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 11 JUN 2026
TO 05 AUG 2026

Published by
AIR COMMAND - MIL AIM
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INDEX OF AERODROMES

LEGEND

MISCELLANEOUS

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INDEX OF AERODROME CHARTS AND PROCEDURES

INDEX OF AERODROME CHARTS AND PROCEDURES

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

Wind turbine - unlit
Group of wind turbines - unlit

Wind turbine - lit
Group of wind turbines - lit

Line of wind turbines - lit

Wind farm - lit

Replaces  where obstacles are in fact wind turbines.

Exceptionally high obstacle - lit

Replaces  where an obstacle is 1000 ft AMSL or more)

Highest obstacle within the Plan View Area

Para drop zone

Cities, towns, villages

Air traffic services Reporting Office (ARO)

Water aerodrome

ATS Service Boundary

Limit of manoeuvring area

Intermediate holding position

VOR

DME

VOR/DME

TACAN

VORTAC

NDB

VFR Reporting Point / Intersection
On Request Fly-By

VFR Reporting Point / Intersection
Compulsory Fly-By

VFR Reporting Point / Intersection
On Request Fly-Over

VFR Reporting Point / Intersection
Compulsory Fly-Over

Waypoint On Request Fly-By

Waypoint Compulsory Fly-By

Waypoint On Request Fly-Over

Waypoint Compulsory Fly-Over

5 DME Mileage

Procedural Track

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

R-270 Radial

LR-270 Lead Radial

1100 1100 Mandatory Level / Recommended Level

1100 1100 Minimum Level / Maximum Level

Spot Elevation

Obstruction (unlighted)
Group of Obstructions (unlighted)

Obstruction (lighted)
Group of Obstructions (lighted)

HIRTA (no obstruction)

HIRTA (with obstruction unlighted)

HIRTA (with obstruction lighted)

HIRTA
High intensity radio transmission area

Power Transmission Line

MSA FIX 25 NM

6100
305°
085°
5700

Minimum Sector Altitude (MSA)
25NM radius

Identification of Radio Navigational Facility

Sector Boundary

Minimum sector Altitude (MSA)

ED-P3
5000 ft MSL
GND

Danger Area (ED-D)
Restricted Area (ED-R)
Prohibited Area (ED-P)

0°
(2005)
1°E
(2005)

Variation

International Border

FIR

Control Zone (CTR)

Not to Scale

000.000x Frequency available on request

ATIS* Control Tower or ATIS operates non-continuously

ARP

27 Distance

HG 1
3600
4500
HG 2

Night Low Flying System
(Route Segment)

Waypoint Designator

Enroute Flight Altitude in ft MSL

Emergency Enroute Flight Altitude in ft MSL

IAF Initial Approach Fix

Missed Approach

CHANGES: NEW PAGE.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

Procedure Turn

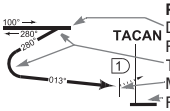
Final Approach Fix (FAF)
(Non precision approaches)

Visual Descent Point (VDP)

Transition Route

Supplementary Route

Profile



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

270° to
Final Approach Course from IAF to main Radio NavAid or ARP

Standard Holding Pattern

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

GS 3.0°
TCH 35
Glide Slope in Degrees
Threshold Crossing Height

1100
Glide Slope Intercept Altitude


Front Course


Back Course


Glide Slope


MM


OM

General symbol for radio facilities

Radar reflector


VASIS / PAPI


Displaced Threshold


INS Position

Closed runway or taxiway
TWY


Uni-directional / Bi-directional Cable
The cables are displayed with regard to the direction of their arresting capabilities (uni-/bi-directional) irrespective of flight operational restrictions.

Net

Taxiway designation


ABN

Helicopter Landing Area

Supervision office


Wind sock (unlighted, lighted)


RWY (hard surface)


RWY (unpaved surface)


RWY (unpaved surface) with unpaved surface beyond RWY extremities


RWY (hard surface) with hard surface beyond RWY extremities


RWY (hard surface) with unpaved surface beyond RWY extremities

TWY or apron (hard surface)


Building

APPROACH LIGHTING SYSTEM


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


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

Crossbar

No ALS

Type of ALS unknown

Example

Example

AALBORG (EKYT)

AERODROME CHART

ILS or LOC RWY 08L

ILS or LOC 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)

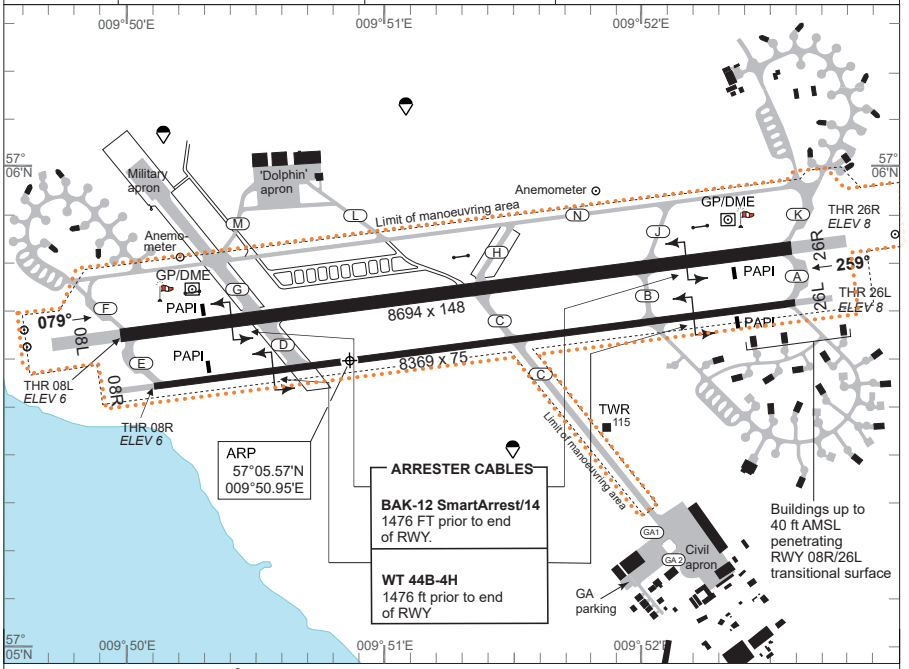
RNP RWY 26R

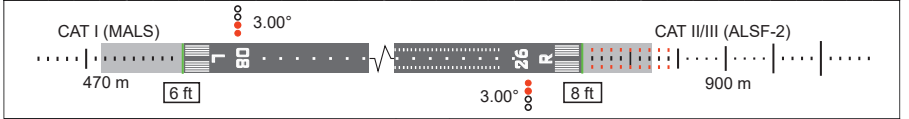
RNP RWY 08L

WP LIST RWY 26R

WP LIST RWY 08L

AALBORG ATIS	AALBORG TOWER	AALBORG APPROACH	AD Admin and FPL:	+45 728 46310
120.480	353.525 118.305	362.450 123.980	Email:	woc@atwaal.dk
AD Elev 8	ARP 57°05.57'N 009°50.95'E	VAR 4°E (JAN 2023)		





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

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

Use of TWY N is only permitted for aircraft size up to and including C-130. Larger size aircraft will need specific clearance from Current OPS before using TWY N.

Standard Instrument Departures (SID) have not been established.

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

MIPS **CIRCLING MINIMA (NORTH of aerodrome only)**

A	B	C	D	E
510 -1.5 502 (600-1.5)	510 -1.6 502 (600-1.6)	690 -2.4 682 (700-2.4)	750 -3.6 742 (800-3.6)	840 -3.6 832 (900-3.6)

CHANGES: LIMIT OF MANOEUVRING AREA SHOWN. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS

INSTRUMENT APPROACH CHART

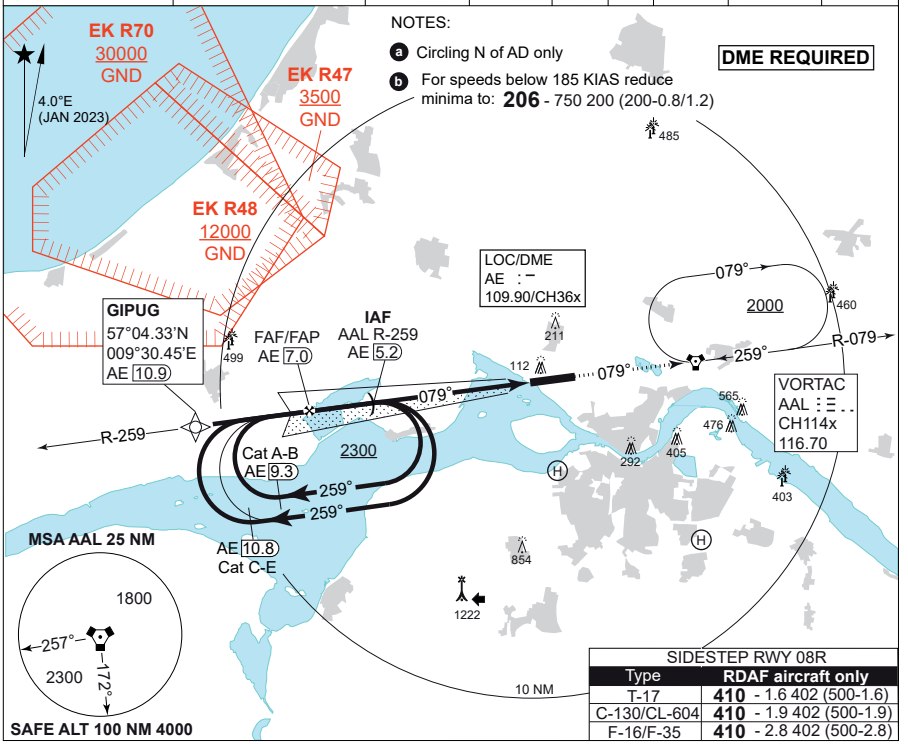
AD ELEV 8

ILS or LOC RWY 08L

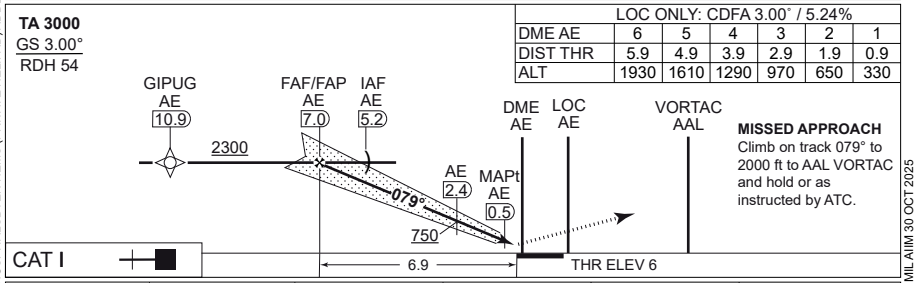
AALBORG (EKYT)

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

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



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



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)

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

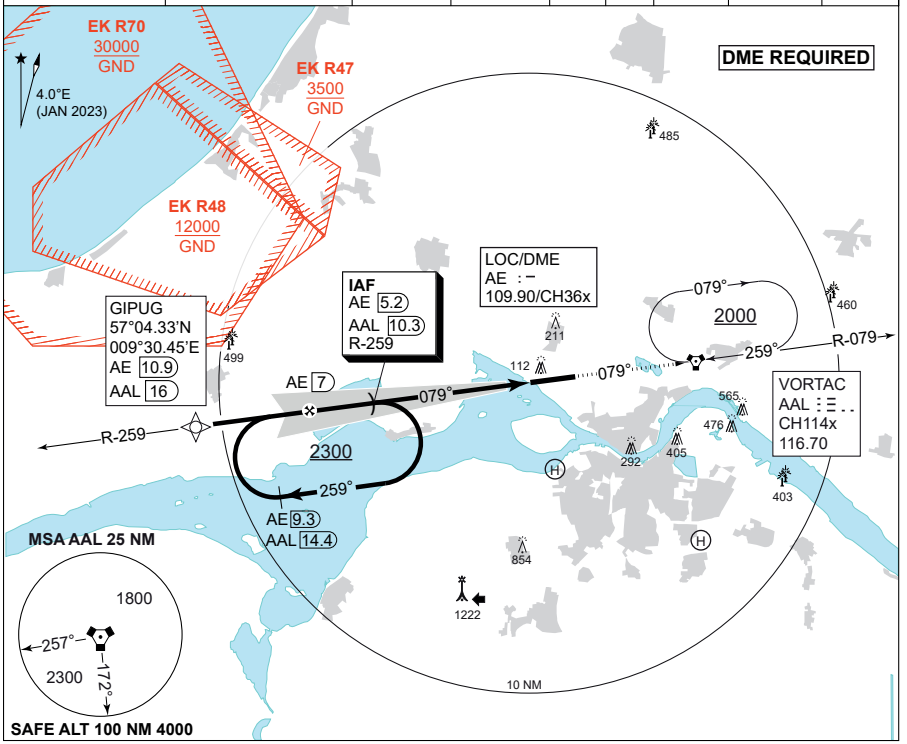
AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

MIPS

INSTRUMENT APPROACH CHART | AD ELEV 8 | **COPTER ILS or LOC RWY 08L** **AALBORG (EKYT)**

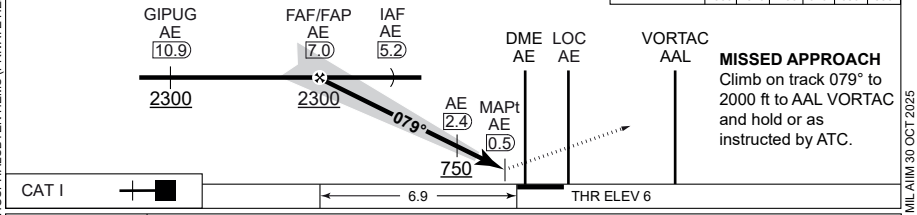
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

LOC/DME	VORTAC	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
AE 109.90/CH 36x	AAL CH114x/116.700	079°	2300 FT	3.00°	**206**	06	470 M	8694 FT



TA 3000
GS 3.00°
RDH 54

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

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

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

MIPS

INSTRUMENT APPROACH CHART

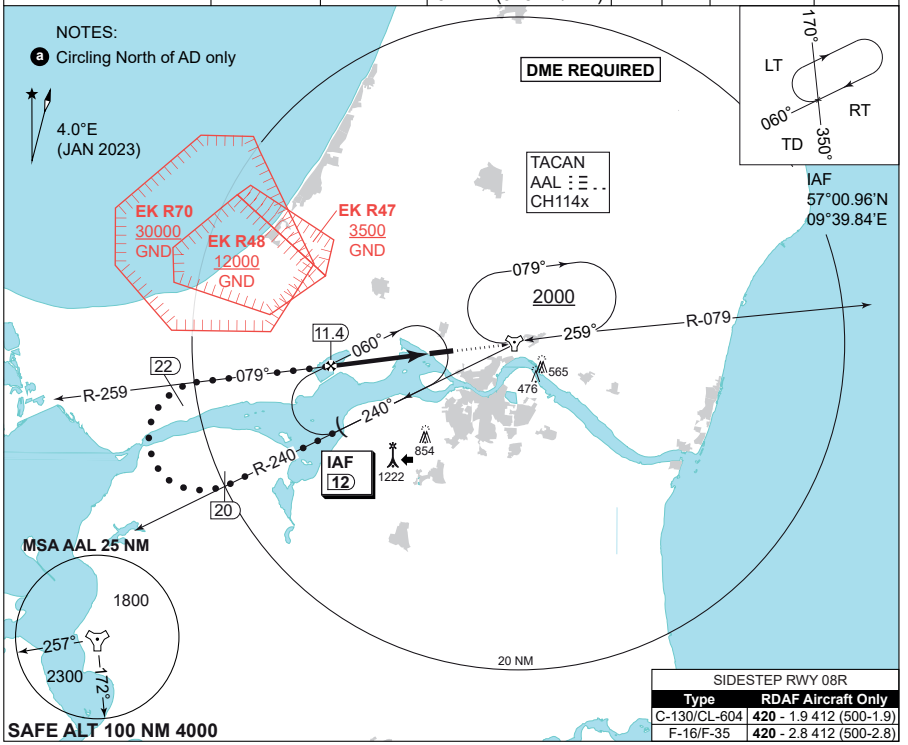
AD ELEV 8

HPMA TACAN RWY 08L

AALBORG (EKYT)

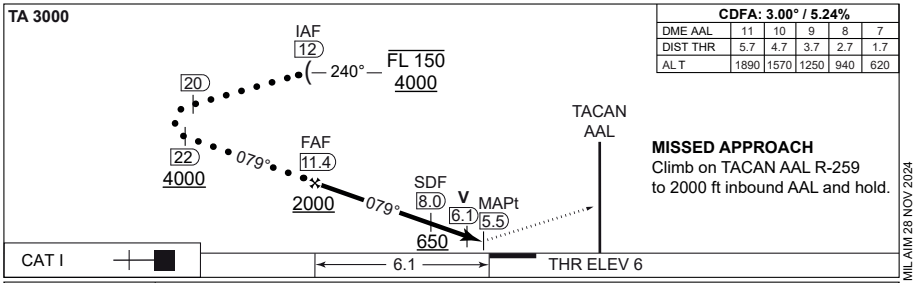
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR	ALS LENGTH	LDA
AAL CH 114X	079°	2000 FT	5.24% (318 FT/NM)	**340**	6	470 M	8694 FT



SIDESTEP RWY 08R

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



CDFA: 3.00° / 5.24%					
DME AAL	11	10	9	8	7
DIST THR	5.7	4.7	3.7	2.7	1.7
ALT	1890	1570	1250	940	620

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

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

CHANGES: VORTAC CHANGED TO TACAN WITHOUT FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

HPMA TACAN RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS

INSTRUMENT APPROACH CHART

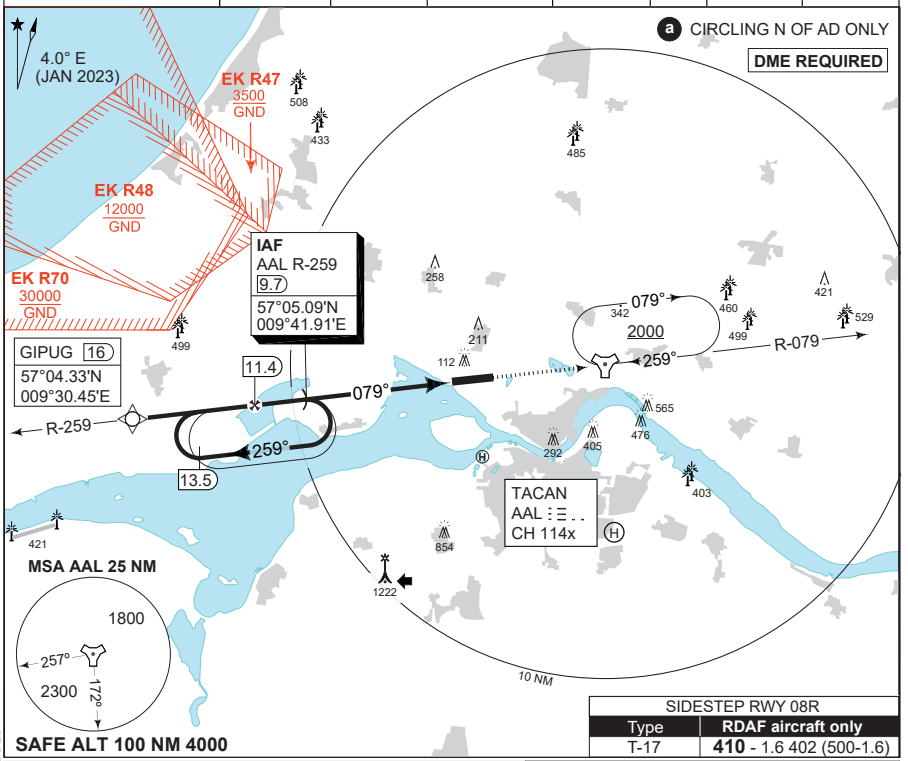
AD ELEV 8

TACAN RWY 08L (CAT A-B)

AALBORG (EKYT)

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

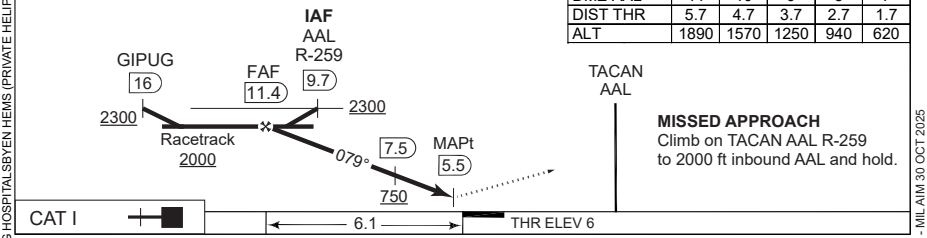
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS length	LDA
AAL CH 114x	079°	2000 FT	318 FT/NM	**340**	6	470 M	8694 FT



SIDESTEP RWY 08R	
Type	**RDAF aircraft only**
T-17	**410** - 1.6 402 (500-1.6)

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



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

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

CHANGES: NEW AALBORG HOSPITALSBYEN HEMS (PRIVATE HELIPAD) ADDED

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

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

MIPS

INSTRUMENT APPROACH CHART

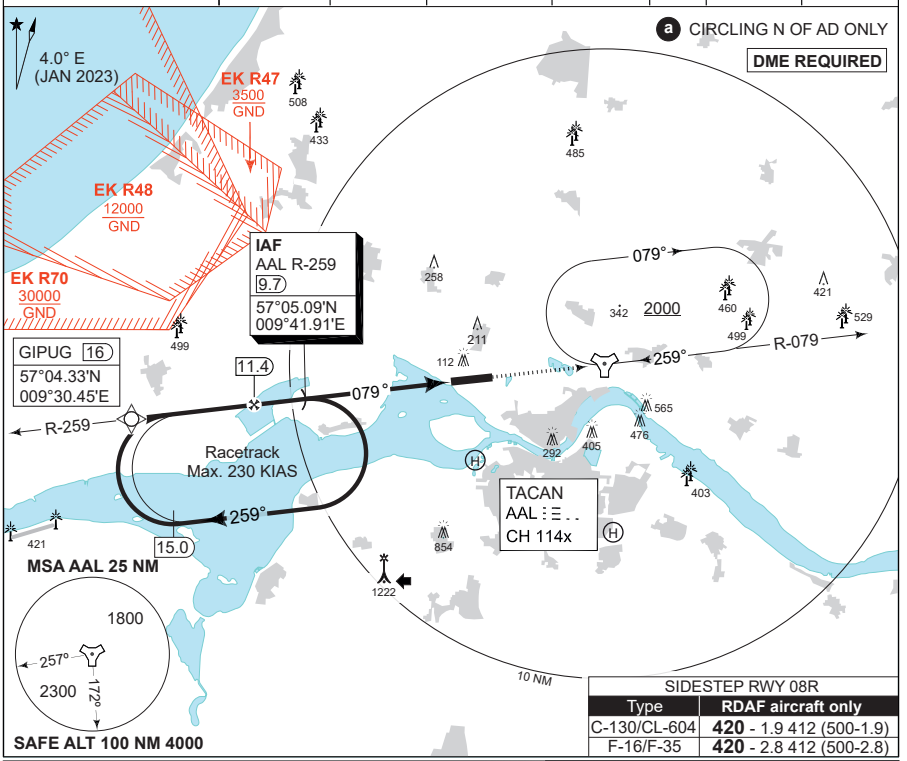
AD ELEV 8

TACAN RWY 08L (CAT C-E)

AALBORG (EKYT)

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

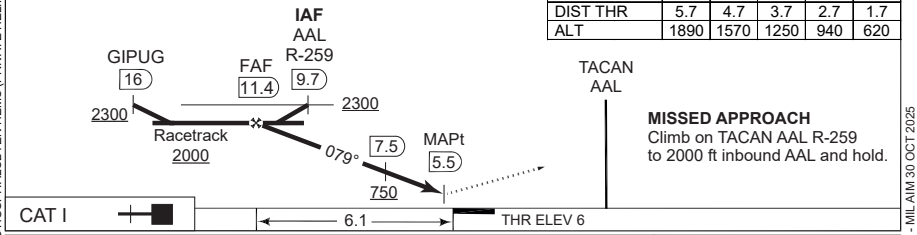
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS length	LDA
AAL CH 114x	079°	2000 FT	318 FT/NM	**340**	6	470 M	8694 FT



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

TA 3000

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



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

MIPS

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

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

TACAN RWY 08L (CAT C-E) **AALBORG (EKYT)**

57°05.57'N
009°50.95'E

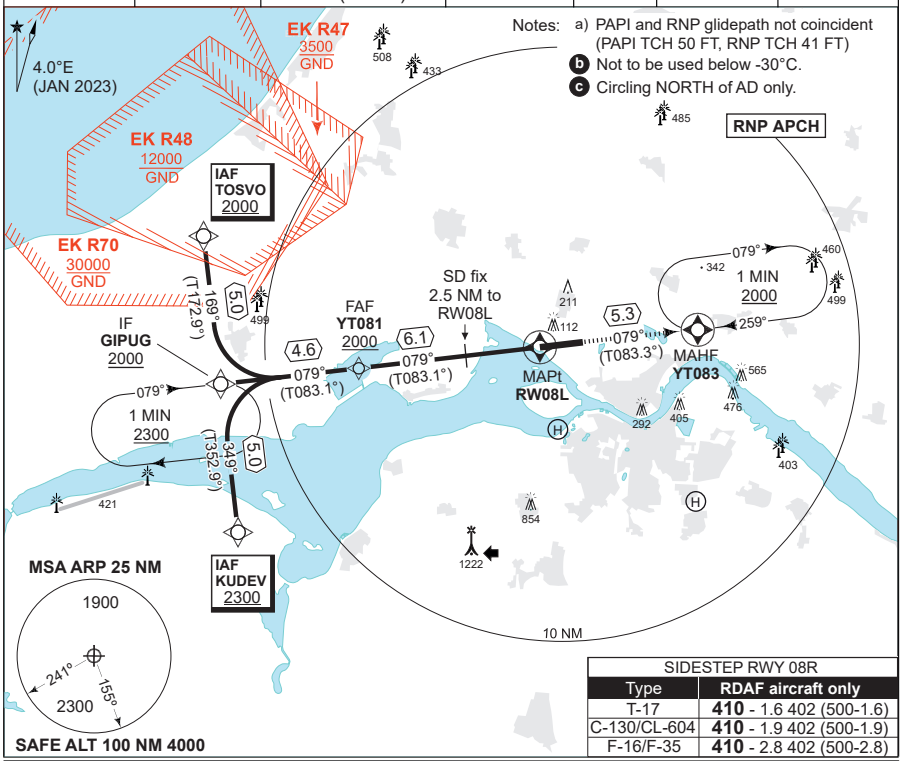
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

RNP RWY 08L
AALBORG (EKYT)

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

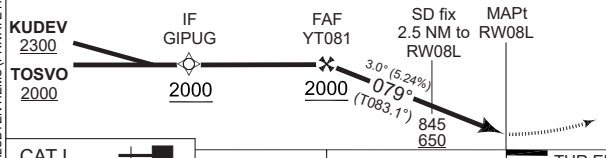
APP COURSE	FAF ALT	Descent GR	MINIMA	THR	ALS length	LDA
079°	2000 FT	3.0° (5.24%)	**See CAT**	6	470 M	8694 FT



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

TA 3000
GS 3.0°
TCH 41

CDFA 3.0° / 5.24%						
DIST TO RW08L	6	5	4	3	2	1
NOM. ALTITUDE	1960	1650	1330	1010	690	370



MISSED APPROACH
Climb on track to overfly YT083 and hold at 2000 ft.

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)

MIPS

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

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

RNP RWY 08L **AALBORG (EKYT)**

57°05.57'N
009°50.95'E

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

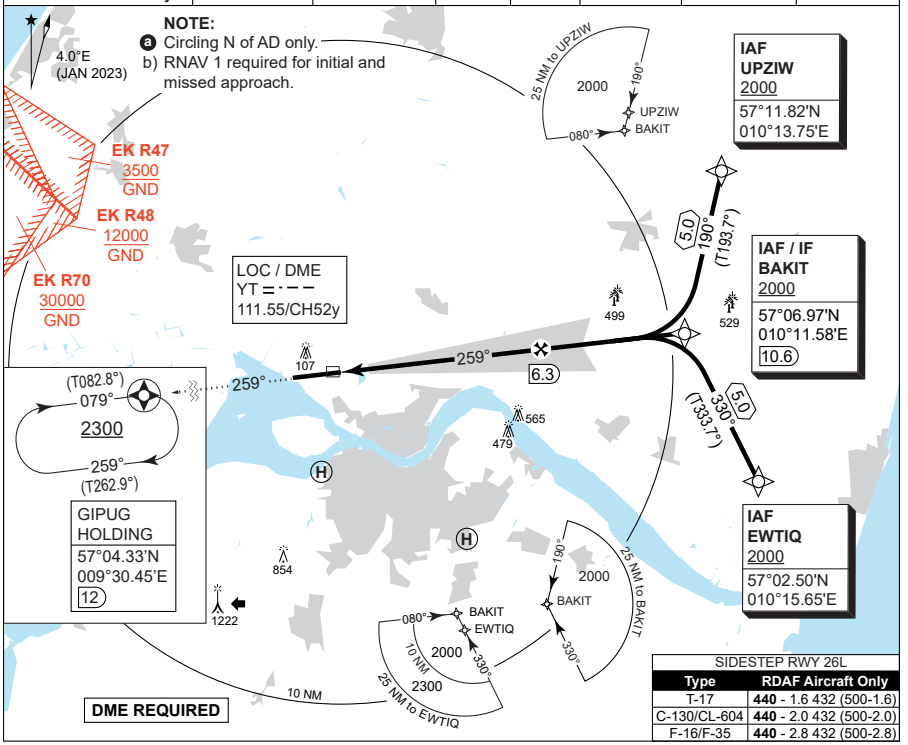
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

ILS or LOC RWY 26R
AALBORG (EKYT)

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

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

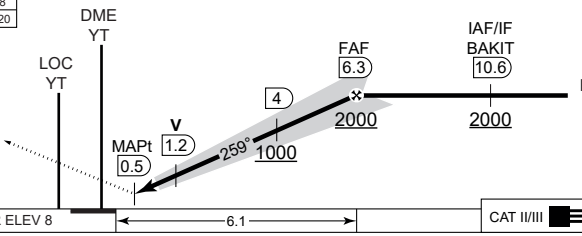


SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
T-17	**440** - 1.6 432 (500-1.6)
C-130/CL-604	**440** - 2.0 432 (500-2.0)
F-16/F-35	**440** - 2.8 432 (500-2.8)

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

TA 3000
GS 3.00°
RDH 51

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



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)

MIPS

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

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

ILS or LOC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS

INSTRUMENT APPROACH CHART

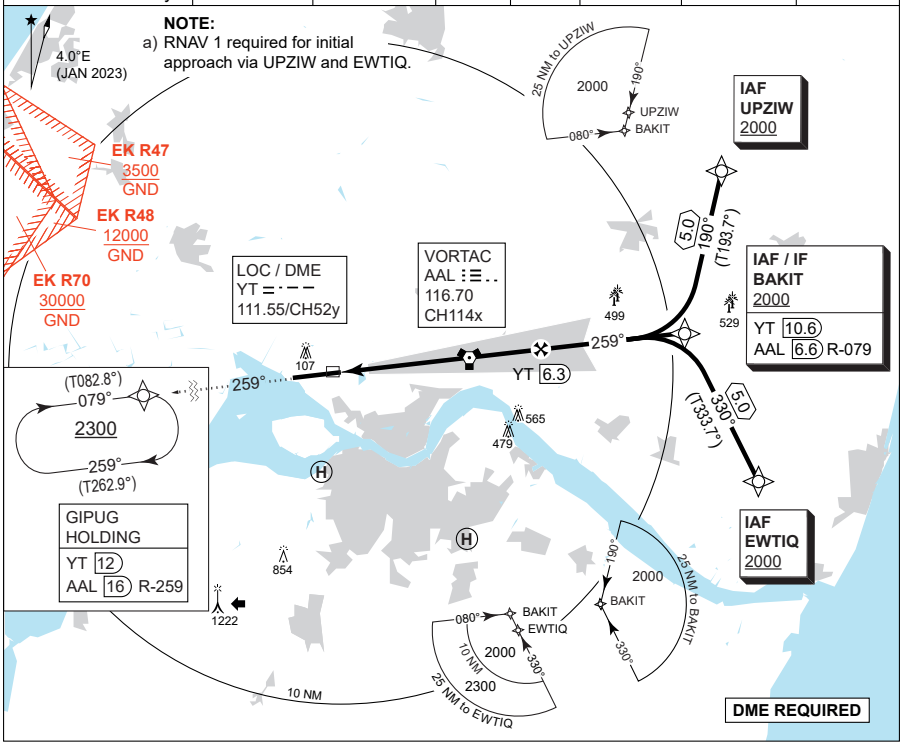
AD ELEV 8

COPTER ILS or LOC RWY 26R

AALBORG (EKYT)

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

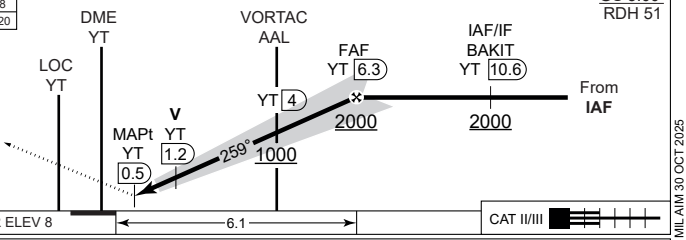
LOC/DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
YT 111.55/CH 52y	259°	2000 FT	3.00°	**208**	8	900 M	8694 FT



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

TA 3000
GS 3.00°
RDH 51

MISSED APPROACH:
Climb straight ahead to GIPUG (AAL R-259) and join the holding at 2300 FT.



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)

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

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

COPTER ILS or LOC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS

INSTRUMENT APPROACH CHART

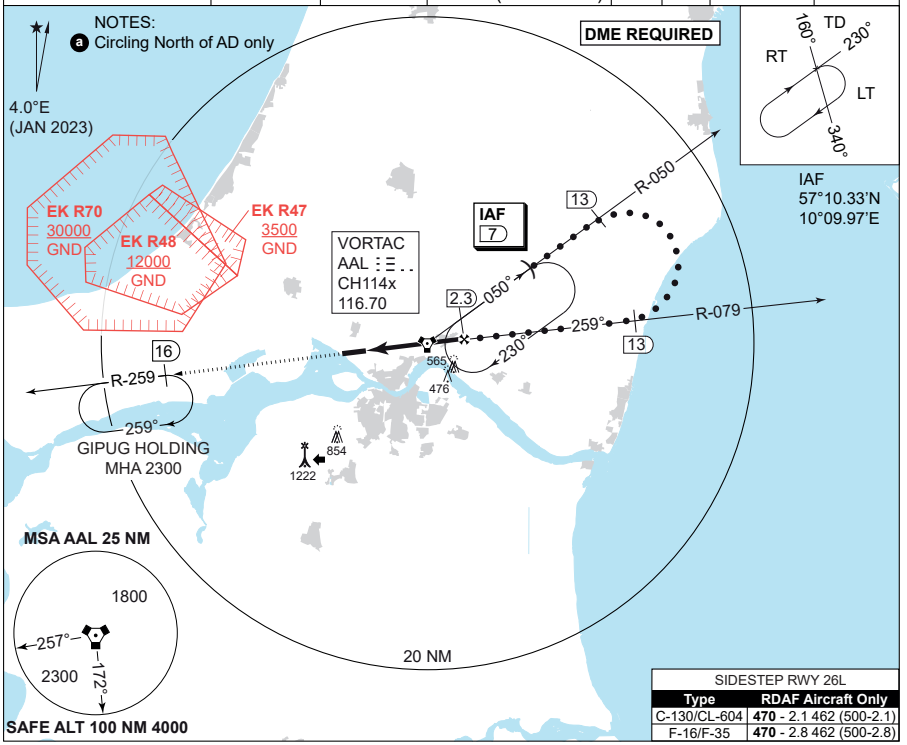
AD ELEV 8

HPMA VORTAC RWY 26R

AALBORG (EKYT)

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

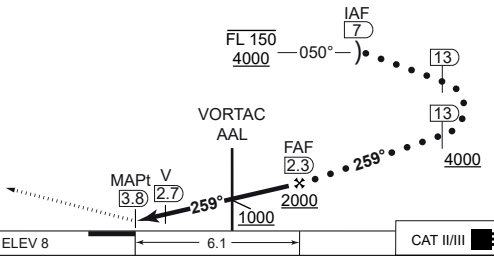
VORTAC	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR	ALS LENGTH	LDA
AAL 116.70/CH 114X	259°	2000 FT	5.24% (318 FT/NM)	**420**	8	900 M	8694 FT



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

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

TA 3000



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

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

CHANGES: PROCEDURE CHANGED FROM TERPS TO HPMA CRITERIA

MIPS

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

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

57°05.57'N
009°50.95'E

MIPS

INSTRUMENT APPROACH CHART

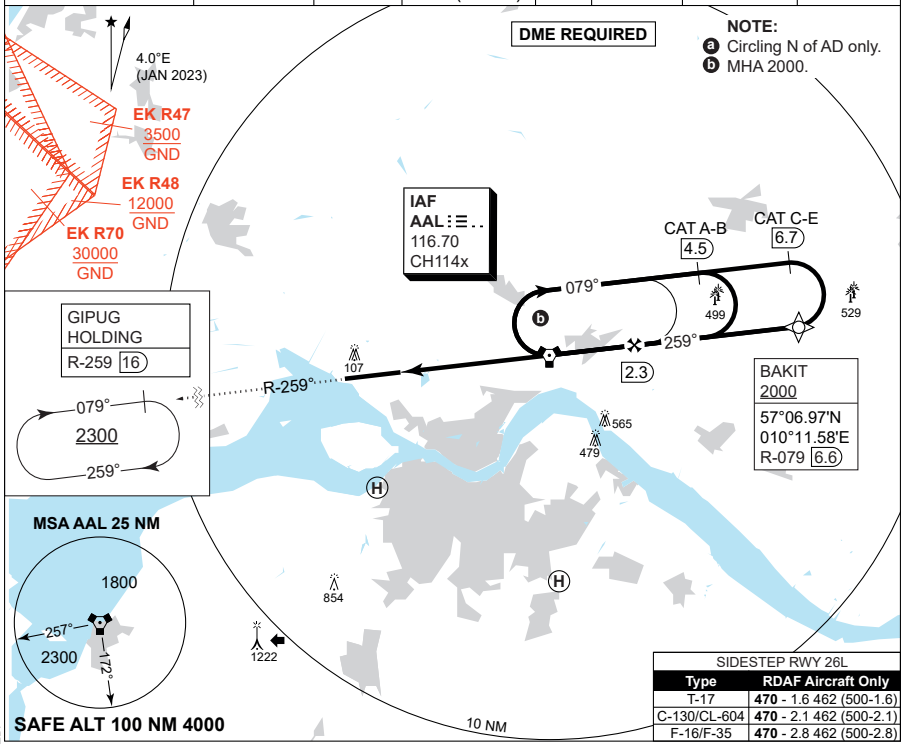
AD ELEV 8

VORTAC RWY 26R

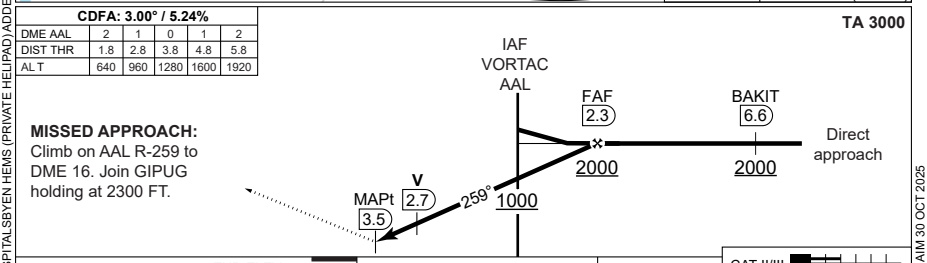
AALBORG (EKYT)

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

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



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



MIPS	CATEGORY	A	B	C	D	E
	VORTAC 26R	**420** - 1200 412 (500-1.2/1.9)				
	CIRCLING a	**510** -1.5 502 (600-1.5)	**510** -1.6 502 (600-1.6)	**690** -2.4 682 (700-2.4)	**750** -3.6 742 (800-3.6)	**840** -3.6 832 (900-3.6)

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

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

VORTAC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS

INSTRUMENT APPROACH CHART

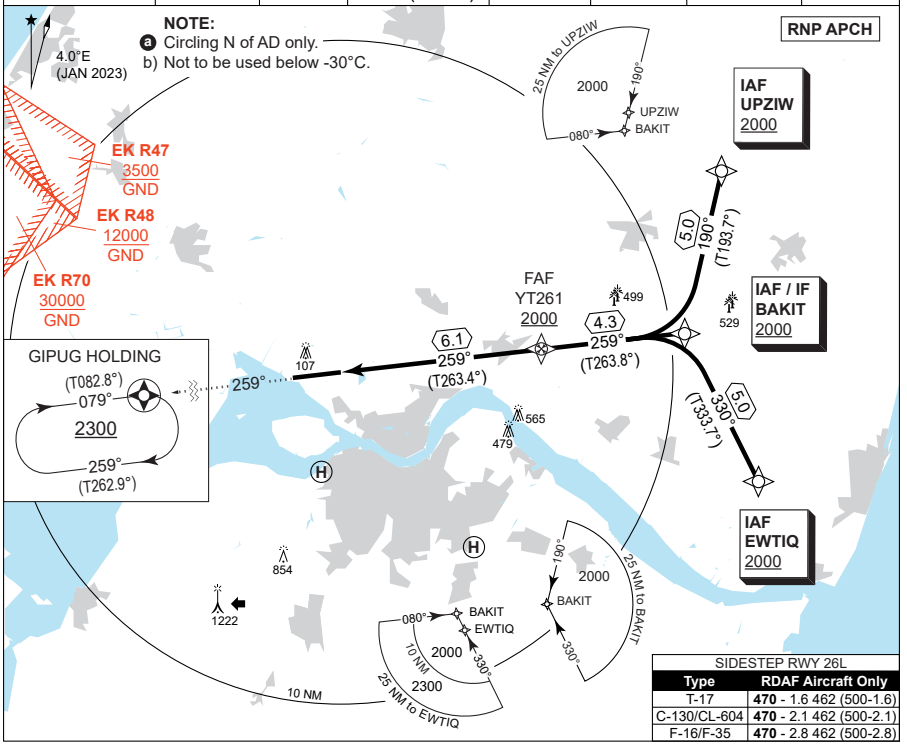
AD ELEV 8

RNP RWY 26R

AALBORG (EKYT)

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

EGNOS CHANNEL	APP COURSE	FAF ALT	DESCENT GR	DA	THR ELEV	ALS LENGTH	LDA
95396 / E26A	259°	2000 FT	3.00° (5.24%)	**See CAT**	8	900 M	8694 FT

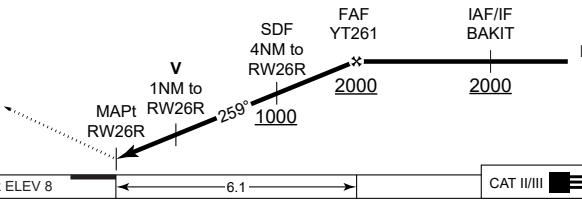


SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
T-17	**470** - 1.6 462 (500-1.6)
C-130/CL-604	**470** - 2.1 462 (500-2.1)
F-16/F-35	**470** - 2.8 462 (500-2.8)

CDFA: 3.00° / 5.24%					
DIST THR	2	3	4	5	6
AL T	700	1020	1330	1650	1970

TA 3000
GS 3.00°
RDH 51

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



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

MIPS

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

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

RNP RWY 26R **AALBORG (EKYT)**

57°05.57'N
009°50.95'E

EKYT RNP RWY 26R waypoint coordinates:

RWY 26R from EWTIQ (Initial LEFT) APPROACH RNP

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

RWY 26R from UPZIW (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 26R

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

AARHUS (EKAH)

AERODROME CHART

ILS or LOC RWY 10R

NDB RWY 10R

RNP RWY 10R

WP LIST RWY 10R

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

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

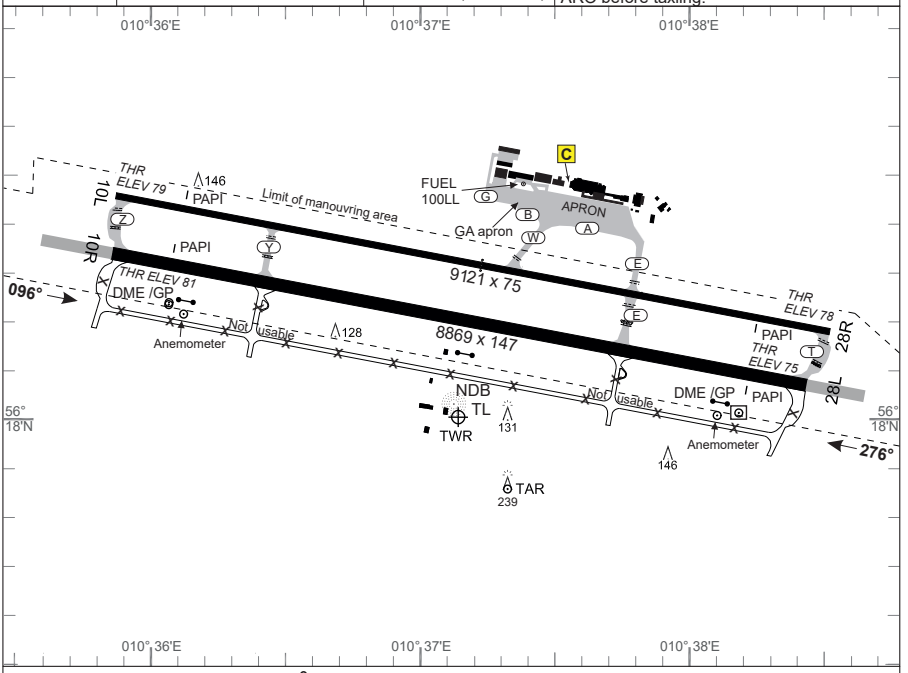
NDB RWY 28L (CAT A-B)

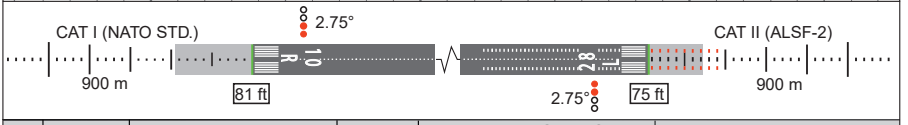
NDB RWY 28L (CAT C-E)

RNP RWY 28L

WP LIST RWY 28L

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





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

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

CHANGES: ATIS FREQ. CHG.

MIPS **CIRCLING MINIMA**

A	B	C	D	E
570 -1.5 488 (500-1.5)	**680** -1.6 598 (600-1.6)	**1060** -2.4 978 (1000-2.4)	**1180** -3.6 1098 (1100-3.6)	**1180** -3.6 1098 (1100-3.6)

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

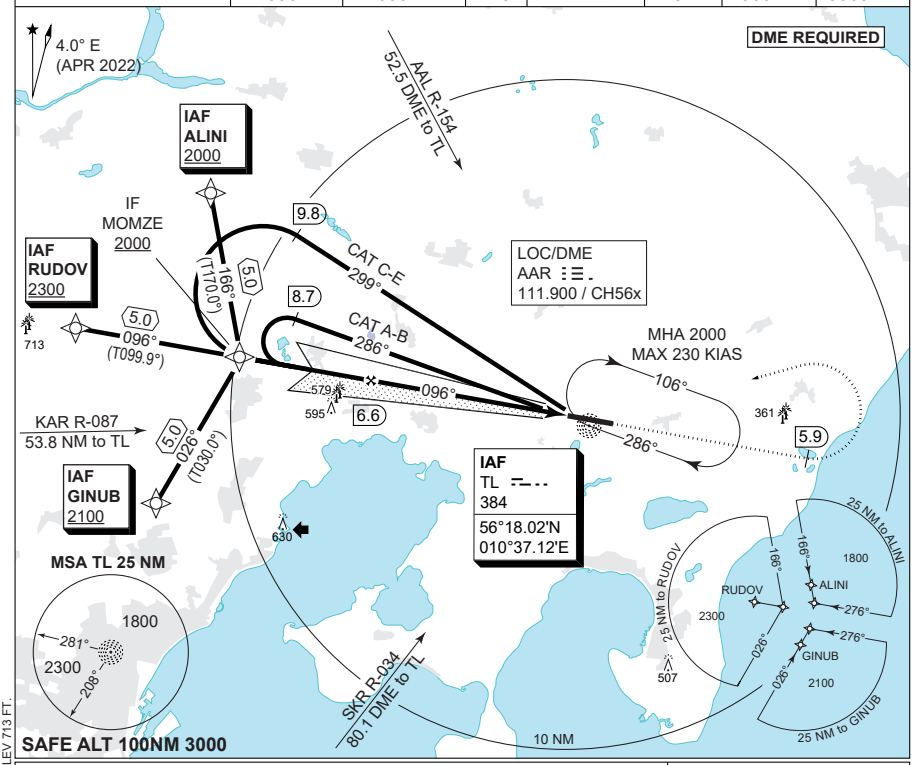
MIPS
INSTRUMENT APPROACH CHART

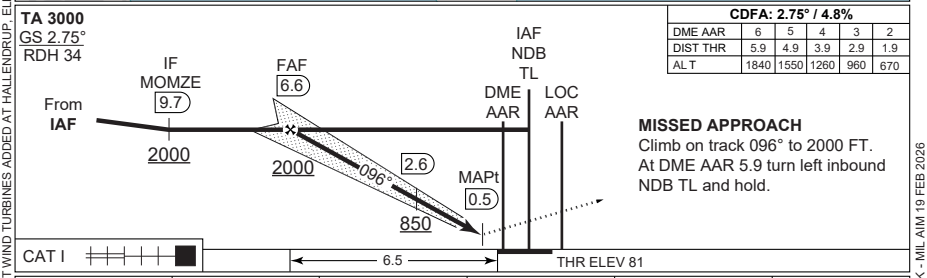
AD ELEV 82

ILS or LOC RWY 10R
AARHUS (EKAH)

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

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





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

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

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

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

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

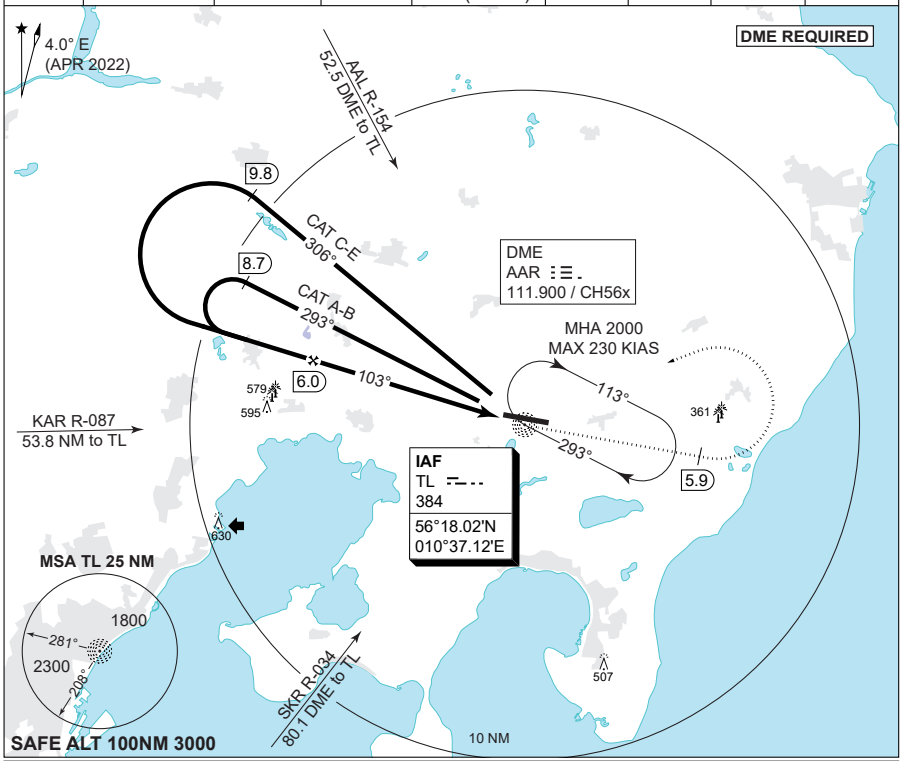
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 82

NDB RWY 10R
AARHUS (EKAH)

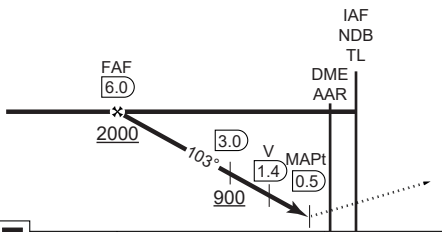
COPENHAGEN CONTROL	AARHUS ATIS	AARHUS APPROACH	AARHUS TOWER
313.425 123.725	125.155	119.280	118.530

NDB	DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS	LDA
TL 384	AAR CH 56x	103°	2000 FT	3.0° (5.24%)	**590**	81	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
AL T	2000	1680	1360	1050	730



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

CAT I

5.9

THR ELEV 81

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)

CHANGES: ATIS FREQ. CHG.

MIPS

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 82

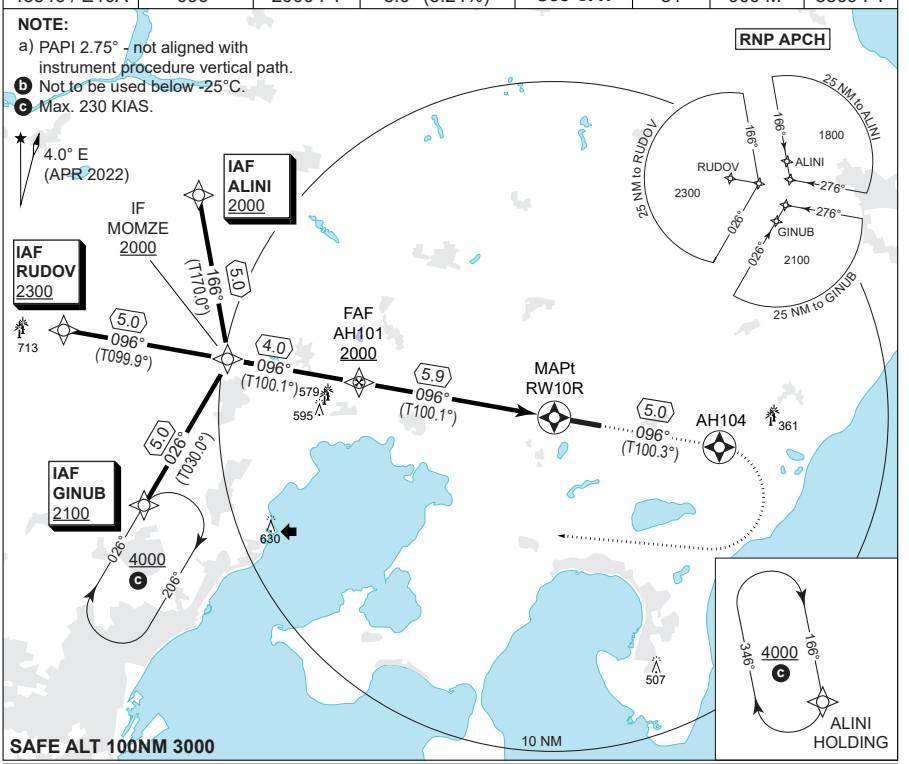
RNP RWY 10R
AARHUS (EKAH)

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

EGNOS CHANNEL	APP COURSE	FAF ALT	DESCENT GR	MINIMA	THR ELEV	ALS	LDA
45346 / E10A	096°	2000 FT	3.0° (5.24%)	**See CAT**	81	900 M	8869 FT

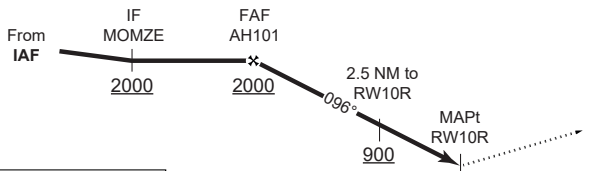
NOTE:
a) PAPI 2.75° - not aligned with instrument procedure vertical path.
b Not to be used below -25°C.
c Max. 230 KIAS.

RNP APCH



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



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

CAT I — 5.9 — THR ELEV 81

CATEGORY	A	B	C	D	E
MIPS S-LPV	**331** - 600 250 (300-0.8/1.3)				
MIPS 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)
MIPS S-LNAV	**480** - 1100 398 (400-1.1/1.8)				
MIPS CIRCLING	**570** - 1.5 488 (500-1.5)	**680** - 1.6 598 (600-1.6)	**1060** - 2.4 978 (1000-2.4)	**1180** - 3.6 1098 (1100-3.6)	**1180** - 3.6 1098 (1100-3.6)

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

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

RNP RWY 10R

56°18.00'N
010°37.14'E

AARHUS (EKAH)

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.

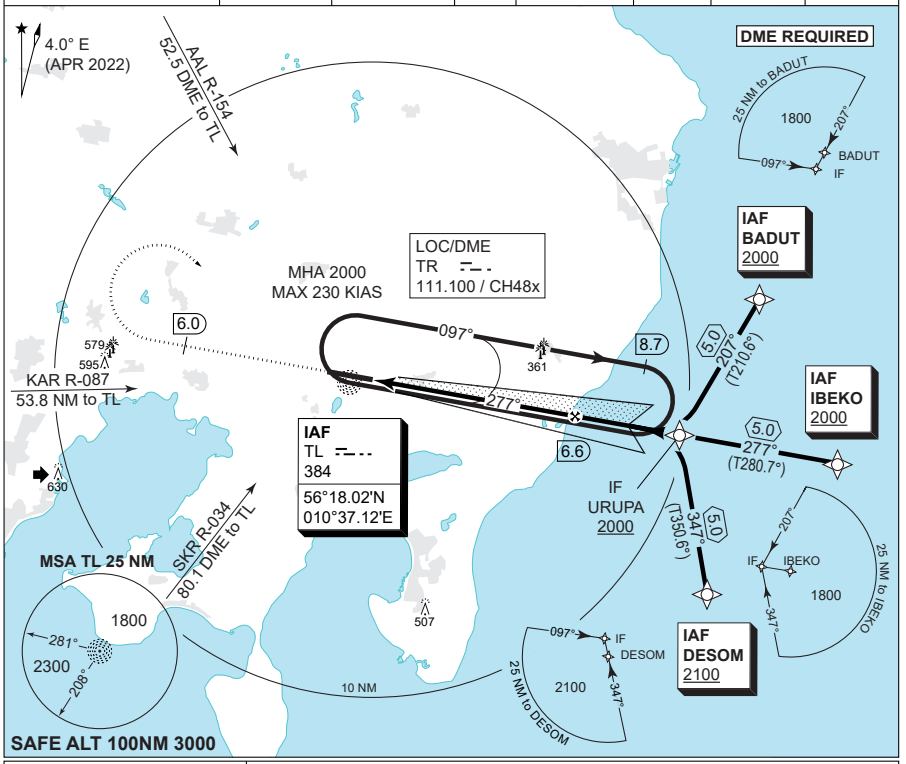
AIR COMMAND DENMARK - MIL AIM 07 SEP 2023

MIPS
INSTRUMENT APPROACH CHART AD ELEV 82

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

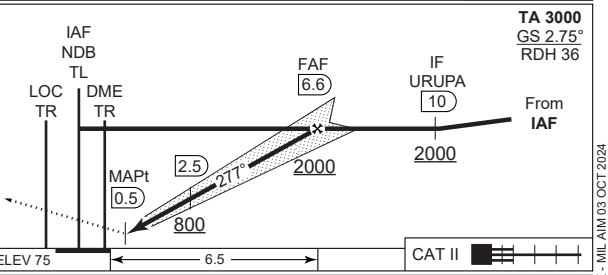
COPENHAGEN CONTROL	AARHUS ATIS	AARHUS APPROACH	AARHUS TOWER
313.425 123.725	125.155	119.280	118.530

LOC/DME	APP COURSE	GS INTCPT ALT	GS	DA	THR ELEV	ALS	LDA
TR 111.100/CH 48x	277°	2000 FT	2.75°	**275**	75	900 M	8869 FT



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

TA 3000
GS 2.75°
RDH 36



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

CHANGES: ATIS FREQ. CHG.

MIPS	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)

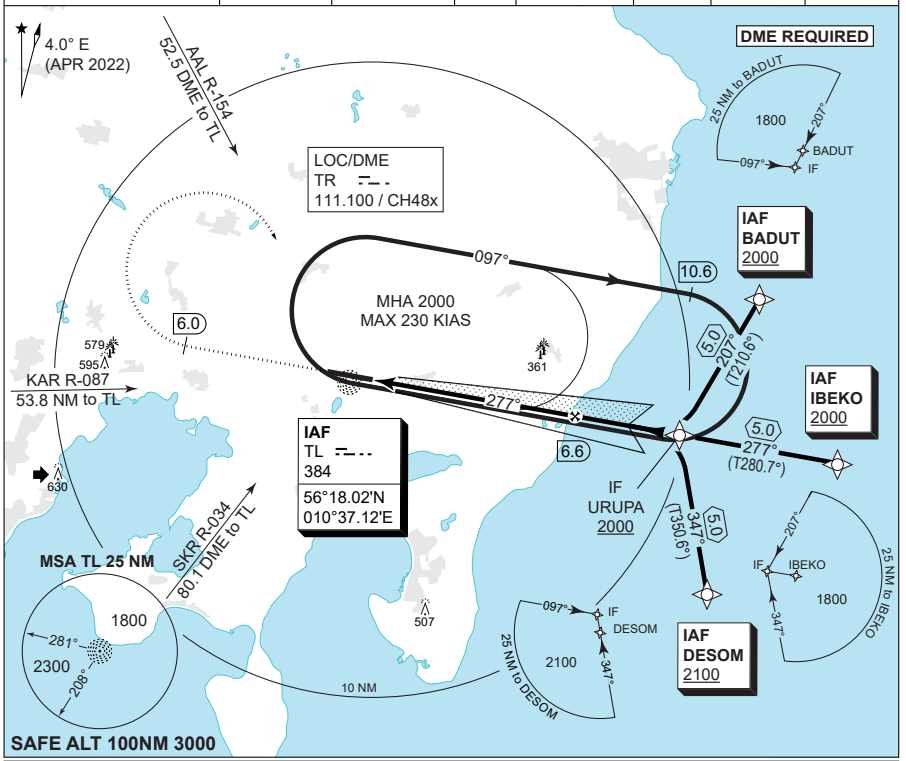
AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

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

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

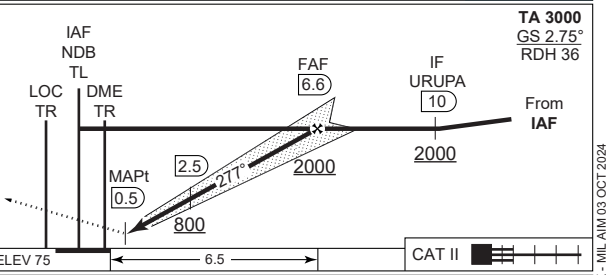
COPENHAGEN CONTROL	AARHUS ATIS	AARHUS APPROACH	AARHUS TOWER
313.425 123.725	125.155	119.280	118.530

LOC/DME	APP COURSE	GS INTCPT ALT	GS	DA	THR ELEV	ALS	LDA
TR 111.100/CH 48x	277°	2000 FT	2.75°	**275**	75	900 M	8869 FT



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

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



TA 3000
GS 2.75°
RDH 36

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

CHANGES: ATIS FREQ. CHG.

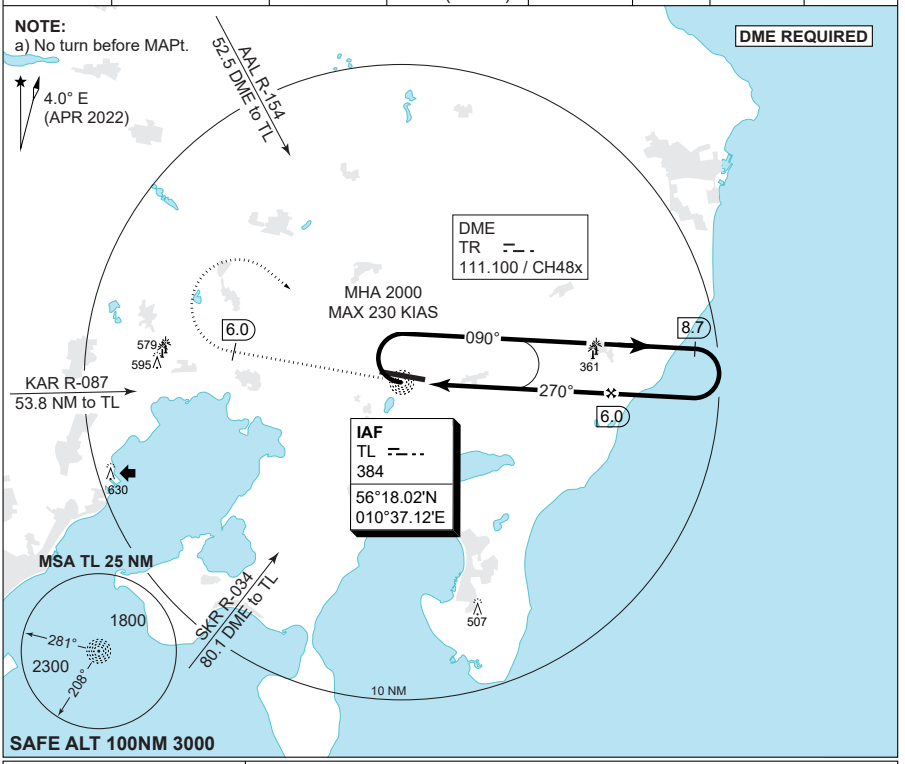
MIPS

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

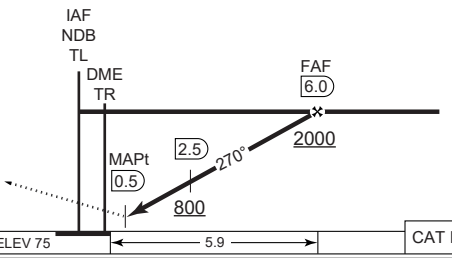
AD ELEV 82

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

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS	LDA
TL 384	270°	2000 FT	3.0° (5.24%)	**480**	75	900 M	8869 FT



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



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

CHANGES: ATIS FREQ. CHG.

MIPS

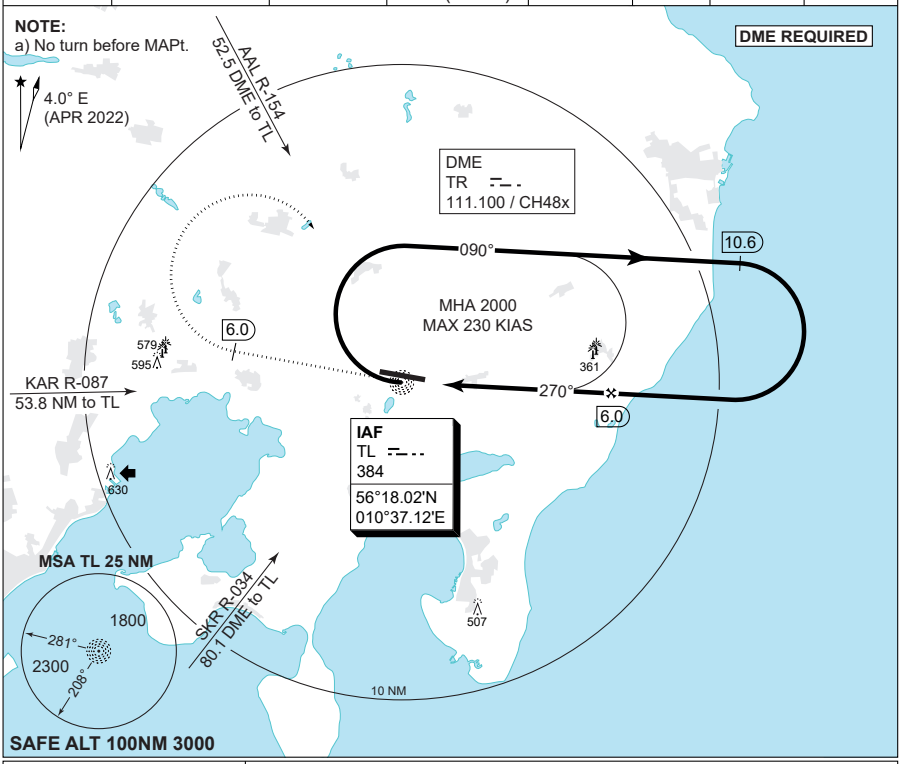
CATEGORY	A	B
S-NDB 28L	**480** - 1100 398 (400-1.1/1.8)	
CIRCLING	**570** - 1.5 488 (500-1.5)	**680** - 1.6 598 (600-1.6)

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

AD ELEV 82

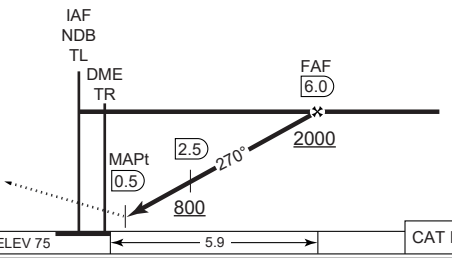
COPENHAGEN CONTROL	AARHUS ATIS	AARHUS APPROACH	AARHUS TOWER
313.425 123.725	125.155	119.280	118.530

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS	LDA
TL 384	270°	2000 FT	3.0° (5.24%)	See CAT	75	900 M	8869 FT



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.

CHANGES: ATIS FREQ. CHG.

MIPS

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

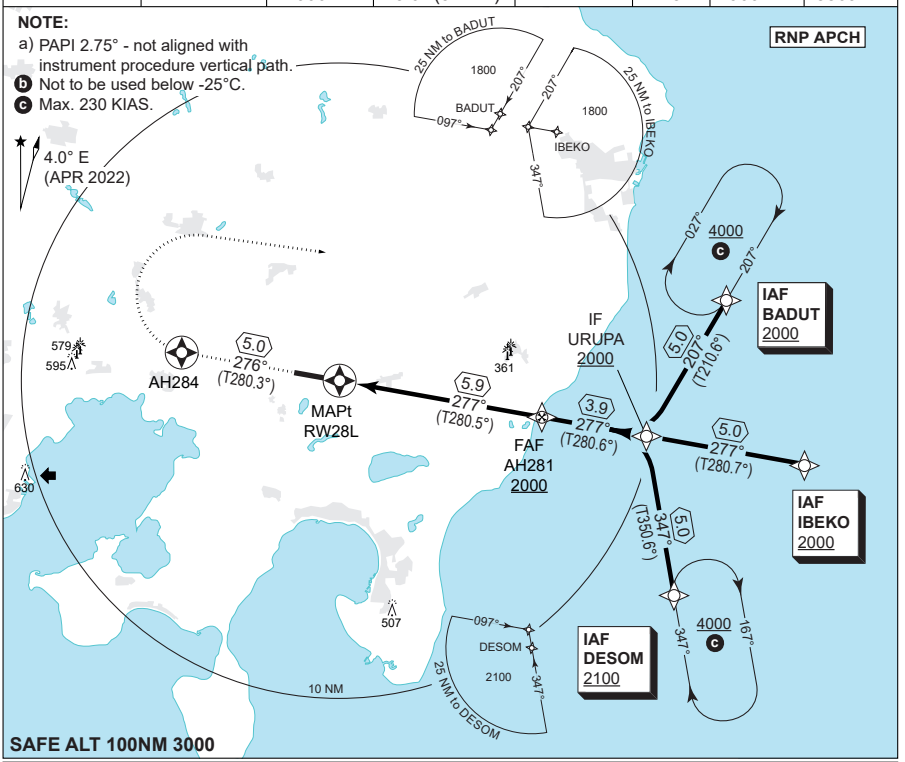
AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS **RNP RWY 28L**

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

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

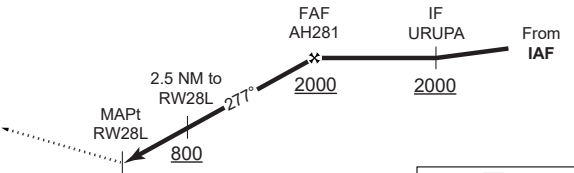
EGNOS CHANNEL	APP COURSE	FAF	DESCENT GR	MINIMA	THR ELEV	ALS	LDA
48468 / E28A	277°	2000 FT	3.0° (5.24%)	**See CAT**	75	900 M	8869 FT



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.



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

MIPS

CHANGES: ATIS FREQ. CHG.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

RNP RWY 28L 56°18.00'N 010°37.14'E **AARHUS (EKAH)**

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

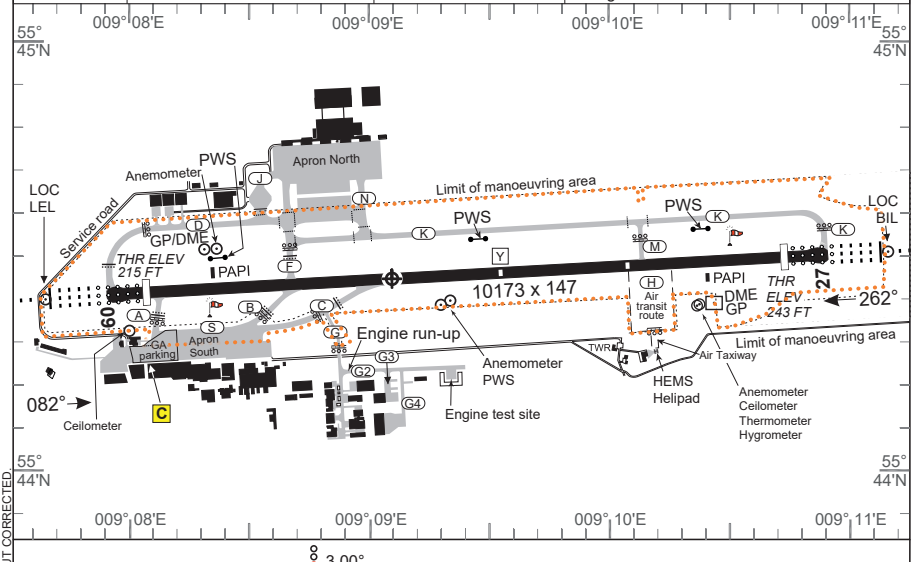
BILLUND OPS

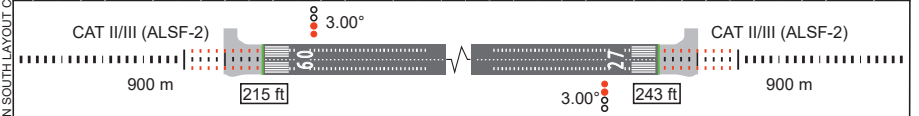
ILS or LOC Z RWY 09	ILS or LOC Z RWY 27
ILS or LOC Y RWY 09	ILS or LOC Y RWY 27
RNP RWY 09	RNP RWY 27
WP LIST RWY 09	WP LIST RWY 27

BILLUND ARRIVAL	BILLUND DEPARTURE

SID RWY 09 (TEXT)	SID RWY 27 (TEXT)
SID RWY 09 (CHART)	SID RWY 27 (CHART)

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





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

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

RWY 09: For jet aeroplanes irrespective of weight and for propeller and turbo-propeller aeroplanes with MTOM above 5700kg: Climb on track 082° MAG to INLIS or 1000 FT MSL whichever is later, then turn according to clearance. Minimum climb gradient 3.7% until passing 1000 FT.

RWY 09: For propeller and turbo propeller aeroplanes with MTOM 5700kg or less: Climb on track 082° MAG to 1000 FT MSL, then turn according clearance. Minimum climb gradient 3.7% until passing 1000 FT MSL.

RWY 27: All aeroplanes: Climb on track 262° MAG to DME LEL 1.0 NM or 700 FT MSL, whichever is later, then turn according to clearance.

MIPS	CIRCLING MINIMA (North of AD only)				
A	B	C	D	E
800 -1.5 553 (600-1.5)	**820** -1.6 573 (600-1.6)	**1100** -2.4 853 (900-2.4)	**1100** -3.6 853 (900-3.6)	**1200** -3.6 953 (1000-3.6)

CHANGES: ATC SERVICE BOUNDARY, 14 INTERMEDIATE HOLDING POSITIONS ADDED, APRON SOUTH LAYOUT CORRECTED

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

BILLUND OPERATIONS

1. GROUND HANDLING (FIGHTER AIRCRAFT ONLY)

1.1. Parking iaw. ATC instructions. F-35 expect to be parked on Apron South. F-35 to be parked on concrete only and with enough room to enable onward taxi out to the runway (no towbar available).

1.2. For F-35 JET-A/JET-A1 is characterized as “Restricted Fuel” iaw. FSD. RTB flight to be conducted as direct transit flight back to EKSP. Aircraft to be partially refueled iaw. RTB mission profile.

1.3. Billund Marshallers are familiar with “F-35 Ground Ladder” operation, but it is the pilot’s responsibility to be familiar with, and be able to instruct civilian ground personnel in its operation, from the cockpit.

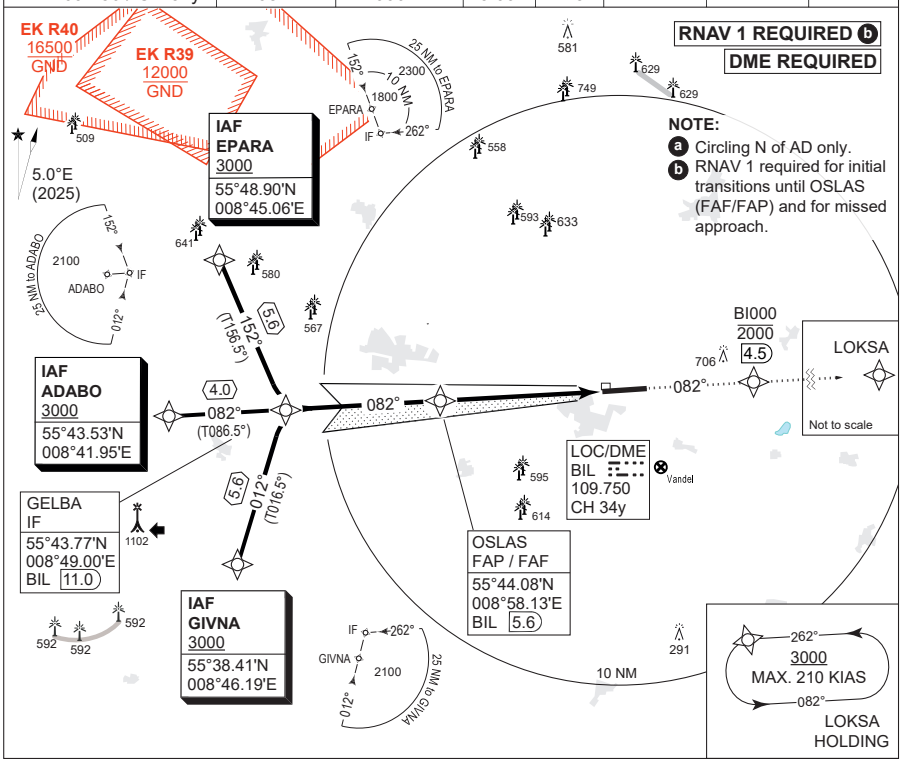
CHANGES: NEW PAGE. F-35 GROUND HANDLING INSTRUCTION.

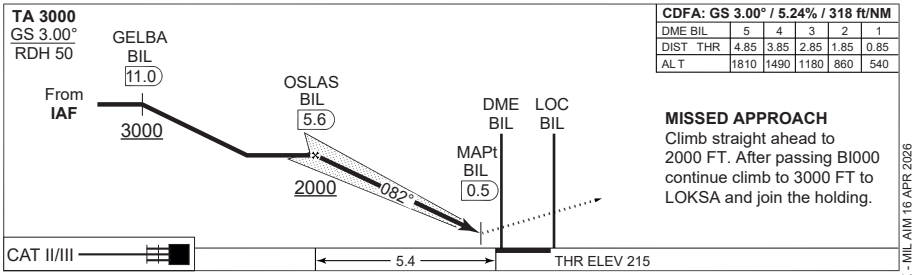
AIR COMMAND DENMARK - MIL AIM 18 APR 2024

AD ELEV 246

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

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





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

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

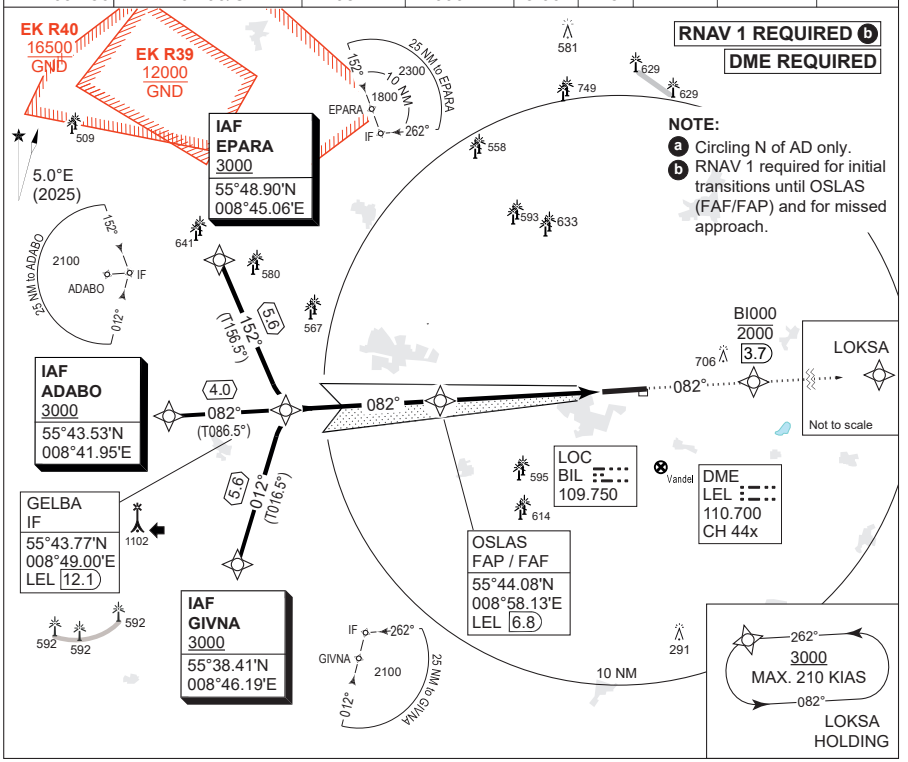
CATEGORY	A	B	C	D	E
S-ILS CAT I	**415** - 550 200 (200-0.8/1.2)				**475** - 600 260 (300-0.8/1.3)
S-ILS CAT II	**RA 102** (DA 315) - 350 100				N/A
S-LOC 09	**640** - 1300 425 (500-1.3/2.0)				
CIRCLING a	**800** - 1.5 553 (600-1.5)	**820** - 1.6 573 (600-1.6)	**1100** - 2.4 853 (900-2.4)	**1100** -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

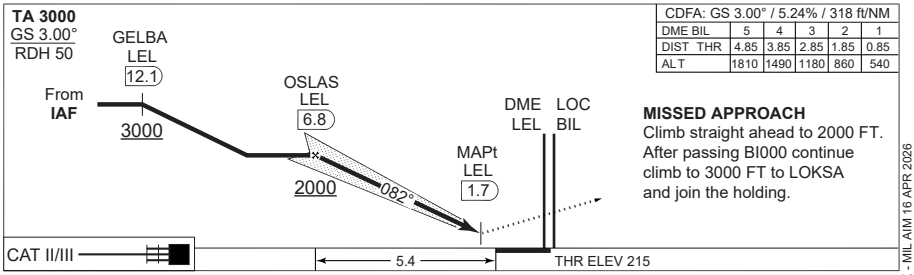
MIPS
INSTRUMENT APPROACH CHART AD ELEV 246

ILS or LOC Y RWY 09
BILLUND (EKBI)

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

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





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

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

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

CHANGES: EDITORIAL

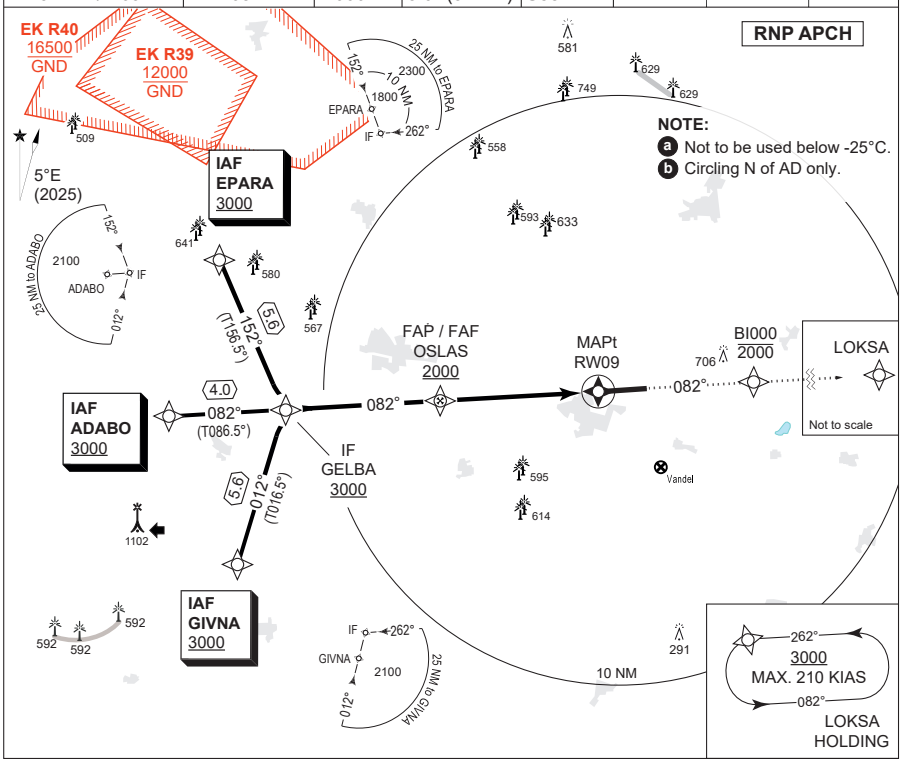
AIR COMMAND DENMARK - MIL AIM 16 APR 2026

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

AD ELEV 246

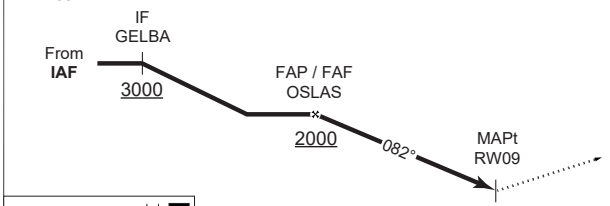
COPENHAGEN CONTROL	BILLUND ATIS (ARR / DEP)	BILLUND APPROACH	BILLUND TOWER (ARR / DEP)
362.750 136.550	118.780 129.105	127.580	119.005 129.505

EGNOS CHANNEL	APP COURSE	FAF ALT	DESCENT GR	DA	THR ELEV	ALS LENGTH	LDA
57711 / E09A	082°	2000 FT	3.0° (5.24%)	See CAT	215	900 M	9681 FT



TA 3000
RDH 50

CDFA: GS 3.00° / 5.24%				
DIST THR	5	4	3	2
ALT	1860	1540	1220	900



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

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

MIPS

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 11 JUN 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.

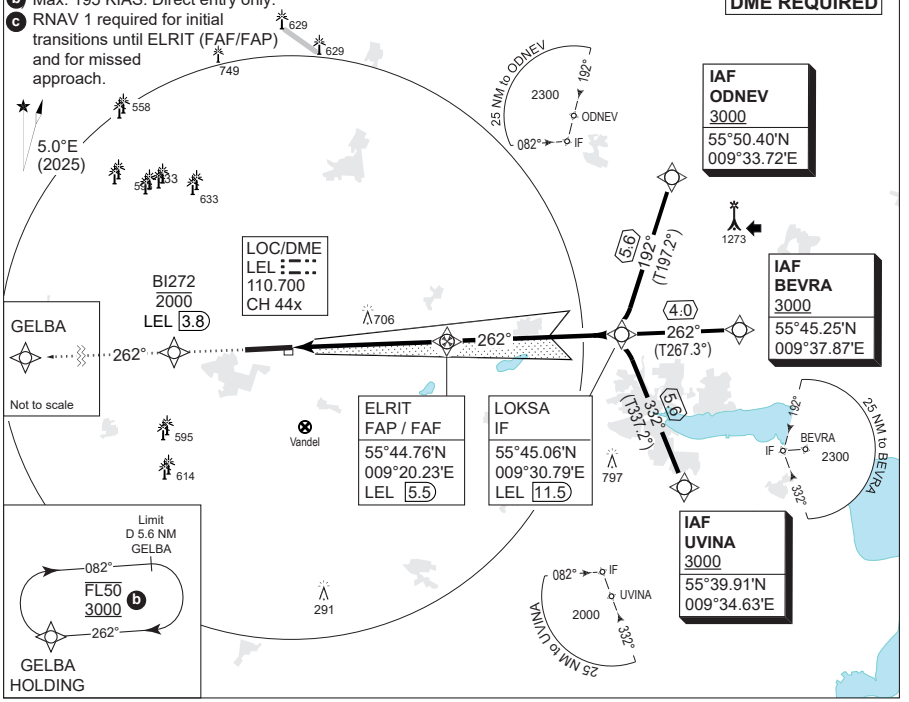
AIR COMMAND DENMARK - MIL AIM 02 NOV 2023

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

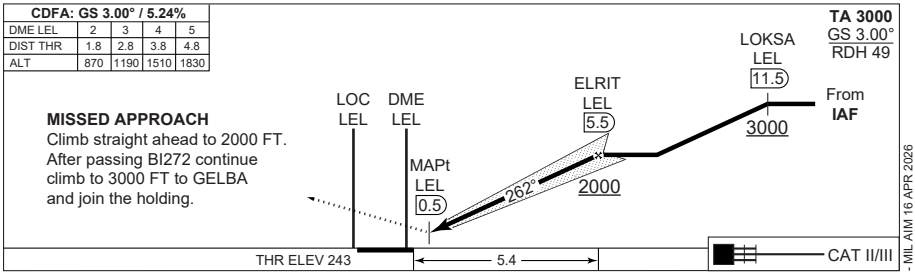
LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
LEL 110.700 / CH 44x	262°	2000 FT	3.00°	SEE CAT	243	900 M	9681 FT

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

RNAV 1 REQUIRED (c)
DME REQUIRED



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



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

CHANGES: EDITORIAL. MIPS	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)

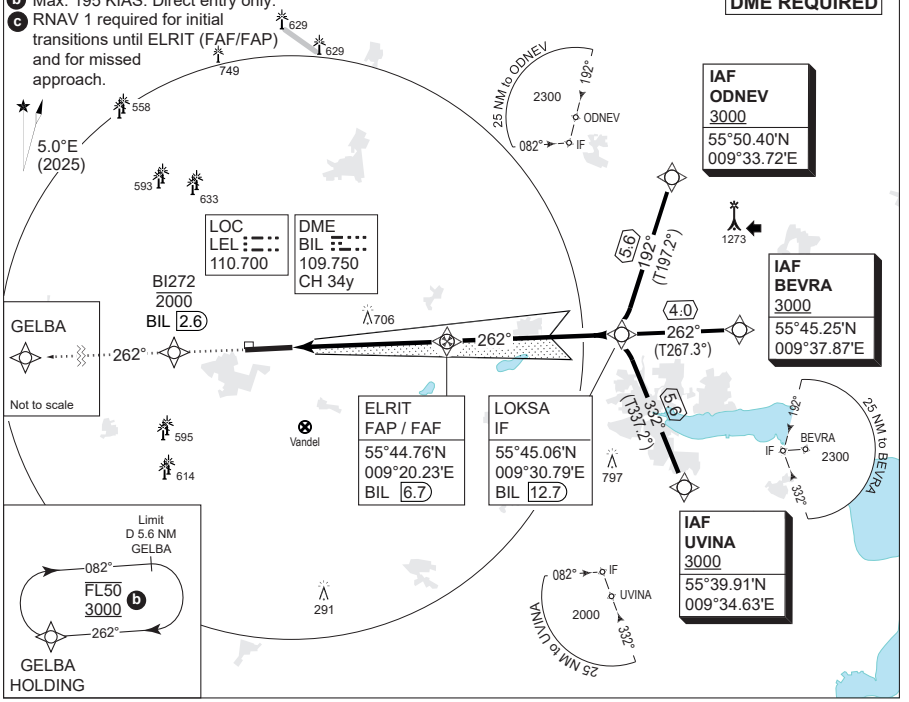
COPENHAGEN CONTROL	BILLUND ATIS (ARR / DEP)	BILLUND APPROACH	BILLUND TOWER (ARR / DEP)
362.750 136.550	118.780 129.105	127.580	119.005 129.505

LOC	DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
LEL 110.700	BIL 109.750/CH 34y	262°	2000 FT	3.00°	**SEE CAT**	243	900 M	9681 FT

NOTE:

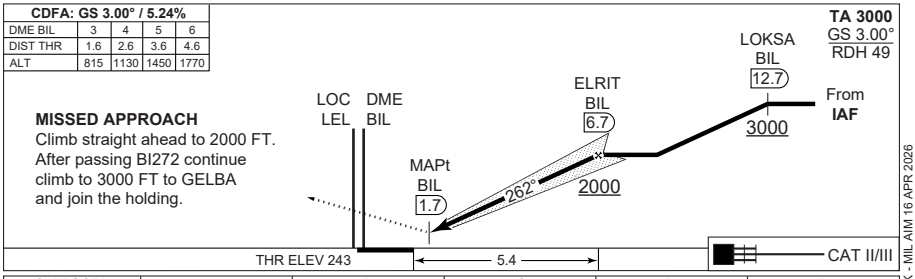
ⓐ Circling N of AD only.
ⓑ Max. 195 KIAS. Direct entry only.
ⓒ RNAV 1 required for initial transitions until ELRIT (FAF/FAP) and for missed approach.

RNAV 1 REQUIRED ⓒ
DME REQUIRED



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

TA 3000
GS 3.00°
RDH 49



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

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

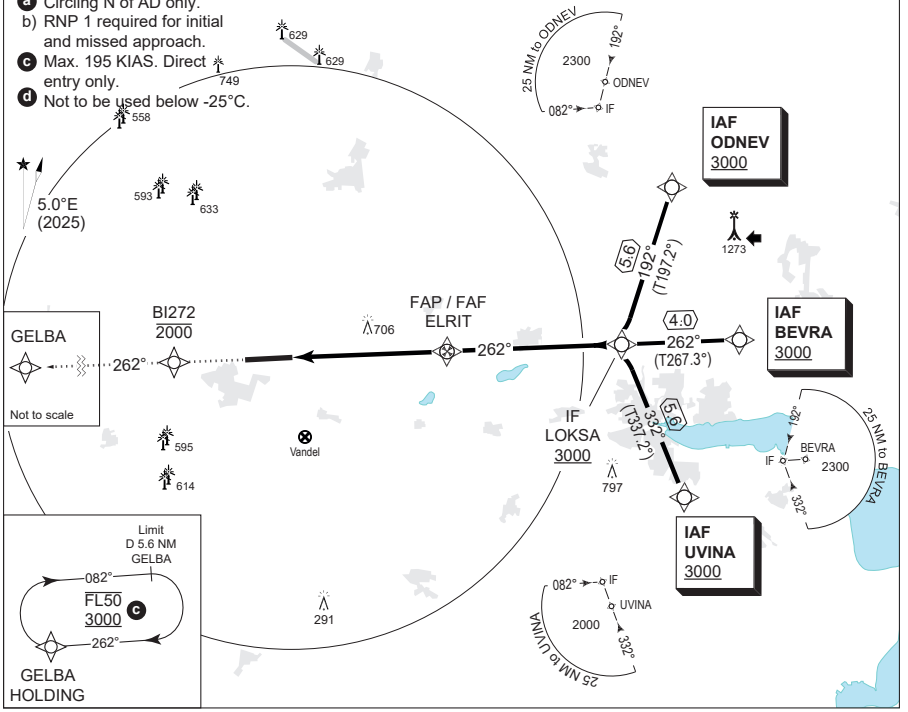
CHANGES: EDITORIAL.

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

EGNOS CHANNEL	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
65547 / E27A	262°	2000 FT	3.00°	**SEE CAT**	243	900 M	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.

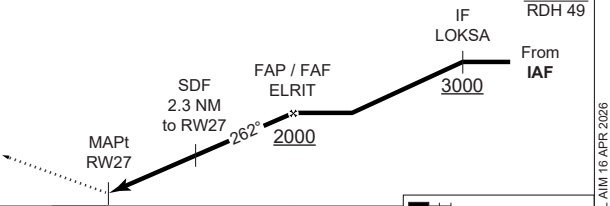
RNP APCH



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
MIPS	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)

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

BILLUND ARRIVAL

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

At first contact with BILLUND APPROACH state type of aircraft.

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

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

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

Precision approach. Category II/III operations.
The operations are subject to the following procedures and conditions:

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

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

c. During final approach ATC will inform the pilot of following:
Change to secondary power supply for electronic and visual aids, if the aircraft has passed OSLAS BIL 5.6 NM for RWY 09 or ELRIT LEL 5.5 NM for RWY 27.

Reverse thrust.
Use of more than idle reverse thrust is allowed only for safety reasons.
Note: With respect to propeller and turboprop aeroplanes idle reverse refers to propeller in beta range and engine at idle power.

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

STANDARD INSTRUMENT DEPARTURE (SID) - RWY 09/27

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

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

1. IFR DEPARTURE

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

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

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

1.4 Climb out for flights not cleared via an SID:

MAX IAS 250 KT FL60 and below.

RWY 09: For jet aeroplanes irrespective of weight and for propeller and turboprop aeroplanes with MTOM above 5700 kg: Climb on track 082° MAG to INLIS or 1000 FT MSL whichever is later, then turn according to clearance. Minimum climb gradient 3.7% until passing 1000 FT MSL.
RWY 09: For propeller and turboprop aeroplanes with MTOM 5700 kg or less: Climb on track 082° MAG to 1000 FT MSL, then turn according to clearance. Minimum climb gradient 3.7% until passing 1000 FT MSL.
RWY 27: All aeroplanes: Climb on track 262° MAG to DME LEL 1.0 NM or 700 FT MSL, whichever is later, then turn according to clearance.

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

cont...

STANDARD INSTRUMENT DEPARTURE (SID) - RWY 09/27

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

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

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

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

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

Designator	Route (Tracks are magnetic)	After take off		
		Climb gradient	Climb to	Contact
RERPA 2B	On track 082° to 1000 FT- Left turn BI367 - RERPA	MIN due to obstacle: 3.7% (2.1°) to 1000 FT	FL 60 (or requested level if lower).	Remain on TWR FREQ until 1500 FT. Then contact Billund Approach 127.580 MHZ
INTET 2B	On track 082° to 1000FT- Left turn INTET			
ABINO 6B	On track 082° to 1000 FT - Left turn ABINO			
RIDSI 7B	ODFEX - Right turn RIDSI (No turn below 2000 FT)			
ALS 6B	ODFEX - Right turn ALS (No turn below 2000 FT)			
MIKRO 5B	ODFEX - Right turn MIKRO (No turn below 2000 FT)			
BAMPI 5B	On track 082° to 1000 FT - Left turn BI373 - BI372 - BAMPI			
GOKIM 4B*	ODFEX at 2000 FT or below - GOKIM		FL 80 (or req. level if lower)	

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

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

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

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

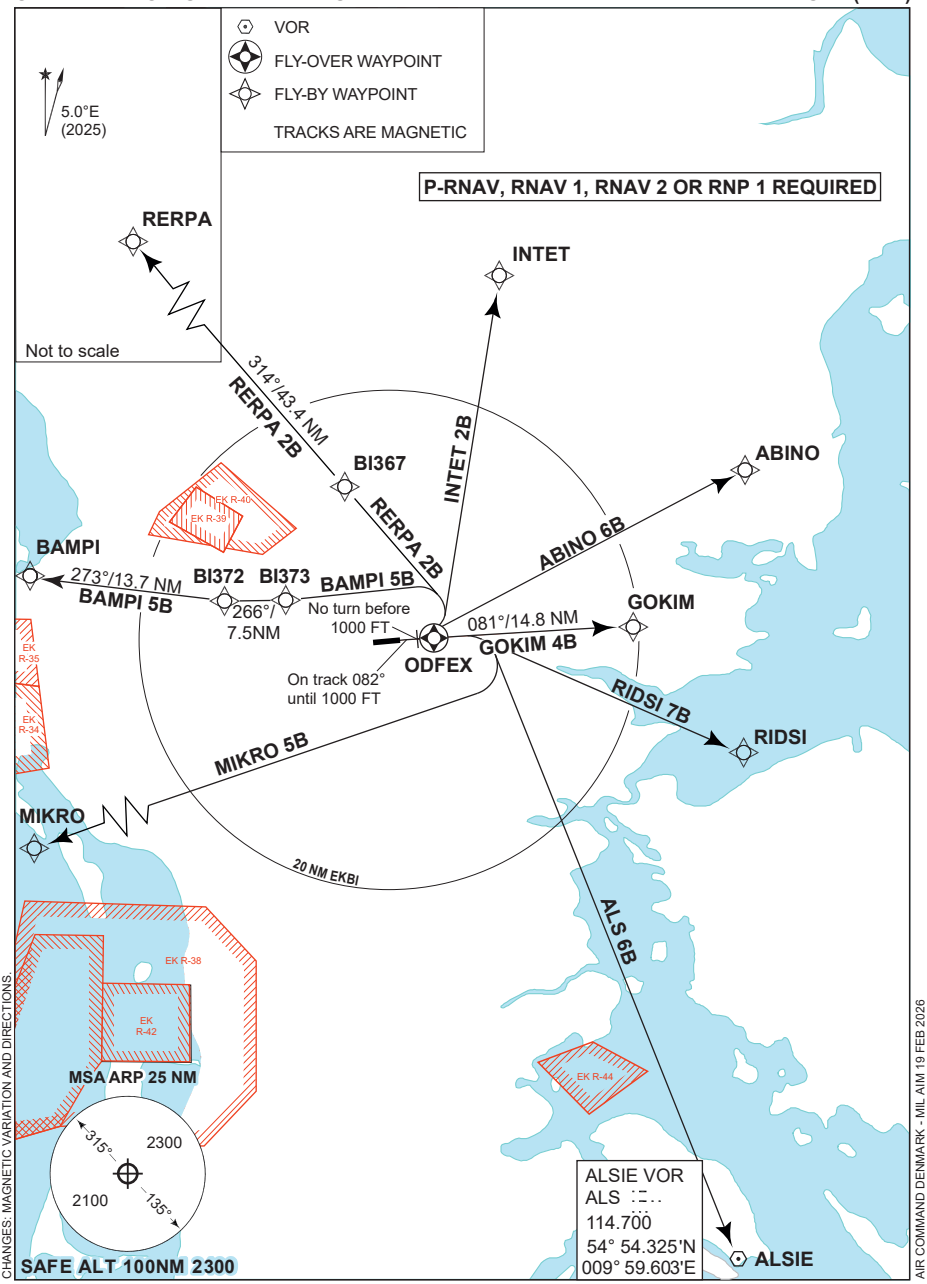
COM failure on BAMPI SID: Maintain FL60 or last assigned level until 10 NM after BAMPI.

Non P-RNAV equipped acft: At first contact with TWR state inability to follow SID.
Expect departure instructions by TWR.
Note: Noise limitations listed in AIP Denmark, chapter 21 "Noise Abatement Provisions", paragraph 2.2.

RMK: * GOKIM 4B SID is not flightplanable but only available on ATC discretion.
CPDLC available above FL100, including CTA. Crew should logon with EKDK before take-off.

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

STANDARD INSTRUMENT DEPARTURE CHART

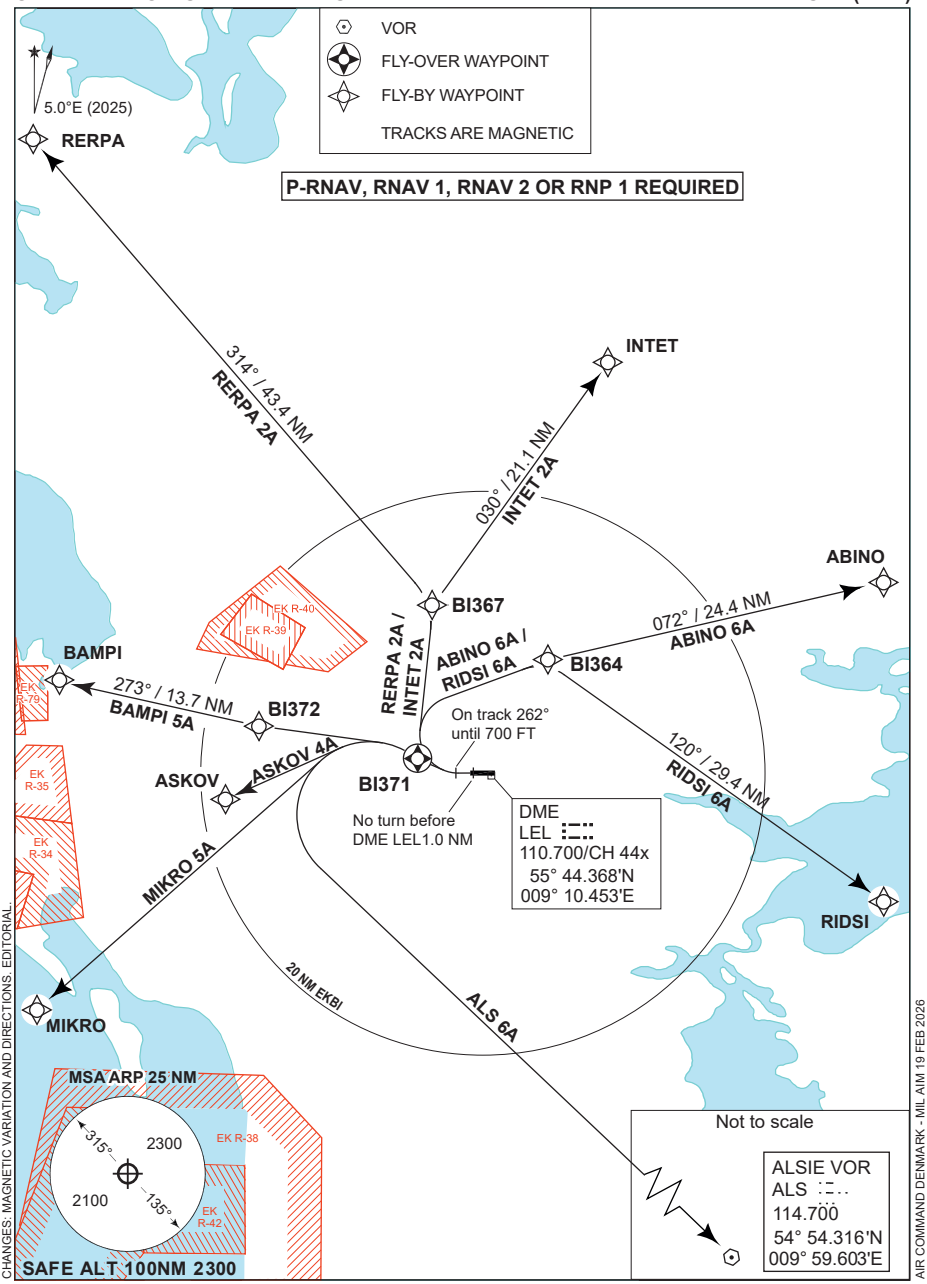


Designator	Route (Tracks are magnetic)	After take-off		
		Remark	Climb to	Contact
RERPA 2A	On track 262° to 700 FT - right turn BI367 - RERPA	No turn before DME LEL 1.0 NM	FL 60 (or requested level if lower)	Remain on TWR FREQ until1500 FT. Then contact Billund Approach, 127.580 MHZ
INTET 2A	On track 262° to 700 FT - right turn BI367 - INTET			
ABINO 6A	On track 262° to 700 FT - right turn BI364 - ABINO			
RIDSI 6A	On track 262° to 700 FT - right turn BI364 - RIDSI			
ALS 6A	On track 262° to 700 FT - right turn BI371 - left turn ALS			
MIKRO 5A	On track 262° to 700 FT - right turn BI371 - left turn MIKRO			
BAMPI 5A	On track 262° to 700 FT - right turn BI371 - left turn BI372 - BAMPI			
ASKOV 4A*	On track 262° to 700 FT - right turn BI371 at 2000 FT or below - left turn ASKOV		FL 80 (or req. level if lower)	

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

Squawk: When instructed for line-up, squawk assigned SSR-code.
Radar Vectoring: Radar vectoring will normally be provided by BILLUND APPROACH to expedite traffic.
Speed limit: FL 60 and below: MAX IAS 250 KT.
COM failure on BAMPI SID: Maintain FL60 or last assigned level until 10 NM after BAMPI.
Non P-RNAV equipped acft: At first contact with TWR state inability to follow SID.
Expect departure instructions by TWR.
Note: Noise limitations listed in AIP Denmark, chapter 21 "Noise Abatement Provisions", paragraph 2.2.
RMK: * ASKOV 4A SID is not flightplanable but only available on ATC discretion.
CPDLC available above FL100, including CTA. Crew should logon with EKDK before take-off.

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



CHANGES: MAGNETIC VARIATION AND DIRECTIONS. EDITORIAL

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

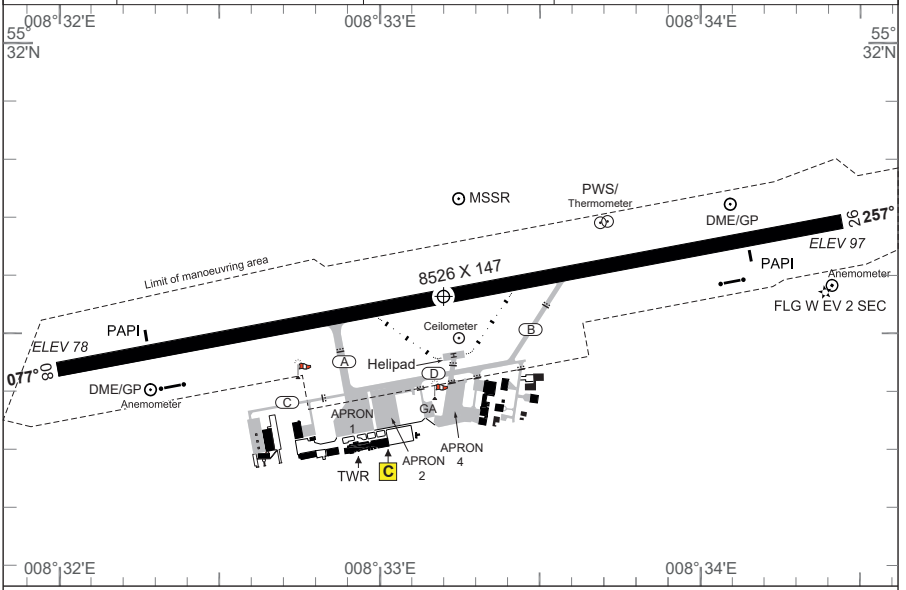
ESBJERG (EKEB)

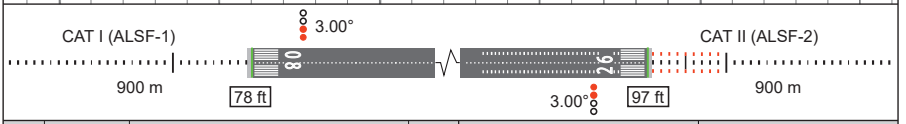
AERODROME CHART	
ILS or LOC Z RWY 08	ILS or LOC Z RWY 26
ILS or LOC Y RWY 08	ILS or LOC Y RWY 26
RNP RWY 08	RNP RWY 26
WP LIST RWY 08	WP LIST RWY 26

ESBJERG INFORMATION
120.155

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

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





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

Parachuting may take place.

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

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

MIPS CIRCLING MINIMA (Cat. C - E north of AD only)

A	B	C	D	E
590 -1.5 493 (500-1.5)	**600** -1.6 503 (600-1.6)	**840** -2.4 743 (800-2.4)	**990** -3.6 893 (900-3.6)	**1090** -3.6 993 (1000-3.6)

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

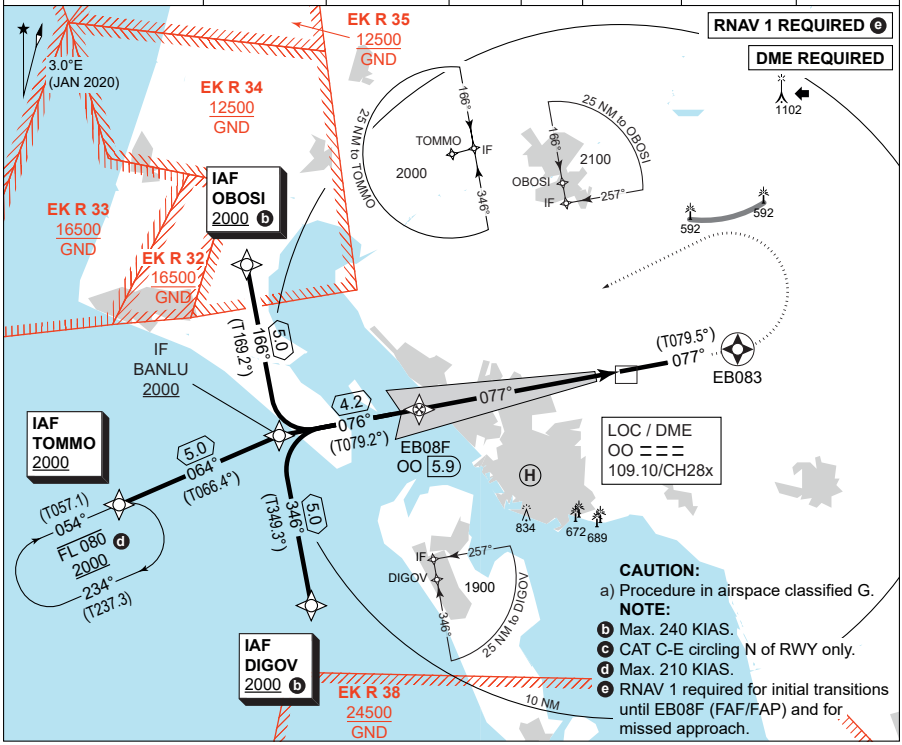
AIR COMMAND DENMARK - MIL AIM 20 MAR 2025

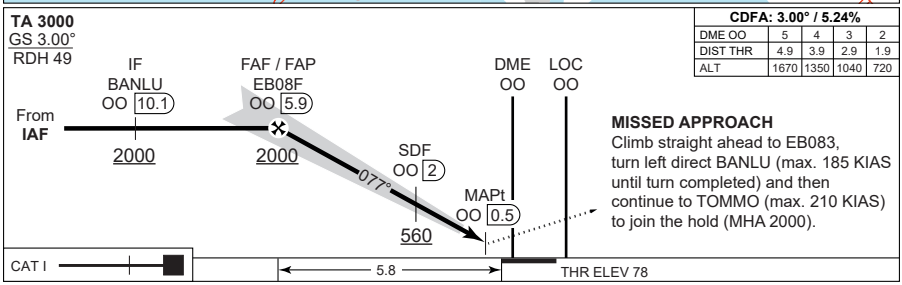
MIPS

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

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

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





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

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

CHANGES: EK D 301 WITHDRAWN.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

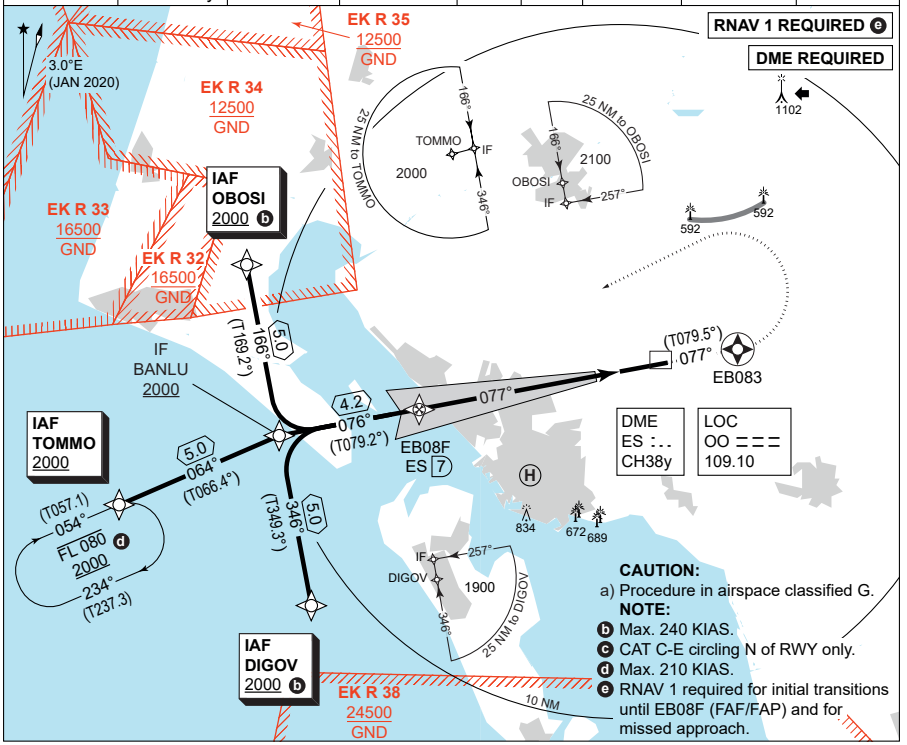
ILS or LOC Z RWY 08 55°31.56'N 008°33.20'E **ESBJERG (EKEB)**

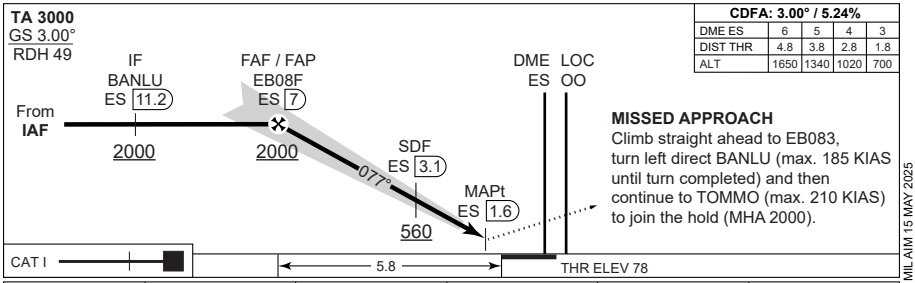
MIPS

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

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

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





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

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

CHANGES: EK D 301 WITHDRAWN.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

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

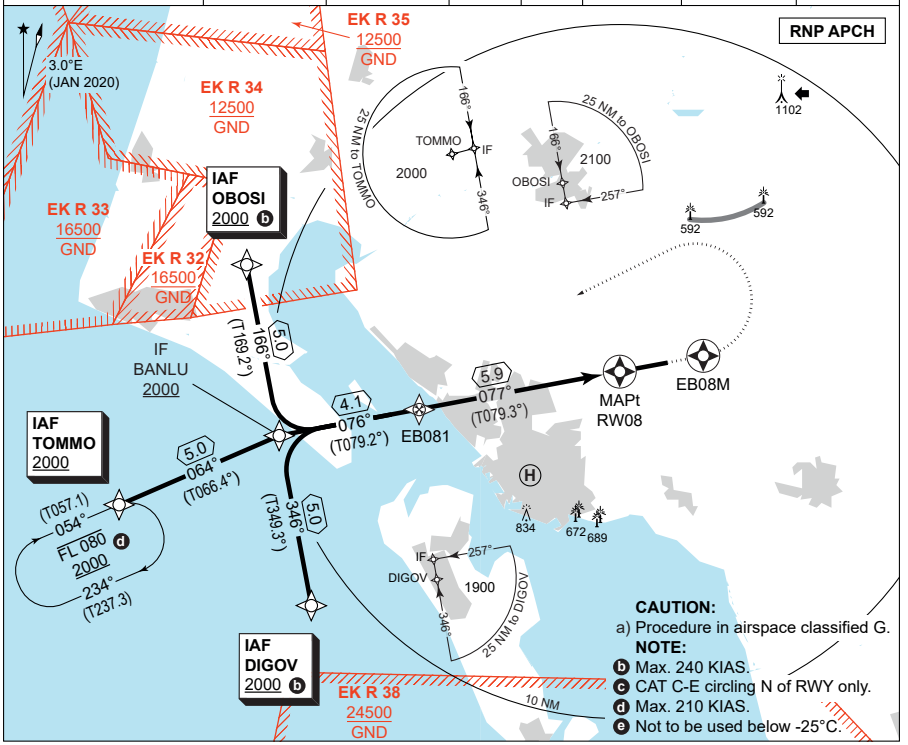
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 97

RNP RWY 08
ESBJERG (EKEB)

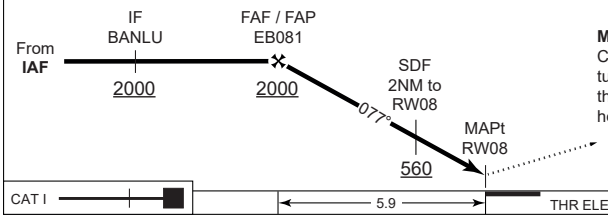
COPENHAGEN CONTROL	BILLUND ATIS	BILLUND APPROACH	ESBJERG INFORMATION
362.750 136.555	118.780	127.580	120.155

EGNOS CHANNEL	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
56064 / E08A	077°	2000 FT	3.00°	**278**	78	900 M	8526 FT



TA 3000
GS 3.00°
RDH 50

CDFA: 3.00° / 5.24%				
DIST THR	5	4	3	2
ALT	1720	1400	1090	770



MISSED APPROACH
Climb straight ahead to EB08M, turn left direct BANLU (max. 210 KIAS) then continue to TOMMO to join holding (MHA 2000).

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)

MIPS

CHANGES: EK D 301 WITHDRAWN.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

RNP RWY 08 **ESBJERG (EKEB)**

55°31.56'N
008°33.20'E

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

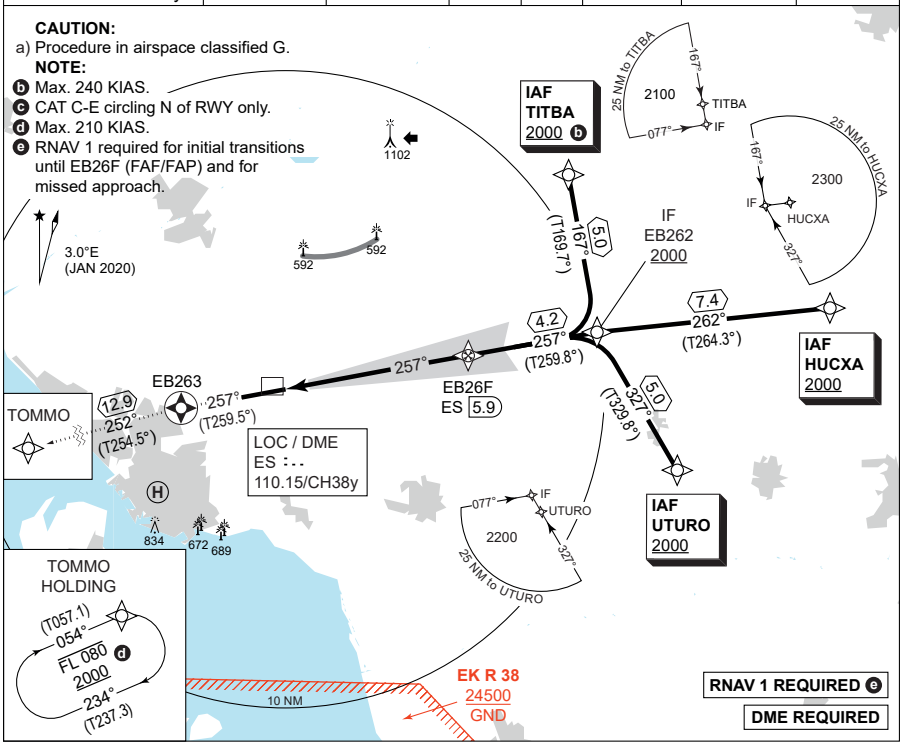
	CODING	DISPLAY
RWY 08	55 31 25.84N 008 32 00.56E	55 31.431N 008 32.009E

MIPS
INSTRUMENT APPROACH CHART AD ELEV 97

ILS or LOC Z RWY 26
ESBJERG (EKEB)

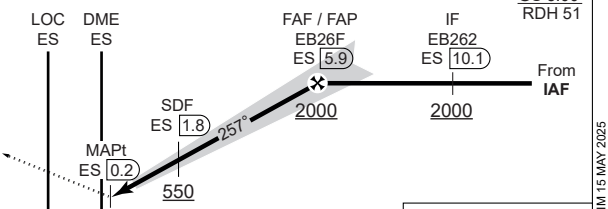
COPENHAGEN CONTROL	BILLUND ATIS	BILLUND APPROACH	ESBJERG INFORMATION
362.750 136.555	118.780	127.580	120.155

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



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

TA 3000
GS 3.00°
RDH 51



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

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

CHANGES: WPT HAJAQ REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

ILS or LOC Z RWY 26 **ESBJERG (EKEB)**

55°31.56'N
008°33.20'E

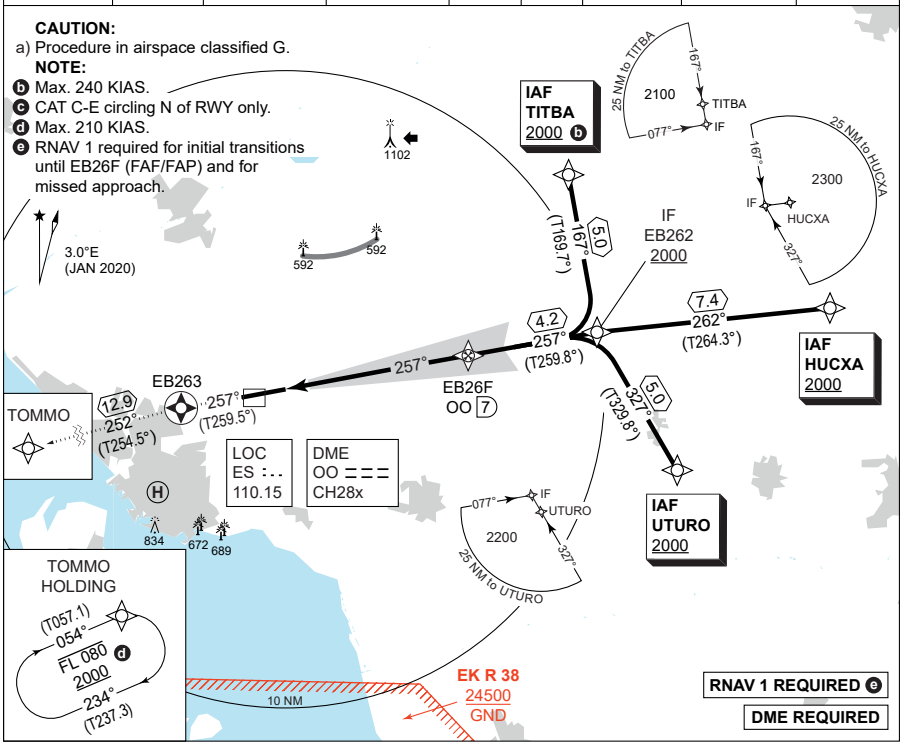
MIPS
INSTRUMENT APPROACH CHART AD ELEV 97

ILS or LOC Y RWY 26
ESBJERG (EKEB)

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

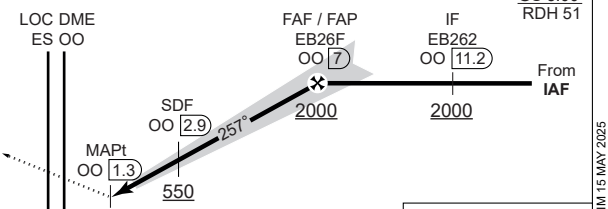
LOC	DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
ES 110.15	OO 28x	257°	2000 FT	3.00°	**297**	97	900 M	8526 FT

CAUTION:
a) Procedure in airspace classified G.
NOTE:
ⓑ Max. 240 KIAS.
ⓒ CAT C-E circling N of RWY only.
ⓓ Max. 210 KIAS.
ⓔ RNAV 1 required for initial transitions until EB26F (FAF/FAP) and for missed approach.



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

TA 3000
GS 3.00°
RDH 51



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

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

CHANGES: WPT HAJAQ REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS

INSTRUMENT APPROACH CHART

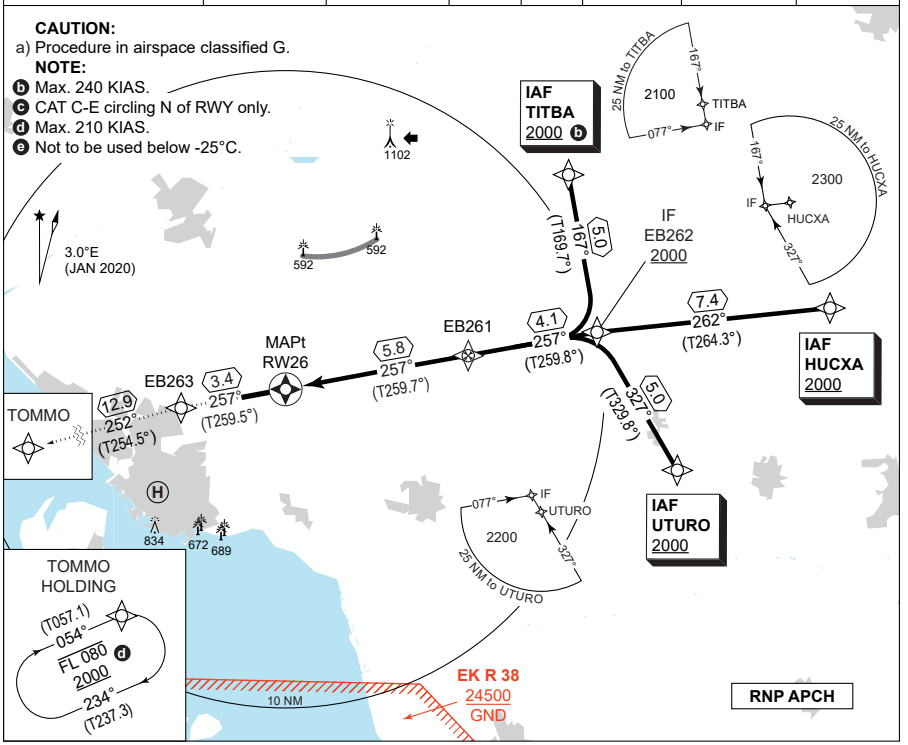
AD ELEV 97

RNP RWY 26

ESBJERG (EKEB)

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

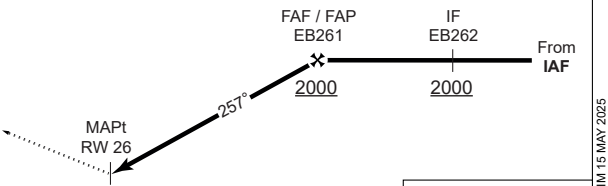
EGNOS CHANNEL	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
59258 / E26A	257°	2000 FT	3.00°	**297**	97	900 M	8526 FT



CDFA: 3.00° / 5.24%				
DIST THR	2	3	4	5
ALT	790	1100	1420	1740

TA 3000
GS 3.00°
RDH 50

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



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)

MIPS

CHANGES: WPT HAJAQ REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

RNP RWY 26

55°31.56'N
008°33.20'E

ESBJERG (EKEB)

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.

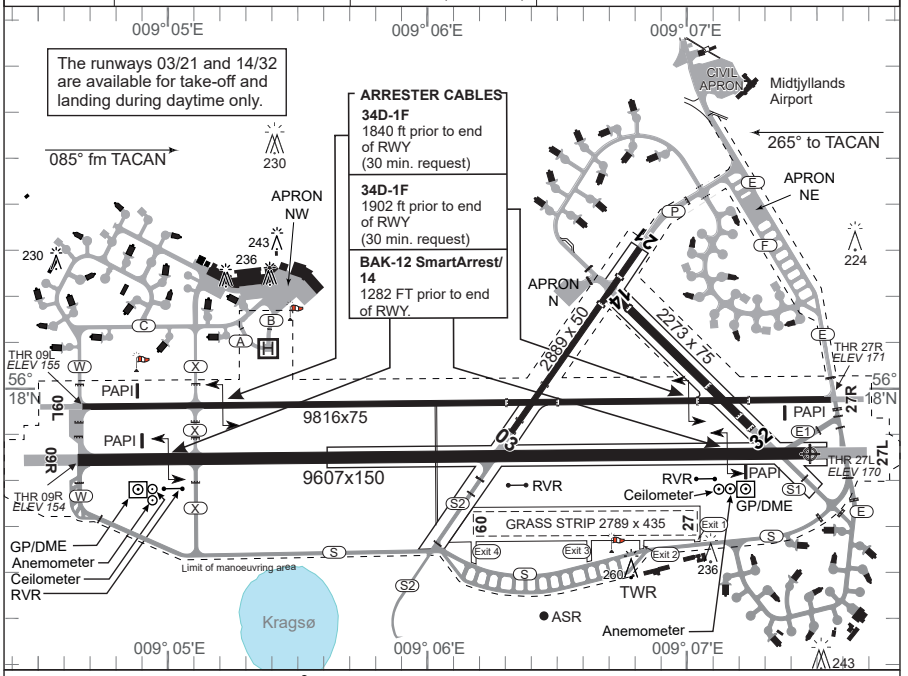
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

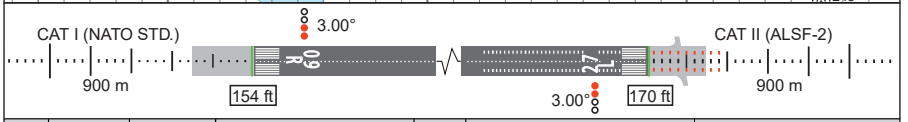
KARUP (EKKA)

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

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





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

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

Noise abatement procedures:
RWY 27L/R: None.
RWY 09R/L: Noise abatement procedure for all jet aircraft and for propeller and turboprop aircraft MTOW above 5700 kg for departure or missed approach RWY 09R/L:
VMC: Avoid overflying the towns/villages Karup and Kølvrå below 2000 feet MSL.
IMC: Turn must not be commenced before DME KAR (CH 37x) 6.5 NM (or DME KAP (CH20y) 4.0 NM) or 2000 feet AMSL, whichever comes first.

Afterburner/reheat must be cut off before reaching the NE/SW going main road (Viborg - Herning) just east of the airfield.

Omnidirectional departures all runways:
Climb straight ahead to at least 850 FT AMSL before turn is commenced.

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

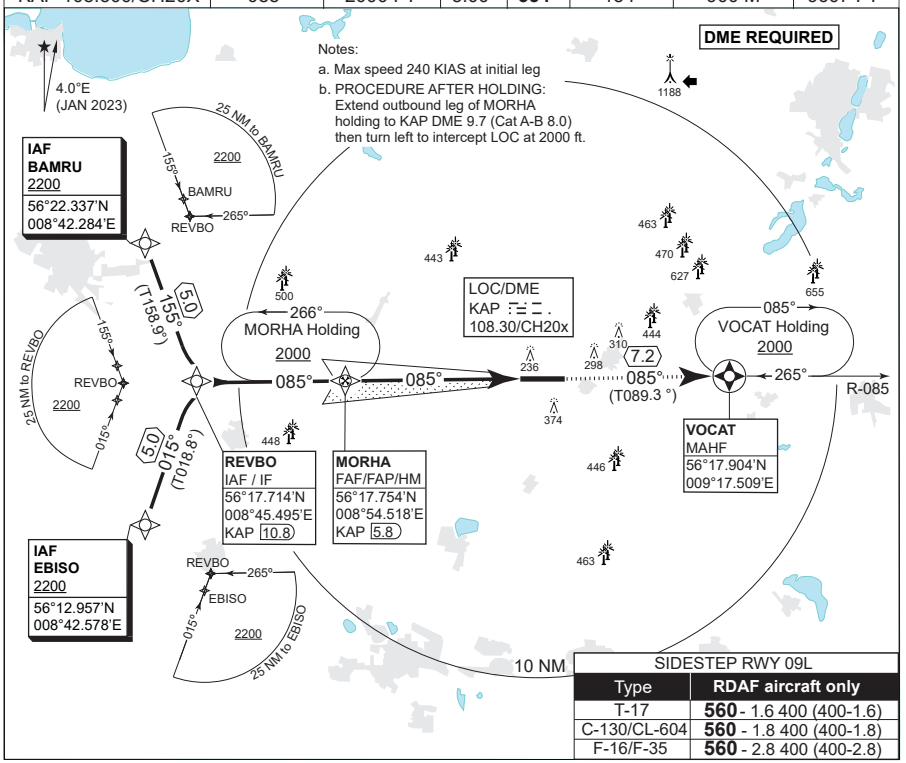
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

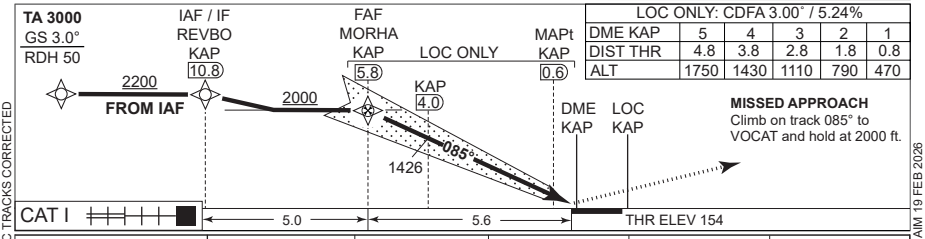
ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)

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

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



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



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

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

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER ILS or LOC RWY 09R

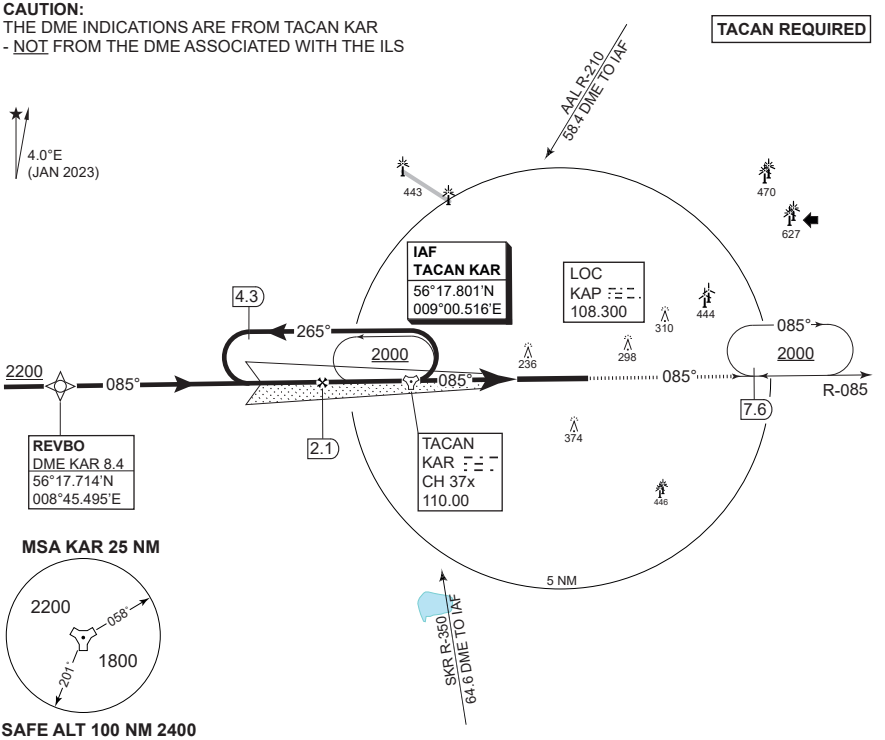
KARUP AIR BASE (EKKA)

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

TACAN	LOC	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KAR 110.00/CH 37x	KAP 108.300	085°	1600 FT	3.00°	**354**	154	900 M	9607 FT

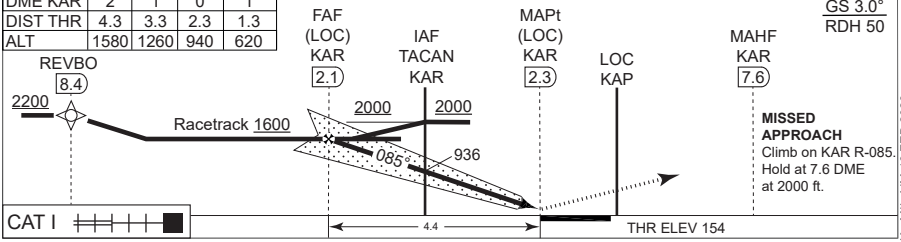
CAUTION:
THE DME INDICATIONS ARE FROM TACAN KAR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

TACAN REQUIRED



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



CATEGORY		H
MIPS	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.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

COPTER ILS or LOC RWY 09R

56°17.85'N
009°07.48'E
5-3

KARUP AIR BASE (EKKA)

MIPS

INSTRUMENT APPROACH CHART

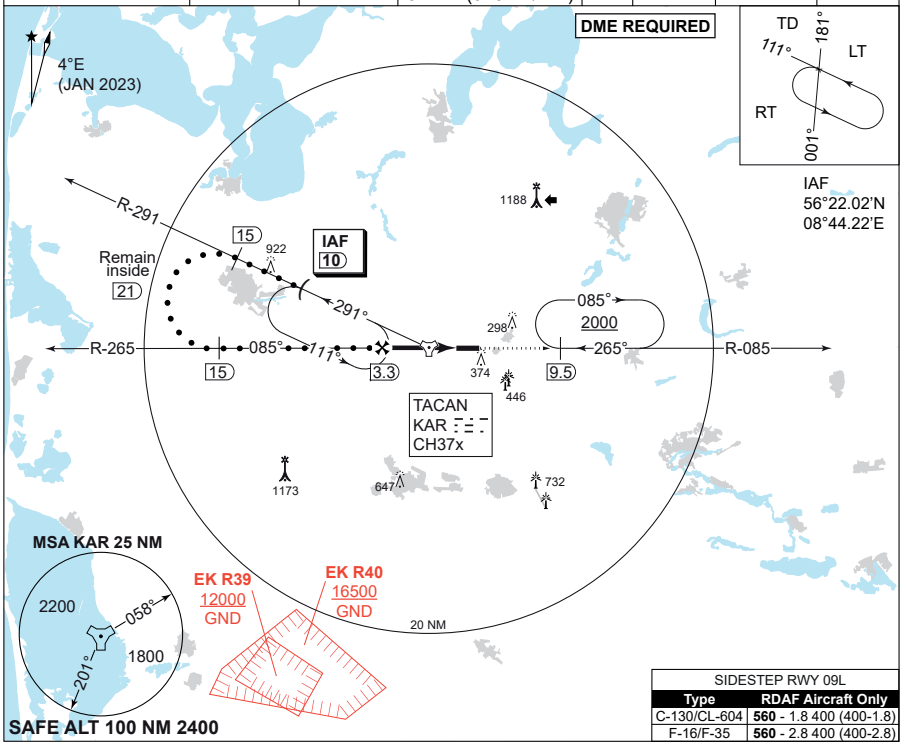
AD ELEV 171

HPMA TACAN RWY 09R

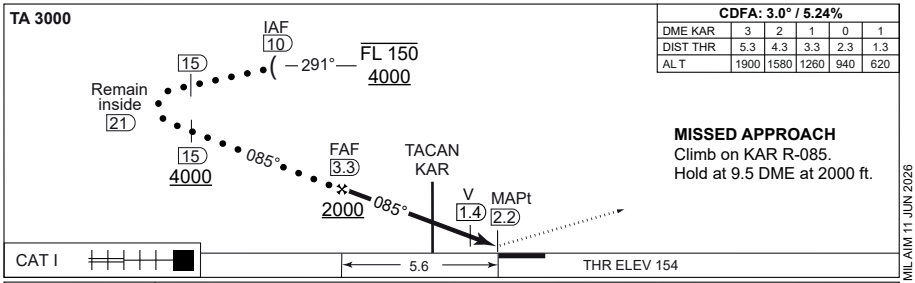
KARUP AIR BASE (EKKA)

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

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
KAR CH 37x	085°	2000 FT	5.24% (318 FT/NM)	**500**	154	900 M	9607 FT



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



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

MISSED APPROACH

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

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

CHANGES: BORDING WINDFARM ADDED.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

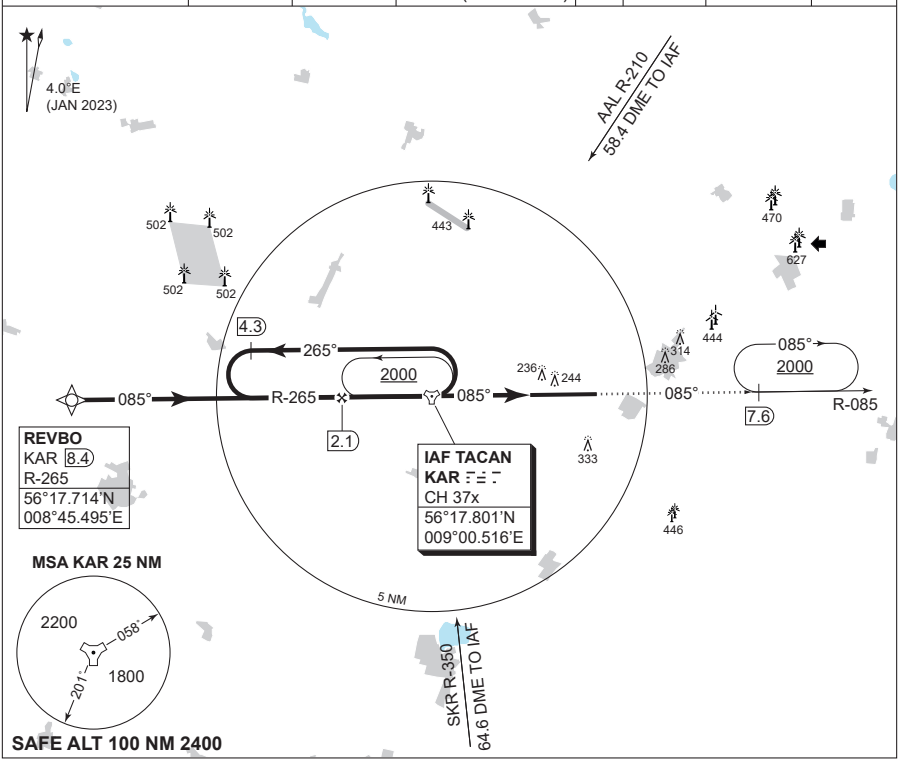
MIPS
INSTRUMENT APPROACH CHART

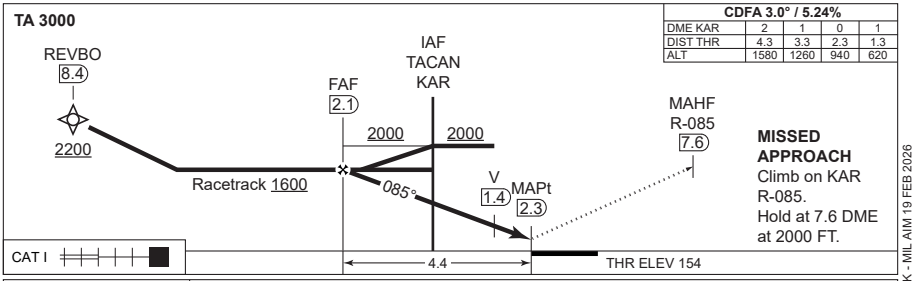
AD ELEV 171

COPTER TACAN RWY 09R
KARUP AIR BASE (EKKA)

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

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
KAR CH 37x	085°	1600 FT	5.24% (318 FT/NM)	**500**	154	900 M	9607 FT





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

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

CHANGES: MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS **RNP RWY 09R**

INSTRUMENT APPROACH CHART AD ELEV 171 **KARUP AIR BASE (EKKA)**

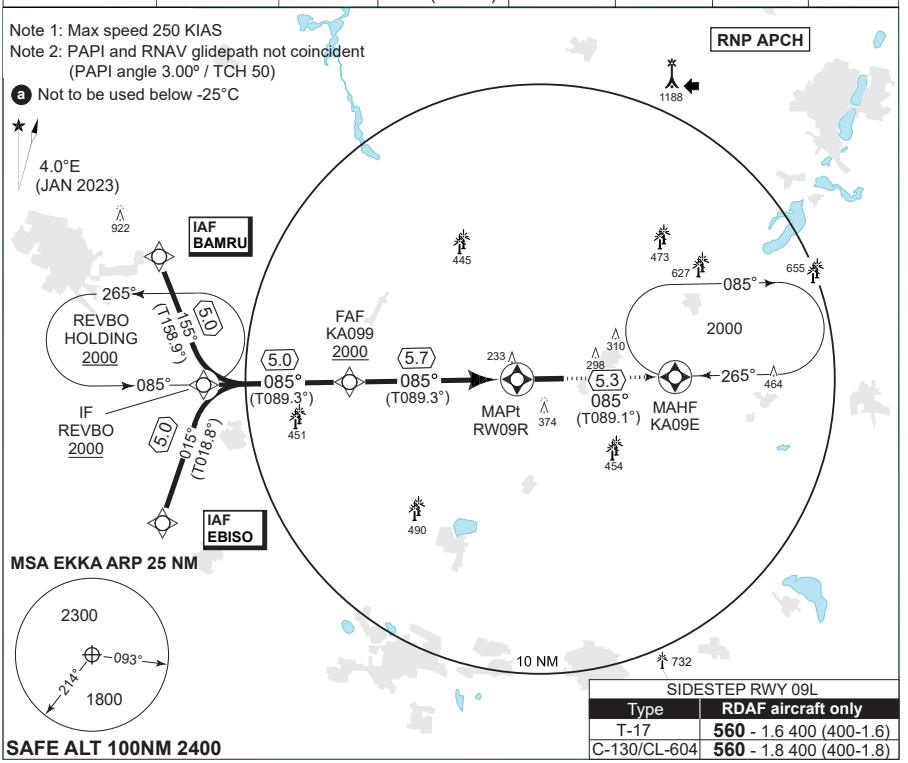
COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MINIMA	THR ELEV	ALS length	LDA
46175 / E09A	085°	2000 FT	3.0° (5.24%)	**See CAT**	154	900 M	9607 FT

Note 1: Max speed 250 KIAS

Note 2: PAPI and RNAV glidepath not coincident (PAPI angle 3.00º / TCH 50)

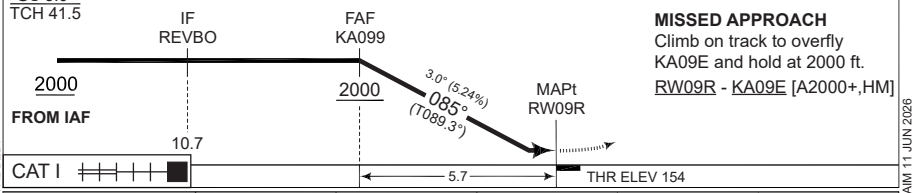
ⓐ Not to be used below -25°C



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

TA 3000
GS 3.0°
TCH 41.5

DIST TO RW09R	5	4	3	2	1
NOM. ALTITUDE	1790	1470	1150	830	520



MISSED APPROACH
Climb on track to overfly KA09E and hold at 2000 ft.
RW09R - KA09E [A2000+,HM]

	CATEGORY	A	B	C	D	E
MIPS	LPV (DA)	**404** - 600 250 (300-0.8/1.3)				
	LNAV/VNAV (DA) ⓐ	**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)

CHANGES: BORDING WINDFARM ADDED.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

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

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

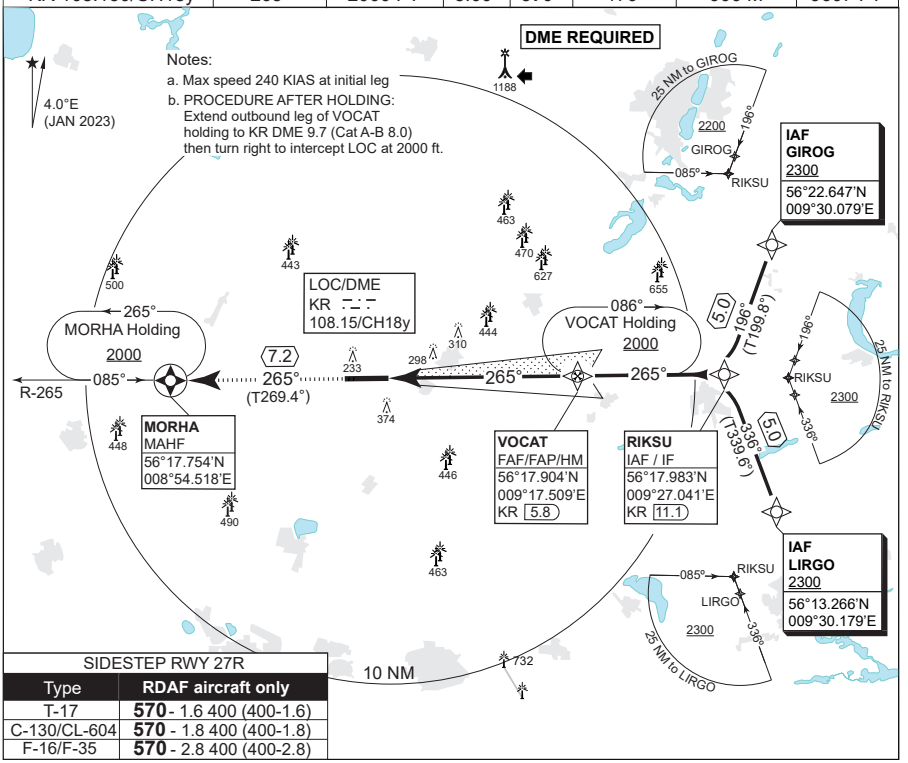
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

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

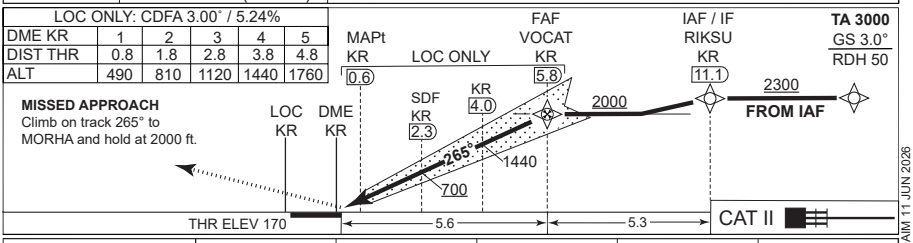
COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

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



SIDESTEP RWY 27R	
Type	**RDAF aircraft only**
T-17	**570** - 1.6 400 (400-1.6)
C-130/CL-604	**570** - 1.8 400 (400-1.8)
F-16/F-35	**570** - 2.8 400 (400-2.8)

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



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

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

MIPS

CHANGES: BORDING WINDFARM ADDED.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER ILS or LOC RWY 27L

KARUP AIR BASE (EKKA)

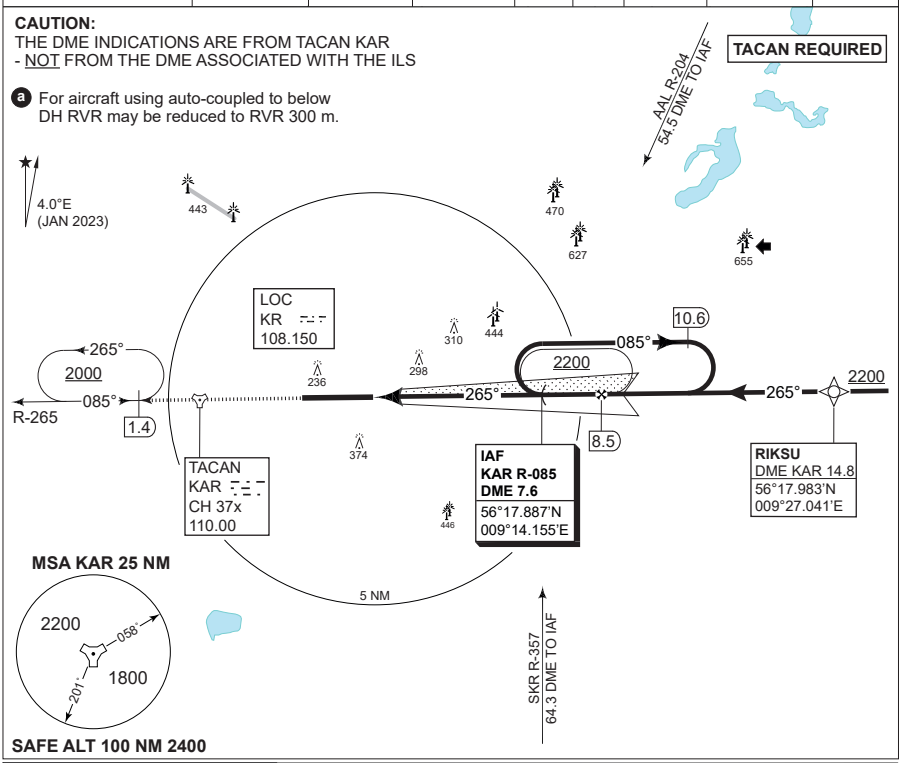
COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

TACAN	LOC	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KAR 110.00/CH 37x	KR 108.150	265°	1700 FT	3.00°	**370**	170	900 M	9607 FT

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

TACAN REQUIRED

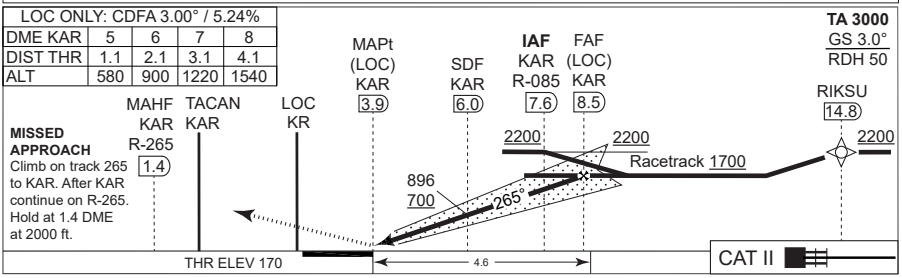
a For aircraft using auto-coupled to below DH RVR may be reduced to RVR 300 m.



SAFE ALT 100 NM 2400

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

TA 3000
GS 3.0°
RDH 50



MISSED APPROACH
Climb on track 265 to KAR. After KAR continue on R-265. Hold at 1.4 DME at 2000 ft.

CHANGES: MULTIPLE COURSES CORRECTED.

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

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

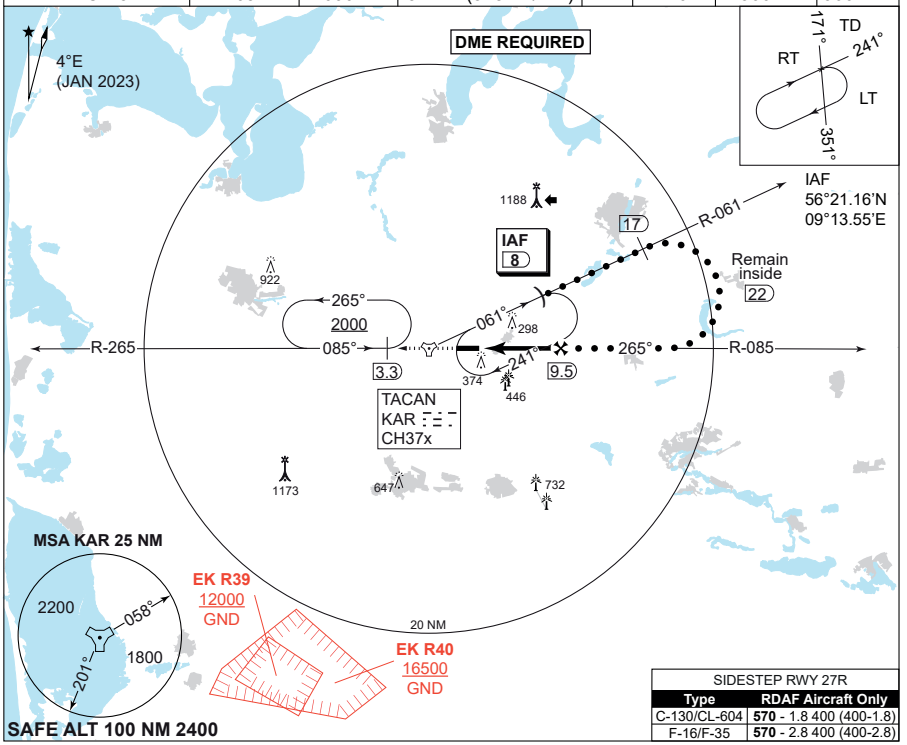
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

HPMA TACAN RWY 27L
KARUP AIR BASE (EKKA)

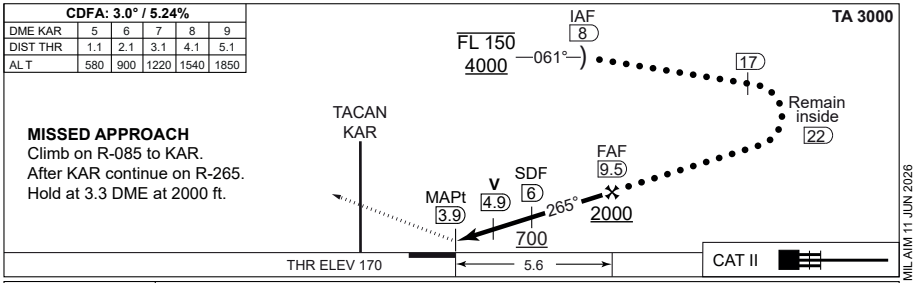
COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

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



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

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



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

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

CHANGES: BORDING WINDFARM ADDED.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

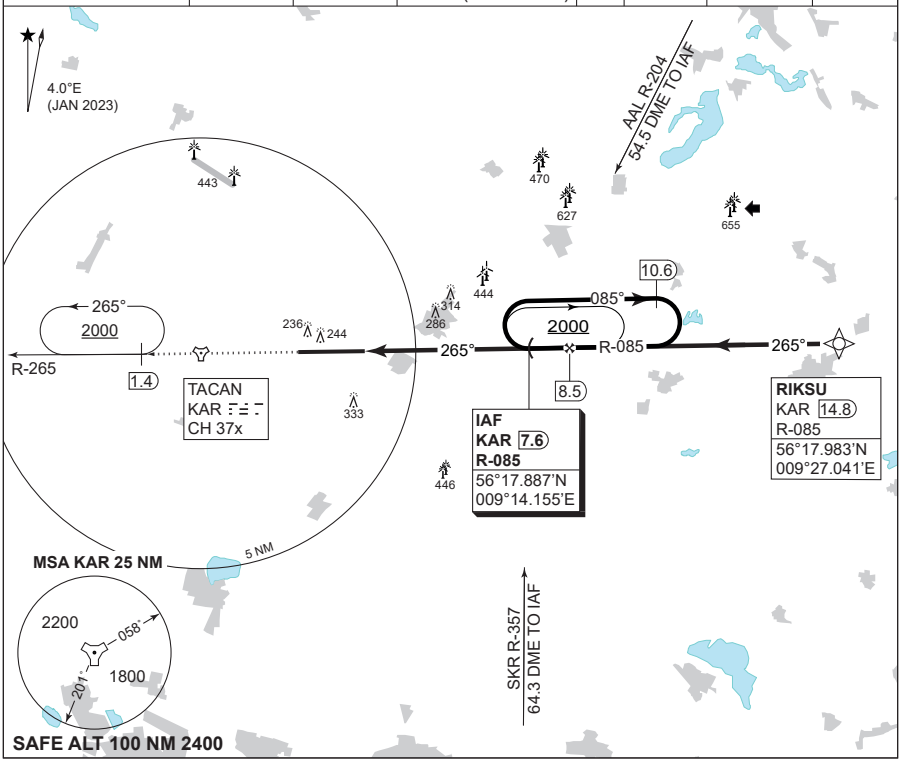
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER TACAN RWY 27L
KARUP AIR BASE (EKKA)

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

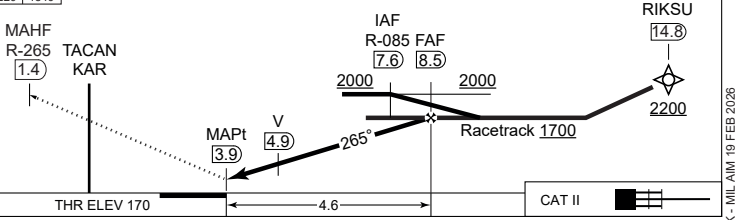
TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
KAR CH 37x	265°	1700 FT	5.24% (318 FT/NM)	**560**	170	900 M	9607 FT



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

TA 3000

MISSED APPROACH
Climb on R-085 to KAR. After KAR continue on R-265. Hold at 1.4 DME at 2000 FT.



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

CHANGES: MULTIPLE COURSE CORRECTED

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS **RNP RWY 27L**

INSTRUMENT APPROACH CHART AD ELEV 171 **KARUP AIR BASE (EKKA)**

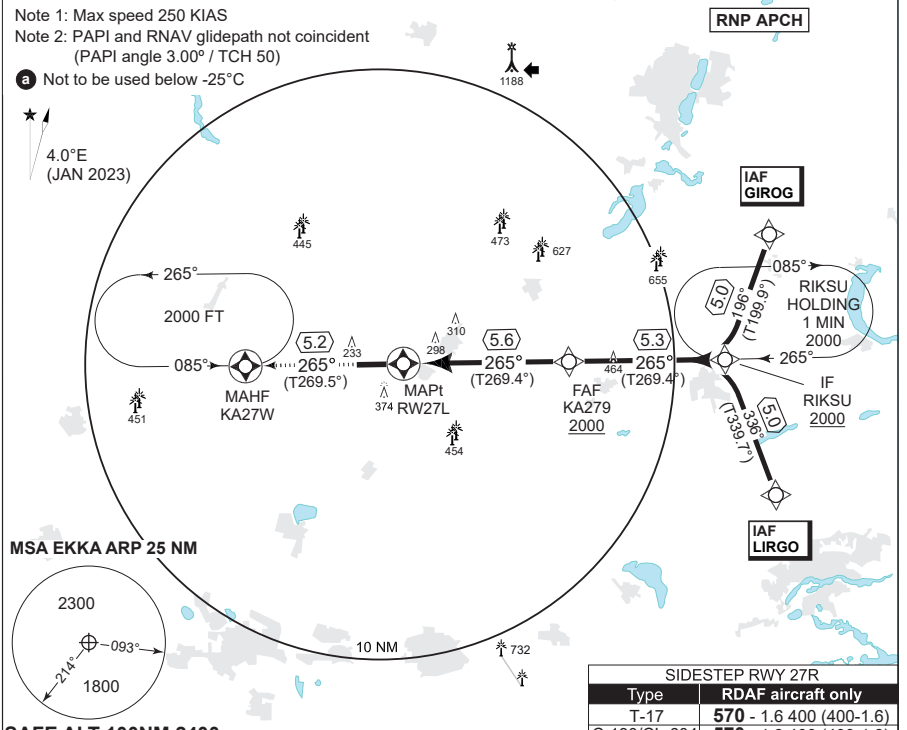
COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MINIMA	THR ELEV	ALS length	LDA
54104 / E27A	265°	2000 FT	3.0° (5.24%)	**See CAT**	170	900 M	9607 FT

Note 1: Max speed 250 KIAS

Note 2: PAPI and RNAV glidepath not coincident (PAPI angle 3.00° / TCH 50)

ⓐ Not to be used below -25°C



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)

SAFE ALT 100NM 2400

DIST TO RW27L	1	2	3	4	5
NOM. ALTITUDE	530	850	1170	1490	1800

TA 3000

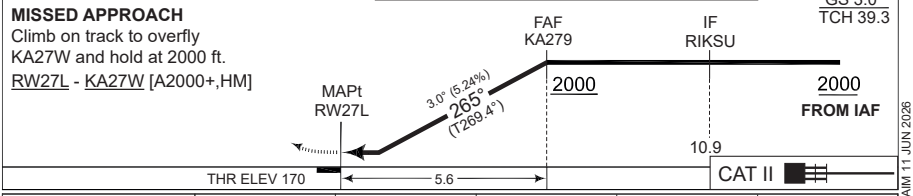
GS 3.0°

TCH 39.3

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) ⓐ	**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** - 3.6 949 (1000-3.6)

CHANGES: BORDING WINDFARM ADDED.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

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

RWY	PCN	DECLARED DISTANCES TORA	TODA	ASDA	LDA	HDG MAG	THR ELEV	RWY LIGHTING THR	PAPI	TDZ	CL	EDGE	END	APP LGT	THR PSN
04L	80 F/C/X/U	9845	9845	11715	9845	037°	13	**LIH**	3°	LIH	LIH	**LIH**	**LIH**	CAT II	55°35.54'N 012°36.22'E
22R	80 F/C/X/U	11715	11715	11715	9845	217°	14	**LIH**	3°		LIH	**LIH**	**LIH**	J	55°36.76'N 012°37.10'E
04R	80 F/C/X/U	10833	10833	10833	10833	037°	12	**LIH**	3°		LIH	**LIH**	**LIH**	J	55°36.19'N 012°37.99'E
22L	80 F/C/X/U	10833	10833	10833	10833	217°	8	LIH	3°	LIH	LIH	LIH	LIH	CAT II+III	55°37.53'N 012°40.06'E
12	80 F/C/X/U	9186	9186	9186	7759	119°	13	**LIH**	3°			**LIH**	**LIH**	J	55°37.46'N 012°38.36'E
30	80 F/C/X/U	7759	7759	8743	6873	299°	8	**LIH**	3°			**LIH**	**LIH**	J	55°36.84'N 012°40.02'E

CHANGES: DEPICTION OF PSR / MSSR WITHDRAWN.

FREQUENCIES	
COPENHAGEN APP:	119.805
KASTRUP FINAL:	120.205
KASTRUP TWR:	118.105 / 118.580 / 118.705 / 119.355 / 121.830
KASTRUP APRON:	121.630 / 121.905
ATIS (ARR):	122.755
ATIS (DEP):	122.855
ASE HANDLING:	131.925

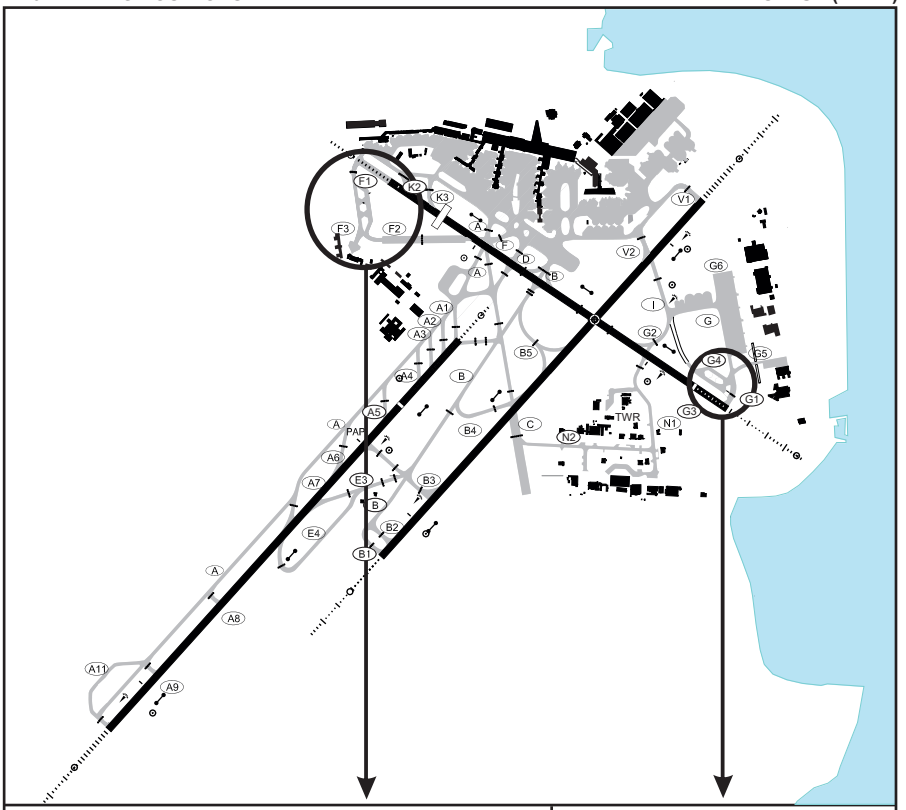
F-16 PARKING POSITIONS

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

TAKE-OFF POSITIONS

RWY	PSN	TORA	TODA	ASDA
22R	A2	11446	11446	11446
	A3	11030	11030	11030
	A4	10610	10610	10610
	A5	9478	9478	9478
04R	B2	10508	10508	10508
	B3	9176	9176	9176
	B4/C	6368	6368	6368
22L	V2	9143	9143	9143
12	K2	8854	8854	8854
	K3	8139	8139	8139
	D	5898	5898	5898

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025



CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

KASTRUP OPERATIONS

1. GENERAL

1.1. Use of afterburner is not permitted

1.2. Preferred RWY for landing: 22L/04L.
Preferred RWY for take off: 22R/04R.

2. APPROACH

2.1. After KORSA or TRANO expect radar vectoring to final.

2.2. On initial contact with APP or ARR: State callsign, aircraft type, and arrival ATS.

2.3. On initial contact with Final state callsign only.

2.4. Do not overfly the city of Copenhagen below 2500 feet.

2.5. RWY 12: Do not fly below GP during instrument or visual approach.

2.6. Landing on RWY 22L: Turn on to taxiway B unless otherwise instructed.
Landing on RWY 04L: Turn on to taxiway A unless otherwise instructed.

2.7. Remain on tower frequency after landing until otherwise instructed by ATC.

3. START UP AND DEPARTURE

3.1. Contact DLV (119.900 MHz) between 30 and 10 minutes prior to engine start and state; Call sign, aircraft type, parking place, departure ATIS and need for de-icing.
If unable to follow the SID, inform DLV (“Unable RNAV”).

3.2. After read back, DLV will give the frequency for GND or TWR. (Expect 121.900 MHz for GND).

3.3. On GND/TWR request start up and taxi (Marshaller compulsary from R1-R3)

3.4. Take off position: See AD LAYOUT for INT and distances.

3.5. Departure:

3.5.1. When passing 1000 feet contact departure on frequency 124.980 MHz for the following SID's (without designator as e.g. BISTA 1C): BISTA, KEMAX, SIMEG, SALLO, MAXEL and TOBIS – departures in direction 001° to 270° from EKCH ARP.

3.5.2. When passing 1000 feet contact DEP on frequency 120.255 MHz for the following departures (without designator e.g. DOBEL 1C): DOBEL, MIRGO, and NOVPO – departures in direction 271° to 360° from EKCH ARP.

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

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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

4. GROUND HANDLING (FIGHTER AIRCRAFT ONLY)

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

5. PLANNED PARKING POSITIONS FOR FIGHTER AIRCRAFT

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

CHANGES: HANDLING PROVIDER CHANGED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

KASTRUP ARRIVAL

IFR approach
At first contact with APPROACH, state type of aircraft.
At initial contact with FINAL, state only callsign.

Radio Communication failure during IFR approach for a/c WITHOUT VOR, but WITH TACAN, incl. RDAF F-16 / F-35.
In case of radio communication failure the last cleared and acknowledged level shall be maintained until RNAV fix UVALO (55º47.47N 012º05.73E) HIGH HOLDING. (UVALO R-278 / 20 NM). Descend to 6000 FT AMSL in the holding pattern. If already at a lower level, maintain this.

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

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

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

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

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

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

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

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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

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

Primary holdings for København/Kastrup

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

Notes:
*) TUDLO is on KOR R-251/35.1 DME, PSN 55° 16.550'N 010° 38.867'E
**) TESPI is on TNO R-281/31.6 DME, PSN 55° 53.900'N 010° 31.867'E

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

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
CH 110.50/CH42x	037°	2000 FT	3.00°	**213**	13	900 M	9842 FT

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

FOR TRANSITION: RNAV 1 GNSS OR RADAR VECTORING

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

DME REQUIRED

4.0°E (2017)

LOC / DME CH
110.50/CH42x

IAF ZAQQI 3000 a

CH4LF 6.2

1.2 127° (T131.1°)

CH713 3000

3.3 127° (T131.0°)

4.0 037° (T041.0°)

IF CH710 2500

2.5 037° (T041.0°)

4.5 307° (T311.1°)

IAF BUDIQ 3000 a

IAF EJQET 3000 a

MSA ARP 25 NM

2100 007° 1800 127° 1700 252°

10 NM

SAFE ALT 100 NM 3000

TA 5000
GS 3.00°
RDH 49

From IAF

IF CH710 10.1 2500

FAF/FAP CH4LF 6.2 2000

037°

2 MAPt 0.5 610

DME CH LOC CH

CAT II

6.0

THR ELEV 13

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

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

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

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

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
NE 109.30/CH30x	037°	2000 FT	3.00°	**212**	12	720 M	10833 FT

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

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

FOR TRANSITION: RNAV 1 GNSS OR RADAR VECTORING

DME REQUIRED

LOC / DME NE 109.30/CH30x

4.0°E (2017)

IAF ZAQQI 3000 a

IAF CATWU 3000 a

IAF EQJET 3000 a

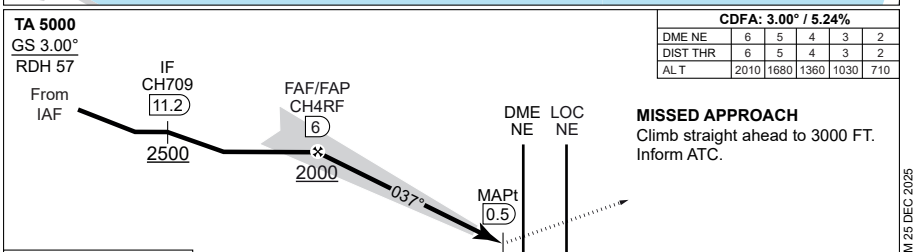
IF CH709 2500

CH713 3000

CH4RF 6

MSA ARP 25 NM

SAFE ALT 100 NM 3000



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

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

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

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
OXS109.50/CH32x	217°	2000 FT	3.00°	**208**	8	840 M	10833 FT

NOTE:
- (a) MAX. 220 KIAS.
- (b) Circling for CAT C-E not approved N of AD between centerline RWY 22R and centerline RWY 12.
- (c) Pass DME OXS 5 NM not below 1500 FT, due to airspace considerations.
- d) CAT III operations may take place without restrictions as the basic ILS surfaces are not penetrated.
- e) Maintain last assigned altitude until intercepting the glide path.

DME REQUIRED

FOR TRANSITION: RNAV 1 GNSS OR RADAR VECTORING

IAF VOCXI 3000 (a)

IAF EXTAR 3000 (a)

IAF ODLAQ 3000 (a)

IF CH610 2500

4.5 127° (T131.2°)

2.5 217° (T221.4°)

4.5 307° (T311.4°)

4.0 217° (T221.4°)

CH2LF 6.2

217°

10 NM

4.0°E (2017)

837

365

510

253

503

680

377

LOC / DME OXS
109.50/CH32x

MSA ARP 25 NM

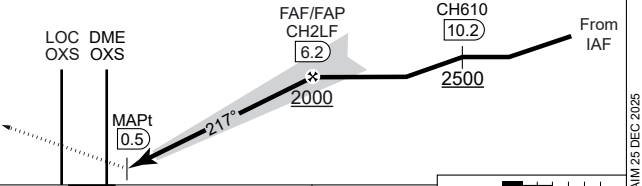
2100 — 040° — 1800 — 127° — 1700 — 252°

SAFE ALT 100 NM 3000

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

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

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



TA 5000
GS 3.00°
RDH 53

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

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

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

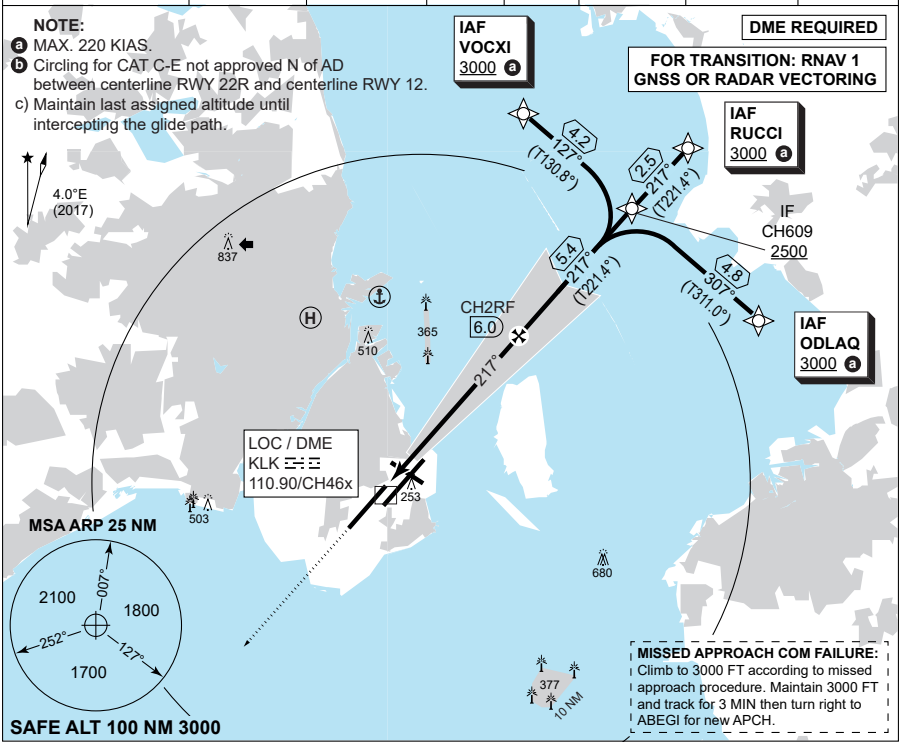
MIPS

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

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

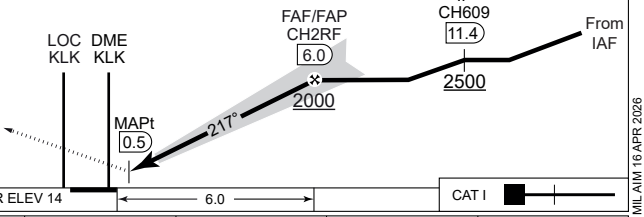
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KLK 110.90/CH46x	217°	2000 FT	3.00°	**214**	14	900 M	9842 FT

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



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

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



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

CHANGES: EDITORIAL

MIPS

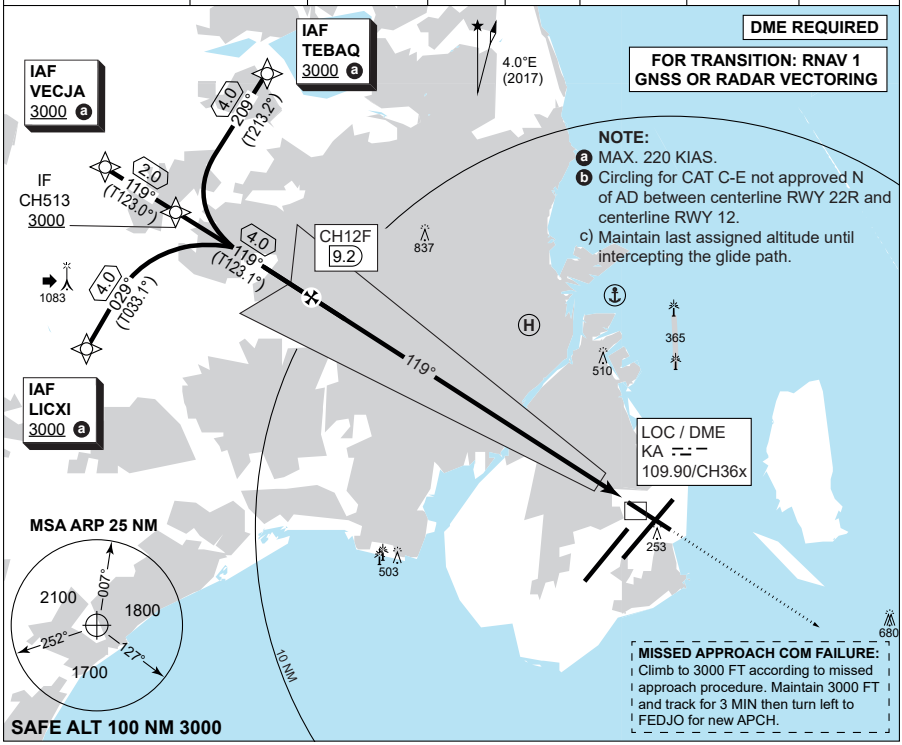
AIR COMMAND DENMARK - MIL AIM 16 APR 2026

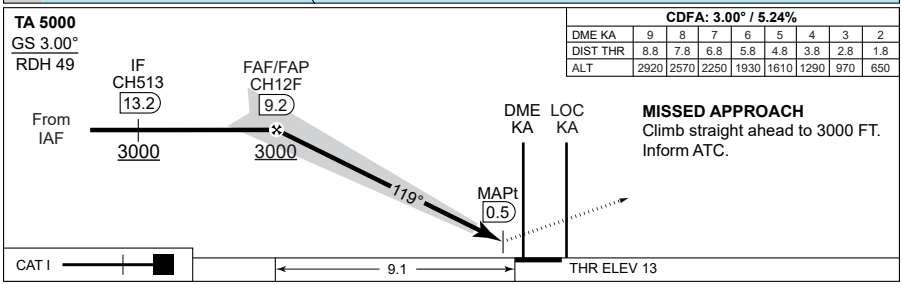
MIPS

INSTRUMENT APPROACH CHART | AD ELEV 17 | **ILS or LOC RWY 12 KASTRUP(EKCH)**

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

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





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

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

CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

ILS or LOC RWY 12 | 55°37.08'N 012°39.36'E | **KASTRUP (EKCH)**

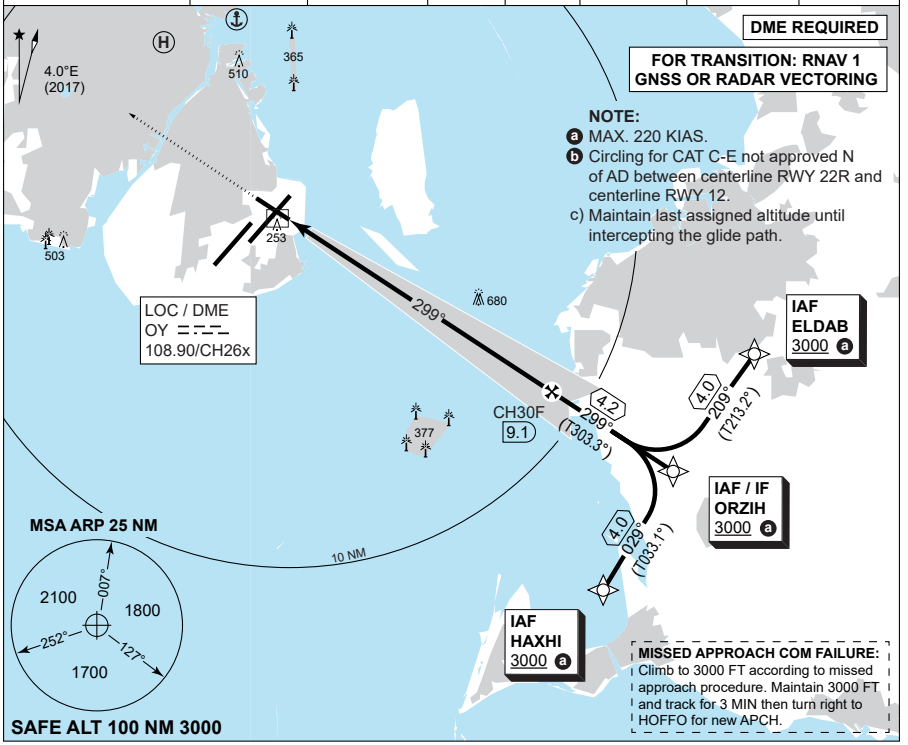
MIPS

INSTRUMENT APPROACH CHART AD ELEV 17

ILS or LOC RWY 30
KASTRUP(EKCH)

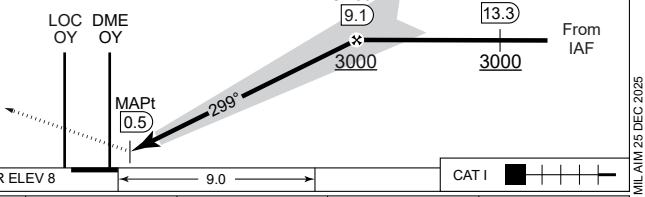
COPENHAGEN APPROACH	KASTRUP ATIS (ARR)	KASTRUP FINAL	KASTRUP TWR	KASTRUP APRON
119.805	122.755	120.205	118.105	121.630

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



CDFA: 3.00° / 5.24%								
DME OY	2	3	4	5	6	7	8	9
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8
ALT	640	960	1280	1600	1920	2240	2560	2870

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



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

MIPS

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

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

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

55°37.08'N
012°39.36'E

Kastrup (EKCH) waypoint coordinates:

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

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

CHANGES: SPELLING OF TEBAC CORRECTED TO TEBAQ.

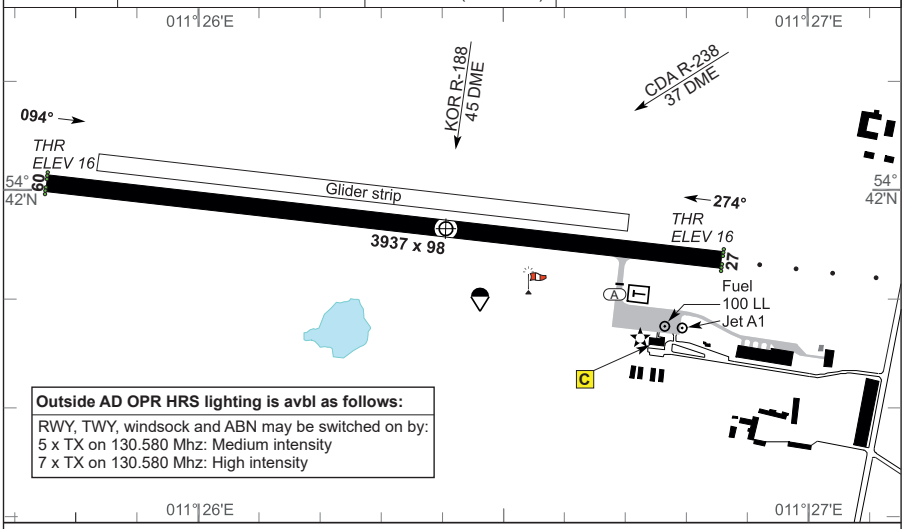
AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

LOLLAND FALSTER / MARIBO (EKMB)

AERODROME CHART

MARIBO RADIO	COPENHAGEN INFORMATION	
130.580	**127.080**	
AD Elev **16**	ARP 54°41.97'N 011°26.41'E	VAR 2.1°E (JAN 2010)

Maribo Airport:	+45 98 93 58 00
Briefing EKCH:	+45 32 47 82 72
Flight plan closing (ACC):	+45 32 46 23 38



ALS is not available outside AD OPR HRS

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

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

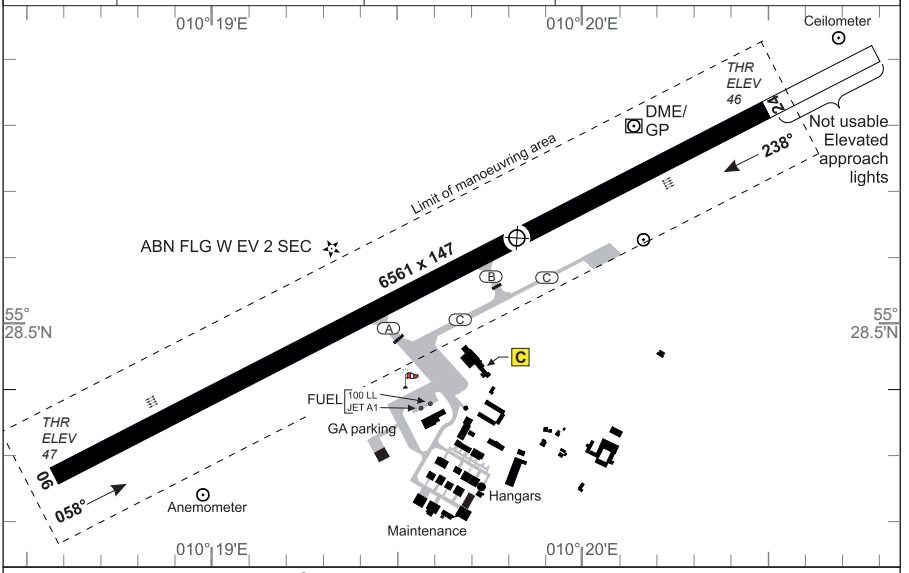
Local Regulations/Remarks

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

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

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



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

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

FLIGHT PROCEDURES

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to OD24F HOLDING.

1.2 Navigation aid designated for radio communication failure during IMC for arriving aircraft is NDB FE.

2. IFR Departure

2.1 Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures:
RWY 06/24: Climb straight ahead to at least 700 FT MSL before turn is commenced.

3. Helicopter

3.1 Within AFIS operating hours, contact AFIS before commencing hovertaxi for information regarding drone activity.

MIPS	CIRCLING MINIMA (North of AD only)				
A	B	C	D	E
500 -1.5 444 (500-1.5)	**550** -1.6 494 (500-1.6)	**790** -2.4 734 (800-2.4)	**790** -3.6 734 (800-3.6)	**890** -3.6 834 (900-3.6)

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

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

NOISE ABATEMENT PROCEDURES

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

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

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

2. Noise abatement provisions for ACFT with MTOM above 5700 KG.
3.1 Take-off RWY06:

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

3.2 Take-off RWY24:

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

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

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

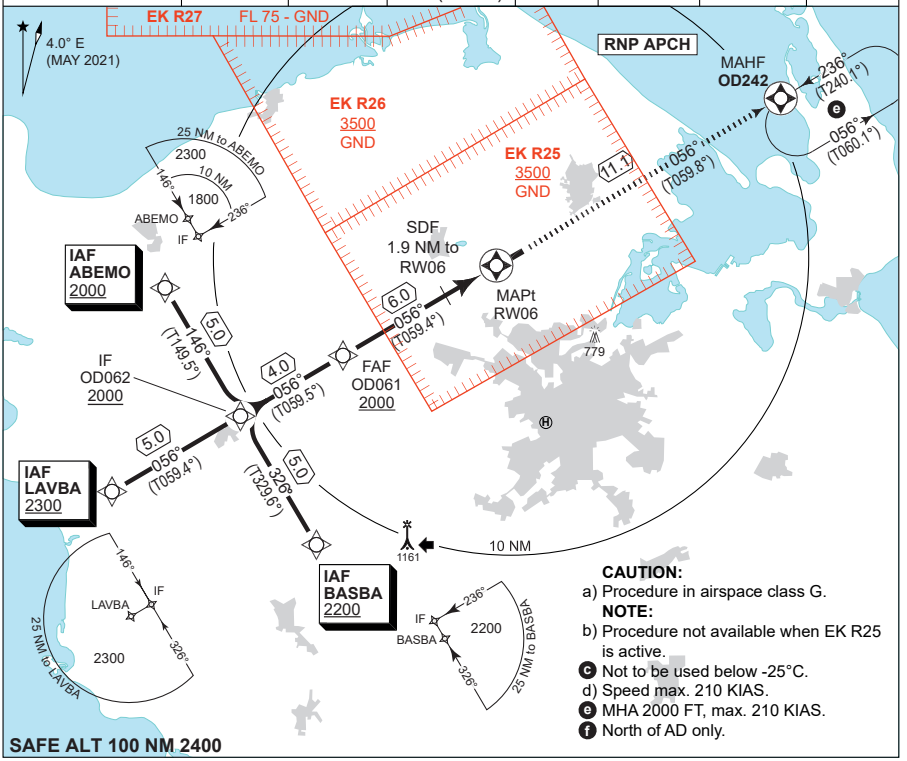
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 56

RNP RWY 06
ODENSE / H C ANDERSEN (EKOD)

COPENHAGEN CONTROL	ODENSE INFORMATION
360.100 133.150	119.530

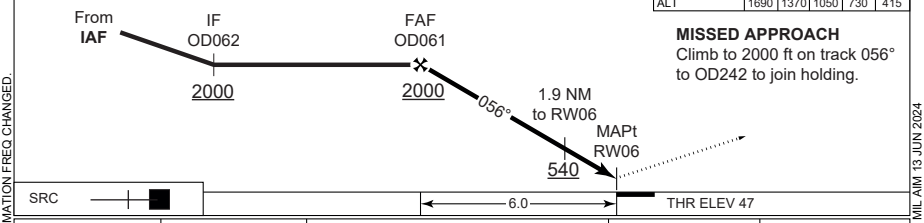
EGNOS CHANNEL	APP COURSE	FAF ALT	DESCENT GR	DA	THR ELEV	ALS LENGTH	LDA
49463 / E06A	056°	2000 FT	3.0° (5.24%)	**297**	47	900 M	6053 FT



CAUTION:
a) Procedure in airspace class G.
NOTE:
b) Procedure not available when EK R25 is active.
c Not to be used below -25°C.
d) Speed max. 210 KIAS.
e MHA 2000 FT, max. 210 KIAS.
f North of AD only.

TA 3000

CDFA: 3.00° / 5.24%					
DIST TO RW06	5	4	3	2	1
ALT	1690	1370	1050	730	415



MISSED APPROACH
Climb to 2000 ft on track 056° to OD242 to join holding.

	CATEGORY	A	B	C	D	E
MIPS	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)

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

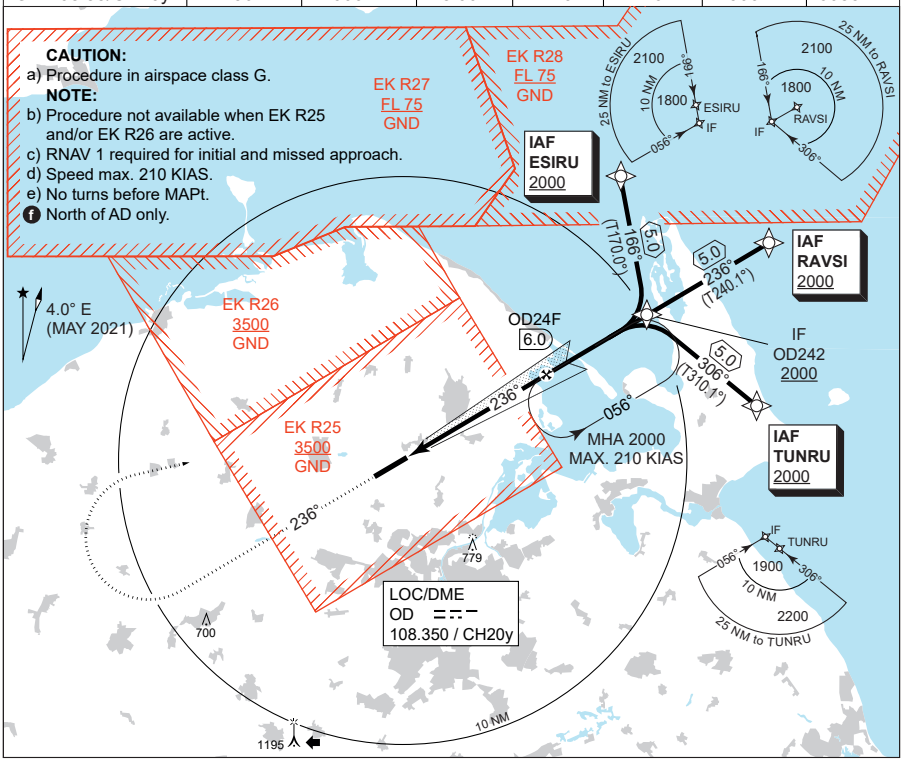
MIPS

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

ODENSE / H C ANDERSEN (EKOD)

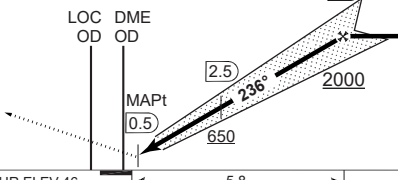
COPENHAGEN CONTROL	ODENSE INFORMATION
360.100 133.150	119.530

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



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

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



TA 3000
GS 3.00°
RDH 57

CAT I

CATEGORY	A	B	C	D	E
S-ILS 24	**246** - 550 200 (200-0.8/1.2)				
S-LOC 24	**380** - 800 334 (400-0.8/1.5)				
CIRCLING (f)	**500** - 1.5 444 (500-1.5)	**550** - 1.6 494 (500-1.6)	**790** - 2.4 734 (800-2.4)	**790** - 3.6 734 (800-3.6)	**890** - 3.6 834 (900-3.6)

CHANGES: ODENSE INFORMATION FREQ CHANGED.

MIPS

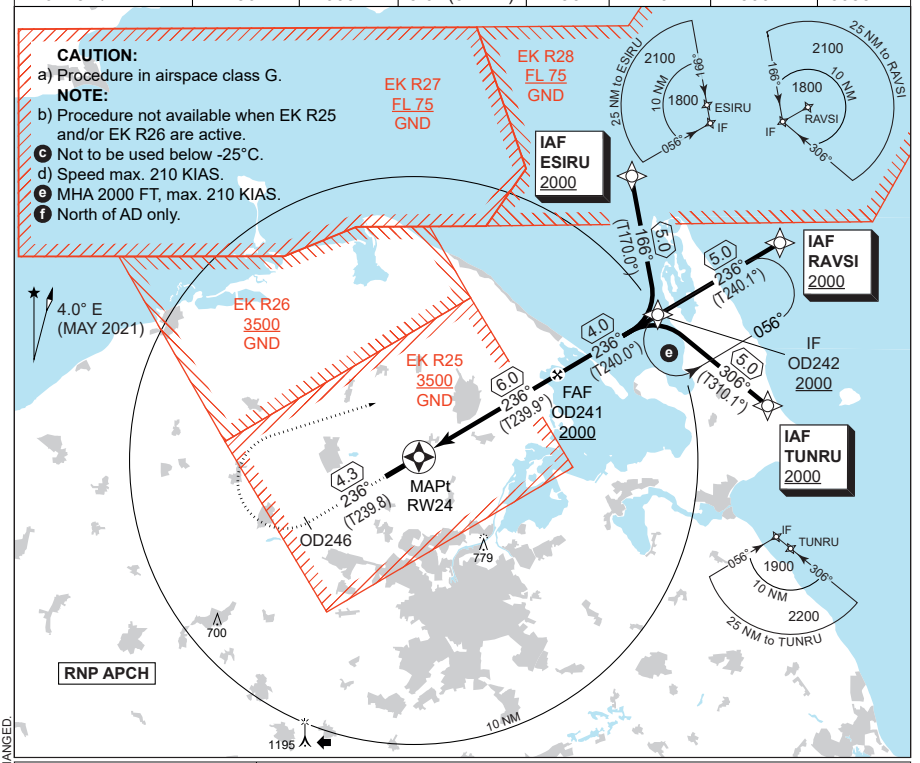
AIR COMMAND DENMARK - MIL AIM 13 JUN 2024

AD ELEV 56

RNP RWY 24
ODENSE / H C ANDERSEN (EKOD)

COPENHAGEN CONTROL	ODENSE INFORMATION
360.100 133.150	119.530

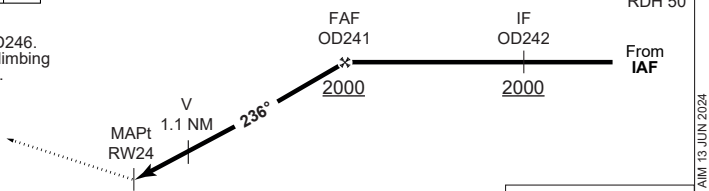
EGNOS CHANNEL	APP COURSE	FAF ALT	DESCENT GR	DA	THR ELEV	ALS LENGTH	LDA
67257 / E24A	236°	2000 FT	3.0° (5.24%)	**296**	46	900 M	6053 FT



CDFA: 3.00° / 5.24%					
DIST RW24	1	2	3	4	5
ALT	415	730	1050	1370	1690

TA 3000
GS 3.0°
RDH 50

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



	CATEGORY	A	B	C	D	E
MIPS	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)

CHANGES: ODENSE INFORMATION FREQ CHANGED, PAGE NUMBER CHANGED.
AIR COMMAND DENMARK - MIL AIM 13 JUN 2024

EKOD RNP RWY 24 waypoint coordinates:

RWY 24 from TUNRU (Initial LEFT) APPROACH RNP

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

RWY 24 from ESIRU (Initial RIGHT) APPROACH RNP

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

RWY 24 from RAVSI (Initial CENTER) APPROACH RNP

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

Threshold coordinates RWY 24

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

ROSKILDE (EKRK)

AERODROME CHART

RNP RWY 03

WP LIST RWY 03

ILS or LOC RWY 11 (CAT A-B)

COPTER ILS or LOC RWY 11

ILS or LOC RWY 11 (CAT C-E)

NDB RWY 11 (CAT A-B)

NDB RWY 11 (CAT C-E)

RNP RWY 11 (CAT A-B)

WP LIST RWY 11 (CAT A-B)

RNP RWY 11 (CAT C-E)

WP LIST RWY 11 (CAT C-E)

ILS or LOC RWY 21

COPTER ILS or LOC RWY 21

RNP RWY 29

WP LIST RWY 29

EKRK OPS

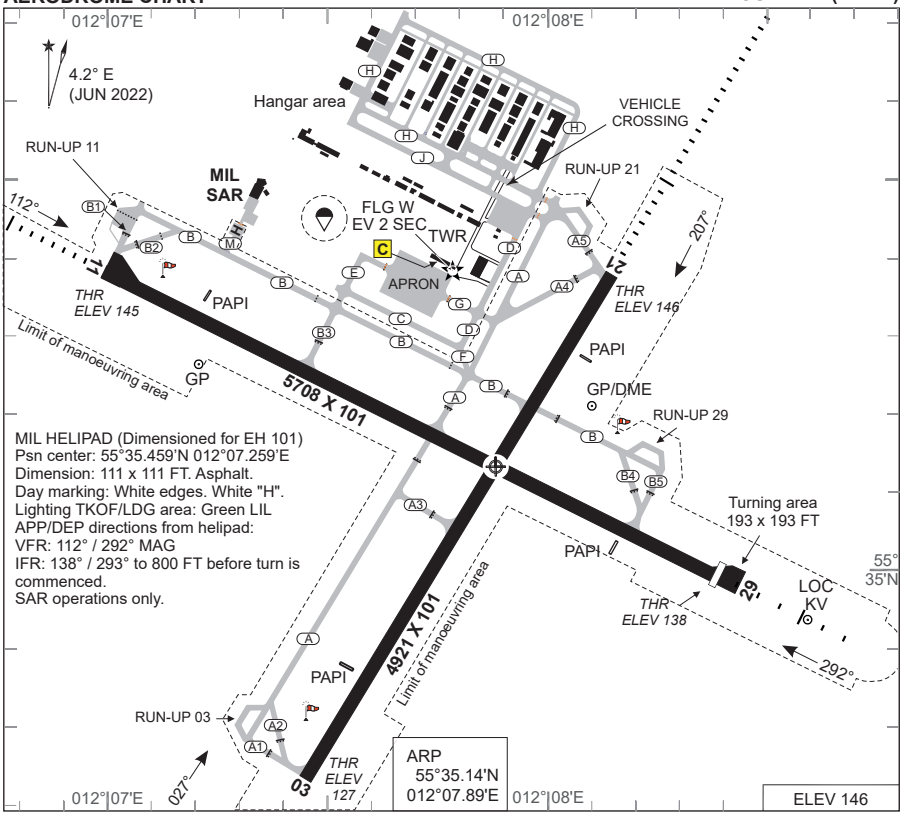
EKRK ARRIVAL

EKRK DEPARTURE

NOISE ABATEMENT

IFR DEP (PROP)

IFR DEP (JET)



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									

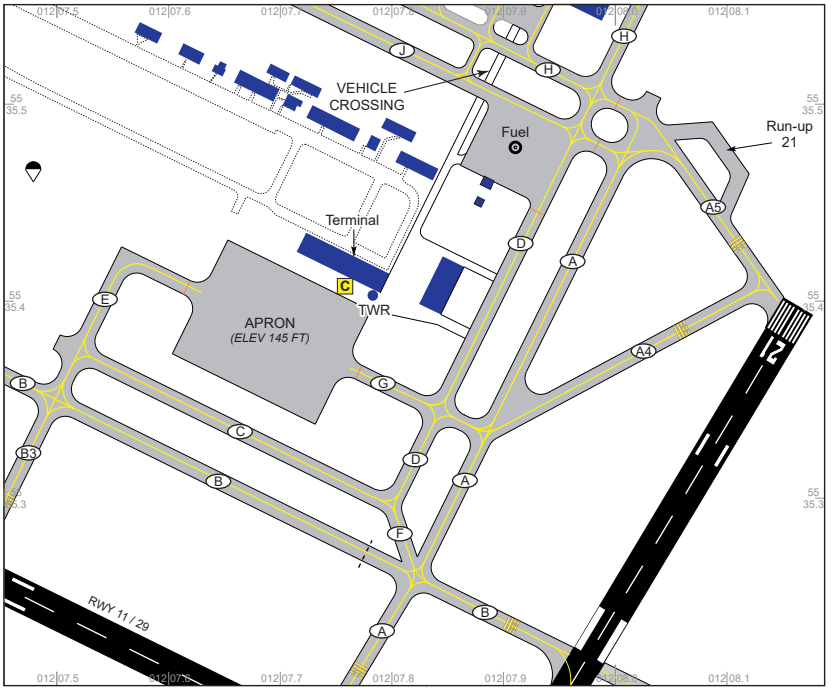
ROSKILDE ATIS	123.805
ROSKILDE TWR	118.905 (119.655)
ROSKILDE APP	125.530
ROSKILDE HANDLING	131.555 (Handling, FPL etc.)
COPENHAGEN INFORMATION	127.080 (Civil)

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: VDF WITHDRAWN. LIMIT OF MANOEUVERING AREA SHOWN.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

ROSKILDE OPERATIONS



1. GENERAL

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

2.TAXI REGULATIONS

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

3.REDUCTION OF LANDING DISTANCE AVAILABLE

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

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

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

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

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

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

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

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

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

e) The landing aircraft will in due time be asked whether the reduction of the Landing Distance Available is acceptable.
Following phraseology will be used:
For Runway 03: "CONFIRM ABLE TO ACCEPT A SHORT LANDING RUNWAY 03, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A3. LANDING DISTANCE AVAILABLE 740 METRES".
For Runway 11: "CONFIRM ABLE TO ACCEPT A SHORT LANDING RUNWAY 11, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A. LANDING DISTANCE AVAILABLE 940 METRES".

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

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

h) Landing clearance will be issued with following phraseology:
For Runway 03: "STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A3, RUNWAY 03 CLEARED TO LAND".
For Runway 11: "STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A, RUNWAY 11 CLEARED TO LAND".

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

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

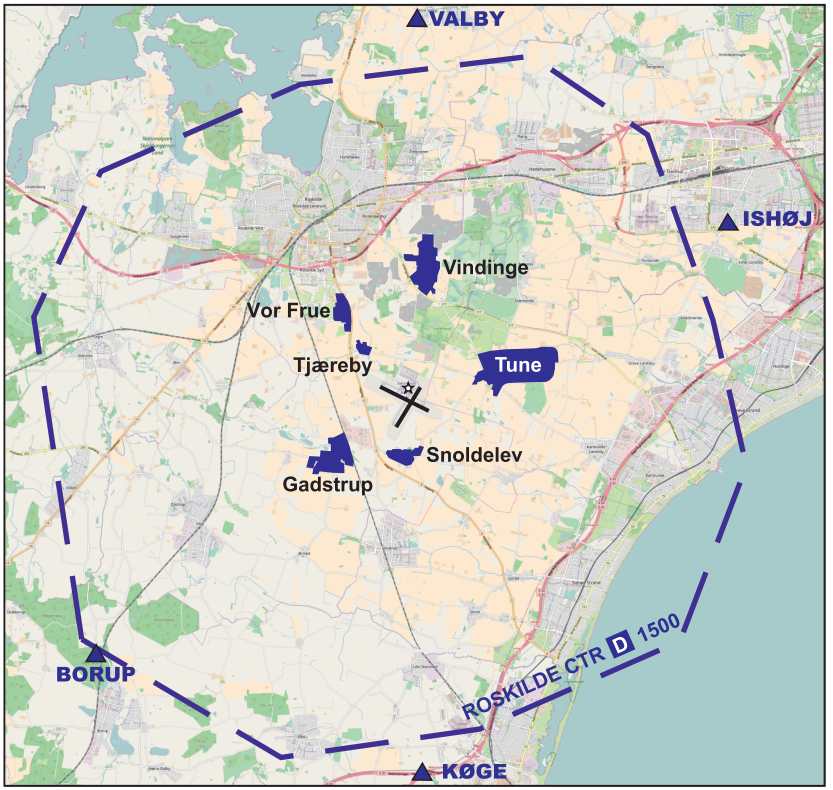
NOISE ABATEMENT PROVISIONS

1.1 General provisions

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

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

b. Take-off and landing in connection with security control of the airport area.



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

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

1.2 Jet aircraft

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

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

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

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

1.3 Propeller and turboprop aeroplanes

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

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

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

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

a. From 1 MAY to 31 AUG:

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

b. From 1 SEP to 30 APR:

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

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

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

1.3.4.2 IFR landing exercises and continuous approaches are permitted only:

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

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

1.4 Helicopters

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

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

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

1.5 Reporting

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

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

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

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

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

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

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

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

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

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

1.5.4 The Danish CAA follow-up of reports.

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

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

ROSKILDE ARRIVAL

Flight Planning

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

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

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

Filing of Flight Plan
Traffic to København/Roskilde shall include appropriate primary holding in the flight plan.

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

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

Radio communication failure during IFR approach.
In case of radio communication failure, the latest received and acknowledged level shall be maintained until the appropriate primary holding. In TIDVU holding decend to FL 70. In ERNOV holding decend to FL 100. In FISKO and KOR holding

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

Primary holdings for København/Roskilde

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

Secondary Holdings for København/Roskilde

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

ROSKILDE DEPARTURE

Flight Planning
Standard Instrument Departures are not established.

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

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

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

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

Omnidirectional Departure from Roskilde
Climb straight ahead to at least 800 FT MSL before turn is commenced.

Departure from military helipad:
Departure 140: Climb on track 139 to 800 FT MSL before turn is commenced.
Departure 295: Climb on track 294 to 800 FT MSL before turn is commenced.

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

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

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

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

2. Flights with entire route within Copenhagen Area and Malmö TMA:
In case of radio communication failure after departure, maintain for a period of three minutes the cleared level, then continue in accordance with the current flight plan. In case of radio communication failure after departure, while under radar vectoring, aircraft shall proceed in the most direct manner in accordance with the current flight plan and climb according to above described procedure.

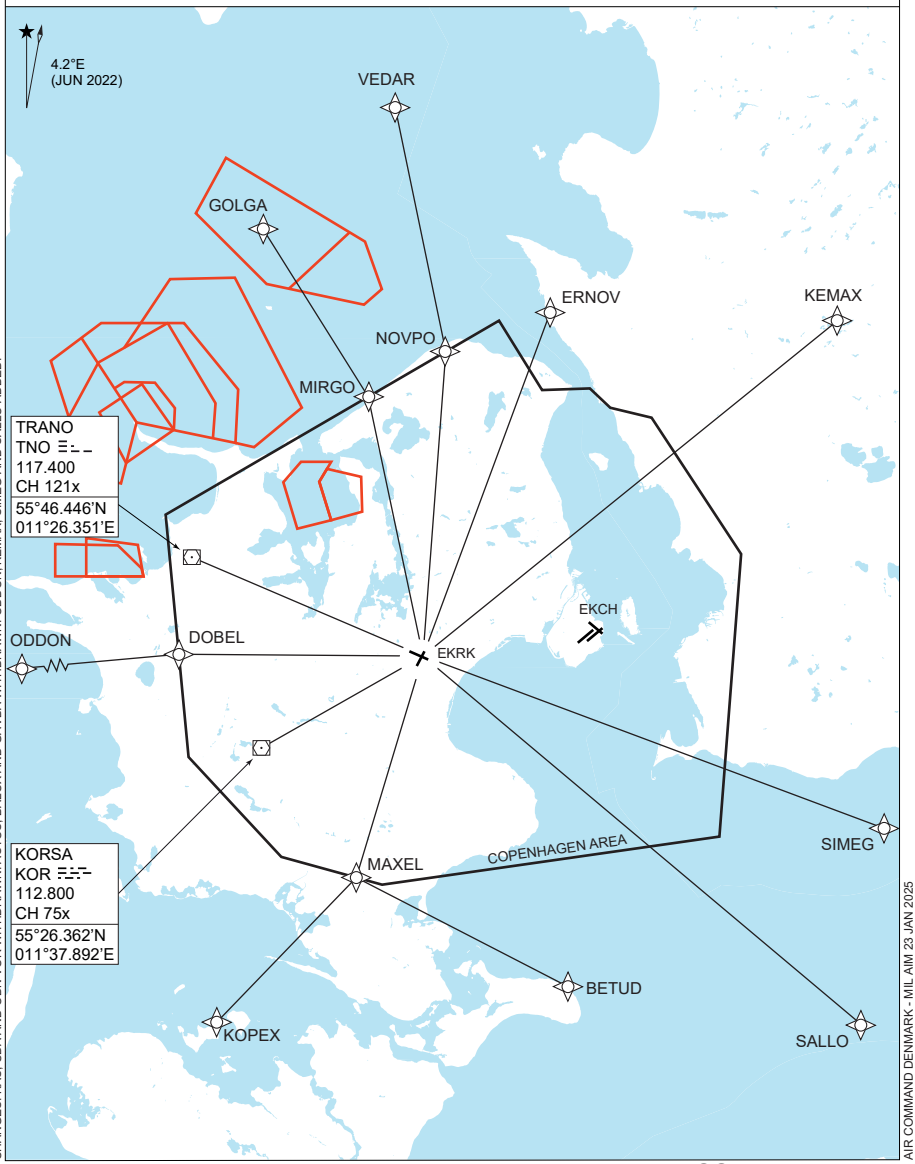
WAYPOINT LIST			
WAY-POINT	LATTITUDE/LONGITUDE	WAY-POINT	LATTITUDE/LONGITUDE
BETUD	55° 00.435'N 012° 31.346'E	MIRGO	56° 02.142'N 011° 59.882'E
BISTA	55° 12.203'N 012° 07.383'E	NEXEN	54° 48.647'N 011° 37.515'E
DOBEL	55° 36.365'N 011° 23.396'E	NOVPO	56° 06.400'N 012° 14.467'E
ERNOV	56° 10.132'N 012° 34.427'E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

CHANGES: WAYPOINT LIST UPDATED.

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.



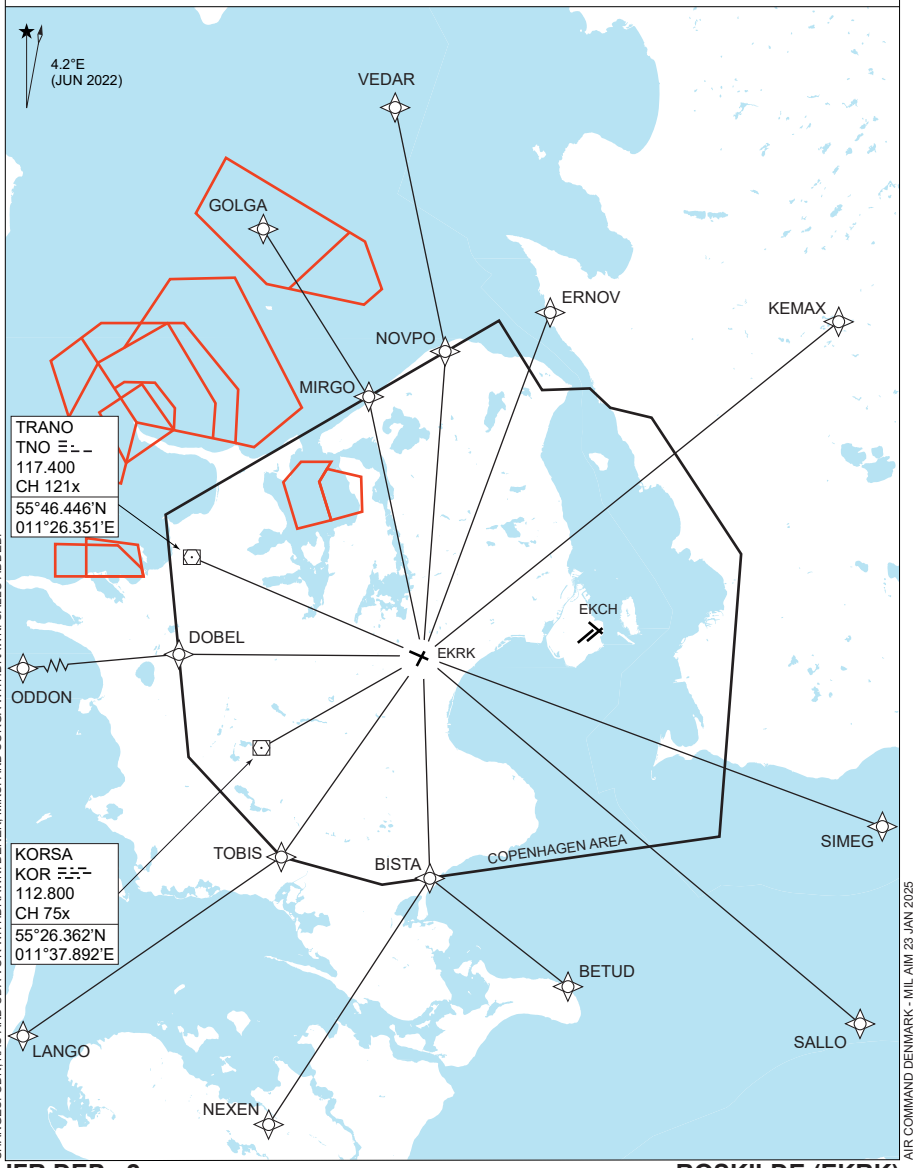
CHANGES: KAS, CDA AND ODN VOR WITHDRAWN. ASTOS, BALOX AND GAVBA WITHDRAWN. ODDON, KEMAX, SIMEG AND SALLO ADDED.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

IFR TRAFFIC FROM ROSKILDE

JET

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



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

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

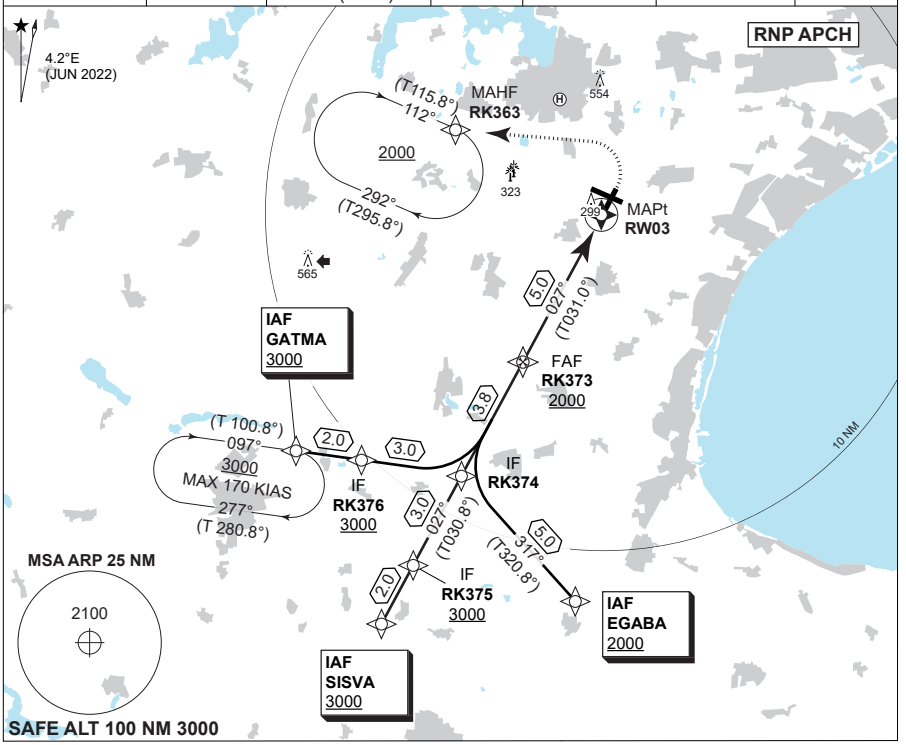
MIPS
INSTRUMENT APPROACH CHART

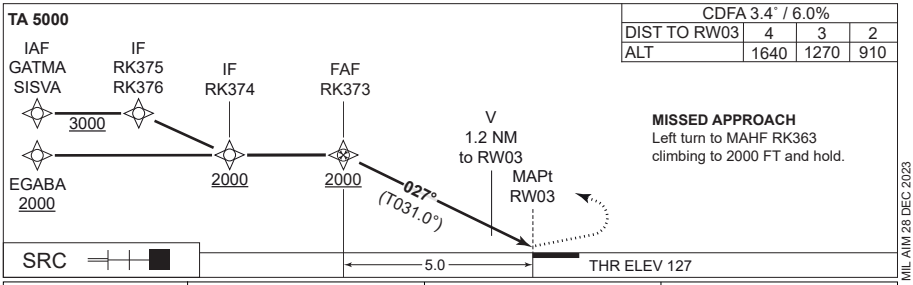
AD ELEV 146

RNP RWY 03
ROSKILDE (EKRK)

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

APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
027°	2000 FT	3.4° (6.0%)	**630**	127	450 M	4921 FT





CDFA 3.4° / 6.0%			
DIST TO RW03	4	3	2
ALT	1640	1270	910

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)

CHANGES: ATC FREQ CHG.

MIPS

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

RNP RWY 03

55°35.13'N
012°07.89'E

ROSKILDE (EKRK)

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

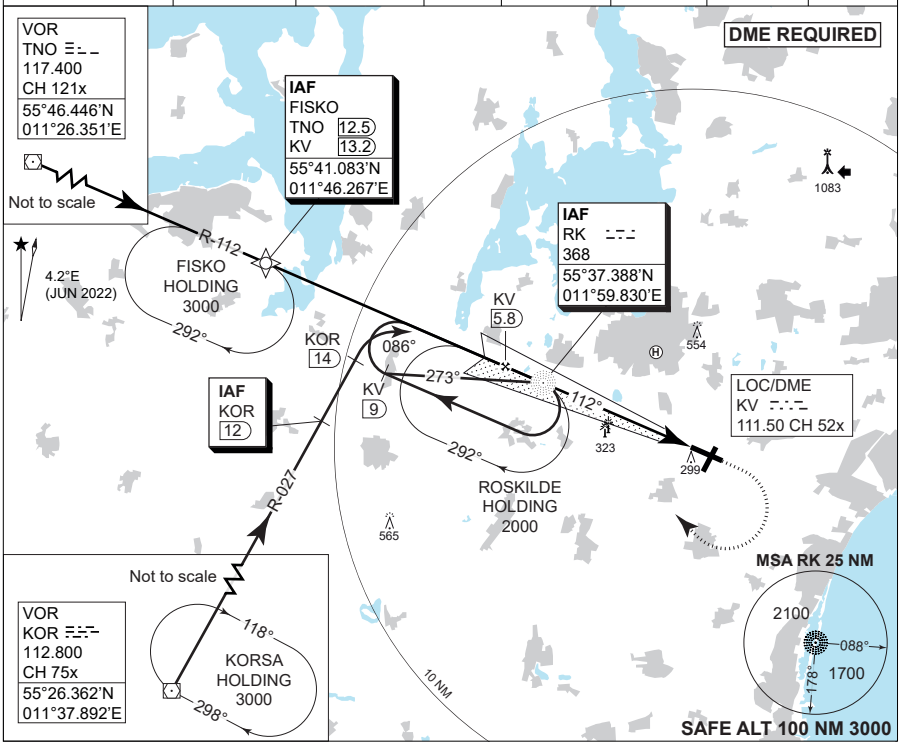
CHANGES:APPROACH RENAMED RNP.

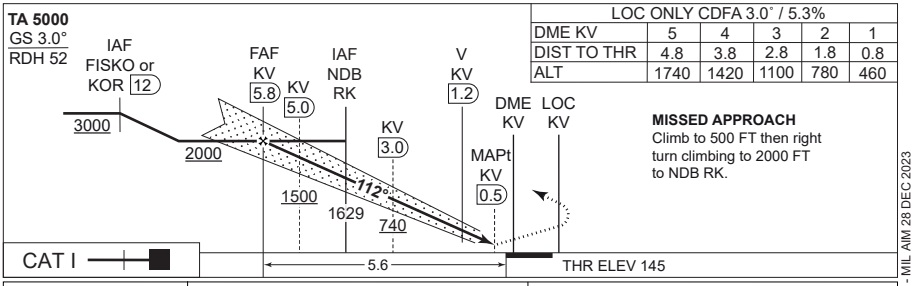
AIR COMMAND DENMARK - MIL AIM 26 JAN 2023

AD ELEV 146

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

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KV 111.50 CH 52x	112°	2000 FT	3.00°	**345**	145 FT	900 M	5708 FT





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.

CHANGES: ATC FREQ CHG

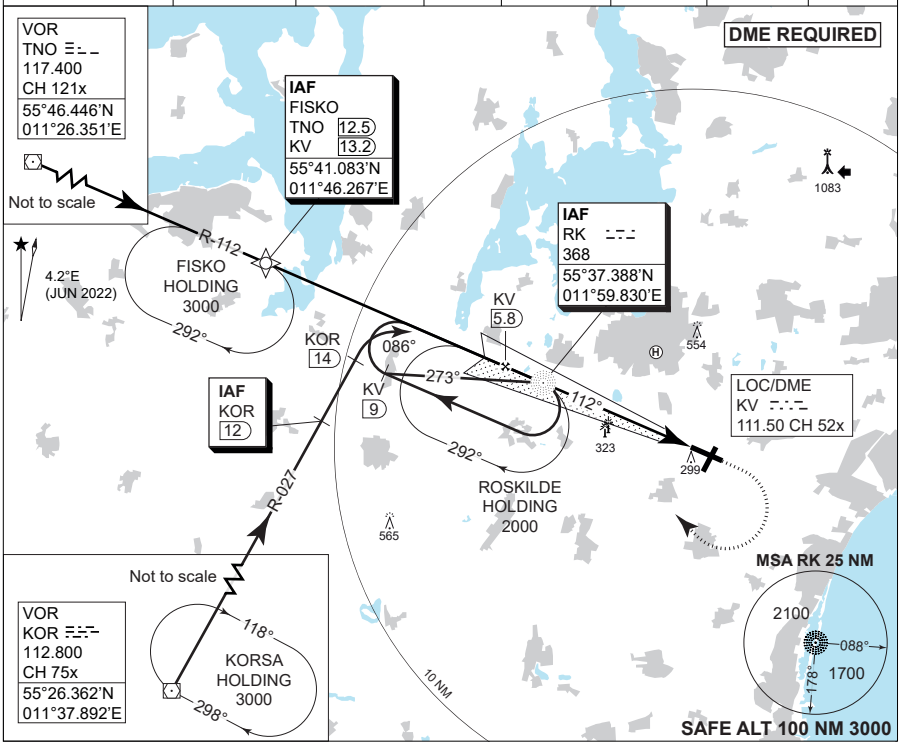
MIPS

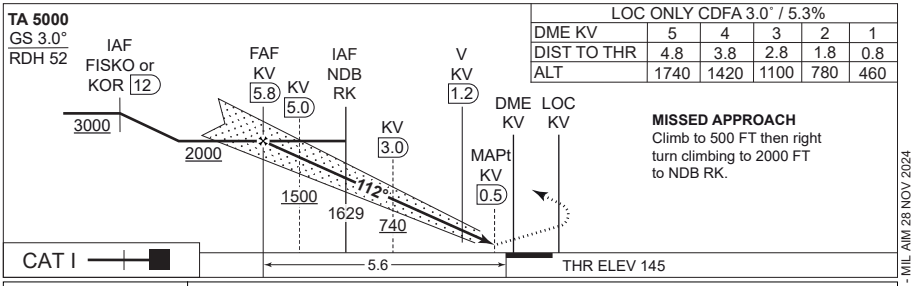
CATEGORY	A	B
S-ILS 11	**345** - 550 200 (200-0.8/1.2)	
S-LOC 11	**520** - 1000 375 (400-1.0/1.7)	
CIRCLING	**610** - 1.5 464 (500-1.5)	**850** - 1.6 704 (800-1.6)

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

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

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KV 111.50 CH 52x	112°	2000 FT	3.00°	**345**	145 FT	900 M	5708 FT





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.

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.

MIPS

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

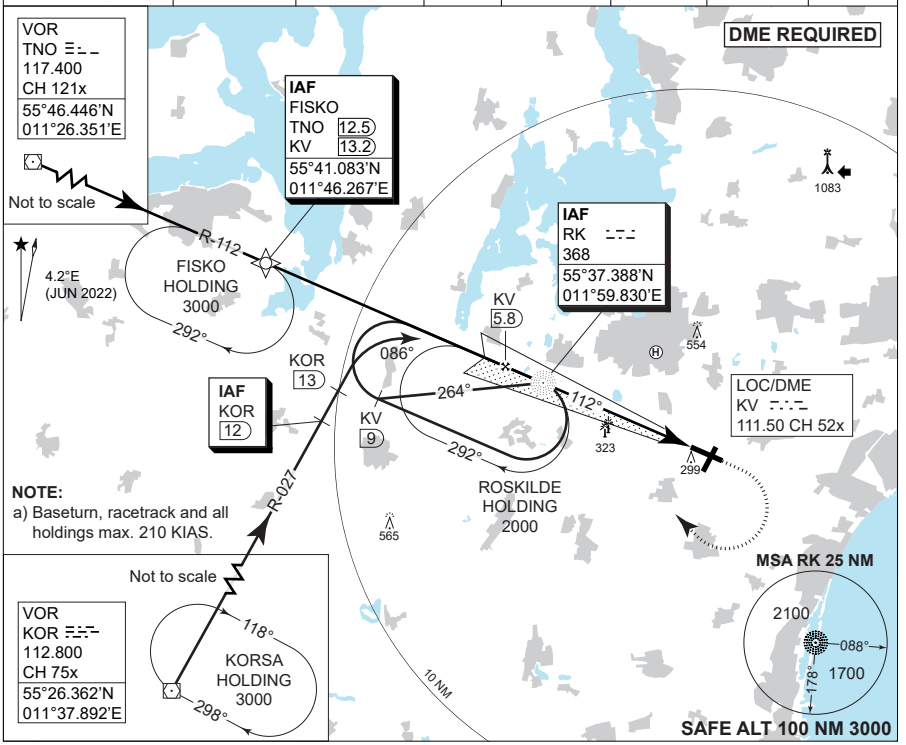
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 146

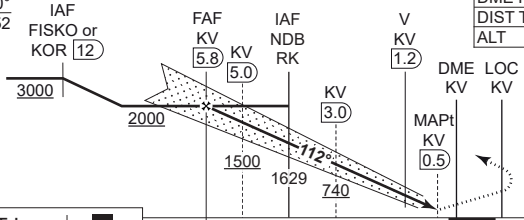
ILS or LOC RWY 11 (CAT C-E)
ROSKILDE (EKRK)

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

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



TA 5000
GS 3.0°
RDH 52



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

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

CAT I

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

MIPS

CHANGES: NEW PAGE NUMBER. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

MIPS

INSTRUMENT APPROACH CHART

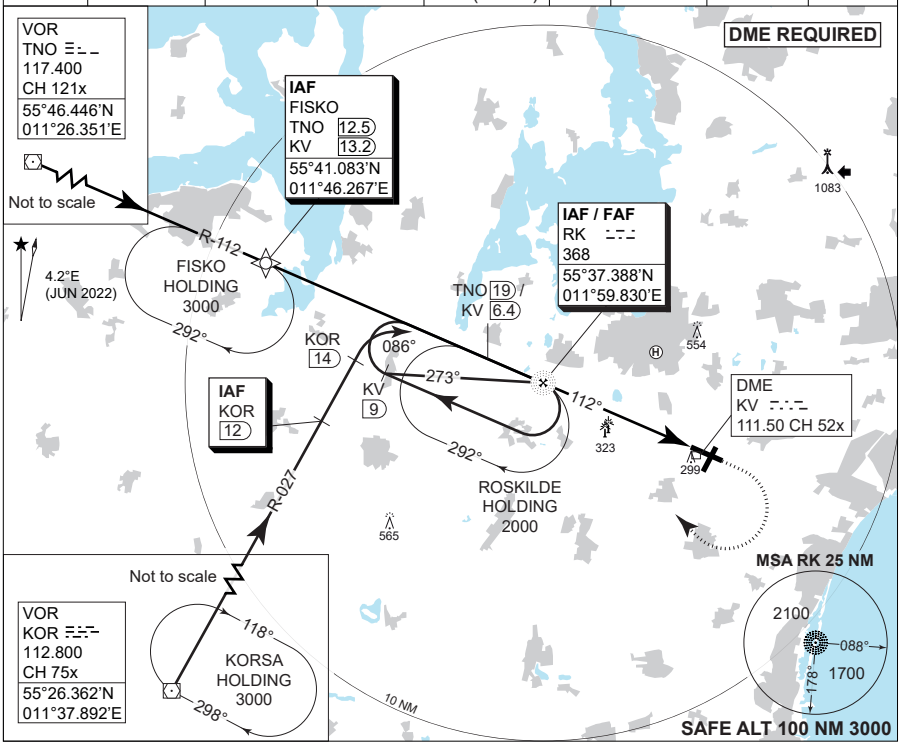
AD ELEV 146

NDB RWY 11 (CAT A-B)

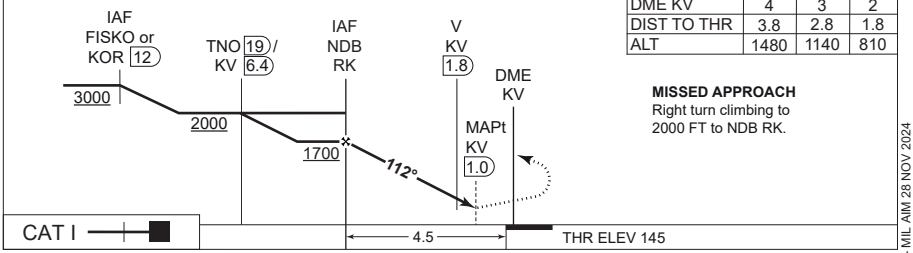
ROSKILDE (EKRK)

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

NDB	DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
RK 368	KV CH 52x	112°	1700 FT	3.2° (5.51%)	**740**	145 FT	900 M	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

MISSED APPROACH
Right turn climbing to 2000 FT to NDB RK.

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)

CHANGES: NEW PAGE NUMBER. EDITORIAL.

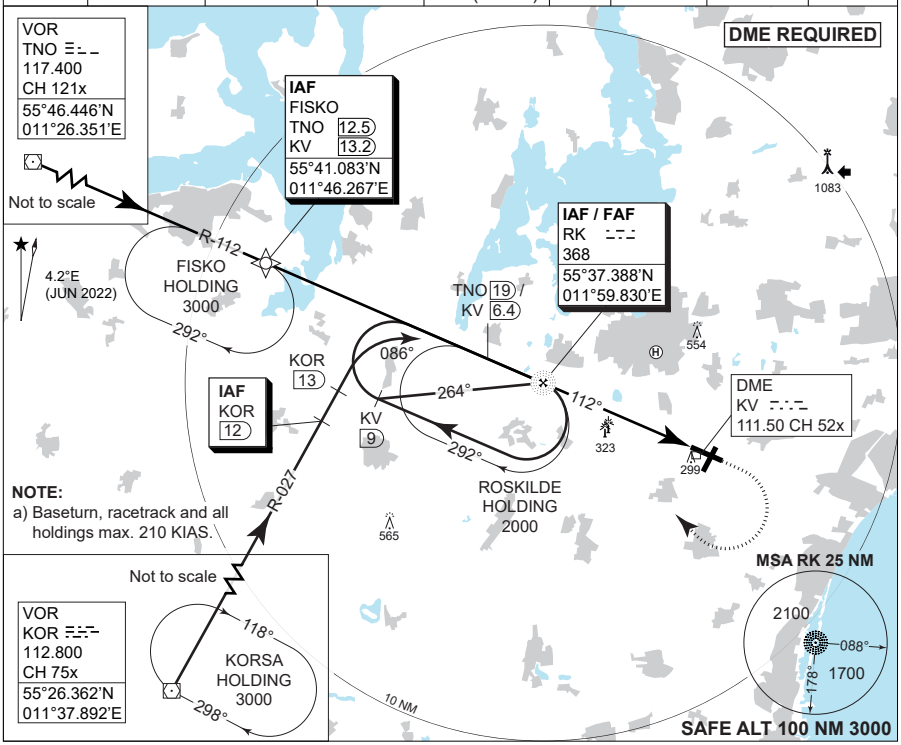
AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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

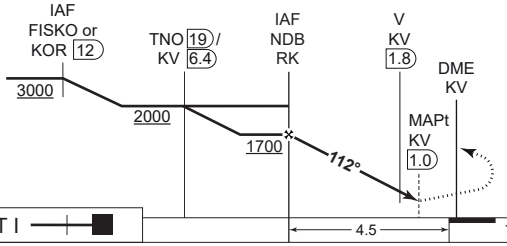
55°35.13'N
012°07.89'E

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

NDB	DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
RK 368	KV CH 52x	112°	1700 FT	3.2° (5.51%)	**740**	145 FT	900 M	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

MISSED APPROACH
Right turn climbing to 2000 FT to NDB RK. MAX IAS 185 KT until turn completed.

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)

MIPS

INSTRUMENT APPROACH CHART

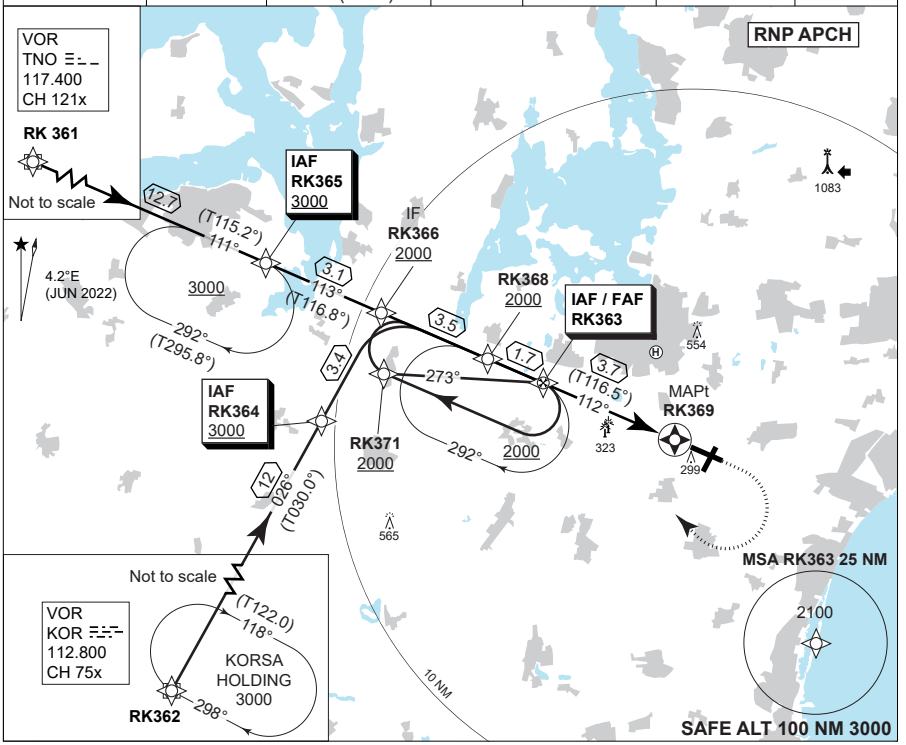
AD ELEV 146

RNP RWY 11 (CAT A-B)

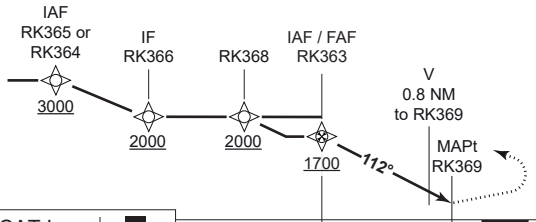
ROSKILDE (EKRK)

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

APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
112°	1700 FT	3.1° (5.5%)	**740**	145	900 M	5708 FT

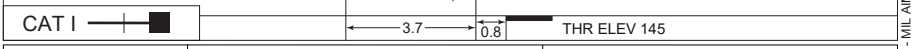


TA 5000



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

MISSED APPROACH
Right turn climbing to 2000 FT to RK363 and hold.



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

MIPS

CHANGES: NEW PAGE NUMBER. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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

55°35.13'N
012°07.89'E

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

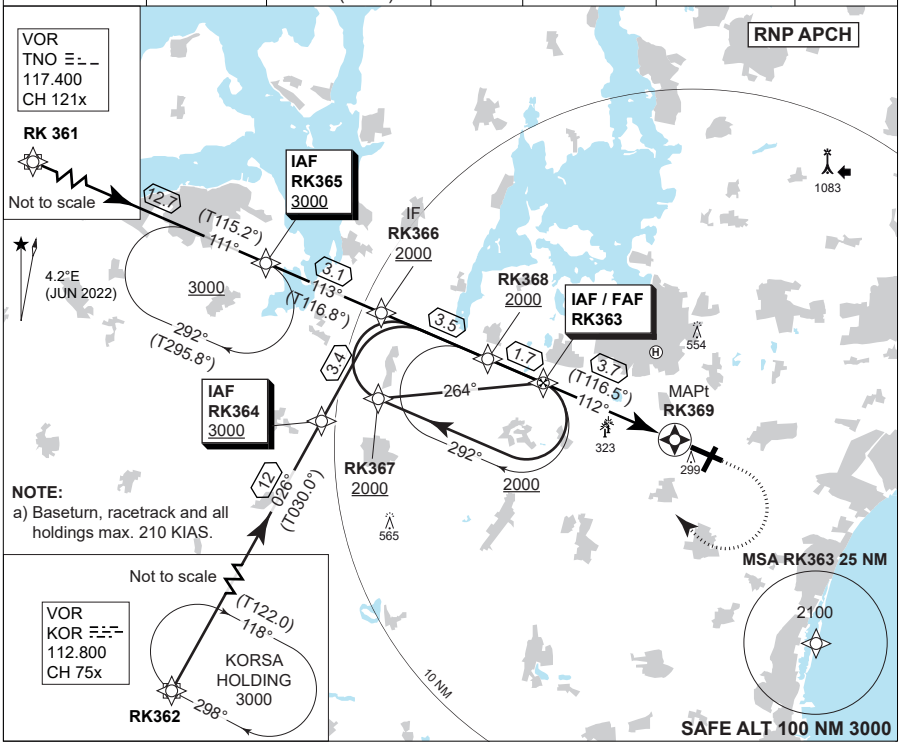
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 146

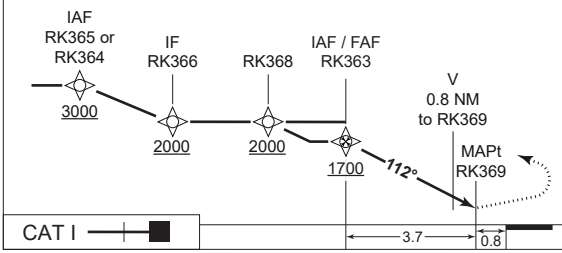
RNP RWY 11 (CAT C-E)
ROSKILDE (EKRK)

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

APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
112°	1700 FT	3.1° (5.5%)	**740**	145	900 M	5708 FT



TA 5000



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

MISSED APPROACH
Right turn climbing to 2000 FT to RK363 and hold.
MAX IAS 185 KT until turn completed.

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)

CHANGES: NEW PAGE NUMBER. EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

RNP RWY 11 (CAT C-E)

55°35.13'N
012°07.89'E

ROSKILDE (EKRK)

EKRK RNP RWY 11 waypoint coordinates:

RWY 11 from RK361 (TNO VOR) APPROACH RNP

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

RWY 11 from RK362 (KOR VOR) APPROACH RNP

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

RWY 11 from RK363 (RK NDB) APPROACH RNP

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

Threshold coordinates RWY 11

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

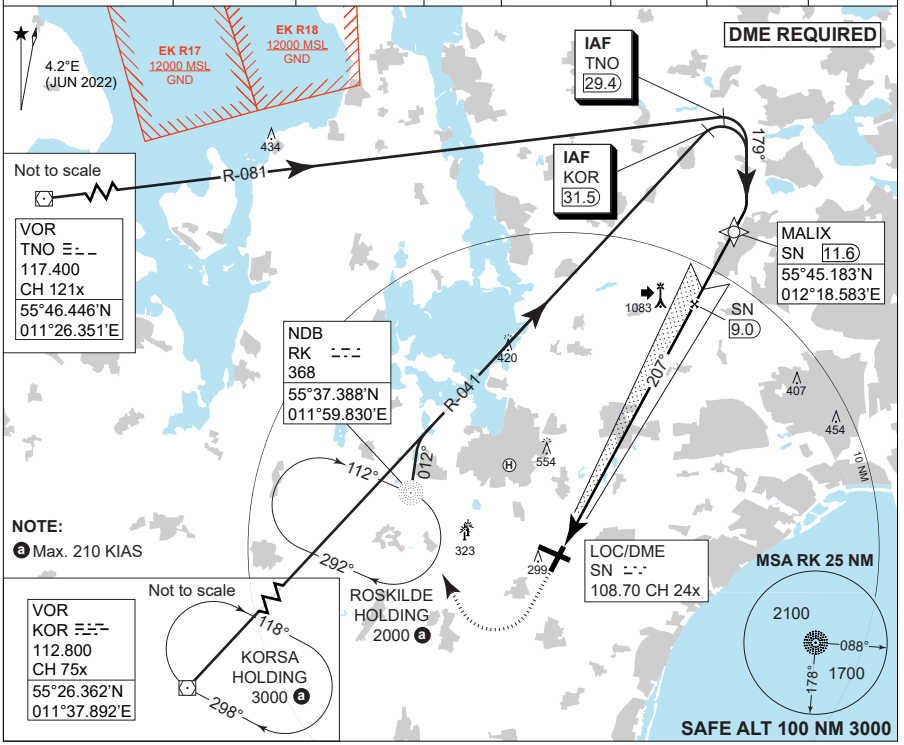
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 146

ILS or LOC RWY 21
ROSKILDE (EKRK)

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

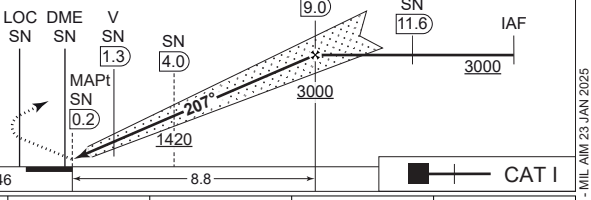
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
SN 108.70 CH 24x	207°	3000 FT	3.00°	**346**	146 FT	900 M	4921 FT



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

TA 5000
GS 3.0
RDH 50

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



CATEGORY	A	B	C	D	E
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)

MIPS

CHANGES: EK R17 AND R18 CORRECTED.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

ILS or LOC RWY 21

55°35.13'N
012°07.89'E

ROSKILDE (EKRK)

MIPS

INSTRUMENT APPROACH CHART

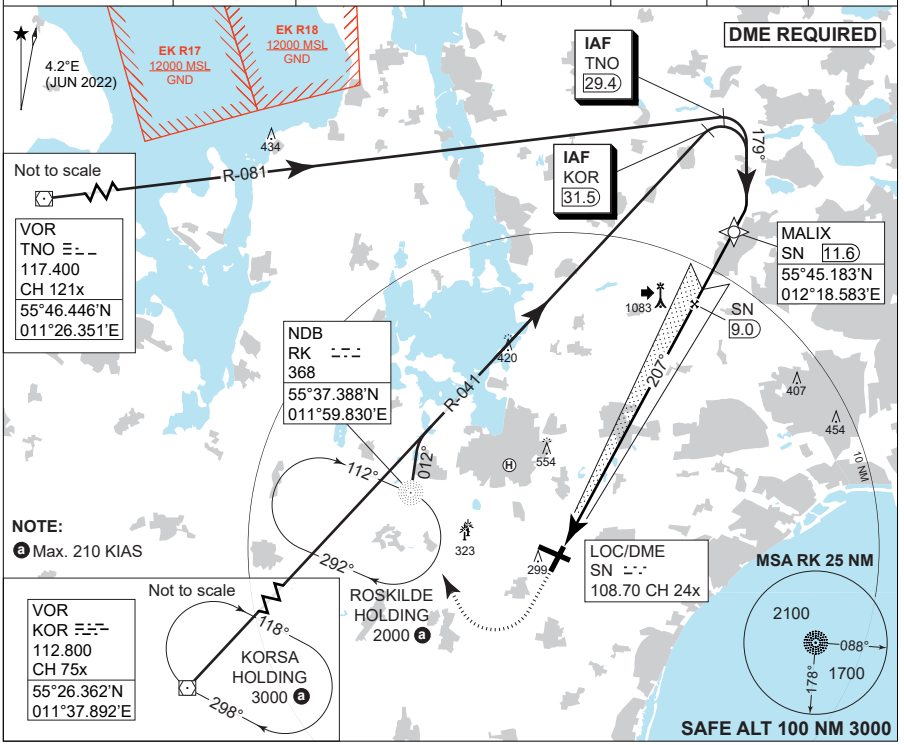
AD ELEV 146

COPTER ILS or LOC RWY 21

ROSKILDE (EKRK)

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

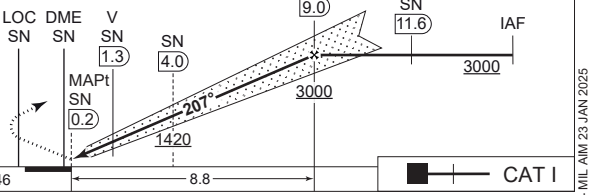
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
SN 108.70 CH 24x	207°	3000 FT	3.00°	**346**	146 FT	900 M	4921 FT



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

TA 5000
GS 3.0
RDH 50

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



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

MIPS

CHANGES: EK R17 AND R18 CORRECTED.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

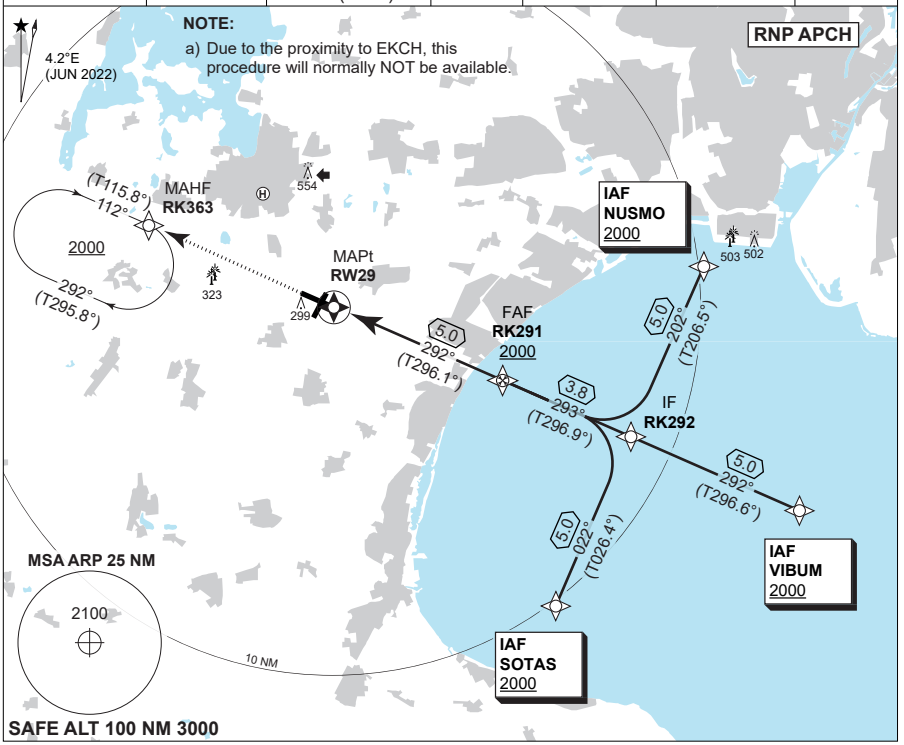
COPTER ILS or LOC RWY 21

55°35.13'N
012°07.89'E

ROSKILDE (EKRK)

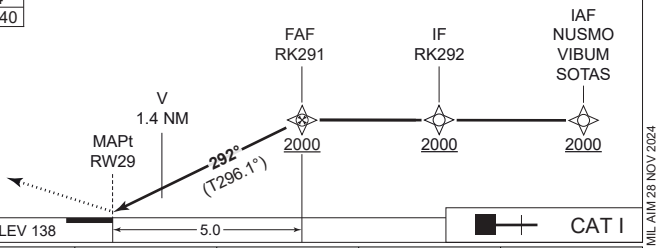
COPENHAGEN APPROACH	ROSKILDE ATIS	ROSKILDE APPROACH	ROSKILDE TOWER
119.805	123.805	125.530	118.905 119.655

APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
292°	2000 FT	3.4° (6.0%)	**690**	138	420 M	5708 FT



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

MISSED APPROACH
Climb to 2000 FT to RK363 and hold.



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)

MIPS

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

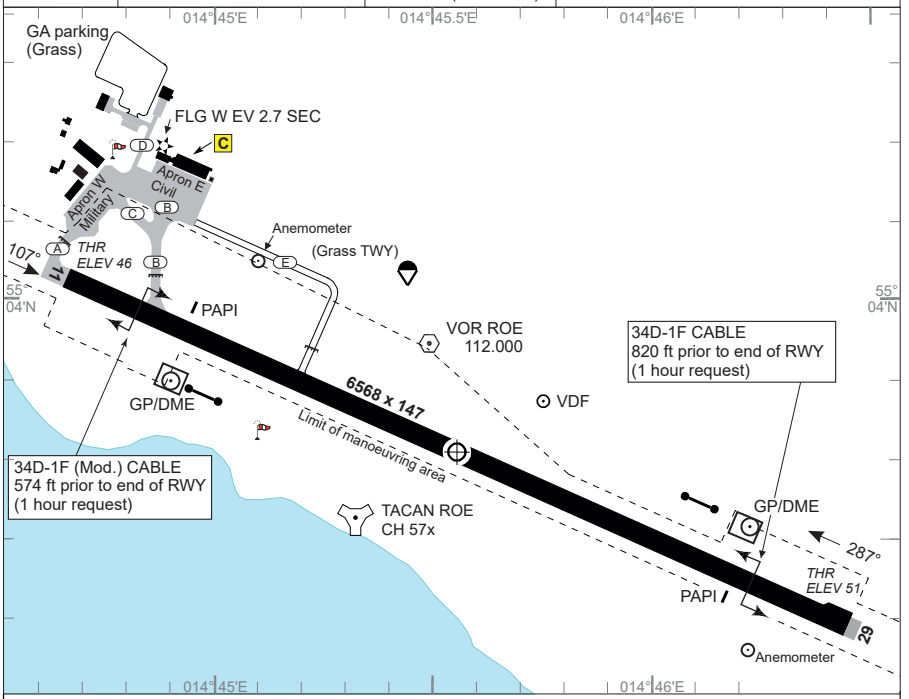
Threshold coordinates RWY 29

	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

RØNNE TOWER	BORNHOLM HANDLING	REMARK:
118.330 (VDF) 257.800	131.550	Airport phone: +45 56 95 26 26
AD Elev 52	ARP 55°03.80'N 014°45.58'E	VAR 7°E (MAY 2025)



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

Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by SWEDEN CONTROL to ROE VOR.

1.2 Navigation aid designated for radio communication failure during IMC for arriving aircraft is NDB FAU.

2. IFR Departure

2.1 Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

RWY 11: Climb straight ahead to at least 700 FT MSL before turn is commenced.

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

MIPS — **CIRCLING MINIMA (SOUTH of aerodrome only)**

A	B	C	D	E
500 -1.5 450 (500-1.5)	700 -1.6 650 (700-2.3)	800 -2.4 750 (800-2.7)	800 -3.6 750 (800-3.6)	900 -3.6 850 (900-3.6)

CHANGES: APRON E CHANGED TO APRON E CIVIL, APRON W CHANGED TO APRON W MILITARY.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 52

ILS or LOC RWY 11
ROENNE (EKRN)

SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

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

DME REQUIRED

RNAV 1 REQUIRED (d)

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

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

7°E (MAY 2025)

IAF OGTET
IAF UMVAP
IAF LUKAG

IF MOQAQ 2000

FAF RN11F 2000

POWQU

LOC/DME IAR 109.350 CH30y

VORTAC ROE CH57x 112.00

NDB FAU 334
ROE 5.4
R-107

10 NM

MSA ARP 25 NM
2400

SAFE ALT 100 NM 2600

EK R95 23000 GND
EK R96 10500 GND

TA 5000
GS 3.00°
RDH 55

CDFA: 3.00° / 5.24%

DME ROE	6.3	5.3	4.3	3.3	2.3
DME IAR	6	5	4	3	2
ALT	1980	1660	1340	1010	690

From IAF
IF MOQAQ ROE 10.6 IAR 10.3
FAF/FAP RN11F ROE 6.3 IAR 6.0
SDF ROE 2.2 IAR 1.9
MAPt ROE 0.5 IAR 0.2
VORTAC ROE
DME IAR
LOC IAR
NDB FAU ROE 5.4 IAR 5.7

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

CAT I
6.0
THR ELEV 46

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

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

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

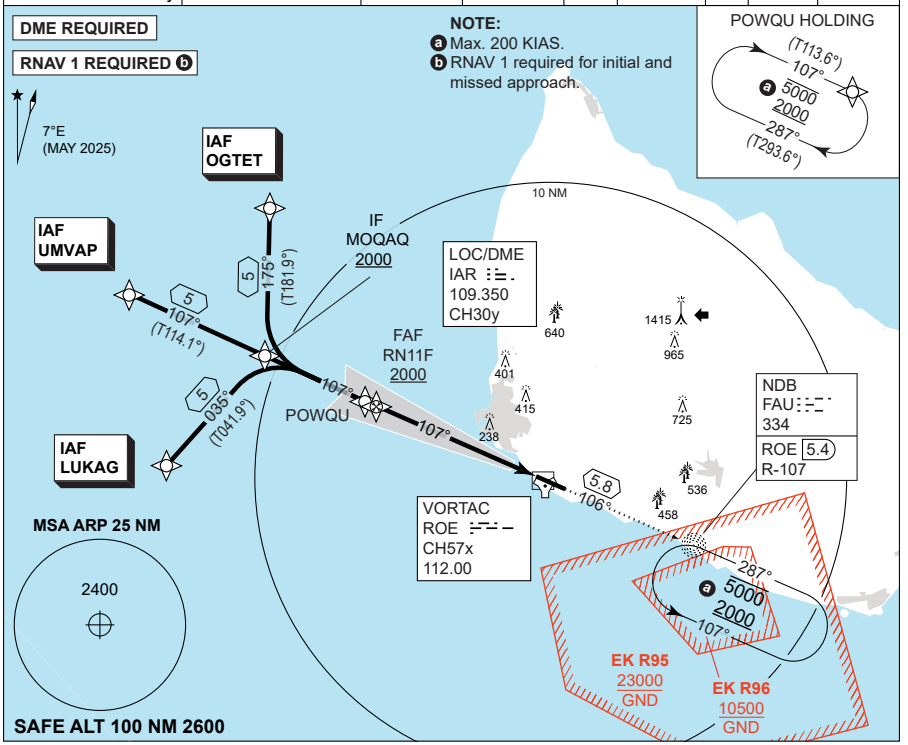
MIPS
INSTRUMENT APPROACH CHART

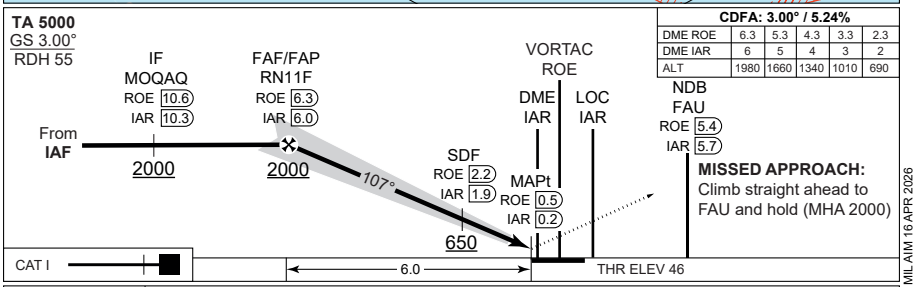
AD ELEV 52

COPTER ILS or LOC RWY 11
ROENNE (EKRN)

SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

LOC/DME	TACAN	APP COURSE	GS INCPT ALT	GS	DA	THR	ALS	LDA
IAR 109.350/CH30y	ROE 112.00/CH57x	107°	2000 FT	3.00°	**246**	46	600 M	6568 FT





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

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

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

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

COPTER ILS or LOC RWY 11

55°03.80'N
014°45.58'E

ROENNE (EKRN)

MIPS

INSTRUMENT APPROACH CHART

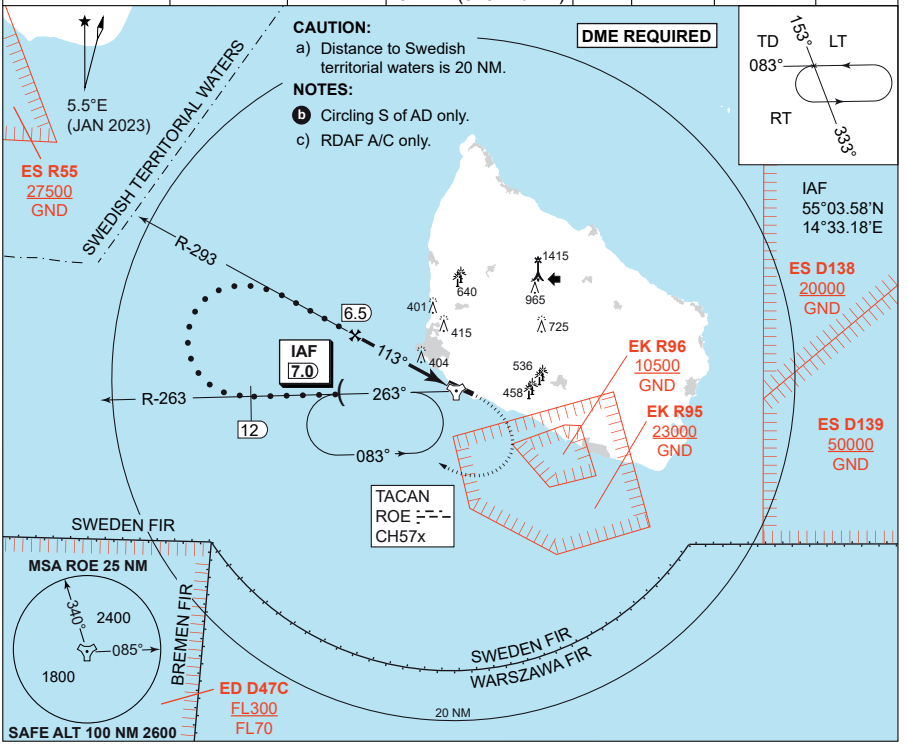
AD ELEV 52

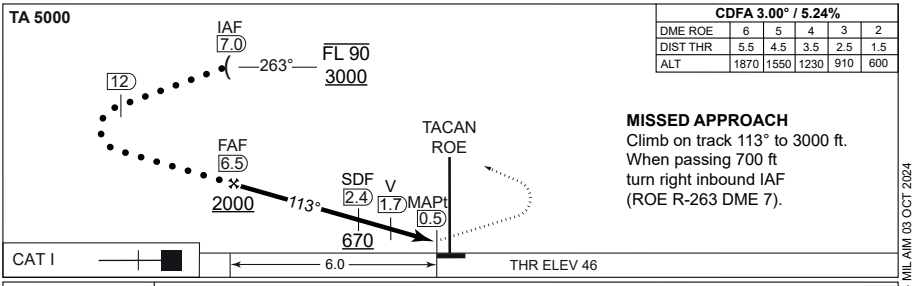
HPMA TACAN RWY 11

ROENNE (EKRN)

SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

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





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

MISSED APPROACH

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

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

CHANGES: NEW PROCEDURE DEVELOPRED ACCORDING TO HPMA CRITERIA

MIPS

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 52

RNP RWY 11
ROENNE (EKRN)

SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	DA	THR ELEV	ALS length	LDA
88336 / E11A	107°	2000 FT	3.00° (5.24%)	**See CAT**	46	600	6568 FT

RNP APCH

NOTE:
a) Max. 240 KIAS.
b) VSS penetration by terrain left of track.
c Circling SW of AD only.
d Max. 200 KIAS.
e Not to be used below -10°C.

POWQU HOLDING
(T113.6°) 107° 5000 2000 MAX IAS 200 KT 287° (T292.7°)

7.0°E (MAY 2025)

IAF OGTET 2400
IAF UMVAP 2000
IAF LUKAG 2000
IF MOQAQ 2000
FAF POWQU 2000

5 175° (T181.9°)
5 107° (T114.1°)
5 035° (T041.9°)
4.1 107° (T113.6°)
6 107° (T113.7°)
5.8 106° (T113.4°)

10 NM
640 1415 965 401 415 725 238 536 458
RW11 MAPt
NDB FAU 334

25 NM to UMVAP
1800 175° IF UMVAP 035°
25 NM to OGTET
2400 OGTET IF 175° 287°
IF LUKAG 287° 035°
1800
25 NM to LUKAG

EK R95 23000 GND
EK R96 10500 GND
287° 5000 2000 d 107°

TA 5000
GS 3.00°
RDH 55

CDFA: 3.00° / 5.24%					
DIST THR	2	3	4	5	6
AL T	730	1050	1370	1690	2000

From IAF — IF MOQAQ 2000 — FAF POWQU 2000 — 107° — SDF 2NM to RW11 — MAPt RW11 650 — FAU NDB

MISSED APPROACH:
Climb straight ahead to FAU, and hold at 2000 FT

CAT I — 6.0 — THR ELEV 46

MIPS	CATEGORY	A	B	C	D	E
	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 e	**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 c	**470** - 1.5 418 (500-1.5)	**630** - 1.6 578 (600-1.6)	**730** - 2.4 678 (700-2.4)	**750** - 3.6 698 (700-3.6)	**840** - 3.6 788 (800-3.6)

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

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

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

AD ELEV 52

ILS or LOC RWY 29
ROENNE (EKRN)

SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

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

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

DME REQUIRED

7.0°E
(MAY 2025)

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

LOC/DME
IRE
110.30
CH 40x

VORTAC
ROE
CH 57x
112.00

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

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

EK R95
23000
GND

EK R96
10500
GND

10 NM

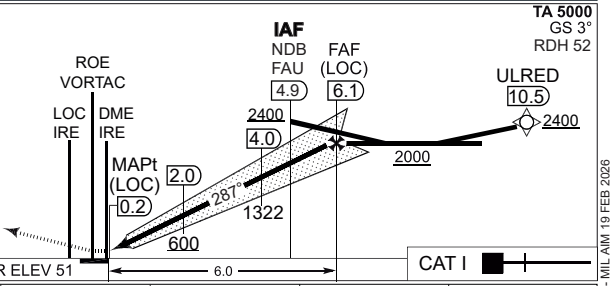
MSA ROE 25 NM
2400
336°
086°
1800

SAFE ALT 100 NM 2600

SWEDEN FIR
WARSZAWA FIR

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

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



TA 5000
GS 3°
RDH 52

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

MIPS

CHANGES: VAR, DIRECTIONS AND HOLDING ALTITUDE CHANGED

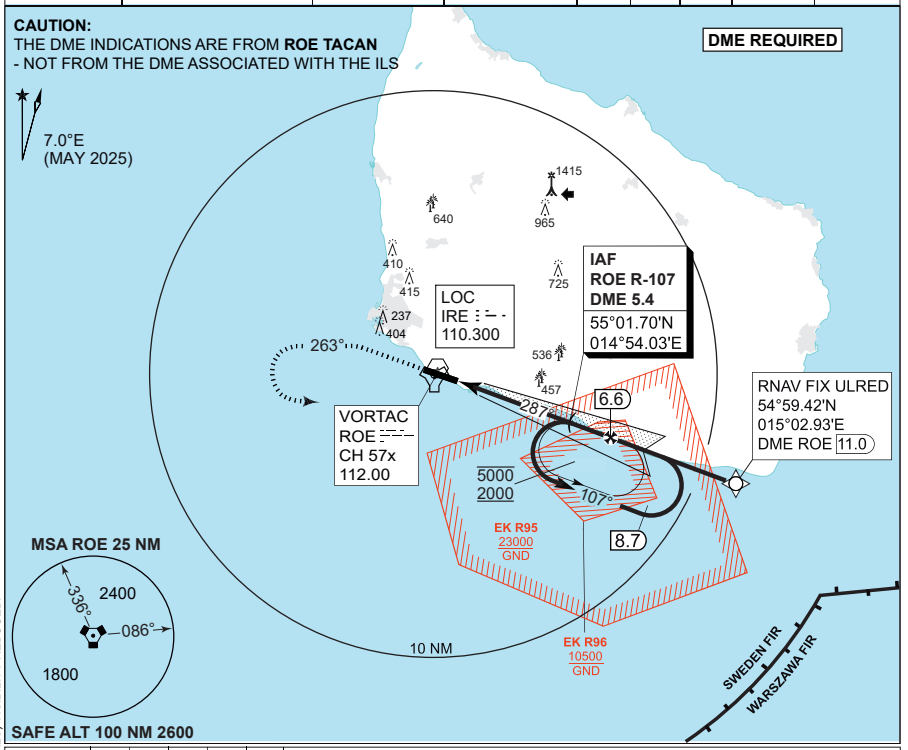
AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

AD ELEV 52

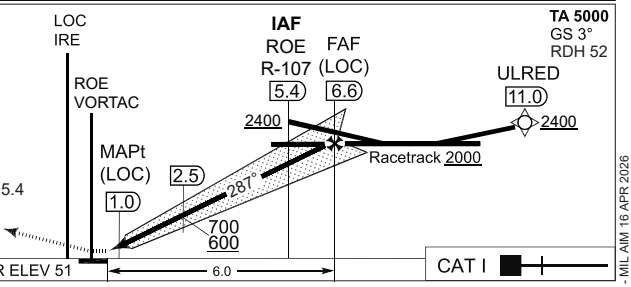
COPTER ILS or LOC RWY 29
ROENNE (EKRN)

SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

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



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



MISSED APPROACH
Climb to minimum 700 ft, turn left
and climb on track 263° to 2000 ft.
Turn left to hold at ROE R-107 DME 5.4

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

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

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

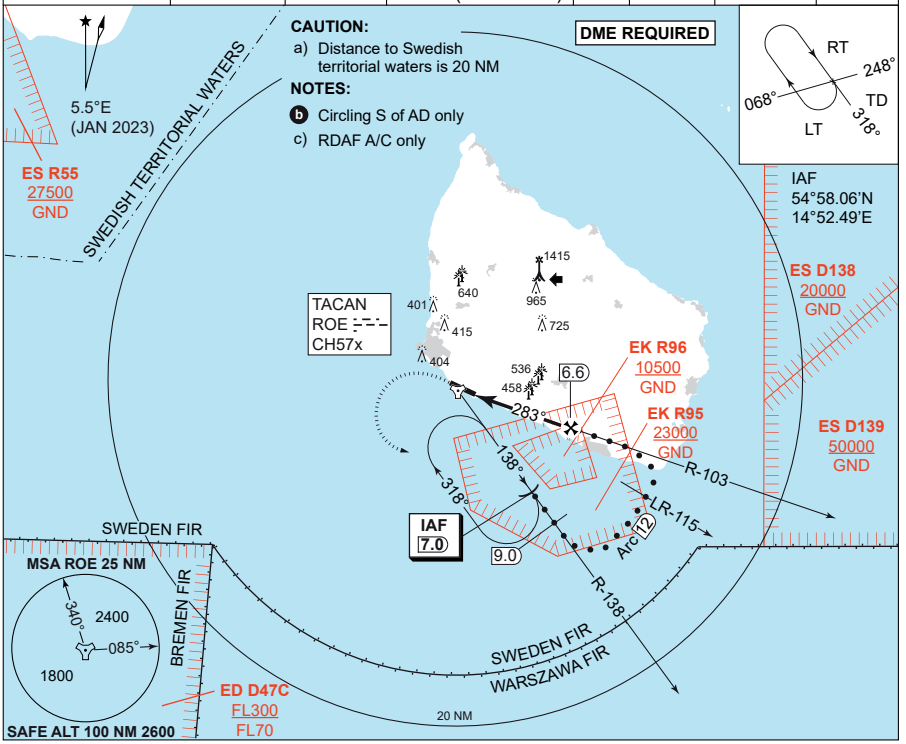
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 52

HPMA TACAN RWY 29
ROENNE (EKRN)

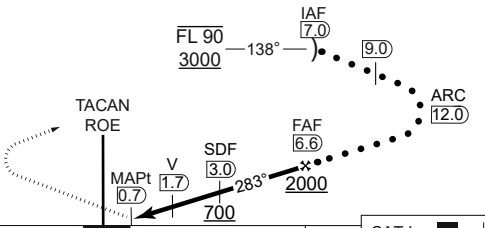
SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

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



CDFA 3.00° / 5.24%					
DME ROE	2	3	4	5	6
DIST THR	1.4	2.4	3.4	4.4	5.4
ALT	540	860	1180	1500	1820

TA 5000



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

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

CHANGES: PAGE NR.
MIPS

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

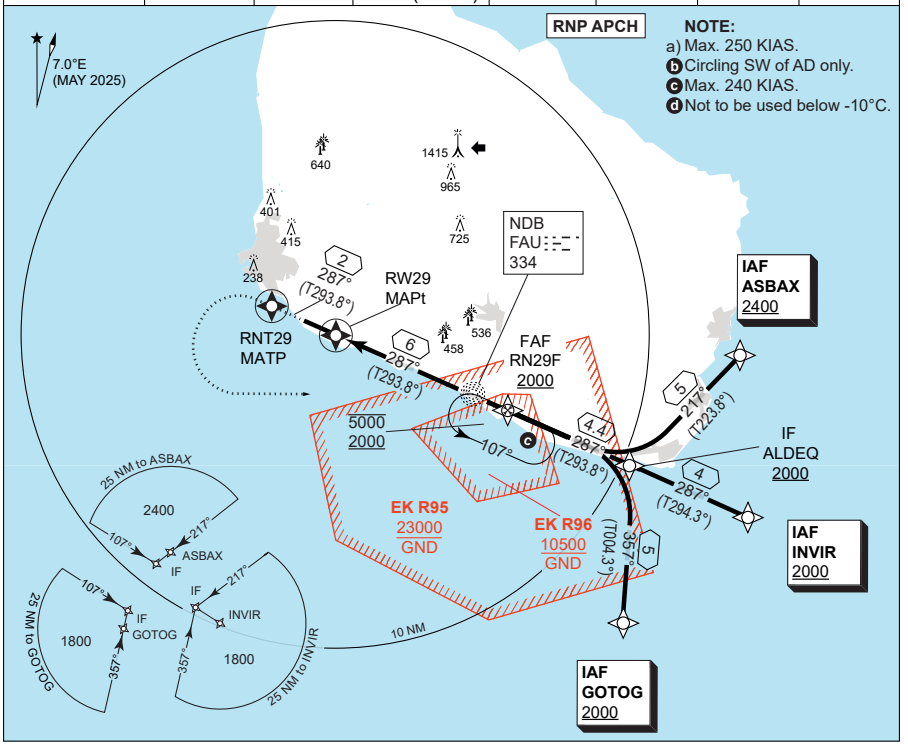
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 52

RNP RWY 29
ROENNE (EKRN)

SWEDEN CONTROL	ROENNE TOWER
134.980 128.180	257.800 118.330

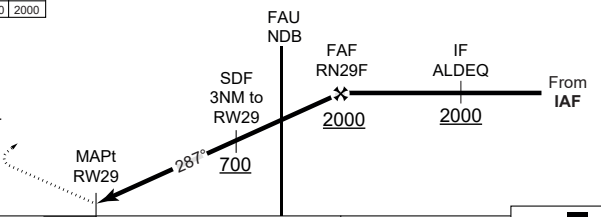
EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	DA	THR ELEV	ALS length	LDA
76352 / E29A	287	2000 FT	3.00° (5.24%)	**See CAT**	51	900	6568 FT



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

TA 5000
GS 3.00°
RDH 52

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



	CATEGORY	A	B	C	D	E
MIPS	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)	
MIPS	S-LNAV/VNAV d	**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)	
MIPS	S-LNAV	**470** - 1200 418 (500-1.2/1.9)				
MIPS	CIRCLING b	**470** - 1.5 418 (500-1.5)	**630** - 1.6 578 (600-1.6)	**730** - 2.4 678 (700-2.4)	**750** - 3.6 698 (700-3.6)	**840** - 3.6 788 (800-3.6)

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

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

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

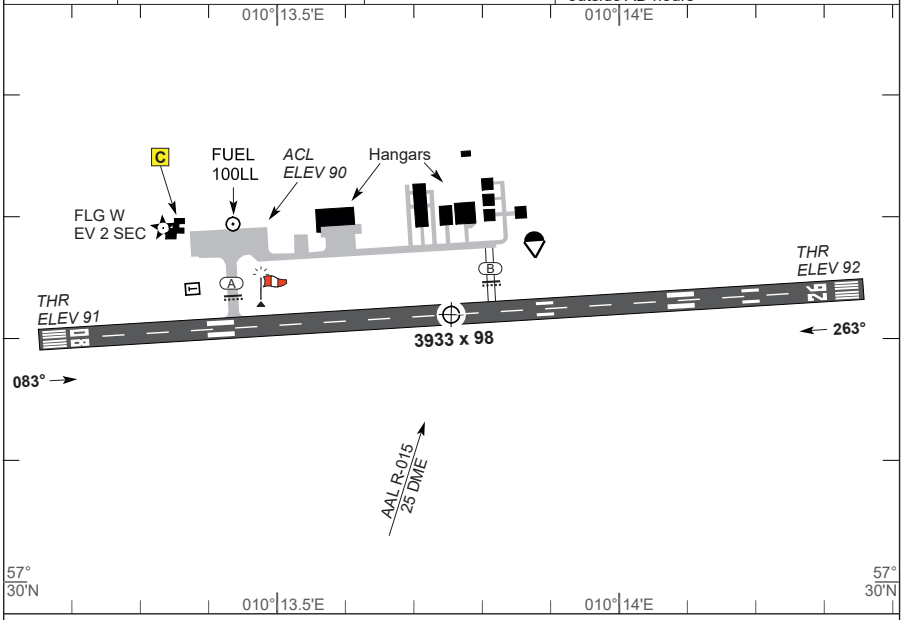
CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

SINDAL (EKSN)

AERODROME CHART

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



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

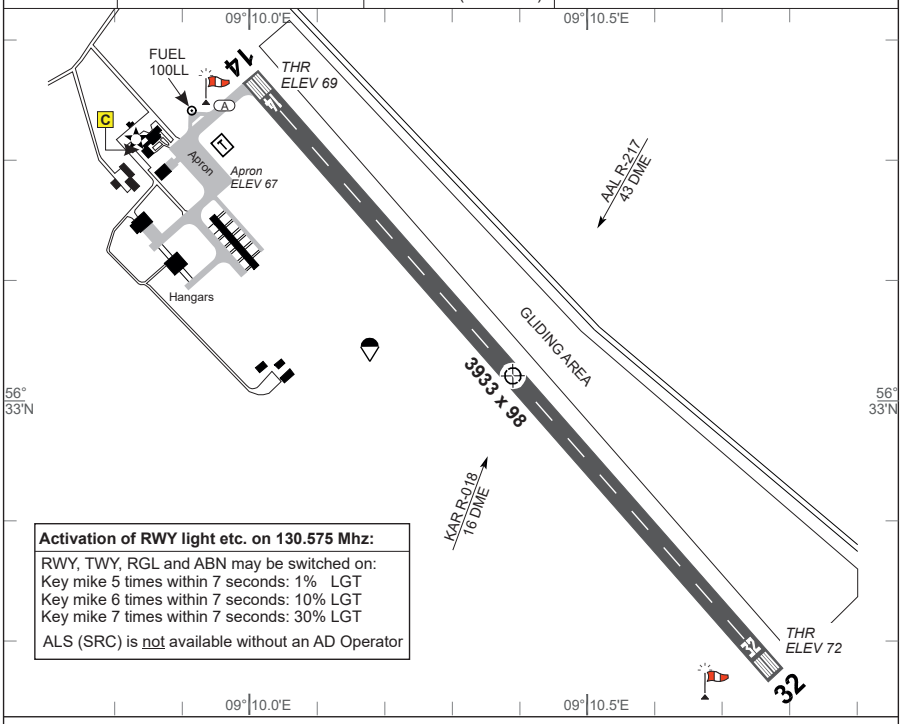
AIR COMMAND DENMARK - MIL AIM 22 FEB 2024

SKIVE (EKSV)

AERODROME CHART

SKIVE RADIO	KARUP APPROACH	
130.575	292.750 / 120.430	
AD Elev **74**	ARP 56°33.01'N 009°10.38'E	VAR 2.5°E (JAN 2018)

Skive Airport:	+45 97 53 57 77
Briefing EKCH:	+45 32 47 82 72
Flight plan closing (ACC):	+45 32 46 23 38



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

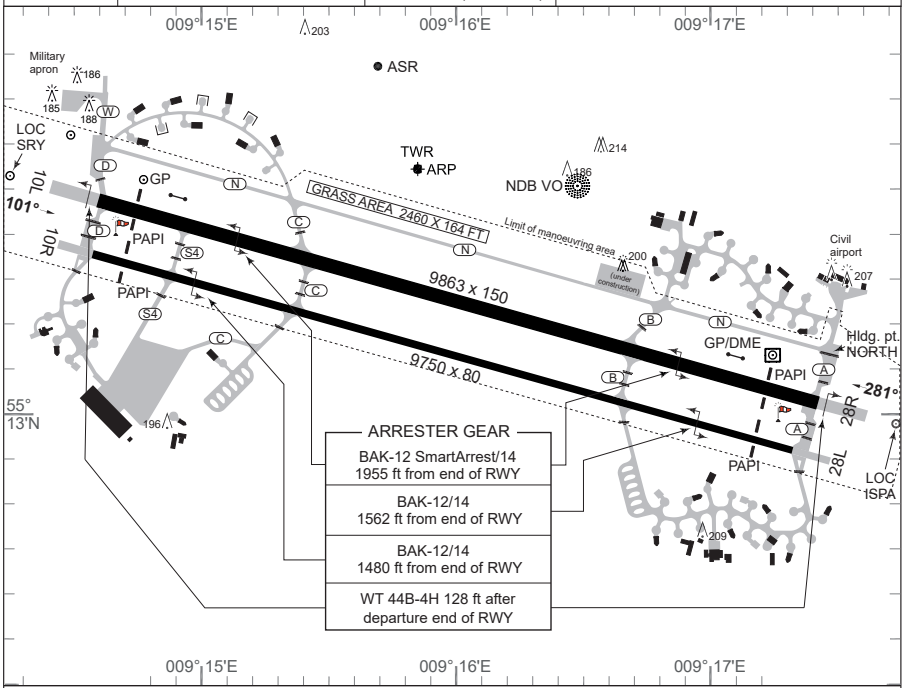
AIR COMMAND DENMARK - MIL AIM 18 APR 2024

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

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



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

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

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

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

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

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

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

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

TISET
55°16.63'N
008°54.41'E

FAP/FAF
55°14.99'N
009°04.97'E

4.0°E
(JAN 2023)

TISET
13.5

101°

7.1

8

314° CAT C-E

291° CAT A-B

394

397

290

101°

7.3

IAF
NDB
VO
321

111°

2000

291°

493

326

330

EK R38
24500
GND

TACAN
SKR
CH41x
110.40

995

LOC
ISPA
109.350
DME CH 30y

EK R44
7000
GND

MSA SKR 25 NM

1900

236°

132°

2200

10 NM

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

1161

SAFE ALT 100NM 2400

TA 3000
GS 3.00 °
RDH 50

NDB
VO

LOC ONLY

LOC
ISPA

7.3

4.5

DME
ISPA

TISET

A & B 291°
C - E 314°

101°

2000

2000

101°

MAPt
LOC
ONLY

1.5

1132
600

CAT I

5.73

THR ELEV 126

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

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

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

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

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

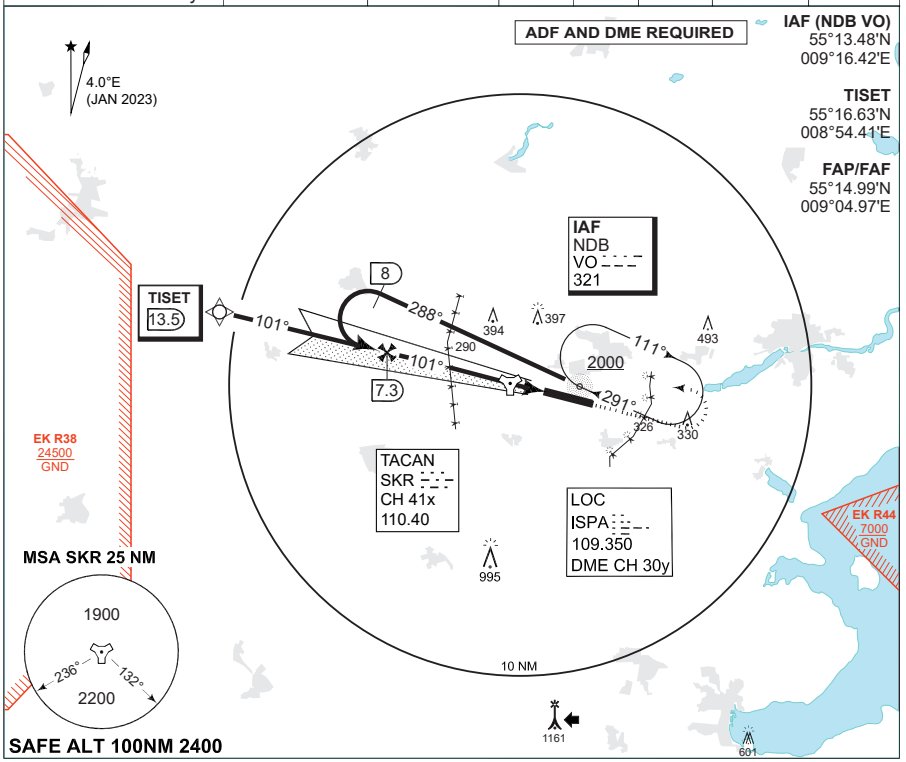
MIPS
INSTRUMENT APPROACH CHART

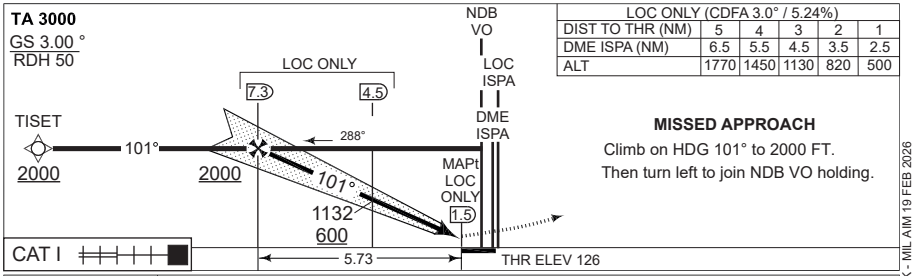
AD ELEV 141

COPTER ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

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

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





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

MISSED APPROACH

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

CATEGORY	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)

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

COPTER ILS or LOC RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 10L
SKRYDSTRUP (EKSP)

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

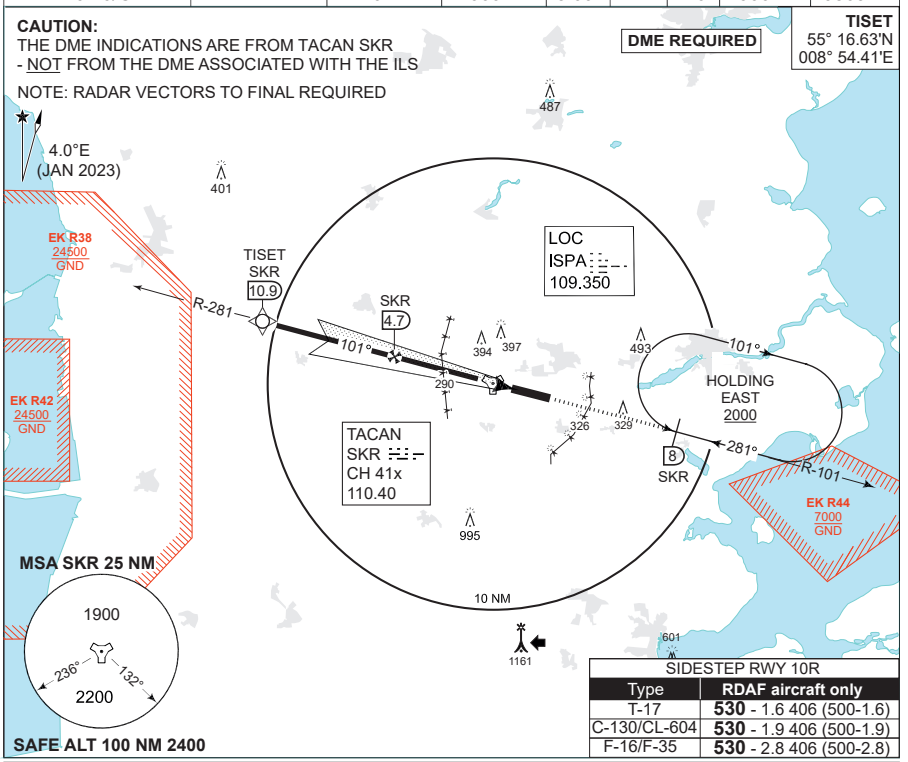
TACAN	LOC	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
SKR 110.40/CH 41x	ISPA 109.35	101°	2000 FT	3.00°	**326**	126	900 M	9863 FT

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

NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

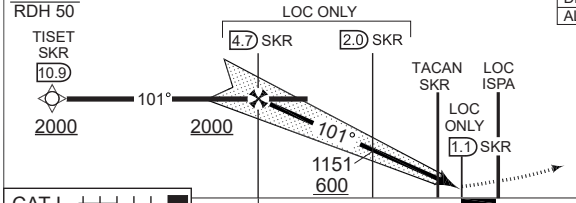
TISET
55° 16.63'N
008° 54.41'E



SIDESTEP RWY 10R

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

TA 3000
GS 3.00°
RDH 50



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

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

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

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

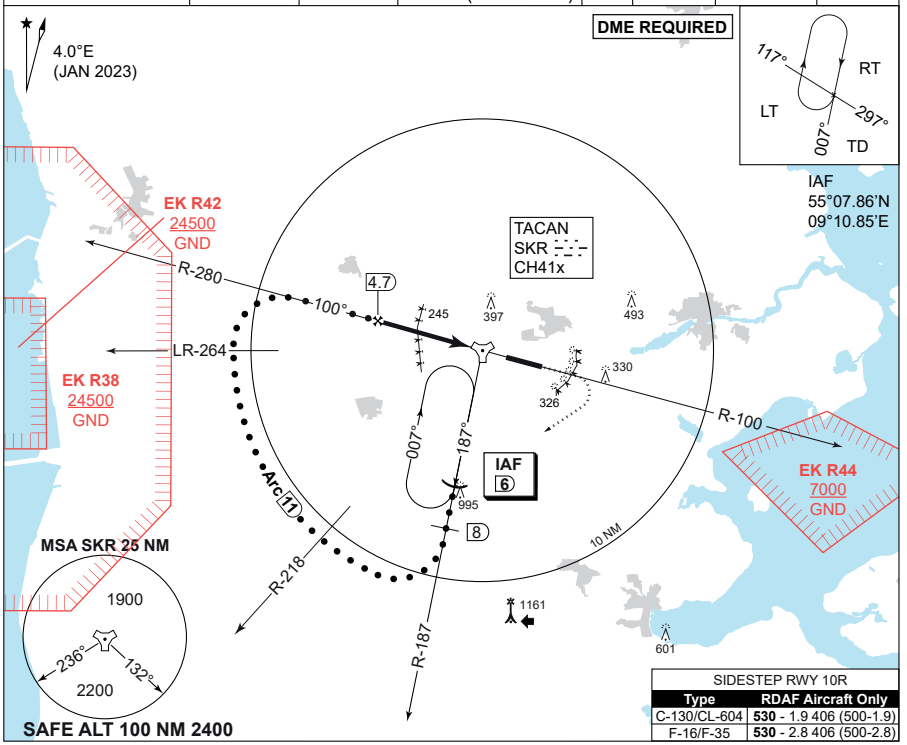
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

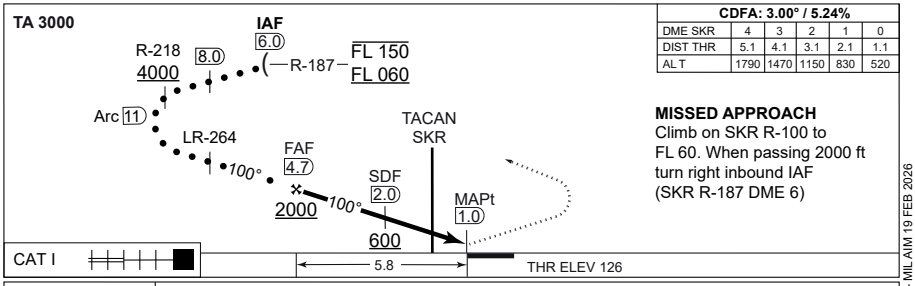
HPMA TACAN RWY 10L
SKRYDSTRUP (EKSP)

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

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



SIDESTEP RWY 10R	
Type	**RDAF Aircraft Only**
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**530** - 2.8 406 (500-2.8)



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

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

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

CHANGES: MAG VAR CORRECTED. MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

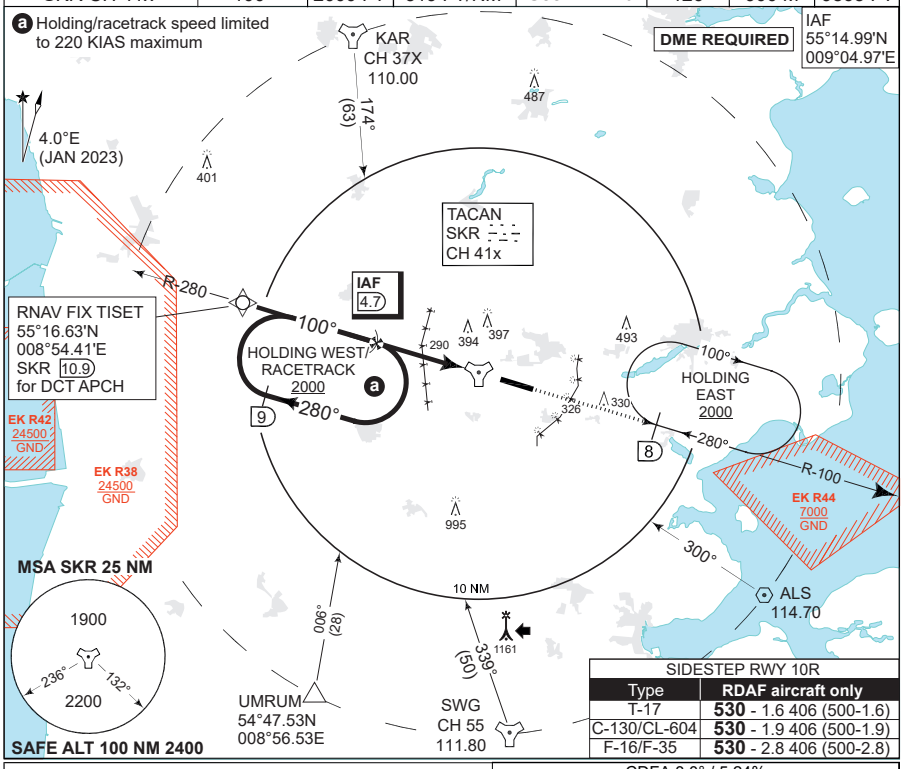
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

TACAN RWY 10L
SKRYDSTRUP (EKSP)

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

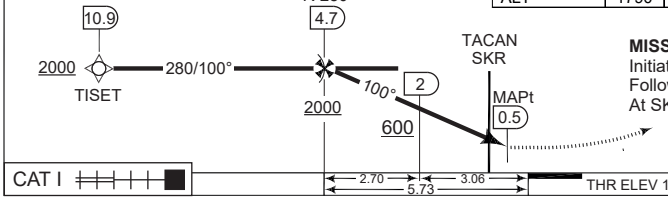
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS length	LDA
SKR CH 41x	100°	2000 FT	319 FT/NM	**See minima**	126	900 M	9863 FT



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

TA 3000

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



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

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

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

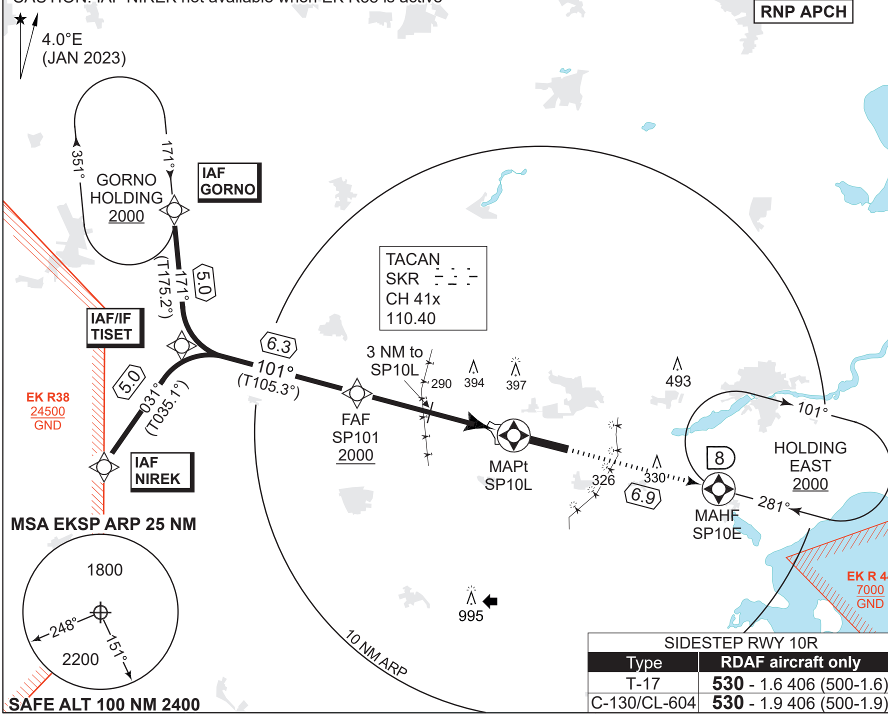
AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

AD ELEV 141

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

TACAN	APP COURSE	FAF	Descent GR	MINIMA	THR ELEV	ALS LENGTH	LDA
SKR 110.40/CH 41x	101°	2000 FT	3.0° (5.24%)	**See CAT**	126	900 M	9863 FT

CAUTION: IAF NIREK not available when EK R38 is active



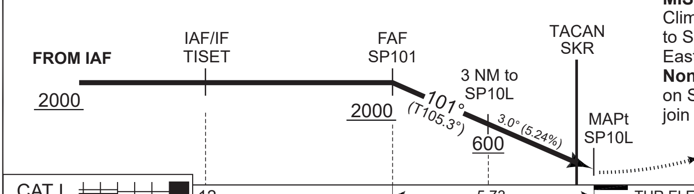
SIDESTEP RWY 10R

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

CDFA 3.0° / 5.24%

DIST THR	5	4	3	2	1
ALTITUDE	1770	1450	1130	820	500

TA 3000
TCH 50



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

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

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

55°13.53'N
009°15.84'E

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

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

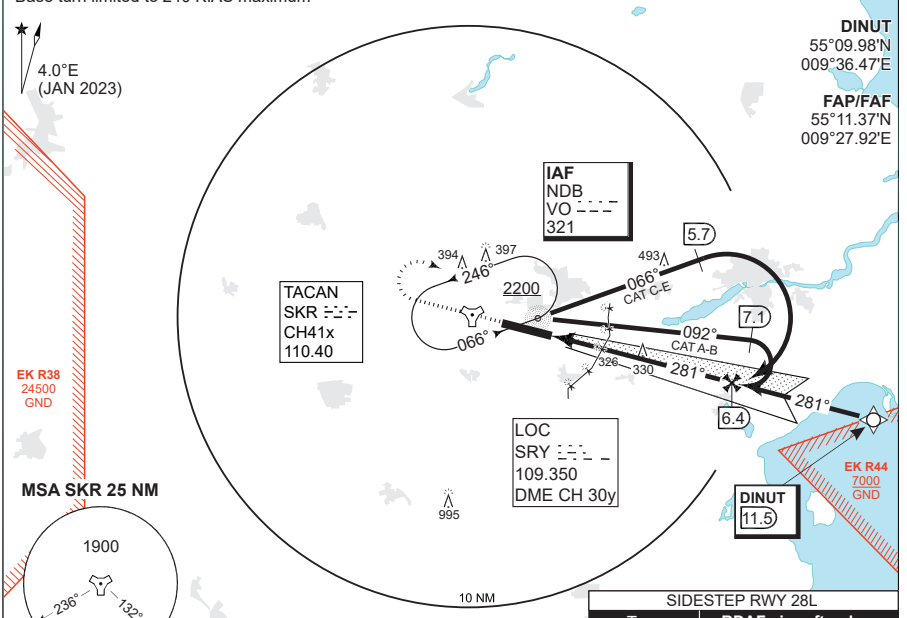
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

DINUT
55°09.98'N
009°36.47'E

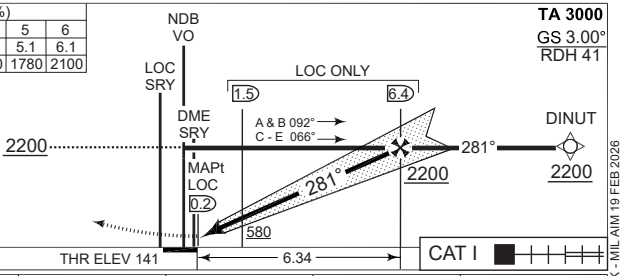
FAP/FAF
55°11.37'N
009°27.92'E



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

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

TA 3000
GS 3.00°
RDH 41



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

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

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

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

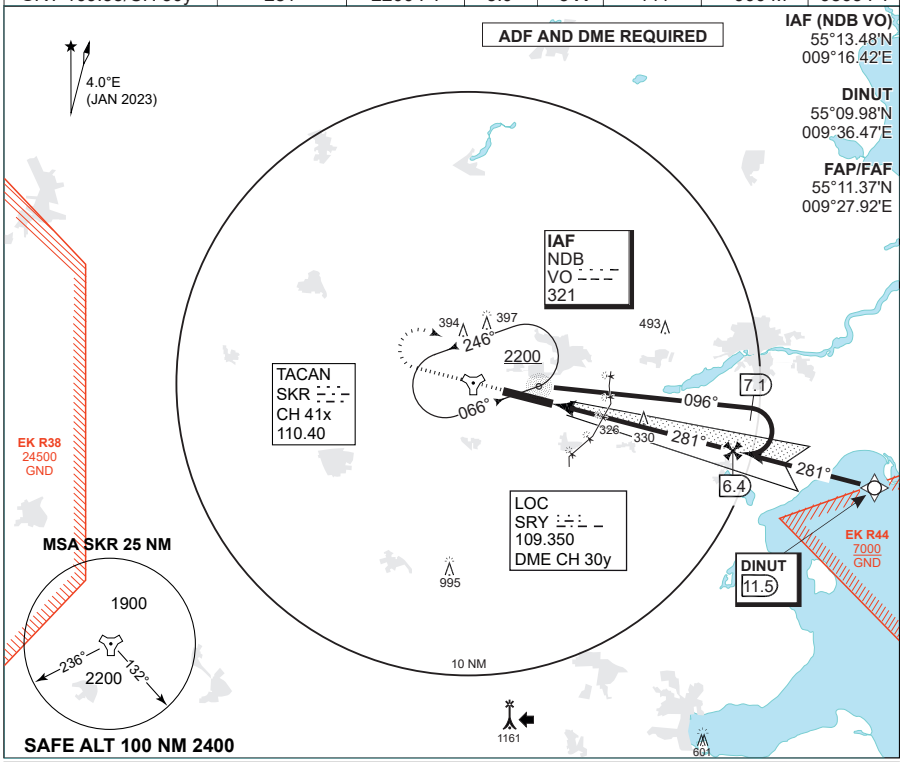
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

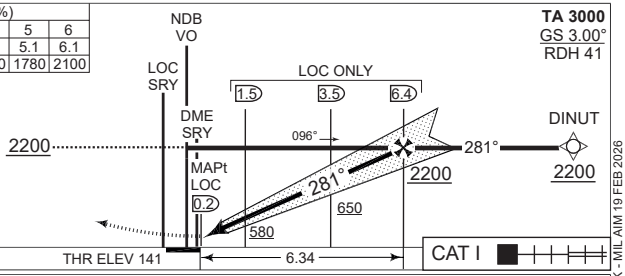
COPTER ILS or LOC RWY 28R
SKRYDSTRUP (EKSP)

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

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



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



TA 3000
GS 3.00°
RDH 41

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

CHANGES: MAG VAR CORRECTED.

MIPS	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)

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

COPTER ILS or LOC RWY 28R

55°13.53'N
009°15.84'E
13-10

SKRYDSTRUP (EKSP)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 28R
SKRYDSTRUP (EKSP)

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

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

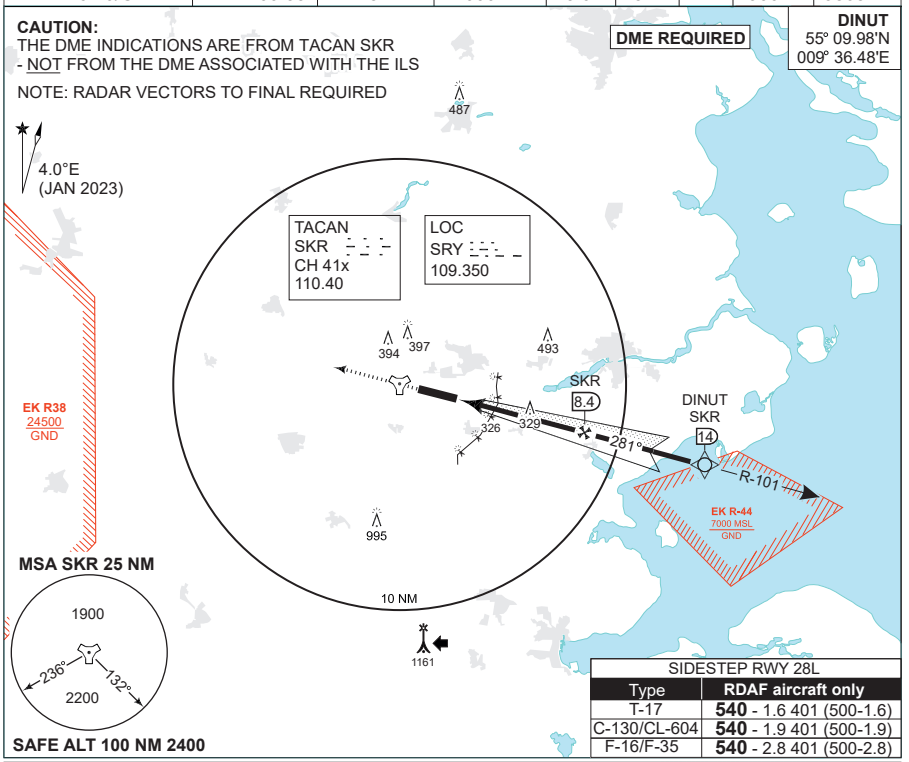
CAUTION:
THE DME INDICATIONS ARE FROM TACAN SKR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

DINUT
55° 09.98'N
009° 36.48'E

4.0°E
(JAN 2023)



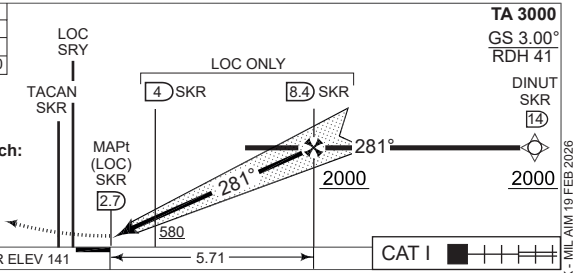
SIDESTEP RWY 28L	
Type	**RDAF aircraft only**
T-17	**540** - 1.6 401 (500-1.6)
C-130/CL-604	**540** - 1.9 401 (500-1.9)
F-16/F-35	**540** - 2.8 401 (500-2.8)

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

TA 3000
GS 3.00°
RDH 41

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

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



CATEGORY	A	B	C	D	E
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)

CHANGES: MAG VAR CORRECTED

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS

INSTRUMENT APPROACH CHART

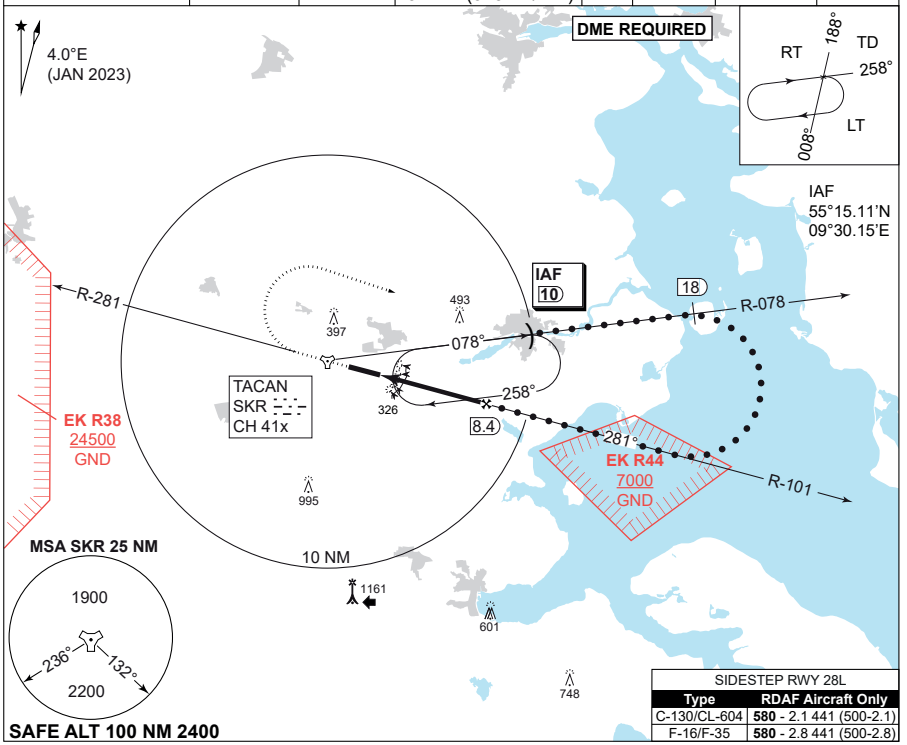
AD ELEV 141

HPMA TACAN RWY 28R

SKRYDSTRUP (EKSP)

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

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

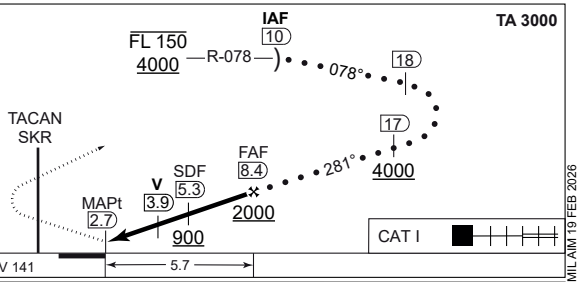


SIDESTEP RWY 28L	
Type	**RDAF Aircraft Only**
C-130/CL-604	**580** - 2.1 441 (500-2.1)
F-16/F-35	**580** - 2.8 441 (500-2.8)

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

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



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

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

HPMA TACAN RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

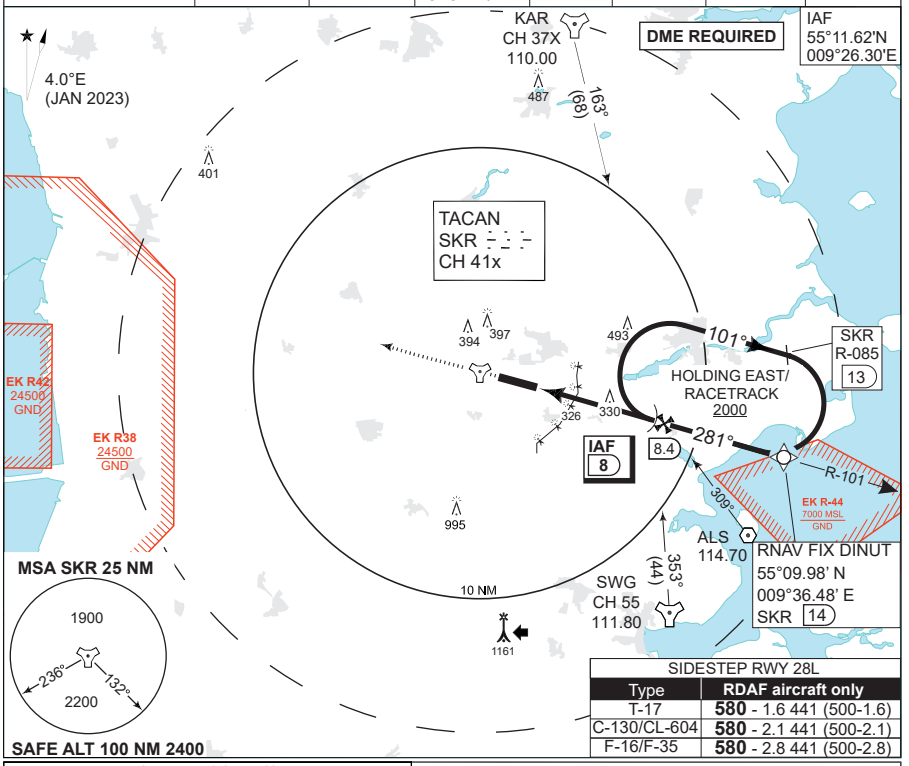
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

TACAN RWY 28R
SKRYDSTRUP (EKSP)

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

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

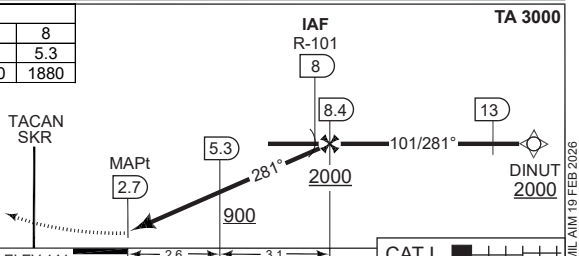


SIDESTEP RWY 28L	
Type	**RDAF aircraft only**
T-17	**580** - 1.6 441 (500-1.6)
C-130/CL-604	**580** - 2.1 441 (500-2.1)
F-16/F-35	**580** - 2.8 441 (500-2.8)

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

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

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



CATEGORY	A	B	C	D	E
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)

MIPS

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

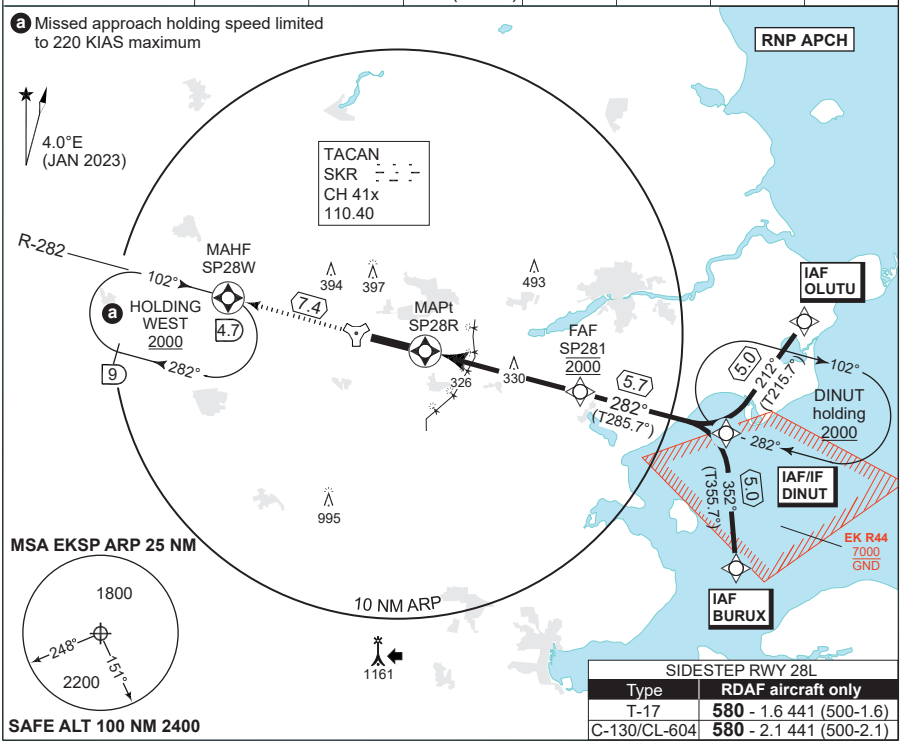
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

RNP RWY 28R
SKRYDSTRUP (EKSP)

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

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS LENGTH	LDA
SKR 110.40/CH 41x	282°	2000 FT	3.0° (5.24%)	**580**	141	900 M	9863 FT



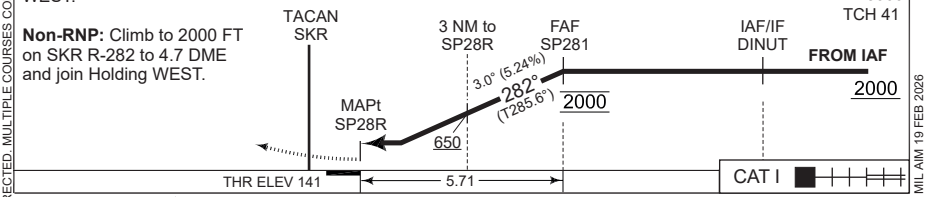
SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	**580** - 1.6 441 (500-1.6)
C-130/CL-604	**580** - 2.1 441 (500-2.1)

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.

CDFA 3.0° / 5.24%					
DIST THR	1.25	2	3	4	5
ALTITUDE	580	820	1140	1460	1780

TA 3000
TCH 41



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

MIPS

CHANGES: MAG VAR CORRECTED. MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

RNP RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

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)

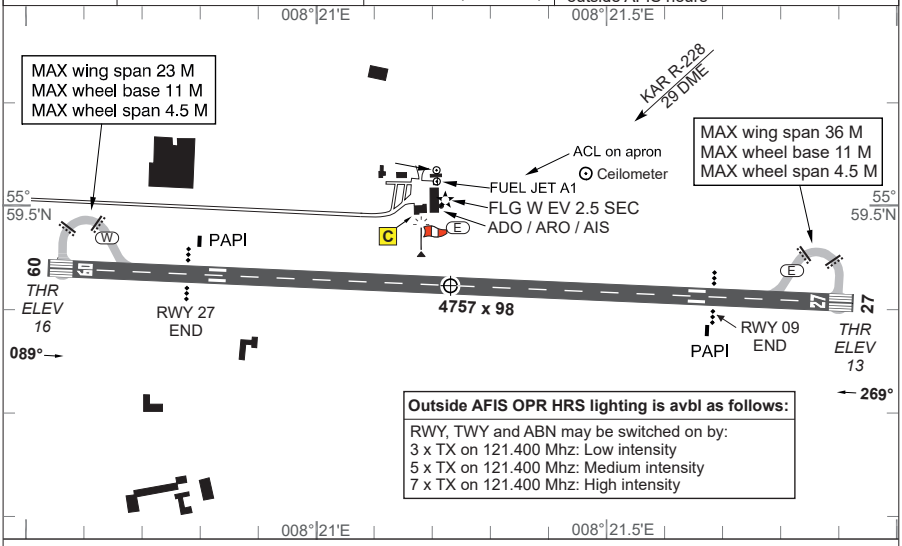
AERODROME CHART

NDB RWY 09

LOC RWY 27

NDB RWY 27

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



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

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

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

Note: Circling S of AD only.

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

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

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

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

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

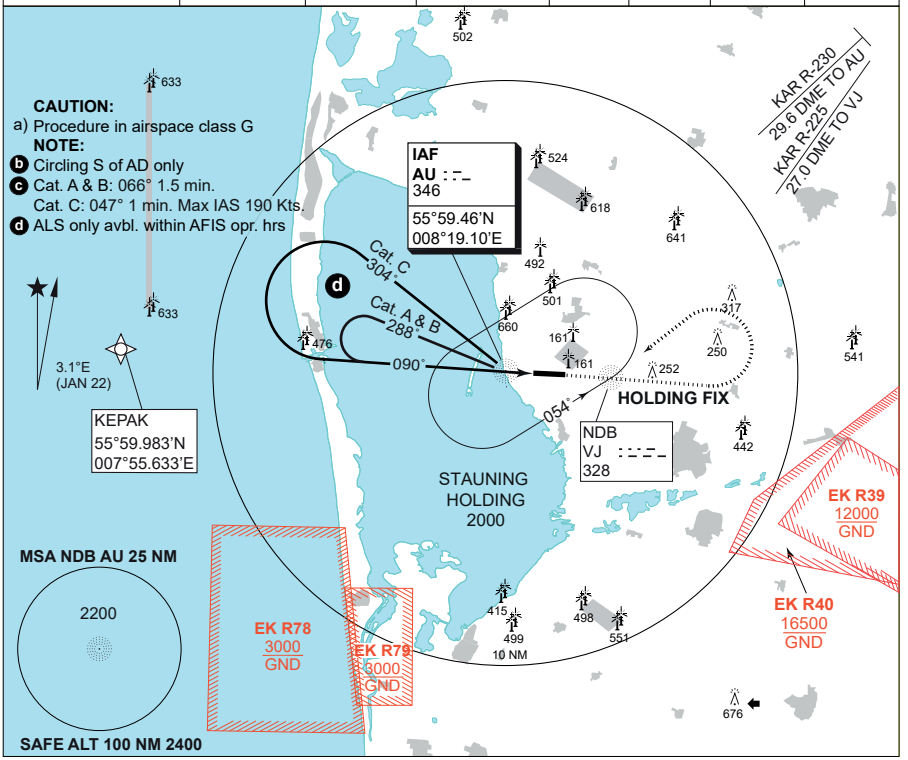
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 17

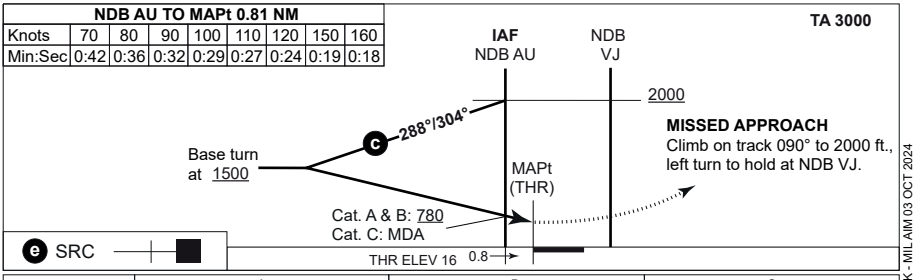
NDB CIRCLING A & B RWY 09
STAUNING (EKVJ)

COPENHAGEN CONTROL	BILLUND APPROACH	STAUNING INFORMATION
362.750 136.555	127.580	121.405

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
AU 346	090°	NO FAF	N/A	**720**	16	420 M	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)

MIPS

CHANGES: INFORMATION FREQ, CHG and OBST ADDED.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

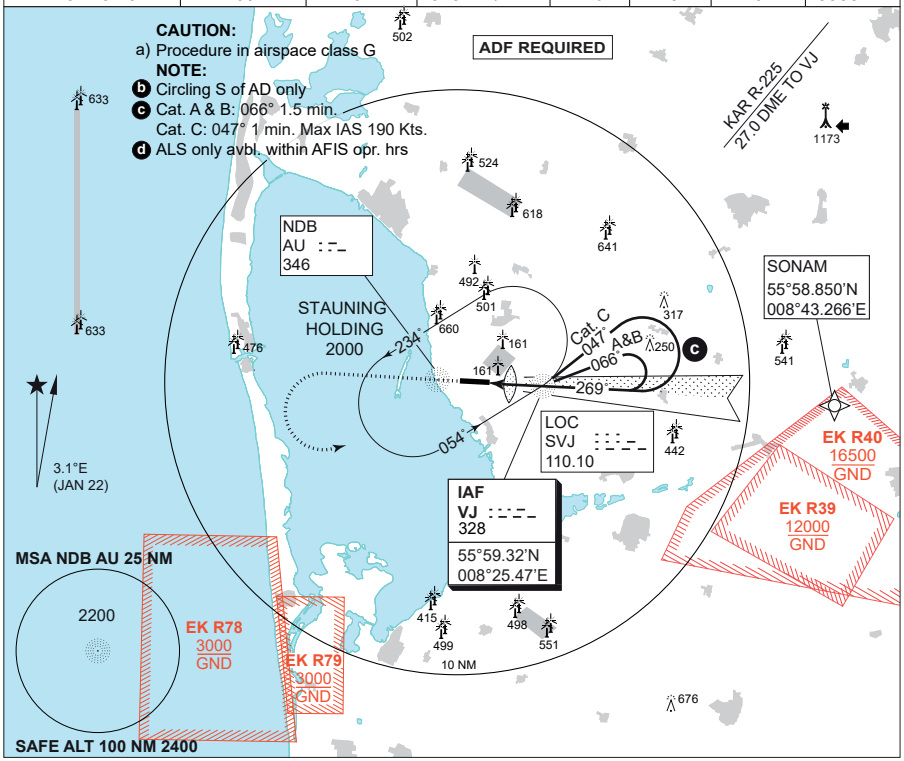
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 17

LOC RWY 27
STAUNING (EKVJ)

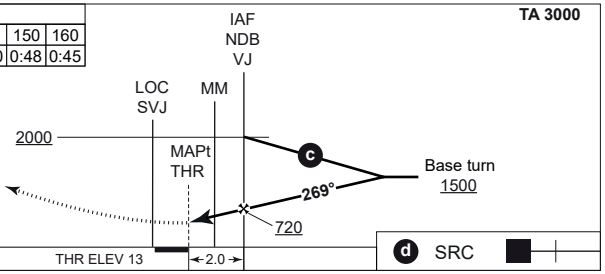
COPENHAGEN CONTROL	BILLUND APPROACH	STAUNING INFORMATION
362.750 136.555	127.580	121.405

LOC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
SVJ 110.10	269°	720 FT	329 FT / NM	**720**	13	420 M	3933 FT



NDB VJ TO MAPt 1.99 NM								
Knots	70	80	90	100	110	120	150	160
Min:Sec	1:42	1:30	1:20	1:12	1:05	1:00	0:48	0:45

TA 3000



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

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

MIPS

CHANGES: APPROACH LIGHT LENGTH REDUCED TO 420 M.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

LOC RWY 27

55°59.41'N
008°21.23'E

STAUNING (EKVJ)

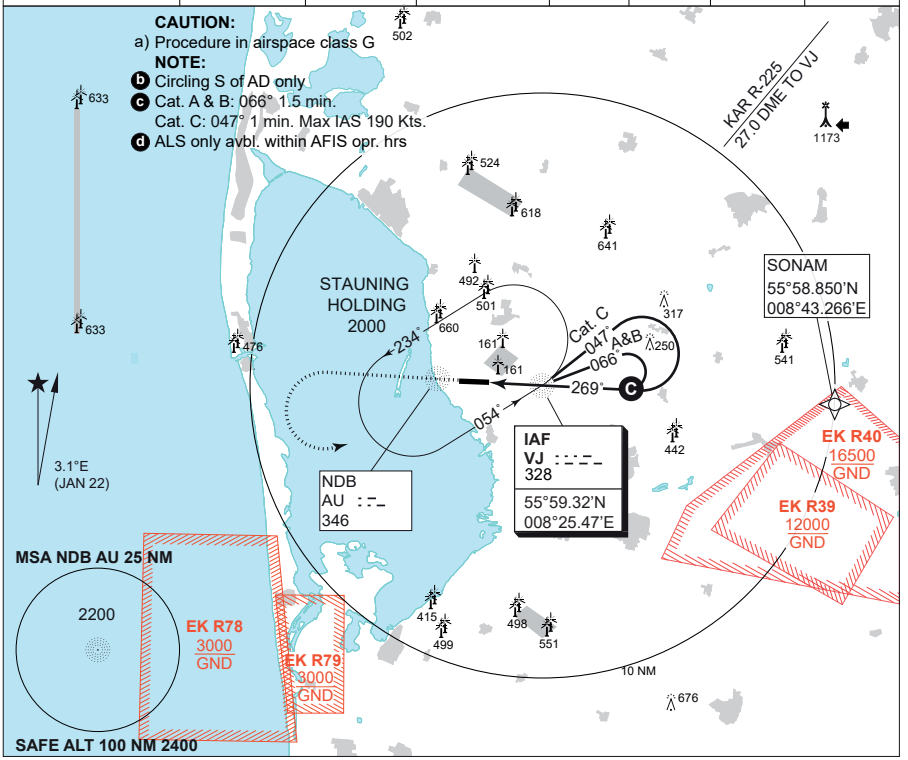
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 17

NDB RWY 27
STAUNING (EKVJ)

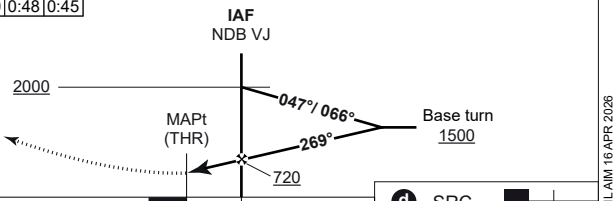
COPENHAGEN CONTROL	BILLUND APPROACH	STAUNING INFORMATION
362.750 136.555	127.580	121.405

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
VJ 328	269°	720 FT	329 FT/NM	**720**	13	420 M	3933 FT



NDB VJ TO MAPt 1.99 NM								
Knots	70	80	90	100	110	120	150	160
Min:Sec	1:42	1:30	1:20	1:12	1:05	1:00	0:48	0:45

TA 3000



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

CATEGORY	A	B	C
S-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)

MIPS

CHANGES: APPROACH LIGHT LENGTH REDUCED TO 420 M.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

NDB RWY 27

55°59.41'N
008°21.23'E

STAUNING (EKVJ)

SØNDERBORG (EKSB)

AERODROME CHART

RNP RWY 14

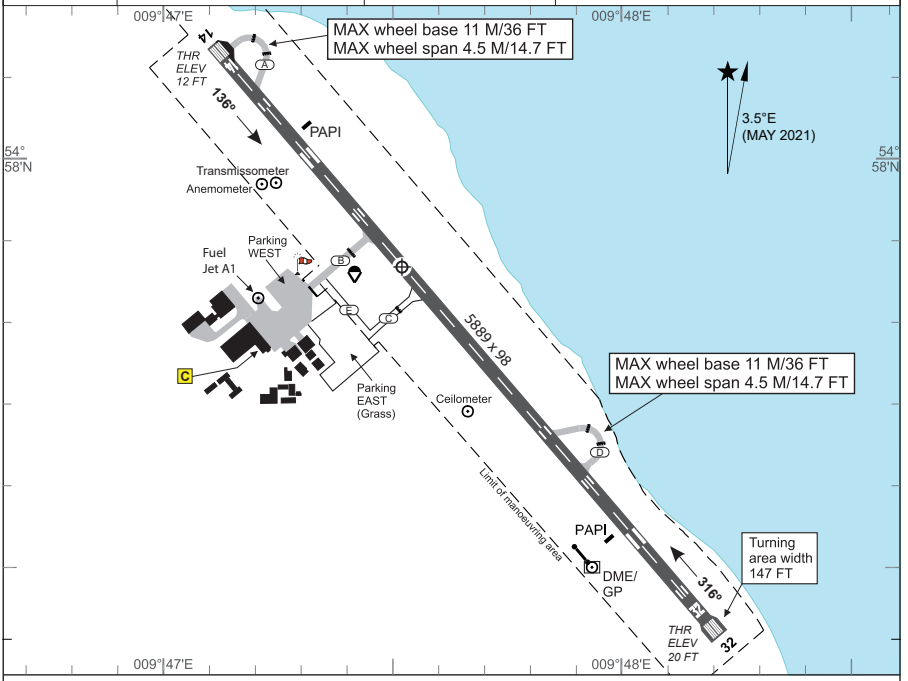
ILS or LOC RWY 32

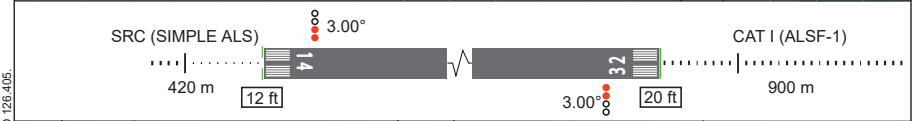
WP LIST RWY 14

RNP RWY 32

WP LIST RWY 32

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





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

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

IFR Arrival

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

IFR Departure

1. Standard Instrument Departures (SID) have not been established.
2. Omnidirectional departures RWY 14/32: Climb to at least 500 FT before turn is commenced.

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

CHANGES: SOENDERBORG INFORMATION FREQUENCY CHANGED TO 126.405.

MIPS

INSTRUMENT APPROACH CHART

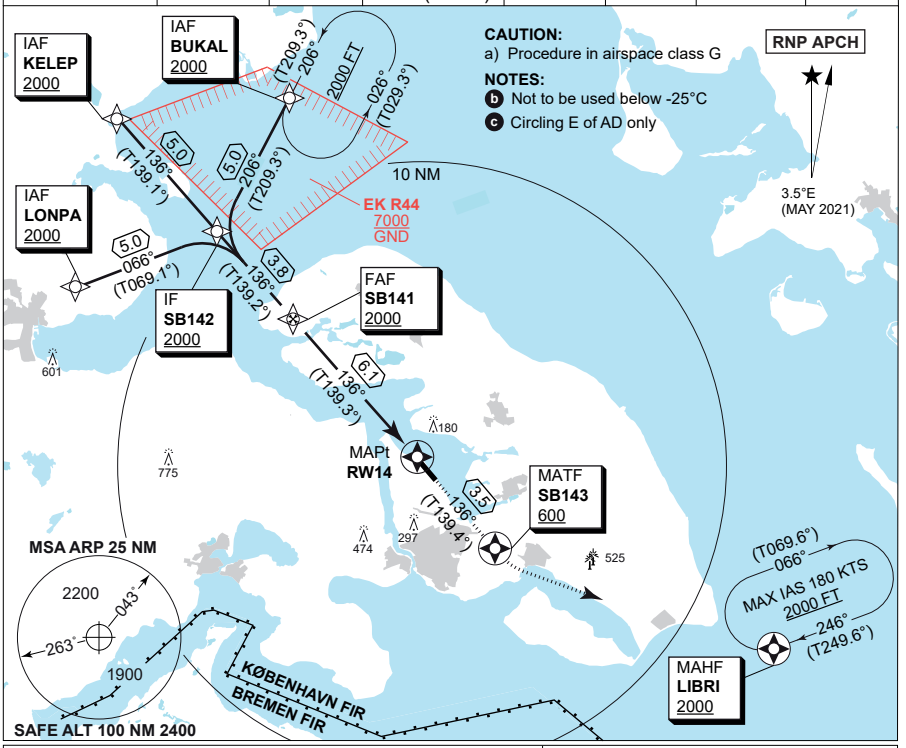
AD ELEV 24

RNP RWY 14

SOENDERBORG (EKSB)

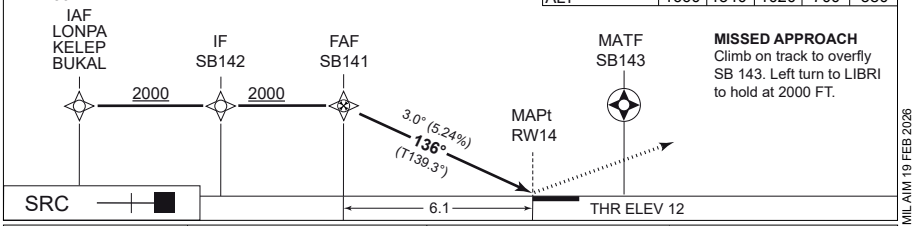
COPENHAGEN CONTROL	SKRYDSTRUP APPROACH	SOENDERBORG INFORMATION
360.100 133.155	280.750 124.105	126.405

EGNOS CHANNEL	APP COURSE	FAF ALT	DESCENT GR.	MINIMA	THR ELEV	ALS LENGTH	LDA
46181 / E14A	136°	2000 FT	3.00° (5.24%)	See CAT	12	420 M	5889 FT



TA 3000
GS 3.0°
RDH 50

CDFA 3.00° / 5.24%					
Dist to RW14	5	4	3	2	1
ALT	1660	1340	1020	700	380



MISSED APPROACH
Climb on track to overfly SB 143. Left turn to LIBRI to hold at 2000 FT.

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

CHANGES: SOENDERBORG INFORMATION FREQUENCY CHANGED TO 126.405.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

RNP RWY 14

54°57.86'N
009°47.50'E

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

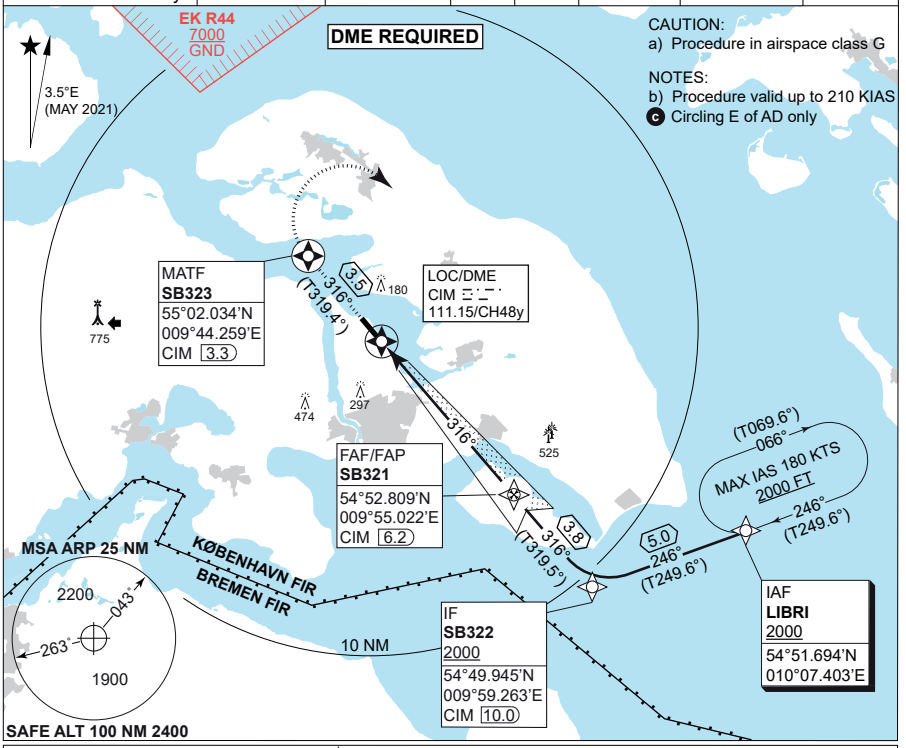
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 24

ILS or LOC RWY 32
SOENDERBORG (EKSB)

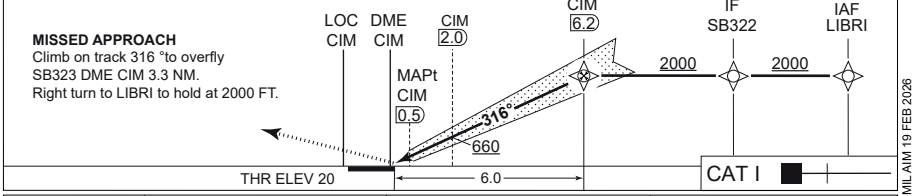
COPENHAGEN CONTROL	SKRYDSTRUP APPROACH	SOENDERBORG INFORMATION
360.100 133.155	280.750 124.105	126.405

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



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

TA 3000
GS 3.0°
RDH 52



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

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

CHANGES: SOENDERBORG INFORMATION FREQUENCY CHANGED TO 126.405.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS

INSTRUMENT APPROACH CHART

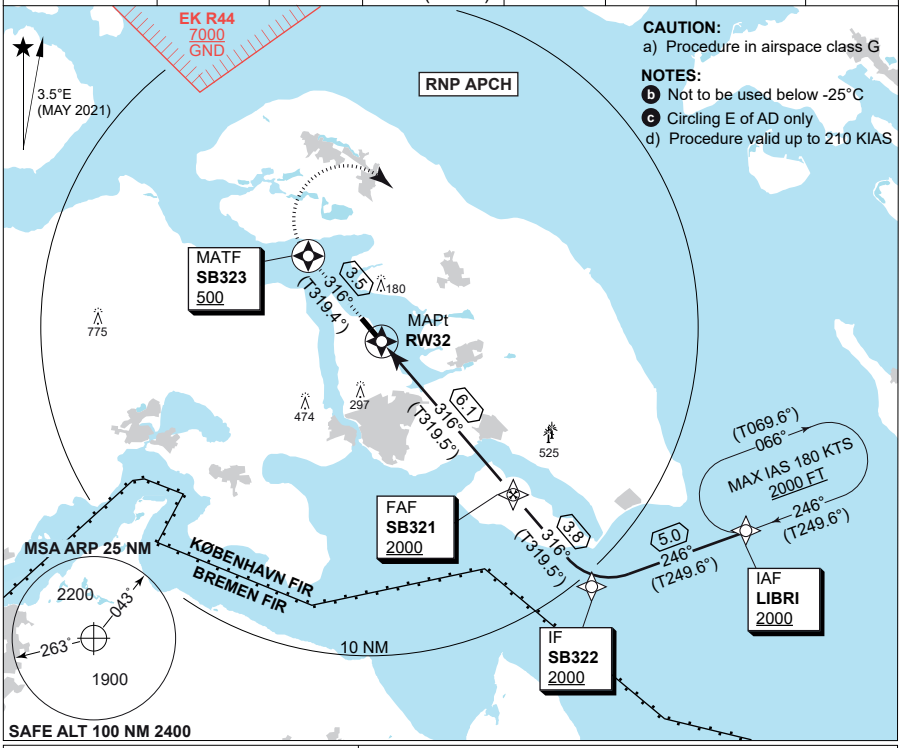
AD ELEV 24

RNP RWY 32

SOENDERBORG (EKSB)

COPENHAGEN CONTROL	SKRYDSTRUP APPROACH	SOENDERBORG INFORMATION
360.100 133.155	280.750 124.105	126.405

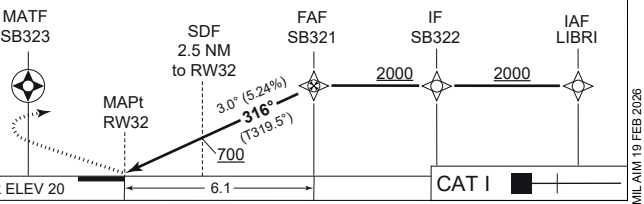
EGNOS CHANNEL	APP COURSE	FAF ALT	DESCENT GR.	MINIMA	THR ELEV	ALS LENGTH	LDA
48475 / E32A	316°	2000 FT	3.00° (5.24%)	See CAT	20	900 M	5889 FT



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

MISSED APPROACH
Climb on track to overfly SB323.
Right turn to LIBRI to hold at 2000 FT.



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)

MIPS

CHANGES: SOENDERBORG INFORMATION FREQUENCY CHANGED TO 126.405.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

RNP RWY 32

54°57.86'N
009°47.50'E
15-5

SOENDERBORG (EKSB)

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

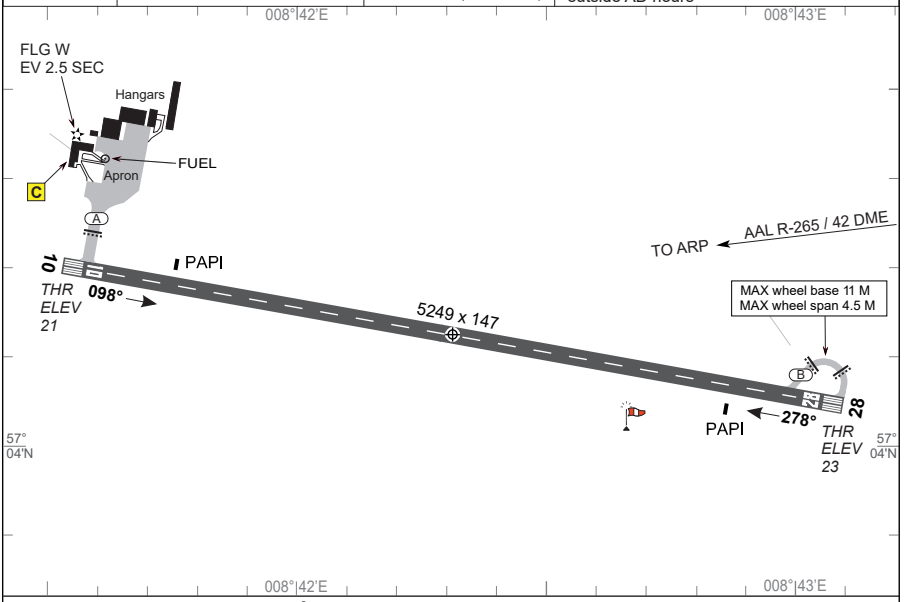
Threshold coordinates RWY 32

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

THISTED (EKTS)

AERODROME CHART

THISTED RADIO	AALBORG APPROACH	Thisted Airport: +45 99 17 37 80
118.125	123.980	Briefing EKCH*: +45 32 47 82 72
AD Elev 23 / ARP 57°04.13'N 008°42.31'E / VAR 2.4°E (JAN 2018)		Flight plan closing (ACC)*: +45 32 46 23 38
		*outside AD hours



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

AD approved for:
a. VMC day and VFR night operations.
b. Self-service when ADO is closed.
Outside ADO/ARO hours: PPR for AD/ADO submitted to ADO not later than 1 hour before termination of service.

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

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

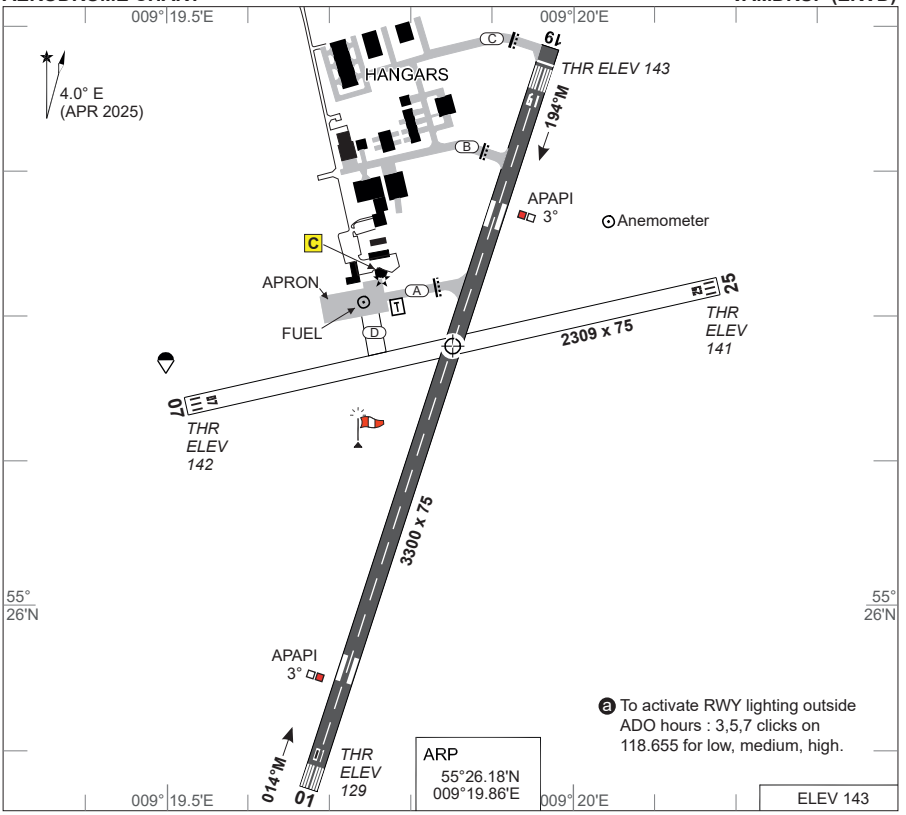
CHANGES: AALBORG APP FREQ CHG

AIR COMMAND DENMARK - MIL AIM 02 NOV 2023

VAMDRUP (EKVD)

AERODROME CHART

NDB RWY 01	NDB RWY 19
RNP RWY 01	RNP RWY 19
WP LIST RWY 01	WP LIST RWY 19



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

VAMDRUP INFORMATION 118.655 SKRYDSTRUP APPROACH 124.105

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to L KD (KD HOLDING NORTH or KD HOLDING SOUTH). Instrument approach procedures are partly in airspace classified G below 3500 FT MSL.

1.2 Navigation aid designated for radio communication failure during IMC for arriving aircraft is L KD.

2. IFR Departure

2.1 Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures: RWY 01/19: Climb straight ahead to at least 800 FT MSL before turn is commenced.

2.3 Caution: Procedures are partly in airspace classified G below 3500 FT MSL.

3.Additional Information

3.1 In the period 2100-0600 (2000-0500) the airport is closed for all traffic. Operations may take place - after request to ADO 1 HR PN before closing time. No IFR traffic is permitted when AFIS is not established.

3.2 PPR for use of RWY 08/26. Runway will be closed outside service hours.

3.3 Noise abatement: Overflying the built-up areas Hjarup, Skanderup and Vamdrup during TKOF and LDG should be avoided as far as possible.

CHANGES: MAG VAR CHANGED TO 4.0 DEG E.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 143

NDB RWY 01
VAMDRUP (EKVD)

COPENHAGEN CONTROL	SKRYDSTRUP APPROACH	VAMDRUP INFORMATION
360.100 133.155	280.750 124.105	118.655

NDB	TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
KD 357	110.40/CH 41x	014°	1500	318 FT/NM	**710**	129	420 M	3300 FT

CAUTION:
a) Procedure partly in airspace class G

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

DME REQUIRED

4.0°E
(APR 2025)

KAR R-166
52.5 DME
to KD

SKR 16

IAF
KD
357
55°26.60'N
009°20.08'E

032°
212°
210°
014°

SKR 8.5
SKR 8.6
SKR 4

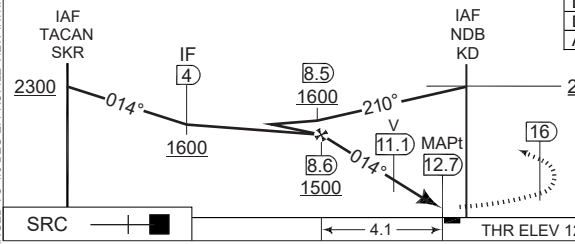
IAF
SKR
110.40/CH 41x
55°13.74'N
009°12.84'E

10 NM

MSA KD 25 NM
2300

SAFE ALT 100 NM 2400

TA 3000



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

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

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

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

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

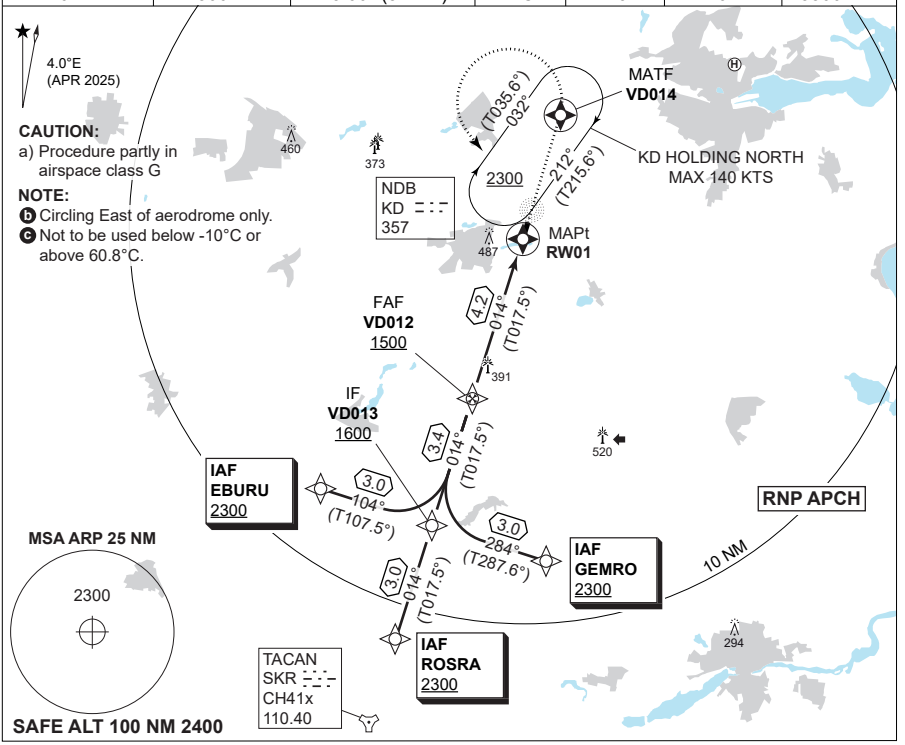
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 143

RNP RWY 01
VAMDRUP (EKVD)

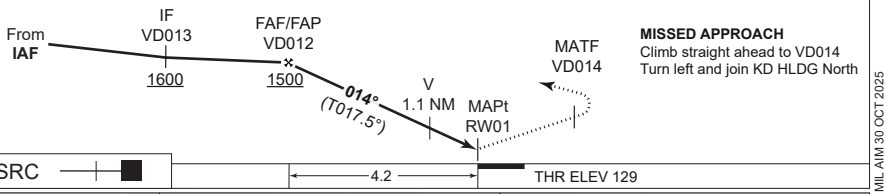
COPENHAGEN CONTROL	SKRYDSTRUP APPROACH	VAMDRUP INFORMATION
360.100 133.155	280.750 124.105	118.655

APP COURSE	FAF ALT	DESCENT GR.	MINIMA	THR ELEV	ALS LENGTH	LDA
014°	1500 FT	3.00° (5.24%)	See CAT	129	420 M	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)

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 AIM 30 OCT 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 143

NDB RWY 19
VAMDRUP (EKVD)

COPENHAGEN CONTROL	SKRYDSTRUP APPROACH	VAMDRUP INFORMATION
360.100 133.155	280.750 124.105	118.655

NDB	TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
KD 357	110.40/CH 41x	194°	1500	318 FT/NM	**530**	143	420 M	3202 FT

CAUTION:
a) Procedure partly in airspace class G

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

4.0°E
(APR 2025)

DME REQUIRED

IAF LODBA
SKR 23.8
55°36.37'N
009°25.57'E

IAF KD 357
55°26.60'N
009°20.08'E

KAR R-166 52.5 DME to KD

SKR 22
SKR 18
SKR 17.4
SKR 11

194°
356°
140°
320°

563 460 373 487 403 417 401 493

10 NM

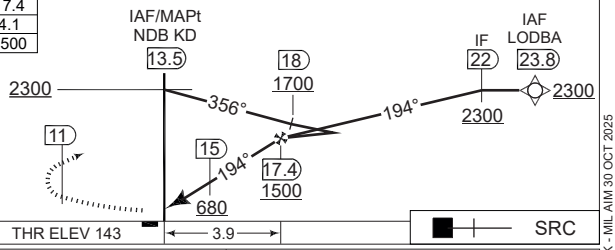
MSA KD 25 NM
2300

TACAN
SKR
CH41x
110.40

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 ⓑ	**590** - 1.5 447 (500-1.5)	**690** - 1.6 547 (600-1.6)

MIPS

CHANGES: MAG VAR CHANGED TO 4.0 DEG E.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

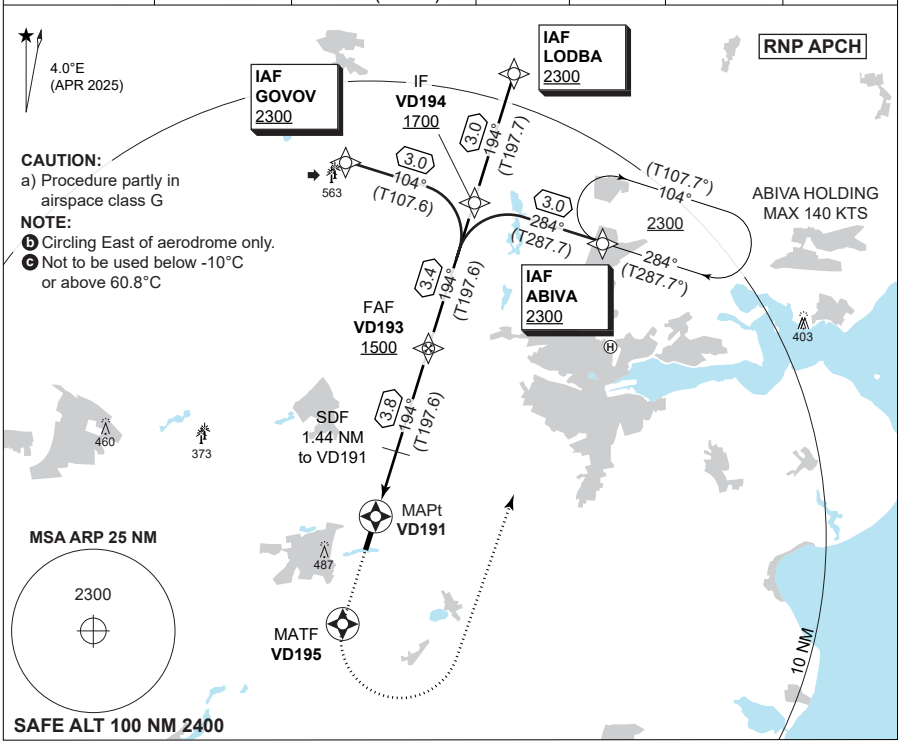
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 143

RNP RWY 19
VAMDRUP (EKVD)

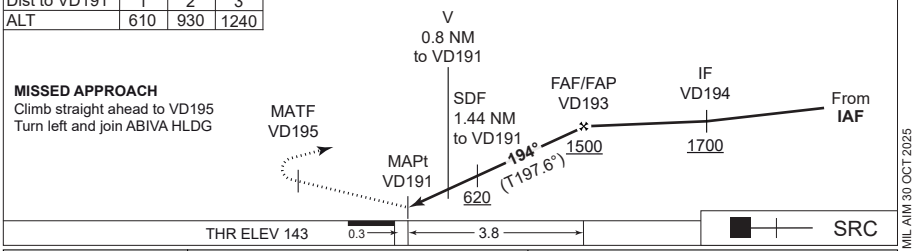
COPENHAGEN CONTROL	SKRYDSTRUP APPROACH	VAMDRUP INFORMATION
360.100 133.155	280.750 124.105	118.655

APP COURSE	FAF ALT	DESCENT GR.	MINIMA	THR ELEV	ALS LENGTH	LDA
194°	1500 FT	3.00° (5.24%)	See CAT	143	420 M	3202 FT



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

TA 3000



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)

CHANGES: MAG VAR CHANGED TO 4.0 DEG E.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

RNP RWY 19

55°26.18'N
009°19.86'E

VAMDRUP (EKVD)

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

Instrument Approach Procedures (IAP) in this FLIP based on criteria in accordance with ICAO DOC 8168 (PANS OPS) and NATO STANAG 3759 (NATO SUPPLEMENT TO ICAO DOC 8168-0PS/611,VOL II FOR THE PREPARATION OF INSTRUMENT APPROACH AND DEPARTURE PROCEDURES (AATCP-1)) are marked MIPS (Military Instrument Procedures Standardization).

MIPS

INSTRUMENT APPROACH CHART AD ELEV 171 **ILS or LOC RWY 27L**
KARUP AIR BASE (EKKA)

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

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

MIPS (Military Instrument Procedure Standardization)

Procedures based on TERPS criteria are marked accordingly:

TERPS

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

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

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	TDZE	ALS length	LDA
KAR 110.00/CH 37x	267°	2000 FT	305 FT/NM	**600**	170	900 M	9607 FT

TERPS - this IAP is based on TERPS criteria

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

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

a. Aircraft Categories/Speeds.
Aircraft approach categories play a significant role in the design of PANS-OPS/MIPS instrument procedures. In addition to affecting final approach minima, PANS-OPS references maximum speeds by category for holding, departures and the initial and intermediate segments of instrument approaches. Also the final approach speeds specified by category will be different from the TERPS procedure speeds. The PANS-OPS references are as follows:
Turning departure speeds: PANS-OPS Part I, Section 3, Chapter 2, Table I-3-2-1.
Approach, circling and missed approach speeds: PANS-OPS Part I, Section 4, Chapter 1, Tables I-4-1-1 and I-4-1-2.
Holding speeds: PANS-OPS Part I, Section 6, Chapter 1, Table I-6-1-1.
Holding speeds (Helicopter): PANS-OPS Part I, Section 6, Chapter 1, Table I-6-1-2.
Helicopter only speeds: PANS-OPS Part I, Section 8, Chapter 3, Table I-8-3-1.
HPMA (High Performance Military Aircraft): The MIPS use a separate set of speeds for for HPMA. STANAG 3759, Chapter 6 also provides a set of HPMA parameters for universal use.

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

c. Bank Angle.
Unless otherwise specified, PANS-OPS approach procedures are based on average achieved bank angle of 25° or the bank angle giving a rate of turn of 3°/sec, whichever is less.
For departures and missed approach, PANS-OPS procedures are based on an average achieved bank angle of 15°. MIPS procedures generally are the same as PANS-OPS, but VCOA departures are based on 23° bank angle. The bank angle for HPMA is 30° for all segments.

d. Established on Course.
PANS-OPS defines "established on course" as being within half full-scale deflection for a VOR/DME or ILS (localizer) and within ± 5° of the required final bearing for an NDB. MIPS applies the same deflection tolerance flying a TACAN as PANS-OPS applies for flying a VOR/DME approach.
Do not consider the aircraft to be established on course until within these limits. PANS-OPS/MIPS obstacle clearance surfaces assume that the pilot does not normally deviate from the centre line more than one-half scale deflection after being established on track. Despite the fact that there is a range of "acceptable" variation, every attempt must be made to fly the aircraft on the course centre line and on the glide path. Allowing a more than half-scale deflection (or a more than half-scale fly-up deflection on glideslope) combined with other system tolerances could place the aircraft near the edge or at the bottom of the protected airspace where loss of protection from obstacles can occur.

e. Omnidirectional Departures.
The PANS-OPS “Omnidirectional Departure” is somewhat similar to the TERPS “Diverse Departure”; a departure procedure without any track guidance provided.
An important difference is that an Omnidirectional Departure may be published even though obstacles penetrate the 2.5% Obstacle Identification Surface (OIS). PANS-OPS then provides the procedure designer the following options for publishing departure restrictions.

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

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

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

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

f. Departures with Track Guidance.

PANS-OPS uses the term Standard Instrument Departure (SID) to refer to departures using track guidance. Minimum climb gradients above the standard 3.3% may apply.
For turning departures:
PANS-OPS protection area is based on using an average bank angle of 15° for the departure turn. Where a departure route requires a turn of more than 15°, a turning departure may be constructed. Turns may be specified at an altitude/height, at a fix or overhead a facility. If an obstacle prohibits turns before the departure end of the runway or prior to reaching an altitude/height, a turning point or a minimum turn altitude/height will be specified. Tracks to be flown and radials/bearings to be intercepted will also be specified.

1. Turning departure speeds.

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

g. Departure: Runway End Crossing Height.

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

h. TERPS Low Altitude Approaches.

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

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

i. Circling Procedures.

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

category definition, which for CAT D is 165 kt IAS.
Also, one important distinction to make is between the terms “runway environment” and “airport environment.” While circling using a PANS-OPS designed procedure, pilots must maintain visual contact with the runway environment throughout the entire circling manoeuvre. TERPS procedures only require pilots to maintain visual contact with the airport environment while circling to land, but cannot descend out of the circling MDA until the runway environment is in sight. The PANS-OPS protection area is based on using an average bank angle of 20° for the turn to final.
For HPMA, the circling criteria are stated on page 20-8.

j. Holding.
Differences from TERPS:
The PANS-OPS holding entry procedures are mandatory. Timing, distances and limiting radials must be complied with. Enter the holding pattern based on the heading relative to the three entry sectors depicted in PANS-OPS Part I, Section 6, Chapter 1, Paragraph 1.4. The margins on each sector dividing line is ±5°. Upon reaching the holding fix, follow the appropriate procedure according to entry sector.
Bank angle must not be reduced for wind corrections. The bank angle used in PANS-OPS should be 25° or a rate of 3°/sec, whichever is less.
Timing is made on the outbound leg.
Attempt to maintain the track by allowing for known winds and applying corrections to heading and timing during entry and while flying in the holding pattern.
A radial or a DME value may be published to limit the outbound track.

k. Transition Altitude/Level.
Transition altitude is the altitude in the vicinity of an aerodrome at or below which the vertical position of an aircraft is determined from the altimeter set to QNH. Transition altitude is normally specified for each airfield by the country in which the airfield exists. Transition altitude will not normally be below 3000 ft Height Above Aerodrome (HAA) and must be published on the appropriate charts.
Transition level is the lowest flight level available for use above the transition altitude. Transition level is usually communicated to the aircraft together with the descent/approach clearances. The transition layer (area between the transition altitude and transition level) may also be supplied by ATC via the ATIS or during arrival. VFR flight levels may be used on some places, e.g. FL 045.
The vertical position of an aircraft at or below transition altitude shall be expressed in altitude (QNH). Vertical position at or above the transition level shall be expressed in terms of flight levels according to the standard altimeter setting 1013.2 hPa. When passing through the transition layer, vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes (QNH) when descending.
After an approach clearance has been issued and the descent is commenced, the vertical positioning of an aircraft above the transition level may be by reference to altitude (QNH) provided that a level off above the transition altitude is not anticipated. This is intended for turbo jet aircraft where an uninterrupted descent from high altitude is desired.

AIRCRAFT CATEGORIES / SPEEDS (PANS OPS/ MIPS)

Approach, circling, missed approach and turning departure speeds

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

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

1 Maximum speed for reversal and racetrack procedures.

2 Maximum speed for reversal and racetrack procedures up to and including 6.000 ft is 100 kt, and maximum speed for reversal and racetrack procedures above 6.000 ft is 110 kt.

3 Helicopter point-in-space procedures based on basic GNSS may be designed using maximum speeds of 120 kt for initial and intermediate segments and 90 kt on final and missed approach segments, or 90 kt for initial and intermediate segments and 70 kt on final and missed approach segments based on operational need. Refer to PANS-OPS, Volume II, Part IV, Chapter 1, “Area navigation (RNAV) point-in-space (PinS) approach procedures for helicopters using basic GNSS receivers”.

4 Range of speeds for holding, initial, approach, reversal, racetrack and intermediate segment.

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

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

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

Holding speeds - Categories A through E

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

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

Holding speeds — for helicopter procedures

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

Final approach speeds – TERPS vs. PANS

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

HIGH PERFORMANCE MILITARY AIRCRAFT (HPMA)

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

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

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

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

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

Obstacle clearance for circling areas:

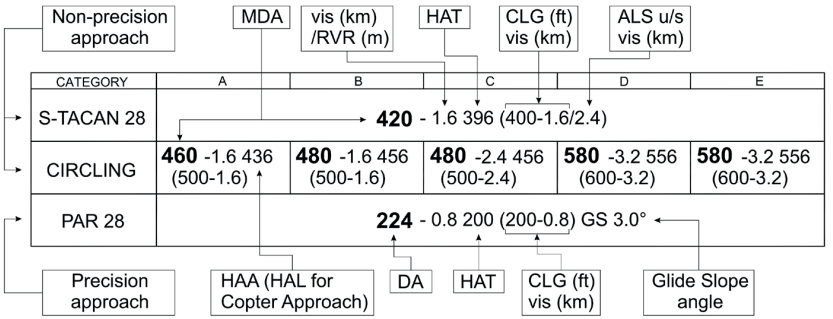
Aircraft category	*Minimum obstacle clearance (ft)*	*Minimum OCH above AD elev (ft)*	*Minimum visibility km*
HPMA	300	550	3.2

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

CHANGES: TURN CONSTRUCTION TABLE ROW NUMBER 4; HOLDING DELETED.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

LANDING MINIMA EXPLANATION



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

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

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

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

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

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

VIS Visibility

RVR Runway Visual Range

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

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

ILS Cat. II operations

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

RA DA RVR (m) CLG (ft)

RA Radio Altimeter Height

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

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

Helicopter Circling and Sidestep Procedures

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

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

CHANGES: HELICOPTER CIRCLING & SIDSTEP PARAGRAPH ADDED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COLD WEATHER ALTITUDE CORRECTION

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

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

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

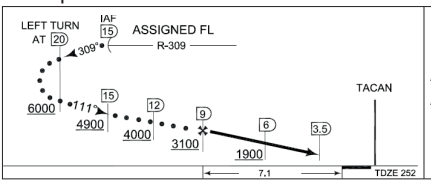
Pilots must advise ATC when temperature correction Is applied, and state amount of correction or new altitude to be flown.

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

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

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

Example:



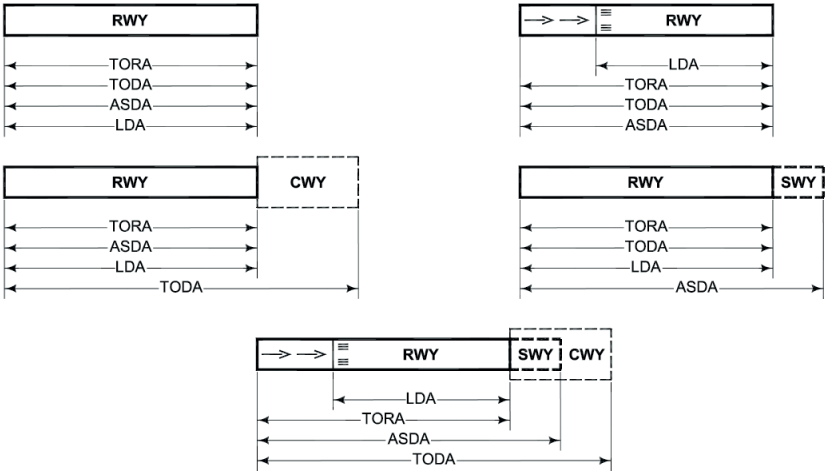
HI-TACAN RWY 10 BARDUFOSS (ENDU)

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

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

*) Rounded up to the nearest 10 ft
**) Rounded up to the nearest 100 ft, except MDA

DETERMINATION OF DECLARED DISTANCES FOR RUNWAYS



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

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

TORA Take-Off Run Available
The length of runway declared available and suitable for the ground run of an aircraft taking off.

TODA Take-Off Distance Available
The length of the take-off run available plus the length of the clearway, if provided.

ASDA Accelerate Stop Distance Available
The length of the take-off run available plus the length of the stopway, if provided.

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

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

1. ACN/PCN System

The ACN/PCN system provides a method of classifying pavement bearing strength for aircraft above 5700 KG Maximum Total Weight Authorized (MTWA).
The ACN is a number expressing the relative effect of an aircraft load on a pavement for a specified sub-grade strength.
The PCN is a number expressing the bearing strength of a pavement for unrestricted operations. Using the ACN/PCN system means to compare the ACN with the PCN.

2. Aircraft Classification Number (ACN)

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

3. Pavement Classification Number (PCN)

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

3.1 The PCN number.

3.2 The type of pavement:
R = Rigid
F = Flexible

3.3 The pavement sub-grade category:
A = High
B = Medium
C = Low
D = Ultra-low

3.4 The maximum tyre pressure authorized for the pavement:
W = High, no limit
X = Medium, limited to 217 psi
Y = Low, limited to 145 psi
Z = Very low, limited to 73 psi

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

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

PCN: 80/R/B/W/T

4. Operating procedure.

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

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

2. Diffrence between PCN and PCR

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

2. ACR/PCR Method

The ACR/PCR system preserves the structure and reporting format of ACN/PCN but changes the underlying calculation procedure.The ACR/PCR method provides a method of classifying pavement bearing strength for aircraft above 5700 KG Maximum Total Weight Authorized (MTWA).
The ACR is a number expressing the relative effect of an aircraft load on a pavement for a specified standard sub-grade strength.
PCR is a number that expresses the load-carrying capacity of a pavement based on all aircraft traffic that regularly operates on the pavement. The PCR is defined as the ACR of a “critical” or reference aircraft at its maximum allowable gross weight (MAGW).

2. Aircraft Classification Rating (ACR)

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

3. Pavement Classification Rating (PCR)

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

3.1 The PCR number.

3.2 The type of pavement:
R = Rigid
F = Flexible

3.3 Subgrade strength category:
A = High
B = Medium
C = Low
D = Ultra-low

CHANGES: NEW PAGE DESCRIBING ACR/PCR

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4.4 The maximum allowed tyre pressure:
W = Unlimited: no pressure limit
X = High: pressure limited to 1.75 MPa.
Y = Medium: pressure limited to 1.25 MPa
Z = Low: pressure limited to 0,50 MPa

4.5 Pavement evaluation method:
T = Technical evaluation: representing a specific study of the pavement characteristics and the types of aircraft which the pavement is intended to serve
U = Using aircraft experience: representing a knowledge of the specific type and mass of aircraft satisfactorily being supported under regular use.

4.6 Example:
If the bearing strength of a rigid pavement resting on a medium strength subgrade, has been assessed by a technical evaluation to be a PCR of 760 and there is no tyre pressure limit, then the reported information would be:

PCR: 760/R/B/W/T

4. Operating procedure.

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

NON-PRECISION APPROACHES – FLYING TECHNIQUES

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

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

There are three techniques for flying non-precision approaches:

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

CDFA

Continuous descent final approach (CDFA). A technique, consistent with stabilized approach procedures, for flying the final approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre should begin for the type of aircraft flown.
ICAO Doc 8168-OPS/611 Vol I § 1.7.2.2 “This technique (CDFA) requires a continuous descent, flown either with VNAV guidance calculated by on-board equipment or based on manual calculation of the required rate of descent, without level-offs”.

Constant descent angle

ICAO Doc 8168-OPS/611 Vol I §1.7.3.1 The second technique involves achieving a constant, unbroken angle from the final approach fix (FAF), or optimum point on procedures without an FAF, to a reference datum above the runway threshold, e.g. 15 m (50 ft).
When the aircraft approaches the MDA/H, a decision shall be made to either continue on the constant angle or level off at or above the MDA/H, depending on visual conditions.
ICAO Doc 8168-OPS/611 Vol I §1.7.3.2 If the visual conditions are adequate, the aircraft continues the descent to the runway without any intermediate level-off.
ICAO Doc 8168-OPS/611 Vol I § 1.7.3.3 If visual conditions are not adequate to continue, the aircraft shall level off at or above the MDA/H and continue inbound until either encountering visual conditions sufficient to descend below the MDA/H to the runway or, reaching the published missed approach point and thereafter executing the missed approach procedure.

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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.

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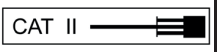
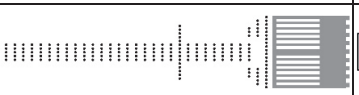
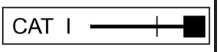
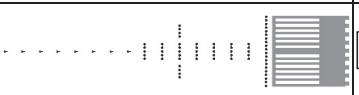
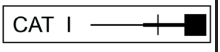
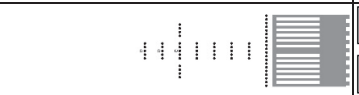
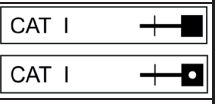
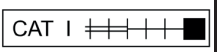
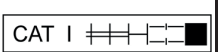
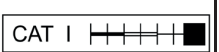
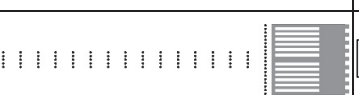
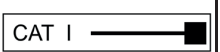
APPROACH LIGHTING SYSTEMS

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

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

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

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

SIDESTEP PROCEDURE

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

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

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

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

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

How to fly a sidestep procedure:

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

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

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

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RADIO NAVIGATIONAL AIDS

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

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

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

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NDB BEARING/DISTANCE FROM VOR/TACAN

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

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

*) No DME

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

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VOR/TACAN BEARING/DISTANCE FROM VOR/TACAN

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

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

*) No DME

LIST OF AERODROMES

Aerodrome	Lat/Long	RWY	RWY length		Freq.	Phone	PPR
EKAE (Ærø)	N54 51,2 E010 27,4	15/33	2591 x 98 ft	○	123.175	6352 6367	Y
EKAH (Århus)	See page 2-1						
EKAT (Anholt)	N56 42,0 E011 33.3	03/21	2132 x 65 ft	○	131.500	4619 1114	N
EKBI (Billund)	See page 3-1						
EKCH (Kastrup)	See page 6-1						
EKEB (Esbjerg)	See page 4-1						
EKEL (Endelave)	N55 45,3 E010 15,2	11/29	2132 x 82 ft	○	129.800	7568 9062	N
EKGH (Grønholt)	N55 56,4 E012 22,9	11/29	2393 x 59 ft	●	122.500	3332 6560	Y
EKHG (Herning)	N56 11,1 E009 02,8	09/27	3933 x 98 ft	●	121.000	9714 1244	N
EKHK (Holbæk)	N55 44,0 E011 36,2	10/28	1853 x 59 ft	○	123.500	2694 4174	Y
EKHV (Haderslev)	N55 18,2 E009 31,4	10/28	3674 x 75 ft	●	122.225	4087 8640	N
EKKA (Karup)	See page 5-1						
EKKL (Kalundborg)	N55 42,1 E011 15,1	09/27	2293 x 59 ft	●	122.500	5929 1123	N
EKLS (Læsø)	N57 16,7 E011 00.3	07/25	3044 x 75 ft	●	123.175	2498 3595	N
EKLV (Lemvig)	N56 30,2 E008 18,3	08/26	2434 x 98 ft	○	123.500	9782 1368	N
Lindtorp	N56 23,7 E008 26,5	08/26	3937 x 98 ft	●	122.500	9748 7573	N
EKMB (Maribo)	See page 7-1						
EKNM (Morsø)	N56 49,5 E008 47.2	11/29	2296 x 98 ft	○	122.075	9772 0004	N
Næstved	N55 12,6 E011 43,1	07/25	1387 x 49 ft	○	N/A	6173 1950	N
EKOD (Odense)	See page 8-1						
EKPB (Kruså/Padborg)	N54 52,3 E009 16,8	06/24	3523 x 98 ft	●	122.075	7467 6517	N
EKRA (Rårup)	N55 46.6 E009 56,5	10/28	2296 x 65 ft	○	122.500	4010 7707	Y
EKRD (Randers)	N56 30,4 E010 02,3	07/25	2952 x 75 ft	●	122.075	8640 4011	N
EKRK (Roskilde)	See page 9-1						
EKRN (Rønne)	See page 10-1						
EKRS (Ringsted)	N55 25,6 E011 48,4	05/23	2404 x 131	○	123.500	2029 3428	N
EKSB (Sønderborg)	See page 15-1						
EKSD (Spjald)	N56 06.2 E008 30,9	14/32	2132 x 98 ft	○	N/A	9738 1194	Y
EKSN (Sindal)	See page 11-1						
EKSP (Skrydstrup)	See page 13-1						
EKSS (Samsø)	N55 53,4 E010 36,9	10/28	2293 x 98 ft	○	123.500	4016 4044	N
EKST (Sydfyn/Tåsinge)	N55 01,1 E010 33,8	11/29	2952 x 75 ft	○	123.400		N
EKSV (Skive)	See page 12-1						
EKTD (Tønder)	N54 55,8 E008 50,5	12/30	2788 x 98 ft	○	122.500	7472 2655	N
EKTS (Thisted)	See page 16-1						
EKVB (Viborg)	N56 24,6 E009 24,6	11/29 17/35	1896 x 98 ft 2214 x 98 ft	○ ○	123.500	8660 1860	N
EKVD (Vamdrup)	See page 17-1						
EKVH (Vesthimmerland)	N56 50,9 E009 27,6	11/29	3976 x 75 ft	●	122.225	9966 7385	N
EKVJ (Stauning)	See page 14-1						
EKYT (Aalborg)	See page 1-1						

●Asphalt ○Grass

AERODROME BEARING/DISTANCE FROM VOR/TACAN

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

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

*)No DME

Continued next page

AERODROME BEARING/DISTANCE FROM VOR/TACAN (continued)

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

*)No DME

CHANGES: PAGE NR.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

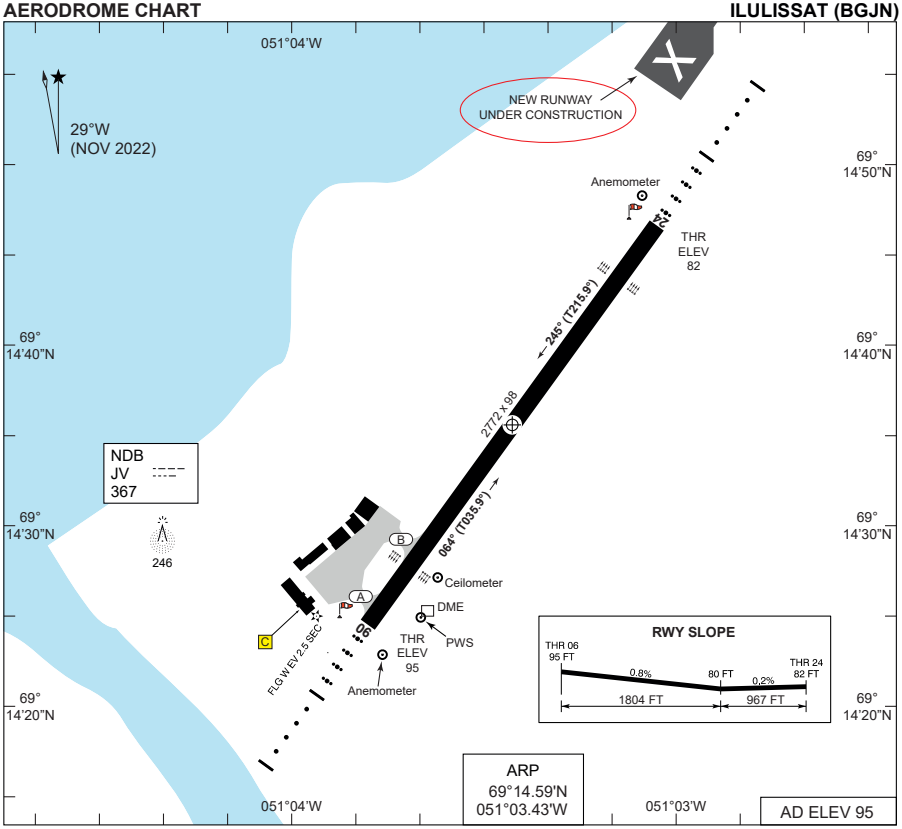

GREENLAND
STATION NORD
MESTERSVIG
ILULISSAT
KANGERLUSSUAQ

ILULISSAT (BGJN)

AERODROME CHART

NDB W RWY 06

NDB B



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.

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 95

NDB W RWY 06
ILULISSAT (BGJN)

ILULISSAT AFIS
119.100

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

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

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

29°W
(NOV 2022)

DME REQUIRED

IAF
JV
367
69°14.49'N
051°04.34'W

3200

(T043.0°)
072°
252°
(T223.0°)

DME
JA
111.95 CH 56y

1.5
421
3.0
4.5
9.5
264°
(T235.6°)
060°
(T030.9°)

10 NM

MSA JV 25 NM
3800
2600
3300
(T334°) 003°
(T114°) 143°
(T194°) 223°

SAFE ALT 100 NM 9000

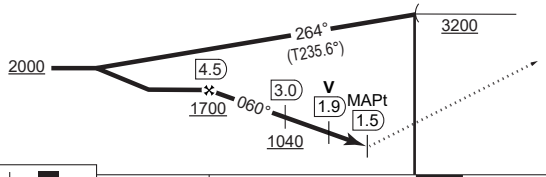
1710
2195
1690
2041
1549
1785
1290
1526
1090
1428

6000
5000
4000
3000
2000
1000

TA 6000

IAF
NDB
JV

CDFA 3.3° / 5.7%		
DME JA	4	3
ALT	1530	1180



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

	CATEGORY	C
MIPS	NDB 06 (MACG 5%)	**800** - 2.4 705 (800-2.4/3.3)
MIPS	NDB 06 (MACG 2.5%)	**930** - 2.4 835 (900-2.4/3.8)
MIPS	CIRCLING ⓓ	**1190** - 2.4 1095 (1100-2.4)

CHANGES: FAF ALT CORRECTED

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

AD ELEV 95

ILULISSAT AFIS
119.100

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

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

NOTE:
ⓓ Circling NW of AD only.

29°W
(NOV 2022)

DME REQUIRED

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

12.5
12
7
3
041° (T011.9°)
240° (T210.9°)
(T210.9°) 240°
3200
421
DME
JA :-:--
111.95 CH 56y
10 NM

2143 2166 2064 1690 2195 2041 1549 1785 1290 1526 1090 1428

6000 5000 4000 3000 2000 1000

MSA JV 25 NM
2600 3800 3300
003° (T334°)
143° (T114°)
223° (T194°)

SAFE ALT 100 NM 9000

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

TA 6000

IAF
NDB
JV

12
3200
041° (T011.9°)
7
3200
2500
MAPt
3
240° (T210.9°)

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

THR ELEV 82
6.6
SRC

CATEGORY	C
S-NDB	N/A (due to terrain)
CIRCLING ⓓ	**1190** - 2.4 1095 (1100-2.4)

CHANGES: NEW PROCEDURE.
MIPS

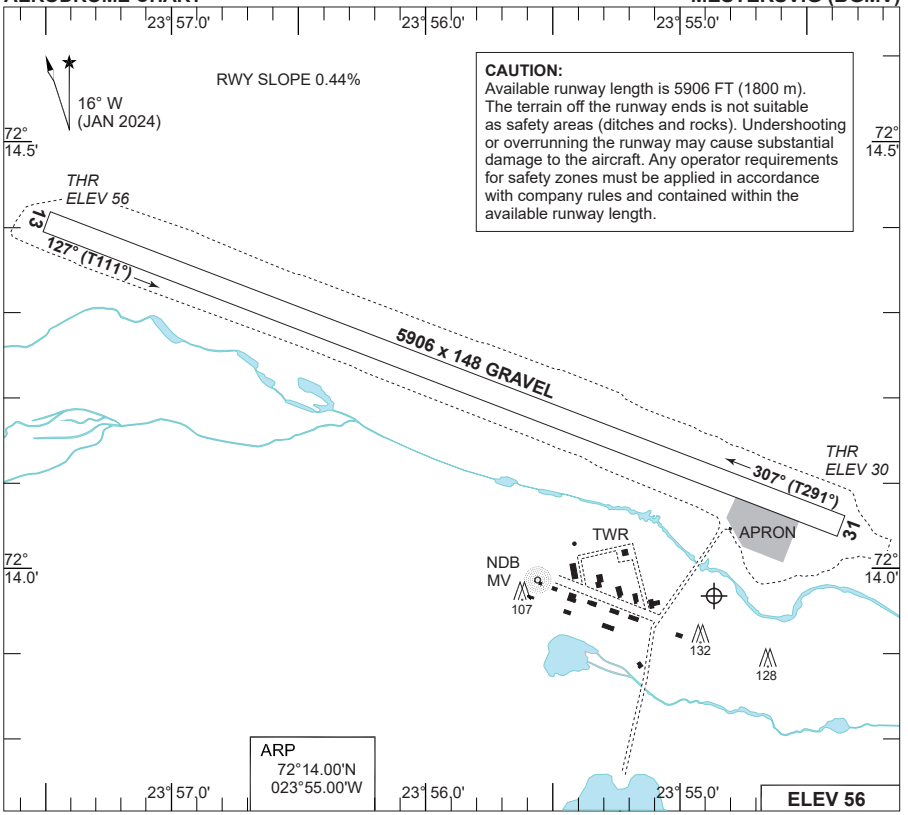
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MESTERSVIG (BGMV)

AERODROME CHART

RNP RWY 31

WP LIST RWY 31



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.

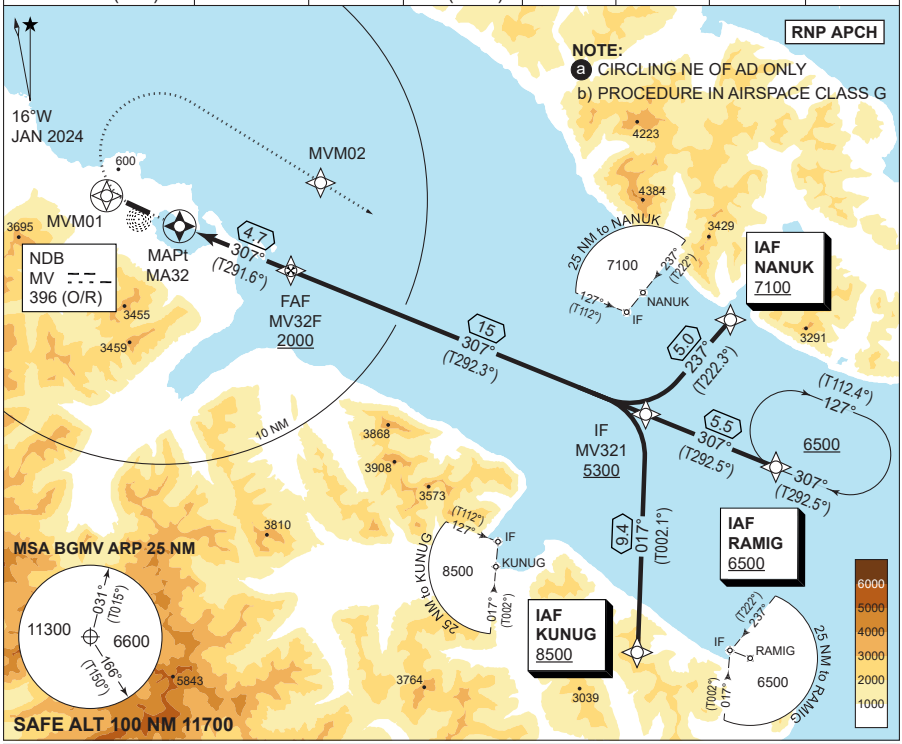
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 56

RNP RWY 31
MESTERSVIG (BGMV)

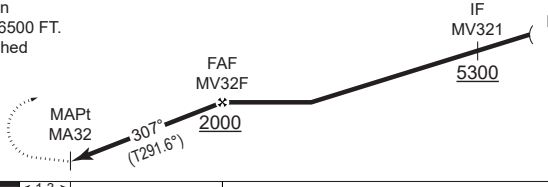
NUUK INFORMATION	MESTERSVIG
121.300 MHz 5526/8945/10042 KHz	118.100 MHz 4050 KHz

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS	LDA
MV 396 (O/R)	307°	2000 FT	3° (5.2%)	**640**	30	N/A	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)

CHANGES: PAGE NUMBER.

MIPS

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

RNP RWY 31

72°14.00'N
023°55.00'W

MESTERSVIG (BGMV)

BGMV RNP RWY 31 waypoint coordinates:

RWY 31 from KUNUG (Initial LEFT) RNP APPROACH

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

RWY 31 from NANUK (Initial RIGHT) RNP APPROACH

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

RWY 31 from RAMIG (Initial CENTER) RNP APPROACH

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

Threshold coordinates

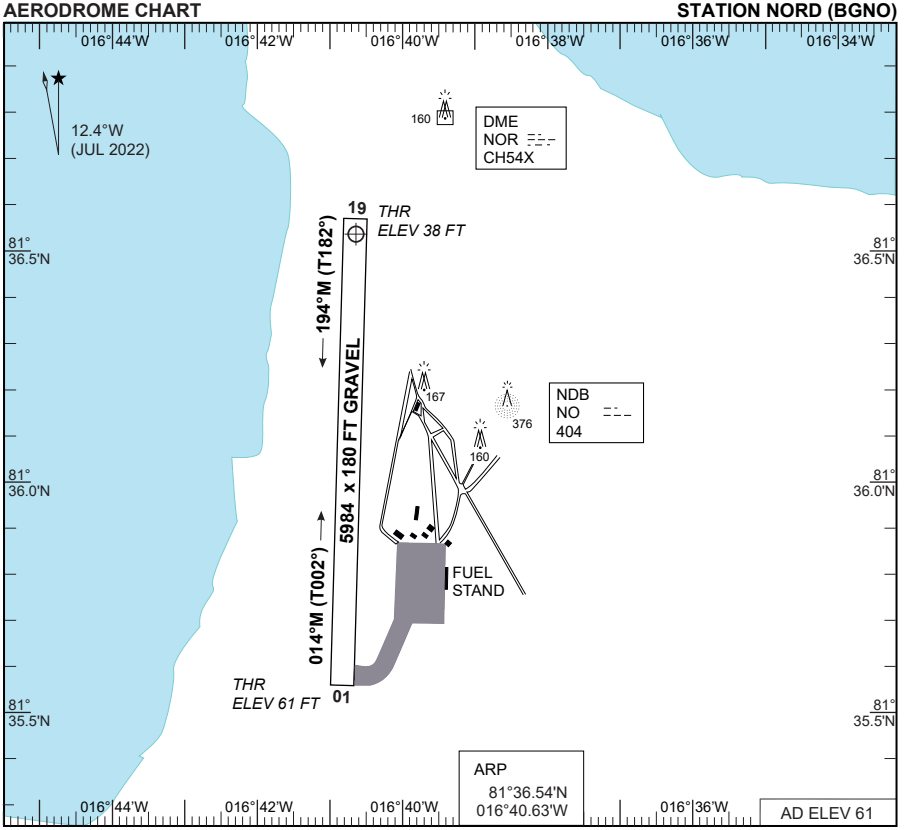
RWY 31	72 14 04.74N 023 54 29.52W	72 14.079N 023 54.492W

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

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

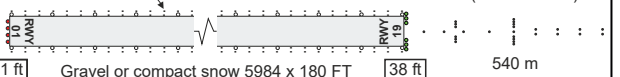


Yellow day markings (sticks) or flags spaced at 50 m

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

Green THR. Red, end of RWY.

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)

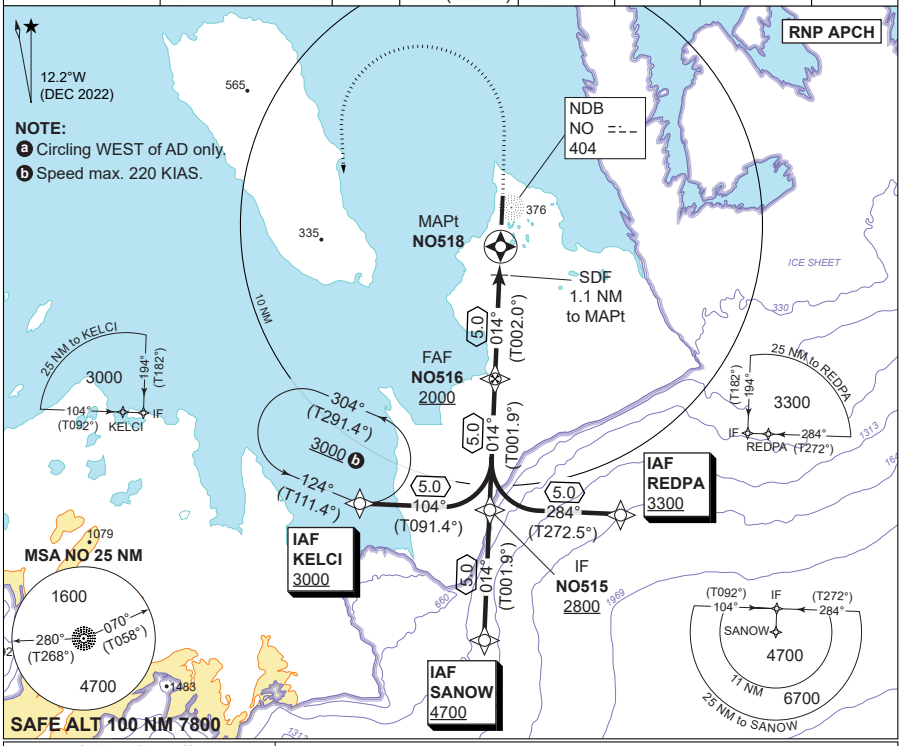
NOTE:
CIRCLING WEST OF AD ONLY

CHANGES: PAGE NUMBER.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

STATION NORD RADIO
118.100 267.300

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

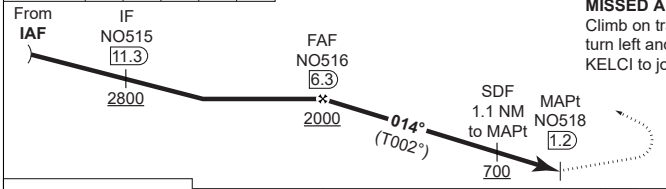


CDFA 3.0° / 5.24%

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 a	470 - 1.7 409 (500-1.7)	570 - 1.7 509 (600-1.7)	840 - 2.4 779 (800-2.4)	850 - 3.6 789 (800-3.6)

CHANGES: PAGE NUMBER.
MIPS

BGNO RNP RWY 01 waypoint coordinates

RWY 01 from KELCI (Initial LEFT) APPROACH RNP

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

RWY 01 from SANOW (Initial STRAIGHT) APPROACH RNP

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

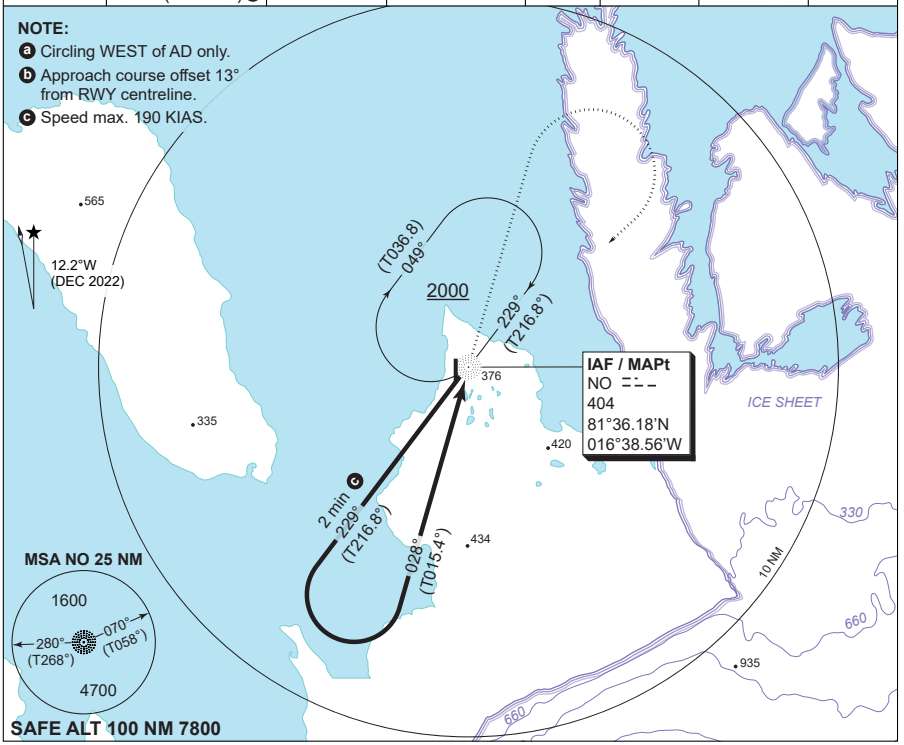
RWY 01 from REDPA (Initial RIGHT) APPROACH RNP

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

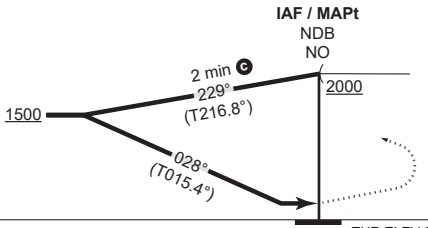
		Published Altitude	HAA	OAT at Station Nord											
				0	-4	-8	-12	-16	-20	-24	-28	-32	-36	-40	-44
				Corrected altitude											
FIX	KELCI	3000	2939	3170	3210	3260	3310	3360	3410	3470	3530	3580	3640	3710	3770
	SANOW	4700	4639	4960	5040	5110	5190	5270	5360	5440	5530	5620	5720	5820	5920
	REDPA	3300	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
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

STATION NORD RADIO
118.100 267.300

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



TA 11000



MISSED APPROACH
Climb straight ahead to
1300 FT, turn right direct
NO NDB climbing to 2000 FT.

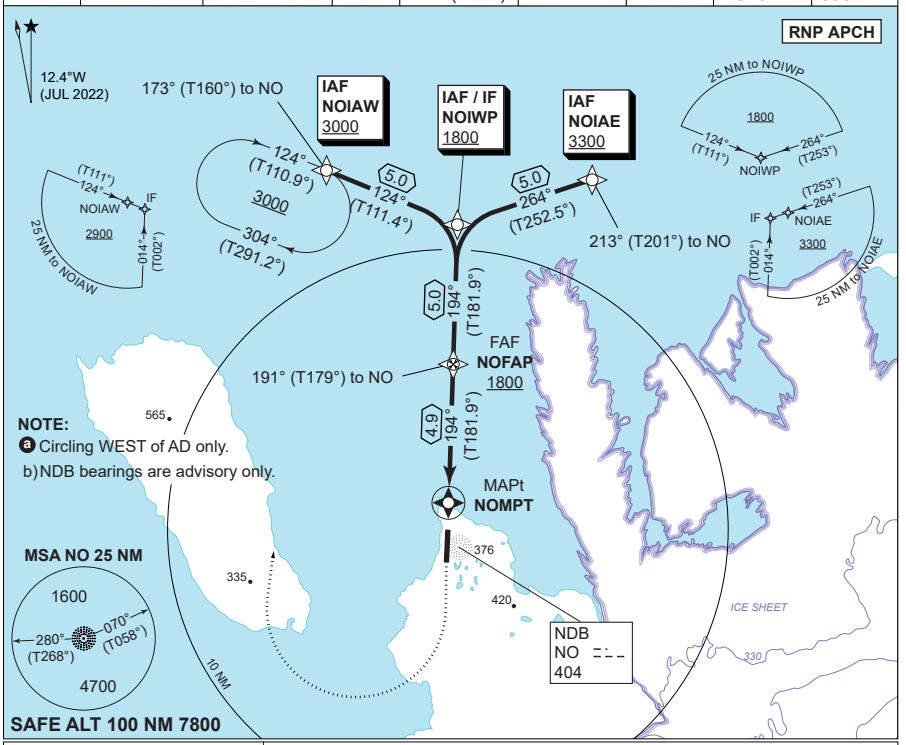
NO LIGHTS | THR ELEV 61

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

CHANGES: PAGE NUMBER.
MIPS

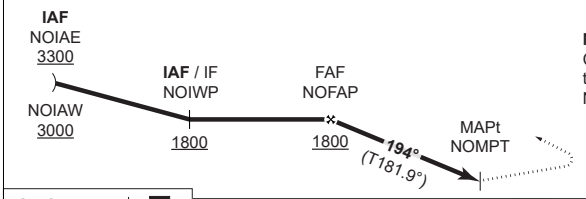
STATION NORD RADIO
118.100 267.300

NDB	DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
NO 404	NOR CH 54x	194°M / 182°T	1800	2.7° (4.7%)	**SEE CAT**	38	540 M	5984 FT



CDFA 2.7° / 4.7%				
Dist to NOMPT	4	3	2	1
ALT	1530	1240	960	670

TA 11000
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.

MIPS	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 a	**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)

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
	NOFAP	1800	1739	1900	1930	1960	1990	2020	2050	2080	2110	2150	2180	2220	2260
Distance to NOMPT	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
	1 NM	670	609	710	720	730	740	750	760	770	780	790	810	820	830
MDA	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
	CAT A	380	319	400	410	410	420	420	430	430	440	450	450	460	470
Circling	CAT D	850	789	900	910	920	940	950	960	980	990	1010	1020	1040	1060
	CAT C	840	779	890	900	910	930	940	950	970	980	1000	1010	1030	1050
	CAT B	570	509	600	610	620	630	640	650	650	660	670	680	700	710
	CAT A	470	409	500	500	510	520	520	530	540	550	550	560	570	580

*) Rounded up to the nearest 10 ft

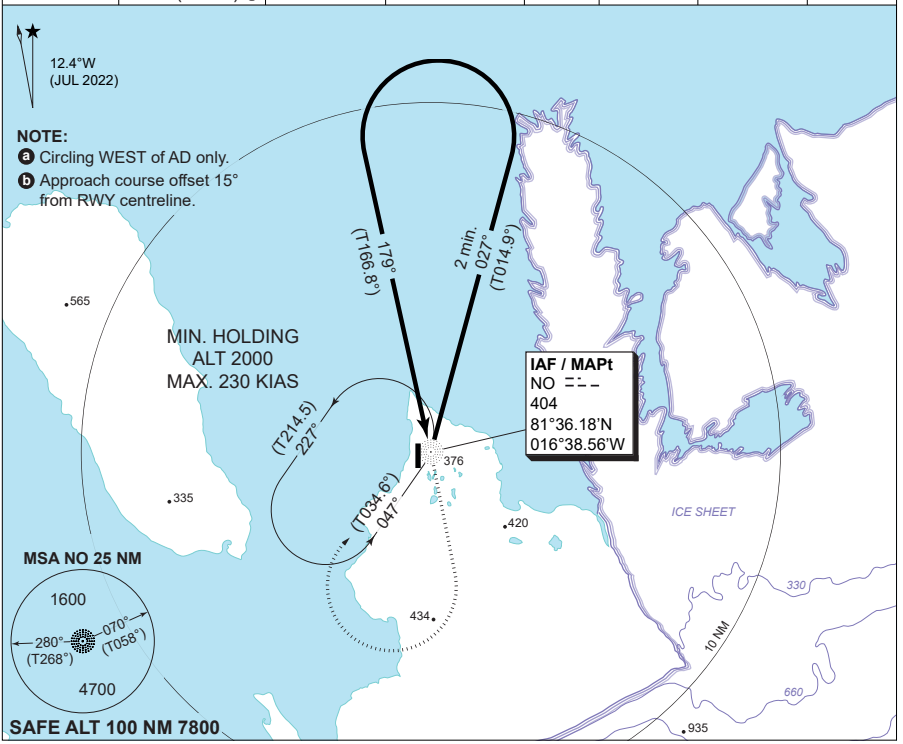
MIPS
INSTRUMENT APPROACH CHART

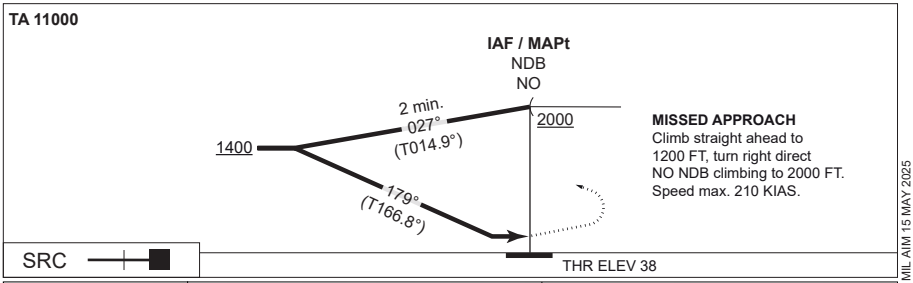
AD ELEV 61

NDB RWY 19
STATION NORD (BGNO)

STATION NORD RADIO
118.100 267.300

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





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

CHANGES: PAGE NUMBER.

MIPS

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

NDB RWY 19

81°36.54'N
016°40.63'W

24-7

STATION NORD (BGNO)

KANGERLUSSUAQ (BGSF)

OPS INFO

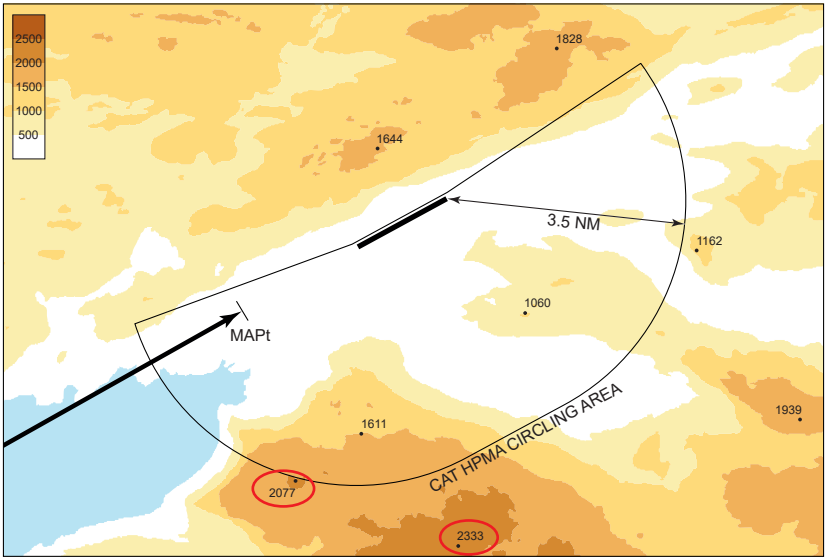
HPMA LOC W RWY 09

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

AD ELEV 165

HPMA LOC W RWY 09
KANGERLUSSUAQ (BGSF)

SØNDERSTRØM APPROACH	SØNDERSTRØM TOWER
126.200	118.300

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

CAUTION:
a) Adhere strictly to the procedure due to high surrounding terrain.
b) Expect moderate turbulence on final approach with winds in excess of 20 KTS.
c) Correct altitudes for low temperature.
NOTE:
d Circling S of AD only.

27°W (DEC 2022)

DME REQUIRED

10 NM

IAF / IF
KEFOP
15.2
4000
66°53.84'N
051°14.92'W

FAF
SF09F
8.3

MAPt
3.6

LOC/DME
ISF
CH32y
109.55

088° (T061°)

MHA 4000
1 min.

268° (T241°)

MSA KEFOP 25 NM
6700
4000
12 NM

MSA ISF 25 NM
5800
4000
12 NM

4000
3000
2000
1000

SAFE ALT 100 NM 9300

TA 7000

IAF/IF
KEFOP
15.2
4000

FAF
SF09F
8.3
2500

088° (T061°)

SDF
4.6
1130

V
MAPt
3.6

LOC/DME
ISF

6.7

SRC

THR ELEV 100

CDFA: 3.3° / 5.8%					
DME ISF	8	7	6	5	4
DIST THR	6.4	5.4	4.4	3.4	2.4
ALT	2400	2050	1690	1340	990

MISSED APPROACH
Climb on track 088° (T061°). When passing 2900 FT turn LEFT direct KEFOP climbing to 4000 FT and join holding.

No turn before MAPt.

CHANGES: NEW PROCEDURE.

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

AIR COMMAND DENMARK - MIL AIM 25 DEC 2025

RDAF FLIP
Publication dates and editorial deadlines 2026

Publication date: 12 Editorial deadline: 25

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