DENMARK

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AIP
AIRAC AMDT 02/26

Publication Date
08 JAN 2026

Effective Date: 19 FEB 2026

The enclosed pages shall be inserted in the AIP on the effective date

This AIRAC AMDT contains the following changes:

GEN 0.5	- FREQ on SØNDERBORG label changed.
GEN 3.1	- Change of available publications at København/Kastrup in subsection 5. Pre-flight Information Service at Aerodromes/Heliports.
ENR 3.2	- Route N873 changed.
ENR 4.4	- Route N873 changed.
ENR 5.4	- Change of OBST type and position at Rønland.
AD 2 - EKKA	- Change of Fuel and oil types and Fuelling facilities and capacity in subsection 4. Handling Services and Facilities.
AD 2 - EKCH	- Aeronautical fixed service changed.
	- Operational hours of AIS, MET briefing office and ATS reporting office changed.
	- Docking guidance system on stand E76, E77 and E78 changed.
	- Sub-chapter Bird concentration at the aerodrome added to chapter 23. additional information.
	- Depiction of aircraft stands E76, E77 and E78 with corresponding INS coordinates and lead-in lines changed and lead-out lines withdrawn on relevant charts. "ARO" changed to "Airport Office". Apron names changed.
AD 2 - EKRK	- Change of Clearing equipment and Clearance priorities in subsection 7. Runway Surface Condition Assessment and Reporting, and Snow Plan.
	- New subsection Bird concentrations at the aerodrome added to subsection 23. Additional Information.
	- Editorial changes.
AD 2 - EKSB	- Sonderborg Handling channel changed in subsection 4. Handling Services and Facilities.
	- Sønderborg Information FREQ changed.
	- Editorial changes.
AD 2 - EKSP	- Sønderborg Information FREQ changed.

Destroy the following pages:		Insert the following pages:	
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GEN 0.4 - 1	22 JAN 26	GEN 0.4 - 1	19 FEB 26
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ENR 4.4 - 3	12 JUN 25	ENR 4.4 - 3	12 JUN 25
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ENR 5.4 - 23	23 JAN 25	ENR 5.4 - 23	19 FEB 26
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AD 2 - EKSP - GLIDER AREAS IN TMA / CTR	07 AUG 25	AD 2 - EKSP - GLIDER AREAS IN TMA / CTR	19 FEB 26

With this AMDT, information previously published by the following NOTAM have been incorporated in AIP Denmark:

A3074/25 and B4981/25.

The NOTAM concerned will be cancelled on the effective date of this AIP AIRAC AMDT.

With this AMDT, information published by following AIP Supplements have been incorporated in AIP Denmark:

NIL.

GEN 0.2 Record of AIP Amendments

AIP AIRAC AMDT			
NR/Year	Publication Date	Effective Date	Inserted by
11/24	19 SEP 2024	31 OCT 2024	AIM
12/24	17 OCT 2024	28 NOV 2024	AIM
01/25	12 DEC 2024	23 JAN 2025	AIM
02/25	09 JAN 2025	20 FEB 2025	AIM
03/25	06 FEB 2025	20 MAR 2025	AIM
04/25	06 MAR 2025	17 APR 2025	AIM
05/25	03 APR 2025	15 MAY 2025	AIM
06/25	01 MAY 2025	12 JUN 2025	AIM
07/25	29 MAY 2025	10 JUL 2025	AIM
08/25	26 JUN 2025	07 AUG 2025	AIM
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11/25	18 SEP 2025	30 OCT 2025	AIM
12/25	16 OCT 2025	27 NOV 2025	AIM
01/26	11 DEC 2025	22 JAN 2026	AIM
02/26	08 JAN 2026	19 FEB 2026	AIM

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PART 3 - AERODROMES (AD)

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AD 2

Aalborg

Aarhus

Billund

Bornholm/Rønne

Esbjerg

Karup / Midtjyllands Lufthavn

Kolding/Vamdrup

København/Kastrup

København/Roskilde

Odense / Hans Christian Andersen Airport

Stauning

EKVJ - 2 . . . . . 30 OCT 25
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APDC . . . . . 05 SEP 24
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Sønderborg

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EKSB - 3 . . . . . 19 FEB 26
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EKSB - 5. . . . . 02 OCT 25
ADC . . . . . 19 FEB 26
RNP RWY 14 - 1 . . . . . 19 FEB 26
RNP RWY 14 - 2 . . . . . 20 MAY 21
ILS or LOC RWY 32 . . . . . 19 FEB 26
RNP RWY 32 - 1 . . . . . 19 FEB 26
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Vojens/Skrydstrup

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EKSP - 6 . . . . . 30 OCT 25
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ILS RWY 10L (ACFT CAT A / B) . . . . . 22 JAN 26
ILS RWY 10L (ACFT CAT C / D) . . . . . 22 JAN 26
ILS RWY 28R (ACFT CAT A / B) . . . . . 22 JAN 26
ILS RWY 28R (ACFT CAT C / D) . . . . . 22 JAN 26
GLIDER AREAS IN TMA / CTR . . . . . 19 FEB 26

AD 3

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3.1 - 2 . . . . . 05 SEP 24

ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Correct length of longest runway (M x 100) at label KØBENHAVN/KASTRUP from 36.00 to 35.71.	AIRAC AMDT 08/25
ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Add symbol for "Obstacles and group. Lighted", København, Nordhavn, 2 cranes, ELEV 358 FT MSL. PSN 55 43 28N 012 38 01E - 55 43 23N 012 38 15E.	AIRAC AMDT 08/25
ICAO ANC Denmark 1:500 000 Edition 45	Add symbol for "Heliport", SHS AABENRAA HEMS (Private heliport) at PSN 55 03 39N 009 22 42E.	AIRAC AMDT 09/25
ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Change Sweden Control FREQ from 133.805 to 124.855.	AIRAC AMDT 10/25
ICAO ANC Denmark 1:500 000 Edition 45	Change RØNNE TMA FREQ from 133.805 to 124.855 and correct RØNNE TMA FREQ from 118.325 to 118.330.	AIRAC AMDT 10/25
ICAO ANC Denmark 1:500 000 Edition 45	Add symbol for "Heliport", AALBORG HOSPITALSBYEN HEMS (Private heliport) at PSN 57 00 33N 009 59 55E.	AIRAC AMDT 11/25
ICAO ANC Denmark 1:500 000 Edition 45	Change ELEV 667 FT MSL to ELEV 909 FT MSL for "Windturbines - group in line. Lighted" and "Obstacles. Lighted" at Høvsøre, PSN 56 27 12N 008 09 07E - 56 26 56N 008 09 06E 56 26 41N 008 09 04E - 56 26 25N 008 09 03E - 56 26 10N 008 09 02E 56 27 08N 008 08 46E - 56 27 16N 008 08 36E - 56 26 56N 008 08 33E 56 26 42N 008 08 32E - 56 26 29N 008 08 32E - 56 26 15N 008 08 31E 56 27 07N 008 08 59E - 56 26 16N 008 08 55E.	AIRAC AMDT 11/25
ICAO ANC Denmark 1:500 000 Edition 45	Remove the following "VFR Reporting Point": Højen at PSN 55 39 50N 009 30 44E. Sønder Omme at PSN 55 50 18N 008 55 55E. Tørring at PSN 55 50 16N 009 30 33E. Vorbasse Vest at PSN 55 37 30N 009 03 30E. Change PSN of the following "VFR Reporting Point": Give from PSN 55 51 58N 009 14 55E to 55 50 22N 009 10 42E. Vandel from PSN 55 42 06N 009 12 38E to 55 41 30N 009 10 30E. Add the following "VFR Reporting Point": Vorbasse at PSN 55 38 24N 009 04 14E. Egtved at PSN 55 37 36N 009 17 52E.	AIRAC AMDT 12/25
ICAO ANC Denmark 1:500 000 Edition 45	Add symbol for "Wind turbine and group. Lighted", Hallendrup, ELEV 713 FT MSL. PSN: 56 21 02N 010 06 50E, 56 21 11N 010 06 46E, 56 21 20N 010 06 42E, 56 21 35N 010 06 00E, 56 21 43N 010 05 56E, 56 21 53N 010 05 52E.	AIRAC AMDT 01/26
ICAO ANC Denmark 1:500 000 Edition 45	Change label BILLUND Elevation in FT from 247 to 246.	AIRAC AMDT 01/26
ICAO ANC Denmark 1:500 000 Edition 45	Change FREQ on label SØNDERBORG from 126.400 to 126.405.	AIRAC AMDT 02/26

5. Pre-flight Information Service at Aerodromes/Heliports

Pre-flight publications are available at aerodromes/heliports as detailed overleaf.

Where marked by an asterisk (*) NOTAM by AFS are not available.

Aerodrome/Heliport	Publications from
Aalborg	Denmark
Aarhus	Denmark Other: Self-service via internet EAD PRO with access to AIP and chart data from all EAD countries
Billund	Denmark, Germany*, Norway*, Sweden* Other: Jeppesen Route Manual: Europe-Mediterranean, Eastern Europe Bottlang Airfield Manual: Europe
Bornholm/Rønne	Denmark, Germany*, Sweden Other: Self-service via Internet The Airport Handbook/Flygplatshandboken: Scandinavia, Finland, Estonia
Esbjerg	Denmark Other: KDA Airfield Manual: Denmark
Karup / Midtjyllands Lufthavn	Denmark
Kolding/Vamdrup	Denmark Other: Bottlang Airfield Manual: Austria, Belgium, Denmark, Finland, France, Germany, Ireland, Luxembourg, Netherlands, Norway, Sweden, Switzerland, United Kingdom KDA Airfield Manual, Denmark
København/Kastrup	NIL (At the Airport Office (H24), adjacent to Terminal 2 (see APDC), a PC for self-briefing is available, along with direct phonelines to AIS and MET).
København/Roskilde	Access to EAD with AIP informations from all countries fully migrated with EAD. NOTAM worldwide can be retrieved from EAD. Other: Self-service via Internet. Jeppesen Route Manual: Western- and eastern Europe (Electronic publication)
Odense / Hans Christian Andersen Airport	Denmark, Germany*, Sweden* Other: KDA Airfield Manual, Denmark
Stauning	Denmark Other: Bottlang Airfield Manual: Austria, Belgium, Denmark, Finland, France, Germany, Ireland, Netherlands, Norway, Sweden, Switzerland, United Kingdom
Sønderborg	Denmark Other: Bottlang Airfield Manual: Denmark, Finland, Germany, Norway, Sweden.
Vojens/Skrydstrup	Denmark

6. Basic Topographic and Terrain data

Digital topographic and terrain basic data may be obtained from:

Klimadatastyrelsen
Sankt Kjelds Plads 11
DK-2100 København Ø
Denmark
TEL: +45 7254 5500
Email: kds@kds.dk
Website: https://www.klimadatastyrelsen.dk/
Office hours: MON-THU 08:30-16:00, FRI 08:30-15:00.
Office hours are stated in local time.

Route designator (RNP/RNAV) Name of significant point Coordinates	VOR BRG DIST ELEV of DME	Track MAG ↓/↑ DIST (COP)	Upper limit / Lower limit Airspace classification	Direction of cruising levels		Navigation accuracy requirements	Remarks Controlling unit channel
				Odd	Even		
1	2	3	4	5		6	7
N872 (RNAV 5)							For continuation, see AIP Sweden
△ KOPIM (FIR BDRY) 560802N 0122954E		225°/045° 1.9	FL 660 / FL 95 Class C		↓	+/- 5 NM	ATS provided by Sweden ACC above FL95 between KOPIM and LASGI and above FL195 between KOPIM and NAROL LASGI - NAROL: Traffic may be subject to radarvectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 5 NM. Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ LASGI 560648N 0122716E		225°/045 10.1				+/- 5 NM	
△ NAROL 560021N 0121330E	NIL	225°/045° 37.1				+/- 5 NM	
△ DOBEL 553622N 0112324E		225°/044° 63.8	FL 660 / FL 195 Class C			+/- 5 NM	
△ ALSIE VOR (ALS) 545419N 0095936E		226°/045° 6.4	FL 195 / 3500 FT Class E			+/- 5 NM	
△ DEMIR (FIR BDRY) 545011N 0095110E		Total DIST: 119.3 NM					For continuation, see AIP Germany

Route designator (RNP/RNAV) Name of significant point Coordinates	VOR BRG DIST ELEV of DME	Track MAG ↓/↑ DIST (COP)	Upper limit / Lower limit Airspace classification	Direction of cruising levels: Odd	Direction of cruising levels: Even	Navigation accuracy requirements	Remarks Controlling unit channel
1	2	3	4	5		6	7
N873 (RNAV 5)							For continuation, see AIP Germany
△ REXMI (FIR BDRY) 550000N 0074447E		026°/206° 28.6	FL660 / FL 195 Class C FL195 / FL 95 Class E	↓		+/- 5 NM	
△ MIKRO 552454N 0080959E		018°/198° 12.2	FL660 / FL 195 Class C FL195 / FL 105 Class E			+/- 5 NM	
△ BAVTA 553611N 0081800E		041°/221 39.2	FL105 / FL 95 Class C			+/- 5 NM +/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) CDR1: BAVTA-RADIS FL125-FL285 H24 AVBL. See EAUP/EUUP ALTN: BAVTA-P601-KEMEG-N866-AAL-N607-ELBUX
△ GIKIV 560356N 0090708E	NIL	041°/222° 13.8	FL660 / FL 195 Class C FL195 / FL 95 Class E			+/- 5 NM	
△ INTET 561335N 0092441E		042°/222° 27.2				+/- 5 NM	
△ RADIS 563230N 0095942E		042°/222° 58.0				+/- 5 NM	
△ GOTEX 571218N 0111622E		042°/222° 10.0				+/- 5 NM	
△ LOBBI (FIR BDRY) 571905N 0112953E		Total DIST: 189 NM					For continuation, see AIP Sweden
P15 (RNAV 5)							Extremity of P15
△ DANKO (FIR BDRY) 570000N 0064152E	NIL	241°/061° 62.6	FL660 / FL 195 Class C		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) ATS provided by ACC København between VAXIT and REKNA
△ VAXIT (FIR BDRY) 563215N 0050000E		Total DIST: 62.6 NM					For continuation, see AIP UK

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E= Horizontal Entry Point X= Horizontal Exit Point A= Arrival Connecting Point D= Departure Connecting Point I = Intermediate Point	Remarks / Usage
EMBEG	560238N 0045338E	KY877, KY995		
EPILO	554940N 0082444E	P60, P601, P614	(I)	Re-routing point
ERGAT	560337N 0091818E	P622	(I)	
ERITO	554831N 0080712E	KY878		
ESBOZ	553041N 0082446E	KY877		
ETVOK	570300N 0093600E	N/A	(I)	Re-routing point
EVAKI	561422N 0072852E	N866, P619, T55	(I)	Re-routing point
EVBAS	560844N 0122840E	Z702	(I)	
EVBED	551351N 0123740E	L990	(I)	
EVGUN	581616N 0100057E	N/A	(I)	Re-routing point
EVKAN	550000N 0073744E	KY779		
EVSES	572229N 0093759E	N/A	(I)	Re-routing point
GARKA	554635N 0052540E	N/A	(I)	
GAVPU	555244N 0081827E	KY892		
GEGDA	554624N 0041026E	KY980		
GELTI	544726N 0100000E	N/A	(I)	Re-routing point
GESKA	543703N 0115557E	N851, P605, Q280, T59, Z706, Z711	(I)	
GIDLA	545900N 0085500E	N/A	(I)	Re-routing point
GIGUT	555544N 0094815E	T56	(I)	
GIKIV	560356N 0090708E	N873	(I)	
GIMRU	543336N 0111849E	T503	(EXDI)	(D): EKCH, EKRK. Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
GITER	543840N 0110000E	N/A	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
GOBOT	543722N 0110510E	N/A	(EXDI)	(D): EKCH, EKRK. Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
GODOG	561603N 0105832E	M852, T148, T505	(I)	
GOLGA	561959N 0114142E	T505, T506, EKCH SID	(DI)	(D): EKCH, EKRK Re-routing point
GOLMI	554638N 0123059E	N850, T402	(I)	
GOLUM	552700N 0051700E	L39, L975, N866, P144, P850	(I)	Re-routing point
GOMLA	553447N 0044532E	KY876, KY886, KY889		
GOREV	560312N 0050000E	M869	(I)	
GOTEX	571218N 0111622E	N873, Z731	(AI)	(A): ESGG

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E= Horizontal Entry Point X= Horizontal Exit Point A= Arrival Connecting Point D= Departure Connecting Point I = Intermediate Point	Remarks / Usage
GOVRA	550412N 0050000E	KY776		
GREFI	550000N 0055132E	N/A	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
GURLI	582528N 0103358E	N/A	(I)	Re-routing point
HINSE	563352N 0074141E	N/A	(I)	Re-routing point
IBNIL	552141N 0113038E	T59	(I)	
IBOTA	552906N 0080955E	KY875, KY877		
IBREK	562330N 0121356E	M869	(I)	
IBUKA	552600N 0085500E	N/A	(I)	Re-routing point
INBOB	553625N 0050000E	M604	(I)	
INLAN	560501N 0081929E	P614	(I)	
INPUN	554704N 0112211E	N603, M725	(I)	
INSUS	551330N 0080157E	N/A	(I)	Re-routing point
INTET	561335N 0092441E	N873, T55	(DI)	(D): EKBI
INVOL	573916N 0111317E	N866	(I)	
IPSUB	550000N 0075711E	N/A	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
IRKAM	560445N 0083222E	P601	(I)	
JONAZ	572100N 0100706E	N/A	(I)	Re-routing point
JUTZU	551400N 0072000E	KY893		
KARLI	570000N 0053027E	P613, T505	(I)	
KASFI	553526N 0123649E		(I)	
KEMEG	564315N 0085221E	N866, P601	(I)	Re-routing point
KESUR	545026N 0095315E	Z703	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
KETAL	551605N 0112158E	T59	(I)	
KOKAK	552929N 0124254E	L975	(I)	
KOKOR	542741N 0114124E	Z706	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
KOPEX	545813N 0112804E	M611, T58, EKCH SID	(DI)	(D): EKCH, EKRK
KOPIM	560802N 0122954E	N872	(I)	
KOSEB	544648N 0123552E	T298	(EXAI)	(A): EKCH. Only AVBL as Intermediate for traffic from/to aerodromes in DK-SE FAB
KOSMO	550055N 0124349E	L983, P605	(I)	
KOVIK	573335N 0083427E	P990	(I)	
KUBIS	551323N 0122854E	N851	(I)	

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E= Horizontal Entry Point X= Horizontal Exit Point A= Arrival Connecting Point D= Departure Connecting Point I = Intermediate Point	Remarks / Usage
OKTIR	554317N 0044807E	KY882, KY887, KY995		
OKVED	555700N 0081300E	KY892		
OLPIB	550005N 0122245E	L983, M602, M611, M725, M869, P730, Z711	(DI)	
OMIMA	550000N 0063655E	KY773	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
OMIRI	562858N 0045440E	KY879, KY881, KY885		
ORTUT	555828N 0080542E	KY892		
OSBAR	560449N 0041349E	KY877, KY885		
OSGAM	571600N 0090800E	P601	(I)	Re-routing point
OSKEV	552429N 0112622E	P729	(I)	
OTRAL	562039N 0041619E	KY878, KY882		
PEGAM	552701N 0075036E	KY779, KY787, KY789, KY875, KY877, KY884		HEL SID EKEB
PEMAD	555900N 0043453E	KY882		
PEPUT	551158N 0120301E	Z706	(I)	
PETIL	555620N 0050000E	L983	(I)	
PEVOR	560455N 0082440E	P602	(I)	
POGUG	545000N 0103602E	N/A	(I)	Re-routing point
RADIS	563230N 0095942E	N873, P615	(I)	
RAMUD	570326N 0073626E	P614	(I)	
RASVI	571723N 0080258E	M609	(I)	
RAXLU	544256N 0101625E	N/A	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
RERPA	562842N 0081115E	M609, N866, P614, T505	(DI)	(D): EKBI
RERSO	553615N 0080826E	KY876		
RETKA	575929N 0092619E	P622	(I)	
REXMI	550000N 0074447E	N873	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
RIDSI	553530N 0095939E	L975, P615, EKBI SID	(DI)	(D): EKBI
RIPRO	552821N 0080254E	KY875, KY877		
ROBUS	550634N 0114311E	L983, M602,T59, T508	(I)	
ROKAM	561901N 0121100E	L621, L997	(AI)	(A): ESGG Re-routing point
ROLVA	553622N 0042929E	KY874, KY876		
ROSBI	555058N 0105555E	N603	(I)	Re-routing point
RUVUD	553046N 0082546E	N/A	(I)	Re-routing point

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E= Horizontal Entry Point X= Horizontal Exit Point A= Arrival Connecting Point D= Departure Connecting Point I = Intermediate Point	Remarks / Usage
SISPU	561112N 0070000E	KY879, KY892		
SISRA	561942N 0060000E	KY879		
SISVI	562814N 0050000E	KY879		
SIVSU	552819N 0091706E	L983	(I)	
SONAL	545244N 0124649E	M602, M725	(EXAI)	(A): EKRK. Only AVBL as Intermediate for traffic from/to aerodromes in DK-SE FAB
SOPTO	551820N 0050000E	P144	(I)	
SORDA	551046N 0050000E	KY980		
SUNEX	553154N 0045424E	KY886		
SURIR	552544N 0082517E	P992	(I)	
SUTEB	550000N 0052508E	N/A	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
TABAP	552813N 0055612E	KY875, KY994		
TAGIM	554819N 0055405E	KY877, KY994		
TALSA	550625N 0094111E	P729, P730, Z702	(AI)	(A): EKCH, EKRK
TALUL	562105N 0055032E	KY879, KY994		
TESPI	555354N 0103152E	N603, T55, T56, T551, EKCH STAR	(AI)	(A): EKCH Primary Holding, EKCH
TINAC	561503N 0050000E	T55	(I)	
TITOG	554541N 0070000E	KY881		
TOMGU	554709N 0090747E	P622	(I)	
TOTSA	550000N 0055907E	KY994		
TUDLO	551633N 0103852E	L983, P729, T153, EKCH STAR	(AI)	(A): ESMS
TUSKA	550000N 0075234E	KY789	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
TUTNU	550000N 0064909E	KY787		
TUXEN	553527N 0052938E	KY876, KY887, KY888		
UNVUG	575700N 0102300E	N/A	(I)	Re-routing point
UPGAS	551441N 0050000E	N866	(I)	
URUBO	565400N 0073400E	N/A	(I)	Re-routing point
USULI	551044N 0064004E	KY773, KY787		
VABOB	562416N 0045953E	KY995		
VADIN	570816N 0113838E	M852, ESGG SID	(DI)	(D): ESGG
VAGAX	555923N 0045242E	KY995		
VALBO	550744N 0050000E	N/A	(I)	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Rødsand 2	Windfarm, 90 wind turbines	54 34 59 N 011 29 08 E	378	378	LIM FLG W	
		54 34 50 N 011 29 37 E			LIL F R	
		54 34 42 N 011 30 05 E				
		54 34 34 N 011 30 38 E				
		54 34 28 N 011 31 06 E				
		54 34 21 N 011 31 35 E				
		54 34 15 N 011 32 04 E				
		54 34 10 N 011 32 31 E				
		54 34 05 N 011 33 00 E			LIM FLG W	
		54 34 00 N 011 33 29 E			LIL F R	
		54 33 57 N 011 33 54 E				
		54 33 54 N 011 34 23 E				
		54 33 51 N 011 34 49 E				
		54 33 49 N 011 35 16 E				
		54 33 47 N 011 35 42 E				
		54 33 45 N 011 36 09 E				
		54 33 44 N 011 36 35 E				
		54 33 44 N 011 37 01 E			LIM FLG W	
		54 34 49 N 011 28 43 E			LIL F R	
		54 34 38 N 011 29 12 E				
		54 34 28 N 011 29 42 E				
		54 34 19 N 011 30 13 E				
		54 34 11 N 011 30 41 E				
		54 34 03 N 011 31 12 E				
		54 33 55 N 011 31 42 E				
		54 33 49 N 011 32 10 E				
		54 33 44 N 011 32 35 E				
		54 33 36 N 011 33 10 E				
		54 33 32 N 011 33 38 E				
		54 33 27 N 011 34 08 E				
		54 33 23 N 011 34 37 E				
		54 33 20 N 011 35 06 E				
		54 33 17 N 011 35 35 E				
		54 33 15 N 011 36 04 E				
		54 33 13 N 011 36 33 E				
		54 33 12 N 011 37 03 E				
		54 34 38 N 011 28 18 E				
		54 34 26 N 011 28 47 E				
		54 34 15 N 011 29 17 E				
		54 34 04 N 011 29 48 E				
		54 33 54 N 011 30 17 E				
		54 33 45 N 011 30 48 E				
		54 33 36 N 011 31 19 E				
		54 33 28 N 011 31 49 E				
		54 33 20 N 011 32 20 E				
		54 33 13 N 011 32 52 E				
		54 33 07 N 011 33 22 E				
		54 33 01 N 011 33 56 E				
		54 32 56 N 011 34 26 E				
		54 32 51 N 011 34 57 E				
		54 32 48 N 011 35 28 E				
		54 32 44 N 011 36 00 E				
		54 32 41 N 011 36 32 E				
		54 32 39 N 011 37 04 E				
		54 34 27 N 011 27 53 E				
		54 34 13 N 011 28 22 E				
		54 34 01 N 011 28 52 E				
		54 33 49 N 011 29 23 E				
		54 33 38 N 011 29 53 E				

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
		54 33 27 N 011 30 25 E 54 33 16 N 011 30 56 E 54 33 07 N 011 31 27 E 54 32 58 N 011 32 00 E 54 32 49 N 011 32 34 E 54 32 42 N 011 33 05 E 54 32 35 N 011 33 39 E 54 32 28 N 011 34 14 E 54 32 23 N 011 34 47 E 54 32 18 N 011 35 21 E 54 32 13 N 011 35 56 E 54 32 10 N 011 36 34 E 54 32 07 N 011 37 06 E				
		54 34 16 N 011 27 29 E			LIM FLG W	
		54 34 01 N 011 27 57 E 54 33 47 N 011 28 27 E 54 33 33 N 011 28 59 E 54 33 21 N 011 29 28 E			LIL F R	
		54 33 09 N 011 30 01 E			LIM FLG W	
		54 32 57 N 011 30 34 E 54 32 46 N 011 31 06 E 54 32 36 N 011 31 40 E 54 32 25 N 011 32 15 E 54 32 17 N 011 32 49 E			LIL F R	
		54 32 09 N 011 33 25 E			LIM FLG W	
		54 32 01 N 011 34 02 E 54 31 54 N 011 34 37 E 54 31 48 N 011 35 14 E 54 31 43 N 011 35 52 E 54 31 38 N 011 36 30 E			LIL F R	
		54 31 35 N 011 37 01 E			LIM FLG W	
Rønland	7 Wind turbines in a row	56 40 04N 008 13 03E 56 39 55N 008 13 07E 56 39 46N 008 13 12E 56 39 37N 008 13 17E 56 39 29N 008 13 22E 56 39 20N 008 13 26E 56 39 11N 008 13 31E	394	394	LIM FLG R	
Rønne Forbrænding	Chimney	55 07 03N 014 43 56E *	415	247	LIL F R	
Røsnæs	Mast	55 44 11N 010 55 09E *	506	302	LIL F R	
Saltum	2 Wind turbines	57 14 52N 009 42 11E -	433	417	LIL F R	
Saltum 2	6 Wind turbines	57 15 32N 009 39 49E 57 15 24N 009 40 02E 57 15 16N 009 40 16E 57 15 08N 009 40 30E 57 15 00N 009 40 43E 57 14 52N 009 40 57E	506	492	LIL F R	
Saltø Gods	3 Wind turbines	55 13 08N 011 38 19E 55 13 17N 011 37 53E 55 13 25N 011 37 28E	527	492	LIL F R	
Samsø, Tranebjerg	Mast	55 51 22N 010 32 44E *	365	350	LIL F R	
Skamlebæk	Tower	55 49 45N 011 25 21E *	512	273	NIL	
Skanderborg	Mast	56 02 21N 010 00 43E *	785	345	NIL	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Skive	Mast	56 34 08N 009 02 45E *	345	342	LIL F R	
Skjern	3 Wind turbines	55 57 41N 008 33 30E -	440	410	LIL F R	
Skærbækværket	Chimneys	55 30 41N 009 36 55E * 55 30 41N 009 36 43E *	403 403	394 394	LIL F R LIL F R	
Snoghøj	Mast	55 31 34N 009 42 51E	417	345	NIL	
Sprogø	7 Wind turbines	55 20 28N 010 56 22E - 55 20 47N 010 58 52E	378	378	LIM FLG W LIL F R	On turbines placed in row end On turbines in between
Stakroge 2	5 Wind turbines	55 54 26N 008 51 23E 55 54 19N 008 51 40E 55 54 13N 008 51 57E 55 54 06N 008 52 14E 55 53 59N 008 52 31E	597	493	LIL F R	
Stenlille	Flare stack	55 32 58N 011 37 25E	218	82	NIL	
Stigsnæs	Chimney	55 12 29N 011 15 07E *	434	427	NIL	
Storebælt	Two bridge towers	55 20 25N 011 01 24E * 55 20 37N 011 02 54E *	883 883	883 883	LIH FLG W LIH FLG W	
St. Røttinge	3 Wind turbines	55 08 36N 011 57 56E 55 08 45N 011 57 43E 55 08 53N 011 57 31E	601	492	LIL F R	
Studstrupværket	Chimney	56 15 05N 010 20 45E *	630	623	LIH FLG W	
Svindbæk	10 Wind turbines	55 54 30N 009 12 29E 55 54 36N 009 12 15E 55 54 42N 009 12 00E 55 54 49N 009 11 45E 55 54 55N 009 11 30E 55 55 02N 009 11 15E 55 55 08N 009 11 00E 55 55 15N 009 10 44E 55 55 22N 009 10 28E 55 55 29N 009 10 13E	629	427	LIL F R	
Svoldrup kær	6 Wind turbines in a row	56 46 24N 009 22 29E - 56 46 23N 009 24 58E	479	415	LIL F R	
Søllested	3 Wind turbines	54 50 24N 011 18 09E 54 50 06N 011 18 00E 54 50 18N 011 18 00E	492	459	LIL F R	
Søllested II	8 Wind turbines	54 45 02N 011 15 06E 54 44 58N 011 15 23E 54 44 54N 011 15 40E 54 44 50N 011 15 57E 54 44 46N 011 16 15E 54 44 42N 011 16 31E 54 44 38N 011 16 48E 54 44 34N 011 17 05E	496	492	LIL F R	
Søllested 3	3 Wind turbines	54 47 03N 011 15 05E 54 47 06N 011 14 47E 54 47 09N 011 14 29E	496	492	LIL F R	
Sønder Højrup	Mast	55 17 00N 010 28 31E *	1014	726	LIH FLG W	
Sønder Rind	3 Wind turbines	56 22 05N 009 27 13E 56 22 08N 009 26 52E 56 22 11N 009 26 32E	581	492	LIL F R	
Søsterhøj	Tower with mast	56 05 55N 010 13 01E *	1050	709	LIH FLG W	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Taasinge	2 Wind turbines	54 57 59N 010 35 01E 54 58 09N 010 34 36E	454	417	LIL F R	
Thisted	Mast	56 58 32N 008 41 03E *	600	498	LIM FLG R	
Thyborøn Sydhavn	1 Wind turbine	56 40 30N 008 13 24E	493	492	LIL F R	
Thyborøn Sydhavn 2	1 Wind turbine	56 40 14N 008 13 04E	873	873	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Tim 2	6 Wind turbines	56 11 27N 008 15 52E 56 11 18N 008 16 03E 56 11 09N 008 16 13E 56 11 01N 008 16 23E 56 10 53N 008 16 33E 56 10 44N 008 16 44E	502	492	LIL F R	
Tjørntved	2 Wind turbines	55 31 42N 011 34 08E 55 31 43N 011 33 48E	528	417	LIL F R	
Tolne	Mast	57 30 01N 010 18 06E *	724	527	LIH FLG W	
Tommerup	Mast	55 18 53N 010 13 35E *	1195	1054	LIH FLG W	
Tornbygård	3 Wind turbines	55 09 37N 014 45 47E 55 09 43N 014 45 38E 55 09 50N 014 45 29E	640	414	LIL F R	
Tower crane Nordhavn	Crane	55 42 24N 012 36 06E	345	345	LIM F R	
Tranekær	3 Wind turbines	55 01 05N 010 53 48E 55 01 14N 010 53 52E 55 01 24N 010 53 56E	420	410	LIL F R	
Trikelshøj	3 Wind turbines	56 32 08N 009 52 45E 56 32 03N 009 53 02E 56 31 59N 009 53 19E	569	426	LIL F R	
Troldhede	6 Wind turbines	56 01 07N 008 43 51E 56 00 49N 008 44 07E 56 00 48N 008 44 32E 56 01 02N 008 44 24E 56 00 32N 008 44 24E 56 01 16N 008 44 47E	529	492	LIL F R	
Try	3 Wind turbines	57 07 45N 010 14 12E 57 07 53N 010 14 36E 57 07 37N 010 13 47E	529	492	LIL F R	
Turebylille	5 Wind turbines	55 21 04N 012 06 02E 55 21 17N 012 05 59E 55 21 30N 012 05 55E 55 21 43N 012 05 52E 55 21 56N 012 05 48E	560	492	LIL F R	
Tvis, Lindholtvej	4 Wind turbines	56 19 24N 008 45 55E 56 19 15N 008 46 05E 56 18 57N 008 46 24E 56 19 06N 008 46 15E	588	492	LIL F R	
Tykskov Vindpark	2 Wind turbines	55 58 07N 009 14 34E 55 57 57N 009 14 31E	695	489	LIL F R	
Tyra Øst	Flare tower	55 43 07N 004 47 45E	536	536	LIM FLG W	
Ulbjerg	2 Wind turbines	56 39 40N 009 23 19E 56 39 47N 009 23 30E	493	388	LIL F R	

1. Aerodrome Location Indicator and Name: EKKA - Karup / Midtjyllands Lufthavn (MIL/CIV)

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	56 17 50.85N 009 07 28.66E THR RWY 27L
2.	Distance and direction from city:	10 NM NNE of Herning
3.	ELEV: REF temperature:	171 FT 21.5°C
4.	MAG VAR: Annual change:	4°E (2023) Increasing 12'
5.	AD ADM - MIL: AD address - MIL:	Flyvestation Karup Flyvestation Karup (Karup Air Base) Kølvrå DK-7470 Karup J
	AD ADM - CIV: AD address - CIV:	Midtjyllands Lufthavn a.m.b.a Midtjyllands Lufthavn N.O. Hansensvej 4 DK-7470 Karup J
	TEL:	+45 72 84 31 11 (MIL) +45 97 10 06 10 (CIV: AIS/ARO/ADO)
	FAX: E-mail: AFS:	+45 97 10 06 65 (CIV: AIS/ARO/ADO) hw-ktp-wingops@mil.dk (MIL) EKKAZTZX (MIL) EKKAYOYP (CIV)
	Internet:	www.krp.dk (CIV)
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	**PPR, see item 23** MON-FRI 0500-1700 (0400-1600) SAT-SUN CLSD
2.	Customs and immigration:	The airport is open for traffic to/from all states. HR for customs clearance and immigration as for AD.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As ARO
5.	ATS Reporting Office (ARO):	H24 (H24)
6.	MET Briefing Office:	As AD
7.	ATS:	H24 (H24)
8.	Fuelling:	Jet A1 and AVGAS 100 LL by arrangement with CIV AD
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	As AD

12. Remarks: Service hours of airport office (ADO) same as ARO

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: F34 Oil: NIL
3.	Fuelling facilities and capacity:	Military fuel service available (Truck). PPR required.
4.	De-icing facilities:	De-icing/Anti-icing fluid and equipment
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	Minor repairs only
7.	Remarks:	a. Frequency used for handling: 131.550 - call sign "Karup Airport Office" b. Handling of civil aircraft and passengers and other services is available by arrangement with the civil airport office (ADO).

5. Passenger Facilities

1.	Hotels:	Hotels within 20-30 KM
2.	Restaurants:	NIL
3.	Transportation:	Taxi, busses to/from Viborg, pre-arranged Airport-taxi and Limo-service
4.	Medical facilities:	Hospital in Herning, Viborg, Skive and Holstebro
5.	Bank Post Office:	NIL NIL
6.	Tourist Office:	NIL

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 5 generally, CAT 6 or 7 on request, PPR at least 3 HR before use
2.	Rescue equipment:	-
3.	Capability for removal of disabled aircraft:	-

4. Remarks: NIL

7. Runway Surface Condition Assessment and Reporting, and Snow Plan

1.	Type of clearing equipment:	See snow plan in section AD 1.2
2.	Clearance priorities:	See snow plan in section AD 1.2

3. Remarks: AD available all seasons

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength: CIV APRON, Asphalt, PCN 55 F/B/X/T
APRON N, Concrete, PCN 81 F/A/W/T
APRON NE, Concrete, PCN 115 R/D/W/T
2. Taxiway width, surface and strength: TWY C: 13.5 M, asph./concr., PCN 93 F/A/W/T
TWY E: 12-22.5 M, asph./concr., PCN 119 F/A/W/T
TWY E1: 12 M, concrete, PCN 120 F/A/W/T
TWY F: 10 M, asph./concr., PCN 74 F/A/W/T
TWY P: 18 M, asph./concr., PCN 118 F/A/W/T
TWY S: 12-13.5 M, asph./concr., PCN 120 F/A/W/T
TWY S1: 12 M concrete, PCN 101 R/C/W/T
TWY S2: 12 M concrete, PCN 120 R/C/W/T
TWY W: 22.5 M between THR 09 L/R, otherwise 15 M, asph./concr., PCN 94 F/A/W/T
TWY X: 12 M, asph./concr., PCN 65 F/A/W/T
3. ACL and ELEV: At apron 160 FT
4. VOR checkpoints: -
INS checkpoints: See Aircraft Parking/Docking Chart

5. Remarks: NIL

9. Surface Movement Guidance and Control System and Markings

1. Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system: Aircraft stand ID signs and taxi guide lines
2. RWY and TWY markings: RWY 09R/27L:
THR, RWY NR, TDZ, centre line, side stripes
RWY 09L/27R:
THR, RWY NR, centre line, side stripes
RWY 03/21:
THR, RWY NR, centre line, side stripes
RWY 14/32:
THR, RWY NR, centre line, side stripes
TWY
Yellow centre line, holding positions,
3. Stop bars: -

4. Remarks: Marshaller assistance, see item 20 - Local Aerodrome Regulations

10. Aerodrome Obstacles

In approach/TKOF areas			In circling area and at AD	
a	b	c	a	b
RWY/ Area affected	Obstacle type Elevation Markings/LGT	PSN	Obstacle type Elevation Markings/LGT	PSN
-			-	

Remarks: All obstacles are marked by day and night

11. Meteorological Information Provided

1. Associated MET Office: Danish Meteorological Institute (DMI)/ Defence Weather and Warnings (MVV)
TEL +45 72 84 14 41 / +45 72 84 14 42
2. Hours of service: H24
3. Office responsible for TAF preparation: Danish Meteorological Institute (DMI)
Defence Weather and Warnings (MVV)
Periods of validity: 24 hours
4. Type of landing forecast: TREND
Interval of issuance: MON-THU 0600-1430 (0500-1330)
FRI 0600-1230 (0500-1130)
EXC HOL
5. Briefing/Consultation provided: Self briefing northavimet.com
and telephone consultation
6. Flight documentation: Charts. Abbreviated plain language texts.
Language(s) used: English and Danish.
7. Charts and other information available: Significant weather chart
Surface analysis/24hour forecast chart
Prognostic upper air chart
8. Supplementary equipment available: -
9. ATS units provided with information: -
10. Additional information (limitation of service, etc.): -

12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
09R	089.3° GEO 085° MAG	2929 x 45 M	PCN 75 F/C/W/T Asphalt/Concrete Composite constr.	56 17 49.74N 009 04 38.39E	154 FT / 160 FT
27L	269.3° GEO 265° MAG	2929 x 45 M	PCN 75 F/C/W/T Asphalt/Concrete Composite constr.	56 17 50.85N 009 07 28.66E	170 FT / 170 FT
09L	089.3° GEO 085° MAG	2992 x 23 M	PCN 120 F/B/W/T Asphalt/Concrete Composite constr.	56 17 56.70N 009 04 39.44E	155 FT/-
27R	269.3° GEO 265° MAG	2992 x 23 M	PCN 120 F/B/W/T Asphalt/Concrete Composite constr.	56 17 57.84N 009 07 33.43E	171 FT/-
03	034.3° GEO 030° MAG	880 x 15 M	PCN 90 F/C/W/T Asphalt/Concrete Composite constr.	56 17 53.78N 009 06 19.75E	164 FT/-
21	214.3° GEO 210° MAG	880 x 15 M	PCN 90 F/C/W/T Asphalt/Concrete Composite constr.	56 18 17.29N 009 06 48.64E	167 FT/-
14	134.3° GEO 130° MAG	693 x 23 M	PCN 101 F/C/W/T Asphalt/Concrete Composite constr.	56 18 09.92N 009 06 45.99E	167 FT/-
32	314.3° GEO 310° MAG	693 x 23 M	PCN 101 F/C/W/T Asphalt/Concrete Composite constr.	56 17 54.26N 009 07 14.80E	171 FT/-

1. Aerodrome Location Indicator and Name: EKCH - København/Kastrup

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 37 04.50N 012 39 21.50E INT RWY 04R/22L and RWY 12/30
2.	Distance and direction from city:	4.4 NM SSE of Copenhagen
3.	ELEV: REF temperature:	17 FT 23°C
4.	MAG VAR: Annual change:	4° E (JUL 2017) Increasing 9'
5.	AD ADM: AD address:	Københavns Lufthavne A/S København/Kastrup Airport Lufthavnsboulevarden 6 P.O. Box 74 DK-2770 Kastrup
	TEL:	+45 32 31 24 72 (Airport) +45 32 47 82 72 (AIS/ARO) +45 32 48 19 00 (TWR/APP)
	E-mail:	traatwr@cph.dk
	AFS:	EKCHYDYX, only by appointment.
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	Aerodrome operator:	H24 (H24)
2.	Customs and immigration:	The airport is open for traffic to/from all states. Hours for customs and immigration H24 (H24)
3.	Health and sanitation:	H24 (H24)
4.	AIS Briefing Office:	NIL
5.	ATS Reporting Office (ARO):	NIL
6.	MET Briefing Office:	NIL
7.	ATS:	H24 (H24)
8.	Fuelling:	H24 (H24)
9.	Handling:	H24 (H24)
10.	Security:	H24 (H24)
11.	De-icing:	H24 (H24)

12. Remarks: At the Airport Office (H24), adjacent to Terminal 2 (see APDC), a PC for self-briefing is available, along with direct phonelines to AIS and MET.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1 Oil: All
3.	Fuelling facilities and capacity:	Fuel hydrant system. Fuelling by dispenser is available for Jet aircraft on most apron stands. Fixed self-service fuelling facility available in Maintenance Area South for code A/B jet aircraft.
4.	De-icing facilities:	Yes. For details see item 20 Local Aerodrome Regulations
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	Yes

7. Remarks:
   1. Airside Operations FREQ 131.405
   2. In Maintenance Area South aircraft refuelling and de-fuelling is allowed only
      - in hangars with a fuelimpenetrable floor coating and with outlet to a fuel separator, or
      - in the designated fuelling area around the fuel facility in front of Hangar 141.
      The fuel valve and vent openings of the aircraft must be kept within the area boundaries during fuelling
   3. All operators, including military flights, executive, private and general aviation, must take prior arrangements with a handling agent for transportation of crew and passengers between aircraft and terminal as well as prior arrangements with a deicing provider for anti- and deicing of aircraft.

5. Passenger Facilities

1.	Hotels:	Yes
2.	Restaurants:	Yes
3.	Transportation:	Train, bus and taxi
4.	Medical facilities:	Hospitals in town
5.	Bank and Post Office:	Bank. No post office at aerodrome.
6.	Tourist Office:	In Copenhagen TEL +45 70 22 24 42

7. Remarks: NIL

6. Rescue and Firefighting Services

1. AD category for fire fighting: CAT 9

2. Rescue equipment:

Crashtender 1 (SK1) and Crashtender 2 (SK2):
Extinguisher Agent Capacity:
Water: 12.500 L
Foam: 1.500 L Solberg, Re-healing RF 3X6
Complementary agent: Powder: 225 kg

Crashtender 3 (SK3):
Extinguisher Agent Capacity:
Water: 12.000 L
Foam: 1.200 L Solberg, Re-healing RF 3X6
Complementary agent: Powder: 225 kg

Crashtender 4 (SK4):
Extinguisher Agent Capacity:
Water: 12.000 L
Foam: 1.200 L Solberg, Re-healing RF 3X6
Complementary agent: CO2: 2 x 30 kg

Sea Rescue:
2 Sea rescue boats and floating devices for up to 650 persons.

3. Capability for removal of disabled aircraft:

EKCH has no independent capacity to remove aircraft, but the Aerodrome Coordinator for the removal of disabled aircraft can establish contact with the Scandinavian Airlines Technical Department, which has equipment stationed at EKCH for the removal of aircraft up to wingspan of 80 M, including Airbus A-380-800 / Boeing B-747-800.

- Lifting with airbags (for wingspan wider than 52 M, nose gear only)
- Wheel Jacking
- Emergency Pulling
- Emergency towing
- Lifting with crane
- Moving on flatbed trailer(s)

Contact information regarding coordination with CPH: Security Operational Center (SOC), TEL: +45 32 31 35 00, e-mail: secoc@cph.dk

4. Remarks: Registered owner or aircraft operator retains complete responsibility for the removal of disabled aircraft and are obligated to have disabled aircraft removal plans which include coordination with Copenhagen Airports A/S (hereafter CPH).

CPH has a Disabled Aircraft Removal Coordinator (DARC) function available H24,which on request is able to assist with the removal of disabled aircraft at the registered owner or aircraft operators' expense and responsibility.

Registered owner or aircraft operators' failure to remove a disabled aircraft may lead to claims for compensation for loss of airport operation.

If registered owner or aircraft operator isn't able to or rejects to remove a disabled aircraft, CPH may (including for visual reasons) initiate removal of the disabled aircraft at the registered owner or aircraft operators' expense and responsibility.

7. Runway Surface Condition Assessment and Reporting, and Snow Plan

1. Type of clearing equipment: Mechanical snow clearing with Runway Sweepers, Snowblowers, Spray trucks, Tractor-mounted broom / plough / sprayer (Chemicals), Truck-mounted plough / chemical spreader and Frontloader.
Chemicals: KFOR and NAFO

2. Clearance priorities:
1. Active runways and access roads from the fire station to runway in use
2. Taxiways towards the active runways
3. Aprons
4. Other runways and access roads for rescue purposes
5. Other areas

3. Remarks: AD available all seasons. Specially prepared winter runways not available. Runways de-iced/anti-iced with KFOR and NAFO.
See also Runway Surface Condition Assessment and Reporting, and Snow Plan in AD 1.2.

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength:
Taxi lanes:
Asphalt, PCN 80/F/C/X/U.
Stands:
Concrete. The strength of the individual stand is incorporated in the stand type scheme, which is used for allocating stands.

2. Taxiway width, surface and strength:
Taxiways except TWY N1 and N2:
23 M, concrete or asphalt, PCN 80/F/C/X/U.
TWY N1:
21 M, asphalt, PCN 40/F/C/X/U.
TWY N2:
20 M, asphalt, PCN 40/F/C/X/U.

3. ACL and ELEV: NIL

4. VOR checkpoints: NIL

5. INS checkpoints: See Aircraft Parking/Docking Charts

6. Remarks: Magnetic compass deviations may be registered on some aircraft stands while parked due to live electrical cables beneath the apron surface. These deviations should be disregarded.

9. Surface Movement Guidance and Control System and Markings

1. Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system: See item 20 - Local Aerodrome Regulations and Aircraft Parking/Docking charts

2. RWY and TWY markings:
All runways:
THR, RWY NR, TDZ, centre line, side stripes
TWY:
Centre line, side stripes (where deemed necessary), holding positions, sign boards

3. Stop bars: See Aerodrome Chart and Aircraft Parking/Docking Charts

4. Remarks: Due to EASA regulations regarding enhanced conspicuity on runway-holding position markings (CS ADR-DSN.L.575) and enhanced taxiway centre line markings (CS ADR-DSN.L.570), pilots could notice a gradual change in the design.

Pilot instructions for APIS++ and ApronVision:

1. Before entering stand, check for correct aircraft type on upper display.
2. Follow stand lead-in line and adjust according to the direction of the INOGON centre line beacon.
3. Aircraft type is shown flashing while aircraft enters the stand.
4. At a distance of 15 metres, the DGS starts the countdown. This is displayed both graphically and as a countdown in metres.
5. If the DGS does not start the countdown, or shows a stop and error code, the aircraft must be brought to a stop and marshaller must be called.
6. If the speed exceeds 12 km/h the DGS will show “slowdown”. The speed of the aircraft must be reduced until the information disappears.
7. When stop position is reached the display indicates “STOP”. If the aircraft is parked correctly the display indicates “STOP/OK”.
8. If aircraft overshoots correct parking position, “TOO FAR” is indicated on the display. The jet bridge can only be driven in manual mode as there is a risk that the aircraft engine has come too close to the jet bridge.
9. Display automatically shut down after some seconds. The DGS will then display various information, e.g., information for the baggage operators or Target off-Block Time (TOBT).

Aircraft stand number	Docking guidance system
A4	ApronVision
A6	ApronVision
A7	ApronVision
A8	ApronVision
A9	ApronVision
A11	ApronVision
A12	APIS++
A14	APIS++
A15	APIS++
A17	APIS++
A18	APIS++
A19	APIS++
A20	APIS++
A21	APIS++
A22	APIS++
A23	APIS++
A25	APIS++
A26	APIS++
A27	APIS++
A28	Centreline/Stop Marking
A30	APIS++
A31	Centreline/Stop Marking
A32	Centreline/Stop Marking
A33	APIS++
A34	APIS++
A50	Centreline/Stop Marking
B4	APIS++
B6	APIS++
B7	APIS++
B8	APIS++
B9	APIS++
B10	APIS++
B15	APIS++
B17	APIS++
B19	APIS++
C27	APIS++
C28	APIS++
C29	APIS++
C30	APIS++
C32	APIS++
C33	APIS++
C34	APIS++
C35	APIS++
C36	APIS++
C37	APIS++
C39	APIS++
D1	ApronVision
D2	ApronVision
D3	ApronVision
D4	ApronVision
E20	APIS++
E22	APIS++
E24	APIS++
E25	APIS++
E27	APIS++
E29	APIS++
E31	APIS++
E33	APIS++
E35	APIS++
E36	APIS++
E70	MARSHALLER
E71	APIS++
E72	APIS++
E73	APIS++
E74	APIS++
E75	APIS++
E76	Apronvision
E77	Apronvision

Aircraft stand number	Docking guidance system
E78	Apronvision
E82	APIS++
E83	APIS++
E84	APIS++
E85	APIS++
E86	APIS++
E87	APIS++
E88	APIS++
E89	APIS++
E90	APIS++
F1	APIS++
F4	APIS++
F5	APIS++
F7	APIS++
F8	APIS++
F9	APIS++
F89	Centreline/Stop Marking
F90	Centreline/Stop Marking
F91	Centreline/Stop Marking
F92	Centreline/Stop Marking
F93	Centreline/Stop Marking
F94	Centreline/Stop Marking
F95	Centreline/Stop Marking
F96	Centreline/Stop Marking
F97	Centreline/Stop Marking
F98	Centreline/Stop Marking
G15	MARSHALLER
G16	MARSHALLER
G17	MARSHALLER
G18	MARSHALLER
G19	MARSHALLER
G110	Centreline/Stop Marking
G111	Centreline/Stop Marking
G112	Centreline/Stop Marking
G113	Centreline/Stop Marking
G114	Centreline/Stop Marking
G117	ApronVision
G118	ApronVision
G119	ApronVision
G120	Centreline/Stop Marking
G121	Centreline/Stop Marking
G122	Centreline/Stop Marking
G123	Centreline/Stop Marking
G124	Centreline/Stop Marking
G125	Centreline/Stop Marking
G126	Centreline/Stop Marking
G127	Centreline/Stop Marking
G128	Centreline/Stop Marking
G129	Centreline/Stop Marking
G130	Centreline/Stop Marking
G131	Centreline/Stop Marking
G132	Centreline/Stop Marking
G133	Centreline/Stop Marking
G134	Centreline/Stop Marking
G135	Centreline/Stop Marking
G136	Centreline/Stop Marking
G137	Centreline/Stop Marking
H101	Centreline/Stop Marking
H102	APIS++
H103	Centreline/Stop Marking
H104	Centreline/Stop Marking
H105	APIS++
H106	Centreline/Stop Marking
RI	MARSHALLER
RII	MARSHALLER
RIII	MARSHALLER
W1	MARSHALLER

1.5 Primary Holdings for København/Kastrup

Holding name Facility or Fix	Inbound track (MAG)	Turn	MAX IAS (KT)	MNM/MAX level Time	Entry procedure
TIDVU 55 24 40.7N 013 33 27.1E	294	Right	230	5000 FT MSL/- 1.5 MIN	Omni-directional
OLPIB 55 00 05.40N 012 22 45.16E	030	Right	230	3500 FT MSL/FL140 1 MIN	Omni-directional
	030	Right	240	FL150/FL190 1.5 MIN	Omni-directional
LUGAS VOR/DME KOR 251/23.8NM 55 19 47N 010 57 47E	073	Left	230	3500 FT MSL/FL140 1 MIN	Direct entry via TUDLO*
	073	Left	240	FL150/FL200 1.5 MIN	Direct entry via TUDLO*
	073	Left	265	FL210/FL300 1.5 MIN	Direct entry via TUDLO*
ROSBI VOR/DME TNO 282/17.7NM 55 50 58N 010 55 55E	103	Left	230	3500 FT MSL/FL140 1 MIN	Direct entry via TESPI**
	103	Left	240	FL150/FL200 1.5 MIN	Direct entry via TESPI**
	103	Left	265	FL210/FL300 1.5 MIN	Direct entry via TESPI**
ERNOV 56 10 07.9N 012 34 25.6E	179	Left	230	FL 100/- 1.5 MIN	Omni-directional

Notes: *) TUDLO: VOR/DME KOR 251/35.1 NM (55 16 33N 010 38 52E)
**) TESPI: VOR/DME TNO 281/31.6 NM (55 53 54N 010 31 52E)

1.6 Final Approach RWY 04L and 22L. Radar Separation

For final approach to RWY 04L and RWY 22L a minimum radar separation of 2.5 NM may be used between aircraft on final approach within 10NM from the threshold.

The procedure may be used provided that

- The approach radar is operative
- Braking action is reported good and runway occupancy time is not adversely affected by slush, snow, ice or the like.
- Runway turn-off points are visible from the TWR or by use of SMR.
- The wake turbulence separation minima are met.
- Aircraft approach speed is closely monitored by the controller.
- Pilots have been advised to vacate the runway rapidly.

1.7 Dependent Parallel Approaches

Dependent parallel approaches will be performed to runways 04L/04R or 22L/22R.

When weather and runway conditions permit RWY 04L (22L) can be expected if not otherwise instructed by ATC.

The procedures may be expected daily 0500-2200 (0400-2100) if visibility is 800 M or more.

The procedures are as follows:

a. Decision concerning applicable runway will be passed by approach control to the individual aircraft at the latest on intermediate approach.
b. A minimum of 1000 FT vertical or a minimum of 3 NM radar separation will be provided between aircraft until they are established on parallel ILS's.
c. Minimum radar separation provided to aircraft established on the localizer course will be 3 NM between aircraft on the same localizer course (with additional longitudinal separation as required for wake turbulence), and 2,5 NM between successive aircraft established on parallel ILS's.

   The minima mentioned above may be reduced when:
   - adequate separation can be provided by the aerodrome controller when each aircraft is continuously visible to the controller, or
   - each aircraft is continuously visible to pilots-in-command of the other aircraft concerned and the pilots thereof report that they can maintain their own separation, or
   - of the succeeding aircraft reports that he has the preceding aircraft in sight and can maintain separation.
d. Additional longitudinal separation will not be provided for wake turbulence reasons, between aircraft on final approach to 04R/22R following aircraft on final approach 04L/22L.

1.8 Precision Approach. Category II/III Operations

The operations are subject to the following procedures and conditions:

a. ATC procedures
   CAT II approaches to RWY 04L and CAT II/III approaches to RWY 22L will under normal conditions be allowed only if the runway is not used for departures.
b. Pilot procedures
   Pilots who intend to carry out a Category II/III ILS approach are to use the following phrase:
   "Request Category II (or III) ILS approach runway ..... (mention runway number)".
   Above mentioned request shall be made to either MALMO CONTROL or to COPENHAGEN CONTROL and confirmed on first contact with COPENHAGEN APPROACH.
c. Information given during final approach:
   Change to secondary power supply for electronic and visual aids, if the aircraft has passed DME CH 5 NM for RWY 04L and DME OXS 5 NM for RWY 22L.

1.9 IFR Visual Approach

In case of missed visual approach follow the corresponding RWY ILS missed approach procedure.

1.10 ILS facilities. False signals

During testing of ILS-facilities, false signals are likely to be received by approaching aircraft, but should be disregarded. Special warnings will be issued via ATIS.

1.11 Communication after landing

After landing, remain on KASTRUP TOWER until otherwise instructed by ATC.

2. IFR DEPARTURE

2.1 Standard Instrument Departures

Departing aircraft certified for RNAV 1 operations will be assigned a RNAV 1 (GNSS required) SID. Aircraft not certified for RNAV 1 operations will be assigned a detailed departure clearance.
SIDs are described on pages EKCH SID RWY 04L, RWY 04R, RWY 22L, RWY 22R, RWY 12 and RWY 30.

For aircraft not following SID, minimum turning altitude after take-off is 600 FT, unless further restricted by noise abatement procedures for the relevant runway (see SID pages).

2.2 Flight planning

Flight planning shall be via an appropriate SID.

Note:

a. SID KOPEX only for propeller ACFT.
b. SID NEXEN and LANGO only for jet ACFT.
c. SID SIMEG and SALLO penetrates Swedish territory. Operators not permitted to overfly Swedish territory shall flightplan via SID BETUD. MAX requested FL 70 until BETUD.
d. SID VEDAR not AVBL for traffic re-entering København FIR beyond VEDAR. Alternate is SID GOLGA.

For destinations within København, Roskilde or Malmö TMA flights may be planned direct between aerodromes.

2.3 Climb profile

For ATC purposes, operators of jet aircraft should select an initial climb profile with a low acceleration altitude, followed by a continuous acceleration to at least minimum clean speed. Operators of jet aircraft not applying such profile shall inform ATC.

2.4 Filing of Flight Plan

For destinations outside København, Roskilde or Malmö TMA the SID termination point shall be stated as the first route point in the flight plan, followed by:

a. the designator of the ATS route to join, or
b. DCT to the next significant point.

For destinations within København, Roskilde or Malmö TMA, state DCT or other specified routing.

2.5 ATC clearance delivery

Departing IFR traffic shall contact Clearance Delivery on 119.905 prior to TOBT in order to obtain ATC clearance. Clearance is available from TOBT -30 min. At initial contact aircraft type and de-icing need shall be stated.

2.6 Level restrictions

SIDs may include a published initial cleared level and may also include level restrictions at specific significant points.
Cleared levels, issued explicit by ATC, shall override the published cleared level.

23. Additional Information

KASTRUP APRON

1. Aircraft movements on Apron North requires prior permission from Kastrup Apron. A permission obtained from Kastrup Apron is to be treated in content like an instruction and is to be observed.
2. During peek hours 3 units may be active to control the traffic on Apron North:
   Sequence planner.
   Outbound position (controls all of the outbound traffic)
   Inbound position (controls all of the inbound traffic)
   Each of the positions is responsible for its own traffic and will provide apron service on the corresponding frequency.
3. KASTRUP APRON will provide taxi-instructions in Apron North until the area of responsibility. (See Area of Responsibility Chart).
4. During periods with low traffic intensity one or two positions may be responsible for all three area, but apron service will be provided on three separated frequencies simultaneously. The frequencies will be combined by ATC.

KASTRUP TOWER

1. During parallel runway operations two runwaycontrollers, call-sign "KASTRUP TOWER", are active each with their own runway and area of responsibility (See Area of Responsibility Chart).

Note: During single runway operations special rules and areas will be in force.

2. Normally one ground controller, call-sign "KASTRUP TOWER", is active with his own area of responsibility. (See Area of Responsibility). All in- and outbound traffic can expect to be instructed to change to this ground controller, call-sign "KASTRUP TOWER" from "KASTRUP APRON" or from another "KASTRUP TOWER". Pilots shall not change frequency without ATC instructions.
3. During periods with low traffic intensity one runwaycontroller may be responsible for all areas, therefore all frequencies will be combined by ATC.

Arrival

For permitted taxiroutes, depending on aircraft type, see GMC-1 to GMC-8.

KASTRUP TOWER will give permission to cross RWY 12/30. Depending on parking stand KASTRUP TOWER will allocate traffic to the western or eastern part of the aerodrome.

Departure

KASTRUP TOWER will give permission to cross RWY 12/30.

a Ref: PANS-RAC, Doc 4444. Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services.
Thirteenth Edition Part V - Aerodrome Control Service.
AIP GEN 1.7-3 Item 4.7.
Bullet 4 is not applicable and permission will not be granted.

Stop Bars

Stop bars are used H24 at all runways - active as well as inactive.

Crossing of a lit stop bar is prohibited. Traffic may proceed only with explicit clearance from ATC and only after the stop bar has been switched off.

If a stop bar is out of service the following contingency measures are in force:

If the stop bar cannot be switched off:

a. An alternative taxi route where the stop bars are functioning will be used primarily.
b. If an alternative taxi route is not available, ATC will place a Follow Me car ahead of the aircraft with the explanation that the stop bar is out of service and that ATC will confirm by RTF when to cross the stop bar.
c. If a Follow Me car is not available, ATC will confirm by RTF when to cross the stop bar with the explanation that the stop bar is out of service.

If the stop bar cannot be switched on:

d. When visibility is above 3000 metres the runway can stay in operation.
e. When visibility is below 3000 metres the runway can only be used with an airport vehicle guarding the inoperative stop bar until a physical barrier has been established across the taxiway.

ATIS (ARR and DEP) and DEP clearances via datalink

1.1 ATIS (ARR and DEP) and DEP clearances (DCL) via datalink (ARINC/SITA) are available. Aircraft equipped with ACARS compliant with ARINC 623 Protocol will be able to use the datalink service. If unsuccessful, request DCL by voice from ATC.

1.2 Earliest time for obtaining predeparture clearance via datalink (ACARS) is 30 minutes prior to TOBT. Latest time for obtaining clearance is at TOBT. The cockpit acknowledgement of the clearance has to be sent via datalink within 5 minutes after receiving the clearance.

Limitations in ATIS

1.1 To keep the length of the ATIS broadcast within the recommended 30 seconds the following apply:

a. Flow restrictions will not be broadcast. The pilot-in-command must consult the Airport Briefing Office to obtain information about valid flow restrictions.
b. Information about variation in wind direction will be broadcast only if the mean wind velocity is 6 KT or more.
c. Information about ice and snow conditions on taxiways and parking areas will be collected into a general information based on the worst values for the area

Gliding and Hang Gliding

1.1 Gliding not allowed at AD.

Flights in patterns or lanes (e.g.photoflights) with a duration of more than 15 minutes.

1. Do not expect permission to execute the flight inside EKCH CTR's lateral limitations below 4000FT.
2. Do not expect permission to execute the flight in the part of EKCH TMA and EKRK TMA with the lower limit at 1500FT in the following hours:

a. Monday to Friday 06 - 10 Danish time and 17 - 22 Danish time
b. Sunday 17 - 22 Danish time.

3. Are expected to be executed at altitudes of 1000FT or FL, e.g. 5000FT, 6000FT, FL 70 etc. within Copenhagen Area.
4. Might be repositioned or cancelled by WS-ATCC (Watch Supervisor Air Traffic Control Center) in coordination with ATC EKCH TWR, EKCH APP and EKRK TWR/APP, on the day for the flight due to the actual traffic situation.

Bird concentrations at the aerodrome

Airport surroundings.

The area north of the airport is built up with suburbs and Copenhagen City is located further north. A smaller suburban area is located southeast of the airport. These residential areas, together with other built-up and developed areas (industry, service businesses, infrastructure), constitute 58% of the land area within the 13 KM ICAO defined zone.

To the south, approximately ten square kilometers of agricultural land borders the airport. Southwest of the airport are two larger forest areas. To the west, the large wetland Kalvebod Fælled (14 square kilometers) is located, and similarly large wetlands is Saltholm and Peberholm, separated to the east by The Sound (Øresund). Both areas are protected and serve as bird sanctuaries.

Birds at the airport

The most common birds hit by aircraft are kestrel, swallows, swift and skylark. They have all a very low severity according to the annual Risk Assessment Matrix.

Corvids occur in flocks all year round, and in some years, starlings appear in large numbers in the summer months.

At sunrise and sunset, there is a movement of gulls from the night-roosting site on Saltholm and Peberholm to a large foraging area north and west of the airport.

Tens of thousands of geese migrate over the airport, particularly in OCT - NOV and again in APR - MAY. Resting and wintering geese stay in the fields near the airport.

In JUL - AUG there is a daily feeding migration of wood pigeons over runway 04L-22R.

The Wildlife Controller reports to TWR about special bird occurrences and, if necessary, informs about which information should be broad-cast on ATIS.

When broadcast is no longer needed, the Wildlife Controller requests TWR to remove a given information from ATIS.

Mitigation of birds

Two Wildlife Controllers are performing active wildlife control at the airfield H24, using mainly pyrotechnique, broadcasting distress call of selected birds and shotgun. The take-off runway is continuous monitored during daylight.

Bird strikes during takeoff and landing should be notified to TWR via radio, after which a Wildlife Controller will inspect the runway for bird remains.

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC APDC South
Aerodrome Ground Services Charts	Area of Responsibility
Aerodrome Ground Movement Chart	GMC-1 GMC-2 GMC-3 GMC-4 GMC-5 GMC-6 GMC-7 GMC-8
Aerodrome Obstacle Chart - ICAO type A	AOC-A RWY 04L AOC-A RWY 04R AOC-A RWY 22L AOC-A RWY 22R AOC-A RWY 12 AOC-A RWY 30
Precision Approach Terrain Chart - ICAO	PATC 04L PATC 22L
Standard Departure Chart - Instrument - ICAO	RNAV SID RWY 04 L - 1 RNAV SID RWY 04 L - 2 RNAV SID RWY 04 L - 3 RNAV SID RWY 04 L - 4 RNAV SID RWY 04 L - 5 RNAV SID RWY 04 R - 1 RNAV SID RWY 04 R - 2 RNAV SID RWY 04 R - 3 RNAV SID RWY 04 R - 4 RNAV SID RWY 04 R - 5 RNAV SID RWY 22 L - 1 RNAV SID RWY 22 L - 2 RNAV SID RWY 22 L - 3 RNAV SID RWY 22 L - 4 RNAV SID RWY 22 L - 5 RNAV SID RWY 22 R - 1 RNAV SID RWY 22 R - 2 RNAV SID RWY 22 R - 3 RNAV SID RWY 22 R - 4 RNAV SID RWY 22 R - 5 RNAV SID RWY 12 - 1 RNAV SID RWY 12 - 2 RNAV SID RWY 12 - 3 RNAV SID RWY 12 - 4 RNAV SID RWY 12 - 5 RNAV SID RWY 30 - 1 RNAV SID RWY 30 - 2 RNAV SID RWY 30 - 3 RNAV SID RWY 30 - 4 RNAV SID RWY 30 - 5
Standard Arrival Chart - Instrument - ICAO	RNAV STAR RWY 04 L / R - 1 RNAV STAR RWY 04 L / R - 2 RNAV STAR RWY 04 L / R - 3 RNAV STAR RWY 22 L / R - 1 RNAV STAR RWY 22 L / R - 2 RNAV STAR RWY 22 L / R - 3 RNAV STAR RWY 12 - 1 RNAV STAR RWY 12 - 2 RNAV STAR RWY 12 - 3 RNAV STAR RWY 30 - 1 RNAV STAR RWY 30 - 2 RNAV STAR RWY 30 - 3
Instrument Approach Chart	ILS or LOC RWY 04L - 1 (CAT I+II) ILS or LOC RWY 04L - 2 (CAT I+II) RNP RWY 04L - 1 RNP RWY 04L - 2 RNP RWY 04L - 3 ILS or LOC RWY 04R - 1 ILS or LOC RWY 04R - 2 RNP RWY 04R - 1 RNP RWY 04R - 2 RNP RWY 04R - 3 ILS or LOC RWY 22L - 1 (CAT I+II+III)

	ILS or LOC RWY 22L - 2 (CAT I+II+III) RNP RWY 22L - 1 RNP RWY 22L - 2 RNP RWY 22L - 3 ILS or LOC RWY 22R - 1 ILS or LOC RWY 22R - 2 RNP RWY 22R - 1 RNP RWY 22R - 2 RNP RWY 22R - 3 ILS or LOC RWY 12 - 1 ILS or LOC RWY 12 - 2 RNP RWY 12 - 1 RNP RWY 12 - 2 RNP RWY 12 - 3 ILS or LOC RWY 30 - 1 ILS or LOC RWY 30 - 2 RNP RWY 30 - 1 RNP RWY 30 - 2 RNP RWY 30 - 3
Other charts	Noise Monitoring System

25. Visual Segment Surface (VSS) Penetration

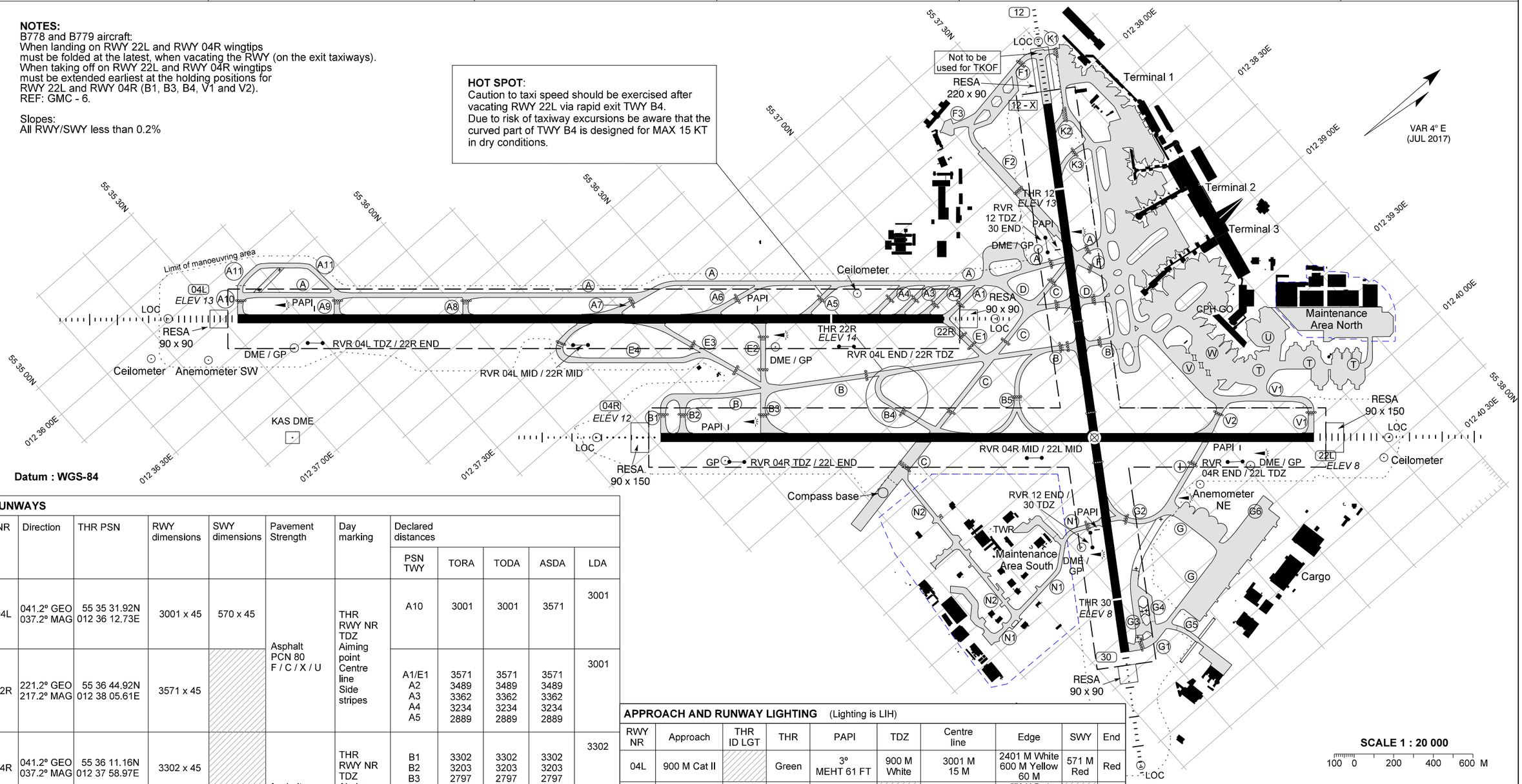
Data pending.

AERODROME CHART - ICAO	ARP : 55 37 04.50N 012 39 21.50E INT RWY 04R / 22L - 12 / 30	AD ELEV : 17 FT	ELEV in FT Dimensions / Distances in M	Copenhagen APP : 119.805 Kastrup TWR : 118.105 118.580 118.705 119.355 121.830 ATIS : 122.755 (ARR) 122.855 (DEP)	**AD 2 - EKCH** **ADC** **København / Kastrup**

NOTES:
B778 and B779 aircraft:
When landing on RWY 22L and RWY 04R wingtips must be folded at the latest, when vacating the RWY (on the exit taxiways).
When taking off on RWY 22L and RWY 04R wingtips must be extended earliest at the holding positions for RWY 22L and RWY 04R (B1, B3, B4, V1 and V2).
REF: GMC - 6.

Slopes:
All RWY/SWY less than 0.2%

HOT SPOT:
Caution to taxi speed should be exercised after vacating RWY 22L via rapid exit TWY B4.
Due to risk of taxiway excursions be aware that the curved part of TWY B4 is designed for MAX 15 KT in dry conditions.



Datum : WGS-84

RUNWAYS

NR	Direction	THR PSN	RWY dimensions	SWY dimensions	Pavement Strength	Day marking	Declared distances				
							PSN TWY	TORA	TODA	ASDA	LDA
04L	041.2° GEO 037.2° MAG	55 35 31.92N 012 36 12.73E	3001 x 45	570 x 45	Asphalt PCN 80 F / C / X / U	THR RWY NR TDZ Aiming point Centre line Side stripes	A10	3001	3001	3571	3001
22R	221.2° GEO 217.2° MAG	55 36 44.92N 012 38 05.61E	3571 x 45				A1/E1 A2 A3 A4 A5	3571 3489 3362 3234 2889	3571 3489 3362 3234 2889	3571 3489 3362 3234 2889	3001
04R	041.2° GEO 037.2° MAG	55 36 11.16N 012 37 58.97E	3302 x 45		Asphalt PCN 80 F / C / X / U		B1 B2 B3 B4/C	3302 3203 2797 1941	3302 3203 2797 1941	3302 3203 2797 1941	3302
22L	221.2° GEO 217.2° MAG	55 37 31.48N 012 40 03.29E	3302 x 45				V1 V2	3302 2787	3302 2787	3302 2787	3302
12	123.2° GEO 119.2° MAG	55 37 26.94N 012 38 20.82E	2800 x 45		Concrete + Asphalt PCN 80 F / C / X / U	THR RWY NR TDZ Aiming point Centre line Side stripes	12 - X K2 K3 D	2800 2699 2481 1798	2800 2699 2481 1798	2800 2699 2481 1798	2365
30	303.2° GEO 299.2° MAG	55 36 49.87N 012 40 01.01E	2365 x 45	300 x 45			G1	2365	2365	2665	2095 300 M SWY AVBL

APPROACH AND RUNWAY LIGHTING (Lighting is LIH)

RWY NR	Approach	THR ID LGT	THR	PAPI	TDZ	Centre line	Edge	SWY	End
04L	900 M Cat II		Green	3° MEHT 61 FT	900 M White	3001 M 15 M	2401 M White 600 M Yellow 60 M	571 M Red	Red
22R	900 M White	FLG White	Green	3° MEHT 59 FT		3571 M 15 M	570 M Red 2401 M White 600 M Yellow 60 M		Red
04R	720 M White		Green	3° MEHT 57 FT		3302 M 15 M	2702 M White 600 M Yellow 60 M		Red
22L	840 M Cat II and III		Green	3° MEHT 60 FT	900 M White	3302 M 15 M	2702 M White 600 M Yellow 60 M		Red
12	900 M White	FLG White	Green	3° MEHT 49 FT			435 M Red 1765 M White 600 M Yellow 30 M		Red
30	900 M White		Green	3° MEHT 60 FT			270 M Red 1495 M White 600 M Yellow 30 M	300 M Red	Red

Secondary power supply : Yes, all RWY switch-over time 1 SEC at RVR below 800 M, otherwise MAX 15 SEC.

SCALE 1 : 20 000
100 0 200 400 600 M

TAXIWAYS (Except TWY N1 and TWY N2)

Width :	23. G4 27.5.
Pavement :	Concrete or asphalt.
Strength :	PCN 80 / F / C / X / U.
Day marking :	Centre line, Side stripes (where deemed necessary), Holding positions.
Lighting :	Edge - blue; Centre line - green; Centre line on exit taxiways within ILS critical/sensitive areas and centre line within 60 M from RWY centre line - standard colour. Stop bars. RGL. Deicing TWY A and TWY B : Exit facility light.
Taxiing guidance system :	Sign boards.
Rapid exit taxiways :	A6, A7, B4 and E3.

Changes : Aircraft stands E76, E77 and E78 changed.

AIRCRAFT PARKING / DOCKING CHART - ICAO

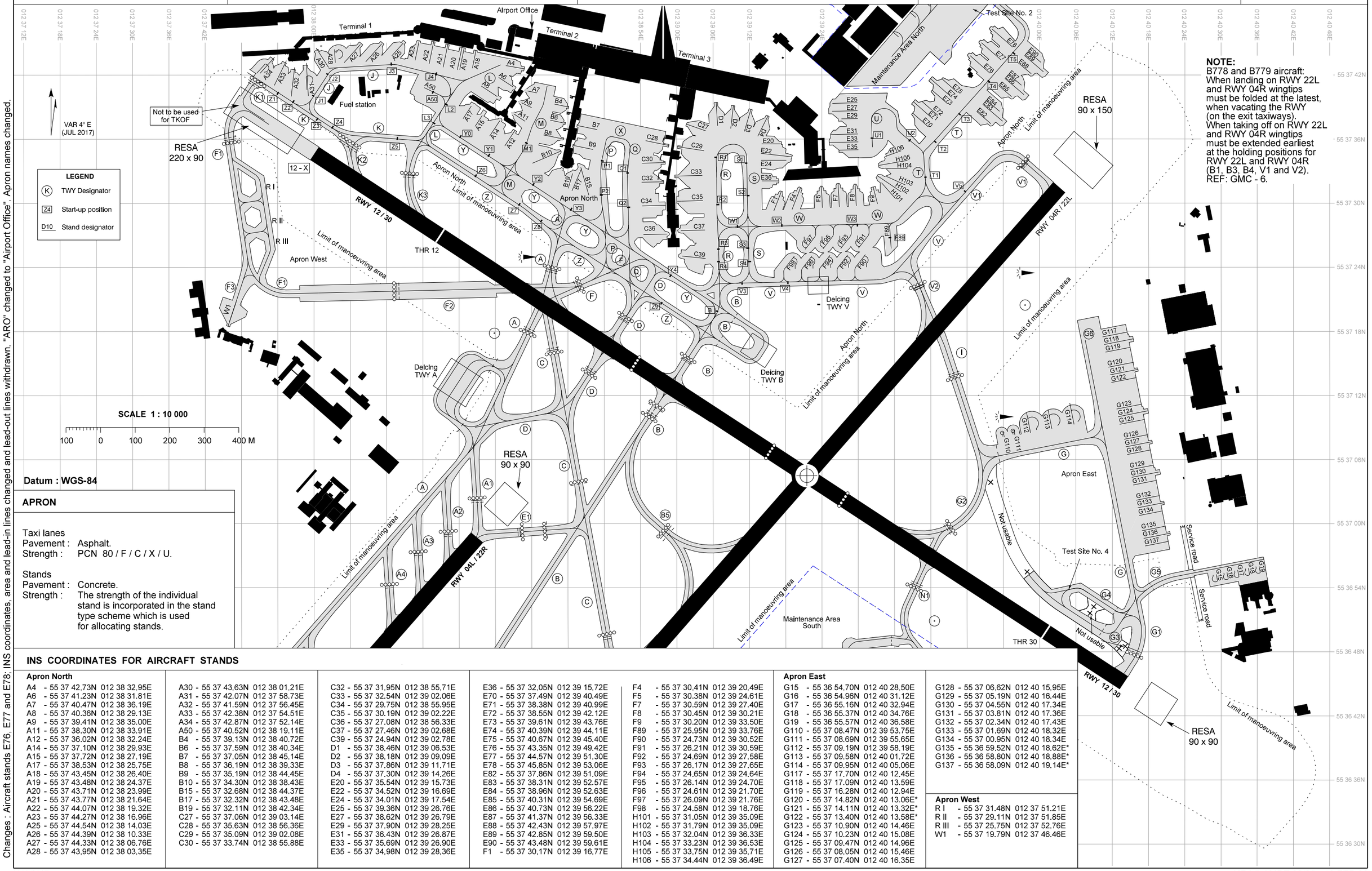
Apron ELEV : Apron West 16 FT - Apron North 10 FT - Apron East 8 FT

ELEV in FT
Dimensions / Distances in M

Kastrup Apron :	121.905	121.630			
Kastrup TWR :	118.105	118.580	118.705	119.355	121.830
ATIS (DEP) :	122.855				
Clearance Delivery :	119.905				

AD 2 - EKCH
APDC
København / Kastrup

Changes : Aircraft stands E76, E77 and E78; INS coordinates, area and lead-in lines changed and lead-out lines withdrawn. "ARO" changed to "Airport Office". Apron names changed.



NOTE:
B778 and B779 aircraft:
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When taking off on RWY 22L and RWY 04R wingtips must be extended earliest at the holding positions for RWY 22L and RWY 04R (B1, B3, B4, V1 and V2).
REF: GMC - 6.

Datum : WGS-84

APRON

Taxi lanes
Pavement : Asphalt.
Strength : PCN 80 / F / C / X / U.

Stands
Pavement : Concrete.
Strength : The strength of the individual stand is incorporated in the stand type scheme which is used for allocating stands.

INS COORDINATES FOR AIRCRAFT STANDS

Apron North

A4 - 55 37 42.73N 012 38 32.95E
A6 - 55 37 41.23N 012 38 31.81E
A7 - 55 37 40.47N 012 38 36.19E
A8 - 55 37 40.36N 012 38 29.13E
A9 - 55 37 39.41N 012 38 35.00E
A11 - 55 37 38.30N 012 38 33.91E
A12 - 55 37 36.02N 012 38 32.24E
A14 - 55 37 37.10N 012 38 29.93E
A15 - 55 37 37.72N 012 38 27.19E
A17 - 55 37 38.53N 012 38 25.75E
A18 - 55 37 43.45N 012 38 26.40E
A19 - 55 37 43.48N 012 38 24.37E
A20 - 55 37 43.71N 012 38 23.99E
A21 - 55 37 43.77N 012 38 21.64E
A22 - 55 37 44.07N 012 38 19.32E
A23 - 55 37 44.27N 012 38 16.96E
A25 - 55 37 44.54N 012 38 14.03E
A26 - 55 37 44.39N 012 38 10.33E
A27 - 55 37 44.33N 012 38 06.76E
A28 - 55 37 43.95N 012 38 03.35E

A30 - 55 37 43.63N 012 38 01.21E
A31 - 55 37 42.07N 012 37 58.73E
A32 - 55 37 41.59N 012 37 56.45E
A33 - 55 37 42.38N 012 37 54.51E
A34 - 55 37 42.87N 012 37 52.14E
A50 - 55 37 40.52N 012 38 19.11E
B4 - 55 37 39.13N 012 38 40.72E
B6 - 55 37 37.59N 012 38 40.34E
B7 - 55 37 37.05N 012 38 45.14E
B8 - 55 37 36.19N 012 38 39.33E
B9 - 55 37 35.19N 012 38 44.45E
B10 - 55 37 34.30N 012 38 38.43E
B15 - 55 37 32.68N 012 38 44.37E
B17 - 55 37 32.32N 012 38 43.48E
B19 - 55 37 32.11N 012 38 42.34E
C27 - 55 37 37.06N 012 39 03.14E
C28 - 55 37 35.63N 012 38 56.36E
C29 - 55 37 35.09N 012 39 02.08E
C30 - 55 37 33.74N 012 38 55.88E

C32 - 55 37 31.95N 012 38 55.71E
C33 - 55 37 32.54N 012 39 02.06E
C34 - 55 37 29.75N 012 38 55.95E
C35 - 55 37 30.19N 012 39 02.22E
C36 - 55 37 27.08N 012 38 56.33E
C37 - 55 37 27.46N 012 39 02.68E
C39 - 55 37 24.94N 012 39 02.78E
D1 - 55 37 38.46N 012 39 06.53E
D2 - 55 37 38.18N 012 39 09.09E
D3 - 55 37 37.86N 012 39 11.71E
D4 - 55 37 37.30N 012 39 14.26E
E20 - 55 37 35.54N 012 39 15.73E
E22 - 55 37 34.52N 012 39 16.69E
E24 - 55 37 34.01N 012 39 17.54E
E25 - 55 37 39.36N 012 39 26.76E
E27 - 55 37 38.62N 012 39 26.79E
E29 - 55 37 37.90N 012 39 28.25E
E31 - 55 37 36.43N 012 39 26.87E
E33 - 55 37 35.69N 012 39 26.90E
E35 - 55 37 34.98N 012 39 28.36E

E36 - 55 37 32.05N 012 39 15.72E
E70 - 55 37 37.49N 012 39 40.49E
E71 - 55 37 38.38N 012 39 40.99E
E72 - 55 37 38.55N 012 39 42.12E
E73 - 55 37 39.61N 012 39 43.76E
E74 - 55 37 40.39N 012 39 44.11E
E75 - 55 37 40.67N 012 39 45.40E
E76 - 55 37 43.35N 012 39 49.42E
E77 - 55 37 44.57N 012 39 51.30E
E78 - 55 37 45.85N 012 39 53.06E
E82 - 55 37 37.86N 012 39 51.09E
E83 - 55 37 38.31N 012 39 52.57E
E84 - 55 37 38.96N 012 39 52.63E
E85 - 55 37 40.31N 012 39 54.69E
E86 - 55 37 40.73N 012 39 56.22E
E87 - 55 37 41.37N 012 39 56.33E
E88 - 55 37 42.43N 012 39 57.97E
E89 - 55 37 42.85N 012 39 59.50E
E90 - 55 37 43.48N 012 39 59.61E
F1 - 55 37 30.17N 012 39 16.77E

F4 - 55 37 30.41N 012 39 20.49E
F5 - 55 37 30.38N 012 39 24.61E
F7 - 55 37 30.59N 012 39 27.40E
F8 - 55 37 30.45N 012 39 30.21E
F9 - 55 37 30.20N 012 39 33.50E
F89 - 55 37 25.95N 012 39 33.76E
F90 - 55 37 24.73N 012 39 30.52E
F91 - 55 37 26.21N 012 39 30.59E
F92 - 55 37 24.69N 012 39 27.58E
F93 - 55 37 26.17N 012 39 27.65E
F94 - 55 37 24.65N 012 39 24.64E
F95 - 55 37 26.14N 012 39 24.70E
F96 - 55 37 24.61N 012 39 21.70E
F97 - 55 37 26.09N 012 39 21.76E
F98 - 55 37 24.58N 012 39 18.76E
H101 - 55 37 31.05N 012 39 35.09E
H102 - 55 37 31.79N 012 39 35.09E
H103 - 55 37 32.04N 012 39 36.33E
H104 - 55 37 33.23N 012 39 36.53E
H105 - 55 37 33.75N 012 39 35.71E
H106 - 55 37 34.44N 012 39 36.49E

Apron East

G15 - 55 36 54.70N 012 40 28.50E
G16 - 55 36 54.96N 012 40 31.12E
G17 - 55 36 55.16N 012 40 32.94E
G18 - 55 36 55.37N 012 40 34.76E
G19 - 55 36 55.57N 012 40 36.58E
G110 - 55 37 08.47N 012 39 53.75E
G111 - 55 37 08.69N 012 39 55.65E
G112 - 55 37 09.19N 012 39 58.19E
G113 - 55 37 09.58N 012 40 01.72E
G114 - 55 37 09.95N 012 40 05.06E
G117 - 55 37 17.70N 012 40 12.45E
G118 - 55 37 17.09N 012 40 13.59E
G119 - 55 37 16.28N 012 40 12.94E
G120 - 55 37 14.82N 012 40 13.06E*
G121 - 55 37 14.11N 012 40 13.32E*
G122 - 55 37 13.40N 012 40 13.58E*
G123 - 55 37 10.90N 012 40 14.46E
G124 - 55 37 10.23N 012 40 15.08E
G125 - 55 37 09.47N 012 40 14.96E
G126 - 55 37 08.05N 012 40 15.46E
G127 - 55 37 07.40N 012 40 16.35E

G128 - 55 37 06.62N 012 40 15.95E
G129 - 55 37 05.19N 012 40 16.44E
G130 - 55 37 04.55N 012 40 17.34E
G131 - 55 37 03.81N 012 40 17.36E
G132 - 55 37 02.34N 012 40 17.43E
G133 - 55 37 01.69N 012 40 18.32E
G134 - 55 37 00.95N 012 40 18.34E
G135 - 55 36 59.52N 012 40 18.62E*
G136 - 55 36 58.80N 012 40 18.88E*
G137 - 55 36 58.09N 012 40 19.14E*

Apron West

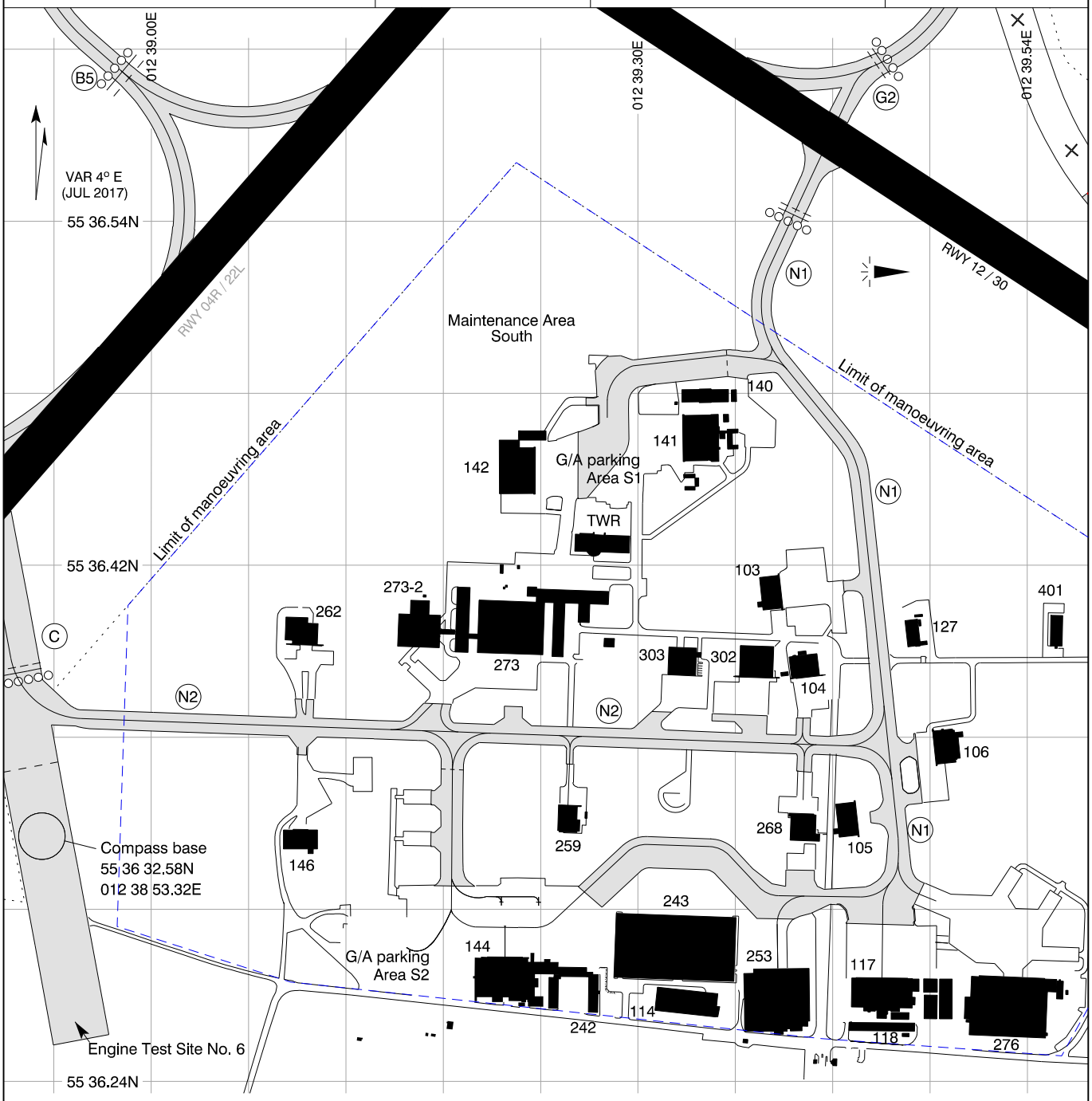
R I - 55 37 31.48N 012 37 51.21E
R II - 55 37 29.11N 012 37 51.85E
R III - 55 37 25.75N 012 37 52.76E
W1 - 55 37 19.79N 012 37 46.46E

AIRCRAFT PARKING / DOCKING CHART - ICAO

Area South :
ELEV 11 FT

Kastrup TWR : 118.105 118.580
118.705 119.355
121.830

AD 2 - EKCH
APDC SOUTH
København / Kastrup



SCALE 1 : 6 500

Datum : WGS-84

100 0 100 200 300 400 M

ELEV in FT
Dimensions / Distances in M

TAXIWAYS

TWY N1, TWY N2 and shaded area shown on the chart south of the runways :

Pavement : Asphalt

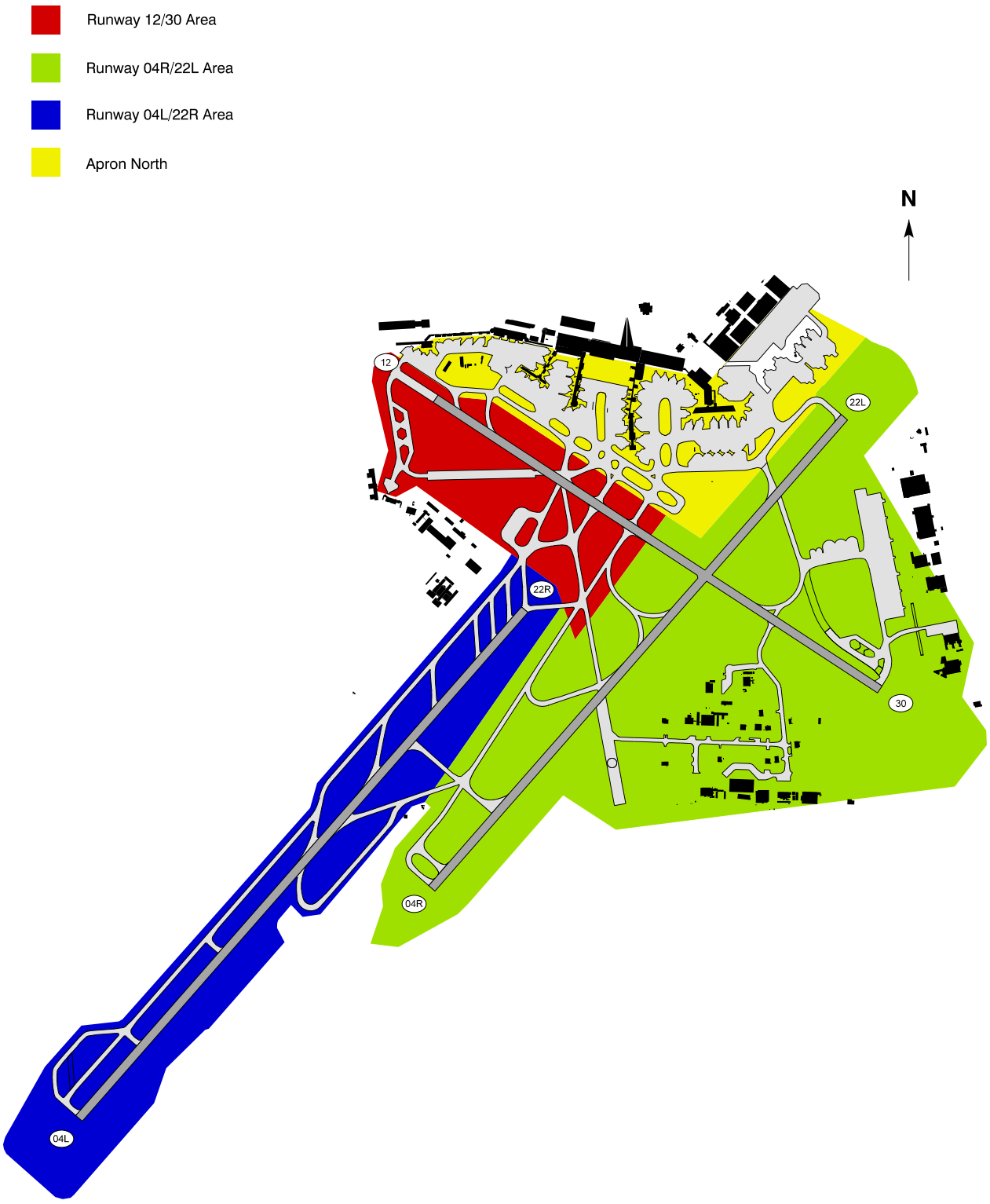
Strength : PCN 40 / F / C / X / U

Width : TWY N1 21 M and TWY N2 20 M

Maintenance Areas are not covered by EU regulation 139/2014.
Maintenance Area South: When entering the area from TWY N1 and TWY N2 a sign informs that you are now moving into a Maintenance Area.
The taxiways have no centerline lights. Instead of centerline lights reflectors are embedded in the pavement on TWY N2 and on most of TWY N1.
TWY N1 and TWY N2 have no TWY edge LGT AVBL, but are both provided with side stripe markings and centreline markings made in reflective materials to enhance visibility. Marshaller assistance on TWY N1 and TWY N2 AVBL on REQ.
The distance from the main gears of large aircraft to taxiway edges does not fully comply with EU regulation 139/2014.
CPH is not responsible for aircraft movements and parking positions in the area.

Changes : Text "South Aerodrome" withdrawn.

AREA OF RESPONSIBILITY WHEN RWY IN USE IS 04L/R OR 22L/R



Changes : Aircraft stands E76, E77 and E78 changed. Editorial changes.

AERODROME GROUND MOVEMENT CHART

Permitted taxi routes outside Apron North and maintenance areas for ICAO code letter A, B and C aircraft

Notes:

For aircraft with MTOW equal to or less than 7000 KG
ATC can permit to deviate from the shown taxi routes.

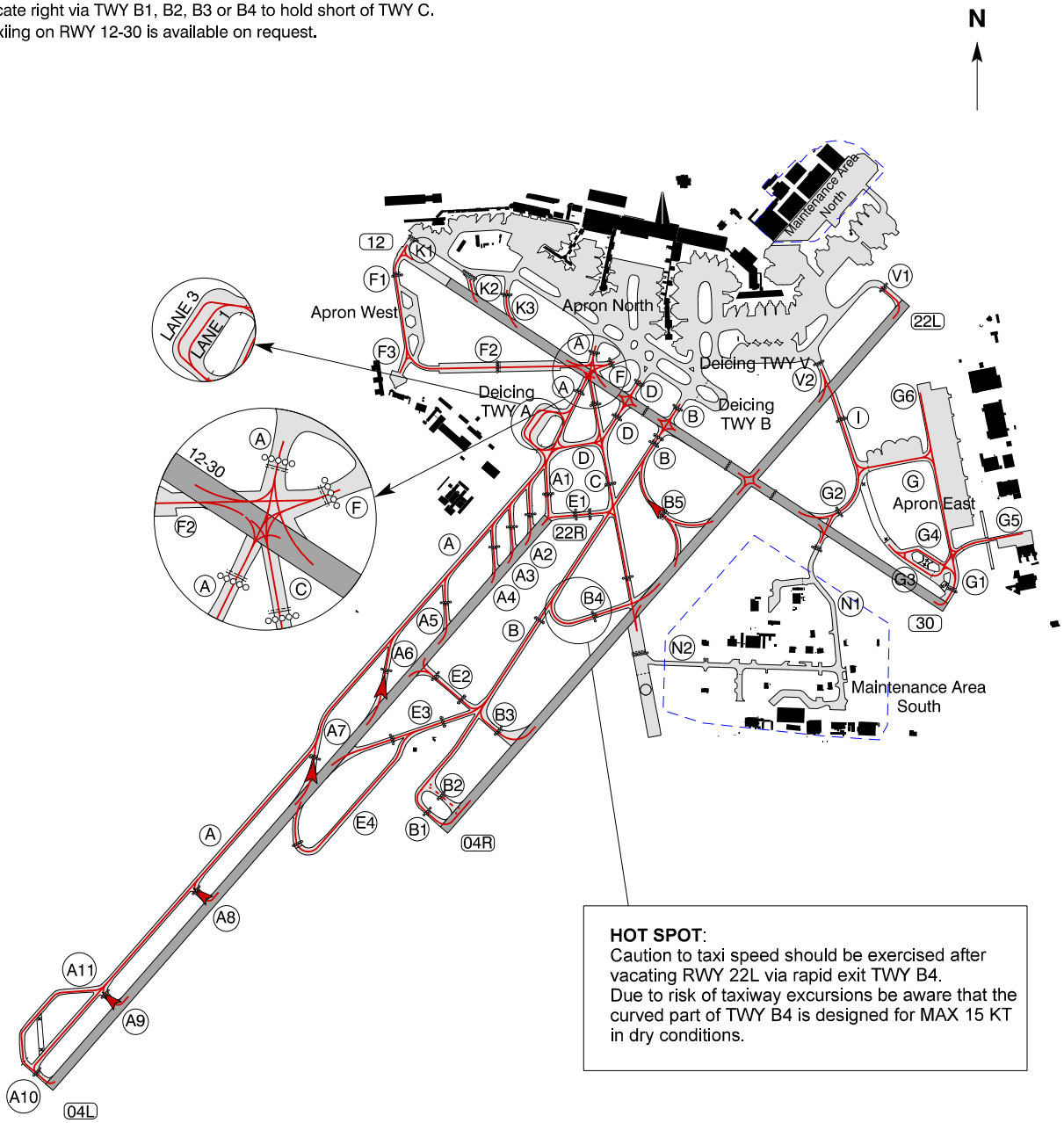
Taxiing on TWY B2 in RVR < 400 M is not permitted.

If not otherwise instructed by ATC:

- Remain on landing frequency until instructed by ATC.
- After landlng RWY 04L vacate left vla TWY A to hold short of RWY 12-30.
- After landing RWY 22L vacate right via TWY B5 to hold short of TWY B or vacate right via TWY B1, B2, B3 or B4 to hold short of TWY C.
- Taxiing on RWY 12-30 is available on request.

Legend:

- Permitted taxi routes
- Permitted taxi routes, one way
- Taxi routes with special restrictions, see notes
- Limit of maintenance areas



Changes : Aircraft stands E76, E77 and E78 changed.

AERODROME GROUND MOVEMENT CHART

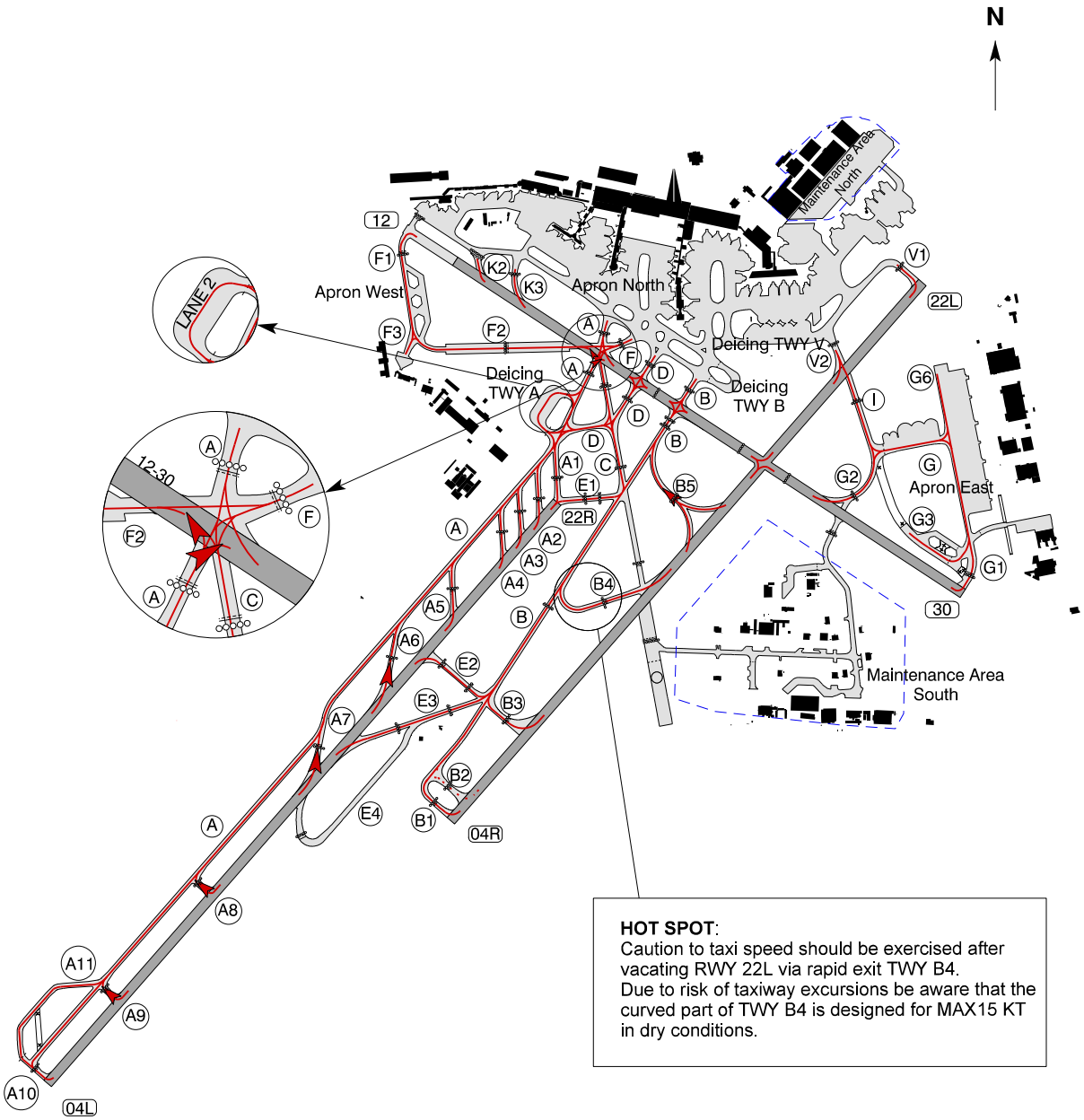
Permitted taxi routes outside Apron North and maintenance areas for the following ICAO type designators:
A30B, A306, A3ST, A310, A400, AN12,
B752, B753, B762, B763, C130, C30J and T204

Notes:
Taxiing on TWY B2 in RVR < 400 M is not permitted.

If not otherwise instructed by ATC:
- Remain on landing frequency until instructed by ATC.
- After landing RWY 04L vacate left via TWY A to hold short of RWY 12-30.
- After landing RWY 22L vacate right via TWY B5 to hold short of TWY B or vacate right via TWY B1, B2, B3 or B4 to hold short of TWY C.
- Taxiing on RWY 12-30 is available on request.

Legend:

- Permitted taxi routes
- Permitted taxi routes, one way
- Taxi routes with special restrictions, see notes
- Limit of maintenance areas



HOT SPOT:
Caution to taxi speed should be exercised after vacating RWY 22L via rapid exit TWY B4.
Due to risk of taxiway excursions be aware that the curved part of TWY B4 is designed for MAX15 KT in dry conditions.

Changes : Aircraft stands E76, E77 and E78 changed.

AERODROME GROUND MOVEMENT CHART

Permitted taxi routes outside Apron North and maintenance areas for the following ICAO type designators:

A332, A333, A337, A338, A339, A342, A343,
B741, B742, B743, B744, BLCF, B74S, B74R,
B764, B772, B77L, B788, B789, IL96 and MD11

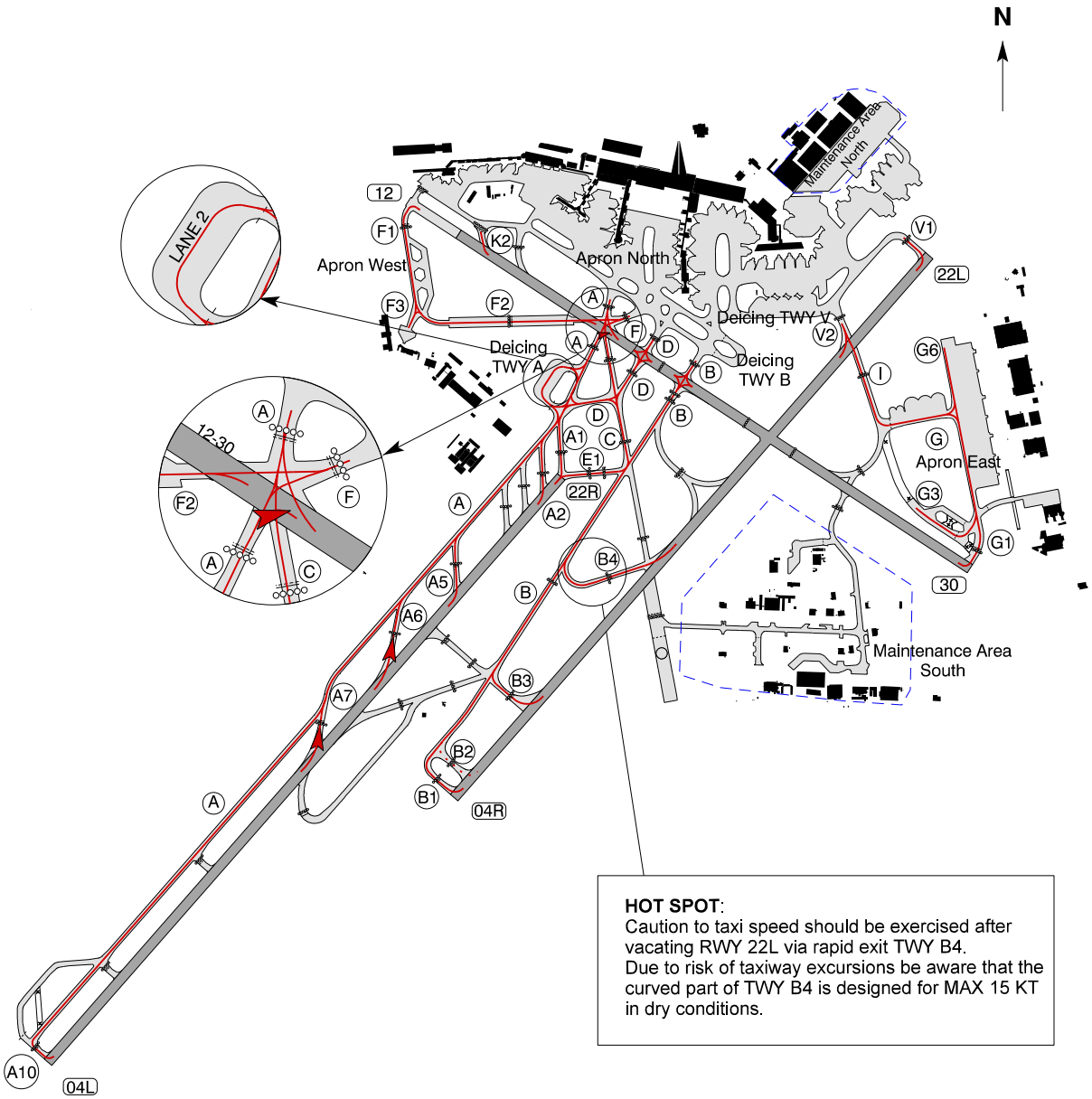
Notes:
Taxiing with MD11 on TWY B2 is not permitted.
Taxiing with B772 and B77L on TWY B2 is permitted in direction from RWY 22L only.
Taxiing on TWY B2 in RVR < 400 M is not permitted.

If not otherwise instructed by ATC:

- Remain on landing frequency until instructed by ATC.
- After landing RWY 04L vacate left via TWY A to hold short of RWY 12-30.
- After landing RWY 22L vacate right via TWY B to hold short of TWY C.
- Taxiing on RWY 12-30 is available on request.

Legend:

- Permitted taxi routes
- Permitted taxi routes, one way
- Taxi routes with special restrictions, see notes
- Limit of maintenance areas



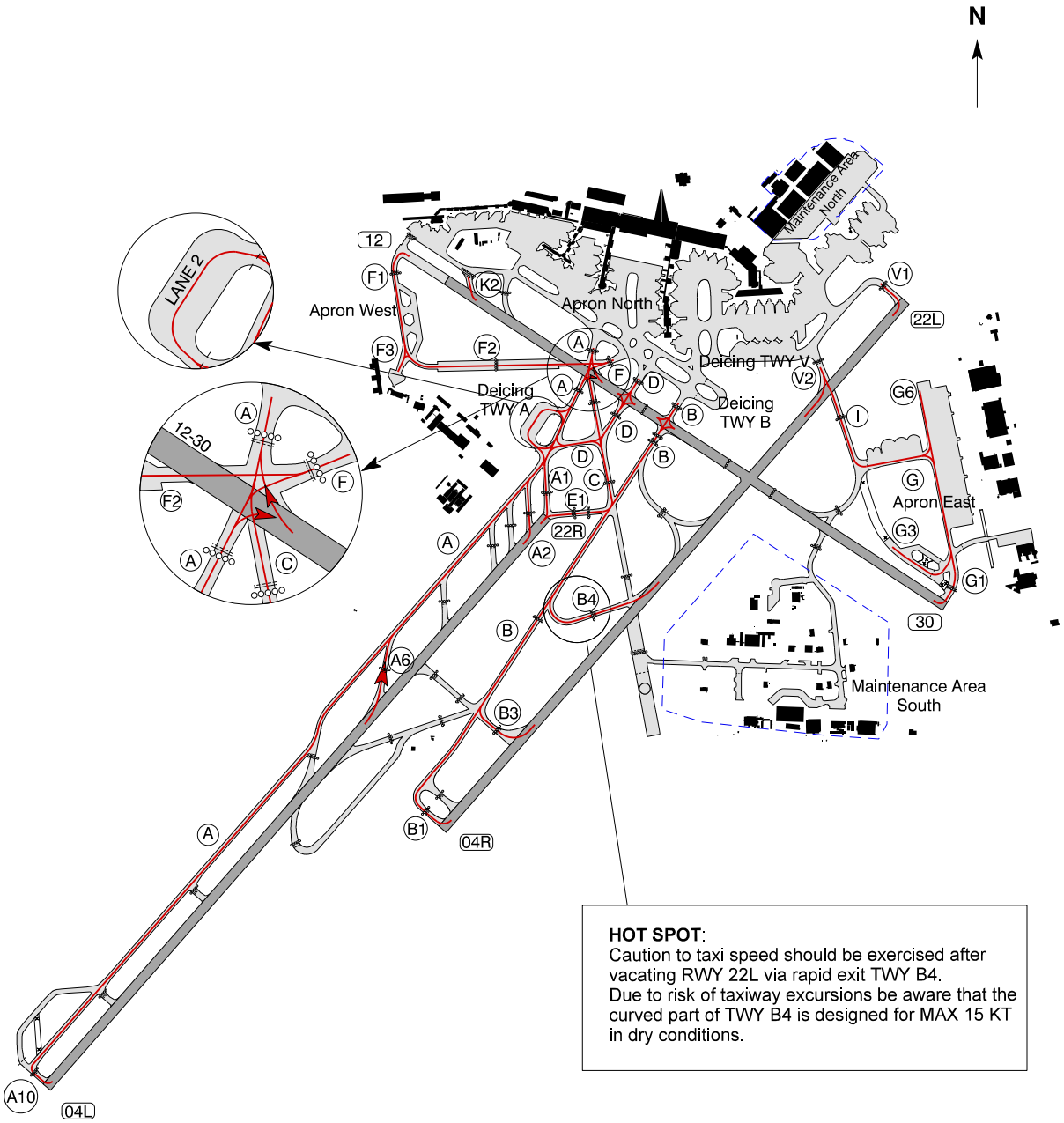
Changes : Aircraft stands E76, E77 and E78 changed. Editorial change.

AERODROME GROUND MOVEMENT CHART

Permitted taxi routes outside Apron North and maintenance areas for the following ICAO type designators:
A359 and B78X

Notes:
If not otherwise instructed by ATC:
- Remain on landing frequency until instructed by ATC.
- After landing RWY 04L vacate left via TWY A to hold short of RWY 12-30.
- After landing RWY 22L vacate right via TWY B to hold short of TWY C.
- Taxiing on RWY 12-30 is available on request.

Legend:
- Permitted taxi routes
- Permitted taxi routes, one way
- Limit of maintenance areas



HOT SPOT:
Caution to taxi speed should be exercised after vacating RWY 22L via rapid exit TWY B4.
Due to risk of taxiway excursions be aware that the curved part of TWY B4 is designed for MAX 15 KT in dry conditions.

Changes : Aircraft stands E76, E77 and E78 changed. Editorial change.

AERODROME GROUND MOVEMENT CHART

Permitted taxi routes outside Apron North and maintenance areas for the following ICAO type designators:
A35K, B773 and B77W

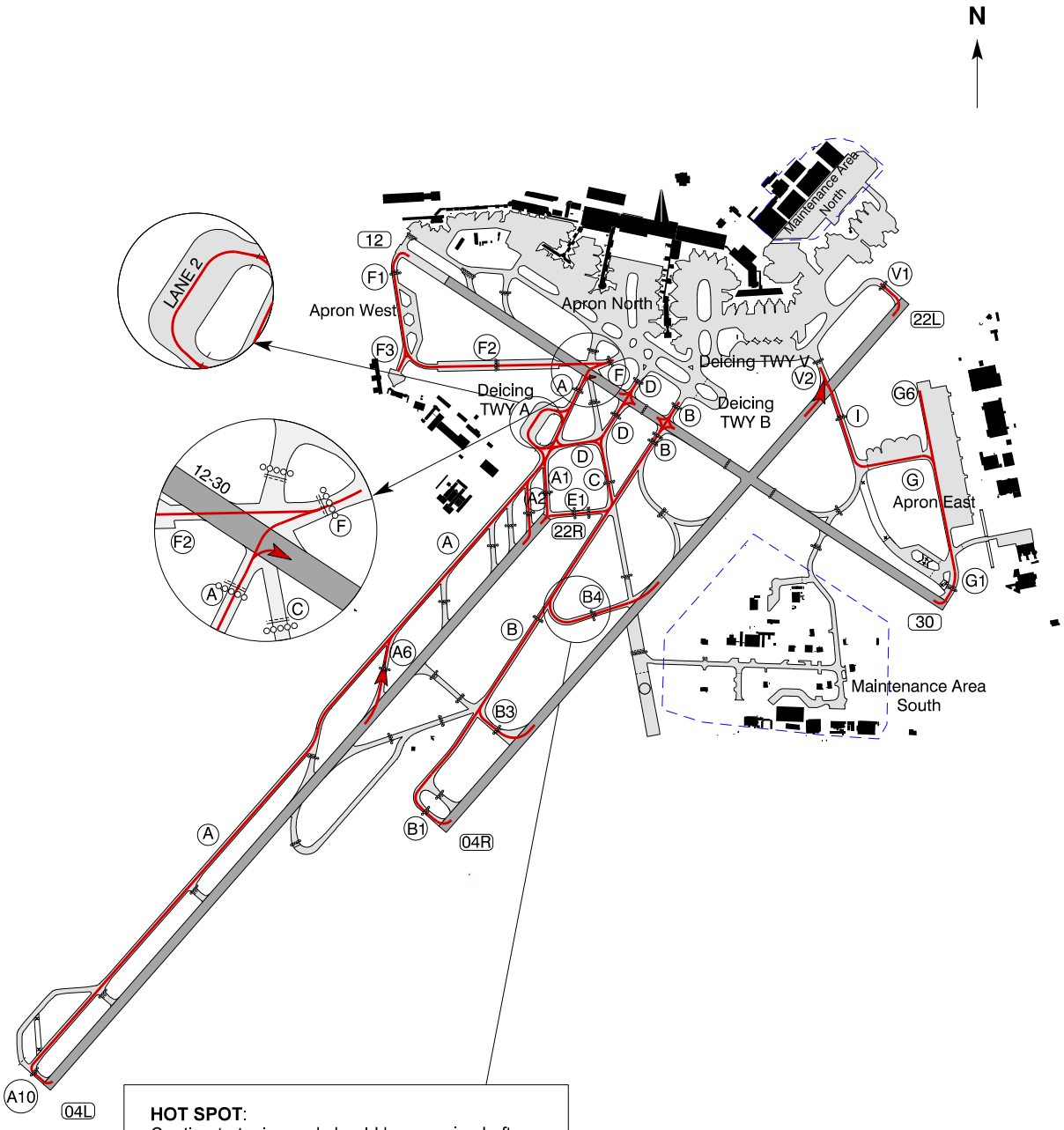
Notes:

If not otherwise instructed by ATC:

- Remain on landing frequency until instructed by ATC.
- After landing RWY 04L vacate left via TWY A to hold short of RWY 12-30.
- After landing RWY 22L vacate right via TWY B to hold short of TWY C.
- Taxiing on RWY 12-30 is available on request.

Legend:

- Permitted taxi routes
- Permitted taxi routes, one way
- Limit of maintenance areas



HOT SPOT:
Caution to taxi speed should be exercised after vacating RWY 22L via rapid exit TWY B4.
Due to risk of taxiway excursions be aware that the curved part of TWY B4 is designed for MAX 15 KT in dry conditions.

Changes : Aircraft stands E76, E77 and E78 changed. Editorial changes.

AERODROME GROUND MOVEMENT CHART

Permitted taxi routes outside Apron North and maintenance areas for the following ICAO type designators:
A345, A346, B778 with folded wingtips only and B779 with folded wingtips only

Notes:

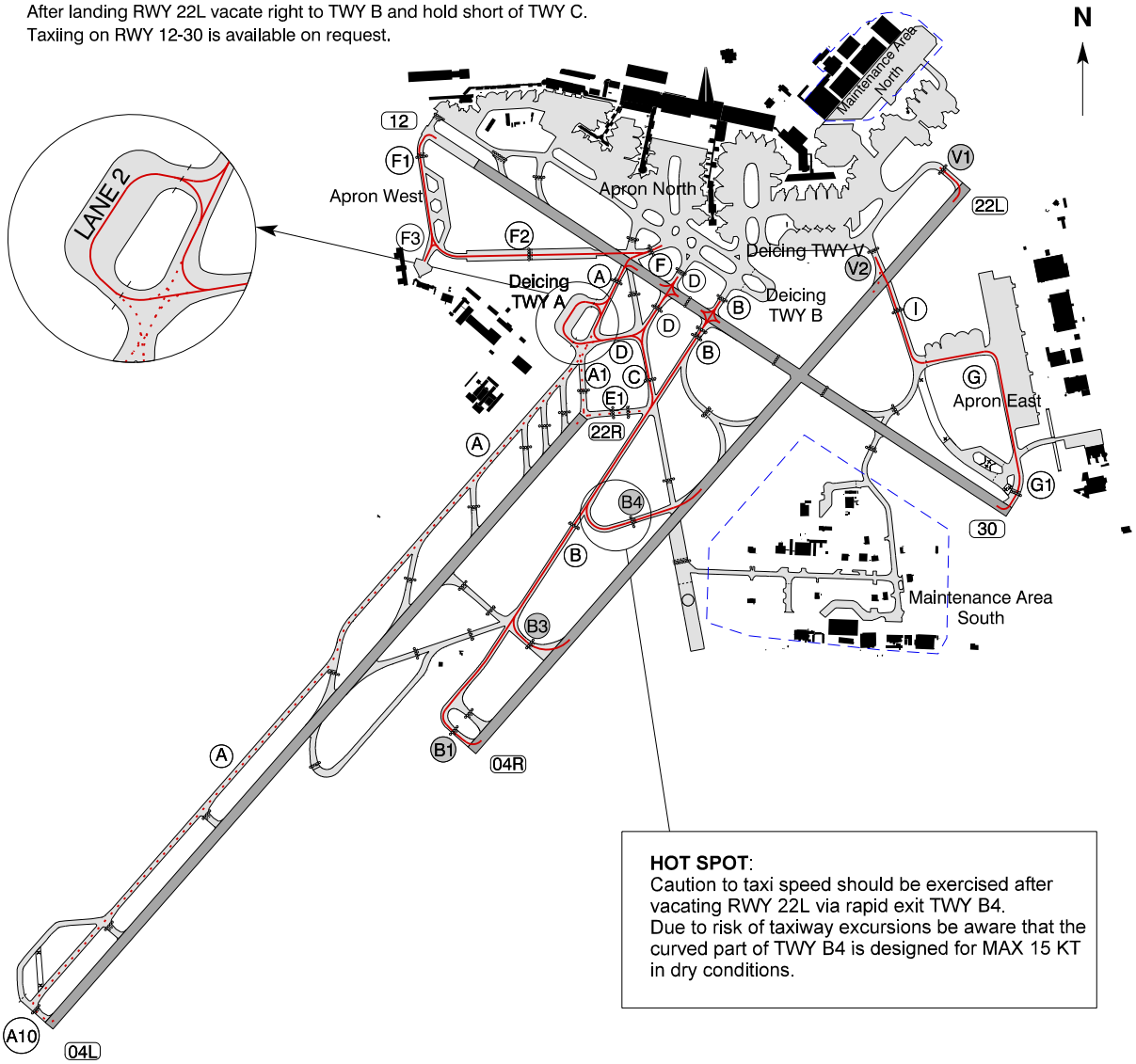
Taxiing with B778 and B779 on TWY E1, A1 and A south of TWY D is not permitted.
Taxiing with B778 and B779 on TWY V2 is permitted in direction from RWY 04R only.
Taxiing with B779 via the southern connection to Deicing TWY A coming from north on TWY A is not permitted.
Taxiing with A346 on TWY V2 is not permitted.
Taxiing with A346 via the southern connection to Deicing TWY A from TWY A is not permitted.
Taxiing with A346 via the southern connection from Deicing TWA A to TWY A towards south Is not permltted. But the route from the southern connectlon to TWY A1 Is permltted.
Taxiing with A346 on TWY C from north to TWY E1 is not permitted.
Taxiing with A346 on TWY E1 to TWY B is not permitted.

If not otherwise instructed by ATC:

- Remain on landing frequency until instructed by ATC.
- After landing RWY 04L (only permitted for A345 and A346) vacate left to TWY A and hold short of RWY 12-30.
- After landing RWY 22L vacate right to TWY B and hold short of TWY C.
- Taxiing on RWY 12-30 is available on request.

Legend:

- Permitted taxi routes
- Taxi routes with special restrictions, see notes
- Limit of maintenance areas
- B1 — With reference to B778 and B779: When landing on RWY 22L and RWY 04R wingtips must be folded at the latest, when vacating the RWY (on the exit taxiways). When taking off on RWY 22L and RWY 04R wingtips must be extended earliest at the Holding Positions for RWY 22L and RWY 04R (B1, B3, B4, V1 and V2).



HOT SPOT:
Caution to taxi speed should be exercised after vacating RWY 22L via rapid exit TWY B4.
Due to risk of taxiway excursions be aware that the curved part of TWY B4 is designed for MAX 15 KT in dry conditions.

Changes : Aircraft stands E76, E77 and E78 changed. Editorial changes.

AERODROME GROUND MOVEMENT CHART

Permitted taxi routes outside Apron North and maintenance areas for the following ICAO type designators:
A388, B778 with extended wingtips and B779 with extended wingtips

Notes:

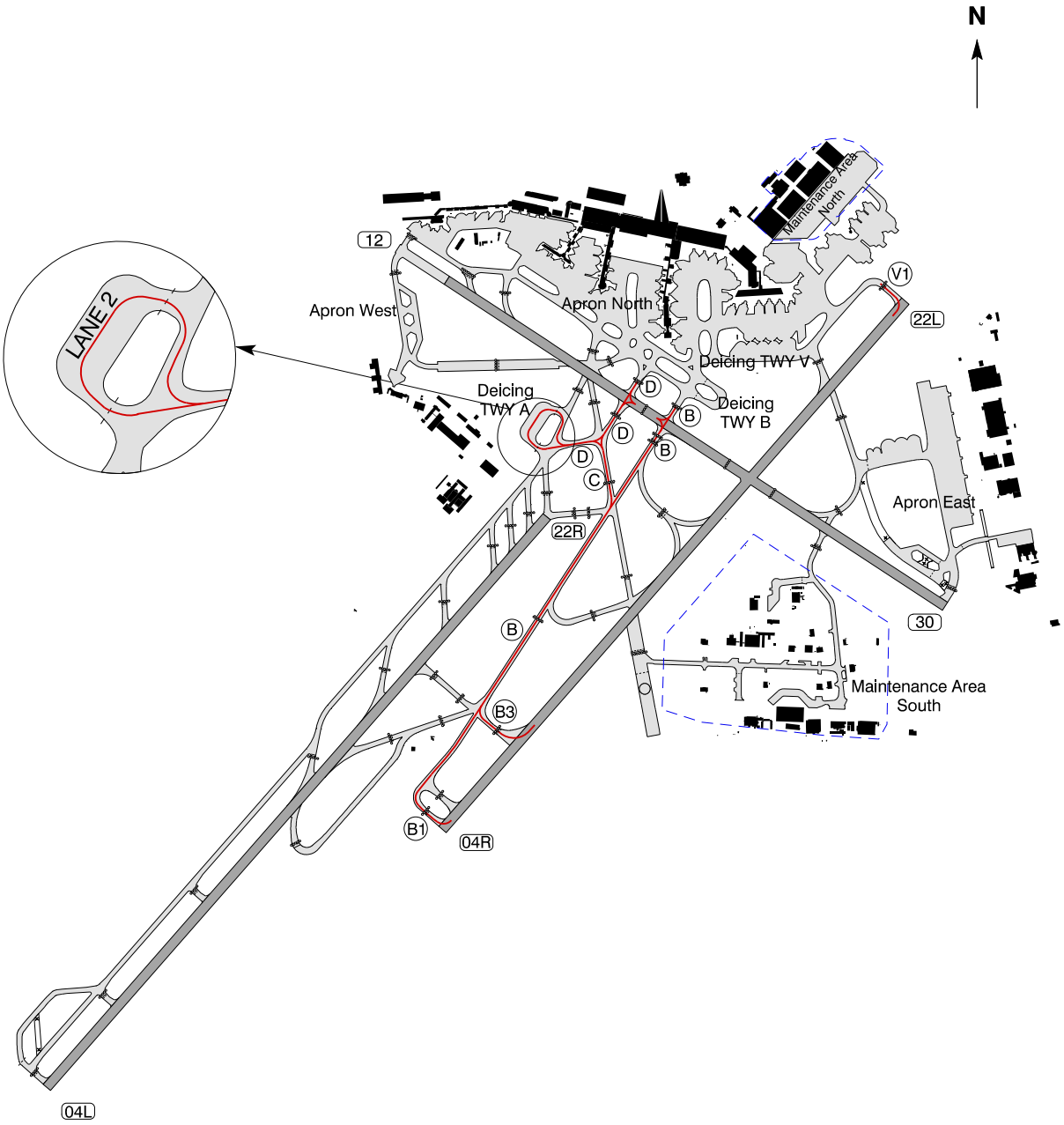
If not otherwise instructed by ATC:

- Remain on landing frequency until instructed by ATC.
- After landing RWY 22L vacate right to TWY B and hold short of TWY C.
- Taxiing on RWY 12-30 is available on request.

Legend:

Permitted taxi routes

Limit of maintenance areas



Changes : Aircraft stands E76, E77 and E78 changed. Editorial change.

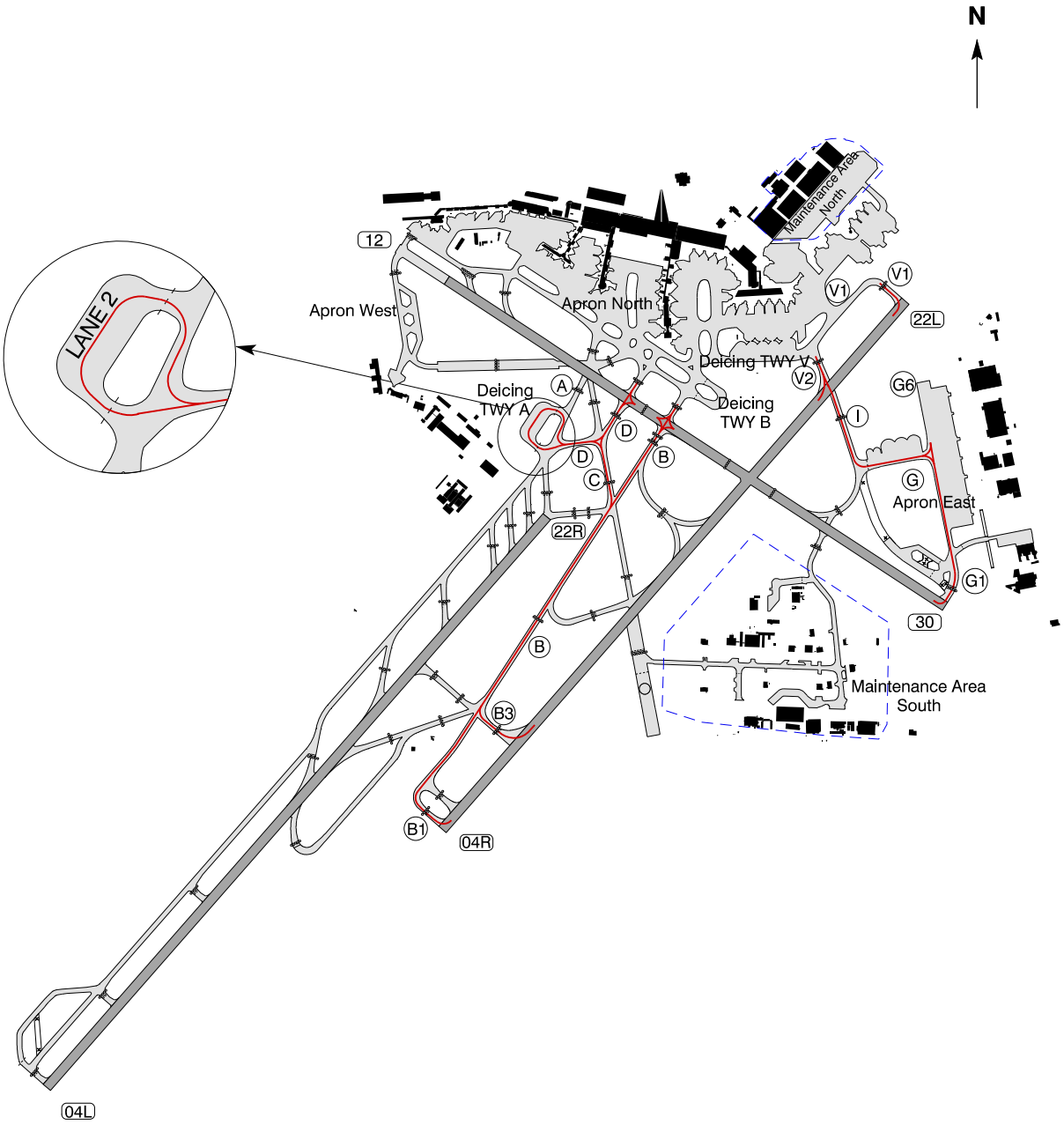
AERODROME GROUND MOVEMENT CHART

Permitted taxi routes outside Apron North and maintenance areas for heavy and super heavy aircraft that are not mentioned on GMC 1-7

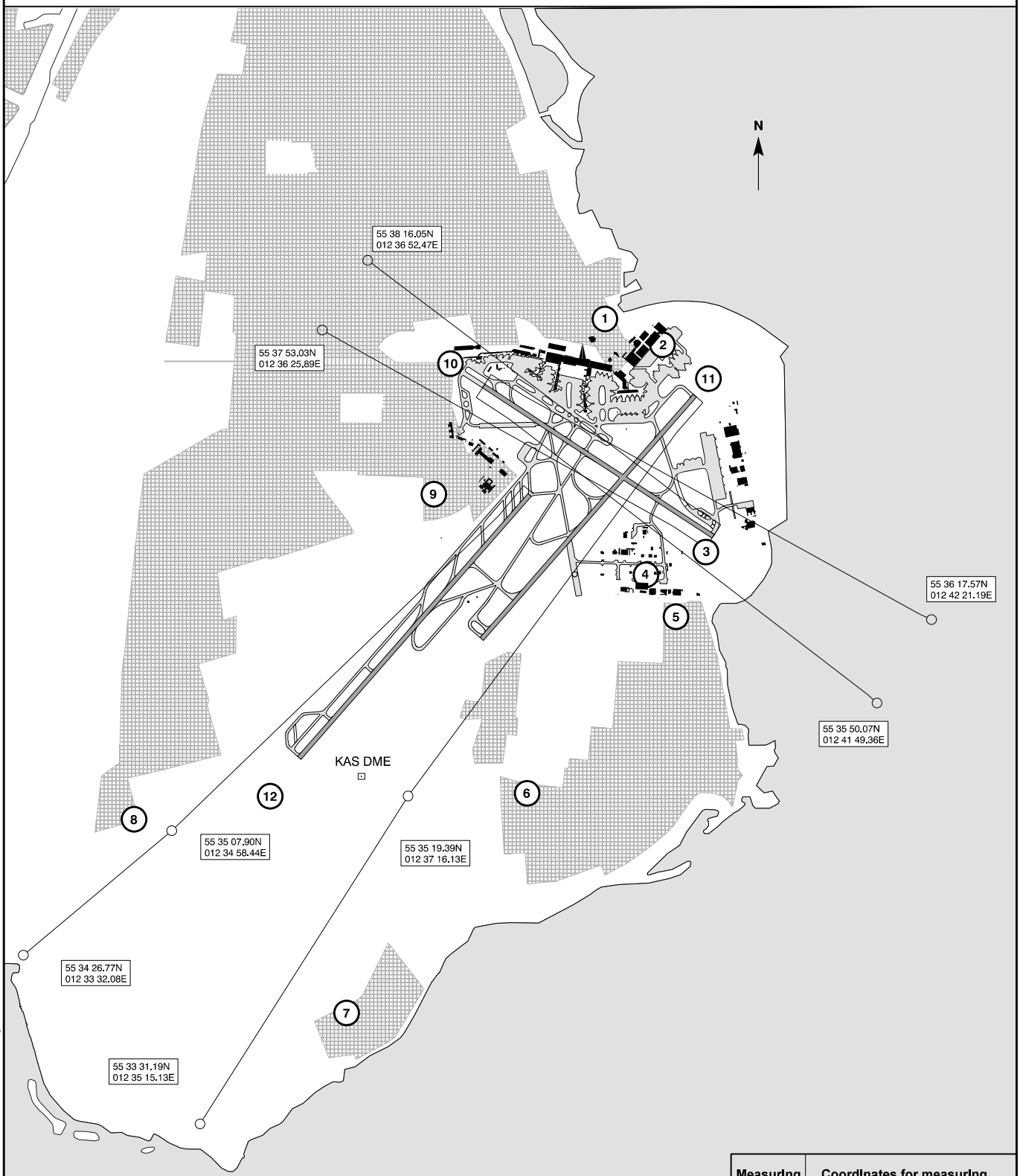
Notes:
During taxiing and parking marshaller assistance is mandatory.

If not otherwise instructed by ATC:
- Remain on landing frequency until instructed by ATC.
- After landing RWY 22L vacate right to TWY B and hold short of TWY C.
- Taxiing on RWY 12-30 is available on request.

Legend:
- Permitted taxi routes
- Limit of maintenance areas



Changes : Aircraft stands E76, E77 and E78 changed. Editorial change.



LEGEND	
Measuring position	4
Sector boundary	
Built-up area	

Measuring position:	Coordinates for measuring positions:	
1	55 37 56.70N	012 39 10.76E
2	55 37 50.04N	012 39 41.84E
3	55 36 42.42N	012 40 03.30E
4	55 36 33.87N	012 39 30.70E
5	55 36 18.56N	012 39 52.08E
6	55 35 20.29N	012 38 25.49E
7	55 34 07.82N	012 36 40.31E
8	55 35 11.64N	012 34 36.49E
9	55 36 58.92N	012 37 31.06E
10	55 37 41.56N	012 37 38.36E
11	55 37 35.63N	012 40 09.61E
12	55 35 19.38N	012 35 54.26E

Changes : Aircraft stands E76, E77 and E78 changed.

1. Aerodrome Location Indicator and Name: EKRK - København/Roskilde

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 35 08.04N 012 07 53.14E RWY INT
2.	Distance and direction from city:	4 NM SSE of Roskilde
3.	ELEV: REF temperature:	146 FT 22°C
4.	MAG VAR: Annual change:	4°E (NOV 2017) Increasing 9'
5.	AD ADM: AD address:	Københavns Lufthavne A/S Københavns Lufthavne A/S København/Roskilde Airport Lufthavnsvej 20, DK-4000 Roskilde
	TEL: TEL: E-mail: AFS:	+45 32 31 32 31 +45 32 31 62 20 (direct AIS/ARO) rkebriefing@cph.dk EKRK
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	Aerodrome operator:	0600-2100 (0500-2000). Outside stated hours PPR for all traffic - submitted not later than 1 hour before closing time. SAR, MIL, MEDEVAC, HOSP, HEMS and State OPS H24.
2.	Customs and immigration:	The airport is open for traffic to/from all States. Customs clearance and immigration H24. PN 1 HR.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	H24
5.	ATS Reporting Office (ARO):	As AD. For outbound traffic between 2100-0600 (2000-0500) submit FPL to ARO EKCH, TEL 32 47 82 72 URL: www.naviair.dk
6.	MET Briefing Office:	H24
7.	ATS:	H24
8.	Fuelling:	H24. Outside AD operational hours PPR - submitted not Later than 1 hour before AD closing time. Self-service possible H24 for holders of DANSK FUELS-carnet, SHELL-carnet and credit cards.
9.	Handling:	H24. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time.
10.	Security:	H24
11.	De-icing:	H24. PN 1 HR. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time.

12. Remarks: MET and AIS are available H24 as self-briefing in the terminal.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	O/R
2.	Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: 80, W15W50
3.	Fuelling facilities and capacity:	Jet A1: Truck 600 L/MIN Stand 130 L/MIN
4.	De-icing facilities:	Type 1+2. Limited capacity.
5.	Hangar space For visiting aircraft:	No
6.	Repair facilities For visiting aircraft:	Yes

7. Remarks: Frequency used for handling:131.555 - call sign "Roskilde Handling". Ground handling: It is mandatory for all aircraft above 3000 kg to contact "Roskilde Handling" 15 MIN prior to arrival, stating ETA, POB, fuel requirement, intention and to receive parking instructions. Ground handling is mandatory for non-resident commercial and private operators of aircraft with MTOM above 3000 kg, when using main apron facilities

5. Passenger Facilities

1.	Hotels:	In Roskilde
2.	Restaurants:	Yes
3.	Transportation:	Taxi
4.	Medical facilities:	Hospitals in Roskilde and København
5.	Bank and Post Office:	In Roskilde
6.	Tourist Office:	NIL

7. Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	During AD operational hours: Default CAT 3. CAT 4 through 7 PPR submitted not later than 1 hour before flight. Outside AD operational hours: CAT 3 through 7 PPR submitted not later than 1 hour before AD closing time.
2.	Rescue equipment:	In accordance with the published CAT
3.	Capability for removal of disabled aircraft:	Registered Owner or Aircraft Operator retains complete responsibility for the removal of the disabled aircraft. All Airline Operators at EKRK are expected to have aircraft recovery plans.

4. Remarks: NIL

7. Runway Surface Condition Assessment and Reporting, and Snow Plan

1.	Type(s) of clearing equipment:	Snowblower, Spray truck with plough (disc spreader), Tractor-mounted broom/plough and Truck-mounted plough on spray truck.
2.	Clearance priorities:	1. Fire station, SAR & runways. 2. Taxiways & Danish Home Guard Hangar. 3. Apron. 4. Maintenance Area.
3.	Use of material for movement area surface treatment:	KFOR and NAFO.
4.	Specially Prepared Winter Runways:	Specially prepared winter runways are not available.

5. Remarks: The sequence for clearing runways and associated taxiways is continuously coordinated with TWR during execution. AD available all seasons.

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength: Concrete, PCN 36/R/C/X/U
2. Taxiway width, surface and strength: M: 9 M Other : 15 M. Asphalt
   TWY B, B3, E and turning area RWY 29/11:
   PCN 36 / F / C / X / U
   TWY C: PCN 14 / F / C / Y / U
   Other TWY: PCN 17/F/C/Y/U
3. ACL and ELEV: At apron 145 FT
4. VOR checkpoints: NIL
5. INS checkpoints: NIL

6. Remarks: NIL

9. Surface Movement Guidance and Control System and Markings

1. Aircraft stand ID signs Taxi guide lines, Visual docking/parking guidance system: NIL
2. RWY and TWY markings:
   RWY 03:
   THR, RWY NR, centre line, side stripes
   RWY 21:
   THR, RWY NR, TDZ, centre line, side stripes
   RWY 11:
   THR, RWY NR, TDZ, centre line, side stripes
   RWY 29:
   THR, RWY NR, centre line, side stripes
   TWY: Centre line, holding position, RGL, Side stripes at turning area RWY 29/11
3. Stop bars: NIL

4. Remarks: NIL

10. Aerodrome Obstacles

In approach/TKOF areas

a	b	c
RWY/ Area affected	Obstacle type Elevation Markings/LGT	PSN
-		

In circling area and at AD

a	b
Obstacle type Elevation Markings/LGT	PSN
-	

Remarks: NIL

11. Meteorological Information Provided

1. Associated MET Office: Danish Meteorological Institute/
   Civil Weather Forecasts and Warnings (CVV)
   TEL + 45 39 15 72 72
2. Hours of service: H24
3. Office responsible for TAF preparation: Danish Meteorological Institute/
   Civil Weather Forecasts and Warnings (CVV)
   Periods of validity: 9 hours
   Interval of issuance: 3 hours
4. Type of landing forecast: NIL
   Interval of issuance: N/A
5. Briefing/Consultation provided: Self briefing (www.northavimet.com) and telephone consultation
6. Flight documentation: Language(s) used: Charts. Abbreviated plain language texts. English and Danish
7. Charts and other information available: Surface analysis (current chart)
   Prognostic upper air chart
   Significant weather chart
8. Supplementary equipment available: NIL
9. ATS units provided with information: APP/TWR, ACC København and Copenhagen Information
10. Additional information (limitation of service, etc.): NIL

12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
03	030.9° GEO 026.9° MAG	1500 x 31 M	PCN 30/F/C/X/T Asphalt	55 34 42.25N 012 07 25.85E	127 FT/Data pending
21	210.9° GEO 206.9° MAG	1500 x 31 M	PCN 30/F/C/X/T Asphalt	55 35 23.85N 012 08 09.85E	146 FT/Data pending
11	116.3° GEO 112.3° MAG	1799 x 31 M	PCN 36/F/C/X/T Asphalt	55 35 23.93N 012 06 56.30E	145 FT/Data pending
29	296.3° GEO 292.3° MAG	1799 x 31 M	PCN 36/F/C/X/T Asphalt	55 34 59.03N 012 08 25.39E	138 FT/Data pending

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Obstacle-free zone
03	Data pending	NIL	NIL	1620 x 300 M	90 x 65 M	NIL
21	Data pending	NIL	NIL	1620 x 300 M	90 x 65 M	NIL
11	Data pending	59 x 31 M	NIL	1919 x 300 M	90 x 65 M	NIL
29	Data pending	NIL	NIL	1919 x 300 M	90 x 65 M	NIL

3.2. Do not expect permission to execute the flight in the part of EKCH TMA and EKRK TMA with the lower limit at 1500FT in the following hours:

a) Monday to Friday 06 - 10 Danish time and 17 - 22 Danish time.
b) Sunday 17 - 22 Danish time.

3.3. Are expected to be executed at altitudes of 1000FT or FL, e.g. 5000FT, 6000FT, FL 70 etc. within Copenhagen Area.

3.4. Might be repositioned or cancelled by WS-ATCC (Watch Supervisor Air Traffic Control Center) in coordination with ATC EKCH TWR, EKCH APP and EKRK TWR/APP, on the day for the flight due to the actual traffic situation.

4. Bird concentrations at the aerodrome

Airport surroundings
The area north of the airport is characterised by past and ongoing mineral extraction. This has resulted in a rugged landscape with small freshwater lakes. Within the 13 km ICAO-defined zone, the only major towns are Roskilde City furthest to the northwest and Køge City furthest to the southeast. The rest of the area consists mainly of agricultural land.

Birds at the airport
A total of nine bird species makes up more than 80 percent of the recorded birds: corvids (Carrion crow, Rook, Jackdaw), gulls (Common and Herring Gull), raptors (Kestrel and Buzzard), and Wood Pigeons and Lapwing.

Corvids are the most frequent birds at the airport, accounting for more than 40% of the records, and they occur in flocks all year round.

Flocks of Greylag Goose and Barnacle Goose occur in the fields outside the airport, especially in spring and autumn.

The Wildlife Controller reports to TWR about special bird occurrences, and TWR can pass on the information via radio.

Mitigation of birds
Bird control services are carried out during airport opening hours, primarily using pyrotechnics, playback of distress calls from birds, and shotgun.

Bird strikes during takeoff and landing should be notified to TWR via radio, after which a Wildlife Controller will inspect the runway for bird remains.

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Heliport Chart - ICAO	HELC
Aerodrome Ground Movement Chart - ICAO	GMC 1 GMC 2 GMC 3 GMC 4
Aerodrome Obstacle Chart - ICAO type A	AOC-A RWY 03 AOC-A RWY 11 AOC-A RWY 21 AOC-A RWY 29
Departure Chart	IFR DEP-1 IFR DEP-2 IFR DEP-3 IFR DEP-4
Instrument Approach Chart - ICAO	RNAV (GNSS) RWY 03 - 1 RNAV (GNSS) RWY 03 - 2 ILS RWY 11 (ACFT CAT A+B) ILS RWY 11 (ACFT CAT C+D) RNAV (GNSS) RWY 11 - 1 (ACFT CAT A+B) RNAV (GNSS) RWY 11 - 2 (ACFT CAT A+B) RNAV (GNSS) RWY 11 - 1 (ACFT CAT C+D) RNAV (GNSS) RWY 11 - 2 (ACFT CAT C+D) NDB RWY 11 (ACFT CAT A+B) NDB RWY 11 (ACFT CAT C+D) ILS RWY 21 RNAV (GNSS) RWY 29 - 1 RNAV (GNSS) RWY 29 - 2
Other Charts	Noise Abatement Procedures

25. Visual Segment Surface (VSS) Penetration

Data pending.

1. Aerodrome Location Indicator and Name: EKSB - Sønderborg

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	54 57 51.72N 009 47 30.23E On RWY, 673 M from THR 14
2.	Distance and direction from city:	3 NM N of Sønderborg
3.	ELEV: REF temperature:	24 FT 22°C
4.	MAG VAR: Annual change:	3° E (JAN 2020) Increasing 9’
5.	AD ADM: AD address: TEL: FAX: E-mail: AFS:	Sønderborg Lufthavn Lufthavnsvej 1 DK - 6400 Sønderborg +45 74 42 21 30 (airport) +45 73 42 21 70 (AFIS) TEL are only manned during AD opening hours NIL handling@eksb.dk EKSB
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	MON-FRI: 0600-2145 (0500-2045) SAT: 0630-1600 (0530-1500) SUN: 1400-1915 (1300-1815) Other times PPR - submitted not later than 1 hour before closing time.
2.	Customs and immigration:	The airport is open for traffic to/from all States. Hours for customs clearance and immigration as for AD. PN 1 HR.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As AD
5.	ATS Reporting Office (ARO):	As AD
6.	MET Briefing Office:	As AD
7.	ATS:	As AD
8.	Fuelling:	As AD
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	as AD

12. Remarks: Self briefing is available in the terminal building

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1 Oil: No
3.	Fuelling facilities and capacity:	Jet A1: 300 L/MIN
4.	De-icing facilities:	Yes, from 01 NOV to 30 APR.
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	Minor repairs only

7. Remarks: Limitations to payment options for fuel: JET A1 requires valid DCC & Shell Aviation Denmark contract or Shell Carnet/Fuel & Fly card. Credit card/Debit card and cash are no longer accepted as payment options.
CHANNEL used for handling: 131.680 - callsign "Sonderborg Handling".

5. Passenger Facilities

1.	Hotels:	Hotels in town
2.	Restaurants:	No
3.	Transportation:	Taxi and bus
4.	Medical facilities:	Hospital in Sønderborg
5.	Bank and Post Office:	In Sønderborg
6.	Tourist Office:	In Sønderborg TEL +45 74 42 35 55 FAX +45 74 42 57 47

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 3 available for all flights. CAT 5 and 1 boat (raft capacity 60 pers.) available for scheduled flights. Other flights than scheduled flights CAT 5 PPR 2 hours. CAT 6 and 1 boat (raft capacity 60 pers.) only available on request. CAT 7 and 2 boats (raft capacity 300 pers.) only available on request.
2.	Rescue equipment:	1 response vehicle 2 crashtenders 1 boat (+1 additional boat CAT 7)
3.	Capability for removal of disabled aircraft:	None. EKSB can assist owners of disabled aircraft or authorities in hiring equipment or services to remove such aircraft.

4. Remarks: Extinguishing agents:
CAT 1-5 water 7480 L, Foam (B) 600 L, Powder 250 KG.
CAT 6-7 water 15480 L, Foam (B) 1600 L, Powder 274 KG.

7. Runway Surface Condition Assessment and Reporting, and Snow Plan

1.	Type of clearing equipment:	Mechanical snow clearing with snowplough and sweeper. Chemicals: KFOR, NAFO and UREA
2.	Clearance priorities:	1. RWY in use 2. Taxiways 3. Apron

3. Remarks: Information on snow clearance published from November to April in SNOWTAM. See also Snow Plan in AD 1.2.

8. Aprons, Taxiways and Check Locations/Positions Data

1.	Apron surface and strength:	Asphalt, PCN 40/F/A/W/T	3.	ACL and ELEV:	At apron 28 FT
	Taxiway width surface and strength:	TWY A, B, D: 15 M, asphalt, PCN 40/F/A/W/T TWY C: 8 M, grass TWY E: 20 M, grass	4.	VOR checkpoints: INS checkpoints:	- See Aerodrome Chart

5. Remarks: NIL

9. Surface Movement Guidance and Control System and Markings

1.	Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system:	-	2.	RWY and TWY markings:	RWY 14/32: THR, RWY NR, TDZ RWY 32, centre line TWY A, B, D: Centre line, holding position TWY C, E: Edge
			3.	Stop bars:	-

4. Remaks: TWY C and E: For use day only.

10. Aerodrome Obstacles

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
SB009	Windturbine	54 59 00.2N 009 48 07.8E	180	141	-	-
SB013	Chimney	54 55 49.0N 009 46 54.7E	296	244	LIL F R	-
SB018	Chimney	54 55 45.9N 009 47 02.4E	263	211	LIL F R	-

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
NIL						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
SB010	Windturbine	54 58 59.9N 009 48 23.1E	167	141	-	-

11. Meteorological Information Provided

1.	Associated MET Office:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) TEL +45 39 15 72 72	6.	Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts English and Danish
2.	Hours of service: Outside Hours:	H24	7.	Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
3.	Office responsible for TAF preparation: Periods of validity:	Danish Meteorological Institute (DMI) Civil Weather Forecasts and Warnings (CVV) 9 hours	8.	Supplementary equipment available:	-
4.	Type of landing forecast: Interval of issuance:	NIL	9.	ATS units provided with information:	-
5.	Briefing/Consultation provided:	Self briefing (northavimet.com) and telephone consultation	10.	Additional information (limitation of service, etc.):	-

12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
14	139.4° GEO 136.4° MAG	1795 x 30 M	PCN 40/F/A/W/T Asphalt	54 58 08.23N 009 47 05.60E	12 FT/-
32	319.4° GEO 316.4° MAG	1795 x 30 M	PCN 40/F/A/W/T Asphalt	54 57 24.14N 009 48 11.37E	20.4 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Obstacle-free zone
14	0.15%	-	-	1917 x 300 M	90 x 60 M	-
32	0.15%	-	-	1917 x 300 M	MAX 75 x MAX 60 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
14	3C	NONP
32	3C	PA-1

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 14	1795 M	1795 M	1795 M	1795 M	-
RWY 32	1795 M	1795 M	1795 M	1795 M	-

14. Approach and Runway Lighting

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT Length	RWY centre line LGT: Length Spacing Colour Intensity	RWY edge LGT: Length Spacing Colour Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
14	420 M White LIH	Green	3°	-	-	1795 M 60 M White LIH	Red	-
32	900 M White LIH	Green	3°	-	-	1795 M 60 M White LIH	Red	-

Remarks: RWY 14 LED used in the full length of Approach, THR, RWY edge and RWY end lights.
RWY 32 LED used in the full length of Approach, THR, RWY edge and RWY end lights.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: -
2. LDI location and LGT: -
   Anemometer location and LGT: 322 M S of THR RWY 14, lighted
   325 M NW of THR RWY 32, lighted
3. TWY edge and centre line LGT: Blue edge LIL on TWY A,TWY B,TWY D. RGL at holding position TWY B
4. Secondary power supply/switch-over time: Yes, switch-over time MAX 15 SEC
5. Remarks: Blue edge LGT at turning area THR 32

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits: SØNDERBORG FIZ/RMZ
   54 51 21N 009 52 18E - 55 01 29N 009 37 07E - 55 03 46N 009 48 02E - 54 55 22N 010 00 26E - 54 51 21N 009 52 18E
2. Vertical limits: 3500 FT MSL/GND
3. Airspace classification: G
4. ATS unit call sign: Language(s): SØNDERBORG INFORMATION
   EN, DA
5. Transition altitude: 3000 FT MSL
6. Remarks: Designated as Radio Mandatory Zone REF ENR 1.4 item 3.

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
AFIS	SØNDERBORG INFORMATION SØNDERBORG INFORMATION	126.405 121.500	As AD	DOC: FL 100/40 NM Emergency Radar track from radar 5

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 32 CAT I	CIM	111.150 MHZ	H24	54 58 11.72N 009 47 00.39E		ILS class I/D/4
GP 32		331.550 MHZ	H24	54 57 29.18N 009 47 54.97E		Angle 3°, RDH 52 FT
DME 32	CIM	CH 48y	H24	54 57 29.39N 009 47 55.03E		FREQ paired with LOC Collocated with GP

20. Local Aerodrome Regulations

1. PPR for certain operations.

1.1 PPR for sightseeing flights daily 1900-0700 Danish time.

1.2 PPR for acrobatic flights, UL-flights and parachute dropping flights in the period FRI 1900 - MON 0700 Danish time and daily 1900-0700 in the period MON 1900 - FRI 0700 Danish time.

2. Traffic circuits.

2.1 Traffic circuits NE of RWY 14/32 only.

3. Right turn.

3.1 With reference to the general rules of the air in the vicinity of an aerodrome, aircraft may, subject to the Local Aerodrome Regulations specified in AIP Denmark, AD 2 section, item 20, pt. 2., execute right turns when approaching for landing and after taking off, if it does not endanger other air traffic and provided that the pilot reports his/her intentions to the AFIS unit before a right turn is initiated or, when departing, before take-off.

4. Parachuting.

4.1 Parachuting may take place.

21. Noise Abatement Procedures

1. General Provisions

1.1 Overflying the built-up areas Sønderborg and Kær during TKOF and LDG should be avoided as far as possible.

2. Jet aircraft

2.1 PPR for take-off with jet aeroplanes in the period 2200-0700 Danish time. Permission to be obtained from the Airport Office.

22. Flight Procedures

1. IFR Arrival

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

1.2 Radio communication failure

FIX designated for radio communication failure during IMC for arriving aircraft is LIBRI.

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

RWY 14/32: Climb straight ahead to at least 500 FT MSL before turn is commenced.

3. Primary Holding for Sønderborg

HOLDING NAME FACILITY OR FIX	INBOUND TRACK ((MAG)	TURN	MAX IAS (KT)	MNM/MAX LEVEL TIME	ENTRY PROCEDURE
LIBRI 54 51 41.63N 010 07 24.19E	247	RIGHT	180	2000 FT MSL/3000 FT MSL 1 MIN	OMNI-DIRECTIONAL

4. VFR Flights

4.1 VFR reporting points, VFR routes and VFR holdings are established, see ANC 1:500 000 - Denmark.

4.2 Traffic circuits NE of RWY only.

23. Additional Information

NIL

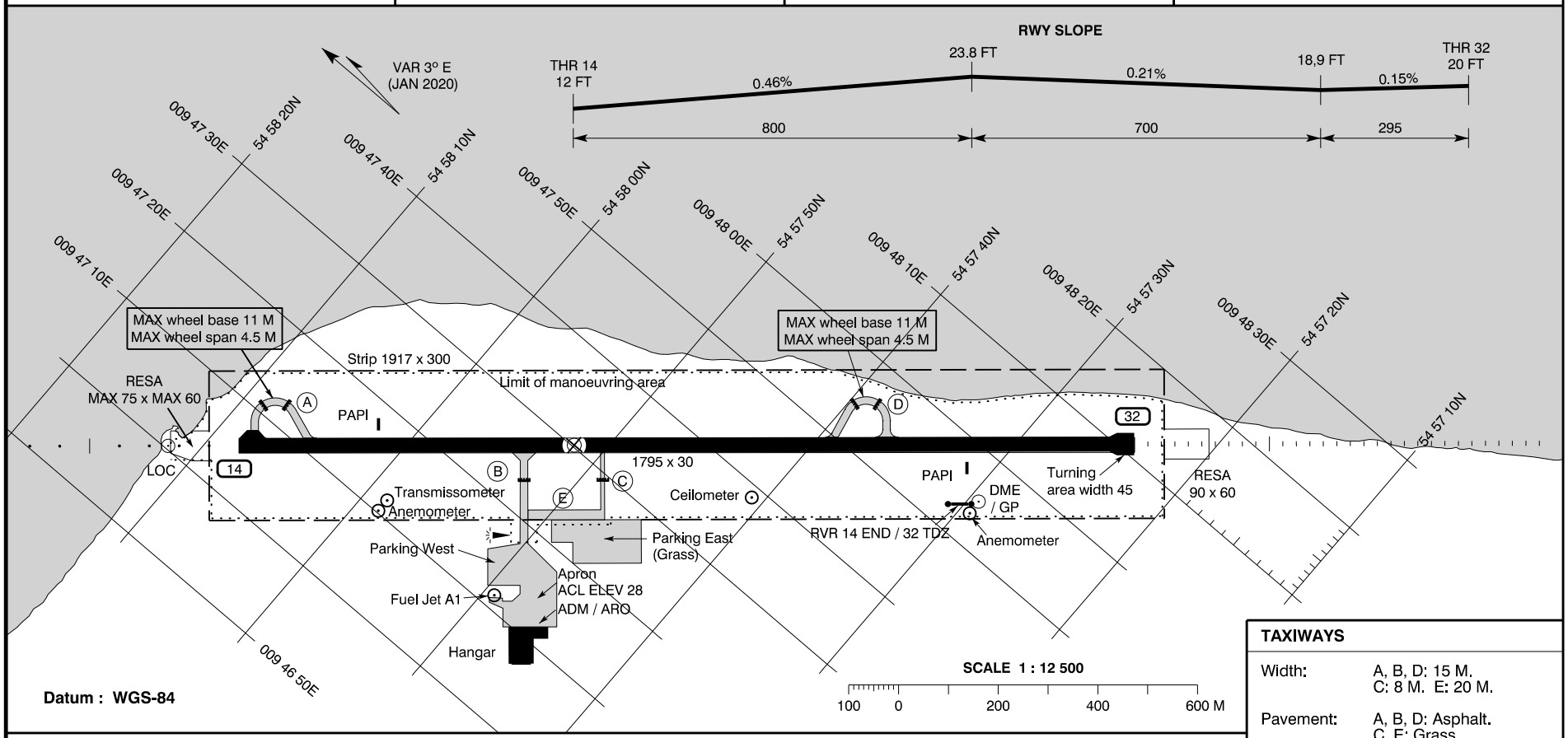
24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	
Instrument Approach Chart - ICAO	ADC RNP RWY 14 - 1 RNP RWY 14 - 2 ILS or LOC RWY 32 RNP RWY 32 - 1 RNP RWY 32 - 2

Changes : Sønderborg Information FREQ changed to 126.405.

AERODROME CHART - ICAO

ARP : 54 57 51.72N 009 47 30.23E On RWY, 673 M from THR 14	AD ELEV : 24 FT	ELEV in FT Dimensions /Distances in M	Sønderborg Information : 126.405



TAXIWAYS

Width:	A, B, D: 15 M. C: 8 M. E: 20 M.
Pavement:	A, B, D: Asphalt. C, E: Grass.
Strength:	A, B, D: PCN 40 / F / A / W / T.
Day marking:	A, B, D: Centre line Holding position. C, E: Edge.
Lighting:	A, D: Blue edge LIL. B: Blue edge LIL. RGL.
TWY C, E:	For use by day only.

APRON

Pavement:	Asphalt
Strength:	PCN 40 / F / A / W / T

RUNWAYS

NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances					APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable)				
					PSN TWY	TORA	TODA	ASDA	LDA	APCH	THR	PAPI	Edge	End
14	139.4° GEO 136.4° MAG	54 58 08.23N 009 47 05.60E	Asphalt PCN 40 F / A / W / T	THR RWY NR TDZ RWY 32 Centre line		1795	1795	1795	1795	420 M White	Green	3°	1795 M White 60 M	Red
32	319.4° GEO 316.4° MAG	54 57 24.14N 009 48 11.37E				1795	1795	1795	1795	900 M White	Green	3°	1795 M White 60M	Red

OTHER : Secondary power supply : Yes, switch-over time MAX 15 SEC

OBSTACLES : All obstacles are marked by day and night

AD 2 - EKSB
ADC
Sønderborg

INSTRUMENT APPROACH CHART - ICAO

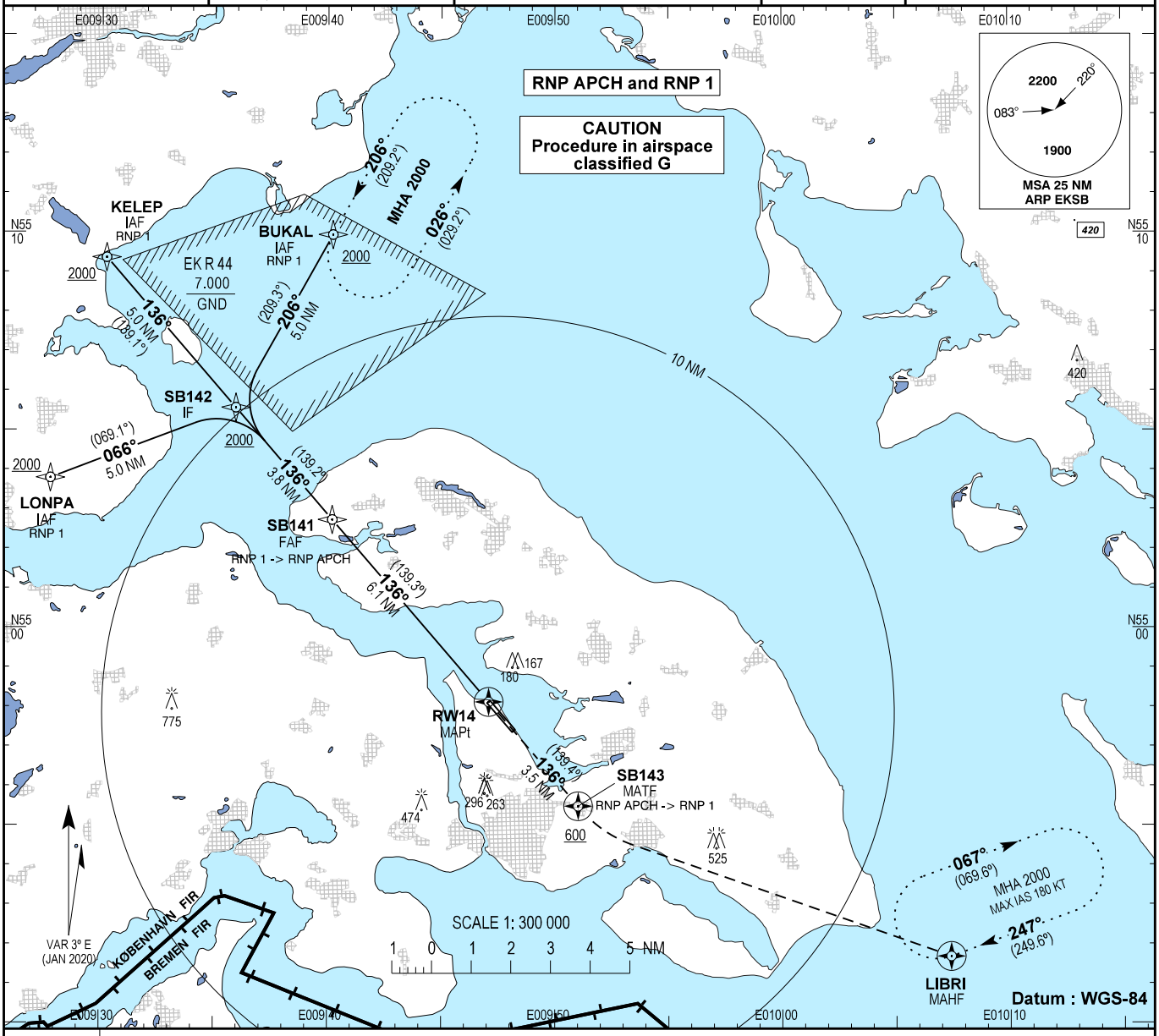
AD ELEV : 24

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Sønderborg Information : 126.405

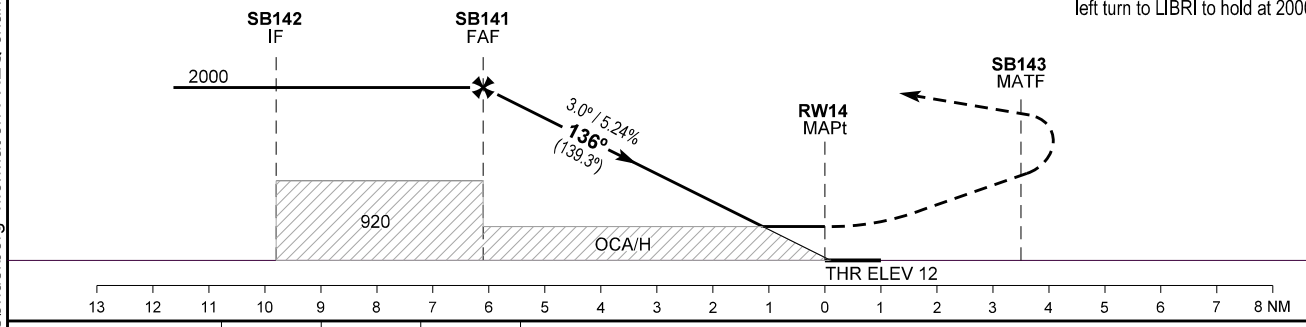
EGNOS :
CH 46181
E14A

AD 2 - EKSB
RNP RWY 14 - 1
Sønderborg



TA 3000	
RDH 50	

Missed approach:
Climb on track to overfly SB143,
left turn to LIBRI to hold at 2000.



OCA (H)	A	B	C	SPECIAL CONDITIONS
LPV	151 (139)	157 (145)	167 (155)	
VNAV*	220 (210)	230 (220)	240 (230)	*Not to be used below -20°C.
LNAV	300 (290)	300 (290)	310 (300)	
Circling**	480 (460)	750 (730)	930 (910)	**Circling E of AD only.

DIST to THR 14 NM	5.0	4.0	3.0	2.0	1.0
Nominal altitude	1670	1350	1030	710	380

Time to THR 14 from FAF/FAP - DIST 6.1 NM ***							
GS KT	60	80	100	120	140	160
Time MIN : SEC	6:05	4:34	3:39	3:03	2:36	2:17
Rate of descent FT / MIN	319	425	530	637	743	849

*** Timing not authorized for defining the MAPt

Changes : Sønderborg Information FREQ changed to 126.405.

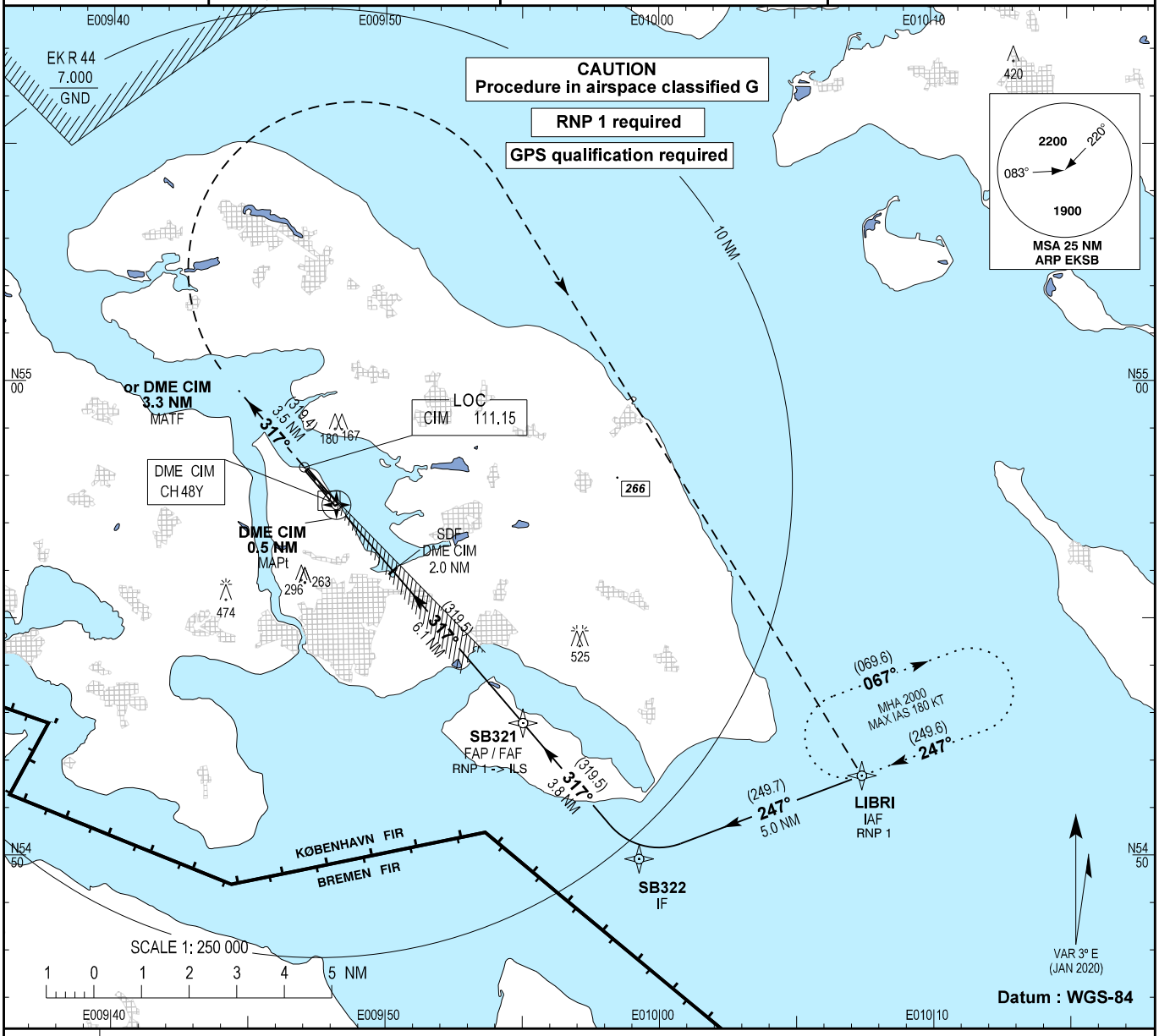
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 24

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Sønderborg Information : 126.405

AD 2 - EKSB
ILS or LOC RWY 32
Sønderborg

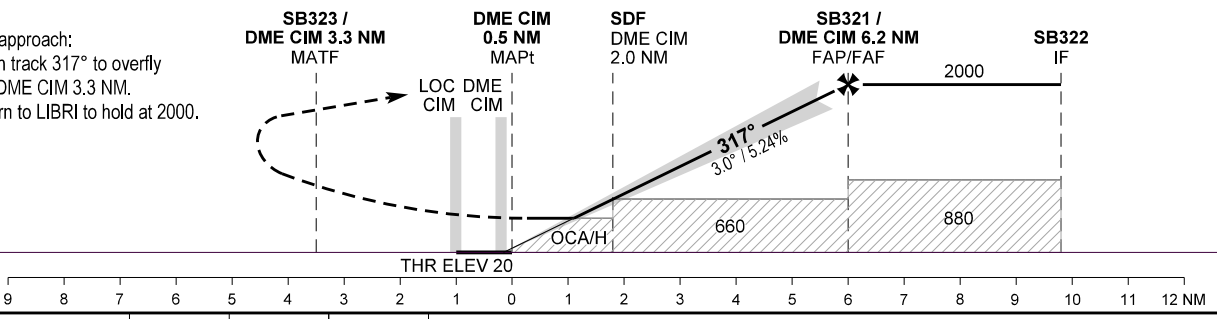


TA 3000

RDH 52

Procedure valid up to 210 KT

Missed approach:
Climb on track 317° to overfly SB323 DME CIM 3.3 NM.
Right turn to LIBRI to hold at 2000.



OCA (H)	A	B	C	SPECIAL CONDITIONS
ILS	160 (140)	166 (146)	176 (156)	
LOC*	350 (330)	350 (330)	350 (330)	* Pass DME CIM 2.0 NM not below 660
Circling **	480 (460)	750 (730)	930 (910)	** Circling NE of AD only

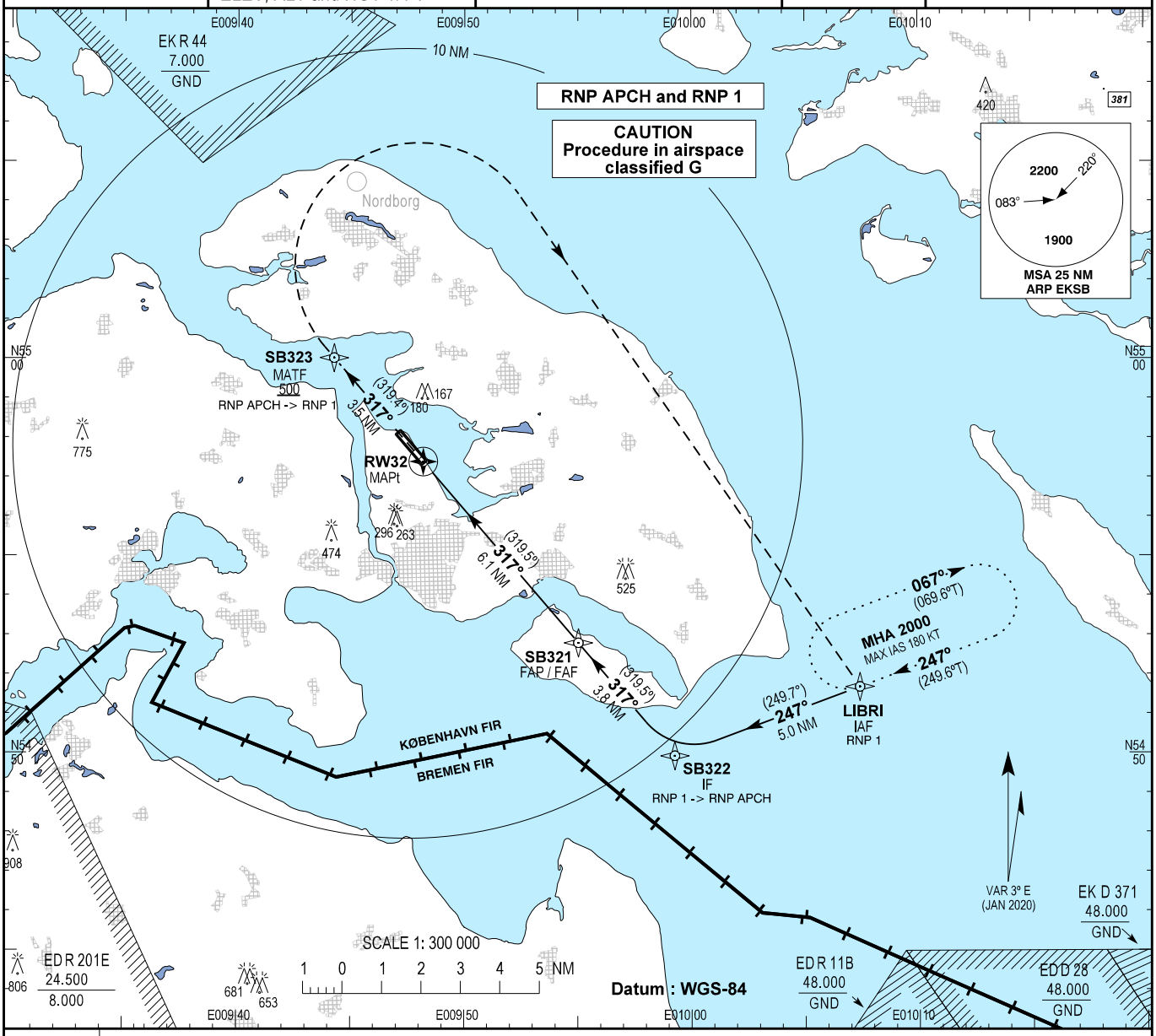
DME CIM NM	1	2	3	4
DIST to THR NM	0.8	1.8	2.8	3.8
Nominal ALT	340	660	980	1300

Time to MAPt from FAF - DIST 5.7 NM ***							
GS KT	60	80	100	120	140	160
Time MIN : SEC	05:42	04:16	03:25	02:51	02:27	02:08
Rate of descent FT / MIN	319	425	530	637	743	849

*** Timing not authorized for defining the MAPt

Changes : Sønderborg Information FREQ changed to 126.405.

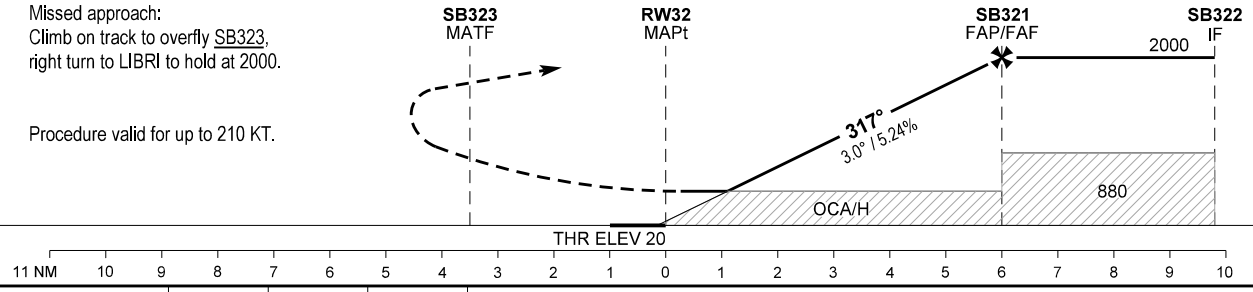
INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 24 Bearings are magnetic (true) ELEV, ALT and HGT in FT	Sønderborg Information : 126.405	EGNOS : CH 48475 E32A	AD 2 - EKSB RNP RWY 32 - 1 Sønderborg



TA 3000
RDH 50

Missed approach:
Climb on track to overfly SB323,
right turn to LIBRI to hold at 2000.

Procedure valid for up to 210 KT.



OCA (H)	A	B	C	SPECIAL CONDITIONS
LPV	160 (140)	166 (146)	176 (156)	
LNAV / VNAV*	230 (210)	240 (220)	250 (230)	*Not to be used below -20°C.
LNAV	350 (330)	350 (330)	350 (330)	
Circling**	480 (460)	750 (730)	930 (910)	**Circling NE of AD only.

DIST to THR 32 NM	5.0	4.0	3.0	2.0	1.0
Nominal altitude	1680	1360	1040	715	390

Time to THR 32 from FAF/FAP - DIST 6.1 NM ***							
GS KT	60	80	100	120	140	160
Time MIN : SEC	6:04	4:33	3:38	3:02	2:36	2:16
Rate of descent FT / MIN	319	425	530	637	743	849

*** Timing not authorized for defining the MAPt

Changes : Sønderborg Information FREQ changed to 126.405.

Changes : Sønderborg Information FREQ changed to 126.405.