

1. Aerodrome Location Indicator and Name:

EKSP - Vojens/Skrydstrup (MIL AD, PPR)

2. Aerodrome Geographical and Administrative Data

| | | | |
|--------------------------------------|---|--------------------------------|---------------------------|
| 1. ARP PSN and site at AD: | 55 13 31.99N 009 15 50.15E | TEL - MIL: | +45 72 84 81 22 |
| 2. Distance and direction from city: | 1.5 NM S of Vojens | FAX - MIL: | +45 72 84 81 26 |
| 3. ELEV: | 141 FT | AFS - MIL: | EKSPZQZX |
| REF temperature: | 21.5°C | AD ADM - CIV: | Vojens Lufthavn |
| 4. MAG VAR: | 4° E (2023) | AD address - CIV: | Vojens/Skrydstrup Airport |
| Annual change: | Increasing 11' | | Lilholtvej 8, Skrydstrup |
| 5. AD ADM - MIL: | Flyvestation Skrydstrup | TEL - CIV: | +45 74 59 16 54 |
| AD address - MIL: | Flyvestation Skrydstrup (Skrydstrup Air Base) Skrydstrup DK-6500 Vojens | FAX - CIV: | +45 74 54 00 06 |
| | | E-mail, CIV: | airport@vojens.dk |
| | | E-mail, MIL: | comm.skpops@mil.dk |
| | | Internet, CIV: | http://vojenslufthavn.dk |
| | | AFS - CIV: | EKSP |
| | | 6. Types of traffic permitted: | IFR/VFR |
| | | 7. Remarks: | NIL |

3. Operational Hours

| | | | |
|--------------------------------|---|-------------------------|---|
| 1. AD: | PPR, see item 23. | 6. MET Briefing Office: | MON - THU 0430-1430 (0330-1330) FRI 0430-1230 (0330-1130) MWO EKKA: OUTSIDE MWO EKSP HR |
| 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. | 7. ATS: | H24 (H24) |
| 3. Health and sanitation: | NIL | 8. Fuelling: | Within AD hours and by arrangement only with CIV Airport Office |
| 4. AIS Briefing Office: | As AD | 9. Handling: | Within AD hours and by arrangement only with CIV Airport Office |
| 5. ATS Reporting Office (ARO): | As AD | 10. Security: | As AD |
| | | 11. De-icing: | Yes |
| 12. Remarks: | NIL | | |

4. Handling Services and Facilities

| | | | |
|--------------------------------------|---|---|-----|
| 1. Cargo-handling facilities: | Yes | 4. De-icing facilities: | Yes |
| 2. Fuel and oil types: | Fuel: Jet A1 by arrangement, 100 LL Oil: - | 5. Hangar space for visiting aircraft: | No |
| 3. Fuelling facilities and capacity: | Jet A1: 300 I/MIN | 6. Repair facilities for visiting aircraft: | No |
| 7. Remarks: | NIL | | |

5. Passenger Facilities

| | | | |
|------------------------|-----------------------|--------------------------|------------------------------------|
| 1. Hotels: | Hotels within 5-25 KM | 5. Bank and Post Office: | NIL |
| 2. Restaurants: | No | 6. Tourist Office: | VisitHaderslev TEL +45 73 70 92 21 |
| 3. Transportation: | Taxi on request | 7. Remarks: | NIL |
| 4. Medical facilities: | Hospital in Aabenraa | | |

6. Rescue and Firefighting Services

| | | | |
|-----------------------------------|---|-----------------------------|---|
| 1. AD category for fire fighting: | CAT 5 (H24) Higher CAT on request | 3. Capability for aircraft: | Crane available: MON - THU 0700 - 1500 local time FRI 0700 - 1200 local time On request outside opening hours. |
| 2. Rescue equipment: | Cutter and spreader. | | |
| 4. Remarks: | Category may not be maintained during snow and ice removal. Airbase fire crew cannot perform interior fire fighting and egress/extrication of crew in aircraft. | | |

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: | Civil apron: Concrete, LCN 90 | | TWY D south: 15 M, Asphalt/Concrete, PCN 90/F/D/W/T |
| 2. Taxiway width, surface and strength: | TWY A north, A south, C north, C south: 15 M, Asphalt/Concrete, PCN 90/F/D/W/T TWY B north: 15 M, Asphalt/Concrete, PCN 85/F/C/W/T TWY B south: 15 M, Asphalt/Concrete, PCN 90/F/C/W/T TWY D north: 24 M, Asphalt/Concrete, PCN 83/F/D/W/T | 3. ACL and ELEV: 4. VOR checkpoints: INS checkpoints: | TWY N: 22 M, Asphalt/Concrete, PCN 90/F/A/W/T TWY S4: 15 M, Asphalt, PCN 31/F/D/W/T Not established. - Apron centre, PSN N55 13.3 E 009 17.5 |

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: 3. Stop bars: | RWY 10L/28R and 10R/28L: THR, RWY NR, centre line, side stripes TWY: Centre line, holding position See Aerodrome Chart. |
|---|---|---|--|

4. Remarks: NIL

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 |
|-----------------------|-----------------|---------------|---------------|-----------|--------------|-------------------------|------------------|
| EKSP99860 | Antenna | 55 15 42.39N | 009 13 26.67E | 397 | 194 | LIL F R | Conical |
| EKSP3062 | Power line pole | 55 12 12.05N | 009 19 45.36E | 326 | 131 | LIL F R | Inner Horizontal |
| EKSP3061 | Power line pole | 55 12 02.43N | 009 19 35.41E | 321 | 144 | LIL F R | Inner Horizontal |
| EKSP3071 | Power line pole | 55 12 27.42N | 009 20 00.85E | 318 | 144 | LIL F R | Inner Horizontal |
| EKSP3072 | Power line pole | 55 12 36.28N | 009 20 09.79E | 316 | 144 | LIL F R | Inner Horizontal |
| EKSP99611 | Antenna | 55 11 46.97N | 009 17 38.67E | 315 | 164 | - | Inner Horizontal |
| EKSP3070 | Power line pole | 55 12 18.62N | 009 19 52.13E | 314 | 131 | LIL F R | Inner Horizontal |
| EKSP3073 | Power line pole | 55 12 46.23N | 009 20 19.74E | 313 | 144 | - | Inner Horizontal |
| EKSP1990 | Power line pole | 55 13 13.71N | 009 20 25.48E | 313 | 144 | - | Inner Horizontal |
| EKSP2068 | Power line pole | 55 13 35.25N | 009 20 22.23E | 311 | 150 | - | Inner Horizontal |
| EKSP3060 | Power line pole | 55 11 53.61N | 009 19 26.97E | 308 | 144 | - | Inner Horizontal |
| EKSP3069 | Power line pole | 55 11 03.24N | 009 18 16.21E | 307 | 150 | - | Inner Horizontal |
| EKSP3056 | Power line pole | 55 11 09.32N | 009 18 27.24E | 305 | 150 | - | Inner Horizontal |
| EKSP2062 | Power line pole | 55 13 02.75N | 009 20 27.19E | 304 | 137 | - | Inner Horizontal |
| EKSP2067 | Power line pole | 55 13 23.78N | 009 20 24.10E | 304 | 144 | - | Inner Horizontal |
| EKSP3059 | Power line pole | 55 11 44.86N | 009 19 18.27E | 301 | 144 | - | Inner Horizontal |
| EKSP99820 | Antenna | 55 15 28.60N | 009 12 07.20E | 394 | 157 | - | Conical |
| EKSP3054 | Power line pole | 55 11 15.05N | 009 18 37.57E | 300 | 144 | - | Inner Horizontal |
| EKSP3058 | Power line pole | 55 11 37.29N | 009 19 11.25E | 300 | 137 | - | Inner Horizontal |
| EKSP3057 | Power line pole | 55 11 28.68N | 009 19 02.20E | 299 | 141 | - | Inner Horizontal |
| EKSP3055 | Power line pole | 55 11 19.54N | 009 18 47.35E | 298 | 141 | - | Inner Horizontal |
| EKSP3067 | Power line pole | 55 10 46.93N | 009 17 46.94E | 302 | 137 | - | Conical |
| EKSP3068 | Power line pole | 55 10 54.92N | 009 18 01.36E | 296 | 137 | - | Inner Horizontal |
| EKSP9258 | Antenna | 55 14 38.24N | 009 18 10.62E | 296 | 160 | LIL F R | Inner Horizontal |
| EKSP2069 | Power line pole | 55 13 46.71N | 009 20 20.41E | 293 | 137 | - | Inner Horizontal |

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Obstacles penetrating obstacle limiting surfaces (Continued)

| OBST ID / Designation | OBST type | OBST position | ELEV (FT) | HGT AGL (FT) | Markings / Type, Colour | Remarks |
|-----------------------|-----------------|----------------------------|-----------|--------------|-------------------------|------------------|
| EKSP15186 | Smoke stack | 55 15 20.39N 009 17 20.33E | 308 | 145 | - | Conical |
| EKSP3074 | Power line pole | 55 12 54.88N 009 20 28.42E | 292 | 141 | - | Inner Horizontal |
| EKSP44879 | Power line pole | 55 13 13.58N 009 20 26.96E | 289 | 118 | - | Inner Horizontal |
| EKSP37058 | Power line pole | 55 12 06.85N 009 20 37.27E | 280 | 124 | - | Inner Horizontal |
| EKSP44952 | Power line pole | 55 11 22.48N 009 18 50.99E | 278 | 124 | - | Inner Horizontal |
| EKSP37170 | Power line pole | 55 13 02.62N 009 20 28.67E | 277 | 110 | - | Inner Horizontal |
| EKSP44878 | Power line pole | 55 13 23.58N 009 20 25.44E | 276 | 117 | - | Inner Horizontal |
| EKSP44877 | Power line pole | 55 13 33.96N 009 20 23.82E | 276 | 116 | - | Inner Horizontal |
| EKSP10234 | Antenna | 55 14 08.90N 009 15 54.81E | 276 | 119 | - | Inner Horizontal |
| EKSP44875 | Power line pole | 55 13 47.09N 009 20 21.79E | 276 | 119 | - | Inner Horizontal |
| EKSP44954 | Power line pole | 55 11 28.42N 009 19 02.77E | 276 | 117 | - | Inner Horizontal |
| EKSP37171 | Power line pole | 55 12 53.50N 009 20 30.07E | 276 | 119 | - | Inner Horizontal |
| EKSP37174 | Power line pole | 55 12 18.10N 009 20 35.56E | 276 | 121 | - | Inner Horizontal |
| EKSP37059 | Power line pole | 55 11 55.95N 009 20 38.97E | 276 | 109 | - | Conical |
| EKSP8389 | Antenna | 55 11 50.91N 009 12 56.45E | 274 | 158 | - | Inner Horizontal |
| EKSP43670 | Power line pole | 55 12 44.32N 009 20 31.48E | 273 | 112 | - | Inner Horizontal |
| EKSP2070 | Power line pole | 55 13 56.49N 009 20 18.74E | 273 | 141 | - | Inner Horizontal |
| EKSP44876 | Power line pole | 55 13 39.85N 009 20 22.91E | 272 | 107 | - | Inner Horizontal |

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 |
|--|-----------|---------------|-----------|--------------|-------------------------|---------|
| Obstacle data for take-off flight path area obstacle identification surfaces not available | | | | | | |

Obstacles assessed as being hazardous to air navigation

| OBST ID / Designation | OBST type | OBST position | ELEV (FT) | HGT AGL (FT) | Markings / Type, Colour | Remarks |
|----------------------------------|------------------|----------------------------|-----------|--------------|-------------------------|------------------|
| EKSP10236 | Antenna | 55 15 38.33N 009 24 09.67E | 497 | 326 | - | 5 NM NE of AD |
| EKSP158148 (ENR 5.4 "Rangstrup") | Antenna | 55 07 23.00N 009 11 10.00E | 995 | 726 | LIH FLG W | 6.5 NM SSW of AD |
| EKSP10142 | Antenna | 55 12 27.39N 009 22 30.60E | 329 | 157 | - | 3.0 NM E of AD |
| EKSP19930 | Wind Turbine | 55 11 56.69N 009 27 36.63E | 400 | 249 | - | 6.0 NM E of AD |
| EKSP6500_091 | Apron light pole | 55 13 40.53N 009 14 35.74E | 187.3 | 59 | LIL F R | On AD |
| EKSP6500_092 | Apron light pole | 55 13 41.85N 009 14 27.27E | 184.9 | 59 | LIL F R | On AD |
| EKSP6500_093 | Apron light pole | 55 13 44.26N 009 14 32.96E | 186 | 59 | LIL F R | On AD |
| EKSP6500_065 | Power line pole | 55 13 05.23N 009 08 54.67E | 242 | 144 | - | 3.5 NM W of AD |
| EKSP6500_066 | Power line pole | 55 13 14.94N 009 08 52.50E | 247 | 144 | - | 3.5 NM W of AD |
| EKSP6500_067 | Power line pole | 55 13 24.68N 009 08 50.39E | 240 | 144 | - | 3.5 NM W of AD |
| EKSP6500_068 | Power line pole | 55 13 35.23N 009 08 48.05E | 242 | 144 | - | 3.5 NM W of AD |
| EKSP6500_069 | Power line pole | 55 13 44.74N 009 08 45.93E | 238 | 144 | Red/white | 3.5 NM W of AD |
| EKSP6500_070 | Power line pole | 55 13 54.35N 009 08 43.76E | 237 | 144 | Red/white | 3.5 NM W of AD |
| EKSP6500_071 | Power line pole | 55 14 03.96N 009 08 41.64E | 233 | 144 | Red/white | 3.5 NM W of AD |

Obstacles assessed as being hazardous to air navigation (Continued)

| OBST ID / Designation | OBST type | OBST position | ELEV (FT) | HGT AGL (FT) | Markings / Type, Colour | Remarks |
|-----------------------|-----------------|----------------------------|-----------|--------------|-------------------------|----------------|
| EKSP6500_072 | Power line pole | 55 14 15.16N 009 08 39.14E | 231 | 144 | Red/white | 3.5 NM W of AD |
| EKSP6500_073 | Power line pole | 55 14 24.38N 009 08 37.13E | 232 | 144 | Red/white | 3.5 NM W of AD |
| EKSP6500_074 | Power line pole | 55 14 35.15N 009 08 34.74E | 232 | 144 | Red/white | 3.5 NM W of AD |
| EKSP6500_075 | Power line pole | 55 14 46.45N 009 08 32.23E | 236 | 144 | Red/white | 3.5 NM W of AD |
| EKSP6500_076 | Power line pole | 55 14 57.93N 009 08 29.67E | 259 | 144 | Red/white | 3.5 NM W of AD |
| EKSP6500_077 | Power line pole | 55 15 07.48N 009 08 27.55E | 286 | 144 | Red/white | 3.5 NM W of AD |
| EKSP6500_078 | Power line pole | 55 15 17.37N 009 08 31.94E | 290 | 144 | Red/white | 3.5 NM W of AD |
| EKSP6500_079 | Power line pole | 55 15 26.65N 009 08 36.11E | 288 | 144 | Red/white | 3.5 NM W of AD |
| EKSP6500_080 | Power line pole | 55 15 36.03N 009 08 40.28E | 286 | 144 | - | 3.5 NM W of AD |
| EKSP6500_081 | Power line pole | 55 15 44.63N 009 08 44.11E | 271 | 144 | - | 3.5 NM W of AD |
| EKSP6500_082 | Power line pole | 55 15 54.94N 009 08 48.73E | 273 | 144 | - | 3.5 NM W of AD |

11. Meteorological Information Provided

| | | | |
|--|---|---|--|
| 1. Associated MET Office: | Danish Meteorological Institute (DMI)/ Defence Weather and Warnings (MVV) Department Skrydstrup TEL +45 72 84 81 91 | 5. Briefing/Consultation provided: | Self briefing northavimet.com and telephone consultation |
| 2. Hours of service: | MON-THU 0430-1430 (0330-1330) FRI 0430-1300 (0330-1200) EXC HOL | 6. Flight documentation: Language(s) used: | Charts. Abbreviated plain language texts. English and Danish |
| Outside Hours: | Defence Weather and Warnings (MVV), Department Karup TEL +45 72 84 14 42 | 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)/ Military Weather Forecasts and Warnings (MVV) 24 hours | 8. Supplementary equipment available: | - |
| 4. Type of landing forecast: | TREND Interval of issuance/Period of issuance MON-THU 0520-1430 (0420-1330) FRI 0520-1300 (0420-1200) EXC HOL | 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 |
|-----|------------------------|----------------|--|-------------------------------|---|
| 10L | 105.4° GEO 101° MAG | 3006 x 45 M | PCN90/F/B/W/T Asphalt/Concrete | 55 13 28.56N 009 14 38.19E | 126 FT/127 FT |
| 28R | 285.4° GEO 281° MAG | 3006 x 45 M | PCN90/F/B/W/T Asphalt/Concrete | 55 13 02.67N 009 17 22.11E | 141 FT/141 FT |
| 10R | 105.4° GEO 101° MAG | 2971 x 24 M | PCN77/F/B/W/T Asphalt/Concrete | 55 13 21.71N 009 14 35.91E | 124 FT/- |
| 28L | 285.4° GEO 281° MAG | 2971 x 24 M | PCN77/F/B/W/T Asphalt/Concrete | 55 12 56.12N 009 17 17.95E | 139 FT/- |
| RWY | RWY-SWY slope | SWY dimensions | CWY dimensions | Strip dimensions | RESA dimensions |
| 10L | less than 1% | 224 x 45 M * | - | - | 165 x 90 M |
| 28R | less than 1% | 225 x 45 M * | - | - | 165 x 90 M |
| 10R | less than 1% | 148 x 24 M * | - | - | - |
| 28L | less than 1% | 148 x 24 M * | - | - | - |

*SWY not for civil use

| Remarks: Runway classification | RWY NR | RUNWAY CODE | TYPE |
|--------------------------------|--------|-------------|-------|
| | 10L | 4E | PA-1 |
| | 10R | 2B | NINST |
| | 28L | 2B | NINST |
| | 28R | 4E | PA-1 |

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13. Declared Distances

| RWY | TORA | TODA | ASDA | LDA | Remarks |
|----------------|--------|--------|--------|--------|---------|
| <u>RWY 10L</u> | | | | 3006 M | - |
| TWY D | 3006 M | 3006 M | 3006 M | | |
| TWY C | 2217 M | 2217 M | 2217 M | | |
| TWY B | 806 M | 806 M | 806 M | | |
| <u>RWY 28R</u> | | | | 3006 M | - |
| TWY A | 3006 M | 3006 M | 3006 M | | |
| TWY B | 2262 M | 2262 M | 2262 M | | |
| TWY C | 865 M | 865 M | 865 M | | |
| <u>RWY 10R</u> | | | | 2971 M | - |
| TWY D | 2971 M | 2971 M | 2971 M | | |
| TWY C | 2154 M | 2154 M | 2154 M | | |
| TWY B | 719 M | 719 M | 719 M | | |
| <u>RWY 28L</u> | | | | 2971 M | - |
| TWY A | 2971 M | 2971 M | 2971 M | | |
| TWY B | 2273 M | 2273 M | 2273 M | | |
| TWY C | 841 M | 841 M | 841 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 |
|-----|---|-------------------------------|------------------------|----------------------|---|--|-----------------------------------|---------------------------------|
| 10L | Calvert White 900 M LIH | Green | 3.0° | - | - | 3006 M White FM 0 M-2406 M White FM 2406 M - 3006 M Yellow LIH | Red | Red |
| 28R | Calvert White 900 M LIH | Green | 3.0° | - | - | 3006 M White FM 0 M-2406 M White FM 2406 M - 3006 M Yellow LIH | Red | Red |
| 10R | - | Green WBAR | 3.0° | - | - | 2971 M White FM 0 M-2371 M White FM 2371 M - 2971 M Yellow LIL | Red WBAR | |
| 28L | - | Green WBAR | 3.0° | - | - | 2971 M White FM 0 M-2371 M White FM 2371 M - 2971 M Yellow LIL | Red WBAR | |

Remarks: NIL

15. Other Lighting, Secondary Power Supply

| | | | |
|--|--|---|------------------------------|
| 1. ABN/IBN location, characteristics and hours of operation: | NIL | 3. TWY edge and centre line LGT: | Blue edge LIL |
| 2. LDI location and LGT: | - | 4. Secondary power supply/switch-over time: | Yes, switch-over time 15 SEC |
| Anemometer location and LGT: | 300M NW of THR 10L (See AD chart) 300M NE of THR 28R (See AD chart) | | |
| 5. Remarks: | NIL | | |

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

| | | | |
|------------------------------------|---|-------------------------------------|----------------------------|
| 1. Designation and lateral limits: | SKRYDSTRUP CTR 55 19 28N 009 02 55E - 55 18 48N 009 07 55E- 55 20 38N 009 16 25E - 55 19 28N 009 22 55E- 55 15 28N 009 27 55E - 55 14 28N 009 33 26E- 55 06 58N 009 28 56E - 55 07 38N 009 24 26E- 55 05 48N 009 16 25E - 55 06 58N 009 09 25E- 55 10 58N 009 03 55E - 55 11 48N 008 58 55E- 55 19 28N 009 02 55E. | 2. Vertical limits: | 1500 FT MSL/GND |
| | | 3. Airspace classification: | D |
| | | 4. ATS unit call sign: Language(s): | SKRYDSTRUP TOWER EN, DA |
| | | 5. Transition altitude: | 3000 FT MSL |

6. Remarks: NIL

18. Air Traffic Services Communication Facilities

| Service | CS | Channels/ Frequencies | HR | Remarks |
|---------|--------------------------------------|-------------------------------|-----|--|
| APP | SKRYDSTRUP APPROACH | 124.105 280.750 | H24 | DOC: FL 250/50NM MIL |
| TWR | SKRYDSTRUP TOWER * | 118.280 286.375 121.500 | H24 | DOC: 4000 FT/25 NM. MIL Emergency * If no contact call Billund approach |
| ATIS | SKRYDSTRUP AIRPORT INFORMATION | 133.905 | H24 | DOC: FL 200/60NM Language: EN |
| ARR | SKRYDSTRUP ARRIVAL | 122.205 245.625 | H24 | DOC: 4000 FT/25 NM MIL |
| PSR | | | | DOC: FL/200 NM Radar 5 |
| SSR | | 1030 | | DOC: FL/200 NM Radar 5 |

19. Radio Navigation and Landing Aids

| FAC ILS CAT VAR | ID | Channel/ Frequency | HR | PSN | DME ELEV | Remarks |
|-----------------------|----------|-----------------------|-----|-------------------------------|----------|-----------------------|
| TACAN 4°E 2023 | SKR | 110.400 MHZ CH 41x | H24 | 55 13 44.18N 009 12 50.61E | 138.4 FT | DOC FL 500/80 NM. |
| LOC 10L CAT I | ISPA | 109.350 MHZ | H24 | 55 12 59.83N 009 17 40.12E | | ILS class I/D/2 |
| GP 10L | | 331.850 MHZ | H24 | 55 13 29.55N 009 14 56.56E | | Angle 3.0°, RDH 50 FT |
| LOC 28R CAT I | SRY | 109.350 MHZ | H24 | 55 13 32.31N 009 14 14.42E | | ILS class I/D/2 |
| GP 28R | | 331.850 MHZ | H24 | 55 13 09.38N 009 17 11.49E | | Angle 3.0°, RDH 41 FT |
| DME | ISPA/SRY | CH30Y | H24 | 55 13 09.34N 009 17 11.49E | | |
| L | VO | 321 KHZ | H24 | 55 13 28.74N 009 16 25.36E | | DOC 25 NM |

20. Local Aerodrome Regulations

NIL

21. Noise Abatement Procedures

- Practice approaches for non-homebased jet aircraft limited to a total of 3 in the period 0800-1700 (local time). Practice approaches for jet aircraft is not allowed in the period 1700-0800 (local time). Prior arrangement through Wing Operations required.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC Copenhagen to L VO, TACAN SKR, RNAV point DINUT or TISET.

1.2 Radio communication failure

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

1.3 Use of ILS for approach in VMC

When ILS is intended used for approach in VMC, ATC must be advised at least 5 minutes before beginning the approach, as the critical areas in front of the ILS facilities normally may be expected only to be kept free of disturbing objects in IMC.

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

RWY 10L/R and 28R/L: Climb straight ahead to at least 800 FT MSL before turn is commenced.

3. Low Visibility Procedures

3.1 Criteria for activation of Low Visibility Procedures (LVP) are prompted by ATC and will normally be introduced when the RVR is less than 800 M. However ATC can decide to minimize number of aircraft and vehicles on the maneuvering area when visibility is greater than 800 m and up to approx. 3 km. (until ATC is able to see the whole area).

3.2 Pilots will be informed when Low Visibility Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Procedures are cancelled.

3.3 The following procedures will apply during Low Visibility Procedures:

ATC Procedures:

When RVR is below 550 M (alternative MET VIS below 600 M), ATC can only allow one aircraft/one formation of aircraft on the maneuvering area at a time.

When RVR/MET VIS is below 800 M, but greater than mentioned above, ATC can only allow one aircraft/one formation of Fighter aircraft on each part of the maneuvering area at a time. The parts are described in Local Procedures. Just follow ATC instructions.

4. Reduced Runway Separation Minima

4.1 ATC may apply reduced runway separation for all runways at Skrydstrup. For succeeding military aircraft, this will be used only for VFR-flights.

4.2 Traffic information will be given to succeeding aircraft.

4.3 For military and civilian flights the phraseology will be: "[Traffic information] CLEARED TO LAND" / "[Traffic information] CLEARED FOR TAKEOFF"

4.4 ATC will make sure that approved minimum separation will exist between aircraft.

4.5 Reduced runway separation will not be used between departing and preceding landed aircraft.

5. Special VFR routes for light aircraft and helicopters

5.1 ATC clearance for special VFR (SVFR) traffic will normally be issued via the following reporting points:

Christiansfeld (power line crossing motorway), PSN 55 20 49N 009 26 42E.

Jels (Southern edge of Skodborg forest), PSN 55 22 21N 009 11 21E.

Vojens (intersection North of Vojens town), PSN 55 16 05N 009 17 20E.

5.2 Arriving VFR traffic may be instructed to hold at one of the reporting points.

5.3 Altitude as instructed by ATC.

23. Additional Information

1. Use of Vojens/Skrydstrup Airbase
 - 1.1 Application on use of Vojens/Skrydstrup shall be submitted to Tactical Air Command, Denmark via Vojens/Skrydstrup Airport (CIV, see above).
 - 1.2 If the requested flight will be conducted outside the civilian ARO OPR HR, the request has to be submitted not later than one hour prior to closing time.
 - 1.3 To obtain PPR call phone +45 72 84 81 21 or +45 72 84 81 24 Base Operations or use no later than 24 hours before ETA internetadr:
<http://vojenslufthavn.dk/landing>
 - 1.4 For civil flights the air base and the civil terminal are available only within the following hours:
MON-FRI 0500-2300 (0400-2200)
SAT/SUN/HOL by arrangement
- 1.5 Handling and servicing of civil aircraft and passengers will take place by arrangement with ADO within published operational hours
2. Arrestor cables
 - 2.1 Arrestor cables for military aircraft may be suspended across:
 - RWY 10L, 596 M prior to runway end
 - RWY 28R, 596 M prior to runway end
 - RWY 10R, 596 M prior to runway end
 - RWY 28L, 596 M prior to runway end
 3. Gliding
 - 3.1 Launching of gliders by cable may take place during weekends and holidays and outside hours of MIL operations

24. Aeronautical Charts Related to an Aerodrome

| Chart type | Chart title |
|----------------------------------|--|
| Aerodrome Chart - ICAO | ADC |
| Instrument Approach Chart - ICAO | ILS RWY 10L (ACFT CAT A/B) ILS RWY 10L (ACFT CAT C/D) ILS RWY 28R (ACFT CAT A/B) ILS RWY 28R (ACFT CAT C/D) |
| Other Charts | Glider Areas in TMA/CTR |

25. Visual Segment Surface (VSS) Penetration

| Instrument Flight Procedure | Procedure Minima affected | Remarks |
|-----------------------------|---------------------------|---------|
| ILS or LOC RWY 10L | No Penetration | NIL |
| ILS or LOC RWY 28R | No Penetration | NIL |