



ROYAL DANISH AIR FORCE
FLIGHT INFORMATION PUBLICATION



RDAF FLIP

INSTRUMENT APPROACH AND
DEPARTURE PROCEDURES

DENMARK AND GREENLAND

**For Electronic Flight Bag
Touch anywhere on this page to continue**

EFFECTIVE 16 APR 2026
TO 10 JUN 2026

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

INDEX OF AERODROMES

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AARHUS (EKAH)

SØNDERBORG (EKSB)

BILLUND (EKBI)

THISTED (EKTS)

ESBJERG (EKEB)

VAMDRUP (EKVD)

KARUP (EKKA)

KASTRUP (EKCH)

ILULISSAT (BGJN)

MARIBO (EKMB)

MESTERSVIG (BGMV)

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NARSARSUAQ (BGBW)

ROSKILDE (EKRK)

STATION NORD (BGNO)

BORNHOLM / RØNNE (EKRN)

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SKRYDSTRUP (EKSP)

MISCELLANEOUS

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



















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

- | | | | |
|---|---|---|---|
|  | Wind turbine - unlit | } | Replaces     where obstacles are in fact wind turbines. |
|  | Group of wind turbines - unlit | | |
|  | Wind turbine - lit | | |
|  | Group of wind turbines - lit | | |
|  | Line of wind turbines - lit | } | Replaces     where obstacles are in fact wind turbines. |
|  | Wind farm - lit | | |
|  | 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 | | HIRTA (with obstruction unlighted) |
| | DME | | HIRTA (with obstruction lighted) |
| | VOR/DME | | HIRTA High intensity radio transmission area |
| | TACAN | | Power Transmission Line |
| | VORTAC | | MSA FIX 25 NM Minimum Sector Altitude (MSA) 25NM radius |
| | NDB | | Identification of Radio Navigational Facility Sector Boundary Minimum sector Altitude (MSA) |
| | VFR Reporting Point / Intersection On Request Fly-By | | Danger Area (ED-D) |
| | VFR Reporting Point / Intersection Compulsory Fly-By | | Restricted Area (ED-R) |
| | VFR Reporting Point / Intersection On Request Fly-Over | | Prohibited Area (ED-P) |
| | VFR Reporting Point / Intersection Compulsory Fly-Over | | Variation |
| | Waypoint On Request Fly-By | | International Border |
| | Waypoint Compulsory Fly-By | | FIR |
| | Waypoint On Request Fly-Over | | Control Zone (CTR) |
| | Waypoint Compulsory Fly-Over | | Not to Scale |
| | DME Mileage | | 000,000x Frequency available on request |
| | Procedural Track | | Control Tower or ATIS operates non-continuously |
| | Minimum Level, Direction, Distance | | ARP |
| | Radial | | Distance |
| | Lead Radial | | Night Low Flying System (Route Segment) |
| | Mandatory Level / Recommended Level | | Waypoint Designator |
| | Minimum Level / Maximum Level | | Enroute Flight Altitude in ft MSL |
| | Spot Elevation | | Emergency Enroute Flight Altitude in ft MSL |
| | Obstruction (unlighted) | | Initial Approach Fix |
| | Group of Obstructions (unlighted) | | Missed Approach |
| | Obstruction (lighted) | | |
| | Group of Obstructions (lighted) | | |
| | HIRTA (no obstruction) | | |

CHANGES: NEW PAGE.

AIR COMMAND DENMARK - MIL-AIM 23 JAN 2025

LEGEND-2



| | | | |
|---------------------------|---|--|--|
| | Procedure Turn | | VASIS / PAPI |
| | Final Approach Fix (FAF) (Non precision approaches) | | Displaced Threshold |
| | Visual Descent Point (VDP) | | INS Position |
| | Transition Route | | Closed runway or taxiway TWY |
| | Supplementary Route | | Uni-directional / Bi-directional Cable The cables are displayed with regard to the direction of their arresting capabilities (uni-/bi-directional) irrespective of flight operational restrictions. |
| | Profile Descent from Holding Pattern Radio Nav Facility Turns Missed Approach Point RWY | | Net |
| | Final Approach Course from IAF to main Radio NavAid or ARP | | Taxiway designation |
| | Standard Holding Pattern | | ABN |
| | Holding Fix (If holding fix conform to IAF, IAF symbol is to be used.) | | Helicopter Landing Area |
| $GS\ 3.0^\circ$ TCH 35 | <u>Glide Slope in Degrees</u> Threshold Crossing Height | | Supervision office |
| | Glide Slope Intercept Altitude | | Wind sock (unlighted, lighted) |
| | Front Course | | RWY (hard surface) |
| | Back Course | | RWY (unpaved surface) |
| | Glide Slope | | RWY (unpaved surface) with unpaved surface beyond RWY extremities |
| | MM | | RWY (hard surface) with hard surface beyond RWY extremities |
| | OM | | RWY (hard surface) with unpaved surface beyond RWY extremities |
| | General symbol for radio facilities | | TWY or apron (hard surface) |
| | Radar reflector | | Building |
| | ATS Service Boundary | | |

APPROACH LIGHTING SYSTEM

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

CHANGES: ATS SERVICE BOUNDARY LEGEND ADDED.

AIR COMMAND DENMARK - MIL-AIM 25 DEC 2025



AALBORG (EKYT)

AERODROME CHART

ILS or LOC RWY 08L

ILS or LOC 26R

COPTER ILS RWY 08L

COPTER ILS RWY 26R

HPMA TACAN RWY 08L

HPMA VORTAC RWY 26R

TACAN RWY 08L (CAT A-B)

VORTAC RWY 26R

TACAN RWY 08L (CAT C-E)

RNP RWY 26R

RNP RWY 08L

WP LIST RWY 26R

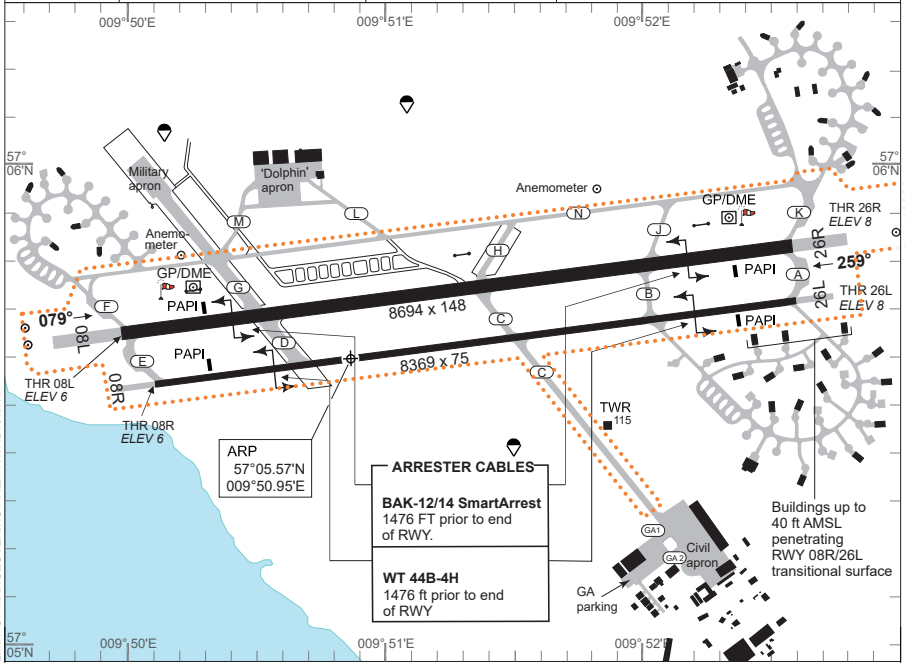
WP LIST RWY 08L



AERODROME CHART

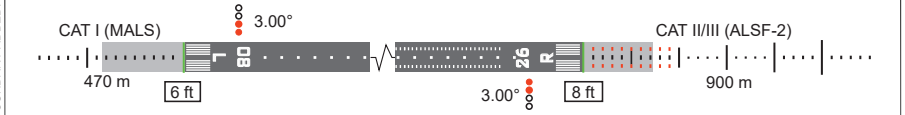
AALBORG (EKYT)

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



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

AIR COMMAND DENMARK - MIL-AIM 16 APR 2026



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

Start-up clearance required for all aircraft, also for engine ground run.
 Use of TWY N is only permitted for aircraft size up to and including C-130. Larger size aircraft will need specific clearance from Current OPS before using TWY N.
 Standard Instrument Departures (SID) have not been established.
 Omnidirectional departures RWY 08L/R and 26R/L: Climb straight ahead to at least 600 FT MSL before turn is commenced.

| MIPS | | CIRCLING MINIMA (NORTH of aerodrome only) | | | | |
|------|--------------------|---|--------------------|-----|--------------------|--------------------|
| A | B | C | D | E | | |
| 510 | -1.5 502 (600-1.5) | 510 | -1.6 502 (600-1.6) | 690 | -2.4 682 (700-2.4) | |
| | | | | 750 | -3.6 742 (800-3.6) | |
| | | | | | 840 | -3.6 832 (900-3.6) |

AERODROME CHART

AALBORG (EKYT)

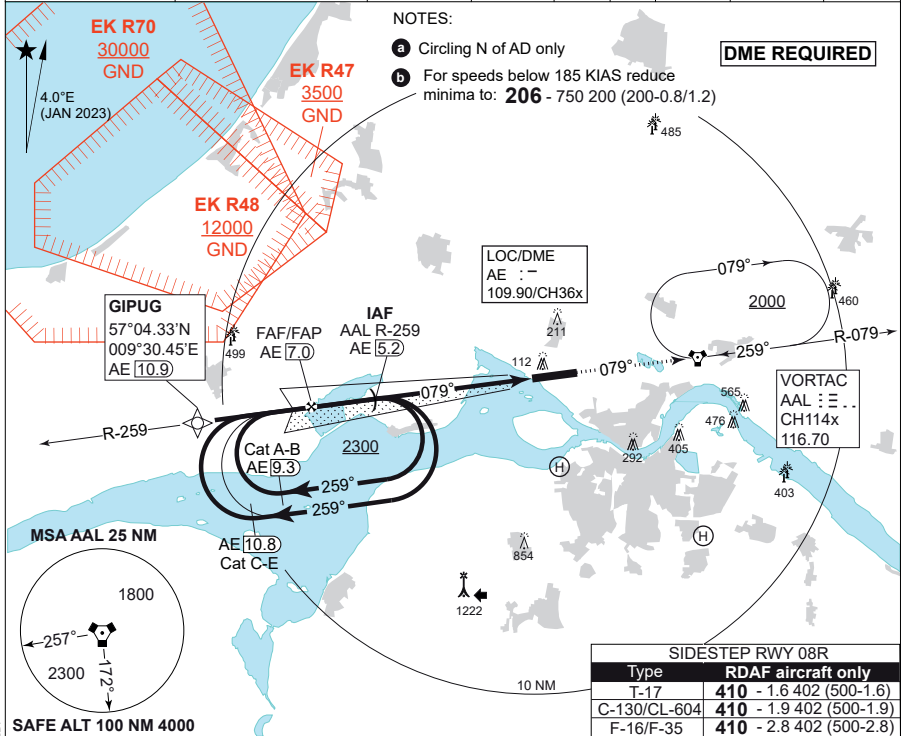


MIPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 08L
AALBORG (EKYT)

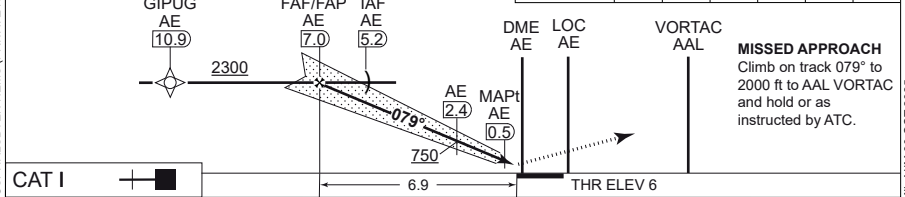
AD ELEV 8

| | | | | | |
|---------------------------------------|-------------------------------|-------------------------|-------------------------------------|-------------|----------------------------------|
| COPENHAGEN CONTROL 242.650 124.555 | | AALBORG ATIS 120.480 | AALBORG APPROACH 362.450 123.980 | | AALBORG TOWER 353.525 118.305 |
| LOC/DME AE 109.90/CH 36x | VORTAC AAL CH 114x/116.700 | APP COURSE 079° | FAF ALT 2300 FT | GS 3.00° | DA 206 |
| THR ELEV 6 | | ALS LENGTH 470 M | LDA 8694 FT | | |



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) |

ILS or LOC RWY 08L

57°05.57'N
009°50.95'E
1-2

AALBORG (EKYT)

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

AIR COMMAND DENMARK - MIL AIRM 30 OCT 2025



MIPS

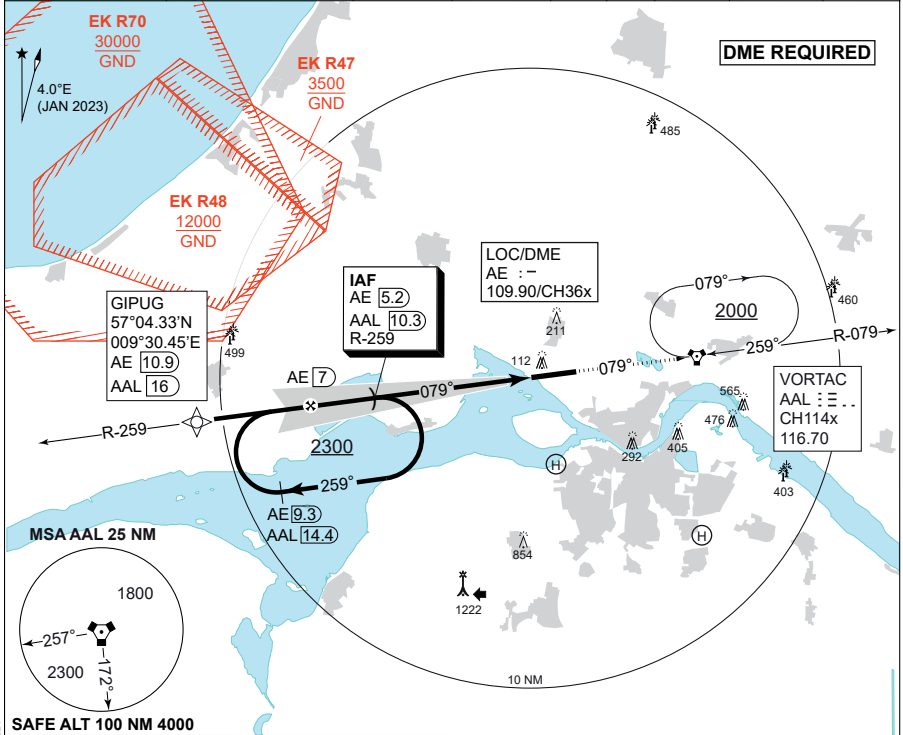
INSTRUMENT APPROACH CHART

AD ELEV 8

COPTER ILS or LOC RWY 08L

AALBORG (EKYT)

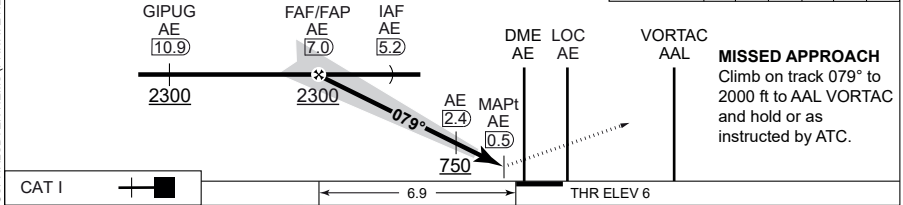
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|---------------------------------------|------------------------------|-------------------------|-------------------------------------|----------------------------------|----------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | AALBORG ATIS 120.480 | AALBORG APPROACH 362.450 123.980 | AALBORG TOWER 353.525 118.305 | | |
| LOC/DME AE 109.90/CH 36x | VORTAC AAL CH114x/116.700 | APP COURSE 079° | GS INCPNT ALT 2300 FT | GS 3.00° | DA 206 | THR ELEV 06 |
| | | | | ALS LENGTH 470 M | LDA 8694 FT | |



SAFE ALT 100 NM 4000

TA 3000
GS 3.00°
RDH 54

| CDA: 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 |



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

COPTER ILS or LOC RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

1-3

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

AIR COMMAND DENMARK - MIL AIRM 30 OCT 2025



MIPS

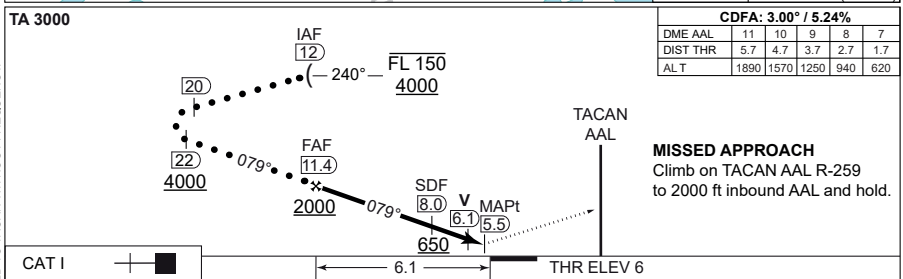
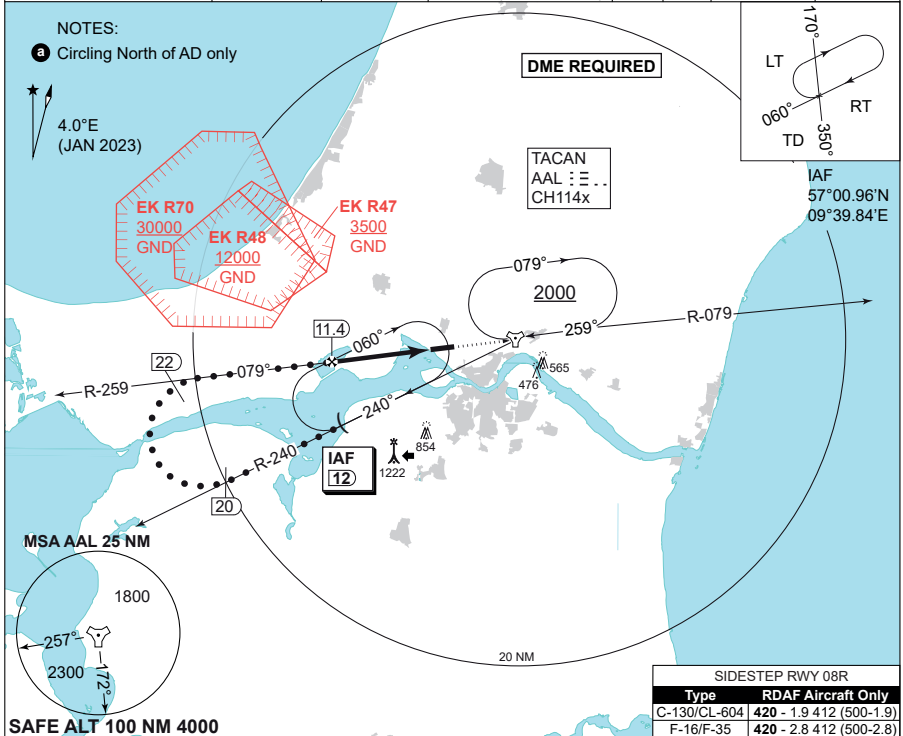
INSTRUMENT APPROACH CHART

AD ELEV 8

HPMA TACAN RWY 08L

AALBORG (EKYT)

| | | | | | | | |
|---------------------------------------|--------------------|-------------------------|----------------------------------|-------------------------------------|----------|----------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | AALBORG ATIS 120.480 | | AALBORG APPROACH 362.450 123.980 | | AALBORG TOWER 353.525 118.305 | |
| TACAN AAL CH 114X | APP COURSE 079° | FAF ALT 2000 FT | DESCENT GR. 5.24% (318 FT/NM) | MDA 340 | THR 6 | ALS LENGTH 470 M | LDA 8694 FT |



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

HPMA TACAN RWY 08L

57°05.57'N
 009°50.95'E

AALBORG (EKYT)

1-4

CHANGES: YORTAC CHANGED TO TACAN WITHOUT FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024



MIPS

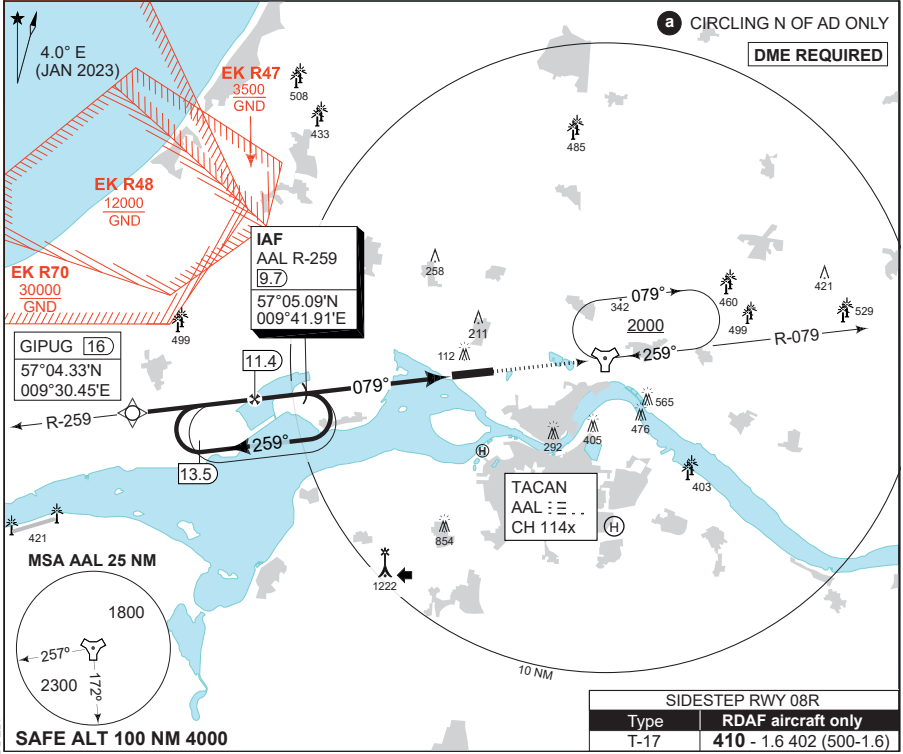
INSTRUMENT APPROACH CHART

TACAN RWY 08L (CAT A-B)

AALBORG (EKYT)

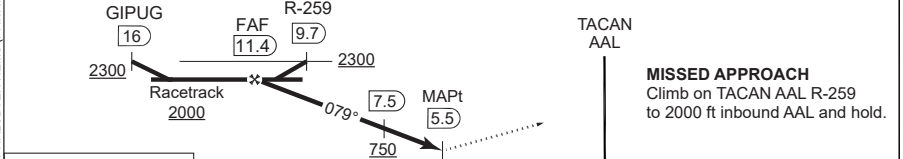
AD ELEV 8

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



TA 3000

| | | | | | |
|----------|-------------------|------|------|-----|-----|
| | CDFA 3.0° / 5.24% | | | | |
| 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 |



CAT I 6.1 THR ELEV 6

| CATEGORY | A | B |
|-------------|------------------------------------|---|
| S-TACAN 08L | 340 -1100 332 (400-1.1/1.5) | |

| | | | |
|-------------|-------------------|-------------------------------|-------------------------------|
| MIPS | CIRCLING ⓐ | 510 -1.5 502 (600-1.5) | 510 -1.6 502 (600-1.6) |
|-------------|-------------------|-------------------------------|-------------------------------|

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



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

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025

MIPS

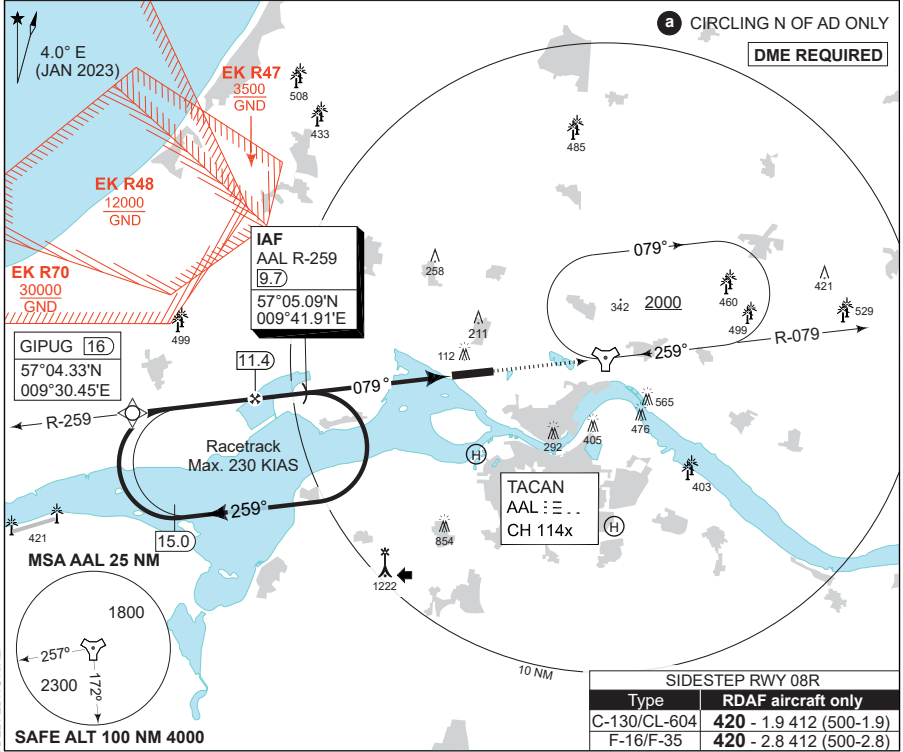
TACAN RWY 08L (CAT C-E)

INSTRUMENT APPROACH CHART

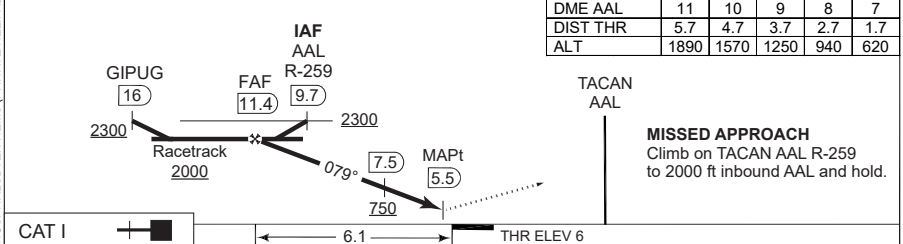
AD ELEV 8

AALBORG (EKYT)

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



TA 3000



| | | | |
|-------------------|------------------------------------|-------------------------------|-------------------------------|
| CATEGORY | C | D | E |
| S-TACAN 08L | 340 -1100 332 (400-1.1/1.5) | | |
| CIRCLING a | 690 -2.4 682 (700-2.4) | 750 -3.6 742 (800-3.6) | 840 -3.6 832 (900-3.6) |

TACAN RWY 08L (CAT C-E)

57°05.57'N
009°50.95'E

AALBORG (EKYT)

1-6

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

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025



MIPS

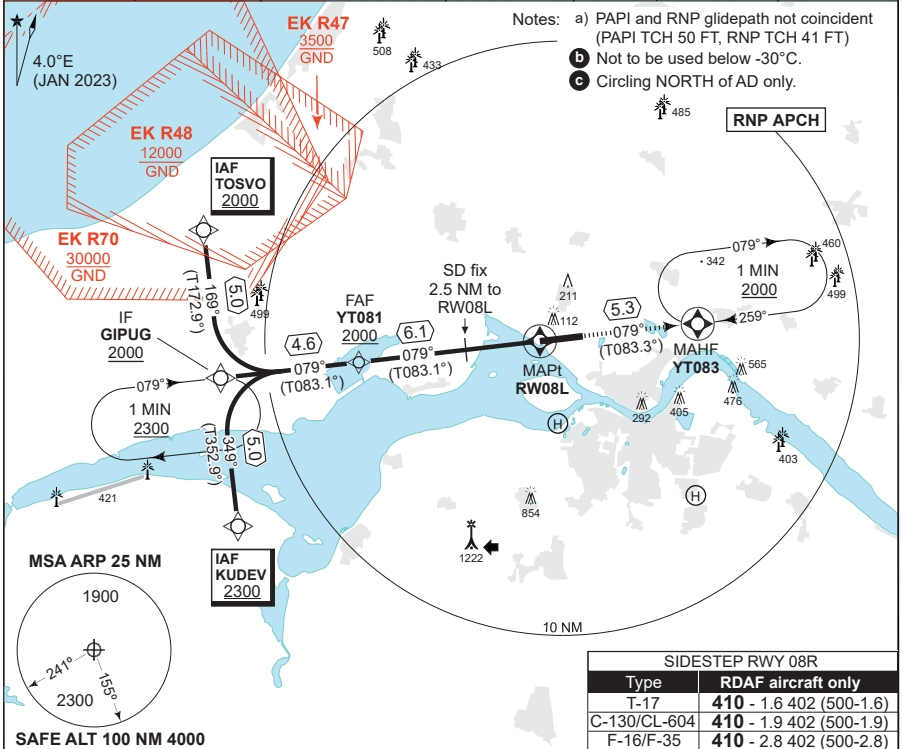
INSTRUMENT APPROACH CHART

AD ELEV 8

RNP RWY 08L

AALBORG (EKYT)

| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|--|-------------------------------------|----------|----------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | AALBORG ATIS 120.480 | | AALBORG APPROACH 362.450 123.980 | | AALBORG TOWER 353.525 118.305 | |
| APP COURSE 079° | FAF ALT 2000 FT | Descent GR 3.0° (5.24%) | | MINIMA See CAT | THR 6 | ALS length 470 M | LDA 8694 FT |



| | | | | | | | |
|---------|-------------------|------|------|------|------|-----|-----|
| TA 3000 | CDFA 3.0° / 5.24% | | | | | | |
| GS 3.0° | DIST TO RW08L | 6 | 5 | 4 | 3 | 2 | 1 |
| TCH 41 | NOM. ALTITUDE | 1960 | 1650 | 1330 | 1010 | 690 | 370 |

KUDEV 2300 → IF GIPUG 2000 → FAF YT081 2000 → SD fix 2.5 NM to RW08L → MAPt RW08L → MAHF YT083
 MISSED APPROACH: Climb on track to overfly YT083 and hold at 2000 ft.

CAT I | THR ELEV 6 | 6.1

| CATEGORY | A | B | C | D | E |
|-------------------------|-----------------------------|------------------------|-----------------------------|-----------------------------|-----------------------------|
| LNAV/VNAV (DA) b | 256 -800 250 (300-0.8/1.3) | | | 272 - 900 266 (300-0.9/1.3) | 290 - 900 284 (300-0.9/1.4) |
| LNAV (MDA) | 310 -1000 302 (400-1.0/1.4) | | 330 -1100 322 (400-1.1/1.5) | 350 -1200 342 (400-1.2/1.6) | 360 -1200 352 (400-1.2/1.6) |
| CIRCLING c | 510 -1.5 502 (600-1.5) | 510 -1.6 502 (600-1.6) | 690 -2.4 682 (700-2.4) | 750 -3.6 742 (800-3.6) | 840 -3.6 832 (900-3.6) |

RNP RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

CHANGES: NEW AALBORG HOSPITAL SEVEN HEIMS (PRIVATE HELIPAD) ADDED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIR 30 OCT 2025



EKYT RNP RWY 08L waypoint coordinates:

RWY 08L from TOSVO (Initial LEFT) APPROACH RNP

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

RWY 08L from KUDEV (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 08L

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

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024



MIPS

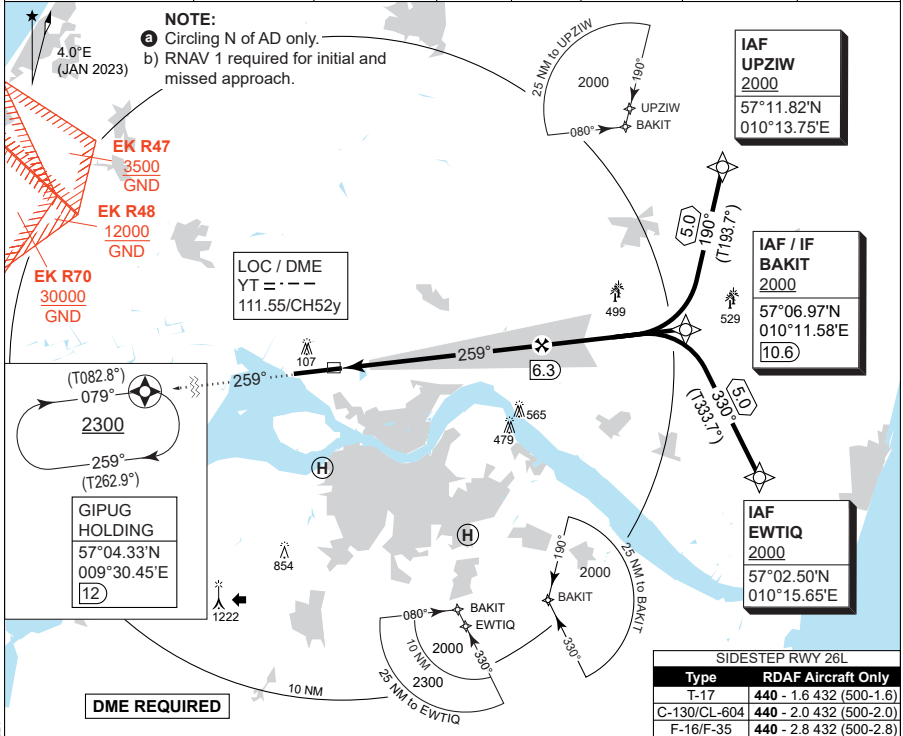
INSTRUMENT APPROACH CHART

AD ELEV 8

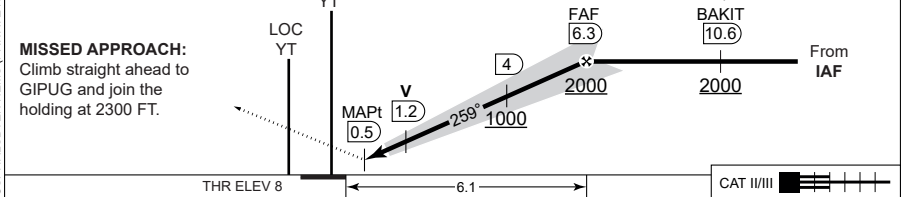
ILS or LOC RWY 26R

AALBORG (EKYT)

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



| | | | |
|----------------------------|------------------------|----------------|--|
| CDFA: 3.00° / 5.24% | | TA 3000 | |
| DME YT | 2 3 4 5 6 | GS 3.00° | |
| DIST THR | 1.8 2.8 3.8 4.8 5.8 | RDH 51 | |
| ALT | 640 960 1280 1600 1920 | | |



| | | | | | |
|------------|-------------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| 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 -2.4 682 (700-2.4) | 750 -3.6 742 (800-3.6) | 840 -3.6 832 (900-3.6) |

ILS or LOC RWY 26R

57°05.57'N
 009°50.95'E

AALBORG (EKYT)

CHANGES: NEW AALBORG HOSPITALSBYEN HELIPAD ADDED.

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025



MIPS

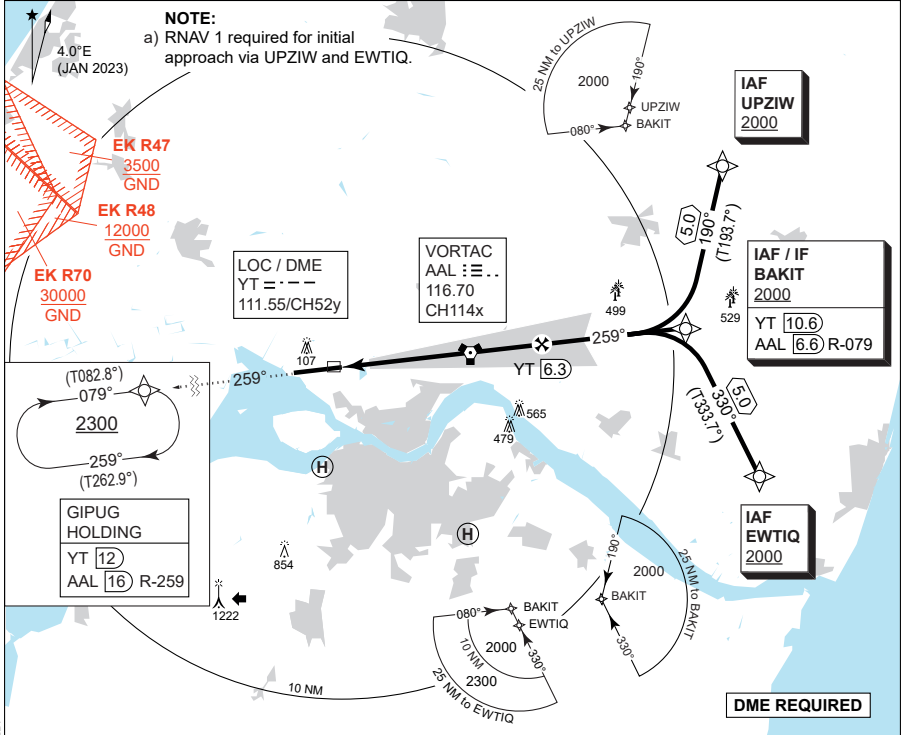
INSTRUMENT APPROACH CHART

AD ELEV 8

COPTER ILS or LOC RWY 26R

AALBORG (EKYT)

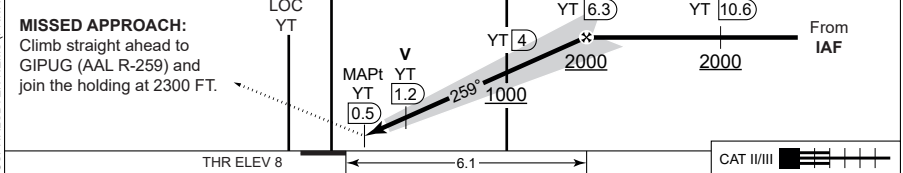
| | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------|-------------------------------------|---------------|----------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | AALBORG ATIS 120.480 | | AALBORG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



CDFA: 3.00° / 5.24%

| | | | | | |
|----------|-----|-----|------|------|------|
| DME YT | 2 | 3 | 4 | 5 | 6 |
| DIST THR | 1.8 | 2.8 | 3.8 | 4.8 | 5.8 |
| ALT | 640 | 960 | 1280 | 1600 | 1920 |

TA 3000
GS 3.00°
RDH 51



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

COPTER ILS or LOC RWY 26R

57°05.57'N
009°50.95'E
1-10

AALBORG (EKYT)

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

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025

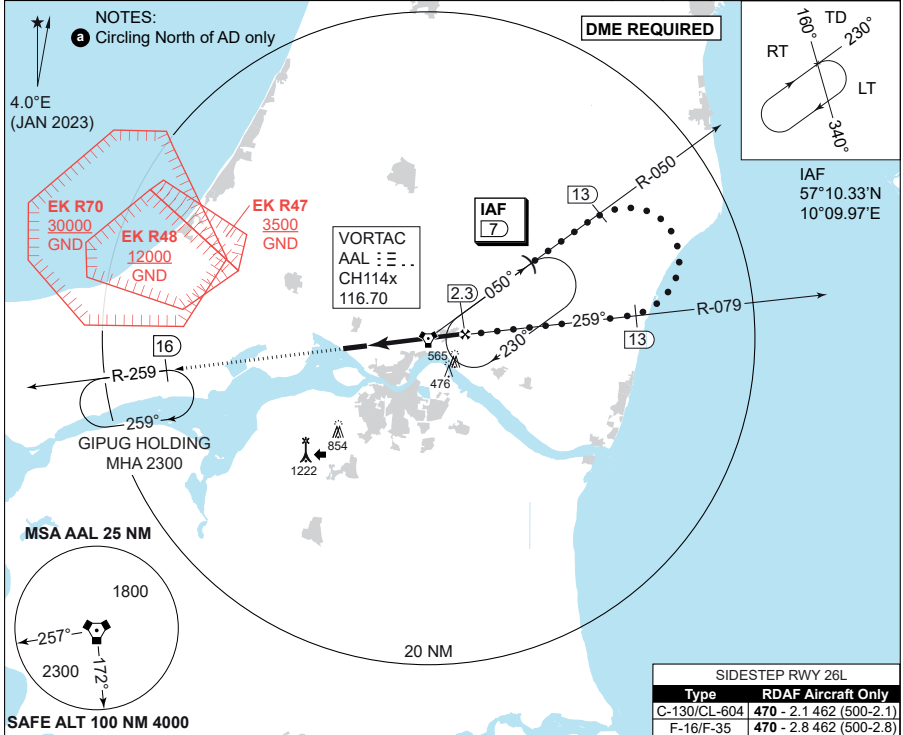


MIPS
INSTRUMENT APPROACH CHART

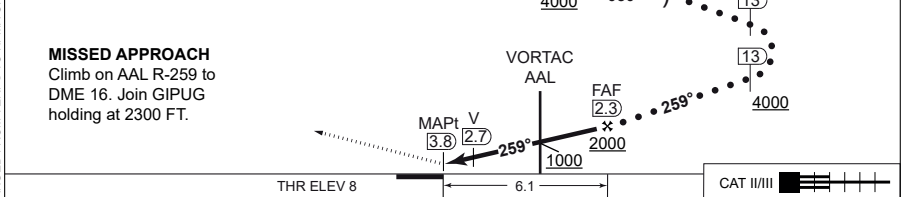
HPMA VORTAC RWY 26R
AALBORG (EKYT)

AD ELEV 8

| | | | | | | | |
|---------------------------------------|--------------------|-------------------------|----------------------------------|-------------------------------------|----------|----------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | AALBORG ATIS 120.480 | | AALBORG APPROACH 362.450 123.980 | | AALBORG TOWER 353.525 118.305 | |
| VORTAC AAL 116.70/CH 114x | APP COURSE 259° | FAF ALT 2000 FT | DESCENT GR. 5.24% (318 FT/NM) | MDA 420 | THR 8 | ALS LENGTH 900 M | LDA 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 | |



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

HPMA VORTAC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

CHANGES: PROCEDURE CHANGED FROM TERPS TO HPMA CRITERIA

AIR COMMAND DENMARK - MIL AIN 03 OCT 2024



MIPS

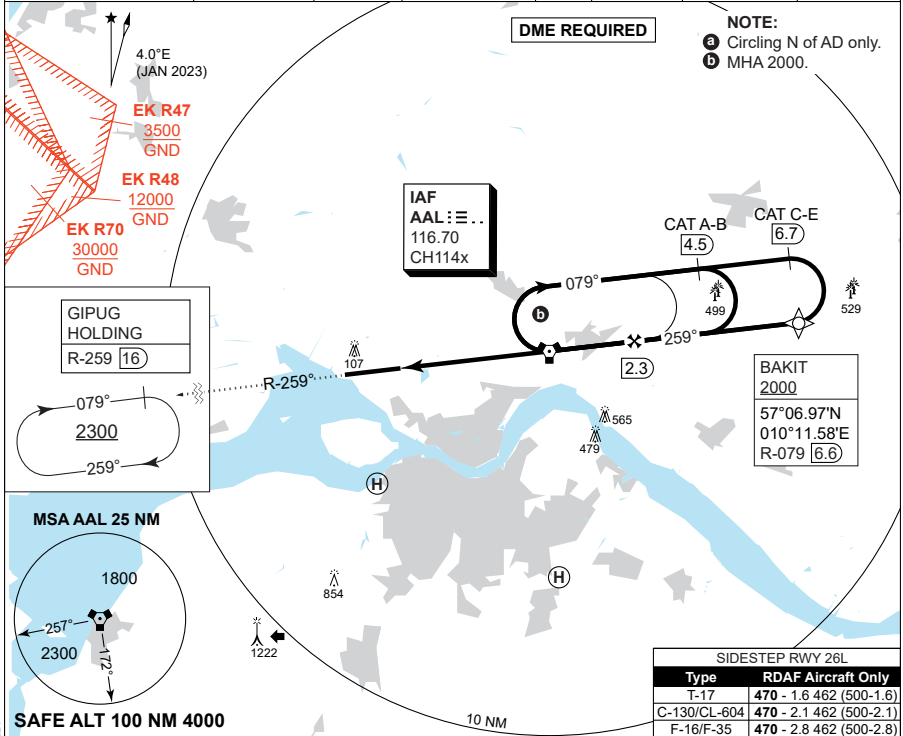
INSTRUMENT APPROACH CHART

AD ELEV 8

VORTAC RWY 26R

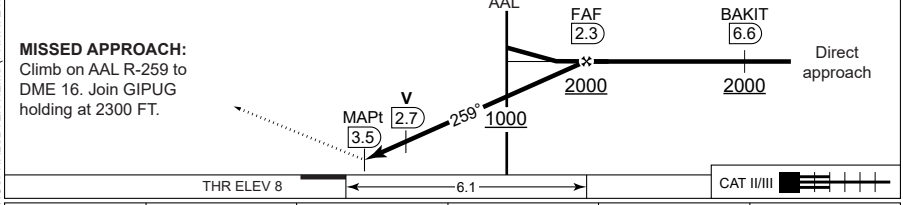
AALBORG (EKYT)

| | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------------------------------|------------|----------------------------------|---------------------------------------|
| COPENHAGEN CONTROL 242.650 124.555 | | AALBORG ATIS 120.480 | AALBORG APPROACH 362.450 123.980 | | AALBORG TOWER 353.525 118.305 | |
| VORTAC AAL 116.70/CH 114x | APP COURSE 259° | FAF ALT 2000 FT | DESCENT GR. 3.0° (5.24%) | MDA 420 | THR ELEV 8 | ALS LENGTH 900 M LDA 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 |



| 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) |

VORTAC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

1-12

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

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025



MIPS

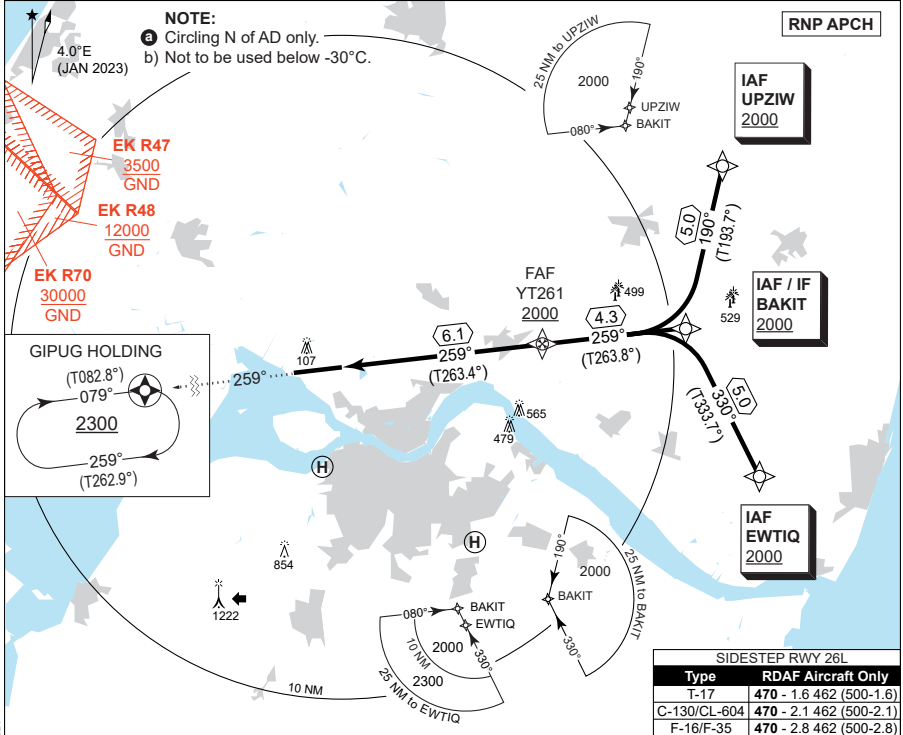
INSTRUMENT APPROACH CHART

AD ELEV 8

RNP RWY 26R

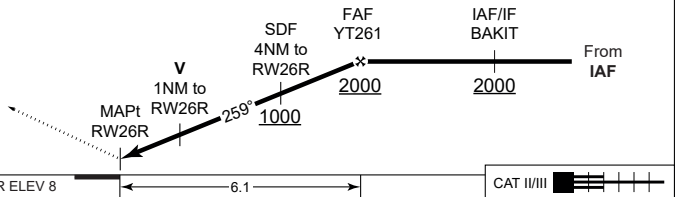
AALBORG (EKYT)

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



| | | | | | | |
|---------------------|-----|------|------|------|------|--|
| CDFA: 3.00° / 5.24% | | | | | | |
| DIST THR | 2 | 3 | 4 | 5 | 6 | |
| ALT | 700 | 1020 | 1330 | 1650 | 1970 | |

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



| | | | | | |
|------------|-------------------------------------|------------------------------------|------------------------------------|------------------------------------|--------------------------------|
| THR ELEV 8 | 6.1 | | | | CAT III/II |
| CATEGORY | A | B | C | D | E |
| LPV | 258 - 600 250 (300-0.8/1.3) | | | | |
| LNAV/VNAV | 258 - 600 250 (300-0.8/1.3) | 268 - 600 260 (300-0.8/1.3) | 278 - 600 270 (300-0.8/1.3) | 288 - 600 280 (300-0.8/1.3) | |
| LNAV | 420 - 1200 412 (500-1.2/1.9) | | | | |
| CIRCLING ⓐ | 510 - 1.5 502 (600-1.5) | 510 - 1.6 502 (600-1.6) | 690 - 2.4 682 (700-2.4) | 750 - 3.6 742 (800-3.6) | 840 - 3.6 832 (900-3.6) |

RNP RWY 26R

57°05.57'N
009°50.95'E
1-13

AALBORG (EKYT)

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

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025



EKYT RNP RWY 26R waypoint coordinates:

RWY 26R from EWTIQ (Initial LEFT) APPROACH RNP

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

RWY 26R from UPZIW (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 26R

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

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024



AARHUS (EKAH)

AERODROME CHART

ILS or LOC RWY 10R

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

NDB RWY 10R

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

RNP RWY 10R

NDB RWY 28L (CAT A-B)

WP LIST RWY 10R

NDB RWY 28L (CAT C-E)

RNP RWY 28L

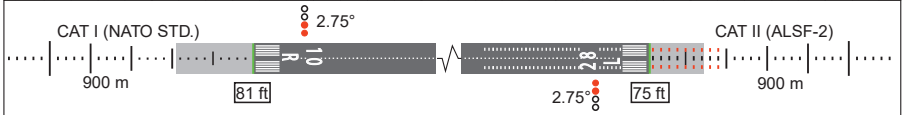
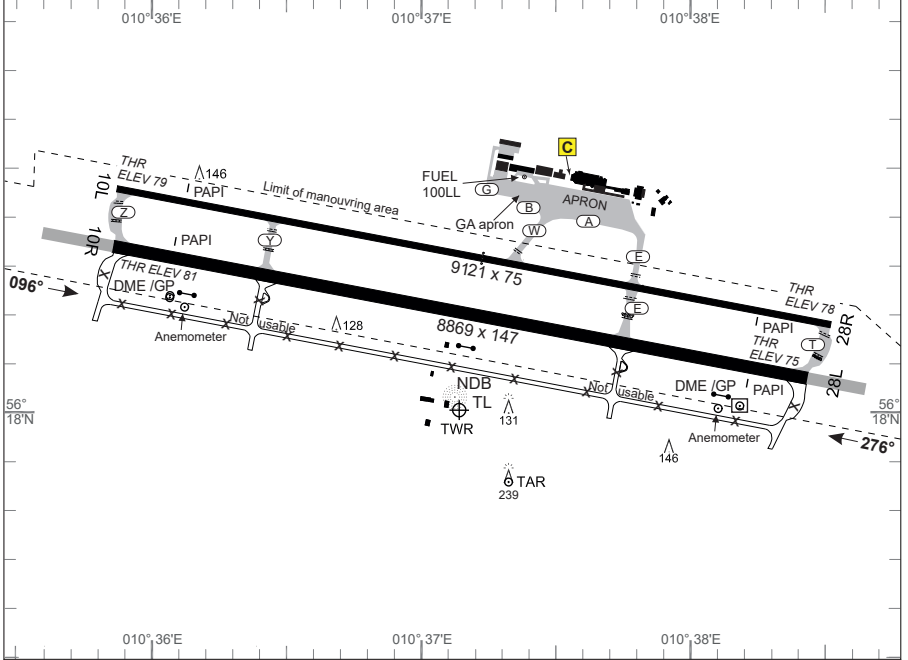
WP LIST RWY 28L



AERODROME CHART

AARHUS (EKAH)

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



| RWY | PCN | DECLARED DISTANCES | | | | THR ELEV | RWY LIGHTING | | | | | THR PSN | |
|-----|------------|--------------------|------|------|------|----------|--------------|-------|-----|-----|------|---------|------------------------|
| | | TORA | TODA | ASDA | LDA | | THR | PAPI | TDZ | CL | EDGE | | END |
| 10R | 76/R/B/X/U | 8869 | 9597 | 9597 | 8869 | 81 | LIH | 2.75° | | LIH | LIH | LIH | 56°18.33'N 010°35.86'E |
| 28L | | 8869 | 9807 | 9807 | 8869 | 75 | LIH | 2.75° | LIH | LIH | LIH | LIH | 56°18.07'N 010°38.43'E |
| 10L | 120/F/B/WT | 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.

| 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) | | |

AERODROME CHART

AARHUS (EKAH)

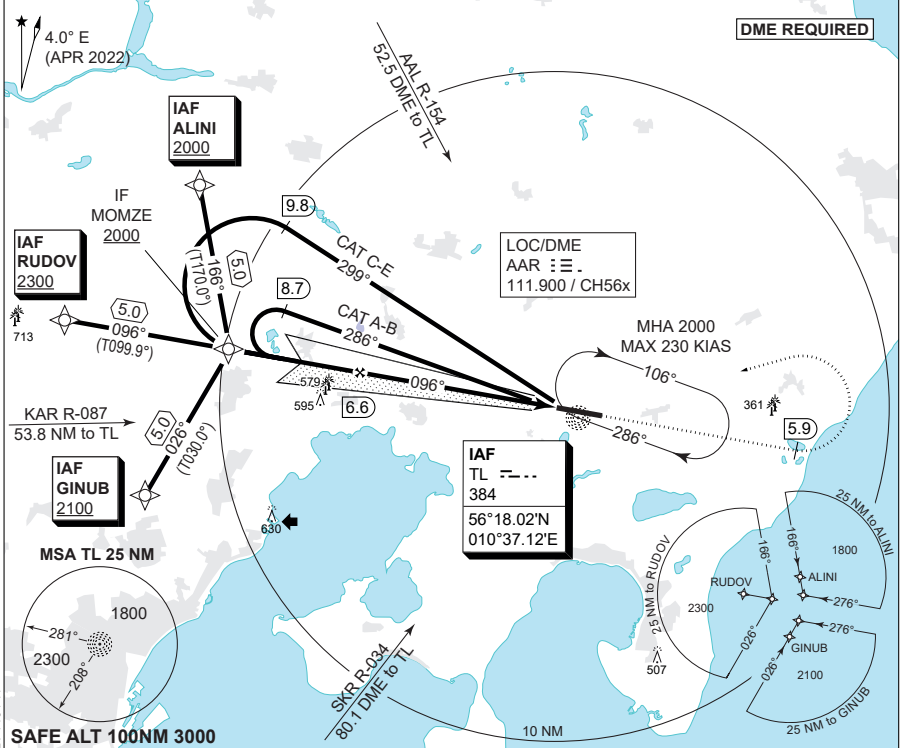


MIPS INSTRUMENT APPROACH CHART

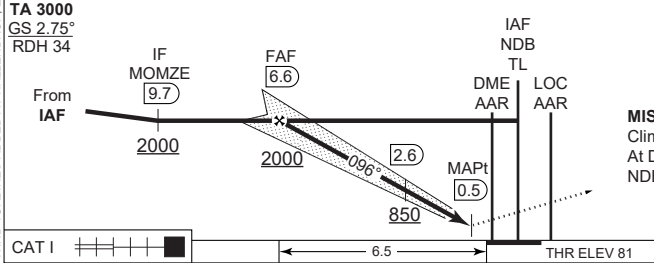
ILS or LOC RWY 10R AARHUS (EKAH)

AD ELEV 82

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



SAFE ALT 100NM 3000



CDFA: 2.75° / 4.8%

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

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

CAT I [diagram] 6.5 THR ELEV 81

| 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) |

ILS or LOC RWY 10R AARHUS (EKAH)

56°18.00'N
010°37.14'E

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

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

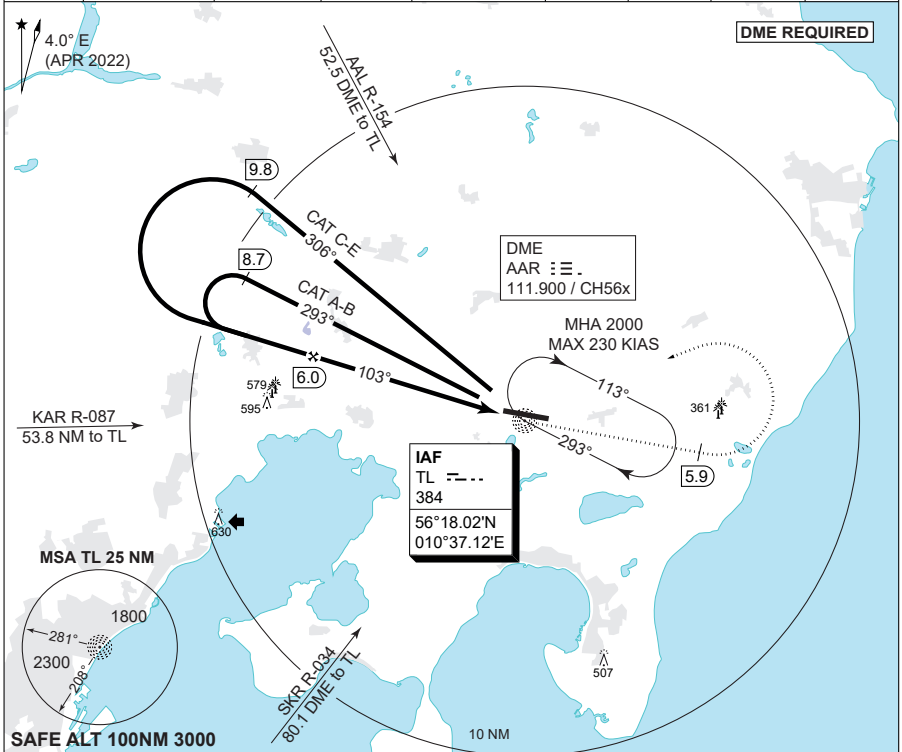


MIPS
INSTRUMENT APPROACH CHART

AD ELEV 82

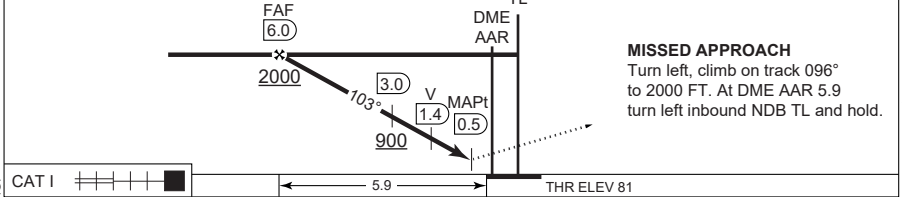
NDB RWY 10R
AARHUS (EKAH)

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



TA 3000

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



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

NDB RWY 10R

56°18.00'N
010°37.14'E

AARHUS (EKAH)

2-3

CHANGES: ATIS FREQ. CHG.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024



MIPS INSTRUMENT APPROACH CHART

AD ELEV 82

RNP RWY 10R AARHUS (EKAH)

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

NOTE:

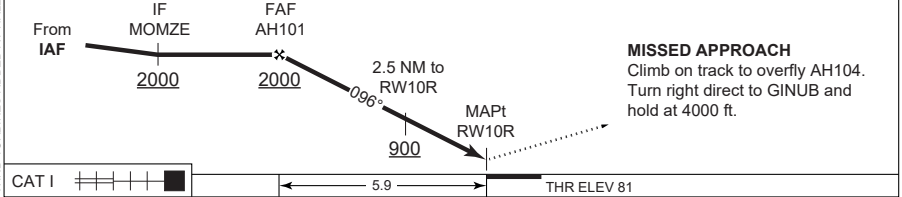
- a) PAPI 2.75° - not aligned with instrument procedure vertical path.
- b) Not to be used below -25°C.
- c) Max. 230 KIAS.



SAFE ALT 100NM 3000

TA 3000
GS 3.0°
RDH 50

| | | | | | |
|----------------------------|------|------|------|-----|-----|
| CDFA: 3.00° / 5.24% | | | | | |
| DIST RW10R | 5 | 4 | 3 | 2 | 1 |
| ALT | 1720 | 1410 | 1090 | 770 | 450 |



CAT I [diagram] 5.9 [diagram] THR ELEV 81

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

RNP RWY 10R

56°18.00'N
010°37.14'E
2-4

AARHUS (EKAH)



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

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

EKAH RNP RWY 10R waypoint coordinates:

RWY 10R from ALINI APPROACH RNP

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

RWY 10R from RUDOV APPROACH RNP

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

RWY 10R from GINUB APPROACH RNP

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

Threshold coordinates RWY 10R

| | | CODING | | | | DISPLAY | |
|---------|--|--------|--------|--------|--------|-------------|--------------|
| RWY 10R | | 56 18 | 19.77N | 010 35 | 51.24E | 56 18.329°N | 010 35.854°E |

CHANGES: AH102 RENAMED TO MOMZE.

AIR COMMAND DENMARK - MIL AIM 07 SEP 2023



MIPS

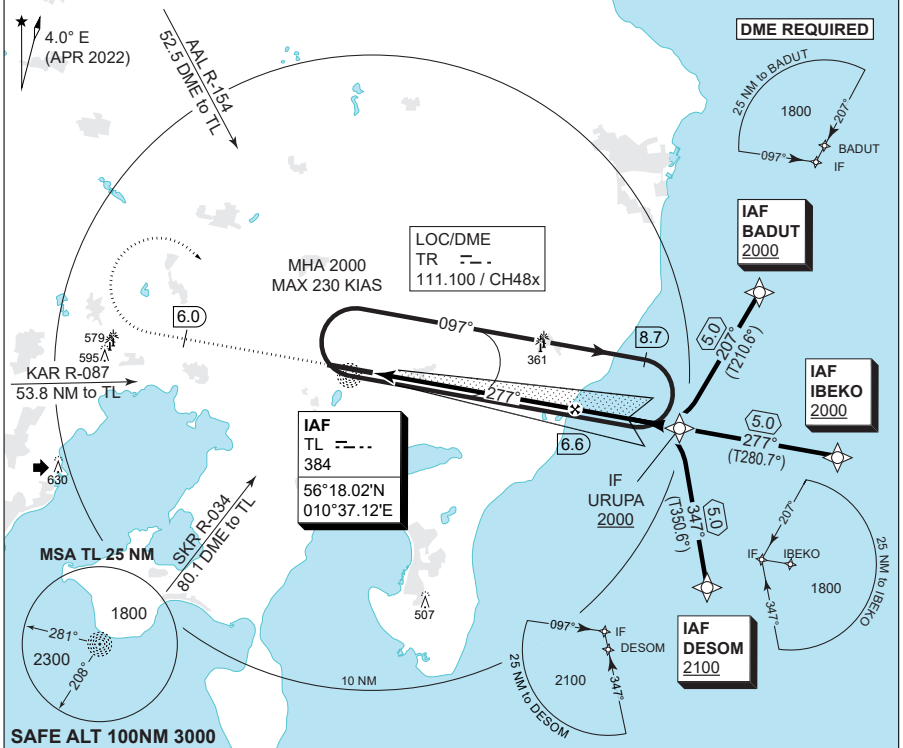
INSTRUMENT APPROACH CHART

AD ELEV 82

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

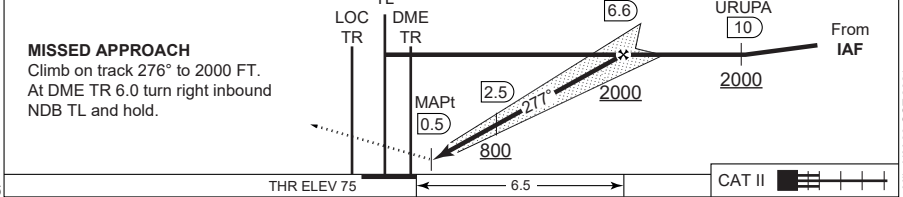
AARHUS (EKAH)

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



CDFA: 2.75° / 4.8%

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



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

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

56°18.00'N
010°37.14'E

AARHUS (EKAH)

2-6

CHANGES-ATIS FREQ. CHG.

MIPS

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024



MIPS

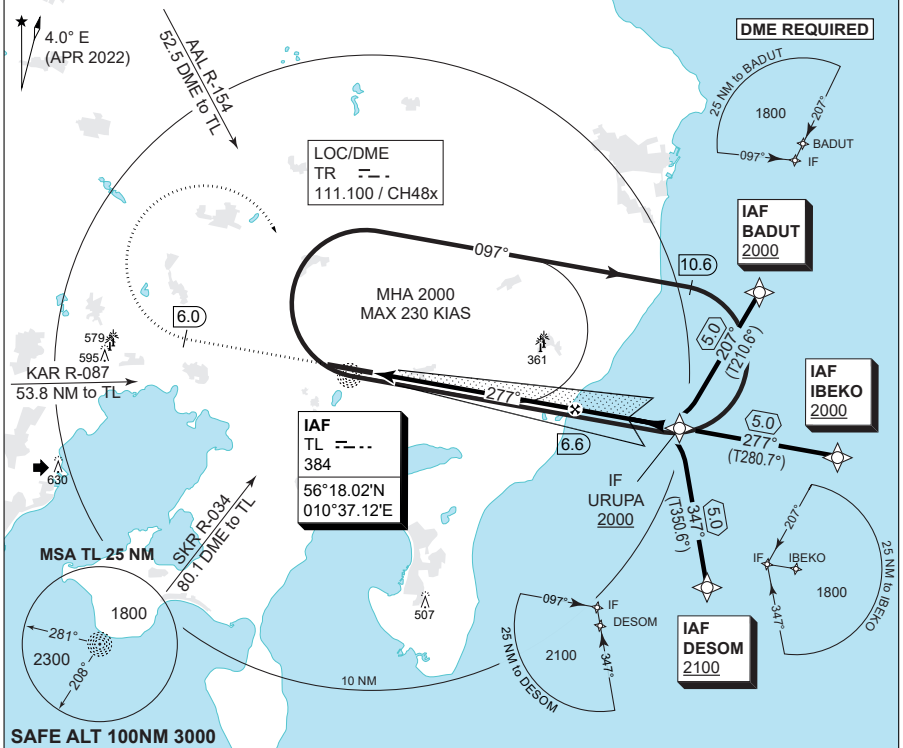
INSTRUMENT APPROACH CHART

AD ELEV 82

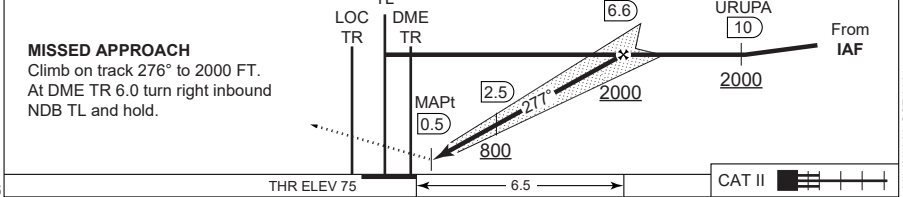
ILS or LOC RWY 28L (CAT C-E)

AARHUS (EKAH)

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



| | | | | | | |
|---------------------------|-----|-----|------|------|------|--------------------------------------|
| CDFA: 2.75° / 4.8% | | | | | | TA 3000 GS 2.75° RDH 36 |
| 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 | |



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

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

56°18.00'N
010°37.14'E

AARHUS (EKAH)

CHANGES-ATIS FREQ. CHG.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 82

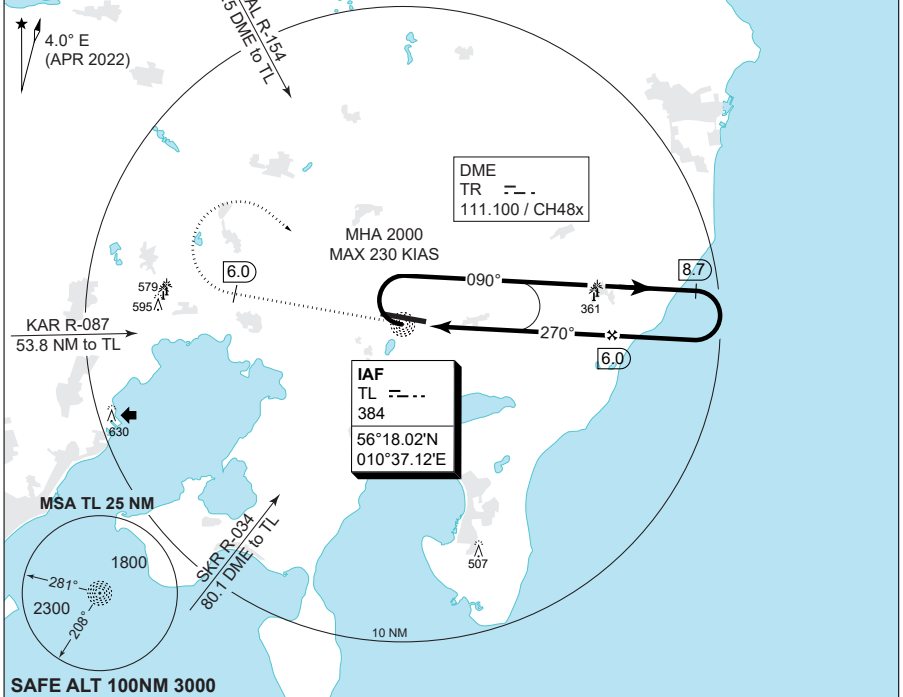
NDB RWY 28L (CAT A-B)

AARHUS (EKAH)

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

NOTE:
a) No turn before MAPt.

DME REQUIRED



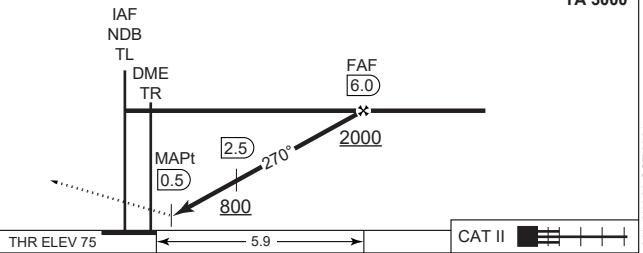
SAFE ALT 100NM 3000

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

TA 3000

MISSED APPROACH

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



| | | |
|-------------|-------------------------------------|--------------------------------|
| THR ELEV 75 | 5.9 | CAT II |
| CATEGORY | A | B |
| S-NDB 28L | 480 - 1100 398 (400-1.1/1.8) | |
| CIRCLING | 570 - 1.5 488 (500-1.5) | 680 - 1.6 598 (600-1.6) |

NDB RWY 28L (CAT A-B)

56°18.00'N
010°37.14'E
2-8

AARHUS (EKAH)



CHANGES-ATIS FREQ. CHG.

MIPS

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS

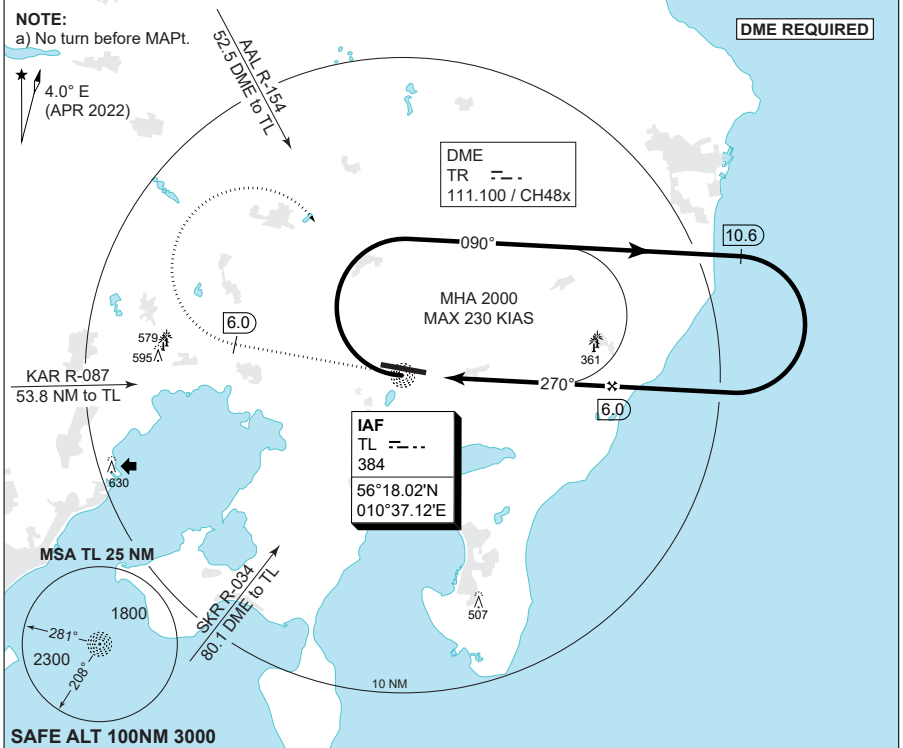
INSTRUMENT APPROACH CHART

AD ELEV 82

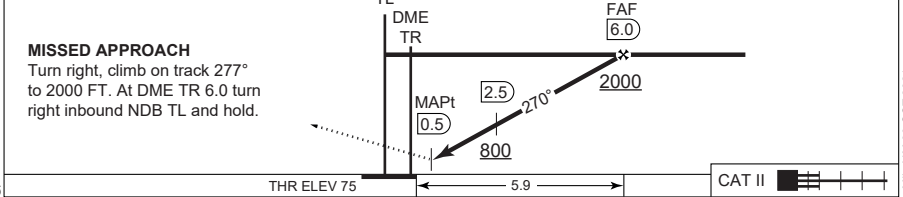
NDB RWY 28L (CAT C-E)

AARHUS (EKAH)

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



| | | | | | | |
|---------------------------|-----|------|------|------|------|----------------|
| CDFA: 3.0° / 5.24% | | | | | | TA 3000 |
| DME TR | 2 | 3 | 4 | 5 | 6 | |
| DIST THR | 1.9 | 2.9 | 3.9 | 4.9 | 5.9 | |
| ALT | 720 | 1040 | 1360 | 1680 | 2000 | |



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

NDB RWY 28L (CAT C-E)

56°18.00'N
010°37.14'E

AARHUS (EKAH)

2-9

CHANGES-ATIS FREQ. CHG.

MIPS

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 82

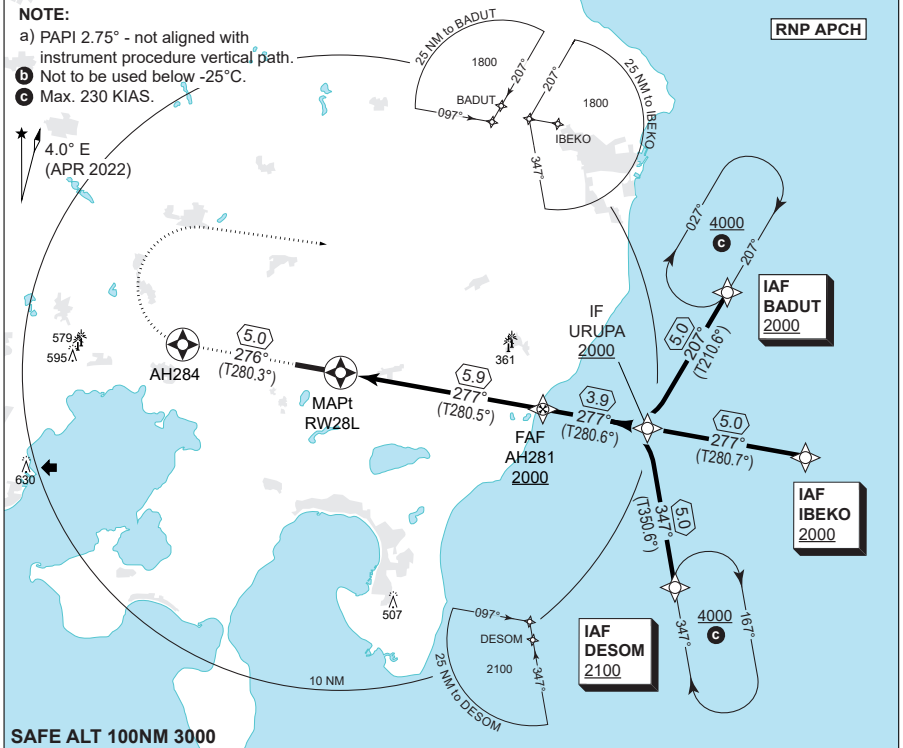
RNP RWY 28L

AARHUS (EKAH)

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

NOTE:

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



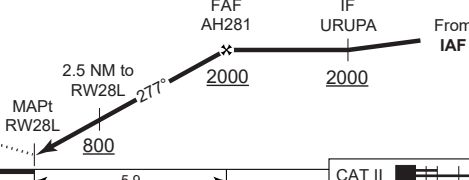
SAFE ALT 100NM 3000

| | | | | | |
|--------------------|-----|-----|------|------|------|
| CDFA: 3.0° / 5.24% | | | | | |
| DIST RW28L | 1 | 2 | 3 | 4 | 5 |
| ALT | 450 | 770 | 1080 | 1400 | 1720 |

TA 3000
GS 3.0°
TCH 50

MISSED APPROACH

Climb on track 276° to overfly AH284. Turn right direct to BADUT and hold at 4000 FT.



THR ELEV 75

5.9

CAT II

| CATEGORY | A | B | C | D | E |
|--------------------|------------------------------|----------------------|----------------------|----------------------|----------------------|
| LPV | 325 - 600 250 (300-0.8/1.3) | | | | |
| LNAV/VNAV b | 360 (300-0.8/1.3) | 380 (300-0.8/1.4) | 390 (400-0.8/1.4) | 400 (400-0.8/1.4) | 420 (400-0.8/1.5) |
| LNAV | 480 - 1100 398 (400-1.1/1.8) | | | | |
| CIRCLING | 570 (500-1.5) | 680 (600-1.6) | 1060 (1000-2.4) | 1180 (1100-3.6) | 1180 (1100-3.6) |

RNP RWY 28L

56°18.00'N
010°37.14'E
2-10

AARHUS (EKAH)



CHANGES-ATIS FREQ. CHG.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

EKAH RNP RWY 28L waypoint coordinates:

RWY 28L from DESOM APPROACH RNP

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

RWY 28L from IBEKO APPROACH RNP

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

RWY 28L from BADUT APPROACH RNP

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

Threshold coordinates RWY 28L

| | | CODING | | | | DISPLAY | |
|---------|--|--------------|---------------|-------------|--------------|---------|--|
| RWY 28L | | 56 18 04.17N | 010 38 25.84E | 56 18.069°N | 010 38.431°E | | |

CHANGES: AH282 RENAMED TO URUPA.

AIR COMMAND DENMARK - MIL-AIM 07 SEP 2023



BILLUND (EKBI)

AERODROME CHART

BILLUND OPS

ILS or LOC Z RWY 09

ILS or LOC Z RWY 27

ILS or LOC Y RWY 09

ILS or LOC Y RWY 27

RNP RWY 09

RNP RWY 27

WP LIST RWY 09

WP LIST RWY 27

BILLUND ARRIVAL

BILLUND DEPARTURE

SID RWY 09 (TEXT)

SID RWY 27 (TEXT)

SID RWY 09 (CHART)

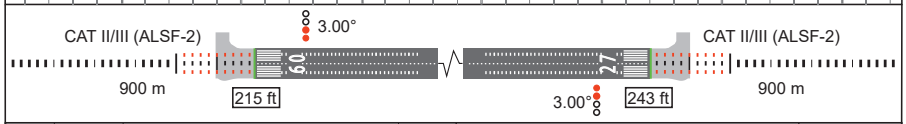
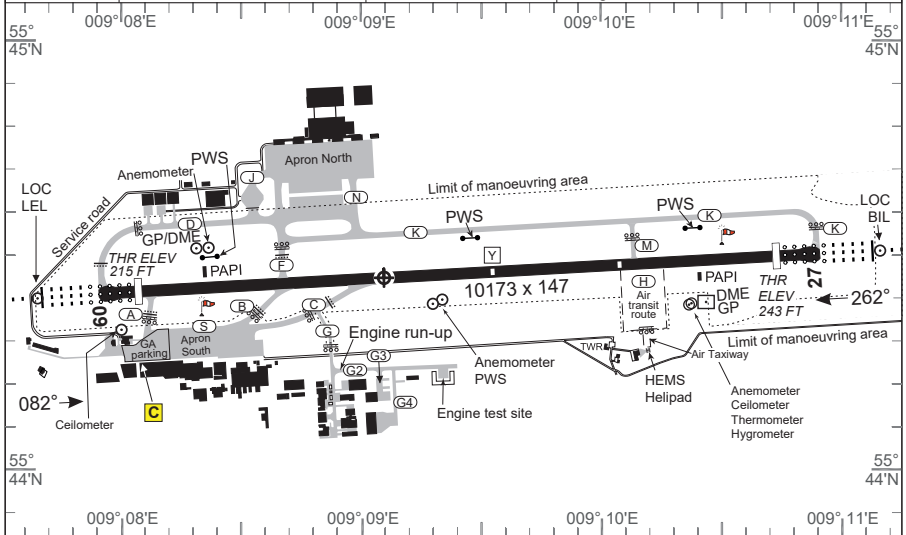
SID RWY 27 (CHART)



AERODROME CHART

BILLUND (EKBI)

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



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

Climb out for flights not cleared via an SID (MAX IAS 250 KT FL 60 and below):

RWY 09: For jet aeroplanes irrespective of weight and for propeller and turbo-propeller aeroplanes with MTOM above 5700kg: Climb on track 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) | | |

AERODROME CHART

BILLUND (EKBI)



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.



MIPS

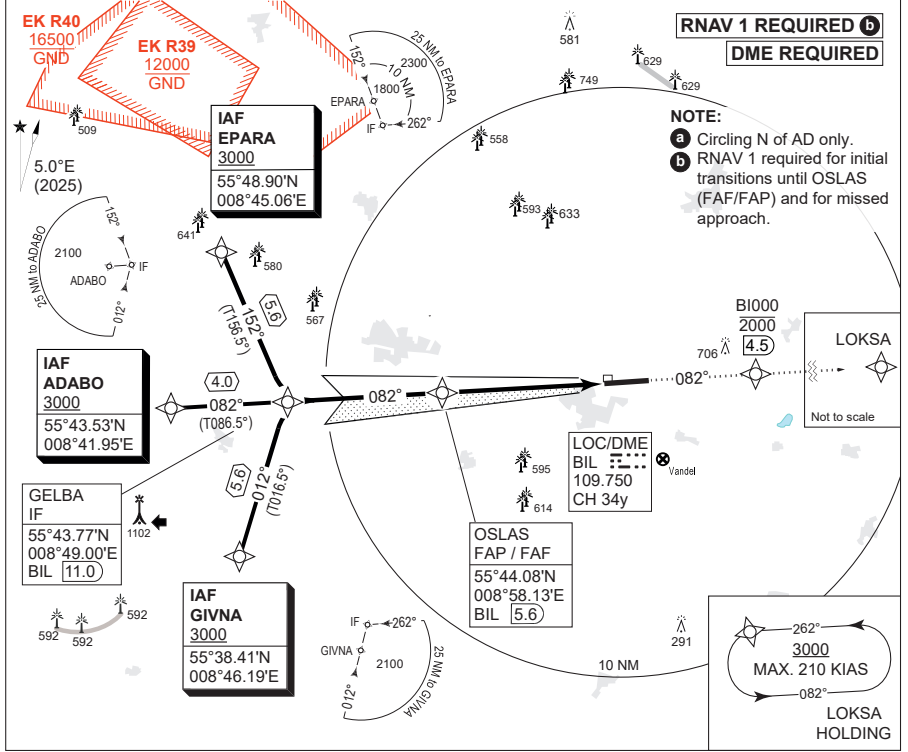
INSTRUMENT APPROACH CHART

AD ELEV 246

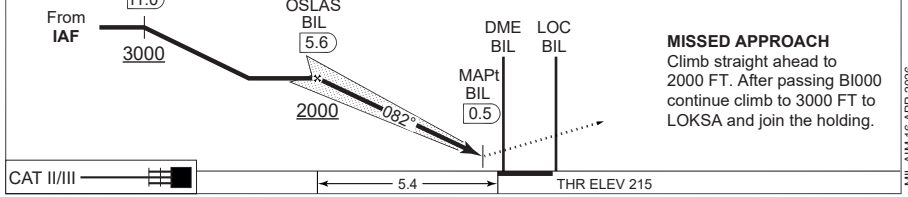
ILS or LOC Z RWY 09

BILLUND (EKBI)

| | | | |
|---------------------------------------|---|-----------------------------|--|
| COPENHAGEN CONTROL 362.750 136.550 | BILLUND ATIS (ARR / DEP) 118.780 129.105 | BILLUND APPROACH 127.580 | BILLUND TOWER (ARR / DEP) 119.005 129.505 |
| LOC / DME BIL 109.750 / CH 34y | APP COURSE 082° | GS INTCP ALT 2000 FT | GS DA THR ELEV ALS LENGTH LDA 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 |



| | | | | | |
|--------------|--------------------------------|-------------------------------------|---------------------------------|---------------------------------|------------------------------------|
| 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) |

ILS or LOC Z RWY 09

55°44.42'N
009°09.11'E

BILLUND (EKBI)

CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL-AIM 16 APR 2026



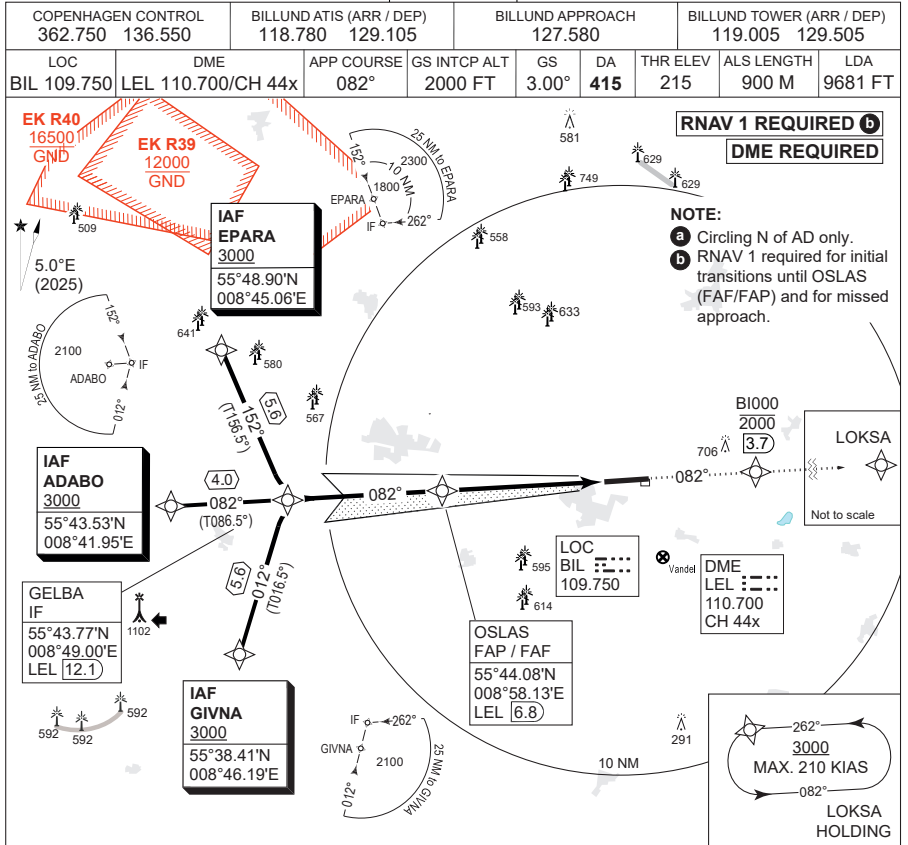
MIPS

INSTRUMENT APPROACH CHART

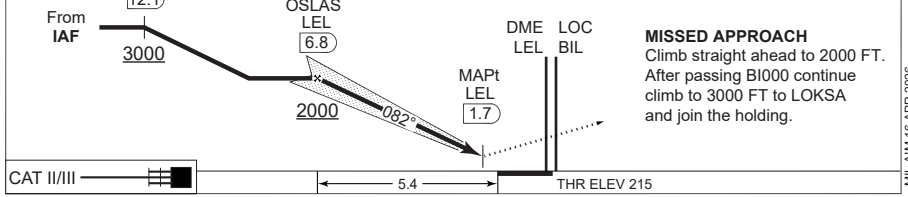
AD ELEV 246

ILS or LOC Y RWY 09

BILLUND (EKBI)



| | | | | | |
|--------------------------------------|--------------------------|-------------------------|-----------------------------|--|--------------------------------------|
| TA 3000 GS 3.00° RDH 50 | GELBA LEL 12.1 | OSLAS LEL 6.8 | DME BIL 5 4 3 2 1 | LOC BIL 4.85 3.85 2.85 1.85 0.85 | ALT 1810 1490 1180 860 540 |
|--------------------------------------|--------------------------|-------------------------|-----------------------------|--|--------------------------------------|



| 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) |

ILS or LOC Y RWY 09

55°44.42'N
 009°09.11'E

BILLUND (EKBI)

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL-AIM 16 APR 2026



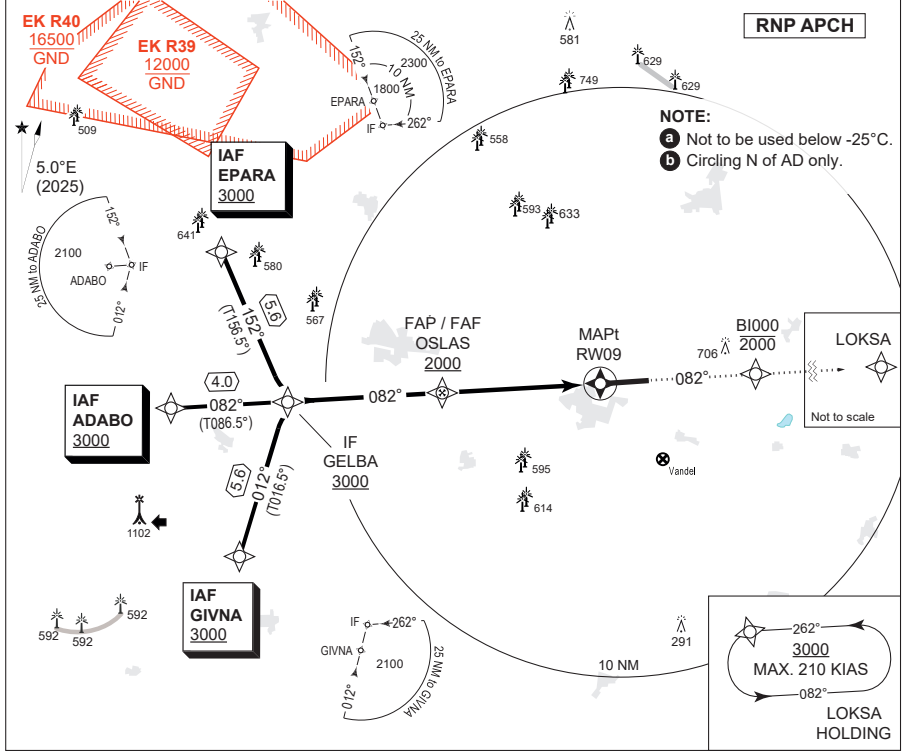
MIPS

INSTRUMENT APPROACH CHART

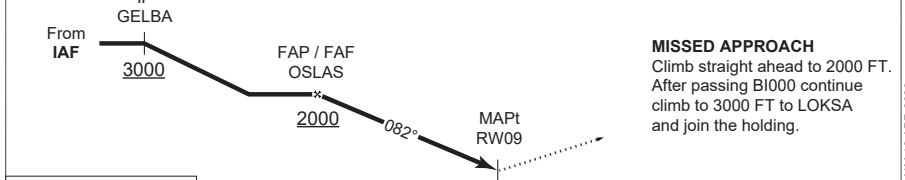
AD ELEV 246

**RNP RWY 09
BILLUND (EKBI)**

| | | | |
|---------------------------------------|---|-----------------------------|--|
| COPENHAGEN CONTROL 362.750 136.550 | BILLUND ATIS (ARR / DEP) 118.780 129.105 | BILLUND APPROACH 127.580 | BILLUND TOWER (ARR / DEP) 119.005 129.505 |
| EGNOS CHANNEL 57711 / E09A | APP COURSE 082° | FAF ALT 2000 FT | DESCENT GR 3.0° (5.24%) |
| DA See CAT | THR ELEV 215 | ALS LENGTH 900 M | LDA 9681 FT |



| | |
|-------------------|------------------------|
| TA 3000 RDH 50 | CDFA: GS 3.00° / 5.24% |
| | DIST THR 5 4 3 2 |
| | ALT 1860 1540 1220 900 |



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

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

RNP RWY 09

55°44.42'N
009°09.11'E

BILLUND (EKBI)

3-5

CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL-AIM 16 APR 2026



EKBI RNP RWY 09 waypoint coordinates:

RWY 09 from EPARA (Initial LEFT) APPROACH RNP

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

RWY 09 from ADABO (Initial CENTRE) APPROACH RNP

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

RWY 09 from GIVNA (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 09

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

CHANGES: BI092 AND BI093 WITHDRAWN, BI000 AND LOKSA ADDED.

AIR COMMAND DENMARK - MIL-AIM 02 NOV 2023



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 246

ILS or LOC Z RWY 27

BILLUND (EKBI)

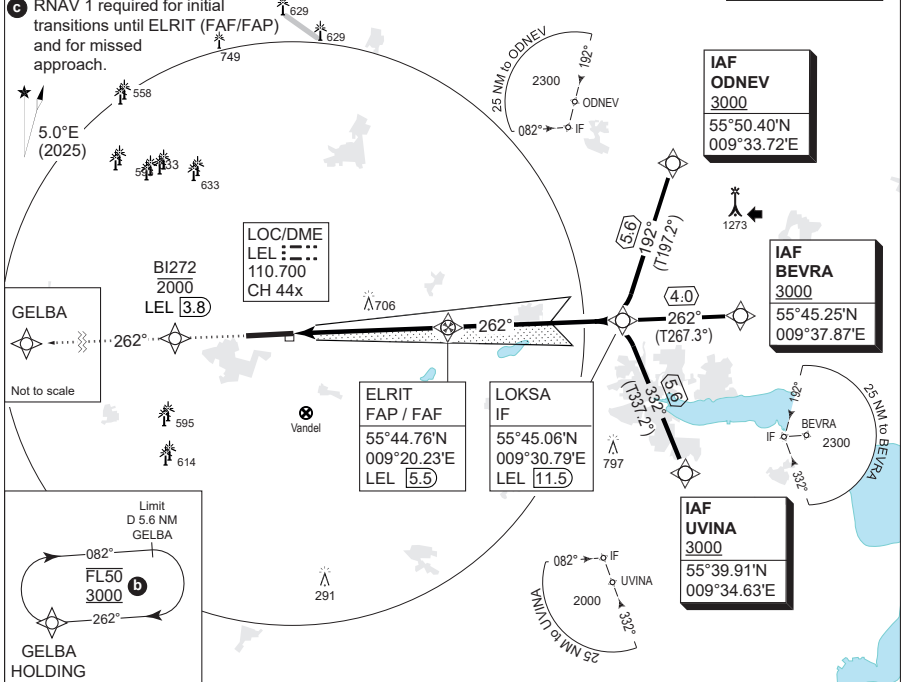
| | | | |
|---------------------------------------|---|-----------------------------|--|
| COPENHAGEN CONTROL 362.750 136.550 | BILLUND ATIS (ARR / DEP) 118.780 129.105 | BILLUND APPROACH 127.580 | BILLUND TOWER (ARR / DEP) 119.005 129.505 |
| LOC / DME LEL 110.700 / CH 44x | APP COURSE 262° | GS INTCP ALT 2000 FT | GS DA 3.00° SEE CAT |
| | | THR ELEV 243 | ALS LENGTH LDA 900 M 9681 FT |

NOTE:

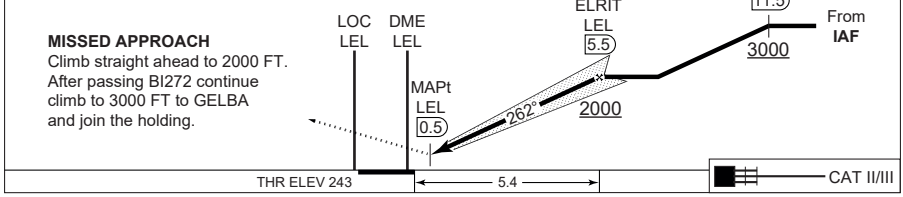
- a Circling N of AD only.
- b Max. 195 KIAS. Direct entry only.
- c RNAV 1 required for initial transitions until ELRIT (FAF/FAP) and for missed approach.

RNAV 1 REQUIRED

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 |



| CATEGORY | A | B | C | D | E |
|--------------|-------------------------|------------------------------|--------------------------|--------------------------|-----------------------------|
| 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) |

ILS or LOC Z RWY 27

55°44.42'N
 009°09.11'E
 3-7

BILLUND (EKBI)

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL - AIM 16 APR 2026



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 246

ILS or LOC Y RWY 27

BILLUND (EKBI)

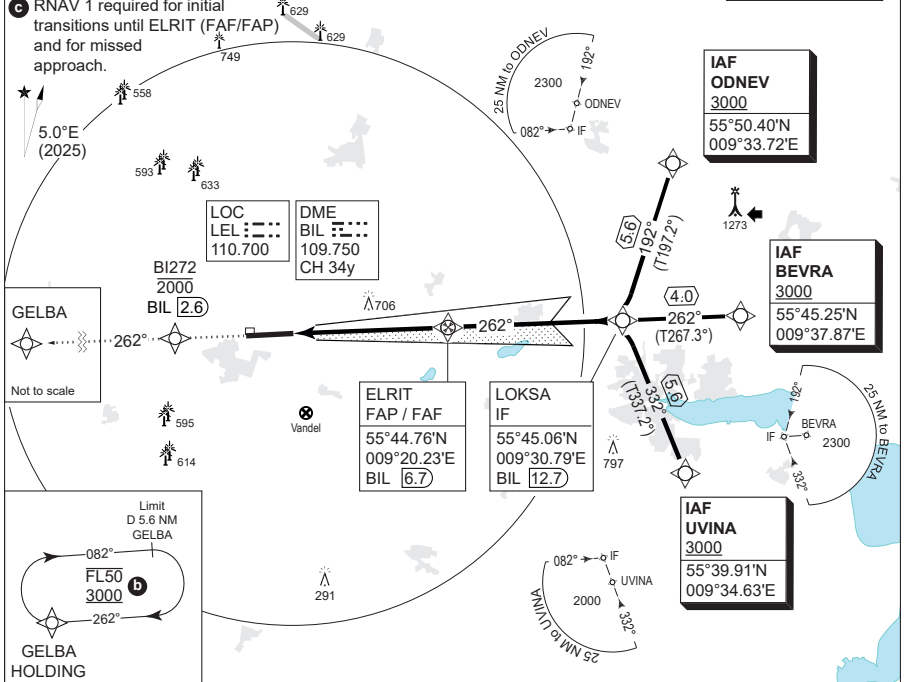
| | | | | | | | | | |
|---------------------------------------|---------------------------|---|-------------------------|-----------------------------|----------------------|-----------------|--|----------------|--|
| COPENHAGEN CONTROL 362.750 136.550 | | BILLUND ATIS (ARR / DEP) 118.780 129.105 | | BILLUND APPROACH 127.580 | | | BILLUND TOWER (ARR / DEP) 119.005 129.505 | | |
| LOC LEL 110.700 | DME BIL 109.750/CH 34y | APP COURSE 262° | GS INTCP ALT 2000 FT | GS 3.00° | DA SEE CAT | THR ELEV 243 | ALS LENGTH 900 M | LDA 9681 FT | |

NOTE:

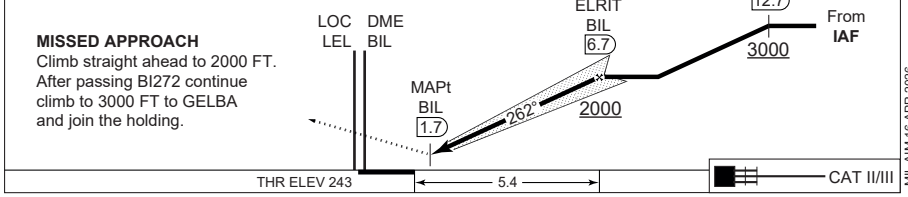
- a** Circling N of AD only.
- b** Max. 195 KIAS. Direct entry only.
- c** RNAV 1 required for initial transitions until ELRIT (FAF/FAP) and for missed approach.

RNAV 1 REQUIRED

DME REQUIRED



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



| CATEGORY | A | B | C | D | E |
|-------------------|--------------------------------|-------------------------------------|---------------------------------|---------------------------------|------------------------------------|
| 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) |

ILS or LOC Y RWY 27

55°44.42'N
009°09.11'E
3-8

BILLUND (EKBI)

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL - AIRM 16 APR 2026



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 246

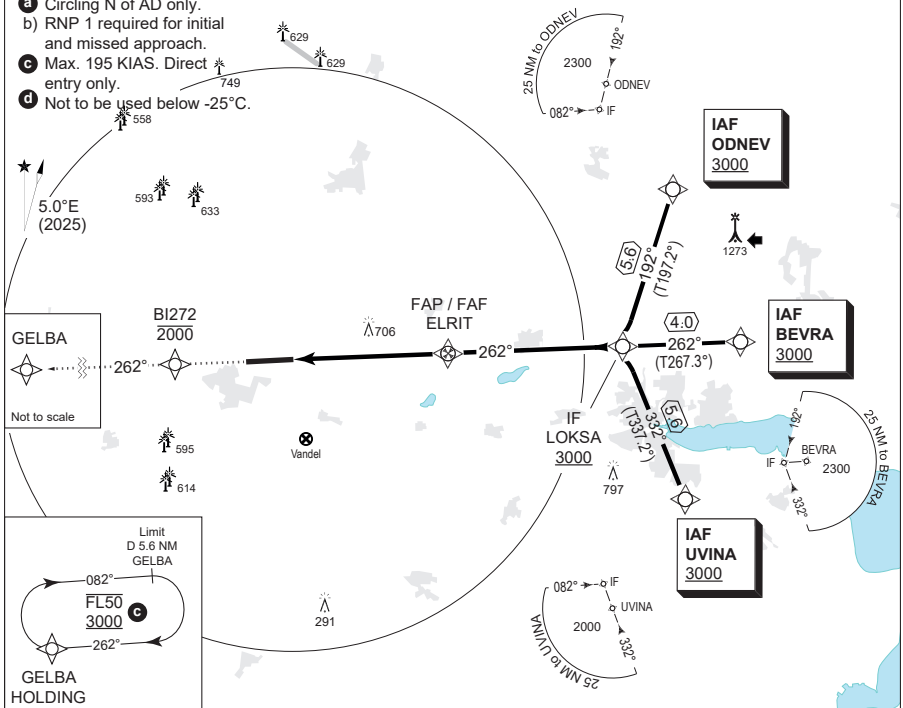
**RNP RWY 27
BILLUND (EKBI)**

| | | | | | |
|---------------------------------------|---|-----------------------------|-------------|----------------------|---|
| COPENHAGEN CONTROL 362.750 136.550 | BILLUND ATIS (ARR / DEP) 118.780 129.105 | BILLUND APPROACH 127.580 | | | BILLUND TOWER (ARR / DEP) 119.005 129.505 |
| EGNOS CHANNEL 65547 / E27A | APP COURSE 262° | GS INTPC ALT 2000 FT | GS 3.00° | DA SEE CAT | THR ELEV 243 ALS LENGTH 900 M LDA 9681 FT |

NOTE:

- a) Circling N of AD only.
- b) RNP 1 required for initial and missed approach.
- c) Max. 195 KIAS. Direct entry only.
- d) Not to be used below -25°C.

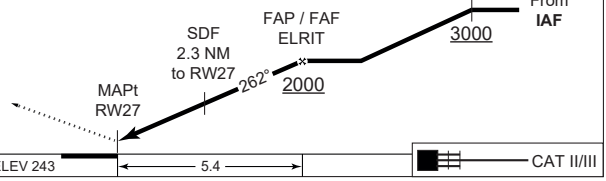
RNP APCH



| | | | | |
|-------------------------------|-----|------|------|------|
| CDFA: GS 3.00° / 5.24% | | | | |
| DIST THR | 2 | 3 | 4 | 5 |
| ALT | 930 | 1250 | 1570 | 1890 |

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 |
|----------------------|--|--|--|--|--|
| S-LPV | 494 - 600 250 (300-0.8/1.2) | | | | |
| S-LNAV/VNAV d | 630 - 1100 386 (400-1.1/1.8) | 640 - 1100 396 (400-1.1/1.8) | 650 - 1200 406 (500-1.2/1.9) | 660 - 1200 416 (500-1.2/1.9) | 680 - 1300 436 (500-1.3/2.0) |
| S-LNAV | 740 - 1500 493 (500-1.5/2.3) | | | | |
| 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) |

RNP RWY 27

55°44.42'N
009°09.11'E
3-9

BILLUND (EKBI)

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL-AIM 16 APR 2026



EKBI RNP RWY 27 waypoint coordinates:

RWY 27 from UVINA (Initial LEFT) APPROACH RNP

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

RWY 27 from BEVRA (Initial CENTRE) APPROACH RNP

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

RWY 27 from ODNEV (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 27

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

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 18 APR 2024



BILLUND ARRIVAL

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

At first contact with BILLUND APPROACH state type of aircraft.

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

Radio communications failure.

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

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

Precision approach. Category II/III operations.

The operations are subject to the following procedures and conditions:

a. ATC procedures.

The minimum distance between an aircraft on final approach on a CAT II / III ILS approach and any other preceding aircraft will for CAT II not be less than 5 NM and for CAT III not less than 8 NM. The separation must be established at the latest when preceding aircraft passes THR. Departing aircraft must have commenced take-off run, before arriving aircraft has left 2000 FT on final approach.

b. Pilot procedures.

Pilots who intend to fly a CAT II / III ILS approach are to use the following phrase: "Request Category II (or III) ILS approach runway XX (mention runway number)" Above mentioned request shall be made to COPENHAGEN CONTROL and confirmed on first contact with BILLUND APPROACH.

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

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

Reverse thrust.

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

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



STANDARD INSTRUMENT DEPARTURE (SID) - RWY 09/27

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

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

1. IFR DEPARTURE

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

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

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

1.4 Climb out for flights not cleared via an SID:

MAX IAS 250 KT FL60 and below.

RWY 09: For jet aeroplanes irrespective of weight and for propeller and turboprop aeroplanes with MTOM above 5700 kg: Climb on track 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.



STANDARD INSTRUMENT DEPARTURE

| 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.

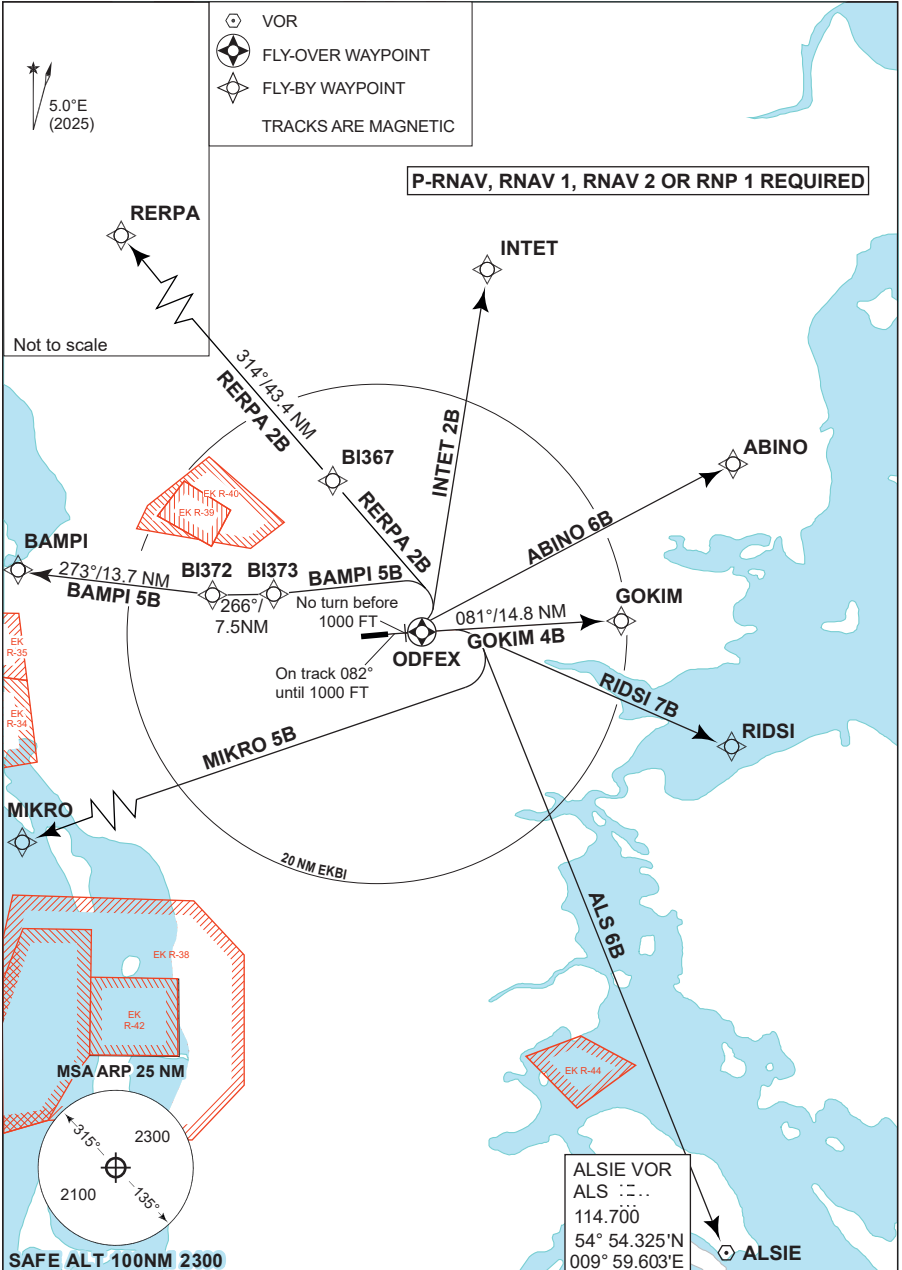
| Waypoint | Latitude | Longitude |
|----------|--------------|---------------|
| ABINO | 55° 58.100'N | 009° 59.667'E |
| BAMPI | 55° 50.574'N | 008° 16.177'E |
| BI367 | 55° 56.384'N | 009° 02.976'E |
| BI372 | 55° 48.638'N | 008° 40.192'E |
| BI373 | 55° 48.540'N | 008° 53.524'E |
| ODFEX | 55° 44.622'N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

CHANGES: TRACKS CHANGED BY 2 DEGREES DUE TO MAGNETIC VARIATION CHANGE.

AIR COMMAND DENMARK - MIL A/M 19 FEB 2026



STANDARD INSTRUMENT DEPARTURE CHART



CHANGES: MAGNETIC VARIATION AND DIRECTIONS.

AIR COMMAND DENMARK - MIL-AIM 19 FEB 2026

SID (P-RNAV) RWY 09

BILLUND (EKBI)



STANDARD INSTRUMENT DEPARTURE

| Designator | Route (Tracks are magnetic) | After take-off | | |
|------------|---|--|---|---|
| | | Remark | Climb to | Contact |
| RERPA 2A | On track 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 until 1500 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.

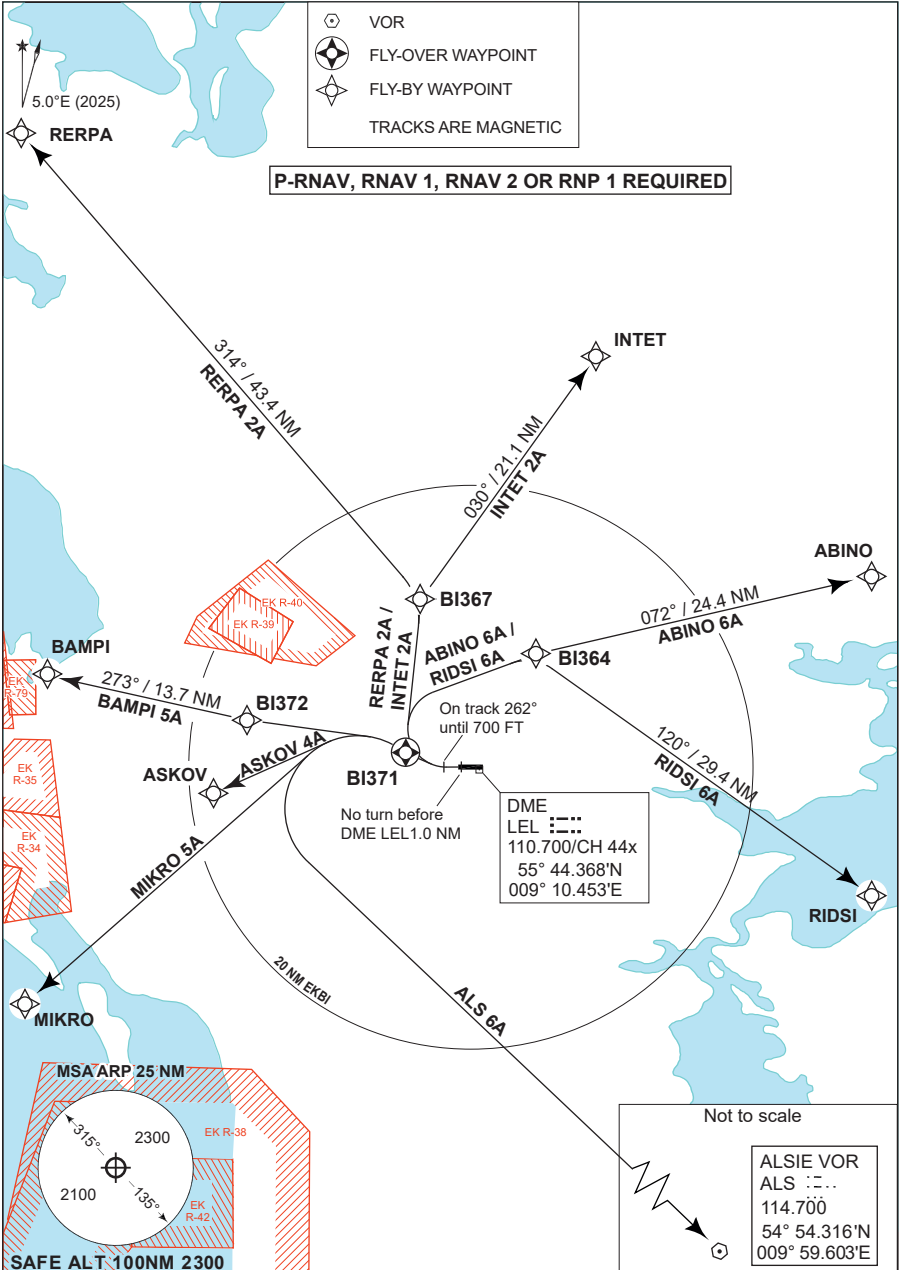
| Waypoint | Latitude | Longitude |
|----------|--------------|---------------|
| ABINO | 55° 58.100'N | 009° 59.667'E |
| ASKOV | 55° 42.393'N | 008° 37.257'E |
| BAMPI | 55° 50.574'N | 008° 16.177'E |
| BI364 | 55° 52.612'N | 009° 17.499'E |
| BI367 | 55° 56.385'N | 009° 02.977'E |
| BI371 | 55° 47.228'N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

CHANGES: TRACKS CHANGED TO 262 DEGREES DUE TO MAGNETIC VARIATION CHANGE.

AIR COMMAND DENMARK - MIL AIRM 19 FEB 2026



STANDARD INSTRUMENT DEPARTURE CHART



SID (P-RNAV) RWY 27

BILLUND (EKBI)



ESBJERG (EKEB)

AERODROME CHART

ILS or LOC Z RWY 08

ILS or LOC Z RWY 26

ILS or LOC Y RWY 08

ILS or LOC Y RWY 26

RNP RWY 08

RNP RWY 26

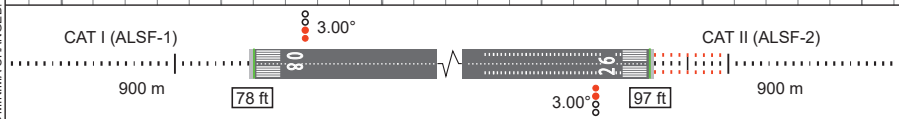
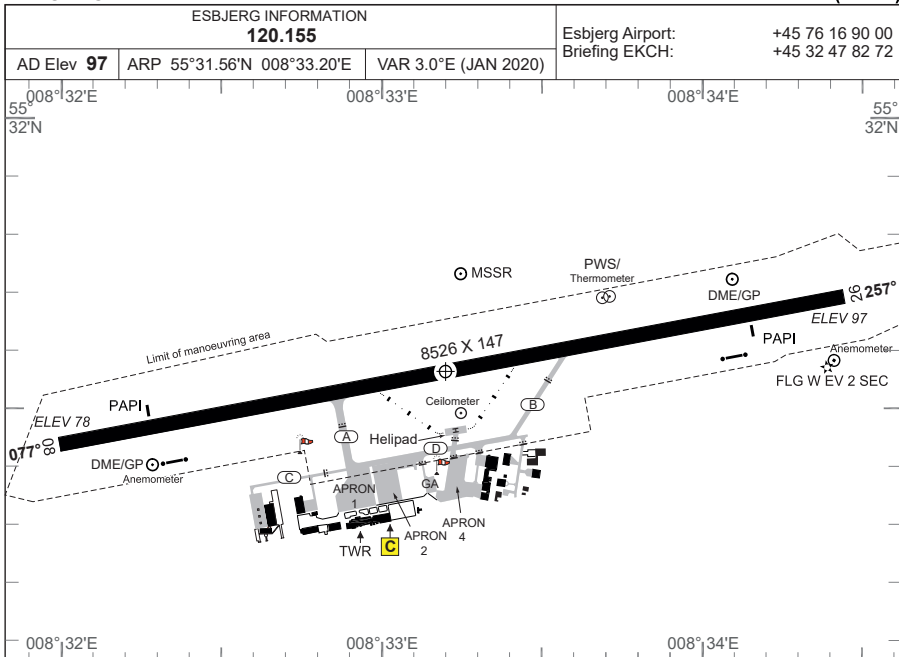
WP LIST RWY 08

WP LIST RWY 26



AERODROME CHART

ESBJERG (EKEB)



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

Parachuting may take place.

Flight procedures:

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

- Omnidirectional departures:

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

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

AERODROME CHART

ESBJERG (EKEB)



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

AIR COMMAND DENMARK - MIL AIN 20 MAR 2025

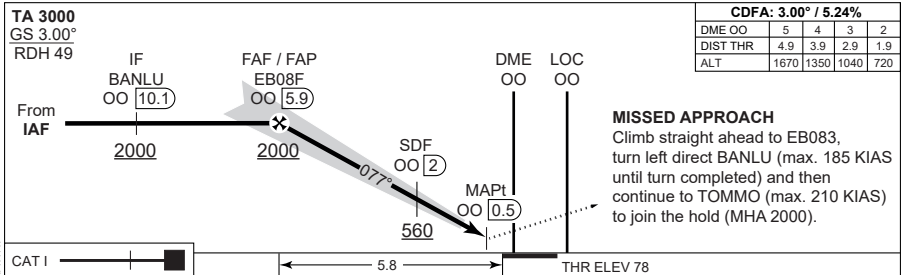
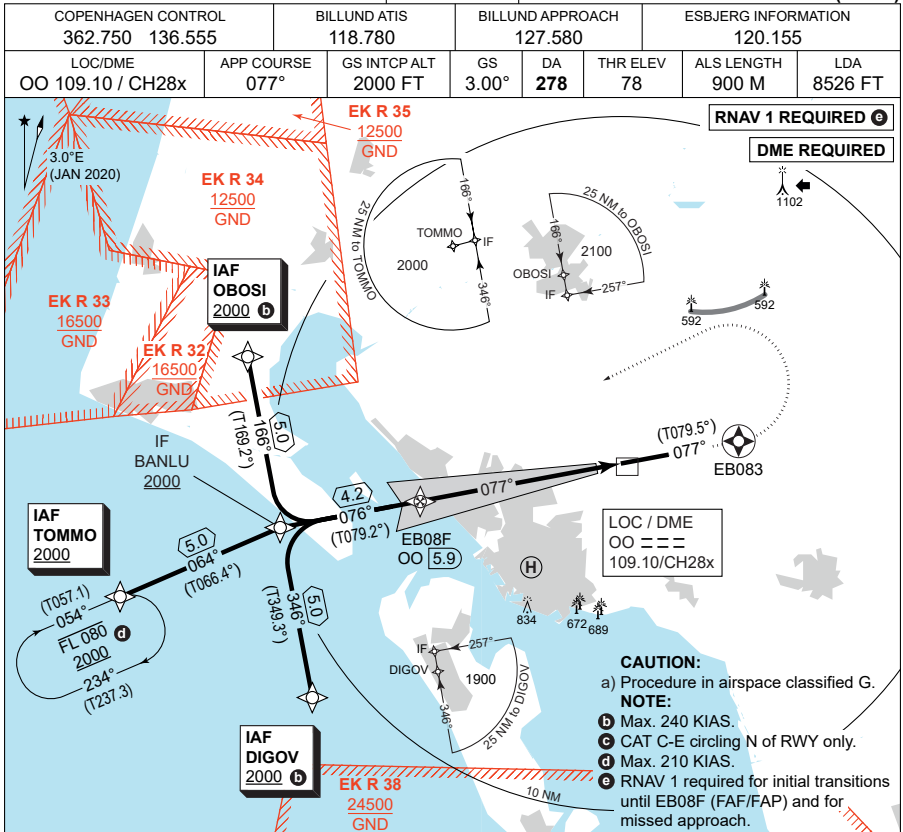
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 97

ILS or LOC Z RWY 08

ESBJERG (EKEB)



| 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 e | 590 -1.5 493 (500-1.5) | 600 -1.6 503 (600-1.6) | 840 -2.4 743 (800-2.4) | 990 -3.6 893 (900-3.6) | 1090 -3.6 993 (1000-3.6) |

ILS or LOC Z RWY 08

55°31.56'N
008°33.20'E

ESBJERG (EKEB)

4-2

CHANGES: EKD 301 WITHDRAWN

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



MIPS

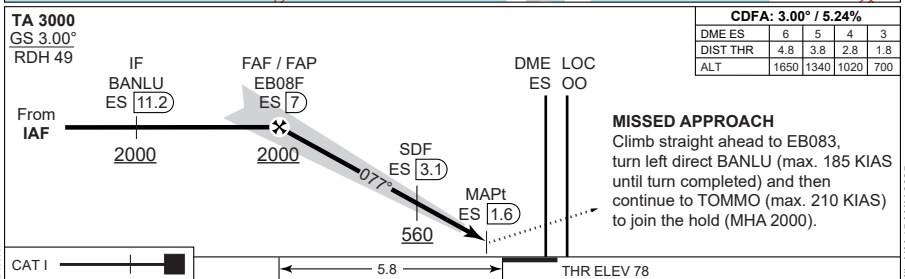
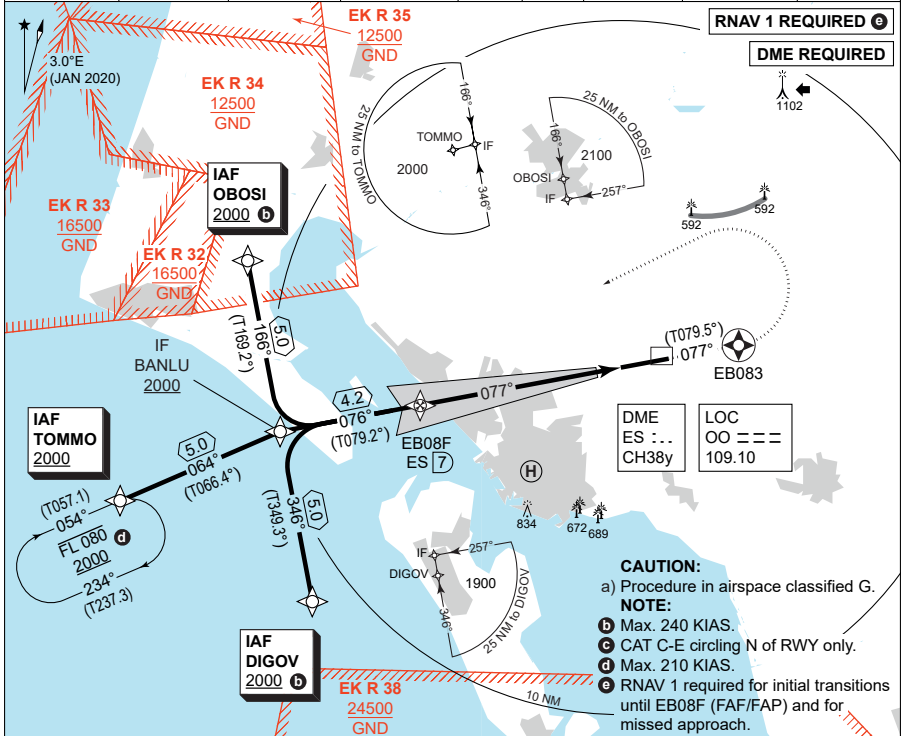
INSTRUMENT APPROACH CHART

AD ELEV 97

ILS or LOC Y RWY 08

ESBJERG (EKEB)

| | | | | | | | | |
|---------------------------------------|-----------------|-------------------------|-------------------------|-----------------------------|-----------|--------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 362.750 136.555 | | BILLUND ATIS 118.780 | | BILLUND APPROACH 127.580 | | ESBJERG INFORMATION 120.155 | | |
| LOC OO 109.10 | DME ES CH38y | APP COURSE 077° | GS INTCP ALT 2000 FT | GS 3.00° | DA 278 | THR ELEV 78 | ALS LENGTH 900 M | LDA 8526 FT |



| | | | | | | | | |
|-------------|-------------------------------|------------------------|------------------------|------------------------|--------------------------|-------------|--|--|
| MIPS | TA 3000 GS 3.00° RDH 49 | CDFA: 3.00° / 5.24% | | DME ES | | LOC OO | | |
| | From IAF | IF BANLU ES 11.2 | FAF / FAP EB08F ES 7 | SDF ES 3.1 | MAPt ES 1.6 | THR ELEV 78 | | |
| | CAT I | 2000 | 2000 | 560 | | | | |
| 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 | 590 -1.5 493 (500-1.5) | 600 -1.6 503 (600-1.6) | 840 -2.4 743 (800-2.4) | 990 -3.6 893 (900-3.6) | 1090 -3.6 993 (1000-3.6) | | | |

ILS or LOC Y RWY 08

55°31.56'N
008°33.20'E

ESBJERG (EKEB)

4-3

CHANGES: EKD 301 WITHDRAWN

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



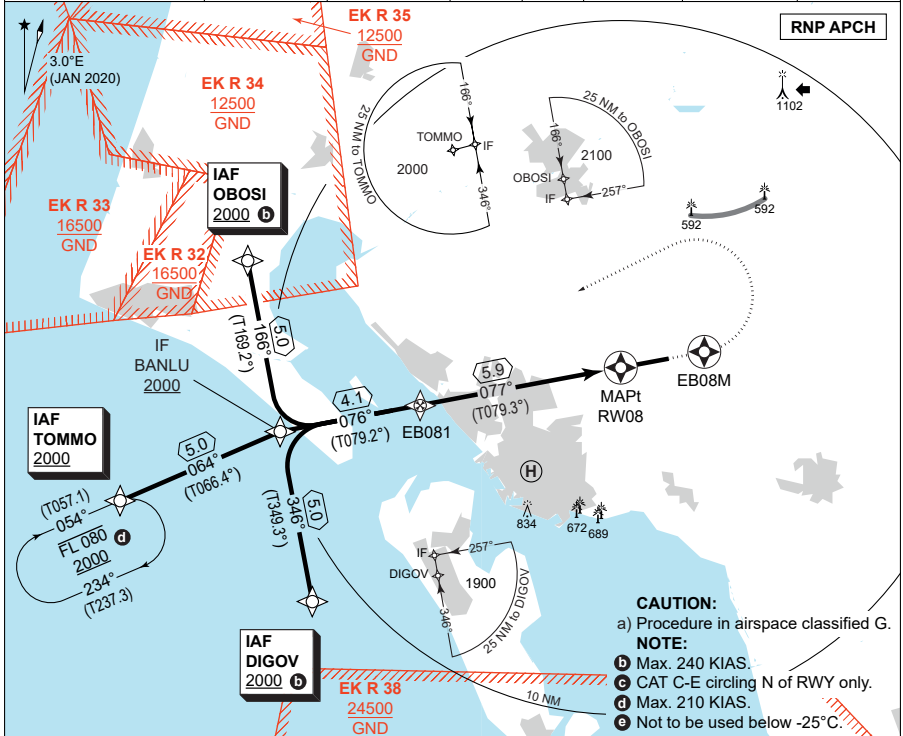
MIPS

INSTRUMENT APPROACH CHART

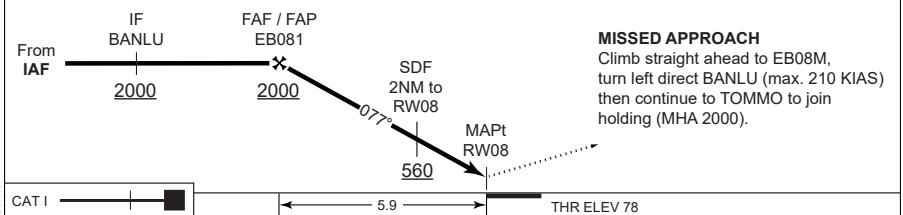
AD ELEV 97

**RNP RWY 08
ESBJERG (EKEB)**

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



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



| | | | | | | |
|--------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|-------------|
| CAT I | 5.9 | | | | | THR ELEV 78 |
| CATEGORY | A | B | C | D | E | |
| LPV CAT I | 278 - 550 200 (200-0.8/1.2) | | | | | |
| LNAV/VNAV e | 340 - 600 262 (300-0.8/1.3) | 350 - 600 272 (300-0.8/1.3) | 360 - 650 282 (300-0.8/1.4) | 370 - 650 292 (300-0.8/1.4) | 390 - 700 312 (400-0.8/1.4) | |
| LNAV | 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) | |

RNP RWY 08

55°31.56'N
008°33.20'E
4-4

ESBJERG (EKEB)

CHANGES: EKD 301 WITHDRAWN

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



EKEB RNP RWY 08 waypoint coordinates:

RWY 08 from OBOSI (Initial LEFT) APPROACH RNP

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

RWY 08 from TOMMO (Initial STRAIGHT) APPROACH RNP

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

RWY 08 from DIGOV (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 08

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



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 97

ILS or LOC Z RWY 26

ESBJERG (EKEB)

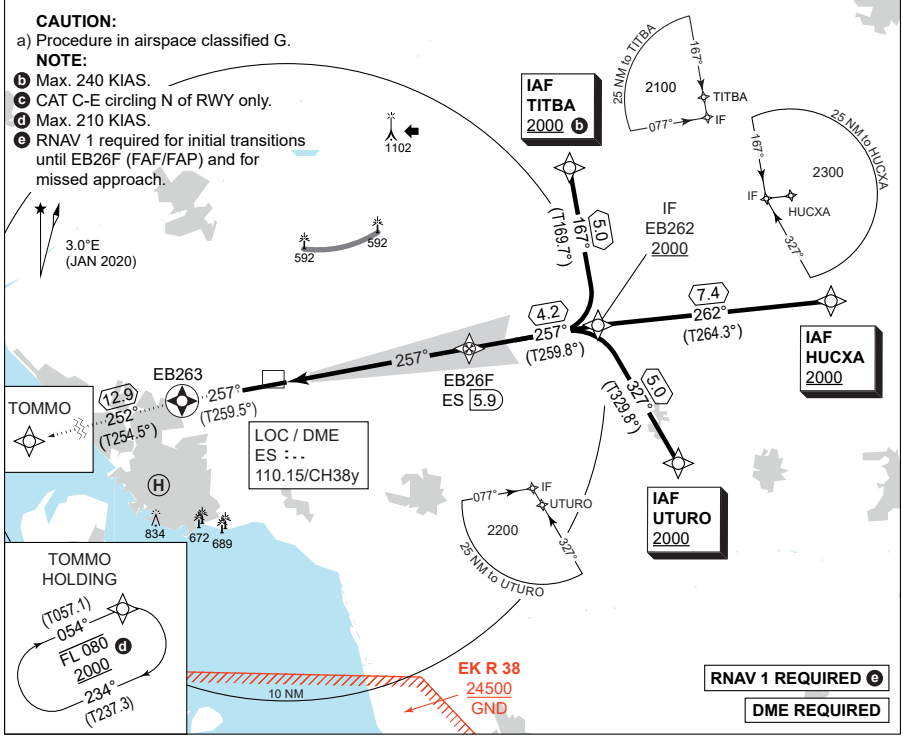
| | | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------|-----------------------------|----------------|--------------------------------|----------------|--|
| COPENHAGEN CONTROL 362.750 136.555 | | BILLUND ATIS 118.780 | | BILLUND APPROACH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

CAUTION:

a) Procedure in airspace classified G.

NOTE:

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



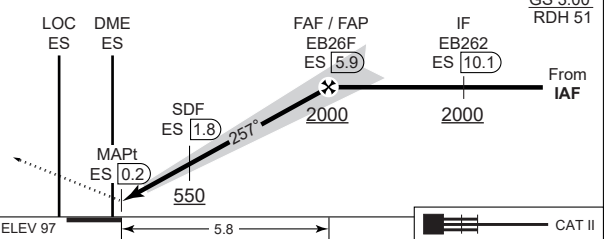
RNAV 1 REQUIRED
DME REQUIRED

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

TA 3000
GS 3.00°
RDH 51

MISSED APPROACH

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



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

ILS or LOC Z RWY 26

55°31.56'N
008°33.20'E

ESBJERG (EKEB)

4-6

CHANGES: WPT HAJAQ REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 97

ILS or LOC Y RWY 26

ESBJERG (EKEB)

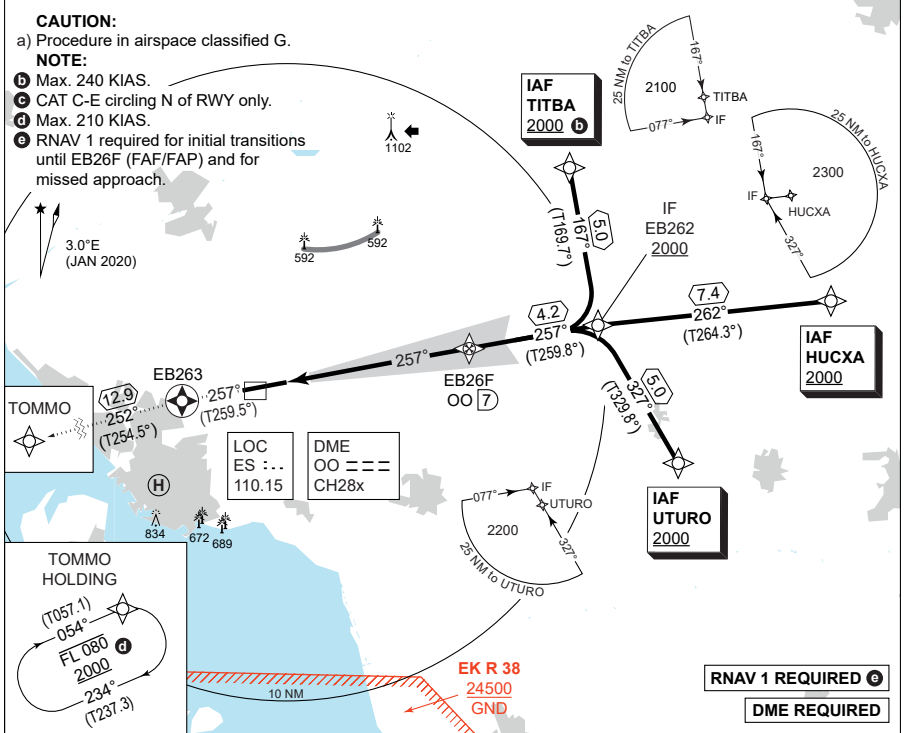
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|---------------------------------------|---------------|-------------------------|-------------------------|-----------------------------|-----------|--------------------------------|---------------------|----------------|--|
| COPENHAGEN CONTROL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

CAUTION:

a) Procedure in airspace classified G.

NOTE:

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

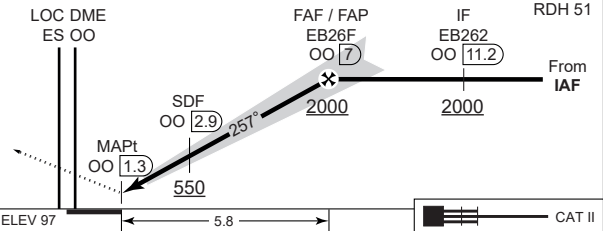


| | | | | | |
|---------------------|-----|------|------|------|--|
| CDFA: 3.00° / 5.24% | | | | | |
| DME OO | 3 | 4 | 5 | 6 | |
| DIST THR | 1.8 | 2.8 | 3.8 | 4.8 | |
| ALT | 710 | 1030 | 1350 | 1660 | |

TA 3000
GS 3.00°
RDH 51

MISSED APPROACH

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



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

ILS or LOC Y RWY 26

55°31.56'N
008°33.20'E
4-7

ESBJERG (EKEB)

CHANGES: WPT HAJAQ REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



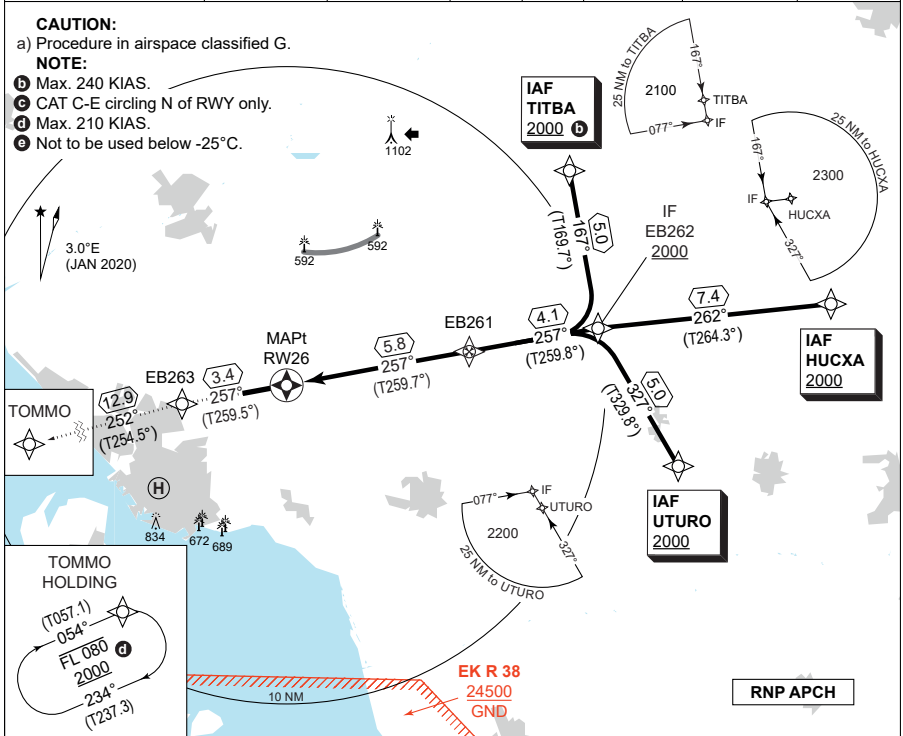
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 97

**RNP RWY 26
ESBJERG (EKEB)**

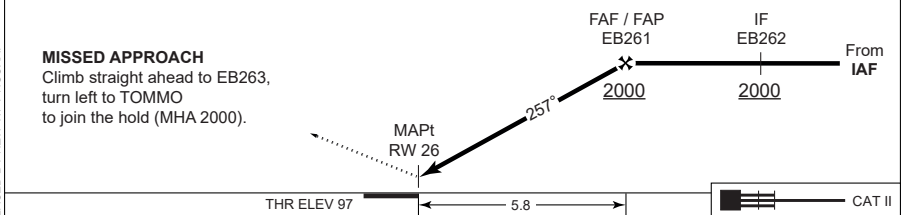
| | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-----------------------------|--------------------------------|----------------|---------------------|----------------|
| COPENHAGEN CONTROL 362.750 136.555 | | BILLUND ATIS 118.780 | BILLUND APPROACH 127.580 | ESBJERG INFORMATION 120.155 | | | |
| EGNOS CHANNEL 59258 / E26A | APP COURSE 257° | GS INTCP ALT 2000 FT | GS 3.00° | DA 297 | THR ELEV 97 | ALS LENGTH 900 M | LDA 8526 FT |



CDFA: 3.00° / 5.24%

| | | | | |
|----------|-----|------|------|------|
| DIST THR | 2 | 3 | 4 | 5 |
| ALT | 790 | 1100 | 1420 | 1740 |

TA 3000
GS 3.00°
RDH 50



| | | | | | |
|--------------------|------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| CATEGORY | A | B | C | D | E |
| LPV CAT I | 297 - 550 200 (200-0.8/1.2) | | | | |
| LNAV/VNAV e | 350 - 600 253 (300-0.8/1.3) | 350 - 600 253 (300-0.8/1.3) | 350 - 600 253 (300-0.8/1.3) | 350 - 600 253 (300-0.8/1.3) | 390 - 700 293 (300-0.8/1.5) |
| LNAV | 470 - 1000 373 (400-1.0/1.7) | | | | |
| 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) |

RNP RWY 26

55°31.56'N
008°33.20'E
4-8

ESBJERG (EKEB)

CHANGES: WPT HAJAQ REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



EKEB RNP RWY 26 waypoint coordinates:

RWY 26 from TITBA (Initial RIGHT) APPROACH RNP

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

RWY 26 from HUCXA (Initial STRAIGHT) APPROACH RNP

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

RWY 26 from UTURO (Initial LEFT) APPROACH RNP

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

Threshold coordinates RWY 26

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

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

COPTER ILS RWY 09R

COPTER ILS RWY 27L

HPMA TACAN RWY 09R

HPMA TACAN RWY 27L

COPTER TACAN RWY 09R

COPTER TACAN RWY 27L

RNP RWY 09R

RNP RWY 27L

WP LIST RWY 09R

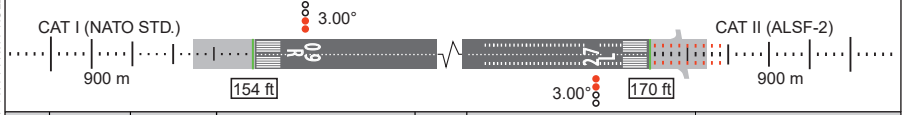
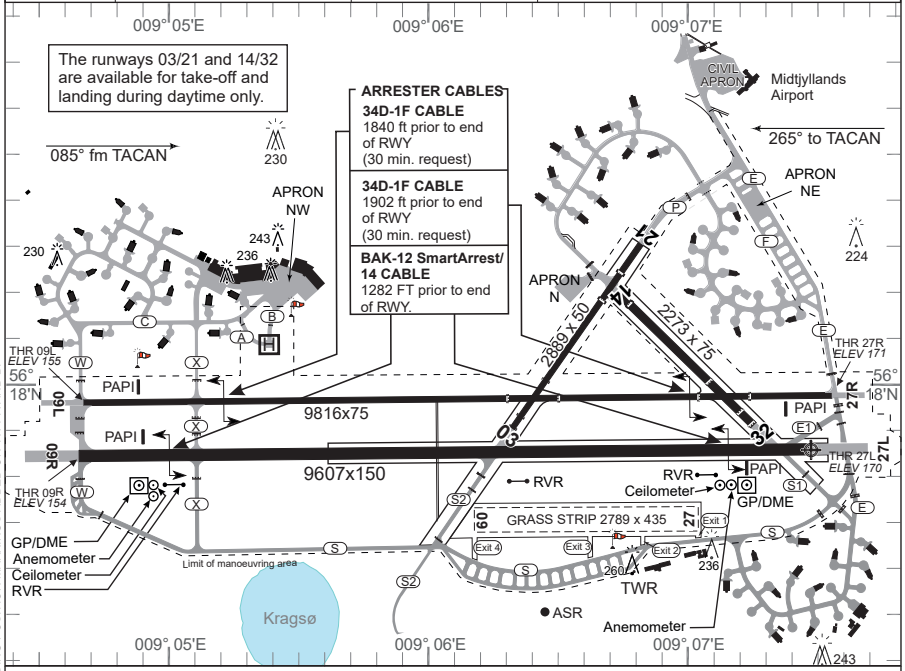
WP LIST RWY 27L



AERODROME CHART

KARUP AIR BASE (EKKA)

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



| RWY | PCN | PCR | DECLARED DISTANCES | | | | THR ELEV | RWY LIGHTING | | | | | THR PSN | | |
|-----|---------|---------|--------------------|------|-------|------|----------|--------------|-------|-----|-----|------|---------|------------------------|------------------------|
| | | | TORA | TODA | ASDA | LDA | | THR | PAPI | TDZ | CL | EDGE | | END | |
| 09R | 75 | 530 | 9607 | 9607 | 10352 | 9607 | 154 | LIH | 3.00° | | LIH | LIH | LIH | 56°17.84'N 009°04.64'E | |
| 27L | F/C/W/T | R/B/W/T | 9607 | 9607 | 10352 | 9607 | 170 | LIH | 3.00° | LIH | LIH | LIH | LIH | 56°17.85'N 009°07.48'E | |
| 09L | 120 | 390 | 9816 | 9816 | 10389 | 9816 | 154 | LIL | 3.00° | | | LIL | LIL | 56°17.95'N 009°04.66'E | |
| 27R | F/B/W/T | F/B/X/T | 9816 | 9816 | 10282 | 9816 | 171 | LIL | 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 2025

AERODROME CHART

KARUP AIR BASE (EKKA)



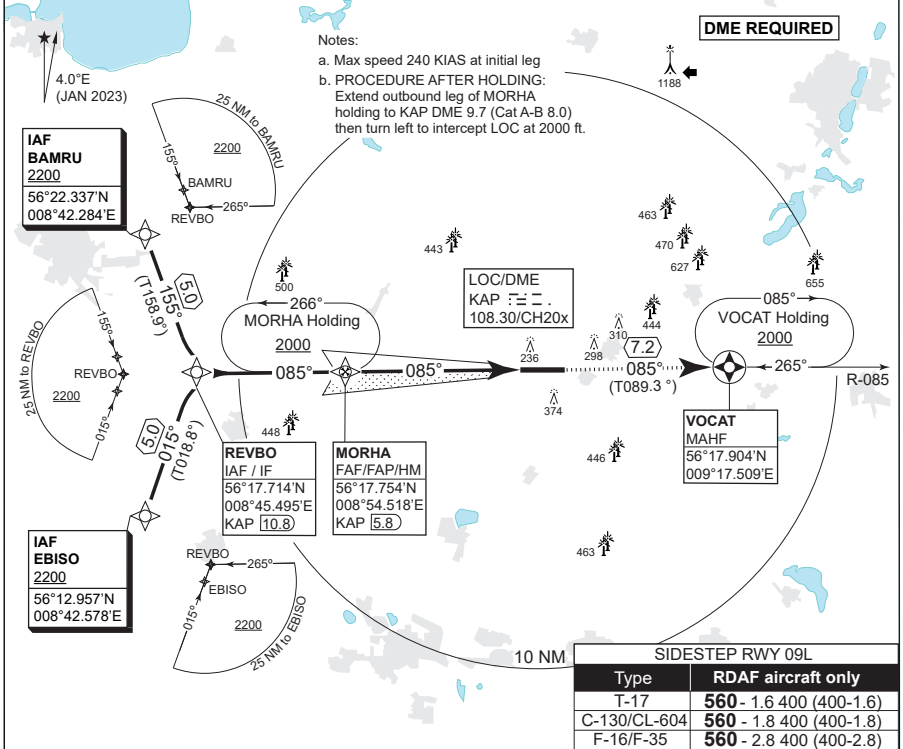
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

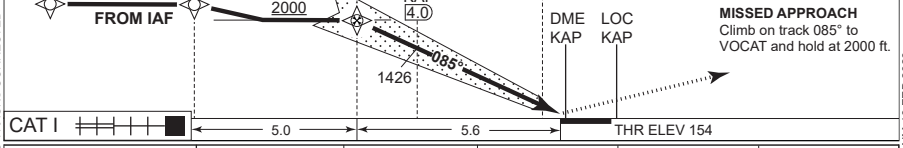
ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)

| | | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------|-----------------------------------|-----------------|---------------------|--------------------------------|--|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | | KARUP APPROACH 269.275 120.430 | | | KARUP TOWER 353.575 119.580 | |
| LOC/DME KAP 108.300/CH20X | APP COURSE 085° | GS INTCP ALT 2000 FT | GS 3.00° | DA 354 | THR ELEV 154 | ALS LENGTH 900 M | LDA 9607 FT | |



| TA 3000 GS 3.0° RDH 50 | IAF / IF REVBO KAP 10.8 | FAF MORHA KAP 5.8 | LOC ONLY | MAPt KAP 0.6 | DME KAP | DIST THR | ALT |
|------------------------------|-------------------------------|-------------------------|----------|-----------------|---------|----------|-----|
| | | | | | 5 | 4 | 3 |
| | | | | | 4 | 3 | 2 |
| | | | | | 3 | 2 | 1 |
| | | | | | 2 | 1 | 0.8 |
| | | | | | 1 | 0.8 | 0.7 |
| | | | | | 0.8 | 0.7 | 0.6 |

LOC ONLY: CDFA 3.00° / 5.24%



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

ILS or LOC RWY 09R

56°17.85'N
009°07.48'E
5-2

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED

MIPS

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028



MIPS

INSTRUMENT APPROACH CHART

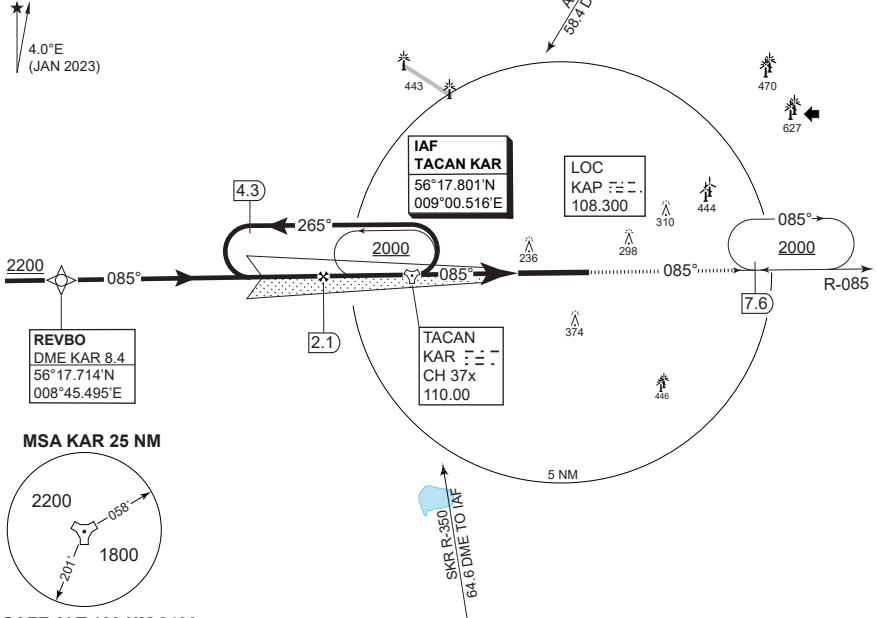
**COPTER ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)**

AD ELEV 171

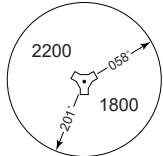
| | | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-----------------------------------|-------------|--------------------------------|-----------------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | | | |
| TACAN KAR 110.00/CH 37x | LOC KAP 108.300 | APP COURSE 085° | GS INTCP ALT 1600 FT | GS 3.00° | DA 354 | THR ELEV 154 | ALS LENGTH 900 M | LDA 9607 FT |

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

TACAN REQUIRED



MSA KAR 25 NM

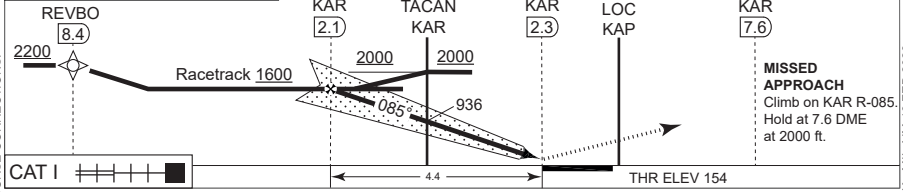


SAFE ALT 100 NM 2400

LOC ONLY: CDFA 3.00° / 5.24%

| | | | | |
|----------|------|------|-----|-----|
| DME KAR | 2 | 1 | 0 | 1 |
| DIST THR | 4.3 | 3.3 | 2.3 | 1.3 |
| ALT | 1580 | 1260 | 940 | 620 |

TA 3000
GS 3.0°
RDH 50



| | | |
|-----------------|------------------------------------|--------------|
| CAT I | ■ | THR ELEV 154 |
| CATEGORY | H | |
| H-ILS CAT I 09R | 354 - 400 200 (200-0.4/0.8) | |
| H-LOC 09R | 470 - 400 316 (400-0.4/0.8) | |

CHANGES: MULTIPLE COURSE CORRECTIONS.

COPTER ILS or LOC RWY 09R

56°17.85'N
009°07.48'E
5-3

KARUP AIR BASE (EKKA)



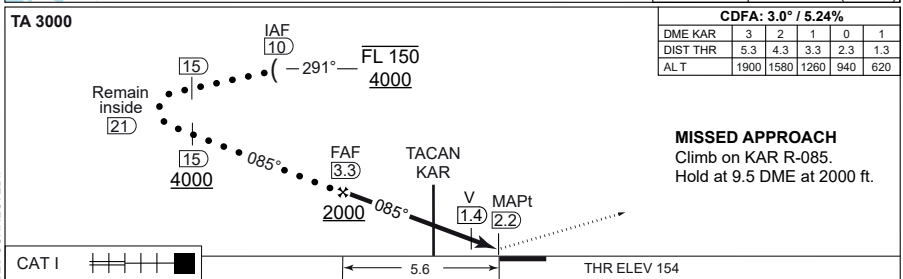
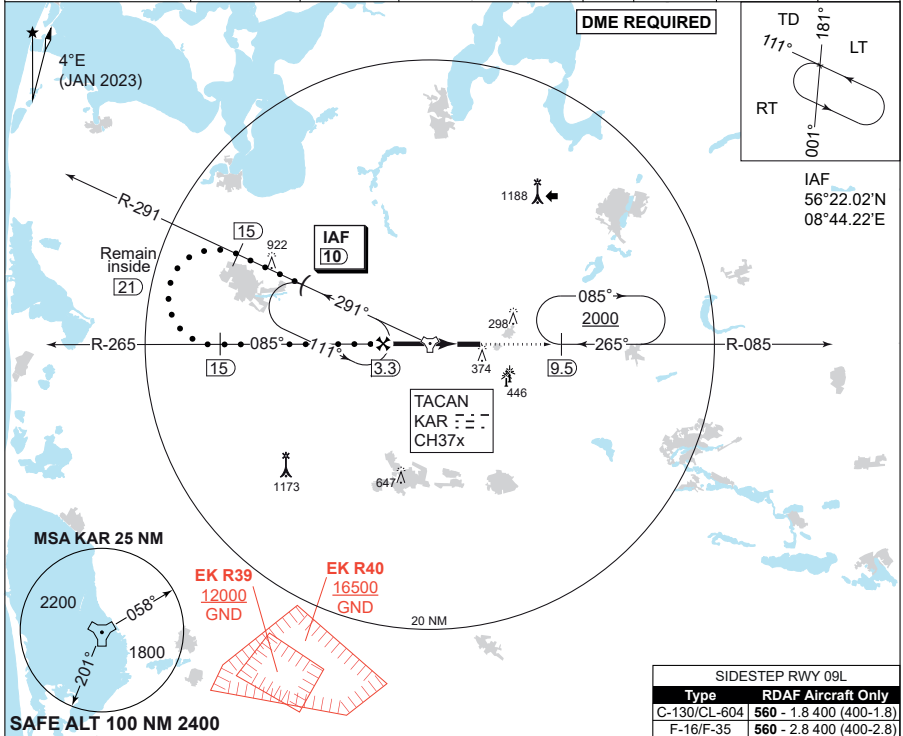
AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

HPMA TACAN RWY 09R
KARUP AIR BASE (EKKA)

| | | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-----------------------------------|--|--------------------------------|-----------------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | | | |
| TACAN KAR CH 37x | APP COURSE 085° | FAF ALT 2000 FT | DESCENT GR. 5.24% (318 FT/NM) | | MDA 500 | THR ELEV 154 | ALS LENGTH 900 M | LDA 9607 FT |



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

HPMA TACAN RWY 09R 56°17.85'N **KARUP AIR BASE (EKKA)**
009°07.48'E
5-4

CHANGES: MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028

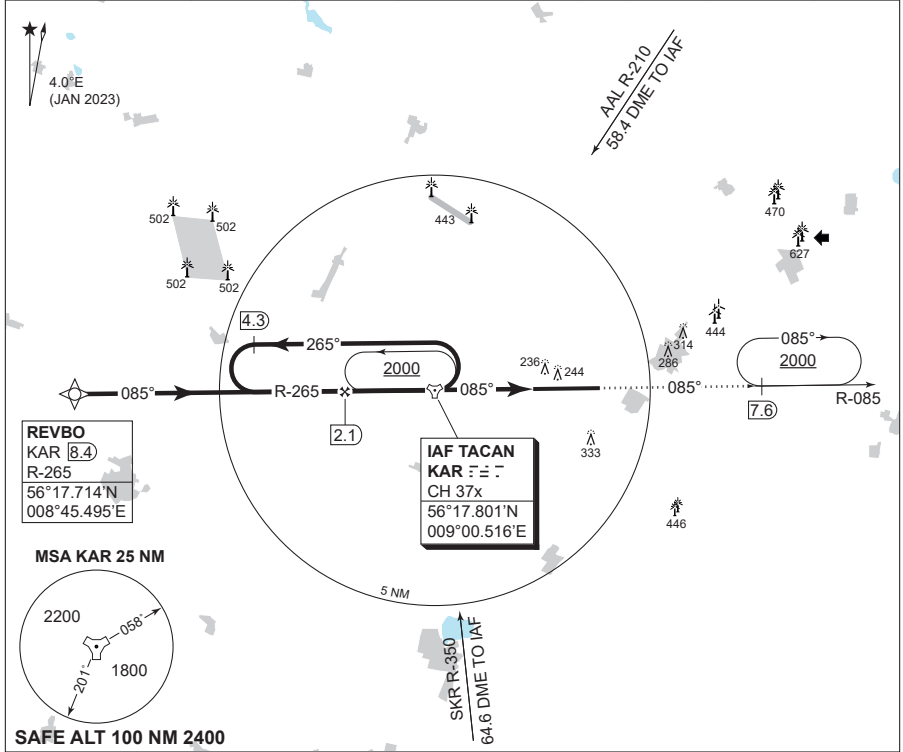


MIPS
INSTRUMENT APPROACH CHART

COPTER TACAN RWY 09R
KARUP AIR BASE (EKKA)

AD ELEV 171

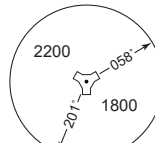
| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|----------------------------------|-----------------------------------|-----------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | |
| TACAN KAR CH 37x | APP COURSE 085° | FAF ALT 1600 FT | DESCENT GR. 5.24% (318 FT/NM) | MDA 500 | THR ELEV 154 | ALS LENGTH 900 M | LDA 9607 FT |



REVBO
KAR **8.4**
R-265
56°17.714'N
008°45.495'E

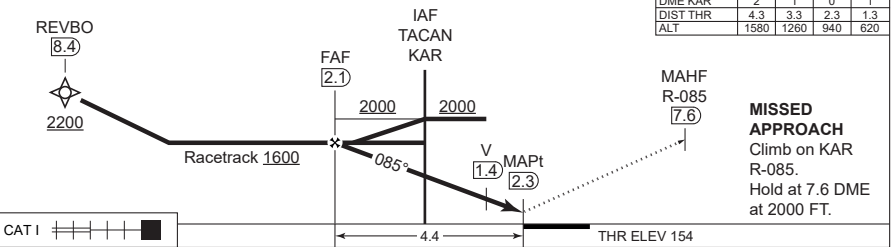
IAF TACAN
KAR **7.6**
CH 37x
56°17.801'N
009°00.516'E

MSA KAR 25 NM



SAFE ALT 100 NM 2400

TA 3000



CDFA 3.0° / 5.24%

| | | | | |
|----------|------|------|-----|-----|
| DME KAR | 2 | 1 | 0 | 1 |
| DIST THR | 4.3 | 3.3 | 2.3 | 1.3 |
| ALT | 1580 | 1260 | 940 | 620 |

MISSED APPROACH
Climb on KAR R-085.
Hold at 7.6 DME at 2000 FT.

CHANGES: MULTIPLE COURSES CORRECTED.

| | |
|-------------|------------------------------------|
| CATEGORY | H |
| MIPS | 500 - 400 346 (400-0.4/0.8) |

COPTER TACAN RWY 09R

56°17.85'N
009°07.48'E
5-5

KARUP AIR BASE (EKKA)



AIR COMMAND DENMARK - MIL-AIM 19 FEB 2026

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

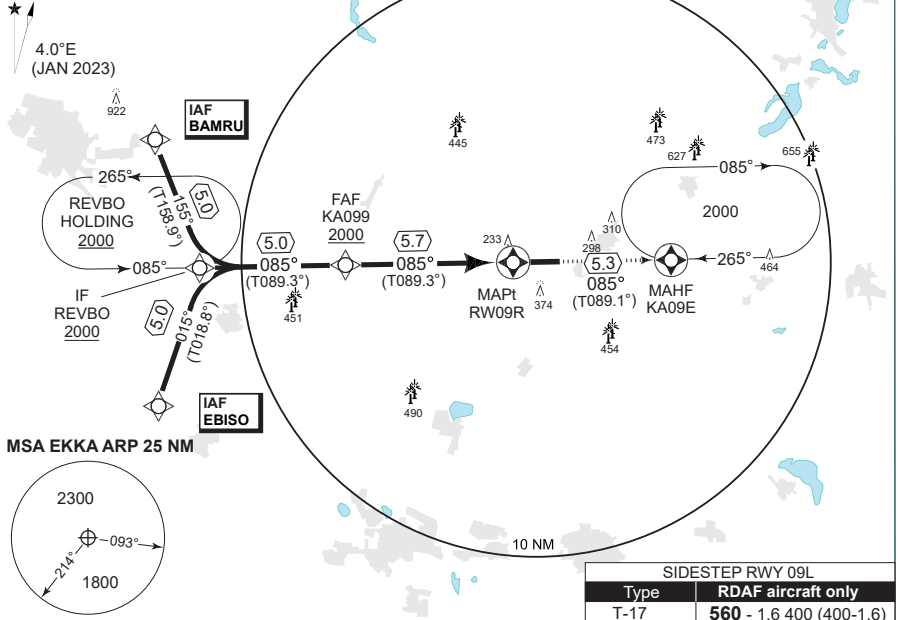
RNP RWY 09R
KARUP AIR BASE (EKKA)

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|----------------------------|-----------------------------------|-----------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | |
| EGNOS CHANNEL 46175 / E09A | APP COURSE 085° | FAF ALT 2000 FT | Descent GR 3.0° (5.24%) | MINIMA See CAT | THR ELEV 154 | ALS length 900 M | LDA 9607 FT |

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

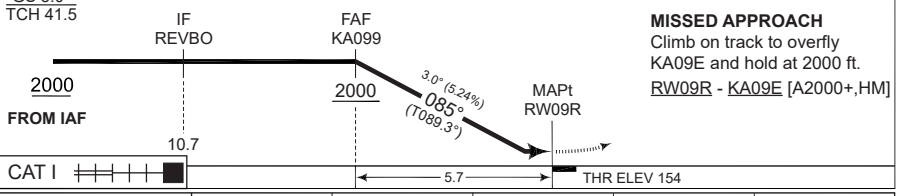
RNP APCH

a Not to be used below -25°C



SAFE ALT 100NM 2400

| | | | | | | |
|--------------------------------|----------------|------|------|------|-----|-----|
| TA 3000 GS 3.0° TCH 41.5 | DIST TO RWY09R | 5 | 4 | 3 | 2 | 1 |
| | NOM. ALTITUDE | 1790 | 1470 | 1150 | 830 | 520 |



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

RNP RWY 09R

56°17.85'N
009°07.48'E
5-6

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED.

AIR COMMAND DENMARK - MIL_AIM 19 FEB 2026



EKKA RNP RWY 09R waypoint coordinates:

RWY 09R from BAMRU APPROACH RNP

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

RWY 09R from EBISO APPROACH RNP

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

Threshold coordinates RWY 09R

| | | CODING | | DISPLAY | |
|---------|--|--------------|---------------|-------------|--------------|
| RWY 09R | | 56 17 49.74N | 009 04 38.39E | 56 17.829°N | 009 04.640°E |

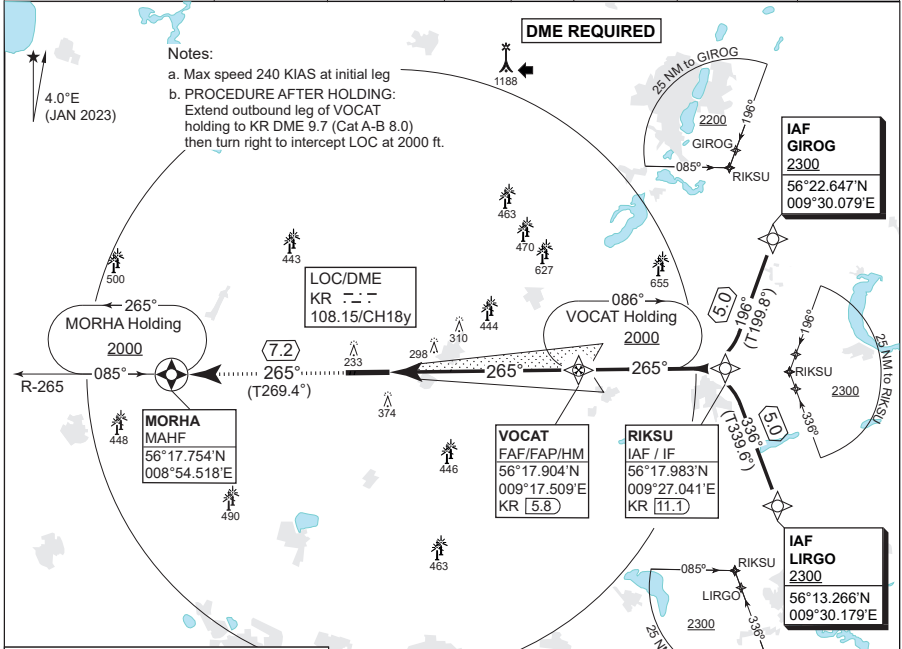


MIPS
INSTRUMENT APPROACH CHART

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

AD ELEV 171

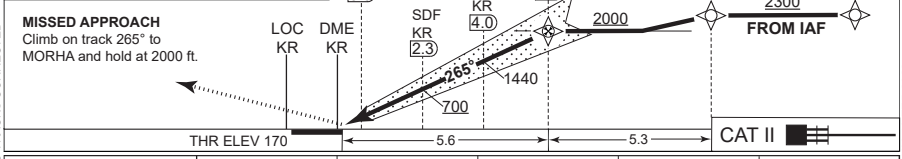
| | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------|-----------------------------------|-----------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | |
| LOC/DME KR 108.150/CH18y | APP COURSE 265° | GS INTCP ALT 2000 FT | GS 3.00° | DA 370 | THR ELEV 170 | ALS LENGTH 900 M | LDA 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% | | | | | | MAPt | LOC ONLY | FAF | VOCAT | IAF / IF | RIKSU | TA 3000 |
|------------------------------|-----|-----|------|------|------|-------|----------|-------|-------|----------|--------|---------|
| DME KR | 1 | 2 | 3 | 4 | 5 | KR | KR | KR | KR | KR | KR | GS 3.0° |
| DIST THR | 0.8 | 1.8 | 2.8 | 3.8 | 4.8 | [0.6] | [2.3] | [4.0] | [5.8] | [11.1] | [11.1] | RDH 50 |
| ALT | 490 | 810 | 1120 | 1440 | 1760 | | | | | | | |



| 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) |

ILS or LOC RWY 27L

56°17.85'N
009°07.48'E
5-8

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

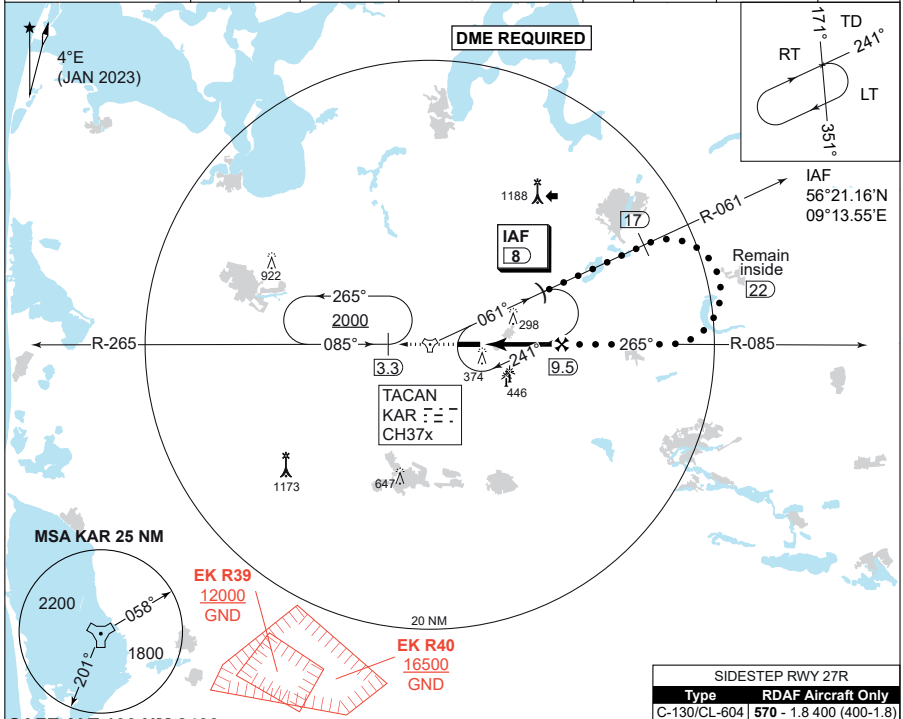


MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

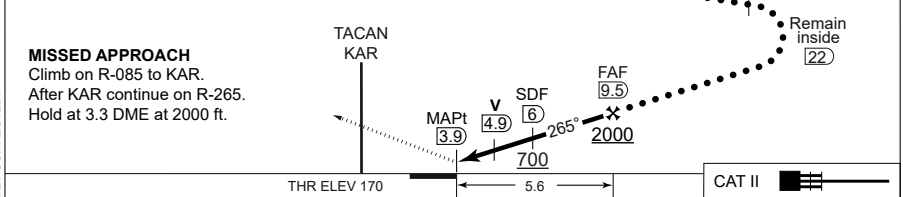
HPMA TACAN RWY 27L
KARUP AIR BASE (EKKA)

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-----------------------------------|------------|--------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | | |
| TACAN KAR CH 37x | APP COURSE 265° | FAF ALT 2000 FT | DESCENT GR. 5.24% (318 FT/NM) | MDA 560 | THR ELEV 170 | ALS LENGTH 900 M | LDA 9607 FT |



SAFE ALT 100 NM 2400

| | | | | | |
|--------------------|-----|-----|------|------|------|
| 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 |



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

HPMA TACAN RWY 27L

56°17.85'N
009°07.48'E
5-10

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028

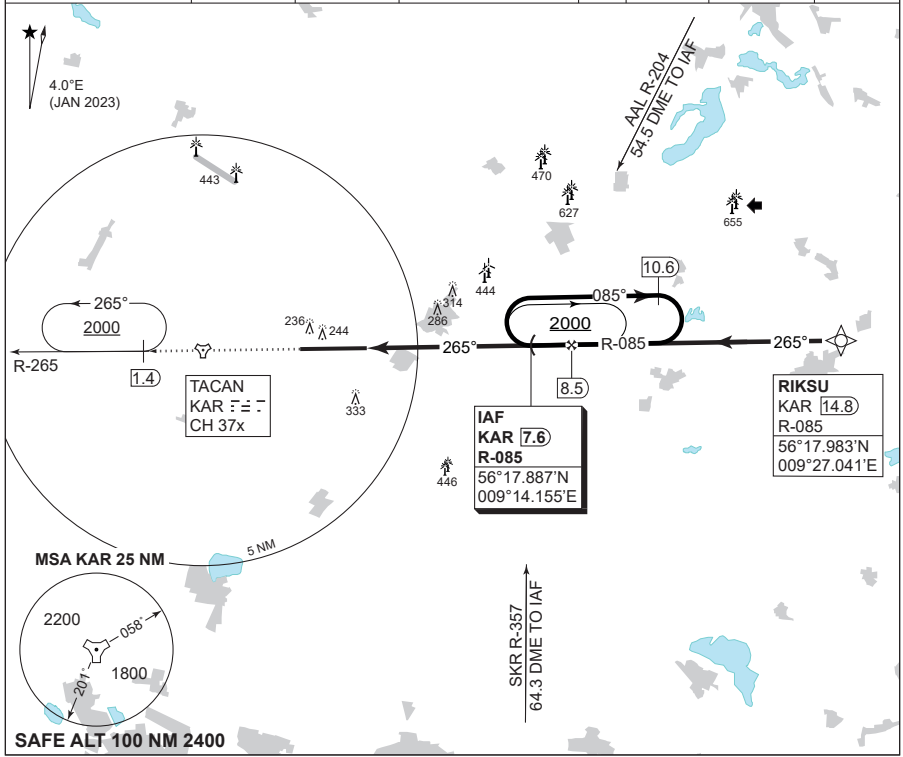


MIPS
INSTRUMENT APPROACH CHART

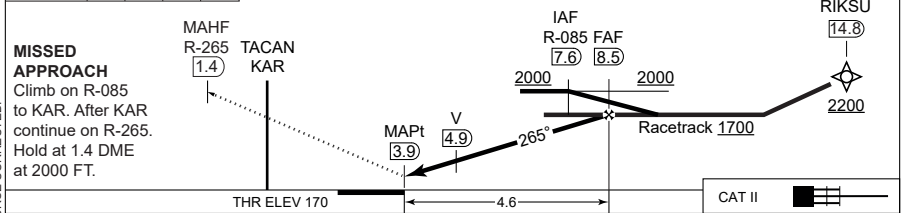
AD ELEV 171

COPTER TACAN RWY 27L
KARUP AIR BASE (EKKA)

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-----------------------------------|-------------------|--------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | | |
| TACAN KAR CH 37x | APP COURSE 265° | FAF ALT 1700 FT | DESCENT GR. 5.24% (318 FT/NM) | MDA 560 | THR ELEV 170 | ALS LENGTH 900 M | LDA 9607 FT |



| | | | | | |
|-------------------|-----|-----|------|------|----------------|
| CDFA 3.0° / 5.24% | | | | | TA 3000 |
| DME KAR | 5 | 6 | 7 | 8 | |
| DIST THR | 1.1 | 2.1 | 3.1 | 4.1 | |
| ALT | 580 | 900 | 1220 | 1540 | |



| | | |
|-------------|---------------|------------------------------------|
| CATEGORY | H | |
| MIPS | H-TAC RWY 27L | 560 - 400 389 (400-0.4/0.8) |

COPTER TACAN RWY 27L

56°17.85'N
009°07.48'E
5-11

KARUP AIR BASE (EKKA)



CHANGES: MULTIPLE COURSE CORRECTED.

AIR COMMAND DENMARK - MIL AWM 19 FEB 2026

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

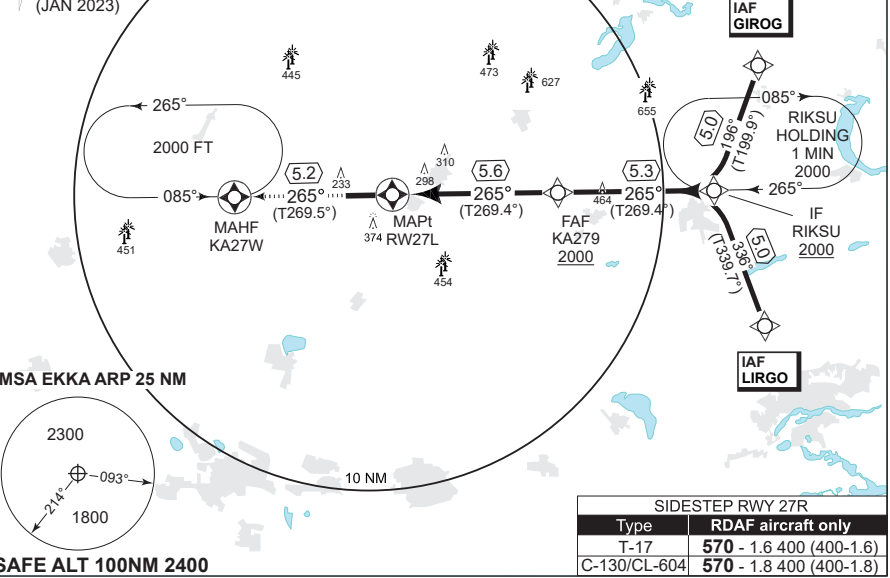
**RNP RWY 27L
KARUP AIR BASE (EKKA)**

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|----------------------------|-----------------------------------|-----------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | |
| EGNOS CHANNEL 54104 / E27A | APP COURSE 265° | FAF ALT 2000 FT | Descent GR 3.0° (5.24%) | MINIMA See CAT | THR ELEV 170 | ALS length 900 M | LDA 9607 FT |

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

a Not to be used below -25°C

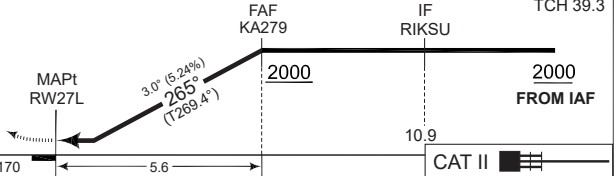
4.0°E
(JAN 2023)



SAFE ALT 100NM 2400

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

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



| CATEGORY | A | B | C | D | E | |
|-------------------------|--------------------------------|-------------------------------------|--------------------------------|--------------------------------|------------------------|--|
| LPV (DA) | | 420 - 600 250 (300-0.8/1.3) | | | | |
| LNAV/VNAV (DA) a | | 500 - 800 330 (400-0.8/1.5) | | | | |
| LNAV (MDA) | | 570 - 1100 399 (400-1.1/1.8) | | | | |
| CIRCLING | 670 - 1.5 499 (500-1.5) | 680 - 1.6 509 (600-1.6) | 850 - 2.4 679 (700-2.4) | 880 - 3.6 709 (800-3.6) | 1120 (1000-3.6) | |

RNP RWY 27L

56°17.85'N
009°07.48'E
5-12

KARUP AIR BASE (EKKA)



CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED. LNAV MINIMA RAISED.

AIR COMMAND DENMARK - MIL_AIM 19 FEB 2028

EKKA RNP RWY 27L waypoint coordinates:

RWY 27L from LIRGO APPROACH RNP

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

RWY 27L from GIROG APPROACH RNP

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

Threshold coordinates RWY 27L

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



KASTRUP (EKCH)

AERODROME CHART

F-16 PARKING EKCH

ILS or LOC RWY 04L

ILS or LOC RWY 22L

ILS or LOC RWY 04R

ILS or LOC RWY 22R

ILS or LOC RWY 12

ILS or LOC RWY 30

KASTRUP OPS

KASTRUP ARRIVAL

WP LIST



AERODROME CHART

KASTRUP (EKCH)



ARP 55°37.08'N 1012°39.36'E ELEV 17

| RWY | PCN | DECLARED DISTANCES | | | | HDG | THR | RWY LIGHTING | | | | | APP LGT | THR PSN | |
|-----|------------|--------------------|-------|-------|-------|------|-----|--------------|------|-----|------|-----|------------|-------------------------|-------------------------|
| | | TORA | TODA | ASDA | LDA | | | MAG | ELEV | THR | PAPI | TDZ | | | CL |
| 04L | 80 F/C/X/U | 9845 | 9845 | 11715 | 9845 | 037° | 13 | LIH | 3° | LIH | LIH | LIH | CAT II | 55°35.54'N 1012°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 1012°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 1012°37.99'E |
| 22L | 80 F/C/X/U | 10833 | 10833 | 10833 | 10833 | 217° | 8 | LIH | 3° | LIH | LIH | LIH | CAT II+III | 55°37.53'N 1012°40.06'E | |
| 12 | 80 F/C/X/U | 9186 | 9186 | 9186 | 7759 | 119° | 13 | LIH | 3° | | LIH | LIH | J | 55°37.46'N 1012°38.36'E | |
| 30 | 80 F/C/X/U | 7759 | 7759 | 8743 | 6873 | 299° | 8 | LIH | 3° | | LIH | LIH | J | 55°36.84'N 1012°40.02'E | |

| FREQUENCIES | | TAKE-OFF POSITIONS | | | | |
|---|---|--------------------|------|-------|-------|-------|
| COPENHAGEN APP: | 119.805 | RWY | PSN | TORA | TODA | ASDA |
| KASTRUP FINAL: | 120.205 | 22R | A2 | 11446 | 11446 | 11446 |
| KASTRUP TWR: | 118.105 / 118.580 / 118.705 / 119.355 / 121.830 | | A3 | 11030 | 11030 | 11030 |
| KASTRUP APRON: | 121.630 / 121.905 | | A4 | 10610 | 10610 | 10610 |
| ATIS (ARR): | 122.755 | | A5 | 9478 | 9478 | 9478 |
| ATIS (DEP): | 122.855 | | | | | |
| ASE HANDLING: | 131.925 | | | | | |
| F-16 PARKING POSITIONS | | 04R | B2 | 10508 | 10508 | 10508 |
| ARMED OR EPU ACTIVATED: | | | B3 | 9176 | 9176 | 9176 |
| TWY G3. Safe direction SOUTH EAST (follow marshaller) | | | B4/C | 6368 | 6368 | 6368 |
| AIRCRAFT NOT ARMED: | | 22L | V2 | 9143 | 9143 | 9143 |
| RI, RII or RIII on Apron W, TWY F3, engine run-up area on Apron C or TWY F2. Follow marshaller. | | 12 | K2 | 8854 | 8854 | 8854 |
| See page 6-2 for further details. | | | K3 | 8139 | 8139 | 8139 |
| | | | D | 5898 | 5898 | 5898 |

AERODROME CHART

KASTRUP (EKCH)



CHANGES: DEPICTION OF PSR / MSSR WITHDRAWN.

AIR COMMAND DENMARK - MIL AIRM 30 OCT 2025

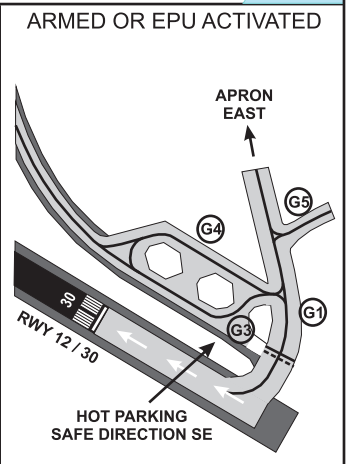
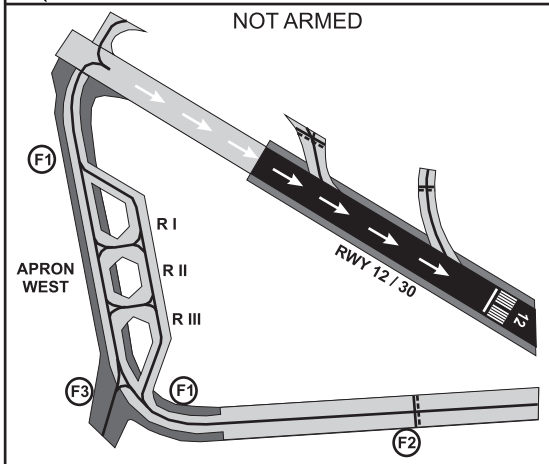
F-16 PARKING POSITIONS

KASTRUP (EKCH)



NOT ARMED

ARMED OR EPU ACTIVATED



CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIN 28 NOV 2024

F-16 PARKING POSITIONS

KASTRUP (EKCH)



KASTRUP OPERATIONS**1. GENERAL**

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

2. APPROACH

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

3. START UP AND DEPARTURE

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



OPERATIONS INFORMATION

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

4. GROUND HANDLING (FIGHTER AIRCRAFT ONLY)

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

5. PLANNED PARKING POSITIONS FOR FIGHTER AIRCRAFT

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



KASTRUP ARRIVAL

IFR approach

At first contact with APPROACH, state type of aircraft.

At initial contact with FINAL, state only callsign.

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

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

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

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

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

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

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

Special conditions for flying in Swedish Airspace.

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

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



ARRIVAL INFORMATION

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

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

Primary holdings for København/Kastrup

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

Notes:

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

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



MIPS

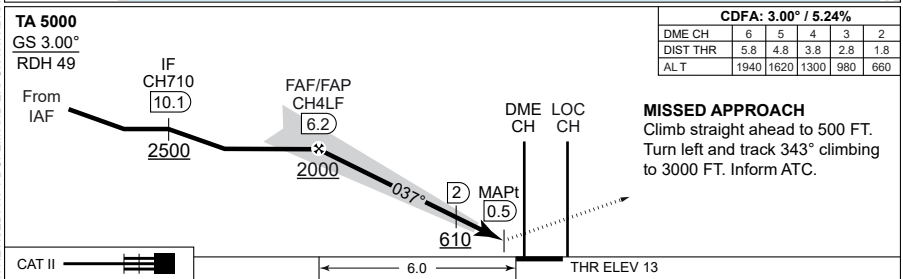
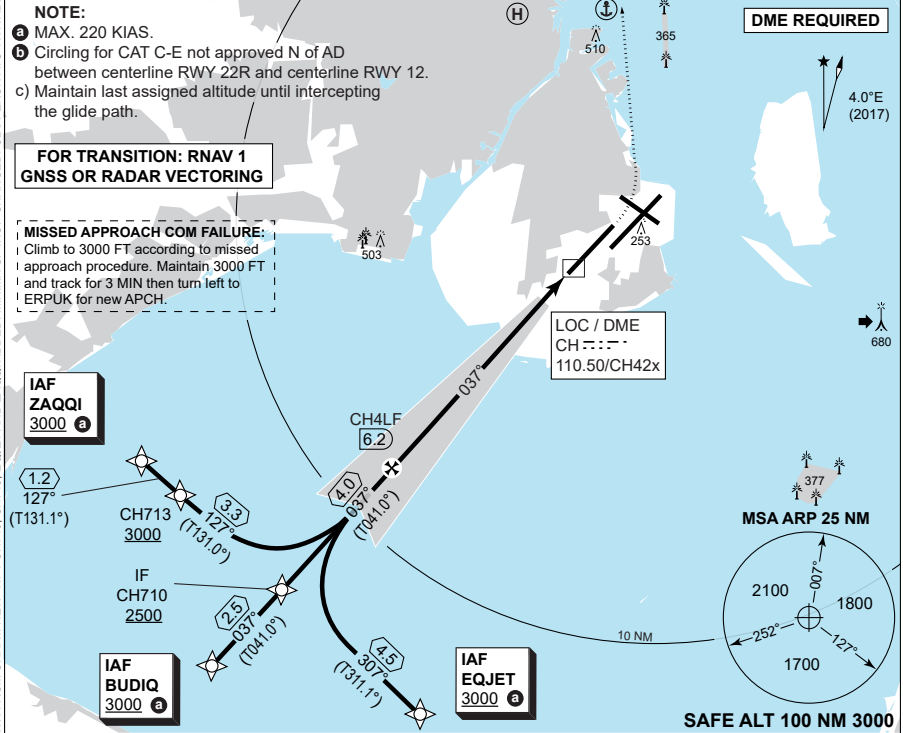
INSTRUMENT APPROACH CHART

AD ELEV 17

ILS or LOC RWY 04L

KASTRUP(EKCH)

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



| | | | | | | |
|----------|------------------------|------------------------------|--------------------------|--------------------------|---------------------------|---|
| 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 | 580 -1.5 563 (600-1.5) | 590 -1.6 573 (600-1.6) | 1010 -2.4 993 (1000-2.4) | 1010 -3.6 993 (1000-3.6) | 1180 -3.6 1163 (1200-3.6) | |

ILS or LOC RWY 04L

55°37.08'N
 012°39.36'E

KASTRUP (EKCH)

6-7

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

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 17

ILS or LOC RWY 04R

KASTRUP(EKCH)

| | | | | | | | | | |
|--------------------------------|--------------------|-------------------------------|-------------|--------------------------|----------------|------------------------|-----------------|--------------------------|--|
| COPENHAGEN APPROACH 119.805 | | KASTRUP ATIS (ARR) 122.755 | | KASTRUP FINAL 120.205 | | KASTRUP TWR 118.105 | | KASTRUP APRON 121.630 | |
| LOC/DME NE 109.30/CH30x | APP COURSE 037° | GS INTCP ALT 2000 FT | GS 3.00° | DA 212 | THR ELEV 12 | ALS LENGTH 720 M | LDA 10833 FT | | |

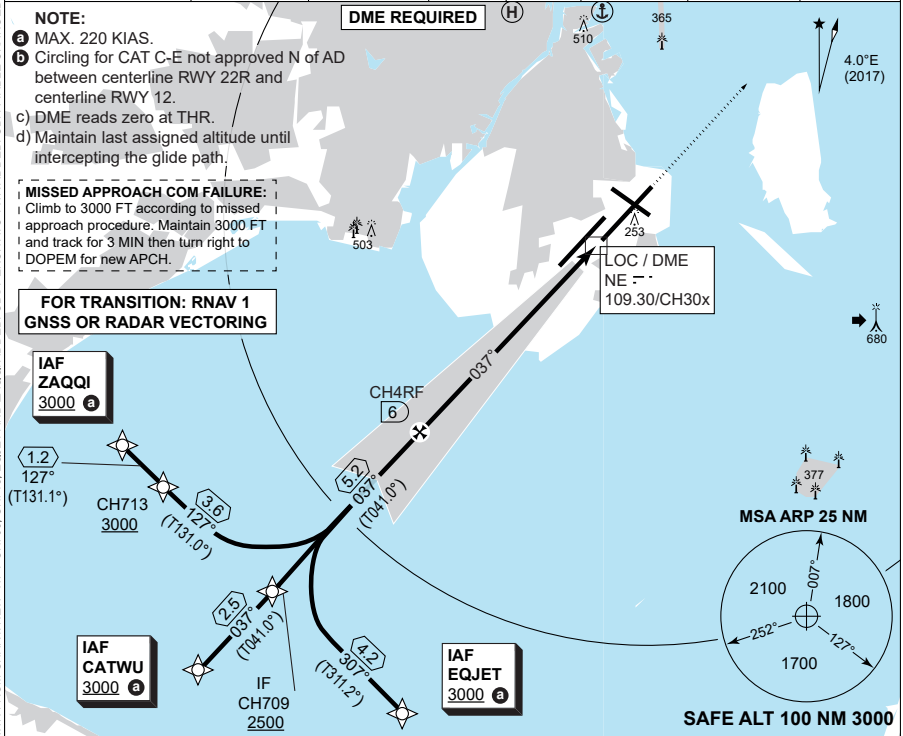
NOTE:

- 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.

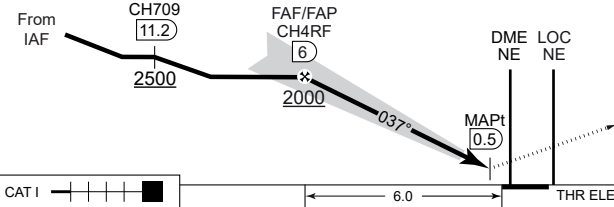
FOR TRANSITION: RNAV 1 GNSS OR RADAR VECTORIZING



TA 5000

GS 3.00°

RDH 57



CDFA: 3.00° / 5.24%

| | | | | | |
|----------|------|------|------|------|-----|
| DME NE | 6 | 5 | 4 | 3 | 2 |
| DIST THR | 6 | 5 | 4 | 3 | 2 |
| ALT | 2010 | 1680 | 1360 | 1030 | 710 |

MISSED APPROACH

Climb straight ahead to 3000 FT. Inform ATC.

| CATEGORY | A | B | C | D | E |
|---------------------|-------------------------------------|-------------------------------|-------------------------------------|---------------------------------|----------------------------------|
| S-ILS CAT I | 212 - 550 200 (200-0.8/1.2) | | | | |
| S-LOC 04R | 580 - 1500 563 (600-1.5/2.6) | | 580 - 1900 563 (600-1.9/2.6) | | |
| CIRCLING (b) | 580 -1.5 563 (600-1.5) | 590 -1.6 573 (600-1.6) | 1010 -2.4 993 (1000-2.4) | 1010 -3.6 993 (1000-3.6) | 1180 -3.6 1163 (1200-3.6) |

ILS or LOC RWY 04R

55°37.08'N
012°39.36'E

KASTRUP (EKCH)

6-8

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

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025



MIPS

INSTRUMENT APPROACH CHART

AD ELEV 17

ILS or LOC RWY 22L

KASTRUP(EKCH)

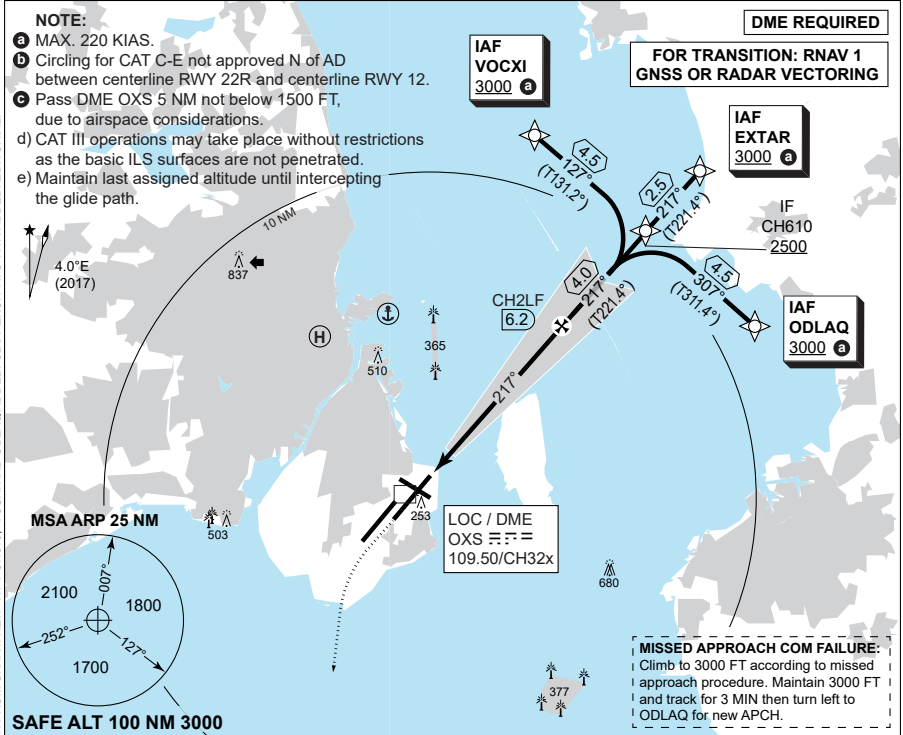
| | | | | | | | | | |
|--------------------------------|--------------------|-------------------------------|-------------|--------------------------|---------------|------------------------|-----------------|--------------------------|--|
| COPENHAGEN APPROACH 119.805 | | KASTRUP ATIS (ARR) 122.755 | | KASTRUP FINAL 120.205 | | KASTRUP TWR 118.105 | | KASTRUP APRON 121.630 | |
| LOC/DME OX5109.50/CH32x | APP COURSE 217° | GS INTCP ALT 2000 FT | GS 3.00° | DA 208 | THR ELEV 8 | ALS LENGTH 840 M | LDA 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 GNS5 OR RADAR VECTORED



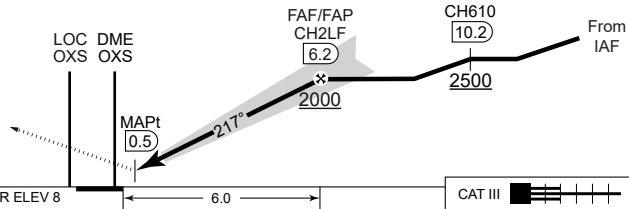
MISSED APPROACH COM FAILURE:
Climb to 3000 FT according to missed approach procedure. Maintain 3000 FT and track for 3 MIN then turn left to OD LAQ for new APCH.

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

TA 5000
GS 3.00°
RDH 53

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.



| | | | | | | | |
|----------|------------------------|------------------------------|--------------------------|--------------------------|---------------------------|-----|--|
| 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 | 510 - 1500 493 (500-1.5/2.3) | | | | | |
| CIRCLING | 580 -1.5 563 (600-1.5) | 590 -1.6 573 (600-1.6) | 1010 -2.4 993 (1000-2.4) | 1010 -3.6 993 (1000-3.6) | 1180 -3.6 1163 (1200-3.6) | | |

ILS or LOC RWY 22L

KASTRUP (EKCH)

55°37.08'N
012°39.36'E
6-9

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

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025



MIPS

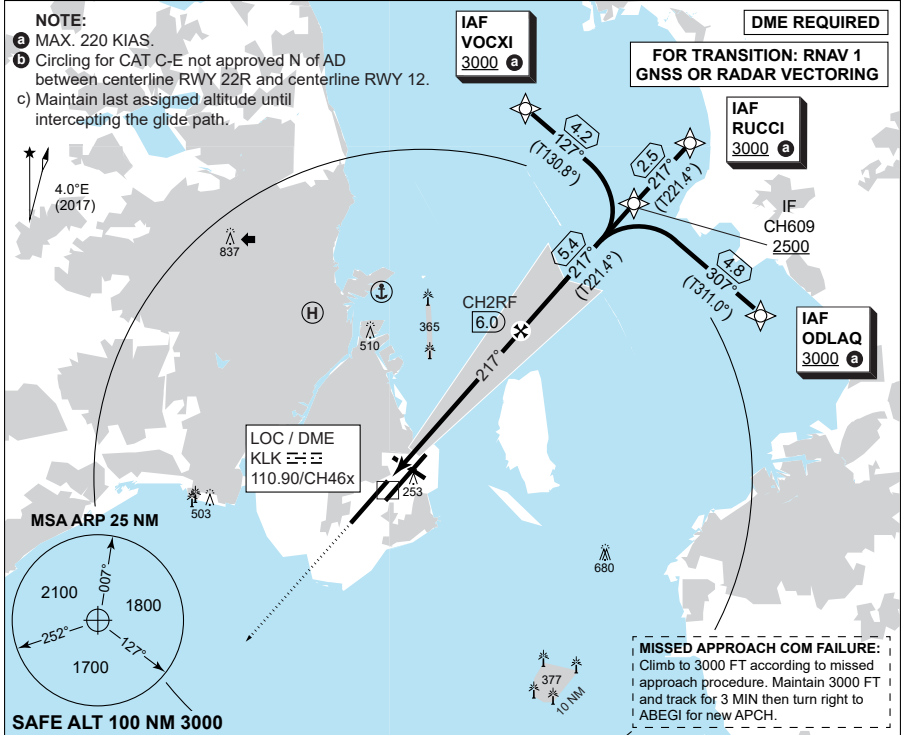
INSTRUMENT APPROACH CHART

AD ELEV 17

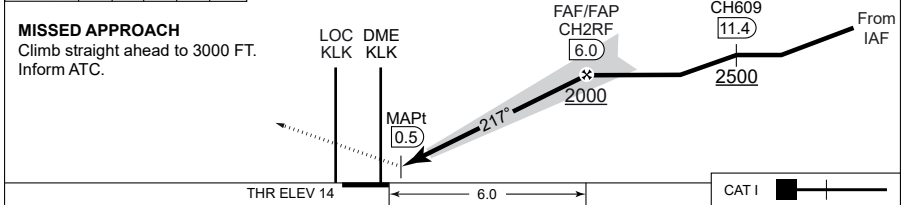
ILS or LOC RWY 22R

KASTRUP(EKCH)

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



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



| | | | | | |
|-------------|------------------------------|------------------------|--------------------------|--------------------------|---------------------------|
| CATEGORY | A | B | C | D | E |
| S-ILS CAT I | 214 - 550 200 (200-0.8/1.2) | | | | |
| S-LOC 22R | 450 - 1300 433 (500-1.3/2.0) | | | | |
| CIRCLING 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 22R

55°37.08'N
012°39.36'E
6-10

KASTRUP (EKCH)

CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL AIM 16 APR 2026



MIPS

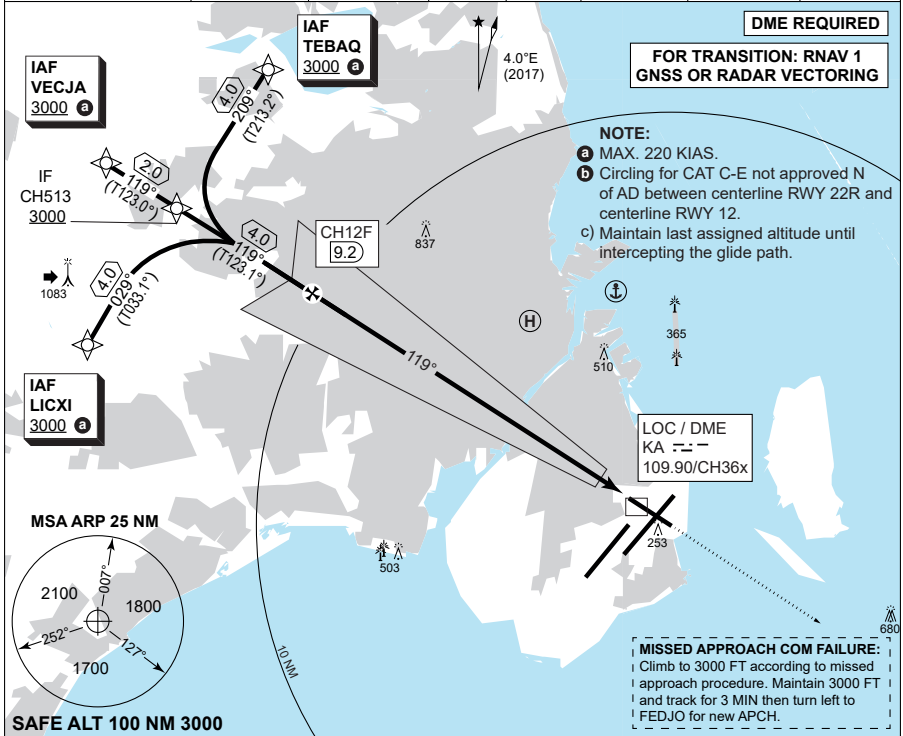
INSTRUMENT APPROACH CHART

AD ELEV 17

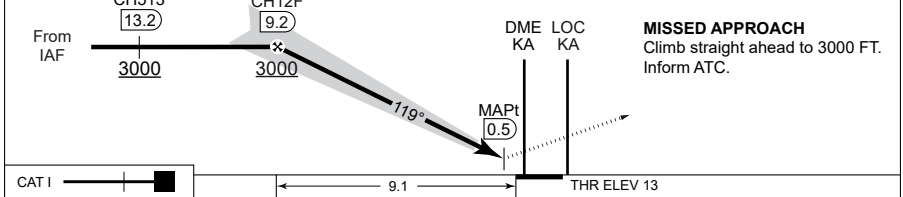
ILS or LOC RWY 12

KASTRUP(EKCH)

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



| | | | | | | | | | | |
|--------------------------------------|----------------------------|------|------|------|------|------|-----|-----|-----|--|
| TA 5000 GS 3.00° RDH 49 | 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) |

ILS or LOC RWY 12

55°37.08'N
012°39.36'E
6-11

KASTRUP (EKCH)

CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL AIM 16 APR 2028

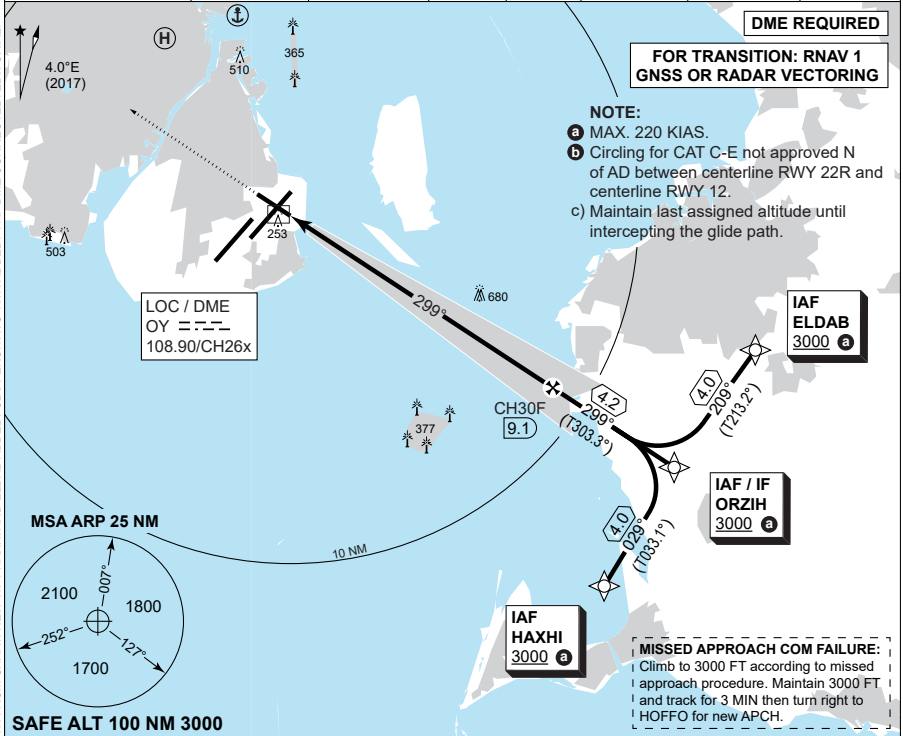


MIPS
INSTRUMENT APPROACH CHART

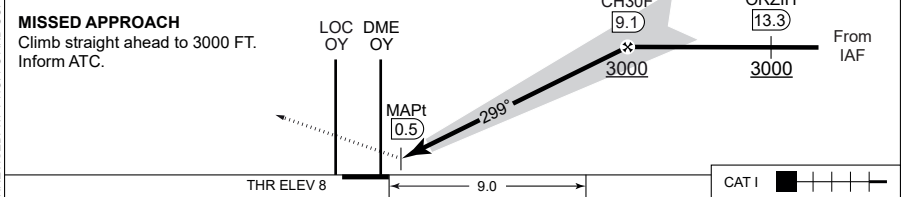
ILS or LOC RWY 30
KASTRUP(EKCH)

AD ELEV 17

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



| | | | | | | | | | |
|----------------------------|-----|-----|------|------|------|------|------|------|--|
| 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 | |



| 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) |

ILS or LOC RWY 30 **KASTRUP (EKCH)**

55°37.08'N
012°39.36'E
6-12

CHANGES: RNAV TRANSITION REVISSED. WPT HOFFFO AND COPHIO WITHDRAWN FROM CHART. NEW WPT HAXHI AND ELDAB ADDED. OBST EKCH ATC TWR ADDED. FAF DME CORRECTED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIN 25 DEC 2025



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 A1M 19 FEB 2026



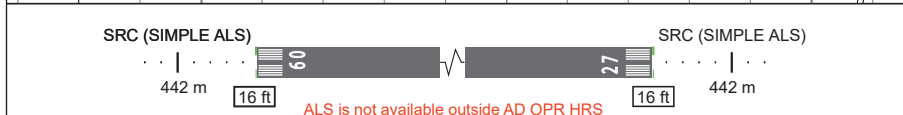
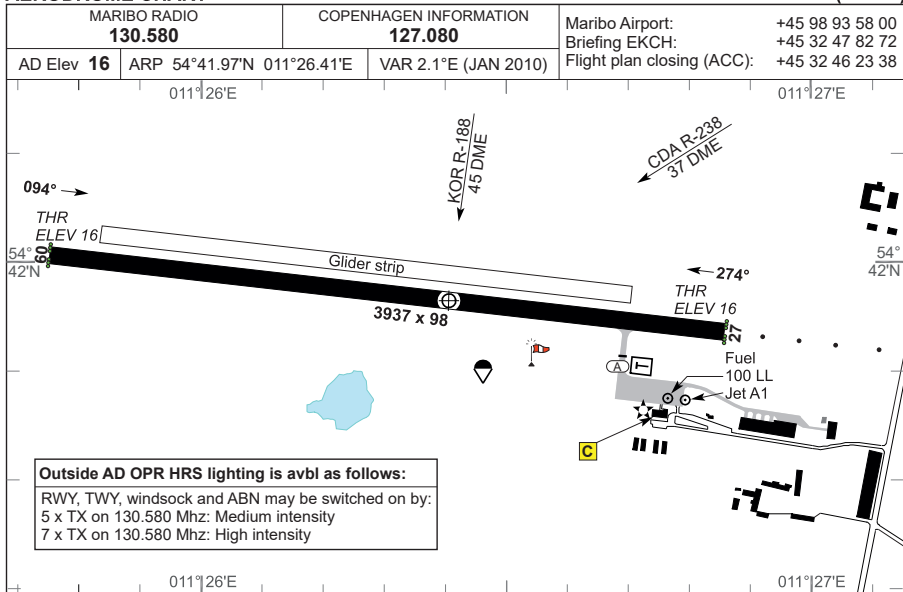
LOLLAND FALSTER / MARIBO (EKMB)

AERODROME CHART



AERODROME CHART

LOLLAND FALSTER / MARIBO (EKMB)



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

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

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

CHANGES: MARIBO RADIO FREQ CHG.

AIR COMMAND DENMARK - MIL-AIM 08 AUG 2024

AERODROME CHART

MARIBO (EKMB)



ODENSE (EKOD)

AERODROME CHART

RNP RWY 06

ILS or LOC RWY 24

WP LIST RWY 06

RNP RWY 24

NOISE ABATEMENT

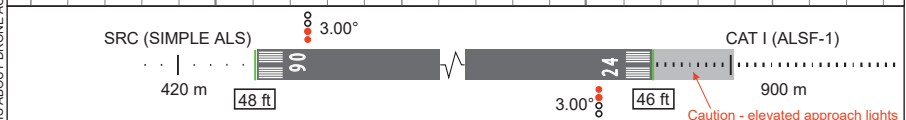
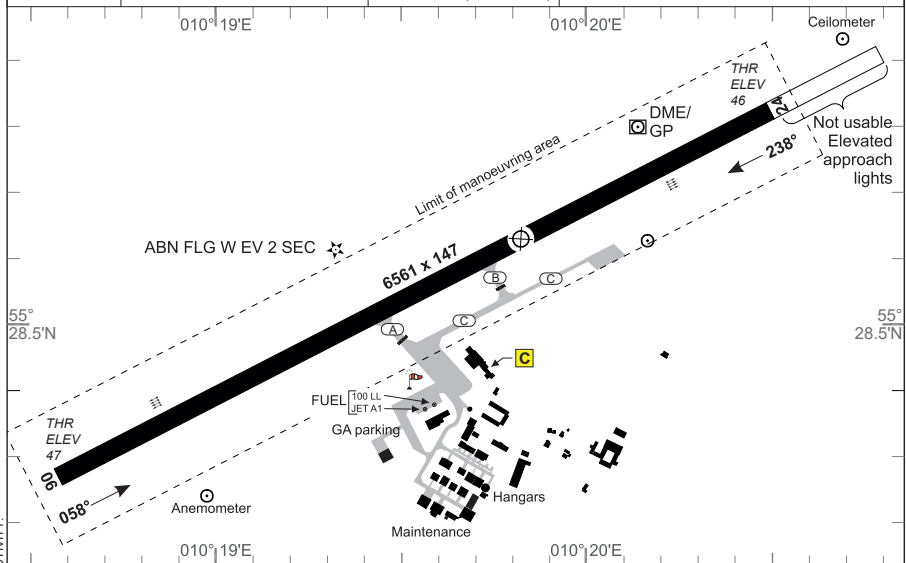
WP LIST RWY 24



AERODROME CHART

ODENSE / H C ANDERSEN (EKOD)

| | | | |
|--------------------------------------|----------------------------|----------------------|---------------------------------|
| 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 | | | | THR ELEV | RWY LIGHTING | | | | | THR PSN | |
|-----|------------|--------------------|------|------|------|----------|--------------|------|-----|----|------|---------|-----------------------|
| | | TORA | TODA | ASDA | LDA | | THR | PAPI | TDZ | CL | EDGE | | END |
| 06 | | 6561 | 6561 | 6561 | 6561 | 47 | LIH | 3° | | | LIH | | 55°28.25'N 10°18.79'E |
| A | 50 R/D/X/U | 3628 | 3628 | 3628 | | | | | | | | | |
| B | | 2650 | 2650 | 2650 | | | | | | | | | |
| 24 | | 6561 | 6561 | 6561 | 6561 | 46 | LIH | 3° | | | LIH | LIH | 55°28.79'N 10°20.43'E |
| B | 50 R/D/X/U | 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 b/w 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 | 550 | 790 | 790 | 890 | | |
| -1.5 444 (500-1.5) | -1.6 494 (500-1.6) | -2.4 734 (800-2.4) | -3.6 734 (800-3.6) | -3.6 834 (900-3.6) | | |

AERODROME CHART

ODENSE / H C ANDERSEN (EKOD)



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

AIR COMMAND DENMARK - MIL AIN 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 training flights are permitted only MON-FRI EXC HOL in the period 0600-2100 (0500-2000). Due to environmental reasons traffic circuits in connection with landing exercises RWY 06/24 shall take place alternately north and south of the runway. PPR to be submitted within operational hours.

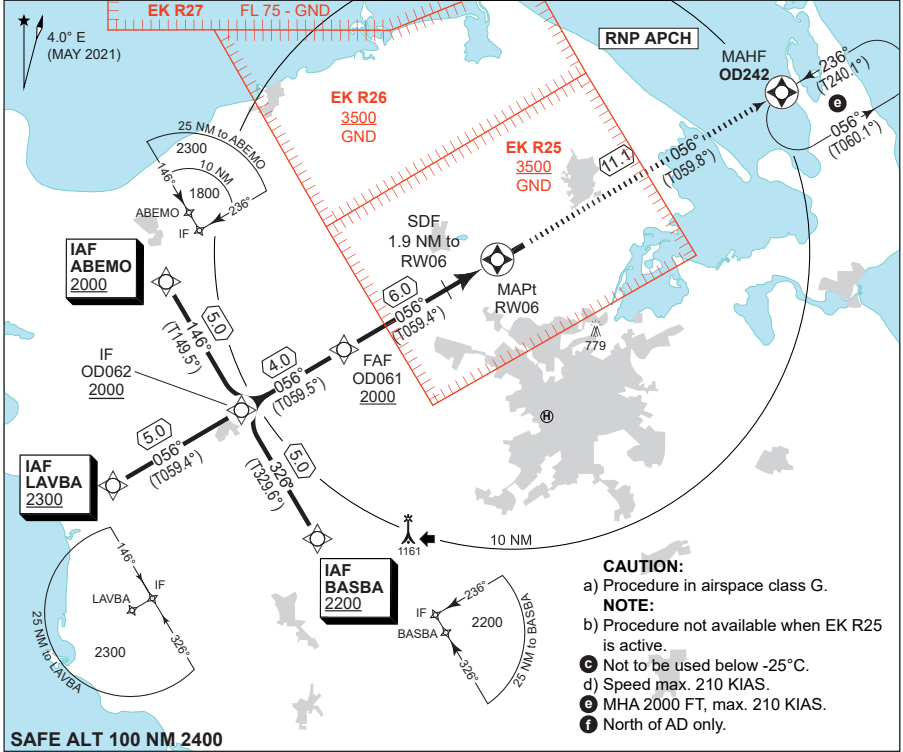


MIPS
INSTRUMENT APPROACH CHART

AD ELEV 56

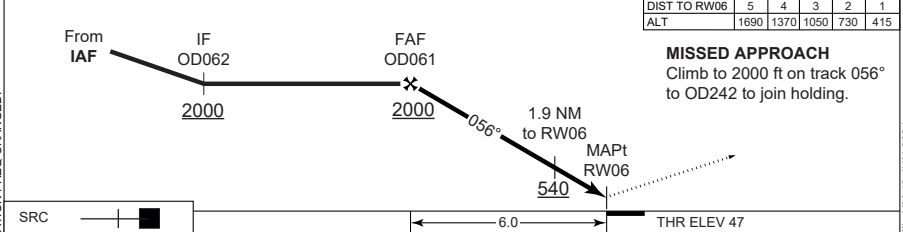
RNP RWY 06
ODENSE / H C ANDERSEN (EKOD)

| | | | | | | | |
|---------------------------------------|--------------------|--------------------|-------------------------------|-----------|----------------|---------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.150 | | | ODENSE INFORMATION 119.530 | | | | |
| EGNOS CHANNEL 49463 / E06A | APP COURSE 056° | FAF ALT 2000 FT | DESCENT GR 3.0° (5.24%) | DA 297 | THR ELEV 47 | ALS LENGTH 900 M | LDA 6053 FT |



SAFE ALT 100 NM 2400

TA 3000



| CATEGORY | A | B | C | D | E |
|--------------------|-------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| LPV | 297 - 600 250 (300-0.8/1.3) | | | | |
| LNAV/VNAV c | 340 - 650 293 (300-0.8/1.4) | 350 - 700 303 (400-0.8/1.4) | 360 - 700 313 (400-0.8/1.4) | 370 - 800 323 (400-0.8/1.5) | 380 - 800 333 (400-0.8/1.5) |
| LNAV | 450 - 1200 403 (500-1.2/1.9) | | | | |
| CIRCLING f | 500 - 1.5 444 (500-1.5) | 550 - 1.6 494 (500-1.6) | 790 - 2.4 734 (800-2.4) | 790 - 3.6 734 (800-3.6) | 890 - 3.6 834 (900-3.6) |

RNP RWY 06

55°28.60'N
010°19.86'E
8-3

ODENSE / H C ANDERSEN (EKOD)

CHANGES: ODENSE INFORMATION FREQ. CHANGED.

AIR COMMAND DENMARK - MIL AIM 13 JUN 2024



EKOD RNP RWY 06 waypoint coordinates:

RWY 06 from ABEMO (Initial LEFT) APPROACH RNP

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

RWY 06 from BASBA (Initial RIGHT) APPROACH RNP

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

RWY 06 from LAVBA (Initial CENTER) APPROACH RNP

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

Threshold coordinates RWY 06

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

CHANGES: APPROACH RENAMED RNP.

AIR COMMAND DENMARK - MIL-AIM 26 JAN 2023



MIPS

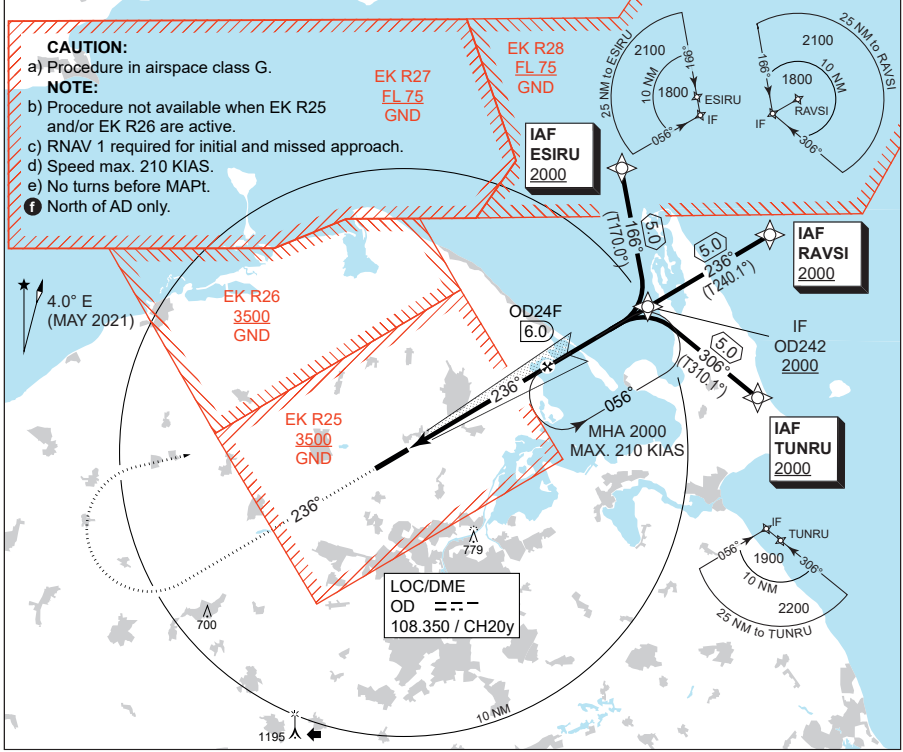
INSTRUMENT APPROACH CHART

AD ELEV 56

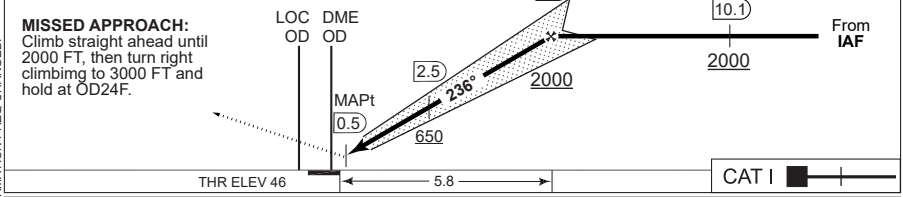
**ILS or LOC RWY 24
ODENSE / H C ANDERSEN (EKOD)**

| | | | | | | | |
|---------------------------------------|--|--|--|-------------------------------|--|--|--|
| COPENHAGEN CONTROL 360.100 133.150 | | | | ODENSE INFORMATION 119.530 | | | |
|---------------------------------------|--|--|--|-------------------------------|--|--|--|

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



| | | | | | | |
|----------------------------|-----|------|------|------|------|-----------------|
| CDFA: 3.00° / 5.24% | | | | | | TA 3000 |
| DME OD | 2 | 3 | 4 | 5 | 6 | GS 3.00° |
| DIST THR | 1.8 | 2.8 | 3.8 | 4.8 | 5.8 | RDH 57 |
| ALT | 690 | 1010 | 1320 | 1640 | 1960 | |



| 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) | |

ILS or LOC RWY 24

55°28.60'N
 010°19.86'E
 8-5

ODENSE / H C ANDERSEN (EKOD)



CHANGES: ODENSE INFORMATION FREQ CHANGED.

AIR COMMAND DENMARK - MIL AIM 13 JUN 2024

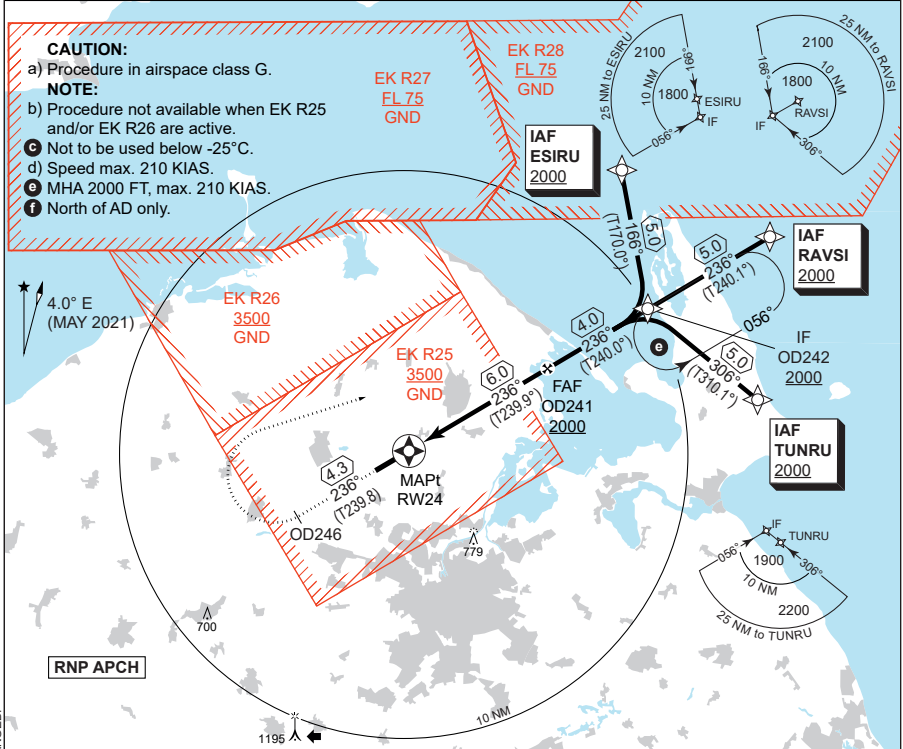
MIPS

INSTRUMENT APPROACH CHART

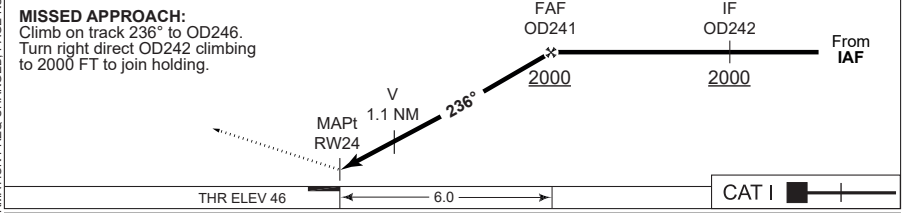
AD ELEV 56

**RNP RWY 24
ODENSE / H C ANDERSEN (EKOD)**

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



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



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

RNP RWY 24

55°28.60'N
010°19.86'E
8-6

ODENSE / H C ANDERSEN (EKOD)

CHANGES: ODENSE INFORMATION FREQ. CHANGED. PAGE NUMBER CHANGED.

AIR COMMAND DENMARK - MIL. AIM 13 JUN 2024



EKOD RNP RWY 24 waypoint coordinates:

RWY 24 from TUNRU (Initial LEFT) APPROACH RNP

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

RWY 24 from ESIRU (Initial RIGHT) APPROACH RNP

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

RWY 24 from RAVSI (Initial CENTER) APPROACH RNP

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

Threshold coordinates RWY 24

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

CHANGES: PAGE NUMBER CHANGED TO 8-7.

AIR COMMAND DENMARK - MIL AIM 13 JUN 2024



ROSKILDE (EKRK)

AERODROME CHART

RNP RWY 03

RNP RWY 11 (CAT A-B)

WP LIST RWY 03

WP LIST RWY 11 (CAT A-B)

ILS or LOC RWY 11 (CAT A-B)

RNP RWY 11 (CAT C-E)

COPTER ILS or LOC RWY 11

WP LIST RWY 11 (CAT C-E)

ILS or LOC RWY 11 (CAT C-E)

ILS or LOC RWY 21

NDB RWY 11 (CAT A-B)

COPTER ILS or LOC RWY 21

NDB RWY 11 (CAT C-E)

RNP RWY 29

WP LIST RWY 29

EKRK OPS

NOISE ABATEMENT

EKRK ARRIVAL

IFR DEP (PROP)

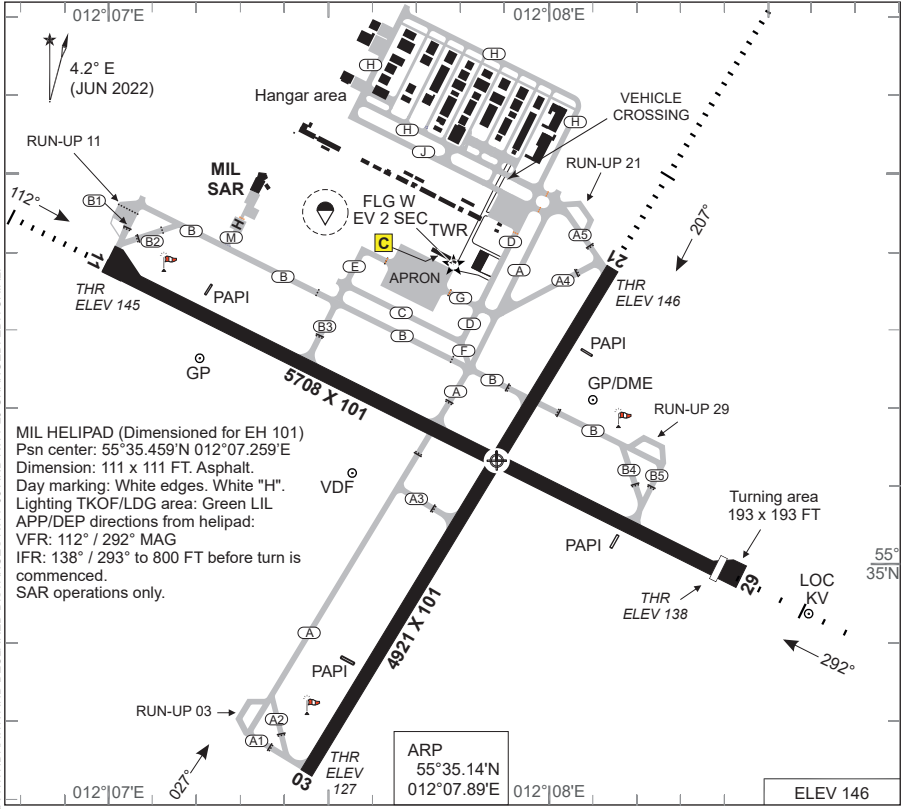
EKRK DEPARTURE

IFR DEP (JET)



AERODROME CHART

ROSKILDE (EKRK)



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

ARP
 55°35.14'N
 012°07.89'E

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

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

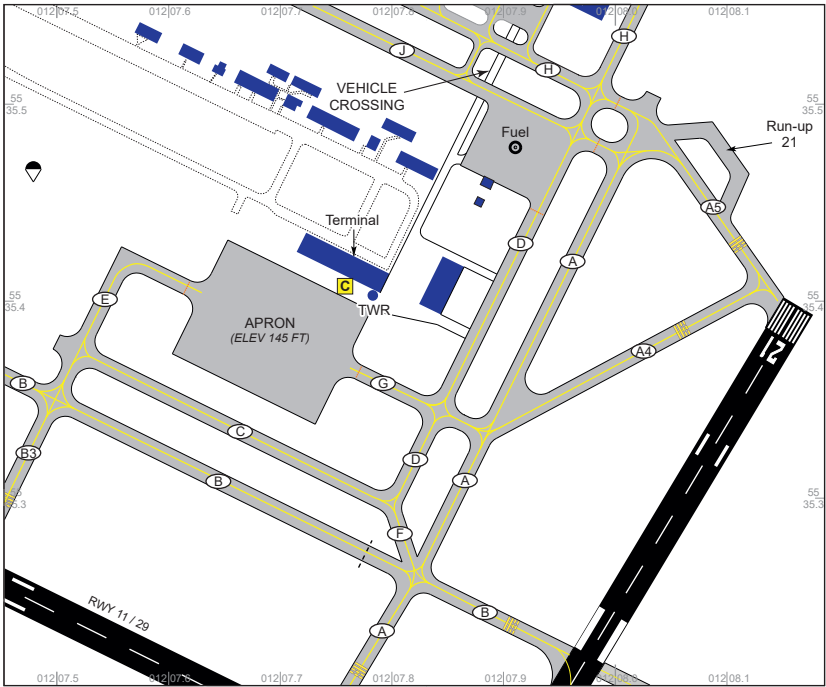
AIR COMMAND DENMARK - MIL_AIM_30 OCT 2025

AERODROME CHART

ROSKILDE (EKRK)



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.



NOISE ABATEMENT PROVISIONS

1.1 General provisions

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

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



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

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



1.2 Jet aircraft

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

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

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

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

1.3 Propeller and turboprop aeroplanes

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

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

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

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

a. From 1 MAY to 31 AUG:

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

b. From 1 SEP to 30 APR:

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

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

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

1.3.4.2 IFR landing exercises and continuous approaches are permitted only:

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

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



1.4 Helicopters

- 1.4.1 School and training flights with helicopters with MTOM above 5.700 kg are prohibited.
- 1.4.2 Before executing VFR school and training flights, the Pilot-in-Command shall obtain more specified instructions from the Airport Office/Briefing.
- 1.4.3 VFR landing exercises carried out in connection with school flights are permitted only as stated in item 1.3.4.

1.5 Reporting

- 1.5.1 Reporting by the Pilot-in-Command to the Danish CAA.
 - 1.5.1.1 The Pilot-in-Command shall as fast as possible report to the Danish CAA when it has not been possible to comply with the provision in item 1.1.2 due to safety reasons.
 - 1.5.2 Reporting by the Air Navigation Services KØBENHAVN to the Danish CAA.
 - 1.5.2.1 The Air Navigation Services KØBENHAVN shall notify The Danish CAA of every clearance deviating from the above mentioned provisions.
 - 1.5.2.2 The Air Navigation Services KØBENHAVN shall notify the Danish CAA of every clearance according to the provision in item 1.1.1.
 - 1.5.2.3 The Air Navigation Services KØBENHAVN shall notify the Danish CAA when observing the towns overflowed - mentioned in item 1.1.2 - in connection with VFR take-off or landing.
 - 1.5.3 Københavns Lufthavne A/S (Copenhagen Airports) reporting to the Danish CAA.
 - 1.5.3.1 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA when it has been ascertained that jet aircraft has been operating against the regulation in item 1.2.1.
 - 1.5.3.2 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA when it has been ascertained that aircraft has executed school and training flights against the provisions in item 1.2.2, 1.3.2 or 1.4.1.
 - 1.5.3.3 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA when it has been ascertained that school flight has taking place against the provisions in item 1.2.4, 1.3.4 or 1.4.3.
 - 1.5.4 The Danish CAA follow-up of reports.
 - 1.5.4.1 The Danish CAA will make further investigation based on the received reports. The investigation will include an evaluation of whether liability to punishment shall be exercised according to Regulations for Civil Aviation BL 5-40.



ROSKILDE ARRIVAL

Flight Planning

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

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

Radio communication failure during IFR approach.

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



ARRIVAL INFORMATION

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 |



DEPARTURE INFORMATION

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.



DEPARTURE INFORMATION

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

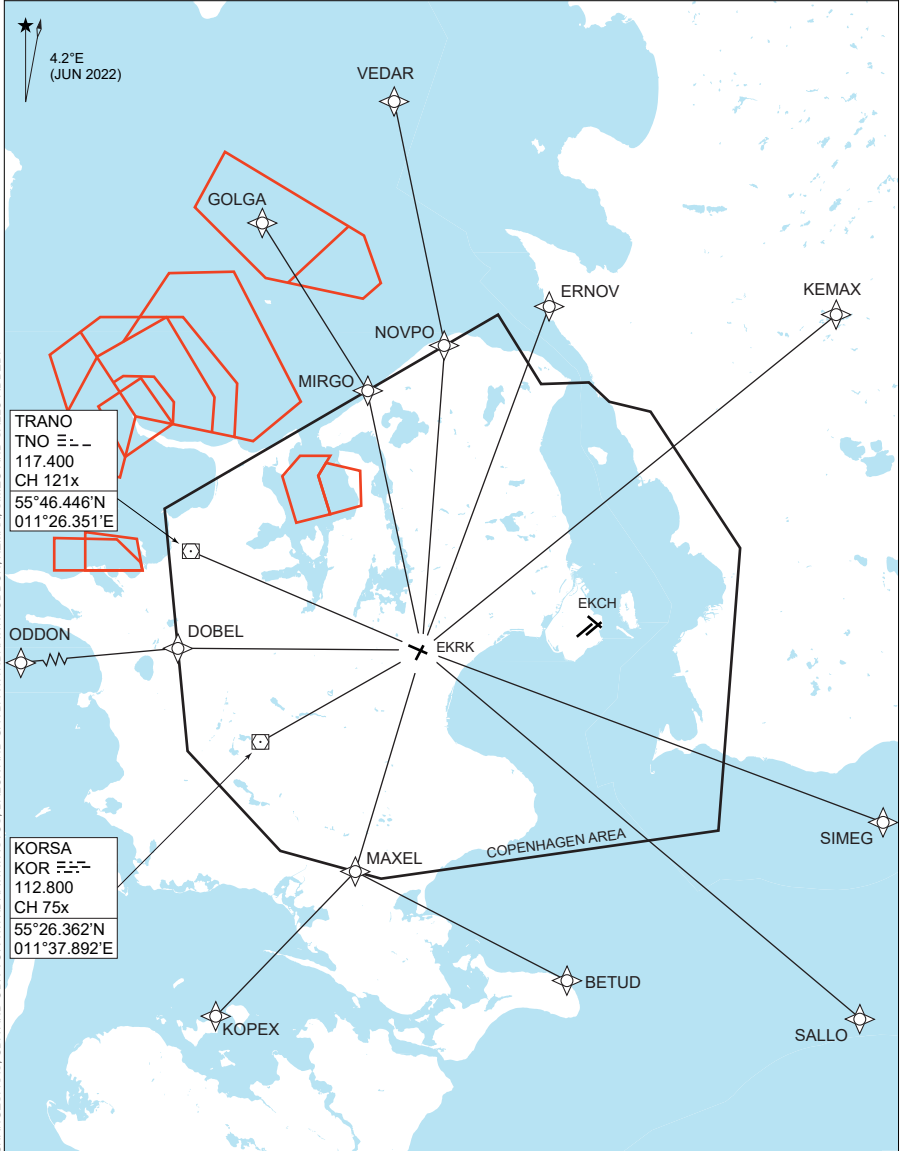


INSTRUMENT DEPARTURE CHART

IFR TRAFFIC FROM ROSKILDE

PROP

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

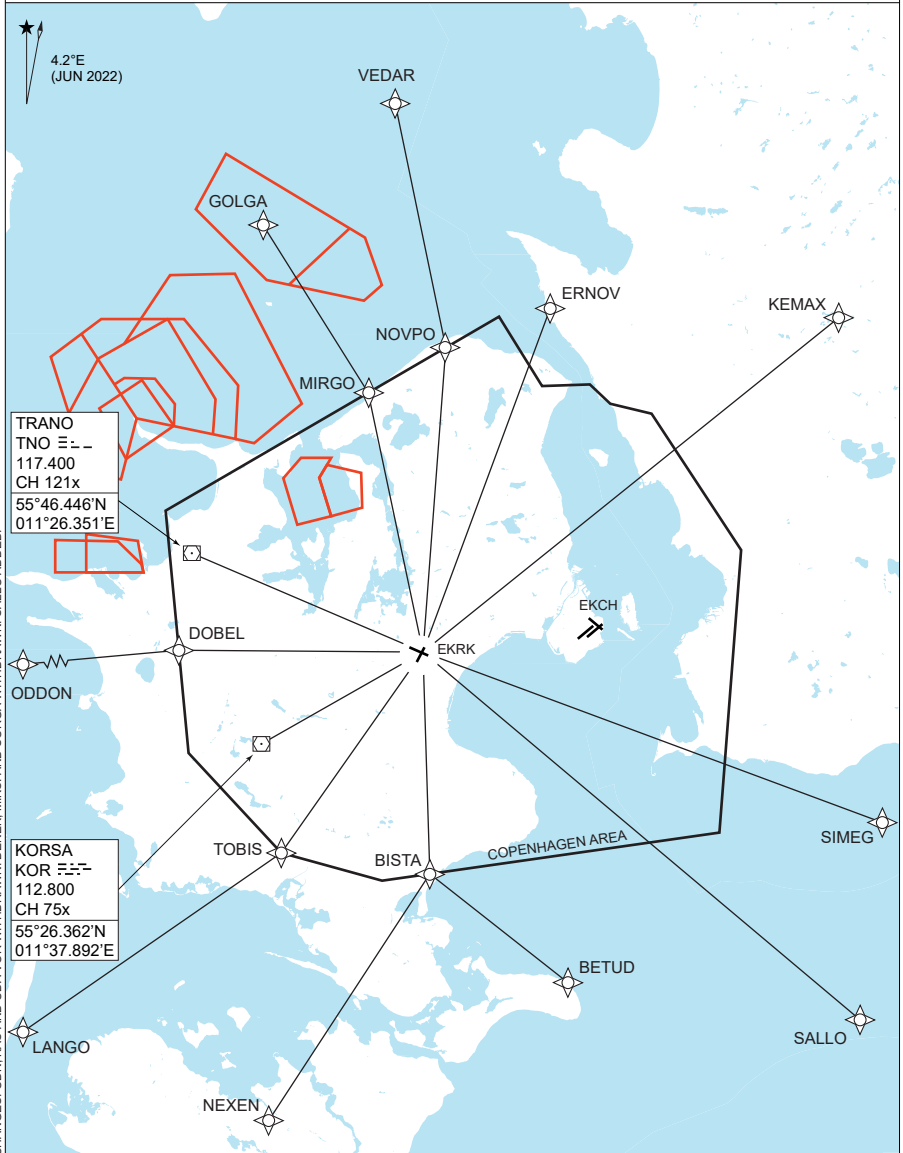


INSTRUMENT DEPARTURE CHART

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



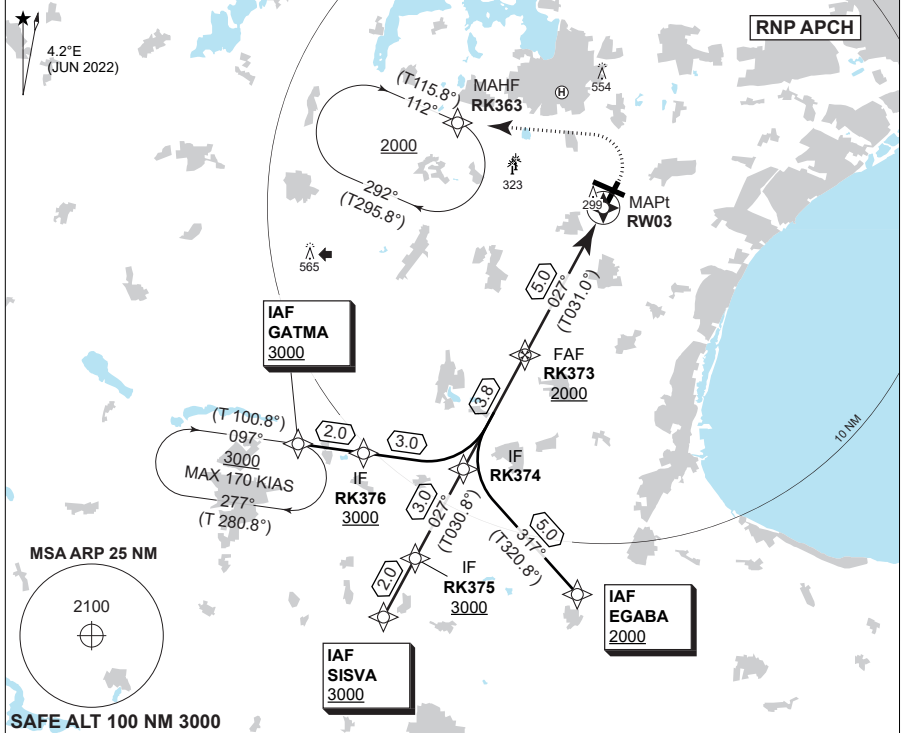
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 146

**RNP RWY 03
ROSKILDE (EKRK)**

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



| | | | |
|----------------|------------------|--|--------------|
| TA 5000 | CDFA 3.4° / 6.0% | | |
| IAF GATMA | IF RK375 | IF RK374 | FAF RK373 |
| SISVA | RK376 | | |
| EGABA 2000 | | | |
| SRC | | 5.0 | THR ELEV 127 |
| | | MISSED APPROACH Left turn to MAHF RK363 climbing to 2000 FT and hold. | |

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

RNP RWY 03

55°35.13'N
012°07.89'E
9-13

ROSKILDE (EKRK)

CHANGES: ATC FREQU CHG.

AIR COMMAND DENMARK - MIL AIN 28 DEC 2023



EKRK RNP RWY 03 waypoint coordinates:

RWY 03 from GATMA (Initial LEFT) APPROACH RNP

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

RWY 03 from SISVA (Initial STRAIGHT) APPROACH RNP

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

RWY 03 from EGABA (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 03

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

CHANGES: APPROACH RENAMED RNP.

AIR COMMAND DENMARK - MIL AIM 26 JAN 2023



MIPS

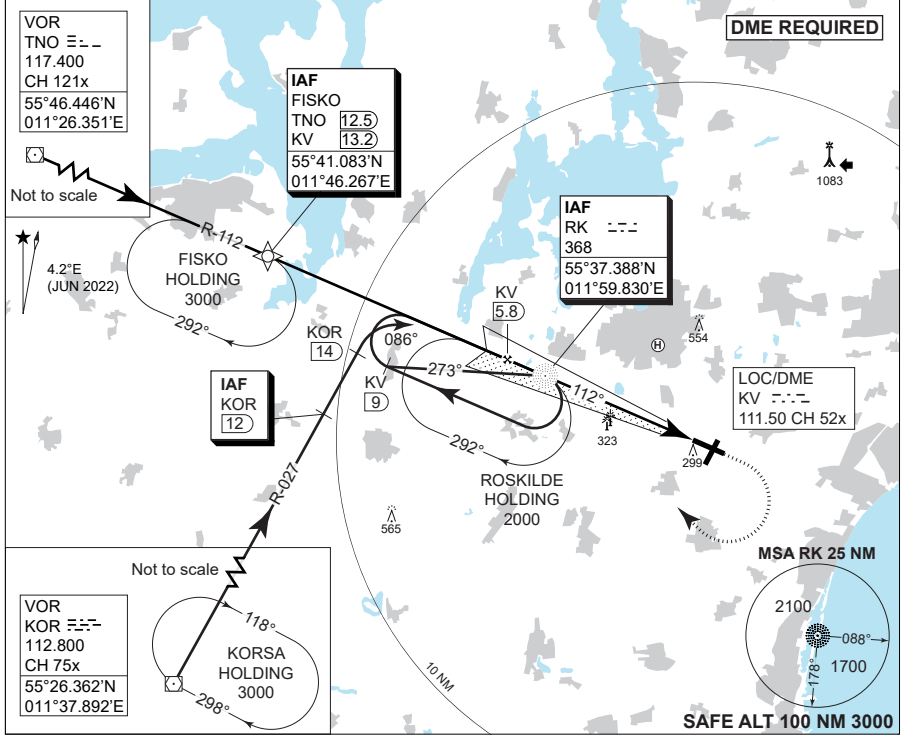
INSTRUMENT APPROACH CHART

AD ELEV 146

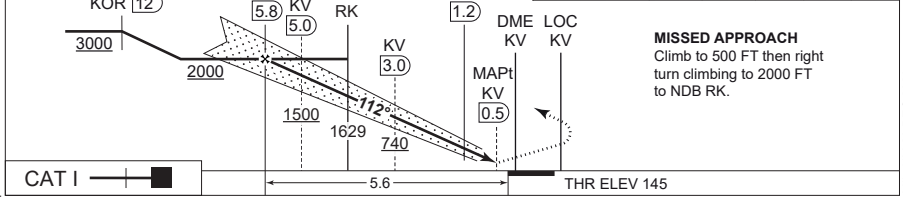
ILS or LOC RWY 11 (CAT A-B)

ROSKILDE (EKRK)

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



| | | | | | | |
|------------------------------|---------------------------|------|------|------|-----|-----|
| 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 |



| | | | |
|----------|------------------------------|-------------------------|--------------|
| CAT I | 5.6 | | THR ELEV 145 |
| CATEGORY | A | | B |
| S-ILS 11 | 345 - 550 200 (200-0.8/1.2) | | |
| S-LOC 11 | 520 - 1000 375 (400-1.0/1.7) | | |
| CIRCLING | 610 - 1.5 464 (500-1.5) | 850 - 1.6 704 (800-1.6) | |

ILS or LOC RWY 11 (CAT A-B)

55°35.13'N
012°07.89'E
9-15

ROSKILDE (EKRK)

CHANGES: ATC FREQ CHG

MIPS

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023



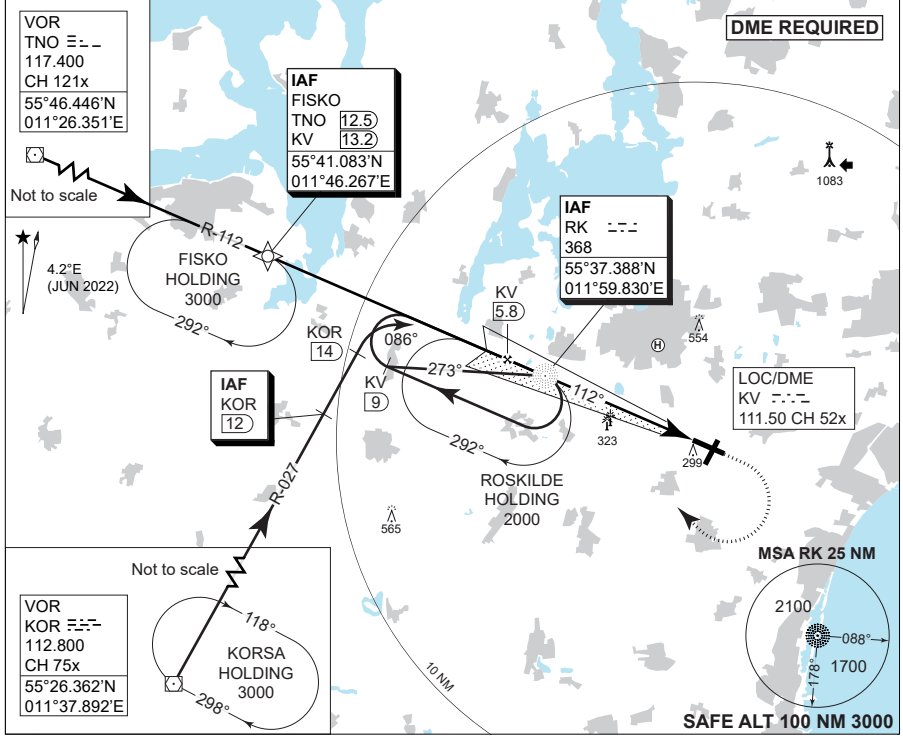
MIPS

INSTRUMENT APPROACH CHART

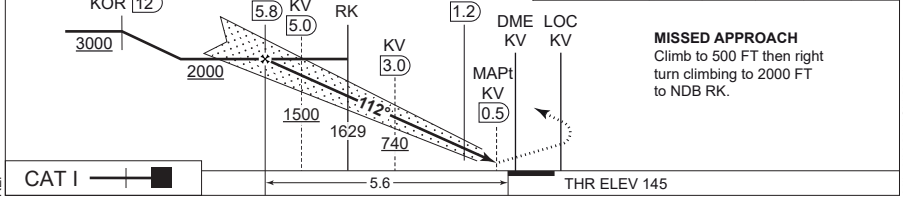
AD ELEV 146

**COPTER ILS or LOC RWY 11
ROSKILDE (EKRK)**

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



| | | | | | | | | | | | | |
|-------------------------------------|--------------------------|-------------------------|------------------|-------------|---------------|-----------|---------------------------|-----|-----|-----|-----|-----|
| TA 5000 GS 3.0° RDH 52 | IAF FSKO or KOR 12 | FAF KV 5.8 KV 5.0 | IAF NDB RK | V KV 1.2 | DME KV 0.5 | LOC KV | 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 | | | | | | | |



| | | |
|----------|-----------------------------|--------------|
| CAT I | | THR ELEV 145 |
| CATEGORY | H | |
| H-ILS 11 | 345 - 400 200 (200-0.4/0.8) | |
| H-LOC 11 | 490 - 400 344 (400-0.4/0.8) | |

CHANGES: NEW PROCEDURE.

COPTER ILS or LOC RWY 11

55°35.13'N
012°07.89'E

ROSKILDE (EKRK)

9-16



AIR COMMAND DENMARK - MIL-AIM 28 NOV 2024

MIPS

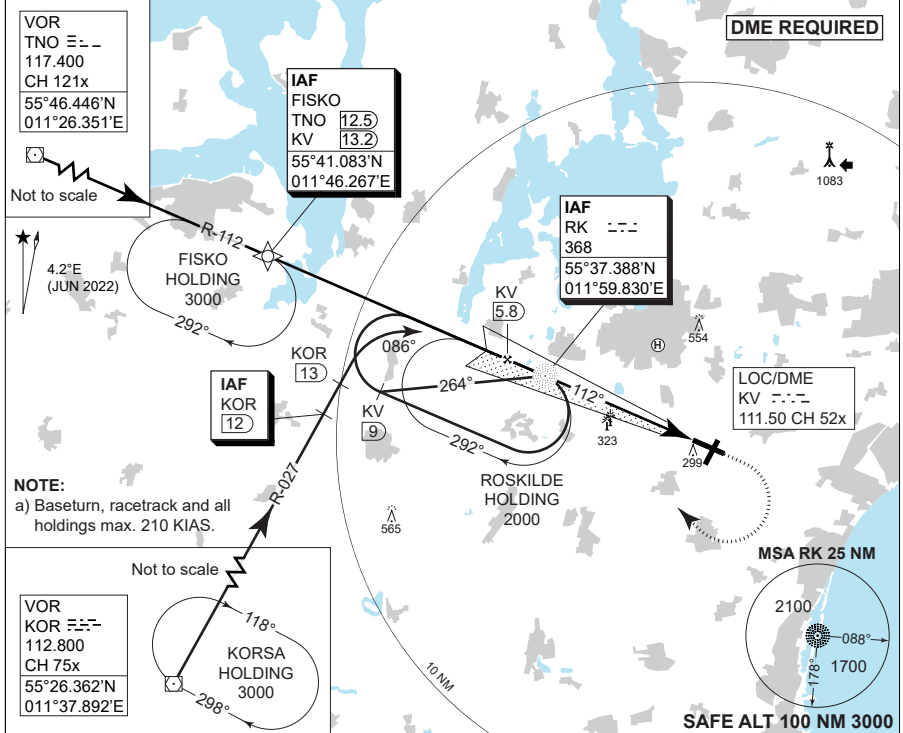
INSTRUMENT APPROACH CHART

AD ELEV 146

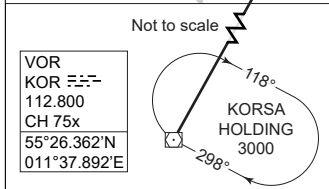
ILS or LOC RWY 11 (CAT C-E)

ROSkilde (EKRK)

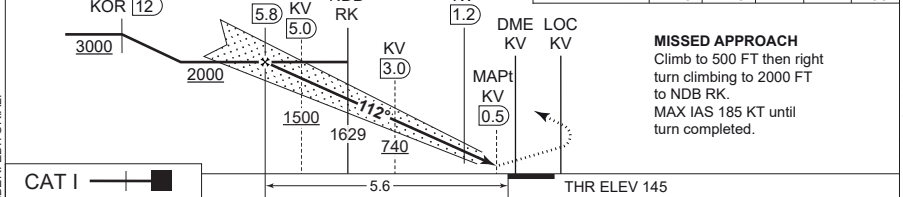
| | | | | | | | |
|--------------------------------|--------------------|--------------------------|-------------|------------------------------|--------------------|-----------------------------------|----------------|
| COPENHAGEN APPROACH 119.805 | | ROSKILDE ATIS 123.805 | | ROSKILDE APPROACH 125.530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



NOTE:
a) Baseturn, racetrack and all holdings max. 210 KIAS.



| | | | | | | |
|-------------------------------------|---------------------------|------|------|-----|-----|-----|
| 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) |

ILS or LOC RWY 11 (CAT C-E)

55°35.13'N
012°07.89'E

ROSKILDE (EKRK)

9-17

CHANGES: NEW PAGE NUMBER, EDITORIAL.

AIR COMMAND DENMARK - MIL_AIM 28 NOV 2024



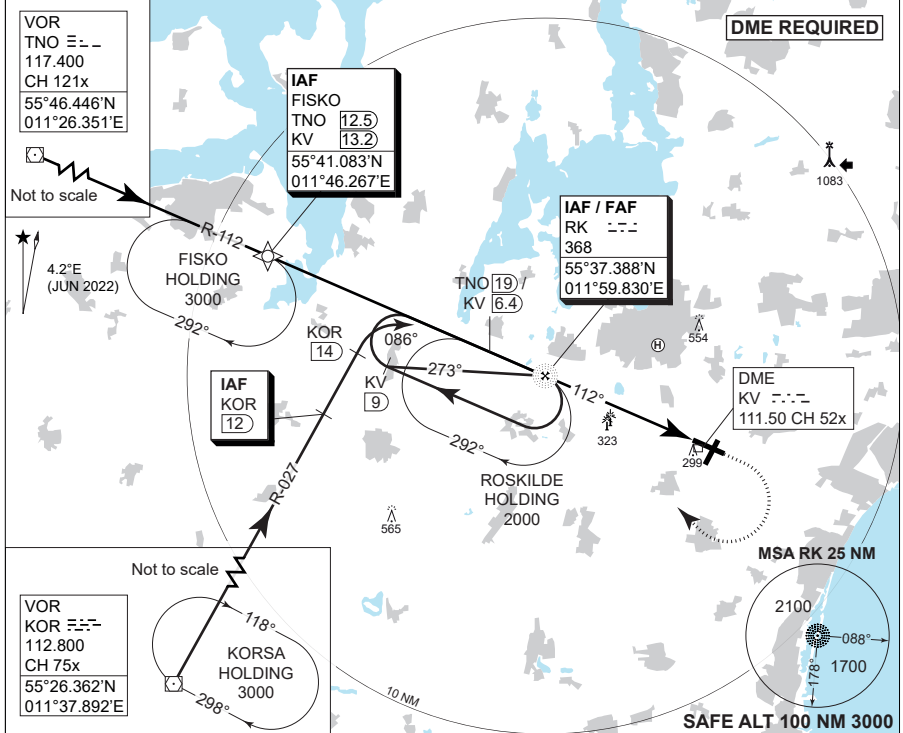
MIPS

INSTRUMENT APPROACH CHART

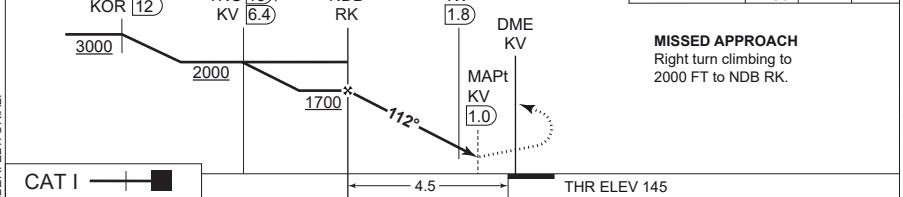
AD ELEV 146

**NDB RWY 11 (CAT A-B)
ROSKILDE (EKRK)**

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



| | | | | |
|---------|-------------------|------|------|-----|
| TA 5000 | CDFA 3.2° / 5.51% | | | |
| | DME KV | 4 | 3 | 2 |
| | DIST TO THR | 3.8 | 2.8 | 1.8 |
| | ALT | 1480 | 1140 | 810 |



| | | |
|----------|------------------------------|-------------------------|
| CATEGORY | A | B |
| S-NDB 11 | 740 - 1500 595 (600-1.5/2.7) | |
| CIRCLING | 740 - 1.5 594 (600-1.5) | 850 - 1.6 704 (800-1.6) |

NDB RWY 11 (CAT A-B) 55°35.13'N 012°07.89'E **ROSKILDE (EKRK)**

9-18



CHANGES: NEW PAGE NUMBER, EDITORIAL.

AIR COMMAND DENMARK - MIL-AIM 28 NOV 2024

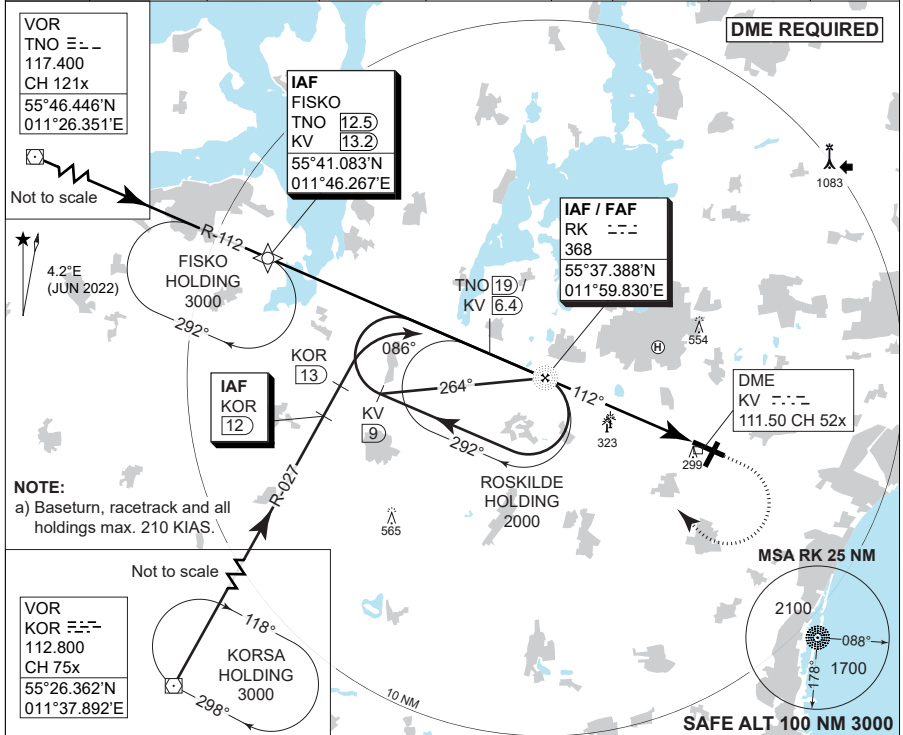
MIPS

INSTRUMENT APPROACH CHART

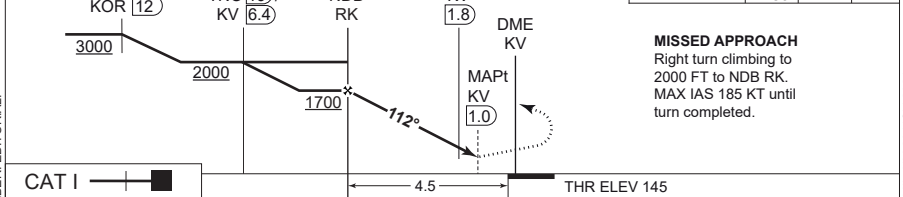
AD ELEV 146

**NDB RWY 11 (CAT C-E)
ROSKILDE (EKRK)**

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



| | | | | |
|---------|-------------------|------|------|-----|
| TA 5000 | CDFA 3.2° / 5.51% | | | |
| | DME KV | 4 | 3 | 2 |
| | DIST TO THR | 3.8 | 2.8 | 1.8 |
| | ALT | 1480 | 1140 | 810 |



| | | | |
|----------|------------------------------|--------------------------|----------------------------|
| CATEGORY | C | D | E |
| S-NDB 11 | 740 - 2000 595 (600-2.0/2.7) | | |
| CIRCLING | 950 - 2400 804 (900-2.4) | 950 - 3600 804 (900-3.6) | 1050 - 3600 904 (1000-3.6) |

NDB RWY 11 (CAT C-E)

55°35.13'N
012°07.89'E
9-19

ROSKILDE (EKRK)

CHANGES: NEW PAGE NUMBER, EDITORIAL.

AIR COMMAND DENMARK - MIL-AIM 28 NOV 2024



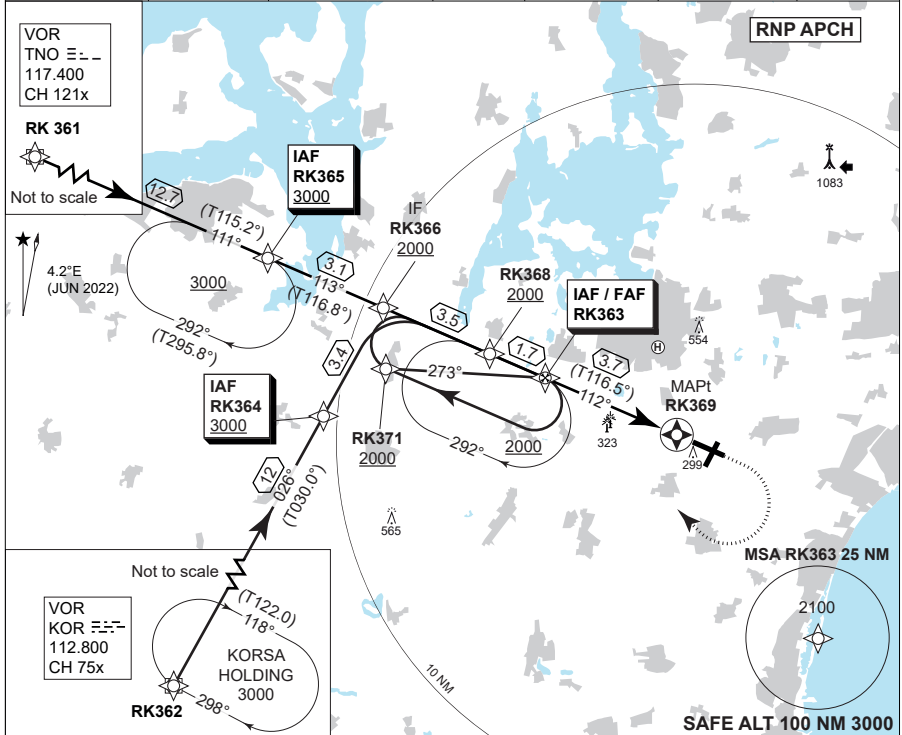
MIPS

INSTRUMENT APPROACH CHART

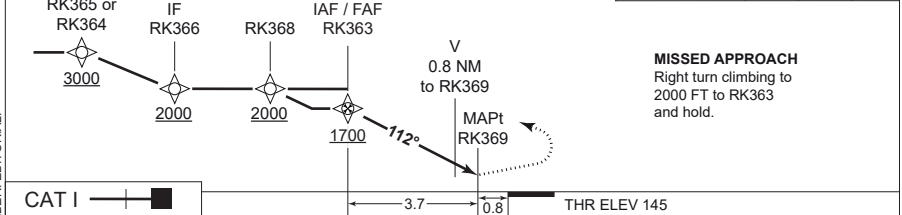
AD ELEV 146

**RNP RWY 11 (CAT A-B)
ROSKILDE (EKRK)**

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



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



| | | | |
|----------|------------------------------|-------------------------|---|
| CAT I | A | | B |
| LNNAV | 740 - 1500 595 (600-1.5/2.7) | | |
| CIRCLING | 740 - 1.5 594 (600-1.5) | 850 - 1.6 704 (800-1.6) | |

RNP RWY 11 (CAT A-B)

55°35.13'N
012°07.89'E
9-20

ROSKILDE (EKRK)

CHANGES: NEW PAGE NUMBER, EDITORIAL.

AIR COMMAND DENMARK - MIL-AIM 28 NOV 2024



EKRK RNP RWY 11 waypoint coordinates:

RWY 11 from RK361 (TNO VOR) APPROACH RNP

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

RWY 11 from RK362 (KOR VOR) APPROACH RNP

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

RWY 11 from RK363 (RK NDB) APPROACH RNP

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

Threshold coordinates RWY 11

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



MIPS

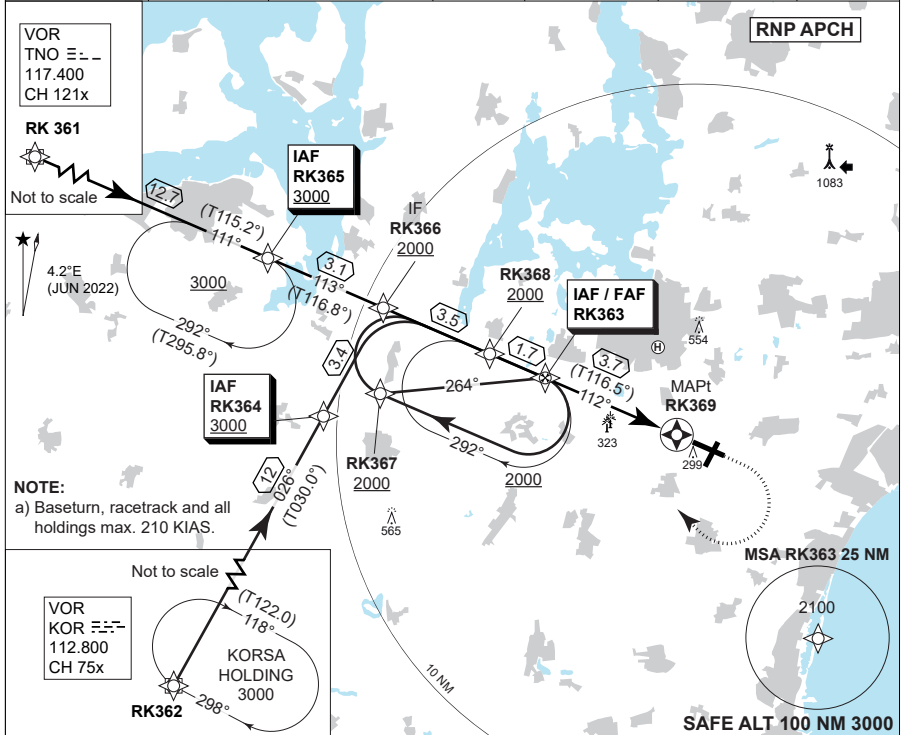
INSTRUMENT APPROACH CHART

AD ELEV 146

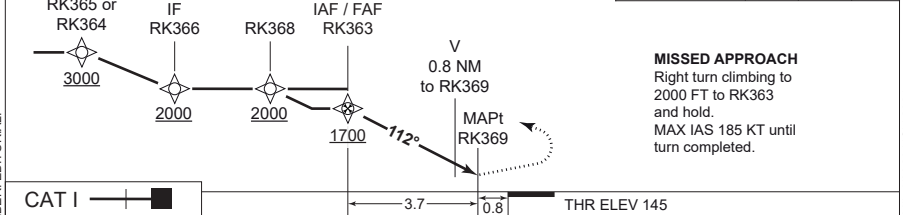
RNP RWY 11 (CAT C-E)

ROSKILDE (EKRK)

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



| | | | | |
|---|-------------------|------|------|-----|
| TA 5000 IAF RK365 or RK364 IF RK366 RK368 IAF / FAF RK363 V 0.8 NM to RK369 MAPt RK369 THR ELEV 145 | CDFA 3.1° / 5.50% | | | |
| | DIST TO RK369 | 3 | 2 | 1 |
| | ALT | 1480 | 1140 | 810 |



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

RNP RWY 11 (CAT C-E)

55°35.13'N
012°07.89'E
9-22

ROSKILDE (EKRK)

CHANGES: NEW PAGE NUMBER, EDITORIAL.

AIR COMMAND DENMARK - MIL_AIM 28 NOV 2024



EKRK RNP RWY 11 waypoint coordinates:

RWY 11 from RK361 (TNO VOR) APPROACH RNP

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

RWY 11 from RK362 (KOR VOR) APPROACH RNP

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

RWY 11 from RK363 (RK NDB) APPROACH RNP

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

Threshold coordinates RWY 11

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



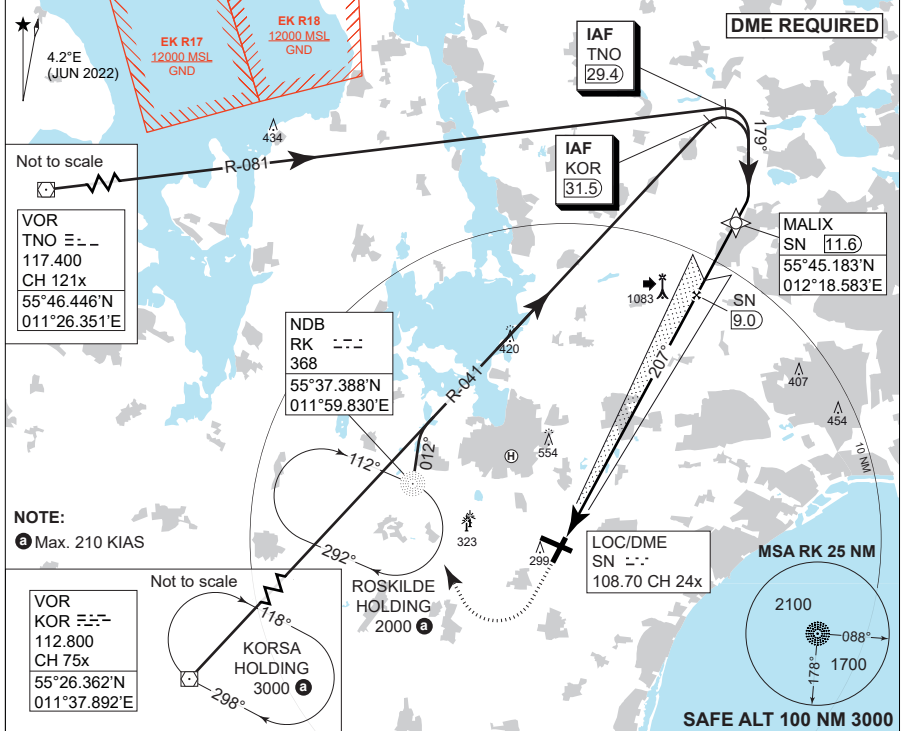
MIPS

INSTRUMENT APPROACH CHART

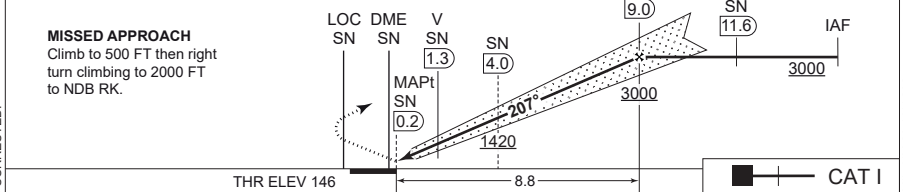
AD ELEV 146

**ILS or LOC RWY 21
ROSKILDE (EKRR)**

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



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



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

ILS or LOC RWY 21

55°35.13'N
012°07.89'E
9-24

ROSKILDE (EKRR)

CHANGES: EK R17 AND R18 CORRECTED.

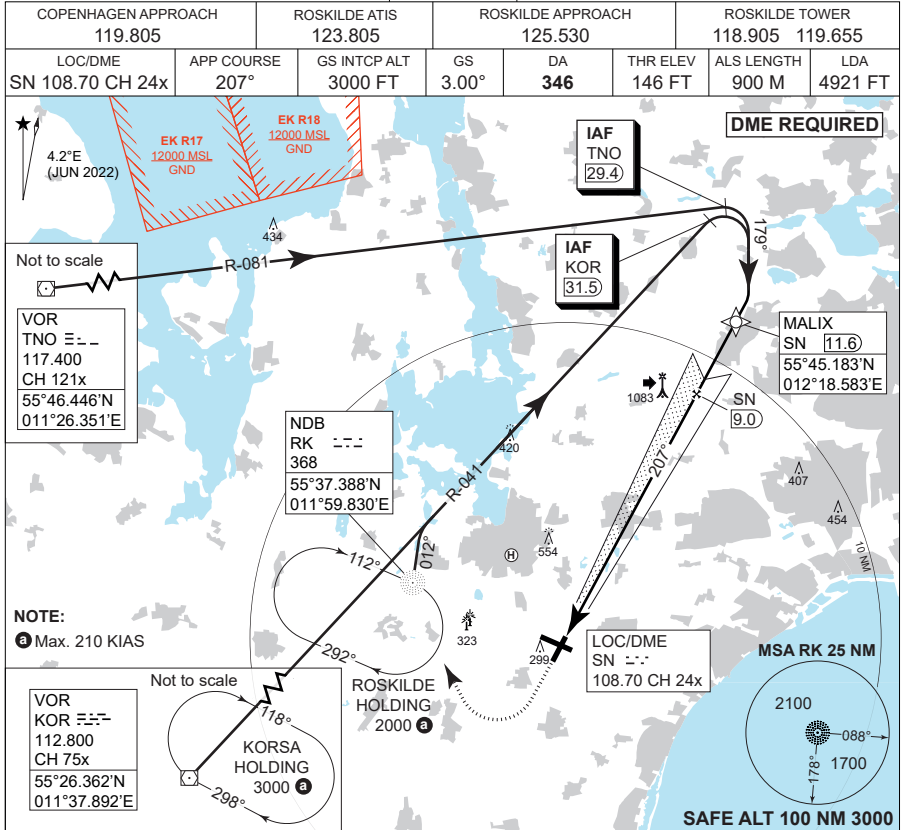
AIR COMMAND DENMARK - MIL-AIM 23 JAN 2025



MIPS
INSTRUMENT APPROACH CHART

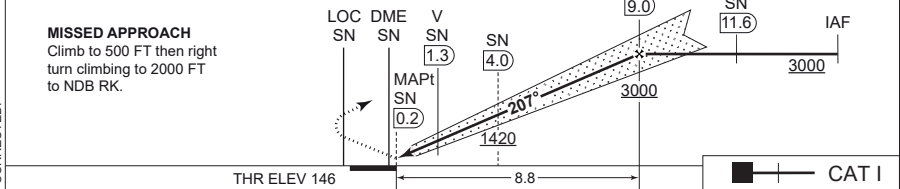
COPTER ILS or LOC RWY 21
ROSKILDE (EKRR)

AD ELEV 146



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

TA 5000
GS 3.0
RDH 50



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

COPTER ILS or LOC RWY 21

55°35.13'N
012°07.89'E
9-25

ROSKILDE (EKRR)

CHANGES: EK R17 AND R18 CORRECTED.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025



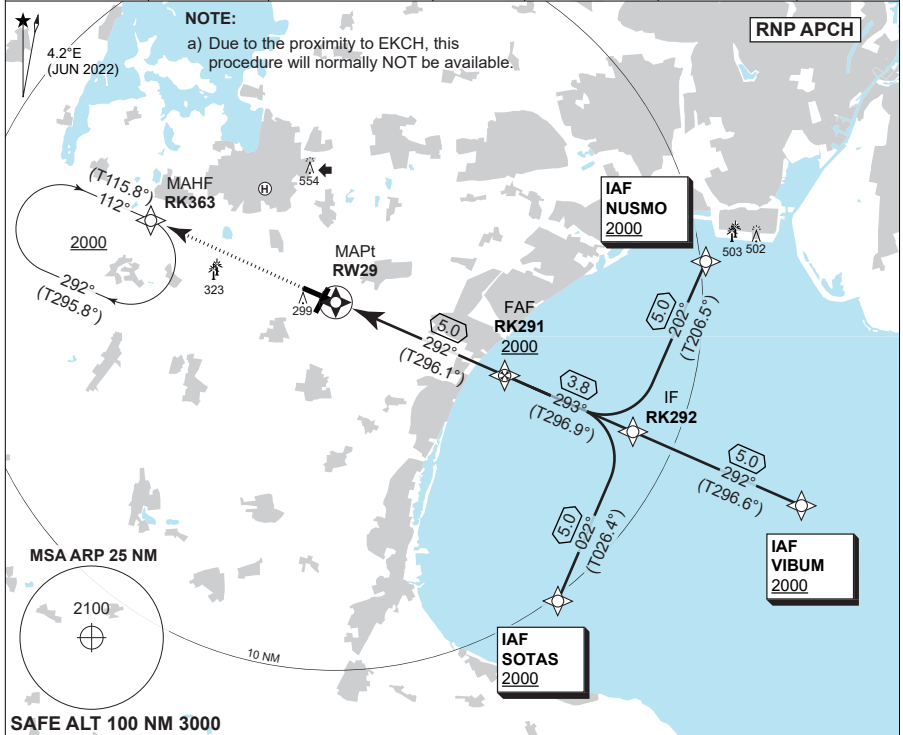
MIPS

INSTRUMENT APPROACH CHART

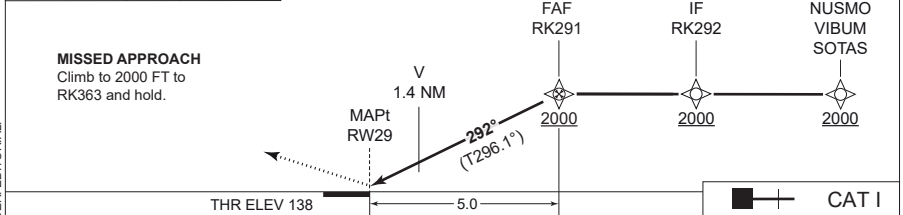
AD ELEV 146

**RNP RWY 29
ROSKILDE (EKRK)**

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



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



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

RNP RWY 29

55°35.13'N
012°07.89'E
9-26

ROSKILDE (EKRK)

CHANGES: NEW PAGE NUMBER, EDITORIAL.

AIR COMMAND DENMARK - MIL-AIM 28 NOV 2024



EKRK RNP RWY 29 waypoint coordinates:

RWY 29 from SOTAS (Initial LEFT) APPROACH RNP

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

RWY 29 from VIBUM (Initial STRAIGHT) APPROACH RNP

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

RWY 29 from NUSMO (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 29

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



BORNHOLM / RØNNE (EKRN)

AERODROME CHART

ILS or LOC RWY 11

ILS or LOC RWY 29

COPTER ILS RWY 11

COPTER ILS RWY 29

HPMA TACAN RWY 11

HPMA TACAN RWY 29

RNP RWY 11

RNP RWY 29

WP LIST RWY 11

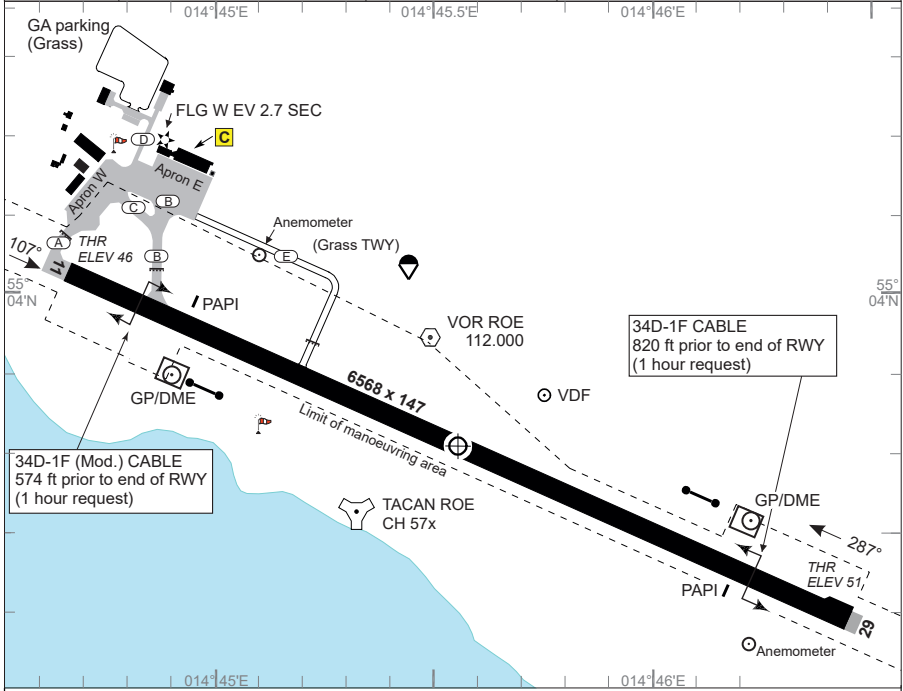
WP LIST RWY 29



AERODROME CHART

ROENNE (EKRN)

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



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

Flight Procedures

1. IFR Arrival

- 1.1 Aircraft will normally be cleared by SWEDEN CONTROL to ROE VOR.
- 1.2 Navigation aid designated for radio communication failure during IMC for arriving aircraft is NDB FAU.

2. IFR Departure

- 2.1 Standard Instrument Departures (SID) have not been established.
- 2.2 Omnidirectional departures

RWY 11: Climb straight ahead to at least 700 FT MSL before turn is commenced.
 RWY 29: Climb straight ahead to at least 500 FT MSL before turn is commenced. Procedure design gradient 4.5% up to 800 FT MSL, due to cranes 525 FT - 2.1 NM NW from THR.

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

AERODROME CHART

ROENNE (EKRN)

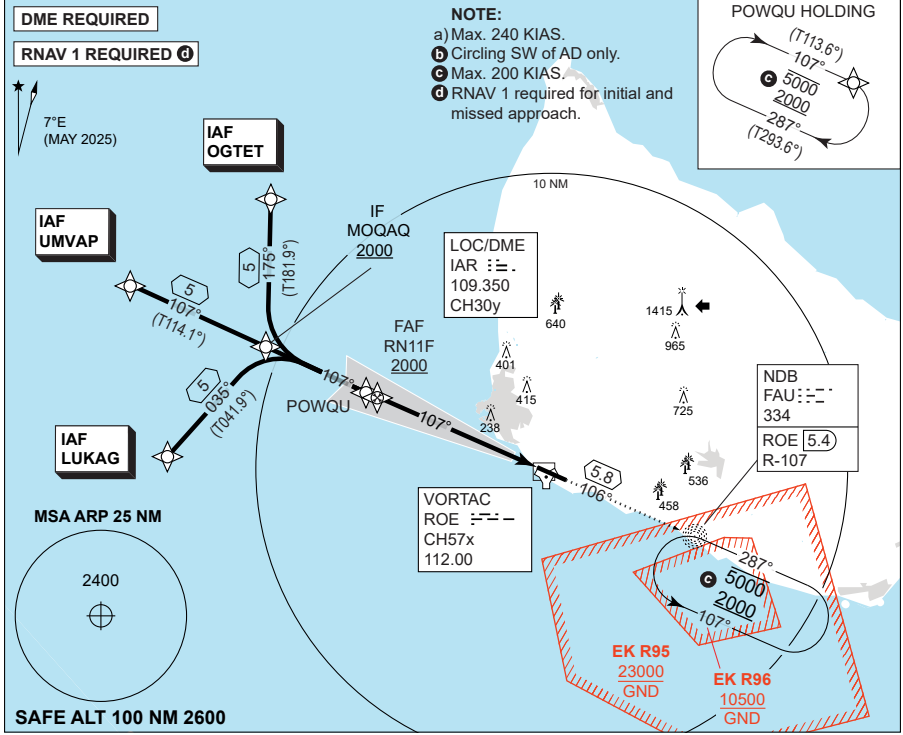


MIPS
INSTRUMENT APPROACH CHART

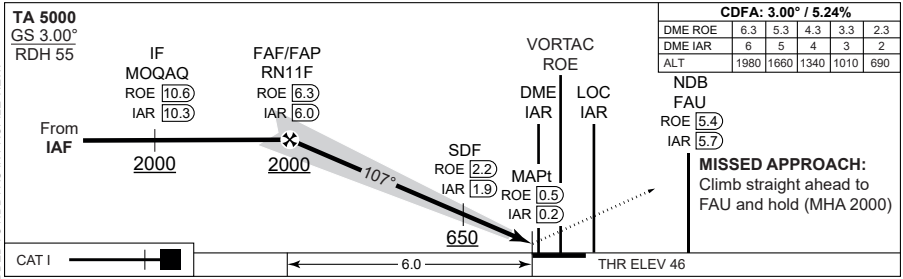
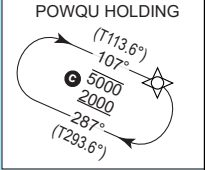
ILS or LOC RWY 11
ROENNE (EKRN)

AD ELEV 52

| | | | | | | | | |
|-----------------------------------|---------------------------|--------------------|------------------------|---------------------------------|----------------------|-----------|--------------|----------------|
| SWEDEN CONTROL 134.980 128.180 | | | | ROENNE TOWER 257.800 118.330 | | | | |
| LOC/DME IAR 109.350/CH30y | TACAN ROE 112.00/CH57x | APP COURSE 107° | GS INCP ALT 2000 FT | GS 3.00° | DA See CAT | THR 46 | ALS 600 M | LDA 6568 FT |



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



| CATEGORY | A | B | C | D | E |
|-------------------|------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| S-ILS 11 | 246 - 750 200 (200-0.8/1.2) | | | | |
| S-LOC 11 | 380 - 1100 328 (400-1.1/1.5) | | | | |
| CIRCLING d | 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) |

ILS or LOC RWY 11 **ROENNE (EKRN)**

55°03.80'N
014°45.58'E
10-2

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

AIR COMMAND DENMARK - MIL AIM 16 APR 2028

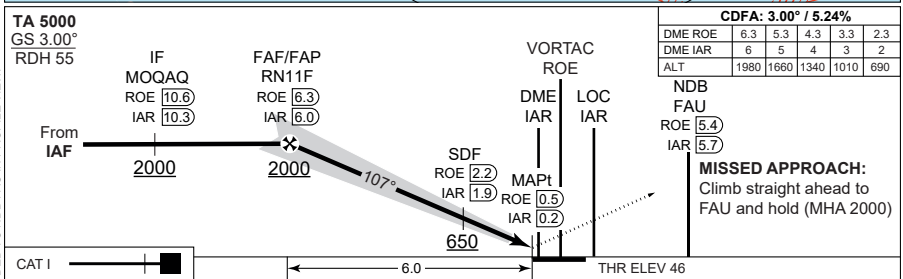
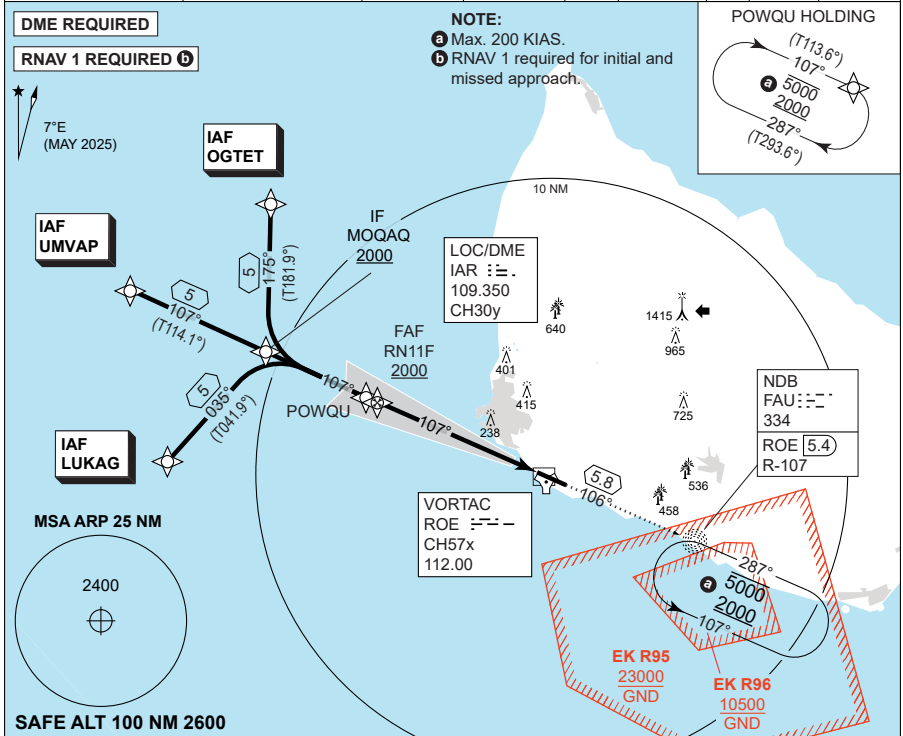


MIPS
INSTRUMENT APPROACH CHART

COPTER ILS or LOC RWY 11
ROENNE (EKRN)

AD ELEV 52

| | | | | | | | | |
|-----------------------------------|---------------------------|--------------------|-----------------------|---------------------------------|-----------|-----------|--------------|----------------|
| SWEDEN CONTROL 134.980 128.180 | | | | ROENNE TOWER 257.800 118.330 | | | | |
| LOC/DME IAR 109.350/CH30y | TACAN ROE 112.00/CH57x | APP COURSE 107° | GS INCPALT 2000 FT | GS 3.00° | DA 246 | THR 46 | ALS 600 M | LDA 6568 FT |



| | | |
|----------|-----------------------------|--|
| CATEGORY | H | |
| H-ILS 11 | 246 - 400 200 (200-0.4/0.8) | |
| H-LOC 11 | 380 - 400 328 (400-0.4/0.8) | |

COPTER ILS or LOC RWY 11

55°03.80'N
014°45.58'E
10-3

ROENNE (EKRN)

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

AIR COMMAND DENMARK - MIL AIM 16 APR 2028



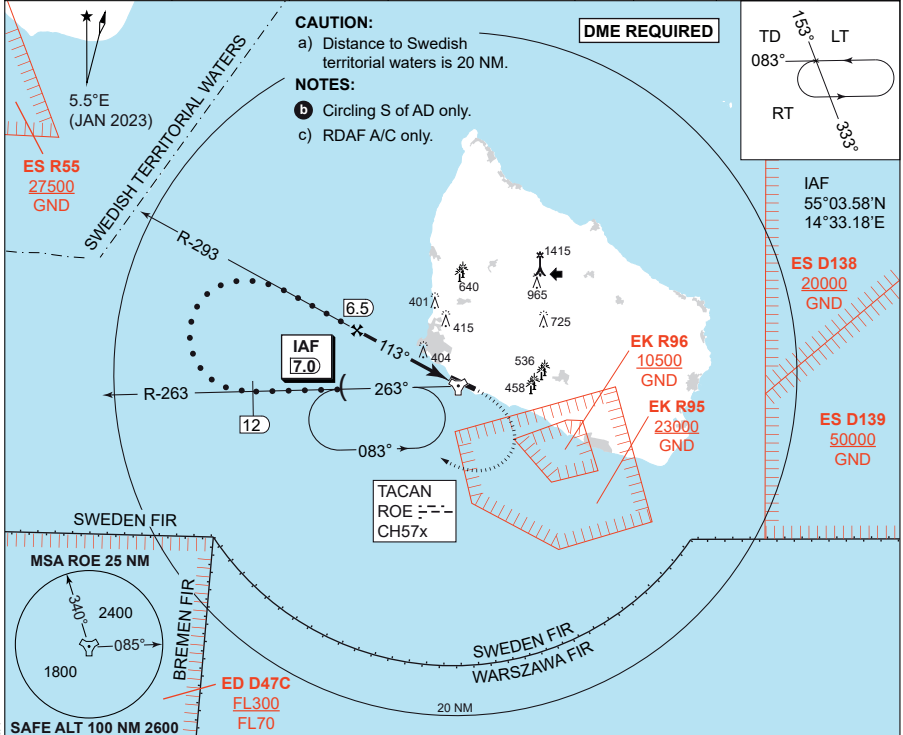
MIPS
INSTRUMENT APPROACH CHART

HPMA TACAN RWY 11
ROENNE (EKRN)

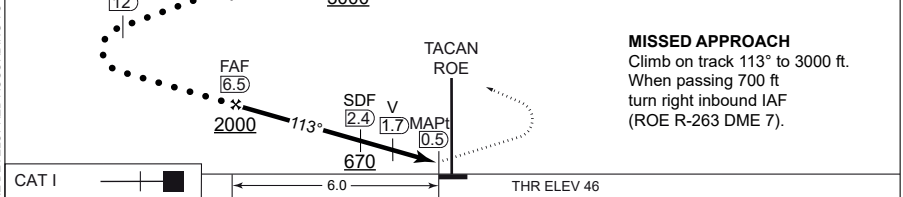
AD ELEV 52

| | | | | | | | |
|-----------------------------------|--|--|--|---------------------------------|--|--|--|
| SWEDEN CONTROL 134.980 128.180 | | | | ROENNE TOWER 257.800 118.330 | | | |
|-----------------------------------|--|--|--|---------------------------------|--|--|--|

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



| | | | | | | | | |
|---------|---------|-------|--------------------|------|------|------|-----|-----|
| TA 5000 | IAF 7.0 | FL 90 | CDFA 3.00° / 5.24% | | | | | |
| | FL 3000 | 3000 | 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 |



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

HPMA TACAN RWY 11 55°03.80'N **ROENNE (EKRN)**
014°45.58'E
10-4

CHANGES: NEW PROCEDURE DEVELOPED ACCORDING TO HPMA CRITERIA

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

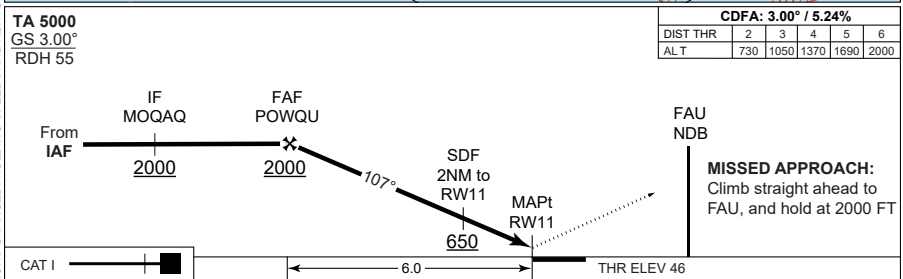
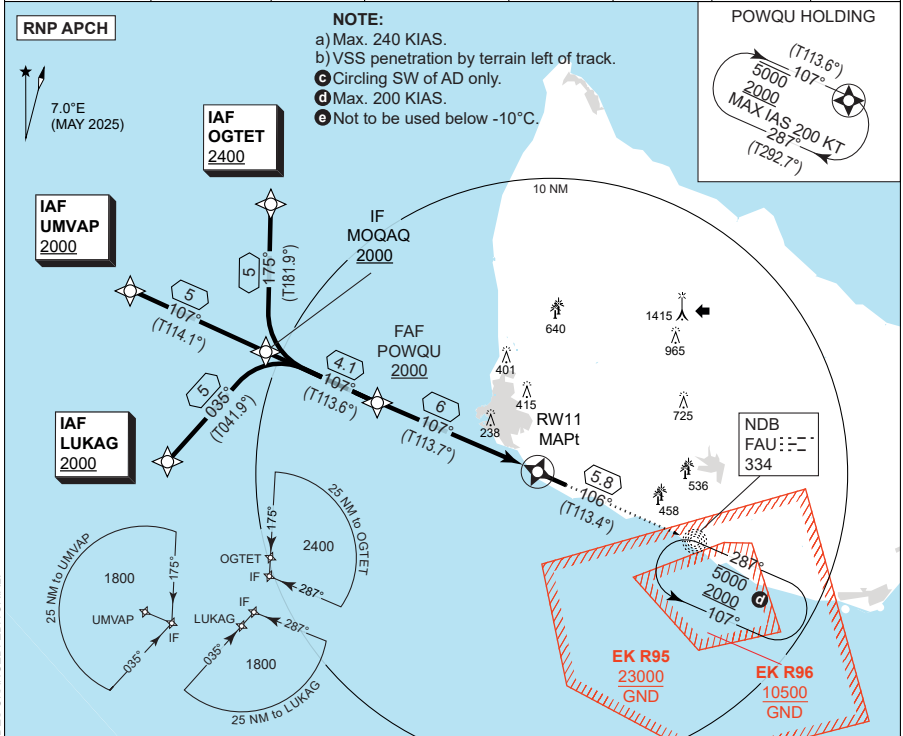


MIPS
INSTRUMENT APPROACH CHART

RNP RWY 11
ROENNE (EKRN)

AD ELEV 52

| | | | | | | | |
|-----------------------------------|--------------------|--------------------|---------------------------------|----------------------|----------------|-------------------|----------------|
| SWEDEN CONTROL 134.980 128.180 | | | ROENNE TOWER 257.800 118.330 | | | | |
| EGNOS CHANNEL 88336 / E11A | APP COURSE 107° | FAF ALT 2000 FT | Descent GR 3.00° (5.24%) | DA See CAT | THR ELEV 46 | ALS length 600 | LDA 6568 FT |



| CATEGORY | A | | B | | C | | D | | E | |
|-------------|-------------------------------------|----------------------------|-----|----------------------------|-----|----------------------------|-----|----------------------------|-----|----------------------------|
| | 296 | - 600 250 (300-0.8/1.3) | 296 | - 600 250 (300-0.8/1.3) | 305 | - 600 259 (300-0.8/1.3) | 315 | - 600 269 (300-0.8/1.3) | 315 | - 600 269 (300-0.8/1.3) |
| S-LPV | 296 | - 600 250 (300-0.8/1.3) | 296 | - 600 250 (300-0.8/1.3) | 305 | - 600 259 (300-0.8/1.3) | 315 | - 600 269 (300-0.8/1.3) | 315 | - 600 269 (300-0.8/1.3) |
| S-LNAV/VNAV | 320 | - 600 274 (300-0.8/1.3) | 330 | - 650 284 (300-0.8/1.4) | 340 | - 650 294 (300-0.8/1.4) | 350 | - 700 304 (400-0.8/1.4) | 386 | - 800 340 (400-0.8/1.5) |
| S-LNAV | 440 - 1100 388 (400-1.1/1.8) | | | | | | | | | |
| CIRCLING | 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) |

RNP RWY 11

ROENNE (EKRN)

55°03.80'N
 014°45.58'E
 10-5

CHANGES: VAR AND DIRECTIONS CHANGED. HOLDING SPEEDS AND ALTITUDES CHANGED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028



EKRN RNP RWY 11 waypoint coordinates:

RWY 11 from OGTET (Initial LEFT) APPROACH RNP

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

RWY 11 from UMVAP (Initial STRAIGHT) APPROACH RNP

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

RWY 11 from LUKAG (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 11

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

CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025



MIPS

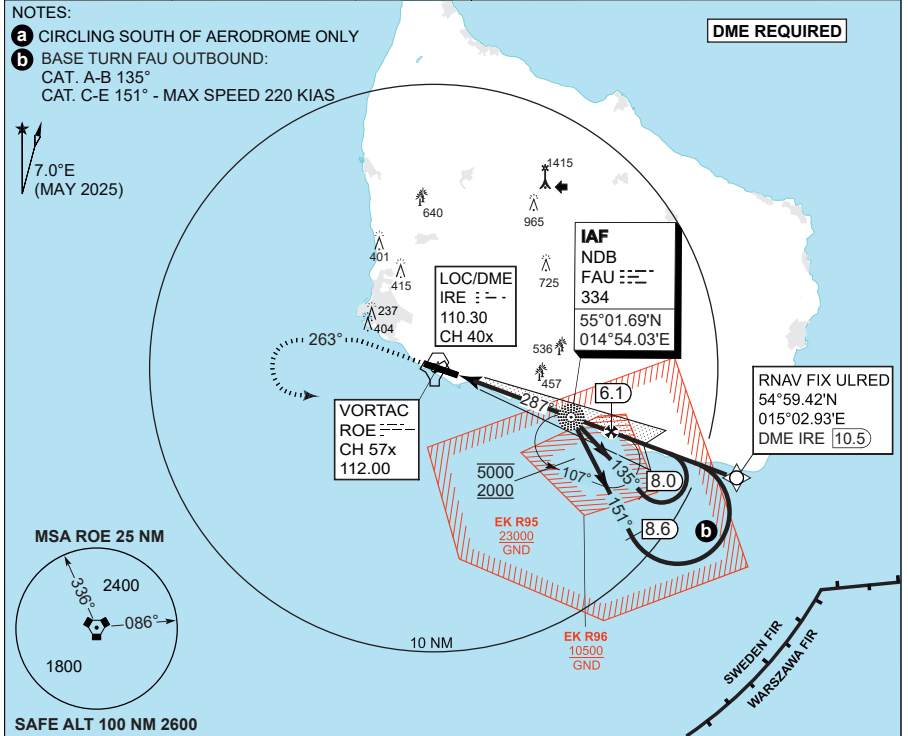
INSTRUMENT APPROACH CHART

ILS or LOC RWY 29

ROENNE (EKRN)

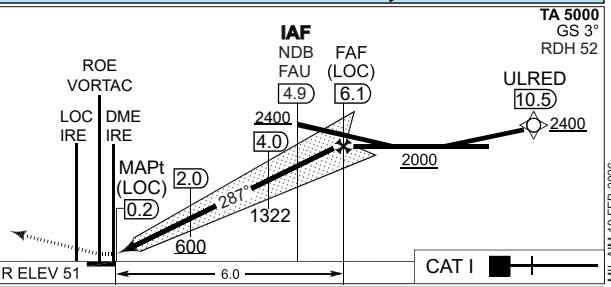
AD ELEV 52

| | | | | | | | | |
|-----------------------------------|-----------------------------|--------------------|---------------------------------|------------|-----------|-----------|---------------------|----------------|
| SWEDEN CONTROL 134.980 128.180 | | | ROENNE TOWER 257.800 118.330 | | | | | |
| LOC/DME IRE 110.30/CH40x | VORTAC ROE 112.00/CH 57x | APP COURSE 287° | GS INTCP ALT 2000 FT | GS 3.0° | DA 251 | THR 51 | ALS length 900 M | LDA 6568 FT |



| | | | | | | |
|-----------------------|-----|------|------|------|------|--|
| 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.



| 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) |

ILS or LOC RWY 29

55 03.80'N
014 45.58'E
10-7

ROENNE (EKRN)

CHANGES: VAR, DIRECTIONS AND HOLDING ALTITUDE CHANGED.

AIR COMMAND DENMARK - MIL-AIM 19 FEB 2026

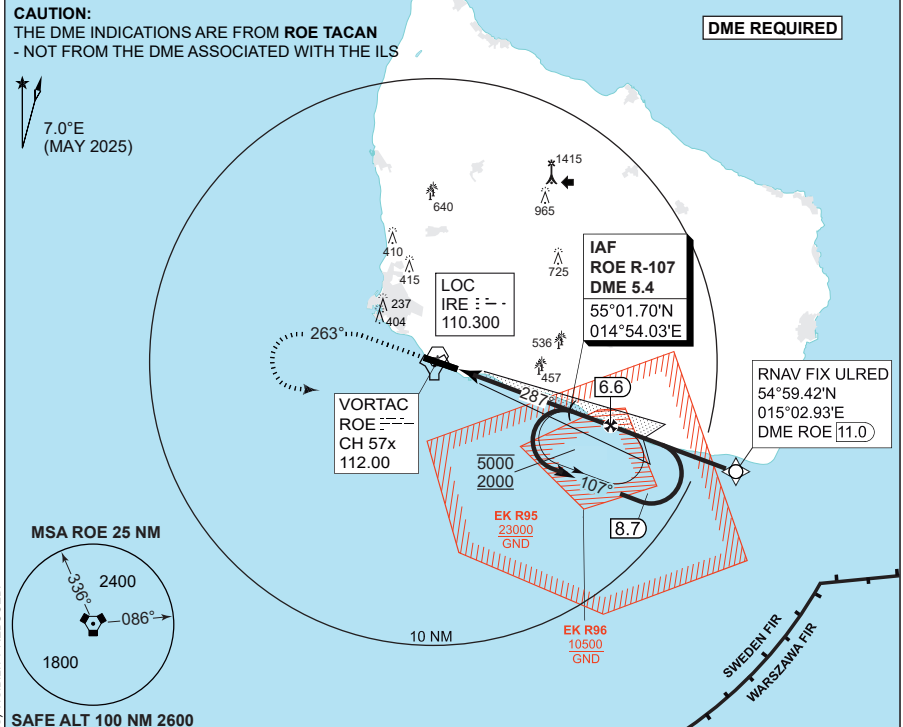


MIPS
INSTRUMENT APPROACH CHART

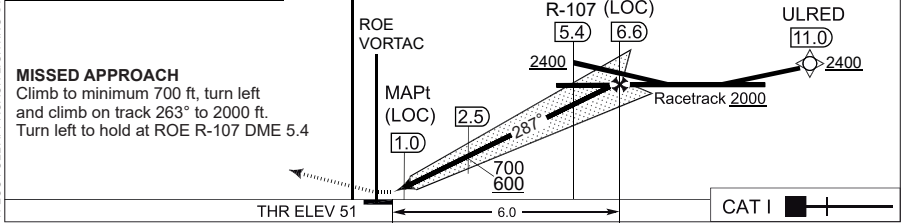
AD ELEV 52

COPTER ILS or LOC RWY 29
ROENNE (EKRN)

| | | | | | | | | |
|-----------------------------------|-----------------------------|--------------------|---------------------------------|------------|------------------|-----------|---------------------|----------------|
| SWEDEN CONTROL 134.980 128.180 | | | ROENNE TOWER 257.800 118.330 | | | | | |
| LOC IRE 110.30 | VORTAC ROE 112.00/CH 57x | APP COURSE 287° | GS INTCP ALT 2000 FT | GS 3.0° | DA 251 | THR 51 | ALS length 900 M | LDA 6568 FT |



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



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

COPTER ILS or LOC RWY 29

55 03.80'N
014 45.58'E
10-8

ROENNE (EKRN)

CHANGES: H-LOC RWY AND H-LOC FULL APPROACH LIGHTING SYSTEM (FALS) VISIBILITY REDUCED.

AIR COMMAND DENMARK - MIL-AIM 16 APR 2026

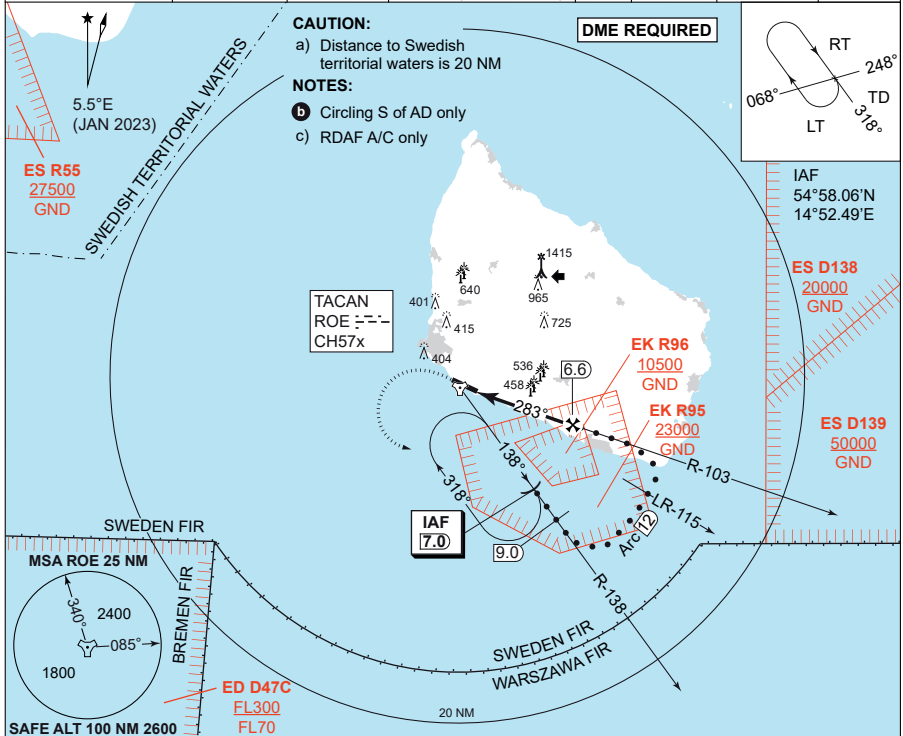


MIPS
INSTRUMENT APPROACH CHART

HPMA TACAN RWY 29
ROENNE (EKRN)

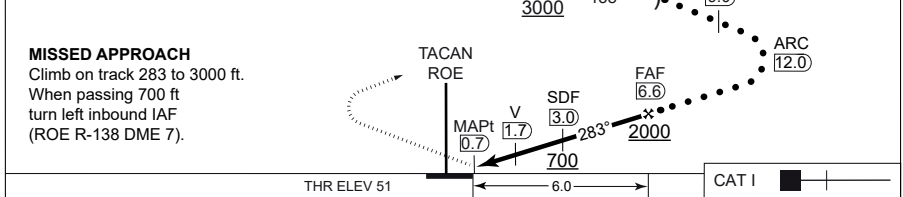
AD ELEV 52

| | | | | | | | |
|-----------------------------------|--------------------|--------------------|---------------------------------|------------|----------------|---------------------|----------------|
| SWEDEN CONTROL 134.980 128.180 | | | ROENNE TOWER 257.800 118.330 | | | | |
| TACAN ROE CH 57x | APP COURSE 283° | FAF ALT 2000 FT | DESCENT GR 5.24% (318 FT/NM) | MDA 460 | THR ELEV 51 | ALS LENGTH 900 M | LDA 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 |

TA 5000



| | |
|------------|------------------------------|
| 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

HPMA TACAN RWY 29

55°03.80'N
014°45.58'E
10-9

ROENNE (EKRN)



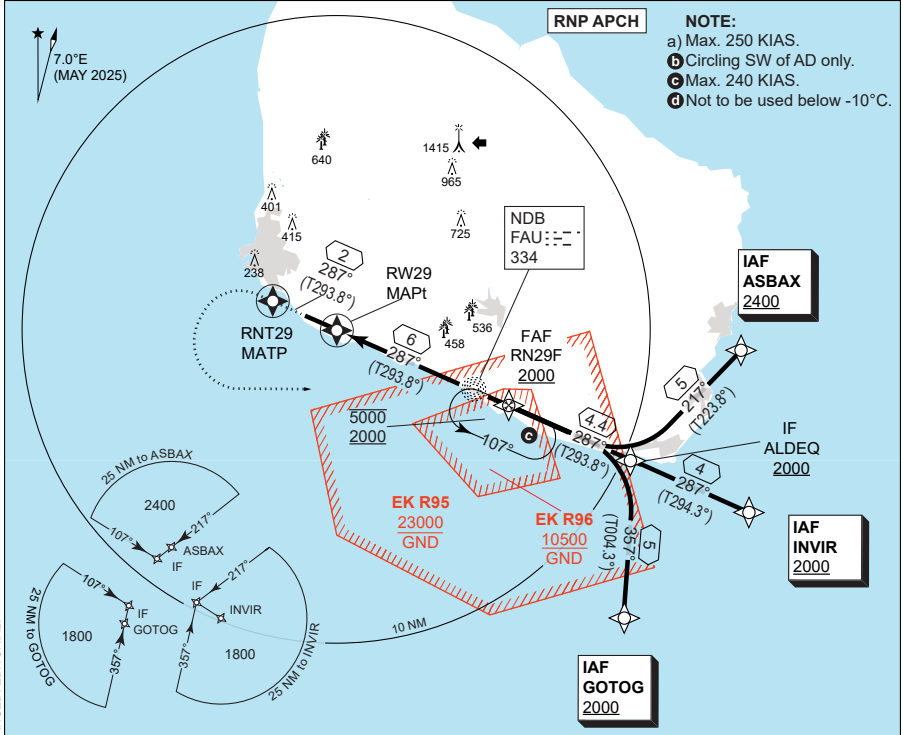
AIR COMMAND DENMARK - MIL AIN 10 JUL 2025

MIPS
INSTRUMENT APPROACH CHART

RNP RWY 29
ROENNE (EKRN)

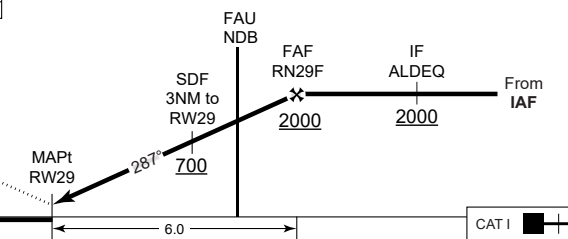
AD ELEV 52

| | | | | | | | |
|-----------------------------------|-------------------|--------------------|-----------------------------|---------------------------------|----------------|-------------------|----------------|
| SWEDEN CONTROL 134.980 128.180 | | | | ROENNE TOWER 257.800 118.330 | | | |
| EGNOS CHANNEL 76352 / E29A | APP COURSE 287 | FAF ALT 2000 FT | Descent GR 3.00° (5.24%) | DA See CAT | THR ELEV 51 | ALS length 900 | LDA 6568 FT |



| | | | | | | |
|----------------------------|-----|------|------|------|------|--|
| CDFA: 3.00° / 5.24% | | | | | | |
| DIST THR | 2 | 3 | 4 | 5 | 6 | |
| ALT | 740 | 1050 | 1370 | 1690 | 2000 | |

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



TA 5000
GS 3.00°
RDH 52

| | | | | | | | |
|-------------|--------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|-----------------------------------|--|
| | | THR ELEV 51 | | 6.0 | | CAT I | |
| MIPS | CATEGORY | A | B | C | D | E | |
| | S-LPV | 301 - 600 250 (300-0.8/1.3) | 302 - 600 251 (300-0.8/1.3) | 312 - 600 261 (300-0.8/1.3) | 324 - 600 273 (300-0.8/1.3) | | |
| | S-LNAV/VNAV c | 330 - 600 279 (300-0.8/1.3) | 340 - 650 289 (300-0.8/1.4) | 360 - 700 309 (400-0.8/1.4) | 390 - 800 339 (400-0.8/1.5) | | |
| | S-LNAV | 470 - 1200 418 (500-1.2/1.9) | | | | | |
| | 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) | |

RNP RWY 29

55°03.80'N
014°45.58'E
10-10

ROENNE (EKRN)

CHANGES: VAR. DIRECTIONS, HOLDING SPEED AND HOLDING ALTITUDE CHANGED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028



EKRN RNP RWY 29 waypoint coordinates:

RWY 29 from GOTOG (Initial LEFT) APPROACH RNP

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

RWY 29 from INVIR (Initial STRAIGHT) APPROACH RNP

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

RWY 29 from ASBAX (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 29

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

CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025



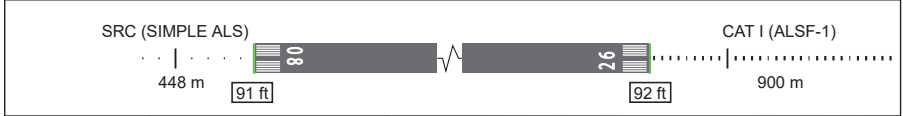
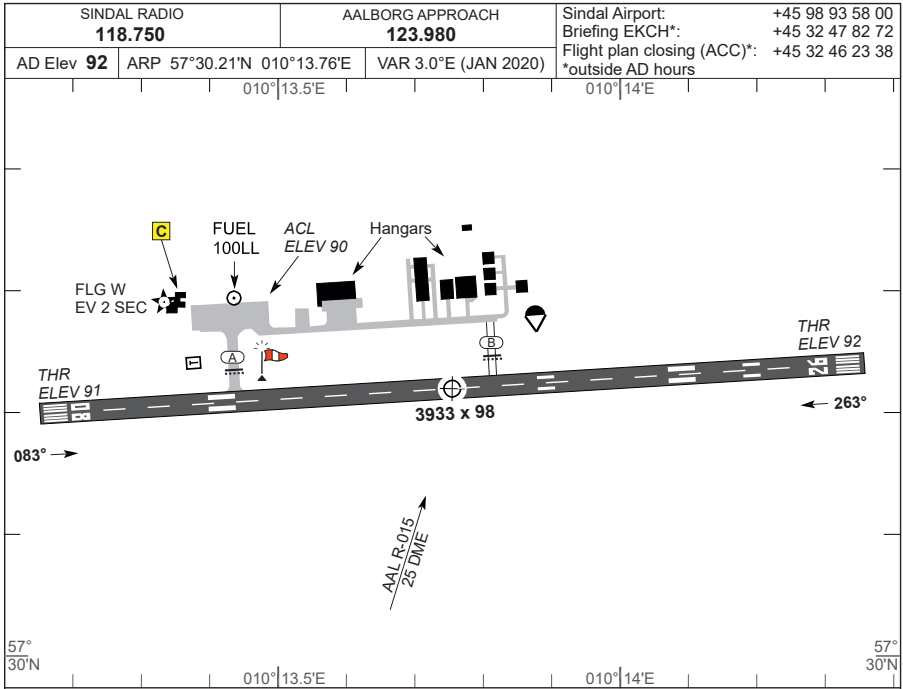
SINDAL (EKSJ)

AERODROME CHART



AERODROME CHART

SINDAL (EKSN)



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

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

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

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

Refuelling 100 LL (100 L/MIN).

Parachuting may take place.

CHANGES: SINDAL FIZ / RMZ AND L SD WITHDRAWN.

AIR COMMAND DENMARK - MILA:IM 22 FEB 2024

AERODROME CHART

SINDAL (EKSN)



SKIVE (EKSV)

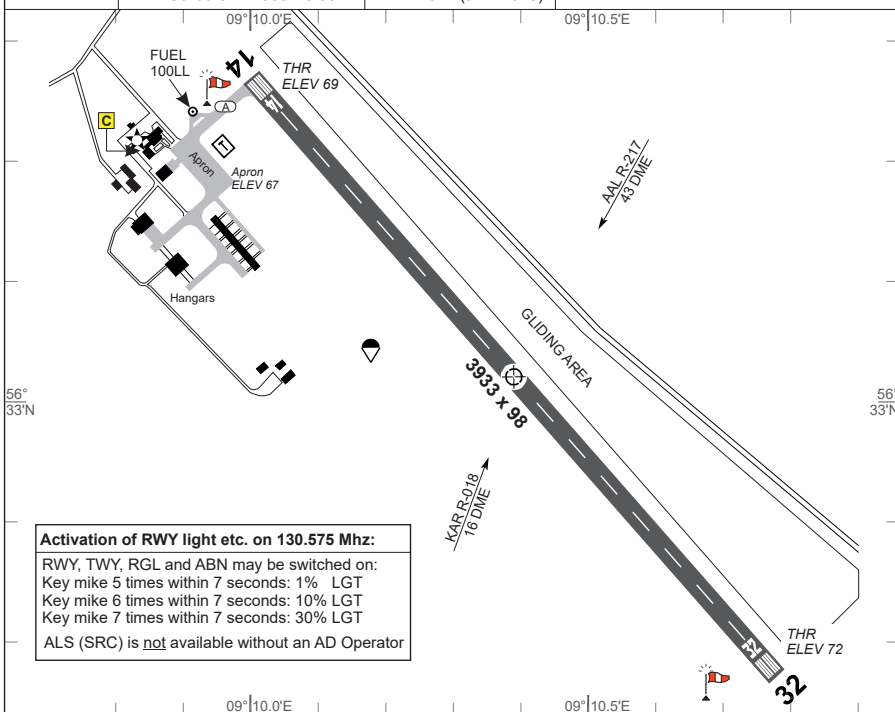
AERODROME CHART



AERODROME CHART

SKIVE (EKSV)

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



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



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

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

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

CHANGES: KAR APP FREQ.

AIR COMMAND DENMARK - MIL AIM 18 APR 2024

AERODROME CHART

SKIVE (EKSV)



SKRYDSTRUP (EKSP)

AERODROME CHART

ILS or LOC RWY 10L

ILS or LOC RWY 28R

COPTER ILS RWY 10L

COPTER ILS RWY 28R

ILS or LOC Z RWY 10L

ILS or LOC Z RWY 28R

HPMA TACAN RWY 10L

HPMA TACAN RWY 28R

TACAN RWY 10L

TACAN RWY 28R

RNP RWY 10L

RNP RWY 28R

WP LIST RWY 10L

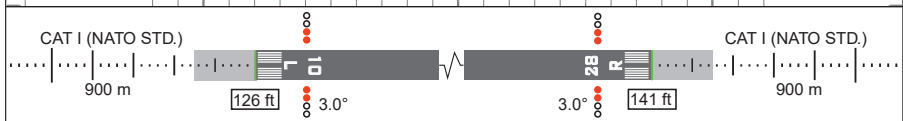
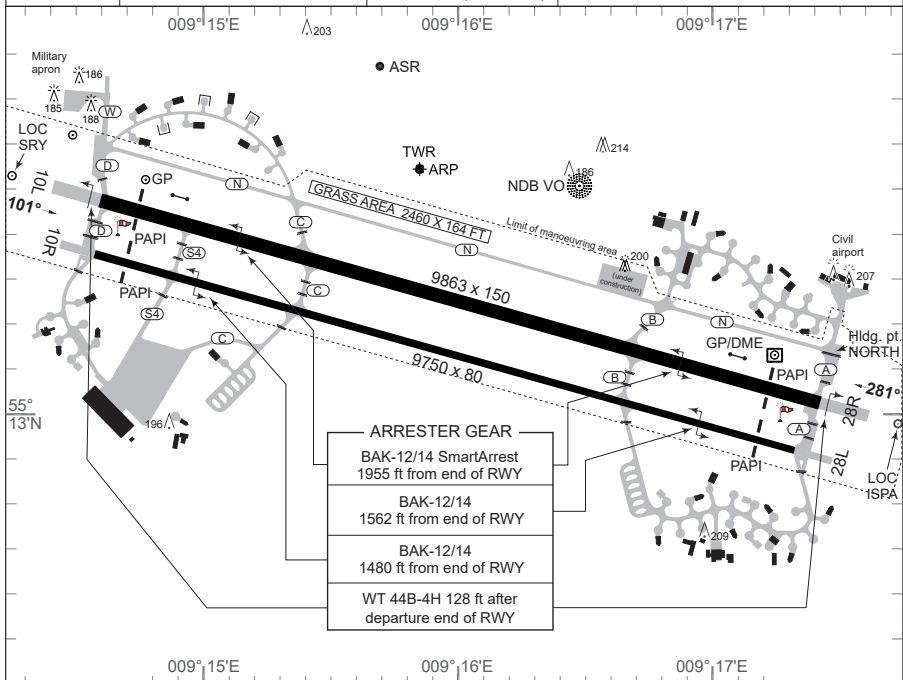
WP LIST 28R



AERODROME CHART

SKRYDSTRUP (EKSP)

| | | | |
|-----------------------------------|--|---|---|
| SKRYDSTRUP ATIS 133.905 | SKRYDSTRUP TOWER 286.375 / 118.280 | SKRYDSTRUP APPROACH 280.750 / 124.105 | AD Admin and FPL: Email: +45 72 84 81 22 comm.skpops@mil.dk |
| AD Elev 141 | ARP 55°13.53'N 009°15.84'E | VAR 4.0°E (JAN 2023) | |



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

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

Omnidirectional IFR-departures:

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

CHANGES: ARRESTER CABLE DENOMINATION UPDATED.

AIR COMMAND DENMARK - MIL/AIM 16 APR 2026

AERODROME CHART

SKRYDSTRUP (EKSP)

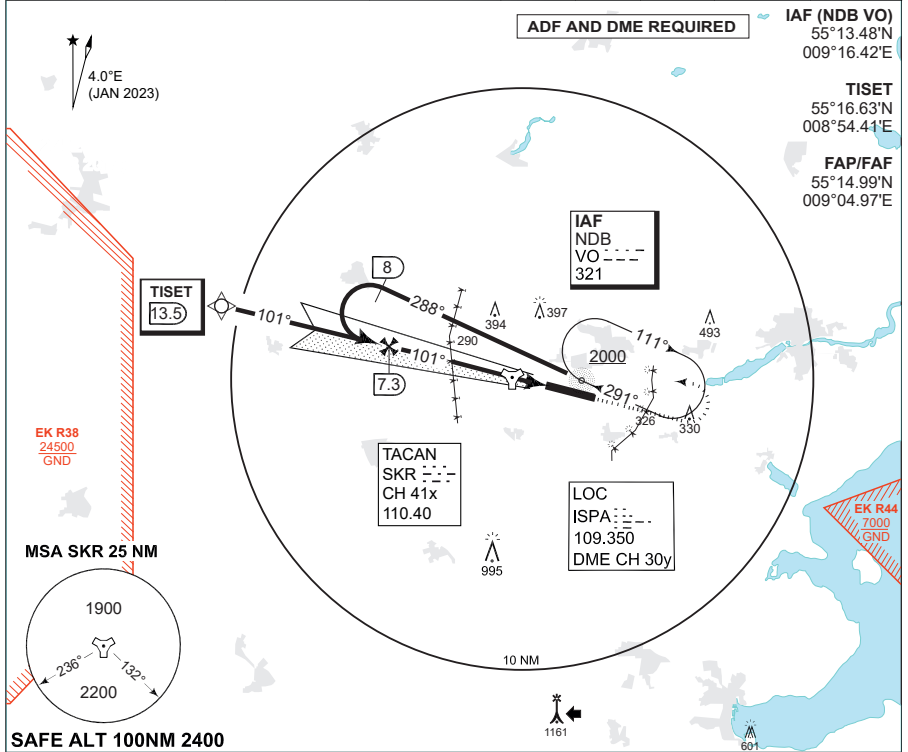


MIPS INSTRUMENT APPROACH CHART

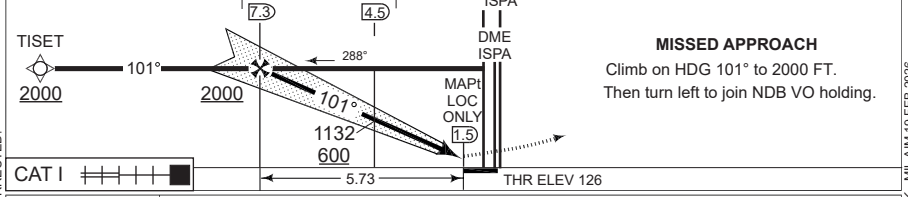
AD ELEV 141

COPTER ILS or LOC RWY 10L SKRYDSTRUP (EKSP)

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



| | | | | | | |
|--------------------------------------|------------------------------|------|------|------|-----|-----|
| 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 |



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

COPTER ILS or LOC RWY 10L

55°13.53'N
009°15.84'E
13-3

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026



MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

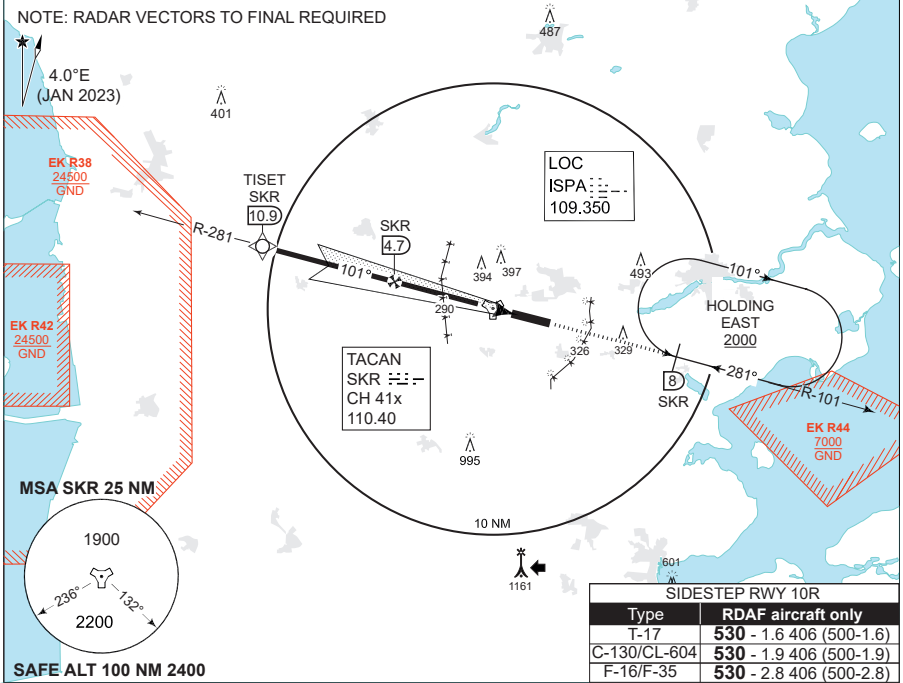
ILS or LOC Z RWY 10L SKRYDSTRUP (EKSP)

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

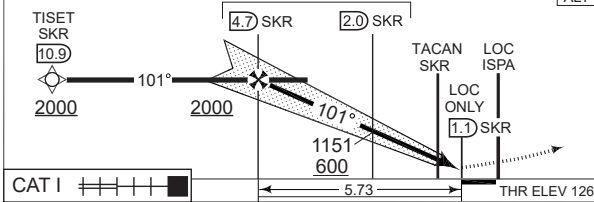
CAUTION:
THE DME INDICATIONS ARE FROM TACAN SKR
- NOT FROM THE DME ASSOCIATED WITH THE ILS
NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

TISET
55° 16.63'N
008° 54.41'E



TA 3000
GS 3.00°
RDH 50



| CATEGORY | A | B | C | D | E |
|-----------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------------|
| S-ILS 10L | | 326 | -550 200 (200-0.8/1.2) | | |
| S-LOC 10L | | 410 | -750 284 (300-0.8/1.4) | | |
| CIRCLING | 630 -1.5 489 (500-1.5) | 700 -1.6 559 (600-1.6) | 800 -2.4 659 (700-2.4) | 890 -3.6 749 (800-3.6) | 1490 -3.6 1349 (1400-3.6) |

ILS or LOC Z RWY 10L

55°13.53'N
009°15.84'E
13-4

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED: .

AIR COMMAND DENMARK - MIL AIM 119 FEB 2028



MIPS

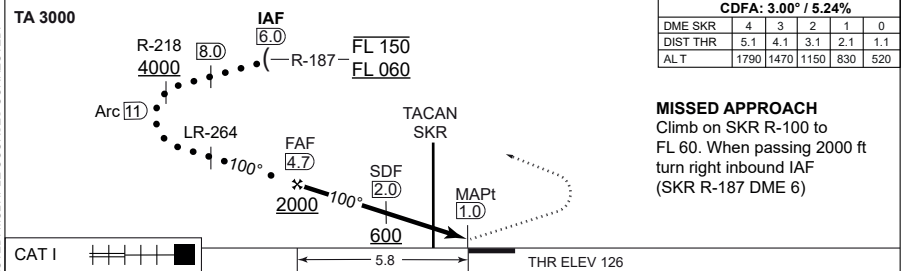
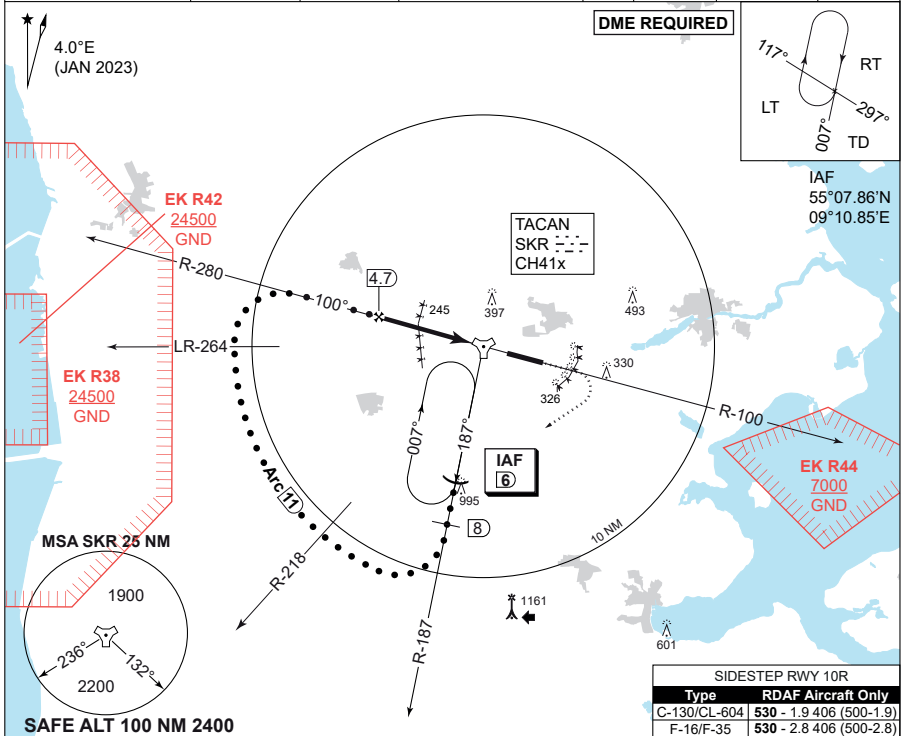
INSTRUMENT APPROACH CHART

AD ELEV 141

HPMA TACAN RWY 10L

SKRYDSTRUP (EKSP)

| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|--|-------------------------------------|-----------------|---------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP ATIS 133.905 | SKRYDSTRUP APPROACH 280.750 124.105 | SKRYDSTRUP TOWER 286.375 118.280 | | | |
| TACAN SKR CH 41x | APP COURSE 100° | FAF ALT 2000 FT | DESCENT GR. 5.24% (318 FT/NM) | MDA 460 | THR ELEV 126 | ALS LENGTH 900 M | LDA 9863 FT |



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

HPMA TACAN RWY 10L

55°13.53'N
009°15.84'E
13-5

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED. MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026



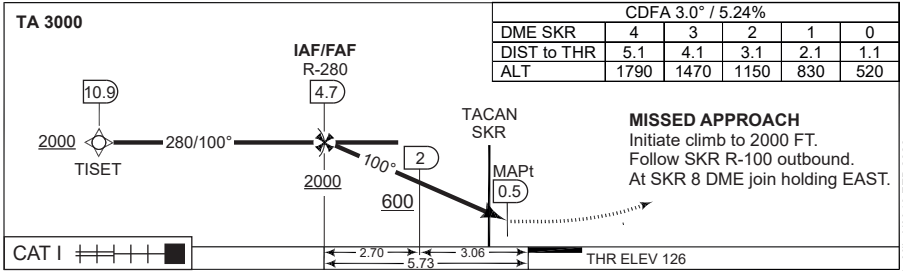
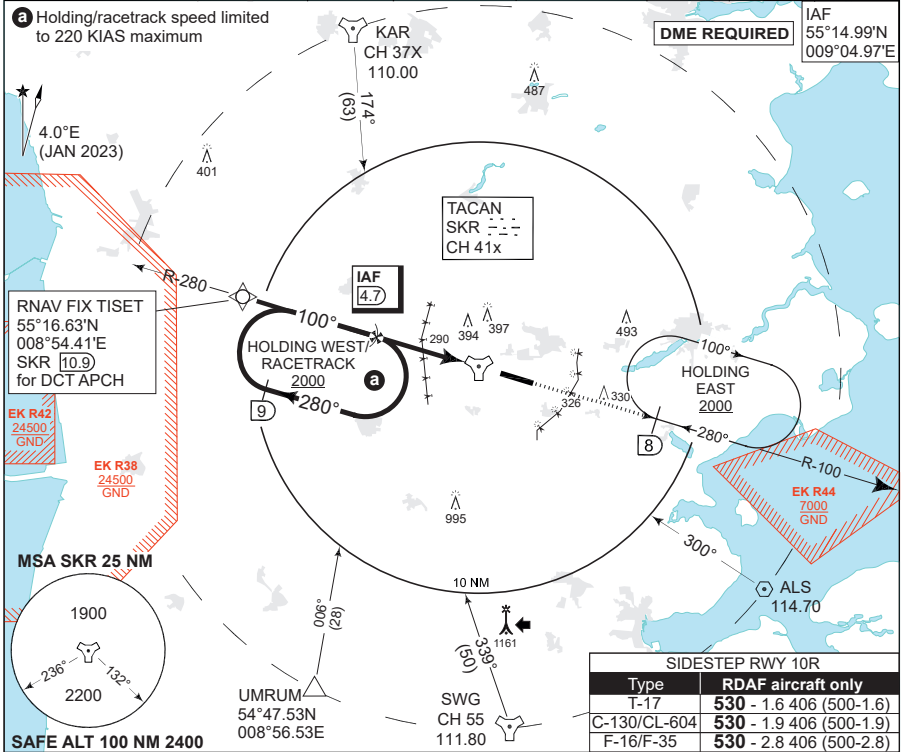
MIPS INSTRUMENT APPROACH CHART

TACAN RWY 10L SKRYDSTRUP (EKSP)

AD ELEV 141

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

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



| CATEGORY | A | B | C | D | E |
|-------------|----------------------------|------------------------|------------------------|------------------------|---------------------------|
| S-TACAN 10L | 430 -750 304 (400-0.8/1.4) | | | | |
| CIRCLING | 630 -1.5 489 (500-1.5) | 700 -1.6 559 (600-1.6) | 800 -2.4 659 (700-2.4) | 890 -3.6 749 (800-3.6) | 1490 -3.6 1349 (1400-3.6) |

TACAN RWY 10L

55°13.53'N
009°15.84'E
13-6

SKRYDSTRUP (EKSP)

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

AIR COMMAND DENMARK - MIL_AIM19 FEB 2028



MIPS INSTRUMENT APPROACH CHART

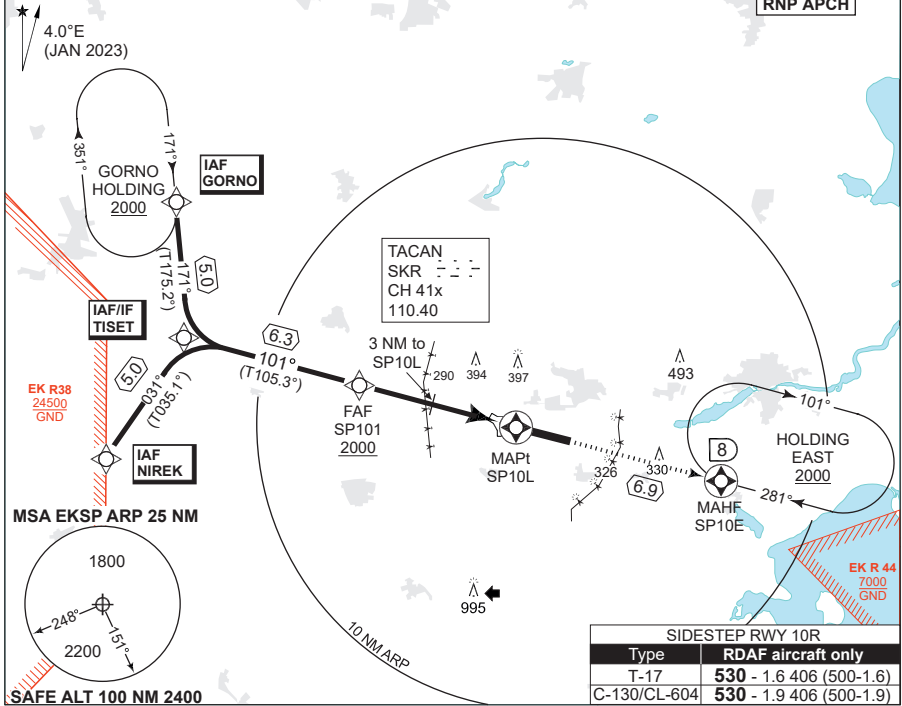
RNP RWY 10L SKRYDSTRUP (EKSP)

AD ELEV 141

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

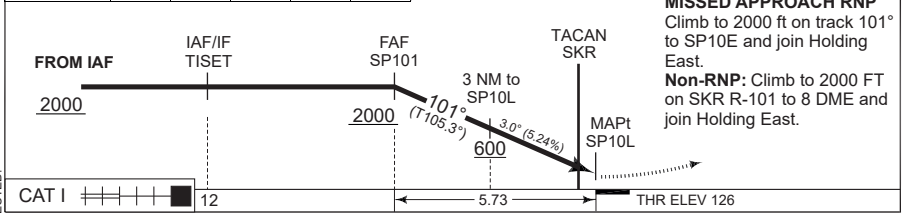
CAUTION: IAF NIREK not available when EK R38 is active

RNP APCH



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

TA 3000
TCH 50



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

RNP RWY 10L

55°13.53'N
009°15.84'E
13-7

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED

AIR COMMAND DENMARK - MIL AIRM 19 FEB 2028



EKSP RNP RWY 10L waypoint coordinates:

RWY 10L from GORNO (Initial LEFT) APPROACH RNP

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

RWY 10L from NIREK (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 10L

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

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL_AIM 03 OCT 2024



MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 28R SKRYDSTRUP (EKSP)

| | | | | | | |
|---------------------------------------|--------------------|----------------------------|--|-----------|-------------------------------------|--------------------------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP ATIS 133.905 | SKRYDSTRUP APPROACH 280.750 124.105 | | SKRYDSTRUP TOWER 286.375 118.280 | |
| LOC / DME SRY 109.35/CH 30y | APP COURSE 281° | GS INTCP ALT 2200 FT | GS 3.0° | DA 341 | THR ELEV 141 | ALS LENGTH 900 M 9863 FT |

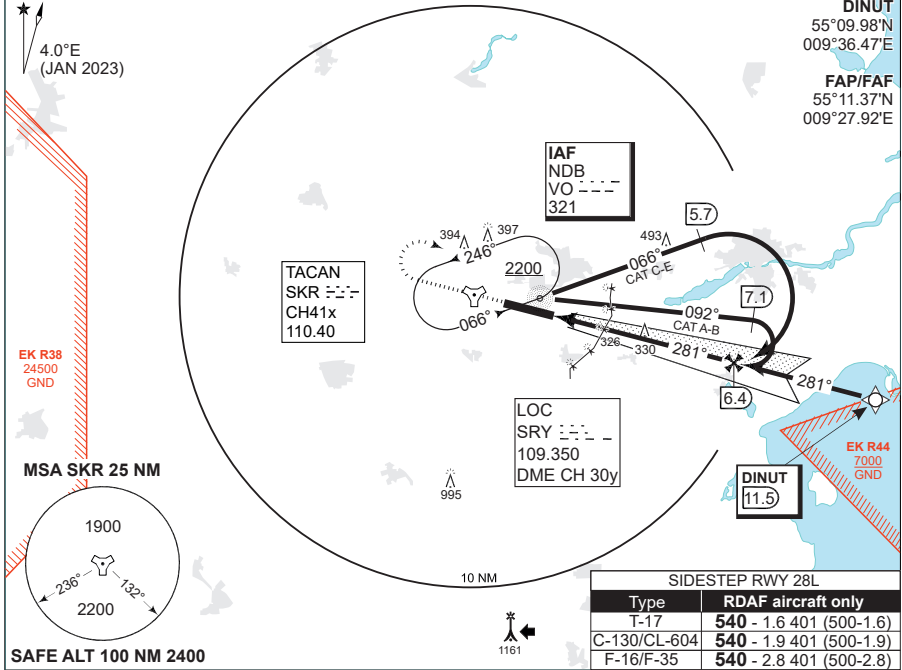
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

DINUT
55°09.98'N
009°36.47'E

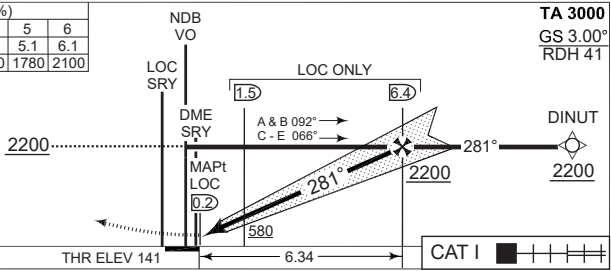
FAP/FAF
55°11.37'N
009°27.92'E



| 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) |

| LOC ONLY (CDFA 3.0° / 5.24%) | | | | | | |
|------------------------------|-----|-----|------|------|------|------|
| DIST TO THR (NM) | 1 | 2 | 3 | 4 | 5 | 6 |
| DME SRY (NM) | 1.1 | 2.1 | 3.1 | 4.1 | 5.1 | 6.1 |
| ALT | 500 | 820 | 1140 | 1460 | 1780 | 2100 |

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



| CATEGORY | A | B | C | D | E |
|---------------|-----------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------------|
| S-ILS/DME 28R | 341 -550 200 (200-0.8/1.2) | | | | |
| S-LOC/DME 28R | 470 -800 329 (400-0.8/1.5) | | | | |
| CIRCLING | 630 -1.5 489 (500-1.5) | 700 -1.6 559 (600-1.6) | 800 -2.4 659 (700-2.4) | 900 -3.6 759 (800-3.6) | 1490 -3.6 1349 (1400-3.6) |

ILS or LOC RWY 28R

55°13.53'N
009°15.84'E
13-9

SKRYDSTRUP (EKSP)

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

AIR COMMAND DENMARK - MIL-AIM 19 FEB 2028



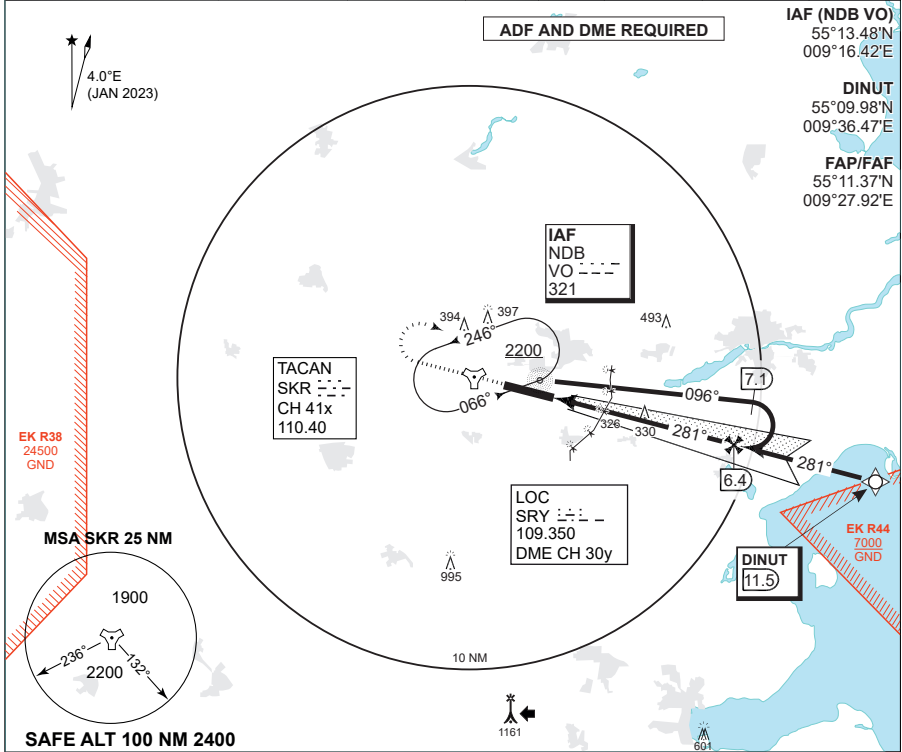
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

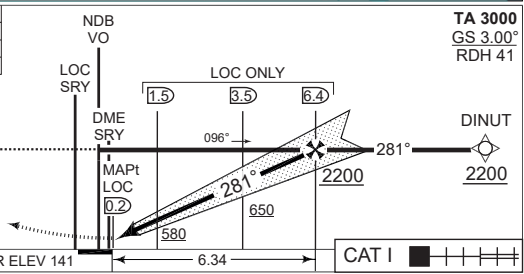
COPTER ILS or LOC RWY 28R
SKRYDSTRUP (EKSP)

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

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



| LOC ONLY (CDFA 3.0° / 5.24%) | | | | | | |
|------------------------------|-----|-----|------|------|------|------|
| DIST TO THR (NM) | 1 | 2 | 3 | 4 | 5 | 6 |
| DME SRY (NM) | 1.1 | 2.1 | 3.1 | 4.1 | 5.1 | 6.1 |
| ALT | 500 | 820 | 1140 | 1460 | 1780 | 2100 |



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

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

COPTER ILS or LOC RWY 28R **SKRYDSTRUP (EKSP)**

55°13.53'N
009°15.84'E
13-10



CHANGES: MAGVAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

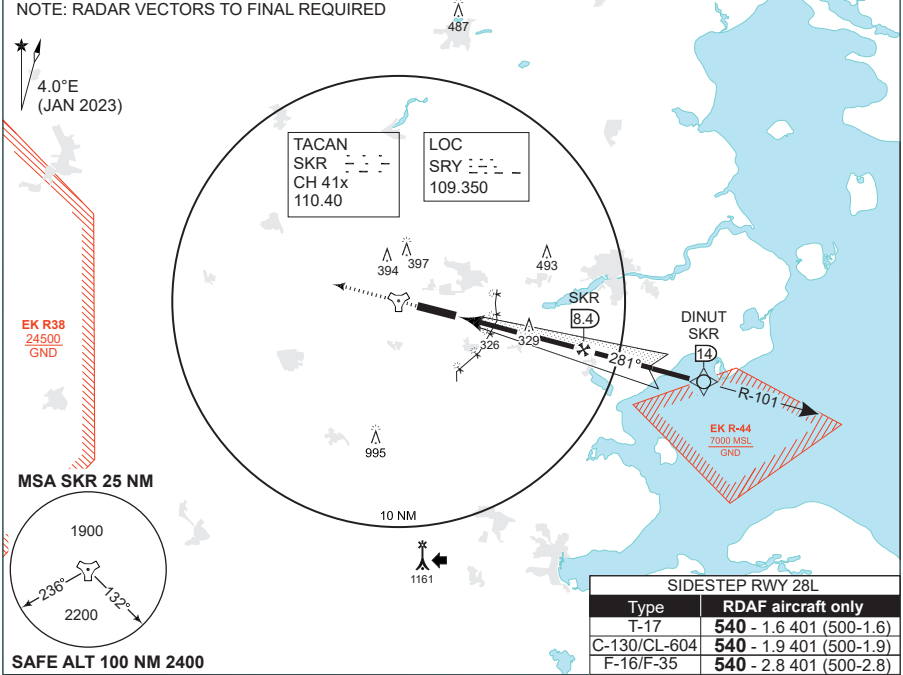
ILS or LOC Z RWY 28R
SKRYDSTRUP (EKSP)

| | | | | | | | | |
|---------------------------------------|-------------------|----------------------------|-------------------------|--|-----------|------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP ATIS 133.905 | | SKRYDSTRUP APPROACH 280.750 124.105 | | | SKRYDSTRUP TOWER 286.375 118.280 | |
| TACAN SKR 110.40/CH 41x | LOC SRY 109.35 | APP COURSE 281° | GS INTCP ALT 2000 FT | GS 3.0° | DA 341 | THR 141 | ALS length 900 M | LDA 9863 FT |

CAUTION:
THE DME INDICATIONS ARE FROM TACAN SKR
- NOT FROM THE DME ASSOCIATED WITH THE ILS
NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

DINUT
55° 09.98'N
009° 36.48'E

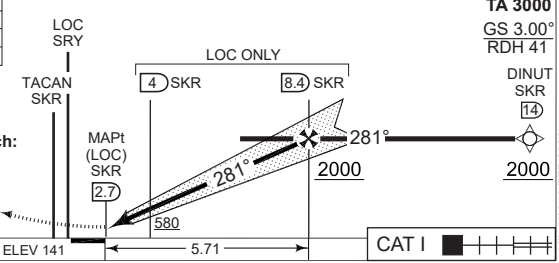


| SIDESTEP RWY 28L | |
|------------------|-------------------------|
| Type | RDAF aircraft only |
| T-17 | 540 - 1.6 401 (500-1.6) |
| C-130/CL-604 | 540 - 1.9 401 (500-1.9) |
| F-16/F-35 | 540 - 2.8 401 (500-2.8) |

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

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

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



| CATEGORY | A | B | C | D | E |
|---------------|------------------------|------------------------|----------------------------|------------------------|---------------------------|
| S-ILS/DME 28R | | | 341 -550 200 (200-0.8/1.2) | | |
| S-LOC/DME 28R | | | 470 -800 329 (400-0.8/1.5) | | |
| CIRCLING | 630 -1.5 489 (500-1.5) | 700 -1.6 559 (600-1.6) | 800 -2.4 659 (700-2.4) | 890 -3.6 749 (800-3.6) | 1490 -3.6 1349 (1400-3.6) |

ILS or LOC Z RWY 28R

55°13.53'N
009°15.84'E
13-11

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL_AIM 19 FEB 2028



MIPS

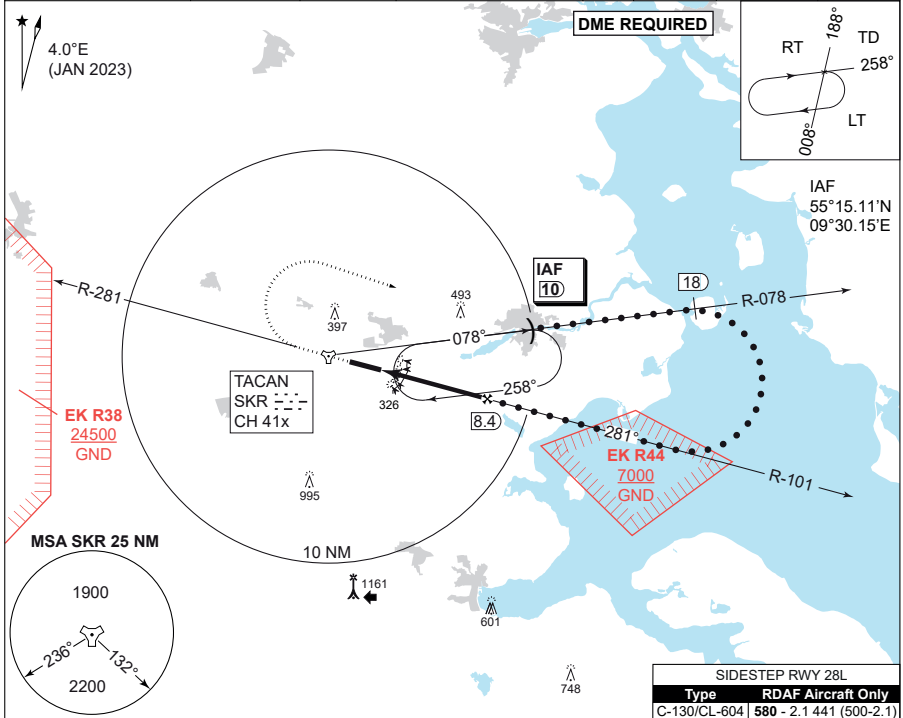
INSTRUMENT APPROACH CHART

AD ELEV 141

HPMA TACAN RWY 28R

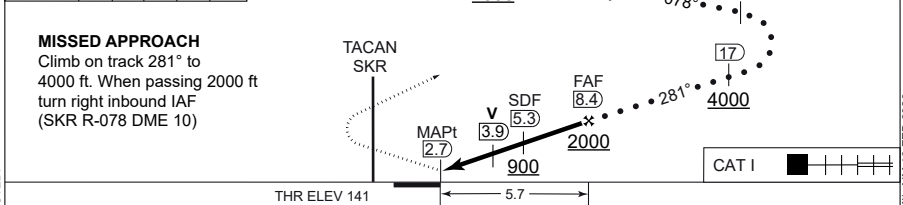
SKRYDSTRUP (EKSP)

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



SAFE ALT 100 NM 2400

| | | | | | | | |
|---------------------|-----|-----|------|------|------|--|--|
| 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 | | |



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

HPMA TACAN RWY 28R

55°13.53'N
009°15.84'E
13-12

SKRYDSTRUP (EKSP)



CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIN 19 FEB 2026

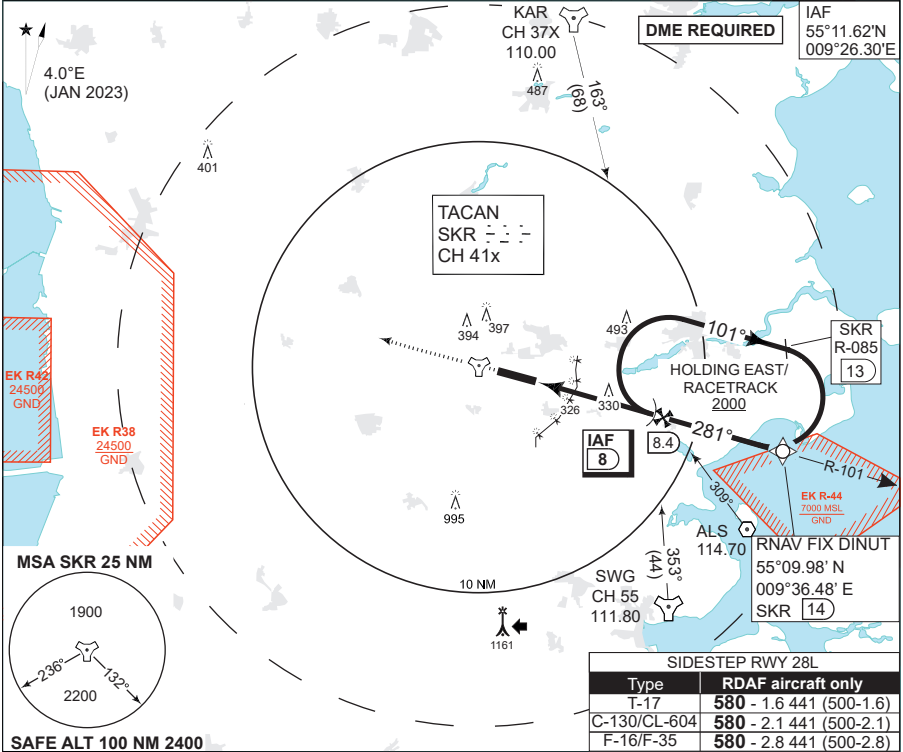
MIPS INSTRUMENT APPROACH CHART

TACAN RWY 28R SKRYDSTRUP (EKSP)

AD ELEV 141

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

| | | | | | | | |
|---------------------|--------------------|--------------------|-------------------------|-------------------|-----------------|---------------------|----------------|
| TACAN SKR CH 41x | APP COURSE 281° | FAF ALT 2000 FT | DESCENT GR 319 FT/NM | MDA 580 | THR ELEV 141 | ALS length 900 M | LDA 9863 FT |
|---------------------|--------------------|--------------------|-------------------------|-------------------|-----------------|---------------------|----------------|

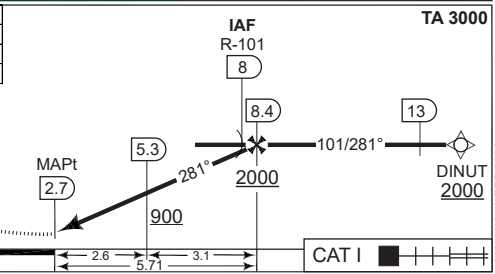


| | CDFA 3.0° / 5.24% | | | | |
|-------------|-------------------|-----|------|------|------|
| DME SKR | 4 | 5 | 6 | 7 | 8 |
| DIST to THR | 1.3 | 2.3 | 3.3 | 4.3 | 5.3 |
| ALT | 610 | 930 | 1250 | 1560 | 1880 |

MISSED APPROACH

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

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



| CATEGORY | A | B | C | D | E |
|-------------|------------------------------|------------------------|------------------------------|------------------------|---------------------------|
| S-TACAN 28R | 580 - 1300 439 (500-1.3/1.5) | | 580 - 1300 439 (500-1.3/2.0) | | |
| CIRCLING | 630 -1.5 489 (500-1.5) | 700 -1.6 559 (600-1.6) | 800 -2.4 659 (700-2.4) | 890 -3.6 749 (800-3.6) | 1490 -3.6 1349 (1400-3.6) |

TACAN RWY 28R

SKRYDSTRUP (EKSP)

55°13.53'N
009°15.84'E

13-13

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028



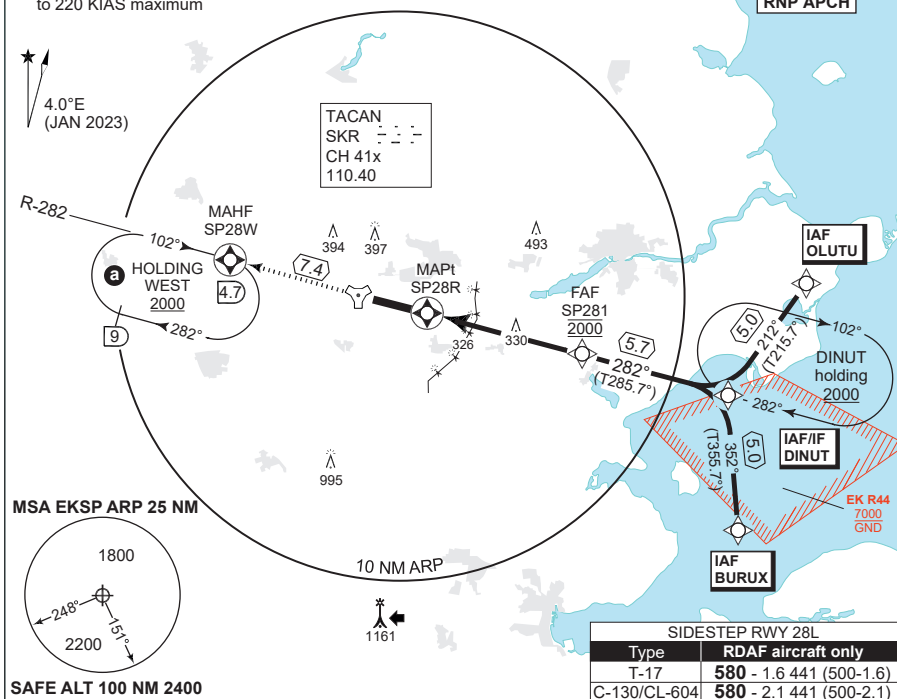
MIPS INSTRUMENT APPROACH CHART

RNP RWY 28R SKRYDSTRUP (EKSP)

AD ELEV 141

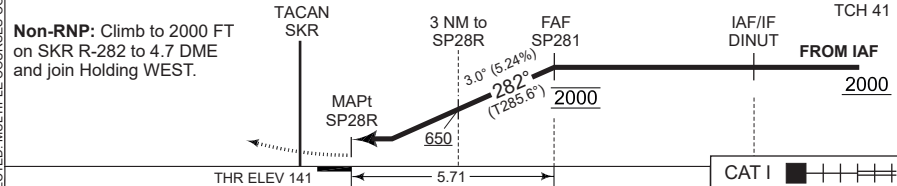
| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|----------------------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP ATIS 133.905 | | SKRYDSTRUP APPROACH 280.750 124.105 | | SKRYDSTRUP TOWER 286.375 118.280 | |
| TACAN SKR 110.40/CH 41x | APP COURSE 282° | FAF 2000 FT | Descent GR 3.0° (5.24%) | MDA 580 | THR ELEV 141 | ALS LENGTH 900 M | LDA 9863 FT |

a Missed approach holding speed limited to 220 KIAS maximum



MISSED APPROACH RNP
Climb to 2000 ft on track 282° to SP28W and join Holding WEST.

Non-RNP: Climb to 2000 FT on SKR R-282 to 4.7 DME and join Holding WEST.



| CATEGORY | A | B | C | D | E |
|------------|------------------------------|-------------------------|------------------------------|-------------------------|----------------------------|
| RNAV (MDA) | 580 - 1300 439 (500-1.3/1.5) | | 580 - 1300 439 (500-1.3/2.0) | | |
| CIRCLING | 630 - 1.5 489 (500-1.5) | 700 - 1.6 559 (600-1.6) | 800 - 2.4 659 (700-2.4) | 890 - 3.6 749 (800-3.6) | 1490 - 3.6 1349 (1400-3.6) |

RNP RWY 28R

55°13.53'N
009°15.84'E
13-14

SKRYDSTRUP (EKSP)



CHANGES, MAG VAR CORRECTED, MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2025

EKSP RNP RWY 28R waypoint coordinates:

RWY 28R from BURUX (Initial LEFT) APPROACH RNP

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

RWY 28R from OLUTU (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 28R

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



STAUNING (EKVJ)

AERODROME CHART

NDB RWY 09

LOC RWY 27

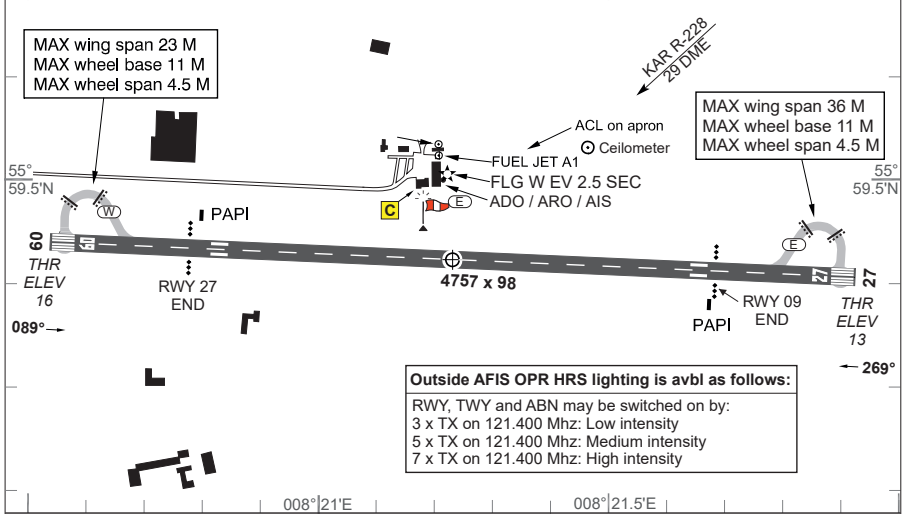
NDB RWY 27



AERODROME CHART

STAUNING (EKVJ)

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



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

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

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

Note: Circling S of AD only.

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

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

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

AERODROME CHART 14-1 **STAUNING (EKVJ)**



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

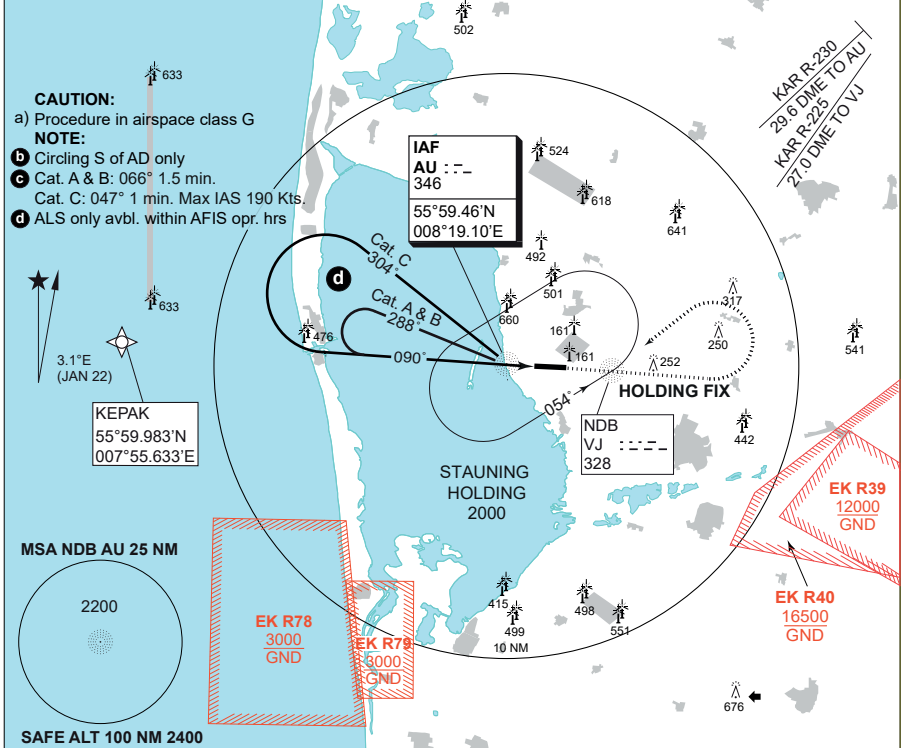
AIR COMMAND DENMARK - MIL A1M 16 APR 2026

MIPS INSTRUMENT APPROACH CHART

NDB CIRCLING A & B RWY 09 STAUNING (EKVJ)

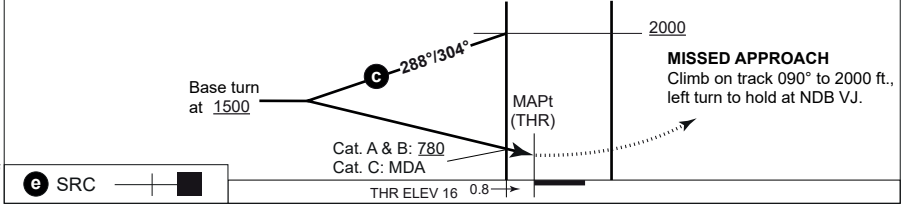
AD ELEV 17

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



NDB AU TO MAPt 0.81 NM

| | | | | | | | | |
|---------|------|------|------|------|------|------|------|------|
| Knots | 70 | 80 | 90 | 100 | 110 | 120 | 150 | 160 |
| Min:Sec | 0:42 | 0:36 | 0:32 | 0:29 | 0:27 | 0:24 | 0:19 | 0:18 |



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

NDB CIRCLING A & B RWY 09

55°59.41'N
008°21.23'E

STAUNING (EKVJ)



CHANGES: INFORMATION FREQ. CHG and OBST ADDED.

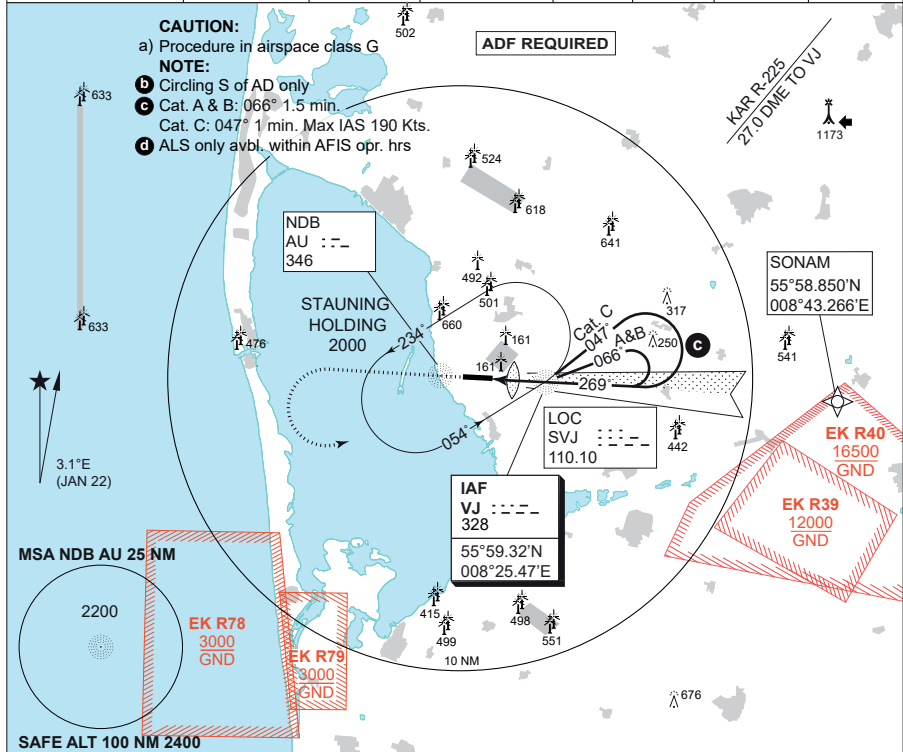
AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS
INSTRUMENT APPROACH CHART

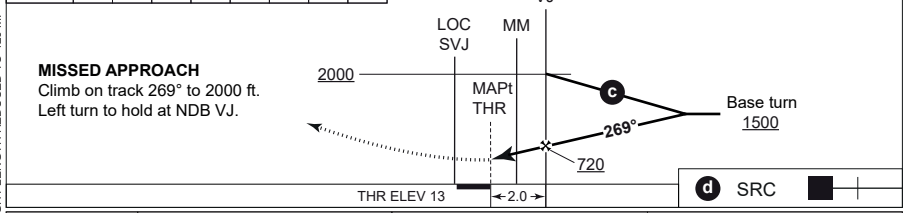
LOC RWY 27
STAUNING (EKVJ)

AD ELEV 17

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------------|---------------------------|------------|---------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 362.750 136.555 | | BILLUND APPROACH 127.580 | | | STAUNING INFORMATION 121.405 | | |
| LOC SVJ 110.10 | APP COURSE 269° | FAF ALT 720 FT | DESCENT GR 329 FT / NM | MDA 720 | THR ELEV 13 | ALS LENGTH 420 M | LDA 3933 FT |



| | | | | | | | | |
|------------------------|------|------|------|------|------|------|---------|------|
| NDB VJ TO MAPt 1.99 NM | | | | | | | TA 3000 | |
| 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 |



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

LOC RWY 27 55°59.41'N 008°21.23'E **STAUNING (EKVJ)**

CHANGES: APPROACH LIGHT LENGTH REDUCED TO 420 M.

AIR COMMAND DENMARK - MIL-AIM 16 APR 2028

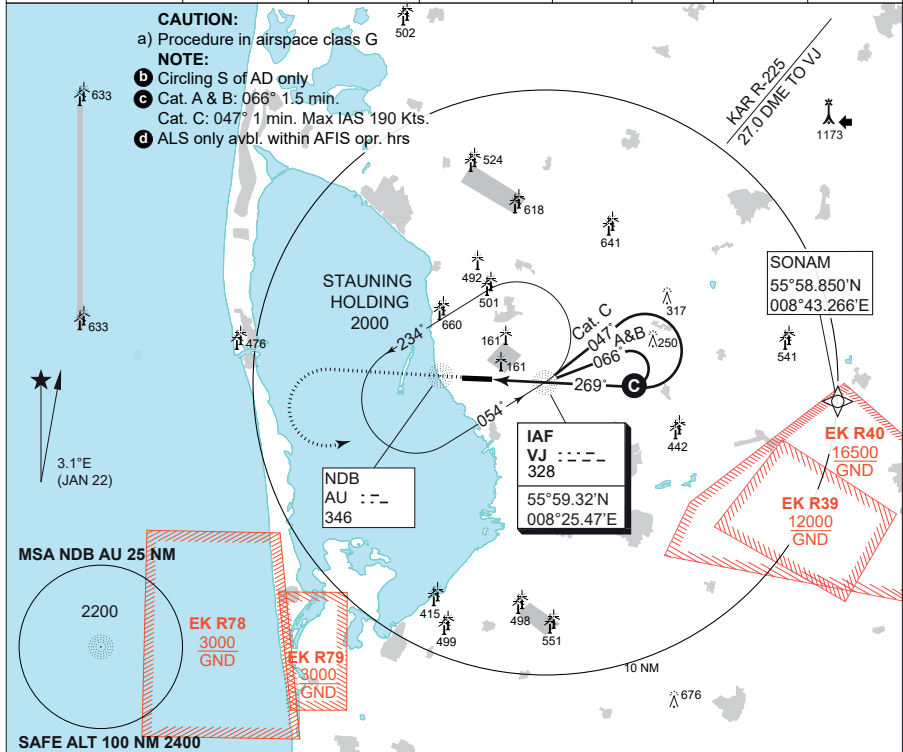


MIPS
INSTRUMENT APPROACH CHART

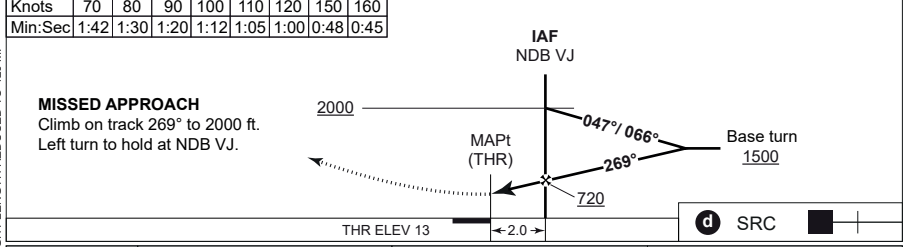
NDB RWY 27
STAUNING (EKVJ)

AD ELEV 17

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------------|-------------------------|------------|---------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 362.750 136.555 | | BILLUND APPROACH 127.580 | | | STAUNING INFORMATION 121.405 | | |
| NDB VJ 328 | APP COURSE 269° | FAF ALT 720 FT | DESCENT GR 329 FT/NM | MDA 720 | THR ELEV 13 | ALS LENGTH 420 M | LDA 3933 FT |



| | | | | | | | | |
|-------------------------------|------|------|------|------|------|------|----------------|------|
| NDB VJ TO MAPt 1.99 NM | | | | | | | TA 3000 | |
| 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 |



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

NDB RWY 27 55°59.41'N 008°21.23'E **STAUNING (EKVJ)**

CHANGES: APPROACH LIGHT LENGTH REDUCED TO 420 M.

AIR COMMAND DENMARK - MIL AIM 16 APR 2028



SØNDERBORG (EKSB)

AERODROME CHART

RNP RWY 14

ILS or LOC RWY 32

WP LIST RWY 14

RNP RWY 32

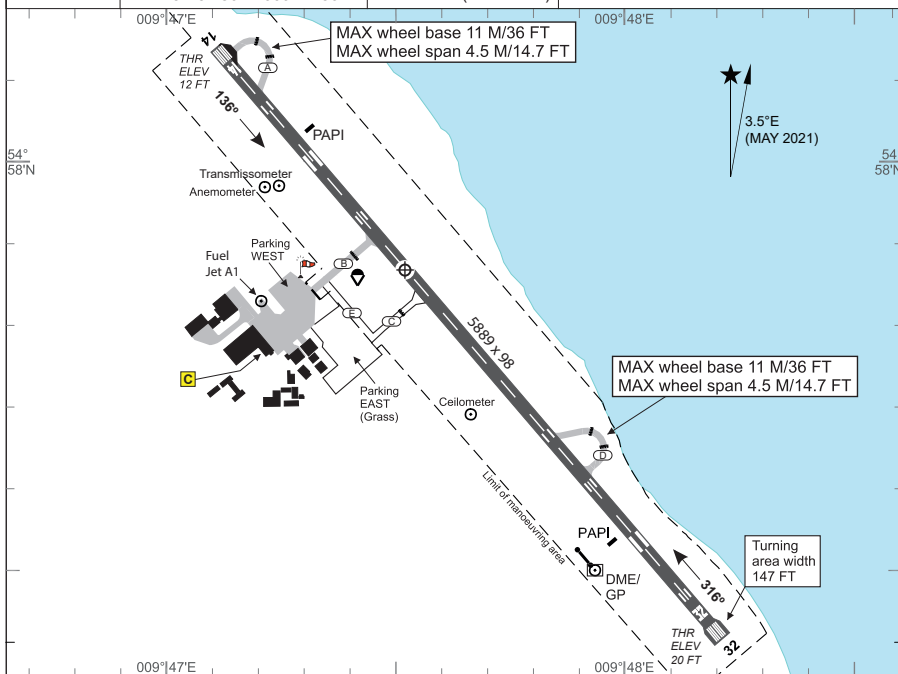
WP LIST RWY 32



AERODROME CHART

SOENDERBORG (EKSB)

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



| RWY | PCN | DECLARED DISTANCES | | | | THR ELEV | RWY LIGHTING | | | | THR PSN | | | |
|-----|---------------|--------------------|------|------|------|----------|--------------|-----|------|-----|---------|-----|------|------------------------|
| | | PSN | TORA | TODA | ASDA | | LDA | THR | PAPI | TDZ | | CL | EDGE | END |
| 14 | 40 F/A/W/T | | 5889 | 5889 | 5889 | 5889 | 12 | LIH | 3° | | | LIH | LIH | 54°58.14'N 009°47.10'E |
| 32 | | | 5889 | 5889 | 5889 | 5889 | 20 | LIH | 3° | | | LIH | LIH | 54°57.40'N 009°48.19'E |

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

IFR Arrival

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

IFR Departure

- Standard Instrument Departures (SID) have not been established.
- 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) | |

AERODROME CHART

SOENDERBORG (EKSB)



EKSB RNP RWY 14 waypoint coordinates:

RWY 14 from BUKAL (Initial LEFT) APPROACH RNP

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

RWY 14 from LONPA (Initial RIGHT) APPROACH RNP

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

RWY 14 from KELEP (Initial CENTER) APPROACH RNP

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

Threshold coordinates RWY 14

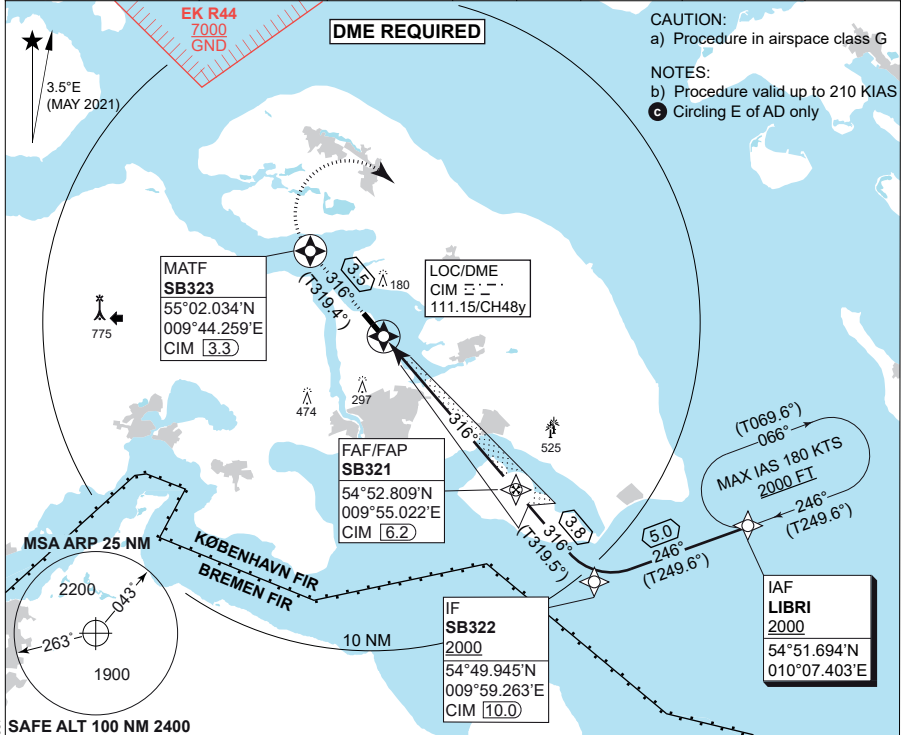
| | CODING | DISPLAY |
|------|----------------------------|------------------------|
| RW14 | 54 58 08.22N 009 47 05.60E | 54 58.137N 009 47.093E |



MIPS
INSTRUMENT APPROACH CHART

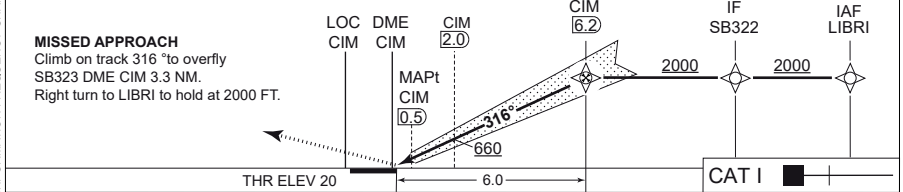
ILS or LOC RWY 32
SOENDERBORG (EKSB)

| | | | | | | | |
|---------------------------------------|--------------------|--|-------------|-----------|------------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP APPROACH 280.750 124.105 | | | SOENDERBORG INFORMATION 126.405 | | |
| LOC / DME CIM 111.15/CH 48y | APP COURSE 316° | GS INTCP ALT 2000 FT | GS 3.00° | DA 220 | THR ELEV 20 | ALS LENGTH 900 M | LDA 5889 FT |



| | | | | | |
|------------------------------|-----|-----|-----|------|------|
| LOC ONLY: CDFA 3.00° / 5.24% | | | | | |
| 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



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

ILS or LOC RWY 32

SOENDERBORG (EKSB)

54°57.86'N
009°47.50'E
15-4

CHANGES: SOENDERBORG INFORMATION FREQUENCY CHANGED TO 126.405.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028



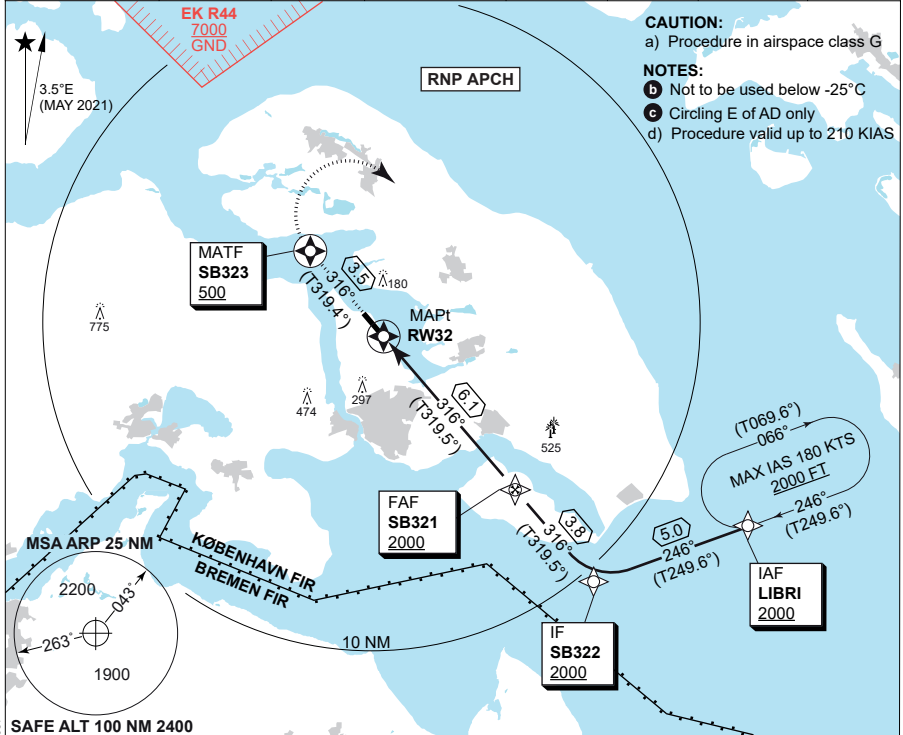
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 24

**RNP RWY 32
SOENDERBORG (EKSB)**

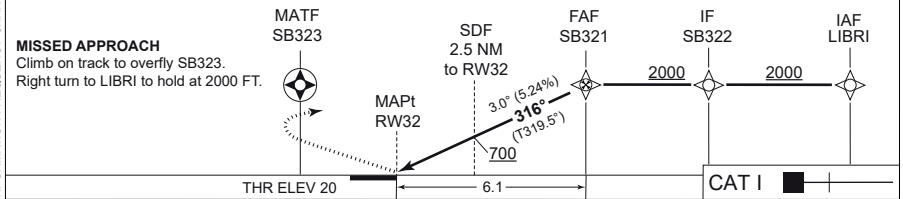
| | | | | | | | |
|---------------------------------------|--------------------|--|------------------------------|-------------------|------------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP APPROACH 280.750 124.105 | | | SOENDERBORG INFORMATION 126.405 | | |
| EGNOS CHANNEL 48475 / E32A | APP COURSE 316° | FAF ALT 2000 FT | DESCENT GR. 3.00° (5.24%) | MINIMA See CAT | THR ELEV 20 | ALS LENGTH 900 M | LDA 5889 FT |



SAFE ALT 100 NM 2400

| | | | | | |
|--------------------|-----|-----|------|------|------|
| CDFA 3.00° / 5.24% | | | | | |
| Dist to RW32 | 1 | 2 | 3 | 4 | 5 |
| ALT | 390 | 710 | 1030 | 1350 | 1670 |

TA 3000
GS 3.0°
RDH 50



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

RNP RWY 32

54°57.86'N
009°47.50'E
15-5

SOENDERBORG (EKSB)

CHANGES: SOENDERBORG INFORMATION FREQUENCY CHANGED TO 126.405.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028



EKSB RNP RWY 32 waypoint coordinates:

RWY 32 from LIBRI (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 32

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



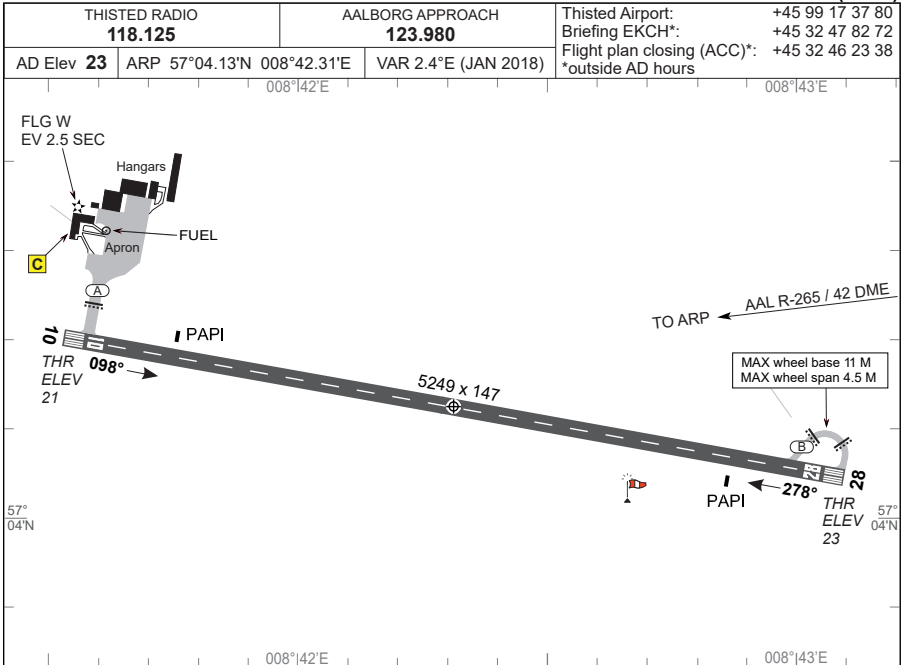
THISTED (EKTS)

AERODROME CHART



AERODROME CHART

THISTED (EKTS)



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

AD approved for:
 a. VMC day and VFR night operations.
 b. Self-service when ADO is closed.
 Outside ADO/ARO hours: PPR for AD/ADO submitted to ADO not later than 1 hour before termination of service.
 Refuelling (100LL and Jet A1) only within AD hours.

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

CHANGES: AALBORG APP. FREQ. CHG

AIR COMMAND DENMARK - MIL-AIM 02 NOV 2023

AERODROME CHART

THISTED (EKTS)



VAMDRUP (EKVD)

AERODROME CHART

NDB RWY 01

NDB RWY 19

RNP RWY 01

RNP RWY 19

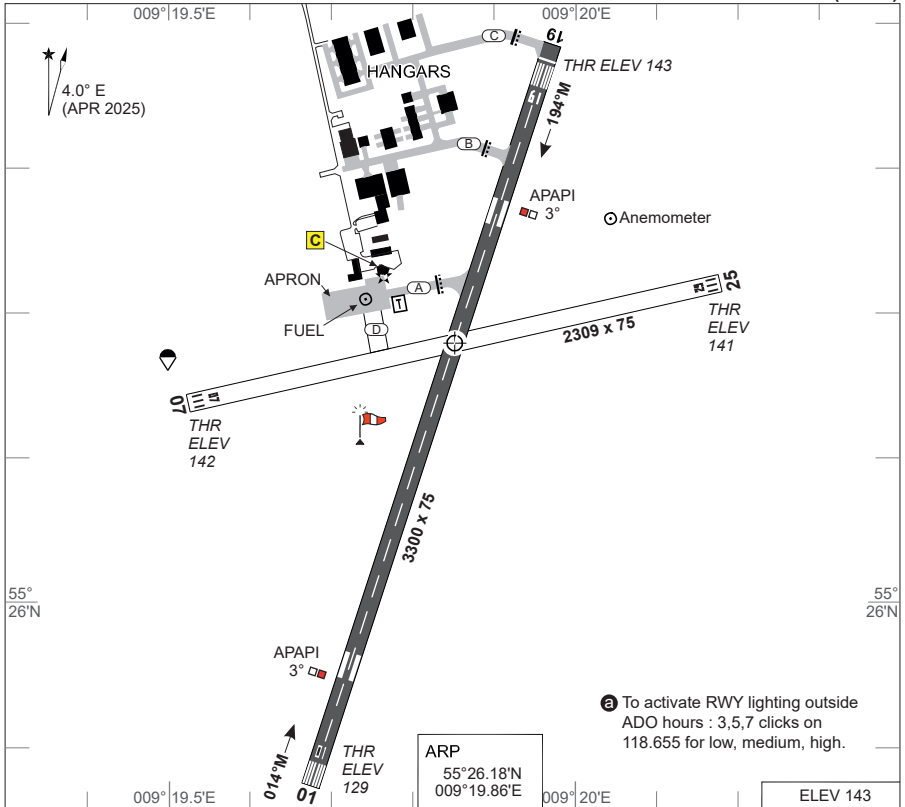
WP LIST RWY 01

WP LIST RWY 19



AERODROME CHART

VAMDRUP (EKVD)



a To activate RWY lighting outside ADO hours : 3,5,7 clicks on 118.655 for low, medium, high.

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

VAMDRUP INFORMATION 118.655 SKRYDSTRUP APPROACH 124.105

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

CHANGES: MAG VAR CHANGED TO 4.0 DEG E.

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025

AERODROME CHART

VAMDRUP (EKVD)



MIPS
INSTRUMENT APPROACH CHART

AD ELEV 143

NDB RWY 01
VAMDRUP (EKVD)

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

CAUTION:

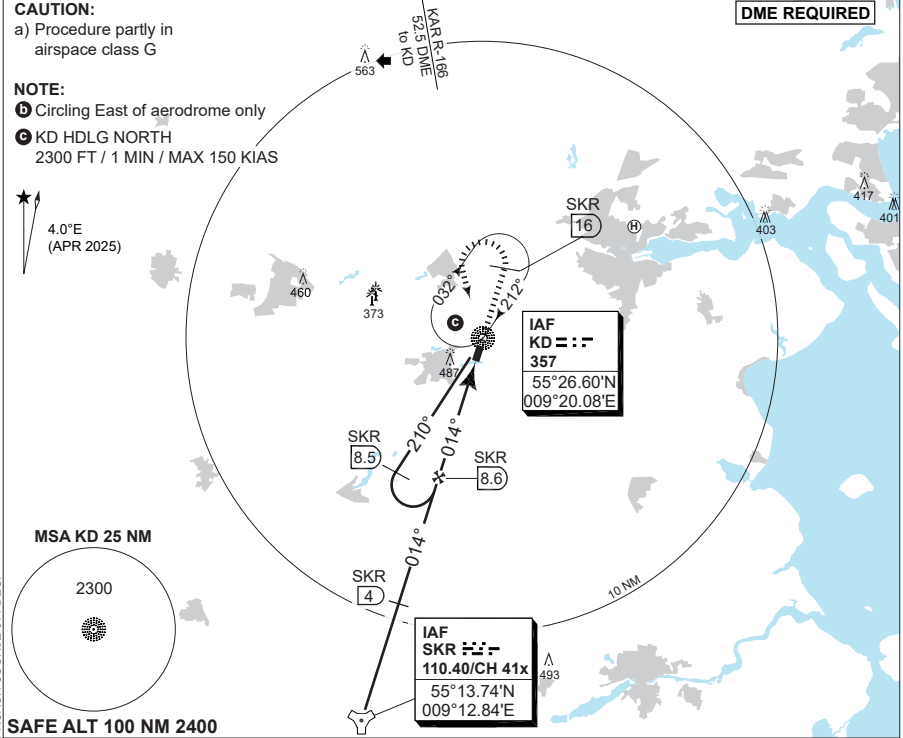
a) Procedure partly in airspace class G

NOTE:

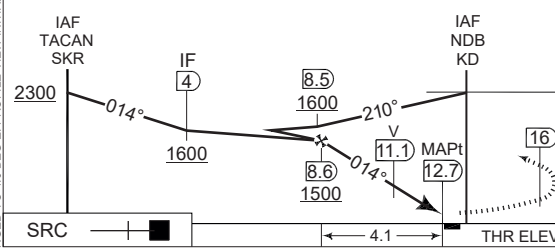
- b) Circling East of aerodrome only
- c) KD HDLG NORTH
2300 FT / 1 MIN / MAX 150 KIAS

DME REQUIRED

★
4.0°E
(APR 2025)



TA 3000



| | CDFA 3.0° / 5.2% | | | | |
|-----|------------------|------|-----|------|------|
| | DME SKR | 8.6 | 9.6 | 10.6 | 11.1 |
| | DIST to THR | 4.2 | 3.2 | 2.2 | 1.7 |
| ALT | 1500 | 1190 | 870 | 710 | |

MISSED APPROACH

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

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

NDB RWY 01

55°26.18'N
009°19.86'E

VAMDRUP (EKVD)

17-2



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

AIR COMMAND DENMARK - MIL AIRM 30 OCT 2025

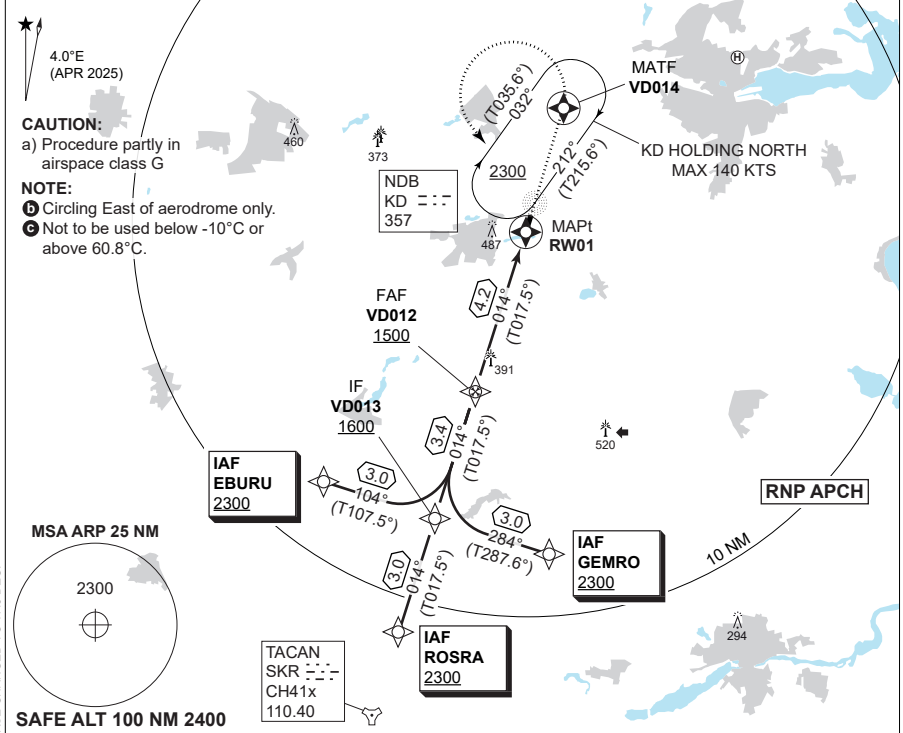
MIPS

INSTRUMENT APPROACH CHART

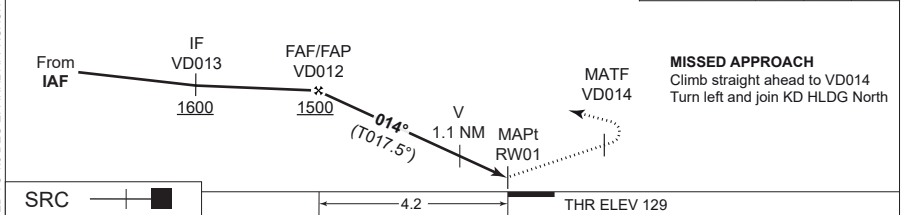
AD ELEV 143

**RNP RWY 01
VAMDRUP (EKVD)**

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



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



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

RNP RWY 01

55°26.18'N
009°19.86'E
17-3

VAMDRUP (EKVD)

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

AIR COMMAND DENMARK - MIL-AIM 30 OCT 2025



EKVD RNP RWY 01 waypoint coordinates:

RWY 01 from EBURU (Initial LEFT) APPROACH RNP

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

RWY 01 from ROSRA (Initial STRAIGHT) APPROACH RNP

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

RWY 01 from GEMRO (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 01

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

CHANGES: LONGITUDE EBURU AND RW01 CORRECTED; EDITORIAL.

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025



MIPS INSTRUMENT APPROACH CHART

NDB RWY 19 VAMDRUP (EKVD)

AD ELEV 143

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

CAUTION:

a) Procedure partly in airspace class G

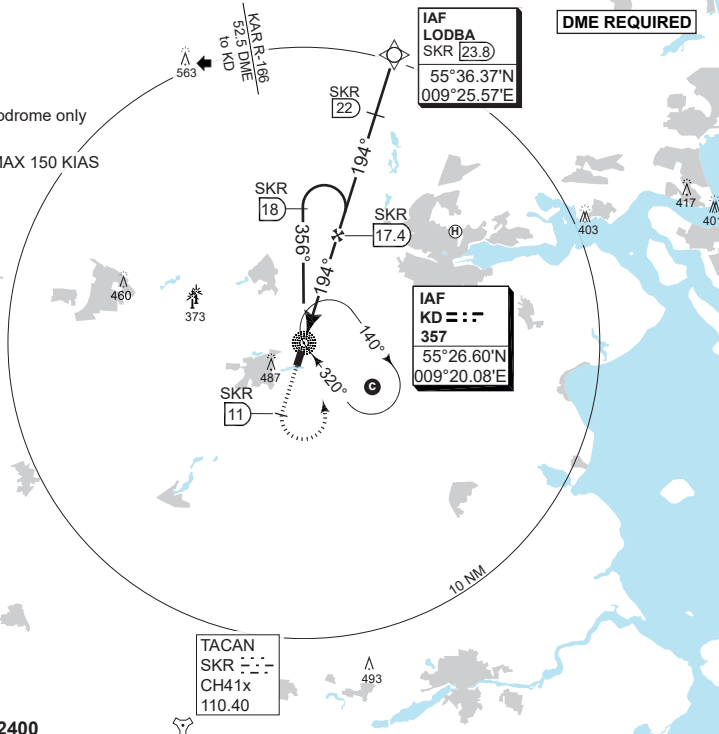
NOTE:

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

4.0°E (APR 2025)

MSA KD 25 NM

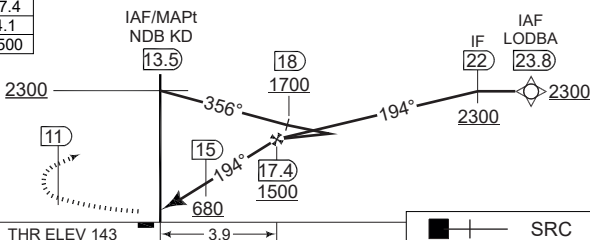
SAFE ALT 100 NM 2400



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

TA 3000

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



| | | |
|------------|-----------------------------|-------------------------|
| CATEGORY | A | B |
| S-NDB 19 | 530 - 1.4 387 (400-1.4/1.8) | |
| CIRCLING b | 590 - 1.5 447 (500-1.5) | 690 - 1.6 547 (600-1.6) |

NDB RWY 19

VAMDRUP (EKVD)

55°26.18'N
009°19.86'E

17-5

CHANGES: MAG VAR CHANGED TO 4.0 DEG. E.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

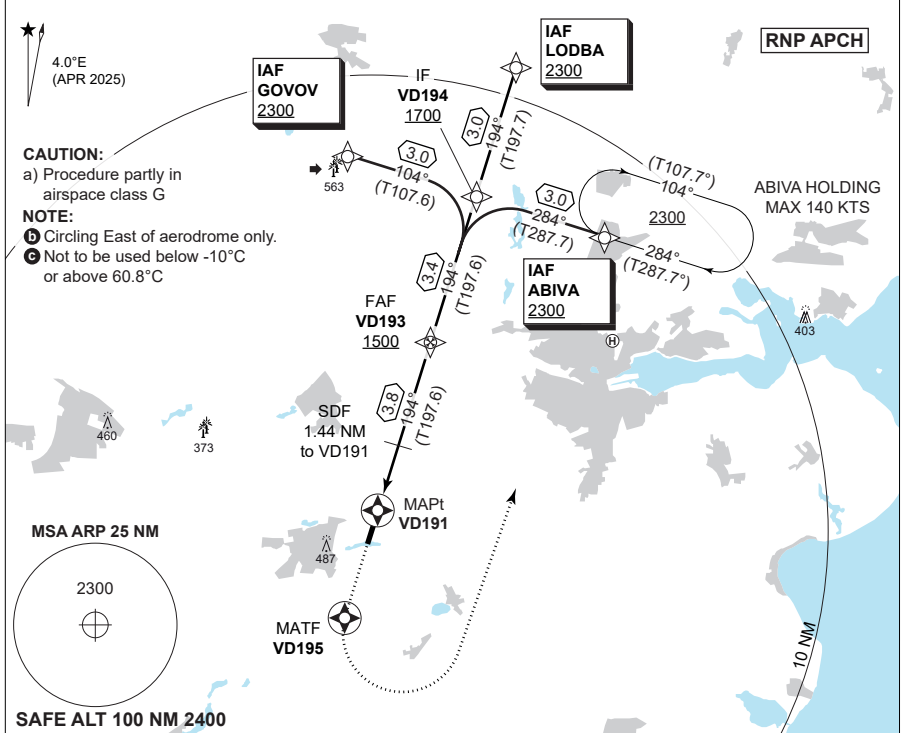


MIPS
INSTRUMENT APPROACH CHART

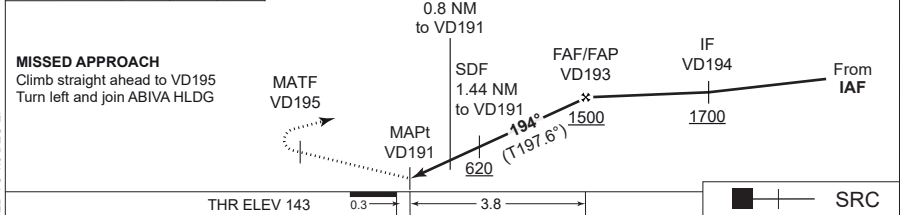
RNP RWY 19
VAMDRUP (EKVD)

AD ELEV 143

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



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



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

RNP RWY 19

VAMDRUP (EKVD)

55°26.18'N
009°19.86'E
17-6

CHANGES: MAG VAR CHANGED TO 4.0 DEG E.

AIR COMMAND DENMARK - MIL AIN 30 OCT 2025



EKVD RNP RWY 01 waypoint coordinates:

RWY 19 from ABIVA (Initial LEFT) APPROACH RNP

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

RWY 19 from LODBA (Initial STRAIGHT) APPROACH RNP

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

RWY 19 from GOVOV (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 19

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

CHANGES: APPROACH RENAMED RNP.

AIR COMMAND DENMARK - MIL-AIM 26 JAN 2023



MISCELLANEOUS

TERPS VS. PANS-OPS

A/C SPEEDS

HPMA

LANDING MINIMA EXPL.

ALTITUDE CORRECTION

DECLARED DISTANCES

ACN / PCN

ACR / PCR

NPA FLYING TECHNIQUES

ALS

SIDESTEP

RADIO NAVAIDS

NDB BRG. VOR/TAC

VOR/TAC BRG. VOR/TAC

LIST OF AERODROMES

A/D BRG. VOR/TAC





MISCELLANEOUS

TERPS VS. PANS OPS 20-2

AIRCRAFT CATEGORIES / SPEEDS 20-6

HIGH PERFORMANCE MILITARY A/C (HPMA) 20-8

LANDING MINIMA EXPLANATION 20-9

COLD WEATHER ALTITUDE CORRECTION 20-11

DECLARED DISTANCES 20-12

AIRCRAFT CLASSIFICATION/PAVEMENT-
CLASSIFICATION NUMBER (ACN/PCN) 20-13

AIRCRAFT CLASSIFICATION/PAVEMENT-
CLASSIFICATION RATING (ACR/PCR)..... 20-15

NON-PA – FLYING TECHNIQUES 20-17

APPROACH LIGHTING SYSTEMS 20-19

SIDESTEP PROCEDURE 20-20

RADIO NAVIGATIONAL AIDS 20-21

NDB BEARING/DISTANCES 20-22

VOR/TACAN BEARING/DISTANCES 20-23

LIST OF AERODROMES 20-24

AERODROME BEARING/DISTANCES 20-25

CHANGES: INDEX UPDATED.

AIR COMMAND DENMARK - MIL-AIM 10 JUL 2025



TERPS VS. PANS OPS

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

| | | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------|-----------------------------------|-----------------|--------------------------------|----------------|--|
| MIPS | | | | | | ILS or LOC RWY 27L | | |
| INSTRUMENT APPROACH CHART | | | | | | KARUP AIR BASE (EKKA) | | |
| AD ELEV 171 | | | | | | | | |
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.575 | | KARUP APPROACH 292.750 120.425 | | KARUP TOWER 241.650 119.575 | | |
| LOC/DME KR 108.150/CH18y | APP COURSE 266° | GS INTCP ALT 2000 FT | GS 3.00° | DA 370 | THR ELEV 170 | ALS LENGTH 900 M | LDA 9607 FT | |

MIPS (Military Instrument Procedure Standardization)

Procedures based on TERPS criteria are marked accordingly:

| | | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-------------------------|-----------------------------------|-------------|--------------------------------|----------------|--|
| TERPS | | | | | | HI-TACAN RWY 27L | | |
| INSTRUMENT APPROACH CHART | | | | | | KARUP AIR BASE (EKKA) | | |
| AD ELEV 171 | | | | | | | | |
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.575 | | KARUP APPROACH 292.750 120.425 | | KARUP TOWER 241.650 119.575 | | |
| TACAN KAR 110.00/CH 37x | APP COURSE 267° | FAF ALT 2000 FT | DESCENT GR 305 FT/NM | MDA 600 | TDZE 170 | ALS length 900 M | LDA 9607 FT | |

TERPS - this IAP is based on TERPS criteria

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

TERPS VERSUS PANS-OPS AND MIPS.

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

a. Aircraft Categories/Speeds.

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

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

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

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

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

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

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

CHANGES: TITLE AND FIRST HALF OF PAGE CHANGED. STANAG 3759 SPECIFIED AT BOTTOM OF PAGE.

AIR COMMAND DENMARK - MIL-AIM TO JUL 2025



b. Track.

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

c. Bank Angle.

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

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

d. Established on Course.

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

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

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

e. Omnidirectional Departures.

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

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

1. Standard case.

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

2. Specified turn altitude.

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

3. Specified climb gradient.

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

4. Sector departure.

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



f. Departures with Track Guidance.

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

For turning departures:

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

1. Turning departure speeds.

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

g. Departure: Runway End Crossing Height.

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

h. TERPS Low Altitude Approaches.

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

Differences from TERPS:

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

i. Circling Procedures.

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



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

Also, one important distinction to make is between the terms “runway environment” and “airport environment.” While circling using a PANS-OPS designed procedure, pilots must maintain visual contact with the runway environment throughout the entire circling manoeuvre. TERPS procedures only require pilots to maintain visual contact with the airport environment while circling to land, but cannot descend out of the circling MDA until the runway environment is in sight. The PANS-OPS protection area is based on using an average bank angle of 20° for the turn to final. For HPMA, the circling criteria are stated on page 20-8.

j. Holding.

Differences from TERPS:

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

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

Timing is made on the outbound leg.

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

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

k. Transition Altitude/Level.

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

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

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

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

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



AIRCRAFT CATEGORIES / SPEEDS (PANS OPS/ MIPS)

Approach, circling, missed approach and turning departure speeds

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

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

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

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



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

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

Holding speeds - Categories A through E

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

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

Holding speeds — for helicopter procedures

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

Final approach speeds – TERPS vs. PANS

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



HIGH PERFORMANCE MILITARY AIRCRAFT (HPMA)

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

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

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

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

VISUAL MANOEUVRING (CIRCLING).

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

Obstacle clearance for circling areas:

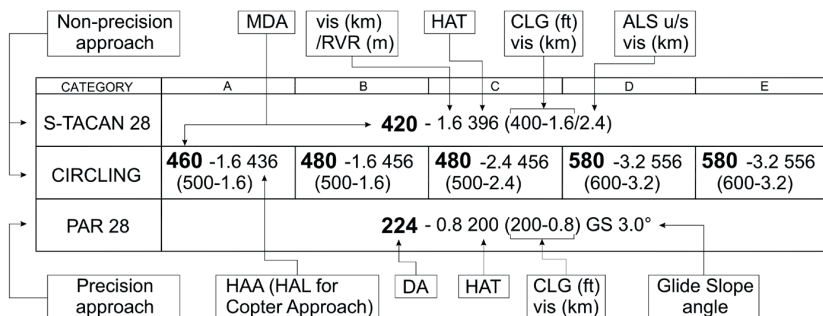
| <i>Aircraft category</i> | <i>Minimum obstacle clearance (ft)</i> | <i>Minimum OCH above AD elev (ft)</i> | <i>Minimum visibility km</i> |
|--------------------------|--|---------------------------------------|------------------------------|
| HPMA | 300 | 550 | 3.2 |

CHARTING.

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



LANDING MINIMA EXPLANATION



CLG Ceiling

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

DA Decision Altitude

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

HAA Height Above Aerodrome Elevation

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

HAT Height Above Touchdown Zone Elevation

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

MDA Minimum Descent Altitude

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



VIS Visibility**RVR Runway Visual Range**

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

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

ILS Cat. II operations

| CATEGORY | A | B | C | D | E | |
|----------------|---|---------------|--------------------|--------------|---------------|--|
| ILS Cat. II 28 | | RA 101 | (DA 124) - 350 100 | | 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.



COLD WEATHER ALTITUDE CORRECTION

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

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

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

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

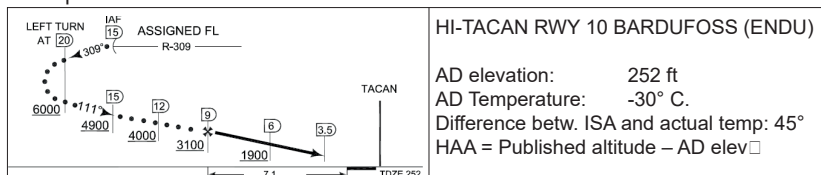
| A/D Temp °C | HEIGHT ABOVE THE ALTIMETER SOURCE | | | | | | | | | | | | | | | | |
|----------------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|
| | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000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

VALUES TO BE ADDED TO PUBLISHED ALTITUDES

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 □

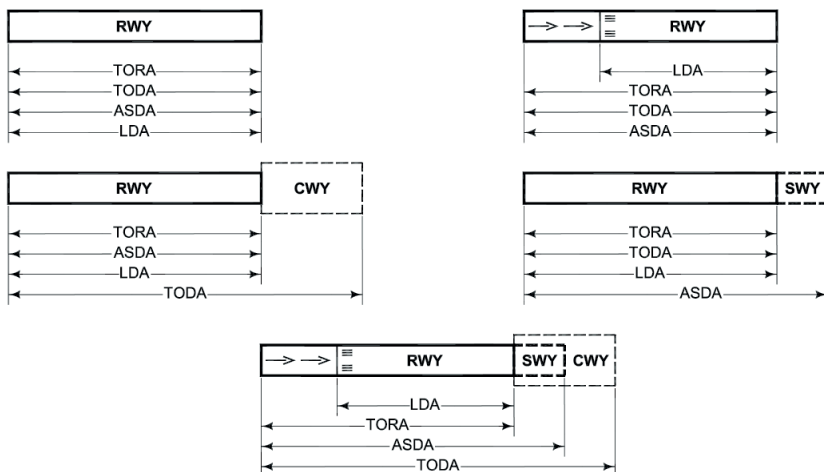
| | Pub. alt. | HAA | Correction *) | Indicated alt **) |
|--------|-----------|------|---------------|-------------------|
| 20 DME | 6000 | 5748 | + 1100 | 7100 |
| 15 DME | 4900 | 4648 | + 890 | 5800 |
| 12 DME | 4000 | 3748 | + 720 | 4800 |
| FAF | 3100 | 2848 | + 550 | 3700 |
| 6 DME | 1900 | 1648 | + 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 aircraft unlimited use of the pavement is permitted.
- Provided the PCN is smaller than the ACN, the use of the pavement by an aircraft can only be undertaken when prior permission of the individual aerodrome authority is granted or by reduction of the aircraft load.



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

2. Difference between PCN and PCR

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

2. ACR/PCR Method

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

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

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

2. Aircraft Classification Rating (ACR)

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

3. Pavement Classification Rating (PCR)

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

Details of the coded format and an example are:

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



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

PCR: 760/R/B/W/T

4. Operating procedure.

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



NON-PRECISION APPROACHES – FLYING TECHNIQUES

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

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

There are three techniques for flying non-precision approaches:

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

CDFA

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

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

Constant descent angle

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

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

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

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



Step down descent (“dive and drive”)

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

The NATO preferred flying technique

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

Procedure design

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

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

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

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

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



APPROACH LIGHTING SYSTEMS

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

| Description | FLIP Code | System (Example) | IAC Depiction |
|---|-----------|------------------|---------------|
| ALFS-2 Standard length: 730/900 M *) | (A) | | CAT II |
| ALFS-1 Standard length: 730/900 M *) | (A1) | | CAT I |
| SSALR Standard length: 730/900 M *) | (A3) | | CAT I |
| MALS/MALSF Standard length: 420 M *) | (A4) (A4) | | CAT I |
| NATO standard Standard length: 900 M *) | (BP) | | CAT I |
| Former NATO standard Standard length: 900 M | (BN) | | CAT I |
| CALVERT Standard length: 900 M *) | (J) | | CAT I |
| Centerline (high intensity) Standard length: 900 M *) | (O) | | CAT I |

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

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



SIDESTEP PROCEDURE

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

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

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

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

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

How to fly a sidestep procedure:

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

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

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



RADIO NAVIGATIONAL AIDS


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

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



NDB BEARING/DISTANCE FROM VOR/TACAN

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


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

*) No DME



VOR/TACAN BEARING/DISTANCE FROM VOR/TACAN

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

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

*) No DME



LIST OF AERODROMES


| Aerodrome | Lat/Long | RWY | RWY length | | Freq. | Phone | PPR |
|-----------------------|--------------------|----------------|------------------------------|--------|---------|-----------|-----|
| EKAE (Ærø) | N54 51,2 E010 27,4 | 15/33 | 2591 x 98 ft | ○ | 123.175 | 6352 6367 | Y |
| EKAH (Århus) | See page 2-1 | | | | | | |
| EKAT (Anholt) | N56 42,0 E011 33,3 | 03/21 | 2132 x 65 ft | ○ | 131.500 | 4619 1114 | N |
| EKBI (Billund) | See page 3-1 | | | | | | |
| EKCH (Kastrup) | See page 6-1 | | | | | | |
| EKEB (Esbjerg) | See page 4-1 | | | | | | |
| EKEL (Endelave) | N55 45,3 E010 15,2 | 11/29 | 2132 x 82 ft | ○ | 129.800 | 7568 9062 | N |
| EKGH (Grønholt) | N55 56,4 E012 22,9 | 11/29 | 2393 x 59 ft | ● | 122.500 | 3332 6560 | Y |
| EKHG (Herning) | N56 11,1 E009 02,8 | 09/27 | 3933 x 98 ft | ● | 121.000 | 9714 1244 | N |
| 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 (Staining) | See page 14-1 | | | | | | |
| EKYT (Aalborg) | See page 1-1 | | | | | | |

● Asphalt ○ Grass



AERODROME BEARING/DISTANCE FROM VOR/TACAN

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


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

*)No DME

Continued next page



AERODROME BEARING/DISTANCE FROM VOR/TACAN (continued)

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

*)No DME



GREENLAND



STATION NORD

MESTERSVIG

ILULISSAT

KANGERLUSSUAQ

NARSARSUAQ



ILULISSAT (BGJN)

AERODROME CHART

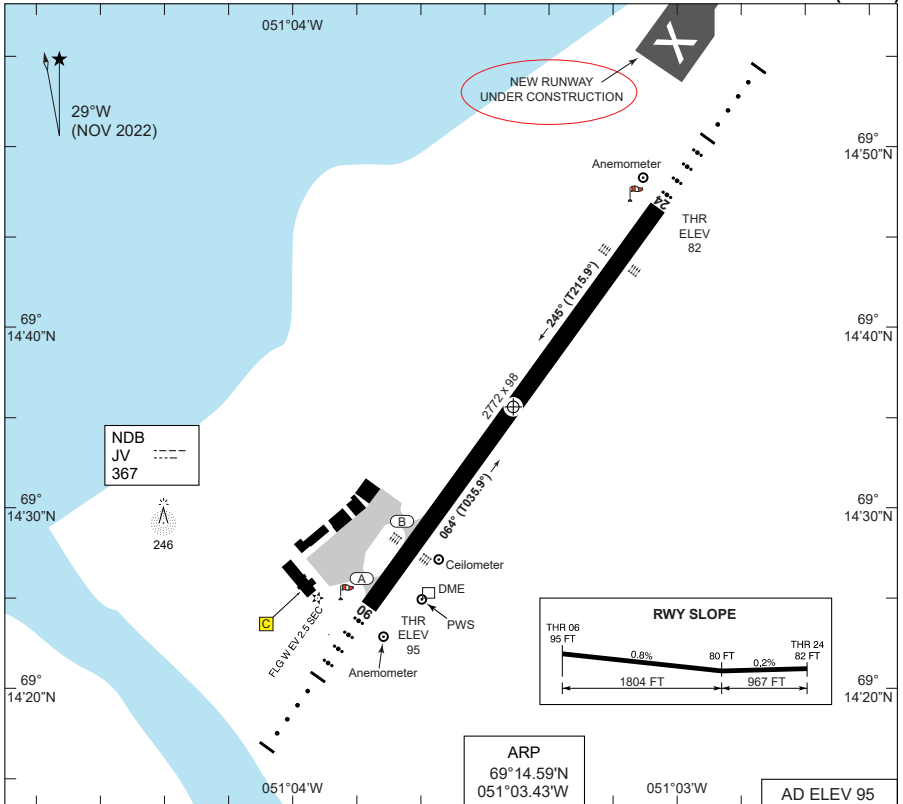
NDB W RWY 06

NDB B



AERODROME CHART

ILULISSAT (BGJN)



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

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

ARRIVAL:

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

IFR DEPARTURE:

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

CONSTRUCTION WORK AT ILULISSAT AIRPORT:

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

CHANGES: CONSTRUCTION WORK ADDED.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

AERODROME CHART

ILULISSAT (BGJN)



MIPS
INSTRUMENT APPROACH CHART

NDB B
ILULISSAT (BGJN)

AD ELEV 95
ILULISSAT AFIS
119.100

| | | | | | | | |
|---------------|------------------------------|-----------------|---------------------------|-------------|----------------|---------------------|----------------|
| NDB JV 367 | APP COURSE 240° (T210.9°) | FAF ALT 2500 | DESCENT GR 3.4° (5.9%) | MDA 1190 | THR ELEV 82 | ALS LENGTH 300 M | LDA 2772 FT |
|---------------|------------------------------|-----------------|---------------------------|-------------|----------------|---------------------|----------------|

CAUTION:

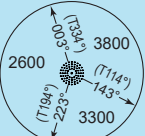
- a) Military procedure - RDAF aircraft only.
- b) Procedure in airspace classified G.
- c) Final descent not aligned with PAPI.

NOTE:

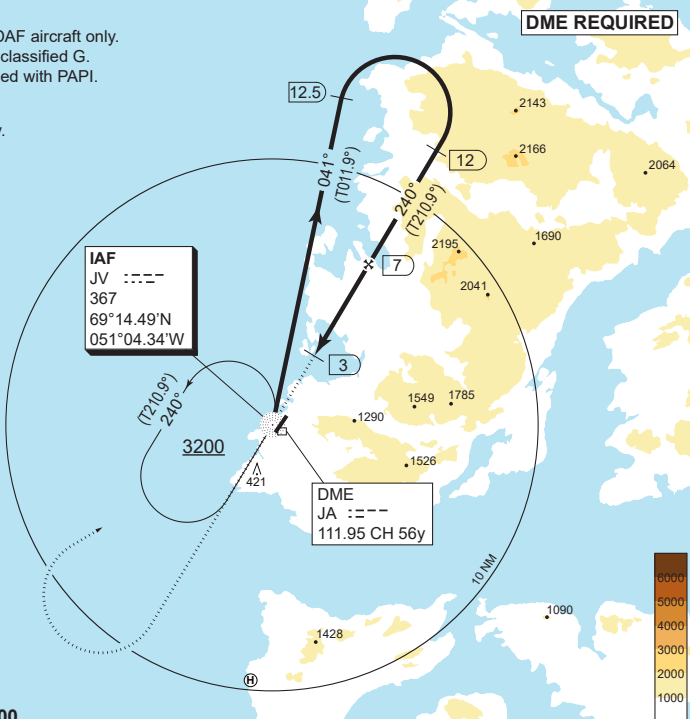
- ① Circling NW of AD only.

★
29°W
(NOV 2022)

MSA JV 25 NM

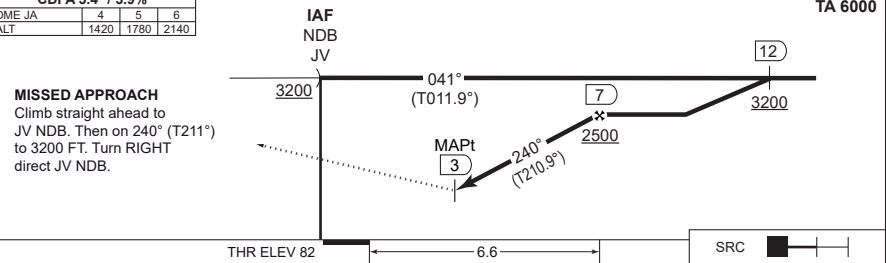


SAFE ALT 100 NM 9000



| | | | | |
|-------------------------|------|------|------|--|
| CDFA 3.4° / 5.9% | | | | |
| DME JA | 4 | 5 | 6 | |
| ALT | 1420 | 1780 | 2140 | |

TA 6000



MISSED APPROACH
Climb straight ahead to JV NDB. Then on 240° (T211°) to 3200 FT. Turn RIGHT direct JV NDB.

CHANGES, NEW PROCEDURE.

| | | |
|-------------|------------|-----------------------------------|
| MIPS | CATEGORY | C |
| | S-NDB | N/A (due to terrain) |
| | CIRCLING ① | 1190 - 2.4 1095 (1100-2.4) |

NDB B

69°14.59'N
051°03.43'W
21-3

ILULISSAT (BGJN)



AIR COMMAND DENMARK - MIL-AIM 15 MAY 2025

MESTERSVIG (BGMV)

AERODROME CHART

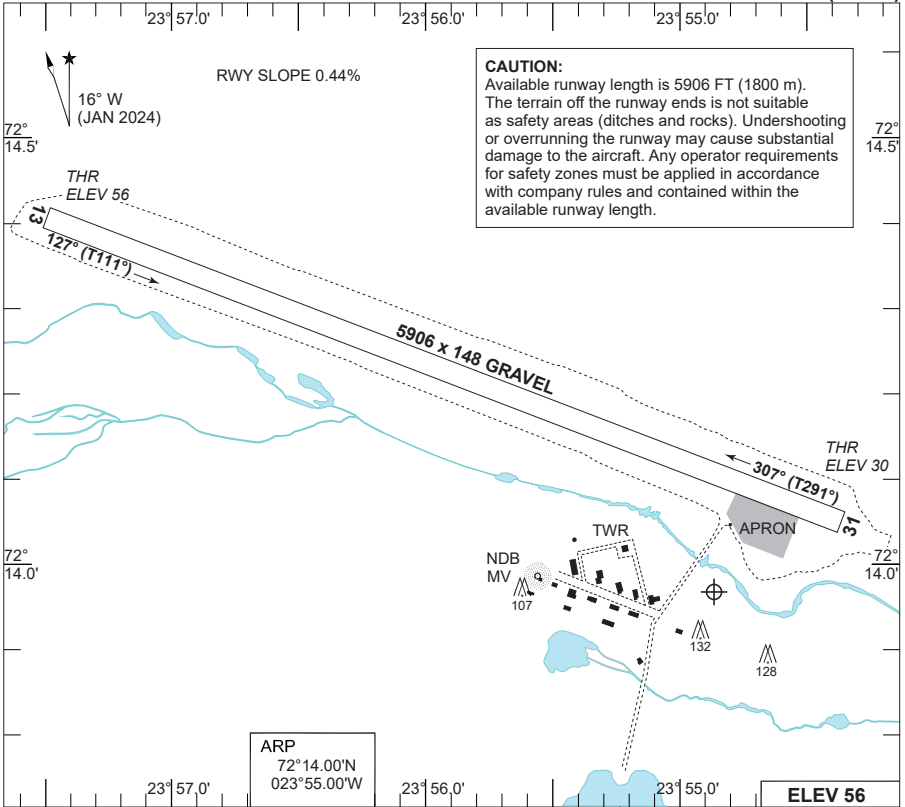
RNP RWY 31

WP LIST RWY 31



AERODROME CHART

MESTERSVIG (BGMV)



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

COM:
Mestersvig 118.1 MHz, alternative 4050 KHz.
Satcom. 00 871 761601450 alternative 00 871 762215335.
Satfax. 00 871 761282914 alternative 00 871 762215337.

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

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

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

CHANGES: PAGE NUMBER.

AIR COMMAND DENMARK - MIL-AIM 15 MAY 2025

AERODROME CHART

MESTERSVIG (BGMV)

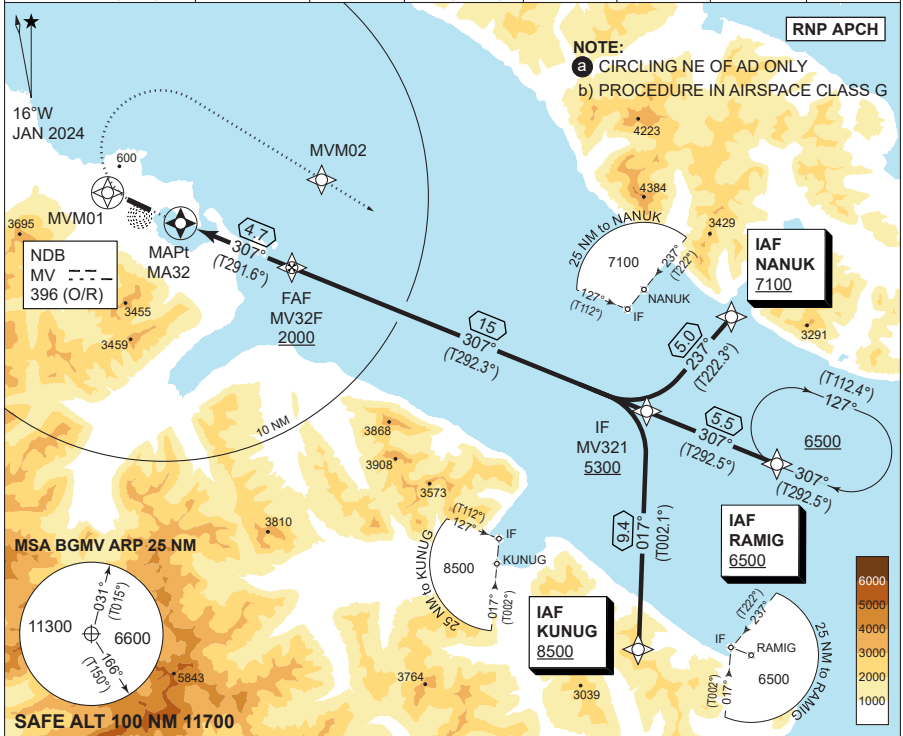


MIPS
INSTRUMENT APPROACH CHART

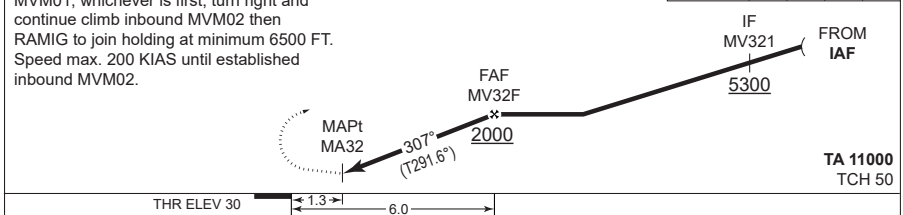
RNP RWY 31
MESTERSVIG (BGMV)

AD ELEV 56

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



| | | | | | |
|---|--------------------------|------|------|------|-----|
| MISSED APPROACH Climb on track 307° (T292°) to 800 FT or MVM01, whichever is first, turn right and continue climb inbound MVM02 then RAMIG to join holding at minimum 6500 FT. Speed max. 200 KIAS until established inbound MVM02. | CDFA 3.0° / 5.24% | | | | |
| | DIST MA32 | 1 | 2 | 3 | 4 |
| | DIST THR | 2.3 | 3.3 | 4.3 | 5.3 |
| ALT | 820 | 1140 | 1450 | 1770 | |



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

RNP RWY 31

MESTERSVIG (BGMV)

72°14.00'N
023°55.00'W

22-2



CHANGES: PAGE NUMBER: MIPS

AIP COMMAND DENMARK - MIL AIM 15 MAY 2025

BGMV RNP RWY 31 waypoint coordinates:

RWY 31 from KUNUG (Initial LEFT) RNP APPROACH

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

RWY 31 from NANUK (Initial RIGHT) RNP APPROACH

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

RWY 31 from RAMIG (Initial CENTER) RNP APPROACH

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

Threshold coordinates

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

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

CHANGES: PAGE NUMBER.

AIR COMMAND DENMARK - MIL A1M 15 MAY 2025



NARSARSUAQ (BGBW)

AERODROME CHART

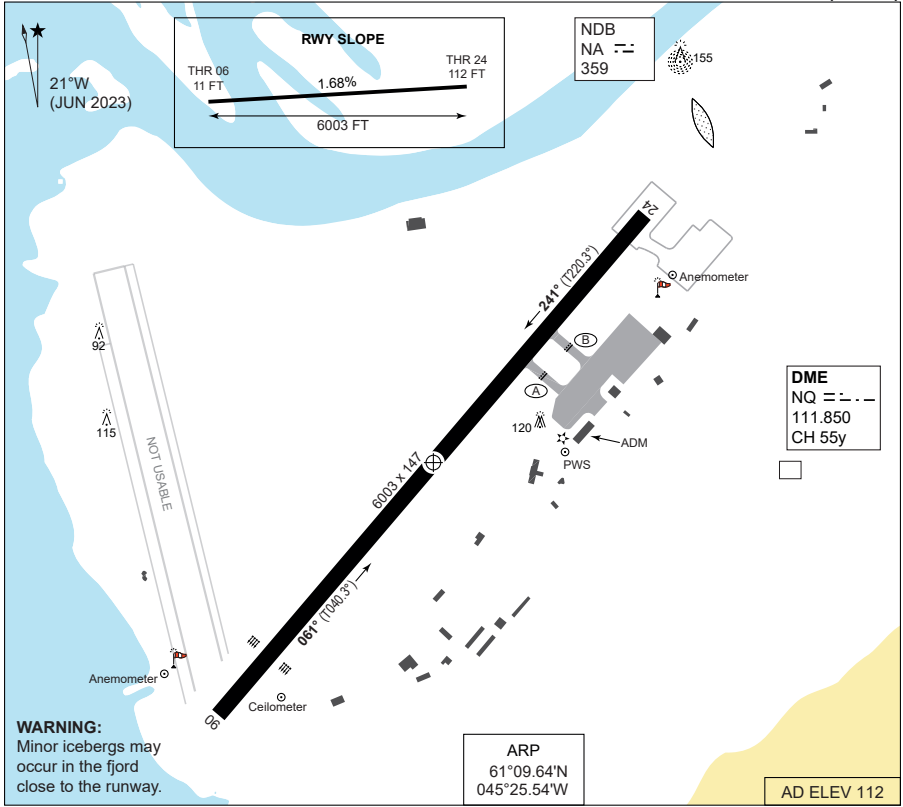
RNP X RWY 06

WP LIST RWY 06



AERODROME CHART

NARSARSUAQ (BGBW)



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

NARSARSUAQ AFIS: 119.100 MHZ

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

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

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

CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

AERODROME CHART

NARSARSUAQ (BGBW)

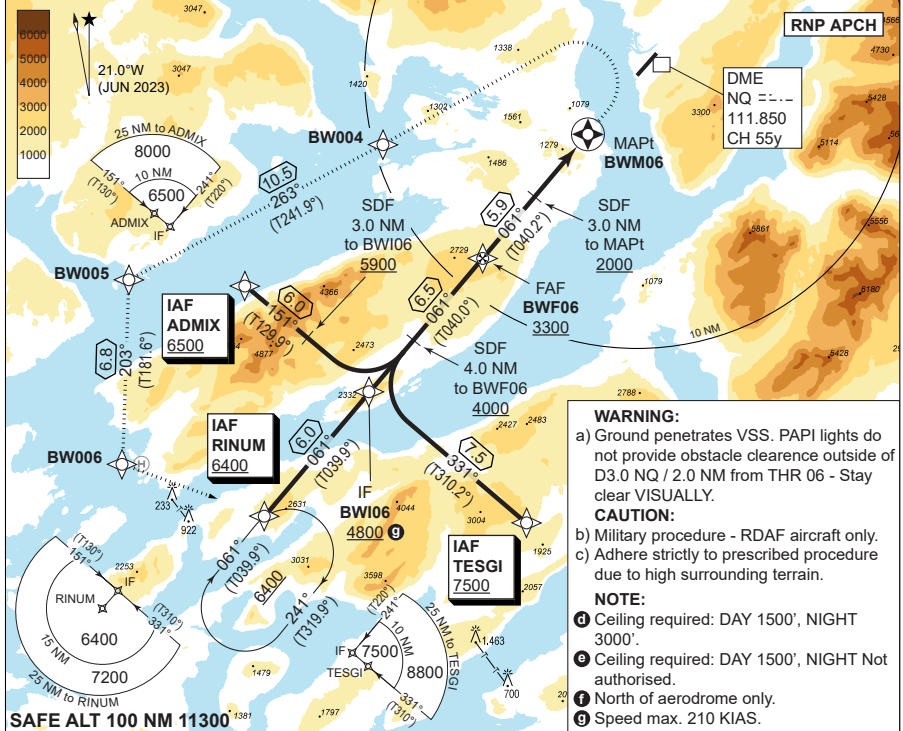


MIPS
INSTRUMENT APPROACH CHART

RNP X RWY 06
NARSARSUAQ (BGBW)

AD ELEV 112 FT

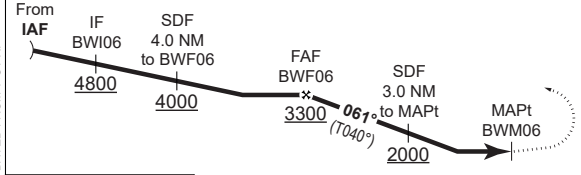
| | | | | | | |
|-----------------------------|-----------------|---------------------------|-------------|----------------|-------------------------|----------------|
| NARSARSUAQ AFIS 119.100 | | | | | | |
| APP COURSE 061°M / 040°T | FAF ALT 3300 | DESCENT GR 3.5° (6.1%) | MDA 1800 | THR ELEV 11 |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



SAFE ALT 100 NM 11300

| | | | | | |
|------------------|------|------|------|------|--|
| CDFA 3.5° / 6.1% | | | | | |
| DIST BWM06 | 5 | 4 | 3 | 2 | |
| DME NQ | 8.7 | 7.7 | 6.7 | 5.7 | |
| ALT | 2970 | 2600 | 2230 | 1860 | |

TA 900
TCH 50



| | | | |
|-----------|-----|-----|-------------|
| NO LIGHTS | 5.9 | 2.8 | THR ELEV 11 |
|-----------|-----|-----|-------------|

| | |
|----------|---|
| CATEGORY | C |
|----------|---|

| | |
|---------------|-----------------------------------|
| LNAV d | 1800 - 6.0 1789 (1700-6.0) |
|---------------|-----------------------------------|

| | |
|---------------------|-----------------------------------|
| CIRCLING e f | 3500 - 6.0 3388 (3400-6.0) |
|---------------------|-----------------------------------|

RNP X RWY 06 **NARSARSUAQ (BGBW)**

61°09.64'N
045°25.54'W

23-2

CHANGES: PROCEDURE NAME UPDATED FROM Y OT X.

AIR COMMAND DENMARK - MIL-AIM 10 JUL 2025



MIPS

BGBW RNP RWY 06 waypoint coordinates:

RWY 06 from ADMIX (Initial LEFT) RNP APPROACH

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

RWY 06 from RINUM (Initial STRAIGHT) RNP APPROACH

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

RWY 06 from TESGI (Initial RIGHT) RNP APPROACH

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

CHANGES: PAGE ADDED.

AIR COMMAND DENMARK - MIL- AIM 15 MAY 2025



STATION NORD (BGNO)

AERODROME CHART

RNP RWY 01

RNP RWY 19

WP LIST RWY 01

WP LIST RWY 19

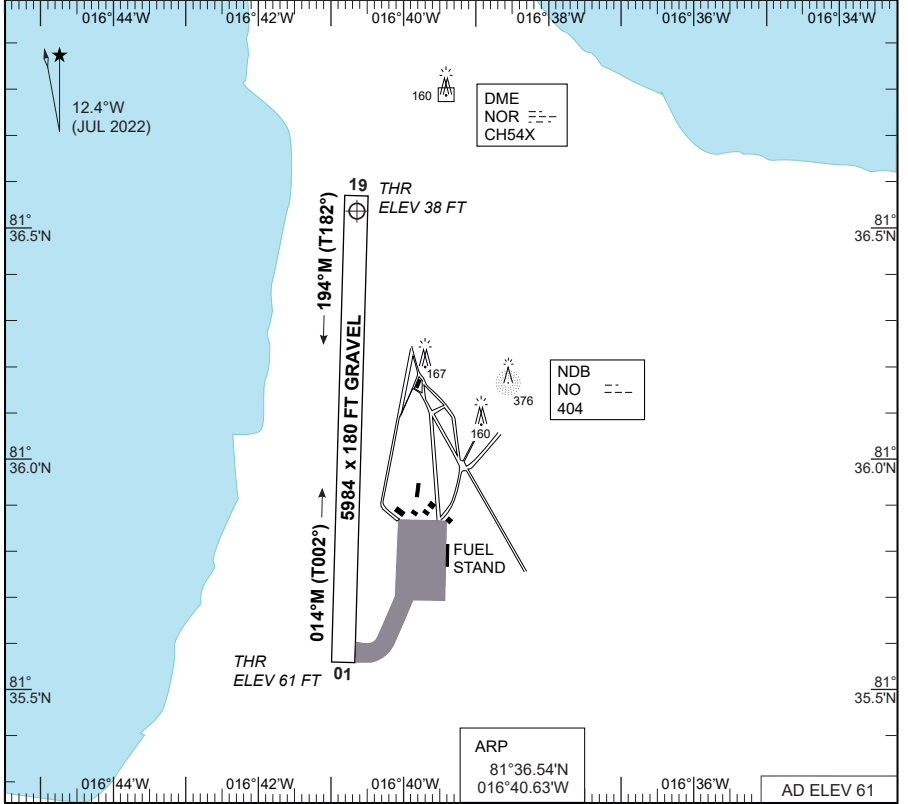
NDB RWY 01

NDB RWY 19



AERODROME CHART

STATION NORD (BGNO)



Yellow day markings (sticks) or flags spaced at 50 m

White RWY edge lights spaced at 150 m for night operations (IR optional).

Green THR. Red, end of RWY.

61 ft 38 ft 540 m

SRWY 19

SRC (SIMPLE ALS)

| RWY | LCN | TORA | ASDA | TODA | LDA | AEED | ASI | ALS | THR ELEV | THR PSN |
|-----|-----|------|------|------|------|------|-----|-----|----------|------------------------|
| 01 | | 5984 | 5984 | 5984 | 5984 | | | | 61 | 81°35.58'N 016°40.90'W |
| 19 | | 5984 | 5984 | 5984 | 5984 | | | SRC | 38 | 81°36.56'N 016°40.66'W |

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

NOTE:
CIRCLING WEST OF AD ONLY

CHANGES: PAGE NUMBER.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

AERODROME CHART

STATION NORD (BGNO)



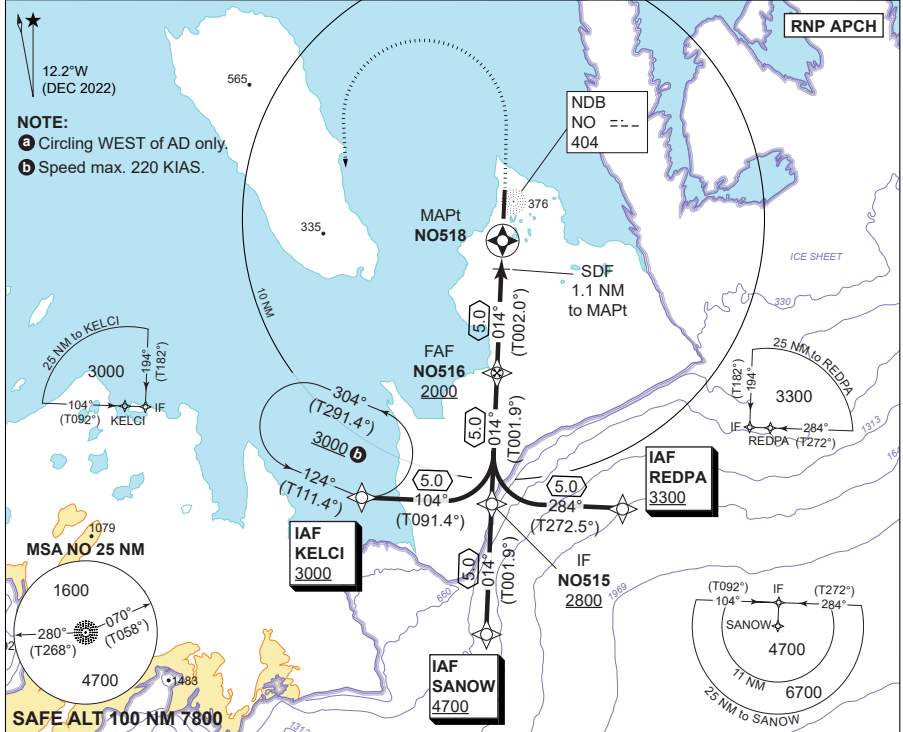
MIPS
INSTRUMENT APPROACH CHART

RNP RWY 01
STATION NORD (BGNO)

AD ELEV 61 FT

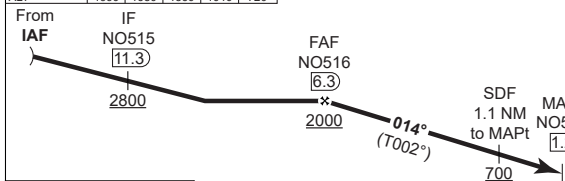
STATION NORD RADIO
118.100 267.300

| | | | | | | | |
|---------------|-----------------------------|-----------------|----------------------------|-----------------------|----------------|-------------------------|----------------|
| NDB NO 404 | APP COURSE 014°M / 002°T | FAF ALT 2000 | DESCENT GR 3.0° (5.24%) | MDA SEE CAT | THR ELEV 61 | ALS LENGTH NO LIGHTS | LDA 5984 FT |
|---------------|-----------------------------|-----------------|----------------------------|-----------------------|----------------|-------------------------|----------------|



| | | | | | |
|-------------------|------|------|------|------|-----|
| CDFA 3.0° / 5.24% | | | | | |
| DIST NO518 | 5 | 4 | 3 | 2 | 1 |
| DIST THR | 5.9 | 4.9 | 3.9 | 2.9 | 1.9 |
| ALT | 1990 | 1680 | 1360 | 1040 | 720 |

TA 11000
TCH 50



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

| NO LIGHTS | 5.0 | | 0.9 | THR ELEV 61 |
|-------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| CATEGORY | A | B | C | D |
| LNAV | 400 - 1.7 339 (400-1.7) | | 420 - 1.8 359 (400-1.8) | 440 - 1.9 379 (400-1.9) |
| CIRCLING ⓐ | 470 - 1.7 409 (500-1.7) | 570 - 1.7 509 (600-1.7) | 840 - 2.4 779 (800-2.4) | 850 - 3.6 789 (800-3.6) |

RNP RWY 01

STATION NORD (BGNO)

81°36.54'N
016°40.63'W
24-2

CHANGES: PAGE NUMBER: MIPS

AIR COMMAND DENMARK - MIL-AIM-15 MAY 2025



BGNO RNP RWY 01 waypoint coordinates

RWY 01 from KELCI (Initial LEFT) APPROACH RNP

| | | CODING | | | | | DISPLAY | | | | |
|-------|------|--------------|---------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| KELCI | IAF | 81 24 51.16N | 017 16 44.46W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W |
| NO515 | IF | 81 24 42.55N | 016 43 26.22W | 81 24.709N | 016 43.437W | 81 24.709N | 016 43.437W | 81 24.709N | 016 43.437W | 81 24.709N | 016 43.437W |
| NO516 | FAF | 81 29 40.91N | 016 42 18.36W | 81 29.682N | 016 42.306W | 81 29.682N | 016 42.306W | 81 29.682N | 016 42.306W | 81 29.682N | 016 42.306W |
| NO518 | MAPt | 81 34 41.22N | 016 41 06.92W | 81 34.687N | 016 41.115W | 81 34.687N | 016 41.115W | 81 34.687N | 016 41.115W | 81 34.687N | 016 41.115W |
| KELCI | MAHF | 81 24 51.16N | 017 16 44.46W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W |

RWY 01 from SANOW (Initial STRAIGHT) APPROACH RNP

| | | CODING | | | | | DISPLAY | | | | |
|-------|------|--------------|---------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| SANOW | IAF | 81 19 44.20N | 016 44 33.74W | 81 19.737N | 016 44.562W | 81 19.737N | 016 44.562W | 81 19.737N | 016 44.562W | 81 19.737N | 016 44.562W |
| NO515 | IF | 81 24 42.55N | 016 43 26.22W | 81 24.709N | 016 43.437W | 81 24.709N | 016 43.437W | 81 24.709N | 016 43.437W | 81 24.709N | 016 43.437W |
| NO516 | FAF | 81 29 40.91N | 016 42 18.36W | 81 29.682N | 016 42.306W | 81 29.682N | 016 42.306W | 81 29.682N | 016 42.306W | 81 29.682N | 016 42.306W |
| NO518 | MAPt | 81 34 41.22N | 016 41 06.92W | 81 34.687N | 016 41.115W | 81 34.687N | 016 41.115W | 81 34.687N | 016 41.115W | 81 34.687N | 016 41.115W |
| KELCI | MAHF | 81 24 51.16N | 017 16 44.46W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W |

RWY 01 from REDPA (Initial RIGHT) APPROACH RNP

| | | CODING | | | | | DISPLAY | | | | |
|-------|------|--------------|---------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| REDPA | IAF | 81 24 31.09N | 016 10 09.28W | 81 24.518N | 016 10.155W | 81 24.518N | 016 10.155W | 81 24.518N | 016 10.155W | 81 24.518N | 016 10.155W |
| NO515 | IF | 81 24 42.55N | 016 43 26.22W | 81 24.709N | 016 43.437W | 81 24.709N | 016 43.437W | 81 24.709N | 016 43.437W | 81 24.709N | 016 43.437W |
| NO516 | FAF | 81 29 40.91N | 016 42 18.36W | 81 29.682N | 016 42.306W | 81 29.682N | 016 42.306W | 81 29.682N | 016 42.306W | 81 29.682N | 016 42.306W |
| NO518 | MAPt | 81 34 41.22N | 016 41 06.92W | 81 34.687N | 016 41.115W | 81 34.687N | 016 41.115W | 81 34.687N | 016 41.115W | 81 34.687N | 016 41.115W |
| KELCI | MAHF | 81 24 51.16N | 017 16 44.46W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W | 81 24.853N | 017 16.741W |

| | | Published Altitude | HAA | OAT at Station Nord | | | | | | | | | | | |
|----------------------|-------|-----------------------|------|---------------------|------|------|------|------|------|------|------|------|------|------|------|
| | | | | 0 | -4 | -8 | -12 | -16 | -20 | -24 | -28 | -32 | -36 | -40 | -44 |
| | | | | Corrected altitude | | | | | | | | | | | |
| FIX | KELCI | 3000 | 2939 | 3170 | 3210 | 3260 | 3310 | 3360 | 3410 | 3470 | 3530 | 3580 | 3640 | 3710 | 3770 |
| | SANOW | 4700 | 4639 | 4960 | 5040 | 5110 | 5190 | 5270 | 5360 | 5440 | 5530 | 5620 | 5720 | 5820 | 5920 |
| | REDPA | 3300 | 3239 | 3480 | 3540 | 3590 | 3640 | 3700 | 3760 | 3820 | 3880 | 3940 | 4010 | 4080 | 4150 |
| | NO515 | 2800 | 2739 | 2960 | 3000 | 3040 | 3090 | 3140 | 3190 | 3240 | 3290 | 3340 | 3400 | 3460 | 3520 |
| | NO516 | 2000 | 1939 | 2110 | 2140 | 2170 | 2210 | 2240 | 2270 | 2310 | 2350 | 2390 | 2420 | 2470 | 2510 |
| Distance to NO518 | 5 NM | 1990 | 1929 | 2100 | 2130 | 2160 | 2200 | 2230 | 2260 | 2300 | 2340 | 2370 | 2410 | 2450 | 2500 |
| | 4 NM | 1680 | 1619 | 1770 | 1800 | 1830 | 1850 | 1880 | 1910 | 1940 | 1970 | 2000 | 2030 | 2070 | 2100 |
| | 3 NM | 1360 | 1299 | 1440 | 1460 | 1480 | 1500 | 1520 | 1540 | 1570 | 1590 | 1620 | 1650 | 1670 | 1700 |
| | 2 NM | 1040 | 979 | 1100 | 1110 | 1130 | 1150 | 1160 | 1180 | 1200 | 1220 | 1240 | 1260 | 1280 | 1300 |
| | 1 NM | 720 | 659 | 760 | 770 | 780 | 790 | 800 | 820 | 830 | 840 | 850 | 870 | 880 | 890 |
| MDA | CAT D | 440 | 379 | 470 | 470 | 480 | 480 | 490 | 500 | 500 | 510 | 520 | 530 | 530 | 540 |
| | CAT C | 420 | 359 | 440 | 450 | 460 | 460 | 470 | 470 | 480 | 490 | 490 | 500 | 510 | 520 |
| | CAT B | 400 | 339 | 420 | 430 | 430 | 440 | 450 | 450 | 460 | 460 | 470 | 480 | 480 | 490 |
| | CAT A | 400 | 339 | 420 | 430 | 430 | 440 | 450 | 450 | 460 | 460 | 470 | 480 | 480 | 490 |
| | CAT A | 400 | 339 | 420 | 430 | 430 | 440 | 450 | 450 | 460 | 460 | 470 | 480 | 480 | 490 |
| CIRC | CAT D | 850 | 789 | 900 | 910 | 920 | 940 | 950 | 960 | 980 | 990 | 1010 | 1020 | 1040 | 1060 |
| | CAT C | 840 | 779 | 890 | 900 | 910 | 930 | 940 | 950 | 970 | 980 | 1000 | 1010 | 1030 | 1050 |
| | CAT B | 570 | 509 | 600 | 610 | 620 | 630 | 640 | 650 | 650 | 660 | 670 | 680 | 700 | 710 |
| | CAT A | 470 | 409 | 500 | 500 | 510 | 520 | 520 | 530 | 540 | 550 | 550 | 560 | 570 | 580 |

CHANGES: PAGE NUMBER.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025



MIPS
INSTRUMENT APPROACH CHART

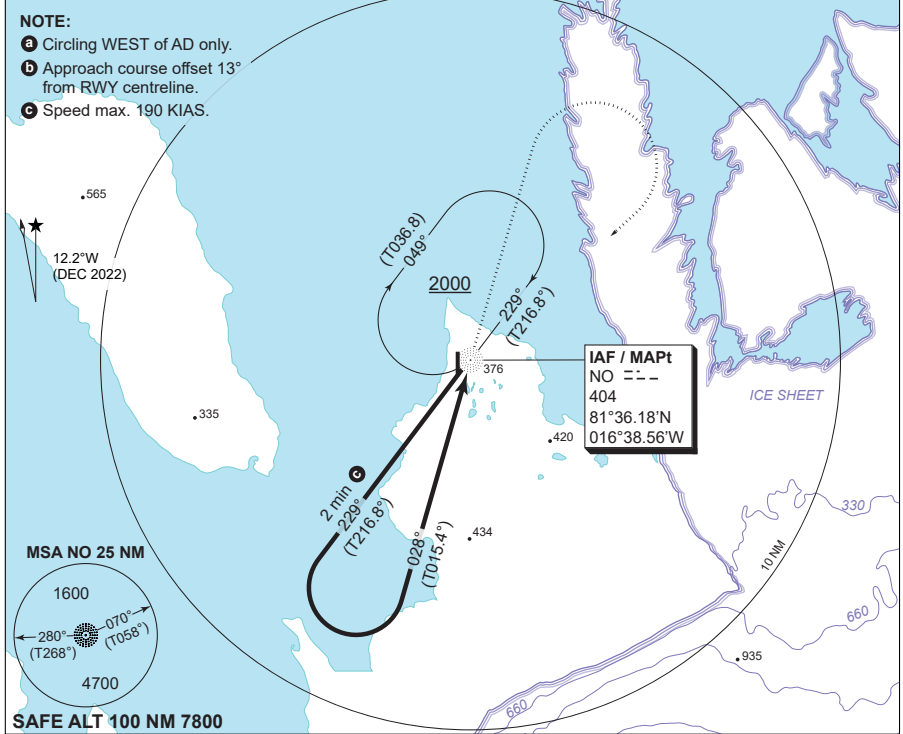
NDB RWY 01
STATION NORD (BGNO)

AD ELEV 61
STATION NORD RADIO
118.100 267.300

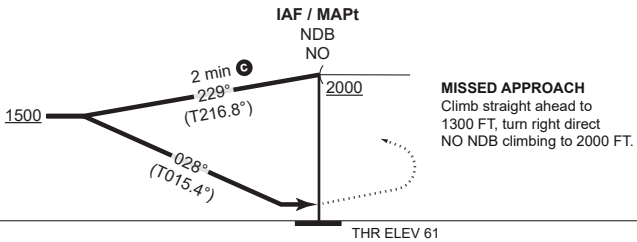
| | | | | | | | |
|---------------|---------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------------|----------------|
| NDB NO 404 | APP COURSE 028° (T015.4°) b | FAF ALT NO FAF | DESCENT GR N/A | MDA 690 | THR ELEV 61 FT | ALS LENGTH NO LIGHTS | LDA 5984 FT |
|---------------|---------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------------|----------------|

NOTE:

- a** Circling WEST of AD only.
- b** Approach course offset 13° from RWY centreline.
- c** Speed max. 190 KIAS.



TA 11000



NO LIGHTS

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

NDB RWY 01

81°36.54'N
016°40.63'W
24-4

STATION NORD (BGNO)

CHANGES: PAGE NUMBER.

MIPS

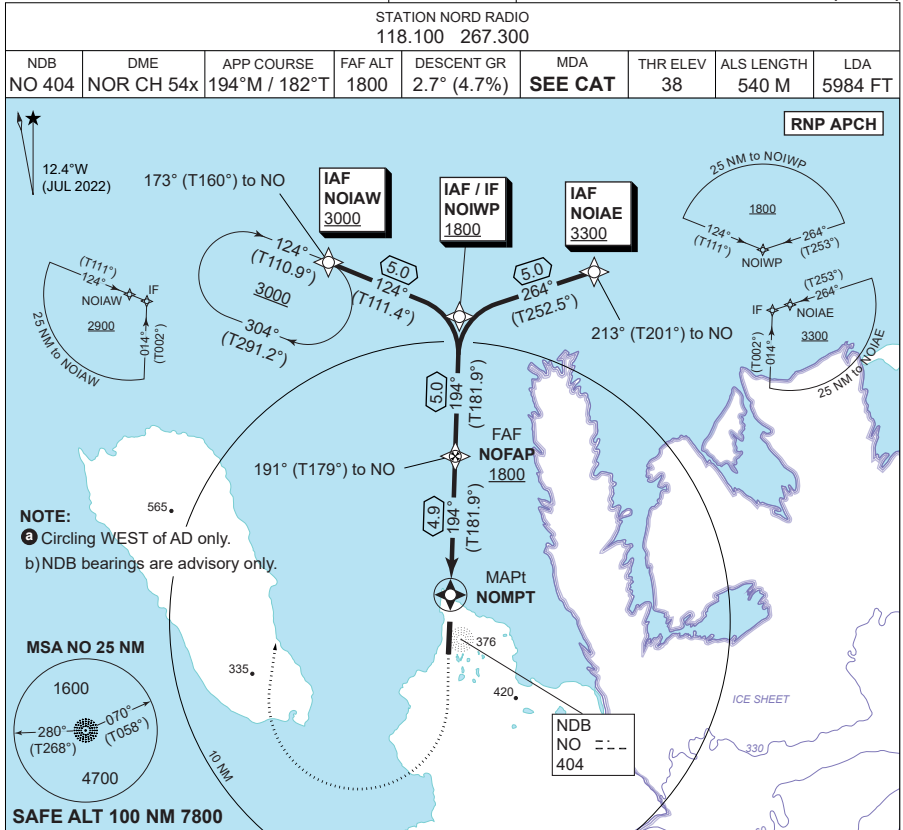
AIR COMMAND DENMARK - MIL-AIM 15 MAY 2025



MIPS
INSTRUMENT APPROACH CHART

AD ELEV 61 FT

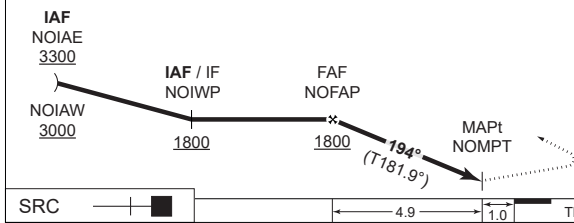
RNP RWY 19
STATION NORD (BGNO)



CDFA 2.7 / 4.7%

| | | | | |
|---------------|------|------|-----|-----|
| Dist to NOMPT | 4 | 3 | 2 | 1 |
| ALT | 1530 | 1240 | 960 | 670 |

TA 1100
TCH 50



MISSED APPROACH
Climb on track 194° (T182°). At 1000 FT turn right and continue climb inbound NOIAW to join the holding at 3000 FT.

| | | | | | |
|------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------|
| SRC | 4.9 | | 1.0 | | THR ELEV 38 |
| CATEGORY | A | B | C | D | |
| LNAV (MACG 5%) | 380 - 1.4 342 (400-1.4) | 380 - 1.4 342 (400-1.4) | 390 - 1.4 352 (400-1.6) | 430 - 1.6 392 (400-1.8) | |
| LNAV (MACG 2.5%) | 390 - 1.4 352 (400-1.6) | 410 - 1.4 372 (400-1.7) | 440 - 1.5 402 (500-1.9) | 460 - 1.6 422 (500-2.0) | |
| CIRCLING ⓐ | 470 - 1.5 409 (500-1.5) | 570 - 1.6 509 (600-1.6) | 840 - 2.4 779 (800-2.4) | 850 - 3.6 789 (800-3.6) | |

RNP RWY 19

81°36.54'N
016°40.63'W
24-5

STATION NORD (BGNO)

CHANGES: PAGE NUMBER: MIPS

AIR COMMAND DENMARK - MIL-AIM 15 MAY 2025



BGNO RNP RWY 19 waypoint coordinates

RWY 19 from NOIAE (Initial LEFT) APPROACH RNP

| | | CODING | | | | | DISPLAY | | | | |
|-------|----------|--------|----|--------|-----|----|---------|----|---------|-----|---------|
| NOIAE | IAF | 81 | 48 | 57.01N | 016 | 04 | 58.70W | 81 | 48.950N | 016 | 04.978W |
| NOIWP | IAF / IF | 81 | 47 | 26.10N | 016 | 38 | 12.78W | 81 | 47.435N | 016 | 38.213W |
| NOFAP | FAF | 81 | 42 | 28.20N | 016 | 39 | 20.70W | 81 | 42.470N | 016 | 39.345W |
| NOMPT | MAPt | 81 | 37 | 33.39N | 016 | 40 | 26.75W | 81 | 37.557N | 016 | 40.446W |
| NOIAW | MAHF | 81 | 49 | 16.62N | 017 | 10 | 39.96W | 81 | 49.277N | 017 | 10.666W |

RWY 19 from NOIAW (Initial RIGHT) APPROACH RNP

| | | CODING | | | | | DISPLAY | | | | |
|-------|----------|--------|----|--------|-----|----|---------|----|---------|-----|---------|
| NOIAW | IAF | 81 | 49 | 16.62N | 017 | 10 | 39.96W | 81 | 49.277N | 017 | 10.666W |
| NOIWP | IAF / IF | 81 | 47 | 26.10N | 016 | 38 | 12.78W | 81 | 47.435N | 016 | 38.213W |
| NOFAP | FAF | 81 | 42 | 28.20N | 016 | 39 | 20.70W | 81 | 42.470N | 016 | 39.345W |
| NOMPT | MAPt | 81 | 37 | 33.39N | 016 | 40 | 26.75W | 81 | 37.557N | 016 | 40.446W |
| NOIAW | MAHF | 81 | 49 | 16.62N | 017 | 10 | 39.96W | 81 | 49.277N | 017 | 10.666W |

Temperature correction table

| | | Published Altitude | HAA | OAT at Station Nord | | | | | | | | | | | |
|-------------------------|-------|-----------------------|------|---------------------|------|------|------|------|------|------|------|------|------|------|------|
| | | | | 0 | -4 | -8 | -12 | -16 | -20 | -24 | -28 | -32 | -36 | -40 | -44 |
| | | | | Corrected altitude* | | | | | | | | | | | |
| FIX | NOIAE | 3300 | 3239 | 3480 | 3540 | 3590 | 3640 | 3700 | 3760 | 3820 | 3880 | 3940 | 4010 | 4080 | 4150 |
| | NOIAW | 3000 | 2939 | 3170 | 3210 | 3260 | 3310 | 3360 | 3410 | 3470 | 3530 | 3580 | 3640 | 3710 | 3770 |
| | NOIWP | 1800 | 1739 | 1900 | 1930 | 1960 | 1990 | 2020 | 2050 | 2080 | 2110 | 2150 | 2180 | 2220 | 2260 |
| Distance to NOMPT | NOFAP | 1800 | 1739 | 1900 | 1930 | 1960 | 1990 | 2020 | 2050 | 2080 | 2110 | 2150 | 2180 | 2220 | 2260 |
| | 4 NM | 1530 | 1469 | 1620 | 1640 | 1660 | 1690 | 1710 | 1740 | 1770 | 1790 | 1820 | 1850 | 1880 | 1920 |
| | 3 NM | 1240 | 1179 | 1310 | 1330 | 1350 | 1370 | 1390 | 1410 | 1430 | 1450 | 1480 | 1500 | 1520 | 1550 |
| | 2 NM | 960 | 899 | 1010 | 1030 | 1040 | 1060 | 1070 | 1090 | 1110 | 1120 | 1140 | 1160 | 1180 | 1200 |
| MDA | 1 NM | 670 | 609 | 710 | 720 | 730 | 740 | 750 | 760 | 770 | 780 | 790 | 810 | 820 | 830 |
| | CAT D | 430 | 369 | 460 | 460 | 470 | 470 | 480 | 490 | 490 | 500 | 510 | 510 | 520 | 530 |
| | CAT C | 390 | 329 | 410 | 420 | 420 | 430 | 430 | 440 | 450 | 450 | 460 | 470 | 470 | 480 |
| | CAT B | 380 | 319 | 400 | 410 | 410 | 420 | 420 | 430 | 430 | 440 | 450 | 450 | 460 | 470 |
| Circling | CAT A | 380 | 319 | 400 | 410 | 410 | 420 | 420 | 430 | 430 | 440 | 450 | 450 | 460 | 470 |
| | CAT D | 850 | 789 | 900 | 910 | 920 | 940 | 950 | 960 | 980 | 990 | 1010 | 1020 | 1040 | 1060 |
| | CAT C | 840 | 779 | 890 | 900 | 910 | 930 | 940 | 950 | 970 | 980 | 1000 | 1010 | 1030 | 1050 |
| | CAT B | 570 | 509 | 600 | 610 | 620 | 630 | 640 | 650 | 650 | 660 | 670 | 680 | 700 | 710 |
| | CAT A | 470 | 409 | 500 | 500 | 510 | 520 | 520 | 530 | 540 | 550 | 550 | 560 | 570 | 580 |

*) Rounded up to the nearest 10 ft

CHANGES: PAGE NUMBER.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

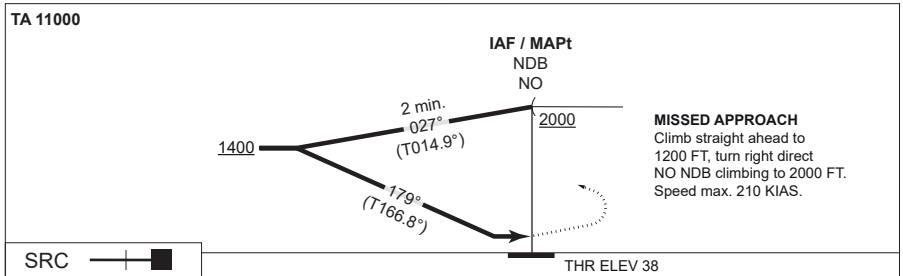
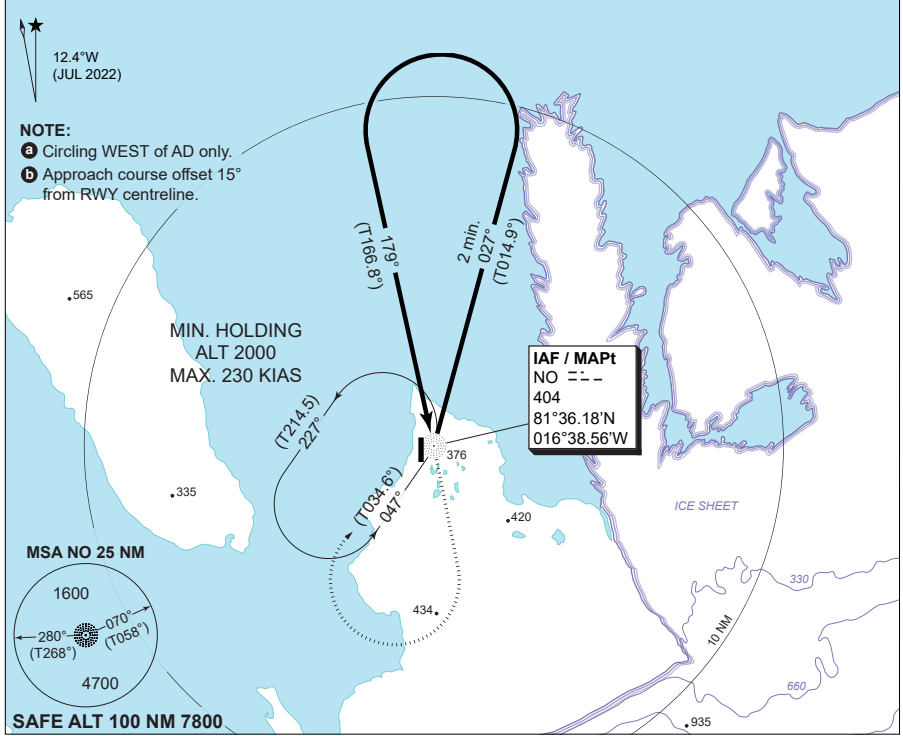


MIPS
INSTRUMENT APPROACH CHART

NDB RWY 19
STATION NORD (BGNO)

AD ELEV 61
STATION NORD RADIO
118.100 267.300

| | | | | | | | |
|---------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|---------------------|----------------|
| NDB NO 404 | APP COURSE 179° (T167°) b | FAF ALT NO FAF | DESCENT GR N/A | MDA 680 | THR ELEV 38 FT | ALS LENGTH 540 M | LDA 5984 FT |
|---------------|-------------------------------------|-------------------|-------------------|-------------------|-------------------|---------------------|----------------|



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

NDB RWY 19 81°36.54'N 016°40.63'W **STATION NORD (BGNO)**

24-7



CHANGES: PAGE NUMBER.

AIR COMMAND DENMARK - MIL-AIM 15 MAY 2025

KANGERLUSSUAQ (BGSF)

OPS INFO

HPMA LOC W RWY 09

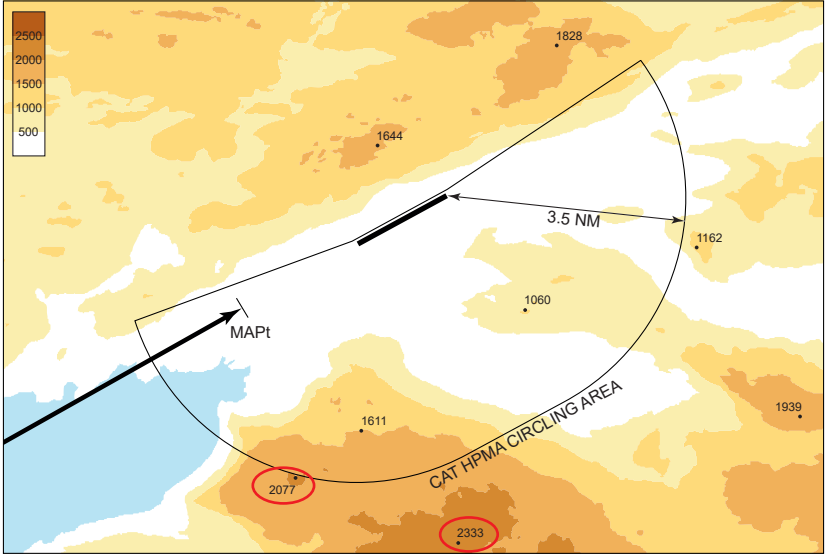


KANGERLUSSUAQ OPERATIONS

HPMA CIRCLING AREA

Circling is to the south of the AD only.

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



RWY 09

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

CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL - AIM 25 DEC 2025



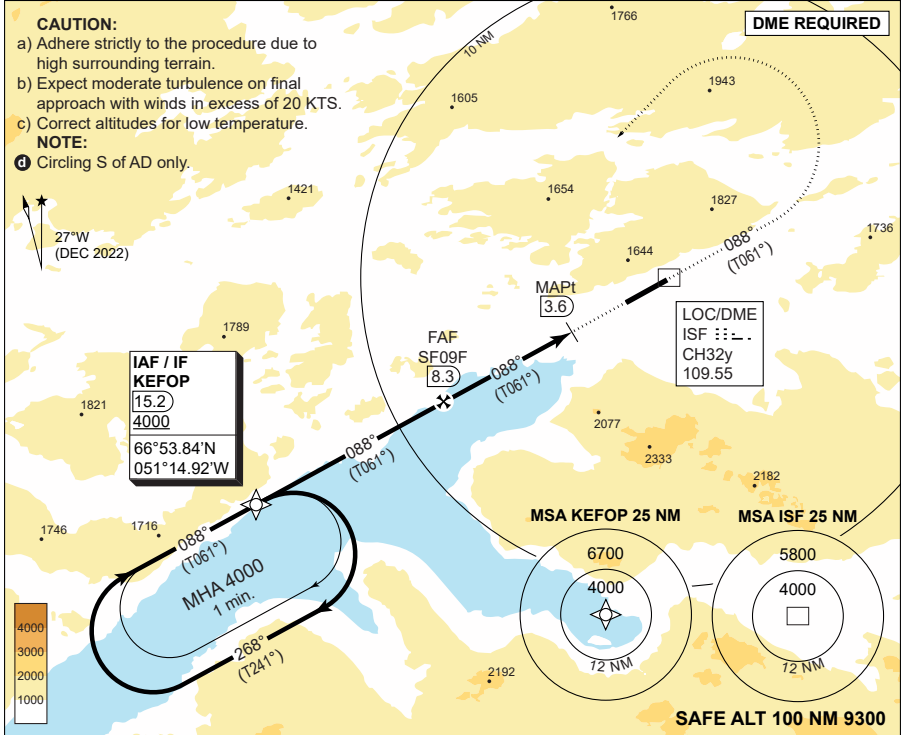
MIPS
INSTRUMENT APPROACH CHART

HPMA LOC W RWY 09
KANGERLUSSUAQ (BGSF)

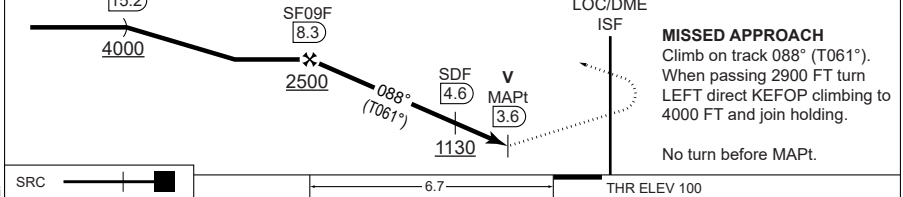
AD ELEV 165

| | | | | | | | |
|---------------------------------|--|--|--|------------------------------|--|--|--|
| SØNDERSTRØM APPROACH 126.200 | | | | SØNDERSTRØM TOWER 118.300 | | | |
|---------------------------------|--|--|--|------------------------------|--|--|--|

| | | | | | | | |
|-----------------------|----------------------------|-----------------|---------------------------|-------------------|--------------------|---------------------|----------------|
| LOC/DME ISF 109.55 | APP COURSE 088° (T061°) | FAF ALT 2500 | DESCENT GR 3.3° (5.8%) | MDA 850 | THR ELEV 100 FT | ALS LENGTH 671 M | LDA 9219 FT |
|-----------------------|----------------------------|-----------------|---------------------------|-------------------|--------------------|---------------------|----------------|



| | | | | | |
|---------|---------------------------------|-----------------------------|------------|--------------------------|----------------|
| TA 7000 | IAF/IF KEFOP 15.2 4000 | FAF SF09F 8.3 2500 | SDF 4.6 | V MAPt 3.6 1130 | LOC/DME ISF |
|---------|---------------------------------|-----------------------------|------------|--------------------------|----------------|



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

HPMA LOC W RWY 09 67°01.02'N
050°41.36'W
25-2 **KANGERLUSSUAQ (BGSF)**



CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIN 25 DEC 2025

RDAF FLIP

Publication dates and editorial deadlines 2026

Publication date: **12**

Editorial deadline: **25**

| JAN | FEB | MAR | APR | MAJ | JUN | JUL | AUG | SEP | OKT | NOV | DEC |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 |
| 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 |
| 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 |
| 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 |
| 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 |
| 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 |
| 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 |
| 29 | | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| 30 | | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| 31 | | 31 | | 31 | | 31 | 31 | | 31 | | 31 |



INSTRUMENT DEPARTURE OR APPROACH PROCEDURE CHARTS RATE OF CLIMB OR DESCENT TABLE (FEET PR MINUTE)

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

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

