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FOR LATEST INFORMATION SEE NOTAM

GENERAL INFORMATION

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The "Central and Northern Region Flight Information Publication" (CENOR FLIP) is a standardized joint publication of the Armed Forces of Belgium, Czech Republic, Denmark, Federal Republic of Germany, Norway, Poland and the Netherlands. It comprises three volumes.

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Scope

CENOR FLIP contain authorized aerodrome charts, instrument departure and approach procedures required by the above mentioned armed forces. Each armed force is responsible for the correctness of procedures as agreed.

The authorizing agency and the date of edition shall be marked on every procedure. If the preparing armed force is not identical with the authorizing agency, the source of the procedure will be added to the indication, separated by an oblique stroke.

Basic Specifications

- Altitudes, elevations are expressed in ft above MSL unless indicated otherwise.
- Runway dimensions are shown in feet.
- Distances are expressed in nautical miles.
- Visibility values are expressed in kilometers.
- Runway visual range values are expressed in meters.
- Coordinates published based on WGS-84 (World Geodetic System 1984) unless indicated otherwise.
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- Climb gradients are related to obstacles unless indicated otherwise.
- Runway gradient in percent published when it exceeds 0.5%.

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ABBREVIATIONS

ICAO and NATO abbreviations are used in the CENOR FLIP.
Additionally the following abbreviations are used.

ASI	Approach slope indicator
Descent GR	Descent gradient for non-precision approach is calculated from FAF or last stepdown fix to THR except for procedures according ICAO PANS-OPS where the Descent Gradient is calculated to 50ft above THR elevation.
HPMA	High performance military aircraft
LOC	Localizer
MAP	Missed approach point (=MAPt)
OTCH	End of overrun crossing height
RDR	RADAR
RPI	Runway point of intercept The point where the straight line extension of the glide slope intercepts the runway surface at runway centerline. Note: The RPI is generally located behind the THR. In exceptional cases only it is located in front of the THR. It is then indicated as follows: + In front of the THR
TDZE	Touchdown zone elevation

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IDENTIFICATION OF PROCEDURES

Procedures are designed according criteria as stated on top of the procedure. For detailed info about the criteria the applicable documents should be consulted.

PANS-OPS

Procedures according ICAO Doc 8168 OPS Vol II.

MIPS

Procedures according NATO military instrument procedures standardization implemented by the current version of AATCP-1.

TERPS

Procedures according APATC-1(A). No longer updated after 22 OCT 2008.

NATIONAL XXX

Some nations have a special set of criteria for their procedures. If there are significant deviations from PANS-OPS not covered by the criteria specified above the procedure should be marked "NATIONAL" with the three-letter national code. Planning to fly such procedures, the flight crew must consult the national regulations.

IDENTIFICATION OF MINIMA

Visibility minima are stated on the left side of the minima table. For detailed info about the criteria the applicable documents should be consulted.

EU-OPS

Minima assigned in accordance with EU-OPS.

MIPS

Minima assigned according NATO military instrument procedures standardization implemented by the current version of AATCP-1.

TERPS

Minima assigned according former NATO military criteria (APATC-1(A)). No longer updated after 22 OCT 2008.

NATIONAL XXX

Minima assigned according national specific criteria marked "NATIONAL" with the three-letter national code. Planning to fly such procedures, the flight crew must consult the national regulations.

ZentrLuftOp 30 OCT 2025

ALTITUDE CORRECTION

To be used according to national regulations

Pressure Altimeter Errors

International Standard Atmosphere (ISA) is used as a basis for the altitude corrections below. ISA temperature at sea level is +15 degrees Celsius, decreasing 2 degrees 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.

Altitude Correction Chart

A / D TEMP C	HEIGHT ABOVE THE ALTIMETER SOURCE (FEET)											
	200	**300**	**400**	**500**	**600**	**700**	**800**	**900**	**1000**	**1500**	**2000**	**2500**
0°	20	20	30	30	40	40	50	50	60	90	120	140
-10°	20	30	40	50	60	70	80	90	100	150	200	240
-20°	30	50	60	70	90	100	120	130	140	210	280	350
-30°	40	60	80	100	120	130	150	170	190	280	380	470
-40°	50	80	100	120	150	170	190	220	240	360	480	600
-50°	60	90	120	150	180	210	240	270	300	450	590	740
	3000	**3500**	**4000**	**4500**	**5000**	**5500**	**6000**	**6500**	**7000**	**7500**	**8000**	
0°	170	200	230	260	280	310	340	370	400	430	460	
-10°	290	340	390	440	490	540	590	640	690	740	790	
-20°	420	500	570	640	710	780	850	930	1000	1070	1150	
-30°	570	660	760	850	950	1050	1140	1240	1340	1440	1540	
-40°	720	840	970	1090	1210	1330	1460	1580	1710	1830	1960	
-50°	890	1040	1190	1340	1500	1650	1800	1960	2110	2270	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. values are calculated with reference to ICAO Doc 8168 Vol *3*, Section *2* Chapter 4, and rounded up to nearest 10 ft.

Example: HI-TACAN RWY 10, BARDUFOSS (ENDU), AD elevation 252 ft, AD temperature -30° Celsius.

	Published ALT	**HAA**	***Correction**	****Indicated ALT**
20 DME	6000	5748	1100	7100
15 DME	4900	4648	900	5800
12 DME	4000	3748	720	4800
FAF	3100	2848	540	3700
6 DME	1900	1648	320	2300
MDA	1420	1168	240	1660

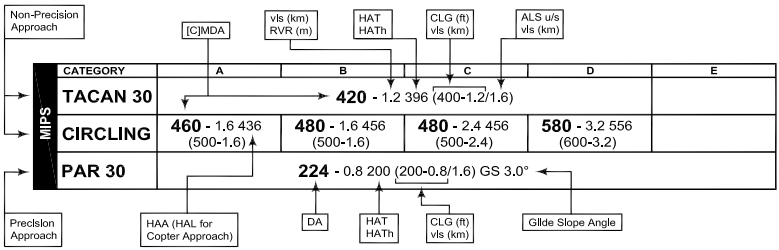
* Rounded up to next 20ft. ** Altitude to be flown. Rounded up to next higher 100ft increment, except DA/MDA.

Wind Induced Altimeter Errors

Strong winds moving over mountain crests and ridges causes local drops in static pressure (known as the Bernoulli effect), which may induce pressure altimeter errors (altimeter showing higher than actual altitude). As these errors will vary greatly with aircraft position relative to terrain, it is not possible to make an exact calculation, but the pilot in command will be responsible for evaluating whether a correction would be necessary.

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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**

The altitude related to the highest elevation in the touchdown zone specified for a glide slope approach, at which a missed approach must be initiated if required visual reference 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. Published in TERPS procedures where heights are referenced to touchdown zone elevation.

HATh **Height above Threshold Elevation**

The height of the DA or MDA above the threshold. Published in PANS-OPS/ MIPS procedures where heights are referenced to threshold elevation.

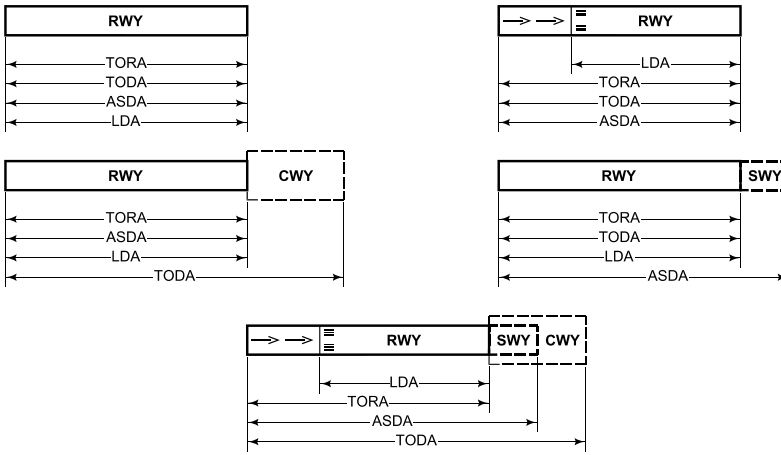
[C]MDA **[Circling] Minimum Descent Altitude**

The MDA is the lowest altitude to which descent shall be authorized in procedures not using a glide slope. Aircraft are not authorized to descend below the MDA until the runway environment is in sight, and the aircraft is in a position to descend for normal landing.

VIS/RVR 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. For ALS u/s, the last VIS value (behind the slash) should be used. The value will always be VIS.

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DETERMINATION OF DECLARED DISTANCES FOR RUNWAYS



SWY **Stopway**

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

CWY **Clearway**

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

TORA **Takeoff Run Available**

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

TODA **Takeoff Distance Available**

The length of the takeoff run available plus the length of the clearway, if provided.

ASDA **Accelerate Stop Distance Available**

The length of the takeoff run available plus the length of the stopway, if provided.

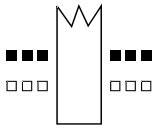
LDA **Landing Distance Available**

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.

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VASIS / PAPI

(V) VASI (VISUAL APPROACH SLOPE INDICATOR)



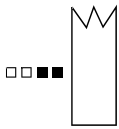
On correct approach path

□ White ■ Red

Visual Approach Slope Indicator with standard threshold clearance provided.

All lights WHITE - TOO HIGH
Far lights RED, near lights WHITE - ON GLIDE SLOPE
All lights RED - TOO LOW

(P) PAPI (PRECISION APPROACH PATH INDICATOR)



On correct approach path

□ White ■ Red

■■■■ TOO LOW
□■■■ SLIGHTLY LOW
□□■■ ON CORRECT APPROACH PATH
□□□■ SLIGHTLY HIGH
□□□□ TOO HIGH

PAPI display consists of a 4-light wing-bar on one side of the runway and adjacent to the touchdown point. A symmetrical PAPI display consists of a 4-light wing-bar on each side of the runway.

LOAD CLASSIFICATION NUMBER

At some aerodromes the load-bearing strength of runways/taxiways is defined by Load Classification Numbers (LCN), The LCN has to be determined for the aircraft concerned and compared with the specific runway LCN. Normally the LCN of an aircraft should not exceed that of the runway on which a landing is intended. Exceptions may be allowed by the person responsible for the performance of flight operations.

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.

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 for GAF aircraft are given in the Flight Manuals for rigid and flexible pavements.

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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:

- PCN number
- Type of pavement

  R = Rigid

  F = Flexible
- Pavement sub-grade category

  A = High

  B = Medium

  C = Low

  D = Ultra-Low
- 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
- Pavement evaluation method

  T = Technical evaluation

  U = By experience of aircraft using the pavement

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

Operating procedure

Provided a pavement PCN is equal to or greater than the ACN of the aircraft unlimited use of the pavement is permitted.

Provided the PCN is smaller than the ACN the use of the pavement by an aircraft can only be undertaken when prior permission of the individual aerodrome authority is granted or by reduction of the aircraft load.

LEGEND

VOR

ZentrLuftOp 16 APR 2026

LEGEND

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

DME Mileage

Abandoned or closed Aerodrome

Aerodrome Beacon

Procedural Track

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)

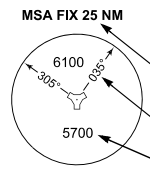
HIRTA (with obstruction unlighted)

HIRTA (with obstruction lighted)

HIRTA
High intensity radio transmission area

HIRTA lateral limits

Power Transmission Line

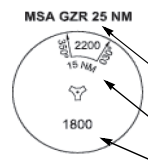


Minimum Sector Altitude (MSA) 25NM radius

Identification of Radio Navigational Facility

Sector Boundary

Minimum sector Altitude (MSA)

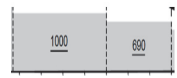


Minimum Sector Altitude (MSA) 25NM radius

Identification of Radio Navigational Facility

Sector Boundary 15 NM awa from Beacon

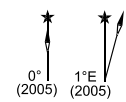
Minimum sector Altitude (MSA)



Minimum obstacle clearance Altitude



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



Variation

International Border

FIR

Control Zone (CTR)

Not to Scale

000.000x — Frequency available on request

ARP



Distance



Initial Approach Fix

Missed Approach



Procedure Turn

Fix / Turning Point



Penetration Track



operates not continously

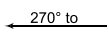


Final Approach Fix (FAF)
(Non precision approaches)

Visual Descent Point (VDP)

Transition Route

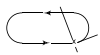
Supplementary Route



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.)



Glide Slope Intercept Altitude



ILS



Locator at OM



MM



OM

General symbol for radio facilities



Radar reflector

VASIS / PAPI



Displaced Threshold



INS Position

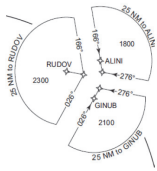
Closed runway or taxiway
TWY



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.



Note Circle (a - i)



TAA



Turning Point (turn when..)

Net



Taxiway designation



ABN



Holding Points



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

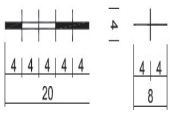
Crossbar

NO LIGHTS — No ALS

UNKNOWN — Type of ALS unknown

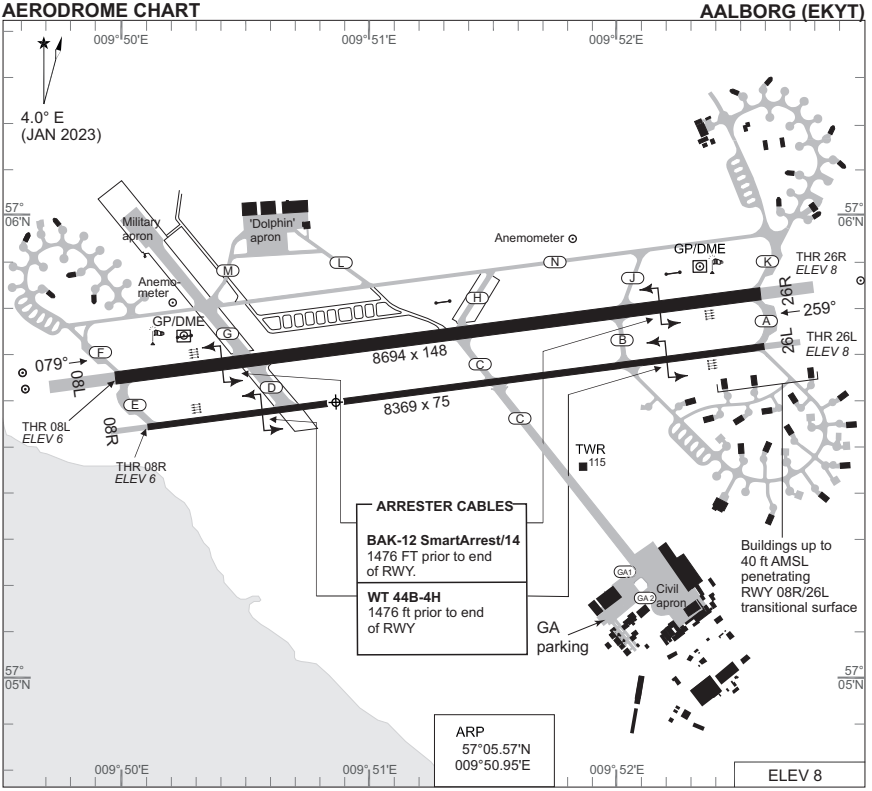
S-ALS — Example

CAT .. — Example



Row of lights on the extended centre line of RWY

ZentrLuftOp 30 OCT 2025



RWY	PCN	DECLARED DISTANCES PSN	TORA	TODA	ASDA	LDA	PAPI	THR ELEV	THR PSN
08L	66 F/D/W/T	E/F	8694	8694	9422	8694	3.0°	6	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	3.0°	8	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	3.0°	6	57°05.515'N 009°50.128'E
26L		A	8369	8369	8861	8369	3.0°	8	57°05.675'N 009°52.634'E

AALBORG TWR: 118.305 353.525 AALBORG ATIS: 120.480

START UP CLEARANCE REQUIRED H24 - PARACHUTING MAY BE IN PROGRESS!

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.

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

CHANGES: ARRESTER CABLE DENOMINATION UPDATED. ATC SERVICE BOUNDARY HIDDEN.

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

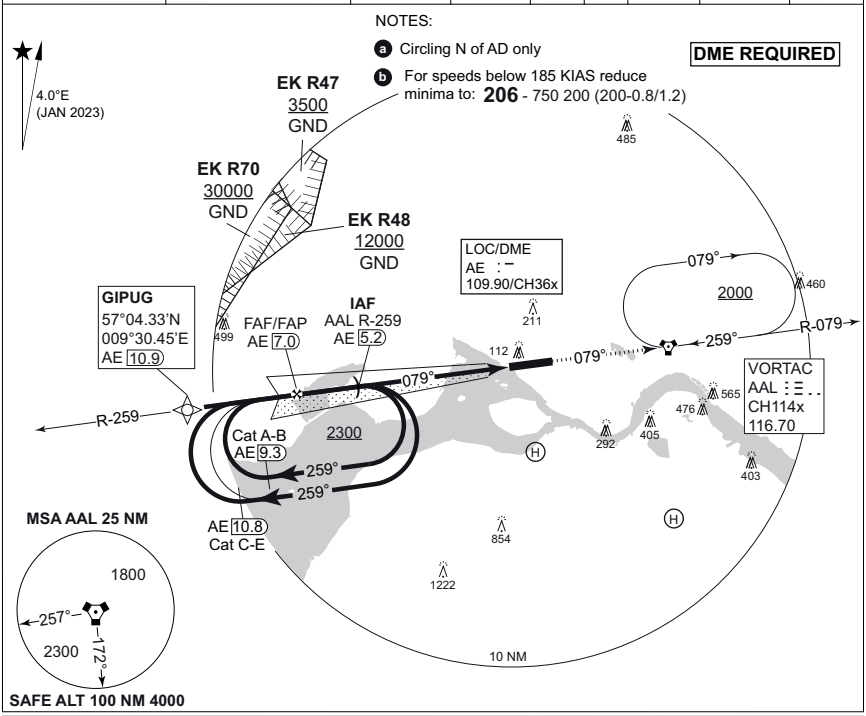
LOC/DME	VORTAC	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
AE 109.90/CH 36x	AAL CH114x/116.700	079°	2300 FT	3.00°	**206**	6	470 M	8694 FT

NOTES:

a Circling N of AD only

b For speeds below 185 KIAS reduce minima to: **206** - 750 200 (200-0.8/1.2)

DME REQUIRED

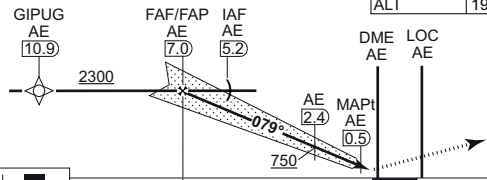


TA 3000

GS 3.00°

RDH 54

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



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

CAT I

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: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS

INSTRUMENT APPROACH CHART AD ELEV 8

HPMA TACAN RWY 08L

AALBORG (EKYT)

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

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

NOTES:

a Circling North of AD only

4.0°E
(JAN 2023)

DME REQUIRED

TACAN
AAL
CH114x

IAF
57°00.96'N
09°39.84'E

170°
LT
060°
RT
350°
TD

EK R70
30000
GND

EK R48
12000
GND

EK R47
3500
GND

079°
2000
259°
R-079

11.4
060°

22
079°
R-259

565
476

240°
R-240

854

IAF
12
1222

20

MSA AAL 25 NM

1800
257°
172°
2300

20 NM

SAFE ALT 100 NM 4000

TA 3000

IAF
12
240°
FL 150
4000

20

22
4000

FAF
11.4
079°
2000

SDF
8.0
079°
V
6.1
5.5
MAPt
650

TACAN
AAL

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

CAT I
6.1
THR ELEV 6

CDFA: 3.00° / 5.24%

DME AAL	11	10	9	8	7
DIST THR	5.7	4.7	3.7	2.7	1.7
AL T	1890	1570	1250	940	620

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

CHANGES: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

HPMA TACAN RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS

INSTRUMENT APPROACH CHART

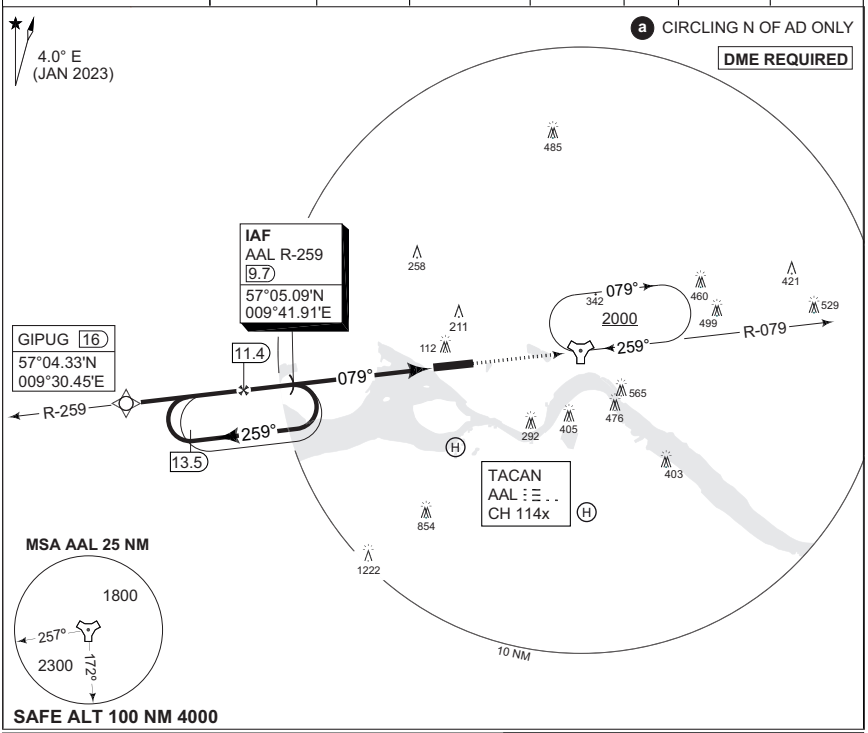
AD ELEV 8

TACAN RWY 08L (CAT A-B)

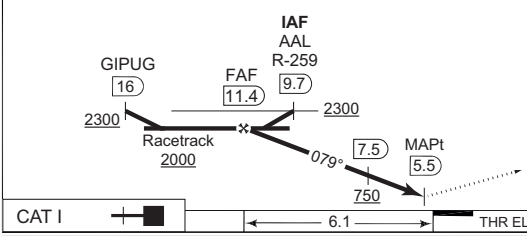
AALBORG (EKYT)

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



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.

CAT I

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: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

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

MIPS

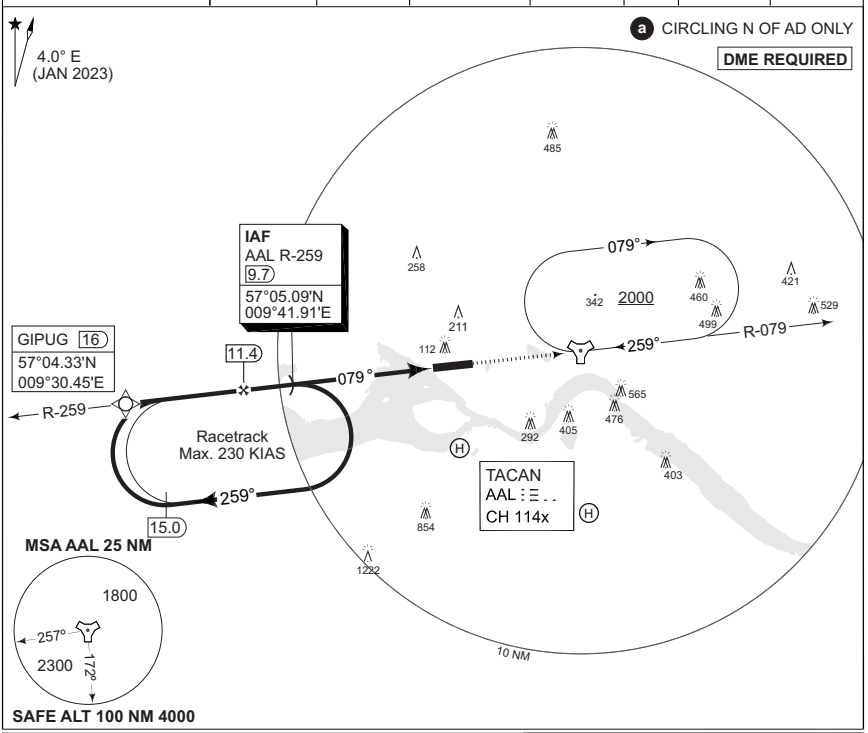
INSTRUMENT APPROACH CHART AD ELEV 8

TACAN RWY 08L (CAT C-E)

AALBORG (EKYT)

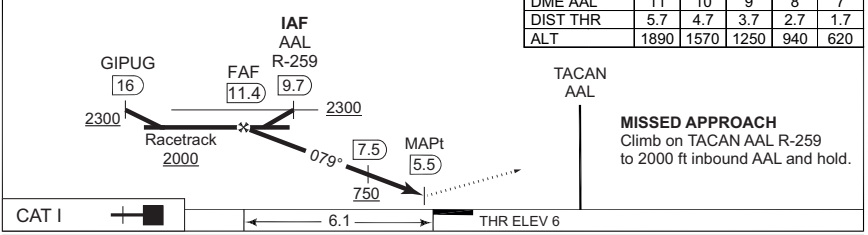
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

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



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	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)

CHANGES: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

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

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
079º	2000 FT	3.0º (5.24%)	**See CAT**	6	470 M	8694 FT

Notes:

a) PAPI and RNP glidepath not coincident (PAPI TCH 50 FT, RNP TCH 41 FT)

b Not to be used below -30°C.

c Circling NORTH of AD only.

RNP APCH

4.0° E (JAN 2023)

EK R47 3500 GND

EK R48 12000 GND

EK R70 30000 GND

IAF TOSVO 2000

IF GIPUG 2000

FAF YT081 2000

SD fix 2.5 NM to RW08L

MAPt RW08L

MAHF YT083

1 MIN 2000

1 MIN 2300

IAF KUDEV 2300

MSA ARP 25 NM

1900

2300

241°

155°

SAFE ALT 100 NM 4000

10 NM

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

KUDEV 2300

TOSVO 2000

IF GIPUG

FAF YT081

SD fix 2.5 NM to RW08L

MAPt RW08L

MAHF YT083

3.0° (5.24%)

079° (T083.1°)

2000

2000

10.7

845

650

6.1

THR ELEV 6

CAT I

MISSED APPROACH
Climb on track to overfly YT083 and hold at 2000 ft.
RW08L - YT083 [A2000+,HM]

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)

CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

RNP RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

EKYT RNP RWY 08L waypoint coordinates:

RWY 08L from TOSVO (Initial LEFT) APPROACH RNP

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

RWY 08L from KUDEV (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 08L

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

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS

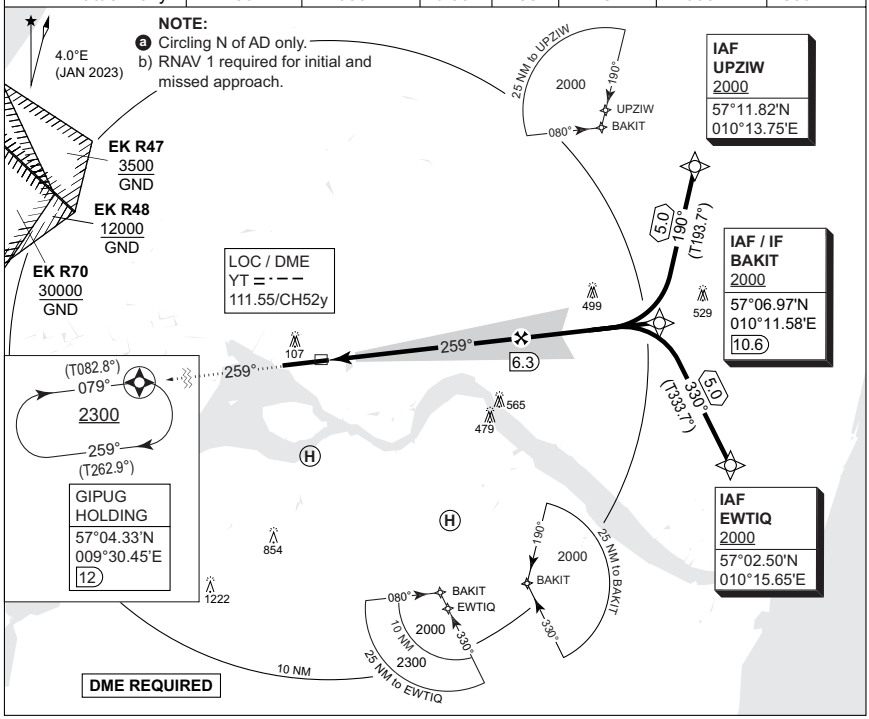
INSTRUMENT APPROACH CHART AD ELEV 8

ILS or LOC RWY 26R

AALBORG (EKYT)

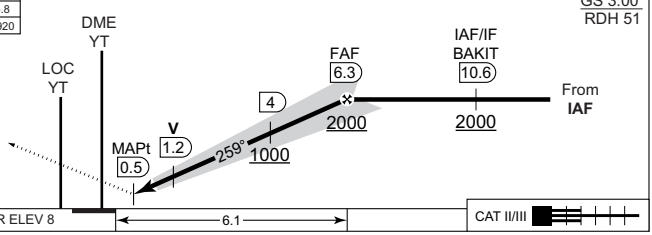
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

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



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)

CHANGES: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

ILS or LOC RWY 26R 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

MIPS

INSTRUMENT APPROACH CHART

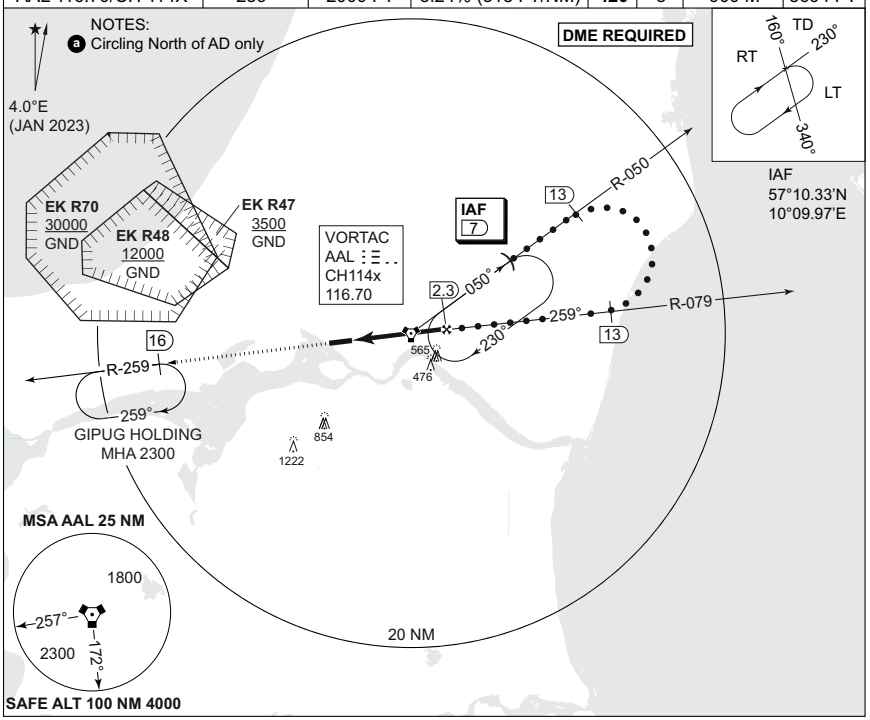
AD ELEV 8

HPMA VORTAC RWY 26R

AALBORG (EKYT)

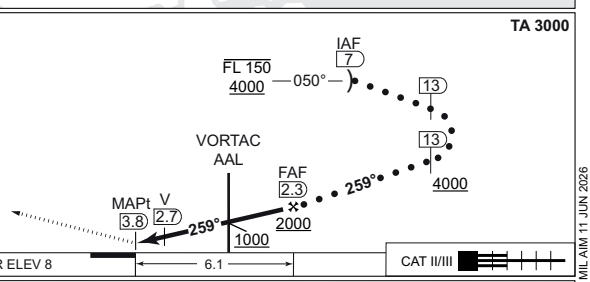
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

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



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

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: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

HPMA VORTAC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

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

4.0°E
(JAN 2023)

EK R47
3500
GND

EK R48
12000
GND

EK R70
30000
GND

DME REQUIRED

NOTE:
ⓐ Circling N of AD only.
ⓑ MHA 2000.

IAF
AAL
116.70
CH114x

CAT A-B 4.5
CAT C-E 6.7

079°
259°
2.3
499
529
107

GIPUG
HOLDING
R-259 16
079°
2300
259°
R-259°

BAKIT
2000
57°06.97'N
010°11.58'E
R-079 6.6

565
479

MSA AAL 25 NM
1800
257°
172°
2300

854
1222

10 NM

SAFE ALT 100 NM 4000

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

IAF
VORTAC
AAL
FAF 2.3
BAKIT 6.6
2000
2000
Direct approach

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

V
MAPt 2.7
3.5
259°
1000

THR ELEV 8
6.1
CAT II/III

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

CHANGES: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

VORTAC RWY 26R

57°05.57'N
009°50.95'E

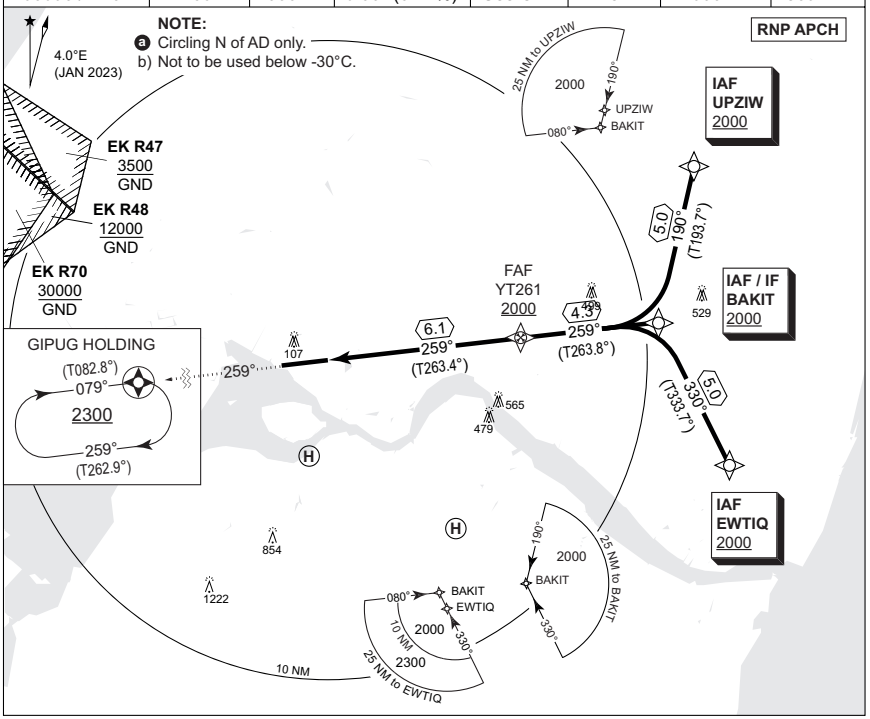
AALBORG (EKYT)

MIPS **RNP RWY 26R**

INSTRUMENT APPROACH CHART AD ELEV 8 **AALBORG (EKYT)**

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

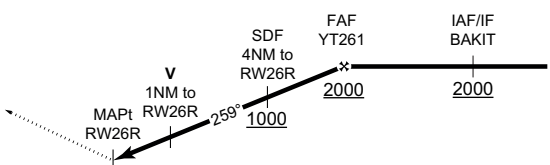
EGNOS CHANNEL	APP COURSE	FAF ALT	DESCENT GR	DA	THR ELEV	ALS LENGTH	LDA
95396 / E26A	259°	2000 FT	3.00° (5.24%)	**See CAT**	8	900 M	8694 FT



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

CHANGES: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

RNP RWY 26R 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

EKYT RNP RWY 26R waypoint coordinates:

RWY 26R from EWTIQ (Initial LEFT) APPROACH RNP

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

RWY 26R from UPZIW (Initial RIGHT) APPROACH RNP

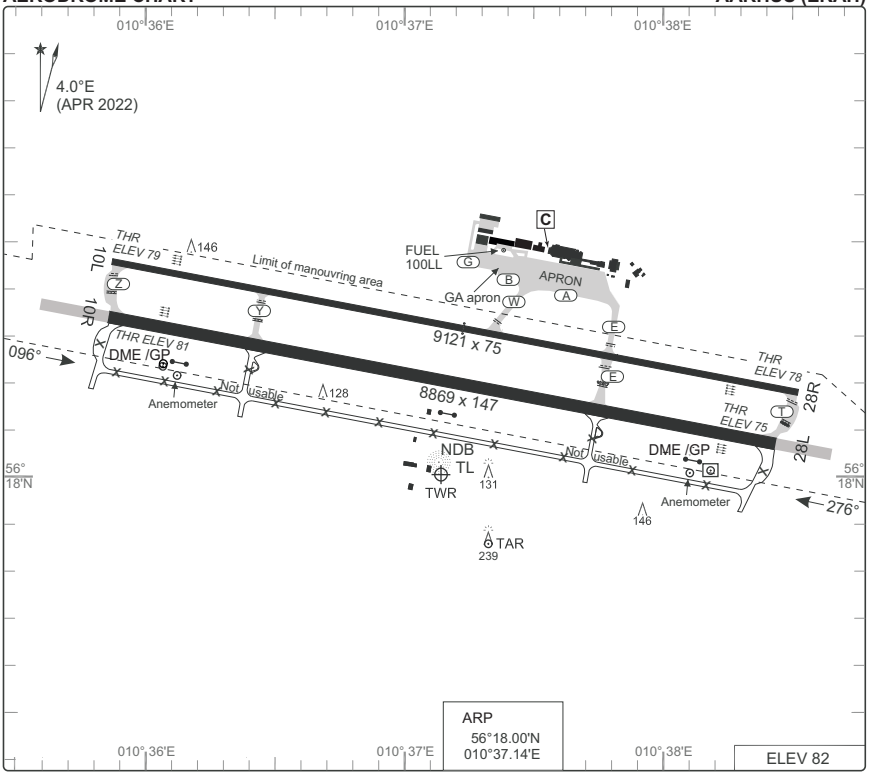
		CODING	DISPLAY
UPZIW	IAF	57 11 48.90N 010 13 44.95E	57 11.815N 010 13.749E
BAKIT	IF	57 06 58.00N 010 11 35.00E	57 06.967N 010 11.583E
YT261	FAF	57 06 29.64N 010 03 42.31E	57 06.494N 010 03.705E
RW26R	MAPt	57 05 47.43N 009 52 36.63E	57 05.790N 009 52.611E
GIPUG	MAHF	57 04 20.00N 009 30 27.00E	57 04.333N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

Threshold coordinates RWY 26R

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

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026



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

AARHUS TWR: 118.530 ATIS: 125.155
AARHUS HANDLING / AIRPORT OFFICE: 131.555

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 82

RNP RWY 10R
AARHUS (EKAH)

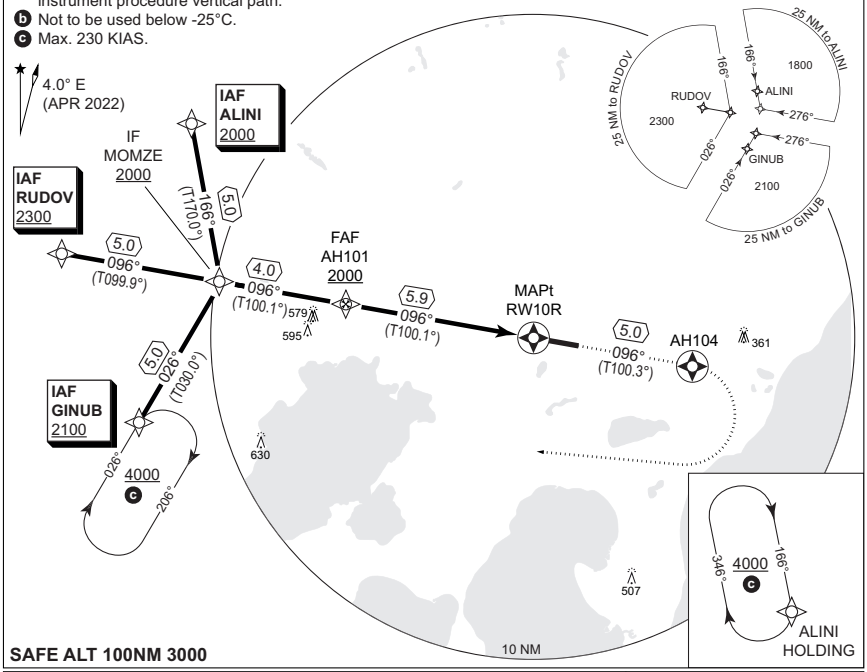
COPENHAGEN CONTROL	AARHUS ATIS	AARHUS APPROACH	AARHUS TOWER
313.425 123.725	125.155	119.280	118.530

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:

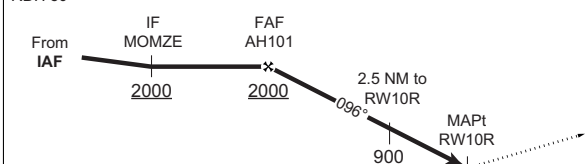
a) PAPI 2.75° - not aligned with instrument procedure vertical path.
b Not to be used below -25°C.
c Max. 230 KIAS.

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.

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

CHANGES: EDITORIAL
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 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: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

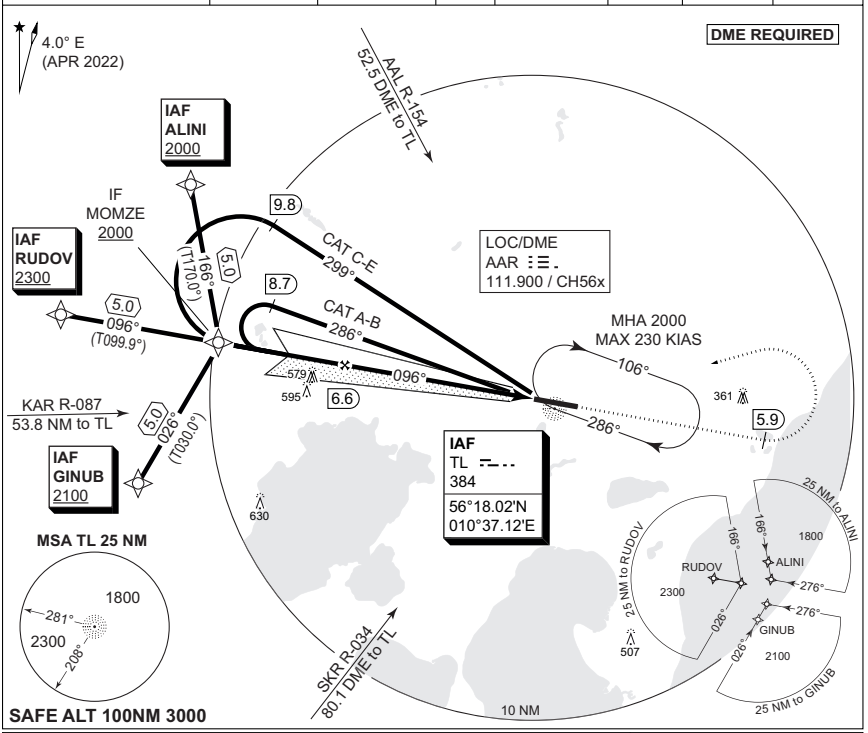
MIPS
INSTRUMENT APPROACH CHART

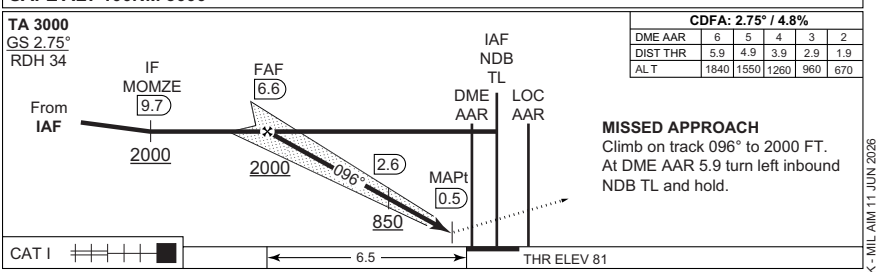
AD ELEV 82

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.

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: EDITORIAL.
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

ILS or LOC RWY 10R

56°18.00'N
010°37.14'E

AARHUS (EKAH)

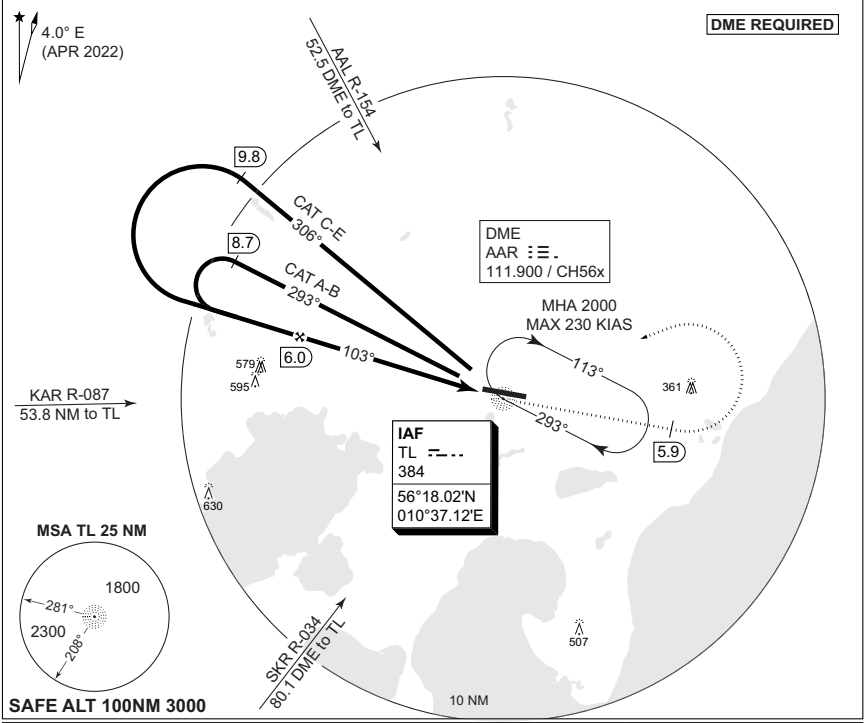
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 82

NDB RWY 10R
AARHUS (EKAH)

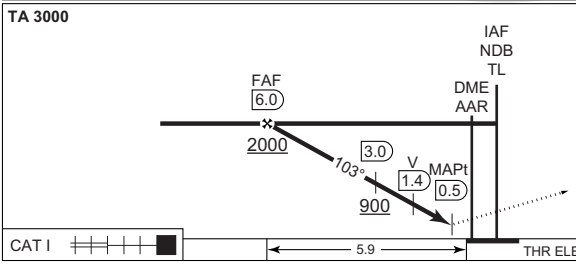
COPENHAGEN CONTROL	AARHUS ATIS	AARHUS APPROACH	AARHUS TOWER
313.425 123.725	125.155	119.280	118.530

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.

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: EDITORIAL
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS **RNP RWY 28L**

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

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

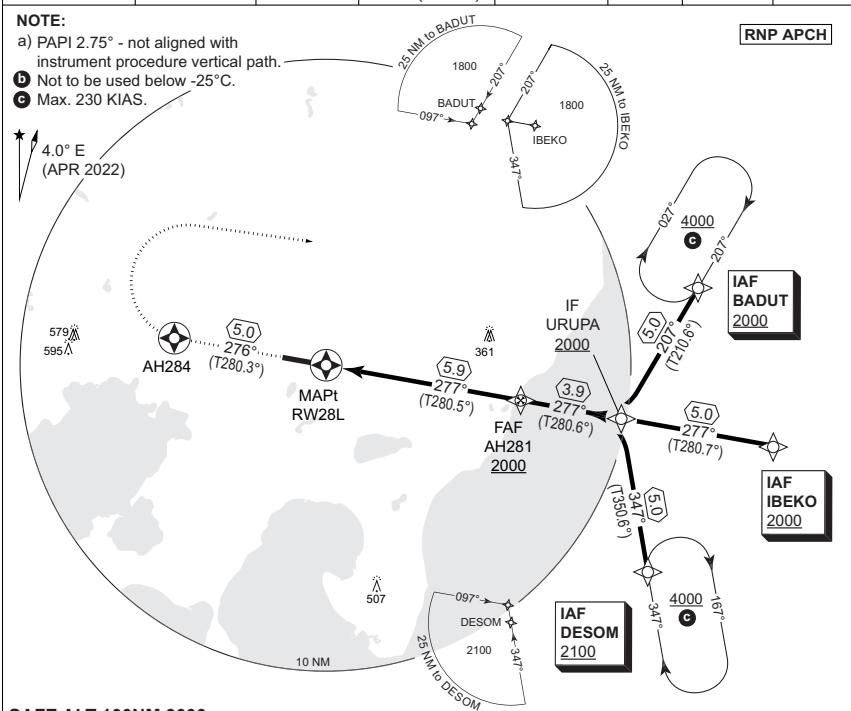
NOTE:

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

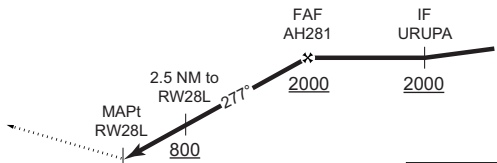


SAFE ALT 100NM 3000

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

TA 3000
GS 3.0°
TCH 50

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



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)

CHANGES: EDITORIAL MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

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: EDITORIAL.

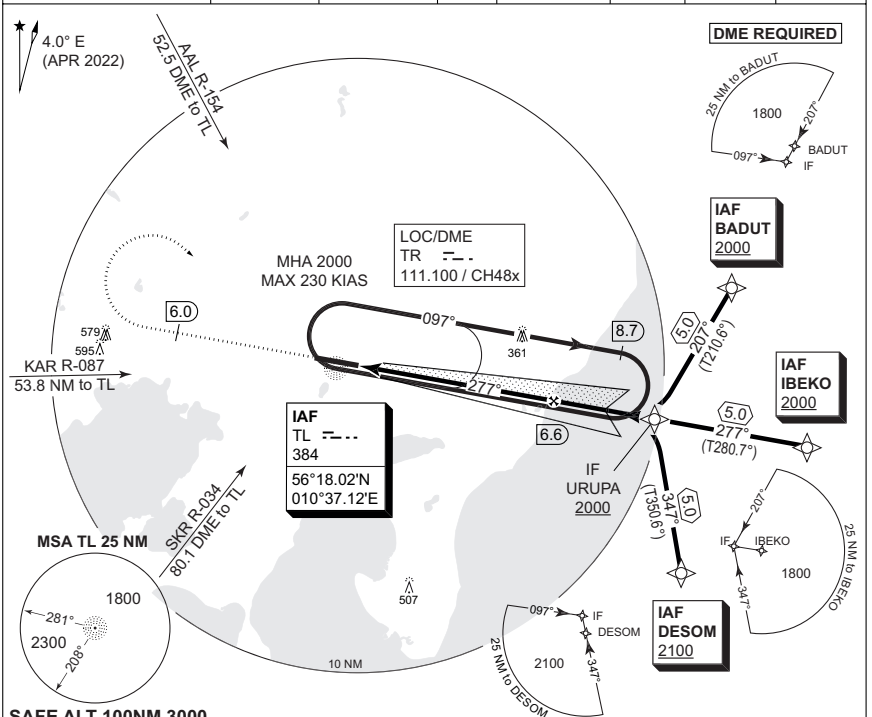
AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

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

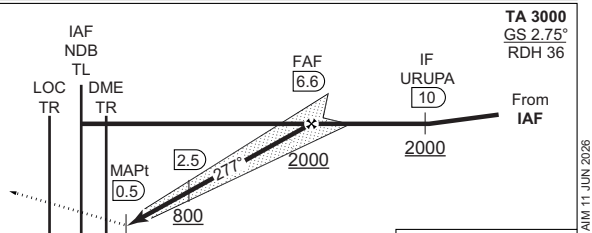
INSTRUMENT APPROACH CHART AD ELEV 82 **AARHUS (EKAH)**

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
AL T	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.

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)

CHANGES: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

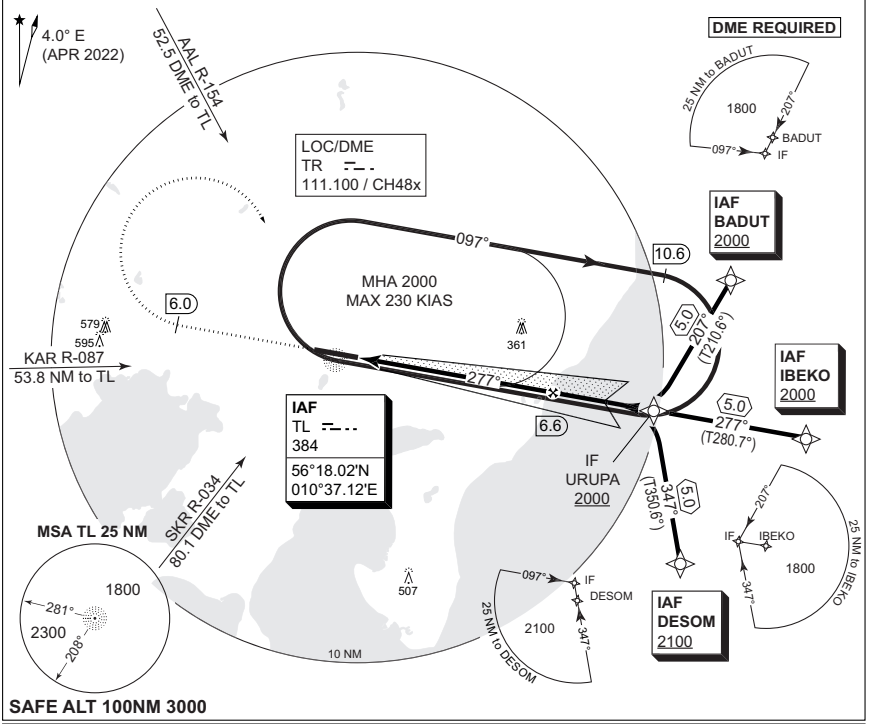
ILS or LOC RWY 28L (CAT A-B) 56°18.00'N 010°37.14'E **AARHUS (EKAH)**

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

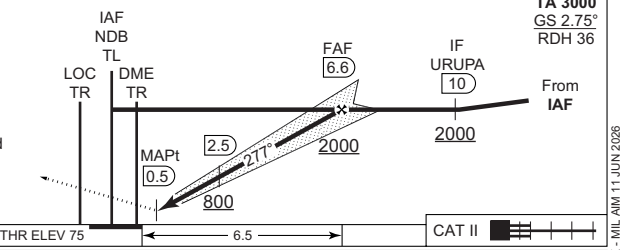
INSTRUMENT APPROACH CHART AD ELEV 82 **AARHUS (EKAH)**

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
AL T	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.

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: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

ILS or LOC RWY 28L (CAT C-E) 56°18.00'N 010°37.14'E **AARHUS (EKAH)**

MIPS **NDB RWY 28L (CAT A-B)**

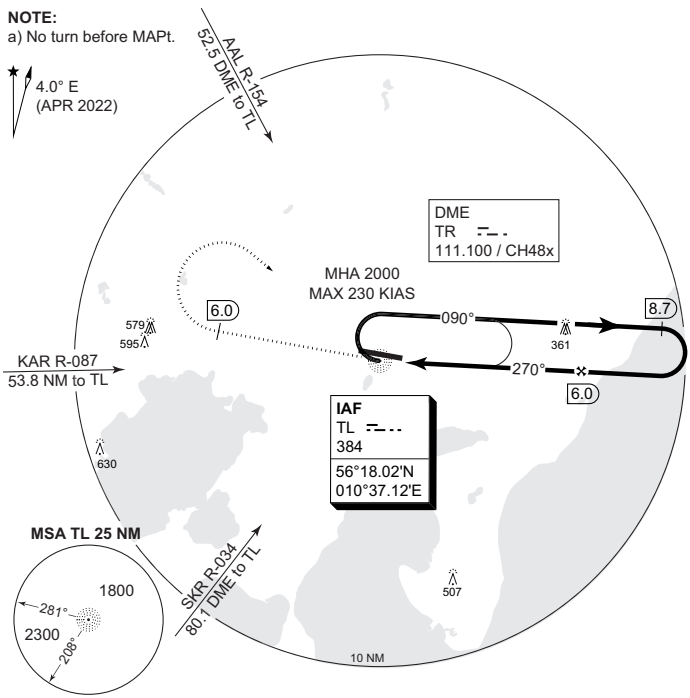
INSTRUMENT APPROACH CHART AD ELEV 82 **AARHUS (EKAH)**

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

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

NOTE:
a) No turn before MAPt.

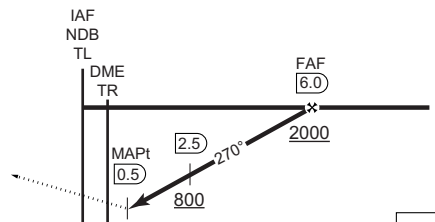
DME REQUIRED



SAFE ALT 100NM 3000

TA 3000

CDFA: 3.0° / 5.24%					
DME TR	2	3	4	5	6
DIST THR	1.9	2.9	3.9	4.9	5.9
AL T	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.

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)

CHANGES: EDITORIAL **MIPS**

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS **NDB RWY 28L (CAT C-E)**

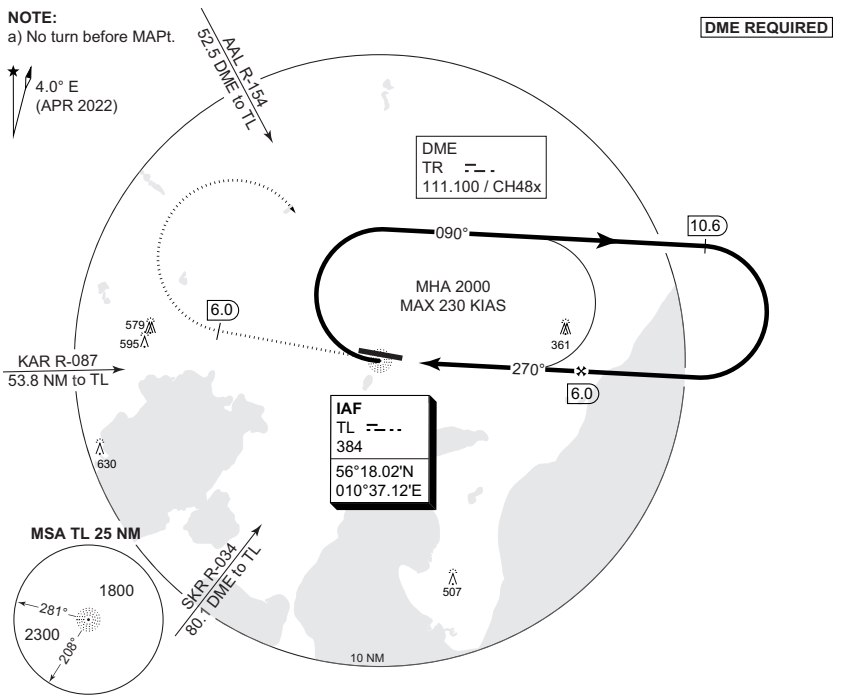
INSTRUMENT APPROACH CHART AD ELEV 82 **AARHUS (EKAH)**

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

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

NOTE:
a) No turn before MAPt.

DME REQUIRED

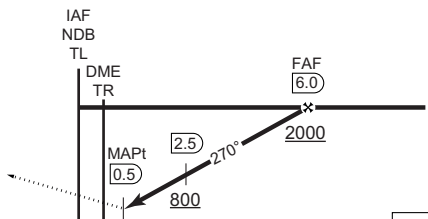


SAFE ALT 100NM 3000

CDFA: 3.0° / 5.24%

DME TR	2	3	4	5	6
DIST THR	1.9	2.9	3.9	4.9	5.9
AL T	720	1040	1360	1680	2000

TA 3000

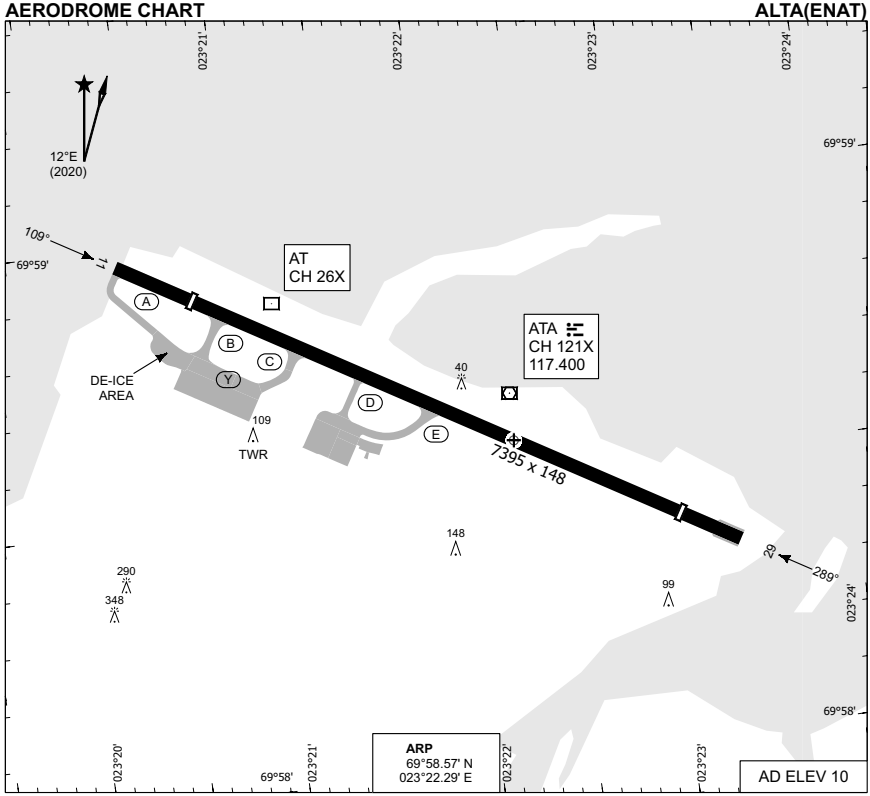


MISSED APPROACH
Turn right, climb on track 277° to 2000 FT. At DME TR 6.0 turn right inbound NDB TL and hold.

CATEGORY	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)

CHANGES: EDITORIAL MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		THR ELEV	THR PSN
11	50/F/B/X/U	6978	6978	7470	6073	3.7°		9	69°58.89' N - 023°20.74' E
29	50/F/B/X/U	6965	6965	7457	6257	4.2°		8	69°58.40' N - 023°23.10' E

ATIS 118.180
ALTA TWR 120.405

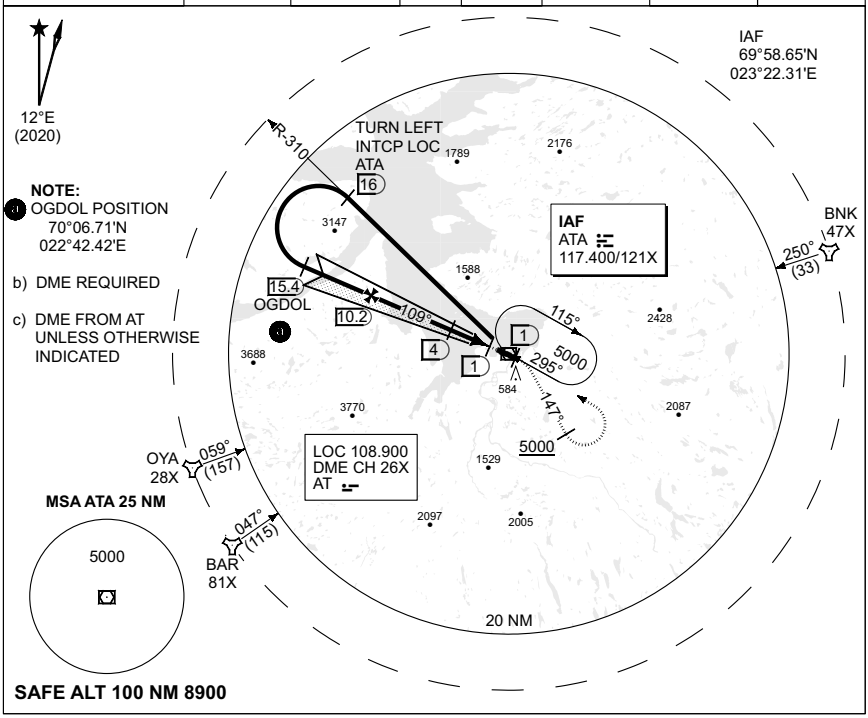
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

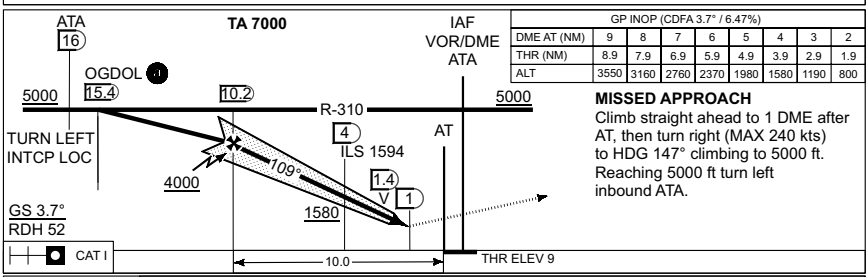
CHANGE: EDITORIALS.

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ATIS	ALTA TWR/APP
118.180	120.405

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-LENGTH	LDA
AT 108.900/CH 26X	109°	4000	3.7°	**525**	9	288 m	6072



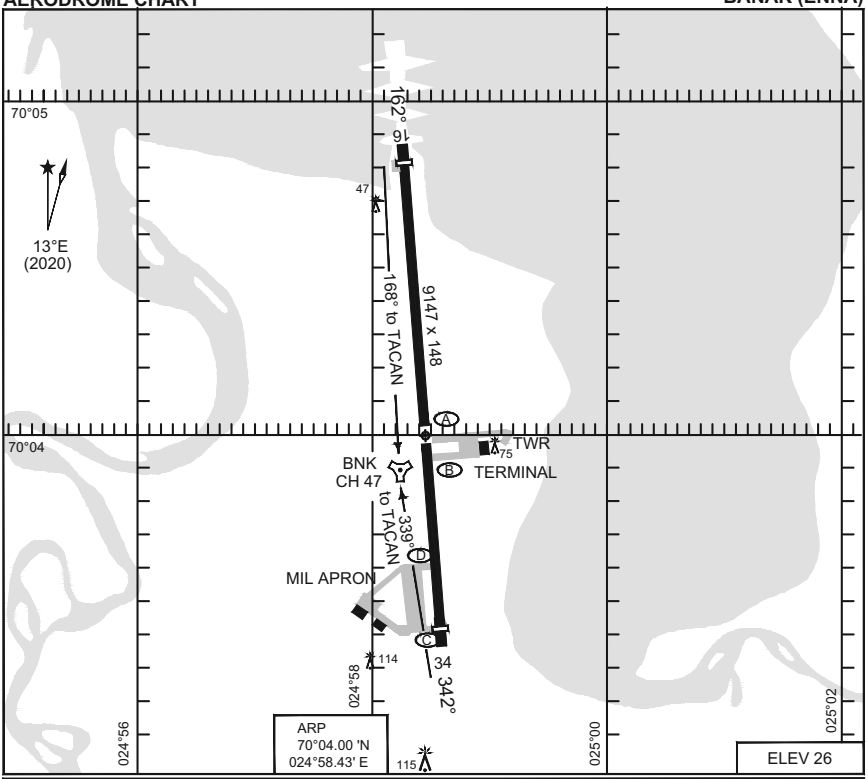


GP INOP (CDFA 3.7° / 6.47%)								
DME AT (NM)	9	8	7	6	5	4	3	2
THR (NM)	8.9	7.9	6.9	5.9	4.9	3.9	2.9	1.9
ALT	3550	3160	2760	2370	1980	1580	1190	800

MISSED APPROACH
Climb straight ahead to 1 DME after AT, then turn right (MAX 240 kts) to HDG 147° climbing to 5000 ft. Reaching 5000 ft turn left inbound ATA.

CATEGORY	HPMA
HPMA ILS 11	**525** - 2.1 516 (600 - 2.1/2.4)
HPMA LOC 11	**630** - 2.7 621 (700 - 2.7/2.9)
CIRCLING	**NOT AUTHORIZED**

CHANGE: EDITORIALS.
MIPS
RNoAF 11 JUN 2026



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	TDZE	THR PSN
16	70 F/A/W/U	9137	9137	9806	8838	3.0°	16	70°04.82' N - 024°58.25' E
34	70 F/A/W/U	8838	8838	13257	8543	3.5°	25	70°03.43' N - 024°58.57' E

ATIS	136.330			
DE-ICE	131.880			
BANAK TWR / APPR	118.905	118.055	257.800	280.350

CHANGES: EDITORIALS.

RNoAF 11 JUN 2026

MIPS
INSTRUMENT DEPARTURE CHART AD ELEV 26

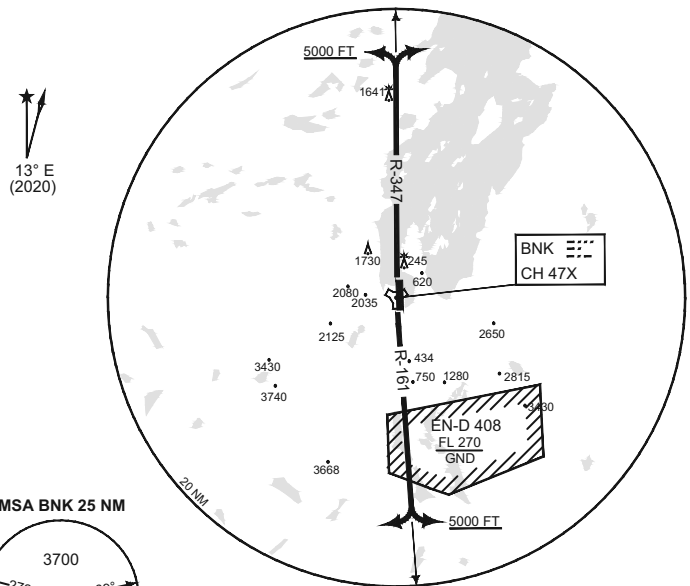
TACAN SID RWY 16 - 34
BANAK (ENNA)

ATIS	BANAK TWR / APPR			POLARIS CONTROL
136.330	118.905	118.055	257.800 280.350	126.705

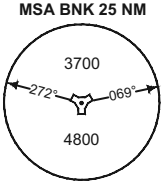
RWY	MIN CLIMB		GS (kt)	60	120	180	240	300	360	to	Reason
16	**4.5%**	**2.6°**	V/V (fpm)	280	550	820	1100	1400	1700	**1400 ft**	**TERRAIN**

NOTE:

a) FLUCTUATIONS MAY OCCUR BETWEEN BNK 13 DME AND 17 DME ON R-347.



MSA BNK 25 NM



SAFE ALT 100 NM 7400 **TA 7000**

RWY 16	- Climb on BNK R-161. Passing 5000 ft turn according to ATC clearance, and continue climb to 7000 ft. - Obstacles (164 ft MSL) 0.3 NM after DER must be avoided visually.
RWY 34	- Climb on BNK R-347. Passing 5000 ft turn according to ATC clearance, and continue climb to 7000 ft.

CHANGES: PROCEDURE NAME.

RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 26

LOC M RWY 16
BANAK (ENNA)

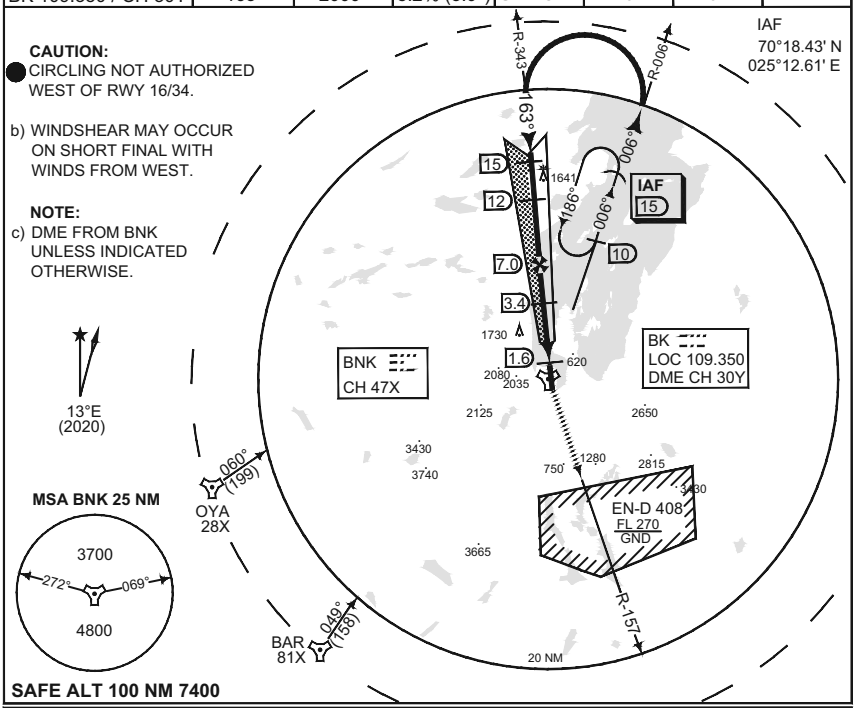
ATIS	BANAK TWR / APPR
136.330	118.905 118.055 257.800 280.350

LOCALIZER/DME	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
BK 109.350 / CH 30Y	163°	2000	5.2% (3.0°)	**SEE CAT**	16	720 m	8838

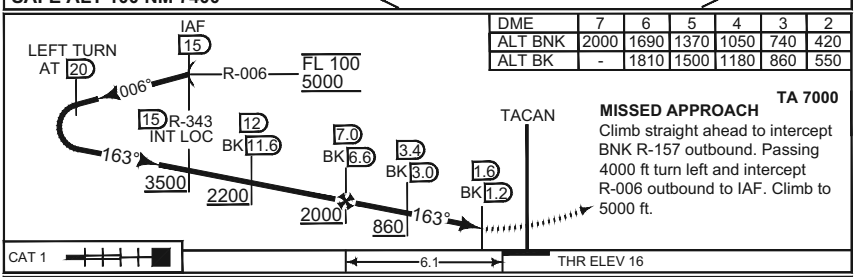
CAUTION:
CIRCLING NOT AUTHORIZED WEST OF RWY 16/34.

b) WINDSHEAR MAY OCCUR ON SHORT FINAL WITH WINDS FROM WEST.

NOTE:
c) DME FROM BNK UNLESS INDICATED OTHERWISE.



DME	7	6	5	4	3	2
ALT BNK	2000	1690	1370	1050	740	420
ALT BK	-	1810	1500	1180	860	550



TA 7000

MISSED APPROACH
Climb straight ahead to intercept BNK R-157 outbound. Passing 4000 ft turn left and intercept R-006 outbound to IAF. Climb to 5000 ft.

CATEGORY	A	B	C	D	E
S-LOC 16 2.5% MA	**310** - 750 294 (300 - 0.8/1.4)		**330** - 750 314 (400 - 0.8/1.4)	**350** - 800 334 (400 - 0.8/1.5)	**380** - 1000 364 (400 - 0.8/1.7)
S-LOC 16 3.0% MA	**310** - 750 294 (300 - 0.8/1.4)				
CIRCLING	**690** - 3.1 664 (700 - 3.1)	**990** - 4.5 964 (1000 - 4.5)	**1350** - 5.0 1324 (1400 - 5.0)	**2070** - 5.0 2044 (2100 - 5.0)	**3190** - 5.0 3164 (3200 - 5.0)

CHANGES: EDITORIAL.

MIPS

RNoAF 11 JUN 2026

LOC M RWY 16

70°04.00' N
024°58.43' E

BANAK (ENNA)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 26

TACAN RWY 16
BANAK (ENNA)

ATIS	BANAK TWR / APPR			
136.330	118.905	118.055	257.800	280.350

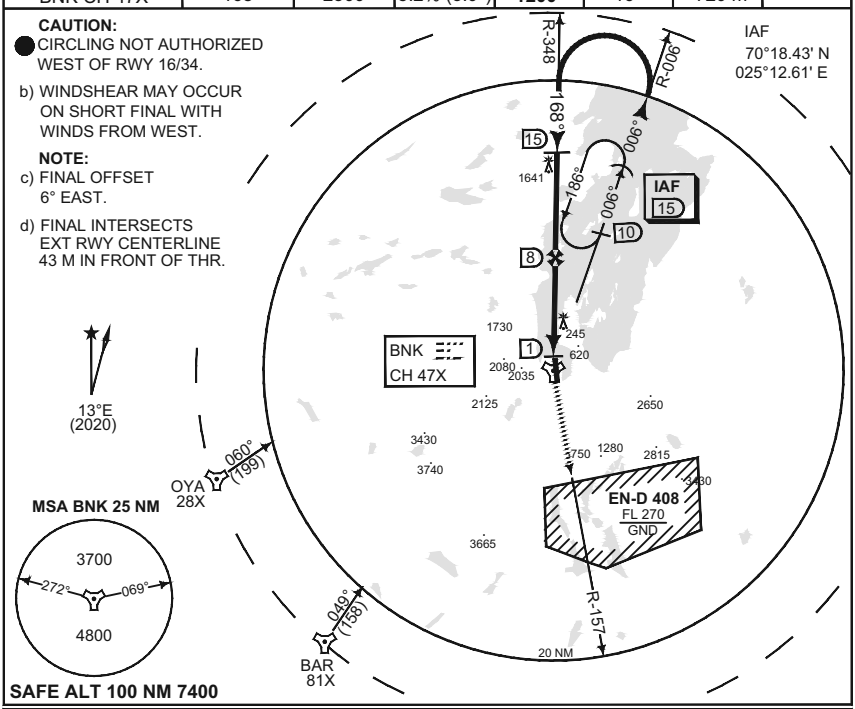
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
BNK CH 47X	168°	2300	5.2% (3.0°)	**1200**	16	720 m	8838

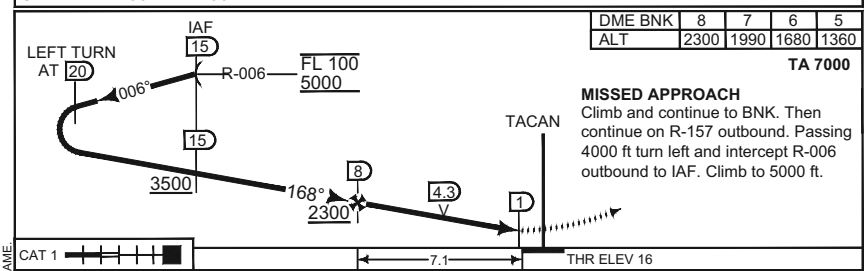
CAUTION:
CIRCLING NOT AUTHORIZED WEST OF RWY 16/34.

b) WINDSHEAR MAY OCCUR ON SHORT FINAL WITH WINDS FROM WEST.

NOTE:
c) FINAL OFFSET 6° EAST.

d) FINAL INTERSECTS EXT RWY CENTERLINE 43 M IN FRONT OF THR.





DME BNK	8	7	6	5
ALT	2300	1990	1680	1360

TA 7000

MISSED APPROACH
Climb and continue to BNK. Then continue on R-157 outbound. Passing 4000 ft turn left and intercept R-006 outbound to IAF. Climb to 5000 ft.

CATEGORY	A	B	C	D	E
S-TAC 16	**1200** - 4.6 1184 (1200 - 4.6/5.0)				
CIRCLING	**1200** - 5.0 1174 (1200 - 5.0)	**1200** - 5.0 1174 (1200 - 5.0)	**1350** - 5.0 1324 (1400 - 5.0)	**2070** - 5.0 2044 (2100 - 5.0)	**3190** - 5.0 3164 (3200 - 5.0)

CHANGES: PROCEDURE NAME.

MIPS

RNoAF 06 AUG 2026

TACAN RWY 16

70°04.00' N
024°58.43' E

BANAK (ENNA)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 26

HPMA ILS or LOC RWY 34
BANAK (ENNA)

ATIS	BANAK TWR / APPR
136.330	118.905 118.055 257.800 280.350

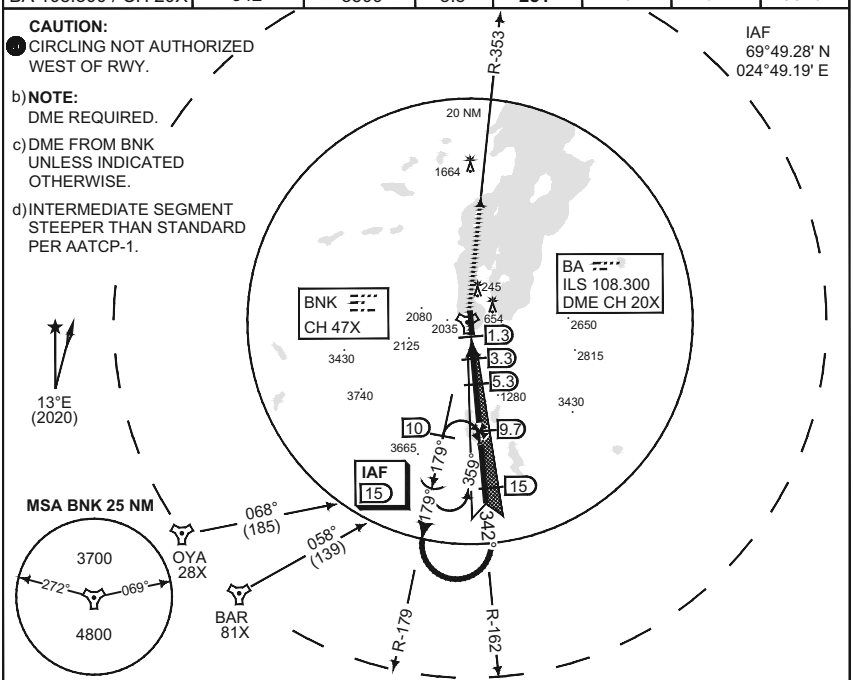
LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
BA 108.300 / CH 20X	342°	3500	3.5°	**251**	25	737 m	8543

CAUTION:
a) CIRCLING NOT AUTHORIZED WEST OF RWY.

b) **NOTE:**
DME REQUIRED.

c) DME FROM BNK UNLESS INDICATED OTHERWISE.

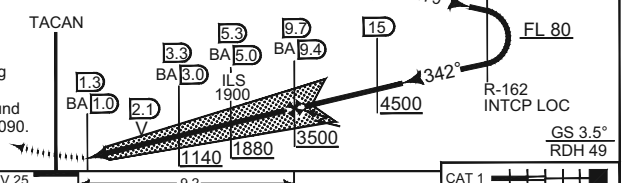
d) INTERMEDIATE SEGMENT STEEPER THAN STANDARD PER AATCP-1.



SAFE ALT 100 NM 7400

DME	2	3	4	5	6	7	8	9
ALT BNK	-	1000	1380	1760	2140	2520	2910	3290
ALT BA	760	1130	1510	1890	2270	2660	3040	3430

MISSED APPROACH
Climb straight ahead. When passing 500 ft, intercept BNK R-353 outbound. Passing 4000 ft, turn right DCT BNK. Passing BNK continue outbound on R-179 to IAF. Climb to FL 090.



CATEGORY	HPMA
S-ILS 34	**251** - 600 226 (300 - 0.8/1.3)
S-LOC 34	**670** - 2.3 645 (700 - 2.3/3.0)
CIRCLING	**1100** - 4.9 1074 (1100 - 4.9)

CHANGES: EDITORIALS.
MIPS

RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 26

ILS M or LOC M RWY 34
BANAK (ENNA)

ATIS	BANAK TWR / APPR
136.330	118.905 118.055 257.800 280.350

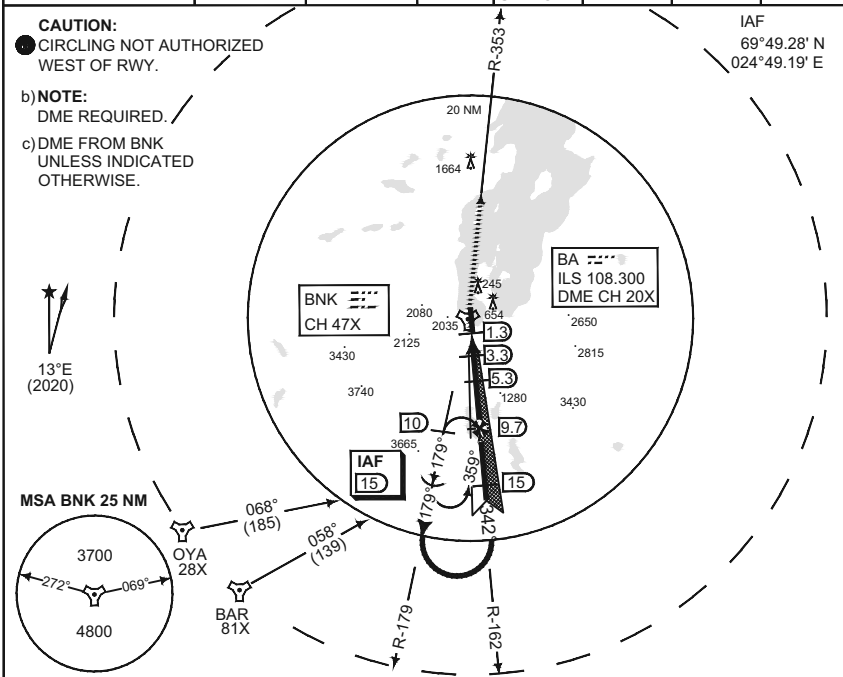
LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
BA 108.300 / CH 20X	342°	3500	3.5°	**SEE CAT**	25	737 m	8543

CAUTION:
a) CIRCLING NOT AUTHORIZED WEST OF RWY.

b) **NOTE:**
DME REQUIRED.

c) DME FROM BNK UNLESS INDICATED OTHERWISE.

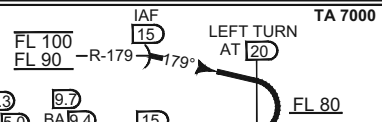
IAF
69°49.28' N
024°49.19' E



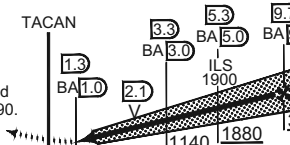
SAFE ALT 100 NM 7400

DME	2	3	4	5	6	7	8	9
ALT BNK	-	1000	1380	1760	2140	2520	2910	3290
ALT BA	760	1130	1510	1890	2270	2660	3040	3430

TA 7000



MISSED APPROACH
Climb straight ahead. When passing 500 ft, intercept BNK R-353 outbound. Passing 4000 ft, turn right DCT BNK. Passing BNK continue outbound on R-179 to IAF. Climb to FL 090.



CAT 1

CATEGORY	A	B	C	D	E
S-ILS 34	**287** - 600 262 (300 - 0.8/1.3)	**302** - 600 277 (300 - 0.8/1.3)	**312** - 650 287 (300 - 0.8/1.4)	**325** - 650 300 (300 - 0.8/1.4)	**330** - 700 305 (400 - 0.8/1.4)
S-LOC 34	**670** - 2.3 645 (700 - 2.3/3.0)				
CIRCLING	**690** - 3.1 664 (700 - 3.1)	**990** - 4.5 964 (1000 - 4.5)	**1350** - 5.0 1324 (1400 - 5.0)	**2070** - 5.0 2044 (2100 - 5.0)	**3190** - 5.0 3164 (3200 - 5.0)

CHANGES: EDITORIAL
MIPS
RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 26

TACAN RWY 34
BANAK (ENNA)

ATIS	BANAK TWR / APPR
136.330	118.905 118.055 257.800 280.350

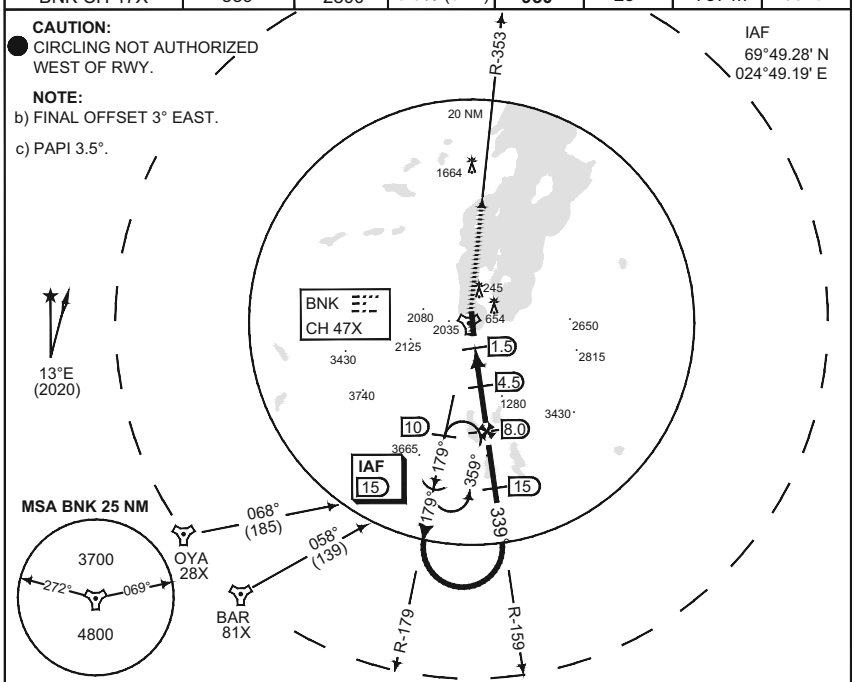
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
BNK CH 47X	339°	2800	6.0% (3.4°)	**950**	25	737 m	8543

CAUTION:
CIRCLING NOT AUTHORIZED WEST OF RWY.

NOTE:
b) FINAL OFFSET 3° EAST.

c) PAPI 3.5°.

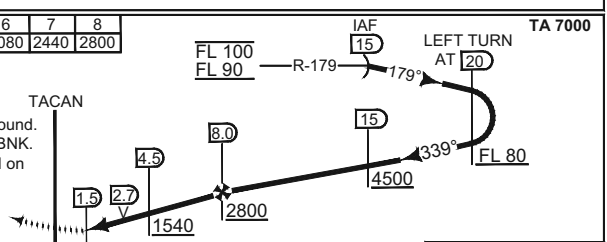
IAF
69°49.28' N
024°49.19' E



SAFE ALT 100 NM 7400

DME BNK	3	4	5	6	7	8
ALT	990	1350	1710	2080	2440	2800

TA 7000



MISSED APPROACH
At BNK 1.5 DME climb straight ahead and intercept R-353 outbound. Passing 4000 ft, turn right DCT BNK. Passing BNK continue outbound on R-179 to IAF. Climb to FL 090.

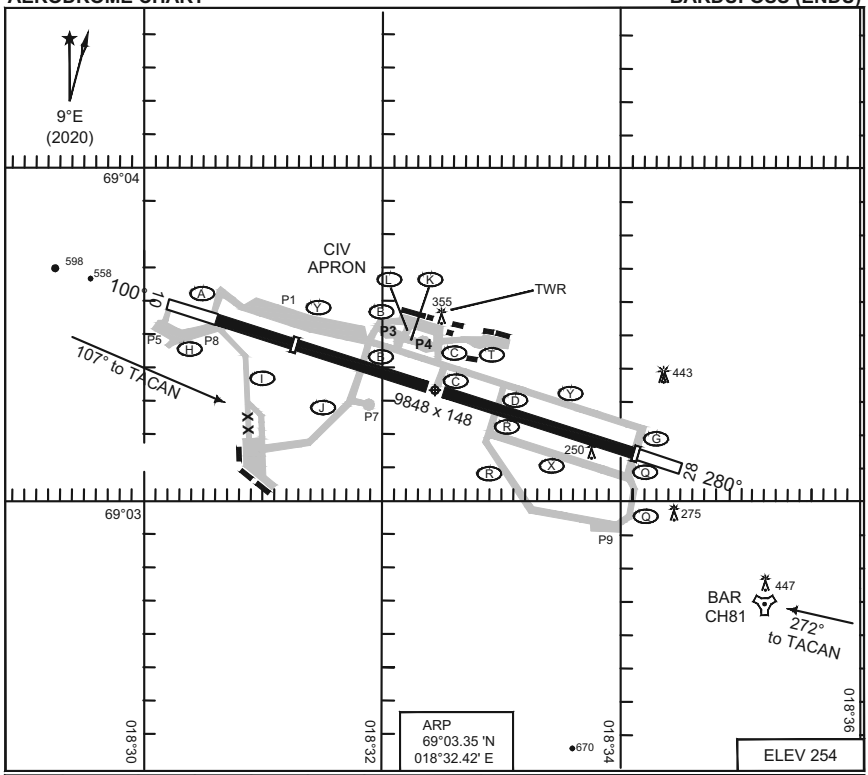
CATEGORY	A	B	C	D	E
S-TAC 34	**950** - 3.6 925 (1000 - 3.6/4.3)				
CIRCLING	**950** - 4.3 924 (1000 - 4.3)	**990** - 4.5 964 (1000 - 4.5)	**1350** - 5.0 1324 (1400 - 5.0)	**2070** - 5.0 2044 (2100 - 5.0)	**3190** - 5.0 3164 (3200 - 5.0)

CHANGES: PROCEDURE NAME
MIPS
RNoAF 01 OCT 2026

TACAN RWY 34

70°04.00' N
024°58.43' E

BANAK (ENNA)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	TDZE	THR PSN
10	75 F/C/W/T	8015*	8015	8015	6565	4.0°	253	69°03.49' N - 018°31.23' E
28	75 F/C/W/T	8015	8015	8015	8015	3.4°	219	69°03.14' N - 018°34.07' E

WARNING:
Special requirements for aircrew applies due to aerodrome category B, reference EASA AMC1 ORO.FC.105(b).
Also refer to Bardufoss link found at https://avinor.no/en/ais/pilot-briefing.

* TORA RWY 10 starts from TWY A. Use of OVERRUN WEST from TWY A (TORA 8927 FT) requires ATC approval.

ATIS	129.730			
BARDUFOSS CLR	122.100	257.800		
BARDUFOSS TWR	118.105	280.700		
BARDUFOSS APP	118.805	125.855	275.300	397.375
DE-ICE	131.750			
BARDUFOSS MIL OPS	126.325	262.800		

CHANGES: EDITORIALS.

RNoAF 11 JUN 2026

MIPS
INSTRUMENT DEPARTURE CHART

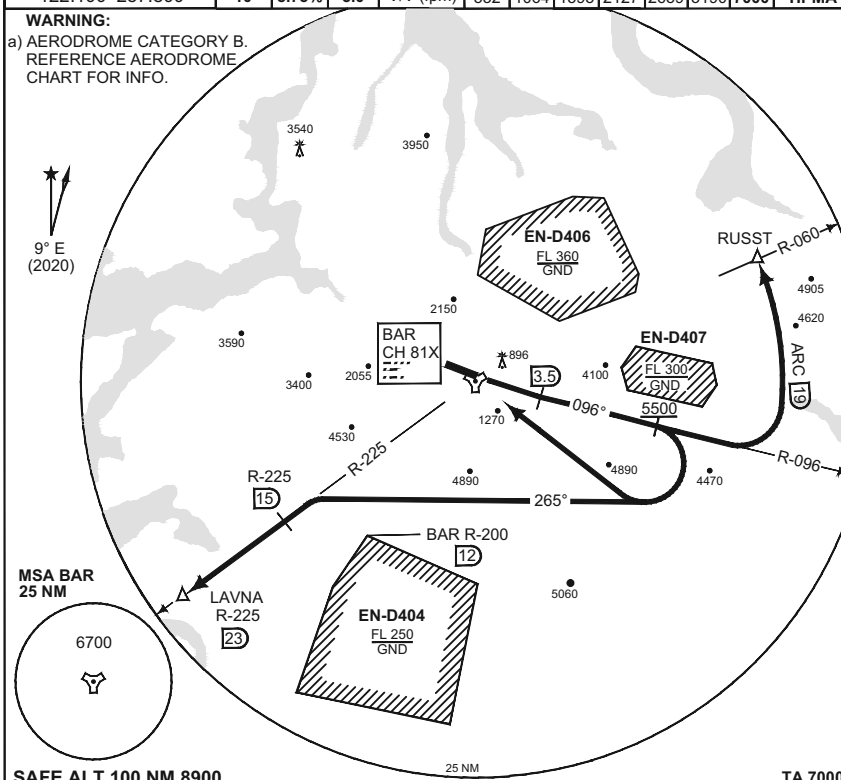
AD ELEV 254

HPMA SID RWY 10
BARDUFOSS (ENDU)

ATIS	BARDUFOSS TWR	BARDUFOSS APP	POLARIS CONTROL
129.730	118.105 280.700	118.805 125.855 275.300 397.375	S 126.455 N 126.705 S 278.050

BARDUFOSS CLR	RWY	MIN CLIMB		GS (kt)	60	120	180	240	300	360	to	reason
122.100 257.800	**10**	**8.75%**	**5.0°**	V/V (fpm)	532	1064	1595	2127	2659	3190	**7000**	**HPMA**

WARNING:
a) AERODROME CATEGORY B. REFERENCE AERODROME CHART FOR INFO.



INITIAL CLIMB
Climb on track 100° to BAR 3.5 DME. Intercept BAR R-096 outbound and continue climb. Passing 5500 ft:

BARDUFOSS TACAN	- Turn right direct BAR. Maximum 350 KIAS in turn. Climb to 7000 ft.
LAVNA	- Turn right on track 265°. Intercept R-225 outbound no later than 15 DME. Proceed to LAVNA. Climb to 7000 ft. Remain clear of EN-D404 (BAR R-200 / 12 DME). Maximum 350 KIAS below 7000 ft.
RUSST	- Continue climb on R-096 outbound. Turn left to intercept 19 DME arc to RUSST. Maximum 350 KIAS in turn. Climb to FL 090.

CHANGES: EDITORIALS.

RNoAF 11 JUN 2026

MIPS
INSTRUMENT DEPARTURE CHART

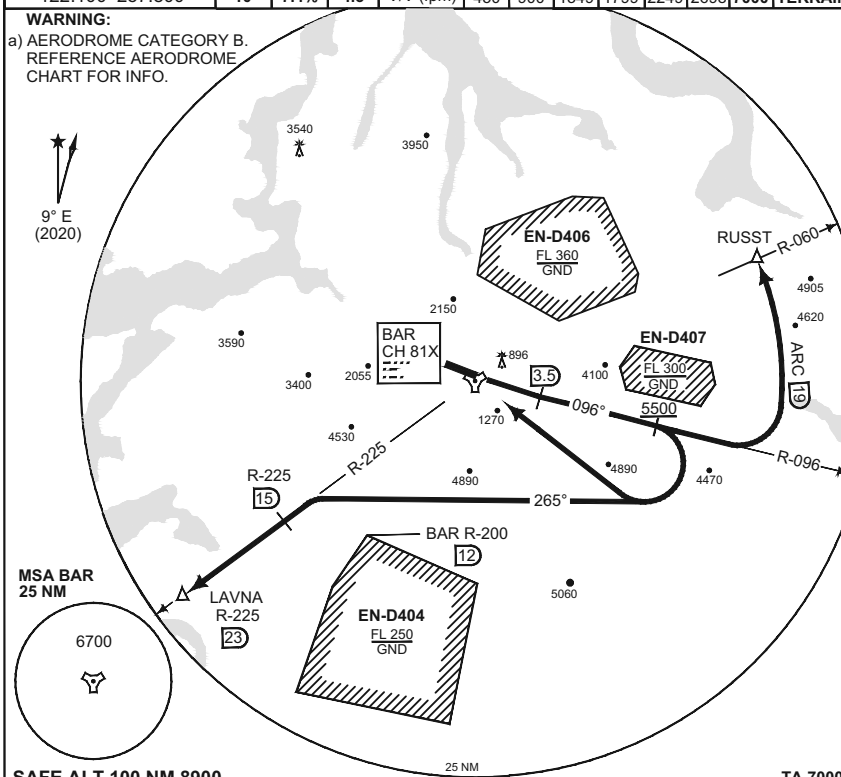
AD ELEV 254

TACAN SID RWY 10
BARDUFOSS (ENDU)

ATIS	BARDUFOSS TWR	BARDUFOSS APP	POLARIS CONTROL
129.730	118.105 280.700	118.805 125.855 275.300 397.375	S 126.455 N 126.705 S 278.050

BARDUFOSS CLR	RWY	MIN CLIMB		GS (kt)	60	120	180	240	300	360	to	reason
122.100 257.800	**10**	**7.4%**	**4.3°**	V/V (fpm)	450	900	1349	1799	2249	2698	**7000**	**TERRAIN**

WARNING:
a) AERODROME CATEGORY B. REFERENCE AERODROME CHART FOR INFO.



SAFE ALT 100 NM 8900 **TA 7000**

INITIAL CLIMB
Climb on track 100° to BAR 3.5 DME. Intercept BAR R-096 outbound and continue climb. Passing 5500 ft:

BARDUFOSS TACAN	- Turn right direct BAR. Maximum 300 KIAS in turn. Climb to 7000 ft.
LAVNA	- Turn right on track 265°. Intercept R-225 outbound no later than 15 DME. Proceed to LAVNA. Climb to 7000 ft. Remain clear of EN-D404 (BAR R-200 / 12 DME). Maximum 300 KIAS below 7000 ft.
RUSST	- Continue climb on R-096 outbound. Turn left to intercept 19 DME arc to RUSST. Maximum 300 KIAS in turn. Climb to FL 090.

CHANGES: EDITORIALS.

RNoAF 11 JUN 2026

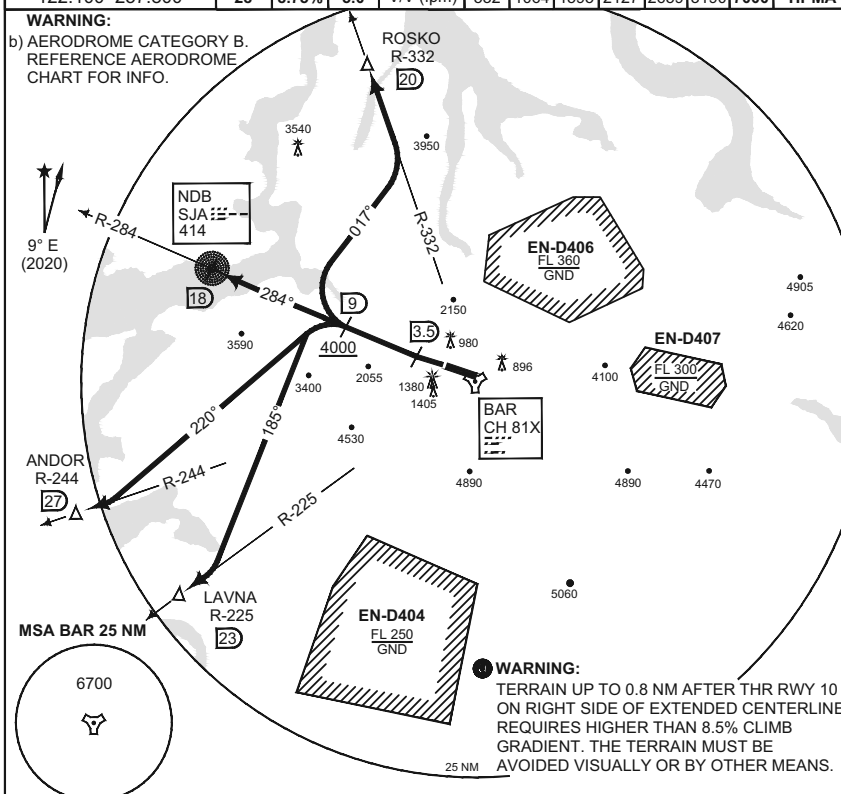
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 254

HPMA SID RWY 28
BARDUFOSS (ENDU)

ATIS	BARDUFOSS TWR	BARDUFOSS APP	POLARIS CONTROL
129.730	118.105 280.700	118.805 125.855 275.300 397.375	S 126.455 N 126.705 S 278.050

BARDUFOSS CLR	RWY	MIN CLIMB		GS (kt)	60	120	180	240	300	360	to	reason
122.100 257.800	**28**	**8.75%**	**5.0°**	V/V (fpm)	532	1064	1595	2127	2659	3190	**7000**	**HPMA**



SAFE ALT 100 NM 8900

TA 7000

INITIAL CLIMB

Climb on track 280° to DME 3.5 BAR. Intercept R-284 outbound and continue climb. Cross DME 9 BAR at or above 4000 ft. Then:

ANDOR	Turn left on track 220°. Intercept R-244 to ANDOR. Climb to FL 150. Maximum 350 KIAS in turn.
LAVNA	Turn left on track 185°. Intercept R-225 BAR to LAVNA. Climb to 7000 ft. Maximum 350 KIAS in turn.
ROSKO	Turn right on track 017°. Intercept R-332 BAR to ROSKO. Climb to 7000 ft. Maximum 350 KIAS in turn.
SJA NDB (SENJA)	Continue on R-284 BAR to DME 18 BAR (SJA NDB). Climb to 7000 ft.

CHANGES: EDITORIAL.

RNoAF 11 JUN 2026

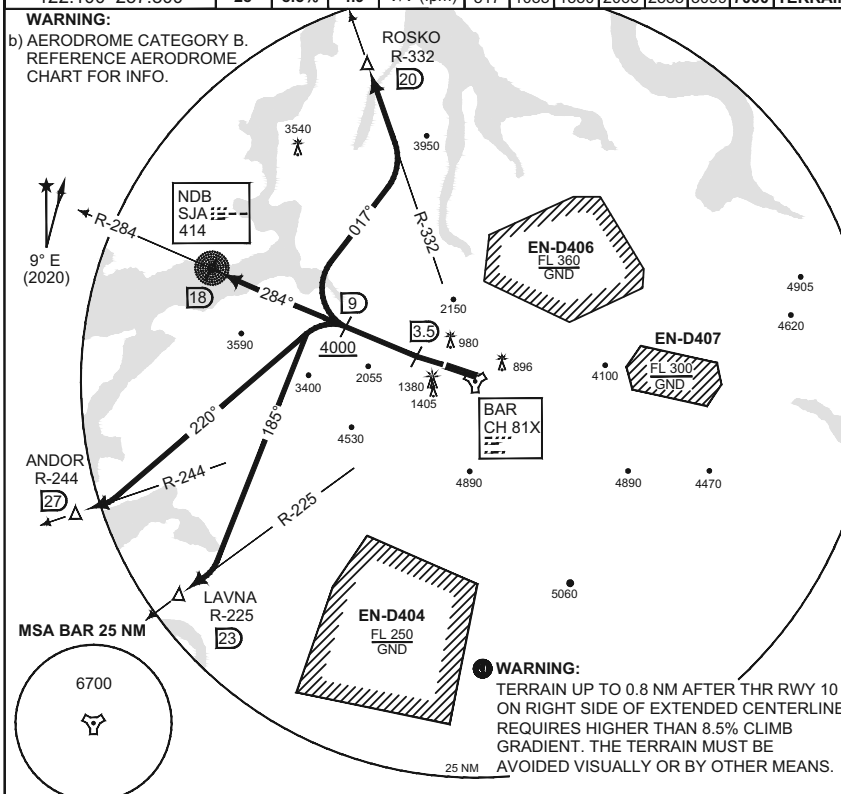
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 254

TACAN SID RWY 28
BARDUFOSS (ENDU)

ATIS	BARDUFOSS TWR	BARDUFOSS APP	POLARIS CONTROL
129.730	118.105 280.700	118.805 125.855 275.300 397.375	S 126.455 N 126.705 S 278.050

BARDUFOSS CLR	RWY	MIN CLIMB		GS (kt)	60	120	180	240	300	360	to	reason
122.100 257.800	**28**	**8.5%**	**4.9°**	V/V (fpm)	517	1033	1550	2066	2583	3099	**7000**	**TERRAIN**



SAFE ALT 100 NM 8900

TA 7000

INITIAL CLIMB

Climb on track 280° to DME 3.5 BAR. Intercept R-284 outbound and continue climb. Cross DME 9 BAR at or above 4000 ft. Then:

ANDOR	Turn left on track 220°. Intercept R-244 to ANDOR. Climb to FL 150. Maximum 300 KIAS in turn.
LAVNA	Turn left on track 185°. Intercept R-225 BAR to LAVNA. Climb to 7000 ft. Maximum 300 KIAS in turn.
ROSKO	Turn right on track 017°. Intercept R-332 BAR to ROSKO. Climb to 7000 ft. Maximum 300 KIAS in turn.
SJA NDB (SENJA)	Continue on R-284 BAR to DME 18 BAR (SJA NDB). Climb to 7000 ft.

CHANGES: EDITORIALS.

RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 254

TACAN RWY 10
BARDUFOSS (ENDU)

ATIS	BARDUFOSS APP	BARDUFOSS TWR
129.730	118.805 125.855 275.300 397.375	118.105 280.700

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	TDZE	ALS	LDA
BAR CH 81X	107°	3100	6.3% (3.6°)	**SEE CAT**	253	2840 m	6565

NOTE:

CIRCLING CAT D AND E NOT AUTHORIZED SOUTH OF RWY.

b) VSS PENETRATED N OF FINAL 2.7 NM FM THR 10.

c) FINAL OFFSET 7° NORTH.

WARNING:

d) AERODROME CAT B. REFERENCE AERODROME CHART FOR INFO.

IAF
69°13.08' N
018°04.91' E

BNK
47X

241°
(153)

R-305

R-287

087°
(42)

OYA
28X

305°

107°

125°

IAF
15

3540

3950

10

15

12

9

6

3590

2150

980

2415

4100

4250

EN-D406
FL360
GND

EN-D407
FL300
GND

1380

2055

1405

BAR
CH 81X

R-092

4890

4890

9°E
(2020)

EN-D404
FL250
GND
4846

5516

20 NM

MSA BAR 25 NM

6700

027°
(144)

BOO
45X

MISSED APPROACH MINIMUM CLIMB RATE TO 6000 FT:

GS (kt)	60	120	180	240	300	360
V/V (fpm) 2.5%	152	304	456	608	760	912
V/V (fpm) 3.0%	183	365	547	730	912	1094

SAFE ALT 100 NM 8900

DME BAR	9	8	7	6	5
ALT	3100	2730	2350	1970	1590

TA 7000

LEFT TURN AT 20

IAF 15

7000

305°

R-305

6000

107°

15

12

9

6

3.5

4900

4000

3100

1900

TACAN

MISSED APPROACH
At 3.5 DME immediate climb to FL 90 on R-092.

CAT 1

7.4

TDZE 253

CATEGORY	C	D	E
S-TAC 10 2.5% MA CLMB	**1820** - 5.0 1567 (1600-5.0)		
S-TAC 10 3.0% MA CLMB	**1470** - 5.0 1217 (1300-5.0)		
CIRCLING	**2540** - 5.0 2286 (2300-5.0)	**2850** - 5.0 2596 (2600-5.0)	**2950** - 5.0 2696 (2700-5.0)

CHANGES: EDITORIALS.

MIPS

RNoAF 11 JUN 2026

TACAN RWY 10

69°03.35' N
018°32.42' E

BARDUFOSS (ENDU)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 254

LOC M RWY 10
BARDUFOSS (ENDU)

ATIS	BARDUFOSS APP	BARDUFOSS TWR
129.730	118.805 125.855 275.300 397.375	118.105 280.700

LOCALIZER/DME	APP COURSE	FAF ALT	Descent GR	MDA	TDZE	ALS	LDA
DU 110.300 / CH 81X	100°	4000	6.1% (3.5°)	SEE CAT	253	2840 m	6565

NOTE:
- CIRCLING CAT D AND E NOT AUTHORIZED SOUTH OF RWY.
- b) VSS PENETRATED N OF FINAL 2.7 NM FM THR 10.
- c) DME REQUIRED.
- d) ALL DME FROM BAR.

WARNING:
- e) AERODROME CAT B. REFERENCE AERODROME CHART FOR INFO.

IAF
69°13.08' N
018°04.91' E

BNK
47X

OYA
28X

R-305
R-281
087°
(42)
241°
(153)
305°
125°
100°
IAF
15
10
3.6
11.6
8.7
6.2
3540
3945
2910
4250
EN-D406
FL360
GND
EN-D407
FL300
GND
2150
980
2415
4100
3590
2055
1405
1380
LOC 110.300
DU
BAR
CH 81X
R-092
4890
4890
9°E
(2020)
027°
(144)
EN-D404
FL250
GND
4846
5516
20 NM
MSA BAR 25 NM
6700
BOO
45X
SAFE ALT 100 NM 8900

MISSED APPROACH MINIMUM CLIMB RATE TO 6000 FT:

GS (kt)	60	120	180	240	300	360
V/V (fpm) 2.5%	152	304	456	608	760	912
V/V (fpm) 3.0%	183	365	547	730	912	1094

DME BAR	11	10	9	8	7	6	5
ALT	3780	3410	3040	2680	2310	1940	1570

TA 7000

LEFT TURN AT 20
IAF 15
305°
R-305
FL 100
FL 90
15
R-281
INTCP LOC
100°
11.6
8.7
6.2
3.6
6000
4900
4000
2900
2000
TACAN

MISSED APPROACH
At 3.6 DME immediate climb to FL90 on R-092.

CAT 1
10.0
TDZE 253

CATEGORY	C	D	E
S-LOC 10 2.5% MA CLMB	**1760** - 5.0 1507 (1600 - 5.0)	**1780** - 5.0 1527 (1600 - 5.0)	**1820** - 5.0 1567 (1600 - 5.0)
S-LOC 10 3.0% MA CLMB	**1300** - 4100 1047 (1100 - 4.1/4.9)		
CIRCLING	**2540** - 5.0 2286 (2300 - 5.0)	**2850** - 5.0 2596 (2600 - 5.0)	**2950** - 5.0 2696 (2700 - 5.0)

CHANGES: EDITORIALS.
MIPS
RNoAF 11 JUN 2026

LOC M RWY 10

69°03.35' N
018°32.42' E

BARDUFOSS (ENDU)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 254

HPMA ILS or LOC RWY 28
BARDUFOSS (ENDU)

ATIS	BARDUFOSS APP	BARDUFOSS TWR
129.730	118.805 125.855 275.300 397.375	118.105 280.700

LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	TDZE	ALS	LDA
BF 108.700 / CH 81X	278°	5200	3.7°	**636**	219	1340 m	8015

NOTE:

CIRCLING NOT AUTHORIZED SOUTH OF RWY.

b) DME FROM BAR UNLESS OTHERWISE INDICATED.

c) DME REQUIRED.

d) LOC OFFSET 2° NORTH.

e) LOC INTRC RADIAL AND LOC COURCE DIFFERS 1°.

WARNING:

f) AERODROME CAT B. REFERENCE AERODROME CHART FOR INFO.

IAF
68°54.98' N
019°10.76' E

R-292
292°
112°
099°
(69)
OYA
28X
BAR
CH 81X
EN-D406
FL360
GND
EN-D407
FL300
GND
EN-D404
FL250
GND
LOC 108.700
BF
DME CH 24X
IAF
BNK
47X
230°
(140)
R-097
R-107
R-112
278°
MSA BAR 25 NM
6700
BOO
45X
039°
(147)
20 NM
NOTE:
REMAIN WITIN
BAR 25 DME.
9°E
(2020)

MISSED APPROACH MINIMUM CLIMB RATE:

GS (kt)	60	120	180	240	300	360
V/V (fpm)	370	730	1100	1460	1830	2190

SAFE ALT 100 NM 8900

DME	1	2	3	4	5	6	7	8	9	10	11	12
ALT BAR	890	1280	1680	2080	2480	2890	3290	3700	4110	4520	4930	-
ALT BF	-	1010	1410	1810	2210	2610	3020	3420	3830	4240	4650	5060

FL 120
15 FL 100 20
IAF
112°
LEFT TURN
TA 7000

MISSED APPROACH
Climb straight ahead. Passing 1000 ft, intercept BAR R-292 outbound. Enter holding at BAR 17 DME. Climb to 5100 ft.

TACAN
0.6 BF 1.2
3.2 BF 3.8
6.7 BF 7.3
12 BF 12.7
5340
16
277°
R-107
7000
278°
6000
5200
1700
3100
GS 3.7°
TCH 53
TDZE 219
12.5
CAT 1

CATEGORY	HPMA
S-ILS 28	**636** - 1200 417 (500 - 1.2/1.9)
S-LOC 28	**820** - 2100 601 (700 - 2.1/2.8)
CIRCLING	**1860** - 5.0 1603 (1700 - 5.0)

CHANGES: EDITORIALS.
MIPS
RNGAF 06 AUG 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 254

ILS M or LOC M RWY 28
BARDUFOSS (ENDU)

ATIS	BARDUFOSS APP	BARDUFOSS TWR
129.730	118.805 125.855 275.300 397.375	118.105 280.700

LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	TDZE	ALS	LDA
BF 108.700 / CH 81X	278°	5200	3.7°	**SEE CAT**	219	1340 m	8015

NOTE:

CIRCLING CAT D AND E NOT AUTHORIZED SOUTH OF RWY.

b) DME FROM BAR UNLESS OTHERWISE INDICATED.

c) DME REQUIRED.

d) LOC OFFSET 2° NORTH.

e) LOC INTRC RADIAL AND LOC COURCE DIFFERS 1°.

WARNING:

f) AERODROME CAT B. REFERENCE AERODROME CHART FOR INFO.

IAF
68°54.98' N
019°10.76' E

R-292
292°
112°
099°
(69)
OYA
28X
24
17
BAR
CH 81X
EN-D406
FL360
GND
EN-D407
FL300
GND
BNK
47X
230°
(140)
278°
R-097
R-107
R-112
LOC 108.700
BF
DME CH 24X
IAF
15
EN-D404
FL250
GND
MSA BAR 25 NM
6700
BOO
45X
039°
(147)
20 NM
NOTE:
REMAIN WITIN
BAR 25 DME.
9°E
(2020)

SAFE ALT 100 NM 8900

DME	1	2	3	4	5	6	7	8	9	10	11	12
ALT BAR	890	1280	1680	2080	2480	2890	3290	3700	4110	4520	4930	-
ALT BF	-	1010	1410	1810	2210	2610	3020	3420	3830	4240	4650	5060

FL 120
FL 100
TA 7000
LEFT TURN
IAF
112°
277°
R-107
7000
6000
5200
GS 3.7°
TCH 53

MISSED APPROACH
Climb straight ahead. Passing 1000 ft, intercept BAR R-292 outbound. Enter holding at BAR 17 DME. Climb to 5100 ft.

TACAN
BF 12.7
5340
BF 6.7
BF 7.3
3.2
BF 3.8
0.6
BF 1.2
1700
3100
TDZE 219
12.5
CAT 1

CATEGORY	C	D	E
S-ILS 28	**873** - 2300 654 (700 - 2.3/3.0)	**886** - 2400 667 (700 - 2.4/3.1)	**911** - 2.5 692 (700 - 3.2)
S-LOC 28	**880** - 2400 661 (700 - 2.4/3.1)	**890** - 2400 671 (700 - 2.4/3.1)	**920** - 2.6 701 (800 - 3.3)
CIRCLING	**2540** - 5.0 2286 (2300 - 5.0)	**2850** - 5.0 2596 (2600 - 5.0)	**2950** - 5.0 2696 (2700 - 5.0)

CHANGES: EDITORIALS.
MIPS
RNoAF 06 AUG 2026

ILS M or LOC M RWY 28
69°03.35' N
018°32.42' E
BARDUFOSS (ENDU)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 254

TACAN RWY 28
BARDUFOSS (ENDU)

ATIS	BARDUFOSS APP	BARDUFOSS TWR
129.730	118.805 125.855 275.300 397.375	118.105 280.700

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	TDZE	ALS	LDA
BAR CH 81X	272°	4300	7.8% (4.5°)	**1240**	219	1340 m	8015

NOTE:

a) CIRCLING CAT D AND E NOT AUTHORIZED SOUTH OF RWY.

b) STEEP FINAL DESCENT GRADIENT 7.8% (4.5°).

c) FINAL OFFSET 8°.

WARNING:

d) AERODROME CAT B. REFERENCE AERODROME CHART FOR INFO.

IAF
68°54.98' N
019°10.76' E

OYA 28X

BAR CH 81X

BNK 47X

EN-D406 FL360 GND

EN-D407 FL300 GND

EN-D404 FL250 GND

R-292 24 292° 17 112° 100° (69)

3950 3540 2910 4250 2145 3590 980 2415 4100 1380 2055 1405 4885 4890

4 8 12 16 272° R-092 230° (140) 10 112° 292° 112° R-107 R-112 IAF 15 5516

9°E (2020)

MSA BAR 25 NM

6700

039° (147) BOO 45X

20 NM

NOTE:
REMAIN WITHIN BAR 25 DME.

SAFE ALT 100 NM 8900

DME BAR	2	3	4	5	6	7
ALT	1460	1930	2410	2880	3360	3830

TA 7000

FL 120 R-112 15 IAF FL 100 112° 20 LEFT TURN

MISSED APPROACH

At 1.5 DME climb on R-292 to 17 DME. Enter holding at 5100 ft.

TACAN 1.5 4 2290 8 4300 12 5400 16 6500 272° R-107 7000

TDZE 219 8.5 CAT 1

CATEGORY	C	D	E
S-TAC 28	**1240** - 4.1 1021 (1100 - 4.9)		
CIRCLING	**2540** - 5.0 2286 (2300 - 5.0)	**2850** - 5.0 2596 (2600 - 5.0)	**2950** - 5.0 2696 (2700 - 5.0)

CHANGES: EDITORIALS.

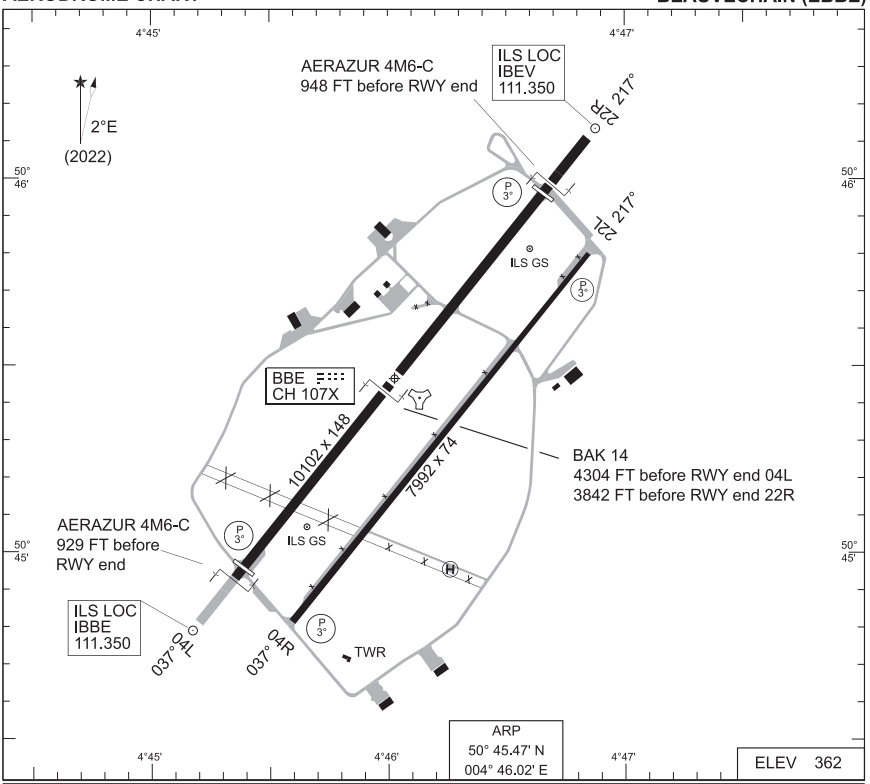
MIPS

RNGAF 11 JUN 2026

TACAN RWY 28

69°03.35' N
018°32.42' E

BARDUFOSS (ENDU)



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI	THR	TDZE	THR PSN
04L	93 F/C/W/T	8996	9904	9986	7959		3°	349	350	50° 44.96' N - 004° 45.39' E
22R	93 F/C/W/T	9055	9904	10019	7988		3°	315	331	50° 45.96' N - 004° 46.65' E
04R	24 F/B/W/T	7992	7992	7992	7792		3°	362	362	50° 44.83' N - 004° 45.61' E
22L	24 F/B/W/T	7992	7992	7992	7795		3°	316	333	50° 45.80' N - 004° 46.84' E

BEAUVECHAIN APP	282.100	362.300	122.830	121.460	BEAUVECHAIN TWR	362.025	257.800	130.730	122.100
BEAUVECHAIN GND	121.855	359.825	122.100		BEAUVECHAIN FINAL	378.525	276.850	119.630	123.300

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

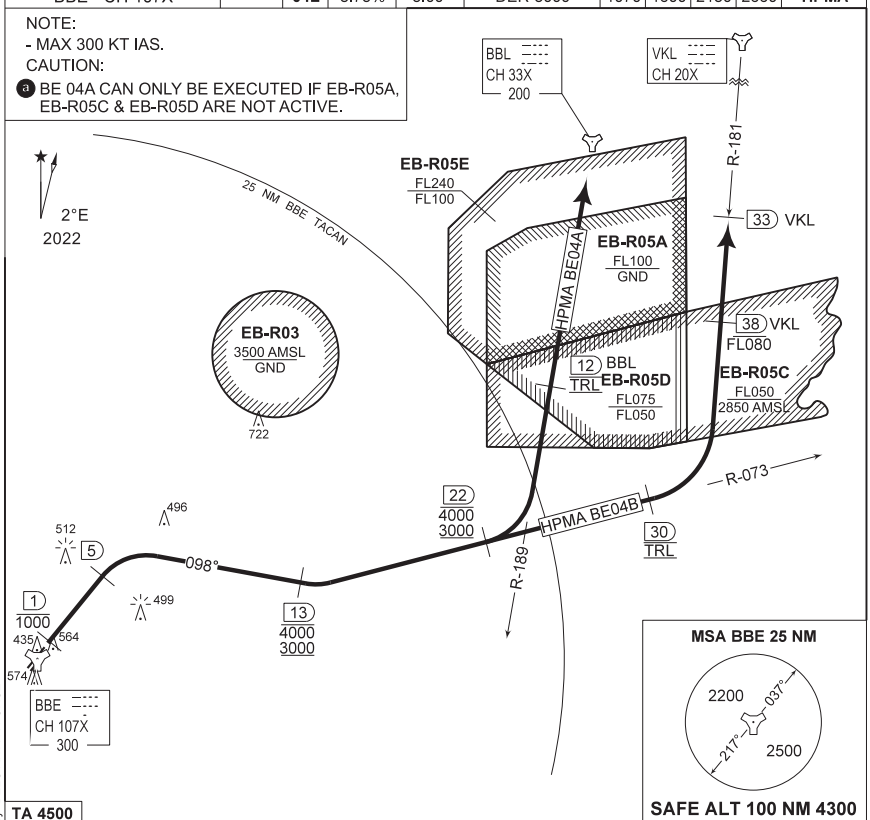
BELGIAN AIR FORCE 01-OCT-2026 - THS

BEAUVECHAIN GND	BEAUVECHAIN TWR	BEAUVECHAIN APP	BELGA RADAR
359.825 121.855	362.025 130.730	282.100 122.830	374.400 129.325

TACAN	RWY	PDG		From-To	120	180	240	300	Reason
BBE - CH 107X	**04L**	8.75%	5.00°	DER-3000	1070	1600	2130	2660	**HPMA**

NOTE:
- MAX 300 KT IAS.

CAUTION:
ⓐ BE 04A CAN ONLY BE EXECUTED IF EB-R05A, EB-R05C & EB-R05D ARE NOT ACTIVE.



HPMA BE 04 (RWY 04L)	- Climb on track 037° (MAX 300 KT IAS) and contact EBBE APP. - Pass 1 DME at or below 1000 FT. - At 5 DME turn right and track 098° to intercept R-073 BBE TACAN outbound. - Pass R-073 13 DME and 22 DME at 3000 FT AMSL or 4000 FT AMSL as instructed. - Contact BELGA RADAR.
A ⓐ 44	- At 22 DME / R-073 turn left to intercept R-189 inbound BBL TACAN. - Pass 12 DME / R-189 BBL at TRL. - Climb as directed.
B 47	- Pass 30 DME / R-073 at TRL and then turn left to intercept R-181 inbound VKL TACAN. - Pass 38 DME / R-181 VKL at or below FL080. - Climb as directed.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT DEPARTURE CHART AD ELEV 362

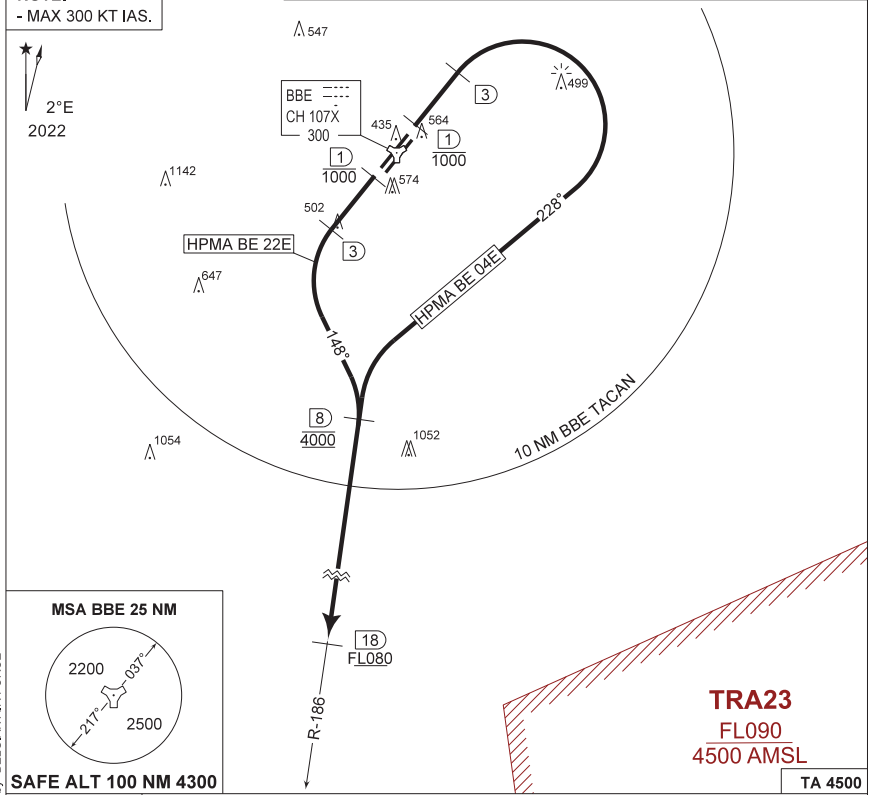
HPMA BE 04E - 22E
BEAUVECHAIN (EBBE)

BEAUVECHAIN GND	BEAUVECHAIN TWR	BEAUVECHAIN APP	BELGA RADAR
359.825 121.855	362.025 130.730	282.100 122.830	374.400 129.325

TACAN
BBE - CH 107X

RWY	PDG		From-To	120	180	240	300	Reason
04L	8.75%	5.00°	DER-4000	1070	1600	2130	2660	HPMA
22R	8.75%	5.00°	DER-4000	1070	1600	2130	2660	HPMA

NOTE:
- MAX 300 KT IAS.



HPMA BE 04E (RWY 04L) 31	- Climb on track 037° (MAX 300 KT IAS) and contact EBBE APP. - Pass 1 DME at or below 1000 FT. - At 3 DME turn right on track 228° to intercept R-186 outbound. - Pass 8 DME / R-186 at 4000 FT AMSL. - Contact BELGA RADAR passing 4500 FT AMSL. - Pass 18 DME / R-186 at FL080 or above. Climb as directed.
HPMA BE 22E (RWY 22R) 19	- Climb on track 217° (MAX 300 KT IAS) and contact EBBE APP. - Pass 1 DME at or below 1000 FT. - At 3 DME turn left on track 148° to intercept R-186 outbound. - Pass 8 DME / R-186 at 4000 FT AMSL. - Contact BELGA RADAR passing 4500 FT AMSL. - Pass 18 DME / R-186 at FL080 or above. Climb as directed.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT DEPARTURE CHART AD ELEV 362

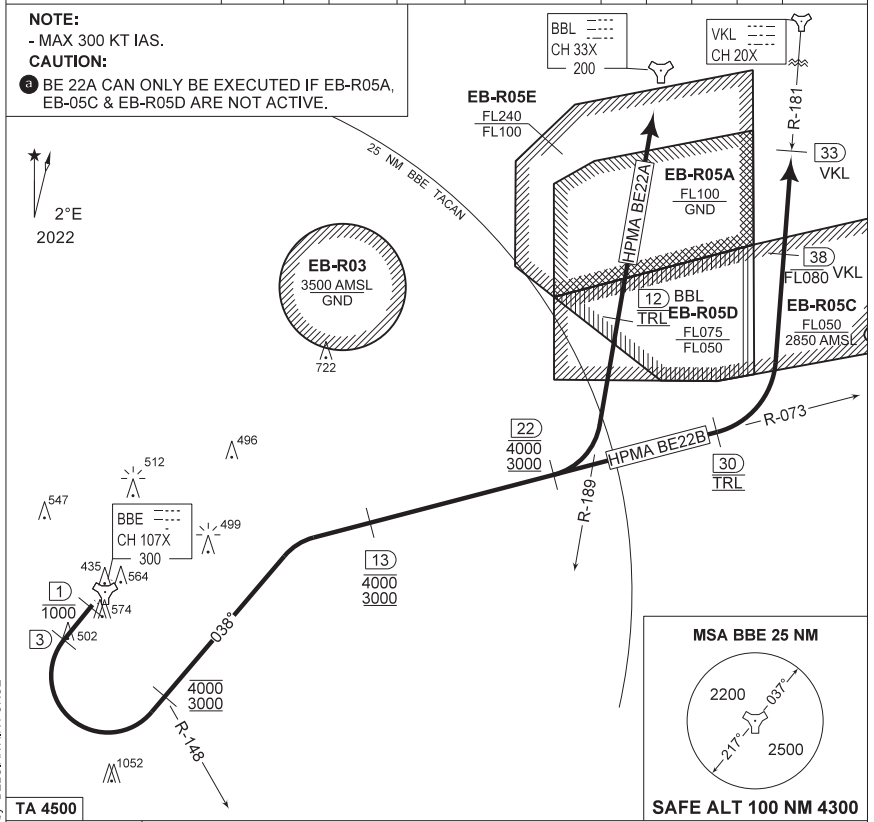
HPMA BE 22A - 22B
BEAUVECHAIN (EBBE)

BEAUVECHAIN GND		BEAUVECHAIN TWR		BEAUVECHAIN APP		BELGA RADAR	
359.825	121.855	362.025	130.730	282.100	122.830	374.400	129.325

TACAN	RWY	PDG		From-To	120	180	240	300	Reason
BBE - CH 107X	**22R**	8.75%	5.00°	DER-4000	1070	1600	2130	2660	**HPMA**

NOTE:
- MAX 300 KT IAS.

CAUTION:
ⓐ BE 22A CAN ONLY BE EXECUTED IF EB-R05A, EB-05C & EB-R05D ARE NOT ACTIVE.



HPMA BE 22 (RWY 22R)	- Climb on track 217° (MAX 300 KT IAS) and contact EBBE APP. - Pass 1 DME at or below 1000 FT. At 3 DME turn left on track 038°. - Pass R-148 at 3000 FT or 4000 FT as instructed. - Intercept R-073 BBE TACAN outbound. - Pass 13 DME and 22 DME at 3000 FT AMSL or 4000 FT AMSL instructed. - Contact BELGA RADAR.
A ⓐ 55	- At 22 DME / R-073 turn left to intercept R-189 inbound BBL TACAN. - Pass 12 DME / R-189 BBL at TRL. - Climb as directed.
B 58	- Pass 30 DME / R-073 at TRL and then turn left to intercept R-181 inbound VKL TACAN. - Pass 38 DME / R-181 VKL at or below FL080. - Climb as directed.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART AD ELEV 362

ILS y or LOC y RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

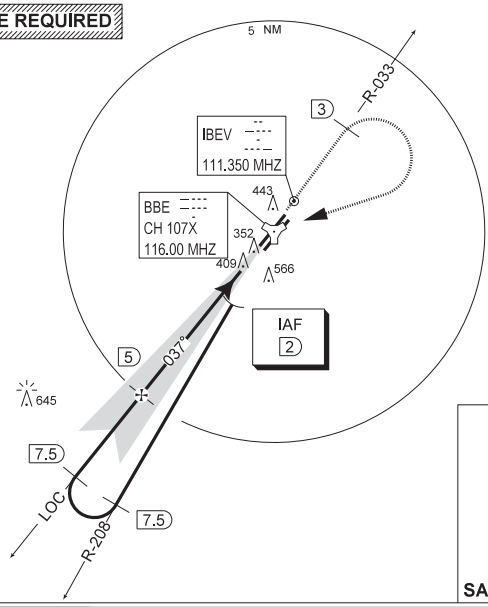
LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBEV 111.350 / 107X	037°	1800 FT	3.00°	**549**	349 FT	930 M	7959 FT

NOTE:
a) IF IAF IS ABOVE 3000 FT, ATC COORDINATION WITH BRUSSELS ACC IS REQUIRED

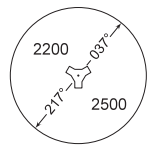
IAF
50°43.68'N
004°44.55'E

2°E
2022

DME REQUIRED



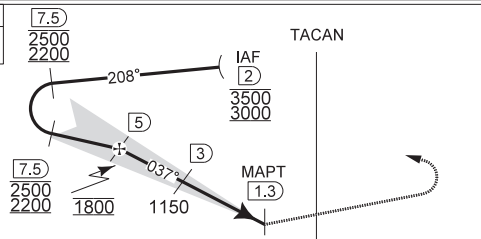
MSA BBE 25 NM



SAFE ALT 100 NM 4300

DME BBE	5	4	3	2
Altitude	1790	1470	1150	830
Height	*(1441)*	*(1121)*	*(801)*	*(481)*

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right inbound BBE TACAN and proceed back to IAF ILS y RWY 04L.



TA 4500

CATEGORY	A
S-ILS 04L	**549** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC 04L	**750** - 1.2 401 (500 - 1.2 / 2.1)

ILS y or LOC y RWY 04L 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

CHANGES: "BEL DEFENCE AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

MIPS

BELGIAN AIR FORCE 01-OCT-2026 - THS

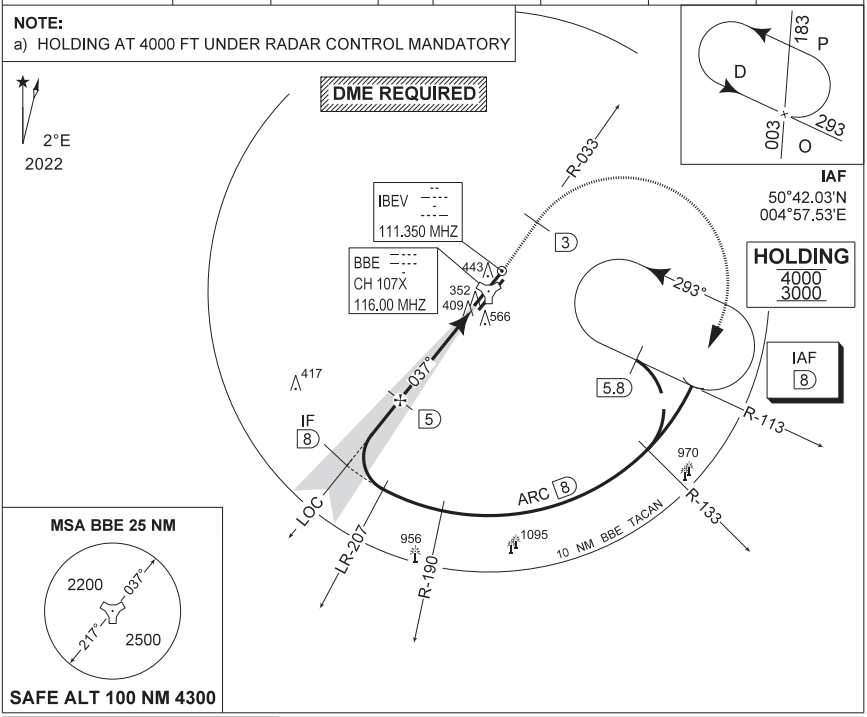
MIPS
INSTRUMENT APPROACH CHART AD ELEV 362

ILS z or LOC z RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBEV 111.350 / 107X	037°	1800 FT	3.00°	**549**	349 FT	930 M	7959 FT

NOTE:
a) HOLDING AT 4000 FT UNDER RADAR CONTROL MANDATORY

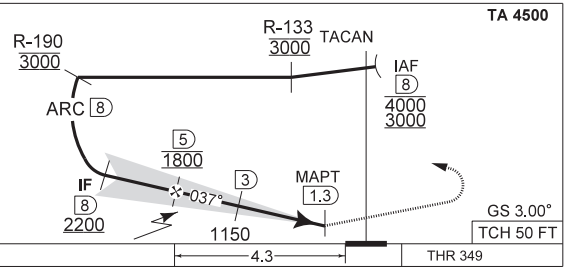


MSA BBE 25 NM

SAFE ALT 100 NM 4300

DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

TA 4500



MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right at MAX 250 KIAS to intercept R-113 towards IAF ILS z RWY 04L.

CAT I

CATEGORY	A	B	C	D	HPMA
S-ILS 04L	**549** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°				
S-LOC 04L	**750** - 1.2 401 (500 - 1.2 / 2.1)				

CHANGES: "BEL DEFENCE AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

MIPS

BELGIAN AIR FORCE 01-OCT-2026 - THS

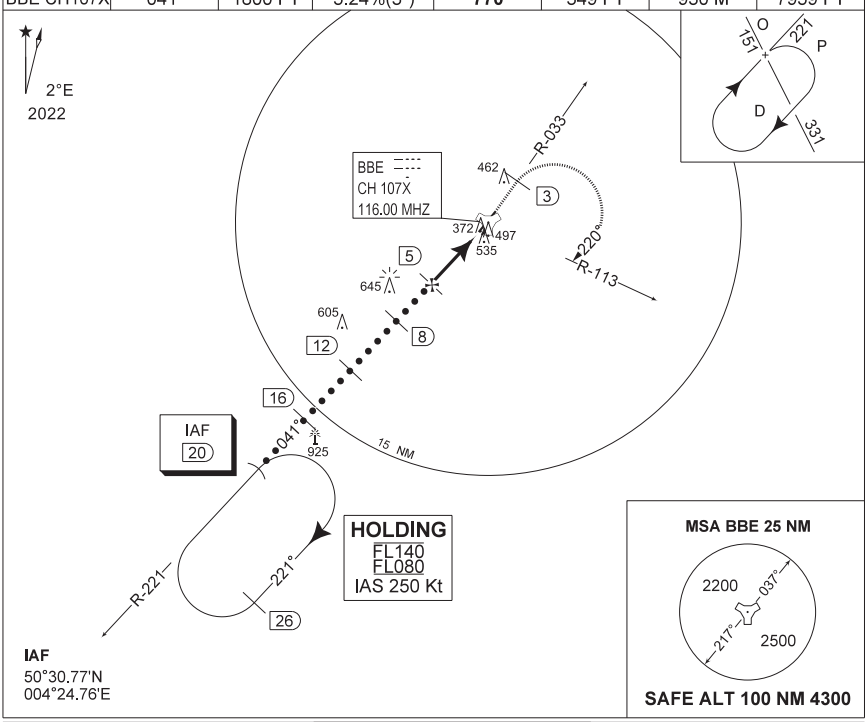
ILS z or LOC z RWY 04L 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

MIPS
INSTRUMENT APPROACH CHART AD ELEV 362

HPMA TACAN RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	041°	1800 FT	5.24%(3°)	**770**	349 FT	930 M	7959 FT



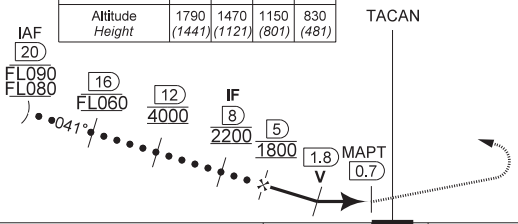
IAF
50°30.77'N
004°24.76'E

MSA BBE 25 NM

SAFE ALT 100 NM 4300

TA 4500

DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*



MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right track 220° at MAX 300 KIAS to intercept R-113 towards IAF TACAN z RWY 04L.

CAT I

CATEGORY	HPMA
S-TAC 04L	**770** - 1.3 421 (500 - 1.3 / 2.2)

MIPS

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

TACAN z RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	041°	1800 FT	5.24%(3°)	**770**	349 FT	930 M	7959 FT

NOTE:
a) HOLDING AT 4000 FT UNDER RADAR CONTROL MANDATORY

2°E
2022

BBE
CH 107X
116.00 MHZ

IAF
50°42.03'N
004°57.53'E

HOLDING
4000
3000
IAS 250 Kt

R-033 R-113 R-133 R-190 R-221 LR-205 293° 041°

ARC 8

10 NM BBE TACAN

IF 8

IAF 8

5.8

372 497 535 645 867 970 956 1095

MSA BBE 25 NM

2200 2500 037° 217°

SAFE ALT 100 NM 4300

DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

TA 4500

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right at MAX 250 KIAS (MAX 300 KIAS for HPMA) to intercept R-113 towards IAF.

R-190 3000
R-133 3000 TACAN
IAF 8 4000 3000
ARC 8
IF 8 2200
1800
041°
1.8 V MAPT 0.7
TCH 50 FT
CAT I
4.3
THR 349

CATEGORY	A	B	C	D	HPMA
S-TAC 04L	**770** - 1.3 421 (500 - 1.3 / 2.2)				

CHANGES: "BEL DEFENCE AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

MIPS

BELGIAN AIR FORCE 01-OCT-2026 - THS

TACAN z RWY 04L

50°45.47' N
004°46.02' E

BEAUVECHAIN (EBBE)

MIPS
INSTRUMENT APPROACH CHART AD ELEV 362

ILS z or LOC z RWY 22R
BEAUVECHAIN (EBBE)

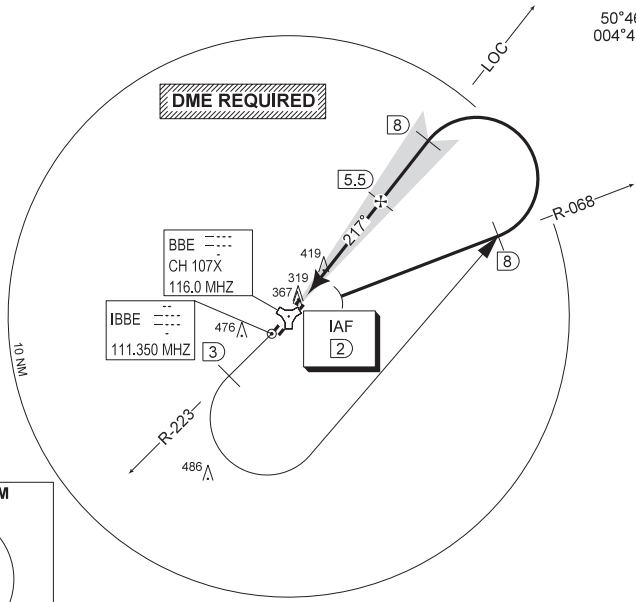
BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBBE 111.350 / 107X	217°	1900 FT	3.00°	**515**	315 FT	930 M	7988 FT

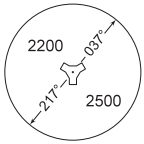
738

2°E
2022

IAF
50°46.09'N
004°49.08'E



MSA BBE 25 NM

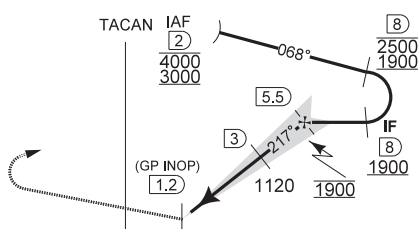


SAFE ALT 100 NM 4300

DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

MISSED APPROACH
Climb to 1000 FT runway track and intercept R-223. At 2 DME passed TACAN climb to 3000 FT. Passing 3 DME, turn left at MAX 220 KIAS (300 KIAS for HPMA) to intercept 8 DME/R-068 outbound and proceed for a ILS z or LOC z RWY 22R.

TA 4500



CATEGORY	C	D	HPMA
S-ILS 22R	**515** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°		
S-LOC 22R	**720** - 1.2 405 (500 - 1.2 / 2.1)		

MIPS

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

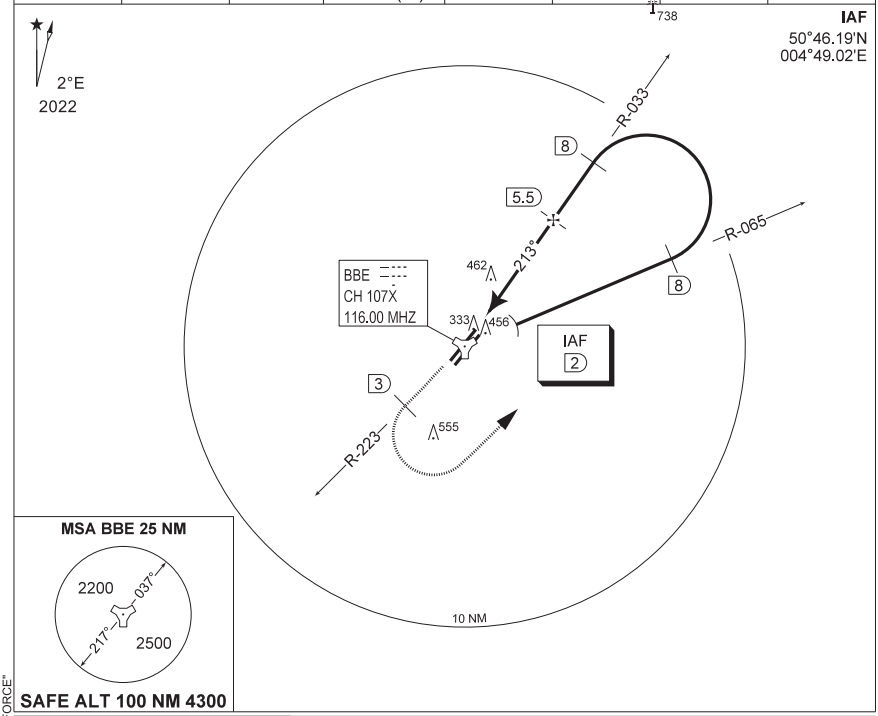
BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART AD ELEV 362

TACAN z RWY 22R
BEAUVECHAIN (EBBE)

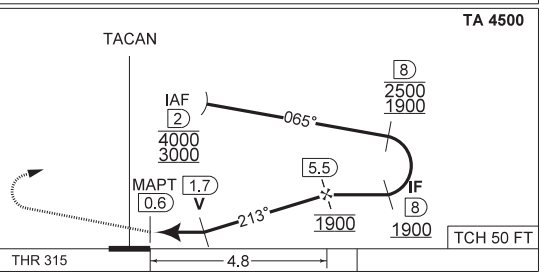
BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	213°	1900 FT	5.24%(3°)	710	315 FT	930 M	7988 FT



DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

MISSED APPROACH
Climb to 1000 FT runway track and intercept R-223. At 2 DME past TACAN climb to 3000 FT. Passing 3 DME , turn left at MAX 220 KIAS (300 KIAS for HPMA) to intercept 8 DME/R-065 outbound and proceed for a TACAN z / ILS z RWY 22R.



CATEGORY	C	D	HPMA
S-TAC 22R	**710** - 1.1 395 (400 - 1.1 / 2.1)		

CHANGES: "BEL DEFENCE AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

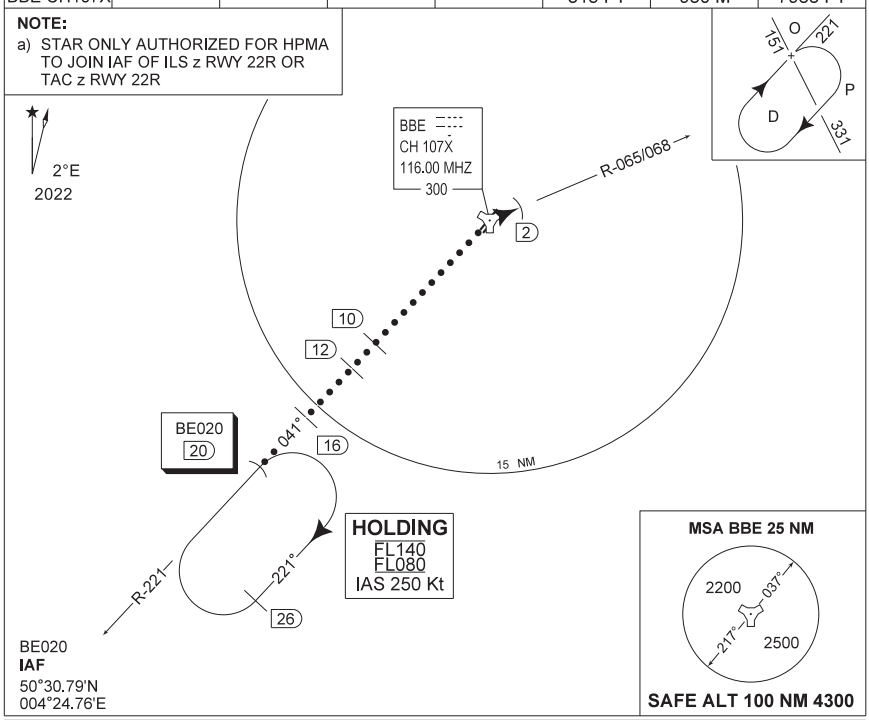
MIPS
STANDARD ARRIVAL CHART

AD ELEV 362

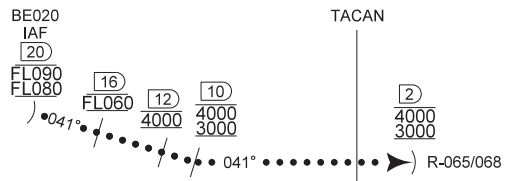
HPMA STAR TACAN RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR				
374.400	129.325	282.100	122.830	362.025	130.730			
TACAN	-	-	-	-	THR	ALS	LDA
BBE CH107X	-	-	-	-	315 FT	930 M	7988 FT

NOTE:
a) STAR ONLY AUTHORIZED FOR HPMA TO JOIN IAF OF ILS z RWY 22R OR TAC z RWY 22R



STAR DESCRIPTION
Proceed to BE020 for holding.
When cleared by ATC, proceed inbound BBE following profile view.
When OVH, turn right to intercept
R-065 to join TAC z RWY 22R
or
R-068 to join ILS z RWY 22R



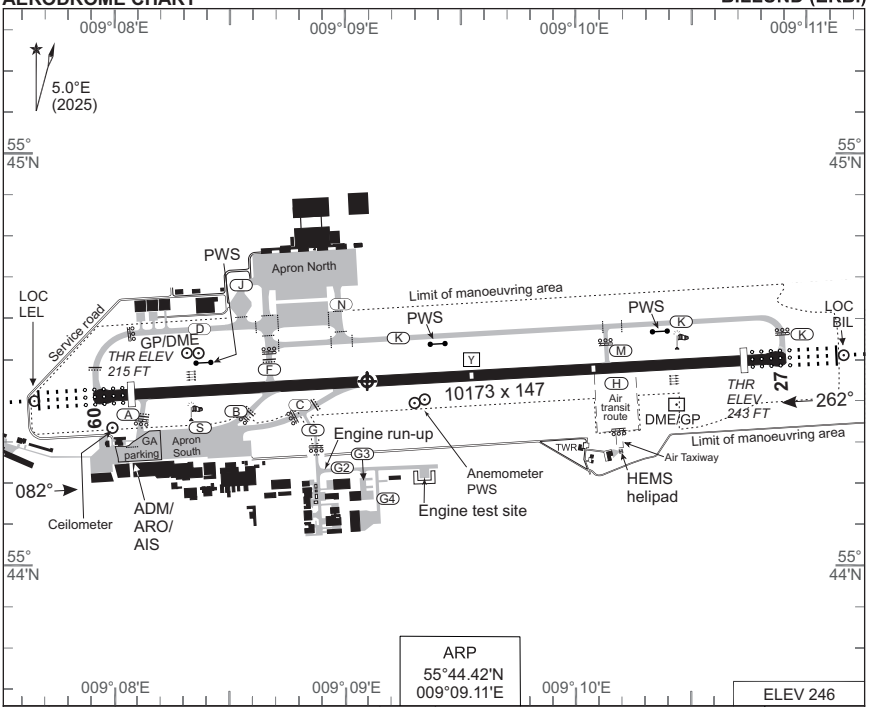
CAT I

CATEGORY	HPMA
S-ILS 22R	SEE APPROACH CHART
S-LOC 22R S- TAC 22R	SEE APPROACH CHART

MIPS

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS



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

TOWER (ARR / DEP) 119.005 / 129.505 **ATIS (ARR / DEP) 118.780 / 129.105**

Climb out for flights not cleared via an SID:

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 3.9% 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 3.9% 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.

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

CHANGES: SPEED LIMIT REMOVED, DEP. CLIMB GRADIENT.

AIR COMMAND DENMARK - MIL AIM 01 OCT 2026

MIPS

INSTRUMENT APPROACH CHART

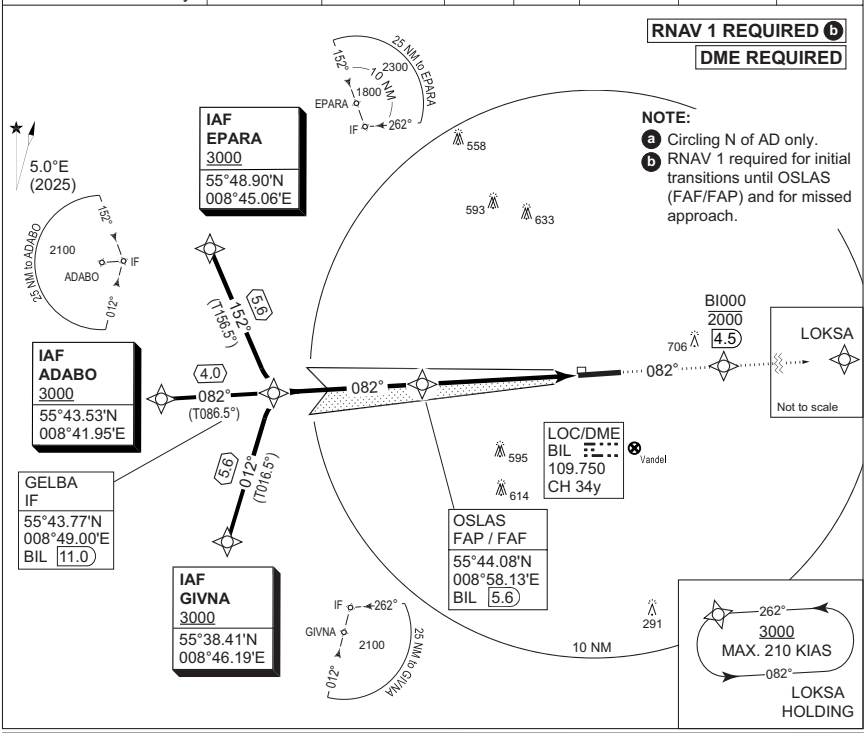
AD ELEV 246

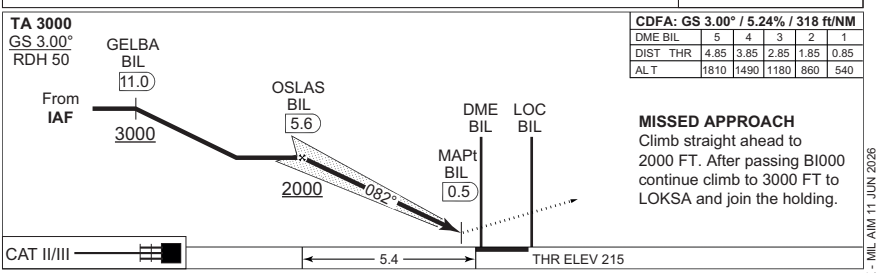
ILS Z or LOC Z RWY 09

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 / 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
AL T	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)

CHANGES: EDITORIAL.

MIPS

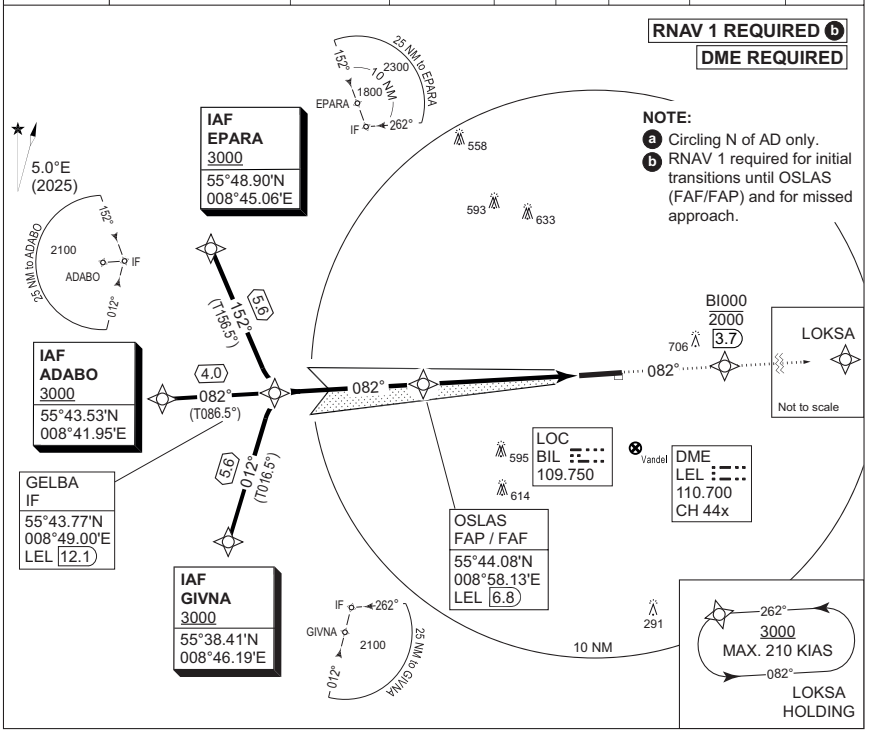
AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

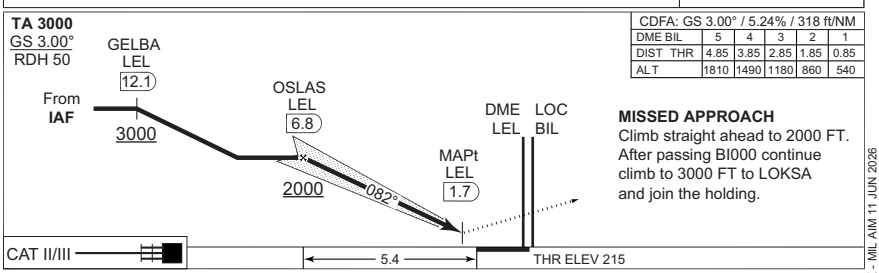
MIPS **ILS Y or LOC Y RWY 09**

INSTRUMENT APPROACH CHART AD ELEV 246 **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

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)

CHANGES: EDITORIAL

MIPS

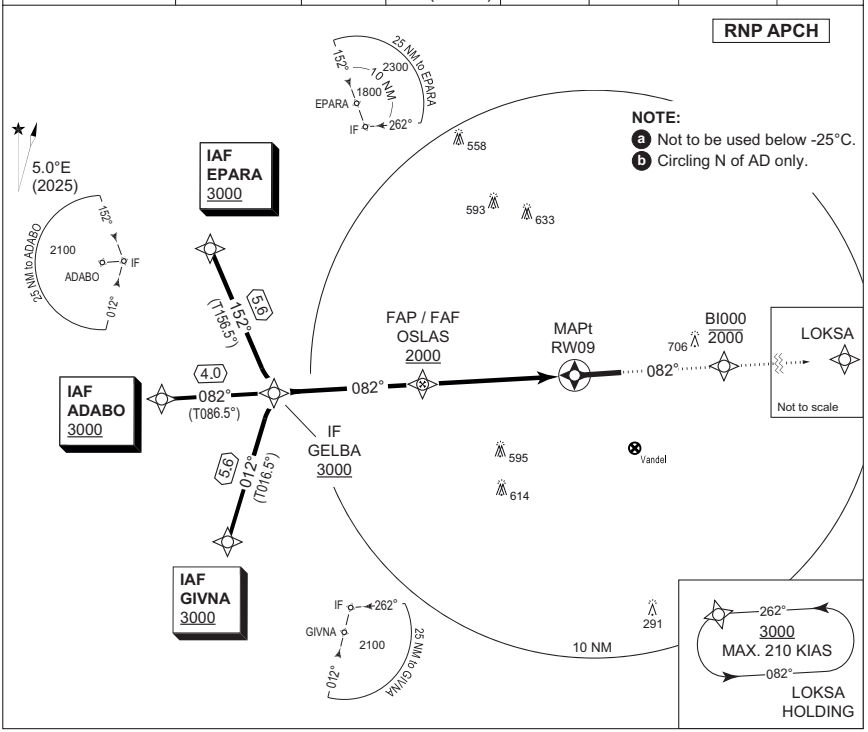
AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS **RNP RWY 09**

INSTRUMENT APPROACH CHART AD ELEV 246 **BILLUND (EKBI)**

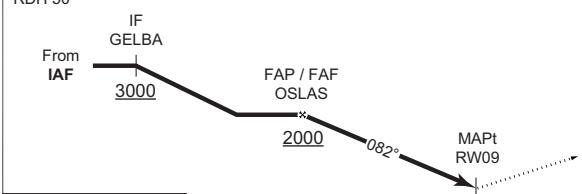
COPENHAGEN CONTROL	BILLUND ATIS (ARR / DEP)	BILLUND APPROACH	BILLUND TOWER (ARR / DEP)
362.750 136.550	118.780 129.105	127.580	119.005 129.505

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** - 700 315 (400-0.7/1.4)	**540** - 800 325 (400-0.8/1.5)	**550** - 800 335 (400-0.8/1.5)	**560** - 900 345 (400-0.9/1.6)	**570** - 900 355 (400-0.9/1.6)
S-LNAV	**640** - 1300 425 (500-1.3/2.0)				
CIRCLING b	**800** - 1.5 553 (600-1.5)	**820** - 1.6 573 (600-1.6)	**1100** - 2.4 853 (900-2.4)	**1100** - 3.6 853 (900-3.6)	**1200** - 3.6 953 (1000-3.6)

CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

RNP RWY 09 55°44.42'N 009°09.11'E **BILLUND (EKBI)**

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: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS **ILS Z or LOC Z RWY 27**

INSTRUMENT APPROACH CHART AD ELEV 246 **BILLUND (EKBI)**

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

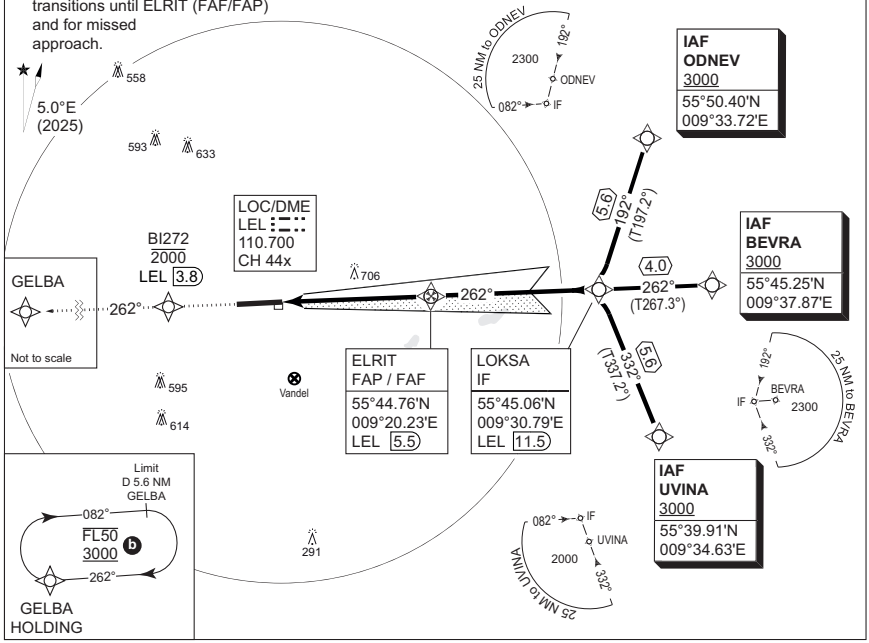
LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
LEL 110.700 / CH 44x	262°	2000 FT	3.00°	**SEE CAT**	243	900 M	9681 FT

NOTE:

- (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)

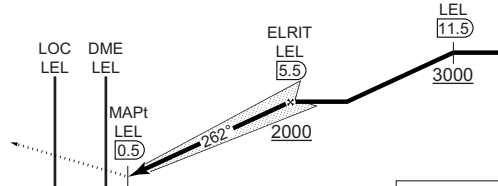
DME REQUIRED



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

TA 3000
GS 3.00°
RDH 49

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



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

CHANGES: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS **ILS Y or LOC Y RWY 27**

INSTRUMENT APPROACH CHART AD ELEV 246 **BILLUND (EKBI)**

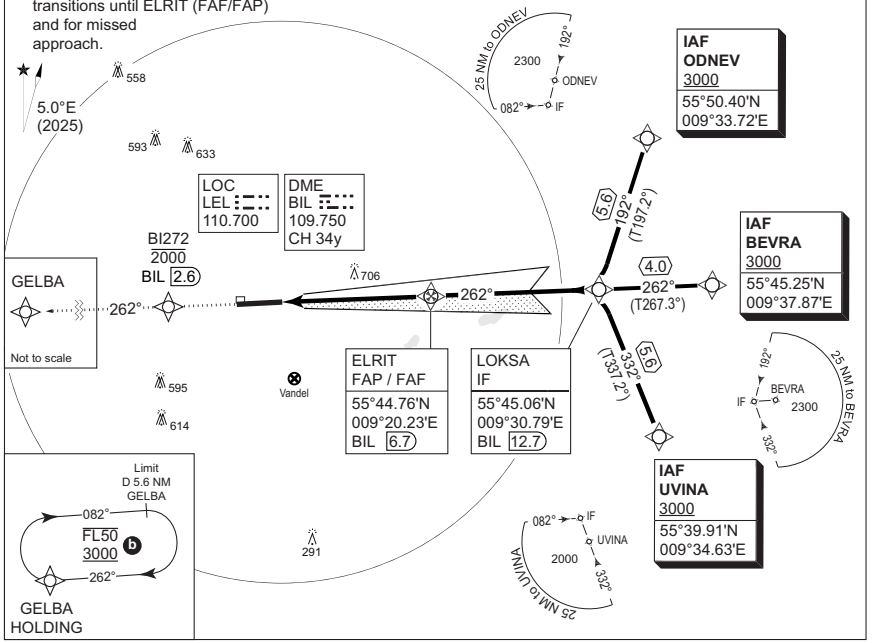
COPENHAGEN CONTROL	BILLUND ATIS (ARR / DEP)	BILLUND APPROACH	BILLUND TOWER (ARR / DEP)
362.750 136.550	118.780 129.105	127.580	119.005 129.505

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

NOTE:

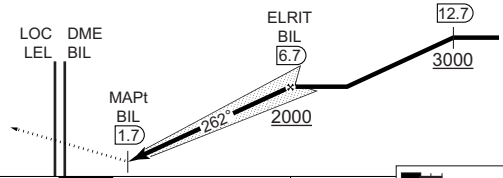
- (a) Circling N of AD only.
- (b) Max. 195 KIAS. Direct entry only.
- (c) RNAV 1 required for initial transitions until ELRIT (FAF/FAP) and for missed approach.

RNAV 1 REQUIRED (c)
DME REQUIRED



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

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



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

CHANGES: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS **RNP RWY 27**

INSTRUMENT APPROACH CHART AD ELEV 246 **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

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:

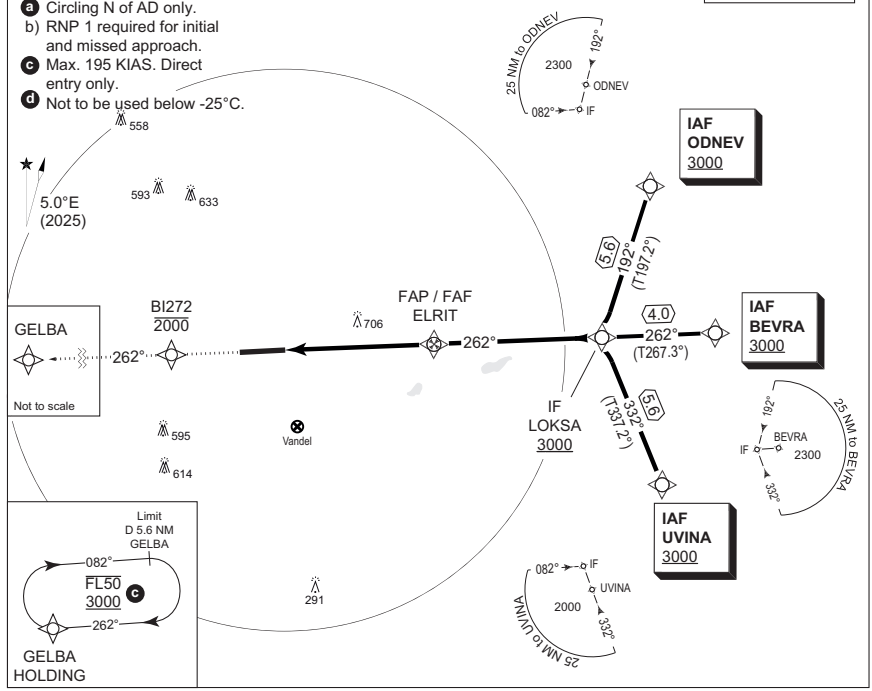
a Circling N of AD only.

b) RNP 1 required for initial and missed approach.

c Max. 195 KIAS. Direct entry only.

d Not to be used below -25°C.

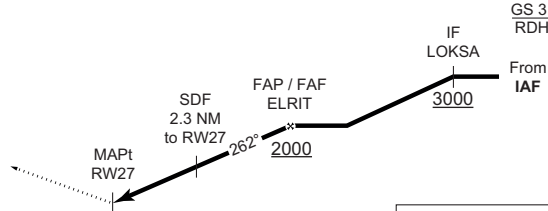
RNP APCH



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 11 JUN 2026

RNP RWY 27 55°44.42'N 009°09.11'E **BILLUND (EKBI)**

EKBI RNP RWY 27 waypoint coordinates:

RWY 27 from UVINA (Initial LEFT) APPROACH RNP

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

RWY 27 from BEVRA (Initial CENTRE) APPROACH RNP

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

RWY 27 from ODNEV (Initial RIGHT) APPROACH RNP

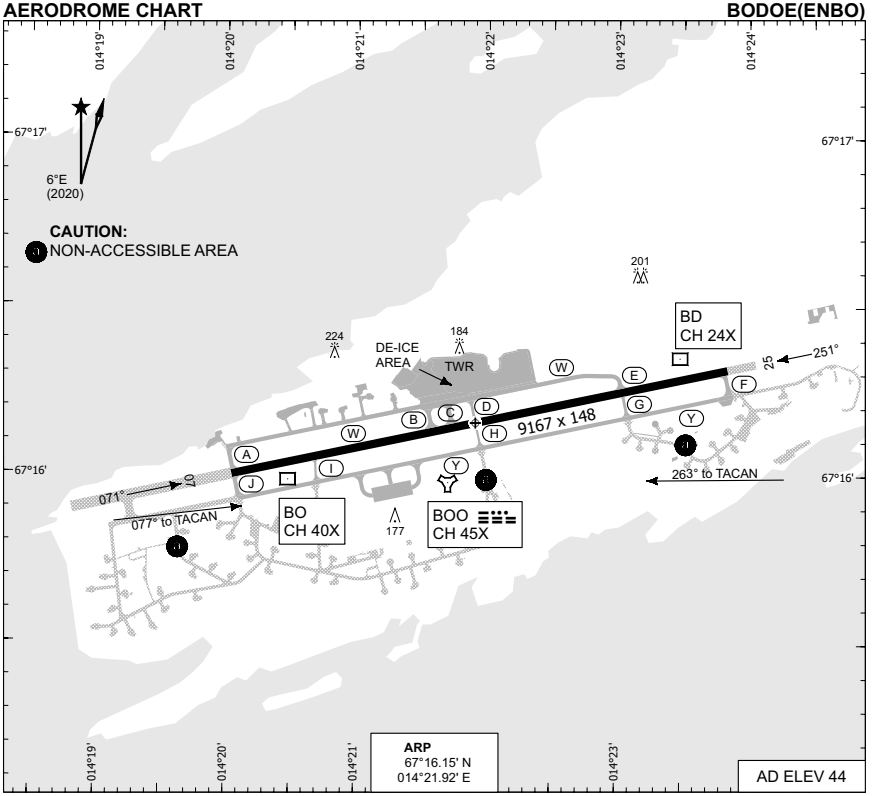
		CODING	DISPLAY
ODNEV	IAF	55 50 23.93N 009 33 43.41E	55 50.399N 009 33.724E
LOKSA	IF	55 45 03.55N 009 30 47.65E	55 45.059N 009 30.794E
ELRIT	FAP/FAF	55 44 45.31N 009 20 13.52E	55 44.755N 009 20.225E
RW27	MAPt	55 44 28.20N 009 10 45.60E	55 44.470N 009 10.760E
BI272	MATF	55 44 14.95N 009 03 41.67E	55 44.249N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

Threshold coordinates RWY 27

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

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		THR ELEV	THR PSN
07	65/R/B/X/U	9167	9167	10049	9167	3.0°		19	67°16.00' N - 014°20.05' E
25	65/R/B/X/U	9167	9167	9167	9167	3.5°		41	67°16.31' N - 014°23.84' E

ATIS	123.905
DE-ICE	121.955 131.755
BODØ TWR	118.105 398.650

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: FREQUENCIES.

RNoAF 11 JUN 2026

MIPS
INSTRUMENT DEPARTURE CHART

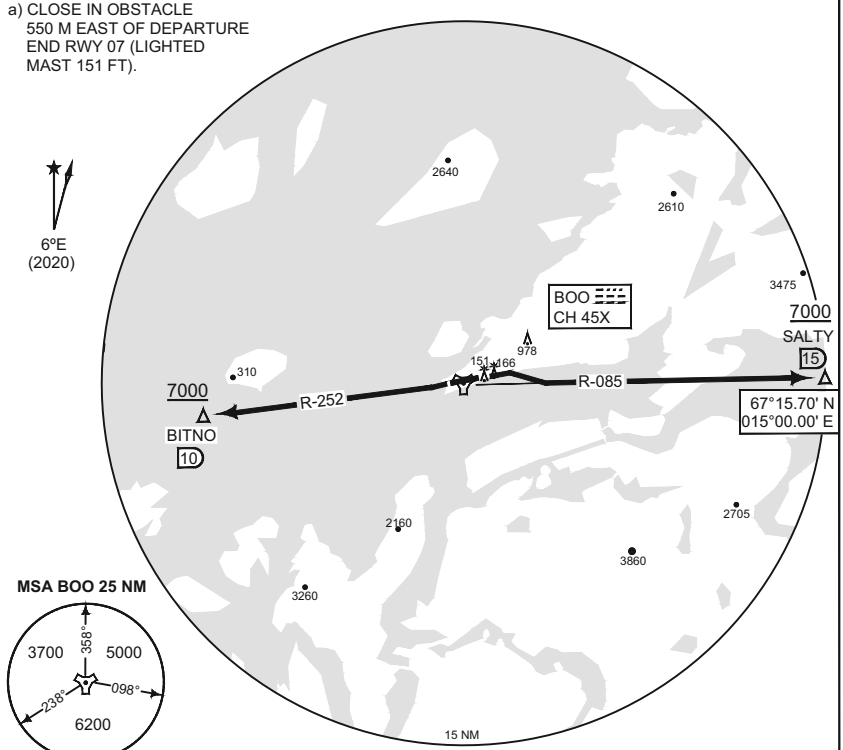
AD ELEV 43

HPMA SALTY - HPMA BITNO DEP
BODOE (ENBO)

ATIS	BODOE GND	BODOE TWR	BODOE DEP
123.905	121.750 358.475	118.105 398.650	119.705 277.300

POLARIS CONTROL	
N 126.455 N 278.050 S 118.555 S 240.575	

NOTE:
a) CLOSE IN OBSTACLE 550 M EAST OF DEPARTURE END RWY 07 (LIGHTED MAST 151 FT).



SAFE ALT 100 NM 9200

TA 7000

HPMA SALTY (RWY 07)	- Climb on track 072°. - Passing 500 ft, turn right to intercept BOO R-085 outbound and continue climb to 7000 ft. - Proceed to SALTY.
HPMA BITNO (RWY 25)	- Climb outbound on R-252 to 7000 ft. - Proceed to BITNO.

When instructed by Bodoe TWR, contact DEP 119.705 or 277.300

CHANGES: PROCEDURE NAME, FREQUENCIES

RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 43

HPMA ILS or LOC RWY 07
BODOE (ENBO)

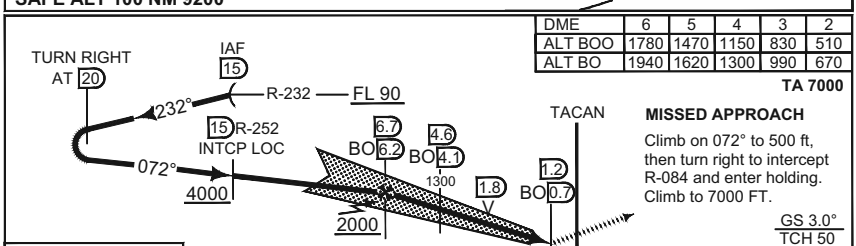
ATIS	BODOE APP	BODOE TWR	BODOE GND
123.905	119.705 124.005 277.300 259.025	118.105 398.650 257.800	121.750 358.475

ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
BO 110.300 / CH 40X	072°	2000	3.0°	**246**	19	900 m	9166

CAUTION:
CIRCLING NOT AUTHORIZED NORTH OF RWY 07 / 25.

NOTE:
b) DME REQUIRED.
c) DME FROM BOO UNLESS INDICATED OTHERWISE.
d) ARDUX AND STOETT MAX HOLDING SPEED 230 KIAS.

OYA 28X
BAR 81X
IAF 67°08.00' N 013°49.12' E
ARDUX 4500
BOO CH 45X
ILS 110.300 DME CH 40X BO
STOETT 6000
IAF 15 DME
MOS 86X
6°E (2020)
MSA BOO 25 NM
3700 5000 6200
SAFE ALT 100 NM 9200
20 NM



DME	6	5	4	3	2
ALT BOO	1780	1470	1150	830	510
ALT BO	1940	1620	1300	990	670

TA 7000

CATEGORY	HPMA
S-ILS 07	**246** - 0.8 227 (300 - 0.8/1.6)
S-LOC 07	**410** - 1.6 391 (400 - 1.6/2.4)
CIRCLING	**1090** - 3.2 1047 (1100 - 3.2)

CHANGES: FREQUENCIES
MIPS

RNGAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 43

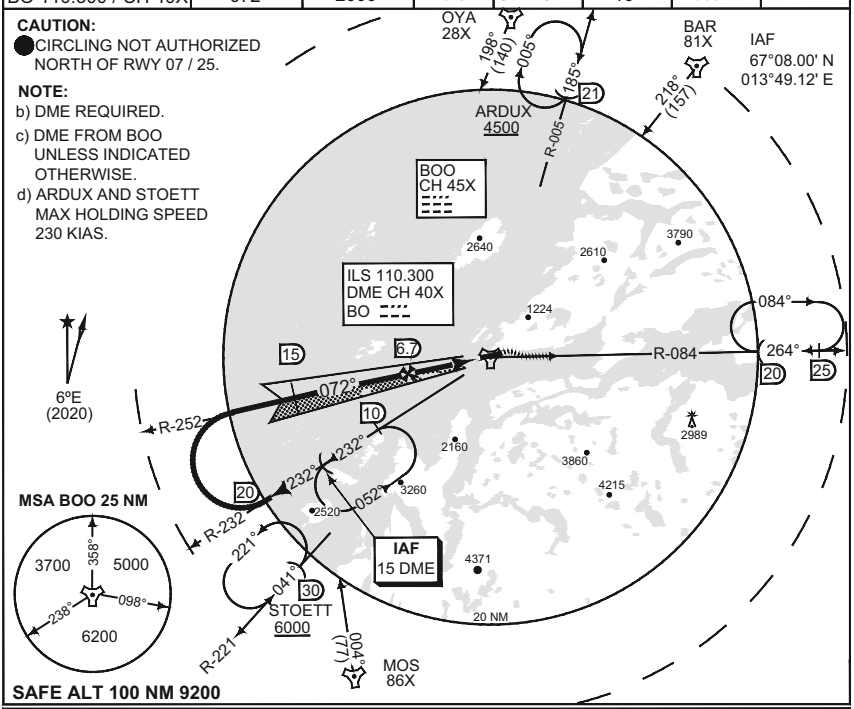
ILS M or LOC M RWY 07
BODOE (ENBO)

ATIS	BODOE APP	BODOE TWR	BODOE GND
123.905	119.705 124.005 277.300 259.025	118.105 398.650 257.800	121.750 358.475

ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
BO 110.300 / CH 40X	072°	2000	3.0°	SEE CAT	19	900 m	9166

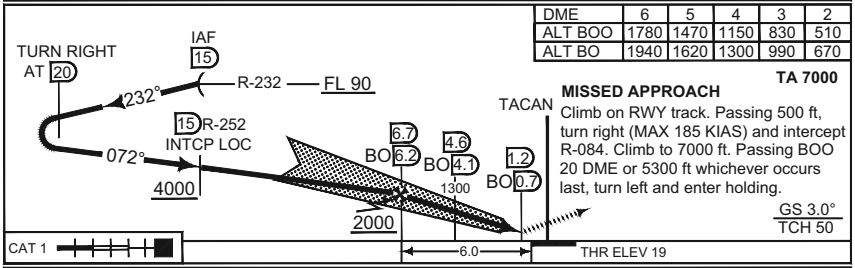
CAUTION:
CIRCLING NOT AUTHORIZED NORTH OF RWY 07 / 25.

NOTE:
b) DME REQUIRED.
c) DME FROM BOO UNLESS INDICATED OTHERWISE.
d) ARDUX AND STOETT MAX HOLDING SPEED 230 KIAS.



DME	6	5	4	3	2
ALT BOO	1780	1470	1150	830	510
ALT BO	1940	1620	1300	990	670

TA 7000



MISSED APPROACH
Climb on RWY track. Passing 500 ft, turn right (MAX 185 KIAS) and intercept R-084. Climb to 7000 ft. Passing BOO 20 DME or 5300 ft whichever occurs last, turn left and enter holding.

GS 3.0°
TCH 50

CATEGORY	B	C	D
S-ILS 07	**380** - 1.0 361 (400 - 1.0/1.7)	**390** - 1.0 371 (400 - 1.0/1.7)	**400** - 1.1 381 (400 - 1.1/1.8)
S-LOC 07	**410** - 1.1 391 (400 - 1.1/1.8)	**410** - 1.1 391 (400 - 1.1/1.8)	**410** - 1.2 391 (400 - 1.1/1.8)
CIRCLING	**1090** - 4.9 1047 (1100 - 4.9)	**1300** - 5.0 1257 (1300 - 5.0)	**1300** - 5.0 1257 (1300 - 5.0)

CHANGES: FREQUENCIES
MIPS

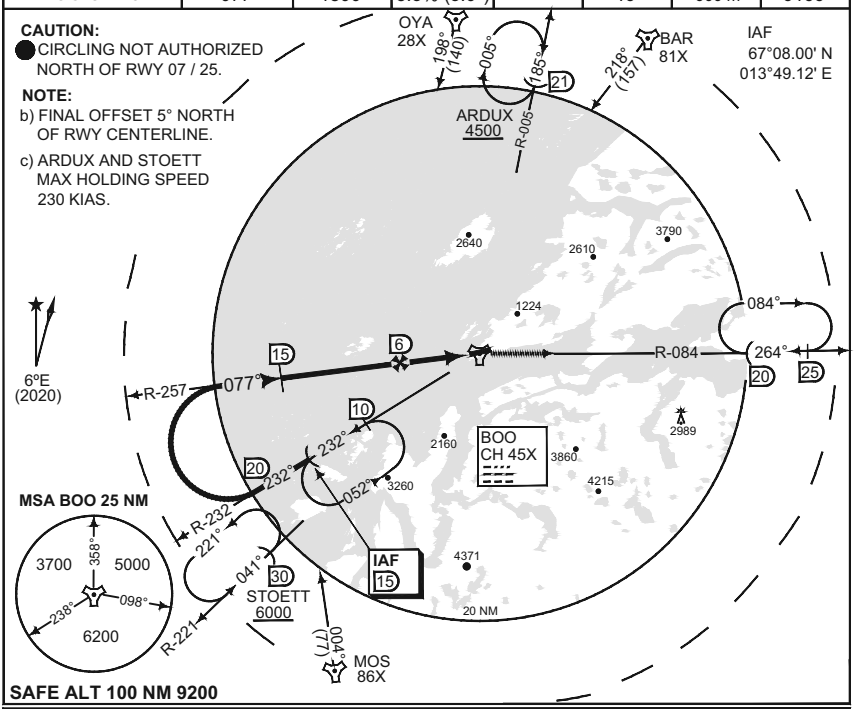
RNcAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART AD ELEV 43

HPMA TACAN RWY 07
BODOE (ENBO)

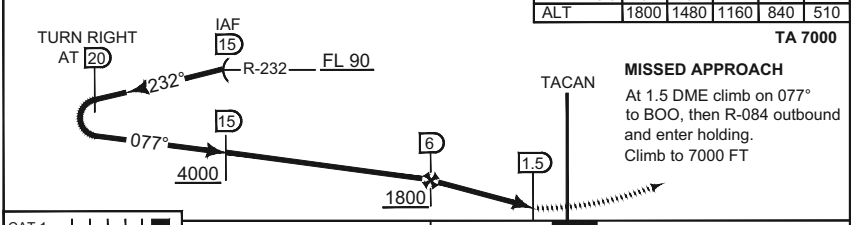
ATIS	BODOE APP	BODOE TWR	BODOE GND
123.905	119.705 124.005 277.300 259.025	118.105 398.650 257.800	121.750 358.475

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
BOO CH 45X	077°	1800	5.3% (3.0°)	**390**	19	900 m	9166



DME BOO	6	5	4	3	2
ALT	1800	1480	1160	840	510

TA 7000



MISSED APPROACH
At 1.5 DME climb on 077° to BOO, then R-084 outbound and enter holding. Climb to 7000 FT

CHANGES: FREQUENCIES	CATEGORY	HPMA
MIPS	S-TAC 07	**390** - 1.2 371 (400-1.2/2.0)
MIPS	CIRCLING	**1090** - 3.2 1047 (1100-3.2)

RNoAF 11 JUN 2026

HPMA TACAN RWY 07 67°16.15' N 014°21.92' E **BODOE (ENBO)**

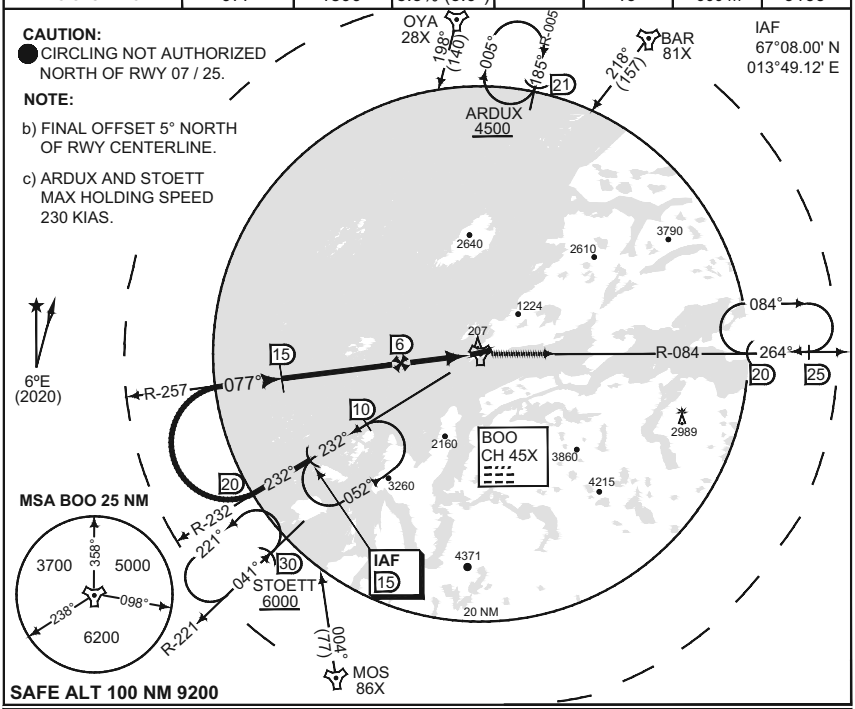
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 43

TACAN RWY 07
BODOE (ENBO)

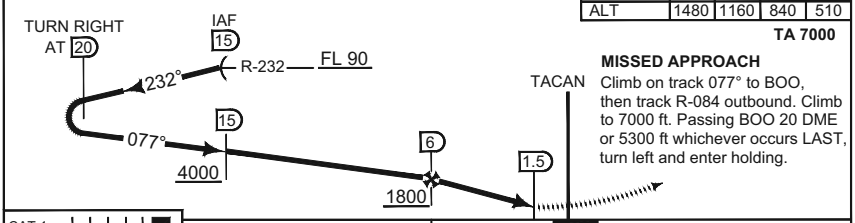
ATIS	BODOE APP	BODOE TWR	BODOE GND
123.905	119.705 124.005 277.300 259.025	118.105 398.650 257.800	121.750 358.475

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
BOO CH 45X	077°	1800	5.3% (3.0°)	**460**	19	900 m	9166



DME BOO	5	4	3	2
ALT	1480	1160	840	510

TA 7000



MISSED APPROACH
Climb on track 077° to BOO, then track R-084 outbound. Climb to 7000 ft. Passing BOO 20 DME or 5300 ft whichever occurs LAST, turn left and enter holding.

CATEGORY	B	C	D
S-TAC 07	**460** - 0.8 441 (500-0.8/1.6)	**460** -1.2 441 (500-1.2/2.0)	**460** -1.6 441 (500-1.6/2.4)
CIRCLING	**1090** - 2.8 1047 (1100-2.8)	**1300** -3.7 1257 (1300-3.7)	**1300** -4.6 1257 (1300-4.6)

CHANGES: FREQUENCIES
MIPS

RNGAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 43

HPMA ILS or LOC RWY 25
BODOE (ENBO)

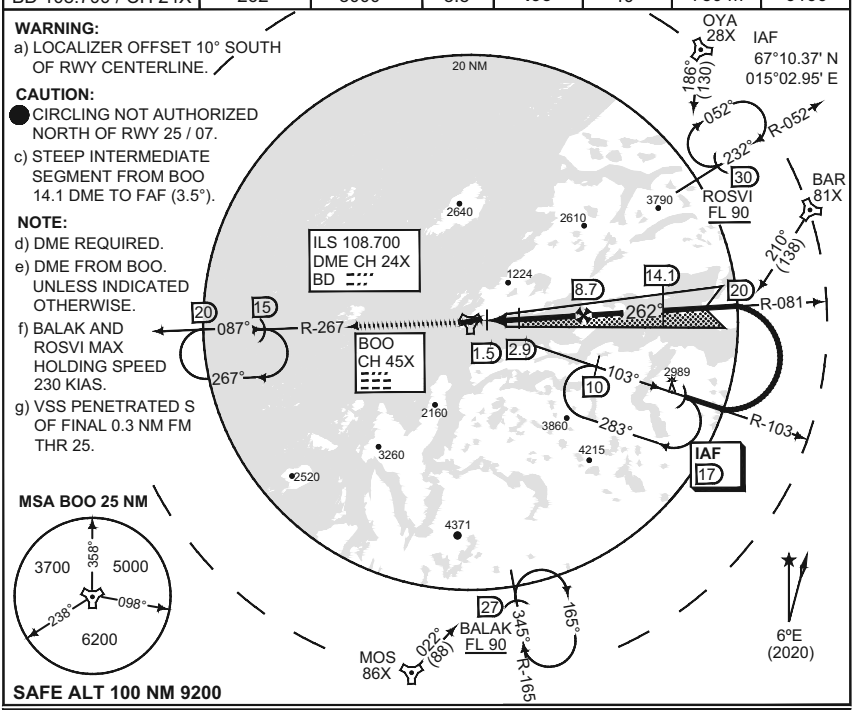
ATIS	BODOE APP	BODOE TWR	BODOE GND
123.905	119.705 124.005 277.300 259.025	118.105 398.650 257.800	121.750 358.475

ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
BD 108.700 / CH 24X	262°	3000	3.5°	**493**	40	750 m	9166

WARNING:
a) LOCALIZER OFFSET 10° SOUTH OF RWY CENTERLINE.

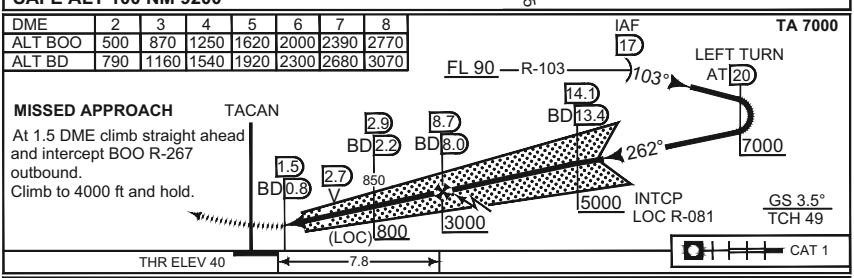
CAUTION:
CIRCLING NOT AUTHORIZED NORTH OF RWY 25 / 07.
c) STEEP INTERMEDIATE SEGMENT FROM BOO 14.1 DME TO FAF (3.5°).

NOTE:
d) DME REQUIRED.
e) DME FROM BOO. UNLESS INDICATED OTHERWISE.
f) BALAK AND ROSVI MAX HOLDING SPEED 230 KIAS.
g) VSS PENETRATED S OF FINAL 0.3 NM FM THR 25.



DME	2	3	4	5	6	7	8
ALT BOO	500	870	1250	1620	2000	2390	2770
ALT BD	790	1160	1540	1920	2300	2680	3070

MISSED APPROACH
At 1.5 DME climb straight ahead and intercept BOO R-267 outbound.
Climb to 4000 ft and hold.



CATEGORY	HPMA
S-ILS 25	**493** - 1.4 453 (500 - 1.4/2.1)
S-LOC 25	**750** - 3.2 710 (800 - 3.2/4.0)
CIRCLING	**1090** - 3.2 1047 (1100 - 3.2)

CHANGES: FREQUENCIES
MIPS

RNoAF 11 JUN 2026

HPMA ILS or LOC RWY 25 67°16.15' N 014°21.92' E **BODOE (ENBO)**

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 43

ILS M or LOC M RWY 25
BODOE (ENBO)

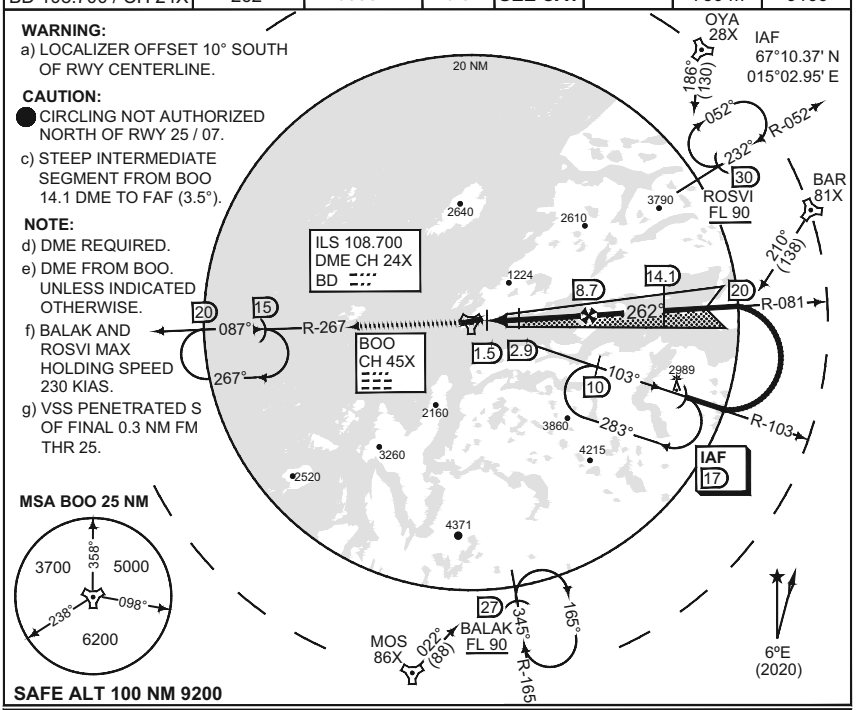
ATIS	BODOE APP	BODOE TWR	BODOE GND
123.905	119.705 124.005 277.300 259.025	118.105 398.650 257.800	121.750 358.475

ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
BD 108.700 / CH 24X	262°	3000	3.5°	**SEE CAT**	41	750 m	9166

WARNING:
a) LOCALIZER OFFSET 10° SOUTH OF RWY CENTERLINE.

CAUTION:
CIRCLING NOT AUTHORIZED NORTH OF RWY 25 / 07.
c) STEEP INTERMEDIATE SEGMENT FROM BOO 14.1 DME TO FAF (3.5°).

NOTE:
d) DME REQUIRED.
e) DME FROM BOO. UNLESS INDICATED OTHERWISE.
f) BALAK AND ROSVI MAX HOLDING SPEED 230 KIAS.
g) VSS PENETRATED S OF FINAL 0.3 NM FM THR 25.

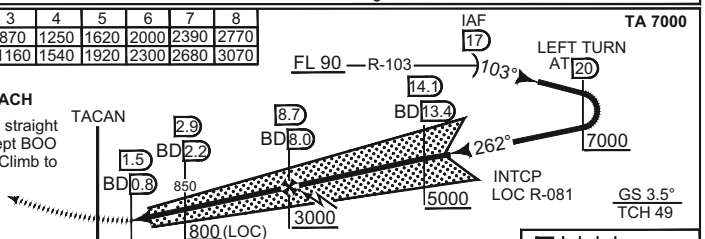


SAFE ALT 100 NM 9200

DME	2	3	4	5	6	7	8
ALT BOO	500	870	1250	1620	2000	2390	2770
ALT BD	790	1160	1540	1920	2300	2680	3070

TA 7000

MISSED APPROACH
At 1.5 DME climb straight ahead and intercept BOO R-267 outbound. Climb to 4000 ft and hold.



CATEGORY	B	C	D
S-ILS 25	**388** - 0.8 347 (400 - 0.8/1.2)	**452** - 1.2 411 (500 - 1.2/2.0)	**518** - 1.6 477 (500 - 1.6/2.4)
S-LOC 25	**640** - 0.8 599 (600 - 0.8/1.6)	**690** - 2.0 649 (700 - 2.0/2.8)	**750** - 2.8 709 (700 - 2.8/3.6)
CIRCLING	**1090** - 2.4 1047 (1100 - 2.4)	**1300** - 3.7 1257 (1300 - 3.7)	**1300** - 4.6 1257 (1300 - 4.6)

CHANGES: FREQUENCIES
MIPS
RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 43

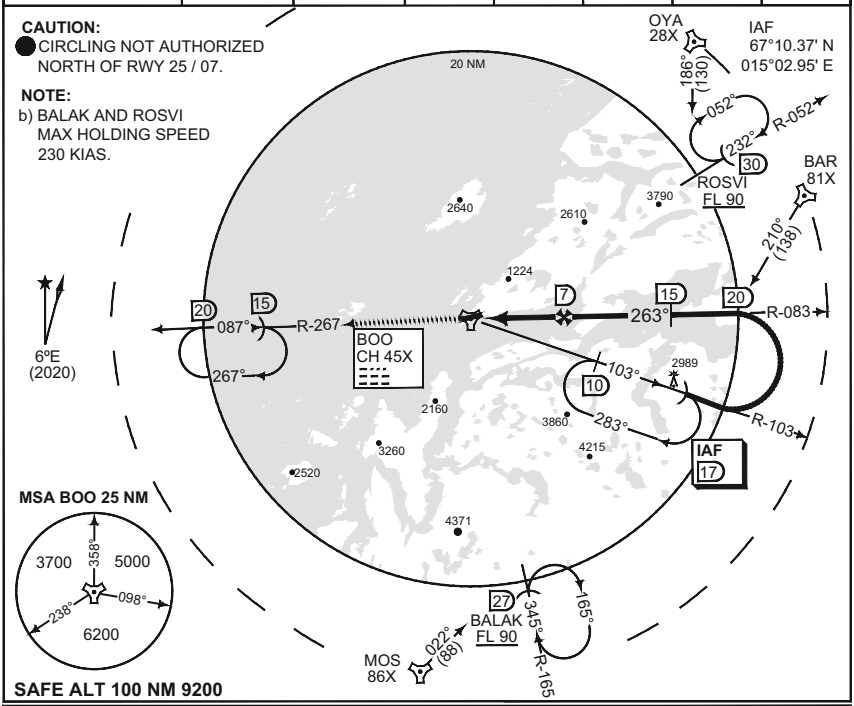
HPMA TACAN A
BODOE (ENBO)

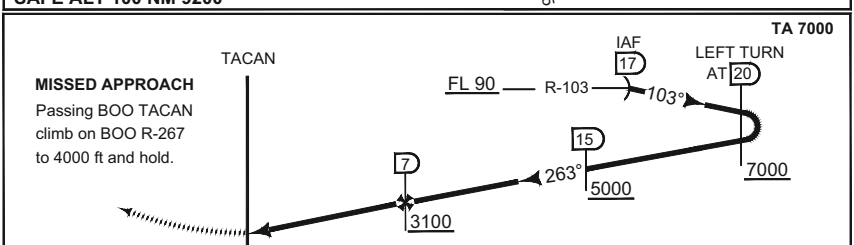
ATIS	BODOE APP	BODOE TWR	BODOE GND
123.905	119.705 124.005 277.300 259.025	118.105 398.650 257.800	121.750 358.475

TACAN	APP COURSE	FAF ALT		MDA			
BOO CH 45X	263°	3100		**1090**			

CAUTION:
CIRCLING NOT AUTHORIZED NORTH OF RWY 25 / 07.

NOTE:
b) BALAK AND ROSVI MAX HOLDING SPEED 230 KIAS.





MISSED APPROACH
Passing BOO TACAN climb on BOO R-267 to 4000 ft and hold.

CHANGES: FREQUENCIES	CATEGORY	HPMA
MIPS	CIRCLING	**1090** - 3.2 1047 (1100 - 3.2)

RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 43

TACAN A
BODOE (ENBO)

ATIS	BODOE APP	BODOE TWR	BODOE GND
123.905	119.705 124.005 277.300 259.025	118.105 398.650 257.800	121.750 358.475

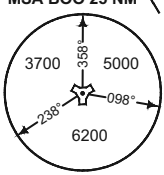
TACAN	APP COURSE	FAF ALT		MDA			
BOO CH 45X	263°	3300		**SEE CAT**			

CAUTION:
● CIRCLING NOT AUTHORIZED NORTH OF RWY 25 / 07.

NOTE:
b) BALAK AND ROSVI MAX HOLDING SPEED 230 KIAS.

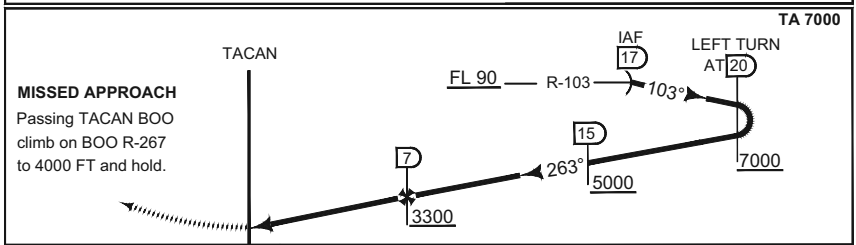
OYA 28X
IAF
67°10.37' N
015°02.95' E
186° (130)
052°
R-052
232°
30
ROSVI
FL 90
BAR 81X
210° (138)
20 NM
2640
2610
3790
1241
219
207
7
15
20
263°
R-083
R-267
20
15
087°
267°
BOO CH 45X
6°E (2020)
103°
10
2989
2160
3860
283°
R-103
IAF
17
3260
4215
2520
4371
27
345°
165°
R-165
BALAK
FL 90
MOS 86X
022° (88)

MSA BOO 25 NM



SAFE ALT 100 NM 9200

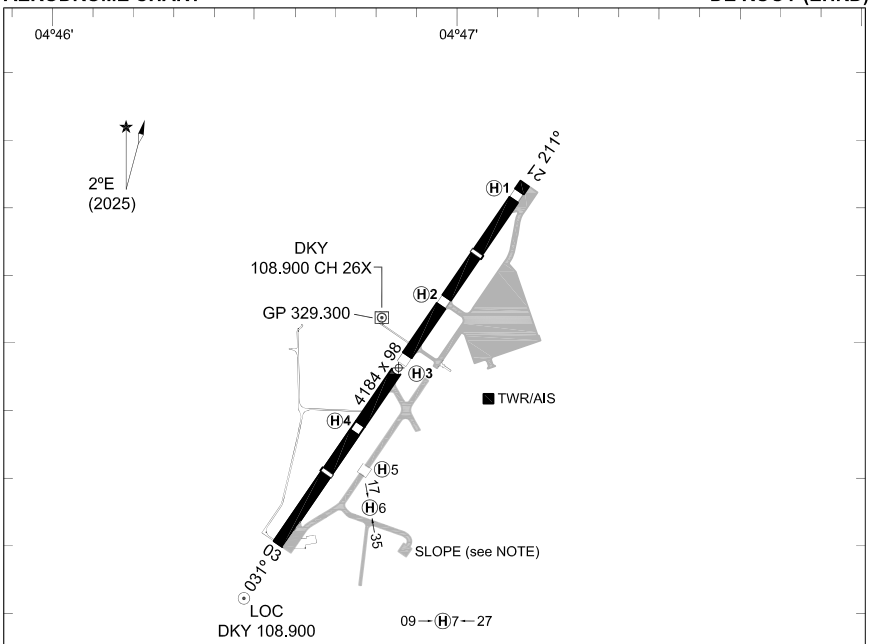
TA 7000



MISSED APPROACH
Passing TACAN BOO climb on BOO R-267 to 4000 FT and hold.

CHANGES: FREQUENCIES	CATEGORY	B	C	D
MIPS	●CIRCLING	**1090** - 2.4 1047 (1100 - 2.4)	**1300** - 3.7 1257 (1300 - 3.7)	**1300** - 4.6 1257 (1300 - 4.6)

RNAF 11 JUN 2026



RWY	PCN	TORA	ASDA	TODA	LDA				THR ELEV	THR PSN
21	62 F/A/W/T	4184	4184	4381	3377				2	52°55.58'N 004°47.03'E
03	62 F/A/W/T	3789	3789	3986	3334				3	52°55.19'N 004°46.59'E

DE KOOY TWR 379.750 120.130 121.730 or 379.750 (Ground Control)
DE KOOY ARRIVAL 372.150 124.230

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	21					ABH	MIPS	500-1500 498 (500-1.5/2.3)
	MIPS	03					ABH	MIPS	420-1700 417 (500-1.7/1.9)

NOTE: SLOPE: WESTSIDE 5°, SOUTHSIDE 10°.

CHANGES: EDITORIAL

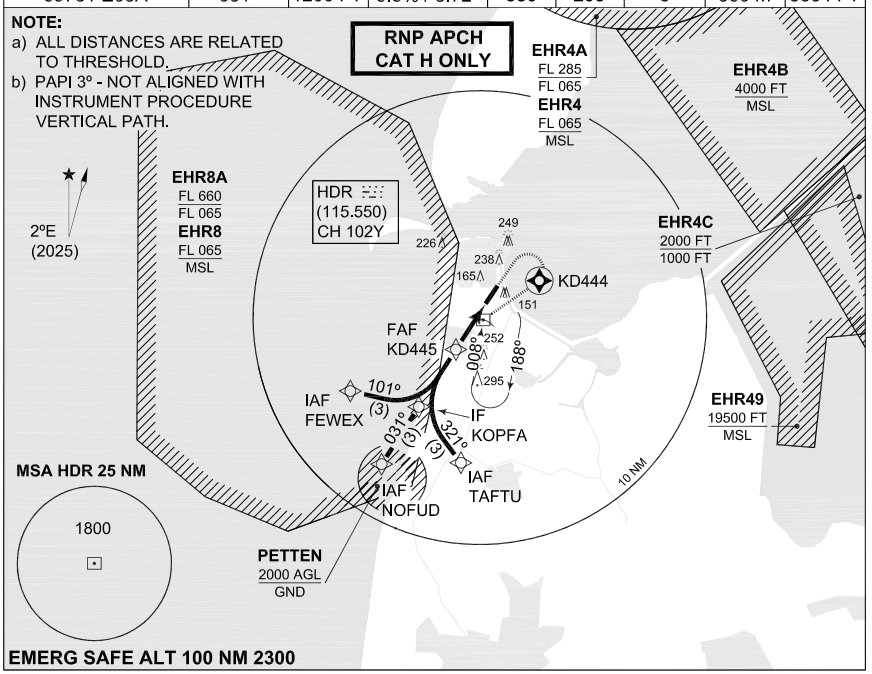
RNLASF 16 APR 2026

MIPS **RNP Y RWY 03**

INSTRUMENT APPROACH CHART AD ELEV 4 **DE KOOY (EHKD)**

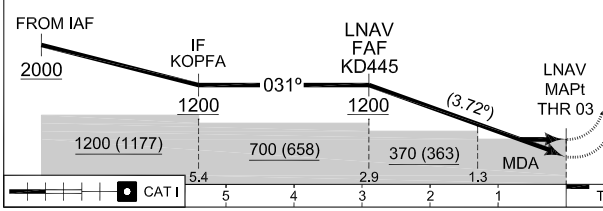
DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL	ATIS*
259.250 128.355	372.150 124.230	379.750 120.130	379.750 121.730	133.010

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
69781 E03A	031°	1200 FT	6.5% / 3.72°	**350**	**203**	3	360 m	3334 FT



GS 3.72°
TCH 50

TA 3000	MAPt	1	2	2.9
	ALT	450	840	1200



MISSED APPROACH
At MAPt maintain final track 031° MAG and climb to 2000 ft AMSL. At 1000 ft AMSL turn right to KD444. At KD444 turn right to HDR and join the holding at 2000 ft AMSL.
Inform ATC.

CATEGORY		H
MIPS DA(H)	LPV	**203** -1000 200 (200-1.0/1.2)
MIPS DA(H)	LNAV / VNAV	**244** -1000 241 (300-1.0/1.6)
MIPS MDA(H)	LNAV	**350** -1400 347 (400-1.4/1.6)

IAWP	FEWEX	52°51.42'N	004°36.82'E	FAWP	KD445	52°52.78'N	004°43.92'E
IAWP	NOFUD	52°48.22'N	004°38.87'E	MAWP	THR 03	52°55.19'N	004°46.59'E
IAWP	TAFTU	52°48.29'N	004°44.54'E	MATWP	KD444	52°56.31'N	004°49.78'E
IWP	KOPFA	52°50.71'N	004°41.62'E	HF	HDR	52°54.41'N	004°45.94'E

CHANGES: MSA

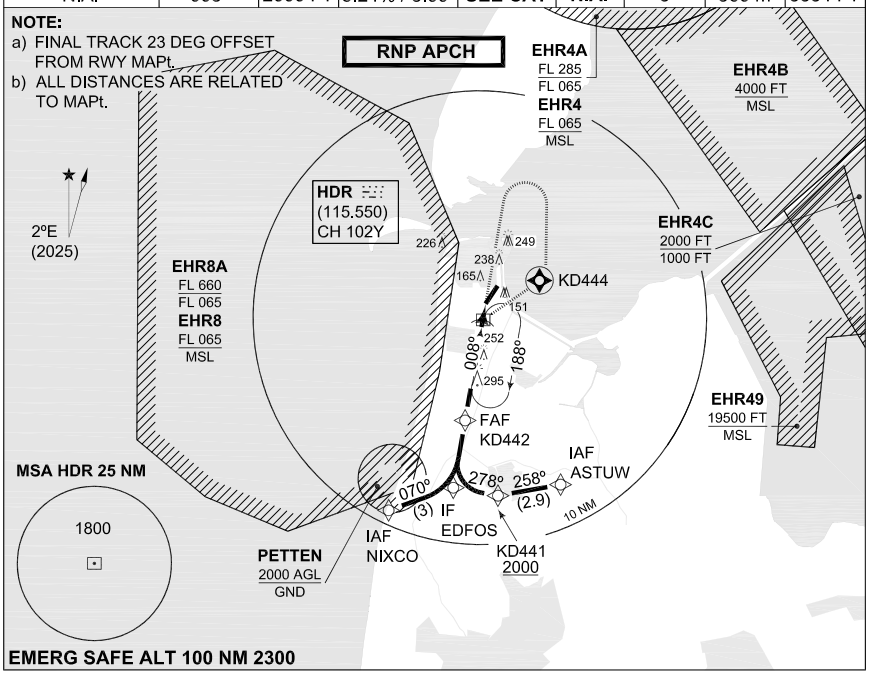
RNLASF 11 JUN 2026

MIPS **RNP Z RWY 03**

INSTRUMENT APPROACH CHART AD ELEV 4 **DE KOOY (EHKD)**

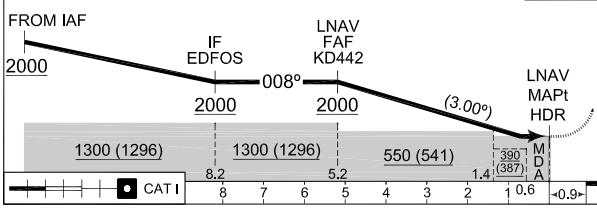
DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL	ATIS*
259.250 128.355	372.150 124.230	379.750 120.130	379.750 121.730	133.010

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
N.A.	008°	2000 FT	5.24% / 3.00°	**SEE CAT**	**N.A.**	3	360 m	3334 FT



GS 3.00°
TCH 50

TA 3000	MAPt	1	2	3	4	5	5.2
	ALT	650	970	1290	1610	1920	2000



MISSED APPROACH
At MAPt maintain final track 008° MAG and climb to 2000 ft AMSL. At 1000 ft AMSL turn right to KD444. At KD444 turn right to HDR and join the holding at 2000 ft AMSL.
Inform ATC.

CATEGORY		A	B	H
MIPS	DA(H) LPV	NOT AUTHORIZED		
	DA(H) LNAV / VNAV	NOT AUTHORIZED		
	MDA(H) LNAV	**390**-1600 387 (400-1.6/1.8)	**420**-1700 417 (500-1.7/1.9)	**320**-1200 317 (400-1.2/1.4)

IAWP	ASTUW	52°46.47'N	004°51.35'E	FAWP	KD442	52°49.31'N	004°44.36'E
WP	KD441	52°46.00'N	004°46.68'E	MAWP	HDR	52°54.41'N	004°45.94'E
IAWP	NIXCO	52°45.44'N	004°38.75'E	MATWP	KD444	52°56.31'N	004°49.78'E
IWP	EDFOS	52°46.36'N	004°43.44'E	HF	HDR	52°54.41'N	004°45.94'E

CHANGES: MSA

RNLASF 11 JUN 2026

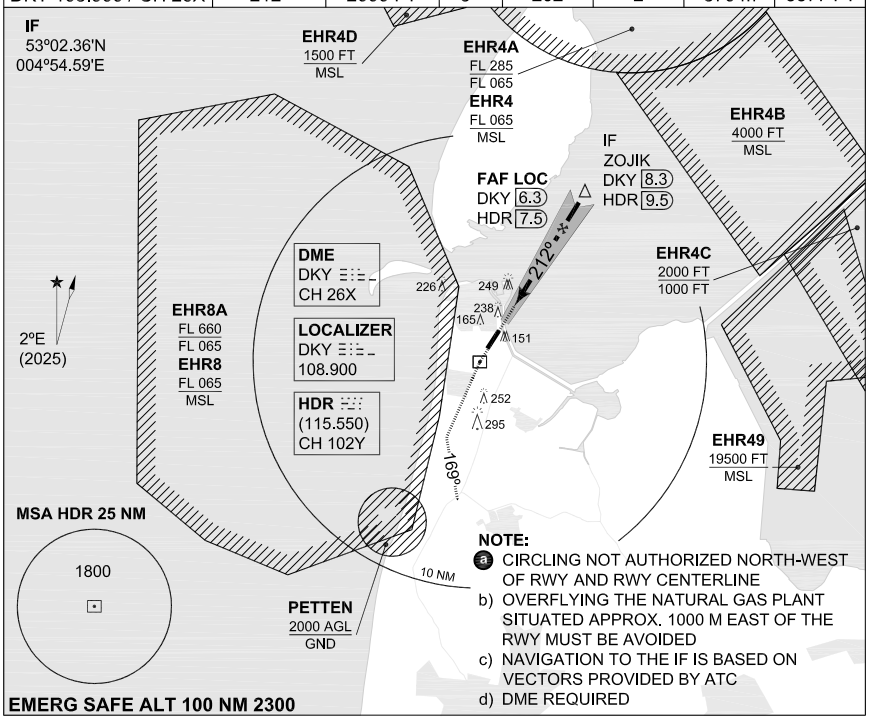
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

ILS or LOC RWY 21
DE KOOY (EHKD)

DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL	ATIS*
259.250 128.355	372.150 124.230	379.750 120.130	379.750 121.730	133.010

LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
DKY 108.900 / CH 26X	212°	2000 FT	3°	**202**	2	870 m	3377 FT



NOTE:

a) CIRCLING NOT AUTHORIZED NORTH-WEST OF RWY AND RWY CENTERLINE

b) OVERFLYING THE NATURAL GAS PLANT SITUATED APPROX. 1000 M EAST OF THE RWY MUST BE AVOIDED

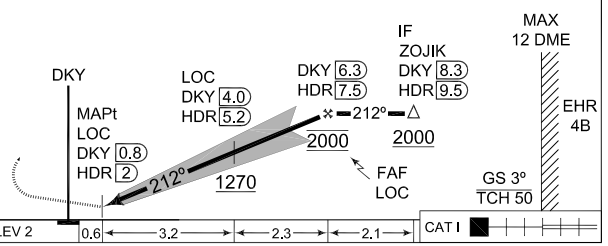
c) NAVIGATION TO THE IF IS BASED ON VECTORS PROVIDED BY ATC

d) DME REQUIRED

TA 3000

MISSED APPROACH
At MAPt maintain final track 212° MAG and climb to 2000 ft AMSL. At 500 ft AMSL turn left to heading 169° MAG. Inform ATC.

DISTANCE RELATED TO THR 21



CATEGORY	A	B	H
S-ILS 21	**202** -800 200 (200-0.8)		**202** -400 200 (200-0.4)
CIRCLING (a)	**510** -1900 506 (600-1.9)	**550** -2800 546 (600-2.8)	**510** -1900 506 (600-1.9)
S-LOC 21	**330** -800 328 (400-0.8)		**330** -400 328 (400-0.4)

MIPS

CHANGES: MSA

RNLASF 11 JUN 2026

ILS or LOC RWY 21

52°55.41'N
004°46.84'E

DE KOOY (EHKD)

MIPS
INSTRUMENT APPROACH CHART

COPTER ILS or LOC RWY 21
DE KOOY (EHKD)

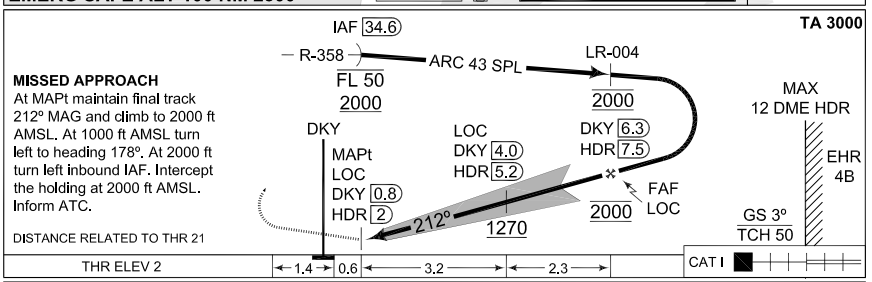
AD ELEV 4

DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL	ATIS*
259.250 128.355	372.150 124.230	379.750 120.130	379.750 121.730	133.010

LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
DKY 108.900 / CH 26X	212°	2000 FT	3°	**202**	2	870 m	3377 FT

NOTE:
a) OVERFLYING THE NATURAL GAS PLANT SITUATED APPROX. 1000 M EAST OF THE RWY MUST BE AVOIDED
b) VOR/DME SPL REQUIRED
Ⓒ 116° INTERCEPTION ANGLE BTN INITIAL AND INTERMEDIATE TRACK

EHR4D 1500 FT MSL
EHR4A FL 285 / FL 065
EHR4 FL 065 MSL
LR-004
EHR4B 4000 FT MSL
ARC 43 SPL
DME DKY CH 26X
LOCALIZER DKY 108.900
HDR CH 102Y
FAF LOC DKY 6.3 HDR 7.5
EHR4C 2000 FT / 1000 FT
212°
226 249 238 165 151
IAF HDR
358° 178° 252 295
2°E (2025)
EHR8A FL 660 / FL 065
EHR8 FL 065 MSL
EHR49 19500 FT MSL
MSA HDR 25 NM
1800
IAF 52°54.41'N 004°45.94'E
10 NM
TD 178° LT 108° 288° RT
PETTEN 2000 AGL GND
R-358 (34.6)
SPL 108.400 CH 21X
HOME BASED MIL ACFT ONLY
EMERG SAFE ALT 100 NM 2300



MISSED APPROACH
At MAPt maintain final track 212° MAG and climb to 2000 ft AMSL. At 1000 ft AMSL turn left to heading 178°. At 2000 ft turn left inbound IAF. Intercept the holding at 2000 ft AMSL. Inform ATC.

DISTANCE RELATED TO THR 21

CATEGORY	H
S-ILS 21	**202** -400 200 (200-0.4/0.8)
S-LOC 21	**330** -400 328 (400-0.4/0.8)

CHANGES: MSA

MIPS

RNLASF 11 JUN 2026

COPTER ILS or LOC RWY 21 52°55.41'N 004°46.84'E **DE KOOY (EHKD)**

MIPS
INSTRUMENT APPROACH CHART

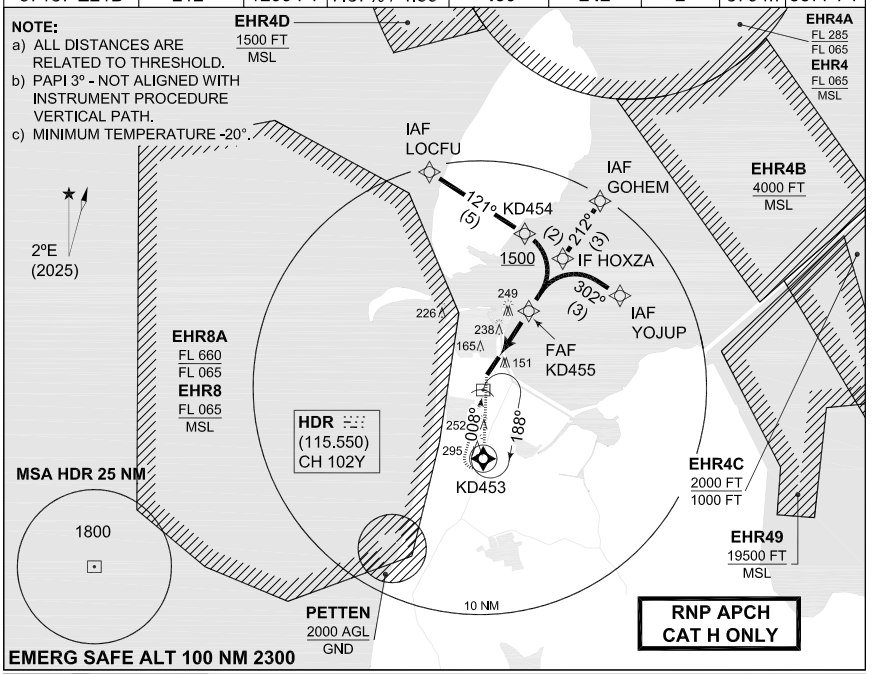
AD ELEV 4

RNP Y RWY 21
DE KOOY (EHKD)

DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL	ATIS*
259.250 128.355	372.150 124.230	379.750 120.130	379.750 121.730	133.010

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
57187 E21B	212°	1200 FT	7.87% / 4.50°	**430**	**242**	2	870 m	3377 FT

NOTE:
a) ALL DISTANCES ARE RELATED TO THRESHOLD.
b) PAPI 3° - NOT ALIGNED WITH INSTRUMENT PROCEDURE VERTICAL PATH.
c) MINIMUM TEMPERATURE -20°.

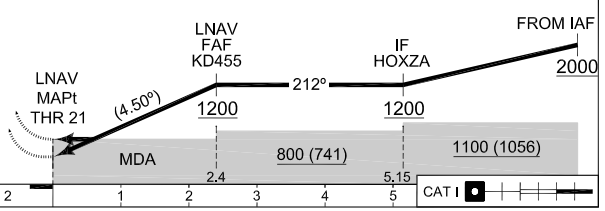


MAPt	1	2	2.4
ALT	540	1030	1200

TA 3000

GS 4.50°
TCH 50

MISSED APPROACH
At MAPt maintain final track 212° MAG and climb to 2000 ft AMSL. At 500 ft AMSL turn left to KD453. At KD453 turn right to HDR and join the holding at 2000 ft AMSL. Inform ATC.



	CATEGORY	H
MIPS	DA(H) LPV	**222**-800 220 (300-0.8/1.2)
MIPS	DA(H) LNAV / VNAV	**334**-800 332 (400-0.8/1.5)
MIPS	MDA(H) LNAV	**430**-1300 428 (500-1.3/2.0)

CHANGES: MSA

IAWP	LOCFU	53°03.75'N	004°42.16'E	FAWP	KD455	52°57.57'N	004°49.25'E
WP	KD454	53°00.97'N	004°49.04'E	MAWP	THR 21	52°55.58'N	004°47.03'E
IAWP	GOHEM	53°02.34'N	004°54.56'E	MATWP	KD453	52°51.42'N	004°45.89'E
IAWP	YOJUP	52°58.17'N	004°55.90'E	HF	HDR	52°54.41'N	004°45.94'E
IWP	HOXZA	52°59.85'N	004°51.79'E				

RNLASF 11 JUN 2026

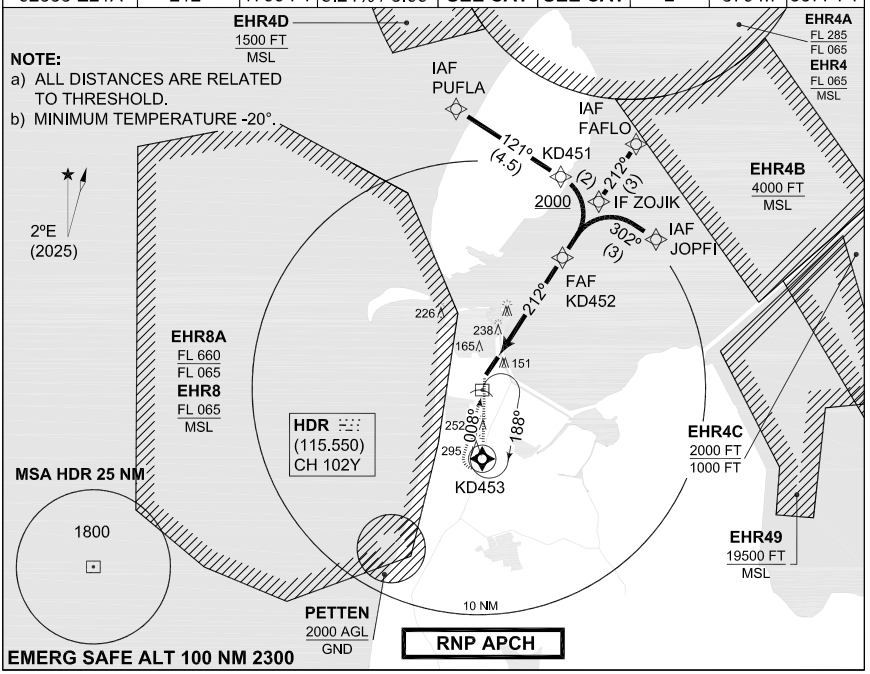
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

RNP Z RWY 21
DE KOOY (EHKD)

DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL	ATIS*
259.250 128.355	372.150 124.230	379.750 120.130	379.750 121.730	133.010

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
62338 E21A	212°	1700 FT	5.24% / 3.00°	**SEE CAT**	**SEE CAT**	2	870 m	3377 FT

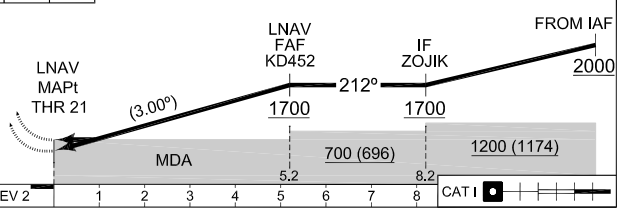


MAPt	1	2	3	4	5	5.2
ALT	370	690	1010	1330	1650	1700

TA 3000

GS 3°
TCH 50

MISSED APPROACH
At MAPt maintain final track 212° MAG and climb to 2000 ft AMSL. At 500 ft AMSL turn left to KD453. At KD453 turn right to HDR and join the holding at 2000 ft AMSL. Inform ATC.

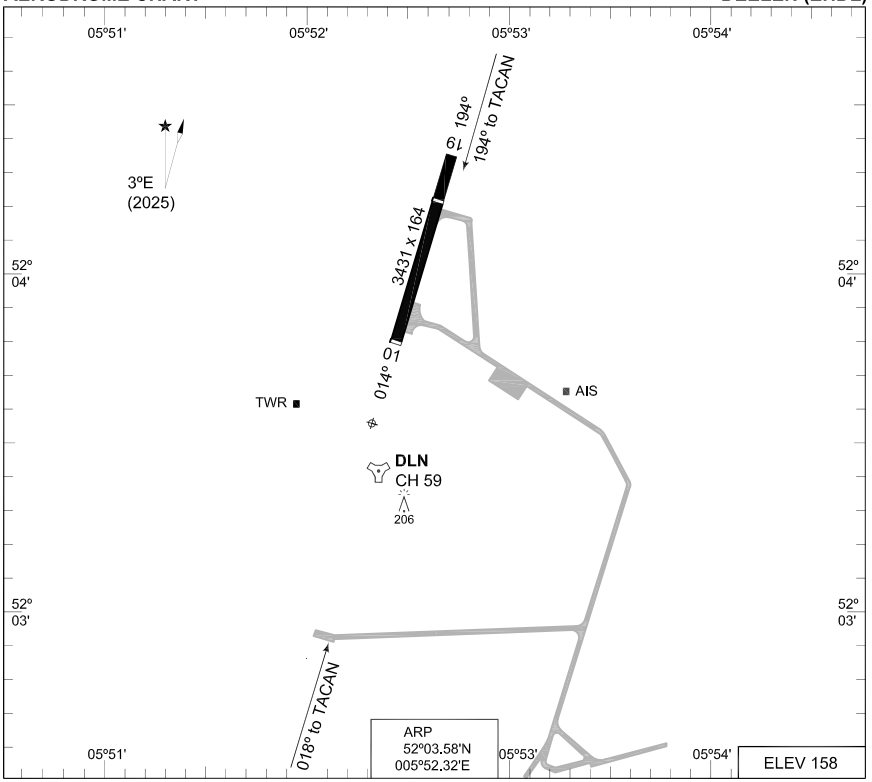


	CATEGORY	A	B	H
MIPS	DA(H) LPV	**238** -800 236 (300-0.8/1.2)	**248** -800 246 (300-0.8/1.3)	**222** -800 220 (300-0.8/1.2)
	DA(H) LNAV / VNAV	**370** -1000 368 (400-1.0/1.7)	**382** -1100 380 (400-1.1/1.8)	**334** -800 332 (300-0.8/1.5)
	MDA(H) LNAV	**480** -1500 478 (500-1.5/2.2)		**430** -1300 428 (500-1.3/2.0)

IAWP	PUFLA	53°06.54'N	004°44.28'E	FAWP	KD452	52°59.87'N	004°51.81'E
WP	KD451	53°04.03'N	004°50.47'E	MAWP	THR 21	52°55.58'N	004°47.03'E
IAWP	FAFLO	53°04.84'N	004°57.38'E	MATWP	KD453	52°51.42'N	004°45.89'E
IAWP	JOPFI	53°00.68'N	004°58.71'E	HF	HDR	52°54.41'N	004°45.94'E
IWP	ZOJIK	53°02.36'N	004°54.59'E				

CHANGES: MSA

RNLASF 11 JUN 2026



RWY	LCN	TORA	ASDA	TODA	LDA				THR ELEV	THR PSN
19	30	3431	3431	3431	2536				158	52°04.20'N 005°52.62'E
01	30	3431	3431	3431	3411				151	52°03.81'N 005°52.43'E

DEELEN TWR 312.400 129.930
RAPCON WEST 399.725 123.580

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: EDITORIAL

RNLASF 16 APR 2026

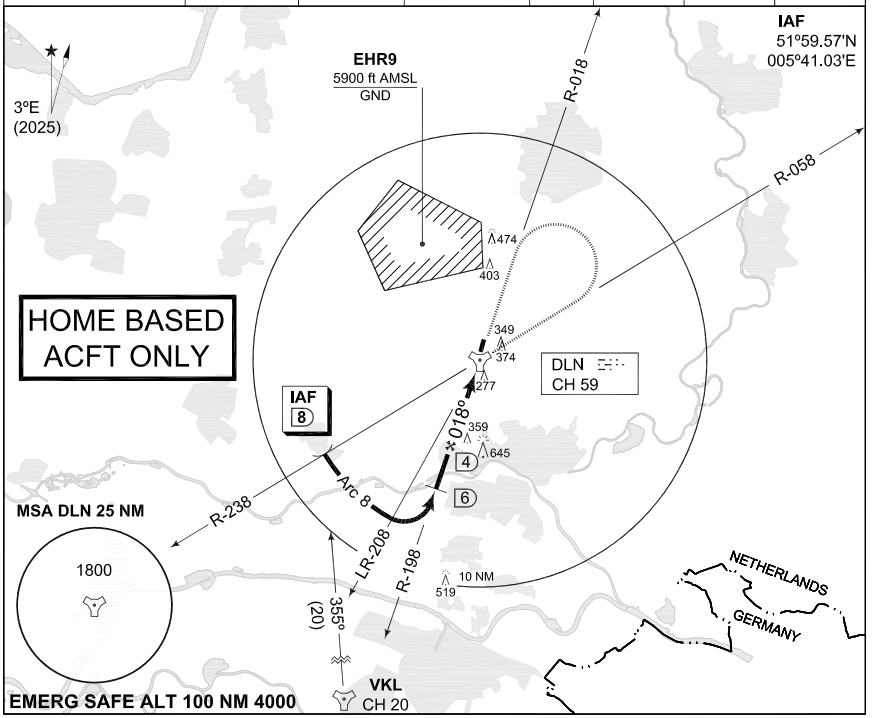
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 158

TACAN RWY 01
DEELEN (EHDL)

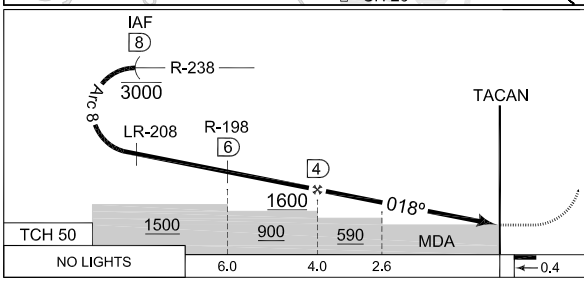
DUTCH MIL	RAPCON WEST	DEELEN TWR
259.250 128.355	399.725 123.580	312.400 129.930

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
DLN CH 59	018°	1600 FT	5.2%	**530**	151	-	3411 FT



DME DLN	1	2	3	4
ALT	650	970	1280	1600

TA 3000



MISSED APPROACH
At MAPt climb to 2000 ft. At R-018/5 DME turn right and intercept R-058 inbound. After passing DLN TACAN intercept R-238/8 DME. Continue APP.

CATEGORY	COPTER	A	B	C
S-TACAN 01	**530** -800 379 (400-0.8/0.8)		**530** -1700 379 (400-1.7/1.7)	
CIRCLING	NOT AUTHORIZED			

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

TACAN RWY 01

52°03.58'N
005°52.32'E

DEELEN (EHDL)

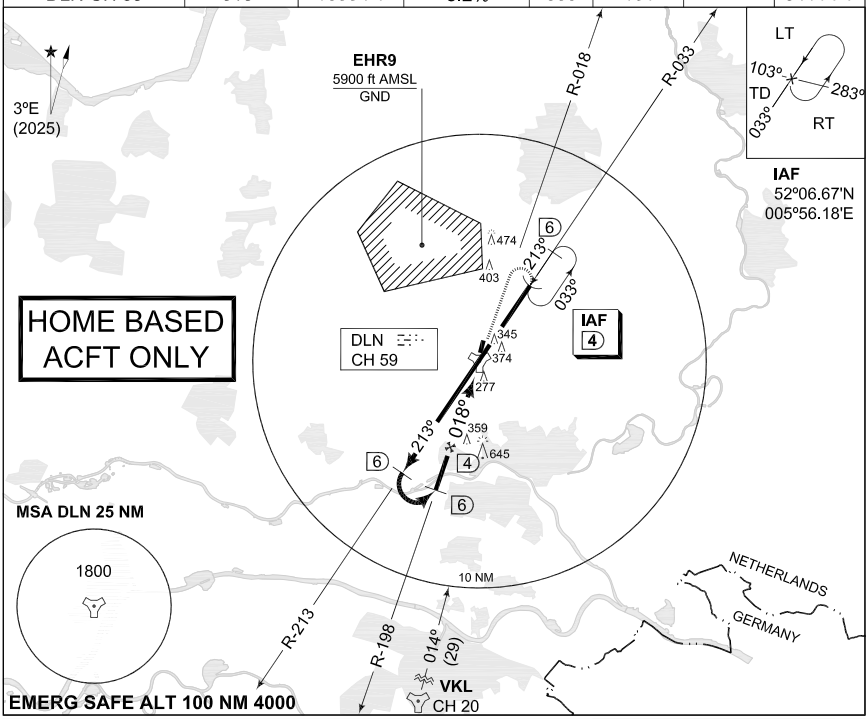
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 158

COPTER TACAN RWY 01
DEELEN (EHDL)

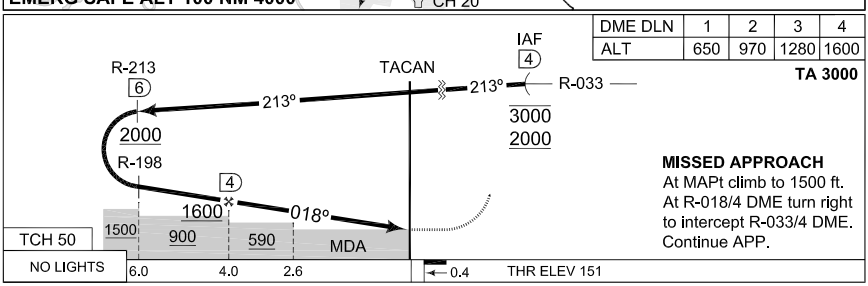
DUTCH MIL	RAPCON WEST	DEELEN TWR
259.250 128.355	399.725 123.580	312.400 129.930

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
DLN CH 59	018°	1600 FT	5.2%	**530**	151	-	3411 FT



DME DLN	1	2	3	4
ALT	650	970	1280	1600

TA 3000



MISSED APPROACH
At MAPt climb to 1500 ft.
At R-018/4 DME turn right to intercept R-033/4 DME.
Continue APP.

CATEGORY	COPTER
S-TACAN 01	**530** -800 379 (400-0.8/0.8)
CIRCLING	NOT AUTHORIZED

CHANGES: EDITORIAL
MIPS

RNLASF 16 APR 2026

COPTER TACAN RWY 01

52°03.58'N
005°52.32'E

DEELEN (EHDL)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 158

TACAN RWY 19
DEELEN (EHDL)

DUTCH MIL	RAPCON WEST	DEELEN TWR
259.250 128.355	399.725 123.580	312.400 129.930

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
DLN CH 59	194°	1500 FT	5.2%	**650**	158	420 m	2536 FT

NOTE:
ⓐ DO NOT CROSS WEST OF R-007
b) RADAR MONITORING MANDATORY

EHR9
5900 ft AMSL
GND

IAF
52°07.30'N
006°03.72'E

3°E
(2025)

HOME BASED
ACFT ONLY

DLN
CH 59

R-007 R-014 LR-024 R-058

Arc 8 6 4.8 194° IAF 8

591 548 474 403 349 374 267 645 623

MSA DLN 25 NM
1800

049° (54)
GZR
CH 111

10 NM

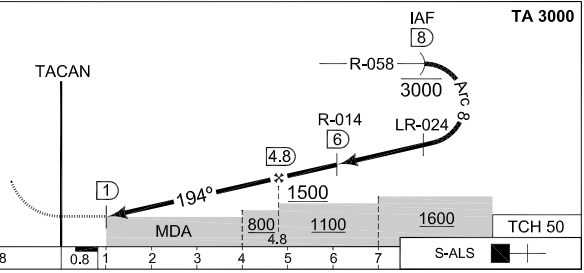
R-194
022° (31)
VKL
CH 20

NETHERLANDS
GERMANY
R-128

EMERG SAFE ALT 100 NM 4000

DME DLN	2	3	4	4.8
ALT	MDA	850	1160	1500

TA 3000



MISSED APPROACH
At MAPt climb to 2000 ft.
At R-194/2 DME turn left to intercept R-128 outbound.
At R-128/6 DME turn left to IAF.
Continue APP.

CATEGORY	COPTER	A	B	C
S-TACAN 19	**650** -400 492 (500-0.4/0.8)	**650** -1800 492 (500-1.8/2.3)		
CIRCLING	NOT AUTHORIZED			

CHANGES: EDITORIAL
MIPS

RNLASF 16 APR 2026

TACAN RWY 19

52°03.58'N
005°52.32'E

DEELEN (EHDL)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 158

ILS or LOC RWY 19
DEELEN (EHDL)

DUTCH MIL	RAPCON WEST	DEELEN TWR
259.250 128.355	399.725 123.580	312.400 129.930

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
DNS 108.700 / CH 24X	194°	1500 FT	3°	**SEE CAT**	158	420 m	2536 FT

NOTES:
a) PROCEDURE ONLY ALLOWED FOR HOMEBASED HELICOPTERS UNDER VMC
b) DO NOT CROSS WEST OF R-007
c) RADAR MONITORING MANDATORY PRIOR PERMISSION REQUIRED

IAF
52°07.30'N
006°03.72'E

EHR9
5900 ft AMSL
GND

3°E
(2025)

HOME BASED ACFT ONLY

DLN CH 59X

LOCALIZER
DNS
108.700
CH 24X

6.8 DLN
6.2 DNS
4.8 DLN
4.2 DNS
Arc 8
IAF 8

R-007
LR-024
R-058
194°
594
548
474
393
403
273
349
275
645
623

DME REQUIRED

MSA DLN 25 NM
1800

049° (54)
10 NM
022° (31)
R-194
R-128
NETHERLANDS
GERMANY

GZR
CH 111

VKL
CH 20

EMERG SAFE ALT 100 NM 4000

TA 3000

TACAN

IAF 8
R-058
Arc 8
3000

LOC 6.8 DLN 6.2 DNS
LOC 4.8 DLN 4.2 DNS
LOC 1.0 DLN 0.4 DNS
LR-024
R-014
1700
1500
194°
800
1100
1600
DA
4.8
GS 3°
TCH 56
S-ALS

MISSED APPROACH
At MAPt climb to 2000 ft.
At R-194/2 DME turn left to intercept R-128 outbound.
At R-128/6 DME turn left to IAF.
Continue APP.

THR ELEV 158

0.8 1 2 3 4 5 6 7

CATEGORY	COPTER	A	B	C
S-ILS 20	**388** -400 230 (300-0.4/0.8)	**404** -800 246 (300-0.8/1.2)	**414** -800 256 (300-0.8/1.3)	**424** -900 266 (300-0.9/1.3)
S-LOC 20	**640** -400 482 (500-0.4/0.8)	**640** -1800 482 (500-1.8/2.3)		
CIRCLING	NOT AUTHORIZED			

CHANGES: EDITORIAL
MIPS

RNLASF 16 APR 2026

MIPS
INSTRUMENT APPROACH CHART

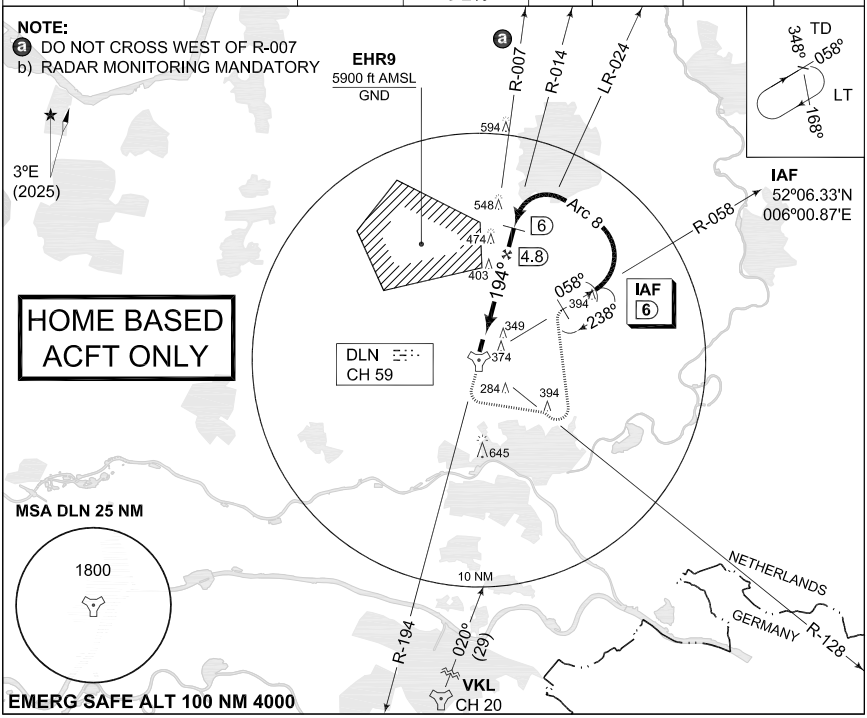
AD ELEV 158

COPTER TACAN RWY 19
DEELEN (EHDL)

DUTCH MIL	RAPCON WEST	DEELEN TWR
259.250 128.355	399.725 123.580	312.400 129.930

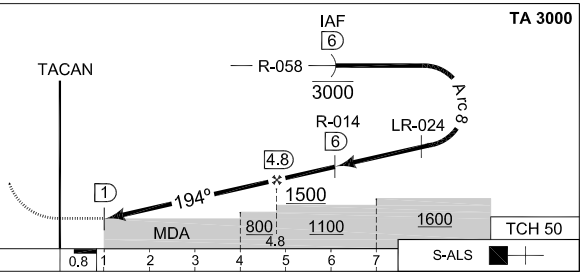
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
DLN CH 59	194°	1500 FT	5.2%	**650**	158	420 m	2536 FT

NOTE:
a DO NOT CROSS WEST OF R-007
b) RADAR MONITORING MANDATORY



DME DLN	2	3	4	4.8
ALT	MDA	850	1160	1500

MISSED APPROACH
At MAP climb to 2000 ft.
At R-194/2 DME turn left to intercept R-128 outbound.
At R-128/4 DME turn left to intercept R-058/6 DME.
Continue APP.



CATEGORY	COPTER
S-TACAN 19	**650** -400 492 (500-0.4/0.8)
CIRCLING	NOT AUTHORIZED

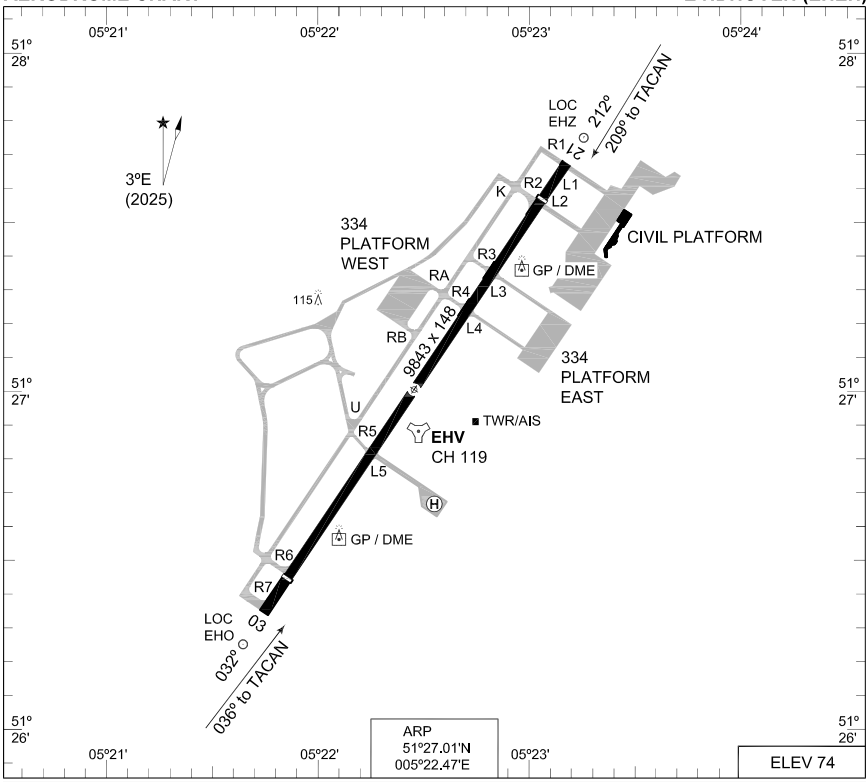
CHANGES: EDITORIAL
MIPS

RNLASF 16 APR 2026

COPTER TACAN RWY 19

52°03.58'N
005°52.32'E

DEELEN (EHDL)



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI		THR ELEV	THR PSN
21	62 F/A/W/T	9844	9844	10041	9044		3.0°		67	51°27.56'N 005°23.09'E
03	62 F/A/W/T	9844	9844	10041	9044		3.0°		74	51°26.45'N 005°21.85'E

EINDHOVEN TWR	241.550	131.005	(Ground Control)	335.750 121.930
EINDHOVEN ARRIVAL	265.975	124.530		
RAPCON SOUTH	388.525	123.180		

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

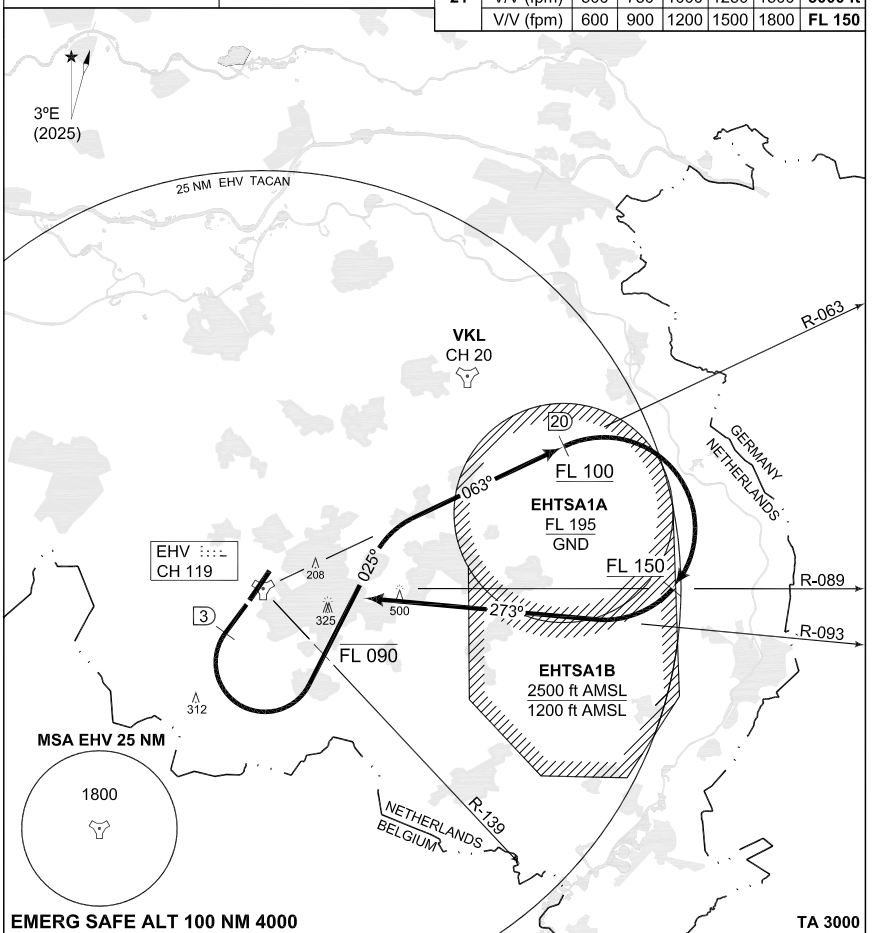
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 74

GND CTL	EINDHOVEN TWR	RAPCON SOUTH	DUTCH MIL
335.750 121.930	241.550 131.005	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
21	V/V (fpm)	500	750	1000	1250	1500	**3000 ft**
	V/V (fpm)	600	900	1200	1500	1800	**FL 150**



EINDHOVEN 1 (RWY 21)

- Climb straight ahead.
- At 3 DME and at least at 1000 ft from Eindhoven TACAN turn left, heading 025º to intercept R-063 outbound.
  FLIGHT LEVEL RESTRICTION: Cross R-139 at FL 090 or below.
- At 20 DME turn right to intercept R-093 inbound Eindhoven TACAN.
  FLIGHT LEVEL RESTRICTION: Pass 20 DME/R-064 at FL 100 or above, cross R-089 at FL 150 or above.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

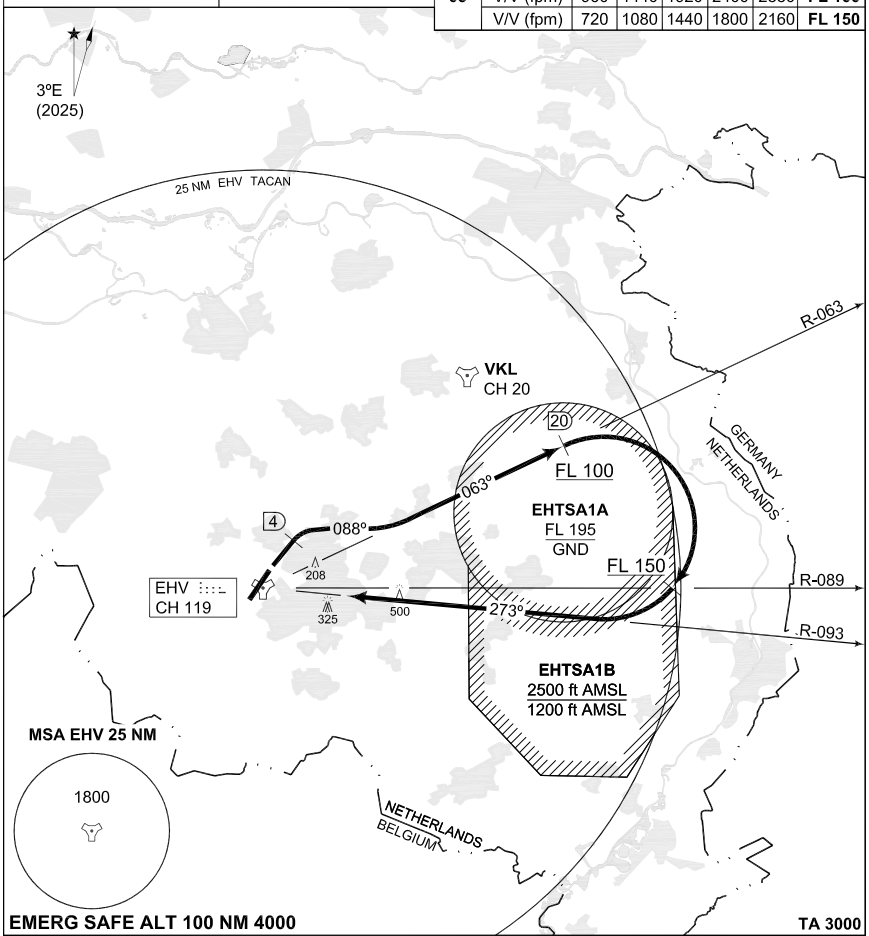
INSTRUMENT DEPARTURE CHART

AD ELEV 74

EINDHOVEN (EHEH)

GND CTL	EINDHOVEN TWR	RAPCON SOUTH	DUTCH MIL
335.750 121.930	241.550 131.005	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
03	V/V (fpm)	960	1440	1920	2400	2880	FL 100
	V/V (fpm)	720	1080	1440	1800	2160	FL 150



EINDHOVEN 3 (RWY 03)	- Climb straight ahead. - At 4 DME and at least at 1000 ft from Eindhoven TACAN turn right, heading 088º to intercept R-063 outbound. - At 20 DME turn right to intercept R-093 inbound Eindhoven TACAN. FLIGHT LEVEL RESTRICTION: Pass 20 DME/R-063 at FL 100 or above, cross R-089 at FL 150 or above.
NOTE:	ATC required minimum climb rate exceeds 300 ft/NM.

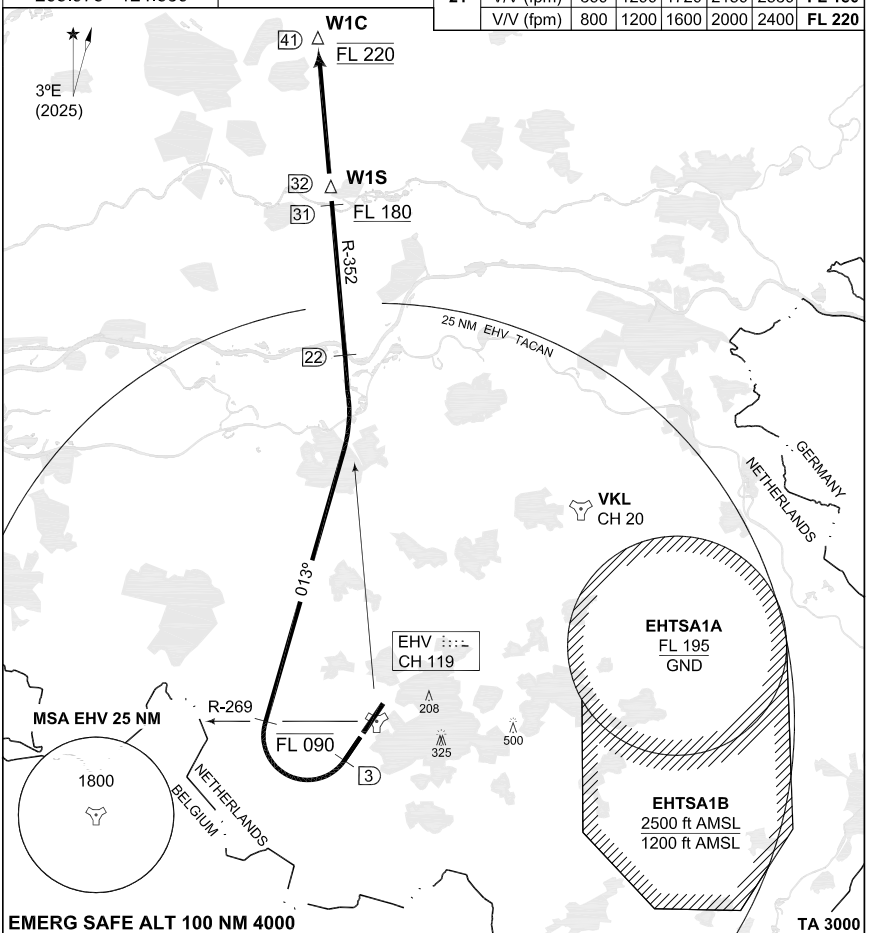
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 74

GND CTL	EINDHOVEN TWR	RAPCON SOUTH	DUTCH MIL
335.750 121.930	241.550 131.005	388.525 123.180	336.325 125.930
EINDHOVEN ARRIVAL			
265.975 124.530			

RWY	Knots	120	180	240	300	360	to
21	V/V (fpm)	860	1290	1720	2150	2580	**FL 180**
	V/V (fpm)	800	1200	1600	2000	2400	**FL 220**

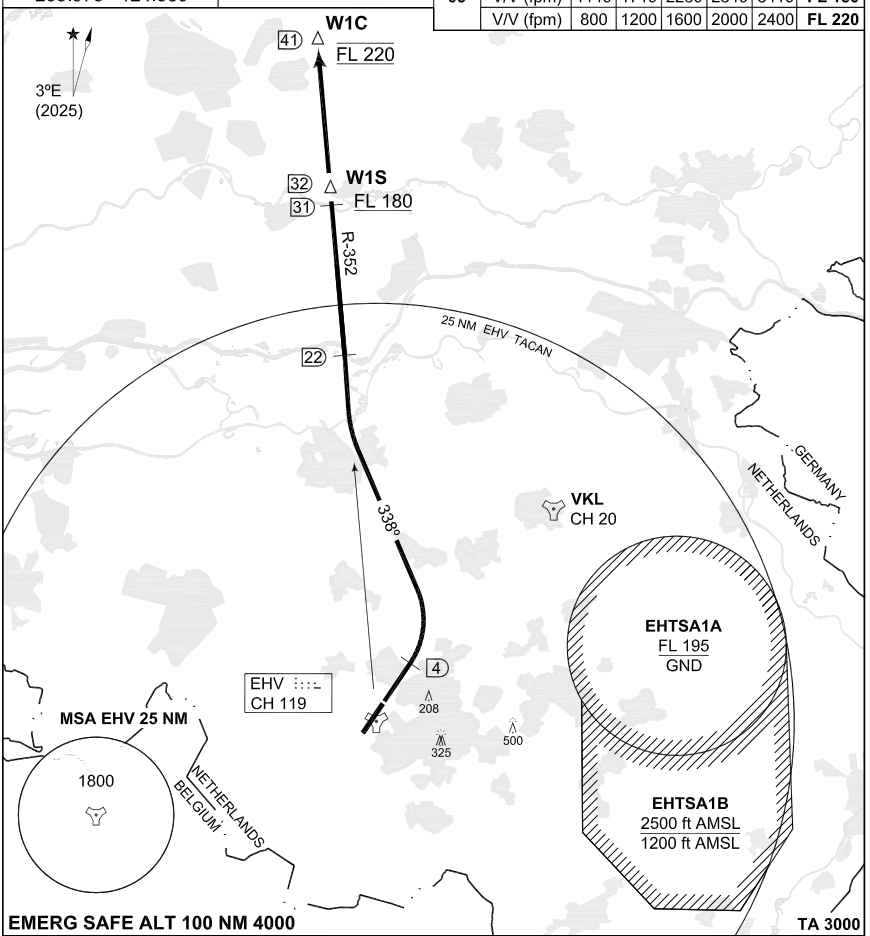


EINDHOVEN 5 (RWY 21)	- Climb straight ahead to 3 DME from Eindhoven TACAN (EHV). - Turn right heading 013º to intercept EHV R-352 outbound. - FLIGHT LEVEL RESTRICTION: Cross EHV R-269 at FL 090 or below. - Cross EHV R-352 outbound, 31 DME at FL 180 or above. - Cross EHV R-352 outbound, 41 DME at FL 220, unless instructed otherwise by ATC.
NOTES:	- Departure end crossing height: RWY 21: 74 ft. - If no radiocontact with Dutch Mil at EHV 22 DME turn right inbound EHV TACAN and contact RAPCON SOUTH.

AD ELEV 74

GND CTL	EINDHOVEN TWR	RAPCON SOUTH	DUTCH MIL
335.750 121.930	241.550 131.005	388.525 123.180	336.325 125.930
EINDHOVEN ARRIVAL			
265.975 124.530			

RWY	Knots	120	180	240	300	360	to
03	V/V (fpm)	1140	1710	2280	2840	3410	FL 180
	V/V (fpm)	800	1200	1600	2000	2400	FL 220



EINDHOVEN 7 (RWY 03)	- Climb straight ahead to 4 DME from Eindhoven TACAN (EHV). - Turn left heading 338º to intercept EHV R-352 outbound. - Cross EHV R-352 outbound, 31 DME at FL 180 or above. - Cross EHV R-352 outbound, 41 DME at FL 220, unless instructed otherwise by ATC.
NOTES:	- Departure end crossing height: RWY 03: 66 ft. - If no radiocontact with Dutch Mil at EHV 22 DME turn right inbound EHV TACAN and contact RAPCON SOUTH.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

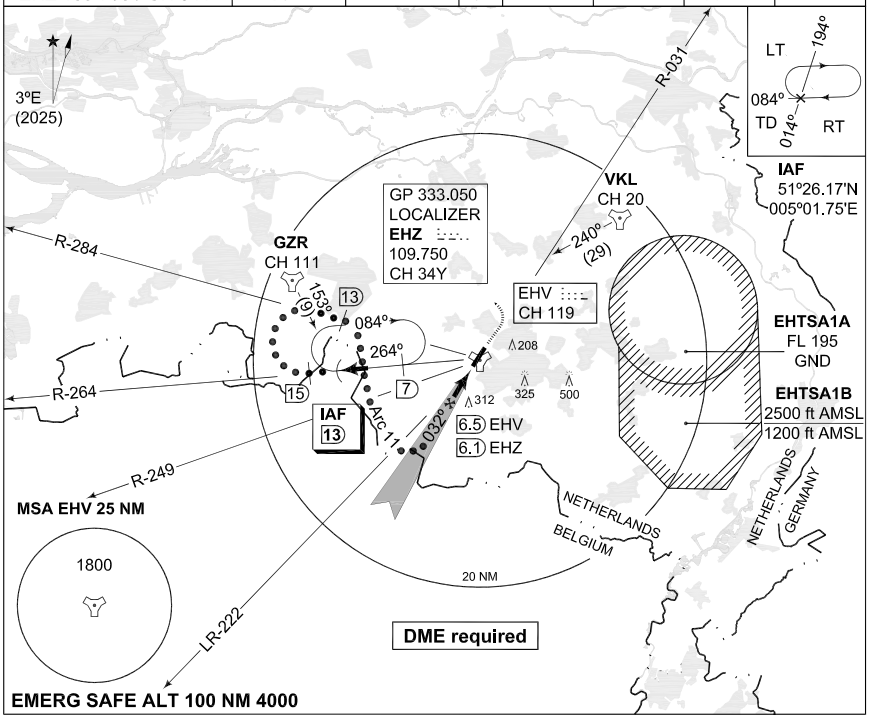
MIPS
INSTRUMENT APPROACH CHART

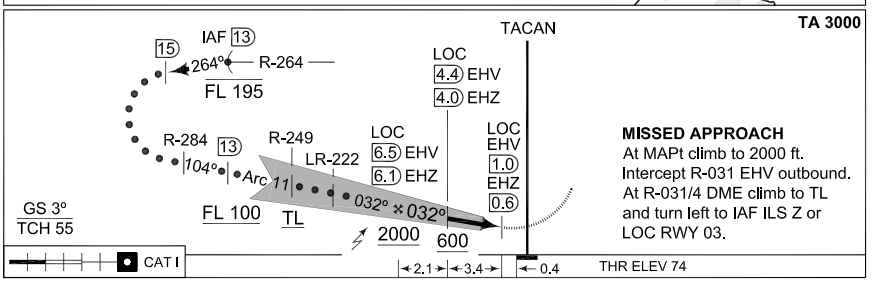
AD ELEV 74

HI-ILS or LOC RWY 03
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030

LOCALIZER / DME	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS	LDA
EHZ 109.750 / CH 34Y	032°	2000 FT	3°	**SEE CAT**	74	892 m	9044 FT





CATEGORY	C	D	E
S-ILS 03	**274**-800 200 (200-0.8)		**288**-800 214 (300-0.8)
S-LOC 03	**420**-800 346 (400-0.8)	**420**-1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED		

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

HI-ILS or LOC RWY 03

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

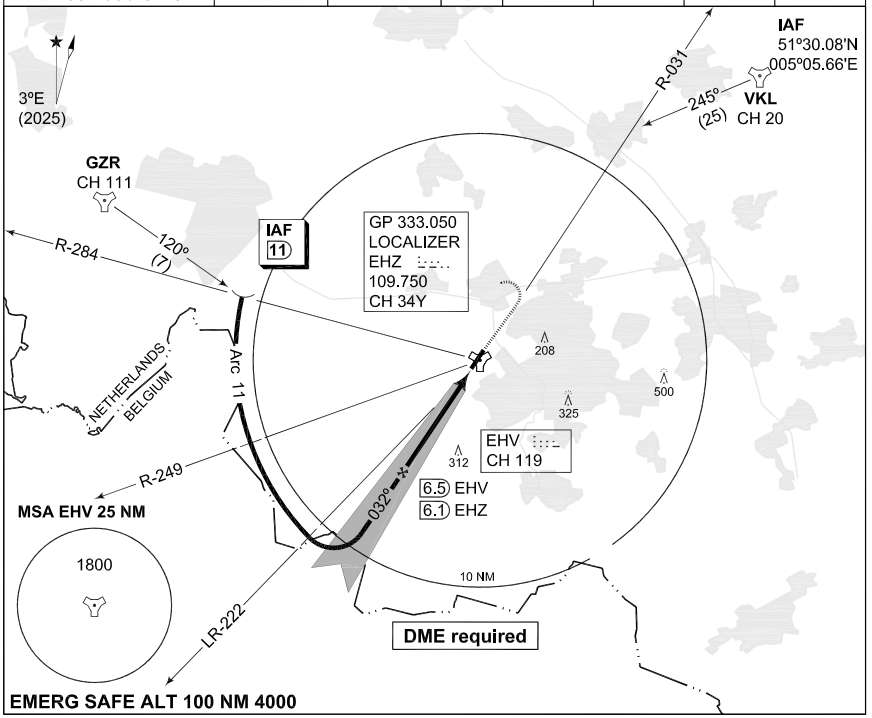
MIPS
INSTRUMENT APPROACH CHART

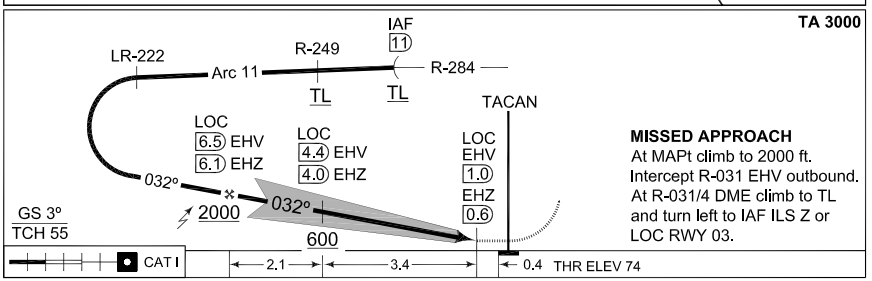
AD ELEV 74

ILS Z or LOC RWY 03
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030

LOCALIZER / DME	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS	LDA
EHZ 109.750 / CH 34Y	032°	2000 FT	3°	**SEE CAT**	74	892 m	9044 FT





CATEGORY	A	B	C	D	E
S-ILS 03	**274**-800 200 (200-0.8)				**288**-800 214 (300-0.9)
S-LOC 03	**420**-800 346 (400-0.8)			**420**-1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

ILS Z or LOC RWY 03

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

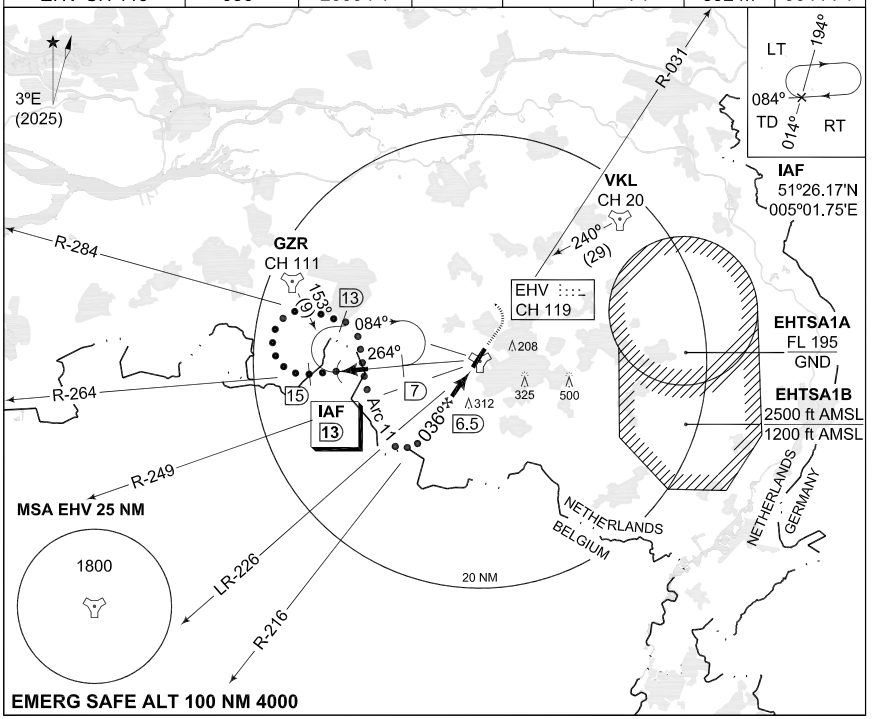
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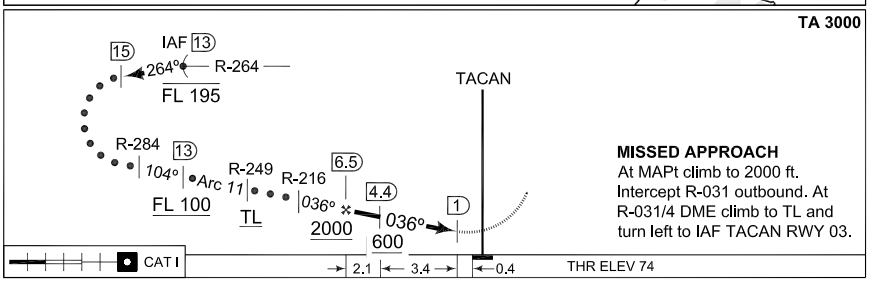
AD ELEV 74

HI-TACAN RWY 03
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
EHV CH 119	036°	2000 FT		**420**	74	892 m	9044 FT





CATEGORY	C	D	E
S-TACAN 03	**420** -800 346 (400-0.8)	**420** -1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED		

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

HI-TACAN RWY 03

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

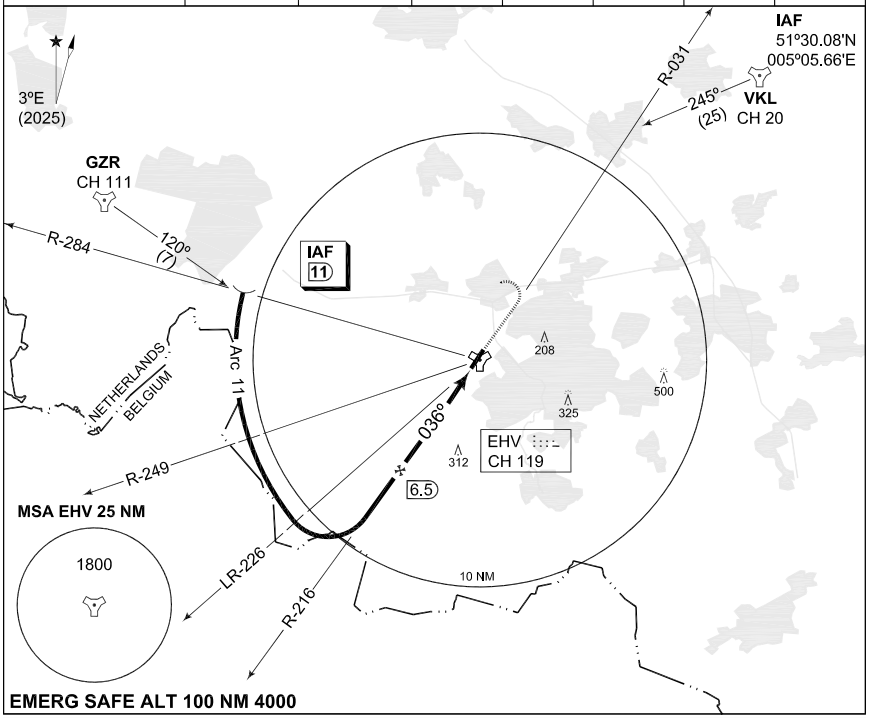
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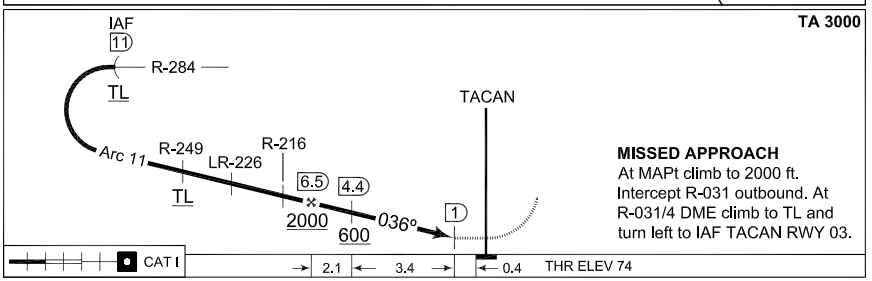
AD ELEV 74

TACAN RWY 03
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
EHV CH 119	036°	2000 FT	5.24%	**420**	74	892 m	9044 FT





CATEGORY	A	B	C	D	E
S-TACAN 03	**420** -800 346 (400-0.8)			**420** -1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

TACAN RWY 03

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

PANS OPS
INSTRUMENT APPROACH CHART

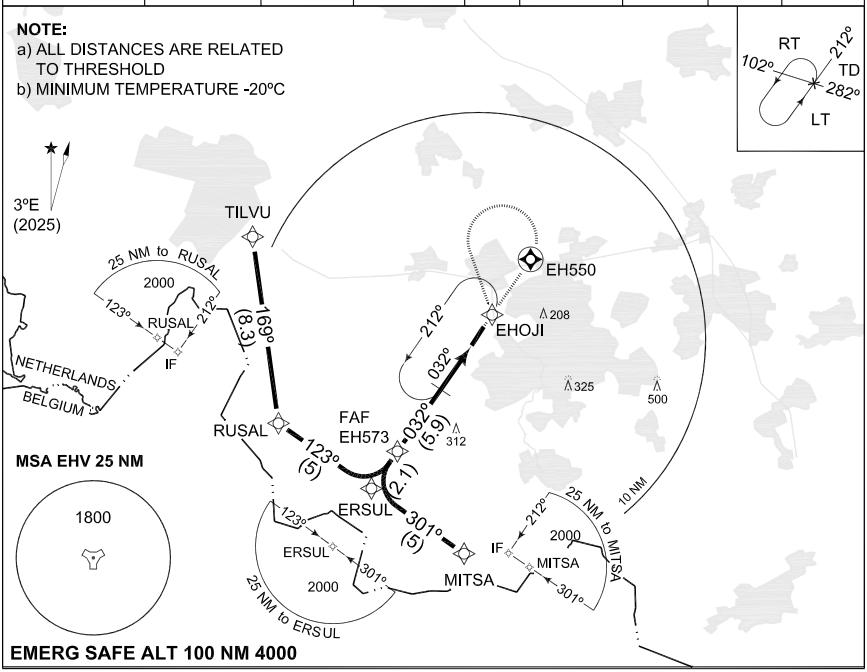
AD ELEV 74

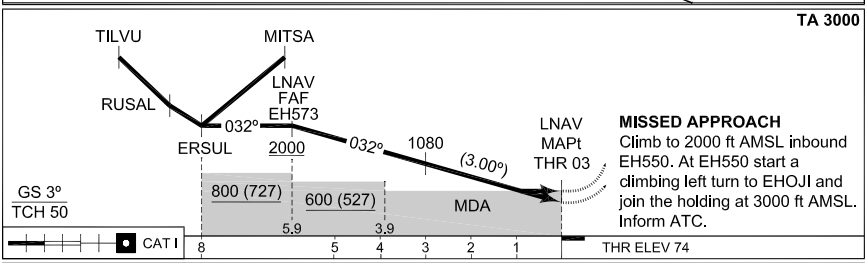
RNP Z RWY 03
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
89942 E03A	032°	2000 FT	5.24% / 3°	**420**	**SEE CAT**	74	892 m	9044 FT

NOTE:
a) ALL DISTANCES ARE RELATED TO THRESHOLD
b) MINIMUM TEMPERATURE -20°C





MISSED APPROACH
Climb to 2000 ft AMSL inbound EH550. At EH550 start a climbing left turn to EHOJI and join the holding at 3000 ft AMSL. Inform ATC.

EU-OPS	CATEGORY	A	B	C	D
	DA(H) LPV	**274**-550 200 (200-0.8/1.2)			**278**-550 204 (300-0.8/1.2)
	DA(H) LNAV / VNAV	**324**-550 250 (300-0.8/1.3)			**329**-600 255 (300-0.8/1.3)
	MDA(H) LNAV	**420**-900 346 (400-0.9/1.6)			

IAWP	TILVU	51°31.07'N	005°06.23'E	FAWP	EH573	51°21.63'N	005°16.46'E
WP	RUSAL	51°22.85'N	005°08.09'E	MAWP	THR 03	51°26.45'N	005°21.85'E
IAWP	MITSA	51°17.13'N	005°21.16'E	MATWP	EH550	51°30.21'N	005°26.06'E
IWP	ERSUL	51°19.91'N	005°14.54'E	HF	EHOJI	51°28.07'N	005°23.69'E

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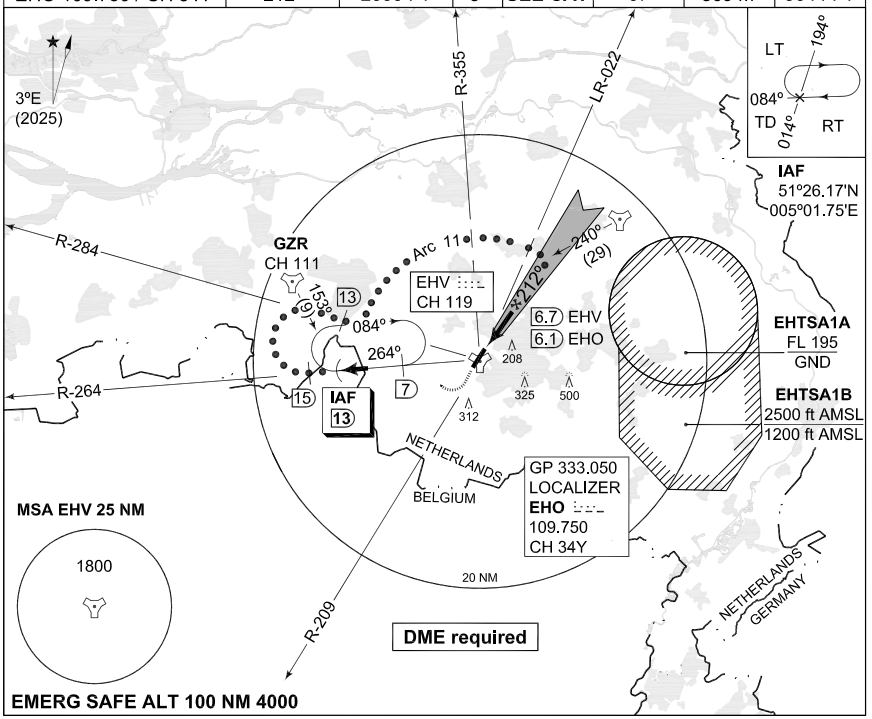
MIPS
INSTRUMENT APPROACH CHART

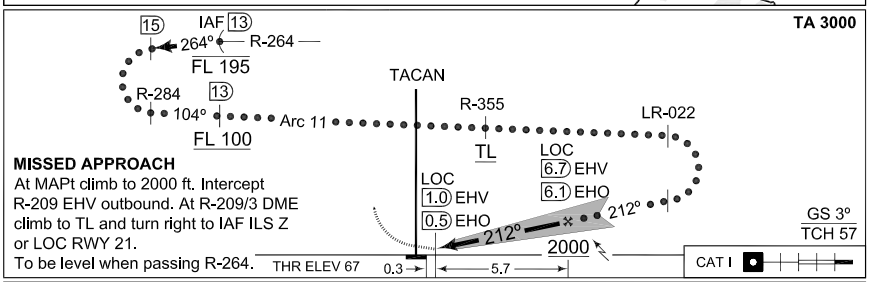
AD ELEV 74

HI-ILS or LOC RWY 21
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030

LOCALIZER / DME	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS	LDA
EHO 109.750 / CH 34Y	212°	2000 FT	3°	**SEE CAT**	67	869 m	9044 FT





MISSED APPROACH
At MAPt climb to 2000 ft. Intercept R-209 EHV outbound. At R-209/3 DME climb to TL and turn right to IAF ILS Z or LOC RWY 21.
To be level when passing R-264.

CATEGORY	C	D	E
S-ILS 21	**267** -800 200 (200-0.8)		**275** -800 208 (300-0.8)
S-LOC 21	**500** -1200 433 (500-1.2)	**500** -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED		

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

HI-ILS or LOC RWY 21

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

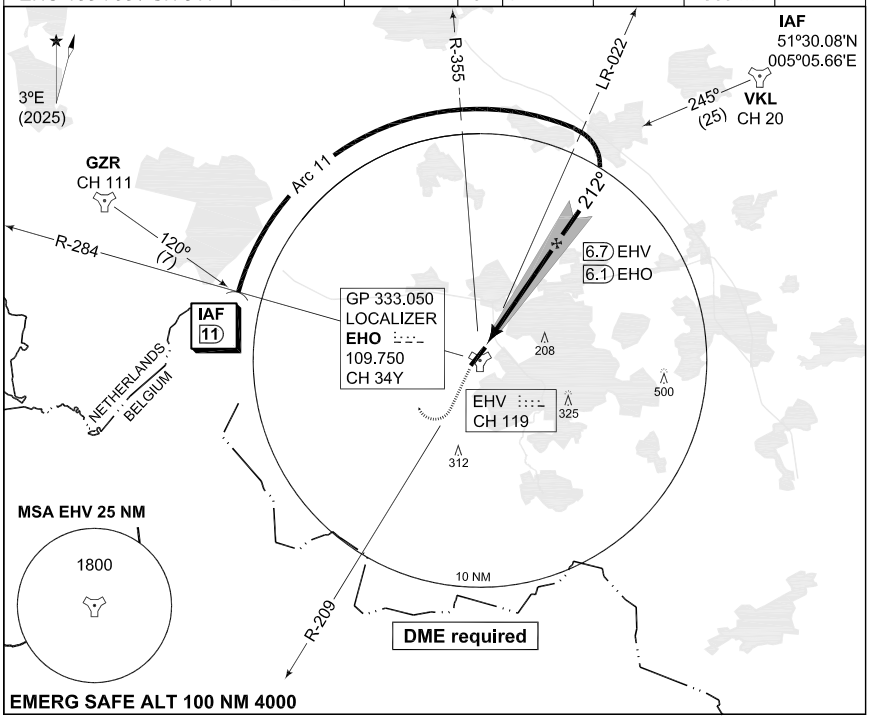
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 74

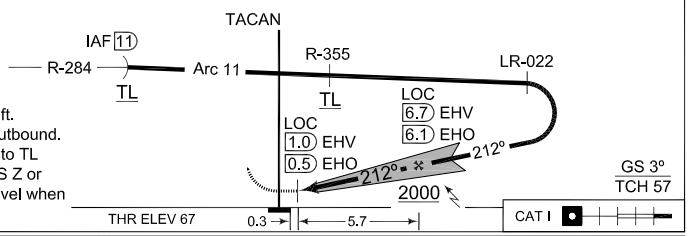
ILS Z or LOC RWY 21
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030

LOCALIZER / DME	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS	LDA
EHO 109.750 / CH 34Y	212°	2000 FT	3°	**SEE CAT**	67	869 m	9044 FT



TA 3000



MISSED APPROACH
At MAPt climb to 2000 ft.
Intercept R-209 EHV outbound.
At R-209/3 DME climb to TL
and turn right to IAF ILS Z or
LOC RWY 21. To be level when
passing R-264.

CATEGORY	A	B	C	D	E
S-ILS 21	**267** -800 200 (200-0.8)				**275** -800 208 (300-0.8
S-LOC 21	**500** -800 433 (500-0.8)		**500** -1200 433 (500-1.2)	**500** -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED				

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

ILS Z or LOC RWY 21

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

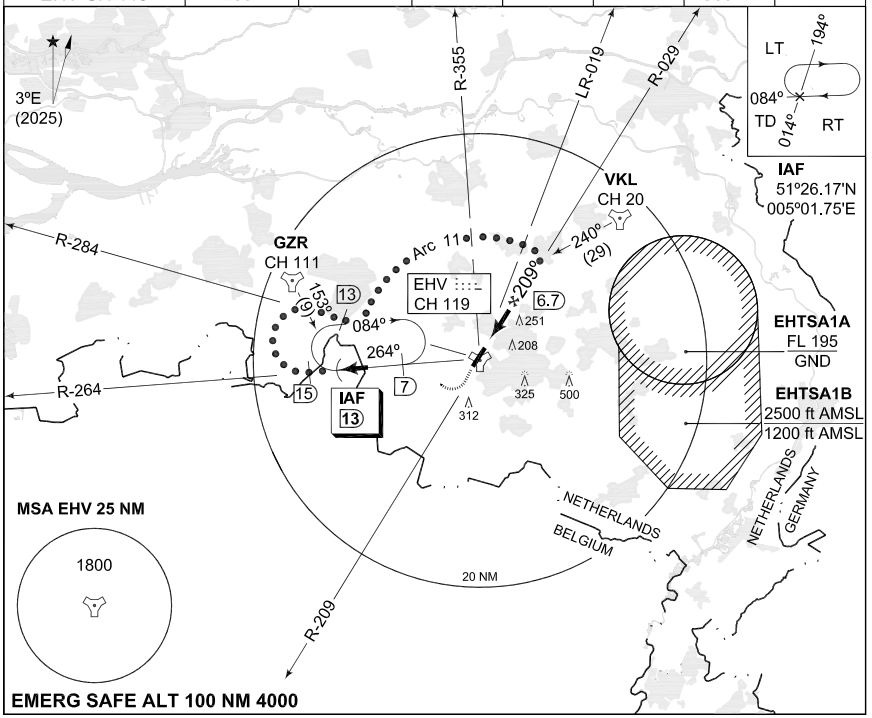
MIPS
INSTRUMENT APPROACH CHART

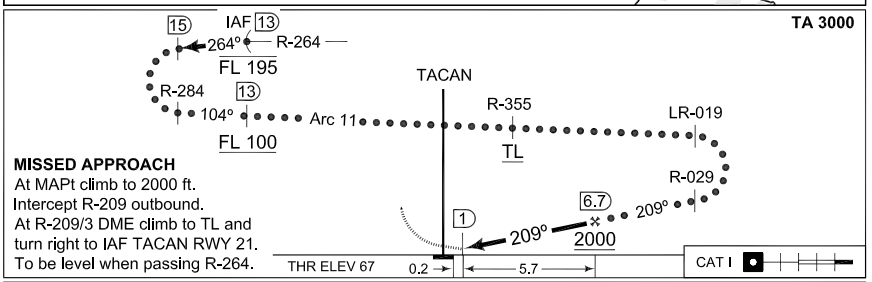
AD ELEV 74

HI-TACAN RWY 21
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
EHV CH 119	209º	2000 FT	5.24%	**500**	67	869 m	9044 FT





MISSED APPROACH
At MAPt climb to 2000 ft.
Intercept R-209 outbound.
At R-209/3 DME climb to TL and
turn right to IAF TACAN RWY 21.
To be level when passing R-264.

CATEGORY	C	D	E
S-TACAN 21	**500** -1200 433 (500-1.2)	**500** -1600 433 (500-1.6)	
CIRCLING	NOT AUTORIZED		

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

HI-TACAN RWY 21

51º27.01'N
005º22.47'E

EINDHOVEN (EHEH)

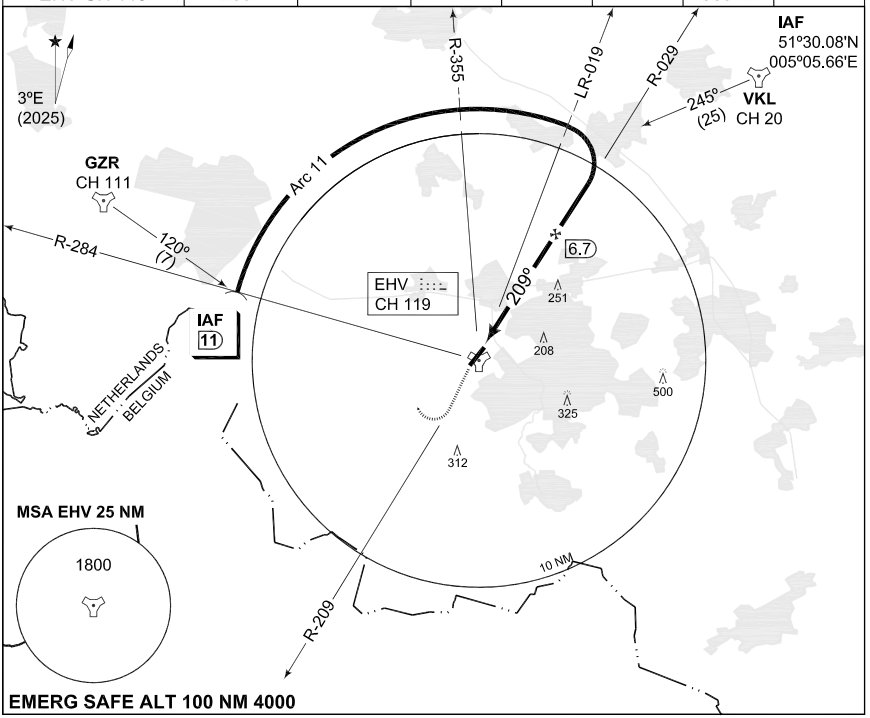
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 74

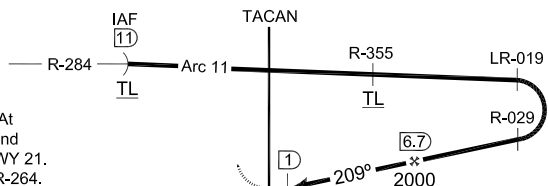
TACAN RWY 21
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
EHV CH 119	209º	2000 FT	5.24%	**500**	67	869 m	9044 FT



TA 3000



MISSED APPROACH
At MAPt climb to 2000 ft.
Intercept R-209 outbound. At
R-209/3 DME climb to TL and
turn right to IAF TACAN RWY 21.
To be level when passing R-264.

CATEGORY	A	B	C	D	E
S-TACAN 21	**500** -800 433 (500-0.8)		**500** -1200 433 (500-1.2)	**500** -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED				

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

TACAN RWY 21

51º27.01'N
005º22.47'E

EINDHOVEN (EHEH)

PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 74

RNP Z RWY 21
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
42264 E21A	212°	2000 FT	5.24% / 3°	**450**	**SEE CAT**	67	869 m	9044 FT

NOTE:
a) ALL DISTANCES ARE RELATED TO THRESHOLD
b) MINIMUM TEMPERATURE -20°C

3°E
(2025)

BESTI
GILIV
GEMTI
FAF
EH567
EHOJI
EH558
IF
122° (5)
303° (5)
212° (5.9)
(4.1)
212°
032°
208
325
500
312
25 NM to BESTI
25 NM to GILIV
25 NM to GEMTI
2000
RT
TD
LT
102°
282°
NETHERLANDS
BELGIUM
MSA EHV 25 NM
1800
10 NM
EMERG SAFE ALT 100 NM 4000

TA 3000

MISSED APPROACH
Climb to 2000 ft AMSL inbound EH558. At EH558 start a climbing right turn to EHOJI and join the holding at 3000 ft AMSL. Inform ATC.

LNAV
MAPt
THR 21
LNAV
FAF
EH567
BESTI
GEMTI
GILIV
(3.00°)
1075
212°
2000
MDA
500 (433)
800 (733)
2.5
5.9
GS 3°
TCH 50
THR ELEV 67
1 2 3 4 5 10
CAT I

CATEGORY		A	B	C	D
EU-OPS	DA(H) LPV	**278**-550 211 (300-0.8/1.2)	**288**-550 221 (300-0.8/1.2)	**298**-550 231 (300-0.8/1.2)	**308**-550 241 (300-0.8/1.3)
	DA(H) LNAV / VNAV	**334**-600 267 (300-0.8/1.3)	**344**-600 277 (300-0.8/1.3)	**354**-650 287 (300-0.8/1.4)	**364**-650 297 (300-0.8/1.4)
	MDA(H) LNAV	**450**-1100 383 (400-1.1/1.8)			

IAWP	BESTI	51°38.54'N	005°25.66'E	MAWP	THR 21	51°27.56'N	005°23.09'E
IAWP	GEMTI	51°32.80'N	005°38.77'E	MATWP	EH558	51°24.48'N	005°19.65'E
IWP	GILIV	51°35.74'N	005°32.29'E	HF	EHOJI	51°28.07'N	005°23.69'E
FAWP	EH567	51°32.40'N	005°28.53'E				

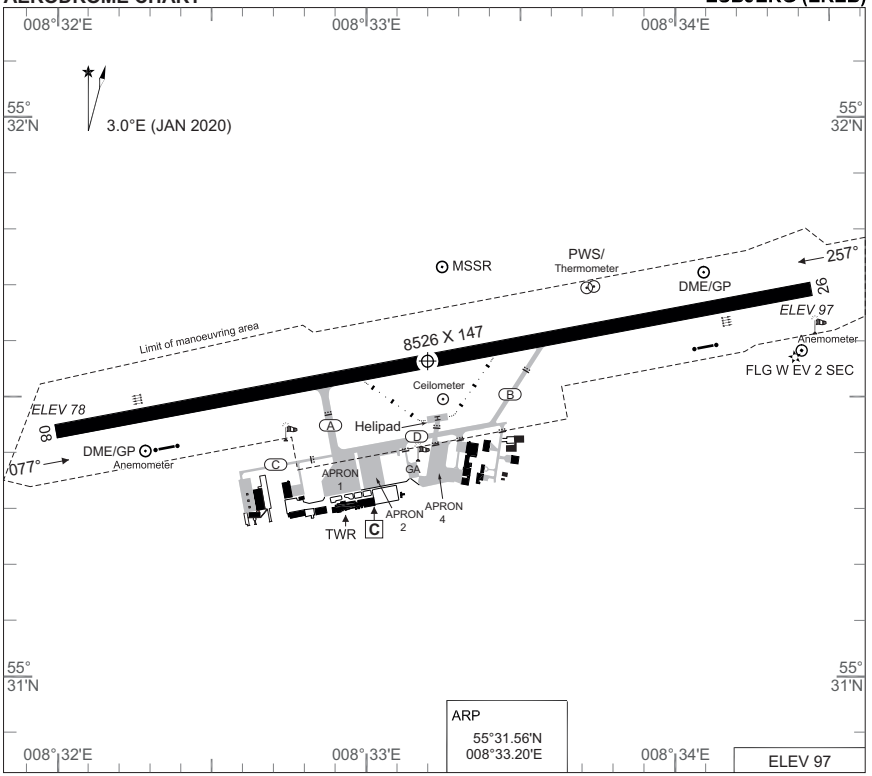
CHANGES: EDITORIAL

RNLASF 16 APR 2026

RNP Z RWY 21

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)



RWY	PCN	PSN	DECLARED DISTANCES TORA	TODA	ASDA	LDA	PAPI	THR ELEV	THR PSN
08	60 F/A/W/T		8526	8526	8526	8526	3°	79	55°31.43'N 008°32.01'E
		A	5479	5479	5479				
		B	3021	3021	3021				
26			8526	8526	8526	8526	3°	97	55°31.69'N 008°34.44'E
		B	5410	5410	5410				
		A	2969	2969	2969				

ESBJERG INFORMATION 120.155

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.

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

CHANGES: EDITORIAL.

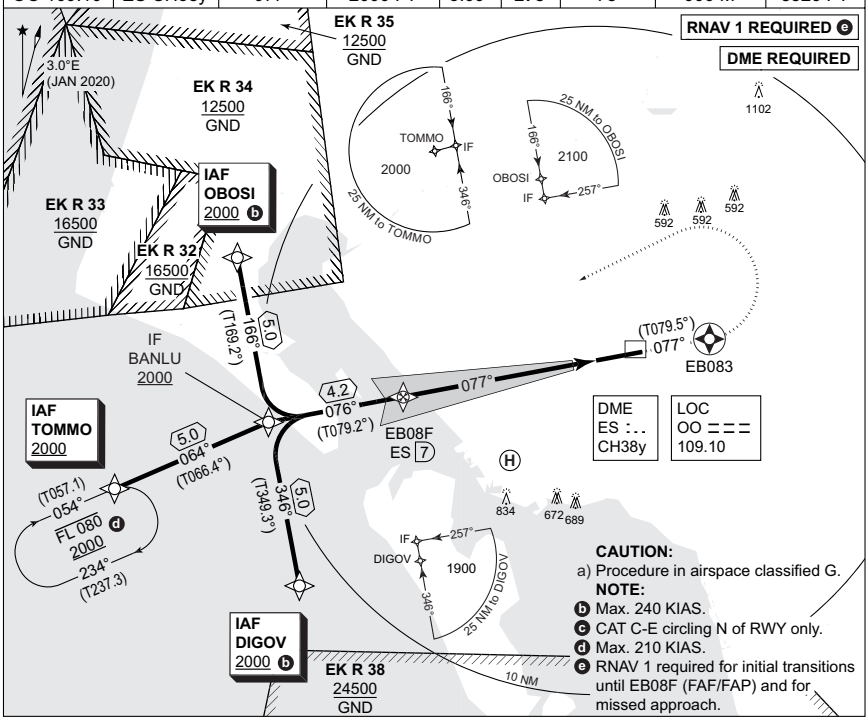
AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS **ILS Y or LOC Y RWY 08**

INSTRUMENT APPROACH CHART AD ELEV 97 **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

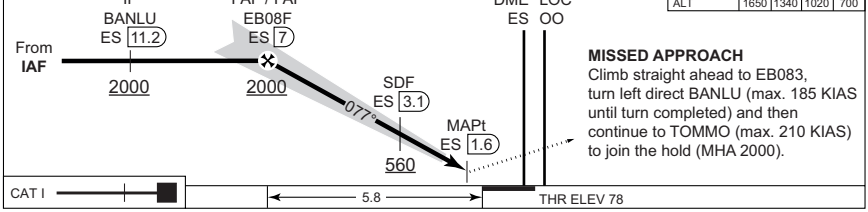


CAUTION:
a) Procedure in airspace classified G.

NOTE:
b Max. 240 KIAS.
c CAT C-E circling N of RWY only.
d Max. 210 KIAS.
e RNAV 1 required for initial transitions until EB08F (FAF/FAP) and for missed approach.

TA 3000
GS 3.00°
RDH 49

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



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

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: EDITORIAL.
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

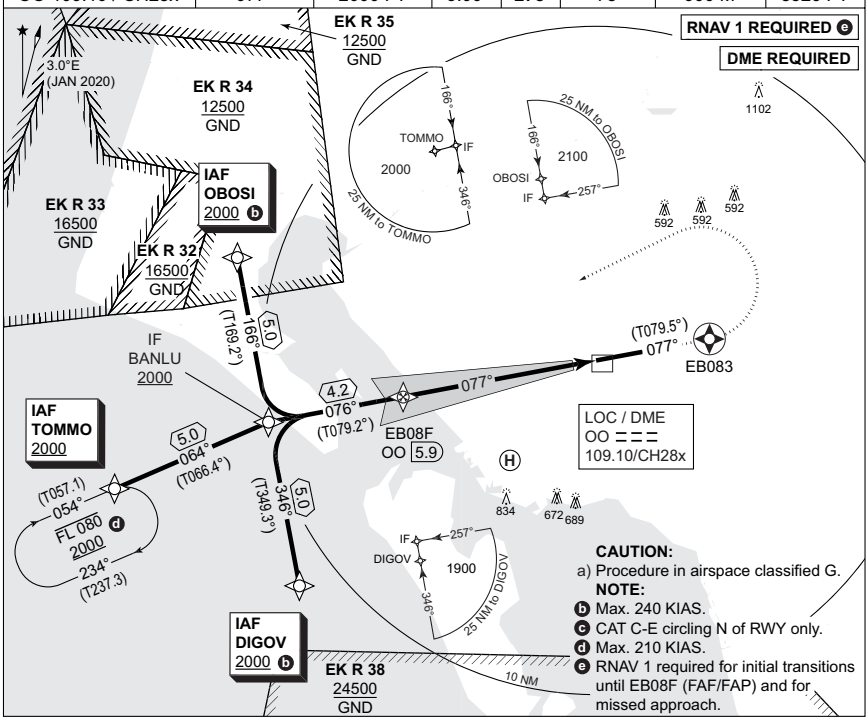
ILS Y or LOC Y RWY 08 55°31.56'N 008°33.20'E **ESBJERG (EKEB)**

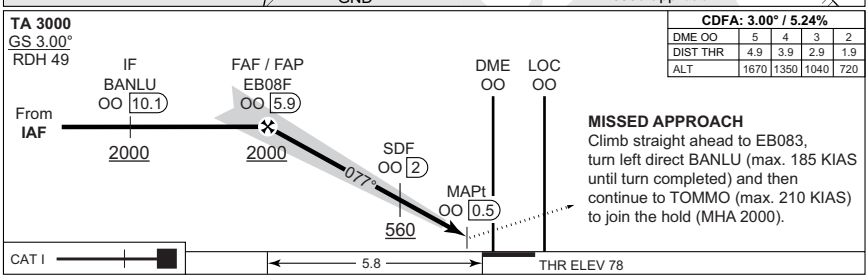
MIPS **ILS Z or LOC Z RWY 08**

INSTRUMENT APPROACH CHART AD ELEV 97 **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





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: EDITORIAL. **MIPS**

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

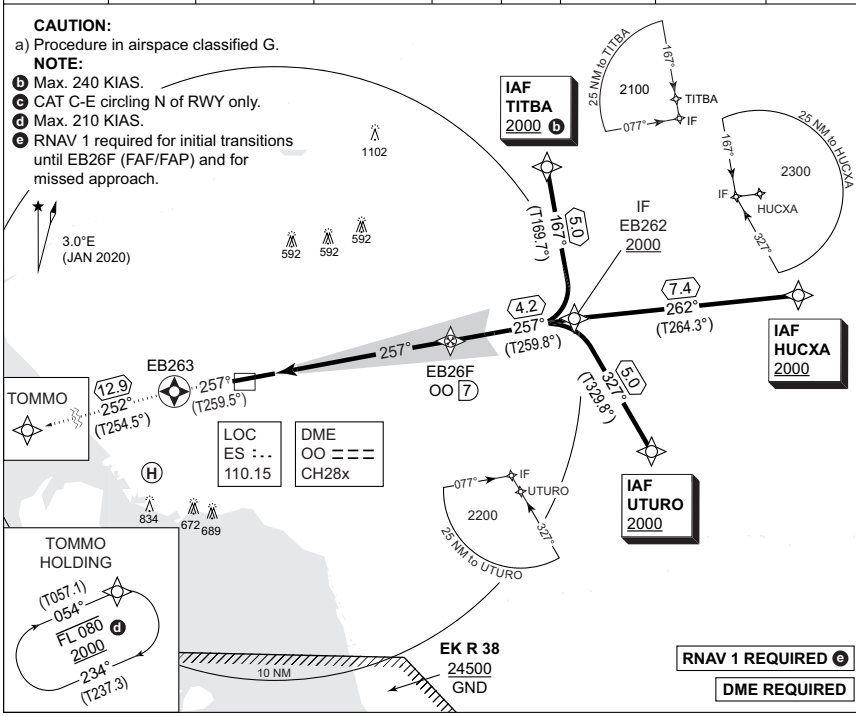
ILS Z or LOC Z RWY 08 55°31.56'N 008°33.20'E **ESBJERG (EKEB)**

MIPS **ILS Y or LOC Y RWY 26**

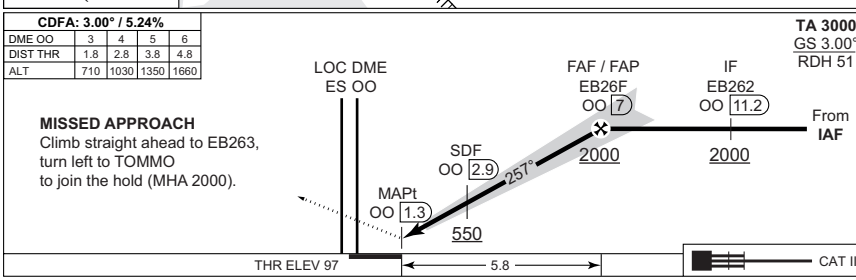
INSTRUMENT APPROACH CHART AD ELEV 97 **ESBJERG (EKEB)**

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



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



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: EDITORIAL. **MIPS**

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

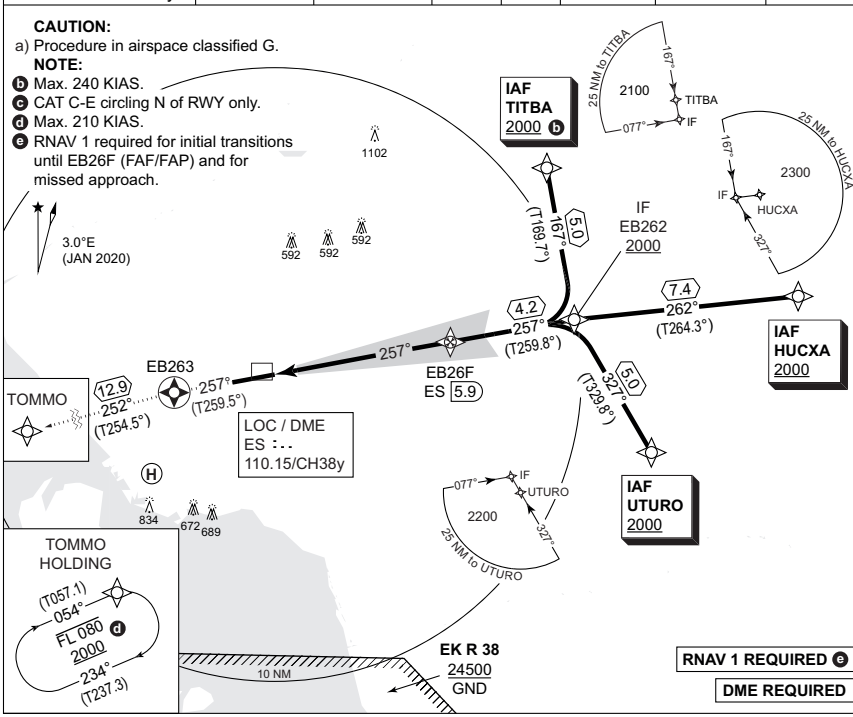
ILS Y or LOC Y RWY 26 55°31.56'N 008°33.20'E **ESBJERG (EKEB)**

MIPS **ILS Z or LOC Z RWY 26**

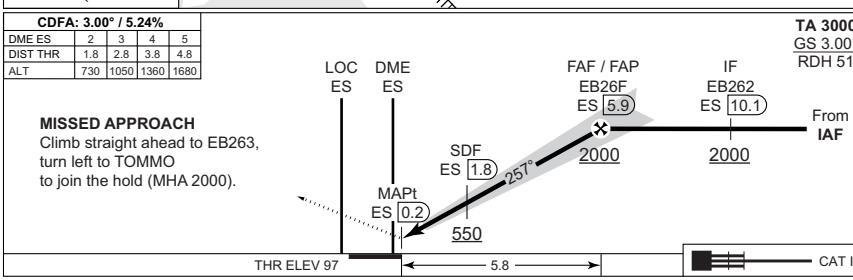
INSTRUMENT APPROACH CHART AD ELEV 97 **ESBJERG (EKEB)**

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



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

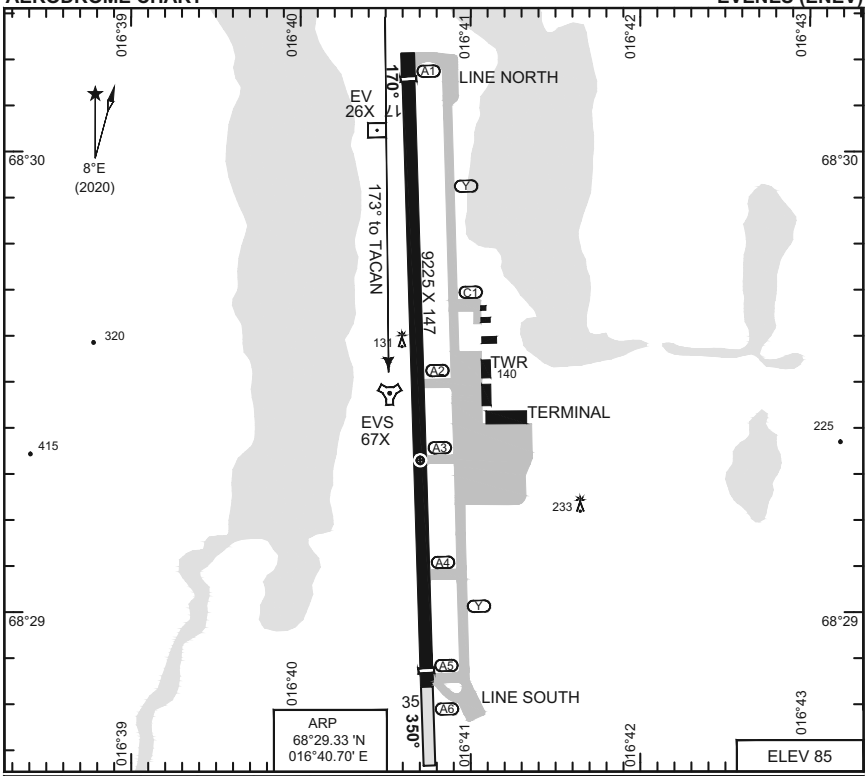
CATEGORY	A	B	C	D	E
S-ILS CAT I	**297** - 550 200 (200-0.8/1.2)				
S-LOC 26	**430** - 800 333 (400-0.8/1.5)				
CIRCLING c	**590** -1.5 493 (500-1.5)	**600** -1.6 503 (600-1.6)	**840** -2.4 743 (800-2.4)	**990** -3.6 893 (900-3.6)	**1090** -3.6 993 1000-3.6)

CHANGES: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

ILS Z or LOC Z RWY 26 55°31.56'N 008°33.20'E **ESBJERG (EKEB)**



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
17	65 F/A/W/U	9225	9225	10144	8917	3.4°	82	68°30.18' N - 016°40.61' E
35	65 F/A/W/U	9225	9225	10006	9028	3.5°	81	68°28.76' N - 016°40.77' E

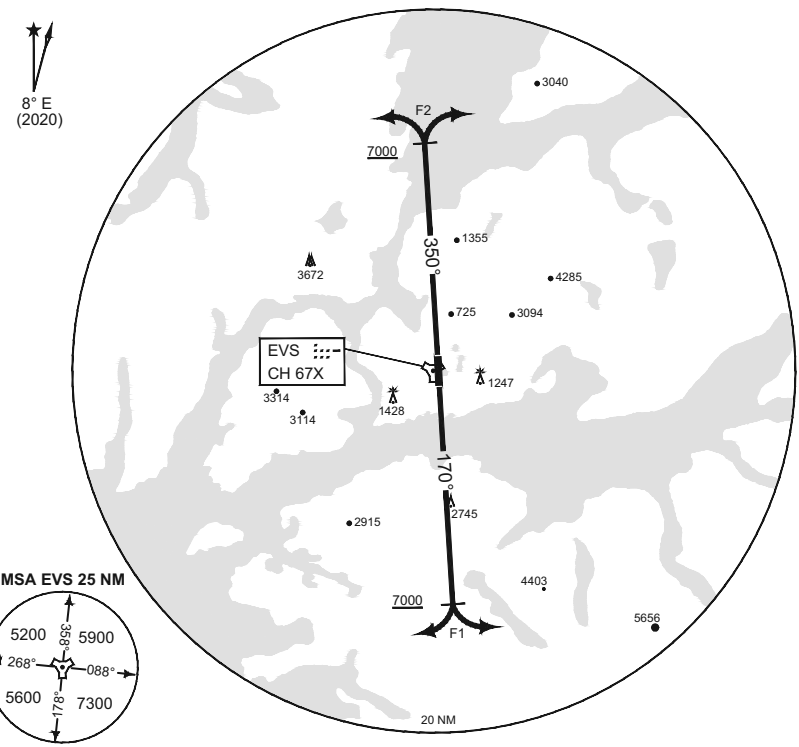
ATIS	126.030			
EVENES TWR	118.005	120.105	308.775	257.800
DE-ICE	121.780			

CHANGES: EDITORIALS.

RNoAF 11 JUN 2026

ATIS	EVENES TWR				EVENES APP		POLARIS CONTROL	
126.030	118.005	120.105	308.775	257.800	120.105	369.325	126.455	278.050

AD ELEV	RWY	MIN CLIMB		GS (kt)	60	120	180	240	300	360	to	reason
85	**17 / 35**	**8.75%**	**5.0°**	V/V (fpm)	540	1070	1600	2130	2660	3190	**7000**	**HPMA**



EMERG SAFE ALT 100 NM 9000

TA 7000

HPMA F1 (RWY 17)	- Climb track 170°. Passing 7000 ft turn according to ATC clearance, and continue climb to FL 090. - Maximum 450 KIAS.
HPMA F2 (RWY 35)	- Climb track 350°. Passing 7000 ft turn according to ATC clearance, and continue climb to FL 090. - Maximum 450 KIAS.

CHANGES: PROCEDURE NAME

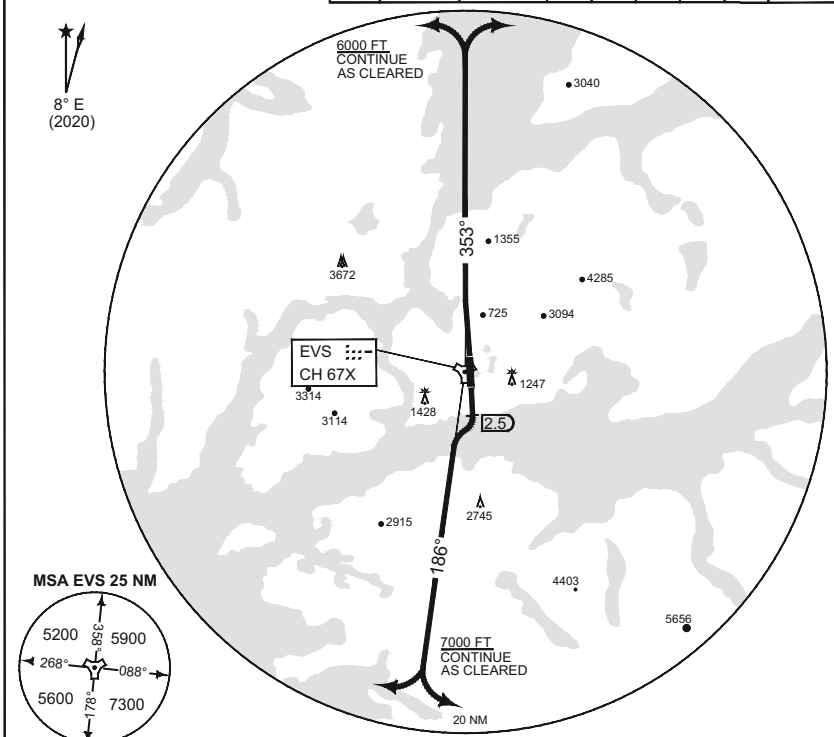
MIPS
INSTRUMENT DEPARTURE CHART

TACAN SID RWY 17 - 35
EVENES (ENEV)

ATIS	EVENES TWR	EVENES APP	POLARIS CONTROL
126.030	118.005 120.105 308.775 257.800	120.105 369.325	126.455 278.050

AD ELEV **85**

RWY	GS (kt)	FROM-TO	60	120	180	240	300	REASON
17	V/V (fpm)	**DER-3500**	420	830	1240	1660	2070	
35	V/V (fpm)	**DER-1000**	340	680	1020	1370	1710	**TERRAIN**
	V/V (fpm)	**1000-1800**	230	450	680	900	1130	



EMERG SAFE ALT 100 NM 9000 **TA 7000**

RWY 17	- Climb to FL 90. Maximum 300 KIAS. - Minimum climb gradient 6.8% (3.9°) to 3500 ft. - Climb straight ahead to EVS 2.5 DME, then turn right to intercept EVS R-186 outbound. Climb to 7000 ft before turning according to ATC clearance.
RWY 35	- Climb to FL 90. Maximum 300 KIAS. - Minimum climb gradient 5.6% (3.2°) to 1000 ft, then 3.7% (2.2°) to 1800 ft. - Climb straight ahead and intercept EVS R-353 outbound. Climb to 6000 ft before turning according to ATC clearance.

CHANGES: EDITORIAL

RNoAF 11 JUN 2026

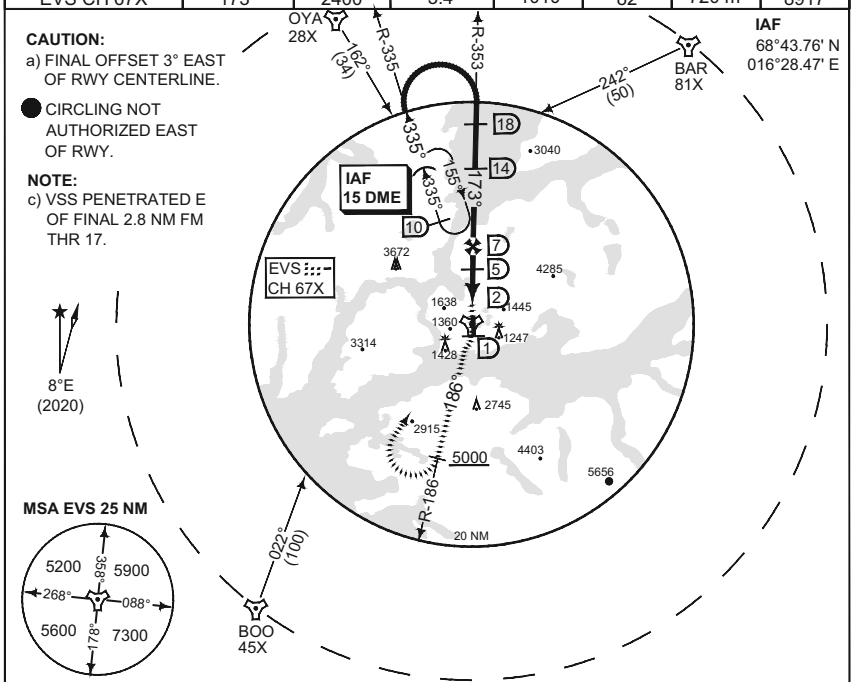
MIPS
INSTRUMENT APPROACH CHART

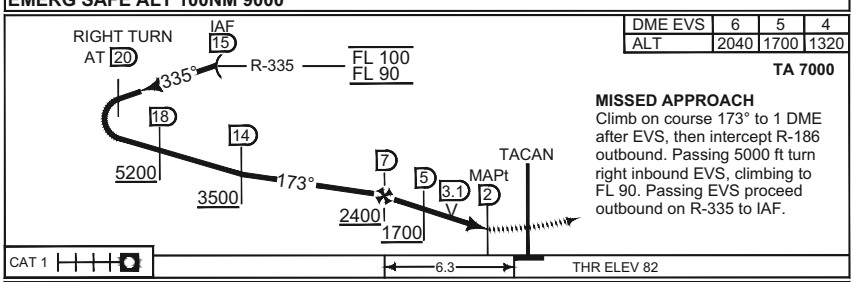
AD ELEV 85

HPMA TACAN RWY 17
EVENES (ENEV)

ATIS	EVENES APPROACH		EVENES TOWER			
126.030	120.105	369.325	118.005	120.105	308.775	257.800

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
EVS CH 67X	173°	2400	3.4°	1010	82	720 m	8917





DME EVS	6	5	4
ALT	2040	1700	1320

TA 7000

MISSED APPROACH
Climb on course 173° to 1 DME after EVS, then intercept R-186 outbound. Passing 5000 ft turn right inbound EVS, climbing to FL 90. Passing EVS proceed outbound on R-335 to IAF.

CATEGORY	HPMA
S-TAC 17	**1010** - 3.6 928 (1000 - 3.6/4.3)
CIRCLING	**1990** - 5.0 1905 (2000 - 5.0)

CHANGES: EDITORIALS.

MIPS

RNoAF 11 JUN 2026

HPMA TACAN RWY 17

68°29.33N
016°40.70E

EVENES (ENEV)

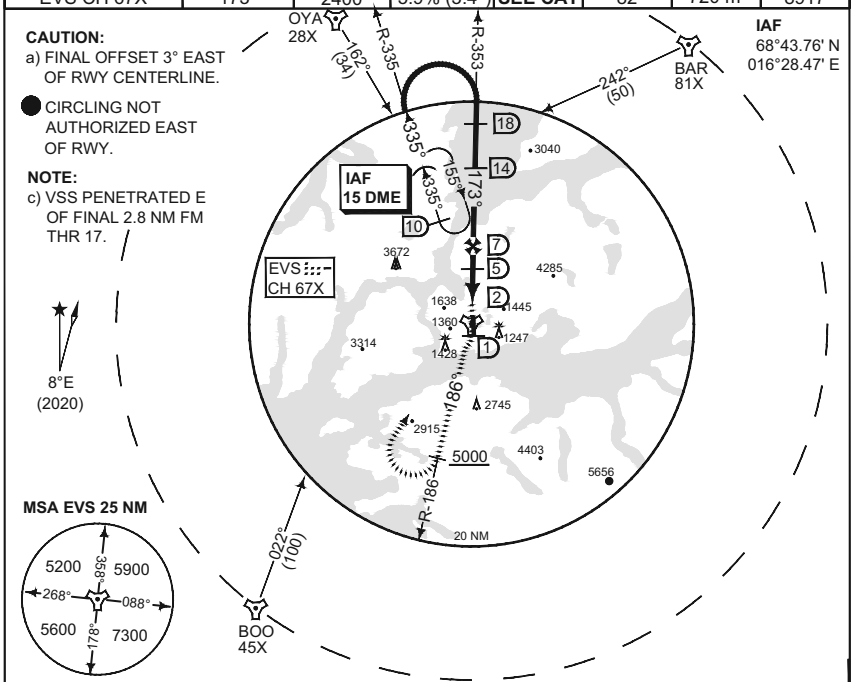
MIPS
INSTRUMENT APPROACH CHART

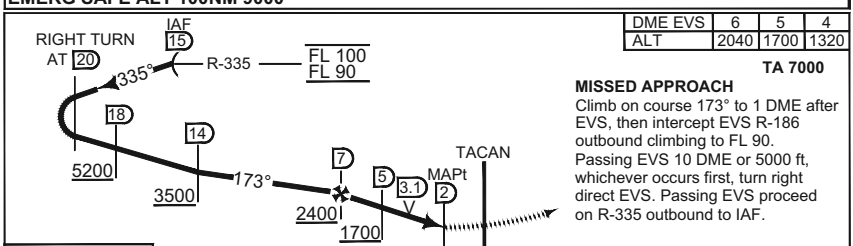
AD ELEV 85

TACAN RWY 17
EVENES (ENEV)

ATIS	EVENES APPROACH	EVENES TOWER
126.030	120.105 369.325	118.005 120.105 308.775 257.800

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
EVS CH 67X	173°	2400	5.9% (3.4°)	**SEE CAT**	82	720 m	8917





DME EVS	6	5	4
ALT	2040	1700	1320

TA 7000

MISSED APPROACH
Climb on course 173° to 1 DME after EVS, then intercept EVS R-186 outbound climbing to FL 90. Passing EVS 10 DME or 5000 ft, whichever occurs first, turn right direct EVS. Passing EVS proceed on R-335 outbound to IAF.

CATEGORY	A	B	C	D
S-TAC 17 2.5% MA CLMB	**1450** - 5.0 1368 (1400 - 5.0/5.0)	**1480** - 5.0 1398 (1400 - 5.0/5.0)	**1510** - 5.0 1428 (1500 - 5.0/5.0)	**1520** - 5.0 1438 (1500 - 5.0/5.0)
S-TAC 17 4.0% MA CLMB	**1010** - 3.6 928 (1000 - 3.6/4.3)		**1010** - 3.6 928 (1000 - 3.6/4.3)	**1010** - 3.6 928 (1000 - 3.6/4.3)
CIRCLING	**1450** - 5.0 1365 (1400 - 5.0)	**1690** - 5.0 1605 (1700 - 5.0)	**2090** - 5.0 2005 (2100 - 5.0)	**2140** - 5.0 2055 (2100 - 5.0)

MIPS

CHANGES: EDITORIALS.

RNoAF 11 JUN 2026

TACAN RWY 17

68°29.33N
016°40.70E

EVENES (ENEV)

ATIS	EVENES APPROACH		EVENES TOWER				
126.030	120.105	369.325	118.005	120.105	308.775	257.800	

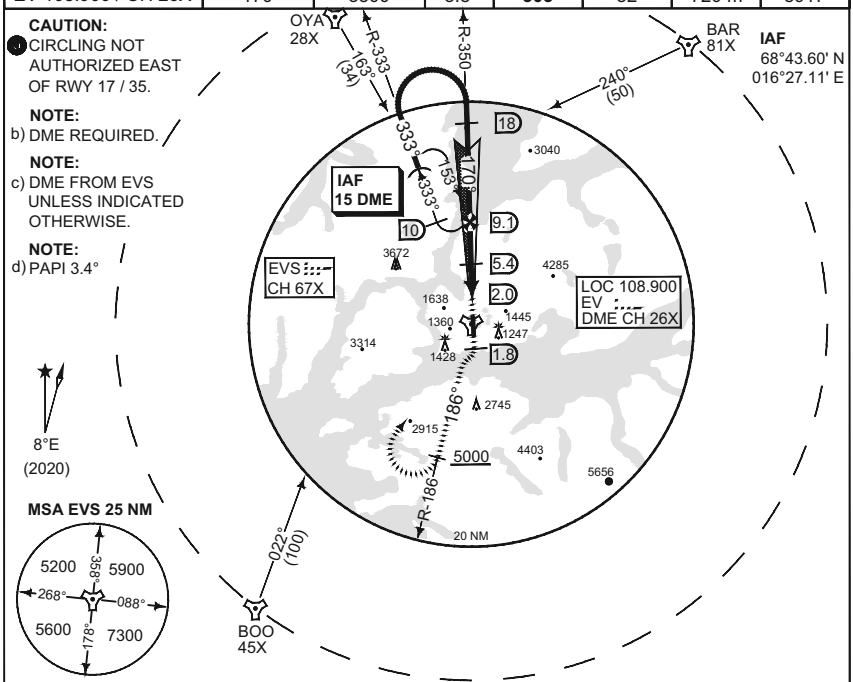
LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
EV 108.900 / CH 26X	170°	3500	3.8°	**303**	82	720 m	8917

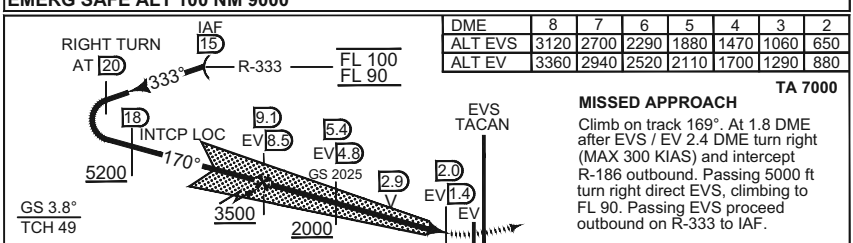
CAUTION:
CIRCLING NOT AUTHORIZED EAST OF RWY 17 / 35.

NOTE:
b) DME REQUIRED.

NOTE:
c) DME FROM EVS UNLESS INDICATED OTHERWISE.

NOTE:
d) PAPI 3.4°





DME	8	7	6	5	4	3	2
ALT EVS	3120	2700	2290	1880	1470	1060	650
ALT EV	3360	2940	2520	2110	1700	1290	880

TA 7000

MISSED APPROACH
Climb on track 169°. At 1.8 DME after EVS / EV 2.4 DME turn right (MAX 300 KIAS) and intercept R-186 outbound. Passing 5000 ft turn right direct EVS, climbing to FL 90. Passing EVS proceed outbound on R-333 to IAF.

CATEGORY	HPMA
S-ILS 17	**303** - 0.8 221 (300 - 0.8/1.2)
S-LOC 17	**1010** - 3.6 928 (1000 - 3.6/4.3)
CIRCLING	**1990** - 5.0 1906 (2000 - 5.0)

CHANGES: EDITORIALS.
MIPS
RNGAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART AD ELEV 85

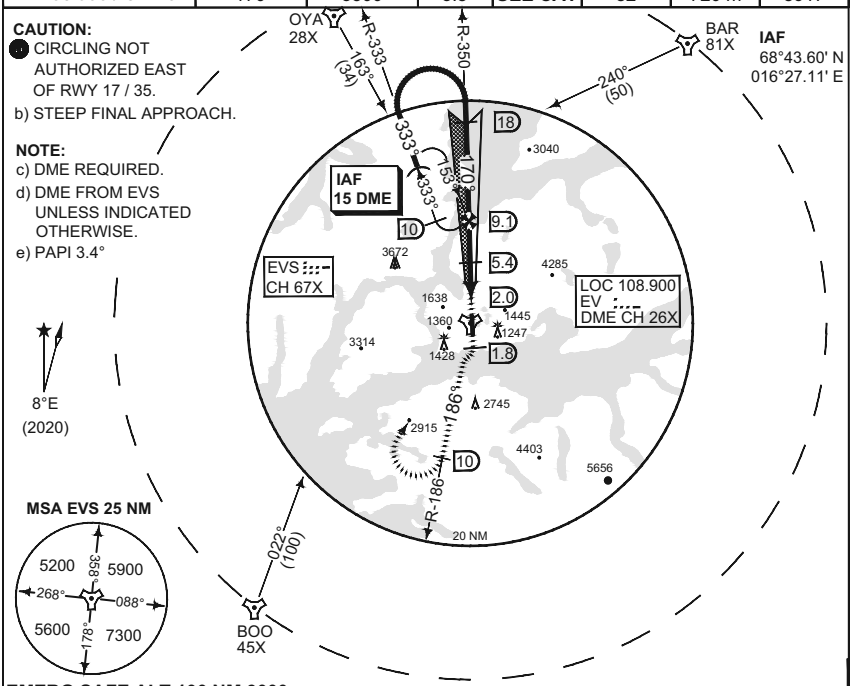
ILS M or LOC M RWY 17
EVENES (ENEV)

ATIS	EVENES APPROACH	EVENES TOWER
126.030	120.105 369.325	118.005 120.105 308.775 257.800

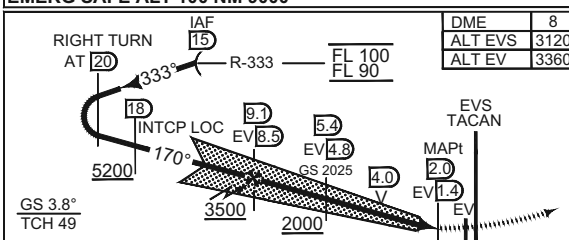
LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
EV 108.900 / CH 26X	170°	3500	3.8°	SEE CAT	82	720 m	8917

CAUTION:
a) CIRCLING NOT AUTHORIZED EAST OF RWY 17 / 35.
b) STEEP FINAL APPROACH.

NOTE:
c) DME REQUIRED.
d) DME FROM EVS UNLESS INDICATED OTHERWISE.
e) PAPI 3.4°



EMERG SAFE ALT 100 NM 9000



DME	8	7	6	5	4	3	2
ALT EVS	3120	2700	2290	1880	1470	1060	650
ALT EV	3360	2940	2520	2110	1700	1290	880

MISSED APPROACH **TA 7000**

Climb on track 169°. At 1.8 DME after EVS / EV 2.4 DME turn right (max 185 kt) and intercept R-186 outbound climbing to FL 90. Passing 5000 ft or EVS 10 DME, whichever occurs first, turn right direct EVS. Passing EVS proceed on R-333 outbound to IAF.

CATEGORY	A	B	C	D
S-ILS 17 2.5% MA CLMB	**1345** - 5.0 1263 (1300 - 5.0/5.0)	**1363** - 5.0 1281 (1300 - 5.0/5.0)	**1375** - 5.0 1293 (1300 - 5.0/5.0)	**1391** - 5.0 1309 (1400 - 5.0/5.0)
S-ILS 17 5.0% MA CLMB	**352** - 600 270 (300 - 0.8/1.3)	**371** - 650 289 (300 - 0.8/1.4)	**383** - 700 301 (400 - 0.8/1.4)	**398** - 750 316 (400 - 0.8/1.4)
S-LOC 17 2.5% MA CLMB	**1480** - 5.0 1398 (1400 - 5.0/5.0)	**1500** - 5.0 1418 (1500 - 5.0/5.0)	**1530** - 5.0 1448 (1500 - 5.0/5.0)	**1540** - 5.0 1458 (1500 - 5.0/5.0)
CIRCLING	**1480** - 5.0 1395 (1400 - 5.0)	**1690** - 5.0 1605 (1700 - 5.0)	**2090** - 5.0 2005 (2100 - 5.0)	**2140** - 5.0 2055 (2100 - 5.0)

CHANGES: EDITORIALS.
MIPS
RNoAF 11 JUN 2026

ILS M or LOC M RWY 17 68°29.33N 016°40.70E **EVENES (ENEV)**

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 85

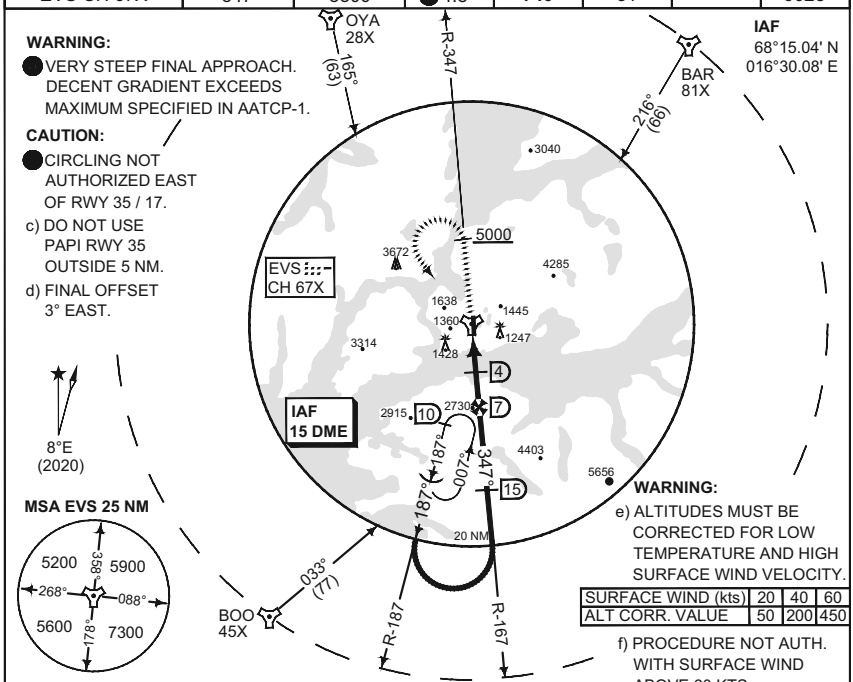
HPMA TACAN RWY 35
EVENES (ENEV)

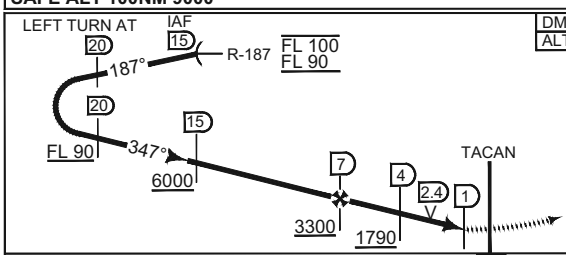
ATIS	EVENES APPROACH		EVENES TOWER			
126.030	120.105	369.325	118.005	120.105	308.775	257.800

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
EVS CH 67X	347°	3300	4.8°	**740**	81	600 m	9028

WARNING:
VERY STEEP FINAL APPROACH. DECENT GRADIENT EXCEEDS MAXIMUM SPECIFIED IN AATCP-1.

CAUTION:
CIRCLING NOT AUTHORIZED EAST OF RWY 35 / 17.
c) DO NOT USE PAPI RWY 35 OUTSIDE 5 NM.
d) FINAL OFFSET 3° EAST.





DME EVS	6	5	4	3	2
ALT	2800	2290	1790	1280	780

TA 7000

MISSED APPROACH
Climb straight ahead to EVS and track R-347 outbound. Passing 5000 ft turn left inbound EVS, climbing to FL 90. Passing EVS proceed outbound on R-187 and enter holding at IAF.

CATEGORY	HPMA
S-TAC 35	**740** - 2.3 659 (700 - 2.3/3.0)
CIRCLING	**1990** - 5.0 1905 (2000 - 5.0)

CHANGES: EDITORIALS.

MIPS

RNoAF 11 JUN 2026

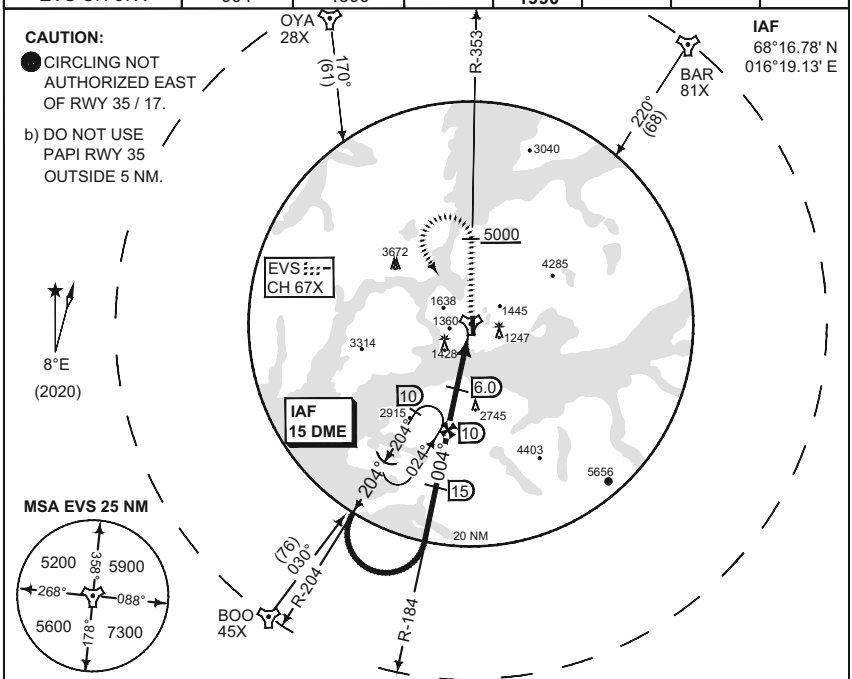
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 85

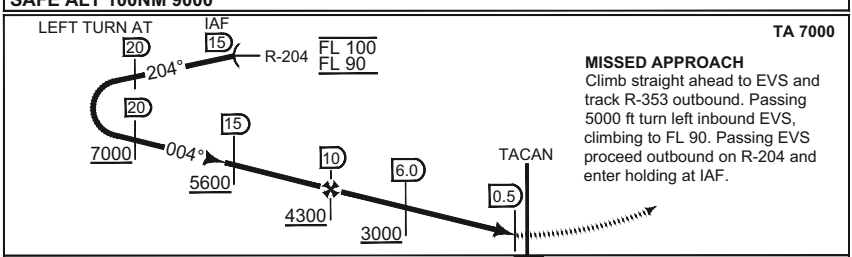
HPMA TACAN A
EVENES (ENEV)

ATIS	EVENES APPROACH		EVENES TOWER			
126.030	120.105	369.325	118.005	120.105	308.775	257.800

TACAN	APP COURSE	FAF ALT		MDA			
EVS CH 67X	004°	4300		**1990**			



SAFE ALT 100NM 9000



TA 7000

MISSED APPROACH
Climb straight ahead to EVS and track R-353 outbound. Passing 5000 ft turn left inbound EVS, climbing to FL 90. Passing EVS proceed outbound on R-204 and enter holding at IAF.

CATEGORY	HPMA
CIRCLING	**1990** - 5.0 1905 (2000 - 5.0)

CHANGES: EDITORIALS.
MIPS

RNGAF 11 JUN 2026

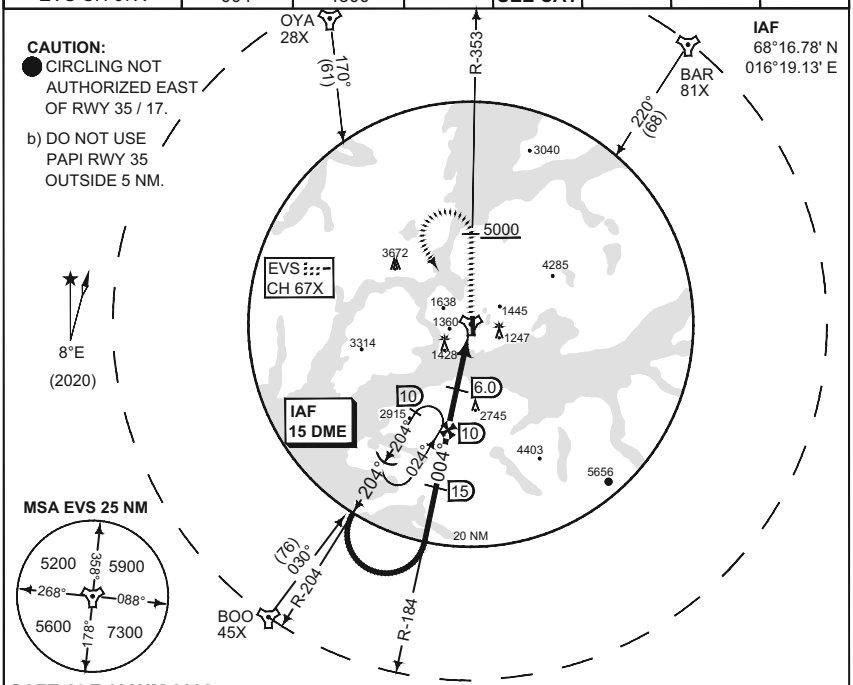
MIPS
INSTRUMENT APPROACH CHART

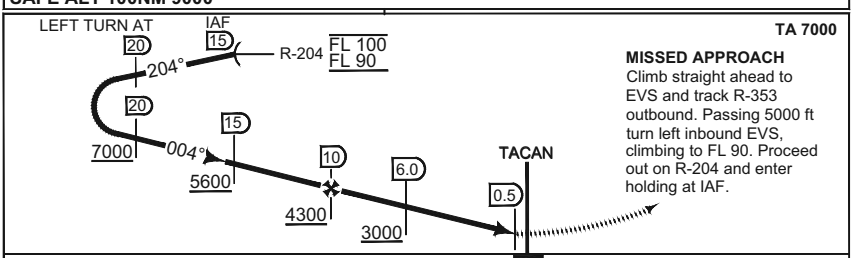
AD ELEV 85

TACAN A
EVENES (ENEV)

ATIS	EVENES APPROACH		EVENES TOWER				
126.030	120.105	369.325	118.005	120.105	308.775	257.800	

TACAN	APP COURSE	FAF ALT		MDA			
EVS CH 67X	004°	4300		**SEE CAT**			





CATEGORY	A	B	C	D
CIRCLING	**1130** - 4.9 1045 (1100 - 4.9)	**1690** - 5.0 1605 (1700 - 5.0)	**2090** - 5.0 2005 (2100 - 5.0)	**2140** - 5.0 2055 (2100 - 5.0)

CHANGES: EDITORIALS.

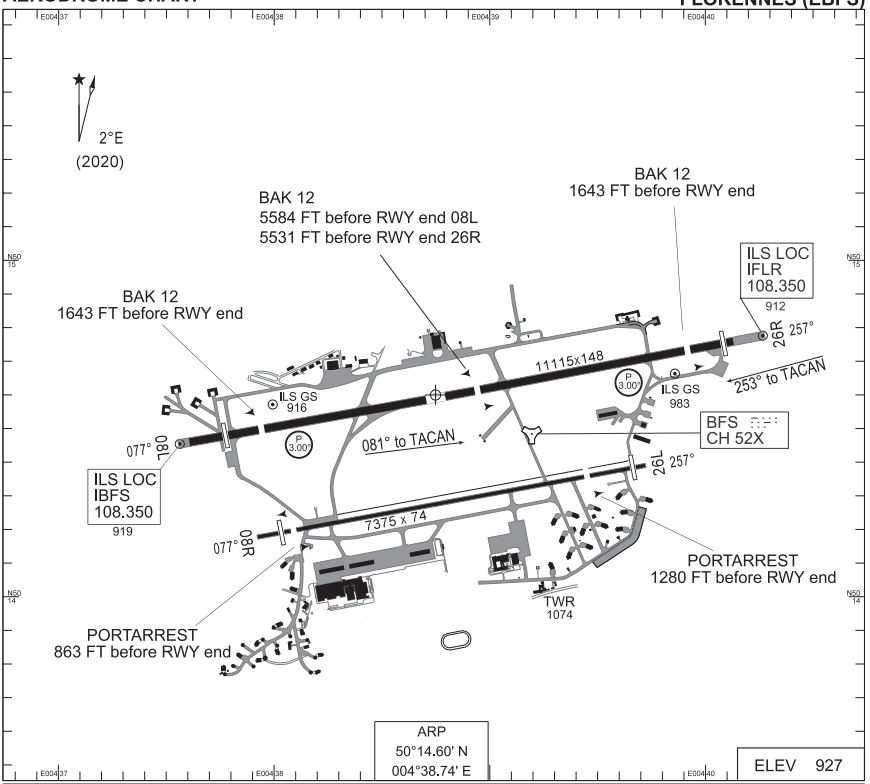
MIPS

RNoAF 11 JUN 2026

TACAN A

68°29.33N
016°40.70E

EVENES (ENEV)



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI	THR	TDZE	THR PSN
08L	71 F/A/X/T	9160	9160	10131	9160		3.00°	900	906	50°14.48' N - 004°37.77' E
26R	71 F/A/X/T	9160	9160	10144	9160		3.00°	924	927	50°14.75' N - 004°40.08' E
08R	67 F/A/X/T	6404	6404	6886	6404		-	901	911	50°14.19' N - 004°38.04' E
26L	67 F/A/X/T	6404	6404	6896	6404		-	903	911	50°14.38' N - 004°39.65' E

FLORENNES APP	372.275	362.300	377.800	124.380	121.460	
FLORENNES TWR	234.800	257.800	125.880	122.100		
FLORENNES GND	122.100	356.925				

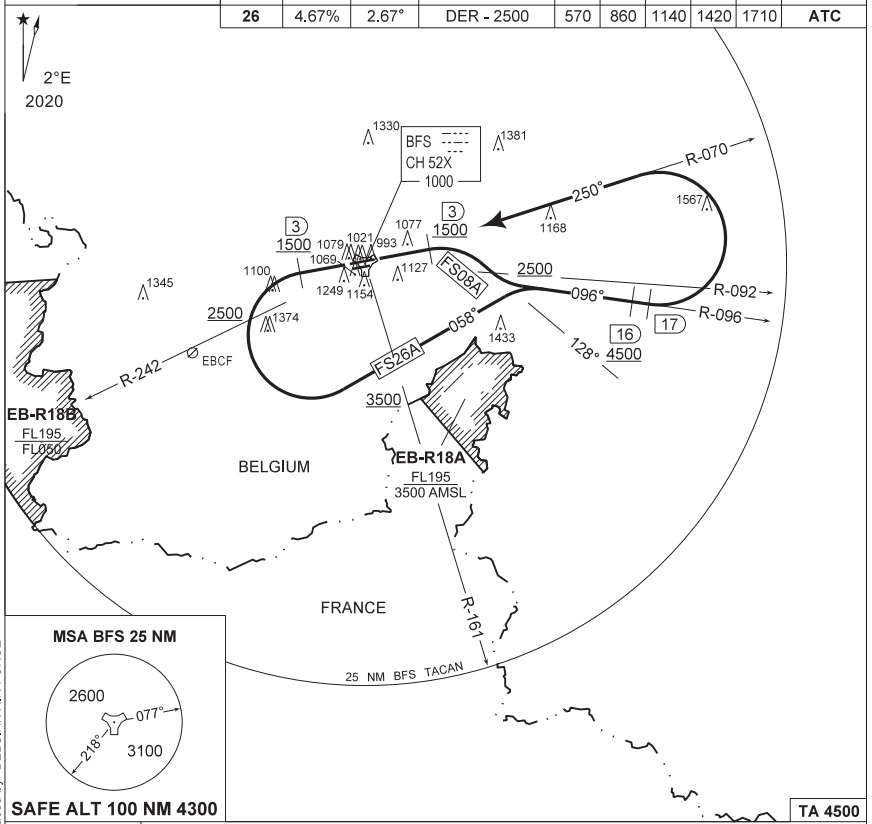
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

FLORENNES GND	FLORENNES TWR	FLORENNES APP	BELGA RADAR
356.925 122.100	234.800 125.880	372.275 124.380	374.400 129.325

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BFS - CH 52X	**08**	4.46%	2.55°	DER - 2500	550	820	1090	1360	1630	**ATC**
	26	4.67%	2.67°	DER - 2500	570	860	1140	1420	1710	**ATC**

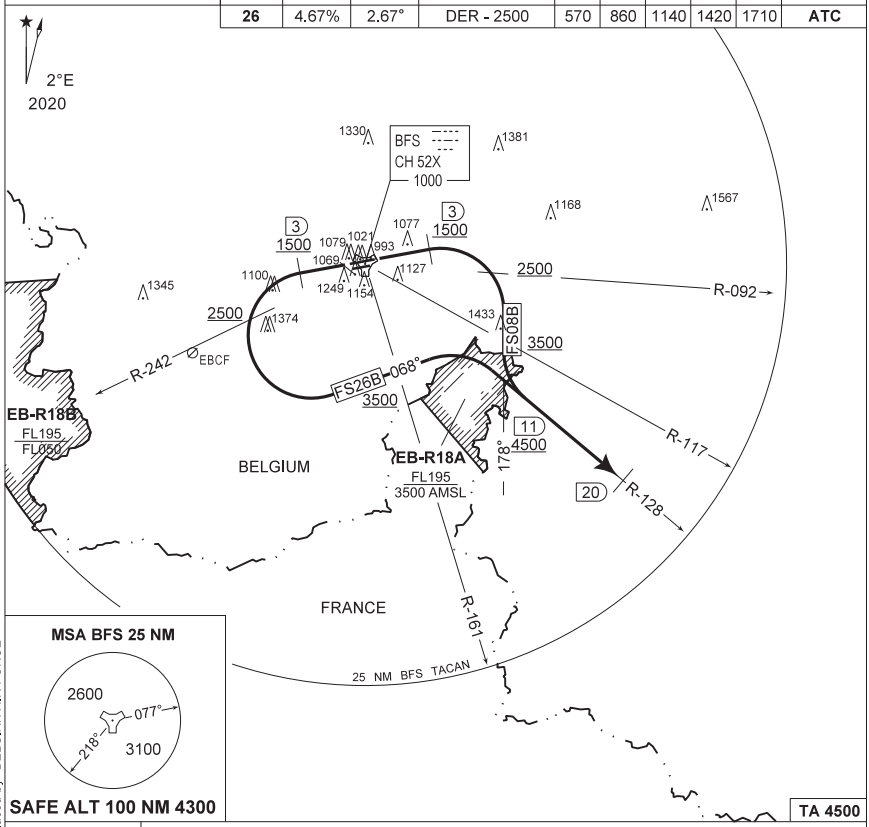


FS 08A (RWY 08) 50	- Climb straight ahead and contact EBFS APP. - At 3 DME at or above 1500 FT AMSL, turn right on track 128°. - Pass R-092 at or above 2500 FT AMSL. Intercept R-096 outbound BFS TACAN. - Pass 16 DME / R-096 at or above 4500 FT AMSL. Contact BELGA RADAR as directed. - At 17 DME turn left to intercept R-070 inbound BFS TACAN. - SID is terminated overhead BFS.
FS 26A (RWY 26) 63	- Climb straight ahead and contact EBFS APP. - At 3 DME at or above 1500 FT AMSL, turn left on track 058°. - Pass R-242 at or above 2500 FT AMSL. - Pass R-161 at or above 3500 FT AMSL, intercept R-096 outbound BFS TACAN. - Pass 16 DME / R-096 at or above 4500 FT AMSL. Contact BELGA RADAR as directed. - At 17 DME turn left to intercept R-070 inbound BFS TACAN. - SID is terminated overhead BFS.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"
BELGIAN AIR FORCE 01-OCT-2026 - THS

FLORENNES GND		FLORENNES TWR		FLORENNES APP		BELGA RADAR	
356.925	122.100	234.800	125.880	372.275	124.380	374.400	129.325

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BFS - CH 52X	**08**	4.46%	2.55°	DER - 4500	550	820	1090	1360	1630	**ATC**
	26	4.67%	2.67°	DER - 2500	570	860	1140	1420	1710	**ATC**



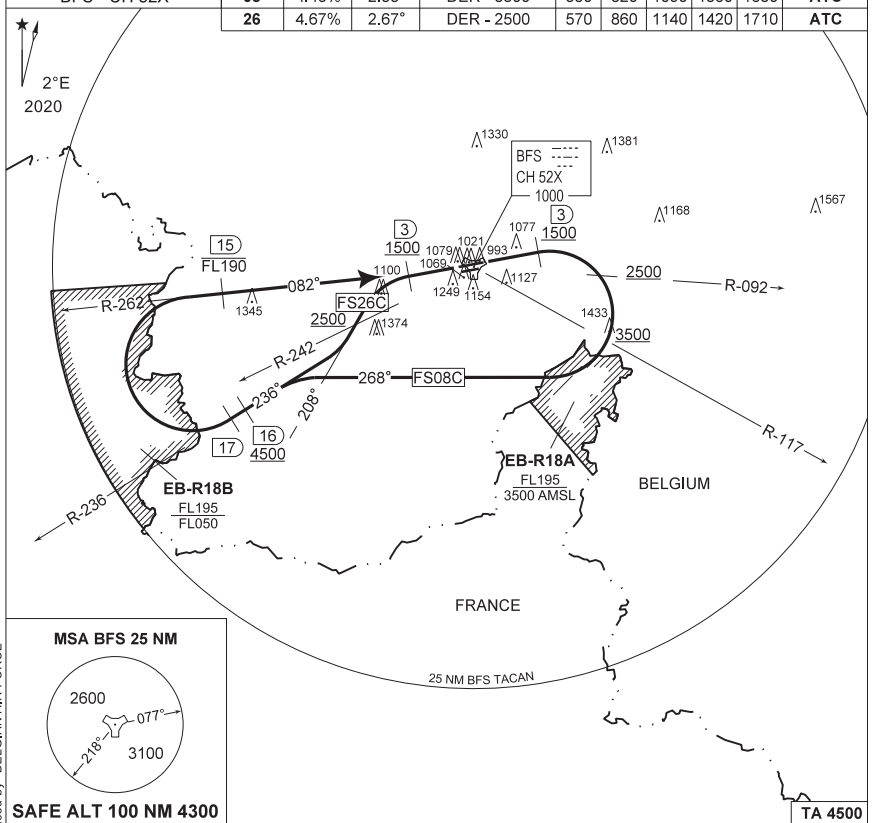
FS 08B (RWY 08) 22	- Climb straight ahead and contact EBFS APP. - At 3 DME at or above 1500 FT AMSL, turn right on track 178°. - Pass R-092 at or above 2500 FT AMSL. - Pass R-117 at or above 3500 FT AMSL. - Intercept R-128 outbound BFS TACAN. - Pass 11 DME / R-128 at or above 4500 FT AMSL. - Contact BELGA RADAR as directed. Continue R-128 outbound till 20 DME BFS TACAN.
FS 26B (RWY 26) 31	- Climb straight ahead and contact EBFS APP. - At 3 DME at or above 1500 FT AMSL, turn left on track 068°. - Pass R-242 at or above 2500 FT AMSL. - Pass R-161 at or above 3500 FT AMSL. - Intercept R-128 outbound BFS TACAN. - Pass 11 DME / R-128 at or above 4500 FT AMSL. - Contact BELGA RADAR as directed. Continue R-128 outbound till 20 DME BFS TACAN.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

FLORENNES GND		FLORENNES TWR		FLORENNES APP		BELGA RADAR	
356.925	122.100	234.800	125.880	372.275	124.380	374.400	129.325

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BFS - CH 52X	**08**	4.46%	2.55°	DER - 3500	550	820	1090	1360	1630	**ATC**
	26	4.67%	2.67°	DER - 2500	570	860	1140	1420	1710	**ATC**



FS 08C (RWY 08) 65	- Climb straight ahead and contact EBFS APP. - At 3 DME at or above 1500 FT AMSL, turn right on track 268°. - Pass R-092 at or above 2500 FT AMSL. - Pass R-117 at or above 3500 FT AMSL. Intercept R-236 outbound BFS TACAN. - Pass 16 DME / R-236 at or above 4500 FT AMSL. Contact BELGA RADAR as directed. - At 17 DME turn right to intercept R-262 inbound BFS TACAN. - Pass 15 DME / R-262 at or below FL190. Proceed overhead BFS.
FS 26C (RWY 26) 51	- Climb straight ahead and contact EBFS APP. - At 3 DME at or above 1500 FT AMSL, turn left on track 208°. - Pass R-242 at or above 2500 FT AMSL. - Intercept R-236 outbound BFS TACAN. - Pass 16 DME / R-236 at or above 4500 FT AMSL. Contact BELGA RADAR as directed. - At 17 DME turn right to intercept R-262 inbound BFS TACAN. - Pass 15 DME / R-262 at or below FL190. Proceed overhead BFS.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT DEPARTURE CHART AD ELEV 927

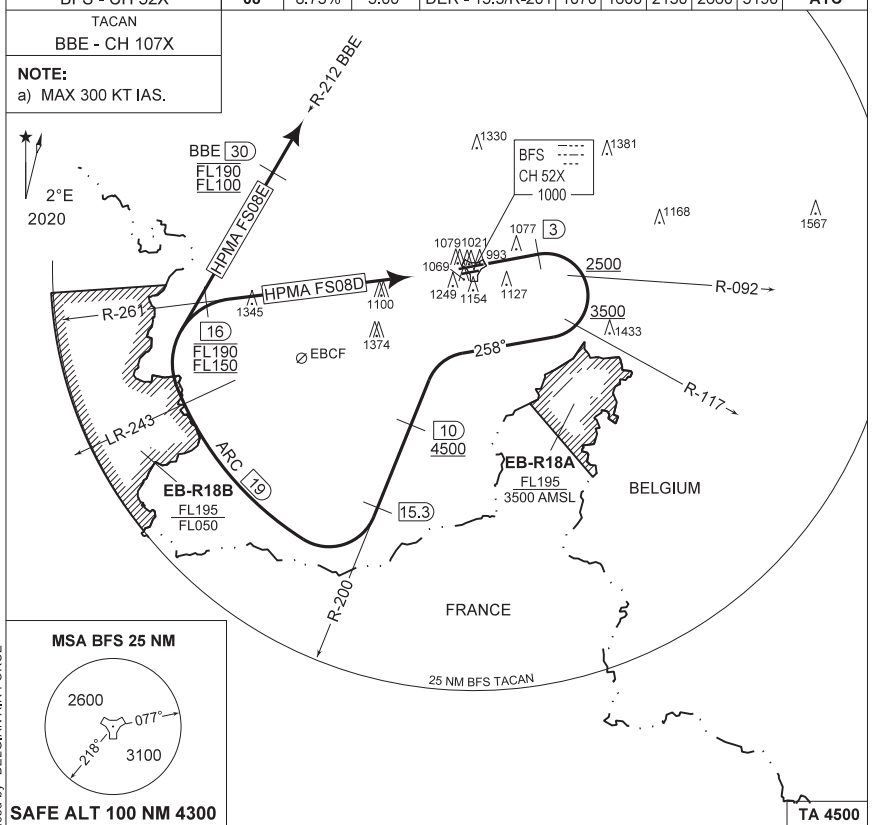
HPMA FS 08D - 08E
FLORENNES (EBFS)

FLORENNES GND	FLORENNES TWR	FLORENNES APP	BELGA RADAR
356.925 122.100	234.800 125.880	372.275 124.380	374.400 129.325

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BFS - CH 52X	08	8.75%	5.00°	DER - 15.3/R-201	1070	1600	2130	2660	3190	ATC

TACAN
BBE - CH 107X

NOTE:
a) MAX 300 KT IAS.



MSA BFS 25 NM

SAFE ALT 100 NM 4300

TA 4500

HPMA FS 08D (RWY 08) 62	- Climb straight ahead and contact EBFS APP. - At 3 DME turn right on track 258° to intercept R-200 outbound. - Pass R-092 at or above 2500 FT AMSL and R-117 at or above 3500 FT AMSL. - Pass 10 DME / R-200 at 4500 FT AMSL or above. - Contact BELGA RADAR passing 4500 FT AMSL. - Turn right on the 19 DME arc to intercept R-261 inbound. - Pass 16 DME / R-261 between FL150 and FL190. Climb as directed.
HPMA FS 08E (RWY 08) 58	- Climb straight ahead and contact EBFS APP. - At 3 DME turn right on track 258° to intercept R-200 outbound. - Pass R-092 at or above 2500 FT AMSL and R-117 at or above 3500 FT AMSL. - Pass 10 DME / R-200 at 4500 FT AMSL or above. - Contact BELGA RADAR passing 4500 FT AMSL. - Turn right on the 19 DME arc to intercept BBE R-212 inbound. - Pass BBE 30 DME / R-212 between FL100 and FL190. Climb as directed.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

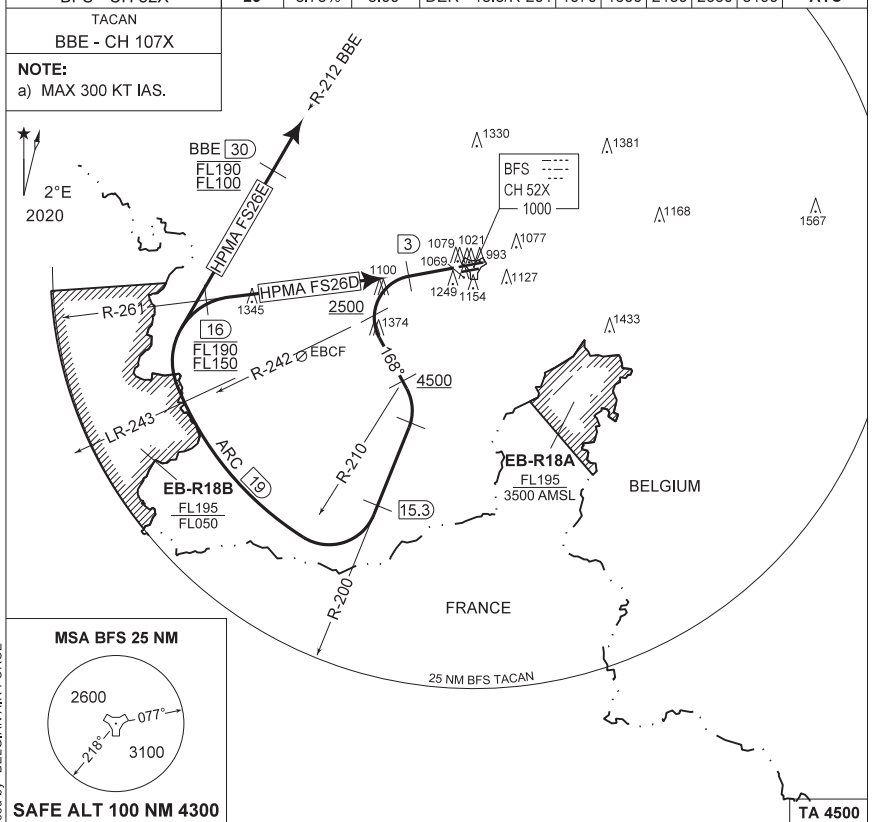
BELGIAN AIR FORCE 01-OCT-2026 - THS

FLORENNES GND	FLORENNES TWR	FLORENNES APP	BELGA RADAR
356.925 122.100	234.800 125.880	372.275 124.380	374.400 129.325

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BFS - CH 52X	**26**	8.75%	5.00°	DER - 15.3/R-201	1070	1600	2130	2660	3190	**ATC**

TACAN
BBE - CH 107X

NOTE:
a) MAX 300 KT IAS.



MSA BFS 25 NM

SAFE ALT 100 NM 4300

TA 4500

HPMA FS 26D (RWY 26) 51	- Climb straight ahead and contact EBFS APP. - At 3 DME turn left on track 168° to intercept R-200 outbound. - Pass R-242 at 2500 FT AMSL or above. - Pass R-210 at 4500 FT AMSL or above. - Contact BELGA RADAR passing 4500 FT AMSL. - Turn right on the 19 DME arc to intercept R-261 inbound. - Pass 16 DME / R-261 between FL150 and FL190. Climb as directed.
HPMA FS 26E (RWY 26) 49	- Climb straight ahead and contact EBFS APP. - At 3 DME turn left on track 168° to intercept R-200 outbound. - Pass R-242 at 2500 FT AMSL or above. - Pass R-210 at 4500 FT AMSL or above. - Contact BELGA RADAR passing 4500 FT AMSL. - Turn right on the 19 DME arc to intercept BBE R-212 inbound. - Pass BBE 30 DME / R-212 between FL100 and FL190. Climb as directed.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

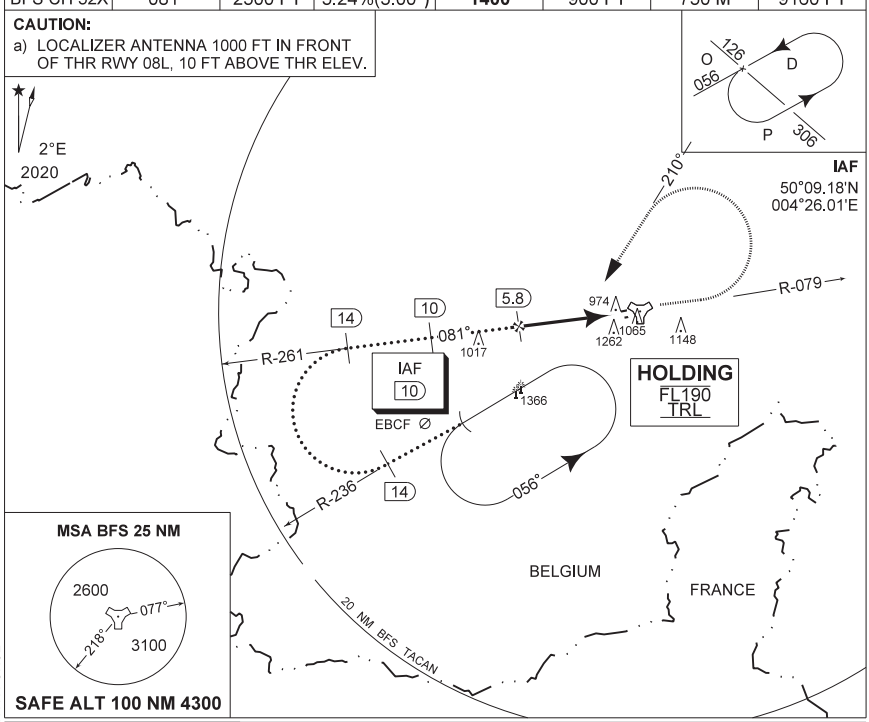
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

HPMA-TACAN RWY 08L
FLORENNES (EBFS)

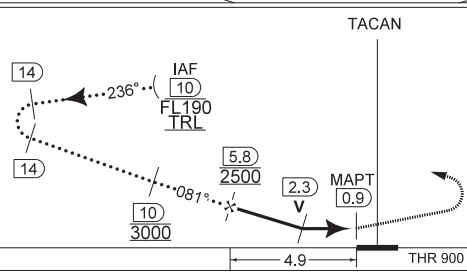
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	081°	2500 FT	5.24%(3.00°)	**1400**	900 FT	750 M	9160 FT

CAUTION:
a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.



DME BFS	5	4	3
Altitude *Height*	2260 *(1360)*	1950 *(1050)*	1630 *(730)*

MISSED APPROACH
Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 210° at MAX 300 KIAS to intercept IAF TACAN RWY 08L.



CAT I

CATEGORY	HPMA
S-TAC 08L	**1400** - 1.9 500 (500 - 1.9 / 2.6)
CIRCLING	**1560** - 3.2 633 (700 - 3.2)

CHANGES: "BEL DEFENCE AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART

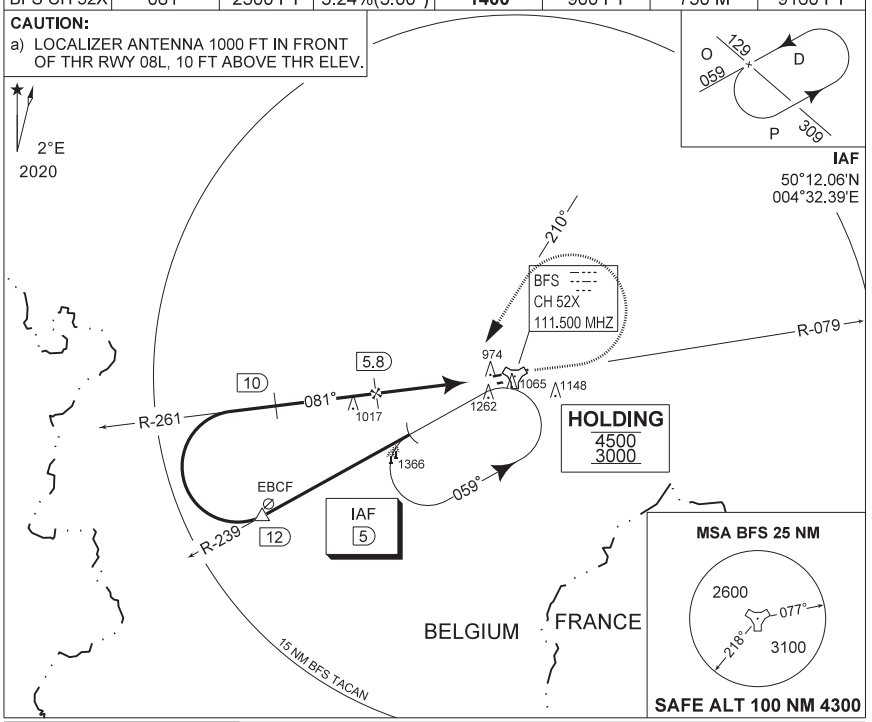
AD ELEV 927

TACAN RWY 08L
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

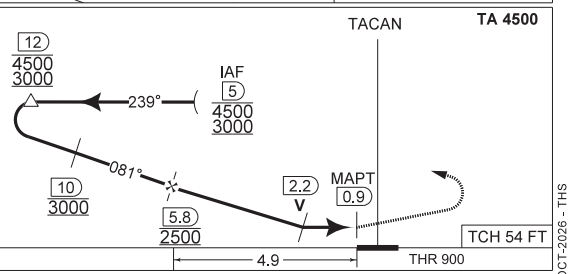
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	081°	2500 FT	5.24%(3.00°)	**1400**	900 FT	750 M	9160 FT

CAUTION:
a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.



DME BFS	5	4	3
Altitude *Height*	2260 *(1360)*	1950 *(1050)*	1630 *(730)*

MISSED APPROACH
Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 210° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF TACAN RWY 08L.



CAT I

CATEGORY	A	B	C	D	HPMA
S-TAC 08L	**1400** - 1.5 500 (500 - 1.5 / 2.6)		**1400** - 1.9 500 (500 - 1.9 / 2.6)		
CIRCLING	**1560** - 1.6 633 (700 - 1.6)		**1660** - 3.6 733 (800 - 3.6)		**1560** - 3.2 633 (700 - 3.2)

MIPS

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

TACAN RWY 08L 50°14.60' N 004°38.74' E **FLORENNES (EBFS)**

MIPS
INSTRUMENT APPROACH CHART

HPMA-ILS or HPMA-LOC RWY 08L
FLORENNES (EBFS)

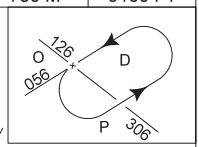
AD ELEV 927

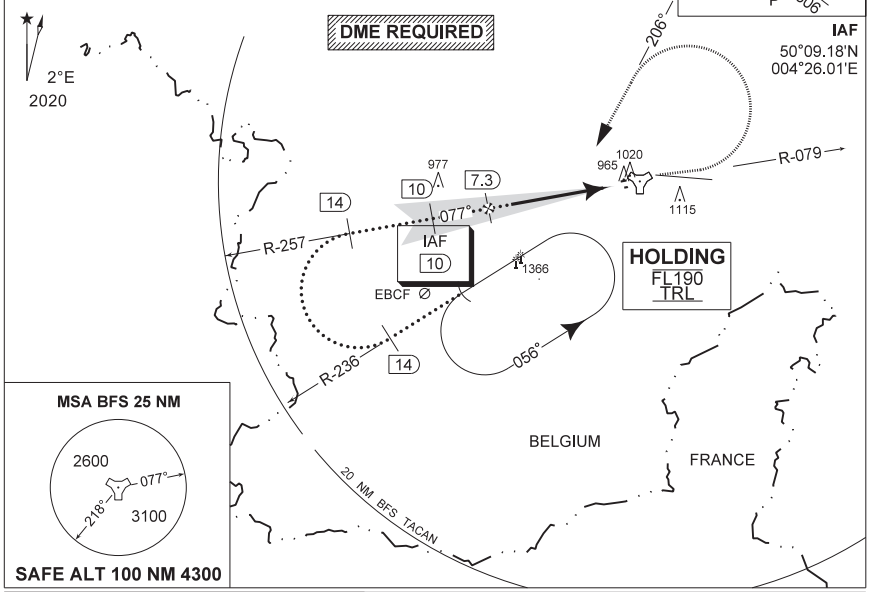
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IFLR 108.350 / 52X	077°	3000 FT	3.00°	**1100**	900 FT	750 M	9160 FT

CAUTION:
a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.

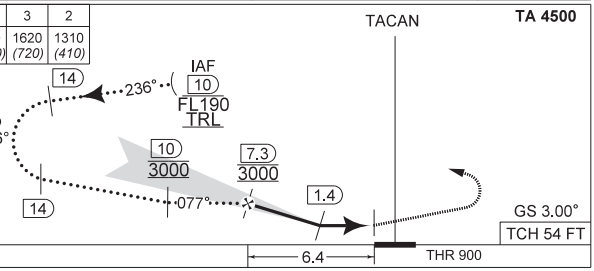
NOTE:
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ





DME BFS	7	6	5	4	3	2
Altitude *Height*	2900 *(2000)*	2580 *(1680)*	2260 *(1360)*	1940 *(1040)*	1620 *(720)*	1310 *(410)*

MISSED APPROACH
Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 206°. MAX 300 KIAS to intercept IAF ILS RWY 08L.



	CATEGORY	HPMA
MIPS	S-ILS 08L	**1100** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
	S-LOC	**1360** - 1.7 460 (500 - 1.7 / 2.4)
	CIRCLING	**1560** - 3.2 633 (700 - 3.2)

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

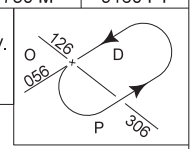
MIPS
INSTRUMENT APPROACH CHART AD ELEV 927

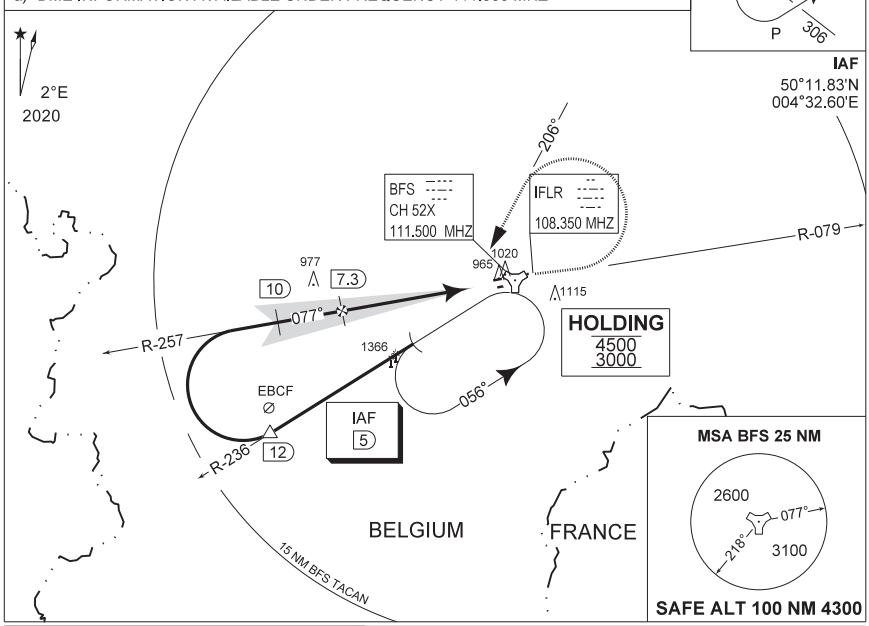
ILS or LOC RWY 08L
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IFLR 108.350 / 52X	077°	3000 FT	3.00°	**1100**	900 FT	750 M	9160 FT

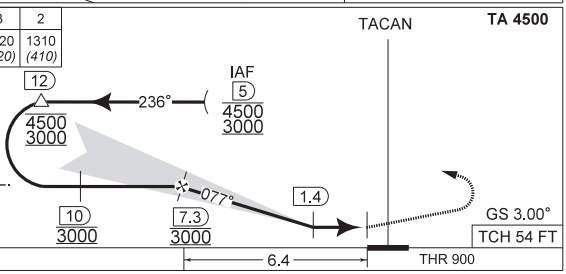
CAUTION:
a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.
NOTE:
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ





DME BFS	7	6	5	4	3	2
Altitude *Height*	2900 *(2000)*	2580 *(1680)*	2260 *(1360)*	1940 *(1040)*	1620 *(720)*	1310 *(410)*

MISSED APPROACH
Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 206° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF ILS RWY 08L.



CAT I

CATEGORY	A	B	C	D	HPMA
S-ILS 08L	**1100** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°				
S-LOC 08L	**1360** - 1.5 460 (500 - 1.5 / 2.4)		**1360** - 1.7 460 (500 - 1.7 / 2.4)		
CIRCLING	**1560** - 1.6 633 (700 - 1.6)		**1660** - 3.6 733 (800 - 3.6)		**1560** - 3.2 633 (700 - 3.2)

MIPS

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART

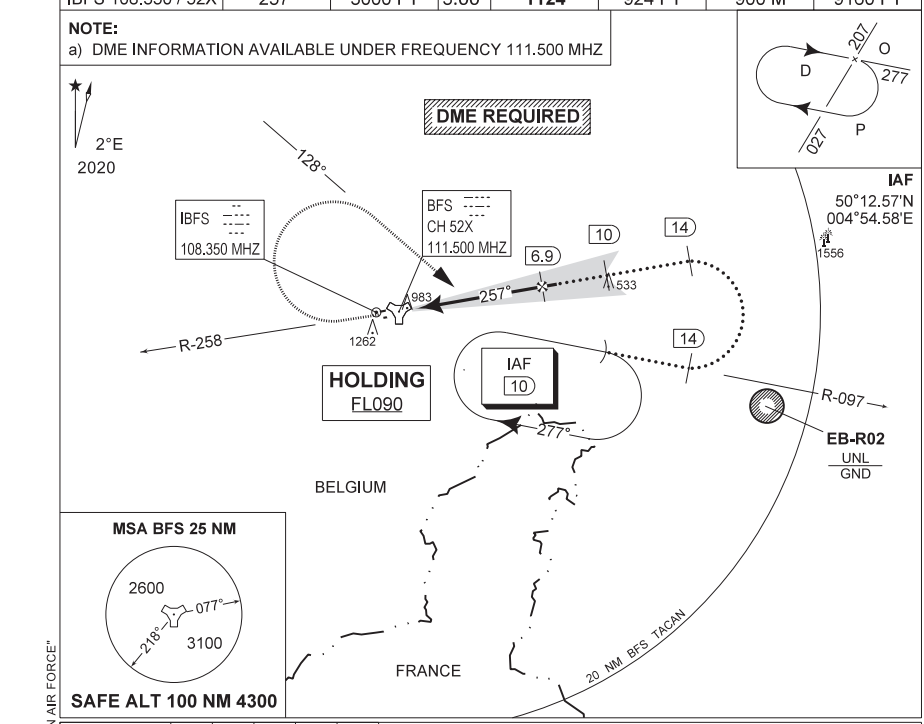
HPMA-ILS or HPMA-LOC RWY 26R
FLORENNES (EBFS)

AD ELEV 927

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

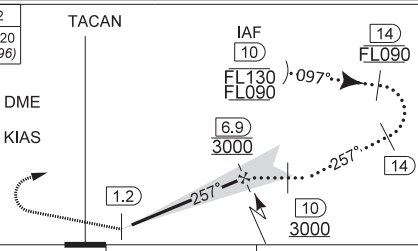
LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IBFS 108.350 / 52X	257°	3000 FT	3.00°	**1124**	924 FT	900 M	9160 FT

NOTE:
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



DME BFS	6	5	4	3	2
Altitude *Height*	2690 *(1766)*	2380 *(1456)*	2060 *(1136)*	1790 *(816)*	1420 *(496)*

MISSED APPROACH
Climb to 2000 FT on R-258. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 128° at MAX 300 KIAS to intercept IAF ILS RWY 26R.



	CATEGORY	HPMA
MIPS	S-ILS 26R	**1124** - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°
	S-LOC 26R	**1320** - 1.3 396 (400 - 1.3 / 2.2)
	CIRCLING	**1560** - 3.2 633 (700 - 3.2)

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

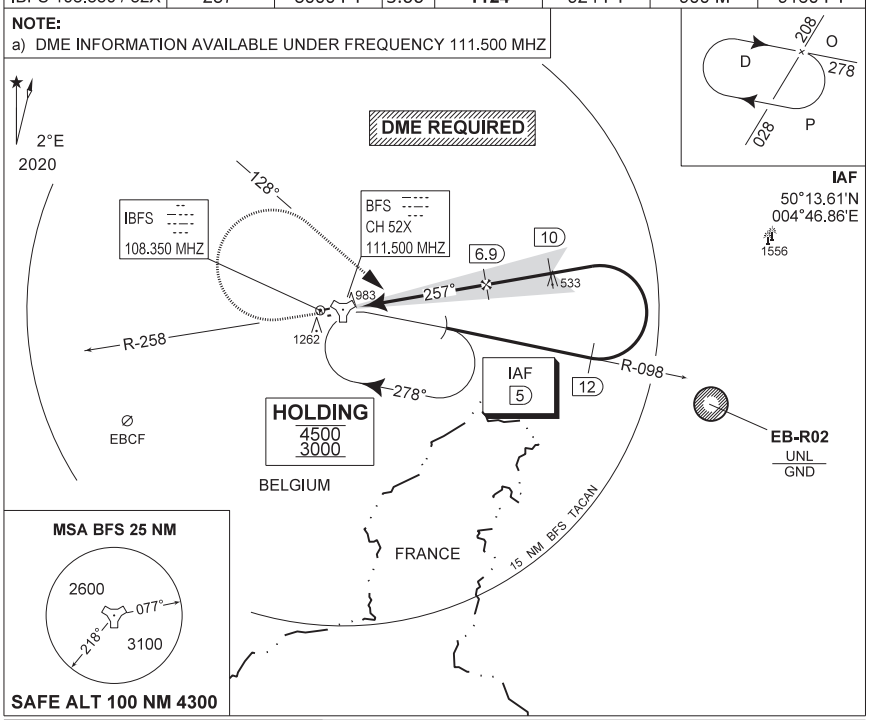
MIPS
INSTRUMENT APPROACH CHART AD ELEV 927

ILS or LOC RWY 26R
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

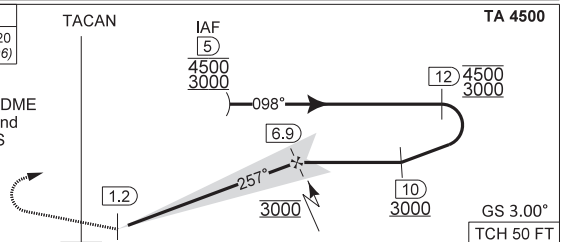
LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IBFS 108.350 / 52X	257°	3000 FT	3.00°	**1124**	924 FT	900 M	9160 FT

NOTE:
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



DME BFS	6	5	4	3	2
Altitude *Height*	2690 *(1766)*	2380 *(1456)*	2060 *(1136)*	1790 *(816)*	1420 *(496)*

MISSED APPROACH
Climb to 2000 FT on R-258. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 128° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF TACAN RWY 26R or ILS RWY 26R.



CATEGORY	A	B	C	D	HPMA
MIPS S-ILS 26R	**1124** - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°				
MIPS S-LOC 26R	**1320** - 1.3 396 (400 - 1.3 / 2.2)				
MIPS CIRCLING	**1560** - 1.6 633 (700 - 1.6)		**1660** - 3.6 733 (800 - 3.6)		**1560** - 3.2 633 (700 - 3.2)

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

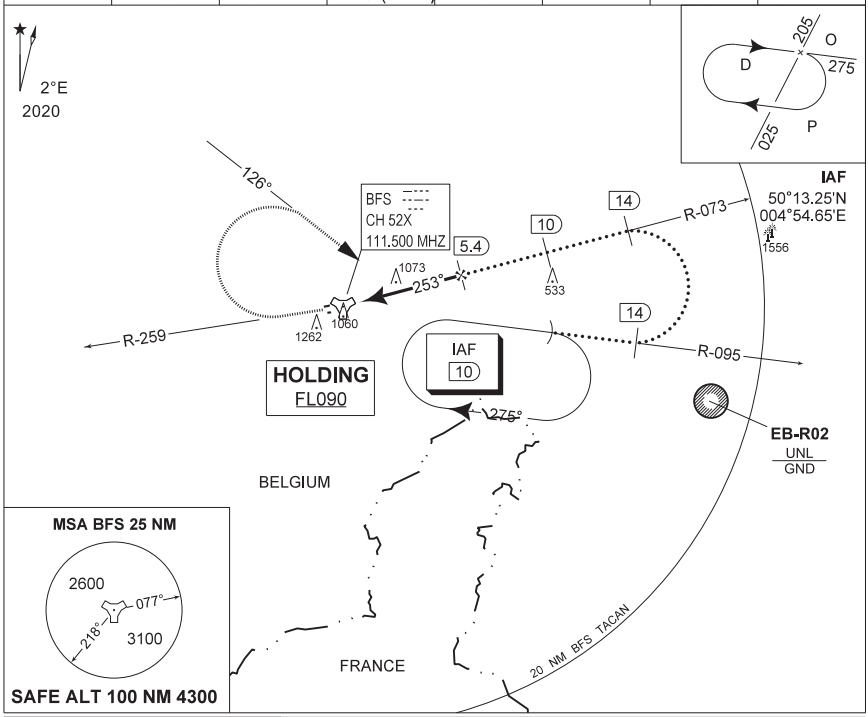
BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART AD ELEV 927

HPMA-TACAN RWY 26R
FLORENNES (EBFS)

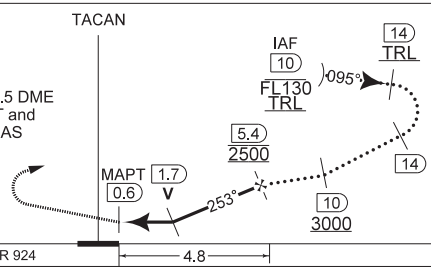
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	253°	2500 FT	5.24%(3.00°)	**1320**	924 FT	900 M	9160 FT

2°E
2020



DME BFS	5	4	3	2
Altitude *Height*	2370 *(1446)*	2050 *(1126)*	1730 *(806)*	1460 *(486)*

MISSED APPROACH
Climb to 2000 FT on R-259. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 126° at MAX 300 KIAS to intercept IAF TACAN RWY 26R.



CATEGORY	HPMA
S-TAC 26R	**1320** - 1.3 396 (400 - 1.3 / 2.2)
CIRCLING	**1560** - 3.2 633 (700 - 3.2)

MIPS

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

HPMA-TACAN RWY 26R 50°14.60' N 004°38.74' E **FLORENNES (EBFS)**

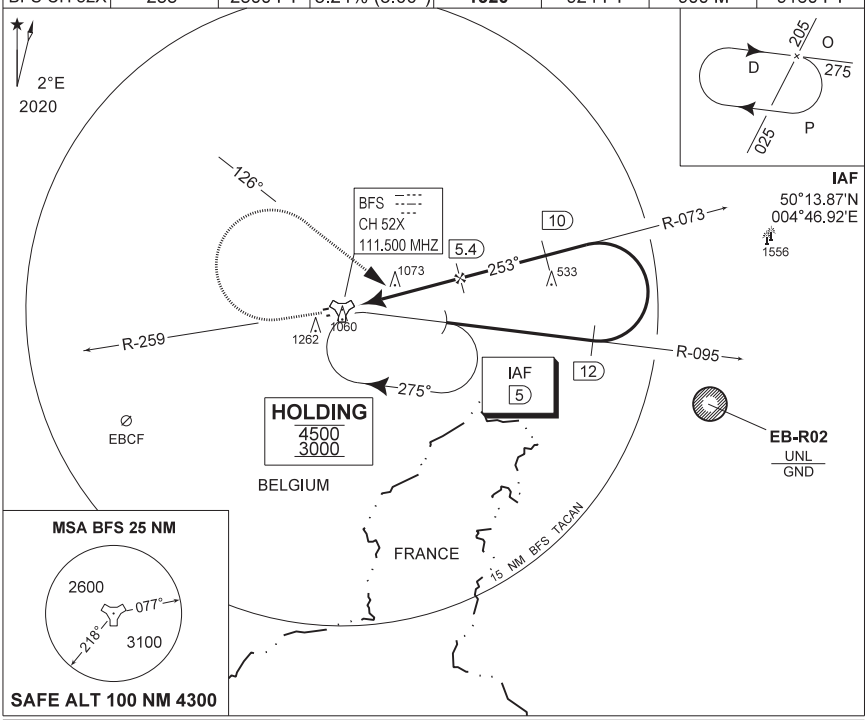
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

TACAN RWY 26R
FLORENNES (EBFS)

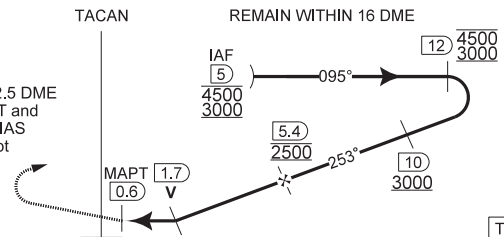
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	253°	2500 FT	5.24% (3.00°)	**1320**	924 FT	900 M	9160 FT



DME BFS	5	4	3	2
Altitude *Height*	2370 *(1446)*	2050 *(1126)*	1730 *(806)*	1460 *(486)*

MISSED APPROACH
Climb to 2000 FT on R-259. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 126° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF TACAN RWY 26R.



CATEGORY	A	B	C	D	HPMA
S-TAC 26R	**1320** - 1.3 396 (400 - 1.3 / 2.2)				
CIRCLING	**1560** - 1.6 633 (700 - 1.6)		**1660** - 3.6 733 (800 - 3.6)		**1560** - 3.2 633 (700 - 3.2)

MIPS

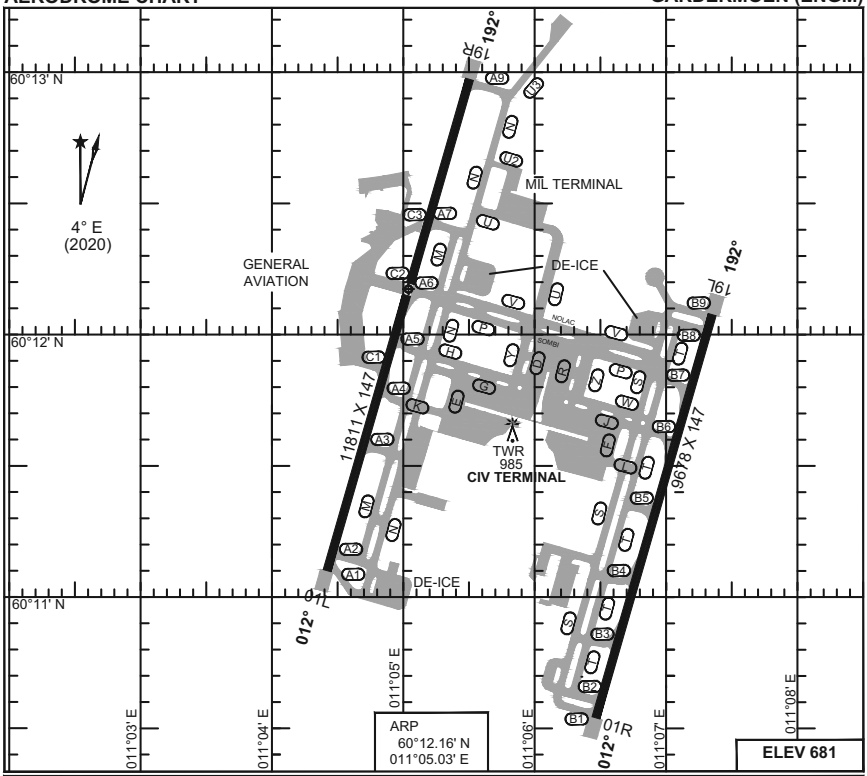
CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

TACAN RWY 26R

50°14.60' N
004°38.74' E

FLORENNES (EBFS)



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

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

CHANGES: DVOR/DME REMOVED.

RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 681

HPMA ILS or LOC RWY 01L
GARDERMOEN (ENGM)

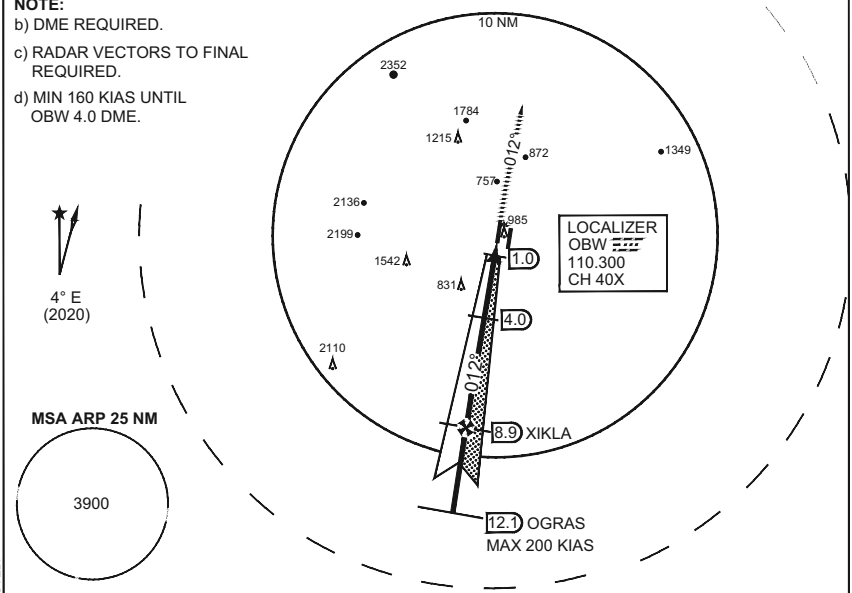
ATIS	OSLO APP	DIRECTOR	FINAL	GARDERMOEN TWR	GROUND
126.130	W 120.455 E 118.480	136.405	128.905	W 118.305 E 120.105	W 121.605 E 121.905

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

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

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

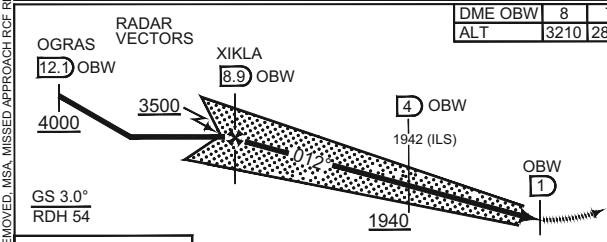
OGRAS
59°59.62' N
010°57.85' E



SAFE ALT 100 NM 9700

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

TA 7000



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

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

CHANGES: GRM DVOR/DME REMOVED, MSA, MISSED APPROACH RCF REMOVED.

RNAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 681

HPMA ILS or LOC RWY 01R
GARDERMOEN (ENGM)

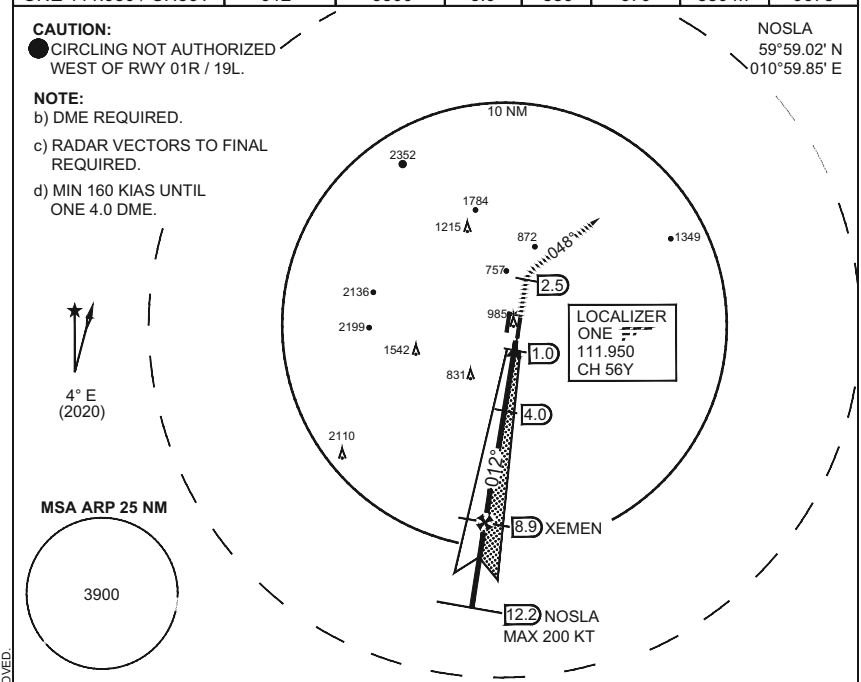
ATIS	OSLO APP	DIRECTOR	FINAL	GARDERMOEN TWR	GROUND
126.130	W 120.455 E 118.480	136.405	128.905	W 118.305 E 120.105	W 121.605 E 121.905

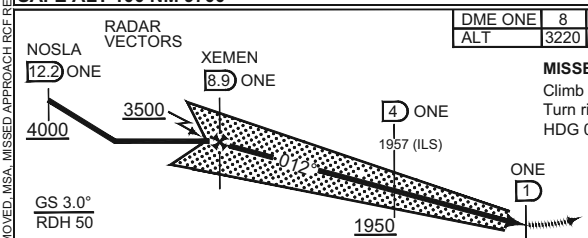
LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
ONE 111.950 / CH56Y	012°	3500	3.0°	**880**	670	880 m	9678

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

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

NOSLA
59°59.02' N
010°59.85' E





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

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

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

CHANGES: GRM DVOR/DME REMOVED, MSA, MISSED APPROACH RCF REMOVED.

RNoAF 11 JUN 2026

HPMA ILS or LOC RWY 01R

60°12.16' N
011°05.03' E

GARDERMOEN (ENGM)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 681

HPMA ILS or LOC RWY 19L
GARDERMOEN (ENGM)

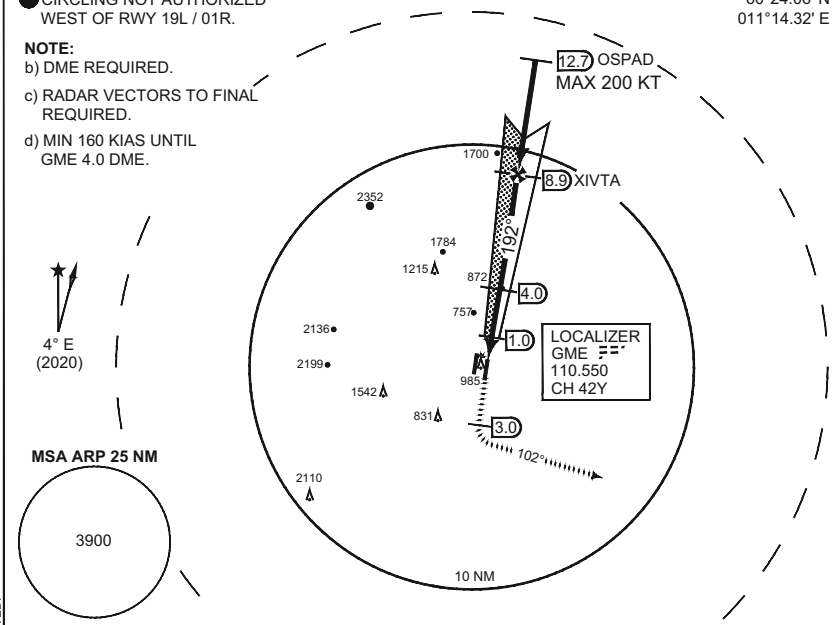
ATIS	OSLO APP	DIRECTOR	FINAL	GARDERMOEN TWR	GROUND
126.130	W 120.455 E 118.480	136.405	128.905	W 118.305 E 120.105	W 121.605 E 121.905

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

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

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

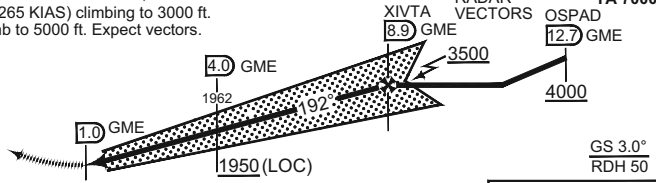
OSPAD
60°24.06' N
011°14.32' E



SAFE ALT 100 NM 9700

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

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



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

CHANGES: GRM DVOR/DME REMOVED. MSA, MISSED APPROACH RCF REMOVED.

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 681

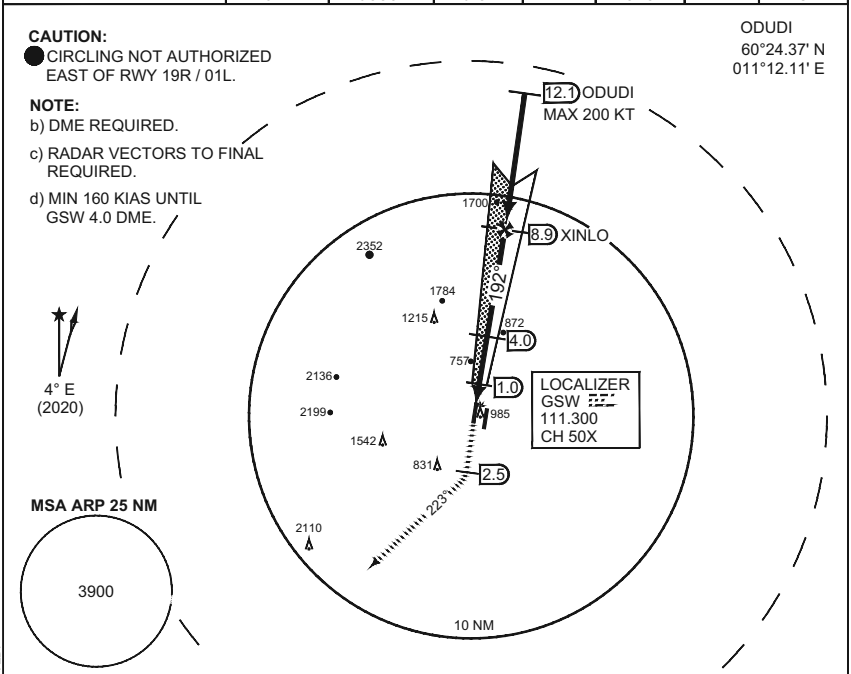
HPMA ILS or LOC RWY 19R
GARDERMOEN (ENGM)

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

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

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

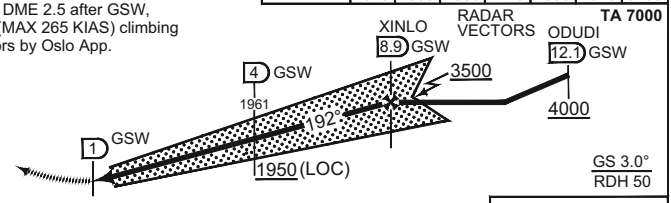
NOTE:
b) DME REQUIRED.
c) RADAR VECTORS TO FINAL REQUIRED.
d) MIN 160 KIAS UNTIL GSW 4.0 DME.



SAFE ALT 100 NM 9700

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

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

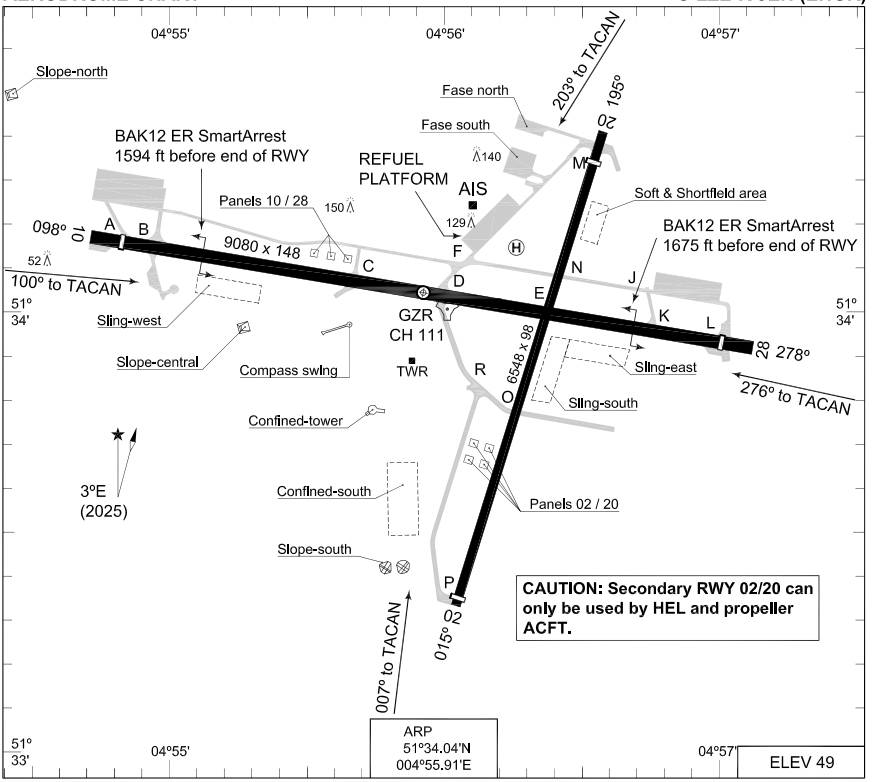


CATEGORY	HPMA
S-ILS 19R	**875** - 800 200 (200-0.8/1.2)
S-LOC 19R	**1020** - 1200 345 (400-1.2/2.0)
CIRCLING	**1980** - 3.2 1299 (1300-3.2)

CHANGES: GRM DVOR/DME REMOVED, MSA, MISSED APPROACH RCF REMOVED.

MIPS

RNoAF 11 JUN 2026



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
28	55 F/A/W/T	564 F/A/W/T	9080	9080	9080	8806	3.0°	35	51°33.92'N 004°57.00'E
10	55 F/A/W/T	564 F/A/W/T	9080	9080	9080	8392	3.0°	41	51°34.16'N 004°54.82'E
20	55 F/A/W/T	547 F/A/W/T	6548	6548	6548	6181		36	51°34.31'N 004°56.51'E
02	55 F/A/W/T	547 F/A/W/T	6548	6548	6548	6249		48	51°33.39'N 004°56.03'E

GILZE-RIJEN TWR 277.350 125.330 (Ground Control) 278.125 123.300
GILZE-RIJEN ARRIVAL 359.975
RAPCON WEST 399.725 123.580

PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: PCN PCR

RNLASF 06 AUG 2026

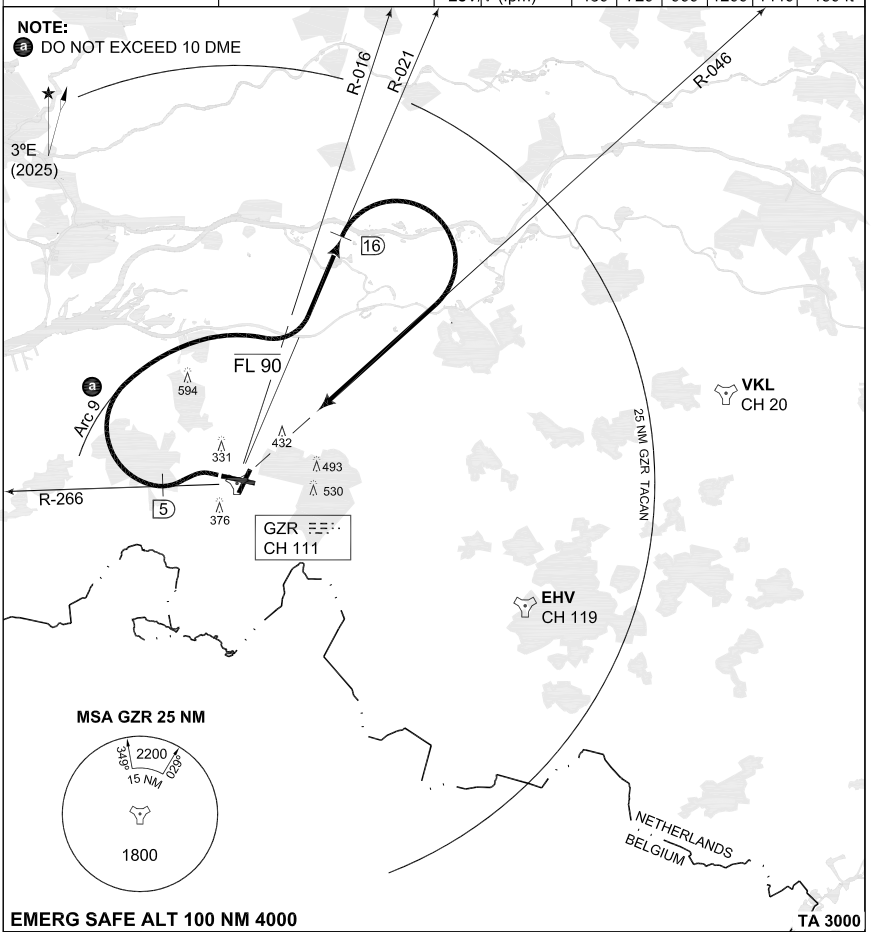
INSTRUMENT DEPARTURE CHART

AD ELEV 49

GILZE-RIJEN (EHGR)

GND CTL	GILZE-RIJEN TWR	RAPCON WEST	DUTCH MIL
278.125 123.300	277.350 125.330	399.725 123.580	336.325 125.930

RWY	Knots	120	180	240	300	360	to
28	V/V (fpm)	480	720	960	1200	1440	150 ft



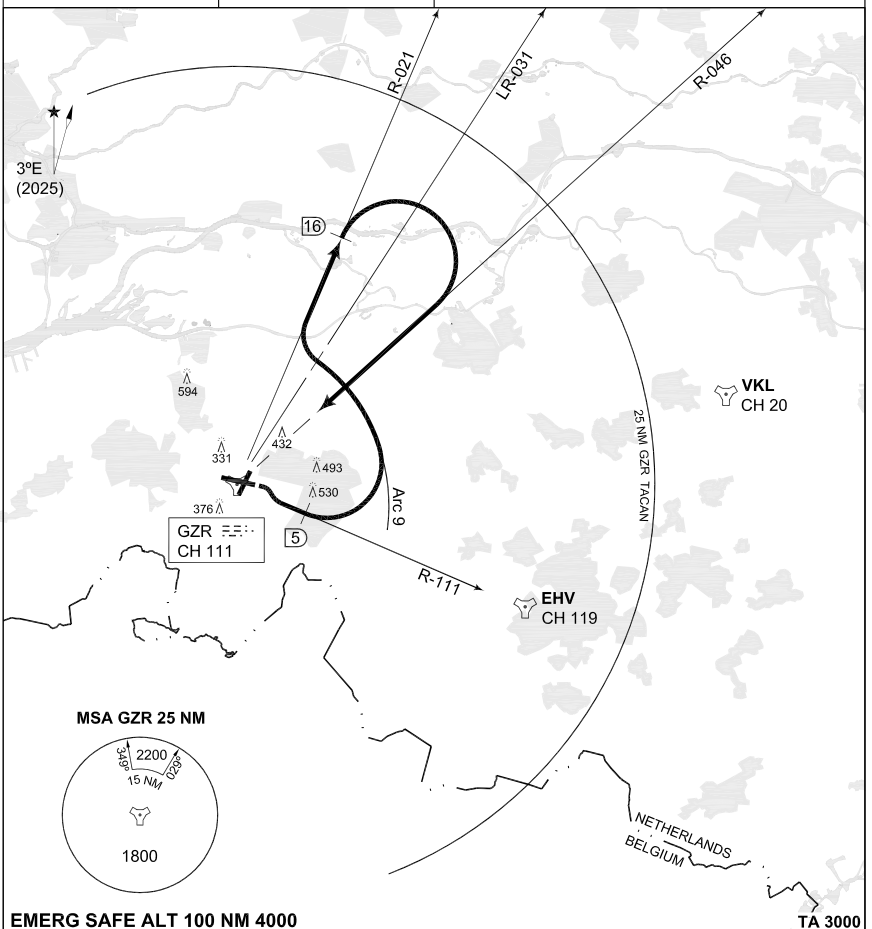
GILZE-RIJEN 1 (RWY 28)	- At 1.3 DME turn left to intercept R-266 outbound, level off at FL 90. - At 5 DME turn right to intercept Arc 9. - Intercept R-021 outbound, when crossing R-016 continue climb. - At 16 DME turn right to intercept R-046 inbound.

CHANGE: EDITORIAL

RNLASF 16 APR 2026

INSTRUMENT DEPARTURE CHART AD ELEV 49 **GILZE-RIJEN (EHGR)**

GND CTL	GILZE-RIJEN TWR	RAPCON WEST	DUTCH MIL
278.125 123.300	277.350 125.330	399.725 123.580	336.325 125.930



GILZE-RIJEN 3 (RWY 10)	- At 1 DME turn right to intercept R-111 outbound. - At 5 DME turn left to intercept Arc 9. - When crossing R-031 turn right to intercept R-021 outbound. - At 16 DME turn right to intercept R-046 inbound.

CHANGE: EDITORIAL

RNLASF 16 APR 2026

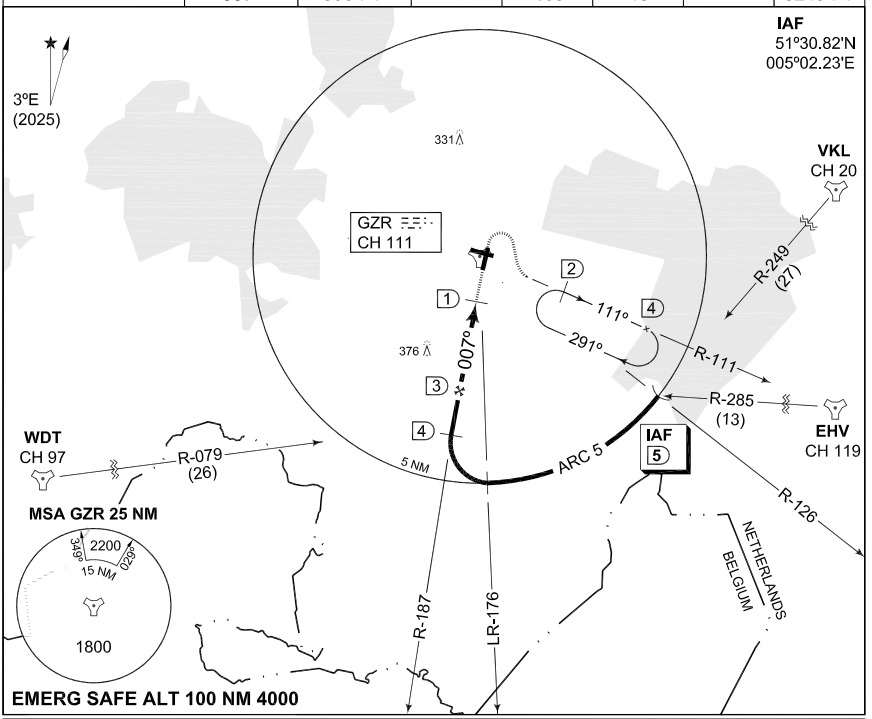
MIPS
INSTRUMENT APPROACH CHART

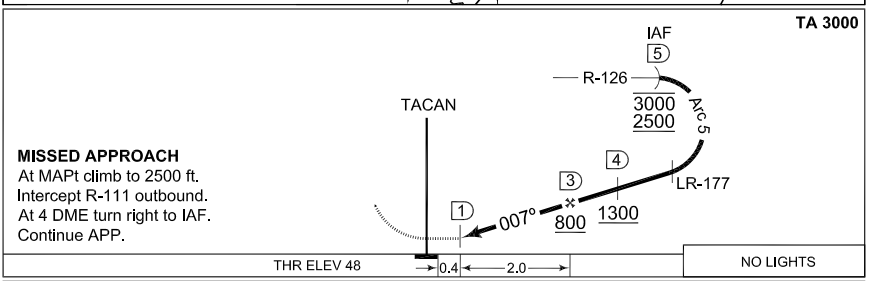
COPTER TACAN 007
GILZE-RIJEN (EHGR)

AD ELEV 49

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 123.300

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	007°	800 FT		**460**	48	-	6249 FT





MISSED APPROACH
At MAPt climb to 2500 ft.
Intercept R-111 outbound.
At 4 DME turn right to IAF.
Continue APP.

CATEGORY	COPTER
S-TACAN 007	**460** -800 412 (500-0.8)
CIRCLING	**540** -1900 491 (500-1.9)

CHANGES: EDITORIAL
MIPS

RNLASF 16 APR 2026

COPTER TACAN 007

51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

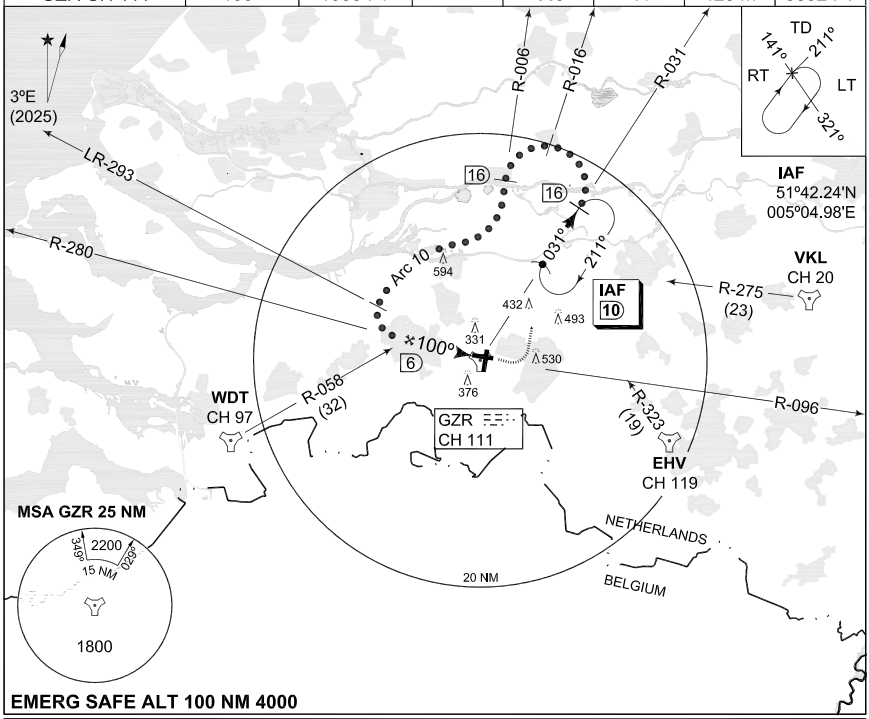
MIPS
INSTRUMENT APPROACH CHART

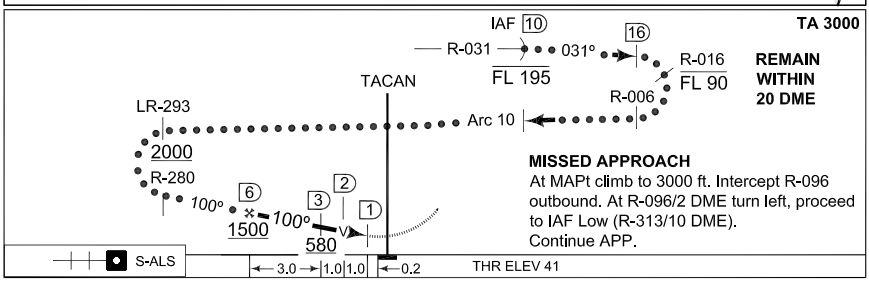
AD ELEV 49

HI-TACAN RWY 10
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 123.300

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	100°	1500 FT		**440**	41	420 m	8392 FT





CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 10	**440** -1.6 399 (400-1.6)		**440** -2.0 399 (400-2.0)
CIRCLING	**770** -3700 721 (800-3.7)	**910** -4600 861 (900-4.6)	**1000** -6500 951 (1000-6.5)

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

HI-TACAN RWY 10

51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

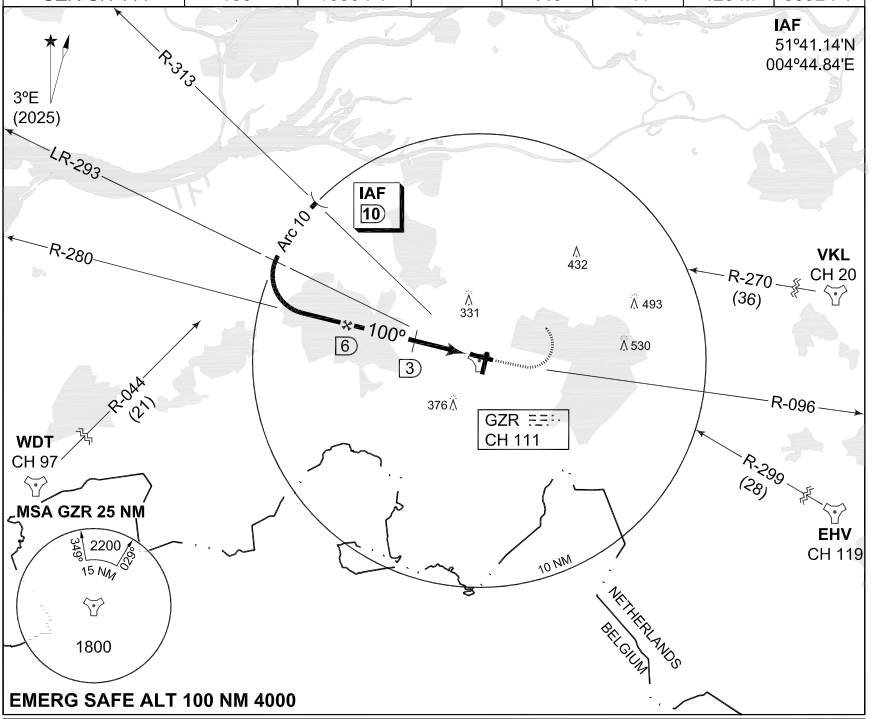
MIPS
INSTRUMENT APPROACH CHART

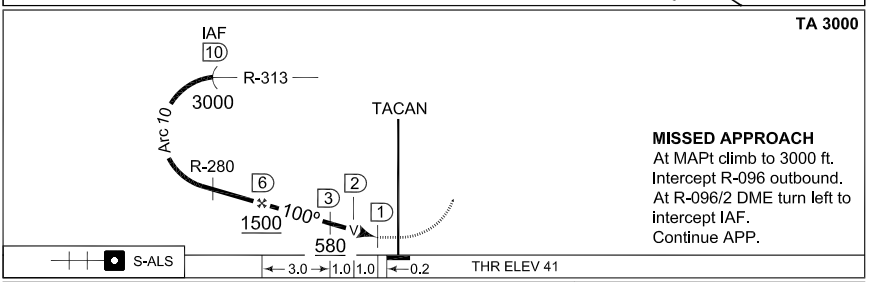
AD ELEV 49

TACAN RWY 10
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 123.300

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	100°	1500 FT		**440**	41	420 m	8392 FT





CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 10	**440** -1.6 399 (400-1.6)				**440** -2.0 399 (400-2.0)
CIRCLING	**540** -1900 491 (500-1.9)	**670** -2800 621 (700-2.8)	**770** -3700 721 (800-3.7)	**910** -4600 861 (900-4.6)	**1000** -6500 951 (1000-6.5)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

TACAN RWY 10

51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

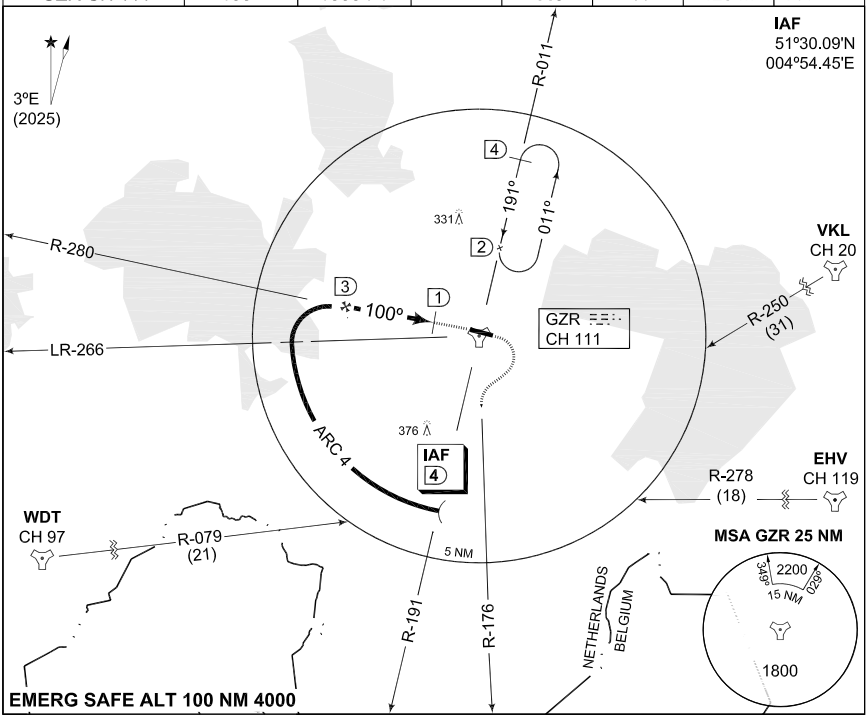
MIPS
INSTRUMENT APPROACH CHART

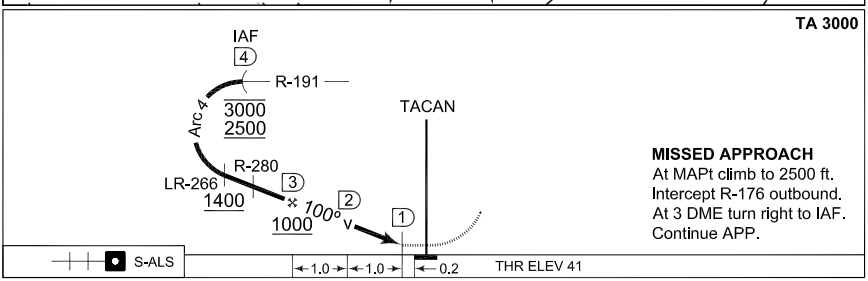
AD ELEV 49

COPTER TACAN 100
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 123.300

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	100°	1000 FT		**440**	41	420 m	8392 FT





CATEGORY	COPTER
S-TACAN 100	**440** -400 399 (400-0.4)
CIRCLING	**540** -1900 491 (500-1.9)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

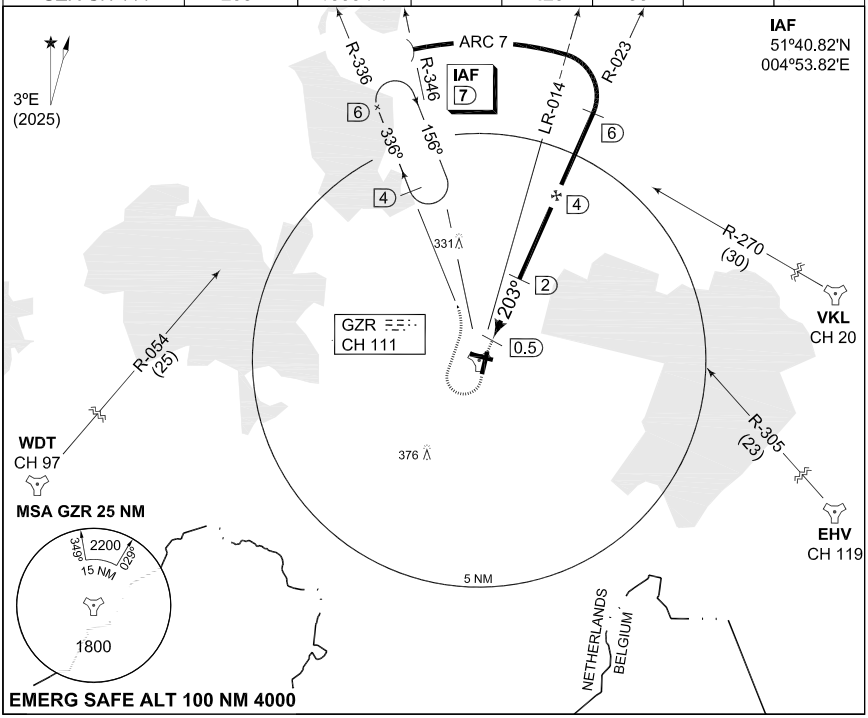
MIPS
INSTRUMENT APPROACH CHART

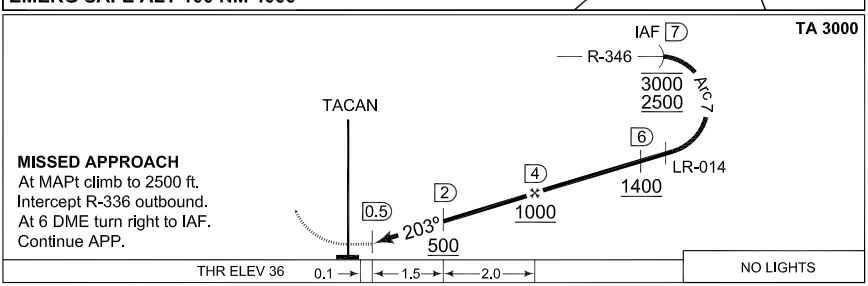
COPTER TACAN 203
GILZE-RIJEN (EHGR)

AD ELEV 49

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 123.300

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	203°	1000 FT		**420**	36	-	6181 FT





CATEGORY	COPTER
S-TACAN 203	**420** -800 384 (400-0.8)
CIRCLING	**540** -1900 491 (500-1.9)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

COPTER TACAN 203

51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

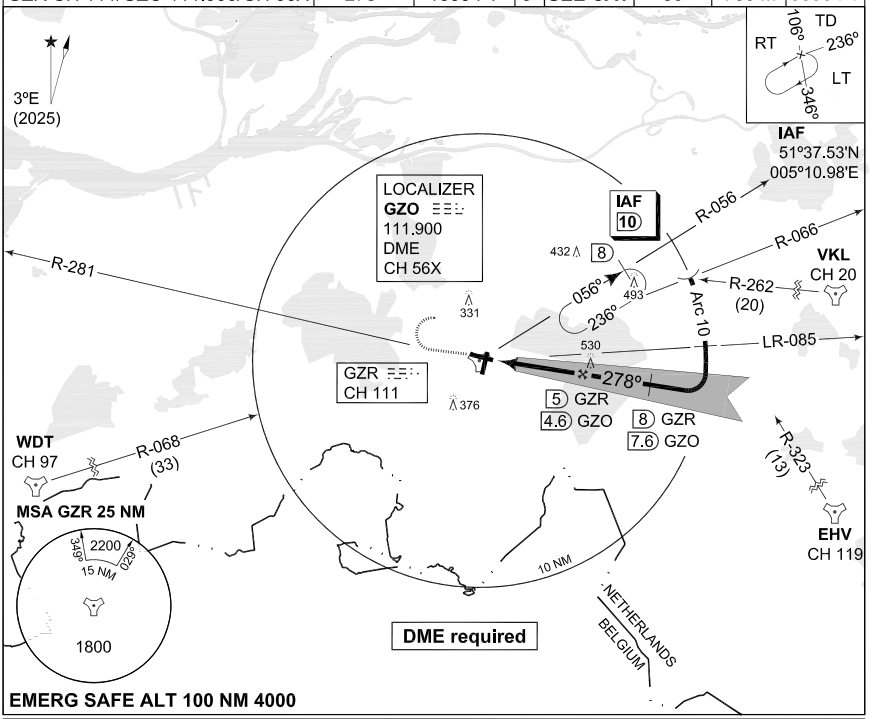
MIPS
INSTRUMENT APPROACH CHART

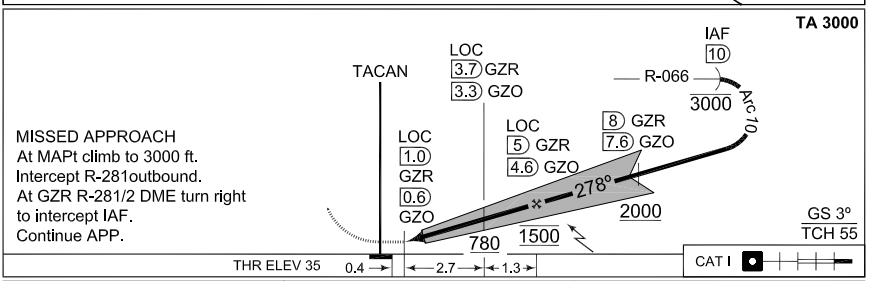
AD ELEV 49

ILS or LOC RWY 28
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 123.300

TACAN / LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	MDA	THR ELEV	ALS	LDA
GZR CH 111/GZO 111.900/CH 56X	278°	1500 FT	3°	**SEE CAT**	35	780 m	8806 FT





CATEGORY	COPTER	A	B	C	D
	ILS MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-ILS 28	**235**-400 200 (200-0.4)	**235**-800 200 (200-0.8)			**245**-800 210 (300-0.8)
S-LOC 28	**380**-400 345 (400-0.4)	**380**-1200 345 (400-1.2)			
CIRCLING	**540**-1900 491 (500-1.9)		**670**-2800 621 (700-2.8)	**770**-3700 721 (800-3.7)	**910**-4600 861 (900-4.6)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

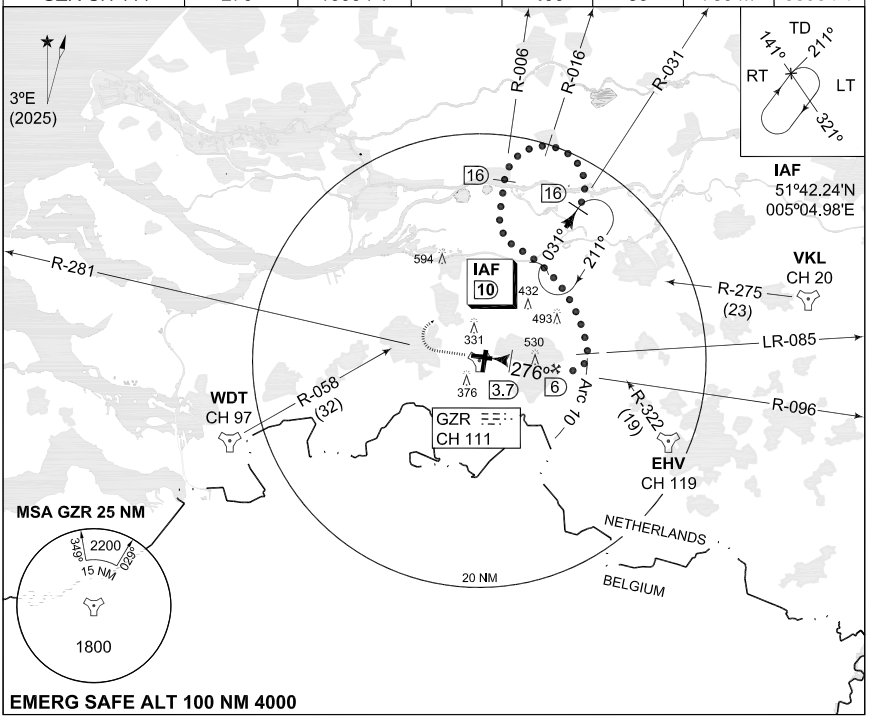
MIPS
INSTRUMENT APPROACH CHART

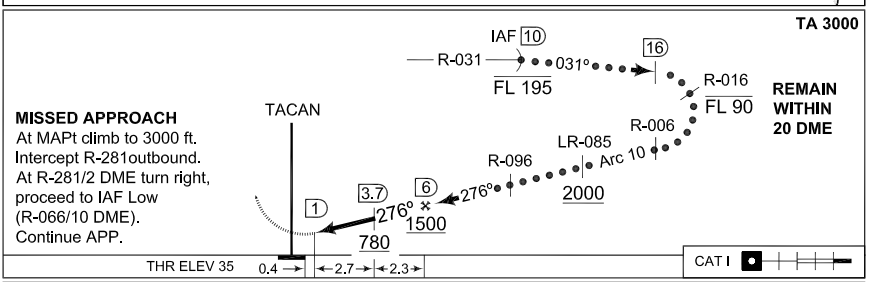
AD ELEV 49

HI-TACAN RWY 28
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 123.300

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	276°	1500 FT		**400**	35	780 m	8806 FT





MISSED APPROACH
At MAPt climb to 3000 ft.
Intercept R-281outbound.
At R-281/2 DME turn right,
proceed to IAF Low
(R-066/10 DME).
Continue APP.

CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 28	**400** -800 365 (400-0.8)	**400** -1200 365 (400-1.2)	
CIRCLING	**770** -3700 721 (800-3.7)	**910** -4600 861 (900-4.6)	**1000** -6500 951 (1000-6.5)

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

HI-TACAN RWY 28

51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

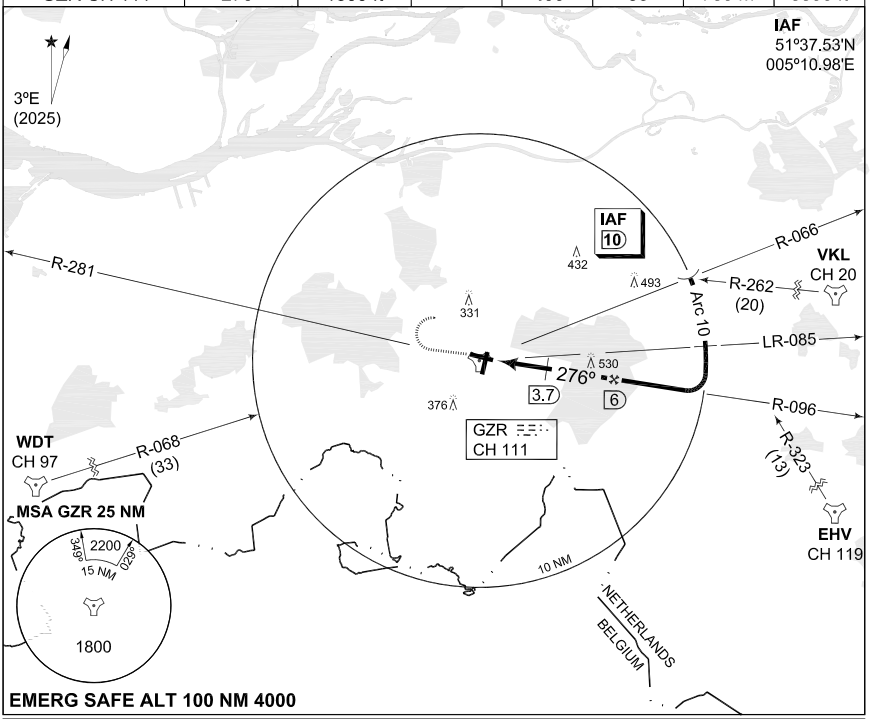
MIPS
INSTRUMENT APPROACH CHART

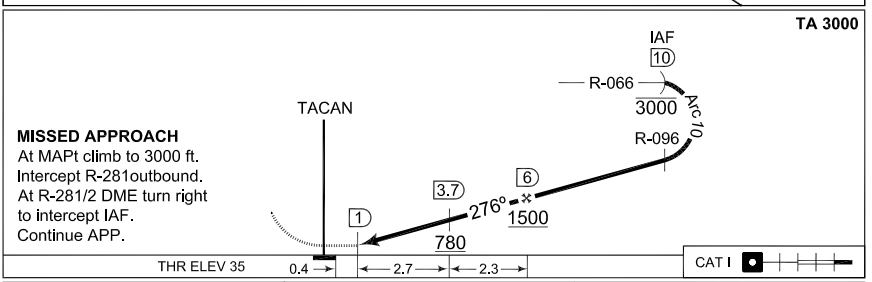
AD ELEV 49

TACAN RWY 28
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 123.300

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	276°	1500 ft		**400**	35	780 m	8806 ft





MISSED APPROACH
At MAPt climb to 3000 ft.
Intercept R-281outbound.
At R-281/2 DME turn right
to intercept IAF.
Continue APP.

CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 28	**400**-800 365 (400-0.8)			**400**-1200 365 (400-1.2)	
CIRCLING	**540**-1900 491 (500-1.9)	**670**-2800 621 (700-2.8)	**770**-3700 721 (800-3.7)	**910**-4600 861 (900-4.6)	**1000**-6500 951 (1000-6.5)

CHANGES: EDITORIAL
MIPS
RNLASF 01 OCT 2026

TACAN RWY 28

51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

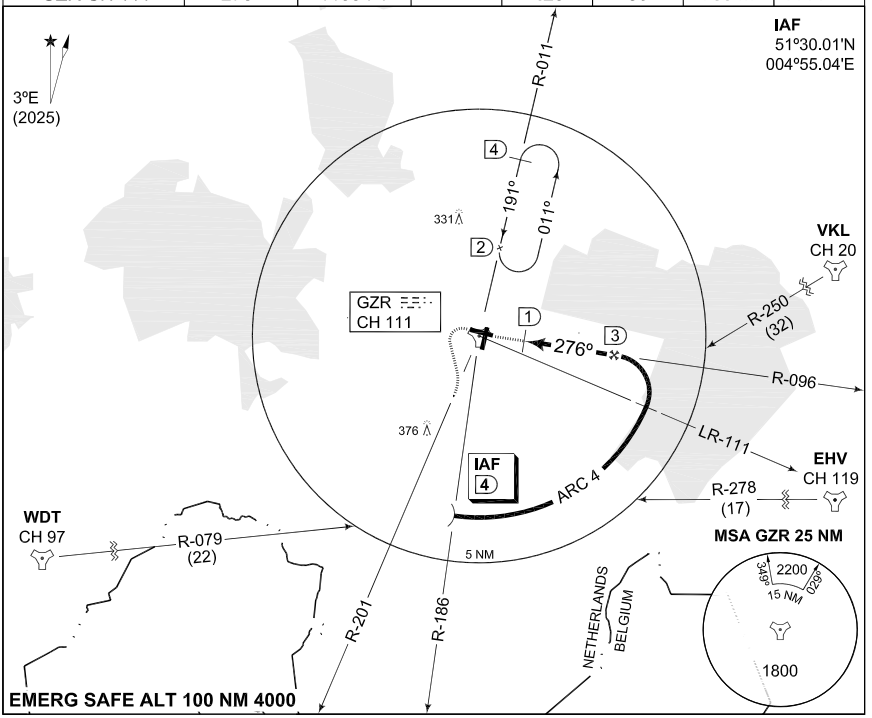
MIPS
INSTRUMENT APPROACH CHART

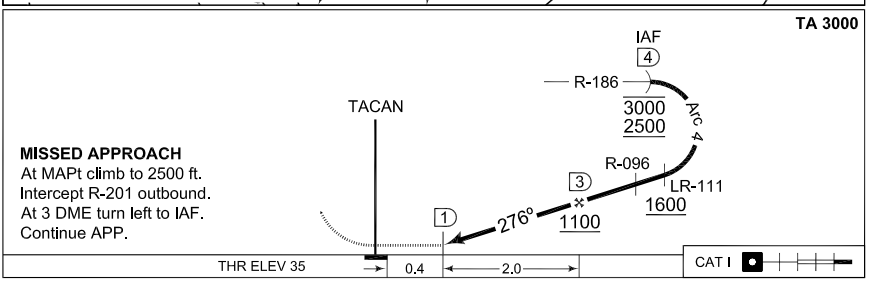
COPTER TACAN 276
GILZE-RIJEN (EHGR)

AD ELEV 49

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 123.300

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	276°	1100 FT		**420**	35	780 m	8806 FT



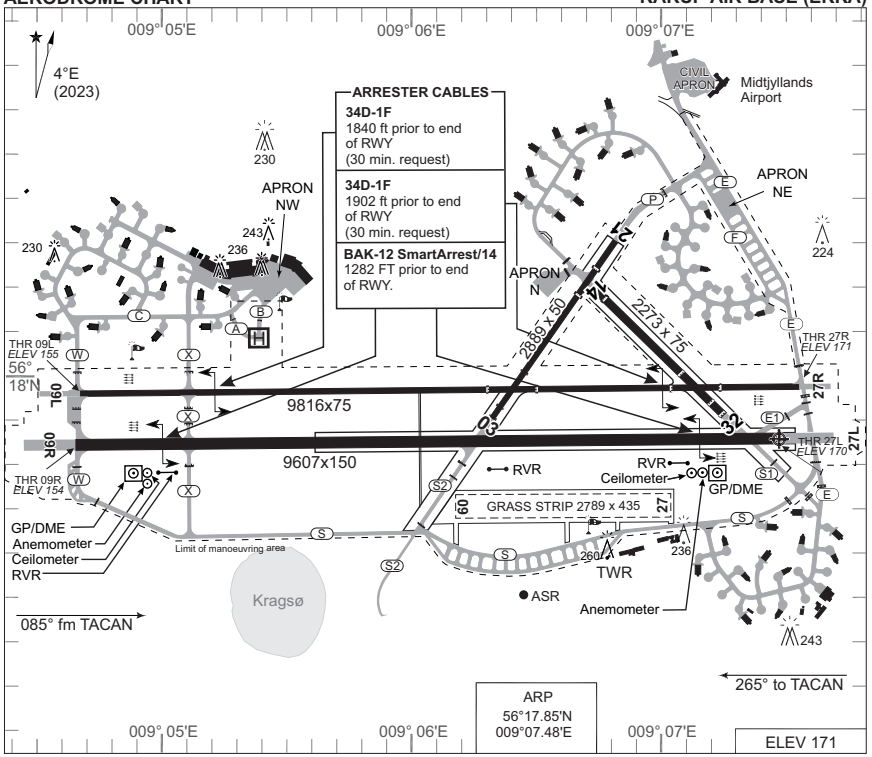


MISSED APPROACH
At MAPt climb to 2500 ft.
Intercept R-201 outbound.
At 3 DME turn left to IAF.
Continue APP.

CATEGORY	COPTER
S-TACAN 276	**420** -400 385 (400-0.4)
CIRCLING	**540** -1900 491 (500-1.9)

CHANGES: EDITORIAL
MIPS

RNLASF 16 APR 2026



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

KARUP TWR 119.580 353.575.
KARUP ATIS 120.580

MIL HELIPAD PSN 56°18.08'N 009°05.38'E

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.

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 01 OCT 2026

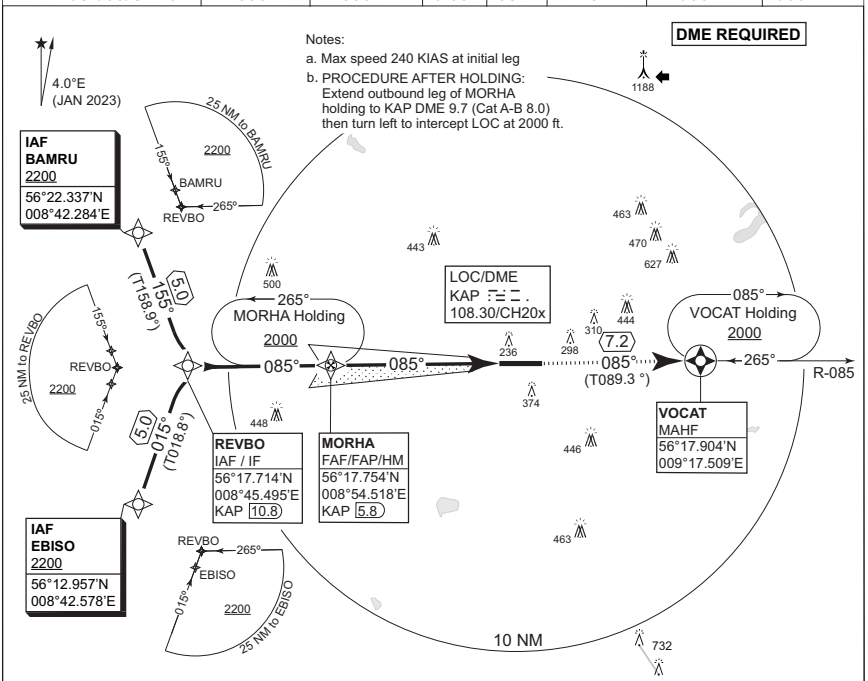
MIPS
INSTRUMENT APPROACH CHART

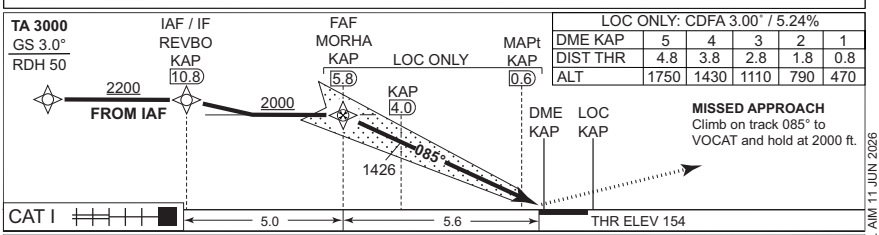
ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)

AD ELEV 171

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

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





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

CHANGES: BORDING WINDFARM ADDED.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

ILS or LOC RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

MIPS

INSTRUMENT APPROACH CHART

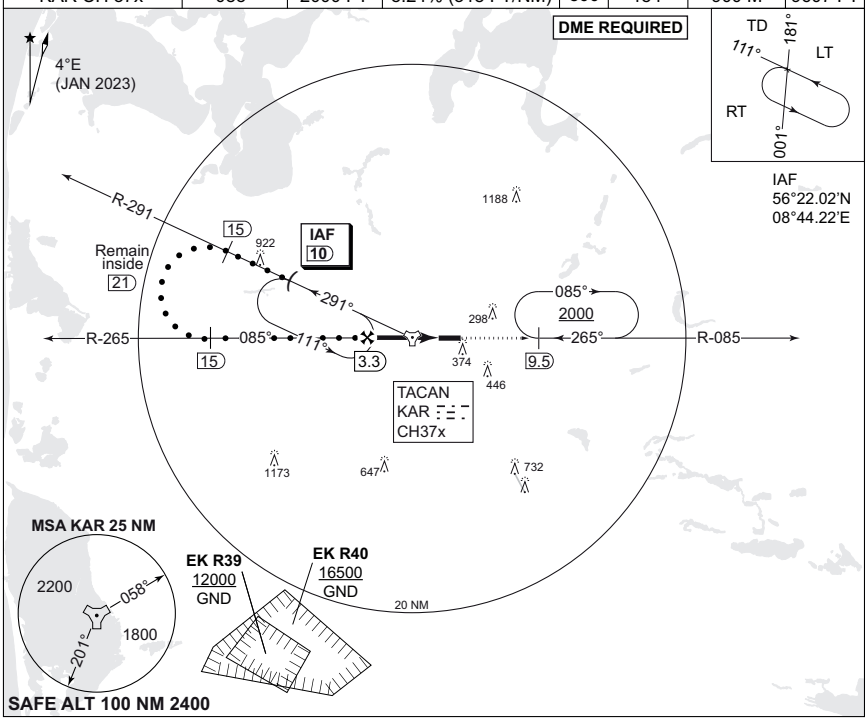
AD ELEV 171

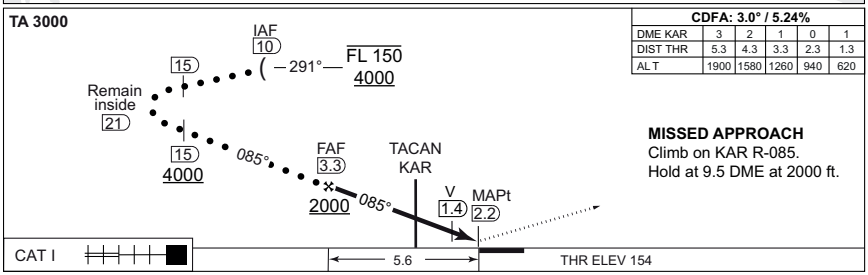
HPMA TACAN RWY 09R

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





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

CHANGES: EDITORIAL

MIPS

AIR COMMAND DENMARK - MILAIM 01 OCT 2026

HPMA TACAN RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

MIPS
INSTRUMENT APPROACH CHART AD ELEV 171

RNP RWY 09R
KARUP AIR BASE (EKKA)

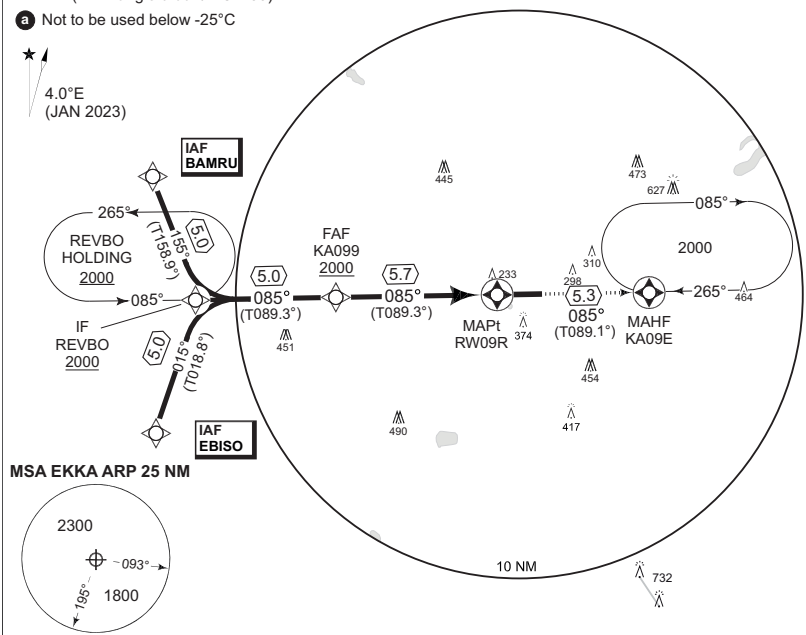
COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

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 3.00° / TCH 50)

RNP APCH

ⓐ Not to be used below -25°C

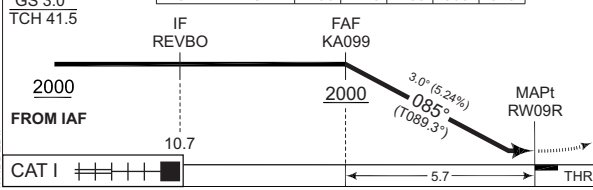


MSA EKKA ARP 25 NM

SAFE ALT 100NM 2400

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

CATEGORY	A	B	C	D	E
LPV (DA)	**404** - 600 250 (300-0.8/1.3)				
LNAV/VNAV (DA) ⓐ	**454** - 650 300 (400-0.8/1.4)				
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.
MIPS
AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

EKKA RNP RWY 09R waypoint coordinates:

RWY 09R from BAMRU APPROACH RNP

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

RWY 09R from EBISO APPROACH RNP

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

Threshold coordinates RWY 09R

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

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS

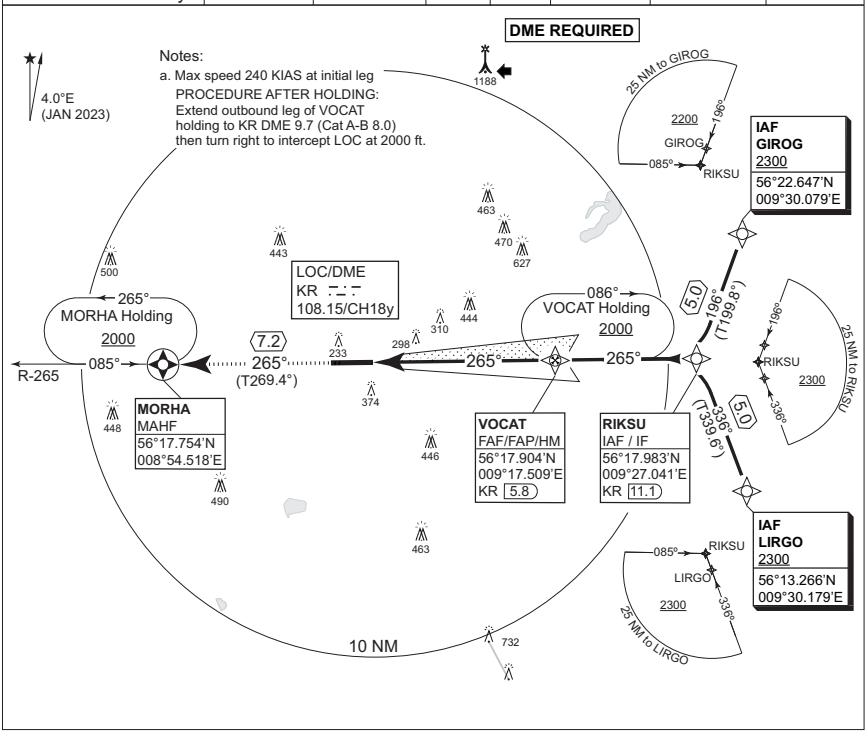
INSTRUMENT APPROACH CHART

AD ELEV 171

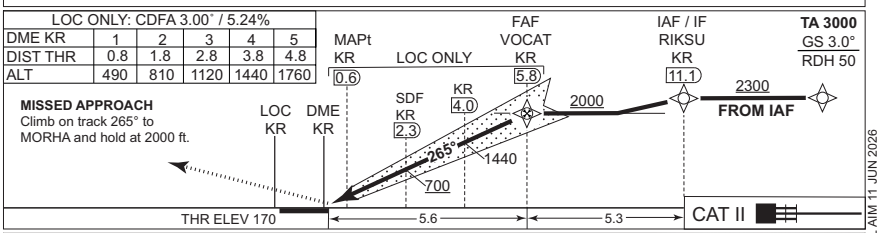
ILS or LOC RWY 27L
KARUP AIR BASE (EKKA)

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	265°	2000 FT	3.00°	**370**	170	900 M	9607 FT



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



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)

CHANGES: BORDING WINDFARM ADDED

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

ILS or LOC RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

MIPS

INSTRUMENT APPROACH CHART

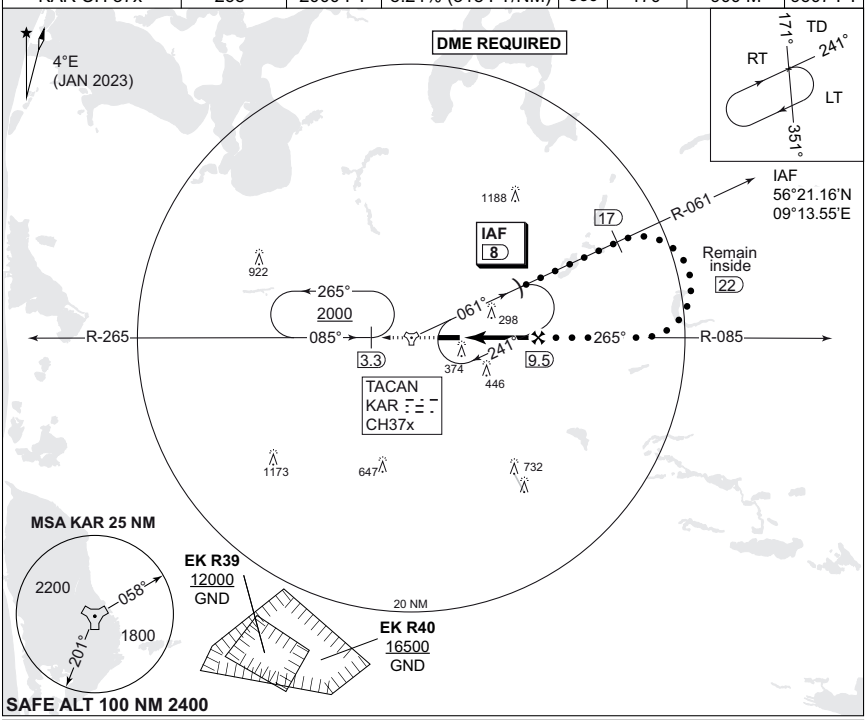
AD ELEV 171

HPMA TACAN RWY 27L

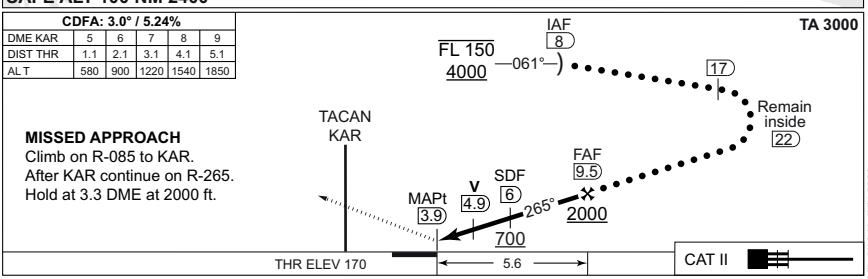
KARUP AIR BASE (EKKA)

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



CDFA: 3.0° / 5.24%					
DME KAR	5	6	7	8	9
DIST THR	1.1	2.1	3.1	4.1	5.1
AL T	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.

MIPS	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.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

HPMA TACAN RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

RNP RWY 27L
KARUP AIR BASE (EKKA)

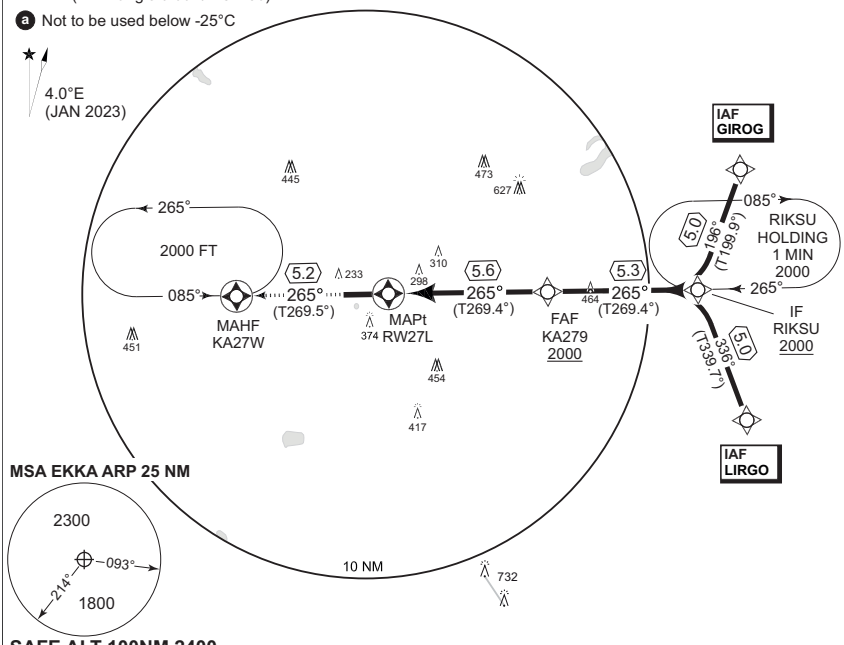
COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

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)

RNP APCH

(a) Not to be used below -25°C



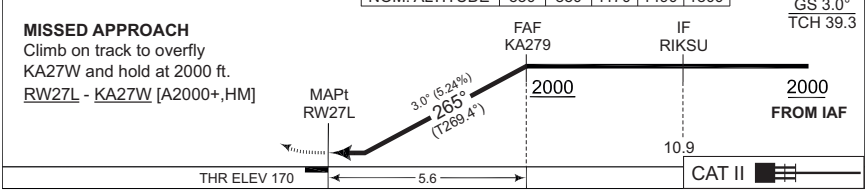
MSA EKKA ARP 25 NM

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) (a)	**500** - 800 330 (400-0.8/1.5)				
LNAV (MDA)	**510** - 800 340 (400-0.8/1.5)				
CIRCLING	**670** - 1.5 499 (500-1.5)	**680** - 1.6 509 (600-1.6)	**850** - 2.4 679 (700-2.4)	**880** - 3.6 709 (800-3.6)	**1120** - 3.6 949 (1000-3.6)

MIPS

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

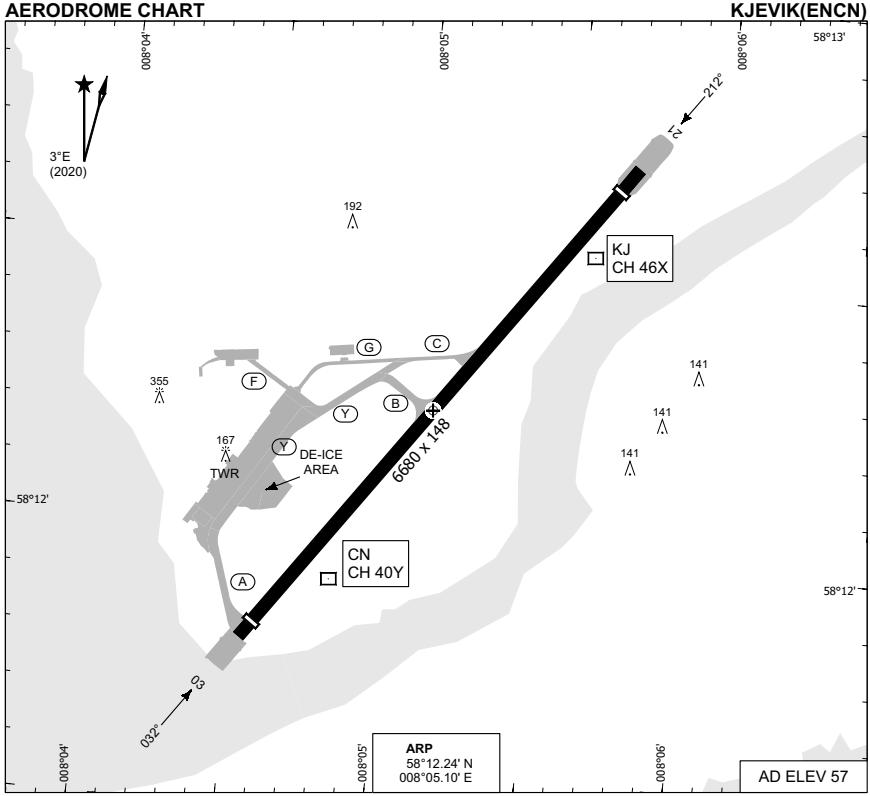
		CODING		DISPLAY	
GIROG	IAF	56 22 38.81N	009 30 04.76E	56 22.647'N	009 30.079'E
RIKSU	IF	56 17 59.00N	009 27 02.47E	56 17.983'N	009 27.041'E
KA279	FAF	56 17 55.06N	009 17 34.22E	56 17.918'N	009 17.570'E
RW27L	MAPt	56 17 50.85N	009 07 28.66E	56 17.847'N	009 07.478'E
KA27W	MAHF	56 17 47.51N	008 58 06.53E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

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		THR ELEV	THR PSN
03	45/F/B/W/U	6519	6519	7087	6299	3.4°		40	58°11.83' N - 008°04.56' E
21	45/F/B/W/U	6460	6460	7034	6135	3.5°		51	58°12.66' N - 008°05.66' E

ATIS 124.480
KJEVIK TWR 118.105 119.955

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGE: EDITORIALS.

RNAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 57

ILS M or LOC M RWY 03
KJEVIK(ENCN)

ATIS	KJEVIK APP	KJEVIK TWR
124.480	119.955 118.105	119.955 118.105

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-LENGTH	LDA
CN 110.350/CH 40Y	032°	3000	3.4°	**See CAT**	40	900 m	6300

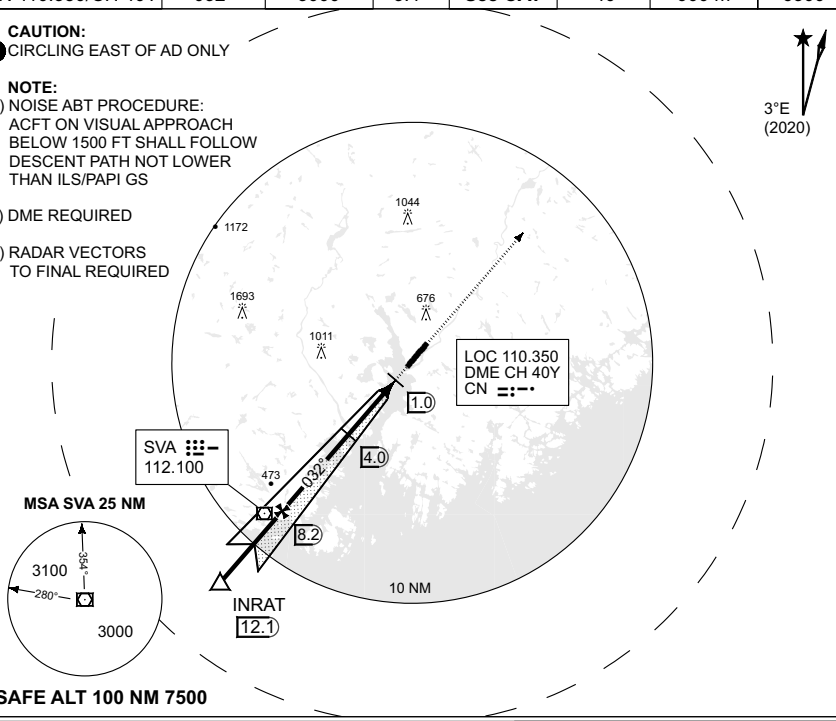
CAUTION:
CIRCLING EAST OF AD ONLY

NOTE:
b) NOISE ABT PROCEDURE:
ACFT ON VISUAL APPROACH BELOW 1500 FT SHALL FOLLOW DESCENT PATH NOT LOWER THAN ILS/PAPI GS

c) DME REQUIRED

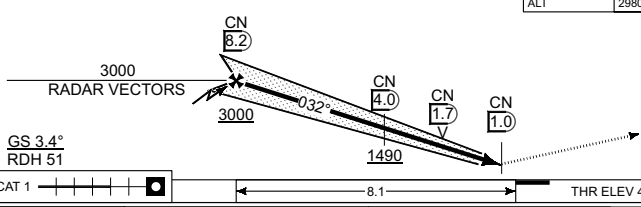
d) RADAR VECTORS TO FINAL REQUIRED

3°E (2020)



TA 7000

GP INOP (CDFA 3.4° / 5.94 %)							
DME CN (NM)	8	7	6	5	4	3	2
THR 03 (NM)	7.9	6.9	5.9	4.9	3.9	2.9	1.9
ALT	2980	2600	2230	1860	1490	1120	760



MISSED APPROACH
CLIMB STRAIGHT AHEAD
HDG 032° TO 3000 FT

CATEGORY	C	D	E
S-ILS	**314** - 0.8 274 (300 - 0.8/1.3)	**334** - 0.8 294 (300 - 0.8/1.4)	**522** - 1.5 482 (500 - 1.5/2.3)
S-LOC	**630** - 2.2 590 (600 - 2.2/2.9)		
CIRCLING	**1120** - 4.9 1063 (1100 - 4.9)		**1310** - 5.0 1253 (1300 - 5.0)

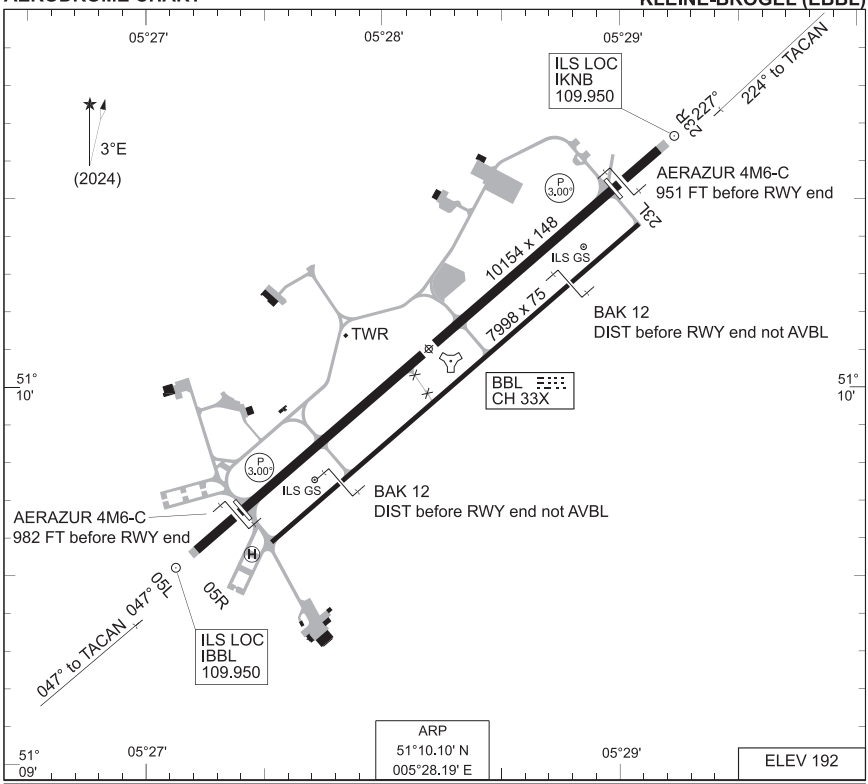
MIPS
CHANGE: EDITORIAL.

RNAV 11 JUN 2026

ILS M or LOC M RWY 03

58°12.24' N
008°05.10' E

KJEVIK(ENCN)



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI	THR	TDZE	THR PSN
05L	114 F/A/X/T	8042	9048	9048	7926		3.00°	185	185	51°09.70' N - 005°27.41' E
23R	114 F/A/X/T	8106	9205	9205	7926		3.00°	161	171	51°10.53' N - 005°29.00' E
05R	76 F/A/X/T	6378	7854	7854	6378		-	190	190	51°09.61' N - 005°27.53' E
23L	76 F/A/X/T	6381	7854	7854	6381		-	161	162	51°10.43' N - 005°29.11' E

KLEINE-BROGEL APP	337.600	362.300	134.480	121.460	KLEINE-BROGEL TWR	248.075	257.800	134.105	121.500
KLEINE-BROGEL PAR	388.950	282.200	141.550	123.300	KLEINE-BROGEL GND	362.775	122.100		

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	MIPS	05L	3.00°	54	87	901	ABCD	MIPS	445 - 0.8 260 (300 - 0.8 / 1.2)
		23R	3.00°	54	87	1091	HPMA		385 - 0.8 200 (200 - 0.8 / 0.9)
							ABCD		429 - 0.8 268 (300 - 0.8 / 1.3)
							HPMA		366 - 0.8 205 (300 - 0.8 / 0.9)
		05R	3.00°	50	-	915	HPMA		399 - 1.0 209 (300 - 1.0 / 1.0)
		23L	3.00°	33	-	633	HPMA		388 - 1.2 227 (300 - 1.2 / 1.2)

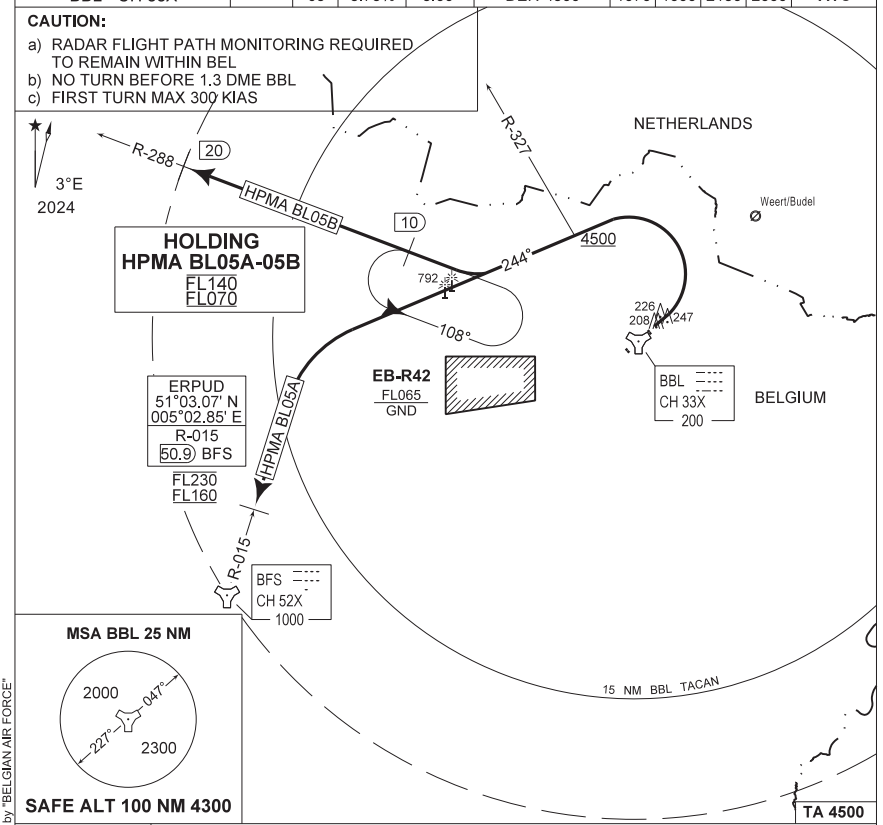
CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

KLEINE-BROGEL GND	KLEINE-BROGEL TWR	KLEINE-BROGEL APP	BELGA RADAR
362.775 122.100	248.075 134.105	337.600 134.480	374.400 129.325

TACAN		RWY	PDG		From-To	120	180	240	300	Reason
BBL - CH 33X		05	8.75%	5.00°	DER-4500	1070	1600	2130	2660	ATC

CAUTION:
a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN WITHIN BEL
b) NO TURN BEFORE 1.3 DME BBL
c) FIRST TURN MAX 300 KIAS



HPMA BL05A (RWY 05) 29	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS. - Pass R-327 at or above 4500 FT AMSL and contact BELGA RADAR. - Intercept R-015 inbound BFS TACAN. - Proceed to entry REMBA corridor ERPUD, 50.9 DME R-015 BFS TACAN between FL160 and FL230 as instructed and maintain level.
HPMA BL05B (RWY 05) 28	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS. - Pass R-327 at or above 4500 FT AMSL and contact BELGA RADAR. - Intercept R-288 outbound BBL TACAN. - Follow R-288 till 20 DME.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS

INSTRUMENT DEPARTURE CHART AD ELEV 192

HPMA BL 05E- 23E

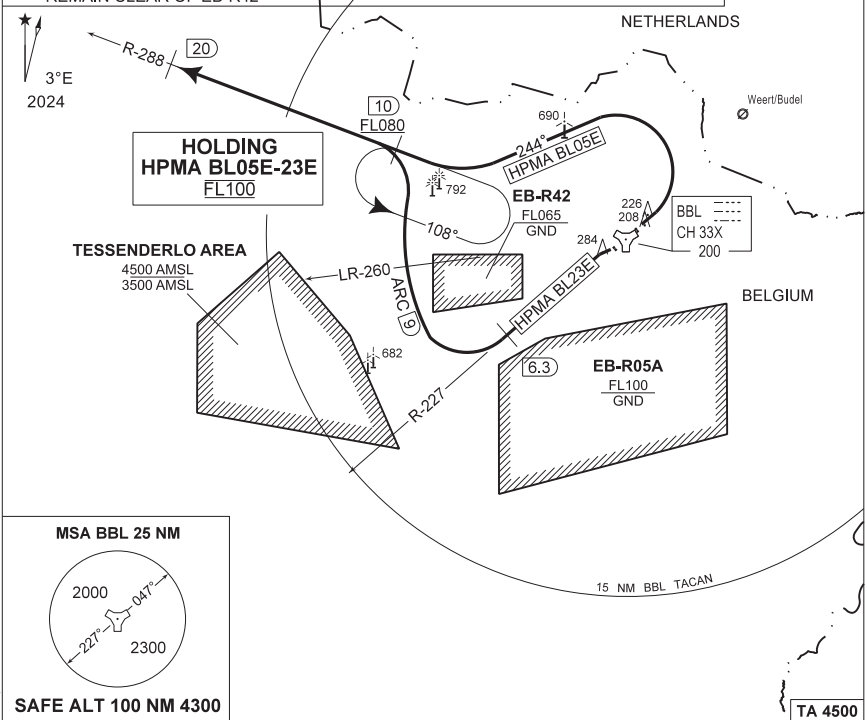
KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND	KLEINE-BROGEL TWR	KLEINE-BROGEL APP	EFFLUX: TAD as assigned
362.775 122.100	248.075 134.105	337.600 134.480	BELGA RADAR: 374.400

TACAN	RWY	PDG		From-TRL	120	180	240	300	360	Reason
BBL - CH 33X	05	10.51%	6.00°	DER-TRL	1280	1920	2250	3190	3830	ATC
	23	10.51%	6.00°	DER-TRL	1280	1920	2250	3190	3830	ATC

CAUTION:

a) CLIMB AT MNM 6° (10.51%) TO REACH FL100 BEFORE CROSSING BBL R-288 / 10 DME
b) BL 05E: RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN WITHIN BEL
c) BL 23E: RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN WITHIN BEL/TO REMAIN CLEAR OF EB-R42



HPMA BL 05E (RWY 05) 28	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS. - Intercept R-288 outbound BBL TACAN. - Pass 10 DME / R-288 at or above FL080. - Contact EFFLUX on the assigned TAD when passing FL100 or BELGA RADAR as instructed. - Follow R-288 till 20 DME (unless instructed otherwise).
HPMA BL 23E (RWY 23) 34	- Climb RWY heading and contact EBBL APP. - Intercept R-227 outbound BBL TACAN. - At 6.3 DME turn right to follow the arc at 9 DME BBL. - Passing R-260, turn left to intercept R-288 outbound BBL TAC. - Pass 10 DME / R-288 at or above FL080. - Contact EFFLUX on the assigned TAD when passing FL100 or BELGA RADAR as instructed. - Follow R-288 till 20 DME (unless instructed otherwise).

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

INSTRUMENT DEPARTURE CHART

AD ELEV 192

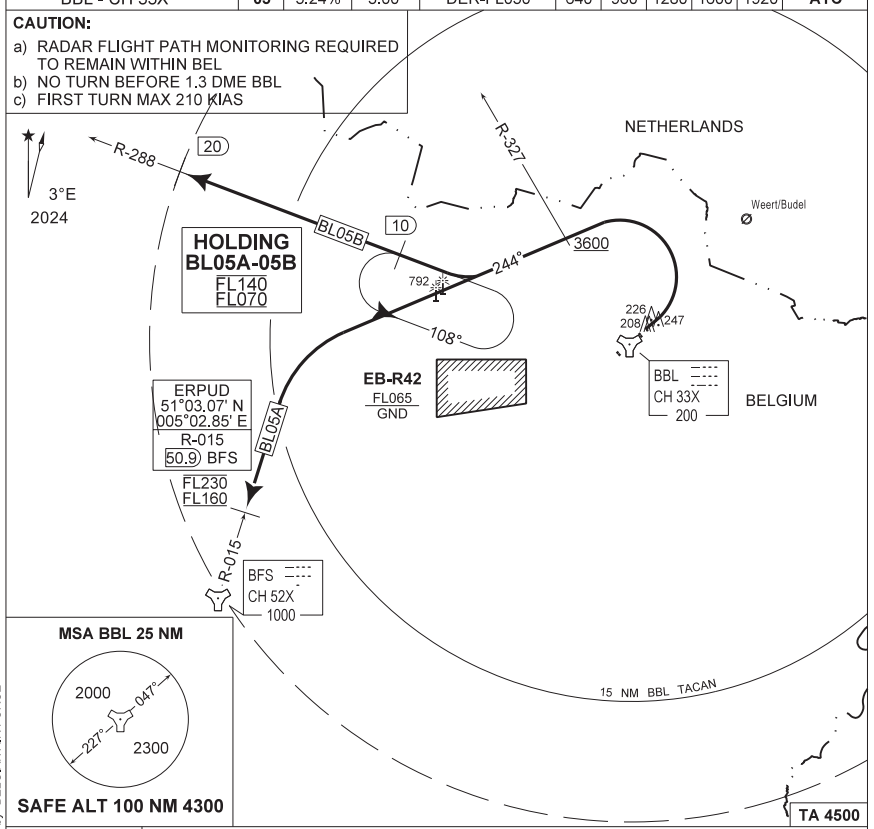
KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND	KLEINE-BROGEL TWR	KLEINE-BROGEL APP	BELGA RADAR
362.775 122.100	248.075 134.105	337.600 134.480	374.400 129.325

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BBL - CH 33X	05	5.24%	3.00°	DER-FL050	640	960	1280	1600	1920	ATC

CAUTION:

a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN WITHIN BEL
b) NO TURN BEFORE 1.3 DME BBL
c) FIRST TURN MAX 210 KIAS



MSA BBL 25 NM

SAFE ALT 100 NM 4300

BL 05A (RWY 05) 29	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 210 KIAS. - Pass R-327 at or above 3600 FT AMSL. - Passing 4500 FT AMSL contact BELGA RADAR. - Intercept R-015 inbound BFS TACAN. - Proceed to entry REMBA corridor ERPUD, 50.9 DME R-015 BFS TACAN between FL160 and FL230 as instructed and maintain level.
BL 05B (RWY 05) 28	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 210 KIAS. - Pass R-327 at or above 3600 FT AMSL. - Passing 4500 FT AMSL contact BELGA RADAR. - Intercept R-288 outbound BBL TACAN. Follow R-288 till 20 DME.

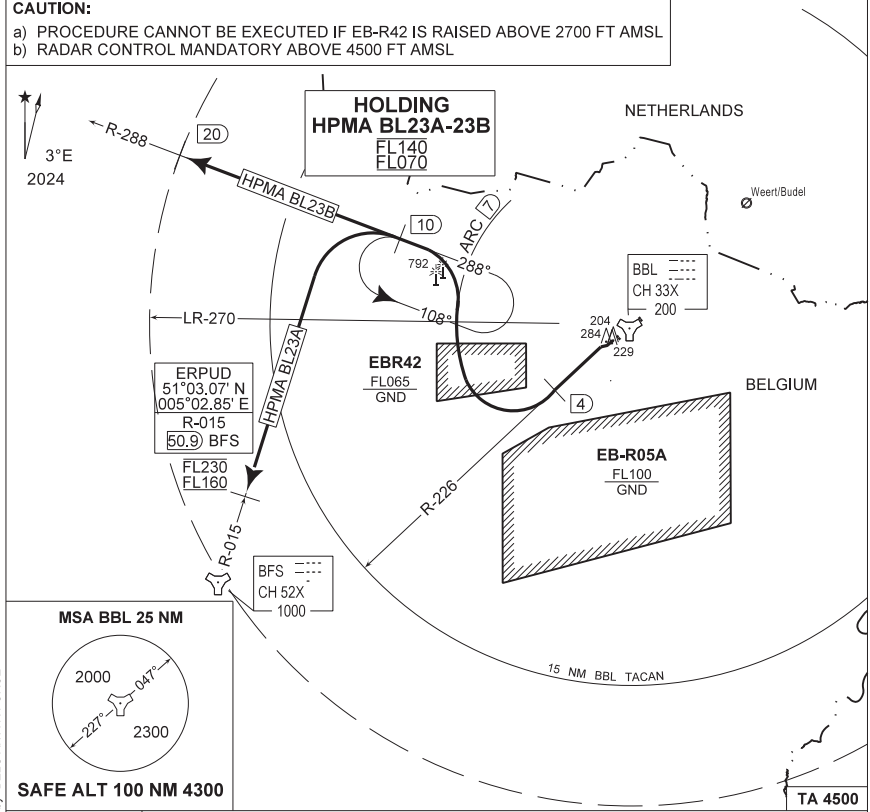
CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

KLEINE-BROGEL GND		KLEINE-BROGEL TWR		KLEINE-BROGEL APP		BELGA RADAR	
362.775	122.100	248.075	134.105	337.600	134.480	374.400	129.325

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BBL - CH 33X	23	8.75%	5.00°	DER-10/R-289	1070	1600	2130	2660	3190	ATC

CAUTION:
a) PROCEDURE CANNOT BE EXECUTED IF EB-R42 IS RAISED ABOVE 2700 FT AMSL
b) RADAR CONTROL MANDATORY ABOVE 4500 FT AMSL



HPMA BL 23A (RWY 23) 33	- Climb on R-226 outbound BBL TAC and contact EBBL APP. - At 4 DME, turn right to follow the ARC at 7 DME BBL. - Contact BELGA RADAR when passing 4500 FT AMSL. - Passing R-270, turn left to intercept R-288 outbound BBL TACAN. - At 10 DME BBL, turn left to intercept R-015 inbound BFS TACAN. - Proceed to entry REMBA corridor ERPUD, 50.9 DME R-015 BFS TACAN between FL160 and FL230 as instructed and maintain level.
HPMA BL 23B (RWY 23) 27	- Climb on R-226 outbound BBL TAC and contact EBBL APP. - At 4 DME, turn right to follow the ARC at 7 DME BBL. - Contact BELGA RADAR when passing 4500 FT AMSL. - Passing R-270, turn left to intercept R-288 outbound BBL TACAN. - Follow R-288 till 20 DME.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

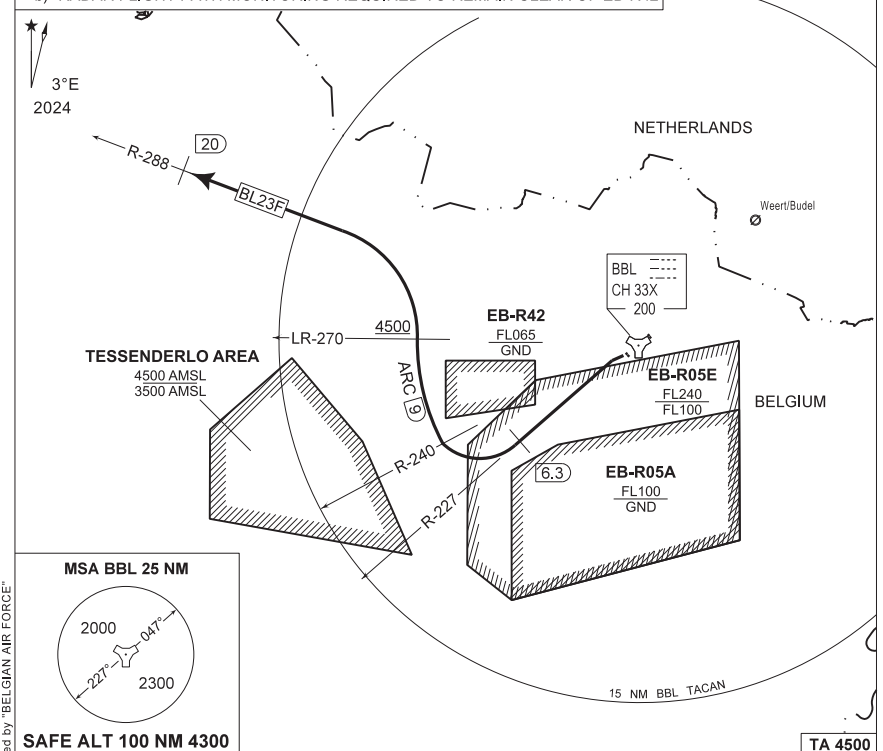
BELGIAN AIR FORCE 01-OCT-2026 - THS

AD ELEV 192

KLEINE-BROGEL GND	KLEINE-BROGEL TWR	KLEINE-BROGEL APP	BELGA RADAR
362.775 122.100	248.075 134.105	337.600 134.480	374.400 129.325

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BBL - CH 33X	23	4.04%	2.31°	DER-TRL	500	740	990	1230	1480	ATC

CAUTION:
a) IF TESSENDERLO AREA IS ACTIVE, PASS BBL R-240 AT MAX 3000 FT AMSL
b) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42



BL 23F
(RWY 23)
30

- Climb RWY heading and contact EBBL APP.
- Intercept R-227 outbound BBL TACAN.
- At 6.3 DME turn right to follow the arc at 9 DME BBL.
- Pass R-240 at or below 3000 FT AMSL if Tessenderlo area active.
- Pass R-270 on the ARC at or above 4500 FT AMSL.
- Contact BELGA RADAR as instructed.
- Passing R-270, turn left to intercept R-288 outbound BBL TACAN then follow R-288 till 20 DME.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

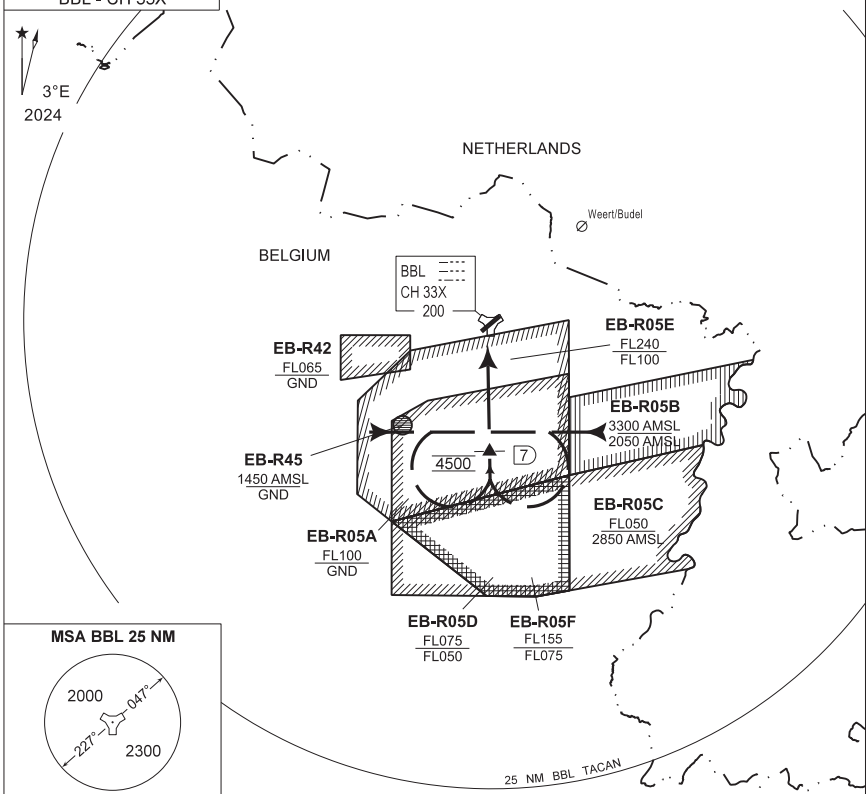
51°10.10' N
005°28.19' E

MIPS
INSTRUMENT DEPARTURE CHART AD ELEV 192

PAMPA
HELCHTEREN RANGE

PAMPA RANGE		KLEINE-BROGEL TWR		KLEINE-BROGEL APP		BELGA RADAR	
389.575	251.075	248.075	134.105	337.600	134.480	374.400	129.325

TACAN
BBL - CH 33X



MSA BBL 25 NM

SAFE ALT 100 NM 4300

TA 4500

PAMPA

- When leaving PAMPA RANGE, perform a procedure turn to the south.
- Intercept R-177 inbound BBL TACAN.
- Pass 7 DME / R-177 at 4500 FT AMSL.
- Proceed with a Kleine-Brogel SID as cleared by ATC.

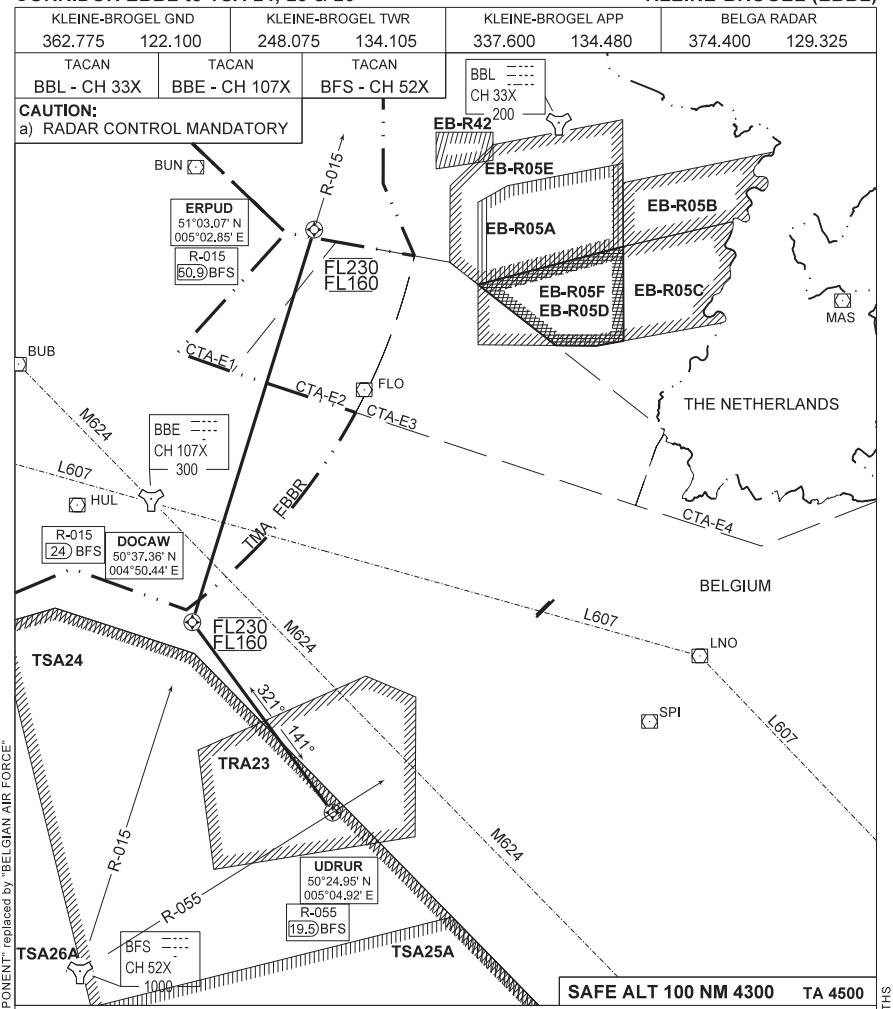
CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

PAMPA

51°10.10' N
005°28.19' E

HELCHTEREN RANGE



REMBA CORRIDOR SOUTHBOUND (SB)

- Proceed to ERPUD (50.9 DME / R-015 BFS).
- Pass ERPUD between FL160 and FL230 as instructed, fly inbound DOCAW.
- Passing DOCAW (24 DME / R-015 BFS) proceed as instructed.
- When proceeding to UDRUR (19.5 DME / R-055 BFS) turn left track 141°.

REMBA CORRIDOR NORTHBOUND (NB)

- Proceed to DOCAW (24 DME / R-015 BFS).
- Pass DOCAW between FL160 and FL230 as instructed, fly inbound ERPUD.
- Passing ERPUD (50.9 DME / R-015 BFS) proceed as instructed.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART

HPMA-ILS or HPMA-LOC RWY 05L
KLEINE-BROGEL (EBBL)

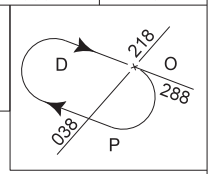
AD ELEV 192

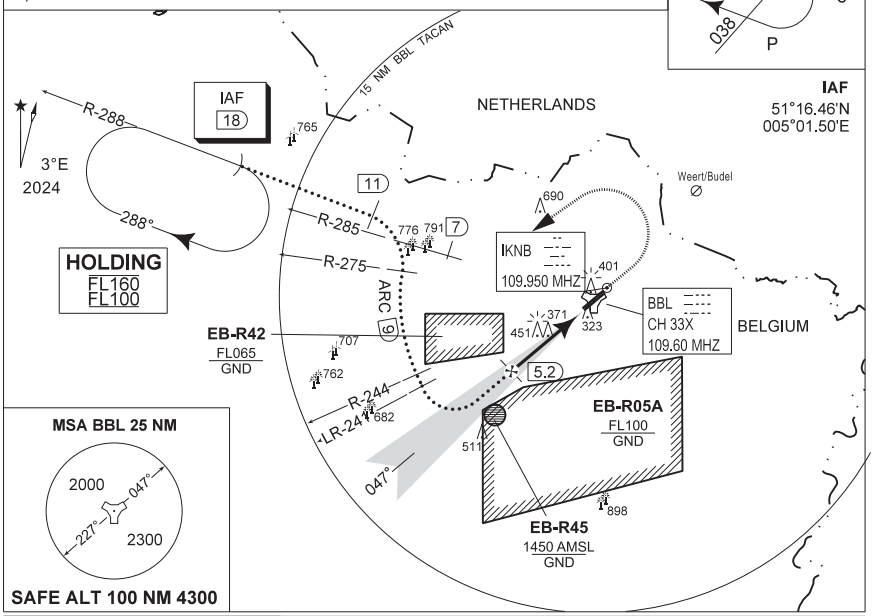
BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IKNB 109.950 / 33X	047°	1700 FT	3.00°	**385**	185	930 M	7926 FT

CAUTION:
a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

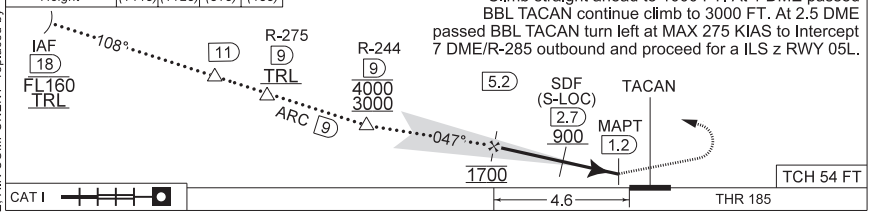
NOTE:
a) DME FREQUENCY 109.600 MHZ





DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(815)*	670 *(485)*

TA 4500
MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 275 KIAS to Intercept 7 DME/R-285 outbound and proceed for a ILS z RWY 05L.



	CATEGORY	HPMA
MIPS	S-ILS 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
	S-PAR 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
	S-LOC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

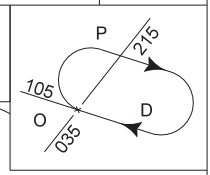
MIPS
INSTRUMENT APPROACH CHART AD ELEV 192

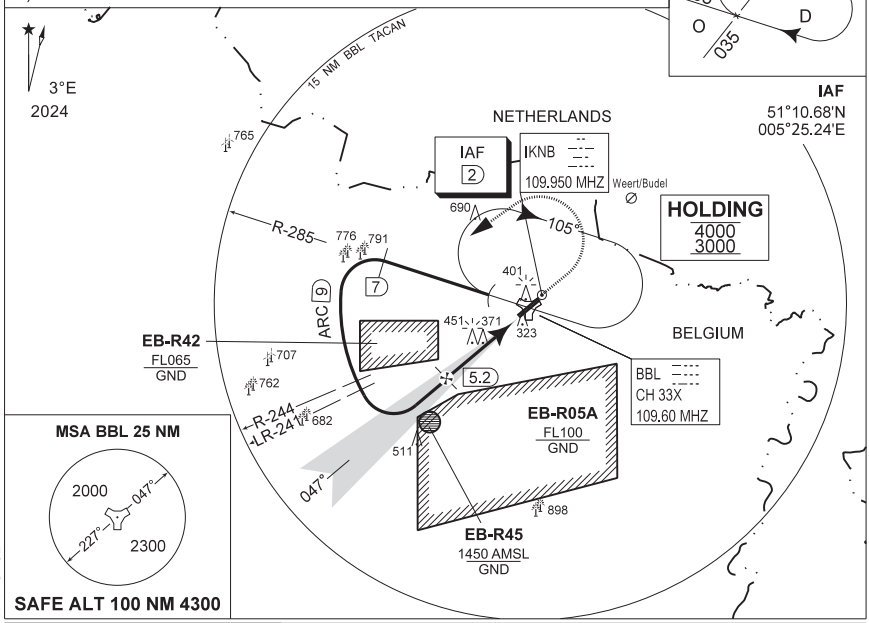
ILS z or LOC z RWY 05L
KLEINE-BROGEL (EBBL)

BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IKNB 109.950 / 33X	047°	1700 FT	3.00°	**385**	185 FT	930 M	7926 FT

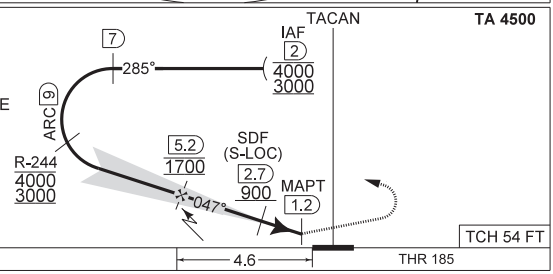
CAUTION:
a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE
NOTE:
a) DME FREQUENCY 109.600 MHZ





DME BBL	5	4	3	2
Altitude *Height*	1630 *(1145)*	1310 *(1125)*	990 *(805)*	670 *(485)*

MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 7 DME/R-285 outbound and proceed for a ILS z RWY 05L.



	CATEGORY	A - B - C - D	HPMA
MIPS	S-ILS 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
MIPS	S-PAR 05L	**445** - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
MIPS	S-LOC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)	

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART AD ELEV 192

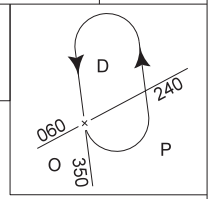
ILS y or LOC y RWY 05L
KLEINE-BROGEL (EBBL)

BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IKNB 109.950 / 33X	047°	1700 FT	3.00°	**385**	185 FT	930 M	7926 FT

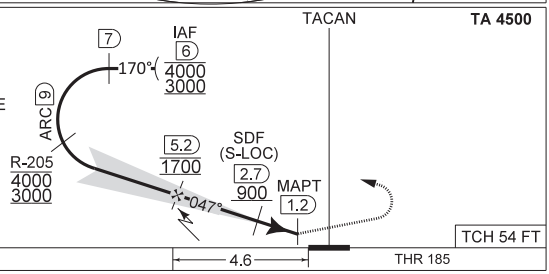
CAUTION:
a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE
b) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42

NOTE:
a) DME FREQUENCY 109.600 MHZ



DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(805)*	670 *(485)*

MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn right at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 6 DME/R-170 outbound and proceed for a ILS y RWY 05L.



	CATEGORY	A - B - C - D	HPMA
MIPS	S-ILS 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
	S-PAR 05L	**445** - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
	S-LOC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)	

CHANGES: "BEL DEFENCE AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

ILS y or LOC y RWY 05L 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

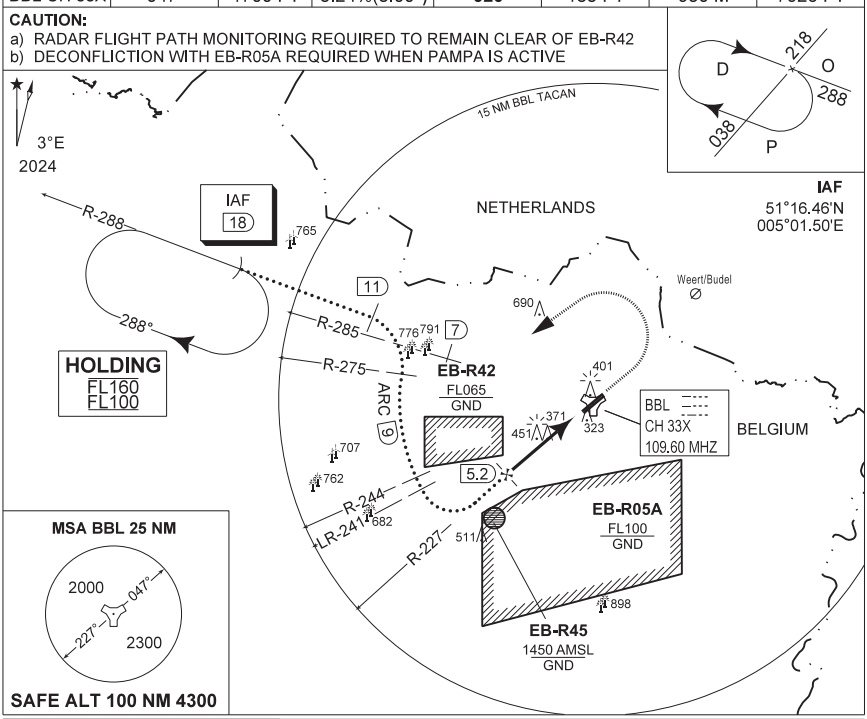
MIPS
INSTRUMENT APPROACH CHART AD ELEV 192

HPMA-TACAN RWY 05L
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

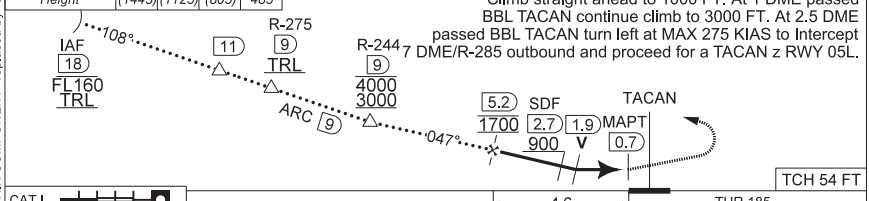
LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24%(3.00°)	**620**	185 FT	930 M	7926 FT

CAUTION:
a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE



DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(805)*	670 *485*

TA 4500
MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 275 KIAS to Intercept 7 DME/R-285 outbound and proceed for a TACAN z RWY 05L.



	CATEGORY	HPMA
MIPS	S-TAC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)
	S-PAR 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
	CIRCLING	**770** - 3.2 578 (600 - 3.2)

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

HPMA-TACAN RWY 05L 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 192

TACAN z RWY 05L

KLEINE-BROGEL (EBBL)

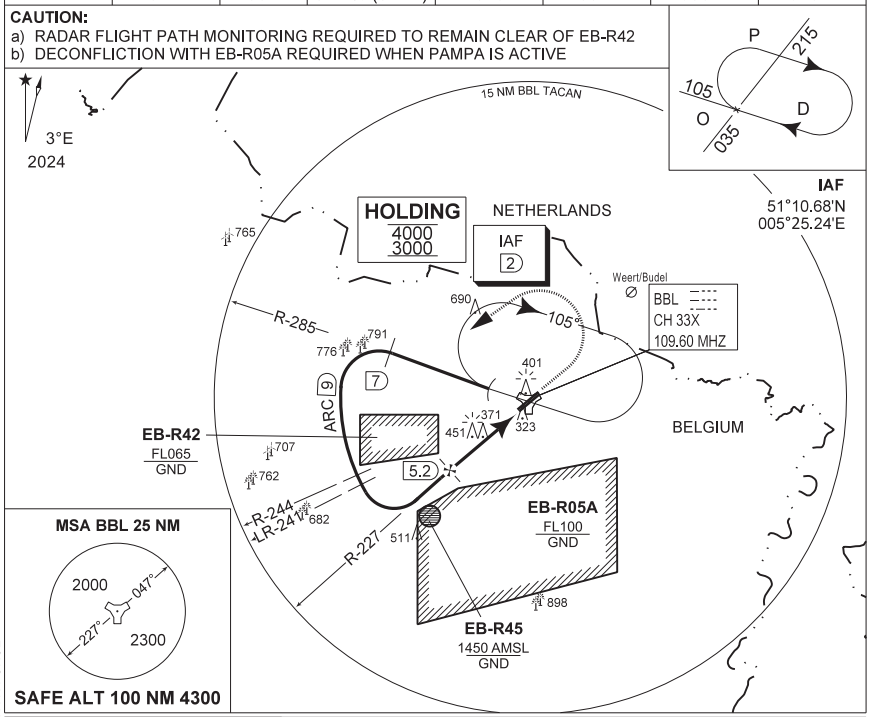
BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24% (3.00°)	**620**	185 FT	930 M	7926 FT

CAUTION:

a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42

b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

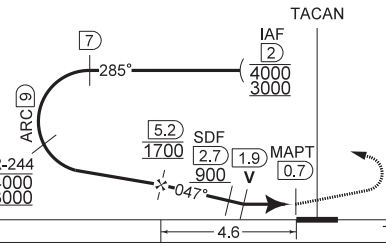


DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(805)*	670 *485*

TA 4500

MISSED APPROACH

Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 7 DME/R-285 outbound and proceed for a TACAN z RWY 05L.



CATEGORY	A - B	C	D	HPMA
S-TAC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)			
S-PAR 05L	**445** - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°			**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
CIRCLING	**750** - 1.6 558 (600 - 1.6)	**890** - 2.4 698 (700 - 2.4)	**1090** - 3.6 898 (900 - 3.6)	**770** - 3.2 578 (600 - 3.2)

MIPS

CHANGES: "BEL DEFENCE AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 192

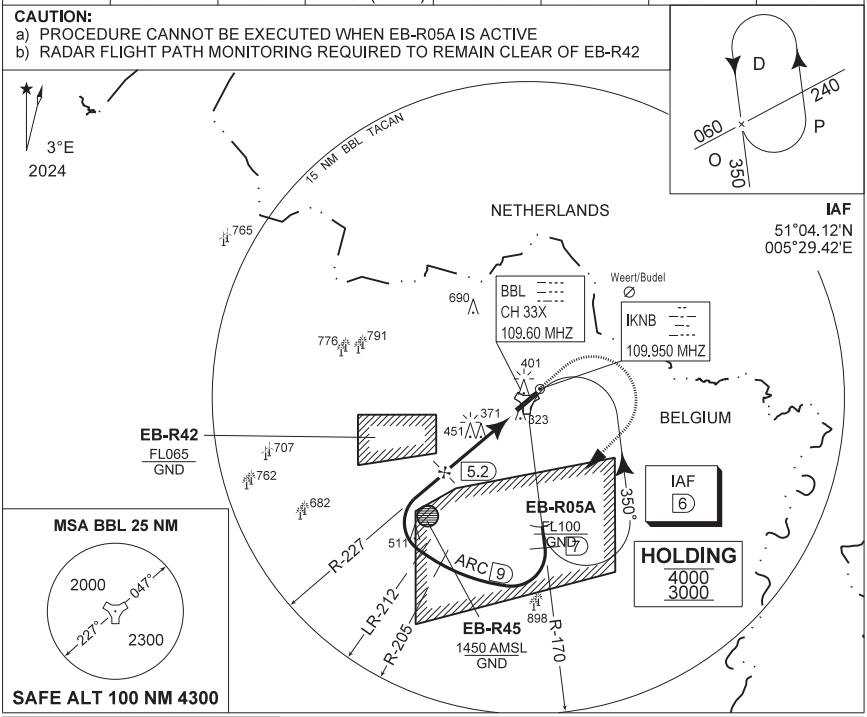
TACAN y RWY 05L

KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

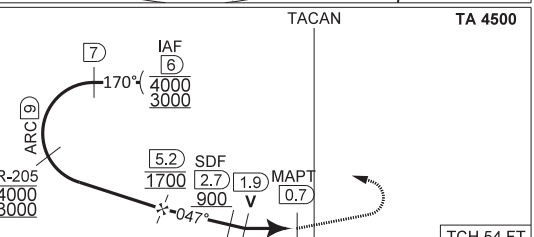
LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24% (3.00°)	**620**	185 FT	930 M	7926 FT

CAUTION:
a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE
b) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42



DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(805)*	670 *(485)*

MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn right at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 6 DME/R-170 outbound and proceed for a TACAN y RWY 05L.



CATEGORY	A - B	C	D	HPMA
S-TAC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)			
S-PAR 05L	**445** - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°			**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
CIRCLING	**750** - 1.6 558 (600 - 1.6)	**890** - 2.4 698 (700 - 2.4)	**1090** - 3.6 898 (900 - 3.6)	**770** - 3.2 578 (600 - 3.2)

MIPS

CHANGES: "BEL DEFENCE AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART

HPMA-ILS or HPMA-LOC RWY 23R
KLEINE-BROGEL (EBBL)

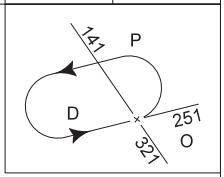
AD ELEV 192

BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IBBL 109.950 / 33X	227°	1700 FT	3.00°	**361**	161 FT	930 m	7926 FT

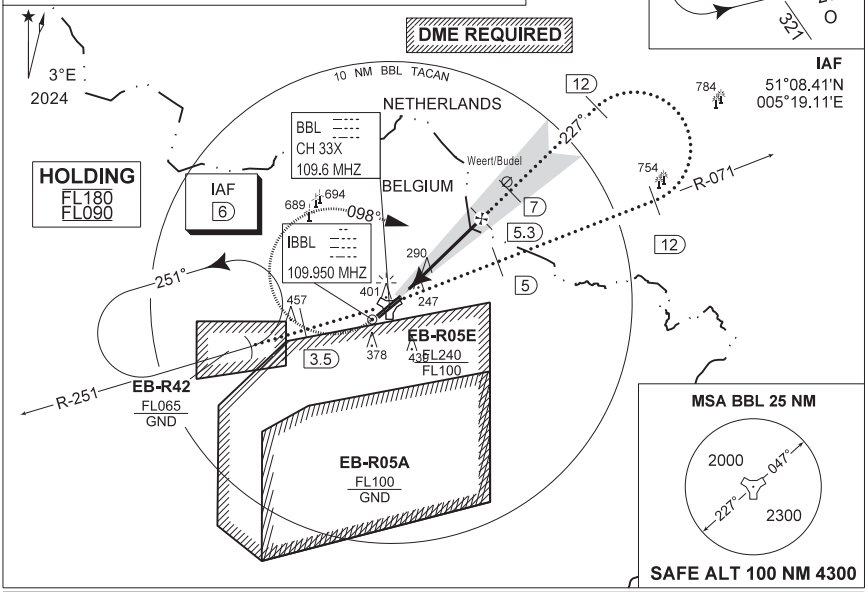
CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR
b) AIRCRAFT PROCEEDING IAF AT FL100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R05E

NOTE:
a) DME FREQUENCY 109.600 MHZ



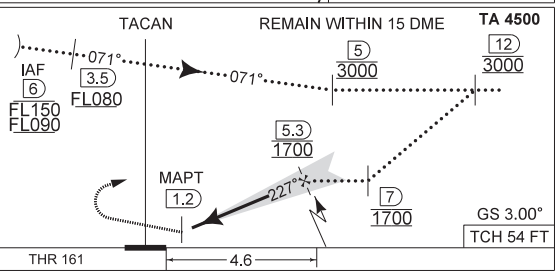
IAF
51°08.41'N
005°19.11'E

DME REQUIRED



DME BBL	5	4	3	2
Altitude *Height*	1600 *(1439)*	1290 *(1129)*	970 *(809)*	650 *(489)*

MISSED APPROACH
Climb straight ahead to 1000 FT.
Passing 1 DME BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT.
Intercept R-071 outbound.
If no radio contact, proceed for a ILS RWY 23R at 3000 FT.



CATEGORY	HPMA
S-ILS 23R	**361** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-PAR 23R	**366** - 0.8 205 (300 - 0.8 / 0.9) GS 3.0°
S-LOC 23R	**540** - 1.0 379 (400 - 1.0 / 1.9)

MIPS

HPMA-ILS or HPMA-LOC RWY 23R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

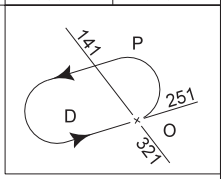
MIPS
INSTRUMENT APPROACH CHART AD ELEV 192

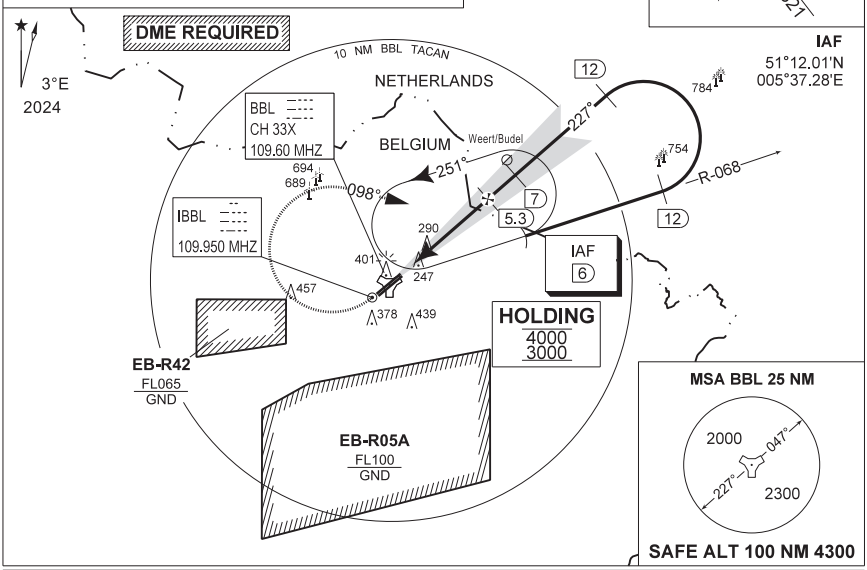
ILS or LOC RWY 23R
KLEINE-BROGEL (EBBL)

BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IBBL 109.950 / 33X	227°	1700 FT	3.00°	**361**	161 FT	930 M	7926 FT

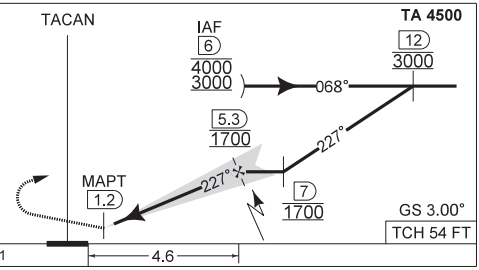
CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR
WARNING:
a) MISSED APPROACH CLIMB GRADIENT OF MNM 3.2% IN THE STRAIGHT SEGMENT DUE TO OBSTACLES
NOTE:
a) DME FREQUENCY 109.600 MHZ





DME BBL	5	4	3	2
Altitude *Height*	1600 *(1439)*	1290 *(1129)*	970 *(809)*	650 *(489)*

MISSED APPROACH
Climb straight ahead to 1000 FT. Passing 1 DME outbound BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT. Intercept R-068 outbound. If no radio contact, proceed for a ILS RWY 23R at 3000 FT.



CATEGORY	A - B - C - D	HPMA
S-ILS 23R	**361** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
S-PAR 23R	**429** - 0.8 268 (300 - 0.8 / 1.3) GS 3.00°	**366** - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
S-LOC 23R	**540** - 1.0 379 (400 - 1.0 / 1.9)	

MIPS

ILS or LOC RWY 23R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

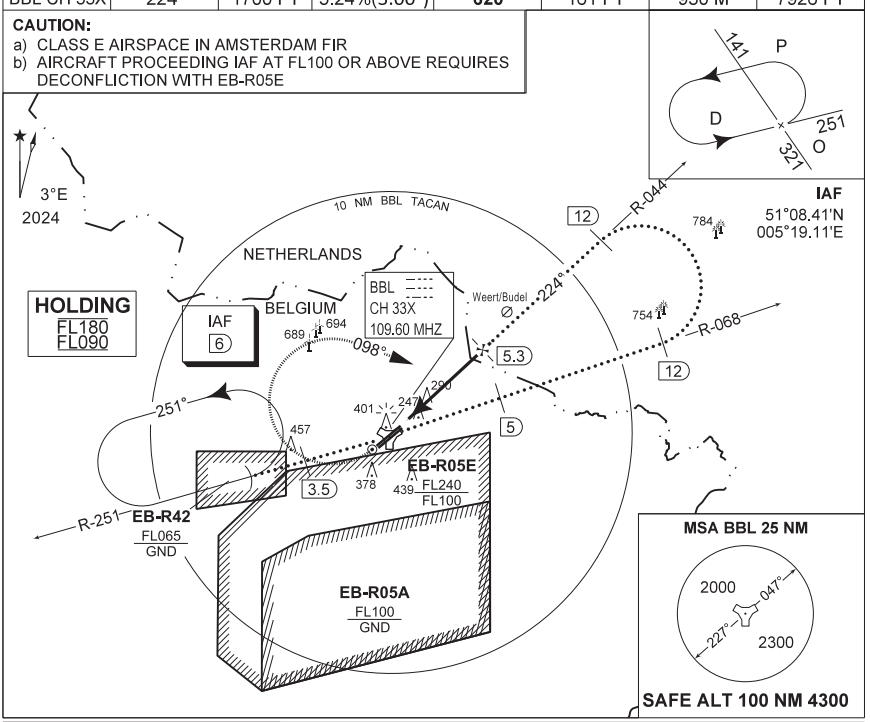
BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART AD ELEV 192

HPMA-TACAN RWY 23R
KLEINE-BROGEL (EBBL)

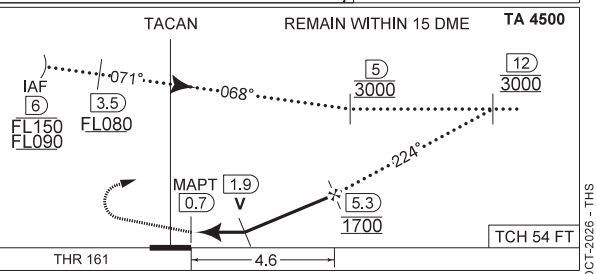
BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	224°	1700 FT	5.24%(3.00°)	**620**	161 FT	930 M	7926 FT

CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR
b) AIRCRAFT PROCEEDING IAF AT FL100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R05E



DME BBL	5	4	3	2
Altitude *Height*	1600 *(1439)*	1290 *(1129)*	970 *(809)*	650 *(489)*

MISSED APPROACH
Climb straight ahead to 1000 FT.
Passing 1 DME BBL TACAN turn right track 098° at MAX 275 KIAS and continue the climb to 3000 FT.
Intercept R-068 outbound.
If no radio contact, proceed for a TACAN or ILS RWY 23R at 3000 FT.



	CATEGORY	HPMA
MIPS	S-TAC 23R	**620** - 1.5 459 (500 - 1.5 / 2.4)
	S-PAR 23R	**366** - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
	CIRCLING	**770** - 3.2 578 (600 - 3.2)

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

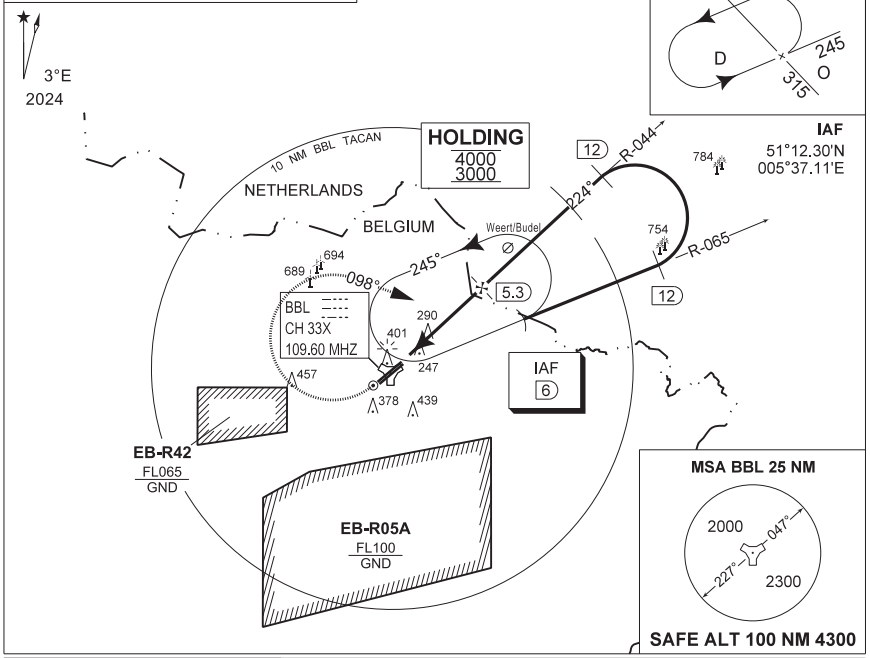
MIPS
INSTRUMENT APPROACH CHART AD ELEV 192

TACAN RWY 23R
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

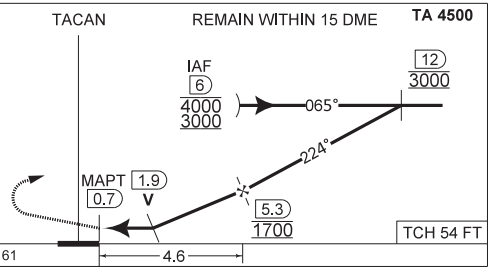
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	224°	1700 FT	5.24%(3.00°)	**620**	161 FT	930 M	7926 FT

CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR



DME BBL	5	4	3	2
Altitude *Height*	1600 *(1439)*	1290 *(1129)*	970 *(809)*	650 *(489)*

MISSED APPROACH
Climb straight ahead to 1000 FT. Passing 1 DME BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT. Intercept R-065 outbound. If no radio contact, proceed for a TACAN RWY 23R at 3000 FT.



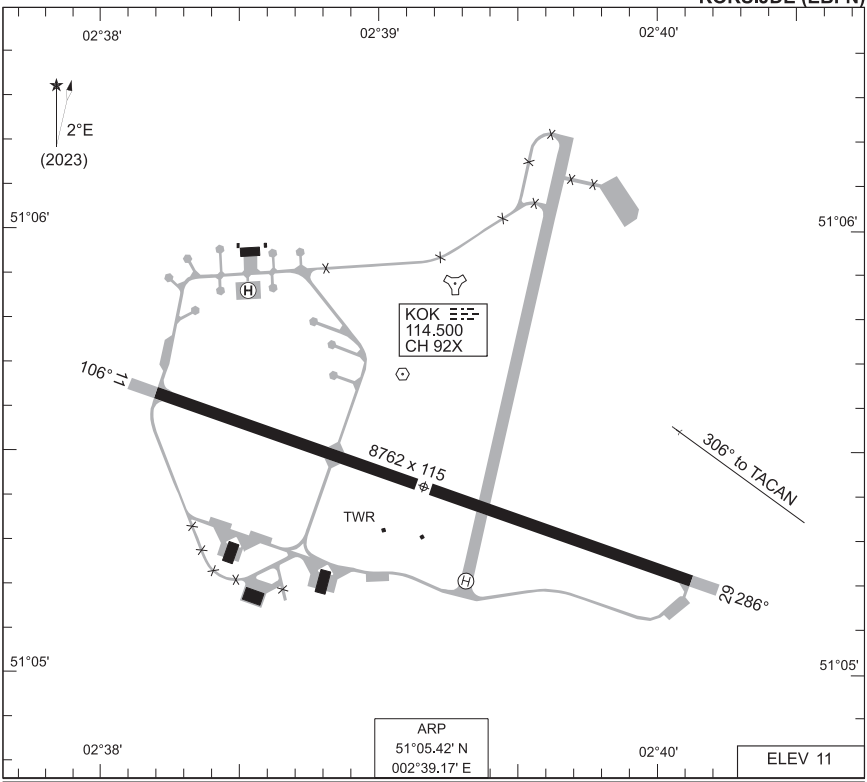
CATEGORY	A - B	C	D	HPMA
S-TAC 23R	**620** - 1.5 459 (500 - 1.5 / 2.4)			
S-PAR 23R	**429** - 0.8 268 (300 - 0.8 / 1.3) GS 3.00°			**366** - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
CIRCLING	**750** - 1.6 558 (600 - 1.6)	**890** - 2.4 698 (700 - 2.4)	**1090** - 3.6 898 (900 - 3.6)	**770** - 3.2 578 (600 - 3.2)

MIPS

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

TACAN RWY 23R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI	THR	TDZE	THR PSN
11	22 F/C/W/T	8762	8762	8762	8436		NA	6	7	51°05.62' N - 002°38.16' E
29	22 F/C/W/T	8762	8762	8762	8446		NA	11	11	51°05.20' N - 002°40.18' E

KOKSIJDE APP	235.050	362.300	121.055	121.460		KOKSIJDE TWR	231.800	257.800	122.100
KOKSIJDE PAR	278.675	123.300				KOKSIJDE GND	122.100	231.800	

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	MIPS	29	3.00°	22		1108	ABCD	MIPS	211 - 0.8 200 (200 - 0.8 / 1.0)
	MIPS	29	3.00°	22		1108	HPMA	MIPS	211 - 0.8 200 (200 - 0.8 / 1.0)
	MIPS	29	3.00°	22		1108	H	MIPS	162 - 0.4 151 (200 - 0.4 / 0.8)

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

INSTRUMENT DEPARTURE CHART

AD ELEV 11

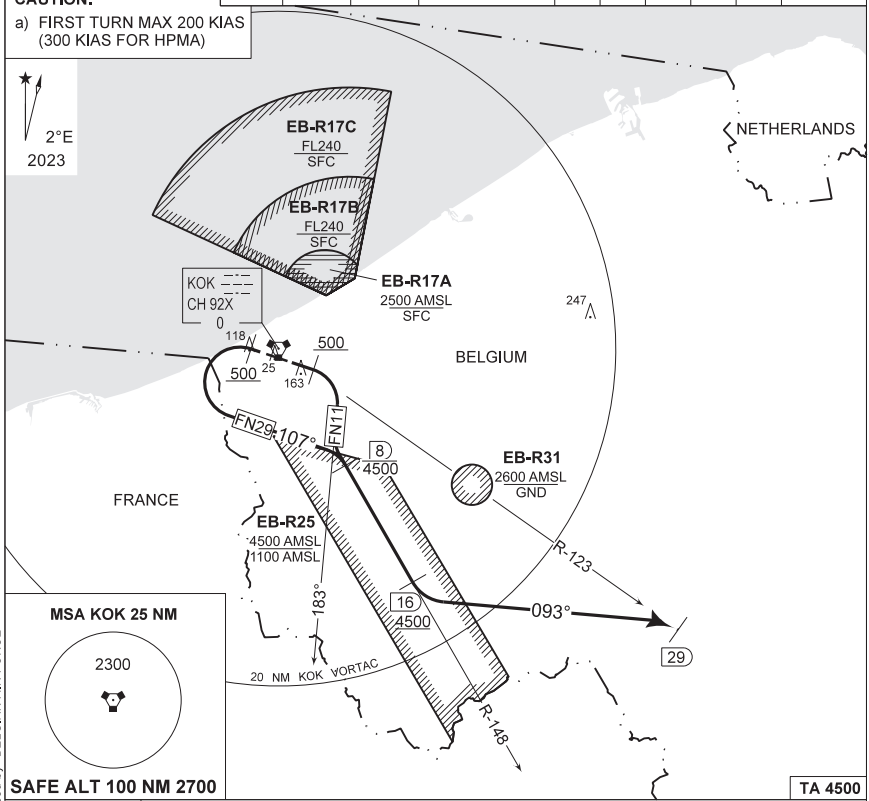
KOKSIJDE (EBFN)

KOKSIJDE GND	KOKSIJDE TWR	KOKSIJDE APP	BELGA RADAR
231.800 122.100	231.800 122.100	235.050 121.055	374.400 129.325

DVORTAC	RWY	PDG		From-To	120	180	240	300	360	Reason
KOK 114.500 CH 92X	11	4.48%	2.57°	DER-4500	550	820	1090	1370	1640	ATC
	29	3.30%	1.89°	DER-4500	410	610	810	1010	1210	ATC

CAUTION:

a) FIRST TURN MAX 200 KIAS (300 KIAS FOR HPMA)



FN 11 (RWY 11) 30	- Climb straight ahead. - When passing 500 FT AMSL turn right, track 183° to intercept R-148 outbound KOK VORTAC. - Remain below 4500 FT untill passing 8 DME on R-148 outbound KOK. - Contact BELGA RADAR, when passing 4500 FT. - At 16 DME, at or above 4500 FT turn left track 093°. - Intercept R-123 outbound KOK.
FN 29 (RWY 29) 38	- Climb straight ahead. - When passing 500 FT AMSL turn left, track 107° to intercept R-148 outbound KOK VORTAC. - Remain below 4500 FT untill passing 8 DME on R-148 outbound KOK. - Contact BELGA RADAR, when passing 4500 FT. - At 16 DME, at or above 4500 FT turn left track 093°. - Intercept R-123 outbound KOK.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

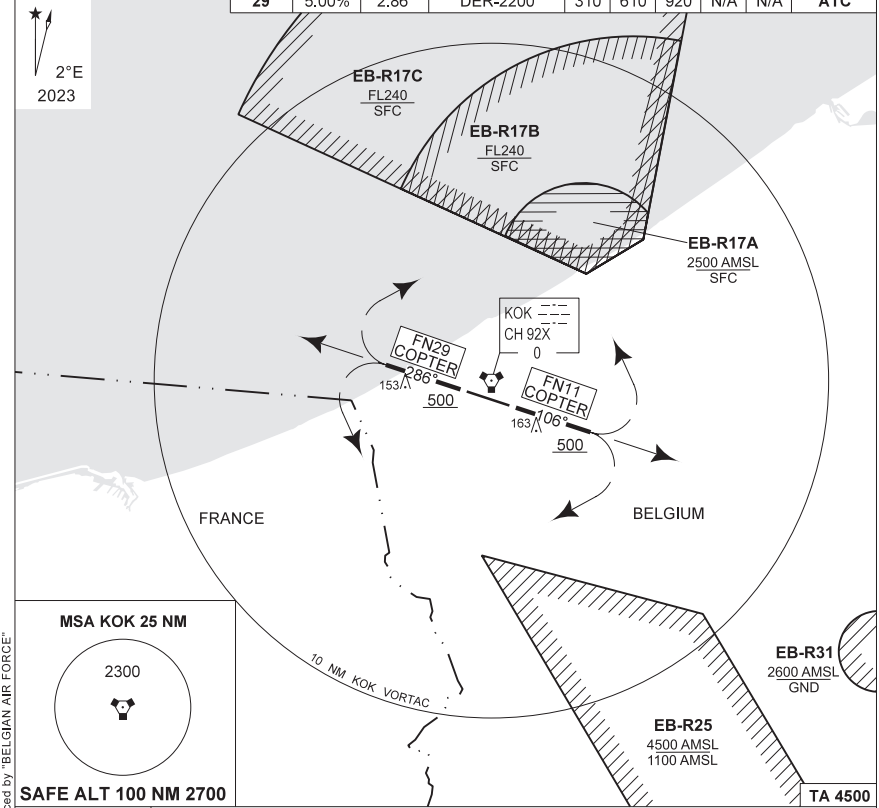
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 11

FN 11 COPTER - 29 COPTER
KOKSIJDE (EBFN)

KOKSIJDE GND	KOKSIJDE TWR	KOKSIJDE APP	BELGA RADAR
231.800 122.100	231.800 122.100	235.050 121.055	374.400 129.325

DVORTAC	RWY	PDG		From-To	60	120	180	240	300	Reason
KOK 114.500 CH 92X	**11**	5.00%	2.86°	DER-2200	310	610	920	N/A	N/A	**ATC**
	29	5.00%	2.86°	DER-2200	310	610	920	N/A	N/A	**ATC**



MSA KOK 25 NM

2300

SAFE ALT 100 NM 2700

FN 11 COPTER (RWY 11) 10	- Climb straight ahead to 500 FT AMSL at 5% CG. - Turn as cleared by ATC while climbing to MSA.
FN 29 COPTER (RWY 29) 10	- Climb straight ahead to 500 FT AMSL at 5% CG. - Turn as cleared by ATC while climbing to MSA.

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART

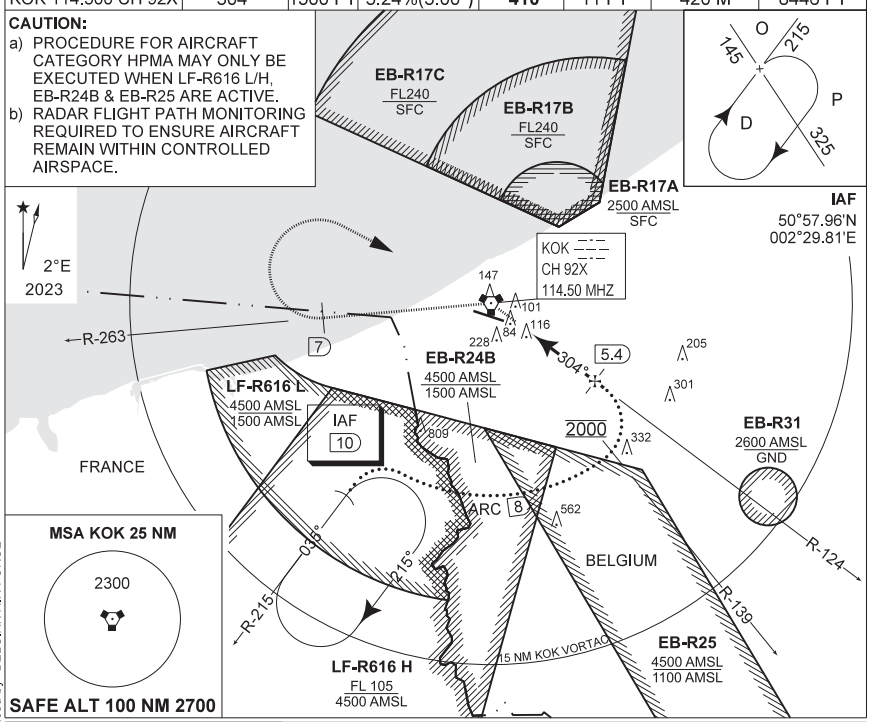
AD ELEV 11

HPMA-TACAN RWY 29
KOKSIJDE (EBFN)

BELGA RADAR	KOKSIJDE APP	KOKSIJDE TWR	KOKSIJDE GND
374.400 129.325	235.050 121.055	231.800 122.100	231.800 122.100

DVORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
KOK 114.500 CH 92X	304°	1500 FT	5.24%(3.00°)	**410**	11 FT	420 M	8446 FT

CAUTION:
a) PROCEDURE FOR AIRCRAFT CATEGORY HPMA MAY ONLY BE EXECUTED WHEN LF-R616 L/H, EB-R24B & EB-R25 ARE ACTIVE.
b) RADAR FLIGHT PATH MONITORING REQUIRED TO ENSURE AIRCRAFT REMAIN WITHIN CONTROLLED AIRSPACE.



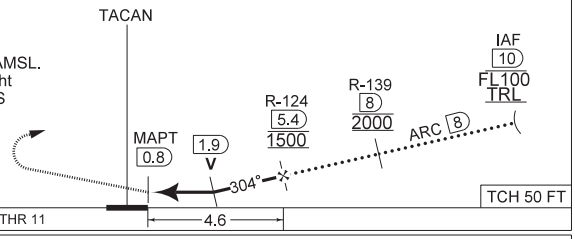
MSA KOK 25 NM

SAFE ALT 100 NM 2700

TA 4500

DME KOK	5	4	3	2
Altitude *Height*	1400 *(1389)*	1080 *(1069)*	770 *(759)*	440 *(429)*

MISSED APPROACH
Intercept R-263 and climb to 2000 FT AMSL.
At 7 DME passed KOK TACAN turn right inbound KOK TACAN at MAX 275 KIAS to intercept IAF TACAN RWY 29.



CATEGORY	HPMA
S-TAC 29	**410** - 1.8 399 (400 - 1.8 / 2.2)
S-PAR 29	**211** - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°

MIPS

CHANGES: CAUTION a) and "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

MIPS
INSTRUMENT APPROACH CHART

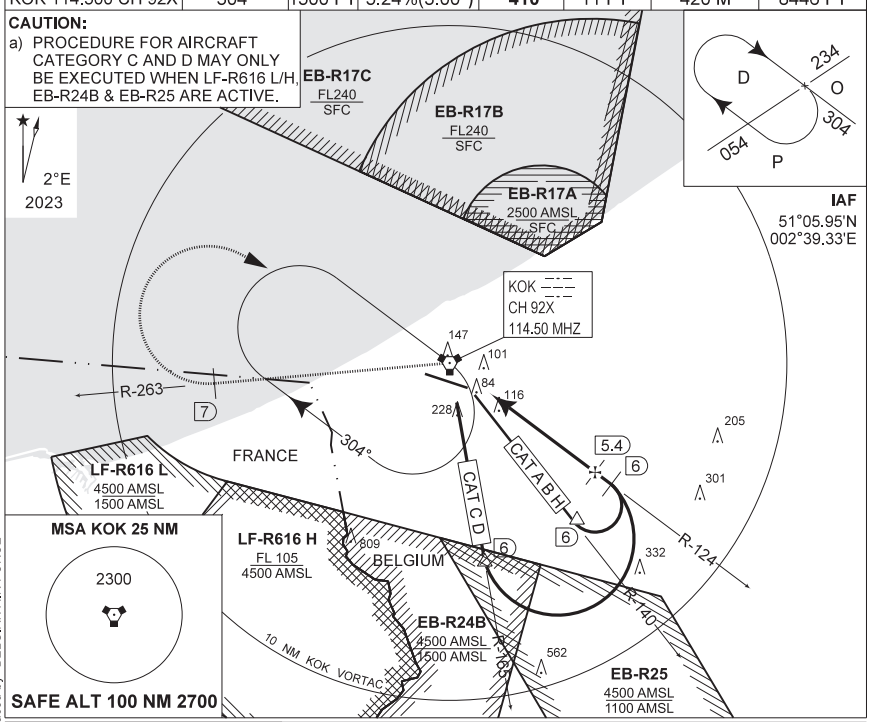
AD ELEV 11

TACAN RWY 29
KOKSIJDE (EBFN)

BELGA RADAR	KOKSIJDE APP	KOKSIJDE TWR	KOKSIJDE GND
374.400 129.325	235.050 121.055	231.800 122.100	231.800 122.100

DVORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
KOK 114.500 CH 92X	304°	1500 FT	5.24%(3.00°)	**410**	11 FT	420 M	8446 FT

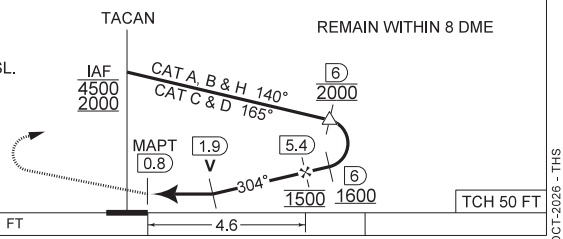
CAUTION:
a) PROCEDURE FOR AIRCRAFT CATEGORY C AND D MAY ONLY BE EXECUTED WHEN LF-R616 L/H, EB-R24B & EB-R25 ARE ACTIVE.



DME KOK	5	4	3	2
Altitude *Height*	1400 *(1389)*	1080 *(1069)*	770 *(759)*	440 *(429)*

TA 4500

MISSED APPROACH
Intercept R-263 and climb to 2000 FT AMSL.
At 7 DME passed KOK TACAN
(4 DME for category A, B & H) turn right inbound KOK TACAN at MAX 250 KIAS to intercept IAF TACAN RWY 29.



CATEGORY	A - B	C - D	H
S-TAC 29	**410** - 1.5 399 (400 - 1.5 / 2.2)	**410** - 1.8 399 (400 - 1.8 / 2.2)	**410** - 1.5 399 (400 - 1.5 / 2.2)
S-PAR 29	**211** - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°		**162** - 0.4 151 (200 - 0.4 / 0.8) GS 3.00°

CHANGES: CAUTION a) and "BEL DEFENCE. AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS

TACAN RWY 29

51°05.42' N
002°39.17' E

KOKSIJDE (EBFN)

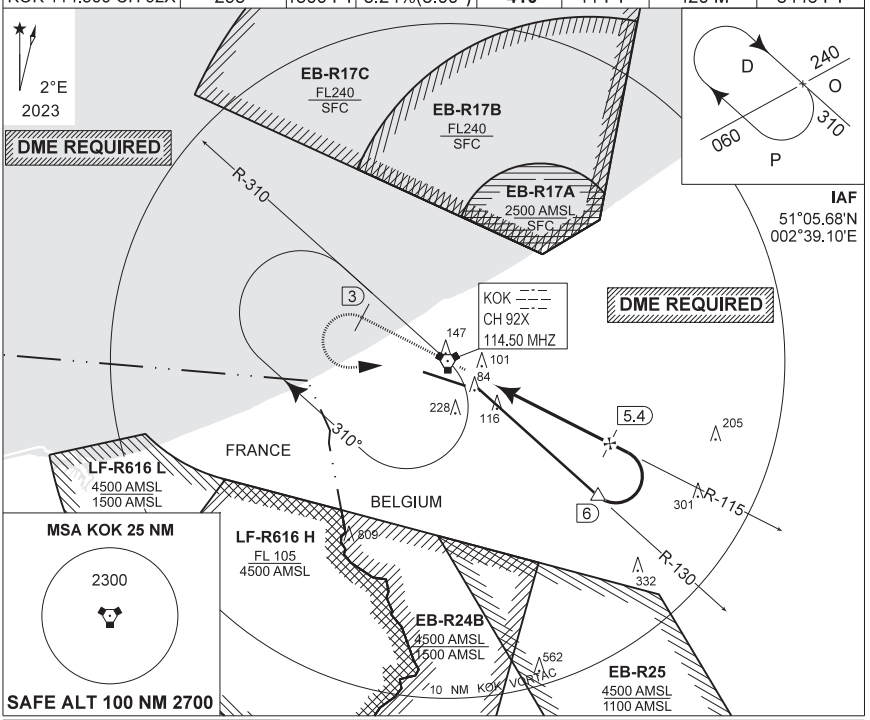
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 11

VOR RWY 29
KOKSIJDE (EBFN)

BELGA RADAR	KOKSIJDE APP	KOKSIJDE TWR	KOKSIJDE GND
374.400 129.325	235.050 121.055	231.800 122.100	231.800 122.100

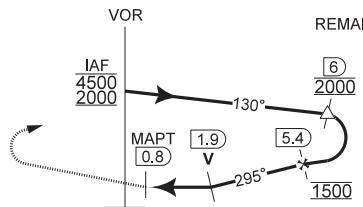
DVORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
KOK 114.500 CH 92X	295°	1500 FT	5.24%(3.00°)	**410**	11 FT	420 M	8446 FT



DME KOK	5	4	3	2
Altitude *Height*	1400 *(1389)*	1080 *(1069)*	760 *(749)*	440 *(429)*

TA 4500

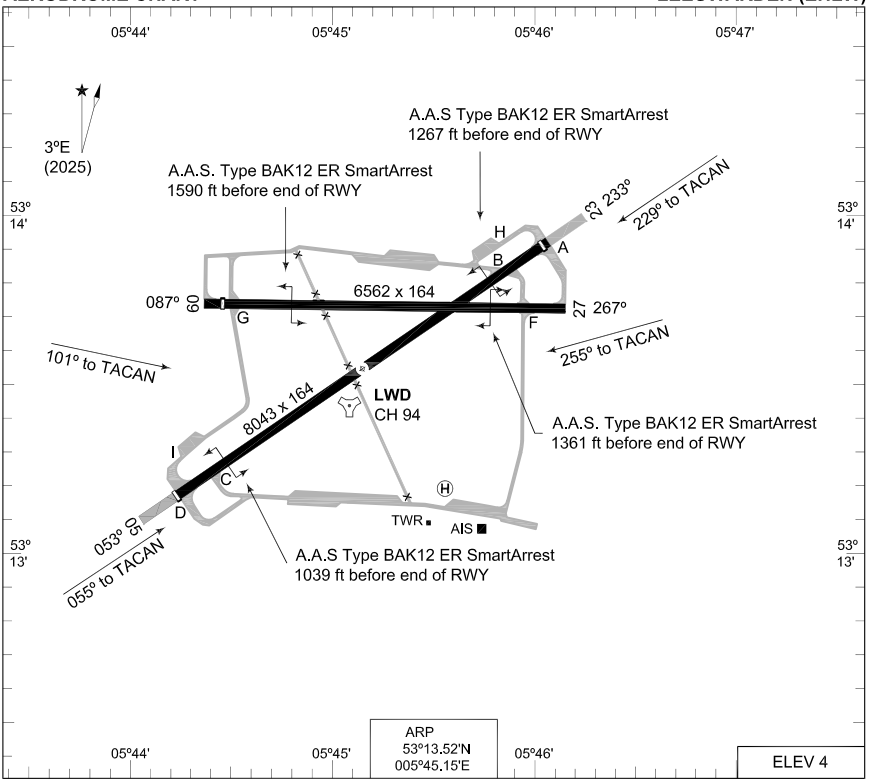
MISSED APPROACH
Continue straight ahead untill 3 DME passed KOK VOR then turn left inbound KOK VOR at MAX 2000 FT AMSL except instructed otherwise by ATC.



CATEGORY	A - B	H
S-VOR 29	**410** - 1.5 399 (400 - 1.5 / 2.2)	
S-PAR 29	**211** - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°	**162** - 0.4 151 (200 - 0.4 / 0.8) GS 3.00°

CHANGES: "BEL DEFENCE, AIR COMPONENT" replaced by "BELGIAN AIR FORCE"

BELGIAN AIR FORCE 01-OCT-2026 - THS



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

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

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

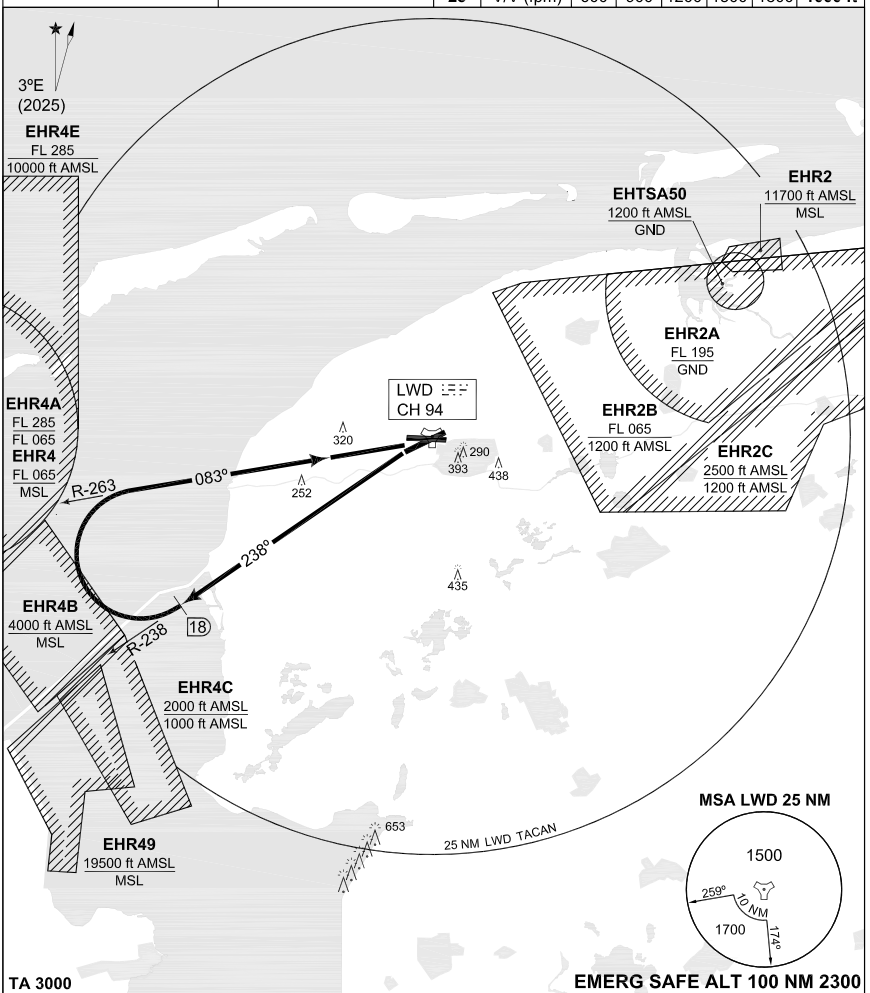
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 4

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

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



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

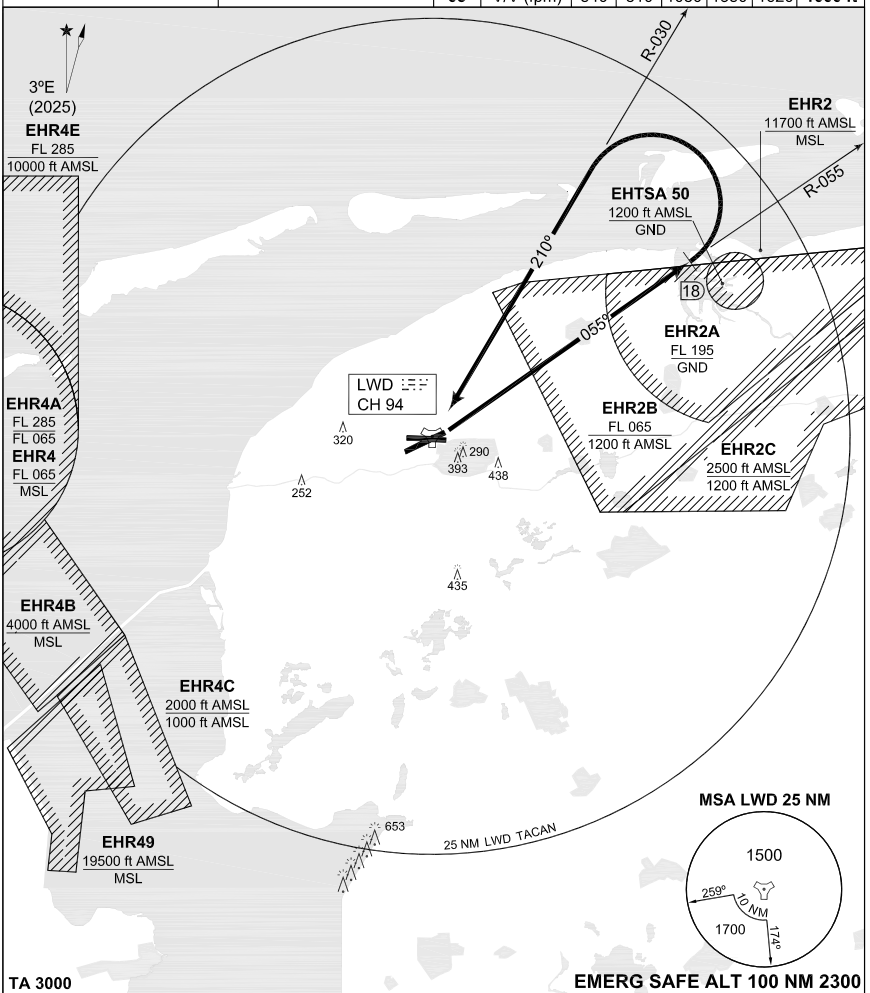
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 4

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

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



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

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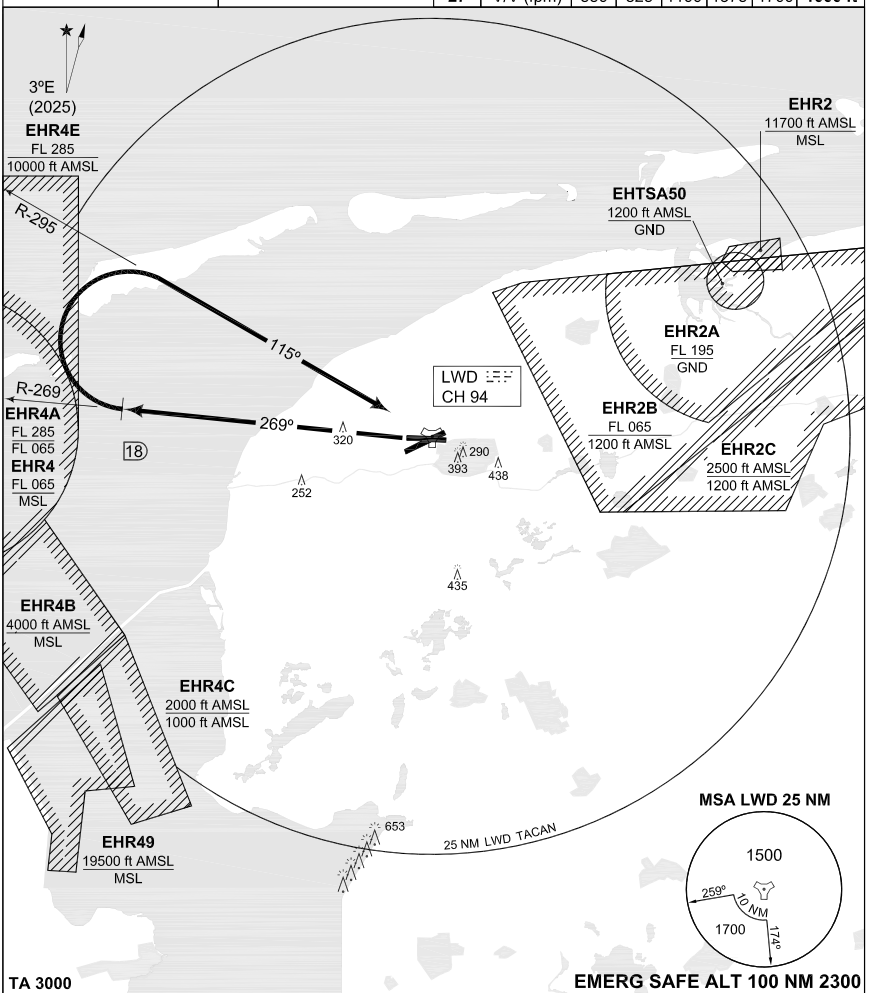
INSTRUMENT DEPARTURE CHART

AD ELEV 4

LEEUWARDEN (EHLW)

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

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



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

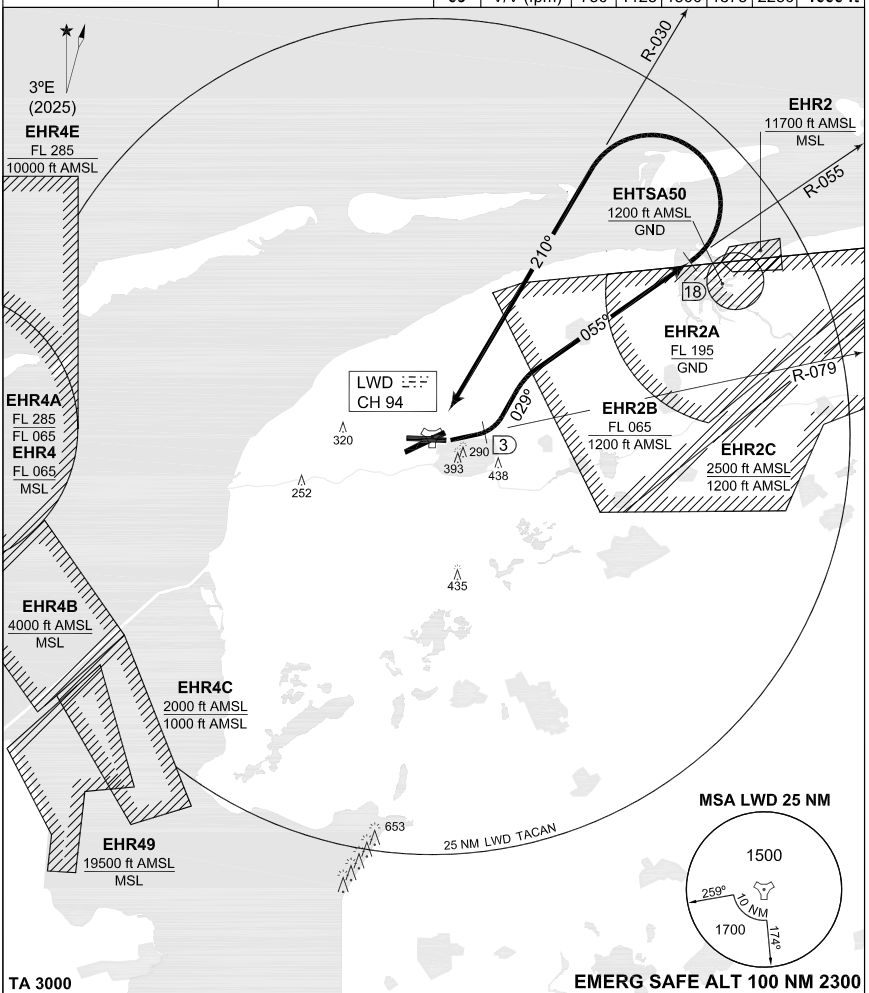
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 4

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

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



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

CHANGES: EDITORIAL

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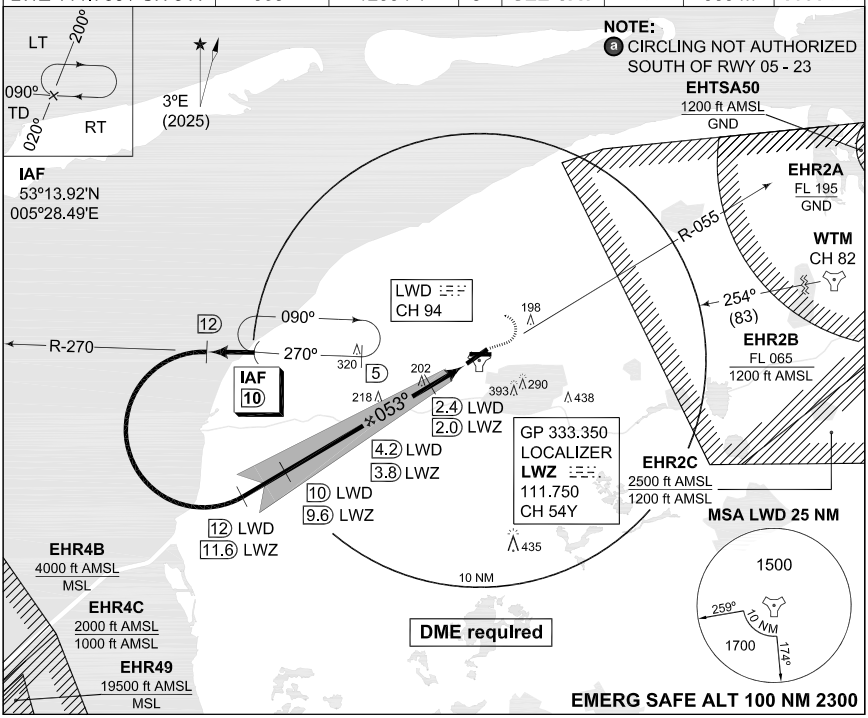
MIPS
INSTRUMENT APPROACH CHART

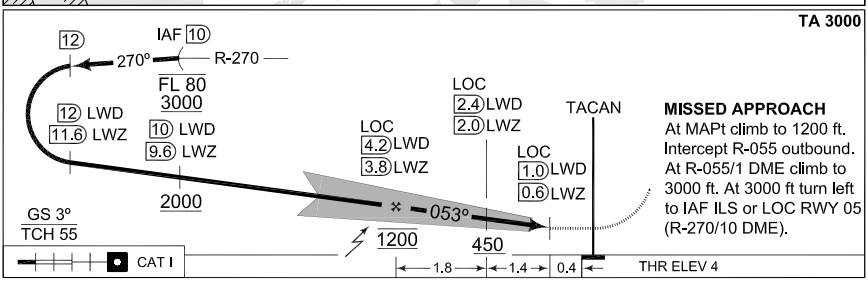
AD ELEV 4

ILS or LOC RWY 05
LEEUWARDEN (EHLW)

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

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





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

ILS or LOC RWY 05

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

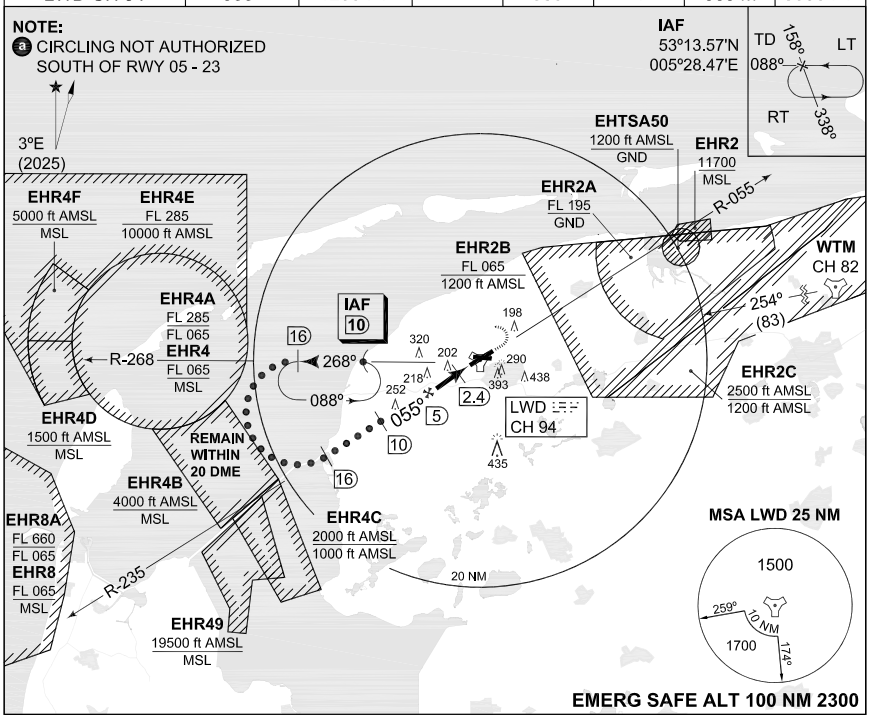
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INSTRUMENT APPROACH CHART

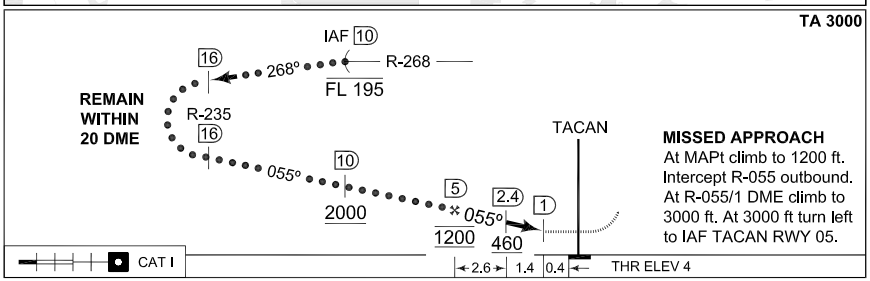
AD ELEV 4

HI-TACAN RWY 05
LEEUWARDEN (EHLW)

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

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





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

HI-TACAN RWY 05

53º13.52'N
005º45.15'E

LEEUWARDEN (EHLW)

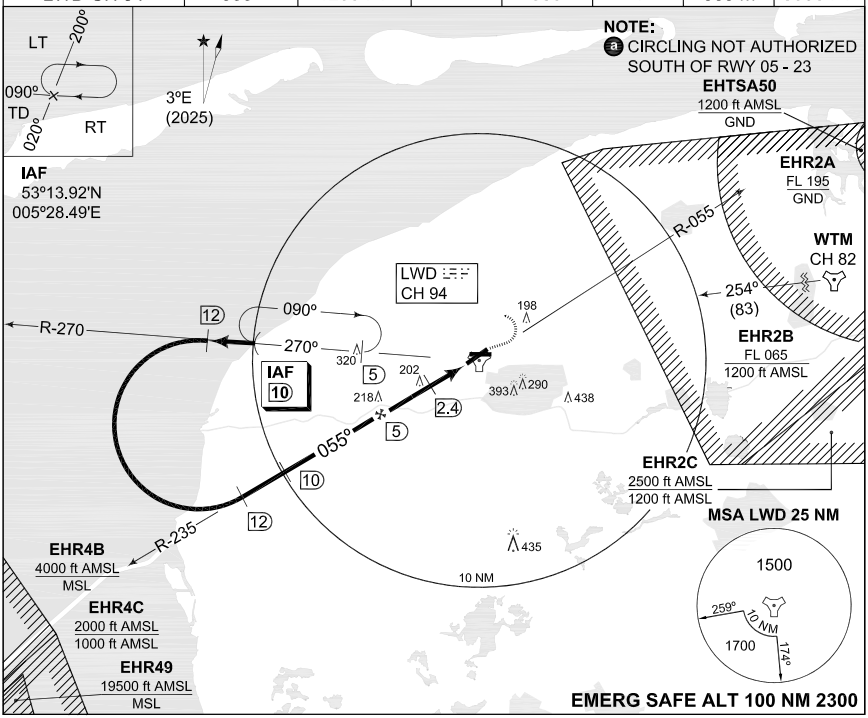
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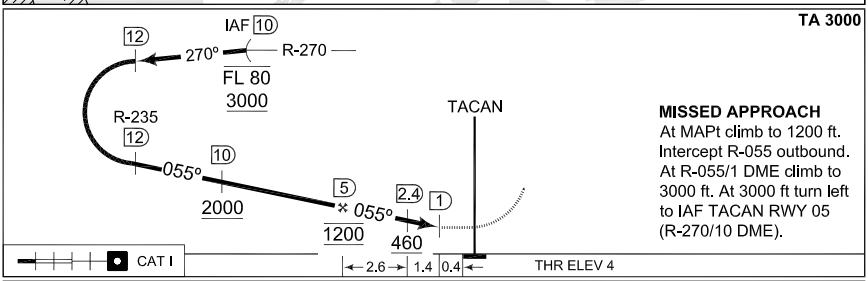
AD ELEV 4

TACAN RWY 05
LEEUWARDEN (EHLW)

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

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





MISSED APPROACH
At MAPt climb to 1200 ft. Intercept R-055 outbound. At R-055/1 DME climb to 3000 ft. At 3000 ft turn left to IAF TACAN RWY 05 (R-270/10 DME).

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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

TACAN RWY 05

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

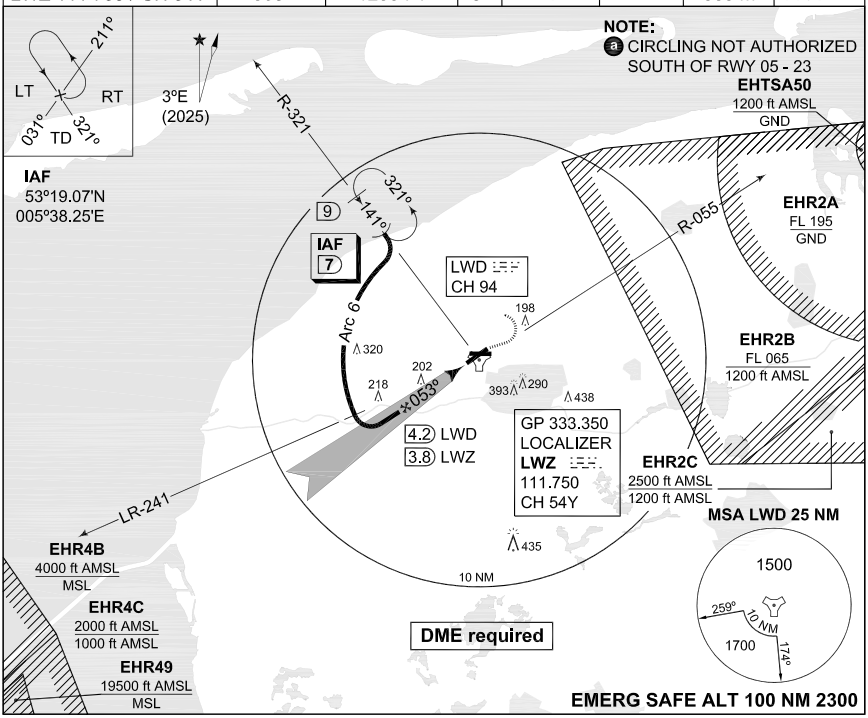
MIPS
INSTRUMENT APPROACH CHART

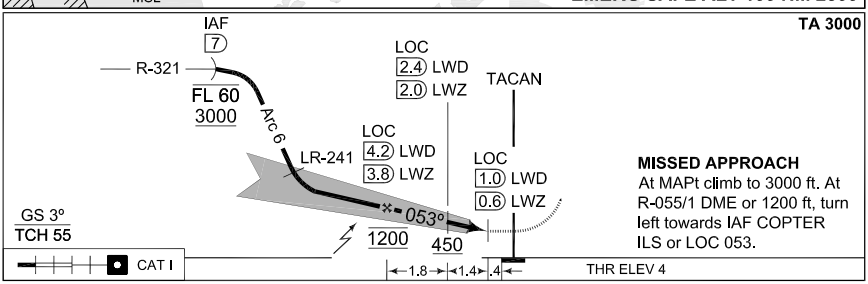
AD ELEV 4

COPTER ILS or LOC 053
LEEUWARDEN (EHLW)

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

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LWZ 111.750 / CH 54Y	053°	1200 FT	3°	**204**	4	660 m	8036 FT





CATEGORY	H
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1
S-ILS 053	**204** -400 200 (200-0.4/0.8)
S-LOC 053	**350** -400 346 (400-0.4/0.8)
CIRCLING a	**500** -1900 496 (500-1.9)

CHANGES: EDITORIAL MIPS

RNLASF 16 APR 2026

COPTER ILS or LOC 053

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

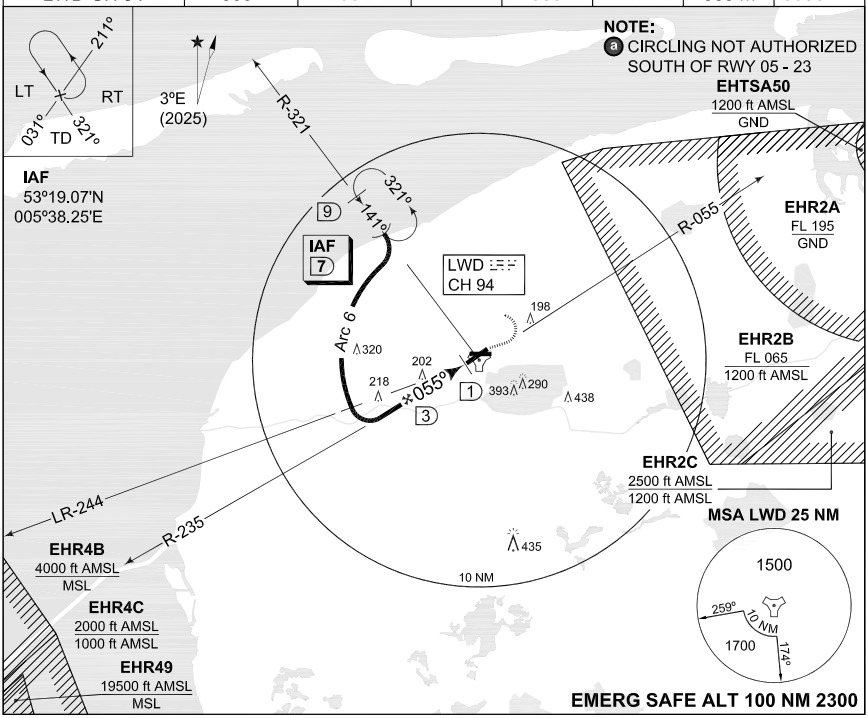
MIPS
INSTRUMENT APPROACH CHART

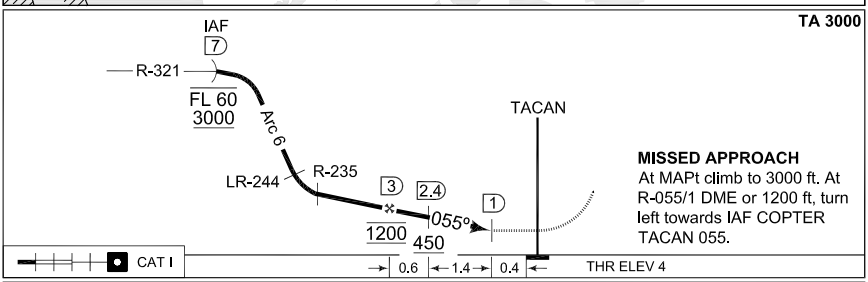
AD ELEV 4

COPTER TACAN 055
LEEUWARDEN (EHLW)

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

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





CATEGORY	A
COPTER TACAN 055	**380** -400 376 (400-0.4/0.8)
CIRCLING a	**500** -1900 496 (500-1.9)

CHANGES: EDITORIAL MIPS

RNLASF 16 APR 2026

COPTER TACAN 055

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 4

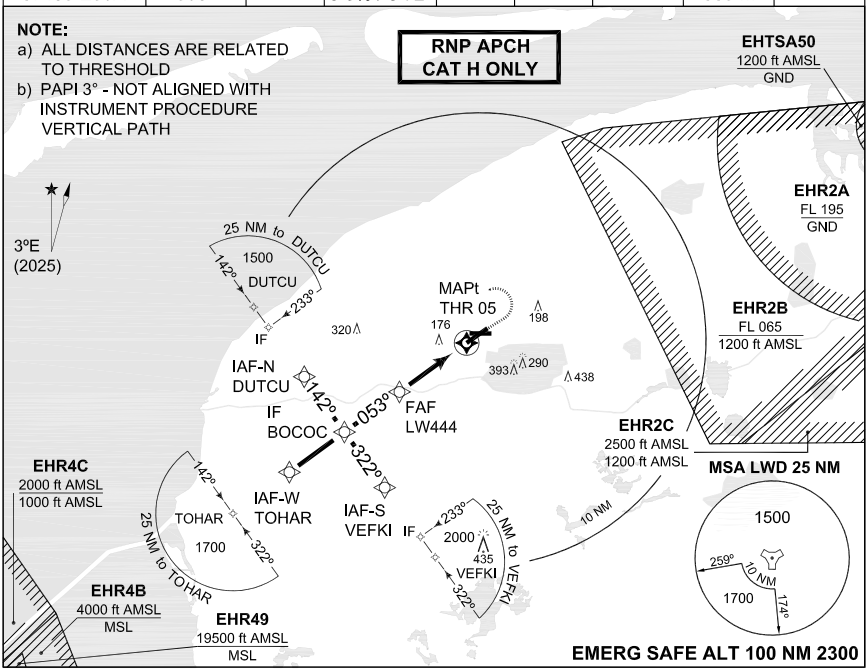
RNP Y RWY 05
LEEUWARDEN (EHLW)

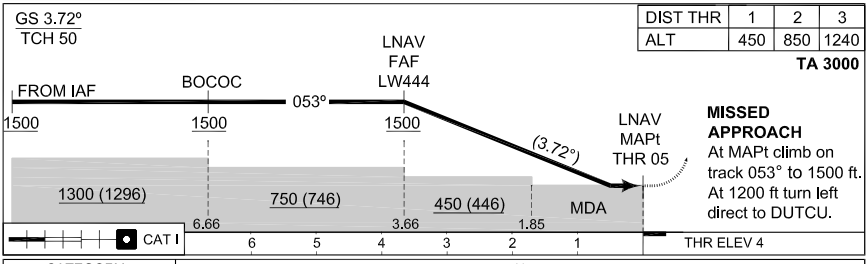
DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
67430 E05A	053°	1500 FT	6.5% / 3.72°	**380**	**204**	4	660 m	8036 FT

NOTE:
a) ALL DISTANCES ARE RELATED TO THRESHOLD
b) PAPI 3° - NOT ALIGNED WITH INSTRUMENT PROCEDURE VERTICAL PATH

RNP APCH
CAT H ONLY





DIST THR	1	2	3
ALT	450	850	1240

TA 3000

MISSED APPROACH
At MAPt climb on track 053° to 1500 ft. At 1200 ft turn left direct to DUTCU.

CATEGORY		H
MIPS	DA(H) LPV	**204**-400 200 (200-0.4/1.2)
	DA(H) LNAV / VNAV	N.A.
	MDA(H) LNAV	**380**-1300 376 (400-1.3/1.7)

IAF-N	DUTCU	53°11.83'N	005°32.32'E	IF	BOCOC	53°09.37'N	005°35.16'E
IAF-W	TOHAR	53°07.66'N	005°31.07'E	FAF	LW444	53°11.07'N	005°39.26'E
IAF-S	VEFKI	53°06.90'N	005°38.00'E	MAPt	THR05	53°13.15'N	005°44.27'E

CHANGES: EDITORIAL

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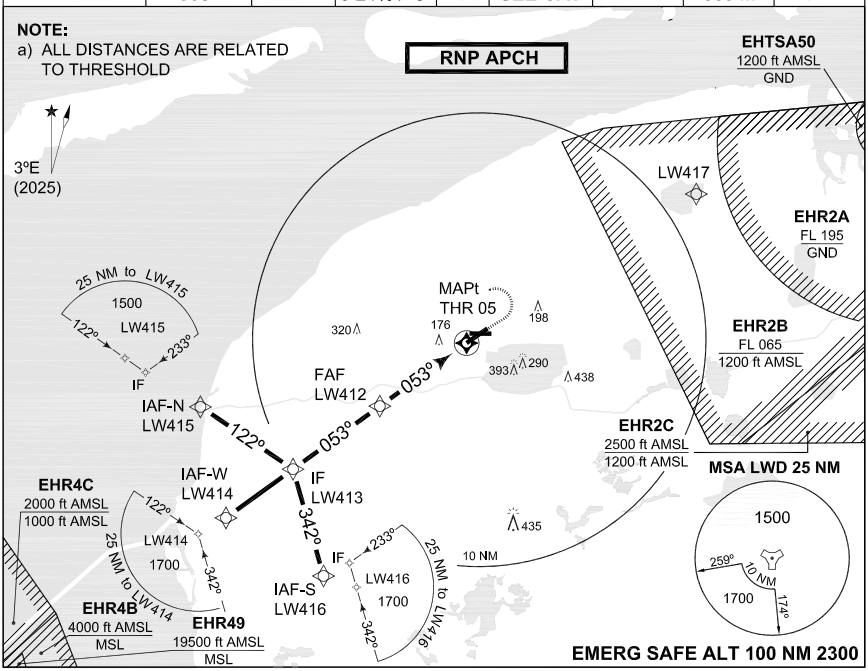
PANS OPS
INSTRUMENT APPROACH CHART

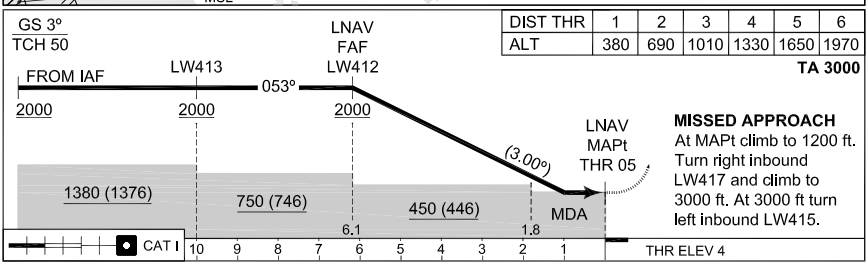
AD ELEV 4

RNP Z RWY 05
LEEUWARDEN (EHLW)

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

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
	053°	2000 FT	5.24% / 3°	**380**	**SEE CAT**	4	660 m	8036 FT





DIST THR	1	2	3	4	5	6
ALT	380	690	1010	1330	1650	1970

TA 3000

MISSED APPROACH
At MAPt climb to 1200 ft. Turn right inbound LW417 and climb to 3000 ft. At 3000 ft turn left inbound LW415.

CATEGORY		A	B	C	D
MIPS	DA(H) LPV	N.A.			
	DA(H) LNAV / VNAV	N.A.			
	MDA(H) LNAV	**380**-1300 376 (400-1.3/1.7)			

IAF-N	LW415	53°10.34'N	005°23.82'E	FAF	LW412	53°09.68'N	005°35.91'E
IAF-W	LW414	53°04.61'N	005°23.80'E	MAPt	THR05	53°13.15'N	005°44.27'E
IAF-S	LW416	53°02.64'N	005°32.72'E	MATF	LW417	53°23.00'N	006°10.44'E
IF	LW413	53°07.47'N	005°30.61'E				

CHANGES: EDITORIAL

RNLASF 16 APR 2026

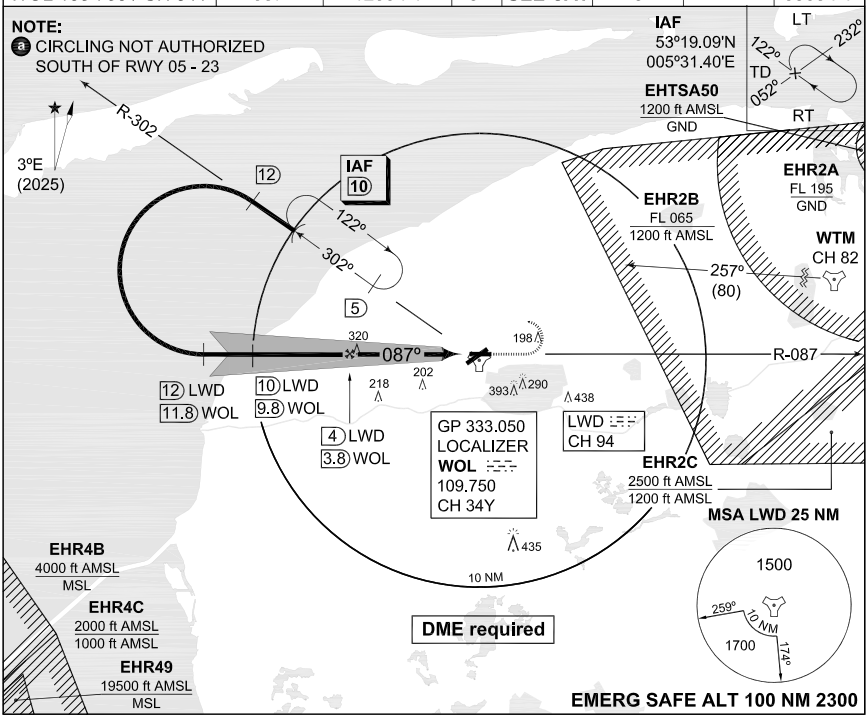
MIPS
INSTRUMENT APPROACH CHART

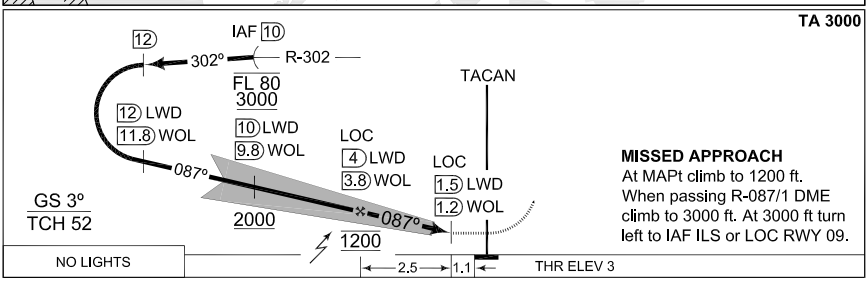
AD ELEV 4

ILS or LOC RWY 09
LEEUWARDEN (EHLW)

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

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





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

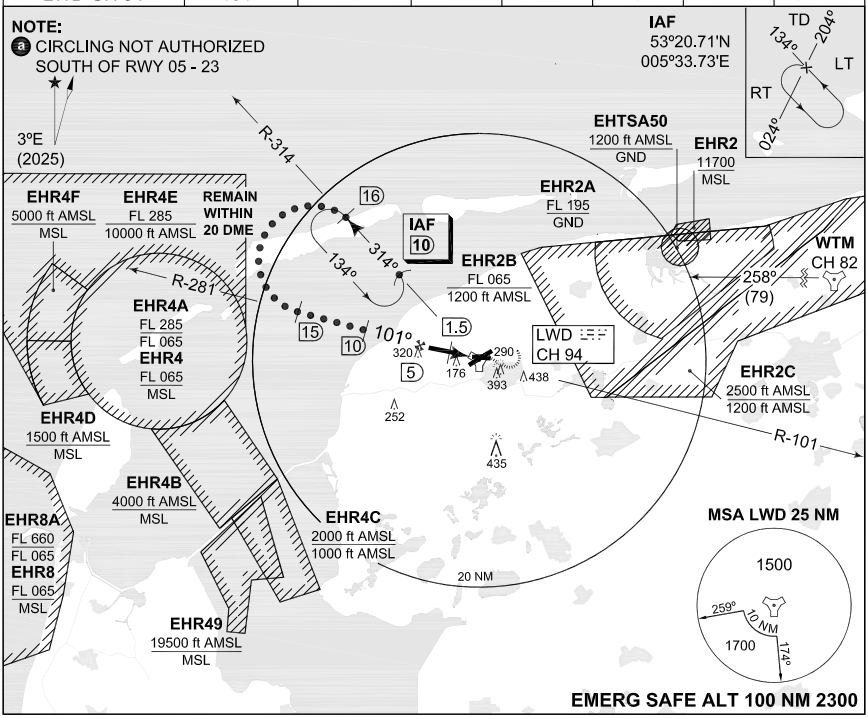
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

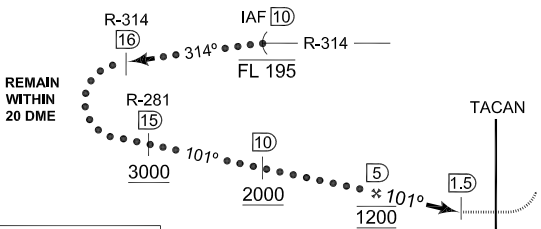
HI-TACAN RWY 09
LEEUWARDEN (EHLW)

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

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



TA 3000



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

NO LIGHTS

3.5 1.1 THR ELEV 3

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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

HI-TACAN RWY 09

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

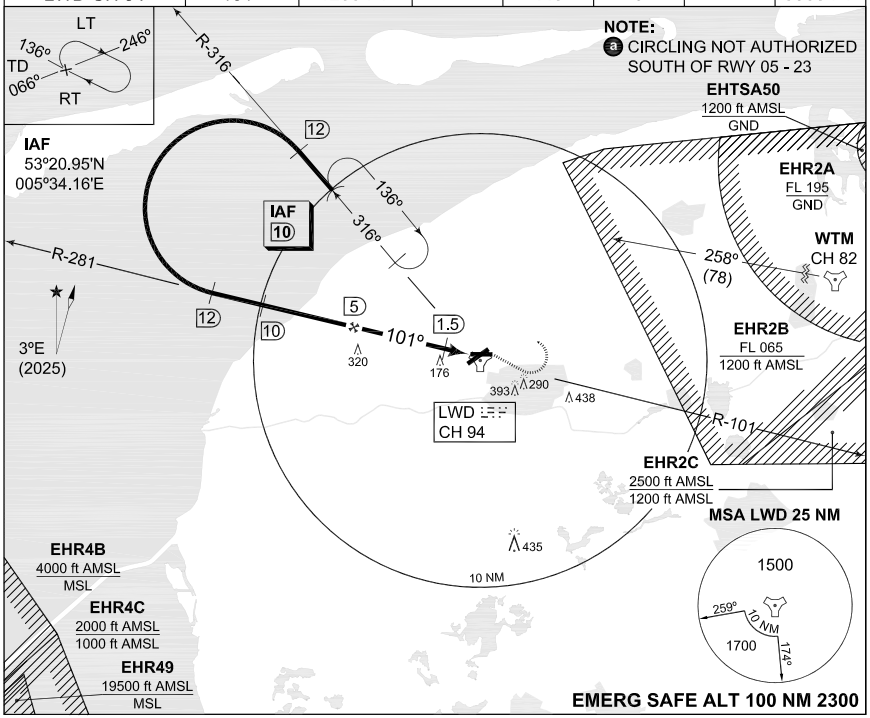
MIPS
INSTRUMENT APPROACH CHART

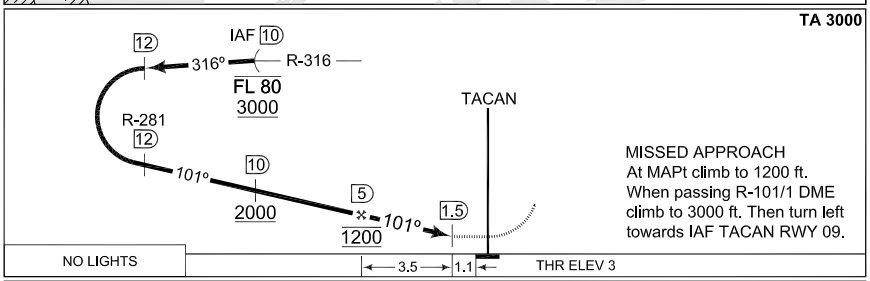
AD ELEV 4

TACAN RWY 09
LEEUWARDEN (EHLW)

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

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





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

TACAN RWY 09

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

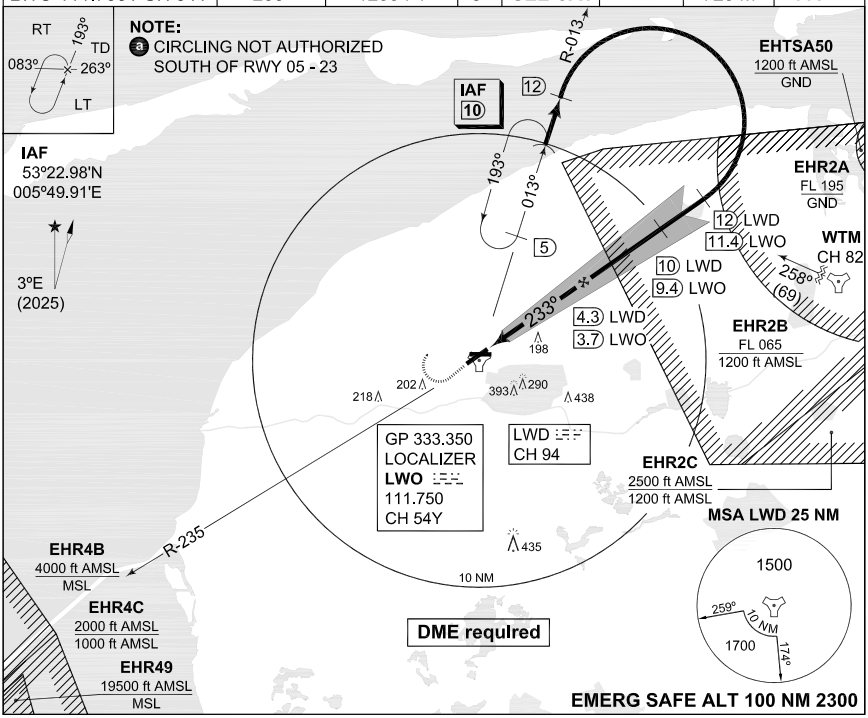
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INSTRUMENT APPROACH CHART

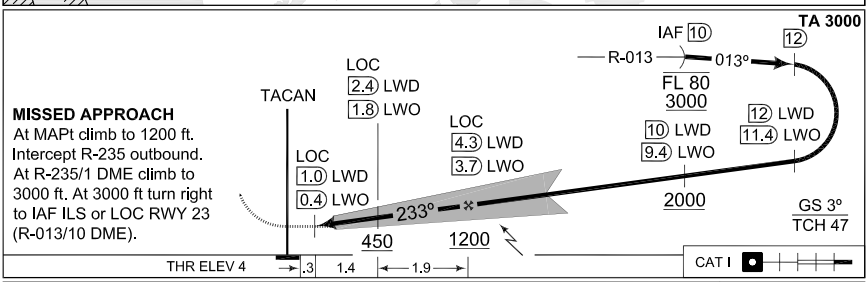
AD ELEV 4

ILS or LOC RWY 23
LEEUWARDEN (EHLW)

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

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





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

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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

ILS or LOC RWY 23

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

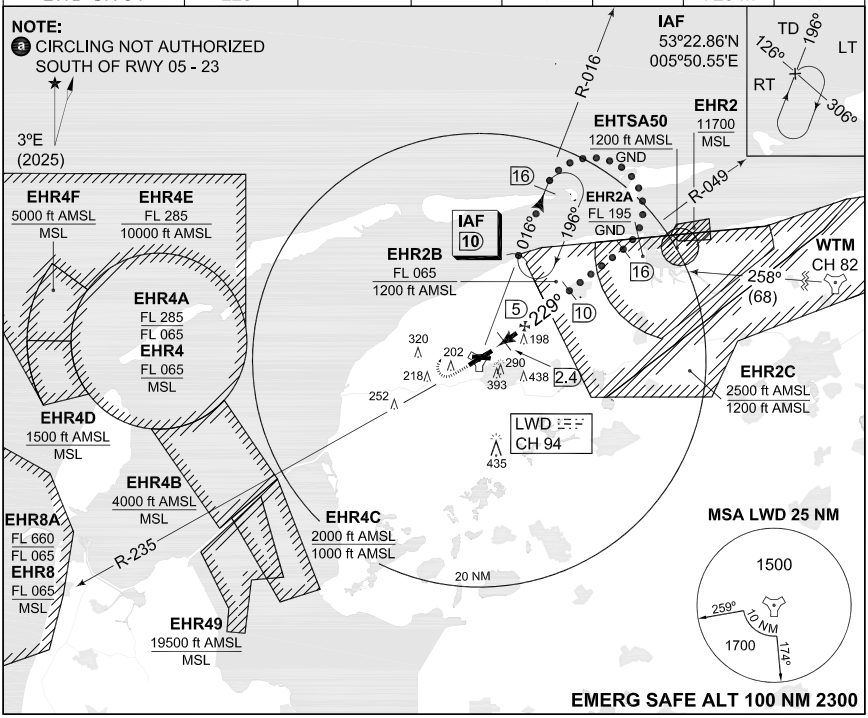
MIPS
INSTRUMENT APPROACH CHART

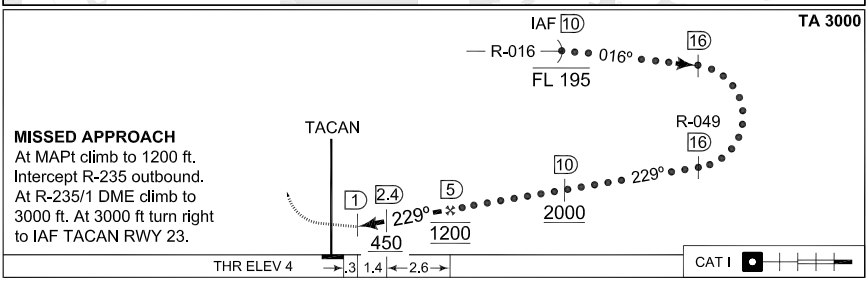
AD ELEV 4

HI-TACAN RWY 23
LEEUWARDEN (EHLW)

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

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





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

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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

HI-TACAN RWY 23

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

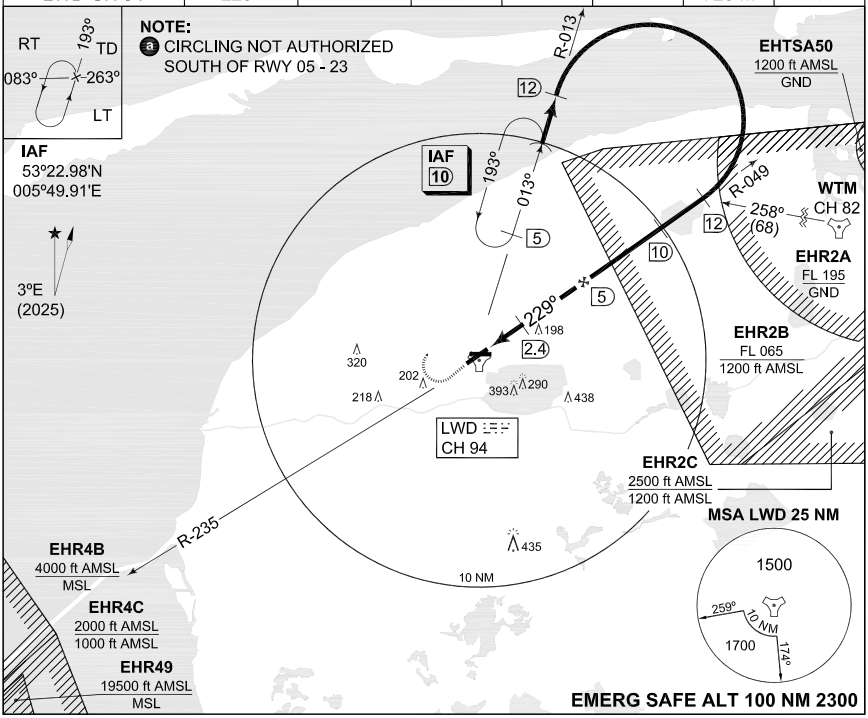
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

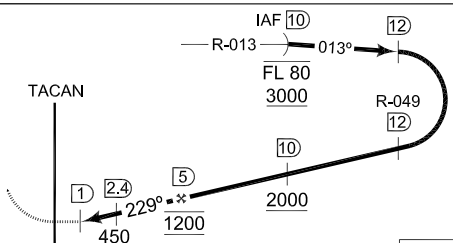
TACAN RWY 23
LEEUWARDEN (EHLW)

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

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



TA 3000



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

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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

TACAN RWY 23

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

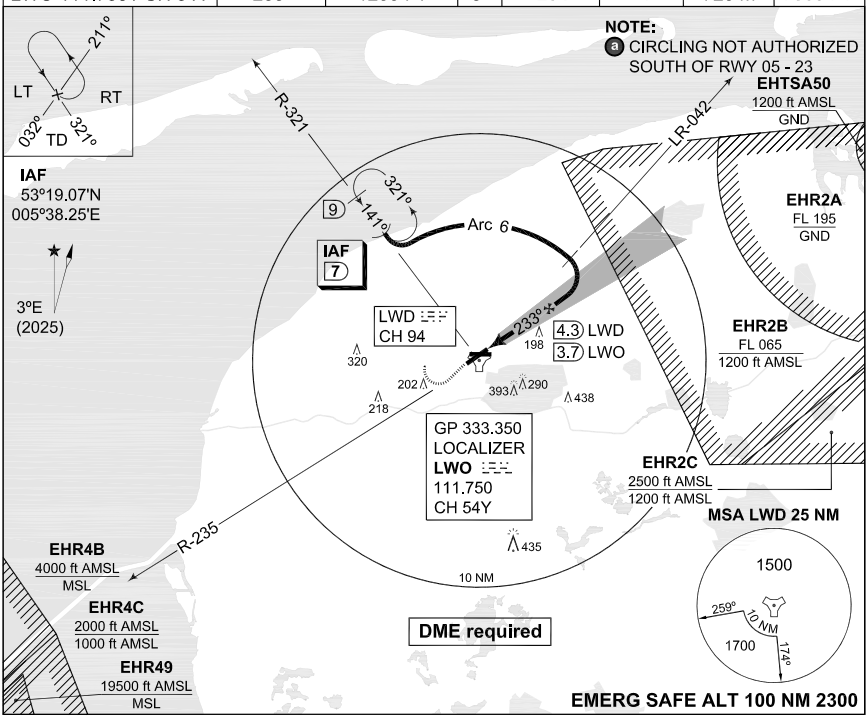
MIPS
INSTRUMENT APPROACH CHART

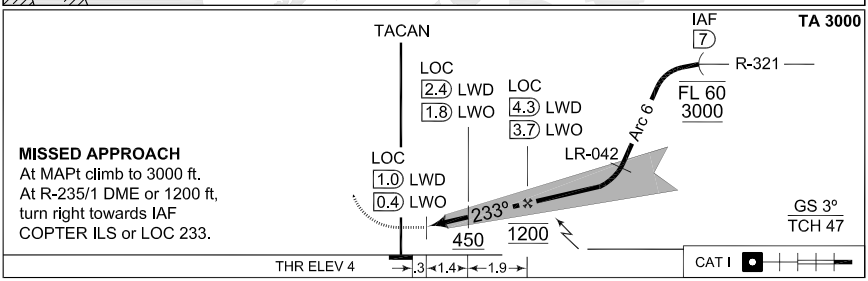
COPTER ILS or LOC 233
LEEUWARDEN (EHLW)

AD ELEV 4

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

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LWO 111.750 / CH 54Y	233°	1200 FT	3°	**204**	4	720 m	7863 FT





CATEGORY	H
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1
S-ILS 233	**204** -400 200 (200-0.4/0.8)
S-LOC 233	**340** -400 336 (400-0.4/0.8)
CIRCLING a	**500** -1900 496 (500-1.9)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

COPTER ILS or LOC 233

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

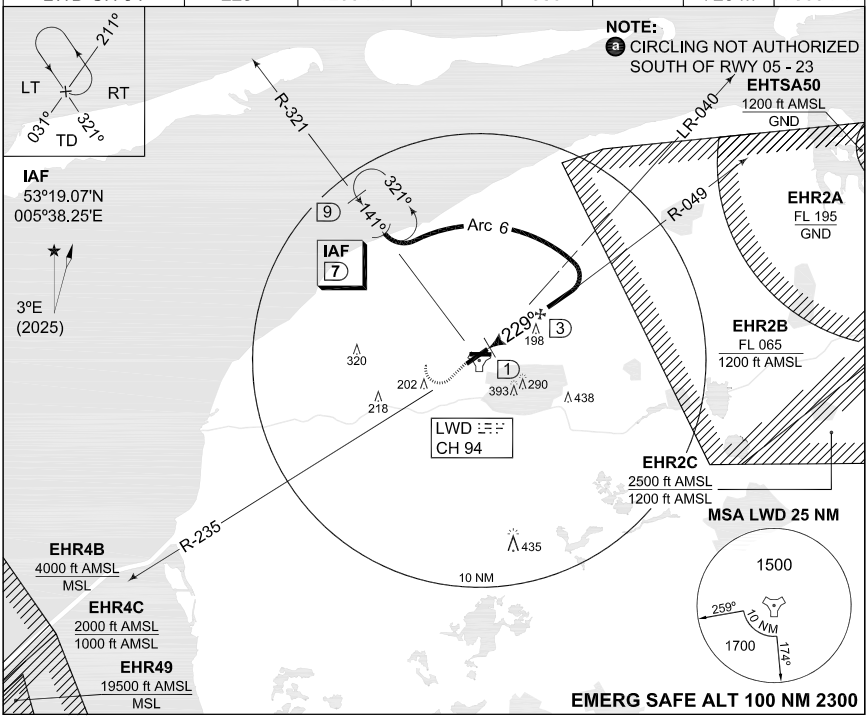
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

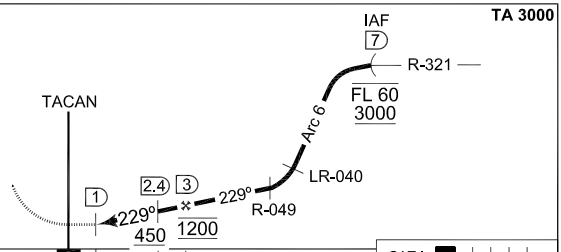
COPTER TACAN 229
LEEUWARDEN (EHLW)

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

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



TA 3000



MISSED APPROACH
At MAPt climb to 3000 ft.
At R-235/1 DME or 1200 ft, turn right towards IAF COPTER TACAN 229.

CATEGORY	A
COPTER TACAN 229	**380** -400 376 (400-0.4/0.8)
CIRCLING a	**500** -1900 496 (500-1.9)

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

COPTER TACAN 229

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 4

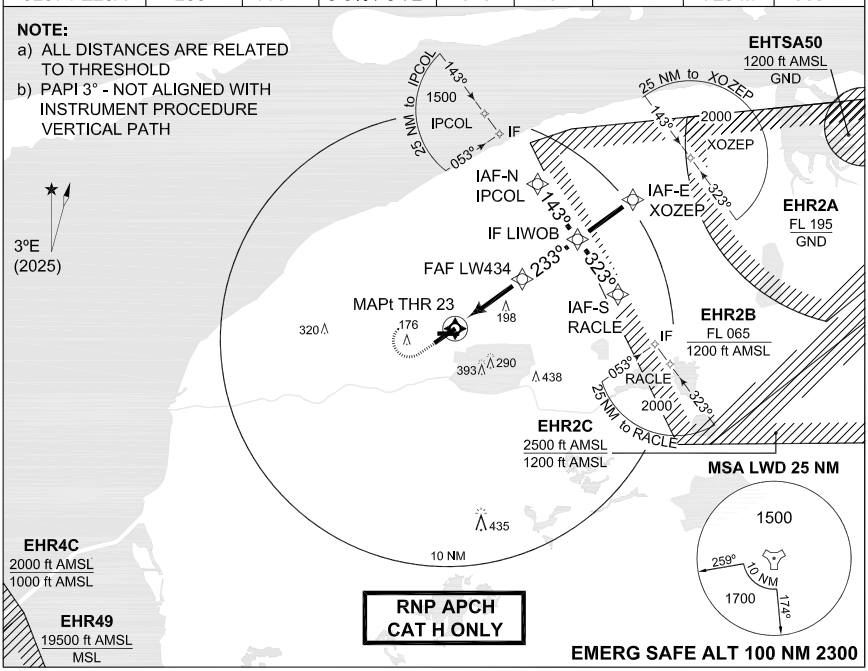
RNP Y RWY 23
LEEUWARDEN (EHLW)

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

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
92974 E23A	233°	1500 FT	6.5% / 3.72°	**370**	**204**	4	720 m	7863 FT

NOTE:
a) ALL DISTANCES ARE RELATED TO THRESHOLD
b) PAPI 3° - NOT ALIGNED WITH INSTRUMENT PROCEDURE VERTICAL PATH

3°E (2025)

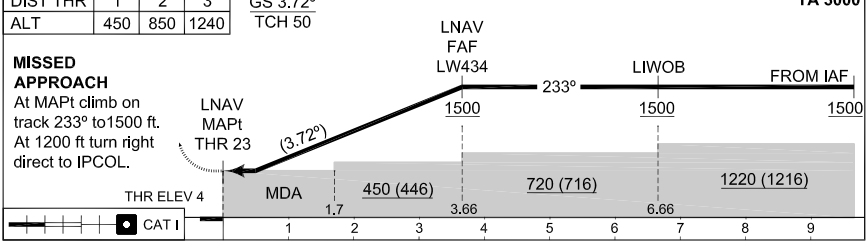


DIST THR	1	2	3
ALT	450	850	1240

GS 3.72°
TCH 50

TA 3000

MISSED APPROACH
At MAPt climb on track 233° to1500 ft. At 1200 ft turn right direct to IPCOL.



CATEGORY		H
MIPS	DA(H) LPV	**204**-400 200 (200-0.4/1.2)
	DA(H) LNAV / VNAV	N.A.
	MDA(H) LNAV	**370**-1000 366 (400-1.0/1.7)

IAF-N	IPCOL	53°20.12'N	005°52.34'E	IF	LIWOB	53°17.65'N	005°55.18'E
IAF-E	XOZEP	53°19.35'N	005°59.30'E	FAF	LW434	53°15.95'N	005°51.06'E
IAF-S	RACLE	53°15.18'N	005°58.00'E	MAPt	THR23	53°13.88'N	005°46.04'E

CHANGES: EDITORIAL

RNLASF 16 APR 2026

PANS OPS
INSTRUMENT APPROACH CHART

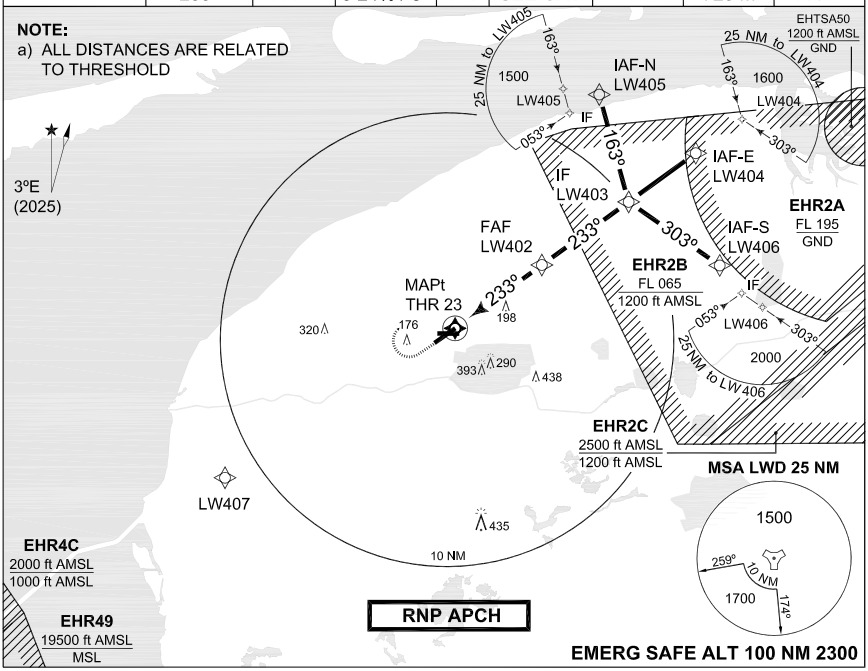
AD ELEV 4

RNP Z RWY 23
LEEUWARDEN (EHLW)

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

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
	233°	2000 FT	5.24% / 3°	370	SEE CAT	4	720 m	7863 FT

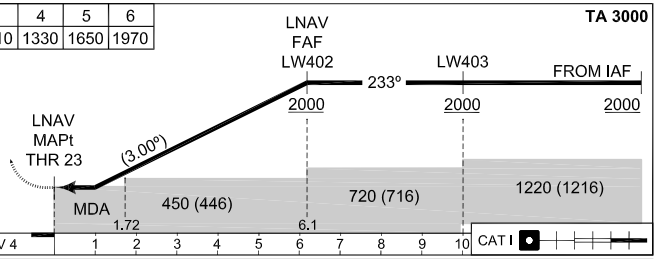
NOTE:
a) ALL DISTANCES ARE RELATED TO THRESHOLD



DIST THR	1	2	3	4	5	6
ALT	370	690	1010	1330	1650	1970

GS 3°
TCH 50

MISSED APPROACH
At MAPt climb to 1200 ft. Turn right inbound LW407 and climb to 3000 ft. At 3000 ft turn right inbound LW405.



CATEGORY		A	B	C	D
MIPS	DA(H) LPV	N.A.			
	DA(H) LNAV / VNAV	N.A.			
	MDA(H) LNAV	**370**-1000 366 (400-1.0/1.7)			

IAF-N	LW405	53°24.36'N	005°57.71'E	FAF	LW402	53°17.34'N	005°54.42'E
IAF-E	LW404	53°22.35'N	006°06.65'E	MAPt	THR23	53°13.88'N	005°46.04'E
IAF-S	LW406	53°16.61'N	006°06.56'E	MATF	LW407	53°03.94'N	005°20.04'E
IF	LW403	53°19.54'N	005°59.77'E				

CHANGES: EDITORIAL

RNLASF 16 APR 2026

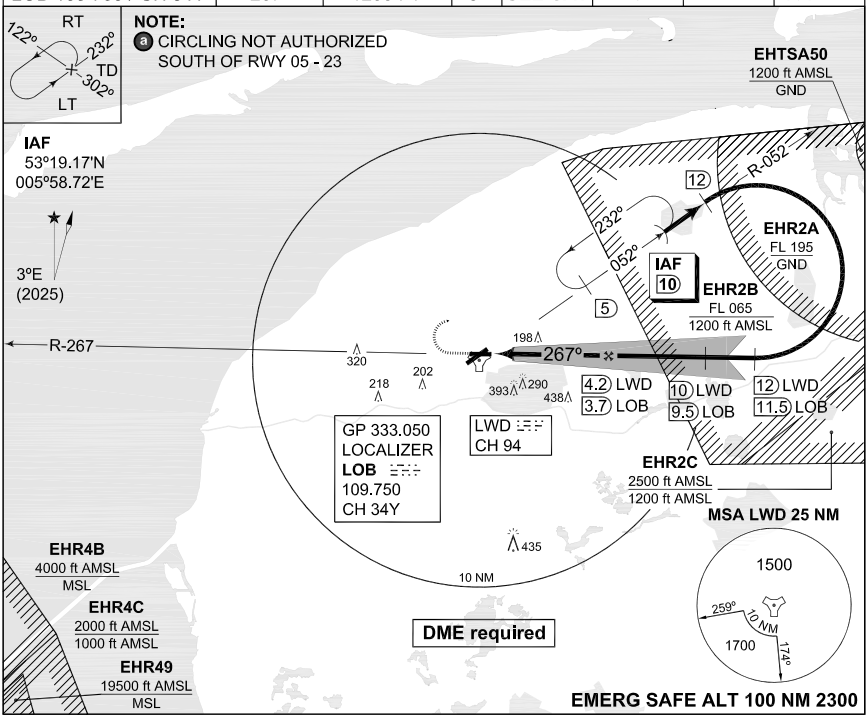
MIPS
INSTRUMENT APPROACH CHART

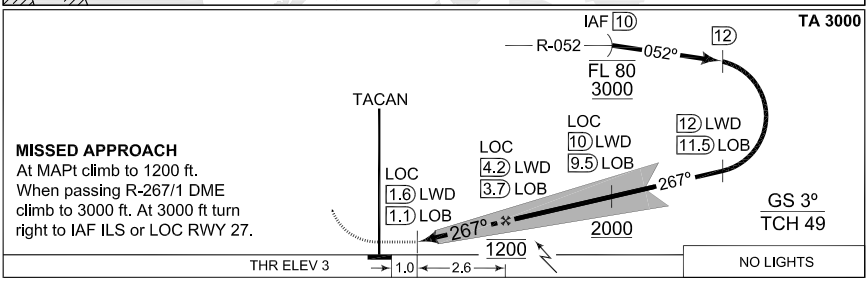
AD ELEV 4

ILS or LOC RWY 27
LEEUWARDEN (EHLW)

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

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





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

ILS or LOC RWY 27

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

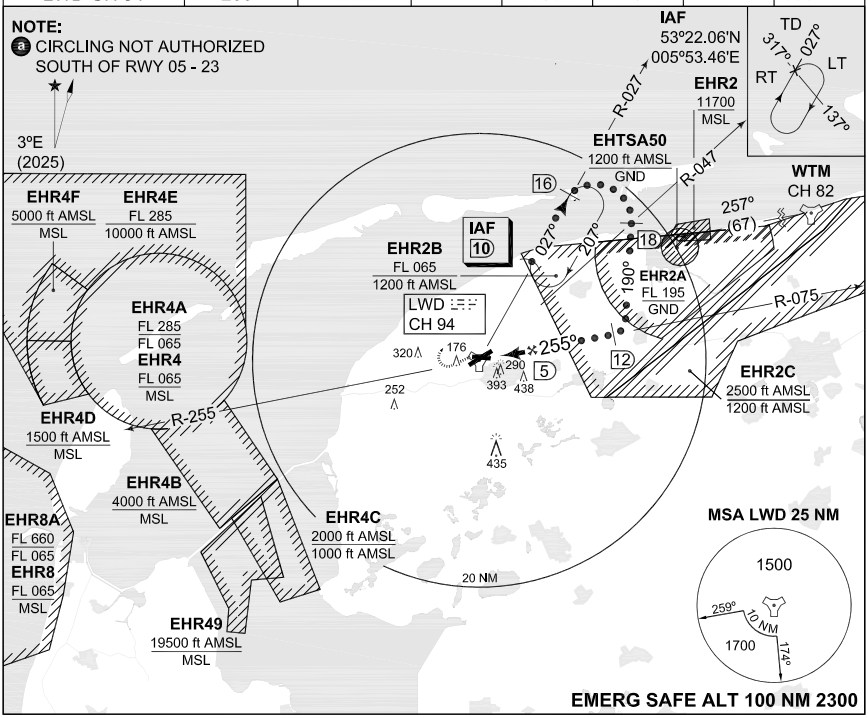
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INSTRUMENT APPROACH CHART

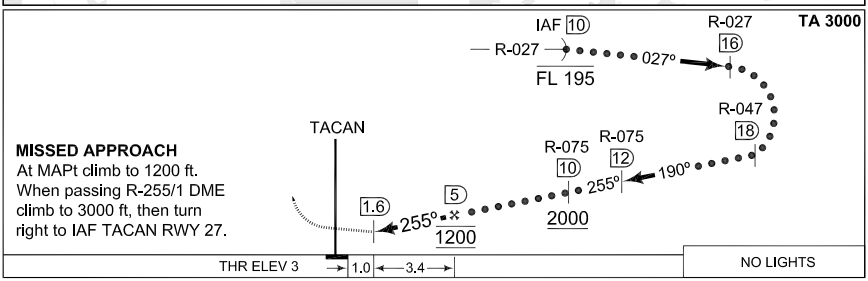
AD ELEV 4

HI-TACAN RWY 27
LEEUWARDEN (EHLW)

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

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





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

HI-TACAN RWY 27

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

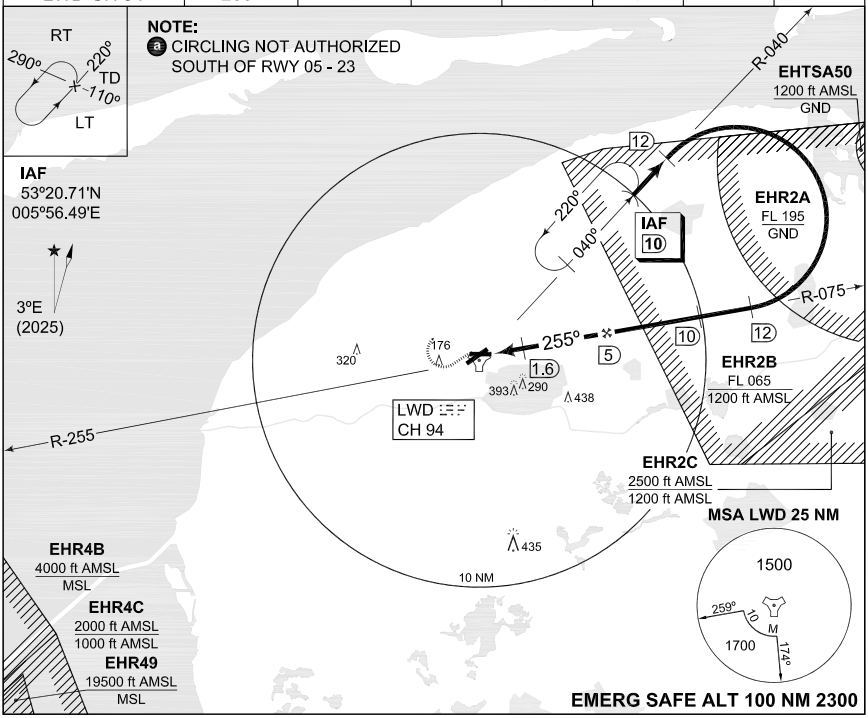
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

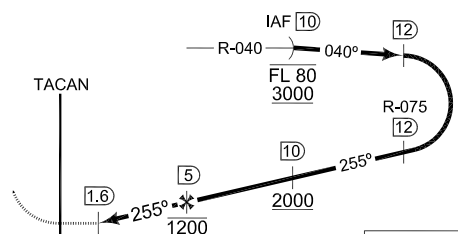
TACAN RWY 27
LEEUWARDEN (EHLW)

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

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



TA 3000



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

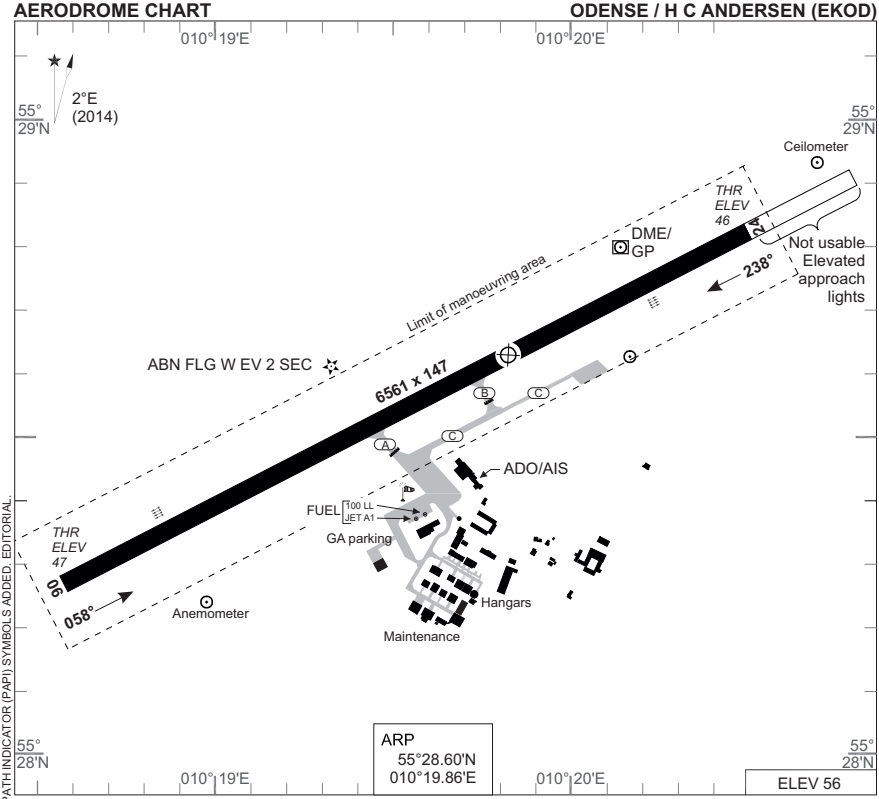
CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 27	**390** -1600 387 (400-1.6/1.6)			**390** -2000 387 (400-2.0/2.0)	
CIRCLING (a)	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

TACAN RWY 27

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)



RWY	PCN	DECLARED DISTANCES TORA	TODA	ASDA	LDA	PAPI	THR ELEV	THR PSN
06		6561	6561	6561	6561	3°	47	55°28.25'N 010°18.79'E
A	50 R/D/X/U	3628	3628	3628				
B		2650	2650	2650				
24		6561	6561	6561	6561	3°	46	55°28.79'N 010°20.43'E
B	50 R/D/X/U	3959	3959	3959				
A		2998	2998	2998				

ODENSE INFORMATION 119.530

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to RAVSI or LAVBA.

1.2 Navigation aids designated for radio communication failure during IMC for arriving aircraft are:
FIX LAVBA when RWY 06 is expected RWY in use. FIX RAVSI when RWY 24 is expected RWY in use.

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.

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

CHANGES: IFR ARRIVAL NAVIGATION AIDS CHANGED. PRECISION APPROACH PATH INDICATOR (PAPI) SYMBOLS ADDED. EDITORIAL.

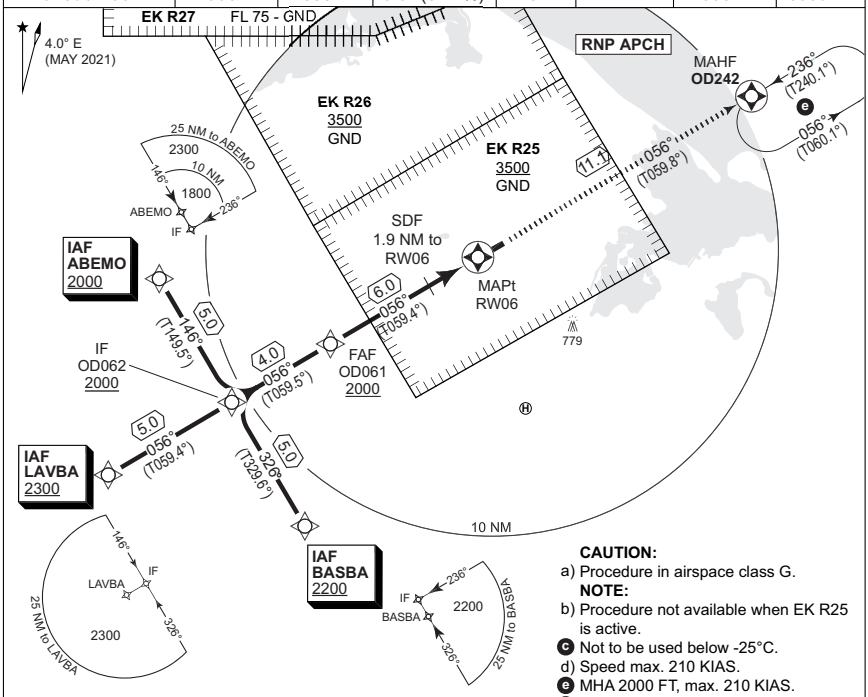
AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

MIPS **RNP RWY 06**

INSTRUMENT APPROACH CHART AD ELEV 56 **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.

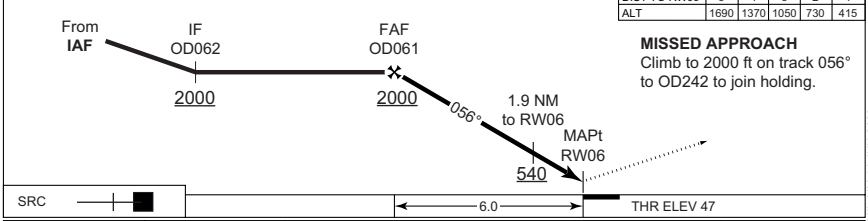
e) MHA 2000 FT, max. 210 KIAS.

f) North of AD only.

SAFE ALT 100 NM 2400

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
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: EDITORIAL. MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

RNP RWY 06 55°28.60'N 010°19.86'E **ODENSE / H C ANDERSEN (EKOD)**

EKOD RNP RWY 06 waypoint coordinates:

RWY 06 from ABEMO (Initial LEFT) APPROACH RNP

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

RWY 06 from BASBA (Initial RIGHT) APPROACH RNP

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

RWY 06 from LAVBA (Initial CENTER) APPROACH RNP

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

Threshold coordinates RWY 06

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

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

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

CAUTION:

a) Procedure in airspace class G.

NOTE:

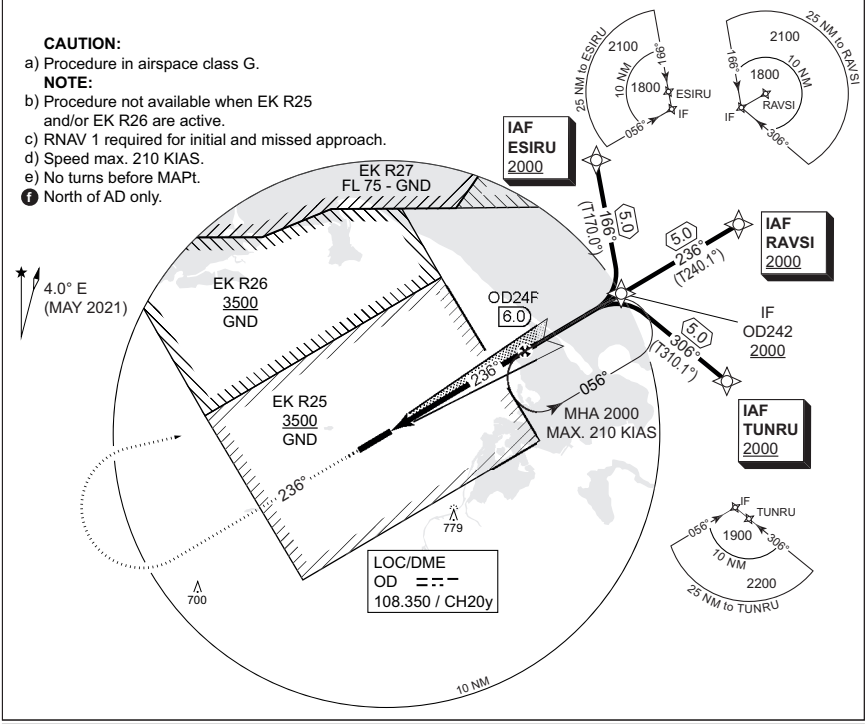
b) Procedure not available when EK R25 and/or EK R26 are active.

c) RNAV 1 required for initial and missed approach.

d) Speed max. 210 KIAS.

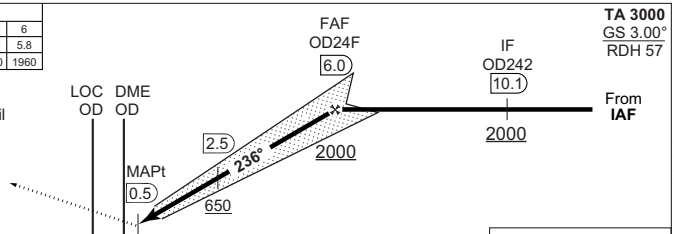
e) No turns before MAPt.

f) North of AD only.



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.



	CATEGORY	A	B	C	D	E
MIPS	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: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS

INSTRUMENT APPROACH CHART | 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

CAUTION:

a) Procedure in airspace class G.

NOTE:

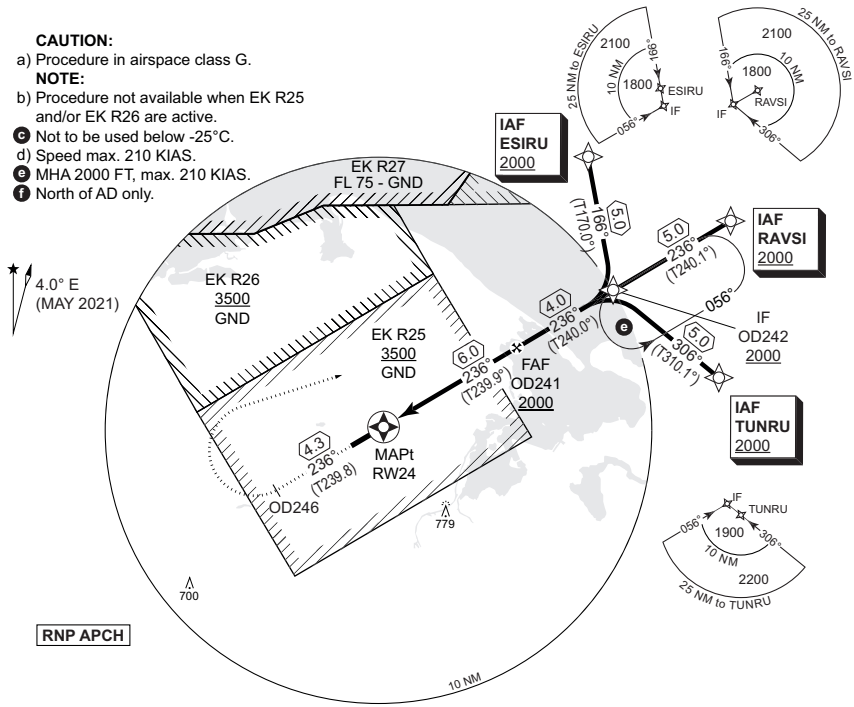
b) Procedure not available when EK R25 and/or EK R26 are active.

c Not to be used below -25°C.

d) Speed max. 210 KIAS.

e MHA 2000 FT, max. 210 KIAS.

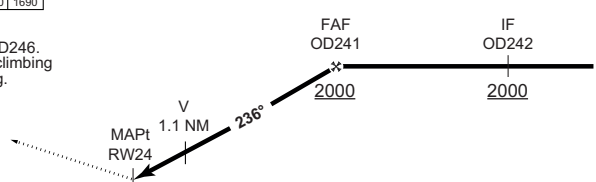
f North of AD only.



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
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: EDITORIAL

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

EKOD RNP RWY 24 waypoint coordinates:

RWY 24 from TUNRU (Initial LEFT) APPROACH RNP

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

RWY 24 from ESIRU (Initial RIGHT) APPROACH RNP

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

RWY 24 from RAVSI (Initial CENTER) APPROACH RNP

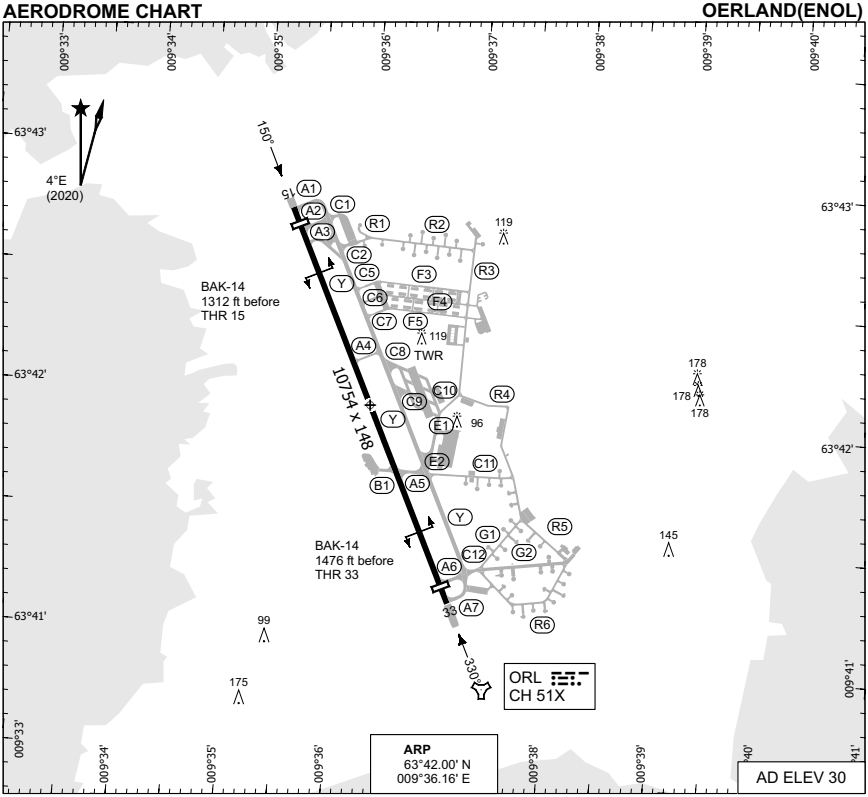
		CODING	DISPLAY
RAVSI	IAF	55 36 16.88N 010 43 14.91E	55°36.281'N 010°43.249'E
OD242	IF	55 33 47.32N 010 35 36.95E	55°33.789'N 010°35.616'E
OD241	FAF	55 31 47.33N 010 29 31.28E	55°31.789'N 010°29.521'E
RW24	MAPt	55 28 47.38N 010 20 25.78E	55°28.790'N 010°20.430'E
OD242	MAHF	55 33 47.32N 010 35 36.95E	55°33.789'N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

Threshold coordinates RWY 24

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

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		THR ELEV	THR PSN
15	120/F/B/W/T	10754	10754	11060	10308	3.0°		20	63°42.73 N - 009°35.37' E
33	120/F/B/W/T	10754	10754	10869	10292	3.3°		30	63°41.28 N - 009°36.96' E

ATIS 119.330
OERLAND TWR 118.705 308.850

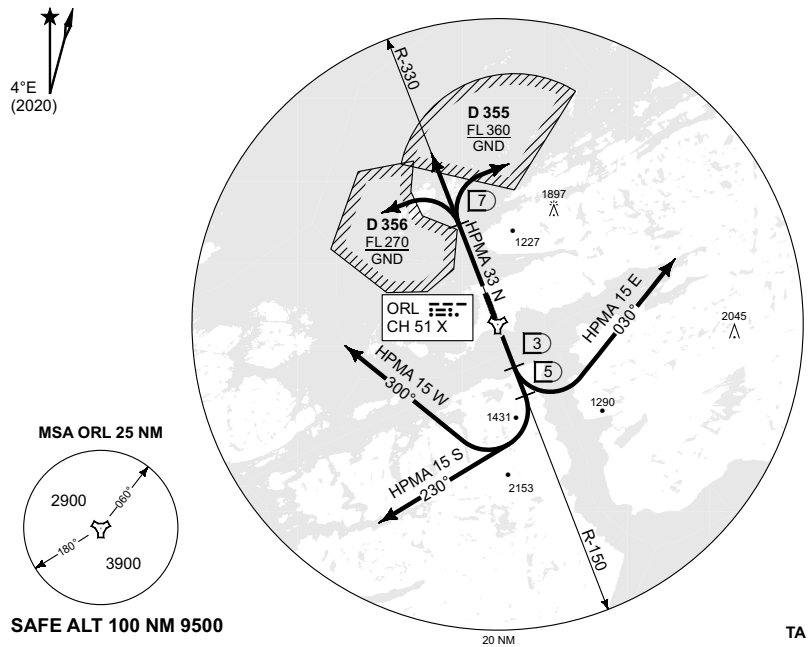
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: EDITORIALS

INSTRUMENT DEPARTURE CHART AD ELEV 30 **OERLAND(ENOL)**

ATIS	OERLAND TWR		OERLAND APP		POLARIS CONTROL	
119.330	118.705	308.850	118.255	268.200	S 125.705	N 118.555

RWY	CLIMB AT	GS (kt)	60	120	180	240	300	360	to	reason
15/33	**8.75% 5.0°**	V/V (fpm)	532	1064	1595	2127	2659	3190	**7000**	**HPMA**



SAFE ALT 100 NM 9500

TA 7000

HPMA 15 W	- Climb at 5° on R-150 ORL to DME 5 ORL. Turn right HDG 300°. Climb to 7000 FT. Further turn and climb in accordance with ATC clearance. - Maximum 300 KIAS up to 7000 FT.
HPMA 15 S	- Climb at 5° on R-150 ORL to DME 5 ORL. Turn right HDG 230°. Climb to 7000 FT. Further turn and climb in accordance with ATC clearance. - Maximum 300 KIAS up to 7000 FT.
HPMA 15 E	- Climb at 5° on R-150 ORL to DME 3 ORL. Turn left HDG 030°. Climb to 7000 FT. Further turn and climb in accordance with ATC clearance. - Maximum 300 KIAS up to 7000 FT.
HPMA 33 N	- Climb at 5° on R-330 ORL to DME 7 ORL. Cross DME 7 ORL at 2000 FT or above. Climb to 7000 FT. Further turn and climb in accordance with ATC clearance. - Maximum 300 KIAS up to 7000 FT.

CHANGES: PROCEDURE NAME.

RNAV F 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 30

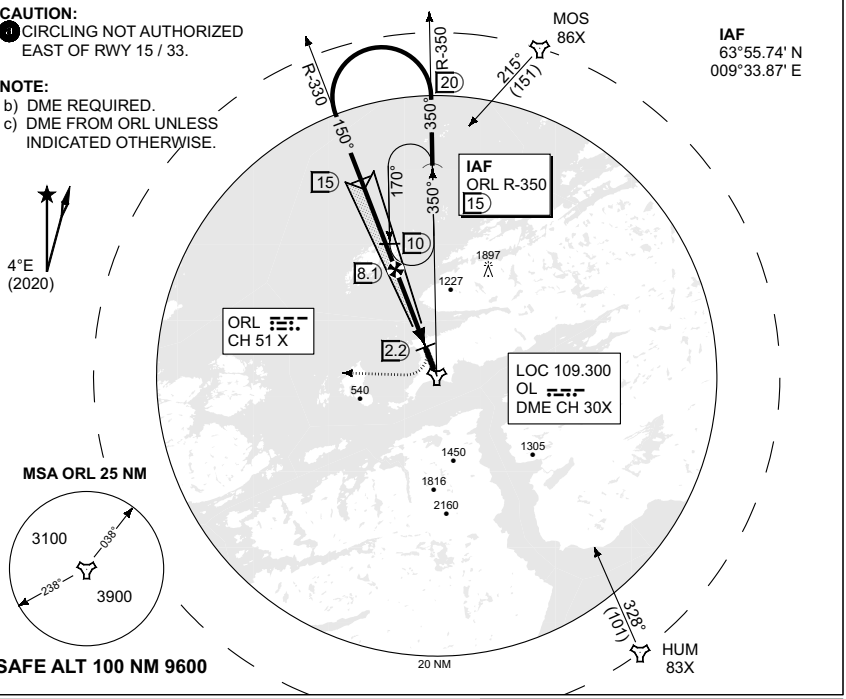
HPMA ILS or LOC RWY 15
OERLAND(ENOL)

ATIS	OERLAND ARR	OERLAND APP	OERLAND TWR
119.330	126.205 278.650	118.255 268.200	118.705 308.850

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-LENGTH	LDA
OL 109.300 / CH 30X	150°	2000	3.0°	**220**	20	720 m	10308

CAUTION:
CIRCLING NOT AUTHORIZED EAST OF RWY 15 / 33.

NOTE:
b) DME REQUIRED.
c) DME FROM ORL UNLESS INDICATED OTHERWISE.



TA 7000

LEFT TURN AT 20

IAF 15

350° R-350 4000

15 R-330 INTCPT LOC

150°

GS 3.0°
RDH 52

3000

2000

8.1 OL 6.2

5.9 OL 4

3 OL 1.1 V

2.2 OL 0.3

TACAN ORL

CAT I

6.1

THR ELEV 20

GP INOP (CDFA 3.0° / 5.24%)								
DME ORL (NM)	8	7	6	5	4	3	2	1
THR 15 (NM)	5.9	4.9	3.9	2.9	1.9	0.9	-	-
ALT	1960	1640	1320	1010	690	370	-	-

MISSED APPROACH
Climb rwy hdg to 500 ft, then right turn to hdg 263° climbing to 3000ft.

CATEGORY	HPMA
S-ILS	**220** - 0.8 200 (200 - 0.8/1.2)
S-LOC	**360** - 0.8 340 (400 - 0.8/1.5)
CIRCLING	**630** - 2.7 600 (600 - 2.7)

CHANGES: EDITORIALS.
MIPS

RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 30

ILS M or LOC M RWY 15
OERLAND(ENOL)

ATIS	OERLAND ARR	OERLAND APP	OERLAND TWR
119.330	126.205 278.650	118.255 268.200	118.705 308.850

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-LENGTH	LDA
OL 109.300 / CH 30X	150°	2000	3.0°	**See CAT**	20	720 m	10308

CAUTION:
(A) CIRCLING NOT AUTHORIZED EAST OF RWY 15 / 33.

NOTE:
b) DME REQUIRED.
c) DME FROM ORL UNLESS INDICATED OTHERWISE.

4°E (2020)

MOS 86X

IAF
63°55.74' N
009°33.87' E

R-330 150° R-350 350° 20 215° (151)

IAF ORL R-350 15

15 170° 350° 10 8.1 2.2

ORL CH 51 X

LOC 109.300 OL DME CH 30X

1897 1227 540 1450 1305 1816 2160

MSA ORL 25 NM

3100 038° 238° 3900

328° (101) HUM 83X

20 NM

SAFE ALT 100 NM 9600

TA 7000

LEFT TURN AT 20

IAF 15

350° R-350 4000

15 R-330 INTCPT LOC 150°

8.1 5.9 2.2 OL 6.2 OL 4 1300 3 OL 0.3 OL 1.1 V

3000 2000

GS 3.0° RDH 52

CAT I

6.1

THR ELEV 20

TACAN ORL

GP INOP (CDFA 3.0° / 5.24%)								
DME ORL (NM)	8	7	6	5	4	3	2	1
THR 15 (NM)	5.9	4.9	3.9	2.9	1.9	0.9	-	-
ALT	1960	1640	1320	1010	690	370	-	-

MISSED APPROACH
Climb rwy hdg to 400 ft, then right turn (max 200 kts) to hdg 263° climbing to 3000ft.

CATEGORY	A	B	C	D
S-ILS		**220** - 0.8 200 (200 - 0.8/1.2)		**230** - 0.8 210 (300 - 0.8/1.2)
S-LOC		**360** - 0.8 340 (400 - 0.8/1.5)		
(A) CIRCLING	**480** - 2.1 450 (500 - 2.1)	**560** - 2.4 530 (600 - 2.4)	**990** - 4.5 960 (1000 - 4.5)	**1000** - 4.5 970 (1000 - 4.5)

CHANGES: EDITORIALS.

MIPS

RNoAF 1 1 JUN 2026

ILS M or LOC M RWY 15

63°42.00' N
009°36.16' E

OERLAND(ENOL)

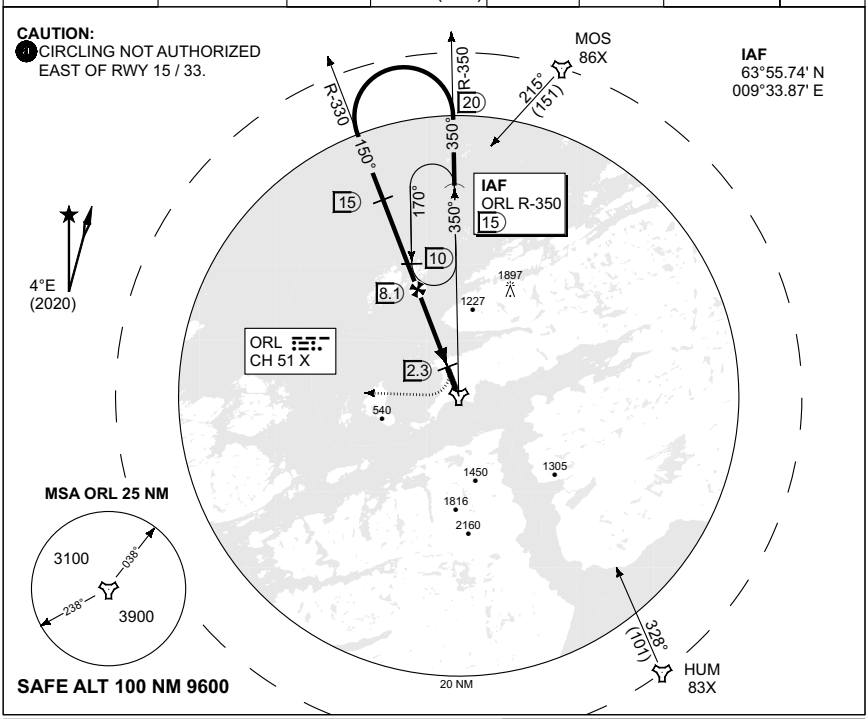
MIPS
INSTRUMENT APPROACH CHART

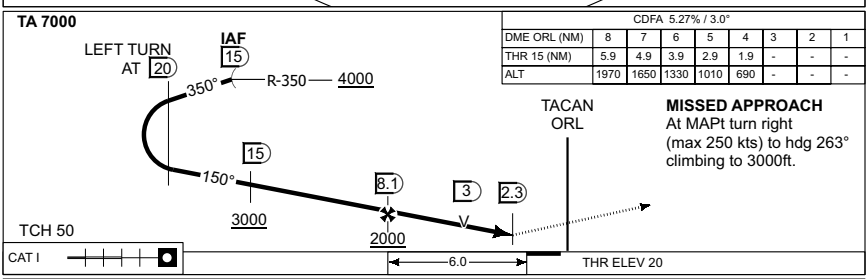
AD ELEV 30

TACAN RWY 15
OERLAND(ENOL)

ATIS	OERLAND ARR	OERLAND APP	OERLAND TWR
119.330	126.205 278.650	118.255 268.200	118.705 308.850

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
ORL CH 51X	150°	2000	5.27% (3.0°)	**370**	20	720 m	10308





CDFA 5.27% / 3.0°								
DME ORL (NM)	8	7	6	5	4	3	2	1
THR 15 (NM)	5.9	4.9	3.9	2.9	1.9	-	-	-
ALT	1970	1650	1330	1010	690	-	-	-

CATEGORY	B	C	D	E
S-TAC	**370** - 0.9 350 (400 - 0.9/1.6)			
CIRCLING	**560** - 2.4 530 (600 - 2.4)	**990** - 4.5 960 (1000 - 4.5)	**1000** - 4.5 970 (1000 - 4.5)	**1980** - 5.0 1950 (2000 - 5.0)

CHANGES: EDITORIAL
MIPS
RNoAF 11 JUN 2026

TACAN RWY 15

63°42.00' N
009°36.16' E

OERLAND(ENOL)

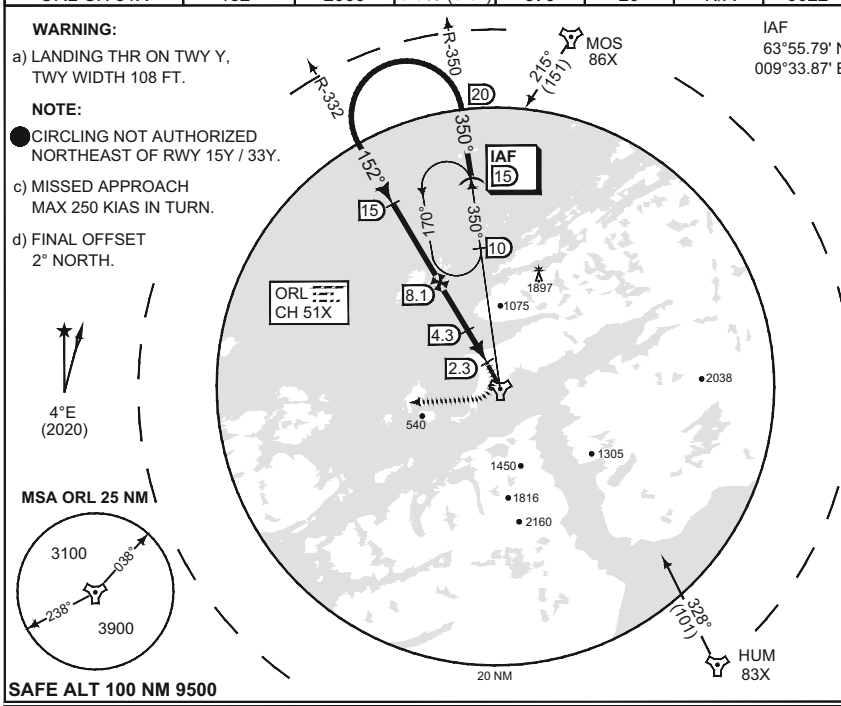
MIPS
INSTRUMENT APPROACH CHART

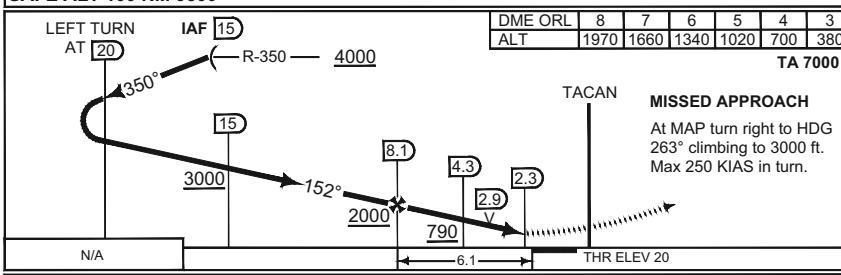
AD ELEV 30

TACAN RWY 15Y
OERLAND (ENOL)

ATIS	OERLAND ARR	OERLAND APP	OERLAND TWR
119.330	126.205 278.650	118.255 268.200	118.705 308.850

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
ORL CH 51X	152°	2000	5.3% (3.0°)	**370**	20	N/A	9022





DME ORL	8	7	6	5	4	3
ALT	1970	1660	1340	1020	700	380

TA 7000

CATEGORY	B	C	D	E
S-TAC 15Y	**370** - 1.6 350 (400 - 1.6)			
CIRCLING	**560** - 2.4 530 (600 - 2.4)	**990** - 4.5 960 (1000 - 4.5)	**990** - 4.5 960 (1000 - 4.5)	**1980** - 5.0 1950 (2000 - 5.0)

CHANGES: EDITORIALS.
MIPS
RNoAF 11 JUN 2026

TACAN RWY 15Y

63°42.00' N
009°36.16' E

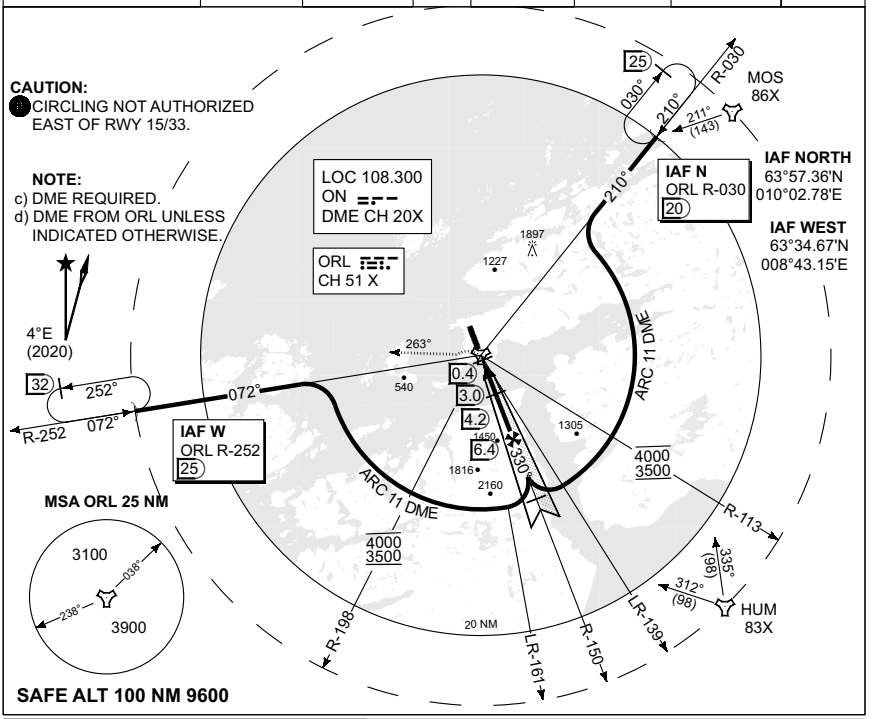
OERLAND (ENOL)

MIPS **HPMA ILS or LOC RWY 33**

INSTRUMENT APPROACH CHART AD ELEV 30 **OERLAND(ENOL)**

ATIS	OERLAND ARR	OERLAND APP	OERLAND TWR
119.330	126.205 278.650	118.255 268.200	118.705 308.850

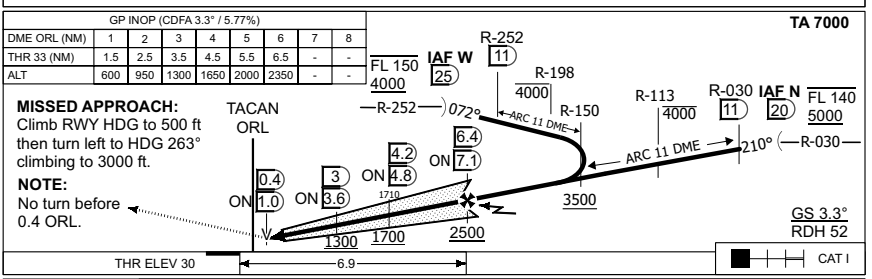
ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-LENGTH	LDA
ON 108.300 / CH 20X	330°	2500	3.3°	**230**	30	450 m	10292



GP INOP (CDFA 3.3° / 5.77%)								
DME ORL (NM)	1	2	3	4	5	6	7	8
THR 33 (NM)	1.5	2.5	3.5	4.5	5.5	6.5	-	-
ALT	600	950	1300	1650	2000	2350	-	-

MISSED APPROACH:
Climb RWY HDG to 500 ft then turn left to HDG 263° climbing to 3000 ft.

NOTE:
No turn before 0.4 ORL.



CATEGORY	HPMA
S-ILS	**230** - 0.8 200 (200 - 0.8/1.2)
S-LOC	**380** - 1.2 350 (400 - 1.2/1.5)
CIRCLING	**630** - 3.2 600 (600 - 3.2)

CHANGES: EDITORIAL. MIPS

RNoAF 1 JUN 2026

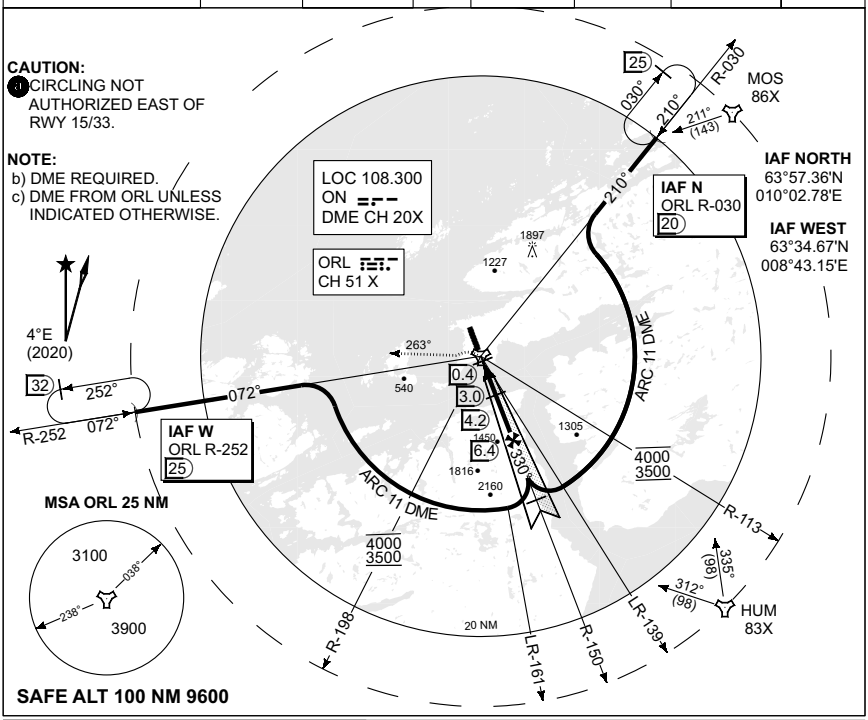
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 30

ILS M or LOC M RWY 33
OERLAND(ENOL)

ATIS	OERLAND ARR	OERLAND APP	OERLAND TWR
119.330	126.205 278.650	118.255 268.200	118.705 308.850

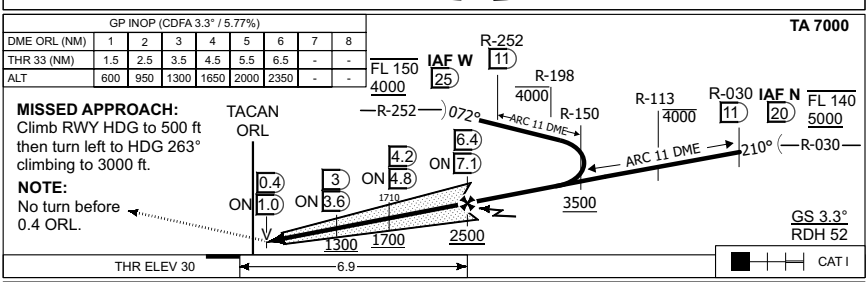
ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-LENGTH	LDA
ON 108.300 / CH 20X	330°	2500	3.3°	**See CAT**	30	450 m	10292



GP INOP (CDFA 3.3° / 5.77%)								
DME ORL (NM)	1	2	3	4	5	6	7	8
THR 33 (NM)	1.5	2.5	3.5	4.5	5.5	6.5	-	-
ALT	600	950	1300	1650	2000	2350	-	-

MISSED APPROACH:
Climb RWY HDG to 500 ft then turn left to HDG 263° climbing to 3000 ft.

NOTE:
No turn before 0.4 ORL.



CATEGORY	B	C	D	E
S-ILS	**234** - 0.8 204 (300 - 0.8/1.2)	**243** - 0.8 213 (300 - 0.8/1.2)	**254** - 0.8 224 (300 - 0.8/1.2)	**274** - 0.8 244 (300 - 0.8/1.2)
S-LOC	**380** - 1.2 350 (400 - 1.2/1.6)			
CIRCLING	**560** - 2.4 530 (600 - 2.4)	**990** - 4.5 960 (1000 - 4.5)	**1000** - 4.5 970 (1000 - 4.5)	**1980** - 5.0 1950 (2000 - 5.0)

CHANGES: EDITORIALS
MIPS
RNoAF 11 JUN 2026

63°42.00' N
009°36.16' E

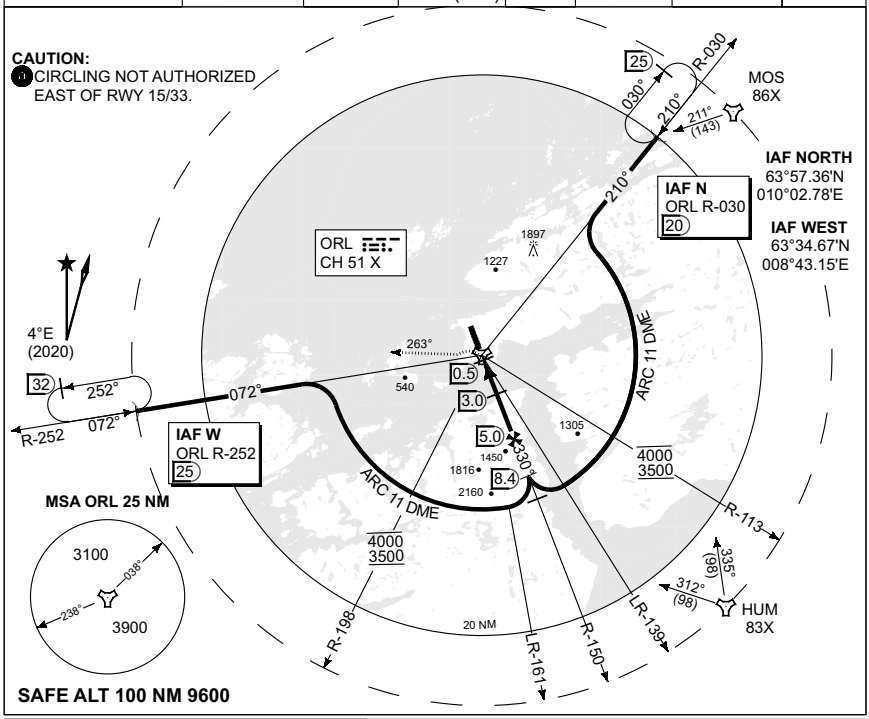
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 30

TACAN RWY 33
OERLAND(ENOL)

ATIS	OERLAND ARR	OERLAND APP	OERLAND TWR
119.330	126.205 278.650	118.255 268.200	118.705 308.850

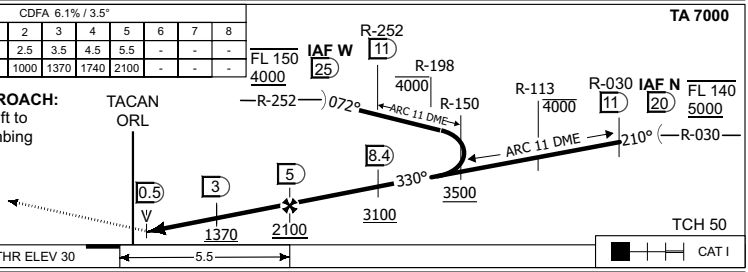
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
ORL CH 51X	330°	2100	6.1% (3.5°)	**440**	30	450 m	10292



CDFA 6.1% / 3.5°								
DME ORL (NM)	1	2	3	4	5	6	7	8
THR 33 (NM)	1.5	2.5	3.5	4.5	5.5	-	-	-
ALT	630	1000	1370	1740	2100	-	-	-

TA 7000

MISSED APPROACH:
At Mapt turn left to HDG 263° climbing to 3000 ft.



CATEGORY	B	C	D	E
S-TAC	**440** - 1.5 410 (500 - 1.5/1.9)			
(A) CIRCLING	**560** - 2.4 530 (600 - 2.4)	**990** - 4.5 960 (1000 - 4.5)	**1000** - 4.5 970 (1000 - 4.5)	**1980** - 5.0 1950 (2000 - 5.0)

CHANGES: EDITORIAL

MIPS

RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 30

TACAN RWY 33Y
OERLAND (ENOL)

ATIS	OERLAND ARR	OERLAND APP	OERLAND TWR
119.330	126.205 278.650	118.255 268.200	118.705 308.850

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS LENGTH	LDA
ORL CH 51X	319°	2100	6.1% (3.5°)	**SEE CAT**	29	N/A	9022

WARNING:
a) LANDING THR ON TWY Y, TWY WIDTH 108 FT.

NOTE:
CIRCLING NOT AUTHORIZED NORTHEAST OF RWY 33Y / 15Y.
c) FINAL OFFSET 11° EAST.

IAF NORTH
63°57.36' N
010°02.78' E

IAF WEST
63°34.67' N
008°43.15' E

MOS 86X

HUM 83X

ORL CH 51X

4°E (2020)

IAF N 20

IAF W 25

ARC 11 DME

4000 3500

MSA ORL 25 NM

3100 038° 238° 3900

20 NM

SAFE ALT 100 NM 9500

DME ORL	1	2	3	4	5
ALT	640	1010	1370	1740	2100

TA 7000

FL150 4000

IAF W 25

IAF N 20

FL140 5000

MISSED APPROACH
At MAP turn left to HDG 263°climbing to 3000 ft.

TACAN

2700

3500

2100

1200

THR ELEV 29

5.5

N/A

CATEGORY	B	C	D	E
S-TAC 33Y	**490** - 2.2 461 (500 - 2.2)			**510** - 2.3 481 (500 - 2.3)
CIRCLING	**560** - 2.4 530 (600 - 2.4)	**990** - 4.5 960 (1000 - 4.5)		**1980** - 5.0 1950 (2000 - 5.0)

CHANGES: EDITORIAL.

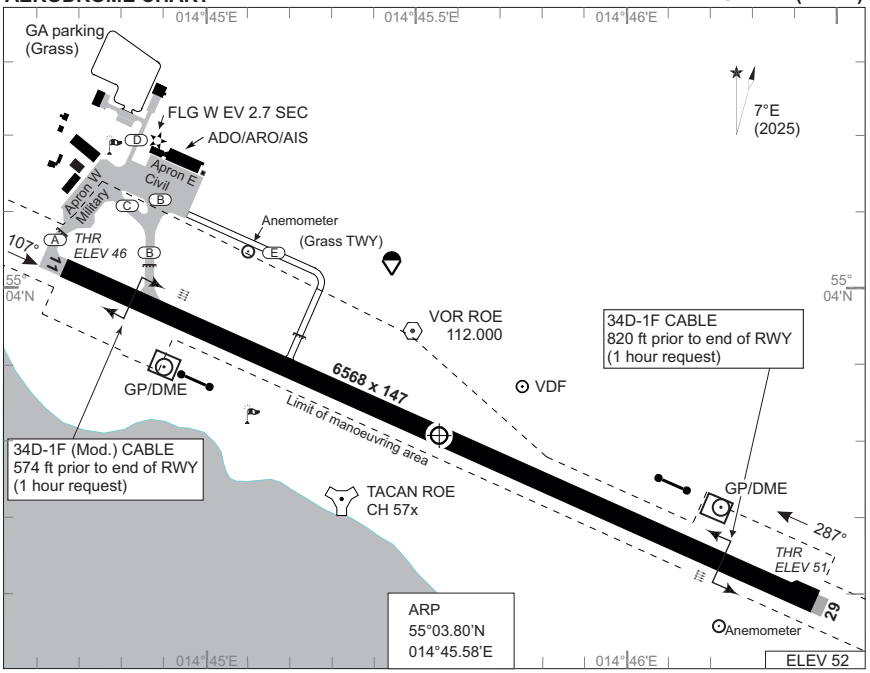
MIPS

RNoAF 11 JUN 2026

TACAN RWY 33Y

63°42.00' N
009°36.16' E

OERLAND (ENOL)



RWY	PCN	DECLARED DISTANCES					PAPI	THR ELEV	THR PSN
		PSN	TORA	TODA	ASDA	LDA			
11	38 F/B/X/T	THR				6568	3°	46	55°04.01'N 014°44.71'E
		A	6568	6568	6568				
		B	5928	5928	5928				
29		THR	6568	6568	6568	6568	3°	51	55°03.58'N 014°46.43'E

ROENNE TWR 118.330 (VDF) 257.800

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.

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	NOT AVAILABLE								
SRA	NOT AVAILABLE								

CHANGES: PRECISION APPROACH PATH INDICATOR (PAPI) SYMBOLS ADDED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

MIPS **ILS or LOC RWY 11**

INSTRUMENT APPROACH CHART AD ELEV 52 **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. 240 KIAS.
d RNAV 1 required for initial and missed approach.

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

7°E
(MAY 2025)

IAF OGTET

IAF UMVAP

IAF LUKAG

IF MOQAQ 2000

5 175° (T181.9°)

5 107° (T114.1°)

5 035° (T041.9°)

FAF RN11F 2000

107°

POWQU

LOC/DME IAR 109.350 CH30y

VORTAC ROE CH57x 112.00

NDB FAU 334

ROE 5.4
R-107

10 NM

640 1415 965 401 415 725 238 536 458

5.8
106°

MSA ARP 25 NM

2400

1800

25 NM to UMVAP

25 NM to OGTET

25 NM to LUKAG

OGTET IF 175° 287°

UMVAP IF 175°

LUKAG IF 287°

035°

c 2000
287°
107°

EK R95
23000
GND

EK R96
10500
GND

SAFE ALT 100 NM 2600

TA 5000
GS 3.00°
RDH 55

IF MOQAQ
ROE 10.6
IAR 10.3

FAF/FAP RN11F
ROE 6.3
IAR 6.0

From IAF

2000 2000

107°

VORTAC ROE
DME IAR
LOC IAR

NDB FAU
ROE 5.4
IAR 5.7

SDF
ROE 2.2
IAR 1.9

MAPt
ROE 0.5
IAR 0.2

650

MISSED APPROACH:
Climb on track 106° to FAU and hold at 2000 FT.

CAT I

6.0

THR ELEV 46

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	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: TAAs ADDED. MAX HLDG SPEED CHANGED. MAX HLDG ALTITUDE WITHDRAWN. MISSED APPROACH INSTRUCTION CHANGED.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

ILS or LOC RWY 11 55°03.80'N 014°45.58'E **ROENNE (EKRN)**

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)

640 1415 965 401 415 725 237 404 536 457

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

263° 287° 107° 135° 151°

6.1 8.0 8.6 b

2000

EK R95
23000
GND

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

MSA ROE 25 NM

336° 2400 086° 1800

10 NM

EK R96
10500
GND

SWEDEN FIR

WARSZAWA FIR

SAFE ALT 100 NM 2600

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.

ROE VORTAC
LOC IRE
DME IRE
MAPt (LOC)
2.0
0.2
281°
1322
600
THR ELEV 51
6.0

IAF
NDB
FAU
4.9
FAF (LOC)
6.1
2400
4.0
2000
ULRED
10.5
2400

TA 5000
GS 3°
RDH 52

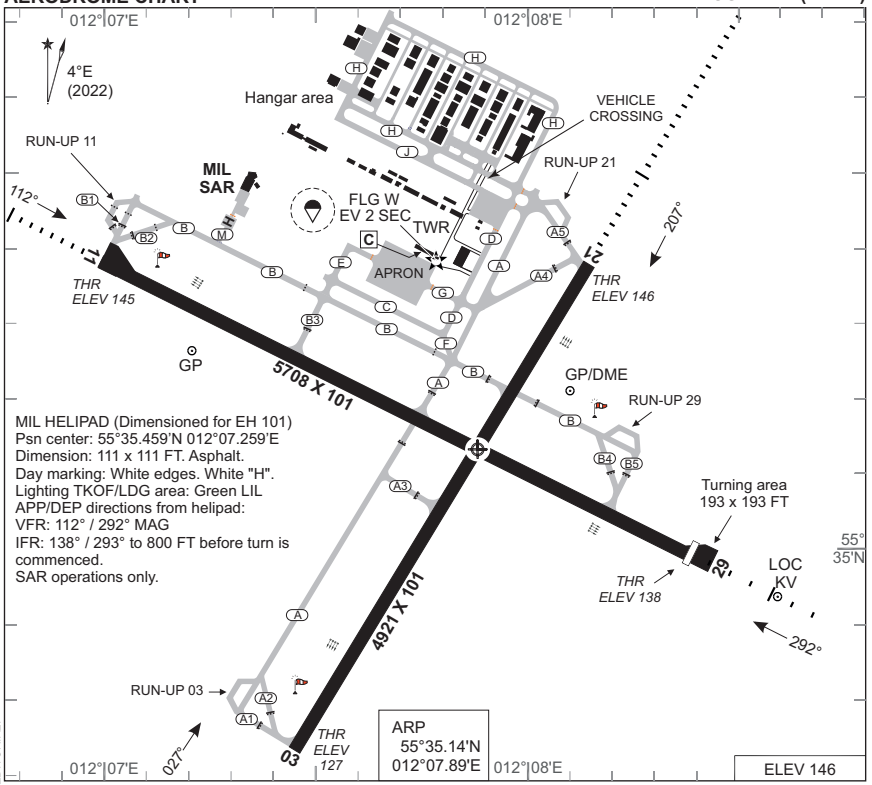
CAT I

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: MAX HLDG ALTITUDE WITHDRAWN.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026.



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

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

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

CHANGES: PRECISION APPROACH PATH INDICATOR (PAPI) SYMBOLS ADDED. EDITORIAL.

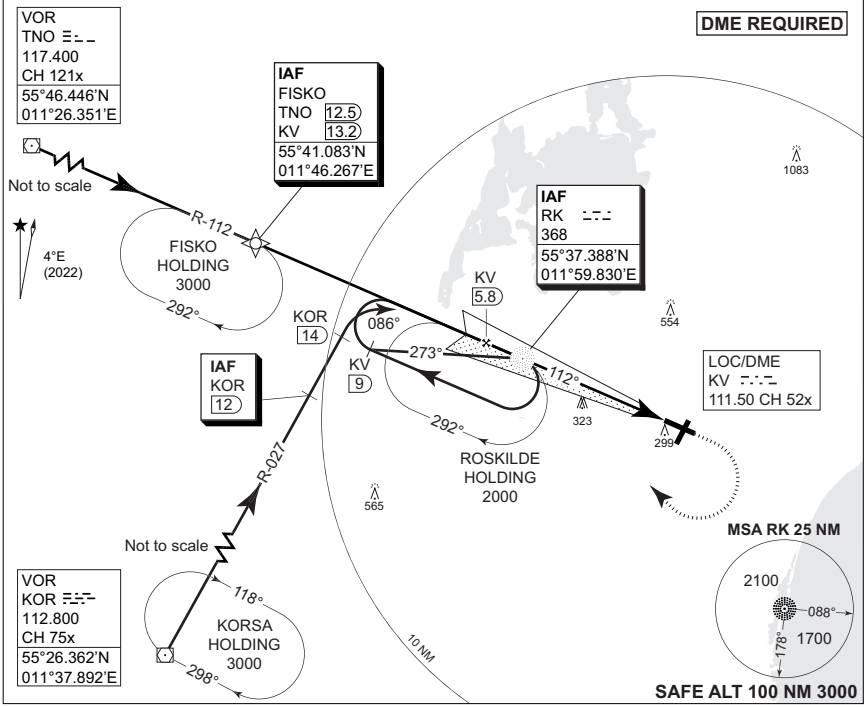
AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

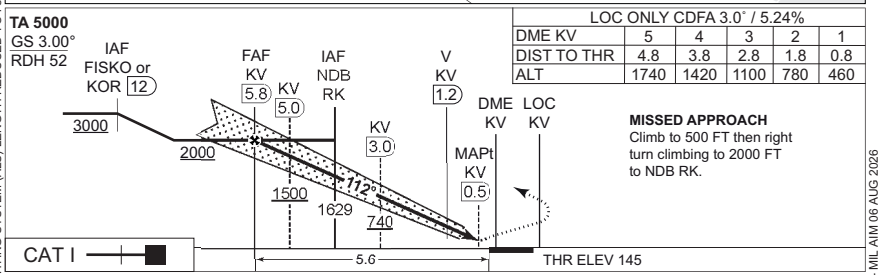
MIPS **ILS or LOC RWY 11 (CAT A-B)**

INSTRUMENT APPROACH CHART AD ELEV 146 **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°	**345**	145 FT	789 M	5708 FT





LOC ONLY CDFA 3.0° / 5.24%					
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	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)

CHANGES: APPROACH LIGHTING SYSTEM (ALS) LENGTH REDUCED TO 789 M. EDITORIAL

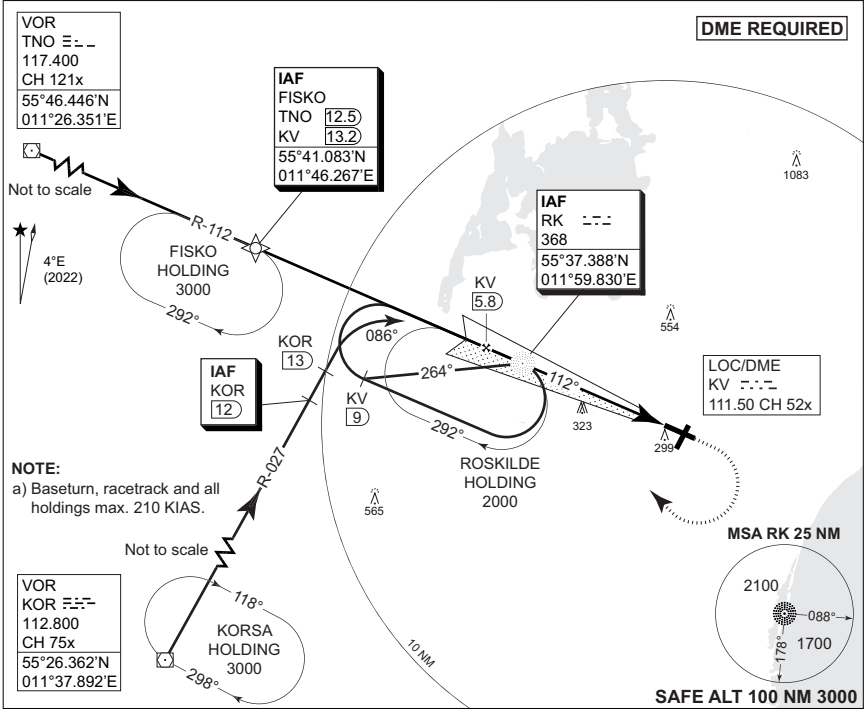
AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

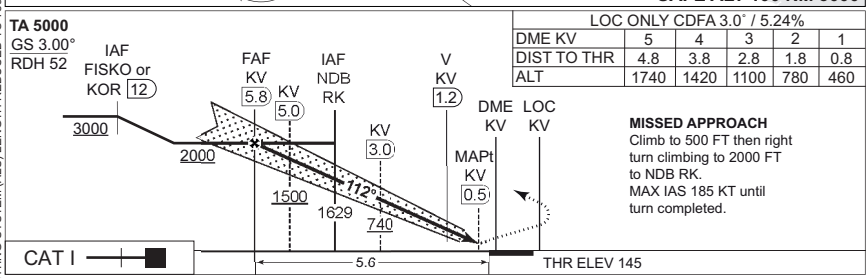
MIPS **ILS or LOC RWY 11 (CAT C-E)**

INSTRUMENT APPROACH CHART AD ELEV 146 **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	789 M	5708 FT





LOC ONLY CDFA 3.0° / 5.24%					
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.

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)

CHANGES: APPROACH LIGHTING SYSTEM (ALS) LENGTH REDUCED TO 789 M. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

MIPS

INSTRUMENT APPROACH CHART

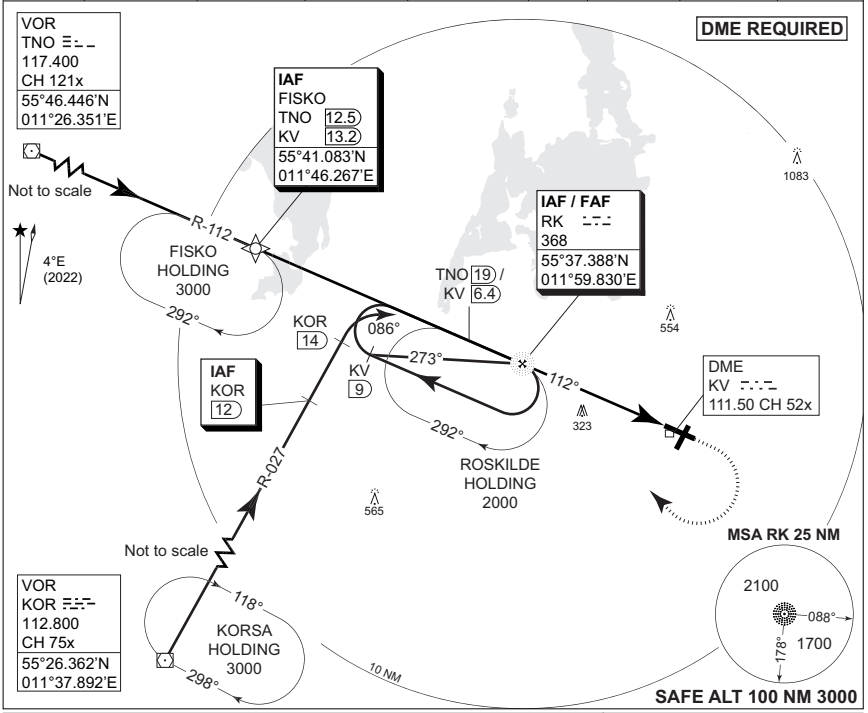
AD ELEV 146

NDB RWY 11 (CAT A-B)

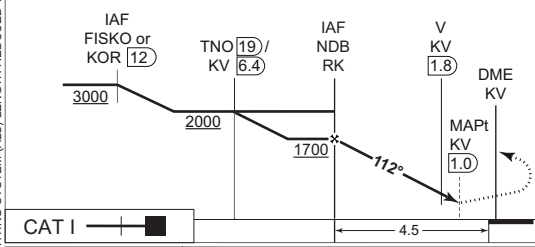
ROSKILDE (EKRK)

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	789 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)

MIPS

CHANGES: APPROACH LIGHTING SYSTEM (ALS) LENGTH REDUCED TO 789 M. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

MIPS

INSTRUMENT APPROACH CHART

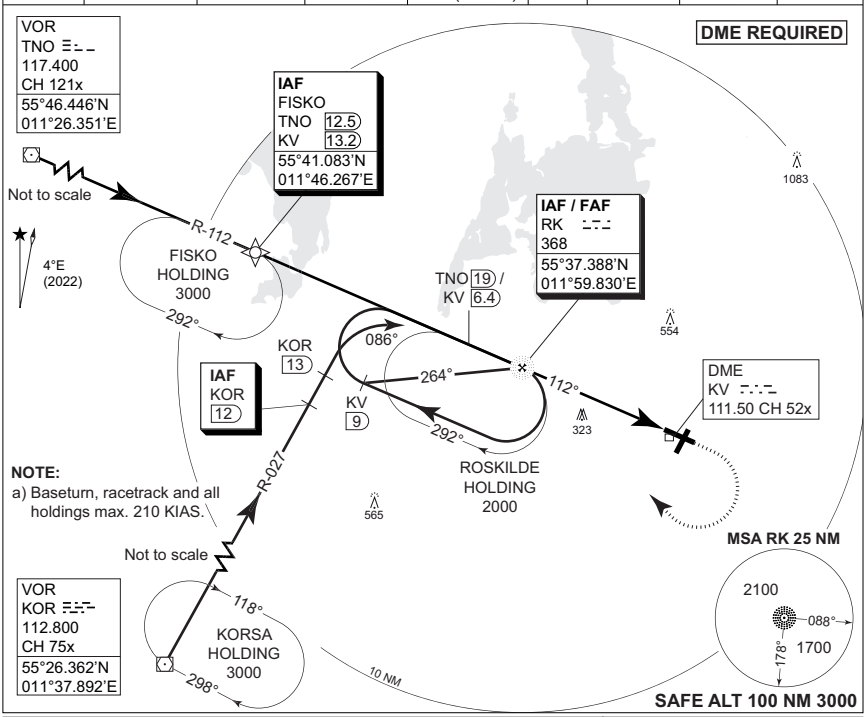
AD ELEV 146

NDB RWY 11 (CAT C-E)

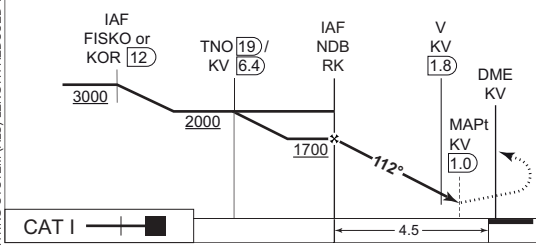
ROSKILDE (EKRK)

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

NDB	DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
RK 368	KV CH 52x	112°	1700 FT	3.2° (5.51%)	**740**	145 FT	789 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
MIPS	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)

CHANGES: APPROACH LIGHTING SYSTEM (ALS) LENGTH REDUCED TO 789 M. EDITORIAL

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026

MIPS

INSTRUMENT APPROACH CHART

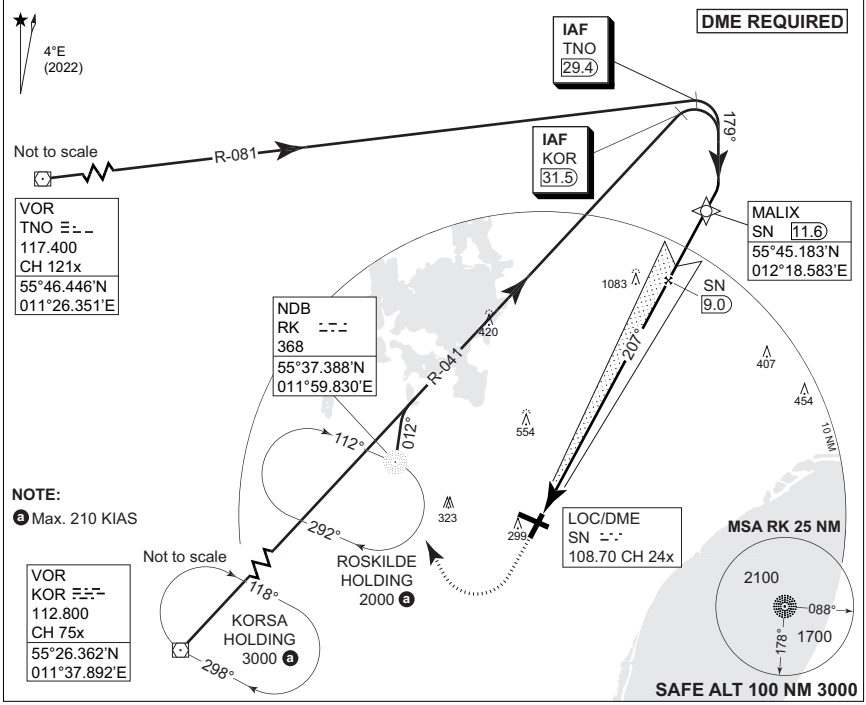
AD ELEV 146

ILS or LOC RWY 21

ROSKILDE (EKRK)

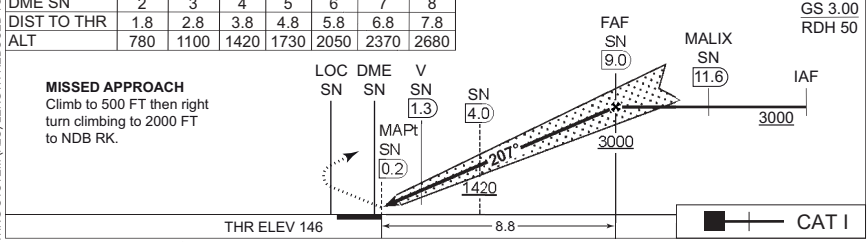
COPENHAGEN APPROACH	ROSKILDE ATIS	ROSKILDE APPROACH	ROSKILDE TOWER
119.805	123.805	125.530	118.905 119.655

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	820 M	4921 FT



LOC ONLY CDFA 3.0° / 5.24%							
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 3.00
RDH 50



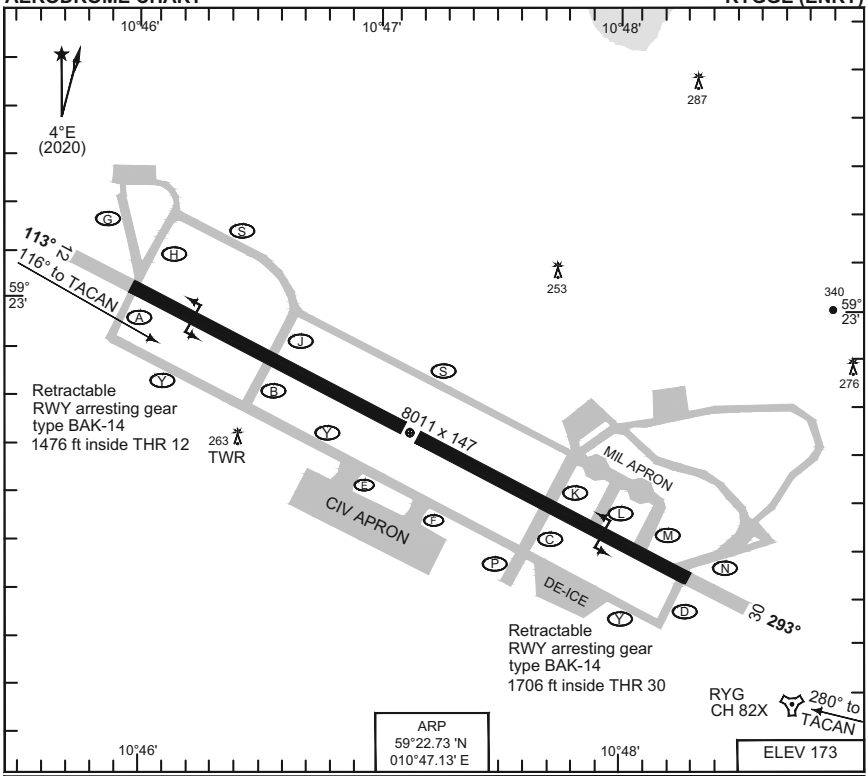
MISSED APPROACH
Climb to 500 FT then right turn climbing to 2000 FT to NDB RK.

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: APPROACH LIGHTING SYSTEM (ALS) LENGTH REDUCED TO 820 M. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 06 AUG 2026



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

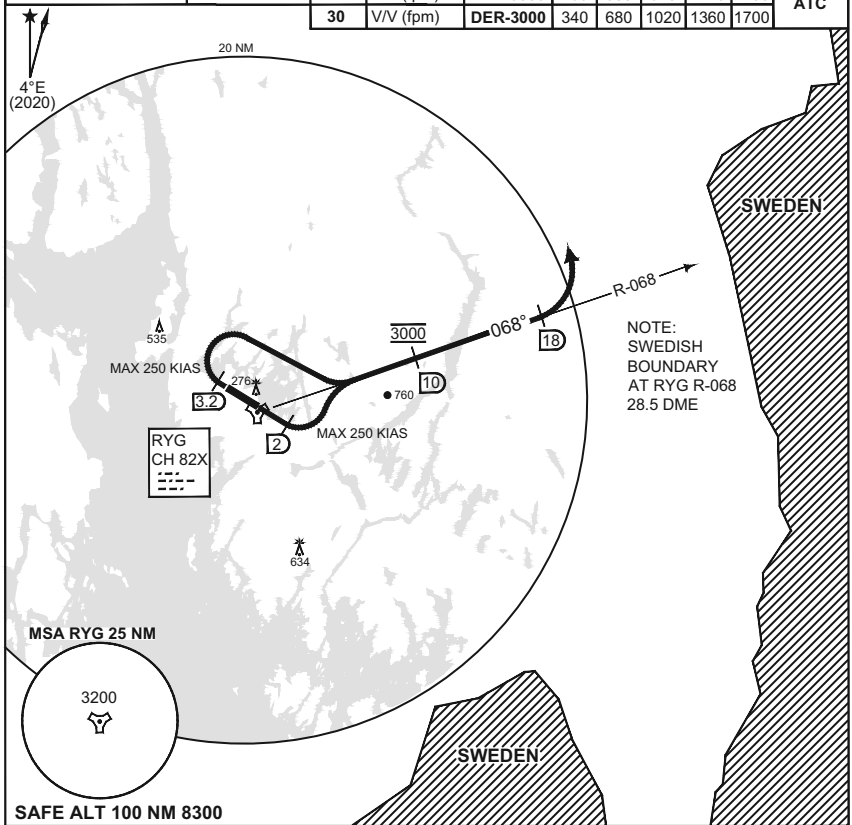
ATIS	136.180				
RYGGE GND	121.705				
RYGGE TWR	119.505	122.100	308.850	257.800	

CHANGES: EDITORIALS.

RNoAF 11 JUN 2026

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

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



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

CHANGES: GRM DVOR/DME REMOVED.

RNoAF 11 JUN 2026

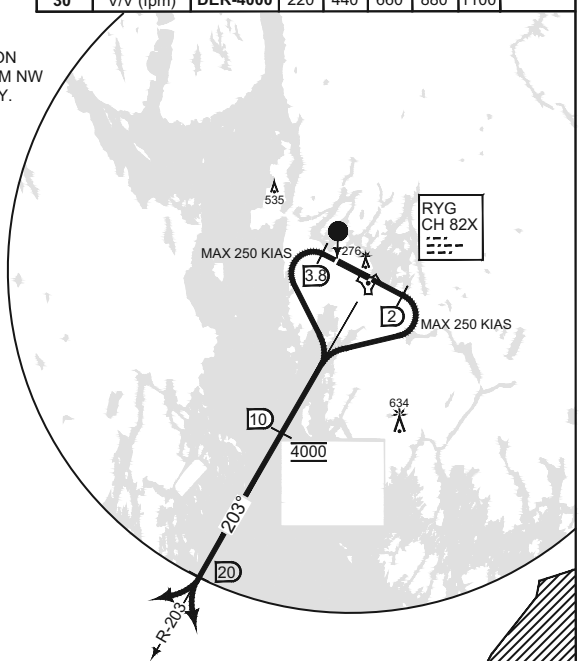
MIPS
INSTRUMENT DEPARTURE CHART

SID WEST
RYGGE (ENRY)

ATIS	RYGGE TWR			FARRIS APP	
136.180	119.505	122.100	308.850	124.355	134.055

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

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



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

CHANGES: D-160 AREA REMOVED.

RNoAF 11 JUN 2026

RYGGE SID WEST

59°22.73' N
010°47.13' E

RYGGE (ENRY)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 173

TACAN RWY 12
RYGGE (ENRY)

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

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

CAUTION:
a) MAX HOLDING SPEED 250 KIAS.
b) FINAL OFFSET 3° NORTH OF RWY CENTERLINE.

IAF
59°23.40' N
010°25.34' E

ORL 51
172° (251°)
R-296
R-272
4°E (2020)
076° (148°)
SOA 59Y
IAF 12 DME
092°
272°
272°
116°
256°
076°
R-076
RYG CH 82X
1257
873
1500
535
459
741
633
16
11
6
2
17
8
13
8.1
MSA RYG 25 NM
006° (139°)
AAL 114
3200
20 NM
SAFE ALT 100 NM 8300

RIGHT TURN AT 17
IAF 12
272°
R-272
7000
4000
16
11
6
2
4000
116°
2400
1600
2.8
TACAN
CAT 1
4.4
THR ELEV 168

DME	5	4	3
ALT RYG	1290	980	660

TA 7000

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

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

CHANGES: EDITORIALS.
MIPS
RNoAF 11 JUN 2026

TACAN RWY 12
59°22.73' N
010°47.13' E
RYGGE (ENRY)

MIPS
INSTRUMENT APPROACH CHART

HPMA ILS or LOC RWY 30
RYGGE (ENRY)

AD ELEV 173

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

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

CAUTION:
a) MAX HOLDING SPEED 250 KIAS.

NOTE:
b) DME REQUIRED.

c) DME FROM RYG TAC UNLESS INDICATED OTHERWISE.

IAF
59°24.23' N
011°11.79' E

RYG CH 82X
ILS RY 109.100 DME CH 28X

IAF 12 DME

8.1
256°
076°
R-076
ARC 17
3.5
293°
8.5
LR-103
R-112

107° (191)
FLE 92X

4°E (2020)

SOA 59Y
079° (176)

1257
873
535
459
489
810
633

MSA RYG 25 NM
3200
20 NM

013° (144)
AAL 114X

SAFE ALT 100 NM 8300

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

TA 7000

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

FL 120
4000
R-076
IAF 12
076°
ARC 17
293°
TACAN
RYG 0.7
RY 1.2
RYG 1
RY 1.5
RYG 3.5
RY 4
RYG 8.5
RY 9
1440
3000
1440
GS 3.0°
RDH 51
THR ELEV 169
8.8
CAT 1

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

CHANGES: EDITORIALS.
MIPS
RNoAF 11 JUN 2026

MIPS **ILS M or LOC M RWY 30**

INSTRUMENT APPROACH CHART AD ELEV 173 **RYGGE (ENRY)**

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

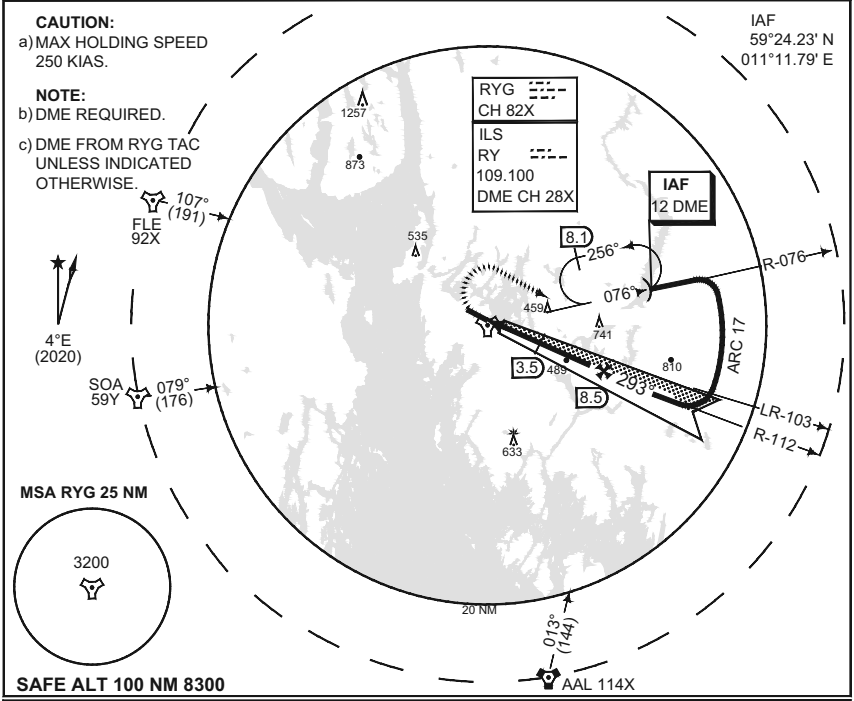
ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
RY 109.100 / CH 28X	293°	3000	3.0°	**SEE CAT**	169	720 m	8011

CAUTION:
a) MAX HOLDING SPEED 250 KIAS.

NOTE:
b) DME REQUIRED.

c) DME FROM RYG TAC UNLESS INDICATED OTHERWISE.

IAF
59°24.23' N
011°11.79' E



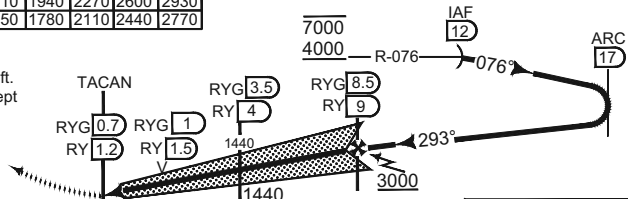
SAFE ALT 100 NM 8300

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

TA 7000

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

GS 3.0°
RDH 51



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

CHANGES: EDITORIAL

MIPS

RNoAF 11 JUN 2026

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

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 173

TACAN RWY 30
RYGGE (ENRY)

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

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

CAUTION:

a) MAX HOLDING SPEED 250 KIAS.

b) FINAL OFFSET 13° NORTH OF RWY CENTERLINE.

ORL 51X 168° (262)

IAF 59°24.23' N 011°11.79' E

1257

873

FLE 92X 104° (190)

4°E (2020)

SOA 59Y 077° (176)

RYG CH 82X

IAF 12 DME

535

8.1

256°

15

R-076

459

076°

741

0.5

2.5

5

389

810

280°

11

R-100

633

MSA RYG 25 NM

3200

20 NM

013° (144)

AAL 114X

SAFE ALT 100 NM 8300

DME	1	2	3	4
ALT RYG	660	990	1330	1670

TA 7000

MISSED APPROACH

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

TACAN

FL 90

4000 R-076

IAF 12

RIGHT TURN AT 15

076°

0.5

0.8

2.5

5

11

280°

1100

2000

3000

THR ELEV 169

5.3

CAT 1

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

CHANGES: EDITORIAL.

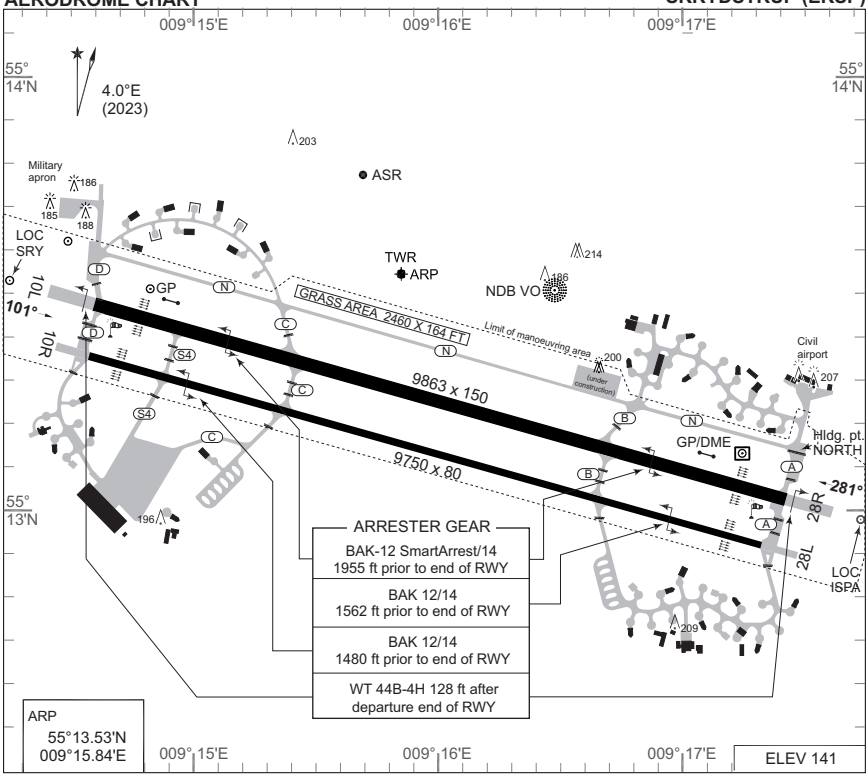
MIPS

RNoAF 11 JUN 2026

TACAN RWY 30

59°22.73' N
010°47.13' E

RYGGE (ENRY)



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

SKRYDSTRUP TWR 118.280 286.375
SKRYDSTRUP ATIS 133.905

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.

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

CHANGES: ARRESTER CABLE DENOMINATION UPDATED.

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

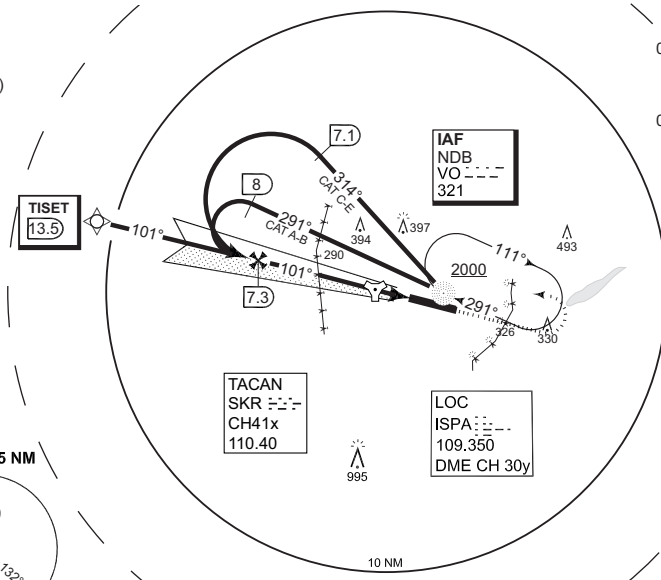
ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

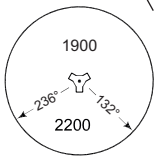
TISET
55°16.63'N
008°54.41'E

FAP/FAF
55°14.99'N
009°04.97'E

4.0°E
(JAN 2023)

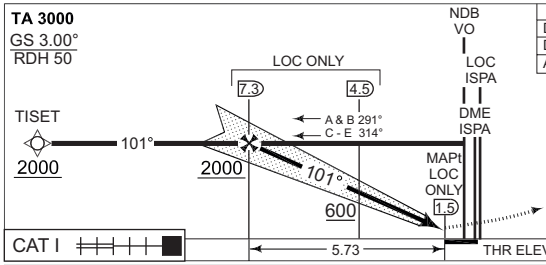


MSA SKR 25 NM



SAFE ALT 100NM 2400

TA 3000
GS 3.00°
RDH 50



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

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

CATEGORY	A	B	C	D	E
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: EDITORIAL
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

ILS or LOC RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS Z 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

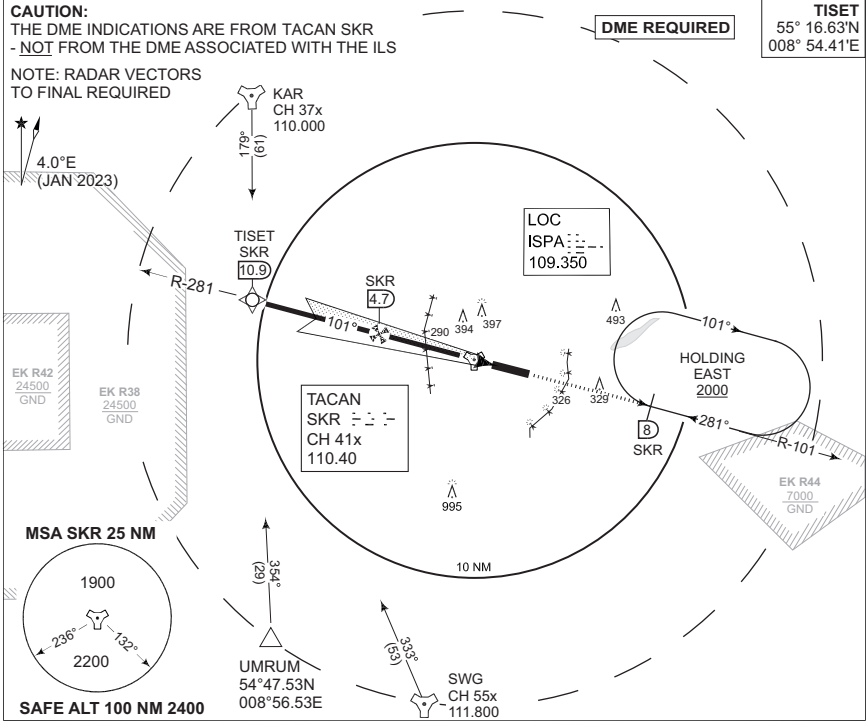
TACAN	LOC	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
SKR 110.40/CH 41x	ISPA 109.35	101 °	2000 FT	3.00°	**326**	126	900 M	9863 FT

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

DME REQUIRED

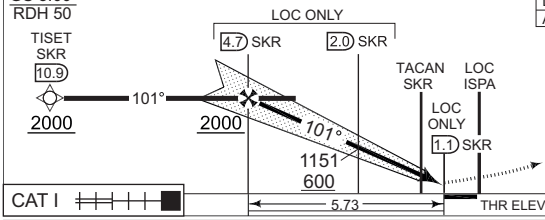
TISET
55° 16.63'N
008° 54.41'E

NOTE: RADAR VECTORS
TO FINAL REQUIRED



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

CHANGES: EDITORIAL
MIPS

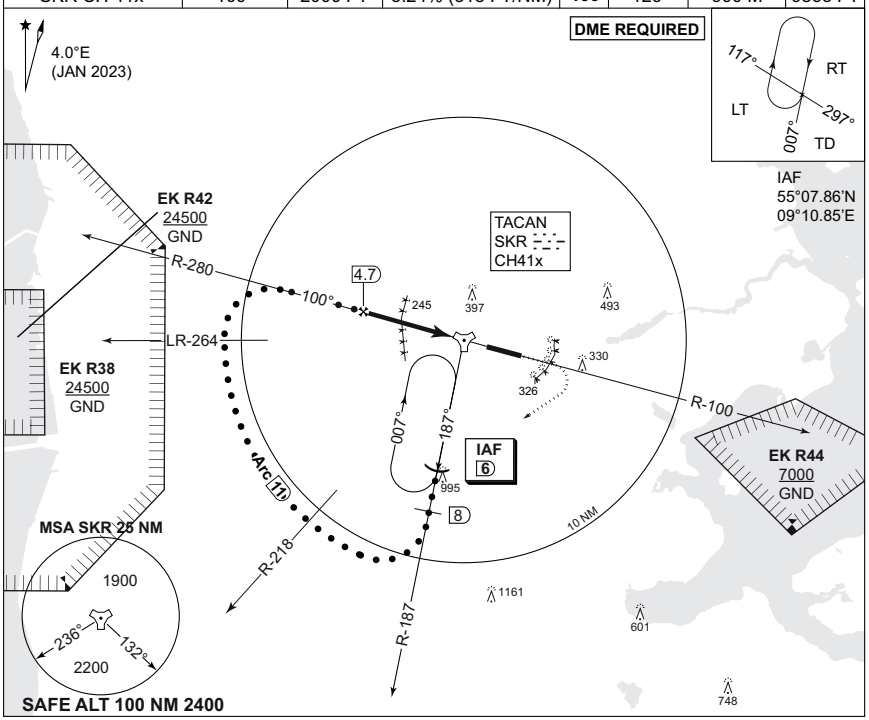
AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

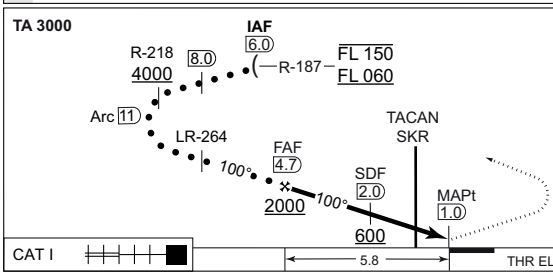
MIPS **HPMA TACAN RWY 10L**

INSTRUMENT APPROACH CHART AD ELEV 141 **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





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

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

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

CHANGES: EDITORIAL. **MIPS**

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

HPMA TACAN RWY 10L 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**

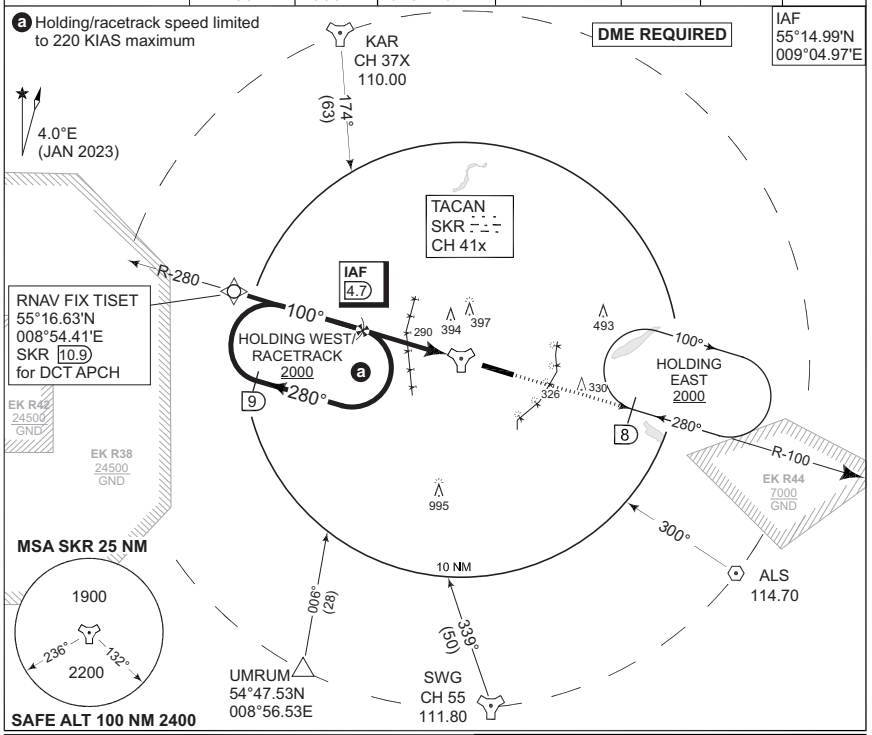
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

TACAN RWY 10L
SKRYDSTRUP (EKSP)

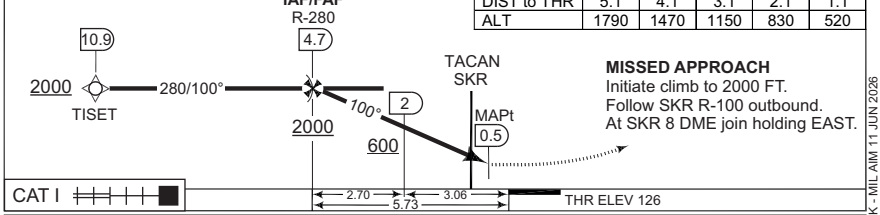
COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

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



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

CHANGES: EDITORIAL
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

TACAN RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

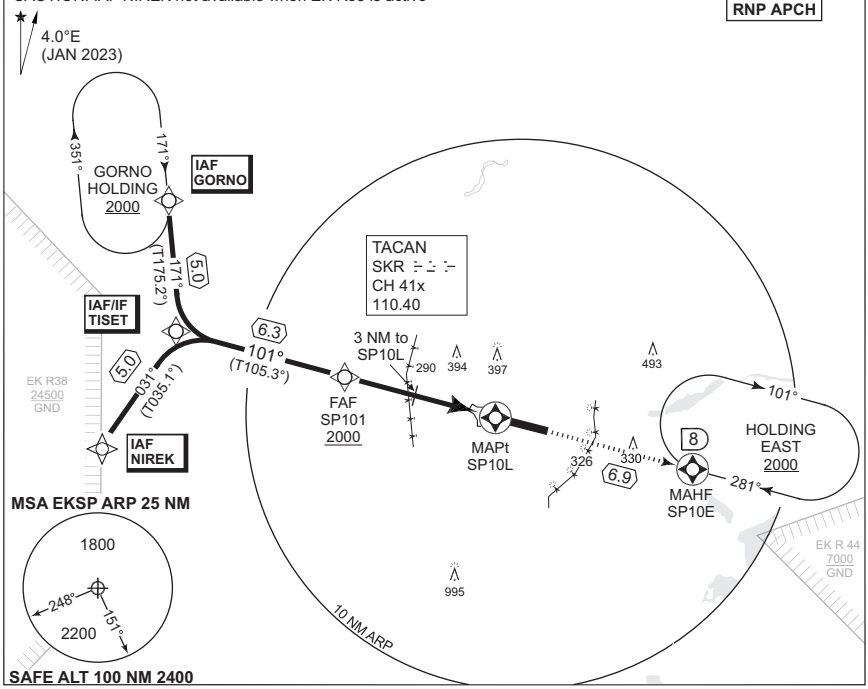
RNP RWY 10L
SKRYDSTRUP (EKSP)

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	Descent GR	MDA	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

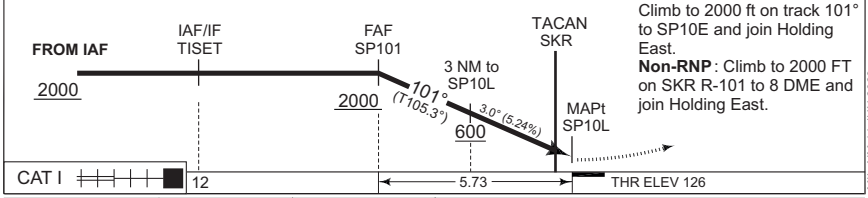
RNP APCH



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.



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: EDITORIAL
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

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 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 28R
SKRYDSTRUP (EKSP)

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

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

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

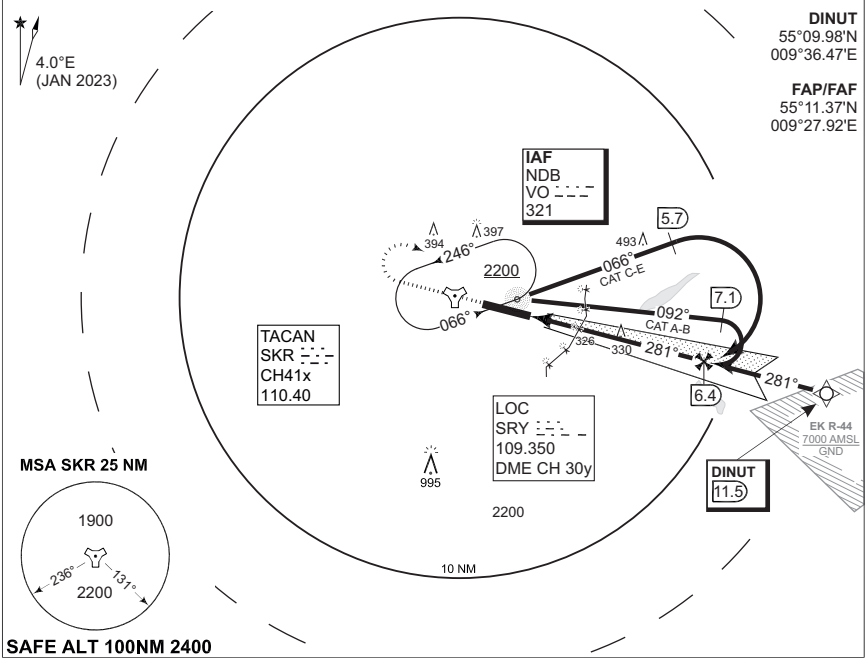
ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

DINUT
55°09.98'N
009°36.47'E

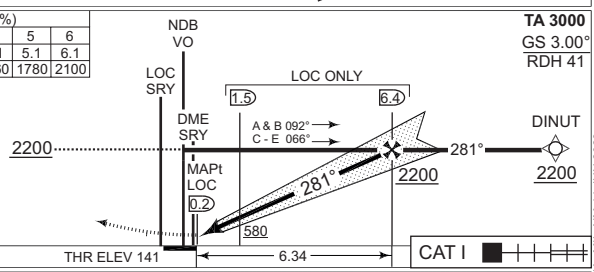
FAP/FAF
55°11.37'N
009°27.92'E

4.0°E
(JAN 2023)



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

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



TA 3000
GS 3.00°
RDH 41

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

CHANGES: EDITORIAL
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

ILS or LOC RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS Z 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

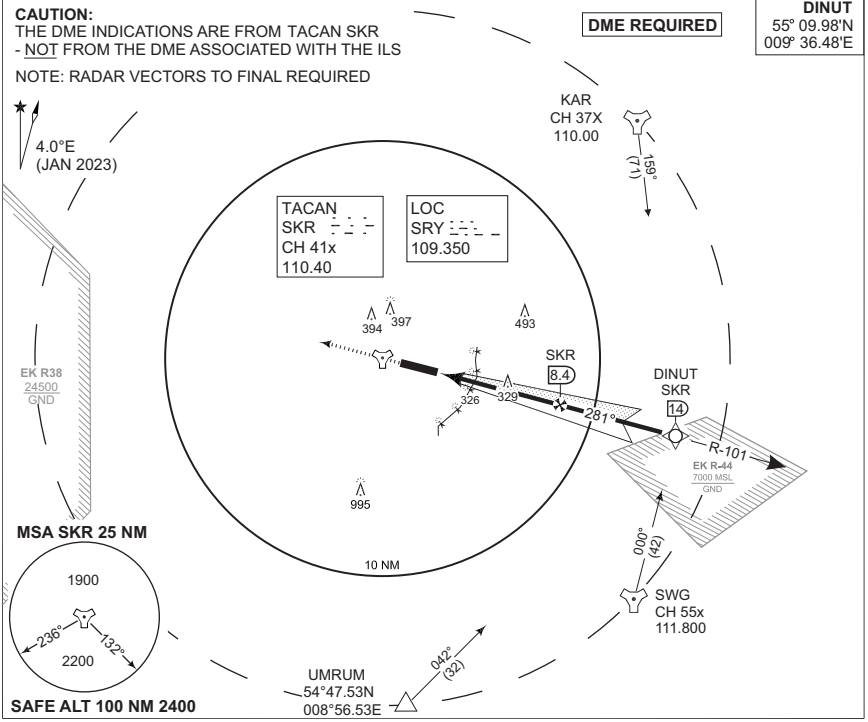
TACAN	LOC	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS length	LDA
SKR 110.40/CH 41x	SRY 109.35	281°	2000 FT	3.0°	**341**	141	900 M	9863 FT

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

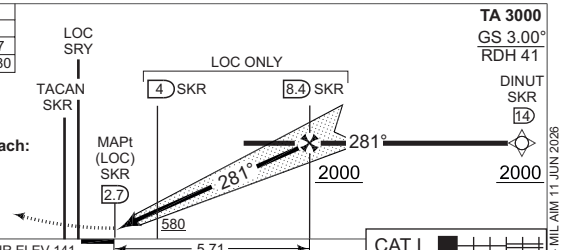


LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	1	2	3	4	5
DME SKR (NM)	3.7	4.7	5.7	6.7	7.7
ALT	500	820	1140	1460	1780

TA 3000
GS 3.00°
RDH 41

MISSED APPROACH
Climb on track 283° 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: EDITORIAL
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

MIPS

INSTRUMENT APPROACH CHART

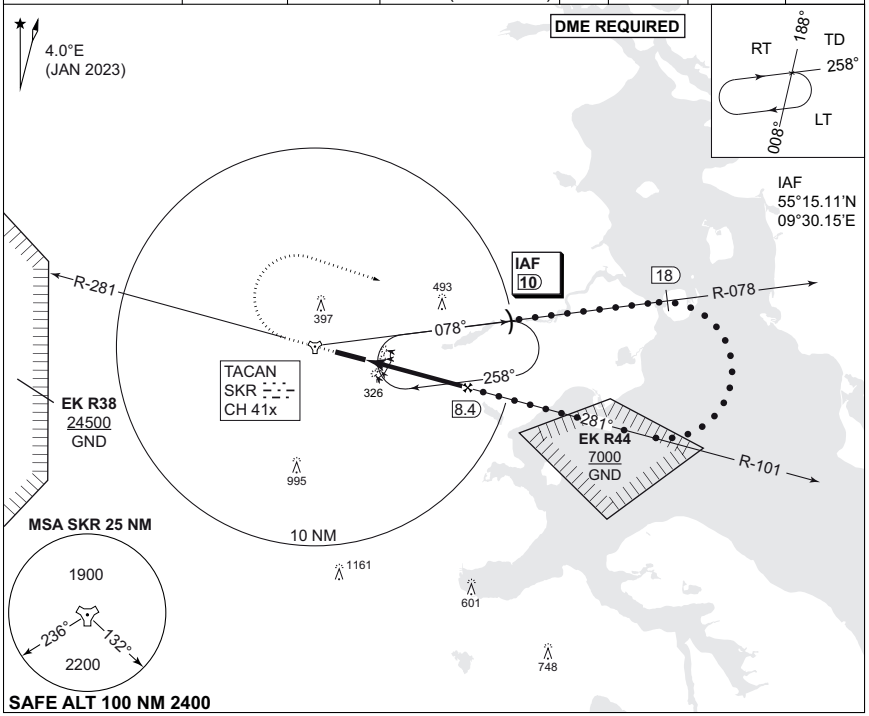
AD ELEV 141

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

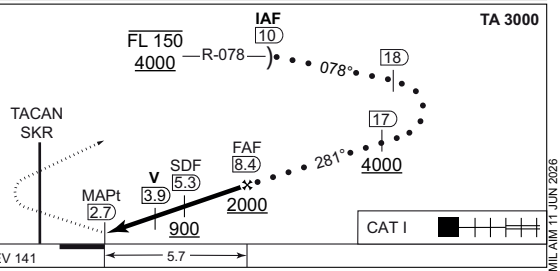
TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
SKR CH 41x	281°	2000 FT	5.24% (318 FT/NM)	**580**	141	900 M	9863 FT



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
AL T	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)



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

CHANGES: EDITORIAL.

MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

HPMA TACAN RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

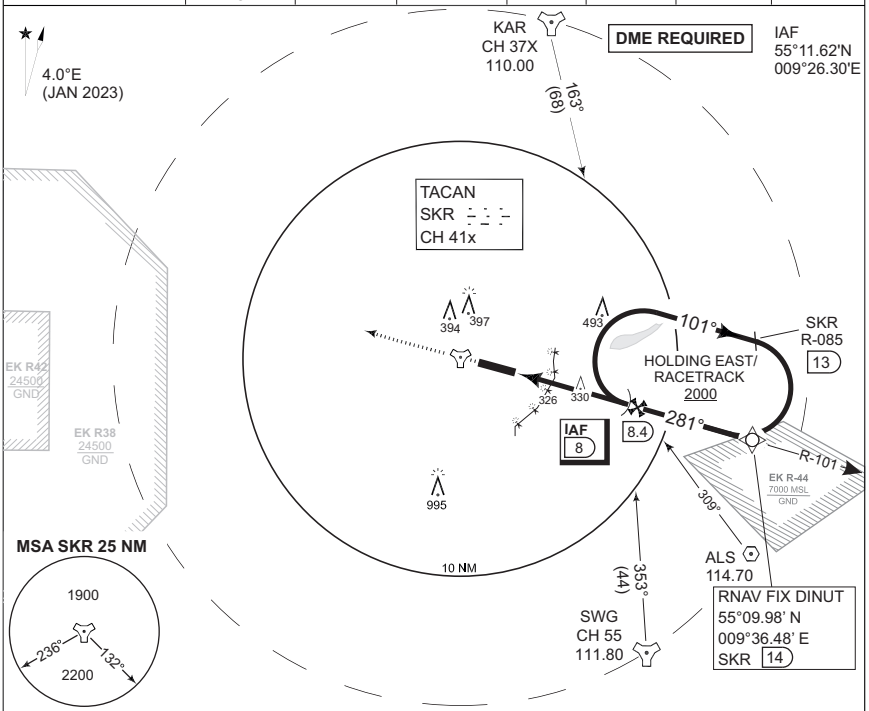
MIPS
INSTRUMENT APPROACH CHART

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

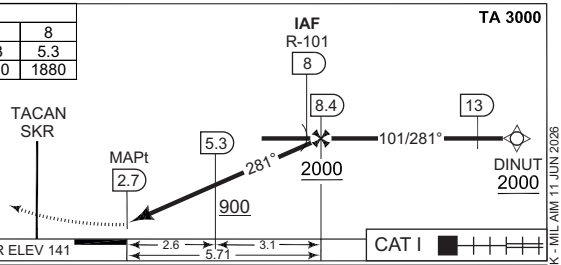


SAFE ALT 100 NM 2400

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)

CHANGES: EDITORIAL
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

TACAN RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

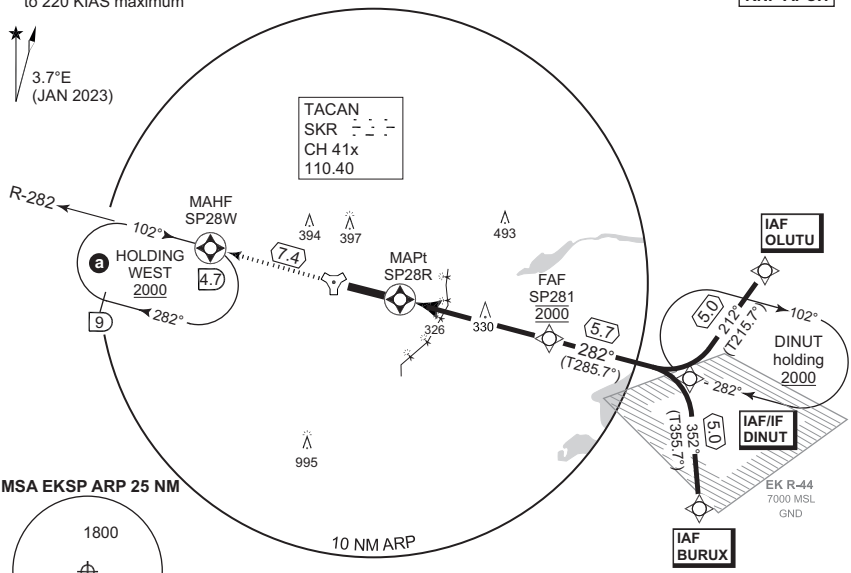
RNP RWY 28R
SKRYDSTRUP (EKSP)

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

(a) Missed approach holding speed limited to 220 KIAS maximum

RNP APCH



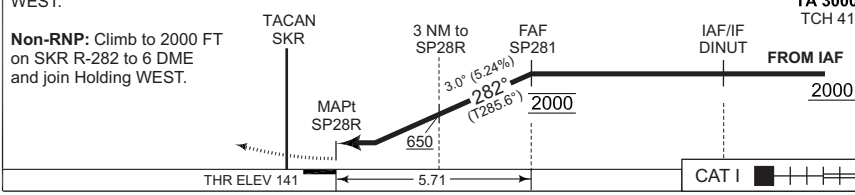
SAFE ALT 100 NM 2400

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 6 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)

CHANGES: EDITORIAL
MIPS

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026

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

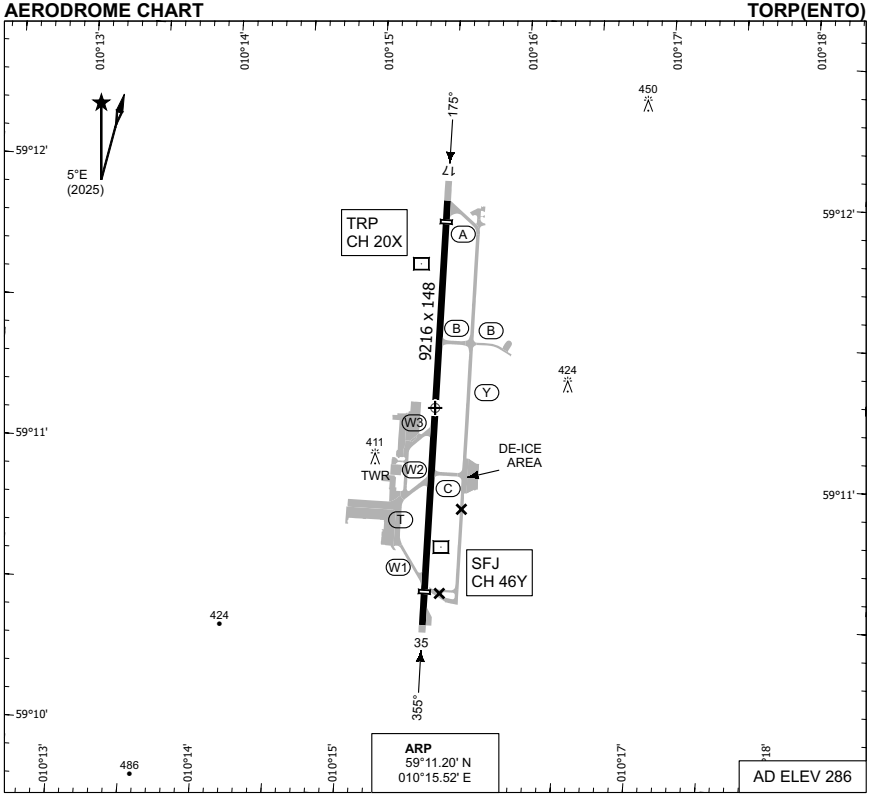
		CODING	DISPLAY
OLUTU	IAF	55 14 02.63N 009 41 35.27E	55 14.044N 009 41.588E
DINUT	IAF/IF	55 09 59.00N 009 36 29.00E	55 09.983N 009 36.483E
SP281	FAF	55 11 31.71N 009 26 54.61E	55 11.529N 009 26.910E
SP28R	MAPt	55 13 02.67N 009 17 22.11E	55 13.045N 009 17.369E
SP28W	MAHF	55 14 59.44N 009 04 59.24E	55 14.991N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

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 11 JUN 2026



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		THR ELEV	THR PSN
17	45/F/B/X/U	8494	8494	9380	8038	3.0°		282	59°11.86' N - 010°15.50' E
35	45/F/B/X/U	8760	8760	9646	8038	3.0°		255	59°10.54' N - 010°15.53' E

ATIS	119.080
TORP GND	126.180
TORP TWR	118.655

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGE: MAG VAR, RWY ID, RWY BEARINGS, DECLEARED DISTANCES.

RNoAF 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 286

ILS M or LOC M RWY 17
TORP(ENTO)

ATIS	FARRIS APP		TORP TWR	GND
119.080	134.055	275.400	118.655	126.180

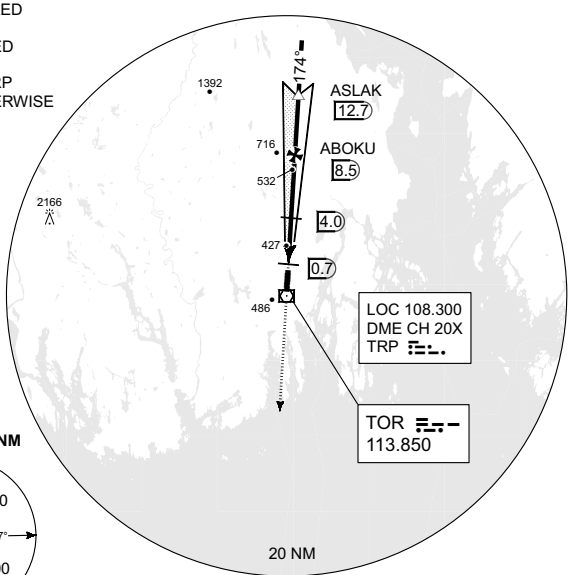
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-LENGTH	LDA
TRP 108.300/CH 20X	174°	3000	3.0°	**See CAT**	282	900 m	8035

NOTE:
a) RADAR VECTORS TO FINAL REQUIRED

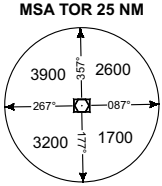
b) DME REQUIRED

c) DME FROM TRP UNLESS OTHERWISE INDICATED

5°E (2025)



MSA TOR 25 NM

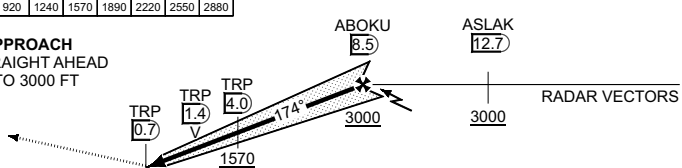


SAFE ALT 100 NM 8300

GP INOP (CDFA 3.0 / 5.24%)							
DME TRP (NM)	2	3	4	5	6	7	8
THR 17 (NM)	1.8	2.8	3.8	4.8	5.8	6.8	7.8
ALT	920	1240	1570	1890	2220	2550	2880

TA 7000

MISSED APPROACH
CLIMB STRAIGHT AHEAD
HDG 174° TO 3000 FT

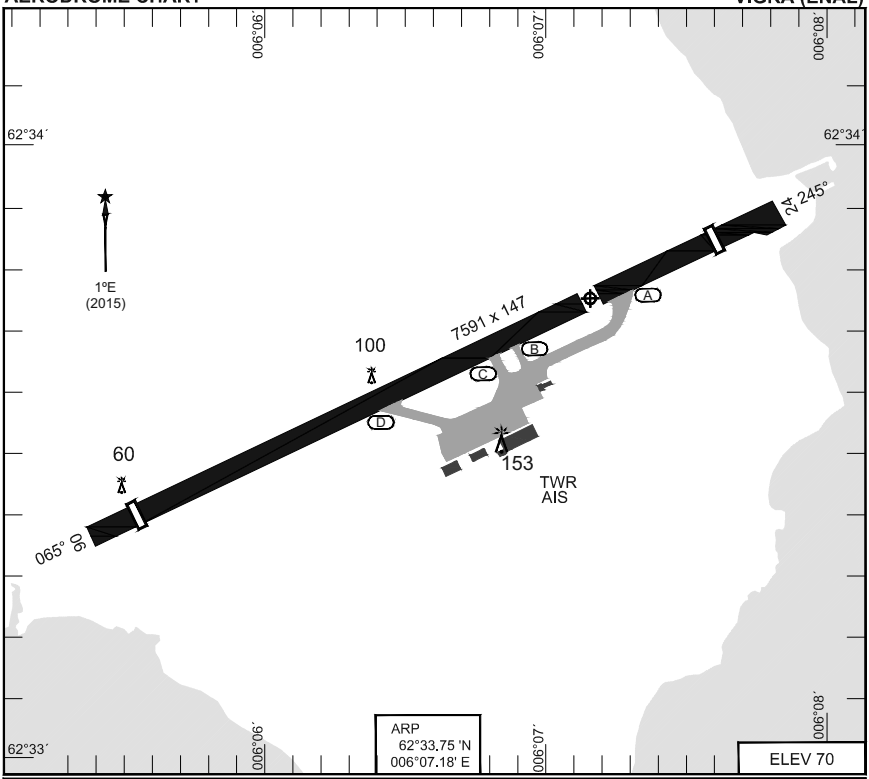


CATEGORY	C	D	E
S-ILS	**482** - 0.8 200 (200 - 0.8/1.2)	**487** - 0.8 205 (300 - 0.8/1.2)	**506** - 0.8 224 (300 - 0.8/1.2)
S-LOC		**730** - 1.4 448 (500 - 1.4/2.1)	
CIRCLING	**970** - 3.2 684 (700 - 3.2)	**1000** - 3.3 714 (800 - 3.3)	**1320** - 5.0 1034 (1100 - 5.0)

MIPS

CHANGE: RWY ID, MAG VAR. EDITORIALS.

RNoAF 11 JUN 2026



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI	TDZE	THR PSN
07	40 F/C/X/U	7099	7099	7591	6607		3.0°	67	62°33.39' N - 006°05.55' E
25	40 F/C/X/U	7591	7591	7739	6833		3.0°	69	62°33.84' N - 006°07.59' E

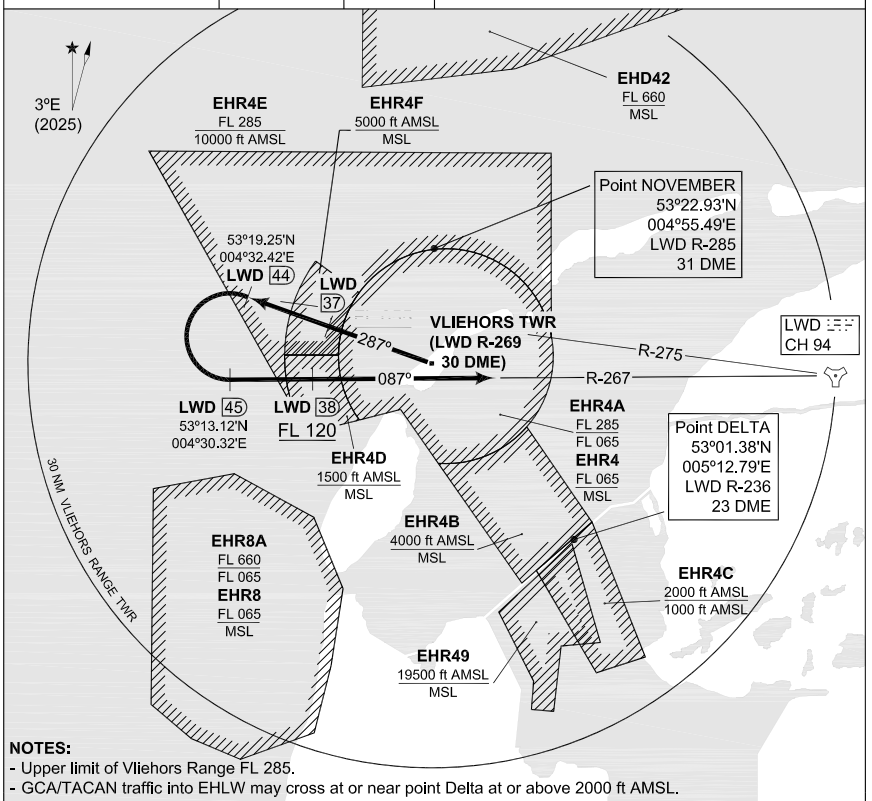
ATIS 128.650
VIGRA TWR 118.100

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: EDITORIALS.

RNoAF 11 JUN 2026

CORNFIELD	DUTCH MIL INFO		
291.650	341.600 132.350		



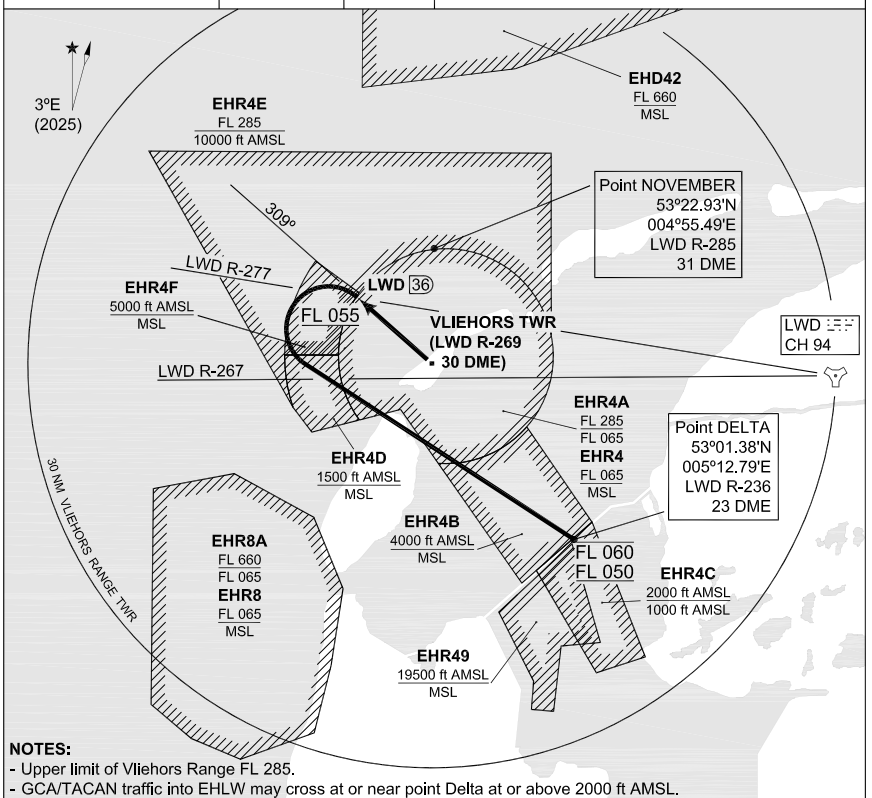
NOTES:
- Upper limit of Vliehors Range FL 285.
- GCA/TACAN traffic into EHLW may cross at or near point Delta at or above 2000 ft AMSL.

VL 1 TEARDROP IFR DEPARTURE	Following final delivery, proceed outbound on heading 287° from the tower, climbing to FL 120 or above. At 37 DME from LWD TACAN, FL 055 has to be reached. Proceed outbound to 15 NM from the range (LWD TACAN R-275/44 DME) and turn left to intercept LWD R-267 inbound. When cleared to leave the range frequency and established on the departure, contact Dutch Mil. Flight members will follow in sequence. When contact with Dutch Mil and at FL 120 or above, it is permitted to turn inbound before reaching LWD R-275/44 DME.
IMMELMANN IFR DEPARTURE	Departing aircraft may perform an Immelmann manoeuvre (under VMC only) to become established inbound on LWD R-267. Further see above.
LOW LEVEL IFR DEPARTURE (Northern based FRG acft only)	Leave via point NOVEMBER to 53°42'N 006°52'E at 3000 ft AMSL (day) or 2000 ft AMSL (night). Stay clear of all islands by 2 NM and do not leave the Range airspace until cleared by Dutch Mil.
HIGH LEVEL IFR DEPARTURE	To leave the Vliehors Range between 20000 ft and FL 285, stay witin the lateral limits of the Range until cleared by Dutch Mil (CH 6). Only when proceeding inbound the EHD01-09 a direct call to 'Bandbox Main' is approved. Also stay within the lateral limits of the Range until cleared by 'Bandbox'.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

CORNFIELD	DUTCH MIL INFO		
291.650	341.600 132.350		

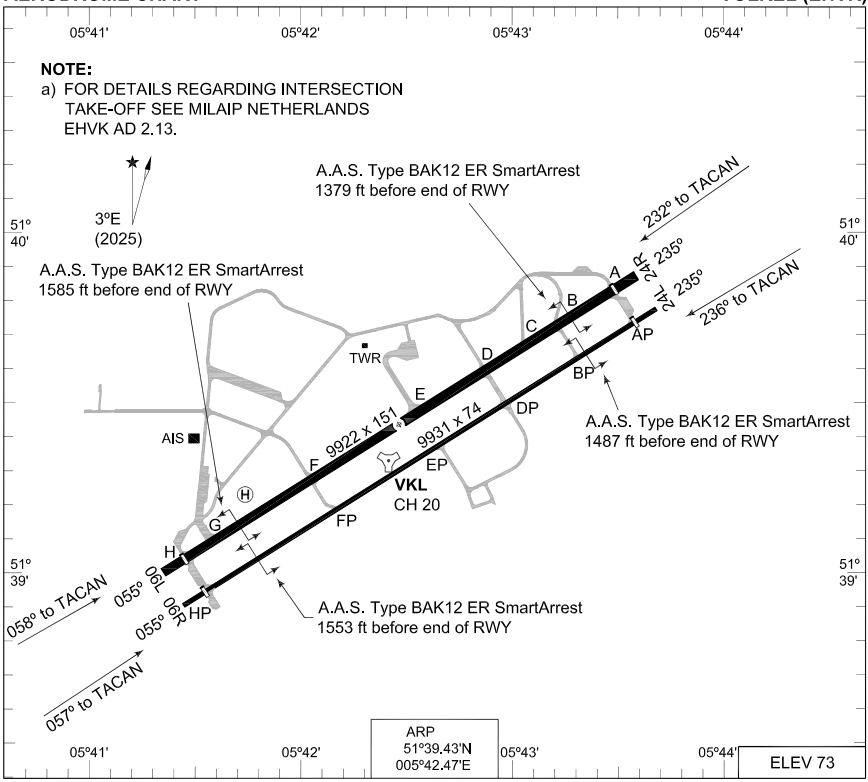


NOTES:
- Upper limit of Vliehors Range FL 285.
- GCA/TACAN traffic into EHLW may cross at or near point Delta at or above 2000 ft AMSL.

VL 2 TEARDROP IFR DEPARTURE	Following final delivery, proceed outbound on heading 309° from the tower, climbing to max. FL 060. When passing LWD R-277 FL 055 has to be reached and turn left inbound point DELTA (LWD TACAN R-236/23 DME). Contact Dutch Mil when established on the departure and cleared to leave the range frequency. Contact with Dutch Mil shall be established within the boundary of the EHR4. Flight members will follow in sequence.
IMMELMANN IFR DEPARTURE	Departing aircraft may perform an Immelmann manoeuvre (under VMC only) to become established inbound on LWD R-267. Further see above.
LOW LEVEL IFR DEPARTURE (Northern based FRG acft only)	Leave via point NOVEMBER to 53°42'N 006°52'E at 3000 ft AMSL (day) or 2000 ft AMSL (night). Stay clear of all islands by 2 NM and do not leave the Range airspace until cleared by Dutch Mil.
HIGH LEVEL IFR DEPARTURE	To leave the Vliehors Range between 20000 ft and FL 285, stay witin the lateral limits of the Range until cleared by Dutch Mil (CH 6). Only when proceeding inbound the EHD01-09 a direct call to 'Bandbox Main' is approved. Also stay within the lateral limits of the Range until cleared by 'Bandbox'.

CHANGES: EDITORIAL

RNLASF 16 APR 2026



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI		THR ELEV	THR PSN
24R	30 R/B/W/T	9922	9922	9922	9498		3.0°		62	51°39.83'N 005°43.49'E
06L	30 R/B/W/T	9922	9922	9922	9500		3.0°		72	51°39.04'N 005°41.45'E
24L	27 R/B/W/T	9931	9931	9931	9487		3.0°		62	51°39.73'N 005°43.58'E
06R	27 R/B/W/T	9931	9931	9931	9485		3.0°		73	51°38.94'N 005°41.55'E

* SWY 24L PCN 16 R/B/W/T, SWY 06R 17 R/B/W/T

VOLKEL TWR	291.100	136.080	(Ground Control) 386.775
VOLKEL ARRIVAL	291.200		
RAPCON SOUTH	388.525	123.180	

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	24R					ABCDE	MIPS	460-1100 398 (400-1.1/1.8)
	MIPS	24L					ABCDE	MIPS	460-1400 398 (400-1.4/1.8)
	MIPS	06L					ABCDE	MIPS	460-1100 388 (400-1.1/1.8)
	MIPS	06R					ABCDE	MIPS	460-1400 387 (400-1.4/1.8)

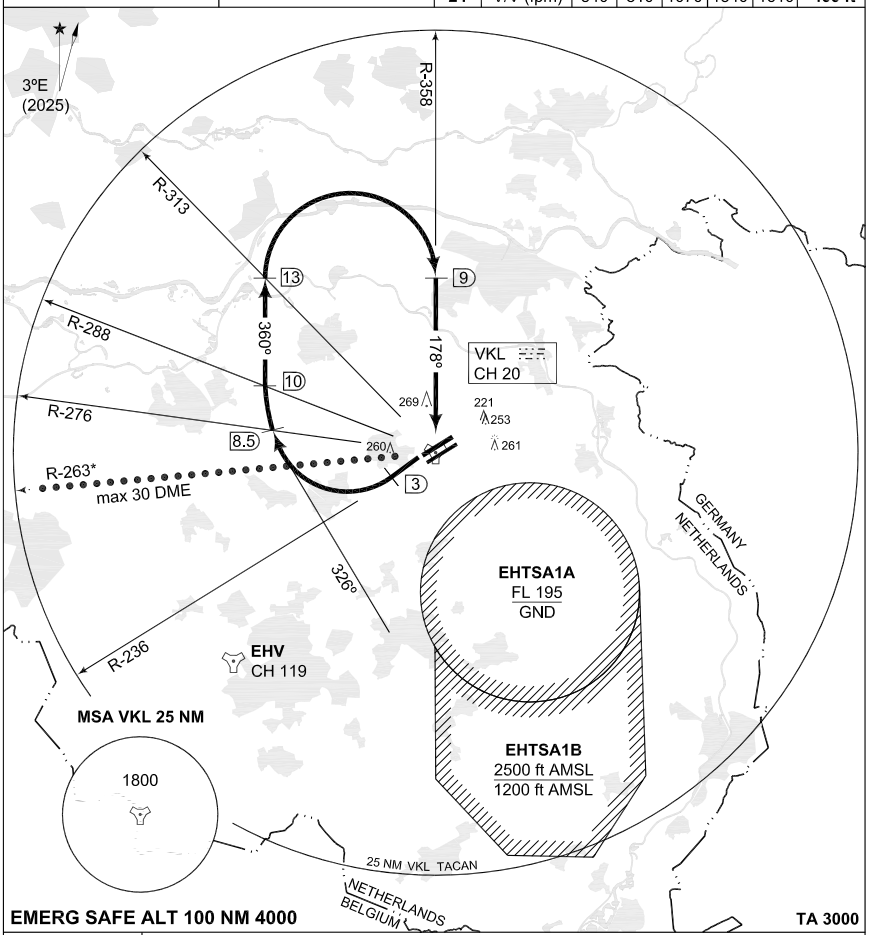
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 73

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
24	V/V (fpm)	540	810	1070	1340	1610	400 ft

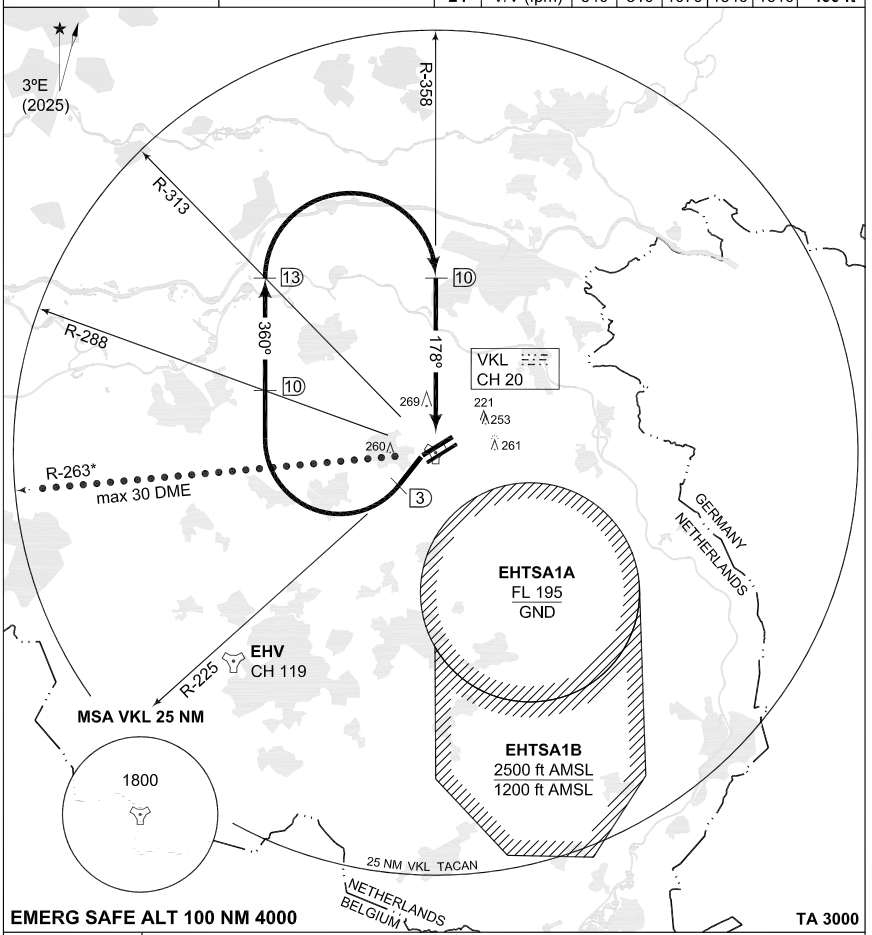


VOLKEL 1 (RWY 24)	- Climb straight ahead to 3 DME from Volkel TACAN. - Turn right, heading 326º. - When passing R-276 turn right, heading 360º. - When passing R-313 turn right (remain within 20 DME) to intercept R-358 inbound. * Afterburner climb not approved until cleared by ATC. When cleared climb on R-263 outbound max. to 30 DME.
NOTE:	Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft.

AD ELEV 73

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
24	V/V (fpm)	540	810	1070	1340	1610	400 ft



VOLKEL 2 (RWY 24)

- Climb and turn left to intercept R-225.
- At 3 DME turn right, heading 360º.
- When passing R-313 turn right (remain within 20 DME) to intercept R-358 inbound.
- * Afterburner climb not approved until cleared by ATC. When cleared climb on R-263 outbound max. to 30 DME.

NOTE: Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft.

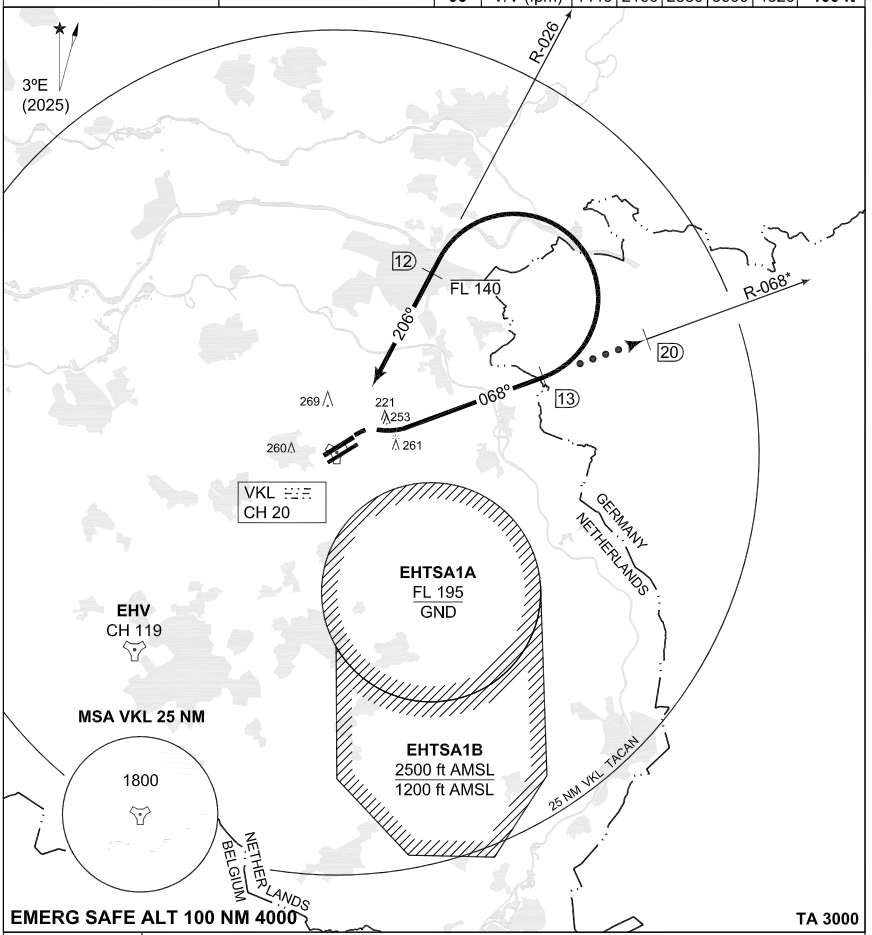
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 73

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
06	V/V (fpm)	1440	2160	2880	3600	4320	100 ft



VOLKEL 3 (RWY 06)

- Intercept and proceed outbound on R-068 from Volkel TACAN, climb to FL 140.
- At 13 DME turn left (remain within 20 DME) to intercept R-026 inbound.
- When passing 12 DME on R-026 inbound continue climb.

* Afterburner climb not approved until cleared by ATC. When cleared climb on R-068 outbound max. to 20 DME.

NOTE: - Departure end crossing height: RWY 06L: 17 ft; RWY 06R: 23 ft.

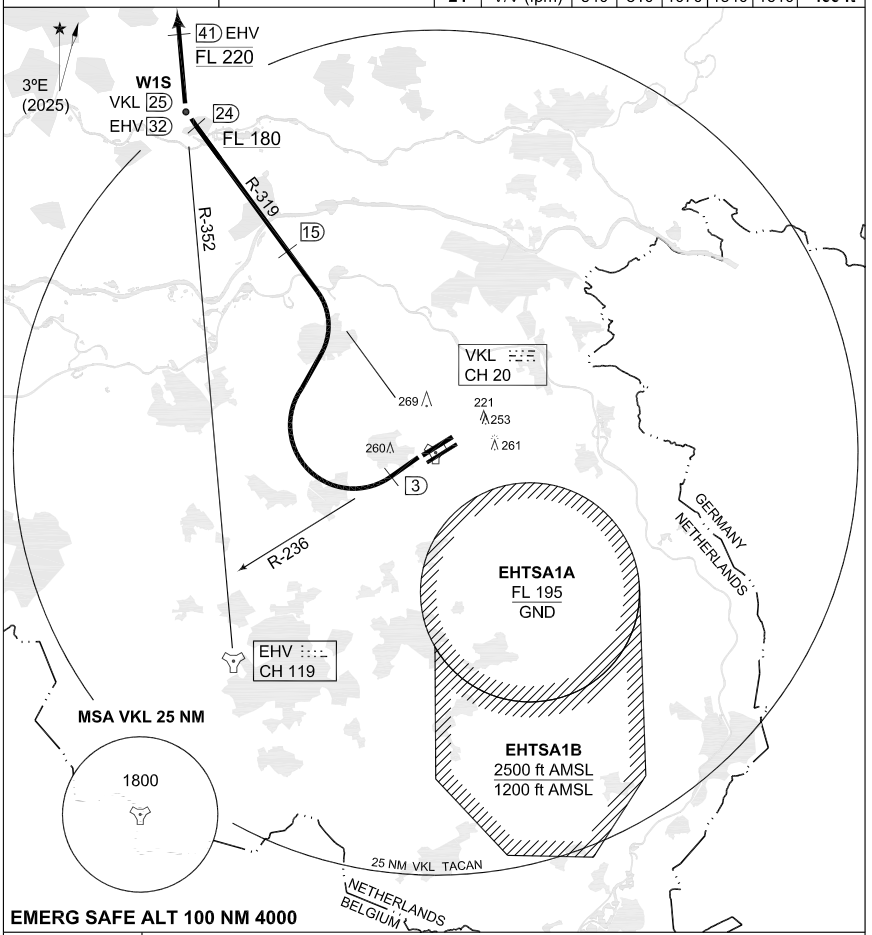
CHANGES: EDITORIAL

RNLASF 16 APR 2026

AD ELEV 73

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
24	V/V (fpm)	540	810	1070	1340	1610	400 ft



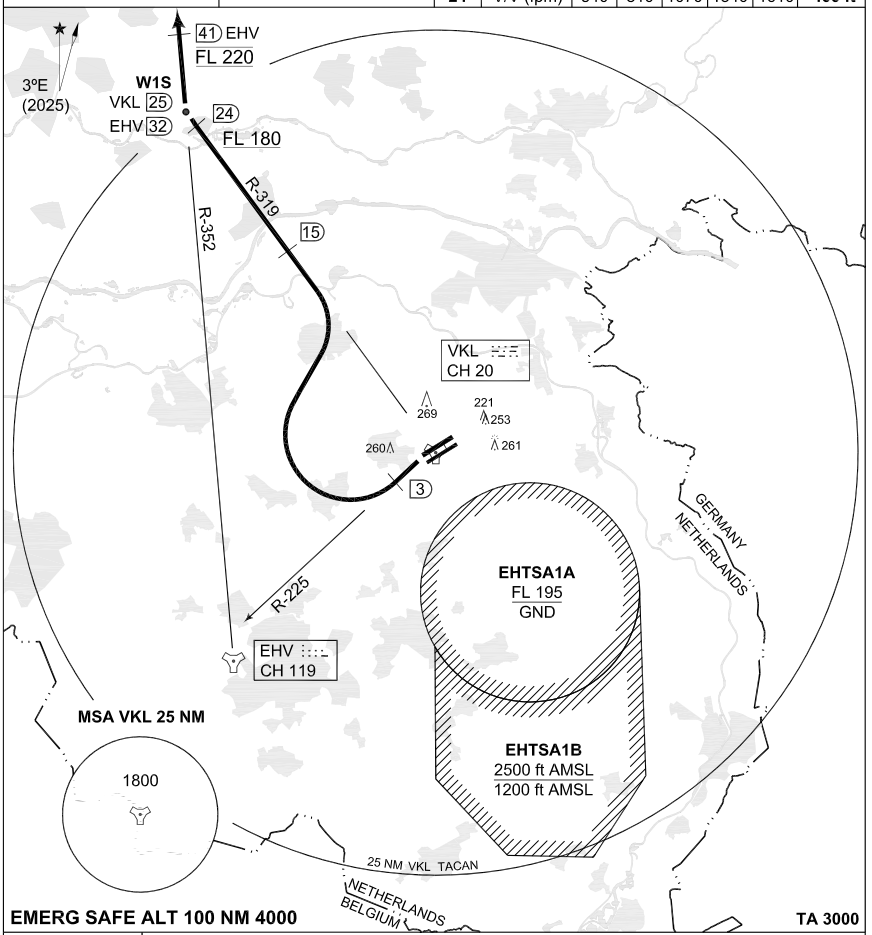
VOLKEL 5 (RWY 24)	- Climb straight ahead to 3 DME from Volkel TACAN. - Turn right to intercept R-319 outbound. - Cross R-319 outbound, 24 DME at FL 180 or above. - At 24 DME turn right to intercept EHV R-352. - Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.
NOTE:	- Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft. - If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.

CHANGES: EDITORIAL
RNLASF 16 APR 2026

AD ELEV 73

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
24	V/V (fpm)	540	810	1070	1340	1610	400 ft



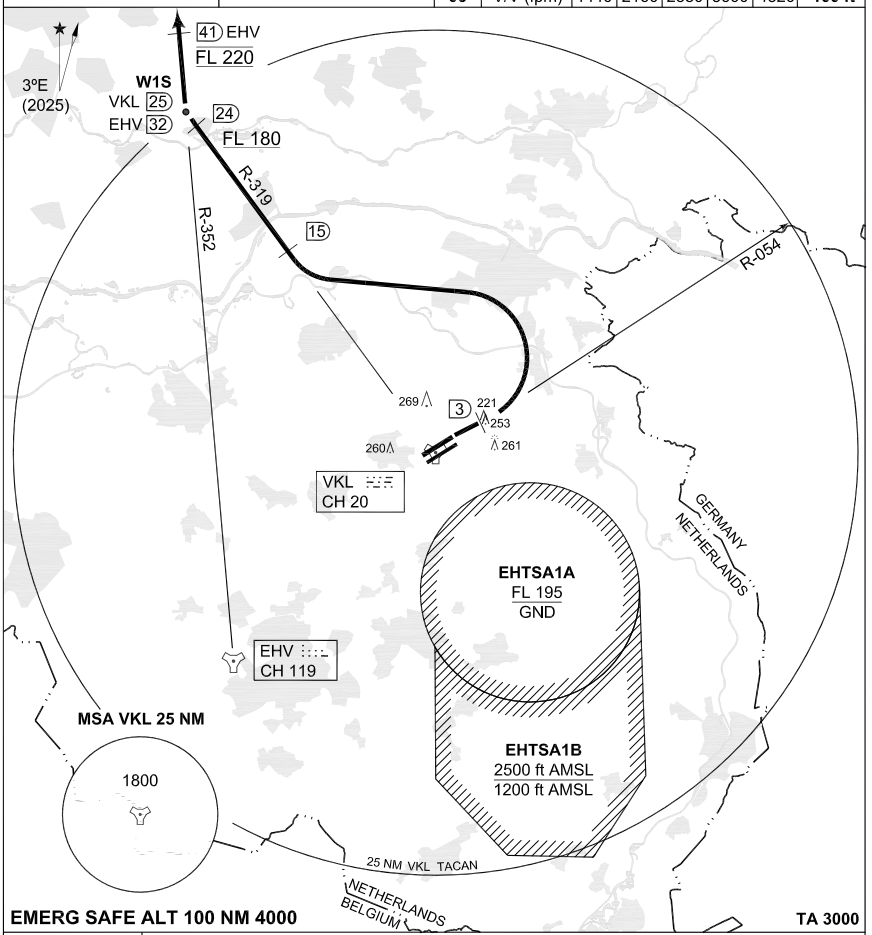
VOLKEL 6 (RWY 24)	- Climb and turn left to intercept R-225. - At 3 DME turn right to intercept R-319 outbound. - Cross R-319 outbound, 24 DME at FL 180 or above. - At 24 DME turn right to intercept EHV R-352. - Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.
NOTES:	- Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft. - If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.

CHANGES: EDITORIAL
RNLASF 16 APR 2026

AD ELEV 73

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
06	V/V (fpm)	1440	2160	2880	3600	4320	100 ft



VOLKEL 7 (RWY 06)	- Climb straight ahead to 3 DME from Volkel TACAN. - Turn left to intercept R-319 outbound. - Cross R-319 outbound, 24 DME at FL 180 or above. - At 24 DME turn right to intercept EHV R-352. - Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.
NOTE:	- Departure end crossing height: RWY 06L: 17 ft; RWY 06R: 23 ft. - If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.

CHANGES: EDITORIAL
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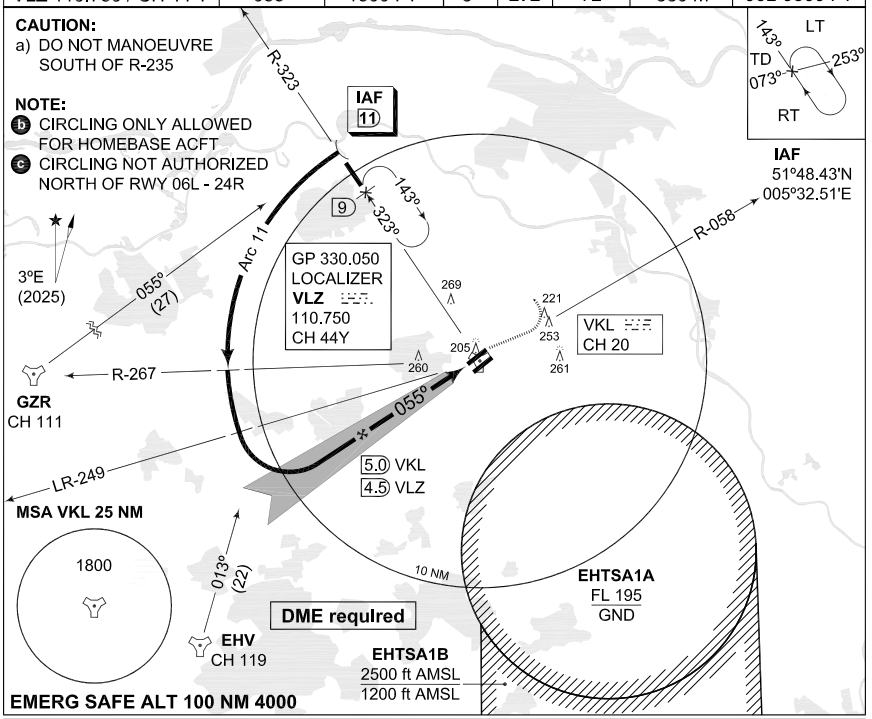
MIPS
INSTRUMENT APPROACH CHART

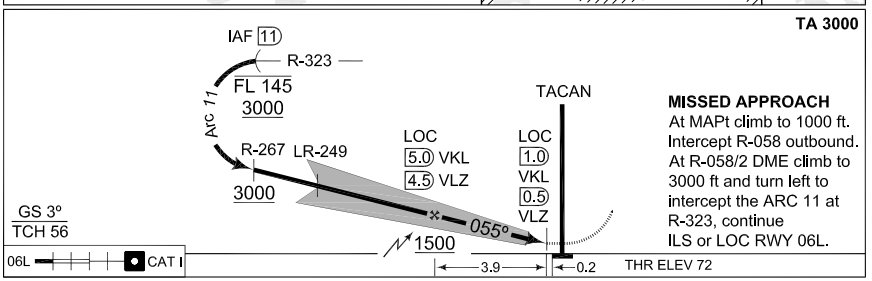
ILS or LOC RWY 06L
VOLKEL (EHVK)

AD ELEV 73

DUTCH MIL	RAPCON SOUTH	VOLKEL TWR	GND CTL
336.325 125.930	388.525 123.180	291.100 136.080	386.775

LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
VLZ 110.750 / CH 44 Y	055°	1500 FT	3°	**272**	72	880 m	06L-9500 FT





CATEGORY	A	B	C	D	E
S-ILS 06L	**272**-800 200 (200-0.8/1.6)				
S-LOC 06L	**370**-800 298 (300-0.8/1.6)		**370**-1200 298 (300-1.2/1.6)		
CIRCLING b c	**500**-1900 427 (500-1.9)	**570**-2800 497 (500-2.8)	**790**-3700 717 (800-3.7)	**790**-4600 717 (800-4.6)	**890**-6500 817 (900-6.5)

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 73

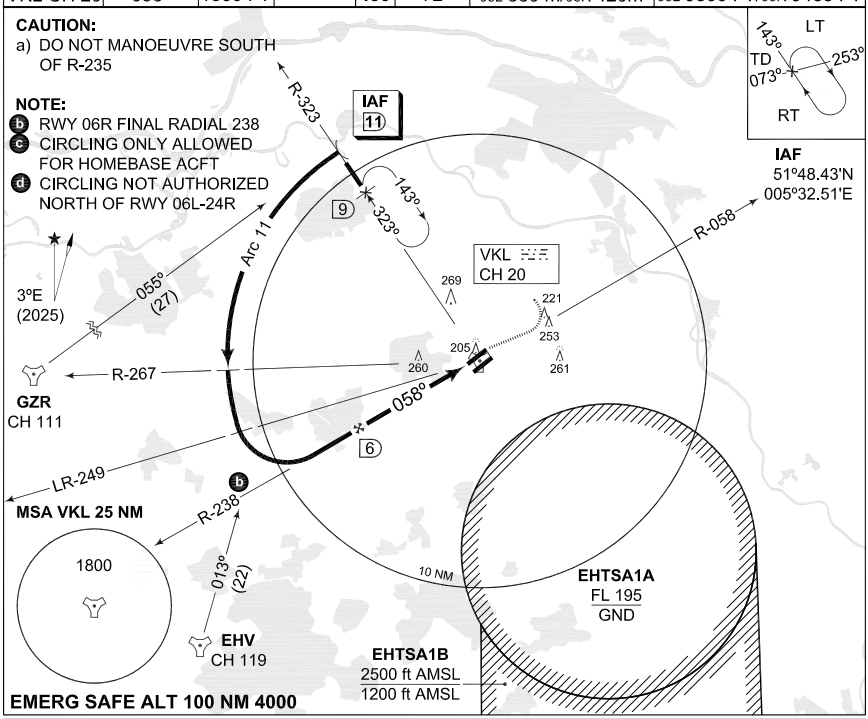
TACAN RWY 06L - 06R
VOLKEL (EHVK)

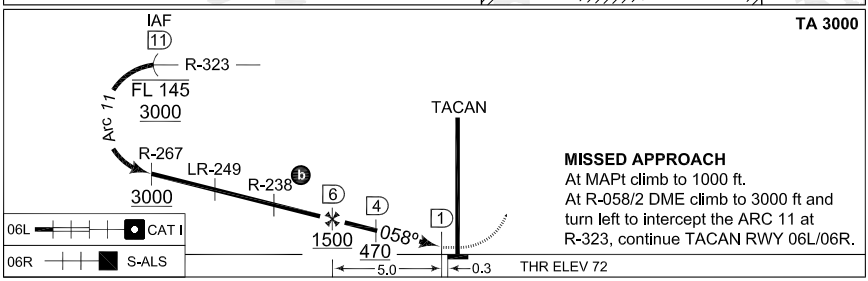
DUTCH MIL	RAPCON SOUTH	VOLKEL TWR	GND CTL
336.325 125.930	388.525 123.180	291.100 136.080	386.775

TACAN	APP COURSE	FAF ALT	Descent GR	DA	THR ELEV	ALS	LDA
VKL CH 20	058°	1500 FT		430	72	06L-880 m/06R-420m	06L-9500 FT/06R-9485 FT

CAUTION:
a) DO NOT MANOEUVRE SOUTH OF R-235

NOTE:
b RWY 06R FINAL RADIAL 238
c CIRCLING ONLY ALLOWED FOR HOMEBASE ACFT
d CIRCLING NOT AUTHORIZED NORTH OF RWY 06L-24R





CATEGORY	A	B	C	D	E
S-TAC 06L	**430**-800 358 (400-0.8/1.6)		**430**-1200 358 (400-1.2/1/6)	**430**-1200 358 (400-1.2/2.0)	
S-TAC 06R	**430**-1200 358 (400-1.2/1.6)			**430**-1600 358 (400-1.6/2.0)	
CIRCLING c d	**500**-1900 427 (500-1.9)	**570**-2800 497 (500-2.8)	**790**-3700 717 (800-3.7)	**790**-4600 717 (800-4.6)	**890**-6500 817 (900-6.5)

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

TACAN RWY 06L - 06R

51°39.43'N
005°42.47'E

VOLKEL (EHVK)

MIPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 24R
VOLKEL (EHVK)

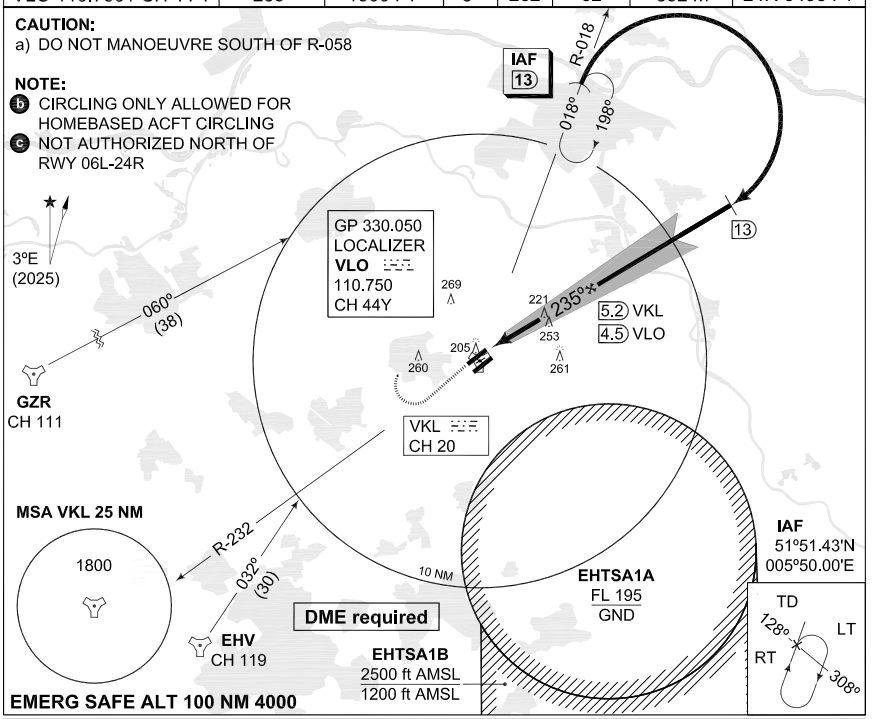
AD ELEV 73

DUTCH MIL	RAPCON SOUTH	VOLKEL TWR	GND CTL
336.325 125.930	388.525 123.180	291.100 136.080	386.775

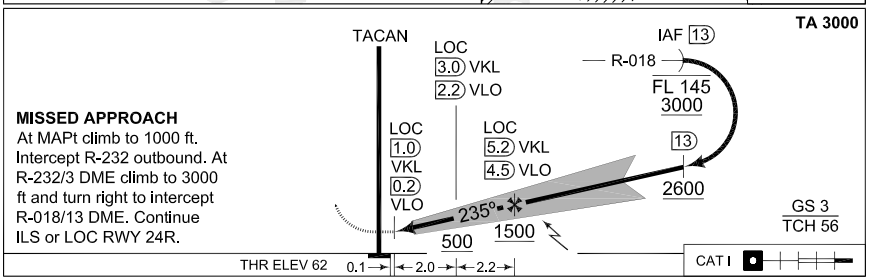
LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
VLO 110.750 / CH 44 Y	235°	1500 FT	3°	**262**	62	852 m	24R-9498 FT

CAUTION:
a) DO NOT MANOEUVRE SOUTH OF R-058

NOTE:
b. CIRCLING ONLY ALLOWED FOR HOMEBASED ACFT CIRCLING
c. NOT AUTHORIZED NORTH OF RWY 06L-24R



TA 3000



MISSED APPROACH
At MAPt climb to 1000 ft. Intercept R-232 outbound. At R-232/3 DME climb to 3000 ft and turn right to intercept R-018/13 DME. Continue ILS or LOC RWY 24R.

CATEGORY	A	B	C	D	E
S-ILS 24R	**262** -800 200 (200-0.8/1.6)				
S-LOC 24R	**440** -800 378 (400-0.8/1.6)		**440** -1200 378 (400-1.2/1.6)	**440** -1200 378 (400-1.2/2.0)	
CIRCLING b c	**500** -1900 427 (500-1.9)	**570** -2800 497 (500-2.8)	**790** -3700 717 (800-3.7)	**790** -4600 717 (800-4.6)	**890** -6500 817 (900-6.5)

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 73

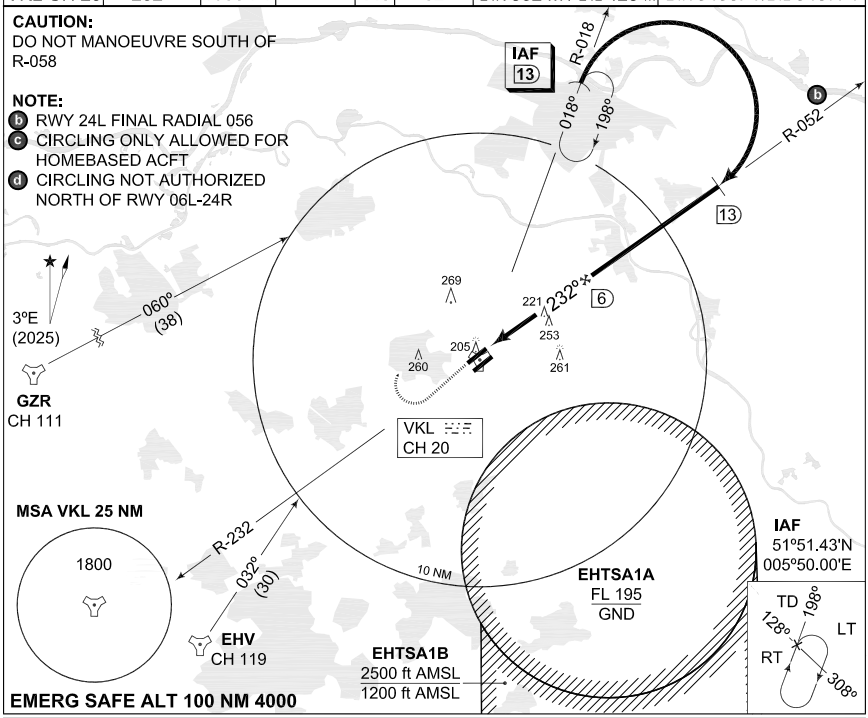
TACAN RWY 24R - 24L
VOLKEL (EHVK)

DUTCH MIL	RAPCON SOUTH	VOLKEL TWR	GND CTL
336.325 125.930	388.525 123.180	291.100 136.080	386.775

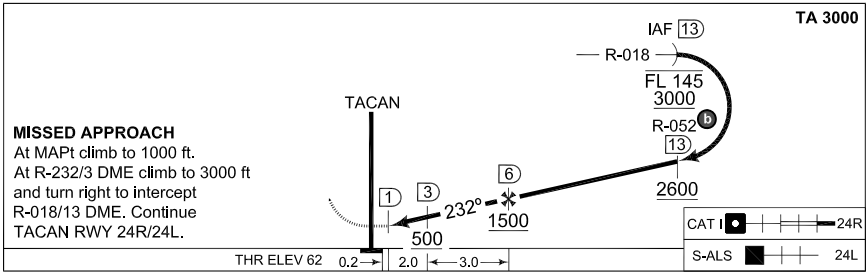
TACAN	APP COURSE	FAF ALT	Descent GR	DA	THR ELEV	ALS	LDA
VKL CH 20	232°	1500 FT		**440**	62	24R-852 m / 24L-423 m	24R-9498FT/24L-9487FT

CAUTION:
DO NOT MANOEUVRE SOUTH OF R-058

NOTE:
- (b) RWY 24L FINAL RADIAL 056
- (c) CIRCLING ONLY ALLOWED FOR HOMEBASED ACFT
- (d) CIRCLING NOT AUTHORIZED NORTH OF RWY 06L-24R



TA 3000



MISSED APPROACH
At MAPt climb to 1000 ft.
At R-232/3 DME climb to 3000 ft and turn right to intercept R-018/13 DME. Continue TACAN RWY 24R/24L.

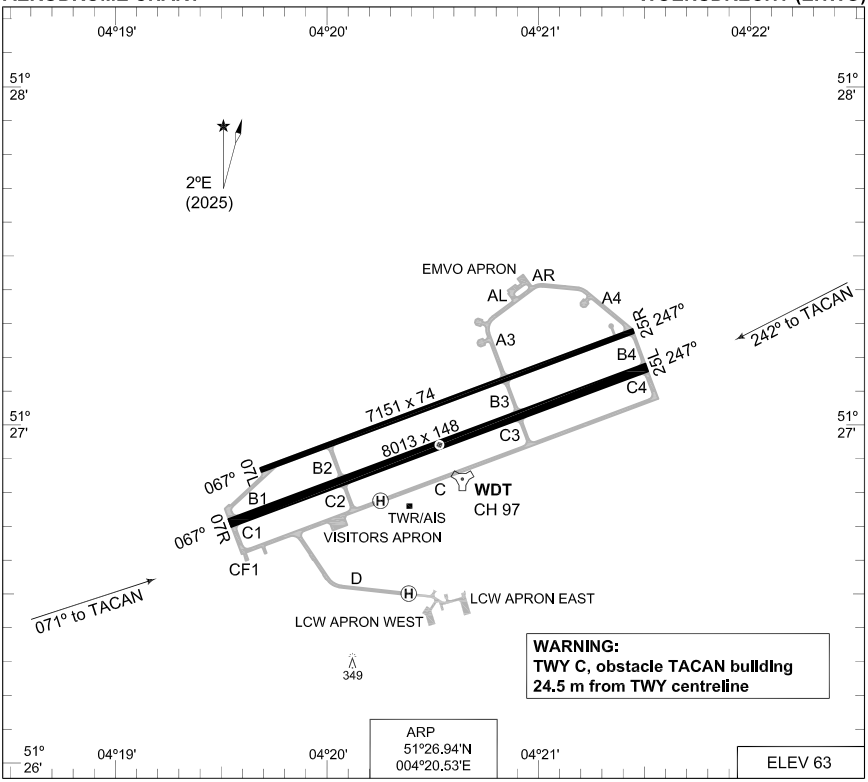
CATEGORY	A	B	C	D	E
S-TACAN 24R	**440**-800 378 (400-0.8/1.6)		**440**-1200 378 (400-1.2/1.6)	**440**-1200 378 (400-1.2/2.0)	
S-TACAN 24L	**440**-1200 378 (400-1.2/1.6)			**440**-1600 378 (400-1.6/2.0)	
CIRCLING (c) (d)	**500**-1900 427 (500-1.9)	**570**-2800 497 (500-2.8)	**790**-3700 717 (800-3.7)	**790**-4600 717 (800-4.6)	**890**-6500 817 (900-6.5)

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

TACAN RWY 24R - 24L

51°39.43'N
005°42.47'E

VOLKEL (EHVK)



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
07R	51 R/C/W/T	564 R/C/W/T	8013	8013	8209	8013	3.0°	39	51°26.71'N 004°19.54'E
25L	51 R/C/W/T	564 R/C/W/T	8013	8013	8209	8013	3.0°	63	51°27.17'N 004°21.51'E
07L	39 F/A/W/T	404 F/A/W/T	6012	7151	6111	6383	NIL	50	51°26.91'N 004°19.88'E
25R	39 F/A/W/T	404 F/A/W/T	6383	7151	6482	6012	NIL	59	51°27.21'N 004°21.17'E

GROUND CONTROL	356.875	121.680
WOENSDRECHT TWR	339.000	120.430
RAPCON WEST	399.725	123.580
WOENSDRECHT ARRIVAL	370.650	

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	25L					AB	MIPS	450-1100 387 (400-1.1)
							CDE		450-1200 387 (400-1.2)
	MIPS	07R					AB	MIPS	600-1600 561 (600-1.6)
							C		600-2400 561 (600-2.4)
							D		600-2800 561 (600-2.8)
							E		600-3200 561 (600-3.2)

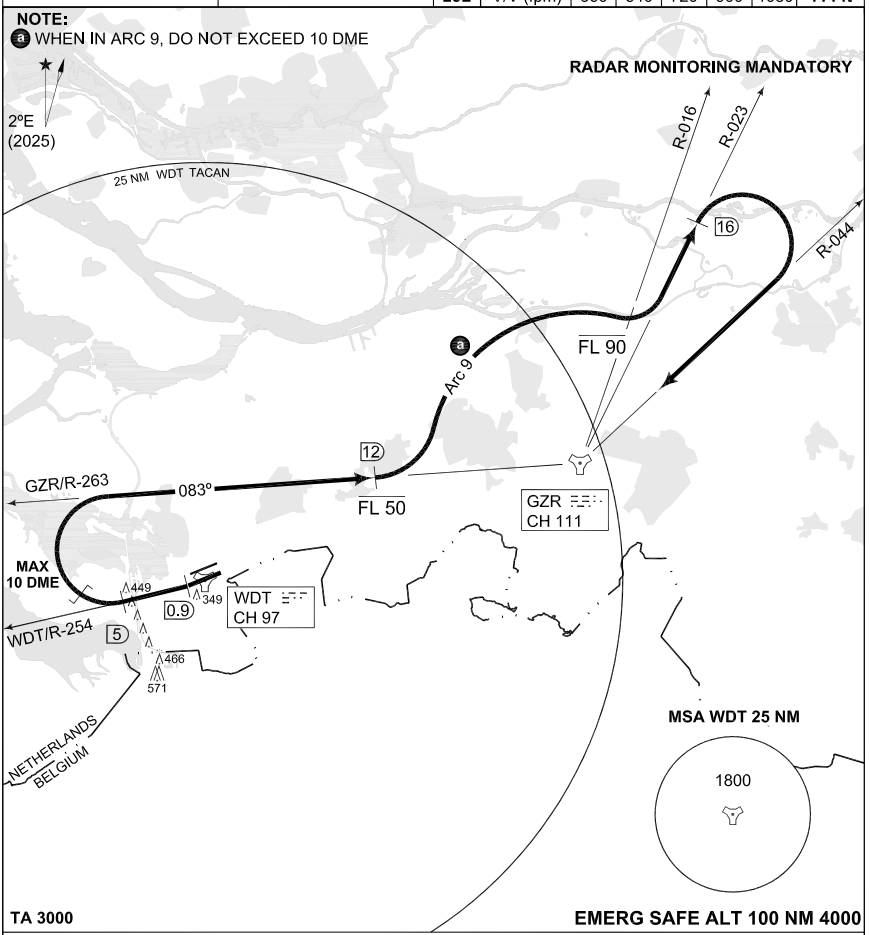
CHANGES: RWY 07L/25R

RNLASF 11 JUN 2026

AD ELEV 63

GND CTL	WOENSDRECHT TWR	RAPCON WEST	DUTCH MIL
356.875 121.680	339.000 120.430	399.725 123.580	336.325 125.930

RWY	Knots	120	180	240	300	360	to
25L	V/V (fpm)	360	540	720	900	1080	**114 ft**



CAUTION: Dep end crossing height 78 ft due to obstacle left of centerline. TORA 8014.

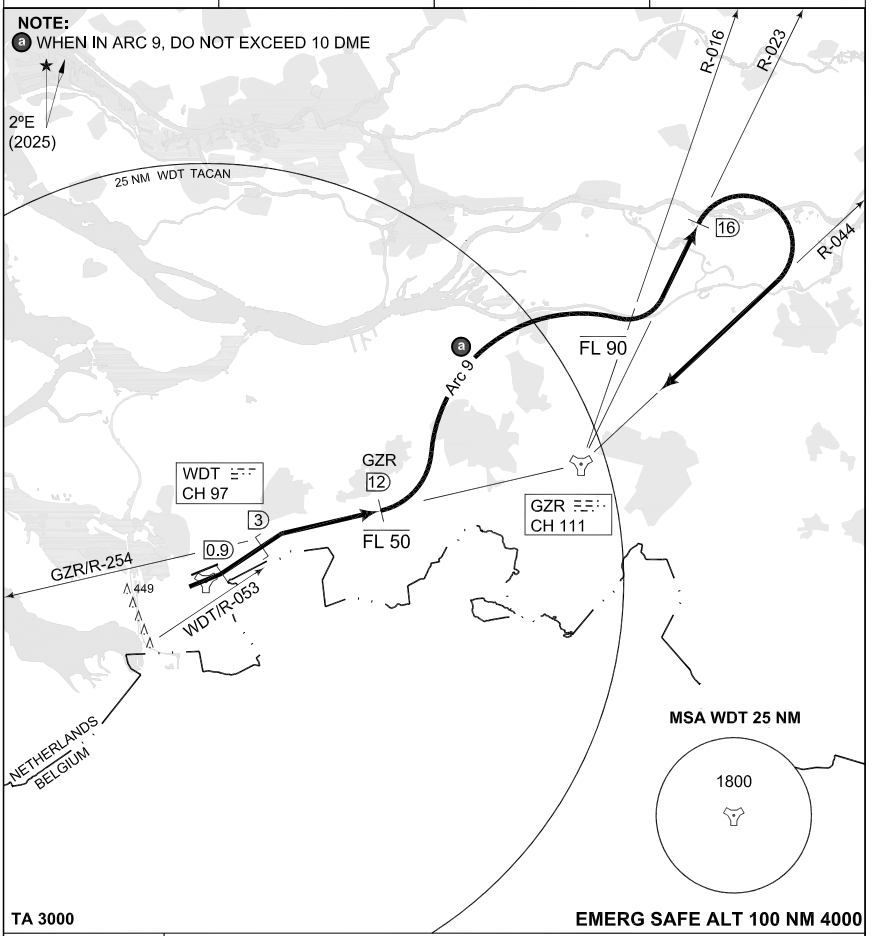
WOENSDRECHT 1 (RWY 25L)	- At 0.9 DME intercept R-254 outbound, level off at FL 50. - At 5 DME intercept GZR R-263 inbound. - At R-263/12 DME climb to FL 90. - Turn left to intercept Arc 9. a - Intercept R-023 outbound, when crossing GZR R-016 continue climb. - At 16 DME turn right to intercept R-044 inbound.
NOTE:	Departure will be controlled by Rapcon West.

CHANGES: EDITORIAL

RNLASF 11 JUN 2026

AD ELEV 63

GND CTL	WOENSDRECHT TWR	RAPCON WEST	DUTCH MIL
356.875 121.680	339.000 120.430	399.725 123.580	336.325 125.930



WOENSDRECHT 3 (RWY 07R)	- At 0.9 DME turn left to intercept WDT R-053 outbound. - At 3 DME intercept GZR R-254 inbound, level off at FL 50. - At GZR R-254/12 DME climb to FL 90. - Turn left to intercept Arc 9. a - Intercept GZR R-023 outbound, when crossing GZR R-016 continue climb. - At 16 DME turn right to intercept R-044 inbound.
NOTE:	Departure will be controlled by Rapcon West.

MIPS
INSTRUMENT APPROACH CHART

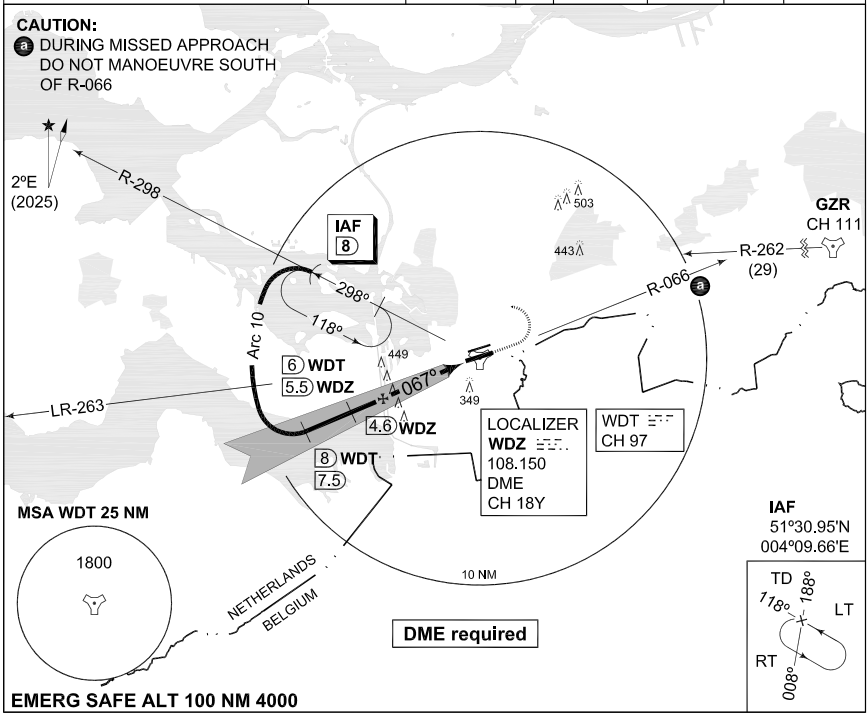
AD ELEV 63

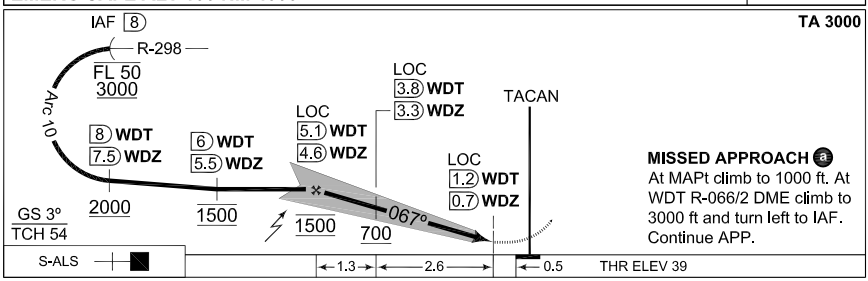
ILS or LOC RWY 07R
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN / LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
WDT CH 97/WDZ 108.150/CH 18Y	067°	1500 FT	3°	**SEE CAT**	39	420 m	8013 FT

CAUTION:
ⓐ DURING MISSED APPROACH
DO NOT MANOEUVRE SOUTH
OF R-066





CATEGORY	A	B	C	D	E
S-ILS 07R	**239**-800 200 (200-0.8)	**246**-1200 207 (300-1.2)	**256**-1200 217 (300-1.2)	**266**-1200 227 (300-1.2)	N.A.
S-LOC 07R	**480**-1600 441 (500-1.6)		**480**-2000 441 (500-2.0)	**480**-2400 441 (500-2.4)	N.A.

CHANGES: LDA

MIPS

RNLASF 11 JUN 2026

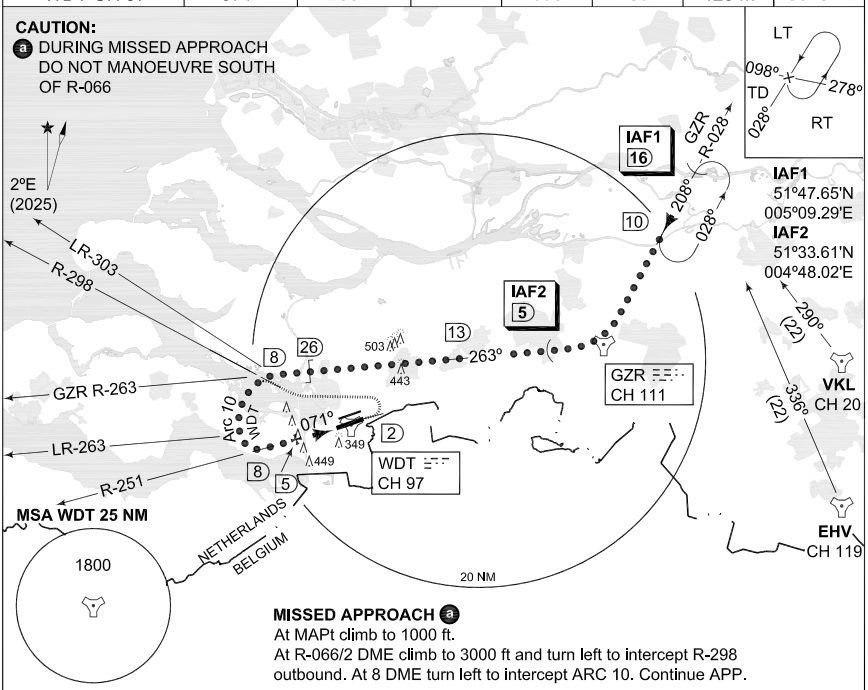
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 63

HI-TACAN RWY 07R
WOENSDRECHT (EHWO)

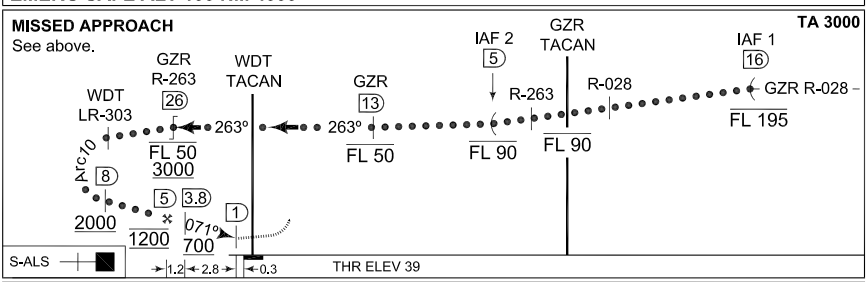
DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	071°	1200 FT		**600**	39	420 m	8013 FT



MISSED APPROACH a
At MAPt climb to 1000 ft.
At R-066/2 DME climb to 3000 ft and turn left to intercept R-298 outbound. At 8 DME turn left to intercept ARC 10. Continue APP.

EMERG SAFE ALT 100 NM 4000



CATEGORY	A	B	C	D	E
S-TACAN 07R	**600** -1600 561 (600-1.6)		**600** -2400 561 (600-2.4)	**600** -2800 561 (600-2.8)	**600** -3200 561 (600-3.2)
CIRCLING	NOT AUTHORIZED				

CHANGES: LDA

MIPS

RNLASF 11 JUN 2026

HI-TACAN RWY 07R

51°26.94'N
004°20.53'E

WOENSDRECHT (EHWO)

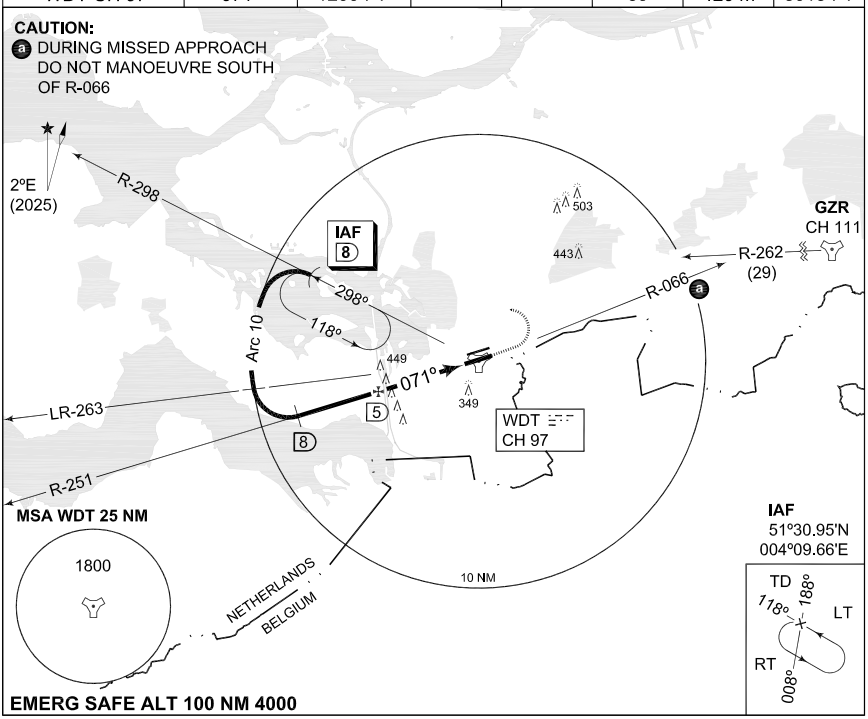
MIPS
INSTRUMENT APPROACH CHART

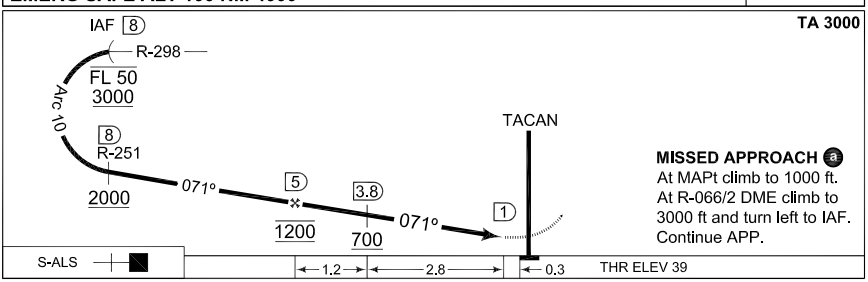
AD ELEV 63

TACAN RWY 07R
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	071°	1200 FT		**600**	39	420 m	8013 FT





CATEGORY	A	B	C	D	E
S-TACAN 07R	**600** -1600 561 (600-1.6)		**600** -2400 561 (600-2.4)	**600** -2800 561 (600-2.8)	**600** -3200 561 (600-3.2)
CIRCLING	NOT AUTHORIZED				

CHANGES: LDA

MIPS

RNLASF 11 JUN 2026

TACAN RWY 07R

51°26.94'N
004°20.53'E

WOENSDRECHT (EHWO)

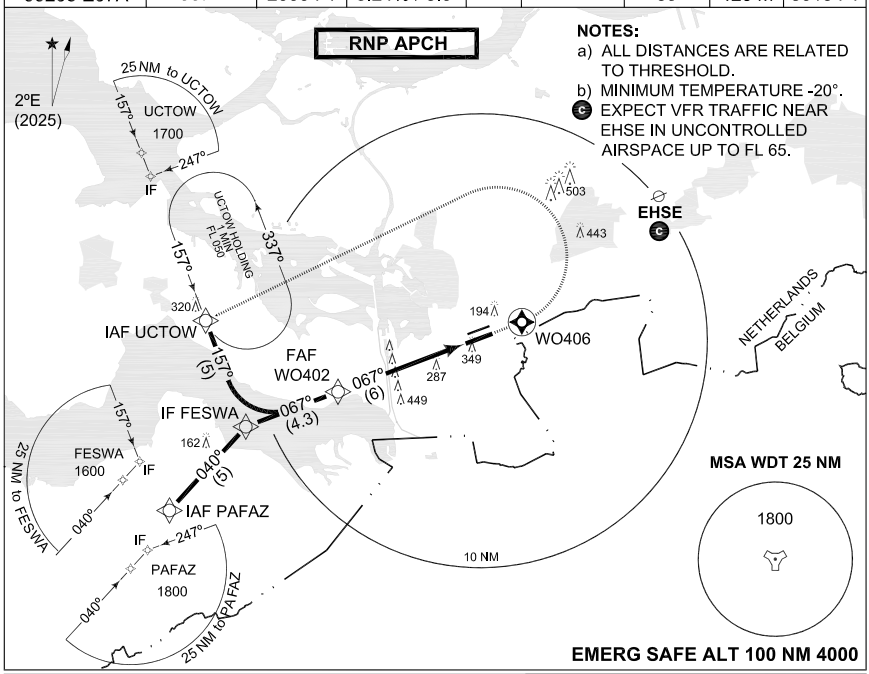
PANS OPS
INSTRUMENT APPROACH CHART

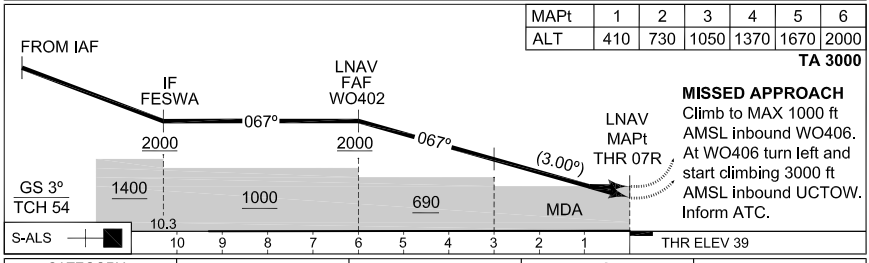
AD ELEV 63

RNP RWY 07R
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND CTL	ATIS*
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680	

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
99205 E07A	067°	2000 FT	5.24% / 3.0°	**600**	**SEE CAT**	39	420 m	8013 FT





	CATEGORY	A	B	C	D
EU-OPS	DA(H) LPV	**260**-800 221 (300-0.8/1.2)	**270**-800 231 (300-0.8/1.2)	**280**-800 241 (300-0.8/1.3)	**289**-800 250 (300-0.8/1.3)
EU-OPS	DA(H) LNAV / VNAV	**481**-1700 442 (500-1.7/2.0)	**491**-1700 452 (500-1.7/2.1)	**501**-1800 462 (500-1.8/2.2)	**511**-1800 472 (500-1.8/2.2)
EU-OPS	MDA(H) LNAV	**600**-2200 561 (600-2.2/2.6)			

CHANGES: LDA

IAWP	UCTOW	51°27.72'N	004°01.26'E	FAWP	WO402	51°24.59'N	004°10.59'E
IAWP	PAFAZ	51°19.35'N	003°58.74'E	MAWP	THR 07R	51°26.71'N	004°19.54'E
IWP	FESWA	51°23.05'N	004°04.10'E	MATWP	WO406	51°27.65'N	004°23.56'E

RNLASF 11 JUN 2026

RNP RWY 07R

51°26.94'N
004°20.53'E

WOENSDRECHT (EHWO)

MIPS
INSTRUMENT APPROACH CHART

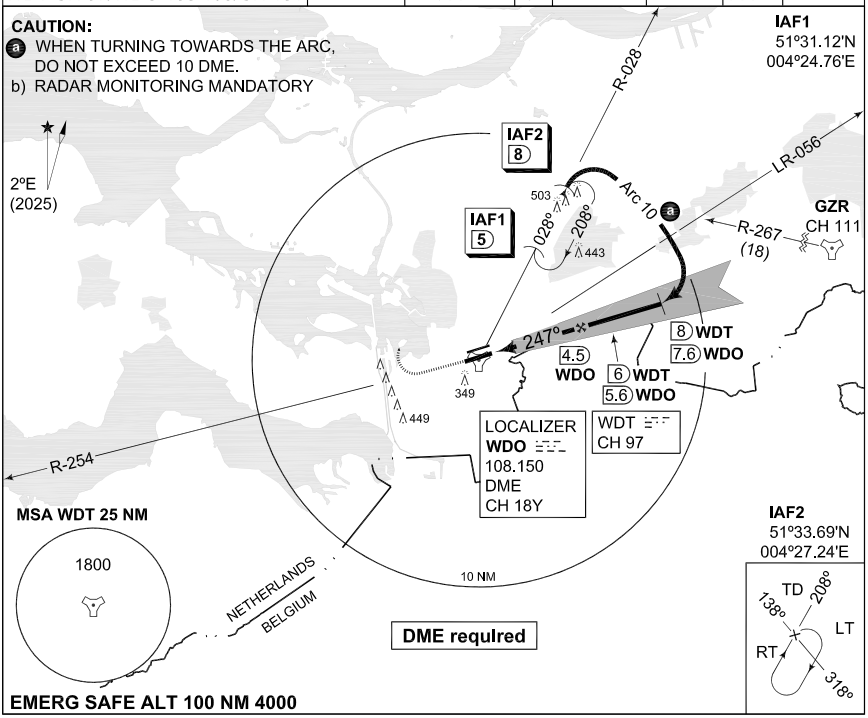
ILS or LOC RWY 25L
WOENSDRECHT (EHWO)

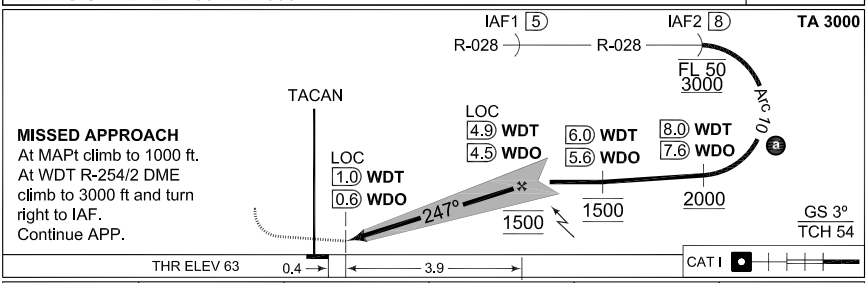
AD ELEV 63

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN / LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
WDT CH 97/WDO 108.150/CH 18Y	247°	1500 FT	3°	**SEE CAT**	63	900 m	8013 FT

CAUTION:
(a) WHEN TURNING TOWARDS THE ARC, DO NOT EXCEED 10 DME.
b) RADAR MONITORING MANDATORY





MISSED APPROACH
At MAPt climb to 1000 ft.
At WDT R-254/2 DME climb to 3000 ft and turn right to IAF.
Continue APP.

CATEGORY	A	B	C	D	E
S-ILS 25L	**263** -800 200 (200-0.8)			**268** -800 205 (300-0.8)	N.A.
S-LOC 25L	**440** -800 377 (400-0.8)			**440** -1200 377 (400-1.2)	N.A.

CHANGES: LDA
MIPS
RNLASF 11 JUN 2026

ILS or LOC RWY 25L
51°26.94'N
004°20.53'E
WOENSDRECHT (EHWO)

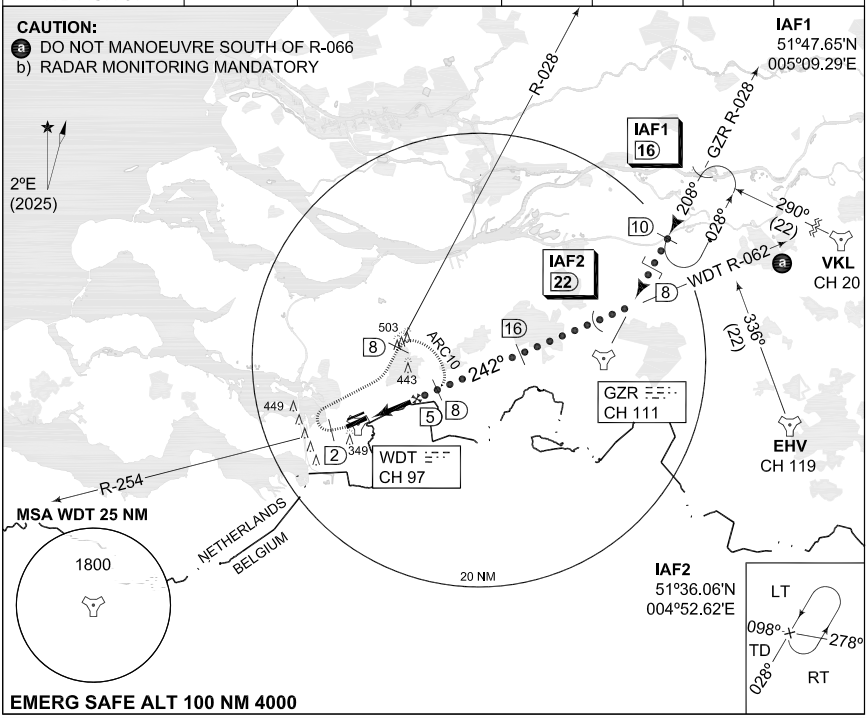
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 63

HI-TACAN RWY 25L
WOENSDRECHT (EHWO)

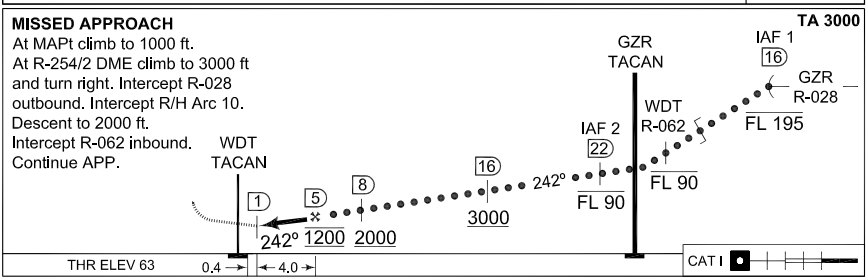
DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	242°	1200 FT		**440**	63	900 m	8013 FT



MISSED APPROACH
At MAPt climb to 1000 ft.
At R-254/2 DME climb to 3000 ft and turn right. Intercept R-028 outbound. Intercept R/H Arc 10. Descent to 2000 ft.
Intercept R-062 inbound. Continue APP.

TA 3000



CATEGORY	A	B	C	D	E
S-TACAN 25L	**440**-800 377 (400-0.8)			**440**-1200 377 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

CHANGES: LDA
MIPS

RNLASF 11 JUN 2026

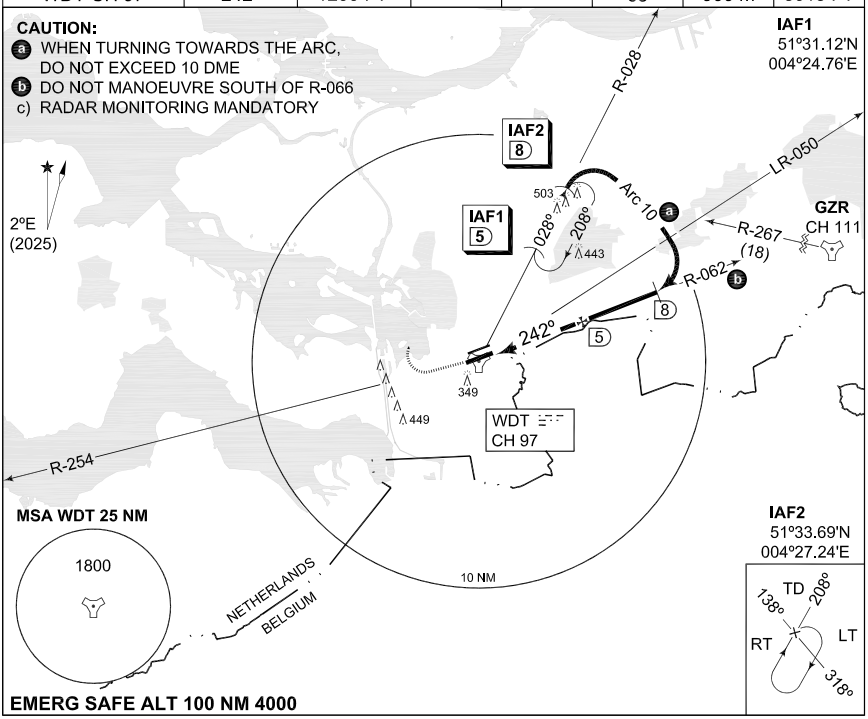
MIPS
INSTRUMENT APPROACH CHART

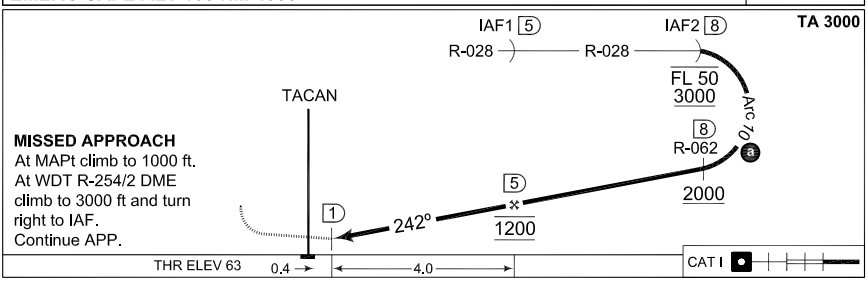
AD ELEV 63

TACAN RWY 25L
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	242°	1200 FT		**440**	63	900 m	8013 FT





MISSED APPROACH
At MAPt climb to 1000 ft.
At WDT R-254/2 DME climb to 3000 ft and turn right to IAF.
Continue APP.

CATEGORY	A	B	C	D	E
S-TACAN 25L	**440**-800 377 (400-0.8)			**440**-1200 377 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

CHANGES: LDA

MIPS

RNLASF 11 JUN 2026

TACAN RWY 25L

51°26.94'N
004°20.53'E

WOENSDRECHT (EHWO)

PANS OPS
INSTRUMENT APPROACH CHART

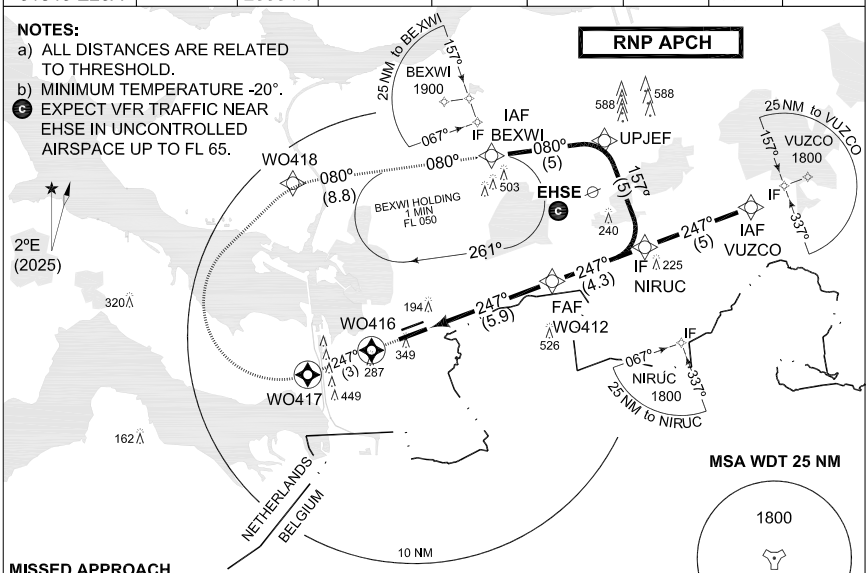
AD ELEV 63

RNP RWY 25L
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND CTL	ATIS*
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680	

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
51845 E25A	247°	2000 FT	5.24% / 3.0°	**SEE CAT**	**SEE CAT**	63	900 m	8013 FT

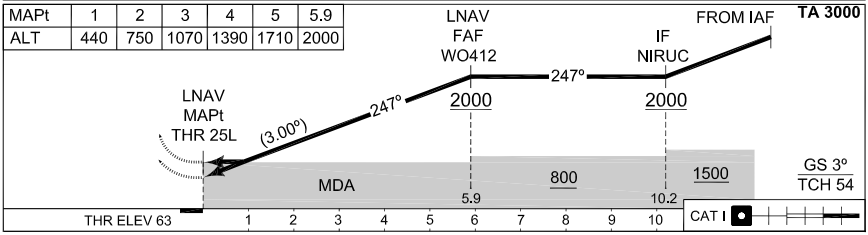
NOTES:
a) ALL DISTANCES ARE RELATED TO THRESHOLD.
b) MINIMUM TEMPERATURE -20°.
c) EXPECT VFR TRAFFIC NEAR EHSE IN UNCONTROLLED AIRSPACE UP TO FL 65.



MISSED APPROACH
Climb to MAX 1000 ft AMSL to WO416. Climb to 3000 ft AMSL to WO417. At WO417 turn right to WO418 and proceed to BEXWI. Inform ATC.

EMERG SAFE ALT 100 NM 4000

MAPt	1	2	3	4	5	5.9
ALT	440	750	1070	1390	1710	2000



CATEGORY		A	B	C	D
EU-OPS	DA(H) LPV	**284**-550 221 (300-0.8/1.2)	**294**-550 231 (300-0.8/1.2)	**303**-550 240 (300-0.8/1.2)	**313**-550 250 (300-0.8/1.3)
	DA(H) LNAV / VNAV	**321**-600 258 (300-0.8/1.3)	**331**-600 268 (300-0.8/1.3)	**352**-650 289 (300-0.8/1.4)	**379**-700 316 (400-0.8/1.4)
	MDA(H) LNAV	**440**-1000 377 (400-1.0/1.7)		**450**-1100 387 (400-1.1/1.8)	**470**-1200 407 (500-1.2/1.9)

IAWP	VUZCO	51°32.51'N	004°44.39'E	MAWP	THR25L	51°27.17'N	004°21.52'E
IAWP	BEXWI	51°34.79'N	004°26.14'E	MATWP	WO416	51°26.25'N	004°17.60'E
WP	UPJEF	51°35.44'N	004°34.09'E	MATWP	WO417	51°25.19'N	004°13.12'E
IWP	NIRUC	51°30.76'N	004°36.89'E	MATWP	WO418	51°33.61'N	004°12.09'E
FAWP	WO412	51°29.25'N	004°30.37'E	MAHF	BEXWI	51°34.79'N	004°26.14'E

CHANGES: LDA

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INSTRUMENT DEPARTURE OR APPROACH PROCEDURE CHARTS
RATE OF CLIMB/DESCENT TABLE

A rate of climb/descent table (ft per min.) is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions.

CLIMB / DESCENT			**Ground Speed (knots)**										
ANGLE	PERCENT	FT/NM	**60**	**90**	**120**	**150**	**180**	**210**	**240**	**270**	**300**	**330**	**360**
1.5	2.6%	**160**	160	240	320	400	480	560	640	720	800	880	960
2.0	3.5%	**220**	220	320	430	530	640	750	850	960	1060	1170	1280
2.5	4.4%	**270**	270	400	530	670	800	930	1070	1200	1330	1460	1600
3.0	5.2%	**320**	320	480	640	800	960	1120	1280	1440	1600	1760	1910
3.5	6.1%	**380**	380	560	750	930	1120	1300	1490	1680	1860	2050	2230
4.0	7.0%	**430**	430	640	850	1070	1280	1490	1700	1920	2130	2340	2550
4.5	7.9%	**480**	480	720	960	1200	1440	1680	1920	2160	2390	2630	2870
5.0	8.7%	**540**	540	800	1070	1330	1600	1860	2130	2400	2660	2930	3190
5.5	9.6%	**590**	590	880	1170	1470	1760	2050	2340	2640	2930	3220	3510
6.0	10.5%	**640**	640	960	1280	1600	1920	2240	2560	2880	3200	3520	3840
6.5	11.4%	**700**	700	1040	1390	1730	2080	2430	2770	3120	3470	3810	4160
7.0	12.3%	**750**	750	1120	1500	1870	2240	2620	2990	3360	3730	4110	4480
7.5	13.2%	**800**	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	14.1%	**860**	860	1280	1710	2140	2570	2990	3420	3850	4270	4700	5130
8.5	14.9%	**910**	910	1370	1820	2270	2730	3180	3640	4090	4540	5000	5450
9.0	15.8%	**970**	970	1450	1930	2410	2890	3370	3850	4330	4820	5300	5780
9.5	16.7%	**1020**	1020	1530	2040	2550	3050	3560	4070	4580	5090	5600	6100
10.0	17.6%	**1080**	1080	1610	2150	2680	3220	3750	4290	4830	5360	5900	6430


CENOR-countries
Non-CENOR-countries with selected procedures
No procedures published
VOL 1
VOL 2
VOL 3