ROYAL DANISH AIR FORCE
FLIGHT INFORMATION PUBLICATION

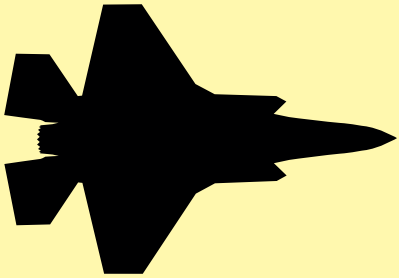
RDAF FLIP

INSTRUMENT APPROACH AND
DEPARTURE PROCEDURES

DENMARK AND ALTERNATE AERODROMES

SPECIAL EDITION FOR
FW SKRYDSTRUP

For Electronic Flight Bag
Touch anywhere on this page to continue



EFFECTIVE 16 APR 2026
TO 10 JUN 2026

Published by
AIR COMMAND - MIL AIM
www.flv.dk/milaim

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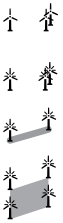
INDEX OF AERODROME CHARTS AND PROCEDURES

INDEX OF AERODROME CHARTS AND PROCEDURES

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

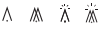


Wind turbine - unlit
Group of wind turbines - unlit

Wind turbine - lit
Group of wind turbines - lit

Line of wind turbines - lit

Wind farm - lit

} Replaces  where obstacles are in fact wind turbines.

Exceptionally high obstacle - lit

} Replaces  where an obstacle is 1000 ft AMSL or more)

Highest obstacle within the Plan View Area

Para drop zone

Cities, towns, villages

Air traffic services Reporting Office (ARO)

Water aerodrome

VOR

DME

VOR/DME

TACAN

VORTAC

NDB

VFR Reporting Point / Intersection
On Request Fly-By

VFR Reporting Point / Intersection
Compulsory Fly-By

VFR Reporting Point / Intersection
On Request Fly-Over

VFR Reporting Point / Intersection
Compulsory Fly-Over

Waypoint On Request Fly-By

Waypoint Compulsory Fly-By

Waypoint On Request Fly-Over

Waypoint Compulsory Fly-Over

5 DME Mileage

Procedural Track

5000
R-270
(25) Minimum Level, Direction, Distance

R-270 Radial

LR-270 Lead Radial

1100 1100 Mandatory Level / Recommended Level

1100 1100 Minimum Level / Maximum Level

Spot Elevation

Obstruction (unlighted)
Group of Obstructions (unlighted)

Obstruction (lighted)
Group of Obstructions (lighted)

HIRTA (no obstruction)

HIRTA (with obstruction unlighted)

HIRTA (with obstruction lighted)

HIRTA
High intensity radio transmission area

Power Transmission Line

MSA FIX 25 NM
6100
305°
055°
5700
Minimum Sector Altitude (MSA) 25NM radius
Identification of Radio Navigational Facility
Sector Boundary
Minimum sector Altitude (MSA)

ED-P3
5000 ft MSL
GND
Danger Area (ED-D)
Restricted Area (ED-R)
Prohibited Area (ED-P)

0° (2005) 1°E (2005) Variation

International Border

FIR

Control Zone (CTR)

Not to Scale

000.000x Frequency available on request

ATIS* Control Tower or ATIS operates non-continuously

ARP

27 Distance

HG 1 3600 4500 HG 2
Night Low Flying System
(Route Segment)
Waypoint Designator
Enroute Flight Altitude in ft MSL
Emergency Enroute Flight Altitude in ft MSL

IAF Initial Approach Fix

Missed Approach

CHANGES: NEW PAGE.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

Procedure Turn

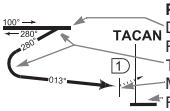
Final Approach Fix (FAF)
(Non precision approaches)

Visual Descent Point (VDP)

Transition Route

Supplementary Route

Profile



Descent from Holding Pattern
Radio Nav Facility
Turns
Missed Approach Point
RWY

270° to

Final Approach Course from IAF to main Radio NavAid or ARP

Standard Holding Pattern

Holding Fix (If holding fix conform to IAF, IAF symbol is to be used.)

GS 3.0°
TCH 35

Glide Slope in Degrees
Threshold Crossing Height

1100

Glide Slope Intercept Altitude

Front Course

Back Course

Glide Slope

MM

OM

General symbol for radio facilities

Radar reflector

ATS Service Boundary

VASIS / PAPI

Displaced Threshold

INS Position

Closed runway or taxiway
TWY

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.

Net

Taxiway designation

ABN

Helicopter Landing Area

Supervision office

Wind sock (unlighted, lighted)

RWY (hard surface)

RWY (unpaved surface)

RWY (unpaved surface) with unpaved surface beyond RWY extremities

RWY (hard surface) with hard surface beyond RWY extremities

RWY (hard surface) with unpaved surface beyond RWY extremities

TWY or apron (hard surface)

Building

APPROACH LIGHTING SYSTEM

Threshold (ALS no flashing lights)
Threshold (ALS with flashing lights)

Lights on extended rwy center line
1 row
2 rows
3 rows or more

Crossbar

No ALS

Type of ALS unknown

Example

Example

AALBORG (EKYT)

AERODROME CHART

ILS or LOC RWY 08L

ILS or LOC RWY 26R

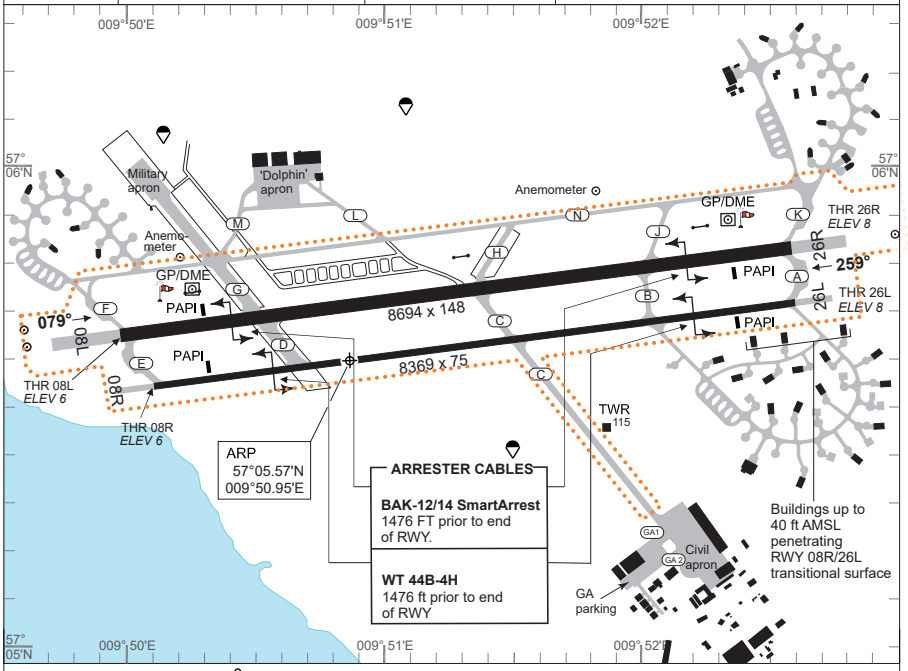
HPMA TACAN RWY 08L

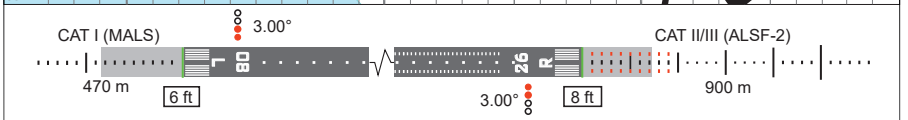
HPMA VORTAC RWY 26R

TACAN RWY 08L (CAT C-E)

VORTAC RWY 26R

AALBORG ATIS	AALBORG TOWER	AALBORG APPROACH	AD Admin and FPL:	+45 728 46310
120.480	353.525 118.305	362.450 123.980	Email:	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 PSN	TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THR PSN
08L	66 F/D/W/T	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		A/K	8694	8694	9589	8694	8	LIH	3.00°	LIH	LIH	LIH	LIH	57°05.790'N 009°52.611'E
		B/J	6791	6791	7686									
		C/H	4691	4691	5586									
08R	52 F/D/X/U	E	8369	8369	8861	8369	6	LIL	3.00°			LIL	LIL	57°05.515'N 009°50.128'E
26L		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)

CHANGES: ARRESTER CABLE DENOMINATION UPDATED. ATC SERVICE BOUNDARY ADDED. LIMIT OF MANOEUVERING AREA WITHDRAWN.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

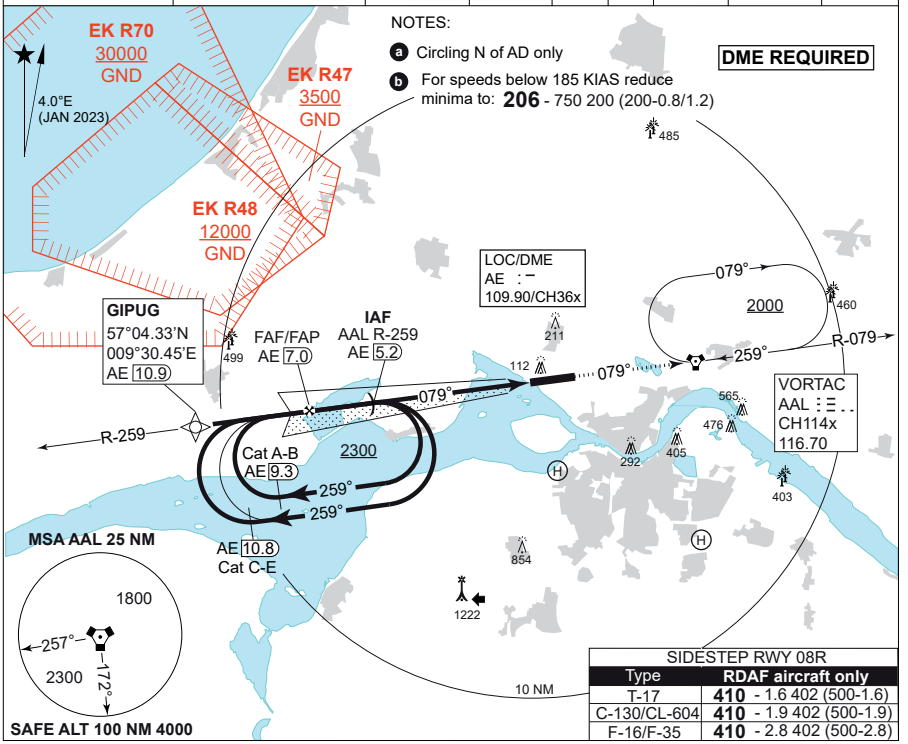
ILS or LOC RWY 08L
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

LOC/DME	VORTAC	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
AE 109.90/CH 36x	AAL CH114x/116.700	079°	2300 FT	3.00°	**206**	6	470 M	8694 FT

NOTES:
- a Circling N of AD only
- b For speeds below 185 KIAS reduce minima to: **206** - 750 200 (200-0.8/1.2)

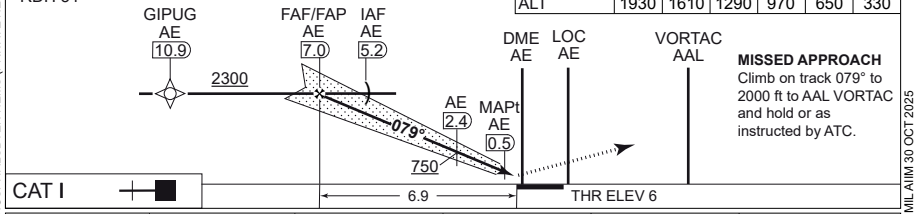
DME REQUIRED



SIDESTEP RWY 08R	
Type	**RDAF aircraft only**
T-17	**410** - 1.6 402 (500-1.6)
C-130/CL-604	**410** - 1.9 402 (500-1.9)
F-16/F-35	**410** - 2.8 402 (500-2.8)

TA 3000
GS 3.00°
RDH 54

LOC ONLY: CDFA 3.00° / 5.24%						
DME AE	6	5	4	3	2	1
DIST THR	5.9	4.9	3.9	2.9	1.9	0.9
ALT	1930	1610	1290	970	650	330



MISSED APPROACH
Climb on track 079° to 2000 ft to AAL VORTAC and hold or as instructed by ATC.

CATEGORY	A	B	C	D	E
S-ILS CAT I 08L	**206** - 750 200 (200-0.8/1.2)				**281** -900 275 (300-0.9/1.3) b
S-LOC 08L	**300** - 900 292 (300-0.9/1.4)				**310** -1000 302 (400-1.0/1.4)
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)

MIPS

CHANGES: NEW AALBORG HOSPITALSBYEN HEMS (PRIVATE HELIPAD) ADDED.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 8

HPMA TACAN RWY 08L

AALBORG (EKYT)

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	5.24% (318 FT/NM)	**340**	6	470 M	8694 FT

NOTES:

ⓐ Circling North of AD only

4.0°E
(JAN 2023)

DME REQUIRED

TACAN
AAL
CH114x

170°
LT
060°
RT
TD
350°

IAF
57°00.96'N
09°39.84'E

EK R70
30000
GND

EK R48
12000
GND

EK R47
3500
GND

079°
2000
259°
R-079

11.4
060°
22
079°
R-259
565
476
240°
R-240
854
IAF
12
1222
20

MSA AAL 25 NM
1800
257°
2300
172°

20 NM

SAFE ALT 100 NM 4000

SIDESTEP RWY 08R

Type	RDAF Aircraft Only
C-130/CL-604	**420** - 1.9 412 (500-1.9)
F-16/F-35	**420** - 2.8 412 (500-2.8)

TA 3000

IAF
12
240°
FL 150
4000
20
22
4000
FAF
11.4
079°
2000
079°
SDF
8.0
V
6.1
MAPt
5.5
650
TACAN
AAL

CDFA: 3.00° / 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

MISSED APPROACH
Climb on TACAN AAL R-259
to 2000 ft inbound AAL and hold.

CAT I

6.1

THR ELEV 6

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

CHANGES: VORTAC CHANGED TO TACAN WITHOUT FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

HPMA TACAN RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS

INSTRUMENT APPROACH CHART

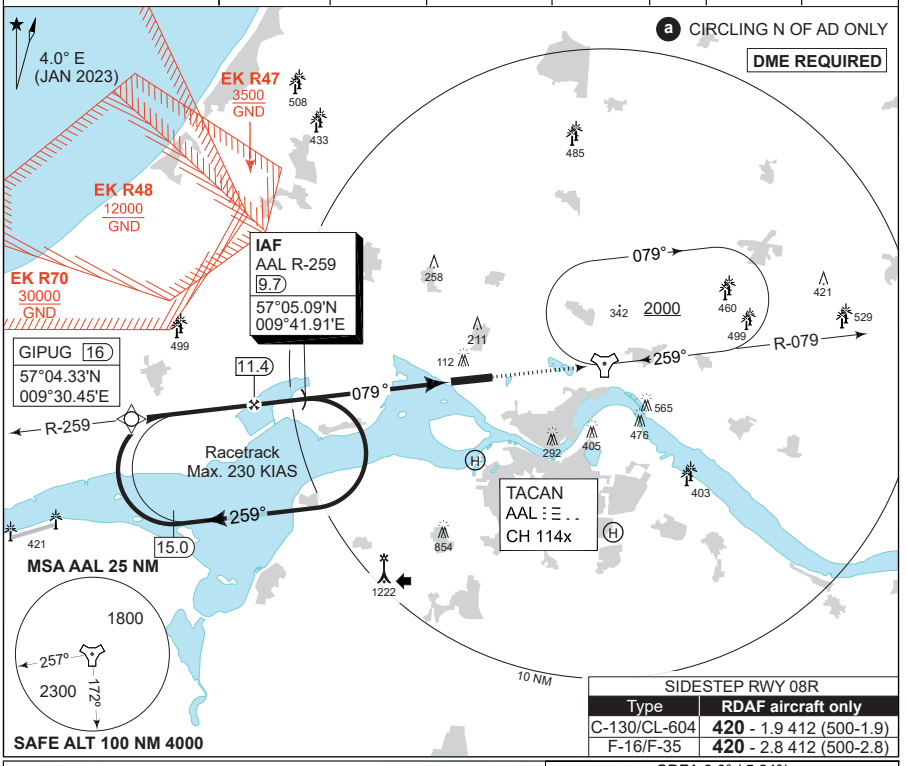
AD ELEV 8

TACAN RWY 08L (CAT C-E)

AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

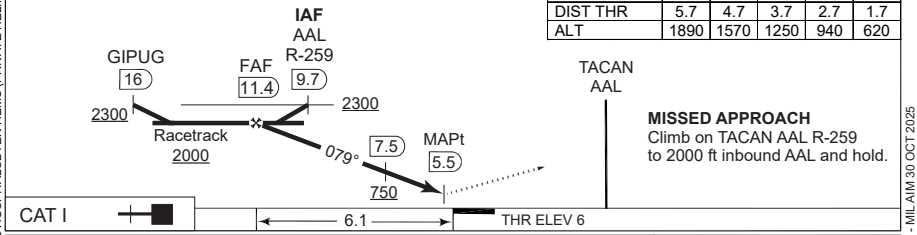
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS length	LDA
AAL CH 114x	079°	2000 FT	318 FT/NM	**340**	6	470 M	8694 FT



SIDESTEP RWY 08R	
Type	**RDAF aircraft only**
C-130/CL-604	**420** - 1.9 412 (500-1.9)
F-16/F-35	**420** - 2.8 412 (500-2.8)

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	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)

MIPS

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

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

TACAN RWY 08L (CAT C-E) 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

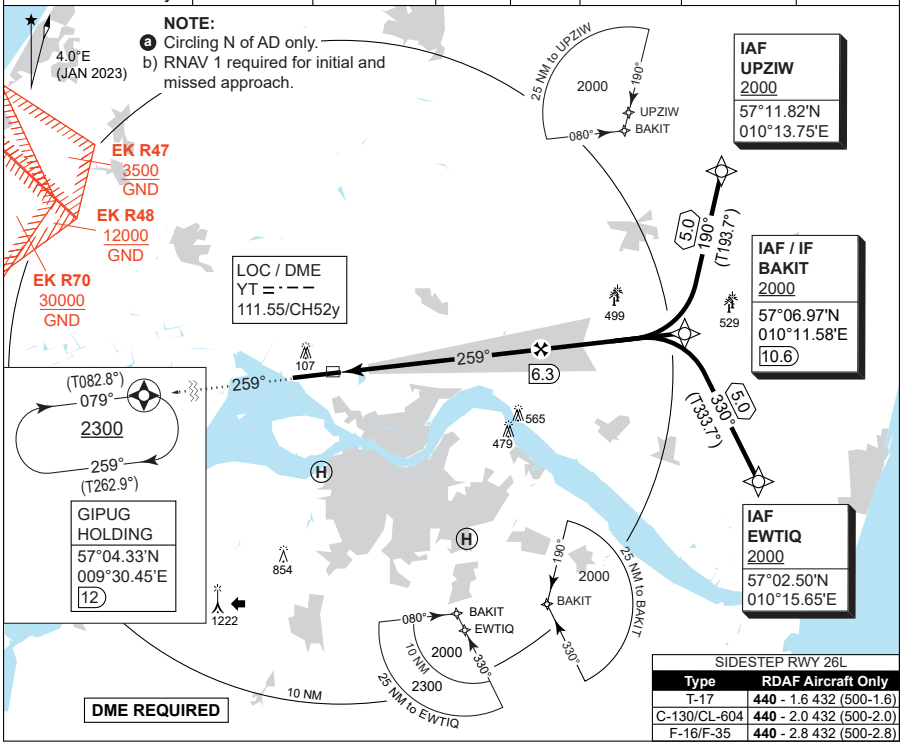
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

ILS or LOC RWY 26R
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

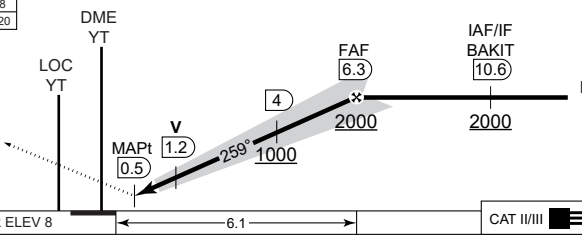
LOC/DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
YT 111.55/CH 52y	259°	2000 FT	3.00°	**208**	8	900 M	8694 FT



SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
T-17	**440** - 1.6 432 (500-1.6)
C-130/CL-604	**440** - 2.0 432 (500-2.0)
F-16/F-35	**440** - 2.8 432 (500-2.8)

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

TA 3000
GS 3.00°
RDH 51



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

MIPS	CATEGORY	A	B	C	D	E
	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 a	**510** -1.5 502 (600-1.5)	**510** -1.6 502 (600-1.6)	**690** -2.4 684 (700-2.4)	**750** -3.6 742 (800-3.6)	**840** -3.6 832 (900-3.6)

CHANGES: NEW AALBORG HOSPITALSBYEN HEMS (PRIVATE HELIPAD) ADDED.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

ILS or LOC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS

INSTRUMENT APPROACH CHART

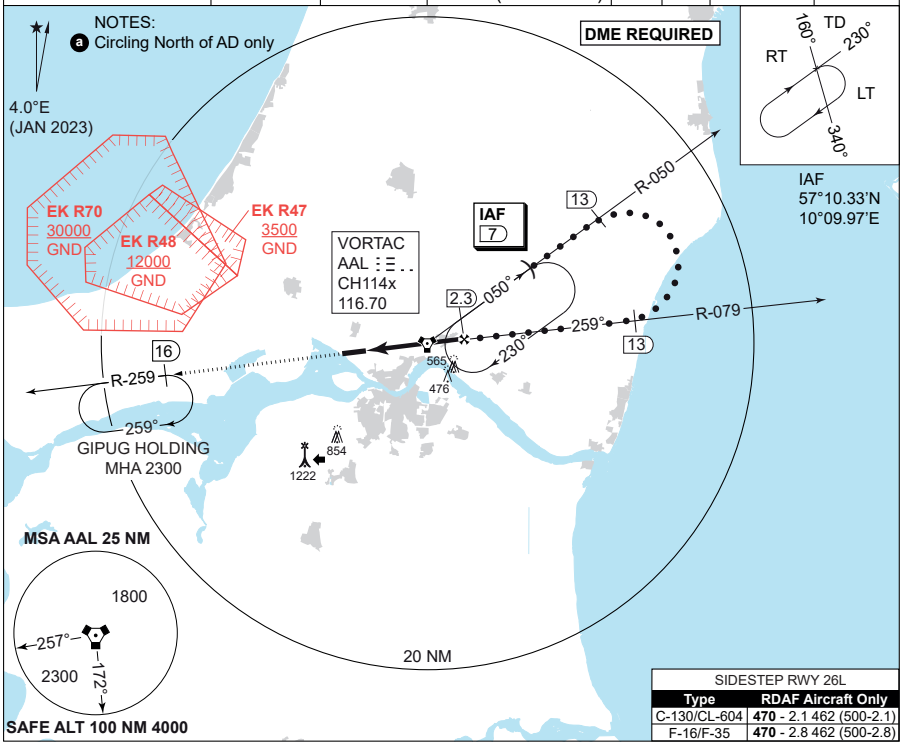
AD ELEV 8

HPMA VORTAC RWY 26R

AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

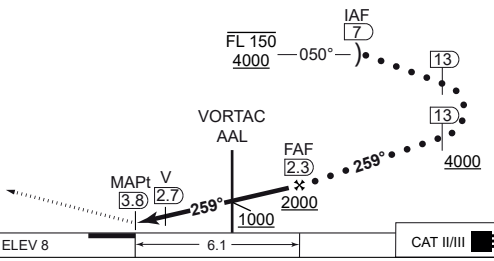
VORTAC	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR	ALS LENGTH	LDA
AAL 116.70/CH 114X	259°	2000 FT	5.24% (318 FT/NM)	**420**	8	900 M	8694 FT



SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
C-130/CL-604	**470** - 2.1 462 (500-2.1)
F-16/F-35	**470** - 2.8 462 (500-2.8)

CDFA: 3.00° / 5.24%					
DME AAL	2	1	0	1	2
DIST THR	1.8	2.8	3.8	4.8	5.8
AL T	640	960	1280	1600	1920

TA 3000



MISSED APPROACH
Climb on AAL R-259 to DME 16. Join GIPUG holding at 2300 FT.

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

CHANGES: PROCEDURE CHANGED FROM TERPS TO HPMA CRITERIA

MIPS

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

HPMA VORTAC RWY 26R **AALBORG (EKYT)**

57°05.57'N
009°50.95'E

MIPS

INSTRUMENT APPROACH CHART

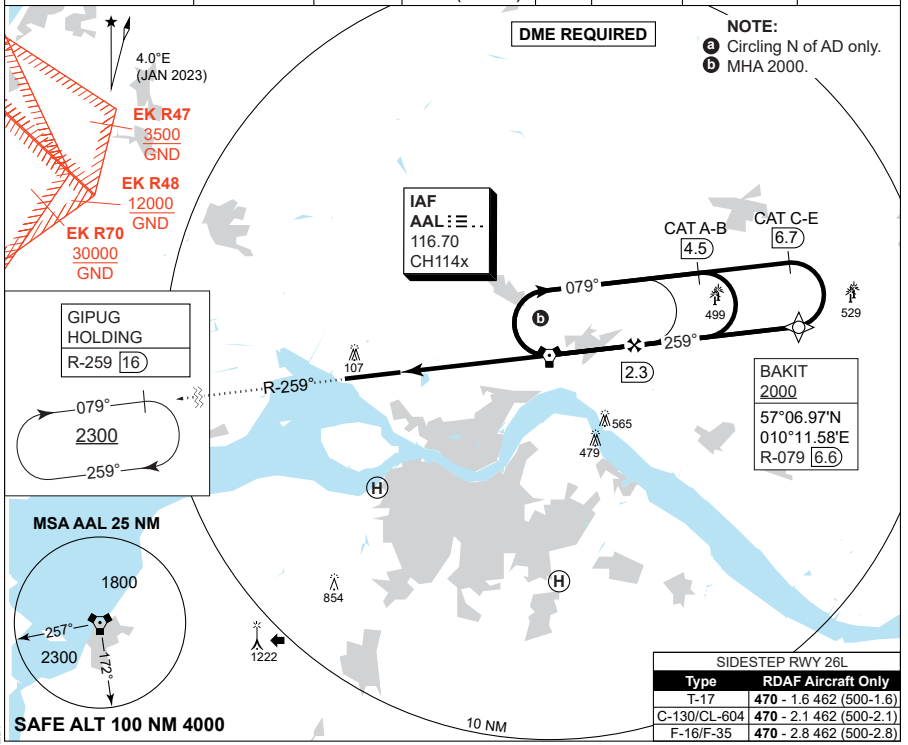
AD ELEV 8

VORTAC RWY 26R

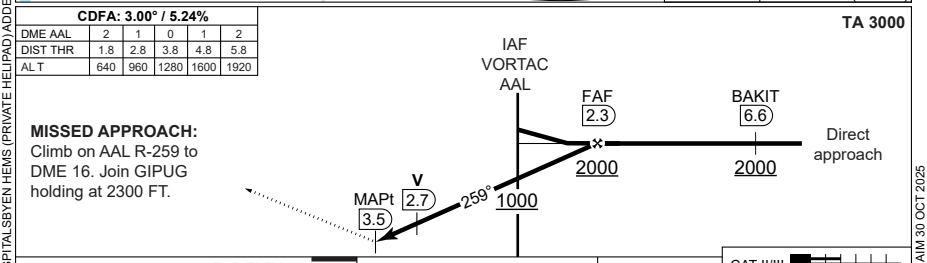
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

VORTAC	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
AAL 116.70/CH 114x	259°	2000 FT	3.0° (5.24%)	**420**	8	900 M	8694 FT



CDFA: 3.00° / 5.24%						
DME AAL	2	1	0	1	2	
DIST THR	1.8	2.8	3.8	4.8	5.8	
ALT	640	960	1280	1600	1920	



MIPS	CATEGORY	A	B	C	D	E
	VORTAC 26R	**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)

CHANGES: NEW AALBORG HOSPITALSBYEN HEMS (PRIVATE HELIPAD) ADDED.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

VORTAC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

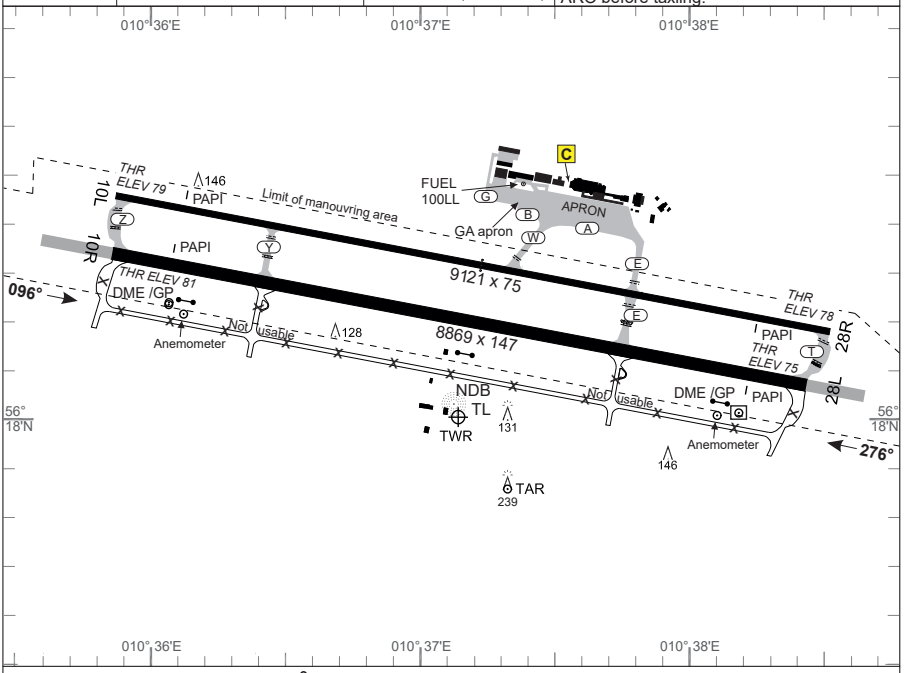
AARHUS (EKAH)

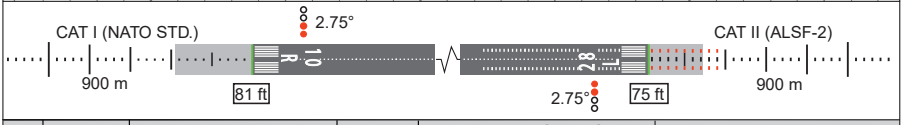
AERODROME CHART

ILS or LOC RWY 10R

ILS or LOC 28L (CAT C-E)

AARHUS ATIS	AARHUS TOWER	AARHUS APPROACH	Airport Office: **131.555** Tel.: +45 87 75 70 50
125.155	**118.530**	**119.280**	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 TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THR PSN
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.

CHANGES: ATIS FREQ. CHG.

MIPS **CIRCLING MINIMA**

A	B	C	D	E
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)

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

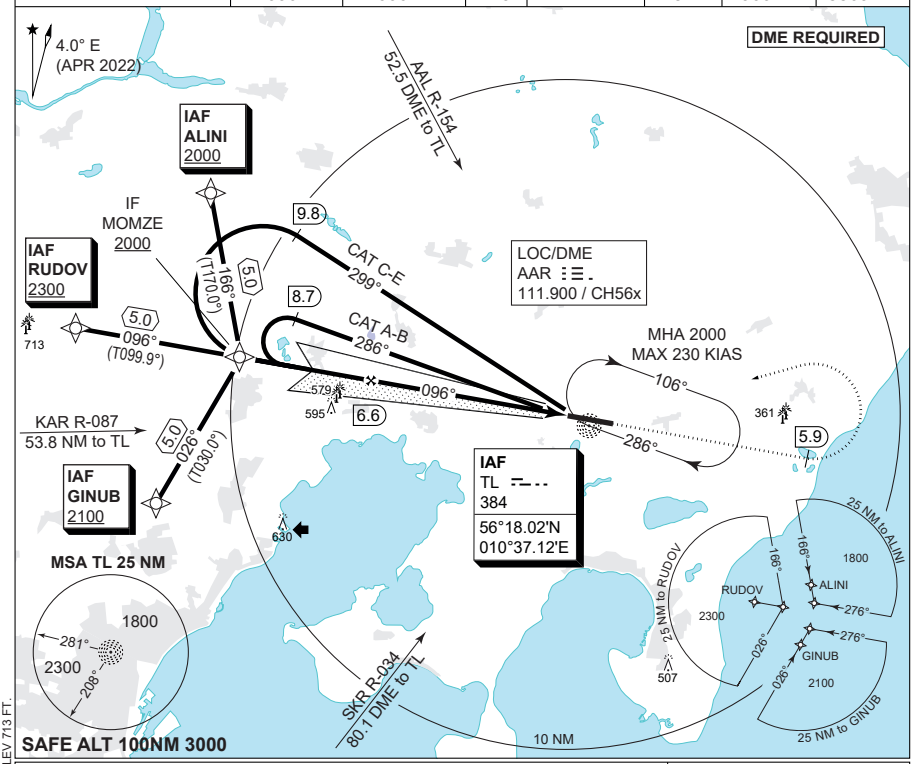
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 82

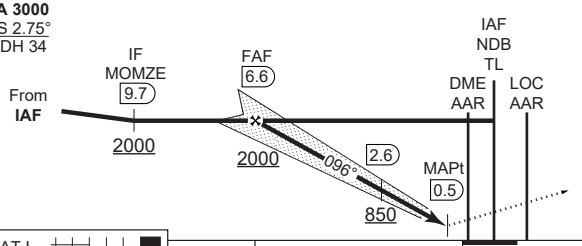
ILS or LOC RWY 10R
AARHUS (EKAH)

COPENHAGEN CONTROL	AARHUS ATIS	AARHUS APPROACH	AARHUS TOWER
313.425 123.725	125.155	119.280	118.530

LOC/DME	APP COURSE	GS INTCPT ALT	GS	DA	THR ELEV	ALS	LDA
AAR 111.900/CH 56x	096°	2000 FT	2.75°	See CAT	81	900 M	8869 FT



TA 3000
GS 2.75°
RDH 34



CDFA: 2.75° / 4.8%					
DME AAR	6	5	4	3	2
DIST THR	5.9	4.9	3.9	2.9	1.9
AL T	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.

MIPS	CATEGORY	A	B	C	D	E
	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)

CHANGES: GRUOP OF LIT WIND TURBINES ADDED AT HALLENDRUP. ELEV 713 FT.

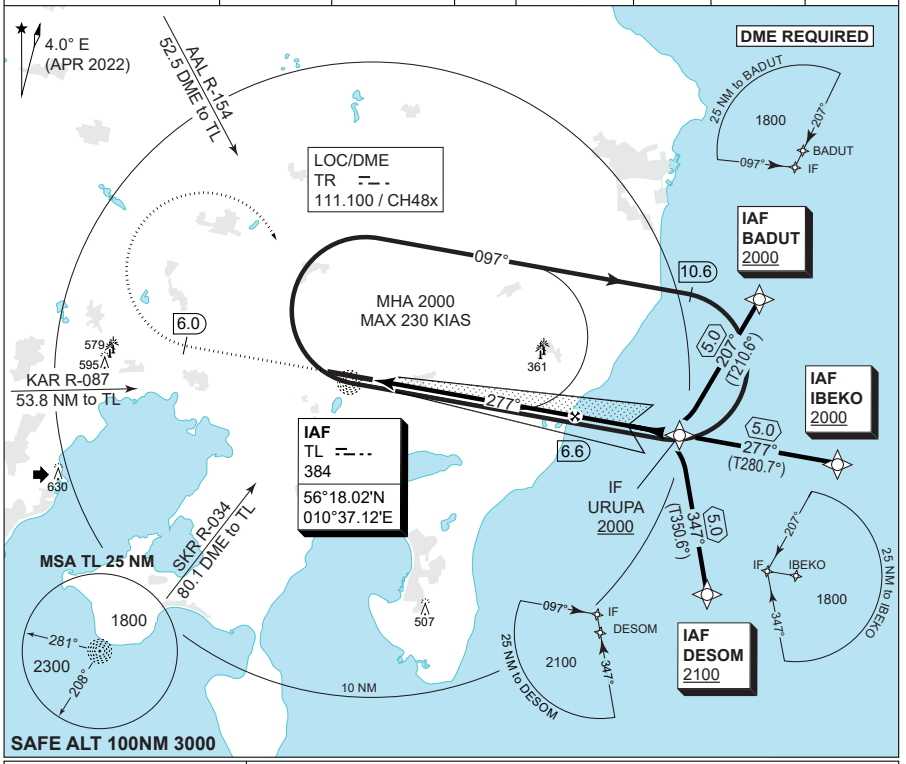
AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

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

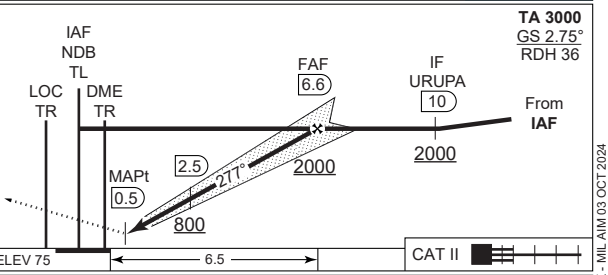
INSTRUMENT APPROACH CHART AD ELEV 82 **AARHUS (EKAH)**

COPENHAGEN CONTROL	AARHUS ATIS	AARHUS APPROACH	AARHUS TOWER
313.425 123.725	125.155	119.280	118.530

LOC/DME	APP COURSE	GS INTCPT ALT	GS	DA	THR ELEV	ALS	LDA
TR 111.100/CH 48x	277°	2000 FT	2.75°	**275**	75	900 M	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.

MIPS	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)

CHANGES: ATIS FREQ. CHG.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

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

BILLUND ARRIVAL

BILLUND DEPARTURE

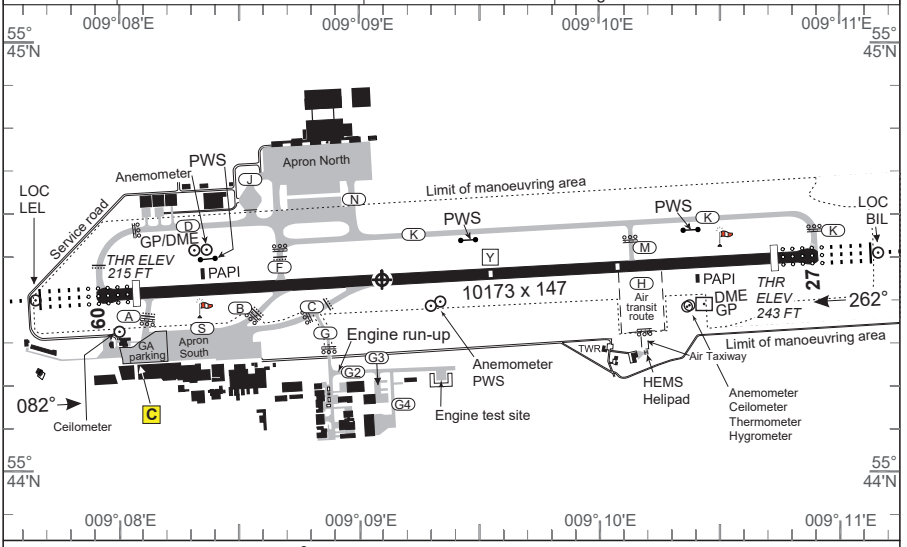
SID RWY 09 (TEXT)

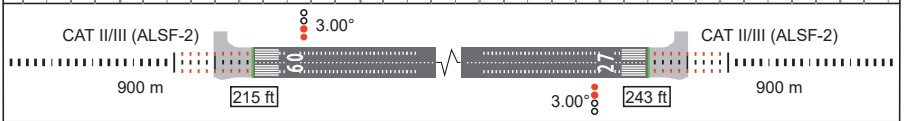
SID RWY 27 (TEXT)

SID RWY 09 (CHART)

SID RWY 27 (CHART)

BILLUND ATIS (ARR/DEP)	BILLUND TOWER (ARR/DEP)	BILLUND APPROACH	Billund ARO: **131.500** Tel.: +45 76 50 50 50
118.780 129.105	**119.005 129.505**	**127.580**	All departing flights must file a complete or abbreviated flight plan to Billund ARO before taxiing.
AD Elev **246**	ARP 55°44.42'N 009°09.11'E	VAR 5.0°E (2025)	





RWY	PCN	DECLARED DISTANCES PSN	TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THR PSN
09	110 F/A/X/T	D	10173	10173	10173	9681	215	LIH Green	3°	LIH White	LIH	LIH	LIH Red	55°44.39'N 009°08.09'E
		A	9471	9471	9471									
		B	7709	7709	7709									
		F	7621	7621	7621									
		C	6669	6669	6669						7200 ft White	500 ft Red		
27		K	9681 O/R 10173	9681 O/R 10173	10173	9681	243	LIH Green	3°	LIH White	2000 ft Red/white	7700 ft White	LIH Red	55°44.47'N 009°10.76'E
		M	7126	7126	7618									
		Y	5088	5088	5580						1000 ft Red	2000 ft Yellow		
		C	3438	3438	3930									
		B	2273	2273	2765									

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 082° MAG to INLIS 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 082° 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 262° 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)	**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)

CHANGES: ELEV, RWY 27 THR ELEV AND LONGITUDE, VAR AND DIRECTIONS CHANGED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

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 Marshallers 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.

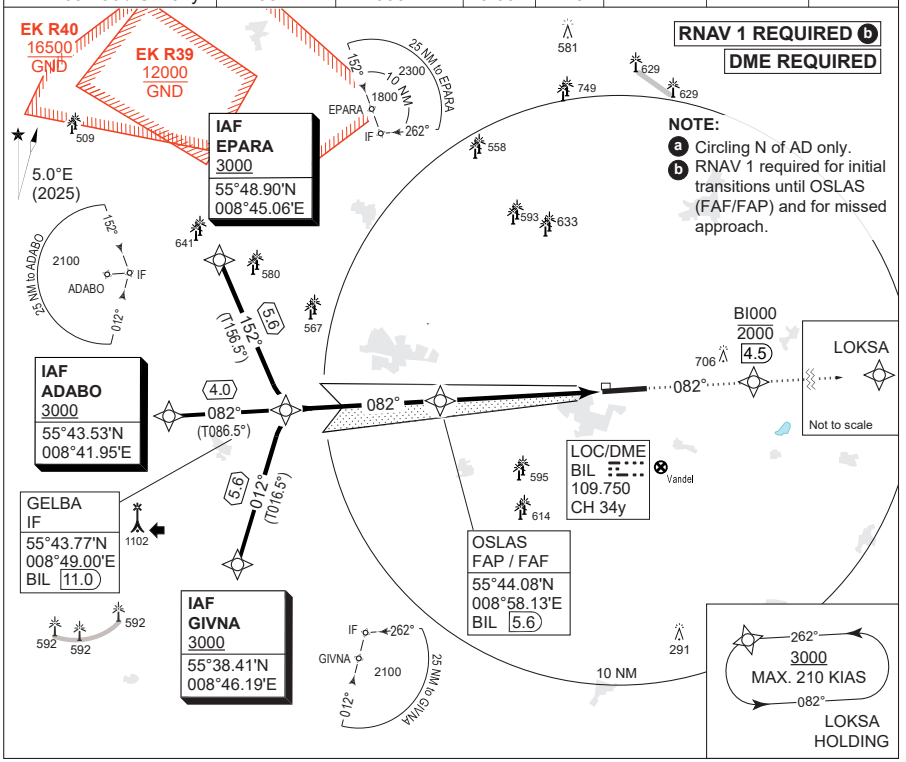
CHANGES: NEW PAGE. F-35 GROUND HANDLING INSTRUCTION.

AIR COMMAND DENMARK - MIL AIM 18 APR 2024

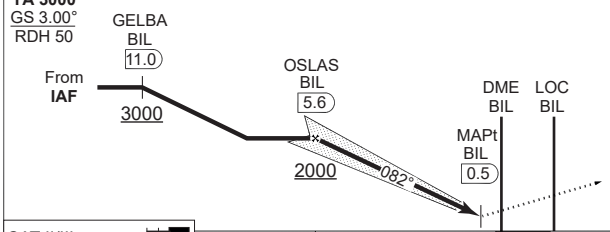
AD ELEV 246

COPENHAGEN CONTROL	BILLUND ATIS (ARR / DEP)	BILLUND APPROACH	BILLUND TOWER (ARR / DEP)
362.750 136.550	118.780 129.105	127.580	119.005 129.505

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
BIL 109.750 / CH 34y	082°	2000 FT	3.00°	**415**	215	900 M	9681 FT



TA 3000
GS 3.00°
RDH 50



CDFA: GS 3.00° / 5.24% / 318 ft/NM					
DME BIL	5	4	3	2	1
DIST THR	4.85	3.85	2.85	1.85	0.85
ALT	1810	1490	1180	860	540

MISSED APPROACH
Climb straight ahead to 2000 FT. After passing BI000 continue climb to 3000 FT to LOKSA and join the holding.

CAT II/III — 5.4 — THR ELEV 215

CATEGORY	A	B	C	D	E
S-ILS CAT I	**415** - 550 200 (200-0.8/1.2)				**475** - 600 260 (300-0.8/1.3)
S-ILS CAT II	**RA 102** (DA 315) - 350 100				N/A
S-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)

MIPS

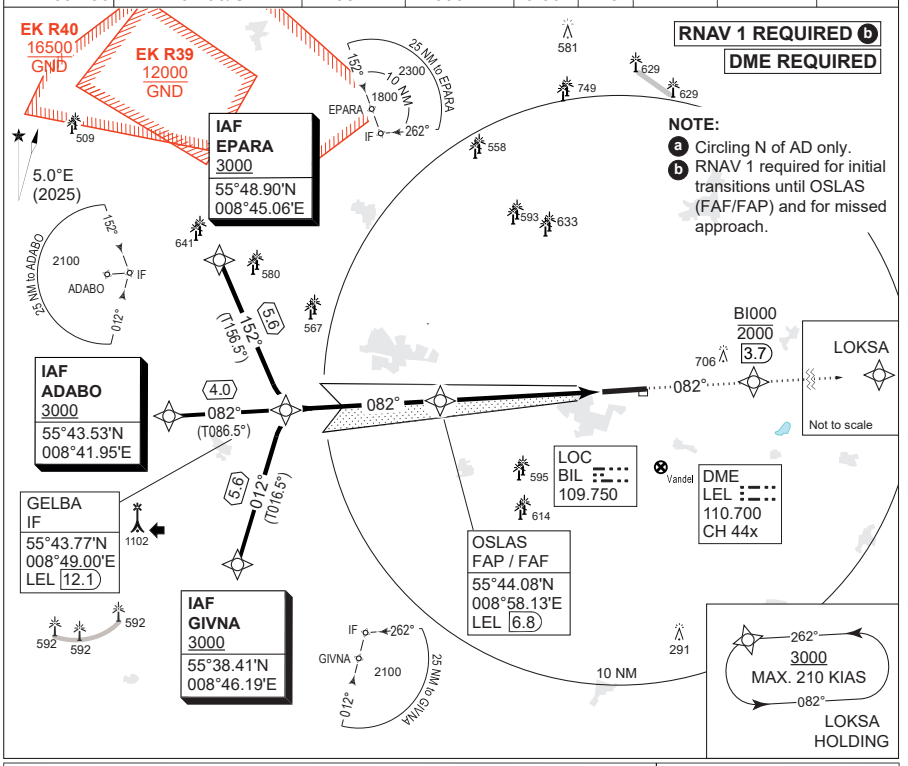
INSTRUMENT APPROACH CHART AD ELEV 246

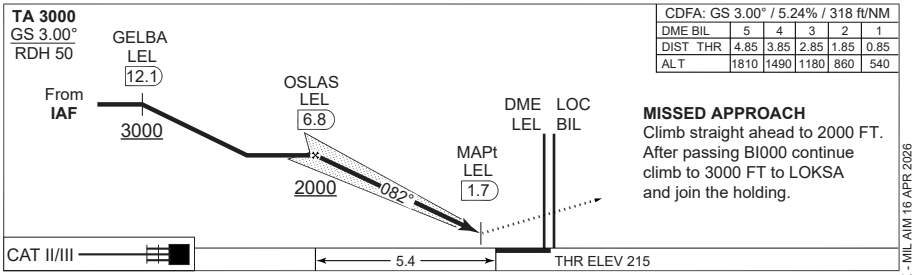
ILS or LOC Y RWY 09

BILLUND (EKBI)

COPENHAGEN CONTROL	BILLUND ATIS (ARR / DEP)	BILLUND APPROACH	BILLUND TOWER (ARR / DEP)
362.750 136.550	118.780 129.105	127.580	119.005 129.505

LOC	DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
BIL 109.750	LEL 110.700/CH 44x	082°	2000 FT	3.00°	**415**	215	900 M	9681 FT





CDFA: GS 3.00° / 5.24% / 318 ft/NM					
DME BIL	5	4	3	2	1
DIST THR	4.85	3.85	2.85	1.85	0.85
ALT	1810	1490	1180	860	540

MISSED APPROACH
Climb straight ahead to 2000 FT. After passing BI000 continue climb to 3000 FT to LOKSA and join the holding.

	CATEGORY	A	B	C	D	E
MIPS	S-ILS CAT I	**415** - 550 200 (200-0.8/1.2)				**475** - 600 260 (300-0.8/1.3)
	S-ILS CAT II	**RA 102** (DA 315) - 350 100				N/A
	S-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)

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

ILS or LOC Y RWY 09 55°44.42'N 009°09.11'E **BILLUND (EKBI)**

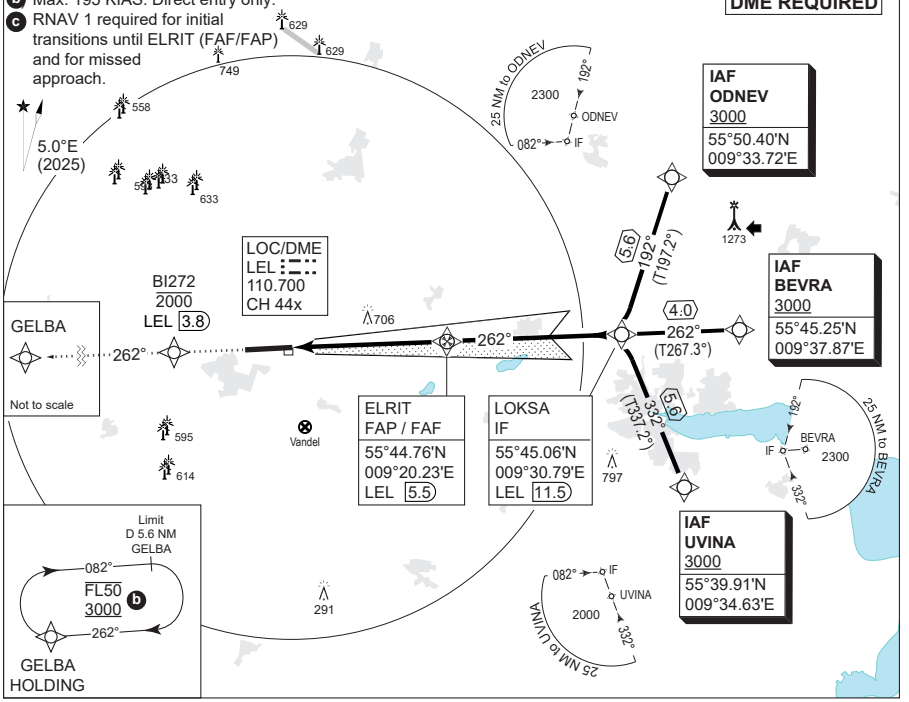
COPENHAGEN CONTROL	BILLUND ATIS (ARR / DEP)	BILLUND APPROACH	BILLUND TOWER (ARR / DEP)
362.750 136.550	118.780 129.105	127.580	119.005 129.505

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
LEL 110.700 / CH 44x	262°	2000 FT	3.00°	SEE CAT	243	900 M	9681 FT

NOTE:

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

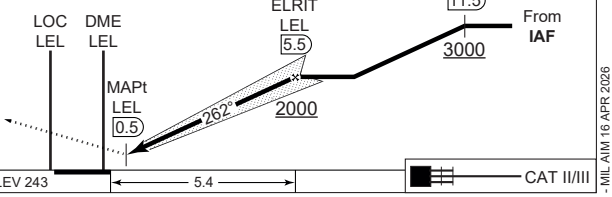
RNAV 1 REQUIRED ⓒ
DME REQUIRED



CDFA: GS 3.00° / 5.24%				
DME LEL	2	3	4	5
DIST THR	1.8	2.8	3.8	4.8
ALT	870	1190	1510	1830

TA 3000
GS 3.00°
RDH 49

MISSED APPROACH
Climb straight ahead to 2000 FT.
After passing BI272 continue climb to 3000 FT to GELBA and join the holding.



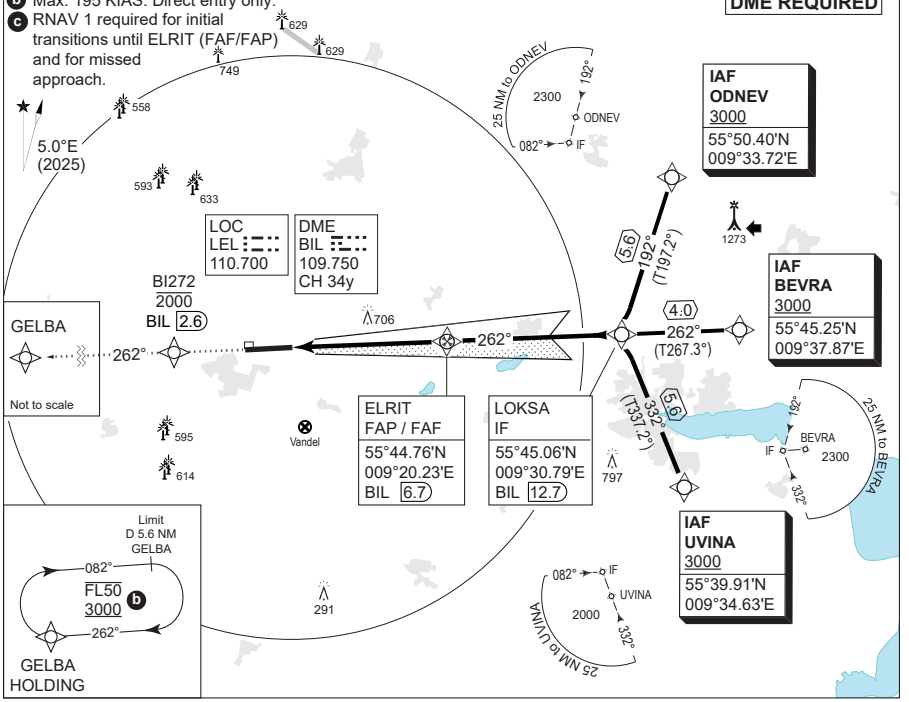
	CATEGORY	A	B	C	D	E
MIPS	S-ILS CAT I	**444** - 550 200 (200-0.8/1.2)				**479** - 550 235 (300-0.8/1.2)
	S-ILS CAT II	**RA 93** (DA 344) - 350 100				N/A
	S-LOC 27	**750** - 1600 503 (600-1.6/2.4)				
	CIRCLING ⓐ	**800** - 1.5 553 (600-1.5)	**820** - 1.6 573 (600-1.6)	**1100** - 2.4 853 (900-2.4)	**1100**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

COPENHAGEN CONTROL	BILLUND ATIS (ARR / DEP)	BILLUND APPROACH	BILLUND TOWER (ARR / DEP)
362.750 136.550	118.780 129.105	127.580	119.005 129.505

LOC	DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
LEL 110.700	BIL 109.750/CH 34y	262°	2000 FT	3.00°	**SEE CAT**	243	900 M	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.

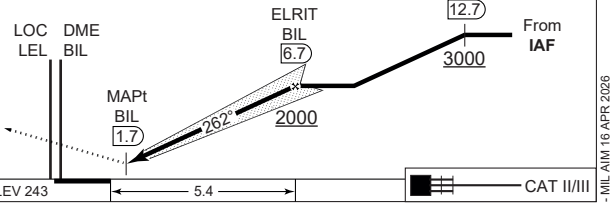
RNAV 1 REQUIRED (c)
DME REQUIRED



CDFA: GS 3.00° / 5.24%				
DME BIL	3	4	5	6
DIST THR	1.6	2.6	3.6	4.6
ALT	815	1130	1450	1770

TA 3000
GS 3.00°
RDH 49

MISSED APPROACH
Climb straight ahead to 2000 FT.
After passing BI272 continue climb to 3000 FT to GELBA and join the holding.



	CATEGORY	A	B	C	D	E
MIPS	S-ILS CAT I	**444** - 550 200 (200-0.8/1.2)				**479** - 550 235 (300-0.8/1.2)
	S-ILS CAT II	**RA 93** (DA 344) - 350 100				N/A
	S-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)

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

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.

CHANGES: EDITORIAL.
AIR COMMAND DENMARK - MIL AIM 18 APR 2024

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 082° 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 082° 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 262° 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.

Designator	Route (Tracks are magnetic)	After take off		
		Climb gradient	Climb to	Contact
RERPA 2B	On track 082° 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 082° to 1000FT- Left turn INTET			
ABINO 6B	On track 082° 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 082° 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.

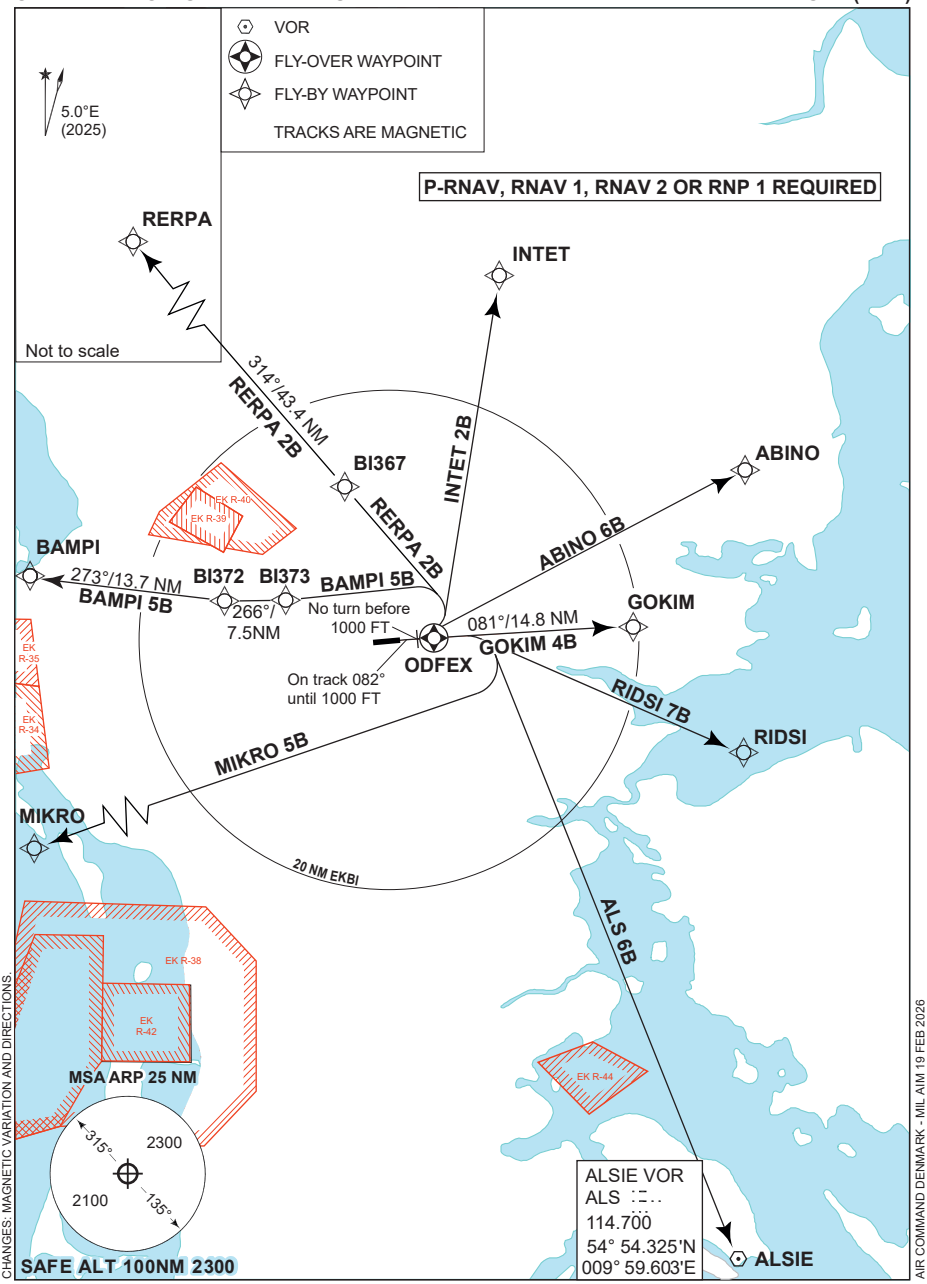
COM failure on BAMPI SID: Maintain FL60 or last assigned level until 10 NM after BAMPI.

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	Longtitude
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



Designator	Route (Tracks are magnetic)	After take-off		
		Remark	Climb to	Contact
RERPA 2A	On track 262° 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 until1500 FT. Then contact Billund Approach, 127.580 MHZ
INTET 2A	On track 262° to 700 FT - right turn BI367 - INTET			
ABINO 6A	On track 262° to 700 FT - right turn BI364 - ABINO			
RIDSI 6A	On track 262° to 700 FT - right turn BI364 - RIDSI			
ALS 6A	On track 262° to 700 FT - right turn BI371 - left turn ALS			
MIKRO 5A	On track 262° to 700 FT - right turn BI371 - left turn MIKRO			
BAMPI 5A	On track 262° to 700 FT - right turn BI371 - left turn BI372 - BAMPI			
ASKOV 4A*	On track 262° 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.

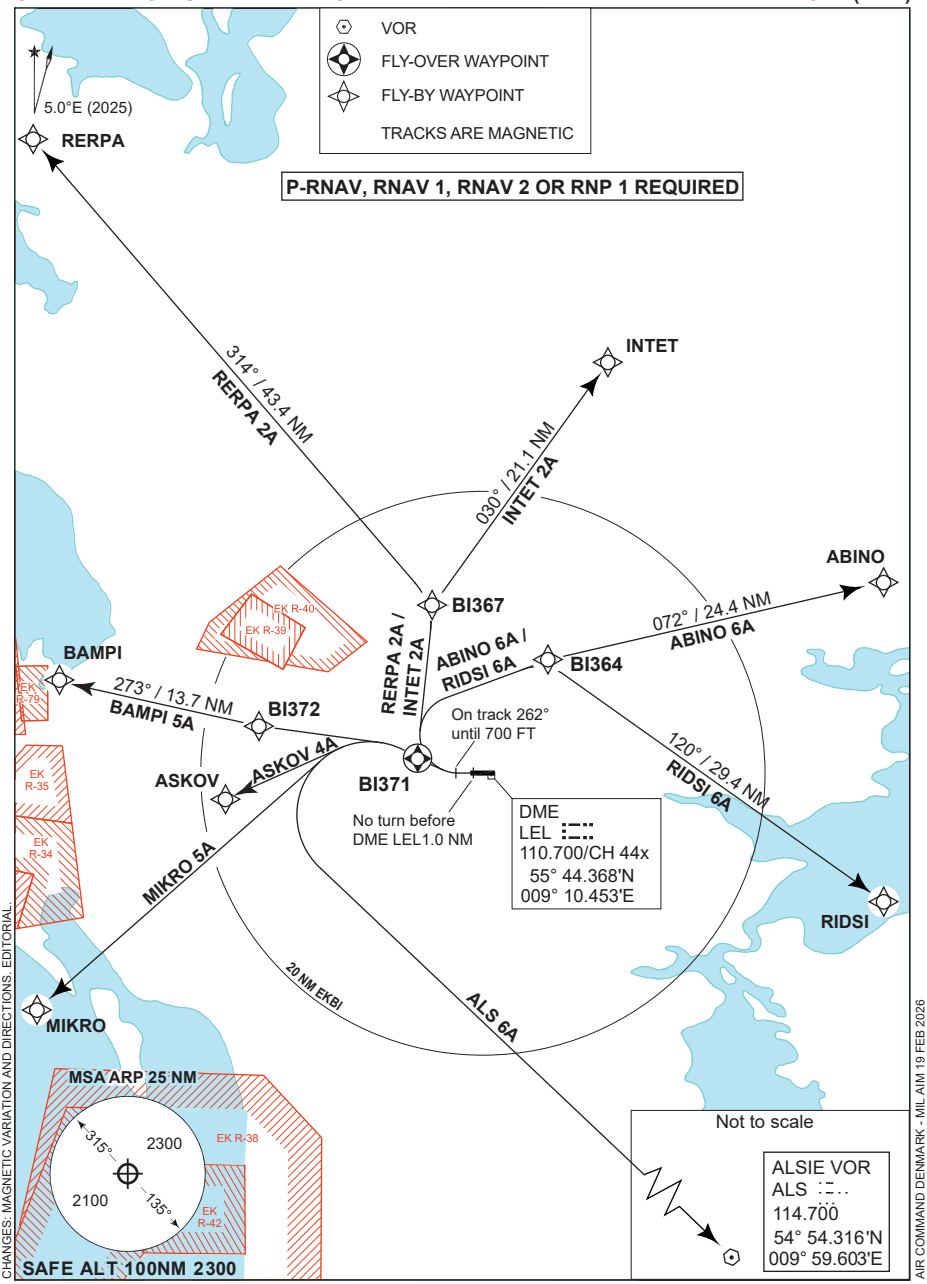
COM failure on BAMPI SID: Maintain FL60 or last assigned level until 10 NM after BAMPI.

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	Longtitude
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



CHANGES: MAGNETIC VARIATION AND DIRECTIONS. EDITORIAL

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

ESBJERG (EKEB)

AERODROME CHART

ILS or LOC Z RWY 08

ILS or LOC Z RWY 26

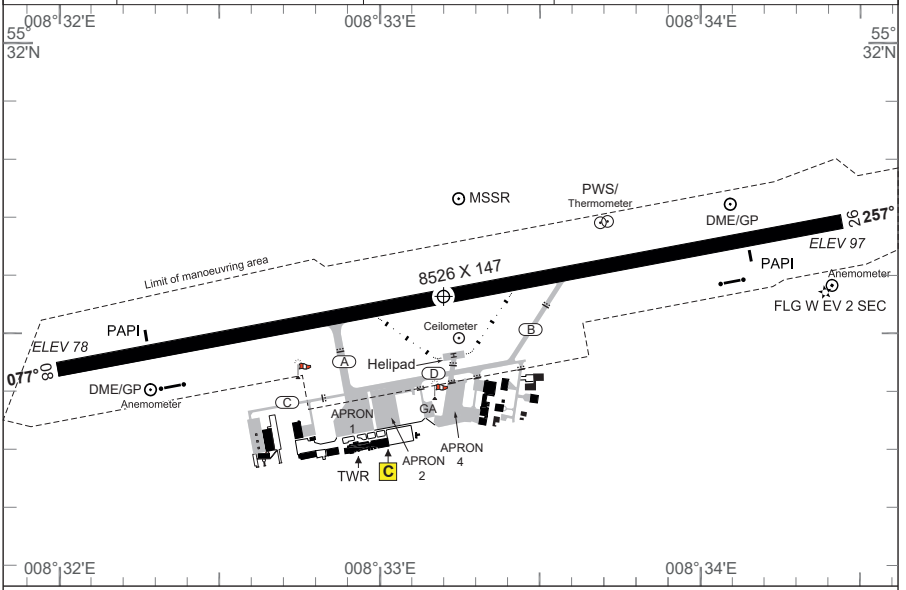
ILS or LOC Y RWY 08

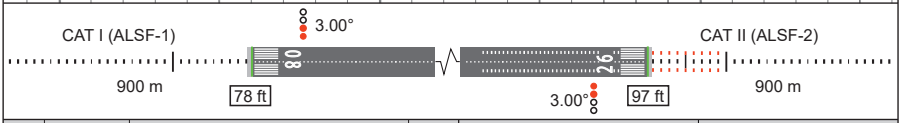
ILS or LOC Y RWY 26

ESBJERG INFORMATION
120.155

AD Elev **97**	ARP 55°31.56'N 008°33.20'E	VAR 3.0°E (JAN 2020)

Esbjerg Airport: +45 76 16 90 00
Briefing EKCH: +45 32 47 82 72





RWY	PCN	DECLARED DISTANCES PSN	TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THR PSN
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	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)

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

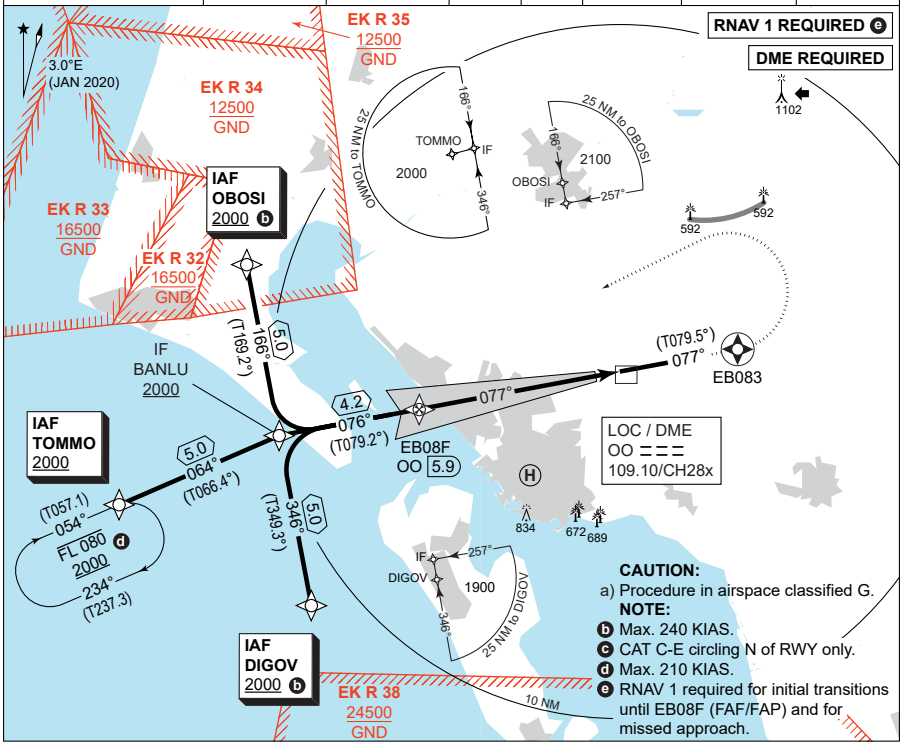
AIR COMMAND DENMARK - MIL AIM 20 MAR 2025

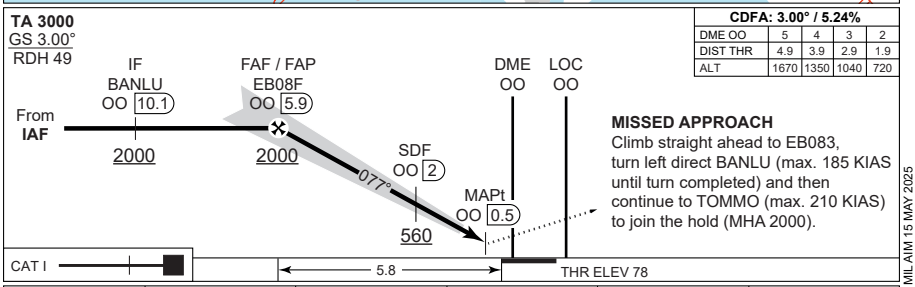
MIPS

INSTRUMENT APPROACH CHART | AD ELEV 97 | **ILS or LOC Z RWY 08 ESBJERG (EKEB)**

COPENHAGEN CONTROL	BILLUND ATIS	BILLUND APPROACH	ESBJERG INFORMATION
362.750 136.555	118.780	127.580	120.155

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
OO 109.10 / CH28x	077°	2000 FT	3.00°	**278**	78	900 M	8526 FT





CDFA: 3.00° / 5.24%				
DME OO	5	4	3	2
DIST THR	4.9	3.9	2.9	1.9
ALT	1670	1350	1040	720

MISSED APPROACH
Climb straight ahead to EB083, turn left direct BANLU (max. 185 KIAS until turn completed) and then continue to TOMMO (max. 210 KIAS) to join the hold (MHA 2000).

MIPS	CATEGORY	A	B	C	D	E
	S-ILS CAT I	**278** - 550 200 (200-0.8/1.2)				
	S-LOC 08	**460** - 1100 382 (400-1.1/1.8)				
	CIRCLING c	**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)

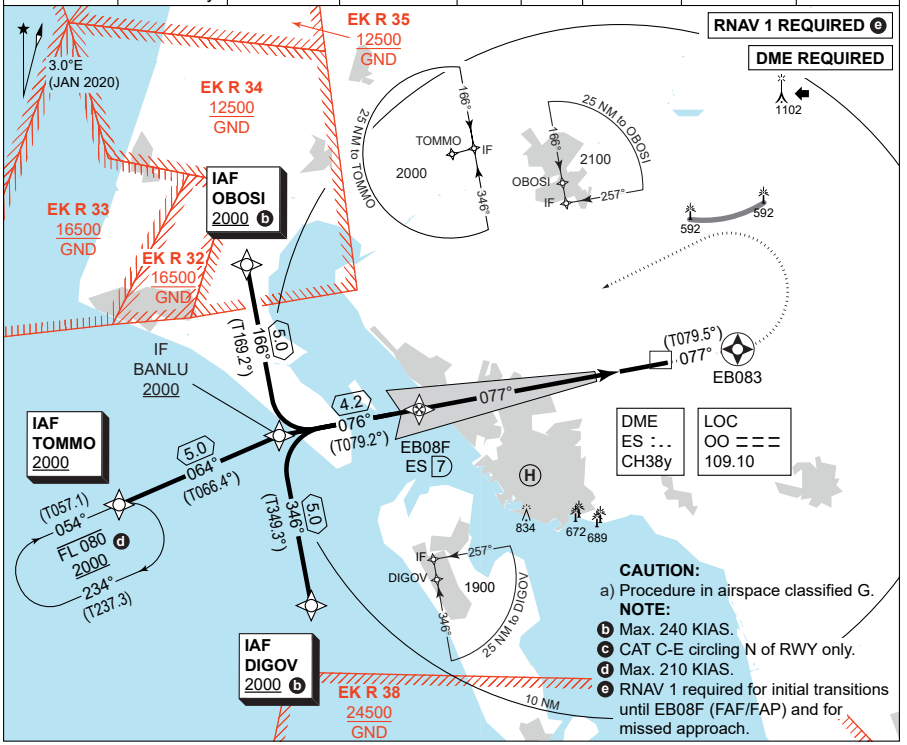
CHANGES: EK D 301 WITHDRAWN.

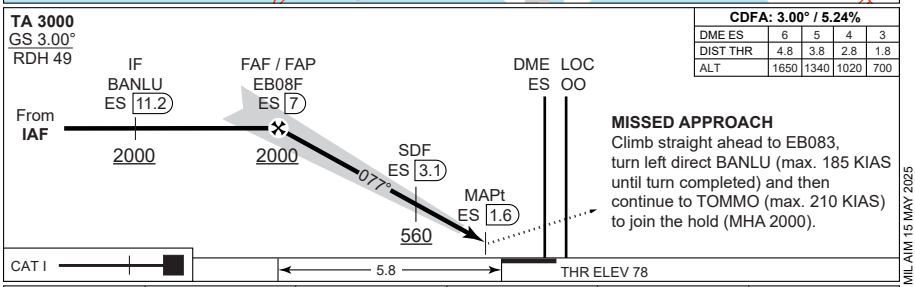
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

ILS or LOC Z RWY 08 55°31.56'N 008°33.20'E **ESBJERG (EKEB)**

COPENHAGEN CONTROL	BILLUND ATIS	BILLUND APPROACH	ESBJERG INFORMATION
362.750 136.555	118.780	127.580	120.155

LOC	DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
OO 109.10	ES CH38y	077°	2000 FT	3.00°	**278**	78	900 M	8526 FT





CDFA: 3.00° / 5.24%				
DME ES	6	5	4	3
DIST THR	4.8	3.8	2.8	1.8
ALT	1650	1340	1020	700

MIPS	CATEGORY	A	B	C	D	E
	S-ILS CAT I	**278** - 550 200 (200-0.8/1.2)				
	S-LOC 08	**460** - 1100 382 (400-1.1/1.8)				
	CIRCLING c	**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)

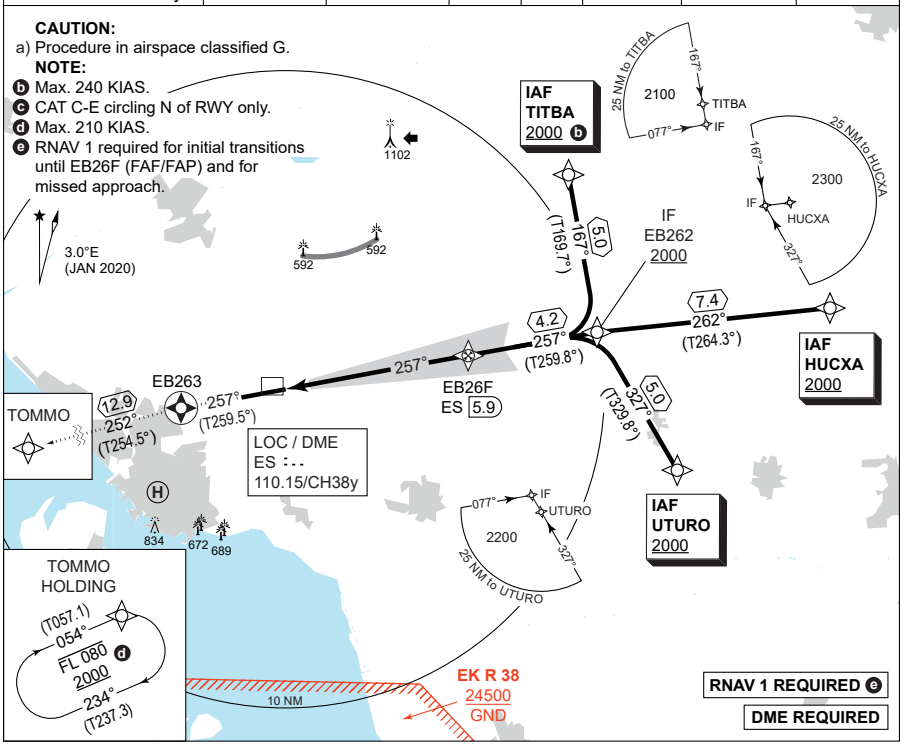
CHANGES: EK D 301 WITHDRAWN.
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS

INSTRUMENT APPROACH CHART | AD ELEV 97 | **ILS or LOC Z RWY 26 ESBJERG (EKEB)**

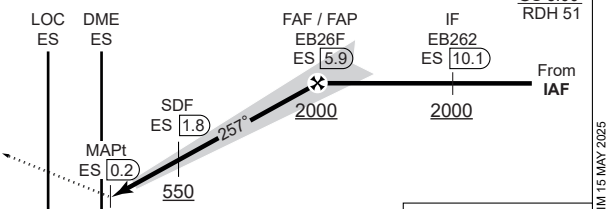
COPENHAGEN CONTROL	BILLUND ATIS	BILLUND APPROACH	ESBJERG INFORMATION
362.750 136.555	118.780	127.580	120.155

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
ES 110.15 / CH38y	257°	2000 FT	3.00°	**297**	97	900 M	8526 FT



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).

MIPS	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 c	**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)

CHANGES: WPT HAJAQ REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS
INSTRUMENT APPROACH CHART

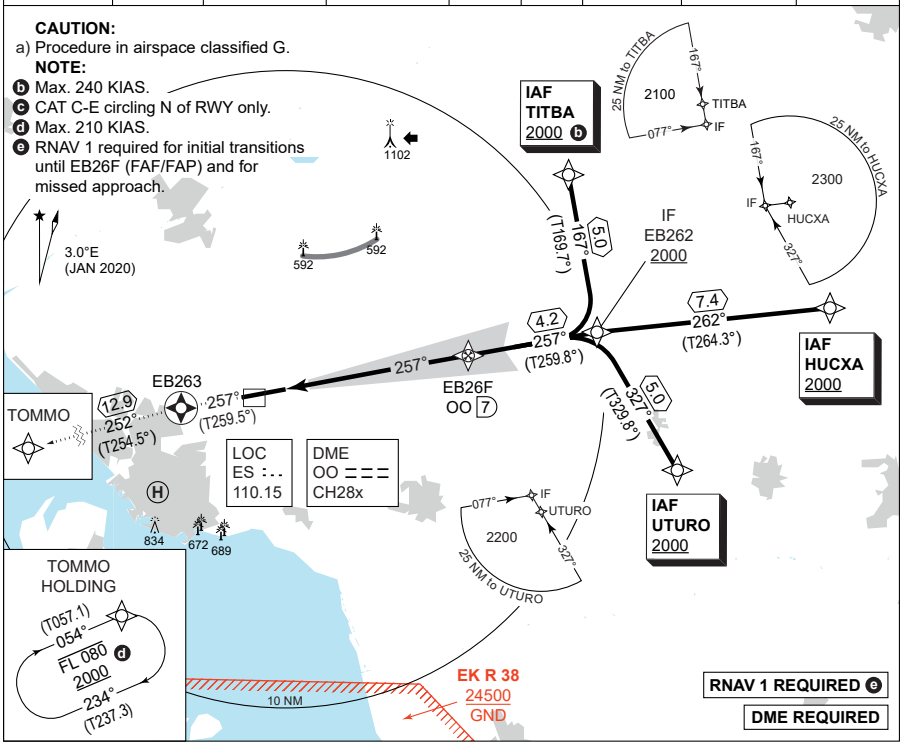
AD ELEV 97

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

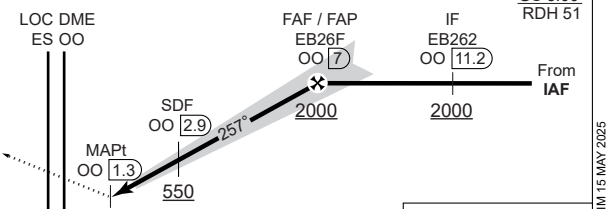
LOC	DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
ES 110.15	OO 28x	257°	2000 FT	3.00°	**297**	97	900 M	8526 FT

CAUTION:
a) Procedure in airspace classified G.
NOTE:
ⓑ Max. 240 KIAS.
ⓒ CAT C-E circling N of RWY only.
ⓓ Max. 210 KIAS.
ⓔ 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).

MIPS	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 ⓒ	**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)

CHANGES: WPT HAJAQ REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

KARUP (EKKA)

AERODROME CHART

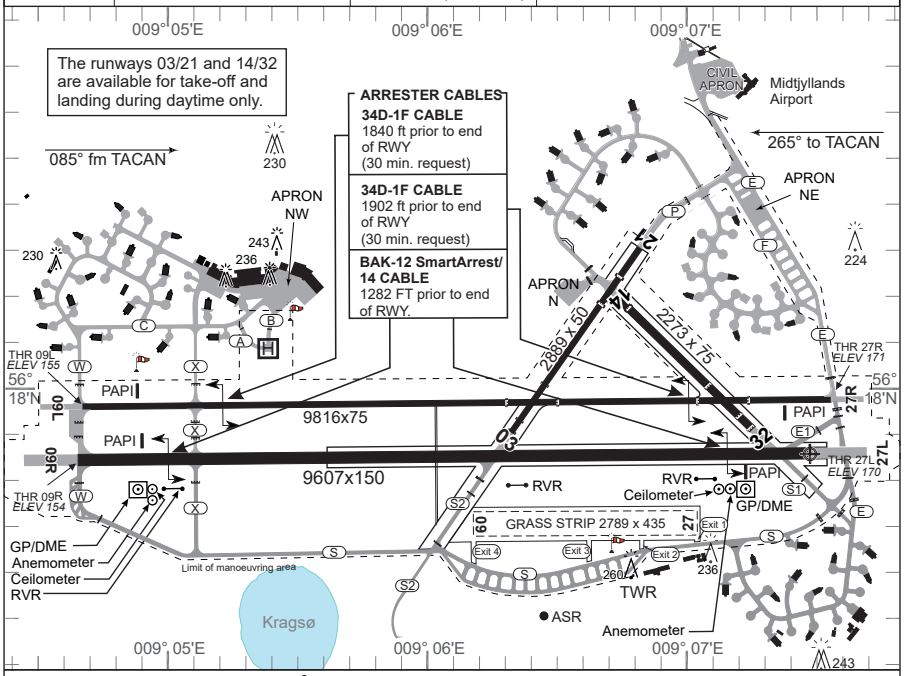
ILS or LOC RWY 09R

ILS or LOC RWY 27L

HPMA TACAN RWY 09R

HPMA TACAN RWY 27L

KARUP ATIS	KARUP TOWER	KARUP APPROACH	AD Admin and FPL: +45 72 84 31 11
120.580	**353.575 / 119.580**	**269.275 / 120.430**	Email: 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 TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THR PSN
09R	75 F/C/W/T	530 R/B/W/T	9607	9607	10352	9607	154	LIH	3.00°		LIH	LIH	LIH	56°17.84'N 009°04.64'E
27L			9607	9607	10352	9607	170	LIH	3.00°	LIH	LIH	LIH	LIH	56°17.85'N 009°07.48'E
09L	120 F/B/W/T	390 F/B/X/T	9816	9816	10389	9816	154	LIL	3.00°			LIL	LIL	56°17.95'N 009°04.66'E
27R			9816	9816	10282	9816	171	LIL	3.00°			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.

CHANGES: INTERMEDIATE HOLDING POSITIONS ADDED NW AND SE OF TWY P. RWY HOLDING POSITION MARKINGS ADDED ON TWY A AND B.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

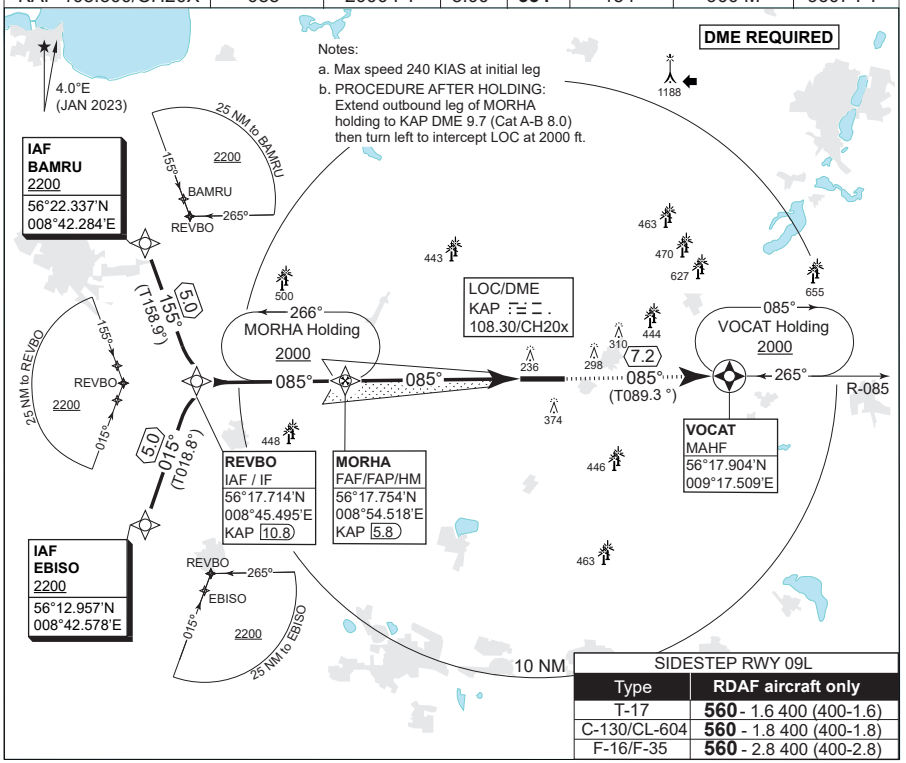
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

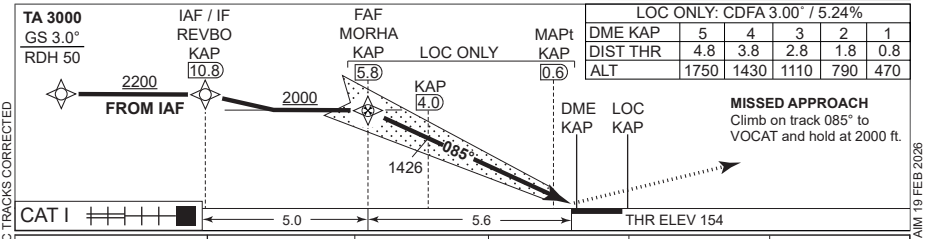
ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KAP 108.300/CH20X	085°	2000 FT	3.00°	**354**	154	900 M	9607 FT



SIDESTEP RWY 09L	
Type	**RDAF aircraft only**
T-17	**560** - 1.6 400 (400-1.6)
C-130/CL-604	**560** - 1.8 400 (400-1.8)
F-16/F-35	**560** - 2.8 400 (400-2.8)



LOC ONLY: CDFA 3.00° / 5.24%					
DME KAP	5	4	3	2	1
DIST THR	4.8	3.8	2.8	1.8	0.8
ALT	1750	1430	1110	790	470

CATEGORY	A	B	C	D	E
MIPS S-ILS CAT I	**354** - 550 200 (200-0.8/1.2)				
MIPS S-LOC 09R	**470** - 750 316 (400-0.8/1.4)				
MIPS 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)

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS

INSTRUMENT APPROACH CHART

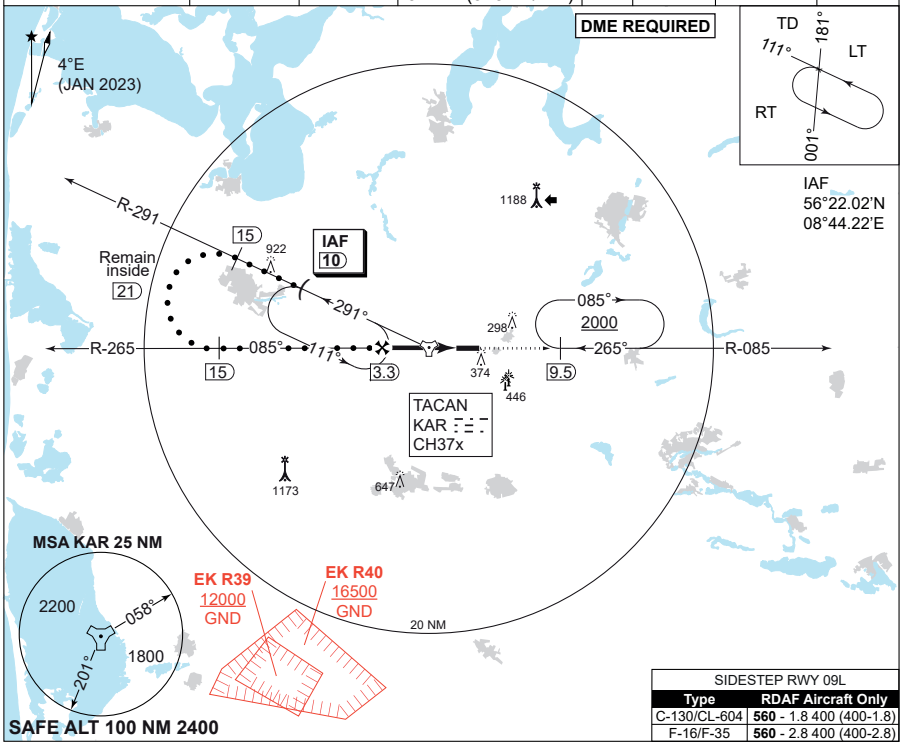
AD ELEV 171

HPMA TACAN RWY 09R

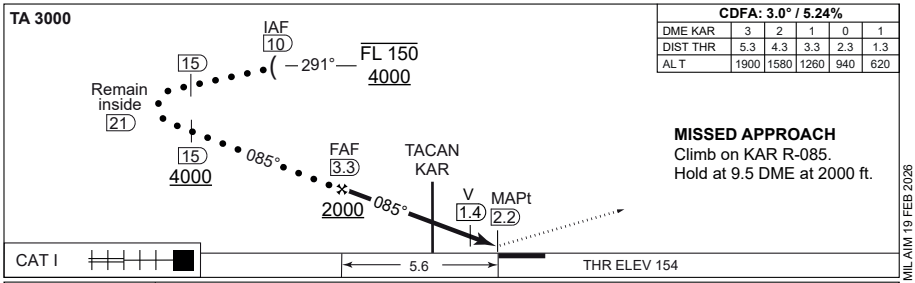
KARUP AIR BASE (EKKA)

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	085°	2000 FT	5.24% (318 FT/NM)	**500**	154	900 M	9607 FT



SIDESTEP RWY 09L	
Type	**RDAF Aircraft Only**
C-130/CL-604	**560** - 1.8 400 (400-1.8)
F-16/F-35	**560** - 2.8 400 (400-2.8)



CDFA: 3.0° / 5.24%					
DME KAR	3	2	1	0	1
DIST THR	5.3	4.3	3.3	2.3	1.3
ALT	1900	1580	1260	940	620

MISSED APPROACH

Climb on KAR R-085.
Hold at 9.5 DME at 2000 ft.

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

CHANGES: MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

HPMA TACAN RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

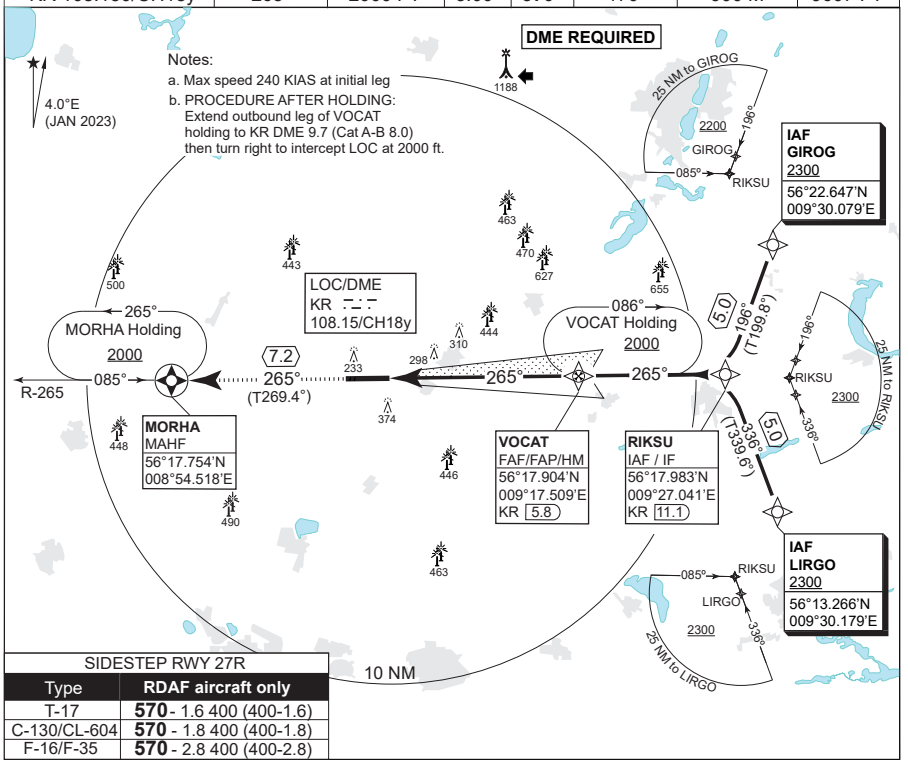
MIPS
INSTRUMENT APPROACH CHART

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

AD ELEV 171

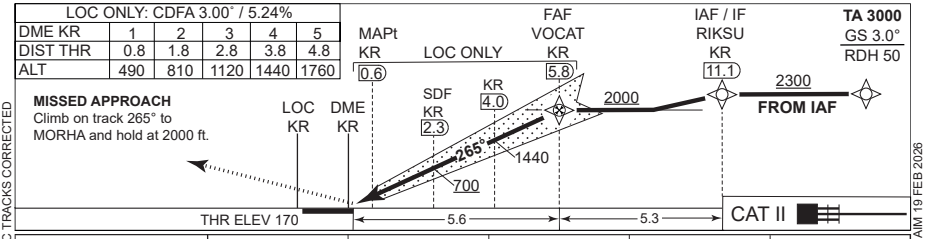
COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KR 108.150/CH18y	265º	2000 FT	3.00º	**370**	170	900 M	9607 FT



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)
F-16/F-35	**570** - 2.8 400 (400-2.8)

LOC ONLY: CDFA 3.00° / 5.24%					
DME KR	1	2	3	4	5
DIST THR	0.8	1.8	2.8	3.8	4.8
ALT	490	810	1120	1440	1760



MISSED APPROACH
Climb on track 265° to MORHA and hold at 2000 ft.

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

MIPS

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

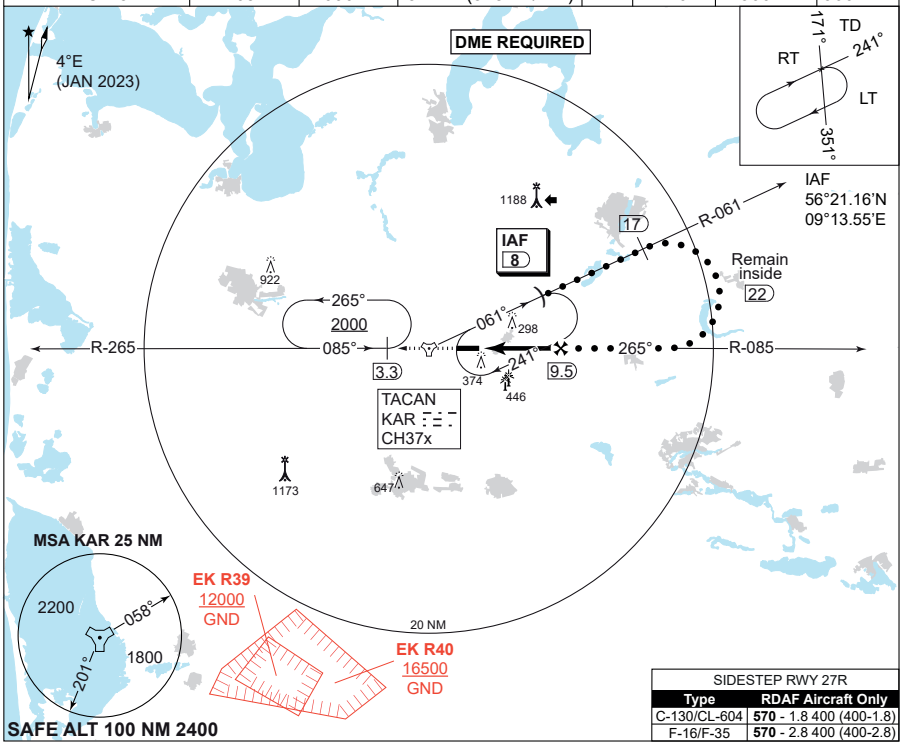
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

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

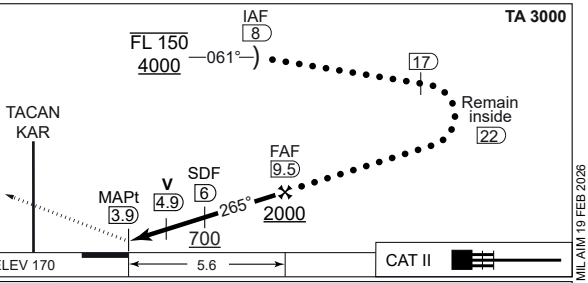
TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
KAR CH 37x	265°	2000 FT	5.24% (318 FT/NM)	**560**	170	900 M	9607 FT



SIDESTEP RWY 27R	
Type	**RDAF Aircraft Only**
C-130/CL-604	**570** - 1.8 400 (400-1.8)
F-16/F-35	**570** - 2.8 400 (400-2.8)

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

TA 3000



MISSED APPROACH
Climb on R-085 to KAR.
After KAR continue on R-265.
Hold at 3.3 DME at 2000 ft.

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

CHANGES: MULTIPLE COURSES CORRECTED.

MIPS

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

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

RWY	PCN	DECLARED DISTANCES TORA	TODA	ASDA	LDA	HDG MAG	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	APP LGT	THR PSN
04L	80 F/C/X/U	9845	9845	11715	9845	037°	13	**LIH**	3°	LIH	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	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

F-16 PARKING POSITIONS

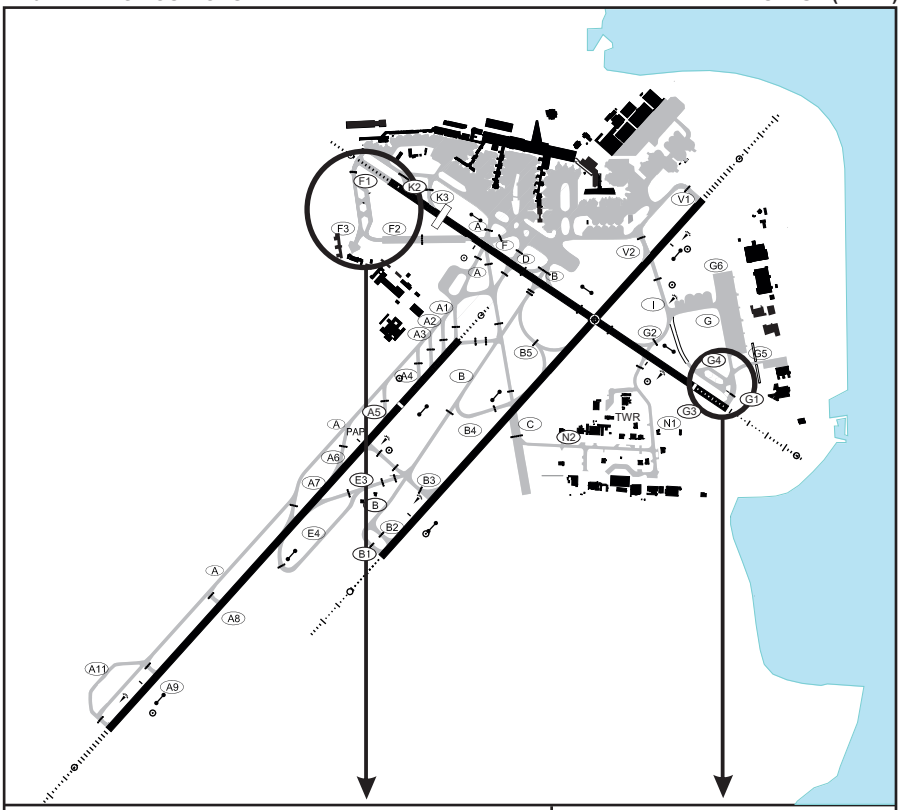
ARMED OR EPU ACTIVATED:
TWY G3. Safe direction SOUTH EAST (follow marshaller)
AIRCRAFT NOT ARMED:
RI, RII or RIII on Apron W, TWY F3, engine run-up area on Apron C or TWY F2. Follow marshaller.
See page 6-2 for further details.

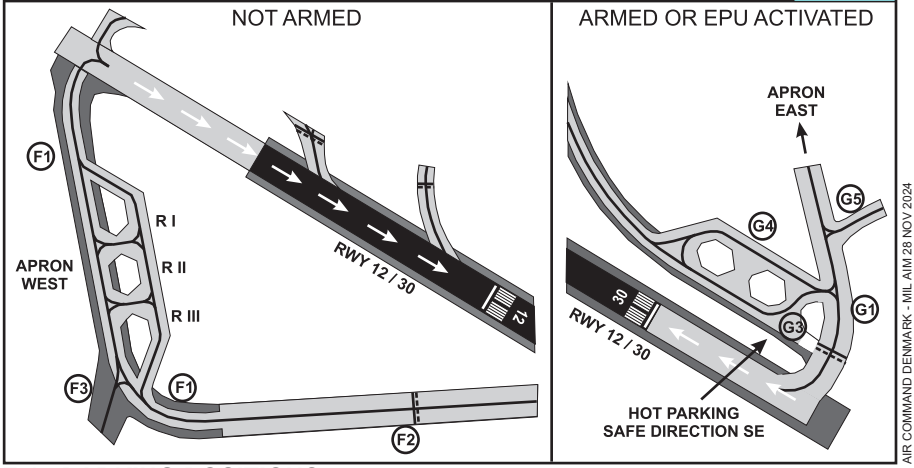
TAKE-OFF POSITIONS

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
12	K2	8854	8854	8854
	K3	8139	8139	8139
	D	5898	5898	5898

CHANGES: DEPICTION OF PSR / MSSR WITHDRAWN.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025





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 compulsary 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.

CHANGES: WP CODAN, ASTOS, BALOX, SORGA WITHDRAWN. WP SALLO ADDED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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.

CHANGES: HANDLING PROVIDER CHANGED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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 (55º47.47N 012º05.73E) 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))

CHANGES: WPT CODAN AND KAS VOR WITHDRAWN. WPT OLPIB AND KASFI ADDED. COM FAIL PROC CHANGED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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 Gilbjerghoved (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

CHANGES: CODAN HOLDING CHANGED TO OLPIB. ODN VOR WITHDRAWN.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

COPENHAGEN APPROACH	KASTRUP ATIS (ARR)	KASTRUP FINAL	KASTRUP TWR	KASTRUP APRON
119.805	122.755	120.205	118.105	121.630

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
CH 110.50/CH42x	037°	2000 FT	3.00°	**213**	13	900 M	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 VECTORING

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.

DME REQUIRED

4.0°E (2017)

LOC / DME CH 110.50/CH42x

IAF ZAQQI 3000 a

CH4LF 6.2

1.2 127° (T131.1°)

CH713 3000

3.3 127° (T131.0°)

4.0 037° (T041.0°)

IF CH710 2500

2.5 037° (T041.0°)

4.5 307° (T311.1°)

IAF BUDIQ 3000 a

IAF EJQET 3000 a

MSA ARP 25 NM

2100 007° 1800 127° 1700 252°

10 NM

SAFE ALT 100 NM 3000

TA 5000
GS 3.00°
RDH 49

From IAF

IF CH710 10.1 2500

FAF/FAP CH4LF 6.2 2000

037°

2 MAPt 0.5 610

DME CH LOC CH

CAT II

6.0

THR ELEV 13

CDFA: 3.00° / 5.24%					
DME CH	6	5	4	3	2
DIST THR	5.8	4.8	3.8	2.8	1.8
AL T	1940	1620	1300	980	660

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

MIPS	CATEGORY	A	B	C	D	E
	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)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 17

ILS or LOC RWY 04R
KASTRUP(EKCH)

COPENHAGEN APPROACH	KASTRUP ATIS (ARR)	KASTRUP FINAL	KASTRUP TWR	KASTRUP APRON
119.805	122.755	120.205	118.105	121.630

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
NE 109.30/CH30x	037°	2000 FT	3.00°	**212**	12	720 M	10833 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) DME reads zero at THR.
- d) Maintain last assigned altitude until intercepting the glide path.

DME REQUIRED

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 DOPEM for new APCH.

FOR TRANSITION: RNAV 1 GNSS OR RADAR VECTORING

LOC / DME NE 109.30/CH30x

IAF ZAQQI 3000 (a)

CH4RF 6

037°

1.2 127° (T131.1°)

CH713 3000

3.6 127° (T131.0°)

5.2 037° (T041.0°)

IAF CATWU 3000 (a)

2.5 037° (T041.0°)

IF CH709 2500

4.2 307° (T311.2°)

IAF EQJET 3000 (a)

MSA ARP 25 NM

2100 007° 1800 252° 127° 1700

SAFE ALT 100 NM 3000

4.0°E (2017)

365 510 503 253 680 377

TA 5000
GS 3.00°
RDH 57

From IAF

IF CH709 11.2 2500

FAF/FAP CH4RF 6 2000 037°

DME NE LOC NE

MAPt 0.5

MISSED APPROACH
Climb straight ahead to 3000 FT.
Inform ATC.

CAT I

6.0

THR ELEV 12

CDFA: 3.00° / 5.24%					
DME NE	6	5	4	3	2
DIST THR	6	5	4	3	2
AL T	2010	1680	1360	1030	710

MIPS	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)

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

AIR COMMAND DENMARK - MIL AIP 25 DEC 2025

ILS or LOC RWY 04R

55°37.08'N
012°39.36'E

KASTRUP (EKCH)

MIPS

INSTRUMENT APPROACH CHART | AD ELEV 17 | **ILS or LOC RWY 22L KASTRUP(EKCH)**

COPENHAGEN APPROACH	KASTRUP ATIS (ARR)	KASTRUP FINAL	KASTRUP TWR	KASTRUP APRON
119.805	122.755	120.205	118.105	121.630

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
OXS109.50/CH32x	217°	2000 FT	3.00°	**208**	8	840 M	10833 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) Pass DME OXS 5 NM not below 1500 FT, due to airspace considerations.
- d) CAT III operations may take place without restrictions as the basic ILS surfaces are not penetrated.
- e) Maintain last assigned altitude until intercepting the glide path.

DME REQUIRED

FOR TRANSITION: RNAV 1 GNSS OR RADAR VECTORING

IAF VOCXI 3000 (a)

IAF EXTAR 3000 (a)

IAF ODLAQ 3000 (a)

IF CH610 2500

4.5 127° (T131.2°)

2.5 217° (T221.4°)

4.5 307° (T311.4°)

4.0 217° (T221.4°)

CH2LF 6.2

217°

10 NM

4.0°E (2017)

837 365 510 253 503 680 377

LOC / DME OXS 109.50/CH32x

MSA ARP 25 NM

2100 040° 1800 252° 127° 1700

SAFE ALT 100 NM 3000

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 ODLAQ for new APCH.

CDFA: 3.00° / 5.24%					
DME OXS	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
AL T	650	970	1290	1600	1930

MISSED APPROACH

Climb straight ahead to 500 FT or DME OXS 1.0 NM past DME OXS, whichever is later. Turn left and track 183° climbing to 3000 FT. Inform ATC.

LOC OXS DME OXS

MAPt 0.5

FAF/FAP CH2LF 6.2

IF CH610 10.2

From IAF

2000

2500

217°

THR ELEV 8

6.0

TA 5000

GS 3.00°

RDH 53

CAT III

MIPS	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

55°37.08'N
012°39.36'E

KASTRUP (EKCH)

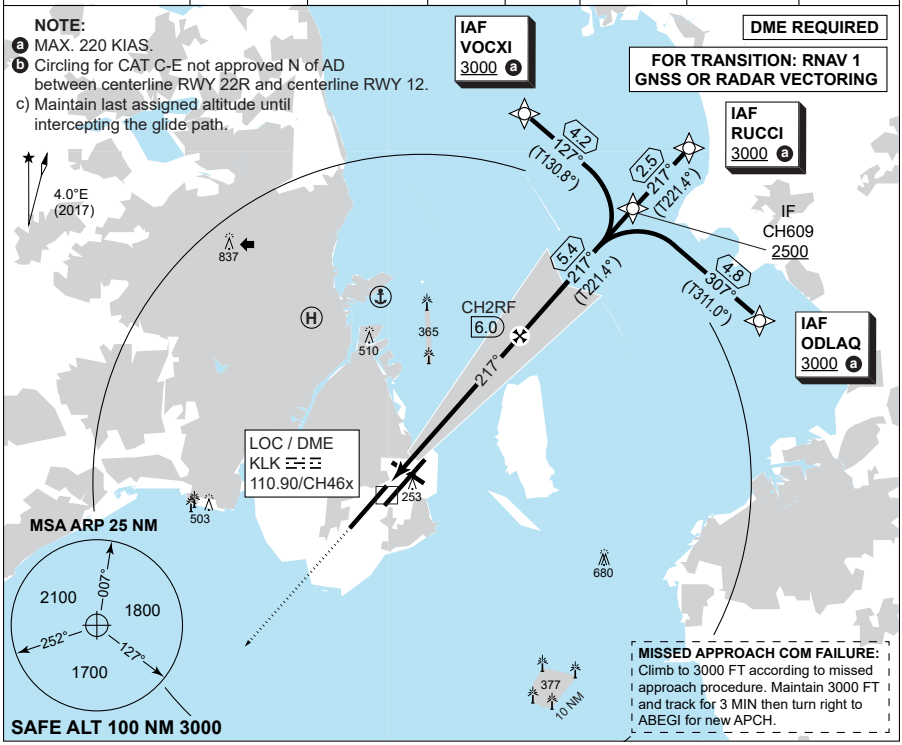
MIPS

INSTRUMENT APPROACH CHART | AD ELEV 17 | **ILS or LOC RWY 22R KASTRUP(EKCH)**

COPENHAGEN APPROACH	KASTRUP ATIS (ARR)	KASTRUP FINAL	KASTRUP TWR	KASTRUP APRON
119.805	122.755	120.205	118.105	121.630

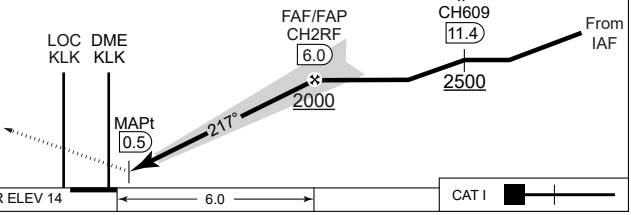
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KLK 110.90/CH46x	217°	2000 FT	3.00°	**214**	14	900 M	9842 FT

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.



CDFA: 3.00° / 5.24%					
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

MISSED APPROACH
Climb straight ahead to 3000 FT.
Inform ATC.



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 (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)

CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

MIPS

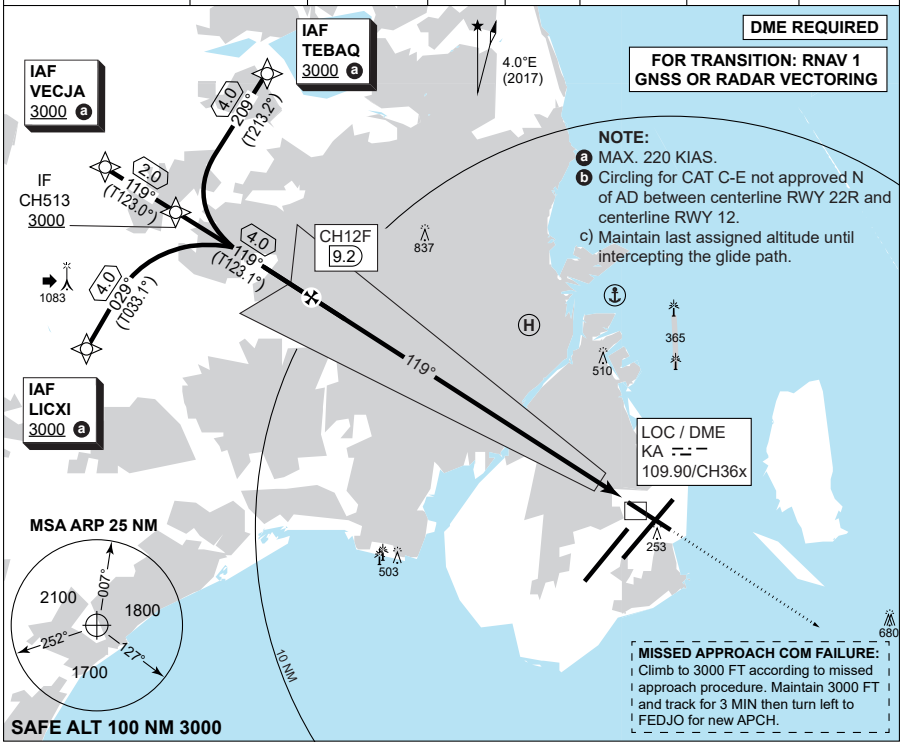
INSTRUMENT APPROACH CHART AD ELEV 17

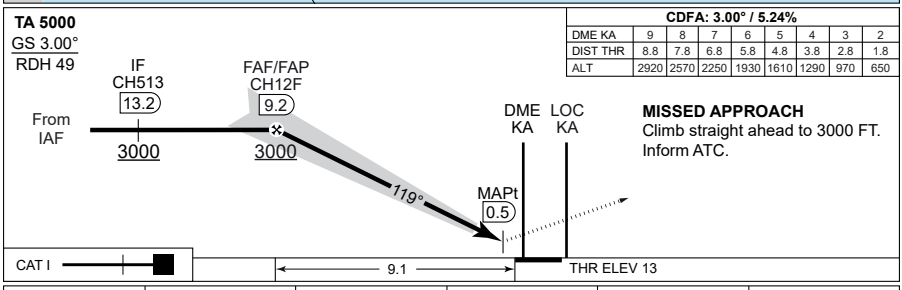
ILS or LOC RWY 12

KASTRUP(EKCH)

COPENHAGEN APPROACH	KASTRUP ATIS (ARR)	KASTRUP FINAL	KASTRUP TWR	KASTRUP APRON
119.805	122.755	120.205	118.105	121.630

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KA 109.90/CH36x	119°	3000 FT	3.00°	**213**	13	900 M	7759 FT





CDFA: 3.00° / 5.24%								
DME KA	9	8	7	6	5	4	3	2
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
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)

CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

ILS or LOC RWY 12

55°37.08'N
012°39.36'E

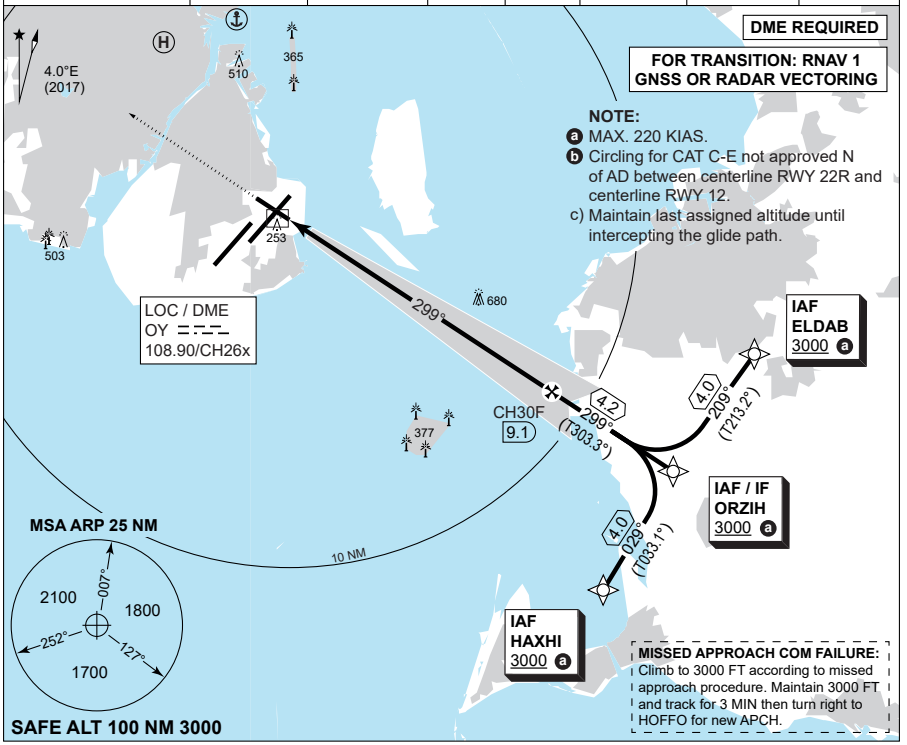
KASTRUP (EKCH)

MIPS

INSTRUMENT APPROACH CHART | AD ELEV 17 | **ILS or LOC RWY 30 KASTRUP(EKCH)**

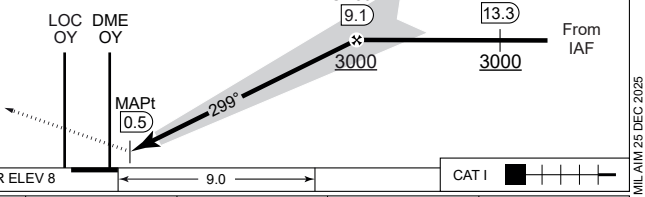
COPENHAGEN APPROACH	KASTRUP ATIS (ARR)	KASTRUP FINAL	KASTRUP TWR	KASTRUP APRON
119.805	122.755	120.205	118.105	121.630

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
OY 108.90/CH26x	299°	3000 FT	3.00°	**208**	8	900 M	6873 FT



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.



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 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)

MIPS

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.

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
TEBAQ	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: SPELLING OF TEBAC CORRECTED TO TEBAQ.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

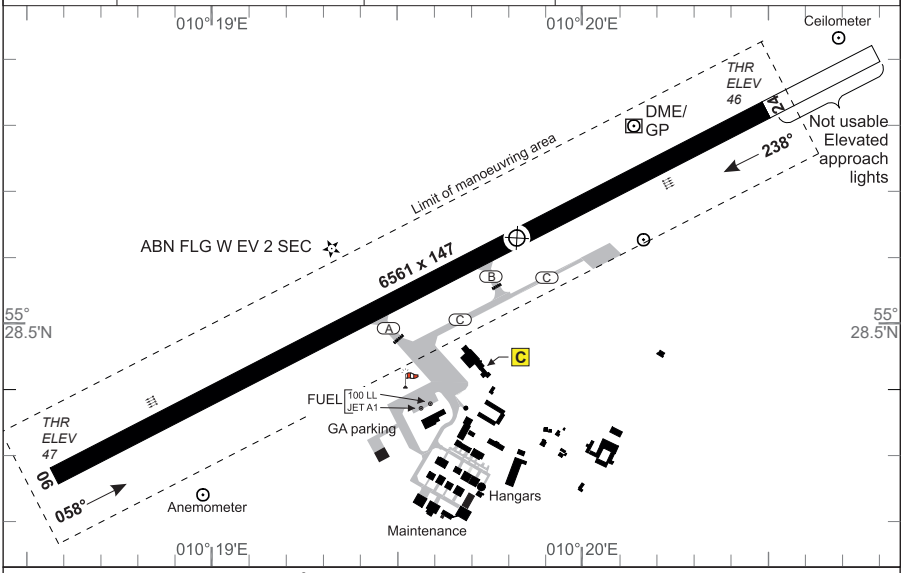
ODENSE (EKOD)

AERODROME CHART

NOISE ABATEMENT

ILS or LOC RWY 24

ODENSE INFORMATION 119.530			Odense Airport: +45 65 95 50 72
AD Elev **56**	ARP 55°28.60'N 010°19.86'E	VAR 2.3°E (AUG 2014)	



RWY	PCN	DECLARED DISTANCES TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THR PSN
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)	**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)

CHANGES: PARAGRAPH 3. ADDED; BEFORE HOVERTAXI, HELICOPTERS TO CONTACT AFIS ABOUT DRONE ACTIVITY.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

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 traning 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.

CHANGES: EDITORIAL
AIR COMMAND DENMARK - MIL AIM 22 FEB 2024

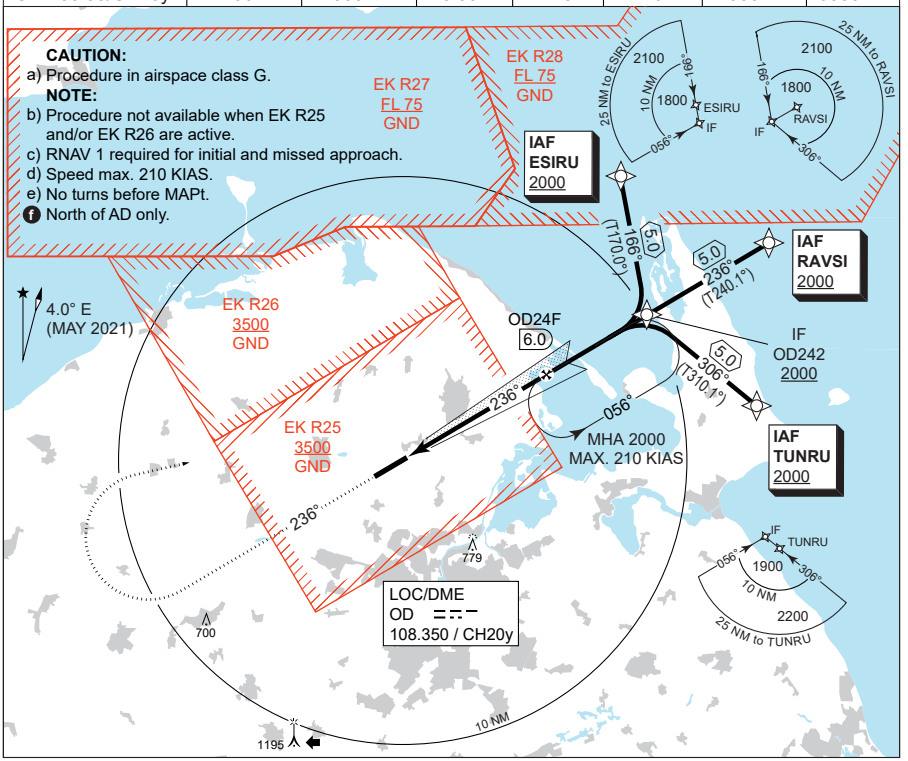
MIPS

INSTRUMENT APPROACH CHART | AD ELEV 56 | **ILS or LOC RWY 24**

ODENSE / H C ANDERSEN (EKOD)

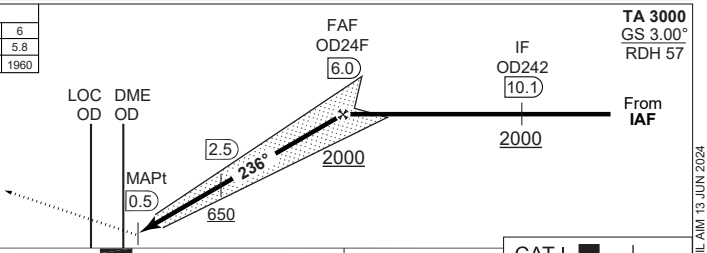
COPENHAGEN CONTROL	ODENSE INFORMATION
360.100 133.150	119.530

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
OD 108.35/CH20y	236°	2000 FT	3.00°	**246**	46	900 M	6053 FT



CDFA: 3.00° / 5.24%					
DME OD	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
AL T	690	1010	1320	1640	1960

MISSED APPROACH:
Climb straight ahead until 2000 FT, then turn right climbimg to 3000 FT and hold at OD24F.



TA 3000
GS 3.00°
RDH 57

CATEGORY	A	B	C	D	E
S-ILS 24	**246** - 550 200 (200-0.8/1.2)				
S-LOC 24	**380** - 800 334 (400-0.8/1.5)				
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)

CHANGES: ODENSE INFORMATION FREQ CHANGED.

MIPS

AIR COMMAND DENMARK - MIL AIM 13 JUN 2024

ILS or LOC RWY 24 | 55°28.60'N 010°19.86'E | **ODENSE / H C ANDERSEN (EKOD)**

ROSKILDE (EKRK)

AERODROME CHART

ILS or LOC RWY 11 (CAT C-E)

ILS or LOC RWY 21

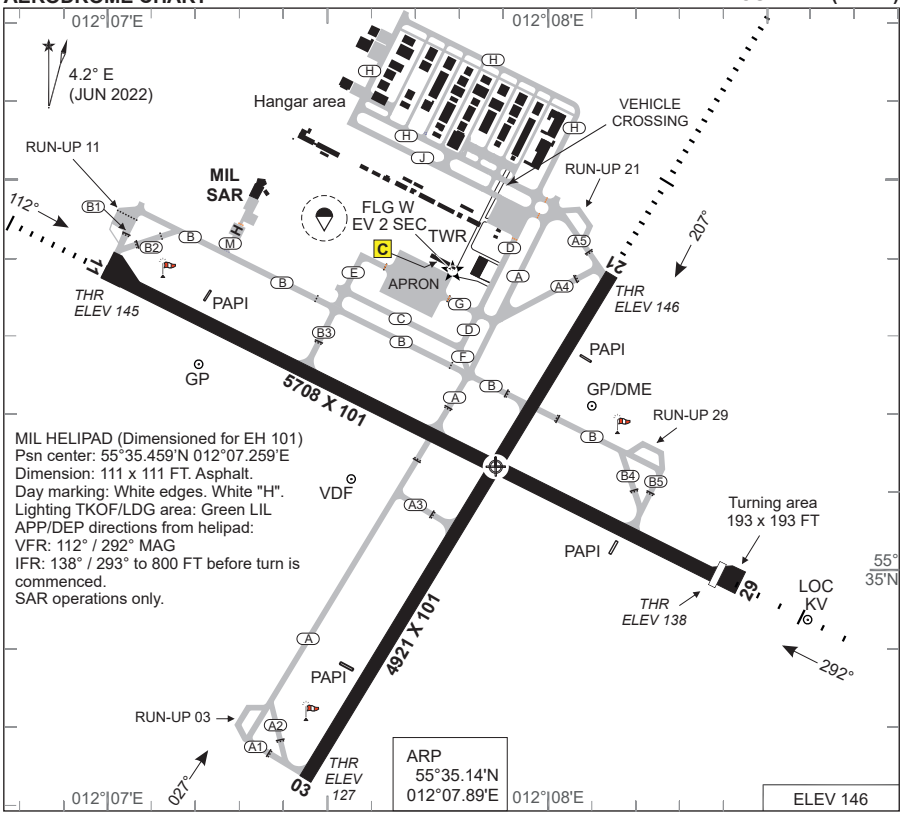
EKRK OPS

NOISE ABATEMENT

EKRK ARRIVAL

EKRK DEPARTURE

IFR DEP (JET)



RWY	PCN	DECLARED DISTANCES PSN	TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THRPSN
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									

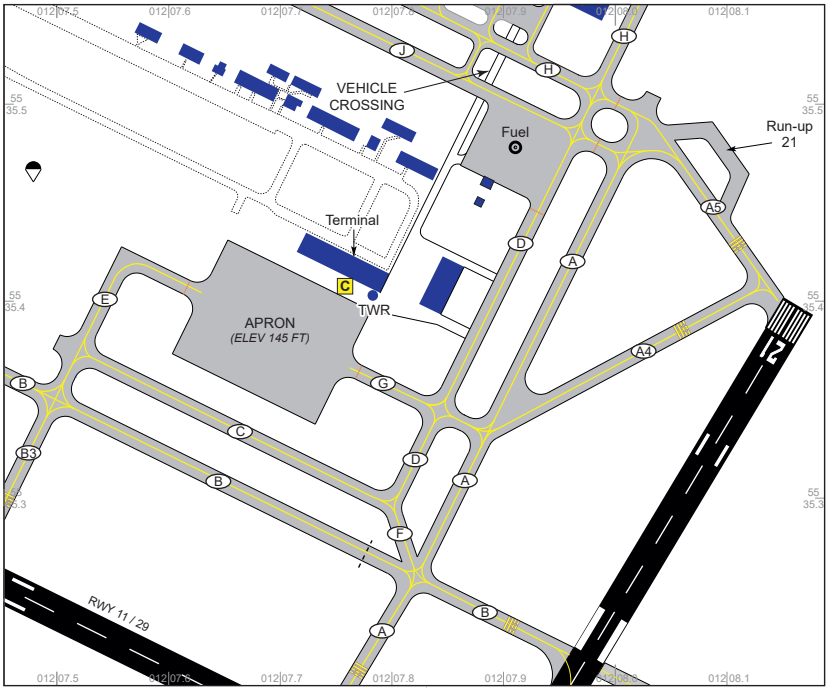
ROSKILDE ATIS	123.805	
ROSKILDE TWR	118.905	(119.655)
ROSKILDE APP	125.530	
ROSKILDE HANDLING	131.555	(Handling, FPL etc.)
COPENHAGEN INFORMATION	127.080	(Civil)

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.

CHANGES: ATS 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.

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.

CHANGES: EDITORIAL
AIR COMMAND DENMARK - MIL AIM 21 APR 2022

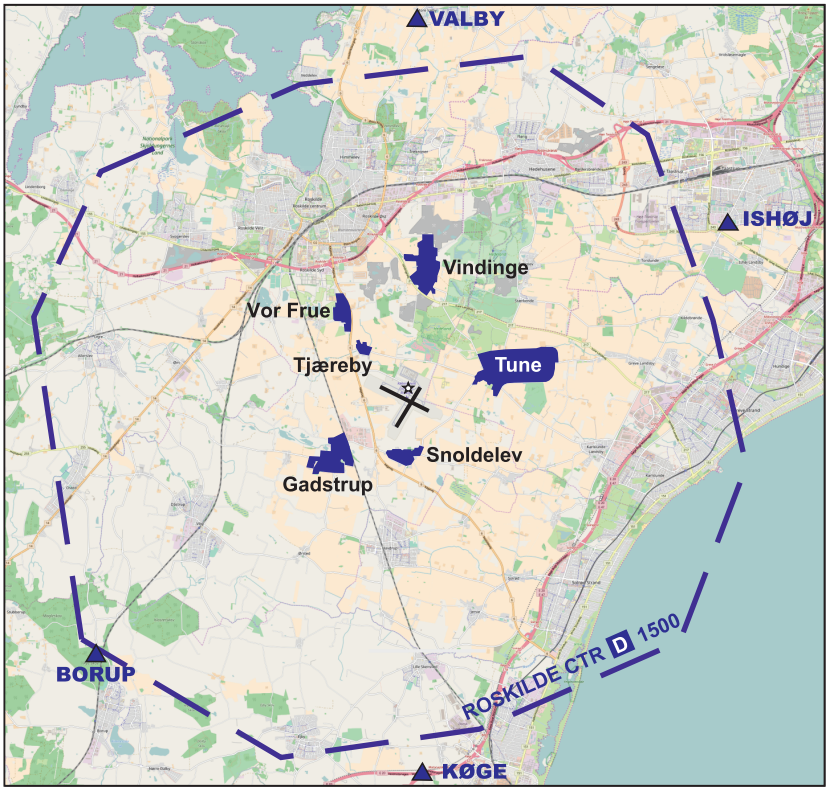
NOISE ABATEMENT PROVISIONS

1.1 General provisions

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

a. Take-off and landing for vital flights, such as search and rescue, hospital flights, head of state, medevac, environmental monitoring flights or humanitarian flights.

b. 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 overflown - 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.

CHANGES: EDITORIAL
AIR COMMAND DENMARK - MIL AIM 21 APR 2022

ROSKILDE ARRIVAL

Flight Planning

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

Note: Traffic via AALBORG VOR/DME shall flight plan via T551-TNO to FISKO. 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)	FISKO

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 decend to FL 70. In ERNOV holding decend to FL 100. In FISKO 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
ROSKILDE 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.

CHANGES: WAYPOINTS UPDATED, EDITORIAL.
AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

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		

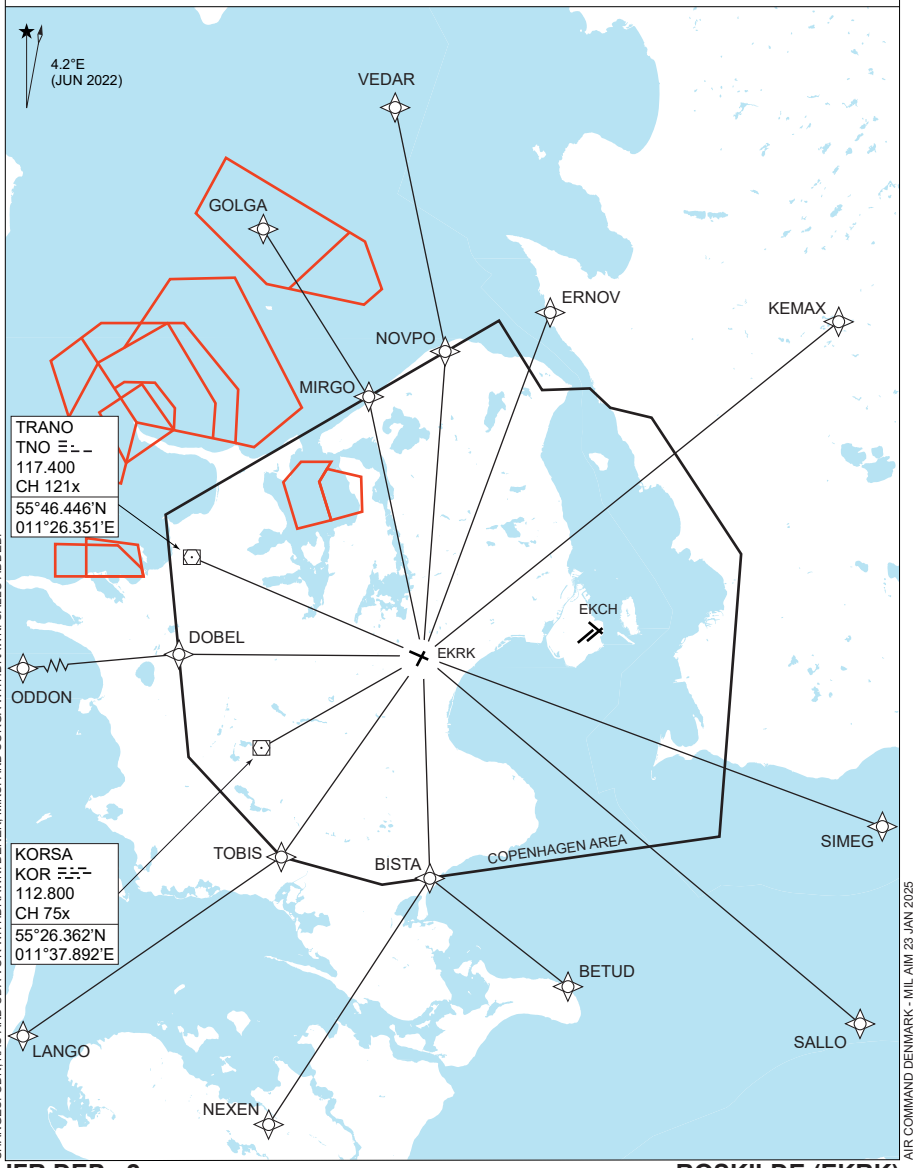
CHANGES: WAYPOINT LIST UPDATED.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

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.



CHANGES: ODN, KAS AND CDA VOR WITHDRAWN, DENEK, MIKSI AND SORGA WITHDRAWN, SALLO ADDED

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

MIPS

INSTRUMENT APPROACH CHART

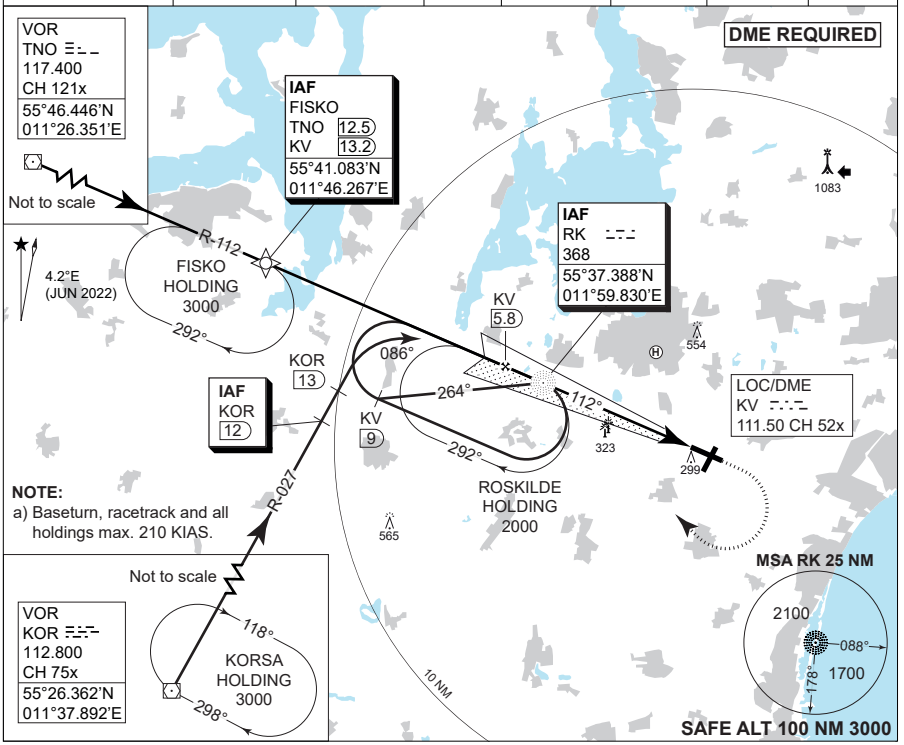
AD ELEV 146

ILS or LOC RWY 11 (CAT C-E)

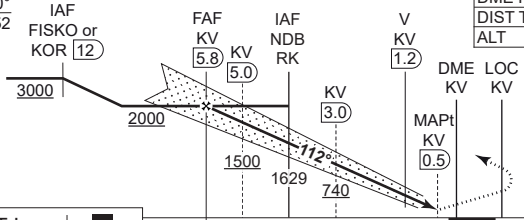
ROSKILDE (EKRK)

COPENHAGEN APPROACH	ROSKILDE ATIS	ROSKILDE APPROACH	ROSKILDE TOWER
119.805	123.805	125.530	118.905 119.655

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KV 111.50 CH 52x	112°	2000 FT	3.00°	**SEE CAT**	145 FT	900 M	5708 FT



TA 5000
GS 3.0°
RDH 52



LOC ONLY CDFA 3.0° / 5.3%					
DME KV	5	4	3	2	1
DIST TO THR	4.8	3.8	2.8	1.8	0.8
ALT	1740	1420	1100	780	460

MISSED APPROACH
Climb to 500 FT then right turn climbing to 2000 FT to NDB RK.
MAX IAS 185 KT until turn completed.

CAT I

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)

MIPS

CHANGES: NEW PAGE NUMBER. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

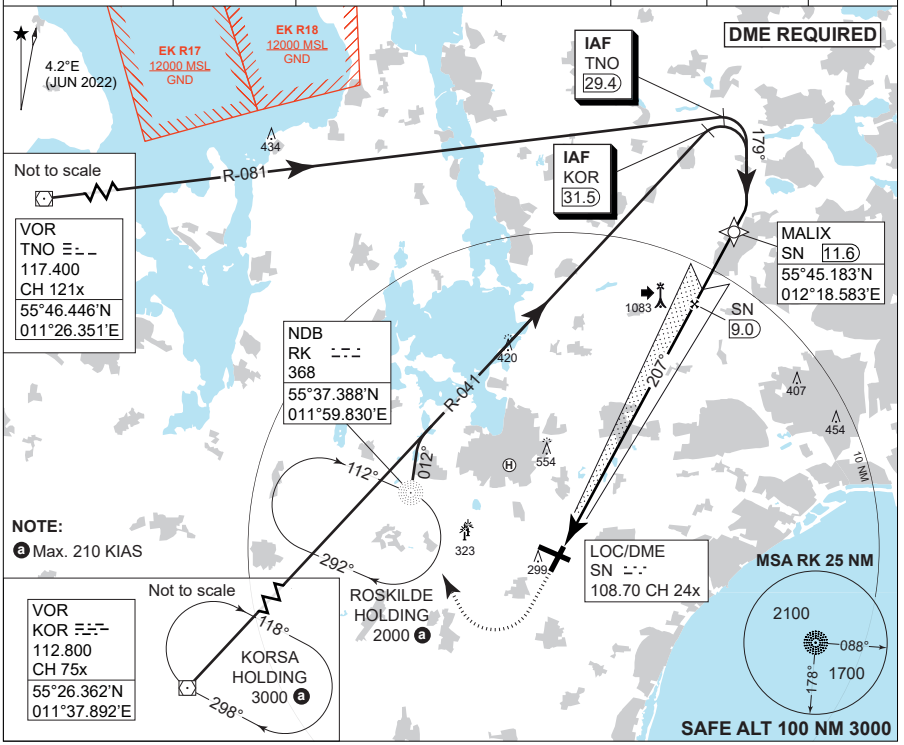
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 146

ILS or LOC RWY 21
ROSKILDE (EKRK)

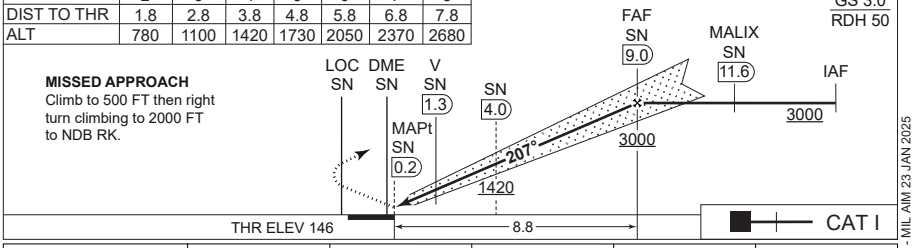
COPENHAGEN APPROACH	ROSKILDE ATIS	ROSKILDE APPROACH	ROSKILDE TOWER
119.805	123.805	125.530	118.905 119.655

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
SN 108.70 CH 24x	207°	3000 FT	3.00°	**346**	146 FT	900 M	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



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

CATEGORY	A	B	C	D	E
MIPS S-ILS 21	**346** - 550 200 (200-0.8/1.2)				
MIPS S-LOC 21	**540** - 1100 394 (400-1.1/1.8)				
MIPS 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)

CHANGES: EK R17 AND R18 CORRECTED.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

BORNHOLM / RØNNE (EKRN)

AERODROME CHART

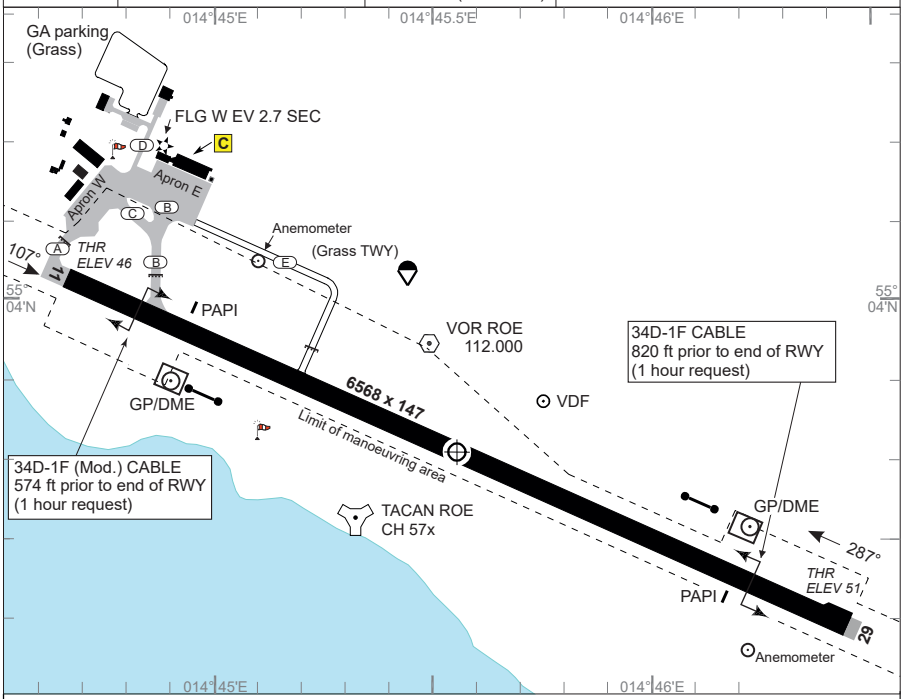
ILS or LOC RWY 11

ILS or LOC RWY 29

HPMA TACAN RWY 11

HPMA TACAN RWY 29

RØNNE TOWER	BORNHOLM HANDLING	REMARK:
118.330 (VDF) 257.800	131.550	Airport phone: +45 56 95 26 26
AD Elev 52	ARP 55°03.80'N 014°45.58'E	VAR 7.0°E (MAY 2025)



RWY	PCN	DECLARED DISTANCES PSN	TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THR PSN
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)

CHANGES: MAGNETIC VARIATION AND RUNWAY DIRECTION CHANGED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 52

ILS or LOC RWY 11
ROENNE (EKRN)

SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

LOC/DME	TACAN	APP COURSE	GS INCPT ALT	GS	DA	THR	ALS	LDA
IAR 109.350/CH30y	ROE 112.00/CH57x	107°	2000 FT	3.00°	**See CAT**	46	600 M	6568 FT

DME REQUIRED

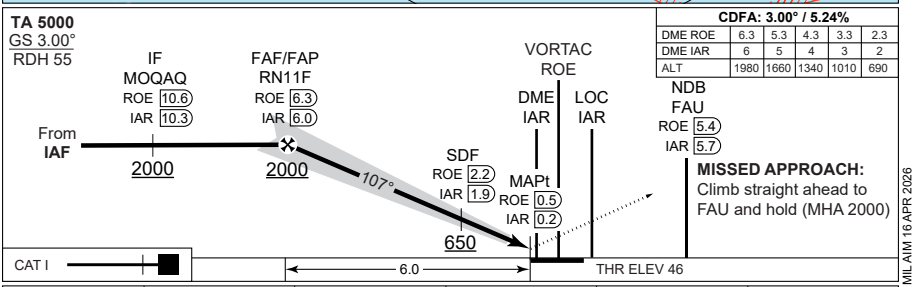
RNAV 1 REQUIRED (d)

NOTE:
a) Max. 240 KIAS.
(b) Circling SW of AD only.
(c) Max. 200 KIAS.
(d) RNAV 1 required for initial and missed approach.

POWQU HOLDING
(T113.6°) 107° (c) 5000 2000 287° (T293.6°)

7°E (MAY 2025)

IAF OGTET
IAF UMVAP
IAF LUKAG
IF MOQAQ 2000
FAF RN11F 2000
POWQU
LOC/DME IAR 109.350 CH30y
VORTAC ROE CH57x 112.00
NDB FAU 334
ROE 5.4 R-107
MSA ARP 25 NM
2400
SAFE ALT 100 NM 2600
EK R95 23000 GND
EK R96 10500 GND
10 NM



CDFA: 3.00° / 5.24%					
DME ROE	6.3	5.3	4.3	3.3	2.3
DME IAR	6	5	4	3	2
ALT	1980	1660	1340	1010	690

MISSED APPROACH:
Climb straight ahead to FAU and hold (MHA 2000)

CATEGORY	A	B	C	D	E
MIPS S-ILS 11	**246** - 750 200 (200-0.8/1.2)				
MIPS S-LOC 11	**380** - 1100 328 (400-1.1/1.5)				
MIPS CIRCLING (b)	**470** - 1.5 418 (500-1.5)	**630** - 1.6 578 (600-1.6)	**730** - 2.4 678 (700-2.4)	**750** - 3.6 698 (700-3.6)	**840** - 3.6 788 (800-3.6)

CHANGES: DME MILEAGE ADDED TO NDB FAU IN PROFILE VIEW.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

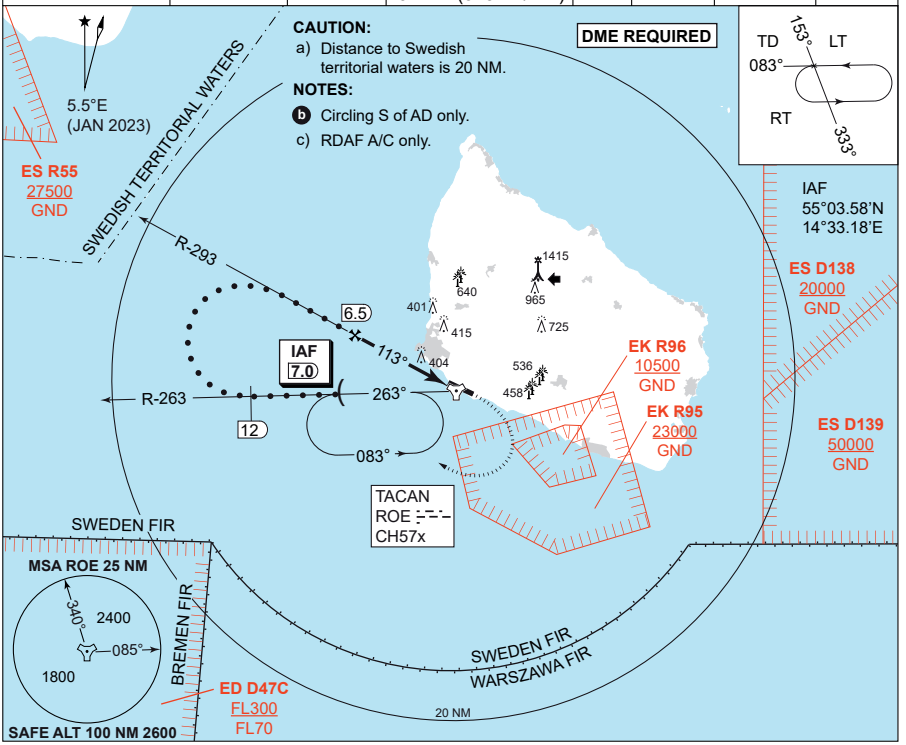
MIPS
INSTRUMENT APPROACH CHART

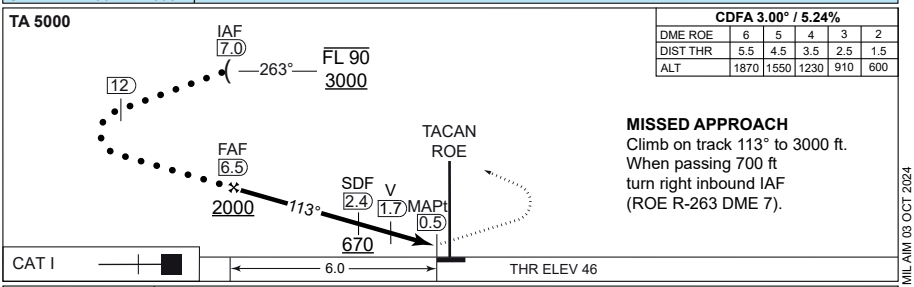
AD ELEV 52

HPMA TACAN RWY 11
ROENNE (EKRN)

SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
ROE CH 57x	113°	2000 FT	5.24% (318 FT/NM)	**440**	46	600 M	6568 FT





CDFA 3.00° / 5.24%					
DME ROE	6	5	4	3	2
DIST THR	5.5	4.5	3.5	2.5	1.5
ALT	1870	1550	1230	910	600

MISSED APPROACH
Climb on track 113° to 3000 ft.
When passing 700 ft
turn right inbound IAF
(ROE R-263 DME 7).

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

CHANGES: NEW PROCEDURE DEVELOPRED ACCORDING TO HPMA CRITERIA

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 52

ILS or LOC RWY 29
ROENNE (EKRN)

SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

LOC/DME	VORTAC	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS length	LDA
IRE 110.30/CH40x	ROE 112.00/CH 57x	287°	2000 FT	3.0°	**251**	51	900 M	6568 FT

NOTES:
a CIRCLING SOUTH OF AERODROME ONLY
b BASE TURN FAU OUTBOUND:
CAT. A-B 135°
CAT. C-E 151° - MAX SPEED 220 KIAS

DME REQUIRED

7.0°E
(MAY 2025)

IAF
NDB
FAU
334
55°01.69'N
014°54.03'E

LOC/DME
IRE
110.30
CH 40x

VORTAC
ROE
CH 57x
112.00

RNAV FIX ULRED
54°59.42'N
015°02.93'E
DME IRE 10.5

263°
287°
6.1
5000
2000
107°
135°
8.0
151°
8.6
b

EK R95
23000
GND

EK R96
10500
GND

10 NM

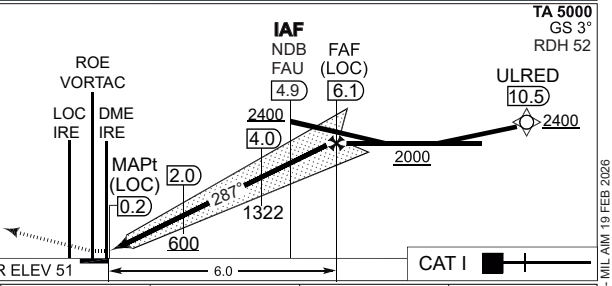
MSA ROE 25 NM
2400
336°
086°
1800

SAFE ALT 100 NM 2600

SWEDEN FIR
WARSZAWA FIR

LOC CDFA 3.00° / 5.2%					
DME IRE	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
ALT	690	1010	1330	1640	1960

MISSED APPROACH
Climb to minimum 700 ft, turn left and climb on track 263° to 2000 ft. Turn left to FAU NDB (ROE R-107, IRE DME 4.9) and hold.



TA 5000
GS 3°
RDH 52

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

CHANGES: VAR, DIRECTIONS AND HOLDING ALTITUDE CHANGED

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

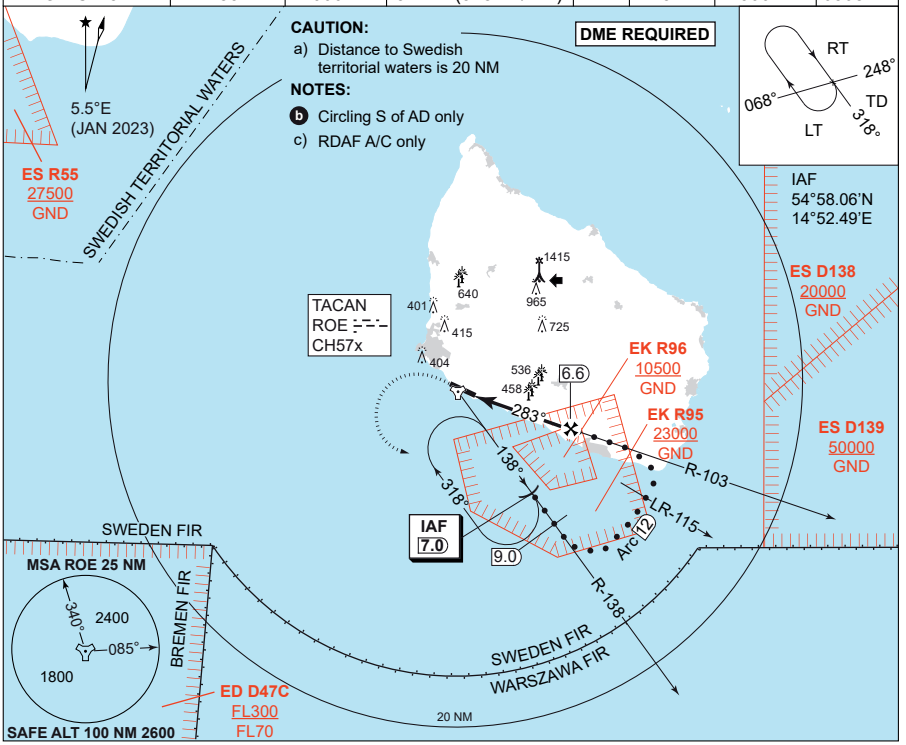
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 52

HPMA TACAN RWY 29
ROENNE (EKRN)

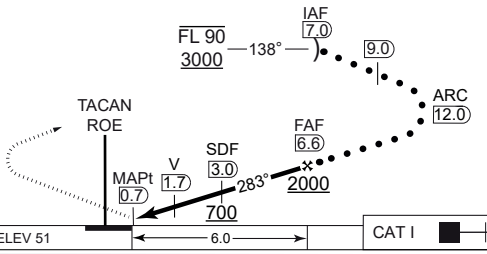
SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
ROE CH 57x	283°	2000 FT	5.24% (318 FT/NM)	**460**	51	900 M	6568 FT



CDFA 3.00° / 5.24%					
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

MISSED APPROACH
Climb on track 283 to 3000 ft.
When passing 700 ft
turn left inbound IAF
(ROE R-138 DME 7).



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

CHANGES: PAGE NR.
MIPS

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

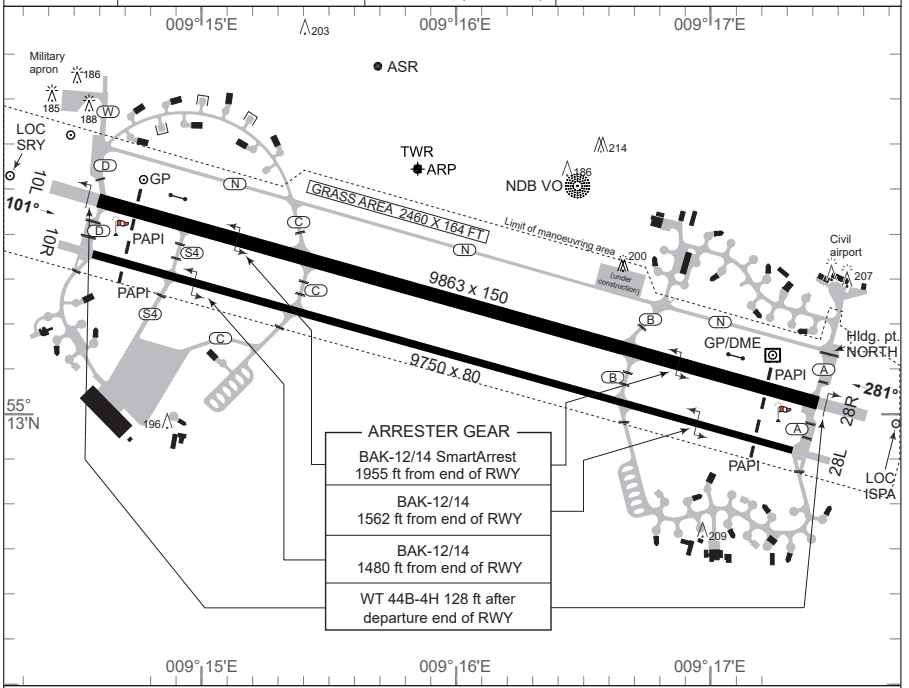
SKRYDSTRUP (EKSP)

AERODROME CHART

ILS or LOC RWY 10L	ILS or LOC 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

SKRYDSTRUP ATIS	SKRYDSTRUP TOWER	SKRYDSTRUP APPROACH	AD Admin and FPL:	+45 72 84 81 22
133.905	286.375 / 118.280	280.750 / 124.105	Email:	comm.skpops@mil.dk

AD Elev 141	ARP 55°13.53'N 009°15.84'E	VAR 4.0°E (JAN 2023)



RWY	PCN/ PCR	DECLARED DISTANCES TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THR PSN
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.

CHANGES: ARRESTER CABLE DENOMINATION UPDATED.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

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

LOC-DME	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
ISPA 109.35/CH 30y	101°	2000 FT	3.00°	**326**	126	900 M	9863 FT

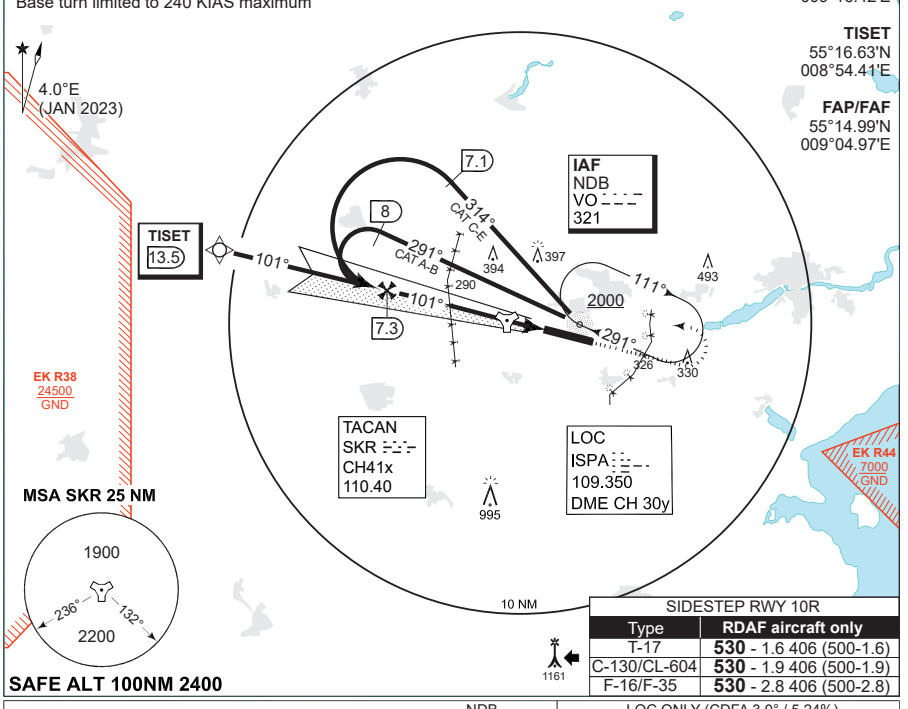
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

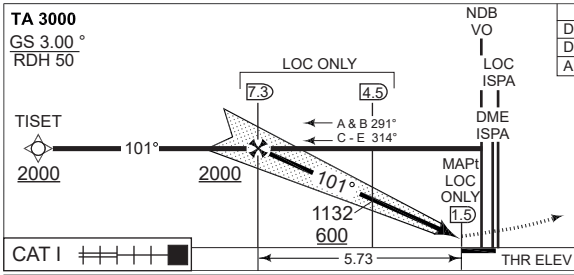
TISET
55°16.63'N
008°54.41'E

FAP/FAF
55°14.99'N
009°04.97'E



SIDESTEP RWY 10R	
Type	RDAF aircraft only
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**530** - 2.8 406 (500-2.8)

TA 3000
GS 3.00 °
RDH 50



LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	5	4	3	2	1
DME ISPA (NM)	6.5	5.5	4.5	3.5	2.5
ALT	1770	1450	1130	820	500

MISSED APPROACH
Climb on HDG 101° to 2000 FT.
Then turn left to join NDB VO holding.

CATEGORY	A	B	C	D	E
MIPS S-ILS 10L	**326** -550 200 (200-0.8/1.2)				
MIPS S-LOC 10L	**410** -750 284 (300-0.8/1.4)				
MIPS CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**900** -3.6 759 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: MAG VAR CORRECTED. CAT D CIRCLING MINIMA RAISED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 10L
SKRYDSTRUP (EKSP)

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

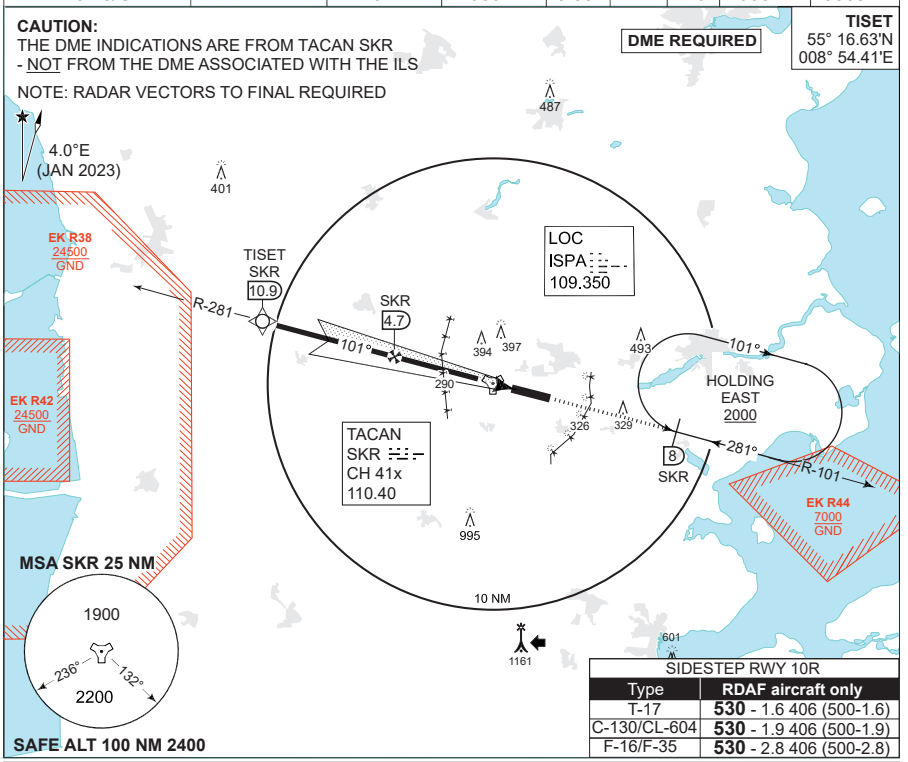
TACAN	LOC	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
SKR 110.40/CH 41x	ISPA 109.35	101°	2000 FT	3.00°	**326**	126	900 M	9863 FT

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

NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

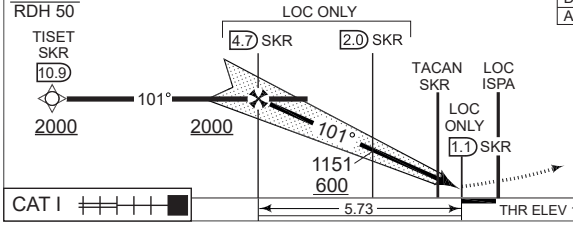
TISET
55° 16.63'N
008° 54.41'E



SIDESTEP RWY 10R

Type	RDAF aircraft only
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**530** - 2.8 406 (500-2.8)

TA 3000
GS 3.00°
RDH 50



LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	5	4	3	2	1
DME SKR (NM)	3.9	2.9	1.9	0.9	0.1
ALT	1770	1450	1140	820	500

MISSED APPROACH
Climb to 2000 FT on
R-101 to SKR 8 DME
and join holding EAST.

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

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

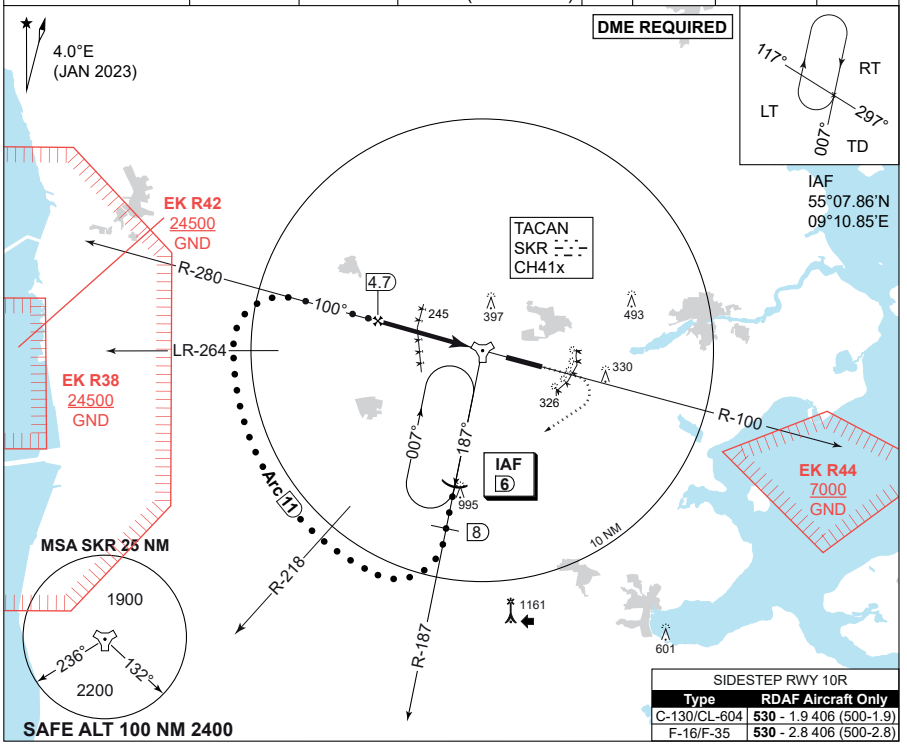
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

HPMA TACAN RWY 10L
SKRYDSTRUP (EKSP)

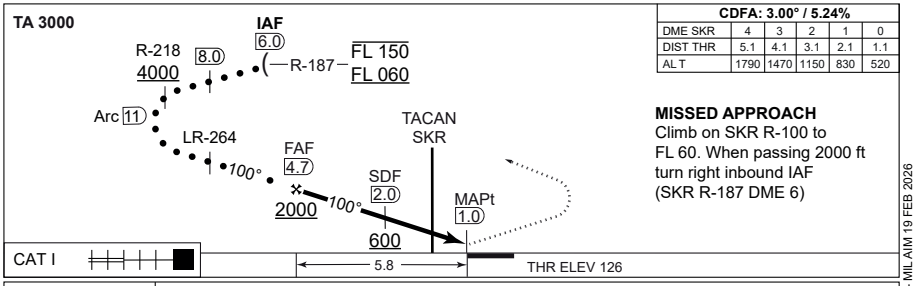
COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
SKR CH 41x	100°	2000 FT	5.24% (318 FT/NM)	**460**	126	900 M	9863 FT



SIDESTEP RWY 10R

Type	RDAF Aircraft Only
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**530** - 2.8 406 (500-2.8)



CDFA: 3.00° / 5.24%					
DME SKR	4	3	2	1	0
DIST THR	5.1	4.1	3.1	2.1	1.1
AL T	1790	1470	1150	830	520

MISSED APPROACH
Climb on SKR R-100 to FL 60. When passing 2000 ft turn right inbound IAF (SKR R-187 DME 6)

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

CHANGES: MAG VAR CORRECTED. MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

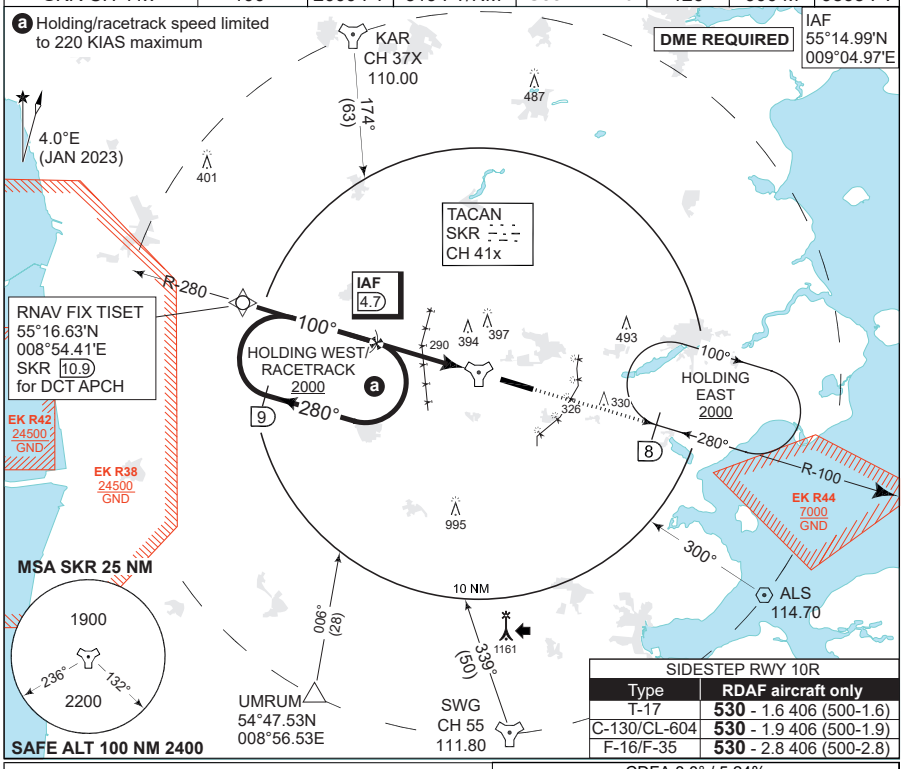
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

TACAN RWY 10L
SKRYDSTRUP (EKSP)

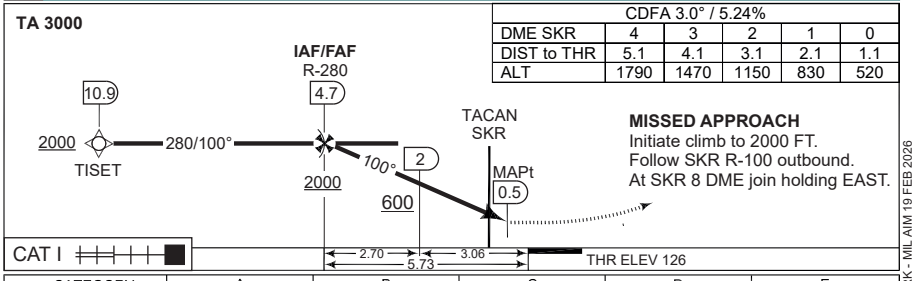
COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS length	LDA
SKR CH 41x	100°	2000 FT	319 FT/NM	**See minima**	126	900 M	9863 FT



SIDESTEP RWY 10R	
Type	RDAF aircraft only
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**530** - 2.8 406 (500-2.8)

CDFA 3.0° / 5.24%					
DME SKR	4	3	2	1	0
DIST to THR	5.1	4.1	3.1	2.1	1.1
ALT	1790	1470	1150	830	520



MISSED APPROACH
Initiate climb to 2000 FT.
Follow SKR R-100 outbound.
At SKR 8 DME join holding EAST.

CATEGORY	A	B	C	D	E
MIPS S-TACAN 10L	**430** -750 304 (400-0.8/1.4)				
MIPS 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)

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

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC 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

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
SRY 109.35/CH 30y	281°	2200 FT	3.0°	**341**	141	900 M	9863 FT

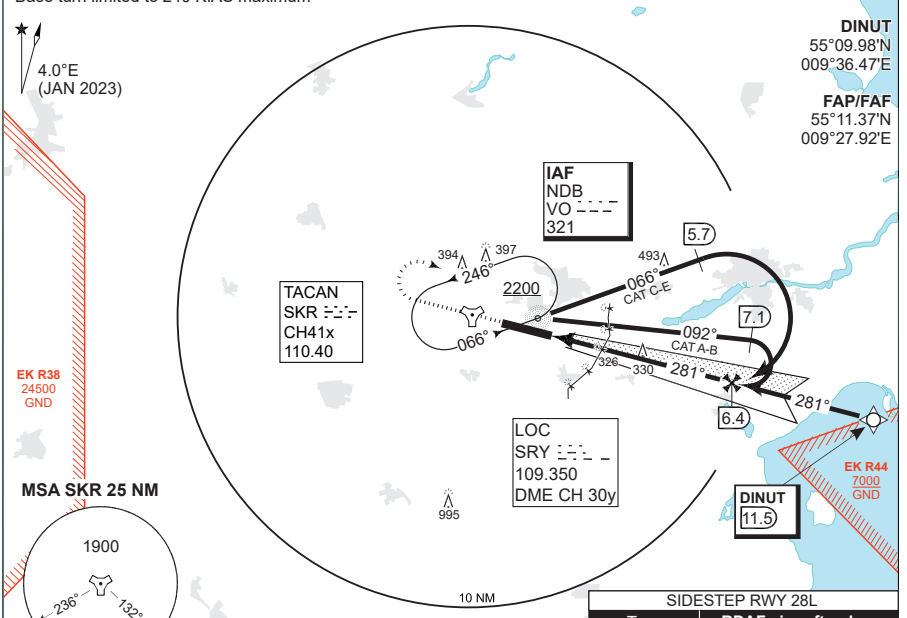
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

DINUT
55°09.98'N
009°36.47'E

FAP/FAF
55°11.37'N
009°27.92'E

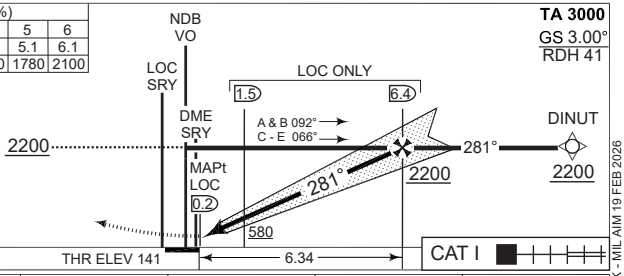


SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	**540** - 1.6 401 (500-1.6)
C-130/CL-604	**540** - 1.9 401 (500-1.9)
F-16/F-35	**540** - 2.8 401 (500-2.8)

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

TA 3000
GS 3.00°
RDH 41



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

MIPS	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)	**900** -3.6 759 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: MAG VAR CORRECTED. CAT D CIRCLING MINIMA RAISED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z 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	LOC	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS length	LDA
SKR 110.40/CH 41x	SRY 109.35	281°	2000 FT	3.0°	**341**	141	900 M	9863 FT

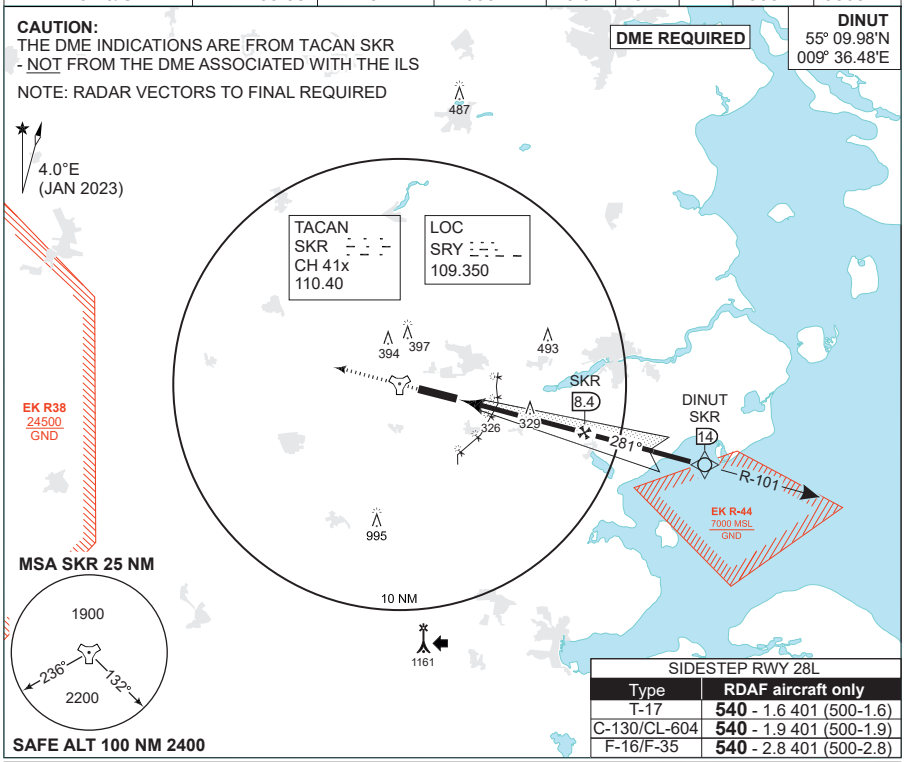
CAUTION:
THE DME INDICATIONS ARE FROM TACAN SKR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

DINUT
55° 09.98'N
009° 36.48'E

4.0°E
(JAN 2023)



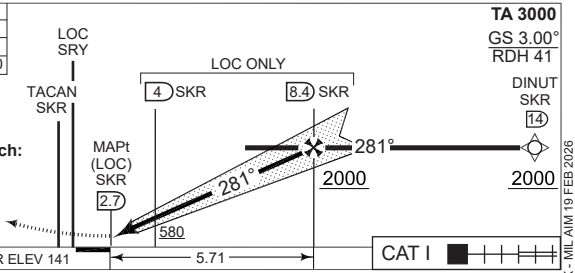
SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	**540** - 1.6 401 (500-1.6)
C-130/CL-604	**540** - 1.9 401 (500-1.9)
F-16/F-35	**540** - 2.8 401 (500-2.8)

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

TA 3000
GS 3.00°
RDH 41

MISSED APPROACH
Climb on track 281° to 2000 ft. Inform ATC.

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



CATEGORY	A	B	C	D	E
MIPS S-ILS/DME 28R	**341** -550 200 (200-0.8/1.2)				
MIPS S-LOC/DME 28R	**470** -800 329 (400-0.8/1.5)				
MIPS 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)

CHANGES: MAG VAR CORRECTED

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS

INSTRUMENT APPROACH CHART

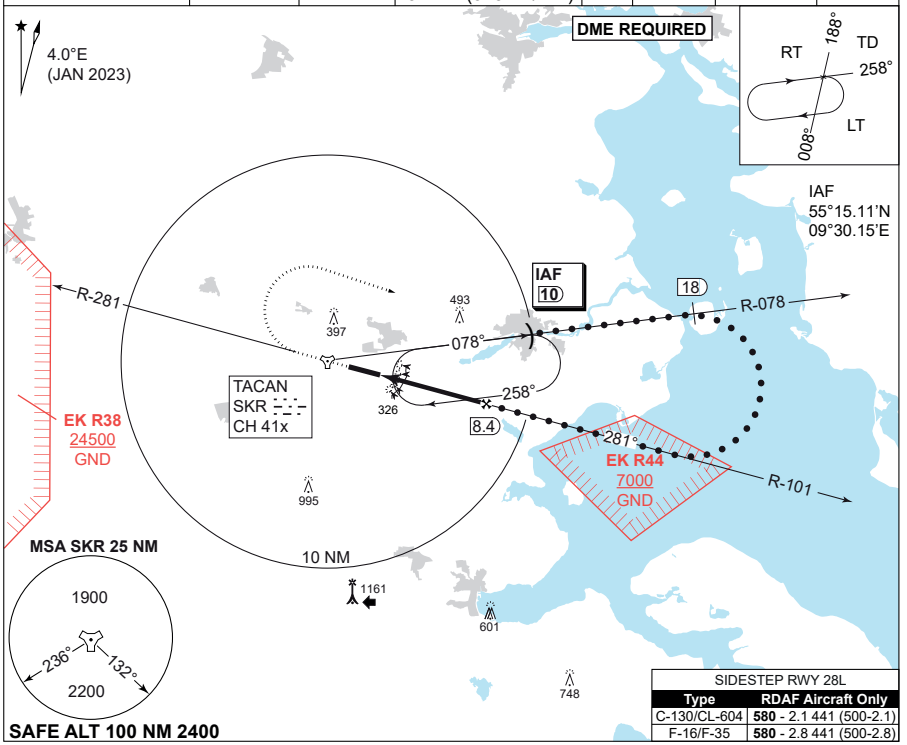
AD ELEV 141

HPMA TACAN RWY 28R

SKRYDSTRUP (EKSP)

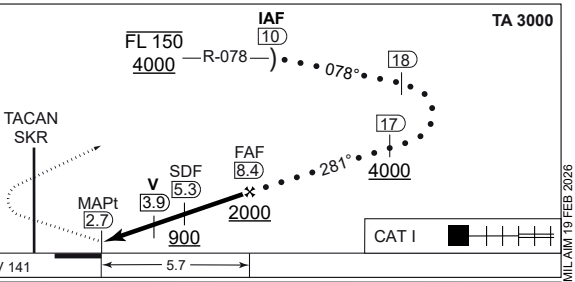
COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
SKR CH 41x	281°	2000 FT	5.24% (318 FT/NM)	**580**	141	900 M	9863 FT



CDFA: 3.00° / 5.24%					
DME SKR	4	5	6	7	8
DIST THR	1.3	2.3	3.3	4.3	5.3
ALT	610	930	1250	1570	1890

MISSED APPROACH
Climb on track 281° to 4000 ft. When passing 2000 ft turn right inbound IAF (SKR R-078 DME 10)



MIPS	CATEGORY	HPMA
	S-TACAN 28R	**580** - 1300 439 (500-1.3/2.0)
	CIRCLING	**700** - 3.2 559 (600-3.2)

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

HPMA TACAN RWY 28R

55°13.53'N
009°15.84'E
13-12

SKRYDSTRUP (EKSP)

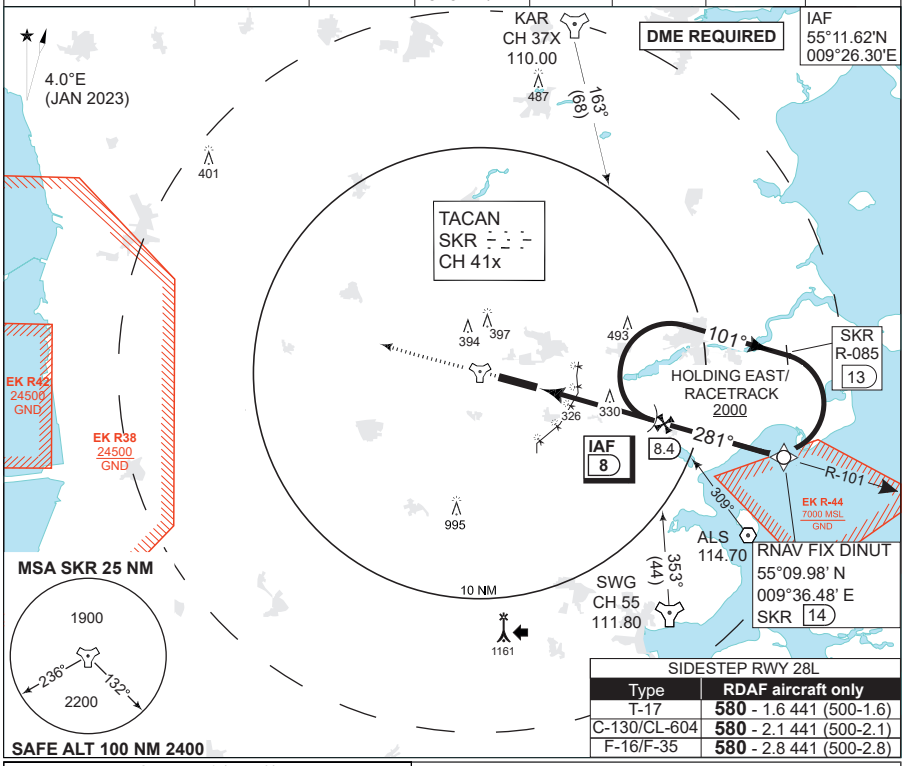
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

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	ALS length	LDA
SKR CH 41x	281°	2000 FT	319 FT/NM	**580**	141	900 M	9863 FT

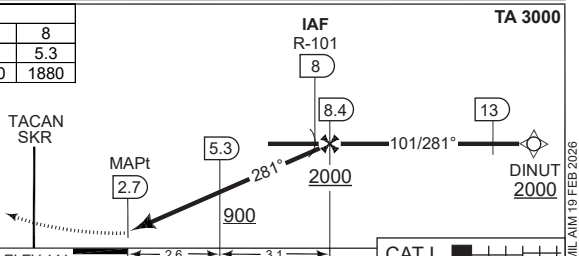


SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	**580** - 1.6 441 (500-1.6)
C-130/CL-604	**580** - 2.1 441 (500-2.1)
F-16/F-35	**580** - 2.8 441 (500-2.8)

CDFA 3.0° / 5.24%					
DME SKR	4	5	6	7	8
DIST to THR	1.3	2.3	3.3	4.3	5.3
ALT	610	930	1250	1560	1880

MISSED APPROACH
Climb on track 281° to 2000 ft. Inform ATC.

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



CATEGORY	A	B	C	D	E
MIPS S-TACAN 28R	**580** - 1300 439 (500-1.3/1.5)		**580** - 1300 439 (500-1.3/2.0)		
MIPS 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)

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

TACAN RWY 28R

55°13.53'N
009°15.84'E

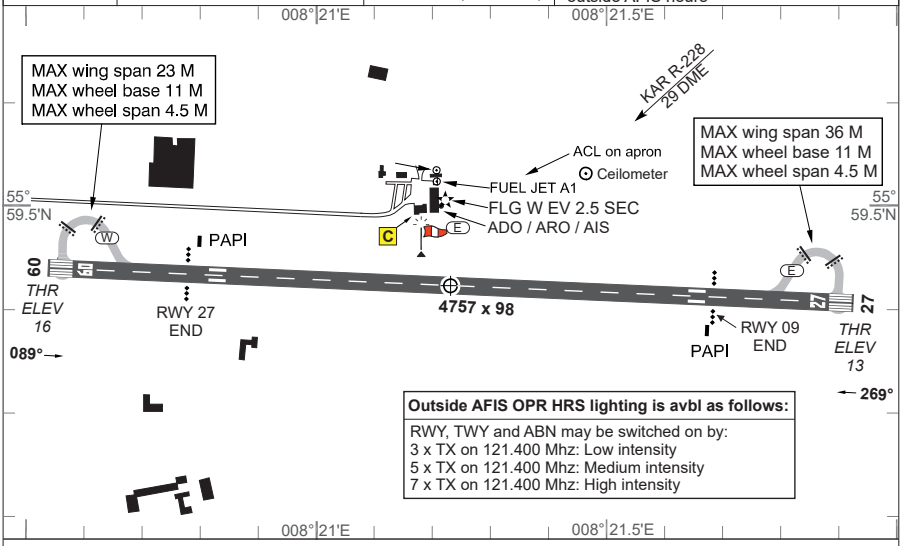
SKRYDSTRUP (EKSP)

STAUNING (EKVJ)

AERODROME CHART

LOC RWY 27

STAUNING INFORMATION	BILLUND APPROACH	Stauning Airport: +45 97 36 90 44
121.405	127.580	Briefing EKCH*: +45 32 47 82 72
AD Elev 17 / ARP 55°59.41'N 008°21.23'E / VAR 3.0°E (JAN 2020)		Flight plan closing (ACC)*: +45 32 46 23 38 *outside AFIS hours



RWY	PCN	DECLARED DISTANCES TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THR PSN
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	C
	720 - 2600 703 (800-2.6)	**720** - 2600 703 (800-2.6)	**910** - 2600 893 (900-2.6)

CHANGES: APPROACH LIGHT LENGTH RWY 27 REDUCED TO 420 M.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

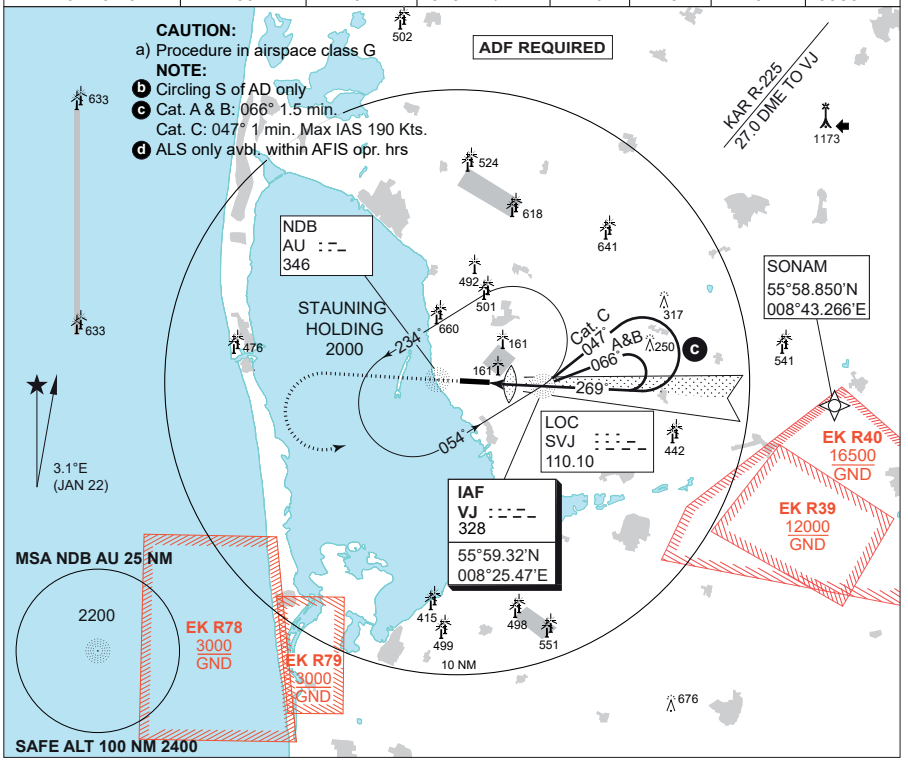
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 17

LOC RWY 27
STAUNING (EKVJ)

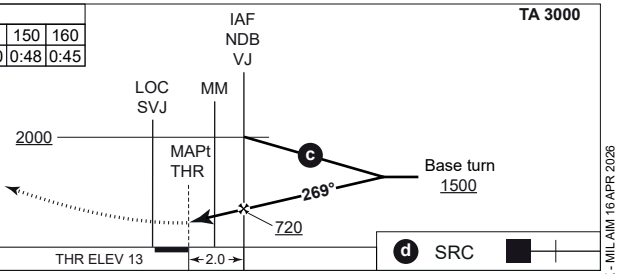
COPENHAGEN CONTROL	BILLUND APPROACH	STAUNING INFORMATION
362.750 136.555	127.580	121.405

LOC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
SVJ 110.10	269°	720 FT	329 FT / NM	**720**	13	420 M	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

TA 3000



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

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)

MIPS

CHANGES: APPROACH LIGHT LENGTH REDUCED TO 420 M.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

LOC RWY 27

55°59.41'N
008°21.23'E

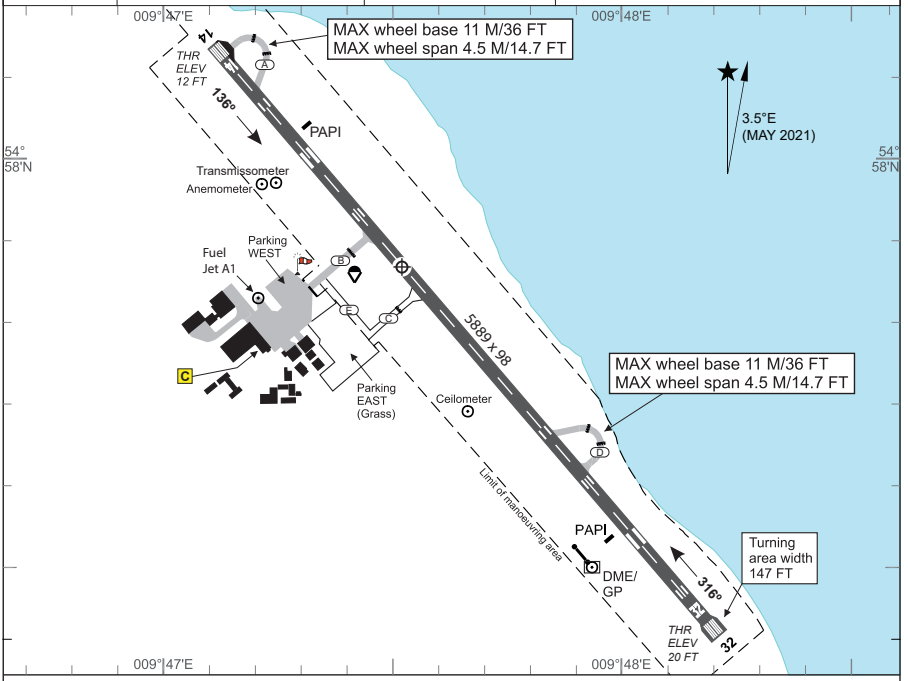
STAUNING (EKVJ)

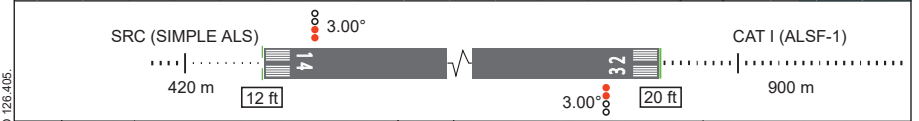
SØNDERBORG (EKSB)

AERODROME CHART

ILS or LOC RWY 32

SØNDERBORG INFORMATION	SKRYDSTRUP APPROACH	Sønderborg AFIS: +45 73 42 21 70
126.405	**280.750 / 124.105**	AD PPR outside operational hours.
AD Elev **24** ARP 54°57.86'N 009°47.50'E	VAR 3.5°E (MAY 2021)	Sønderborg Handling: 131.675





RWY	PCN	DECLARED DISTANCES PSN	TORA	TODA	ASDA	LDA	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	THR PSN
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	54°57.40'N 009°48.19'E

Traffic circuits NE of AD only. Parachuting may take place.

IFR Arrival

1. Aircraft will normally be cleared by ACC KØBENHAVN to LIBRI HOLDING.
2. Fix designated for radio communication failure during IMC for arriving aircraft is LIBRI.

IFR Departure

1. Standard Instrument Departures (SID) have not been established.
2. Omnidirectional 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)

CHANGES: SOENDERBORG INFORMATION FREQUENCY CHANGED TO 126.405.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

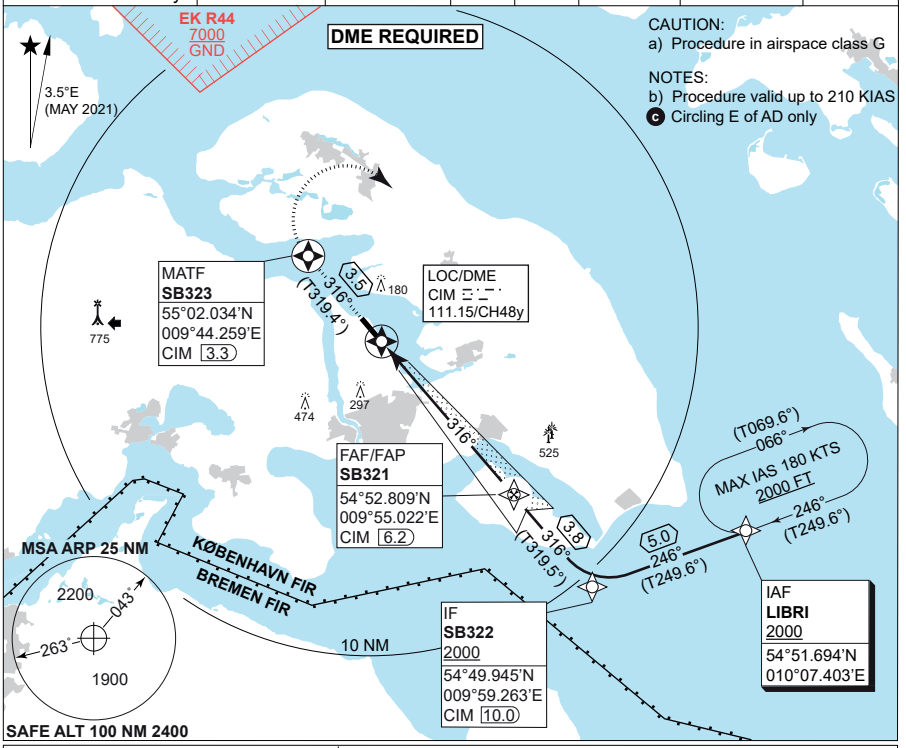
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 24

ILS or LOC RWY 32
SOENDERBORG (EKSB)

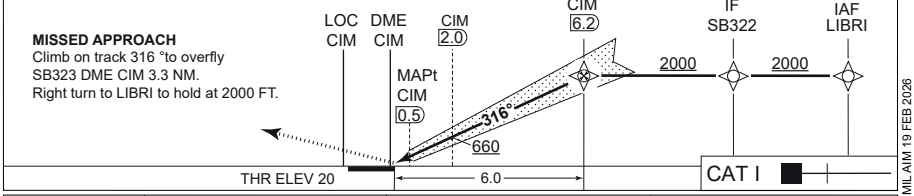
COPENHAGEN CONTROL	SKRYDSTRUP APPROACH	SOENDERBORG INFORMATION
360.100 133.155	280.750 124.105	126.405

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
CIM 111.15/CH 48y	316°	2000 FT	3.00°	**220**	20	900 M	5889 FT



LOC ONLY: CDFA 3.00° / 5.24%					
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

TA 3000
GS 3.0°
RDH 52



MISSED APPROACH
Climb on track 316 °to overfly
SB323 DME CIM 3.3 NM.
Right turn to LIBRI to hold at 2000 FT.

	CATEGORY	A	B	C
MIPS	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)

CHANGES: SOENDERBORG INFORMATION FREQUENCY CHANGED TO 126.405.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

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

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 8168-0PS/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 AD ELEV 171 **ILS or LOC RWY 27L**
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.575	292.750 120.425	241.650 119.575

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KR 108.150/CH18y	266°	2000 FT	3.00°	**370**	170	900 M	9607 FT

MIPS (Military Instrument Procedure Standardization)

Procedures based on TERPS criteria are marked accordingly:

TERPS

INSTRUMENT APPROACH CHART AD ELEV 171 **HI-TACAN RWY 27L**
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.575	292.750 120.425	241.650 119.575

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	TDZE	ALS length	LDA
KAR 110.00/CH 37x	267°	2000 FT	305 FT/NM	**600**	170	900 M	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 ± 5° 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 ± 30° 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 ± 30° 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 ±5°. 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.

CHANGES: TITLE CHANGED.
AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

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

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:

a) Departure procedures, minimum climb performance: 8.75% (5.0°).
b) Initial segment descent gradient: Up to 1000 ft/NM.
c) Bank angle: Minimum 30° for all segments, with a bank angle establishment Time of maximum 5 sec.
d) Maximum aircraft dimensions for ILS: Wing span 30 m and glide path antenna to wheel base maximum 6 m.
e) Height loss during precision approach transition to missed approach: Maximum 100 ft.
f) 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:

Segment or fix		*Speed (IAS)*	*Bank angle*	*Bank establishment Time (seconds)*	*Pilot reaction Time (seconds)*
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.

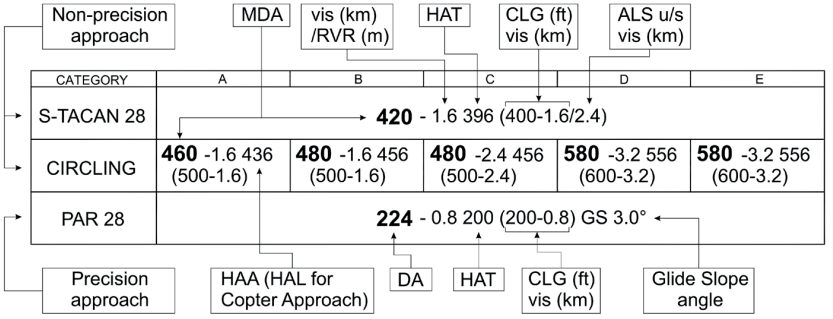
Obstacle clearance for circling areas:

Aircraft category	*Minimum obstacle clearance (ft)*	*Minimum OCH above AD elev (ft)*	*Minimum visibility km*
HPMA	300	550	3.2

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

CHANGES: EDITORIAL
AIR COMMAND DENMARK - MIL AIM 21 APR 2022

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.

CHANGES: EDITORIAL
AIR COMMAND DENMARK - MIL AIM 21 APR 2022

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			N/A

RA DA RVR (m) CLG (ft)

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.

CHANGES: HELICOPTER CIRCLING & SIDSTEP PARAGRAPH ADDED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

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:

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

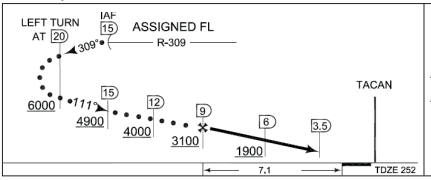
Pilots must advise ATC when temperature correction Is applied, and state amount of correction or new altitude to be flown.

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																

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:



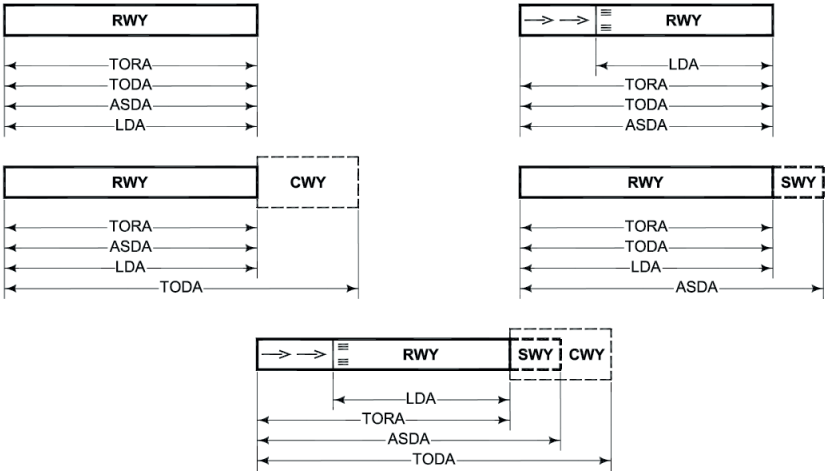
HI-TACAN RWY 10 BARDUFOSS (ENDU)

AD elevation: 252 ft
AD Temperature: -30° C.
Difference betw. ISA and actual temp: 45°
HAA = Published altitude – AD elev□

	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 a 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 aicraft 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 authorithy is granted or by reduction of the aircraft load.

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

2. Diffrence 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

CHANGES: NEW PAGE DESCRIBING ACR/PCR

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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.

CHANGES: PAGE NR.

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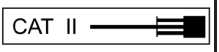
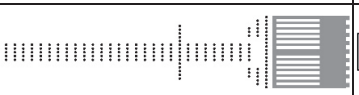
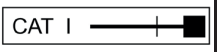
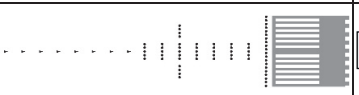
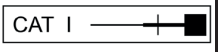
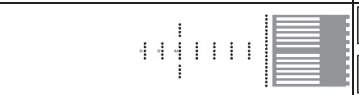
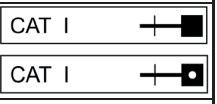
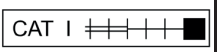
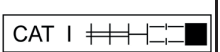
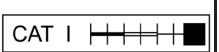
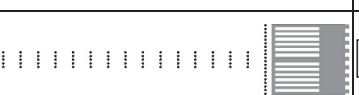
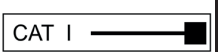
APPROACH LIGHTING SYSTEMS

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		
ALFS-1 Standard length: 730/900 M *)	A1		
SSALR Standard length: 730/900 M *)	A3		
MALS/MALSF Standard length: 420 M *)	A4 A4		
NATO standard Standard length: 900 M *)	BP		
Former NATO standard Standard length: 900 M	BN		
CALVERT Standard length: 900 M *)	J		
Centerline (high intensity) Standard length: 900 M *)	O		

*) 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 FKOBST 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 FKOBST 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).

CHANGES: PAGE NR.
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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'

CHANGES: ESBJERG HP AND EJ NDB REMOVED AND NEW PAGE NR.

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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

CHANGES: ESBJERG HP AND EJ NDB REMOVED AND PAGE NR.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

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
EKHK (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 (Samsø)	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

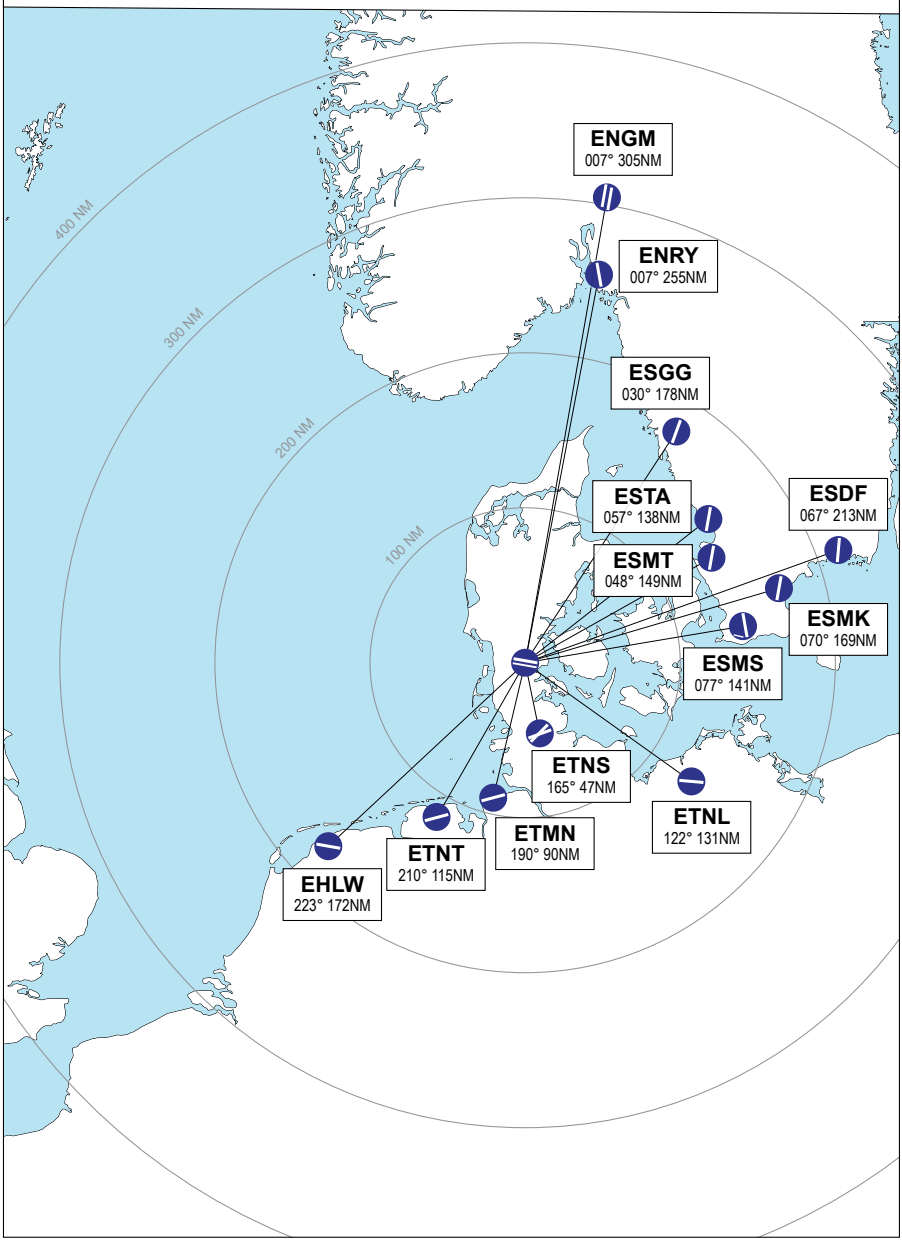
Continued next page

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

FW FOREIGN ALTERNATE AERODROMES

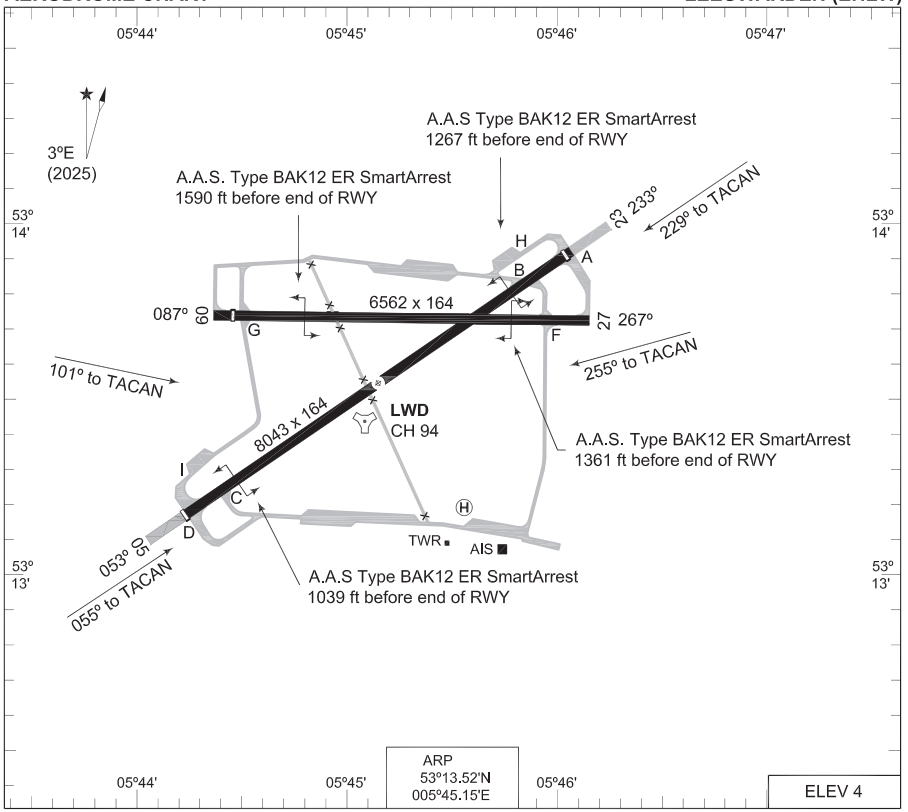


LEUWARDEN (EHLW)

AERODROME CHART

ILS or LOC RWY 05	ILS or LOC RWY 23
HI-TACAN RWY 05	HI-TACAN RWY 23
TACAN RWY 05	TACAN RWY 23
ILS or LOC RWY 09	ILS or LOC RWY 27
HI-TACAN RWY 09	HI-TACAN RWY 27
TACAN RWY 09	TACAN RWY 27

SID LW1	SID LW3
SID LW5	SID LW7



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI		THR ELEV	THR PSN
23	64 F/B/W/T	8043	8043	8832	7863		3.0°		4	53°13.88'N 005°46.04'E
05	64 F/B/W/T	8043	8043	8865	8036		3.0°		4	53°13.15'N 005°44.27'E
27	52 F/B/W/T	6561	6561	6561	6561				3	53°13.71'N 005°46.18'E
09	52 F/B/W/T	6561	6561	6561	6368				3	53°13.71'N 005°44.44'E

LEEUWARDEN TWR 344.850 120.705 (Ground Control) 362.525
LEEUWARDEN ARRIVAL 339.700
RAPCON NORTH 284.475 132.030

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	23					AB	MIPS	450-1100 446 (500-1.1/1.9)
							C		450-1200 446 (500-1.2/2.0)
							D		450-1600 446 (500-1.6/2.4)
							E		450-2000 446 (500-2.0/2.8)
	MIPS	05					AB	MIPS	470-1100 446 (500-1.1/1.9)
							C		470-1200 446 (500-1.2/2.0)
							D		470-1600 446 (500-1.6/2.4)
							E		470-2000 446 (500-2.0/2.8)
	MIPS	27					AB	MIPS	420-1900 417 (500-1.9/1.9)
							CD		420-2000 417 (500-2.0/2.0)
							E		420-2400 417 (500-2.4/2.4)
	MIPS	09					AB	MIPS	460-1900 458 (500-1.9/1.9)
							C		460-2000 458 (500-2.0/2.0)
							DE		460-2400 458 (500-2.4/2.4)

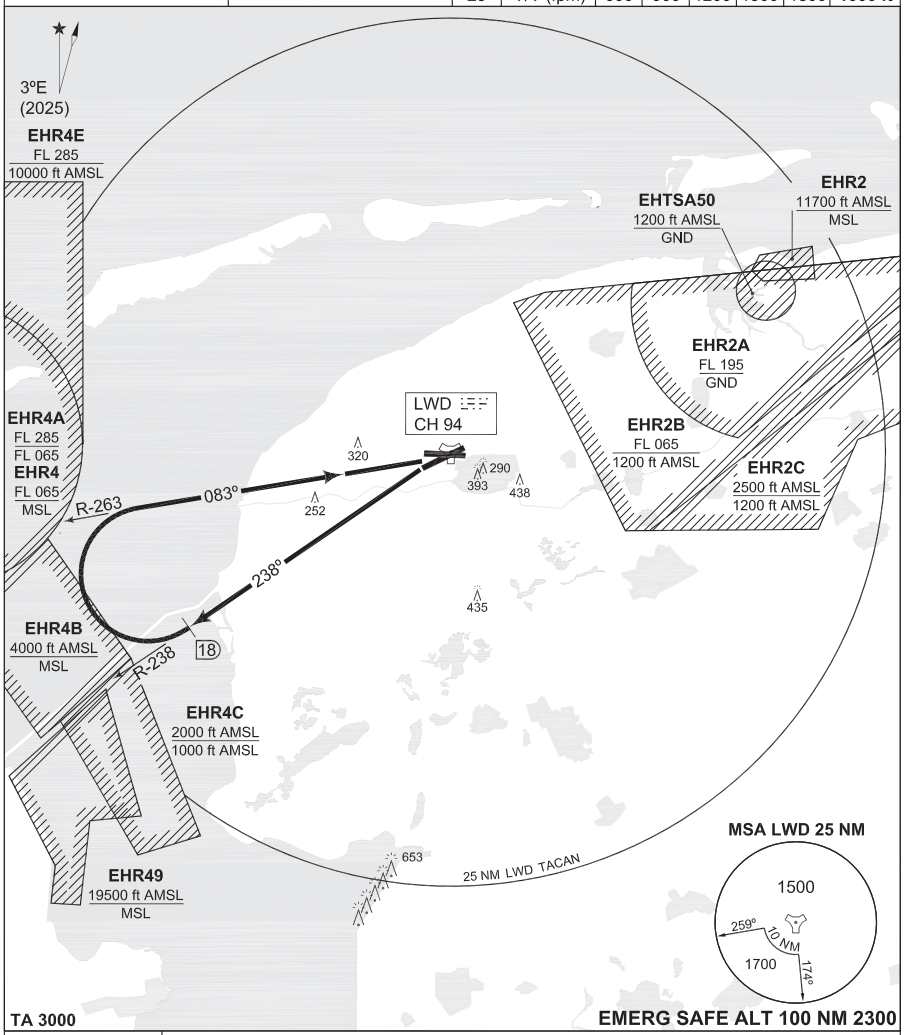
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 4

GND CTL	LEEUWARDEN TWR	RAPCON NORTH	DUTCH MIL
362.525	344.850 120.705	284.475 132.030	259.250 128.355

RWY	Knots	120	180	240	300	360	to
23	V/V (fpm)	600	900	1200	1500	1800	1000 ft



LEEUWARDEN 1 (RWY 23)	- Climb on R-238 outbound Leeuwarden TACAN. - At 18 DME turn right to intercept R-263 inbound and proceed to Leeuwarden TACAN.
NOTE:	Procedure may be changed by ATC when BREEZANDDIJK firing range is active.

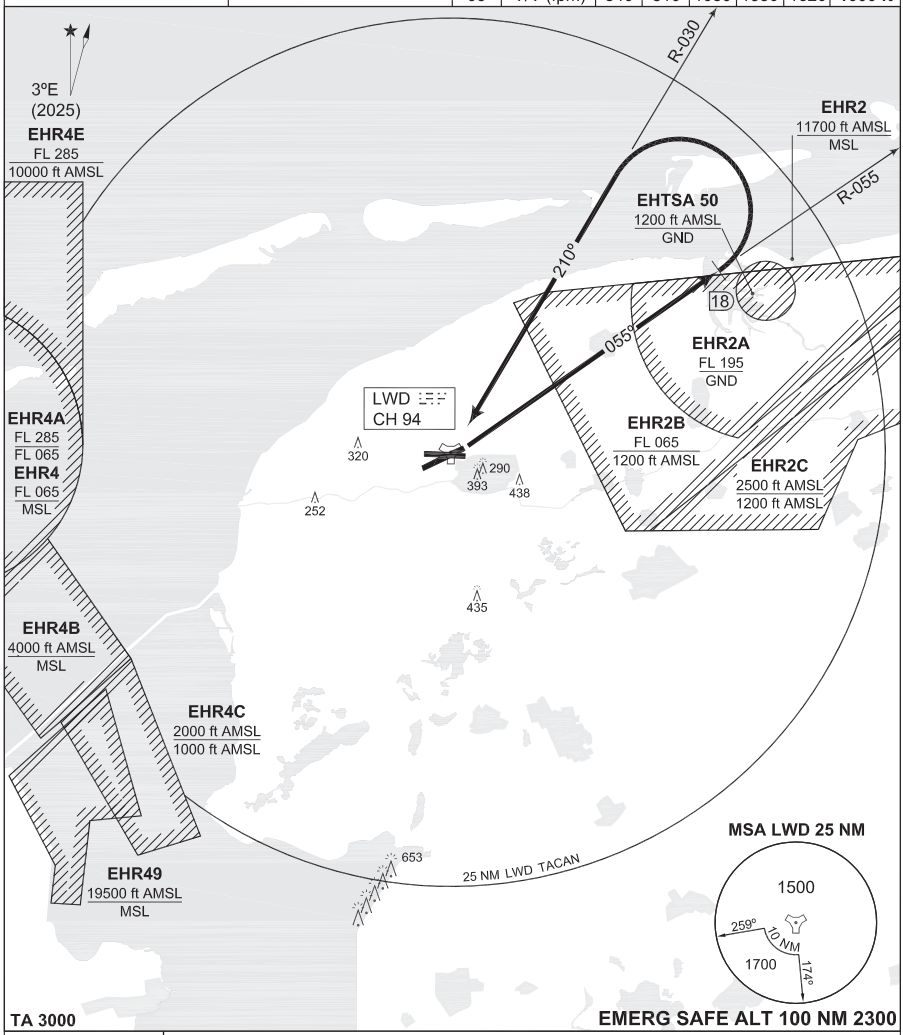
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 4

GND CTL	LEEUWARDEN TWR	RAPCON NORTH	DUTCH MIL
362.525	344.850 120.705	284.475 132.030	259.250 128.355

RWY	Knots	120	180	240	300	360	to
05	V/V (fpm)	540	810	1080	1350	1620	**1000 ft**



LEEUWARDEN 3 (RWY 05)	- Climb on R-055 outbound Leeuwarden TACAN. - At 18 DME turn left to intercept R-030 inbound and proceed to Leeuwarden TACAN.

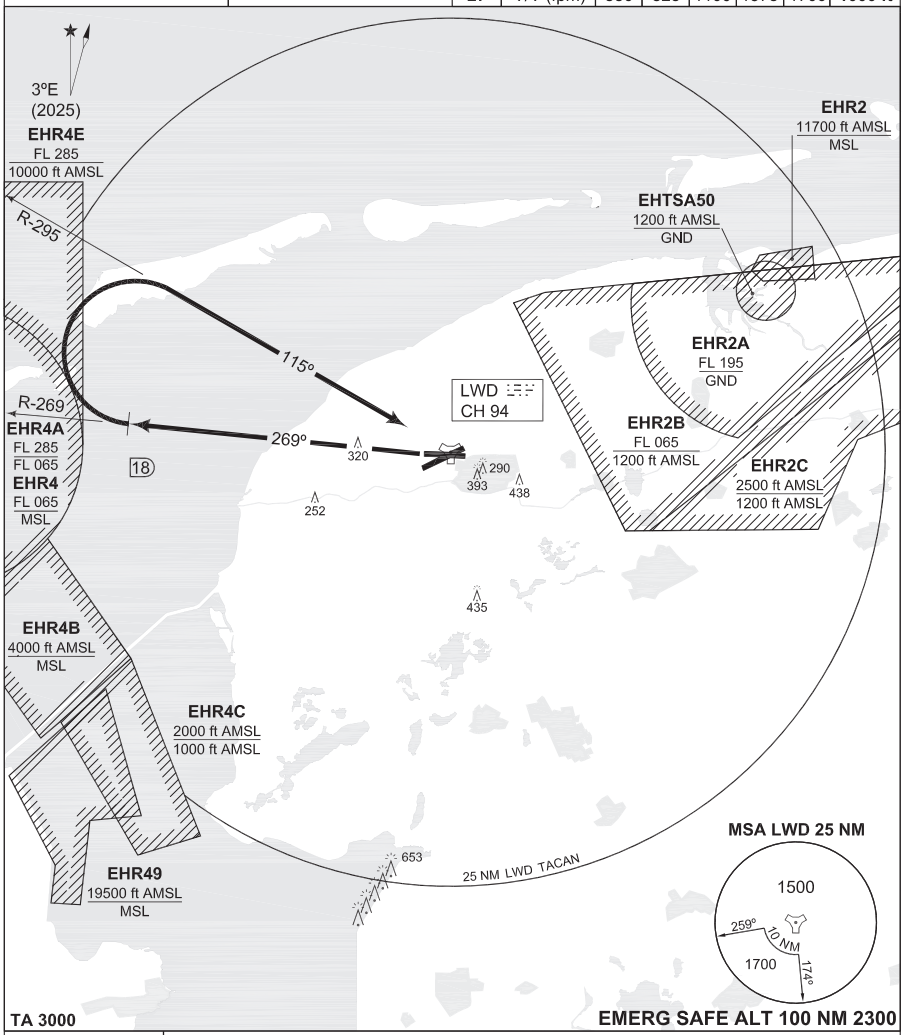
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 4

GND CTL	LEEUWARDEN TWR	RAPCON NORTH	DUTCH MIL
362.525	344.850 120.705	284.475 132.030	259.250 128.355

RWY	Knots	120	180	240	300	360	to
27	V/V (fpm)	550	825	1100	1375	1700	1000 ft



LEEUWARDEN 5 (RWY 27)	- After take-off RWY 27 intercept R-269 outbound Leeuwarden TACAN. - At 18 DME turn right to intercept R-295 inbound Leeuwarden TACAN.

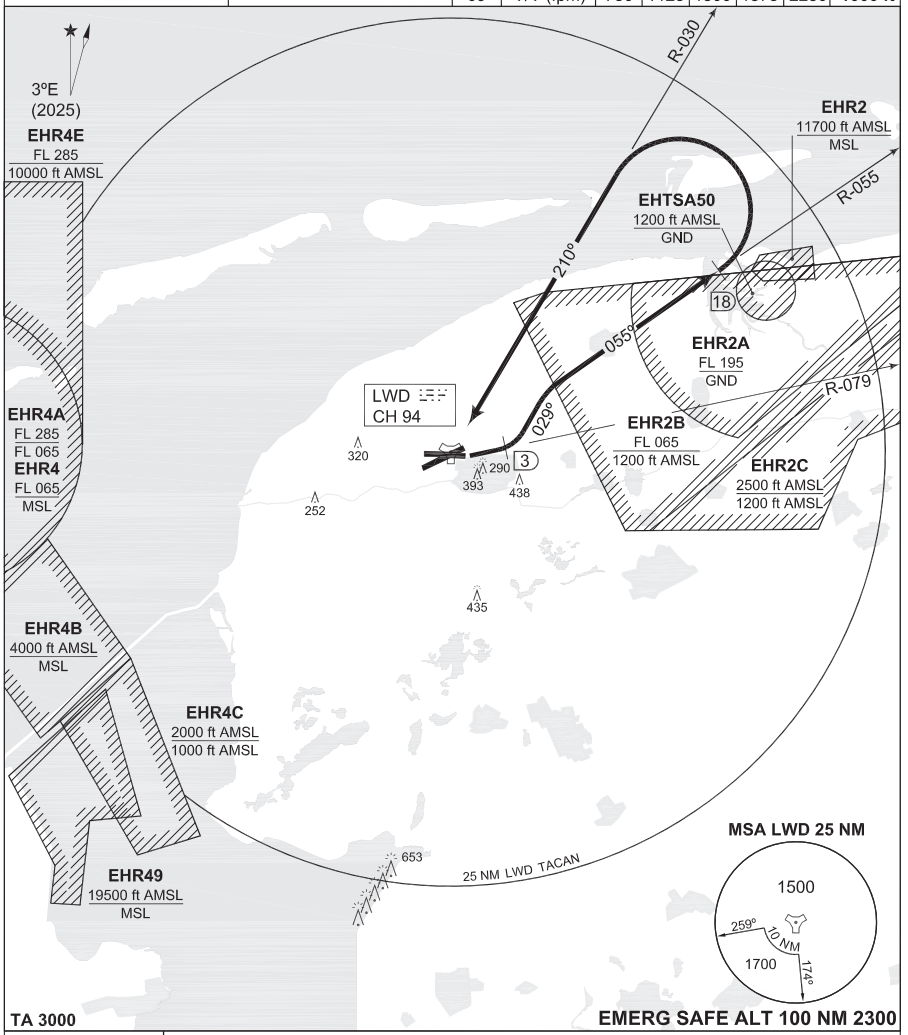
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 4

GND CTL	LEEUWARDEN TWR	RAPCON NORTH	DUTCH MIL
362.525	344.850 120.705	284.475 132.030	259.250 128.355

RWY	Knots	120	180	240	300	360	to
09	V/V (fpm)	750	1125	1500	1875	2250	**1000 ft**



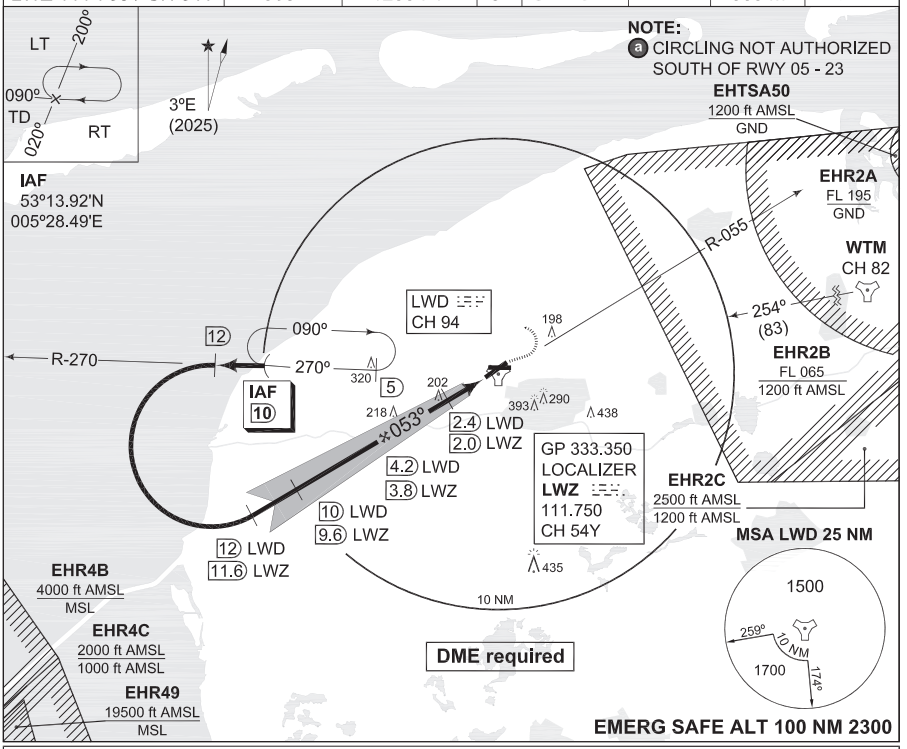
LEEUWARDEN 7 (RWY 09)	- After take-off intercept R-079 outbound Leeuwarden TACAN. - At 3 DME turn left heading 029° to intercept R-055 Leeuwarden TACAN. - At 18 DME turn left to intercept R-030 inbound Leeuwarden TACAN.

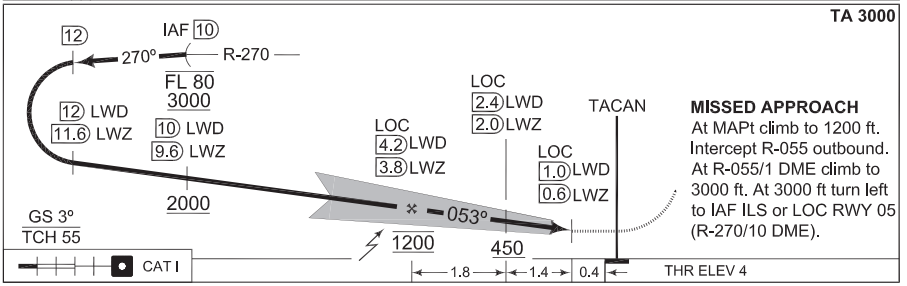
CHANGES: EDITORIAL

RNLASF 16 APR 2026

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LWZ 111.750 / CH 54Y	053°	1200 FT	3°	SEE CAT	4	660 m	8036 FT





CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-ILS 05	**204**-800 200 (200-0.8/1.6)	**208**-800 204 (300-0.8/1.6)	**218**-800 214 (300-0.8/1.6)	**227**-800 223 (300-0.8/1.6)	**246**-800 242 (300-0.8/1.6)
S-LOC 05	**350**-800 346 (400-0.8/1.6)		**350**-1200 346 (400-1.2/1.6)	**350**-1200 346 (400-1.2/2.0)	
CIRCLING a	**500**-1900 496 (500-1.9)	**510**-2800 506 (600-2.8)	**610**-3700 606 (700-3.7)	**720**-4600 716 (800-4.6)	**820**-6500 816 (900-6.5)

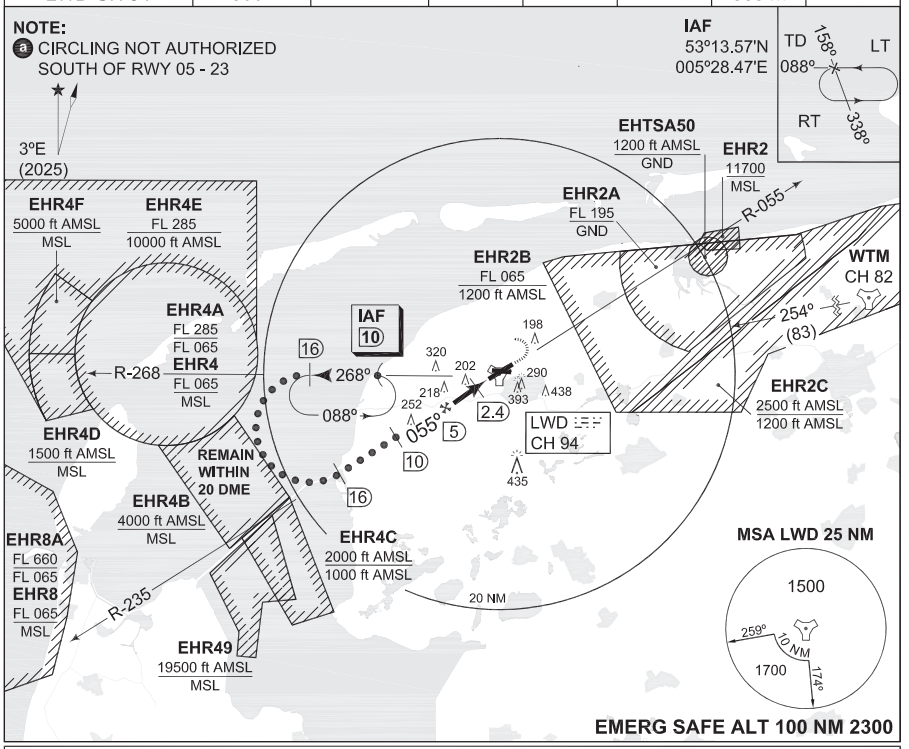
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

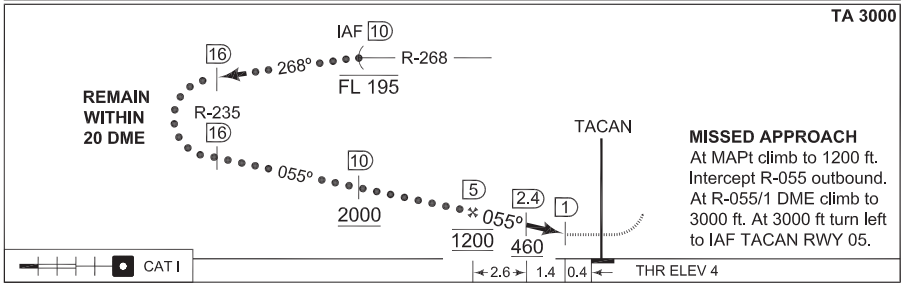
HI-TACAN RWY 05
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	055°	1200 FT		**380**	4	660 m	8036 FT



TA 3000



MISSED APPROACH
At MAPt climb to 1200 ft. Intercept R-055 outbound. At R-055/1 DME climb to 3000 ft. At 3000 ft turn left to IAF TACAN RWY 05.

CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 05	**380** -1200 376 (400-1.2/1.6)	**380** -1200 376 (400-1.2/2.0)	
CIRCLING (a)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

HI-TACAN RWY 05

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

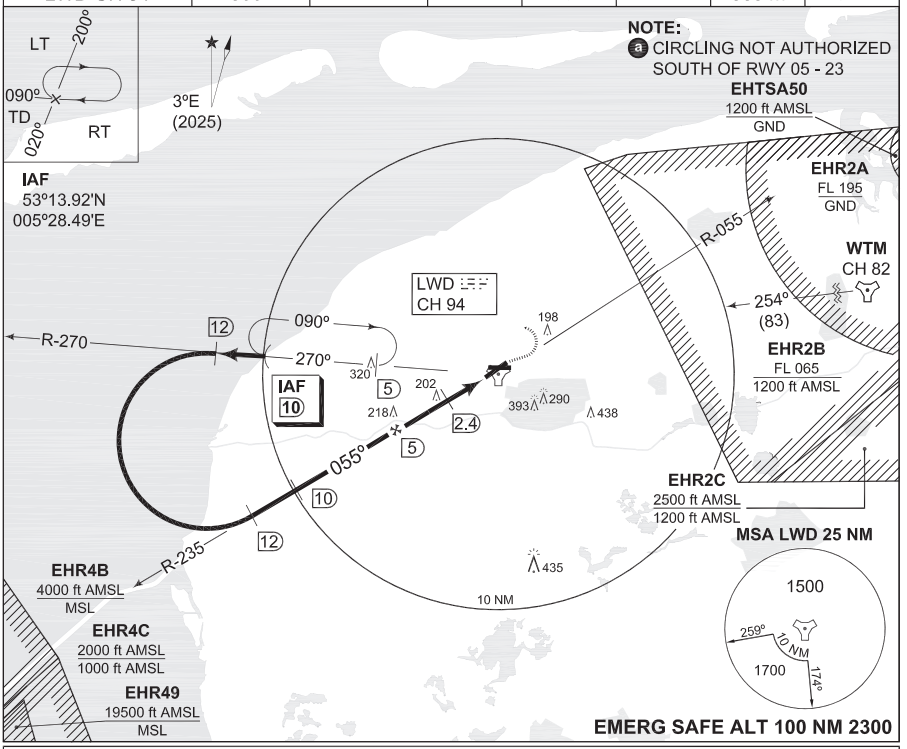
MIPS
INSTRUMENT APPROACH CHART

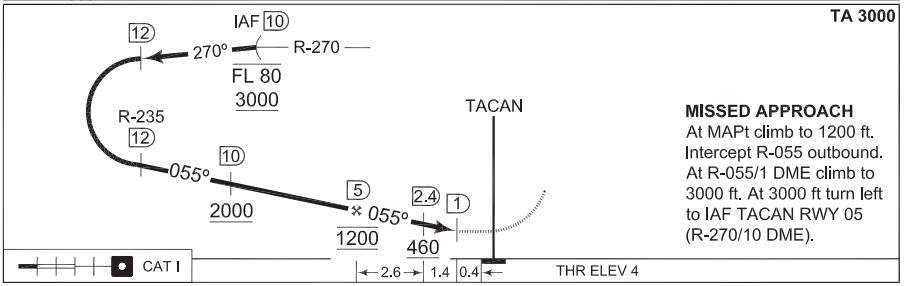
AD ELEV 4

TACAN RWY 05
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	055°	1200 FT		**380**	4	660 m	8036 FT





CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 05	**380** -800 376 (400-0.8/1.6)		**380** -1200 376 (400-1.2/1.6)	**380** -1200 376 (400-1.2/2.0)	
CIRCLING a	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

MIPS

CHANGES: EDITORIAL

RNLASF 16 APR 2026

TACAN RWY 05

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

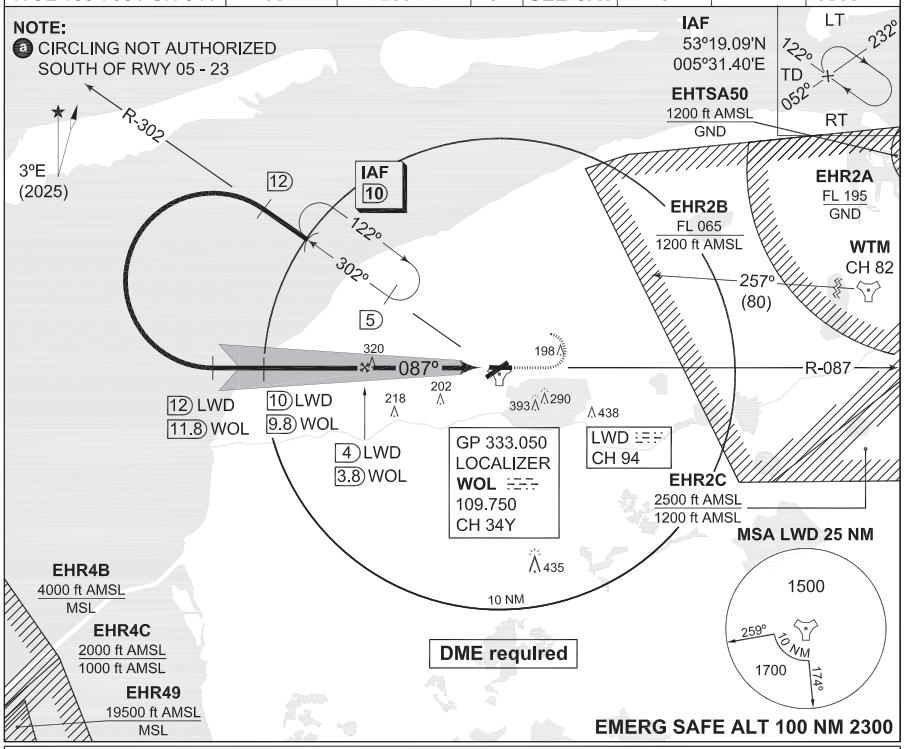
MIPS
INSTRUMENT APPROACH CHART

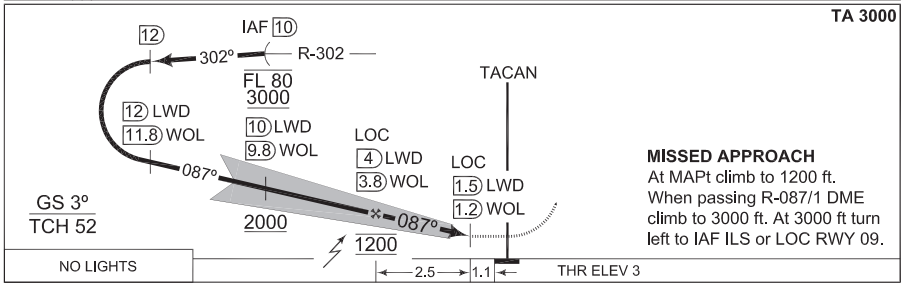
AD ELEV 4

ILS or LOC RWY 09
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
WOL 109.750 / CH 34Y	087°	1200 FT	3°	SEE CAT	3	-	6368 FT





CATEGORY	A	B	C	D	E	H
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-ILS 09	**221** -1600 218 (300-1.6/1.6)	**231** -1600 228 (300-1.6/1.6)	**240** -1600 237 (300-1.6/1.6)	**250** -1600 247 (300-1.6/1.6)	**268** -1600 265 (300-1.6/1.6)	**205** -800 202 (300-0.8/0.8)
S-LOC 09	**430** -1600 427 (500-1.6/1.6)		**430** -2000 427 (500-2.0/2.0)	**430** -2400 427 (500-2.4/2.4)		**430** -800 427 (500-0.8/0.8)
CIRCLING a	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)	N.A.

MIPS

CHANGES: EDITORIAL

RNLASF 16 APR 2026

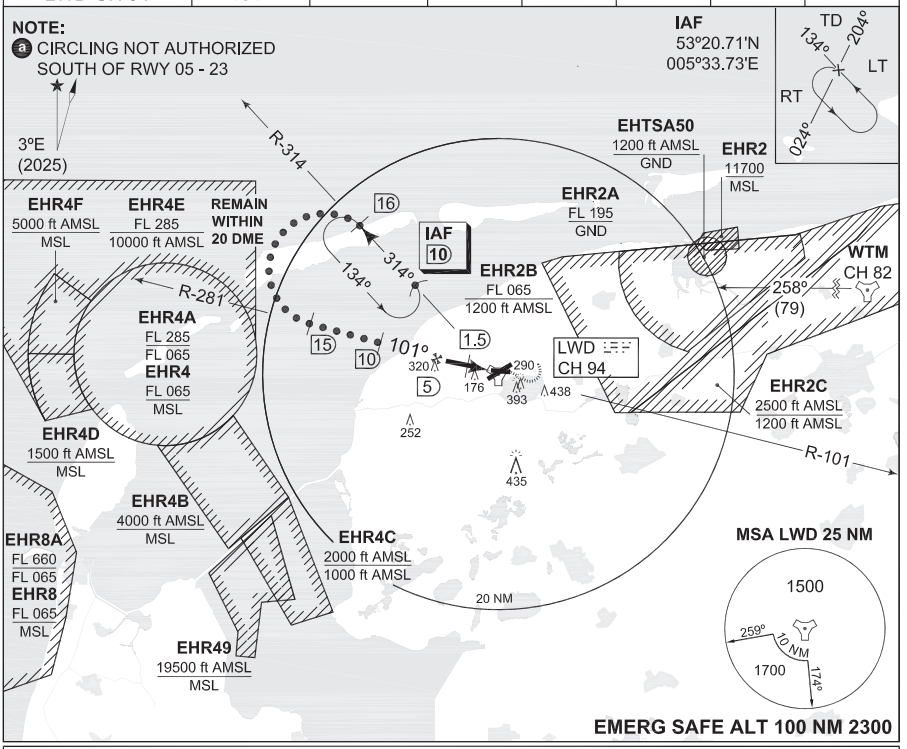
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

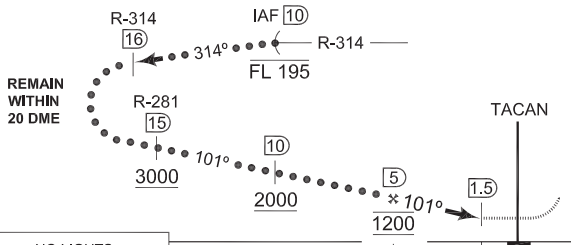
HI-TACAN RWY 09
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	101°	1200 FT		**440**	3	-	6368 FT



TA 3000



MISSED APPROACH
At MAPt R-281/1.5 DME) climb to 1200 ft. When passing R-101/1 DME climb to 3000 ft, turn left towards IAF TACAN RWY 09.

NO LIGHTS

3.5 | 1.1 THR ELEV 3

CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 09	**440** -2000 437 (500-2.0/2.0)	**440** -2400 437 (500-2.4/2.4)	
CIRCLING a	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

HI-TACAN RWY 09

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

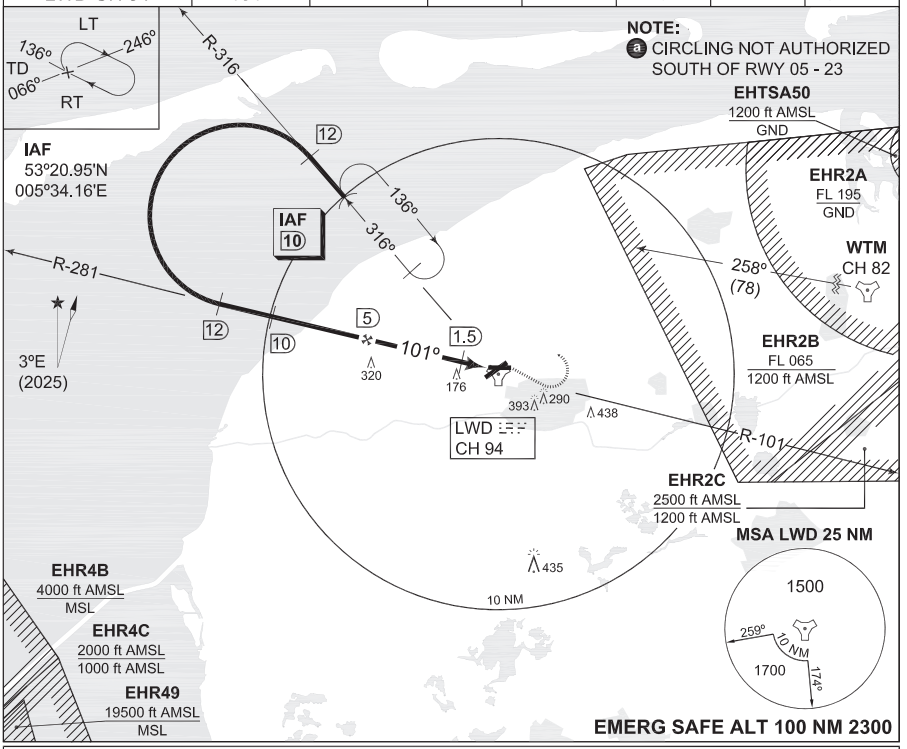
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

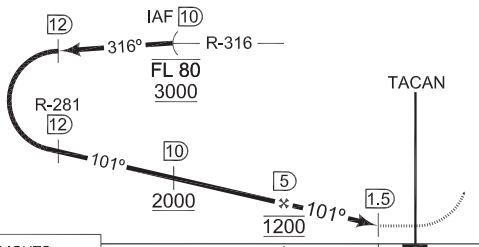
TACAN RWY 09
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	101°	1200 FT		**440**	3	-	6368 FT



TA 3000



MISSED APPROACH
At MAPt climb to 1200 ft.
When passing R-101/1 DME climb to 3000 ft. Then turn left towards IAF TACAN RWY 09.

NO LIGHTS — 3.5 — 1.1 — THR ELEV 3

CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 09	**440** -1600 437 (500-1.6/1.6)		**440** -2000 437 (500-2.0/2.0)	**440** -2400 437 (500-2.4/2.4)	
CIRCLING a	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

TACAN RWY 09

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

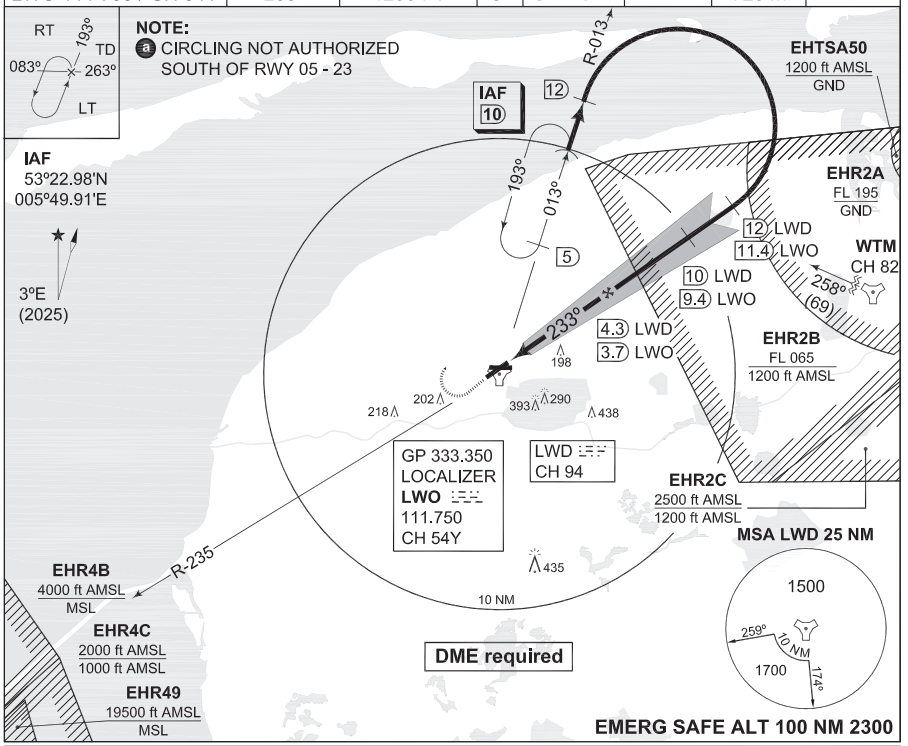
MIPS
INSTRUMENT APPROACH CHART

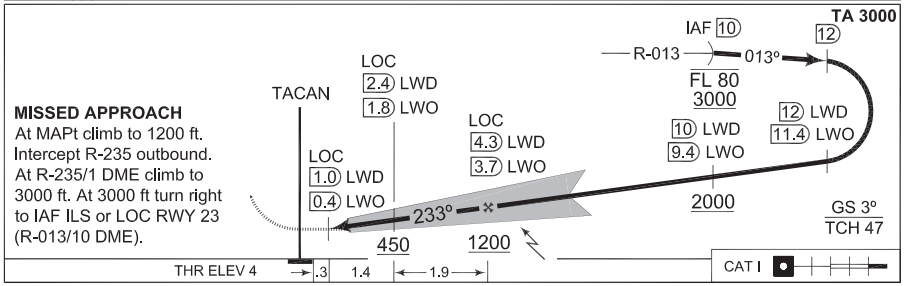
AD ELEV 4

ILS or LOC RWY 23
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LWO 111.750 / CH 54Y	233º	1200 FT	3º	**SEE CAT**	4	720 m	7863 FT





CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-ILS 23	**217** -800 213 (300-0.8/1.6)	**227** -800 223 (300-0.8/1.6)	**237** -800 233 (300-0.8/1.6)	**247** -800 243 (300-0.8/1.6)	**265** -800 262 (300-0.8/1.6)
S-LOC 23	**340** -800 336 (400-0.8/1.6)		**340** -1200 336 (400-1.2/1.6)	**340** -1200 336 (400-1.2/2.0)	
CIRCLING a	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

ILS or LOC RWY 23

53º13.52'N
005º45.15'E

LEEUWARDEN (EHLW)

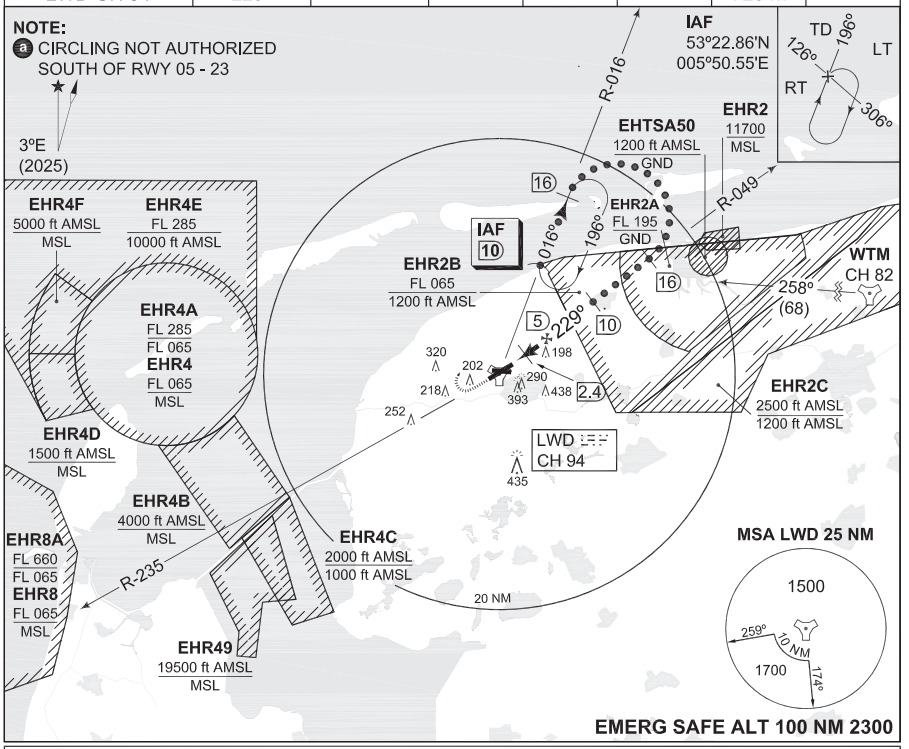
MIPS
INSTRUMENT APPROACH CHART

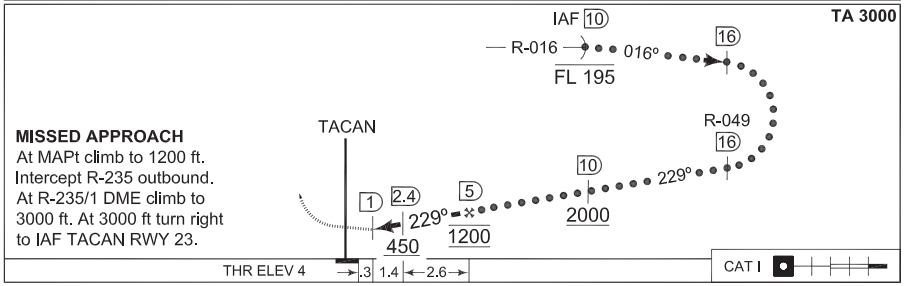
AD ELEV 4

HI-TACAN RWY 23
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	229°	1200 FT		**380**	4	720 m	7863 FT





MISSED APPROACH
At MAPt climb to 1200 ft.
Intercept R-235 outbound.
At R-235/1 DME climb to 3000 ft. At 3000 ft turn right to IAF TACAN RWY 23.

CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 23	**380** -1200 376 (400-1.2/1.6)	**380** -1200 376 (400-1.2/2.0)	
CIRCLING (a)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

MIPS

CHANGES: EDITORIAL

RNLASF 16 APR 2026

HI-TACAN RWY 23

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

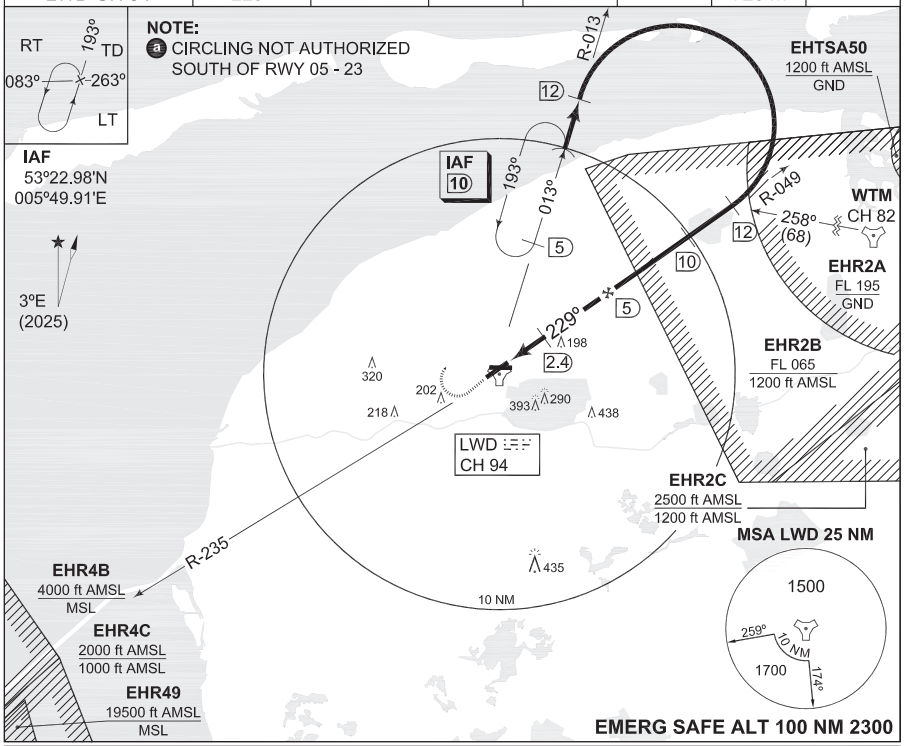
MIPS
INSTRUMENT APPROACH CHART

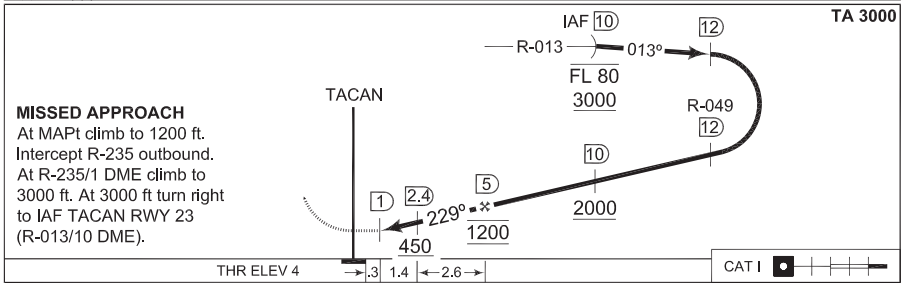
AD ELEV 4

TACAN RWY 23
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	229°	1200 FT		**380**	4	720 m	7863 FT





MISSED APPROACH
At MAPt climb to 1200 ft. Intercept R-235 outbound. At R-235/1 DME climb to 3000 ft. At 3000 ft turn right to IAF TACAN RWY 23 (R-013/10 DME).

CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 23	**380** -800 376 (400-0.8/1.6)		**380** -1200 376 (400-1.2/1.6)	**380** -1200 376 (400-1.2/2.0)	
CIRCLING a	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

TACAN RWY 23

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

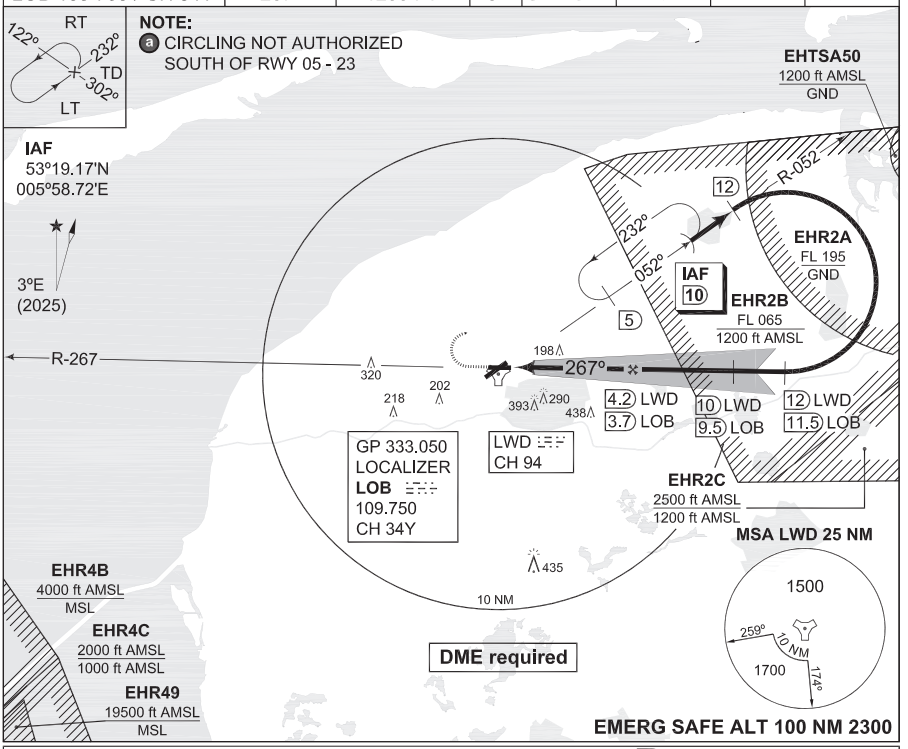
MIPS
INSTRUMENT APPROACH CHART

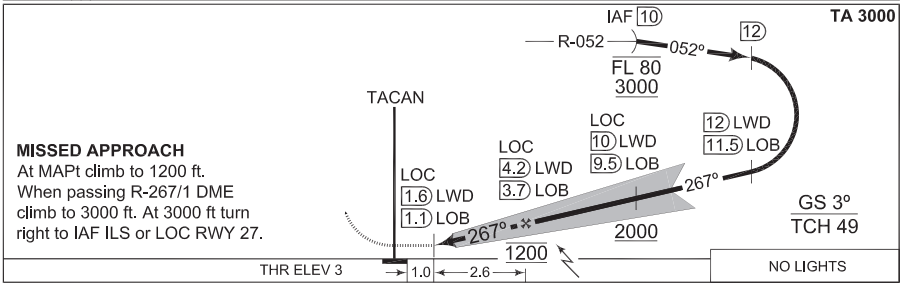
AD ELEV 4

ILS or LOC RWY 27
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LOB 109.750 / CH 34Y	267°	1200 FT	3°	SEE CAT	3	-	6561 FT





CATEGORY	A	B	C	D	E	H
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-ILS 27	**203** -1600 200 (200-1.6/1.6)	**211** -1600 208 (300-1.6/1.6)	**220** -1600 217 (300-1.6/1.6)	**230** -1600 227 (300-1.6/1.6)	**240** -1600 237 (300-1.6/1.6)	**203** -800 200 (200-0.8/0.8)
S-LOC 27	**360** -1600 357 (400-1.6/1.6)			**360** -2000 357 (400-2.0/2.0)		**360** -800 357 (400-0.8/0.8)
CIRCLING a	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)	N.A.

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

ILS or LOC RWY 27

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

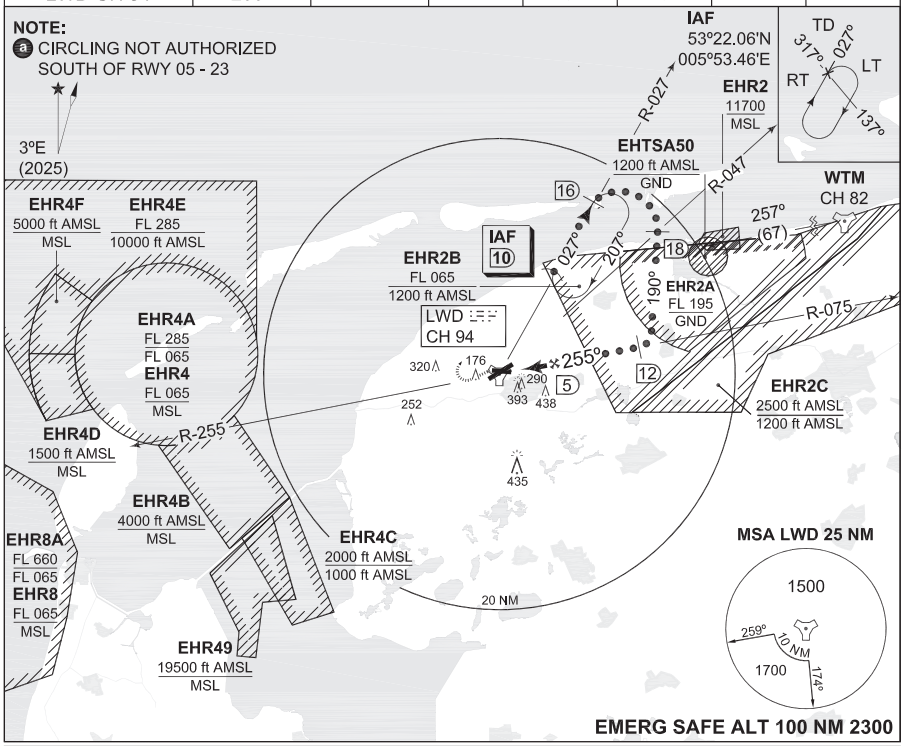
MIPS
INSTRUMENT APPROACH CHART

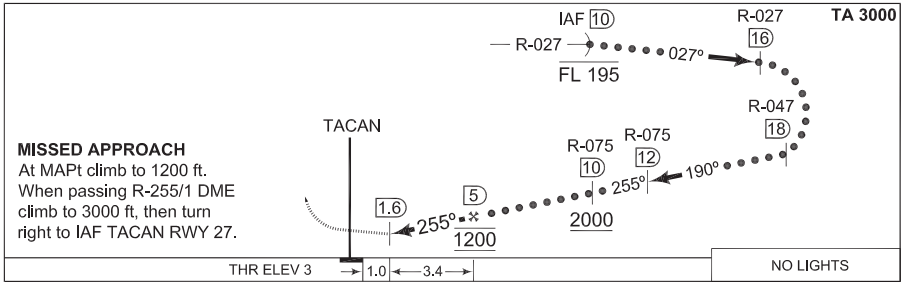
AD ELEV 4

HI-TACAN RWY 27
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	255°	1200 FT		**390**	3	-	6561 FT





CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 27	**390** -1600 387 (400-1.6/1.6)	**390** -2000 387 (400-2.0/2.0)	
CIRCLING a	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

HI-TACAN RWY 27

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

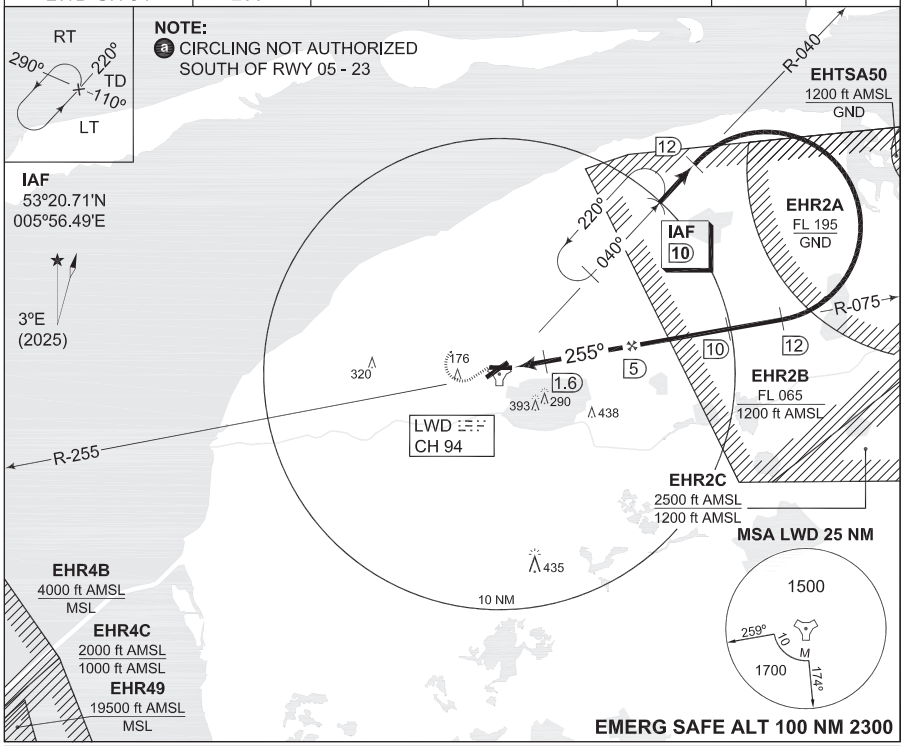
MIPS
INSTRUMENT APPROACH CHART

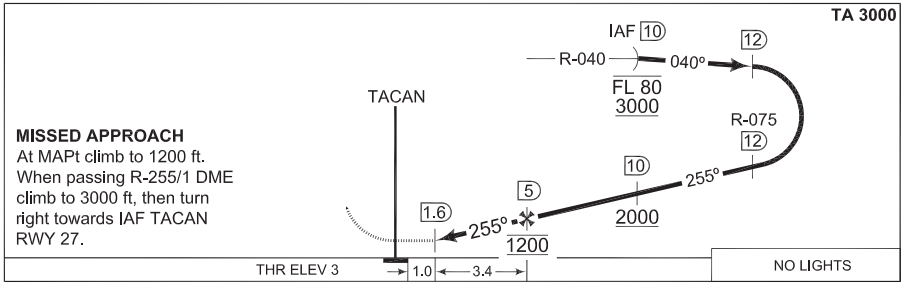
AD ELEV 4

TACAN RWY 27
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	255°	1200 FT		**390**	3	-	6561 FT





MISSED APPROACH
At MAPt climb to 1200 ft.
When passing R-255/1 DME climb to 3000 ft, then turn right towards IAF TACAN RWY 27.

CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 27	**390** -1600 387 (400-1.6/1.6)			**390** -2000 387 (400-2.0/2.0)	
CIRCLING a	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

TACAN RWY 27

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

GARDERMOEN (ENGM)

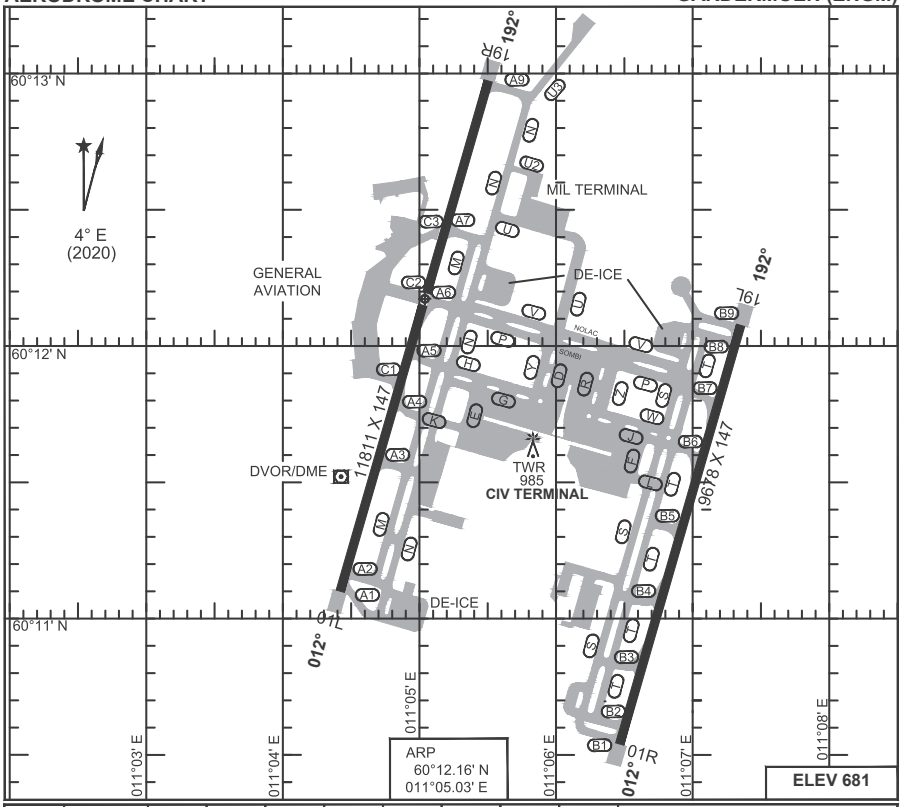
AERODROME CHART

HPMA ILS or LOC RWY 01L

HPMA ILS or LOC RWY 19L

HPMA ILS or LOC RWY 01R

HPMA ILS or LOC RWY 19R



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI	ALS	TDZE	THR PSN
01L	75 F/A/W/T	11811	11811	11811	11811		3.0°	BP	656	60°11.10' N - 011°04.42' E
19R	75 F/A/W/T	11811	11811	11811	11811		3.0°	BN	675	60°12.60' N - 011°05.50' E
01R	75 F/A/W/T	9678	9678	9678	9678		3.0°	BN	670	60°10.55' N - 011°06.47' E
19L	75 F/A/W/T	9678	9678	10990	9678		3.0°	BP	681	60°12.07' N - 011°07.35' E

ATIS - DEP	127.155
ATIS - ARR	126.130
GARDERMOEN DELIVERY	DLV WEST 121.680
	DLV EAST 121.930
GARDERMOEN GROUND	GND WEST 121.605
	GND EAST 121.905
DE-ICE COORDINATOR	121.855
GARDERMOEN TOWER	SECTOR WEST INCL ILS 01L/19R 118.305 257.800
	SECTOR EAST INCL ILS 01R/19L 120.105 257.800
GARDERMOEN OPS (MIL)	123.275 362.800

CHANGES: FREQUENCIES

RNoAF '20 MAR 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 681

HPMA ILS or LOC RWY 01L
GARDERMOEN (ENGM)

ATIS	OSLO APP	DIRECTOR	FINAL	GARDERMOEN TWR	GROUND
126.130	W 120.455 E 118.480	136.405	128.905	W 118.305 E 120.105	W 121.605 E 121.905

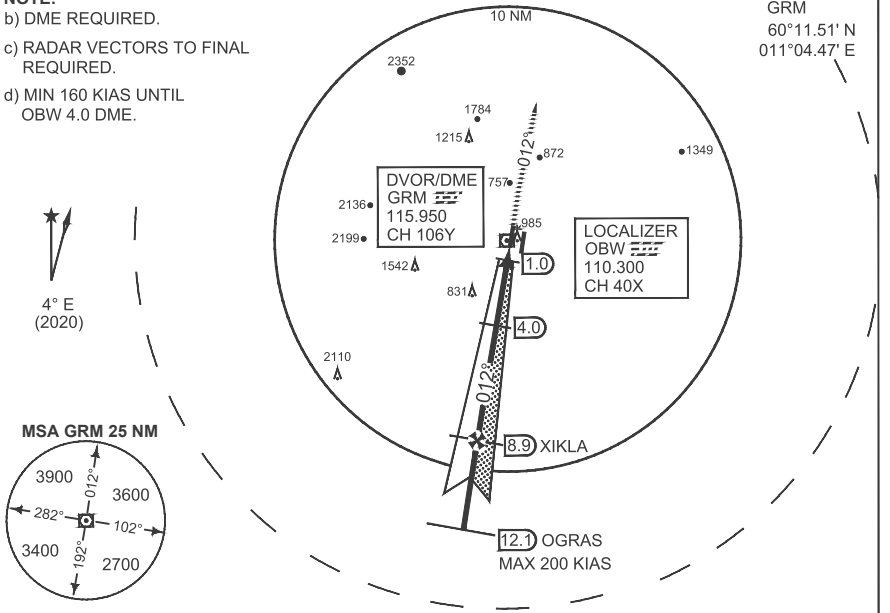
LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
OBW 110.300 / CH40X	012°	3500	3.0°	**856**	656	670 m	11811

CAUTION:
CIRCLING NOT AUTHORIZED EAST OF RWY 01L / 19R.

NOTE:
b) DME REQUIRED.
c) RADAR VECTORS TO FINAL REQUIRED.
d) MIN 160 KIAS UNTIL OBW 4.0 DME.

OGRAS
59°59.62' N
010°57.85' E

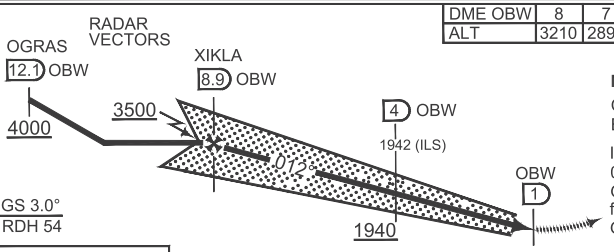
GRM
60°11.51' N
011°04.47' E



SAFE ALT 100 NM 9700

DME OBW	8	7	6	5	4	3	2
ALT	3210	2890	2570	2250	1940	1620	1300

TA 7000



MISSED APPROACH
Climb on track 012° to 5000 ft. Expect vectors by Oslo App.

In case of RCF: Climb on track 012° to 5000 ft. After passing OBW 20 DME turn left DCT GRM for new approach. Remain within GRM 25 DME.

CATEGORY	HPMA
S-ILS 01L	**856** -800 200 (200-0.8/1.2)
S-LOC 01L	**960** -1200 304 (400-1.2/1.6)
CIRCLING	**2040** - 3.2 1359 (1400-3.2)

CHANGES: FREQUENCIES

MIPS

RNoAF 20 MAR 2025

HPMA ILS or LOC RWY 01L

60°12.16' N
011°05.03' E

GARDERMOEN (ENGM)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 681

HPMA ILS or LOC RWY 01R
GARDERMOEN (ENGM)

ATIS	OSLO APP	DIRECTOR	FINAL	GARDERMOEN TWR	GROUND
126.130	W 120.455 E 118.480	136.405	128.905	W 118.305 E 120.105	W 121.605 E 121.905

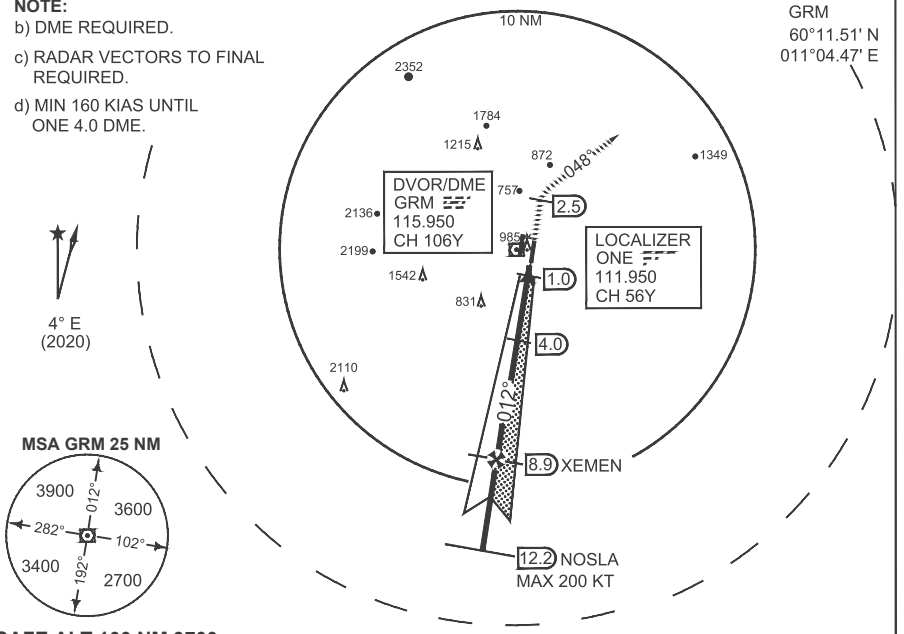
LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
ONE 111.950 / CH56Y	012°	3500	3.0°	**880**	670	880 m	9678

CAUTION:
CIRCLING NOT AUTHORIZED WEST OF RWY 01R / 19L.

NOTE:
b) DME REQUIRED.
c) RADAR VECTORS TO FINAL REQUIRED.
d) MIN 160 KIAS UNTIL ONE 4.0 DME.

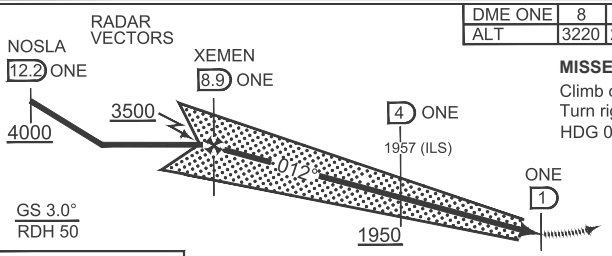
NOSLA
59°59.02' N
010°59.85' E

GRM
60°11.51' N
011°04.47' E



SAFE ALT 100 NM 9700

DME ONE	8	7	6	5	4	3	2
ALT	3220	2900	2590	2270	1950	1630	1310



MISSED APPROACH **TA 7000**
Climb on track 012° to DME 2.5 after ONE. Turn right (MAX 265 KIAS) and proceed on HDG 048° to 4000 ft. Expect vectors.

In case of RCF: Climb to 4000 ft on HDG 048°. After passing ONE 20 DME turn right DCT GRM for new approach. Remain within GRM 25 DME.

CATEGORY	HPMA
MIPS S-ILS 01R	**880** - 800 210 (300-0.8/1.2)
MIPS S-LOC 01R	**970** -1200 300 (300-1.2/1.6)
MIPS CIRCLING	**1570** - 3.2 889 (900-3.2)

CHANGES: FREQUENCIES

RNGAF 20 MAR 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 681

HPMA ILS or LOC RWY 19L
GARDERMOEN (ENGM)

ATIS	OSLO APP	DIRECTOR	FINAL	GARDERMOEN TWR	GROUND
126.130	W 120.455 E 118.480	136.405	128.905	W 118.305 E 120.105	W 121.605 E 121.905

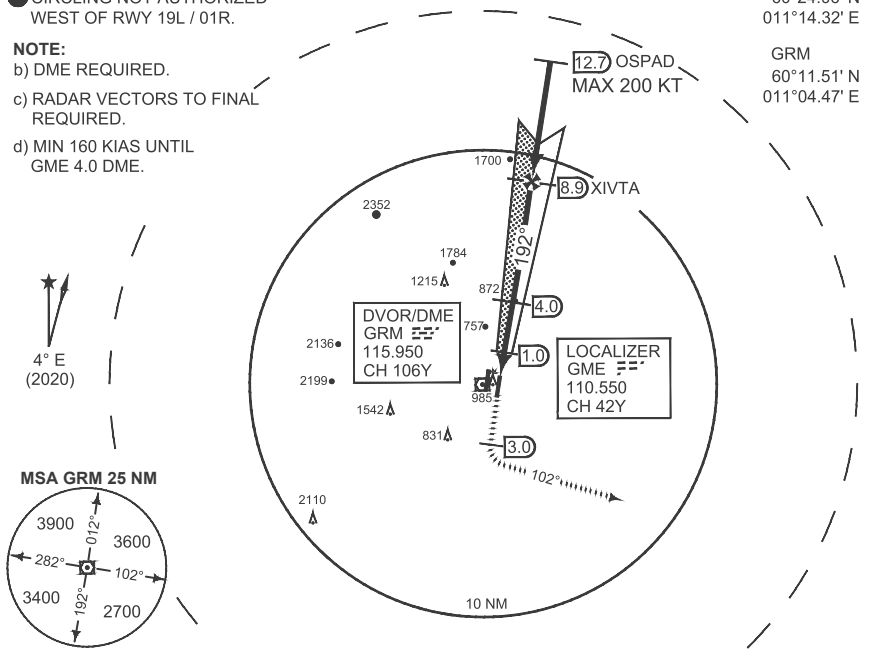
LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
GME 110.550 / CH 42Y	192°	3500	3.0°	881	681	900 m	9678

CAUTION:
CIRCLING NOT AUTHORIZED WEST OF RWY 19L / 01R.

NOTE:
b) DME REQUIRED.
c) RADAR VECTORS TO FINAL REQUIRED.
d) MIN 160 KIAS UNTIL GME 4.0 DME.

OSPAD
60°24.06' N
011°14.32' E

GRM
60°11.51' N
011°04.47' E



MSA GRM 25 NM

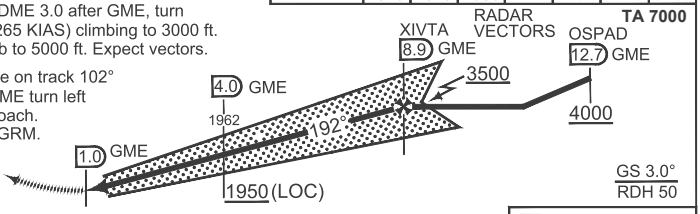
SAFE ALT 100 NM 9700

MISSED APPROACH

Climb on track 192°. At DME 3.0 after GME, turn left to track 102° (MAX 265 KIAS) climbing to 3000 ft. At DME 13.0 GME, climb to 5000 ft. Expect vectors.

In case of RCF: Continue on track 102° to 5000 ft. At DME 20 GME turn left DCT GRM for new approach. Remain within DME 25 GRM.

DME GME	2	3	4	5	6	7	8
ALT	1320	1640	1950	2270	2590	2910	3230



CATEGORY	HPMA
S-ILS 19L	**881** - 800 200 (200-0.8/1.2)
S-LOC 19L	**1030** - 1200 349 (400-1.2/1.6)
CIRCLING	**1570** - 3.2 889 (900-3.2)

CHANGES: FREQUENCIES

MIPS

RNoAF 20 MAR 2025

HPMA ILS or LOC RWY 19L 60°12.16' N 011°05.03' E **GARDERMOEN (ENGM)**

MIPS
INSTRUMENT APPROACH CHART AD ELEV 681

HPMA ILS or LOC RWY 19R
GARDERMOEN (ENGM)

ATIS	OSLO APP	DIRECTOR	FINAL	GARDERMOEN TWR	GROUND
126.130	W 120.455 E 118.480	136.405	128.905	W 118.305 E 120.105	W 121.605 E 121.905

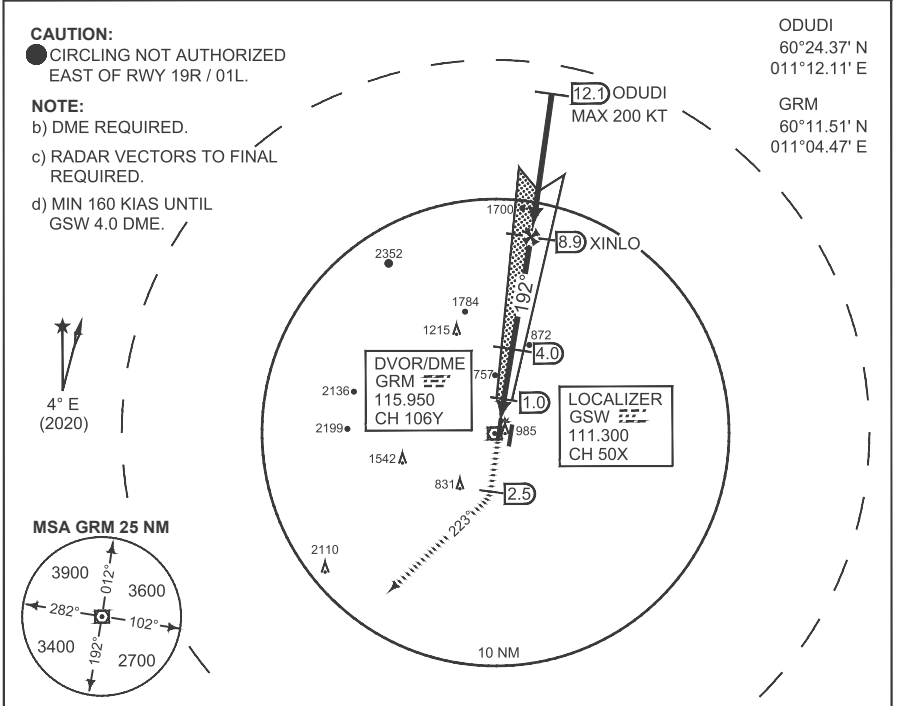
LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
GSW 111.300 / CH 50X	192°	3500	3.0°	875	675	900 m	11811

CAUTION:
CIRCLING NOT AUTHORIZED EAST OF RWY 19R / 01L.

NOTE:
b) DME REQUIRED.

c) RADAR VECTORS TO FINAL REQUIRED.

d) MIN 160 KIAS UNTIL GSW 4.0 DME.



MSA GRM 25 NM

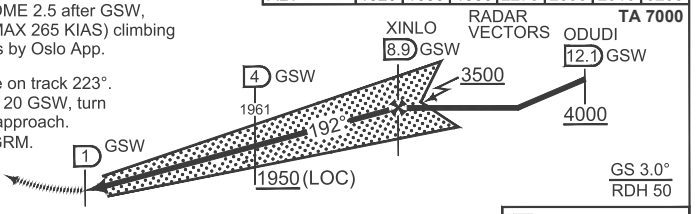
SAFE ALT 100 NM 9700

MISSED APPROACH

Climb on track 192°. At DME 2.5 after GSW, turn right to track 223° (MAX 265 KIAS) climbing to 5000 ft. Expect vectors by Oslo App.

In case of RCF: Continue on track 223°. Climb to 5000 ft. At DME 20 GSW, turn right DCT GRM for new approach. Remain within DME 25 GRM.

DME GSW	2	3	4	5	6	7	8
ALT	1320	1630	1950	2270	2590	2910	3230



CATEGORY	HPMA
S-ILS 19R	**875** - 800 200 (200-0.8/1.2)
S-LOC 19R	**1020** - 1200 345 (400-1.2/2.0)
CIRCLING	**1980** - 3.2 1299 (1300-3.2)

CHANGES: FREQUENCIES, EDITORIALS

MIPS

RNoAF 20 MAR 2025

HPMA ILS or LOC RWY 19R 60°12.16' N 011°05.03' E **GARDERMOEN (ENGM)**

RYGGE (ENRY)

AERODROME CHART

TACAN RWY 12

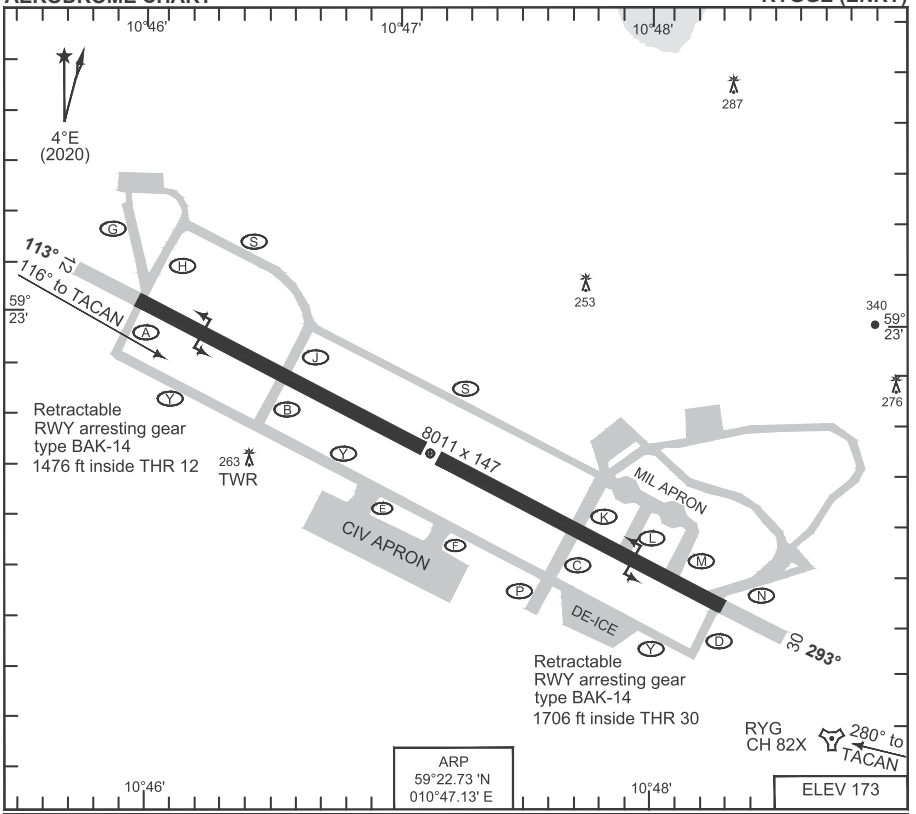
HPMA ILS RWY 30

ILS or LOC M RWY 30

TACAN RWY 30

SID EAST

SID WEST



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI		THR ELEV	THR PSN
12	85 F/C/X/T	8011	8011	8822	8011		3.0°		168	59°23.02' N - 010°45.97' E
30	85 F/C/X/T	8011	8011	8208	8011		3.0°		169	59°22.43' N - 010°48.28' E

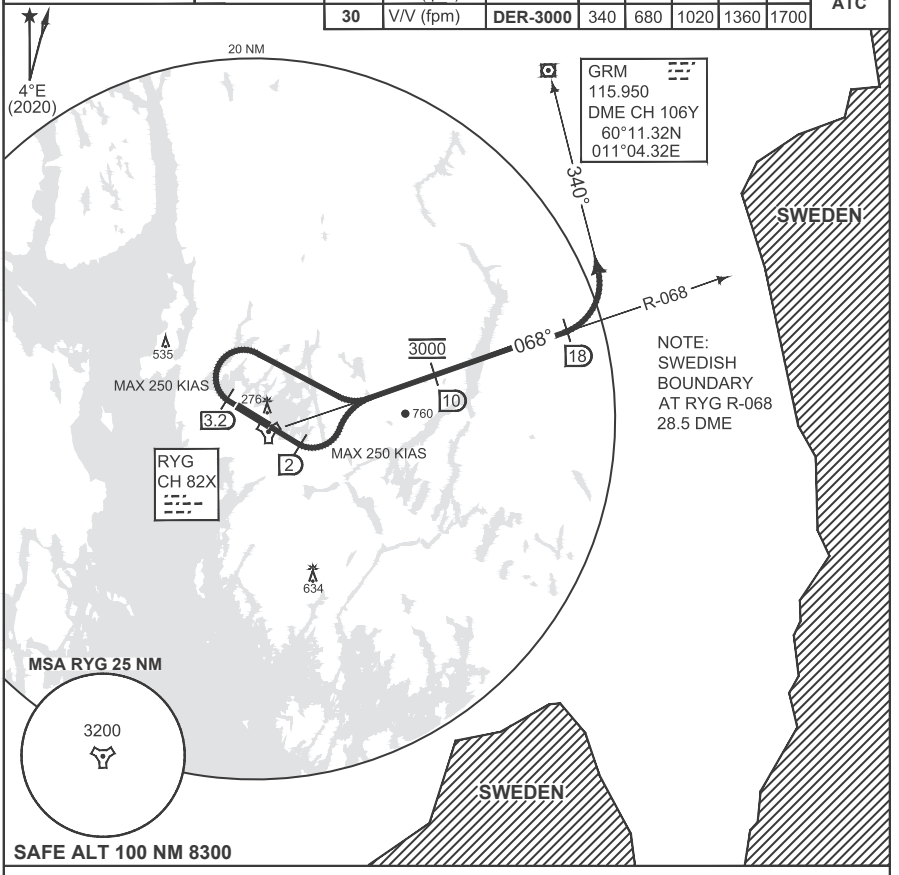
ATIS	136.180				
RYGGE GND	121.705				
RYGGE TWR	119.505	122.100	308.850	257.800	

CHANGES: FREQUENCIES

RNoAF 20 MAR 2025

ATIS	RYGGE TWR	FARRIS APP
136.180	119.505 122.100 308.850	E 124.355 W 134.055

POLARIS CONTROL	AD ELEV	RWY	GS (kt)	FROM-TO	60	120	180	240	300	REASON
125.055	173	12	V/V (fpm)	DER-3000	280	560	840	1120	1400	ATC
		30	V/V (fpm)	DER-3000	340	680	1020	1360	1700	



SID EAST RWY 12	- Climb RWY track to 1000 ft or RYG 2 DME, whichever occurs first, then turn left to intercept R-068 outbound to 18 DME. Maximum 250 KIAS. Cross 10 DME at 3000 ft. Follow ATC instruction. - Minimum climb gradient 4.6% (2.7°) to 3000 ft.
SID EAST RWY 30	- Climb RWY track to 1000 ft or RYG 3.2 DME, whichever occurs first, then turn right to intercept R-068 outbound to 18 DME. Maximum 250 KIAS. Cross 10 DME at 3000 ft. Follow ATC instruction. - Minimum climb gradient 5.5% (3.2°) to 3000 ft.

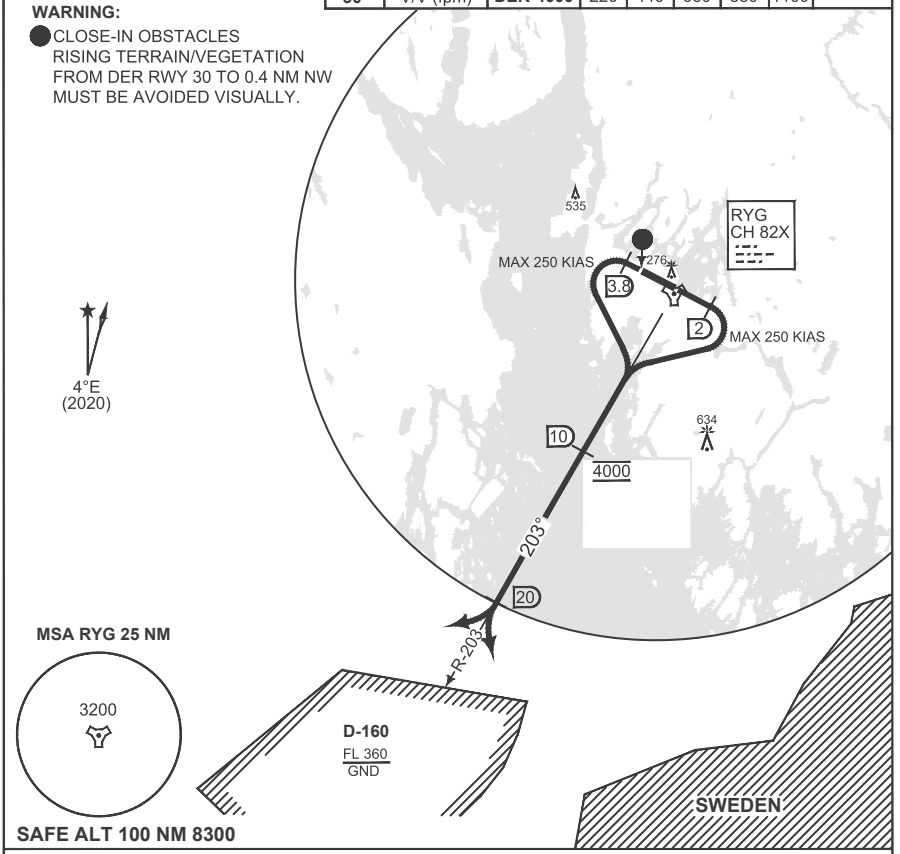
CHANGES: FREQUENCIES

RNoAF 20 MAR 2025

ATIS	RYGGE TWR			FARRIS APP	
136.180	119.505	122.100	308.850	124.355	134.055

POLARIS CONTROL	AD ELEV	RWY	GS (kt)	FROM-TO	60	120	180	240	300	REASON
125.055	173	12	V/V (fpm)	DER-4000	330	660	990	1320	1650	ATC
		30	V/V (fpm)	DER-4000	220	440	660	880	1100	

WARNING:
CLOSE-IN OBSTACLES RISING TERRAIN/VEGETATION FROM DER RWY 30 TO 0.4 NM NW MUST BE AVOIDED VISUALLY.



SID WEST RWY 12	- Climb RWY track to 1000 ft or 2 DME RYG, whichever occurs first, then turn right to intercept R-203 outbound to 20 DME. Maximum 250 KIAS. Cross 10 DME at 4000 ft. Follow ATC instruction. - Minimum climb gradient 5.4% (3.1°) to 4000 ft.
SID WEST RWY 30	- Climb RWY track to 1000 ft or RYG 3.8 DME, whichever occurs first, then turn left to intercept R-203 outbound to 20 DME. Maximum 250 KIAS. Cross 10 DME at 4000 ft. Follow ATC instruction. - Minimum climb gradient 3.6% (2.1°) to 4000 ft.

CHANGES: FREQUENCIES

RNAF 20 MAR 2025

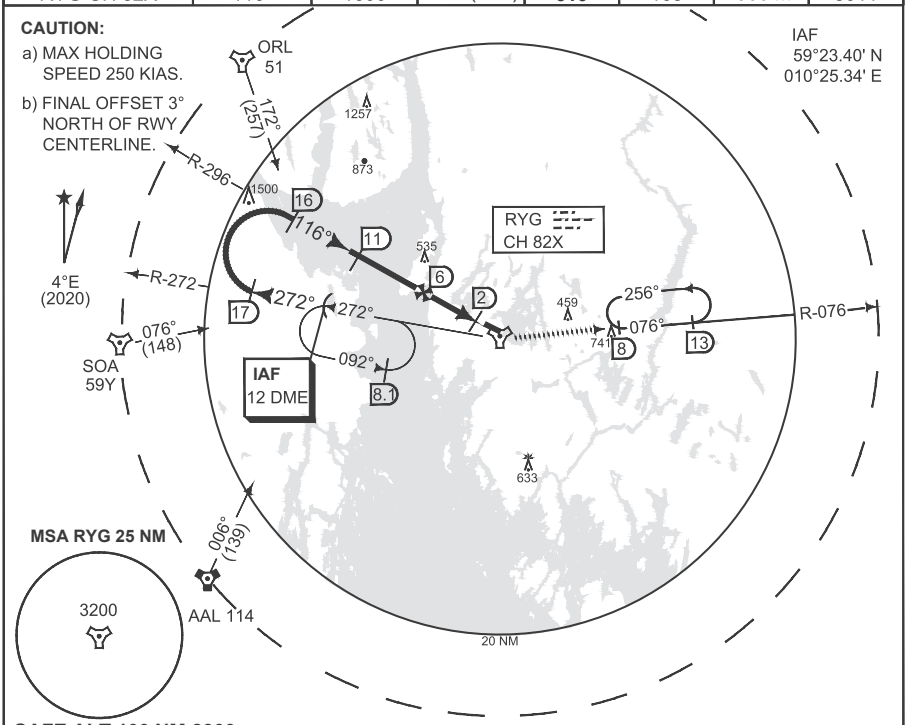
MIPS
INSTRUMENT APPROACH CHART

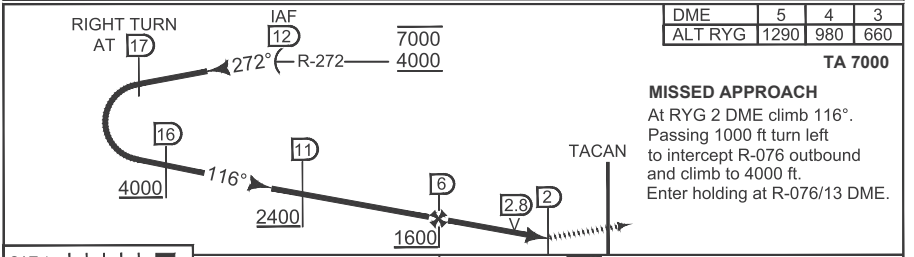
AD ELEV 173

TACAN RWY 12
RYGGE (ENRY)

ATIS	RYGGE GND	RYGGE TWR	FARRIS APP (WEST)	FARRIS APP (EAST)
136.180	121.705	119.505 122.100 308.850	134.055	124.355

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
RYG CH 82X	116°	1600	5.2%(3.0°)	**610**	168	900 m	8011





DME	5	4	3
ALT RYG	1290	980	660

TA 7000

MISSED APPROACH
At RYG 2 DME climb 116°.
Passing 1000 ft turn left to intercept R-076 outbound and climb to 4000 ft.
Enter holding at R-076/13 DME.

CATEGORY	A	B	C	D	E
S-TAC 12	**610** - 1400 442 (400-1.4/2.1)				
CIRCLING	**670** - 2.3 497 (500-2.3)	**680** - 2.4 507 (600-2.4)	**860** - 3.2 687 (700-3.2)	**910** - 3.6 737 (800-3.6)	**1150** - 4.5 977 (1000-4.5)

CHANGES: EDITORIALS.

MIPS

RNoAF 19 FEB 2026

TACAN RWY 12

59°22.73' N
010°47.13' E

RYGGE (ENRY)

AD ELEV 173

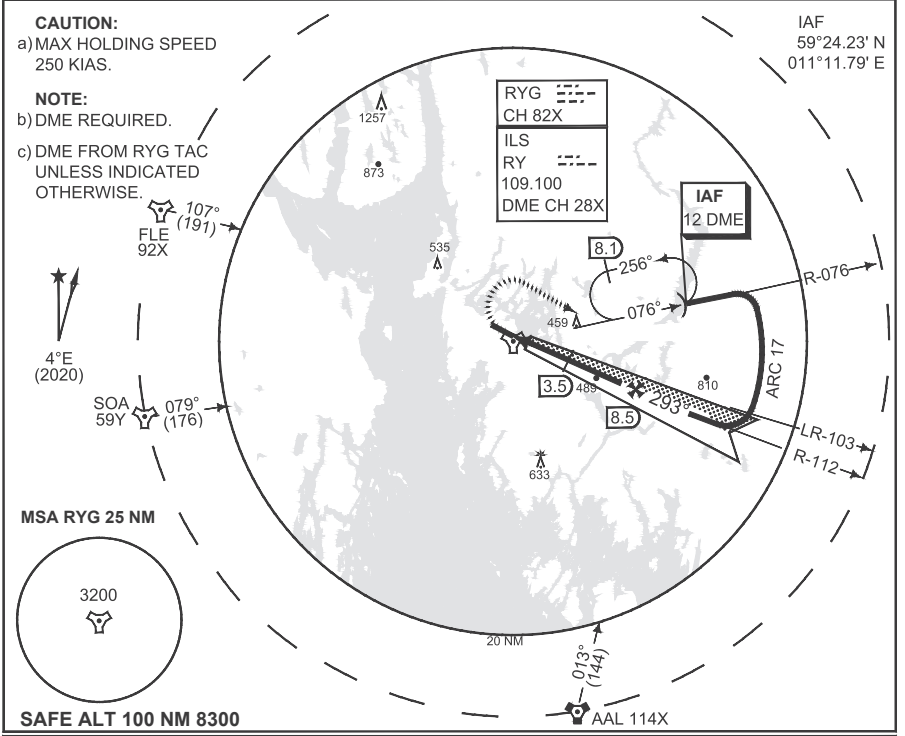
ATIS	RYGGE GND	RYGGE TWR	FARRIS APP (WEST)	FARRIS APP (EAST)
136.180	121.705	119.505 122.100 308.850	134.055	124.355

ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
RY 109.100 / CH 28X	293°	3000	3.0°	**388**	169	720 m	8011

CAUTION:
a) MAX HOLDING SPEED 250 KIAS.

NOTE:
b) DME REQUIRED.

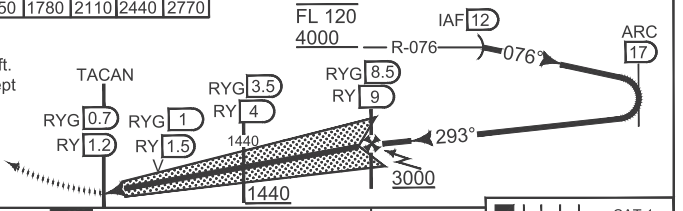
c) DME FROM RYG TAC UNLESS INDICATED OTHERWISE.



DME	2	3	4	5	6	7	8
ALT RYG	960	1290	1610	1940	2270	2600	2930
ALT RY	800	1130	1450	1780	2110	2440	2770

TA 7000

MISSED APPROACH
Climb RWY track to 1000 ft.
Then turn right and intercept R-076 outbound to IAF.
Climb to 4000 ft and hold.



CATEGORY	HPMA
S-ILS 30	**388** - 550 219 (300-0.8/1.2)
S-LOC 30	**610** - 1400 441 (500-1.4/2.1)
CIRCLING	**730** - 3.2 557 (600-3.2)

CHANGES: FREQUENCIES
MIPS
RNoAF 20 MAR 2025

HPMA ILS or LOC RWY 30 59°22.73' N 010°47.13' E **RYGGE (ENRY)**

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 173

ILS M or LOC M RWY 30
RYGGE (ENRY)

ATIS	RYGGE GND	RYGGE TWR	FARRIS APP (WEST)	FARRIS APP (EAST)
136.180	121.705	119.505 122.100 308.850	134.055	124.355

ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
RY 109.100 / CH 28X	293°	3000	3.0°	**SEE CAT**	169	720 m	8011

CAUTION:
a) MAX HOLDING SPEED 250 KIAS.

NOTE:
b) DME REQUIRED.

c) DME FROM RYG TAC UNLESS INDICATED OTHERWISE.

IAF
59°24.23' N
011°11.79' E

RYG CH 82X
ILS RY 109.100 DME CH 28X

IAF
12 DME

FLE 92X 107° (191)

4°E (2020)

SOA 59Y 079° (176)

8.1 256° R-076 076°

3.5 293° 8.5

ARC 17

LR-103 R-112

1257 873 535 459 741 810 489 633

MSA RYG 25 NM

3200

20 NM

013° (144) AAL 114X

SAFE ALT 100 NM 8300

DME	2	3	4	5	6	7	8
ALT RYG	960	1290	1610	1940	2270	2600	2930
ALT RY	800	1130	1450	1780	2110	2440	2770

TA 7000

MISSED APPROACH
Climb RWY track to 1000 ft.
Then turn right and intercept R-076 outbound to IAF.
Climb to 4000 ft and hold.

7000
4000
R-076
IAF 12
076°
ARC 17

TACAN
RYG 0.7 RY 1.2
RYG 1 RY 1.5
RYG 3.5 RY 4
RYG 8.5 RY 9
1440
293°
3000
1440

GS 3.0°
RDH 51

THR ELEV 169 — 8.8 — CAT 1

CATEGORY	A	B	C	D	E
S-ILS 30	**377** - 550 208 (300-0.8/1.2)	**385** - 550 216 (300-0.8/1.2)	**391** - 550 222 (300-0.8/1.2)	**401** - 550 232 (300-0.8/1.2)	**419** - 550 250 (300-0.8/1.3)
S-LOC 30	**610** - 1400 441 (500-1.4/2.1)				
CIRCLING	**670** - 2.3 497 (500-2.3)	**670** - 2.3 497 (500-2.3)	**860** - 3.2 687 (700-3.2)	**880** - 3.6 707 (800-3.6)	**1120** - 4.3 947 (1000-4.3)

CHANGES: FREQUENCIES

MIPS

RNoAF 20 MAR 2025

ILS M or LOC M RWY 30

59°22.73' N
010°47.13' E

RYGGE (ENRY)

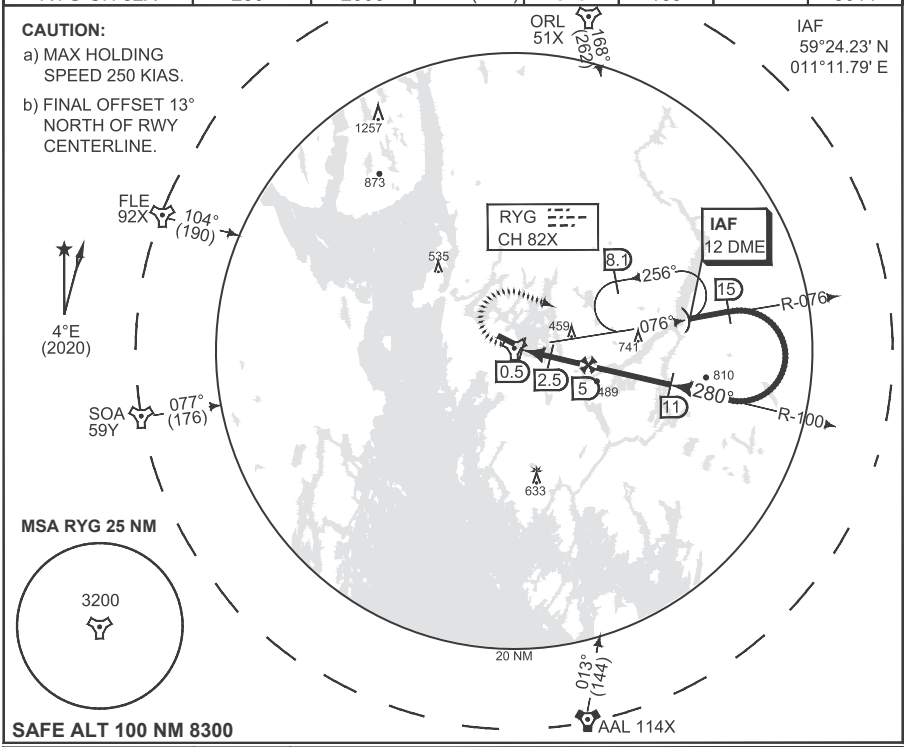
MIPS
INSTRUMENT APPROACH CHART AD ELEV 173

TACAN RWY 30
RYGGE (ENRY)

ATIS	RYGGE GND	RYGGE TWR	FARRIS APP (WEST)	FARRIS APP (EAST)
136.180	121.705	119.505 122.100 308.850	134.055	124.355

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
RYG CH 82X	280°	2000	5.6% (3.2°)	**570**	169	720 m	8011

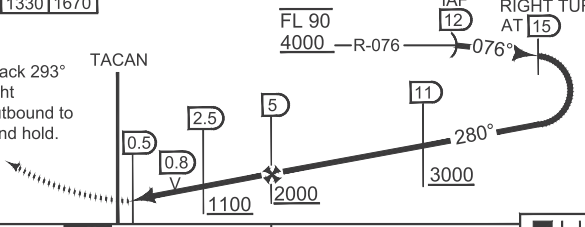
CAUTION:
a) MAX HOLDING SPEED 250 KIAS.
b) FINAL OFFSET 13° NORTH OF RWY CENTERLINE.



DME	1	2	3	4
ALT RYG	660	990	1330	1670

TA 7000

MISSED APPROACH
At 0.5 DME climb on track 293° to 1000 ft, then turn right and intercept R-076 outbound to IAF. Climb to 4000 ft and hold.



CATEGORY	A	B	C	D	E
S-TAC 30	**570** - 1200 401 (500-1.2/1.9)				
CIRCLING	**670** - 2.3 497 (500-2.3)	**680** - 2.4 507 (600-2.4)	**860** - 3.2 687 (700-3.2)	**910** - 3.6 737 (800-3.6)	**1150** - 4.5 977 (1000-4.5)

CHANGES: EDITORIALS.
MIPS
RNoAF 19 FEB 2026

TACAN RWY 30 59°22.73' N 010°47.13' E **RYGGE (ENRY)**

NORDHOLZ (ETMN)

AERODROME CHART

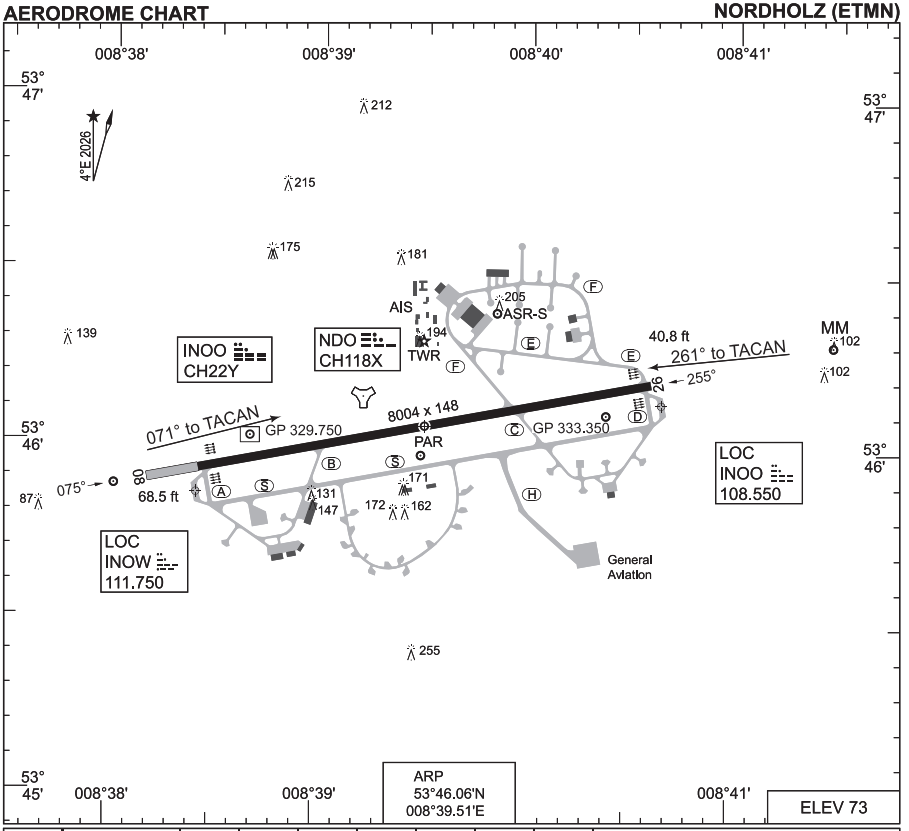
ILS or LOC RWY 08

ILS or LOC RWY 26

TACAN RWY 08

TACAN RWY 26

SID MN 108-126



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
08	86 F/A/W/T	8004	8004	8004	8004	3.0°		73	53°45.93'N 008°38.42'E
26	86 F/A/W/T	8004	8906	8906	8004	3.0°		64	53°46.19'N 008°40.60'E

NORDHOLZ TOWER	315.700	142.900	131.255	
NORDHOLZ RADAR	267.000	129.855	342.625	341.475 SSR 4240 - 4247

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	TERPS	08	3.0°	43		751	ABCDE	TERPS	**274** - 0.8 200 (200-0.8/1.2)
	TERPS	26	3.0°	68		1085	ABCDE	TERPS	**267** - 0.8 200 (200-0.8/1.2)
	TERPS	079	3.0°				COPTER	TERPS	**174** - 0.4 100 (100-0.4/0.8)

CHANGE: VAR (054/26)

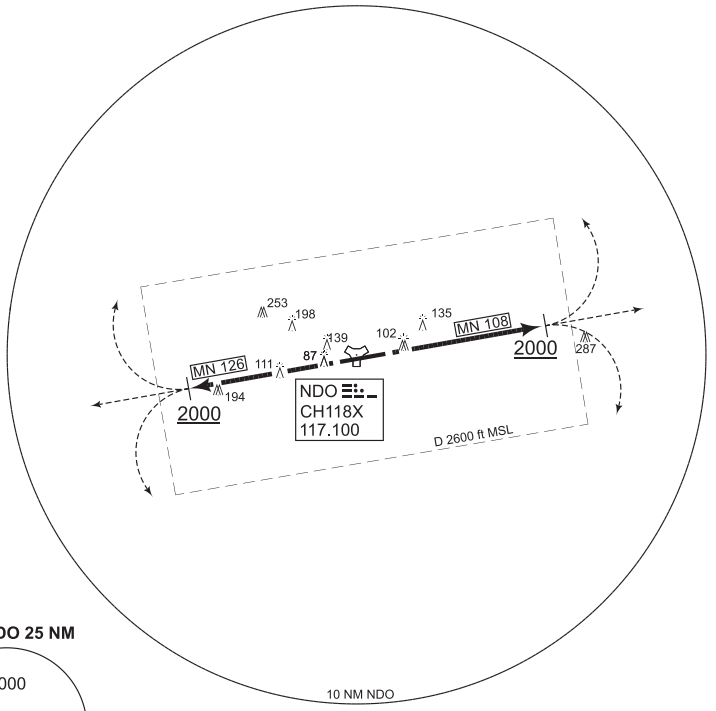
ACC 16 APR 2026

NORDHOLZ TOWER	NORDHOLZ RADAR	BREMEN RADAR
315.700 131.255	342.625 129.855	299.100 124.075

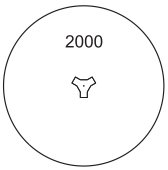
NOTE:
a) NO TURN BEFORE DER.

4°E 2026

IFR PROFILES WITHIN
AIRSPACE CLASS "E"
WATCH OUT FOR VFR
TRAFFIC UNKNOWN TO ATC.



MSA NDO 25 NM



EMERG SAFE ALT 100 NM 2700

TA 5000

MN 108 (RWY 08)	- Climb on track 075° to 2000 ft - Continue as cleared by ATC
MN 126 (RWY 26)	- Climb on track 255° to 2000 ft - Continue as cleared by ATC

CHANGE: EDITORIAL (083/26); VAR, FREQ (054/26)

ACC 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 73

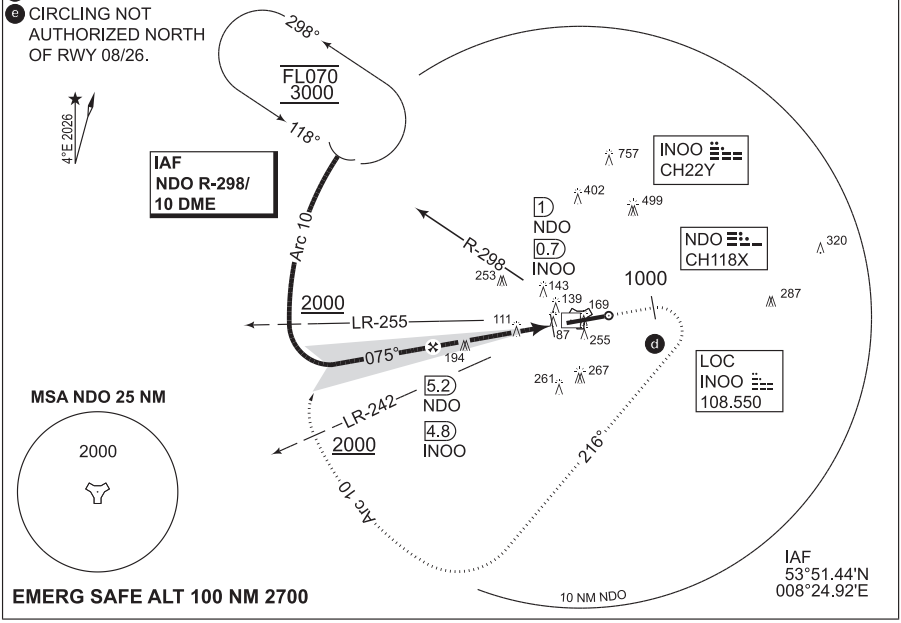
ILS or LOC RWY 08
NORDHOLZ (ETMN)

BREMEN RADAR	NORDHOLZ RADAR	NORDHOLZ TOWER
299.100 124.075	342.625 129.855	315.700 131.255 122.100

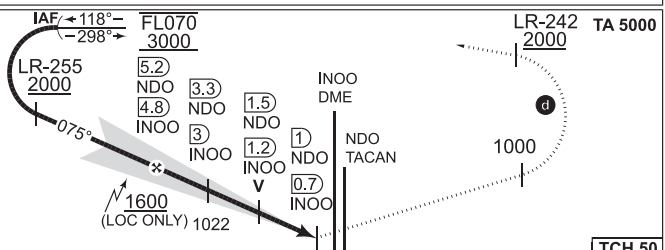
TACAN / LOCALIZER	APP COURSE	GS INTCP ALT	DESCENT GR	DA	THR ELEV	ALS-LENGTH	LDA
CH 118X / INOO 108.55	075°	1600	3.0° / 5.2%	**See CAT**	69	900 M	8004

NOTE:
a) NO TURN BEFORE MAPT.
b) TIMING NOT AUTHORIZED FOR DEFINING MAPT.
c) TACAN REQUIRED.
(d) MISSED APPROACH LIMITED TO 230 KIAS MAX.
(e) CIRCLING NOT AUTHORIZED NORTH OF RWY 08/26.

IFR PROFILES WITHIN AIRSPACE CLASS "E"
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.



MISSED APPROACH
Climb on RWY track to 2000 ft MSL. When passing 1000 ft MSL turn right heading 216° and intercept Arc 10 DME NDO TACAN and return to final.



DIST INOO	4	3	2	1
DIST NDO	4.3	3.3	2.3	1.3
Altitude	1340	1020	700	380

CAT I

CATEGORY	A	B	C	D
ILS 08	**269** - 0.8 550 200 (200-0.8/1.2)			
LOC 08	**440** - 1.0 371 (400-1.0/1.5)		**440** - 1.0 371 (400-1.0/1.7)	
(e) CIRCLING	**560** - 2.3 487 (500-2.3)	**570** - 2.3 497 (500-2.3)	**780** - 3.3 707 (800-3.3)	**930** - 4.0 857 (900-4.0)

MIPS

CHANGE: VAR, LR (054/26)

ACC 16 APR 2026

ILS or LOC RWY 08

53°46.06'N
008°39.51'E

NORDHOLZ (ETMN)

TERPS
INSTRUMENT APPROACH CHART

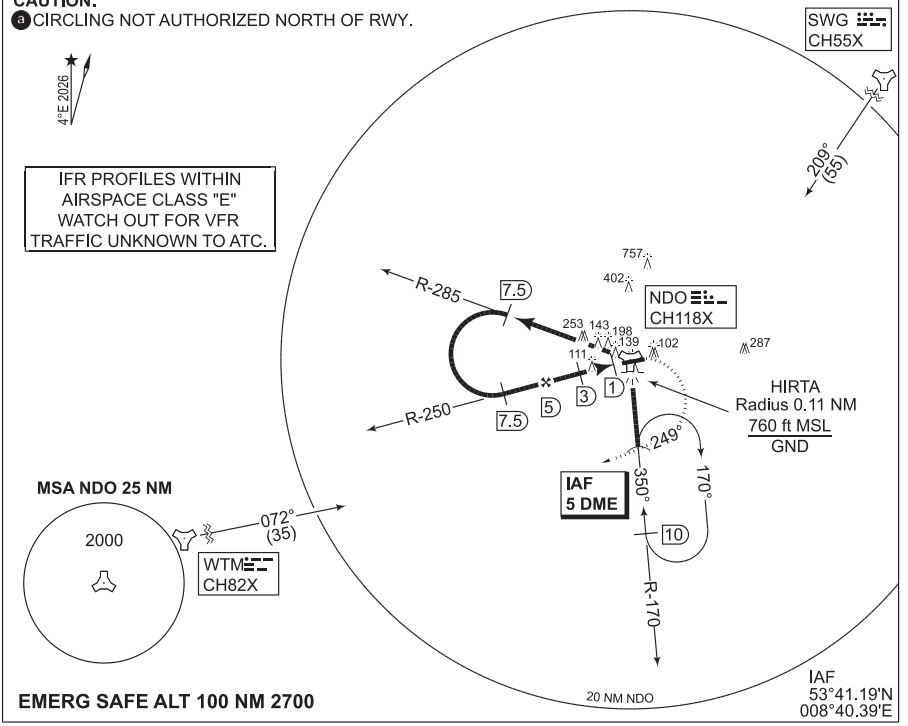
AD ELEV 73

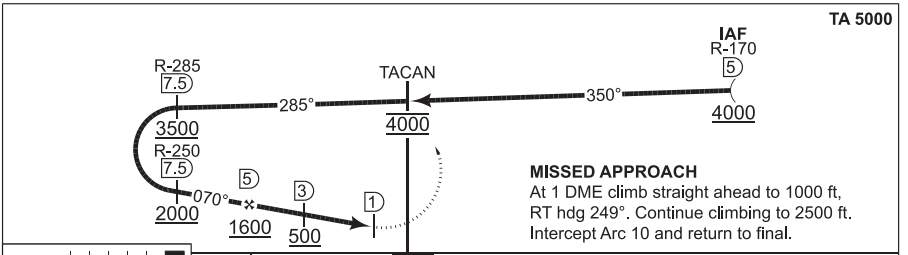
TACAN RWY 08
NORDHOLZ (ETMN)

BREMEN RADAR	NORDHOLZ RADAR	NORDHOLZ TOWER
299.100 124.075	342.625 129.855	315.700 131.255

TACAN	APP COURSE	FAF ALT	MDA	THR ELEV	ALS-LENGTH	LDA
NDO CH118X	070°	1600	**450**	69	900 M	8004

CAUTION:
ⓐ CIRCLING NOT AUTHORIZED NORTH OF RWY.





	CATEGORY	A	B	C	D	E
TERPS	S-TACAN 08	**450** - 1.1 381 (400-1.1/1.5)		**450** - 1.1 381 (400-1.1/1.8)		
TERPS	ⓐ CIRCLING	**560** - 2.3 487 (500-2.3)	**570** - 2.3 497 (500-2.3)	**780** - 3.3 707 (800-3.3)	**930** - 4.0 857 (900-4.0)	**1030** - 4.5 957 (1000-4.5)
TERPS	PAR 08	**274** - 0.8 200 (200-0.8/1.2) GS 3.0°				

CHANGE: VAR, WTM (054/26)

ACC 16 APR 2026

TACAN RWY 08

53°46.06'N
008°39.51'E

NORDHOLZ (ETMN)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 73

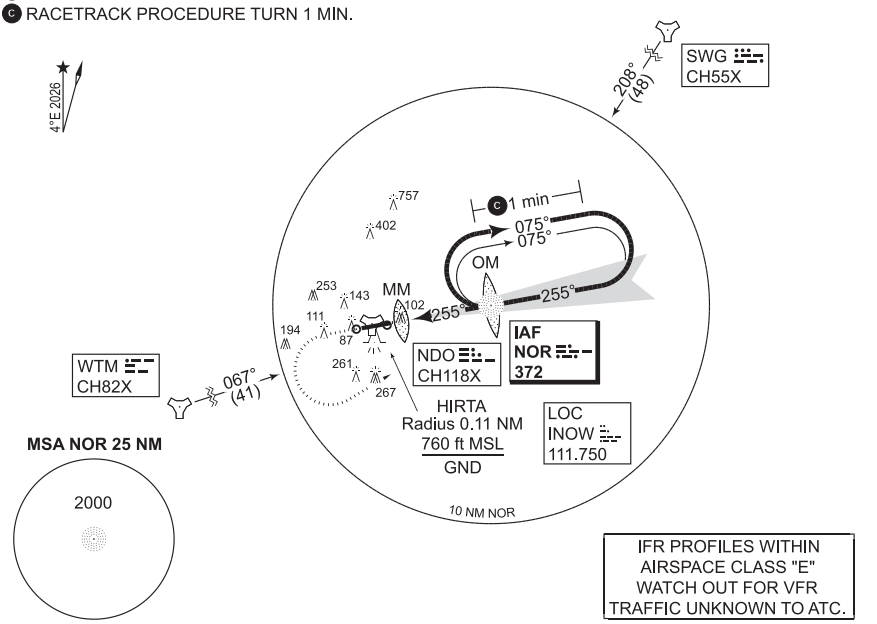
ILS or LOC RWY 26
NORDHOLZ (ETMN)

BREMEN RADAR	NORDHOLZ RADAR	NORDHOLZ TOWER
299.100 124.075	342.625 129.855	315.700 131.255

TACAN / LOCALIZER	APP COURSE	GS INTCP ALT	GS	DA	TDZE	ALS-LENGTH	LDA
CH 118X / INOW 111.750	255°	1600	3.0° (5.2%)	**See CAT**	64	900 M	8004

NOTE:
a) PROCEDURE LIMITED TO 230 KIAS.
b CIRCLING NOT AUTHORIZED NORTH OF RWY.
c RACETRACK PROCEDURE TURN 1 MIN.

IAF
53°47.11'N
008°48.37'E

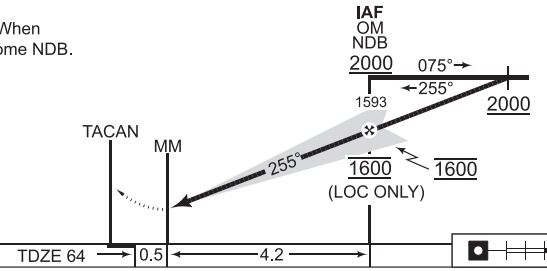


IFR PROFILES WITHIN AIRSPACE CLASS "E" WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

EMERG SAFE ALT 100 NM 2700

MISSED APPROACH
Climb straight ahead to 2000 ft. When passing 1000 ft turn left and rehome NDB.

TA 5000



FAF - MAP 4.2 NM					
Knots	60	90	120	150	180
min:sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 26	**264** - 0.8/550 200 (200-0.8/1.2)			
S-LOC 26	**480** - 1.2 416 (500-1.2/1.5)		**480** - 1.2 416 (500-1.2/1.9)	
b CIRCLING	**560** - 2.3 487 (500-2.3)	**570** - 2.3 497 (500-2.3)	**780** - 3.3 707 (800-3.3)	**930** - 4.0 857 (900-4.0)

MIPS

CHANGE: VAR (054/26)

ACC 16 APR 2026

ILS or LOC RWY 26

53°46.06'N
008°39.51'E

NORDHOLZ (ETMN)

TERPS
INSTRUMENT APPROACH CHART

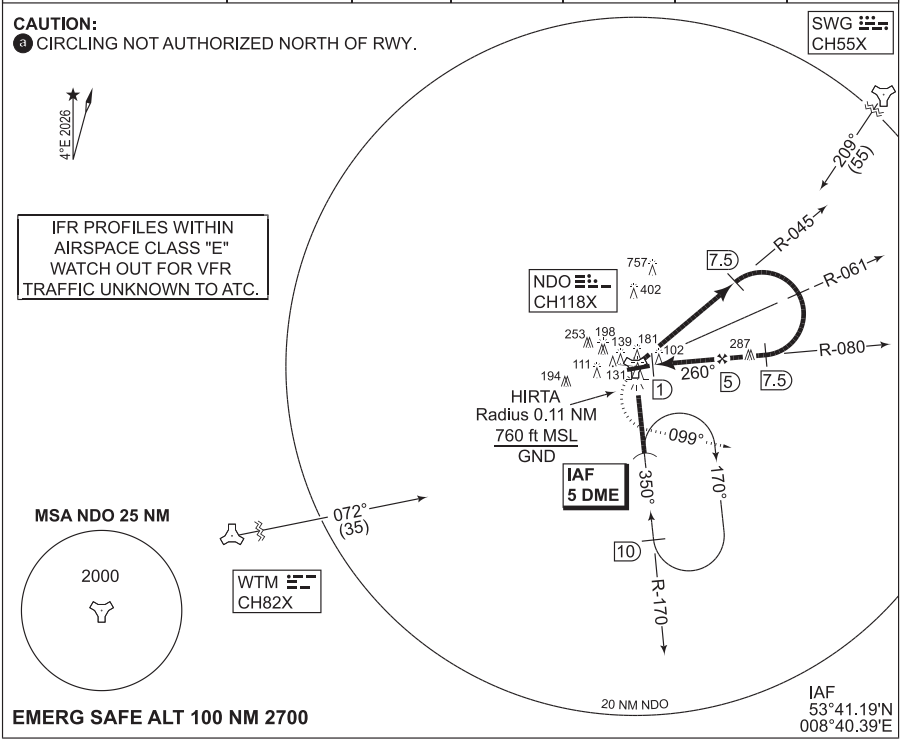
AD ELEV 73

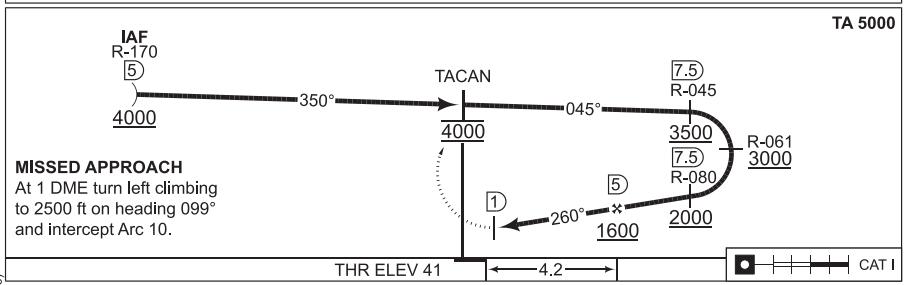
TACAN RWY 26
NORDHOLZ (ETMN)

BREMEN RADAR	NORDHOLZ RADAR	NORDHOLZ TOWER
299.100 124.075	342.625 129.855	315.700 131.255

TACAN	APP COURSE	FAF ALT	MDA	THR ELEV	ALS-LENGTH	LDA
NDO CH118X	260°	1600	**450**	41	900 M	8004

CAUTION:
ⓐ CIRCLING NOT AUTHORIZED NORTH OF RWY.





CATEGORY	A	B	C	D	E
S-TACAN 26	**450** - 1.2 409 (500-1.2/1.5)		**450** - 1.2 409 (500-1.2/1.9)		
ⓐ CIRCLING	**560** - 2.3 487 (500-2.3)	**570** - 2.3 497 (500-2.3)	**780** - 3.3 707 (800-3.3)	**930** - 4.0 857 (900-4.0)	**1030** - 4.5 957 (1000-4.5)
PAR 26	**267** - 0.8 200 (200-0.8/1.2) GS 3.0°				

TERPS

CHANGE: VAR, WTM (054/26)

ACC 16 APR 2026

TACAN RWY 26

53°46.06'N
008°39.51'E

NORDHOLZ (ETMN)

LAAGE (ETNL)

AERODROME CHART

ILS or LOC Y RWY 09

ILS or LOC Y RWY 27

ILS or LOC Z RWY 09

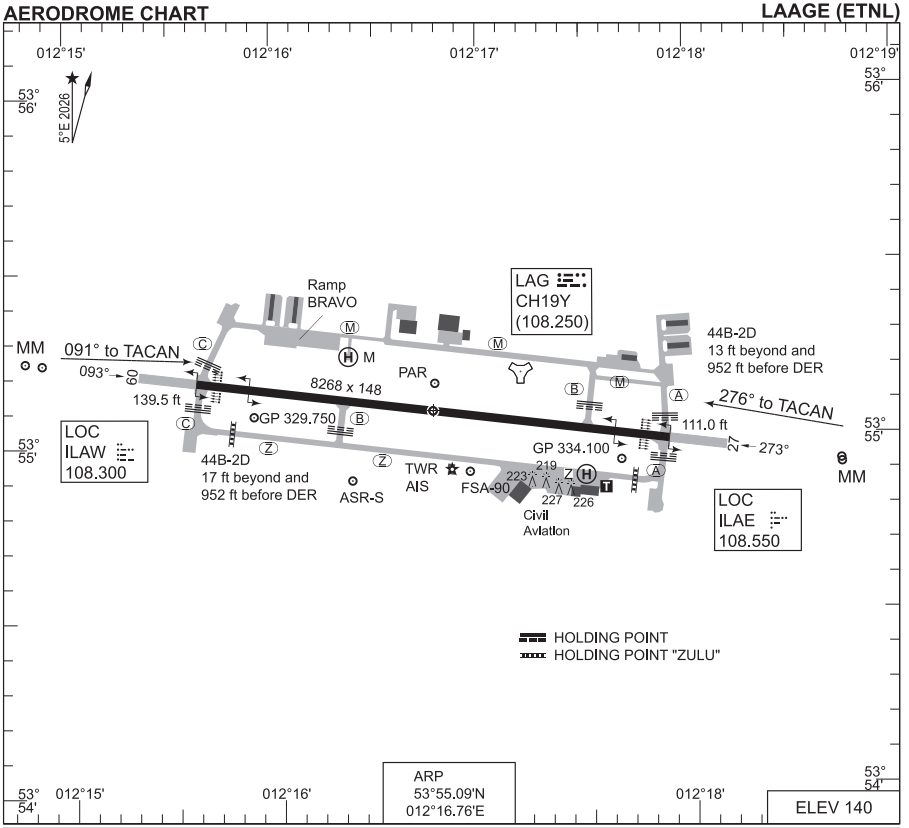
ILS or LOC Z RWY 27

TACAN RWY 09

TACAN RWY 27

SID NL 109-127

SID NL 227



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
09	88 R/B/W/T	8268 (8924*)	9266	10283 (10938*)	8268	3.0°		140	53°55.18'N 012°15.62'E
27	88 R/B/W/T	8268 (8924*)	9269	9909 (10564*)	8268	3.0°		134	53°54.99'N 012°17.90'E

*SWY available for TKOF on request via backtrack (PCN 66)

LAAGE TOWER	336.400	118.430
LAAGE RADAR	376.400	133.105 SSR 4210 - 4217
LAAGE ATIS	134.605	

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	PANS-OPS	09	3.0°	23		459	ABCDE	TERPS	340 - 0.8/550 200 (200-0.8/1.2)
	PANS-OPS	27	3.0°	27		460	ABCDE	TERPS	319 - 0.8/550 208 (300-0.8/1.2)

CHANGE: VAR (042/26)

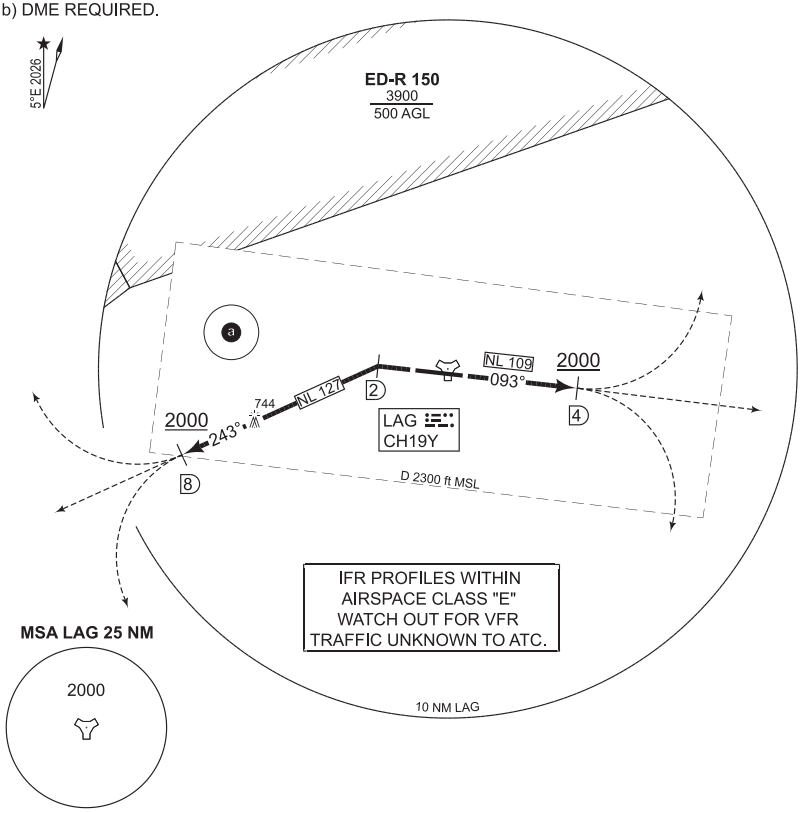
ACC 16 APR 2026

LAAGE TOWER	LAAGE RADAR	BREMEN RADAR	LAAGE ATIS
336.400 118.430	376.400 133.105	259.825 124.175	134.605

RWY	from - to	60	120	180	240	300	360	Reason
09	DER - 2000	582	1164	1746	2328	2910	3492	ATC
27	DER - 2000	469	938	1407	1876	2345	2814	ATC

CAUTION:
CLOSE IN OBSTACLES:
RWY 27: TREES 450M WEST OF DER 211 FT.

NOTE:
ⓐ NOISE ABATEMENT AREA AROUND CITY OF SCHWAAN.
b) DME REQUIRED.



EMERG SAFE ALT 100 NM 2500 **TA 5000**

NL 109 (RWY 09)	- Climb straight ahead - Pass LAG/4 DME at 2000 ft or above - Continue as cleared by ATC - INITIAL CLIMB: 4000 ft
NL 127 (RWY 27)	- Climb straight ahead - When passing LAG/2 DME turn left and proceed on track 243° to LAG/8 DME, pass LAG/8 DME at 2000 ft or above - Continue as cleared by ATC - INITIAL CLIMB: 4000 ft

CHANGE: EDITORIAL (083/26)
ACC 16 APR 2026

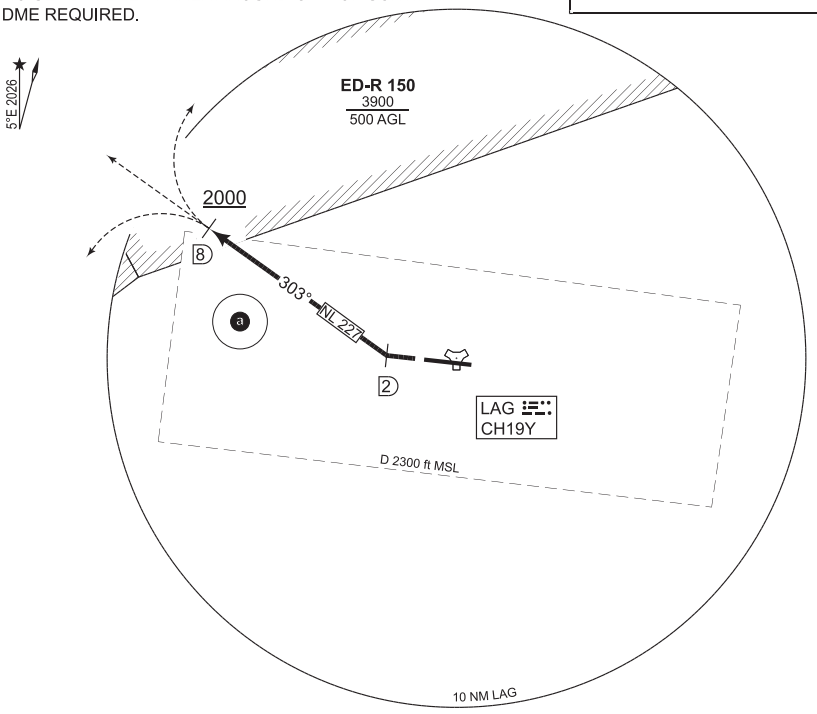
LAAGE TOWER		LAAGE RADAR		BREMEN RADAR		LAAGE ATIS
336.400	118.430	376.400	133.105	259.825	124.175	134.605

RWY	from-to	60	120	180	240	300	360	Reason
27	DER - 2000	469	938	1407	1876	2345	2814	**ATC**

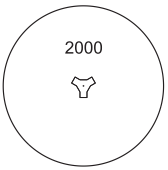
CAUTION:
CLOSE IN OBSTACLES
RWY 27: TREES 450M WEST OF DER 211 FT.

NOTE:
a) NOISE ABATEMENT AREA AROUND CITY OF SCHWAAN.
b) DME REQUIRED.

IFR PROFILES WITHIN AIRSPACE CLASS "E" WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.



MSA LAG 25 NM



EMERG SAFE ALT 100 NM 2500 **TA 5000**

NL 227 (RWY 27)	- Climb straight ahead - When passing LAG/2 DME turn right and proceed on track 303° to LAG/8 DME, pass LAG/8 DME at 2000 ft or above - Continue as cleared by ATC - INITIAL CLIMB: 4000 ft

CHANGE: EDITORIAL (083/26); VAR (042/26)
ACC 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 140

ILS or LOC Y RWY 09
LAAGE (ETNL)

BREMEN RADAR	LAAGE RADAR	LAAGE TOWER	LAAGE ATIS
259.825 124.175	376.400 133.105	336.400 118.430	134.605

TACAN/LOCALIZER	APP COURSE	GS INTCP ALT	GS	DA	TDZE	ALS-LENGTH	LDA
LAG CH19Y/ILAE 108.550	093°	2000	3.0°	**See CAT**	140	900 M	8268

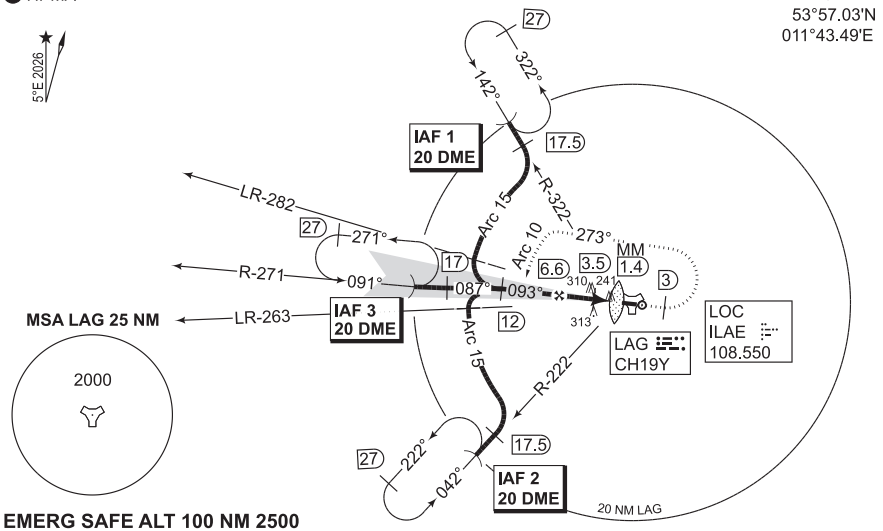
NOTE:
a) TIMING NOT AUTHORIZED FOR DEFINING THE MAPT.
b) NON STANDARD PROCEDURE (DEAD RECKONING INTERCEPTS LOC WITH 6.0° ONLY).
c) FOR MILITARY USE ONLY.
d) PAPI AND ILS GLIDEPATH DO NOT COINCIDE.
e) TACAN REQUIRED.
f CIRCLING NOT AUTHORIZED NORTH OF RWY 09/27.
g HPMA

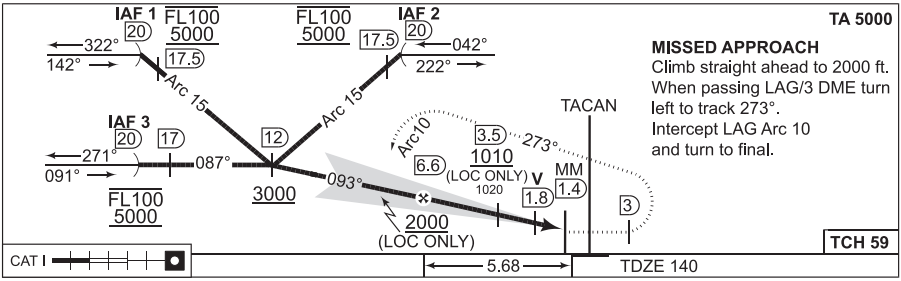
IFR PROFILES WITHIN AIRSPACE CLASS "E" WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

IAF 1
54°11.91'N
011°58.64'E

IAF 2
53°41.53'N
011°52.58'E

IAF 3
53°57.03'N
011°43.49'E





CATEGORY	A	B	C	D	E
ILS Y 09	**340** - 0.8 200 (200-0.8/1.2)				**NOT AUTHORIZED**
LOC Y 09	**490** - 0.8 350 (400-0.8/1.6)		**490** - 1.2 350 (400-1.2/1.6)	**490** - 1.2 350 (400-1.2/2.0)	**NOT AUTHORIZED**
f CIRCLING	**550** - 1.9 410 (500-1.9)	**640** - 2.3 500 (500-2.3)	**1180** - 4.9 1040 (1100-4.9)		**1070** - 4.3 930 g (1000-4.3)

MIPS

CHANGE: VAR (042/26)

ACC 16 APR 2026

ILS or LOC Y RWY 09 53°55.09'N 012°16.76'E **LAAGE (ETNL)**

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 140

ILS or LOC Z RWY 09
LAAGE (ETNL)

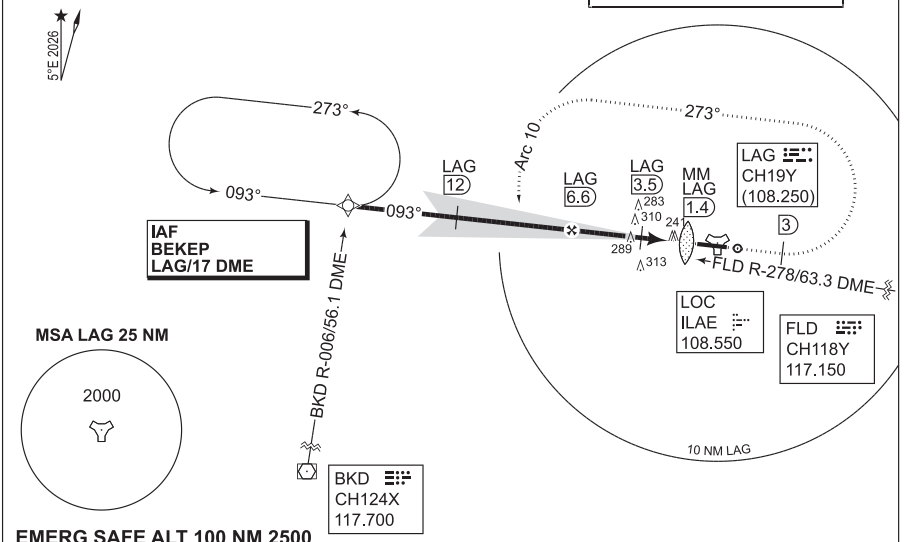
BREMEN RADAR	LAAGE RADAR	LAAGE TOWER	LAAGE ATIS
259.825 124.175	376.400 133.105	336.400 118.430	134.605

TACAN/LOCALIZER	APP COURSE	GS INTCP ALT	GS	DA	TDZE	ALS-LENGTH	LDA
LAG CH19Y/ILAE 108.550	093°	2000	3.0°	**See CAT**	140	900 M	8268

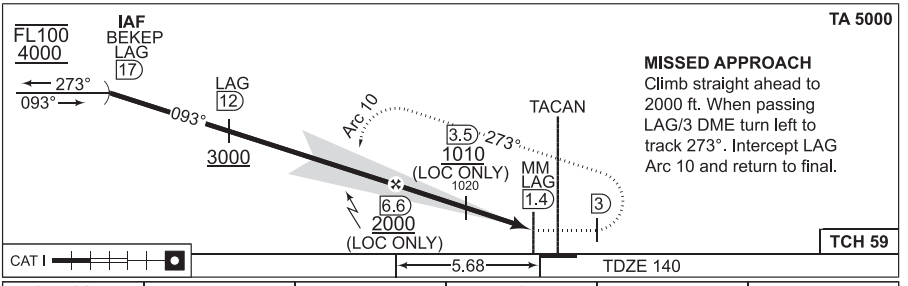
NOTE:
a) PAPI AND ILS GLIDEPATH DO NOT COINCIDE.
b) DME REQUIRED.
c) RNAV REQUIRED FOR HOLDING, IN CASE OF LOST COM FOR NON-RNAV EQUIPPED ACFT DISREGARD ETA AND START APPROACH WITHOUT DELAY.
(d) CIRCLING NOT AUTHORIZED NORTH OF RWY 09/27.
(e) HPMA

IAF BEKEP
53°57.16'N
011°48.38'E

IFR PROFILES WITHIN AIRSPACE CLASS "E" WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.



TA 5000



MISSED APPROACH
Climb straight ahead to 2000 ft. When passing LAG/3 DME turn left to track 273°. Intercept LAG Arc 10 and return to final.

CATEGORY	A	B	C	D	E
ILS Z 09	**340** - 0.8 200 (200-0.8/1.6)				**NOT AUTHORIZED**
LOC Z 09	**490** - 0.8 350 (400-0.8/1.6)		**490** - 1.2 350 (400-1.2/1.6)	**490** - 1.2 350 (400-1.2/2.0)	**NOT AUTHORIZED**
(d) CIRCLING	**550** - 1.9 410 (500-1.9)	**640** - 2.3 500 (500-2.3)	**1180** - 4.9 1040 (1100-4.9)		**1070** - 4.3 930 (e) (1000-4.3)

MIPS

CHANGE: VAR (042/26)

ACC 16 APR 2026

ILS or LOC Z RWY 09

53°55.09'N
012°16.76'E

LAAGE (ETNL)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 140

TACAN RWY 09
LAAGE (ETNL)

BREMEN RADAR	LAAGE RADAR	LAAGE TOWER	LAAGE ATIS
259.825 124.175	376.400 133.105	336.400 118.430	134.605

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	TDZE	ALS-LENGTH	LDA
LAG CH19Y	091°	1800	5.2%	**500**	140	900 M	8268

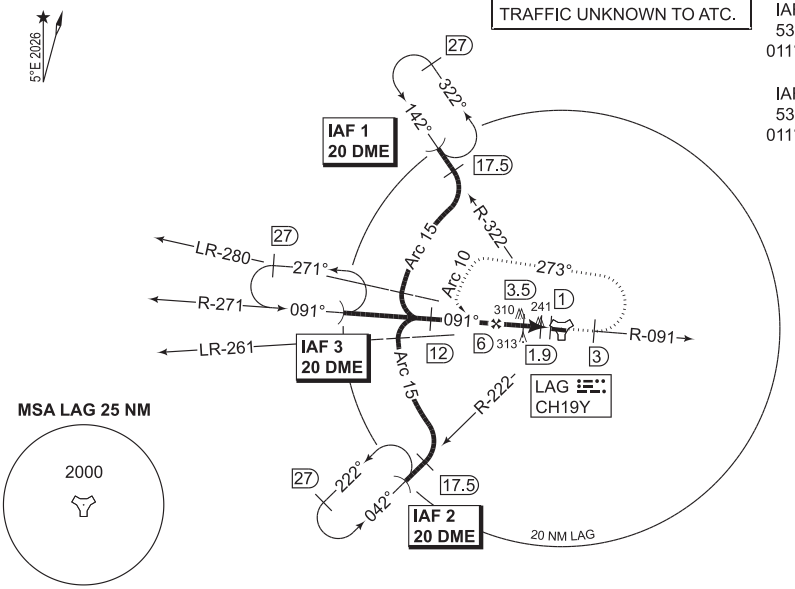
NOTE:
a) TIMING NOT AUTHORIZED FOR DEFINING THE MAPT.
b CIRCLING NOT AUTHORIZED NORTH OF RWY 09/27.
c HPMA

IFR PROFILES WITHIN AIRSPACE CLASS "E" WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

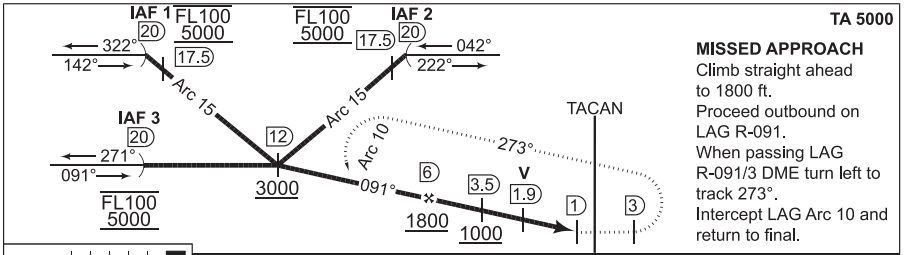
IAF 1
54°11.91'N
011°58.64'E

IAF 2
53°41.53'N
011°52.58'E

IAF 3
53°57.03'N
011°43.49'E



EMERG SAFE ALT 100 NM 2500



TA 5000

MISSED APPROACH
Climb straight ahead to 1800 ft.
Proceed outbound on LAG R-091.
When passing LAG R-091/3 DME turn left to track 273°.
Intercept LAG Arc 10 and return to final.

	CATEGORY	A	B	C	D	E
MIPS	TACAN 09	**500** - 1.2 360 (400-1.2/1.6)			**500** - 1.2 360 (400-1.2/2.0)	
MIPS	b CIRCLING	**550** - 1.9 410 (500-1.9)	**640** - 2.3 500 (500-2.3)	**1180** - 4.9 1040 (1100-4.9)		**1070** - 4.3 930 c (1000-4.3)
MIPS	PAR 09	**340** - 0.8/550 200 (200-0.8/1.2)				

CHANGE: VAR (042/26)

ACC 16 APR 2026

TACAN RWY 09

53°55.09'N
012°16.76'E

LAAGE (ETNL)

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 140

ILS or LOC Y RWY 27
LAAGE (ETNL)

BREMEN RADAR	LAAGE RADAR	LAAGE TOWER	LAAGE ATIS
259.825 124.175	376.400 133.105	336.400 118.430	134.605

TACAN/LOCALIZER	APP COURSE	GS INTCP ALT	GS	DA	TDZE	ALS-LENGTH	LDA
LAG CH19Y/ILAW 108.300	273°	2000	3.0° / 5.2%	**See CAT**	135	900 M	8268

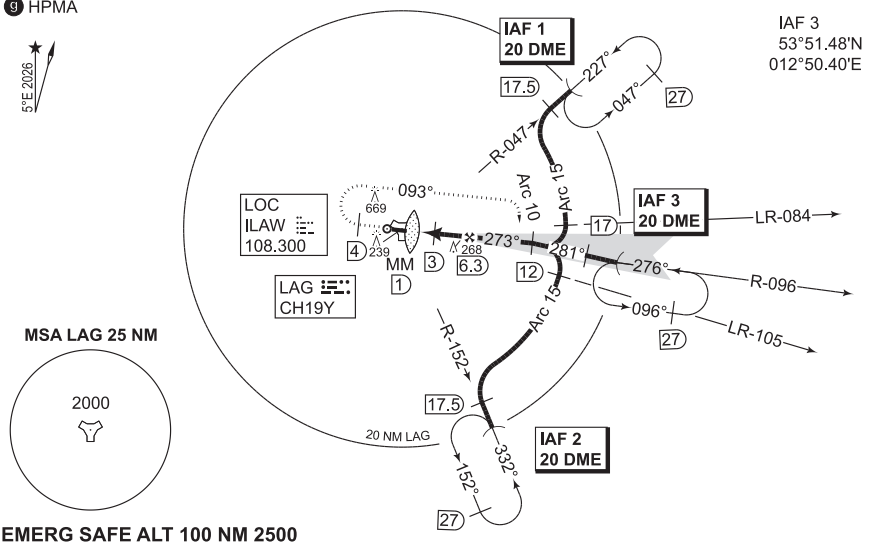
NOTE:
a) TIMING NOT AUTHORIZED FOR DEFINING THE MAPT.
b) NON STANDARD PROCEDURE (DEAD RECKONING INTERCEPTS LOC WITH 8.0° ONLY).
c) FOR MILITARY USE ONLY.
d) PAPI AND ILS GLIDEPATH DO NOT COINCIDE.
e) TACAN REQUIRED.
f CIRCLING NOT AUTHORIZED NORTH OF RWY 09/27.
g HPMA

IFR PROFILES WITHIN AIRSPACE CLASS "E" WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

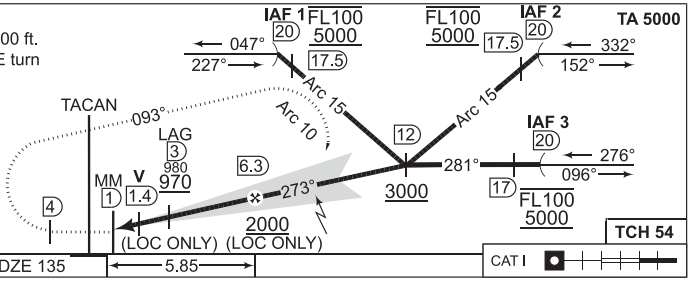
IAF 1
54°07.43'N
012°43.97'E

IAF 2
53°36.80'N
012°30.31'E

IAF 3
53°51.48'N
012°50.40'E



MISSED APPROACH
Climb straight ahead to 2000 ft.
When passing LAG/4 DME turn right to track 093°.
Intercept LAG Arc 10 and return to final.



CATEGORY	A	B	C	D	E
ILS Y 27	**335** - 0.8 200 (200-0.8/1.6)				**NOT AUTHORIZED**
LOC Y 27	**480** - 0.8 345 (400-0.8/1.6)		**480** - 1.2 345 (400-1.2/1.6)	**480** - 1.2 345 (400-1.2/2.0)	**NOT AUTHORIZED**
f CIRCLING	**550** - 1.9 410 (500-1.9)	**640** - 2.3 500 (500-2.3)	**1180** - 4.9 1040 (1100-4.9)		**1070** - 4.3 930 g (1000-4.3)

MIPS

CHANGE: VAR (04/26)

ACC 16 APR 2026

ILS or LOC Y RWY 27
53°55.09'N
012°16.76'E
LAAGE (ETNL)

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 140

ILS or LOC Z RWY 27
LAAGE (ETNL)

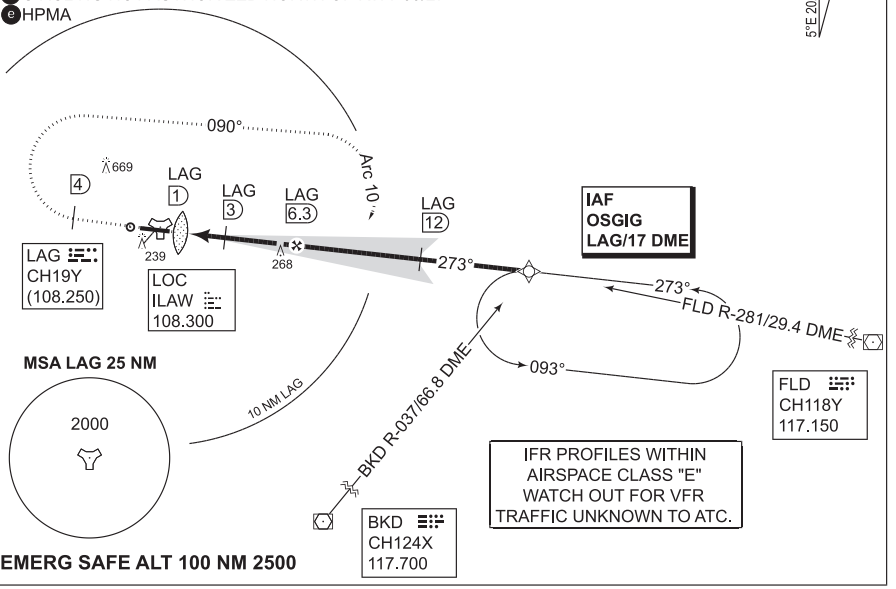
BREMEN RADAR	LAAGE RADAR	LAAGE TOWER	LAAGE ATIS
259.825 124.175	376.400 133.105	336.400 118.430	134.605

TACAN/LOCALIZER	APP COURSE	GS INTCP ALT	GS	DA	TDZE	ALS-LENGTH	LDA
LAG CH19Y/ILAW 108.300	273°	2000	3.0° / 5.2%	**See CAT**	135	900 M	8268

NOTE:
a) PAPI AND ILS GLIDEPATH DO NOT COINCIDE
b) DME REQUIRED.
c) RNAV REQUIRED FOR HOLDING, IN CASE OF LOST COM FOR NON-RNAV EQUIPPED ACFT DISREGARD ETA AND START APPROACH WITHOUT DELAY.
d CIRCLING NOT AUTHORIZED NORTH OF RWY 09/27.
e HPMA

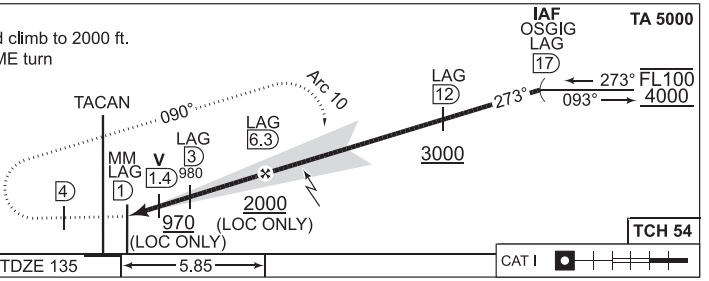
IAF OSGIG
53°52.71'N
012°45.61'E

5°E 2026



EMERG SAFE ALT 100 NM 2500

MISSED APPROACH
Climb straight ahead and climb to 2000 ft.
When passing LAG/4 DME turn right to track 090°.
Intercept LAG Arc 10 and return to final.



CATEGORY	A	B	C	D	E
ILS Z 27	**335** - 0.8 200 (200-0.8/1.6)				**NOT AUTHORIZED**
LOC Z 27	**480** - 0.8 345 (400-0.8/1.6)		**480** - 1.2 345 (400-1.2/1.6)	**480** - 1.2 345 (400-1.2/2.0)	**NOT AUTHORIZED**
d CIRCLING	**550** - 1.9 410 (500-1.9)	**640** - 2.3 500 (500-2.3)	**1180** - 4.9 1040 (1100-4.9)		**1070** - 4.3 930 e (1000-4.3)

MIPS

CHANGE: VAR (04/26)

ACC 16 APR 2026

ILS or LOC Z RWY 27 53°55.09'N 012°16.76'E **LAAGE (ETNL)**

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 140

TACAN RWY 27
LAAGE (ETNL)

BREMEN RADAR	LAAGE RADAR	LAAGE TOWER	LAAGE ATIS
259.825 124.175	376.400 133.105	336.400 118.430	134.605

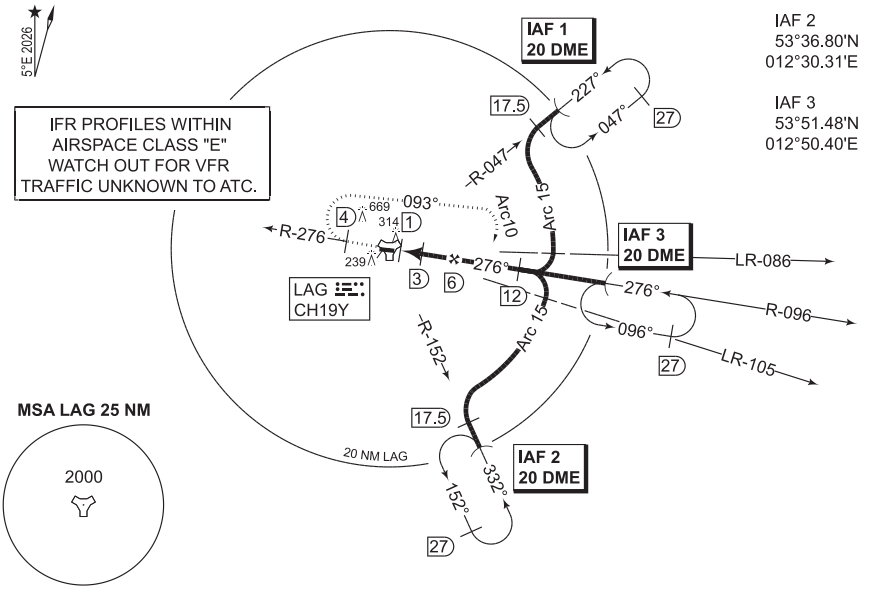
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	TDZE	ALS-LENGTH	LDA
LAG CH19Y	276°	1900	5.2%	**530**	135	900 M	8268

NOTE:
a) TIMING NOT AUTHORIZED FOR DEFINING THE MAPT.
b CIRCLING NOT AUTHORIZED NORTH OF RWY 09/27.
c HPMA

IAF 1
54°07.43'N
012°43.97'E

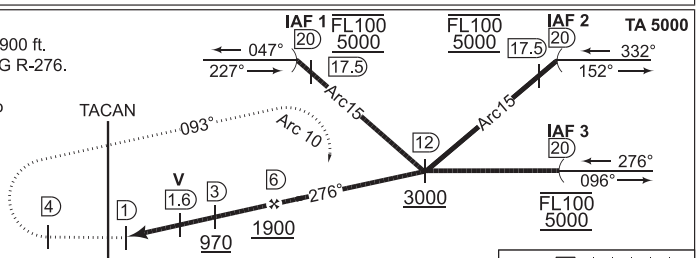
IAF 2
53°36.80'N
012°30.31'E

IAF 3
53°51.48'N
012°50.40'E



EMERG SAFE ALT 100 NM 2500

MISSED APPROACH
Climb straight ahead to 1900 ft.
Proceed outbound on LAG R-276.
When passing LAG
R-276/4 DME turn right to
track 093°.
Intercept LAG Arc 10 and
return to final.



CATEGORY	A	B	C	D	E
TACAN 27	**530** - 0.8 395 (400-0.8/1.6)		**530** - 1.2 395 (400-1.2/1.6)	**530** - 1.2 395 (400-1.2/2.0)	**530** - 1.6 395 (400-1.6/2.4)
b CIRCLING	**550** - 1.9 410 (500-1.9)	**640** - 2.3 500 (500-2.3)	**1180** - 4.9 1040 (1100-4.9)		**1070** - 4.3 930 c (1000-4.3)
PAR 27	**319** - 0.8/550 208 (300-0.8/1.2)				

MIPS

CHANGE: VAR (042/26)

ACC 16 APR 2026

TACAN RWY 27

53°55.09'N
012°16.76'E

LAAGE (ETNL)

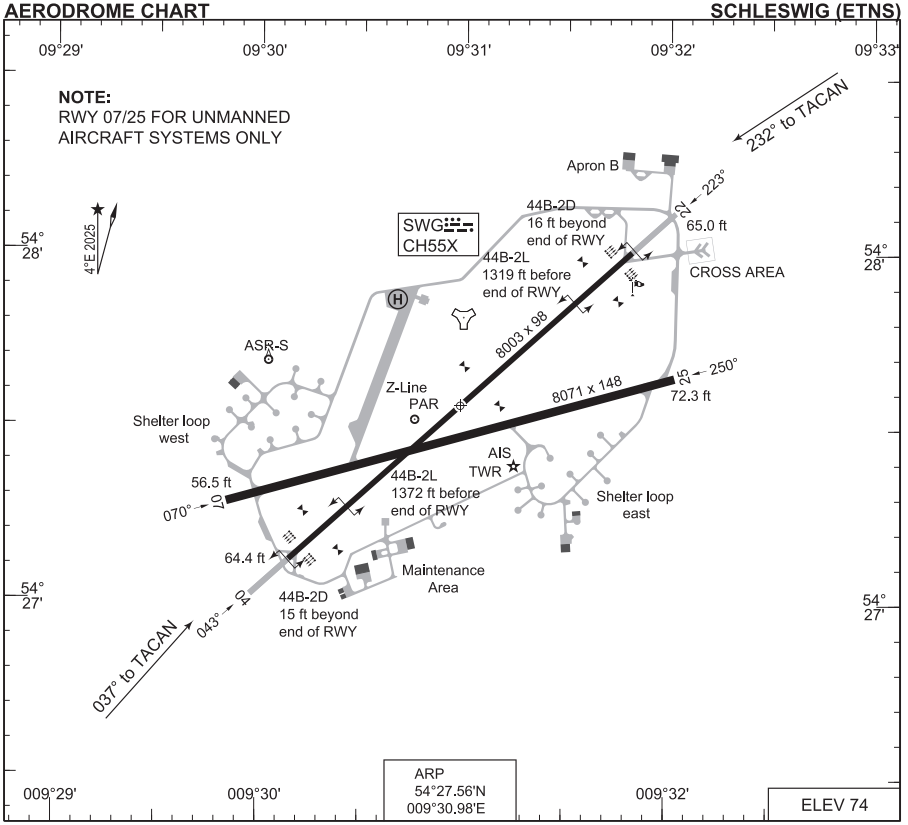
SCHLESWIG (ETNS)

AERODROME CHART

TACAN RWY 04

TACAN RWY 22

SID ETNS 1A - 2B



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
04	54 F/B/W/T	8003	8003	8003	8003	3.0°		70	54°27.12'N 009°30.15'E
22	54 F/B/W/T	8003	8003	8003	8003	3.0°		69	54°28.00'N 009°31.82'E

SCHLESWIG TOWER 246.500 135.155
SCHLESWIG RADAR 376.825 399.525 388.525 142.050 SSR 4230 - 4237

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	PANS-OPS	04	3.0°	40		750	ABCDE	MIPS	264 - 0.8/550 200 (200-0.8/1.2)
	PANS-OPS	22	3.0°	38		750	ABCDE	MIPS	265 - 0.8/550 200 (200-0.8/1.2)

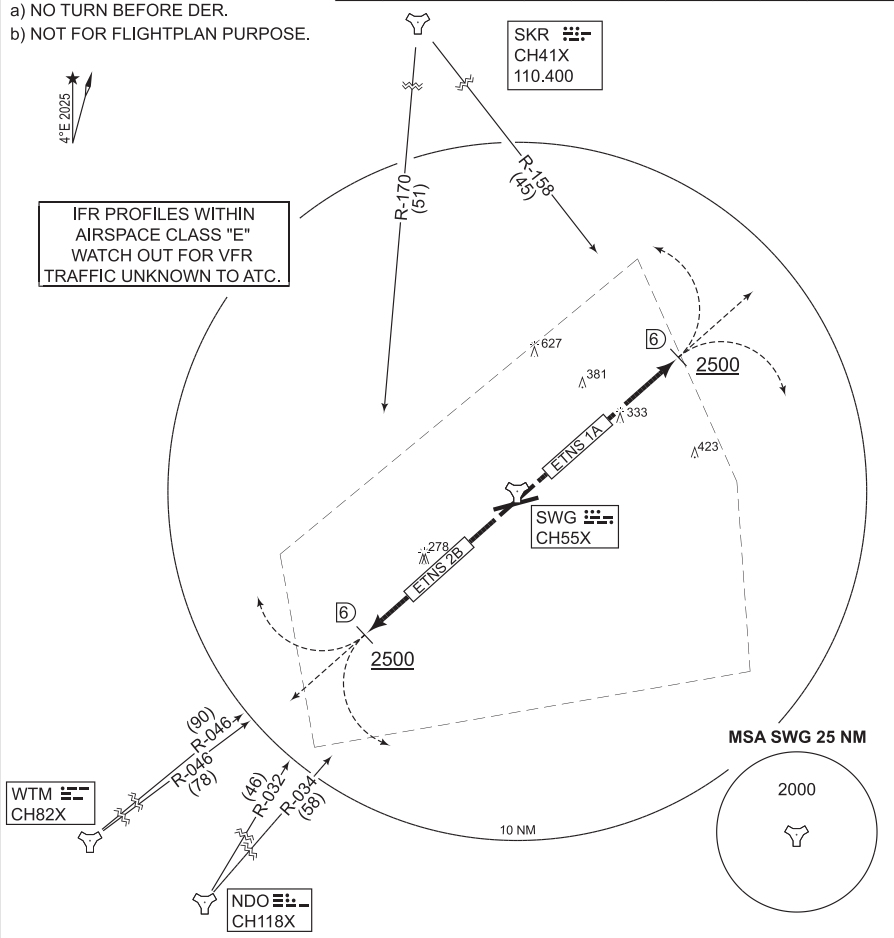
CHANGE: VAR, RWY, MINIMA (174/25)

ACC 30 OCT 2025

BREMEN RADAR	SCHLESWIG RADAR	SCHLESWIG TOWER	SCHLESWIG RFIS
299.100 124.075	376.825 142.050	246.500 135.155	118.555

RWY	from - to	60	120	180	240	300	360	Reason
04	DER - 3500 ft	437	874	1311	1748	2185	2622	ATC
22	DER - 3500 ft	468	936	1404	1872	2340	2808	ATC

NOTE:
a) NO TURN BEFORE DER.
b) NOT FOR FLIGHTPLAN PURPOSE.



TA 5000

EMERG SAFE ALT 100 NM 2300

ETNS 1A (RWY 04)	- Climb straight ahead to 2500 ft - Continue as cleared by ATC CLIMBOUT RESTRICTION: Reach 2500 ft within 6 DME - INITIAL CLIMB: 4000 ft
ETNS 2B (RWY 22)	- Climb straight ahead to 2500 ft - Continue as cleared by ATC CLIMBOUT RESTRICTION: Reach 2500 ft within 6 DME - INITIAL CLIMB: 4000 ft

CHANGE: EDITORIAL (083/26)

ACC 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 74

TACAN RWY 04
SCHLESWIG (ETNS)

BREMEN RADAR	SCHLESWIG RADAR	SCHLESWIG TOWER	SCHLESWIG RFIS
299.100 124.075	376.825 142.050	246.500 135.155	118.555

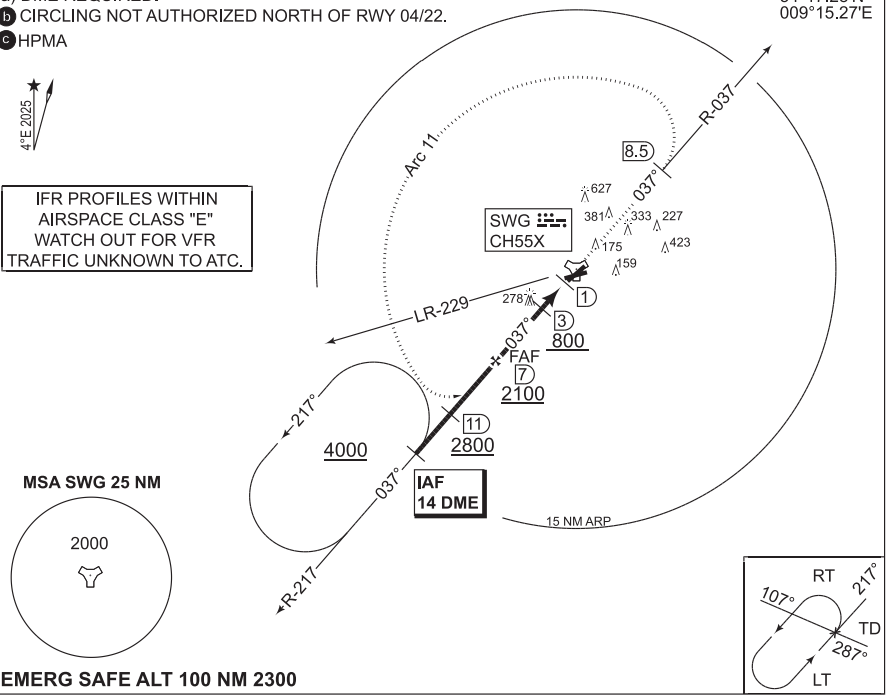
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA/DA	THR ELEV	ALS-LENGTH	LDA
SWG CH55X 111.800	037°	2100	5.2%	**See CAT**	64	900 M	8003

NOTE:
a) DME REQUIRED.
b CIRCLING NOT AUTHORIZED NORTH OF RWY 04/22.
c HPMA

IAF
54°17.28'N
009°15.27'E

4°E 2025

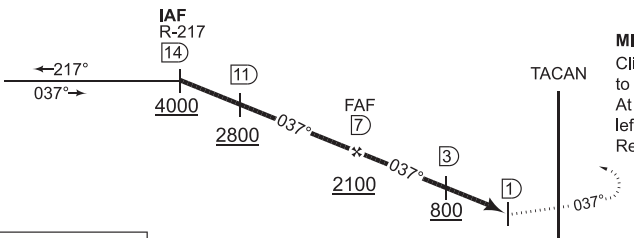
IFR PROFILES WITHIN AIRSPACE CLASS "E" WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.



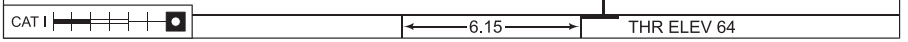
MSA SWG 25 NM

EMERG SAFE ALT 100 NM 2300

TA 5000



MISSED APPROACH
Climb on SWG R-037 to 2800 ft.
At SWG DME 8.5 turn left and join SWG ARC 11.
Return to Final.



CATEGORY	A	B	C	D	E
TACAN 04	**420** - 0.9 355 (400-0.9/1.5)		**420** - 0.9 355 (400-0.9/1.6)		
PAR 04	**264** - 0.8/550 200 (200-0.8/1.2)				
b CIRCLING	**520** - 2.1 446 (500-2.1)	**580** - 2.4 506 (600-2.4)	**790** - 3.3 716 (800-3.3)	c **690** - 3.2 616 (700-3.2)	

MIPS

CHANGE: IAF (014/26)

ACC 19 FEB 2026

TACAN RWY 04

54°27.56'N
009°30.98'E

SCHLESWIG (ETNS)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 74

TACAN RWY 22
SCHLESWIG (ETNS)

BREMEN RADAR	SCHLESWIG RADAR	SCHLESWIG TOWER	SCHLESWIG RFIS
299.100 124.075	376.825 142.050	246.500 135.155	118.555

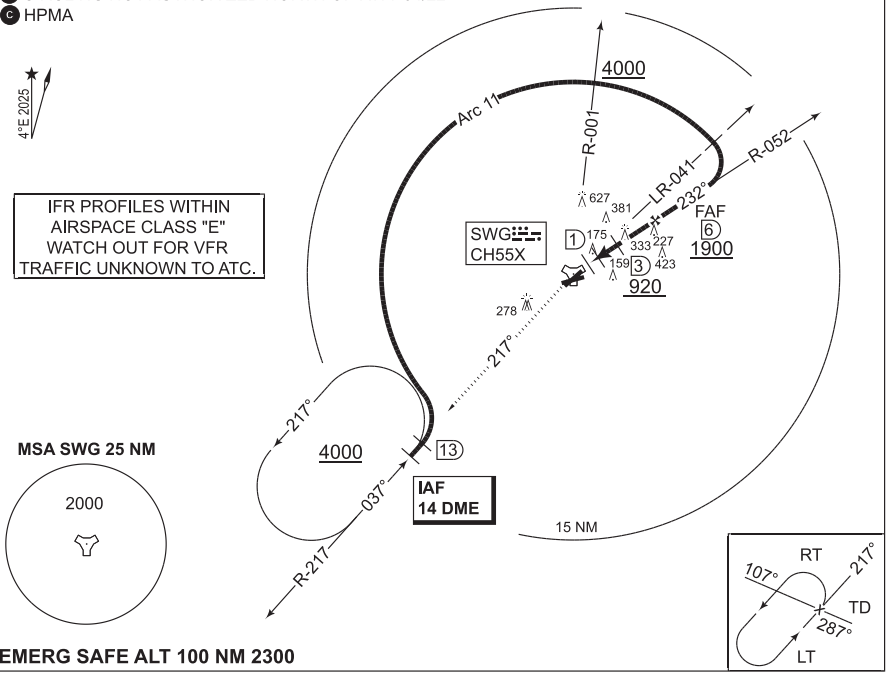
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA/DA	THR ELEV	ALS-LENGTH	LDA
SWG CH55X 111.800	232°	1900	5.2%	**See CAT**	65	900 M	8003

NOTE:
a) DME REQUIRED.
ⓑ CIRCLING NOT AUTHORIZED NORTH OF RWY 04/22.
ⓒ HPMA

IAF
54°17.28'N
009°15.27'E

4°E 2025

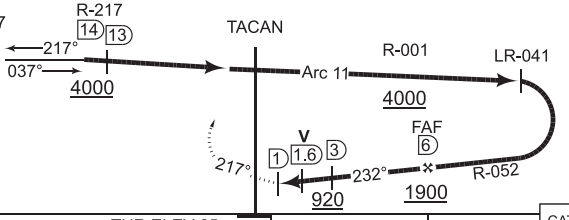
IFR PROFILES WITHIN AIRSPACE CLASS "E" WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.



EMERG SAFE ALT 100 NM 2300

MISSED APPROACH
Climb to 4000 ft, intercept SWG R-217 outbound and enter holding.

TA 5000



CATEGORY	A	B	C	D	E
TACAN 22	**470** - 1.2 405 (500-1.2/1.5)		**470** - 1.2 405 (500-1.2/1.9)		
PAR 22	**265** - 0.8/550 200 (200-0.8/1.2)				
ⓑ CIRCLING	**520** - 2.1 446 (500-2.1)	**580** - 2.4 506 (600-2.4)	**790** - 3.3 716 (800-3.3)	ⓒ **690** - 3.2 616 (700-3.2)	

MIPS

CHANGE: HOLDING (014/26)

ACC 19 FEB 2026

TACAN RWY 22

54°27.56'N
009°30.98'E

SCHLESWIG (ETNS)

WITTMUNDHAFEN (ETNT)

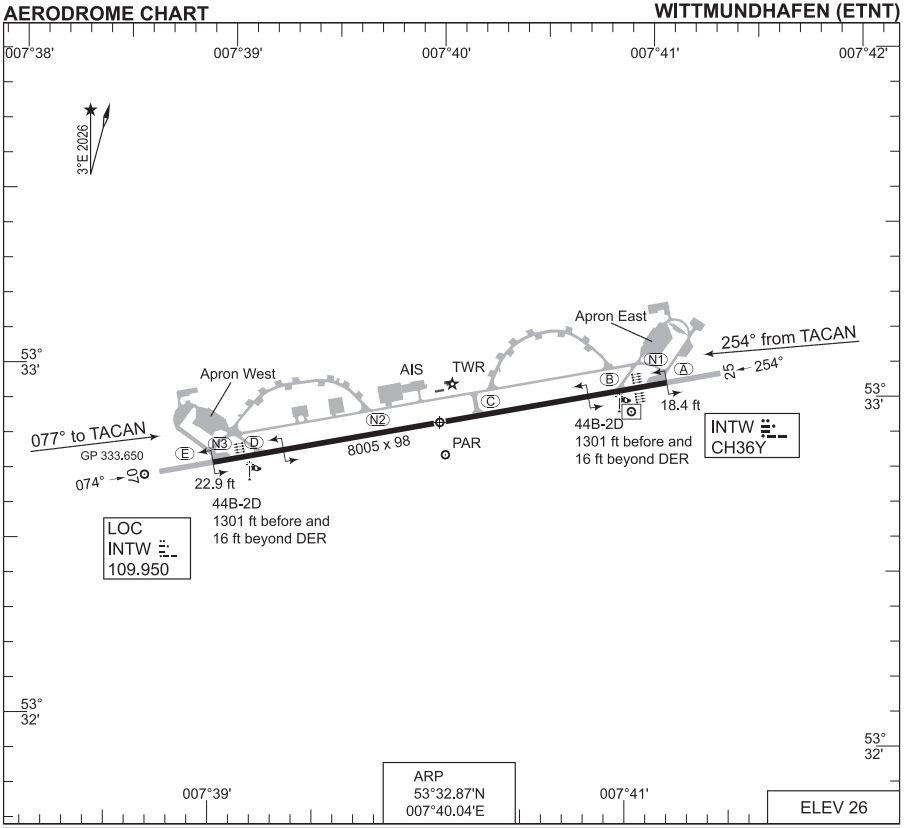
AERODROME CHART

TACAN RWY 07

ILS or LOC RWY 25

TACAN RWY 25

SID ETNT 1E - 2W



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
07	110 R/A/W/T	8005	8005	8005	8005	3.0°		25	53°32.74'N 007°38.96'E
25	110 R/A/W/T	8005	8005	8005	8005	3.0°		22	53°33.01'N 007°41.12'E

WITTMUND TOWER 247.950 118.730 122.100
WITTMUND RADAR 298.250 131.015 SSR 4210 - 4217

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	PANS-OPS	07	3.0°	32		584	ABCD	MIPS	223 - 0.8/550 200 (200-0.8/1.2)
	PANS-OPS	25	3.0°	32		590	ABCD	MIPS	219 - 0.8/550 200 (200-0.8/1.2)

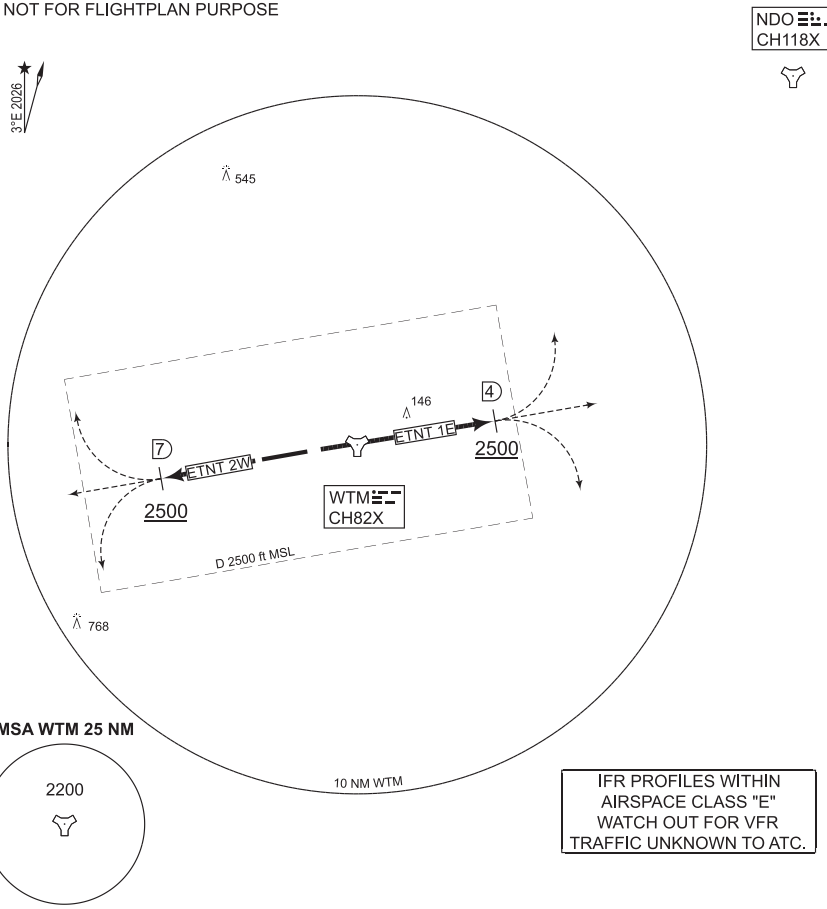
CHANGE: VAR (015/26)

ACC 19 FEB 2026

WITTMUND TOWER	WITTMUND RADAR	BREMEN RADAR
247.950 118.730	298.250 131.015	240.600 124.800

RWY	from - to	60	120	180	240	300	360	Reason
07	DER - 2500 ft	454	908	1362	1816	2270	2724	ATC
25	DER - 2500 ft	580	1160	1740	2320	2900	3480	ATC

NOTE:
a) NO TURN BEFORE DER
b) NOT FOR FLIGHTPLAN PURPOSE



IFR PROFILES WITHIN
AIRSPACE CLASS "E"
WATCH OUT FOR VFR
TRAFFIC UNKNOWN TO ATC.

EMERG SAFE ALT 100 NM 2700 **TA 5000**

ETNT1E (RWY 07)	- Climb straight ahead to WTM/4 DME - Continue as cleared by ATC CLIMBOUT RESTRICTION: Reach 2500 ft within 4 DME
ETNT 2W (RWY 25)	- Climb straight ahead to altitude 2500 ft MSL - Continue as cleared by ATC CLIMBOUT RESTRICTION: Reach 2500 ft within 7 DME

PANS-OPS
INSTRUMENT APPROACH CHART

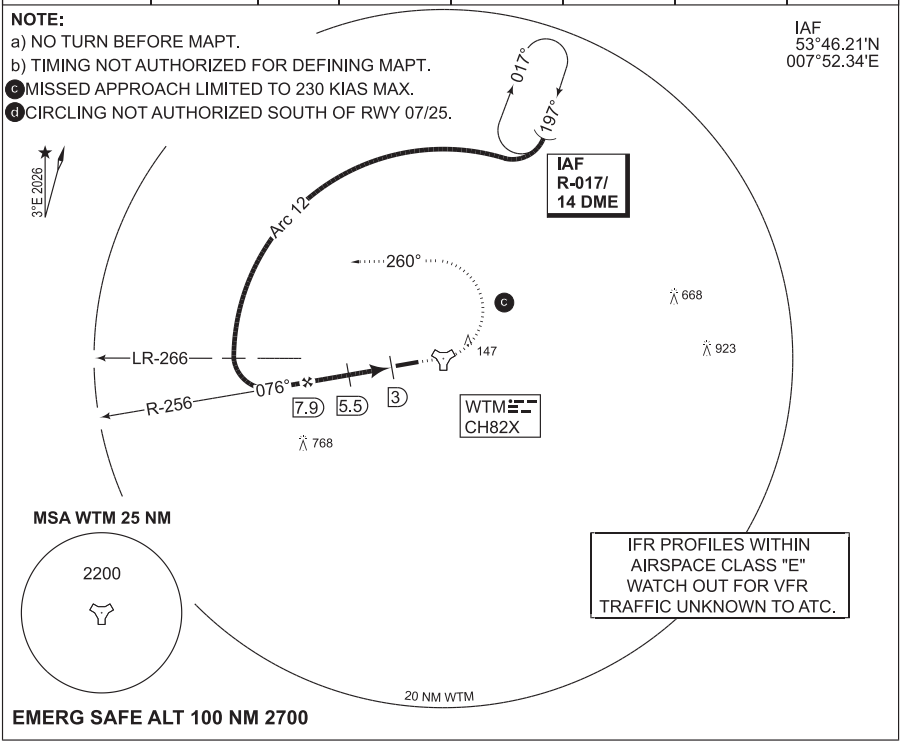
AD ELEV 26

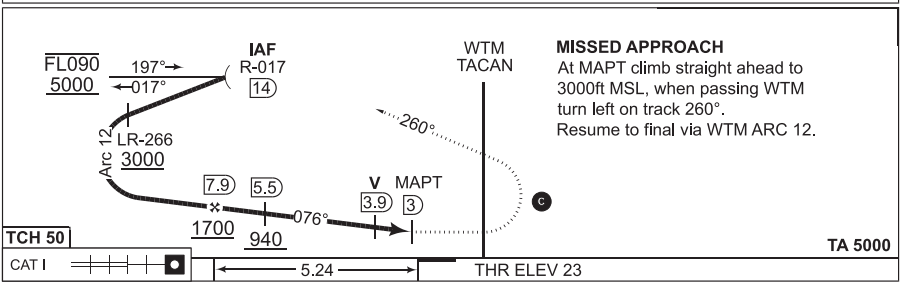
TACAN RWY 07
WITTMUNDHAFEN (ETNT)

BREMEN RADAR	WITTMUND RADAR	WITTMUND TOWER
240.600 124.800	298.250 131.015	247.950 118.730 122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS-LENGTH	LDA
WTM CH82X	076°	1700	5.2%	**410**	23	900 m	8005

NOTE:
a) NO TURN BEFORE MAPT.
b) TIMING NOT AUTHORIZED FOR DEFINING MAPT.
(c) MISSED APPROACH LIMITED TO 230 KIAS MAX.
(d) CIRCLING NOT AUTHORIZED SOUTH OF RWY 07/25.





	CATEGORY	A	B	C	D	HPMA
MIPS	TACAN 07	**410** - 1.1 386 (400-1.1/1.5)		**410** - 1.1 386 (400-1.1/1.8)		**NOT AUTHORIZED**
MIPS	(d) CIRCLING	**490** - 2.2 464 (500-2.2)	**560** - 2.4 534 (600-2.4)	**1020** - 4.5 994 (1000-4.5)	**1060** - 4.5 1034 (1100-4.9)	**580** - 3.2 554 (600-3.2)
MIPS	PAR 07	**223** - 0.8 200 (200-0.8/1.2)				**NOT AUTHORIZED**

CHANGE: VAR (015/26)

ACC 19 FEB 2026

TACAN RWY 07

53°32.87'N
007°40.04'E

WITTMUNDHAFEN (ETNT)

PANS-OPS
INSTRUMENT APPROACH CHART

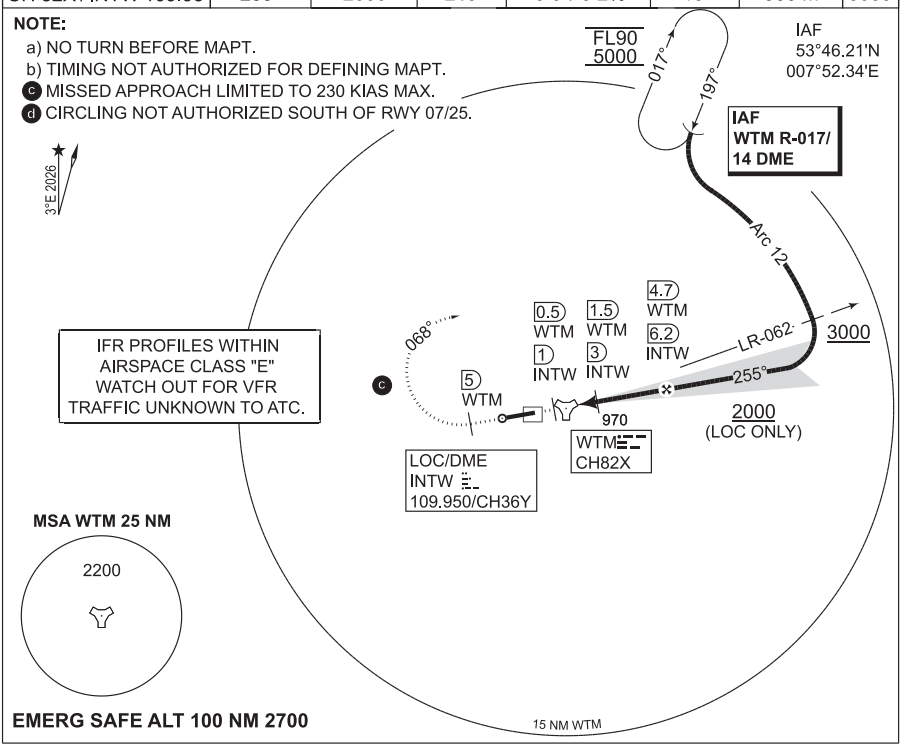
AD ELEV 26

ILS or LOC RWY 25
WITTMUNDHAFEN (ETNT)

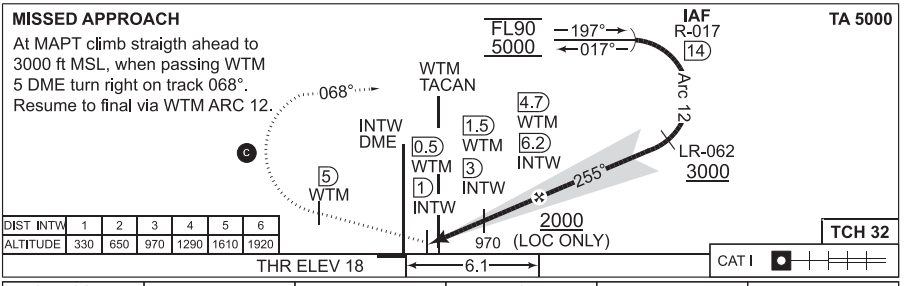
BREMEN RADAR	WITTMUND RADAR	WITTMUND TOWER
240.600 124.800	298.250 131.015	247.950 118.730 122.100

TACAN / LOCALIZER	APP COURSE	GS INTCP ALT	DA	DESCENT GR	THR ELEV	ALS-LENGTH	LDA
CH 82X / INTW 109.95	255°	2000	**219**	3.0°/ 5.2%	18	900 m	8005

NOTE:
a) NO TURN BEFORE MAPT.
b) TIMING NOT AUTHORIZED FOR DEFINING MAPT.
c MISSED APPROACH LIMITED TO 230 KIAS MAX.
d CIRCLING NOT AUTHORIZED SOUTH OF RWY 07/25.



MISSED APPROACH
At MAPT climb straigth ahead to 3000 ft MSL, when passing WTM 5 DME turn right on track 068°. Resume to final via WTM ARC 12.



CATEGORY	A	B	C	D	HPMA
ILS 25	**219** - 0.8 550 200 (200-0.8/1.2)				**NOT AUTHORIZED**
LOC 25	**490** - 1.5 471 (500-1.5)		**490** - 1.5 471 (500-1.5/2.2)		**NOT AUTHORIZED**
d CIRCLING	**490** - 2.2 464 (500-2.2)	**560** - 2.4 534 (600-2.4)	**1020** - 4.5 994 (1000-4.5)	**1060** - 4.5 1034 (1100-4.9)	**580** - 3.2 554 (600-3.2)

MIPS

CHANGE: VAR (015/26)

ACC 19 FEB 2026

ILS or LOC RWY 25

53°32.87'N
007°40.04'E

WITTMUNDHAFEN (ETNT)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 26

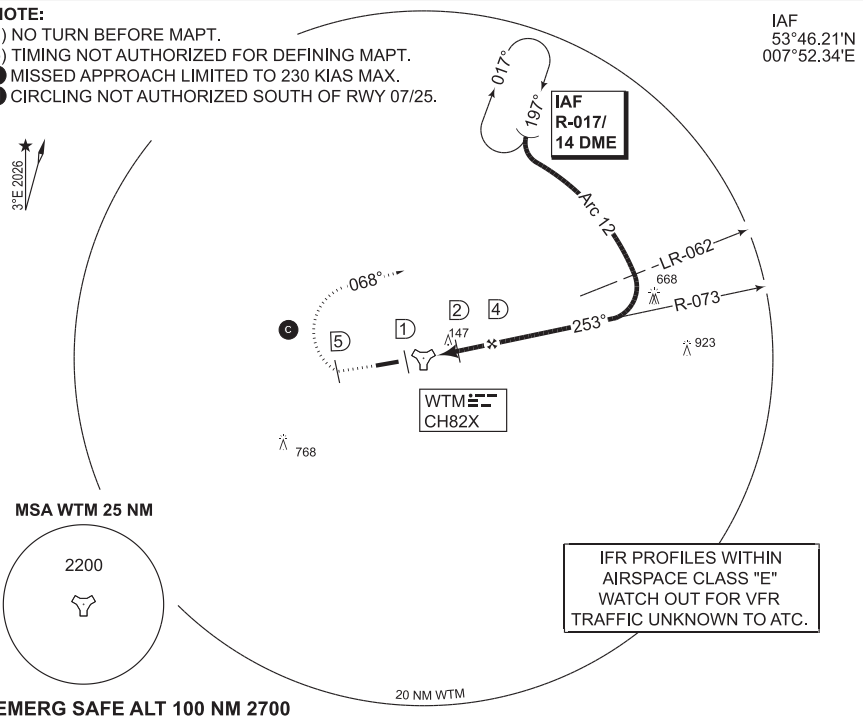
TACAN RWY 25
WITTMUNDHAFEN (ETNT)

BREMEN RADAR	WITTMUND RADAR	WITTMUND TOWER
240.600 124.800	298.250 131.015	247.950 118.730 122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS-LENGTH	LDA
WTM CH82X	253°	1800	5.2%	**400**	18	900 m	8005

NOTE:
a) NO TURN BEFORE MAPT.
b) TIMING NOT AUTHORIZED FOR DEFINING MAPT.
c) MISSED APPROACH LIMITED TO 230 KIAS MAX.
d) CIRCLING NOT AUTHORIZED SOUTH OF RWY 07/25.

IAF
53°46.21'N
007°52.34'E

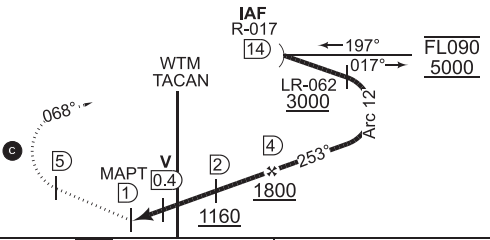


EMERG SAFE ALT 100 NM 2700

MISSED APPROACH

At MAPt climb straight ahead to 3000ft MSL, when passing WTM 5 DME turn right on track 068°. Resume to final via WTM ARC 12.

TA 5000



THR ELEV 18 — 5.44 — **TCH 50** — CAT I

	CATEGORY	A	B	C	D	HPMA
MIPS	TACAN 25	**400** - 1.1 381 (400-1.1/1.5)		**400** - 1.1 381 (400-1.1/1.8)		**NOT AUTHORIZED**
MIPS	d CIRCLING	**490** - 2.2 464 (500-2.2)	**560** - 2.4 534 (600-2.4)	**1020** - 4.5 994 (1000-4.5)	**1060** - 4.5 1034 (1100-4.9)	**580** - 3.2 554 (600-3.2)
MIPS	PAR 25	**219** - 0.8 200 (200-0.8/1.2)				**NOT AUTHORIZED**

CHANGE: VAR (015/26)

ACC 19 FEB 2026

TACAN RWY 25

53°32.87'N
007°40.04'E

WITTMUNDHAFEN (ETNT)

RONNEBY AB (ESDF)

AERODROME CHART

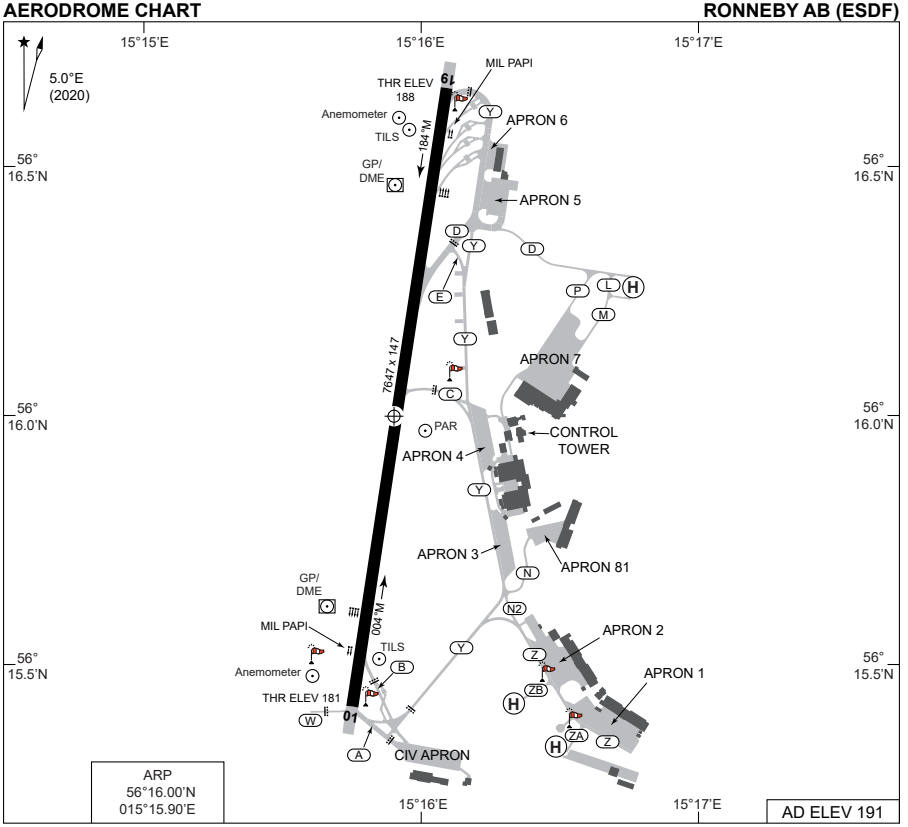
ILS or LOC RWY 01

ILS or LOC RWY 19

PAR RWY 01

PAR RWY 19

WP LIST



RWY	PCN	TORA	TODA	ASDA	LDA		PAPI	ALS	THR ELEV	THR PSN
01	50	7647	7647	7647	7647		3.0°	CAT I	181	56°15.42'N 015°15.75'E
19	50	7647	7647	7647	7647		3.0°	CAT I	188	56°16.66'N 015°16.09'E

RONNEBY TOWER: 119.200
RONNEBY GROUND: 121.850
ATIS: N/A

MILITARY EQUIPMENT
MIL PAPI RWY 01/19 GP 2,86° (5%).
Arresting nets beyond ends of RWY 01,19 raised outside ATS ordinary hours.
Marker boards: On both sides of ends and 600m before ends of RWY 01, 19.

OMNIDIRECTIONAL DEPARTURES
RWY 01:
CLIMB STRAIGHT AHEAD TO MNM TURNING ALT 700 FT.

RWY 19:
CLIMB STRAIGHT AHEAD TO MNM TURNING ALT 600 FT.

STANDARD DEPARTURE MIL JET IFR AND VFR
Applicable to take-off / touch and go landing /go.
Note: Follow ATS clearance after standard departure.
Standard departure will not be read out in ATC clearance.

Standard departure RWY 01:
Climb straight ahead with a climb angle of 3° - 5° to Turning Point (TP01). At TP01 turn right to HDG 030° and continue climb with a minimum climb angle of 5°. Continue on HDG 030° to distance 5.4 NM from ARP thereafter follow ATC clearance.
Definition of TP 01: Runway end 0.7 NM from ARP.

Standard departure RWY 19:
Climb straight ahead with a climb angle of 3° - 5° to Turning Point (TP19). At TP19 turn right to HDG 220° and continue climb with a minimum climb angle of 5°. Continue on HDG 220° to distance 5.4 NM from ARP thereafter follow ATC clearance.
Definition of TP 19: Railroad distance 1.0 NM from ARP.

CHANGES: TWY W, GRASS RWY REMOVED, MIL JET SPEED REMOVED, TILS, PAR AND ANEMOMETER ADDED

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 191

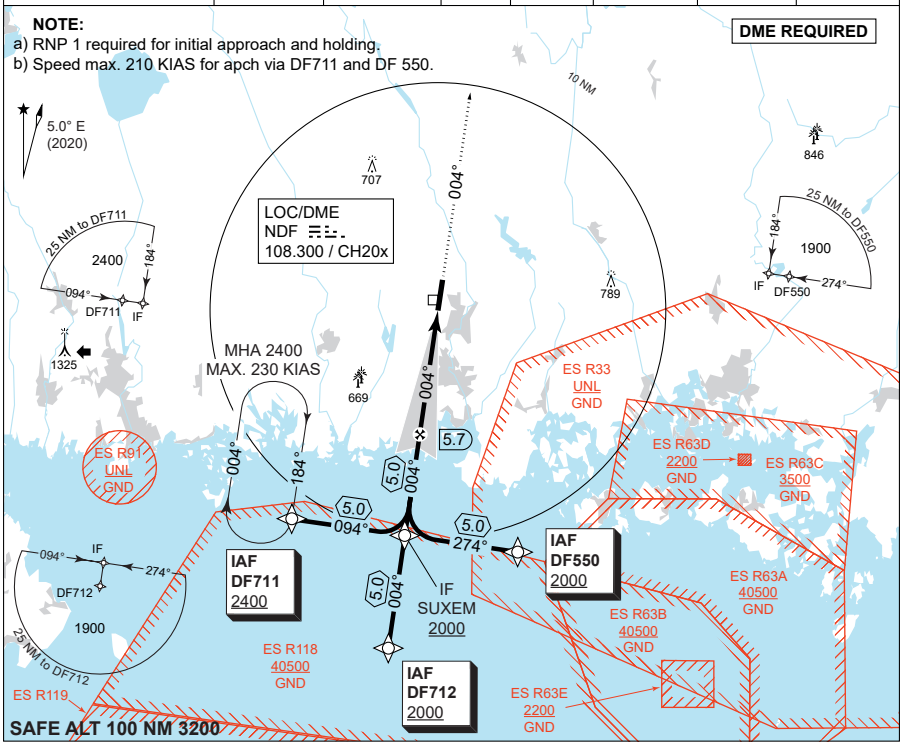
ILS or LOC RWY 01
RONNEBY AB (ESDF)

RONNEBY APPROACH	RONNEBY TOWER	GROUND
128.450 129.900	119.200	121.850

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR ELEV	ALS	LDA
NDF 108.300 / CH 20x	004°	2000	3.00°	**381**	181	900 M	7647 FT

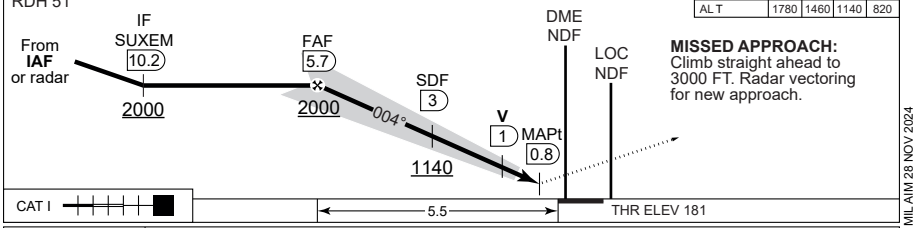
NOTE:
a) RNP 1 required for initial approach and holding.
b) Speed max. 210 KIAS for apch via DF711 and DF 550.

DME REQUIRED



TA 5000
GS 3.00°
RDH 51

CDFA: 3.00° / 5.24%				
DME NDF	5	4	3	2
DIST THR	4.8	3.8	2.8	1.8
AL T	1780	1460	1140	820



MISSED APPROACH:
Climb straight ahead to 3000 FT. Radar vectoring for new approach.

CHANGES: NEW PROCEDURE.

MIPS	CATEGORY	D
	S-ILS 01	**381** - 550 200 (200-0.8/1.2)
	S-LOC 01	**540** - 900 359 (400-0.9/1.6)
	CIRCLING	**1070** - 3.6 879 (900-3.6)

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 191

PAR RWY 01

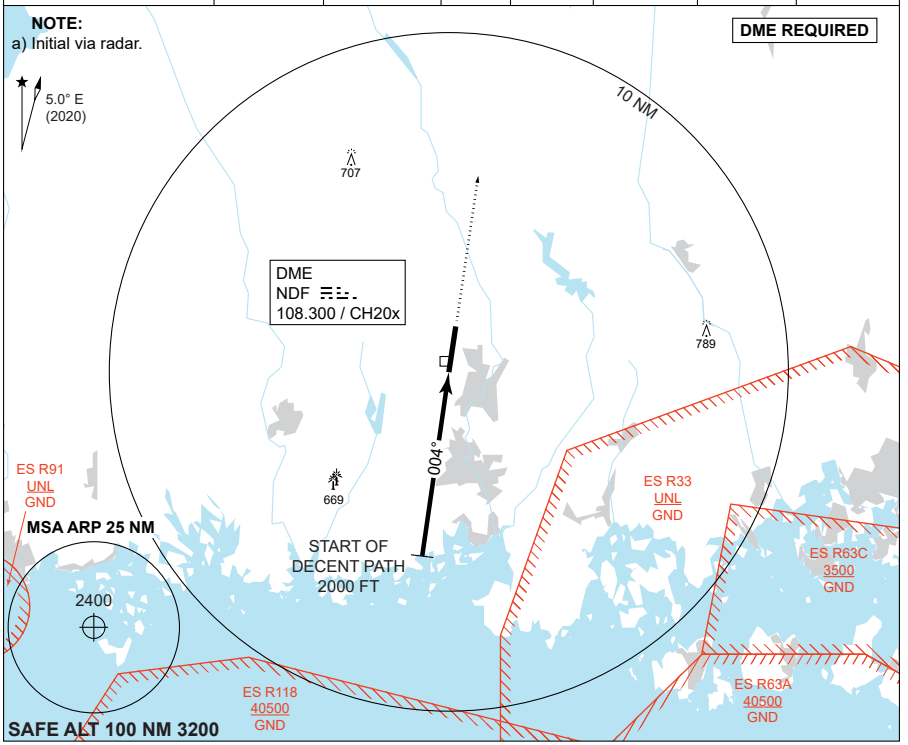
RONNEBY AB (ESDF)

RONNEBY APPROACH	RONNEBY PRECISION (PAR)	RONNEBY TOWER	GROUND
128.450 129.900	134.100 118.000	119.200	121.850

DME	APP COURSE	GS INTCPT ALT	PAR GS	DA	THR ELEV	ALS	LDA
NDF 108.300 / CH 20x	004°	2000	3.00°	**411**	181	900 M	7647 FT

NOTE:
a) Initial via radar.

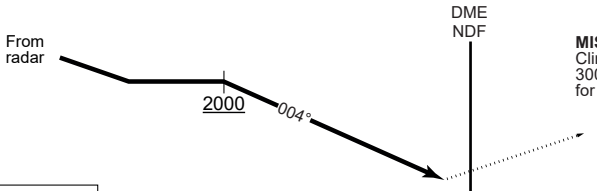
DME REQUIRED



TA 5000
GS 3.00°
RDH 53

CDFA: 3.00° / 5.24%

DME NDF	5	4	3	2
DIST THR	4.8	3.8	2.8	1.8
AL T	1780	1460	1140	820



MISSED APPROACH:
Climb straight ahead to 3000 FT. Radar vectoring for new approach.

CAT I

CHANGES: NEW PROCEDURE.

MIPS	CATEGORY	D
	S-PAR 01	**411** - 550 230 (300-0.8/1.2)
	CIRCLING	**1070** - 3.6 879 (900-3.6)

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

PAR RWY 01

56°16.00'N
015°15.90'E

RONNEBY AB (ESDF)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 191

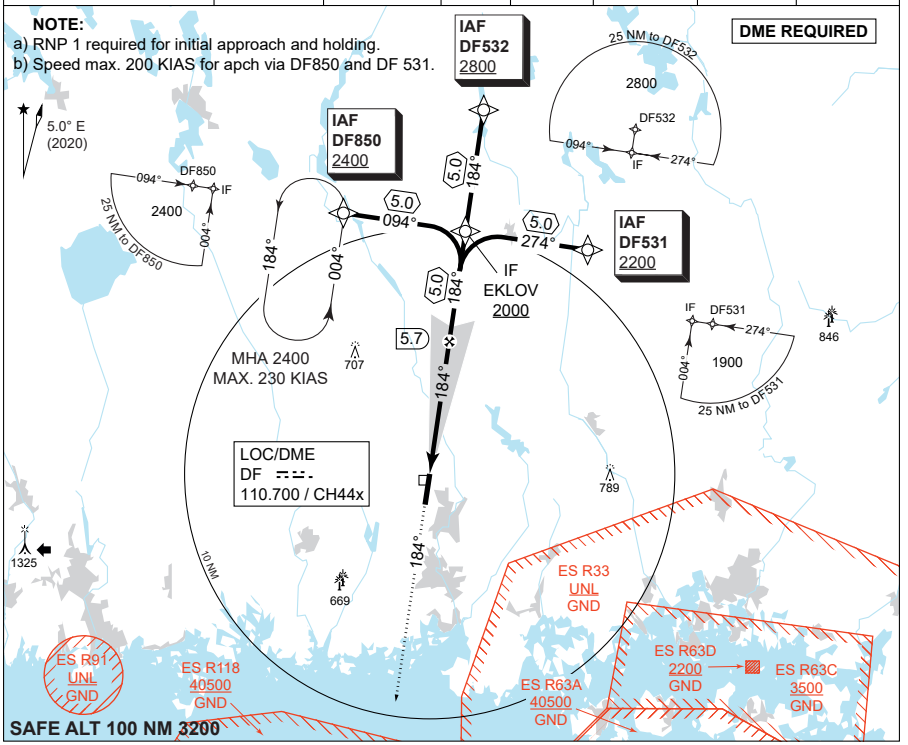
ILS or LOC RWY 19
RONNEBY AB (ESDF)

RONNEBY APPROACH	RONNEBY TOWER	GROUND
128.450 129.900	119.200	121.850

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR ELEV	ALS	LDA
DF 110.700 / CH 44x	184°	2000	3.00°	**388**	188	900 M	7647 FT

NOTE:
a) RNP 1 required for initial approach and holding.
b) Speed max. 200 KIAS for apch via DF850 and DF 531.

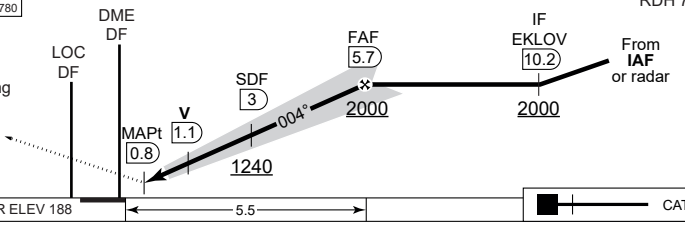
DME REQUIRED



CDFA: 3.00° / 5.24%				
DME DF	2	3	4	5
DIST THR	1.8	2.8	3.8	4.8
ALT	830	1150	1470	1780

TA 5000
GS 3.00°
RDH 72

MISSED APPROACH:
Climb straight ahead to 3000 FT. Radar vectoring for new approach.



CHANGES: NEW PROCEDURE.

MIPS

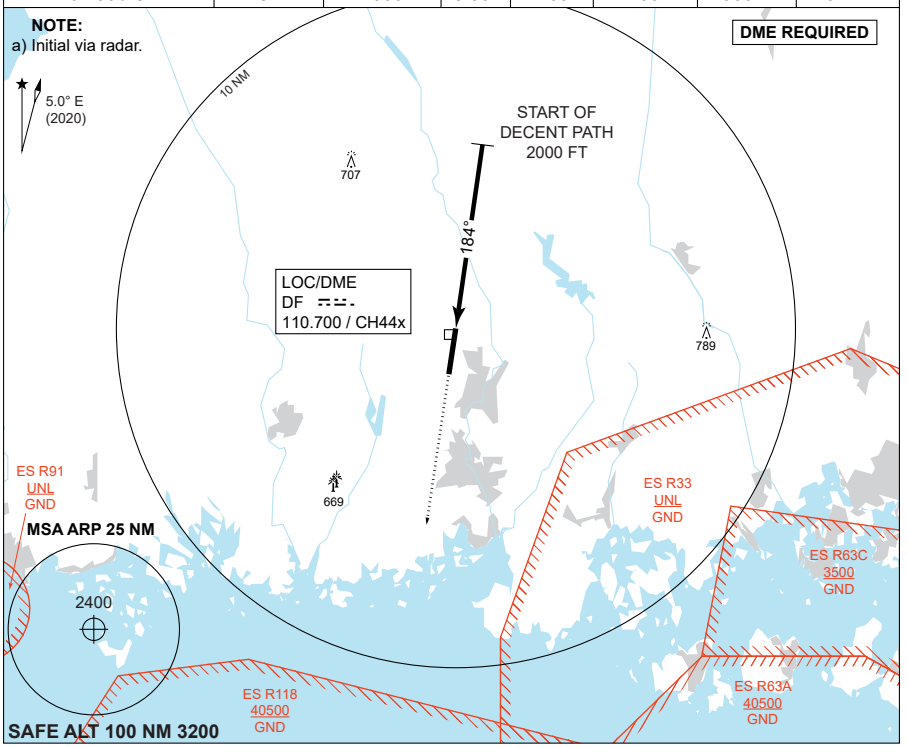
CATEGORY	D
S-ILS 19	**388** - 550 200 (200-0.8/1.2)
S-LOC 19	**610** - 1200 419 (500-1.2/1.9)
CIRCLING	**1070** - 3.6 879 (900-3.6)

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

AD ELEV 191

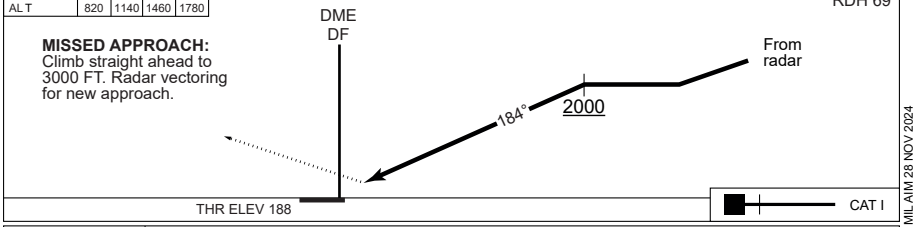
RONNEBY APPROACH	RONNEBY PRECISION (PAR)	RONNEBY TOWER	GROUND
128.450 129.900	134.100 118.000	119.200	121.850

DME	APP COURSE	GS INTCPT ALT	PAR GS	DA	THR ELEV	ALS	LDA
DF 110.700 / CH 44x	184°	2000	3.00°	**463**	188	900 M	7647 FT



CDFA: 3.00° / 5.24%				
DME DF	2	3	4	5
DIST THR	1.8	2.8	3.8	4.8
AL T	820	1140	1460	1780

TA 5000
GS 3.00°
RDH 69



MISSED APPROACH:
Climb straight ahead to 3000 FT. Radar vectoring for new approach.

CATEGORY	D
S-PAR 19	**463** - 600 275 (300-0.8/1.3)
CIRCLING	**1070** - 3.6 879 (900-3.6)

CHANGES: NEW PROCEDURE.

MIPS

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

Ronneby AB (ESDF) waypoint coordinates:

		CODING	DISPLAY
DF531	IAF	56 25 46.0N 015 27 43.1E	56 25.767N 015 27.718E
DF532	IAF	56 31 27.5N 015 20 11.0E	56 31.458N 015 20.183E
DF550	IAF	56 04 47.6N 015 21 52.6E	56 04.793N 015 21.877E
DF711	IAF	56 06 17.4N 015 04 13.6E	56 06.290N 015 04.227E
DF712	IAF	56 00 36.8N 015 11 43.2E	56 00.613N 015 11.720E
DF850	IAF	56 27 16.6N 015 09 54.6E	56 27.277N 015 09.910E
RWY01	THR	56 15 24.95N 015 15 45.17E	56 15.416N 015 15.753E
RWY19	THR	56 16 39.45N 015 16 05.63E	56 16.658N 015 16.094E

CHANGES: NEW CHART.

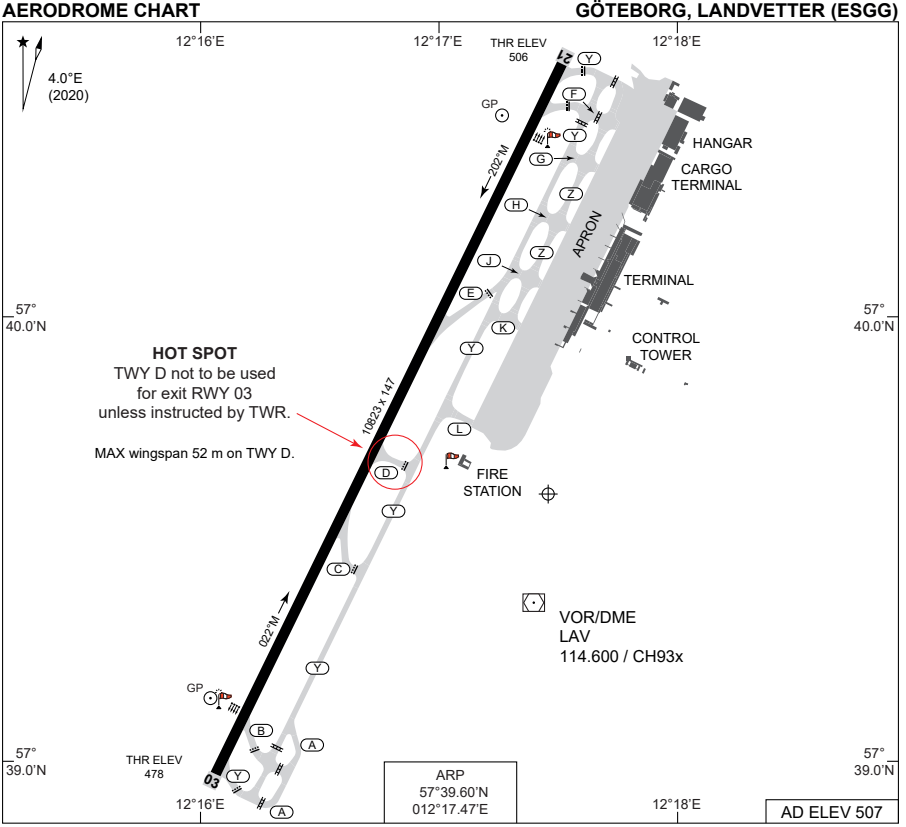
AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

GÖTEBORG, LANDVETTER (ESGG)

AERODROME CHART

ILS Z or LOC Z RWY 03

ILS Z or LOC Z RWY 21



RWY	PCN	TORA	TODA	ASDA	LDA		PAPI	ALS	THR ELEV	THR PSN
03	81	10823	10823	10823	10823		3.0°	CAT III	478	57°38.97'N 012°16.06'E
21	81	10823	10823	10823	10823		3.0°	CAT III	506	57°40.57'N 012°17.52'E

CLEARANCE DELIVERY	121.680	
LANDVETTER TOWER:	118.605	(Primary)
	123.100	(SAR)
LANDVETTER GROUND:	121.905	
ATIS:	118.380	
	114.600	(LAV VOR)

Call GROUND for Start-up, push-back and taxi instructions.

OMNIDIRECTIONAL DEPARTURES

RWY 03:
CLIMB STRAIGHT AHEAD TO MNM TURNING ALT 1000 FT.

RWY 21:
CLIMB STRAIGHT AHEAD TO MNM TURNING ALT 900 FT.

RNAV STARS and SIDs are not published in RDAF FLIP.

RNAV STARs at GÖTEBORG/Landvetter
RNAV 1 is required for these RNAV STARs. Operators receiving clearance via RNAV STAR and are unable flying RNAV 1, shall inform ATC by using phraseology "UNABLE RNAV STAR". ATC will then provide radar vectors.

RNAV SIDs at GÖTEBORG/Landvetter
All RNAV SIDS are based on RNAV 1. Operators receiving clearance via RNAV SID and are unable flying RNAV 1, shall inform ATC by using phraseology "UNABLE RNAV SID".

NOISE ABATEMENT PROCEDURES

Over the central parts of Göteborg aircraft should not be operated below 2000 ft AMSL except when necessary for take-off or landing.

Other noise sensitive areas to be avoided are shown in AIP Sweden (AD 2 ESGG).

CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

MIPS **ILS Z or LOC Z RWY 03**

INSTRUMENT APPROACH CHART AD ELEV 507 **GÖTEBORG, LANDVETTER (ESGG)**

GÖTEBORG APPROACH	LANDVETTER ATIS	LANDVETTER TOWER	LANDVETTER GROUND
124.680	118.380 114.600	118.605	121.905

LOC/DME	DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
SGG 110.300/CH40x	LAV 114.600	022°	3000 FT	3.00°	**678**	478	900 M	10823

NOTE:
a) Join GG708 via RNAV STAR or via radar vectors, max 45° intercept angle.
b) Max. 200 KIAS.
c) Min. 160 KIAS until 4.2 NM SGG.

DME REQUIRED

4.0°E (2020)

ES R125 1000 GND

1478

LOC/DME SGG 110.300 / CH40x

VOR/DME LAV 114.600 / CH93x

ES R62 1800 GND

022°

10 NM

SGG 7.9

IF GG708 b SGG 10.9 57°29.35'N 012°07.36'E

MISSED APPROACH COM FAILURE: Climb straight ahead to 3000 FT AMSL, turn left and join LAV DME-ARC 13 and continue on LAV DME-ARC 13 until LAV R-216. Turn left (not below 3000 ft AMSL) for a normal instrument approach.

MSA ARP 25 NM

15 NM

2500

3200

SAFE ALT 100 NM 3200

TA 5000
GS 3.00°
RDH 54

CDFA: 3.00° / 5.24%						
DME SGG	7	6	5	4	3	2
DIST THR	6.8	5.8	4.8	3.8	2.8	1.8
ALT	2710	2390	2080	1760	1440	1120

From RNAV STAR or radar

IF GG708 SGG 10.9

3000

FAF SGG 7.9

3000

022°

SDF SGG 4.0

V SGG 1.1

MAPt SGG 0.7

1760

LOC SGG

MISSED APPROACH: Climb straight ahead to 3000 FT. Radar vectoring for new approach.

CAT III

7.7

THR ELEV 478

MIPS	CATEGORY	D
	S-ILS 03	**678** - 550 200 (200-0.8/1.2)
	S-LOC 03	**860** - 1100 382 (400-1.1/1.8)
	CIRCLING	N/A

CHANGES: OM/MM WITHDRAWN. DME LAV REPLACED BY DME SGG AS PRIMARY DME. SDF, LOC MINIMA, CONTROLLING OBSTACLE ELEV, CDFA TABLE, TITLE.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

ILS Z or LOC Z RWY 03 57°39.60'N 012°17.47'E **GÖTEBORG, LANDVETTER (ESGG)**

MIPS

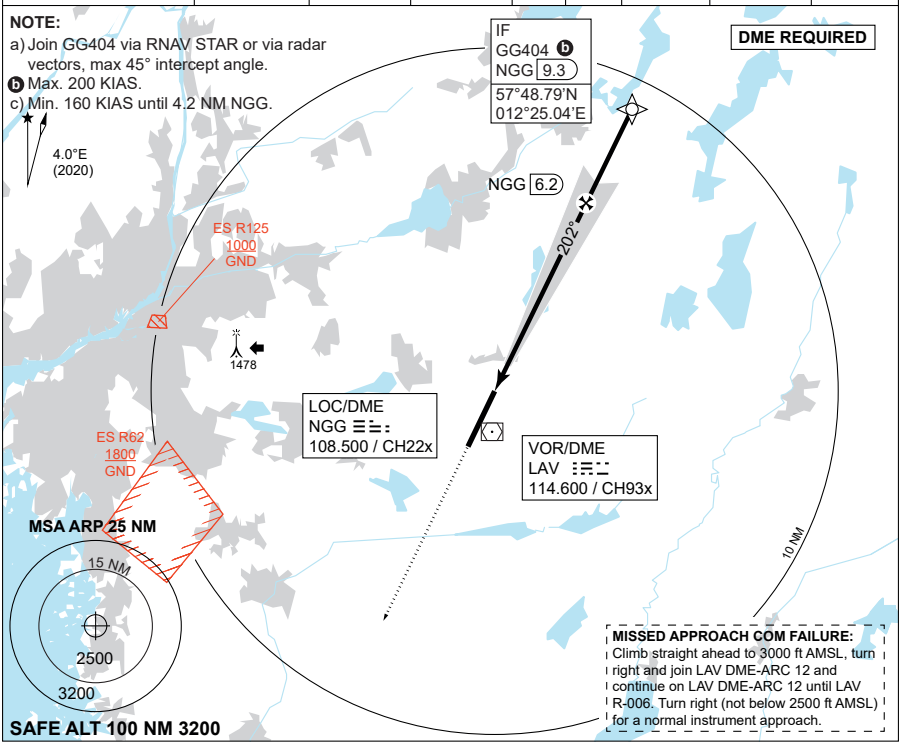
INSTRUMENT APPROACH CHART | AD ELEV 507 | **ILS Z or LOC Z RWY 21**

GÖTEBORG, LANDVETTER (ESGG)

GÖTEBORG APPROACH	LANDVETTER ATIS	LANDVETTER TOWER	LANDVETTER GROUND
124.680	118.380 114.600	118.605	121.905

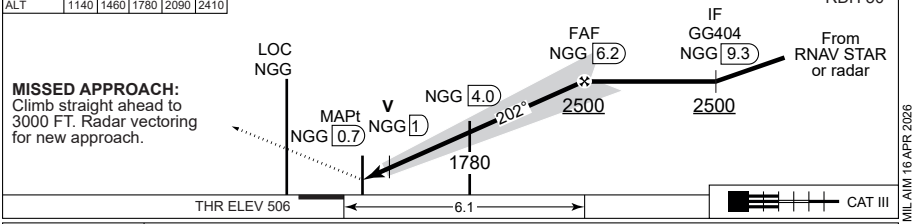
LOC/DME	DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
NGG 108.500/CH22x	LAV 114.600	202°	2500 FT	3.00°	**706**	506	900 M	10823

NOTE:
a) Join GG404 via RNAV STAR or via radar vectors, max 45° intercept angle.
b) Max. 200 KIAS.
c) Min. 160 KIAS until 4.2 NM NGG.



CDFA: 3.00° / 5.24%					
DME NGG	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
ALT	1140	1460	1780	2090	2410

TA 5000
GS 3.00°
RDH 50



CATEGORY	D
S-ILS 21	**706** - 550 200 (200-0.8/1.2)
S-LOC 21	**830** - 800 323 (400-0.8/1.5)
CIRCLING	N/A

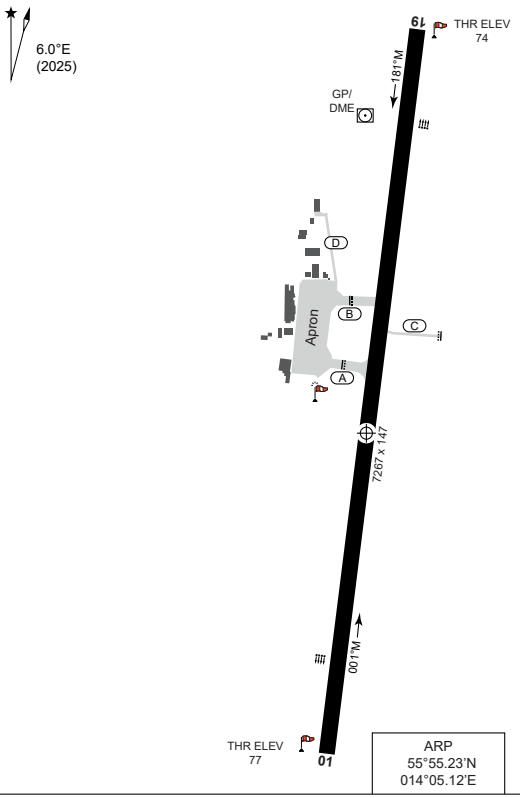
CHANGES: OM/MM WITHDRAWN. DME LAV REPLACED BY DME NGG AS PRIMARY DME. CHECK ALT. CONTROLLING OBSTACLE ELEV, CDFA TABLE, TITLE. IF NAME CORRECTED IN PROFILE VIEW.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

KRISTIANSTAD (ESMK)

AERODROME CHART

ILS or LOC RWY 19



RWY	PCN	TORA	TODA	ASDA	LDA		PAPI	ALS	THR ELEV	THR PSN
01	45	7267	8087	7267	7267		3.00°	NALS	77	55°54.71'N 014°05.00'E
19	45	7267	8415	7267	7267		3.25°	CAT I	74	55°55.89'N 014°05.26'E

KRISTIANSTAD TOWER: 129.355

REMARK: Electronic Flashing System lights to RWY 19 (870-330 m before THR) and crossbar.

OMNIDIRECTIONAL DEPARTURES:

RWY 01
CLIMB STRAIGHT AHEAD TO MNM TURNING ALT 500 FT AMSL.

RWY 19
CLIMB STRAIGHT AHEAD WITH MNM 230 FT/NM (3.8%) TO MNM TURNING ALT 1000 FT AMSL.

NOISE ABATEMENT PROCEDURES:

Overflying the community of Everöd should be avoided.

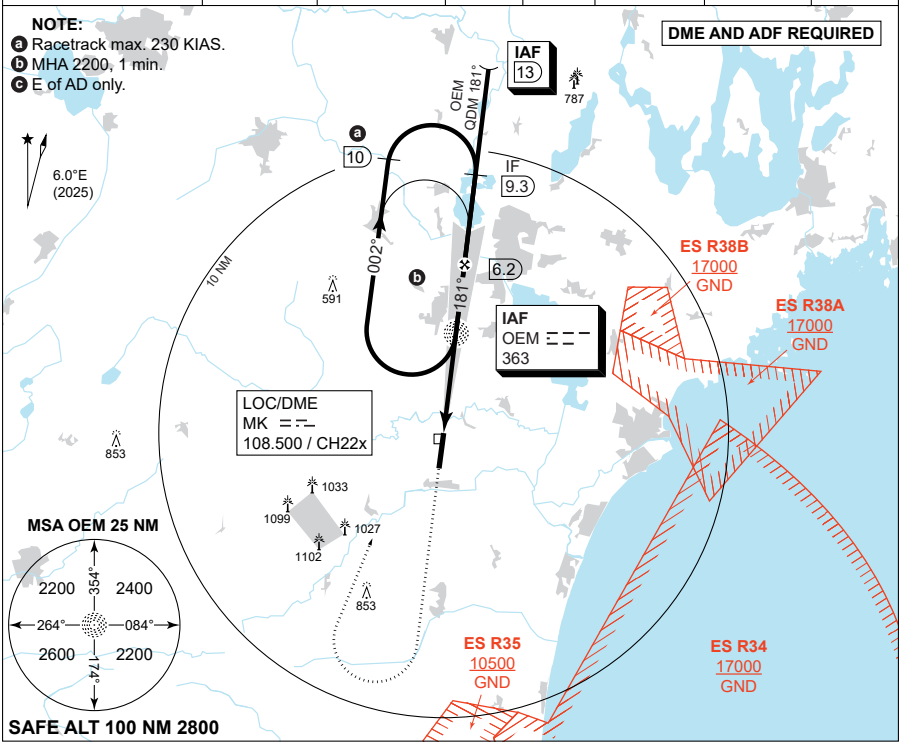
CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

AD ELEV 77

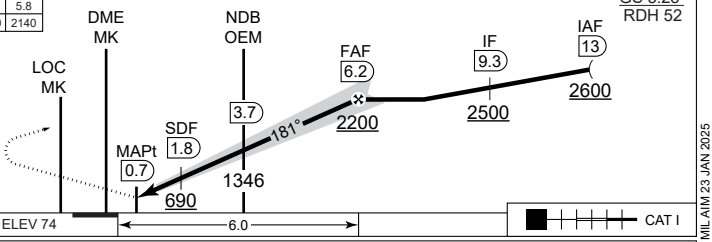
KRISTIANSTAD TOWER
129.355

LOC / DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS	LDA
MK 108.500 / CH22x	182°	2200 FT	3.25°	**274**	74	900 M	7267



CDFA: 3.25° / 5.7%					
DME ID	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
ALT	750	1100	1450	1790	2140

MISSED APPROACH:
Climb straight ahead to 2500 FT. Turn right to OEM (Max. 205 KIAS) and join holding.



CATEGORY	D
S-ILS 19	**274** - 550 200 (200-0.8/1.2)
S-LOC 19	**410** - 800 333 (400-0.8/1.5)
CIRCLING	**1500** - 3.6 1423 (1500-3.6)
CIRCLING c	**940** - 3.6 863 (900-3.6)

CHANGES: TITLE CORRECTED.

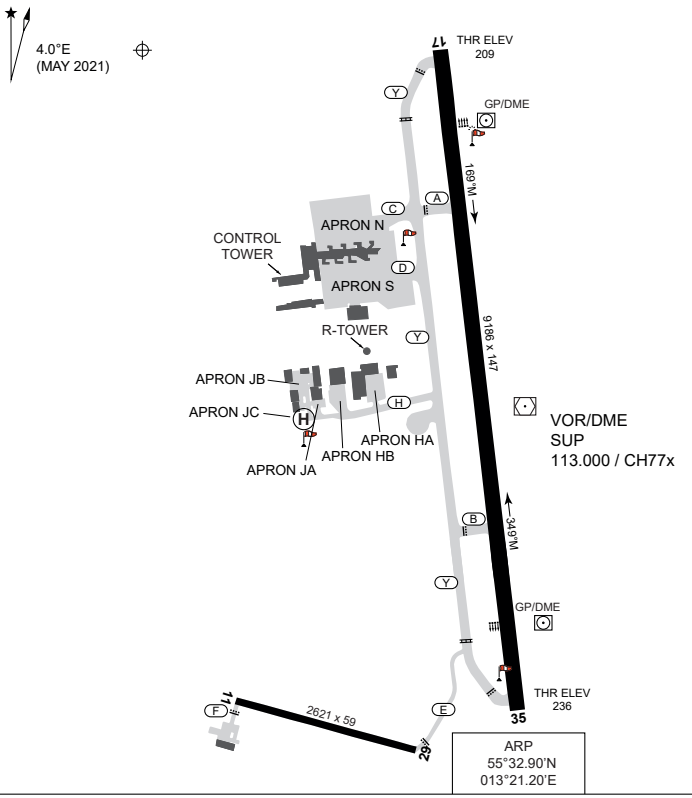
AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

MALMO (ESMS)

AERODROME CHART

ILS or LOC RWY 17

ILS or LOC RWY 35



RWY	PCN	TORA	TODA	ASDA	LDA		PAPI	ALS	THR ELEV	THR PSN
17	80	9186	10170	9186	9186		3.0°	CAT II	209	55°32.88'N 013°22.43'E
35	80	9186	10170	9186	9186		3.0°	CAT I	236	55°31.39'N 013°22.74'E

STURUP TOWER: 118.805 (PRIMARY)
121.705 (HO)
ATIS: 129.280

RNAV STARS and SIDs are not published in RDAF FLIP. Aircraft unable to conform to these procedures shall inform ATS accordingly.

OMNIDIRECTIONAL DEPARTURES

RWY 17:
CLIMB STRAIGHT AHEAD WITH MNM 250 FT/NM (4%) TO MNM TURNING ALT 700 FT.

RWY 35:
CLIMB STRAIGHT AHEAD TO MNM TURNING ALT 700 FT.

NOISE ABATEMENT PROCEDURES

Over the central parts of Malmö and Lund and over built up areas around Malmö aerodrome aircraft should not be operated below 2000 ft AMSL except when necessary for take-off or landing.

CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

MIPS
INSTRUMENT APPROACH CHART

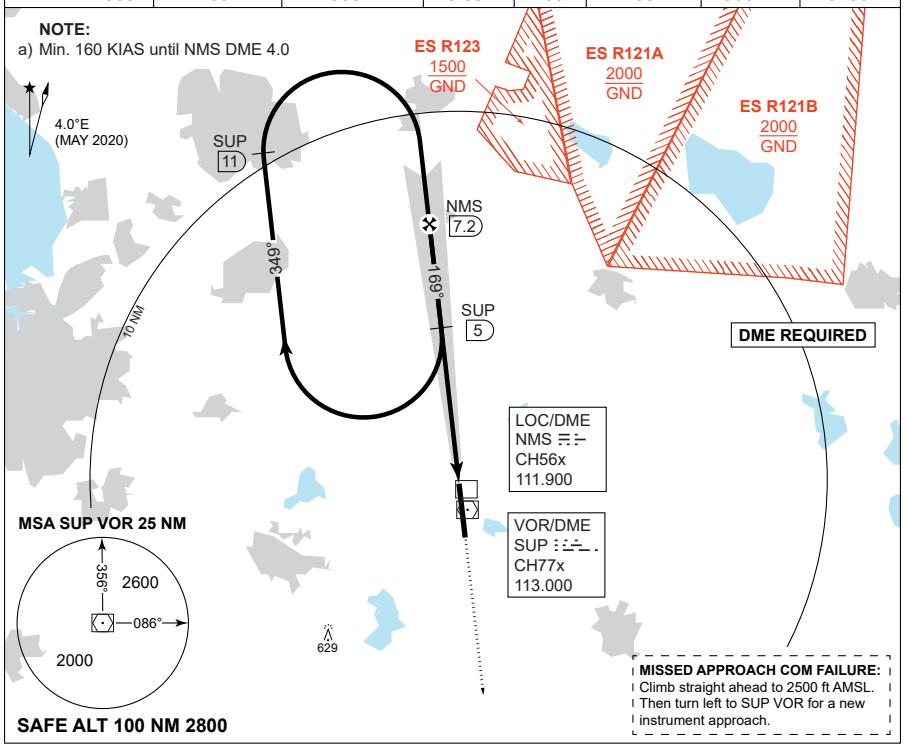
AD ELEV 237

ILS or LOC RWY 17
MALMO (ESMS)

SWEDEN CONTROL	STURUP TOWER	STURUP ATIS
134.980	118.805	129.280

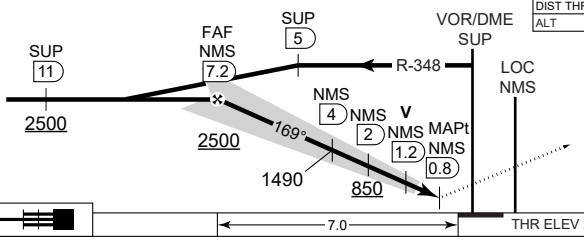
LOC/DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS	LDA
NMS 111.900	169°	2500 FT	3.00°	**409**	209	900 M	9186

NOTE:
a) Min. 160 KIAS until NMS DME 4.0



TA 5000
GS 3.00°
RDH 57

CDFA: 3.00° / 5.24%						
DME NMS	7	6	5	4	3	2
DIST THR	6.8	5.8	4.8	3.8	2.8	1.8
ALT	2440	2120	1810	1490	1170	850



MISSED APPROACH:
Climb straight ahead to 2500 FT. Radar vectoring for new approach.

CHANGES: NEW PROCEDURE.

	CATEGORY	D
MIPS	S-ILS 17	**409** - 550 200 (200-0.8/1.2)
	S-LOC 17	**570** - 1000 361 (400-1.0/1.7)
	CIRCLING	**1100** - 3.6 863 (900-3.6)

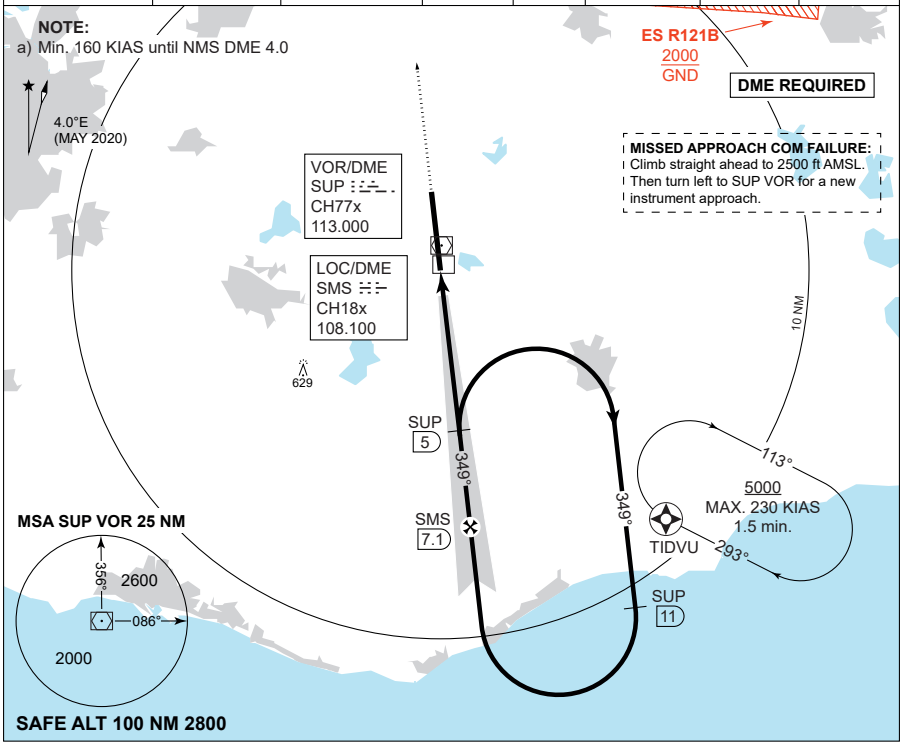
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 237

ILS or LOC RWY 35
MALMO (ESMS)

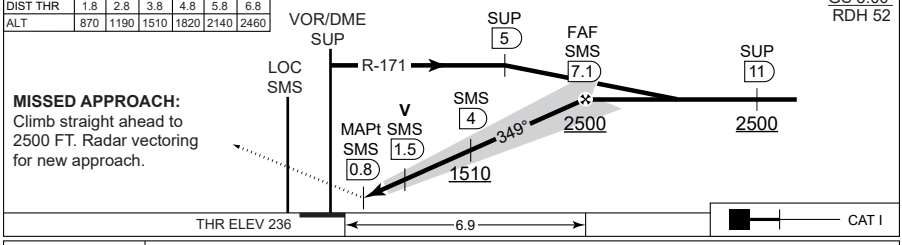
SWEDEN CONTROL	STURUP TOWER	STURUP ATIS
134.980	118.805	129.280

LOC/DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS	LDA
SMS 108.100	349°	2500 FT	3.00°	**436**	236	900 M	9186



CDFA: 3.00° / 5.24%						
DME SMS	2	3	4	5	6	7
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8
ALT	870	1190	1510	1820	2140	2460

TA 5000
GS 3.00°
RDH 52



MISSED APPROACH:
Climb straight ahead to 2500 FT. Radar vectoring for new approach.

CHANGES: NEW PROCEDURE.

MIPS

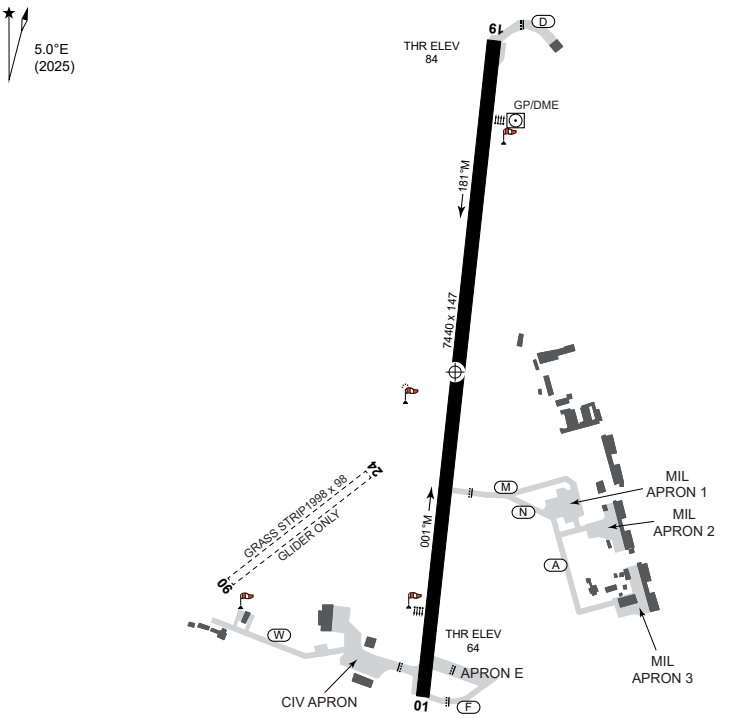
CATEGORY	D
S-ILS 35	**436** - 550 200 (200-0.8/1.2)
S-LOC 35	**690** - 1400 453 (500-1.4/2.1)
CIRCLING	**1100** - 3.6 863 (900-3.6)

HALMSTAD (ESMT)

AERODROME CHART

ILS or LOC Z RWY 19

ILS or LOC Y RWY 19



RWY	PCN	TORA	TODA	ASDA	LDA		PAPI	ALS	THR ELEV	THR PSN
01	45	7440	7440	7440	7440		3.25°	SRC	64	56°40.86'N 012°49.09'E
19	45	7440	7440	7440	7440		3.00°	CAT I	84	56°42.07'N 012°49.33'E

HALMSTAD TOWER: 130.105 (PRIMARY)
135.055

RNAV STARS and SIDs are not published in RDAF FLIP. Aircraft unable to conform to these procedures shall inform ATS accordingly.

OMNIDIRECTIONAL DEPARTURES

RWY 01:
CLIMB STRAIGHT AHEAD WITH MNM 360 FT/NM (5.8%) TO MNM TURNING ALT 1300 FT.

RWY 19:
CLIMB STRAIGHT AHEAD TO MNM TURNING ALT 500 FT.

NOISE ABATEMENT PROCEDURES

For departing IFR-traffic with a MTOM exceeding 5700 kg and not cleard via SID the following applies: After take-off RWY 19 turn must not be initiated until passing NDB MF.

Start RWY 19 and landing RWY 01 accepted only when wind conditions or other flight safety reasons so require.

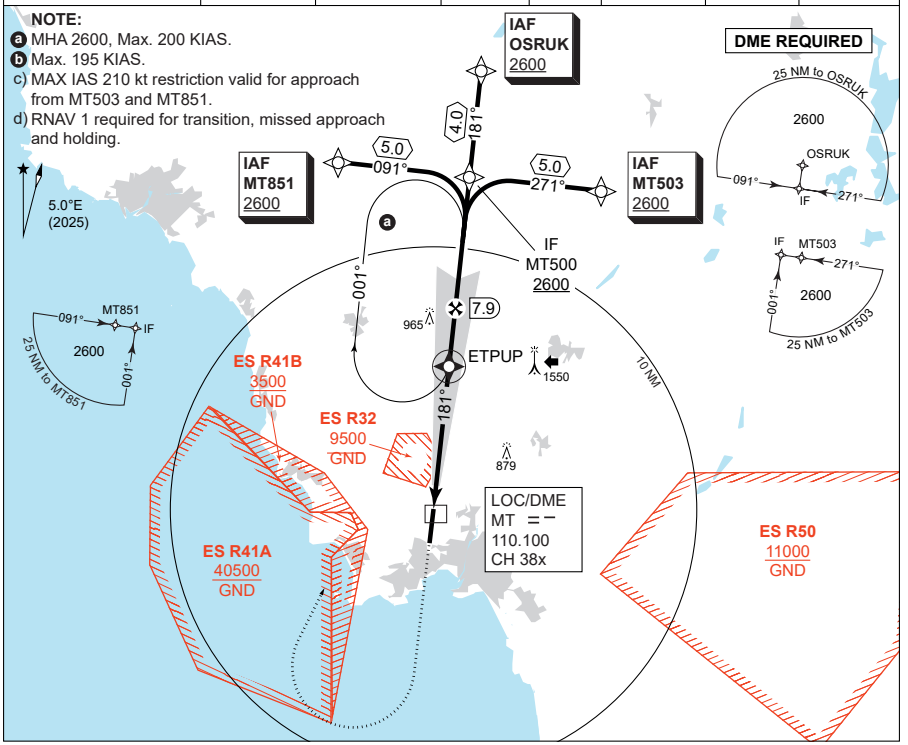
Visual Approach: Aeroplane with MTOM exceeding 5700 kg shall maintain 2000 ft until final.

AD ELEV 101

HALMSTAD TOWER
130.105 135.055

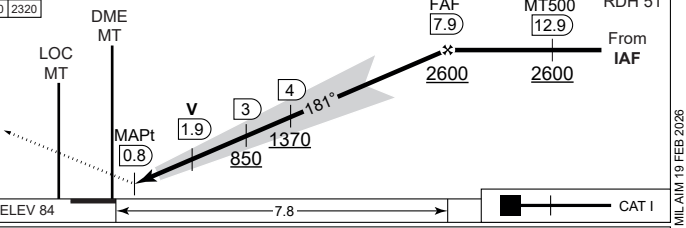
LOC/DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS	LDA
MT 110.100 / CH 38x	181°	2600	3.00°	**284**	84	885 M	7440 FT

NOTE:
- (a) MHA 2600, Max. 200 KIAS.
- (b) Max. 195 KIAS.
- c) MAX IAS 210 kt restriction valid for approach from MT503 and MT851.
- d) RNAV 1 required for transition, missed approach and holding.



CDFA: 3.00° / 5.24%						
DME SMS	2	3	4	5	6	7
DIST THR	1.9	2.9	3.9	4.9	5.9	6.9
ALT	730	1040	1370	1680	2000	2320

MISSED APPROACH:
Climb straight ahead to 1500 FT. Turn right (max. 230 KIAS) to ETPUP climbing to 2600 FT. Join ETPUP holding.



	CATEGORY	D
MIPS	S-ILS 19	**284** - 550 200 (200-0.8/1.2)
	S-LOC 19	**720** - 2200 636 (700-2.2/2.9)
	CIRCLING (b)	**1280** - 3.6 1179 (1200-3.6)

CHANGES: MAGNETIC VARIATION AND DIRECTIONS.

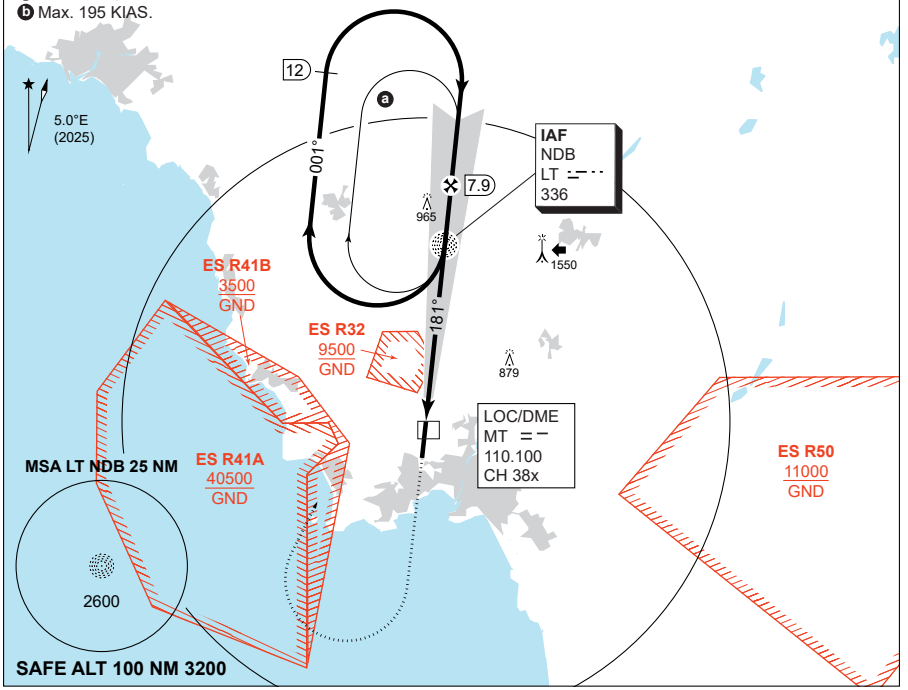
AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

HALMSTAD TOWER
130.105 135.055

LOC/DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS	LDA
MT 110.100 / CH 38x	181°	2600	3.00°	**284**	84	885 M	7440 FT

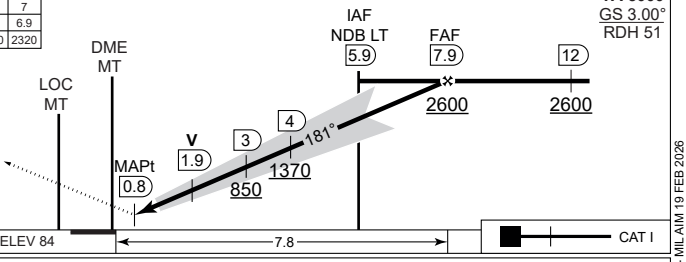
NOTE:
ⓐ MHA 2600, Max. 200 KIAS.
ⓑ Max. 195 KIAS.

ADF AND DME REQUIRED



CDFA: 3.00° / 5.24%						
DME SMS	2	3	4	5	6	7
DIST THR	1.9	2.9	3.9	4.9	5.9	6.9
ALT	730	1040	1370	1680	2000	2320

TA 5000
GS 3.00°
RDH 51



MISSED APPROACH:
Climb straight ahead to 1500 FT. Turn right (max. 230 KIAS) to LT NDB climbing to 2600 FT.

MIPS	CATEGORY	D
	S-ILS 19	**284** - 550 200 (200-0.8/1.2)
	S-LOC 19	**720** - 2200 636 (700-2.2/2.9)
	CIRCLING ⓑ	**1280** - 3.6 1179 (1200-3.6)

CHANGES: MAGNETIC VARIATION AND DIRECTIONS.

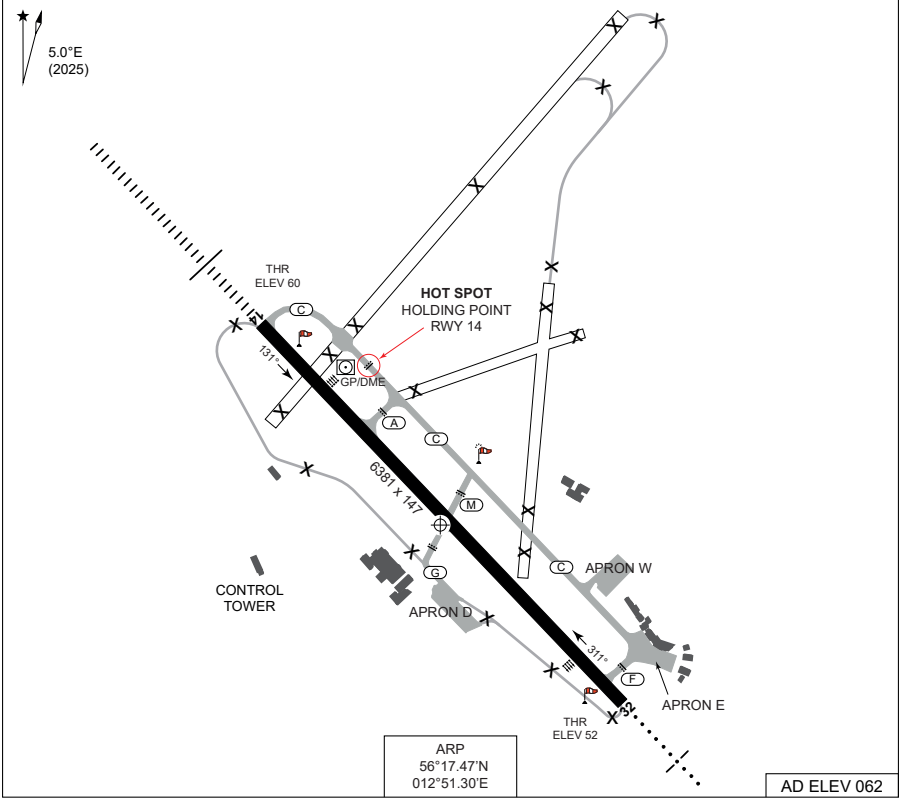
AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

ÄNGELHOLM (ESTA)

AERODROME CHART

ILS Z or LOC Z RWY 14

ILS Y or LOC Y RWY 14



RWY	PCN	TORA	TODA	ASDA	LDA		PAPI	ALS	THR ELEV	THR PSN
14	51	6381	6381	6381	6381		3.0°	CAT I	60	56°17.87'N 012°50.65'E
32	51	6381	7053	6381	6381		3.0°	SRC	52	56°17.11'N 012°51.95'E

ÄNGELHOLM TOWER: 127.105
ATIS: N/A

RNAV STARS are not published in RDAF FLIP. Aircraft unable to conform to these procedures shall inform ATS accordingly.

OMNIDIRECTIONAL DEPARTURES
RWY 14:
CLIMB STRAIGHT AHEAD TO MNM TURNING ALT 600 FT.
CONTINUE CLIMB TO APPROPRIATE MSA.

RWY 32:
CLIMB STRAIGHT AHEAD TO MNM TURNING ALT 700 FT.
CONTINUE CLIMB TO APPROPRIATE MSA.

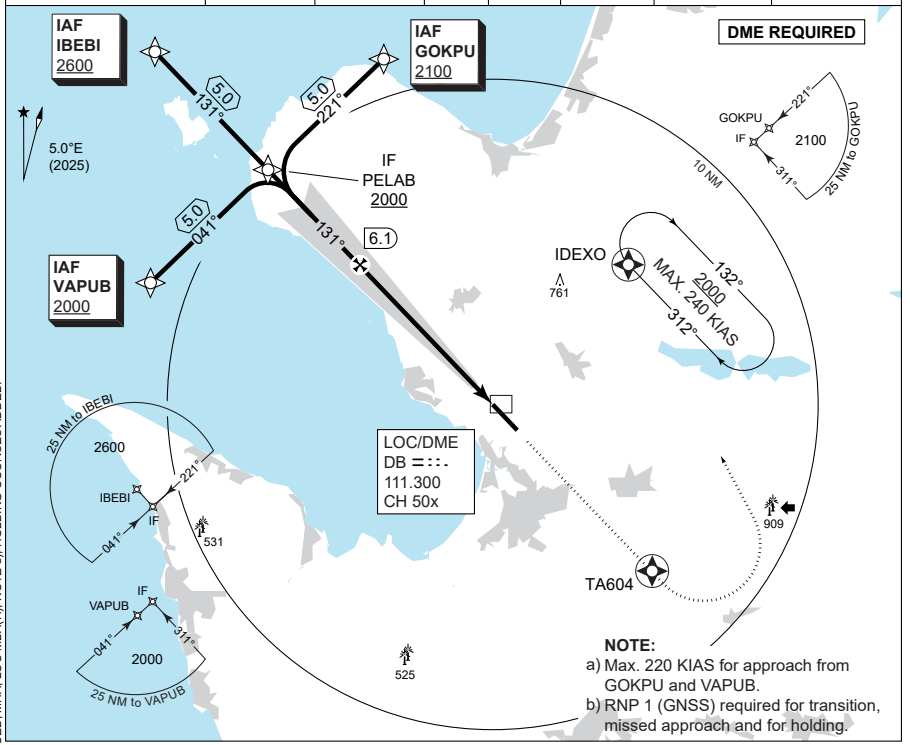
NOISE ABATEMENT PROCEDURES
Over the central parts of Ängelholm aircraft should not be operated below 2000 ft AMSL except when necessary for take-off or landing.

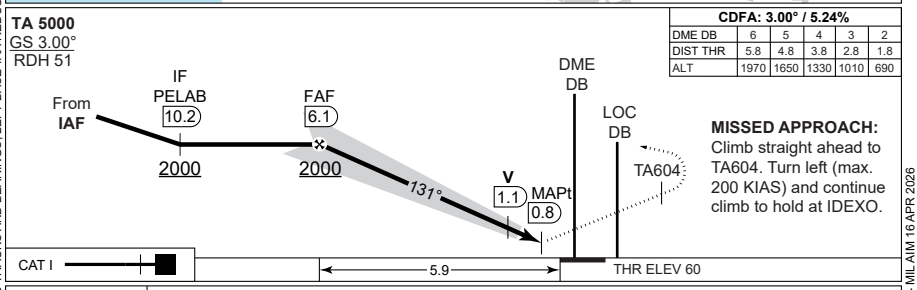
CHANGES: VAR, RWY MAG BRG, OMNIDIRECTIONAL DEPARTURES EXTENDED, EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

ÄNGELHOLM APPROACH	ÄNGELHOLM TOWER
132.455	127.105

LOC / DME	APP COURSE	GS INTCP ALT	GS	MDA	THR ELEV	ALS LENGTH	ALS LENGTH
DB 111.300 / CH 50x	131°	2000 FT	3.00°	**260**	60	900 M	6381 FT





CDFA: 3.00° / 5.24%					
DME DB	6	5	4	3	2
DIST THR	5.8	4.8	3.8	2.8	1.8
ALT	1970	1650	1330	1010	690

	CATEGORY	D
MIPS	S-ILS 14	**260** - 550 200 (200-0.8/1.2)
	S-LOC 14	**420** - 900 358 (400-0.9/1.6)
	CIRCLING	**1160** - 3.6 1098 (1100-3.6)

CHANGES: VAR, MAGNETIC TRACKS AND BEARINGS, LEFT BASE TAA REDUCED, MHA, LOC MDA(H), NOTE b), HOLDING COURSES ADDED.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 62

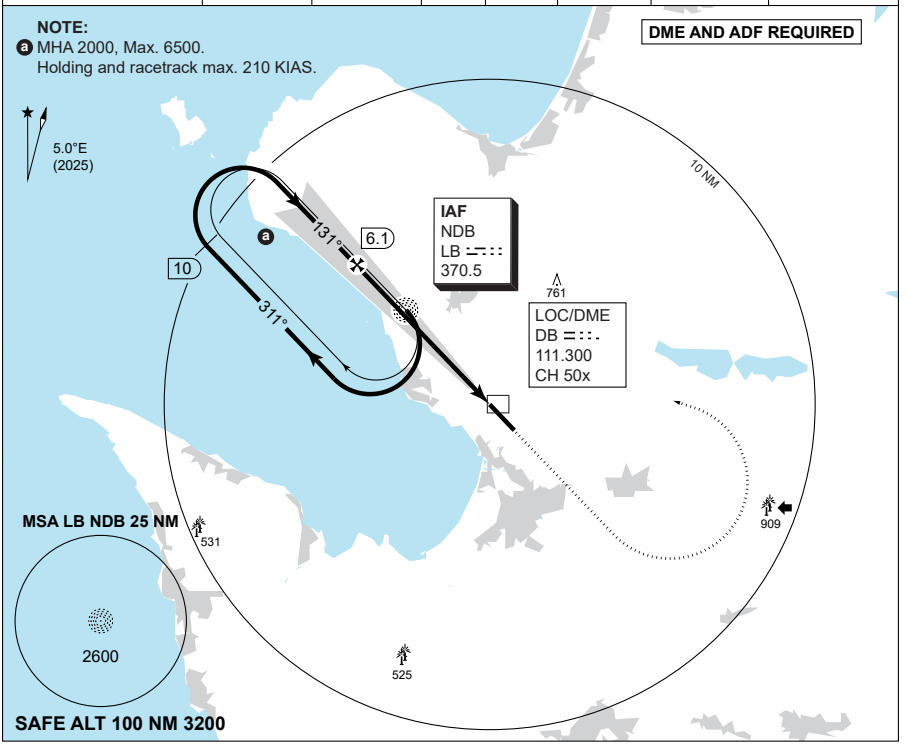
ILS Y or LOC Y RWY 14
ÄNGELHOLM (ESTA)

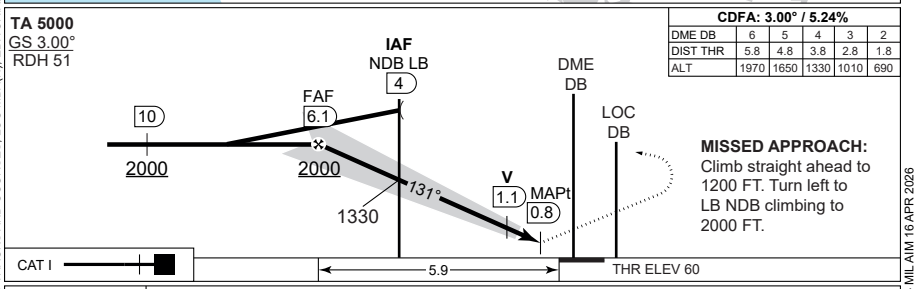
ÄNGELHOLM APPROACH	ÄNGELHOLM TOWER
132.455	127.105

LOC / DME	APP COURSE	GS INTCP ALT	GS	MDA	THR ELEV	ALS LENGTH	ALS LENGTH
DB 111.300 / CH 50x	131°	2000 FT	3.00°	**260**	60	900 M	6381 FT

NOTE:
ⓐ MHA 2000, Max. 6500.
Holding and racetrack max. 210 KIAS.

DME AND ADF REQUIRED





CDFA: 3.00° / 5.24%					
DME DB	6	5	4	3	2
DIST THR	5.8	4.8	3.8	2.8	1.8
ALT	1970	1650	1330	1010	690

MISSED APPROACH:
Climb straight ahead to 1200 FT. Turn left to LB NDB climbing to 2000 FT.

MIPS	CATEGORY	D
	S-ILS 14	**260** - 550 200 (200-0.8/1.2)
	S-LOC 14	**420** - 900 358 (400-0.9/1.6)
	CIRCLING	**1160** - 3.6 1098 (1100-3.6)

CHANGES: VAR, MAGNETIC TRACKS AND COURSES, LOC MDA(H), EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

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
2	2	2	2	2	2	2	2	2	2	2	2
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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