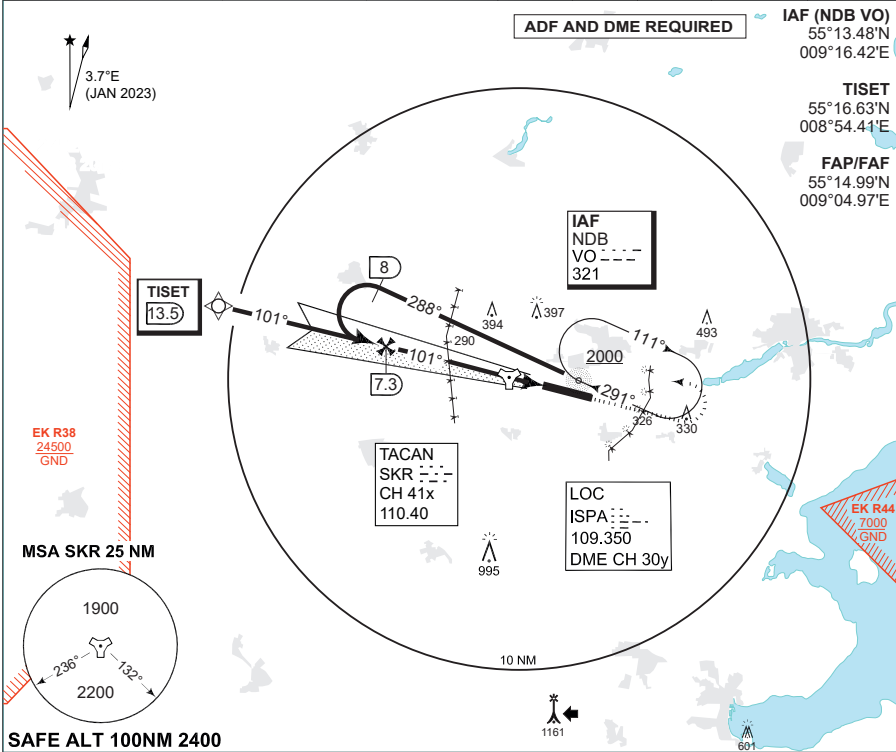
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

COPTER ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155	SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 280.750 124.105	SKRYDSTRUP TOWER 286.375 118.280
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



CATEGORY	H
H-ILS CAT I 10L	326 -400 200 (200-0.4/0.8)
H-LOC 10L	410 -400 284 (300-0.4/0.8)

COPTER ILS or LOC RWY 10L

55°13.53'N
009°15.84'E
13-3

SKRYDSTRUP (EKSP)



CHANGES: SIDESTEP BOX REMOVED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 10L
SKRYDSTRUP (EKSP)

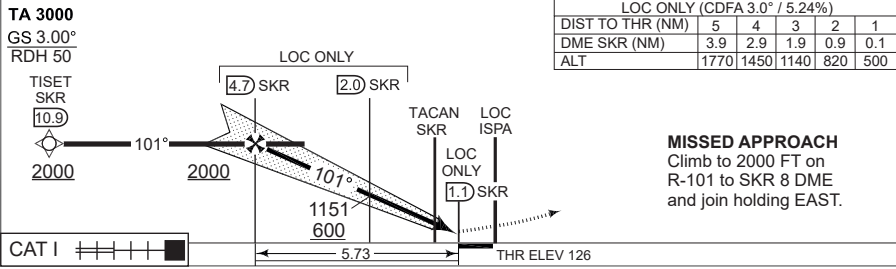
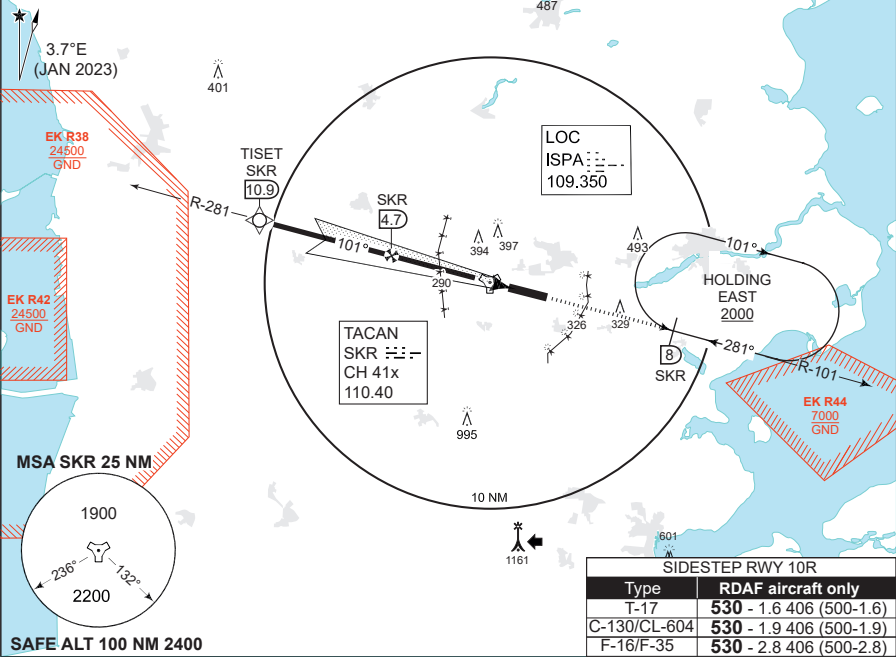
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280		
TACAN SKR 110.40/CH 41x	LOC ISPA 109.35	APP COURSE 101°	FAP/FAF ALT 2000 FT	GS 3.00°	DA 326	THR 126	ALS length 900 M	LDA 9863 FT

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



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
13-4

SKRYDSTRUP (EKSP)



CHANGES: HELICOPTER MINIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

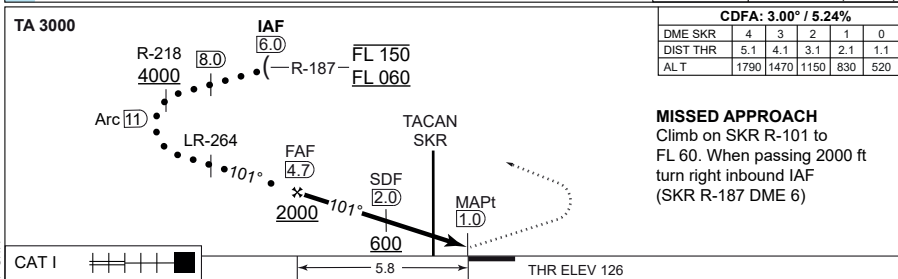
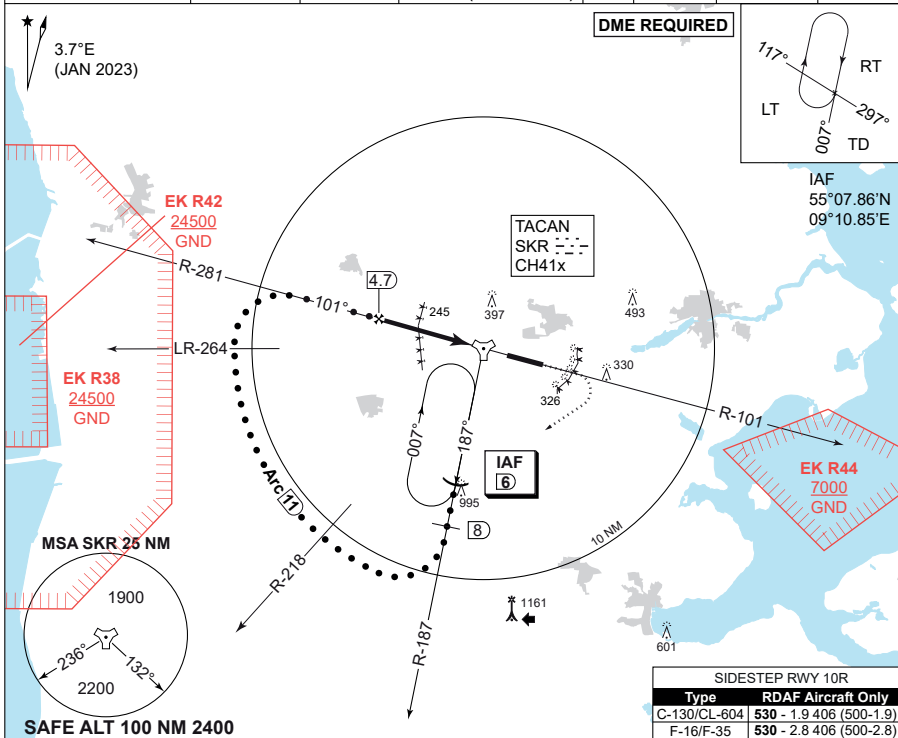
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

INSTRUMENT APPROACH CHART

AD ELEV 141

SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR CH 41x	APP COURSE 101°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 460	THR ELEV 126	ALS LENGTH 900 M LDA 9863 FT



	CATEGORY	HPMA
MIPS	S-TACAN 10L	460 - 800 334 (400-0.8/1.5)
	CIRCLING	700 - 3.2 559 (600-3.2)

HPMA TACAN RWY 10L

55°13.53'N
009°15.84'E
13-5

SKRYDSTRUP (EKSP)

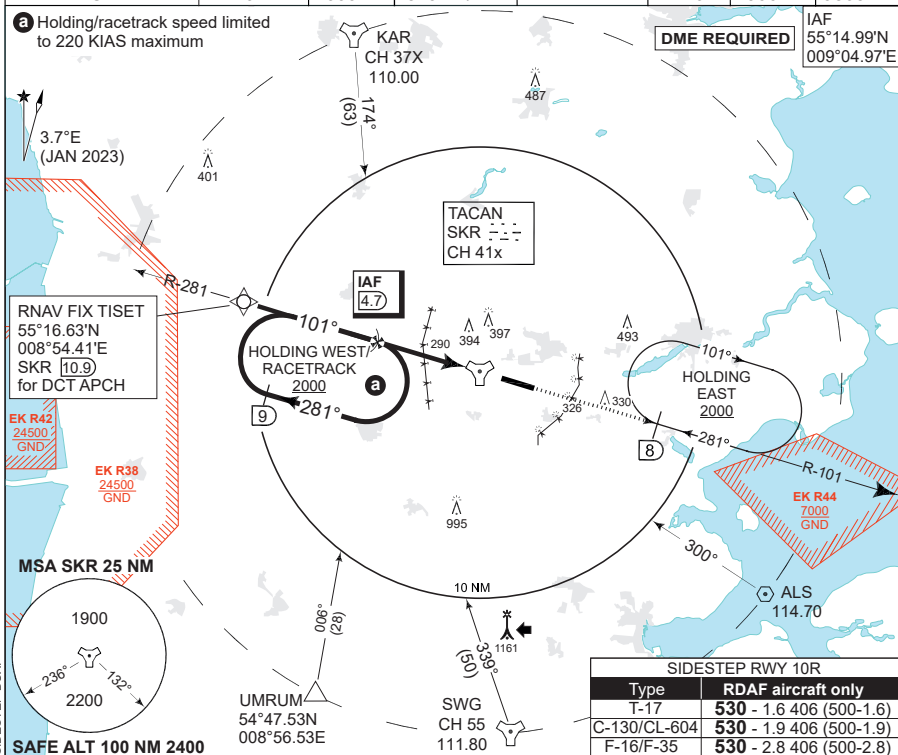
MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

TACAN RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155	SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 280.750 124.105	SKRYDSTRUP TOWER 286.375 118.280
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TACAN SKR 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
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Type	DME SKR	DIST to THR	ALT
T-17	4	3	2
C-130/CL-604	5.1	4.1	3.1
F-16/F-35	1790	1470	1150

CDFA 3.0° / 5.24%	4	3	2	1	0
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CDFA 3.0° / 5.24%	4	3	2	1	0
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

CDFA 3.0° / 5.24%	4	3	2	1	0
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

CDFA 3.0° / 5.24%	4	3	2	1	0
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

CDFA 3.0° / 5.24%	4	3	2	1	0
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

CDFA 3.0° / 5.24%	4	3	2	1	0
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

CDFA 3.0° / 5.24%	4	3	2	1	0
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

CDFA 3.0° / 5.24%	4	3	2	1	0
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

CHANGES: HELICOPTER MINIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



MIPS
INSTRUMENT APPROACH CHART

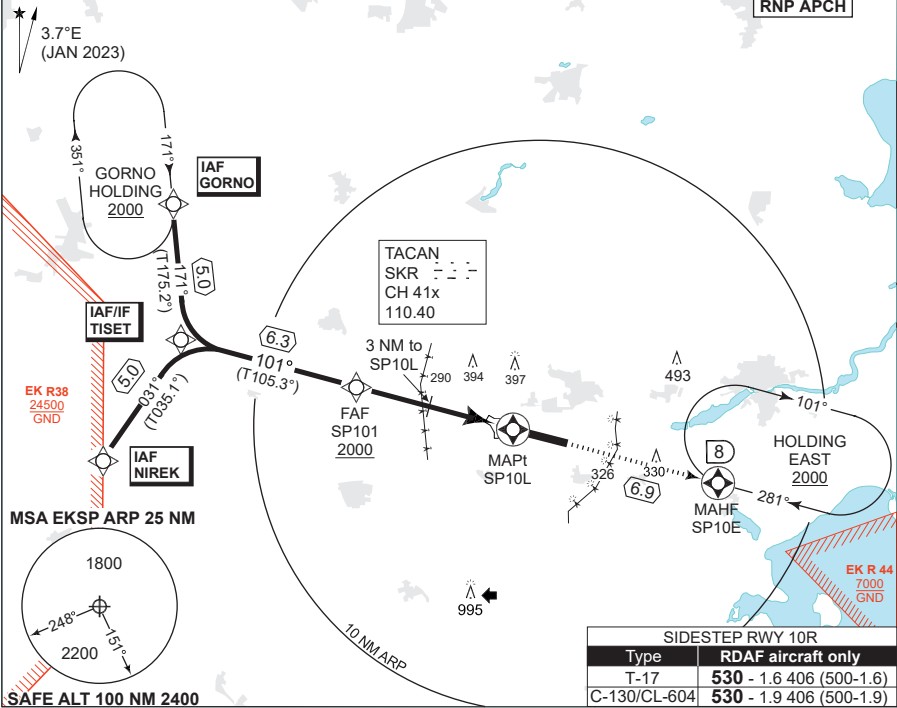
AD ELEV 141

RNP RWY 10L
SKRYDSTRUP (EKSP)

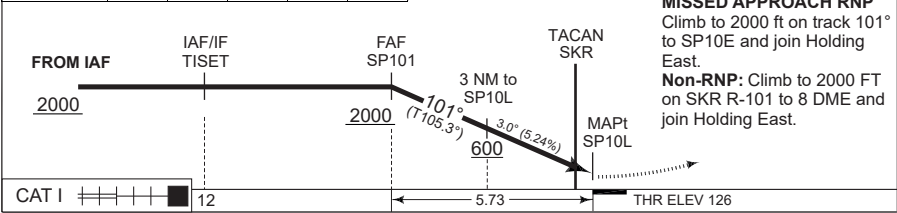
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR 110.40/CH 41x	APP COURSE 101°	FAF 2000 FT	Descent GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 126	ALS LENGTH 900 M	LDA 9863 FT

CAUTION: IAF NIREK not available when EK R38 is active

RNP APCH



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



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

RNP RWY 10L

55°13.53'N
009°15.84'E
13-7

SKRYDSTRUP (EKSP)



CHANGES: HELICOPTER MINIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL 15 MAY 2025

EKSP RNP RWY 10L waypoint coordinates:

RWY 10L from GORNO (Initial LEFT) APPROACH RNP

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

RWY 10L from NIREK (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 10L

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



MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
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

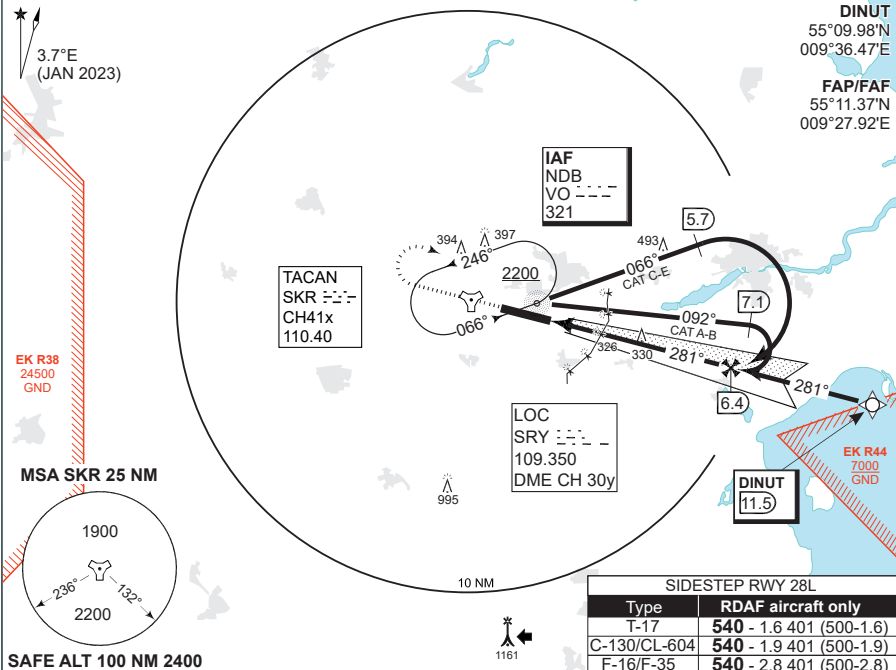
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND 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



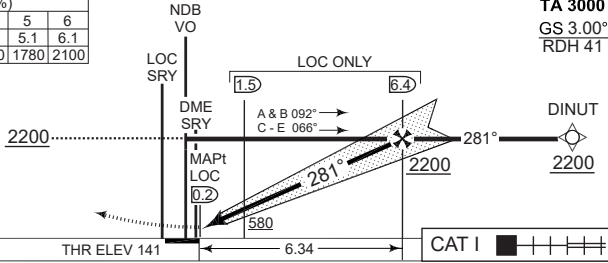
SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	540 - 1.6 401 (500-1.6)
C-130/CL-604	540 - 1.9 401 (500-1.9)
F-16/F-35	540 - 2.8 401 (500-2.8)

SAFE ALT 100 NM 2400

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.



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
13-9

SKRYDSTRUP (EKSP)



CHANGES: HELICOPTER MINIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS

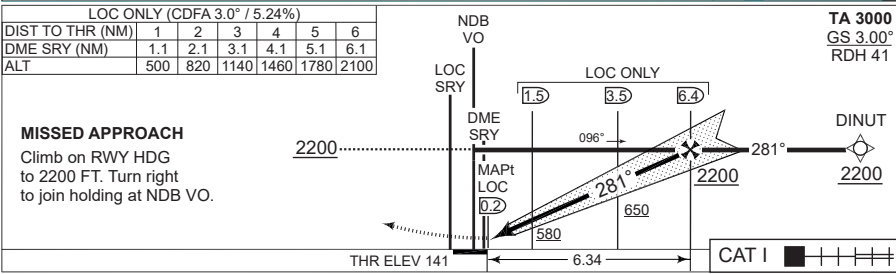
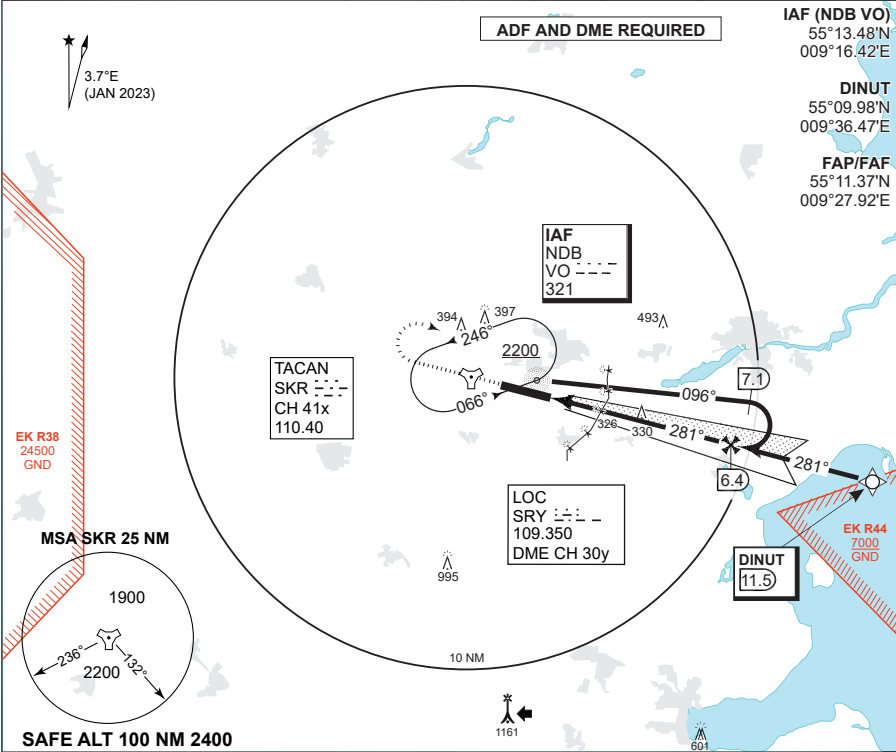
INSTRUMENT APPROACH CHART

AD ELEV 141

COPTER ILS or LOC RWY 28R

SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280		
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



CATEGORY	H
H-ILS/DME 28R	341 -400 200 (200-0.4/0.8)
H-LOC/DME 28R	470 -400 329 (400-0.4/0.8)

COPTER ILS or LOC RWY 28R

55°13.53'N
009°15.84'E
13-10

SKRYDSTRUP (EKSP)



CHANGES: SIDESTEP BOX REMOVED.

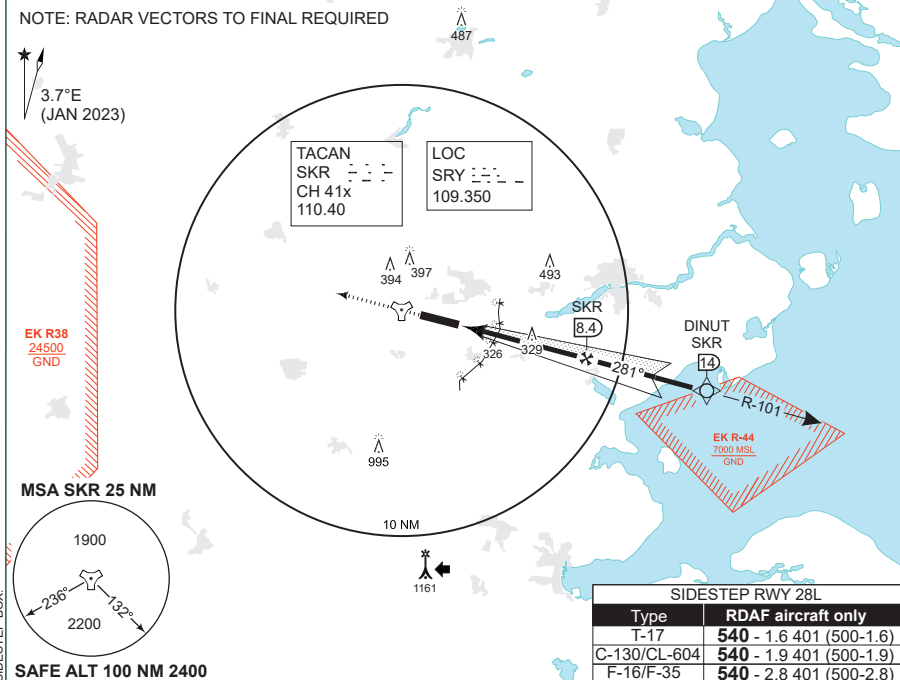
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105			SKRYDSTRUP TOWER 286.375 118.280		
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
T-17	540 - 1.6 401 (500-1.6)
C-130/CL-604	540 - 1.9 401 (500-1.9)
F-16/F-35	540 - 2.8 401 (500-2.8)

SAFE ALT 100 NM 2400

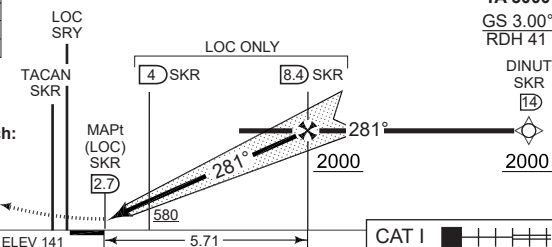
LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	1	2	3	4	5
DME SKR (NM)	3.7	4.7	5.7	6.7	7.7
ALT	500	820	1140	1460	1780

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.



CATEGORY		A		B		C		D		E	
MIPS	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 Z RWY 28R

55°13.53'N
009°15.84'E
13-11

SKRYDSTRUP (EKSP)

CHANGES: HELICOPTER MINIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS

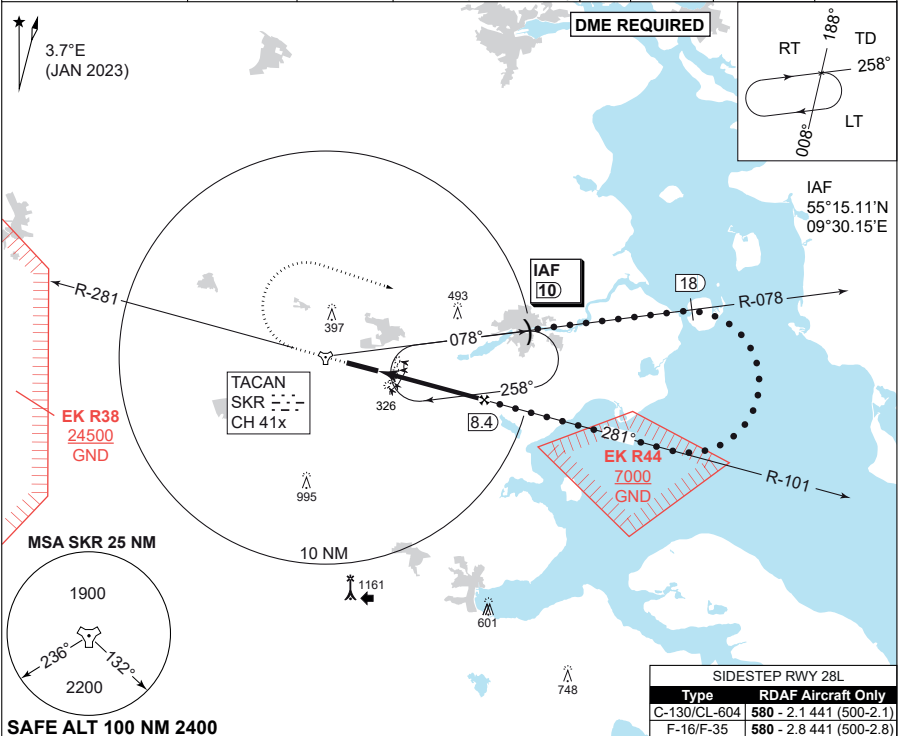
INSTRUMENT APPROACH CHART

AD ELEV 141

HPMA TACAN RWY 28R

SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL		SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH		SKRYDSTRUP TOWER	
360.100 133.155		133.905	280.750 124.105		286.375 118.280	
TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	LDA
SKR CH 41x	281°	2000 FT	5.24% (318 FT/NM)	580	141	900 M 9863 FT

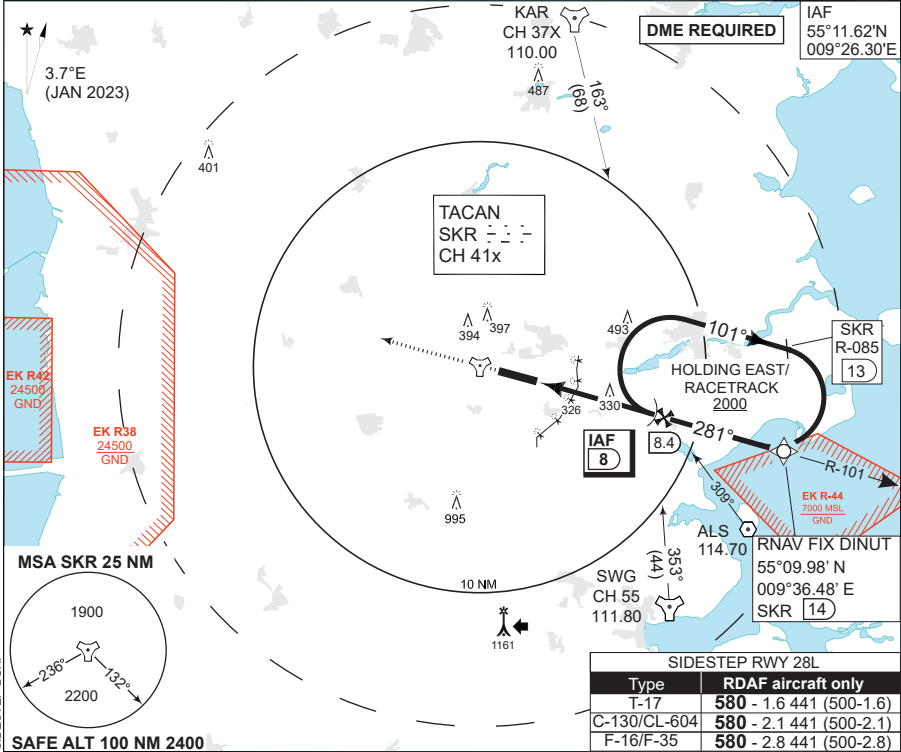


MIPS
INSTRUMENT APPROACH CHART

TACAN RWY 28R
SKRYDSTRUP (EKSP)

AD ELEV 141

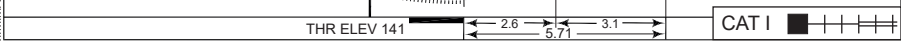
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR CH 41x	APP COURSE 281°	FAF ALT 2000 FT	DESCENT GR 319 FT/NM	MDA 580	THR ELEV 141	ALS length 900 M	LDA 9863 FT



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

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	
MIPS	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

SKRYDSTRUP (EKSP)

55°13.53'N
009°15.84'E
13-13



CHANGES: HELICOPTER MINIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

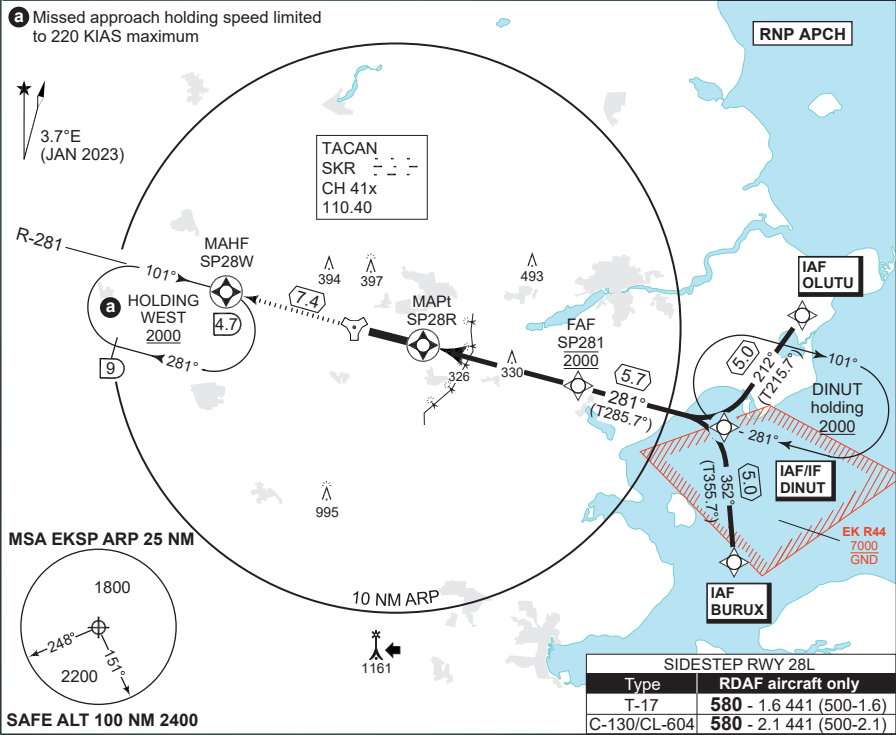
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS
INSTRUMENT APPROACH CHART

RNP RWY 28R
SKRYDSTRUP (EKSP)

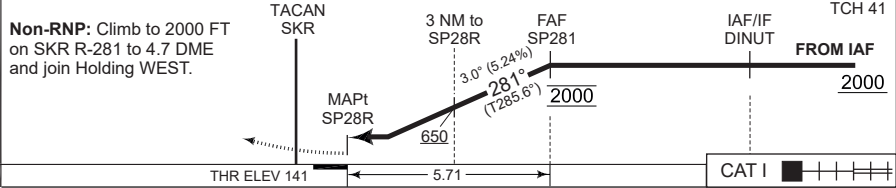
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR 110.40/CH 41x	APP COURSE 281°	FAF 2000 FT	Descent GR 3.0° (5.24%)	MDA 580	THR ELEV 141	ALS LENGTH 900 M	LDA 9863 FT

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

SKRYDSTRUP (EKSP)

55°13.53'N
009°15.84'E
13-14



CHANGES: HELICOPTER MINIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

EKSP RNP RWY 28R waypoint coordinates:

RWY 28R from BURUX (Initial LEFT) APPROACH RNP

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

RWY 28R from OLUTU (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 28R

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



STAUNING (EKVJ)

AERODROME CHART

NDB RWY 09

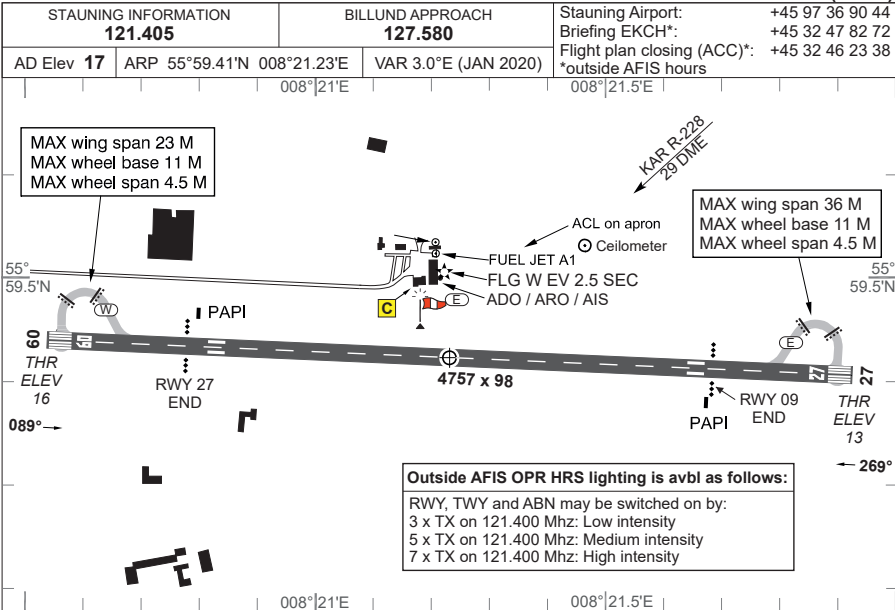
LOC RWY 27

NDB RWY 27



AERODROME CHART

STAUNING (EKVJ)



RWY	PCN	DECLARED DISTANCES				THR ELEV	RWY LIGHTING						THR PSN
		TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE	END	
09	21 F/A/Y/T	3933	4757	4757	3933	16	LIH	3°			LIH	LIH	55°59.42'N 008°20.54'E
27	21 F/A/Y/T	3933	4757	4757	3933	13	LIH	3°			LIH	LIH	55°59.39'N 008°21.93'E

Overflying the summer house area west of the aerodrome should be avoided in connection with TKOF and LDG.
Overflying the towns within the FIZ should be avoided.

IFR Arrival
1. Aircraft will normally be cleared by ACC KØBENHAVN to STAUNING HOLDING.
2. Instrument approach procedures are in airspace classified G below 3500 FT MSL.
3. Radio communication failure: Navigation aid designated for radio communication failure during IMC for arriving aircraft is NDB VJ.
Note: Circling S of AD only.

IFR Departure
1. Standard Instrument Departures (SID) have not been established.
2. Omnidirectional departures RWY 09/27: Climb straight ahead to at least 600 FT MSL before turn is commenced.
3. Procedures are in airspace classified G below 3500 FT MSL.

VFR Flights
1. VFR reporting points and VFR routes are established, see LFC 1:500 000 - Denmark.
2. Stauning FIZ is designated as Radio Mandatory Zone (RMZ).

MIPS		CIRCLING MINIMA	
A		B	
720 - 2600 703 (800-2.6)		720 - 2600 703 (800-2.6)	
		C	
		910 - 2600 893 (900-2.6)	

AERODROME CHART

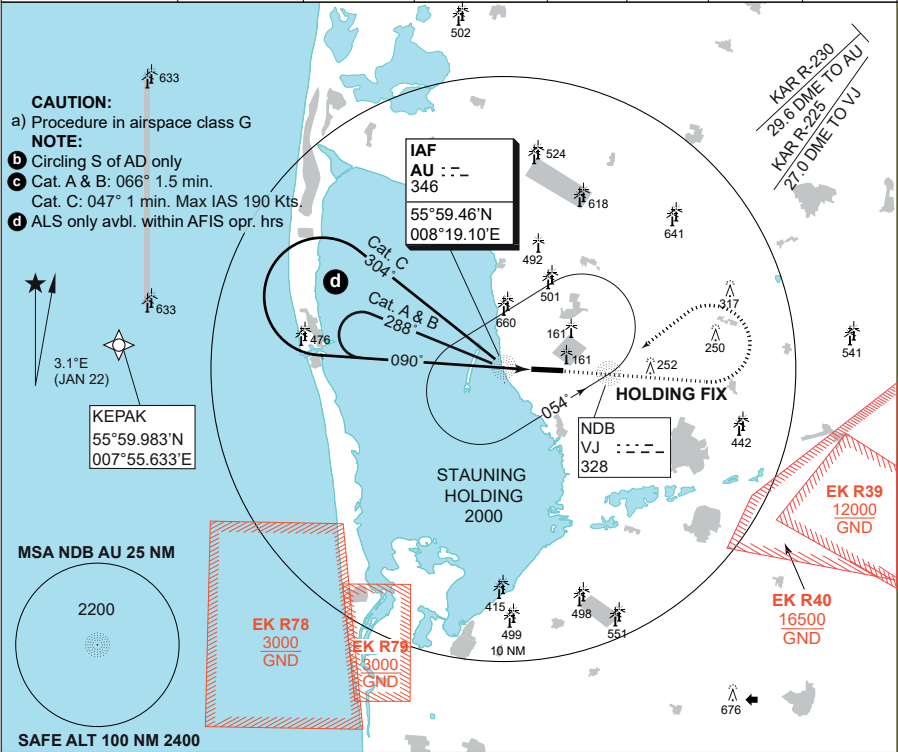
STAUNING (EKVJ)



MIPS
INSTRUMENT APPROACH CHART

NDB CIRCLING A & B RWY 09
STAUNING (EKVJ)

COPENHAGEN CONTROL 362.750 136.555		BILLUND APPROACH 127.580		STAUNING INFORMATION 121.405			
NDB AU 346	APP COURSE 090°	FAF ALT NO FAF	DESCENT GR N/A	MDA 720	THR ELEV 16	ALS LENGTH 420 M	LDA 3933 FT



NDB AU TO MAPt 0.81 NM		TA 3000	
Knots	70 80 90 100 110 120 150 160		
Min:Sec	0:42 0:36 0:32 0:29 0:27 0:24 0:19 0:18		

CATEGORY	A	B	C
CIRCLING b	720 - 1500 703 (800-1.5)	720 - 1600 703 (800-1.6)	910 - 2600 893 (900-2.6)

NDB CIRCLING A & B RWY 09 55°59.41'N 008°21.23'E STAUNING (EKVJ)

CHANGES: INFORMATION FREQ. CHG. AND OBST ADDED.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024



14-2



COPENHAGEN CONTROL 362.750 136.555		BILLUND APPROACH 127.580			STAUNING INFORMATION 121.405		
LOC SVJ 110.10	APP COURSE 269°	FAF ALT 720 FT	DESCENT GR 329 FT / NM	MDA 720	THR ELEV 13	ALS LENGTH 900 M	LDA 3933 FT

NDB VJ TO MAPt 1.99 NM

Knots	70	80	90	100	110	120	150	160
Min:Sec	1:42	1:30	1:20	1:12	1:05	1:00	0:48	0:45

MISSED APPROACH
Climb on track 269° to 2000 ft.
Left turn to hold at NDB VJ.

2000

LOC SVJ

MM

IAF NDB VJ

MAPt THR

Base turn 1500

269°

720

THR ELEV 13

2.0

d CAT I

CATEGORY	A	B	C
S-LOC 27	720 - 2600 707 (800-2.6/3.3)		
CIRCLING b	720 - 2600 703 (800-2.6)	720 - 2600 703 (800-2.6)	910 - 2600 893 (900-2.6)

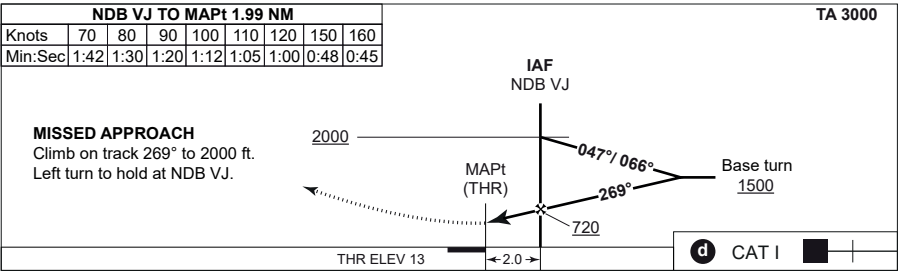
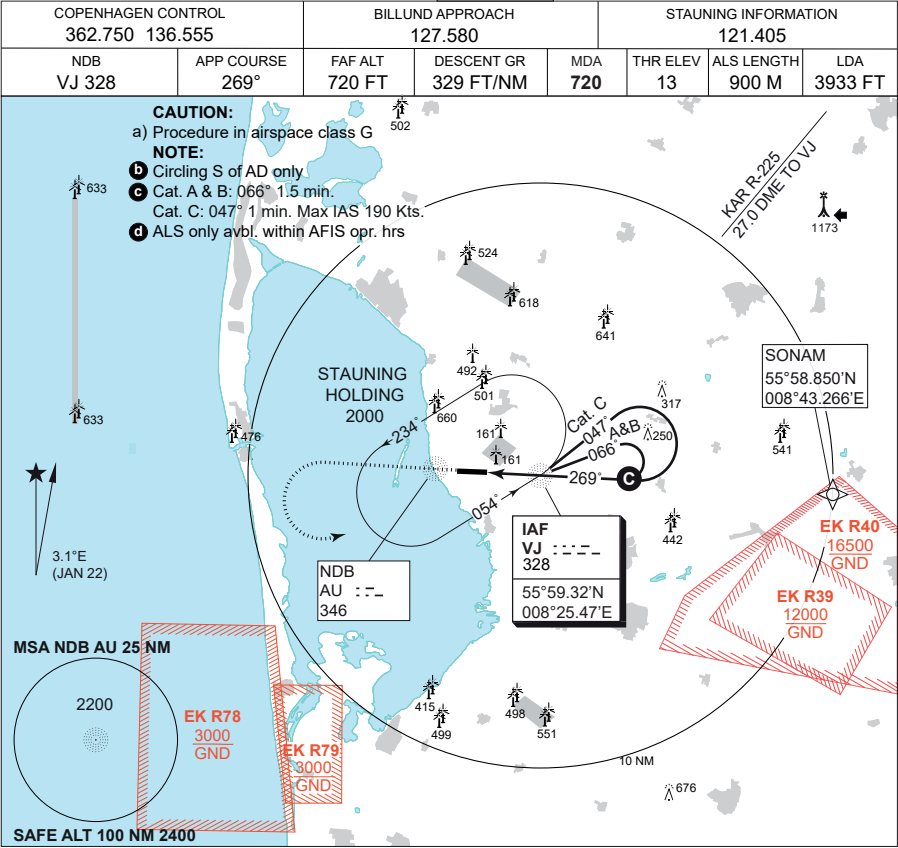
LOC RWY 27	55°59.41'N 008°24.22'E	STAUNING (EKVJ)
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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 17

NDB RWY 27
STAUNING (EKVJ)



CATEGORY	A	B	C
S-NDB 27	720 - 2600 707 (800-2.6/3.3)		
CIRCLING b	720 - 2600 703 (800-2.6)	720 - 2600 703 (800-2.6)	910 - 2600 893 (900-2.6)

NDB RWY 27

55°59.41'N
008°21.23'E

STAUNING (EKVJ)

SØNDERBORG (EKSB)

AERODROME CHART

RNP RWY 14

ILS or LOC RWY 32

WP LIST RWY 14

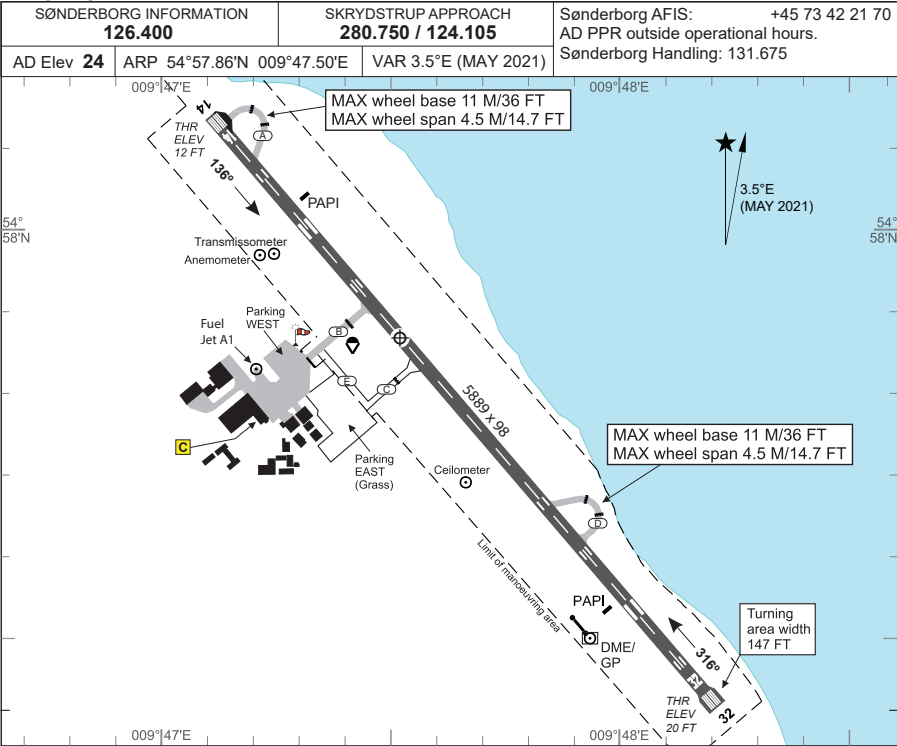
RNP RWY 32

WP LIST RWY 32



AERODROME CHART

SOENDERBORG (EKSB)



RWY	PCN	DECLARED DISTANCES					THR ELEV	RWY LIGHTING					THR PSN	
		PSN	TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE/END		
14	40 F/A/W/T		5889	5889	5889	5889	12	LIH	3°			LIH	LIH	54°58.14'N 009°47.10'E
32			5889	5889	5889	5889	20	LIH	3°				LIH	LIH

- Traffic circuits NE of AD only. Parachuting may take place.
- IFR Arrival**
- Aircraft will normally be cleared by ACC KØBENHAVN to LIBRI HOLDING.
 - Fix designated for radio communication failure during IMC for arriving aircraft is LIBRI.
- IFR Departure**
- Standard Instrument Departures (SID) have not been established.
 - Omni-directional departures RWY 14/32: Climb to at least 500 FT before turn is commenced.

MIPS	CIRCLING MINIMA (East of AD only)		
	A	B	C
	480 - 1500 456 (500-1.5)	530 - 1600 509 (600-1.6)	690 - 2400 669 (700-2.4)

AERODROME CHART

SOENDERBORG (EKSB)



CHANGES: ANEMOMETER MIDFIELD WITHDRAWN AND NEW ADDED. TRANSMITTER ADDED.

AIR COMMAND DENMARK - MIL AIM 20 MAR 2025

MIPS

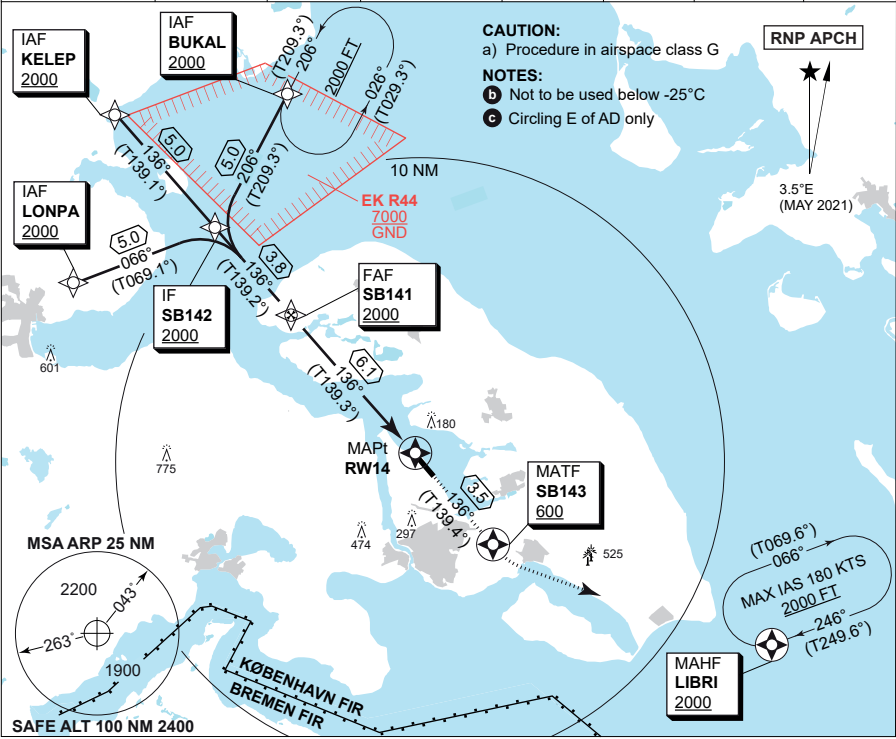
INSTRUMENT APPROACH CHART

AD ELEV 24

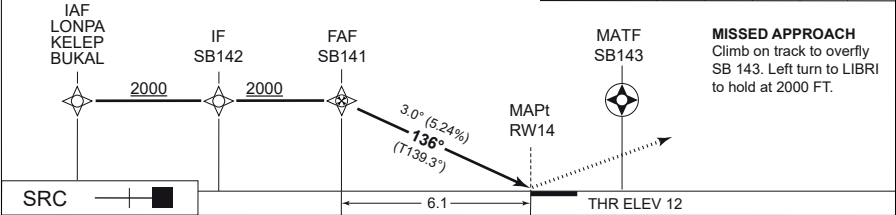
RNP RWY 14

SOENDERBORG (EKSB)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP APPROACH 280.750 124.105		SOENDERBORG INFORMATION 126.400	
EGNOS CHANNEL 46181 / E14A	APP COURSE 136°	FAF ALT 2000 FT	DESCENT GR. 3.00° (5.24%)	MINIMA See CAT	THR ELEV 12
				ALS LENGTH 420 M	LDA 5889 FT



TA 3000 GS 3.0° RDH 50	CDFA 3.00° / 5.24%				
	Dist to RW14	5	4	3	2
	ALT	1660	1340	1020	700



CATEGORY	A	B	C
LPV (DA)	262 - 600 250 (300-0.8/1.3)		
LNAV/VNAV (DA) b	262 - 600 250 (300-0.8/1.3)		
LNAV (MDA)	400 - 1400 388 (400-1.4/1.8)		
CIRCLING c	480 - 1500 456 (500-1.5)	530 - 1600 509 (600-1.6)	690 - 2400 669 (700-2.4)

RNP RWY 14

54°57.86'N
009°47.50'E
15-2

SOENDERBORG (EKSB)



CHANGES: SKRYDSTRUP APP UHF.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

EKSB RNP RWY 14 waypoint coordinates:

RWY 14 from BUKAL (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
BUKAL	IAF	55 09 57.02N 009 40 12.97E	55 09.950N 009 40.216E
SB142	IF	55 05 34.57N 009 35 56.68E	55 05.576N 009 35.945E
SB141	FAF	55 02 44.54N 009 40 12.05E	55 02.742N 009 40.201E
RW14	MAPt	54 58 08.22N 009 47 05.60E	54 58.137N 009 47.093E
SB143	MATF	54 55 29.87N 009 51 01.63E	54 55.498N 009 51.027E
LIBRI	MAHF	54 51 41.63N 010 07 24.19E	54 51.694N 010 07.403E

RWY 14 from LONPA (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
LONPA	IAF	55 03 47.50N 009 27 46.83E	55 03.792N 009 27.781E
SB142	IF	55 05 34.57N 009 35 56.68E	55 05.576N 009 35.945E
SB141	FAF	55 02 44.54N 009 40 12.05E	55 02.742N 009 40.201E
RW14	MAPt	54 58 08.22N 009 47 05.60E	54 58.137N 009 47.093E
SB143	MATF	54 55 29.87N 009 51 01.63E	54 55.498N 009 51.027E
LIBRI	MAHF	54 51 41.63N 010 07 24.19E	54 51.694N 010 07.403E

RWY 14 from KELEP (Initial CENTER) APPROACH RNP

		CODING	DISPLAY
KELEP	IAF	55 09 22.09N 009 30 13.49E	55 09.368N 009 30.225E
SB142	IF	55 05 34.57N 009 35 56.68E	55 05.576N 009 35.945E
SB141	FAF	55 02 44.54N 009 40 12.05E	55 02.742N 009 40.201E
RW14	MAPt	54 58 08.22N 009 47 05.60E	54 58.137N 009 47.093E
SB143	MATF	54 55 29.87N 009 51 01.63E	54 55.498N 009 51.027E
LIBRI	MAHF	54 51 41.63N 010 07 24.19E	54 51.694N 010 07.403E

Threshold coordinates RWY 14

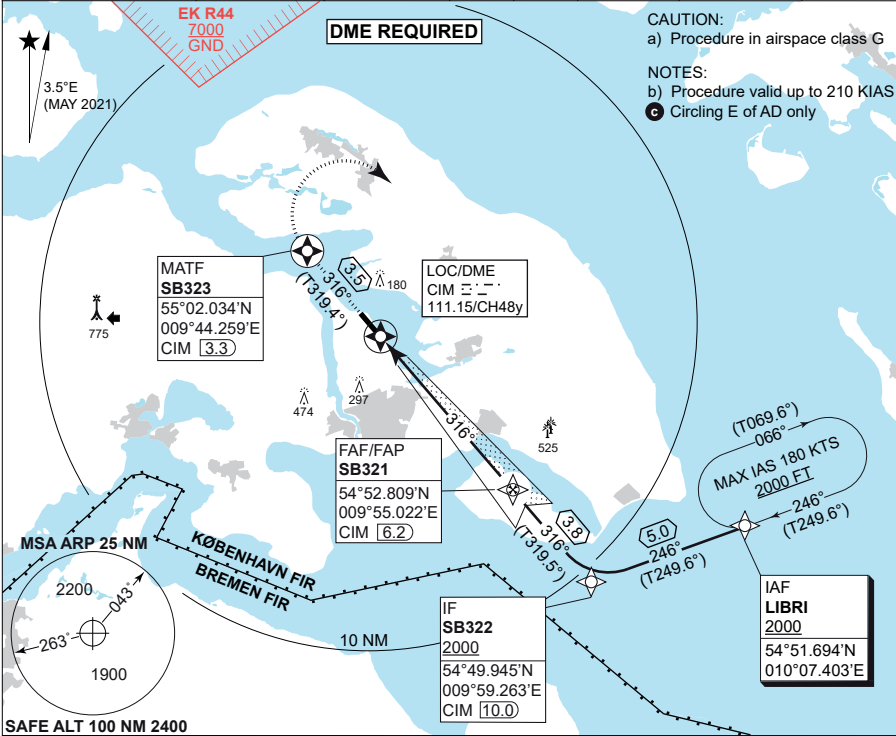
		CODING	DISPLAY
RW14		54 58 08.22N 009 47 05.60E	54 58.137N 009 47.093E



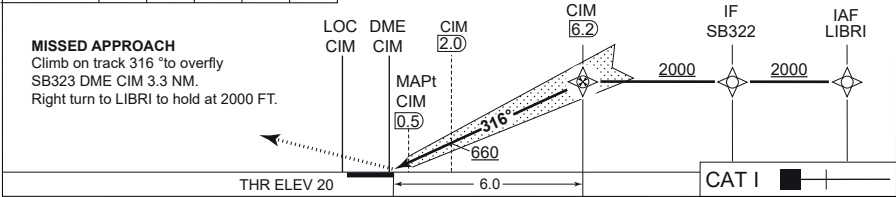
MIPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 32
SOENDERBORG (EKSB)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP APPROACH 280.750 124.105			SOENDERBORG INFORMATION 126.400		
LOC / DME CIM 111.15/CH 48y	APP COURSE 316°	GS INTCP ALT 2000 FT	GS 3.00°	DA 220	THR ELEV 20	ALS LENGTH 900 M	LDA 5889 FT



LOC ONLY: CDFA 3.00° / 5.24%						TA 3000 GS 3.0° RDH 52
DME CIM	1	2	3	4	5	
DIST THR	0.8	1.8	2.8	3.8	4.8	
ALT	340	660	980	1300	1620	



CATEGORY	A	B	C
S-ILS 32	220 - 550 200 (200-0.8/1.2)		
S-LOC 32	280 - 800 259 (300-0.8/1.3)		
CIRCLING c	480 - 1500 456 (500-1.5)	530 - 1600 509 (600-1.6)	690 - 2400 669 (700-2.4)

ILS or LOC RWY 32

SOENDERBORG (EKSB)

54°57.86'N
009°47.50'E
15-4



CHANGES SKRYDSTRUP APP UHF.

AIR COMMAND DENMARK - MIL AIR 23 JAN 2025

MIPS

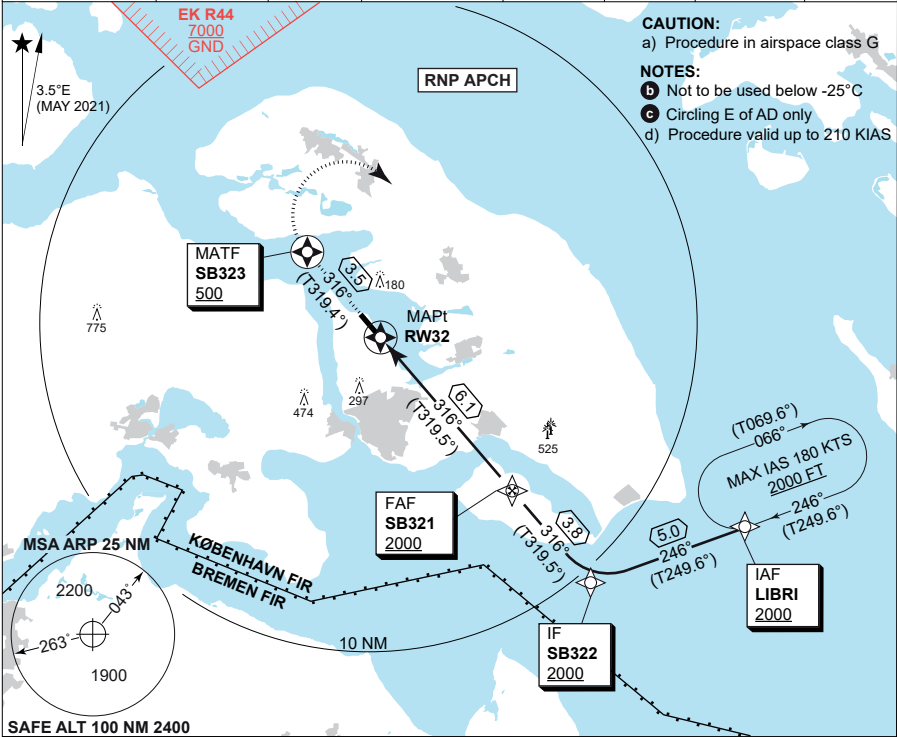
INSTRUMENT APPROACH CHART

AD ELEV 24

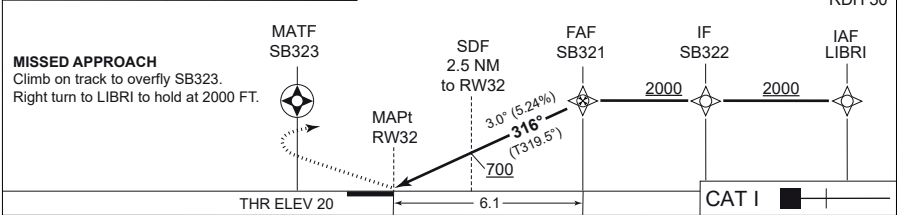
RNP RWY 32

SOENDERBORG (EKSB)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP APPROACH 280.750 124.105		SOENDERBORG INFORMATION 126.400	
EGNOS CHANNEL 48475 / E32A	APP COURSE 316°	FAF ALT 2000 FT	DESCENT GR. 3.00° (5.24%)	MINIMA See CAT	THR ELEV 20
					ALS LENGTH 900 M
					LDA 5889 FT



CDFA 3.00° / 5.24%						TA 3000 GS 3.0° RDH 50
Dist to RW32	1	2	3	4	5	
ALT	390	710	1030	1350	1670	



CATEGORY	A	B	C
LPV (DA)	270 - 600 250 (300-0.8/1.3)		
LNAV/VNAV (DA) b	270 - 600 250 (300-0.8/1.3)		
LNAV (MDA)	360 - 800 339 (400-0.8/1.5)		
CIRCLING c	480 - 1500 456 (500-1.5)	530 - 1600 509 (600-1.6)	690 - 2400 669 (700-2.4)

RNP RWY 32

54°57.86'N
009°47.50'E
15-5

SOENDERBORG (EKSB)



CHANGES: SKRYDSTRUP APP UHF.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

EKS RNP RWY 32 waypoint coordinates:

RWY 32 from LIBRI (Initial RIGHT) APPROACH RNP

		CODING		DISPLAY
LIBRI	IAF	54 51 41.63N	010 07 24.19E	54 51.694N 010 07.403E
SB322	IF	54 49 56.67N	009 59 15.77E	54 49.945N 009 59.263E
SB321	FAF	54 52 48.55N	009 55 01.34E	54 52.809N 009 55.022E
RW32	MAPt	54 57 24.14N	009 48 11.37E	54 57.402N 009 48.190E
SB323	MATF	55 00 02.01N	009 44 15.56E	55 00.034N 009 44.259E

Threshold coordinates RWY 32

		CODING	DISPLAY
RW32		54 57 24.14N 009 48 11.37E	54 57.402N 009 48.190E



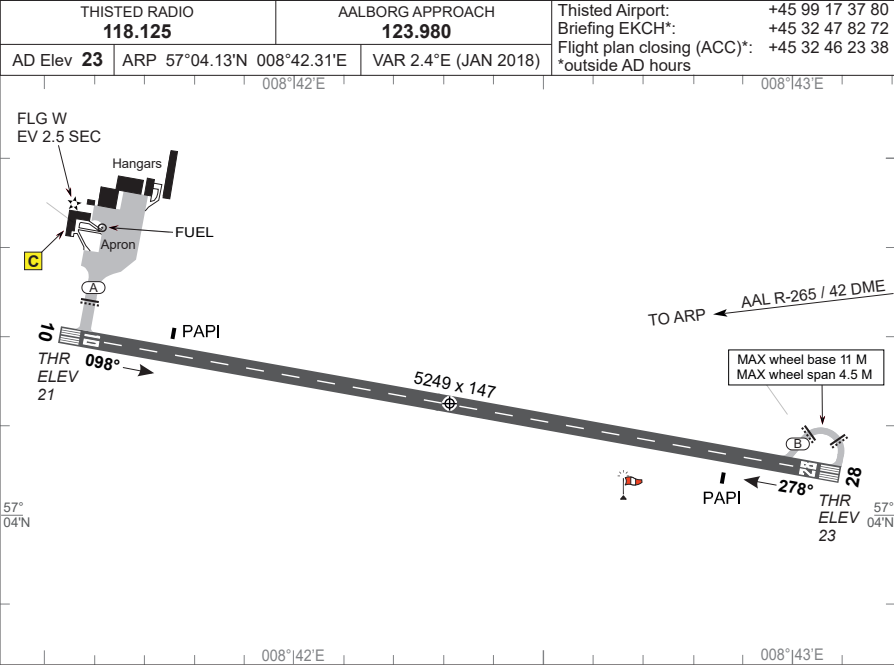
THISTED (EKTS)

AERODROME CHART



AERODROME CHART

THISTED (EKTS)



RWY	PCN	DECLARED DISTANCES				TDZE	RWY LIGHTING					THR PSN	
		TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE		END
10	25 F/A/X/T	5249	5249	5249	5249	21	LIH				LIH	LIH	57°04.21'N 008°41.53'E
28	25 F/A/X/T	5249	5249	5249	5249	23	LIH				LIH	LIH	57°04.05'N 008°43.10'E

AD approved for:

- a. VMC day and VFR night operations.
- b. Self-service when ADO is closed.

Outside ADO/ARO hours: PPR for AD/ADO submitted to ADO not later than 1 hour before termination of service.

Refuelling (100LL and Jet A1) only within AD hours.

CAUTION: Various wind farms in closer and more distant vicinity of AD. Exceptionally high wind turbines (1000 ft AMSL) 5.6 NM east of AD.



CHANGES: AALBORG APP FREQ CHG

AIR COMMAND DENMARK - MIL AIM 02 NOV 2023

VAMDRUP (EKVD)

AERODROME CHART

NDB RWY 01

NDB RWY 19

RNP RWY 01

RNP RWY 19

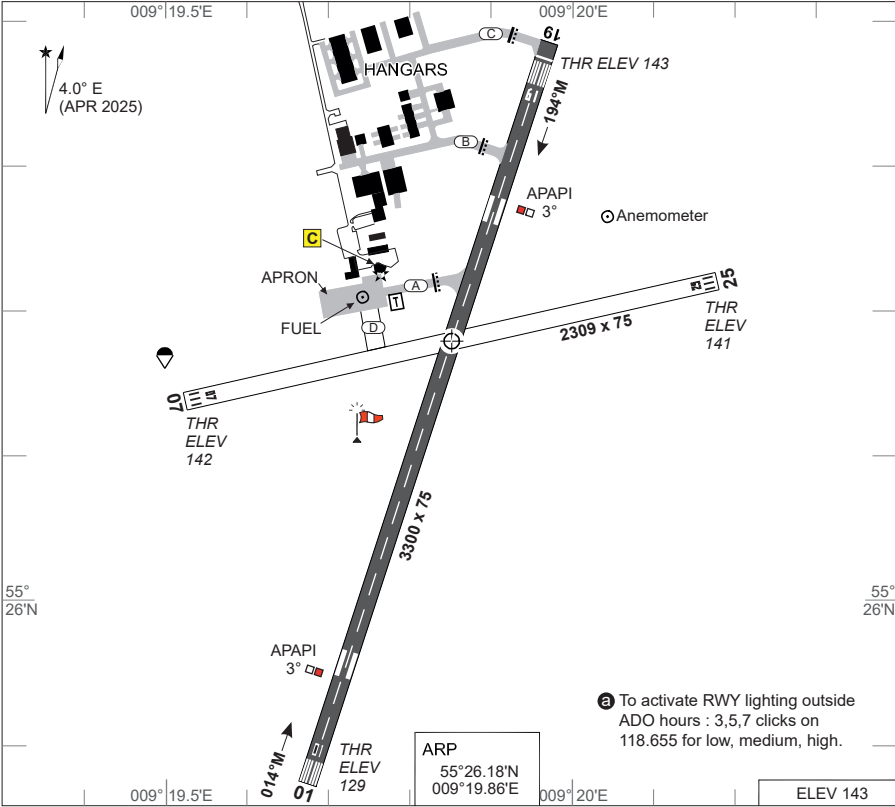
WP LIST RWY 01

WP LIST RWY 19



AERODROME CHART

VAMDRUP (EKVD)



RWY	PCN	DECLARED DISTANCES					TDZE	RWY LIGHTING ^a					THR PSN	
		PSN	TORA	TODA	ASDA	LDA		THR	APAPI	TDZ	CL	EDGE		END
01	17 F/B/X/T		3202	3300	3202	3300	129	LIH	3°			LIH	LIH	55°25.87'N 009°19.68'E
19		B	3300	3300	3300	3202	143	LIH	3°			LIH	LIH	55°26.37'N 009°19.96'E
		A	2811	2811	2811									
			2267	2267	2267									

VAMDRUP INFORMATION 118.655 SKRYDSTRUP APPROACH 124.105

- 1. IFR Arrival**
- 1.1 Aircraft will normally be cleared by ACC KØBENHAVN to L KD (KD HOLDING NORTH or KD HOLDING SOUTH). Instrument approach procedures are partly in airspace classified G below 3500 FT MSL.
- 1.2 Navigation aid designated for radio communication failure during IMC for arriving aircraft is L KD.
- 2. IFR Departure**
- 2.1 Standard Instrument Departures (SID) have not been established.
- 2.2 Omnidirectional departures: RWY 01/19: Climb straight ahead to at least 800 FT MSL before turn is commenced.
- 2.3 Caution: Procedures are partly in airspace classified G below 3500 FT MSL.
- 3. Additional Information**
- 3.1 In the period 2100-0600 (2000-0500) the airport is closed for all traffic. Operations may take place - after request to ADO 1 HR PN before closing time. No IFR traffic is permitted when AFIS is not established.
- 3.2 PPR for use of RWY 08/26. Runway will be closed outside service hours.
- 3.3 Noise abatement: Overflying the built-up areas Hjarup, Skanderup and Vamdrup during TKOF and LDG should be avoided as far as possible.

AERODROME CHART

VAMDRUP (EKVD)



MIPS
INSTRUMENT APPROACH CHART

AD ELEV 143

NDB RWY 01
VAMDRUP (EKVD)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP APPROACH 280.750 124.105			VAMDRUP INFORMATION 118.655		
NDB KD 357	TACAN 110.40/CH 41x	APP COURSE 014°	FAF ALT 1500	DESCENT GR 318 FT/NM	MDA 710	THR ELEV 129	LDA 420 M 3300 FT

CAUTION:

- a) Procedure partly in
airspace class G

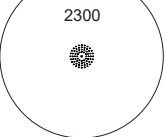
NOTE:

- b Circling East of aerodrome only
c KD HDLG NORTH
2300 FT / 1 MIN / MAX 150 KIAS

DME REQUIRED

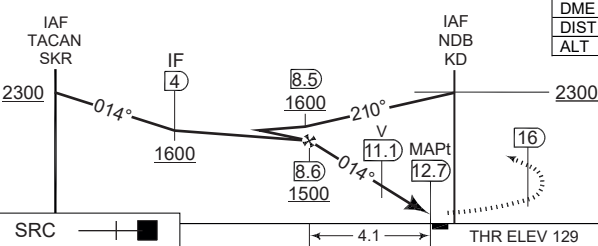
★
4.0°E
(APR 2025)

MSA KD 25 NM



SAFE ALT 100 NM 2400

TA 3000



CDFA 3.0° / 5.2%

DME SKR	8.6	9.6	10.6	11.1
DIST to THR	4.2	3.2	2.2	1.7
ALT	1500	1190	870	710

MISSED APPROACH

Climb straight ahead to
SKR DME 16 NM
then left turn to
join KD HOLDING NORTH

CATEGORY	A	B
S-NDB 01	710 - 1.5 581 (600-1.5/2.7)	
CIRCLING b	710 - 1.5 567 (600-1.5)	710 - 1.6 567 (600-1.6)

NDB RWY 01

55°26.18'N
009°19.86'E
17-2

VAMDRUP (EKVD)



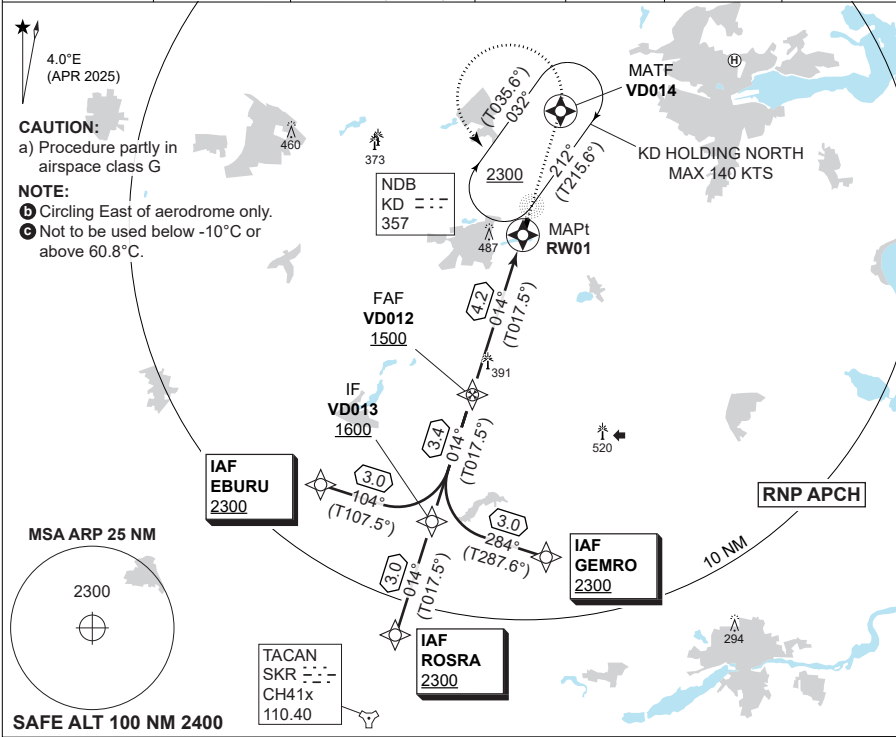
CHANGES: MAG VAR CHANGED TO 4.0 DEG E. PROFILE VIEW INITIAL APPROACH COURSE 014 DEG.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

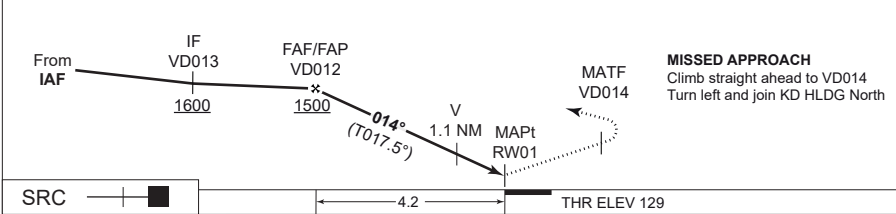
MIPS
INSTRUMENT APPROACH CHART

RNP RWY 01
VAMDRUP (EKVD)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP APPROACH 280.750 124.105		VAMDRUP INFORMATION 118.655		
APP COURSE 014°	FAF ALT 1500 FT	DESCENT GR. 3.00° (5.24%)	MINIMA See CAT	THR ELEV 129	ALS LENGTH 420 M	LDA 3300 FT



TA 3000	CDFA 3.00° / 5.24%			
	Dist to RW01	4	3	2
	ALT	1460	1140	820



MIPS	CATEGORY	A	B
	LPV	379 - 0.8 250 (300-0.8/1.3)	
	LNAV/VNAV c	530 - 1.5 401 (500-1.5/1.9)	
	LNAV	560 - 1.5 431 (500-1.5/2.0)	
	CIRCLING b	590 - 1.5 447 (500-1.5)	690 - 1.6 547 (600-1.6)

RNP RWY 01 55°26.18'N 009°19.86'E 17-3 VAMDRUP (EKVD)

CHANGES: MAG VAR CHANGED TO 4.0 DEG E. FINAL APPROACH TRUE COURSE CHANGED TO 17.5 DEG.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025



EKVD RNP RWY 01 waypoint coordinates:

RWY 01 from EBURU (Initial LEFT) APPROACH RNP

		CODING		DISPLAY	
EBURU	IAF	55 19 34.77N	009 10 41.00E	55 19.580N	009 10.683E
VD013	IF	55 18 40.79N	009 15 41.46E	55 18.680N	009 15.691E
VD012	FAF	55 21 55.03N	009 17 29.15E	55 21.917N	009 17.486E
RW01	MAPt	55 25 52.07N	009 19 40.98E	55 25.868N	009 19.683E
VD014	MATF	55 28 57.00N	009 21 24.19E	55 28.950N	009 21.403E
KD	MAHF	55 26 35.87N	009 20 05.42E	55 26.598N	009 20.090E

RWY 01 from ROSRA (Initial STRAIGHT) APPROACH RNP

		CODING		DISPLAY	
ROSRA	IAF	55 15 49.39N	009 14 06.68E	55 15.823N	009 14.111E
VD013	IF	55 18 40.79N	009 15 41.46E	55 18.680N	009 15.691E
VD012	FAF	55 21 55.03N	009 17 29.15E	55 21.917N	009 17.486E
RW01	MAPt	55 25 52.07N	009 19 40.98E	55 25.868N	009 19.683E
VD014	MATF	55 28 57.00N	009 21 24.19E	55 28.950N	009 21.403E
KD	MAHF	55 26 35.87N	009 20 05.42E	55 26.598N	009 20.090E

RWY 01 from GEMRO (Initial RIGHT) APPROACH RNP

		CODING		DISPLAY	
GEMRO	IAF	55 17 46.53N	009 20 42.04E	55 17.776N	009 20.701E
VD013	IF	55 18 40.79N	009 15 41.46E	55 18.680N	009 15.691E
VD012	FAF	55 21 55.03N	009 17 29.15E	55 21.917N	009 17.486E
RW01	MAPt	55 25 52.07N	009 19 40.98E	55 25.868N	009 19.683E
VD014	MATF	55 28 57.00N	009 21 24.19E	55 28.950N	009 21.403E
KD	MAHF	55 26 35.87N	009 20 05.42E	55 26.598N	009 20.090E

Threshold coordinates RWY 01

		CODING		DISPLAY	
RWY 01		55 25 52.07N	009 19 40.98E	55 25.868N	009 19.683E



COPENHAGEN CONTROL 360.100 133.155				SKRYDSTRUP APPROACH 280.750 124.105				VAMDRUP INFORMATION 118.655			
NDB KD 357	TACAN 110.40/CH 41x		APP COURSE 194°	FAF ALT 1500	DESCENT GR 318 FT/NM	MDA 530	THR ELEV 143	ALS LENGTH 420 M	LDA 3202 FT		

a) Procedure partly in
airspace class G

b Circling East of aerodrome only

C KD HDLG SOUTH
2300 FT / 1 MIN / MAX 150 KIAS

4.0°E
(APR 2025)

MSA KD 25 NM

SAFE ALT 100 NM 2400

CDFA 3.0° / 5.2%				
DME SKR	14.4	15.4	16.4	17.4
DIST to THR	1.1	2.1	3.1	4.1
ALT	550	870	1190	1500

MISSED APPROACH
Climb straight ahead to
SKR DME 11 NM
then left turn to join
KD HOLDING SOUTH.

THR ELEV 143

TA 3000

IAF
ODBA
(23.8)

 SRC

CATEGORY

A

B

S-NDB 19

530 - 1.4 387 (400-1.4/1.8)

CIRCLING **b**

590 - 1.5 447 (500-1.5)

690 - 1.6 547 (600-1.6)

NDB RWY 19

55°26.18'N
009°19.86'E
17-5

VAMDRUP (EKVD)



CHANGES: MAG VAR CHANGED TO 4.0 DEG E.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

MIPS

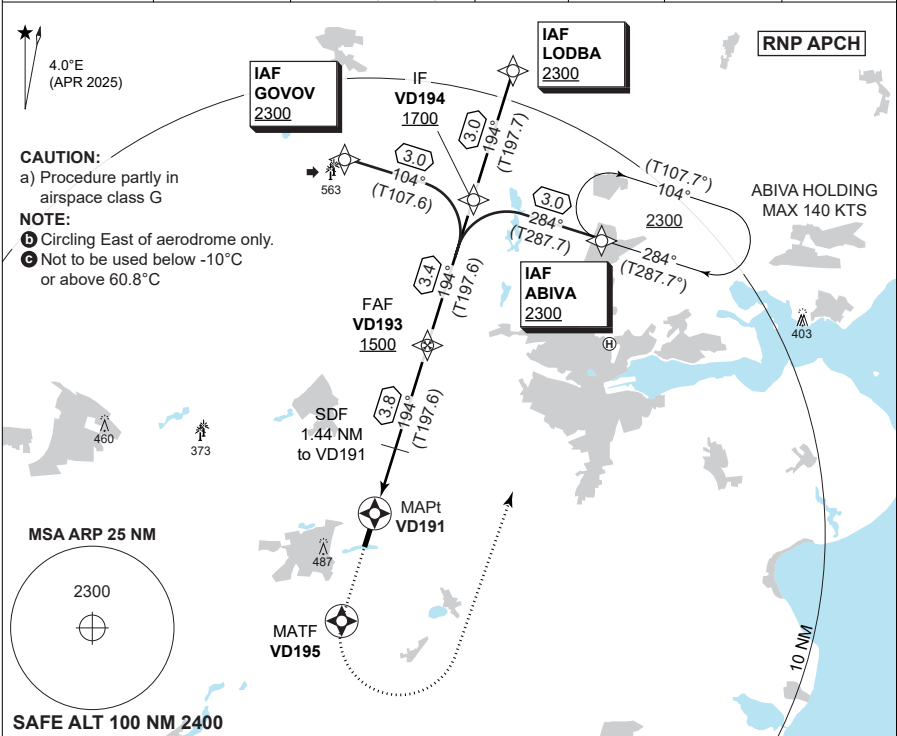
INSTRUMENT APPROACH CHART

AD ELEV 143

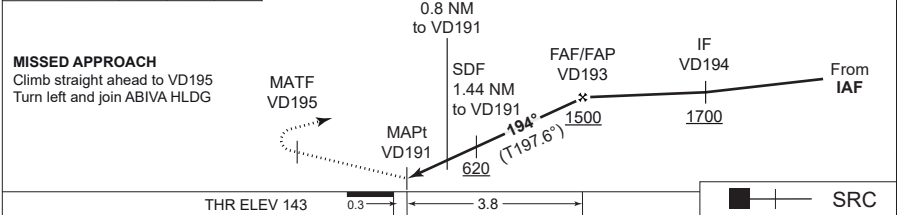
RNP RWY 19

VAMDRUP (EKVD)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP APPROACH 280.750 124.105		VAMDRUP INFORMATION 118.655		
APP COURSE 194°	FAF ALT 1500 FT	DESCENT GR. 3.00° (5.24%)	MINIMA See CAT	THR ELEV 143	ALS LENGTH 420 M	LDA 3202 FT



CDFA 3.00° / 5.24%				TA 3000
Dist to VD191	1	2	3	
ALT	610	930	1240	



CATEGORY	A	B
LPV	393 - 0.8 250 (300-0.8/1.3)	
LNAV/VNAV c	450 - 1.0 307 (400-1.0/1.4)	460 - 1.0 317 (400-1.0/1.4)
LNAV	530 - 1.4 387 (400-1.4/1.8)	
CIRCLING b	590 - 1.5 447 (500-1.5)	690 - 1.6 547 (600-1.6)

RNP RWY 19

55°26.18'N
009°19.86'E
17-6

VAMDRUP (EKVD)

CHANGES: MAG VAR CHANGED TO 4.0 DEG E.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025



EKVD RNP RWY 01 waypoint coordinates:

RWY 19 from ABIVA (Initial LEFT) APPROACH RNP

		CODING		DISPLAY	
ABIVA	IAF	55 32 36.25N	009 28 59.46E	55 32.604N	009 28.991E
VD194	IF	55 33 30.80N	009 23 57.39E	55 33.513N	009 12.957E
VD193	FAF	55 30 16.67N	009 22 08.66E	55 30.278N	009 22.144E
VD191	MAPt	55 26 38.63N	009 20 06.95E	55 26.644N	009 20.116E
VD195	MATF	55 24 11.45N	009 18 44.96E	55 24.191N	009 18.749E

RWY 19 from LODBA (Initial STRAIGHT) APPROACH RNP

		CODING		DISPLAY	
LODBA	IAF	55 36 22.06N	009 25 33.61E	55 36.368N	009 25.560E
VD194	IF	55 33 30.80N	009 23 57.39E	55 33.513N	009 12.957E
VD193	FAF	55 30 16.67N	009 22 08.66E	55 30.278N	009 22.144E
VD191	MAPt	55 26 38.63N	009 20 06.95E	55 26.644N	009 20.116E
VD195	MATF	55 24 11.45N	009 18 44.96E	55 24.191N	009 18.749E

RWY 19 from GOVOV (Initial RIGHT) APPROACH RNP

		CODING		DISPLAY	
GOVOV	IAF	55 34 25.20N	009 18 54.90E	55 34.420N	009 18.915E
VD194	IF	55 33 30.80N	009 23 57.39E	55 33.513N	009 12.957E
VD193	FAF	55 30 16.67N	009 22 08.66E	55 30.278N	009 22.144E
VD191	MAPt	55 26 38.63N	009 20 06.95E	55 26.644N	009 20.116E
VD195	MATF	55 24 11.45N	009 18 44.96E	55 24.191N	009 18.749E

Threshold coordinates RWY 19

		CODING		DISPLAY	
RWY 19		55 26 22.16N	009 19 57.76E	55 26.369N	009 19.963E



MISCELLANEOUS

TERPS VS. PANS-OPS

A/C SPEEDS

HPMA

LANDING MINIMA EXPL.

ALTITUDE CORRECTION

DECLARED DISTANCES

ACN / PCN

ACR / PCR

NPA FLYING TECHNIQUES

ALS

SIDESTEP

RADIO NAVAIDS

NDB BRG. VOR/TAC

VOR/TAC BRG. VOR/TAC

LIST OF AERODROMES

A/D BRG. VOR/TAC





MISCELLANEOUS

TERPS VS. PANS OPS	20-2
AIRCRAFT CATEGORIES / SPEEDS	20-6
HIGH PERFORMANCE MILITARY A/C (HPMA)	20-8
LANDING MINIMA EXPLANATION	20-9
COLD WEATHER ALTITUDE CORRECTION	20-11
DECLARED DISTANCES	20-12
AIRCRAFT CLASSIFICATION/PAVEMENT- CLASSIFICATION NUMBER (ACN/PCN)	20-13
AIRCRAFT CLASSIFICATION/PAVEMENT- CLASSIFICATION RATING (ACR/PCR).....	20-15
NON-PA – FLYING TECHNIQUES	20-17
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VOR/TACAN BEARING/DISTANCES	20-23
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AERODROME BEARING/DISTANCES	20-25



TERPS VS. PANS OPS

Instrument Approach Procedures (IAP) in this FLIP based on criteria in accordance with ICAO DOC 8168 (PANS OPS) and NATO STANAG 3759 (NATO SUPPLEMENT TO ICAO DOC 8168-OPS/611,VOL II FOR THE PREPARATION OF INSTRUMENT APPROACH AND DEPARTURE PROCEDURES (AATCP-1)) are marked MIPS (Military Instrument Procedures Standardization).

MIPS INSTRUMENT APPROACH CHART				ILS or LOC RWY 27L KARUP AIR BASE (EKKA)			
COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.575		KARUP APPROACH 292.750 120.425		KARUP TOWER 241.650 119.575	
LOC/DME KR 108.150/CH18y	APP COURSE 266°	GS INTCP ALT 2000 FT	GS 3.00°	DA 370	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT

MIPS (Military Instrument Procedure Standardization)

Procedures based on TERPS criteria are marked accordingly:

TERPS INSTRUMENT APPROACH CHART				HI-TACAN RWY 27L KARUP AIR BASE (EKKA)			
COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.575		KARUP APPROACH 292.750 120.425		KARUP TOWER 241.650 119.575	
TACAN KAR 110.00/CH 37x	APP COURSE 267°	FAF ALT 2000 FT	DESCENT GR 305 FT/NM	MDA 600	TDZE 170	ALS length 900 M	LDA 9607 FT

TERPS - this IAP is based on TERPS criteria

The following text explaining the main differences between TERPS and PANS OPS is copied from the latest version of STANAG 7199 (AFPP-1(B)) - NATO Supplement to ICAO Doc 8168 Volume I Flight Procedures, dated June 2017 and ratified by Denmark.

TERPS VERSUS PANS-OPS AND MIPS.

TERPS philosophy regarding the constructing of procedures differs from that of ICAO PANS-OPS in several areas, which also affects the way procedures are to be flown, e.g. turn radius, visual manoeuvring, ILS, missed approach. For aircrew that are used to only flying TERPS procedures, the following is worth noticing:

a. Aircraft Categories/Speeds.

Aircraft approach categories play a significant role in the design of PANS-OPS/MIPS instrument procedures. In addition to affecting final approach minima, PANS-OPS references maximum speeds by category for holding, departures and the initial and intermediate segments of instrument approaches. Also the final approach speeds specified by category will be different from the TERPS procedure speeds. The PANS-OPS references are as follows:

Turning departure speeds: PANS-OPS Part I, Section 3, Chapter 2, Table I-3-2-1.

Approach, circling and missed approach speeds: PANS-OPS Part I, Section 4, Chapter 1, Tables I-4-1-1 and I-4-1-2.

Holding speeds: PANS-OPS Part I, Section 6, Chapter 1, Table I-6-1-1.

Holding speeds (Helicopter): PANS-OPS Part I, Section 6, Chapter 1, Table I-6-1-2.

Helicopter only speeds: PANS-OPS Part I, Section 8, Chapter 3, Table I-8-3-1.

HPMA (High Performance Military Aircraft): The MIPS use a separate set of speeds for for HPMA. STANAG 3759, Chapter 6 also provides a set of HPMA parameters for universal use.



b. Track.

Obstacle clearance in PANS-OPS/MIPS procedures is provided under the assumption that pilots will maintain the depicted ground track.

c. Bank Angle.

Unless otherwise specified, PANS-OPS approach procedures are based on average achieved bank angle of 25° or the bank angle giving a rate of turn of 3°/sec, whichever is less.

For departures and missed approach, PANS-OPS procedures are based on an average achieved bank angle of 15°. MIPS procedures generally are the same as PANS-OPS, but VCOA departures are based on 23° bank angle. The bank angle for HPMa is 30° for all segments.

d. Established on Course.

PANS-OPS defines "established on course" as being within half full-scale deflection for a VOR/DME or ILS (localizer) and within $\pm 5^\circ$ of the required final bearing for an NDB. MIPS applies the same deflection tolerance flying a TACAN as PANS-OPS applies for flying a VOR/DME approach.

Do not consider the aircraft to be established on course until within these limits.

PANS-OPS/MIPS obstacle clearance surfaces assume that the pilot does not normally deviate from the centre line more than one-half scale deflection after being established on track. Despite the fact that there is a range of "acceptable" variation, every attempt must be made to fly the aircraft on the course centre line and on the glide path. Allowing a more than half-scale deflection (or a more than half-scale fly-up deflection on glideslope) combined with other system tolerances could place the aircraft near the edge or at the bottom of the protected airspace where loss of protection from obstacles can occur.

e. Omnidirectional Departures.

The PANS-OPS "Omnidirectional Departure" is somewhat similar to the TERPS "Diverse Departure"; a departure procedure without any track guidance provided.

An important difference is that an Omnidirectional Departure may be published even though obstacles penetrate the 2.5% Obstacle Identification Surface (OIS). PANS-OPS then provides the procedure designer the following options for publishing departure restrictions.

1. Standard case.

Where no obstacles penetrate the 2.5% OIS, normally no departure restrictions will be published. Upon reaching 400 feet above Departure End of Runway (DER), a turn in any direction may be initiated.

2. Specified turn altitude.

The procedure may dictate a climb to a specified altitude, where an omnidirectional turn safely can be made.

3. Specified climb gradient.

The procedure may specify a minimum climb gradient of more than 3.3% to an altitude before turns are permitted.

4. Sector departure.

The procedure may identify sectors for which either a minimum turn altitude or a minimum climb gradient is specified. (e.g. "Climb in sector 180° - 270° to 2000 feet before commencing a turn.



f. Departures with Track Guidance.

PANS-OPS uses the term Standard Instrument Departure (SID) to refer to departures using track guidance. Minimum climb gradients above the standard 3.3% may apply.

For turning departures:

PANS-OPS protection area is based on using an average bank angle of 15° for the departure turn. Where a departure route requires a turn of more than 15°, a turning departure may be constructed. Turns may be specified at an altitude/height, at a fix or overhead a facility. If an obstacle prohibits turns before the departure end of the runway or prior to reaching an altitude/height, a turning point or a minimum turn altitude/height will be specified. Tracks to be flown and radials/bearings to be intercepted will also be specified.

1. Turning departure speeds.

If restricted below the standard maximum speeds, the restricted speeds should be published by category or by a general note. For example, the procedure may be annotated "Departure limited to CAT C aircraft" or "Departure turn limited to 185 kt IAS maximum". You must comply with the speed limit published on the departure to remain within protected airspace. If you require a higher speed for safe aircraft performance, ATC may approve the higher speed or assign an alternative departure procedure.

g. Departure: Runway End Crossing Height.

For PANS-OPS, the origin of the Obstacle Identification Surface (OIS) begins at 16 ft above the DER.

h. TERPS Low Altitude Approaches.

PANS-OPS does not distinguish between low and high altitude procedures. PANS-OPS Part I, Section 4, Chapter 3 describes how to enter and fly the different manoeuvres and entries in the initial approach segment.

Differences from TERPS:

- A PANS-OPS reversal procedure does not permit a TERPS holding pattern/race-track entry. Instead, PANS-OPS will specify the track to be flown. So there will be no PANS-OPS procedure depicted with a "barb" symbol depicting turn side.
- PANS-OPS reversal: Pilots may only enter from a track $\pm 30^\circ$ of outbound track and must be established on the specified outbound track to start descent.
- PANS-OPS base turn: Pilots may enter from a track $\pm 30^\circ$ of outbound track, extended up to the reciprocal of the inbound track. They must be established on the specified outbound track to start descent.
- PANS-OPS racetrack (also different from PANS-OPS holding): Pilots may only proceed outbound on the 30° offset entry track for maximum 1 minute 30 seconds. After this time, turn to a heading parallel to the outbound track for the remainder of the outbound time. If the outbound time is only 1 minute, the time on the 30° offset track shall be 1 min also. After a parallel entry proceeding to final, the holding course must be intercepted after the inbound turn instead of flying direct to the facility.

i. Circling Procedures.

PANS-OPS circling protected airspace is typically larger than TERPS and the obstacle clearance is higher. PANS-OPS maximum circling speeds related to category are also higher than TERPS. An example: For aircraft CAT D, PANS-OPS circling maximum speed is 205 kt IAS, while TERPS circling has a maximum speed directly related to the



category definition, which for CAT D is 165 kt IAS.

Also, one important distinction to make is between the terms "runway environment" and "airport environment." While circling using a PANS-OPS designed procedure, pilots must maintain visual contact with the runway environment throughout the entire circling manoeuvre. TERPS procedures only require pilots to maintain visual contact with the airport environment while circling to land, but cannot descend out of the circling MDA until the runway environment is in sight. The PANS-OPS protection area is based on using an average bank angle of 20° for the turn to final.

For HPMA, the circling criteria are stated on page 20-8.

j. Holding.

Differences from TERPS:

The PANS-OPS holding entry procedures are mandatory. Timing, distances and limiting radials must be complied with. Enter the holding pattern based on the heading relative to the three entry sectors depicted in PANS-OPS Part I, Section 6, Chapter 1, Paragraph 1.4. The margins on each sector dividing line is $\pm 5^\circ$. Upon reaching the holding fix, follow the appropriate procedure according to entry sector.

Bank angle must not be reduced for wind corrections. The bank angle used in PANS-OPS should be 25° or a rate of 3°/sec, whichever is less.

Timing is made on the outbound leg.

Attempt to maintain the track by allowing for known winds and applying corrections to heading and timing during entry and while flying in the holding pattern.

A radial or a DME value may be published to limit the outbound track.

k. Transition Altitude/Level.

Transition altitude is the altitude in the vicinity of an aerodrome at or below which the vertical position of an aircraft is determined from the altimeter set to QNH. Transition altitude is normally specified for each airfield by the country in which the airfield exists. Transition altitude will not normally be below 3000 ft Height Above Aerodrome (HAA) and must be published on the appropriate charts.

Transition level is the lowest flight level available for use above the transition altitude.

Transition level is usually communicated to the aircraft together with the descent/approach clearances. The transition layer (area between the transition altitude and transition level) may also be supplied by ATC via the ATIS or during arrival. VFR flight levels may be used on some places, e.g. FL 045.

The vertical position of an aircraft at or below transition altitude shall be expressed in altitude (QNH). Vertical position at or above the transition level shall be expressed in terms of flight levels according to the standard altimeter setting 1013.2 hPa. When passing through the transition layer, vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes (QNH) when descending.

After an approach clearance has been issued and the descent is commenced, the vertical positioning of an aircraft above the transition level may be by reference to altitude (QNH) provided that a level off above the transition altitude is not anticipated. This is intended for turbo jet aircraft where an uninterrupted descent from high altitude is desired.



AIRCRAFT CATEGORIES / SPEEDS (PANS OPS/ MIPS)

Approach, circling, missed approach and turning departure speeds

A/C category	V _{at}	Range of speeds for initial approach	Range of final approach speeds	Max. speeds for visual manoeuvring (circling)	Max speeds for missed approach		Max. speeds for turning departures
					Inter-mediate	Final	
A	<91	90/150(110 ¹)	70/100	100	100	110	120
B	91/120	120/180(140 ¹)	85/130	135	130	150	165
C	121/140	160/240	115/160	180	160	240	265
D	141/165	185/250	130/185	205	185	265	290
E	166/210	185/250	155/230	240	230	275	300
H	N/A	70/120 ²	60/90 ³	N/A	90	90	90
HPMA	See page 20-8						
CAT H (Pins) ³	NA	70/120	60/90	N/A	70 or 90		

V_{at} — Speed at threshold based on 1.3 times stall speed V_{so} or 1.23 times stall speed V_{slg} in the landing configuration at maximum certificated landing mass. (Not applicable to helicopters.)

- 1 Maximum speed for reversal and racetrack procedures.
- 2 Maximum speed for reversal and racetrack procedures up to and including 6.000 ft is 100 kt, and maximum speed for reversal and racetrack procedures above 6.000 ft is 110 kt.
- 3 Helicopter point-in-space procedures based on basic GNSS may be designed using maximum speeds of 120 kt for initial and intermediate segments and 90 kt on final and missed approach segments, or 90 kt for initial and intermediate segments and 70 kt on final and missed approach segments based on operational need. Refer to PANS-OPS, Volume II, Part IV, Chapter 1, "Area navigation (RNAV) point-in-space (PinS) approach procedures for helicopters using basic GNSS receivers".
- 4 Range of speeds for holding, initial, approach, reversal, racetrack and intermediate segment.

Note. The V_{at} speeds given in Column 1 of Table I-4-1-1 are converted exactly from those in this table, since they determine the category of aircraft. The speeds given in the remaining columns are converted and rounded to the nearest multiple of five for operational reasons and from the standpoint of operational safety are considered to be equivalent.



In accordance with FKOBST 152.1 item 36.3, aircraft of the Royal Danish Air Force are classified as follows:

T-17	Category A
AS-550 Fennec	Category A/H
Seahawk	Category A/H
EH-101	Category A/H
C-130J	Category C
CL-604	Category C
F-16	Category E

Holding speeds - Categories A through E

Levels ¹⁾	Normal conditions	Turbulence conditions
Up to 14.000 ft inclusive	230 kt ²⁾ 170 kt	280 kt ³⁾ 170 kt ⁴⁾
Above 14.000 ft to 20.000 ft inclusive	240 kt ⁵⁾	280 kt or 0.8 Mach, whichever is less ³⁾
Above 20.000 ft to 34.000 ft inclusive	265 kt ⁵⁾	
Above 20.000 ft to 34.000 ft inclusive	0.83 Mach	0.83 Mach

- 1) The levels shown represent altitudes or corresponding flight levels depending upon the altimeter setting in use.
- 2) When the holding procedure is followed by the initial segment of an instrument approach procedure promulgated at a speed higher than 230 kt, the holding should also be promulgated at this higher speed wherever possible.
- 3) The speed of 280 kt (0.8 Mach) reserved for turbulence conditions shall be used for holding only after prior clearance with ATC, unless the relevant publications indicate that the holding area can accommodate aircraft flight at these high holding speeds.
- 4) For holdings limited to CAT A and B aircraft only.
- 5) Wherever possible, 280 kt should be used for holding procedures associated with airway route structures.

Holding speeds — for helicopter procedures

Maximum speed up to 6.000 ft	
Maximum speed above 6.000 ft	
Note: MOC in secondary area for helicopter holding procedures is linear from zero to full MOC	

Final approach speeds – TERPS vs. PANS

A/C category	Range of final approach speeds	
	TERPS	PANS OPS
A	Less than 91 kt	70 - 100 kt
B	91 -121 kt	85 - 130 kt
C	121 - 141 kt	115 - 160 kt
D	141 - 166 kt	130 - 185 kt
E	166 kt or more	155 - 230 kt



MISCELLANEOUS

HIGH PERFORMANCE MILITARY AIRCRAFT (HPMA)

In order to fly procedures marked "HPMA" the aircraft shall, as a minimum, adhere to the gradients, segment speeds, bank angle and transition times described below. The specific HPMA-criteria replaces, amends or provides criteria in addition to PANS-OPS and MIPS:

- Departure procedures, minimum climb performance: 8.75% (5.0°).
- Initial segment descent gradient: Up to 1000 ft/NM.
- Bank angle: Minimum 30° for all segments, with a bank angle establishment Time of maximum 5 sec.
- Maximum aircraft dimensions for ILS: Wing span 30 m and glide path antenna to wheel base maximum 6 m.
- Height loss during precision approach transition to missed approach: Maximum 100 ft.
- Missed approach climb gradient: 6.0% (3.43°), with a transition time from level flight to the required climb gradient of maximum 10 sec.

Turn construction parameters / HPMA Speeds (IAS) for Procedure Calculations:

<i>Segment or fix</i>		<i>Speed (IAS)</i>	<i>Bank angle</i>	<i>Bank establishment Time (seconds)</i>	<i>Pilot reaction Time (seconds)</i>
Departure		350 kt *)	30°	5	3
Holding		300 kt *)	30°	5	3
Initial approach	Reversal and racetrack	300 kt *)	30°	5	3
	DR track	300 kt *)	30°	5	3
Holding, initial approach, reversal, racetrack, intermediate segment		250 – 300 kt	30°	5	3
Range of final approach speeds		90 – 185 kt	30°	5	3
Max speed visual manoeuvring (circling)		220 kt	30°	N/A	N/A
Visual manoeuvring using prescribed track		220 kt	30°	N/A	N/A
Max speed missed approach	Intermediate	300 kt	30°	5	3
	Final	350 kt	30°	5	3

VISUAL MANOEUVRING (CIRCLING).

The visual manoeuvring (circling) radii are drawn around the thresholds on the applicable runway(s) and joined with tangents to the arcs. The radii values depends on the aerodrome elevation and will be 3.55 NM at sea level.

Obstacle clearance for circling areas:

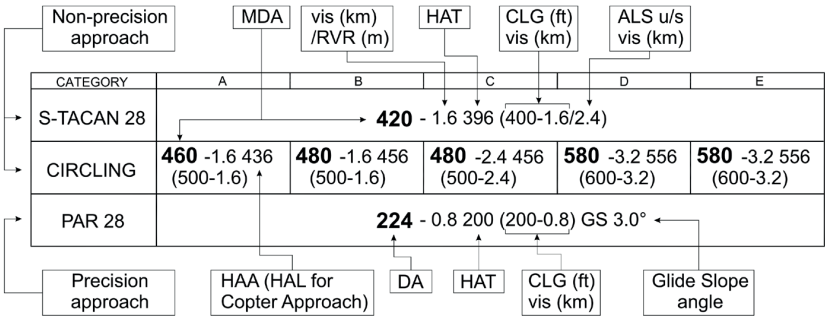
<i>Aircraft category</i>	<i>Minimum obstacle clearance (ft)</i>	<i>Minimum OCH above AD elev (ft)</i>	<i>Minimum visibility km</i>
HPMA	300	550	3.2

CHARTING.

The term "HPMA" will be added for the procedure name, e.g. "HPMA TACAN RWY 10L".



LANDING MINIMA EXPLANATION



CLG Ceiling

A ceiling is expressed in feet above the published aerodrome elevation, and is equal to or greater than the height of the associated DA or MDA.

DA Decision Altitude

A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

HAA Height Above Aerodrome Elevation

The height of the MDA above the published aerodrome elevation. HAA will be published in conjunction with all circling minima.

HAT Height Above Touchdown Zone Elevation

The height of the DA or MDA above the highest runway centerline elevation in the touchdown zone. HAT will be published in conjunction with all straight-in minima.

MDA Minimum Descent Altitude

A specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference.



VIS Visibility

RVR Runway Visual Range

Visibility values are expressed as visual range (estimated horizontal visual range on the ground = VIS) or as runway visual range (measured horizontal visual range on the ground along the runway = RVR). The visibility values published following the DA or MDA is the required minimum visibility for the approach.

For straight-in approaches, the visibility value may be either VIS or RVR. For circling approaches, the visibility value will always be VIS. The visibility value published in parentheses with the ceiling value is applicable for flight planning purpose. It is also the required minimum visibility in the event that RVR is not available. The value will always be VIS. For ALS u/s, the last VIS value (after the slash) should be used.

ILS Cat. II operations

CATEGORY	A	B	C	D	E
ILS Cat. II 28	RA 101 (DA 124) - 350 100 ↑ RA ↑ DA ↑ RVR (m) ↑ CLG (ft)				N/A

RA Radio Altimeter Height

An indication of the vertical distance between a point on the nominal glide slope at DH and the terrain directly beneath this point.

Note: ILS Cat. II criteria for aircraft Cat. E are not established.

Helicopter Circling and Sidestep Procedures

Circling procedures and sidestep minima are not promulgated for helicopters; however, this does not preclude a helicopter from flying a circling or sidestep procedure if desired. The helicopter pilot shall conduct visual manoeuvres in adequate meteorological conditions to see and avoid obstacles in the vicinity of the final approach course for Category A or H procedures.

A helicopter pilot using a Category A procedure which authorizes both straight-in and circling minima may manoeuvre at the straight-in minimum descent height (MDH) if visibility permits. However, the pilot shall be alert to operational notes regarding air traffic services (ATS) requirements while manoeuvring to land and operate within the Category A circling protected airspace.



COLD WEATHER ALTITUDE CORRECTION

International Standard Atmosphere (ISA) is used as a basis for the altitude corrections below. ISA temperature at sea level is +15° Celsius, decreasing 2° per 1000 feet above sea level. When actual temperature is lower than ISA, the aircraft will be lower than indicated in its pressure altimeter. Under such circumstances a compensation should be added to altitudes flown during the approach procedure. The altimeter error is approximately 0.4% of aircraft height above reference datum (AD) per degree C below ISA.

When AD temperature is 0 degrees or colder, values in the Altitude Correction Chart should be added to:

- All procedure altitudes below Transition Level (TL) and ATC assigned IFR altitudes, if not already compensated.
- Minimum Sector Altitudes (MSA) and Emergency Safe Altitudes.

Pilots must advise ATC when temperature correction is applied, and state amount of correction or new altitude to be flown.

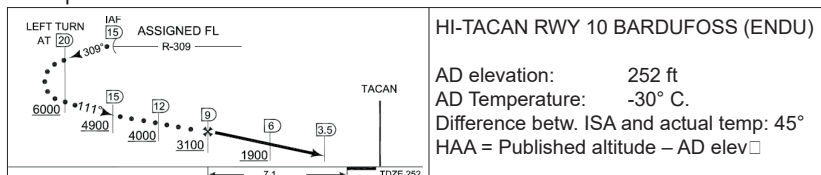
A/D Temp °C	HEIGHT ABOVE THE ALTIMETER SOURCE																
	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000	6000	7000	8000
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280	340	400	460
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490	590	690	790
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710	850	1000	1150
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950	1140	1340	1540
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210	1460	1710	1960
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500	1800	2110	2420
VALUES TO BE ADDED TO PUBLISHED ALTITUDES																	

VALUES TO BE ADDED TO PUBLISHED ALTITUDES

Note: The table is calculated for sea level AD. Values are conservative when applied at higher AD. (Reference: ICAO Doc 8168-OPS/611 Volume I, Table III-1-4-1 b).

For odd temperatures or altitudes the following 'rule of thumb' is easy to remember: Add 4 feet for each -1°C temperature deviation from ISA (+15 at SL), per 1000' altitude above the airport. (This method is slightly less conservative than the table above).

Example:



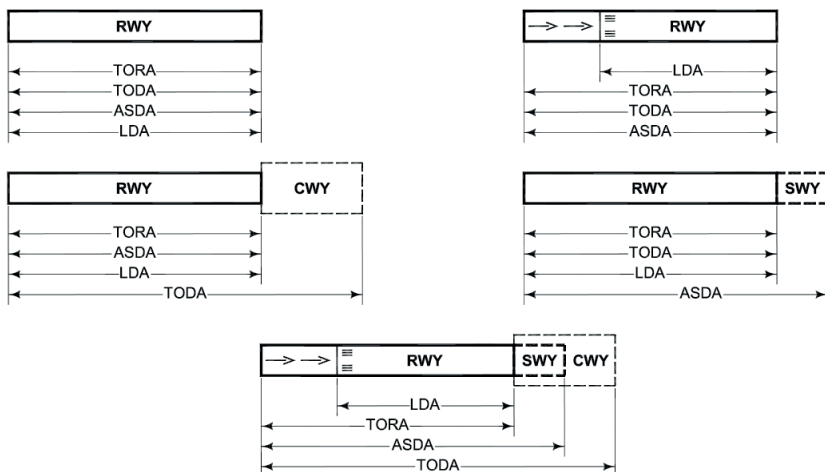
	Pub. alt.	HAA	Correction *)	Indicated alt **)
20 DME	6000	5748	+ 1100	7100
15 DME	4900	4648	+ 890	5800
12 DME	4000	3748	+ 720	4800
FAF	3100	2848	+ 550	3700
6 DME	1900	1648	+ 320	2300
MDA	1420	1168	+ 230	1650

*) Rounded up to the nearest 10 ft

**) Rounded up to the nearest 100 ft, except MDA



DETERMINATION OF DECLARED DISTANCES FOR RUNWAYS



SWY Stopway

A defined rectangular area on the ground at the end of take-off run available, prepared as a suitable area in which an aircraft can be stopped in case of an aborted take-off.

CWY Clearway

A defined rectangular area on the ground or water at the end of the runway in the direction of take-off and under control of an appropriate authority, selected or prepared as a suitable area over which an aircraft may make a portion of its initial climb to a specified height, (extension laterally to a distance of at least 75 metres either side of the extended runway centerline and not longer than half the length of the runway).

TORA Take-Off Run Available

The length of runway declared available and suitable for the ground run of an aircraft taking off.

TODA Take-Off Distance Available

The length of the take-off run available plus the length of the clearway, if provided.

ASDA Accelerate Stop Distance Available

The length of the take-off run available plus the length of the stopway, if provided.

LDA Landing Distance Available

The length of runway, which is declared available and suitable for the ground run of an aircraft landing. The LDA commences at the threshold/displaced threshold.



THE AIRCRAFT CLASSIFICATION/PAVEMENT CLASSIFICATION NUMBER (ACN/PCN) SYSTEM

1. ACN/PCN System

The ACN/PCN system provides a method of classifying pavement bearing strength for aircraft above 5700 KG Maximum Total Weight Authorized (MTWA).

The ACN is a number expressing the relative effect of an aircraft load on a pavement for a specified sub-grade strength.

The PCN is a number expressing the bearing strength of a pavement for unrestricted operations. Using the ACN/PCN system means to compare the ACN with the PCN.

2. Aircraft Classification Number (ACN)

The ACN is calculated, taking into account the weight of the aircraft, the pavement type and the sub-grade category. ACN values are normally given in the Flight Manuals for rigid and flexible pavements.

3. Pavement Classification Number (PCN)

PCN are reported as a five part code. Apart from the numerical value of the PCN, the report includes the pavement type (rigid or flexible) and the sub-grade support strength category.

Provision is made in the report for the aerodrome authority to place a limit on maximum allowable tyre pressure, if this is a constraint, and an indication is required of whether the pavement has been evaluated by technical means or by past experience of aircraft use of the pavement.

Details of the coded format and an example are:

- 3.1 The PCN number.
- 3.2 The type of pavement:
R = Rigid
F = Flexible
- 3.3 The pavement sub-grade category:
A = High
B = Medium
C = Low
D = Ultra-low
- 3.4 The maximum tyre pressure authorized for the pavement:
W = High, no limit
X = Medium, limited to 217 psi
Y = Low, limited to 145 psi
Z = Very low, limited to 73 psi



- 3.5 Pavement evaluation method:
 T = Technical evaluation
 U = By experience of aircraft using the pavement

- 3.6 Example:
 If the bearing strength of a rigid pavement resting on a medium strength sub-grade has been assessed by a technical evaluation to be a PCN of 80 and there is no tyre pressure limit, then the reported information would be:

PCN: 80/R/B/W/T

4. Operating procedure.

- Provided a pavement PCN is equal to or greater than the ACN of the aircraft unlimited use of the pavement is permitted.
- Provided the PCN is smaller than the ACN, the use of the pavement by an aircraft can only be undertaken when prior permission of the individual aerodrome authority is granted or by reduction of the aircraft load.



THE AIRCRAFT CLASSIFICATION/PAVEMENT CLASSIFICATION RATING (ACR/PCR) METHOD

2. Difference between PCN and PCR

PCR is based on a critical aircraft taken from the traffic list and uniquely determined by algorithm. This is in contrast to the PCN method, which does not designate a specific critical aircraft, but treats each aircraft in the list in turn as the critical aircraft, leaving the final selection of the PCN to the engineer.

2. ACR/PCR Method

The ACR/PCR system preserves the structure and reporting format of ACN/PCN but changes the underlying calculation procedure. The ACR/PCR method provides a method of classifying pavement bearing strength for aircraft above 5700 KG Maximum Total Weight Authorized (MTWA).

The ACR is a number expressing the relative effect of an aircraft load on a pavement for a specified standard sub-grade strength.

PCR is a number that expresses the load-carrying capacity of a pavement based on all aircraft traffic that regularly operates on the pavement. The PCR is defined as the ACR of a "critical" or reference aircraft at its maximum allowable gross weight (MAGW).

2. Aircraft Classification Rating (ACR)

The ACR is calculated, taking into account the load of the aircraft on the pavement and the subgrade category. ACR values are normally given in the Flight Manuals for rigid and flexible pavements.

3. Pavement Classification Rating (PCR)

PCR are reported as a five part code. Apart from the numerical value of the PCR, the report includes the pavement type (rigid or flexible) and the subgrade strength category. Provision is made in the report for the aerodrome authority to place a limit on maximum allowable tyre pressure, if this is a constraint, and an indication is required of whether the pavement has been evaluated by technical means or by past experience of aircraft use of the pavement.

Details of the coded format and an example are:

- 3.1 The PCR number.
- 3.2 The type of pavement:
R = Rigid
F = Flexible
- 3.3 Subgrade strength category:
A = High
B = Medium
C = Low
D = Ultra-low



- 4.4 The maximum allowed tyre pressure:
 W = Unlimited: no pressure limit
 X = High: pressure limited to 1.75 MPa.
 Y = Medium: pressure limited to 1.25 MPa
 Z = Low: pressure limited to 0,50 MPa
- 4.5 Pavement evaluation method:
 T = Technical evaluation: representing a specific study of the pavement characteristics and the types of aircraft which the pavement is intended to serve
 U = Using aircraft experience: representing a knowledge of the specific type and mass of aircraft satisfactorily being supported under regular use.
- 4.6 Example:
 If the bearing strength of a rigid pavement resting on a medium strength subgrade, has been assessed by a technical evaluation to be a PCR of 760 and there is no tyre pressure limit, then the reported information would be:

PCR: 760/R/B/W/T

4. Operating procedure.

- The PCR indicates that aircraft with an aircraft classification rating (ACR) equal to or less than the reported PCR may operate on the pavement subject to any limitation on the tire pressure or aircraft all-up mass for specified aircraft type(s).



NON-PRECISION APPROACHES – FLYING TECHNIQUES

In accordance with COMMISSION REGULATION (EC) No 859/2008 of 20 August 2008, the following is stated for civil aircraft:

... All non-precision approaches shall be flown using the continuous descent final approaches (CDFA) technique unless otherwise approved by the Authority for a particular approach to a particular runway. When calculating the minima in accordance with Appendix 1 (New), the operator shall ensure that the applicable minimum RVR is increased by 200 metres (m) for Cat A/B aeroplanes and by 400 m for Cat C/D aeroplanes for approaches not flown using the CDFA technique, providing that the resulting RVR/CMV value does not exceed 5 000 m.

There are three techniques for flying non-precision approaches:

- CDFA (Continuous descent final approach)
- Constant descent angle
- Step down descent ("dive and drive")

CDFA

Continuous descent final approach (CDFA). A technique, consistent with stabilized approach procedures, for flying the final approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre should begin for the type of aircraft flown.

ICAO Doc 8168-OPS/611 Vol I § 1.7.2.2 "This technique (CDFA) requires a continuous descent, flown either with VNAV guidance calculated by on-board equipment or based on manual calculation of the required rate of descent, without level-offs".

Constant descent angle

ICAO Doc 8168-OPS/611 Vol I § 1.7.3.1 The second technique involves achieving a constant, unbroken angle from the final approach fix (FAF), or optimum point on procedures without an FAF, to a reference datum above the runway threshold, e.g. 15 m (50 ft).

When the aircraft approaches the MDA/H, a decision shall be made to either continue on the constant angle or level off at or above the MDA/H, depending on visual conditions.

ICAO Doc 8168-OPS/611 Vol I § 1.7.3.2 If the visual conditions are adequate, the aircraft continues the descent to the runway without any intermediate level-off.

ICAO Doc 8168-OPS/611 Vol I § 1.7.3.3 If visual conditions are not adequate to continue, the aircraft shall level off at or above the MDA/H and continue inbound until either encountering visual conditions sufficient to descend below the MDA/H to the runway or, reaching the published missed approach point and thereafter executing the missed approach procedure.



Step down descent (“dive and drive”)

ICAO Doc 8168-OPS/611 Vol I §1.7.4 The third technique involves an expeditious descent and is described as “descend immediately to not below the minimum step down fix altitude/height or MDA/H, as appropriate”. This technique is acceptable as long as the achieved descent gradient remains less than 15 per cent and the missed approach is initiated at or before the MAPt. Careful attention to altitude control is required with this technique due to the high rates of descent before reaching the MDA/H and, thereafter, because of the increased time of exposure to obstacles at the minimum descent altitude.

The NATO preferred flying technique

NATO is currently not recommending a preferred flying technique. Nor is visibility minima increased for flights not using the CDFA technique.

Procedure design

There are no differences in the design criteria for non-precision approaches, irrespective of the flying technique used during the final segment. However, in accordance with ICAO Doc 8168 Vol II Part I §9 4 3 5:

... Where distance information is available, to facilitate a continuous descent final approach (CDFA), descent profile advisory information for the final approach should be provided to assist the pilot in maintaining the calculated descent gradient. This information should consist of a table showing altitudes/heights through which the aircraft should be passing at each 2 km or 1 NM as appropriate.

Where DME is available all revised (MIPS) non-precision procedures in this FLIP will therefore contain a distance/altitude table in the profile view to define the distance/height relationship for the descent path angle required to facilitate the CDFA technique.

For pilots preferring the constant descent angle approach information of the descent angle/ gradient is provided in the distance/altitude table.

Pilots preferring the ‘dive and drive’ technique may ignore the distance/altitude table.



APPROACH LIGHTING SYSTEMS

For planning purposes the following approach lighting systems are to be considered as ALS:

Description	FLIP Code	System (Example)	IAC Depiction
ALFS-2 Standard length: 730/900 M *)	(A)		CAT II
ALFS-1 Standard length: 730/900 M *)	(A ¹)		CAT I
SSALR Standard length: 730/900 M *)	(A ³)		CAT I
MALS/MALSF Standard length: 420 M *)	(A ⁴) (A ⁴)		CAT I
NATO standard Standard length: 900 M *)	(BP)		CAT I
Former NATO standard Standard length: 900 M	(BN)		CAT I
CALVERT Standard length: 900 M *)	(J)		CAT I
Centerline (high intensity) Standard length: 900 M *)	(O)		CAT I

*) The actual length of the ALS is indicated in the IAC briefing strip.

In accordance with FKOBST F.152-1 chapter 36 all other systems than those mentioned above are to be considered as SRC (Single Row Centerline).



SIDESTEP PROCEDURE

A sidestep manoeuvre is the visual alignment manoeuvre, required by a pilot executing an approach to one runway and cleared to land on a parallel runway.

Pans Ops considers landing on any other runway than the approach runway as being a circling manoeuvre that requires circling minima. In some cases, this results in undesirable high minima.

In order to gain a much needed operational advantage, the sidestep procedure is introduced **as a national measure, applicable only to RDAF aircraft and only on the three airbases, Aalborg, Karup and Skrydstrup**. Landing minima to the parallel runway will be equal to or higher than the minima to the primary runway, but will normally be lower than the published circling minima.

The sidestep procedure is developed in accordance with the principles described in AFMAN 11-202 Vol 3 Flight Operations - FLIGHT OPERATIONS (10 JANUARY 2022) but using criteria from ICAO Doc. 8168 Vol II. Visibility minima are derived from STANAG 3759 (AATCP-1(E)), FAA Order 8260.3F Flight Procedures and Airspace (09/07/2023) and FKOBSST F.152.1, chapter 36 whichever is the highest.

The procedure ensures adequate obstacle clearance within the entire final approach area covering both the approach runway and the sidestep runway. Area width depends on the navaid used as well as the location of the navaid, i.e. the area for an ILS or a Localizer only approach is narrower than that of a VORTAC. The obstacle clearance altitude (OCA) for the sidestep procedure has been calculated in parallel with that of the approach runway and the highest of the two determines the sidestep minima. However, the published minimum is never below the MDH as determined by FKOBSST F.152.1, chapter 36 per aircraft type for landing on parallel runways.

How to fly a sidestep procedure:

- Do NOT initiate the sidestep manoeuvre prior to passing the FAP/FAF.
- After the FAP/FAF commence the sidestep manoeuvre as soon as possible after the runway or runway environment is in sight.
- Comply with any minimum altitude associated with step down fixes.
- Maintain the sidestep MDA until reaching a point where a normal descent to land on the sidestep runway can be started.
- If you lose visual reference during the manoeuvre, follow the missed approach specified for the approach procedure just flown, unless otherwise directed. An initial climbing turn towards the approach runway will ensure that the aircraft remains within the obstruction clearance area.

Sidestep minima are published only for Aalborg, Karup and Skrydstrup.

Sidestep minima are not promulgated for helicopters – use straight-in minima (see p. 20-10).



RADIO NAVIGATIONAL AIDS

VOR / TACAN / DME					
Station	ID	Facility	Var.	Freq / Ch	Position
Aalborg	AAL	VOR	4°E (2022)	116.70	N57°06.22' E009°59.74'
Aalborg	AAL	TACAN	4°E (2023)	CH 114X	N57°06.24' E009°59.57'
Alsie	ALS	VOR	4°E (2022)	114.70	N54°54.33' E009°59.60'
Bella	BEL	DME		114.65/CH 93Y	N55°47.47' E012°05.75'
Codan	CDA	DME		114.90/CH 96X	N55°00.09' E012°22.75'
Esebo	ESE	DME		116.60/CH 113X	N55°31.35' E008°33.52'
Karup	KAR	TACAN	4°E (2023)	CH 37X	N56°17.80' E009°00.52'
Kastrup	KAS	DME		112.50/CH 72X	N55°35.43' E012°36.82'
Korsa	KOR	VOR/DME	4°E (2022)	112.80/CH 75X	N55°26.36' E011°37.89'
Lemme	LME	DME		115.35/CH 100Y	N55°59.56' E008°21.26'
Odin	ODN	DME		115.50/CH 102X	N55°34.86' E010°39.18'
Ramme	RAM	DME		111.85/CH 55Y	N56°28.70' E008°11.24'
Rønne	ROE	VOR	4°E (2016)	112.00	N55°03.94' E014°45.52'
Rønne	ROE	TACAN	5.5°E (2023)	CH 57X	N55°03.71' E014°45.35'
Skrydstrup	SKR	TACAN	4°E (2023)	CH 41X	N55°13.74' E009°12.84'
Trano	TNO	VOR/DME	4°E (2022)	117.40/CH 121X	N55°46.45' E011°26.35'
Vamdrup	VAM	DME		110.05/CH 37Y	N55°26.28' E009°20.10'

NDB			
Station	ID	Freq (KHz)	Position
Stauning	AU	346	N55°59.46' E008°19.10'
Vamdrup	KD	357	N55°26.60' E009°20.09'
Roskilde	RK	368	N55°37.39' E011°59.83'
Aarhus	TL	384	N56°18.02' E010°37.12'
Stauning	VJ	328	N55°59.32' E008°25.47'
Skrydstrup	VO	321	N55°13.48' E009°16.42'



NDB BEARING/DISTANCE FROM VOR/TACAN

Bearings from the VOR/TACAN facility are magnetic (and equal to the radial), corrected for the variation published in MIL AIP page ENR 4.1 (See also page 20-20). Distances are in nautical miles.

	AAL	ALS*)	KAR	KOR	SKR	TNO
AU	216.4° 87.0	315.4° 86.8	227.9° 29.6	283.8° 117.2	322.7° 55.0	274.3° 106.2
KD	188.7° 102.2	321.3° 39.5	163.7° 52.5	267.1° 78.5	013.8° 13.5	251.3° 74.3
RK	138.2° 111.3	053.1° 81.2	106.6° 108.6	044.2° 16.6	070.8° 98.0	111.4° 21.0
TL	152.5° 52.5	010.0° 86.5	085.1° 53.8	323.0° 62.1	031.8° 80.1	315.3° 42.0
VJ	214.5° 84.9	317.2° 84.3	222.9° 27.0	284.2° 113.7	325.9° 53.0	274.5° 102.7
VO	188.4° 115.5	304.0° 31.4	168.0° 65.1	257.9° 81.8	093.1° 2.1	242.8° 80.9

*) No DME



VOR/TACAN BEARING/DISTANCE FROM VOR/TACAN

Bearings from the VOR/TACAN facility are magnetic (and equal to the radial), corrected for the variation published in MIL AIP page ENR 4.1 (See also page 20-20). Distances are in nautical miles.

	AAL	ALS*)	KAR	KOR	SKR	TNO
AAL		356.0° 132.2	029.4° 58.5	328.0° 114.0	010.7° 115.7	325.5° 93.3
ALS	176.0° 132.2		153.8° 90.1	237.0° 64.9	123.6° 33.2	220.1° 72.0
KAR	210.3° 58.5	334.6° 90.1		297.3° 102.5	351.9° 64.6	288.0° 87.6
KOR	146.6° 114.0	055.7° 64.9	115.1° 102.5		078.3° 83.8	157.9° 21.2
SKR	189.4° 115.7	302.2° 33.2	169.7° 64.6	258.3° 83.8		243.5° 82.7
TNO	144.3° 93.3	038.9° 72.0	106.0° 87.6	338.1° 21.2	063.7° 82.7	

*) No DME



LIST OF AERODROMES

Aerodrome	Lat/Long	RWY	RWY length		Freq.	Phone	PPR
EKAE (Ærø)	N54 51,2 E010 27,4	15/33	2591 x 98 ft	○	123.175	6352 6367	Y
EKAH (Århus)	See page 2-1						
EKAT (Anholt)	N56 42,0 E011 33,3	03/21	2132 x 65 ft	○	131.500	4619 1114	N
EKBI (Billund)	See page 3-1						
EKCH (Kastrup)	See page 6-1						
EKEB (Esbjerg)	See page 4-1						
EKEL (Endelave)	N55 45,3 E010 15,2	11/29	2132 x 82 ft	○	129.800	7568 9062	N
EKGH (Grønholt)	N55 56,4 E012 22,9	11/29	2393 x 59 ft	●	122.500	3332 6560	Y
EKHG (Herning)	N56 11,1 E009 02,8	09/27	3933 x 98 ft	●	121.000	9714 1244	N
EKKH (Holbæk)	N55 44,0 E011 36,2	10/28	1853 x 59 ft	○	123.500	2694 4174	Y
EKHV (Haderslev)	N55 18,2 E009 31,4	10/28	3674 x 75 ft	●	122.225	4087 8640	N
EKKA (Karup)	See page 5-1						
EKKL (Kalundborg)	N55 42,1 E011 15,1	09/27	2293 x 59 ft	●	122.500	5929 1123	N
EKLS (Læsø)	N57 16,7 E011 00,3	07/25	3044 x 75 ft	●	123.175	2498 3595	N
EKLV (Lemvig)	N56 30,2 E008 18,3	08/26	2434 x 98 ft	○	123.500	9782 1368	N
Lindtorp	N56 23,7 E008 26,5	08/26	3937 x 98 ft	●	122.500	9748 7573	N
EKMB (Maribo)	See page 7-1						
EKNM (Morsø)	N56 49,5 E008 47,2	11/29	2296 x 98 ft	○	122.075	9772 0004	N
Næstved	N55 12,6 E011 43,1	07/25	1387 x 49 ft	○	N/A	6173 1950	N
EKOD (Odense)	See page 8-1						
EKPB (Kruså/Padborg)	N54 52,3 E009 16,8	06/24	3523 x 98 ft	●	122.075	7467 6517	N
EKRA (Rårup)	N55 46,6 E009 56,5	10/28	2296 x 65 ft	○	122.500	4010 7707	Y
EKRD (Randers)	N56 30,4 E010 02,3	07/25	2952 x 75 ft	●	122.075	8640 4011	N
EKRK (Roskilde)	See page 9-1						
EKRN (Rønne)	See page 10-1						
EKRS (Ringsted)	N55 25,6 E011 48,4	05/23	2404 x 131	○	123.500	2029 3428	N
EKSB (Sønderborg)	See page 15-1						
EKSD (Spjald)	N56 06,2 E008 30,9	14/32	2132 x 98 ft	○	N/A	9738 1194	Y
EKSN (Sindal)	See page 11-1						
EKSP (Skrydstrup)	See page 13-1						
EKSS (Samso)	N55 53,4 E010 36,9	10/28	2293 x 98 ft	○	123.500	4016 4044	N
EKST (Sydfyn/Tåsinge)	N55 01,1 E010 33,8	11/29	2952 x 75 ft	○	123.400		N
EKSV (Skive)	See page 12-1						
EKTD (Tønder)	N54 55,8 E008 50,5	12/30	2788 x 98 ft	○	122.500	7472 2655	N
EKTS (Thisted)	See page 16-1						
EKVB (Viborg)	N56 24,6 E009 24,6	11/29 17/35	1896 x 98 ft 2214 x 98 ft	○ ○	123.500	8660 1860	N
EKVD (Vamdrup)	See page 17-1						
EKVH (Vesthimmerland)	N56 50,9 E009 27,6	11/29	3976 x 75 ft	●	122.225	9966 7385	N
EKVJ (Stauning)	See page 14-1						
EKYT (Aalborg)	See page 1-1						

● Asphalt ○ Grass



AERODROME BEARING/DISTANCE FROM VOR/TACAN

Bearings from the VOR/TACAN facility are magnetic (and equal to the radial) corrected for the variation published in MIL AIP page ENR 4.1 (See also page 20-20). Distances are in nautical miles.

	AAL	ALS*)	KAR	KOR	SKR	TNO
EKAE	169.2° 136.3	097.0° 16.4	145.8° 98.4	225.4° 53.7	113.3° 46.8	207.7° 65.0
EKAH	152.5° 52.4	010.0° 86.5	085.1° 53.8	322.9° 62.2	031.7° 80.2	315.2° 42.1
EKAT	110.7° 56.9	021.5° 120.1	069.0° 88.1	354.1° 75.7	036.8° 118.5	360.0° 55.7
EKBI	195.2° 86.6	326.5° 57.9	167.7° 33.8	279.1° 86.2	352.4° 30.8	265.4° 77.4
EKCH	130.0° 126.0	059.8° 100.9	102.8° 129.6	068.5° 36.5	073.3° 119.9	098.3° 42.3
EKEB	203.5° 106.3	303.6° 62.0	194.5° 48.8	270.1° 105.2	304.7° 28.8	258.5° 99.2°
EKEL	169.9° 81.4	005.6° 51.9	123.4° 52.9	288.6° 50.7	043.6° 47.5	265.0° 40.3
EKGH	126.4° 105.8	047.7° 102.6	095.3° 115.2	036.0° 39.5	063.0° 116.0	068.0° 33.4
EKHG	206.0° 63.6	333.6° 83.5	165.9° 6.8	294.2° 98.5	350.2° 57.8	284.0° 84.5
EKHK	142.3° 98.3	043.3° 74.3	106.1° 93.7	352.8° 17.7	064.6° 87.1	109.3° 6.1
EKHV	184.5° 109.5	322.0° 28.8	159.6° 62.3	260.4° 72.6	063.5° 11.5	243.2° 71.2
EKKA	207.0° 56.8	336.9° 89.0	085.3° 3.9	298.4° 99.9	352.6° 64.3	288.8° 84.7
EKKL	149.1° 94.2	037.5° 64.3	110.5° 83.6	316.5° 20.3	063.0° 75.1	233.3° 7.8
EKLS	068.0° 34.5	008.9° 146.6	043.3° 88.3	345.5° 112.5	021.1° 136.9	347.0° 91.5
EKLV	233.6° 66.2	326.0° 111.7	294.4° 26.4	297.1° 128.9	334.7° 82.4	290.0° 113.8
Lindtorp	227.0° 66.5	326.0° 104.0	283.9° 19.9	295.4° 122.0	336.0° 74.9	287.7° 107.4
EKMB	156.7° 152.6	099.3° 51.7	134.2° 126.9	184.5° 45.0	107.6° 83.2	176.0° 64.6
EKNM	243.5° 43.1	337.0° 122.4	343.0° 32.6	308.3° 126.7	347.7° 97.0	302.6° 108.9
Næstved	148.3° 127.7	068.2° 62.2	120.3° 112.6	164.1° 14.0	085.7° 86.0	160.3° 35.1
EKOD	169.2° 98.5	014.5° 36.2	133.3° 66.5	269.4° 44.6	064.3° 40.9	241.0° 41.8

*)No DME

Continued next page



AERODROME BEARING/DISTANCE FROM VOR/TACAN (continued)

	AAL	ALS*)	KAR	KOR	SKR	TNO
EKPB	186.5° 136.4	261.4° 24.8	169.8° 86.2	244.0° 87.9	170.0° 21.7	230.6° 91.8
EKRA	177.3° 79.8	354.1° 52.5	130.5° 44.3	286.2° 61.0	033.6° 41.3	266.8° 50.7
EKRD	173.37° 35.9	356.8° 96.3	065.3° 36.5	316.7° 83.7	015.5° 81.7	309.7° 64.5
EKRK	137.1° 115.9	056.0° 84.0	106.8° 113.7	058.5° 19.2	072.6° 102.0	111.5° 26.1
EKRN	121.5° 201.7	080.7° 165.0	104.4° 208.9	096.6° 109.7	086.7° 191.1	105.3° 121.3
EKRS	144.3° 117.7	058.6° 69.8	113.8° 108.1	094.6° 6.1	077.3° 89.6	145.0° 24.9
EKSB	178.0° 128.9	292.7° 7.7	157.3° 84.5	242.3° 69.4	124.5° 25.6	225.7° 74.5
EKSD	215.7° 77.6	321.6° 87.9	231.0° 20.2	288.0° 112.9	332.0° 57.6	278.5° 100.6
EKSN	013.6° 25.2	358.8° 156.4	024.4° 82.9	336.0° 132.6	009.4° 140.9	335.4° 111.5
EKSP	188.4° 115.8	303.5° 31.4	168.2° 65.2	257.7° 82.0	100.7° 1.9	242.7° 81.2
EKSS	160.0° 75.9	015.4° 62.8	109.8° 59.2	304.5° 43.9	045.6° 62.0	280.3° 28.7
EKST	167.1° 126.9	067.0° 20.8	140.9° 93.4	231.6° 44.6	100.8° 48.2	209.6° 54.5
EKSV	215.4° 42.9	340.6° 102.7	015.7° 16.2	305.9° 106.4	355.0° 79.5	298.5° 89.2
EKTD	193.0° 136.3	268.6° 40.0	180.0° 82.4	249.4° 100.8	211.7° 22.1	237.3° 102.4
EKTS	263.7° 42.2	338.1° 137.1	343.9° 47.5	312.3° 138.5	347.4° 111.9	307.7° 119.8
EKVB	201.0° 45.9	343.9° 92.6	058.8° 15.0	304.9° 95.0	001.2° 71.3	296.2° 78.2
EKVD	188.7° 102.7	320.8° 39.2	164.0° 52.8	266.8° 78.6	013.7° 13.1	251.0° 74.6
EKVH	224.8° 23.4	347.4° 118.1	020.1° 36.3	316.2° 111.7	000.7° 97.6	311.2° 92.4
EKVJ	215.7° 86.3	316.1° 86.0	226.2° 28.7	284.0° 116.0	323.8° 54.3	274.4° 105.0
EKYT	259.4° 4.5	354.0° 131.7	025.9° 55.6	325.9° 115.9	006.6° 114.2	323.1° 95.3

*)No DME



GREENLAND

STATION NORD

MESTERSVIG

ILULISSAT

KANGERLUSSUAQ

NARSARSUAQ



ILULISSAT (BGJN)

AERODROME CHART

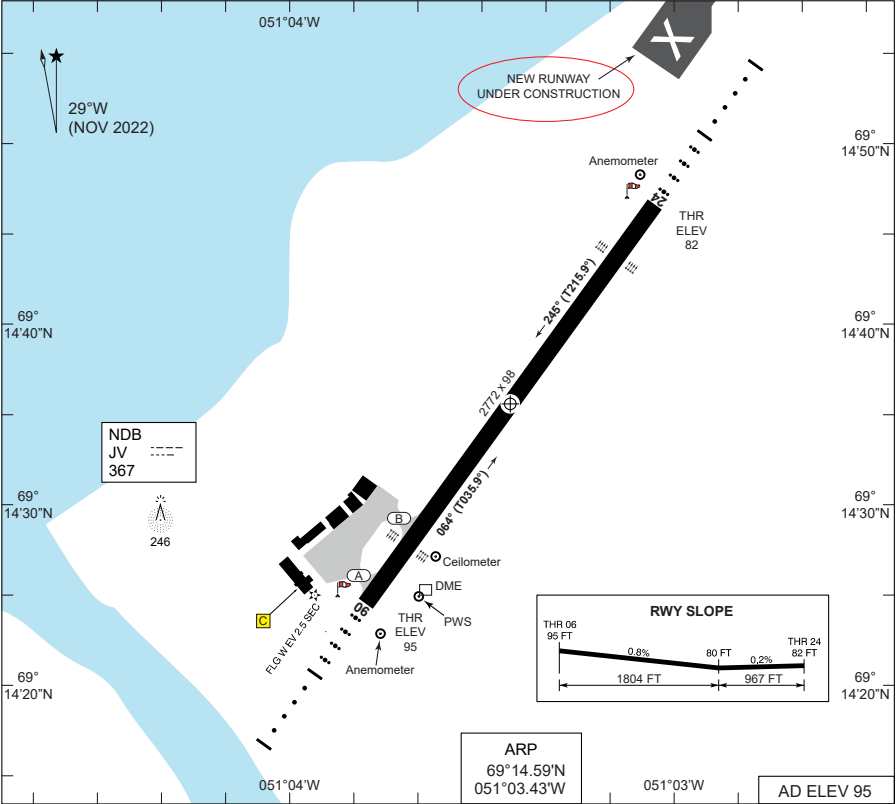
NDB W RWY 06

NDB B



AERODROME CHART

ILULISSAT (BGJN)



RWY	PCN	TORA	ASDA	TORA	LDA		PAPI	ALS	THR ELEV	THR PSN
06	46	2772	2772	2772	2772		5.1°	SRC	95	69°14.41'N 051°03.80'W
24	46	2772	2772	2772	2772		5.6°	SRC	82	69°14.78'N 051°03.05'W

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.

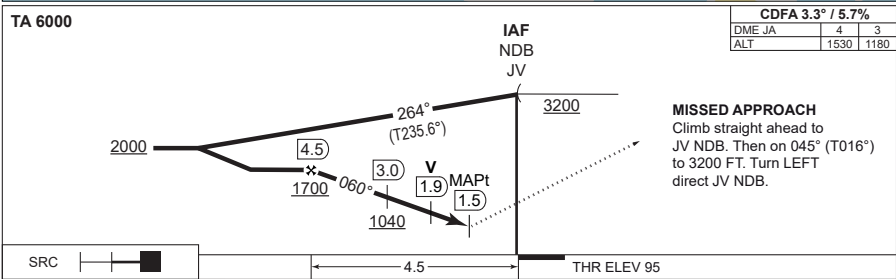
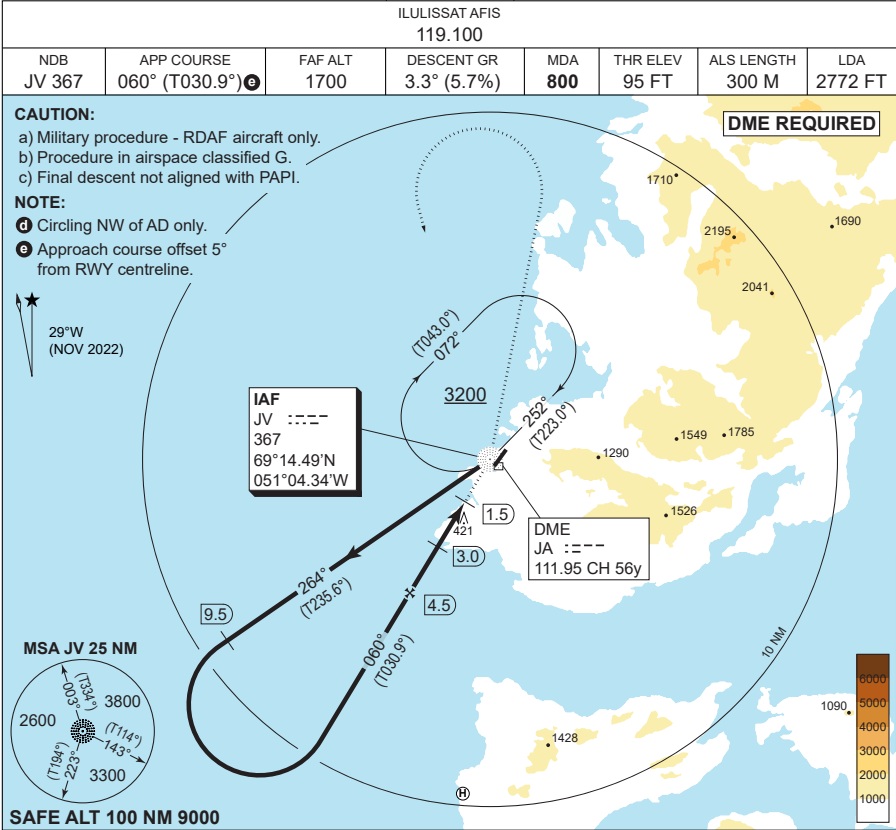
AERODROME CHART

ILULISSAT (BGJN)



MIPS
INSTRUMENT APPROACH CHART

NDB W RWY 06
ILULISSAT (BGJN)



CATEGORY		C
MIPS	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 ①	1190 - 2.4 1095 (1100-2.4)

NDB W RWY 06

69°14.59'N
051°03.43'W
21-2

ILULISSAT (BGJN)



CHANGES: FAF ALT CORRECTED

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

MIPS
INSTRUMENT APPROACH CHART

NDB B
ILULISSAT (BGJN)

Table with 7 columns: NDB, APP COURSE, FAF ALT, DESCENT GR, MDA, THR ELEV, ALS LENGTH, LDA. Values include JV 367, 240° (T210.9°), 2500, 3.4° (5.9%), 1190, 82, 300 M, 2772 FT.

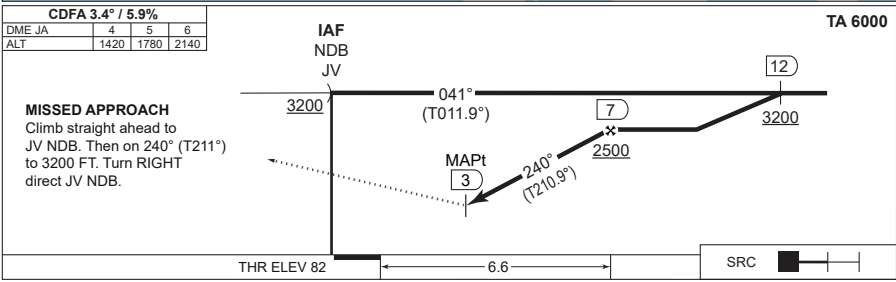
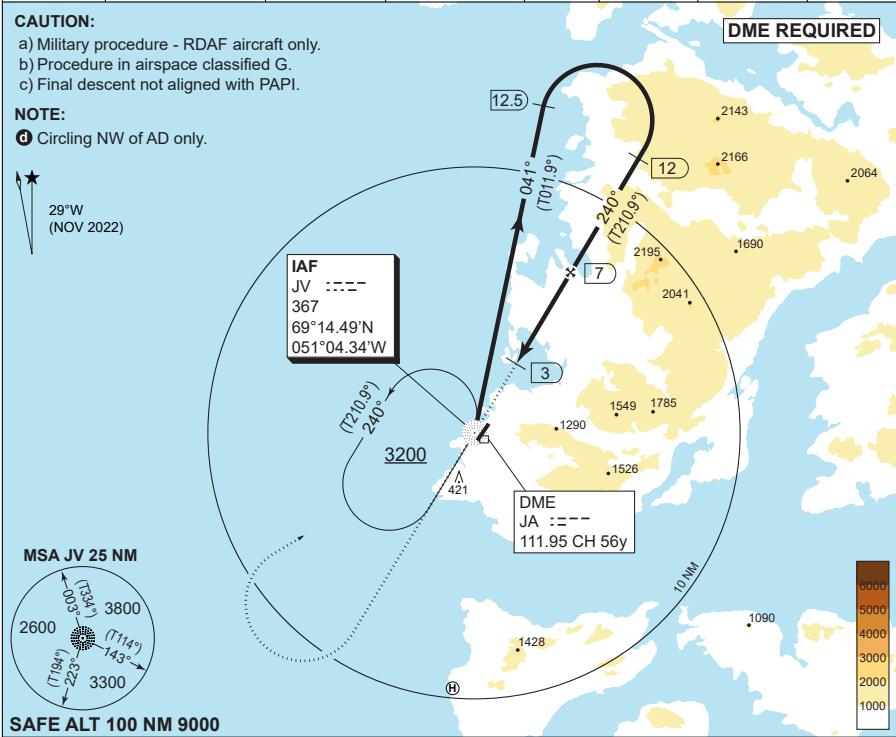
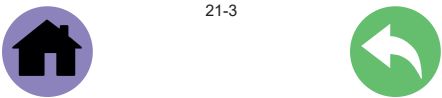


Table with 2 columns: CATEGORY, C. Rows include S-NDB (N/A due to terrain) and CIRCLING (1190 - 2.4 1095 (1100-2.4)).

NDB B ILULISSAT (BGJN)

69°14.59'N
051°03.43'W
21-3



CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MESTERSVIG (BGMV)

AERODROME CHART

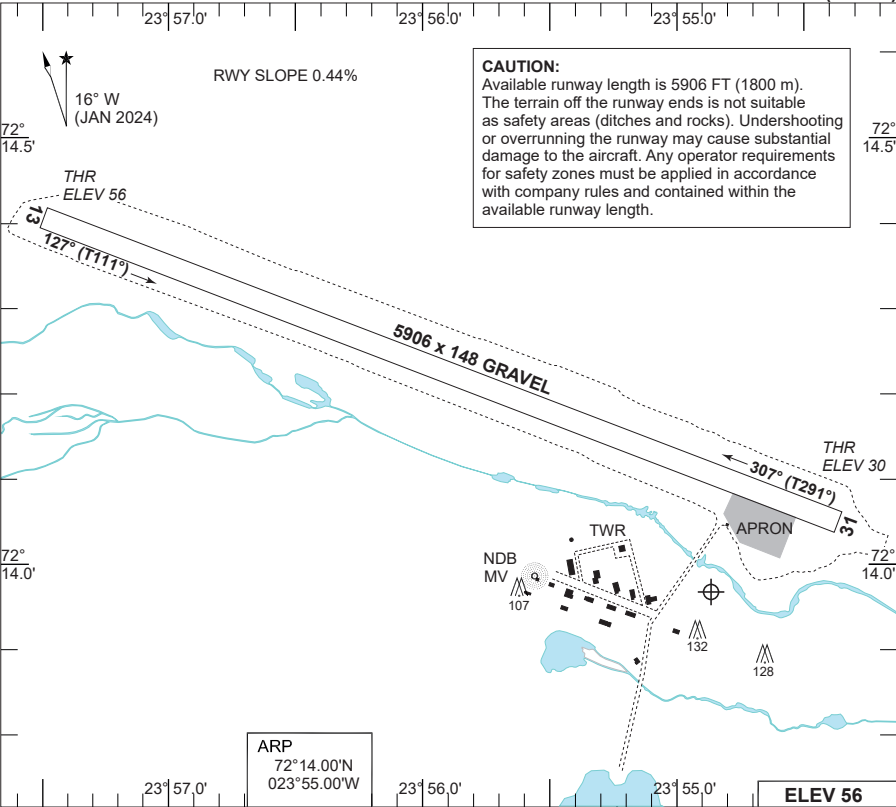
RNP RWY 31

WP LIST 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.
Satfax. 00 871 761282914 alternative 00 871 762215337.

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

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

OPERATIONS:
Taxi procedures: Caution during turns - wheels may dig in! Crews are advised to bring a tow bar.
Take off RWY 31: Right turn after departure.
Take off RWY 13: Straight ahead.

AERODROME CHART

MESTERSVIG (BGMV)



RNP RWY 31
MESTERSVIG (BGMV)

AD FL FV 56

MESTERSVIG
118.100 MHz 4050 KHz

NDB
MV 396 (O/R)

APP COUR
307°

FAF ALT
2000 FT

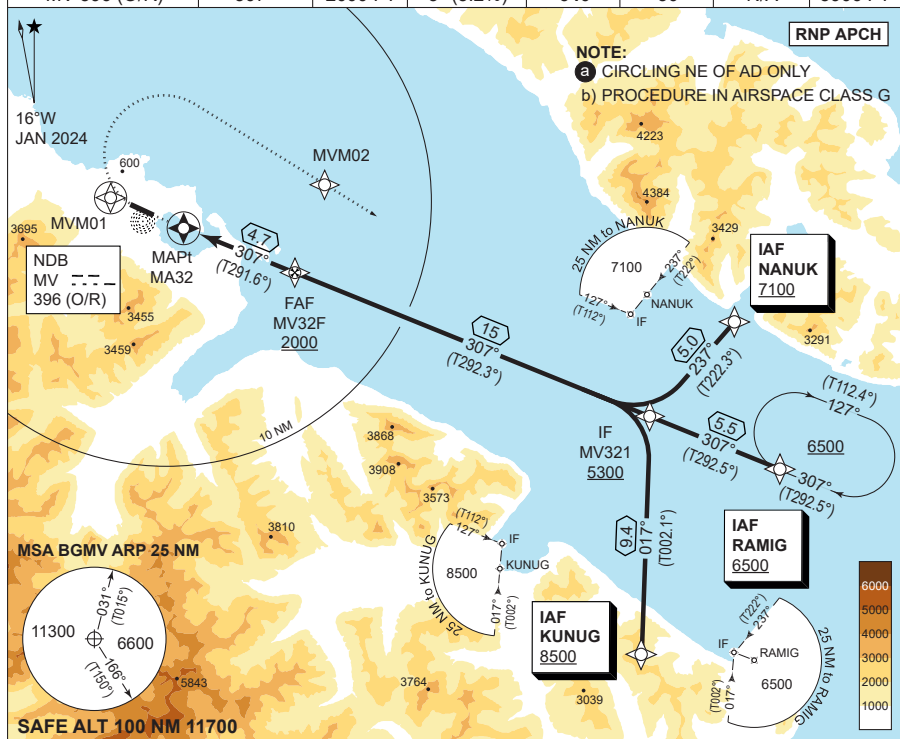
DESCENT GR
3° (5.2%)

MDA
640

30

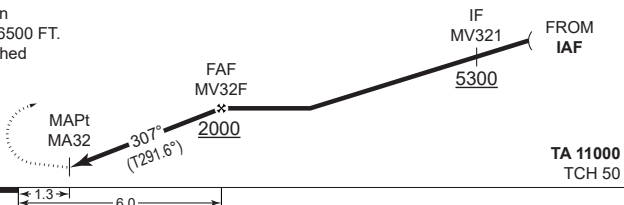
ALS
N/A

LDA
5906 FT



CDFA 3.0° / 5.24%

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



TA 11000
TCH 50

THR ELEV 30

1.3

60

CATEGORY		A	B	C	D
MIPS	LNAV (MACG 4.0%)	640 - 1.5 610 (600-2.8)		640 - 2.4 610 (600-2.8)	
	LNAV (MACG 2.5%)	800 - 1.5 770 (800-2.8)		800 - 2.4 770 (800-2.8)	
	CIRCLING 	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)

CHANGES: PAGE NUMBER:

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

RNP RWY 31

MESTERSVIG (BGMV)

72°14.00'N
023°55.00'W

22-2



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

Threshold coordinates

RWY 31	72 14 04.74N	023 54 29.52W	72 14.079N	023 54.492W
--------	--------------	---------------	------------	-------------

		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		

WAYPOINT LIST RWY 31

MESTERSVIG (BGMV)



NARSARSUAQ (BGBW)

AERODROME CHART

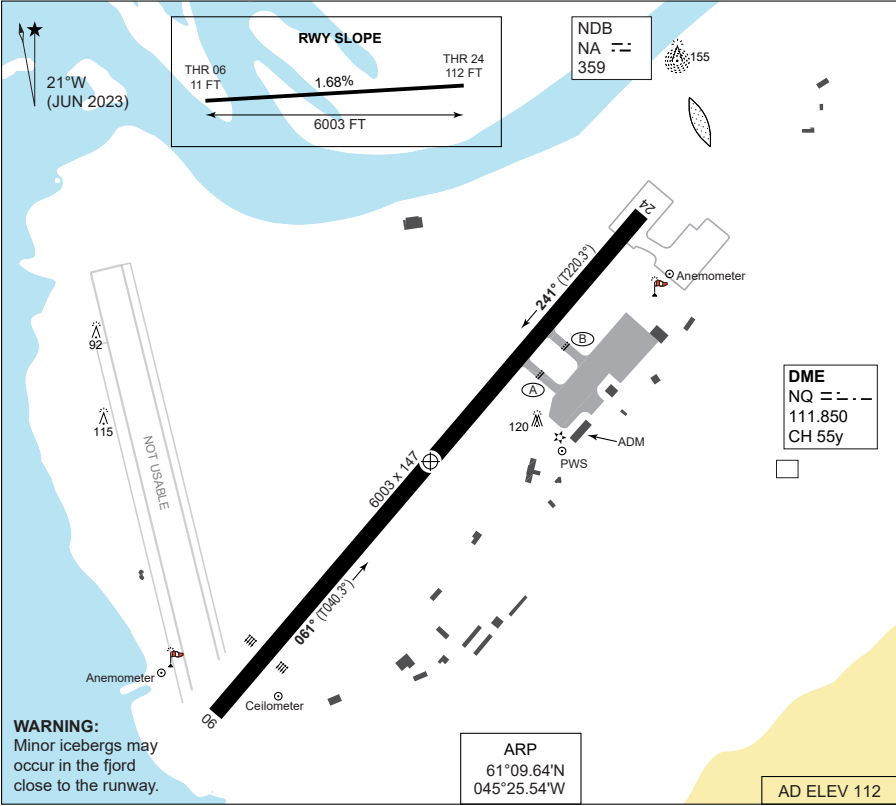
RNP X RWY 06

WP LIST RWY 06



AERODROME CHART

NARSARSUAQ (BGBW)



RWY	PCN	TORA	ASDA	TORA	LDA		PAPI	ALS	THR ELEV	THR PSN
06	43	6003	6003	6003	6003		3.5°	NONE	11	61°09.26'N 045°26.21'W
24	43	6003	6003	6003	6003		N/A	NONE	112	61°10.02'N 045°24.89'W

NARSARSUAQ AFIS: 119.100 MHZ

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:
Standard Arrival Routes (STAR) have not been established.

IFR departure:
Standard Instrument Departure (SID) RWY 24 available.

AERODROME CHART

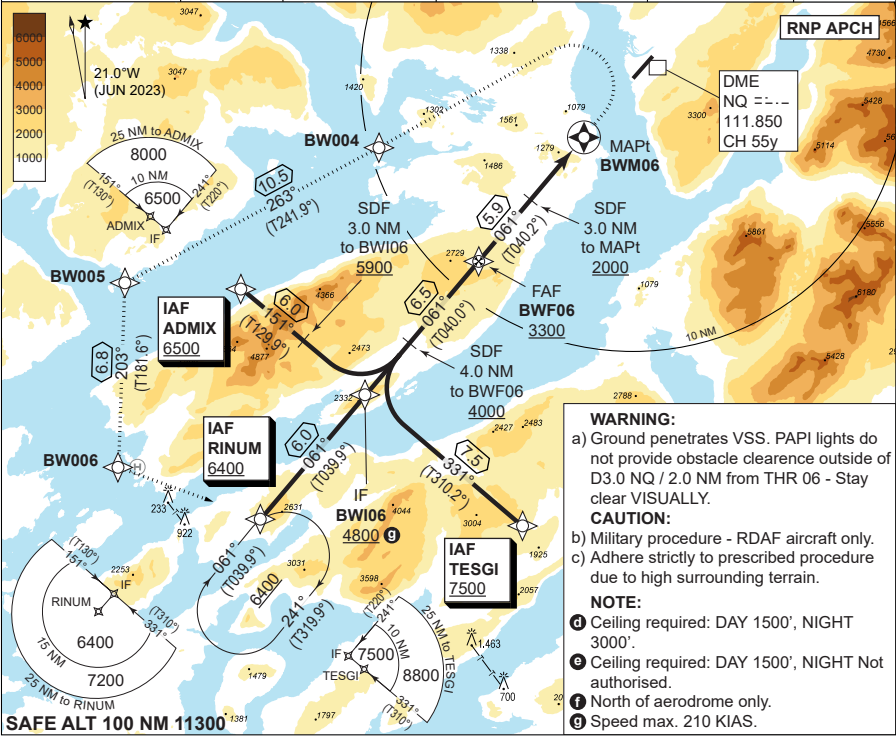
NARSARSUAQ (BGBW)



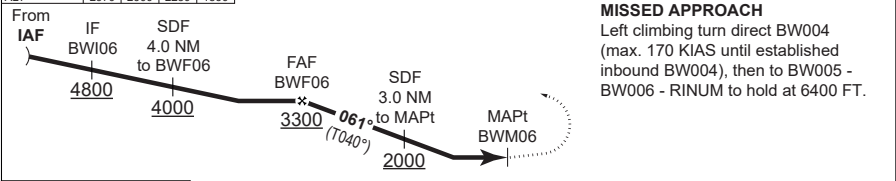
MIPS
INSTRUMENT APPROACH CHART

RNP X RWY 06
NARSARSUAQ (BGBW)

NARSARSUAQ AFIS 119.100					
APP COURSE 061°M / 040°T	FAF ALT 3300	DESCENT GR 3.5° (6.1%)	MDA 1800	THR ELEV 11	ALS LENGTH NO LIGHTS
					LDA 6003 FT



					TA 9000 TCH 50
--	--	--	--	--	-------------------



NO LIGHTS	5.9	2.8	THR ELEV 11
CATEGORY	C		
LNAV ④	1800 - 6.0 1789 (1700-6.0)		
CIRCLING ⑤ ⑦	3500 - 6.0 3388 (3400-6.0)		

RNP X RWY 06
NARSARSUAQ (BGBW)

61°09.64'N
045°25.54'W
23-2



CHANGES: PROCEDURE NAME UPDATED FROM Y OT X.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

BGBW RNP RWY 06 waypoint coordinates:

RWY 06 from ADMIX (Initial LEFT) RNP APPROACH

		CODING		DISPLAY	
ADMIX	IAF	61 01 33.86N	045 55 46.90W	61 01.564N	045 55.782W
BWI06	IF	60 57 43.08N	045 46 20.32W	60 57.718N	045 46.339W
BWF06	FAF	61 02 37.75N	045 37 48.97W	61 02.629N	045 37.816W
BWM06	MAPt	61 07 07.14N	045 29 58.35W	61 07.119N	045 29.973W
BW004	MATF	61 06 42.95N	045 45 24.96W	61 06.716N	045 45.416W
BW005	MATF	61 01 44.32N	046 04 30.41W	61 01.739N	046 04.507W
BW006	MATF	60 55 00.34N	046 04 53.25W	60 55.006N	046 04.888W
RINUM	MAHF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W

RWY 06 from RINUM (Initial STRAIGHT) RNP APPROACH

		CODING		DISPLAY	
RINUM	IAF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W
BWI06	IF	60 57 43.08N	045 46 20.32W	60 57.718N	045 46.339W
BWF06	FAF	61 02 37.75N	045 37 48.97W	61 02.629N	045 37.816W
BWM06	MAPt	61 07 07.14N	045 29 58.35W	61 07.119N	045 29.973W
BW004	MATF	61 06 42.95N	045 45 24.96W	61 06.716N	045 45.416W
BW005	MATF	61 01 44.32N	046 04 30.41W	61 01.739N	046 04.507W
BW006	MATF	60 55 00.34N	046 04 53.25W	60 55.006N	046 04.888W
RINUM	MAHF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W

RWY 06 from TESGI (Initial RIGHT) RNP APPROACH

		CODING		DISPLAY	
TESGI	IAF	60 52 53.66N	045 34 35.27W	60 52.894N	045 34.588W
BWI06	IF	60 57 43.08N	045 46 20.32W	60 57.718N	045 46.339W
BWF06	FAF	61 02 37.75N	045 37 48.97W	61 02.629N	045 37.816W
BWM06	MAPt	61 07 07.14N	045 29 58.35W	61 07.119N	045 29.973W
BW004	MATF	61 06 42.95N	045 45 24.96W	61 06.716N	045 45.416W
BW005	MATF	61 01 44.32N	046 04 30.41W	61 01.739N	046 04.507W
BW006	MATF	60 55 00.34N	046 04 53.25W	60 55.006N	046 04.888W
RINUM	MAHF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W



STATION NORD (BGNO)

AERODROME CHART

RNP RWY 01

RNP RWY 19

WP LIST RWY 01

WP LIST RWY 19

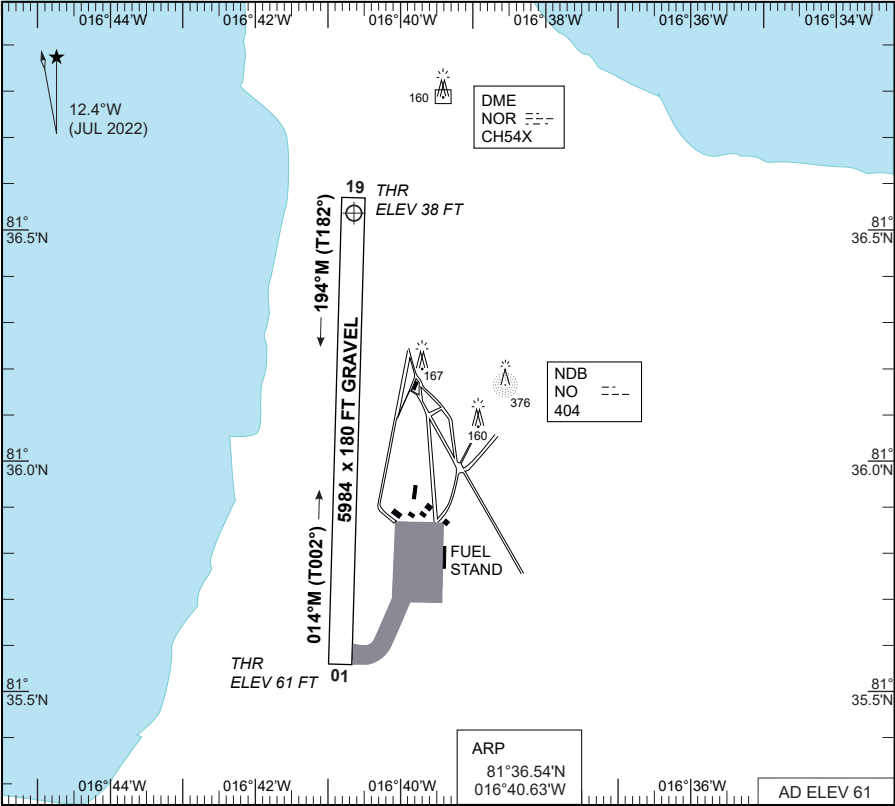
NDB RWY 01

NDB RWY 19



AERODROME CHART

STATION NORD (BGNO)



Yellow day markings (sticks) or flags spaced at 50 m									
White RWY edge lights spaced at 150 m for night operations (IR optional).									
Green THR. Red, end of RWY.									
RWY	LCN	TORA	ASDA	TODA	LDA	AEED	ASI	ALS	THR ELEV
01		5984	5984	5984	5984				61
19		5984	5984	5984	5984			SRC	38
									THR PSN
									81°35.58'N 016°40.90'W
									81°36.56'N 016°40.66'W

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

NOTE:
CIRCLING WEST OF AD ONLY

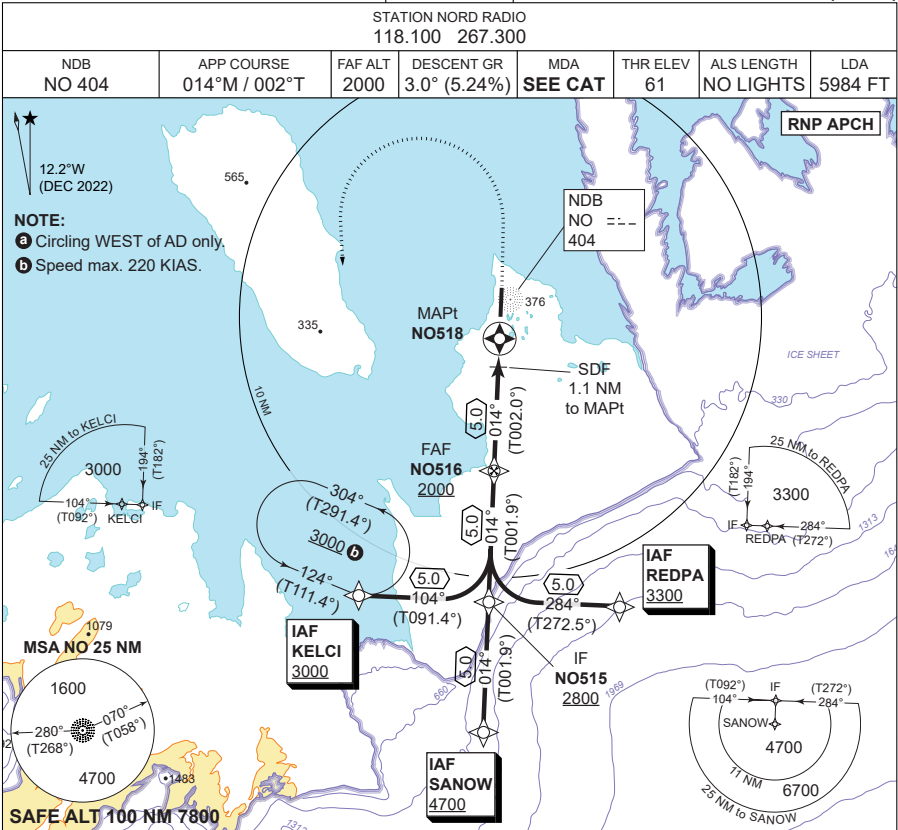
AERODROME CHART

STATION NORD (BGNO)



MIPS
INSTRUMENT APPROACH CHART

RNP RWY 01
STATION NORD (BGNO)



CDFA 3.0° / 5.24%

DIST NO518	5	4	3	2	1
DIST THR	5.9	4.9	3.9	2.9	1.9
ALT	1990	1680	1360	1040	720

From IAF NO515 2800 FAF NO516 2000 MAPt NO518 700

NO LIGHTS 5.0 0.9 THR ELEV 61

MISSED APPROACH: Climb on track 014° (T002°). At 1000 FT turn left and continue climb inbound KELCI to join the holding at 3000 FT.

CATEGORY	A	B	C	D
LNAV	400 - 1.7 339 (400-1.7)		420 - 1.8 359 (400-1.8)	440 - 1.9 379 (400-1.9)
CIRCLING a	470 - 1.7 409 (500-1.7)	570 - 1.7 509 (600-1.7)	840 - 2.4 779 (800-2.4)	850 - 3.6 789 (800-3.6)

RNP RWY 01 81°36.54'N 016°40.63'W 24-2 STATION NORD (BGNO)

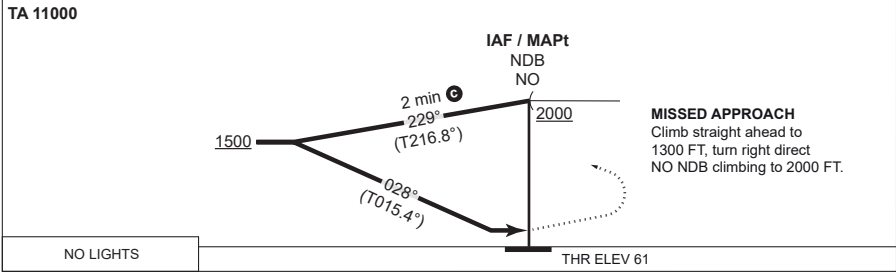


BGNO RNP RWY 01 waypoint coordinates														
RWY 01 from KELCI (Initial LEFT) APPROACH RNP														
CODING								DISPLAY						
KELCI	IAF	81	24	51.16N	017	16	44.46W	81	24.853N	017	16.741W			
NO515	IF	81	24	42.55N	016	43	26.22W	81	24.709N	016	43.437W			
NO516	FAF	81	29	40.91N	016	42	18.36W	81	29.682N	016	42.306W			
NO518	MAPt	81	34	41.22N	016	41	06.92W	81	34.687N	016	41.115W			
KELCI	MAHF	81	24	51.16N	017	16	44.46W	81	24.853N	017	16.741W			
RWY 01 from SANOW (Initial STRAIGHT) APPROACH RNP														
CODING								DISPLAY						
SANOW	IAF	81	19	44.20N	016	44	33.74W	81	19.737N	016	44.562W			
NO515	IF	81	24	42.55N	016	43	26.22W	81	24.709N	016	43.437W			
NO516	FAF	81	29	40.91N	016	42	18.36W	81	29.682N	016	42.306W			
NO518	MAPt	81	34	41.22N	016	41	06.92W	81	34.687N	016	41.115W			
KELCI	MAHF	81	24	51.16N	017	16	44.46W	81	24.853N	017	16.741W			
RWY 01 from REDPA (Initial RIGHT) APPROACH RNP														
CODING								DISPLAY						
REDPA	IAF	81	24	31.09N	016	10	09.28W	81	24.518N	016	10.155W			
NO515	IF	81	24	42.55N	016	43	26.22W	81	24.709N	016	43.437W			
NO516	FAF	81	29	40.91N	016	42	18.36W	81	29.682N	016	42.306W			
NO518	MAPt	81	34	41.22N	016	41	06.92W	81	34.687N	016	41.115W			
KELCI	MAHF	81	24	51.16N	017	16	44.46W	81	24.853N	017	16.741W			
Waypoint Data Table														
		Published Altitude	HAA	OAT at Station Nord										
				0	-4	-8	-12	-16	-20	-24	-28	-32	-36	-40
				Corrected altitude										
FIX	KELCI	3000	2939	3170	3210	3260	3310	3360	3410	3470	3530	3580	3640	3710
	SANOW	4700	4639	4960	5040	5110	5190	5270	5360	5440	5530	5620	5720	5820
	REDPA	3300	3239	3480	3540	3590	3640	3700	3760	3820	3880	3940	4010	4080
	NO515	2800	2739	2960	3000	3040	3090	3140	3190	3240	3290	3340	3400	3460
	NO516	2000	1939	2110	2140	2170	2210	2240	2270	2310	2350	2390	2420	2470
Distance to NO518	5 NM	1990	1929	2100	2130	2160	2200	2230	2260	2300	2340	2370	2410	2450
	4 NM	1680	1619	1770	1800	1830	1850	1880	1910	1940	1970	2000	2030	2070
	3 NM	1360	1299	1440	1460	1480	1500	1520	1540	1570	1590	1620	1650	1670
	2 NM	1040	979	1100	1110	1130	1150	1160	1180	1200	1220	1240	1260	1280
	1 NM	720	659	760	770	780	790	800	820	830	840	850	870	880
MDA	CAT D	440	379	470	470	480	480	490	500	500	510	520	530	540
	CAT C	420	359	440	450	460	460	470	470	480	490	490	500	510
	CAT B	400	339	420	430	430	440	450	450	460	460	470	480	480
	CAT A	400	339	420	430	430	440	450	450	460	460	470	480	480
	CAT D	850	789	900	910	920	940	950	960	980	990	1010	1020	1040
CIRC	CAT C	840	779	890	900	910	930	940	950	970	980	1000	1010	1030
	CAT B	570	509	600	610	620	630	640	650	650	660	670	680	700
	CAT A	470	409	500	500	510	520	520	530	540	550	550	560	570



MIPS
INSTRUMENT APPROACH CHART

NDB RWY 01
STATION NORD (BGNO)



CATEGORY	C	D
S-NDB 01	690 - 2.9 629 (700-2.9)	
CIRCLING a	840 - 2.9 779 (800-2.9)	850 - 3.6 789 (800-3.6)

NDB RWY 01

81°36.54'N
016°40.63'W
24-4

STATION NORD (BGNO)



CHANGES: PAGE NUMBER.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

RNP RWY 19
STATION NORD (BGNO)

STATION NORD RADIO
118.100 267.300

STATION NORD (BGNO)

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

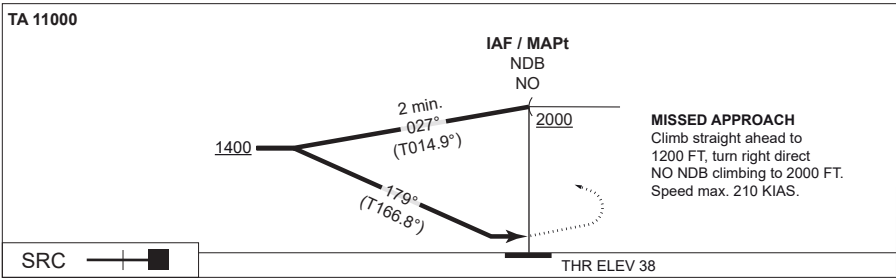
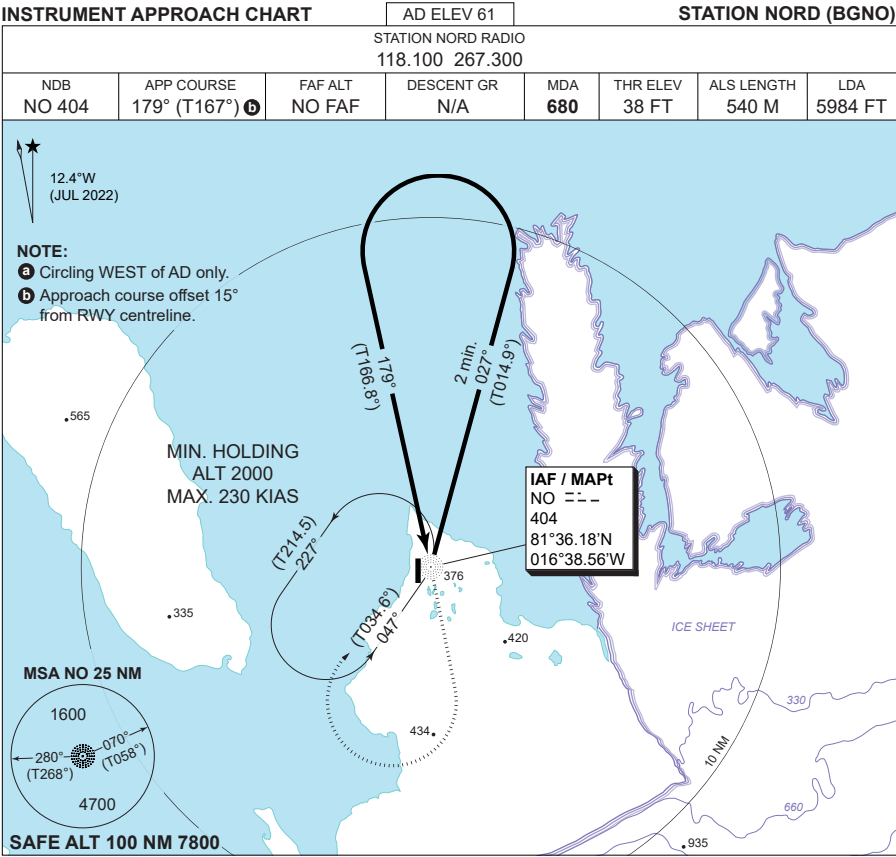


BGNO RNP RWY 19 waypoint coordinates															
RWY 19 from NOIAE (Initial LEFT) APPROACH RNP															
CODING								DISPLAY							
NOIAE		IAF	81	48	57.01N	016	04	58.70W	81	48.950N	016	04.978W			
NOIWP		IAF / IF	81	47	26.10N	016	38	12.78W	81	47.435N	016	38.213W			
NOFAP		FAF	81	42	28.20N	016	39	20.70W	81	42.470N	016	39.345W			
NOMPT		MAPt	81	37	33.39N	016	40	26.75W	81	37.557N	016	40.446W			
NOIAW		MAHF	81	49	16.62N	017	10	39.96W	81	49.277N	017	10.666W			
RWY 19 from NOIAW (Initial RIGHT) APPROACH RNP															
CODING								DISPLAY							
NOIAW		IAF	81	49	16.62N	017	10	39.96W	81	49.277N	017	10.666W			
NOIWP		IAF / IF	81	47	26.10N	016	38	12.78W	81	47.435N	016	38.213W			
NOFAP		FAF	81	42	28.20N	016	39	20.70W	81	42.470N	016	39.345W			
NOMPT		MAPt	81	37	33.39N	016	40	26.75W	81	37.557N	016	40.446W			
NOIAW		MAHF	81	49	16.62N	017	10	39.96W	81	49.277N	017	10.666W			
Temperature correction table															
		Published Altitude	HAA	OAT at Station Nord											
				0	-4	-8	-12	-16	-20	-24	-28	-32	-36	-40	-44
		Corrected altitude*													
FIX	NOIAE	3300	3239	3480	3540	3590	3640	3700	3760	3820	3880	3940	4010	4080	4150
	NOIAW	3000	2939	3170	3210	3260	3310	3360	3410	3470	3530	3580	3640	3710	3770
	NOIWP	1800	1739	1900	1930	1960	1990	2020	2050	2080	2110	2150	2180	2220	2260
Distance to NOMPT	NOFAP	1800	1739	1900	1930	1960	1990	2020	2050	2080	2110	2150	2180	2220	2260
	4 NM	1530	1469	1620	1640	1660	1690	1710	1740	1770	1790	1820	1850	1880	1920
	3 NM	1240	1179	1310	1330	1350	1370	1390	1410	1430	1450	1480	1500	1520	1550
MDA	2 NM	960	899	1010	1030	1040	1060	1070	1090	1110	1120	1140	1160	1180	1200
	1 NM	670	609	710	720	730	740	750	760	770	780	790	810	820	830
	CAT D	430	369	460	460	470	470	480	490	490	500	510	510	520	530
Circling	CAT C	390	329	410	420	420	430	430	440	450	450	460	470	470	480
	CAT B	380	319	400	410	410	420	420	430	430	440	450	450	460	470
	CAT A	380	319	400	410	410	420	420	430	430	440	450	450	460	470
	CAT D	850	789	900	910	920	940	950	960	980	990	1010	1020	1040	1060
	CAT C	840	779	890	900	910	930	940	950	970	980	1000	1010	1030	1050
	CAT B	570	509	600	610	620	630	640	650	650	660	670	680	700	710
	CAT A	470	409	500	500	510	520	520	530	540	550	550	560	570	580
	*) Rounded up to the nearest 10 ft														



MIPS
INSTRUMENT APPROACH CHART

NDB RWY 19
STATION NORD (BGNO)



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

NDB RWY 19

81°36.54'N
016°40.63'W
24-7

STATION NORD (BGNO)



CHANGES: PAGE NUMBER.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

KANGERLUSSUAQ (BGSF)

OPS INFO

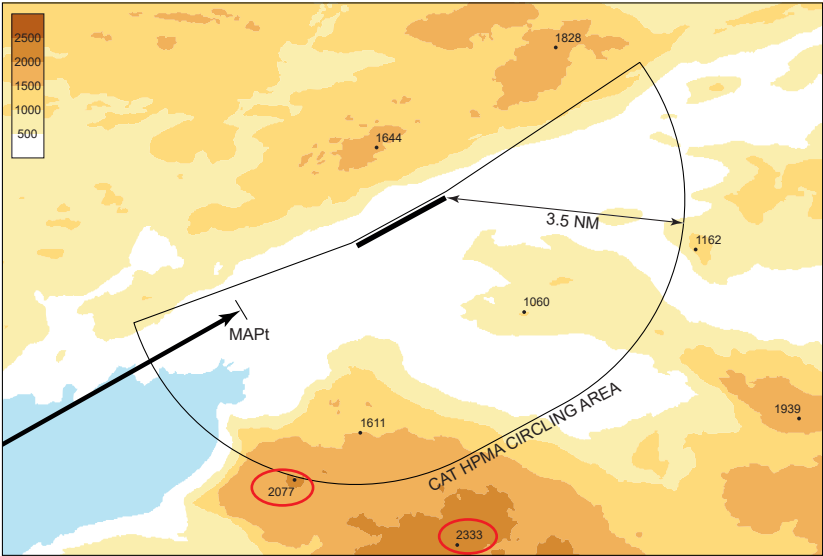
HPMA LOC W RWY 09



KANGERLUSSUAQ OPERATIONS

HPMA CIRCLING AREA

Circling is to the south of the AD only.
The map below shows the area used to evaluate HPMA CIRCLING minima. Remain within the circling area to avoid high terrain to the south.



RWY 09

1.51% upslope first 900 M RWY 09. Upslope causes illusion of short runway. Due to climatic conditions, RWY surface may be partly uneven.



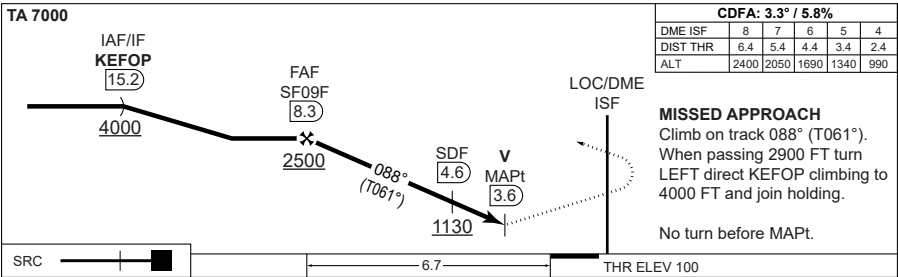
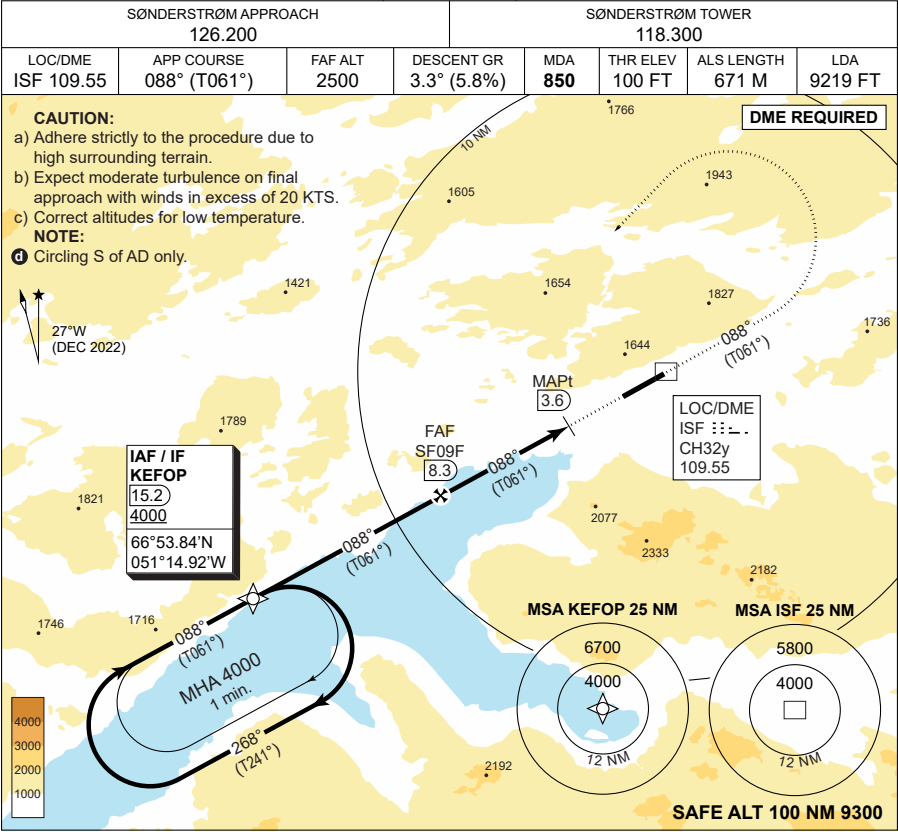
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 165

HPMA LOC W RWY 09

KANGERLUSSUAQ (BGSF)



CATEGORY	HPMA
S-LOC 09	850 - 2400 750 (800-2.4/3.5)
CIRCLING ①	2320 - 3.2 2155 (2200-3.2)

HPMA LOC W RWY 09

67°01.02'N
050°41.36'W
25-2

KANGERLUSSUAQ (BGSF)



CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

RDAF FLIP

Publication dates and editorial deadlines 2026

Publication date: 12

Editorial deadline: 25

JAN	FEB	MAR	APR	MAJ	JUN	JUL	AUG	SEP	OKT	NOV	DEC
1	1	1	1	1	1	1	1	1	1	1	1
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30		30	30	30	30	30	30	30	30	30	30
31		31		31		31	31		31		31



INSTRUMENT DEPARTURE OR APPROACH PROCEDURE CHARTS

RATE OF CLIMB OR DESCENT TABLE

(FEET PR MINUTE)

A rate of climb or descent table is provided for use in planning and execution of climbs or descent under known or approximate ground speed conditions. All figures are rounded up to the nearest 10 feet increment.

CLIMB / DESCENT GRADIENT			GROUND SPEED (KNOTS)										
Deg.	%	FT/ NM	60	90	120	150	180	210	240	270	300	330	360
1.43°	2.50	160	160	230	310	380	460	540	610	690	760	840	920
2.0°	3.49	220	220	320	430	540	640	750	850	960	1070	1170	1280
2.5°	4.37	270	270	400	540	670	800	930	1070	1200	1330	1460	1600
2.75°	4.80	300	300	440	590	730	880	1030	1170	1320	1460	1610	1760
3.0°	5.24	320	320	480	640	800	960	1120	1280	1440	1600	1760	1920
3.5°	6.12	380	380	560	750	930	1120	1310	1490	1680	1860	2050	2230
4.0°	6.99	430	430	640	850	1070	1280	1490	1700	1920	2130	2340	2550
4.5°	7.87	480	480	720	960	1200	1440	1680	1920	2160	2400	2640	2870
5.0°	8.75	540	540	800	1070	1330	1600	1870	2130	2400	2660	2930	3190
5.5°	9.63	590	590	880	1180	1470	1760	2050	2350	2640	2930	3220	3520
6.0°	10.5	640	640	960	1280	1600	1920	2240	2560	2880	3200	3520	3840
6.5°	11.4	700	700	1040	1390	1740	2080	2430	2770	3120	3470	3810	4160
7.0°	12.3	750	750	1120	1500	1870	2240	2620	2990	3360	3740	4110	4480
7.5°	13.2	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0°	14.1	860	860	1290	1710	2140	2570	2990	3420	3850	4270	4700	5130
8.5°	14.9	910	910	1370	1820	2280	2730	3180	3640	4090	4550	5000	5450
9.0°	15.8	970	970	1450	1930	2410	2890	3370	3850	4340	4820	5300	5780
9.5°	16.7	1020	1020	1530	2040	2550	3060	3560	4070	4580	5090	5600	6110
10.0°	17.6	1080	1080	1610	2150	2680	3220	3750	4290	4830	5360	5900	6430

