Aeronautical Information Publication

AIP DENMARK

NAVIAIR

DENMARK

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AIP
SUP 03/23
14 FEB 2023
All Times are in UTC

Temporary Restricted Areas "EKR502 BRAVE LION NORTH", "EKR503 BRAVE LION EAST" and "EKR504 BRAVE LION SOUTH".

(This SUP 03/23 replaces previously published SUP 02/23)

Due to military activities, three Temporary Restricted Areas "EKR502 BRAVE LION NORTH", "EKR503 BRAVE LION EAST" and "EKR504 BRAVE LION SOUTH" will be established.

No traffic permitted in the areas without prior permission from ATC.

Temporary Restricted Area "EKR502 BRAVE LION NORTH".

Lateral limits:
55 52 00N 008 22 00E - 55 46 13N 008 22 00E - 55 46 13N 008 11 05E - 55 41 28N 008 04 00E - 55 52 00N 008 04 00E - 55 52 00N 008 22 00E.

Vertical limits:
SFC - 2500 FT MSL.

Activity period:
Will be published by NOTAM.

Temporary Restricted Area "EKR503 BRAVE LION EAST".

Lateral limits:
55 46 13N 008 22 00E - 55 36 55N 008 22 00E - 55 34 41N 008 18 32E - 55 46 13N 008 15 45E - 55 46 13N 008 22 00E.

Vertical limits:
SFC - 2500 FT MSL.

Activity period:
Will be published by NOTAM.

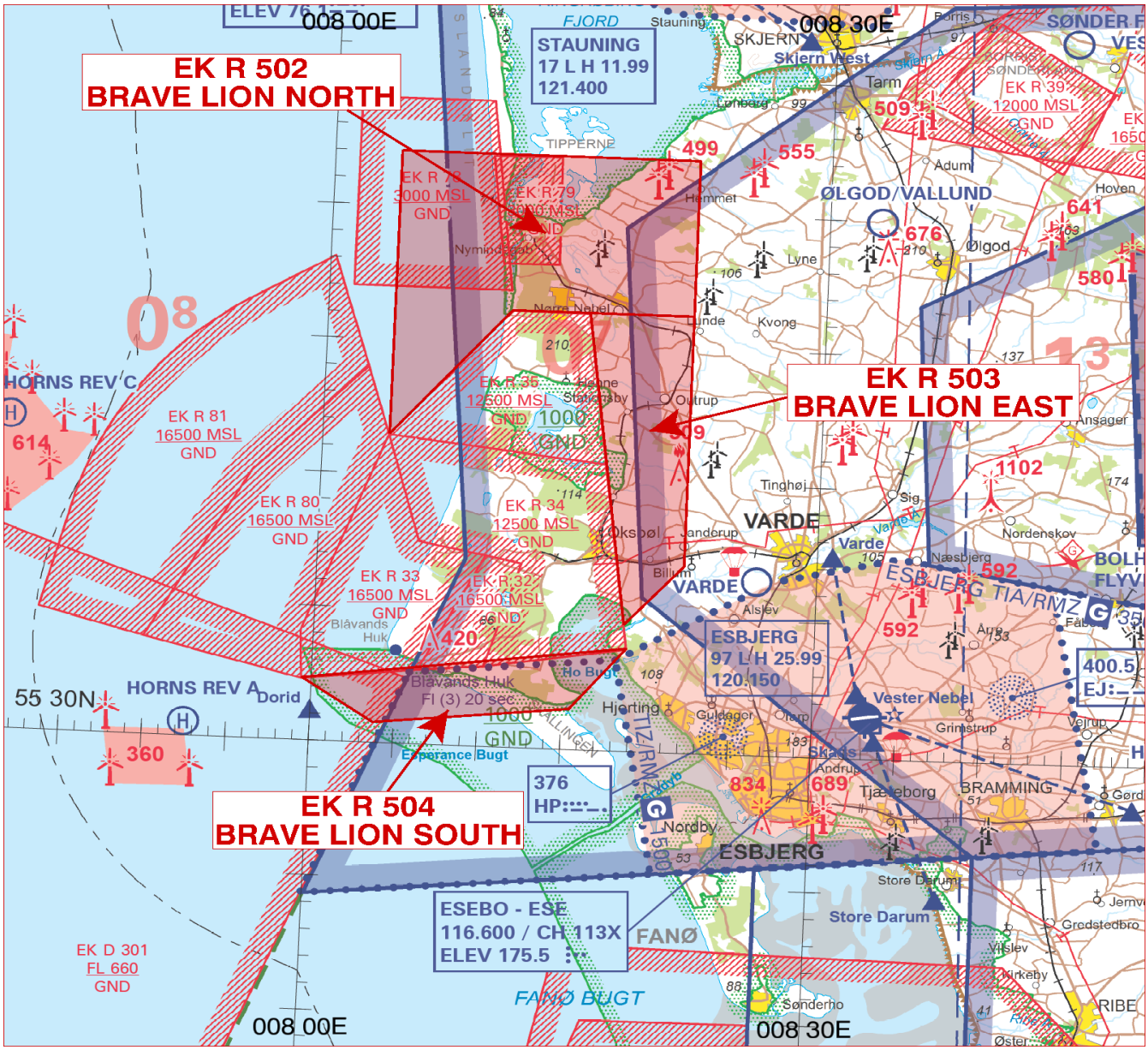
Temporary Restricted Area "EKR504 BRAVE LION SOUTH".

Lateral limits:
55 33 48N 008 18 45E - 55 31 29N 008 15 27E - 55 30 44N 008 03 46E - 55 32 18N 007 59 25E - 55 33 48N 008 18 45E.

Vertical limits:
SFC - 1500 FT MSL.

Activity period:
Will be published by NOTAM.

Relevant ATS units REF AIP Denmark ENR 5.1 item 3: APP Billund and ACC København.


EK R 502
BRAVE LION NORTH
EK R 503
BRAVE LION EAST
EK R 504
BRAVE LION SOUTH
STAUNING
17 L H 11.99
121.400
ESBJERG
97 L H 25.99
120.150
ESEBO - ESE
116.600 / CH 113X
ELEV 175.5
376
HP
400.5
EJ
EK R 81
16500 MSL
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Tjæreborg
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Skads
Andrup
Grimstrup
Velrup
Ansager
Hoven
Gredstedbro
Vilslev
Mirkeby
Sønderho
RIBE
Jerne
Stauning
Ho Bugt
Lønberg
Burris
008 00E
008 30E
55 30N

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AIP
SUP 05/23
02 MAR 2023
All Times are in UTC

Temporary Restricted Area EKR505 FINDERUP.

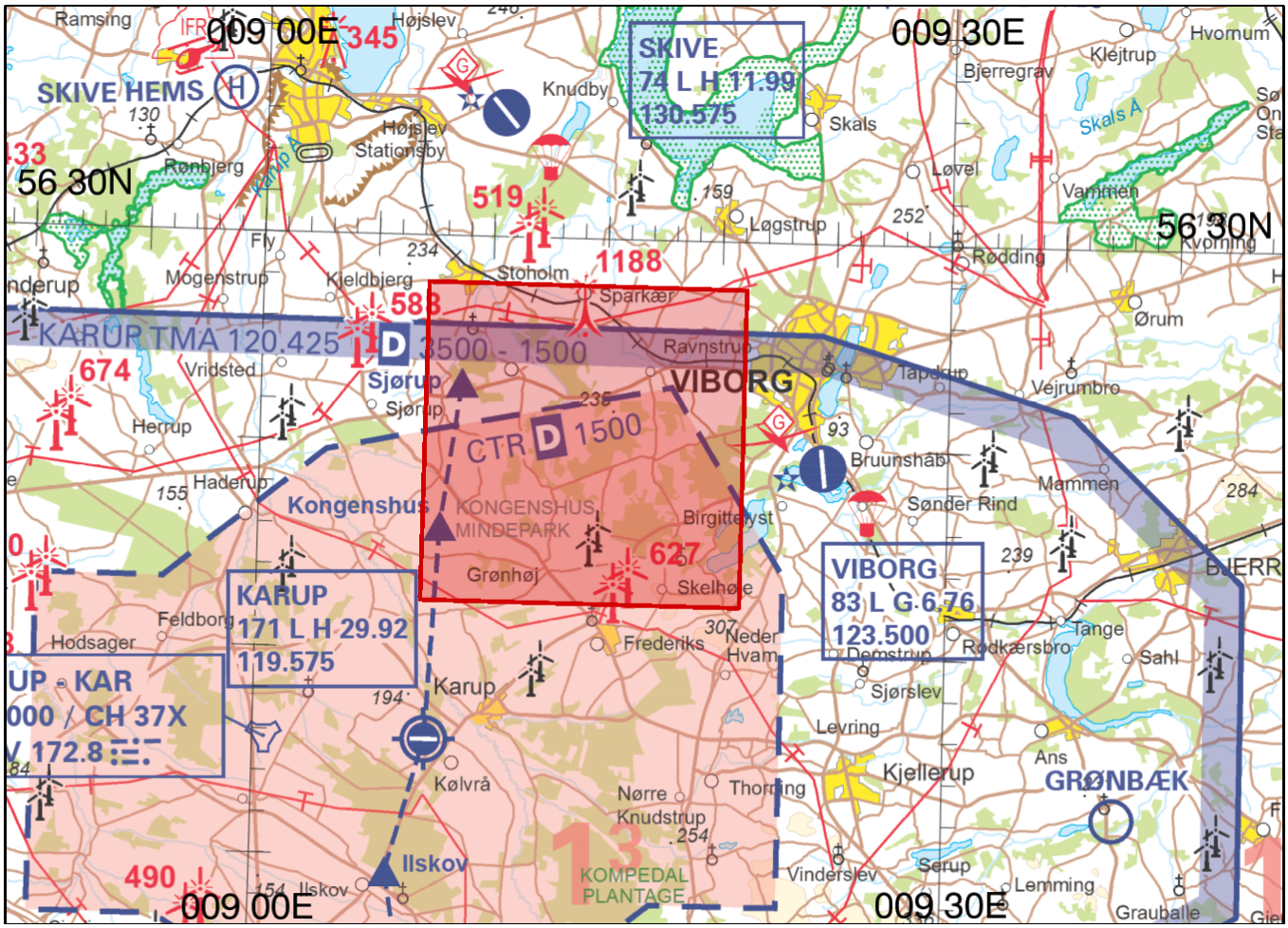
Due to military exercise involving multiple drone activities up to 3500 FT MSL, a Temporary Restricted Area EKR505 FINDERUP will be established. No traffic permitted in the area without prior permission from ATC.

Lateral limits:
56 28 52N 009 07 12E - 56 28 50N 009 21 04E - 56 21 10N 009 21 02E - 56 21 11N 009 07 09E - 56 28 52N 009 07 12E.

Vertical limits:
SFC - 3500 FT MSL.

Activity period:
Will be published by NOTAM.

Relevant ATS unit REF AIP Denmark ENR 5.1 item 3: APP Karup.



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AIP
SUP 33/23
21 DEC 2023
All Times are in UTC

Airspace restrictions within Danish territory, including territorial waters - due to the Russian invasion of Ukraine.

This AIP SUP 33/23 replaces following NOTAMS:
NOTAM A3829/23, A3832/23 and B4759/23.

1 Introduction

The Government of Denmark has decided that applicable as of 27 February 2022 at 2300 UTC no aircraft owned, chartered or operated by citizens of the Russian federation, operators holding air operator certificate (AOC) issued by the Russian federation authorities or aircraft registered in the Russian federation shall enter, exit or overfly the airspace of the Kingdom of Denmark (including Greenland and the Faroe Islands), including in the airspace above the territorial seas of the Kingdom of Denmark.

This does not apply to humanitarian, SAR and leased aircraft one-way return flights with the permission of the Danish Civil Aviation and Railway Authority or in case of emergency landing or emergency overflight.

Applications for prior approval for exempted flights shall be submitted to info@trafikstyrelsen.dk at least 48 hours before flight.

2. Prior approval for non-scheduled flights.

Aircraft operators of non-scheduled flights between Russia and Denmark, operated directly or via a third country, shall notify all relevant information concerning the flight to the Danish Civil Aviation and Railway Authority prior to their operations and at least 48 hours beforehand with consideration to the office hours of the Danish Civil Aviation and Railway Authority (Saturdays, Sundays and Danish holidays not included). Required documents: flight plan, gendec, pax list, in case of cargo Freight list and air waybill, copy of identification documents and visas of all passengers and crew on board, charter contract for the aircraft, cost bearer of the flight (if a legal entity: details of the natural person ultimately responsible for financial transaction in the legal entity), copy of Russian authorisation for the use of Russian airspace. In case of HOSP or MEDIVAC flights confirmation of receiving hospital.

3. Flight planning and risk assessment.

The volatile situation along border Ukraine/Russia and possible use of a wide range of ground and airborne warfare systems poses a high risk for civil flights operating at all altitudes and flight levels.
Danish, Faroese and Greenlandic air operators and owners of aircraft registered in Denmark are advised to take all potential risks into account in risk assessment and flight planning decisions when operating in following airspaces: FIR Moscow (UUWV), FIR Rostov-Na-Donu (URRV), FIR Lviv (UKLV), FIR Kyiv (UKBV), FIR Dnipropetrovsk (UKDV), FIR Simferopol (UKFV), FIR Odesa (UKOV), FIR Minsk (UMMV), FIR Chisinau (LUUU).

4. Further information.

For inquiries please contact:

Trafikstyrelsen
Danish Civil Aviation and Railway Authority

Carsten Niebuhrs Gade 43, 1577 København V
TEL +45 7221 8800
FAX+45 7262 6790
info@trafikstyrelsen.dk
www.trafikstyrelsen.dk

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AIP
SUP 34/23
21 DEC 2023
All Times are in UTC

Airspace restrictions related to Belarussian airspace.

This AIP SUP 34/23 replaces following NOTAMS:
NOTAM A3830/23 and A3831/23.

1 Introduction

1. Danish air carriers and captains of aircraft in charge of air service managed by carriers holders of operating licence issued by Denmark, whether they are contractual carriers and/or de facto carriers, or performing air service with commercial charter agreement or with code sharing and to all flight performed with Danish aircraft registration are requested to avoid Minsk FIR (UMMV). Foreign air carriers inbound EU are recommended to avoid Minsk FIR (UMMV).

2. All flights to/from airports of Denmark, or overflying Danish airspace from Belarussian airspace, are not allowed if aircraft are operated by Belarussian air carriers and/or registered in Belarus except for aircraft in emergency or humanitarian flights.

2. Further information.

For inquiries please contact:

Trafikstyrelsen
Danish Civil Aviation and Railway Authority

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info@trafikstyrelsen.dk
www.trafikstyrelsen.dk

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AIP
SUP 26/24
02 AUG 2024
All Times are in UTC

Temporary Danger Areas EKD595 Dogger Tail, EKD596 Nordschill I, EKD597 Weisse Bank I and EKD598 Sylt Aussen I

Due to drone activities operating beyond visual line of sight (BVLOS) as from 9th of August 2024, Temporary Danger Areas will be established in the southern part of København FIR. Manned aircraft are strongly advised not to enter the area when drone activities take place in the area. Information about activities can be obtained from ACC København.

Temporary Danger Area EKD595 Dogger Tail.
Lateral limits:
55 58 00N 003 19 08E - 55 48 29N 004 17 32E - 55 26 07N 004 47 53E - 55 19 48N 005 04 19E - 55 00 00N 005 04 24E - 55 00 00N 005 00 00E - 55 19 58N 004 19 55E - 55 45 52N 003 22 08E - 55 50 04N 003 23 55E - 55 54 58N 003 20 55E - 55 58 00N 003 19 08E.
Vertical limits:
SFC - 2500 FT MSL.
Activity period:
Will be published by NOTAM. Expected daily H24.

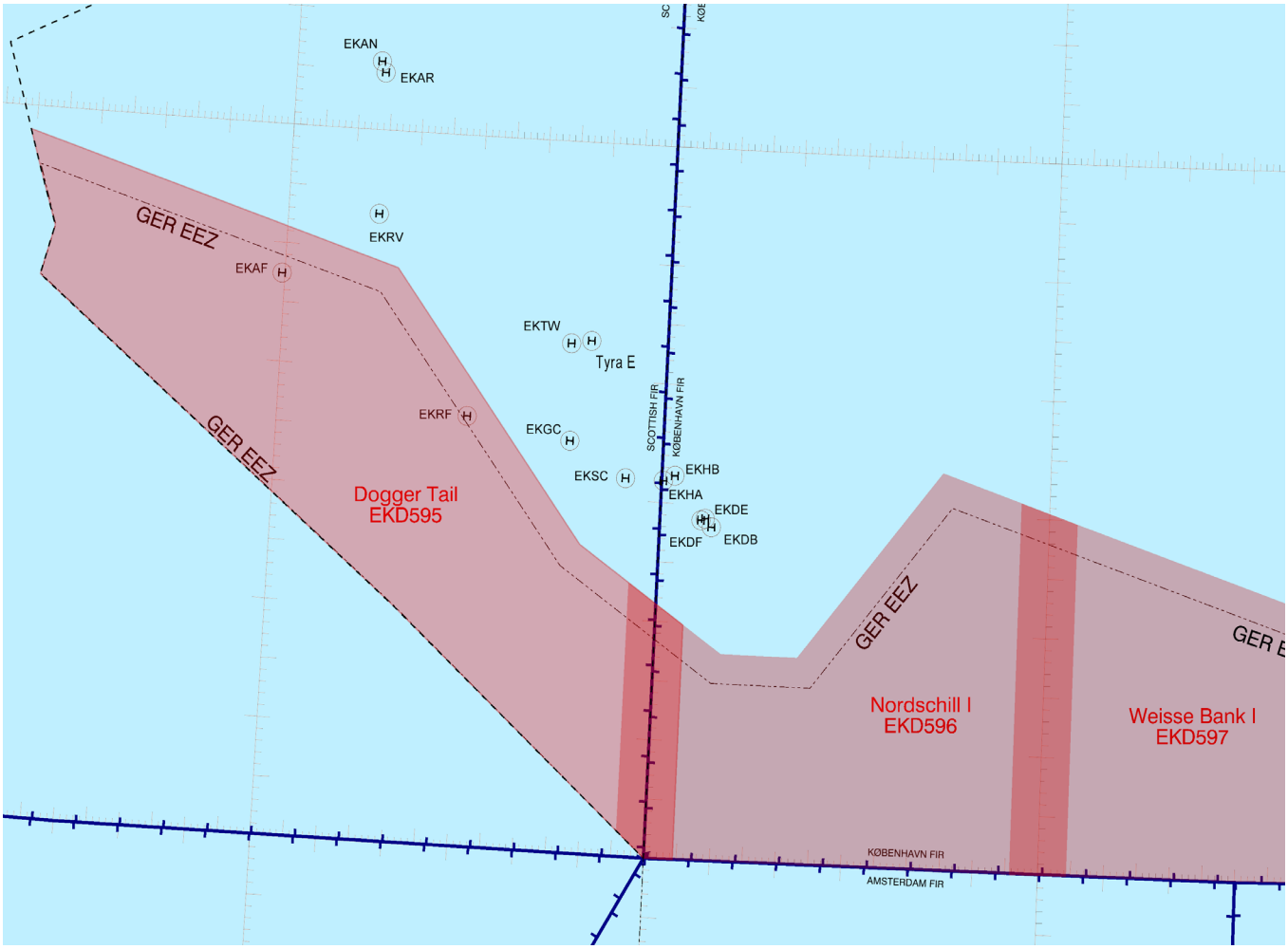
Temporary Danger Area EKD596 Nordschill I.
Lateral limits:
55 23 08N 004 55 39E - 55 17 30N 005 10 21E - 55 17 30N 005 22 01E - 55 33 35N 005 43 22E - 55 29 41N 006 04 21E - 55 00 00N 006 04 21E - 55 00 00N 005 00 00E - 55 02 12N 004 55 39E - 55 23 08N 004 55 39E.
Vertical limits:
SFC - 2500 FT MSL.
Activity period:
Will be published by NOTAM. Expected daily H24.

Temporary Danger Area EKD597 Weisse Bank I.
Lateral limits:
55 31 18N 005 55 36E - 55 18 18N 007 04 23E - 55 00 00N 007 04 23E - 55 00 00N 005 55 41E - 55 31 18N 005 55 36E.
Vertical limits:
SFC - 2500 FT MSL.
Activity period:
Will be published by NOTAM. Expected daily H24.

Temporary Danger Area EKD598 Sylt Aussen I.
Lateral limits:
55 20 00N 006 55 37E - 55 12 27N 007 34 05E - 55 08 31N 008 01 53E - 55 03 00N 007 55 00E - 55 00 00N 007 55 00E - 55 00 00N 006 55 38E - 55 20 00N 006 55 37E.
Vertical limits:
SFC - 2500 FT MSL.
Activity period:
Will be published by NOTAM. Expected daily H24.

REF AIP: AIP Denmark ENR 5.1.

Valid until further notice.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Dogger Tail
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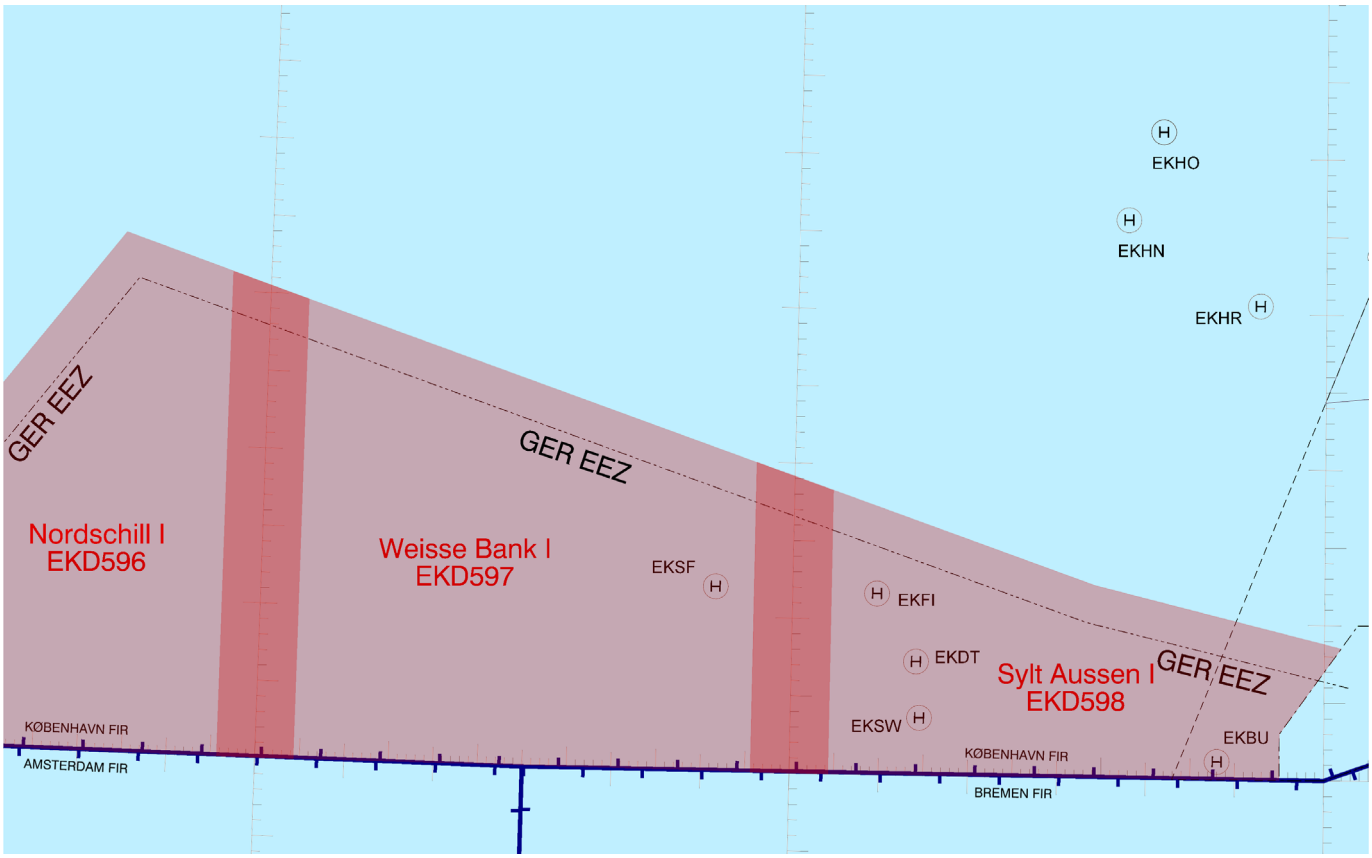
AMSTERDAM FIR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EKD596
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GER EEZ
EKSW
EKBU
KØBENHAVN FIR
AMSTERDAM FIR
KØBENHAVN FIR
BREMEN FIR

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AIP
AIRAC SUP 30/24
Publication date 20 AUG 2024
Effective date 03 OCT 2024
All Times are in UTC

The procedures concerning reduction of landing distance available at EKRK (København/Roskilde) are suspended

This AIP Denmark AIRAC SUP 30/24 replaces NOTAM B2986/24 on effective date 03 OCT 2024.

The procedures concerning reduction of landing distance available are suspended by the authorities and can not be used.

Valid until further notice.

REF: AIP DENMARK AD 2 - EKRK 22.3

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AIP
AIRAC SUP 04/25
Publication date 23 JAN 2025
Effective date 20 MAR 2025
All Times are in UTC

New upper vertical limit to EKR20 YDERBY

Due to military exercises there will be an increase of the vertical airspace to EK R20.

EK R20 YDERBY:

Lateral limits:
56 04 21N 011 18 22E - 55 59 30N 011 23 56E - 55 56 19N 011 14 57E - 56 01 33N 011 10 07E - 56 04 21N 011 18 22E.

Vertical limits:
SFC - 1700 FT MSL.

Effective dates:
Information on exact activities will be published by NOTAM.

Relevant ATS units REF AIP Denmark ENR 5.1 item 3: KØBENHAVN APP, ROSKILDE APP/TWR.

REF: AIP Denmark ENR 5.1.

Valid until further notice.

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AIP
AIRAC SUP 08/25
Publication date 27 FEB 2025
Effective date 17 APR 2025
All Times are in UTC

Danish METAR from DANAREA WEST are not available

This AIRAC AIP SUP 08/25 replaces NOTAM C0180/25, D0042/25, D0043/25 and D0044/25 on effective date 17 APR 2025.

METAR for EKTE, EKHD, EKHA and EKGC are not available.

QNH for DANAREA WEST is therefore not available.

REF: AIP Denmark ENR 1.7.

Valid until further notice.

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AIP
SUP 33/25
07 JUL 2025
All Times are in UTC

Grass RWY 09/27 closed at Karup / Midtjyllands Lufthavn - EKKA

Grass RWY 09/27 at Karup / Midtjyllands Lufthavn - EKKA is closed.

REF: AIP DENMARK AD 2 - EKKA.

Valid until further notice.

Temporary Restricted Areas EKR664 ZONE 1, EKR665 ZONE 2, EKR666 ZONE 3, EKR667 ZONE 4, EKR668 ZONE 5

Due to police border control with drone, five Temporary Restricted Areas will be established.
When activated by NOTAM no traffic permitted in the areas without prior permission from ATC Skrydstrup.

Traffic from EKTD/EKPB can contact Wing Operations Center (WOC) (who will coordinate with Skrydstrup ATC) by telephone +45 72 84 81 24 for permission to depart out of EKTD/EKPB.
Minor delay up till 10 minutes may be expected for departure. After departure the pilot shall report to ATC Skrydstrup on frequency 124.105 when the relevant Restricted Area is vacated.

Traffic with destination EKTD/EKPB can contact ATC Skrydstrup on frequency 124.105 for permission to enter relevant Restricted Area.
Minor delay up till 10 minutes may be expected. After landing the pilot shall report landing to ATC Skrydstrup on frequency 124.105 or by telephone.

Note: It is not Sufficient to close flight plan while airborne. An additional report of landing shall be made to ATC Skrydstrup.

Temporary Restricted Area EKR664 ZONE 1
Lateral limits:
54 57 41N 008 42 47E - 54 57 36N 008 47 57E - 54 57 23N 008 49 49E - 54 57 06N 008 51 02E - 54 57 14N 008 51 50E - 54 57 11N 008 55 11E - 54 57 17N 008 55 54E - 54 56 53N 008 58 38E - 54 54 11N 008 55 51E - FIR BORDER - 54 54 33N 008 41 10E - 54 57 41N 008 42 47E.

Vertical limits:
SFC - 1000 FT MSL.

Effective dates:
01 OCT 2025 - 01 OCT 2026, the area can be activated by NOTAM daily between 0000-2359.

Information on exact activities will be published by NOTAM.

Temporary Restricted Area EKR665 ZONE 2
Lateral limits:
54 56 53N 008 58 38E - 54 55 50N 009 05 36E - 54 52 16N 009 03 48E - FIR BORDER - 54 54 11N 008 55 51E - 54 56 53N 008 58 38E.

Vertical limits:
SFC - 1000 FT MSL.

Effective dates:
01 OCT 2025 - 01 OCT 2026, the area can be activated by NOTAM daily between 0000-2359.

Information on exact activities will be published by NOTAM.

Temporary Restricted Area EKR666 ZONE 3
Lateral limits:
54 55 50N 009 05 36E - 54 55 14N 009 09 36E - 54 54 21N 009 13 15E - 54 53 44N 009 15 52E - 54 51 33N 009 12 18E - FIR BORDER - 54 52 16N 009 03 48E - 54 55 50N 009 05 36E.

Vertical limits:
SFC - 1000 FT MSL.

Effective dates:
01 OCT 2025 - 01 OCT 2026, the area can be activated by NOTAM daily between 0000-2359.

Information on exact activities will be published by NOTAM.

Temporary Restricted Area EKR667 ZONE 4
Lateral limits:
54 53 44N 009 15 52E - 54 52 52N 009 19 28E - 54 48 32N 009 17 36E - FIR BORDER - 54 51 33N 009 12 18E - 54 53 44N 009 15 52E.

Vertical limits:
SFC - 1000 FT MSL.

Effective dates:
01 OCT 2025 - 01 OCT 2026, the area can be activated by NOTAM daily between 0000-2359.

Information on exact activities will be published by NOTAM.

Temporary Restricted Area EKR668 ZONE 5

Lateral limits:

54 53 18N 009 19 46E - 54 53 07N 009 22 21E - 54 53 41N 009 23 12E - 54 52 18N 009 29 31E - 54 51 41N 009 29 47E - 54 50 39N 009 30 13E - FIR BORDER - 54 48 32N 009 17 36E - 54 52 52N 009 19 28E - 54 53 18N 009 19 46E.

Vertical limits:

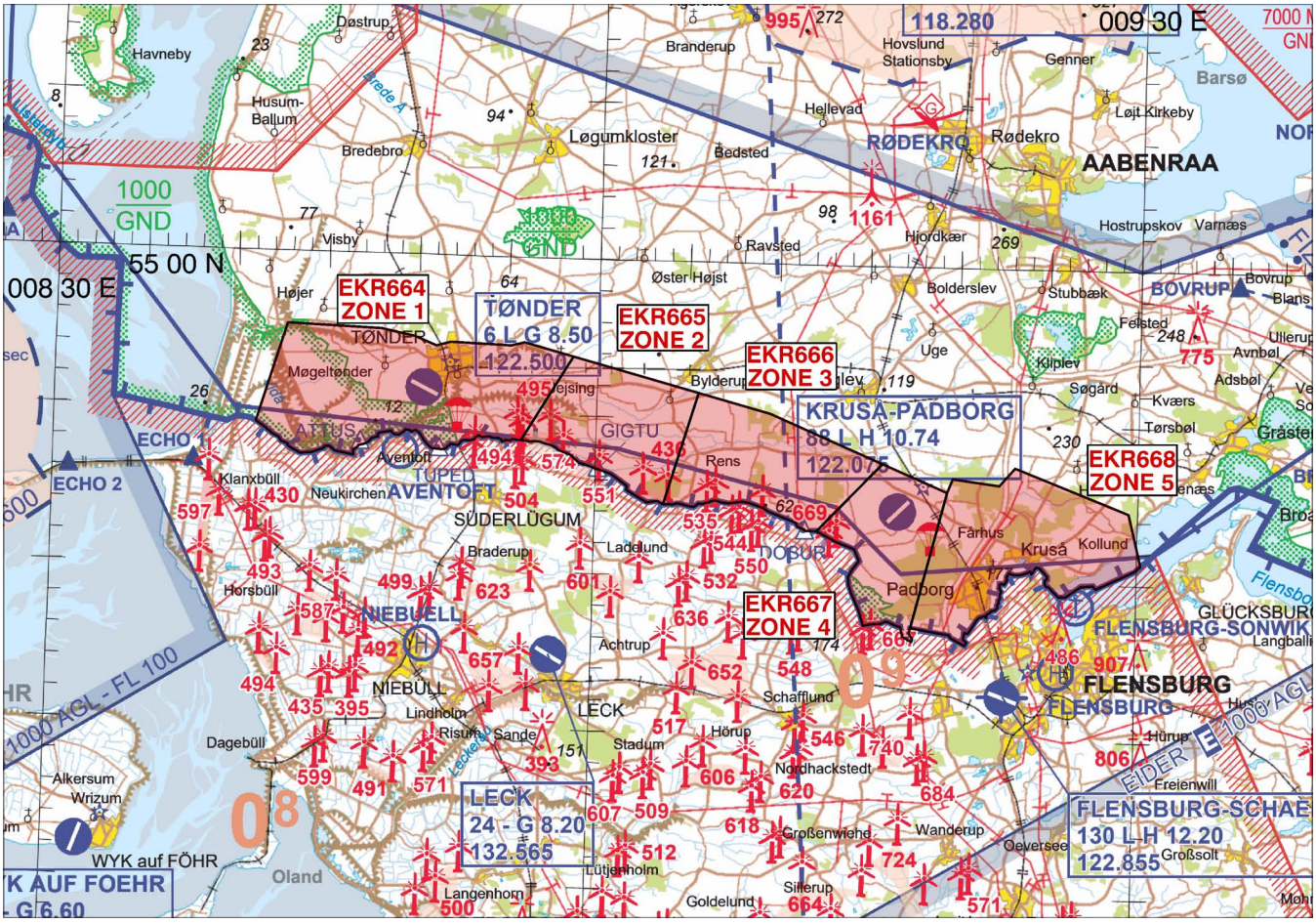
SFC - 1000 FT MSL.

Effective dates:

01 OCT 2025 - 01 OCT 2026, the area can be activated by NOTAM daily between 0000-2359.

Information on exact activities will be published by NOTAM.

Relevant ATS unit for all areas REF AIP Denmark ENR 5.1 item 3: APP Skrydstrup.



REF: AIP Denmark ENR 5.1.

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AIP
SUP 52/25
10 DEC 2025
All Times are in UTC

Temporary revision to the special arrangement regarding VFR-flights between certain Danish and German aerodromes

While the VFR flightplanning rules across the border between Denmark and Germany is under review, a temporary revision has been made to the special arrangement regarding VFR-flights between certain Danish and German aerodromes.

The below extract of AIP chapter ENR 1.10, with the temporary changes marked, will remain valid until further notice:

5. VFR-Flights between certain Danish and German border aerodromes

Note: For VFR-flight between the under item 5.1 listed Danish and German aerodromes, a special arrangement has been established regarding submission and exchanging of flight plan information due to practical considerations and temporal relations.

5.1 VFR flights performed within the daily periods for VFR flights are exempted from the obligation to file a regular ICAO flight plan between the Danish aerodromes:

Sønderborg (EKSB)
Ærø (EKAE)

and the German aerodromes:

Flensburg/Schäferhaus (EDXF)
Heide-Büsum (EDXB)
Husum (EDXJ)
Kiel-Holtenau (EDHK)
Leck (EDXK)
Rendsburg/Schachtholm (EDXR)
St. Michaelisdonn (EDXM)
Westerland/Sylt (EDXW)
Wyk auf Föhr (EDXY)

5.2 The flights may be conducted under the following conditions:

5.2.1 The pilot-in-command shall submit the following flight plan information to the ATS-unit/Aerodrome office ADO at the aerodrome of departure:

- aircraft identification and type,
- departure aerodrome and estimated off-block time,
- destination and estimated elapsed time,
- endurance,
- number of persons on board, and
- name of pilot-in-command.

The above-mentioned information may be submitted over radio.

5.2.2 The flight plan information and the actual time of departures are being exchanged by and between the ATS-units/Aerodrome offices ADO on the aerodromes of departure and destination without being communicated to the respectively Danish and German Area Control Centres.

5.2.3 The flights are considered overdue if they are not arrived at the destination within 10 minutes after the estimated times of arrival based on the flight plan information given by the pilots.

5.2.3.1 Overdue aircraft ref. item 5.2.3 which have not reported change to the in item 5.2.1 submitted 'estimated elapsed time', may lead to effectuation of search and rescue service.

5.2.4 The flights shall be conducted in accordance with the respective national Danish and German VFR-procedures.

REF: AIP Denmark ENR 1.10.

Valid until further notice.

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AIP
AIRAC SUP 01/26
Publication date 12 NOV 2025
Effective date 22 JAN 2026
All Times are in UTC

PAPI configuration for EKCH RWY 04R does not meet required minimum wheel clearance for Airbus A-350

This AIRAC AIP Denmark SUP 01/26 replaces NOTAM A2883/25.

EKCH RWY 04R PAPI configuration does not meet required minimum wheel clearance for all types of Airbus A-350. GP (ILS) AVBL.

REF: AIP AD 2 - EKCH, subsection 14 (Approach and Runway Lighting).

Valid until further notice.

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AIP
AIRAC SUP 02/26
Publication date 05 DEC 2025
Effective date 22 JAN 2026
All Times are in UTC

EKVJ - INITIAL APPROACH VIA KEPAK NOT AVBL FOR USE ON RNP RWY 09

This AIRAC AIP Denmark SUP 02/26 replaces NOTAM B4864/25.

EKVJ - Initial approach via KEPAK not available for use on RNP RWY 09.

REF: AIP DENMARK AD 2 - EKVJ.

Valid until further notice.

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AIP
AIRAC SUP 05/26
Publication date 05 DEC 2025
Effective date 22 JAN 2026
All Times are in UTC

EKVJ - LOCATOR AU/STAUNING 346 KHZ U/S

This AIRAC AIP Denmark SUP 05/26 replaces NOTAM B4863/25.

Locator AU/STAUNING 346 KHZ unserviceable at EKVJ - Stauning.

REF: AIP DENMARK GEN 2.5 and AD 2 - EKVJ.

Valid until further notice.

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AIP
AIRAC SUP 06/26
Publication date 05 JAN 2026
Effective date 19 FEB 2026
All Times are in UTC

EKRK - L RK København/Roskilde 368 KHZ U/S. Revised instrument approach procedures

This AIP AIRAC SUP 06/26 replaces NOTAM B5229/25, B5230/25, B5231/25 and B5232/25.

The following applies as L RK København/Roskilde 368 KHZ U/S at EKRK:

Instrument approach procedure NDB RWY 11 (all ACFT) not available.

For instrument approach procedure ILS RWY 11 (all ACFT):
Use KV DME 4.6 NM instead of L RK as GP check or SDF.

Missed approach procedure for ILS RWY 11 (all ACFT) and ILS RWY 21 (all ACFT) to be followed is:
Climb straight ahead to 800 FT, turn right direct KOR VOR climbing to 2000 FT. At KOR DME 13 NM climb to 3000 FT to be maintaining at the latest KOR DME 9 NM. Expect further instructions from ATC. In case of communication failure perform final approach via KOR VOR.

REF: AIP DENMARK GEN 2.5 and AD 2 - EKRK.

Valid until further notice.

DENMARK

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AIP
SUP 07/26
25 FEB 2026
All Times are in UTC

Crane vessel operating in Esbjerg Harbour and transporting wind turbine components via two designated corridors in the North Sea

This AIP SUP 07/26 replaces NOTAM C4792/25.

1. Introduction

Due to the construction of the offshore Wind Farm Thor, a crane vessel extending 656 FT MSL will be operating in Esbjerg Harbour from January 2026 to February 2027.

In the same period, the crane vessel will be used to transport wind turbine components from Esbjerg Harbour to the construction site of Wind Farm Thor. During transportation, the crane vessel will have an extension of 427 FT and transit along two designated corridors described in subsection 3.1.

2. Crane vessel operating in Esbjerg Harbour

Crane vessel operating in Esbjerg Harbour						
OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Crane	Crane vessel	55 27 00.0N 008 28 01.5E	656	656	LIM FLG R (Night)	NIL

3. Crane vessel transporting wind turbine components at sea

Crane vessel transporting wind turbine components at sea						
OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Vessel	Crane vessel	See subsection 3.1	427	427	LIM FLG R	Mobile obstacle. Light mounted on top of one of the wind turbine towers being transported.

3.1 Designated corridors in the North Sea between Esbjerg Harbour and Wind Farm Thor

Lateral limits:

Corridor 1 - long sail route:
55 27 00N 008 28 09E - 55 26 59N 008 27 58E - 55 27 20N 008 26 25E - 55 27 33N 008 25 24E - 55 27 53N 008 25 06E - 55 28 39N 008 24 23E - 55 28 55N 008 23 46E - 55 29 08N 008 22 36E - 55 28 59N 008 21 53E - 55 27 09N 008 18 06E - 55 26 50N 008 16 54E - 55 25 33N 008 13 48E - 55 24 51N 007 49 23E - 55 33 55N 007 24 13E - 56 10 48N 007 29 17E - 56 20 02N 007 32 00E - 56 25 11N 007 36 13E - 56 26 53N 007 38 51E.

Corridor 2 - short sail route:
55 27 00N 008 28 08E - 55 26 59N 008 27 58E - 55 27 20N 008 26 21E - 55 27 30N 008 25 29E - 55 27 53N 008 25 06E - 55 28 39N 008 24 23E - 55 28 55N 008 23 46E - 55 29 08N 008 22 36E - 55 29 00N 008 21 53E - 55 27 09N 008 18 06E - 55 26 50N 008 16 54E - 55 25 32N 008 13 42E - 55 25 35N 008 10 59E - 55 29 43N 008 02 56E - 55 30 10N 007 58 53E - 55 31 46N 007 53 17E - 55 34 03N 007 47 18E - 55 43 06N 007 49 49E - 56 14 38N 007 48 51E - 56 25 31N 007 47 30E.

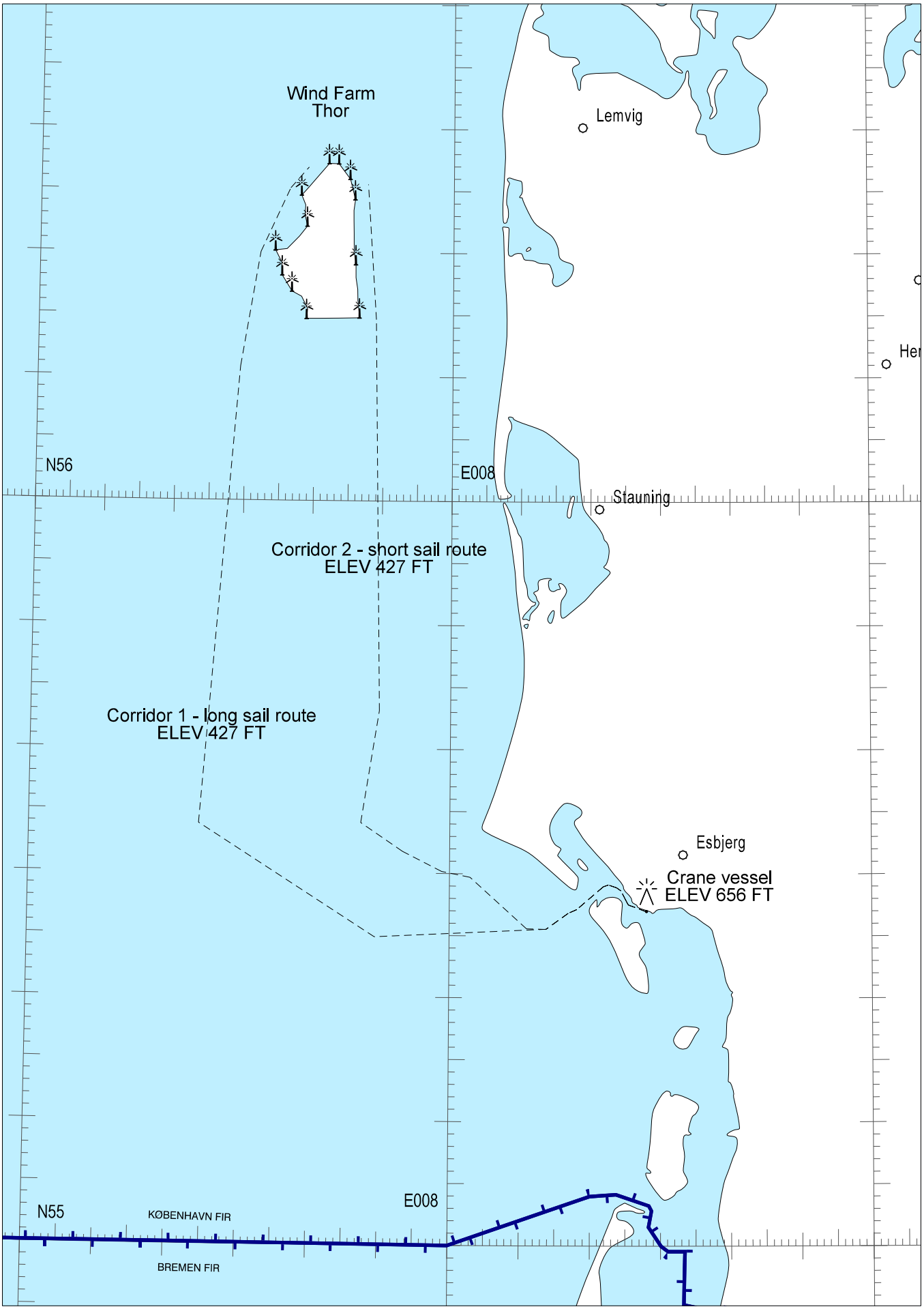
4. Activity period

Activities start from January 2026 and the completion of works is expected by February 2027.

Information on exact activities and the activation of **Corridor 1** or **Corridor 2** will be published by NOTAM.

REF: AIP DENMARK ENR 5.4 and AD 2 - EKEB.

Valid until further notice.


Wind Farm
Thor
Lemvig
N56
E008
Stauning
Corridor 2 - short sail route
ELEV 427 FT
Corridor 1 - long sail route
ELEV 427 FT
Esbjerg
Crane vessel
ELEV 656 FT
N55
KØBENHAVN FIR
BREMEN FIR
E008

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AIP
AIRAC SUP 09/26
Publication date 25 FEB 2026
Effective date 16 APR 2026
All Times are in UTC

Corrected PSN of obstacle "Svanemølleværket"

This AIRAC AIP Denmark SUP 09/26 replaces NOTAM C0591/26 on effective date 16 APR 2026.

The published PSN in AIP Denmark of the obstacle "Svanemølleværket" is incorrect. The correct PSN is APRX 0.5 NM north of the published PSN. Furthermore, the OBST type is clarified, as the obstacle consists of three chimneys.

The following information applies:

Fixed obstacles						
OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings Type Colour	Remarks
København, Svanemølleværket	3 Chimneys	55 42 48.8N 012 35 16.6E 55 42 48.6N 012 35 17.6E 55 42 48.3N 012 35 18.5E	335	327	NIL	NIL

REF: AIP DENMARK GEN 0.5, ENR 5.4, AD 2 - EKCH and AD 2 - EKRK

Valid until further notice.

Temporary Restricted Areas and Temporary Danger Areas due to Insight 2026

This AIP Denmark SUP 14/26 replaces AIP SUP 12/26. The vertical limits of the Flight Plan Buffer Zones (FBZ) have been removed, to avoid misunderstanding with the vertical limits of the Restricted Area.

Due to drone activities operating beyond visual line of sight (BVLOS) as from 20th of March 2026, Temporary Restricted Areas and Temporary Danger Areas will be established in the northern part of KØBENHAVN FIR. The Temporary Areas are established with FBZ.

Corresponding areas are established in Polaris FIR. For exact information on areas in Polaris FIR see AIP Norway and AIP Supplements for AIP Norway.

No traffic permitted in the areas without prior permission from ATC.

Temporary Restricted Area EKR694 INSIGHT AREA 1
Lateral limits:
57 18 58N 009 29 55E - 57 10 58N 009 36 55E - 57 06 58N 009 31 55E - 57 06 58N 009 20 55E - 57 14 28N 009 14 25E - 57 18 58N 009 29 55E.
Vertical limits:
SFC - 1500 FT MSL.

Relevant ATS units REF AIP Denmark ENR 5.1 item 3: APP Aalborg and ACC København.

Temporary Restricted Area EKR695 INSIGHT AREA 2A
Lateral limits:
57 45 06N 009 43 57E - 57 36 20N 009 57 30E - 57 35 15N 009 54 19E - 57 18 58N 009 29 55E - 57 14 28N 009 14 25E - 57 20 56N 009 07 17E - 57 20 24N 009 13 23E - 57 26 31N 009 21 08E - 57 45 06N 009 43 57E.
Vertical limits:
SFC - FL 060.

Relevant ATS units REF AIP Denmark ENR 5.1 item 3: APP Aalborg and ACC København.

Area EKR695Z INSIGHT AREA 2A FBZ
Lateral limits:
57 47 40N 009 46 03E - 57 37 03N 010 02 27E - 57 34 49N 010 01 46E - 57 33 21N 009 57 27E - 57 17 00N 009 32 55E - 57 11 47N 009 14 58E - 57 12 19N 009 11 25E - 57 21 01N 009 01 47E - 57 23 40N 009 05 06E - 57 23 07N 009 11 13E - 57 27 54N 009 17 17E - 57 47 32N 009 41 21E - 57 47 40N 009 46 03E.

Temporary Danger Area EKD696 INSIGHT AREA 2B
Lateral limits:
57 53 17N 009 13 42E - 57 45 06N 009 43 57E - 57 26 31N 009 21 08E - 57 20 24N 009 13 23E - 57 20 56N 009 07 17E - 57 19 01N 008 26 59E - 57 27 13N 008 22 00E - 57 33 35N 008 34 27E - 57 40 31N 008 48 08E - 57 53 17N 009 13 42E.
Vertical limits:
SFC - FL 060.

Relevant ATS unit REF AIP Denmark ENR 5.1 item 3: ACC København.

Area EKD696Z INSIGHT AREA 2B FBZ
Lateral limits:
57 55 06N 009 17 23E - 57 46 42N 009 48 24E - 57 44 26N 009 48 45E - 57 25 07N 009 24 59E - 57 17 40N 009 15 33E - 57 18 25N 009 07 06E - 57 16 27N 008 25 48E - 57 17 24N 008 23 06E - 57 25 18N 008 18 17E - 57 27 13N 008 22 00E - 57 19 01N 008 26 59E - 57 20 56N 009 07 17E - 57 20 24N 009 13 23E - 57 26 31N 009 21 08E - 57 45 06N 009 43 57E - 57 53 17N 009 13 42E - 57 55 06N 009 17 23E.

Temporary Restricted Area EKR697 INSIGHT AREA 2C
Lateral limits:
57 20 56N 009 07 17E - 57 14 28N 009 14 25E - 57 08 59N 008 31 48E - 57 19 01N 008 26 59E - 57 20 56N 009 07 17E.
Vertical limits:
SFC - FL 060.

Relevant ATS units REF AIP Denmark ENR 5.1 item 3: APP Aalborg and ACC København.

Area EKR697Z INSIGHT AREA 2C FBZ
Lateral limits:
57 23 29N 009 08 13E - 57 22 50N 009 10 34E - 57 14 39N 009 19 35E - 57 12 19N 009 17 44E - 57 06 18N 008 31 03E - 57 07 22N 008 27 49E - 57 19 30N 008 21 58E - 57 21 24N 008 24 25E - 57 23 29N 009 08 13E.

Temporary Restricted Area EKR698 INSIGHT AREA 3A
Lateral limits:
57 19 01N 008 26 59E - 57 08 59N 008 31 48E - 57 04 57N 008 25 03E - 56 58 43N 008 17 41E - 56 47 12N 008 08 47E - 56 33 07N 008 03 06E - 56 24 06N 008 03 16E - 56 25 14N 008 01 29E - 56 35 17N 007 45 43E - 56 56 17N 007 56 15E - 56 56 29N 007 56 31E - 57 10 30N 008 15 29E - 57 19 01N 008 26 59E.
Vertical limits:
SFC - FL 060.

Relevant ATS unit REF AIP Denmark ENR 5.1 item 3: ACC København.

Area EKR698Z INSIGHT AREA 3A FBZ
Lateral limits:
57 21 47N 008 25 00E - 57 21 11N 008 30 44E - 57 08 27N 008 36 49E - 57 03 25N 008 28 42E - 56 57 13N 008 21 21E - 56 46 14N 008 13 00E - 56 32 35N 008 07 32E - 56 22 24N 008 07 50E - 56 21 11N 008 02 08E - 56 25 14N 008 01 29E - 56 24 06N 008 03 16E - 56 33 07N 008 03 06E - 56 47 12N 008 08 47E - 56 58 43N 008 17 41E - 57 04 57N 008 25 03E - 57 08 59N 008 31 48E - 57 19 01N 008 26 59E - 56 56 29N 007 56 31E - 57 00 16N 007 55 54E - 57 21 47N 008 25 00E.

Temporary Danger Area EKD699 INSIGHT AREA 3B
Lateral limits:
57 27 13N 008 22 00E - 57 19 01N 008 26 59E - 57 10 30N 008 15 29E - 56 56 29N 007 56 31E - 56 56 17N 007 56 15E - 56 35 17N 007 45 43E - 57 00 00N 007 30 00E - 57 03 26N 007 36 26E - 57 17 23N 008 02 58E - 57 27 13N 008 22 00E.
Vertical limits:
SFC - FL 060.

Relevant ATS unit REF AIP Denmark ENR 5.1 item 3: ACC København.

Area EKD699Z INSIGHT AREA 3B FBZ
Lateral limits:
57 29 08N 008 25 44E - 57 18 34N 008 32 07E - 56 54 05N 007 58 59E - 56 53 59N 007 56 55E - 56 56 29N 007 56 31E - 57 19 01N 008 26 59E - 57 27 13N 008 22 00E - 57 29 08N 008 25 44E.

Temporary Danger Area EKD700 INSIGHT AREA 4A
Lateral limits:
58 02 58N 010 53 20E - 57 57 58N 010 57 35E - 57 39 16N 011 13 17E - 57 43 50N 010 45 45E - 57 48 35N 010 38 59E - 57 40 48N 010 18 36E - 57 37 27N 010 14 20E - 57 36 20N 009 57 30E - 57 45 06N 009 43 57E - 58 02 58N 010 53 20E.
Vertical limits:
SFC - FL 060.

Relevant ATS units REF AIP Denmark ENR 5.1 item 3: APP Aalborg and ACC København.

Area EKD700Z INSIGHT AREA 4A FBZ
Lateral limits:
58 05 15N 010 51 23E - 58 02 58N 010 53 20E - 57 45 06N 009 43 57E - 57 36 20N 009 57 30E - 57 37 27N 010 14 20E - 57 40 48N 010 18 36E - 57 48 35N 010 38 59E - 57 43 50N 010 45 45E - 57 39 16N 011 13 17E - 57 36 13N 011 15 48E - 57 41 40N 010 42 56E - 57 45 09N 010 38 00E - 57 39 01N 010 22 00E - 57 35 06N 010 17 00E - 57 33 45N 009 56 38E - 57 34 21N 009 54 30E - 57 44 26N 009 38 54E - 57 46 48N 009 39 50E - 58 05 15N 010 51 23E.

Temporary Danger Area EKD701 INSIGHT AREA 4B
Lateral limits:
58 30 00N 010 30 00E - 58 25 28N 010 33 58E - 58 02 58N 010 53 20E - 57 45 06N 009 43 57E - 57 53 17N 009 13 42E - 58 01 13N 009 29 50E - 58 04 43N 009 37 00E - 58 20 04N 010 08 56E - 58 30 00N 010 30 00E.
Vertical limits:
SFC - FL 060.

Relevant ATS unit REF AIP Denmark ENR 5.1 item 3: ACC København.

Area EKD701Z INSIGHT AREA 4B FBZ
Lateral limits:
58 02 58N 010 53 20E - 58 00 41N 010 55 16E - 57 42 30N 009 44 38E - 57 42 42N 009 42 26E - 57 51 27N 009 10 01E - 57 53 17N 009 13 42E - 57 45 06N 009 43 57E - 58 02 58N 010 53 20E.

Temporary Restricted Area EKR702 INSIGHT AREA 4C
Lateral limits:
57 48 35N 010 38 59E - 57 43 50N 010 45 45E - 57 36 59N 010 30 55E - 57 22 38N 010 45 25E - 57 26 12N 010 33 57E - 57 28 30N 010 32 09E - 57 30 56N 010 29 06E - 57 34 21N 010 26 03E - 57 37 47N 010 27 44E - 57 42 19N 010 34 56E - 57 43 51N 010 39 49E - 57 44 54N 010 40 19E - 57 45 37N 010 37 06E - 57 45 28N 010 34 21E - 57 37 27N 010 14 20E - 57 40 48N 010 18 36E - 57 48 35N 010 38 59E.
Vertical limits:
SFC - FL 060.

Relevant ATS units REF AIP Denmark ENR 5.1 item 3: APP Aalborg and ACC København.

Area EKR702Z INSIGHT AREA 4C FBZ
Lateral limits:
57 51 13N 010 37 49E - 57 50 54N 010 41 34E - 57 44 33N 010 50 36E - 57 42 35N 010 50 12E - 57 36 25N 010 36 49E - 57 22 09N 010 51 10E - 57 19 31N 010 46 08E - 57 24 14N 010 30 59E - 57 24 51N 010 29 58E - 57 27 18N 010 28 03E - 57 29 41N 010 25 03E - 57 32 29N 010 22 33E - 57 35 42N 010 10 22E - 57 37 55N 010 09 17E - 57 42 35N 010 15 12E - 57 51 13N 010 37 49E.

Temporary Danger Area EKD703 INSIGHT AREA 4D
Lateral limits:
57 43 50N 010 45 45E - 57 39 16N 011 13 17E - 57 25 47N 011 24 25E - 57 22 38N 010 45 25E - 57 36 59N 010 30 55E - 57 43 50N 010 45 45E.
Vertical limits:
SFC - FL 060.

Relevant ATS unit REF AIP Denmark ENR 5.1 item 3: ACC København.

Area EKD703Z INSIGHT AREA 4D FBZ
Lateral limits:
57 46 38N 010 44 39E - 57 42 19N 011 10 44E - 57 39 16N 011 13 17E - 57 43 50N 010 45 45E - 57 36 59N 010 30 55E - 57 22 38N 010 45 25E - 57 25 47N 011 24 25E - 57 23 24N 011 26 21E - 57 19 54N 010 42 54E - 57 37 33N 010 25 01E - 57 46 38N 010 44 39E.

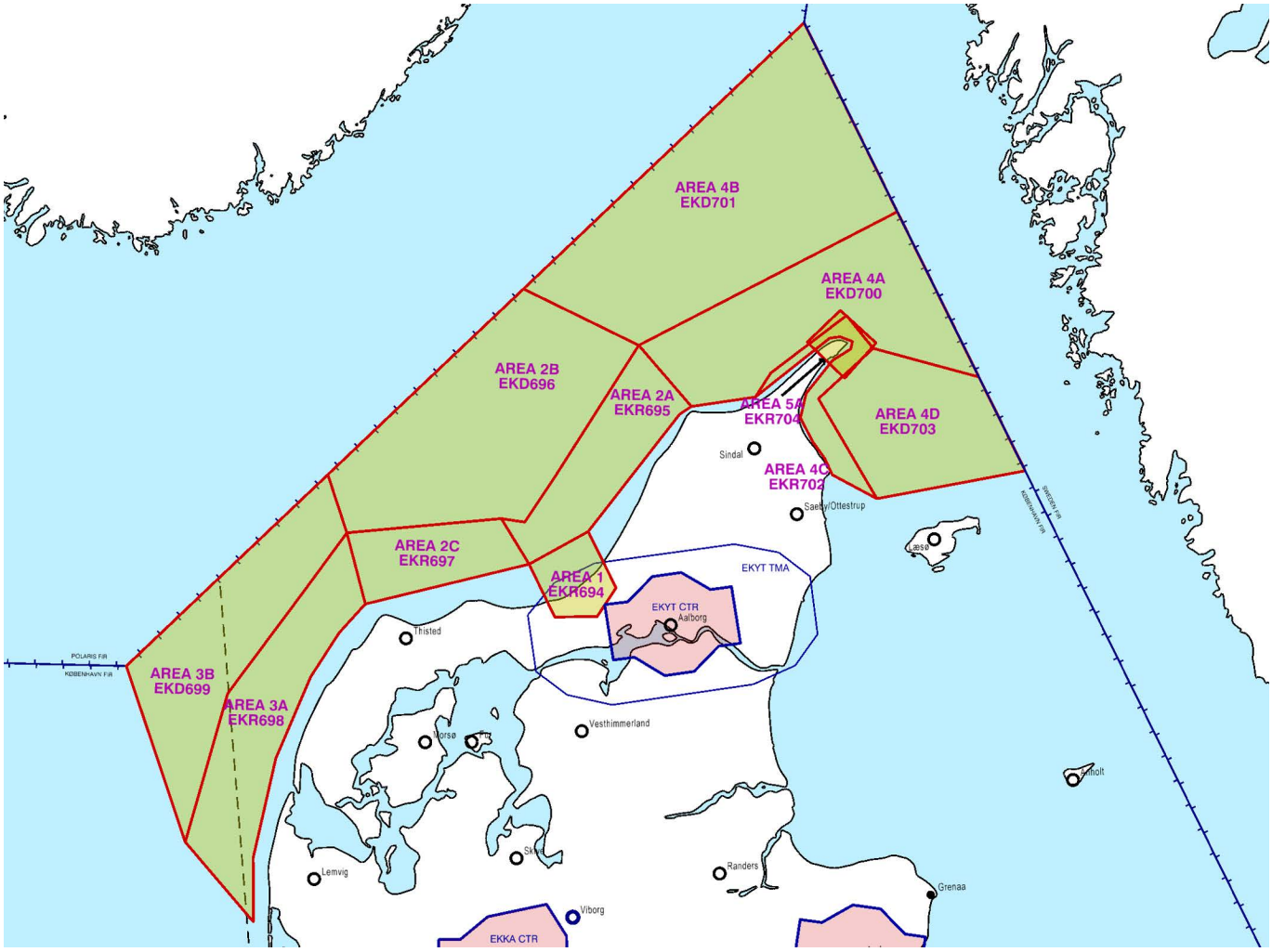
Temporary Restricted Area EKR704 INSIGHT AREA 5A
Lateral limits:
57 49 20N 010 37 23E - 57 44 35N 010 46 32E - 57 39 45N 010 37 59E - 57 44 59N 010 28 23E - 57 49 20N 010 37 23E.
Vertical limits:
SFC - 1500 FT MSL.

Relevant ATS unit REF AIP Denmark ENR 5.1 item 3: ACC København.

Effective dates:
The areas can be activated by NOTAM between 20 MAR 2026 - 30 OCT 2026.

There will be activity for up to 10 hours per day. The activity will predominantly take place during daytime hours.

Information on exact activities will be published by NOTAM.



REF: AIP Denmark ENR 5.1.

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AIP
AIRAC SUP 15/26
Publication date 25 MAR 2026
Effective date 14 MAY 2026
All Times are in UTC

Obstacles erected at or near EKCH København/Kastrup

This AIRAC AIP Denmark SUP 15/26 replaces AIRAC AIP SUP 08/26 and NOTAM A0530/26 on effective date 14 MAY 2026.

Introduction

Due to construction work at and in the vicinity of EKCH, København/Kastrup multiple cranes are operating for undetermined periods.
The location and height of selected cranes is such, that their promulgation as an obstacle is required, but the short notice and varying duration of the crane operation means, that NOTAM promulgation or listing in AIP Denmark is not always practical.
This AIRAC AIP SUP contains the positions of all cranes / obstacles, that fall into this category and the operational implications.
The data below will be regularly reviewed and the information revised accordingly.

Temporary obstacles							
OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Operational implications	Markings Type Colour	Remarks
EKCH50099	Building	55 38 24.78N 012 34 59.43E	218	210	N/A	LIM F R	NIL
EKCHHOJ0001035	Crane	55 37 35N 012 34 47E	194	189	Crane radius 25 M.	LIM F R	Crane in Ørestad.
EKCHHOJ1144	Crane	55 39 22.8N 012 33 58.8E	268	260	Penetrating take-off flight path area identification surface RWY 30. No crane radius information.	LIM F R	301 DEG MAG / 4.3 NM FM TKOF PSN TWY G1. Crane in Islands Brygge.

REF: AIP DENMARK AD 2 - EKCH.

Valid until further notice.

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AIP
SUP 21/26
22 MAY 2026
All Times are in UTC

Crane operating near Esbjerg Chimney

This AIP SUP 21/26 replaces NOTAM C1566/26.

Introduction

Due to demolition work a crane with a maximum height of 287 m will be erected from 05 MAY 2026. Demolition works will commence on 01 JUN 2026. In this connection, the obstruction light on the chimney will be switched off as of 01 JUN 2026.The crane is equipped with high-intensity obstacle lights, flashing white (LIH FLG W).When the obstruction light on the chimney is switched off, the crane's obstacle lights, mounted between the top and ground level, will have a blind sector due to shielding by the chimney. Within this blind sector, only the crane's top marking will be visible.

Crane operating near Esbjerg Chimney						
OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Crane	Crane	55 27 17N 008 27 19E	942	957	LIH FLG W	NIL

REF: AIP DENMARK ENR 5.4 and AD 2 - EKEB.

Valid until further notice.

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AIP
AIRAC SUP 22/26
Publication date 22 MAY 2026
Effective date 09 JUL 2026
All Times are in UTC

Cranes operating in Rønne Harbour (near EKRN Bornholm/Rønne aerodrome)

This AIRAC AIP SUP 22/26 replaces AIRAC AIP SUP 03/26 on AIRAC 09 JUL 2026.

1 Introduction

From November 2025 to December 2028, several land based cranes extending from 193 FT MSL to 492 FT MSL, will be working in Rønne Harbour in periods of several months.

During the same period, several vessel based cranes extending from 400 FT MSL to 722 FT MSL will be working in Rønne Harbour in periods varying from several hours to several days.

All of these cranes penetrate the Inner Horizontal Surface and/or the Conical Surface and some will impact the instrument flight procedures at EKRN Bornholm/ Rønne aerodrome.

To address this, three separate sets of instrument flight procedures have been established and these procedures will include additional instructions, guidelines, limitations or restrictions, to ensure the safe navigation of aircraft in the vicinity of the cranes.

These procedures can be found in the AIRAC SUP Differentiated instrument approach procedures to EKRN Bornholm/Rønne aerodrome.
ATC will notify aircraft which set of procedures are in use.

2 Temporary obstacles

Obstacles penetrating Obstacle LimitationSurfaces (OLS)						
OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Rønne Havn 1	Land based cranes	55 05 12.84N 014 41 34.11E	188	178	LIM F R	Permanent 01.12.2025 - 31.12.2026
Rønne Havn 2	Land based cranes	55 05 20.61N 014 41 34.38E	328	318	LIH F R	Permanent until 30.11.2026
Rønne Havn 3	Land based cranes Wind turbine parts	55 05 20.61N 014 41 34.38E	486	476	LIH F R	Permanent 01.01.2026 - 31.12.2028
Lone	Vessel crane	55 05 14.74N 014 41 27.46E	253	253	LIM FLG W	Temporary 01.12.2025 - 31.12.2026
Svanen	Vessel crane	55 05 14.74N 014 41 27.46E	401	401	LIH FLG W	Temporary 01.12.2025 - 31.12.2026
Aeolus	Vessel crane	55 05 14.74N 014 41 27.46E	607	607	LIH FLG W	Temporary 01.12.2025 - 31.12.2026
WIV Q Class	Vessel crane	55 05 14.74N 014 41 27.46E	640	640	LIH FLG W	Temporary 01.01.2027 - 31.12.2028
WIV P Class	Vessel crane	55 05 14.74N 014 41 27.46E	696	696	LIH FLG W	Temporary 01.01.2027 - 31.12.2028
Wind Mover	Vessel crane	55 05 14.74N 014 41 27.46E	717	717	LIH FLG W	Temporary 01.02.2026 - 30.11.2026

3 NOTAM

Further information will be published via NOTAM.

4 Completion of works

Completion of works is expected at the end of December 2028.

REF: AIP Denmark GEN 0.5, ENR 5.4 and AD 2 - EKRN.

Valid until further notice.

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AIP
AIRAC SUP 23/26
Publication date 22 MAY 2026
Effective date 09 JUL 2026
All Times are in UTC

Differentiated instrument approach procedures to EKRN Bornholm/Rønne aerodrome

This AIRAC AIP SUP 23/26 replaces AIRAC AIP SUP 04/26 on AIRAC 09 JUL 2026.

1 Introduction

From December 2025 to December 31, 2028, several land based cranes extending from 193 FT MSL to 492 FT MSL will be working in Rønne Harbour in periods of several months.

During the same period, several vessel based cranes extending from 400 FT MSL to 722 FT MSL will be working in Rønne Harbour in periods varying from several hours to several days.

All of these cranes penetrate the Inner Horizontal Surface and/or the Conical Surface and some will impact the instrument flight procedures at EKRN Bornholm/ Rønne aerodrome.

To address this, three separate sets of instrument flight procedures have been established and these procedures will include additional instructions, guidelines, limitations or restrictions, to ensure the safe navigation of aircraft in the vicinity of the cranes. ATC will notify aircraft of which set of procedures are in use.

2 Operational Implications

2.1 Temporary obstacles.

The temporary obstacles are described in the AIRAC AIP SUP Cranes operating in Rønne Harbour (near EKRN Bornholm/Rønne aerodrome).

2.2 Instrument approach procedures

As of AIRAC 28 NOV 2024, all existing procedures are renamed with identification Z. In addition to existing instrument approach procedures, temporary procedures with identification Y and X are published. Certain 2D instrument approach procedures are temporarily suspended and not issued in the Y and X versions.

Procedures are listed below:

Existing IAC	Renamed/temporary IAC	Operational use
ILS RWY 11	ILS Z RWY 11	When cranes up to **348 FT** are in operation / Cranes shown on chart
ILS RWY 29	ILS Z RWY 29	
RNP RWY 11	RNP Z RWY 11	
RNP RWY 29	RNP Z RWY 29	
VOR RWY 11	VOR Z RWY 11	
VOR RWY 29	VOR Z RWY 29	
	ILS Y RWY 11	When cranes between **349 FT** to **525 FT** are in operation / Cranes shown on chart
	ILS Y RWY 29	
	RNP Y RWY 11	
	RNP Y RWY 29	
	VOR Y RWY 29	
	ILS X RWY 11	When cranes between **526 FT** to **722 FT** are in operation / Cranes shown on chart
	ILS X RWY 29	
	RNP X RWY 11	
	RNP X RWY 29	
	VOR X RWY 29	

2.3 Departure procedures

Omnidirectional departure:

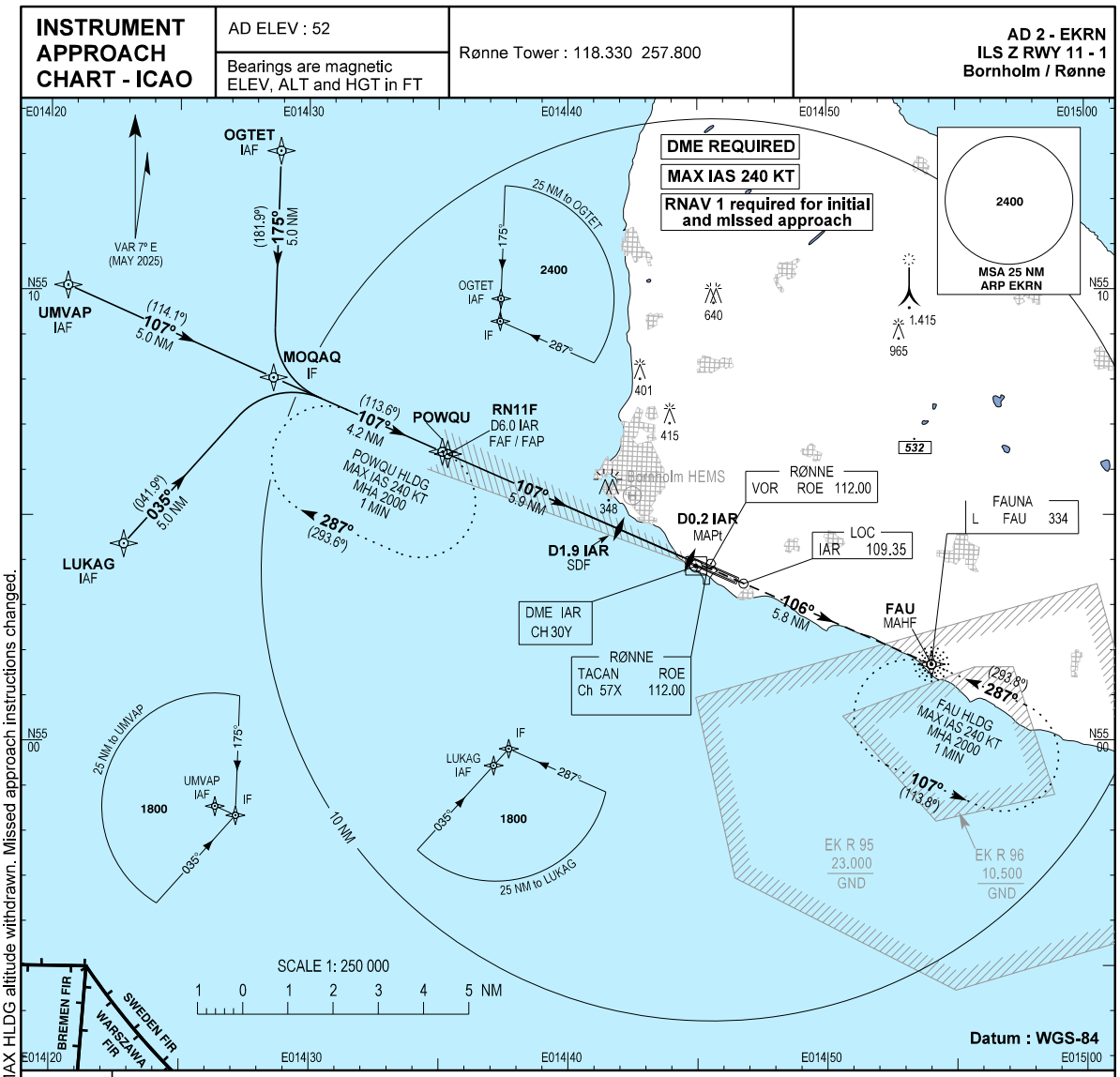
RWY 11: No changes.

RWY 29: After departure turn left, climb on track 272° to 1000 FT MSL before turn is commenced. Procedure design gradient 6.1% to 1000 FT MSL, due to cranes at 722 FT / 2.1 NM NW of THR RWY 11.

Remark RWY 29: Can Aircraft not comply contact ATC 24H before ETD for alternative departure. Availability depending on OBST in Rønne Havn. Alternative Omnidirectional departure RWY 29: After departure turn left, climb on track 272° to 700 FT MSL before turn is commenced.

2.4 Noise Abatement Provisions

RWY 29: IFR: After departure turn left, climb on track 272° until ROE DME 5.0 NM.


INSTRUMENT APPROACH CHART - ICAO
AD ELEV : 52
Bearings are magnetic
ELEV, ALT and HGT in FT
Rønne Tower : 118.330 257.800
AD 2 - EKRN
ILS Z RWY 11 - 1
Bornholm / Rønne
DME REQUIRED
MAX IAS 240 KT
RNAV 1 required for initial and missed approach
OGTET IAF
UMVAP IAF
MOQAQ IF
POWQU
RN11F D6.0 IAR FAF / FAP
LUKAG IAF
D0.2 IAR MAPt
D1.9 IAR SDF
FAU MAHF
RØNNE VOR ROE 112.00
RØNNE TACAN ROE Ch 57X 112.00
DME IAR CH 30Y
LOC IAR 109.35
FAUNA L FAU 334
MSA 25 NM ARP EKRN
2400
1800
VAR 7° E (MAY 2025)
POWQU HLDG MAX IAS 240 KT MHA 2000 1 MIN
FAU HLDG MAX IAS 240 KT MHA 2000 1 MIN
25 NM to OGTET
25 NM to UMVAP
25 NM to LUKAG
10 NM
Bornholm HEMS
EK R 95 23,000 GND
EK R 96 10,500 GND
SCALE 1: 250 000
1 0 1 2 3 4 5 NM
BREMEN FIR
SWEDEN FIR
WARSZAWA FIR
Datum : WGS-84
TA 5000
RDH 55
Missed approach:
Climb on track 106° to L FAU
and hold at 2000 FT.
OGTET
UMVAP
LUKAG
IAF
MOQAQ
IF
RN11F
D6.0 IAR
FAF / FAP
DME IAR
DME IAR
1.9 NM
SDF
(LOC only)
D0.2 IAR
MAPt
L FAU
MHA 2000
GP 3° (5.2%)
OCA
THR ELEV 46
1400
900
580
2000
4.2 NM
15 11 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 NM
Changes : TAAs added. MAX HLDG speed changed. MAX HLDG altitude withdrawn. Missed approach instructions changed.
OCA (H) A B C D
ILS / DME 209 (163) 217(171) 228 (182) 239 (193)
GP INOP 380 (334)
Circling* 450 (400) 630 (580) 730 (680) 750 (700)
*SW of AD only
SPECIAL CONDITIONS:
1: RNAV 1 required for initial and missed approach
LOC only Recommended Profile on Final Approach
DME IAR 6 5 4 3 2
DIST to THR (NM) 5.8 4.8 3.8 2.8 1.8
Nominal ALT 1960 1640 1320 1000 690
GS KT 70 80 90 100 110 120 130
ROD FT / MIN 370 430 480 530 580 640 690
NAVIAIR

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
ILS Z RWY 11 - 2
Bornholm/Rønne

TABULAR DESCRIPTION

EKRN ILS Z RWY 11 initial approach via OGTET, UMVAP and LUKAG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	OGTET	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	175 / (181.9)	7.0E	5.0	L	+2000	-	-	RNAV 1
010	IF	UMVAP	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	107 / (114.1)	7.0E	5.0	-	+2000	-	-	RNAV 1
010	IF	LUKAG	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	035 / (041.9)	7.0E	5.0	R	+2000	-	-	RNAV 1
010	IF	MOQAQ	-	-	7.0E	-	-	+2000	-240	-	RNAV 1
020	TF	RN11F	-	107 / (113.6)	7.0E	4.2	-	@2000	-	-	RNAV 1

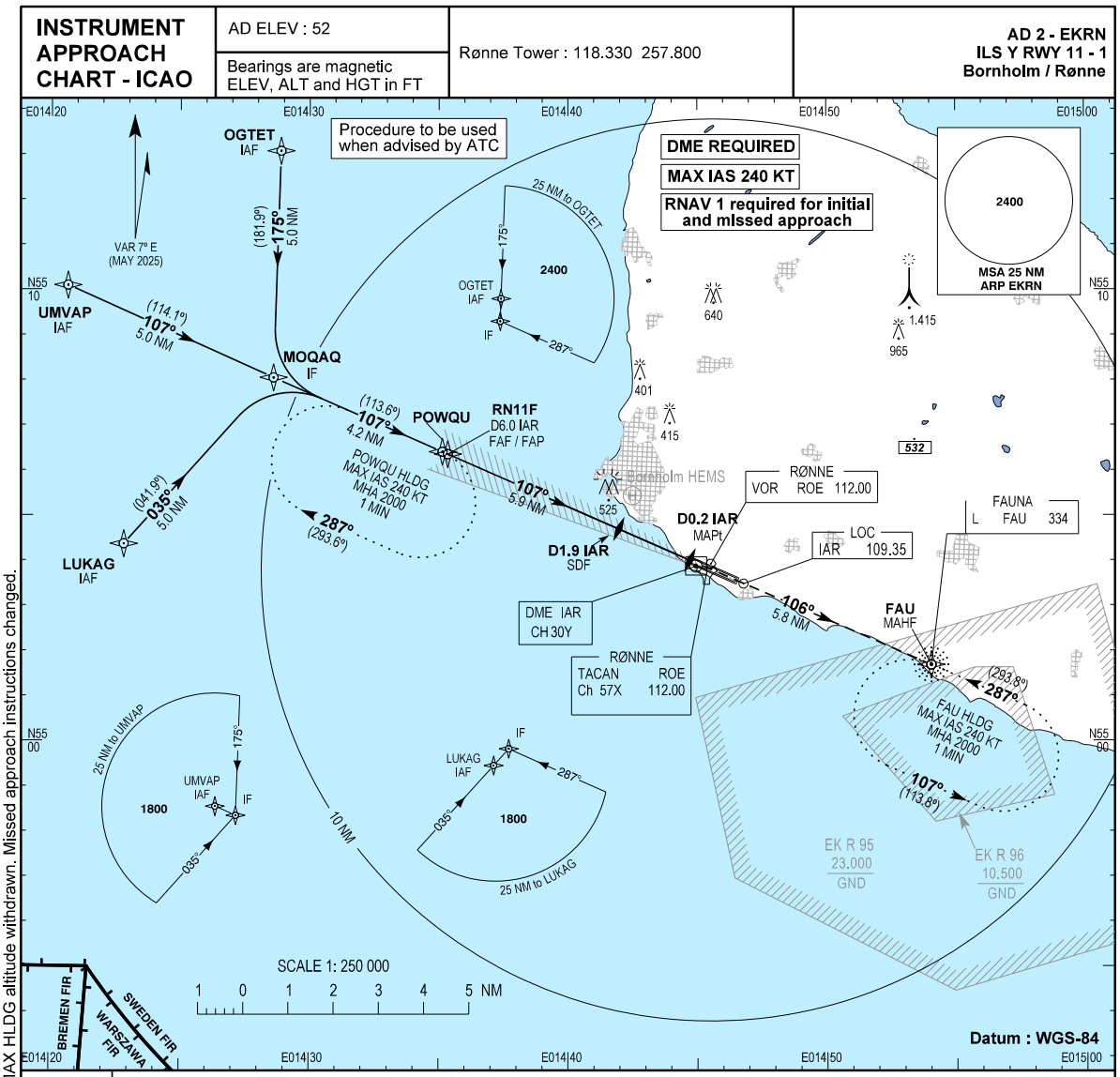
EKRN ILS Z RWY 11 missed approach procedure

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	CF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-240	-	RNAV 1
020	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNAV 1

EKRN ILS Z RWY 11 waypoint coordinates

Waypoint Identifier	Coordinates
OGTET (IAF)	55 13 04.93N 014 28 53.52E
UMVAP (IAF)	55 10 05.95N 014 20 38.82E
LUKAG (IAF)	55 04 22.18N 014 22 49.96E
MOQAQ (IF)	55 08 03.45N 014 28 36.48E
RN11F (FAF/FAP)	55 06 21.80N 014 35 21.33E
D0.2 IAR (MAPt)	55 04 00.78N 014 44 42.77E
FAU (MAHF)	55 01 41.49N 014 54 01.79E
POWQU (HF)	55 06 24.93N 014 35 08.92E

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn.



OCA (H)	A	B	C	D
ILS / DME	209 (163)	217(171)	228 (182)	239 (193)
GP INOP	Not authorized			
Circling*	780 (730)	830 (780)	920 (870)	920 (870)

*SW of AD only

SPECIAL CONDITIONS:
1: RNAV 1 required for initial and missed approach

LOC only Recommended Profile on Final Approach					
DME IAR	6	5	4	3	2
DIST to THR (NM)	5.8	4.8	3.8	2.8	1.8
Nominal ALT	1960	1640	1320	1000	690

GS KT	70	80	90	100	110	120	130
ROD FT / MIN	370	430	480	530	580	640	690

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
ILS Y RWY 11 - 2
Bornholm/Rønne

TABULAR DESCRIPTION

EKRN ILS Y RWY 11 initial approach via OGTET, UMVAP and LUKAG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	OGTET	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	175 / (181.9)	7.0E	5.0	L	+2000	-	-	RNAV 1
010	IF	UMVAP	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	107 / (114.1)	7.0E	5.0	-	+2000	-	-	RNAV 1
010	IF	LUKAG	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	035 / (041.9)	7.0E	5.0	R	+2000	-	-	RNAV 1
010	IF	MOQAQ	-	-	7.0E	-	-	+2000	-240	-	RNAV 1
020	TF	RN11F	-	107 / (113.6)	7.0E	4.2	-	@2000	-	-	RNAV 1

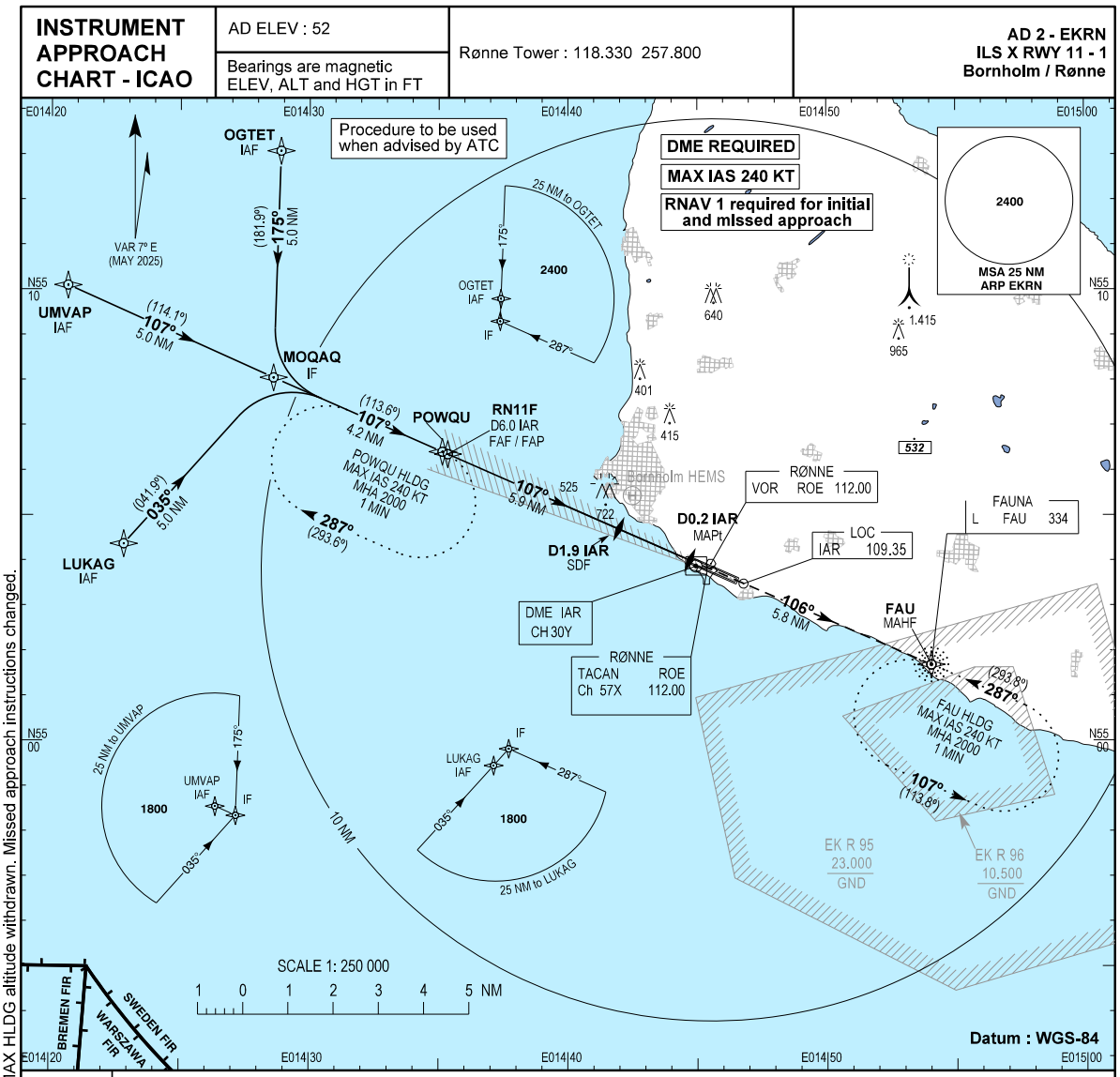
EKRN ILS Y RWY 11 missed approach procedure

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	CF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-240	-	RNAV 1
020	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNAV 1

EKRN ILS Y RWY 11 waypoint coordinates

Waypoint Identifier	Coordinates
OGTET (IAF)	55 13 04.93N 014 28 53.52E
UMVAP (IAF)	55 10 05.95N 014 20 38.82E
LUKAG (IAF)	55 04 22.18N 014 22 49.96E
MOQAQ (IF)	55 08 03.45N 014 28 36.48E
RN11F (FAF/FAP)	55 06 21.80N 014 35 21.33E
D0.2 IAR (MAPt)	55 04 00.78N 014 44 42.77E
FAU (MAHF)	55 01 41.49N 014 54 01.79E
POWQU (HF)	55 06 24.93N 014 35 08.92E

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn.



OCA (H)	A	B	C	D
ILS / DME	209 (163)	217(171)	228 (182)	239 (193)
GP INOP	Not authorized			
Circling*	860 (810)	1020 (970)	1120 (1070)	1120 (1070)

*SW of AD only

SPECIAL CONDITIONS:
1: RNAV 1 required for initial and missed approach

LOC only Recommended Profile on Final Approach					
DME IAR	6	5	4	3	2
DIST to THR (NM)	5.8	4.8	3.8	2.8	1.8
Nominal ALT	1960	1640	1320	1000	690

GS KT	70	80	90	100	110	120	130
ROD FT / MIN	370	430	480	530	580	640	690

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
ILS X RWY 11 - 2
Bornholm/Rønne

TABULAR DESCRIPTION

EKRN ILS X RWY 11 initial approach via OGTET, UMVAP and LUKAG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	OGTET	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	175 / (181.9)	7.0E	5.0	L	+2000	-	-	RNAV 1
010	IF	UMVAP	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	107 / (114.1)	7.0E	5.0	-	+2000	-	-	RNAV 1
010	IF	LUKAG	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	035 / (041.9)	7.0E	5.0	R	+2000	-	-	RNAV 1
010	IF	MOQAQ	-	-	7.0E	-	-	+2000	-240	-	RNAV 1
020	TF	RN11F	-	107 / (113.6)	7.0E	4.2	-	@2000	-	-	RNAV 1

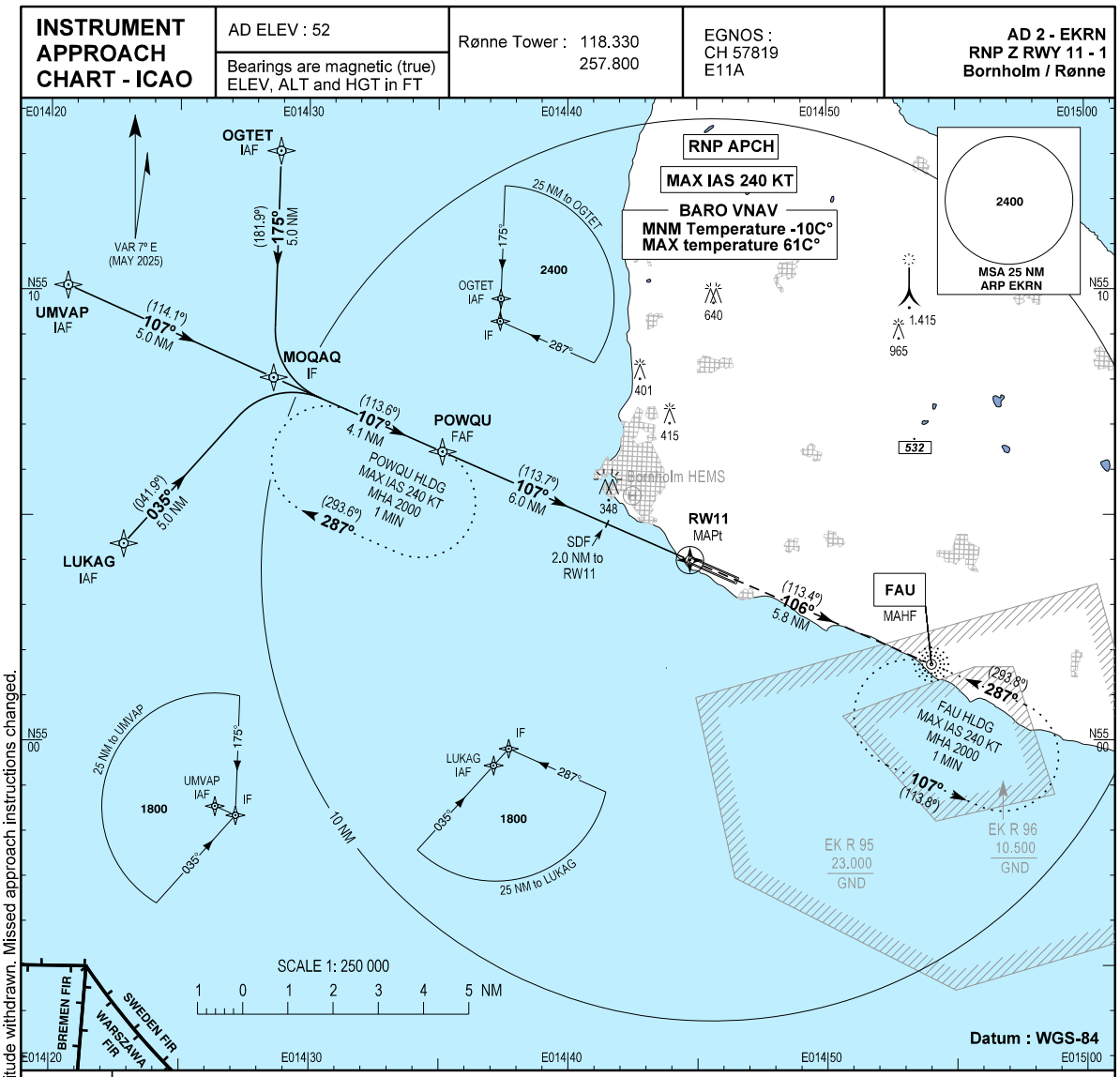
EKRN ILS X RWY 11 missed approach procedure

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	CF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-240	-	RNAV 1
020	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNAV 1

EKRN ILS X RWY 11 waypoint coordinates

Waypoint Identifier	Coordinates
OGTET (IAF)	55 13 04.93N 014 28 53.52E
UMVAP (IAF)	55 10 05.95N 014 20 38.82E
LUKAG (IAF)	55 04 22.18N 014 22 49.96E
MOQAQ (IF)	55 08 03.45N 014 28 36.48E
RN11F (FAF/FAP)	55 06 21.80N 014 35 21.33E
D0.2 IAR (MAPt)	55 04 00.78N 014 44 42.77E
FAU (MAHF)	55 01 41.49N 014 54 01.79E
POWQU (HF)	55 06 24.93N 014 35 08.92E

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn.



OCA (H)	A	B	C	D
LNAV	440 (394)			
LNAV / VNAV	320 (274)	330 (284)	340 (294)	350 (304)
LPV	296 (250)	296 (250)	305 (259)	315 (269)
Circling*	450 (400)	630 (580)	730 (680)	750 (700)

* SW of AD only

SPECIAL CONDITIONS

DIST to THR (NM)	2	3	4	5	6
ALT	740	1055	1375	1695	2010

* Cross 2.0 NM to RW11 not below 580 FT.
Note: VSS penetrated by terrain left of track.

Time to MAPt from FAF - DIST 6.0 NM								
GS KT	60	80	100	120	140	160	180	200
Rate of descent FT / MIN	318	425	531	637	743	849	955	1061

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn. Missed approach instructions changed.

NAVIAIR

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP Z RWY 11 - 2
Bornholm/Rønne

TABULAR DESCRIPTION

EKRN RNP Z RWY 11 via OGTET

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	OGTET	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	175 / (181.9)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	L	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Z RWY 11 via UMVAP

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	UMVAP	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	107 / (114.1)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	-	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Z RWY 11 via LUKAG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	LUKAG	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	035 / (041.9)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	R	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Z RWY 11 waypoint coordinates

Waypoint Identifier	Coordinates
OGTET (IAF)	55 13 04.93N 014 28 53.52E
UMVAP (IAF)	55 10 05.95N 014 20 38.82E
LUKAG (IAF)	55 04 22.18N 014 22 49.96E
MOQAQ (IF)	55 08 03.45N 014 28 36.48E
POWQU (FAF)	55 06 24.93N 014 35 08.92E
RW11 (MAPt)	55 04 00.78N 014 44 42.77E
FAU (MAHF)	55 01 41.49N 014 54 01.79E

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP Z RWY 11 - 3
Bornholm / Rønne

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKRN
Runway	11
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E11A
LTP/FTP Latitude	550400.7800N
LTP/FTP Longitude	0144442.7700E
LTP/FTP Ellipsoidal Height (metres)	47.9
FPAP Latitude	550333.4395N
Delta FPAP Latitude (seconds)	-27.3405
FPAP Longitude	0144631.2000E
Delta FPAP Longitude (seconds)	108.4300
Threshold Crossing Height	55.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	104
HAL (metres)	40.0
VAL (metres)	50.0

Output data

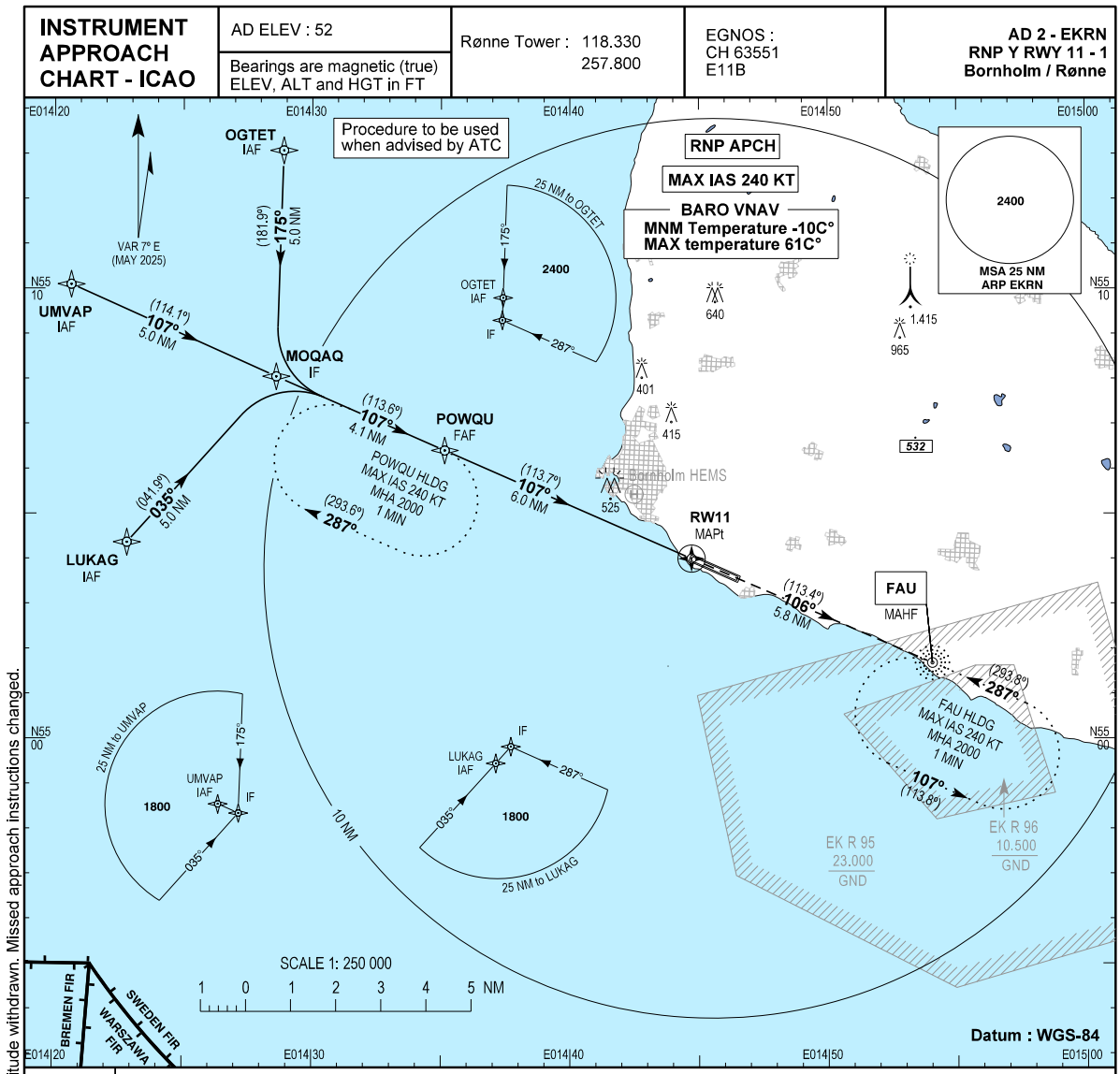
Data Block	10 0E 12 0B 05 0B D0 00 01 31 31 05 18 D4 A1 17 24 F5 53 06 DF 15 67 2A FF 1C 4F 03 26 02 2C 01 64 0D C8 FA FA 68 02 B2
Calculated CRC Value	FA6802B2

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	14.0

EUROCONTROL FAS DB tool Version 3.2.1

Changes: No changes.



OCA (H)	A	B	C	D
LNAV	Not authorized			
LNAV / VNAV	660 (608)	670 (618)	680 (628)	690 (638)
LPV	296 (250)	296 (250)	305 (259)	315 (269)
Circling*	780 (730)	830 (780)	920 (870)	920 (870)

SPECIAL CONDITIONS

DIST to THR (NM)	2	3	4	5	6
ALT	740	1055	1375	1695	2010

* SW of AD only

Time to MAPt from FAF - DIST 6.0 NM								
GS KT	60	80	100	120	140	160	180	200
Rate of descent FT / MIN	318	425	531	637	743	849	955	1061

Note: VSS penetrated by terrain left of track.

NAVIAIR

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP Y RWY 11 - 2
Bornholm/Rønne

TABULAR DESCRIPTION

EKRN RNP Y RWY 11 via OGTET

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	OGTET	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	175 / (181.9)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	L	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Y RWY 11 via UMVAP

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	UMVAP	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	107 / (114.1)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	-	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Y RWY 11 via LUKAG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	LUKAG	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	035 / (041.9)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	R	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Y RWY 11 waypoint coordinates

Waypoint Identifier	Coordinates
OGTET (IAF)	55 13 04.93N 014 28 53.52E
UMVAP (IAF)	55 10 05.95N 014 20 38.82E
LUKAG (IAF)	55 04 22.18N 014 22 49.96E
MOQAQ (IF)	55 08 03.45N 014 28 36.48E
POWQU (FAF)	55 06 24.93N 014 35 08.92E
RW11 (MAPt)	55 04 00.78N 014 44 42.77E
FAU (MAHF)	55 01 41.49N 014 54 01.79E

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP Y RWY 11 - 3
Bornholm / Rønne

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKRN
Runway	11
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E11B
LTP/FTP Latitude	550400.7800N
LTP/FTP Longitude	0144442.7700E
LTP/FTP Ellipsoidal Height (metres)	47.9
FPAP Latitude	550333.4395N
Delta FPAP Latitude (seconds)	-27.3405
FPAP Longitude	0144631.2000E
Delta FPAP Longitude (seconds)	108.4300
Threshold Crossing Height	55.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	104
HAL (metres)	40.0
VAL (metres)	50.0

Output data

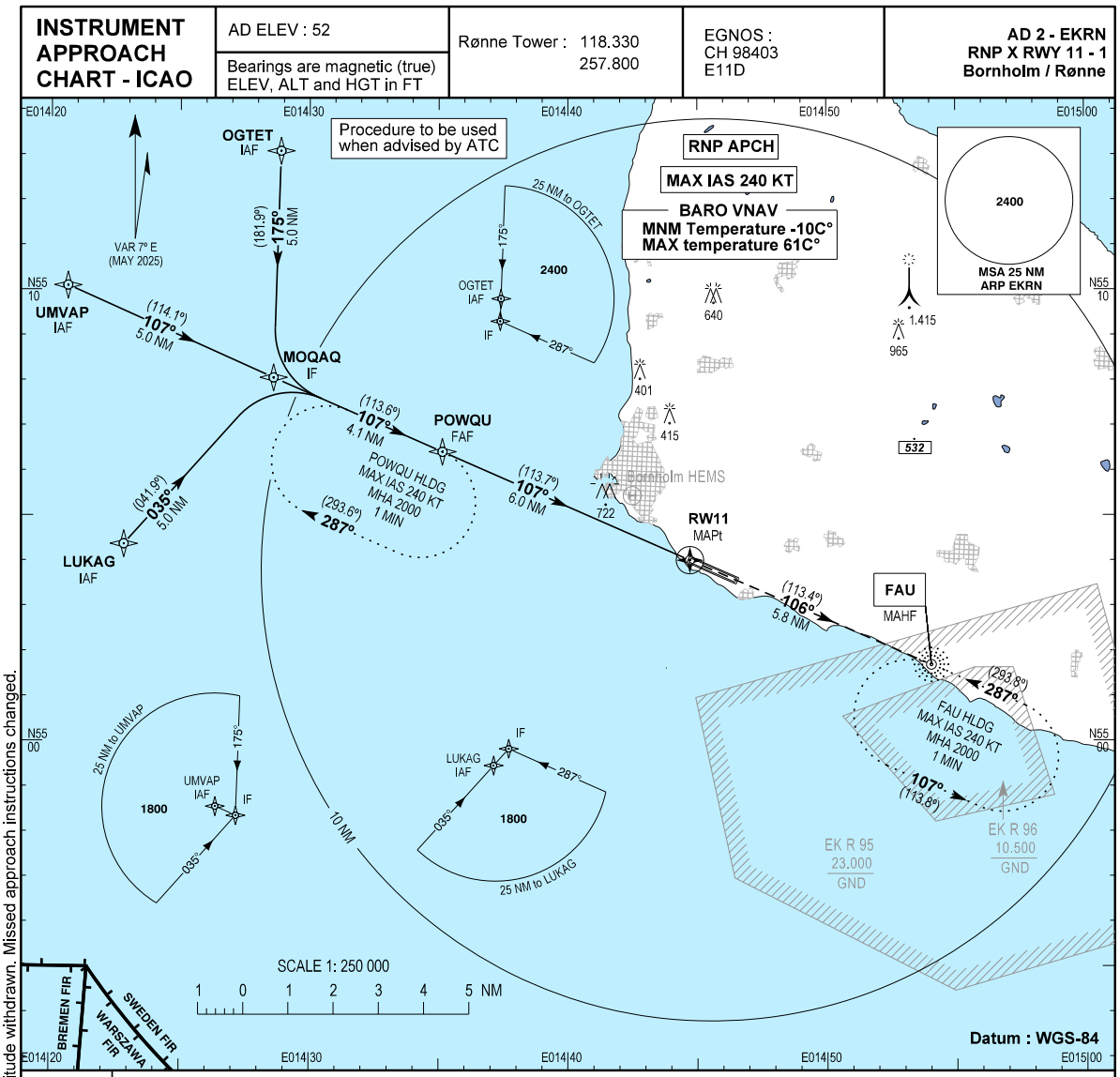
Data Block	10 0E 12 0B 05 0B C8 00 02 31 31 05 18 D4 A1 17 24 F5 53 06 DF 15 67 2A FF 1C 4F 03 26 02 2C 01 64 0D C8 FA A2 58 BE F5
Calculated CRC Value	A258BEF5
Supplied CRC Value	A258BEF5
Comparison Result	OK

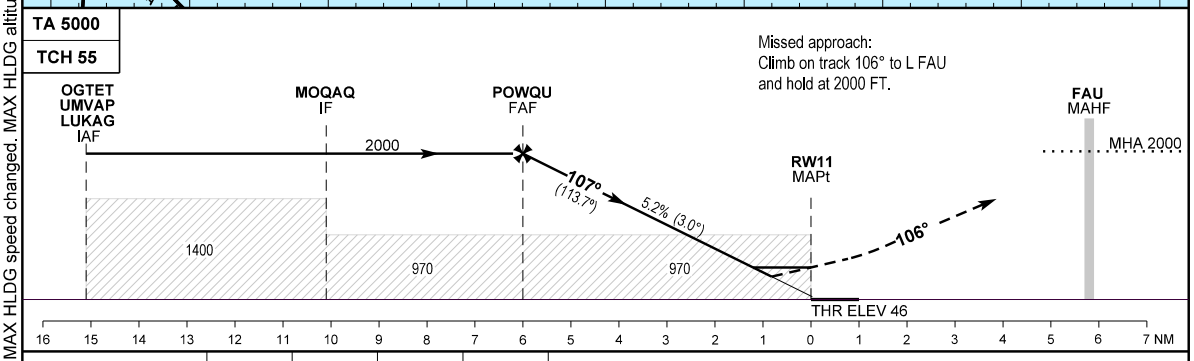
Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	14.0

EUROCONTROL FAS DB tool Version 3.2.1

Changes: No changes.





OCA (H)	A	B	C	D
LNAV	Not authorized			
LNAV / VNAV	860 (808)	870 (818)	880 (828)	890 (838)
LPV	854 (802)	863 (811)	873 (821)	883 (831)
Circling*	860 (810)	1020 (970)	1120 (1070)	1120 (1070)

* SW of AD only

SPECIAL CONDITIONS

DIST to THR (NM)	2	3	4	5	6
ALT	740	1055	1375	1695	2010

Note: VSS penetrated by terrain left of track.

Time to MAPt from FAF - DIST 6.0 NM								
GS KT	60	80	100	120	140	160	180	200
Rate of descent FT / MIN	318	425	531	637	743	849	955	1061

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn. Missed approach instructions changed.

NAVIAIR

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP X RWY 11 - 2
Bornholm / Rønne

TABULAR DESCRIPTION

EKRN RNP X RWY 11 via OGTET

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	OGTET	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	175 / (181.9)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	L	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP X RWY 11 via UMVAP

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	UMVAP	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	107 / (114.1)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	-	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP X RWY 11 via LUKAG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	LUKAG	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	035 / (041.9)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	R	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP X RWY 11 waypoint coordinates

Waypoint Identifier	Coordinates
OGTET (IAF)	55 13 04.93N 014 28 53.52E
UMVAP (IAF)	55 10 05.95N 014 20 38.82E
LUKAG (IAF)	55 04 22.18N 014 22 49.96E
MOQAQ (IF)	55 08 03.45N 014 28 36.48E
POWQU (FAF)	55 06 24.93N 014 35 08.92E
RW11 (MAPt)	55 04 00.78N 014 44 42.77E
FAU (MAHF)	55 01 41.49N 014 54 01.79E

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP X RWY 11 - 3
Bornholm / Rønne

Input data

SBAS FAS DATA BLOCK

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKRN
Runway	11
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	X
Reference Path Data Selector	0
Reference Path Identifier	E11D
LTP/FTP Latitude	550400.7800N
LTP/FTP Longitude	0144442.7700E
LTP/FTP Ellipsoidal Height (metres)	47.9
FPAP Latitude	550333.4395N
Delta FPAP Latitude (seconds)	-27.3405
FPAP Longitude	0144631.2000E
Delta FPAP Longitude (seconds)	108.4300
Threshold Crossing Height	55.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	104
HAL (metres)	40.0
VAL (metres)	50.0

Output data

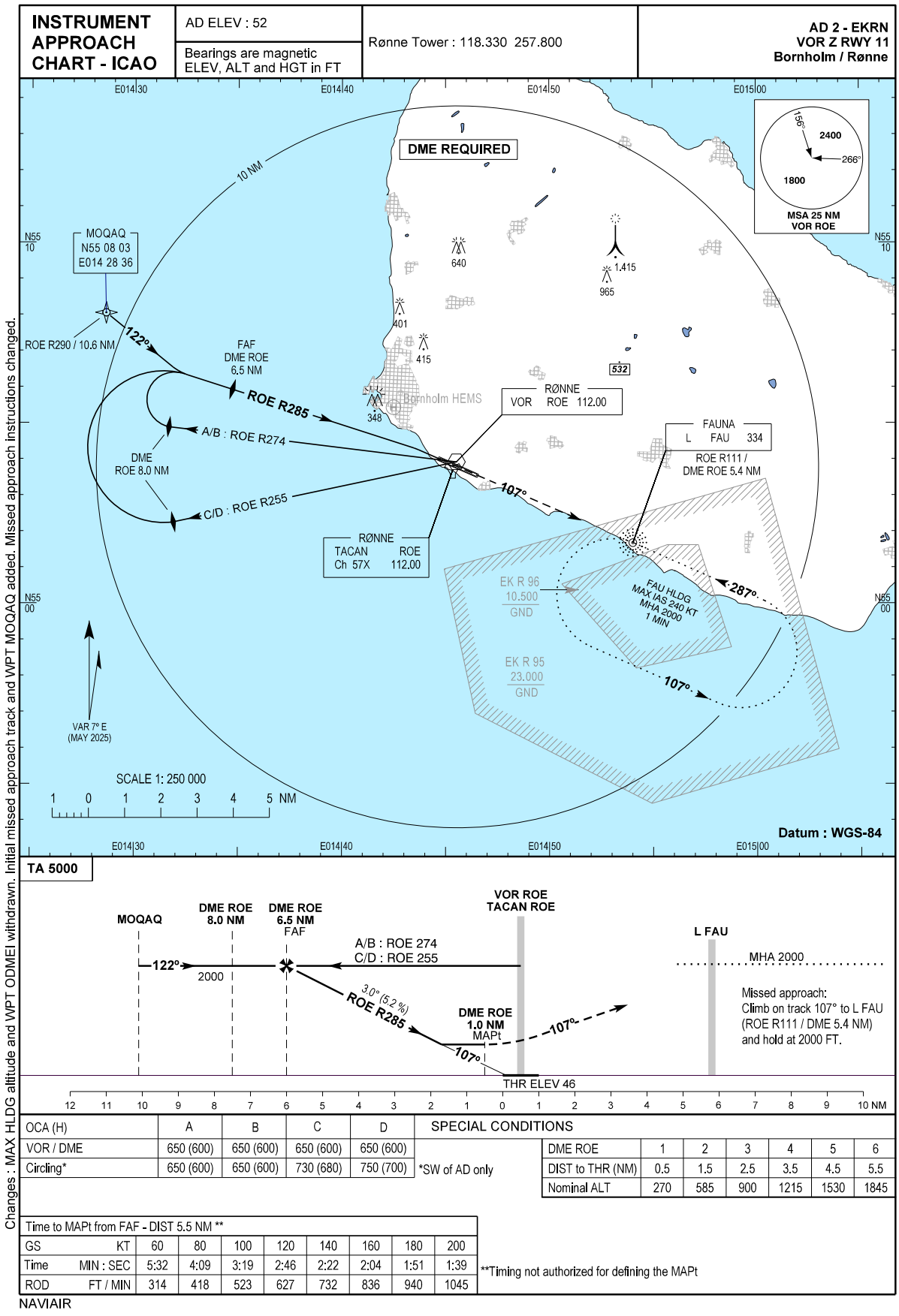
Data Block	10 0E 12 0B 05 0B C0 00 04 31 31 05 18 D4 A1 17 24 F5 53 06 DF 15 67 2A FF 1C 4F 03 26 02 2C 01 64 0D C8 FA FD D9 09 B3
Calculated CRC Value	FDD909B3
Supplied CRC Value	FDD909B3
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	14.0

EUROCONTROL FAS DB tool Version 3.2.1

Changes: No changes.

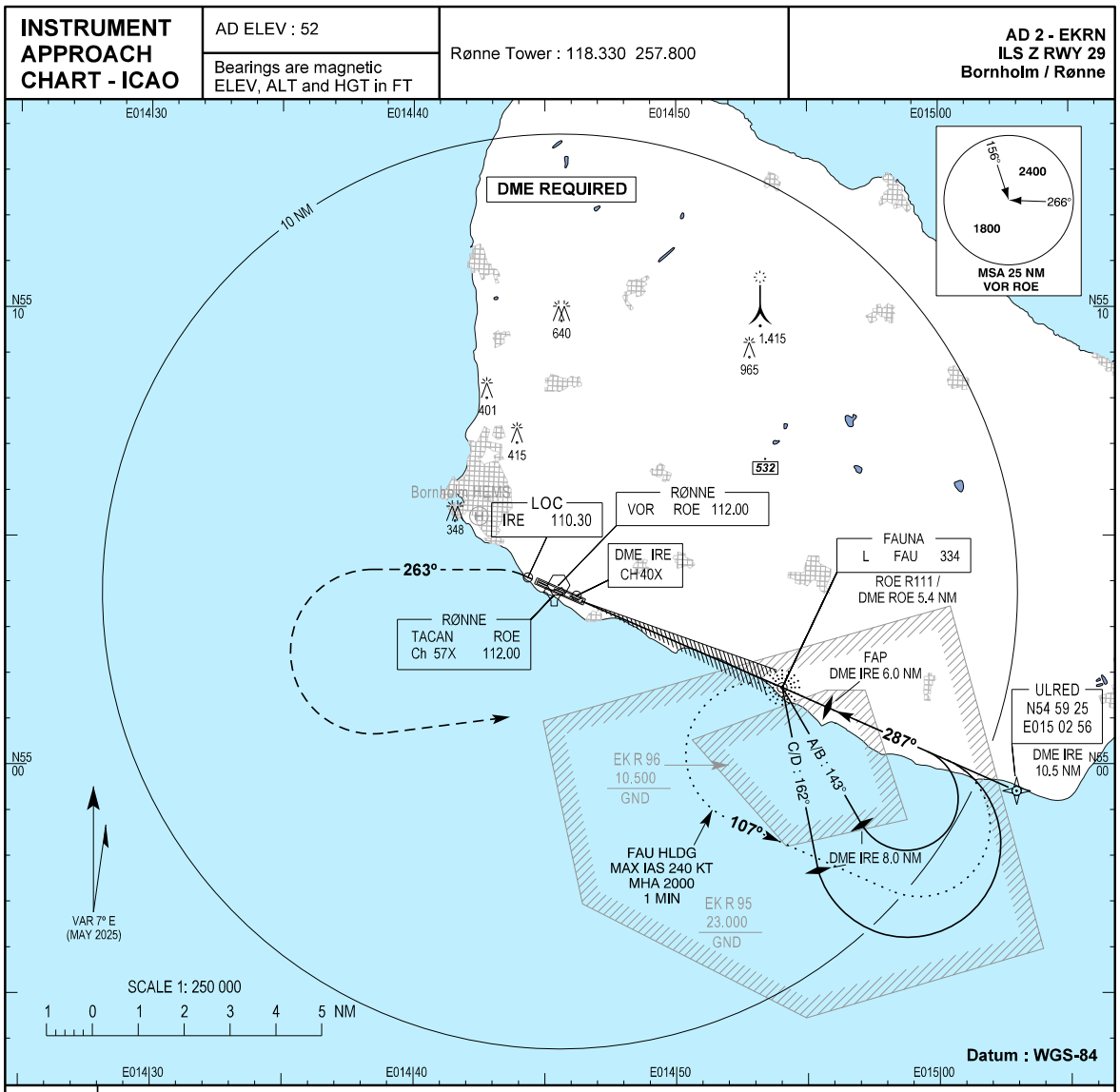


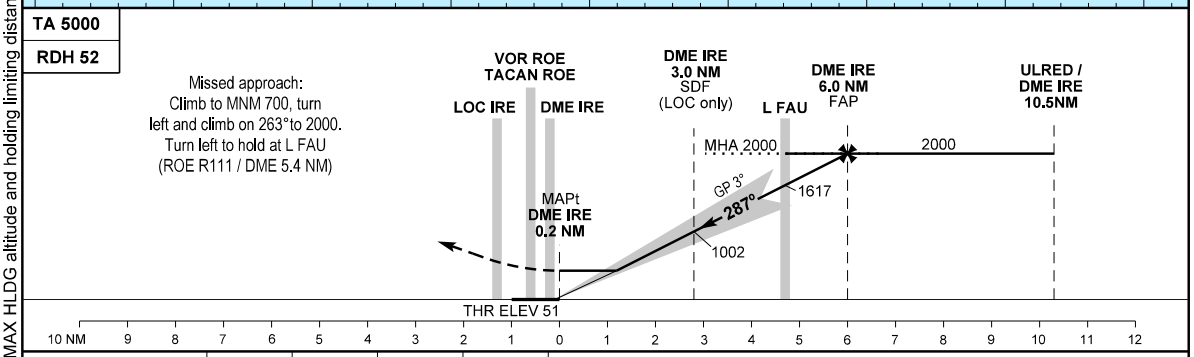
OCA (H)	A	B	C	D	SPECIAL CONDITIONS
VOR / DME	650 (600)	650 (600)	650 (600)	650 (600)	
Circling*	650 (600)	650 (600)	730 (680)	750 (700)	*SW of AD only

DME ROE	1	2	3	4	5	6
DIST to THR (NM)	0.5	1.5	2.5	3.5	4.5	5.5
Nominal ALT	270	585	900	1215	1530	1845

Time to MAPt from FAF - DIST 5.5 NM **									
GS	KT	60	80	100	120	140	160	180	200
Time	MIN : SEC	5:32	4:09	3:19	2:46	2:22	2:04	1:51	1:39
ROD	FT / MIN	314	418	523	627	732	836	940	1045

**Timing not authorized for defining the MAPt





Changes : MAX HLDG altitude and holding limiting distance withdrawn.

OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS / DME	216 (165)	228 (177)	236 (185)	247 (196)	
GP INOP	430 (380)	430 (380)	430 (380)	430 (380)	
Circling*	450 (400)	630 (580)	730 (680)	750 (700)	*SW of AD only

DME IRE	2	3	4	5	6	7	8	9
DIST to THR (NM)	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8
Nominal ALT	690	1010	1330	1650	1970	2280	2600	2920

DME ROE	2	3	4	5	6	7	8	9
DIST to THR (NM)	1.4	2.4	3.4	4.4	5.4	6.4	7.4	8.4
Nominal ALT	545	860	1175	1490	1805	2125	2440	2760

NAVIAIR

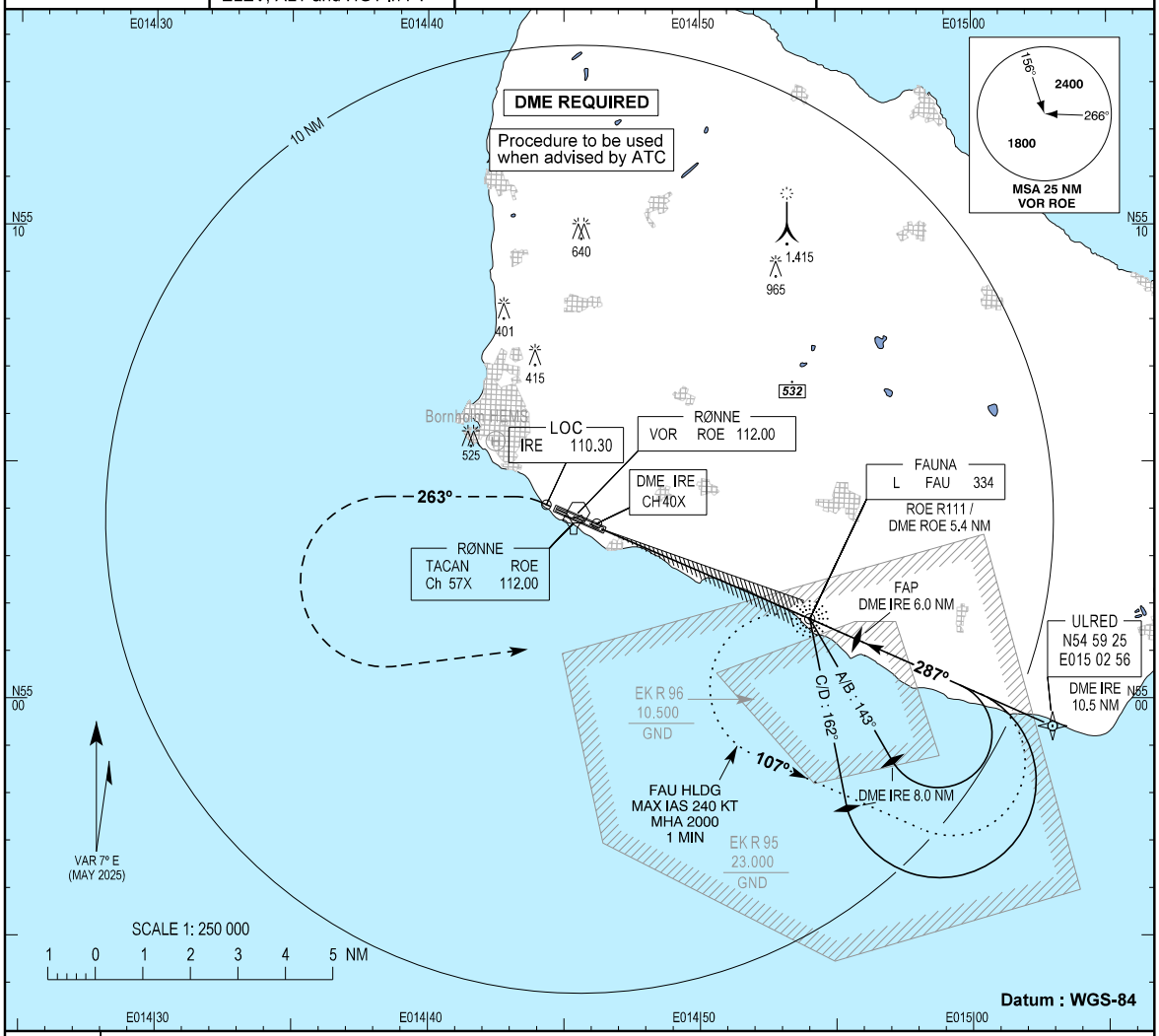
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

Bearings are magnetic
ELEV, ALT and HGT in FT

Rønne Tower : 118.330 257.800

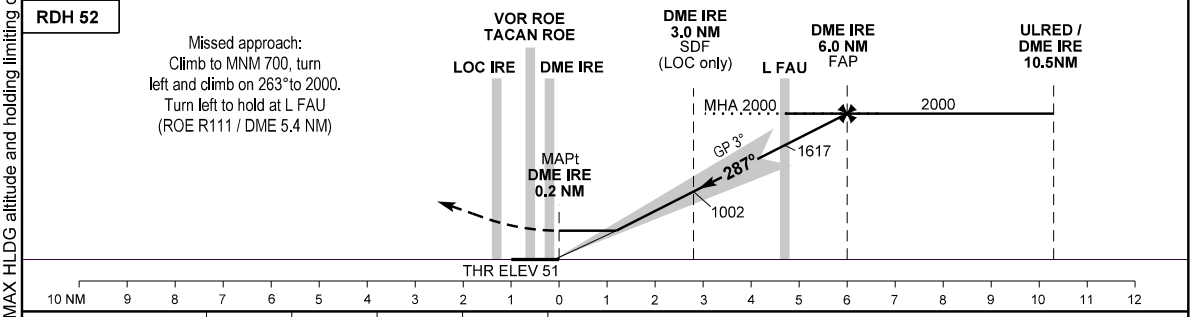
AD 2 - EKRN
ILS Y RWY 29
Bornholm / Rønne



TA 5000

RDH 52

Missed approach:
Climb to MNM 700, turn left and climb on 263°to 2000.
Turn left to hold at L FAU
(ROE R111 / DME 5.4 NM)



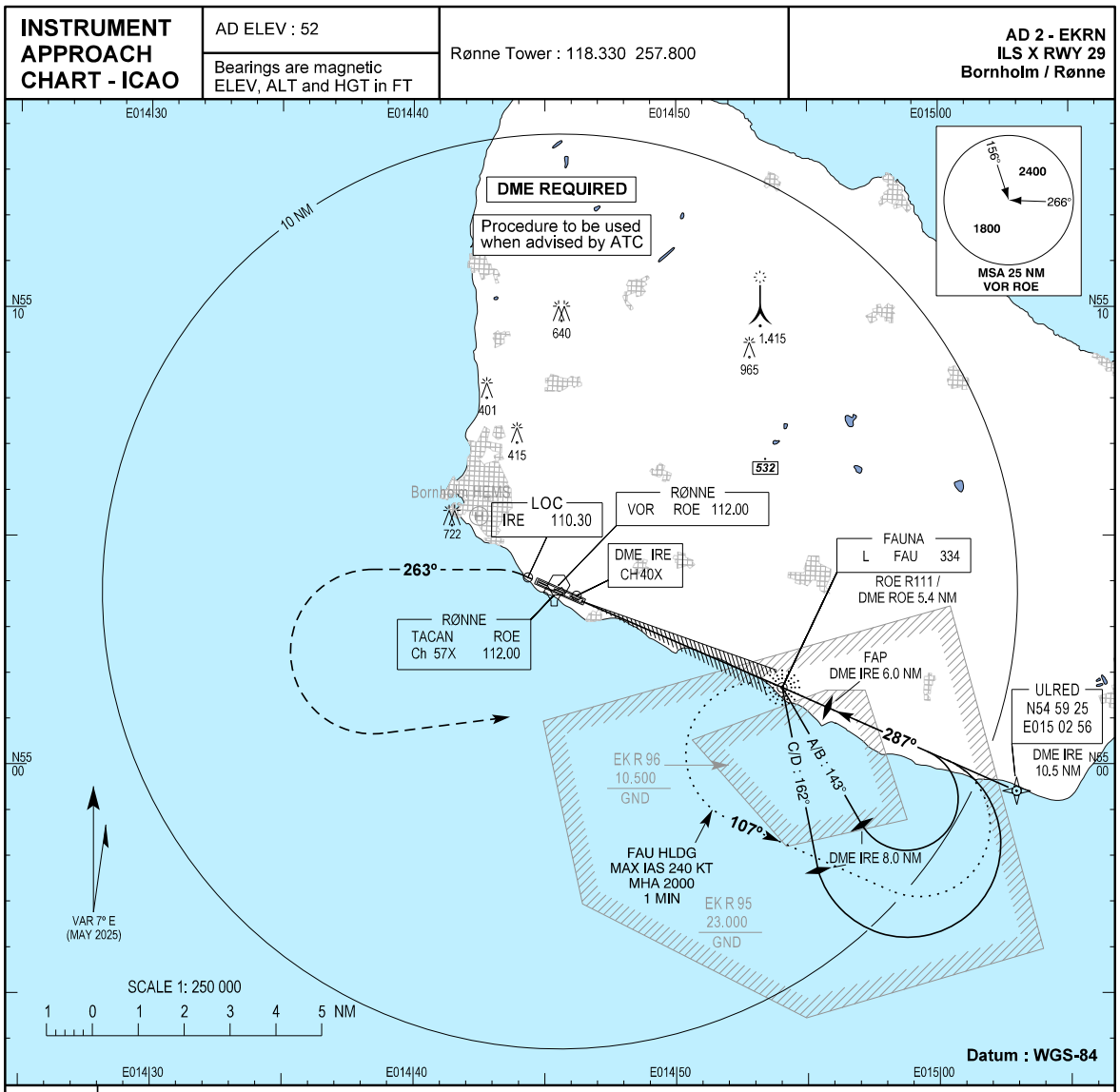
OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS / DME	216 (165)	228 (177)	236 (185)	247 (196)	
GP INOP	430 (380)	430 (380)	430 (380)	430 (380)	
Circling*	780 (730)	830 (780)	920 (870)	920 (870)	*SW of AD only

DME IRE	2	3	4	5	6	7	8	9
DIST to THR (NM)	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8
Nominal ALT	690	1010	1330	1650	1970	2280	2600	2920

DME ROE	2	3	4	5	6	7	8	9
DIST to THR (NM)	1.4	2.4	3.4	4.4	5.4	6.4	7.4	8.4
Nominal ALT	545	860	1175	1490	1805	2125	2440	2760

Changes : MAX HLDG altitude and holding limiting distance withdrawn.

NAVIAIR



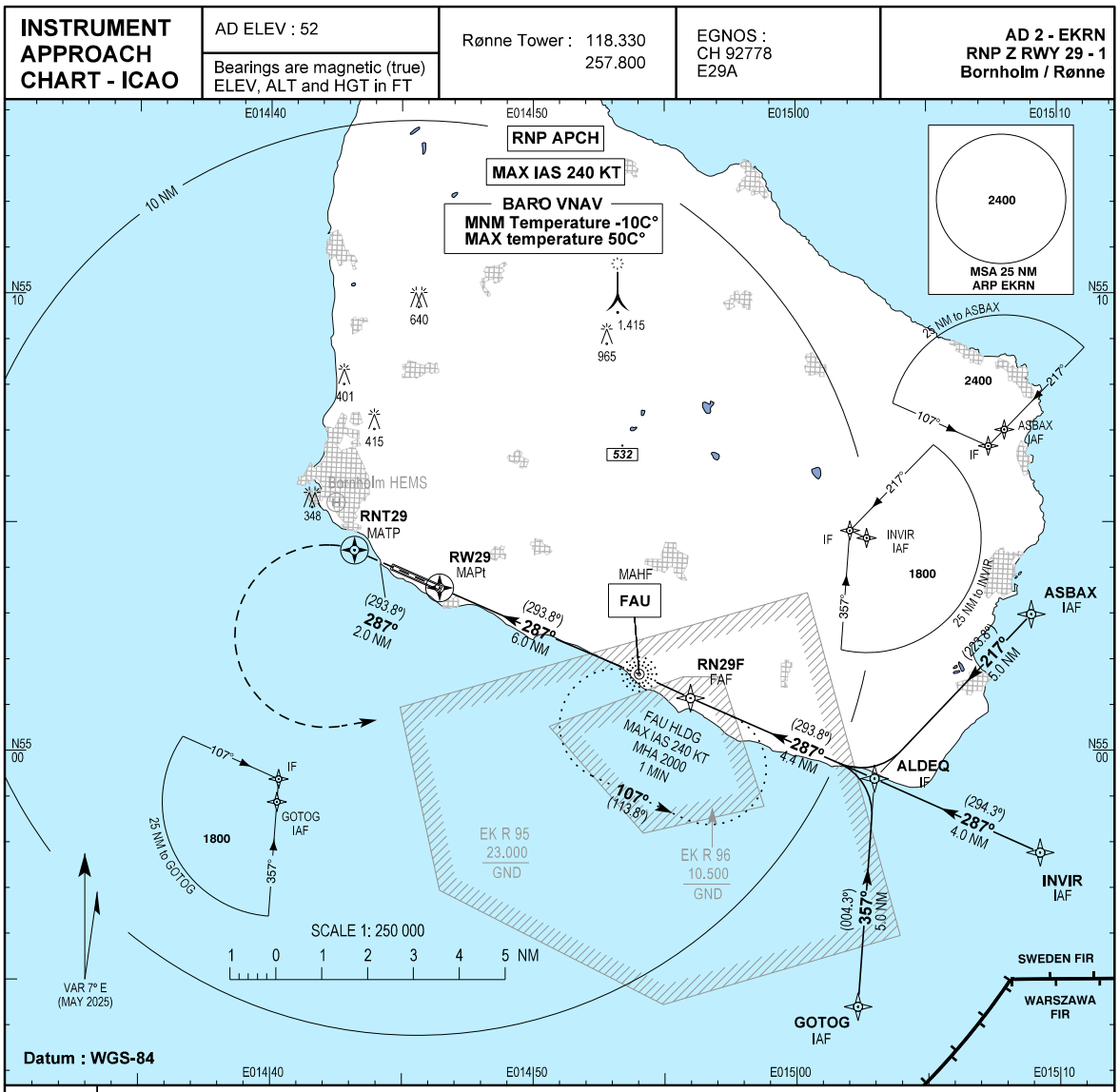
Changes : MAX HLDG altitude and holding limiting distance withdrawn.

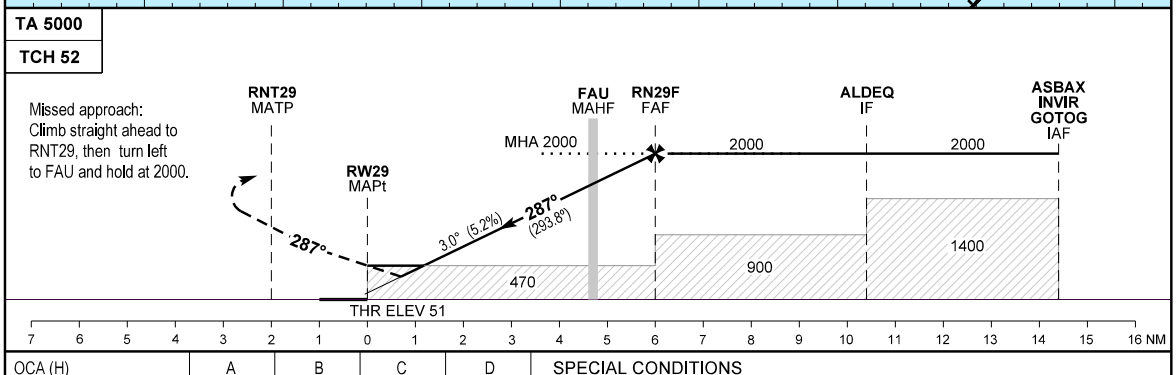
OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS / DME	308 (257)	318 (267)	328 (277)	341 (290)	
GP INOP	590 (540)				
Circling*	860 (810)	1020 (970)	1120 (1070)	1120 (1070)	*SW of AD only

DME IRE	2	3	4	5	6	7	8	9
DIST to THR (NM)	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8
Nominal ALT	690	1010	1330	1650	1970	2280	2600	2920

DME ROE	2	3	4	5	6	7	8	9
DIST to THR (NM)	1.4	2.4	3.4	4.4	5.4	6.4	7.4	8.4
Nominal ALT	545	860	1175	1490	1805	2125	2440	2760

NAVIAIR





OCA (H)	A	B	C	D
LNAV	470 (420)			
LNAV / VNAV	330 (279)	340 (289)	360 (309)	390 (339)
LPV	301 (250)	302 (251)	312 (261)	324 (273)
Circling*	450 (400)	630 (580)	730 (680)	750 (700)

*SW of AD only

SPECIAL CONDITIONS

DIST to THR (NM)	2	3	4	5	6
ALT	740	1060	1375	1695	2015

Time to MAPt from FAF - DIST 6.0 NM									
GS KT	60	80	100	120	140	160	180	200
Rate of descent FT / MIN	318	425	531	637	743	849	955	1061

Changes : MAX HLDG altitude withdrawn.

NAVIAIR

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP Z RWY 29 - 2
Bornholm/Rønne

Instrument Approach Procedure Coding Tables:

EKRN RNP Z RWY 29 via ASBAX

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	ASBAX	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	217 / (223.8)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	R	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Z RWY 29 via INVIR

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	INVIR	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	287 / (294.3)	7.0E	4.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	-	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Z RWY 29 via GOTOG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	GOTOG	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	357 / (004.3)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	L	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Z RWY 29 waypoint coordinates

Waypoint Identifier	Coordinates
ASBAX (IAF)	55 02 58.91N 015 08 57.25E
INVIR (IAF)	54 57 46.11N 015 09 15.45E
GOTOG (IAF)	54 54 24.69N 015 02 19.26E
ALDEQ (IF)	54 59 23.86N 015 02 58.40E
RN29F (FAF)	55 01 09.98N 014 55 58.76E
RW29 (MAPt)	55 03 34.73N 014 46 26.05E
RNT29 (MATP)	55 04 24.04N 014 43 11.23E
FAU (MAHF)	55 01 41.49N 014 54 01.79E

Changes: Max holding altitude deleted.

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP Z RWY 29 - 3
Bornholm / Rønne

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKRN
Runway	29
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E29A
LTP/FTP Latitude	550334.7300N
LTP/FTP Longitude	0144626.0500E
LTP/FTP Ellipsoidal Height (metres)	50.2
FPAP Latitude	550402.3125N
Delta FPAP Latitude (seconds)	27.5825
FPAP Longitude	0144437.1280E
Delta FPAP Longitude (seconds)	-108.9220
Threshold Crossing Height	52.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	56
HAL (metres)	40.0
VAL (metres)	50.0

Output data

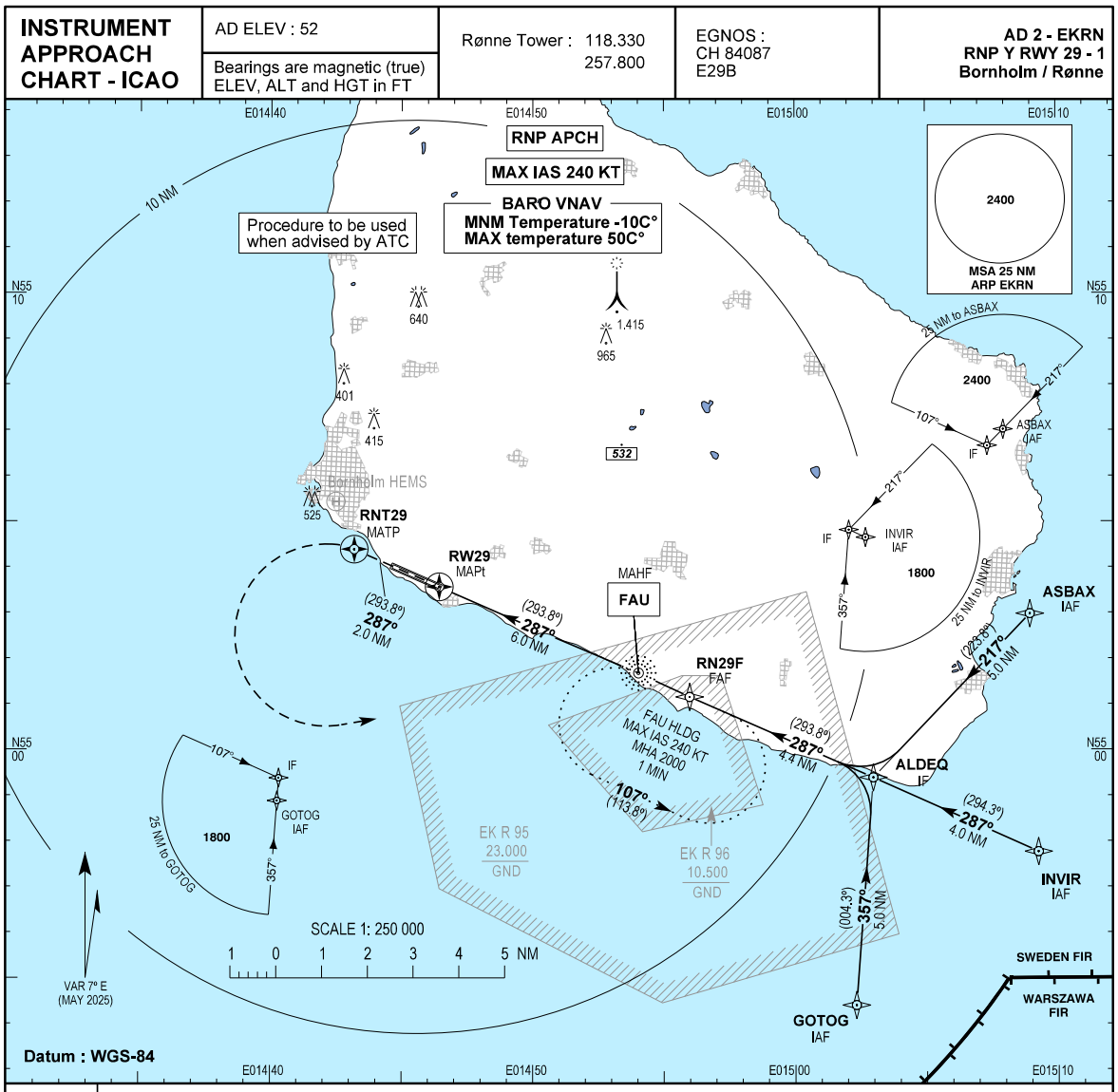
Data Block	10 0E 12 0B 05 1D D0 00 01 39 32 05 94 08 A1 17 04 1C 57 06 F6 15 7D D7 00 0C AD FC 08 02 2C 01 64 07 C8 FA 04 B4 63 B7
Calculated CRC Value	04B463B7
Supplied CRC Value	04B463B7
Comparison Result	OK

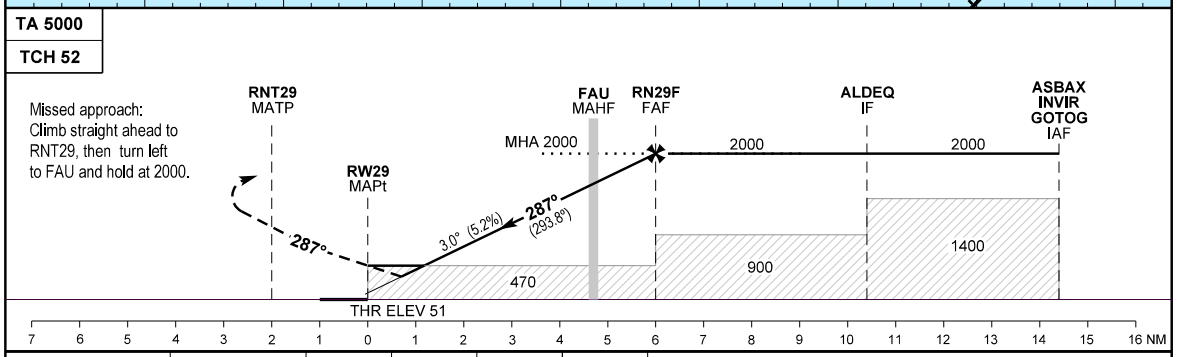
Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	15.5

EUROCONTROL FAS DB tool Version 3.2.1

Changes : No changes.





OCA (H)	MA climb gradient	A	B	C	D	SPECIAL CONDITIONS
LNAV	2.5%	470 (420)				
LNAV / VNAV	2.5%	350 (299)	360 (309)	380 (329)	400 (349)	
LPV	2.5%	390 (339)	400 (349)	410 (359)	420 (369)	
LPV	3.4%	301 (250)	302 (251)	312 (261)	324 (273)	
Circling*		780 (730)	830 (780)	920 (870)	920 (870)	*SW of AD only

Time to MAPt from FAF - DIST 6.0 NM									
GS KT	60	80	100	120	140	160	180	200
Rate of descent FT / MIN	318	425	531	637	743	849	955	1061

DIST to THR (NM)	2	3	4	5	6
ALT	740	1060	1375	1695	2015

Changes : MAX HLDG altitude withdrawn.

NAVIAIR

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP Y RWY 29 - 2
Bornholm / Rønne

Instrument Approach Procedure Coding Tables:

EKRN RNP Y RWY 29 via ASBAX

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	ASBAX	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	217 / (223.8)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	R	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Y RWY 29 via INVIR

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	INVIR	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	287 / (294.3)	7.0E	4.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	-	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Y RWY 29 via GOTOG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	GOTOG	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	357 / (004.3)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	L	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP Y RWY 29 waypoint coordinates

Waypoint Identifier	Coordinates
ASBAX (IAF)	55 02 58.91N 015 08 57.25E
INVIR (IAF)	54 57 46.11N 015 09 15.45E
GOTOG (IAF)	54 54 24.69N 015 02 19.26E
ALDEQ (IF)	54 59 23.86N 015 02 58.40E
RN29F (FAF)	55 01 09.98N 014 55 58.76E
RW29 (MAPt)	55 03 34.73N 014 46 26.05E
RNT29 (MATP)	55 04 24.04N 014 43 11.23E
FAU (MAHF)	55 01 41.49N 014 54 01.79E

Changes: Max holding altitude deleted.

Turn over

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP Y RWY 29 - 3
Bornholm / Rønne

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKRN
Runway	29
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E29B
LTP/FTP Latitude	550334.7300N
LTP/FTP Longitude	0144626.0500E
LTP/FTP Ellipsoidal Height (metres)	50.2
FPAP Latitude	550402.3125N
Delta FPAP Latitude (seconds)	27.5825
FPAP Longitude	0144437.1280E
Delta FPAP Longitude (seconds)	-108.9220
Threshold Crossing Height	52.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	56
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 0E 12 0B 05 1D C8 00 02 39 32 05 94 08 A1 17 04 1C 57 06 F6 15 7D D7 00 0C AD FC 08 02 2C 01 64 07 C8 FA 5C 84 DF F0
Calculated CRC Value	5C84DFF0
Supplied CRC Value	5C84DFF0
Comparison Result	OK

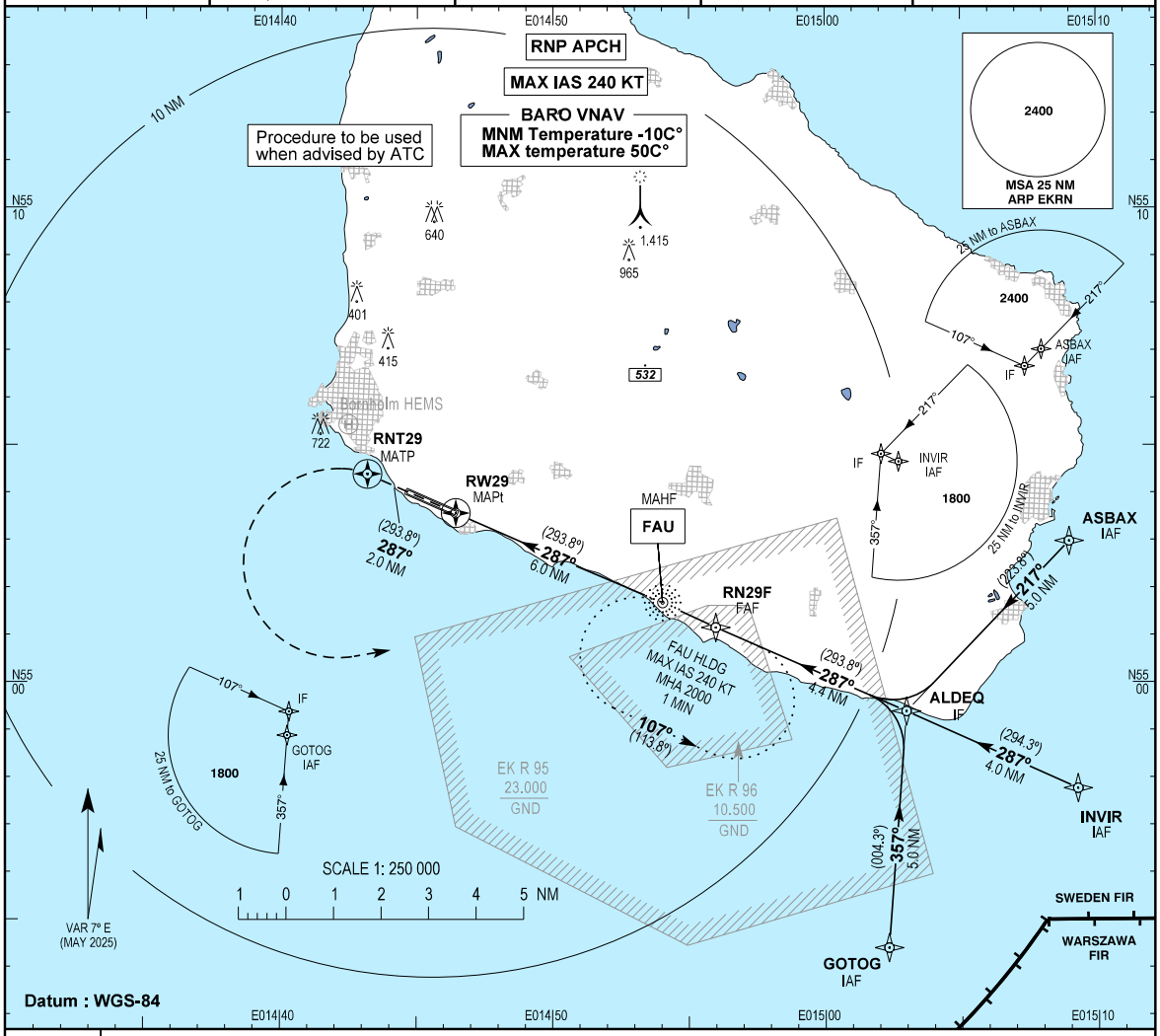
Required Additional Data

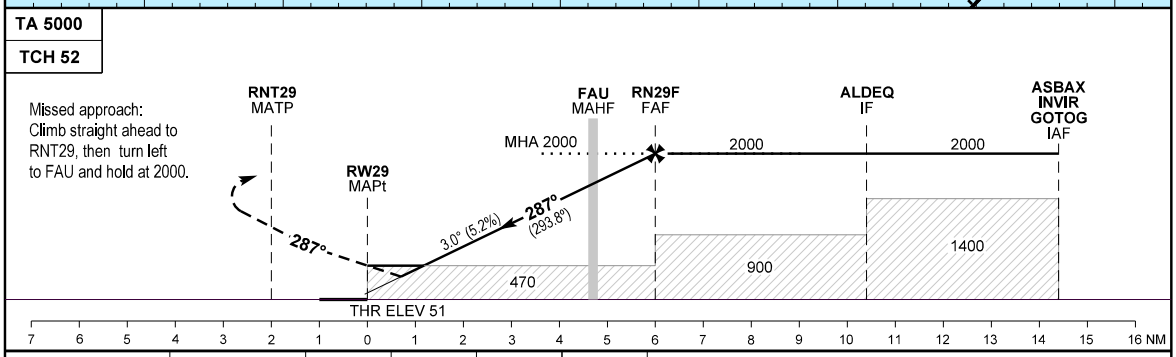
ICAO Code	EK
LTP/FTP Orthometric Height (metres)	15.5

EUROCONTROL FAS DB tool Version 3.2.1

Changes : No changes.

INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 52 Bearings are magnetic (true) ELEV, ALT and HGT in FT	Rønne Tower : 118.330 257.800	EGNOS : CH 49425 E29D	AD 2 - EKRN RNP X RWY 29 - 1 Bornholm / Rønne





Changes : MAX HLDG altitude withdrawn.

OCA (H)	MA climb gradient	A	B	C	D
LNAV	2.5%	600 (550)			
LNAV / VNAV	2.5%	480 (429)	490 (439)	510 (459)	540 (489)
LPV	2.5%	520 (469)	530 (479)	540 (489)	550 (499)
LPV	4.6%	301 (250)	302 (251)	312 (261)	324 (273)
Circling*		860 (810)	1020 (970)	1120 (1070)	1120 (1070)

SPECIAL CONDITIONS

*SW of AD only

Time to MAPt from FAF - DIST 6.0 NM									
GS KT	60	80	100	120	140	160	180	200
Rate of descent FT / MIN	318	425	531	637	743	849	955	1061

DIST to THR (NM)	2	3	4	5	6
ALT	740	1060	1375	1695	2015

NAVIAIR

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP X RWY 29 - 2
Bornholm/Rønne

Instrument Approach Procedure Coding Tables:

EKRN RNP X RWY 29 via ASBAX

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	ASBAX	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	217 / (223.8)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	R	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP X RWY 29 via INVIR

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	INVIR	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	287 / (294.3)	7.0E	4.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	-	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP X RWY 29 via GOTOG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	GOTOG	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	357 / (004.3)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	L	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP X RWY 29 waypoint coordinates

Waypoint Identifier	Coordinates
ASBAX (IAF)	55 02 58.91N 015 08 57.25E
INVIR (IAF)	54 57 46.11N 015 09 15.45E
GOTOG (IAF)	54 54 24.69N 015 02 19.26E
ALDEQ (IF)	54 59 23.86N 015 02 58.40E
RN29F (FAF)	55 01 09.98N 014 55 58.76E
RW29 (MAPt)	55 03 34.73N 014 46 26.05E
RNT29 (MATP)	55 04 24.04N 014 43 11.23E
FAU (MAHF)	55 01 41.49N 014 54 01.79E

Changes: Max holding altitude deleted.

INSTRUMENT APPROACH CHART - ICAO

AD 2 - EKRN
RNP X RWY 29 - 3
Bornholm / Rønne

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKRN
Runway	29
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	X
Reference Path Data Selector	0
Reference Path Identifier	E29D
LTP/FTP Latitude	550334.7300N
LTP/FTP Longitude	0144626.0500E
LTP/FTP Ellipsoidal Height (metres)	50.2
FPAP Latitude	550402.3125N
Delta FPAP Latitude (seconds)	27.5825
FPAP Longitude	0144437.1280E
Delta FPAP Longitude (seconds)	-108.9220
Threshold Crossing Height	52.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	56
HAL (metres)	40.0
VAL (metres)	50.0

Output data

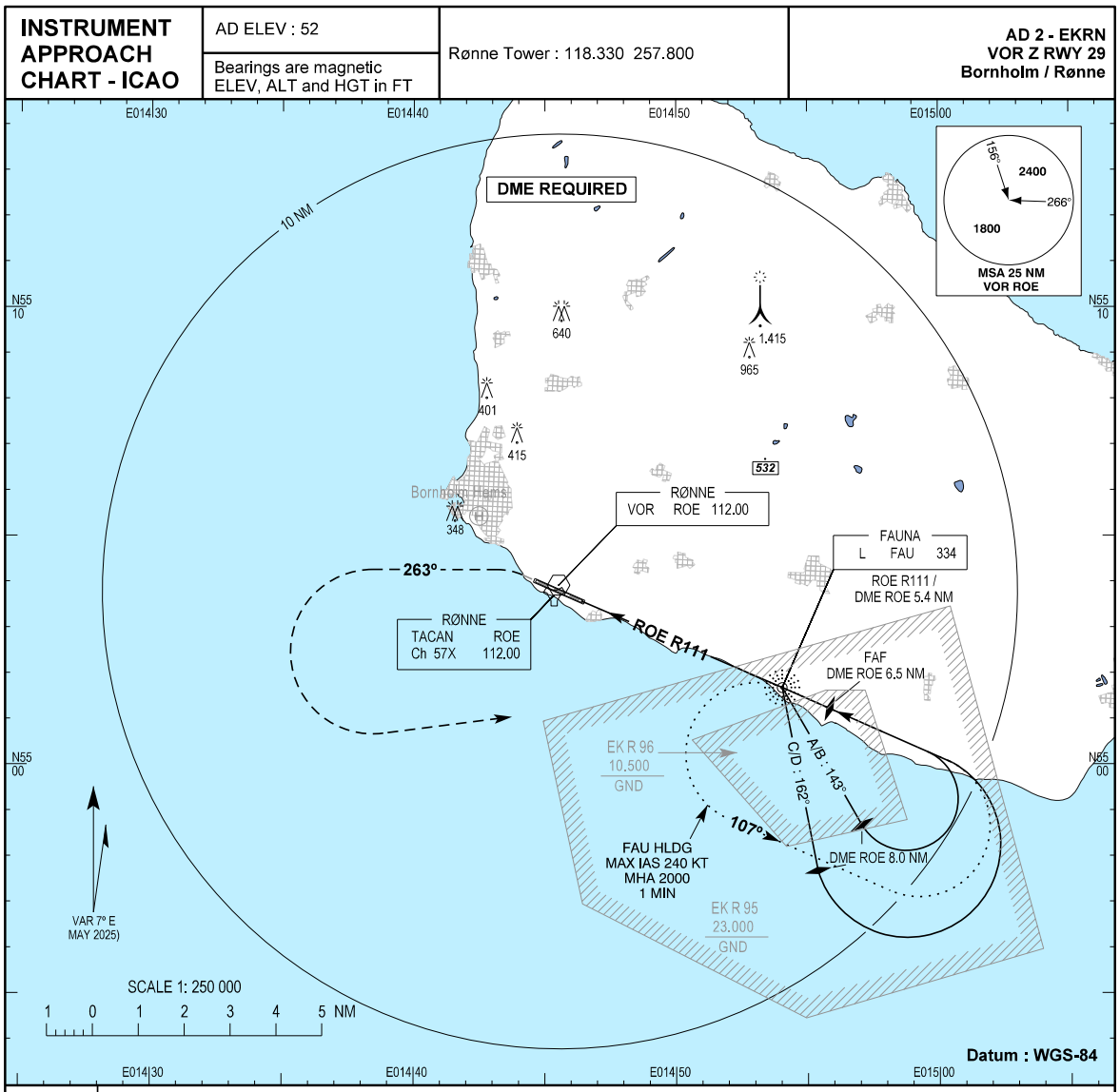
Data Block	10 0E 12 0B 05 1D C0 00 04 39 32 05 94 08 A1 17 04 1C 57 06 F6 15 7D D7 00 0C AD FC 08 02 2C 01 64 07 C8 FA 03 05 68 B6
Calculated CRC Value	030568B6
Supplied CRC Value	030568B6
Comparison Result	OK

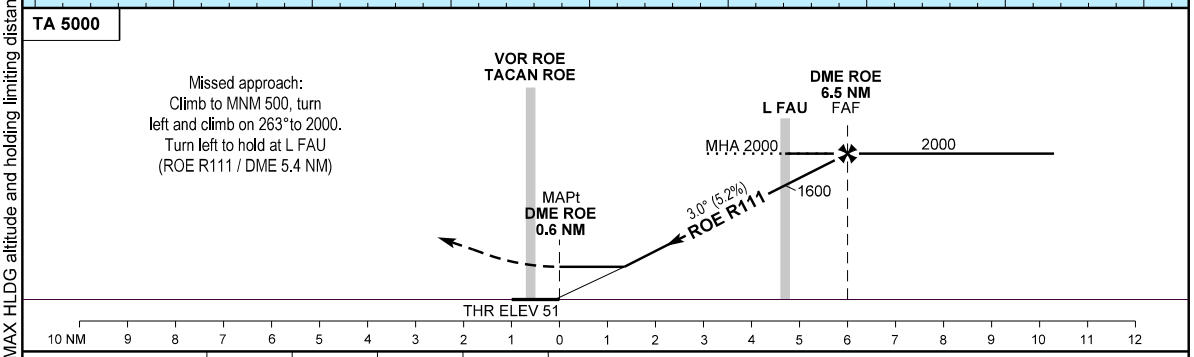
Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	15.5

EUROCONTROL FAS DB tool Version 3.2.1

Changes: No changes.





OCA (H)	A	B	C	D	SPECIAL CONDITIONS
VOR / DME	470 (420)				
Circling*	470 (420)	630 (580)	730 (680)	750 (700)	*SW of AD only

DME ROE	2	3	4	5	6	7	8
DIST to THR (NM)	1.4	2.4	3.4	4.4	5.4	6.4	7.4
Nominal ALT	540	860	1180	1500	1820	2130	2450

Changes : MAX HLDG altitude and holding limiting distance withdrawn.

NAVIAIR

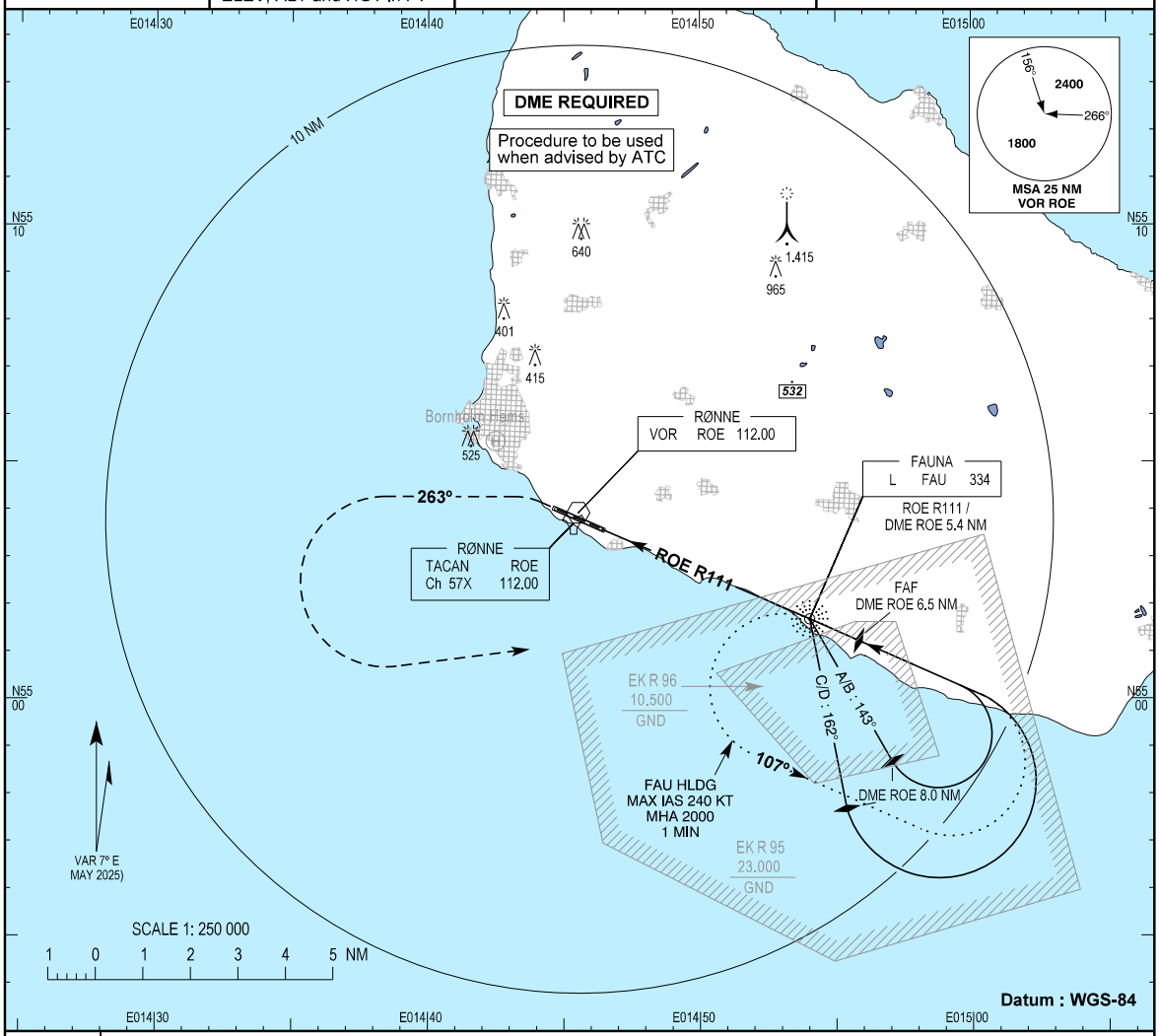
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

Bearings are magnetic
ELEV, ALT and HGT in FT

Rønne Tower : 118.330 257.800

AD 2 - EKRN
VOR Y RWY 29
Bornholm / Rønne



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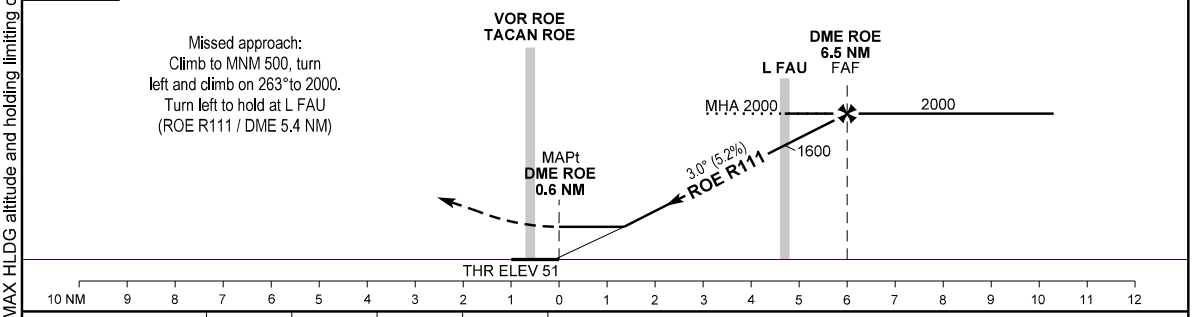
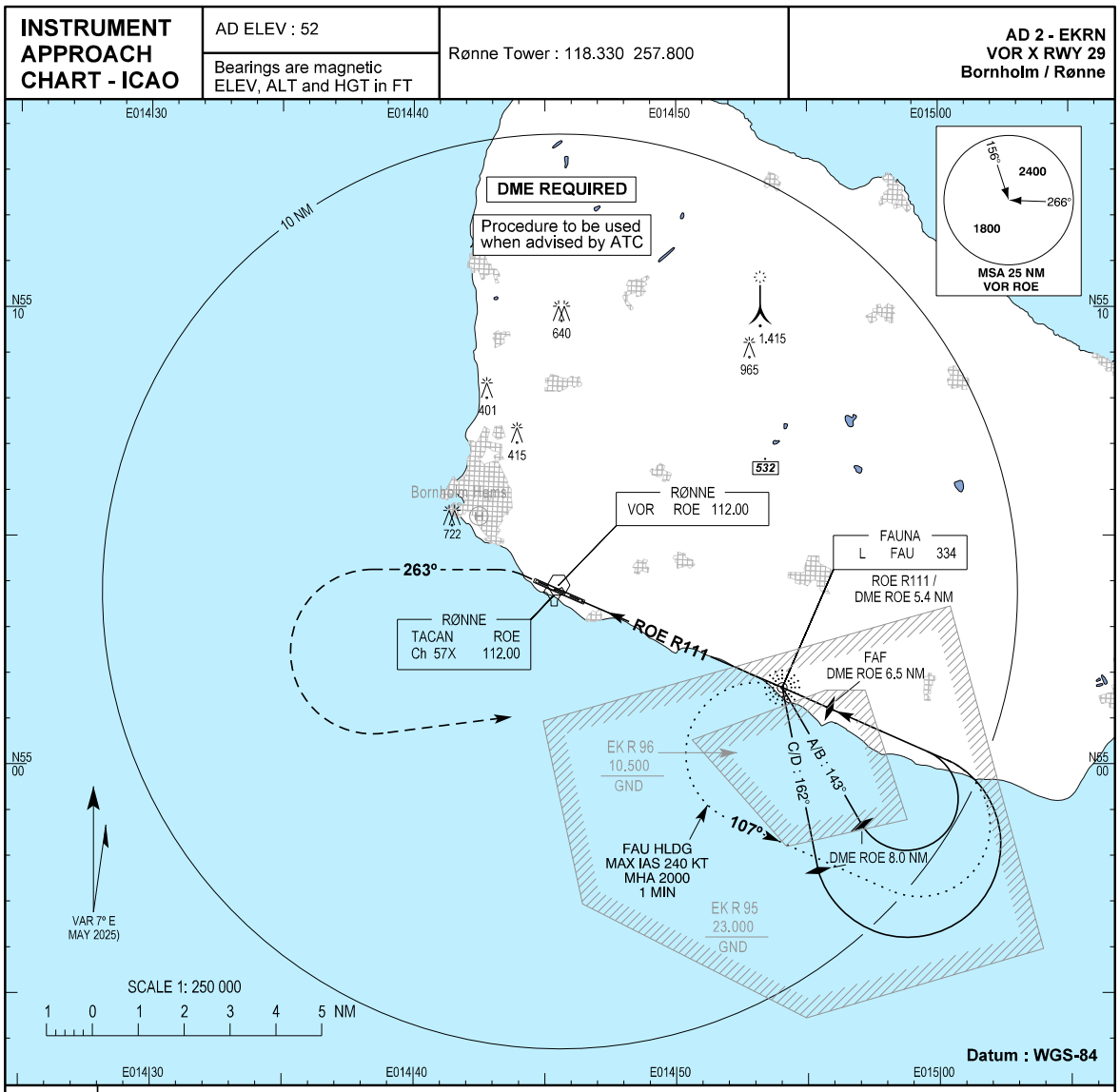


OCA (H)	A	B	C	D	SPECIAL CONDITIONS
VOR / DME	470 (420)				
Circling*	780 (730)	830 (780)	920 (870)	920 (870)	*SW of AD only

DME ROE	2	3	4	5	6	7	8
DIST to THR (NM)	1.4	2.4	3.4	4.4	5.4	6.4	7.4
Nominal ALT	540	860	1180	1500	1820	2130	2450

Changes : MAX HLDG altitude and holding limiting distance withdrawn.

NAVIAIR



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
VOR / DME	550 (500)				
Circling*	860 (810)	1020 (970)	1120 (1070)	1120 (1070)	*SW of AD only

DME ROE	2	3	4	5	6	7	8
DIST to THR (NM)	1.4	2.4	3.4	4.4	5.4	6.4	7.4
Nominal ALT	540	860	1180	1500	1820	2130	2450

Changes : MAX HLDG altitude and holding limiting distance withdrawn.

NAVIAIR

End

DENMARK

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AIP
AIRAC SUP 24/26
Publication date 28 MAY 2026
Effective date 09 JUL 2026
All Times are in UTC

EKKA Karup / Midtjyllands Lufthavn - Instrument Approach Procedures affected by tower crane

This AIRAC AIP SUP 24/26 replaces AIRAC AIP SUP 19/26 on AIRAC 09 JUL 2026.

Due to construction work at Karup Kartoffelmelsfabrik a tower crane is erected:

Temporary obstacle							
OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Operational implications	Markings Type Colour	Remarks
Karup Kartoffelmelsfabrik	Crane	55 18 33.63N 009 09 34.15E	387	269	Crane radius 65 M	LIL F R	NIL

The obstacle affects all civil Instrument Approach Procedures.

The **Circling Minima** for **ILS or LOC RWY 09R** and **ILS or LOC RWY 27L** are raised to:
CAT A 690 (519)
CAT B 690 (519)

The **Circling Minima** for **RNP RWY 09R** and **RNP RWY 27L** are raised to:
CAT A 690 (519)

Effective dates:
The work is planned in the period 01 JUN 2026 - 01 JUN 2027.

REF: AIP DENMARK AD 2 - EKKA.

Valid until further notice.

DENMARK

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AIP
SUP 25/26
28 MAY 2026
All Times are in UTC

Temporary Danger Areas EKD724 DANF, EKD725 HALFDAN A, EKD726 HALFDAN B, EKD727 GORM C, EKD728 TYRA, EKD729 HARALD

This AIP Denmark SUP 25/26 replaces AIP SUP 20/26. Coordinates of EKD725 HALFDAN A corrected.

Due to drone activities, Temporary Danger Areas will be established over and around oil rigs in the North Sea.
All traffic is strongly advised to avoid flying in the danger areas when drones are airborne.

Temporary Danger Area EKD724 DANF:
Lateral limits:
55 32 01N 005 02 57E - 55 30 38N 005 12 39E - 55 25 07N 005 10 11E - 55 26 31N 005 00 29E - 55 32 01N 005 02 57E.

Temporary Danger Area EKD725 HALFDAN A:
Lateral limits:
55 35 20N 004 56 45E - 55 33 56N 005 06 28E - 55 28 25N 005 04 00E - 55 29 49N 004 54 17E - 55 35 20N 004 56 45E.

Temporary Danger Area EKD726 HALFDAN B:
Lateral limits:
55 35 34N 005 05 48E - 55 29 57N 005 07 33E - 55 28 58N 004 57 40E - 55 34 34N 004 55 55E - 55 35 34N 005 05 48E.

Temporary Danger Area EKD727 GORM C:
Lateral limits:
55 38 33N 004 43 17E - 55 36 05N 004 52 18E - 55 30 57N 004 47 56E - 55 33 25N 004 38 54E - 55 38 33N 004 43 17E.

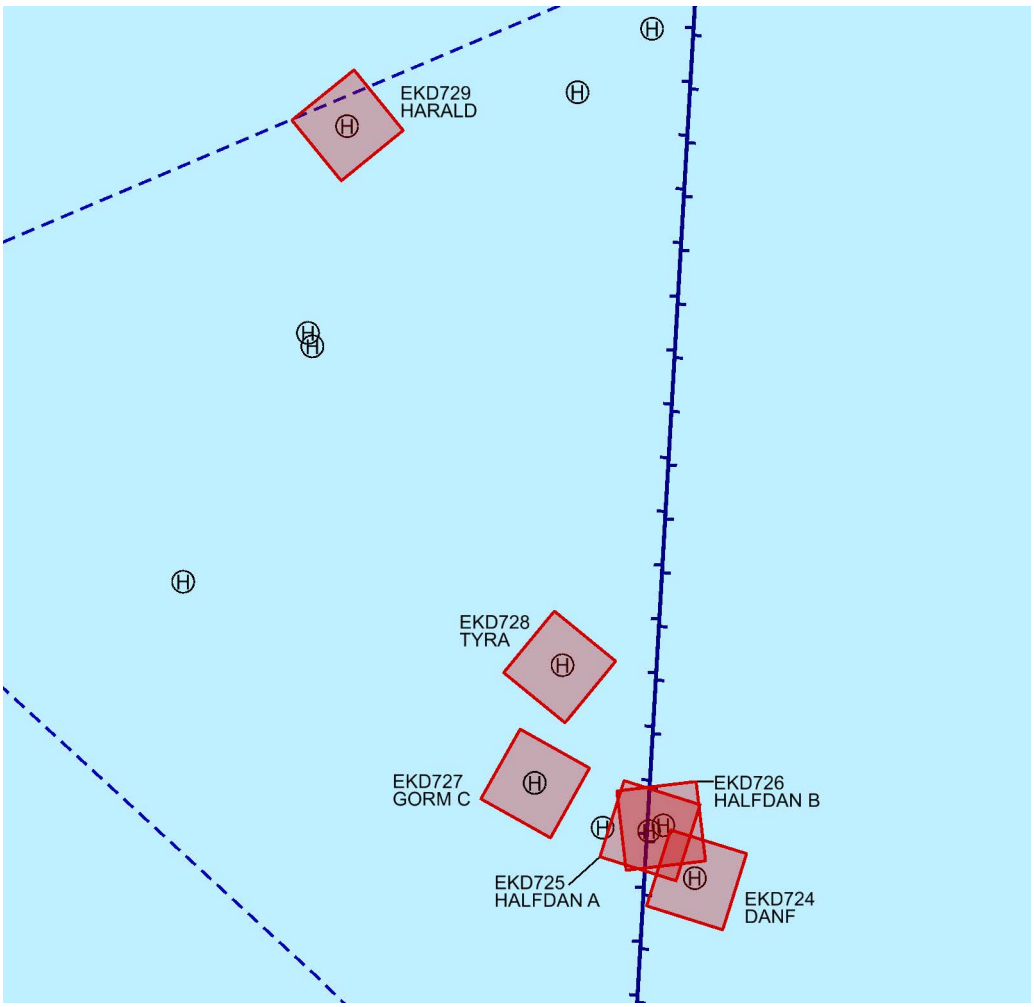
Temporary Danger Area EKD728 TYRA:
Lateral limits:
55 47 06N 004 46 41E - 55 43 48N 004 54 48E - 55 39 12N 004 48 53E - 55 42 30N 004 40 46E - 55 47 06N 004 46 41E.

Temporary Danger Area EKD729 HARALD:
Lateral limits:
56 24 41N 004 16 43E - 56 20 37N 004 23 32E - 56 16 44N 004 16 03E - 56 20 48N 004 09 12E - 56 24 41N 004 16 43E.

Vertical limits:
SFC - 1400 FT MSL.

Effective dates:
01 JUN 2026 - 31 AUG 2026, daily 0600 - 1800.

Information on exact activities will be published by NOTAM.
Relevant ATS-unit REF AIP Denmark ENR 5.1 item 3: ACC København.



REF: AIP Denmark ENR 5.1.

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AIP
SUP 26/26
03 JUN 2026
All Times are in UTC

Temporary Restricted Area EKR734 ALLINGE Å

Due to model aircraft activity a Temporary Restricted Area is established in the vicinity of Allinge Å.
No traffic permitted in the area without prior permission from ATC.

Lateral limits:
56 28 56N 010 11 41E - 56 28 43N 010 24 50E - 56 22 19N 010 24 50E - 56 22 19N 010 11 41E - 56 28 56N 010 11 41E.

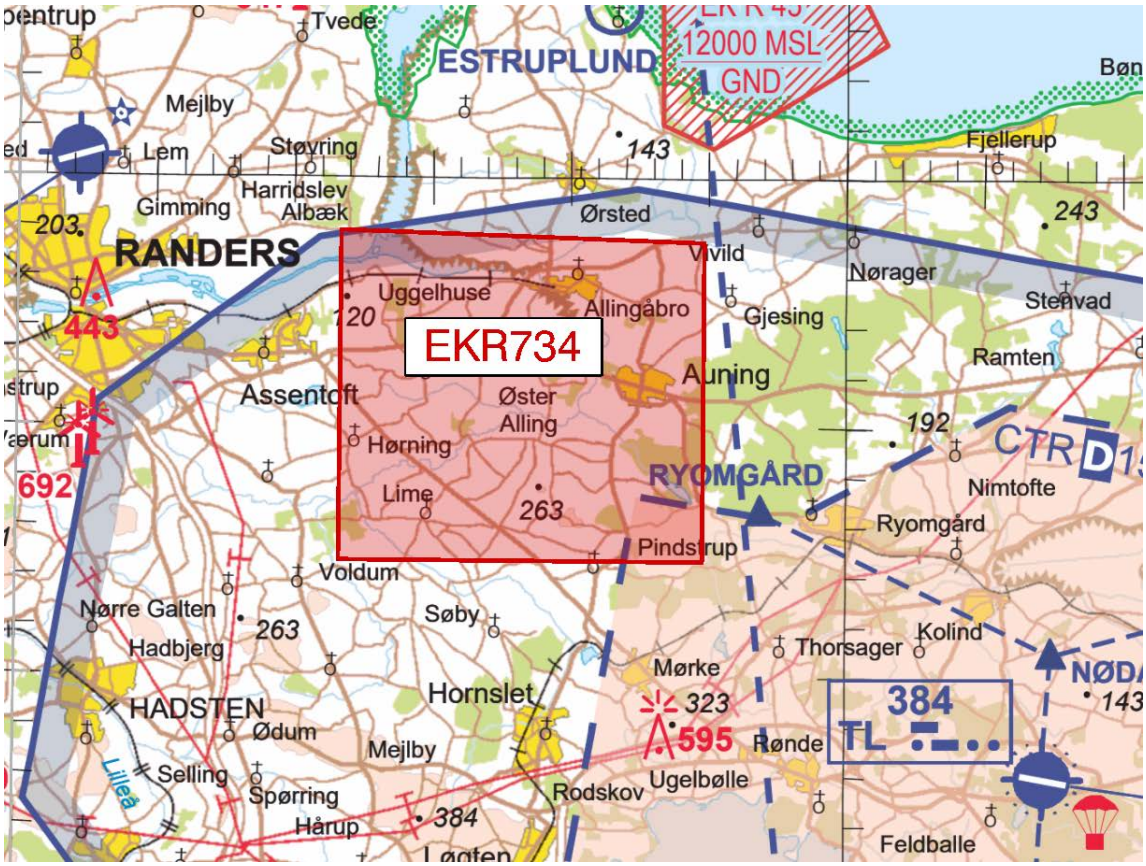
Vertical limits:
SFC - 2000 FT MSL.

FBZ:
56 31 28N 010 09 54E - 56 31 11N 010 26 49E - 56 29 44N 010 29 22E - 56 21 17N 010 29 21E - 56 19 49N 010 26 42E - 56 19 49N 010 09 49E - 56 21 17N 010 07 10E - 56 29 59N 010 07 09E - 56 31 28N 010 09 54E.

Effective dates:
13 JUN 2026, daily 0500 - 1900.
15 AUG 2026, daily 0500 - 1900.
16 AUG 2026, daily 0500 - 1900.

Information on exact activities will be published by NOTAM.

Relevant ATS units ref. AIP DENMARK ENR 5.1 Item 3: APP Aarhus/TWR Aarhus.



REF: AIP DENMARK ENR 5.1

DENMARK

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AIP
AIRAC SUP 29/26
Publication date 02 JUL 2026
Effective date 06 AUG 2026
All Times are in UTC

Obstacles erected at or near EKCH København/Kastrup

This AIRAC AIP Denmark SUP 29/26 replaces AIRAC AIP SUP 15/26 and NOTAM A1076/26 on effective date 06 AUG 2026.

Introduction

Due to construction work at and in the vicinity of EKCH, København/Kastrup multiple cranes are operating for undetermined periods.
The location and height of selected cranes is such, that their promulgation as an obstacle is required, but the short notice and varying duration of the crane operation means, that NOTAM promulgation or listing in AIP Denmark is not always practical.
This AIRAC AIP SUP contains the positions of all cranes / obstacles, that fall into this category and the operational implications.
The data below will be regularly reviewed and the information revised accordingly.

Temporary obstacles							
OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Operational implications	Markings Type Colour	Remarks
EKCH50099	Building	55 38 24.78N 012 34 59.43E	218	210	N/A	LIM F R	NIL
EKCHHOJ0001035	Crane	55 37 35N 012 34 47E	194	189	Crane radius 25 M.	LIM F R	Crane in Ørestad.

REF: AIP DENMARK AD 2 - EKCH.

Valid until further notice.

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AIP
AIRAC SUP 30/26
Publication date 02 JUL 2026
Effective date 06 AUG 2026
All Times are in UTC

Instrument Approach Procedures at EKKA effected by WIP

This AIRAC AIP SUP 30/26 replaces NOTAM B3756/26, B3757/26, B3758/26 and B3759/26 on AIRAC 06 AUG 2026.

RWY 09L/27R is closed between TWY X and RWY 14/32 due to WIP. Working area is marked with barriers. RWY is open for taxi outside working area.

RWY 03/21 is closed between RWY 09L/27R and RWY 14/32.

RWY 14/32 is closed for take off and landing, but open for taxi.

Due to WIP in the vicinity of RWY 09R/27L, circling minima shall be used for all instrument approaches. Request for approach with lower minima must be coordinated with Karup ATC before leaving departure aerodrome.

Note: *Other NOTAM and SUP affecting approach minima may be published/active during below mentioned effective period.*

Effective dates:
The work is planned in the period 03 JUL 2026 - 15 JAN 2027.

REF: AIP Denmark AD 2 EKKA.

Valid until further notice.

DENMARK

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AIP
SUP 31/26
02 JUL 2026
All Times are in UTC

Temporary Restricted Areas EKR737 Fuglebjerg, EKR738 Silkeborg, EKR739 Brønderslev, EKR740 Ørbæk, EKR741 Aabenraa, EKR742 Sæby, EKR743 Struer

Due to model aircraft activity the following Temporary Restricted Areas are established.

No traffic permitted in the areas without prior permission from ATC.

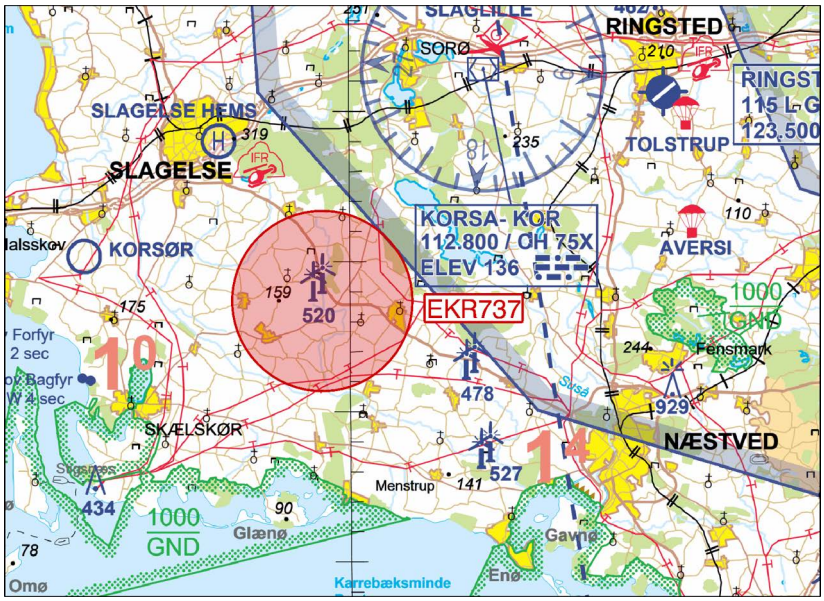
Temporary Restricted Area EKR737 Fuglebjerg
Lateral limits:
A Circle centred at PSN 55 18 42N 011 28 23E - Radius 3 NM.

Vertical limits:
SFC - 1500 FT MSL.

Relevant ATS-unit REF AIP Denmark ENR 5.1 item 3: ACC København.

Effective dates:
03 JUL 2026 - 29 NOV 2026 (Weekly from Friday to Sunday).

Information on exact activities will be published by NOTAM.



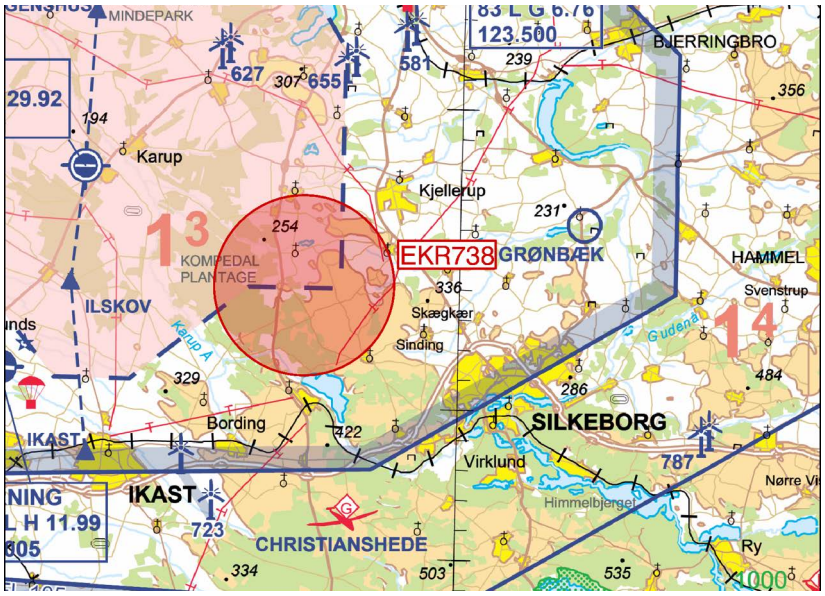
Temporary Restricted Area EKR738 Silkeborg
Lateral limits:
A Circle centred at PSN 56 14 03N 009 20 43E - Radius 3 NM.

Vertical limits:
SFC - 1500 FT MSL.

Relevant ATS-unit REF AIP Denmark ENR 5.1 item 3: APP Karup.

Effective dates:
03 JUL 2026 - 29 NOV 2026 (Weekly from Friday to Sunday).

Information on exact activities will be published by NOTAM.



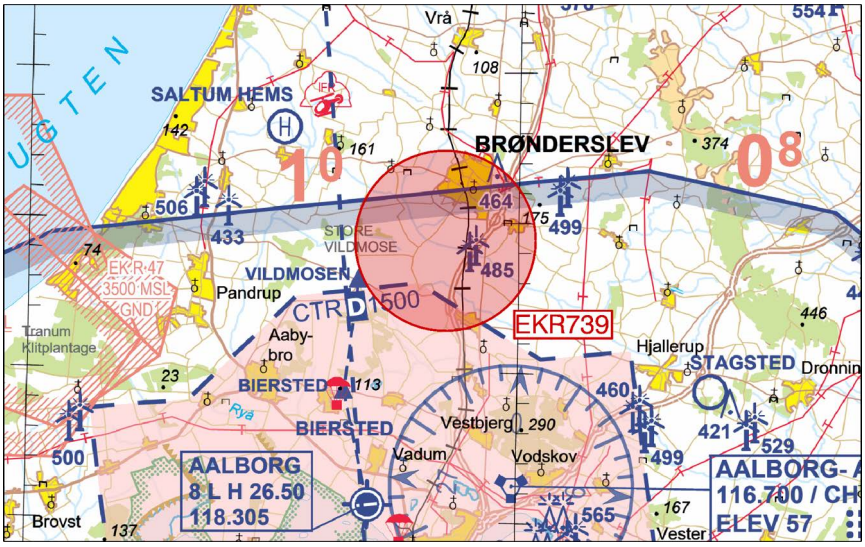
Temporary Restricted Area EKR739 Brønderslev
Lateral limits:
A Circle centred at PSN 57 14 23N 009 55 30E - Radius 3 NM.

Vertical limits:
SFC - 1500 FT MSL.

Relevant ATS-unit REF AIP Denmark ENR 5.1 item 3: APP Aalborg.

Effective dates:
03 JUL 2026 - 29 NOV 2026 (Weekly from Friday to Sunday).

Information on exact activities will be published by NOTAM.



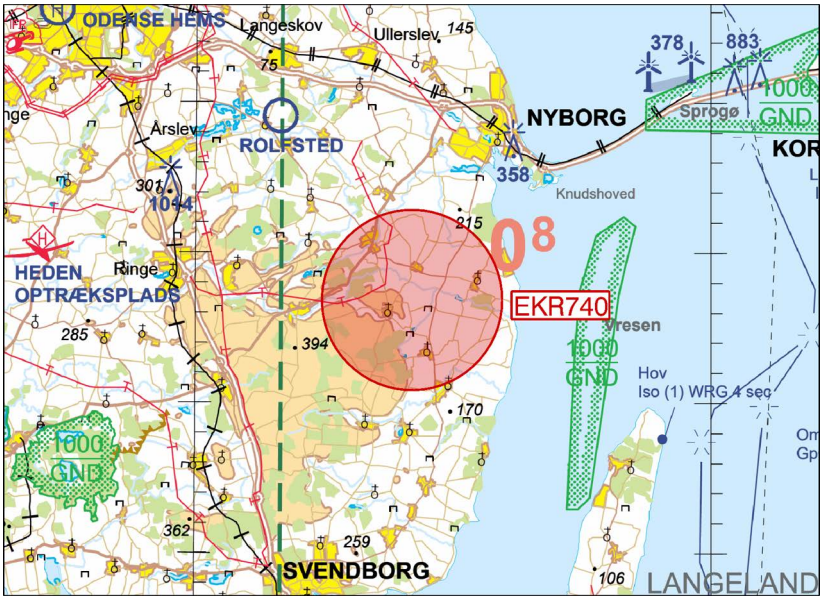
Temporary Restricted Area EKR740 Ørbæk
Lateral limits:
A Circle centred at PSN 55 13 26N 010 42 37E - Radius 3 NM.

Vertical limits:
SFC - 1500 FT MSL.

Relevant ATS-unit REF AIP Denmark ENR 5.1 item 3: ACC København.

Effective dates:
03 JUL 2026 - 29 NOV 2026 (Weekly from Friday to Sunday).

Information on exact activities will be published by NOTAM.



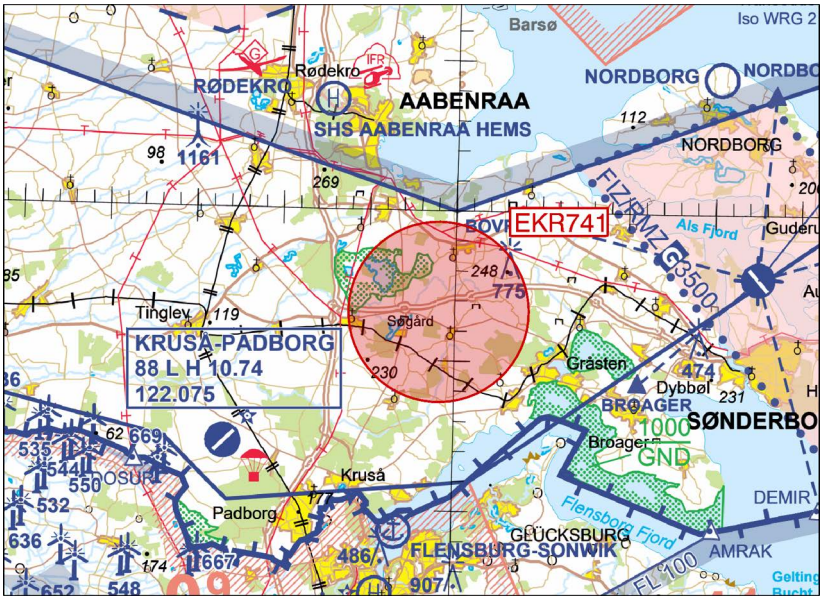
Temporary Restricted Area EKR741 Aabenraa
Lateral limits:
A Circle centred at PSN 54 56 38N 009 29 03E - Radius 3 NM.

Vertical limits:
SFC - 1500 FT MSL.

Relevant ATS-unit REF AIP Denmark ENR 5.1 item 3: ACC København.

Effective dates:
03 JUL 2026 - 29 NOV 2026 (Weekly from Friday to Sunday).

Information on exact activities will be published by NOTAM.



Turn over

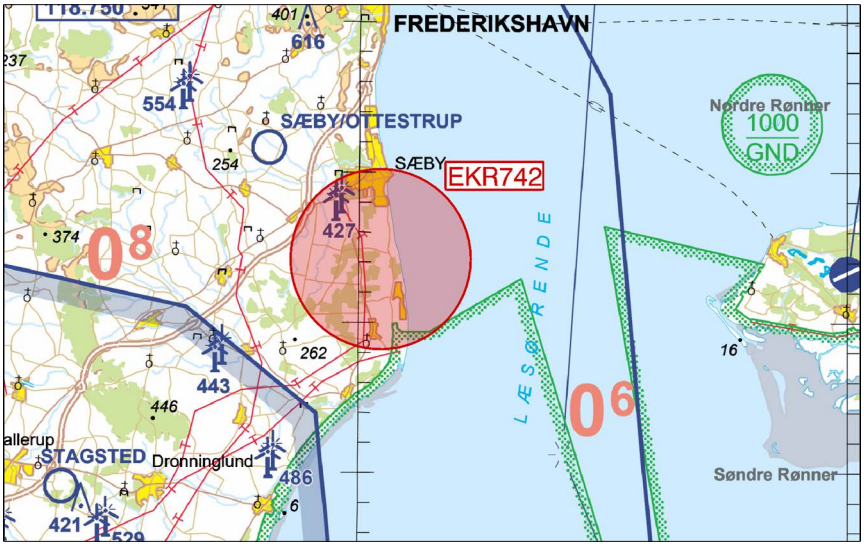
Temporary Restricted Area EKR742 Sæby
Lateral limits:
A Circle centred at PSN 57 17 06N 010 31 20E - Radius 3 NM.

Vertical limits:
SFC - 1500 FT MSL.

Relevant ATS-unit REF AIP Denmark ENR 5.1 item 3: APP Aalborg.

Effective dates:
03 JUL 2026 - 29 NOV 2026 (Weekly from Friday to Sunday).

Information on exact activities will be published by NOTAM.



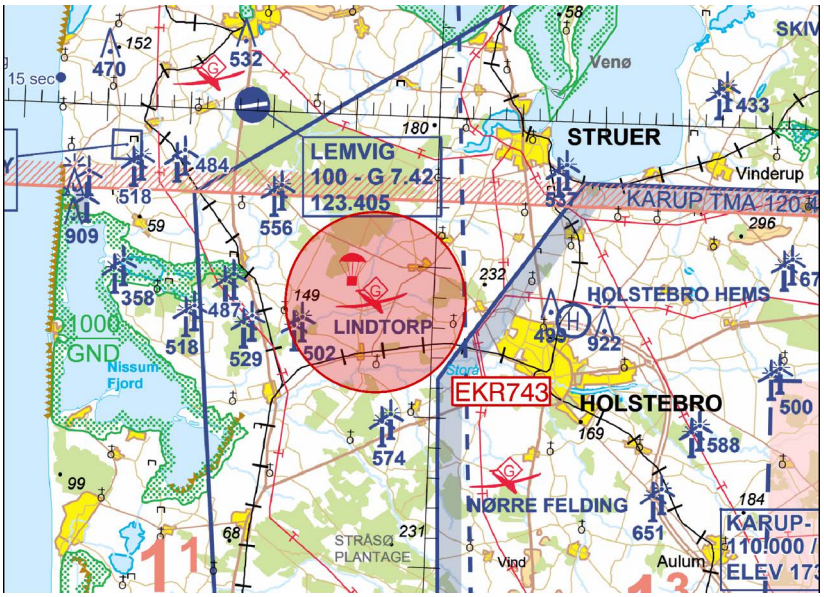
Temporary Restricted Area EKR743 Struer
Lateral limits:
A Circle centred at PSN 56 23 47N 008 26 32E - Radius 3 NM.

Vertical limits:
SFC - 1500 FT MSL.

Relevant ATS-unit REF AIP Denmark ENR 5.1 item 3: APP Karup.

Effective dates:
03 JUL 2026 - 29 NOV 2026 (Weekly from Friday to Sunday).

Information on exact activities will be published by NOTAM.



DENMARK

AIM / Aeronautical Information Management, Naviair Allé 1, DK-2770 Kastrup, Denmark
TEL: +45 3247 8221, E-mail: aim@naviair.dk, Internet: www.naviair.dk

AIP
SUP 32/26
09 JUL 2026
All Times are in UTC

EKVJ downgraded to VFR only

This AIP SUP 32/26 replaces NOTAM B1861/26, B1994/26, B1996/26, B1997/26, B1998/26 and B3869/26.

Due to downgrade of airport services the following is now in force:

AFIS, ARO and ADO not available. AD available VMC selfservice only.

Only VFR traffic is permitted to/from EKVJ.
REF AIP AD 2 - EKVJ - chapter 2.6, types of traffic permitted.

MET service suspended. No METAR will be issued.

Secondary power supply not available.

Due to reconstruction/replacement fuel is not available.

Valid until further notice.

GEN 0 GENERAL (GEN)

GEN 0.1 Preface

1. Publishing Authority

AIP Denmark is published by the Aeronautical Information Services (AIS) provider Naviair with the authority of Danish Civil Aviation Authority (TS).

2. Applicable ICAO Documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO DOC 8126).

Charts contained in or delivered with the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO DOC 8697).

Differences from ICAO Standards and Recommended Practices are given in subsection GEN 1.7.

3. The AIP Structure and AMDT Intervals

3.1 The structure

The AIP forms part of the Integrated Aeronautical Information Package further described in section GEN 3.1.

The principal structure of the AIP is shown in graphic form on page GEN 0.1 -2.

The AIP is divided into 3 Parts, General (GEN), En route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 Part 1 - General (GEN)

Part 1 consists of 5 sections containing information as briefly described hereafter.

GEN 0: Preface, Record of AIP Amendments, Record of AIP Supplements, Checklist of Pages, List of hand amendments to the AIP, and the Table of contents for the whole AIP.

GEN 1: National regulations and requirements.

Designated Authorities, Entry, transit and departure of passengers and crew, Entry, transit and departure of cargo, Aircraft instruments, equipment and flight documents. Summary of national regulations and international agreements/conventions, and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2: Tables and Codes.

Measuring system, Aircraft markings, Holidays, Abbreviations used in AIS publications, Chart symbols, Location indicators, List of Radio navigation aids, Conversion tables, and Sunrise/Sunset tables.

GEN 3: Services.

Aeronautical Information Services, Aeronautical Charts, Air Traffic Services, Communication Services, Meteorological Services, and Search and Rescue.

GEN 4: Charges for Aerodromes, Heliports and Air Navigation Services.

3.1.2 Part 2 - En route (ENR)

Part 2 consists of 6 sections containing information as briefly described hereafter.

ENR 1: General rules and procedures.

General rules, Visual Flight Rules, Instrument Flight Rules, ATS air space classification, Holding, approach and departure procedures, Radar services and procedures, Altimeter setting procedures, Regional supplementary procedures, Air Traffic Flow Management, Flight planning, Addressing of flight plan messages, Interception of civil aircraft, Unlawful interference, and Air traffic incidents.

ENR 2: ATS Airspace.

Detailed descriptions of Flight Information Region(s) (FIR), Upper Flight Information Region(s) (UIR), Terminal Control Areas (TMA), and other ATS regulated air space.

ENR 3: ATS Routes.

Detailed description of the established ATS route system including Area navigation routes, Helicopter routes, Other routes and En route holdings.

Note: Other types of routes specified in connection with procedures for traffic to or from aerodromes/heliports are described in the relevant aerodrome subsection of part 3.

ENR 4: Radio Navigation Aids/Systems.

Radio navigation aids - En route, Special navigation systems, Name-code designators for significant points, and Aeronautical ground lights - En route.

ENR 5: Navigation Warnings.

Prohibited, Restricted and Danger areas, Military exercise and training areas, Other activities of a dangerous nature, Air navigation obstacles - En route, Aerial sporting and recreational activities, and Bird migration and Areas with sensitive fauna.

ENR 6: En route Charts.

En route chart(s) - ICAO and other navigation charts.

3.1.3 Part 3 - Aerodromes (AD)

AD 1: Aerodromes/Heliports - Introduction

Aerodrome/Heliport availability, Rescue and fire fighting services and snow plan, Index to Aerodromes and Heliports, and grouping of Aerodromes and Heliports.

AD 2: Aerodromes - Details

Details about aerodromes (including helicopter landing areas located at the aerodromes) listed in separate aerodrome subsections.

AD 3: Heliports - Details

Details about heliports listed in separate heliport subsections.

3.2 Amendment intervals

Amendments to the AIP will be issued when the amount and/or the significance of the changes concerned is deemed necessary.

Significant changes will be issued in accordance with the AIRAC system.

4. Contact for Errors/Omissions

Care has been taken to ensure that the information contained in the AIP is accurate and complete. Errors or omissions, which nevertheless may be detected, as well as any correspondence concerning the information package, should be addressed to:

NAVIAIR
Attn.: AIM
Naviair Allé 1
DK-2770 Kastrup
Denmark
TEL: +45 3247 8221
E-mail: aim@naviair.dk

5. Supplementary Publication

In addition to AIP Denmark a special publication "VFR Flight Guide, Denmark" (VFG) is produced for use by international and national VFR operations. For further details, see GEN 3.

6. Copyright

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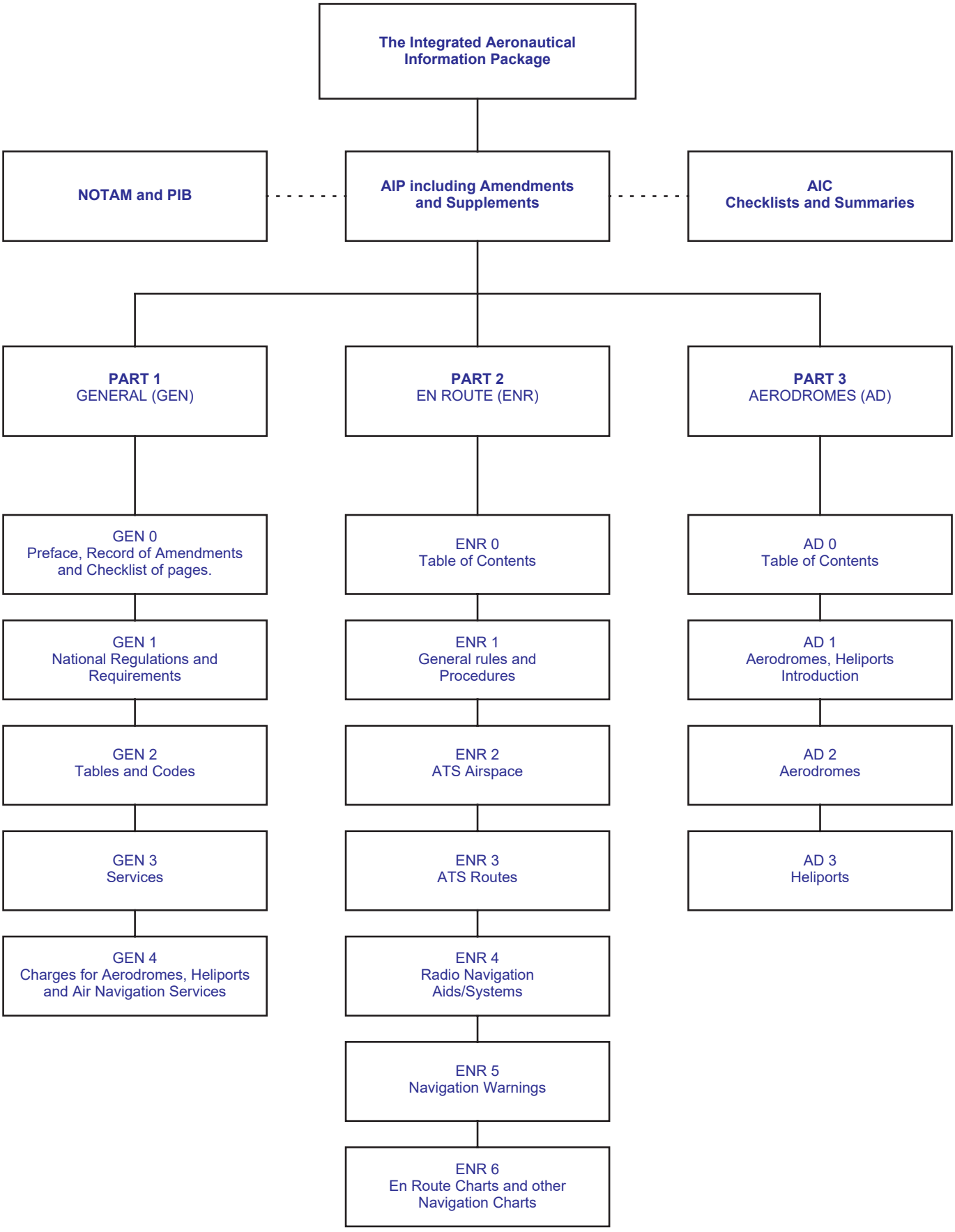
The Integrated Aeronautical Information Package
NOTAM and PIB
AIP including Amendments and Supplements
AIC Checklists and Summaries
PART 1 GENERAL (GEN)
PART 2 EN ROUTE (ENR)
PART 3 AERODROMES (AD)
GEN 0 Preface, Record of Amendments and Checklist of pages.
GEN 1 National Regulations and Requirements
GEN 2 Tables and Codes
GEN 3 Services
GEN 4 Charges for Aerodromes, Heliports and Air Navigation Services
ENR 0 Table of Contents
ENR 1 General rules and Procedures
ENR 2 ATS Airspace
ENR 3 ATS Routes
ENR 4 Radio Navigation Aids/Systems
ENR 5 Navigation Warnings
ENR 6 En Route Charts and other Navigation Charts
AD 0 Table of Contents
AD 1 Aerodromes, Heliports Introduction
AD 2 Aerodromes
AD 3 Heliports

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
09/25	24 JUL 2025	04 SEP 2025	AIM
10/25	21 AUG 2025	02 OCT 2025	AIM
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
03/26	05 FEB 2026	19 MAR 2026	AIM
04/26	19 FEB 2026	16 APR 2026	AIM
05/26	02 APR 2026	14 MAY 2026	AIM
06/26	30 APR 2026	11 JUN 2026	AIM
07/26	28 MAY 2026	09 JUL 2026	AIM

AIP AIRAC AMDT			
NR/Year	Publication Date	Effective Date	Inserted by

GEN 0.3 Record of AIP Supplements.

Information concerning valid AIP Supplements and AIP Supplement cancellation record are included in:

- Checklist of Latest Publications issued via the AFS.
- Checklist of valid Supplements and cancellation record which can be found on the internet on https://aim.naviair.dk

GEN 0.4 Checklist of AIP Pages

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APDC . . . . . 05 SEP 24
AOC-A 10R . . . . . 02 NOV 23
AOC-A 28L . . . . . 02 NOV 23
PATC 28L . . . . . 02 NOV 23
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SID (P-RNAV) RWY 27-2 . . . . . 22 JAN 26
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1. Text Page Amendments

AIP Page(s) Affected	Amendment Text	Introduced by AIP AMDT NR
NIL		

2. Corrections to Charts		
Affected Chart	Location	Introduced by AIP AMDT NR
ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Add symbol for "Obstacles", Tower, København, Christiansborg Slotstårn, ELEV 348 FT MSL. PSN 55 40 35N 012 34 50E.	AIRAC AMDT 03/26
ICAO ANC Denmark 1:500 000 Edition 46	Add symbols "Obstacles and group", Thor Havvindmøllepark, ELEV 873 FT MSL. PSN 56 26 36N 007 40 53E, 56 27 11N 007 41 48E, 56 27 10N 007 43 12E, 56 26 00N 007 39 58E, 56 25 45N 007 42 08E, 56 26 14N 007 43 28E, 56 25 56N 007 44 53E, 56 25 15N 007 38 50E, 56 25 19N 007 40 55E, 56 24 37N 007 37 49E, 56 24 38N 007 39 43E, 56 24 40N 007 42 07E, 56 24 54N 007 43 58E, 56 23 50N 007 38 25E, 56 23 43N 007 40 45E, 56 23 47N 007 44 00E, 56 24 17N 007 45 38E, 56 23 00N 007 38 20E, 56 23 07N 007 39 50E, 56 23 16N 007 42 10E, 56 22 52N 007 43 49E, 56 23 26N 007 45 25E, 56 22 07N 007 38 42E, 56 22 15N 007 40 06E, 56 22 31N 007 42 12E, 56 21 59N 007 43 56E, 56 22 37N 007 45 27E, 56 21 18N 007 37 34E, 56 21 21N 007 39 54E, 56 21 10N 007 42 14E, 56 21 33N 007 45 29E, 56 20 10N 007 34 07E, 56 20 17N 007 35 47E, 56 20 18N 007 37 17E, 56 20 33N 007 38 59E, 56 20 25N 007 41 06E, 56 20 32N 007 43 11E, 56 20 47N 007 45 30E, 56 19 12N 007 35 02E, 56 19 30N 007 36 56E, 56 19 35N 007 39 29E, 56 19 39N 007 41 21E, 56 19 48N 007 43 55E, 56 20 01N 007 45 32E, 56 18 10N 007 35 07E, 56 18 32N 007 36 30E, 56 18 42N 007 38 08E, 56 18 50N 007 39 59E, 56 18 52N 007 42 05E, 56 18 56N 007 44 24E, 56 19 03N 007 45 48E, 56 17 39N 007 36 32E, 56 17 48N 007 38 51E, 56 17 51N 007 40 29E, 56 17 51N 007 42 20E, 56 17 30N 007 44 13E, 56 18 00N 007 45 50E, 56 16 52N 007 36 34E, 56 16 28N 007 37 58E, 56 16 40N 007 39 36E, 56 16 46N 007 41 27E, 56 16 28N 007 43 47E, 56 17 04N 007 46 06E, 56 15 28N 007 38 52E, 56 15 49N 007 40 19E, 56 15 27N 007 42 53E, 56 15 32N 007 45 06E, 56 16 12N 007 46 07E, 56 14 41N 007 38 44E, 56 14 42N 007 40 22E, 56 14 44N 007 43 22E, 56 14 46N 007 46 24E.	AIRAC AMDT 05/26
ICAO ANC Denmark 1:500 000 Edition 46	Add symbols "Obstacles and group", Bording, ELEV 732 FT MSL. PSN 56 06 16N 009 15 30E, 56 06 25N 009 15 19E, 56 06 34N 009 15 08E, 56 06 43N 009 14 57E, 56 06 52N 009 14 45E, 56 07 01N 009 14 34E, 56 07 11N 009 14 23E, 56 07 20N 009 14 12E, 56 07 29N 009 14 01E 56 07 38N 009 13 50E, 56 07 47N 009 13 39E.	AIRAC AMDT 06/26
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1. Responsible Services
2. Area of Responsibility
3. Types of Service
4. SAR Agreements
5. Conditions of Availability
6. Procedures and Signals Used
9. Search and Rescue Area. Chart

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodrome/Heliport Charges

GEN 4.2 Air Navigation Services Charges

1. ATC, APP, and Aerodrome Control (AACC) Charges
2. En Route Charges in København FIR

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated Authorities

The addresses of the designated authorities and services concerned with the facilitation of international air traffic are as detailed below:

1. Civil Aviation

1.1 Ministry of Transport
Frederiksholms Kanal 27
DK-1220 København K
Denmark

TEL +45 33 92 33 55
FAX +45 33 12 38 93
E-mail trm@trm.dk

1.2 Civil Aviation Authority:
Danish Civil Aviation and Railway Authority /
Trafikstyrelsen (TS)
Carsten Niebuhrs Gade 43
DK-1577 København V
Denmark

TEL +45 72 21 88 00
FAX +45 72 62 67 90
E-mail info@trafikstyrelsen.dk

1.3 ATS Provider:
NAVIAIR
Naviair Allé 1
DK-2770 Kastrup
Denmark

TEL +45 32 47 80 00
E-mail naviair@naviair.dk

2. Meteorology

2.1 Meteorological Authority:
Danish Civil Aviation and Railway Authority /
Trafikstyrelsen (TS)
Carsten Niebuhrs Gade 43
DK-1577 København V
Denmark

TEL +45 72 21 88 00
FAX +45 72 62 67 90
E-mail info@trafikstyrelsen.dk

2.2 Meteorological Agency:
Danish Meteorological Institute/
Danmarks Meteorologiske Institut
Sankt Kjelds Plads 11
DK-2100 København Ø
Denmark

TEL +45 39 15 75 00
E-mail epost@dmi.dk

3. Customs

3.1 Central Customs and Tax Administration
Østbanegade 123
DK-2100 København Ø
Denmark

TEL +45 72 37 90 00
FAX +45 72 37 90 01
E-mail toldskat@toldskat.dk

4. Immigration

4.1 Danish Immigration Service
Farimagsvej 51A
DK-4700 Næstved
Denmark

TEL +45 35 36 66 00
E-mail us@us.dk

5. Health

5.1 Danish Health Authority
Islands Brygge 67
DK-2300 København S
Denmark

TEL +45 72 22 74 00
FAX +45 72 22 74 11
E-mail sst@sst.dk

6. En route and Aerodrome/Heliport Charges

6.1 En route Charges: Eurocontrol
Central Route Charges Office
Rue de la Fusèe - 96
B-1130 Brussels
Belgium

TEL +32 27 29 38 45/38 98
FAX +32 27 29 90 93/90 96

6.2 Aerodrome and Heliport Charges: See GEN 4.1

7. Agricultural Quarantine

7.1 The Danish Veterinary and Food Administration
Stationsparken 31-33
DK-2600 Glostrup
Denmark

TEL +45 72 27 69 00
E-mail https://en.foedevarestyrelsen.dk/about-us/contact
(contact form)

8. Accident Investigation

8.1 Accident Investigation Board (AIB)
Jættevej 50A, 1. sal, mf.
DK-4100 Ringsted
Denmark

TEL +45 33 14 70 80
FAX NIL
E-mail aib@havarikommissionen.dk
Website: www.havarikommissionen.dk

9. Ministry of Foreign Affairs

9.1 Ministry of Foreign Affairs
Asiatisk Plads 2
DK-1402 København K
Denmark

TEL +45 33 92 00 00
FAX +45 31 54 05 33
E-mail um@um.dk

10. Transport of Dangerous/Radioactive Goods

10.1 Danish Health Authority, Radiation Protection
Knapholm 7
DK-2730 Herlev
Denmark

TEL +45 44 54 34 54
TEL EMERG +45 44 94 37 73
FAX +45 44 54 34 50
E-mail sis@sis.dk

11. SAR Point of Contact

11.1 Værnsfælles Forsvarskommando
Att.: JOC Aarhus, JRCC
Herningvej 30
DK-7470 Karup J
Denmark

TEL +45 72 85 04 50
FAX +45 72 85 03 84
E-mail jrcc@sok.dk

GEN 1.2 Entry, Transit and Departure of Aircraft

1. General

1.1 International flights into, from or over Danish territory shall be subject to the current Danish regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.2 Aircraft flying into or departing from Danish territory shall make their first landing at, or final departure from, an international aerodrome/heliport (see AD 1.3).

1.3 Aircraft engaged in commercial air transport to/from Danish airports must hold a TCO (Third Country Operator) authorization issued by the European Aviation Safety Agency (EASA).

1.4 For foreign aircraft overflying or landing in Denmark, a liability insurance policy covering the minimum insurance sums listed below must be available:

Third Party Liability:

Insurance covering injury to persons and damage to objects outside the aircraft shall be taken out, cf. § 130 (1) of the Air Navigation Act, covering at least below-mentioned insurance amounts per accident, given in Special Drawing Rights (SDR) as determined by the International Monetary Fund:

1. For aircraft with maximum take-off mass (MTOM) below 500 Kilo Grammes (KG): 0.75 Million (MILL) SDR.
2. For aircraft with MTOM from 500 KG up to 1 Metric Tonne (T): 1.5 MILL SDR.
3. For aircraft with MTOM from 1 up to 2.7 T: 3 MILL SDR.
4. For aircraft with MTOM from 2.7 up to 6 T: 7 MILL SDR.
5. For aircraft with MTOM from 6 up to 12 T: 18 MILL SDR.
6. For aircraft with MTOM from 12 up to 25 T: 80 MILL SDR.
7. For aircraft with MTOM from 25 up to 50 T: 150 MILL SDR.
8. For aircraft with MTOM from 50 up to 200 T: 300 MILL SDR.
9. For aircraft with MTOM from 200 up to 500 T: 500 MILL SDR.
10. For aircraft with MTOM at or above 500 T: 700 MILL SDR.

Liability for Damage to Passengers, Luggage and Freight:

For aircraft used in commercial operations, insurance shall be taken out covering injury to passengers and damage to luggage and freight, in the amount of at least:

1. For damage to passengers: 250.000 SDR per passenger.
2. For damage to luggage: 1000 SDR per passenger.
3. For damage to freight: 17 SDR per KG.

2. Flights across Danish territory and non-commercial (technical) landings

2.1 Civil aircraft, registered in a State that has acceded to the Chicago Convention and the Transit Agreement of 7 December 1944, may without prior permission fly across Danish territory and make non-commercial (technical) landings.

2.2 Aircraft registered in a State that has not acceded to the Transit Agreement of 7 December 1944 and with which Denmark has not concluded a special agreement, must not without prior permission fly across Danish territory or make non-commercial landings. Application for such permission shall have been received by the Danish CAA not later than 5 days before the estimated time of passage of the Danish FIR boundaries. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

The application shall contain the following information:

- Aircraft type, nationality and registration marks.
- Intended route and destination of the flight as well as date, time and location for passage of the Danish FIR boundaries.
- In case of landing: Information on aerodrome as well as date and estimated time of arrival and departure.

3. Scheduled Flights

3.1 General

3.1.1 Aircraft engaged in scheduled commercial air traffic (regular flights) must not without permission enter, depart from or operate within Danish territory.

3.2 Regular flights to and from Danish territory

3.2.1 Regular flights to and from Danish territory must not be carried out without permission unless otherwise stated in Regulation (EEC) No. 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community.

3.2.2 Application from non-Community air carriers for permission to initiate regular flights within, to and from Denmark shall be submitted to the Danish CAA or when prescribed in an agreement, to the Danish Ministry of Foreign Affairs.

3.2.3 Application for approval of time-tables shall be submitted to the Danish CAA not later than 30 days before the effective date of the time-tables.

The application for approval of time-tables shall contain the following information:

- Operator's name, address, TEL number and e-mail.
- Number of weekly frequencies.
- Destinations to be flown with indication of times.
- Aircraft type, registration numbers and capacity.
- Flight numbers.
- Insurance (the Danish CAA may require documentation for insurance having been taken out covering at least the sums laid down in Chapter 9 of the Danish Air Navigation Act).
- Wet-lease, if relevant.
- Code-share, if relevant.

3.2.4 Operators who according to Regulation (EEC) No. 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community shall not apply for permission to carry out flights to and from Danish territory, shall submit a notification of their timetables to the Danish CAA not later than 15 days before the effective date of the time tables. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

A notification shall contain the following information:

- Operator's name, address, TEL number and e-mail.
- Number of weekly frequencies.
- Destinations to be flown with indication of times.
- Aircraft type, registration numbers and capacity.
- Flight numbers.
- Wet-lease, if relevant.
- Code-share, if relevant.

3.3 Aircraft documents required (arrival/departure)

3.3.1 Customs declaration form 12.0091 and bills of lading or other cargo documents (cargo manifest) if cargo is carried are required by the local customs authorities.

Note 1: If no passengers are embarking or disembarking and no articles are loaded or unloaded, no aircraft documents except the customs declaration need be submitted to the customs authority.

Note 2: In connection with arrival/departure from or to EU states where bonded goods or stores are carried on board the aeroplane, the customs declaration is not required.

4. Non-scheduled Flights (Charter Flights and taxi Flights)

4.1 Charter flights

4.1.1 Aircraft engaged in non-scheduled air traffic with aircraft approved for transport of more than 10 passengers or of cargo with aircraft with a maximum take-off mass of more than 5,700 kg (charter flights) must not without permission enter, depart from, or operate within Danish territory unless otherwise stated in Regulation (EEC) No. 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community or in BL 10-1, cf. below. Application for permission to carry out such flights shall be submitted to the Danish CAA.

4.1.2 Time-limits for application

The below time-limits shall not include Saturdays, Sundays or Danish legal holidays.

If an operator intends to carry out up to a maximum of 4 non-sched-

uled flights within 2 months to Denmark for the purpose of taking on or discharging passengers, cargo or mail, the operator must apply to the Danish CAA for permission to carry out such flights not less than 48 hours in advance of the intended landing.

If an operator intends to carry out more than 4 non-scheduled flights within 2 months to Denmark for the purpose of taking on or discharging passengers, cargo or mail, the operator must apply to the Danish CAA for permission to carry out such flights not less than 30 days in advance of the intended landing.

4.1.3 Contents of the application

The application must include the following information in the order shown below:

- Operator's name, address, TEL number and e-mail.
- Date, flight plan and flight number.
- Number of weekly frequencies.
- Destinations to be flown with indication of times.
- Type of aircraft and registration marks.
- Insurance.
- Name(s), address(es), telephone number and e-mail address of the charterer(s).
- Charter category.
- Wet-lease, if relevant.

4.2 Charter flights to and from Denmark shall be carried out in accordance with Regulations for Civil Aviation (BL) No. 10-1 which can be found on the Danish CAA's homepage https://www.trafikstyrelsen.dk.

4.3 Operators who according to Regulation (EEC) No. 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community shall not apply for permission to carry out flights to and from Danish territory, shall submit a notification of their flights to the Danish CAA.

The provisions in 4.1.2 and 4.1.3 regarding time-limits for application and its contents shall, name(s), address(es), telephone number and e-mail addresses of the charterer(s) and charter category, also apply in respect of notifications.

4.4 Aircraft documents required (arrival/departure)

No documents, in addition to those mentioned under 3.3.1 above, are required in the case of an aircraft remaining within Denmark for less than 6 months within a period of 12 months. For stays beyond 6 months after date of arrival, a "carnet de passage en douane" will be accepted in lieu of a bond or of any other financial guarantee.

5. Private Flights

5.1 Private flights to and from Danish territory with foreign civil aircraft registered in a State which has acceded to the Chicago Convention may be carried out without special permission.

Note: Article 5 of the Chicago Convention contains an agreement regarding flights into, flights across and technical landings. No agreement has, however, been made with foreign state regarding those cases where a person or an operator (Danish or foreign) residing in Denmark wants to use a non-Danish registered aircraft for private flights (including business flights) within Danish territory. Therefore, in these cases application for permission to carry out such flights must be submitted to the Danish CAA.

5.2 Private flights into, from or across Danish territory with foreign civil aircraft registered in a State which has not acceded to the Chicago Convention may not be carried out without permission. Application for permission to carry out such flights shall have been received by the Danish CAA not later than 5 days before the estimated passage of the Danish FIR boundaries. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

The application shall contain the following information:

- The type, nationality, and registration marks of the aircraft.
- Names, nationality and addresses of the owner and operator of the aircraft.
- Intended route and destination of the flight as well as date, time and location for passage of the Danish FIR boundaries.
- Number of persons on board.

6. Emergency relief Flights/Humanitarian Flights

In case of acute crises of humanitarian character in connection with earthquakes or similar disasters outside office hours, the Danish CAA has granted a general and standing permission for emergency relief flights with cargo and/or passengers to/from Denmark, cf. AIC A 04/13, on the following conditions:

- That the flight is notified to the Danish CAA by e-mail info@trafikstyrelsen.dk.
- That the aircraft operated has a valid certificate of airworthiness.
- That the aircraft operated has been entered on the airline's valid OS/AOC.
- That the aircraft operated is insured in accordance with Regulation (EC) No. 785/2004.
- That neither the airline nor the aircraft is entered on the EU list of airlines whose operations are banned within the EU.
- That documentation for the character of the acute need can be submitted.

7. State/Military Aircraft

7.1 State aircraft

If exemption has not been granted by special agreement, application for flights with state aircraft must be submitted through diplomatic channels via Naviair's homepage:

https://diplomaticclearance.naviair.dk/diplomatic-clearance

The application shall have been received by Naviair not later than 10 days before the estimated time for passage of the Danish FIR boundaries. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

Note: State aircraft are aircraft which are not military, but which are exclusively used by a state for non-commercial purposes.

7.2 Military aircraft

If exemption has not been granted by special agreement, entry of Danish territory by non-NATO military aircraft is subject to prior diplomatic clearance. Application for flights with military aircraft must be sent through diplomatic channels to Defence Command Denmark.

Postal address: **Defence Command Denmark**
JOINT OPERATIONS STAFF
Air Operations (J3AIR)
Herningvej 30
DK-7470 Karup J
Denmark

E-mail: flight.clearance.dnk@mil.dk

Subject requests are to be forwarded not later than 10 days in advance of the flight - 15 days if the flight is carrying dangerous goods. Applicants must use the form provided at:
http://www.flv.dk/milaim/diploform.doc
Diplomatic clearance number (DCN) must be inserted in Item 18 of the ICAO flight plan.

NOTE: Special attention is drawn to the Danish island Bornholm, situated in the Baltic Sea in Malmö FIR.
MIL aircraft of non-NATO countries overflying Bornholm is subject to prior diplomatic clearance according to the above.

8. Public Health Measures Applied to Aircraft

8.1 No public health measures are required to be carried out in respect of aircraft entering Denmark. Disinfection with insecticides is unwanted.

8.2 The pilot-in-command of an aircraft arriving from a foreign destination shall notify the local health service authorities by radio communication with the air traffic control service unit in case persons on board are known to be suffering from contagious diseases, or if there is any risk of other conditions on board that may lead to spread of disease including the following information:

- aircraft identification.
- departure aerodrome.
- destination aerodrome.
- estimated time of arrival.
- number of persons on board.
- number of suspected case(s) on board and
- nature of the public health risk, if known.

Under such circumstances crew members and passengers shall follow instructions given by th local health service authorities.

8.2.1 Permission allowing an aircraft free passage is given over the radio before arrival or verbally upon arrival by the health service authorities, or by a person authorized to do so by the health service authorities.

8.2.2 Aircraft engaged in scheduled and non-scheduled air traffic are exempted from obtaining permission for free passage.

This does not, however, apply to aircraft

- arriving from or having made an intermediate stop in areas which according to a statement from the Danish Health Authority are regarded to be contaminated by a contagious disease which is covered by Act on Measures against Contagious Diseases, or
- registered in, arriving from or having made an intermediate stop in states which are not members of the World Health Organization (WHO).

9. Use of Non-Danish Registered Homebuilt or Home-restored Aircraft in Denmark

9.1 Flights in Denmark with aircraft which do not have a standard certificate of airworthiness, cf. Article 31 of the Chicago Convention, must not be carried out without prior permission.

Note: Aircraft without standard certificate of airworthiness are often certificated in the experimental class. Homebuilt, home-restored and former military aircraft are usually placed in this class.

9.2 In pursuance of ECAC (European Civil Aviation Conference) recommendation INT.S / 11.1, the Danish CAA accepts without prior application that non-Danish registered home-built or home-restored aircraft operate in Denmark on an Experimental Certificate of Airworthiness or equivalent "permit to fly"
issued by the civil aviation authority of an ECAC State, provided

- that the aircraft has completed its flight test period,
- that the maximum take-off mass of the aircraft does not exceed 2,730 kg, and

that the Danish limitations mentioned in BL 1-12, para. 5.4.2.1, are complied with in addition to the experimental operating limitations of the aircraft.

Operation of the aircraft in connection with

- renting or commercial flights,
- flights in accordance with the IFR rules mentioned in Commission Regulation (EU) No. 923/2012 and BL 7-100, or
- flights over densely built-up areas, including areas with weekend cottages and inhabited camping sites, and over an open-air assembly of persons, is prohibited.

Note 1: This acceptance does not apply to aircraft classified as "ULM", "Ultralight" or "Microlight".

Note 2: Non-Danish registered aircraft operating in Denmark must be insured in accordance with Regulation (EC) No. 785/2004.

10. Historical aircraft

In pursuance of ECAC (European Civil Aviation Conference) recommendation 35-1, flights in Denmark with historical aircraft that

- are originally factory-manufactured,
- previously have held an ICAO compliant Certificate of Airworthiness,
- subsequently have been operated under national rules through a National Restricted Permit to Fly or National Restricted Certificate of Airworthiness,
- fall under EU Regulation (EC) No. 216/2008, Annex II, Article a(i),
- have a maximum take-off weight of less than 5,700 kg, and
- are operated in non-commercial flights

may be carried out for a period of up to 90 days per year without any restrictions other than those stated in the certificate of airworthiness or permit to fly issued by another ECAC member state.

Note: Historical aircraft operating in Denmark must be insured in accordance with Regulation (EC) No. 785/2004.

GEN 1.3 Entry, Transit and Departure of Passengers and Crew

1. Customs Requirements

1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.2 No customs formalities are normally required on departure.

2. Immigration Requirements

Procedures for arrival, departure and transit and passengers are being carried out in accordance with the following directives set forth by the Ministry of Justice in announcement of 13 January 1996 and by the National Commissioner of Police in letter of 5 January 1997.

The immigration requirements are amended at very short intervals. The below-mentioned immigration requirements have most recently been updated on 29 October 1997. For information on any amendments of the below-mentioned requirements, please contact the Danish Immigration Service, cf. GEN 1.1.

In pursuance of subsection 2 of Section 14 of the Ministry of Justice's Order No. 19 of 18 January 1984 it is hereby announced that as per 1 January 1997, the following aliens are exempted from producing passports and visas.

I. Exemption from any kind of identity document

1. Finnish, Icelandic, Norwegian and Swedish nationals entering/exiting directly from/to Finland, Iceland, Norway or Sweden.

2. Young people below the age of 18 who are not nationals in Finland, Iceland, Norway or Sweden, but who have a permanent residence in one of those countries when they travel in a group with Nordic young people in connection with school travels, sports arrangements etc., the duration of which does not exceed 1 month, and when entry is made directly from and to Finland, Iceland, Norway or Sweden.

II. Exemption from the requirement of certificates of nationality

1. Collective passports

A collective identity document for a group of aliens (collective passport) is valid travel documentation if the document includes the information required in subsection 2 of Section 3 of the Order governing aliens. In case of collective passport issued in accordance with the European Agreement on Travel by Young Persons between Member Countries of the Council of Europe of 16 December 1961, stateless aliens and refugees under the age of 21 years who are lawfully staying in the issuing country, besides nationals of the issuing country, can be included on the collective passport.

2. Identity documents required for refugees

Identity documents required for refugees that have been issued in accordance with the Convention Relating to the Status of Refugees of 28 July 1951 or the Agreement on the Introduction of Identity Documents for Refugees of 15 October 1946 are valid travel documentation.

3. Identity document required for stateless aliens

Identity document issued in pursuance of the Convention of 28 September 1954 relating to the Status of Stateless Persons is valid travel documentation.

4. Alien resident permit, re-entry permit, laissez-passer

Identity document issued by a competent authority to a person who has no nationality, or is a national of other state than that having issued the document, is valid travel documentation if the document includes the information required in Section 1 of Order governing aliens.

5. Identity cards

The following identity cards are valid travel documentation for entry into/exit from Denmark:

Citizens of the below-mentioned member states of the European Union:

Belgium: Carte d'Identité

France: Carte Nationale d'Identité

Greece: Deltio Taytotias

Holland: Toeristenkaart A and B Europese Identiteitskaart

Italy: Carta d'Identita. The space "Cittadinaza" on page 2 shall bear the inscription "Italiana"

Luxembourg: Carte d'Identité Titre d'Identité et de Voyage

Portugal: Bihete de Identidade de Cidadao Nacional

UK: Gibraltar Identity Card issued to British citizens or British Dependent Territories Citizens

Germany: Personalausweis, Befehlmässiger Personalausweis, Kinderausweis, Reiseausweis, Reiseausweis als Passersatz, issued by the German border authorities and accompanied by an expired passport or an expired Personalausweis als Passersatz without at the same time holding an expired passport or expired Person- alausweis

Austria: Personalausweis

Citizens in the following other states:

Lichtenstein: Carte d'Identité

Schwitzerland: Carte d'Identité

6. Seafarer's identity cards

Seafarer's identity cards (seaman's book) is valid travel documentation for entry into/exit from Denmark presented in connection with documentation for signing on or paying off a ship at Danish or foreign port. The seaman's book shall have been issued by a competent authority and shall fulfil the requirements specified by the last sentence of item 1 and the text of items 4-9 of subsection 1 of Section 1 of the Order governing aliens. An identity cards issued in accordance with the ILO Convention No. 108 of 1958 is valid travel documentation.

7. Identity documents for air crew members

Crew member licence/crew member certificate issued by the competent authorities of a Contracting State of the International Civil Aviation Organization (ICAO) is valid travel documentation for entry into/exit from Denmark for holders who substantiate signing as crew members on board aircraft within Denmark.

8. Holders of NATO Travel Order - Ordre de Mission OTAN

(Military NATO personnel) may enter into and stay in Denmark on official business for up to 3 months on military identity card plus individual or collective NATO Travel Order.

9. Holders of Leave Order

American/British/Canadian citizens serving in the NATO forces in Western Europe) may enter into and stay in Denmark for up to 3 months on military identity card plus a travel permit valid for Denmark.

10. Holders of Certificate of Status "For Stateless Alien"

Issued by the American military authorities in the Federal Republic of Germany to dependents of American military personnel may enter into and stay in Denmark for up to 3 months without entrance visa.

11. Holders of valid identity documents issued by the Vatican authorities

12. Laissez-passer issued in pursuance of the Convention regarding the United Nations' Rights and Immunity of 21 November 1947

13. Holders of valid pass (Ausweis, Laissez-passer, Lascia-passare) issued by the European Union

14. Participants in school journeys within the European Union (Council Resolution of 30 November 1994 (94/795/RIA))

Pupils who are not citizens in an EU State, but who have a

lawful residence in an EU State when they travel as members of a group of pupils in the general school system in connection with a school excursion. The group shall be accompanied by a teacher holding a List of travellers for school travels within the European Union stating the pupils accompanied by the teacher, as well as documentation giving the purpose and circumstances of the travel.

III. Exemption from the requirement of a visa

The following aliens are admitted entry into Denmark without any visa put onto their passports or other valid travel documents before entrance:

1. Citizens of the following states:

Andorra, Argentina, Australia, Austria, Belgium, Bermuda (only BDTC passports), Brazil, Brunei, Canada, the Czech Republic, Chile, Costa Rica, Croatia, Cyprus, Ecuador, El Salvador, Estonia, Finland, France, Germany, Greece, Guatemala, Holland, Honduras, Hungary, Iceland, India (only diplomatic and service passports), Ireland, Israel, Italy, Jamaica, Japan, Peoples Republic of Korea, Lichtenstein, Lithuania, Luxembourg, Malaysia, Malta, Mexico, Monaco, New Zealand, Nicaragua, Norway, Pakistan (only diplomatic and service passports), Panama, Philippines (only diplomatic and service passports), Paraguay, Poland, San Marino, Switzerland, Singapore, Slovakia, Slovenia, Spain, Sweden, Turkey (only diplomatic and service passports), United States of America, Uruguay, the Vatican State, and Venezuela.

2. Holders of British passports

Holders of valid British passports, “Common Format Passport”, defining the passport holder as “British Citizen” are exempted from the requirement of a visa.

Holders of “look alike” British passports (passports issued to persons not covered by the EU regulations), are basically not exempted from the requirement of a visa, unless the passport has been given one of the following endorsements:

“Holder has the right of re-admission”

“Holder is entitled to re-admission to the United Kingdom”

“Holder has the right of abode in the United Kingdom”,

on condition that holders of such “look alike” British passports have not stayed outside the United Kingdom for a period of 2 years (including the expected stay in Denmark).

Holders of valid British passports from the Channel Islands and Isle of Man are exempted from the requirement of a visa. Such persons are defined as “British Citizen” in the passport.

Exempted from the requirement of a visa are also holders of valid “British Dependent Territories Citizens” (BDTC) issued to persons with the right to reside in Gibraltar with the following endorsement on page 5 of the BDTC passport

“Holder is defined as a United Kingdom national for Community purposes).

Holders of “look alike” British passports with the endorsement “Holder is subject to control under the Immigration Act 19971) are never exempted from the requirement of a visa.

3. Identity documents for air crew members

Crew member licence/crew member certificate issued by the competent authorities of a Contracting State of the International Civil Aviation Organization (ICAO) is valid travel documentation for entry into/exit from Denmark for holders who substantiate signing as crew members on board aircraft within Denmark.

4. Holders of NATO Travel Order - Ordre de Mission OTAN

(Military NATO personnel) may enter into and stay in Denmark on official business for up to 3 months on military identity card plus individual or collective NATO Travel Order.

5. Holders of Leave Order

(American/British/Canadian citizens serving in the NATO forces in Western Europe) may enter into and stay in Denmark for up to 3 months on military identity card plus a travel permit valid for Denmark.

6. Holders of Certificate of Status “For Stateless Alien”

Issued by the American military authorities in the Federal Republic of Germany to dependents of American military personnel may enter into and stay in Denmark for up to 3 months without entrance visa.

7. Holders of valid identity documents issued by the Vatican authorities.

8. Laissez-passer issued in pursuance of the Convention regarding the United Nations’ Rights and Immunity of 21 November 1947

9. Holders of valid pass (Ausweis, Laissez-passer, Lascia-passare) issued by the European Union

10. Holders of valid identity documents issued in accordance with the Convention Relating to the Status of Refugees of 28 July 1951 or the Agreement on the Introduction of Identity Documents for Refugees of 15 October 1946

Exemption from the requirement of a visa is given on condition that the identity document has been issued by Belgium, Cyprus, Denmark, Finland, Germany, Holland, Iceland, Ireland, Italy, Lichtenstein, Luxembourg, Malta, Norway, Portugal, Spain, Switzerland, Sweden or the United Kingdom, and that the holder is lawfully residing in the state having issued the identity documentation.

11. Participants in school journeys within the European Union (Council Resolution of 30 November 1994 (94/795/RIA))

Pupils who are not citizens in an EU State, but who have a lawful residence in an EU State when they travel as members of a group of pupils in the general school system in connection with a school excursion. The group shall be accompanied by a teacher holding a List of travellers for school travels within the European Union stating the pupils accompanied by the teacher, as well as documentation giving the purpose and circumstances of the travel.

12. Holders of valid Danish, Finnish, Icelandic, Norwegian, Swedish or Latvian alien resident permits

Exemption from the requirement of visa is given on condition that the alien resident permit has been endorsed with a valid re-admission permit to the state which has issued the travel document. On entry directly from Finland, Iceland, Norway or Sweden it will, however, be sufficient that it appears from the alien resident permit that the holder has a valid residence permit in the state that has issued the travel document.

13. Persons holding a valid residence permit in Denmark

IV. Airport transit visa

Citizens from Afghanistan, Bangladesh, Congo (citizens from the Democratic Republic of Congo (former Zaire)), Eritrea, Ethiopia, Ghana, Iran, Iraq, Nigeria, Pakistan, Somalia and Sri Lanka who are transiting, with or without change of aircraft, a Danish airport in connection with their travel shall hold a valid Danish transit visa.

3. Public Health Requirements

3.1 Disembarking passengers are not required to present vaccination certificates.

3.2 On departure, no health formalities are required.

GEN 1.4 Entry, Transit and Departure of Cargo

1. Customs Requirements Concerning Cargo and Other Articles

1.1 Operators of aircraft engaged in commercial air traffic must submit to the customs authorities a general declaration and a summary cargo manifest.

1.1.1 If no passengers or cargo are carried, a NIL manifest must be presented.

1.2 The customs handling of cargo is normally based on the information in the customs declaration and the cargo manifest. Special customs handling of cargo (including arriving/departing aircraft which have been bought in or sold to non EU member states) as import, transit or export must follow the EU customs regulations. The local customs authorities may give further information on the subject.

2. Agricultural Quarantine Requirements

2.1 Live animals and non-food products of animal origin

2.1.1 Sanitary certificates or related documents are required when importing live animals, semen, embryos and aquaculture animals and products into Denmark, except when importing finches, including canaries, as pets, or when importing less than 4 guinea pigs, hamsters, mice, rats, turtles and iguanas accompanied by persons.

2.1.2 Sanitary certificates or related documents are also required when importing non-food products of animal origin, except for game trophies from other EU member states or processed animal products (semi-manufactured).

2.2 Food of animal origin

Sanitary certificates or related documents are required when importing foods of animal origin, including fish and fishery products, into Denmark, except when importing

- food of animal origin, including fish and fishery products, originating in another EU member state of in Norway, the Faeroe Islands or Greenland, and which are accompanied by persons for non-commercial use in the household of the importing person, and
- health marked milk products, other products with a content of milk, dessert in which part of the milk content has been substituted by vegetable oil, preserved milk in which part of the milk content has been substituted by vegetable oil, hen's eggs and honey from other EU member states.

GEN 1.5 Aircraft Instruments, Equipment and Flight Documents

1. General

1.1 Aircraft operating within Danish territory must adhere to the provisions of ICAO Annex 6 and ICAO Regional Supplementary Procedures Document 7030/4.

2. Special Equipment to be Carried

2.1 An operator shall not operate an aircraft in København FIR unless the aircraft radio equipment has the 8.33 KHZ channel spacing capability (see exemptions in ENR 1.8).

3. Basic RNAV Equipment. Requirement for IFR Operations

3.1 All aircraft - other than State aircraft - operating IFR above FL 95 in controlled air space in København FIR and Copenhagen Area shall be equipped with RNAV equipment (RNP5).

3.2 The RNAV equipment must be installed, approved and operated in accordance with the latest edition of the AMC 20-4A Airworthiness Approval and Operational Criteria For the Use of Navigation Systems in European Airspace Designated For Basic RNAV Operations.

3.3 IFR flights without RNAV equipment may take place below FL 95, unless the affected ATS-route is designated for RNAV use only.

3.4 Within the area in the North Sea bounded by 57 00N 0500 E - 5700N 07 00E - 55 00N 07 00E - 55 00N 05 00E - 57 00N 05 00E, there is insufficient coverage from VOR and/or DME facilities to fulfill RNAV (RNP5). Radar service may be expected within this area.

3.5 In Helicopter Routes Basic RNAV or RNAV 1 shall be used when prescribed (see ENR 3.2).

3.6 In case of failure of ground based navigation aids (VOR/DME) or failure of the airborne RNAV system, ATC will, as far as possible, provide navigation assistance on request.

3.7 In case of failure of an airborne RNAV system before departure, individual flights in København FIR and Copenhagen Area, may be exempted by København ACC.

4. Precision RNAV (P-RNAV) Equipment

4.1 For specific operations based on P-RNAV, the aircraft is to be equipped in accordance with the requirements of JAA TGL 10, or equivalent. Operators intending to use the P-RNAV procedures must possess specific operational approval from the appropriate State authority.

5. RVSM Airspace. Requirements

5.1 Except for designated airspace where RVSM transition tasks are carried out, only RVSM approved aircraft and non-RVSM approved State aircraft shall be permitted to operate within the RVSM airspace.

5.2 RVSM approved aircraft are those aircraft for which the operator has obtained an RVSM approval, either from the State in which the operator is based, or from the State in which the aircraft is registered.

5.3 Guidance material on the airworthiness, continued airworthiness and the operational practices and procedures for the EUR RVSM airspace is provided in the Joint Aviation Authorities (JAA) Temporary Guidance Leaflet (TGL) Number 6, Revision 1, and the ICAO EUR Regional Supplementary Procedures (Doc 7030/4-EUR).

5.4 Except for State aircraft, RVSM approval is required for aircraft to operate in the RVSM airspace within København FIR, described in ENR 2.1

Note: The provisions applicable to non-RVSM approved civil operations in the RVSM airspace where RVSM transition tasks are carried out are as specified in the ICAO EUR Regional Supplementary Procedures (Doc 7030/4 - EUR).

6. VFR Flights. SSR Transponder Requirement

6.1 Aircraft performing VFR flights within ATS Airspace Class C and VFR flights at night within Airspace Class D, E and G at and above 3000 ft MSL shall be equipped with SSR-transponder with 4096 codes in mode A/3 and mode C with automatic transmission of pressure altitude information (Ref. ICAO Annex 10).

6.2 Exemption from the requirements mentioned above may for individual flights be granted by the appropriate ATC unit.

For gliding within Copenhagen Area, see also ENR 5.5

7. Guarding of the VHF Emergency Frequency 121.500 MHZ

7.1 Aircraft flying over the North Sea and Skagerrak within København FIR, shall continuously guard the VHF emergency frequency 121.500 MHZ, except for such periods when the aircraft is carrying out communication on other VHF frequencies, or when airborne equipment limitations or cockpit duties do not permit simultaneous guarding of two frequencies.

8. Operation of Non-FM immune State Aircraft VHF COM Recievers (118-137 MHz)

8.1 The compliace date is postponed until new equipment, meeting the operational requirements for 8.33 kHz channel spacing, is installed.

9. VHF VOR/LOC Receivers (108-118 MHz) IFR operations in Denmark

9.1 For En Route Operations:

State aircraft with non-FM interference immune VOR equipment, may operate IFR en route within Copenhagen FIR, Denmark, provided that:

- Equipment are properly identified to the crew as "non-FM interference immune".
- Aircraft are equiped with TACAN.
- Aircraft are suitably equipped and certified in order to meet RNP/5 requirement without the use of VOR, ref. ICAO SUPPS-Doc 7030/EUR/RAC.
- The planned flight will not require use of non-compliant VOR equipment for en route flight to the destination aerodrome or alternative aerodromes.

9.2 For TMA Operations:

State aircraft with non-FM interference immune VOR/ILS equipment, shall restrict their operations in Rønne TMA and TMA´s within Copenhagen FIR to VMC, or, to aerodromes with approved and published procedures for NDB, PAR, Aerodrome Surveillance Radar/ASR or TACAN approach.

10. Special operational requirements for Danish registered aircraft not operating on an AOC

10.1 In addition to the ICAO Annex 6 requirements the Danish Regulation for Civil Aviation BL 1-12 requires the following:

1. "Fasten seat belt while seated" placard in front of each passenger in areroplanes and helicopters.
2. Type of fuel and the amount of usable fuels shall be marked at each refuelling point/station in aeroplanes, helicopters and powered sailplanes.

11. Accommodation of State Aircraft operating without Mode S ELS, Mode S EHS and ADS-B out

11.1 State aircraft that are operating without Mode S ELS, Mode S EHS or ADS-B out for technical or operational reasons, will be accommodated by Danish ANSPs through traditional surveillance methods such as Mode 3/A/C/S. The flight plan shall include in item 18 the indicators SUR/EUADSBX, SUR/EUEHSX, SUR/EUELSX or a combination thereof.

GEN 1.6 Summary of National Regulations and International Agreements/Conventions

1. The Air Navigation Acts, Royal Decrees and Ministerial Orders

(Published in Danish only)

The Air Navigation Act

Act No. 252 of 10 JUN 1960 cf. Consolidation Act No. 769 of 16 AUG 2000.

The Air Navigation Act/Faroe Islands

Royal Decree No. 130 of 3 MAR 1989 as amended by Royal Decree No. 573 of 9 AUG 1990

Regulations for Aerodromes on the Faroe Islands

Ministerial order No. 173 of 13 MAR 1991

Regulations for Aerodromes in Greenland

Ministerial Order No. 708 of 14 AUG 1992

Approach to Military Air Bases

Ministerial Order No. 60 of 28 FEB 1963

Operational Instructions for Scheduled and Non-scheduled Public Air Traffic

Ministerial Order No. 264 of 27 JUN 1966 as amended by Ministerial Order No. 397 of 11 OCT 1967

Transport of Arms, Explosives and Munitions on Civil Aircraft

Ministerial Order No. 527 of 23 JUN 1995

Expiration Test

Ministerial Order No. 92 of 8 MAR 1982 as amended by Ministerial Order No. 27 of 19 JAN 1987

Duty to Notify of Aircraft Accidents and Incidents

Ministerial Order No. 301 of 30 APR 1997

Minimum Liability Insurance Pursuant to Section 130, subsection 1 of the Air Navigation Act and Liability Insurance for Foreign Aircraft

Ministerial Order No. 504 of 27 JUN 1991

Regulations for Aerodromes

Ministerial Order No. 321 of 16 JUN 1985

Concession to Scandinavian Airlines to fly certain Border Crossing Routes (Scheduled Passenger Traffic)

Ministerial Order No. 421 of 31 MAY 1991

Transport of Dangerous Goods by Air

Ministerial Order No. 737 of 17 NOV 1989 and Royal Decree No. 727 of 27 NOV 1989

Insurance Companies Authorized to Write Liability Insurance on Aircraft Pursuant to Section 130 of the Air Navigation Act

Ministerial Order No. 546 of 22 JUN 1994

Corporate Flights

CAA (SLV) Order No. 387 of 29 MAY 2000.

2. Regulations for Civil Aviation (BL)

In connection with the above mentioned Acts, Royal Decrees and Ministerial Orders the Danish Transport Authority makes out detailed regulations called REGULATIONS FOR CIVIL AVIATION (BL).

The implementation of such regulations are not published in "Lovtidende" pursuant to Royal Decree No. 811 of 19 NOV 1998, but in AIC DENMARK.

The regulations are published in Danish and additionally in English if they have an effect on other than national aviation.

The following regulations have been published in English:

BL 1-14 Abatement of Noise from Subsonic Aircraft

BL 3-5 Helicopter Decks on Offshore Installations

BL 3-15 Measures to Safeguard Civil Aviation against Acts of Unlawful Interference (Security)

BL 3-31 Non-Approved Helicopter Landing Areas

BL 3-36 Water Aerodromes for Seaplanes etc.

BL 3-40 Abatement of Noise from Controlled Aerodromes

BL 5-17 Flight and Duty Time Limitations for Scheduled and Non-Scheduled Air Transport

BL 5-23 Operational Regulations for Transiting Sondrestrom FIR by Air

BL 5-24 Operational Regulations for Internal Flights in Greenland

BL 5-40 Duty to Report Aircraft Accidents and incidents.

BL 5-42 General Requirements on Noise Emission in connection with Operation of Subsonic Jet Aeroplanes

BL 6-69 Validation and Conversion of Non-Danish Licence/Rating

BL 6-98 Mutual Acceptance of Non-Danish Licence Issued to Civil Aviation Cockpit Personnel by another EEC Member State or by Finland, Iceland, Norway or Sweden

BL 9-6 Ultra-light Aircraft

BL 9-7 Air Navigation Facility Charges (En Route Charges), Copenhagen FIR, and Tariffs for North Atlantic Flights

BL 9-8 Approach and Aerodrome Control Charge (AACC) at Copenhagen Airports Ltd.

BL 10-1 Charter Flights and Taxi Flights from and to Denmark

BL 10-2 Flights with Foreign State Aircraft

BL 11-1 Airport Regulations for Copenhagen Airport, Kastrup

The regulations can be obtained from the Aeronautical Information Management (for address, see GEN 3.1-1).

3. Other Acts, Royal Decrees and Ministerial Orders

(Published in Danish only)

Measures to be taken against Infectious Disease

Act No. 114 of 21 MAR 1979, Ministerial Order No. 502 of 12 DEC 1979 as amended by Ministerial Order No. 151 of 14 APR 1983

Education of Commercial Pilots

Act No. 354 of 4 JUN 1986, Ministerial Order No. 565 of 24 AUG 1987

Registration of Rights in Aircraft

Cf. Consolidation Act No. 620 of 15 SEP 1986 as amended by Act No. 396 of 13 JUN 1990 and Act No. 1088 of 23 DEC 1992 as amended by Ministerial Order No. 1014 of 14 DEC 1993, Ministerial Order No. 274 of 28 AUG 1964 as amended by Ministerial Order No. 563 of 6 AUG 1990.

Access of Foreign Warships and Military Aircraft to Danish Territory in Times of Peace

Royal Decree No. 224 of 16 APR 1999.

Spreading of Chemical Repellents from Aircraft (Spraying)

Ministerial Order No. 185 of 15 APR 1981 as amended by Ministerial Order No. 298 of 20 MAY 1987

Reporting pursuant to Act of Protection of the Maritime Environment

Ministerial Order No. 573 of 18 JUN 2008

Radio Equipment in Maritime Radio Services and Aeronautical Radio Services

Ministerial Order No. 502 of 17 JUN 1997

Radio Equipment in the Maritime Radio Service and the Aeronautical Radio Service in Greenland

Ministerial Order No. 194 of 15 APR 1993

Radio Equipment in connection with Land Mobile and other Land Based Radio Services

Ministerial Order No. 126 of 18 MAR 1993 as amended by Ministerial Order No. 30 of 14 JAN 1994.

Radio Frequencies

Ministerial Order No. 421 of 6 JUN 2002

Use of Radio Frequencies with a license

Executive Order No. 1006 of 10 OCT 2003.

Use of Radio Frequencies without a license and Radio Amateur Exams and Call Signs etc.

Executive Order No. 1266 of 10 DEC 2004.

Radio Equipment and Telecommunications Terminal Equipement and Electromagnetic Matters

Ministerial Order No. 232 of 5 APR 2000.

Radio Equipment and Telecommunications Terminal Equipement and Electromagnetic Matters

Ministerial Order No. 132 of 4 MAR 2003.

Certificates for Operating Radio Equipment in Aeronautical Radio Services

Ministerial Order No. 872 of 2 OCT 1996

Operation of Radio Equipment in Maritime Radio Services and Aeronautical Radio Services with Individual Licence to Frequency Utilization

Ministerial Order No. 234 of 30 MAR 2000.

Operation of Radio Equipment without Individual Licence to Frequency Utilization

Ministerial Order No. 733 of 18 SEP 1997 as amended by Order No. 648 of 28 AUG 1998

Occupational Medical Examinations accord to the Danish Air Navigation Act

Ministerial Order No. 340 of 28 APR 1997

Customs Clearance etc.

Ministerial Order No. 181 of 10 MAR 1994

Tax on certain Air Travels

Act No. 619 of 30 JUN 1994 as amended by Act No. 449 of 10 JUN 1997, Act No. 566 of 3 AUG 1998 and Act No.834 of 27 NOV 1998

Access to the Ground Handling Market in Danish Airports.

Ministerial Order No. 933 of 9 DEC 1997.

4. International Treaties

Convention on International Civil Aviation (The Chicago Convention)

Convention for the Unification of Certain Rules Relating to International Carriage by Air (The Warsaw Convention)

International Air Services Transit Agreement

Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft

Convention on the International Recognition of Rights in Aircraft

Convention on Offences and Certain Other Acts Committed on Board Aircraft (The Tokyo Convention)

Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague Convention)

International Agreement on the Procedure for the Establishment of Tariffs for Scheduled Air Services

Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (The Montreal Convention)

Agreement with the USA relating to Certificates of Airworthiness for Imported Aircraft

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

1. Annex 1 - Personnel Licensing. (Eleventh Edition)

Chapter 1. Definitions and General Rules concerning Licences

1.1 Denmark defines flight time in accordance with the definition in EU Regulation 1178/2011, including amendments, as follows:

For aeroplanes, touring motor gliders and powered-lift, it means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

For helicopters, it means the total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;

For airships, it means the total time from the moment an airship is released from the mast for the purpose of taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;

For sailplanes, it means the total time from the moment the sailplane commences the ground run in the process of taking off until the moment the sailplane finally comes to a rest at the end of flight;

For balloons, it means the total time from the moment the basket leaves the ground for the purpose of taking off until the moment it finally comes to a rest at the end of the flight.

RMK: Reason for deviation is the obligation to conform with EU regulations.

Chapter 2. Licences and Ratings for Pilots

2.1.5.2 Appendix 3 does not contain any CPL specific UPRT requirements.

2.1.9.2 Denmark allows the holder of a pilot license, when acting as co-pilot or PICUS, to be credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot license, cf. EU Regulation 1178/2011, including amendment

RMK: Reason for deviation is the obligation to conform with EU regulations.

2.1.10 Denmark curtails the privileges of license holders aged 60 years or more in commercial air transport in accordance with EU Regulation 1178/2011, including amendments:

(a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot license who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of multi-pilot crew.

(b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.

RMK: Reason for deviation is the obligation to conform with EU regulations.

2.3.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

2.7.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

2.12.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

2.13.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

Chapter 3. Licenses for flight crew members and other licenses for pilots

3.2 Denmark does not issue Flight Navigator licenses.

Chapter 5. Specifications for Personnel Licences

5.1.1 Denmark follows the specifications for personnel licenses as described in EU Regulation 290/2012

RMK: Reason for deviation is the obligation to conform with EU regulations.

2. Annex 2 - Rules of the Air. (Tenth Edition)

(The numbers given in brackets after the text refer to the Danish Civil Aviation Regulations - BL -concerning the Rules of the Air).

Chapter 1. Definitions

The amendment of the definitions in amendment 48 will not be implemented at the applicability date.

RMK: To be implemented in Denmark (EUR-Region) under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

Chapter 2. Applicability of the Rules of the Air

2.5 Additional rule.

§ 50. No person may perform or attempt to perform duty on board an aircraft in any of the positions mentioned in § 35 if being under the influence of intoxicating liquor to such an extent that he is unable to perform his duties in a fully safe way, or if he has an alcohol concentration in his blood of 0.20 per thousand or more.

(2) Neither may any person perform or attempt to perform duty on board an aircraft in any of the positions mentioned in § 35 if, on account of illness, impairment, strain, lack of sleep, or being under the influence of narcotics or drugs or for similar causes, he is in such a state that he is unable to perform his duties on board an aircraft in a fully safe way.

(3) It is prohibited to let anyone perform duties on board an aircraft when the person in question is under influence as mentioned in subsection (1), or is in a state as mentioned in subsection (2).

(4) When meting out punishment, it shall be considered as aggravating circumstances if a person being in a state as mentioned in subsections (1) and (2) performs or attempts to perform duties on board an aircraft carrying persons for commercial reasons.

(5) If an employer or other superior shares the responsibility for a person's performing or attempting to perform duties on board an aircraft in a state as mentioned in subsections (1) and (2), the employer or the superior shall be punished as well.

(6) If a person who has been drinking alcoholic liquors in a public house where the innkeeper or his assistant knows or has reason to believe that the person in question is going to perform duties on board an aircraft, has been or will be influenced as mentioned in subsection 1 due to his drinking alcoholic liquors, the innkeeper or his assistant shall do their outmost, if necessary by calling the Police, to prevent him from performing or attempting to perform such duties in such condition.

(7) In order to demonstrate a possible violation of subsection (1), the Police may at any time require a person covered by subsection (1) to make an exhalation test.

(8) The Police may present a person to have taken specimens of blood and urine if there is reason to believe that he has violated the provisions in subsections (1) or (2), or if he refuses or is in no condition to make an exhalation test. If special conditions call for it, the Police may also present the person in question for examination by a doctor.

(9) The Minister of Transport may lay down regulations after negotiation with the Minister of Justice on the tests and examinations mentioned in subsections (7) and (8).

(BL 7-1 para 3.4).

Chapter 3. General Rules

3.2.2 Right-of-way.

ICAO Annex 2, Chapter 3, paragraph 3.2.2 is in the Danish provision (EUR-Region) supplemented by a new provision, immediately following the introductory provision of paragraph 3.2.2. The new provision goes:

"An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.".

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SE-RA.3210(b).

3.2.2.4 Overtaking.

The equivalent provision in Denmark (EUR-Region) is supplemented by a new provision regarding sailplanes overtaking:

"A sailplane overtaking another sailplane may alter its course to the right or to the left."

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i)

3.2.3.2 (b) Lights to be displayed by aircraft

ICAO Annex 2, Chapter 3, Paragraph 3.2.3.2(b) is in the Danish provision (EUR-Region) supplemented by the words "as far as practicable." The paragraph equivalent with paragraph 3.2.3.2 (b) goes (added text is under-lined):

"unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable."

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.3215(b)(2).

3.2.5 c) The equivalent provisions in Denmark (EUR-Region) begin with the words "except for balloons" to specify that the said sub-paragraphs do not apply to balloons (added text underlined):

"(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.3225.

3.2.5 d) The equivalent provisions in Denmark (EUR-Region) begin with the words "except for balloons" to specify that the said sub-paragraphs do not apply to balloons (added text underlined):

"(d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable."
RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.3225.

3.3.1 Submission of a flight plan

3.3.1.2 A flight plan shall be submitted prior to operating:

The equivalent provision in Denmark (EUR-Region) is supplemented by the words "unless otherwise prescribed by the States concerned." (added text underlined):

"any flight across international borders, unless otherwise prescribed by the States concerned."

The provision in Denmark (EUR-Region) is also supplemented by a new sub-paragraph requiring a flight plan to be submitted prior to operating:

"any flight planned to operate at night, if leaving the vicinity of an aerodrome"

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.4001(b).

3.3.1.3 The standard in amendment 48 will not be implemented at the applicability date (28 November 2024).

RMK: To be implemented in Denmark (EUR-region)under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

3.6.5.2.1 a) Communication failure procedures

Commission Regulation (EU) No 923/2012, point SERA.14083(c)(6) requires IFR flights to set Mode A Code 7601 in order to inform the ATS unit about their intention to continue to fly in VMC and land at the nearest suitable aerodrome.

3.6.5.2.2 b) Communication failure procedures

Commission Regulation (EU) No 923/2012, point SERA.14083 requires a common time parameter of 20 minutes to be observed for both procedural and surveillance environment before adapting the speed and vertical profile in accordance with the filed flight plan, as amended by the modification and delay messages.

3.8 and appendix 2. The words 'in distress' of Chapter 3 Part 3.8, are not included in the equivalent regulation in Denmark (EUR-Region), thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in the equivalent regulation in Denmark (EUR-Region).

RMK: Reference to Commission Regulation (EU) No 923/2012.

Chapter 4. Visual Flight Rules

4.6 (b) Minimum heights.

The equivalent provision in Denmark (EUR-Region) is supplemented by the words "above the highest obstacle within a radius of 150 m (500 ft) from the aircraft", thereby introducing the obstacle clearance criteria into the provision. The full paragraph goes (added text underlined):

"Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:

(1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;

(2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.".
RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.5005.

PANS ATM, PANS-ATM (Doc 4444). Procedures for Air Navigation Services - Air Traffic Management. (16th Edition, incl. amendment 11)

Aerodrome Control Service

4.12.7 Forwarding of braking action information

Commission Regulation (EU) No 923/2012, point SERA.12020(b) accommodates Global Reporting Format (GRF) for reporting of runway surface conditions and still facilitates the forwarding of special air-reports by ATS units to aerodrome operators. The difference to ICAO PANS-ATM point 4.12.7 is that the text in SERA.12020 point (b) does not refer to braking action reported but to the runway condition report.

Para 5.8 (Wake Turbulence minima)

In addition to Doc 4444 para 5.8 the following should be observed: Boeing 757 is categorized as a Wake Turbulence category Medium aircraft. However, operational experience indicates that the Boeing 757 creates more severe vortices than originally expected. Consequently, Danish ATC-units will apply separation to aircraft following or passing behind a Boeing 757 as if the Boeing 757 was categorized Heavy.

Issuing Wake Turbulence cautions to aircraft following or passing behind a Boeing 757 ATS will indicate that the preceding aircraft is a Boeing 757.

8.5.3.3 Operation of SSR transponders

Commission Regulation (EU) No 923/2012, point SERA.13015(a) allows the competent authority to approve other than the aircraft registration as aircraft identification for flights without a flight plan.

3. Annex 3 - Meteorological Service for International Air Navigation. (Twentieth Edition)

5.5 Special aircraft observations

The equivalent provision in Denmark (EUR-Region) is supplemented by a new provision:

"(b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed."

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.12005.
Note: Denmark has presently not prescribed other conditions which shall be reported by all aircraft when encountered or observed.

4. Annex 4 - Aeronautical Charts. (Eleventh Edition)

NIL

5. Annex 5 - Units of Measurement to be Used in Air and Ground Operations. (Fifth Edition)

Chapter 3. Standard Application of Units of Measurement

3.3 (Table 3-4) Chapter 3

Ref. No.	Quantity	Unit used by Denmark
1.1	altitude	ft
1.3	distance (long)	nm
1.5	elevation	ft
1.7	height	ft
4.1	airspeed	kt
4.7	ground speed	kt
4.15	vertical speed	ft/min
4.16	wind speed	kt

6. Annex 6 - Operation of Aircraft

Part I
International Commercial Air Transport - Aeroplanes. (Ninth Edition)

4.4.2 Not implemented yet.
RMK: Rulemaking necessary. RMT.0296 in progress.

4.4.11 Not implemented yet.
RMK: Rulemaking necessary. RMT.0296 in progress.

5.2 Not implemented yet.
RMK: Rulemaking necessary. RMT.0296 in progress.

6.3.5 Regulation 965/2012 does not require a means to recover flight recorder data "in a timely manner".
RMK: An assessment is needed on aligning the air operation rules with 6.3.5.

7.1 Not implemented.
RMK: Rulemaking necessary.

7.2.4 Regulation 965/2012 requires a specific approval for RNP AR APCH and RNP 0.3.
Furthermore, the European rule requires a procedure - specific approval for private procedures, non-standard public procedures and whenever required in the AIP or by the competent authority.

7.3 Not implemented yet.
RMK: Rulemaking necessary.

7.4 Not implemented yet.
RMK: Rulemaking necessary.

Annex 6 - Operation of Aircraft
Part II
International General Aviation - Aeroplanes. (Seventh Edition)

2.2.4 New Recommendation on runway condition assessment and reporting.
RMK: Rulemaking necessary. RMT.0296 in progress.

2.5 Regulation 965/2012 requires a specific approval for RNP AR APCH and RNP 0.3.
Furthermore, the European rule requires a procedure - specific approval for private procedures, non-standard public procedures and whenever required in the AIP or by the competent authority.

2.5.1 Not implemented.
RMK: Rulemaking necessary.

2.5.3 Not implemented.
RMK: Rulemaking necessary.

3.4 Not implemented.
RMK: Rulemaking necessary. RMT.0296 in progress.

3.5 Not implemented.
RMK: Rulemaking necessary. RMT.0296 in progress.

3.7 Not implemented.
RMK: Rulemaking necessary.

Annex 6 - Operation of Aircraft
Part III
International Operations - Helicopters. (Seventh Edition)

Section I - General

NIL

Section II - International Commercial Air Transport

1.1.8 This is not required in European rules yet.
RMK: Considered for future rulemaking.

5.1 Not implemented.
RMK: Rulemaking necessary.

5.2 Regulation 965/2012 requires a specific approval for RNP AR APCH and RNP 0.3.
Furthermore, the European rule requires a procedure - specific approval for private procedures, non-standard public procedures and whenever required in the AIP or by the competent authority.

5.3 Not implemented.
RMK: Rulemaking necessary.

5.5 Not implemented.
RMK: Rulemaking necessary. CAT.IDE.A.355 deals with this, but there is no equivalent rule for helicopter operations.

Section III - International General Aviation

5.1 Not implemented.
RMK: Rulemaking necessary.

5.2 Regulation 965/2012 requires a specific approval for RNP AR APCH and RNP 0.3.
Furthermore, the European rule requires a procedure - specific approval for private procedures, non-standard public procedures and whenever required in the AIP or by the competent authority.

5.3 Not implemented.
RMK: Rulemaking necessary.

Annex 6 - Operation of Aircraft
Part IV
International Operations - Remotely Piloted Aircraft Systems (First Edition)

Differences will exist on 26 November 2026 between the applicable legislation in the Kingdom of Denmark and the provisions of Annex 6, Part IV, as described below and as described in still applicable notifications in connection with earlier amendments. EU does not expect to propose regulation before 2025 and does not expect to have the regulation ready as of November 26th 2026.

Part IV is not expected to be implemented before EU has implemented part IV. EU has not been able to give details on any differences in the rules when they are implemented.

7. Annex 7 - Aircraft Nationality and Registration Marks. (Sixth Edition)

On Helicopters, the Registration Marks must also be placed on the underside of the fuselage across the line of symmetry, with the top part of the letters facing the fuselage front end.

8. Annex 8 - Airworthiness of Aircraft. (Eleventh Edition)

NIL

9. Annex 9 - Facilitation. (Thirteenth Edition)

(Recommended practices are marked with an asterisk)

Chapter 2. Entry and Departure of Aircraft

2.9 The EU legislation requires gross weight and nature of goods to be declared.

2.9.1* The EU legislation requires gross weight and nature of goods to be declared.

2.10 A written customs declaration which is a combination of the general declaration and a list of the goods is required. The declarations cover those goods which remain on board the aircraft.

Chapter 3. Entry and Departure of Persons and their baggage

3.5.7* Children above the age of 15 are required to have a separate passport.

3.8.1* Visa to Denmark is not issued in machine readable form.

3.8.2 Normally, applicants for entrance visas must make a personal appearance at a consulate.

3.8.3 Entry visas are normally issued for not more than three months on a trip-by-trip basis.

3.8.6* Re-entry visas are necessary for residents who do not possess a document proving their residence entitlement in Denmark (residence permit).

3.9* The Inter-Nordic passport control area comprising Denmark, Finland, Iceland, Norway and Sweden, requires visitors who hold entry visas to complete a special disembarkation card, which differs from the ICAO format. Persons who do not need entry visas are not required to fill out disembarkation cards.

3.39* Any person who brings a foreign national into Denmark would be liable to pay a fine if the foreigner in question has no proof of identity and visa to enter Denmark. The negligence or absence thereof of the person who brings in the foreign national has no relevance (Danish Aliens Act).

Chapter 4. Entry and Departure of Cargo and other Articles.

4.9* The European Union recognizes unaccompanied baggage

as cargo which requires a transport letter.

4.19 The EU member states require separate documents.

4.48* Not all the equipment referred to is admitted under the exemption from customs duties and taxes.

4.56 b) and c) Unaccompanied baggage is classified and regarded as cargo and is physically handled in goods areas, which are different from those areas reserved for passenger baggage.

Chapter 5. Traffic Passing through the Territory of a Contracting State.

5.2 Transit visas may be required from nationals of certain countries.

5.4 While transit visas may be required from nationals of certain countries, transit cargo may require a document specifying in particular the identity of the packages, the aircraft and nature, gross weight and place of loading of the goods.

5.4.1 A transit visa is required prior to the arrival in the country from transit passengers obliged to possess a visa.

5.5 The EU customs legislation requires that goods brought into a customs territory of the Union shall be subject to customs supervision and may also be subject to checking by the customs authority concerned.

5.8* Passengers who transfer from one international airport to another cannot always be exempted from control.

Chapter 6. International Airports - Facilities and Services for Traffic.

6.5* The EU customs legislation states that duties and other taxes may be paid either in cash or by guaranteed and certified bank cheque.

6.29* Although customs clearance is expedited and accomplished as soon as possible, there is no guarantee that clearance could be accomplished in the specified time.

6.39* Duty-free goods are sold for export and therefore duty-free shops have to be established at specified places.

6.51* Off-airport bonded warehouses (transit sheds) are allowed only where customs resources are available.

Chapter 8. Other Facilitation Provisions

8.19 There is no national air transport facilitation committee in Denmark.

The co-ordination of facilitation activities between relevant departments, agencies, organizations, airports and airport operators is done by the Civil Aviation Administration, Denmark.

10. Annex 10 - Aeronautical Telecommunications Volume I Radio Navigation Aids. (Eighth Edition)

Chapter 3. Specifications for Radio Navigation Aids

3.1.5.1.2.1 A small number of glide paths will, for operational reasons, be retained with a glide path angle of 2.75°.

3.1.7.6.2.1 The middle markers are not located at standard distances, but are preferably located where the glide path height is 300 FT +/- 20 FT above THR-level.

3.7.1 Definitions, Galileo. The definition differs from the applicable definition in Denmark: Galileo. Satellite navigation system operated by the European Union and its Member States.

RMK: The specifications of the GALILEO system are applicable to the Member States of the European Union, which therefore must be seen, with regard to the ICAO legal framework, as providers of the GALILEO system.

Other provisions of Amendment 93 to Annex 10, Volume I, with the exception of those provisions which are specific to the provision of the GPS, GLONASS and BDS systems. Point CNS.TR.100(a) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume I in its 6th edition of July 2006, including all amendments up to and including No 89. In particular, Galileo services shall not be considered as operational as long as they have not been declared as such to ICAO.

RMK: The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume I up to and including Amendment 93 are planned under rulemaking task (RMT) of EASA with the reference of RMT.0719. (Regular update of ATM/ANS rules) and should be ready for publication around Q2 2024. The final adoption date not known yet.

Annex 10 - Aeronautical Telecommunications Volume II Communication Procedures. (Seventh Edition)

Chapter 1. Definitions

The amendment of the definitions in Amendment 93 will not be implemented at the applicability date (28 November 2024).

RMK; To be implemented in Denmark (EUR-Region) under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

Chapter 3. General Procedures for the International Aeronautical Telecommunication Service

3.9 Globally unique flight identifier (GUFI)
The new section 3.9 will not be implemented at the applicability date (28 November 2024).

RMK: To be implemented in Denmark (EUR-Region) under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

Chapter 5. Transmission of numbers.

5.2.1.4.1 The equivalent provision in Denmark (EUR-Region) differs as follows (deleted text striked through):

Transmission of numbers in radiotelephony

(a) Transmission of numbers

(1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately.

(i) Flight levels shall be transmitted by pronouncing each digit separately, except for the case of flight levels in whole hundreds ~~which shall be transmitted by pronouncing the digit of the whole hundred followed by the word HUNDRED~~.

(ii) The altimeter setting shall be transmitted by pronouncing each digit separately, except for the case of a setting of 1 000 hPa, which shall be transmitted as 'ONE THOUSAND'.

(iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'.

(2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word 'HUNDRED' or 'THOUSAND', as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word 'THOUSAND', followed by the number of hundreds followed by the word 'HUNDRED'.

(3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.

(4) When providing information regarding the relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as 'TEN O'CLOCK' or 'ELEVEN O'CLOCK'.

(5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence, indicated by the word 'DECIMAL'.

(6) All six digits of the numerical designator shall be used to identify the transmitting channel in very high frequency (VHF) radiotelephony communications, except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.14035

Chapter 5. Radiotelephony procedures

5.2.1.7.3.2.3 b) 2) The equivalent provision in Denmark (EUR-Region) requires amongst others that reply to initial calls shall use the call sign of the station calling, followed by the call sign of the station answering, except that for transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted. The paragraph goes (added text underlined):

The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorized by the competent authority.

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.14055

Annex 10 - Aeronautical Telecommunications Volume III. (Second Edition)

Table 5-24

The amendment of the table in amendment 92 will not be implemented at the applicability date. (28 November 2024).

Appendix to Chapter 9

The amendment of the appendix in amendment 92 will not be implemented at the applicability date. (28 November 2024).

Part I - Digital Data Communication Systems

NIL

Part II - Voice Communication Systems

NIL

Annex 10 - Aeronautical Telecommunications Volume IV Surveillance Radar and Collision Avoidance Systems. (Fifth Edition)

NIL

Annex 10 - Aeronautical Telecommunications Volume V Aeronautical Radio Frequency Spectrum Utilization. (Third Edition)

NIL

11. Annex 11 - Annex 11 - Air Traffic Services. (15th Edition, incl. amendment 52)

Chapter 1. Definitions

The amendment of the definitions in Amendment 53 will not be implemented at the applicability date (28 November 2024).

RMK; To be implemented in Denmark (EUR-Region under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

Chapter 2. General

2.26.5 The equivalent provision in Denmark (EUR-Region) differs by stating that (added text underlined and deleted text striked through).

'Time checks shall be given at least to the nearest ~~half~~ minute'.

RMK: Reference to Regulation (EU) No 923/201, paragraph SERA.3401(d)(1).
However, in practice at the ATS Units in Denmark the ICAO standard is also applied as they are instructed to give time checks to the nearest half minute.

2.6.1 The Implementing Regulation (EU) No 923/2012, applied by Denmark (EUR-Region) as of 4 December 2014, introduces a general exemption possibility as for airspace classes C, D, E, F and G which allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.6001.

Chapter 3. Air Traffic Control Service

Denmark (EUR-Region) introduces a new provision regarding special VFR in control zones. The provision in its entirety goes:

Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:

(a) such flights may be conducted during day only, unless otherwise permitted by the competent authority;

(b) by the pilot:

(1) clear of cloud and with the surface in sight;

(2) the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m;

(3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and

(c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

(1) the ground visibility is less than 1 500 m or, for helicopters, less than 800 m;

(2) the ceiling is less than 180 m (600 ft).

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.5010.

3.3.4 The equivalent provision in Denmark (EUR-Region) goes (added text underlined):

"Clearances issued by air traffic control units shall provide separation:

(1) between all flights in air-space Classes A and B;

(2) between IFR flights in air-space Classes C, D and E;

(3) between IFR flights and VFR flights in airspace Class C;

(4) between IFR flights and special VFR flights;

(5) between special VFR flights unless otherwise prescribed by the competent authority;

except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 m (10 000 ft) during climb or descent, during day in visual meteorological conditions.

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.8005 (b).

3.7.3.1 The equivalent provision in Denmark (EUR-Region) requires amongst others a read back by the pilot for newly assigned communication channels. The paragraph goes (added text underlined):

(e) Read-back of clearances and safety-related information

(1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:

(i) ATC route clearances;

(ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway;

(iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and

(iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.8015 (e) (1).

3.7.3.1.1. The equivalent provision in Denmark (EUR-Region) requires that besides conditional clearances also taxi instructions shall be read back. The paragraph goes (added text underlined):

Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

RMK: Reference to Commission Regulation (EU) No 923/2012,

paragraph SERA.8015 (e)(2).

Chapter 4. Flight Information Service

In addition to para. 4.2.2 b) the following provisions, concerning traffic information have been established:

In Airspace Class D: Traffic information may be omitted, provided it is certain, that the aircraft pass each other with a vertical distance of 500 FT or more.

In Airspace Class E: Traffic information is mainly based on radar information, derived from SSR-replies.

In airspace Class G: Traffic information is given only as far as practical.

ATS Airspace Classification
ATS Airspace classification is in accordance with Commission Regulation (EU) No 923/2012. However it should be noted:

- that airspace class A, B and F is not used.
- that a lower flight visibility in airspace class G has been established in pursuance of Commission Regulation (EU) No 923/2012.

Note 1: The ATS Airspace Classifications are given in table form in ENR 1.4.

4.3.7 - 4.3.9 Automatic Terminal Information Service (ATIS)

Commission Regulation (EU) No 923/2012, subpoints (b)(8), (c)(8) and (d)(7) of point SERA.9010 does not limit the reportable surface conditions to the significant ones and does not contain the requirement of providing information on braking action as a result of implementing the ICAO Global Reporting Format (GRF) in order to avoid the provision of contradicting information to the pilot.

Chapter 5. Alerting Service

5.1 Application

5.1.3 The amendment in amendment 53 will not be implemented at the applicability date (28 November 2024).

5.2 Notification of rescue coordination centres

5.2.1 b) 3). The amendment in amendment 53 will not be implemented at the applicability date (28 November 2024).

12. Annex 12 - Search and Rescue. (Eighth Edition)

NIL

13. Annex 13 - Aircraft Accident and Incident Investigation. (Tenth Edition)

NIL

14. Annex 14 - Aerodromes. Volume I Aerodrome Design and Operations. (Sixth Edition)

1.1 Definitions

Amendment 13 A: For all aerodromes approved under ICAO rules the definitions are partly implemented. Not implemented for major aerodromes approved under EASA rules (CS), but implemented for all small ICAO approved aerodromes in Denmark.
Amendment 13 B: Not presently implemented in Denmark, but will be implemented in 2020 in connection with amendment of CS (EASA certification specification).

2.5 Aerodrome dimensions and related information

2.5.1 b), Arresting system, is partially implemented for all aerodromes approved under ICAO rules. Not implemented for major aerodromes approved under EASA rules (CS).

2.9 Condition of the movement area and related facilities

Not presently implemented in Denmark, but will be implemented in 2020 in connection with amendment of CS (EASA certification specification).

3.4 Runway strips

3.4.6, 3.4.11 and 3.4.16 Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

3.9 Taxiways

3.9.3 Taxiway curve clearance for straight and curved portions of code C taxiways. Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

3.11 Taxiway strips

3.11.3 and 3.11.6 Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

3.12 Holding bays, runways-holding positions, intermediate holding positions and road holding positions

Clearance distance on aircraft stands. Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

5.3 Lights

5.3.5 Visual approach slope indicator systems.

5.3.5.2 Location criteria for PAPI obstacle protection surface and 5.3.5.45, table 5-3, dimension and slope of the obstacle protection surface. Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

6.2 Marking and/or lighting of objects

6.2.4 Recommendation on marking and lighting of wind turbines over the height of 150 M not implemented in Denmark. National rules on marking and/or lighting of wind turbines are contained in BL 3-11.

Table 6-1. Danish regulations do not strictly follow Table 6-1. National standards have been issued instead (BL 3-10 and 3-11).

9.1 Aerodrome emergency planning

9.1.13 a) Full-scale aerodrome emergency exercise. Partially implemented for aerodromes approved under EASA rules (CS), not implemented for all other aerodromes (this means exercises every 4 years for ICAO approved aerodromes).

9.12 Autonomous runway incursion warning system

Autonomous runway incursion system ARIWS, including runway entrance lights (5.3.30.1) and take-off hold lights, THL (5.3.30.3) and Attachment A, Section 21, Guidance material on ARIWS. Not implemented in Denmark, but will be partially implemented for some aerodromes when EASA CS 4 amendment comes into force in October 2017. For all other aerodromes this system will not be imposed for the time being.

10.2 Pavements

Amendment 13 A: Pavements prevention and installation of devices for FOD. Not implemented in Denmark, but will be partially implemented for some aerodromes when EASA CS 4 amendment comes into force in October 2017.
Amendment 13 B: Not presently implemented in Denmark, but will be implemented in 2020 in connection with amendment of CS (EASA certification specification).

10.3 Removal of contaminants

Not presently implemented in Denmark, but will be implemented in 2020 in connection with amendment of CS (EASA certification specification).

Appendix 1. Colours for aeronautical ground lights, markings, signs and panels

Flashing characteristics and colour specifications for LEDs; clarification on light intensity distribution. Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

Appendix 2. Aeronautical ground light characteristics

Partial implementation. Only valid for all new modifications/projects at

Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

Attachment A. Guidance material supplementary to Annex 14, Volume I

5. Runway surface evenness

Not implemented in Denmark, but will be partially implemented for some aerodromes when EASA CS 4 amendment comes into force in October 2017.

22. Taxiway design guidance for minimizing the potential for runway incursions

Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

23. Aerodrome mapping data

Not implemented in Denmark, but will be partially implemented for some aerodromes when EASA CS 4 amendment comes into force in October 2017.

14. Annex 14 - Aerodromes. Volume II Heliports. (Fourth Edition)

3.3 Helidecks

3.3.11 Obstacles can exceed a height of 25 CM above deck level in the 150° obstacle free sector according to Danish regulations, BL 3-5. The height can be 0.05 x D-value for all helideck and all D values.

RMK: According to Danish Regulations for Civil Aviation (BL) 3-5, TLOF always equals FATO.

3.3.13 Obstacles exceeding the height of 5 CM above deck level cannot be declared if TLOF is 1 x D as the Danish regulations do not allow any differences between FATO and TLOF, and the maximum height in the perimeter light zone is always only 25 CM.

RMK: According to Danish Regulations for Civil Aviation (BL) 3-5, TLOF always equals FATO.

3.3.15 Objects in the 150° obstacle free zone on the borderline to FATO may exceed 5 CM as the Danish regulations BL 3-5 permit that the maximum height in the perimeter lights zone is 25 CM.

RMK: According to Danish Regulations for Civil Aviation (BL) 3-5, TLOF always equals FATO.

3.4 Shipboard heliports

3.4.8 b) Shipboard limited heading operation touch down concept according to figure 3-7 is not implemented in Denmark.

4.1 Obstacle limitation surfaces and sectors

Specific gradient between performance classes 1, 2 and 3 and length of segments in Table 4-1 are not implemented in Danish regulations.

4.1.13 Take-off climb surface not implemented in Danish regulations.

4.2 Obstacle limitation requirements

4.2.1 Obstacle limitation surfaces and associated Table A2-2 with data for his are not implemented in Danish regulations as instrument approaches are not allowed for Danish off-shore helideck installations.

5.2 Markings and markers

5.2.10.5 Yellow circle inner radius always has the value 0.5 x D value, the line at least 1 M wide for all D values on all helidecks, but no offset of aiming circle if the D value is 16 M or below. (Offset of aiming circle fully allowed up to 10% for all helidecks with a D value above 16 M.)

15. Annex 15 - Aeronautical Information Services. (Sixteenth Edition)

Chapter 1. General

1.2.2.4 Reference to the geoid undulation is not yet available

Chapter 3. Aeronautical information management

3.3.3 The integrity of aeronautical data is not maintained

Chapter 4. Aeronautical Information Publications (AIP)

4.2.9.1 Regular intervals are not specified in the AIP.

4.3.7 As a consequence of the deviation to provision 4.2.9.1, a NIL notification is not issued.

4.4.6 A monthly checklist of NOTAMs is issued via AFS. A separate list of the latest issued elements of the Integrated AIP and a checklist of valid AIP SUPs is issued via AFS.

Chapter 5. NOTAM

5.1.1.4 On activation of permanently established Danger Areas as published in AIP DENMARK, a seven days` notice is not given. Information about actual activities in such areas within København FIR may be obtained from ACC København and at certain aerodromes from 1700 UTC the day before the activity takes place. These aerodromes are listed in AIP Denmark and VFG Denmark, ENR 5.1.

5.2.13.3 A printed plain language summary of NOTAM is not produced.

Chapter 7. Aeronautical Information Circulars (AIC)

7.1.1.2 The seasonal information on snow plan is not published in an AIC.

Chapter 8. Pre-flight and Post-flight Information

8.1.3 Plain language pre-flight information bulletins (PIB) are not produced for Greenland and the Faeroe Islands.

Chapter 10. Electronic Terrain and Obstacle Data

The requirements to electronic terrain and obstacle data are not maintained.

Appendix 1

ENR 3.1, 3) Minimum Flight Altitudes have not been established for Greenland. However, Minimum Obstacle Clearance Altitudes (MOCA) have been established for certain ATS routes to ensure at least 2000 FT vertical clearance above the highest obstacle within 22 NM on each side of the centre line of the ATS route.

16. Annex 16 - Environmental Protection, Volume I Aircraft Noise. (Sixth Edition)

NIL

Annex 16 - Environmental Protection, Volume II Aircraft Engine Emissions. (Third Edition)

NIL

17. Annex 17 - Security. (Ninth Edition)

NIL

18. Annex 18 - The Safe Transport of Dangerous Goods by Air. (Fourth Edition)

NIL

Doc 9284-AN/905 TI - Technical Instructions for the Safe Transport of Dangerous Goods by Air

10.3.7.2, 10.5.11, 10.5.14, 10.10.2 and Appendix A

National legislation in Denmark specifies that aircraft in the territory over Denmark and Greenland must not without prior permission from the Danish CAA carry weapons, explosives, war equipment or munitions. Explosives classified as Class 1.4S according to ICAO-TI can be carried without prior permission if they are packed and labeled in accordance with the current edition of ICAO-TI. Explosives must be transported in the cargo hold of the
aircraft.

Written applications must be forwarded to:

OFP@trafikstyrelsen.dk

Applications must be received by the Danish CAA five working days before the actual flight.

19. Annex 19 - Safety Management (First Edition)

NIL

20. Data not fully compliant with data quality requirements of Commission Regulation (EU) no 2017/373

Several data items are not compliant with the given regulation - details can be found online via aim.naviair.dk

GEN 2 TABLES AND CODES

GEN 2.1 Measuring System, Aircraft Markings, Holidays

1. Units of Measurements

The following table of units will be used by aeronautical stations within København FIR and on the Island of Bornholm for air/ground communications.

Measurement of	Units Used
Distance used in navigation, position reporting, etc. generally in excess of 2 to 3 nautical miles	Nautical Miles and tenths thereof
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking-off	Degrees Magnetic
Wind direction except for landing and taking-off	Degrees True
Visibility including runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius (Centigrade)
Weight	Metric Tons or Kilogrammes
Time (UTC)	Hours and Minutes, the day of 24 hours beginning at midnight

2. Time System

2.1 Coordinated Universal Time (UTC) is used by the Air Navigation Services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 12:41.

2.2 In the AIP and associated publications, the "summer period" will indicate that part of the year in which "daylight saving time" is in force. The other part of the year will be named the "winter period"

Local time in Denmark is UTC + 1 hour.

Daylight saving time is UTC + 2 hour.

2.3 The "summer period" will begin each year on the last Sunday in March at 0100 UTC and will cease on the last Sunday in October at 0100 UTC.

Times applicable during the "summer period" are shown in brackets.

3. Geodetic Reference Datum

3.1 Surveyed geographical coordinates are surveyed with reference to the European Terrestial Reference Frame (ETRF 89) and published as being World Geographic System 84 coordinates (WGS 84).

3.2 Calculated and declared points are referenced to the WGS 84 system.

3.3 An asterisk (*) is used to identify such coordinates which have been transformed into the WGS 84 system, but where the accuracy of the field work does not meet the requirements in ICAO Annex 11, Chapter 2, and ICAO Annex 14, Volumes I and II, Chapter 2.

4. Aircraft Nationality/Registration Marks

4.1 The nationality mark for aircraft registered in Denmark is the letters "OY". The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. "OY-ABC".

5. Public Holidays

New Years Day	(1 JAN)
Maundy Thursday	(THU before Easter)
Good Friday	(FRI before Easter)
Easter Monday	(MON after Easter)
Ascension Day	(6th THU after Easter)
Whit Monday	(MON after Whit Sunday)
Christmas	(25 DEC)
Boxing Day	(26 DEC)

Note: Some administrative services, banks and alike may be closed on the following days:

Labour Day	*(1 MAY)*
Constitution Day	*(5 JUN)*
Day of Christmas Eve	*(24 DEC)*
Day of New Years Eve	*(31 DEC)*
FRI after Ascension Day	*(6th FRI after Easter)*

GEN 2.2 Abbreviations used in AIS Publications

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400

1. Abbreviations used in AIS Publications

A

A *	ATS airspace classification (see ENR 1.4)
AAL	Above aerodrome level
ABM	Abeam
ABN	Aerodrome beacon
ACARS	Aircraft communication addressing and reporting system
ACAS	Airborne collision avoidance system
ACC	Area control centre *or* area control
ACFT	Aircraft
ACL	Altimeter check location
ACN	Aircraft classification number
AD	Aerodrome
ADC	Aerodrome chart
ADIZ	Air defence identification zone
ADO	Aerodrome office *(AD service)*
AFIS	Aerodrome flight information service
AFS	Aeronautical fixed service
AFTN	Aeronautical fixed telecommunication network
A/G *	Air-to-ground station. An aeronautical telecommunication station having primary responsibility for handling communications with aircraft in a given area
AGL	Above ground level
AIC	Aeronautical Information circular
AIM	Aeronautical information management
AIP	Aeronautical Information publication
AIRAC	Aeronautical Information regulation and control
AIS	Aeronautical Information services
AIS-C *	Aeronautical Information Service Centre
ALA	Alighting area
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate *or* alternating *(light alternates in colour)*
ALTN	Alternate *(aerodrome)*
AMC *	Airspace Management Cell
AMDT	Amendment *(AIP amendment)*
AMHS	Air Traffic Services Message Handling System
AMSL	Above mean sea level
ANC	Aeronautical chart - 1:500 000 *(followed by name/title)*
ANSP	Air navigation service providers
AO	Aircraft operator
AOC	Aerodrome obstacle chart *(followed by type and name/title)*
APAPI	Abbreviated precision approach path indicator
APCH	Approach
APDC	Aircraft parking/docking chart *(followed by name/title)*
APIS *	Aircraft Parking and Information System
APP	Approach control office *or* approach control *or* approach control service
APR	April
APRX	Approximate *or* approximately
APU	Auxiliary power unit
APV	Approach procedure with vertical guidance
ARC	Area chart
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARR	Arrive or arrival
ASDA	Accelerate-stop distance available
ASM *	Airspace Management
ASPH	Asphalt
ATA	Actual time of arrival
ATC	Air traffic control *(in general)*
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATO *	Approved training organisation
ATS	Air traffic services
ATTN	Attention
AUG	August
AUW	All up weight
AVASIS *	Abbreviated VASIS
AVBL	Available *or* availability
AVGAS	Aviation gasoline

B

B *	ATS airspace classification (see ENR 1.4)
B	Blue
BA	Braking action
BCN	Beacon *(aeronautical ground light)*
BCST	Broadcast
BDRY	Boundary
BL *	Regulations for Civil Aviation, Denmark
BLDG	Building
BLW	Below
B-RNAV	Basic area navigation
BRG	Bearing
BS	Commercial broadcasting station
BTN	Between

C

C *	ATS airspace classification (see ENR 1.4)
C	Degrees celsius (centigrade)
CA	Course to an altitude
CAA	Civil Aviation Authority or Civil Aviation Administration
CAT	Category
CD	Candela
CDR	Conditional route
CH	Channel
CHG *	Change *or* changed
CIDIN	Common ICAO data interchange network
CIV	Civil
CL	Centre line
CLSD	Close *or* closed *or* closing
CM	Centimetre
CNL	Cancel *or* cancelled
COM	Communications
CONC	Concrete
COORD	Coordinates
COP	Change-over point
CPDLC	Controller-Pilot Data Link Communication
CRAM *	Conditional route availability message
CRC	Cyclic Redundancy Check
CS	Call sign
CTA	Control area
CTR	Control zone
CWY	Clearway

D

D *	ATS airspace classification (see ENR 1.4)
D...	Danger area *(followed by identification)*
DA *	Danish
DB *	Decibel *(noise level)*
DCT	Direct *(in relation to flight plan clearances and type of approach)*
DEC	December
DEG	Degrees
DEP	Depart *or* departure
DEST	Destination
DF *	Direct to a Fix
DH	Decision height
DIST	Distance
DLY	Daily
DME	Distance measuring equipment
DMI *	Danish Meteorological Institute
DOC *	Designated operational coverage
DOR *	Designated operational range
DTG	Date-time group
DTHR	Displaced runway threshold
DVOR	Doppler VOR

E

E *	ATS airspace classification (see ENR 1.4)
E	East *or* eastern longitude
EAD *	European AIS Database
EAT	Expected approach time
EAUP *	European Airspace Use Plan
EET	Estimated elapsed time
EGNOS	European Geostationary Navigation Overlay Service
ELEV	Elevation
ELT	Emergency locator transmitter
EMERG	Emergency
EMS *	Emergency Medical Services
EN *	English
ENE	East-north-east
ENR	En route
ENRC	En route chart *(followed by name/title)*
EOBT	Estimated off-block time
EQPT	Equipment
ESE	East-south-east
EST	Estimate *or* estimated *(message type designator)*
ETA	Estimated time of arrival *or* estimating arrival
ETD	Estimated time of departure *or* estimating departure
ETO	Estimated time over significant point
EUM *	European-Mediterranean region
EUUP *	European Updated Airspace Use Plan
EV	Every
EXC	Except
EXER	Exercise
EXP	Expect *or* expected *or* expecting

F

F *	ATS airspace classification (see ENR 1.4)
F	Fixed
FAB *	Functional Airspace Block
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FAS	Final Approach Segment
FATO	Final approach and take-off area
FAWP *	Final approach waypoint
FAX	Facsimile transmission
FBZ *	Flight Plan Buffer Zone
FEB	February
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service
FIZ	Flight Information Zone
FL	Flight level
FLG	Flashing
FLT	Flight
FM	From
FMS	Flight management system
FMU	Flow management unit
FPAP	Flight Path Alignment Point
FPL	Flight plan
FPM	Feet per minute
FRA *	Free Route Airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FT	Feet *(dimensional unit)*
FTP	Fictitious Threshold Point

G

G *	ATS airspace classification (see ENR 1.4)
G	Green
GA	General aviation
GEN	General
GEO	Geographic *or* true
GLONASS	Global orbiting navigation satellite system
GLS	GBAS landing system
GMC	Ground movement chart *(followed by name/title)*
GND	Ground
GNSS	Global navigation satellite system
GP	Glide path
GPS	Global positioning system
GRASS	Grass landing area
GS	Ground speed
GUND	Geoid undulation

H

H24	Continuous day and night service
HAL *	Horizontal Alert Limit
HAPI	Helicopter approach path indicator
HAS *	Height Above Surface
HEMS*	Helicopter Emergency Medical Services
HEL	Helicopter
HELC *	Heliport Chart
HF	High frequency (3.000 to 30.000 KHZ)
HGT	Height *or* height above
HIS *	Heliport information service
HJ	Sunrise to sunset
HLDG	Holding
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours

HRP	Heliport Reference Point
HS	Service available during hours of scheduled operations
HTZ	Helicopter Traffic Zone
HUM	Humanitarian
HX	No specific working hours
HZ	Hertz *(cycle per second)*

I

IAC	Instrument approach chart *(followed by name/title)*
IAF	Initial approach fix
IAS	Indicated airspeed
IAWP *	Initial approach waypoint
IBN	Identification Beacon
ICAO	International Civil Aviation Organization
ID	Identifier *or* identify
IDENT	Identification
IF	Intermediate approach fix
IF *	Initial Fix (in connection with navigation database coding)
IFR	Instrument flight rules
ILS	Instrument landing system
IMC	Instrument meteorological conditions
INFO	Information
INOP	Inoperative
INS	Inertial navigation system
INT	Intersection
INTL	International
IWP *	Intermediate waypoint

J

JAA *	Joint Aviation Authorities (in Europe)
JAN	January
JAR *	Joint Aviation Requirements (in Europe)
JRCC	Joint Rescue Coordination Center
JUL	July
JUN	June

K

KFOR *	Potassium formate fluids
KG	Kilograms
KHZ	Kilohertz
KM	Kilometres
KMH	Kilometres per hour
KT	Knots
KW	Kilowatts

L

... L	Left *(preceded by runway designation number to identify a parallel runway)*
L	Locator (*see* LM, LO)
L *	Left/Venstre
L/MIN *	Litre per minute
LAT	Latitude
LCN *	Load Classification Number
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDC *	Landing chart
LDG	Landing
LDI	Landing direction indicator
LED *	Light Emitting Diode
LF	Low Frequency (30 to 300 KHZ)
LGT	Light *or* lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LM	Locator middle
LO	Locator outer
LOC	Localizer
LONG	Longitude
LPV	Localizer Performance with Vertical guidance
LTA *	Local ATS-area
LTP	Landing Threshold Point
LVO *	Low visibility operations
LVP	Low visibility procedure

M

M	Mach number *(followed by figures)*
M	Metres *(preceded by figures)*
MAG	Magnetic
MAHF	Missed Approach Holding Fix
MAHWP *	Missed approach holding waypoint
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MATF	Missed Approach Turning Fix
MAWP *	Missed approach waypoint
MAX	Maximum
MAY	May
MEDEVAC	Medical evacuation flight
MEHT	Minimum eye height over threshold *(for visual approach slope indicator systems)*
MET	Meteorological *or* meteorology
METAR	Aviation routine weather report *(in aeronautical meteorological code)*
MF	Medium frequency (300 to 3000 KHZ)
MHA	Minimum holding altitude
MHZ	Megahertz
MIL	Military
MIN	Minutes
MKR	Marker radio beacon
MM	Middle marker
MNM	Minimum
MNPS	Minimum navigation performance specifications
MOCA *	Minimum obstruction clearance altitude
MON	Monday
MOTNE	Meteorological Operational Telecommunications Network Europe
MPH *	Statute miles per hour
MSA	Minimum sector altitude
MSG	Message
MSL	Mean sea level
MSSR	Monopulse secondary surveillance radar
MTOM	Maximum take-off mass
MTOW*	Maximum take-off weight
MUM *	MU-meter
MWO	Meteorological watch office

N

N	North *or* northern latitude
N/A *	Not applicable
NAFO *	Sodium formate solids
NAT	North Atlantic
NAV	Navigation
NAVAID	Navigation aid

NDB	Non-directional radio beacon
NE	North-east
NGT	Night
NIL	None *or* I have nothing to send to you
NM	Nautical miles
NNE	North-north-east
NNW	North-north-west
NOF	International NOTAM office
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NR	Number
NTL	National
NW	North-west

O

OAC	Oceanic area control centre
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting *(light)*
OCH	Obstacle clearance height
OCL *	Obstacle clearance limit
OCT	October
OFZ	Obstacle free zone
OM	Outer marker
OPMET	Operational meteorological (information)
OPR	Operator *or* operate *or* operative *or* operating *or* operational
OPS	Operations
O/R	On request

P

P...	Prohibited area *(followed by identification)*
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PATC	Precision approach terrain chart *(followed by name/title)*
PAX	Passenger(s)
PBN	Performance-based navigation
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PN	Prior notice required
PNDB *	Perceived noise decibel
PPR	Prior permission required
P-RNAV	Precision area navigation
PROP	Propeller
PSN	Position
PSR	Primary surveillance radar
PTN	Procedure turn
PWS *	Present Weather Sensor

Q

QDM	Magnetic heading *(zero wind)*
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation *(or at runway threshold)*
QNH	Altimeter sub-scale setting to obtain elevation when on the ground

R

... R	Right *(preceded by runway designation number to identify a parallel runway)*
R	Red
R...	Radial from VOR *(followed by three figures)*
R...	Restricted area *(followed by identification)*
R *	Right/Højre
RAC	Rules of the air and air traffic services
RAIM	Receiver autonomous integrity monitoring
RAPCON *	Radar approach control
RAPM*	Runway aiming point marking
RDAF *	Royal Danish Air Force
RDH	Reference datum height *(for ILS)*
RDL	Radial
REC	Receive *or* receiver
REF	Reference to ... *or* refer to ...
REP	Report *or* reporting *or* reporting point
REQ	Request *or* requested
RESA	Runway end safety area
RGL *	Runway guard lights
RMK	Remark
RMZ *	Radio Mandatory Zone
RNAV	Area navigation
RNP	Required navigation performance
ROFOR	Route forecast *(in aeronautical meteorological code)*
RSC	Rescue sub-centre
RSR	En route surveillance radar
RTF	Radiotelephone
RTODAH	Rejected take-off distance available, helicopter
RVR	Runway visual range
RVSM *	Reduced vertical separation minimum
RWY	Runway

S

S	South *or* southern latitude
SAR	Search and rescue
SAT	Saturday
SAVS *	Semiautomatic Weatherobservation System
SBAS	Satellite-Based Augmentation System
SDF	Step down fix
SE	South-east
SEC	Seconds
SELCAL	Selective calling system
SEP	September
SFC	Surface
SFH *	Surface friction tester, high pressure tire
SFL *	Surface friction tester, low pressure tire
SID	Standard instrument departure
SIF	Selective identification feature
SIGMET	Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
SITA *	Société Internationale de Télécommunications Aéronautiques
SIWL	Single isolated wheel load
SKH *	Skiddometer
SMC	Surface movement control
SMR	Surface movement radar

SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SODAR *	Sound detection and ranging
SPECI	Aviation selected special weather report *(in aeronautical meteorological code)*
SPECIAL	Special meteorological report *(in abbreviated plain language)*
SPL	Supplementary flight plan *(message type designator)*
SPO *	Specialised operations
SPOC	SAR point of contact
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRR	Search and rescue region
SS	Sunset
SSE	South-south-east
SSR	Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
STAR	Standard instrument arrival
STOL	Short take-off and landing
SUN	Sunday
SUP	Supplement *(AIP Supplement)*
SW	South-west
SWY	Stopway

T

TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TAP *	Tapley-meter
TAR	Terminal area surveillance radar
TAS	True airspeed
TCH *	Threshold crossing height *(RNAV approach procedures)*
TDZ	Touchdown zone
TEL	Telephone
TEMPO	Temporary *or* temporarily
TF	Track to Fix
TFC	Traffic
TGL *	Temporary Guidance Leaflet
TGM	Temporary Guidance Material
THIL *	Threshold identification light
THR	Threshold
THU	Thursday
TKOF	Take-off
TLOF	Touchdown and lift-off area
TLX *	Telex
TMA	Terminal control area
TMZ *	Transponder Mandatory Zone
TOBT *	Target Off-block Time
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TORA	Take-off run available
TRA *	Temporary Reserved Area
TS *	Trafikstyrelsen/Danish CAA
TSA *	Temporary Segregated Area
TUE	Tuesday
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway

U

UAV *	Unmanned aerial vehicle
UFN	Until further notice
UHF	Ultra high frequency (300 to 3000 MHZ)
UIR	Upper flight information region
ULM	Ultra light motorized aircraft
UNL	Unlimited
U/S	Unserviceable
USAF *	United States Air Force
UTA	Upper control area
UTC	Coordinated Universal Time

V

VAC	Visual approach chart *(followed by name/title)*
VAL *	Vertical Alert Limit
VAR	Magnetic variation
VASIS	Visual approach slope indicator systems
VDF	Very high frequency direction-finding station
VER	Vertical
VFG *	VFR Flight Guide, Denmark
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHZ)
VIS	Visibility
VMC	Visual meteorological conditions
VNAV	Vertical Navigation
VOL	Volume (followed by I, II...)
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VPA	Vertical path angle
VSS *	Vertical Surface Segment

W

W	West *or* western longitude
W	White
WAC	World Aeronautical Chart - ICAO 1:1 000 000 *(followed by name/title)*
WBAR	Wing bar lights
WDI	Wind direction indicator
WED	Wednesday
WEF	With effect from *or* effective from
WGS-84	World Geodetic System-1984
WIP	Work in progress
WNW	West-north-west
WPT	Waypoint
WRNG	Warning
WSW	West-south-west
WWW	Worldwide web
WX	Weather

X

XBAR	Crossbar *(of approach lighting system)*

Y

Y	Yellow
YCZ	Yellow caution zone *(runway lighting)*

2. FRA definitions

FRA Arrival Connecting Point (A):
A published NAV aid/Significant Point to which FRA operations are allowed for arriving traffic to specific aerodromes.

FRA Connecting Point:
A position where transit between FRA and Fixed Route operation is planned.

FRA Connecting Route:
A specified segment connecting a FRA Connecting Point with departure/arrival procedures.

FRA Departure Connecting Point (D):
A published NAV aid/Significant Point from which FRA operations are allowed for departing traffic from specific aerodromes.

FRA Horizontal Entry Point (E):
A published Significant Point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed.

FRA Horizontal Exit Point (X):
A published Significant Point on the horizontal boundary of the Free Route Airspace to which FRA operations are allowed

FRA Intermediate Point (I):

A published Significant Point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed.

GEN 2.3 Chart Symbols

1. General

Symbols on charts produced and published by The Aeronautical Information Management (AIM) NAVIAIR are based on ICAO Annex 4, Aeronautical Charts.

Symbols for topography and airspace are as detailed on ANC 1:500 000 Denmark, which is part of the AIP.In addition hereto, the following symbols are used on other charts in the AIP.

On some charts symbols specific for the chart are shown in the legend for the chart concerned.

For chart symbols on new editions of the ANC 1:500 000 Denmark and the ANC 1:250 000 Copenhagen Area, see the legends on the charts.

2.1 Aerodromes - Basic Symbols

International.

Military Air Base.

International, joint CIV / MIL.

Only hard surface runway shown. Length to scale.

Hard Grass

International VFR.

National VFR, public. (self-service).

Direction and surface of longest runway shown.

Private. Owners permission may be required.

Heliport

Glider flying may take place.

Hang glider site.

Cable launch up to 2000 FT AGL may take place.

2.2 Aerodromes - Details and Installations

Aerodrome reference point.

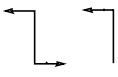
Runway, hard surface.

Runway, grass.

Taxiways.

Signal area.

Runway designator.



Arrester cables.

Take-off position.

Taxiway designator.

Stop bar.

Holding position A.

Holding position B.

Intermediate holding position.

Aerodrome beacon.

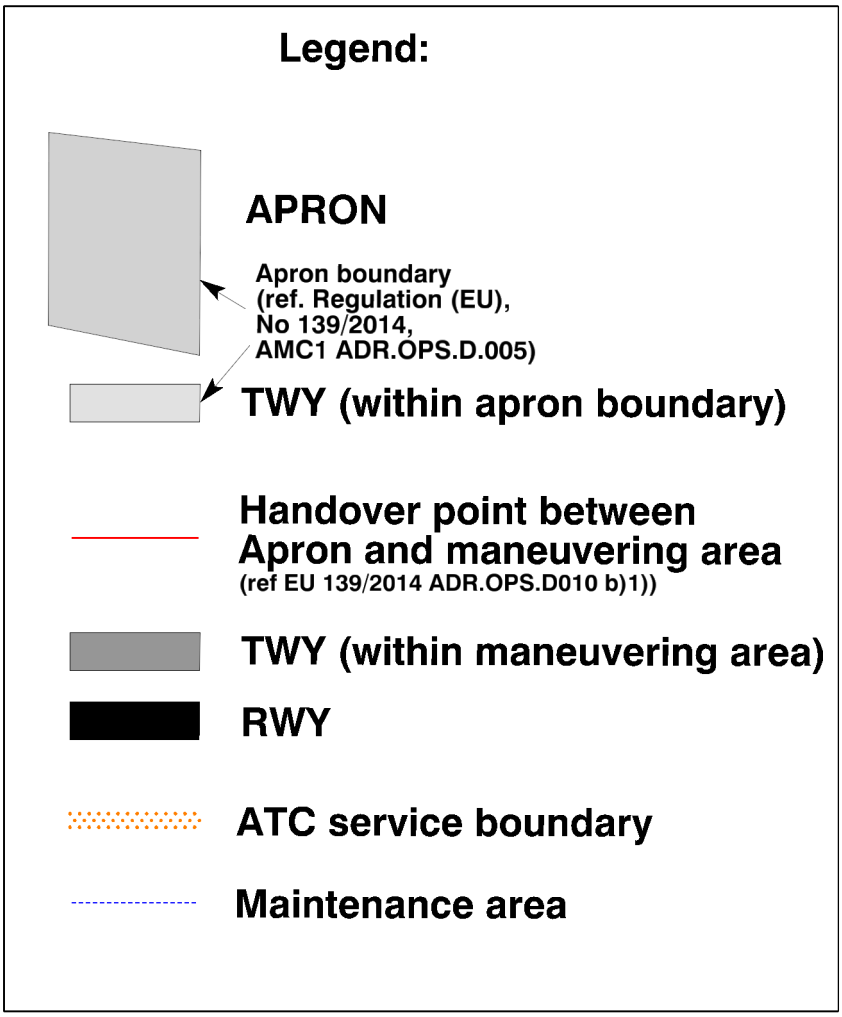
Wind direction indicator. Lighted.

Wind direction indicator. Unlighted.

Point light (in lighting system).

Barette (in lighting system).

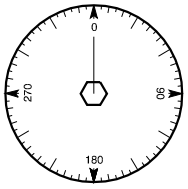
2.3 Aerodromes - Special legend for aerodromes with apron boundaries



3. En Route - Facilities, Obstacles etc.

NDB

TACAN



VOR

DME

VOR / TAC

VOR / DME

Obstacle and group. Lighted.

Obstacle and group. Unlighted.

High obstacle and group.
Lighted. Height 500 FT GND or more.

Extreme high obstacle and group.
Lighted. 1000 FT GND or more.

Obstacle and group with cable span.
Lighted.

Obstacle group with cable span.
Unlighted.

High obstacle with cable span.
Lighted. Height 500 FT GND or more.

Wind turbine and minor group.
Lighted.

Wind turbines - group in line.
Lighted.

Wind turbines - group in major area.
Lighted.

Obstacle with flare stack.
(Avoid overflying below 2000 FT).

Flare stack.
(Avoid overflying below 2000 FT).

Transmission line.

Parachuting takes place frequently.

Area with sensitive fauna.
(Overflying below 1000 FT shall be avoided).

4. IAC - Miscellaneous

Navigational fix.

RNAV waypoint. Fly - over.

RNAV waypoint. Fly - by.

Procedure track.

Missed approach
procedure track.

Holding pattern.

Radio landing facility.

LOC

GP

Outer marker or
middle marker.

GEN 2.4 Location Indicators

*Note: Location indicators identified by an * cannot be addressed over the AFS*

1. Encode

Location	Indicator
A6A (Private helideck)	EKAF *
AALBORG (CIV/MIL)	EKYT
AALBORG HEMS (Private heliport)	EKAL *
AALBORG HOSPITALSBYEN HEMS (Private heliport)	EKBY *
AARHUS	EKAH
AARHUS(JRCC)	EKMC
AARHUS VANDFLYVEPLADS (Water AD)	EKAC *
AARHUS HEARTCENTER HEMS (Private heliport)	EKSH *
AARHUS TRAUMACENTER HEMS (Private heliport)	EKTR *
ANHOLT	EKAT *
ANHOLT VINDMØLLEPARK (Private helideck)	EKAV *
ANNISSE (Private AD)	EKHE *
ARNBORG (Private AD)	EKAB *
BILLUND	EKBI
BOLHEDE FLYVEPLADS (Private AD)	EKBH *
BORNHOLM/RØNNE	EKRN
BRÆDSTRUP (Private AD)	EKBR *
BUTENDIEK (Private helideck)	EKBU *
CECILIE (Private helideck)	EKCE *
CHRISTIANSHEDE (Private AD)	EKCR *
DAN F (Private helideck	EKDF *
DANISH METEOROLOGICAL INSTITUTE	EKMI
DANTYSK (Private helideck)	EKDT *
EJSTRUPHEDE (Private AD)	EKVE *
ELSESMINDE (Private AD)	EKEM *
ENDELAVE (Private AD)	EKEL *
ESBJERG	EKEB
ESBJERG HEMS (Private heliport)	EKEH *
FINO3 (Private helideck)	EKFI *
FREERSLEV (Private AD)	EKFR *
FUR (Private AD)	EKFU *
GESTEN (Private AD)	EKGE *
GORM C (Private helideck)	EKGC *
GRENAA (Private AD)	EKGR *
GRØNHOLT (Private AD)	EKGH *
GØDSTRUP HEMS (Private Heliport)	EKRG *
GØRLEV (Private AD)	EKGO *
GØRLØSE (Private AD)	EKGL *
HADERSLEV (Private AD)	EKHV *
HALFDAN A (Private helideck)	EKHA *
HALFDAN B (Private helideck)	EKHB *
HAMMER (Private AD)	EKHM *
HARALD (Private helideck)	EKHD *
BORNHOLM HEMS (Private heliport)	EKRB *
HERNING	EKHG
HJØRRING HEMS (Private heliport)	EKHJ *
HOLBÆK (Private AD)	EKHK *
HOLSTEBRO HEMS (Private heliport)	EKNH *
HOLSTED (Private heliport)	EKHL *
HORNS REV A (Private helideck)	EKHR *
HORNS REV B (Private helideck)	EKHN *
HORNS REV C (Private helideck)	EKHO *

2. Decode

Indicator	Location
EKAA *	SHS AABENRAA HEMS (Private heliport)
EKAB *	ARNBORG (Private AD)
EKAC*	AARHUS VANDFLYVEPLADS (Water AD)
EKAE	ÆRØ
EKAF *	A6A (Private helideck)
EKAH	AARHUS
EKAL *	AALBORG HEMS (Private heliport)
EKAN *	SYD ARNE NORD (Private helideck)
EKAO *	ÆRØ HELIPORT (Private helideck)
EKAR *	SYD ARNE (Private helideck)
EKAS *	TRUE SVÆVEFLYVEBANE (Private AD)
EKAT *	ANHOLT
EKAV *	ANHOLT VINDMØLLEPARK (Private helideck)
EKBH *	BOLHEDE FLYVEPLADS (Private AD)
EKBI	BILLUND
EKBR *	BRÆDSTRUP (Private AD)
EKBU *	BUTENDIEK (Private helideck)
EKBY *	AALBORG HOSPITALSBYEN HEMS (Private heliport)
EKCA *	TRAFIKSTYRELSEN/DANISH TRANSPORT AUTHORITY
EKCB *	ÅRSLEV (Private heliport)
EKCC *	KØBENHAVN VANDFLYVEPLADS (Water AD)
EKCE *	CECILIE (Private helideck)
EKCH	KØBENHAVN/KASTRUP
EKCR *	CHRISTIANSHEDE
EKDF *	DAN F (Private helideck)
EKDK	KØBENHAVN FIR (ACC)
EKDT *	DANTYSK (Private helideck)
EKEB	ESBJERG
EKEH *	ESBJERG HEMS (Private heliport)
EKEL *	ENDELAVE (Private AD)
EKEM *	ELSESMINDE (Private AD)
EKFI *	FINO3 (Private helideck)
EKFR *	FREERSLEV (Private AD)
EKFS *	VØJSTRUP (Private AD)
EKFU *	FUR (Private AD)
EKGC *	GORM C (Private helideck)
EKGE *	GESTEN (Private AD)
EKGF *	TYRA AFIS
EKGH *	GRØNHOLT (Private AD)
EKGL *	GØRLØSE (Private AD)
EKGO *	GØRLEV (Private AD)
EKGR *	GRENAA (Private AD)
EKHA *	HALFDAN A (Private helideck)
EKHB *	HALFDAN B (Private helideck)
EKHD *	HARALD (Private helideck)
EKHE *	ANNISSE (Private AD)
EKHG	HERNING
EKHJ *	HJØRRING HEMS (Private heliport)
EKHK *	HOLBÆK (Private AD)
EKHL *	HOLSTED (Private heliport)
EKHM *	HAMMER (Private AD)

1. Encode

Location	Indicator
KALUNDBORG	EKKL *
KARUP / MIDTJYLLANDS LUFTHAVN (MIL/CIV)	EKKA
KARUP MIL MET CENTRE	EKMK
KOLDING HEMS (Private heliport)	EKKH *
KOLDING/VAMDRUP	EKVD
KONGSTED (Private AD)	EKKS *
KORSØR (Private AD)	EKKO *
KOSTER VIG (Private AD)	EKMN *
KRUSÅ-PADBORG	EKPB *
KØBENHAVN FIR (ACC)	EKDK
KØBENHAVN/KASTRUP	EKCH
KØBENHAVN/ROSKILDE	EKRK
KØBENHAVN VANDFLYVEPLADS (Water AD)	EKCC *
LEMVIG	EKLV *
LOLLAND FALSTER/MARIBO	EKMB
LÆSØ	EKLS *
MORSØ	EKNM *
MÅNEDALEN (Private heliport)	EKMD *
NINI (Private helideck)	EKNI *
NINI EAST HELIDECK (Private helideck)	EKNE *
NORDBORG (Private AD)	EKNB *
ODENSE / HANS CHRISTIAN ANDERSEN AIRPORT	EKOD
ODENSE HEMS (Private heliport)	EKOH *
RANDERS	EKRD
RIGSHOSPITALET HEMS (Private heliport)	EKRH *
RINGSTED	EKRS *
ROLFSTED (Private AD)	EKRO *
ROSKILDE HEMS (Private heliport)	EKRC *
RÅRUP (Private AD)	EKRA *
SALTUM HEMS (Private heliport)	EKHS *
SAMSØ	EKSS *
SANDBANK (Private helideck)	EKSF *
SCHELENBORG (Private heliport)	EKSG *
SHS AABENRAA HEMS (Private heliport)	EKAA *
SINDAL	EKSN
SIRI (Private helideck)	EKSI *
SKIVE	EKSV *
SKIVE HEMS (Private heliport)	EKSK *
SKJOLD (Private helideck)	EKSC *
SLAGELSE HEMS (Private heliport)	EKSE *
SLAGLILLE (Private AD)	EKSL *
STAUNING	EKVJ
SYD ARNE (Private helideck)	EKAR *
SYD ARNE NORD (Private helideck)	EKAN *
SYLWIN ALPHA (Private helideck)	EKSW *
SÆBY/OTTESTRUP (Private AD)	EKSA *
SØNDERBORG	EKSB
THISTED	EKTS
THISTED HEMS (Private heliport)	EKTH *
TRAFIKSTYRELSEN/DANISH TRANSPORT AUTHORITY	EKCA *
TRUE SVÆVEFLYVEBANE (Private AD)	EKAS *
TYRA AFIS	EKGF *
TYRA E (Private helideck)	EKTE *
TØLLØSE (Private AD)	EKTO *

2. Decode

Indicator	Location
EKHN *	HORNS REV B (Private helideck)
EKHO *	HORNS REV C (Private helideck)
EKHR *	HORNS REV A (Private helideck)
EKHS *	SALTUM HEMS (Private heliport)
EKHV *	HADERSLEV (Private AD)
EKKA	KARUP / MIDTJYLLANDS LUFTHAVN (MIL/CIV)
EKKH *	KOLDING HEMS (Private heliport)
EKKL *	KALUNDBORG
EKKO *	KORSØR (Private AD)
EKKS *	KONGSTED (Private AD)
EKLS *	LÆSØ
EKLV *	LEMVIG
EKMB	LOLLAND FALSTER/MARIBO
EKMC	AARHUS (JRCC)
EKMD *	MÅNEDALEN (Private heliport)
EKMI	DANISH METEOROLOGICAL INSTITUTE
EKMK	KARUP MIL MET CENTRE
EKMN *	KOSTER VIG (Private AD)
EKNB *	NORDBORG (Private AD)
EKNE *	NINI EAST HELIDECK (Private helideck)
EKNH *	HOLSTEBRO HEMS (Private heliport)
EKNI *	NINI (Private helideck)
EKNM *	MORSØ
EKOD	ODENSE / HANS CHRISTIAN ANDERSEN AIRPORT
EKOH *	ODENSE HEMS (Private heliport)
EKPB *	KRUSÅ-PADBORG
EKRA *	RÅRUP (Private AD)
EKRB *	BORNHOLM HEMS (Private heliport)
EKRC *	ROSKILDE HEMS (Private heliport)
EKRD	RANDERS
EKRG *	GØDSTRUP HEMS (Private Heliport)
EKRH *	RIGSHOSPITALET HEMS (Private heliport)
EKRK	KØBENHAVN/ROSKILDE
EKRN	BORNHOLM/RØNNE
EKRO *	ROLFSTED (Private AD)
EKRS *	RINGSTED
EKSA *	SÆBY/OTTESTRUP (Private AD)
EKSB	SØNDERBORG
EKSC *	SKJOLD (Private helideck)
EKSE *	SLAGELSE HEMS (Private heliport)
EKSF *	SANDBANK (Private helideck)
EKSG *	SCHELENBORG (Private heliport)
EKSH *	AARHUS HEARTCENTER HEMS (Private heliport)
EKSI *	SIRI (Private helideck)
EKSK *	SKIVE HEMS (Private heliport)
EKSL *	SLAGLILLE (Private AD)
EKSN	SINDAL
EKSP	VOJENS/SKRYDSTRUP (MIL)
EKSS *	SAMSØ
EKST	TÅSINGE/ELVIRA MADIGAN AIRPORT
EKSV *	SKIVE
EKSW *	SYLWIN ALPHA (Private helideck)
EKTD	TØNDER
EKTE *	TYRA E (Private helideck)
EKTH *	THISTED HEMS (Private heliport)
EKTO *	TØLLØSE (Private AD)

1. Encode

Location	Indicator
TØNDER	EKTD
TÅSINGE/ELVIRA MADIGAN AIRPORT	EKST
VARDE FLYVEPLADS (Private AD)	EKVA *
VEJRØ (Private AD)	EKVO *
VESTHIMMERLAND	EKVH *
VIBORG	EKVB
VOJENS/SKRYDSTRUP (MIL)	EKSP
VØJSTRUP (Private AD)	EKFS *
ÆRØ	EKAE
ÆRØ HELIPORT (Private helideck)	EKAO *
ÅRSLEV (Private heliport)	EKCB *

2. Decode

Indicator	Location
EKTR *	AARHUS TRAUMACENTER HEMS (Private heliport)
EKTS	THISTED
EKVA *	VARDE FLYVEPLADS (Private AD)
EKVB	VIBORG
EKVD	KOLDING/VAMDRUP
EKVE *	EJSTRUPHEDE (Private AD)
EKVH *	VESTHIMMERLAND
EKVJ	STAUNING
EKVO *	VEJRØ (Private AD)
EKYT	AALBORG (CIV/MIL)

GEN 2.5 List of Radio Navigation Aids

1. By Identification (A=Aerodrome, E=En route)

ID	Station	FAC	Purpose
AAL	Aalborg	TACAN	AE
AAL	Aalborg	VOR	AE
AAR	Aarhus	DME	A
AAR	Aarhus	ILS 10R	A
AE	Aalborg	ILS 08L	A
ALS	Alsie	VOR	AE
AU	Stauning	L	A
BIL	Billund	DME	A
BIL	Billund	ILS 09	A
BEL	Bella	DME	E
CDA	Codan	DME	E
CH	København/Kastrup	DME	A
CH	København/Kastrup	ILS 04L	A
CIM	Sønderborg	DME	A
CIM	Sønderborg	ILS 32	A
ES	Esbjerg	DME	A
ES	Esbjerg	ILS 26	A
ESE	Esebo	DME	E
FAU	Fauna	L	A
HWB	Harald	L	A
IAR	Bornholm/Rønne	DME	A
IAR	Bornholm/Rønne	ILS 11	A
IRE	Bornholm/Rønne	DME	A
IRE	Bornholm/Rønne	ILS 29	A
ISPA	Vojens/Skrydstrup	DME	A
ISPA	Vojens/Skrydstrup	ILS 10L	A
JL	Skjold	L	A
KA	København/Kastrup	DME	A
KA	København/Kastrup	ILS 12	A
KAP	Karup	DME	A
KAP	Karup	ILS 09R	A
KAR	Karup	TACAN	AE
KAS	Kastrup	DME	AE
KD	Kolding/Vamdrup	L	A
KLK	København/Kastrup	DME	A
KLK	København/Kastrup	ILS 22R	A
KOR	Korsa	VOR/DME	AE
KR	Karup	DME	A
KR	Karup	ILS 27L	A
KV	København/Roskilde	ILS 11	A
KV	København/Roskilde	DME	A
LEL	Billund	DME	A
LEL	Billund	ILS 27	A
LME	Lemme	DME	E
NE	København/Kastrup	DME	A
NE	København/Kastrup	ILS 04R	A
OD	Odense	DME	A
OD	Odense	ILS 24	A
ODN	Odin	DME	E
OO	Esbjerg	DME	A
OO	Esbjerg	ILS 08	A
OXS	København/Kastrup	DME	A

2. By Station Name (A=Aerodrome, E=En route)

Station	FAC	ID	Purpose
Aalborg	ILS 08L	AE	A
Aalborg	DME	YT	A
Aalborg	ILS 26R	YT	A
Aalborg	TACAN	AAL	AE
Aalborg	VOR	AAL	AE
Aarhus	DME	AAR	A
Aarhus	DME	TR	A
Aarhus	ILS 10R	AAR	A
Aarhus	ILS 28L	TR	A
Aarhus	L	TL	A
Alsie	VOR	ALS	AE
Bella	DME	BEL	E
Billund	DME	BIL	A
Billund	DME	LEL	A
Billund	ILS 09	BIL	A
Billund	ILS 27	LEL	A
Bornholm/Rønne	DME	IAR	A
Bornholm/Rønne	DME	IRE	A
Bornholm/Rønne	ILS 11	IAR	A
Bornholm/Rønne	ILS 29	IRE	A
Bornholm/Rønne	TACAN	ROE	AE
Bornholm/Rønne	VOR	ROE	AE
Codan	DME	CDA	E
Esbjerg	DME	ES	A
Esbjerg	DME	OO	A
Esbjerg	ILS 08	OO	A
Esbjerg	ILS 26	ES	A
Esebo	DME	ESE	E
Fauna	L	FAU	A
Harald	L	HWB	A
Karup	DME	KAP	A
Karup	DME	KR	A
Karup	ILS 09R	KAP	A
Karup	ILS 27L	KR	A
Karup	TACAN	KAR	AE
Kastrup	DME	KAS	AE
Kolding/Vamdrup	L	KD	A
Korsa	VOR/DME	KOR	AE
København/Kastrup	DME	CH	A
København/Kastrup	DME	KA	A
København/Kastrup	DME	KLK	A
København/Kastrup	DME	NE	A
København/Kastrup	DME	OXS	A
København/Kastrup	DME	OY	A
København/Kastrup	ILS 04L	CH	A
København/Kastrup	ILS 04R	NE	A
København/Kastrup	ILS 12	KA	A
København/Kastrup	ILS 22L	OXS	A
København/Kastrup	ILS 22R	KLK	A
København/Kastrup	ILS 30	OY	A
København/Roskilde	DME	KV	A
København/Roskilde	DME	SN	A

1. By Identification (A=Aerodrome, E=En route)

ID	Station	FAC	Purpose
OXS	København/Kastrup	ILS 22L	A
OY	København/Kastrup	DME	A
OY	København/Kastrup	ILS 30	A
RAM	Ramme	DME	E
RK	København/Rosiklde	L	A
ROE	Bornholm/Rønne	TACAN	AE
ROE	Bornholm/Rønne	VOR	AE
SIR	Siri	L	A
SKR	Vojens/Skrydstrup	TACAN	AE
SN	København/Roskilde	DME	A
SN	København/Roskilde	ILS 21	A
SRN	South Arne	L	A
SRY	Vojens/Skrydstrup	DME	A
SRY	Vojens/Skrydstrup	ILS 28R	A
SVJ	Stauning	LOC 27	A
TL	Aarhus	L	A
TNO	Trano	VOR/DME	AE
TR	Aarhus	DME	A
TR	Aarhus	ILS 28L	A
VAM	Vamdrup	DME	E
VJ	Stauning	L	A
VO	Vojens/Skrydstrup	L	A
YT	Aalborg	DME	A
YT	Aalborg	ILS 26R	A

2. By Station Name (A=Aerodrome, E=En route)

Station	FAC	ID	Purpose
København/Roskilde	ILS 11	KV	A
København/Roskilde	ILS 21	SN	A
København/Roskilde	L	RK	A
Lemme	DME	LME	E
Odense	DME	OD	A
Odense	ILS 24	OD	A
Odin	DME	ODN	E
Ramme	DME	RAM	E
Siri	L	SIR	A
Skjold	L	JL	A
South Arne	L	SRN	A
Stauning	L	AU	A
Stauning	L	VJ	A
Stauning	LOC 27	SVJ	A
Sønderborg	DME	CIM	A
Sønderborg	ILS 32	CIM	A
Trano	VOR/DME	TNO	AE
Vamdrup	DME	VAM	E
Vojens/Skrydstrup	DME	ISPA	A
Vojens/Skrydstrup	DME	SRY	A
Vojens/Skrydstrup	ILS 10L	ISPA	A
Vojens/Skrydstrup	ILS 28R	SRY	A
Vojens/Skrydstrup	L	VO	A
Vojens/Skrydstrup	TACAN	SKR	AE

GEN 2.6 Conversion Tables

1. Distance Conversion

NM to KM 1 NM = 1.852 KM		KM to NM 1 KM = 0.54 NM		FT to M 1 FT = 0.3048 M		M to FT 1 M = 3.2808FT	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	2.134	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1312.34
50	92.600	50	27.00	500	152.400	500	1640.42
60	111.120	60	32.40	600	182.880	600	1968.50
70	129.640	70	37.80	700	213.360	700	2296.59
80	148.160	80	43.20	800	243.840	800	2624.67
90	166.680	90	48.60	900	274.320	900	2952.76
100	185.200	100	54.00	1000	304.800	1000	3280.84
200	370.400	200	107.99	2000	609.600	2000	6561.68
300	555.600	300	161.99	3000	914.400	3000	9842.52
400	740.800	400	215.98	4000	1219.200	4000	13123.36
500	926.000	500	269.98	5000	1524.000	5000	16404.20
				6000	1828.800		
				7000	2133.600		
				8000	2438.400		
				9000	2743.200		
				10000	3048.000		

2. Arc Conversion

From decimal minutes of an arc to seconds of an arc

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 2.7 Sunrise/Sunset Tables

1. General

The tables on the following pages have been produced in cooperation with Copenhagen University, Astronomical Observatory, who has made the calculations and permitted the use of these in this publication.

According to the Alphabetical Index, Denmark is divided into 4 areas, each having its own table.The areas and periods are given in the tables shown overleaf as follows:

• Table 1 Karup/Midtjyllands Lufthavn (MIL/CIV) valid for the area west of 11° E including the island Læsø.

• Table 2 København/Kastrup valid for the area east of 11° E with the exception of the islands Læsø, Bornholm and Ertholmene.

• Table 3 Bornholm/Rønne valid for the area over the islands Bornholm and Ertholmene (located in Sweden FIR).

• Table 4 Tyra E valid for the North Sea area west of 8° E.

1.1 The times are given for the sunrise and sunset and for the beginning and end of civil twilight in Denmark, according to the Alphabetical Index for the period 2024 - 2031.
For the 8 year period, the tables are calculated for 2024, which is used as a reference year. In this period the variation at a given position, at a given date, throughout the period from the reference year is negligible.

All times are UTC.

1.2 It is to be noted, that the times given for sunrise and sunset (SR/SS) are calculated for the upper edge of the sun at a horizontal refraction of 35', and that the times apply at mean sea level at the listed positions.

The times given for beginning and end of civil twilight have been calculated for an altitude of the sun of -6° as commonly used.

2. Alphabetical Index

Place	Page
Bornholm/Rønne	GEN 2.7 - 6
Karup/Midtjyllands Lufthavn (MIL/CIV)	GEN 2.7 - 2
København/Kastrup	GEN 2.7 - 4
Tyra E	GEN 2.7 - 8

Table 1

West of 11°E including the island of Læsø (Data REF: EKKA - Karup/Midtjyllands Lufthavn (MIL/CIV) PSN 56 18N 009 07E)

2024 - 2031

Day	JAN TWIL FROM	SR	SS	TWIL TO	Day	FEB TWIL FROM	SR	SS	TWIL TO	Day	MAR TWIL FROM	SR	SS	TWIL TO
01	0710	0757	1457	1544	01	0639	0721	1554	1636	01	0536	0614	1658	1736
02	0710	0757	1458	1545	02	0638	0719	1556	1637	02	0534	0612	1700	1738
03	0709	0756	1500	1547	03	0636	0717	1558	1639	03	0531	0609	1702	1740
04	0709	0756	1501	1548	04	0634	0715	1601	1642	04	0530	0607	1705	1742
05	0708	0755	1502	1549	05	0632	0713	1603	1644	05	0527	0604	1707	1744
06	0708	0755	1504	1551	06	0630	0711	1605	1646	06	0525	0602	1709	1746
07	0707	0754	1505	1552	07	0629	0709	1607	1647	07	0522	0559	1711	1748
08	0708	0754	1507	1553	08	0627	0707	1610	1650	08	0519	0556	1713	1750
09	0707	0753	1508	1554	09	0624	0704	1612	1652	09	0517	0554	1715	1752
10	0706	0752	1510	1556	10	0622	0702	1614	1654	10	0514	0551	1717	1754
11	0705	0751	1512	1558	11	0620	0700	1616	1656	11	0512	0549	1719	1756
12	0704	0750	1513	1559	12	0618	0658	1619	1659	12	0509	0546	1721	1758
13	0703	0749	1515	1601	13	0617	0656	1621	1700	13	0506	0543	1724	1801
14	0703	0748	1517	1602	14	0614	0653	1623	1702	14	0504	0541	1726	1803
15	0702	0747	1519	1604	15	0612	0651	1625	1704	15	0501	0538	1728	1805
16	0701	0746	1521	1606	16	0610	0649	1627	1706	16	0458	0535	1730	1807
17	0700	0745	1523	1608	17	0607	0646	1630	1709	17	0456	0533	1732	1809
18	0658	0743	1525	1610	18	0605	0644	1632	1711	18	0453	0530	1734	1811
19	0658	0742	1527	1611	19	0603	0642	1634	1713	19	0450	0527	1736	1813
20	0657	0741	1529	1613	20	0600	0639	1636	1715	20	0448	0525	1738	1815
21	0655	0739	1531	1615	21	0559	0637	1638	1716	21	0445	0522	1740	1817
22	0654	0738	1533	1617	22	0556	0634	1641	1719	22	0441	0519	1742	1820
23	0653	0736	1535	1618	23	0554	0632	1643	1721	23	0439	0517	1744	1822
24	0652	0735	1537	1620	24	0551	0629	1645	1723	24	0436	0514	1746	1824
25	0650	0733	1539	1622	25	0549	0627	1647	1725	25	0433	0511	1749	1827
26	0648	0731	1541	1624	26	0547	0625	1649	1727	26	0431	0509	1751	1829
27	0647	0730	1543	1626	27	0544	0622	1652	1730	27	0428	0506	1753	1831
28	0646	0728	1545	1627	28	0541	0619	1654	1732	28	0425	0503	1755	1833
29	0644	0726	1547	1629	29	0539	0617	1656	1734	29	0423	0501	1757	1835
30	0642	0724	1550	1632						30	0420	0458	1759	1837
31	0641	0723	1552	1634						31	0417	0455	1801	1839

Day	APR TWIL FROM	SR	SS	TWIL TO	Day	MAY TWIL FROM	SR	SS	TWIL TO	Day	JUN TWIL FROM	SR	SS	TWIL TO
01	0415	0453	1803	1841	01	0253	0338	1905	1950	01	0144	0243	2001	2100
02	0411	0450	1805	1844	02	0249	0335	1907	1953	02	0142	0242	2002	2102
03	0408	0447	1807	1846	03	0247	0333	1909	1955	03	0141	0241	2003	2103
04	0406	0445	1809	1848	04	0245	0331	1911	1957	04	0140	0240	2004	2104
05	0403	0442	1811	1850	05	0242	0329	1913	2000	05	0138	0239	2006	2107
06	0401	0440	1813	1852	06	0239	0326	1915	2002	06	0138	0239	2007	2108
07	0358	0437	1815	1854	07	0236	0324	1917	2005	07	0136	0238	2008	2110
08	0355	0434	1817	1856	08	0234	0322	1919	2007	08	0135	0237	2009	2111
09	0352	0432	1820	1900	09	0232	0320	1921	2009	09	0135	0237	2010	2112
10	0349	0429	1822	1902	10	0229	0318	1923	2012	10	0133	0236	2011	2114
11	0347	0427	1824	1904	11	0227	0316	1925	2014	11	0133	0236	2012	2115
12	0344	0424	1826	1906	12	0224	0314	1927	2017	12	0132	0235	2012	2115
13	0341	0421	1828	1908	13	0222	0312	1929	2019	13	0132	0235	2013	2116
14	0338	0419	1830	1911	14	0219	0310	1931	2022	14	0131	0235	2014	2118
15	0335	0416	1832	1913	15	0217	0308	1933	2024	15	0130	0234	2014	2118
16	0333	0414	1834	1915	16	0216	0307	1935	2026	16	0130	0234	2015	2119
17	0330	0411	1836	1917	17	0213	0305	1936	2028	17	0130	0234	2015	2119
18	0328	0409	1838	1919	18	0211	0303	1938	2030	18	0130	0234	2016	2120
19	0324	0406	1840	1922	19	0208	0301	1940	2033	19	0130	0234	2016	2120
20	0322	0404	1842	1924	20	0207	0300	1942	2035	20	0130	0234	2016	2120
21	0319	0401	1844	1926	21	0204	0258	1944	2038	21	0130	0234	2016	2120
22	0316	0359	1846	1929	22	0202	0256	1945	2039	22	0131	0235	2016	2120
23	0313	0356	1848	1931	23	0200	0255	1947	2042	23	0131	0235	2017	2121
24	0311	0354	1851	1934	24	0158	0253	1949	2044	24	0131	0235	2016	2120
25	0309	0352	1853	1936	25	0156	0252	1950	2046	25	0132	0236	2016	2120
26	0305	0349	1855	1939	26	0154	0250	1952	2048	26	0132	0236	2016	2120
27	0303	0347	1857	1941	27	0152	0249	1953	2050	27	0133	0237	2016	2120
28	0300	0344	1859	1943	28	0151	0248	1955	2052	28	0135	0238	2016	2119
29	0257	0342	1901	1946	29	0148	0246	1956	2054	29	0135	0238	2015	2118
30	0255	0340	1903	1948	30	0147	0245	1958	2056	30	0136	0239	2015	2118
					31	0145	0244	1959	2058					

Day	JUL TWIL FROM	SR	SS	TWIL TO	Day	AUG TWIL FROM	SR	SS	TWIL TO	Day	SEP TWIL FROM	SR	SS	TWIL TO
01	0137	0240	2014	2117	01	0238	0327	1932	2021	01	0348	0428	1817	1857
02	0139	0241	2014	2116	02	0241	0329	1930	2018	02	0350	0430	1815	1855
03	0140	0242	2013	2115	03	0243	0331	1927	2015	03	0353	0432	1812	1851
04	0141	0243	2013	2115	04	0245	0333	1925	2013	04	0355	0434	1810	1849
05	0143	0244	2012	2113	05	0247	0334	1923	2010	05	0357	0436	1807	1846
06	0144	0245	2011	2112	06	0249	0336	1921	2008	06	0359	0438	1804	1843
07	0146	0246	2010	2110	07	0252	0338	1919	2005	07	0401	0440	1802	1841
08	0147	0247	2009	2109	08	0254	0340	1917	2003	08	0403	0442	1759	1838
09	0149	0249	2008	2108	09	0256	0342	1914	2000	09	0406	0444	1756	1834
10	0151	0250	2007	2106	10	0259	0344	1912	1957	10	0408	0446	1754	1832
11	0152	0251	2006	2105	11	0301	0346	1910	1955	11	0410	0448	1751	1829
12	0155	0253	2005	2103	12	0303	0348	1907	1952	12	0412	0450	1748	1826
13	0156	0254	2004	2102	13	0306	0350	1905	1949	13	0414	0452	1746	1824
14	0159	0256	2002	2059	14	0308	0352	1903	1947	14	0416	0454	1743	1821
15	0200	0257	2001	2058	15	0310	0354	1900	1944	15	0418	0456	1740	1818
16	0203	0259	2000	2056	16	0313	0356	1858	1941	16	0420	0458	1738	1816
17	0204	0300	1958	2054	17	0315	0358	1855	1938	17	0422	0500	1735	1813
18	0207	0302	1957	2052	18	0317	0400	1853	1936	18	0424	0502	1732	1810
19	0208	0303	1955	2050	19	0319	0402	1851	1934	19	0425	0503	1730	1808
20	0211	0305	1954	2048	20	0322	0404	1848	1930	20	0427	0505	1727	1805
21	0213	0307	1952	2046	21	0324	0406	1846	1928	21	0430	0507	1724	1801
22	0215	0308	1950	2043	22	0326	0408	1843	1925	22	0432	0509	1722	1759
23	0217	0310	1949	2042	23	0328	0410	1841	1923	23	0434	0511	1719	1756
24	0220	0312	1947	2039	24	0331	0412	1838	1919	24	0436	0513	1716	1753
25	0222	0314	1945	2037	25	0333	0414	1836	1917	25	0438	0515	1713	1750
26	0225	0316	1943	2034	26	0335	0416	1833	1914	26	0440	0517	1711	1748
27	0226	0317	1941	2032	27	0337	0418	1830	1911	27	0442	0519	1708	1745
28	0228	0319	1940	2031	28	0340	0420	1828	1908	28	0444	0521	1705	1742
29	0231	0321	1938	2028	29	0342	0422	1825	1905	29	0446	0523	1703	1740
30	0233	0323	1936	2026	30	0344	0424	1823	1903	30	0448	0525	1700	1737
31	0236	0325	1934	2023	31	0346	0426	1820	1900					

Day	OCT TWIL FROM	SR	SS	TWIL TO	Day	NOV TWIL FROM	SR	SS	TWIL TO	Day	DEC TWIL FROM	SR	SS	TWIL TO
01	0450	0527	1658	1735	01	0552	0632	1541	1621	01	0647	0733	1452	1538
02	0452	0529	1655	1732	02	0555	0635	1539	1619	02	0648	0734	1451	1537
03	0454	0531	1652	1729	03	0557	0637	1537	1617	03	0650	0736	1451	1537
04	0456	0533	1650	1727	04	0558	0639	1535	1616	04	0651	0738	1450	1537
05	0459	0536	1647	1724	05	0600	0641	1532	1613	05	0652	0739	1449	1536
06	0501	0538	1644	1721	06	0602	0643	1530	1611	06	0654	0741	1449	1536
07	0503	0540	1642	1719	07	0604	0645	1528	1609	07	0655	0742	1448	1535
08	0505	0542	1639	1716	08	0606	0647	1526	1607	08	0656	0743	1448	1535
09	0506	0544	1637	1715	09	0608	0650	1524	1606	09	0658	0745	1447	1534
10	0508	0546	1634	1712	10	0610	0652	1523	1605	10	0659	0746	1447	1534
11	0510	0548	1631	1709	11	0612	0654	1521	1603	11	0659	0747	1447	1535
12	0512	0550	1629	1707	12	0614	0656	1519	1601	12	0700	0748	1447	1535
13	0514	0552	1626	1704	13	0616	0658	1517	1559	13	0701	0749	1446	1534
14	0516	0554	1624	1702	14	0617	0700	1515	1558	14	0702	0750	1446	1534
15	0518	0556	1621	1659	15	0619	0702	1513	1556	15	0703	0751	1446	1534
16	0520	0558	1619	1657	16	0621	0704	1512	1555	16	0704	0752	1447	1535
17	0522	0600	1616	1654	17	0623	0706	1510	1553	17	0705	0753	1447	1535
18	0524	0602	1614	1652	18	0625	0708	1508	1551	18	0706	0754	1447	1535
19	0527	0605	1611	1649	19	0626	0710	1507	1551	19	0706	0754	1447	1535
20	0529	0607	1609	1647	20	0628	0712	1505	1549	20	0707	0755	1448	1536
21	0530	0609	1606	1645	21	0630	0714	1504	1548	21	0707	0755	1448	1536
22	0532	0611	1604	1643	22	0632	0716	1503	1547	22	0708	0756	1449	1537
23	0534	0613	1602	1641	23	0634	0718	1501	1545	23	0708	0756	1449	1537
24	0536	0615	1559	1638	24	0635	0720	1500	1545	24	0709	0757	1450	1538
25	0538	0617	1557	1636	25	0637	0722	1459	1544	25	0709	0757	1451	1539
26	0540	0619	1555	1634	26	0639	0724	1457	1542	26	0709	0757	1452	1540
27	0543	0622	1552	1631	27	0641	0726	1456	1541	27	0709	0757	1453	1541
28	0545	0624	1550	1629	28	0643	0728	1455	1540	28	0709	0757	1454	1542
29	0546	0626	1548	1628	29	0643	0729	1454	1540	29	0709	0757	1455	1543
30	0548	0628	1545	1625	30	0645	0731	1453	1539	30	0709	0757	1456	1544
31	0550	0630	1543	1623						31	0710	0757	1457	1544

Table 2

East of 11°E with the exception of the islands Læsø, Bornholm and Ertholmene (Data REF: EKCH - København/Kastrup PSN 55 37N 012 39E)

2024 - 2031

Day	JAN TWIL FROM	SR	SS	TWIL TO	Day	FEB TWIL FROM	SR	SS	TWIL TO	Day	MAR TWIL FROM	SR	SS	TWIL TO
01	0652	0738	1447	1533	01	0623	0704	1543	1624	01	0522	0559	1645	1722
02	0652	0738	1449	1535	02	0621	0702	1545	1626	02	0520	0557	1647	1724
03	0652	0738	1450	1536	03	0620	0700	1547	1627	03	0517	0554	1649	1726
04	0651	0737	1451	1537	04	0618	0658	1549	1629	04	0515	0552	1651	1728
05	0651	0737	1453	1539	05	0616	0656	1551	1631	05	0512	0549	1653	1730
06	0650	0736	1454	1540	06	0614	0654	1554	1634	06	0510	0547	1655	1732
07	0651	0736	1455	1540	07	0612	0652	1556	1636	07	0507	0544	1657	1734
08	0650	0735	1457	1542	08	0611	0650	1558	1637	08	0505	0542	1659	1736
09	0649	0734	1458	1543	09	0609	0648	1600	1639	09	0502	0539	1702	1739
10	0649	0734	1500	1545	10	0607	0646	1602	1641	10	0500	0537	1704	1741
11	0648	0733	1502	1547	11	0605	0644	1604	1643	11	0457	0534	1706	1743
12	0647	0732	1503	1548	12	0603	0642	1607	1646	12	0454	0531	1708	1745
13	0647	0731	1505	1549	13	0600	0639	1609	1648	13	0452	0529	1710	1747
14	0646	0730	1507	1551	14	0558	0637	1611	1650	14	0449	0526	1712	1749
15	0645	0729	1509	1553	15	0557	0635	1613	1651	15	0447	0524	1714	1751
16	0644	0728	1510	1554	16	0555	0633	1615	1653	16	0444	0521	1716	1753
17	0643	0727	1512	1556	17	0552	0630	1617	1655	17	0441	0518	1718	1755
18	0643	0726	1514	1557	18	0550	0628	1619	1657	18	0439	0516	1720	1757
19	0641	0724	1516	1559	19	0548	0626	1622	1700	19	0436	0513	1722	1759
20	0640	0723	1518	1601	20	0545	0623	1624	1702	20	0434	0511	1724	1801
21	0639	0722	1520	1603	21	0543	0621	1626	1704	21	0431	0508	1726	1803
22	0637	0720	1522	1605	22	0541	0619	1628	1706	22	0428	0505	1728	1805
23	0637	0719	1524	1606	23	0538	0616	1630	1708	23	0426	0503	1730	1807
24	0635	0717	1526	1608	24	0537	0614	1632	1709	24	0423	0500	1732	1809
25	0634	0716	1528	1610	25	0535	0612	1634	1711	25	0421	0458	1734	1811
26	0632	0714	1530	1612	26	0532	0609	1637	1714	26	0418	0455	1736	1813
27	0630	0712	1532	1614	27	0530	0607	1639	1716	27	0415	0452	1738	1815
28	0630	0711	1534	1615	28	0527	0604	1641	1718	28	0413	0450	1740	1817
29	0628	0709	1536	1617	29	0525	0602	1643	1720	29	0410	0447	1742	1819
30	0626	0707	1539	1620						30	0408	0445	1744	1821
31	0625	0706	1541	1622						31	0404	0442	1746	1824

Day	APR TWIL FROM	SR	SS	TWIL TO	Day	MAY TWIL FROM	SR	SS	TWIL TO	Day	JUN TWIL FROM	SR	SS	TWIL TO
01	0401	0439	1748	1826	01	0242	0326	1848	1932	01	0137	0234	1942	2039
02	0359	0437	1750	1828	02	0240	0324	1850	1934	02	0136	0233	1943	2040
03	0356	0434	1752	1830	03	0237	0322	1852	1937	03	0135	0232	1944	2041
04	0354	0432	1754	1832	04	0235	0320	1854	1939	04	0133	0231	1945	2043
05	0351	0429	1756	1834	05	0233	0318	1856	1941	05	0132	0230	1947	2045
06	0349	0427	1758	1836	06	0229	0315	1858	1944	06	0131	0229	1948	2046
07	0346	0424	1800	1838	07	0227	0313	1900	1946	07	0130	0229	1949	2048
08	0343	0422	1802	1841	08	0224	0311	1902	1949	08	0129	0228	1950	2049
09	0340	0419	1804	1843	09	0222	0309	1904	1951	09	0128	0227	1951	2050
10	0337	0416	1806	1845	10	0220	0307	1905	1952	10	0127	0227	1951	2051
11	0335	0414	1808	1847	11	0217	0305	1907	1955	11	0126	0226	1952	2052
12	0332	0411	1810	1849	12	0215	0303	1909	1957	12	0126	0226	1953	2053
13	0329	0409	1812	1852	13	0213	0302	1911	2000	13	0126	0226	1954	2054
14	0326	0406	1814	1854	14	0211	0300	1913	2002	14	0126	0226	1954	2054
15	0324	0404	1816	1856	15	0209	0258	1915	2004	15	0124	0225	1955	2056
16	0321	0401	1818	1858	16	0206	0256	1917	2007	16	0124	0225	1955	2056
17	0319	0359	1820	1900	17	0204	0254	1918	2008	17	0124	0225	1956	2057
18	0316	0357	1822	1903	18	0202	0253	1920	2011	18	0124	0225	1956	2057
19	0313	0354	1824	1905	19	0200	0251	1922	2013	19	0124	0225	1957	2058
20	0311	0352	1826	1907	20	0158	0249	1924	2015	20	0124	0225	1957	2058
21	0308	0349	1828	1909	21	0156	0248	1925	2017	21	0125	0226	1957	2058
22	0305	0347	1830	1912	22	0154	0246	1927	2019	22	0125	0226	1957	2058
23	0303	0345	1832	1914	23	0152	0245	1929	2022	23	0125	0226	1957	2058
24	0300	0342	1834	1916	24	0150	0243	1930	2023	24	0126	0227	1957	2058
25	0258	0340	1836	1918	25	0148	0242	1932	2026	25	0126	0227	1957	2058
26	0254	0337	1838	1921	26	0147	0241	1933	2027	26	0127	0228	1957	2058
27	0252	0335	1840	1923	27	0145	0239	1935	2029	27	0128	0228	1957	2057
28	0250	0333	1842	1925	28	0143	0238	1936	2031	28	0129	0229	1956	2056
29	0247	0331	1844	1928	29	0142	0237	1938	2033	29	0129	0229	1956	2056
30	0244	0328	1846	1930	30	0140	0236	1939	2035	30	0130	0230	1956	2056
					31	0139	0235	1940	2036					

JUL					AUG					SEP				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0132	0231	1955	2054	01	0229	0316	1914	2001	01	0336	0415	1802	1841
02	0133	0232	1955	2054	02	0231	0318	1912	1959	02	0338	0417	1759	1838
03	0134	0233	1954	2053	03	0233	0320	1910	1957	03	0340	0419	1757	1836
04	0135	0234	1954	2053	04	0236	0322	1908	1954	04	0343	0421	1754	1832
05	0137	0235	1953	2051	05	0237	0323	1906	1952	05	0345	0423	1752	1830
06	0138	0236	1952	2050	06	0239	0325	1904	1950	06	0347	0425	1749	1827
07	0139	0237	1951	2049	07	0242	0327	1902	1947	07	0349	0427	1747	1825
08	0141	0238	1950	2047	08	0244	0329	1900	1945	08	0351	0429	1744	1822
09	0142	0239	1949	2046	09	0246	0331	1857	1942	09	0353	0431	1741	1819
10	0145	0241	1948	2044	10	0249	0333	1855	1939	10	0354	0432	1739	1817
11	0146	0242	1947	2043	11	0251	0335	1853	1937	11	0356	0434	1736	1814
12	0147	0243	1946	2042	12	0253	0337	1851	1935	12	0359	0436	1734	1811
13	0150	0245	1945	2040	13	0256	0339	1848	1931	13	0401	0438	1731	1808
14	0151	0246	1944	2039	14	0258	0341	1846	1929	14	0403	0440	1728	1805
15	0153	0247	1943	2037	15	0259	0342	1844	1927	15	0405	0442	1726	1803
16	0155	0249	1941	2035	16	0302	0344	1841	1923	16	0407	0444	1723	1800
17	0156	0250	1940	2034	17	0304	0346	1839	1921	17	0409	0446	1720	1757
18	0159	0252	1938	2031	18	0306	0348	1837	1919	18	0411	0448	1718	1755
19	0201	0254	1937	2030	19	0308	0350	1834	1916	19	0413	0450	1715	1752
20	0203	0255	1935	2027	20	0311	0352	1832	1913	20	0415	0452	1713	1750
21	0205	0257	1934	2026	21	0313	0354	1830	1911	21	0416	0453	1710	1747
22	0207	0258	1932	2023	22	0315	0356	1827	1908	22	0418	0455	1707	1744
23	0209	0300	1931	2022	23	0317	0358	1825	1906	23	0420	0457	1705	1742
24	0211	0302	1929	2020	24	0320	0400	1822	1902	24	0422	0459	1702	1739
25	0213	0303	1927	2017	25	0322	0402	1820	1900	25	0424	0501	1659	1736
26	0215	0305	1925	2015	26	0324	0404	1817	1857	26	0426	0503	1657	1734
27	0218	0307	1924	2013	27	0326	0406	1815	1855	27	0428	0505	1654	1731
28	0220	0309	1922	2011	28	0327	0407	1812	1852	28	0430	0507	1652	1729
29	0222	0311	1920	2009	29	0330	0409	1810	1849	29	0432	0509	1649	1726
30	0224	0312	1918	2006	30	0332	0411	1807	1846	30	0434	0511	1646	1723
31	0226	0314	1916	2004	31	0334	0413	1805	1844					

OCT					NOV					DEC				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0436	0513	1644	1721	01	0537	0616	1529	1608	01	0630	0715	1442	1527
02	0438	0515	1641	1718	02	0539	0618	1527	1606	02	0631	0716	1441	1526
03	0440	0517	1639	1716	03	0540	0620	1525	1605	03	0633	0718	1441	1526
04	0442	0519	1636	1713	04	0542	0622	1523	1603	04	0634	0719	1440	1525
05	0444	0521	1634	1711	05	0544	0624	1521	1601	05	0636	0721	1439	1524
06	0446	0523	1631	1708	06	0546	0626	1519	1559	06	0636	0722	1439	1525
07	0448	0525	1628	1705	07	0548	0628	1517	1557	07	0637	0723	1438	1524
08	0450	0527	1626	1703	08	0551	0631	1515	1555	08	0639	0725	1438	1524
09	0452	0529	1623	1700	09	0552	0633	1513	1554	09	0640	0726	1438	1524
10	0454	0531	1621	1658	10	0554	0635	1511	1552	10	0641	0727	1437	1523
11	0456	0533	1618	1655	11	0556	0637	1509	1550	11	0642	0728	1437	1523
12	0458	0535	1616	1653	12	0558	0639	1508	1549	12	0643	0729	1437	1523
13	0500	0537	1613	1650	13	0600	0641	1506	1547	13	0645	0731	1437	1523
14	0502	0539	1611	1648	14	0601	0643	1504	1546	14	0646	0732	1437	1523
15	0504	0541	1608	1645	15	0603	0645	1503	1545	15	0645	0732	1437	1524
16	0506	0543	1606	1643	16	0605	0647	1501	1543	16	0646	0733	1437	1524
17	0508	0545	1604	1641	17	0607	0649	1459	1541	17	0647	0734	1437	1524
18	0509	0547	1601	1639	18	0609	0651	1458	1540	18	0648	0735	1437	1524
19	0511	0549	1559	1637	19	0610	0653	1456	1539	19	0648	0735	1438	1525
20	0513	0551	1556	1634	20	0612	0655	1455	1538	20	0649	0736	1438	1525
21	0515	0553	1554	1632	21	0614	0657	1453	1536	21	0650	0737	1439	1526
22	0517	0555	1552	1630	22	0616	0659	1452	1535	22	0650	0737	1439	1526
23	0519	0557	1549	1627	23	0618	0701	1451	1534	23	0651	0738	1440	1527
24	0521	0559	1547	1625	24	0618	0702	1449	1533	24	0651	0738	1441	1528
25	0523	0601	1545	1623	25	0620	0704	1448	1532	25	0651	0738	1441	1528
26	0525	0603	1542	1620	26	0622	0706	1447	1531	26	0651	0738	1442	1529
27	0526	0605	1540	1619	27	0624	0708	1446	1530	27	0651	0738	1443	1530
28	0529	0608	1538	1617	28	0626	0710	1445	1529	28	0652	0738	1444	1530
29	0531	0610	1536	1615	29	0627	0711	1444	1528	29	0652	0738	1445	1531
30	0533	0612	1533	1612	30	0628	0713	1443	1528	30	0652	0738	1446	1532
31	0535	0614	1531	1610						31	0652	0738	1447	1533

Table 3
The islands Bornholm and Ertholmene (Data REF: EKRN - Bornholm/Rønne PSN 55 04N 014 46E)

2024 - 2031

Day	JAN TWIL FROM	SR	SS	TWIL TO	Day	FEB TWIL FROM	SR	SS	TWIL TO	Day	MAR TWIL FROM	SR	SS	TWIL TO
01	0641	0726	1442	1527	01	0613	0653	1537	1617	01	0514	0550	1637	1713
02	0641	0726	1444	1529	02	0611	0651	1539	1619	02	0512	0548	1639	1715
03	0641	0726	1445	1530	03	0609	0649	1541	1621	03	0509	0545	1641	1717
04	0640	0725	1446	1531	04	0608	0647	1543	1622	04	0507	0543	1643	1719
05	0640	0725	1447	1532	05	0607	0646	1545	1624	05	0504	0540	1645	1721
06	0640	0725	1449	1534	06	0605	0644	1547	1626	06	0502	0538	1647	1723
07	0640	0724	1450	1534	07	0603	0642	1549	1628	07	0459	0535	1649	1725
08	0639	0723	1452	1536	08	0601	0640	1551	1630	08	0457	0533	1651	1727
09	0639	0723	1453	1537	09	0559	0638	1553	1632	09	0454	0530	1653	1729
10	0638	0722	1455	1539	10	0557	0636	1555	1634	10	0452	0528	1655	1731
11	0637	0721	1456	1540	11	0555	0633	1558	1636	11	0449	0525	1657	1733
12	0636	0720	1458	1542	12	0553	0631	1600	1638	12	0447	0523	1659	1735
13	0636	0720	1500	1544	13	0551	0629	1602	1640	13	0444	0520	1701	1737
14	0636	0719	1501	1544	14	0549	0627	1604	1642	14	0442	0518	1703	1739
15	0635	0718	1503	1546	15	0547	0625	1606	1644	15	0439	0515	1705	1741
16	0633	0716	1505	1548	16	0545	0623	1608	1646	16	0437	0513	1707	1743
17	0632	0715	1507	1550	17	0542	0620	1610	1648	17	0434	0510	1709	1745
18	0631	0714	1509	1552	18	0541	0618	1612	1649	18	0431	0507	1711	1747
19	0631	0713	1510	1552	19	0539	0616	1614	1651	19	0429	0505	1713	1749
20	0630	0712	1512	1554	20	0537	0614	1617	1654	20	0426	0502	1715	1751
21	0628	0710	1514	1556	21	0534	0611	1619	1656	21	0424	0500	1717	1753
22	0627	0709	1516	1558	22	0532	0609	1621	1658	22	0421	0457	1719	1755
23	0626	0708	1518	1600	23	0530	0607	1623	1700	23	0419	0455	1721	1757
24	0625	0706	1520	1601	24	0527	0604	1625	1702	24	0416	0452	1723	1759
25	0624	0705	1522	1603	25	0525	0602	1627	1704	25	0413	0450	1725	1802
26	0622	0703	1524	1605	26	0523	0600	1629	1706	26	0410	0447	1727	1804
27	0621	0702	1526	1607	27	0520	0557	1631	1708	27	0407	0444	1729	1806
28	0619	0700	1528	1609	28	0518	0555	1633	1710	28	0405	0442	1731	1808
29	0617	0658	1530	1611	29	0516	0552	1635	1711	29	0402	0439	1733	1810
30	0617	0657	1532	1612						30	0400	0437	1735	1812
31	0615	0655	1534	1614						31	0357	0434	1737	1814

Day	APR TWIL FROM	SR	SS	TWIL TO	Day	MAY TWIL FROM	SR	SS	TWIL TO	Day	JUN TWIL FROM	SR	SS	TWIL TO
01	0355	0432	1739	1816	01	0237	0320	1837	1920	01	0134	0229	1930	2025
02	0352	0429	1741	1818	02	0234	0318	1839	1923	02	0133	0228	1931	2026
03	0350	0427	1743	1820	03	0232	0316	1841	1925	03	0132	0227	1932	2027
04	0347	0424	1745	1822	04	0230	0314	1843	1927	04	0130	0226	1933	2029
05	0344	0422	1747	1825	05	0227	0311	1845	1929	05	0129	0225	1934	2030
06	0341	0419	1749	1827	06	0224	0309	1847	1932	06	0129	0225	1935	2031
07	0339	0417	1751	1829	07	0222	0307	1849	1934	07	0127	0224	1936	2033
08	0336	0414	1752	1830	08	0219	0305	1851	1937	08	0126	0223	1937	2034
09	0334	0412	1754	1832	09	0217	0303	1853	1939	09	0126	0223	1938	2035
10	0331	0409	1756	1834	10	0215	0301	1854	1940	10	0125	0222	1939	2036
11	0328	0407	1758	1837	11	0213	0300	1856	1943	11	0124	0222	1940	2038
12	0325	0404	1800	1839	12	0211	0258	1858	1945	12	0124	0222	1941	2039
13	0323	0402	1802	1841	13	0209	0256	1900	1947	13	0123	0221	1941	2039
14	0320	0359	1804	1843	14	0206	0254	1902	1950	14	0123	0221	1942	2040
15	0318	0357	1806	1845	15	0204	0252	1903	1951	15	0123	0221	1942	2040
16	0315	0354	1808	1847	16	0203	0251	1905	1953	16	0123	0221	1943	2041
17	0312	0352	1810	1850	17	0200	0249	1907	1956	17	0123	0221	1943	2041
18	0310	0350	1812	1852	18	0158	0247	1909	1958	18	0123	0221	1944	2042
19	0307	0347	1814	1854	19	0156	0246	1910	2000	19	0122	0221	1944	2043
20	0305	0345	1816	1856	20	0154	0244	1912	2002	20	0122	0221	1944	2043
21	0301	0342	1818	1859	21	0153	0243	1914	2004	21	0122	0221	1944	2043
22	0259	0340	1820	1901	22	0150	0241	1915	2006	22	0122	0221	1945	2044
23	0257	0338	1822	1903	23	0149	0240	1917	2008	23	0124	0222	1945	2043
24	0254	0335	1824	1905	24	0146	0238	1918	2010	24	0124	0222	1945	2043
25	0251	0333	1826	1908	25	0145	0237	1920	2012	25	0125	0223	1945	2043
26	0249	0331	1828	1910	26	0144	0236	1921	2013	26	0125	0223	1944	2042
27	0247	0329	1830	1912	27	0141	0234	1923	2016	27	0126	0224	1944	2042
28	0244	0326	1832	1914	28	0140	0233	1924	2017	28	0126	0224	1944	2042
29	0241	0324	1833	1916	29	0138	0232	1926	2020	29	0127	0225	1944	2042
30	0239	0322	1835	1918	30	0137	0231	1927	2021	30	0129	0226	1943	2040
					31	0136	0230	1928	2022					

Day	JUL TWIL FROM	SR	SS	TWIL TO	Day	AUG TWIL FROM	SR	SS	TWIL TO	Day	SEP TWIL FROM	SR	SS	TWIL TO
01	0129	0226	1943	2040	01	0224	0310	1903	1949	01	0330	0408	1753	1831
02	0130	0227	1942	2039	02	0226	0312	1901	1947	02	0332	0410	1750	1828
03	0131	0228	1942	2039	03	0228	0314	1859	1945	03	0334	0412	1747	1825
04	0133	0229	1941	2037	04	0231	0316	1857	1942	04	0335	0413	1745	1823
05	0134	0230	1941	2037	05	0232	0317	1855	1940	05	0337	0415	1742	1820
06	0135	0231	1940	2036	06	0234	0319	1853	1938	06	0339	0417	1740	1818
07	0136	0232	1939	2035	07	0237	0321	1851	1935	07	0342	0419	1737	1814
08	0138	0233	1938	2033	08	0239	0323	1849	1933	08	0344	0421	1735	1812
09	0140	0235	1937	2032	09	0241	0325	1847	1931	09	0346	0423	1732	1809
10	0141	0236	1936	2031	10	0244	0327	1845	1928	10	0348	0425	1730	1807
11	0143	0237	1935	2029	11	0245	0328	1842	1925	11	0349	0426	1727	1804
12	0144	0238	1934	2028	12	0247	0330	1840	1923	12	0351	0428	1725	1802
13	0147	0240	1933	2026	13	0250	0332	1838	1920	13	0353	0430	1722	1759
14	0148	0241	1932	2025	14	0252	0334	1836	1918	14	0355	0432	1719	1756
15	0149	0242	1931	2024	15	0254	0336	1833	1915	15	0357	0434	1717	1754
16	0152	0244	1929	2021	16	0256	0338	1831	1913	16	0359	0436	1714	1751
17	0153	0245	1928	2020	17	0259	0340	1829	1910	17	0401	0438	1712	1749
18	0155	0247	1927	2019	18	0301	0342	1827	1908	18	0404	0440	1709	1745
19	0157	0248	1925	2016	19	0302	0343	1824	1905	19	0405	0441	1707	1743
20	0159	0250	1924	2015	20	0304	0345	1822	1903	20	0407	0443	1704	1740
21	0201	0251	1922	2012	21	0307	0347	1819	1859	21	0409	0445	1701	1737
22	0203	0253	1921	2011	22	0309	0349	1817	1857	22	0411	0447	1659	1735
23	0205	0255	1919	2009	23	0311	0351	1815	1855	23	0413	0449	1656	1732
24	0207	0256	1917	2006	24	0313	0353	1812	1852	24	0415	0451	1654	1730
25	0209	0258	1916	2005	25	0315	0355	1810	1850	25	0417	0453	1651	1727
26	0212	0300	1914	2002	26	0318	0357	1807	1846	26	0419	0455	1648	1724
27	0213	0301	1912	2000	27	0319	0358	1805	1844	27	0420	0456	1646	1722
28	0215	0303	1911	1959	28	0321	0400	1802	1841	28	0422	0458	1643	1719
29	0218	0305	1909	1956	29	0323	0402	1800	1839	29	0424	0500	1641	1717
30	0220	0307	1907	1954	30	0325	0404	1758	1837	30	0426	0502	1638	1714
31	0221	0308	1905	1952	31	0328	0406	1755	1833					

Day	OCT TWIL FROM	SR	SS	TWIL TO	Day	NOV TWIL FROM	SR	SS	TWIL TO	Day	DEC TWIL FROM	SR	SS	TWIL TO
01	0428	0504	1636	1712	01	0527	0606	1523	1602	01	0619	0703	1437	1521
02	0430	0506	1633	1709	02	0529	0608	1521	1600	02	0620	0704	1436	1520
03	0432	0508	1631	1707	03	0531	0610	1518	1557	03	0622	0706	1435	1519
04	0434	0510	1628	1704	04	0533	0612	1516	1555	04	0623	0707	1435	1519
05	0436	0512	1626	1702	05	0535	0614	1515	1554	05	0624	0709	1434	1519
06	0438	0514	1623	1659	06	0537	0616	1513	1552	06	0625	0710	1434	1519
07	0440	0516	1621	1657	07	0538	0618	1511	1551	07	0627	0712	1433	1518
08	0442	0518	1618	1654	08	0540	0620	1509	1549	08	0628	0713	1433	1518
09	0443	0519	1616	1652	09	0542	0622	1507	1547	09	0629	0714	1433	1518
10	0445	0521	1613	1649	10	0544	0624	1505	1545	10	0630	0715	1432	1517
11	0447	0523	1611	1647	11	0546	0626	1503	1543	11	0631	0716	1432	1517
12	0448	0525	1608	1645	12	0547	0628	1502	1543	12	0633	0718	1432	1517
13	0450	0527	1606	1643	13	0549	0630	1500	1541	13	0634	0719	1432	1517
14	0452	0529	1603	1640	14	0551	0632	1458	1539	14	0635	0720	1432	1517
15	0454	0531	1601	1638	15	0553	0634	1457	1538	15	0634	0720	1432	1518
16	0456	0533	1559	1636	16	0555	0636	1455	1536	16	0635	0721	1432	1518
17	0458	0535	1556	1633	17	0557	0638	1453	1534	17	0636	0722	1432	1518
18	0500	0537	1554	1631	18	0558	0640	1452	1534	18	0637	0723	1433	1519
19	0502	0539	1551	1628	19	0600	0642	1451	1533	19	0637	0723	1433	1519
20	0504	0541	1549	1626	20	0602	0644	1449	1531	20	0638	0724	1433	1519
21	0506	0543	1547	1624	21	0603	0645	1448	1530	21	0639	0725	1434	1520
22	0508	0545	1544	1621	22	0605	0647	1446	1528	22	0639	0725	1434	1520
23	0510	0547	1542	1619	23	0606	0649	1445	1528	23	0639	0725	1435	1521
24	0511	0549	1540	1618	24	0608	0651	1444	1527	24	0640	0726	1436	1522
25	0513	0551	1538	1616	25	0610	0653	1443	1526	25	0640	0726	1436	1522
26	0515	0553	1535	1613	26	0612	0655	1442	1525	26	0640	0726	1437	1523
27	0517	0555	1533	1611	27	0613	0656	1441	1524	27	0641	0726	1438	1523
28	0519	0557	1531	1609	28	0615	0658	1440	1523	28	0641	0726	1439	1524
29	0521	0559	1529	1607	29	0616	0700	1439	1523	29	0641	0726	1440	1525
30	0523	0601	1527	1605	30	0617	0701	1438	1522	30	0641	0726	1441	1526
31	0525	0604	1525	1604						31	0641	0726	1442	1527

Table 4
North Sea Area west of 8°E (Data REF: EKTE - Tyra E PSN 55 43N 004 48E)

2024 - 2031

JAN

Day	TWIL FROM	SR	SS	TWIL TO
01	0724	0810	1518	1604
02	0724	0810	1519	1605
03	0724	0810	1521	1607
04	0723	0809	1522	1608
05	0723	0809	1523	1609
06	0722	0808	1525	1611
07	0722	0808	1526	1612
08	0722	0807	1528	1613
09	0721	0806	1529	1614
10	0721	0806	1531	1616
11	0720	0805	1533	1618
12	0719	0804	1534	1619
13	0718	0803	1536	1621
14	0718	0802	1538	1622
15	0717	0801	1540	1624
16	0716	0800	1541	1625
17	0715	0759	1543	1627
18	0713	0757	1545	1629
19	0713	0756	1547	1630
20	0712	0755	1549	1632
21	0710	0753	1551	1634
22	0709	0752	1553	1636
23	0708	0751	1555	1638
24	0707	0749	1557	1639
25	0706	0748	1559	1641
26	0704	0746	1601	1643
27	0702	0744	1603	1645
28	0701	0743	1605	1647
29	0700	0741	1607	1648
30	0658	0739	1610	1651
31	0656	0737	1612	1653

FEB

Day	TWIL FROM	SR	SS	TWIL TO
01	0654	0735	1614	1655
02	0653	0734	1616	1657
03	0652	0732	1618	1658
04	0650	0730	1620	1700
05	0648	0728	1622	1702
06	0646	0726	1625	1705
07	0644	0724	1627	1707
08	0642	0722	1629	1709
09	0641	0720	1631	1710
10	0638	0717	1633	1712
11	0636	0715	1635	1714
12	0634	0713	1638	1717
13	0632	0711	1640	1719
14	0630	0709	1642	1721
15	0628	0707	1644	1723
16	0626	0704	1646	1724
17	0624	0702	1649	1727
18	0622	0700	1651	1729
19	0619	0657	1653	1731
20	0617	0655	1655	1733
21	0615	0653	1657	1735
22	0612	0650	1659	1737
23	0610	0648	1701	1739
24	0608	0646	1704	1742
25	0606	0643	1706	1743
26	0604	0641	1708	1745
27	0601	0638	1710	1747
28	0559	0636	1712	1749
29	0556	0633	1714	1751

MAR

Day	TWIL FROM	SR	SS	TWIL TO
01	0554	0631	1716	1753
02	0551	0628	1718	1755
03	0549	0626	1720	1757
04	0546	0623	1723	1800
05	0544	0621	1725	1802
06	0541	0618	1727	1804
07	0539	0616	1729	1806
08	0536	0613	1731	1808
09	0534	0611	1733	1810
10	0531	0608	1735	1812
11	0528	0605	1737	1814
12	0526	0603	1739	1816
13	0523	0600	1741	1818
14	0521	0558	1743	1820
15	0518	0555	1745	1822
16	0515	0552	1747	1824
17	0513	0550	1749	1826
18	0510	0547	1751	1828
19	0508	0545	1753	1830
20	0505	0542	1755	1832
21	0502	0539	1757	1834
22	0500	0537	1759	1836
23	0457	0534	1801	1838
24	0455	0532	1803	1840
25	0452	0529	1805	1842
26	0449	0526	1807	1844
27	0447	0524	1809	1846
28	0444	0521	1811	1848
29	0442	0519	1814	1851
30	0438	0516	1816	1854
31	0435	0513	1818	1856

APR

Day	TWIL FROM	SR	SS	TWIL TO
01	0433	0511	1820	1858
02	0430	0508	1822	1900
03	0428	0506	1824	1902
04	0425	0503	1826	1904
05	0422	0500	1828	1906
06	0420	0458	1830	1908
07	0416	0455	1832	1911
08	0414	0453	1834	1913
09	0411	0450	1836	1915
10	0409	0448	1838	1917
11	0406	0445	1840	1919
12	0404	0443	1842	1921
13	0400	0440	1844	1924
14	0358	0438	1846	1926
15	0355	0435	1848	1928
16	0353	0433	1850	1930
17	0350	0430	1852	1932
18	0347	0428	1854	1935
19	0344	0425	1856	1937
20	0342	0423	1858	1939
21	0339	0420	1900	1941
22	0336	0418	1902	1944
23	0334	0416	1904	1946
24	0331	0413	1906	1948
25	0329	0411	1908	1950
26	0325	0408	1910	1953
27	0323	0406	1912	1955
28	0321	0404	1914	1957
29	0318	0402	1916	2000
30	0315	0359	1918	2002

MAY

Day	TWIL FROM	SR	SS	TWIL TO
01	0313	0357	1920	2004
02	0310	0355	1922	2007
03	0308	0353	1924	2009
04	0306	0351	1926	2011
05	0302	0348	1928	2014
06	0300	0346	1930	2016
07	0258	0344	1932	2018
08	0255	0342	1934	2021
09	0253	0340	1936	2023
10	0250	0338	1937	2025
11	0248	0336	1939	2027
12	0246	0334	1941	2029
13	0243	0332	1943	2032
14	0242	0331	1945	2034
15	0239	0329	1947	2037
16	0237	0327	1949	2039
17	0235	0325	1950	2040
18	0233	0324	1952	2043
19	0231	0322	1954	2045
20	0228	0320	1956	2048
21	0227	0319	1957	2049
22	0224	0317	1959	2052
23	0223	0316	2001	2054
24	0221	0314	2002	2055
25	0219	0313	2004	2058
26	0217	0311	2005	2059
27	0215	0310	2007	2102
28	0214	0309	2008	2103
29	0212	0308	2010	2106
30	0210	0306	2011	2107
31	0209	0305	2013	2109

JUN

Day	TWIL FROM	SR	SS	TWIL TO
01	0207	0304	2014	2111
02	0206	0303	2015	2112
03	0204	0302	2016	2114
04	0204	0302	2018	2116
05	0203	0301	2019	2117
06	0201	0300	2020	2119
07	0200	0259	2021	2120
08	0200	0259	2022	2121
09	0158	0258	2023	2123
10	0158	0258	2024	2124
11	0157	0257	2024	2124
12	0157	0257	2025	2125
13	0155	0256	2026	2127
14	0155	0256	2026	2127
15	0155	0256	2027	2128
16	0155	0256	2028	2129
17	0155	0256	2028	2129
18	0155	0256	2028	2129
19	0155	0256	2029	2130
20	0155	0256	2029	2130
21	0155	0256	2029	2130
22	0156	0257	2029	2130
23	0156	0257	2029	2130
24	0156	0257	2029	2130
25	0157	0258	2029	2130
26	0157	0258	2029	2130
27	0158	0259	2029	2130
28	0158	0259	2029	2130
29	0200	0300	2028	2128
30	0201	0301	2028	2128

JUL					AUG					SEP				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0202	0302	2027	2127	01	0259	0347	1946	2034	01	0407	0446	1834	1913
02	0203	0303	2027	2127	02	0302	0349	1944	2031	02	0409	0448	1831	1910
03	0204	0303	2026	2125	03	0304	0351	1942	2029	03	0411	0450	1828	1907
04	0205	0304	2026	2125	04	0307	0353	1940	2026	04	0413	0452	1826	1905
05	0206	0305	2025	2124	05	0308	0354	1938	2024	05	0416	0454	1823	1901
06	0209	0307	2024	2122	06	0310	0356	1936	2022	06	0418	0456	1821	1859
07	0210	0308	2023	2121	07	0313	0358	1934	2019	07	0420	0458	1818	1856
08	0211	0309	2022	2120	08	0315	0400	1931	2016	08	0422	0500	1815	1853
09	0213	0310	2021	2118	09	0317	0402	1929	2014	09	0424	0502	1813	1851
10	0214	0311	2020	2117	10	0320	0404	1927	2011	10	0426	0504	1810	1848
11	0217	0313	2019	2115	11	0322	0406	1925	2009	11	0428	0506	1808	1846
12	0218	0314	2018	2114	12	0324	0408	1922	2006	12	0430	0508	1805	1843
13	0219	0315	2017	2113	13	0327	0410	1920	2003	13	0433	0510	1802	1839
14	0222	0317	2016	2111	14	0329	0412	1918	2001	14	0434	0511	1800	1837
15	0223	0318	2015	2110	15	0331	0414	1915	1958	15	0436	0513	1757	1834
16	0226	0320	2013	2107	16	0332	0415	1913	1956	16	0438	0515	1754	1831
17	0227	0321	2012	2106	17	0335	0417	1911	1953	17	0440	0517	1752	1829
18	0230	0323	2010	2103	18	0337	0419	1908	1950	18	0442	0519	1749	1826
19	0231	0324	2009	2102	19	0339	0421	1906	1948	19	0444	0521	1747	1824
20	0233	0326	2007	2100	20	0342	0423	1904	1945	20	0446	0523	1744	1821
21	0236	0328	2006	2058	21	0344	0425	1901	1942	21	0448	0525	1741	1818
22	0237	0329	2004	2056	22	0346	0427	1859	1940	22	0450	0527	1739	1816
23	0240	0331	2003	2054	23	0348	0429	1856	1937	23	0452	0529	1736	1813
24	0242	0333	2001	2052	24	0350	0431	1854	1935	24	0454	0531	1733	1810
25	0244	0334	1959	2049	25	0353	0433	1851	1931	25	0456	0533	1731	1808
26	0246	0336	1957	2047	26	0355	0435	1849	1929	26	0458	0535	1728	1805
27	0248	0338	1956	2046	27	0357	0437	1846	1926	27	0500	0537	1726	1803
28	0251	0340	1954	2043	28	0359	0439	1844	1924	28	0501	0538	1723	1800
29	0252	0341	1952	2041	29	0401	0441	1841	1921	29	0503	0540	1720	1757
30	0255	0343	1950	2038	30	0404	0443	1839	1918	30	0505	0542	1718	1755
31	0257	0345	1948	2036	31	0405	0444	1836	1915					

OCT					NOV					DEC				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0507	0544	1715	1752	01	0609	0648	1600	1639	01	0702	0747	1513	1558
02	0509	0546	1713	1750	02	0610	0650	1558	1638	02	0703	0748	1512	1557
03	0511	0548	1710	1747	03	0612	0652	1556	1636	03	0705	0750	1511	1556
04	0513	0550	1707	1744	04	0614	0654	1554	1634	04	0706	0751	1511	1556
05	0515	0552	1705	1742	05	0616	0656	1552	1632	05	0707	0753	1510	1556
06	0517	0554	1702	1739	06	0618	0658	1550	1630	06	0708	0754	1510	1556
07	0519	0556	1700	1737	07	0620	0700	1548	1628	07	0710	0756	1509	1555
08	0521	0558	1657	1734	08	0621	0702	1546	1627	08	0711	0757	1509	1555
09	0523	0600	1655	1732	09	0623	0704	1544	1625	09	0712	0758	1508	1554
10	0525	0602	1652	1729	10	0626	0707	1542	1623	10	0713	0759	1508	1554
11	0527	0604	1650	1727	11	0628	0709	1540	1621	11	0714	0800	1508	1554
12	0529	0606	1647	1724	12	0630	0711	1539	1620	12	0716	0802	1508	1554
13	0531	0608	1645	1722	13	0631	0713	1537	1619	13	0716	0803	1508	1555
14	0533	0610	1642	1719	14	0633	0715	1535	1617	14	0717	0804	1508	1555
15	0535	0612	1640	1717	15	0635	0717	1533	1615	15	0718	0805	1508	1555
16	0537	0614	1637	1714	16	0637	0719	1532	1614	16	0718	0805	1508	1555
17	0538	0616	1635	1713	17	0639	0721	1530	1612	17	0719	0806	1508	1555
18	0540	0618	1632	1710	18	0640	0723	1529	1612	18	0720	0807	1508	1555
19	0543	0621	1630	1708	19	0642	0725	1527	1610	19	0721	0808	1509	1556
20	0545	0623	1627	1705	20	0644	0727	1526	1609	20	0721	0808	1509	1556
21	0547	0625	1625	1703	21	0646	0729	1524	1607	21	0722	0809	1509	1556
22	0549	0627	1623	1701	22	0648	0731	1523	1606	22	0722	0809	1510	1557
23	0551	0629	1620	1658	23	0648	0732	1522	1606	23	0723	0810	1511	1558
24	0553	0631	1618	1656	24	0650	0734	1520	1604	24	0723	0810	1511	1558
25	0555	0633	1616	1654	25	0652	0736	1519	1603	25	0723	0810	1512	1559
26	0556	0635	1613	1652	26	0654	0738	1518	1602	26	0723	0810	1513	1600
27	0558	0637	1611	1650	27	0656	0740	1517	1601	27	0723	0810	1514	1601
28	0600	0639	1609	1648	28	0658	0742	1516	1600	28	0724	0811	1515	1602
29	0602	0641	1607	1646	29	0658	0743	1515	1600	29	0724	0811	1516	1603
30	0604	0643	1605	1644	30	0700	0745	1514	1559	30	0724	0810	1517	1603
31	0607	0646	1602	1641						31	0724	0810	1518	1604

GEN 3 SERVICES

GEN 3.1 Aeronautical Information Services

1. Organisation of the Danish AIM

1.1 The Aeronautical Information Service (AIS) is a service within the Aeronautical Information Management (AIM), which is provided by Naviair on behalf of the Danish CAA. AIM consists of an AIM Headquarter and an international NOTAM office (NOF).

1.2 AIM Headquarters:

NAVIAIR
Aeronautical Information Management
Naviair Allé 1
DK-2770 Kastrup
Denmark

TEL:	+45 3247 8221
	E-mail: aim@naviair.dk
Internet:	https://aim.naviair.dk/
Opening hours:	Weekdays, during normal office hours.

1.3 International NOTAM Office (NOF):

AIS Briefing Naviair
Naviair Allé 1
DK-2770 Kastrup
Denmark

TEL:	+45 32 47 82 72
	E-mail:fpc@naviair.dk
Internet:	https://briefing.naviair.dk
AFS:	EKCHYNYX
Opening hours:	H24

1.4 Applicable ICAO documents

The services are provided in accordance with the Standards and Recommended Practices provided in the following ICAO documents

Annex 4	Aeronautical Charts
Annex 15	Aeronautical Information Services
DOC 8126	Aeronautical Information Services Manual
DOC 8400	ICAO Abbreviations and Codes
DOC 8697	Aeronautical Chart Manual
DOC 9674	World Geodetic System - 1984 (WGS-84) Manual

Differences from the International Standards and Recommended Practices are detailed in GEN 1.7.

2. Area of Responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Denmark and for the airspace over the high seas encompassed by København Flight Information Region (FIR).

3. Aeronautical Publications

3.1 Aeronautical information for IFR operations are provided in the form of an Integrated Aeronautical Information Package consisting of the following elements:

- AIP Denmark
- Amendment service to the AIP
- Supplement to the AIP
- NOTAM and Pre-flight Information Bulletins
- Aeronautical Information Circulars (AIC)
- Checklist of valid NOTAM and list of latest issued publications.

The elements of the package are distributed on the internet. The Internet address is: https://aim.naviair.dk/ or www.ead.eurocontrol.int. NOTAM are issued via the Aeronautical Fixed Service (AFS).

3.2 AIP Denmark

AIP Denmark is a basic document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration changes essential for air navigation.

Note: In addition to the AIP, a separate VFR Flight Guide (VFG) is produced. It is published in both Danish and English and contains besides the aerodromes included in the AIP also minor VMC aerodromes.

3.3 Amendment Service to the AIP

Amendments Service to the AIP are made by means of replacement sheets using AIP AIRAC Amendment (AIP AIRAC AMDT) issued in accordance with the AIRAC system which incorporates operationally significant permanent changes to the AIP on the indicated AIRAC effective dates. AIP AIRAC AMDT also contains information usually published by AMDT, as AMDT are not published in Denmark.

A brief description of the AIP subjects affected by the amendment is given on the amendment cover sheet. New information on the reprinted pages is annotated in the left margin (or immediately to the left of the change) by a vertical line.

Each AIP page and each page introduced by an AIP AIRAC AMDT, including the amendment cover sheet, are dated. The publication date and the AIRAC effective date is stated. Each cover sheet includes references to NOTAM, AIC and SUP, if any, which have been incorporated in the AIP.

Each AIP AIRAC AMDT are allocated separate serial numbers which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AIRAC AMDT 03/18.

3.4 Supplement to the AIP

Temporary changes of long duration (three months or longer) and information of short duration which consists of extensive text and/or graphics and supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system, and are identified clearly by the acronym AIP AIRAC SUP.

Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. AIP SUP 01/18; AIP AIRAC SUP 01/18.

An AIP Supplement is kept in the AIP as long as some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Furthermore a NOTAM will be used to activate the supplement.

3.5 NOTAM and Pre-flight Information Bulletin

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. NOTAM is prepared in accordance with ICAO Annex 15.

NOTAM are issued for København FIR and are distributed in 5 series, identified by the letters A, B, C, D and S.

Series A:

1. Information about the following aerodromes:
   EKBI, EKCH and EKYT.
   The aerodromes are international, approved for operations in both IMC and VMC.
2. General Rules.
3. En Route Navigation and Communication Facilities.
4. Navigational warnings and airspace restrictions with upper limit above FL 195.

Series B:

1. Information about the following aerodromes:
   EKAH, EKEB, EKKA, EKOD, EKRK, EKRN, EKSB, EKSP, EKVD and EKVJ.
2. Navigational warnings and airspace restrictions with upper limit above 3500FT MSL, but not above FL 195.

Series C:

1. Information about aerodromes not mentioned in Series A or B (except for heliports).
2. New established en-route obstacles and malfunctioning en-route obstacle lightning.
3. Navigational warnings and airspace restrictions with upper limit not above 3500FT MSL.

Series D:

1. Information about heliports.

Note: Navigational warnings and airspace restrictions affecting traffic to or from an aerodrome or heliport will be published in the same series as the aerodrome or heliport.

Series S (SNOWTAM):

1. Information concerning snow, slush, ice or standing water associated with snow, and slush and ice in the movement areas. SNOWTAM are prepared in accordance with ICAO Annex 15, Appendix 2, and are issued by the individual aerodrome directly, with separate serial numbers. Details are given in the Snow plan in the Aerodrome (AD) part. SNOWTAM is numbered successively each year with number 1 from 1 JAN.

Pre-flight Information Bulletins (PIB), which contain a recapitulation of current NOTAM and other information of urgent character for the operator/flight crew, are available from AIS Briefing Naviair and AIS units on some other aerodromes.

3.6 Aeronautical Information Circulars (AIC)

AIC contains

- Long-term forecasts about major changes in legislation, regulations, procedures and facilities.
- Information of explanatory or advisory nature affecting flight safety.
- Information concerning administrative matters.

AIC are issued in two series, A and B.

- AIC Series A contains information affecting both international and national aviation.
- AIC Series B contains information affecting national aviation only (in Danish).

Each AIC is numbered consecutively within each series on a calendar year basis. The year indicated by two digits is a part of the serial number, e.g. AIC A 1/98; AIC B 1/98.

3.7 Checklist of valid NOTAM and list of latest issued publications

- A checklist of valid NOTAM is issued every month via AFS.
- A list of latest publications is issued via AFS when the publications are mailed.

4. AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., changes will - whenever possible - be issued on predetermined dates according to the AIRAC system.

This type of information will be published as an AIP AIRAC AMDT or an AIP AIRAC SUP. If an AIRAC AMDT or a AIRAC SUP cannot be produced due to lack of time, NOTAM will be issued.

The table below indicates AIRAC effective dates for the coming years. AIRAC will be issued so that the information will be received not later than 28 days, and for major changes not later than 56 days, before the effective date. Notification about AIRAC AMDT will be issued by NOTAM not later than 28 days before the day concerned.

Schedule of AIRAC Effective Dates

AIRAC Dates 2026	AIRAC Dates 2027	AIRAC Dates 2028	AIRAC Dates 2029
Effective Date	**Effective Date**	**Effective Date**	**Effective Date**
22 JAN	21 JAN	20 JAN	18 JAN
19 FEB	18 FEB	17 FEB	15 FEB
19 MAR	18 MAR	16 MAR	15 MAR
16 APR	15 APR	13 APR	12 APR
14 MAY	13 MAY	11 MAJ	10 MAY
11 JUN	10 JUN	08 JUN	07 JUN
09 JUL	08 JUL	06 JUL	05 JUL
06 AUG	05 AUG	03 AUG	02 AUG
03 SEP	02 SEP	31 AUG	30 AUG
01 OCT	30 SEP	28 SEP	27 SEP
29 OCT	28 OCT	26 OCT	25 OCT
26 NOV	25 NOV	23 NOV	22 NOV
24 DEC	23 DEC	21 DEC	20 DEC

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: Self-service via Internet.
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.

GEN 3.2 Aeronautical Charts

1. Responsible Services

The Aeronautical Information Management (AIM) NAVIAIR is responsible for the production of aeronautical charts for use by all types of civil aviation operations.

The charts are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts.

2. Maintenance of Charts

Aeronautical charts contained in or supplied with the AIP are kept up to date by amendments to the AIP.

Incorrect information of operational significance detected on published charts is corrected by NOTAM followed by an AIP amendment.

3. Purchase Arrangements

ANC 1:500 000 Denmark and ANC 1:250 000 Copenhagen Area may be obtained from:

AEROpartner Scandinavia ApS
Lufthavnsvej 28
4000 Roskilde
Denmark

TEL: +45 32 202 202
Internet: https://aeropartner.dk/
E-mail: shop@aeropartner.dk

4. Aeronautical Chart Series Available

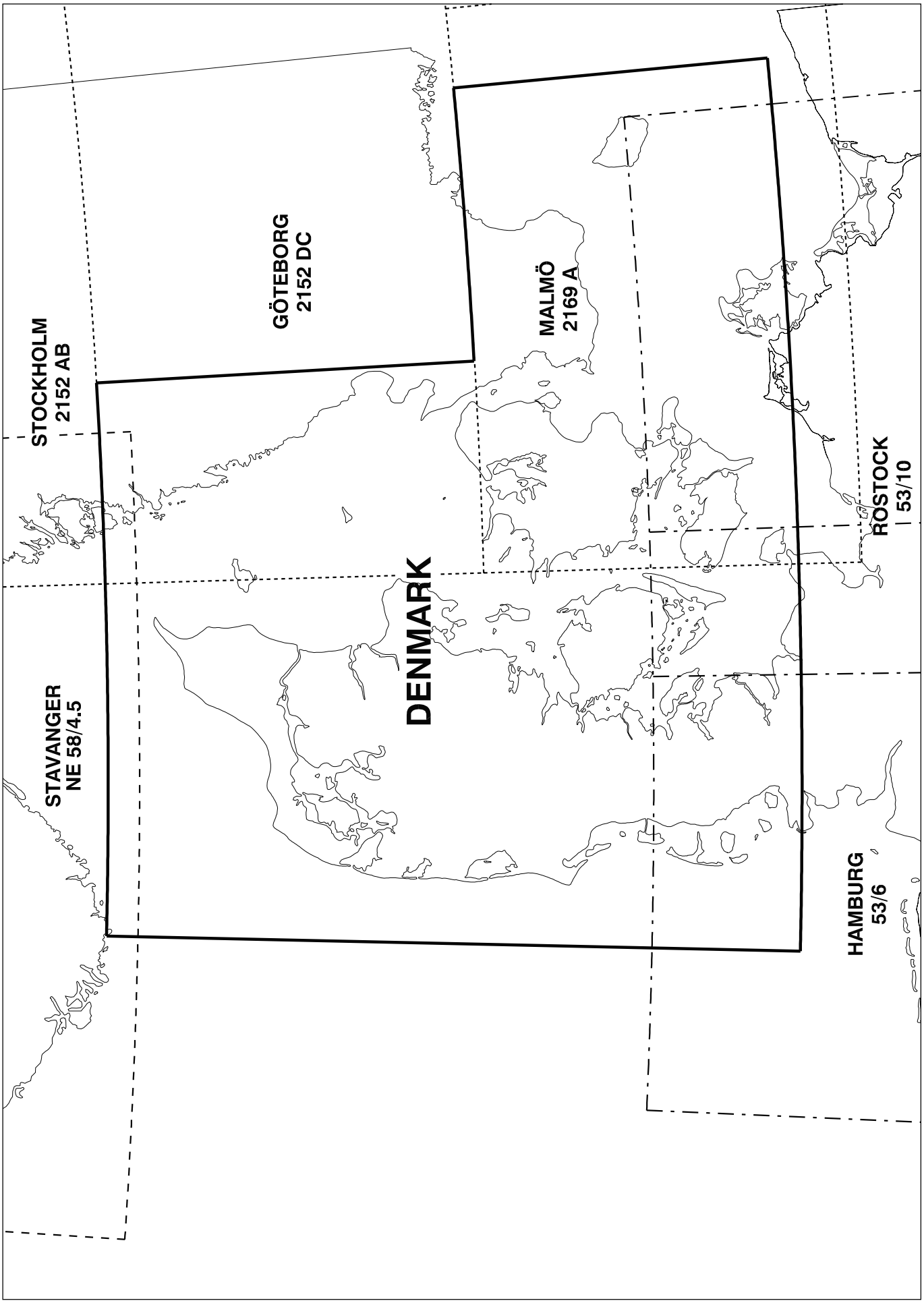
The series of aeronautical charts listed below are produced and included in the AIP.

- Aerodrome/Heliport Chart (ADC) - ICAO,
- Aerodrome Ground Movement Chart (GMC) - ICAO,
- Aircraft Parking/Docking Chart (APDC) - ICAO,
- Aerodrome Obstacle Chart (AOC) - ICAO, Type A,
- Precision Approach Terrain Chart (PATC) - ICAO,
- En-Route Chart (ENRC) - ICAO (Versions: Upper Air Space, Lower Air Space and Helicopter Routes)
- Standard Instrument Departure Chart (SID) - ICAO
- Standard Arrival Chart - Instrument (STAR) - ICAO
- Instrument Approach Chart (IAC) - ICAO, and
- Certain special purpose charts.

5. Index to Aeronautical Chart (ANC) - ICAO 1 : 500 000

An index to ANC 1:500 000 for Denmark and surrounding countries is shown on the page overleaf.

Index to Aeronautical Chart (ANC) - ICAO 1 : 500 000



GEN 3.3 Air Traffic Services

1. Responsible Service

Naviair is the designated service provider of Air Traffic Services, within the area in item 2. below.

Address:

NAVIAIR
Naviair Allé 1
DK-2770 Kastrup
Denmark

TEL: +45 32 47 80 00
E-mail: naviair@naviair.dk
Internet: https://www.naviair.dk/
AFS: EKDKZRZX

The services are provided in accordance with Commission Regulations (EU) No 2017/373 (ATM/ANS) and No 923/2012 (SERA) and on the basis of the following ICAO documents:

Annex 2, Rules of the Air

Annex 11, Air Traffic Services

PANS-ATM (Doc 4444), Procedures for Air Navigation Services - Air Traffic Management

PANS-OPS (Doc 8168), Procedures for Air Navigation Services - Aircraft Operations

Doc 7030/EUR, Regional Supplementary Procedures.

Differences to these ICAO provisions are detailed in subsection GEN 1.7.

2. Area of Responsibility

Air traffic services are provided for the entire territory of Denmark, including its territorial waters as well as the airspace over the high seas within the København FIR.

It is to be noted that the Island Bornholm is located in the Baltic Sea within Sweden FIR.

In some cases, in accordance with the regional air navigation agreement, air traffic services are provided, under delegated authority, in airspace within another bordering FIR.

3. Types of Service

The following types of services are provided:

- Flight Information Service (FIS) and Alerting Service (ALRS),
- Area Control (ACC), and
- Radar.

With the exception of military services provided at air bases, the following types of services are provided at aerodromes available for civil traffic:

- Aerodrome Control (TWR) or
- Aerodrome Flight Information Services (AFIS), and
- Automatic Terminal Information Service (ATIS), at certain aerodromes.

In connection with certain aerodromes Flight Information Zones (FIZ) are established, within which Aerodrome Flight Information Service (AFIS) and Alerting Service is provided.

Detailed information about FIZ are given in ENR 2.

Note: FIZ is also designated as Radio Mandatory Zones (RMZ), reference to Commission Regulation (EU) No 923/2012.

4. Co-ordination between the Operator and ATS

Co-ordination between operators and the Air Traffic Services is carried out in accordance with Commission Regulation (EU) No 923/2012 and ICAO Doc 4444 PANS-ATM.

5. Minimum Flight Altitudes

Minimum Flight Altitudes for ATS-routes described in ENR 3 have been determined such that an obstruction clearance of at least 300 M (984 FT) has been obtained in accordance with PANS-OPS (DOC 8168-OPS/611).

Where minimum flight altitude (lowest available altitude) for ATS routes (including Helicopter Routes) within Danish territory is not stated, the published lower limit for the route concerned will ensure the necessary obstruction clearance.

6. ATS Units. Address List

Unit:	Postal address:	TEL/FAX/TLX/AFS:
Aalborg ATC TWR/APP	NAVIAIR Flyvestation Aalborg Thisted Landevej 53 DK-9430 Vadum	TEL: +45 99 33 53 01 E-mail: naviair@naviair.dk AFS: EKYTZTZX
Aarhus ATC TWR/APP	NAVIAIR Aarhus Airport Ny Lufthavnsvej 24 DK-8560 Kolind	TEL: +45 87 75 70 63 E-mail: naviair@naviair.dk AFS: EKAHZTZX
Billund ATC TWR/APP	NAVIAIR Billund Lufthavn P. O. Box 10 DK-7190 Billund	TEL: +45 76 50 50 90 FAX: +45 76 52 17 19 E-mail: naviair@naviair.dk AFS: EKBIZTZX
Bornholm/Rønne ATC TWR/APP	NAVIAIR Bornholms Lufthavn Søndre Landevej 2 DK-3700 Rønne	TEL: +45 56 93 02 30 FAX: +45 56 93 02 33 E-mail: naviair@naviair.dk AFS: EKRNZTZX
Esbjerg AFIS	Esbjerg Kommune Esbjerg Lufthavn John Tranumsvej 20 DK-6705 Esbjerg Ø	TEL: +45 76 16 90 00 E-mail: ekeb@esbkomm.dk AFS: EKEBZTZX
Karup TWR/APP (MIL)	Flyvestation Karup Kølvrå DK-7470 Karup J	TEL: +45 72 84 31 11 E-mail: hw-ktp-wingops@mil.dk AFS: EKKAZTZX

København/Kastrup APP/TWR	NAVIAIR Naviair Allé 1 DK-2770 Kastrup	TEL: +45 32 47 80 00 E-mail: naviair@naviair.dk AFS: EKCHZTZX
København FIS/ACC	NAVIAR Naviar Allé 1 DK-2770 Kastrup	TEL: +45 32 47 80 00 E-mail: naviair@naviair.dk AFS: EKCHZRZX
København/Roskilde ATC TWR/APP	NAVIAIR Københavns Lufthavn, Roskilde Lufthavnsvej 20 DK-4000 Roskilde	TEL: +45 32 47 80 00 FAX: +45 32 48 17 44 E-mail: naviair@naviair.dk AFS: EKRKZTZX
Odense AFIS	Hans Christian Andersen Airport Lufthavnsvej 131 DK-5270 Odense N	TEL: +45 65 95 50 72 E-mail: twr@hca-airport.dk AFS: EKOD
Stauning AFIS	Stauning Lufthavn a.m.b.a. Lufthavnsvej 6 DK-6900 Skjern	TEL: +45 97 36 90 44 E-mail: ekvj@ekvj.eu AFS: EKVJ
Sønderborg AFIS	Sønderborg Lufthavn Lufthavnsvej 1 DK-6400 Sønderborg	TEL: +45 73 42 21 70 E-mail: - AFS: EKSB
Tyra AFIS	Tyra AFIS Esbjerg Lufthavn John Tranumsvej DK-6705 Esbjerg Ø	TEL: +45 76 12 14 29 E-mail: tyra@ekeb.dk AFS: EKGF
Vamdrup AFIS	Kolding Lufthavn ApS Lufthavnsvej 1 DK-6580 Vamdrup	TEL: +45 75 58 18 77 E-mail: afis@ekvd.dk AFS: EKVD
Vojens/Skrydstrup TWR/APP (MIL)	Flyvestation Skrydstrup Skrydstrup DK-6500 Vojens	TEL: +45 72 84 81 22 FAX: +45 72 84 81 26 E-mail: comm.skpops@mil.dk AFS: EKSPZTZX

GEN 3.4 Communication Services

1. Responsible Service

VOR and VOR/DME stations and En Route channels/frequencies are operated by Flyvesikringstjenesten/NAVIAIR, for address see GEN 3.3 item 1.

TACAN are operated by the Royal Danish Air Force.

The broadcasting station KALUNDBORG is operated by Telestyrelsen. Irregularities will not be published by NOTAM.

All other radio navigation facilities and aerodrome channels/frequencies are operated by aerodrome operators.

The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 10;	Aeronautical Telecommunications
DOC 8400:	ICAO Abbreviations and Codes
DOC 8585;	Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
DOC 7030;	Regional Supplementary Procedures
DOC 7910	Location Indicators

Differences to these provisions are detailed in GEN 1.7.

2. Area of Responsibility

Communication services are provided for the entire territory of Denmark, including its territorial waters as well as the airspace over the high seas within the København FIR.

3. Types of Service

3.1 Radio navigation services

The following types of radio aids to navigation are available:

- Instrument landing system (ILS)
- VHF omnidirectional radio range (VOR)
- Distance-measuring equipment (DME)
- Non-directional beacon (NDB)
- Locator (L)
- VHF direction-finding station (VDF)
- UHF tactical air navigation system (TACAN)

Coordinates of radio navigation facilities refer to the position of the transmitting antenna.

Unless otherwise stated the DME zero range indication is related to the antenna site.

3.2 Mobile service

The aeronautical stations maintain a continuous watch on their stated channels/frequencies during the published hours of service unless otherwise notified

3.3 Broadcast service (ATIS)

ATIS broadcast are in accordance with the procedures specified in Commission Regulation (EU) No 923/2012 and ICAO Doc 7030 EUR.

ATIS frequencies are protected against interference within the area FL 200/60 NM. Reception of broadcast free of interference may therefore only be possible within this area.

ATIS broadcast are established for arriving and departing aircraft at Aalborg, Aarhus, Billund, Karup/Midtjyllands Lufthavn, København/Kastrup, København/Roskilde and Vojens/Skrydstrup. Details of these broadcast are given in the relevant AD 2 - section.

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

- Flow restrictions will not be broadcasted. The pilot-in-command must consult the Airport Briefing Office to obtain information about valid flow restrictions.
- Information about variation in wind direction will be broadcasted only if the mean wind velocity is 6 KT or more.
- At København/Kastrup the 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.

3.4 Language used

Unless otherwise indicated the languages used are Danish and English.

3.5 Detailed information

Details of the various facilities available for the En-route traffic can be found in Part ENR.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part AD. In cases where a facility is serving both the En-route traffic and the aerodromes, details are given in the relevant sections of Part ENR and Part AD.

3.6 Controller-Pilot Data Link Communication (CPDLC)

3.6.1 General

The CPDLC application provides a means of communication between the air traffic controller and the pilot, using a predefined data link message set.

In all CPDLC communications, the highest standard of discipline shall be observed at all times. If uncertainty arises regarding a data link message, voice communication shall be used to clarify the situation.

CPDLC shall only be used for non-time-critical requests, i.e. requests that do not require the immediate reaction of the controller. Nevertheless, as in radiotelephony, the CPDLC messages shall be answered with the least possible delay. If the downlink request is cut off because the time limit was exceeded, the pilot shall repeat the request via radiotelephony.

- CPDLC services are guaranteed for aircraft operating above FL285. Below FL285 CPDLC services are available.
- CPDLC services are available for aircraft operating within KØBENHAVN TMA.
- CPDLC service are available for ATC initiated frequency changes for traffic operating within BILLUND TMA/CTA. Pilots are allowed to acknowledge frequency change instructions within BILLUND TMA/CTA.
- CPDLC services are not available for aircraft operating within other TMAs located within KØBENHAVN FIR.

Pilots should be aware that the total turn-around time for an airborne initiated CPDLC dialogue may be up to more than four (4) minutes and for a ground initiated dialogue up to two (2) minutes; hence, voice communication will be used for any communication requiring an immediate response and/or action.

Voice read-back is not required for any CPDLC instruction.

3.6.2 Flight Plan

In order to use the CPDLC services, pilots shall file the following in the respective items of their flight:

- Item 10a - J1 for the CPDLC ATN VDL Mode 2 capable aircraft;
- Item 18 - the indicator CODE/ followed by the aircraft 24-bit address expressed in the form of alphanumerical code of six hexadecimal characters.

Further information on how to fill the flight plan is available at: https://ext.eurocontrol.int/WikiLink/index.php/Library

Operators conducting flights wholly or partly in the Single European Sky airspace where ATN B1 CPDLC is required, but for which Commission Regulation (EC) 2023/1772 is not applicable in accordance with Article 3(3), or which aircraft types/models are exempted by Commission Implementing Decision 2019/2012, **shall i**nclude the letter "Z" in item 10 and the indicator "DAT/CPDLCX" in item 18 of each flight plan **to comply with SERA.4010.**

3.6.3 CPDLC use

In KØBENHAVN FIR voice communication and/or radiotelephony instructions have priority over CPDLC instructions at all times. However, a clearance requested via CPDLC should subsequently be issued

via CPDLC and a clearance requested via radiotelephony should also be issued via radiotelephony.

Clearances shall not be executed until the **WILCO** message has been sent.

3.6.4 DLIC log-on

The data link address for København ACC is **EKDK.**

CPDLC shall be established in due time to ensure that the aircraft is communicating with the appropriate ATC unit. Log-on shall be initiated by the pilot. Pilots shall log-on using their ICAO call sign as filed in the flight plan. Pilots shall not use a two-letter IATA flight ID, neither insert a leading zero (0) into the call sign, as these actions will result in a failed log-on.

Log-on should be initiated 10 to 15 minutes prior to entry into KØBENHAVN FIR airspace.

Aircraft departing from an aerodrome in close proximity to KØBENHAVN FIR can log-on when still on the ground, if ACC København is the first CPDLC-capable unit.

3.6.5 CPDLC services

The controller or pilot shall construct CPDLC messages using the pre-defined message set or free text messages. The following tables list the standard CPDLC messages available for exchange in KØBENHAVN FIR, with appropriate operational responses.

3.6.6 ATC communications management (ACM)

When an aircraft is transferred by data link to an adjacent sector/ATC unit, the pilot shall acknowledge the instruction using data link by WILCO and shall then contact the next sector/ATC unit by voice communication on the instructed channel.

ACM Messages

ATC message element	**Pilot Response**
CONTACT [unit name] [frequency]	WILCO, or UNABLE [+ DUE TO WEATHER] or UNABLE [+ DUE TO AIRCRAFT PERFORMANCE] or STAND BY

3.6.7 ATC clearances and instructions (ACL)

Aircraft, which have logged on, may receive an ATC instruction via data uplink messages. Pilots may request changes to flight levels (ascend or descend) or clearance direct to a point on their route via data downlink messages

ACL Messages

ATC message element	**Pilot Response**
MAINTAIN [level]	WILCO, or UNABLE [+DUE TO WEATHER] or UNABLE [+ DUE TO AIRCRAFT PERFORMANCE] or STAND BY
CLIMB TO [level]	
DESCEND TO [level]	
PROCEED DIRECT TO [position]	
FLY HEADING [degrees]	
SQUAWK [code]	
SQUAWK IDENT	
CLEARED TO [position] VIA [routeClearance]	

Pilot´s Message Element		ATC Responce
REQUEST [level]	[+ DUE TO WEATHER]	[corresponding approving instruction], or UNABLE or STAND BY or REQUEST AGAIN WITH NEXT UNIT
REQUEST CLIMB TO [level]	or	
REQUEST DESCEND TO [level]	[+ DUE TO AIRCRAFT	
REQUEST DIRECT TO [position]	PERFORMANCE]	

3.6.8 ATC microphone check (AMC)

A "check stuck microphone" instruction may be sent by ATC in circumstances where an aircraft is inadvertently blocking a voice communication channel.

If the "check stuck microphone" instruction relates to the RTF channel currently being used, the pilot shall check that their radio equipment is not causing the blockage. If the "check stuck microphone" instruction does not relate to the RTF channel being used, no further action by the pilot is required.

AMC Messages

ATC Message Element	Pilot´s Response
CHECK STUCK MICROPHONE [frequency]	NIL

3.6.9 Message Restrictions and Error Management

If the ground system receives a message that is not supported or constitutes an error to the technical rules for CPDLC communication, flight crew will receive an automatic reply indicating the nature of the error and, if applicable, required actions.

3.6.10 Voice interruption of CPDLC dialogue

When using voice communication to correct an unanswered CPDLC message, the controller shall initiate voice communication using the phrase:

DISREGARD CPDLC (message type) MESSAGE, BREAK, (correct clearance, instruction, information or request)

The pilot shall reply to the CPDLC message with an "UNABLE" message and respond by voice communication to the clearance received by voice.

3.6.11 CPDLC Imposed Silence

In order to contain the sector workload, controllers may require all stations or a specific flight to avoid sending CPDLC requests for a limited period of time. For imposing or revoking CPDLC silence the following phrases, either as a voice or a CPDLC message shall be used:

ALL STATIONS (or [call sign] as applicable), STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [(reason)].

ALL STATIONS (or [call sign] as applicable), RESUME NORMAL CPDLC OPERATIONS.

3.6.12 CPDLC Failure

When alerted that CPDLC has failed, the controller will inform all stations under sector jurisdiction, using the following phrase:

ALL STATIONS, CPDLC FAILURE, [identification of the calling station].
Some failures may result in termination of the existing data link connections with aircraft that are under control of a sector. In this case, it will not be possible for ATC to re-initiate dialogues via CPDLC unless the pilot re-initiates the data link logon process in order to re-establish data link connection. Controller will inform aircraft under his jurisdiction when the CPDLC service is restored, using the following phrase:

ALL STATIONS, RESUME NORMAL CPDLC OPERATIONS.

In case of a CPDLC failure, CPDLC clearances that have not yet been confirmed shall be repeated over voice communication and/or confirmed. If either the pilot or ATC consider that CPDLC should not be used in the prevailing circumstances, CPDLC shall be suspended or terminated and the other party shall be informed by voice communication.

In case of a scheduled shutdown or an unexpected failure of the CPDLC system, ATC will instruct all aircraft equipped with data link to return to voice communication. In case of an on board failure of CPDLC, the pilot shall return to voice communication and inform ATC.

3.6.13 Log-off

Log-off is automatic on leaving KØBENHAVN FIR airspace, no pilot action is required. Between KØBENHAVN FIR and adjacent CPDLC equipped ATC units the ACM service will be used.

4. Requirements and Conditions

For further information concerning requirements and conditions, see GEN 1.5.

5. Other

5.1 Protected Areas for COM/NAV facilities.

The indications in section ENR 4.1 and section AD 2 item 18 and 19 for each aerodrome, of which an example is given below, refer to the areas of channel/frequency protection within which A/G communication and radio navigation facilities should be free of harmful interference.

Example: FL 450/60 NM; 245°-335° MAG 200 NM

Meaning: The facility is protected up to FL 450 within a range of 60 NM, except that in the sector from 245° to 335° MAG (clockwise) the range is 200 NM.

It is not permitted to established connection with groundstations outside the indicated protection areas.

Radio navigation facilities must not be used operationally outside indicated protection areas.

5.2 Air-to-air frequency

Frequency 129.805 MHZ is assigned for air-to-air operational communication within København FIR up to FL100.

5.3 Glider frequencies

Frequencies (MHZ) for operational communication air-to-air and air-to-ground shall, as far as possible, be used as shown hereafter:

- Jylland - North: 123.380
- Jylland - Middle: 122.480
- Jylland - South and Fyn: 129.980
- Sjælland - West and Lolland/Falster: 123.430
- Sjælland - East/Bornholm: 122.655

5.4 Hanggliders and ultra light aircraft. Frequency

Frequency 130.130 MHZ is assigned for operational communication between hanggliders and ultra light aircraft in København FIR.

5.5 Ballooning

Frequency 122.655 MHZ is assigned for operational communication between balloons and ground personnel.

5.6 Parachuting

Frequency 130.130 MHZ is assigned for operational communication between parachuting and ground personnel.

5.7 Helicopter frequencies

The following frequencies (MHZ) are assigned only for communication between helicopter and ground personnel:

- For medical operations: 121.080
- For helicopter hoist operations: 125.405

The frequencies can be used up to 2000 FT on Danish territory.

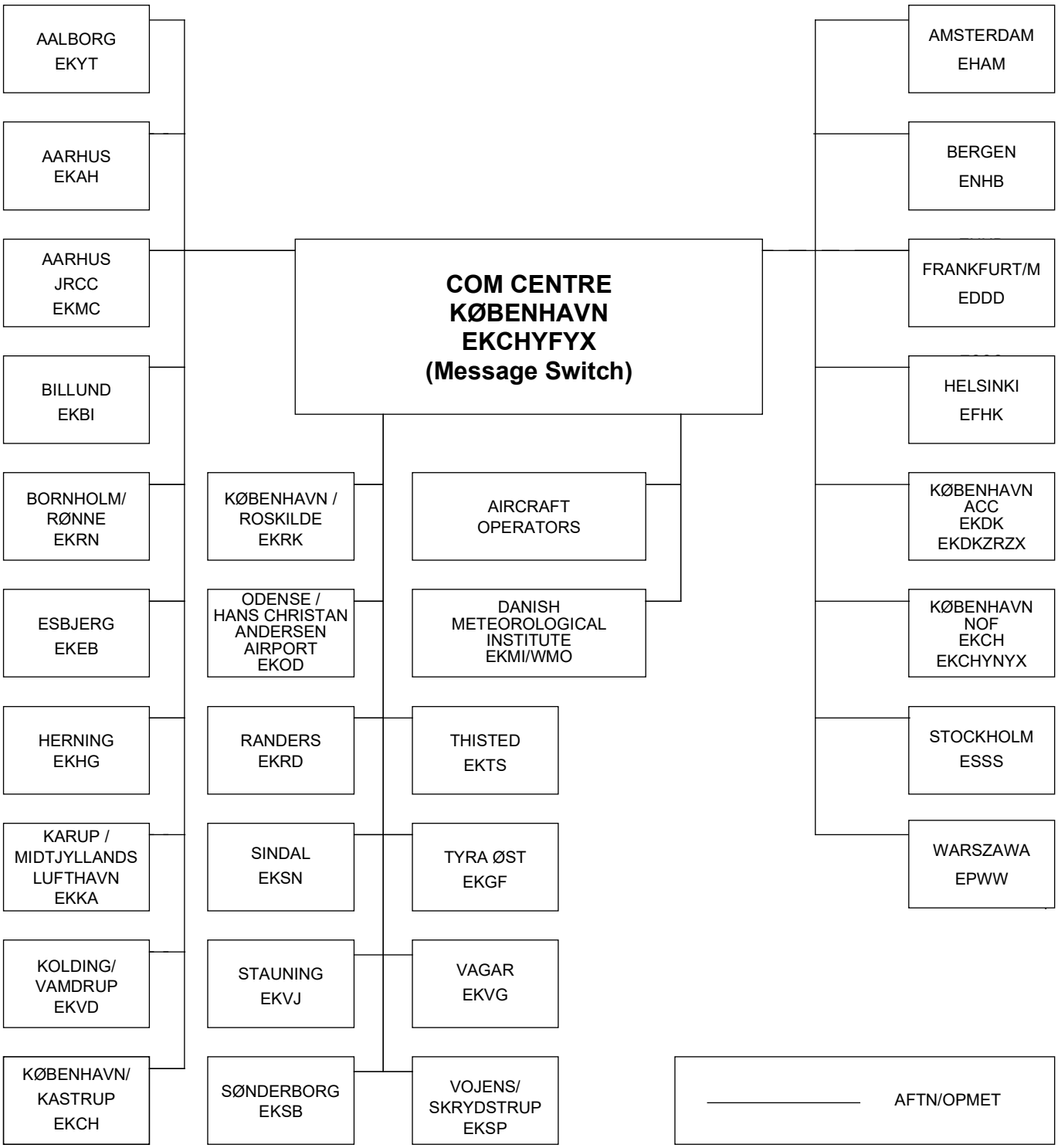
5.8 Helicopter frequency in the North Sea

The following frequency (MHZ) is assigned only for communication between helicopter and helideck personnel on Off-shore installations in the North Sea:

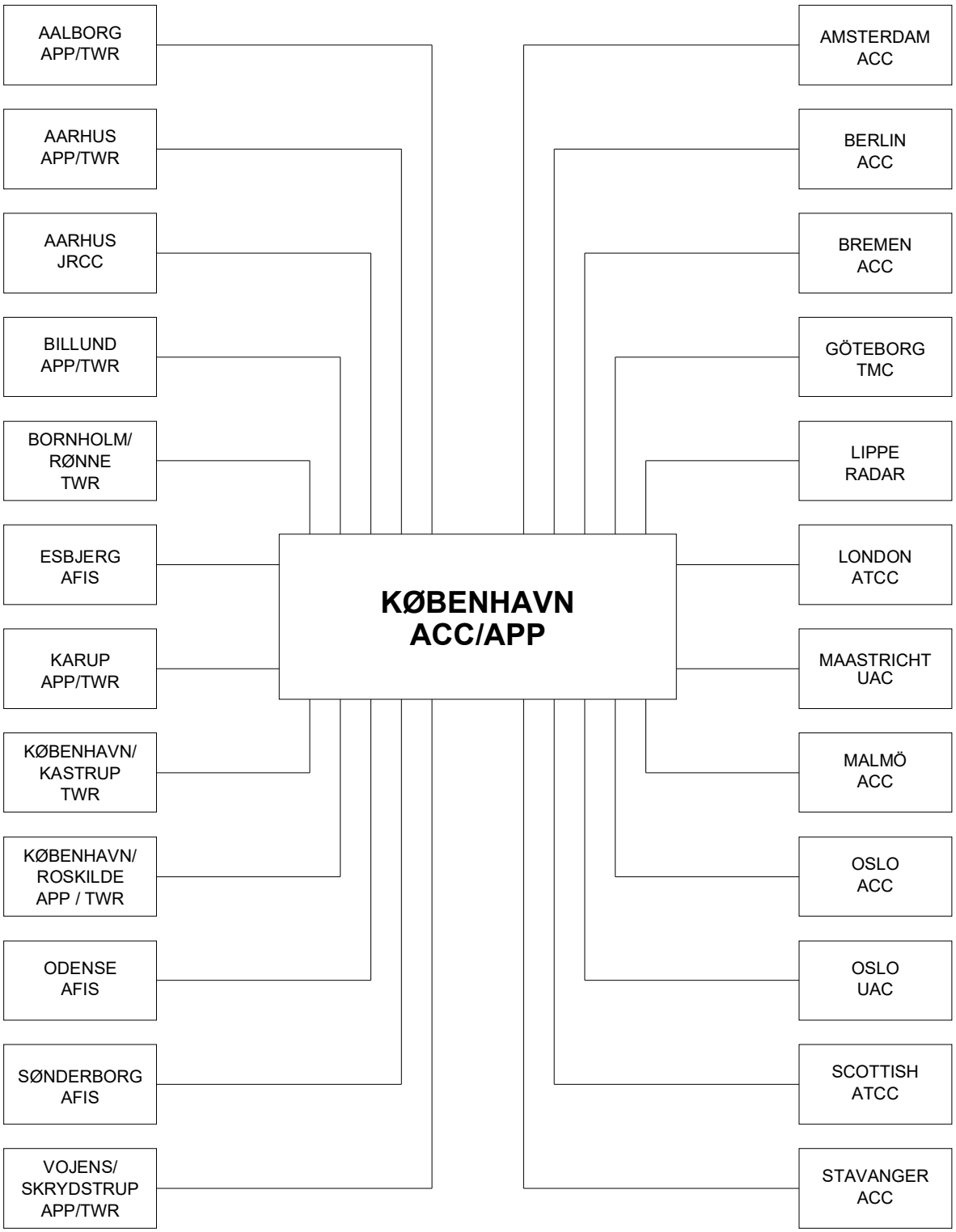
- For helicopter Operations North of 56 00 00N 131.780
- For helicopter Operations South of 56 00 00N 123.455

The frequency can be used up to FL 100 in the North Sea.

6. AFS - Telecommunication. Diagram



6. AFS - Telephone. Diagram



GEN 3.5 Meteorological Services

1. Responsible Service

Danish Meteorological Institute is responsible for the provision of meteorological service for civil aviation in Denmark.

Postal address: Danish Meteorological Institute (DMI)
Sankt Kjelds Plads 11
DK-2100 København Ø
Denmark
TEL: +45 39 15 75 00
E-mail: epost@dmi.dk
Internet: https://www.dmi.dk/
AFS: EKMIYMYX

The service is provided in accordance with the provisions contained in the following ICAO Documents:

Annex 3 - Meteorological Service for International Air Navigation and DOC 7030 - Regional Supplementary Procedures.

Differences to these procedures are detailed in GEN 1.7.

2. Area of Responsibility

2.1 Area meteorological watch is provided for KØBENHAVN FIR.

2.2 Civil Weather Forecasts and Warnings (CVV) at the Danish Meteorological Institute (DMI) acts as Meteorological Watch Office (MWO).

3. Meteorological Observations and Reports

Name of station/ Location indicator	Type & frequency of observation/ automatic observing equipment	Type of MET reports & Supplementary Information included	Observation System & Site(s)	Hours of operation	Climatological information
Aalborg EKYT	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: 350 M north of ARP RMK: RVR values below 50 M will not be reported for RWY 08L/26R	H24	Available
Aarhus EKAH	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: APRX 50M NW of ARO RMK: RVR values below 50 M will not be reported for RWY 10R/28L	HO	Available
Billund EKBI	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: see ADC PWS: see ADC RMK: RVR values below 50 m will not be reported for RWY 09/27	H24	Available
Bornholm/Rønne EKRN	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: 170 M S of TWR RMK: RVR values below 250 M will not be reported for RWY 11/29	HO	Available
Esbjerg EKEB	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: see ADC PWS: see ADC RMK: RVR values below 250 M will not be reported for RWY 08/ 26	HO	Available
Karup / Midtjyllands Lufthavn EKKA	Half hourly Auto-OBS SAVS	METAR SPECI Plain language TREND (MON-FRI 0600-1430)	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: - Thermometer: -	HO	Available
Kolding/Vamdrup EKVD	Hourly* plus special observations SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: NIL Ceilometers: NIL Thermometer: Near ADM building	HO	Available
København/Kastrup EKCH	Half hourly Auto-OBS SAVS	METAR Plain language TREND (H24)	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: see ADC RMK: RVR values below 50 M will not be reported for RWY 04R/22L, RWY 04L/22R and RWY 12/30	H24	Available
København/Roskilde EKRK	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: Near GP RWY 21 RMK: RVR values below 250 M will not be reported for RWY 11/29 and RWY 21	H24	Available
Odense / Hans Christian Andersen Airport EKOD	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC Ceilometers: see ADC Thermometer: 510 M NW of TWR	HO	Available

Name of station/ Location indicator	Type & frequency of observation/ automatic observing equipment	Type of MET reports & Supplementary Information included	Observation System & Site(s)	Hours of operation	Climatological information
Stauning EKVJ	Hourly* plus special observations SAVS	METAR SPECI Plain language	SFC wind sensors: 30 M E of TWR RVR: Determined by an observer Ceilometers: NIL Thermometer: Near ADM building RMK: RVR values below 400 M will not be reported for RWY 09/27	HO	Available
Sønderborg EKSB	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: See ADC RVR: See ADC Ceilometers: See ADC Thermometer: Near ceilometer RMK: RVR values below 150M for RWY 32 and below 50 M for RWY 14 will not be reported	HO	Available
Vojens/Skrydstrup EKSP	Half hourly Auto-OBS SAVS	METAR SPECI Plain language TREND (MON-FRI 0530-1430)	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: 25 m south of TWR RMK: RVR values below 300 M will not be reported for RWY 11L/29R	H24	Available

* The frequency of routine observations is half hourly when the visibility (VIS) and/or height of base of the lowest cloud layer of BKN or OVC extent or the vertical visibility (VER VIS) are less than 5 KM/1000 FT respectively

4. Types of Service

4.1 Civil Weather Forecasts and Warnings (CVV) provides meteorological service for flight operations in Denmark. Information can be obtained by calling: TEL +45 39 15 72 72 or +45 39 15 72 74. In case of emergency; if one of the aforementioned telephone numbers is unreachable, please use TEL +45 39 15 88 20.

4.2 For VFR pre-flight planning purposes LLF forecasts for altitudes below 12500 FT (FL125) are issued. The LLF forecasts are available in graphical form (recommended) as well as in plain language (Danish and English). The LLF forecasts, which cover KØBENHAVN FIR including the North Sea area (extended to E004 longitude), are available at https://www.northavimet.com.

4.3 The LLF forecasts contain an inference and prediction of weather, visibility, clouds (height of cloud base (ceiling) is given above the ground), freezing level, icing, turbulence, surface wind, upper wind and temperatures and minimum QNH.

4.4 The Nordic Significant Weather Chart (SWC) covers most of the Northern Europe Aviation Meteorology Consortium (NAMCON) countries' FIR, including the entire KØBENHAVN FIR. The chart, extending from the surface to FL450, contains forecasts of significant weather phenomena such as icing, turbulence and cumulonimbus (CB) or towering cumulus (TCU). The chart is available at https://www.northavimet.com.

4.5 For VFR pre-flight planning purposes an additional "Supplerende VMC-oversigt for København FIR undtagen Nordsøområdet" is issued (in Danish only). This forecast contains a brief outlook for the remainder of the day (i.e. from the end of the validity of the LLF forecast till sunset), the coming night (sunset till sunrise) and the next day (sunrise till sunset).

4.6 When marginal weather conditions are mentioned or prior to operating VFR-night flights a meteorological office should always be consulted.

4.7 The Danish Meteorological Institute (DMI) will issue TAF's with validity periods and issue time according to the hours that each airport has filled in on https://tafplanner.smhi.se/

5. Notification Required from Operators

5.1 Prior notifications from operators in respect of briefing/ consultation and flight documentation needed by them is normally required for non-scheduled flights as follows:

- for flights within Europe, at least 2 hours before ETD;
- for other flights, at least 4 hours before ETD;

The notification shall comprise all necessary details concerning planned flights (ref. ICAO Annex 3, paragraph 2.3).

It is in the interest of all concerned to give the maximum notification.

However, circumstances may not allow even the above mentioned minimum time. In such an event the supply of documentation cannot always be expected.

When meteorological information has been collected well in advance of the ETD, the meteorological office should be consulted shortly before departure for collection of latest information.

6. Aircraft Reports

6.1 Pursuant to Commission Regulation (EU) No 923/2012 and ICAO Annex 3, significant meteorological conditions encountered during flight within KØBENHAVN FIR and during the climb-out or approach phases of flight at aerodromes in Denmark shall be reported.

6.2 Reporting of Low-Level wind Shear

Reporting should be made in compliance with the directions mentioned below:

- Wind Shear occurring in 1600 FT ABV GND or below is considered as Low-Level Wind Shear and should be reported.
- The reports should contain an indication of the height in which the occurrence was ascertained, as well as any further information. As far as possible, reports from aircraft equipped with INS or similar instrumentation should be supplemented with indicated wind direction and wind velocity above and below the height where Low-Level Wind Shear was ascertained.
- When occurrences, in which warning has been issued, are not found, it should be reported.

ATC and AFIS will warn other aircraft at approach or take-off and will forward reports to the designated meteorological office.

Warning of Low-Level Wind Shear will be discontinued if the reports are not confirmed for one hour. When density of traffic makes it inappropriate to follow that procedure, the issuing warnings will be discontinued when the designated meteorological office judges that the situation has changed.

7. VOLMET Service

Name of station	Call sign Identification (EM)	Frequency	Broadcast period	Hours of service	Aerodromes/ Heliports included	Contents & format of REP and FCST & Remarks
København/ Kastrup	Copenhagen VOLMET A3E	127.005 MHZ	CNS	H24	København/Kastrup	Half hourly METAR INCL QNH INCL TREND when AVBL
					Billund	Half hourly METAR
					Aalborg	Half hourly METAR
					Hamburg	Half hourly METAR INCL TREND when AVBL
					Malmø	Half hourly METAR INCL TREND when AVBL
					Gøteborg	Half hourly METAR INCL TREND when AVBL
					Stockholm/Arlanda	Half hourly METAR INCL TREND when AVBL
					Oslo/Gardermoen	Half hourly METAR INCL TREND when AVBL
					Stavanger	Half hourly METAR INCL TREND when AVBL

8. SIGMET Service

8.1 SIGMET information is issued in accordance with the general provisions given in ICAO Annex 3.

The period of validity of a SIGMET message is generally limited to not more than 4 hours, in case of SIGMET for volcanic ash 6 hours.

SIGMETs are available at https://www.northavimet.com, in both text form and also visualised graphically.

8.2 SIGMET Service

Name of MWO/ location indicators	Hours of service	FIR or CTA served	Type of SIGMET/validity	Specific procedures	ATS unit served	Additional information
København/EKMI	H24	København FIR	SIGMET/4 HR	NIL	ACC København	NIL

9. Other Automated Meteorological Services

9.1 Flight documentation (aeronautical operational meteorological information) is available via the Internet, and the information is reached at https://www.northavimet.com**.** Password can be obtained from the website.

Northavimet.com is the interface from which SIGMET, TAF, METAR, ARP, ARS can be retreived but also chart products from WAFS and DMI are available. Additionally radar- and satellite imagery and a vast range of model output relevant to flight operations is available.

9.2 Copenhagen Information is within the service hours currently supplied with meteorological information, including information on current VMC in København FIR.

GEN 3.6 Search and Rescue

1. Responsible Services

1.1 The responsible authority is the Ministry of Transport in collaboration with the Ministry of Defence and the Ministry of Justice.

1.2 The Search and Rescue Service in Denmark is provided by the Joint Rescue Coordination Center (JRCC) Denmark.

Contact address:

Værnsfælles Forsvarskommando
Att.: JOC Aarhus, JRCC
Herningvej 30
DK-7470 Karup J

TEL: +45 72 85 04 50
FAX: +45 72 85 03 84
E-mail: jrcc@sok.dk
AFS: EKMCYCYX

1.3 Rescue sub-centres may be established when search and rescue facilities can be more efficiently coordinated and directed on a local basis under the authority of and in close cooperation with the JRCC. When rescue sub-centres are established at Danish aerodromes the JRCC if necessary can transfer staff to these.

1.4 The search and rescue service in Denmark is provided in accordance with International Standards and Recommended Practices.

1.5 Applicable ICAO documents:

- ICAO Annex 12, Search and Rescue.
- ICAO DOC 9731, International Aeronautical and Maritime Search and Rescue Manual (IAMSAR).
- ICAO DOC 7030, Regional Supplementary Procedures, EUR Region.

1.6 Applicable National documents:

- SAR Danmark (in Danish language only)

2. Area of Responsibility

2.1 The Danish Search and Rescue Region (SRR) includes København FIR and Rønne TMA. However, the SRR boundaries to Great Britain, Norway and Germany in the North Sea, and Germany and Sweden in the Baltic Sea have been modified by bilateral agreements. See Search and Rescue Area - Chart on page GEN 3.6 - 3.

3. Types of Service

3.1 JRCC directs and coordinates the search and rescue service to aircraft and collaborates herein with the maritime rescue service, the Police, the private rescue corps and the Danish Emergency Management Agency.

Maritime rescue facilities stationed at airports near the water - in accordance with the recommendations in ICAO Annex 14 for approaches made over the water and the requirement of Annex 11, para. 5.1.3.1 - are normally alerted by the appropriate ATS unit. Maritime rescue facilities available at airports near the water are published in the AD 2 section.

3.2 The aeronautical, maritime, and public telecommunication services are available to the search and rescue service.

3.3 Escort service on a limited scale may be provided by JRCC on request from aircraft in an emergency phase.

3.4 JRCC Denmark is the SAR Point of Contact (SPOC) for Denmark in connection with the use of the COSPAS- SARSAT System, and they have access to data bases to the national register of all registered 406 MHZ ELTs.

4. SAR Agreements

4.1 Agreements on cooperation within Search and Rescue have been signed between Denmark and Germany, Great Britain, Norway, Poland and Sweden. The agreements include provisions for pooling of SAR facilities.

4.2 Request for the entry of aircraft, equipment, and personnel from other states to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the JRCC. Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the JRCC.

5. Conditions of Availability

-

6. Procedures and Signals Used

6.1 General

6.1.1 In order to enable JRCC to activate the most suitable facilities as quickly as possible, operators are requested to forward to the JRCC centre information on the emergency and survival equipment carried on board any of their aircraft operating regularly within Danish SRR.

6.2 Procedures

6.2.1 Aircraft not engaged in an actual search and rescue operation should as far as practical avoid any area in which actual search and rescue operations are in progress unless authorized by the appropriate controlling agency. The controlling agency can either be JRCC or the appropriate ATS unit or both in unison.

6.2.2 Procedures for a pilot-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO, Annex 12.

6.2.3 Ditching reports, requested by aircraft about to ditch will as far as possible be given in accordance with the provisions in ICAO Annex 3, Meteorological Service for International Air Navigation.

6.3 Communication

6.3.1 Exchange of distress messages within Danish SRR are handled in accordance with the provisions of ICAO, Annex 10.

6.3.2 For communication during search and rescue operations, the codes and abbreviations published in ICAO DOC 8400 (ICAO Abbreviations and Codes) are used.

6.3.3 Military SAR aircraft will use the call sign RESCUE followed by an aircraft tail number, e.g. "RESCUE 276".

6.3.4 Military radar stations continuously monitor the international emergency frequencies 121.500 MHZ and 243.000 MHZ.

6.3.5 The coastal radio station "Lyngby Radio" call sign OXZ/Lyngby Radio continuously monitor the international emergency frequency 156.800 KHZ.

6.3.6 The frequencies 3023 KHZ, 5680 KHZ, 123.100 MHZ, 156.300 MHZ, 156.600 MHZ, 156.800 MHZ and 282.800 MHZ are employed by military vessels and aircraft as on-scene-frequencies. The frequencies 3023 KHZ and 5680 KHZ will be utilized for communication between SAR aircraft and JRCC.

6.3.7 SAR HEL are equipped with UHF, VHF (AM/FM) and HF (SSB), and are able to home on frequencies in the band 100-400 MHZ and 200-3000 KHZ.

6.4. Emergency Locator Transmitter (ELT).

6.4.1 The Danish SRR is an integrated part of the Norwegian Service Area of the COSPAS-SARSAT System (Space System for the Search of Vessels in Distress (SNG) - Search and Rescue Satellite-Aided Tracking (Canada, France and USA)).

The Norwegian COSPAS-SARSAT Mission Control Centre at Bodø will inform JRCC whenever ELT signals on 406 MHZ are received and positioned within the Danish SRR.

6.4.2 Valuable SAR resources are at times being spent searching for the source of inadvertent ELT transmissions and can thus delay the response to an actual emergency situation. Great care should be taken to avoid inadvertent ELT transmissions, but if it occurs, a report should be made to the nearest ATS unit as soon as possible. It is recommended that the emergency frequencies are briefly monitored as part of the aircraft shutdown procedure to detect inadvertent ELT transmissions

6.4.3 In connection with check-up and maintenance of ELTs, installed in aircraft, an occasional need for a functions check is necessary. The Danish CAA therefore allows that such checks are carried out on the following conditions:

Tests of automatic ELTs, installed in aircraft, may only take place on the ground and only during the first 5 minutes of every full hour in accordance with the following guidelines:

- The VHF-receiver of the aircraft is tuned to the civilian emergency frequency 121.5 MHZ.
- The ELT is activated - the activation switch is shifted from OFF to ON for 1 second or 3 sweep (tone cycles), while the function is monitored on the VHF-receiver (mentioned above).

It should be born in mind, that civilian ELTs are transmitting on the civilian emergency frequency (121.5 MHZ), in which case false, as well as intentional, test transmissions of a longer duration than specified above, may activate a search operation or seriously disrupt an ongoing operation.

6.5 Search and rescue signals

6.5.1 The Search and Rescue Signals to be used as those prescribed in ICAO, Annex 12.

6.5.2 Special signals and procedures for use in search operations

6.5.2.1 When observing or hearing an aircraft, survivors should fire a red pyrotechnic signal.

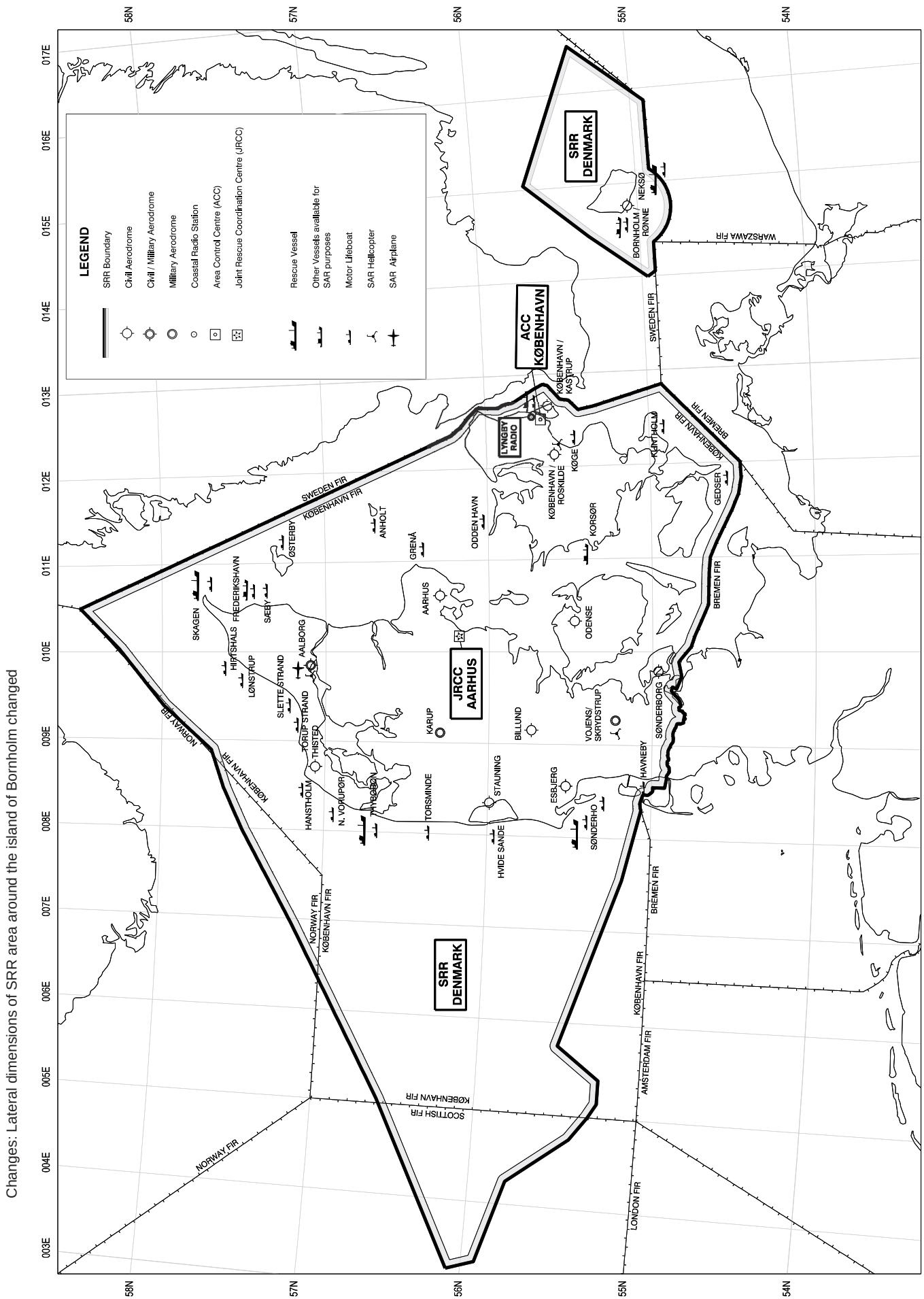
6.5.2.2 SAR aircraft, and, if feasible, also other aircraft, when observing this signal, will fire a single green pyrotechnic signal or change course towards the survivors.

6.5.2.3 Survivors should hereupon fire another red pyrotechnic signal to enable the aircraft to obtain the correct heading.

6.5.2.4 Survivors should economize on signals and only fire further signals when:

- the aircraft so request by firing a green signal;
- it is observed that the aircraft appears to be getting off track; and
- the aircraft is almost overhead.

7. Search and Rescue Area. Chart



Changes: Lateral dimensions of SRR area around the island of Bornholm changed

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodrome/Heliport Charges

1. Take-off charges are stated below.
2. 25% Value Added Tax (VAT) will be added to the charges for domestic flights unless otherwise indicated.
3. As regards other charges please contact the aerodrome in question.
4. Heliports available for public air transport are not established in Denmark.

AERODROME	Maximum Take-off Mass (KG)	For every 1000 KG commenced		Minimum Charge		Remarks
		Domestic Flights (DKK)	International Flights (DKK)	Domestic Flights (DKK)	International Flights (DKK)	
AALBORG	<=2.000	-	-	55.00	55.00	-
	>2.000	30.00	30.00	140.00	140.00	
AARHUS	<=1.500	-	-	80.00	80.00	-
	>1.500	31.50	31.50	160.00	160.00	
BILLUND	<=2.000	-	-	700.00	700.00	-
	>2.000	55.50	55.50	700.00	700.00	
BORNHOLM/ RØNNE	<=2.000	-	-	66.00	66.00	-
	>2.000	36.00	36.00	168.00	168.00	
ESBJERG	<=2.000	-	-	125.00	125.00	-
	>2.000 <=22.000	62.00	62.00	-	-	
	>22.000	30.00	30.00	-	-	
KARUP / MIDTJYLLANDS LUFTHAVN	<=2.000	-	-	55.00	55.00	-
	>2.000	30.00	30.00	140.00	140.00	
KOLDING/ VAMDRUP	<=2.000	40.00	40.00	80.00	80.00	-
	>=2.000	40.00	40.00	120.00	120.00	
KØBENHAVN/ KASTRUP	See link: https://www.cph.dk/en/cph-business/aviation/charges-and-slot					NIL
KØBENHAVN/ ROSKILDE	See link: https://www.rke.dk/en/pilot-info/charges					NIL
ODENSE / HANS CHRISTIAN ANDERS-EN AIRPORT	<=2.000	-	-	76.00	76.00	-
	>2.000	42.00	42.00	190.00	190.00	
STAUNING	<=2.000	80.00	80.00	80.00	80.00	-
	>2.000	50.00	50.00	200.00	200.00	
SØNDERBORG	<=1.999	-	-	86.00	86.00	-
	>=2.000	42.00	42.00	187.00	187.00	
VOJENS/ SKRYDSTRUP	<=2.000	-	-	140.00	140.00	-
	>2.000	40.00	40.00	140.00	140.00	

GEN 4.2 Air Navigation Services Charges

1. ATC, APP, and Aerodrome Control (AACC) Charges

1.1 General

In pursuance of Civil Aviation Regulation (BL) 9-8,charges for the provision of Air Traffic Control Service, Approach and Aerodrome Control Services have been established for the airports København/ Kastrup, København/Roskilde and Billund. For practical and rational reasons, the collection of charges has been contracted to EURO-CONTROL.

1.2. Charges

The charges for København/Kastrup and København/Roskilde are as follows:

DKK 20,85 per ton up to 100 tons MTOM, and
DKK 19,70 per ton exceeding 100 tons MTOM.

For København/Kastrup a minimum charge of DKK 285,45 applies. The charge for Billund is DKK 13,65 per ton MTOM

1.3 Interests

The interests rate for late payment of the charges is 9,0% p.a.

2. En Route Charges in København FIR

2.1 General

In pursuance of Civil Aviation Regulation (BL) 9-7, charges for the provision of Air Navigation Facilities and En Route Air Traffic Service have been established for IFR operations in København FIR.

2.2 Unit Rates

The determination of the unit rates as well as the collection of the charges has been contracted to EUROCONTROL.

The service unit rates for EUROCONTROL member states are published in AIC Series A.

Comprehensive and up-to-date information on the Route Charges System as well as on other air navigation charges billed and collected by EUROCONTROL is available on the website:

http://www.eurocontrol.int/crco

2.3 Interests

The interests rate for late payment of the charges is 8,13 % p.a.

ENR 0 EN ROUTE (ENR)

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ENR 6.4 DK-SE FAB AND NEFAB EAST FRA

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ENR 6.5 ENRC Helicopter Routes FL85 / GND

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 General Rules

1. General

1.1 The Rules of the Air and regulations for Air Traffic Services and Procedures applicable in Denmark are contained in Commission Regulation (EU) No 923/2012 (SERA), Civil Aviation Regulation BL 7-100, Supplements to (EU) No 923/2012 (SERA), Commission Regulation (EU) No 2017/373 (ATM/ANS) and Civil Aviation Regulation BL 7-101, Supplements to (EU) No 2017/373 (ATM/ANS), on the basis of the following ICAO documents:

Annex 2, Rules of the Air

Annex 11, Air Traffic Services

PANS-ATM (Doc 4444), Procedures for Air Navigation Services - Air Traffic Management

PANS-OPS (Doc 8168), Procedures for Air Navigation Services - Aircraft Operations

Doc 7030/EUR, Regional Supplementary Procedures.

1.2 Differences to these ICAO provisions are detailed in subsection GEN 1.7.

1.3 Within København FIR, and in airspace delegated to Denmark there are established LTA, FIZ, HTZ, Helicopter Routes - in addition to ATS airspace and ATS routes normally used - as described below.

2. Local ATS-Areas/LTA

2.1 Definition

An air space of defined dimensions, extending upwards from the surface of the earth or water to a specified upper limit within which ATS is provided by the local ATS-unit.

2.2 LTA are given in section ENR 2.

3. Flight Information Zone/FIZ

3.1 Definition

An airspace of defined dimension within which aerodrome flight information service and alerting service for aerodrome traffic are provided.

Note: FIZ is also designated as Radio Mandatory Zones (RMZ), reference to Civil Aviation regulation BL 7-100 and ENR 1.4 item 3.

3.2 Procedures

a) IFR and VFR flights operating in a FIZ shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, except as may otherwise be arranged with the relevant AFIS unit.

b) Before entering a FIZ, an initial call containing the designation of the AFIS unit being called, callsign, type of aircraft, position, level and the intentions of the flight shall be made by pilots on the appropriate communication channel. Changes to level and track - if any - shall be reported immediately to the AFIS unit.

c) Except as may otherwise be arranged with the relevant AFIS unit, a pilot who intends to cross a FIZ or operate locally shall prior to entering a FIZ establish two-way voice communication with the AFIS unit.

d) Except as may otherwise be arranged with the relevant AFIS unit, a pilot who intends to land on or take-off from the aerodrome shall prior to entering a FIZ or prior to taxiing for take-off establish two-way voice communication with the AFIS unit.

3.3 Tyra FIZ is given in ENR 2.2 and FIZ for relevant aerodromes are given in AD 2 item 17.

4. Helicopter Traffic Zone/HTZ

4.1 Definition

A non-controlled airspace of defined dimensions, extending upwards from the sea level to a defined upper limit, indicating helicopter landings and take-offs.

HTZ are established around all permanent and mobile off-shore installations, equipped with a helideck.

Temporary HTZ at mobile installations will be published by NOTAM.

4.2 Crossing or overflying HTZ

Traffic not engaged in off-shore helicopter operations is strongly advised to stay well clear of HTZ. Information on possible helicopter flights can be obtained from Copenhagen Information.

Note: Helicopters may be expected to perform instrument approach procedures to the helideck within an area with a radius of 6.5 NM around the helideck up to and including 1500 FT.

4.3 Permanent HTZ are given in ENR 2, and temporary HTZ will be published in NOTAM.

5. Helicopter Routes

5.1 Definition

An ATS-route, where civil helicopters operate on a regular and frequent basis. Helicopter Routes have no lateral dimensions.

Helicopter Routes have been established for the most used helicopter tracks in that part of the North Sea, where Denmark provides ATS.

5.2 Helicopter Routes are given in ENR 3.2 and ENR 6.5.

6. Flight within TMA, CTR and FIZ outside published hours of service

Where TMA, CTR and FIZ are not established H24, information as to whether the area concerned is established shall be obtained from the relevant ATS-unit as given in the following table.

Area		ATS-unit
Aarhus	TMA and CTR*	ACC København
Esbjerg	FIZ	APP Billund
Odense	FIZ	ACC København
Rønne	TMA and CTR	ACC Malmö
Stauning	FIZ	APP Billund
Sønderborg	FIZ	ACC København
Tyra	FIZ	ACC København
Vamdrup	FIZ	APP Skrydstrup

** Remark: Information whether Aarhus CTA is established can be obtained from ACC København.*

7. Delegation of ATS responsibility

7.1 By letter of agreement Danish and adjacent ATS Authorities have arranged to delegate responsibility for providing Air Traffic Services within parts of their FIR/UIR to adjacent ATS units.

7.2 Delegated air space are given in section ENR 2.

8. Helicopter Operations in the North Sea.

Helicopters operating between an onshore and an offshore destination, or between two offshore destinations, in the North Sea are taking place on a 24 hours basis, under IMC as well as VMC, and often with an underslung load.

8.1 Helidecks

Position of Danish helidecks on permanent installations, are given in section AD 3.

8.2 Airspace structure

To safeguard helicopter operations FIZ, HTZ and Helicopter Routes have been established.

8.3 Operating procedures for helicopters engaged in off-shore operations

Cruising level in Helicopter Routes:

Except during take-off and landing, civil helicopter operations should normally be carried out in levels not below 1500 FT MSL. For Minimum flight Altitude on specific routes see ENR 3.2 and for specific AMA (Area Minimum Altitude) see ENR 6.5.

If icing or other safety conditions necessitate flight below 1500 FT MSL, the ATS-unit concerned shall be informed about the new cruising level and the reason for the change.

- Radar service
  Radar service will normally be provided within the area of radar-coverage.
- Use of SSR
  When equipped with SSR-transponder, civil helicopters engaged in off-shore operations shall operate this on Mode A/C, code 0040, unless otherwise instructed by ATS.

8.3.1 Reporting procedures en route (REF SERA 10001 litra b)

Position Reports shall be transmitted at each Reporting Point and additionally when requested by the appropriate ATS-unit.
If more than 20 minutes will elapse between Reporting Points, an "Operation Normal"- report shall be transmitted 15 minutes after the last Position Report, unless otherwise instructed.
An Operation Normal report shall contain the same information as a Position Report.

- A Position/Operation Normal Report is not required when the pilot is informed that the helicopter is provided with Radar service ("Radar contact/Identified").
- Position/Operation Normal reporting shall be resumed when the pilot is informed that Radar service is terminated.

If not receiving a required Position/Operation Normal Report, the appropriate ATS-unit will initiate Alerting Service (REF 8.4)

8.3.2 Arrival Message

After landing on an installation, or just prior to landing, it is the responsibility of the Pilot In Command (PIC) to deliver an Arrival Message to the appropriate ATS-unit (radio call) or via the radio operator on the installation by phone, and the report shall contain:

- Callsign
- Name on the installation
- Actual time of arrival (ATA)
- Additional information if required (e.g. refuelling, shut down)

If no Arrival Message is received at the appropriate ATS-unit Alerting Service will be initiated (REF 8.4).

8.3.3 Departure message

A Departure message, after take-off from an offshore installation, shall be submitted to the appropriate ATS-unit as soon as practicable. The Departure message shall contain:

- Callsign
- ATD installation
- Actual/intended altitude or level
- If routing via Helicopter Routes and no radar service is provided: ETO next reporting point

8.4 Alerting Service (REF SERA 10001 litra b)

For helicopters operating between an onshore and an offshore destination or between two offshore destinations, Special procedures for Alerting Service to helicopter flights are described below.

8.4.1 En route

Helicopters en route between an onshore and an offshore destination or between two offshore destinations should be established on a Helicopter Route and provide the appropriate ATS-Unit with Position/Operation Normal Reports unless not required (REF 8.3.1).

8.4.1.1 Uncertainty Phase

When no communication has been received from an aircraft within a period of 3 minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier until the Alert Phase is activated. (see 8.4.1.2).
Except when no doubt exists as to the safety of the aircraft and its occupants.

8.4.1.2 Alert Phase

When following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft, the Alert Phase will be activated within 3 minutes of the time communication was expected. Except when no doubt exists as to the safety of the aircraft and its occupants.

8.4.1.3 Distress Phase

Following the alert phase, when further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress, or when the fuel on board is considered to be exhausted, or to be insufficient to enable the aircraft to reach safety, or when information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely, or when information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing, the Distress Phase will be activated within 10 minutes of the time the Position/Operation Normal Report was expected. Except when there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

8.4.2 Landing on Helideck

It is the responsibility of the Pilot In Command (PIC) to deliver an Arrival Message to the appropriate ATS-unit (radio call) or via the radio operator on the installation (phone).

8.4.2.1 Uncertainty Phase

When an aircraft fails to arrive within 5 minutes of the estimated time of arrival last notified to an air traffic services unit, the Alert Phase is activated (see 8.4.2.2). Except when no doubt exists as to the safety of the aircraft and its occupants.

8.4.2.2 Alert Phase

When an Arrival Message is not received by the appropriate ATS-Unit as expected, the Alert Phase will be activated within 5 minutes of the Estimated Time of Arrival (ETA) given by the Pilot In Command (PIC). Except when no doubt exists as to the safety of the aircraft and its occupants.

8.4.2.3 Distress Phase

Following the alert phase, when further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress the Distress Phase will be activated within 10 minutes of the ETA given by the PIC.

8.5 Operating procedures for military air traffic

Crossing of helicopters flight path Pilots of fixed-wing aircraft crossing the flight path of helicopters should as early as possible plan their flight to pass over, below or behind the helicopters and make efforts to obtain greatest possible separation. In order to discover helicopter traffic, use of radar is recommended. In addition, traffic information may be obtained from Copenhagen Information or TYRA Information.

Note: Helicopter pilots prefer a horizontal separation of at least 2 NM.

9. Reporting of oilspill or fueldumping at sea

9.1 According to the Danish Ministerial Order No. 573/2008, Reporting according to Law on Protection of the Ocean-environment, the pilot-in-command, the owner or the user of an aircraft shall report the following incidents:

- observation of oilspill at sea
- fueldumping performed at sea

The report shall be submitted via nearest ATS-unit or after landing to:

Søværnets Operative Kommando (SOK)/Admiral Danish Fleet

TEL: +45 89 43 30 99
E-mail: pol.con.den@sok.dk.

ENR 1.2 Visual Flight Rules

Note: The Danish Visual Flight Rules (VFR) are given in their entirety in this section. Differences between regulations applicable in Denmark and ICAO Annex 2 are detailed in GEN 1.7.

1. Except when operating as a Special VFR Flight according to item 1.1, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table indicating the limits of visual meteorological conditions (VMC).

Alitude	Airspace Class	Flight visibility	Distance from cloud
At and above FL 100	A*BCDEFG	8 KM	1500 M horizontally 300 M (1000 FT) vertically
Below FL 100 and above 900 M (3000 FT) AMSL, or above 300 M (1000 FT) above terrain, whichever is the higher	A*BCDEFG	5 KM	1500 M horizontally 300 M (1000 FT) vertically
At and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) above terrain, whichever is the higher	A*BCDE	5 KM	1500 M horizontally 300 M (1000 FT) vertically
	FG	5 KM 3 KM**/140 KT	Clear of cloud and with the surface in sight

* The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

* * For aircraft established in the aerodrome traffic circuit, flight is permitted with a flight visibility of at least 1.5 KM clear of cloud and with the aerodrome in sight.

Flight with manned balloons at or below 450 M (1500 FT) MSL or 300 M (1000 FT) above terrain, whichever is the higher, is permitted with a flight visibility of at least 1.5 KM.

With helicopters, flight is permitted with a flight visibility of at least 0.8 KM, provided that the helicopter is operated at a speed that will give adequate opportunity to observe other traffic or any obstacle in time to avoid collision.

1.1 Except when a clearance for a Special VFR Flight is obtained from the appropriate air traffic control unit, VFR flights shall not take place within a control zone:

- when the ceiling is less than 450 M (1500 FT), or
- when the ground visibility is less than 5 KM.

1.2 The appropriate Air Traffic Control Unit may within a control zone issue clearance for Special VFR flight, within the daily periods for VFR flights, if the ceiling is not below 180 M (600 FT) and, outside the daily periods for VFR flights, is not below 330 M (1100 FT) and the reported visibility at the aerodrome is not less than:

- 1,5 KM within the daily periods for VFR flights, and
- 5 KM outside the daily periods for VFR flights.

1.2.1 Special VFR flight shall be operated clear of clouds and in sight of the surface, at a speed of 140 KT IAS or less to give adequate opportunity to observe other traffic and any obstacle in time to avoid a collision and with a flight visibility of not less than:

- 1,5 KM within the daily periods for VFR flights, and
- 5 KM outside the daily periods for VFR flights.

1.2.2 However, helicopters may operate Special VFR, within the daily periods for VFR flights, if the reported visibility at the aerodrome and the flight visibility is not less than 0,8 KM, if manoeuvred at a speed that will give adequate opportunity to observe any obstacle in time to avoid collision.

1.2.3 When the reported ground visibility at the aerodrome is less than 1 500 m, ATC may, within the daily periods for VFR flights, issue a special VFR clearance for a flight crossing the control zone and not intending to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the flight visibility reported by the pilot is not less than 1 500 m, or, for helicopters, not less than 800 m.

1.3 VFR flights not in sight of the surface shall be operated in accordance with the Regulations for Civil Aviation BL 5-61 (available in English).

2. Cloud flying with gliders are permitted when operated in accordance with the Regulations for Civil Aviation BL 7-7 (available in Danish only).

3. En route VFR flights shall not be operated above FL 195 in airspace class C.

4. Unless permission has been obtained from the Danish CAA, VFR flights shall not be operated:

- above FL 195,
- outside the daily periods for VFR flights, with the exception of VFR flight carried out in accordance with the requirements stated for VFR-NIGHT flight, ref. The Regulations for Civil Aviation BL 5-61, BL 5-65, BL 7-100 (available in Danish only) and BL 5-38 (available in English), and
- at transonic and supersonic speed.

5. Unless permission has been obtained from the Danish CAA VFR flights, day and night, shall be flown:

- over the congested areas of cities, towns or settlements (including summer resorts and inhabited camping sites) or over an open-air assembly of persons at a height not less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft. Flying at a lower height, however, is allowed in connection with take-off from or landing at an approved aerodrome.
- elsewhere than as specified above at a height not less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.

  Note: Bridges with pylons separated by 300 M (1000 FT) or more shall be perceived as one obstacle.

6. Except where otherwise indicated in air traffic control clearances or prescribed by the Danish CAA in AIP/VFR Flight Guide, VFR flights in levels higher than transition altitude, shall be conducted at a flight level appropriate to the track as specified in the table of cruising levels overleaf. Exempted is flight during climb or descend.

7. Pilot-in-command carrying out VFR-flight, shall

- when he is flying in airspace classes B, C and D
- when he is part of aerodrome traffic on controlled aerodromes, or
- when he is flying Special VFR.

follow the regulations concerning ATC clearances regarding adherence to flight plan, position reports, cease of control and radio communication.

8. A pilot-in-command carrying out VFR-flight within or into certain specified areas or certain specified routes, for which requirement for establishing two-way radio communication is published in AIP/VFR Flight Guide, shall maintain continuous listening watch on the specified frequency and submit position report, if requested, to the ATS-unit providing flight information service.

Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch, when specifically noted in AIP/VFR Flight Guide.

Note 2: The requirement for a pilot-in-command to maintain air-ground voice communication watch remains in effect after data link communication between air traffic controller and pilot has been established.

9. A pilot-in-command flying in accordance with VFR, and who wishes to change to compliance with IFR shall:

- If a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
- submit a flight plan to the appropriate air traffic services unit and if the flight is to be conducted in airspace classes B, C, D or E, obtain a clearance prior to proceeding IFR.

ENR 1.3 Instrument Flight Rules

Note 1: The Danish Instrument Flight Rules (IFR) are given in their entirety in this section. Differences between regulations applicable in Denmark and ICAO Annex 2 are detailed in GEN 1.7.

Note 2: Within København FIR at or above FL 290 flights shall be conducted in accordance with the Instrument Flight Rules.

1. All IFR Flights

1.1 Aircraft equipment

Aircraft shall have equipment for navigation and communication, and suitable instruments appropriate to the route to be flown.

1.2 Minimum levels

Except when necessary for take-off and landing, or where a special permission has been granted by the Danish Transport Authority, an IFR flight shall:

- when flying over terrain or in mountainous areas higher than 1800 M (6000 FT), be flown at a level which is at least 600 M (2000 FT) above the highest obstacle located within 8 KM (5 NM) of the calculated position of the aircraft, and
- when flying over terrain other than specified above, at a level which is at least 300 M (1000 FT) above the highest obstacle located within 8 KM (5 NM) of the calculated position of the aircraft.

1.3 Change from IFR flight to VFR flight

1.3.1 An aircraft electing to change its flight from compliance with IFR to compliance with VFR shall notify the appropriate air traffic services unit, that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

1.4 Free Route Airspace (FRA) general procedures

1.4.1 Eligible flights

Eligible flights are those over-flights that enter and exit DK-SE FAB FRA (FL285-FL660). Over-flights with a level change en-route into DK-SE FAB FRA are eligible to flight plan FRA operations from the FRA Connecting Point where the level change occurs.

Additional eligible flights are those that depart or arrive from/to aerodromes within DK-SE FAB or in its proximity and have a requested flight level above FL285 within the FAB.

1.4.2 Procedures

Eligible flights may flight plan according to the table below.

From	To	Remark
FRA Horizontal Entry Point	FRA Horizontal Exit Point.	Flight plan DCT or via one or several Intermediate points. Such an Intermediate point can be either a NAV aid (published in ENR 4.1)/way-point (published in ENR 4.4) or entered as lat/long coordinates.
	FRA Arrival Connecting Point.	
	FRA Connecting Point.	
FRA Departure Connecting Point	FRA Horizontal Exit Point.	
	FRA Arrival Connecting Point.	
	FRA Connecting Point.	
FRA Connecting Point	FRA Horizontal Exit Point.	
	FRA Arrival Connecting Point.	
	FRA Connecting Point.	

It is mandatory to insert a FRA Horizontal Entry/Exit Point in the flight plan when entering/exiting DK-SE FAB except for traffic entering/exiting from/to:

- EETT/EFIN/ENOR/EVRR/EGPX FIR and
- EPWW/EDVV/EDUU/EHAA FIR/UIR (only for traffic arriving or departing aerodromes within DK-SE FAB, without crossing ENOR FIR)

Flight plan shall be filed to remain at least 3 NM from DK-SE FAB boundary except towards EPWW/EETT/EFIN/EDVV/EDUU/EHAA/ENOR/EVRR/EGPX FIR/UIR.

Access to FRA for departing traffic:

FRA Departure Connecting Point can either be:

- a SID Final Waypoint,
- if no suitable SID is available, an optional waypoint within a required distance from the aerodrome, according to the RAD,
- if required, the last point on a FRA Connecting Route or
- a FRA Horizontal Entry Point if departing from an aerodrome in the proximity of DK-SE FAB.

Exiting FRA for arriving traffic:

FRA Arrival Connecting Point can either be:

- a STAR Initial Waypoint,
- if no suitable STAR is available, an optional waypoint within a required distance from the aerodrome, according to the RAD,
- if required, the first point on a FRA Connecting Route or
- a FRA Horizontal Exit Point if arriving to an aerodrome in the proximity of DK-SE FAB.

DK-SE FAB FRA Horizontal Entry/Exit

DK-SE FAB FRA Horizontal Entry/Exit from/to EYVL FIR

NINTA

DK-SE FAB FRA Horizontal Entry/Exit from/to UMKK FIR

GISON

DK-SE FAB FRA Horizontal Entry/Exit from/to EPWW FIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

AMROR, GORPI, GOSOT, KOLOB, LARMA, LUSID, PENOR, POKEN, RUMAR

DK-SE FAB FRA Horizontal Entry/Exit from/to EDUU UIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

BAKLI, BIKRU, DETNI, KOSEB, NEDIK, NIKDA, OKAGA, SALLO, SONAL, UNGAV

DK-SE FAB FRA Horizontal Entry/Exit from/to EDVV UIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

ALASA, AMRAK, ATTUS, BAGOS, DEMIR, DOROR, DOSUR, GIMRU, GITER, GOBOT, KESUR, KOKOR, KUGAL, LOMPU, LUTIR, MAKEL, MEGAR, OMIMA, RAXLU

DK-SE FAB FRA Horizontal Entry/Exit from/to EHAA FIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

AMADA, GREFI, SUTEB

Note: Detailed information on FRA Connecting Routes is given in ENR 3.3.

2. Flights within København CTA

Below FL285 within København CTA DCT flight planning is allowed.

3. IFR Flights within Airspace Class A, B, C, D and E

3.1 IFR flights shall comply with the provisions for air traffic control services, when operated in airspace classes A, B, C, D and E.

3.2 Unless authorized to employ cruise climb techniques between two levels or above a level, an IFR flight operating in cruising flight in airspace classes A, B, C, D and E shall be flown at a cruising level determined from its track, as selected from the table of cruising levels shown in ENR 1.7. The correlation of levels to track shall not apply whenever otherwise indicated in air traffic control clearances or specified by the Danish Transport Authority in AIP.

4. IFR Flights within Airspace Class F and G

4.1 Cruising levels

An IFR flight operating in level cruising flight within airspace classes F and G shall be flown at a cruising level determined from its track and selected from the table of cruising levels shown in ENR 1.7.

4.2 Communications

A pilot-in-command shall maintain continuous voice communication watch on the appropriate communication channel within areas, where two-way radio communication is required as published in the AIP, and when flying within airspace classes, for which two-way radio-communication is required according to the table "ATS Airspace Classification" (ENR 1.4), unless otherwise permitted by the appropriate ATS-unit.

Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch, when stated in AIP.

Note 2: The requirement to a pilot-in-command to maintain air-ground voice communication watch remains in effect after data link communication between air traffic controller and pilot has been established.

4.3 Position reports

An IFR flight operating within airspace classes F and G, shall report position as specified in the provisions for air traffic control service.

ENR 1.4 ATS Airspace Classification

1. Classification of Airspaces

ATS airspace are classified and designated in accordance with the following:

- Class A. IFR flights only are permitted. All flights are subject to air traffic control service and are separated from each other.
- Class B. IFR and VFR flights are permitted. All flights are subject to air traffic control service and are separated from each other.
- Class C. IFR and VFR flights are permitted. All flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.
- Class D. IFR and VFR flights are permitted. All flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights.
- Class E. IFR and VFR flights are permitted. IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as practical.
- Class F. IFR and VFR flights are permitted. All participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.
- Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for flights within each class of airspace are as shown in table 1 on the following page, however, the speed limitation at 250 KTS IAS below FL 100 in airspace class C, D, E and G can be exempted after approval by the Danish CAA, for aircraft types which for technical or safety reasons, cannot maintain this speed.

Note 1: Airspace classes A, B and F are not used within København FIR.

Note 2: En route VFR flights shall not be operated above FL 195 in airspace class C, reference Commission Regulation (EU) No 923/ 2012.

2. Transponder Mandatory Zone (TMZ)

2.1 Definition

Transponder Mandatory Zone (TMZ) means an airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory.

2.2 Procedures

All flights operating in airspace designated by the competent authority as a transponder mandatory zone (TMZ) shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.

2.3 Designation

The airspace within København FIR designated as TMZ is reflected in table 1 ATS airspace classification.

3. Radio Mandatory Zone (RMZ)

3.1 Definition

Radio Mandatory Zone (RMZ) means an airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.

3.2 Procedures

3.2.1 VFR flights operating in parts of Classes E, F or G airspace and IFR flights operating in parts of Classes F or G airspace designated as a Radio Mandatory Zone (RMZ) by the competent authority shall maintain continuous air- ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.

3.2.2 Before entering a Radio Mandatory Zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.

3.3 Designation

Within København FIR FIZ and airspace class E and G above FL 95 is designated as RMZ. RMZ is reflected in ENR 2 and AD 2.17.

Table 1. ATS Airspace Classification

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minimal	Speed limitation	Radio communication requirement	TMZ	Subject to an ATC clearance
A ***	IFR only	All traffic	Air traffic control service	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud *	Not applicable	Continuous two-way	Yes	Yes
B ***	IFR	All traffic	Air traffic control service	Same as for VFR	Not applicable	Continuous two-way	Yes	Yes
	VFR	All traffic	Air traffic control service	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud	Not applicable	Continuous two-way	Yes	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Same as for VFR	Not applicable	Continuous two-way	Yes	Yes
	VFR	VFR from IFR	Air traffic control service for separation from IFR. VFR / VFR: Traffic information, and traffic avoidance advice on request	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL 100	Continuous two-way	Yes	Yes
D	IFR	IFR from IFR	Air traffic control service. Traffic information about VFR flights, and traffic avoidance advice on request	Same as for VFR	250 KT IAS below FL 100	Continuous two-way	Yes	Yes
	VFR	NIL	Air traffic control service. Traffic information about VFR and IFR flights, and traffic avoidance advice on request	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL 100	Continuous two-way	Above FL 95	Yes
E	IFR	IFR from IFR	Air traffic control service. Traffic information about VFR flights as far as practical	Same as for VFR	250 KT IAS below FL 100	Continuous two-way	Yes	Yes
	VFR	NIL	Flight Information service. Traffic information as far as practical	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL 100	No ****	Above FL 95	No
F ***	IFR	IFR from IFR as far as practical	Air traffic advisory service and flight information service	Same as for VFR	250 KT IAS below FL 100	Continuous two-way	Yes	No
	VFR	NIL	Flight information service	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud. At and below 900 M (3000 FT) MSL or 300 M (1000 FT) above terrain whichever is higher: - 5 KM clear of cloud and in sight of ground or water - 3 KM ** clear of cloud and in sight of ground or water	250 KT IAS below FL 100 250 KT IAS 140 KT IAS	No ****	Above FL 95	No
G	IFR	NIL	Flight information service	Same as for VFR	250 KT IAS below FL 100	Continuous two-way	Yes	No
	VFR	NIL	Flight information service	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud. At and below 900 M (3000 FT) MSL or 300 M (1000 FT) above terrain whichever is higher: - 5 KM clear of cloud and in sight of ground or water - 3 KM ** clear of cloud and in sight of ground or water	250 KT IAS below FL 100 250 KT IAS 140 KT IAS	No ****	Above FL 95	No

* The VMC minima given for airspace class A are for guidance to pilots in case of radio communication failure and do not imply acceptance of VFR flights in airspace class A.

** For aircraft established in the aerodrome traffic circuit, flight is permitted with a flight visibility of at least 1.5 KM clear of cloud and with the aerodrome in sight.
Flight with manned balloons at or below 450 M (1500 FT) MSL or 300 M (1000 FT) above terrain, whichever is the higher, is permitted with a flight visibility of at least 1.5 KM.
With helicopters, flight is permitted with a flight visibility of at least 0.8 KM, provided that the helicopter is operated at a speed that will give adequate opportunity to observe other traffic or any obstacle in time to avoid collision.

*** Airspace classes A, B and F are not used in København FIR.

**** Unless designated as RMZ REF ENR 1.4 item 3.3

ENR 1.5 Holding, Approach and Departure Procedures

1. General

1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO DOC 8168 - Procedures for Air Navigation Service - Aircraft Operations (PANS-OPS).

1.2 The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of VOL. I of the PANS-OPS. The holding patterns shall be entered and flown as indicated below.

2. Arriving Flights

2.1 IFR flights entering and landing within a terminal control area will be cleared to a specified holding point and instructed to contact approach control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from the approach control. If the clearance limit is reached before further instructions have been received holding procedure shall be carried out at the level last authorized.

2.2 Due to the limited airspace available, it is important that the approaches to the patterns and the holding procedures be carried out as precisely as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.

3. Departing Flights

3.1 IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from non-controlled aerodromes must make arrangements with the area control centre concerned prior to take-off.

3.2 Detailed instructions with regard to routes, turns, etc. will be issued after take-off.

<table>
<tr><td rowspan="2">Flight level (FL)</td><td rowspan="2">Category A and B aircraft</td><td colspan="2">Jet aircraft</td></tr>
<tr><td>Normal conditions</td><td>Turbulence conditions</td></tr>
<tr><td>Up to FL 140
(4250 M) inclusive</td><td>170 KT</td><td>230 KT
(425 KM/H)</td><td rowspan="3">280 KT (520 KM/H) or
Mach 0.8, whichever is less</td></tr>
<tr><td>Above FL 140 (4250 M)
to FL 200 (6100 M) inclusive</td><td colspan="2">240 KT
(445 KM/H)</td></tr>
<tr><td>Above FL 200 (6100 M)
to FL 340 (10350 M) inclusive</td><td colspan="2">265 KT
(490 KM/H)</td></tr>
<tr><td>Above FL 340
(10350 M)</td><td colspan="2">Mach 0.83</td><td>Mach 0.83</td></tr>
</table>

ENR 1.6 ATS surveillance services and procedures

1. Application of Radar Services

1.1 Air Traffic Service by Aalborg Approach, Aarhus Approach, Billund Approach, Copenhagen Approach, Copenhagen Control, Copenhagen Information, Esbjerg Information, Kastrup Tower, Odense Information, Roskilde Approach and Sønderborg Information will normally be carried out with the use of radar.

The applicable radar separation minima vary depending on the distance from the appropriate radar station and other conditions but will never be less than 3 NM, unless specifically described for the individual airport under " 22. Flight Procedures ".

Note: Use of SSR alone for the provision of separation in accordance with ICAO SUPPS-DOC 7030, "Regional Supplementary Procedures" will be applied within København FIR.

Attention is drawn to the fact that ATS cannot necessarily provide traffic information on aircraft without a functioning transponder, when the mentioned procedure is applied.

Radar vectors and speed instructions may be necessary to establish radar separation. These instructions shall be complied with, also if they might result in deviations from published procedures.

Due to lack of technical installation, ATC cannot provide radar service regarding CB and other weather activity.

1.2 Radar coverage

Radar data is provided from radar stations listed below.

RADAR 1 - KASTRUP
A PSR and MSSR located at Copenhagen Airport, Kastrup (55 36 44.1N 012 37 35.2E) - range respectively 60 and 120 NM.

RADAR 2 - KASTRUP
A MSSR located at Copenhagen airport, Kastrup (55 35 56.12N 012 36 22.11E) - range 200 NM.

RADAR 3 - ESBJERG
A MSSR located at Esbjerg Airport (55 31 43.62N 008 33 15.74E) - range 250 NM.

RADAR 4 - AALBORG
A PSR and MSSR located at Aalborg Airport (57 05 27.76N 009 51 20.99E) - range respectively 60 and 200 NM.

RADAR 5 - SKRYDSTRUP
A PSR and SSR located at Skrydstrup (55 15 39N 009 13 28E *) - range 200 NM.

RADAR 6 - EVJE
A MSSR located at Evje (58 37 51.79N 007 54 45.37E) - range 255 NM.

RADAR 7 - AARHUS
A MSSR located at Aarhus Airport (56 17 56N 010 37 15E *) - range 120 NM.

RADAR 8 - ROSKILDE
A RSR and MSSR located at Copenhagen Airport, Roskilde (55 35 11.84N 012 06 33.26E) - range respectively 120 and 250 NM.

RADAR 13 - BILLUND
A co-located PSR and MSSR-S located at Billund Airport (55 44 43.00N 009 10 09.35E) - range respectively 60 NM (PSR) and 256 NM (MSSR-S).

Note: Data from mentioned radar stations are also being used by København ACC for MULTI-RADAR presentation to establish MULTI-RADAR TRACKS.

2. Secondary Surveillance Radar (SSR)

2.1. Normal Operating Procedures

a. The provision of ICAO (PANS-OPS, Volume I, Part VIII, Secondary Surveillance Radar (SSR) Transponder Operating Procedures) and SERA, Section 13, SSR Transponder, shall apply.

b. When an aircraft carries a serviceable SSR transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes.

c. Pilots shall not operate the IDENT feature unless requested by ATS.

d. Except for flight in airspace designated by the competent authority for mandatory operation of transponder, aircraft without sufficient electrical power supply are exempted from the requirement to operate the transponder at all times.

e. Except as provided for in sub f below, pilots shall operate transponders in accordance with ATS instructions. Pilots who have already received specific instructions from ATS concerning the setting of their transponder, shall, when entering København FIR, maintain that setting until otherwise instructed.

f. Pilots, who have not received specific instructions from ATS concerning the setting of the transponder, shall operate the transponder as stated in the following:

- IFR flights within København FIR:
  Mode-A, Code 2000.
- VFR flights within København FIR:
  Mode-A, Code 7000.
- MIL VFR flights within København FIR:
  Mode-A, Code 0001.
- Helicopter engaged in off-shore operations:
  Mode-A, Code 0040.

g. When the aircraft carries serviceable Mode C equipment, the pilot shall continuously operate this mode, unless otherwise directed by ATS.

h. For aircraft flying in formation the flight leader only shall operate transponder as listed above, unless otherwise instructed by ATS.

2.2 Emergency procedures

(a) To indicate that it is in a specific contingency situation, the pilot of an aircraft equipped with SSR shall:

(1) select Code 7700 to indicate a state of emergency unless ATC has previously directed the pilot to operate the transponder on a specified code. In the latter case, a pilot may nevertheless select Code 7700 whenever there is a specific reason to believe that this would be the best course of action;

(2) select Code 7600 to indicate a general state of radio-communication failure, and follow established radio communication failure procedures of ICAO Annex 2 when over High Seas and of Commission Regulation (EU) No 923/2012 (SERA) when over Danish territory and territorial waters

(3) select Code 7601 to indicate that an IFR-flight will continue to fly in visual meteorological conditions (VMC), to land at the nearest suitable aerodrome and to report arrival by the most expeditious means to the appropriate air traffic services unit.

(4) attempt to select Code 7500 to indicate a state of unlawful interference. If circumstances so warrant, Code 7700 should be used instead.

Note: Continuous monitoring of responses of the following SSR-codes (Mode-A) is provided: 7700, 7601, 7600 and 7500.

2.3 SSR transponder failure

Note: Due to the dominating role of SSR in radar data processing, it is very complicated to accommodate a flight with a failing transponder. Pilots have to take this into account when interpreting the procedures indicated below.

For aircraft, which according to GEN 1-5 shall be equipped with a SSR transponder, the following will apply:

a. Failure before intended departure

In cases where a transponder has failed and definitely cannot be restored prior to departure, permission to perform the flight without SSR must be obtained from ACC KØBENHAVN. If the permission is granted the letter "O" shall be inserted in item 10 of the ICAO flight plan under "SSR" for indicating complete unserviceability of the transponder or - in case of partial transponder failure - the letter corresponding to the remaining transponder capability.

b. Failure after departure

In cases where a transponder failure occurs during flight pilots may expect that ATS units will endeavour to provide continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. After landing pilots shall make every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the provisions in sub. a. above.

2.4 Code assignment method

a. SSR codes will be assigned in accordance with the European Code Assignment Plan, which is based on the Originating Region Code Assignment Method (ORCAM).

b. VFR flights may be assigned an individual SSR code.

Note: Assignment of a discrete SSR code to a VFR flight does not imply that the flight will be continuously monitored by radar or that the flight has been cleared to enter airspace in which VFR flights in accordance with Commission Regulation (EU) No 923/2012 shall be operated as controlled flights.

2.5 Flight plan notification

For flights within København FIR the SSR capability shall be indicated in item 10 of the flight plan.

ENR 1.7 Altimeter Setting Procedure

1. Altimeter Setting

1.1 Altimeter setting procedures, as contained in Procedures for Air Navigation Services - Aircraft Operations (ICAO Doc 8168-OPS/611), are to be used by all aircraft flying within København FIR, as well as that part of the Danish continental socket which is situated within Scottish FIR.

All altimeter settings passed from ground stations to aircraft will be given in Hectopascal (HPA) rounded down to the nearest whole Hectopascal.

1.2 Transition Altitude

The transition altitude for København FIR is 3000 FT MSL, except for Copenhagen Area, where the transition altitude is 5000 FT MSL.

1.3 Transition Level

Information on the transition level in use will be passed to arriving aircraft immediately after radio contact has been established with the air traffic control unit providing approach control service.

1.4 Lowest available Flight Level

ACC København will continuously establish the lowest available flight level for IFR flight within København FIR, except for Copenhagen Area. Lowest available flight level will be the IFR cruising level at or immediately above 4000 FT MSL, and it will be established according to the following table:

Expected pressure:				Flight level
	-	942	HPA	70
943	-	977	HPA	60
978	-	1013	HPA	50
1014	-	1050	HPA	40
1051	-		HPA	30

The establishment of the lowest available flight level is based on the following QNH values:

- West of the line 57 12 30N 007 54 00E - 55 37 00N 008 09 00E - 55 00 00N 007 43 00E: Lowest QNH value for EKEB and EKGC.
- East of the line: Lowest QNH value for EKYT, EKBI, and EKCH.

2. QNH Areas

For use in en route flight at or below the transition altitude within København FIR a number of QNH areas have been established, for which information on the QNH values and temperatures on request will be given by ACC København.

The areas are shown on ANC 1:500 000 - reverse.

QNH Areas:

- DANAREA EAST: QNH for EKEB (Outside EKEB hours of operation QNH for EKBI).
- DANAREA WEST: QNH for EKGC.
- Other areas: Nearest QNH-station

3. Information on Altimeter Setting

En route flight:

For En route flight which implies that the aircraft will be flying at an altitude equal to or lower than the transition altitude, ACC København will inform about the altimeter setting to be used within the area concerned.

4. Approach and Landing

The QNH altimeter setting for the aerodrome concerned will be included in the routine approach and landing instructions.

The QFE altimeter setting will be given on request only.

5. Table of cruising levels

Cf. Annex 2 Rules of the Air - Appendix 3 a.

Table of IFR cruising levels in København FIR (RVSM airspace from FL 290 to FL 410 inclusive)

Magnetic Track *					
000° - 179°			180° - 359°		
FL	Above sea level		FL	Above sea level	
	M	FT		M	FT
10	300	1000	20	600	2000
30	900	3000	40	1200	4000
50	1500	5000	60	1850	6000
70	2150	7000	80	2450	8000
90	2750	9000	100	3050	10000
110	3350	11000	120	3650	12000
130	3950	13000	140	4250	14000
150	4550	15000	160	4900	16000
170	5200	17000	180	5500	18000
190	5800	19000	200	6100	20000
210	6400	21000	220	6700	22000
230	7000	23000	240	7300	24000
250	7600	25000	260	7900	26000
270	8250	27000	280	8550	28000
290	8850	29000	300	9150	30000
310	9450	31000	320	9750	32000
330	10050	33000	340	10350	34000
350	10650	35000	360	10950	36000
370	11300	37000	380	11600	38000
390	11900	39000	400	12200	40000
410	12500	41000	430	13100	43000
450	13700	45000	470	14350	47000
490	14950	49000	510	15550	51000
etc.	etc.	etc.	etc.	etc.	etc.

Table of VFR cruising levels in København FIR

Magnetic Track					
000° - 179°			180° - 359°		
FL	Above sea level		FL	Above sea level	
	M	FT		M	FT
35	1050	3500	45	1350	4500
55	1700	5500	65	2000	6500
75	2300	7500	85	2600	8500
95	2900	9500	105	3200	10500
115	3500	11500	125	3800	12500
135	4100	13500	145	4400	14500
155	4700	15500	165	5050	16500
175	5350	17500	185	5650	18500
195	5950	19500	205	6250	20500
215	6550	21500	225	6850	22500
235	7150	23500	245	7450	24500
255	7750	25500	265	8100	26500
275	8400	27500	285	8700	28500

Unless permission has been obtained from the Danish CAA VFR flights shall not be operated above FL 195.

General Air Traffic (GAT) operations in accordance with the Visual Flight Rules will not be permitted above FL 285 within København FIR due to IFR-operations with Reduced Vertical Separation Minima (RVSM) from FL 290 to FL 410 inclusive.

ENR 1.8 Regional Supplementary Procedures (DOC 7030)

1. General

European (EUR) Regional Supplementary Procedures are applied in accordance with ICAO Doc 7030.

2. RVSM Airspace in København FIR

2.1 In København FIR the entire airspace is established as EUR RVSM airspace from FL 290 to FL 410 inclusive.

Within this airspace, the vertical separation minimum shall be:

- 300M (1000 FT) between RVSM approved aircraft;
- 600M (2000 FT) between:

  non-RVSM approved State aircraft and any other aircraft operating within the EUR RVSM airspace;

  formation flights of State aircraft and any other aircraft operating within the EUR RVSM airspace;

  an aircraft experiencing a communications failure in flight and any other aircraft, when both aircraft are operating within the EUR RVSM airspace.

3. RVSM Airspace - Flight Planning Requirement

3.1 The EUR RVSM flight planning requirements for the completion of the ICAO Flight Plan Form and the Repetitive Flight Plan are contained in Commission Regulation (EU) No 923/2012 (SERA) on the basis of ICAO Doc 7030/EUR.

Futhermore, in addition to the flight planning requirements contained in Commission Regulation (EU) No 923/2012 (SERA) on the basis of ICAO Doc 7030/EUR, the following will apply:

In addition to military operations, operators of customs or police aircraft shall insert the letter M in item 8 of the ICAO Flight Plan Form.

4. 8.33 KHZ Channel Spacing Radio Equipment

4.1 Where UHF is not available, State aircraft not equipped with 8.33 KHZ channel spacing radio equipment will be excluded from the airspace unless special handling procedures are in place. Permission for an individual flight can be granted by Supervisor ACC København.

5. Position reports

5.1 In addition to the elements contained in ICAO Doc 7030/EUR, point 3.1.4, position reports shall contain also the elements required in pt. SERA.8025(b) and (c) of Commision Regulation (EU) No 923/2012 (SERA), i.e. a position report within København FIR shall contain the following elements:

1. Aircraft identification,
2. Position,
3. Time,
4. Speed, as assigned by ATC, and
5. Other elements as instructed by ATC.

ENR 1.9 Air Traffic Flow Management (ATFM)/Airspace Management (ASM)

1. General

1.1 Air Traffic Flow Management (ATFM) is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring ATC capacity is utilised to the maximum extent possible and the traffic volume is compatible with the capacities declared by the appropriate ATC authority.

1.2 In July 2011, the European Commission nominated EUROCONTROL as Network Manager with the task to provide a centralised ATFM service within part of the ICAO (EUR) Region (defined as the ATFCM Area) to optimise the use of air traffic system capacity. The EUROCONTROL Directorate Network Management (DNM) in Brussels provides this service in conjunction with Flow Management Positions (FMPs) established at each ACC.

1.3 The DNM is responsible for the planning co-ordination and implementation of ATFM measures within the ATFCM area and for collecting, maintaining and providing data on all flight operations and the air navigation infrastructure. The DNM operates the Network Manager Operations Centre (NMOC), which includes the Enhanced Tactical Flow Management System (ETFMS), the Integrated Initial Flight Plan Processing System (IFPS), and the Central Airspace and Capacity Database (CACD). A description of the ATFCM area and information on the Network Operations Systems can be found in the Network Operations Handbook.

2. ATFM Documentation

2.1 The general ATFM procedures which apply throughout the ICAO European Region are published in the ICAO Doc 7030/EUR, Regional Supplementary Procedures (Europe). For Denmark requirements for ATFM are laid down in Commission Regulation (EU) No 255/2010 (ATFM)..

2.2 Network Operations Technical Procedures and Information Specific Network Operations Technical procedures and information can be found in the Network Operations Handbook published by the DNM and available from:

Post: Eurocontrol Library, Rue de la Fusée, 96, B-1130 Brussels, Belgium.
Phone: 00-32-2-729-3639/3023
Fax: 00-32-2-729-9109

or from the DNM website at:
https://www.eurocontrol.int/network-operations#library

2.3 Network Operations Handbook sections include but are not limited to:

(a) The ATCFM Users Manual: this is a self-contained users manual for Aircraft Operators (AO), FMPs, Air Traffic Services Reporting Offices (AROs) and ATC units providing in one document an operational description of the ATFM procedures and of the related actions, information and message exchange.

(b) IFPS Users Manual: this is a self-contained users manual containing all the necessary procedures and information in order for users to be able to construct, transmit or when necessary to correct, flight plan and associated update messages. Procedures for the distribution of such messages after processing by the IFPS are also described.

2.4 Only a limited selection of Network Operations Technical procedures are reproduced here in the AIP Denmark. Reference should be made to the Network Operations Handbook for comprehensive information and procedures.

2.5 Specific ATFM measures are published by the NMOC through the following means:

- the Route Availability Document (RAD) (see 3.2);
- the ATFM Notification Message (ANM);
- the ATFM Information Message (AIM);
- the European Airspace Use Plan (EAUP)

The ANM, AIM and EAUP are distributed via EUROCONTROLs public Network Operations Portal (NOP-portal):
https://www.public.nm.eurocontrol.int/PUBPORTAL/.
The information is also distributed via B2B* services or can be accessed via CHMI*.

Request for reception of ANM and/or AIM via AFTN can be directed to COM-centre, København. ANM/AIM is also available at some Danish ARO. At the day of operation AO can obtain information about ATFM affected routes, restricted airspace and airports at the Central ATS Briefing Office - http://briefing.naviair.dk/.

Additionally, direct information and advice about the implemented ATFM measures, including last minute changes may be obtained and conferred with FMP Copenhagen Tel: 0045 3248 1934.

**B2B - Business to Business is a service offered by Eurocontrol which requires a subscription agreement.*
**CHMI - Collaborative Human Machine Interface is a tool offered by Eurocontrol to FMPs to access their systems.*

3. ATFM Processes

3.1 The emphasis for ATFM measures is changing from regulation (delaying aircraft on the ground) towards capacity management. Only when no other option is available will a regulation be applied and delays issued (Slot Allocation).

3.2 Alternative ATFM measures include the re-routing of aircraft both strategically and tactically. Permanent strategic routing requirements are published in the RAD. The RAD enables ATC to maximise capacity by defining restrictions that prevent disruption to the organised system of major traffic flows through congested areas.

3.3 In addition, routing 'scenarios' may be applied by the NMOC to help resolve particular problems on particular days. These involve recommended or mandatory routes for particular groups of flights or selected individual flights. Re-routes for groups of flights will be published by the NMOC in an AIM or ANM.

3.4 Re-routing may include restricting the level of an aircraft to keep it out of a particular ATC sector. This is known as level capping. Level capping scenarios are published for groups of aircraft.

3.5 A list of available re-routing and level capping scenarios is promulgated on the DNM website:
URL: https://www.nm.eurocontrol.int/RAD/index.html

3.6 AOs complying with a re-route or level capping requirement shall cancel any existing flight plan and re-file on the new route in accordance with the Replacement Flight Plan procedure published in the IFPS Users Manual section of the Network Operations Handbook.

4. Slot Allocation Process

4.1 When no other option is available, a regulation will be applied by NMOC and departure times will be issued in the form of a Calculated Take Off Time (CTOT). This is facilitated by Computer Assisted Slot Allocation (CASA) algorithm within the ETFMS.

4.2 The ETFMS is largely automated and functions from an Aircraft Operators point of view in a passive mode. There is, therefore, no requirement to request a slot as the act of filing a flight plan effectively constitutes a request.

4.3 Pre-planned or strategic ATFM regulations are promulgated by the NMOC one day in advance by ANM. All changes and tactical additions are promulgated by ANM revision messages.

4.4 For flights subject to a regulation, ETFMS will send a Slot Allocation Message (SAM) containing a CTOT at Estimated Off- Block Time (EOBT) -2 hours. This will be sent to the aerodrome of departure as well as the AO via AFTN or SITA.

4.5 Revisions to, or cancellations of, the last issued CTOT may be initiated by NMOC, the Aircraft Operator, or the FMP/ATC unit on behalf of the AO. AOs requiring assistance should contact either the NMOC Central Flow HELPDESK (Tel: 00-32-2-745-1901) or FMP Copenhagen (Tel: 00 45 3248 1934).

4.6 All CTOT revisions or cancellations are to be made using the ATFM message exchange procedures described in the Network Operations Handbook.

4.7 Full details of the Slot Allocation Process are published in the ATFM Users Manual section of the Network Operations Handbook.

5. Flight Planning in the context of AFTM

5.1 As defined in ICAO Doc 7030/EUR and, for the subpoints a) and c), also Commission Regulation (EU) No 923/2012 (SERA), AO should be aware of that:

(a) Flight plans for flights which may be subject to ATFM shall be submitted at least 3 hours before the EOBT;

(b) Late filing of a flight plan may lead to a disproportionate delay;

(c) Any changes to the EOBT of more than 15 minutes for any IFR flight within the IFPS Zone shall be communicated to the IFPS;

(d) Full details of flight planning requirements within the ATFM area are included in the ATFM Users Manual section of the Network Operations Handbook.

6. Responsibilities of Network Manager Operations Centre

6.1 The NMOC is responsible for:

a) optimization of the overall performance effects on the European Air Traffic Management Network (EATMN) through planning, coordination and implementation of ATFM measures;

(b) consultation with operators on the definition of ATFM measures;

(c) ensuring the effective implementation of ATFM measures, together with local ATFM units;

(d) in coordination with local ATFM units identification of alternative routings to avoid or alleviate congested areas, taking into account the overall performance effects on the EATMN;

(e) offering a re-routing to those flights that would optimise the effect of point (d);

(f) providing information on ATFM in a timely manner to operators and ATS units, including: planned ATFM measures; impact of ATFM measures on take-off time and flight profile of individual flights;

(g) monitoring of the occurrences of missing flight plans and multiple flight plans that are filed;

(h) suspending a flight plan when, considering the time tolerance, the ATFM departure slot cannot be met and a new estimated off-block time is not known;

(i) monitoring the number of exemptions granted.

6.2 The NMOC shall ensure that procedures and systems are established and maintained, (including relevant addresses and acceptable communication medium), to facilitate the timely provision, upon request, of an accepted flight plan to the airport slot coordinator or airport managing body of the departure and/or arrival airport.

7. Responsibilities of the Air Traffic Services

7.1 A FMP has been established in København ACC (Copenhagen Control) with the objectives:

- To act as the interface between NMOC and ATC by providing the NMOC with all information on the effectiveness of ATFM measures as experienced, to make maximum use of the available ATC capacity in København FIR;
- To coordinate action with the NMOC to provide the most effective ATFM service to ATC and aircraft operators.

7.2 ATC at departure aerodromes have the following responsibilities:

(a) ATC is responsible for departure slot monitoring. The exact procedures to be followed will depend on the way that ATS is organised at each aerodrome. A slot window of -5 to +10 minutes is available to ATC to optimise the departure sequence;

(b) ATC units responsible for departure slot monitoring shall be provided with the necessary information concerning the restrictions in force and slots allocated;

(c) ATC shall ensure that an ATFM slot, if applicable, is included as part of the ATC clearance;

(d) ATC shall take account of an applicable slot or flight suspension when a clearance is issued;

(e) ATC shall provide all possible assistance to Aircraft Operators to meet a CTOT or to co-ordinate a revised CTOT;

(f) ATC may deny start up clearance to flights unable to meet their slots until co-ordination with the FMP/NMOC has been effected and a revised CTOT issued;

(g) Unless special circumstances dictates, ATC shall not give take-off clearance to flights whose flight plan has been rejected or suspended.

7.3 With the introduction of Flight Activation Monitoring (FAM) (for details visit: https://www.eurocontrol.int/function/flight-activation-monitoring), flights that are not notified as being airborne within 15 minutes of the Estimated Take-Off Time (ETOT) (ETOT = EOBT + taxitime) or CTOT will receive a Flight Suspension (FLS) message. To respond to a flight suspension, AO shall either update their EOBT or cancel the flight plan. If a flight is suspended during the taxiing phase, ATC is responsible for sending a DLA message.

7.4 ATS at aerodromes will assist in coordinating last minute changes to the applied ATFM measures with FMP Copenhagen, if requested by the pilot.

8. Responsibilities of Aircraft Operators

8.1 Aircraft Operators (AO) shall inform themselves of and adhere to:

- General ATFM procedures including flight plan filing and message exchange requirements;
- Strategic AFTM measures - e.g RAD;
- Current ATFM measures - e.g. specific measures applied on the day in question notified by ANM or FLS messages.

- Departure slots (CTOTs) issued by the NMOC and procedures related to changes to CTOTs.

8.2 For coordinated airports AOs shall provide the necessary information allowing the establishment of the correlation between the flight designator contained in the flight plan and that notified for the corresponding airport slot.

9. Responsibilities of Airport Managing Bodies

9.1 Airport Managing Bodies wishing to receive accepted flight plans shall provide the NMOC with correct addresses as well as any other necessary information.

9.2 Airport Managing Bodies shall notify to the NMOC, directly or through FMP Copenhagen or local ATS units or both, all events that may impact air traffic control capacity or air traffic demand. They shall inform FMP Copenhagen and local ATS units where the notification is done directly.

10. Use of STS/Indicators in FPLs for ATFM Purposes

10.1 The following principles apply:

- The insertion of an STS/… indicator in field 18 of a Flight Plan indicates that a flight requires special handling. This indicator is for use by all parties which may have to handle the flight;
- The following flights are exempted from ATFCM slot allocation:
  a) flights carrying Head of State or equivalent status [STS/HEAD].
  b) flights conducting search and rescue operations [STS/SAR].
  c) flights carrying a life-critical emergency evacuation [STS/MEDEVAC].
  d) flights engaged in fire-fighting [STS/FFR].
- The following flights are exempted from ATFCM slot allocation subject to approval by the relevant States Authorities, cf.10.3, 10.4 and 10.5:
  a) flights authorised by the relevant States Authorities to include in the flight plan [STS/ATFMX].

It should be noted that flights using only STS/STATE; STS/HUM or STS/HOSP will no longer automatically qualify the flight for exemption from ATFM measures.

Further information on the use of STS/ indicators for ATFM purposes may be found in the Network Operations Handbook, ATFCM Users Manual, published by the Eurocontrol Network Operations: www.eurocontrol.int/network-operations#library.

10.2 Rule of Application for the Use of STS/ATFMX.

The following rule shall be applicable to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the Eurocontrol Network Operations. It is intended to ensure that flights, which by the nature of their mission, cannot under any circumstances, be delayed due to ATFM. It is based on existing material in the Network Operations Handbook.

It should be noted by all users that any flight which obtains exemption and which may have otherwise been delayed, will have that delay passed on to other flights. It is essential, therefore, that use of the exemption facility shall be properly controlled and policed so that genuine priorities may continue to operate without ATFM delay. To this end, this Rule of Application is implemented and applies to all flights operating within the Eurocontrol Network Operations area of responsibility.

10.3 Approval to Use STS/ATFMX.

Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval procedure has been followed and the flight duly authorised by the Office established by the State for processing such requests, use STS/ATFMX for that flight and that flight only. Each flight shall require specific approval to use STS/ATFMX.

10.4 Guidelines for Determining the Need for the Use of STS/ATFMX for an Individual Flight:

- Is the safety of human life involved? This means that if the flight does not operate without delay a human life or lives may be lost.
  Such flights shall require specific medical/UNHCR authorization in support of their request;
- Is the person or are the persons on board a flight on State business of such importance that the flight cannot accept any delay?
- Is the mission of the flight being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission?
- Will a delay of a transport of Covid-19 vaccines put the vaccines at risk? If this is the case, and subject to approval to use STS/ATFMX, the flight is deemed a critical Covid-19 transport and the status indicator [STS/ATFMX] shall be supplemented by the remark [RMK/VACCINE] in field 18 of the Flight Plan.

If the answers to any of the above questions is yes, then the flight may apply for approval to use STS/ATFMX.

10.5 Procedure for Requesting Approval for the Use of STS/ATFMX

The operator of a flight seeking approval to insert the indicator STS/ATFMX in Field 18 of a flight plan for a flight departing from an aerodrome within København FIR and Bornholm TMA (Sweden FIR) shall obtain prior permission from Supervisor EKDK ACC a minimum of 2 hours in advance of the flight.

Supervisor EKDK ACC may be contacted (H24) as follows:

Phone: +45 32 48 19 33

e-mail: supa@naviair.dk

SITA: N/A

11. Non-adherence to Airport Slots

AOs, airport managing bodies and airport slot coordinators shall ensure that appropriate procedures are in place to facilitate the reporting of incidents of repeated operation of air services at times that are significantly different from the allocated airport slots or with the use of slots in a significantly different way from that indicated at the time of allocation, where this causes prejudice to airport, air traffic operations or the airport slot coordinator.

12. Non-adherence to ATFM measures

In accordance with EU regulation, 255/2010 laying down common rules on air traffic flow management, a Member State can lay down rules on penalties applicable to infringements on ATFM rules and procedures.

13. Airspace Management (ASM)

The overall responsibility for Airspace Management (ASM) within København FIR rests with the Danish CAA in consultation with Danish Military.

Airspace Management Cell (AMC)

a) A joint civil/military airspace management cell is established to conduct the day-to-day management and allocation of national airspace structures in accordance with user requirements.

b) Approved agencies responsible for airspace activities will submit requests for allocation of airspace structures to the AMC by (14:00 UTC Summer or 15:00 UTC Winter at the latest) on the working day before operations or as agreed with AMC.

c) Airspace structure allocations are sent before 15:00 (14:00) UTC to the Network Manager Operations Centre (NMOC) in a daily Airspace Use Plan (AUP). The national AUP will be published to cover the period of 24 hours between 06:00 (05:00) UTC the next work-

ing day to 06:00 (05:00) UTC the day after.

d) AMC will submit the AUP to NMOC and to approved agencies.

Airspace Management Cell:

TEL +45 32 47 82 02
E-mail: amcek@naviair.dk

Conditional Routes (CDR1s) are designed to supplement the permanent ATS-route network and to allow flights to be planned on ATS-routes, or portions thereof, that are not always available. CDR1s are generally established through areas of potential temporary allocation for other purpose identified under the generic term "AMC-Manageable Areas" (TSA, TRA and Manageable Restricted/Danger Areas).

CDR1s are in general available for flight planning during times published in the Aeronautical Information Publication (AIP). Updated information on the availability in accordance with conditions will be published daily in EAUP/EUUPs.

14. Addresses.

Addresses:

Eurocontrol Library:

Postal address: The Eurocontrol Library

96, Rue de la Fusée

BE-1130 Bruxelles
TEL: +32 27 29 36 39

FAX: +32 27 29 91 09

NMOC:

Postal address: Eurocontrol Network Operations (General)

96, Rue de la Fusée

BE-1130 Bruxelles

ATFM: AFS-FMD: EUCHCEUW

Help Desk: SITA-FMD: BRUEC7X

TEL: +32 27 45 19 01

FAX: +32 27 29 90 27

ATFM: AFS: EUCHZMTA

Messages: SITA: BRUEA7X

FMP København:

Postal address:

NAVIAIR

Naviair Alle 1

DK-2770, Kastrup, Denmark

TEL: +45 32 48 19 34

COM-centre København:

TEL: +45 32 47 82 23

Central ATS Briefing Office Denmark:

TEL: +45 32 47 82 72

ENR 1.10 Flight Planning

1. Submission of a flight plan

1.1 A flight plan shall be submitted to ATS in accordance with Commission Regulation (EU) No 923/2012, on the basis of ICAO Annex 2, and ICAO Doc 7030/EUR prior to operating:

1) Any IFR flight performed in airspace class C, D, E and G
2) Any VFR flight when:
   a. performed in airspace class C and D
   b. crossing the boundaries of København FIR and the Danish territorial waters, except as detailed in para. 6
   c. crossing a FIZ
   d. alerting service is required for a specific part of the route
   e. performing a VFR-NIGHT flight (See ENR 1.2)

1.2 No flight plans shall be filed via the airspace København FIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for København FIR and any reference to them shall be made via: https://www.nm.eurocontrol.int/RAD/index.html.

1.3 For all IFR flights, including the IFR portions of mixed IFR/VFR flights, entering, overflying or departing the Integrated Initial Flight Plan Processing System Zone (IFPZ), a flight plan shall be submitted to IFPS either directly or via the Air Traffic Services Reporting Office (ARO) serving the aerodrome of departure. Flight plans and associated messages shall be addressed only to the two IFPS addresses for that portion of the flight within the IFPZ. The IFPS addresses to be included in flight plans and associated messages submitted by operators that intend to fly into or through the IFPZ are as follows:

	IFPS Unit Addresses	
Network	IFPU1 Haren, Belgium	IFPU2 Brétigny, France
AFTN	EUCHZMFP	EUCBZMFP
SITA	BRUEP7X	PAREP7X

1.4 IFPS will ensure distribution of the accepted flight plan to all relevant ATS units within their area of responsibility. Flight plan message originators filing to IFPS are responsible for ensuring that the flight plan and any modifications made thereto are addressed to all the relevant ATS units outside the IFPZ. In order to ensure consistency between the flight plan data distributed within the IFPZ and that distributed outside the IFPZ, the Network Manager Operations Centre (NMOC) has established a "re-addressing function". The "re-addressing function" is intended primarily for flights originating within the IFPZ and proceeding outside the IFPZ.

Note: Detailed procedures and information applicable to flight plan addressing and distribution are contained in the EUROCONTROL IFPS Users Manual section of the Network Operations Handbook.

1.5 Flight plans for flights which may be subject to ATFM shall be submitted at least 3 hours before the EOBT.

2. Contents of a flight plan

2.1 The rules in ICAO PANS-ATM (Doc 4444) and ICAO Regional Supplementary Procedures (Europe), Doc 7030/EUR (See ENR 1.8) shall apply, with the following special Precision, ref Commission Regulation (EU) 923/2012 (SERA).

For IFR arrivals, the published STAR starting point shall be inserted. If no STAR starting point has been established for an airport, a point within 100 NM from the airport shall be inserted.
For IFR departure, the published SID termination point shall be inserted followed by the designator of an ATS route or DCT. If no SID termination point has been established for an airport, a point within 100 NM from the airport shall be inserted.
For IFR flights within Danish FIR there may be exceptions. For exceptions, consult the Route Availability Documents (RAD).

2.2 The EUR RVSM flight planning requirements for the completion of the ICAO Flight Plan Form and the Repetitive Flight Plan are contained in Commission Regulation (EU) No 923/2012 (SERA) on the basis of ICAO Doc 7030/EUR.
Furthermore the following will apply:

In addition to military oper-ations, operators of customs or police aircraft shall insert the letter M in item 8 of the ICAO Flight Plan Form.

Note: For aircraft operators planning flights where GPS is used as navigation aid, Eurocontrol is providing information on the Internet for making RAIM prediction.

The address is: http://augur.eurocontrol.int/

Aircraft operators without access to the Internet may obtain information from the Central ATS Briefing Office, Denmark:

TEL +45 32 47 82 72.

3. Modification of Estimated Off Block Time (EOBT)

For Airspace Users operating IFR. Reference Network Operations Handbook.

3.1 Introduction

It is a prime requirement for both ATC and ATFM, that the EOBT of a flight shall be an accurate EOBT. This applies to all flights, whether subject to ATFM or not. These procedures are to enable an AO to meet this requirement whenever they know that the EOBT of a flight will require modification.

The ICAO requirement is that delays in excess of thirty (30) minutes should be communicated (cf. para. 4.4.2.1.2. ICAO Doc. 4444). This requirement is mandatory. For flights, which are departing, arriving or over-flying states within the IFPS-zone the requirement is that any change (+ or -) in an EOBT of more than 15 minutes shall be communicated.

There are two categories of flights concerned: those, which have an ATFM slot, issued by the NMOC, and those who have not.

An AO should not modify the EOBT to a later time simply as a result of an ATFM delay. The EOBT is changed only if the original EOBT established by the AO cannot be met by the AO.

3.2 Procedure for Modifying the EOBT of a Flight Not Having Received an ATFM Slot.

Procedure:

i) To amend the EOBT to a later time, a DLA (or CHG) message shall be sent to IFPS.
ii) To amend the EOBT to an earlier time, a CNL message shall be sent to IFPS followed five minutes later by a new flight plan with the new EOBT indicated.

Note: The replacement flight plan procedure shall not be used.

3.3 Procedure for Modifying the EOBT of a Flight, Which Has Received an ATFM Slot.

AOs should note that an EOBT should not be modified simply in response to any possible delay due to an ATFM slot. If the EOBT established by the AO can no longer be met for reasons other than ATFM, then:

If the EOBT of a flight has changed or is no longer realistic then the following procedure shall be used:

- If a flight has an ATFM slot (CTOT) which cannot be met, then the AO shall send a DLA (or CHG) message to IFPS with the new EOBT of the flight. This may trigger a revised CTOT.

- If a flight has an ATFM slot (CTOT) with some delay and the AO is aware that the original EOBT cannot be met but the existing CTOT is acceptable then a DLA (or CHG) message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT with a worse delay, the following formula shall be used:
- Take the current CTOT, minus the taxitime, minus 10 minutes and send the new EOBT, which must not be after this time e.g. EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxitime is say 15 minutes. 1100 - 15, minus 10 = 1035. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT.
  However, as Network Operations systems are continuously seeking to give zero delay, the CTOT of the flight will never be earlier than the new EOBT plus the taxitime.
- If a flight has had an ATFM slot (CTOT) but now receives an SLC (Slot Cancellation Message) but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA (or CHG) message. ATC/ATFM will now have the "true" EOBT of the flight.
  Some states outside the IFPS zone still require AOs to update the EOBT regardless of why the flight's original EOBT may have changed. AOs should bear in mind the formula explained above when doing this. Where it is known that ATC send departure messages (DEP) for all flights, then this DEP message will suffice.

It is not possible to amend the EOBT to an earlier time than the EOBT given in the flight plan, however, if a flight is ready to go off blocks earlier than the current EOBT, then there are two options available:

i) The AO may ask the local ATC Unit (TWR) or the FMP to send a Ready (REA) message. In this case, the flight is considered as “ready to depart” from the filing time of the REA message.
ii) The AO may contact Central Flow Help Desk who have the possibility to input an earlier EOBT into the TACT system (max - 30 minutes). Each case is treated on its merits and may be refused if it is considered that "abuse" is involved.

3.4 As Flight Activation Monitoring (FAM) has been activated for København FIR, and the ETFMS expects flights to be airborne, based on the filed EOBT or the ATFM slot departure time issued by the ETFMS (CTOT).

Those flights that are not notified as being airborne through ATC messages within 15 minutes of the Estimated Take-Off Time (ETOT) (ETOT = EOBT + taxi-time) or CTOT will receive a Flight Suspension (FLS) message from ETFMS and will remain suspended until a DLA (or CHG) message has been received. The comment **'NOT REPORTED AS AIRBORNE'** will be identified in the text.

Unless an aircraft is taxiing it is the responsibility of the AO to send a DLA (or CHG) message. If a flight is suspended during the taxiing phase then ATC will be responsible for sending a DLA message. ETFMS will then respond with a De-Suspension Message (DES) or Slot Revision Message (SRM) depending whether the flight is non-regulated or regulated, respectively.

If the flight is already airborne, no action is required upon receipt of a FLS.

4. Abbreviated flight plan

4.1 An abbreviated flight plan can be used for flights within København FIR and Rønne TMA (in Sweden FIR) in the following cases:

- When the flight is conducted within airspace class C and D,
- When the flight is conducted within a FIZ/RMZ,
- Where alerting service is required for a specific part of a route.

An abbreviated flight plan cannot be submitted for flights intended to perform flying at night.

4.2 The abbreviated flight plan shall, depending on the situation, contain the necessary details to obtain the service required.

Mandatory information to be submitted are:

- aircraft call sign,
- aircraft type,
- flight rules (IFR/VFR),
- cruising speed,
- requested level,
- route,
- ETA (for arriving aircraft only), and
- persons on board.

Note 1: Alerting service is provided only for the specified part of the route.

Note 2: Unless departing from a controlled aerodrome or an aerodrome where AFIS is provided, an abbreviated flight plan can be submitted only when in the air.

5. VFR-Flights between certain Danish and German border aerodromes

Note: For VFR-flight between the under item 5.1 listed Danish and German aerodromes, a special arrangement has been established regarding submission and exchanging of flight plan information due to practical considerations and temporal relations.

5.1 VFR flights performed within the daily periods for VFR flights are exempted from the obligation to file a regular ICAO flight plan between the Danish aerodrome:

Sønderborg (EKSB)

and the German aerodromes:

Flensburg/Schäferhaus (EDXF)
Heide-Büsum (EDXB)
Husum (EDXJ)
Kiel-Holtenau (EDHK)
Leck (EDXK)
Rendsburg/Schachtholm (EDXR)
St. Michaelisdonn (EDXM)
Westerland/Sylt (EDXW)
Wyk auf Föhr (EDXY)

5.2 The flights may be conducted under the following conditions:

5.2.1 The pilot-in-command shall submit the following flight plan information to the ATS-unit at the aerodrome of departure:

- aircraft identification and type,
- departure aerodrome and estimated off-block time,
- destination and estimated elapsed time,
- endurance,
- number of persons on board, and
- name of pilot-in-command.

The above-mentioned information may be submitted over radio.

5.2.2 The flight plan information and the actual time of departures are being exchanged by and between the ATS-units on the aerodromes of departure and destination without being communicated to the respectively Danish and German Area Control Centres.

5.2.3 The flights are considered overdue if they are not arrived at the destination within 10 minutes after the estimated times of arrival based on the flight plan information given by the pilots.

5.2.3.1 Overdue aircraft ref. item 5.2.3 which have not reported change to the in item 5.2.1 submitted 'estimated elapsed time', may lead to effectuation of search and rescue service.

5.2.4 The flights shall be conducted in accordance with the respective national Danish and German VFR-procedures.

6. Exception for compulsory submission of flight plan - VFR

6.1 Normally flight plan is compulsory for flight over international waters and when crossing the boundary to another country. However, the Danish CAA has determined that submission of flight plan is not compulsory for VFR flights exclusively flying within the area shown on the chart on the ANC 1:500 000 - Denmark, reverse.

6.1.1 If alerting service is wanted for a VFR-flight within the above mentioned areas, a flight plan must be submitted as stated in the preceding paragraphs.

ENR 1.11 Addressing of Flight Plan Messages

1. General

Flight movement messages relating to traffic into, via or from KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III shall be addressed as stated below in order to warrant correct relay and delivery.

Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages.

(Refer to:

- ICAO PANS-ATM, Doc 4444;
- IFPS USERS MANUAL;
- AIP DENMARK, ENR 1.9 - 1, ATFM;
- AIP DENMARK, ENR 1.10 - 1, Flight Planning)

Category of flight	Route	AFTN addressing
IFR GAT, civil aircraft	Into, via or from KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III (within IFPZ)	EUCHZMFP, EUCBZMFP
	From KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III, exiting IFPZ *Appropriate addresses*	EUCHZMFP,EUCBZMFP AD ...
VFR GAT, civil aircraft	Into or via KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III	EKDKZFZX
	From KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III	EKDKZPZX
Mixed IFR/VFR, civil aircraft	Departing IFR, into or via KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III *VFR Part*	EUCHZMFP, EUCBZMFP AD EKDKZFZX
	Departing VFR from KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III	EKDKZPZX

Category of flight	Route	AFTN addressing
IFR GAT, military aircraft	Into, via or from KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III (within IFPZ) Always add	EUCHZMFP, EUCBZMFP AD EKDKZQZM
VFR GAT, military aircraft	Into, via or from KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III (If DEST within KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III, always add DEST+ZTZX)	EKDKZFZM

ENR 1.12 Interception of Civil Aircraft

1. Interception Procedures

Note: The word interception does not include intercept and escort service provided, on request, to an aircraft in distress in accordance with Volumes II and III of the International Aeronautical and Maritime Search and Rescue Manual (Doc 9731).

1.1 The following procedures and visual signals apply over the territory and territorial waters of Denmark in the event of interception of an aircraft.

An aircraft which is intercepted by another aircraft shall:

a) immediately follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Tables S11-1 and S11-2 below, having reference to Commission Regulation (EU) No 923/2012, point SERA.11015, Interception;

b) notify, if possible, the appropriate air traffic services unit;

c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.500 MHZ, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeat this call on the emergency frequency 243.000 MHZ;

d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;

e) if equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.

Table S 11-1 (SERA Regulation, pt. SERA.11015)

Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
1	DAY or NIGHT - Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or the right in the case of a helicopter) on the desired heading. *Note 1 - Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.* *Note 2 - If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time is passes the intercepted aircraft.*	You have been intercepted. Follow me.	DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following.	Understood, will comply.
2	DAY or NIGHT - An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT - Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter/VTOL-capable aircraft, overflying the helicopter/VTOL-capable landing area. In the case of helicopters/VTOL-capable aircraft, the intercepting helicopter/VTOL-capable aircraft, makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT - Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter/VTOL-capable aircraft landing area, landing is considered safe, proceeding to land.	Understood, will comply.

Table S11-2 (SERA Regulation pt. SERA.11015)

Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	Intercepted Aircraft Signals	Meaning	Intercepting Aircraft Responds	Meaning
4	DAY or NIGHT - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter/VTOL-capable aircraft landing area at a height exceeding 300 M (1000 FT) but not exceeding 600 M (2000 FT) (in the case of a helicopter/VTOL-capable aircraft, at a height exceeding 50 M (170 FT) but not exceeding 100 M (330 FT)) above the aerodrome level, and continuing to circle runway in use or helicopter/VTOL-capable aircraft landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, Follow me. Understood, you may proceed.
5	DAY or NIGHT - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT - Irregular flashing of all available lights.	In distress.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.

1.2 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

1.4 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table S11-3, and transmitting each phrase twice.

Table S11-3 (SERA Regulation, pt. SERA.11015)					
Phrases for use by INTERCEPTING aircraft			**Phrases for use by INTERCEPTED aircraft**		
Phrase	**Pronunciation**[1]	**Meaning**	**Phrase**	**Pronunciation**[1]	**Meaning**
CALL SIGN	**KOL** SA-IN	What is your call-sign?	CALL SIGN (call sign)[2]	**KOL** SA-IN (call sign)	My call sign is (call sign)
FOLLOW	**FOL-**LO	Follow me	WILCO	**VILL-**KO	Understood, will comply
DESCEND	DEE-**SEND**	Descend for landing	---		
			CAN NOT	**KANN** NOTT	Unable to comply
YOU LAND	**YOU LAAND**	Land at this aero-drome	REPEAT	REE-**PEET**	Repeat your instruc-tion
			AM LOST	**AM LOSST**	Position unknown
PROCEED	PRO-**SEED**	You may proceed			
			MAYDAY	MAYDAY	I am in distress
			HIJACK[3]	**HI-JACK**	I have been hijacked
			LAND (Place name)	LAAND (Place name)	I request to land at (place name)
			DESCEND	DEE-SEND	I require descent

1 Syllables to be emphasized are printed in bold letters.
2 The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.
3 Circumstances may not always permit, nor make desirable, the use of the phrase 'HIJACK'.

ENR 1.13 Unlawful Interference

1. General.

1.1. An aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.

2. Procedures

2.1 The following procedures are intended as guidance for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2.2 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until able to notify an ATS unit or within radar coverage.

2.3 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

a) attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on-board transponders and data links should also be used when it is advantageous to do so and circumstances permit; and

b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in the Regional Supplementary Procedures (Doc 7030); or

c) if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight by:

   1) 150 m (500 ft) in an area where a vertical separation minimum of 300 m (1 000 ft) is applied; or

   2) 300 m (1 000 ft) in an area where a vertical separation minimum of 600 m (2 000 ft) is applied.

2.4.1 Should an aircraft in flight be subjected to unlawful interference, the pilot-in-command shall endeavour to set the transponder to Mode A Code 7500 to give indication of the situation unless circumstances warrant the use of Code 7700.

2.4.2 A pilot, having selected Mode A Code 7500 and subsequently requested to confirm this code by ATC, shall, according to circumstances, either confirm this or not reply at all.

Note: The absence of a reply from the pilot will be taken by ATC as an indication that the use of Code 7500 is not due to an inadvertent false code selection.

2.5 ATS units shall promptly attend to requests by, or to anticipated needs of, the aircraft, including requests for relevant information relating to air navigation facilities, procedures and services along the route of flight and at any aerodrome of intended landing, and shall take such action as is necessary to expedite the conduct of all phases of the flight.

ENR 1.14 Air Traffic Incidents.

1. Definition

An air traffic incident is an occurrence which mainly relates to the regulations governing air traffic services, and where aircraft pass each other at such proximity, or where other difficulties caused by inadequate procedures, non-compliance with procedures or faulty aids on the ground result in a dangerous situation.

Typical examples of air traffic incidents:

- A near collision requiring an avoidance manoeuvre or when an avoiding manoeuvre would have been appropriate to avoid a collision or an unsafe situation.
- An aborted take-off on a closed or engaged runway, or a take-off from such runway with marginal separation from obstacle(s).
- A landing or attempted landing on a closed or engaged runway.

2. Obligation to Notify

The commander of an aircraft shall notify the Accident Investigation Board (AIB) of air traffic incidents (as defined in item 1) as soon as possible. In the event that the commander is unable to do so, the owner or the operator of the aircraft shall ensure that the Accident Investigation Board is notified as soon as possible.

3. Reporting Procedures

Notification of air traffic incidents is made as follows:

- In-flight notification of an incident of major importance, especially if other aircraft are involved, is made by means of the set air/ground-frequency in order to permit immediate establishment of facts.
- After landing a completed "Air Traffic Incident Report" shall be submitted by quickest available means to the Accident Investigation Board or to the ATS reporting office at the aerodrome where the first landing was made after the incident:
- In order to confirm a preliminary notification of an incident as mentioned above or
- in order to report an incident which did not call for immediate notification at the time of occurrence, or which could not be reported over the radio.

Note: If there is no ATS reporting office at the first aerodrome where the aircraft lands after the incident, another ATS unit should be notified. The notification made will be passed on to the Accident Investigation Board.

4. Preliminary Notification Made by Radio

A preliminary notification made by radio should contain:

- Aircraft identification (reporting aircraft).
- Type of incident (a near collision situation should be filed immediately by radio)
- Date/time of incident (in UTC). Position (Bearing/Distance from NAVAID or LAT/LONG. Transponder code.
- Own aircraft: Heading and route. True airspeed measured in KT or KMH. Level/Altimeter setting (use FL or FT QNH or FT QFE). Level flight, climbing or descending. Avoiding action taken (yes or no).
- The other aircraft: Type and call sign/registration (if known). If not known, describe the aircraft: High, mid or low wing or rotorcraft. Number of engines. Marking, colour or other available details, heading, and if known, controlling unit and frequency. Level flight, climbing, descending or unknown. Avoiding action taken (yes, no or unknown).
- Closest horizontal distance and closest vertical distance to the other aircraft (state units used).
- Aerodrome of first landing and destination (reporting aircraft).

5. Air Traffic Incident Report Form

The Air Traffic Incident Report Form (the ATIR form) may be obtained from the Accident Investigation Board or an ATS unit. The form is published in English language only.

6. Accident Investigation Board

In accordance with Regulation no. 301, Regulation on notification requirements concerning aircraft accidents and flight incidents, the following contact information shall be published:

Accident Investigation Board (AIB)
Jættevej 50A, 1. sal, mf.
DK-4100 Ringsted
Denmark

TEL: + 45 33 14 70 80
FAX: NIL
E-mail: aib@havarikommissionen.dk
Website: https://havarikommissionen.dk/

Supervisor Copenhagen ACC

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7. Handling of the Air Traffic Incident Report

The purpose of the report is to provide the investigating authority with as complete information on an air traffic incident as possible and to enable it to report back with the least possible delay to the pilot or operator concerned the result of the investigation of the incident and, if appropriate, the remedial action taken.

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, CTA, TMA

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages, Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks Antenna/Antenne PSN
KØBENHAVN FIR 58 30 00N 010 30 00E - 56 12 53N 012 22 05E - Danish-Swedish border - 55 20 12N 012 38 27E - 54 55 00N 012 51 00E - 54 27 00N 012 00 00E - 54 26 45N 011 50 00E - 54 27 50N 011 40 00E - 54 30 00N 011 30 00E - 54 33 15N 011 20 00E - 54 36 10N 011 10 00E - 54 38 40N 011 00 00E - 54 39 10N 010 50 00E - 54 39 20N 010 40 00E - 54 39 30N 010 30 00E - 54 42 00N 010 20 00E - 54 44 35N 010 10 00E - 54 45 54N 010 03 13E - Danish-German border - 55 04 09N 008 23 31E - 55 04 00N 008 20 00E - 55 00 00N 008 00 00E - along the latitude 55 00 00N to 55 00 00N 005 00 00E - 57 00 00N 005 00 00E - along the latitude 57 00 00N to 57 00 00N 007 30 00E - 58 30 00N 010 30 00E UNL/GND **G** except other regulated ATS airspace. Designated as RMZ above FL 95. *Note: RVSM airspace is established within the entire København FIR from FL 290 to FL 410 inclusive*	ACC København	Copenhagen Control EN, DA H24	135.290 119.555 128.215 133.155 123.730 121.380 124.555 134.680 136.555 135.565 126.055 136.485 127.865 243.000 251.475 313.425 242.650 360.100 340.800 374.050	Sector A - 5501N 01201E (Kulsbjerge) Sector B - 5501N 01201E (Kulsbjerge) Sector C - 5501N 01201E (Kulsbjerge) Sector D - 5501N 01201E (Kulsbjerre) Sector E - 5534N 01152E (Lerbjerg) Sector I - 5456N 01046E (Skrøbelev) Sector L - 5642N 00953E (Tinghøj) Sector N - 5540N 00809E (Børsmose) Sector UN - 5540N 00809E (Børsmose) Sector V - 5705N 00953E (Aalborg) Sector UV - 5705N 00953E (Aalborg) Sector UA - 5536N 01237E (Tømmerup) Sector UC - 5536N 01237E (Tømmerup) MIL emergency MIL Sector B + I MIL Sector E MIL Sector UV + V + L MIL MIL MIL See also ENR 6.2-1 and 6.2-3
		Copenhagen Information EN, DA H24	127.080 129.475 124.000 125.205 134.030 294.700 246.350	FIR East of APRX 010 35E: - 5534N 01152E (Lerbjerg) FIR West - BTN APRX 8E and 010 35E: - 5528N 00927E (Kolding) - 5642N 00953E (Tinghøj) North Sea - East of 6E: - 5632N 00810E (Bovbjerg) - 5540N 00809E (Børsmose) North Sea - West of 6E: North of 5600N -5629N 00455E (Siri) North Sea- West of 6E: South of 5600N -5535N 00446E(Gorm E) MIL (Secondary) MIL See also: ENR 6.5 - 1 and ANC 1:500 000
KØBENHAVN CTA A. Lateral limits as for FIR. FL 660/FL 195 **C** B. Lateral limits as for the FIR east of a line from 57 12 38N 007 53 53E - 55 36 58N 008 08 55E to 55 00 00N 007 42 57E. FL 195/3500 FT MSL **E** except other regulated ATS airspace. Designated as RMZ above FL 95.	ACC København	Copenhagen Control EN, DA H24	135.290 119.555 128.215 133.155 123.730 121.380 124.555 134.680 136.555 135.565 126.055 136.485 127.865 243.000 251.475 313.425 242.650 360.100 340.800 374.050	Sector A - 5501N 01201E (Kulsbjerge) Sector B - 5501N 01201E (Kulsbjerge) Sector C - 5501N 01201E (Kulsbjerge) Sector D - 5501N 01201E (Kulsbjerre) Sector E - 5534N 01152E (Lerbjerg) Sector I - 5456N 01046E (Skrøbelev) Sector L - 5642N 00953E (Tinghøj) Sector N - 5540N 00809E (Børsmose) Sector UN - 5540N 00809E (Børsmose) Sector V - 5705N 00953E (Aalborg) Sector UV - 5705N 00953E (Aalborg) Sector UA - 5536N 01237E (Tømmerup) Sector UC - 5536N 01237E (Tømmerup) MIL emergency MIL Sector B + I MIL Sector E MIL Sector UV + V + L MIL MIL MIL See also ENR 6.2-1 and 6.2-3
AALBORG CTA 57 38 58N 010 28 55E - 57 22 38N 010 45 25E - 57 01 58N 010 48 55E - 56 33 43N 009 54 55E - 56 38 28N 009 42 25E - 56 38 28N 008 47 35E - 56 59 58N 008 33 55E - 57 07 13N 008 36 25E - 57 38 58N 010 07 25E - 57 38 58N 010 28 55E. FL 125/3500 FT MSL **E** Designated as RMZ above FL 95	APP Aalborg	Aalborg Approach EN, DA H24	123.980 362.450 121.500 243.000	DOC FL 250/60 NM MIL Emergency MIL emergency PSR AVBL, DOR 60 NM MSSR AVBL, DOR 200 NM APP Aalborg area of responsibility "Aalborg LTA" include Aalborg CTA, TMA and airspace below Aalborg CTA except other regulated ATS airspace

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages, Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks Antenna/Antenne PSN
AALBORG TMA 57 07 18N 009 13 55E - 57 11 48N 009 20 55E - 57 14 28N 009 31 25E - 57 16 48N 010 07 55E - 57 15 28N 010 19 25E - 57 11 58N 010 27 25E - 57 03 48N 010 28 55E - 56 59 28N 010 22 55E - 56 56 58N 010 11 55E - 56 54 28N 009 35 25E - 56 55 58N 009 23 55E - 56 59 18N 009 15 55E - 57 07 18N 009 13 55E. 3500 FT MSL/1500 FT MSL **D**	APP Aalborg	Aalborg Approach EN, DA H24	123.980 362.450 121.500 243.000	DOC FL 250/60 NM MIL Emergency MIL emergency
		Aalborg Arrival EN, DA H24	120.705 315.000	DOC FL 150/40 NM MIL PSR AVBL, DOR 60 NM MSSR AVBL, DOR 200 NM APP Aalborg area of responsibility "Aalborg LTA" include Aalborg CTA, TMA and airspace below Aalborg CTA except other regulated ATS airspace
AARHUS CTA 56 51 38N 010 28 55E - 56 35 06N 010 47 02E - 56 20 28N 011 28 03E - 56 06 18N 011 23 06E - 56 01 58N 011 09 56E - 56 07 38N 010 14 55E - 56 11 28N 009 54 55E - 56 33 43N 009 54 55E - 56 51 38N 010 28 55E. FL 65/3500 FT MSL **E**	APP Aarhus	Aarhus Approach EN, DA HR as AD	119.280 121.500	DOC FL 250/60 NM Emergency MSSR AVBL, DOR 120 NM APP Aarhus area of responsibility "Aarhus LTA" include Aarhus CTA, TMA and airspace below Aarhus CTA except other regulated ATS airspace
AARHUS TMA 56 25 28N 010 02 55E - 56 28 48N 010 10 55E - 56 29 48N 010 22 25E - 56 26 18N 010 57 56E - 56 23 28N 011 07 56E - 56 18 48N 011 13 26E - 56 10 48N 011 10 56E - 56 07 28N 011 02 56E - 56 06 28N 010 51 56E - 56 09 58N 010 16 25E - 56 12 58N 010 06 25E - 56 17 28N 010 00 25E - 56 25 28N 010 02 55E. 3500 FT MSL/1500 FT MSL **D**	APP Aarhus	Aarhus Approach EN, DA HR as AD	119.280 121.500	DOC FL 250/60 NM Emergency MSSR AVBL, DOR 120 NM APP Aarhus area of responsibility "Aarhus LTA" include Aarhus CTA, TMA and airspace below Aarhus CTA except other regulated ATS airspace
BILLUND CTA 56 03 16.8N 009 29 55.4E - 55 52 57.8N 009 54 55.5E - 55 29 57.7N 009 54 55.5E - 55 24 20.6N 008 00 07.3E - 55 36 57.7N 008 08 55.3E - 56 05 17.7N 008 04 40.2E - 56 03 16.8N 009 29 55.4E. FL 125/3500 FT MSL **E** except other regulated ATS airspace. Designated as RMZ above FL 95.	APP Billund	Billund Approach EN, DA H24	127.580	DOC FL 250/50 NM PSR AVBL, DOC 10000 FT/60 NM RSR, SSR and MSSR from Multi Radar Track in ACC København APP Billund area of responsibility "Billund LTA" include Billund CTA, TMA and airspace below Billund CTA except other regulated ATS airspace
BILLUND TMA A. 56 03 16.8N 009 29 55.4E - 55 52 57.8N 009 54 55.5E - 55 29 57.7N 009 54 55.5E - 55 24 20.6N 008 00 07.3E - 55 36 57.7N 008 08 55.3E - 56 05 17.7N 008 04 40.2E - 56 03 16.8N 009 29 55.4E. FL 105/FL 75 **C** B. 55 59 57.4N 009 38 01.4E - 55 52 57.8N 009 54 55.5E - 55 29 57.7N 009 54 55.5E - 55 26 30.0N 008 39 55.1E - 55 35 44.8N 008 19 33.6E - 55 49 27.1N 008 17 46.4E - 55 58 00.0N 008 37 00.0E - 55 59 57.4N 009 38 01.4E. FL 75/FL 45 **C** C. 55 54 51.5N 009 21 02.1E - 55 51 38.7N 009 41 27.6E - 55 39 24.5N 009 42 29.5E - 55 34 19.5N 009 36 23.3E - 55 33 06.5N 008 56 24.5E - 55 35 48.7N 008 51 26.4E - 55 37 17.1N 008 36 43.0E - 55 46 50.1N 008 35 39.1E - 55 54 00.0N 008 59 24.0E - 55 54 51.5N 009 21 02.1E. FL 45/2500 FT MSL **C** D. 55 50 31.7N 009 29 42.0E - 55 39 33.7N 009 30 40.8E - 55 38 16.0N 008 49 14.3E - 55 49 13.6N 008 48 03.9E - 55 50 31.7N 009 29 42.0E. 2500 FT MSL/1500 FT MSL **C**	APP Billund	Billund Approach EN, DA H24	127.580	DOC FL 250/50 NM
		Billund Arrival EN, DA H24	119.255	DOC FL 200/50 NM PSR AVBL, DOR 10000 FT/60 NM RSR, SSR and MSSR from Multi Radar Track in ACC København APP Billund area of responsibility "Billund LTA" include Billund CTA, TMA and airspace below Billund CTA except other regulated ATS airspace

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages, Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks Antenna/Antenne PSN
COPENHAGEN AREA Consisting of København TMA and Roskilde TMA				
KARUP CTA 56 38 28N 009 42 25E - 56 33 43N 009 54 55E - 56 11 28N 009 54 55E - 56 03 17N 009 29 55E - 56 05 08N 008 18 55E - 56 27 13N 008 15 25E - 56 38 28N 008 47 35E - 56 38 28N 009 42 25E. FL 125/3500 FT MSL **E** Designated as RMZ above FL 95.	APP Karup	Karup Approach EN, DA H24	120.430 269.275	DOC FL 250/50 NM MIL APP Karup area of responsibility "Karup LTA" include Karup CTA, TMA and airspace below Karup CTA except other regulated ATS airspace
KARUP TMA 56 21 18N 008 30 25E - 56 27 58N 008 38 49E - 56 27 48N 009 24 25E - 56 25 58N 009 35 25E - 56 21 58N 009 42 55E - 56 13 58N 009 42 55E - 56 07 58N 009 24 55E - 56 06 59N 008 38 56E - 56 09 02N 008 31 10E - 56 21 18N 008 30 25E. 3500 FT MSL/1500 FT MSL **D**	APP Karup	Karup Approach EN, DA H24	120.430 269.275	DOC FL 250/50 NM MIL APP Karup area of responsibility "Karup LTA" include Karup CTA, TMA and airspace below Karup CTA except other regulated ATS airspace
KØBENHAVN TMA A. 55 59 06N 011 49 33E - 55 45 38N 011 42 21E - 55 42 58N 011 40 56E - 55 22 14N 011 56 17E - 55 11 43N 011 58 46E - 55 14 58N 011 40 51E - 55 25 38N 011 24 36E - 55 50 48N 011 21 46E - 55 59 06N 011 49 33E. FL 195/FL 55 **C** B. 56 09 23N 012 24 46E - 55 57 18N 012 24 56E - 55 54 38N 012 02 16E - 55 48 39N 011 49 01E - 55 45 38N 011 42 21E - 55 59 06N 011 49 33E - 56 09 23N 012 24 46E. FL195/4500 FT MSL **C** C. 55 57 18N 012 24 56E - 55 50 47N 012 17 02E - 55 43 38N 012 08 26E - 55 27 23N 012 08 06E - 55 22 14N 011 56 17E - 55 42 58N 011 40 56E - 55 45 38N 011 42 21E - 55 48 39N 011 49 01E - 55 54 38N 012 02 16E - 55 57 18N 012 24 56E. FL 195/3500 FT MSL **C** D. 56 09 23N 012 24 46E - 56 01 58N 012 31 56E - 56 01 58N 012 39 25E - 56 01 58N 012 40 46E - 55 59 58N 012 43 56E - 55 58 34N 012 51 56E - 55 43 58N 013 06 56E - 55 14 58N 012 59 56E - 55 11 43N 011 58 46E - 55 22 14N 011 56 17E - 55 19 59N 012 07 56E - 55 19 58N 012 26 56E - 55 26 28N 012 51 56E - 55 33 43N 012 53 56E - 55 40 28N 013 03 26E - 55 44 58N 012 53 56E - 55 51 28N 012 49 56E - 55 53 29N 012 40 42E - FIR boundary - 55 58 52N 012 39 07E - 55 58 35N 012 36 36E - 55 51 44N 012 30 16E - 55 27 23N 012 08 06E - 55 43 38N 012 08 26E - 55 50 47N 012 17 02E - 55 57 18N 012 24 56E - 56 09 23N 012 24 46E. FL 195/2500 FT MSL **C** E. 55 58 52N 012 39 07E - FIR boundary - 55 53 29N 012 40 42E - 55 51 28N 012 49 56E - 55 44 58N 012 53 56E - 55 40 28N 013 03 26E - 55 33 43N 012 53 56E - 55 26 28N 012 51 56E - 55 19 58N 012 26 56E - 55 19 59N 012 07 56E - 55 22 14N 011 56 17E - 55 27 23N 012 08 06E - 55 51 44N 012 30 16E - 55 58 35N 012 36 36E - 55 58 52N 012 39 07E. FL 195/1500 FT MSL **C** F. 56 09 51N 012 26 24E - FIR boundary - 56 01 58N 012 39 25E - 56 01 58N 012 31 56E - 56 09 23N 012 24 46E - 56 09 51N 012 26 24E FL 65 / 2500 FT MSL **C**	APP København	 Copenhagen Approach EN, DA H24 Kastrup Final EN, DA H24 Kastrup Departure EN, DA H24	121.500 243.000 119.805 118.455 120.205 120.255 124.980	Emergency MIL Emergency DOC FL 250/50 NM DOC FL 250/50 NM DOC FL 150/40 NM DOC FL 250/50 NM DOC FL 250/50 NM PSR AVBL, DOR 60 NM MSSR AVBL, DOR 120 NM

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages, Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks Antenna/Antenne PSN
ROSKILDE TMA A. 55 59 06N 011 49 33E - 55 45 38N 011 42 21E - 55 42 58N 011 40 56E - 55 22 14N 011 56 17E - 55 11 43N 011 58 46E - 55 14 58N 011 40 51E - 55 25 38N 011 24 36E - 55 50 48N 011 21 46E - 55 59 06N 011 49 33E. FL 55/2500 FT MSL **C** B. 56 09 23N 012 24 46E - 55 57 18N 012 24 56E - 55 54 38N 012 02 16E - 55 48 39N 011 49 01E - 55 45 38N 011 42 21E - 55 59 06N 011 49 33E - 56 09 23N 012 24 46E. 4500 FT MSL/2500 FT MSL **C** C. 55 57 18N 012 24 56E - 55 50 47N 012 17 02E - 55 48 39N 011 49 01E - 55 54 38N 012 02 16E - 55 57 18N 012 24 56E. 3500 FT MSL/2500 FT MSL **C** D. 55 50 47N 012 17 02E - 55 43 38N 012 08 26E - 55 27 23N 012 08 06E - 55 22 14N 011 56 17E - 55 42 58N 011 40 56E - 55 45 38N 011 42 21E - 55 48 39N 011 49 01E - 55 50 47N 012 17 02E. 3500 FT MSL/1500 FT MSL **C** E. 55 51 44N 012 30 16E - 55 27 23N 012 08 06E - 55 43 38N 012 08 26E - 55 50 47N 012 17 02E - 55 51 44N 012 30 16E. 2500 FT MSL/1500 FT MSL **C**	APP Roskilde	Roskilde Approach EN, DA H24	125.530	DOC FL 150/50 NM RSR AVBL, DOR 120 NM MSSR AVBL, DOR 250 NM
RØNNE TMA Situated within Sweden FIR A. 55 17 26N 014 18 28E - 55 15 34N 014 24 53E - then clockwise along an arc of a circle, radius 16,2 NM centred at 55 04 04N 014 44 48E to 54 55 00N 014 21 27E - 54 55 00N 014 10 00E - 55 10 33N 014 10 00E - 55 17 26N 014 18 28E. FL 95/4500 FT MSL **E**	Malmö Control above 4500 FT MSL, see AIP Sweden			
4500 FT MSL/3500 FT MSL **D** B. A circle, radius 16,2 NM, centred at 55 04 04N 014 44 48E 3500 FT MSL/1500 FT MSL **D**	APP Rønne below 4500 FT MSL	Rønne Tower EN, DA HR as AD	118.330 257.800 121.500	DOC FL 150/40 NM, VDF AVBL MIL Emergency, VDF AVBL
SKRYDSTRUP CTA 55 29 58N 009 54 56E - 55 18 58N 010 03 46E - 55 03 48N 010 02 50E - 54 51 00N 009 31 00E - 54 50 15N 009 17 00E - 54 52 20N 009 13 20E - 54 54 00N 009 01 10E - 54 55 00N 008 40 00E - 55 04 17N 008 26 55E - 55 25 49N 008 26 55E - 55 29 58N 009 54 56E. FL65/3500 FT MSL **E**	APP Skrydstrup	Skrydstrup Approach EN, DA H24	124.105 280.750	DOC FL 250/50 NM MIL PSR/SSR AVBL, DOR 200 NM APP Skrydstrup area of responsibility "Skrydstrup LTA" include Skrydstrup CTA, TMA and airspace below Skrydstrup CTA except other regulated ATS airspace

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages, Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks Antenna/Antenne PSN
SKRYDSTRUP TMA 55 09 28N 008 39 55E - 55 26 30N 008 39 55E - 55 27 22N 008 57 12E - 55 17 00N 009 54 00E - 55 05 00N 009 54 00E - 55 00 00N 009 30 00E - 55 09 28N 008 39 55E. 3500 FT MSL/1500 FT MSL **D**	APP Skrydstrup	Skrydstrup Approach EN, DA H24 Skrydstrup Arrival EN, DA H24	124.105 280.750 122.205	DOC FL 250/50 NM MIL DOC 4000 FT/25 NM PSR/SSR AVBL, DOR 200 NM APP Skrydstrup area of responsibility "Skrydstrup LTA" include Skrydstrup CTA, TMA and airspace below Skrydstrup CTA except other regulated ATS airspace
SYLT TMA (Partly in København FIR) 55 10 00N 008 03 45E - 55 10 00N 008 12 45E - 55 04 00N 008 20 00E - FIR boundary - 55 00 00N 007 55 00E - 55 03 00N 007 55 00E - 55 10 00N 008 03 45E. FL 55/1000 FT GND **E**	Bremen ACC Eider East	Bremen Radar EN, German	124.075	See AIP Germany

ENR 2.2 Other Regulated Airspace

1. Airspace in København FIR with delegation of ATS to adjacent ATS Authorities

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks
AREA C 56 59 08N 011 45 58E - 56 12 53N 012 22 05E - FIR boundary - 56 09 51N 012 26 24E - 56 09 23N 012 24 46E - 56 04 33N 012 08 06E - 56 59 08N 011 45 58E UNL/FL 660 **G** FL 660/FL 95 **C**	ACC Malmö	Sweden Control EN, Swedish H24		For details see AIP SWEDEN
AREA H1 56 09 51N 012 26 24E - FIR boundary - 55 33 56N 012 46 51E - 56 04 33N 012 08 06E - 56 09 23N 012 24 46E - 56 09 51N 012 26 24E UNL/FL 660 **G** FL 660/FL 195 **C**	ACC Malmö	Sweden Control EN, Swedish H24		For details see AIP SWEDEN
AREA L1 56 09 51N 012 26 24E - FIR boundary - 56 01 58N 012 39 25E - 56 01 58N 012 31 56E - 56 09 23N 012 24 46E - 56 09 51N 012 26 24E FL 195/FL 65 **C**	ACC Malmö	Sweden Control EN, Swedish H24		For details see AIP SWEDEN

2. Airspace in adjacent FIR/UIR with delegation of ATS to Denmark

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks
AREA Alsie 54 39 30N 010 30 00E - along UIR boundary 54 54 39N 008 40 00E - 54 42 00N 008 40 00E - 54 38 00N 008 45 00E - 54 39 30N 010 30 00E FL 245/FL 660 **C**	ACC København	Copenhagen Control EN, DA H24	133.155 121.380 128.215 127.865	In EDVV UIR
AREA H2a 55 33 56N 012 46 51E - 55 31 01N 012 50 32E - 54 55 00N 012 51 00E - FIR/UIR boundary - 55 33 56N 012 46 51E FL 195/FL 660 **C**	ACC København	Copenhagen Control EN, DA H24	119.555 135.290 136.485	In Sweden FIR/UIR
AREA H2b 55 31 01N 012 50 32E - 55 22 01N 013 01 37E - 55 14 58N 012 59 56E - 54 55 00N 013 00 00E - 54 55 00N 012 51 00E - 55 31 01N 012 50 32E - FL 195/FL 285 **C**	ACC København	Copenhagen Control EN, DA H24	119.555	In Sweden FIR/UIR
AREA L2 56 01 58N 012 39 25E - 56 01 58N 012 40 46E - 55 59 58N 012 43 56E - 55 58 34N 012 51 56E - 55 43 58N 013 06 56E - 55 14 58N 012 59 56E - 55 14 02N 012 41 32E - FIR boundary - 56 01 58N 012 39 25E FL 195/2500 FT MSL **C**	APP København	Copenhagen Approach EN, DA H24 Kastrup Departure EN, DA H24	119.805 118.455 120.255 124.980	In Sweden FIR
AREA L3 55 14 58N 012 59 56E - 54 55 00N 013 00 00E - 54 55 00N 012 51 00E - FIR boundary - 55 14 02N 012 41 32E - 55 14 58N 012 59 56E FL 195/FL 95 **C** FL 95/3500 FT MSL **E**	ACC København	Copenhagen Control EN, DA H24	119.555	In Sweden FIR
AREA Michaelsdorf 54 27 00N 012 00 00E - 54 17 45N 011 38 11E - 54 34 00N 010 59 00E - 54 39 20N 010 40 00E along FIR/UIR boundary - 54 27 00N 012 00 00E FL 100/FL 660 **C** 2500 FT GND - FL 100 **E** GND - 2500 FT GND **G**	ACC København	Copenhagen Control EN, DA H24	121.380 119.555 135.290 136.485	In EDVV UIR EDWW FIR

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks
AREA Schwerin North Area 54 27 00N 012 00 00E - 54 15 00N 011 53 34E - 54 17 45N 011 38 11E - 54 27 00N 012 00 00E FL 105/FL 660 **C**	ACC København	Copenhagen Control EN, DA H24	119.555 135.290 136.485	In EDUU UIR EDWW FIR
AREA SUNDET 55 53 29N 012 40 42E - 55 51 28N 012 49 56E - 55 44 58N 012 53 56E - 55 40 28N 013 03 26E - 55 33 43N 012 53 56E - 55 26 28N 012 51 56E - 55 22 48N 012 37 35E - FIR boundary - 55 53 29N 012 40 42E 2500 FT MSL/1500 FT MSL **C**	APP København	Copenhagen Approach EN, DA H24 Kastrup Departure EN, DA H24	119.805 118.455 120.255 124.980	In Sweden FIR
AREA KASTRUP 55 36 49N 012 52 49E - 55 28 58N 012 43 56E - 55 28 58N 012 42 12E - FIR boundary - 55 36 49N 012 52 49E 1500 FT MSL/GND **D**	TWR Kastrup	Kastrup Tower EN, DA H24	118.105 119.355 118.705 118.580	In Sweden FIR
NORTH SEA AREA III 56 35 00N 005 00 00E - 55 00 00N 005 00 00E - 55 19 58N 004 19 55E - 55 45 52N 003 22 08E - 55 50 04N 003 23 55E - 55 54 58N 003 20 55E - 56 05 10N 003 14 55E - 56 35 00N 005 00 00E FL 85/GND **G**	ACC København	Copenhagen Information EN, DA H24	125.205 134.030	In Scottish FIR
NORTH SEA HIGH AREA 57 00 00N 005 00 00E - 55 00 00N 005 00 00E - 54 30 00N 004 32 09E - 54 38 43N 004 20 00E - 54 49 27N 004 11 10E - 55 02 52N 004 00 00E - 55 51 16N 003 30 00E - 56 30 35N 003 30 00E - 57 20 00N 004 29 58E - 57 00 00N 005 00 00E FL 660/FL 195 **C**	ACC København	Copenhagen Control EN, DA H24	134.680 136.555	In London and Scottish UIRs/FIRs

3. CTR, FIZ and HTZ not detailed in the AD-section

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks
A6A HTZ A circle, 1.5 NM radius, centred on A6A helideck/55 47 28.8N 003 59 39.9E 2000 FT MSL/GND **G**	ACC København	Copenhagen Information EN, DA H24	134.030	
CECILIE HTZ A circle, 1.5 NM radius, centred on CECILIE helideck/56 24 07.61N 004 45 34.64E 2000 FT MSL/GND **G**	ACC København	Copenhagen Information EN, DA H24	125.205	
HARALD HTZ A circle, 1.5 NM radius, centred on HARALD helideck/56 20 38.83N 004 16 18.92E 2000 FT MSL/GND **G**	ACC København	Copenhagen Information EN, DA H24	125.205	
NINI HTZ A circle, 1.5 NM radius, centred on NINI helideck/56 38 26.90N 005 19 16.04E 2000 FT MSL/GND **G**	ACC København	Copenhagen Information EN, DA H24	125.205	
SIRI HTZ A circle, 1.5 NM radius, centred on SIRI helideck/56 28 57.77N 004 54 40.06E 2000 FT MSL/GND **G**	ACC København	Copenhagen Information EN, DA H24	125.205	DOC A-195 Antenna PSN 56 28 58N 004 54 40E

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks
SOUTH ARNE HTZ A circle, 1.5 NM radius, centred on SOUTH ARNE helideck/56 04 49.01N 004 13 49.44E 2000 FT MSL/GND **G**	ACC København	Copenhagen Information EN, DA H24	134.030	
TYRA FIZ/RMZ A. 55 50 44N 004 11 26E along an arc of a circle, radius 25 NM centred at 55 34 46N 004 45 25E to 55 18 05N 005 18 05E - 55 17 55N 005 00 00E - 55 24 28N 004 44 25E - 55 29 47N 004 36 41E - 55 50 44N 004 11 26E 3500 FT MSL/1000 FT MSL **G** Designated as RMZ. B. 55 40 19N 004 24 04E - 55 47 42N 004 41 23E - 55 48 13N 004 46 36E along and arc of a circle, radius 5 NM centred at 55 43 17N 004 48 06E to 55 46 12N 004 55 18E - 55 30 51N 005 14 36E along an arc of a circle radius 5 NM centred at 55 27 58N 005 07 28E to 55 23 30N 005 03 29E - 55 31 40N 004 34 26E to 55 40 19N 004 24 04E 1000 FT MSL/GND **G** Designated as RMZ.	AFIS Tyra	Tyra Information EN, DA MON-FRI 0600-1800 (0500-1700) SAT/SUN CLSD Opening 1 HR PPR call: +45 75 46 89 00 Copenhagen Information EN, DA H24	118.425 134.030	DOC 6000 FT/40 NM Antenna PSN: 55 34 51.00N 004 45 36.30E and 55 34 51.00N 004 45 35.40E DOC A-250 Antenna PSN: 55 34 51.00N 004 45 35.70E *(All 3 above mentioned antennas are positioned at the rig GORM E)*

4. Functional Airspace Block

Name Lateral limits, Vertical limits
DK-SE FAB 69 03 36N 020 32 55E - Swedish/Finnish border southward to - 65 31 48N 024 08 24E - 64 41 00N 022 55 00E - 63 37 00N 021 30 00E - 63 28 30N 020 40 00E - 63 10 00N 020 10 00E - 61 40 00N 019 30 00E - 61 00 00N 019 19 05E - 60 18 03N 019 07 56E - 60 11 30N 019 05 12E - 59 33 46N 019 58 59E - 59 15 24N 020 32 39E - 59 00 00N 021 00 00E - 57 34 10N 020 09 00E - 57 00 00N 019 50 00E - 55 51 00N 017 33 00E - 54 55 00N 015 52 00E - 54 55 00N 015 08 07E - clockwise along an arc of 16.2 NM radius centred on 55 04 04N 014 44 48E - 54 55 00N 014 21 27E - 54 55 00N 012 51 00E - 54 27 00N 012 00 00E - 54 26 45N 011 50 00E - 54 27 50N 011 40 00E - 54 30 00N 011 30 00E - 54 33 15N 011 20 00E - 54 36 10N 011 10 00E - 54 38 40N 011 00 00E - 54 39 10N 010 50 00E - 54 39 20N 010 40 00E - 54 39 30N 010 30 00E - 54 42 00N 010 20 00E - 54 44 35N 010 10 00E - 54 45 54N 010 03 13E - Danish-German border - 55 04 09N 008 23 31E - 55 04 00N 008 20 00E - 55 00 00N 008 00 00E - along the latitude 55 00 00N to - 55 00 00N 005 00 00E - 57 00 00N 005 00 00E - along the latitude 57 00 00N to 57 00 00N 007 30 00E - 58 30 00N 010 30 00E - 58 45 40N 010 35 32E - 58 53 32N 010 38 20E - Swedish/Norwegian border northward to 69 03 36N 020 32 55E GND - UNL

5. DK-SE FAB Free Route Airspace

Name Lateral limits, Vertical limits Class of airspace	Unit providing service
DK-SE FAB FRA 69 03 36N 020 32 55E - Swedish/Finnish border southward to - 65 31 48N 024 08 24E - 64 41 00N 022 550 0E - 63 37 00N 021 30 00E - 63 28 30N 020 40 00E - 63 10 00N 020 10 00E - 61 40 00N 019 30 00E - 61 00 00N 019 19 05E - 60 18 03N 019 07 56E - 60 11 30N 019 05 12E - 59 33 46N 019 58 59E - 59 15 24N 020 32 39E - 59 00 00N 021 00 00E - 57 34 10N 020 09 00E - 57 00 00N 019 50 00E - 55 51 00N 017 33 00E - 54 55 00N 015 52 00E - 54 55 00N 015 08 07E - clockwise along an arc of 16.2 NM radius centred on 55 04 04N 014 44 48E - 54 55 00N 014 21 27E - 54 55 00N 012 51 00E - 54 27 00N 012 00 00E - 54 26 45N 011 50 00E - 54 27 50N 011 40 00E - 54 30 00N 011 30 00E - 54 33 15N 011 20 00E - 54 36 10N 011 10 00E - 54 38 40N 011 00 00E - 54 39 10N 010 50 00E - 54 39 20N 010 40 00E - 54 39 30N 010 30 00E - 54 42 00N 010 20 00E - 54 44 35N 010 10 00E - 54 45 54N 010 03 13E - Danish-German border - 55 04 09N 008 23 31E - 55 04 00N 008 20 00E - 55 00 00N 008 00 00E - along the latitude 55 00 00N to 55 00 00N 005 00 00E - 57 00 00N 005 00 00E - along the latitude 57 00 00N to 57 00 00N 007 30 00E - 58 30 00N 010 30 00E - 58 45 40N 010 35 32E - 58 53 32N 010 38 20E - Swedish/Norwegian border northward to - 69 03 36N 020 32 55E FL285-FL660 **C**	ACC København Malmö ACC Stockholm ACC

6. GATE airspace

Identification and name Lateral limits	Upper limit Lower limit	Remarks
EKGTIBREK1 56 20 43N 012 01 39E- 56 18 16N 012 02 38E	FL660 FL285	To avoid sector clipping CUC/VUV Non plannable via IBREK

ENR 3 ATS ROUTES

ENR 3.1 Conventional Navigation Routes

Route designation Significant points Name and PSN	Track MAG and/or *VOR RDL* Geodesic distance NM	Upper limit Lower limit Airspace classification	Lateral limits Minimum obstacle clearance altitudes	Direction of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
NIL						

ENR 3.2 Area Navigation Routes

▲ Compulsory REP △ On Request REP

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
KY610 (RNAV 1) ▲ ASKEK 554726N 0035934E ▲ ADIKU 552050N 0041759E	NIL						Extremity KY610
		156°/337° 28.6	FL 85 / 1400 FT Class G	↓	↑	+/- 1 NM	Copenhagen Information channel: 134.030
		Total DIST: 28.6 NM					For continuation see, AIP Netherlands
KY615 (RNAV 1) ▲ ASKEK 554726N 0035934E ▲ BELAP 552906N 0035946E	NIL						Extremity KY615
		178°/358° 18.4	FL 85 / 1400 FT Class G	↓	↑	+/- 1 NM	Copenhagen Information channel: 134.030
		Total DIST: 18.4 NM					For continuation see, AIP Netherlands
KY773 (RNAV 1) ▲ OMIMA (FIR BDRY) 550000N 0063655E ▲ USULI 551044N 0064004E ▲ ANESI 552746N 0070000E	NIL						Extremity KY773
		007°/187° 10.9	FL 85 / 1400 FT Class G	↓		+/- 1 NM	Copenhagen Information channel: 124.000/246.350
		031°/211° 20.5	FL 85 / 1600 FT Class G		↑	+/- 1 NM	
		Total DIST: 31.4 NM					Extremity KY773
KY776 (RNAV 1) ▲ ADUNU (FIR BDRY) 550000N 0051217E ▲ GOVRA 550412N 0050000E ▲ DIKAT 551240N 0043432E	NIL						Extremity KY776
		298°/118° 8.2	FL 85 / 1400 FT Class G		↓	+/- 1 NM	Copenhagen Information channel: 134.030
		298°/118° 16.9		↑		+/- 1 NM	
		Total DIST: 25.1 NM					Extremity KY776

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
KY777 (RNAV 1) ▲ DOROR (FIR BDRY) 550000N 0070918E ▲ NUSRI 551428N 0070000E ▲ ANESI 552746N 0070000E	NIL						Extremity KY777
		337°/157° 15.5	FL 85 / 1600 FT Class G		↓	+/- 1 NM	Copenhagen Information channel: 124.000/246.350
		357°/177° 13.3	FL 85 / 1400 FT Class G	↑		+/- 1 NM	
		Total DIST: 28.8 NM					Extremity KY777
KY779 (RNAV 1) ▲ DINOK 552330N 0075052E ▲ EKMOL 550503N 0073443E ▲ EVKAN (FIR BDRY) 550000N 0073744E	NIL						Extremity KY779
		204°/023° 20.7	FL 85 / 1400 FT Class G	↑	↓	+/- 1 NM	Copenhagen Information channel: 124.000/246.350
		158°/338° 5.3		↓	↑		
		Total DIST: 26.0 NM					Extremity KY779
KY781 (RNAV 1) ▲ EBUSA (FIR BDRY) 550000N 0055409E ▲ LUTAN 552812N 0060000E	NIL						Extremity KY781
		004°/184° 28.5	FL 85 / 1400 FT Class G	↓	↑	+/- 1 NM	Copenhagen Information channel: 134.030
		Total DIST: 28.5 NM					Extremity KY781
KY782 (RNAV 1) ▲ BEGAK (FIR BDRY) 550000N 0072213E ▲ EKMOL 550503N 0073443E	NIL						Extremity KY782
		052°/232° 8.8	FL 85 / 1400 FT Class G	↓	↑	+/- 1 NM	Copenhagen Information channel: 124.000/246.350
		Total DIST: 8.8 NM					Extremity KY782
KY787 (RNAV 1) ▲ TUTNU (FIR BDRY) 550000N 0064909E ▲ USULI 551044N 0064004E ▲ LUTAN 552812N 0060000E	NIL						Extremity KY787
		331°/151° 12.0	FL 85 / 1400 FT Class G		↓	+/- 1 NM	Copenhagen Information channel: 124.000/246.350
		305°/125° 28.8		↑		+/- 1 NM	
		Total DIST: 40.8 NM					Extremity KY787

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
KY789 (RNAV 1) ▲ TUSKA (FIR BDRY) 550000N 0075234E ▲ DINOK 552330N 0075052E ▲ PEGAM 552701N 0075036E	NIL						Extremity KY789
		354°/174° 23.6	FL 85 1400 FT Class G		↓	+/- 1 NM	Copenhagen Information channel: 124.000/246.350
		354°/174° 3.5	FL 85 1400 FT Class G	↑		+/- 1 NM	
		Total DIST: 27.1 NM					Extremity KY789
KY874 (RNAV 1) ▲ VESUV 554300N 0044501E ▲ ROLVA 553622N 0042929E	NIL						Extremity KY874
		231°/051° 11.0	FL 85 1600 FT Class G	↑	↓	+/- 1 NM	Copenhagen Information channel: 134.030 Below 3500 FT: TYRA Information: 118.425
		Total DIST: 11.0 NM					Extremity KY874

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
KY875 (RNAV 1)							Extremity KY875
▲ ARVIG 552623N 0082849E		259° 10.8	FL 85 / 1900 FT FL 85 / FL 75 Class C FL 75 / 3500 FT Class E 3500 FT / 1400 FT Class G		↓	+/- 1 NM	Esbjerg Information channel: 120.155 Copenhagen Information channel: 124.000/246.350
▲ MIKRO 552454N 0080959E		263° 5.6	FL 85 / 1400 FT FL 85 / FL 75 Class C FL 75 / 3500 FT Class E 3500 FT / 1400 FT Class G			+/- 1 NM	
▲ ODNAN 552431N 0080014E	NIL	256° 5.4				+/- 1 NM	Copenhagen Information channel: 124.000/246.350
▲ DINOK 552330N 0075052E		276°/096° 29.3			↓	+/- 1 NM	
▲ ANESI 552746N 0070000E		268°/088° 34.2				+/- 1 NM	
▲ LUTAN 552812N 0060000E		268°/088° 2.2	FL 85 / 1400 FT Class G			+/- 1 NM	Copenhagen Information channel: 134.030
▲ TABAP 552813N 0055612E		268°/088° 16.0				+/- 1 NM	
▲ DAVAL 552814N 0052804E		268°/088° 11.4				+/- 1 NM	
▲ WOZNI 552809N 0050759E		267°/087° 16.2				+/- 1 NM	
▲ NAVNI 552751N 0043930E		265°/085° 3.7		↑		+/- 1 NM	
▲ BELUV 552741N 0043259E		Total DIST: 134.8 NM					Extremity KY875

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
KY876 (RNAV 1)							Extremity KY876
▲ ROLVA 553622N 0042929E		098°/278° 9.2		↓		+/- 1 NM	Copenhagen Information channel: 134.030 Below 3500 FT: TYRA Information: 118.425
▲ GOMLA 553447N 0044532E		086°/266° 25.0	FL 85 1400 FT Class G			+/- 1 NM	
▲ TUXEN 553527N 0052938E		086°/266° 17.2				+/- 1 NM	
▲ BEDRO 553552N 0060000E		086°/266° 34.0				+/- 1 NM	Copenhagen Information channel: 124.000/246.350
▲ KUNAR 553623N 0070000E	NIL	086°/266° 38.8	FL 85 1600 FT Class G			+/- 1 NM	
▲ RERSO 553615N 0080826E		086°/266° 5.4	FL 85 1400 FT FL 85 FL 75 Class C FL 75 3500 FT Class E 3500 FT 1400 FT Class G		↑	+/- 1 NM	Copenhagen Information channel: 124.000/246.350 Esbjerg Information channel: 120.155
▲ BAVTA 553611N 0081800E		Total DIST: 129.6 NM					Extremity KY876

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
KY877 (RNAV 1)							Extremity KY877
▲ OSBAR 560449N 0041349E		093°/273° 9.5	FL 85 1400 FT Class G	↓		+/- 1 NM	Copenhagen Information channel: 125.200
▲ AMTID 560355N 0043042E		093°/273° 12.9				+/- 1 NM	
▲ EMBEG 560238N 0045338E		110°/290° 36.9				+/- 1 NM	Copenhagen Information channel: 124.000/246.350
▲ TAGIM 554819N 0055405E		104°/284° 3.5				+/- 1 NM	
▲ ARBAG 554718N 0060000E		105°/285° 35.7				+/- 1 NM	
▲ KUNAR 553623N 0070000E	NIL	105°/285° 30.2			↑	+/- 1 NM	
▲ PEGAM 552701N 0075036E		076° 7.1	FL 85 1400 FT	↓		+/- 1 NM	
▲ RIPRO 552821N 0080254E		076° 4.1	FL 85 FL 75 Class C			+/- 1 NM	Copenhagen Information channel: 124.000/246.350 Esbjerg Information channel: 120.155
▲ IBOTA 552906N 0080955E		076° 2.8	FL 75 3500 FT Class E			+/- 1 NM	
▲ BANLU 552935N 0081445E		076° 5.8	3500 FT 1400 FT Class G			+/- 1 NM	
▲ ESBOZ 553041N 0082446E		Total DIST: 148.5 NM					Extremity KY877

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
KY878 (RNAV 1)							Extremity KY878
▲ NEBSA 554630N 0081700E		287°/107° 5.9	FL85 Not determined* FL 85 FL 75 Class C FL 75 3500 FT MSL Class E 3500 FT MSL GND Class G		↓	+/- 1 NM	Copenhagen Information channel: 124.000/246.350 *Area minimum altitude see ENR 6 - ENRC Helicopter Routes FL85/GND
▲ ERITO 554831N 0080712	NIL	287°/107° 4.3	FL85 Not determined* Class G			+/- 1 NM	Copenhagen Information channel: 125.205 *Area minimum altitude see ENR 6 - ENRC Helicopter Routes FL85/GND
▲ NEBUM 555000N 0080000E		282°/102° 34.8				+/- 1 NM	
▲ NIROX 555830N 0070000E		282°/102° 34.7				+/- 1 NM	
▲ NARSU 560700N 0060000E		281°/101° 34.5				+/- 1 NM	
▲ NARIG 561500N 0050000E		281°/101° 13.6				+/- 1 NM	
▲ NAMON 561807N 0043611E		281°/101° 11.4		↑		+/- 1 NM	
▲ OTRAL 562039N 0041619E		Total DIST: 139.2 NM					Extremity KY878

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
KY879 (RNAV 1) ▲ NEBUM 555000N 0080000E ▲ SISPU 561112N 0070000E ▲ SISRA 561942N 0060000E ▲ TALUL 562105N 0055032E ▲ SISVI 562814N 0050000E ▲ OMIRI 562858N 0045440E	NIL						Extremity KY879
		299°/119° 39.8	FL85 1400 FT Class G	↑	↓	+/- 1 NM	Copenhagen Information channel: 124.000/246.350
		282°/102° 34.5				+/- 1 NM	
		282°/102° 5.4				+/- 1 NM	Copenhagen Information channel: 125.205
		282°/102° 29.0				+/- 1 NM	
		282°/102° 3.0				+/- 1 NM	
		Total DIST: 111.7 NM					Extremity KY879
KY881 (RNAV 1) ▲ PEGAM 552701N 0075036E ▲ TITOG 554541N 0070000E ▲ NARSU 560700N 0060000E ▲ OMIRI 562858N 0045440E	NIL						Extremity KY881
		300°/120° 34.3	FL 85 1400 FT Class G	↑	↓	+/- 1 NM	Copenhagen Information channel 124.000/246.350
		300°/120° 39.9				+/- 1 NM	
		300°/120° 42.5				+/- 1 NM	Copenhagen Information channel 125.205
		Total DIST: 116.7 NM					Extremity KY881
KY882 (RNAV 1) ▲ OKTIR 554317N 0044807E ▲ PEMAD 555900N 0043453E ▲ AMTID 560355N 0043042E ▲ OTRAL 562039N 0041619E	NIL						Extremity KY882
		333°/153° 17.4	FL 85 1600 FT Class G	↑	↓	+/- 1 NM	Below 3500 FT: TYRA Information: 118.425
		332°/152° 5.5	FL 85 1400 FT Class G			+/- 1 NM	Copenhagen Information channel: South of 5600N/134.030 North of 5600N/125.205
		332°/152° 18.6				+/- 1 NM	
		Total DIST: 41.5 NM					Extremity KY882

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
KY884 (RNAV 1) ▲ DINOK 552330N 0075052E ▲ NUSRI 551428N 0070000E	NIL						Extremity KY884
		250°/070° 30.4	FL 85 / 1600 FT MSL Class G	↑	↓	+/- 1 NM	Copenhagen Information channel: 124.000/246.350
		Total DIST: 30.4 NM					Extremity KY884
KY885 (RNAV 1) ▲ OMIRI 562858N 0045440E ▲ NAMON 561807N 0043611E ▲ OSBAR 560449N 0041349E	NIL						Extremity KY885
		221°/041° 15.0	FL 85 / 1400 FT Class G	↑	↓	+/- 1 NM	Copenhagen Information channel: 125.205
		221°/041° 18.3				+/- 1 NM	
		Total DIST: 33.3 NM					Extremity KY885
KY886 (RNAV 1) ▲ WOZNI 552809N 0050759E ▲ SUNEX 553154N 0045424E ▲ GOMLA 553447N 0044532E ▲ VESUV 554300N 0044501E	NIL						Extremity KY886
		294°/114° 8.6	FL 85 / 1400 FT Class G	↑	↓	+/- 1 NM	Copenhagen Information channel: 134.030 Below 3500 FT: TYRA Information: 118.425
		298°/118° 5.8				+/- 1 NM	
		356°/176° 8.2	FL 85 / 1600 FT Class G			+/- 1 NM	
		Total DIST: 22.6 NM					Extremity KY886
KY887 (RNAV 1) ▲ OKTIR 554317N 0044807E ▲ TUXEN 553527N 0052938E	NIL						Extremity KY887
		106°/286° 24.8	FL 85 / 1600 FT Class G	↓	↑	+/- 1 NM	Copenhagen Information channel: 134.030 Below 3500 FT: TYRA Information: 118.425
		Total DIST: 24.8 NM					Extremity KY887

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
KY888 (RNAV 1)							Extremity KY888
▲ WOZNI 552809N 0050759E	NIL	057°/237° 14.3	FL 85 1400 FT Class G	↓	↑	+/- 1 NM	Copenhagen Information channel: 134.030 Below 3500 FT: TYRA Information: 118.425
▲ TUXEN 553527N 0052938E		Total DIST: 14.3 NM					Extremity KY888
KY889 (RNAV 1)							Extremity KY889
▲ GOMLA 553447N 0044532E	NIL	223°/043° 7.1	FL 85 1400 FT Class G	↑	↓	+/- 1 NM	Copenhagen Information channel: 134.030 Below 3500 FT: TYRA Information: 118.425
▲ LAVMA 552947N 0043641E		223°/043° 3.0				+/- 1 NM	
▲ BELUV 552741N 0043259E		Total DIST: 10.1 NM					Extremity KY889
KY892 (RNAV 1)							Extremity KY892
▲ GAVPU 555244N 0081827E	NIL	321°/141° 5.3	FL 85 1600 FT Class G	↑	↓	+/- 1 NM	Copenhagen Information channel: 124.000/246.350
▲ OKVED 555700N 0081300E		286°/106° 4.4	FL 85 1700 FT Class G			+/- 1 NM	
▲ ORTUT 555828N 0080542E		287°/107° 39.0				+/- 1 NM	
▲ SISPU 561112N 0070000E		Total DIST: 48.7 NM					Extremity KY892
KY893 (RNAV 1)							Extremity KY893
▲ DINOK 552330N 0075052E	NIL	239°/059° 20.0	FL 85 1400 FT MSL Class G	↑	↓	+/- 1 NM	Copenhagen Information channel: 124.000/246.350
▲ JUTZU 551400N 0072000E		Total DIST: 20.0 NM					Extremity KY893

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
KY980 (RNAV 1)							For continuation, see AIP Norway
▲ DANOR 561207N 0033843E	NIL	143°/323° 31.3	FL 85 1400 FT Class G	↓		+/- 1 NM	Copenhagen Information channel: North of 5600N/125.205 South of 5600N/134.030
▲ GEGDA 554624N 0041026E		143°/323° 22.7				+/- 1 NM	
▲ BELUV 552741N 0043259E		135°/315° 22.9				+/- 1 NM	
▲ SORDA 551046N 0050000E		136°/316° 14.5			↑	+/- 1 NM	
▲ DANUM (FIR BDRY) 550000N 0051653E		Total DIST: 91.4 NM					Extremity KY980
KY994 (RNAV 1)							For continuation, see AIP Norway
▲ NOREM (FIR BDRY) 570000N 0054612E	NIL	174°/354° 39.1	FL 85 1400 FT Class G	↓		+/- 1 NM	Copenhagen Information channel: North of 5600N/125.205 South of 5600N/134.030
▲ TALUL 562105N 0055032E		174°/354° 32.9				+/- 1 NM	
▲ TAGIM 554819N 0055405E		174°/354° 20.2				+/- 1 NM	
▲ TABAP 552813N 0055612E		174°/354° 28.3			↑	+/- 1 NM	
▲ TOTSA (FIR BDRY) 550000N 0055907E		Total DIST: 120.5 NM					Extremity KY994
KY995 (RNAV 1)							For continuation, see AIP Norway
▲ NORSO (FIR BDRY) 570000N 0051030E	NIL	187°/007° 36.3	FL 85 1400 FT Class G		↓	+/- 1 NM	Copenhagen Information channel: North of 5600N/125.205 South of 5600N/134.030
▲ VABOB 562416N 0045953E		187°/007° 22.0				+/- 1 NM	
▲ EMBEG 560238N 0045338E		187°/007° 3.3				+/- 1 NM	Copenhagen Information channel: 134.030 Below 3500 FT: TYRA Information: 118.425
▲ VAGAX 555923N 0045242E		187°/007° 16.3	FL 85 1600 FT Class G	↑		+/- 1 NM	
▲ OKTIR 554317N 0044807E		Total DIST: 77.9 NM					Extremity KY995

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
L39 (RNAV 5)							Extremity L39
△ LINVI (FIR BDRY) 570000N 0071338E	NIL	213°/032° 113.7	FL 660 / FL 195 Class C		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) CDR1: H24 AVBL. See EAUP/EUUP ALTN: DANKO-P850-GOLUM
△ GOLUM (FIR BDRY) 562416N 0045953E		Total DIST: 113.7 NM					Extremity L39
L621 (RNAV 5)							For continuation, see AIP Sweden
△ KULUD (FIR BDRY) 561538N 0121959E	NIL	299°/119° 6.0	FL 660 / FL 95 Class C		↓	+/- 5 NM	ATS provided by Sweden ACC FL95 - FL245 between KULUD AND MADAG
△ ROKAM 561901N 0121100E		299°/119° 6.8	FL 95 / 3500 FT Class E			+/- 5 NM	
△ MADAG 562250N 0120049E		299°/119° 15.5	FL 660 / FL 195 Class C FL 195 / 3500 FT Class E			+/- 5 NM	
△ NORTI 563128N 0113732E		299°/119° 11.1				+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ LAPMA 563733N 0112051E		299°/118° 53.0				+/- 5 NM	
△ AALBORG VOR/DME (AAL) 570613N 0095944E		308°/128° 31.8				+/- 5 NM	
△ LAGUM 572720N 0091606E		307°/127° 20.0		↑		+/- 5 NM	
△ AMSEV (FIR BDRY) 574031N 0084808E		Total DIST: 144.2 NM					For continuation, see AIP Norway

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
L975 (RNAV 5)							For continuation, see AIP UK
△ LESRA (FIR BDRY) 552308N 0050000E		066°/246° 10.4	FL 660 / FL 195 Class C	↓		+/- 5 NM	ATS provided by ACC København between LESRA and ROPAL Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ GOLUM 552700N 0051700E		081°/262° 97.6				+/- 5 NM	
△ ABKAS 553548N 0080806E		082°/263° 5.6	FL 660 / FL 195 Class C			+/- 5 NM	
△ BAVTA 553611N 0081800E		086°/267° 55.0	FL 195 / FL 105 Class E FL 105 / FL 95 Class C			+/- 5 NM	CDR1: BAVTA-GOLUM H24 AVBL. See EAUP/EUUP ALTN: BAVTA-L983-AMRAM-N866-GOLUM
△ NAVDA 553534N 0095456E	NIL	087°/267° 2.7	FL 660 / FL 195 Class C FL 195 / FL 95 Class E			+/- 5 NM	
△ RIDSI 553530N 0095939E		087°/268° 22.4				+/- 5 NM	ASKEG - KOKAK: Traffic may be subject to radarvectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 5 NM.
△ ODDON 553452N 0103911E		090°/270° 25.4				+/- 5 NM	
△ ASKEG 553310N 0112346E		090°/270° 45.1	FL 660 / FL 95 Class C		↑	+/- 5 NM	ATS provided by ACC København/ APP København between KOKAK and NISLO
△ KOKAK (FIR BDRY) 552929N 0124254E		Total DIST: 264.2 NM					For continuation, see AIP Sweden

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
L983 (RNAV 5)							Extremity of L983
△ PETIL (FIR BDRY) 555620N 0050000E		087°/267° 13.3	FL660 / FL 195 Class C	↓		+/- 5 NM	ATS provided by ACC København between SURAT and PETIL Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ BUSOM 555631N 0052341E		087°/267° 41.8				+/- 5 NM	
△ AMRAM 555637N 0063803E		106°/287° 54.4				+/- 5 NM	
△ ELMIG 553809N 0080845E		107°/287° 5.6	FL660 / FL 195 Class C			+/- 5 NM	
△ BAVTA 553611N 0081800E		099°/280° 34.5	FL195 / FL 105 Class E FL105 / FL 95 Class C			+/- 5 NM	
△ SIVSU 552819N 0091706E	NIL	100°/280° 25.0	FL660 / FL 195 Class C FL195 / FL 95 Class E			+/- 5 NM	
△ ASBIL 552219N 0095938E		100°/280° 23.1				+/- 5 NM	
△ TUDLO 551633N 0103852E		100°/281° 38.2				+/- 5 NM	
△ ROBUS 550634N 0114311E		101°/283° 23.7				+/- 5 NM	
△ OLPIB 550005N 0122245E		083°/261° 5.0				+/- 5 NM	
△ BETUD 550026N 0123121E		081°/261° 7.2				+/- 5 NM	
△ KOSMO 550055N 0124349E		083°/263° 2.4			↑	+/- 5 NM	
△ MATEK (FIR BDRY) 550059N 0124803E		Total DIST: 274.2 NM					For continuation, see AIP Sweden

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
L990 (RNAV 5)							For continuation, see AIP Sweden
△ LILBI (FIR BDRY) 551511N 0124058E		230°/050° 2.3	FL 660 / FL 95 Class C		↓	+/- 5 NM	ATS provided by ACC København between ADVIS and LILBI
△ EVBED 551351N 0123740E		229°/049° 24.6	FL 660 / FL 195 Class C		↓	+/- 5 NM	LILBI - EVBED: Traffic may be subject to radarvectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 2 NM.
△ LUPUR 545928N 0120303E	NIL	229°/049° 18.3	FL 195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ NEXEN 544839N 0113731E		229°/049° 8.8			↓	+/- 5 NM	
△ MARIP 544323N 0112515E		Total DIST: 54.0 NM					Extremity of L990
L997 (RNAV 5)							Extremity of L997
△ NOVPO 560624N 0121428E		346°/166° 12.8	FL 660 / FL 95 Class C		↓	+/- 5 NM	ATS provided by Sweden ACC FL95-FL660 between NOVPO and VEDAR
△ ROKAM 561901N 0121100E	NIL	346°/166° 13.1	FL 95 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ VEDAR (FIR BDRY) 563154N 0120725E		Total DIST: 25.9 NM					For continuation, see AIP Sweden
M602 (RNAV 5)							For continuation, see AIP Germany
△ SONAL (FIR BDRY) 545244N 0124649E		293°/115° 15.7	FL 660 / FL 195 Class C		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ OLPIB 550005N 0122245E		283°/101° 23.7			↓	+/- 5 NM	
△ ROBUS 550634N 0114311E	NIL	304°/123° 46.2	FL 195 / 3500 FT Class E		↓	+/- 5 NM	
△ ODDON 553452N 0103911E		321°/140° 38.4		↑	↓	+/- 5 NM	
△ LUTUS 560603N 0095940E		Total DIST: 124 NM					Extremity of M602

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
M604 (RNAV 5) △ INBOB (FIR BDRY) 553625N 0050000E △ BUSOM 555631N 0052341E △ DANKO (FIR BDRY) 570000N 0064152E	NIL						For continuation, see AIP UK
		031°/211° 24.2	FL 660 / FL 195 Class C	↓		+/- 5 NM	ATS provided by ACC København between LARGA and INBOB Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		031°/212° 77.0			↑	+/- 5 NM	
		Total DIST: 101.2 NM					For continuation, see AIP Norway
M609 (RNAV 5) △ BAVTA 553611N 0081800E △ BAMPI 555034N 0081611E △ BAKOG 560459N 0081420E △ RERPA 562842N 0081115E △ RASVI (FIR BDRY) 571723N 0080258E	NIL						Extremity of M609
		352°/172° 14.5	FL660 / FL 195 Class C	↓		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) CDR1: RERPA-RASVI H24 AVBL. See EAUP/EUUP ALTN: BAVTA-P601-LAGUM-L621
		352°/172° 14.5	FL 195 / FL 105 Class E FL 105 / FL 95 Class C			+/- 5 NM	
		352°/172° 23.8	FL660 / FL 195 Class C			+/- 5 NM	
		351°/171° 49.0	FL 195 / FL 95 Class E		↑	+/- 5 NM	
		Total DIST: 101.8 NM					For continuation, see AIP Norway
M611 (RNAV 5) △ ODARU (FIR BDRY) 550545N 0124541E △ OLPIB 550005N 0122245E △ LUPUR 545928N 0120303E △ KOPEX 545813N 0112804E △ LANGO 545644N 0105123E △ ALASA (FIR BDRY) 544831N 0095742E	NIL						For continuation, see AIP Sweden
		242°/064° 14.4	FL660 / FL 195 Class C FL 195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		264°/082° 11.4				+/- 5 NM	
		262°/082° 20.2				+/- 5 NM	
		262°/081° 21.2				+/- 5 NM	
		251°/071° 32.1		↑		+/- 5 NM	
		Total DIST: 99.3 NM					Extremity of M611

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
M725 (RNAV 5) △ SONAL (FIR BDRY) 545244N 0124649E △ OLPIB 550005N 0122245E △ BISTA 551212N 0120723E △ INPUN 554704N 0112211E △ ADSEN 560841N 0105302E △ AALBORG VOR/DME (AAL) 570613N 0095944E	NIL						For continuation, see AIP Germany
		293°/115° 15.7	FL660 / FL 195 Class C		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		321°/139° 15.0	FL 195 / 3500 FT Class E			+/- 5 NM	
		319°/139° 43.4	FL660 / FL 95 Class C			+/- 5 NM	BISTA - INPUN: Traffic may be subject to radarvectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 5 NM.
		318°/138° 27.2	FL660 / FL 195 Class C			+/- 5 NM	
		329°/149° 64.7	FL 195 / 3500 FT Class E	↑		+/- 5 NM	
		Total DIST: 166.0 NM					Extremity of M725
M852 (RNAV 5) △ ALASA (FIR BDRY) 544831N 0095742E △ ALSIE VOR (ALS) 545419N 0095936E △ ADSEN 560841N 0105302E △ GODOG 561603N 0105832E △ VADIN (FIR BDRY) 570816N 0113838E	NIL						For continuation, see AIP Germany
		007°/187° 5.9	FL660 / FL 195 Class C	↓		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		018°/198° 80.4				+/- 5 NM	
		018°/198° 8.0	FL195 / 3500 FT Class E			+/- 5 NM	VADIN-ALS: RNAV OPS only. Between VADIN and ALS only available southbound direction below FL245
		018°/198° 56.8			↑	+/- 5 NM	
		Total DIST: 151.1 NM					For continuation, see AIP Sweden

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
M869 (RNAV 5) △ IBREK (FIR BDRY) 562330N 0121356E △ MADAG 562250N 0120049E △ EVAKI 561422N 0072852E △ GOREV (FIR BDRY) 560312N 0050000E	NIL						Extremity of M869
		260°/080° 7.3	FL660 FL 245 Class C		↓	+/- 5 NM	ATS provided by Sweden ACC between IBREK and MADAG Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) CDR1: MADAG-EVAKI H24 AVBL. See EAUP/EUUP ALTN: EVAKI-P619-BAVTA-L983-OLPIB-M611
		264°/082° 151.7				+/- 5 NM	
		260°/079° 84.0		↑		+/- 5 NM	
		Total DIST: 243.0 NM					Extremity of M869
N581 (RNAV 5) △ EVAKI 561422N 0072852E △ VAXIT (FIR BDRY) 563215N 0050000E	NIL						Extremity of N581
		280°/099° 84.7	FL660 FL 195 Class C	↑	↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 84.7 NM					Extremity of N581
N603 (RNAV 5) △ RAMUD (FIR BDRY) 570326N 0073626E △ TESPI 555354N 0103152E △ ROSBI 555058N 0105555E △ INPUN 554704N 0112211E △ TRANO VOR/DME (TNO) 554627N 0112621E	NIL						For continuation, see AIP Norway
		121°/302 119.6	FL660 FL 195 Class C	↓		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) CDR1: H24 AVBL. See EAUP/EUUP ALTN: AMSEV-L621-AAL-T551-TESPI
		098°/278° 13.9				+/- 5 NM	
		100°/280° 15.3	FL 195 3500 FT Class E			+/- 5 NM	
		100°/281° 2.4	FL 660 3500 FT Class C			+/- 5 NM	
		Total DIST: 151.2 NM					Extremity of N603

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
N607 (RNAV 5)							Extremity of N607
△ BAVTA 553611N 0081800E		028°/208° 33.2	FL660 / FL 195 Class C FL195 / FL 105 Class E FL105 / FL 95 Class C	↓		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) CDR1: BAVTA-AAL FL125-FL285 H24 AVBL. See EAUP/EUUP ALTN: BAVTA-P601-KEMEG-N866-AAL
△ LASRO 560423N 0084850E	NIL	028°/209° 73.3	FL660 / FL 195 Class C FL195 / FL 95 Class E		↑	+/- 5 NM	
△ AALBORG VOR/DME (AAL) 570613N 0095944E		062°/243° 35.7		↓		+/- 5 NM	
△ KUVUS 572017N 0110000E		063°/243° 14.3				+/- 5 NM	
△ MAKUR (FIR BDRY) 572547N 0112425E		Total DIST: 156.5 NM					For continuation, see AIP Sweden
N850 (RNAV 5)							For continuation, see AIP Sweden
△ MISBI (FIR BDRY) 555355N 0124021E		211°/031° 9.0	FL660 / FL 95 Class C		↓	+/- 5 NM	ATS provided by ACC København below FL195 between REKMO and MISBI MISBI - GOLMI - MAXEL: Traffic may be subject to radarvectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 12 NM. Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ GOLMI 554638N 0123059E		207°/027° 40.1				+/- 5 NM	
△ MAXEL 551233N 0115409E	NIL	205°/025° 33.6	FL660 / FL 195 Class C		↓	+/- 5 NM	
△ MARIP 544323N 0112515E		206°/026° 10.5	FL 195 / 3500 FT Class E	↑		+/- 5 NM	
△ BAGOS (FIR BDRY) 543422N 0111612E		Total DIST: 93.2 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
N851 (RNAV 5)							For continuation, see AIP Germany
△ MAKEL (FIR BDRY) 542658N 0114801E	NIL	020°/200° 11.1	FL660 / FL 195 Class C	↓		+/- 5 NM	ATS provided by APP København below FL195 between LEBDA and GORAX.
△ GESKA 543703N 0115557E		023°/203° 41.1	FL195 / 3500 FT Class E			+/- 5 NM	ATS provided by ACC København above FL195 between LEBDA and MOSIN
△ KUBIS 551323N 0122854E		024°/204° 10.4	FL660 / FL 95 Class C			+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) KUBIS - LEBDA: Traffic may be subject to radarvectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 12 NM.
△ LEBDA (FIR BDRY) 552225N 0123743E		Total DIST: 62.6 NM					For continuation, see AIP Sweden
N866 (RNAV 5)							For continuation, see AIP Sweden
△ INVOL (FIR BDRY) 573916N 0111317E	NIL	226°/046° 6.4	FL660 / FL 195 Class C		↓	+/- 5 NM	Between INVOL-AAL cruising level ODD only above FL285
△ DETNA 573515N 0110409E		226°/046° 45.4	FL195 / 3500 FT Class E			+/- 5 NM	
△ AALBORG VOR/DME (AAL) 570613N 0095944E		235°/054° 43.5				+/- 5 NM	
△ KEMEG 564315N 0085221E		234°/053° 27.0	FL660 / FL 195 Class C			+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ RERPA 562842N 0081115E		235°/055° 27.6				+/- 5 NM	
△ EVAKI 561422N 0072852E		235°/055° 33.6				+/- 5 NM	
△ AMRAM 555637N 0063803E		235°/054° 54.6		↑		+/- 5 NM	
△ GOLUM 552700N 0051700E		216°/036° 15.7			↓	+/- 5 NM	ATS provided by ACC Købenahvn between UPGAS - TIPAN
△ UPGAS (FIR BDRY) 551441N 0050000E		Total DIST: 253.8 NM					For continuation, see AIP UK

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

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
P60 (RNAV 5)							Extremity of P60
△ ODDON 553452N 0103911E		277°/096 25.5	FL660 / FL 195 Class C FL195 / FL 95 Class E		↓	+/- 5 NM	
△ NISEM 553929N 0095456E		278°/097 52.0	FL660 / FL 195 Class C			+/- 5 NM	
△ EPILO 554940N 0082444E		277°/097 4.9	FL195 / FL 105 Class E			+/- 5 NM	
△ BAMPI 555034N 0081611E		273°/093° 5.3	FL105 / FL 95 Class C			+/- 5 NM	Controlling unit: Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ NARBA 555112N 0080650E	NIL	273°/093° 4.9				+/- 5 NM	CDR1: NISEM-EPILO FL125-FL285 H24 AVBL. See EAUP/EUUP ALTN: ODDON-L975-BAVTA-L983-AMRAM
△ NAVIK 555147N 0075811E		273°/093° 6.4				+/- 5 NM	
△ NUGLO 555231N 0074652E		273°/093° 38.9	FL660 / FL 195 Class C			+/- 5 NM	
△ AMRAM 555637N 0063803E		301°/120° 47.9				+/- 5 NM	
△ NAMIK 562253N 0052627E		300°/120° 17.4		↑		+/- 5 NM	
△ VAXIT (FIR BDRY) 563215N 0050000E		Total DIST: 203.2 NM					Extremity of P60
P144 (RNAV 5)							For continuation, see AIP UK
△ SOPTO (FIR BDRY) 551820N 0050000E		046°/226° 13.0	FL660 / FL 195 Class C	↓		+/- 5 NM	ATS provided by ACC København between LARGA and SOPTO
△ GOLUM 552700N 0051700E	NIL	005°/185° 29.8			↑	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ BUSOM 555631N 0052341E		Total DIST: 42.8 NM					Extremity of P144

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
P601 (RNAV 5)							Extremity of P601
△ BAVTA 553611N 0081800E		012°/192° 14.0	FL660 / FL 195 Class C	↓		+/- 5 NM	
△ EPILO 554940N 0082444E		012°/192° 15.7	FL195 / FL 105 Class E FL105 / FL 95 Class C			+/- 5 NM	
△ IRKAM 560445N 0083222E	NIL	012°/192° 40.1				+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ KEMEG 564315N 0085221E		011°/191° 33.9	FL660 / FL 195 Class C			+/- 5 NM	
△ OSGAM 571600N 0090800E		017°/197° 12.2	FL195 / FL 95 Class E			+/- 5 NM	
△ LAGUM 572720N 0091606E		012°/193° 39.1			↑	+/- 5 NM	
△ NIROD (FIR BDRY) 580443N 0093700E		Total DIST: 155.0 NM					For continuation, see AIP Norway
P602 (RNAV 5)							For continuation, see AIP Norway
△ AMSEV (FIR BDRY) 574031N 0084808E		184°/004° 96.7	FL660 / FL 195 Class C FL195 / FL 95 Class E		↓	+/- 5 NM	CDR1: H24 AVBL. See EAUP/EUUP ALTN: P601-LAGUM-T600 Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ PEVOR 560455N 0082440E	NIL	184°/004° 29.0	FL660 / FL 195 Class C FL195 / FL 105 Class E FL105 / FL 95 Class C	↑		+/- 5 NM	
△ BAVTA 553611N 0081800E		Total DIST: 280.7 NM					Extremity of P602

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
P605 (RNAV 5) △ MEGAR (FIR BDRY) 542806N 0113854E							For continuation, see AIP Germany
△ GESKA 543703N 0115557E	NIL	043°/223° 13.4	FL660 / FL 195 Class C FL195 / 3500 FT Class E	↓		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ KOSMO 550055N 0124349E		044°/224° 36.6				+/- 5 NM	
△ MOSAT (FIR BDRY) 550231N 0124717E		046°/226° 2.6				+/- 5 NM	
		Total DIST: 52.6 NM					For continuation, see AIP Sweden
P613 (RNAV 5) △ BAVTA 553611N 0081800E							Extremity of P613
△ NUGLO 555231N 0074652E	NIL	310°/129° 24.0	FL 660 / FL 195 Class C	↑	↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ KARLI (FIR BDRY) 570000N 0053027E		309°/128° 101.5				+/- 5 NM	
		Total DIST: 125.5 NM					Extremity of P613
P614 (RNAV 5) △ MIKRO 552454N 0080959E							Extremity of P614
△ BAVIL 553439N 0082948E	NIL	045°/226° 14.9	FL660 / FL 195 Class C	↑	↓	+/- 5 NM	CDR1: RERPA-RAMUD H24 AVBL. See EAUP/EUUP ALTN: BAVTA-P613-KARLI Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ EPILO 554940N 0082444E		346°/166° 15.3	FL195 / FL 105 Class E			+/- 5 NM	
△ INLAN 560501N 0081929E		346°/165° 15.7	FL105 / FL 95 Class C			+/- 5 NM	
△ RERPA 562842N 0081115E		345°/165° 24.2	FL660 / FL 195 Class C			+/- 5 NM	
△ RAMUD (FIR BDRY) 570326N 0073626E		328°/148° 39.7	FL195 / FL 95 Class E			+/- 5 NM	
		Total DIST: 109.8 NM					For continuation, see AIP Norway

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
P615 (RNAV 5) △ ALSIE VOR (ALS) 545419N 0095936E △ ASBIL 552219N 0095938E △ RIDSI 553530N 0095939E △ ABINO 555806N 0095940E △ LUTUS 560603N 0095940E △ RADIS 563230N 0095942E △ AALBORG VOR/ DME (AAL) 570613N 0095944E △ ARTOR (FIR BDRY) 582004N 0100856E	NIL						Extremity of P615
		356°/176° 28.0	FL660 / FL 195 Class C FL195 / 3500 FT Class E	↓		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		356°/176° 13.2				+/- 5 NM	
		356°/176° 22.6				+/- 5 NM	
		356°/176° 8.0				+/- 5 NM	
		356°/176° 26.5				+/- 5 NM	
		356°/176° 33.8				+/- 5 NM	
		360°/180° 74.2			↑	+/- 5 NM	
		Total DIST: 206.3 NM					For continuation, see AIP Norway
P619 (RNAV 5) △ BAVTA 553611N 0081800E △ NAVIK 555147N 0075811E △ EVAKI 561422N 0072852E △ OKMAM 565346N 0063557E △ MITSI (FIR BDRY) 570000N 0062721E	NIL						Extremity of P619
		321°/141° 19.2	FL660 / FL 195 Class C	↑		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		321°/140° 28.0				+/- 5 NM	
		320°/140° 49.2				+/- 5 NM	
		320°/140° 7.8			↓	+/- 5 NM	
		Total DIST: 104.2 NM					Extremity of P619

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
P621 (RNAV 5) △ AALBORG VOR/DME (AAL) 570613N 0095944E △ NERDO (FIR BDRY) 575317N 0091342E	NIL						Extremity of P621
		329°/148° 53.3	FL660 / FL 195 Class C FL 195 / 3500 FT Class E	↑	↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 53.3 NM					For continuation, see AIP Norway
P622 (RNAV 5) △ MIKRO 552454N 0080959E △ TOMGU 554709N 0090747E △ ERGAT 560337N 0091818E △ INTET 561335N 0092441E △ AALBORG VOR/DME (AAL) 570613N 0095944E △ RETKA (FIR BDRY) 575929N 0092619E	NIL						Extremity of P622
		052°/232° 39.6	FL660 / FL 195 Class C	↑	↓	+/- 5 NM	CDR1: MIKRO-AAL FL125-FL285 H24 AVBL. See EAUP/EUUP ALTN: MIKRO-BAVTA-P601-KEMEG-N866-AAL Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		016°/196° 17.5	FL195 / FL 105 Class E FL105 / FL 95 Class C			+/- 5 NM	
		016°/196° 10.6	FL660 / FL 195 Class C FL195 / FL 95 Class E			+/- 5 NM	
		016°/196° 56.2				+/- 5 NM	
		338°/157° 56.3				+/- 5 NM	
		Total DIST: 180.2 NM					For continuation, see AIP Norway

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
P729 (RNAV 5) △ DOSUR (FIR BDRY) 545131N 0091139E △ TALSA 550625N 0094111E △ TUDLO 551633N 0103852E △ LUGAS 551947N 0105747E △ OSKEV 552429N 0112622E △ KORSA VOR/ DME (KOR) 552622N 0113754E							For continuation, see AIP Germany
	NIL	045°/225° 22.6	FL660 / FL 195 Class C	↓		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		068°/249° 34.6				+/- 5 NM	
		069°/249° 11.3	FL195 / 3500 FT Class E			+/- 5 NM	
		069°/249° 17.0				+/- 5 NM	
		069°/250° 6.8	FL 660 / 3500 FT Class C			+/- 5 NM	
		Total DIST: 92.3 NM					Extremity of P729
P730 (RNAV 5) △ TALSA 550625N 0094111E △ OLPIB 550005N 0122245E							Extremity of P730
	NIL	089°/272° 93.1	FL660 / FL 245 Class C	↓		+/- 5 NM	
		Total DIST: 93.1 NM					Extremity of P730
P850 (RNAV 5) △ DANKO (FIR BDRY) 570000N 0064152E △ OKMAM 565346N 0063557E △ GOLUM 552700N 0051700E							For continuation see AIP Norway
	NIL	204°/024° 7.0	FL660 / FL 195 Class C		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		204°/024° 97.5		↑		+/- 5 NM	
		Total DIST: 104.5 NM					Extremity of P850

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
P990 (RNAV 5) △ MIKSI 561210N 0113527E △ ASLID 562047N 0112038E △ AALBORG VOR/ DME (AAL) 570613N 0095944E △ KOVIK (FIR BDRY) 573335N 0083427E	NIL						Extremity of P990
		312°/131° 11.9	FL660 / FL 195 Class C FL 195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) CDR1: AAL-KOVIK H24 AVBL. See EAUP/EUUP ALTN: AAL-L621-AMSEV
		311°/131° 63.7				+/- 5 NM	
		297°/116° 53.7		↑	↓	+/- 5 NM	
		Total DIST: 129.3 NM					Extremity of P990
P992 (RNAV 5) △ ATTUS (FIR BDRY) 545359N 0084658E △ ASMUS 550500N 0083931E △ SURIR 552544N 0082517E △ BAVTA 553611N 0081800E △ NARBA 555112N 0080650E △ LINVI (FIR BDRY) 570000N 0071338E	NIL						For continuation, see AIP Germany
		335°/155° 11.8	FL660 / FL 195 Class C		↓	+/- 5 NM	CDR1: ATTUS-BAVTA H24 AVBL. See EAUP/EUUP ALTN: LBE-P615-ALS-DCT-BAVTA
		335°/155° 22.3	FL195 / FL 95 Class E			+/- 5 NM	
		335°/155° 11.3	FL660 / FL 195 Class C			+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		334°/154° 16.3	FL195 / FL 105 Class E FL105 / FL 95 Class C			+/- 5 NM	
		334°/153° 75.0	FL660 / FL 195 Class C	↑		+/- 5 NM	CDR1: NARBA-LINVI H24 AVBL. See EAUP/EUUP ALTN: BAVTA-P613-KARLI
		Total DIST: 136.7 NM					For continuation, see AIP Norway
P999 (RNAV 5) △ LANGO 545644N 0105123E △ ALSIE VOR (ALS) 545419N 0095936E △ AMRAK (FIR BDRY) 544928N 0094502E	NIL						Extremity of P999
		261°/081° 30.0	FL660 / FL 195 Class C FL 195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		236°/056° 9.7		↑		+/- 5 NM	
		Total DIST: 39.7 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		Navigation accuracy requirements	Remarks Controlling unit channel
				Odd	Even		
1	2	3	4	5		6	7
Q280 (RNAV 5) △ GESKA 543703N 0115557E △ NEDIK (FIR BDRY) 542911N 0120354E	NIL						Extremity of Q280
		145°/325° 9.1	FL245 / FL 195 Class C FL195 / 3500 FT Class E	↓	↑	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 9.1 NM					For continuation, see AIP Germany
Q296 (RNAV 5) △ NIKDA (FIR BDRY) 543631N 0121708E △ MONAK 545644N 0121849E	NIL						For continuation, see AIP Germany
		358°/178° 20.3	FL660 / FL 195 Class C FL 195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 20.3 NM					Extremity of Q296
T55 (RNAV 5) △ TINAC (FIR BDRY) 561503N 0050000E △ EVAKI 561422N 0072852E △ INTET 561335N 0092441E △ LUTUS 560603N 0095940E △ TESPI 555354N 0103152E	NIL						Extremity of T55
		087°/268° 83.1	FL660 / FL195 Class C	↓		+/- 5 NM	CDR 1: EVAKI-LUTUS FL125-FL285 H24 AVBL. See EAUP/EUUP ALTN: EVAKI-P619-BAVTA-L983-TUDLO Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		087°/268° 64.6	FL660 / FL 195 Class C			+/- 5 NM	
		107°/287° 21.0	FL195 / 3500 FT Class E		↑	+/- 5 NM	
		120°/300° 21.8		↓		+/- 5 NM	
		Total DIST: 190.5 NM					Extremity of T55

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
T56 (RNAV 5) △ BAVTA 553611N 0081800E							Extremity of T56
△ BEBUL 554846N 0091521E	NIL	065°/245° 34.8	FL660 / FL 195 Class C	↓		+/- 5 NM	CDR 1: BAVTA-ABINO FL125-FL285 H24 AVBL. See EAUP/EUUP ALTN: BAVTA-L983-TUDLO Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ GIGUT 555544N 0094815E		065°/245° 19.8	FL195 / FL 105 Class E			+/- 5 NM	
△ ABINO 555806N 0095940E		066°/246° 6.8	FL105 / FL 95 Class C		↑	+/- 5 NM	
		099°/279° 18.6	FL660 / FL 195 Class C FL195 / FL 95 Class E	↓		+/- 5 NM	
△ TESPI 555354N 0103152E		Total DIST: 80.0 NM					Extremity of T56
T59 (RNAV 5) △ GESKA 543703N 0115557E							Extremity of T59
△ ROBUS 550634N 0114311E	NIL	341°/161° 30.5	FL 660 / FL 195 Class C FL195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) Between KORSA and IBNIL avaliable southbound direction below FL065
△ KETAL 551605N 0112158E		304°/123° 15.5				+/- 5 NM	
△ IBNIL 552141N 0113038E		037°/217° 7.5				+/- 5 NM	
		037°/217° 6.3	FL 660 / 3500 FT Class C			+/- 5 NM	
△ KORSA VOR/DME (KOR) 552622N 0113754E		Total DIST: 59.8 NM					Extremity of T59
T138 (RNAV 5) △ AALBORG VOR/DME (AAL) 570613N 0095944E	NIL						Extremity of T138
		251°/068° 173.1	FL 660 / FL 245 Class C	↑	↓	+/- 5 NM	CDR1: H24 AVBL. See EAUP/EUUP ALTN: AAL-N866-T55-TINAC Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ TINAC (FIR BDRY) 561503N 0050000E		Total DIST: 173.1 NM					Extremity of T138

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
T148 (RNAV 5) △ GODOG 561603N 0105832E △ LOMPU (FIR BDRY) 543532N 0111210E	NIL						Extremity of T148
		171°/351° 101.0	FL 660 / FL 245 Class C		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 101.0 NM					For continuation, see AIP Germany
T153 (RNAV 5) △ ALSIE VOR (ALS) 545419N 0095936E △ TUDLO 551633N 0103852E	NIL						Extremity of T153
		041°/221° 31.7	FL 660 / FL 195 Class C FL 195 / 3500 FT Class E	↓		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 31.7 NM					Extremity of T153
T298 (RNAV 5) △ KOSEB (FIR BDRY) 544648N 0123552E △ MONAK 545644N 0121849E	NIL						For continuation, see AIP Germany
		310°/130° 14.0	FL 660 / FL 195 Class C FL195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 14.0 NM					Extremity of T298
T402 (RNAV 5) △ AMSUR (FIR BDRY) 560602N 0123350E △ GOLMI 554638N 0123059E	NIL						For continuation, see AIP Sweden
		180°/360° 19.5	FL660 / FL 95 Class C		↓	+/- 5 NM	ATS provided by Sweden ACC between AMSUR and GOLMI
		Total DIST: 19.5 NM					Extremity of T402

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
T503 (RNAV 5) △ NEXEN 544839N 0113731E △ GIMRU (FIR BDRY) 543336N 0111849E	NIL						Extremity of T503
		211°/031° 18.6	FL 660 / FL 195 Class C FL 195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 18.6 NM					For continuation, see AIP Germany
T505 (RNAV 5) △ GOLGA 561959N 0114142E △ ASLID 562047N 0112038E △ GODOG 561603N 0105832E △ RERPA 562842N 0081115E △ KARLI (FIR BDRY) 570000N 0053027E	NIL						Extremity of T505
		269°/089° 11.8	FL 660 / FL 195 Class C FL 195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) CDR1: GODOG-RERPA FL125-FL285 H24 AVBL. See EAUP/EUUP ALTN: ASLID-P990-AAL-L621-AMSEV CDR1: RERPA-KARLI H24 AVBL. See EAUP/EUUP ALTN: RERPA-N866-EVAKI-P619-MITSI
		244°/064° 13.2				+/- 5 NM	
		274°/093° 93.9		↑	↓	+/- 5 NM	
		287°/106° 93.9	FL 660 / FL 195 Class C			+/- 5 NM	
		Total DIST: 218.8 NM					Extremity of T505
T506 (RNAV 5) △ GOLGA 561959N 0114142E △ LAPMA 563733N 0112051E	NIL						Extremity of T506
		322°/142° 21.1	FL 660 / FL 195 Class C FL 195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 21.1 NM					Extremity of T506

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
T508 (RNAV 5) △ DISGO 550906N 0124401E △ ROBUS 550634N 0114311E	NIL						Extremity of T508
		261°/081° 35.0	FL 660 / FL 195 Class C FL 195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 35.0 NM					Extremity of T508
T551 (RNAV 5) △ BINRO (FIR BDRY) 580938N 0094710E △ AALBORG VOR/DME (AAL) 570613N 0095944E △ TESPI 555354N 0103152E	NIL						For continuation, see AIP Norway
		170°/350° 63.9	FL 660 / FL 195 Class C FL 195 / 3500 FT Class E		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		162°/342° 74.6		↓		+/- 5 NM	
		Total DIST: 138.5 NM					Extremity of T551
T600 (RNAV 5) △ NERDO (FIR BDRY) 575317N 0091342E △ LAGUM 572720N 0091606E	NIL						For continuation, see AIP Norway
		173°/353° 26.0	FL660 / FL 195 Class C FL 195 / 3500 FT Class E	↑	↓		Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
		Total DIST: 26.0 NM					Extremity of T600
Z702 (RNAV 5) △ TALSA 550625N 0094111E △ AMTOT 560226N 0121049E △ EVBAS (FIR BDRY) 560844N 0122840E	NIL						Extremity of Z702
		051°/233° 101.8	FL 660 / FL 245 Class C	↓		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) ATS provided by Sweden ACC between AMTOT and EVBAS
		053°/233° 11.8				+/- 5 NM	
		Total DIST: 113.6 NM					For continuation, see AIP Sweden

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
Z703 (RNAV 5) △ KULUD (FIR BDRY) 561538N 0121959E							For continuation, see AIP Sweden
△ ADVOP 560714N 0120702E	NIL	216°/036° 11.1	FL 660 FL 95 Class C		↓	+/- 5 NM	ATS provided by Sweden ACC between KULUD and ADVOP
△ BEVUM 560149N 0115846E		216°/036° 7.1				+/- 5 NM	
△ ASVAN 560000N 0115600E		216°/036° 2.4				+/- 5 NM	BEVUM - ASVAN - EKDIV: Traffic may be subject to radarvectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 5 NM.
△ EKDIV 554149N 0112247E		221°/041° 26.1				+/- 5 NM	
△ ALSIE VOR (ALS) 545419E 0095936E		221°/040° 67.3	FL 660 FL 195 Class C			+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ KESUR (FIR BDRY) 545026N 0095315E		219°/039° 5.4	FL 195 3500 FT Class E			+/- 5 NM	
		Total DIST: 119.4					Extremity of Z703
Z706 (RNAV 5) △ KOKOR (FIR BDRY) 542741N 0114124E							Extremity of Z706
△ GESKA 543703N 0115557E	NIL	037°/217° 12.6	FL 660 FL 195 Class C		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ PEPUT 551158N 0120301E		002°/182° 35.2	FL 195 FL 95 Class E			+/- 5 NM	PEPUT - NOVPO: Traffic may be subject to radarvectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 15 NM.
△ NOVPO 560624N 0121428E		002°/182° 54.9	FL 660 FL 95 Class C			+/- 5 NM	
		Total DIST: 102.7 NM					Extremity of Z706
Z711 (RNAV 5) △ GESKA 543703N 0115557E							Extremity of Z711
△ MONAK 545644N 0121849E	NIL	029°/209° 23.8	FL 660 FL 195 Class C		↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ OLPIB 550005N 0122245E		029°/211° 4.1	FL 195 3500 FT Class E			+/- 5 NM	
		Total DIST: 27.9 NM					Extremity of Z711

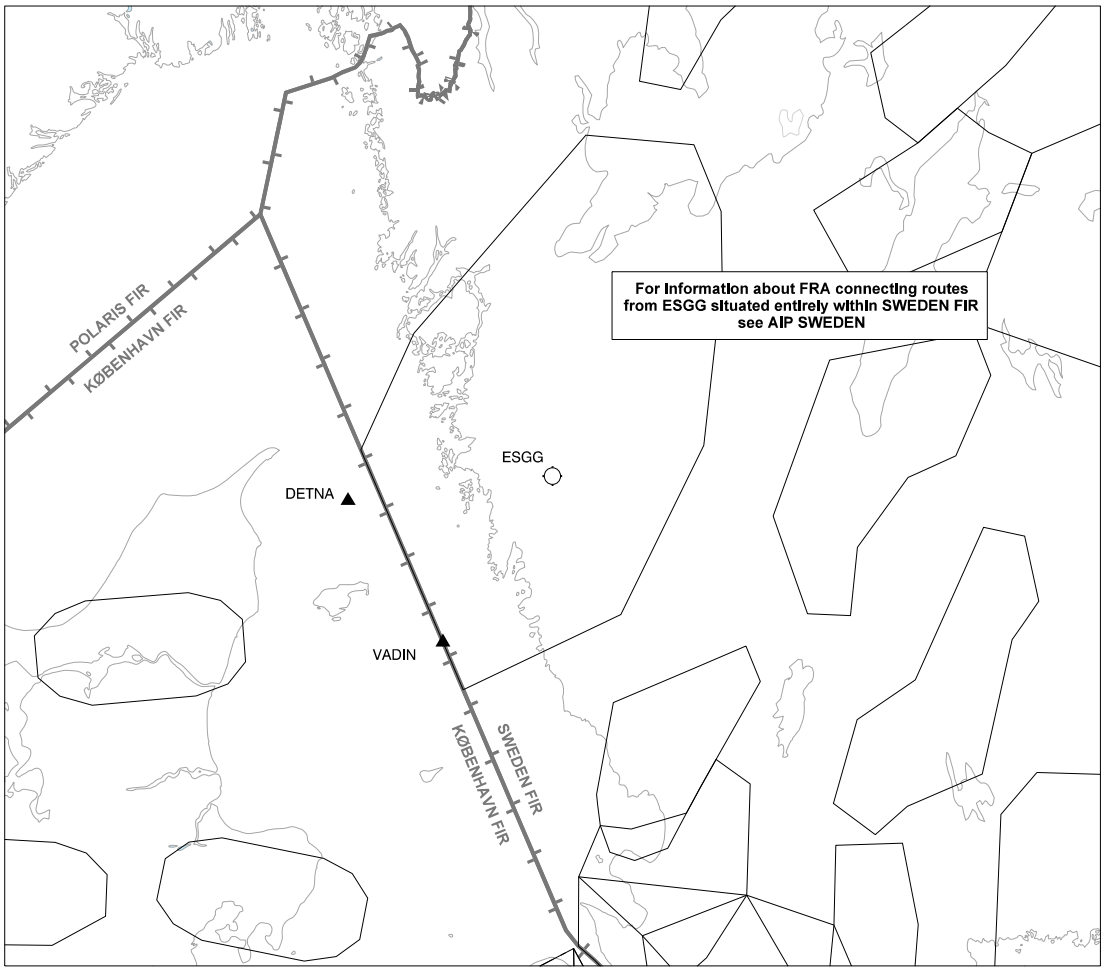
Route designator (RNP/RNAV) Name of significant point Coordinates	VOR BRG DIST ELEV of DME	Track MAG ↓/↑ DIST (COP)	Upper limit / Lower limit Airspace classification	Direction of cruising levels: Odd	Direction of cruising levels: Even	Navigation accuracy requirements	Remarks Controlling unit channel
1	2	3	4	5		6	7
Z716 (RNAV 5)							Extremity of Z716
△ AALBORG VOR/DME (AAL) 570613N 0095944E	NIL	256°/074° 168.2	FL 660 FL 245 Class C	↓	↑	+/- 5 NM	CDR1: H24 AVBL. See EAUP/EUUP ALTN: AAL-N866-N581-VAXIT Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ VAXIT (FIR BDRY) 563215N 0050000E		Total DIST: 168.2 NM					Extremity of Z716
Z731 (RNAV 5)							Extremity of Z731
△ ALSIE VOR (ALS) 545419N 0095936E	NIL	013°/193° 144.8	FL660 FL 195 Class C	↓		+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ GOTEX 571218N 0111622E		013°/193 14.2	FL195 3500 FT Class E			+/- 5 NM	
△ MAKUR (FIR BDRY) 572547N 0112425E		Total DIST: 159.0 NM					For continuation, see AIP Sweden

ENR 3.3 Other Routes

ENR 3.3.1 FRA Connecting routes

1. Departing/arriving traffic from/to aerodromes within the lateral borders of Göteborg TMA

1.1 Departing traffic ESGG

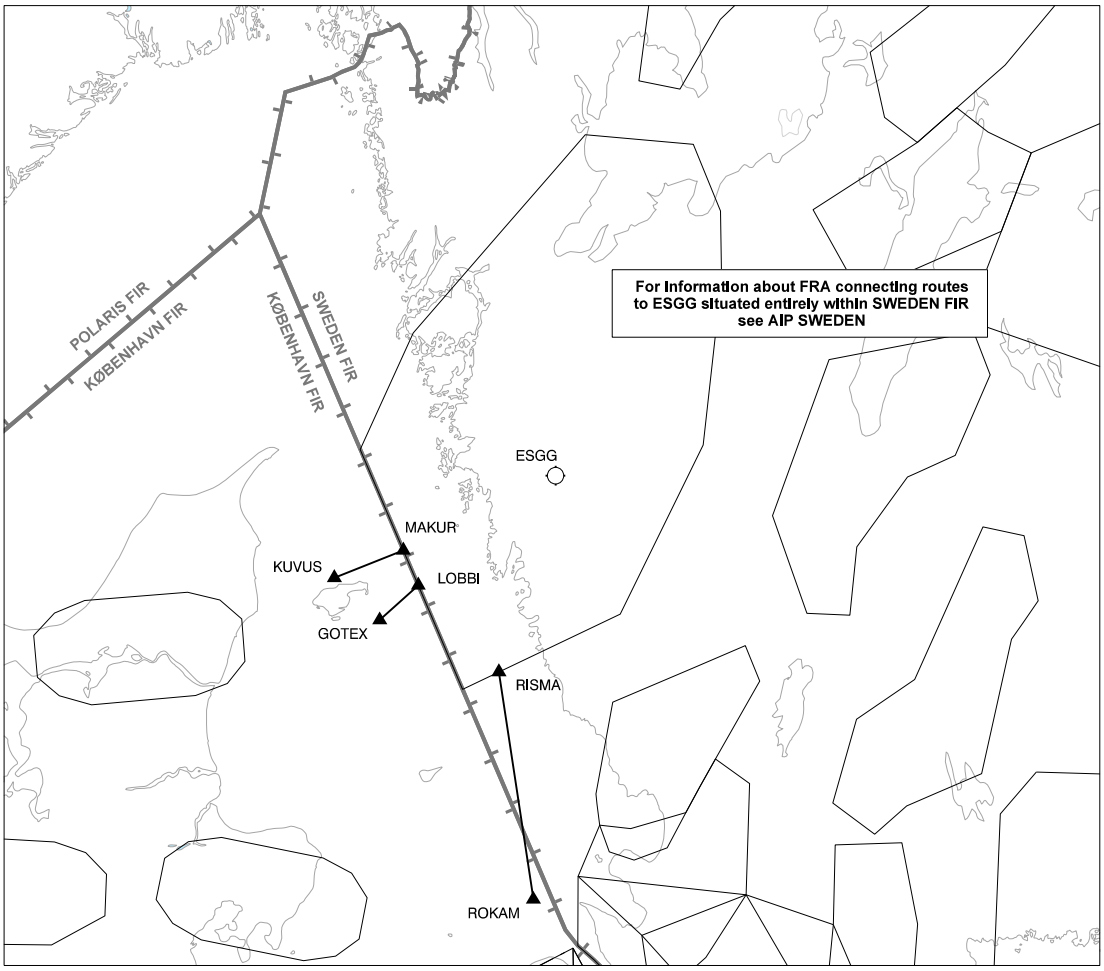


ESGG SID Final Waypoint	ESGG FRA Departure Connecting Point	Flight Plan
VADIN	VADIN	VADIN-DCT
DETNA	DETNA	DETNA-DCT

1.2 Departing traffic from other aerodromes within the lateral borders of Göteborg TMA

Flight plan from the aerodrome direct to VADIN or DETNA and then according to paragraph 1.1 above.

1.3 Arriving traffic to ESGG



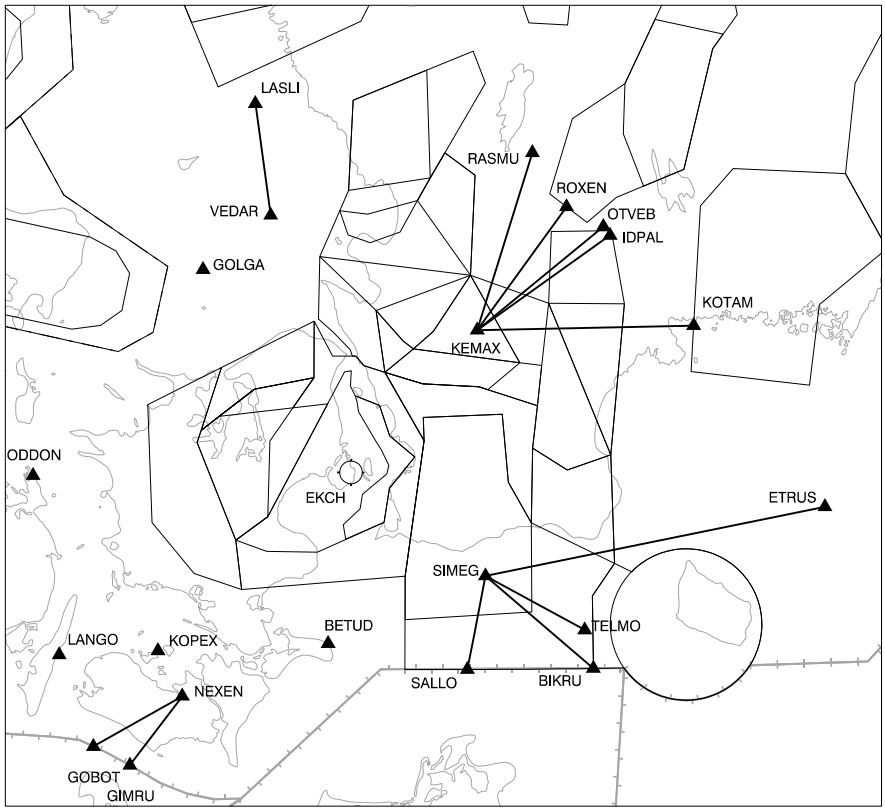
ESGG Arrival Connecting Point	ESGG STAR Initial Waypoint	Flight Plan
GOTEX	LOBBI	DCT to GOTEX-N873-LOBBI
KUVUS	MAKUR	DCT to KUVUS-N607-MAKUR
ROKAM		DCT to ROKAM-L997-RISMA (compulsory for traffic via EKDK C/UC, EKDK V/UV, EKDK E and EKDK L sectors)

1.4 Arriving traffic to other aerodromes within the lateral borders of Göteborg TMA

Flight plan from an optional FRA Arrival Connecting Point described in paragraph 1.3 direct to the destination.

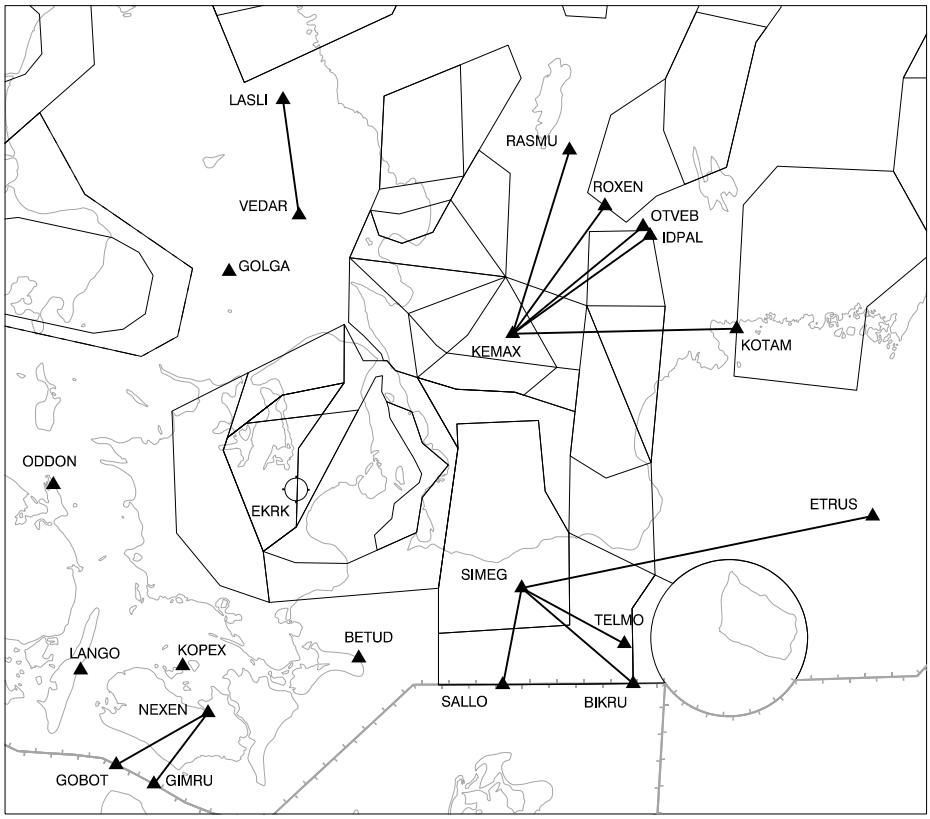
2. Departing/arriving traffic from/to aerodromes within the lateral borders of København/Malmö/Halmstad TMA

2.1 Departing traffic EKCH



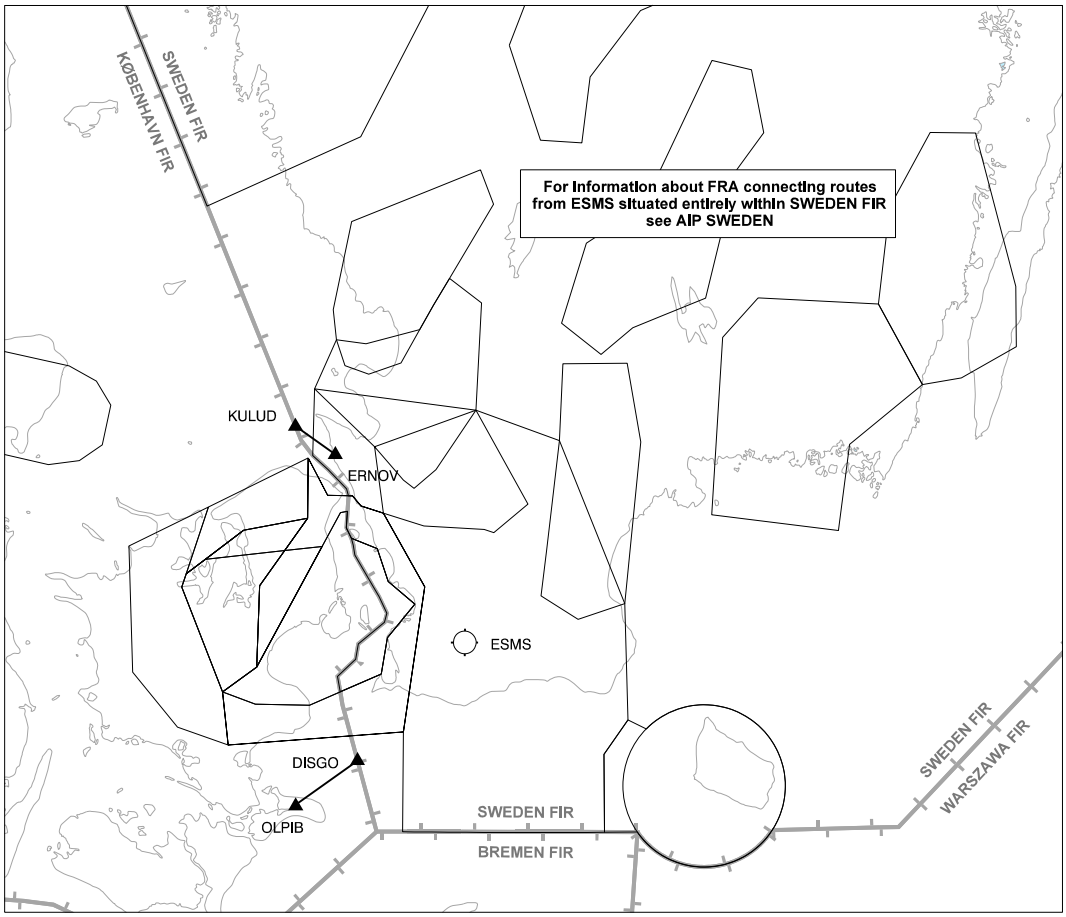
EKCH SID Final Waypoint	EKCH FRA Departure Connecting Point	Flight Plan
KEMAX	KOTAM	KEMAX-Z490-KOTAM-DCT
	OTVEB	KEMAX-T408-OTVEB-DCT
	IDPAL	KEMAX-Q44-IDPAL-DCT
	ROXEN	KEMAX-N851-ROXEN-DCT
	RASMU	KEMAX–RASMU-DCT
SIMEG	SALLO	SIMEG-M736-SALLO
	BIKRU	SIMEG-Z493-BIKRU
	TELMO	SIMEG-Z491-TELMO-DCT
	ETRUS	SIMEG-L987-ETRUS-DCT
SALLO	SALLO	SALLO
BETUD	BETUD	BETUD-DCT
NEXEN (only for jet dep)	GIMRU	NEXEN-T503-GIMRU
	GOBOT	NEXEN-DCT-GOBOT
KOPEX (only for prop dep)	KOPEX	KOPEX-DCT
LANGO (only for jet dep)	LANGO	LANGO-DCT
ODDON	ODDON	ODDON-DCT
GOLGA	GOLGA	GOLGA-DCT
VEDAR	LASLI	VEDAR -L997-LASLI-DCT

2.2 Departing traffic EKRK



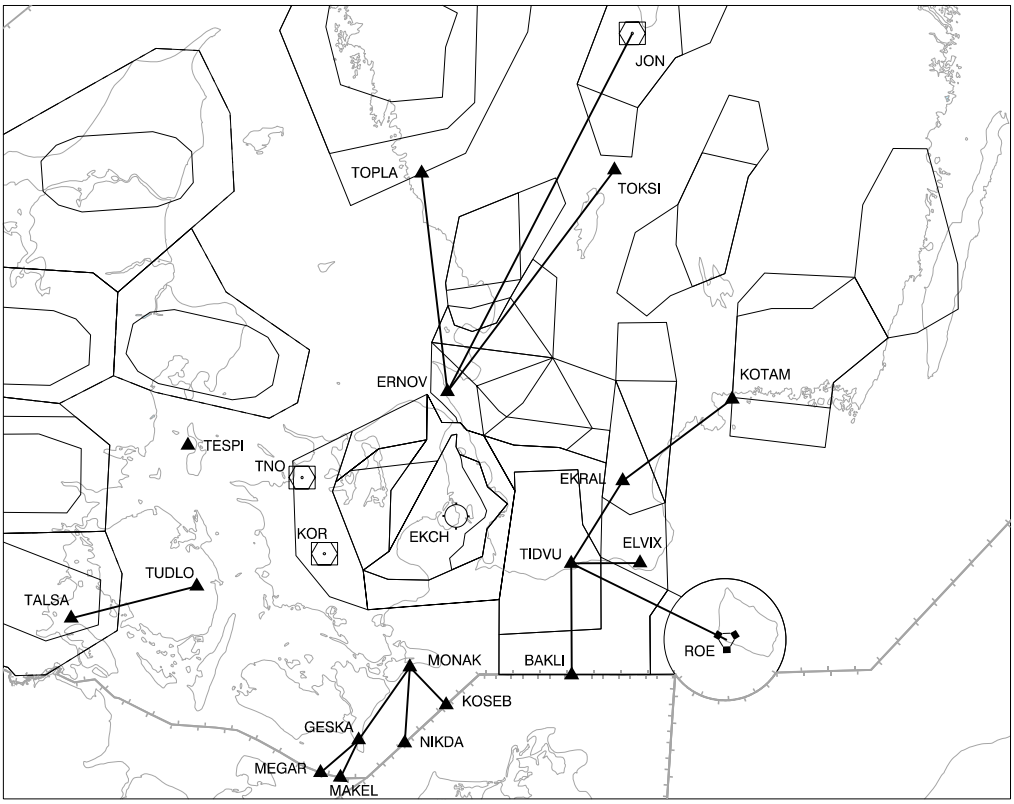
EKRK Departure Route Final Waypoint	EKRK FRA Departure Connecting Point	Flight Plan
KEMAX	KOTAM	KEMAX-Z490-KOTAM-DCT
	OTVEB	KEMAX-T408-OTVEB-DCT
	IDPAL	KEMAX-Q44-IDPAL-DCT
	ROXEN	KEMAX-N851-ROXEN-DCT
	RASMU	KEMAX–RASMU-DCT
SIMEG	SALLO	SIMEG-M736-SALLO
	BIKRU	SIMEG-Z493-BIKRU
	TELMO	SIMEG-Z491-TELMO-DCT
	ETRUS	SIMEG-L987-ETRUS-DCT
SALLO	SALLO	SALLO
BETUD	BETUD	BETUD-DCT
NEXEN (only for jet dep)	GIMRU	NEXEN-T503-GIMRU
	GOBOT	NEXEN-DCT-GOBOT
KOPEX (only for prop dep)	KOPEX	KOPEX-DCT
LANGO (only for jet dep)	LANGO	LANGO-DCT
ODDON	ODDON	ODDON-DCT
GOLGA	GOLGA	GOLGA-DCT
VEDAR	LASLI	VEDAR -L997-LASLI-DCT

2.3 Departing traffic ESMS



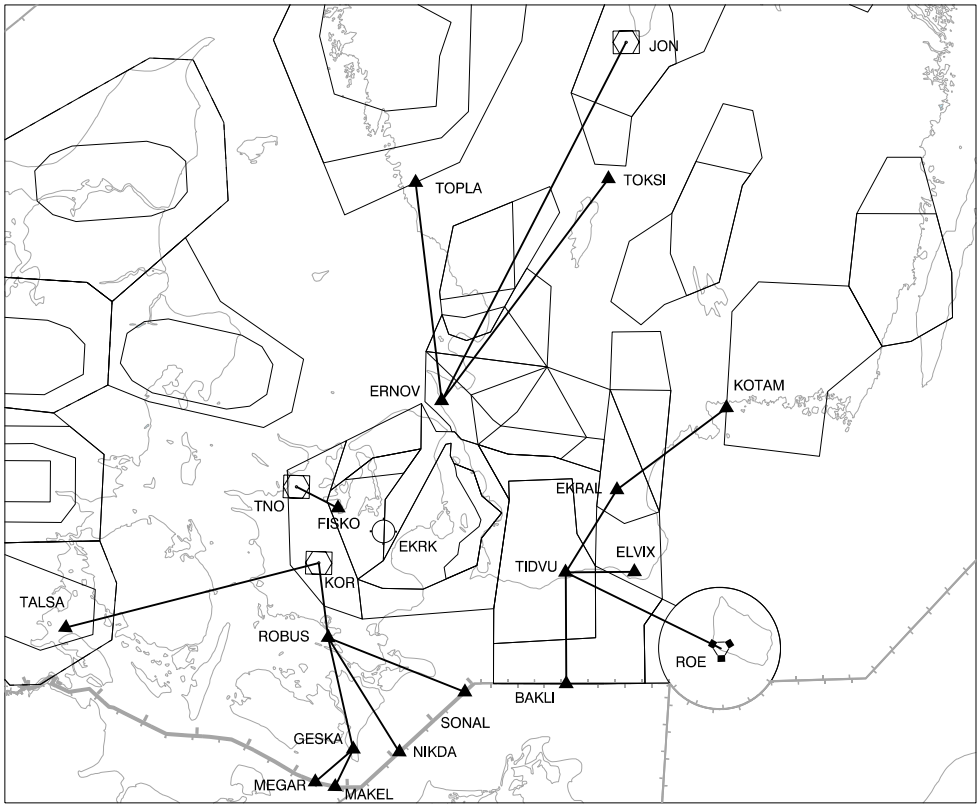
ESMS SID Final Waypoint	ESMS FRA Departure Connecting Point	Flight Plan
DISGO	OLPIB	DISGO-DCT-OLPIB-DCT
ERNOV	KULUD	ERNOV-L621-KULUD-DCT

2.4 Arriving traffic to EKCH



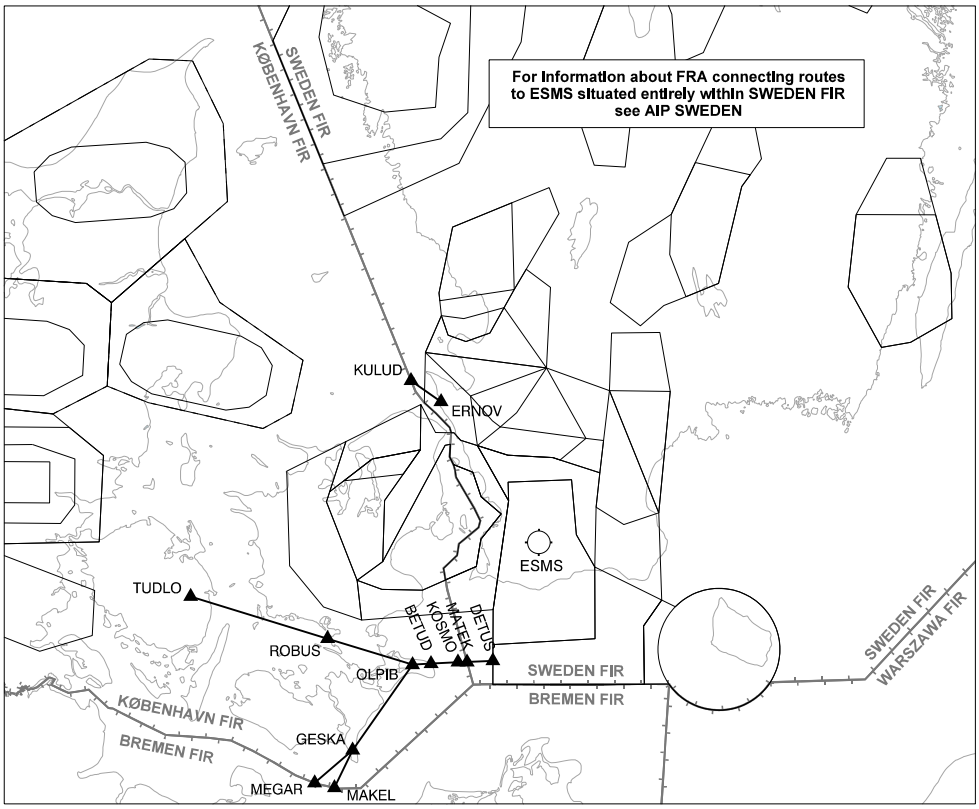
EKCH Arrival Connecting Point	EKCH STAR Initial Waypoint	Flight Plan
TOPLA	ERNOV	DCT to TOPLA-L996-ERNOV
TOKSI		DCT to TOKSI-N872-ERNOV
JON		DCT to JON-T402-ERNOV
KOTAM	TIDVU	DCT to KOTAM-L990-EKRAL-P605-TIDVU
ROE		DCT to ROE-M743-TIDVU
BAKLI		BAKLI-Z400-TIDVU
ELVIX		DCT to ELVIX-L975-TIDVU
KOSEB	MONAK	KOSEB-T298- MONAK
NIKDA		NIKDA-Q296- MONAK
MEGAR		MEGAR-P605-GESKA-Z711-MONAK
MAKEL		MAKEL-N851-GESKA-Z711-MONAK
TALSA	TUDLO	DCT to TALSA-P729-TUDLO
KOR	KOR	DCT to KOR (only available for domestic traffic)
TESPI	TESPI	DCT to TESPI
TNO	TNO	DCT to TNO (only available for domestic traffic)

2.5 Arriving traffic to EKRK



EKRK Arrival Connecting Point	EKRK Initial Arrival Waypoint	Flight Plan
TOPLA	ERNOV	DCT to TOPLA-L996-ERNOV
TOKSI		DCT to TOKSI-N872-ERNOV
JON		DCT to JON-T402-ERNOV
KOTAM	TIDVU	DCT to KOTAM-L990-EKRAL-P605-TIDVU
ROE		DCT to ROE-M743-TIDVU
BAKLI		BAKLI-Z400-TIDVU
ELVIX		DCT to ELVIX-L975-TIDVU
TALSA	KOR	TALSA-P729-KOR
MEGAR		MEGAR-P605-GESKA-DCT-ROBUS-DCT-KOR
MAKEL		MAKEL-N851-GESKA-DCT-ROBUS-DCT-KOR
NIKDA		NIKDA-DCT-ROBUS-DCT-KOR
SONAL		SONAL-DCT-ROBUS-DCT-KOR
TNO	TNO	TNO-DCT-FISKO

2.6 Arriving traffic to ESMS



ESMS Arrival Connecting Point	ESMS STAR Initial Waypoint	Flight Plan
KULUD	ERNOV	DCT to KULUD-L621-ERNOV
MAKEL	DETUS	MAKEL-N851-GESKA-P605-KOSMO-L983-DETUS
TUDLO		DCT to TUDLO-L983-DETUS
MEGAR		MEGAR-P605-KOSMO-L983-DETUS (only DEP EDDH)

3. Arriving traffic to EKBI, EKKA and EKYT

EKBI Arrival Connecting Point	Flight Plan
GELBA	DCT GELBA
LOKSA	DCT LOKSA

EKKA Arrival Connecting Point	Flight Plan
REVBO	DCT REVBO
RIKSU	DCT RIKSU

EKYT Arrival Connecting Point	Flight Plan
AAL	DCT AAL
BAKIT	DCT BAKIT
GIPUG	DCT GIPUG

ENR 3.4 En-Route Holding

Holding ID FIX/Waypoint PSN (WGS-84)	Inbound track (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT MSL	TIME (MIN) or DIST outbound	Controlling unit and frequency Remarks
AALBORG	263	Right	230	3500 - FL 140	1	
Aalborg VOR/DME	263	Right	240	FL 150 - FL 200	1½	
57 06 13.39N 009 59 44.08E	263	Right	265	FL 210 - FL 340	1½	
	263	Right	0.83 Mach	FL 350 - FL 460	1½	

The En-Route Holdings may be used only when indicated as CLEARANCE LIMIT or after permission from ATC.

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 Radio Navigation Aids - En Route

1. Radio Navigation Aids - En Route. inside København FIR

Station (VAR)	ID	Channel/ Frequency	HR	Coordinates	DME ELEV (FT)	FRA relevance A= Arrival Connecting Point D= Departure Connecting Point I = Intermediate Point	Remarks
AALBORG VOR (4°E 2022) TACAN (4°E 2023)	AAL AAL	116.700 MHZ CH 114X	H24 H24	570613N 0095944E 570614N 0095934E	 56.8	(I)	DOC FL 500/100 NM. Unreliable in the sector from radial 160 to radial 200 in a distance of 23 NM from the VOR and out. DME INFO from TACAN AAL. Re-routing point. DOC FL 500/200 NM.
ALSIE VOR (4°E 2022)	ALS	114.700 MHZ	H24	545419N 0095936E		(DI)	DOC FL 500/60 NM, 80 NM 313°-063° MAG and 80 NM 198°-243° MAG, SID EKBI
BELLA DME	BEL	114.65 MHZ CH 93Y	H24	554728N 0120545E	135		DOC FL195 - 1500 FT/60 NM
CODAN DME	CDA	114.900 MHZ/ CH 96X	H24	550005N 0122245E	90.2		DOC FL 500/60 NM
ESEBO DME	ESE	116.600MHz/ CH113X	H24	553121N 0083331E	175.5		DOC 100 NM
KARUP TACAN (4°E 2023)	KAR	CH 37X	H24	561748N 0090031E	172.8		DOC FL500/200NM
KASTRUP DME	KAS	112.500 MHZ/ CH 72X	H24	553526N 0123649E	28.9		DOC FL 500/60 NM
KORSA VOR/DME (4°E 2022)	KOR	112.800 MHZ/ CH 75X	H24	552622N 0113754E	136.2	(AI)	DOC FL 500/80 NM STAR EKCH and EKRK
LEMME DME	LME	115.350 MHZ/ 100Y	H24	555934N 0082116E	76.1		DOC FL195/60NM
ODIN DME	ODN	115.500 MHZ/ CH 102x	H24	553452N 0103911E	24.0		DOC FL 500/60 NM, 80 NM 018°-063° MAG and 80 NM 213°-243° MAG, DME ODN 102X reduced range to 24 NM in direction 198 degrees at 3000 FT or below.
RAMME DME	RAM	111.850 MHZ/ CH 55Y	H24	562842N 0081115E	60.4		DOC FL 500/60 NM
RØNNE VOR (4°E 2016) TACAN (6°E 2023)	ROE ROE	112.000 MHZ CH 57X	H24 H24	550356N 0144531E 550343N 0144521E	 78.6	(AI)	DOC FL500/80 NM, 150 NM 017°-152° MAG DME INFO from TACAN ROE STAR EKCH and EKRK DOC FL 500/80 NM (Situated within Sweden FIR)
SKRYDSTRUP TACAN (4°E 2023)	SKR	110.400 MHZ/ CH 41X	H24	551344N 0091251E	138.4	(I)	DOC FL 500/80 NM
TRANO VOR/DME (4°E 2022)	TNO	117.400 MHZ/ CH 121X	H24	554627N 0112621E	- 11.9	(AI)	DOC FL 500/60 NM STAR EKCH and EKRK
VAMDRUP DME	VAM	110.050 MHZ 37Y	H24	552617N 0092006E	174.5		DOC FL195/60NM

ENR 4.2 Special Navigation Systems

NIL

ENR 4.3 Global Navigation Satellite System (GNSS)

NIL

ENR 4.4 Name-Code Designators for Significant Points

1. IFR Significant Points

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
ABINO	555806N 0095940E	P615, T56	(DI)	(D): EKBI
ABKAS	553548N 0080806E	L975	(I)	
ADIKU	552050N 0041759E	KY610		
ADSEN	560841N 0105302E	M852, M725	(I)	Re-routing point
ADUNU	550000N 0051217E	KY776		
ADVOP	560714N 0120702E	Z703	(I)	Re-routing point
ALASA	544831N 0095742E	M611, M852	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
AMADA	550000N 0062100E	N/A	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
AMRAK	544928N 0094502E	P999	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
AMRAM	555637N 0063803E	L983, N866, P60	(I)	Re-routing point
AMSEV	574031N 0084808E	L621, P602	(I)	
AMSUR	560602N 0123350E	T402	(I)	
AMTID	560355N 0043042E	KY877, KY882		
AMTOT	560226N 0121049E	Z702	(I)	
ANESI	552746N 0070000E	KY773, KY777, KY875		
ARBAG	554718N 0060000E	KY877		
ARTOR	582004N 0100856E	P615	(I)	
ARVIG	552623N 0082849E	KY875		
ASBIL	552219N 0095938E	L983, P615	(I)	
ASKEG	553310N 0112346E	L975	(I)	
ASKEK	554726N 0035934E	KY610, KY615		
ASLID	562047N 0112038E	T505, P990	(I)	Re-routing point
ASMUS	550500N 0083931E	P992	(I)	Re-routing point
ASVAN	560000N 0115600E	Z703	(I)	Re-routing point
ATNAK	570000N 0050000E	N/A	(I)	
ATTUS	545359N 0084658E	P992	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
BAGOS	543422N 0111612E	N850	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
BAKOG	560459N 0081420E	M609	(I)	
BAMPI	555034N 0081611E	M609, P60	(DI)	(D): EKBI
BANLU	552935N 0081445E	KY877		

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
BAVIL	553439N 0082948E	P614	(I)	
BAVTA	553611N 0081800E	L975, L983, M609, N607, N873, P601, P602, P613, P619, P992, T56, Z708, Z709, Z710, KY876	(I)	
BEBUL	554846N 0091521E	T56	(I)	Re-routing point
BEDRO	553552N 0060000E	KY876		
BEGAK	550000N 0072213E	KY782		
BELAP	552906N 0035946E	KY615		
BELUV	552741N 0043259E	KY875, KY889, KY980		
BETUD	550026N 0123121E	L983, EKCH SID	(DI)	(D): EKCH, EKRK
BEVUM	560149N 0115846E	Z703	(I)	
BINRO	580938N 0094710E	T551	(I)	
BISTA	551212N 0120723E	M725	(I)	
BUSOM	555631N 0052341E	L983, M604, P144	(I)	
DANKO	570000N 0064152E	M604, P15, P850	(I)	
DANOR	561207N 0033843E	KY980		
DANUM	550000N 0051653E	KY980		
DAVAL	552814N 0052804E	KY875		
DEMIR	545011N 0095110E	N872	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
DETNA	573515N 0110409E	N866, ESGG SID	(DI)	(D): ESGG
DIKAT	551240N 0043432E	KY776		
DINOK	552330N 0075052E	KY779, KY789, KY875, KY884, KY893		
DISGO	550906N 0124401E	T508	(I)	
DOBEL	553622N 0112324E	N872	(I)	
DOREV	553200N 0073500E	N/A	(I)	Re-routing point
DOROR	550000N 0070918E	KY777	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
DOSUR	545131N 0091139E	P729	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
EBAVA	544300N 0104200E	N/A	(I)	Re-routing point
EBUSA	550000N 0055409E	KY781		
EKDIV	554149N 0112247E	Z703	(I)	
EKMOL	550503N 0073443E	KY779, KY782		
ELMIG	553809N 0080845E	L983	(I)	
ELVAV	575758N 0105735E	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
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
KUGAL	550000N 0073714E	N/A	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
KULUD	561538N 0121959E	L621, Z703	(ADI)	(A): ESMS (D): ESMS, ESTL
KUNAR	553623N 0070000E	KY876, KY877		
KUVUS	572017N 0110000E	N607	(AI)	(A): ESGG
LAGUM	572720N 0091606E	L621, P601	(I)	Re-routing point
LANGO	545644N 0105123E	M611, P999, EKCH SID	(DI)	(D): EKCH, EKRK
LAPMA	563733N 0112051E	L621, T506	(I)	
LASGI	560648N 0122716E	N872	(I)	
LASRO	560423N 0084850E	N607	(I)	
LAVMA	552947N 0043641E	KY889		
LEBDA	552225N 0123743E	N851	(I)	
LESRA	552308N 0050000E	L975	(I)	
LILBI	551511N 0124058E	L990	(I)	
LINVI	570000N 0071338E	L39, P992	(I)	
LOBBI	571905N 0112953E	N873, ESGG STAR	(I)	
LOMPU	543532N 0111210E	T148	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
LUGAS	551947N 0105747E	P729	(I)	Primary holding, EKCH
LUPUR	545928N 0120303E	L990, M611	(I)	
LUTAN	552812N 0060000E	KY781, KY875		
LUTIR	550351N 0082458E	N/A	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
LUTUS	560603N 0095940E	M602, P615, T55	(I)	
MADAG	562250N 0120049E	L621,M869	(I)	Re-routing point
MAKEL	542658N 0114801E	N851	(EXAI)	(A): EKCH, EKRK, ESMS. Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
MAKUR	572547N 0112425E	N607, ESGG STAR	(I)	
MARIP	544323N 0112515E	L990, N850, Z701	(I)	
MATEK	550059N 0124803E	L983	(I)	Re-routing point
MAXEL	551233N 0115409E	N850, EKCH SID	(I)	
MEGAR	542806N 0113854E	P605	(EXAI)	(A): EKCH, EKRK, ESMS. Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
MIKRO	552454N 0080959E	KY875, N873	(DI)	(D): EKBI Re-routing point
MIKSI	561210N 0113527E	P990	(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
MISBI	555355N 0124021E	N850	(I)	
MITSI	570000N 0062721E	P619	(I)	
MONAK	545644N 0121849E	Q296, T298, Z711, EKCH STAR	(I)	
MOSAT	550231N 0124717E	P605	(I)	
NAMIK	562253N 0052627E	P60	(I)	
NAMON	561807N 0043611E	KY878, KY885		
NARBA	555112N 0080650E	P60, P992	(I)	
NARIG	561500N 0050000E	KY878		
NAROL	560021N 0121330E	N872	(I)	
NARSU	560700N 0060000E	KY878, KY881		
NAVDA	553534N 0095456E	L975	(I)	
NAVIK	555147N 0075811E	P60, P619	(I)	Re-routing point
NAVNI	552751N 0043930E	KY875		
NEBSA	554630N 0081700E	KY878		
NEBUM	555000N 0080000E	KY878, KY879		
NEDIK	542911N 0120354E	Q280	(EXI)	Only AVBL as Intermediate for traffic from/to aerodromes in DK-SE FAB
NERDO	575317N 0091342E	P621	(I)	
NEXEN	544839N 0113731E	L990, T503, EKCH SID	(DI)	(D): EKCH, EKRK
NIKDA	543631N 0121708E	Q296	(EXAI)	(A): EKCH. Only AVBL as Intermediate for traffic from/to aerodromes in DK-SE FAB
NIROD	580443N 0093700E	P601	(I)	
NIROX	555830N 0070000E	KY878		
NISEM	553929N 0095456E	P60	(I)	
NOREM	570000N 0054612E	KY994		
NORSO	570000N 0051030E	KY995		
NORTI	563128N 0113732E	L621	(I)	Re-routing point
NOVPO	560624N 0121428E	L997, EKCH SID	(I)	
NUGLO	555231N 0074652E	P60, P613	(I)	
NUSRI	551428N 0070000E	KY777, KY884		
ODARU	550545N 0124541E	M611	(I)	
ODDON	553452N 0103911E	L975, M602, P60	(DI)	
ODNAN	552431N 0080014E	KY875		
OKMAM	565346N 0063557E	P619, P850	(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
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		
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)	

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
VAXIT	563215N 0050000E	N581, P15, P60	(I)	
VEDAR	563154N 0120725E	L997, EKCH SID	(DI)	(D): EKCH, EKRK
VESUV	554300N 0044501E	KY874, KY886		
WOZNI	552809N 0050759E	KY875. KY886, KY888		

2. VFR Reporting Points near Aerodromes

AD	REP	PSN
Aalborg	Biersted Hasseris Svenstrup Vildmosen	57 09 19N 009 49 24E 57 02 07N 009 49 55E 56 57 38N 009 51 55E 57 13 01N 009 50 13E
Aarhus	Ebeltoft Grenaa Knebel Langsø Nødager Ryomgård	56 09 58N 010 40 26E 56 22 28N 010 50 56E 56 13 28N 010 26 56E 56 15 58N 010 36 56E 56 20 28N 010 37 26E 56 23 18N 010 26 55E
Billund	Egtved Give Karlskov Vandel Vorbasse	55 37 36N 009 17 52E 55 50 22N 009 10 42E 55 47 24N 009 10 42E 55 41 30N 009 10 30E 55 38 24N 009 04 14E
Bornholm/Rønne	Dueodde Hasle	54 59 28N 015 05 01E 55 11 38N 014 42 36E
Esbjerg	Gørding Skads Store Darum Varde Vester Nebel Dorid	55 28 23N 008 49 20E 55 30 40N 008 33 46E 55 24 53N 008 37 45E 55 37 28N 008 30 55E 55 32 26N 008 32 38E 55 31 10N 008 00 00E
Karup / Midtjyllands Lufthavn	Ikast Ilskov Kongenshus Sjørup	56 08 18N 009 07 55E 56 13 58N 009 06 46E 56 23 00N 009 07 56E 56 26 28N 009 08 45E
København/Kastrup	Holding West Tuborg Vallensbæk	55 36 48N 012 29 41E 55 42 58N 012 35 56E 55 36 43N 012 21 56E
København/Roskilde	Borup Ishøj Køge Valby	55 30 43N 011 58 26E 55 38 08N 012 17 21E 55 28 43N 012 08 16E 55 41 36N 012 08 02E
Odense / Hans Christian Andersen Airport	Bogense Lindø Lumby Stensby Vissenbjerg	55 34 40N 010 11 00E 55 27 25N 010 33 00E 55 28 00N 010 22 00E 55 30 00N 010 18 00E 55 24 05N 010 08 10E
Stauning	Lem North Skjern West South	56 01 48N 008 23 55E 56 00 36N 008 21 30E 55 56 38N 008 28 25E 55 59 00N 008 22 06E
Sønderborg	Bovrup Broager Bøjden Fynshav Gelting Nordborg Ærø North	54 59 33N 009 35 26E 54 54 18N 009 40 36E 55 04 40N 010 04 25E 54 59 45N 009 58 24E 54 45 16N 009 53 44E 55 03 58N 009 48 26E 54 57 58N 010 11 56E

ENR 4.5 Aeronautical Ground LightS

Name *IDENT* *(Coordinates)*	Type and Intensity (1000 candelas)	Characteristics	Operating hours	Remarks
BORNHOLM/RØNNE 55 04 10N 014 44 55E	ABN 320	FLG W EV 2.7 SEC	HO	
ESBJERG 55 31 34N 008 34 23E	ABN 320	FLG W EV 2 SEC	HO	
HERNING 56 10 58N 009 02 24E	ABN 170	FLG W EV 3 SEC	HO	
KALUNDBORG 55 41 58N 011 15 32E	ABN 120	FLG W EV 2 SEC	O/R	
KOLDING/VAMDRUP 55 26 13.38N 009 19 46.01E	ABN 200	FLG W EV 2,4 SEC	HO	
KRUSÅ-PADBORG	ABN -	-	-	
KØBENHAVN/ROSKILDE 55 35 24N 012 07 47E	ABN 320	FLG W EV 2 SEC	HO	
LOLLAND FALSTER/MARIBO 54 41 51.60N 011 26 43.67E	ABN 320	FLG W EV 2 SEC	HO	
LÆSØ 57 16 35N 011 00 27E	ABN 170	FLG W EV 3 SEC	HO	
ODENSE / HANS CHRISTIAN ANDERSEN AIRPORT 55 28 34N 010 19 25E	ABN 320	FLG W EV 2 SEC	HO	
RANDERS 56 30 17N 010 01 56E	ABN -	FLG W EV 2 SEC	HO	
SINDAL 57 30 17N 010 13 22E	ABN 320	FLG W EV 2 SEC	HO	
SKIVE 56 33 12N 009 09 51E	ABN 120	FLG W EV 2 SEC	HO	
STAUNING 55 59 30N 008 21 12E	ABN -	FLG W EV 2.5 SEC	HO	
THISTED 57 04 20N 008 41 36E	ABN 340	FLG W EV 2.5 SEC	HO	
TØNDER 54 55 46.65N 008 50 25.14E	ABN 170	FLG W EV 3 SEC	HO	
TÅSINGE / ELVIRA MADIGAN AIRPORT 55 00 49N 010 34 06E	ABN 55	FLG W EV 2.4 SEC	HO	
VESTHIMMERLAND 56 50 48N 009 27 58E	ABN -	FLG W EV 2 SEC	HO	
VIBORG 56 24 39N 009 24 34E	ABN 57	FLG W EV 2 SEC	HO	
ÆRØ 54 51 14N 010 27 24E	ABN 170	FLG W EV 3 SEC	HO	

ENR 5. NAVIGATION WARNINGS

ENR 5.1 Prohibited, Restricted and Danger Areas

1. General

1.1 All airspace within which the operation of civil aircraft may, for one reason or another be restricted - either temporarily or permanently - and all airspace in which a potential hazard to aircraft operations exist are classified according to the following three types of areas as defined by ICAO.

1.2 Prohibited area (P)

An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

1.3 Restricted area (R)

An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

1.4 Danger area (D)

An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

2. Area description

2.1 Designation

Each area is given a designation composed by the nationality letters "EK" followed by a letter indicating the type of the area and a number. A geographical name may be used in connection with the designation, e.g., EKR12 Gniben, EKD373 Rømø Vest.

2.2 Lateral limits

The lateral limits are normally defined by geometrical figures/lines, although geographical features such as coastlines are used as well.

2.3 Vertical limits

The upper limit is given in FT MSL or FL. The lower limit is usually GND, but may be given in FT MSL or FL.

For details, see the individual area description on the following pages.

2.4 Flight Plan Buffer Zone (FBZ)

FBZ has been established for IFR flight planning purposes only. Flight plans can be filed up to the boundary of the FBZ when active. Each area is given a designator composed by the area designation followed by a Z.
The route described in Item 15 shall consider the nominal track between two points according to the great circle. When an area is activated use FBZ coordinates for IFR flight Planning.

3. Flight within R- and D-areas

3.1 Flight within R-areas

Flight within Restricted Areas published active by NOTAM, may take place only after prior permission has been obtained from ACC København or from the ATS unit mentioned for the individual area. When flying in an area published active by NOTAM, two-way radio communication shall be maintained with the appropriate ATS unit. Military aircraft not under control by a civil ATC unit will adhere to regulations submitted by Tactical Air Command.

If emergencies or other unforeseen circumstances (e.g. HEMS or SAR flights of a life-saving nature) require it, the activities can normally be suspended, with approx. 10 minutes notice, by contacting the responsible ATC unit.

3.2 Flight within D-areas

Before beginning a flight, which may involve entry into a D-area, the pilot-in-command of an aircraft shall obtain information as to whether activities dangerous to the flight of aircraft are taking place within the area. If such activities are taking place entry into the area should be avoided.

If emergencies or other unforeseen circumstances (e.g. HEMS or SAR flights of a life-saving nature) require it, the activities can normally be suspended, with approx. 10 minutes notice, by contacting the responsible ATC unit

3.3 Information about activity within R- and D-areas

Information about the period and height which activities actually take place are notified by NOTAM and via EAUP/EUUP on Eurocontrol's NOP-portal:

https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/

4. Additional information regarding R- and D-areas

4.1 EKR25 ODENSE DRONEOMRÅDE 1

Drone operations may be continuous or non-continous in nature, NOTAM will indicate the status of the operations.

Conditions for continuous drone activity in EKR25:

No traffic permitted in the area when active. Information about actual drone activity can be obtained from Odense AFIS or ACC København.

In case of emergencies, SAR or HEMS flights requiring to enter/cross the area, the drones will be brought to an altitude of 500 FT MSL or less.

Conditions for non-continuous drone activity in EKR25:

No traffic permitted in the area while drone activities are performed within the area. Information about actual drone activity can be obtained from Odense AFIS or ACC København.

Note: For drone operations in the vicinity of the airport that can be terminated on request, EKOD has made arrangements to ensure that drone activities will be limited to facilitate traffic to and from the airport.

However, it is important to note that no traffic is allowed to enter the area until it is reported from Odense AFIS or ACC København that no drone activity is in progress within the area.

To and from EKOD IFR-flights can normally expect less than 5 minutes delay and VFR-flights less than 10 minutes delay. If delays beyond 5/10 minutes may be expected on a given day, this will be communicated by NOTAM.

In case of emergencies, SAR or HEMS flights requiring to enter/cross the area, the drones will be brought to an altitude of 500 FT MSL or less.

4.2 EKR26 ODENSE DRONEOMRÅDE 2

No traffic permitted in the area while drone activities are performed within the area. Information about actual drone activity can be obtained from Odense AFIS or ACC København. The area is primarily established for transit between EKR25 and EKR27.

Instrument approaches to EKOD RWY24 not available due to missed approach procedures penetrating area EKR26.

In case of emergencies, SAR or HEMS flights requiring to enter/cross the area, the drones will be brought to an altitude of 500 FT MSL or less.

4.3 EKR27 ODENSE DRONEOMRÅDE 3

Nominal track of OD24F Holdning and instrument flight procedures to EKOD are separated from the area.

In case of emergencies, SAR or HEMS flights requiring to enter/cross the area, the drones will be brought to an altitude of 500 FT MSL or less.

4.4 EKR28 ODENSE DRONEOMRÅDE 4

The area will either be activated from MSL - 1500 FT or from FL 55 - FL 75.

If 0-degree isotherm at 2500 FT or below and clouds in between 1500 and 2500 FT, the lower band will not be activated.

Note: FL 55 and FL 75 may be used en route by VFR flights.

4.5 EKR29 ODENSE DRONEOMRÅDE 5

The area will either be activated from MSL - 1500 FT or from FL 55 - FL 75.

If 0-degree isotherm at 2500 FT or below and clouds in between 1500 and 2500 FT, the lower band will not be activated.

Note: FL 55 and FL 75 may be used en route by VFR flights.

Description of Prohibited, Restricted and Danger Areas

Identification Name	Lateral Limits	Vertical Limits	Remark
PROHIBITED AREAS **NIL.**			

RESTRICTED AREAS			
EKR11 **SJÆLLANDS ODDE VEST**	56 00 28N 011 16 56E - 55 54 13N 011 13 56E - 55 55 08N 011 07 41E - 56 01 18N 011 04 36E - 56 06 43N 011 10 26E - 56 00 28N 011 16 56E	6500 FT MSL GND	AMC Manageable Area Activation by NOTAM ROSKILDE APP/TWR, AARHUS APP/TWR
EKR11Z **SJÆLLANDS ODDE VEST FBZ**	55 52 15N 011 18 31E - 55 51 00N 011 14 43E - 55 52 26N 011 04 57E - 55 53 33N 011 02 55E - 56 01 05N 010 59 08E - 56 02 19N 010 59 26E - 56 09 44N 011 07 24E - 56 09 42N 011 13 33E - 56 01 27N 011 22 07E - 56 00 16N 011 22 24E - 55 52 15N 011 18 31E	FL 080 3500 FT MSL	For IFR flight planning purposes only
EKR12 **GNIBEN**	56 00 28N 011 16 56E - 56 03 58N 011 13 17E - 56 04 38N 011 14 56E - 56 04 23N 011 20 36E - 56 01 38N 011 24 16E - 55 59 30N 011 23 56E - 56 00 28N 011 16 56E	UNL GND	AMC Manageable Area Activation by NOTAM ROSKILDE APP/TWR, AARHUS APP/TWR
EKR12Z **GNIBEN FBZ**	56 03 27N 011 07 36E - 56 05 43N 011 08 27E - 56 07 23N 011 12 33E - 56 07 40N 011 14 24E - 56 07 19N 011 22 11E - 56 06 42N 011 24 13E - 56 02 59N 011 29 10E - 56 01 55N 011 29 42E - 55 57 52N 011 29 03E - 55 56 15N 011 25 02E - 55 57 42N 011 14 36E - 55 58 26N 011 12 51E - 56 03 27N 011 07 36E	UNL 3500 FT MSL	For IFR flight planning purposes only
EKR13 **SJÆLLANDS REV**	56 00 28N 011 16 56E - 56 06 43N 011 10 26E - 56 10 38N 011 23 26E - 56 02 08N 011 31 36E - 55 58 31N 011 30 56E - 56 00 28N 011 16 56E	UNL GND	AMC Manageable Area Activation by NOTAM ROSKILDE APP/TWR, AARHUS APP/TWR
EKR13Z **SJÆLLANDS REV FBZ**	56 06 18N 011 04 38E - 56 08 45N 011 05 52E - 56 13 52N 011 22 51E - 56 13 09N 011 27 08E - 56 03 09N 011 36 43E - 56 02 16N 011 37 02E - 55 56 51N 011 36 00E - 55 55 16N 011 32 00E - 55 57 42N 011 14 35E - 55 58 26N 011 12 51E - 56 06 18N 011 04 38E	UNL 3500 FT MSL	For IFR flight planning purposes only
EKR14 **SJÆLLANDS ODDE ØST**	56 00 28N 011 16 56E - 56 06 43N 011 10 26E - 56 10 38N 011 23 26E - 56 10 28N 011 26 26E - 56 03 28N 011 35 56E - 55 57 58N 011 34 56E - 56 00 28N 011 16 56E	UNL GND	AMC Manageable Area Activation by NOTAM ROSKILDE APP/TWR, AARHUS APP/TWR
EKR14Z **SJÆLLANDS ODDE ØST FBZ**	56 06 18N 011 04 38E - 56 08 45N 011 05 52E - 56 13 29N 011 21 35E - 56 13 40N 011 23 10E - 56 13 23N 011 28 05E - 56 12 47N 011 30 03E - 56 04 49N 011 40 50E - 56 03 44N 011 41 23E - 55 56 18N 011 40 01E - 55 54 43N 011 36 00E - 55 57 42N 011 14 36E - 55 58 26N 011 12 51E- 56 06 18N 011 04 38E	UNL 3500 FT MSL	For IFR flight planning purposes only

Identification Name	Lateral Limits	Vertical Limits	Remark
EKR15 **SEJERØ ØST**	55 44 30N 011 17 18E - 55 47 44N 011 16 35E - 55 48 37N 011 07 12E - 55 44 42N 011 07 00E - 55 44 30N 011 17 18E	11500 FT MSL GND	AMC Manageable Area Activation by NOTAM ROSKILDE APP/TWR
EKR15Z **SEJERØ ØST FBZ**	55 41 45N 011 04 37E - 55 43 33N 011 01 37E - 55 50 04N 011 01 56E - 55 51 48N 011 05 41E - 55 50 32N 011 19 13E - 55 49 06N 011 21 40E - 55 43 30N 011 22 54E - 55 41 27N 011 19 34E - 55 41 45N 011 04 37E	FL 130 3500 FT MSL	For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), ROSBI N603 INPUN, ROSBI DCT INPUN and ROSBI DCT TNO accepted
EKR16 **SEJERØ VEST**	55 44 30N 011 17 18E - 55 45 20N 011 17 07E - 55 47 51N 011 12 56E - 55 48 04N 011 01 39E - 55 44 49N 011 01 27E - 55 44 30N 011 17 18E	18000 FT MSL GND	AMC Manageable Area Activation by NOTAM ROSKILDE APP/TWR
EKR16Z **SEJERØ VEST FBZ**	55 41 52N 010 59 04E - 55 43 41N 010 56 03E - 55 49 25N 010 56 24E - 55 51 06N 010 59 37E - 55 50 50N 011 14 11E - 55 50 20N 011 16 06E - 55 47 02N 011 21 36E - 55 46 11N 011 22 18E - 55 43 30N 011 22 53E - 55 41 27N 011 19 34E - 55 41 52N 010 59 04E	FL 195 3500 FT MSL	For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), ROSBI N603 INPUN, ROSBI DCT INPUN and ROSBI DCT TNO accepted
EKR17 **ISEFJORD**	55 55 35N 011 52 31E - 55 53 33N 011 50 14E - 55 49 38N 011 52 09E - 55 48 49N 011 45 43E - 55 53 45N 011 43 38E - 55 55 41N 011 46 57E - 55 55 35N 011 52 31E	12000 FT MSL GND	AMC Manageable Area Activation by NOTAM KØBENHAVN APP, ROSKILDE APP/TWR
EKR17Z **ISEFJORD FBZ**	55 53 04N 011 56 01E - 55 49 11N 011 57 54E - 55 46 59N 011 55 33E - 55 45 37N 011 44 45E - 55 46 55N 011 41 02E - 55 53 48N 011 38 07E - 55 55 16N 011 38 50E - 55 58 13N 011 43 53E - 55 58 42N 011 45 59E - 55 58 31N 011 55 48E - 55 55 27N 011 58 43E - 55 53 04N 011 56 01E	FL 135 2500 FT MSL	For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), EKCH SID ODDON (all) accepted
EKR18 **JÆGERSPRIS**	55 54 55N 011 51 47E - 55 54 00N 011 57 56E - 55 50 19N 011 57 56E - 55 49 38N 011 52 09E - 55 53 33N 011 50 14E - 55 54 55N 011 51 47E	12000 FT MSL GND	AMC Manageable Area Activation by NOTAM KØBENHAVN APP, ROSKILDE APP/TWR
EKR18Z **JÆGERSPRIS FBZ**	55 56 38N 012 01 04E - 55 55 01N 012 03 17E - 55 49 15N 012 03 16E - 55 47 36N 012 00 53E - 55 46 27N 011 51 11E - 55 47 41N 011 47 34E - 55 53 22N 011 44 46E - 55 54 37N 011 45 07E - 55 57 21N 011 48 12E - 55 58 04N 011 51 28E - 55 56 38N 012 01 04E	FL 135 2500 FT MSL	For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), EKCH SID GOLGA (all), EKCH SID ODDON (all) and EKRK departure DCT MIRGO accepted
EKR19 **MULTEX**	56 00 28N 011 16 56E - 56 06 43N 011 10 26E - 56 08 12N 011 15 16E - 56 15 00N 011 24 00E - 56 15 00N 011 36 00E - 56 01 12N 011 47 36E - 55 57 28N 011 38 25E - 56 00 28N 011 16 56E	UNL GND	AMC Manageable Area Activation by NOTAM ROSKILDE APP/TWR, AARHUS APP/TWR
EKR19Z **MULTEX FBZ**	56 06 18N 011 04 39E - 56 08 44N 011 05 51E - 56 10 30N 011 11 36E - 56 17 20N 011 20 22E - 56 18 00N 011 22 41E - 56 18 00N 011 37 34E - 56 17 04N 011 40 13E - 56 01 30N 011 53 17E - 55 59 24N 011 52 19E - 55 54 39N 011 40 36E - 55 54 24N 011 38 16E - 55 57 42N 011 14 35E - 55 58 26N 011 12 50E - 56 06 18N 011 04 39E	UNL 3500 FT MSL	For IFR flight planning purposes only.
EKR20 **YDERBY**	56 04 21N 011 18 22E - 55 59 30N 011 23 56E - 55 56 19N 011 14 57E - 56 01 33N 011 10 07E - 56 04 21N 011 18 22E	1500 FT MSL GND	AMC Manageable Area Activation by NOTAM KØBENHAVN APP, ROSKILDE APP/TWR

Identification Name	Lateral Limits	Vertical Limits	Remark
EKR25 **ODENSE DRONEOMRÅDE 1**	55 23 30N 010 15 00E - 55 29 30N 010 08 45E - 55 34 30N 010 24 00E - 55 28 30N 010 30 15E - 55 23 30N 010 15 00E	3500 FT MSL GND	For additional information, see ENR 5.1.4 ODENSE AFIS, ACC KØBENHAVN
EKR26 **ODENSE DRONEOMRÅDE 2**	55 29 30N 010 08 45E - 55 36 00N 010 02 15E - 55 36 00N 010 12 30E - 55 37 00N 010 17 00E - 55 37 00N 010 21 30E - 55 34 30N 010 24 00E - 55 29 30N 010 08 45E	3500 FT MSL GND	For additional information, see ENR 5.1.4 ODENSE AFIS, ACC KØBENHAVN
EKR27 **ODENSE DRONEOMRÅDE 3**	55 36 00N 009 56 00E - 55 44 00N 009 56 00E - 55 44 00N 010 24 30E - 55 39 00N 010 27 30E - 55 37 00N 010 25 00E - 55 37 00N 010 17 00E - 55 36 00N 010 12 30E - 55 36 00N 009 56 00E	FL 075 GND	For additional information, see ENR 5.1.4 ACC KØBENHAVN
EKR27Z **ODENSE DRONEOMRÅDE 3** **FBZ**	55 45 14N 009 50 40E - 55 47 00N 009 53 47E - 55 47 00N 010 26 14E - 55 45 52N 010 29 00E - 55 39 17N 010 32 57E - 55 37 51N 010 32 35E - 55 34 40N 010 28 35E - 55 34 00N 010 26 17E - 55 34 00N 010 18 00E - 55 33 06N 010 13 59E - 55 33 00N 010 12 59E - 55 33 00N 009 53 49E - 55 34 45N 009 50 42E - 55 45 14N 009 50 40E	FL 075 3500 FT MSL	For IFR flight planning purposes only
EKR28 **ODENSE DRONEOMRÅDE 4**	55 37 00N 010 25 00E - 55 39 00N 010 27 30E - 55 44 00N 010 24 30E - 55 44 00N 010 34 00E - 55 53 20N 010 45 15E - 55 48 12N 011 00 36E - 55 37 00N 010 49 00E - 55 37 00N 010 25 00E	FL 075 GND	For additional information, see ENR 5.1.4 ACC KØBENHAVN
EKR28Z **ODENSE DRONEOMRÅDE 4** **FBZ**	55 45 09N 010 19 05E - 55 47 00N 010 22 13E - 55 47 00N 010 31 10E - 55 56 00N 010 42 01E - 55 56 31N 010 46 09E - 55 50 08N 011 05 14E - 55 47 45N 011 06 19E - 55 34 48N 010 52 52E - 55 34 00N 010 50 24E - 55 34 00N 010 22 53E - 55 36 38N 010 19 19E - 55 39 23N 010 22 10E - 55 45 09N 010 19 05E	FL 075 FL 055	For IFR flight planning purposes only
EKR29 **ODENSE DRONEOMRÅDE 5**	55 53 20N 010 45 15E - 56 06 58N 011 01 41E - 55 55 08N 011 07 41E - 55 48 12N 011 00 36E - 55 53 20N 010 45 15E	FL 075 GND	For additional information, see ENR 5.1.4 ACC KØBENHAVN, AARHUS APP/TWR
EKR29Z **ODENSE DRONEOMRÅDE 5** **FBZ**	56 10 14N 010 59 08E - 56 09 38N 011 05 56E - 55 55 22N 011 13 08E - 55 54 10N 011 12 52E - 55 45 37N 011 04 07E - 55 44 59N 010 59 47E - 55 51 24N 010 40 32E - 55 53 56N 010 39 32E - 56 10 14N 010 59 08E	FL 075 FL 055	For IFR flight planning purposes only
EKR32 **OKSBY**	55 37 06N 008 10 07E - 55 32 46N 008 06 20E - 55 32 58N 008 10 15E - 55 36 51N 008 12 17E - 55 37 06N 008 10 07E	16500 FT MSL GND	AMC Manageable Area Activation by NOTAM BILLUND APP
EKR32Z **OKSBY FBZ**	55 39 31N 008 15 38E - 55 37 16N008 18 02E - 55 31 14N 008 14 52E - 55 30 04N 008 12 21E - 55 29 38N 008 03 42E - 55 36 58N 008 08 55E - 55 39 59N 008 08 28E - 55 40 15N 008 09 24E - 55 39 31N 008 15 38E	FL 180 3500 FT MSL	For IFR flight planning purposes only

Identification Name	Lateral Limits	Vertical Limits	Remark
EKR33 **VEJERS**	55 37 06N 008 10 07E - 55 37 33N 008 06 05E - 55 41 28N 008 04 00E - 55 34 06N 007 59 15E - 55 32 18N 007 59 25E - 55 32 46N 008 06 20E - 55 37 06N 008 10 07E	16500 FT MSL GND	AMC Manageable Area Activation by NOTAM BILLUND APP
EKR33Z **VEJERS FBZ**	55 30 45N 008 10 30E - 55 29 53N 008 08 18E - 55 29 34N 008 03 39E - 55 36 58N 008 08 55E - 55 44 24N 008 07 48E - 55 44 24N 008 08 00E - 55 40 09N 008 10 15E - 55 39 45N 008 13 43E - 55 37 06N 008 16 02E - 55 30 45N 008 10 30E	FL 180 3500 FT MSL	For IFR flight planning purposes only
EKR34 **BORDRUP**	55 32 58N 008 10 15E - 55 36 51N 008 12 17E - 55 37 33N 008 06 05E - 55 41 28N 008 04 00E - 55 40 38N 008 17 05E - 55 33 48N 008 18 45E - 55 32 58N 008 10 15E	12500 FT MSL GND	AMC Manageable Area Activation by NOTAM BILLUND APP
EKR34Z **BORDRUP FBZ**	55 44 15N 008 07 49E - 55 43 30N 008 19 30E - 55 42 04N 008 22 06E - 55 33 01N 008 24 18E - 55 31 03N 008 21 46E - 55 29 44N 008 08 15E - 55 31 42N 008 05 10E - 55 36 58N 008 08 55E - 55 44 15N 008 07 49E	FL 140 3500 FT MSL	For IFR flight planning purposes only
EKR35 **HENNE**	55 41 28N 008 04 00E - 55 46 13N 008 11 05E - 55 46 13N 008 15 45E - 55 40 38N 008 17 05E - 55 41 28N 008 04 00E	12500 FT MSL GND	AMC Manageable Area Activation by NOTAM BILLUND APP
EKR35Z **HENNE FBZ**	55 48 39N 008 07 46E - 55 49 13N 008 09 54E - 55 49 13N 008 17 45E - 55 47 44N 008 20 46E - 55 39 35N 008 22 42E - 55 37 29N 008 19 04E - 55 38 09N 008 08 45E - 55 48 16N 008 07 13E - 55 48 39N 008 07 46E	FL 140 3500 FT MSL	For IFR flight planning purposes only
EKR38 **RØMØ**	55 22 26N 008 41 56E - 55 17 56N 008 49 22E - 55 07 02N 008 49 22E - 55 02 30N 008 41 54E - 55 02 30N 008 29 27E - 55 04 17N 008 26 55E - 55 04 09N 008 23 31E - 55 04 00N 008 20 00E - 55 11 22N 008 11 07E - 55 22 46N 008 15 17E - 55 22 26N 008 41 56E	24500 FT MSL GND	AMC Manageable Area Activation by NOTAM SKRYDSTRUP APP/TWR
EKR38Z **RØMØ FBZ**	55 19 34N 008 53 54E - 55 18 30N 008 54 38E - 55 06 28N 008 54 37E - 55 05 23N 008 53 52E - 55 00 00N 008 44 58E - 54 59 30N 008 42 59E - 54 59 30N 008 28 16E - 55 00 05N 008 26 08E - 55 01 11N 008 24 34E - 55 01 09N 008 23 53E - 55 00 57N 008 19 00E - 55 01 38N 008 16 29E - 55 10 10N 008 06 11E - 55 11 23N 008 05 45E - 55 24 26N 008 10 30E - 55 25 47N 008 13 29E - 55 25 25N 008 43 07E - 55 24 56N 008 45 03E - 55 19 34N 008 53 54E	FL 260 3500 FT MSL	Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only
EKR39 **BORRIS SØNDERLAND**	55 54 28N 008 35 55E - 55 57 28N 008 39 55E - 55 54 58N 008 46 55E - 55 51 58N 008 43 55E - 55 54 28N 008 35 55E	12000 FT MSL GND	AMC Manageable Area Activation by NOTAM BILLUND APP
EKR39Z **BORRIS SØNDERLAND FBZ**	56 00 12N 008 36 53E - 56 00 38N 008 41 01E - 55 56 51N 008 51 36E - 55 54 32N 008 52 38E - 55 49 25N 008 47 30E - 55 48 45N 008 43 15E - 55 52 30N 008 31 12E - 55 55 10N 008 30 10E - 56 00 12N 008 36 53E	FL 135 3500 FT MSL	For IFR flight planning purposes only.

Identification Name	Lateral Limits	Vertical Limits	Remark
EKR40 **BORRIS ARTILLERIOMRÅDE**	55 53 28N 008 32 55E - 55 55 18N 008 34 25E - 55 59 28N 008 43 40E - 55 53 58N 008 54 55E - 55 51 48N 008 49 55E - 55 53 28N 008 32 55E	16500 FT MSL GND	AMC Manageable Area Activation by NOTAM BILLUND APP
EKR40Z **BORRIS ARTILLERIOMRÅDE FBZ**	55 56 52N 008 29 49E - 55 57 25N 008 30 34E - 56 02 29N 008 41 49E - 56 02 27N 008 45 43E - 55 55 17N 009 00 21E - 55 52 27N 009 00 11E - 55 49 02N 008 52 18E - 55 48 44N 008 50 06E - 55 50 46N 008 29 25E - 55 53 23N 008 26 57E - 55 56 52N 008 29 49E	FL 180 3500 FT MSL	For IFR flight planning purposes only.
EKR42 **JUVRE**	55 15 58N 008 26 55E - 55 15 58N 008 39 55E - 55 09 28N 008 39 55E - 55 09 28N 008 26 55E - 55 15 58N 008 26 55E	24500 FT MSL GND	AMC Manageable Area Activation by NOTAM SKRYDSTRUP APP/TWR
EKR42Z **JUVRE FBZ**	55 18 58N 008 42 06E - 55 17 13N 008 45 11E - 55 08 13N 008 45 10E - 55 06 28N 008 42 05E - 55 06 28N 008 24 45E - 55 08 13N 008 21 40E - 55 17 13N 008 21 39E - 55 18 58N 008 24 44E - 55 18 58N 008 42 06E	FL 260 3500 FT MSL	For IFR flight planning purposes only
EKR44 **HALK**	55 09 18N 009 30 56E - 55 10 58N 009 38 56E - 55 08 28N 009 46 56E - 55 04 58N 009 38 26E - 55 09 18N 009 30 56E	7000 FT MSL GND	AMC Manageable Area Activation by NOTAM SKRYDSTRUP APP/TWR
EKR44Z **HALK FBZ**	55 14 00N 009 38 12E - 55 13 55N 009 40 28E - 55 10 18N 009 52 00E - 55 07 00N 009 52 21E - 55 01 53N 009 39 55E - 55 02 04N 009 36 04E - 55 08 21N 009 25 11E - 55 11 33N 009 26 26E - 55 14 00N 009 38 12E	FL 085 1500 FT MSL	For IFR flight planning purposes only. Routing to/from ADEP/ADES EKSP accepted
EKR45 **HEVRING**	56 31 05N 010 23 19E - 56 34 57N 010 23 15E - 56 33 35N 010 30 39E - 56 32 42N 010 31 26E - 56 30 36N 010 25 09E - 56 31 05N 010 23 19E	12000 FT MSL GND	AMC Manageable Area Activation by NOTAM AARHUS APP/TWR
EKR45Z **HEVRING FBZ**	56 36 28N 010 17 47E - 56 38 17N 010 22 19E - 56 36 14N 010 33 25E - 56 35 27N 010 35 04E - 56 32 58N 010 37 15E - 56 30 44N 010 36 03E - 56 27 38N 010 26 48E - 56 27 34N 010 24 03E - 56 28 45N 010 19 34E - 56 30 12N 010 17 54E - 56 36 28N 010 17 47E	FL 135 3500 FT MSL	For IFR flight planning purposes only
EKR47 **TRANUM NORD**	57 15 21N 009 28 11E - 57 15 58N 009 29 35E - 57 12 37N 009 39 05E - 57 10 24N 009 38 05E - 57 15 21N 009 28 11E	3500 FT MSL GND	AMC Manageable Area Activation by NOTAM AALBORG APP/TWR
EKR48 **TRANUM SYD**	57 07 58N 009 31 55E - 57 09 58N 009 20 55E - 57 12 04N 009 20 55E - 57 15 21N 009 28 11E - 57 10 24N 009 38 05E - 57 07 58N 009 31 55E	12000 FT MSL GND	AMC Manageable Area Activation by NOTAM AALBORG APP/TWR
EKR48Z **TRANUM SYD FBZ**	57 07 26N 009 17 28E - 57 09 00N 009 15 23E - 57 12 44N 009 15 23E - 57 13 56N 009 16 25E - 57 18 23N 009 26 14E - 57 18 19N 009 30 25E - 57 11 38N 009 43 46E - 57 08 48N 009 43 27E - 57 05 07N 009 34 05E - 57 04 53N 009 31 26E - 57 07 26N 009 17 28E	FL 135 3500 FT MSL	For IFR flight planning purposes only
EKR53 **LYSEGRUND SYD**	56 19 08N 011 57 46E - 56 18 13N 012 00 36E - 56 13 08N 012 03 16E - 56 11 43N 011 59 56E - 56 13 38N 011 46 06E - 56 19 08N 011 57 46E	6000 FT MSL GND	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN

Identification Name	Lateral Limits	Vertical Limits	Remark
EKR53Z **LYSEGRUND SYD FBZ**	56 20 31N 012 04 13E - 56 19 37N 012 05 30E - 56 13 05N 012 08 55E - 56 11 19N 012 07 52E - 56 08 55N 012 02 14E - 56 08 38N 011 59 49E - 56 11 09N 011 41 36E - 56 14 43N 011 40 06E - 56 22 02N 011 55 35E - 56 22 12N 011 59 00E - 56 20 31N 012 04 13E	FL 075 3500 FT MSL	For IFR flight planning purposes only
EKR70 **BLOKHUS**	57 06 58N 009 20 55E - 57 10 58N 009 14 25E - 57 14 28N 009 14 25E - 57 18 58N 009 23 55E - 57 18 58N 009 29 55E - 57 10 58N 009 36 55E - 57 06 58N 009 31 55E - 57 06 58N 009 20 55E	30000 FT MSL GND	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN AALBORG APP/TWR
EKR70Z **BLOKHUS FBZ**	57 09 23N 009 09 36E - 57 10 25N 009 08 53E - 57 15 07N 009 08 52E - 57 16 18N 009 09 51E - 57 21 35N 009 21 01E - 57 21 58N 009 22 54E - 57 21 58N 009 31 32E - 57 21 02N 009 34 15E - 57 11 32N 009 42 33E - 57 09 56N 009 42 19E - 57 04 40N 009 35 43E - 57 03 58N 009 33 17E - 57 03 58N 009 19 44E - 57 04 30N 009 17 34E - 57 09 23N 009 09 36E	FL 315 3500 FT MSL	For IFR flight planning purposes only
EKR78 **NYMINDEGAB VEST**	55 54 00N 008 01 30E - 55 54 00N 008 09 30E - 55 47 00N 008 11 00E - 55 47 00N 008 01 30E - 55 54 00N 008 01 30E	3000 FT MSL GND	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN Target towing. In connection with flights to and from Nymindegab private airfield supplementary information about periods of activities may be obtained from: Hjemmeværnsskolen, Kommandantskabet, TEL +45 76 52 34 56
EKR79 **NYMINDEGAB ØST**	55 51 58N 008 09 35E - 55 52 00N 008 13 42E - 55 48 00N 008 13 47E - 55 47 59N 008 10 26E - 55 51 58N 008 09 35E	3000 FT MSL GND	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN Target towing. In connection with flights to and from Nymindegab private airfield supplementary information about periods of activities may be obtained from: Hjemmeværnsskolen, Kommandantskabet, TEL +45 76 52 34 56
EKR80 **KALLESMÆRSK ØST**	55 32 18N 007 59 25E - 55 34 06N 007 59 15E - 55 41 28N 008 04 00E - 55 43 58N 008 02 37E - 55 39 58N 007 55 55E - 55 33 39N 007 49 52E - 55 32 18N 007 59 25E	16500 FT MSL GND	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKR81 **KALLESMÆRSK VEST**	55 33 39N 007 49 52E - 55 39 58N 007 55 55E - 55 43 58N 008 02 37E - 55 48 03N 008 00 20E - 55 46 40N 007 56 15E - then counterclockwise along an arc, with a radius of 13,5 NM centred at 55 35 01N 008 08 12E to 55 38 55N 007 45 25E - 55 34 36N 007 43 32E - 55 33 39N 007 49 52E	16500 FT MSL GND	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKR95 **RAGHAMMER ODDE**	55 00 58N 014 44 56E - 55 03 28N 015 00 26E - 54 55 58N 015 03 56E - 54 54 28N 014 54 56E - 54 56 58N 014 46 26E - 55 00 58N 014 44 56E	23000 FT MSL GND	
EKR96 **HULLEBÆK**	55 00 33N 014 50 36E - 55 01 38N 014 55 41E - 55 01 38N 014 57 11E - 54 58 48N 014 58 46E - 54 58 13N 014 54 11E - 55 00 33N 014 50 36E	10500 FT MSL GND	

Identification Name	Lateral Limits	Vertical Limits	Remark

DANGER AREAS

EKD310 **JYL A - TSA**	57 14 30N 008 57 00E - 57 14 28N 009 00 00E - 56 27 06N 009 00 00E - 56 27 13N 008 01 57E - 56 50 19N 007 51 19E - 57 14 30N 008 57 00E	FL340 FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKD310Z **JYL A - TSA FBZ**	57 17 01N 008 55 39E - 57 16 55N 009 04 37E - 56 24 34N 009 04 31E - 56 24 42N 007 58 26E - 56 51 23N 007 46 06E - 57 17 01N 008 55 39E	FL350 FL145	For IFR flight planning purposes only
EKD320 **NS A - TSA**	56 27 00N 005 04 31E - 56 27 00N 006 30 00E - 56 05 00N 006 30 00E - 56 05 00N 005 04 29E - 56 27 00N 005 04 31E	FL660 GND	AMC Manageable Area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD320.
EKD320Z **NS A - TSA FBZ**	56 29 29N 005 00 00E - 56 29 28N 006 34 31E - 56 02 28N 006 34 28E - 56 02 28N 005 00 00E - 56 29 29N 005 00 00E	FL660 FL195	For IFR flight planning purposes only
EKD321 **NS B - TSA**	56 27 00N 006 30 00E - 56 27 00N 007 34 00E - 56 05 00N 007 36 30E - 56 05 00N 006 30 00E - 56 27 00N 006 30 00E	FL660 GND	AMC Manageable Area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD321.
EKD321Z **NS B - TSA FBZ**	56 29 29N 007 38 15E - 56 02 28N 007 41 16E - 56 02 29N 006 25 32E - 56 29 29N 006 25 29E - 56 29 29N 007 38 15E	FL660 FL195	For IFR flight planning purposes only
EKD322 **NS C - TSA**	56 05 00N 005 04 29E - 56 05 00N 006 30 00E - 55 36 00N 006 30 00E - 55 36 00N 006 00 00E - 55 22 32N 005 24 13E - 55 07 56N 005 04 22E - 56 05 00N 005 04 29E	FL660 GND	AMC Manageable Area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD322. When military traffic operate within TYRA FIZ they will operate in accordance with rules and procedures applicable for TYRA FIZ. This includes the establishment of two-way radio communication with TYRA Information.
EKD322Z **NS C - TSA FBZ**	56 07 29N 005 00 00E - 56 07 28N 006 34 29E - 55 33 29N 006 34 25E - 55 33 30N 006 01 20E - 55 20 40N 005 27 14E - 55 04 24N 005 05 08E - 55 06 43N 005 00 00E - 56 07 29N 005 00 00E	FL660 FL195	For IFR flight planning purposes only

Identification Name	Lateral Limits	Vertical Limits	Remark
EKD323 **NS D - TSA**	56 05 00N 006 30 00E - 56 05 00N 007 36 30E - 55 36 00N 007 39 30E - 55 36 00N 006 30 00E - 56 05 00N 006 30 00E	FL660 GND	AMC Manageable Area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD323.
EKD323Z **NS D - TSA FBZ**	56 07 29N 006 25 31E - 56 07 29N 007 40 44E - 55 33 28N 007 44 11E - 55 33 29N 006 25 35E - 56 07 29N 006 25 31E	FL660 FL195	For IFR flight planning purposes only
EKD324 **NS E - TSA**	55 36 00N 006 00 00E - 55 36 00N 006 30 00E - 55 00 00N 006 29 58E - 55 00 00N 005 04 22E - 55 07 56N 005 04 22E - 55 22 32N 005 24 13E - 55 36 00N 006 00 00E	FL660 GND	AMC Manageable Area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD324.
EKD324Z **NS E - TSA FBZ**	55 38 30N 005 58 40E - 55 38 29N 006 34 26E - 54 57 28N 006 34 19E - 54 57 28N 005 00 00E - 55 08 47N 005 00 00E - 55 24 23N 005 21 11E - 55 38 30N 005 58 40E	FL660 FL195	For IFR flight planning purposes only
EKD325 **NS F - TSA**	55 36 00N 006 30 00E - 55 36 00N 007 39 30E - 55 00 00N 007 38 37E - 55 00 00N 006 29 58E - 55 36 00N 006 30 00E	FL660 GND	AMC Manageable Area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD325.
EKD325Z **NS F - TSA FBZ**	55 38 29N 007 44 00E - 54 57 29N 007 42 54E - 54 57 29N 006 25 37E - 55 38 29N 006 25 35E - 55 38 29N 007 44 00E	FL660 FL195	For IFR flight planning purposes only
EKD350 **YDERFLAK**	56 06 43N 011 10 26E - 56 01 18N 011 04 36E - 56 06 58N 011 01 41E - 56 09 18N 011 07 26E - 56 06 43N 011 10 26E	6500 FT MSL GND	AMC Manageable Area Activation by NOTAM Gun firing
EKD350Z **YDERFLAK FBZ**	55 58 04N 011 07 23E - 55 58 35N 011 00 25E - 56 07 03N 010 56 03E - 56 08 50N 010 57 08E - 56 12 29N 011 06 08E - 56 12 01N 011 10 42E - 56 07 37N 011 15 47E - 56 05 54N 011 15 50E - 55 58 04N 011 07 23E	FL 080 3500 FT MSL	For IFR flight planning purposes only
EKD351 **SCHULTZ GRUND**	56 06 43N 011 10 26E - 56 09 18N 011 07 26E - 56 10 48N 011 11 06E - 56 10 38N 011 23 26E - 56 06 43N 011 10 26E	UNL GND	AMC Manageable Area Activation by NOTAM Gun firing
EKD351Z **SCHULTZ GRUND FBZ**	56 08 40N 011 01 45E - 56 11 01N 011 02 31E - 56 13 31N 011 08 38E - 56 13 49N 011 10 20E - 56 13 34N 011 27 42E - 56 09 05N 011 29 38E - 56 03 31N 011 11 09E - 56 04 06N 011 07 04E - 56 08 40N 011 01 45E	UNL 3500 FT MSL	For IFR flight planning purposes only

Identification Name	Lateral Limits	Vertical Limits	Remark
EKD352 **LYSEGRUND NORD**	56 27 23N 011 35 21E - 56 19 08N 011 57 46E - 56 13 38N 011 46 06E - 56 14 18N 011 41 56E - 56 21 43N 011 29 21E - 56 27 23N 011 35 21E	6000 FT MSL GND	AMC Manageable Area Activation by NOTAM Gun firing
EKD352Z **LYSEGRUND NORD FBZ**	56 20 47N 012 03 01E - 56 17 48N 012 03 19E - 56 10 52N 011 48 34E - 56 10 32N 011 45 55E - 56 11 32N 011 39 45E - 56 11 57N 011 38 30E - 56 20 23N 011 24 10E - 56 22 22N 011 23 46E - 56 30 01N 011 31 51E - 56 30 36N 011 36 24E - 56 20 47N 012 03 01E	FL 075 3500 FT MSL	For IFR flight planning purposes only
EKD371 **MARSTAL BUGT**	54 45 00N 010 18 12E - 54 45 00N 010 25 00E - 54 41 00N 010 35 00E - 54 35 57N 010 35 00E - 54 38 40N 010 25 12E - 54 45 00N 010 18 12E	48000 FT MSL GND	AMC Manageable Area Activation by NOTAM PPR from Langen Information for penetration
EKD371Z **MARSTAL BUGT FBZ**	54 48 00N 010 25 48E - 54 47 44N 010 27 18E - 54 43 03N 010 39 01E - 54 41 44N 010 40 11E - 54 34 18N 010 40 11E - 54 32 32N 010 35 21E - 54 36 08N 010 22 19E - 54 36 42N 010 21 13E - 54 44 53N 010 12 10E - 54 48 00N 010 15 07E - 54 48 00N 010 25 48E	FL 495 3500 FT MSL	Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only
EKD373 **RØMØ VEST**	55 00 53N 008 04 22E - 55 19 58N 008 16 55E - 55 19 58N 008 26 55E - 55 09 28N 008 26 55E - 55 04 00N 008 20 00E - 55 00 53N 008 04 22E	40000 FT MSL GND	AMC Manageable Area Activation by NOTAM Gun firing
EKD373Z **RØMØ VEST FBZ**	55 21 54N 008 12 34E - 55 22 58N 008 15 16E - 55 22 58N 008 29 06E - 55 21 13N 008 32 11E - 55 09 00N 008 32 10E - 55 08 05N 008 31 39E - 55 01 52N 008 23 46E - 55 01 19N 008 22 28E - 54 57 25N 008 02 57E - 55 00 09N 007 58 18E - 55 21 54N 008 12 34E	FL 415 3500 FT MSL	Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only
EKD389 **SKAGEN NORD**	58 02 58N 010 53 20E - 58 30 00N 010 30 00E - 58 21 57N 010 12 56E - 58 02 58N 010 29 55E - 58 02 58N 010 53 20E	60000 FT MSL GND	AMC Manageable Area Activation by NOTAM Gun firing
EKD389Z **SKAGEN NORD FBZ**	58 30 00N 010 30 00E - 57 59 58N 010 55 53E - 57 59 58N 010 28 17E - 58 00 54N 010 25 29E - 58 19 51N 010 08 30E - 58 30 00N 010 30 00E	FL 615 3500 FT MSL	For IFR flight planning purposes only
EDD28 **OSTSEE/SCHÖNHAGEN**	54 45 00N 010 09 24E - 54 45 00N 010 18 12E - 54 38 40N 010 25 12E - 54 35 57N 010 35 00E - 54 34 00N 010 35 00E - 54 32 39N 010 31 37E - 54 35 35N 010 20 24E - 54 45 00N 010 09 24E	48000 FT MSL GND	AMC Manageable Area. See AIP Germany for detail
EDD28Z **OSTSEE/SCHÖNHAGEN FBZ**	54 47 30N 010 06 20E - 54 47 20N 010 20 30E - 54 40 37N 010 28 10E - 54 37 31N 010 39 18E - 54 32 41N 010 39 17E - 54 29 48N 010 32 03E - 54 33 36N 010 17 32E - 54 44 38N 010 04 37E - 54 47 30N 010 06 20E	FL 515 GND	For IFR flight planning purposes only. See AIP Germany for detail

ENR 5.2 Military Exercise and Training Areas

1. Temporary Segregated Areas (TSA)

1.1 General

Within the areas described in the table overleaf, special training flights with military fighter aircraft may take place periodically.

1.2 Special for IFR flights

For IFR flights, an ATC clearance, necessitating the entry into a TSA, will ensure that the flight will be separated from special training flights with the prescribed separation minima. IFR flights should flightplan to avoid an active TSA using the ATS route system or waypoints established for flight planning in Free Route Airspace.

1.3 Information about the activity within the TSAs

Information about the period and height which activities actually take place are notified by NOTAM and via EAUP//EUUP on Eurocontrols NOP-portal:

https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/

Note: The areas are shown on ANC Denmark 1:500 000, reverse.

1.5 Special for VFR flights

VFR flights should avoid entering an active TSA.

Table. Temporary Segregated Areas

Identification Name	Lateral Limits	Vertical Limits	Remark
EKTSAJY2 **JYL B - TSA**	57 14 28N 009 00 00E - 57 14 00N 009 54 00E - 56 27 00N 009 54 30E - 56 27 06N 009 00 00E - 57 14 28N 009 00 00E	FL340 FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY2Z **JYL B - TSA FBZ**	57 16 59N 008 55 23E - 57 16 27N 009 58 36E - 56 24 28N 009 59 03E - 56 24 35N 008 55 29E - 57 16 59N 008 55 23E	FL350 FL145	For IFR flight planning purposes only
EKTSAJY3 **JYL C - TSA**	56 27 13N 008 01 57E - 56 27 06N 009 00 00E - 56 00 00N 009 00 00E - 56 00 00N 008 12 07E - 56 27 13N 008 01 57E	FL660 FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY3Z **JYL C - TSA FBZ**	56 29 43N 007 56 23E - 56 29 34N 009 04 31E - 55 57 29N 009 04 28E - 55 57 29N 008 08 29E - 56 29 43N 007 56 23E	FL660 FL145	For IFR flight planning purposes only
EKTSAJY4 **JYL D - TSA**	56 27 06N 009 00 00E - 56 27 00N 009 54 30E - 56 00 00N 009 54 30E - 56 00 00N 009 00 00E - 56 27 06N 009 00 00E	FL660 FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY4Z **JYL D - TSA FBZ**	56 29 36N 008 55 29E - 56 29 29N 009 59 02E - 55 57 29N 009 58 58E - 55 57 29N 008 55 32E - 56 29 36N 008 55 29E	FL660 FL145	For IFR flight planning purposes only
EKTSAJY5 **JYL E - TSA**	56 00 00N 008 12 07E - 56 00 00N 009 00 00E - 55 26 50N 009 00 00E - 55 25 30N 008 26 30E - 56 00 00N 008 12 07E	FL660 FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY5Z **JYL E - TSA FBZ**	56 02 29N 008 06 28E - 56 02 29N 009 04 28E - 55 24 30N 009 04 24E - 55 22 51N 008 23 04E - 56 02 29N 008 06 28E	FL660 FL145	For IFR flight planning purposes only
EKTSAJY6 **JYL F - TSA**	56 00 00N 009 00 00E - 56 00 00N 009 54 30E - 55 29 00N 009 54 30E - 55 26 50N 009 00 00E - 56 00 00N 009 00 00E	FL660 FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY6Z **JYL F - TSA FBZ**	56 02 29N 009 58 59E - 55 26 39N 009 58 54E - 55 24 08N 008 55 36E - 56 02 29N 008 55 32E - 56 02 29N 009 58 59E	FL660 FL145	For IFR flight planning purposes only

2. Temporary Reserved Area (TRA)

2.1 General

Within the areas described in the table below, special training flights with military fighter aircraft may take place periodically.

The training flights are conducted with due regard to civil flights but the Rules of The Air procedures concerning right-of-way may not always be complied with.

IFR flights will be separated from special training flights. VFR flights should avoid entering an active TRA. If entry can not be avoided, two-way radio communication should be established with relevant ATS-unit. The ATS-unit will forward the information to the military ATS-units concerned.

2.2 Information about use

Information about use may be obtained from the relevant ATS-unit

Note: The areas are shown on ANC Denmark 1:500 000, reverse.

Table. Temporary Reserved Areas

Identification, Name, Lateral Limits and Vertical Limits (Upper/Lower)	ATS-unit/CS	Remarks
EKTRAAA1 **AALBORG** 57 38 58N 010 28 55E - 57 22 38N 010 45 25E - 57 01 58N 010 48 55E - 56 33 43N 009 54 55E - 56 38 28N 009 42 25E - 56 38 28N 008 47 35E - 56 59 58N 008 33 55E - 57 07 13N 008 36 25E - 57 38 58N 010 07 25E - 57 38 58N 010 28 55E FL 195/FL 55	AALBORG APPROACH	H24
EKTRAAR1 **AAR** 55 20 00N 005 44 00E - 55 20 00N 007 39 06E - 55 00 00N 007 38 37E - 55 00 00N 005 44 00E - 55 20 00N 005 44 00E FL 330/FL 145	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAHA1 **HANS 1** 57 00 00N 007 30 00E - 57 07 00N 007 43 30E - 56 50 19N 007 51 19E - 56 43 00N 007 32 00E - 57 00 00N 007 30 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAHA2 **HANS 2** 56 43 00N 007 32 00E - 56 50 19N 007 51 19E - 56 27 13N 008 01 57E - 56 27 00N 007 34 00E - 56 43 00N 007 32 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAHA3 **HANS 3** 57 07 00N 007 43 30E - 57 36 23N 008 39 59E - 57 33 38N 008 45 52E - 57 07 13N 008 36 25E - 56 50 19N 007 51 19E - 57 07 00N 007 43 30E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAHA4 **HANS 4** 56 50 19N 007 51 19E - 57 07 13N 008 36 25E - 56 41 30N 008 27 30E - 56 31 30N 008 00 00E - 56 50 19N 007 51 19E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAHA5 **HANS 5** 57 33 38N 008 45 52E - 57 17 18N 009 20 24E - 57 14 18N 009 24 21E - 57 14 30N 008 57 00E - 57 07 13N 008 36 25E - 57 33 38N 008 45 52E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAHA6 **HANS 6** 57 07 13N 008 36 25E - 57 14 30N 008 57 00E - 57 14 18N 009 24 21E - 57 05 19N 009 36 06E - 56 41 30N 008 27 30E - 57 07 13N 008 36 25E - FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAJY1 **JYL 1** 57 14 30N 008 57 00E - 57 14 28N 009 00 00E - 56 27 06N 009 00 00E - 56 27 13N 008 01 57E - 56 50 19N 007 51 19E - 57 14 30N 008 57 00E FL 340/FL 145	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAJY2 **JYL 2** 57 14 28N 009 00 00E - 57 14 00N 009 54 00E - 56 27 00N 009 54 30E - 56 27 06N 009 00 00E - 57 14 28N 009 00 00E FL 340/FL 145	ACC København/Copenhagen Control or Copenhagen Information	H24

Identification, Name, Lateral Limits and Vertical Limits (Upper/Lower)	ATS-unit/CS	Remarks
EKTRAJY3 **JYL 3** 56 27 13N 008 01 57E - 56 27 06N 009 00 00E - 56 00 00N 009 00 00E - 56 00 00N 008 12 07E - 56 27 13N 008 01 57E FL 660/FL 145	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAJY4 **JYL 4** 56 27 06N 009 00 00E - 56 27 00N 009 54 30E - 56 00 00N 009 54 30E - 56 00 00N 009 00 00E - 56 27 06N 009 00 00E FL 660/FL 145	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAJY5 **JYL 5** 56 00 00N 008 12 07E - 56 00 00N 009 00 00E - 55 26 50N 009 00 00E - 55 25 30N 008 26 30E - 56 00 00N 008 12 07E FL 660/FL 145	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAJY6 **JYL 6** 56 00 00N 009 00 00E - 56 00 00N 009 54 30E - 55 29 00N 009 54 30E - 55 26 50N 009 00 00E - 56 00 00N 009 00 00E FL 660/FL 145	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAKA1 **KARUP** 56 38 28N 009 42 25E - 56 33 43N 009 54 55E - 56 11 28N 009 54 55E - 56 03 17N 009 29 55E - 56 05 08N 008 18 55E - 56 27 13N 008 15 25E - 56 38 28N 008 47 35E - 56 38 28N 009 42 25E FL 195/FL 55	KARUP APPROACH	H24
EKTRAKT1 **KATTEGAT 1 (KGT 1)** 57 44 56N 011 08 34E - 57 08 16N 011 38 38E - 57 01 58N 010 48 55E - 57 22 38N 010 45 25E - 57 30 58N 010 37 01E - 57 44 56N 011 08 34E FL 195/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRAKT2 **KATTEGAT 2 (KGT 2)** 57 08 16N 011 38 38E - 56 59 08N 011 45 58E - 56 27 15N 011 59 01E - 56 17 15N 011 36 56E - 56 35 06N 010 47 02E - 56 51 38N 010 28 55E - 57 01 58N 010 48 55E - 57 08 16N 011 38 38E FL 195/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRALA1 **LANGELAND (LAN)** 55 15 48N 011 05 57E - 54 59 28N 011 33 46E - 54 36 10N 011 10 00E - 54 38 40N 011 00 00E - 54 39 10N 010 50 00E - 54 39 20N 010 40 00E - 54 39 30N 010 30 00E - 54 42 00N 010 20 00E - 54 44 35N 010 10 00E - 54 44 47N 010 09 00E - 54 59 24N 010 25 09E - 55 15 48N 011 05 57E FL 195/GND	ACC København/Copenhagen Control or Copenhagen Information	H24

Identification, Name, Lateral Limits and Vertical Limits (Upper/Lower)	ATS-unit/CS	Remarks
EKTRANS1 **NS 1** 57 00 00N 005 04 35E - 57 00 00N 006 30 00E - 56 27 00N 006 30 00E - 56 27 00N 005 04 31E - 57 00 00N 005 04 35E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRANS2 **NS 2** 57 00 00N 006 30 00E - 57 00 00N 007 30 00E - 56 43 00N 007 32 00E - 56 27 00N 007 34 00E - 56 27 00N 006 30 00E - 57 00 00N 006 30 00E - FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRANS3 **NS 3** 56 27 00N 005 04 31E - 56 27 00N 006 30 00E - 56 05 00N 006 30 00E - 56 05 00N 005 04 29E - 56 27 00N 005 04 31E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRANS4 **NS 4** 56 27 00N 006 30 00E - 56 27 00N 007 34 00E - 56 05 00N 007 36 30E - 56 05 00N 006 30 00E - 56 27 00N 006 30 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRANS5 **NS 5** 56 05 00N 005 04 29E - 56 05 00N 006 30 00E - 55 36 00N 006 30 00E - 55 36 00N 006 00 00E - 55 22 32N 005 24 13E - 55 07 56N 005 04 22E - 56 05 00N 005 04 29E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24 When military traffic operates within TYRA FIZ they will operate in accordance with rules and procedures applicable for TYRA FIZ. This includes the establishment of two-way radio communication with TYRA Information.
EKTRANS6 **NS 6** 56 05 00N 006 30 00E - 56 05 00N 007 36 30E - 55 36 00N 007 39 30E - 55 36 00N 006 30 00E - 56 05 00N 006 30 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRANS7 **NS 7** 55 36 00N 006 00 00E - 55 36 00N 006 30 00E - 55 00 00N 006 29 58E - 55 00 00N 005 04 22E - 55 07 56N 005 04 22E - 55 22 32N 005 24 13E - 55 36 00N 006 00 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRANS8 **NS 8** 55 36 00N 006 30 00E - 55 36 00N 007 39 30E - 55 00 00N 007 38 37E - 55 00 00N 006 29 58E - 55 36 00N 006 30 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24
EKTRANS9 **NS 9** 56 27 13N 008 01 57E - 56 05 00N 008 10 00E - 56 05 00N 007 36 30E - 56 27 00N 007 34 00E - 56 27 13N 008 01 57E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24 When military operations require priority IFR flight may expect up to 10 NM route extension by tactical radar vectors.
EKTRANS10 **NS 10** 56 05 00N 007 36 30E - 56 05 00N 008 10 00E - 55 25 30N 008 26 30E - 55 24 21N 008 00 07E - 55 22 52N 007 39 10E - 55 36 00N 007 39 30E - 56 05 00N 007 36 30E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24 When military operations require priority IFR flight may expect up to 10 NM route extension by tactical radar vectors.

Identification, Name, Lateral Limits and Vertical Limits (Upper/Lower)	ATS-unit/CS	Remarks
EKTRANS11 **NS 11** 55 25 30N 008 26 30E - 55 04 17N 008 26 55E - 55 04 09N 008 23 44E - 55 03 37N 008 19 15E - 55 03 48N 008 18 02E - 55 00 00N 008 00 00E - 55 00 00N 007 44 00E - 55 00 00N 007 38 37E - 55 22 52N 007 39 10E - 55 24 21N 008 00 07E - 55 25 30N 008 26 30E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Information	H24 When military operations require priority IFR flight may expect up to 10 NM route extension by tactical radar vectors.
EKTRASK1 **SKRYDSTRUP** 55 29 58N 009 54 56E - 55 18 58N 010 03 46E - 55 03 48N 010 02 50E - 54 51 00N 009 31 00E - 54 50 15N 009 17 00E - 54 52 20N 009 13 20E - 54 54 00N 009 01 10E - 54 55 00N 008 40 00E - 55 04 17N 008 26 55E - 55 25 49N 008 26 55E - 55 29 58N 009 54 56E FL 195/FL 55	SKRYDSTRUP APPROACH	H24

ENR 5.3 Other Activities of a Dangerous Nature

1. Cold Flaring in the North Sea

In connection with the exploration and production of oil and gas in the North Sea, "Cold Flaring" may occur which could endanger air traffic.

Gas escaping from the oil production will normally be burned off. When the oil production is restarted after a shut down involving opening of the installations to the atmosphere it is necessary to purge the pipework and vessels before reignition of the gas. During this procedure, called "Cold Flaring", large amounts of gas will be pouring into the atmosphere, creating an explosive mixture. The extend of the mixture is depending on the actual weather conditions.

"Cold Flaring" may take place from all fixed mobile oil- and gasinstallations. Air traffic is advised to pass installations from which "Cold Flaring" is taking place at a lateral distance of 3 NM or more or at an altitude of 3.000 FT MSL or above.

2. Risk of Explosion in the vicinity of North Sea Oil and Gas Installations

In connection with perforation of underground wells, explosive charges are released by means of radio waves.

Radio waves covering the whole frequency spectrum might release an explosion if they are received when detonators are being inserted or removed.

To avoid inadvertent explosion, which can be a risk to the crew on the installation and damage the installation, air traffic is strongly requested to pass all fixed and mobile installations at a lateral distance of 1 NM or more or at an altitude of 3000 FT MSL or above. For fixed oil and gas installations, see AD 3-1.

3. Burning of gas and condensates from Flare Stacks

From the flare stacks located at the positions listed below escape and burning of gas and condensates may take place occasionally.

a) NW of Varde at PSN 55 40 05N 008 21 55E*
(see ENR 5.4, OBST Varde).
b) S of Kalundborg at PSN 55 39 13N 011 06 01E*
(see ENR 5.4, OBST Kalundborg, Statoil).
c) SW of Egtved at PSN 55 35 57N 009 13 57E
(see ENR 5.4, OBST Egtved).
d) N of Viborg at PSN 56 38 25N 009 25 03E*
(See ENR 5.4, OBST Viborg).
e) SE of Næstved at PSN 55 12 37N 011 59 08E
(See ENR 5.4, OBST Everdrup).
f) NE of Stenlille at PSN 55 32 58N 011 37 25E
(See ENR 5.4, OBST Stenlille).

Due to high temperature and risk of explosion it is recommended to avoid overflying of the flare stacks below 2000 FT MSL.

4. Exercise "DYNAMIC MERCY"

4.1 Description

A periodic medium scale Search and Rescue (SAR) exercise, conducted with live flying search and rescue operations. The exercise is carried out over the Baltic Sea in odd years and in even years over the North Sea and Atlantic. The exercise is divided into three parts.

A. DYNAMIC MERCY South
B. DYNAMIC MERCY Middle/Central
C. DYNAMIC MERCY North

Exercise operations in each part will be conducted independently; different dates and times for each part may be applicable.

4.2 FIR affected

Amsterdam	Polaris
Bodø	Reykjavík
Bodø Oceanic	Scottish
Bremen	Scottish/Shanwick Oceanic
Brussels	Sondrestrom
Copenhagen	Sweden
London	Warszawa
Vilnius	Riga
Tallinn	Finland

4.3 Vertical and Lateral Limits

DYNAMIC MERCY exercises will normally take place from Sea Level to FL 60. The exact vertical limits for each area will be included in activation NOTAM (see para 4.4).

A. DYNAMIC MERCY Atlantic South

Amsterdam FIR:	The North Sea area of the FIR
Bremen FIR:	The North Sea area of the FIR.
Brussels FIR:	The North Sea area north of 51N
Copenhagen FIR:	The North Sea area south of 56N
London FIR:	The North Sea area north of 51N
Scottish FIR:	The North Sea area south of 56N

B. DYNAMIC MERCY Atlantic Middle

Copenhagen FIR:	The North Sea and Skagerrak area north of 55N and West of 010E
Polaris FIR:	The area south of 63N
Reykjavik FIR:	The area South of 63N and East of 10W
Scottish FIR:	The North Sea and Atlantic area North of 55N and East of 010W

C. DYNAMIC MERCY Atlantic North

Polaris FIR:	The sea area within the FIR. No closer than 20 NM to the international borders over land.
Bodø Oceanic FIR:	The sea area west of 24E and south of 72N
Reykjavik FIR:	The entire area
Scottish/Shanwick Oceanic FIR:	The sea area north of 60N
Sondrestrom FIR:	The area east of 56W and between 60N and the North Pole

D. DYNAMIC MERCY Baltic South

Sweden FIR:	The area West of Öland
Warszawa FIR:	The entire sea area
Bremen FIR:	The entire sea area in the Baltic Sea
Copenhagen FIR:	The entire sea area in the Baltic Sea

E. DYNAMIC MERCY Baltic Central

Sweden FIR:	The sea area between Bornholm and Stockholm
Riga FIR:	The entire sea area
Vilnius FIR:	The entire sea area

F. DYNAMIC MERCY Baltic North

Sweden FIR:	The sea area North of Stockholm
Finland FIR:	The entire sea area in the Baltic Sea
Tallinn FIR:	The entire sea area
Riga FIR:	The entire sea area

4.4 Dates and Times

The exercise will be conducted at dates and times to be promulgated approximately 10 days in advance of each exercise by separate NOTAM and additionally an AIP SUP as required.

4.5 Procedures for Exercise Aircraft

Exercise aircraft flying to and from SAR exercise areas will comply with ICAO or national ATC procedures including filing of flight plans. SAR aircraft operations in the search area will be conducted in VMC only and will comply with national ATS procedures. During SAR operations, exercise aircraft will be in contact with the RCC concerned.

4.6 Procedures for Non-exercise Aircraft

During the exercise period as notified by NOTAM as specified in para 4.4:

a. Non-exercise aircraft are advised to avoid the actual scene of rescue operations.
b. Non-exercise aircraft may, in order to comply with a. above, if necessary obtain information on actual SAR exercise activities in the areas through the appropriate ATS unit (incl. Flight Information Service).

4.7 Contact Authority

To be provided in the activation NOTAM for each exercise (see para 4.4).

5. VFR flying with Military Aircraft

VFR-flying with military aircraft takes place within København FIR and over the Island of Bornholm. In airspace where the speed limitation 250 KT is valid, military fighter-aircraft will due to the aerodynamic characteristics of the aircraft and the mission objective not be able to comply with the 250 KT speed limitation in all cases.

ENR 5.4 Air Navigation Obstacles - En Route

1. Fixed Obstacles

1.1 Notification will be made in AIP Denmark and VFR Flight Guide Denmark of all fixed obstacles of a height of 328 FT (100 M) AGL or more of which the Danish CAA has been informed.

1.2 Notification in AIP Denmark/VFR Flight Guide Denmark of fixed obstacles of a height less than 328 FT (100 M) AGL will be made when it is deemed that such notification is necessary.

1.3 All fixed obstacles of a height of 492 FT (150 M) AGL or more will be marked in accordance with the specifications given in ICAO Annex 14.

1.4 Fixed obstacles of a height less than 492 FT (150 M) AGL will be marked if it is deemed that such marking is necessary.

1.5 The fixed obstacles are shown on the ANC 1:500 000 Denmark and other relevant aeronautical charts. Details are given in the list on the following pages.

2. Temporary Obstacles

2.1 In addition to the fixed obstacles cable launching of gliders/hang gliders may take place up to 2500 FT AGL. For further details see section ENR 5.5.

3. Flight with Unmanned Aircraft Systems (UAS)

3.1 Flight with Unmanned Aircraft Systems (UAS) may be performed up to the obstacle height within a radius of 25 meters from the obstacle.

AIR NAVIGATION OBSTACLES

(Height 100 M AGL or higher)

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Aalborg, Nordjyllandsværket 1	Chimney	57 04 31N 010 02 26E	565	558	LIH FLG W	
Aalborg, Nordjyllandsværket 2	6 Wind turbines in a row	57 04 49N 010 01 51E - 57 04 32N 010 02 11E - 57 04 17N 010 02 45E - 57 04 03N 010 03 13E	371	365	LIM FLG R	OBST LGT only on turbine-cap in each end of the row
Aalborg, Rørdal	Chimneys	57 03 37N 009 58 34E *	405	394	NIL	
Aalborg Østhavn	3 Wind turbines in a row	57 02 21N 010 04 32E - 57 02 10N 010 05 02E	403	400	LIM FLG R	
Aalestrup	4 Wind turbines	56 41 22N 009 31 39E - 56 40 51N 009 31 10E	550	410	LIL FLG R	
Aarhus, DLG	Chimney	56 09 05N 010 13 03E *	388	381	NIL	
Aarhus, Domkirken	Church	56 09 26N 010 12 41E *	348	335	NIL	
Aarhus Havn	8 Cranes in a row	56 08 54N 010 13 54E - 56 09 27N 010 14 46E	398	391	LIL F R	
Aarhus, KFK	Chimney	56 09 06N 010 13 07E *	375	368	NIL	
Aarhus, Lighthouse	Building	56 09 56N 010 13 55E	506	494	LIM FLG R	
Aarhus, Midtkraft	Chimney	56 08 58N 010 12 46E *	351	341	NIL	
Aarhus, MindeT kran	Crane	56 09 04N 010 12 55E	566	558	LIH FLG W	TEMPO
Abildå	4 Wind turbines	56 08 22N 008 38 02E 56 08 32N 008 37 50E 56 08 42N 008 37 38E 56 08 52N 008 37 26E	547	410	LIL F R	
Aggersund	18 Wind turbines	57 00 30N 009 13 18E 57 00 39N 009 13 09E 57 00 48N 009 13 00E 57 00 57N 009 12 52E 57 01 06N 009 12 44E 57 01 16N 009 12 35E 57 01 25N 009 12 26E 57 01 35N 009 12 18E 57 01 44N 009 12 09E 57 01 53N 009 12 01E 57 00 41N 009 13 34E 57 00 50N 009 13 26E 57 00 59N 009 13 17E 57 01 09N 009 13 08E 57 01 18N 009 13 00E 57 01 27N 009 12 51E 57 01 36N 009 12 43E 57 01 46N 009 12 34E	497	492	LIL F R	
Alkærlundvej, Brande	Mast	55 54 08N 009 05 10E	509	358	LIL F R	
Anholt Vindmøllepark	Windfarm 111 Wind turbines	56 42 08N 011 09 31E - 56 42 06N 011 11 07E - 56 37 37N 011 14 14E - 56 34 24N 011 19 23E - 56 30 29N 011 11 02E - 56 35 23N 011 10 58E - 56 40 34N 011 08 53E - 56 40 42N 011 10 25E	465	465	LIL F R LIM FLG W	All turbines On corners of the windfarm perimeter and on sides where distance is more than 5 KM

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Asaa	5 Wind turbines	57 09 55N 010 23 53E 57 09 56N 010 24 13E 57 09 59N 010 24 33E 57 10 04N 010 24 51E 57 10 10N 010 25 07E	486	460	LIL F R	
Asnæsværket 1	Chimney	55 39 40N 011 04 53E *	735	722	LIH FLG W	
Asnæsværket 2	Chimney	55 39 43N 011 04 58E *	506	499	LIH FLG W	
Asnæsværket 3	Chimney	55 39 34N 011 05 11E	343	336	LIL F R	
Assing	3 Wind turbines	56 00 20N 008 47 20E 56 00 26N 008 47 05E 56 00 33N 008 46 49E	545	410	LIL F R	
Aulum, St. Soels Energipark	7 Wind turbines	56 16 30N 008 44 27E 56 16 39N 008 44 18E 56 16 48N 008 44 08E 56 16 57N 008 43 59E 56 17 06N 008 43 49E 56 17 15N 008 43 39E 56 17 24N 008 43 30E	651	459	LIL F R	
Avedøre Holme	3 Wind turbines	55 36 10N 012 27 14E 55 36 08N 012 27 39E 55 36 06N 012 28 06E	503	503	LIH FLG W	
Bajlum	5 Wind turbines	56 40 58N 008 58 10E 56 41 07N 008 58 04E 56 41 17N 008 57 58E 56 40 48N 008 58 17E 56 40 39N 008 58 23E	503	430	LIL F R	
Bale	Mast	56 18 33N 010 23 20E	595	252	LIM F R	
Bindesbøl	8 Wind turbines	55 53 44N 008 35 09E 55 53 40N 008 35 23E 55 53 36N 008 35 38E 55 53 31N 008 35 53E 55 53 35N 008 34 55E 55 53 31N 008 35 11E 55 53 27N 008 35 27E 55 53 23N 008 35 42E	509	461	LIL F R	
Blykobbe	Mast	55 08 02N 014 42 47E *	401	348	LIL F R	
Blæsbjerg	4 Wind turbines	56 19 19N 008 27 44E 56 19 11N 008 27 31E 56 19 02N 008 27 39E 56 19 10N 008 27 53E	574	460	LIL F R	
Blåhøj	1 Wind turbine	55 52 18N 009 00 23E	558	394	LIL F R	
Blåvand	Mast	55 33 41N 008 07 00E *	420	338	NIL	
Bording	11 Wind turbines	56 06 16N 009 15 30E 56 06 25N 009 15 19E 56 06 34N 009 15 08E 56 06 43N 009 14 57E 56 06 52N 009 14 45E 56 07 01N 009 14 34E 56 07 11N 009 14 23E 56 07 20N 009 14 12E 56 07 29N 009 14 01E 56 07 38N 009 13 50E 56 07 47N 009 13 39E	732	492	NIL	Turbines under construction. No OBST light during construction phase.
Bovbjerg	Mast	56 31 46N 008 10 01E *	470	335	NIL	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Brande	Mast	55 56 20N 009 05 42E *	581	348	NIL	
Brande	4 Wind turbines	55 58 22N 009 07 44E 55 58 32N 009 07 33E 55 58 41N 009 07 21E 55 58 51N 009 07 10E	647	479	LIL F R	
Brande, Biomar	Chimney	55 56 57N 009 07 35E *	509	345	NIL	
Brejl, Ejstrupholm	1 Wind turbine	56 00 41N 009 17 06E	558	345	LIM FLG R	
Brorstrup 1	2 Wind turbines	56 46 31N 009 36 54E 56 46 20N 009 36 52E	619	492	LIL F R	
Brorstrup 2	3 Wind turbines in a row	56 46 10N 009 36 51E 56 45 59N 009 36 49E 56 45 48N 009 36 47E	619	492	LIL F R	
Brovst, Nørre Økse Sø	11 Wind turbines	57 08 03N 009 32 06E 57 07 32N 009 32 02E 57 08 07N 009 32 44E 57 07 52N 009 32 42E 57 07 36N 009 32 40E 57 07 21N 009 32 38E 57 07 56N 009 33 20E 57 07 41N 009 33 17E 57 07 25N 009 33 15E 57 07 46N 009 33 55E 57 07 30N 009 33 53E	500	492	LIL F R	
Brøndbyvester	Chimney	55 39 04N 012 23 56E *	454	410	NIL	
Brøndby Strand	Chimney	55 37 17N 012 26 16E *	454	410	NIL	
Brønderslev	Mast	57 16 33N 009 58 38E *	464	350	NIL	
Bækmarksbro	5 Wind turbines	56 26 15N 008 20 25E 56 26 26N 008 20 31E 56 26 36N 008 20 36E 56 26 48N 008 20 42E 56 26 59N 008 20 48E	556	492	LIL F R	
Demstrup	3 Wind turbines	56 21 01N 009 23 01E 56 21 03N 009 23 21E 56 21 05N 009 23 41E	655	466	LIL F R	
Dronninglund	Mast	57 08 48N 010 13 05E *	421	350	NIL	
Døstrup	5 Wind turbines	56 42 13N 009 46 06E 56 42 04N 009 46 12E 56 41 54N 009 46 11E 56 41 46N 009 46 02E 56 41 40N 009 45 45E	603	411	LIL F R	
Døstrup Vest	5 Wind turbines	56 40 28N 009 43 29E 56 40 23N 009 43 08E 56 40 18N 009 42 46E 56 40 33N 009 43 13E 56 40 29N 009 42 51E	610	459	LIL F R	
Ebeltoft	Mast	56 10 50N 010 41 22E	507	347	LIL F R	
Egebjerg	Mast	54 45 29N 011 59 03E *	381	341	NIL	
Egebjerg	6 Wind turbines	57 25 55N 010 07 53E 57 26 05N 010 07 44E 57 26 14N 010 07 35E 57 26 23N 010 07 26E 57 26 32N 010 07 16E 57 26 41N 010 07 07E	581	492	LIL F R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Egtved	Flare Stack	55 35 57N 009 13 57E	291	69	NIL	
Ejby	Chimney	55 42 23N 012 25 14E *	530	489	LIL F R	
Ejstrup	3 Wind turbines	56 00 54N 008 39 48E 56 00 47N 008 40 25E 56 00 50N 008 40 07E	541	410	LIL F R	
Esbjerg	Chimney	55 27 17N 008 27 19E *	834	821	LIH FLG W	
Everdrup	Flare Stack	55 12 37N 011 59 08E	315	148	NIL	
Farø-Falster	Bridge towers	54 56 57N 011 58 41E *	338	338	NIL	
Faster-Astrup	3 Wind turbines	56 01 05N 008 34 39E 56 01 13N 008 34 50E 56 01 22N 008 35 02E	485	351	LIL F R	
Felsted	Mast	54 57 57N 009 33 10E *	775	507	LIL F R	
Filskov	3 Wind turbines	55 50 16N 009 02 43E 55 50 07N 009 02 47E 55 49 59N 009 02 41E	593	417	LIL F R	
Filskov 2	3 Wind turbines	55 49 48N 009 04 57E 55 49 57N 009 04 48E 55 50 07N 009 04 38E	633	459	LIL F R	
Fornæs	Mast	56 26 49N 010 56 44E *	414	335	NIL	
Fredericia, Shell	Chimney	55 35 30N 009 44 55E *	453	358	NIL	
Frederiks	2 Wind turbines	56 21 18N 009 15 42E 56 21 26N 009 15 50E	627	388	LIL F R	
Frederikshavn	4 Wind turbines in a row	57 26 51N 010 33 20E - 57 26 31N 010 33 55E	420	420	LIM FLG R	
Frejlev	Masts	57 00 13N 009 49 29E *	854	680	LIH FLG W	
Faaborg	Mast	55 06 45N 010 13 02E	420	350	NIL	
Faare	3 Wind turbines in a row	56 27 40N 008 14 53E - 56 27 44N 008 14 22E	484	438	NIL	
Gammelstrup	3 Wind turbines	56 29 49N 009 11 33E 56 30 01N 009 11 49E 56 30 13N 009 12 04E	519	459	LIL F R	
Gettrup	6 Wind turbines in a row	56 44 08N 008 22 23E 56 44 00N 008 22 26E 56 43 53N 008 22 28E 56 43 45N 008 22 31E 56 43 38N 008 22 34E 56 43 30N 008 22 36E	541	351	LIL F R	
Gilbjerg	4 Wind turbines	55 40 15N 009 03 20E 55 40 19N 009 03 05E 55 40 24N 009 02 50E 55 40 28N 009 02 34E	614	410	LIL F R	
Gimlinge	4 Wind turbines	55 18 35N 011 28 11E - 55 19 04N 011 28 06E	520	415	LIL F R	
Gjerlev, Allestrupgård	6 Wind turbines	56 34 27N 010 04 24E 56 34 31N 010 04 03E 56 34 36N 010 03 43E 56 34 40N 010 03 23E 56 34 44N 010 03 02E 56 34 48N 010 02 42E	668	410	LIL F R	
Gladsaxe	Mast	55 44 04N 012 29 33E *	837	676	LIH FLG W	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Grenå	Chimney	56 24 45N 010 54 53E *	402	394	NIL	
Grønhede Volstrup	2 Wind turbines	57 18 43N 010 28 37E 57 18 33N 010 28 40E	427	351	LIL F R	
Gørlev, Ågårdsvej	2 Wind turbines	55 33 34N 011 13 27E 55 33 45N 011 13 47E	509	466	LIL F R	
Gøttrup	5 Wind turbines	57 01 43N 009 16 01E 57 01 49N 009 15 43E 57 01 54N 009 15 26E 57 02 00N 009 15 09E 57 02 05N 009 14 52E	425	417	LIL F R	
Hadsten	Mast	56 18 14N 009 58 35E *	1280	1051	LIH FLG W	
Hagesholm 1	6 Wind turbines in a group	55 45 59N 011 34 05E - 55 45 58N 011 34 33E - 55 45 45N 011 34 32E - 55 45 46N 011 34 03E	342	338	LIL F R	
Hagesholm 2	10 Wind turbines in a group	55 45 38N 011 32 02E 55 45 38N 011 32 27E 55 45 38N 011 32 52E 55 45 38N 011 33 17E 55 45 38N 011 33 42E 55 45 56N 011 35 08E 55 45 56N 011 35 29E 55 45 56N 011 35 50E 55 45 45N 011 35 08E 55 45 44N 011 35 29E	416	416	NIL	
Hallendrup	6 Wind turbines	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	713	492	LIL F R	
Handest Hede	6 Wind turbines	56 33 56N 009 52 25E 56 34 07N 009 52 11E 56 34 17N 009 51 56E 56 34 10N 009 52 38E 56 34 20N 009 52 24E 56 34 31N 009 52 09E	634	492	LIL F R	
Hanstholm Havn	3 Wind turbines	57 07 31N 008 37 03E 57 07 26N 008 37 32E 57 07 18N 008 38 07E	502	492	LIL F R	
Harpelunde, Sandby	6 Wind turbines	54 54 40N 011 01 57E 54 54 20N 011 01 47E 54 54 30N 011 01 50E 54 54 09N 011 01 48E 54 53 49N 011 02 01E 54 53 59N 011 01 53E	496	489	LIL F R	
Haslund Kær	3 Wind turbines	56 24 22N 010 02 13E 56 24 21N 010 02 28E 56 24 20N 010 02 43E	692	410	LIL F R	
Hedensted	Mast	55 48 36N 009 37 25E *	1273	1037	LIH FLG W	
Hejnsvig	3 Wind turbines	55 41 47N 009 03 20E 55 41 53N 009 03 11E 55 41 59N 009 03 03E	595	387	LIL F R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Hejring	5 Wind turbines	56 37 39N 009 37 51E 56 37 47N 009 37 46E 56 37 55N 009 37 41E 56 38 04N 009 37 36E 56 38 12N 009 37 31E	565	411	LIL F R	
Hemmet	7 Wind turbines	55 50 57N 008 25 56E 55 51 04N 008 25 41E 55 51 19N 008 25 09E 55 51 26N 008 24 54E 55 51 33N 008 24 38E 55 51 41N 008 24 23E 55 51 11N 008 25 25E	545	492	LIL F R	
Hemmet 2	13 Wind turbines	55 51 35N - 008 25 13E 55 51 27N - 008 25 28E 55 51 20N - 008 25 44E 55 51 13N - 008 25 59E 55 51 06N - 008 26 15E 55 50 58N - 008 26 30E 55 50 49N - 008 26 12E 55 51 18N - 008 24 36E 55 51 10N - 008 24 52E 55 51 03N - 008 25 08E 55 50 56N - 008 25 23E 55 50 48N - 008 25 39E 55 50 41N - 008 25 54E	555	493	LIL F R	
Herlev Hospital	Building	55 43 52N 012 26 39E *	484	383	LIM FLG R	
Herning	Mast	56 07 56N 008 56 35E *	647	460	LIL F R	
Herstedvester	Mast	55 40 46N 012 21 14E *	407	338	NIL	
Hillerslev	8 Wind turbines	57 01 18N 008 45 40E 57 01 19N 008 45 23E 57 01 30N 008 46 03E	498	493	LIL F R	
		57 01 20N 008 45 06E 57 01 22N 008 44 49E 57 01 32N 008 45 46E 57 01 33N 008 45 29E 57 01 34N 008 45 12E	498	493	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Hindborg-Skive	13 Wind turbines	56 37 02N 008 59 28E 56 37 14N 008 59 22E 56 37 25N 008 59 15E 56 37 37N 008 59 09E 56 37 48N 008 59 02E 56 37 59N 008 58 56E 56 38 11N 008 58 49E 56 37 16N 008 58 58E 56 37 27N 008 58 51E 56 37 39N 008 58 45E 56 37 50N 008 58 38E 56 38 01N 008 58 32E 56 39 03N 008 58 43E	617	492	LIL F R	
Hirtshals	4 Wind turbines	57 35 28N - 009 59 29E 57 35 37N - 009 59 33E 57 35 44N - 009 59 21E 57 35 44N - 009 58 58E	499	493	LIL F R	
Hjørring, Gårestrupvej	3 Wind turbines	57 29 32N 009 55 08E 57 29 48N 009 54 43E 57 29 40N 009 54 55E	550	492	LIL F R	
Hobro, Tinghøj	Tower	56 42 28N 009 52 39E	841	487	LIM FLG R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Hogager	21 Wind turbines	56 20 38N 008 50 28E 56 20 48N 008 50 23E 56 20 58N 008 50 19E 56 21 08N 008 50 14E 56 21 18N 008 50 10E 56 21 29N 008 50 05E 56 21 40N 008 50 00E 56 20 35N 008 50 58E 56 20 45N 008 50 54E 56 20 55N 008 50 49E 56 21 05N 008 50 45E 56 21 16N 008 50 40E 56 21 27N 008 50 35E 56 21 37N 008 50 31E 56 20 33N 008 51 28E 56 20 43N 008 51 24E 56 20 53N 008 51 19E 56 21 03N 008 51 15E 56 21 13N 008 51 10E 56 21 24N 008 51 05E 56 21 35N 008 51 01E	500	400	LIL F R	
Holbæk	Mast	55 41 54N 011 43 53E *	407	338	LIL F R	
Holmen	6 Wind turbines	55 51 18N 008 19 27E - 55 51 39N 008 19 10E - 55 51 51N 008 19 23E - 55 51 30N 008 19 40E	450	443	LIL F R	
Holmen 2	6 Wind turbines	55 50 59N 008 20 05E 55 51 09N 008 19 57E 55 51 20N 008 19 49E 55 50 56N 008 19 45E 55 51 07N 008 19 36E 55 50 45N 008 19 54E	499	492	LIL F R	
Holstebro, Mejrup	Mast	56 23 05N 008 40 19E *	922	722	LIH FLG W	
Holstebro, Måbjergværket	Chimney	56 23 39N 008 37 04E *	499	381	NIL	
Horns Rev	Wind farm, 80 Wind turbines	55 30 12N 007 47 47E - 55 30 14N 007 52 34E - 55 28 09N 007 53 05E - 55 28 06N 007 48 18E	360	360	LIM FLG W LIL F R	On edge of the area Inside the edge
Horns Rev 2	Wind farm, 91 Wind turbines	55 33 35N 007 35 54E - 55 33 23N 007 32 48E - 55 38 53N 007 35 36E - 55 37 47N 007 38 02E	375	375	LIM FLG W LIL F R	On edge of the area Inside the edge

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Horns Rev 3	Wind farm, 49 Wind turbines	55 44 10N 007 33 02E - 55 44 14N 007 34 32E - 55 44 17N 007 36 14E - 55 44 20N 007 37 54E - 55 44 24N 007 39 35E - 55 44 28N 007 41 15E - 55 43 53N 007 41 05E - 55 43 17N 007 40 59E - 55 42 41N 007 40 57E - 55 42 25N 007 42 31E - 55 41 49N 007 42 33E - 55 40 59N 007 42 52E - 55 41 03N 007 44 34E - 55 40 57N 007 46 23E - 55 39 53N 007 45 08E - 55 39 16N 007 43 50E - 55 38 37N 007 42 36E - 55 38 04N 007 41 24E - 55 38 35N 007 40 55E - 55 39 08N 007 40 30E - 55 39 38N 007 38 28E - 55 40 12N 007 38 10E - 55 40 43N 007 36 15E - 55 41 15N 007 34 25E - 55 41 50N 007 34 19E - 55 42 25N 007 34 07E - 55 43 00N 007 33 42E - 55 43 33N 007 33 12E	614	614	LIM FLG W LIM FLG R LIL F R	Day perimeter OBST LGT Night perimeter OBST LGT Day and night inside perimeter OBST LGT
Horslunde	5 Wind turbines	54 55 49N 011 10 35E 54 56 31N 011 10 06E 54 56 25N 011 10 13E 54 56 09N 011 10 21E 54 55 59N 011 10 28E	505	488	LIL F R	
Hove	Mast	55 43 00N 012 14 15E *	1083	1051	LIH FLG W	
Hoven	6 Wind turbines	55 49 29N 008 43 58E 55 49 40N 008 43 59E 55 49 52N 008 44 01E 55 49 31N 008 43 38E 55 49 42N 008 43 37E 55 49 54N 008 43 39E	641	492	LIL F R	
Hundslund II	2 Wind turbines	55 54 44N 010 01 15E 55 54 42N 010 01 01E	614	410	LIL F R	
Husumvej, Drantum	Wind turbine	55 54 14N 009 05 27E	749	591	LIM FLG W	
Hvide Sande	3 Wind turbines	56 00 28N 008 06 40E - 56 00 05N 008 06 49E	476	460	LIM FLG W	
Høgsted	5 Wind turbines	57 22 28N 010 01 46E 57 22 39N 010 01 49E 57 22 49N 010 01 53E 57 23 00N 010 01 56E 57 23 10N 010 02 00E	576	492	LIL F R	
Højstrup	4 Wind turbines	57 22 15N 010 19 17E 57 22 26N 010 18 49E 57 22 20N 010 19 03E 57 22 09N 010 19 32E	554	410	LIL F R	
Hørret	Mast	56 05 48N 010 12 18E *	640	345	LIL F R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Høvsøre	5 Wind turbines	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	909	902	NIL	Windmill test center, highest ELEV and HGT AGL published. OBST of temporary nature
	Group of masts	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	533	525	NIL	Windmill test center, highest ELEV and HGT AGL published. OBST of temporary nature
	2 Masts	56 27 07N 008 08 59E 56 26 16N 008 08 55E	554	545	LIH FLG W	
Ilshøj	7 Wind turbines	56 34 10N 010 09 09E 56 34 02N 010 09 18E 56 33 55N 010 09 28E 56 33 47N 010 09 37E 56 33 40N 010 09 47E 56 33 32N 010 09 56E 56 33 25N 010 10 05E	547	410	LIL F R	
Jyderup	Mast	55 41 05N 011 27 42E *	1086	1051	LIH FLG W	
Kalundborg Radio	Group of masts	55 40 26N 011 04 26E *	476	473	NIL	
Kalundborg, Statoil	Flare stack	55 39 13N 011 06 01E *	423	398	NIL	
Kalvslund	Mast	55 22 48N 008 51 50E *	401	345	LIM FLG W	
Kappel	7 Wind turbines	54 46 03N 011 00 02E 54 45 58N 011 00 45E 54 45 54N 011 00 13E 54 45 46N 011 00 27E 54 45 41N 011 00 44E 54 45 37N 011 01 00E 54 45 51N 011 01 07E	595	591	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Karleby	Mast	54 52 21N 011 11 50E *	571	539	LIM FLG R	
Kig ud	Mast	57 24 55N 010 26 46E	616	239	LIM FLG W	
Kikkenborg	5 Wind turbines	56 22 38N 008 19 11E 56 22 26N 008 19 07E 56 22 14N 008 19 02E 56 22 02N 008 18 58E 56 21 50N 008 18 54E	529	492	LIL F R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Klim	22 Wind turbines	57 03 11N 009 09 30E 57 03 23N 009 09 54E 57 03 30N 009 09 43E 57 03 36N 009 09 32E 57 03 43N 009 09 21E 57 03 50N 009 09 09E 57 03 56N 009 08 58E 57 04 03N 009 08 47E 57 04 10N 009 08 35E 57 04 16N 009 08 24E 57 04 24N 009 07 26E 57 04 17N 009 07 37E 57 04 11N 009 07 48E 57 04 04N 009 07 59E 57 03 57N 009 08 11E 57 03 51N 009 08 22E 57 03 44N 009 08 33E 57 03 37N 009 08 45E 57 03 31N 009 08 56E 57 03 24N 009 09 07E 57 03 17N 009 09 19E 57 04 23N 009 08 13E	498	492	LIL F R	
Knuthenborg	3 Wind turbines	54 48 29N 011 30 00E 54 48 39N 011 29 57E 54 48 49N 011 29 53E	515	489	LIL F R	
Kragerupgård	6 Wind turbines in a row	55 29 44N 011 24 43E 55 29 49N 011 24 28E 55 29 55N 011 24 14E 55 30 00N 011 23 59E 55 30 06N 011 23 45E 55 30 12N 011 23 31E	534	459	LIL F R	
Krejbjerg	3 Wind turbines	56 40 52N 008 52 26E 56 40 45N 008 52 45E 56 40 38N 008 53 04E	505	460	LIL F R	
Kriegers Flak, TRB_ID 4	Windturbine	55 03 13N 012 46 04E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 6	Windturbine	55 02 32N 012 45 55E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 8	Windturbine	55 01 58N 012 45 42E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 9	Windturbine	55 01 23N 012 45 43E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 11	Windturbine	55 00 48N 012 45 40E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 13	Windturbine	55 00 16N 012 45 22E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 15	Windturbine	54 59 41N 012 45 44E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 17	Windturbine	54 59 03N 012 48 38E	617	617	LIL F R	
Kriegers Flak, TRB_ID 18	Windturbine	54 59 05N 012 46 06E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 21	Windturbine	54 58 29N 012 46 33E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 22	Windturbine	54 58 23N 012 48 14E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Krogstrup	4 Wind turbines	56 50 46N 009 23 02E 56 50 37N 009 23 14E 56 50 29N 009 23 27E 56 50 21N 009 23 39E	607	492	LIM F R	
Krusbjerg	5 Wind turbines	56 13 04N 008 58 13E 56 13 13N 008 57 58E 56 13 20N 008 57 43E 56 13 27N 008 57 27E 56 13 35N 008 57 12E	490	351	LIL F R	
Kyndby	Chimney	55 48 48N 011 52 43E *	434	427	NIL	
Kyse	2 Wind turbines	55 16 17N 011 36 55E 55 16 07N 011 36 59E	478	415	LIL F R	
Købelev	9 Wind turbines	54 55 56N 011 04 45E 54 56 03N 011 05 01E 54 56 11N 011 05 16E 54 56 18N 011 05 32E 54 55 59N 011 04 07E 54 56 06N 011 04 23E 54 56 13N 011 04 38E 54 56 20N 011 04 53E 54 56 27N 011 05 09E	505	492	LIL F R	
København, Amager Ressource Center	1 Chimney	55 41 03N 012 37 08E *	510	492	LIL F R	
København, Amagerværket	3 Chimneys	55 41 17N 012 37 35E * 55 41 13N 012 37 31E 55 41 13N 012 37 40E	501	493	LIL F R	
København, Avedøreværket	2 Chimneys	55 36 08N 012 28 47E	502	492	LIH FLG W	
København, Carlsberg	Chimney and building	55 40 00N 012 32 07E *	376	342	NIL	
København, Christiansborg Slots-tårn	Tower	55 40 35N 012 34 50E	348	348	NIL	
København, Domus Vista	Building	55 40 16N 012 30 20E *	384	351	NIL	
København, Frederiksberg Var-mecentral	Chimney	55 41 02N 012 31 11E *	461	414	NIL	
København, H.C. Ørstedsværket	Chimney	55 39 22N 012 33 24E *	387	380	LIL F R	
København, Lygten	Chimney	55 42 20N 012 32 25E *	420	394	NIL	
København, Margretheholm	Mast	55 41 10N 012 36 50E *	361	355	NIL	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
København, Middelgrunden	20 Wind turbines in a row	55 42 25N 012 40 06E 55 42 19N 012 40 08E 55 42 13N 012 40 09E 55 42 08N 012 40 11E 55 42 02N 012 40 12E 55 41 56N 012 40 13E 55 41 50N 012 40 14E 55 41 44N 012 40 14E 55 41 38N 012 40 15E 55 41 32N 012 40 15E 55 41 26N 012 40 15E 55 41 20N 012 40 15E 55 41 14N 012 40 14E 55 41 08N 012 40 14E 55 41 03N 012 40 13E 55 40 57N 012 40 12E 55 40 51N 012 40 11E 55 40 45N 012 40 09E 55 40 39N 012 40 08E 55 40 33N 012 40 06E	365	365	LIL F R	
København, Nordhavn	2 Cranes	55 43 28N 012 38 01E 55 43 23N 012 38 15E	358	351	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
København, Postbyen	Building	55 40 09N 012 34 05E	377	374	LIL F R	
Københavns Rådhus	Tower	55 40 29N 012 34 09E *	364	344	Flood LGT	
København, Svanemølleværket	Chimney	55 42 20N 012 35 26E *	335	331	Flood LGT	
Køge	Mast	55 28 28N 012 11 24E *	354	350	NIL	
Lem Kær	11 Wind turbines	56 02 27N 008 21 43E 56 02 35N 008 21 37E 56 02 45N 008 21 30E 56 02 54N 008 21 24E 56 03 04N 008 21 18E 56 02 26N 008 21 13E 56 02 45N 008 20 59E 56 02 34N 008 21 01E 56 02 55N 008 20 53E 56 03 05N 008 20 45E 56 03 15N 008 20 39E	495	491	LIL F R	
Lemvig	Mast	56 32 18N 008 18 10E	532	335	NIL	
Lerchenborg	6 Wind turbines	55 39 12N 011 03 52E 55 39 18N 011 03 35E 55 39 23N 011 03 19E 55 39 29N 011 03 02E 55 39 35N 011 02 46E 55 39 41N 011 02 29E	479	425	LIL F R	
Lillebælt 1	Bridge towers	55 31 08N 009 44 55E *	401	401	LIM FLG R	
Limfjorden 1	Two masts carrying transmission lines across the fiord	57 04 17N 010 02 28E * 57 04 05N 010 01 51E *	339 339	332 332	LIL F R LIL F R	
Limfjorden 2	Two masts carrying transmission lines across the fiord	57 04 09N 010 02 40E * 57 03 56N 010 01 59E *	479 476	465 465	LIM FLG R LIM FLG R	
Lindeballe	Mast	55 45 23N 009 15 23E	706	257	LIM FLG W	
Lisbjerg	Chimney	56 13 38N 010 09 25E *	552	328	NIL	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Lisbjerg 1	Chimney	56 13 42N 010 09 27E	561	342	LIL F R	
Lyngdrup	7 Wind turbines	57 08 20N 010 07 03E *- 57 08 07N 010 07 50E *	460	417	LIM FLG W	
Lyngdrup 2	8 Wind turbines in a row	57 07 20N 010 09 02E 57 07 25N 010 08 43E 57 07 29N 010 08 24E 57 07 33N 010 08 05E 57 07 38N 010 07 46E 57 07 42N 010 07 28E 57 07 46N 010 07 09E 57 07 50N 010 06 51E	499	459	LIM FLG R LIL F R	On the two outer wind turbines On the six inner wind turbines
Læsø	Mast	57 16 08N 011 03 11E *	535	525	LIM FLG W	
Løgtved	3 Wind turbines	55 40 45N 011 16 30E 55 40 35N 011 16 28E 55 40 25N 011 16 26E	435	427	LIL F R	
Låsby	3 Wind turbines	56 08 46N 009 45 13E 56 08 47N 009 44 50E 56 08 47N 009 44 26E	787	492	LIL F R	
Maribo	Mast	54 46 44N 011 30 41E *	393	350	NIL	
Mintebjerg	2 Wind turbines	54 54 26N 009 57 06E 54 54 34N 009 56 59E	525	427	LIL F R	
Morsø	6 Wind turbines	56 45 56N 008 40 11E 56 45 46N 008 40 00E 56 45 37N 008 39 46E 56 45 30N 008 39 27E 56 45 26N 008 39 05E 56 45 24N 008 38 43E	614	459	LIL F R	
Munkebo	4 Wind turbines	55 27 25N 010 31 02E 55 27 33N 010 30 48E 55 27 42N 010 30 33E 55 27 50N 010 30 19E	419	415	LIL F R	
Munkebo 2	3 Wind turbines	55 28 42N 010 33 26E 55 28 31N 010 33 12E 55 28 18N 010 33 09E	501	493	LIL F R	
Møborg	3 Wind turbines in a row	56 23 31N 008 17 54E 56 23 38N 008 17 53E 56 23 45N 008 17 29E	487	460	LIL F R	
Måde 1	2 Wind turbines	55 27 21N 008 29 41E 55 27 15N 008 30 09E	672	656	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Måde 2	2 Wind turbines	55 27 10N 008 30 37E 55 27 06N 008 31 06E	689	656	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Nakskov	3 Wind turbines in a row	54 49 09N 011 06 20E - 54 48 53N 011 06 36E	396	394	LIL F R	
Nees	6 Wind turbines	56 22 16N 008 16 04E - 56 22 44N 008 14 32E	518	492	LIL F R	
Nees Vest	3 Wind turbines	56 23 49N 008 11 10E 56 23 57N 008 11 09E 56 24 04N 008 11 07E	358	351	LIL F R	
Nejst	4 Wind turbines	57 13 17N 009 57 38E 57 13 32N 009 56 49E 57 13 22N 009 57 22E 57 13 27N 009 57 05E	485	459	LIL F R	
Nejst 2	3 Wind turbines	57 13 35N 009 57 41E 57 13 40N 009 57 24E 57 13 45N 009 57 06E	484	459	LIL F R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Nibe	Mast	56 58 45N 009 45 51E *	1222	1051	LIH FLG W	
Nissum Bredning	4 Wind turbines	56 39 53N 008 14 29E 56 40 21N 008 14 02E 56 40 09N 008 15 21E 56 40 37N 008 15 06E	572	572	LIM FLG W	
No	3 Wind turbines	56 07 42N 008 22 27E 56 07 35N 008 22 17E 56 07 33N 008 22 33E	471	415	LIL F R	
Nollund	3 Wind turbines	55 47 08N 008 50 28E 55 47 02N 008 50 44E 55 46 55N 008 50 59E	567	459	LIL F R	
Nordsee 8	Mast	55 11 42N 007 09 30E	397	397	LIL F R	
Nordsee 11	Windfarm, 57 wind turbines	55 00 13N 007 44 43E - 55 00 33N 007 44 22E - 55 00 56N 007 44 17E - 55 02 10N 007 44 17E - 55 02 33N 007 44 28E - 55 03 28N 007 46 04E - 55 03 37N 007 47 20E - 55 03 38N 007 48 00E - 55 00 57N 007 48 00E - 55 00 32N 007 47 59E - 55 00 10N 007 47 40E - 55 00 03N 007 46 21E - 55 00 13N 007 44 43E	491	491	-	Type and colour not AVLB

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Nordsee 12	Windfarm, 80 wind turbines	55 13 14N 007 10 07E 55 11 26N 007 11 52E 55 09 55N 007 12 21E 55 09 21N 007 12 28E 55 08 48N 007 12 36E 55 06 12N 007 10 13E 55 08 14N 007 12 40E 55 04 57N 007 12 23E 55 04 18N 007 12 27E 55 07 40N 007 12 48E 55 07 09N 007 12 57E 55 06 36N 007 13 02E 55 13 30N 007 11 04E 55 06 06N 007 13 02E 55 05 29N 007 13 33E 55 04 55N 007 13 33E 55 06 40N 007 10 13E 55 04 27N 007 13 35E 55 09 11N 007 11 07E 55 08 45N 007 11 13E 55 08 17N 007 11 19E 55 07 51N 007 11 25E 55 07 27N 007 11 11E 55 06 58N 007 11 37E 55 06 34N 007 11 34E 55 06 08N 007 11 39E 55 05 31N 007 12 21E 55 07 09N 007 10 12E 55 05 34N 007 11 19E 55 04 44N 007 11 18E 55 07 40N 007 10 10E 55 08 11N 007 10 09E 55 08 42N 007 10 08E 55 09 13N 007 10 06E 55 09 35N 007 10 06E 55 09 39N 007 11 00E 55 10 10N 007 10 57E 55 10 36N 007 10 49E 55 11 03N 007 10 42E 55 11 55N 007 10 28E 55 12 22N 007 10 21E 55 04 03N 007 10 28E 55 12 48N 007 10 14E 55 13 45N 007 10 02E 55 14 04N 007 10 14E 55 13 55N 007 11 09E 55 13 45N 007 11 56E 55 13 22N 007 12 31E 55 12 51N 007 12 39E 55 12 20N 007 12 47E 55 11 49N 007 12 54E 55 04 32N 007 10 30E 55 11 18N 007 13 03E 55 10 48N 007 13 10E 55 10 17N 007 13 18E 55 09 47N 007 13 26E 55 09 16N 007 13 34E 55 08 46N 007 13 41E 55 08 17N 007 13 48E 55 07 50N 007 13 54E 55 11 29N 007 10 35E 55 06 53N 007 14 09E 55 04 59N 007 10 56E 55 06 27N 007 14 16E 55 06 03N 007 14 23E 55 05 27N 007 14 31E 55 04 54N 007 14 39E 55 04 27N 007 14 47E 55 04 02N 007 14 27E 55 03 59N 007 13 40E 55 03 56N 007 12 50E 55 03 54N 007 12 00E 55 03 51N 007 11 10E 55 05 37N 007 10 14E 55 04 25N 007 11 31E 55 13 02N 007 11 22E 55 12 31N 007 11 37E 55 11 58N 007 11 42E 55 10 56N 007 12 02E 55 10 25N 007 12 10E	484	484	-	Type and colour not AVLB

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Nordsee 14	Windfarm, 72 wind turbines	55 12 02N 006 49 48E 55 06 51N 006 52 43E 55 06 59N 006 53 39E 55 07 06N 006 54 34E 55 07 17N 006 51 35E 55 07 24N 006 52 31E 55 07 31N 006 53 26E 55 07 37N 006 54 24E 55 07 48N 006 51 23E 55 07 55N 006 52 19E 55 08 02N 006 53 14E 55 08 09N 006 54 12E 55 08 20N 006 51 11E 55 08 27N 006 52 08E 55 08 34N 006 53 02E 55 08 41N 006 53 59E 55 08 52N 006 51 00E 55 08 58N 006 51 56E 55 09 05N 006 52 51E 55 09 12N 006 53 47E 55 09 24N 006 50 48E 55 09 30N 006 51 43E 55 09 38N 006 52 41E 55 09 44N 006 53 35E 55 09 56N 006 50 34E 55 10 02N 006 51 33E 55 10 09N 006 52 27E 55 10 15N 006 53 23E 55 10 27N 006 50 25E 55 10 34N 006 51 21E 55 10 41N 006 52 15E 55 10 48N 006 53 12E 55 10 59N 006 50 13E 55 11 05N 006 51 08E 55 11 12N 006 52 04E 55 11 31N 006 50 01E 55 11 37N 006 50 54E 55 11 45N 006 51 52E 55 12 09N 006 50 44E 55 12 16N 006 51 40E 55 12 34N 006 49 36E 55 12 48N 006 51 29E 55 13 06N 006 49 26E 55 13 12N 006 50 21E 55 13 38N 006 49 13E 55 13 44N 006 50 09E 55 13 51N 006 51 05E 55 14 09N 006 49 01E 55 14 16N 006 49 57E 55 14 22N 006 50 54E 55 14 40N 006 48 49E 55 14 48N 006 49 44E 55 14 54N 006 50 42E 55 15 12N 006 48 36E 55 15 19N 006 49 32E 55 15 26N 006 50 28E 55 15 32N 006 51 25E 55 15 44N 006 48 26E 55 15 50N 006 49 22E 55 15 57N 006 50 17E 55 16 04N 006 51 13E 55 16 15N 006 48 14E 55 16 23N 006 49 09E 55 16 29N 006 50 07E 55 16 36N 006 51 01E 55 16 47N 006 48 01E 55 16 54N 006 48 59E 55 17 01N 006 49 53E 55 17 07N 006 50 50E 55 17 26N 006 48 47E 55 17 33N 006 49 42E 55 17 39N 006 50 38E	525	525	-	Type and colour not AVLB

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Nyborg, NMT	Mast	55 18 14N 010 48 31E *	358	334	LIL FLG R	
Ny Bjergby	2 Wind turbines	55 41 38N 011 30 08E -	460	415	LIL F R	
Nysted Havmøllepark	Wind farm, 72 Wind turbines	54 34 10N 011 40 02E - 54 33 36N 011 45 35E - 54 31 32N 011 45 35E - 54 32 06N 011 40 02E	361	361	LIM FLG W LIL F R	On corners of the wind farm perimeter On all other turbines
Ny Storstrømsbro	Bridge pylon	54 58 27N 011 52 04E	334	334	NIL	Under construction
Næstved	Mast	55 15 29N 011 48 45E *	929	722	LIH FLG W	
Nørhede-Hjortmose	Wind farm, 22 Wind turbines	56 05 15N 008 23 27E - 56 06 05N 008 20 48E - 56 06 23N 008 20 48E - 56 05 25N 008 23 50E	619	492	LIL F R	
Nørrekær Enge	12 Wind turbines	57 00 07N 009 20 27E - 57 00 56N 009 26 01E	421	421	LIM FLG R LIL F R	On corners of the wind farm perimeter and on sides where distance is more than 5 KM On all other turbines
Nørre Nebel, Sdr. Bork	5 Wind turbines	55 48 34N 008 15 18E - 55 48 28N 008 15 42E - 55 48 22N 008 16 06E - 55 48 17N 008 16 29E - 55 48 11N 008 16 51E	594	591	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Odense, Fynsværket 1	Chimneys	55 25 42N 010 24 23E *	472	463	NIL	
Odense, Fynsværket 2	Chimney	55 25 47N 010 24 40E *	779	771	LIH FLG W	
Odense, Lindø	Crane	55 27 55N 010 31 37E	369	361	LIL F R	
Oesterild	3 Masts	57 05 13N 008 52 50E 57 03 55N 008 52 51E 57 02 39N 008 52 51E	870	821	LIH FLG W	
	9 Masts	57 05 03N 008 52 33E 57 04 43N 008 52 18E 57 04 24N 008 52 18E 57 04 05N 008 52 18E 57 03 46N 008 52 19E 57 03 26N 008 52 19E 57 03 07N 008 52 19E 57 02 51N 008 52 25E 57 02 31N 008 52 31E	696	624	LIH FLG W	
	9 Wind turbines	57 05 02N 008 53 02E 57 04 43N 008 53 02E 57 04 23N 008 53 02E 57 04 04N 008 53 03E 57 03 44N 008 53 03E 57 03 25N 008 53 03E 57 03 06N 008 53 03E 57 02 47N 008 53 00E 57 02 31N 008 53 00E	1126	1083	LIH FLG W	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Overgaard	16 Wind turbines	56 40 44N 010 15 31E 56 40 45N 010 16 02E 56 40 47N 010 16 32E 56 40 48N 010 17 03E 56 40 29N 010 15 45E 56 40 30N 010 16 16E 56 40 32N 010 16 46E 56 40 33N 010 17 17E 56 40 38N 010 19 19E 56 40 14N 010 15 59E 56 40 15N 010 16 29E 56 40 16N 010 17 00E 56 40 18N 010 17 31E 56 40 23N 010 19 33E 56 40 08N 010 19 46E 56 39 53N 010 20 00E	503	493	LIL F R	
	10 Wind turbines	56 40 01N 010 17 14E 56 40 03N 010 17 45E 56 40 04N 010 18 16E 56 40 05N 010 18 47E 56 40 07N 010 19 17E 56 39 48N 010 17 59E 56 39 49N 010 18 30E 56 39 50N 010 19 00E 56 39 52N 010 19 31E 56 39 16N 010 17 56E	499	493	LIL F R	
	10 Wind turbines	56 40 49N 010 17 34E 56 40 51N 010 18 05E 56 40 52N 010 18 36E 56 40 53N 010 19 06E 56 40 34N 010 17 48E 56 40 35N 010 18 19E 56 40 37N 010 18 49E 56 40 19N 010 18 02E 56 40 20N 010 18 32E 56 40 22N 010 19 03E	495	492	LIL F R	
	10 Wind turbines	56 39 32N 010 18 13E 56 39 34N 010 18 44E 56 39 35N 010 19 14E 56 39 36N 010 19 45E 56 39 37N 010 20 13E 56 39 17N 010 18 26E 56 39 19N 010 18 57E 56 39 20N 010 19 28E 56 39 21N 010 19 59E 56 39 22N 010 20 26E	421	415	LIL F R	
Ovnbøl	4 Wind turbines	55 41 33N 008 31 02E 55 41 14N 008 31 44E 55 41 20N 008 31 30E 55 41 27N 008 31 16E	545	461	LIL F R	
Paludans Flak	10 Wind turbines in a row	55 44 03N 010 35 00E - 55 42 30N 010 35 00E	336	336	LIM FLG R	
Prøvestenen	3 Wind turbines	55 40 20N 012 38 19E 55 40 26N 012 38 34E 55 40 32N 012 38 49E	364	351	LIL F R	
Pulsen	6 Wind turbines	57 13 15N 010 21 08E 57 13 29N 010 21 02E 57 13 43N 010 20 56E 57 13 20N 010 21 29E 57 13 34N 010 21 23E 57 13 48N 010 21 17E	443	410	LIL F R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Quistrup	3 Wind turbines	56 27 50N 008 37 26E 56 27 41N 008 37 29E 56 27 33N 008 37 33E	537	438	LIL F R	
Ragebøl	Mast	54 55 24N 009 44 09E *	474	338	LIL F R	
Randers	Chimney	56 27 31N 010 02 50E *	443	436	NIL	
Rangstrup	Mast	55 07 23N 009 11 10E *	995	726	LIH FLG W	
Rens	5 Wind turbines	54 52 28N 009 04 04E 54 52 31N 009 03 44E 54 52 34N 009 03 23E 54 52 37N 009 03 02E 54 52 40N 009 02 41E	436	410	LIL F R	
Rindum Enge	5 Wind turbines	56 07 27N 008 14 26E 56 07 17N 008 14 25E 56 07 07N 008 14 25E 56 06 56N 008 14 24E 56 06 46N 008 14 24E	410	410	LIL F R	
Ringkøbing	Mast	56 05 34N 008 16 55E *	386	350	NIL	
Ringsted	Mast	55 28 21N 011 48 00E	462	325	LIL F R	
Risø	Mast	55 41 38N 012 05 21E *	420	404	LIL F R	
Roskilde Forbrænding	Chimney	55 38 30N 012 07 16E *	554	394	LIL F R	
Roslev	4 Wind turbines	56 45 36N 008 59 26E 56 45 30N 008 59 45E 56 45 23N 009 00 04E 56 45 16N 009 00 23E	480	460	LIL F R	
Roslev 2	4 Wind turbines	56 45 46N 009 02 15E 56 45 54N 009 02 02E 56 46 02N 009 01 49E 56 45 37N 009 02 28E	478	426	LIL F R	
Rudmose	4 Wind turbines	56 04 47N 008 29 36E - 56 04 40N 008 28 35E	640	411	LIL F R	
Rø	Mast	55 09 36N 014 53 13E *	1415	1036	LIH FLG W	
Rødby Fjord	11 Wind turbines	54 43 34N 011 16 35E 54 43 30N 011 16 52E 54 43 25N 011 17 08E 54 43 21N 011 17 26E 54 43 17N 011 17 44E 54 43 12N 011 18 01E 54 43 08N 011 18 19E 54 43 04N 011 18 36E 54 43 00N 011 18 54E 54 42 57N 011 19 13E 54 42 55N 011 19 32E	492	492	LIL F R	
Røde Kro	Mast	55 01 59N 009 14 55E *	1161	1051	LIH FLG W	

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	
Thor Havvind-møllepark	Windfarm, 72 wind turbines	56 26 36N 007 40 53E 56 27 11N 007 41 48E 56 27 10N 007 43 12E 56 26 00N 007 39 58E 56 25 45N 007 42 08E 56 26 14N 007 43 28E 56 25 56N 007 44 53E 56 25 15N 007 38 50E 56 25 19N 007 40 55E 56 24 37N 007 37 49E 56 24 38N 007 39 43E 56 24 40N 007 42 07E 56 24 54N 007 43 58E 56 23 50N 007 38 25E 56 23 43N 007 40 45E 56 23 47N 007 44 00E 56 24 17N 007 45 38E 56 23 00N 007 38 20E 56 23 07N 007 39 50E 56 23 16N 007 42 10E 56 22 52N 007 43 49E 56 23 26N 007 45 25E 56 22 07N 007 38 42E 56 22 15N 007 40 06E 56 22 31N 007 42 12E 56 21 59N 007 43 56E 56 22 37N 007 45 27E 56 21 18N 007 37 34E 56 21 21N 007 39 54E 56 21 10N 007 42 14E 56 21 33N 007 45 29E 56 20 10N 007 34 07E 56 20 17N 007 35 47E 56 20 18N 007 37 17E 56 20 33N 007 38 59E 56 20 25N 007 41 06E 56 20 32N 007 43 11E 56 20 47N 007 45 30E 56 19 12N 007 35 02E 56 19 30N 007 36 56E 56 19 35N 007 39 29E 56 19 39N 007 41 21E 56 19 48N 007 43 55E 56 20 01N 007 45 32E 56 18 10N 007 35 07E 56 18 32N 007 36 30E 56 18 42N 007 38 08E 56 18 50N 007 39 59E 56 18 52N 007 42 05E 56 18 56N 007 44 24E 56 19 03N 007 45 48E 56 17 39N 007 36 32E 56 17 48N 007 38 51E 56 17 51N 007 40 29E 56 17 51N 007 42 20E 56 17 30N 007 44 13E 56 18 00N 007 45 50E 56 16 52N 007 36 34E 56 16 28N 007 37 58E 56 16 40N 007 39 36E	873	873	NIL	Turbines under construction. No OBST light during construction phase.

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
		56 16 46N 007 41 27E 56 16 28N 007 43 47E 56 17 04N 007 46 06E 56 15 28N 007 38 52E 56 15 49N 007 40 19E 56 15 27N 007 42 53E 56 15 32N 007 45 06E 56 16 12N 007 46 07E 56 14 41N 007 38 44E 56 14 42N 007 40 22E 56 14 44N 007 43 22E 56 14 46N 007 46 24E				
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	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
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	
Ulvemosen og Bækhede Plantage	10 Wind turbines	55 35 57N 008 35 34E 55 35 53N 008 35 59E 55 35 50N 008 36 26E 55 35 50N 008 36 52E 55 35 51N 008 37 19E 55 35 55N 008 37 47E 55 36 00N 008 38 13E 55 36 07N 008 38 36E 55 36 15N 008 38 59E 55 36 24N 008 39 21E	592	492	LIL F R	
Urup	6 Wind turbines	55 48 37N 008 47 08E 55 48 26N 008 47 10E 55 48 14N 008 47 11E 55 48 42N 008 47 36E 55 48 31N 008 47 38E 55 48 19N 008 47 39E	580	492	LIL F R	
Usserød	Chimney	55 54 08N 012 29 26E *	359	328	NIL	
Vamdrup	Chimney	55 25 42N 009 18 01E *	487	355	LIH FLG W	
Varde	Flare stack Chimney	55 40 05N 008 21 55E * 55 40 15N 008 22 09E *	509 392	476 361	LIM FLG R LIM FLG R	
Varde, Nordenskov	Mast	55 39 25N 008 40 17E *	1102	1036	LIH FLG W	
Veddum	9 Windturbines	56 46 57N 010 11 48E 56 47 08N 010 11 43E 56 47 20N 010 11 37E 56 47 31N 010 11 32E 56 47 43N 010 11 26E 56 47 08N 010 12 08E 56 47 19N 010 12 03E 56 47 31N 010 11 57E 56 47 42N 010 11 51E	505	492	LIL F R	
Vejen	Chimney	55 28 26N 009 09 24E	460	345	LIL F R	
Vejle	Tower	55 40 31N 009 30 10E *	797	448	LIL F R	
Velling 1	Wind turbine	56 01 22N 008 19 06E	660	656	LIH FLG W	
Velling 2	Wind turbine	56 01 44N 008 19 00E	660	656	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Vemb	12 Wind turbines	56 22 06N 008 21 19E 56 22 16N 008 21 18E 56 22 27N 008 21 17E 56 22 09N 008 21 45E 56 22 19N 008 21 44E 56 22 30N 008 21 43E 56 22 13N 008 22 18E 56 22 23N 008 22 17E 56 22 33N 008 22 16E 56 22 16N 008 22 48E 56 22 26N 008 22 47E 56 22 36N 008 22 46E	502	459	LIL F R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Vester Barde	5 Wind turbines	56 07 41N 008 41 06E 56 07 53N 008 40 39E 56 07 47N 008 40 53E 56 08 05N 008 40 13E 56 07 59N 008 40 26E	611	460	LIM FLG R	
Vesterhav Nord	21 Wind turbines	56 39 24N 008 01 29E 56 39 01N 008 01 30E 56 38 38N 008 01 30E 56 38 15N 008 01 30E 56 37 52N 008 01 31E 56 37 29N 008 01 31E 56 37 06N 008 01 31E 56 36 43N 008 01 31E 56 36 20N 008 01 32E 56 35 57N 008 01 32E 56 35 34N 008 01 32E 56 35 11N 008 01 33E 56 34 48N 008 01 33E 56 34 25N 008 01 33E 56 34 02N 008 01 34E 56 33 40N 008 01 34E 56 33 16N 008 01 34E 56 32 53N 008 01 34E 56 32 30N 008 01 35E 56 32 07N 008 01 35E 56 31 44N 008 01 35E	633	633	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Vesterhav Syd	20 Wind turbines in a row	56 08 14N 007 57 12E 56 07 52N 007 57 12E 56 07 30N 007 57 12E 56 07 07N 007 57 12E 56 06 45N 007 57 12E 56 06 23N 007 57 12E 56 06 00N 007 57 13E 56 05 39N 007 57 13E 56 05 17N 007 57 13E 56 04 54N 007 57 13E 56 04 32N 007 57 13E 56 04 10N 007 57 13E 56 03 47N 007 57 13E 56 03 25N 007 57 13E 56 03 03N 007 57 13E 56 02 41N 007 57 13E 56 02 19N 007 57 13E 56 01 57N 007 57 13E 56 01 35N 007 57 13E 56 01 13N 007 57 13E	633	633	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Vesthimmerland, Bjørnstrup	6 Wind turbines in a row	56 52 35N 009 29 10E 56 52 45N 009 29 15E 56 52 56N 009 29 20E 56 53 07N 009 29 25E 56 53 18N 009 29 31E 56 53 29N 009 29 36E	611	492	LIL F R	
Viborg	Flare stack	56 38 25N 009 25 03E *	197		NIL	
Viborg, Sparkær	Mast	56 27 42N 009 14 04E *	1188	1037	LIH FLG W	
Videbæk	Mast	56 08 27N 008 42 18E *	1173	1051	LIH FLG W	
Videbæk	4 Wind turbines	56 06 48N 008 37 49E 56 06 45N 008 36 43E 56 06 46N 008 37 05E 56 06 48N 008 37 28E	594	459	LIL F R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Vildbjerg	3 Wind turbines	56 12 27N 008 47 08E 56 12 37N 008 47 16E 56 12 47N 008 47 24E	643	492	LIL F R	
Vinderup	3 Wind turbines in a row	56 30 20N 008 46 59E 56 30 31N 008 46 59E 56 30 43N 008 46 59E	433	416	LIL F R	
Vinderup 2	3 Wind turbines	56 24 37N 008 51 29E 56 24 45N 008 51 15E 56 24 54N 008 51 01E	674	492	LIL F R	
Vindtved, Tønder	6 Wind turbines	54 54 21N 008 55 40E 54 54 20N 008 56 02E 54 54 19N 008 56 24E 54 54 18N 008 56 46E 54 54 17N 008 57 08E 54 54 16N 008 57 30E	495	492	LIL F R	
Vognkær	5 Wind turbines in a row	56 06 53N 008 13 56E - 56 07 34N 008 13 58E	411	411	LIL F R	
Volder Mark	6 Wind turbines	56 27 25N 008 11 16E 56 27 29N 008 11 35E 56 27 33N 008 11 54E 56 27 37N 008 12 12E 56 27 41N 008 12 31E 56 27 45N 008 12 50E	518	492	LIL F R	
Vordingborg	Mast	55 03 07N 011 59 18E *	1230	1051	LIH FLG W	
Ø. Linderup	4 Wind turbines	57 15 32N 010 03 07E 57 15 32N 010 02 49E 57 15 33N 010 02 31E 57 15 33N 010 02 14E	499	410	LIL F R	
Ølgod	Mast	55 48 33N 008 33 35E *	676	496	LIL F R	
Øster Børsting	2 Wind turbines	56 27 09N 009 04 46E 56 27 18N 009 04 33E	588	459	LIL F R	
Årsballe	Mast	55 08 55N 014 52 48E *	965	575	LIH FLG W	

ENR 5.5 Aerial Sporting and Recreational Activities

1. Gliding/Hang-gliding

1.1 General

Gliding/hang-gliding may take place from a great number of public and private aerodromes or special glider/hang-glider sites.

The aerodromes and the glider/hang-glider sites are shown on the ANC 1:500 000 Denmark and other relevant aeronautical charts.

1.2 Caution. Use of Cable Launching

Cable launching may take place at some sites up to a height of 2500 FT AGL. The cable forms an almost invisible obstacle during launch as well as when falling to the ground. After release, the cable will fall to the ground in the direction with the wind, away from the winch. Normally the cable will fall within the limit of the site, but situations may occur where the cable will fall outside the site.

Collision with the cable may cause damage to an aircraft, in worst case be fatal. A safety distance of 1 NM from the position of the site will be sufficient.

Glider/hang-glider sites where cable launch may take place are listed in Table 1 and 2.

1.3 Gliding/Hang-gliding in Airspace Class E and G.

Gliding/hang-gliding in airspace Class E and G will normally not be known by ATS. However, in case of intensive activity such as competition and the like, NOTAM will be issued if the Danish Transport Authority has been informed thereof.

1.4 Glider/Hang-glider Areas in Airspace Class C and D

1.4.1 Areas and allocation

Areas within which gliding/hang-gliding may take place on special conditions have been established in København TMA, Roskilde TMA and Billund TMA (airspace class C), in Aarhus TMA/CTR and Karup TMA/CTR (airspace class D).

The areas may be allocated on all days to flying clubs or to individual flights. For intensive activity the areas will be allocated to flying clubs only. Allocation of the areas will always be based on an evaluation of the actual traffic situation in the area concerned. For areas within København TMA and Roskilde TMA the actual upper limit will be determined through coordination with Roskilde Approach and based on the actual weather situation in the area concerned. Within København TMA individual flights may also be permitted to operate outside the glider areas in airspace class C.

1.4.2 Location of glider/hang-glider areas

The areas in København TMA and Roskilde TMA are shown on the ANC 1:250 000 Copenhagen Area. For location of areas in Aarhus TMA/CTR, Billund TMA and Karup TMA/CTR see the chart in the relevant aerodrome section.

Detailed description of the areas are listed in Table 3.

1.4.3 Conditions for flights other than gliding/hang-gliding

a) IFR-flights

IFR-flights will be separated from active glider/hang-glider areas. Howevever, if an area is allocated for an individual flight, IFR-flights will be separated from such flight only and not from the whole area.

b) VFR flights

VFR-flights may obtain information as to whether a glider/hang-glider area is active from the appropriate ATS unit on the relevant TOWER or APPROACH frequency.

A request for a clearance to pass an active area will normally be complied with, but VFR-flights which have been cleared to pass an active area will not receive traffic information and advice to avoid collision as prescribed for airspace Class C and D.

2. Parachuting

2.1 General

Parachuting may take place at many locations throughout the country. Locations, known by the Danish Transport Authority, as being frequently used are listed in table 4.

2.2 NOTAM about Parachuting

NOTAM about parachuting will be issued only in cases of a special and intensive activity and if the Danish Transport Authority has been informed thereof in advance.

Table 1. Glider Sites with Cable Launch

Site	PSN WGS 84	Remarks
Arnborg EKAB	56 00 43N 009 00 45E *	
Bolhede EKBH	55 37 57N 008 45 15E *	
Ejstruphede EKVE	56 01 16N 008 41 28E *	
Frederikssund Nord	55 51 08N 012 04 26E *	
Gesten EKGE	55 33 03N 009 11 05E *	ACFT towing gliders turns right after TKOF RWY 10
Gørløse EKGL	55 53 08N 012 13 41E *	
Hammer EKHM	55 54 25N 009 27 13E *	
Herning EKHG	56 11 05N 009 02 40E	
Kalundborg EKKL	55 42 00N 011 15 00E	
Kongsted EKKS	55 15 08N 012 03 46E *	
Lemvig EKLV	56 30 11N 008 18 42E	
Lindtorp	56 23 48N 008 26 31E *	
Lolland Falster / Maribo EKMB	54 41 58N 011 26 24E	
Morsø EKNM	56 49 28N 008 47 11E	
Nørre Felding	56 17 58N 008 34 55E *	Traffic circuits are taking place W of the site
Rødekro	55 04 43N 009 18 05E *	
Silkeborg/ Christianshede EKCR	56 06 18N 009 23 34E *	
Skive EKSV	56 33 01N 009 10 23E	
Slaglille EKSL	55 27 08N 011 38 41E *	
Sæby/Ottestrup EKSA	57 20 48N 010 24 25E *	
True Svæveflyvebane EKAS	56 10 43N 010 04 35E *	
Tølløse EKTO	55 34 53N 011 45 36E *	Traffic circuits are taking place N of the site
Vesthimmerland EKVH	56 50 49N 009 27 31E	
Vojens / Skryd- strup EKSP	55 13 32N 009 15 50E	
Vøjstrup EKFS	55 14 52N 010 12 15E *	

Table 2. Hang-glider Sites with Cable Launch

Site	PSN WGS 84	Remarks
Alstrup	54 53 17N 011 44 43E	Cable MAX HGT 2500 FT MSL
Bjedstrup	56 04 12N 009 51 57E *	Cable MAX HGT 2000 FT MSL
(Det tidligere) Flyvestation Værløse	55 46 17N 012 18 24E	Cable MAX HGT 1500 FT MSL
Fasterholt	56 00 10.2N 009 05 34.8E	Cable MAX HGT 2000 FT MSL
Heden Optrækseplads	55 15 00N 010 21 05E *	Cable MAX HGT 2000 FT MSL
Rønbjerg	56 53 40N 009 11 19E *	Cable MAX HGT 2000 FT MSL
Skivum	56 52 03N 009 36 06E *	Cable MAX HGT 2000 FT MSL
Tølløse EKTO	55 34 53N 011 45 36E *	Cable MAX HGT 1500 FT MSL

Table 3. Glider Areas

Designator Lateral Limits	Vertical Limits	ATS-unit Remarks
Within Aarhus TMA/CTR		
AARHUS WEST 56 09 58N 010 16 25E – 56 12 58N 010 06 25E – 56 17 28N 010 00 25E – 56 25 28N 010 02 55E – 56 28 48N 010 10 55E – 56 29 48N 010 22 25E – 56 20 40N 010 12 53E – 56 09 58N 010 16 25E.	FL 60 1500 FT MSL	AARHUS APPROACH
Within Billund TMA/CTR		
G1A - AREA BRANDE 1 55 58 00.0N 008 37 00.0E - 55 58 39.0N 008 55 36.5E - 55 54 00.0N 008 59 24.0E - 55 50 33.1N 008 47 55.4E - 55 58 00.0N 008 37 00.0E.	FL 70 FL 45	BILLUND APPROACH
G1B - AREA BRANDE 2 55 58 39.0N 008 55 36.5E - 55 59 27.8N 009 21 03.9E - 55 54 51.5N 009 21 02.1E - 55 54 00.0N 008 59 24.0E - 55 58 39.0N 008 55 36.5E.	FL 70 FL 45	BILLUND APPROACH
G1C - AREA BRANDE 3 55 59 27.8N 009 21 03.9E - 55 59 57.4N 009 38 01.4E 55 53 32.8N 009 29 25.8E - 55 54 51.5N 009 21 02.1E 55 59 27.8N 009 21 03.9E.	FL 70 FL 45	BILLUND APPROACH
G2 - AREA HORSENS 55 59 57.4N 009 38 01.4E - 55 52 57.8N 009 54 55.5E - 55 51 38.7N 009 41 27.6E - 55 53 32.8N 009 29 25.8E - 55 59 57.4N 009 38 01.4E.	FL 70 FL 45	BILLUND APPROACH
G4A - AREA KOLDING 55 33 46.8N 009 17 34.1E - 55 34 17.5N 009 35 10.7E - 55 29 07.3N 009 35 06.9E - 55 28 20.0N 009 17 31.6E - 55 33 46.8N 009 17 34.1E	FL 70 FL 45	BILLUND APPROACH
G4B - AREA LILLEBÆLT 55 34 17.5N 009 35 10.7E - 55 34 19.5N 009 36 23.3E 55 34 13.5N 009 54 55.5E - 55 29 57.7N 009 54 55.5E 55 29 07.3N 009 35 06.9E - 55 34 17.5N 009 35 10.7E.	FL 70 FL 45	BILLUND APPROACH
G5 - AREA GESTEN 55 33 06.5N 008 56 24.5E - 55 33 46.8N 009 17 34.1E - 55 28 20.0N 009 17 31.6E - 55 27 22.0N 008 57 12.0E - 55 32 38.7N 008 57 15.4E - 55 33 06.5N 008 56 24.5E.	FL 70 FL 45	BILLUND APPROACH
G6 - AREA BRAMMING 55 34 39.6N 008 21 58.1E - 55 36 27.7N 008 27 25.3E - 55 37 27.7N 008 34 55.3E - 55 35 48.7N 008 51 26.4E - 55 32 38.7N 008 57 15.4E - 55 27 22.0N 008 57 12.0E - 55 26 30.0N 008 39 55.1E - 55 34 39.6N 008 21 58.1E.	FL 70 FL 45	BILLUND APPROACH
G10 - AREA GESTEN NORD 55 38 46.4N 009 04 36.8E - 55 39 04.4N 009 14 11.3E - 55 33 46.8N 009 17 34.1E - 55 33 16.0N 009 01 13.8E - 55 38 46.4N 009 04 36.8E.	FL 60 2500 FT MSL	BILLUND APPROACH
G11 - AREA VORBASSE 55 38 19.9N 008 51 10.4E - 55 38 46.4N 009 04 36.8E - 55 33 16.0N 009 01 13.8E - 55 33 06.5N 008 56 24.5E - 55 35 48.7N 008 51 26.4E - 55 38 19.9N 008 51 10.4E.	FL 50 2500 FT MSL	BILLUND APPROACH
G12 - AREA BOLHEDE 55 40 00.0N 008 41 00.0E - 55 40 16.6N 008 49 01.4E - 55 38 16.0N 008 49 14.3E - 55 38 19.9N 008 51 10.4E - 55 35 48.7N 008 51 26.4E - 55 36 51.6N 008 40 59.6E - 55 40 00.0N 008 41 00.0E.	FL 70 2500 FT MSL/GND	BILLUND APPROACH

Designator Lateral Limits	Vertical Limits	ATS-unit Remarks
G13 - AREA BOLHEDE VEST 55 40 00.0N 008 41 00.0E - 55 36 51.6N 008 40 59.6E - 55 37 17.1N 008 36 43.0E - 55 39 50.3N 008 36 25.9E - 55 40 00.0N 008 41 00.0E.	FL 70 2500 FT MSL	BILLUND APPROACH
G14 - AREA HAMMER 55 54 51.5N 009 21 02.1E - 55 52 26.9N 009 36 24.0E - 55 50 31.7N 009 29 42.0E - 55 50 12.7N 009 18 50.9E - 55 54 51.5N 009 21 02.1E.	FL 50 2500 FT MSL	BILLUND APPROACH
G17 - AREA TARM NORD 55 58 00.0N 008 37 00.0E - 55 50 33.1N 008 47 55.4E - 55 49 27.1N 008 17 46.4E - 55 58 00.0N 008 37 00.0E.	FL 70 FL 45	BILLUND APPROACH
Within Karup TMA/CTR		
HERNING 56 12 48N 008 55 55E - 56 12 48N 009 02 55E - 56 10 48N 009 05 55E - 56 07 36N 009 05 55E - 56 07 23N 008 55 55E - 56 12 48N 008 55 55E.	3500 FT MSL 1500 FT MSL	KARUP APPROACH
NØRRE FELDING From 56 19 40N 008 34 55E - along an arc of a circle, radius 1.7 NM centered at 56 17 58N 008 34 55E to 56 16 16N 008 34 55E - 56 16 16N 008 30 44E - 56 19 40N 008 30 31E - 56 19 40N 008 34 55E - 56 17 58N 008 34 55E.	3500 FT MSL 1500 FT MSL	KARUP APPROACH
VEST (WEST) Consisting of that part of KARUP TMA/CTR which is not included in ØST (EAST).	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR
VIBORG From 56 24 36N 009 29 25E - along an arc of a circle, radius 2.7 NM centered at 56 24 36N 009 24 34E to 56 23 21N 009 20 15E - 56 27 50N 009 20 16E - 56 27 48N 009 24 25E - 56 26 58N 009 29 25E - 56 24 36N 009 29 25E.	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR
ØST (EAST) 56 23 28N 008 59 25E - 56 21 58N 009 19 55E - 56 21 58N 009 42 55E - 56 13 58N 009 42 55E - 56 10 26N 009 32 17E - 56 14 28N 008 59 55E - 56 23 28N 008 59 25E.	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR
Within Roskilde and København TMA		
N1 55 59 06N 011 49 33E - 55 45 38N 011 42 21E - 55 50 48N 011 21 46E - 55 59 06N 011 49 33E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N2 56 09 23N 012 24 46E - 55 57 18N 012 24 56E - 55 54 38N 012 02 16E - 55 45 38N 011 42 21E - 55 59 06N 011 49 33E - 56 09 23N 012 24 46E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N2 subdivision		
East (E) 56 09 23N 012 24 46E - 55 57 18N 012 24 56E - 55 55 27N 012 09 09E - 56 04 33N 012 08 06E - 56 09 23N 012 24 46E	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
West (W) 56 04 33N 012 08 06E - 55 55 27N 012 09 09E - 55 54 38N 012 02 16E - 55 45 38N 011 42 21E - 55 59 06N 011 49 33E - 56 04 33N 012 08 06E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1

Designator Lateral Limits	Vertical Limits	ATS-unit Remarks
N3 56 09 51N 012 26 24E - FIR Boundary - 55 58 52N 012 39 07E - 55 57 18N 012 24 56E - 56 09 23N 012 24 46E - 56 09 51N 012 26 24E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N4 55 57 18N 012 24 56E - 55 51 44N 012 30 16E - 55 48 39N 011 49 01E - 55 54 38N 012 02 16E - 55 57 18N 012 24 56E.	4000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N4 subdivision		
East (E) 55 57 18N 012 24 56E - 55 51 44N 012 30 16E - 55 50 46N 012 17 01E - 55 57 18N 012 24 56E.	4000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
West (W) 55 57 18N 012 24 56E - 55 50 46N 012 17 01E - 55 48 39N 011 49 01E - 55 54 38N 012 02 16E - 55 57 18N 012 24 56E.	4000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N5 55 51 44N 012 30 16E - 55 45 05N 012 24 09E - 55 45 17N 012 10 19E - 55 48 39N 011 49 01E - 55 51 44N 012 30 16E.	4000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N5 subdivision		
East (E) 55 51 44N 012 30 16E - 55 45 05N 012 24 09E - 55 45 17N 012 10 19E - 55 50 46N 012 17 01E - 55 51 44N 012 30 16E.	4000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
West (W) 55 50 46N 012 17 01E - 55 45 17N 012 10 19E - 55 48 39N 011 49 01E - 55 50 46N 012 17 01E.	4000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N6 55 45 17N 012 10 19E - 55 40 30N 012 04 30E - 55 40 15N 012 03 28E - 55 45 38N 011 42 21E - 55 48 39N 011 49 01E - 55 45 17N 012 10 19E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S1 55 19 58N 012 26 56E - 55 13 17N 012 26 56E - 55 12 21N 012 10 00E - 55 19 59N 012 10 00E - 55 19 58N 012 26 56E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S2 55 19 59N 012 10 00E - 55 12 21N 012 10 00E - 55 11 43N 011 58 46E - 55 22 14N 011 56 17E - 55 19 59N 012 07 56E - 55 19 59N 012 10 00E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S3 55 29 47N 011 24 08E - 55 29 47N 011 50 44E - 55 22 14N 011 56 17E - 55 11 43N 011 58 46E - 55 14 58N 011 40 51E - 55 25 38N 011 24 36E - 55 29 47N 011 24 08E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S3 subdivision		
North (N) 55 29 47N 011 50 44E - 55 21 05N 011 44 55E - 55 25 38N 011 24 36E - 55 29 47N 011 24 08E - 55 29 47N 011 50 44E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1

Designator Lateral Limits	Vertical Limits	ATS-unit Remarks
East (E) 55 29 47N 011 50 44E - 55 22 14N 011 56 17E - 55 18 18N 011 57 13E - 55 21 05N 011 44 55E - 55 29 47N 011 50 44E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
South (S) 55 18 18N 011 57 13E - 55 11 43N 011 58 46E - 55 14 58N 011 40 51E - 55 21 05N 011 44 55E - 55 18 18N 011 57 13E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
West (W) 55 21 05N 011 44 55E - 55 14 58N 011 40 51E - 55 25 38N 011 24 36E - 55 21 05N 011 44 54E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S4 55 43 36N 011 22 35E - 55 37 04N 011 47 56E - 55 33 33N 011 47 56E - 55 29 47N 011 50 44E - 55 29 47N 011 24 08E - 55 43 36N 011 22 35E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S4 subdivision		
North West (NW) 55 43 36N 011 22 35E - 55 40 07N 011 36 11E - 55 36 38N 011 36 36E - 55 36 38N 011 23 22E - 55 43 36N 011 22 35E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
North East (NE) 55 40 07N 011 36 11E - 55 37 04N 011 47 56E - 55 36 38N 011 47 56E - 55 36 38N 011 36 36E - 55 40 07N 011 36 11E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
South East (SE) 55 36 38N 011 36 36E - 55 36 38N 011 47 56E - 55 33 33N 011 47 56E - 55 29 47N 011 50 44E - 55 29 48N 011 37 24E - 55 36 38N 011 36 36E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
South West (SW) 55 36 38N 011 23 22E - 55 36 38N 011 36 36E - 55 29 48N 011 37 24E - 55 29 47N 011 24 08E - 55 36 38N 011 23 22E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S5 55 37 04N 011 47 56E - 55 34 42N 011 56 59E - 55 31 00N 011 58 00E - 55 29 47N 011 50 44E - 55 33 33N 011 47 56E - 55 37 04N 011 47 56E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T1 55 27 23N 012 08 06E - 55 19 58N 012 26 56E - 55 19 59N 012 07 56E - 55 27 23N 012 08 06E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T2 55 27 23N 012 08 06E - 55 19 59N 012 07 56E - 55 22 14N 011 56 17E - 55 27 23N 012 08 06E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T3 55 29 30N 012 10 00E - 55 27 23N 012 08 06E - 55 22 14N 011 56 17E - 55 29 47N 011 50 43E - 55 31 00N 011 58 00E - 55 29 00N 012 04 00E - 55 29 30N 012 10 00E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T4 55 41 00N 012 11 30E - 55 39 40N 012 15 00E - 55 36 56N 012 16 44E - 55 29 30N 012 10 00E - 55 29 00N 012 04 00E - 55 31 00N 011 58 00E - 55 36 30N 011 56 30E - 55 39 00N 011 58 30E - 55 40 30N 012 04 30E - 55 41 00N 012 11 30E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1

Designator Lateral Limits	Vertical Limits	ATS-unit Remarks
T5 55 40 15N 012 03 28E - 55 39 00N 011 58 30E - 55 36 30N 011 56 30E - 55 34 42N 011 56 59E - 55 37 54N 011 44 43E - 55 42 58N 011 40 56E - 55 45 38N 011 42 21E - 55 40 15N 012 03 28E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T6 55 45 38N 011 42 21E - 55 42 58N 011 40 56E - 55 37 54N 011 44 43E - 55 43 36N 011 22 35E - 55 50 48N 011 21 46E - 55 45 38N 011 42 21E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T8 55 45 05N 012 24 09E - 55 36 56N 012 16 44E - 55 39 40N 012 15 00E - 55 41 00N 012 11 30E - 55 40 30N 012 04 30E - 55 45 17N 012 10 19E - 55 45 05N 012 24 09E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T9 55 58 35N 012 36 36E - 55 51 44N 012 30 16E - 55 57 18N 012 24 56E - 55 58 35N 012 36 36E.	3000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
Within Skrydstrup TMA/CTR		
RØDEKRO 55 08 00N 009 06 30E - 55 07 40N 009 27 00E- 55 00 40N 009 26 34E - 55 04 35N 009 06 01E- 55 08 00N 009 06 30E.	3500 FT MSL 1500 FT MSL*/GND**	SKRYDSTRUP APPROACH *) Outside CTR **) Within CTR

Table 4. Parachuting Sites

4.1 Parachuting at Public Aerodromes

Aalborg	(EKYT)
Aarhus	(EKAH)
Bornholm/Rønne	(EKRN)
Esbjerg	(EKEB)
Herning	(EKHG)
Kolding/Vamdrup	(EKVD)
Kruså-Padborg	(EKPB)
København/Roskilde	(EKRK)
Lolland-Falster/Maribo	(EKMB)
Læsø	(EKLS)
Odense / Hans Christian Andersen Airport	(EKOD)
Samsø	(EKSS)
Sindal	(EKSN)
Skive	(EKSV)
Stauning	(EKVJ)
Tønder	(EKTD)
Vesthimmerland	(EKVH)
Viborg	(EKVB)

4.2 Parachuting at Private Aerodromes

Lindtorp	
Varde	(EKVA)

4.3 Parachuting at other locations

Aversi (NW of Haslev)	PSN 55 21N 011 50E
Biersted (N of Aalborg AD)	PSN 57 09N 009 49E
Gilleleje (W of town)	PSN 56 06N 012 16E
Hundested (E of town)	PSN 55 57N 011 55E
Kalundborg (SW of town)	PSN 55 40N 011 02E
Sundbylille (E of Frederikssund)	PSN 55 50N 012 07E
Tolstrup (S of Ringsted AD)	PSN 55 25N 011 49E
Turebyholm (NW of Karise)	PSN 55 20 37N 012 06 30E

ENR 5.6 Bird Migration and Areas with Sensitive Fauna

1. Bird Migration

1.1 General

Bird migration occurs during the whole year, but culminates in the periods end of March to Mid-May (spring migration) and beginning of September to Mid-November (autumn migration).

1.2 Spring migration

Spring migration culminates in the period end of March to Mid-May. Peak numbers for most species occur in April. The most important factors inducing heavy migration are a rise in temperature over Central and Western Europe, light winds, and southerly winds.

At night, migration is generally in a broad outline covering the entire country and its surrounding waters, with mean direction NNE. Most birds come from Central and Western Europe. In daylight migration tends to concentrate along guiding coasts. The most important points of concentration are:

- Skagen 57 45N 010 35E
- Fornæs 56 25N 010 55E
- North-East Fyn 55 20N 010 45E
- North and East Sjælland 56 00N 011 40E - 55 20N 012 30E

Generally the altitude of migration at night is higher than by day. At night the average altitude is about 3000-5000 FT, by day 1000-3000 FT.

1.3 Autumn migration

Autumn migration culminates in the period beginning of September to Mid-November. Peak numbers for most species occur in October. The most important factor inducing heavy migration is fall in temperature over Central and Northern Scandinavia. High intensities coincide also with winds from NNE, light winds, little cloud-over and high atmospheric pressure.

At night, migration is in a broad outline covering the entire country and its surrounding waters with mean direction south. Most birds come from southern part of Norway and southern part of Sweden. By day, migration tends to concentrate in the eastern part of Denmark and along guiding coasts. The most important points of concentration are:

- Falsterbo (southern Sweden) and Stevns
  55 25N 012 50E - 55 20N 012 30E
- Gedser - Rødby 54 35N 011 55E - 54 40N 011 20E
- Skælskør 55 15N 011 18E
- South Langeland 54 45N 010 40E
- Blåvand 55 35N 008 05E

Generally the altitude of migration at night is higher than by day. At night the average altitude is about 3000-5000 FT, by day 1000-3000 FT.

1.4 Numbers of birds

At least 100 million birds passes over Denmark and its surrounding waters during autumn. Smaller passerines are dominating. Several species occur in great number and are most hazardous to aircraft, e.g. starlings, thrushes and finches. Very numerous and hazardous are also crow-birds, ducks, gulls, waders, pigeons and birds of prey, occurring with tens of thousands to several millions.

2. Areas with Sensitive Fauna

Many species of birds as well as mammals are sensitive to noise from aircraft and overflying their breeding and resting places even at a low rate may be critical.

In accordance with Regulations for Civil Aviation (BL 7-15) overflying such areas at heights below 1000 FT (300 M) shall be avoided.

The areas are shown on the ANC 1:500 000 - Denmark and other relevant aeronautical charts.

3. Reporting of Bird Strike

3.1 General

To achieve more comprehensive statistics of Bird Strikes, the Danish Transport Authority wants to collect information about this from the civil aviation.

All pilots on flights within København FIR are therefore requested to report all cases of Bird Strike or incidents, where a risk of Bird Strike has been present.

Pilots on Danish registered aircraft are requested to report irrespective of where the event might take place.

3.2 Reporting

For use when reporting, a BIRD STRIKE REPORTING FORM has been produced.

This form may be obtained at airport offices at public airports/aerodromes or from the Danish Transport Authority.

In connection with incidents, the pilots are requested to see to that the bird or as much of the remnants as possible be collected and sent together with the Bird Strike Reporting Form - supplemented by information on the circumstances under which the incident took place - as follows:

- For incidents at EKCH and EKRK - to:
  Copenhagen Airports
  Airport Services Dept. Operations
  Bird Strike Section
  Lufthavnsboulevarden 6
  DK-2770 Kastrup
  Denmark
- For incidents at other Danish aerodromes - to:
  The aerodrome concerned.
  For addresses, see AD 2
- For incidents En Route - to:
  The Danish aerodrome of destination
- For incidents on board Danish registered aircraft outside København FIR - to:
  Danish Civil Aviation and Railway Authority
  Carsten Niebuhrs Gade 43
  DK-1577 København V
  Denmark

ENR 6 EN ROUTE CHARTS

ENR 6.1 General

1. Index Charts

1.1 Separate index charts as specified in ICAO DOC 8126 - the AIS Manual - are not produced as the information intended to be portrayed on these charts are included on the listed charts.

However, within certain TMA and/or CTR, Gliding Areas are established. Such areas are shown on charts included in the relevant AD.2 section or, for airports in the Copenhagen Area on ANC 1:250 000.

ACC Sectors and Channels / Frequencies above FL 285

Change : Sector "N" and "S" combined to sector "N". Sector "UN" added. VHF FREQ 136.555 added to sector "NORTH SEA HIGH AREA"

57 20 00N
004 29 58E

57 00 00N
005 00 00E

57 00 00N
007 30 00E

56 30 35N
003 30 00E

"NORTH SEA HIGH AREA"
FL 660 / FL 365 - 136.555 374.050
FL 365 / FL 285 - 134.680 374.050

"UV" - FL 660 / FL 365 - 126.055 242.650
"V" - FL 365 / FL 285 - 135.565 242.650

56 20 43N
012 01 39E

56 05 18N
008 04 40E

55 51 16N
003 30 00E

"UN" - FL 660 / FL 365 - 136.555 374.050
"N" - FL 365 / FL 285 - 134.680 374.050

55 46 28N
009 24 55E

55 40 24N
010 34 48E

55 51 01N
012 25 24E

55 13 47N
011 47 45E

"UC" - FL 660 / FL 365 - 127.865 340.800
"C" - FL 365 / FL 285 - 128.215 340.800

55 02 52N
004 00 00E

55 00 00N
005 00 00E

55 00 00N
006 30 00E

54 49 27N
004 11 10E

54 38 43N
004 20 00E

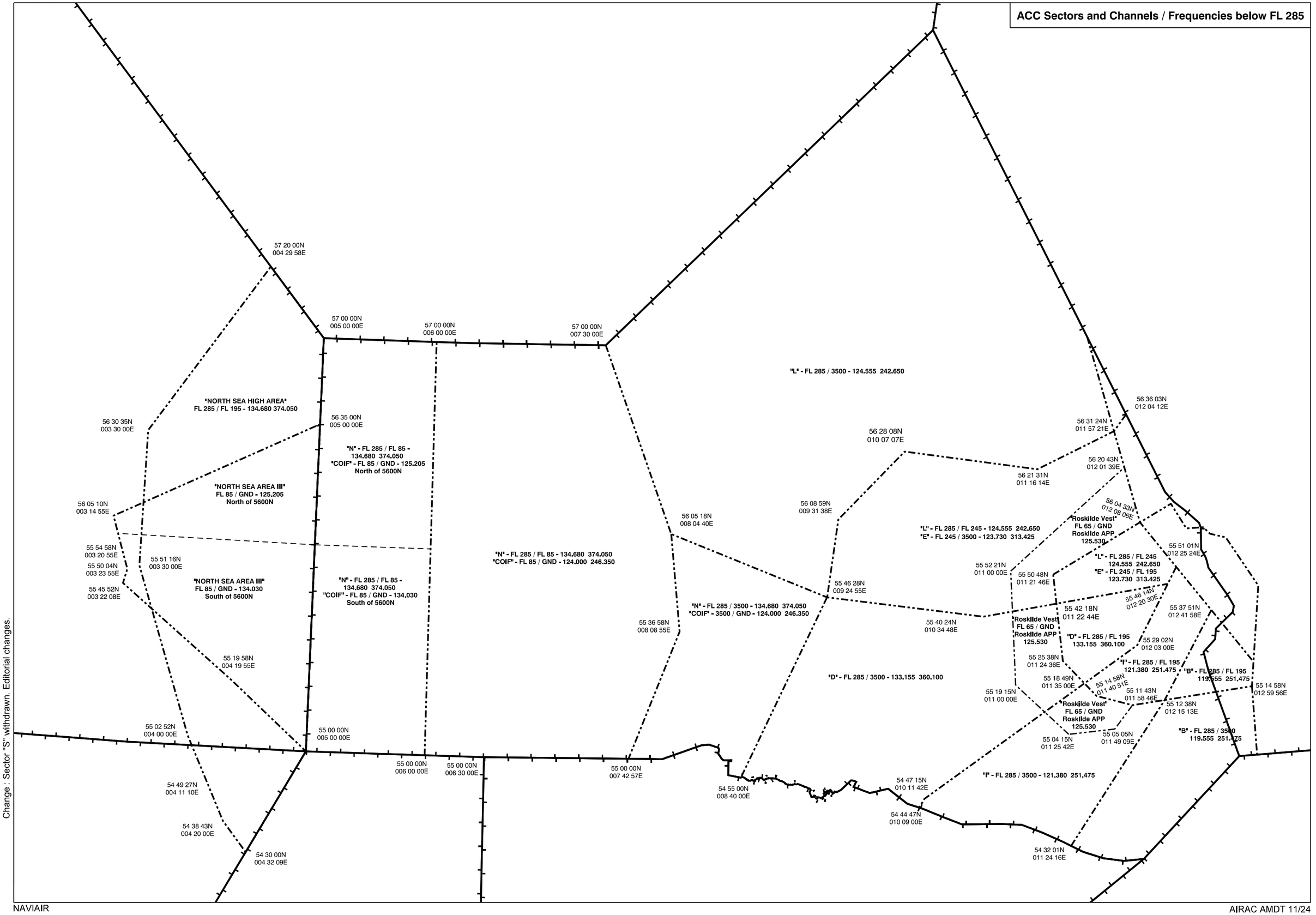
54 30 00N
004 32 09E

54 55 00N
008 40 00E

54 39 30N
010 30 00E

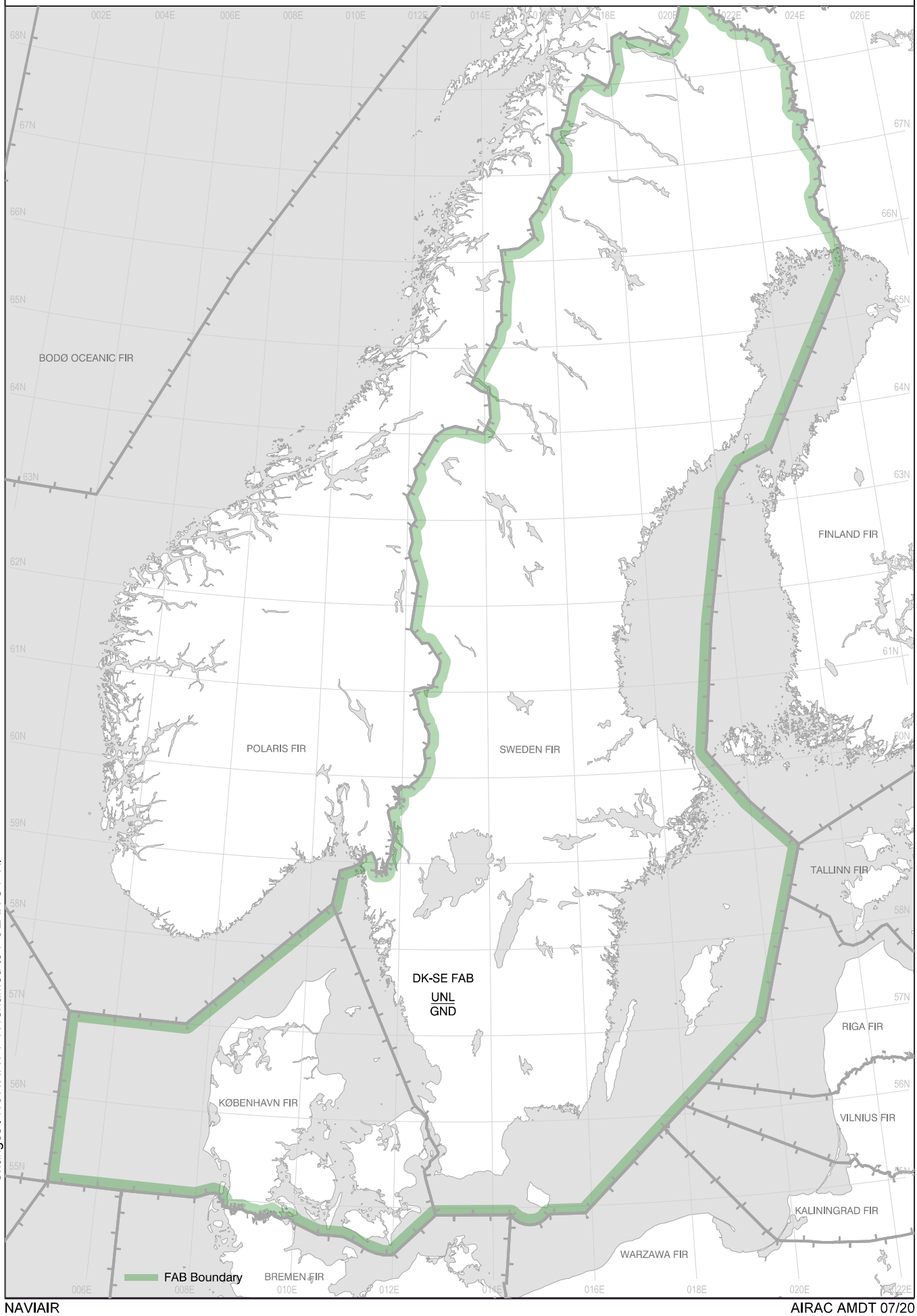
"UA" - FL 660 / FL 365 - 136.485 340.800
"A" - FL 365 / FL 285 - 135.290 340.800

ACC Sectors and Channels / Frequencies below FL 285



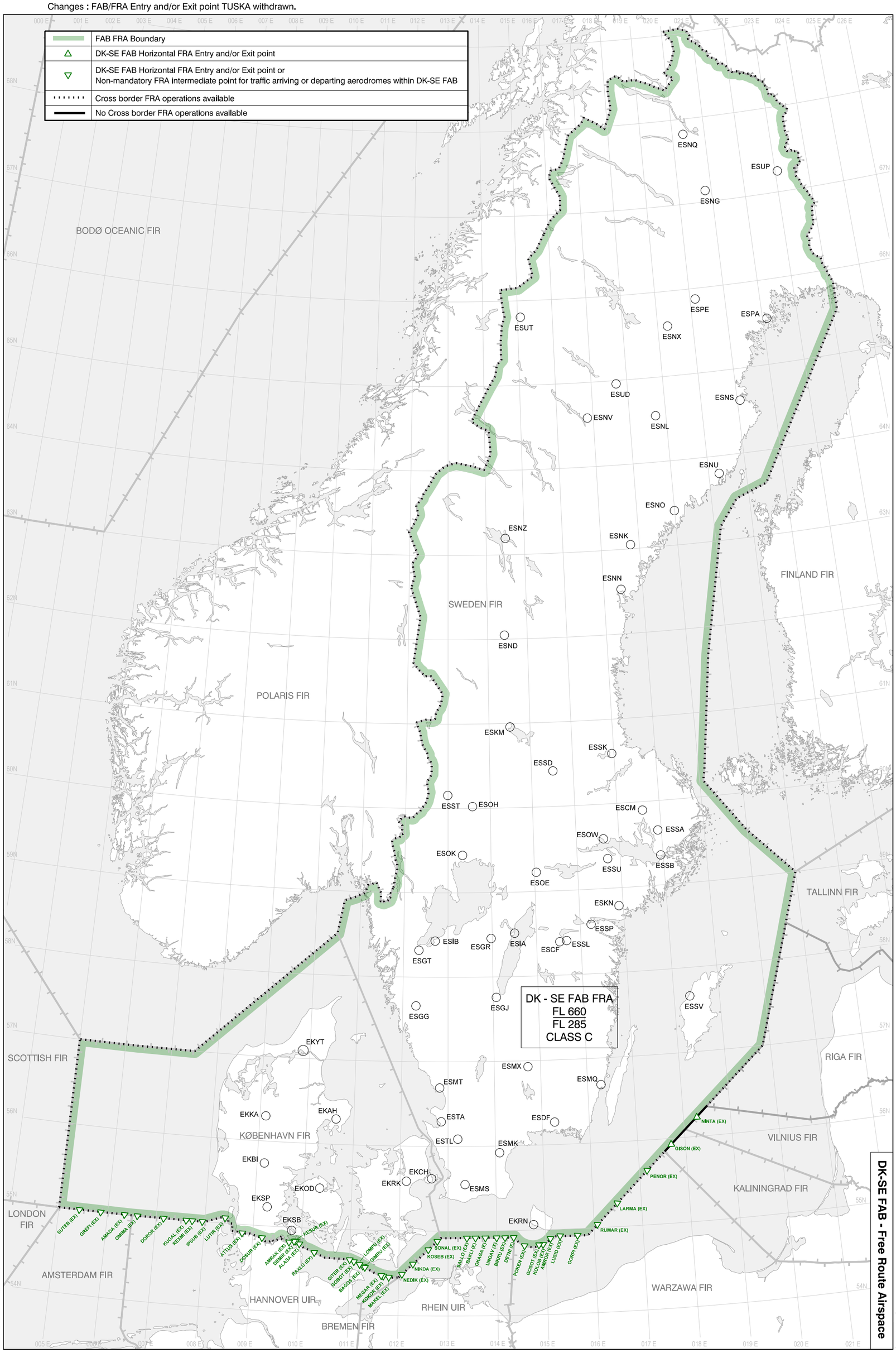
Change : Sector "S" withdrawn. Editorial changes.

DK-SE FAB



Changes : NORWAY FIR renamed to POLARIS FIR.

Changes : FAB/FRA Entry and/or Exit point TUSKA withdrawn.



DK-SE FAB - Free Route Airspace

EN ROUTE CHART - ICAO HELICOPTER ROUTES (FL 85 / GND) DENMARK

R and D Areas

EK R32	16500 / SFC	AMC-managable area
EK R33	16500 / SFC	AMC-managable area
EK R34	12500 / SFC	AMC-managable area
EK R35	12500 / SFC	AMC-managable area
EK R38	24500 / SFC	AMC-managable area
EK R39	12000 / SFC	AMC-managable area
EK R40	16500 / SFC	AMC-managable area
EK R42	24500 / SFC	AMC-managable area
EK R78	3000 / SFC	AMC-managable area
EK R79	3000 / SFC	AMC-managable area
EK R80	16500 / SFC	AMC-managable area
EK R81	16500 / SFC	AMC-managable area
EKTRANS1	FL660 / SFC	AMC-managable area
EKTRANS2	FL660 / SFC	AMC-managable area
EKD320 / EKTRANS3	FL660 / SFC	AMC-managable area
EKD321 / EKTRANS4	FL660 / SFC	AMC-managable area
EKD322 / EKTRANS5	FL660 / SFC	AMC-managable area
EKD323 / EKTRANS6	FL660 / SFC	AMC-managable area
EKD324 / EKTRANS7	FL660 / SFC	AMC-managable area
EKD325 / EKTRANS8	FL660 / SFC	AMC-managable area
EKTRANS9	FL660 / SFC	AMC-managable area
EKRTANS10	FL660 / SFC	AMC-managable area
EKTRANS11	FL660 / SFC	AMC-managable area
EK D373	40000 / SFC	AMC-managable area
ED-D46B	FL660 / SFC	AMC-managable area

Note : An ATC clearance necessitating entry of a R- or D-area will ensure the flight to be accomplished without hindrance

IFR CRUISING LEVELS

0 - 179°: even 20 40 60 80 100 etc

180 - 359°: odd 10 30 50 70 90 etc

Legend

- FIR BDRY and CTA outer BDRY
- Delegated ATS Air Space
- ACC Sector Limit
- Copenhagen Information IFR FL 85 / GND 124.000 246.350 — Call Sign, Vertical Limits and FREQ
- Local ATS Areas
- Obstacles (only shown W of 008E)
- Helicopter Route with Initial MAG Track:
- Route Designator
- KY875 34.0 — Distance of Route Segment (NM)
- Compulsory REP
- SISPU — Point Name
- N56 11 12 E007 00 00 — PSN
- Isogonic lines 2015
- CTR FIZ HTZ
- TMA FIZ
- Area Minimum Altitude 2³ = 2300 FT MSL
- EKTRANS3 — Temporary Reserved Area (TRA) (only areas west of E 008 shown, for other areas see reverse of ANC 1:500.000 DENMARK)
- EK D 373 — Restricted / Danger Areas
- Exclusive Economic Zone (EEZ)

AREA III
Copenhagen Information
IFR FL 85 / GND
134.030
South of 5600N

Copenhagen Information
IFR FL 85 / GND
125.205
North of 5600N

Copenhagen Information
IFR FL 85 / GND
125.205
North of 5600N

Copenhagen Information
IFR FL 85 / GND
124.000 246.350

Copenhagen Information
IFR FL 85 / GND
134.030
South of 5600N

Copenhagen Information
IFR FL 85 / GND
124.000 246.350

Copenhagen Control
FL 245 / 3500
134.680 374.050
Copenhagen Information
3500 / GND
124.000 246.350

Tyra Information
118.425

Karup Approach
FL125 / GND
120.430 269.275

Billund Approach
FL125 / GND
127.580

Stauning Information
121.405

Esbjerg Information
120.155

Skrydstrup Approach
FL65 / GND
124.105 280.750

Hellcopter Routes
Upper / Lower limit
FL85 / GND
Classification G
outside other designated
ATS Air Space

CAUTION NOTE
"Cold Flaring" may take place from all fixed and mobile oil- and gasinstallations.
Actual information about "Cold Flaring may be obtained from Tyra AFIS within hours of service.
Air traffic is advised to pass installations at a lateral distance of 3 NM or more, or at an altitude of 3000 FT MSL or above.

Windfarm area Nordsee 11
For extent In Bremen FIR
see AIP Germany

Scale 1 : 1 000 000
World Geodetic System - 1984 (WGS-84)
Lambert Conformal, Conic projection
Standard parallels 54° 40' and 57° 20' N

KILOMETRES 10 0
STATUTE MILES 10 0
NAUTICAL MILES 10 0

Changes: ED D 46B withdrawn.

AD 0 AERODROMES (AD)

AD 0.6 Table of Contents to Part 3 - Aerodromes

Subject

Preface . . . . . see GEN 0.1
Record of AIP Amendments . . . . . see GEN 0.2
Record of AIP Supplements . . . . . see GEN 0.3
Checklist of AIP Pages . . . . . see GEN 0.4
List of Hand Amendments to the AIP . . . . . see GEN 0.5

AD 1. AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodromes and Heliports Availability

1. General Conditions under which Aerodromes/Heliports and Associated Facilities are available for use
2. Applicable ICAO Documents
3. Civil Use of Military Air Bases
4. CAT II/III Operations at Aerodromes
5. Low-visibility Procedures (LVPs)
6. Friction Measuring Devices
7. Bird Strike
8. Other Information

AD 1.2 Rescue and Firefighting Services (RFFSs), Runway Surface Condition Assessment and Reporting, and Snow Plan

1. Rescue and Firefighting Services
2. Runway Surface Condition Assessment and Reporting, and Snow Plan

AD 1.3 Index to Aerodromes

AD 1.4 Grouping of Aerodromes/Heliports

1. General
2. Major International Airports
3. Other International Airports
4. National Aerodromes
5. Private Airfields

AD 1.5 Status of Certification of Aerodromes

AD 2. AERODROMES

The following aerodromes are described in the AIP:

EKYT - Aalborg
EKAH - Aarhus
EKBI - Billund
EKRN - Bornholm/Rønne
EKEB - Esbjerg
EKKA - Karup / Midtjyllands Lufthavn (MIL/CIV)
EKVD - Kolding/Vamdrup
EKCH - København/Kastrup
EKRK - København/Roskilde
EKOD - Odense / Hans Christian Andersen Airport
EKVJ - Stauning
EKSB - Sønderborg
EKSP - Vojens/Skrydstrup (MIL AD, PPR)

For each aerodrome the following details are included:

2.1 Aerodrome Location Indicator and Name
2.2 Aerodrome Geographical and Administrative Data
2.3 Operational Hours
2.4 Handling Services and Facilities
2.5 Passenger Facilities
2.6 Rescue and Firefighting Services
2.7 Runway Surface Condition Assessment and Reporting, and Snow Plan
2.8 Aprons, Taxiways and Check Locations/Positions Data
2.9 Surface Movement Guidance and Control System and Markings
2.10 Aerodrome Obstacles
2.11 Meteorological Information Provided
2.12 Runway Physical Characteristics
2.13 Declared Distances
2.14 Approach and Runway Lighting
2.15 Other Lighting, Secondary Power Supply
2.16 Helicopter Landing Area
2.17 Air Traffic Services Airspace
2.18 Air Traffic Services Communication Facilities
2.19 Radio Navigation and Landing Aids
2.20 Local Aerodrome Regulations
2.21 Noise Abatement Procedures
2.22 Flight Procedures
2.23 Additional Information
2.24 Aeronautical Charts Related to an Aerodrome
2.25 Visual Segment Surface (VSS) Penetration

AD 3 HELIPORTS

AD 3.1 Heliports/Helidecks

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodromes and Heliports Availability

1. General Conditions under which Aerodromes/Heliports and Associated Facilities are available for use

1.1 Flights to and from Denmark - including to and from off-shore installations located within the Continental Area - may normally take place only by use of the international aerodromes. However, this does not apply in case of an emergency landing.

1.2 Private aerodromes may be used for flights to and from Denmark. In such cases, the private aerodrome shall be approved by the Customs Authority for that purpose. Information about this shall be obtained from the owner of the private aerodrome concerned.

1.3 Private aerodromes are available only subject to the owners permission. Some of these aerodromes are shown on the ANC 1:500 000 - Denmark and basic details about these aerodromes are given in the VFR Flight Guide, section AD.4.

1.4 Traffic of persons and vehicles on aerodromes - see relevant airport regulation in Civil Aviation Regulation (Series BL 11).

1.5 Separate public heliports are presently not established in Denmark. However, helicopter operations may normally take place on public aerodromes.

2. Applicable ICAO Documents

The Standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are generally applied. Differences are listed in GEN 1.7.

3. Civil Use of Military Air Bases

3.1 General

Use of military air bases in Denmark with other than State registered aircraft may be made solely when prior permission has been obtained.

The use of military air bases as an alternate aerodrome may likewise be made solely when prior permission has been obtained.

Aalborg Air Base is not affected by these regulations.

Permission to use Karup Air Base will be granted unless special conditions may be regarded as prohibitive.

As regards other air bases a permission may be granted only if the conditions are favourable.

A permission may at any time be withdrawn with immediate effect, should circumstances so require.

3.2 Submission of application

Application in writing for permission to use a military air base shall be submitted direct to the air base concerned well in advance of the date of the flight.

3.3 Rules and conditions

Operations on the air base must be carried out in accordance with the rules and conditions stated below with due regard to such other conditions as may have been stipulated for each individual permission.

a. A flight plan shall be submitted for each flight. During flight in controlled airspace and during operations on the manoeuvring area, the pilot-in-command shall closely observe the directions given.

b. The Commander of the Air Base lays down the rules which are to be observed by flight crew members and passengers concerning security measures, traffic and stays at the airbase. As regards the Air Bases Karup and Skrydstrup (Vojens/Skrydstrup), photographing from the air as well as on the ground is prohibited. At the remaining air bases the local ban on photographing will apply, as published by posters.

   Flight crew members, respectively ground personnel, shall immediately report to the air base in case it is surmised that the ban on photographing has been violated.

c. The Defence Forces shall not be liable for theft, and fire-, water- or other damage to aircraft, their equipment, flightcrew members, passengers, cargo, etc., caused during stays at the air base.

   The Defence Forces reserve their right to claim compensation for damage caused by civil aircraft, flight crew members or passengers to the Air Force material, buildings and personnel within the area of an air base.

d. Landing- and other charges will be collected in accordance with the provision of the current "Tariff Regulations applying to Public State-operated Airports in Denmark" approved by the Ministry of Transport.

e. Special Regulations applies for use of Karup / Midtjyllands Airport and Vojens/Skrydstrup, see respective aerodromes in AD 2 section.

4. CAT II/III Operations at Aerodromes

Approval for CAT II/CAT III operations and low visibility take-offs

a. Danish operators requesting approval for CAT II or CAT III operations shall apply to the Civil Aviation Administration.

b. At Danish airports with runways certified for such operations, foreign operators may execute CAT II/CAT III operations and low visibility take-off's, if they are authorized to do so, and to limits approved, by their own state.

c. The airports listed below are approved for CAT II or Cat III operations.

Aalborg	RWY 26R	CAT II/III
Aarhus	RWY 28L	CAT II
Billund	RWY 09 & 27	CAT II/III
Karup / Midtjyllands Lufthavn	RWY 27L	CAT II
København/Kastrup	RWY 04L	CAT II
København/Kastrup	RWY 22L	CAT II/III

d. Category II and III operations are subject to the serviceability of the facilities/systems and procedures listed below.

   Facilities/Systems

   The following facilities/systems will be operative:

   Category II/III ILS incl. protected (critical and sensitive) areas.

   Stand-by transmitters will be operative for CAT III operations.

   Category II/III lighting systems comprising:

   - Approach Lights
   - Side Rows
   - Threshold and End Lights
   - Centre Line and Edge Lights
   - Touch Down Zone Lights
   - Relevant Stopbars

   Secondary power supply.

   If one of the below listed systems are switched over to secondary power supply, CAT II/III status will be maintained for an aircraft which has passed OM or similar DME fix on final approach. If the aircraft has not passed mentioned OM/DME fix the status will be downgraded.

   ILS:

   - LOC
   - GP

   Lighting systems:

   - Approach Lights (incl. Side Rows)
   - Threshold and End Lights
   - Centre Line and Edge Lights
   - Touch Down Zone Lights

   Anemometer:

   - Relevant for the runway

   RVR assessment system by transmissometers:

   - For CAT II:
     RVR TDZ and RVR MID (Touch Down Zone and Mid-point)
   - For CAT III:
     RVR TDZ, RVR MID and RVR END (Touch Down Zone, Mid-point and End).

e. Information Provided by ATC

Pilots will during approach be informed as given below.

Information given not later than at the commencement of initial approach:

- All known failures in facilities or systems mentioned in item d.
- Surface wind velocity and direction.

Runway Visual Range (RVR):

- For CAT II:
  RVR TDZ and RVR MID (Touch Down Zone and Mid-point).
- For CAT III:
  RVR TDZ, RVR MID and RVR END (Touch Down Zone, Mid-point and End).

Information given during final approach:

- Changes in observed RVR value(s).
- Significant changes in surface wind conditions.

f. Practicing CAT II/III

Pilots who want to practice CAT II or III approaches, may do so without notice to ATC, as the procedures in para d, for airport capacity reasons, not will be applied by ATC.

Note: If the conditions listed in para d are not met, a NOTAM will be promulgated to this effect, if it is expected to last more than 1 HR.

5. Low-visibility Procedures (LVPs)

Low visibility procedures are applied at Danish aerodromes, as specified in AD 2, to facilitate Low Visibility Operations, defined as approach- or take-off operations on a runway with a runway visual range (RVR) of less than 550 M or approach operations with a decision height (DH) of less than 200 FT.

Pilots will be informed when Low visibility procedures are in force via ATIS and/or via radio communication.

Pilots will be informed by radio communication when Low visibility procedures are cancelled.

During Low visibility procedures the following apply:

a. Runway visual range (RVR) will be determined by means of transmissiometers.

b. The maximum switch-over time for secondary power supply will be 1 second for the following systems:

Approach lights, threshold lights, touch down zone lights, runway centre line lights, runway end lights, and stopbars.

Runway and taxiway centre line lights are colour coded in accordance with current EU regulation.

6. Friction Measuring Devices

See Snow Plan. AD 1.2

7. Bird Strike

When cockpit workload permits, pilots are advised to inform aerodrome ATS of a bird strike, or suspected birdstrike, during take-off and landing.

8. Other Information

8.1 Runway Classification

Aerodromes are approved in accordance with the ICAO standards given in Annex 14 to the Chicago Convention.

Runways are classified as stated in the tables below. The classification consists of 2 code elements, e.g. 2C. The first element relates to the runway and the second one to the aircraft.

Code element 1

Code number	Runway length
1	Less than 800 M
2	800 M up to but not including 1200 M
3	1200 M up to but not including 1800 M
4	1800 M and over

Code element 2

Code letter	Wing span	Outer main gear wheel span
A	Up to but not including 15 M	Up to but not including 4.5 M
B	15 M up to but not including 24 M	4.5 M up to but not including 6 M
C	24 M up to but not including 36 M	6 M up to but not including 9 M
D	36 M up to but not including 52 M	9 M up to but not including 14 M
E	52 M up to but not including 65 M	9 M up to but not including 14 M
F	65 M up to but not including 80 M	14 M up to but not including 16 M

Note: The Danish Transport Authority may in special cases decide that a runway shall be classified with another reference code than stated in the tables above.

Runway classifications at the individual aerodrome are given in AD 2.

In the column "Type", the used abbreviations have the following meaning:

NINST = Non-instrument runway
NONP = Non-Precision Approach Runway
PA-1 = Precision Approach Runway Category I
PA-2 = Precision Approach Runway Category II
PA-3 = Precision Approach Runway Category III

8.2 Calculation of declared distances

The calculation of declared distances (TORA, TODA, and ASDA) from intersection take-off positions is based on referencelines as shown on the sketch below.

8.3 ILS classification

A supplementary description of the ILS classification is given below. The intention is to help operators to decide to what extend an ILS installation may be used for coupled landings.

The class of an ILS installation is defined by a statement consisting of three characters as follows:

a. The first character (I, II or III) states that both the localizer and the glide path comply with the requirements of Annex 10 for a certain category (cf. Annex 10, item 3.1.3.4).

b. The second character (A, B, C, T, D or E) states to which ILS point (cf. Annex 10, item 3.1.1) the localizer course structure comply with the requirements of Annex 10 for a category III installation (cf. Annex 10, item 3.1.3.4).

c. The third character (1, 2, 3 or 4) states the level of integrity and continuity of service for an installation, which in practice means the average interval between failures measured in hours (MTBF/MTBO - Mean Time Between Failure/Mean Time Between Outage). (cf. Annex 10, Attachment C to part I, item 2.14).

As an example a category I installation, which comply with the requirement in Annex 10 for a localizer course structure corresponding to category III downwards to ILS point D and having a MTBF/MTBO of 2850 hours, would be described as Class I/D/3.

8.4 Reduced runway separation minima

At certain Danish airports, ATC may apply reduced runway separation minima in accordance with the international procedures for air navigation services, ref. ICAO PANS-ATM, pt. 7.11, also included in EU-regulation 2017/373.

For the purpose of the application of reduced runway separation minima, aircraft are classified as follows:

- Category 1 aircraft: single-engine propeller aircraft with a maximum certificated take-off mass (MCTOM) of 2 000 kg or less;

- Category 2 aircraft: single-engine propeller aircraft with a MCTOM of more than 2 000 kg but less than 7 000 kg; and twin-engine propeller aircraft with a MCTOM of less than

7000 kg; and
- Category 3 aircraft: all other aircraft.

The application of reduced runway separation minima are subject to the following conditions/criteria:

- only during the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset,
- visibility is 5 km or more and the ceiling is 1000 ft or above,
- the tailwind component does not exceed 5 kt.,
- runway condition code is reported as 5 or higher,
- wake turbulence separation minima are applied.

The separation minima that will be applied are determined for each runway and will be not less than the following:

a. Landing aircraft:

i) 600 m between a Category 1 aircraft landing behind a preceding landing or departing Category 1 or 2 aircraft,
ii) 1500 m between a Category 2 aircraft landing behind a preceding landing or departing Category 1 or 2 aircraft,
iii) 2400 m between an aircraft landing behind a preceding landing or departing Category 3 aircraft.

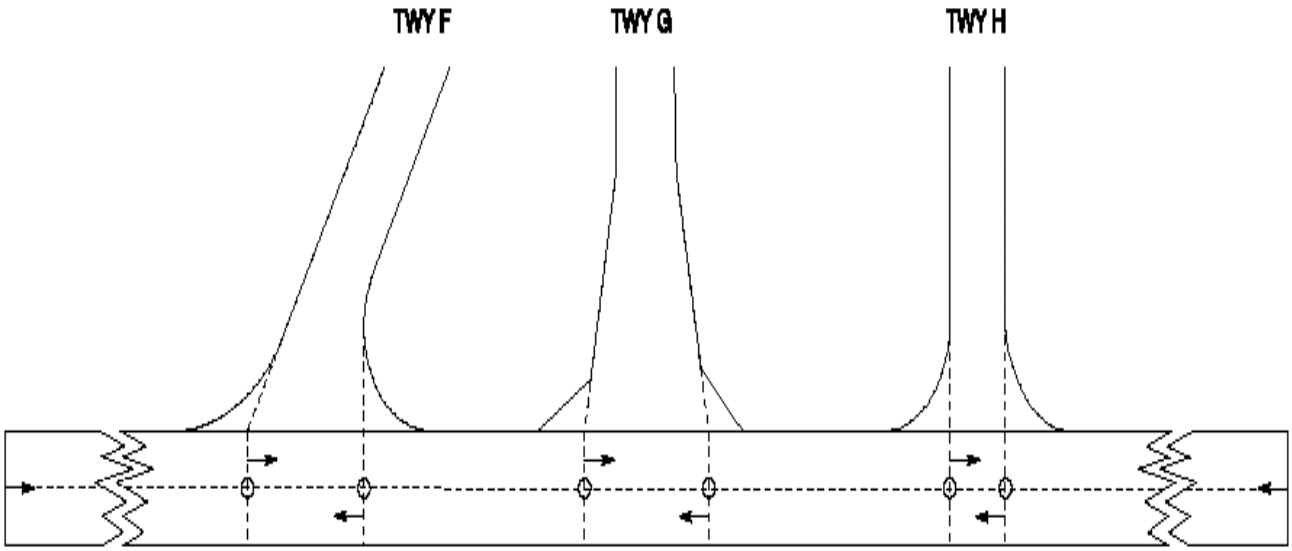
b. Departing aircraft:

(i) 600 between a Category 1 aircraft departing behind a preceding departing Category 1 or 2 aircraft,
(ii) 1500 m between a Category 2 aircraft departing behind a preceding departing Category 1 or 2 aircraft,
(iii) 2400 m between an aircraft departing behind a preceding departing Category 3 aircraft.

Traffic information will be provided to the flight crew of the succeeding aircraft concerned.

Reduced runway separation minima will not be applied between a departing aircraft and a preceding landing aircraft.

Specific details are listed in the AD 2 section for each airport approved for such operations.



Referencelines for intersection take-off positions ref. AD 1.1 item 8.2.

AD 1.2 Rescue and Firefighting Services (RFFSs), Runway Surface Condition Assessment and Reporting, and Snow Plan

1. Rescue and Firefighting Services

At public aerodromes - which are used for commercial transport of passengers by aeroplanes having a MTOM of 10 ton or more, or which are certificated to carry more than 19 passengers - fire fighting services will be established in accordance with the Danish Regulations for Civil Aviation BL 3-9.

For some public aerodromes sea rescue services have also been established.

Public aerodromes without rescue and fire fighting services are approved only for commercial transport of passengers by aeroplanes having a MTOM less than 10 ton and which are certificated to carry not more than 19 passengers.

However, a public aerodrome without fire and rescue services may for other reasons be limited to a less MTOM than given above.

Information about whether there is service or not and also the extent of such service is given for each aerodrome in AD 2.

For each individual service a category will be given in accordance with the scheme below.

Temporary changes will be published by NOTAM.

Rescue and Fire Fighting Services

Category (CAT)	Amount of water in litres for production of synthetic foam
4	2400
5	5400
6	8000
7	12000
8	18000
9	24000

Note: Category 1, 2 and 3 are not used.

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

2.1 Organization of the runway surface condition reporting and winter service

The runway surface condition assessment and winter service is conducted by the aerodrome operator at the aerodromes listed below:

Aalborg

Aarhus

Billund

Bornholm/Rønne

Esbjerg

Karup/Midtjyllands Lufthavn

Kolding Vamdrup

København Kastrup

København Roskilde

Odense/Hans Christian Andersen Airport

Stauning

Sønderborg

Vojens/Skrydstrup

The aerodrome operator assesses the runway surface condition, determines the runway condition code (RWYCC) and provides the corresponding runway condition report (RCR) in accordance with the global reporting format (GRF) methodology. Pilots will be informed of the RCR-content by either SNOWTAM or under summer conditions, where STANDING WATER is present, by NOTAM, and directly by the ATS-unit including ATIS.

Clearing priorities are described for each aerodrome in section AD 2, point 7 - Runway Surface Condition Assessment and Reporting, and Snow Plan.

The aerodrome operator is responsible for surveillance of the movement area within the published operational hours of service, at least once a day for a code number 1 or 2 aerodrome and at least twice a day for a code number 3 or 4 aerodrome. A runway is inspected whenever weather conditions or other circumstances leads to changes in the condition of the runway, or if special air-reports indicates that the runway condition deviates from what has previously been disseminated.

2.2 Surveillance of movement areas

The aerodrome operator surveils the movement area.

2.3 Surface condition assessment methods used

The aerodrome operator assesses the runway surface condition for each third of the runway using a Runway Condition Report (RCR). The ATS-unit may choose to report the runway surface condition for the whole runway instead of each third of the runway if the contaminant, depth, coverage and RWYCC is the same for each third of the runway.

The runway condition report contains among other things information about the aerodrome location indicator, time, runway, RWYCC, per cent coverage contaminant, depth and condition description. If the runway is reduced, the RWYCC reflects the conditions of the reduced runway.

The runway condition code is specified using numbers in accordance with the runway condition assessment matrix (RCAM):

RUNWAY CONDITION ASSESSMENT MATRIX (RCAM)			
Assessment criteria		*Downgrade assessment criteria*	
Runway condition code	*Runway surface description*	*Aeroplane deceleration or directional control observation*	*Pilot report of runway braking action*
6	• DRY	---	---
5	• FROST • WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) ***Up to and including 3 mm depth:*** • SLUSH • DRY SNOW • WET SNOW	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	***SPECIALLY PREPARED WINTER RUNWAY -15ºC and lower outside air temperature:*** • COMPACTED SNOW	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	• SLIPPERY WET • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW ***More than 3 mm depth:*** • DRY SNOW • WET SNOW ***Higher than -15ºC outside air temperature:*** • COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	***More than 3 mm depth of water or slush:*** • STANDING WATER • SLUSH	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR

1	• ICE	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	• WET ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

Information on aerodromes approved for SPECIALLY PREPARED WINTER RUNWAY is shown under AD 2. point. 7 - Runway Surface Condition Assessment and Reporting, and Snow Plan, regarding the individual aerodromes.

The RCAM allows for making an initial assessment of the runway surface condition based on visual observation of contaminants on the runway surface: their type, depth and coverage, as well as the outside air temperature. Downgrading and upgrading is an integral part of the assessment process and essential to developing relevant reports of the prevailing runway surface condition. The aerodrome operator will appropriately down- or upgrade the RWYCC if the RWYCC in accordance with RCAM does not reflect the prevailing conditions accurately, and it is supported by other observations e.g. experience and local knowledge. Friction measurement can constitute part of assessment of the runway surface.

2.4 Actions taken to maintain the usability of movement areas

Methods (both mechanical and chemical) used for clearing snow, slush, ice and standing water are, due to local conditions, handled individually and described under AD 2. point 7 - Runway Surface Condition Assessment and Reporting, and Snow Plan, for each aerodrome concerned. Whenever the runway condition changes due to weather conditions, the runway condition will be improved by means relevant for the actual extent and characteristics of the contaminants. The aerodrome operator will report a RCR including a RWYCC to the ATS unit and if relevant also cause the dissemination of a SNOWTAM.

Following abbreviations for de-/anti-icing substances will be used:

(a) KAC, for potassium acetate fluids

(b) KFOR, for potassium formate fluids

(c) GAC, for glycerine acetate fluids

(d) NAFO, for sodium formate solids

(e) NAAC, for sodium acetate solids

(f) EG, for ethylene glycol fluids

(g) PG, for propylene glycol fluids

(h) UREA

(i) SAND (grain size will not exceed 3.5 mm at aerodromes used by jet aircraft, and 5 mm at aerodromes used by piston aircraft).

2.5 System and means of reporting

A runway condition report (RCR) consists of an aeroplane performance calculation section and a situational awareness section.

RCR information will be passed to pilots by the ATS-unit and/or ATIS for each third of the runway or the whole runway, cf. para 2.3, in the order of the direction of landing or take-off.

The aerodrome operator reports to the ATS-unit on matters of operational significance, particularly the presence of the following: WATER; SNOW; SLUSH; ICE; FROST; anti-icing or de-icing liquid chemicals or other contaminants, snowbanks or -drifts.

Runway condition reporting is initiated when a significant change in runway surface condition occurs due to WATER, SNOW, SLUSH, ICE or FROST. Reporting of runway conditions will continue to reflect significant changes until the runway is no longer contaminated, at which time information will be provided that the runway is wet or dry, as appropriate.

Through the upgrading procedures, RWYCC 1 or 0 can be upgraded to no higher than RWYCC 3. In case of complete removal of a contaminant, the remedial action may result in higher RWYCCs being reported. Down- or upgrading of a RWYCC will be promulgated in the situational awareness section of a SNOWTAM under item T - Plain language remarks, expressed as "RWYCC DOWNGRADED" or "RWYCC UPGRADED". When expressed by the ATS-unit or ATIS the information will be reported immediately after RWYCC.

During non-winter conditions, pilots will be informed about the location and depth of any STANDING WATER which is not connected with SNOW, SLUSH or ICE by the ATS-unit and/or ATIS and through NOTAM.

2.6 Runway closure

For RWYCC 0 assessed by aerodrome personnel or a special air-report on runway braking action LESS THAN POOR, the suspension of operations will be considered until corrective action has been taken to improve the runway surface conditions.

In case of closure of an aerodrome, information will be disseminated in a NOTAM.

2.7 Distribution of information about runway surface conditions

When a paved runway or portion thereof is SLIPPERY WET (WET in combination with information that the surface friction characteristics for a significant portion of it has been determined to be degraded or the braking deceleration is noticeably reduced), pilots will be informed by the ATS-unit and/or ATIS and NOTAM.

When the runway is contaminated by SNOW, SLUSH, ICE or FROST, STANDING WATER or is WET associated with the clearing or treatment of SNOW, SLUSH, ICE or FROST, pilots will be informed by the ATS-unit and/or ATIS and via SNOWTAM.

The maximum validity of SNOWTAM is 8 hours. A SNOWTAM cancels the previous SNOWTAM. When within the operational hours no SNOWTAM is issued after 8 hours of a previous SNOWTAM it is assumed that the condition of the runway is DRY until further information is disseminated.

However, at aerodromes with limited operational hours, the lack of a valid SNOWTAM during the period of closure, should not be considered as if the runway has been inspected and as the existence of non-winter conditions at the time of aerodrome opening.

Through the upgrading procedures, RWYCC 1 or 0 can be upgraded to no higher than RWYCC 3. In case of complete removal of a contaminant, the remedial action may result in higher RWYCCs being reported. During winter conditions up- or downgrading of a RWYCC will be promulgated in the situational awareness section of a SNOWTAM under item T - Plain language remarks - immediately after RWYCC. During summer conditions in case of STANDING WATER or SLIPPERY WET, information on up- or downgrading of a RWYCC, will be disseminated in NOTAM.

The ATS-unit including ATIS, will disseminate information on the RWYCC including a reference if the RWYCC is upgraded or downgraded followed by contaminant coverage, depth, and type of contaminant per runway third. If the runway condition is the same for all thirds in relation to the runway condition code, degree of coverage, contaminant depth and contaminant type, the information is given for the whole runway.

AD 1.3 Index to Aerodromes

Aerodrome name Location indicator	Type of traffic permitted			REF AIP and/or VFR Flight Guide (VFG)
	International (INTL)/ National (NTL)	IFR/VFR	Scheduled (S) Non-scheduled (NS) Private (P)	
Aalborg (CIV/MIL) EKYT	INTL/NTL	IFR/VFR	S-NS-P	AIP/VFG AD 2
Aarhus EKAH	INTL/NTL	IFR/VFR	S-NS-P	AIP/VFG AD 2
Anholt EKAT	INTL[1)]/NTL	VFR	NS-P	VFG AD 2
Billund EKBI	INTL/NTL	IFR/VFR	S-NS-P	AIP/VFG AD 2
Bornholm/Rønne EKRN	INTL/NTL	IFR/VFR	S-NS-P	AIP/VFG AD 2
Esbjerg EKEB	INTL/NTL	IFR/VFR	S-NS-P	AIP/VFG AD 2
Herning EKHG	INTL/NTL	VFR	NS-P	VFG AD 2
Kalundborg EKKL	NTL	VFR	NS-P	VFG AD 2
Karup / Midtjyllands Lufthavn (MIL/CIV) EKKA	INTL/NTL	IFR/VFR	S-NS	AIP/VFG AD 2
Kolding/Vamdrup EKVD	INTL/NTL	IFR/VFR	NS-P	AIP/VFG AD 2
Kruså - Padborg EKPB	NTL	VFR	NS-P	VFG AD 2
København/Kastrup EKCH	INTL/NTL	IFR/VFR	S-NS-P	AIP/VFG AD 2
København/Roskilde EKRK	INTL/NTL	IFR/VFR	S-NS-P	AIP/VFG AD 2
Lemvig EKLV	INTL/NTL	VFR	NS-P	VFG AD 2
Lolland Falster/Maribo EKMB	INTL/NTL	VFR	NS-P	VFG AD 2
Læsø EKLS	INTL[1)]/NTL	VFR	NS-P	VFG AD 2
Morsø EKNM	NTL	VFR	NS-P	VFG AD 2
Odense / Hans Christian Andersen Airport EKOD	INTL/NTL	IFR/VFR	S-NS-P	AIP/VFG AD 2
Randers EKRD	INTL[1)]/NTL	VFR	NS-P	VFG AD 2
Ringsted EKRS	INTL[1)]/NTL	VFR	NS-P	VFG AD 2

[1)] To/from Schengen States only.

List of Schengen States: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and Switzerland.

Aerodrome name Location indicator	Type of traffic permitted			REF AIP and/or VFR Flight Guide (VFG)
	International (INTL)/ National (NTL)	IFR/VFR	Scheduled (S) Non-scheduled (NS) Private (P)	
Samsø EKSS	NTL	VFR	NS-P	VFG AD 2
Sindal EKSN	INTL/NTL	VFR	NS-P	VFG AD 2
Skive EKSV	INTL/NTL	VFR	NS-P	VFG AD 2
Stauning EKVJ	INTL/NTL	IFR/VFR	S-NS-P	AIP/VFG AD 2
Sønderborg EKSB	INTL/NTL	IFR/VFR	S-NS-P	AIP/VFG AD 2
Thisted EKTS	INTL/NTL	VFR	S-NS-P	VFG AD 2
Tønder EKTD	INTL[1)]/NTL	VFR	NS-P	VFG AD 2
Tåsinge/Elvira Madigan Airport EKST	INTL/NTL	VFR	NS-P	VFG AD 2
Vesthimmerland EKVH	INTL/NTL	VFR	NS-P	VFG AD 2
Viborg EKVB	INTL[1)]//NTL	VFR	NS-P	VFG AD 2
Vojens/Skrydstrup (MIL) EKSP	INTL/NTL	IFR/VFR	S-NS	AIP/VFG AD 2
Ærø EKAE	INTL/NTL	VFR	NS-P	VFG AD 2

[1)] To/from Schengen States only.

List of Schengen States: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and Switzerland.

AD 1.4 Grouping of Aerodromes/Heliports

1. General

The criteria applied by the Danish Transport Authority in the grouping of aerodromes/heliports in Denmark for the provision of information in Aeronautical Information Publications are as detailed in the following.

Note: In Denmark, separate heliports are presently not available for public air transport.

2. Major International Airports

Airports approved for international commercial and non-commercial public air transport operations in accordance with the Instrument Flight Rules and for which Instrument Approach Procedures are established. Details of these airports are given in the AIP.

For VFR use, selected information are also published in the VFR Flight Guide (VFG)

3. Other International Airports

Airports approved only for international commercial and non-commercial public air transport operations in accordance with the Visual Flight Rules.

Selected information about these airports are given in the VFG.

4. National Aerodromes

Aerodromes approved only for domestic air transport operations in accordance with the Visual Flight Rules.

Selected information about these aerodromes are given in the VFG.

5. Private Airfields

Privately established airfields on which the use is subject to the owners permission.

Selected basic information about these airfields are given in the VFG.

AD 1.5 Status of Certification of Aerodromes

Aerodrome name Location Indicator	Date of certification	Validity of certification	Remarks
1	2	3[1]	4
Aalborg EKYT	30 JUN 2017	-	
Aarhus EKAH	30 OCT 2017	-	
Billund EKBI	04 DEC 2017	-	
Bornholm/Rønne EKRN	29 JUN 2016	-	
Esbjerg EKEB	29 NOV 2016	-	
København/Kastrup EKCH	22 DEC 2016	-	
København/Roskilde EKRK	22 DEC 2016	-	
Sønderborg EKSB	21 APR 2017	-	
1. In column 3, the dash (-) indicates that the certificate does not have an end of validity; the certificate is perpetual.			

1. Aerodrome Location Indicator and Name: EKYT - Aalborg (CIV / MIL)

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	57 05 34.04N 009 50 56.99E On RWY 08R/26L, 836 M from THR 08R
2.	Distance and direction from city:	3.5 NM NW of Aalborg
3.	ELEV: REF temperature:	8 FT 21.5°C
4.	MAG VAR: Annual change:	4°E (OCT 2023) Increasing: 12'
5.	AD ADM: AD address: TEL: FAX: E-mail: Internet: AFS: SITA:	Aalborg Lufthavn a.m.b.a Ny Lufthavnsvej 100 DK-9400 Nørresundby +45 98 17 11 44 (AD) +45 98 17 36 84 (AD/ARO/Briefing) aalborg.airport@aal.dk www.aal.dk EKYTZPZX AALAPXH
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: Height references EGM96 (Earth Gravitational Model 1996).

3. Operational Hours

1.	AD:	Daily 0500-2230 (0400-2130)
2.	Customs and immigration:	The airport is open for traffic to/from all States. Hours for customs clearance and immigration as for AD.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As AD
5.	ATS Reporting Office (ARO):	As AD
6.	MET Briefing Office:	H24
7.	ATS:	H24 (H24)
8.	Fuelling:	Jet A1 - daily 0500-2100 (0400-2000) - SAT 0500-2000 (0400-1900) - SUN 0500-2100 (0400-2000) For fuel outside opening hours, contact Aalborg Airport Office. Please note that an extra fee will be charged.
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	As AD

12. Remarks: Outside stated hours PPR for non-scheduled flight shall be submitted to airport office not later than 2100 (2000), and for ambulance flights 1 HR PN. (Please note that an extra fee will be charged).

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1. Oil: Nil
3.	Fuelling facilities and capacity:	Jet A1: 1800 L/MIN
4.	De-icing facilities:	De-icing fluid and equipment. For details see item 20. Local aerodrome regulations.
5.	Hangar space for visiting aircraft:	Yes
6.	Repair facilities for visiting aircraft:	Minor repairs only
7.	Remarks:	a. Frequency used for handling: 131.555 - call sign "Aalborg Handling" b. Hydraulic oil not available

5. Passenger Facilities

1.	Hotels:	Yes
2.	Restaurants:	Yes
3.	Transportation:	Taxi, bus and train
4.	Medical facilities:	Hospital in Aalborg
5.	Bank and Post Office:	ATM in terminal (Major credit cards accepted). Bank and Post office in town
6.	Tourist Office:	In Aalborg TEL +45 99 31 75 00 E-mail info@visitaalborg.com

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 7 and boats
2.	Rescue equipment:	2 boats, and 8 rafts of 25 persons
3.	Capability for removal of disabled aircraft:	Capable of removing B737 & A321 without special arrangements. Rescue crane, jacks, and skids.

Registered Owner or Aircraft Operator retains complete responsibility for the removal of the disabled aircraft. All Airline Operators at EKYT are expected to have aircraft recovery plans. If removal of disabled aircraft is needed assistance can be requested by contacting Airport Office at +45 96 35 77 50 or e-mail aalborg.airport@aal.dk.

4. Remarks: Principal extinguishing agent, Foam performance level C, 25.000 litres of water.
Complementary extinguishing agent available (550 KG dry chemical powder).
CAT 9 available with 24 HR PPR, please write to aalborg.airport@aal.dk.

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

1.	Type of clearing equipment:	Snowploughs, sweepers, spreaders and snow-blower. Chemicals: KFOR and NAFO
2.	Clearance priorities:	1. Apron in front of Fire and Rescue station 2. Main RWY and TWY C 3. Apron 4. South parallel RWY and TWY A and E 5. TWY B and D

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:
   - Stand 1: PCN 42/F/D/W/T Asphalt
   - Stand 2-3: PCN 52/R/D/W/T Concrete
   - Stand 4-5: PCN 57/R/D/W/T Concrete
   - Dolphin Apron: PCN 74 R/D/W/T Concrete
   - Stand 6-8: PCN 71/R/D/W/T Concrete
   - Stand 10: PCN 52/F/D/W/T Asphalt
   - Other parts of apron: PCN 39/R/D/X/U Other
2. Taxiway width, surface and strength:
   - TWY A, C, D, E and G: 23 M
   - TWY B and H: 15 M
   - TWY F, N, J and K: 14 M
   - TWY M and L: 12 M
   - TWY GA1 and GA2: 20 M

   All taxiways: PCN 52/F/D/W/T Concrete/Asphalt Composite construction
3. ACL and ELEV: At civil apron 8 FT
4. VOR checkpoints: -
   INS checkpoints: See Aircraft Parking/Docking Chart

5. Remarks: 1. Dolphin Apron unsuitable for fighter jets and jet aircraft with low hanging engines due to risk of FOD (foreign object damage) ingestion.
   2. TWY B + J not to be used during night operation due to no TWY edge lights.

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 Chart
2. RWY and TWY markings:
   - RWY 08L/26R: RWY NR, THR, TDZ, centre line, edge and RWY end as appropriate marked and lighted.
   - RWY 08R/26L: RWY NR, THR, centre line, edge and RWY end as appropriate marked. THR, edge and RWY end lighted.
   - TWY: Centre line, side stripes and holding positions marked. Edge light on TWY A, C, D, E, F, G, K and N.
3. Stop bars: -

4. Remarks: LED Lights:
   All lights associated with RWY 08L and 26R, except PAPI
   RWY edge 08R and 26L
   TWY A, D, E, F, G, H, K, N

10. Aerodrome Obstacles

Note: Obstacles for Area 2, 3 and 4 are pending.
Height references DVR90 (EGM96 pending).

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
10640	Antenna	57 07 17.07N 009 51 34.23E	211	179	Lighted	
8176	Antenna	57 04 09.99N 009 56 00.48E	253	131	None	
000445	Building	57 03 47.68N 009 53 50.51E	181	180	Lighted	
9000-064	Terrain	57 04 40.48N 009 54 42.70E	166	0	None	
10661	Antenna	57 04 21.34N 009 54 47.19E	165	129	Lighted	
009151	Building	57 05 33.93N 009 56 12.85E	165	65	None	
219192	Antenna	57 04 24.12N 009 53 09.57E	157	145	None	
237537	Building	57 03 56.00N 009 54 00.00E	238	229	Lighted	

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
Tabular data pending.						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Aalborg, Nordjyllandsværket 1	Chimney	57 04 31N 010 02 26E	565	558	LIH FLG W	
Frejlev	Mast	57 00 13N 009 49 29E	854	680	LIH FLG W	
Nibe	Mast	56 58 45N 009 45 51E	1222	1051	LIH FLG W	

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	6.	Flight documentation:	Charts. Abbreviated plain language texts.
				Language(s) used:	English and Danish
2.	Hours of service:	H24	7.	Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
	Outside Hours:	-			
3.	Office responsible for TAF preparation:	Danish Meteorological Institute (DMI)/ Defence Weather and Warnings(MVV).	8.	Supplementary equipment available:	-
	Periods of validity:	24 hours			
4.	Type of landing forecast:	NIL	9.	ATS units provided with information:	Aalborg Tower, Aalborg Approach
	Interval of issuance:	-	10.	Additional information (limitation of service, etc.):	-
5.	Briefing/Consultation provided:	Self briefing northavimet.com and telephone consultation			

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
08L	083.3° GEO 079.3° MAG	2650 x 45 M	PCN 66/F/D/W/T Concrete/Asphalt Composite construction	57 05 37.37N 009 50 00.30E	6 FT / 7 FT
26R	263.3° GEO 259.3° MAG	2650 x 45 M	PCN 66/F/D/W/T Concrete/Asphalt Composite construction	57 05 47.43N 009 52 36.63E	8 FT / 8 FT
08R	083.3° GEO 079.3° MAG	2551 x 23 M	PCN 52/F/D/X/U Asphalt	57 05 30.87N 009 50 07.68E	6 FT/-
26L	263.3° GEO 259.3° MAG	2551 x 23 M	PCN 52/F/D/X/U Asphalt	57 05 40.52N 009 52 38.07E	8 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA	Obstacle-free zone
08L	less than 1 %	-	-	2770 x 300 M	240 x 90 M	-
26R	less than 1 %	-	-	2770 x 300 M	240 x 90 M	-
08R	less than 1 %	-	-	2669 x 300 M	30 x 90 M	-
26L	less than 1 %	-	-	2669 x 300 M	30 x 90 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
08L	4E	PA-1
08R	2B	NINST
26L	2B	NINST
26R	4E	PA-3

Strip Surface: Aerodrome strip are grass areas with few remains of old concrete infrastructure.

Arrester cables

Arrester cables for military aircraft may be suspended across:
- RWY 08L, 450 M prior to runway end
- RWY 26R, 450 M prior to runway end
- RWY 08R, 450 M prior to runway end
- RWY 26L, 450 M prior to runway end

Cables disengaged in approach end.

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 08L				2650 M	-
TWY E/F	2650 M	2650 M	2650 M		
TWY G	2151 M	2151 M	2151 M		
TWY D	2090 M	2090 M	2090 M		
TWY C	1243 M	1243 M	1243 M		
TWY H	1240 M	1240 M	1240 M		
RWY 26R				2650 M	-
TWY A/K	2650 M	2650 M	2650 M		
TWY J	2116 M	2116 M	2116 M		
TWY B	2082 M	2082 M	2082 M		
TWY H	1449 M	1449 M	1449 M		
TWY C	1449 M	1449 M	1449 M		

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 08R TWY E	2551 M	2551 M	2551 M	2551 M	-
RWY 26L TWY A	2551 M	2551 M	2551 M	2551 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
08L	470 M White LIH	Green	3.00° 60 FT	-	2650 M 15 M White (0 - 1750 M) White/red (1750 - 2350 M) Red (from 2350 M) LIH	2650 M 60 M White LIH	Red	-
26R	CAT II/III 900 M LIH	Green	3.00° 51 FT	900 M White	2650 M 15 M White (0 - 1750 M) White/red (1750 - 2350 M) Red (from 2350 M) LIH	2650 M 60 M White LIH	Red	-
08R	150 M White LIL Crossbar 150 M from THR	Green	3.00°	-	-	2550 M 45 M Yellow LIL	Red	-
26L	150 M White LIL Crossbar 150 M from THR	Green	3.00°	-	-	2550 M 45 M Yellow LIL	Red	-

Remarks: 1.LED Lights: All lights associated with RWY 08L and 26R, except PAPI
RWY edge 08R and 26L
2. On RWY 08L/26R the distance between RWY edge marking and RWY edge lights are wider than standard, this can result in an optical illusion that 08L/26R are shorter than it in fact is.
3. Pilots are advised that the PAPI on RWY 26R is designed for aircraft up to code 4C.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: -
2. LDI location and LGT: -
   Anemometer location and LGT: -
3. TWY edge and centre line LGT: Blue edge, LIL.
   RGL for RWY 08L/26R
4. Secondary power supply/switch-over time: Yes, switch-over time CAT II/III MAX 1 SEC, switch-over time during departures with RVR less than 800M MAX 1 SEC, otherwise MAX 15 SEC

5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits: AALBORG CTR
   57 08 38N 009 33 55E - 57 08 58N 009 39 55E - 57 12 28N 009 46 25E - 57 12 58N 009 53 55E - 57 10 28N 010 01 25E - 57 10 48N 010 06 55E - 57 02 48N 010 08 55E - 57 02 28N 010 03 15E - 56 58 58N 009 56 45E - 56 58 28N 009 49 10E - 57 01 08N 009 41 25E - 57 00 48N 009 35 55E - 57 08 38N 009 33 55E
2. Vertical limits: 1500 FT MSL/GND
3. Airspace classification: D
4. ATS unit call sign: AALBORG TOWER
   Language(s): EN, DA
5. Transition altitude: 3000 FT MSL

6. Remarks: NIL

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	AALBORG APPROACH	123.980 362.450	H24	DOC: FL 250/60 NM MIL
ARR	AALBORG ARRIVAL	120.705 315.000	H24	DOC: FL 150/40 NM MIL
TWR	AALBORG TOWER	118.305 353.525 257.800 121.500 243.000	H24	DOC: 4000 FT/25 NM MIL MIL Emergency Emergency

Service	CS	Channels/ Frequencies	HR	Remarks
ATIS	AALBORG AIRPORT INFORMATION	120.480	H24	DOC: FL 200/60 NM Language: EN
PSR		2750/2855		DOC: FL 250/50 NM Radar 4
MSSR		1030		DOC: FL 450/250 NM Radar 4
	AALBORG APP/TWR			Radar 4/ From multi radar track from ACC København

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 26R CAT III	YT	111.550 MHZ	HO	57 05 35.99N 009 49 38.82E		ILS class III/E/4
GP 26R		332.750 MHZ	HO	57 05 50.27N 009 52 17.47E		Angle 3.00°, RDH 51 FT
DME 26R	YT	CH 52y	HO	57 05 50.27N 009 52 17.47E	18.7 FT	FREQ paired with LOC 26R
VOR 4°E 2022	AAL	116.700 MHZ	H24	57 06 13.47N 009 59 44.09E		DOC: FL 500/100 NM DME INFO from TACAN AAL
TACAN 4°E 2023	AAL	CH 114x	H24	57 06 14.16N 009 59 34.11E	56.8 FT	DOC: FL 500/200 NM
LOC 08L CAT I	AE	109.900 MHZ	HO	57 05 49.02N 009 53 01.40E		ILS class I/E/4
GP 08L		333.800 MHZ	HO	57 05 42.71N 009 50 17.44E		Angle 3.00°, RDH 54 FT
DME 08L	AE	CH 36x	HO	57 05 42.71N 009 50 17.44E	32.8 FT	FREQ paired with LOC 08L

20. Local Aerodrome Regulations

1. Parking

1.1 TWR will inform aircraft stand or parking area for arriving civil flights. Parking guidance by ground crew is compulsory for all stands and GA Parking. ACFT entering a stand must not proceed unless ground crew is present providing guidance for the AFCT.

Parking stand 1, 2, 3, 4, 5, 6, 7, 8, 10, 11 and 12 are marked with number, guidelines and stop lines.

Unless otherwise instructed by the marshaller, all A/C has to follow the taxiway marking (guidelines) on the apron.

Aircraft A330 series and larger will be parked with marshaller assistance.

General Aviation parking and other parking areas are not marked. Due to security regulations, General Aviation pilots and passengers are not allowed to leave the aircraft unless a marshaller is present. Therefore all aircraft parked at the General Aviation parking area and refuelling area, must contact the Airport Office (ARO) on frequency 131.555 for marshaller assistance. As marshaller can be occupied elsewhere, some waiting time can be expected. Therefore contact the Airport Office (if possible) during approach.

All crew and airline staff (who are not flying as regular passengers, for example technicians) needs to wear high visibility wests on the apron.

Refuelling is not permitted without advising the Airport Office.

2. Taxiing

2.1 Taxiing with ICAO code letter D and E shall take place via the route shown on the chart AD 2 - EKYT GMC.

3. Flight Plan

3.1 For all departing flights a complete flight plan or an abbreviated flight plan shall be submitted to the ATS reporting office at Aalborg before taxiing.

4. Exit from stand

In general:

To minimize blast on terminal, reduce power to idle after break away.

Call Aalborg TWR (118.305 MHz) for start up, ATC clearance and taxi instructions. Taxi instructions from Aalborg Tower does not overrule instructions given by the marshaller/Airport Office regarding movement on apron.

Aircraft requiring push-back requests push back directly to the push back truck when ready.

Unless otherwise instructed by the marshaller, all A/C have to follow the taxiway marking (guidelines) on the apron.

Push back is compulsory for departing A/C from stand 2-5 for aircraft type A319/320/321, B737-3/5/7/9 and MD80/90, if similar or larger A/C is parked on the stand to the right.

Exit from any stand by self-manoeuvring:

Pilots shall contact Airport Office (ARO) on frequency 131.555 at EOBT minus 15 minutes.

No aircraft may exit any stand by self-manoeuvring unless an "all clear" signal (thumbs up) is given by ground crew or marshaller.

Stand 1-2:

Smaller Category C and all Category B aircraft (if parked at the E190, ATR, or CRJ marking) are allowed to leave the stand by self-manoeuvring with a right turn, regardless of aircraft parked in front of the North Flying hangar or on stand 1.

Stand 3-7:

Smaller category C and all category B Aircraft (when parked at the marking) are allowed to leave the stand by self-manoeuvring with a left or a right turn. The side to which the A/C turns has to be free from any other A/C.

Stand 8:

Smaller category C and all category B Aircraft (when parked at the marking) are allowed to leave the stand by self-manoeuvring with a right turn if stand 7 is free from any other A/C.

Stand 10:

Stand 10 is vacated by self-manoeuvring with a left turn.

Stand 11:

Category C Aircraft (and lower) are allowed to leave the stand by self-manoeuvring with a left turn onto TWY GA2.

Stand 12:

Category C Aircraft (and lower) are allowed to leave the stand by self-manoeuvring with a left turn onto TWY GA2 if stand 11 is free from any other A/C. Otherwise push-back are mandatory.

5. Use of auxiliary power unit (APU)

Use of APU on aircraft stands shall be limited as far as possible.

APU may be used:

- 5 minutes after on block.
- 5 minutes before leaving apron.

Exemptions:
When the outside air temperature (OAT) is below -10°C or above +25°C APU may be used as follows, unless otherwise instructed by marshaller:

- 5 minutes after on block.
- 15 minutes before leaving apron.

Engine start up for maintenance/test purpose on civil apron must be assigned by ATS reporting office (VHF 131.555 MHz). For all other locations contact Aalborg TWR (VHF 118.305 MHz).

6. De-icing

De-icing and anti-icing

When ready for de-icing, request de-icing/anti-icing at Aalborg Airport Office/ Aalborg Handling frequency 131.555MHz. De-icing will take place on the stand. Aircraft will be pushed APRX 1 M before start of de-icing. Information about treatment and consumption of fluid to be obtained from the sprayer of the de-icing vehicle. De-icing will be done in the order de-icing is requested, however the sprayer of the de-icing vehicle may change the order in accordance to the scheduled time of departure of the A/C. This in order to ensure as

smooth an operation as possible.

7. Non-Schengen flights

Aalborg Airport does not have H24 customs and immigrations, and therefore Aalborg Airport must be notified of all non-Schengen flights, either via the slot coordination (www.online-coordination.com) or via e-mail (aalborg.airport@aal.dk). Detailed PAX list must be sent to: njyl-graensekontrol@Politi.dk. If Aalborg Airport is not notified in due time (at least 3 hours prior arrival/departure) delays can be expected as immigrations has to be present prior to boarding and de-boarding of passengers and crew.

8. Removal of disabled aircraft from the runway

In case an aircraft is damaged on the runway, it is the duty and responsibility of the owner or user of the aircraft to ensure that it is removed as soon as possible. E.g. in case of punctures, it may be necessary that an aircraft - before replacement of wheels has taken place - moves away from the runway under its own power.

If a damaged aircraft is not removed from the runway as quickly as the Duty Airport Manager consider it necessary for reasonable dispatch of the traffic, he shall be entitled to have the aircraft removed for the account of the owner or user. Aalborg Airport is in some cases able to remove the aircraft free of charge (light aircraft only), but in such case, the owner or PIC has to sign a document stating that Aalborg Airport cannot be held responsible for any damage applied to the aircraft during removal.

9. Practice and training approaches - use of runways

9.1 Aircraft with MTOW > 5.700KG
Practice and training approaches is allowed with prior permission (PPR) obtained from the Airport Office (+45 96 35 77 50).
9.2 Aircraft with MTOW < 5.700KG
Practice and training approaches is allowed weekdays 0600-1800 (0500-1700) and Saturdays 1000-1800 (0900-1700).
Practice and training approaches is allowed on Sundays and legal holidays as follows:

• For local based operators between 1000-1800 (0900-1700).

• 1 Approach/Touch-and-go for non-local based operators between 1000-1800 (0900-1700).

9.3 Technical test flights necessary for the purpose of ascertaining the airworthiness of an aircraft during flight, use of the runway system at the aerodrome is allowed. See also AD 2.21 - Noise Abatement Procedures.

10. Civilian aircraft departing from TWY H, J and G

Remaining take-off distance signs 08L/26R from TWY H, TWY J and TWY G are not available, contact TWR for information.

11. Communication with Aalborg Handling

Contact with Aalborg Handling on FREQ 131.555 are limited to 20 NM from AD.

21. Noise Abatement Procedures

1. General Provisions

1.1 The noise abatement provisions may be deviated, if the Air Traffic Controller or the Pilot-in-Command judges it necessary for safety reasons.

1.2 Violation of the noise abatement provisions can be punished in pursuance of the Regulation for Civil Aviation BL 3-40 "Abatement of Noise from Controlled Aerodromes".

2. Jet aircraft

2.1 In connection with approach to landing, a minimum height of 2300 FT shall be observed over greater Aalborg.

2.2 Take-off restrictions IFR jet aircraft:
2.2.1 RWY 08L/R:
a. Turn must not be commenced until having passed 2 NM on radial 259 of AAL VOR/DME.

2.2.2 RWY 26L/R:
a. Turn to the South must not be commenced until having passed 2000 FT

3. Propeller and turboprop aeroplanes

3.1 No restrictions.

4. Helicopters

4.1 No restrictions.

5. Reporting

5.1 Reporting by the Air Navigation Services Aalborg to the Danish CAA.

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

5.1.2 The Air Navigation Services Aalborg shall notify the Danish CAA of every clearance according to the provision in item 1.1.

5.1.3 The Air Navigation Services Aalborg shall notify the Danish CAA of every operation where it is observed, that it is carried out contrary to the clearance issued according to the provisions in item 2.2 on take-off restrictions.

5.2 Aalborg Lufthavn (Aalborg Airport) reporting to the Danish CAA..

5.2.1 Aalborg Lufthavn (Aalborg Airport) shall notify the Danish CAA when it has been ascertained that school or training flights have taken place against the provision in item 2.3.

5.3 The Danish CAA follow-up of reports.

5.3.1 The Danish CAA will make further investigation based on the received reports. The investigation will include an evaluation of whether liability to punishment shall be exercised according to Regulations for Civil Aviation BL 3-40.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC Copenhagen to AAL VOR, BAKIT or GIPUG.

1.2 Radio Communication failure.

Navigation aid designated for radio communication failure during IMC for arriving aircraft is VOR/DME AAL.

2. IFR Departure

2.1 Standard Instrument Departures.

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures.

RWY 08L/R and 26R/L: Climb straight ahead to at least 600 FT MSL before turn is commenced. See also "Noise Abatement Procedures", item 21.

2.3 Unless otherwise instructed, when airborne contact Aalborg Approach on 123.980 MHZ (IFR flights only).

3. Low Visibility Procedures

3.1 ATC will apply special safeguards and procedures during conditions of low visibility.

3.2 Criteria for activation of LVP

Low Visibility Procedures are prompted by ATC and will normally be introduced when the RVR is less than 550M or when ceiling is below 200FT.

3.3 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.

3.4 The following procedures will apply during Low Visibility Procedures:

a. ATC Procedures

When RVR is below 550M ATC can only allow one aircraft on the maneuvering area at a time.

b. Pilot Procedures

Marshaller Service with Low Visibility Procedures in operation.

On request marshaller service to or from runway is available due to the lack of centerline lights on taxiways and RWY 08R/26L. Request for marshaller service must be stated to Aalborg Tower on 118.305 MHz.

Pilots should on own initiative report "runway vacated and established on…." when the aircraft is fully clear of the runway and established on either TWY N or RWY 08R/26L.

4. Precision Approach. Category II/III Operations

4.1 The operations during CAT II/III approaches are subject to the following procedures and conditions.

a. ATC procedures.

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

b. Pilot procedures.

Pilots who intend to carry out a Category II/III ILS approach are to use the following phrase: "Request ILS Category II/III approach runway 26R".

Above mentioned request shall be made on first contact with AALBORG APPROACH.

c. Information given during final approach:

Aircraft will be allowed to continue the approach if a change to secondary power supply occur for electronic and visual aids when the aircraft has passed FAF. Aircraft will be informed thereof.

5. Reduced Runway Separation Minima

5.1 With reference to the AIP AD 1.1 section, pt. 8.4, reduced runway separation minima at EKYT are approved for aircraft classified as Category 1, Category 2 and Category 3.

5.2 At RWY 08L/26R and RWY 08R/26L the following reduced runway separation minima distances shall be applied between aircraft when succeeding landing aircraft crosses the threshold or succeeding departing aircraft initiates the take off roll.

- 600M between preceding category 1 or 2 and succeeding Category 1
- 1500M between preceding category 1 or 2 and succeeding Category 2
- 2400M if either preceding or succeeding aircraft is Category 3

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

5.4 Traffic information will be given to succeeding aircraft.

6. VFR Flights

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

23. Additional Information

1. MIL jet aircraft

1.1 MIL jet aircraft execute right hand pattern to RWY 26R

2. Parachuting

2.1 Parachuting may take place.

3. Civil Use of Military Air Base

3.1. The civil aerodrome operator Aalborg Airport controls and operates the civil and military facilities based on underlying agreements with defence authorities and complies with EU Regulation No 139/2014.

3.2. Only the civil aerodrome operator is subject to oversight conducted by the civil aviation authority.

4. Non-standard military signs and markings

4.1 For military purpose Illuminated Runway Distance Markers (IRDM) are located along RWY 08L/26R and 08R/26L (both sides). Markers indicate RWY DIST remaining in thousands of feet in white on a black background.

4.2 Non-standard yellow markings (brackets) are established on RWY 08R/26L for C-130 training purposes.

5. Birds and wildlife

5.1 Aalborg Air base/Aalborg airport experiences large bird activity in particular periods and time intervals, in the western part of the air base/airport area. The bird activity is usually concentrated over the water (The Limfjord) around dawn and the late afternoon hours. Crews are encouraged to raise awareness of birds during mentioned periods. Crews are also encouraged not to use intersection take-off from RWY 26R/L during mentioned periods due to increased risk of bird strike.

5.2 Due to high bird intensity full runway length is recommended for take-off from RWY 26R for all turboprop and jet aircraft in the period from 01 SEP to 30 APR.

6. Fuelling with passengers on board

6.1 If fuelling takes place with passengers on board, or during embarking/disembarking cockpit crew shall monitor handling FREQ 131.555.

24. Aeronautical Charts Related to an Aerodrome

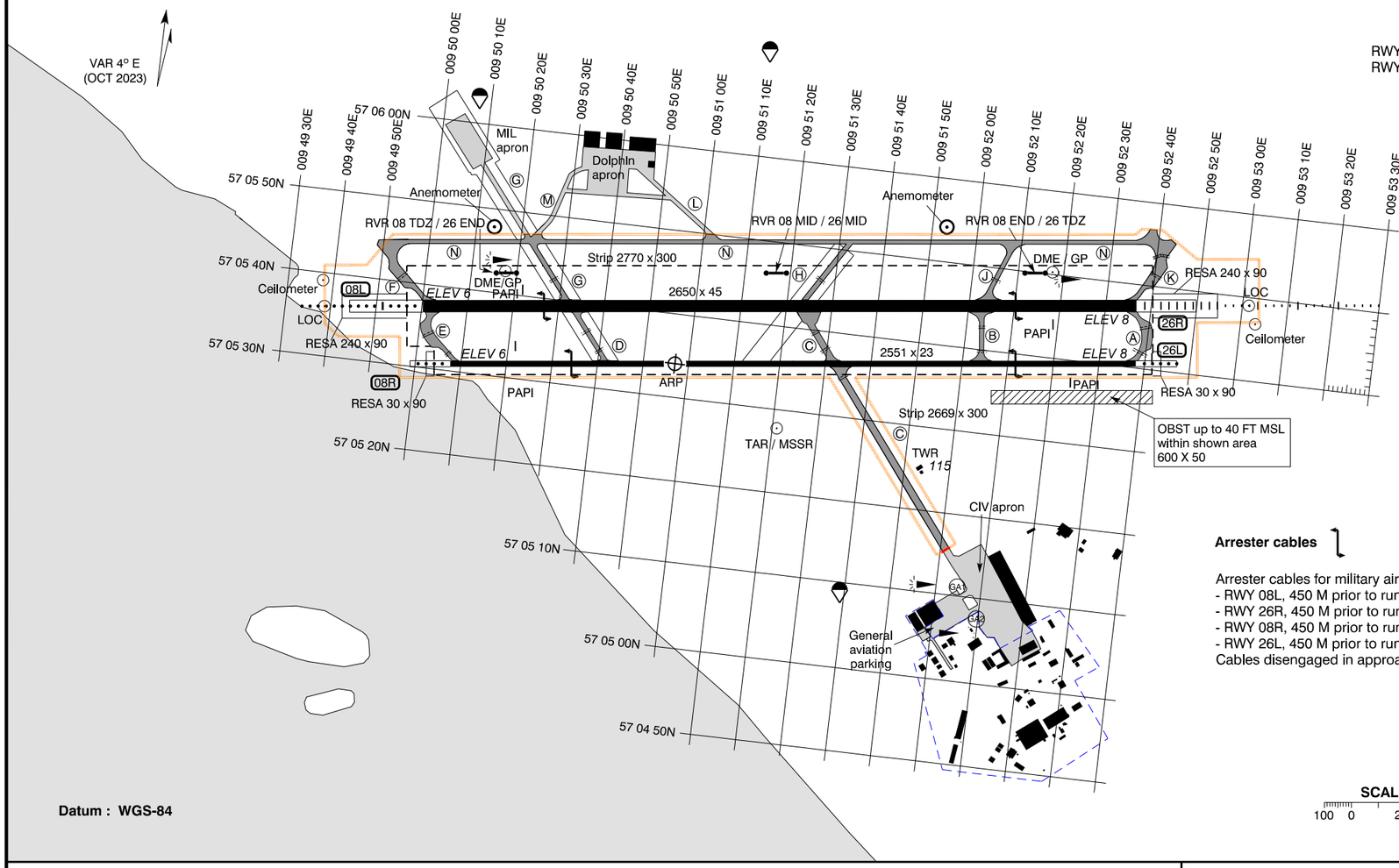
Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Aerodrome Ground Movement Chart - ICAO	GMC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 08L
Precision Approach Terrain Chart - ICAO	PATC 26R
Instrument Approach Chart - ICAO	ILS or LOC RWY 08L RNP RWY 08L - 1 RNP RWY 08L - 2 ILS or LOC RWY 26R - 1 (CAT I+II+III) ILS or LOC RWY 26R - 2 (CAT I+II+III) RNP RWY 26R - 1 RNP RWY 26R - 2
Other charts	Hot Spots

Note:
AOC 26R is not published, as there are no obstacles in the take-off flight path area.

25. Visual Segment Surface (VSS) Penetration

Data pending.

AERODROME CHART - ICAO	ARP : 57 05 34.04N 009 50 56.99E	AD ELEV : 8 FT	ELEV in FT Dimensions / Distances in M	Aalborg APP : 123.980 362.450 Aalborg TWR : 118.305 353.525 257.800 ATIS : 120.480	**AD 2 - EKYT** **ADC** **Aalborg (CIV / MIL)**



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	TDZ	PAPI	Centre line	Edge	End
08L	083.3° GEO 079.3° MAG	57 05 37.37N 009 50 00.30E	Concrete / Asphalt PCN 66 F / D / W / T Composite construction	THR RWY NR TDZ Centre line Side stripes	E/F G D C H	2650 2151 2090 1243 1240	2650 2151 2090 1243 1240	2650 2151 2090 1243 1240	2650	470 M White	Green		3.00°	2650 M 15 M White: 0-1750 M White/red: 1750-2350 M Red: from 2350 M	2650 M White	Red
26R	263.3° GEO 259.3° MAG	57 05 47.43N 009 52 36.63E			A/K J B H C	2650 2116 2082 1449 1449	2650 2116 2082 1449 1449	2650 2116 2082 1449 1449	2650	900 M CAT II/III	Green	900 M White	3.00°		2650 M White	Red
08R	083.3° GEO 079.3° MAG	57 05 30.87N 009 50 07.68E	Asphalt PCN 52 F / D / X / U	THR RWY NR Centre line Side stripes	E	2551	2551	2551	2551	150 M White LIL, Cross-bar 150 M from THR	Green LIL		3.00°		2550 M Yellow LIL	Red LIL
26L	263.3° GEO 259.3° MAG	57 05 40.52N 009 52 38.07E			A	2551	2551	2551	2551		Green LIL		3.00°		2550 M Yellow LIL	Red LIL

OTHER : Secondary power supply : Yes, switch-over time CAT II/III MAX 1 SEC, switch-over time during departures with RVR less than 800M MAX 1 SEC, otherwise MAX 15 SEC.

TAXIWAYS

Width :	TWY A, TWY C, TWY D, TWY E, TWY G : 23 M TWY B, TWY H : 15 M TWY F, TWY N, TWY J, TWY K : 14 M TWY M, TWY L : 12 M TWY GA1, GA2 : 20 M
Pavement :	Concrete / Asphalt
Strength :	PCN 52 / F / D / W / T Composite construction
Day marking :	Centre line, Side stripes, Holding position
Lighting :	TWY A, TWY C, TWY D, TWY E, TWY F, TWY G, TWY H, TWY K and TWY N : Blue edge RGL for RWY 08L / 26R

OBSTACLES : All obstacles are marked by day and night

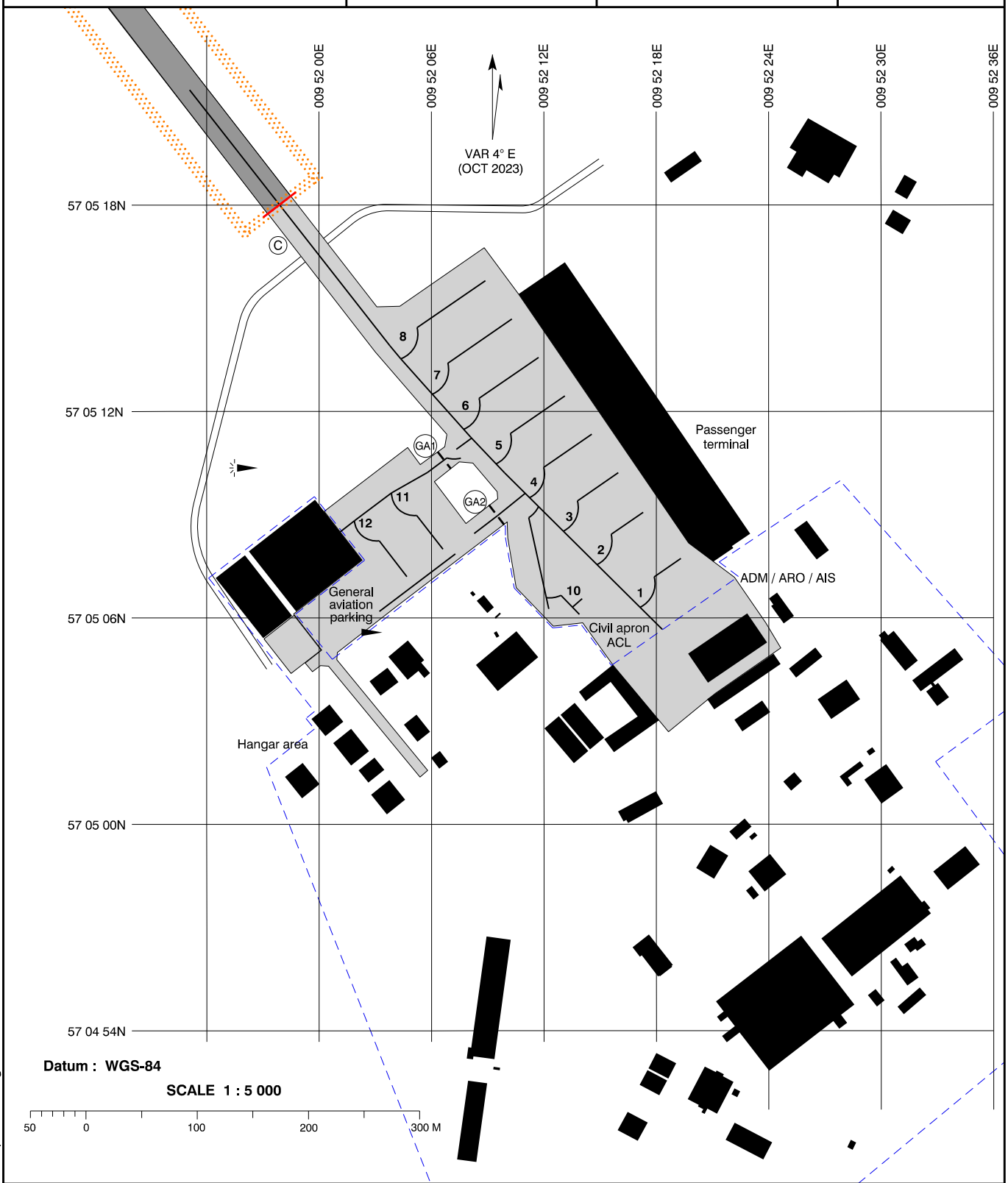
Changes : PAPI right side wingbars RWY 08R, 26L and 26R withdrawn. PAPI angle RWY 08R/26L changed to 3.00°.

AIRCRAFT PARKING / DOCKING CHART - ICAO

CIV apron ELEV : 7 FT

Aalborg TWR : 118.305 353.525
257.800
ATIS : 120.480

AD 2 - EKYT
APDC
Aalborg (CIV / MIL)



Changes : Handover-point changed.

TAXIWAYS

See aerodrome chart

CIV APRON PAVEMENT AND STRENGTH

Stand 1
PCN 42/F/D/W/T
Asphalt

Stand 2 - 3
PCN 52/R/D/W/T
Concrete

Stand 4 - 5
PCN 57/R/D/W/T
Concrete

Stand 6 - 8
PCN 71/R/D/W/T
Concrete

Stand 10
PCN 52/F/D/W/T
Asphalt

Other parts of apron
PCN 39/R/D/X/U
Other

INS COORDINATES FOR AIRCRAFT STANDS

1	-	57 05 07.51N	009 52 18.78E
2	-	57 05 08.84N	009 52 16.73E
3	-	57 05 09.80N	009 52 14.88E
4	-	57 05 10.92N	009 52 13.47E
5	-	57 05 12.03N	009 52 12.05E
6	-	57 05 13.15N	009 52 10.63E
7	-	57 05 14.27N	009 52 09.21E
8	-	57 05 15.39N	009 52 07.80E
10	-	57 05 07.20N	009 52 11.88E
11	-	57 05 08.26N	009 52 06.35E
12	-	57 05 07.49N	009 52 04.40E

Changes : VAR changed.

PERMITTED TAXI ROUTES FOR CAT D AND E AIRCRAFT

The taxi routes shown ensure sufficient width of taxiways for the above mentioned aircraft according to EASA Certification Specifications

CAT D and E aircraft includes aircraft with a wingspan from 36M up to but not including 65M.

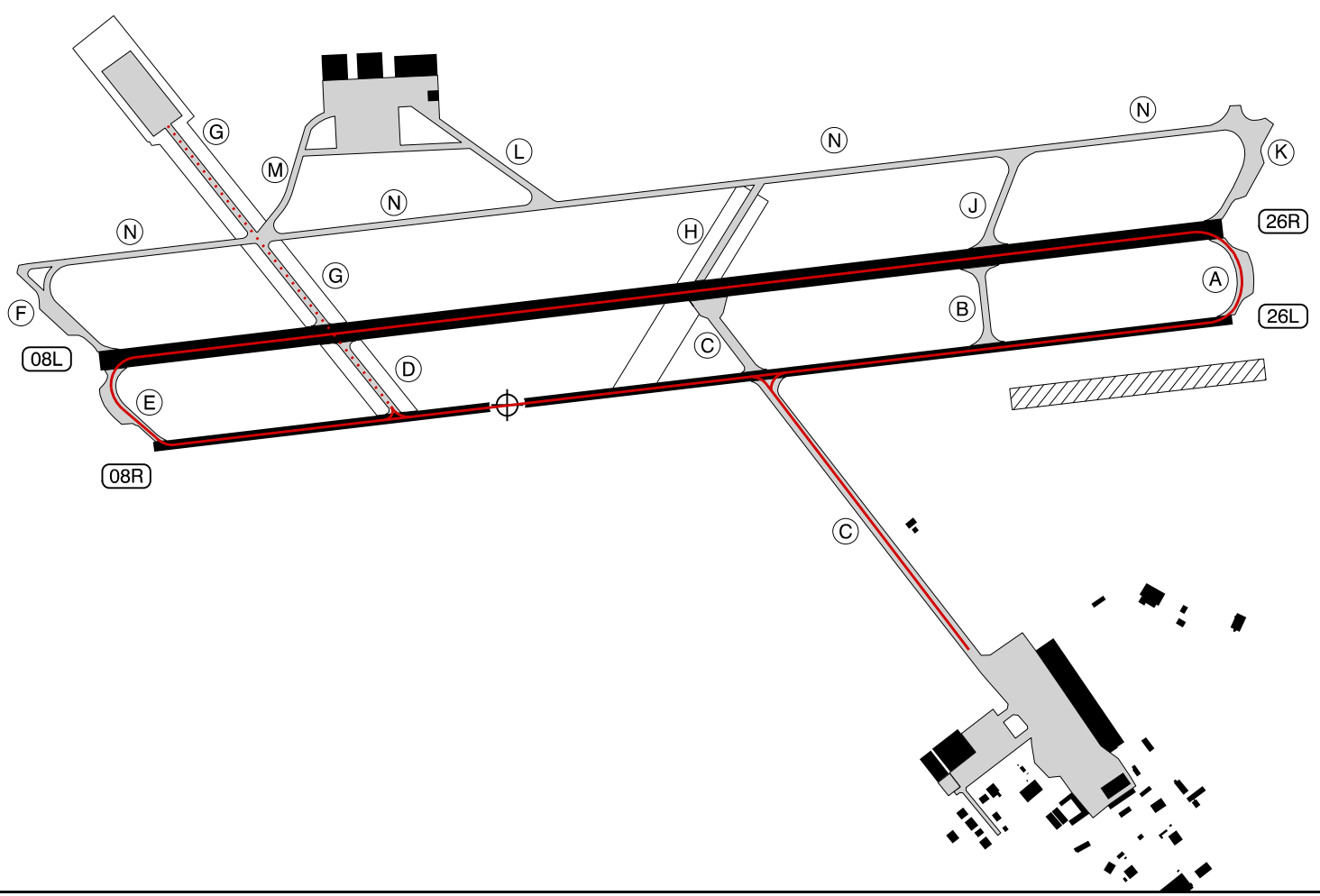
Permitted taxi routes outside Apron :

Taxi routes

Taxi routes with special restrictions, see note

Note :
TWY D and TWY G only to be used for crossing RWY 08L/ RWY 26R.
Line-up or vacate RWY 08L or RWY 26R via TWY D or TWY G not permitted.

VAR 4°E
(OCT 2023)



Changes : VAR changed.

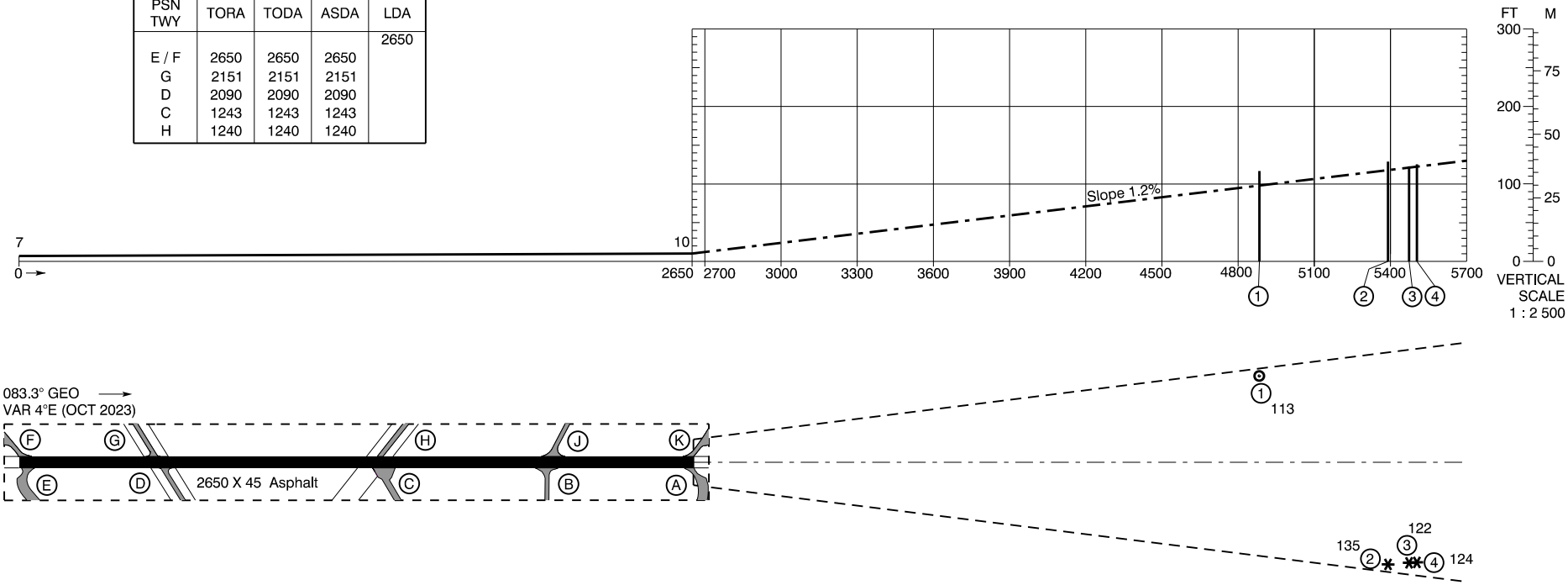
NAVIAR

AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

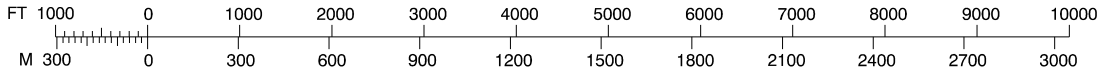
ELEV in FT
Distances in M

AD 2 - EKYT
AOC-A 08L
Aalborg

RWY 08L DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
				2650
E / F	2650	2650	2650	
G	2151	2151	2151	
D	2090	2090	2090	
C	1243	1243	1243	
H	1240	1240	1240	



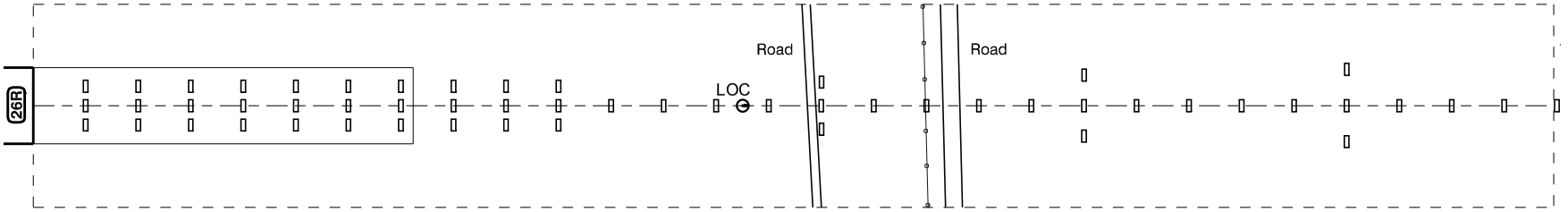
HORIZONTAL SCALE 1 : 25 000

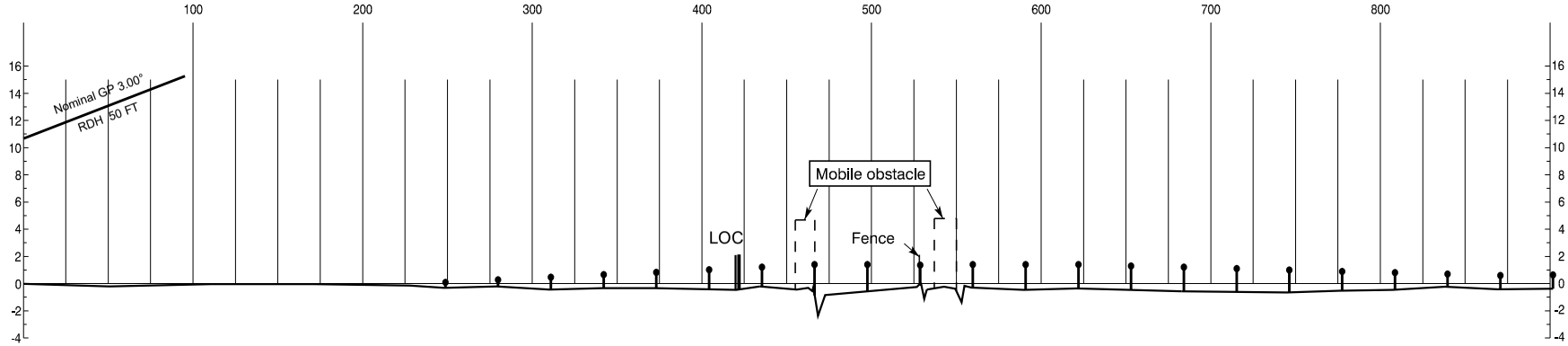


LEGEND	
Identification number	①
Tree or shrub	*
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	←→
Transmission line or overhead cable	—T—
Spot ELEV	·

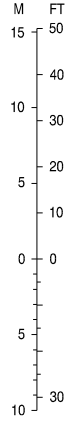
Changes : PAPI angle and RDH changed. Abbreviation LLZ changed to LOC. Information about RA at GP height over THR withdrawn.

PRECISION APPROACH TERRAIN CHART - ICAO

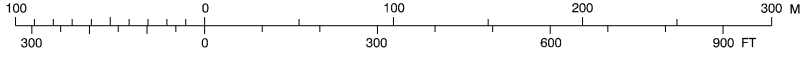




VERTICAL SCALE 1 : 500



HORIZONTAL SCALE 1 : 4 000



Centre line profile

Contour

Tree or shrub

Building or large structure

Antenna, chimney, pole, spire, tower, etc.

Approach lights

Traffic

Deviation at least +/- 3 M from centre line profile

Contours and heights are related to THR ELEV

Contours, heights, and distances in metres unless otherwise stated

RA = Radio altimeter reading

AD 2 - EKYT
PATC 26R
Aalborg

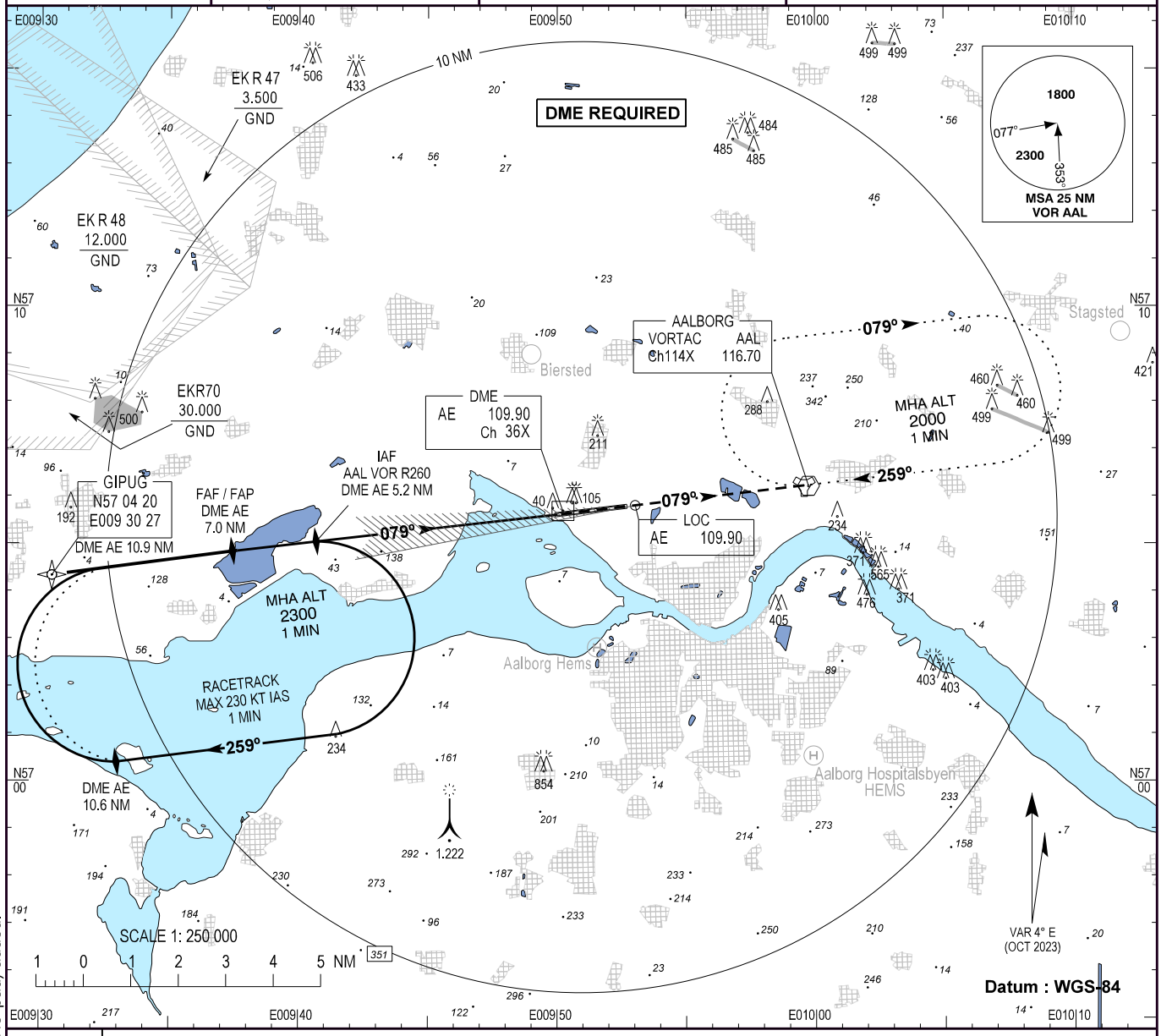
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 8

Bearings are magnetic
ELEV, ALT and HGT in FT

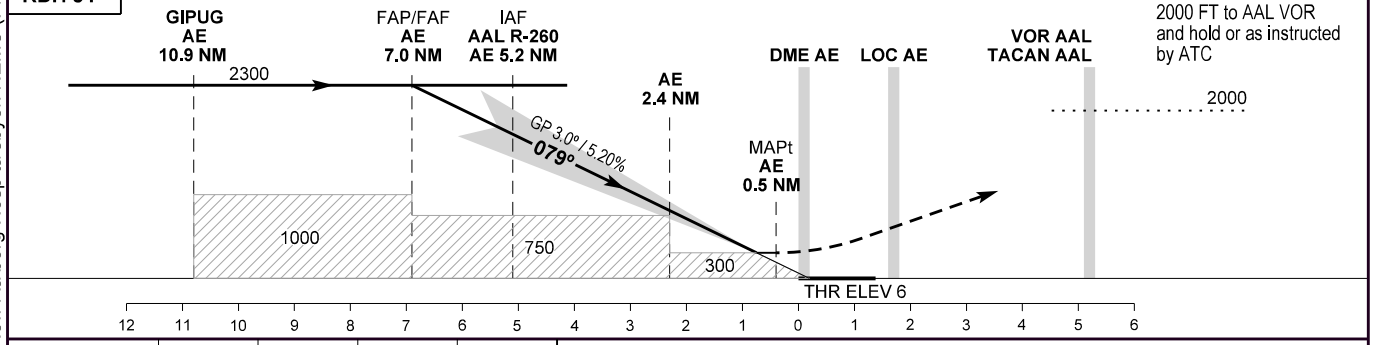
Aalborg APP : 123.980 362.450
Aalborg TWR: 118.305 353.525
257.800
ATIS : 120.480

AD 2 - EKYT
ILS or LOC RWY 08L
Aalborg (CIV / MIL)



TA 3000

RDH 54



Missed approach:
Climb on track 079° to 2000 FT to AAL VOR and hold or as instructed by ATC

OCA (H)	A	B	C	D
ILS / DME	151 (145)	161 (155)	170 (164)	181 (175)
LOC / DME*	300 (290)	300 (290)	300 (290)	300 (290)
Circling	510 (500)**	510 (500)**	690 (680)**	760 (750)**

SPECIAL CONDITIONS

*Pass DME AE 2.4 NM not below 750

**North of AD only

DME AE	NM	6	5	4	3	2	1
DIST to THR	NM	5.9	4.9	3.9	2.9	1.9	0.9
ALT	FT	1930	1610	1290	970	650	330

GS	KT	70	80	90	100	110	120	130
Rate of descent	FT / MIN	370	430	480	530	580	640	690

Changes : New Aalborg Hospitalsbyen HEMS (Private Helipad) added.

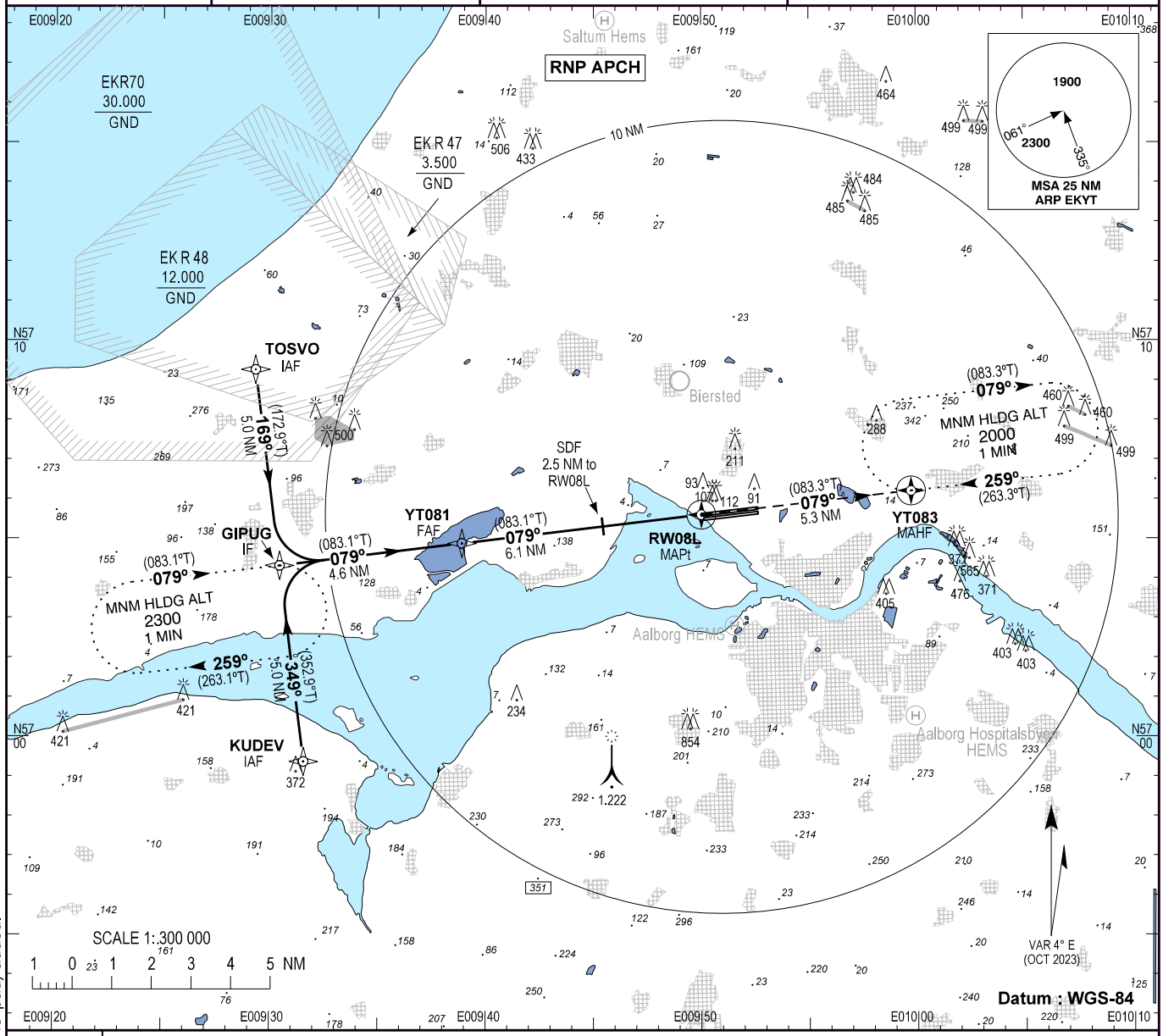
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 8

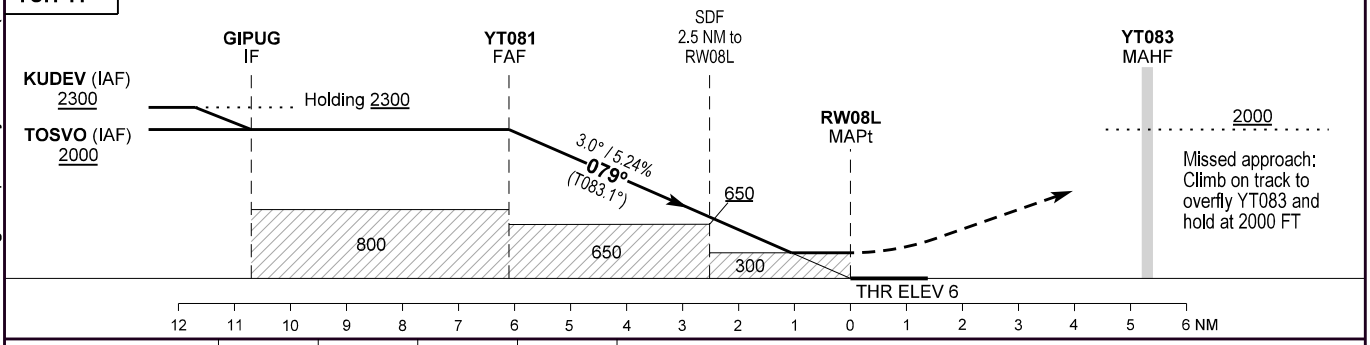
Bearings are magnetic (True)
ELEV, ALT and HGT in FT

Aalborg APP : 123.980 362.450
Aalborg TWR: 118.305 353.525
257.800
ATIS : 120.480

AD 2 - EKYT
RNP RWY 08L - 1
Aalborg (CIV / MIL)



TA 3000
TCH 41



OCA (H)	A	B	C	D
LNAV / VNAV*	223 (217)	236 (230)	253 (247)	273 (267)
LNAV**	300 (290)	310 (300)	330 (320)	350 (340)
Circling	510 (500)***	510 (500)***	690 (680)***	740 (730)***

Distance to RW08L NM	6	5	4	3	2	1
Nominal altitude	1960	1650	1330	1010	690	370

SPECIAL CONDITIONS

* Not to be used below -30°C

** Pass 2.5 NM before RW08L at MNM 650 FT

*** N of RWY only

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

Changes : New Aalborg Hospitalsbyen HEMS (Private Helipad) added.

Instrument Approach Procedure Coding Tables:

EKYT RNP RWY 08L via TOSVO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TOSVO	-	-	-4.0	-	-	+2000	-	-	RNP APCH
020	TF	GIPUG	-	169/(172.9)	-4.0	5.0	L	+2000	-	-	RNP APCH
030	TF	YT081	-	079/(083.1)	-4.0	4.6	-	2000	-	-	RNP APCH
040	TF	RW08L	Y	079/(083.1)	-4.0	6.1	-	-	-	3.0°/41	RNP APCH
050	TF	YT083	Y	079/(083.3)	-4.0	5.3	-	-	-	-	RNP APCH
060	HM	YT083	Y	259/(263.3)	-4.0	-	R	+2000	-	-	RNP APCH

EKYT RNP RWY 08L via KUDEV

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	KUDEV	-	-	-4.0	-	-	+2300	-	-	RNP APCH
020	TF	GIPUG	-	349/(352.9)	-4.0	5.0	R	+2000	-	-	RNP APCH
030	TF	YT081	-	079/(083.1)	-4.0	4.6	-	2000	-	-	RNP APCH
040	TF	RW08L	Y	079/(083.1)	-4.0	6.1	-	-	-	3.0°/41	RNP APCH
050	TF	YT083	Y	079/(083.3)	-4.0	5.3	-	-	-	-	RNP APCH
060	HM	YT083	Y	259/(263.3)	-4.0	-	R	+2000	-	-	RNP APCH

EKYT RNP RWY 08L waypoint coordinates:

Waypoint Identifier	Coordinates
TOSVO (IAF)	57 09 16.80N 009 29 19.21E
KUDEV (IAF)	56 59 23.12N 009 31 34.48E
GIPUG (IF)	57 04 20.00N 009 30 27.00E
YT081 (FAF)	57 04 53.88N 009 38 54.12E
RW08L (MAPt)	57 05 37.37N 009 50 00.30E
YT083 (MAHF)	57 06 13.39N 009 59 44.08E

Changes: VAR and MAG bearings.

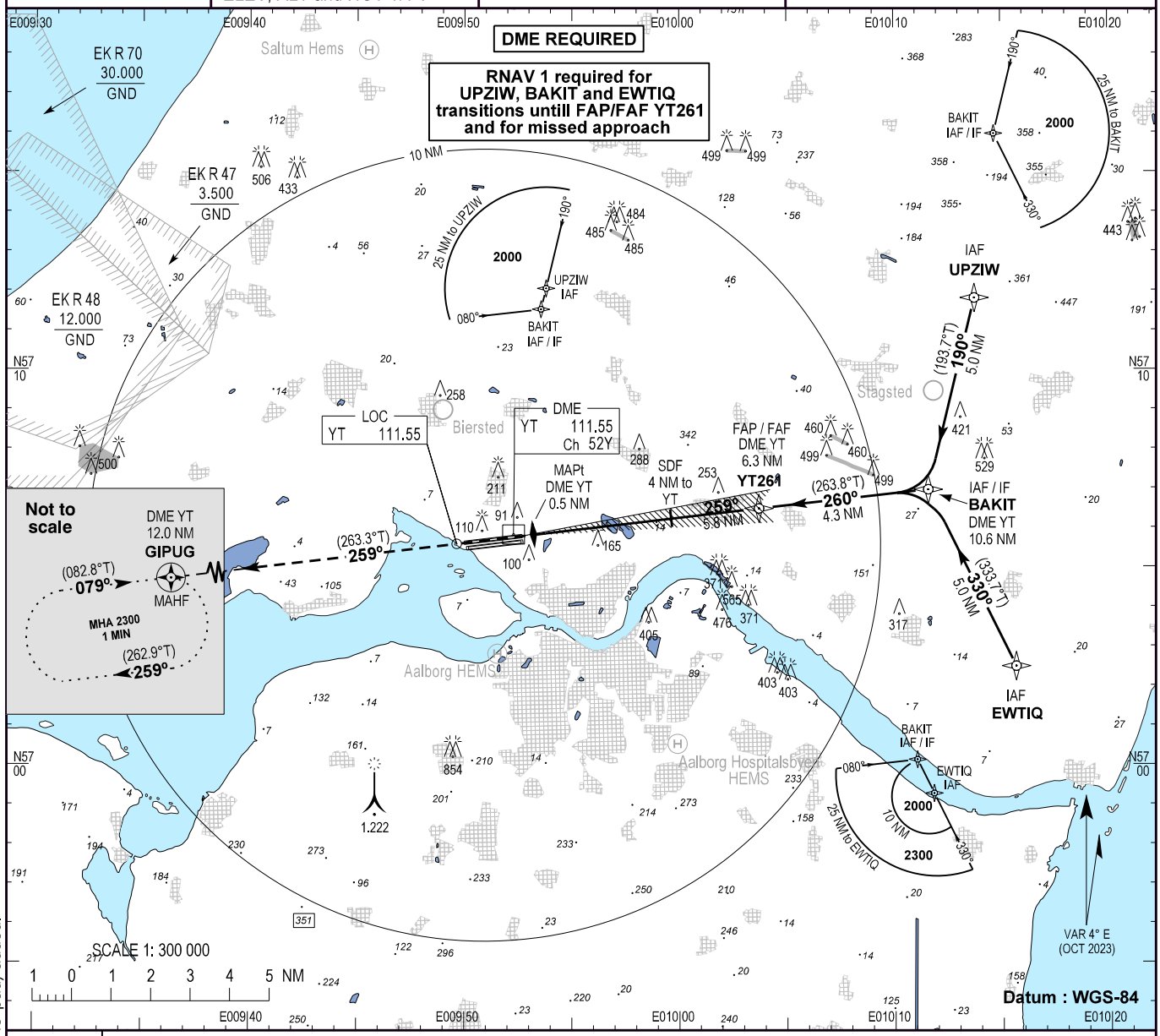
INSTRUMENT APPROACH CHART - ICAO

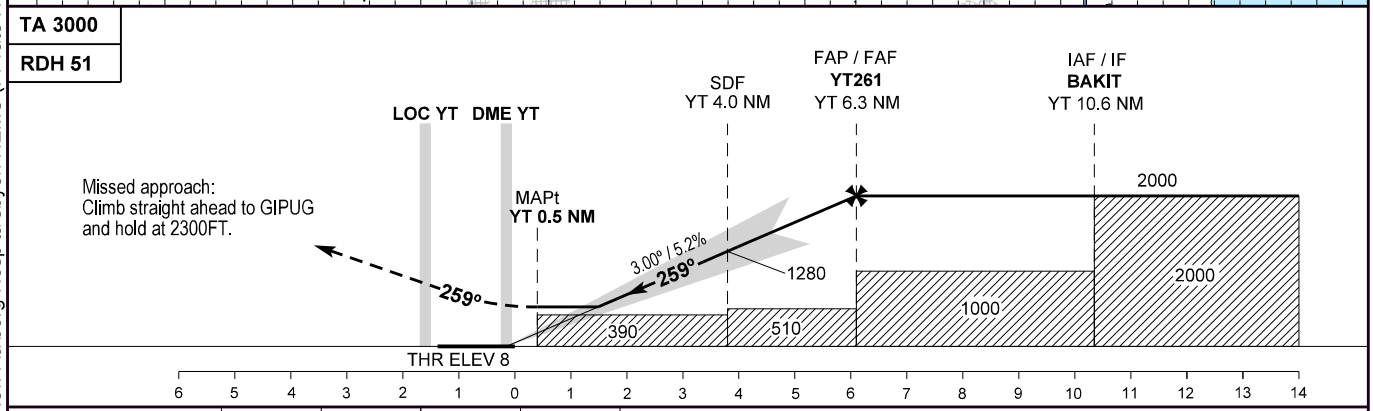
AD ELEV : 8

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

Aalborg APP : 123.980 362.450
Aalborg TWR: 118.305 353.525
257.800
ATIS : 120.480

AD 2 - EKYT
ILS or LOC RWY 26R - 1
(CAT I + II + III)
Aalborg (CIV / MIL)





OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS CAT I	151 (143)	161 (153)	176 (168)	187 (179)	
ILS CAT II	62 (54)	74 (66)	87 (79)	102 (94)	
LOC	390 (380)	390 (380)	390 (380)	390 (380)	
Circling*	510 (500)*	510 (500)*	690 (680)*	750 (740)*	*North of AD only

DME YT	NM	2	3	4	5	6
Distance to THR	NM	1.8	2.8	3.8	4.8	5.8
ALT		645	960	1280	1600	1920

Notes :

Timing not authorized for defining the MAPt.

Pass YT DME 4.0 NM not below 1000 FT.

GS	KT	70	80	90	100	110	120	130
ROD	FT / MIN	370	430	480	530	580	640	690

Changes : New Aalborg Hospitalsbyen HEMS (Private Helipad) added.

Instrument Approach Procedure Coding Tables:

EKYT ILS or LOC RWY 26R initial approach via UPZIW, BAKIT and EWTIQ

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	UPZIW	-	-	-4.0	-	-	+2000	-	-	RNAV 1
020	TF	BAKIT	-	190 / (193.7)	-4.0	5.0	R	+2000	-	-	RNAV 1
010	IF	EWTIQ	-	-	-4.0	-	-	+2000	-	-	RNAV 1
020	TF	BAKIT	-	330 / (333.7)	-4.0	5.0	L	+2000	-	-	RNAV 1
010	IF	BAKIT	-	-	-4.0	-	-	+2000	-	-	RNAV 1
020	TF	YT261	-	260 / (263.8)	-4.0	4.3	-	+2000	-	-	RNAV 1

EKYT ILS or LOC RWY 26R missed approach procedure:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	CF	GIPUG	Y	259 / (263.3)	-4.0	-	-	+2300	-	-	RNAV 1
020	HM	GIPUG	Y	079 / (082.8)	-4.0	-	R	+2300	-	-	RNAV 1

EKYT ILS or LOC RWY 26R waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
UPZIW (IAF)	57 11 48.90N 010 13 44.95E	SDF 4.0 YT	57 06 14.00N 009 59 34.10E
BAKIT (IAF / IF)	57 06 58.00N 010 11 35.00E	MAPt	57 05 49.73N 009 53 12.48E
EWTIQ (IAF)	57 02 29.73N 010 15 38.92E	GIPUG (MAHF)	57 04 20.00N 009 30 27.00E
YT261 (FAP / FAF)	57 06 29.64N 010 03 42.31E		

Changes: New tabular description. Waypoints UPZIW and EWTIQ added.

INSTRUMENT APPROACH CHART - ICAO

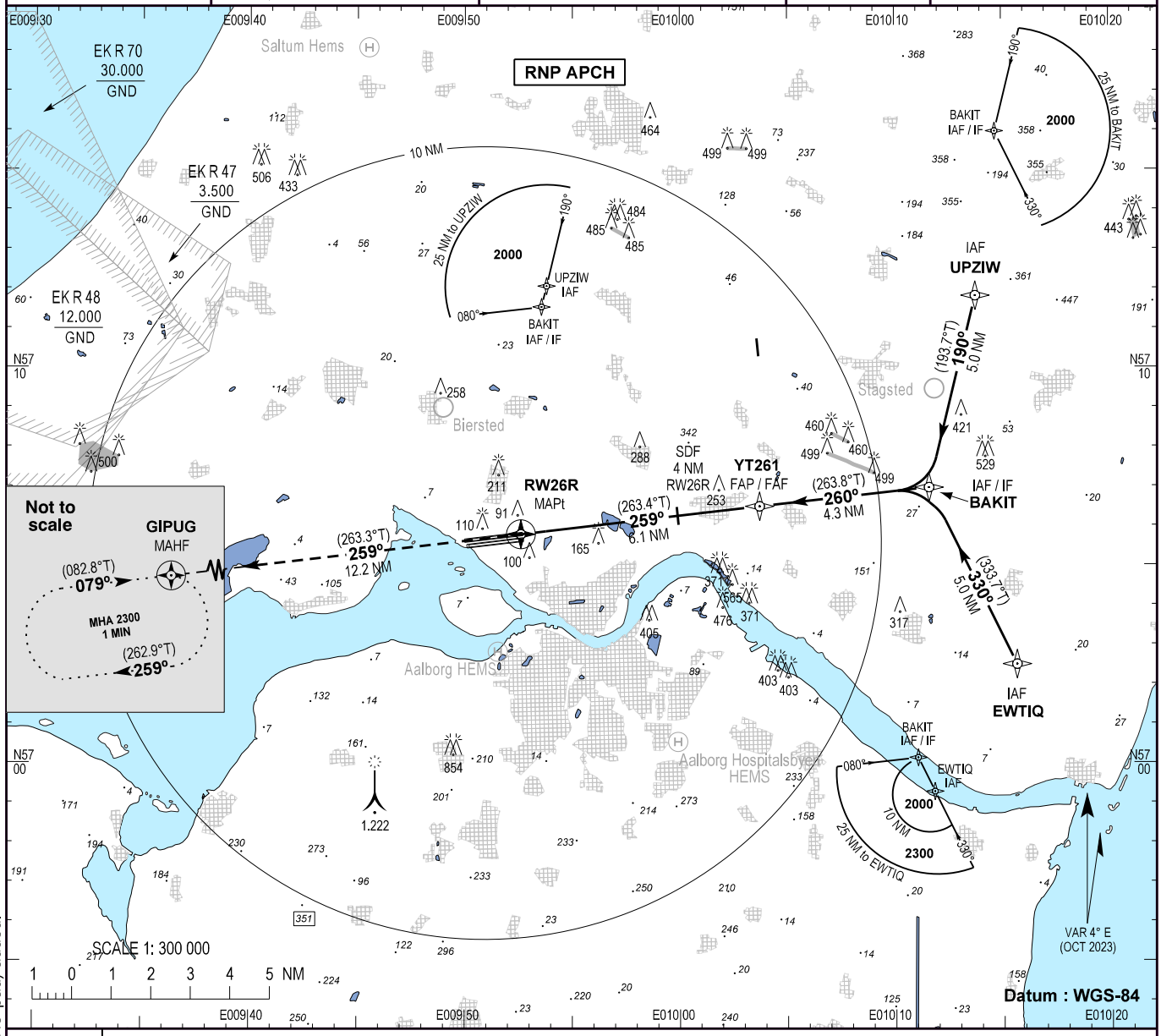
AD ELEV : 8

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

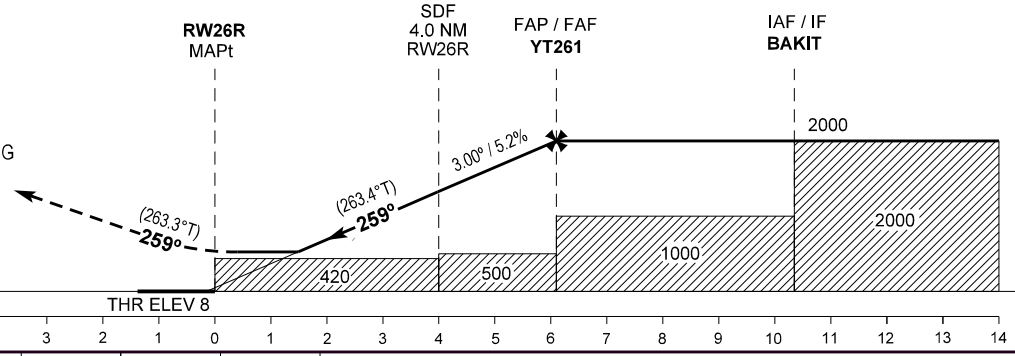
Aalborg APP : 123.980 362.450
Aalborg TWR: 118.305 353.525
257.800
ATIS : 120.480

EGNOS
CH : 95396
E26A

AD 2 - EKYT
RNP RWY 26R - 1
Aalborg (CIV / MIL)



TA 3000	
RDH 51	



OCA (H)	A	B	C	D
LPV	260 (250)	260 (250)	260 (250)	270 (260)
LNAV / VNAV	260 (250)	260 (250)	270 (260)	280 (270)
LNAV	420 (410)	420 (410)	420 (410)	420 (410)
Circling*	510 (500)*	510 (500)*	690 (680)*	750 (740)*

SPECIAL CONDITIONS

Notes :

Not to be used below -30°C or above +61°C.

*North of AD only

Distance to THR	NM	2	3	4	5	6
ALT	FT	700	1015	1335	1655	1970

GS	KT	70	80	90	100	110	120	130
ROD	FT / MIN	370	430	480	530	580	640	690

Changes : New Aalborg Hospitalsbyen HEMS (Private Helipad) added.

Instrument Approach Procedure Coding Tables:

EKYT RNP RWY 26R initial approach via UPZIW, BAKIT and EWTIQ

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	UPZIW	-	-	-4.0	-	-	+2000	-	-	RNP APCH
020	TF	BAKIT	-	190 / (193.7)	-4.0	5.0	R	+2000	-	-	RNP APCH
010	IF	EWTIQ	-	-	-4.0	-	-	+2000	-	-	RNP APCH
020	TF	BAKIT	-	330 / (333.7)	-4.0	5.0	L	+2000	-	-	RNP APCH
010	IF	BAKIT	-	-	-4.0	-	-	+2000	-	-	RNP APCH
020	TF	YT261	-	260 / (263.8)	-4.0	4.3	-	+2000	-	-	RNP APCH
030	TF	RW26R	Y	259 / (263.4)	-4.0	6.1	-	-	-	3.0°/51	RNP APCH
040	TF	GIPUG	Y	259 / (263.3)	-4.0	12.2	-	+2300	-	-	RNP APCH
050	HM	GIPUG	Y	079 / (082.8)	-4.0	-	R	+2300	-	-	RNP APCH

EKYT RNP RWY 26R waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
UPZIW (IAF)	57 11 48.90N 010 13 44.95E	SDF 4.0 RW26R	57 06 15.26N 009 59 53.67E
BAKIT (IAF / IF)	57 06 58.00N 010 11 35.00E	RW26R (MAPt)	57 05 47.43N 009 52 36.63E
EWTIQ (IAF)	57 02 29.73N 010 15 38.92E	GIPUG (MAHF)	57 04 20.00N 009 30 27.00E
YT261 (FAP / FAF)	57 06 29.64N 010 03 42.31E		

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKYT
Runway	26
Runway Letter	1 (Right)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E26A
LTP/FTP Latitude	570547.4300N
LTP/FTP Longitude	0095236.6300E
LTP/FTP Ellipsoidal Height (metres)	41.0
FPAP Latitude	570537.1310N
Delta FPAP Latitude (seconds)	-10.2990
FPAP Longitude	0094956.6065E
Delta FPAP Longitude (seconds)	-160.0235
Threshold Crossing Height	51.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	64
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 14 19 0B 05 5A 00 00 01 36 32 05 4C CF 80 18 2C 1A 3D 04 9A 15 8A AF FF D1 1D FB FE 01 2C 01 64 08 C8 FA 36 89 14 F6
Calculated CRC Value	368914F6
Supplied CRC Value	368914F6
Comparison Result	OK

Required Additional Data

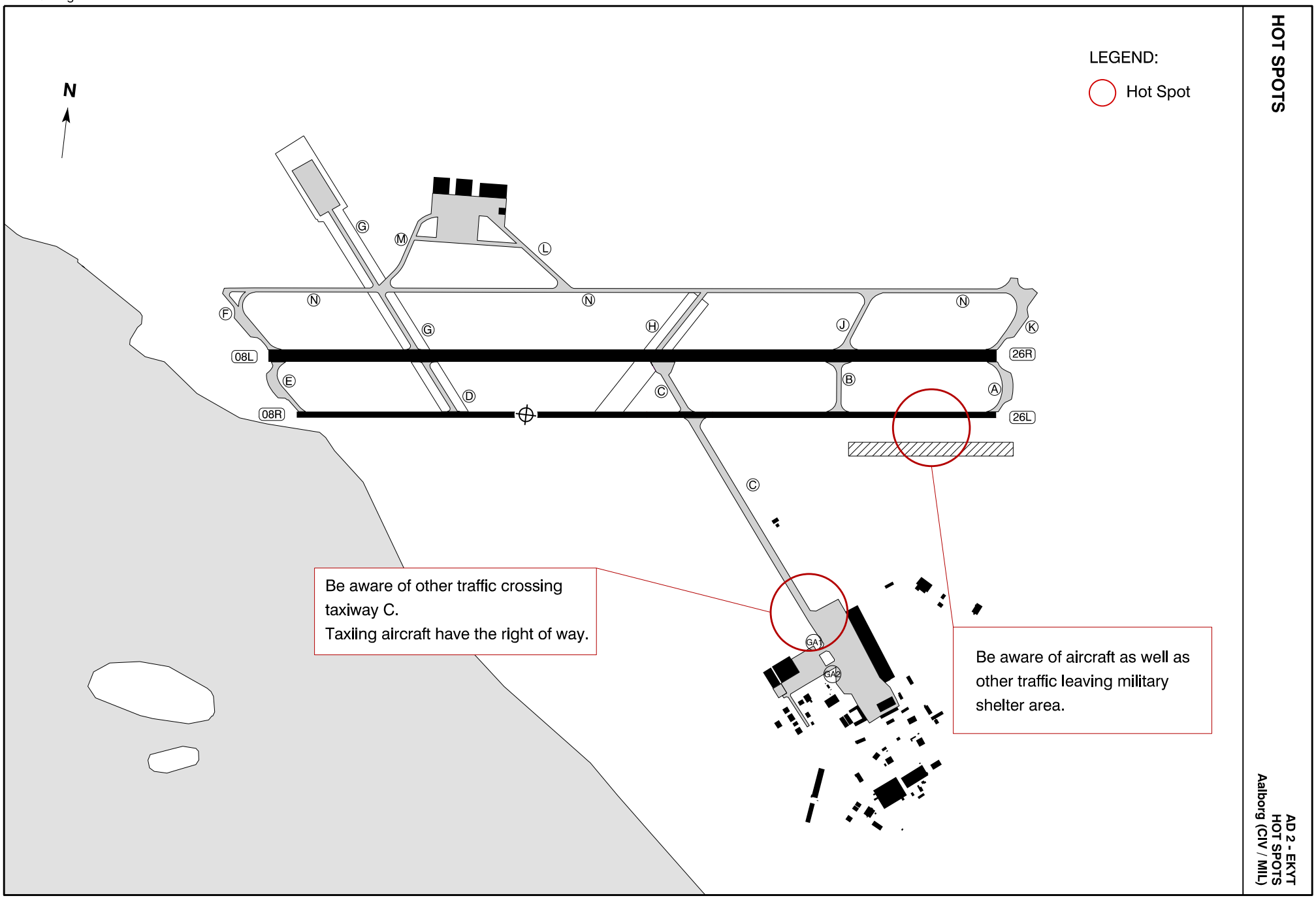
ICAO Code	EK
LTP/FTP Orthometric Height (metres)	3.0

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New tabular description. Waypoints OKPOT and VABUT withdrawn. Waypoints UPZIW and EWTIQ added.

Changes : New chart.

HOT SPOTS



AD 2 - EKYT
HOT SPOTS
Aalborg (CIV / MIL)

1. Aerodrome Location Indicator and Name: EKAH - Aarhus

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	56 18 00.06N 010 37 08.43E TWR
2.	Distance and direction from city:	19.4 NM NE of Aarhus
3.	ELEV:	82 FT
	REF temperature:	22°C
4.	MAG VAR: Annual change:	4°E (APR 2022) Increasing: 12'
5.	AD ADM:	Aarhus Lufthavn A/S
	AD address:	Aarhus Airport Ny Lufthavnsvej 24 DK-8560 Kolind
	TEL:	+45 87 75 70 00 +45 87 75 70 50 (Airport Office)
	E-mail:	aro@aar.dk
	AFS:	EKAH
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	Daily 0500-2100 (Daily 0400-2000)
2.	Customs and immigration:	The airport is open for traffic to/from all states. Hours for customs clearance and immigration as for AD.
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 per agreement
10.	Security:	As per agreement
11.	De-icing:	As per agreement

12. Remarks: Outside stated hours PPR for non-scheduled traffic, and PN for scheduled traffic.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: NIL
3.	Fuelling facilities and capacity:	100 LL self-service 75L/MIN Jet A1 1000L/MIN
4.	De-icing facilities:	Yes. For details about de-icing and anti-icing, see item 20. Local Aerodrome Regulations
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	Minor repairs only
7.	Remarks:	a. Frequency used for handling: 131.555 - call sign "Aarhus Airport Office". b. Frequency used for handling of passengers and other services: 131.610 - call sign "Aarhus Handling".

5. Passenger Facilities

1.	Hotels:	Hotel in the airport
2.	Restaurants:	Yes
3.	Transportation:	Taxi and bus
4.	Medical facilities:	Hospitals in Randers and Aarhus
5.	Bank and Post Office:	NIL
6.	Tourist Office:	In Aarhus TEL +45 87 31 50 10

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for for fire fighting:	CAT 7 available 0530-2030 (0430-1930). Outside AD hours, category provided to commercial flights according to Aircraft category up to CAT 7. CAT 8 and 9 available on request no later than 8 hours before flight. CAT 8 - 9 subject to additional charge.
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:	4 snowploughs, 4 sweepers, 1 snowblower and 2 runway deicers. Chemicals: KFOR
2.	Clearance priorities:	1. RWY in use and associated access roads for Fire and Rescue 2. Taxiways from apron to runway in use 3. Apron 4. Other runways and access roads for Fire and Rescue 5. Other areas

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:	Concrete PCN 76/R/B/X/U			TWY G: 10 M, Asphalt, PCN 76/R/B/X/U TWY Z: 23 M, Asphalt, PCN 76/R/B/X/U
2.	Taxiway width, surface and strength:	TWY A, B: 23 M, Asphalt, PCN 76/F/B/X/U TWY E, W, Y: 23 M, Asphalt, PCN 120/F/B/W/T TWY T: 23 M, Concrete/Asphalt, PCN 76/R/B/X/T	3.	ACL and ELEV:	At apron 69 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:	See item 20. Local Aerodrome Regulations and Aircraft Parking/Docking Chart			RWY 10L/28R: THR, RWY NR, centre line, side stripes TWY: Centre line, holding position, sign boards. Guard lights for RWY 10R/28L at holding PSN TWY Z, Y, E, and T Guard lights for RWY 10L/28R at holding PSN TWY E and W
2.	RWY and TWY markings:	RWY 10R/28L: THR, RWY NR, Aiming point, TDZ, centre line, side stripes	3.	Stop bars:	TWY T, E and on RWY 10L/28R west of TWY W

4. Remarks: For taxiing to and from stands, see item 20. Local Aerodrome Regulations

10. Aerodrome Obstacles

Area 2

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

Area 3

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

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		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: Interval of issuance:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) 9, 18/24 hours 3 hours	8.	Supplementary equipment available:	-
4.	Type of landing forecast: Interval of issuance:	NIL -	9.	ATS units provided with information:	Aarhus Tower, Aarhus Approach
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
10R	100.3° GEO 096.3° MAG	2704 x 45 M	PCN 76/R/B/X/U Asphalt/Concrete	56 18 19.77N 010 35 51.24E	81 FT/-
28L	280.3° GEO 276.3° MAG	2704 x 45 M	PCN 76/R/B/X/U Asphalt/Concrete	56 18 04.17N 010 38 25.84E	75 FT/-
10L	100.3° GEO 096.3° MAG	2781 x 23 M	PCN 120/F/B/W/T Asphalt/Concrete	56 18 26.76N 010 35 52.07E	79 FT/-
28 R	280.3° GEO 276.3° MAG	2781 x 23 M	PCN 120/F/B/W/T Asphalt/Concrete	56 18 10.71N 010 38 30.95E	78 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions
10R	less than 0.07 %	222 M	222 X 150 M	3322 x 300 M	130 x 90 M
28L	less than 0.07 %	286 M	286 X 150 M	3322 x 300 M	100 x 90 M
10L	less than 0.02 %	-	-	2897 x 200 M	160 x 90 M
28R	less than 0.02 %	-	-	2897 x 200 M	180 x 90 M

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE	RWY NR	RUNWAY CODE	TYPE
10R	4E	PA-1	10L	2B	NINST
28L	4E	PA-2	28R	2B	NINST

Take off not to be commenced on stopways.

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 10R				2704 M	-
TWY Z	2704 M	2926 M	2926 M		
TWY Y	2135 M	2357 M	2357 M		
RWY 28L				2704 M	-
TWY T	2704 M	2990 M	2990 M		
TWY E	2000 M	2286 M	2286 M		
RWY 10L				2781 M	-
TWY Z	2781 M	2781 M	2781 M		
TWY Y	2188 M	2188 M	2188 M		
TWY W	1285 M	1285 M	1285 M		
TWY E	791 M	791 M	791 M		
RWY 28R				2781 M	-
TWY T	2781 M	2781 M	2781 M		
TWY E	2012 M	2012 M	2012 M		
TWY W	1556 M	1556 M	1556 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
10R	900 M White LIH	Green	2.75°	-	2704 M 15 M Standard colour LIH	2704 M 60 M White/Yellow LIH	Red	225 M Red
28L	CAT II 900 M LIH	Green	2.75°	900 M White	2704 M 15 M Standard colour LIH	2704 M 60 M White/Yellow LIH	Red	275 M Red
10L	-	Green	3.00°	-	2781 M	2781 M 45 M White/Yellow LIL	Red	-
28R	-	Green	3.00°	-	2781 M	2781 M 45 M White/Yellow LIL	Red	-

Remarks: NIL

15. Other Lighting, Secondary Power Supply

1.	ABN/IBN location, characteristics and hours of operation:	NIL	
2.	LDI location and LGT:	-	
	Anemometer location and LGT:	-	
3.	TWY edge and centre line LGT:		Blue edge LIL. RGL for RWY 10R/28L at holding PSN TWY Z, Y, E and T. RGL 10L/28R north of runway at holding PSN TWY E and W. Centre line standard colour on TWY E.
4.	Secondary power supply/ switch-over time:		Yes, switch-over time for CAT II APCH and TKOF with RVR <800 M 1 SEC, for other operations 15 SEC.

5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1.	Designation and lateral limits:	AARHUS CTR 56 23 38N 010 22 25E - 56 23 08N 010 27 55E - 56 25 28N 010 35 55E - 56 24 48N 010 42 56E - 56 21 08N 010 48 56E - 56 20 38N 010 54 06E - 56 12 28N 010 51 46E - 56 12 58N 010 46 26E - 56 10 48N 010 38 46E - 56 11 28N 010 31 26E - 56 15 18N 010 25 25E - 56 15 48N 010 19 55E - 56 23 38N 010 22 25E.	2.	Vertical limits: 1500 FT MSL/GND
			3.	Airspace classification: D
			4.	ATS unit call sign: AARHUS TOWER Language(s): EN, DA
			5.	Transition altitude: 3000 FT MSL
			6.	Hours of applicability: As ATS

7. Remarks: Aarhus TMA and CTR may be established outside published AD hours of operations. REF ENR 1.1, chapter 6: As TMA, CTR and FIZ are not established H24, information as to whether the area concerned is established shall be obtained from ATS-unit ACC København (callsign Copenhagen Control or Copenhagen Information).

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
TWR	AARHUS TOWER	118.530 121.500	As AD	DOC: 4000 FT/25 NM Emergency FREQ
APP	AARHUS APP	119.280	As AD	DOC: FL250/60 NM
ATIS	AARHUS AIRPORT INFORMATION	125.155	H24	
				Aarhus TMA and CTR may be established outside published AD hours of operations. REF ENR 1.1, chapter 6: As TMA, CTR and FIZ are not established H24, information as to whether the area concerned is established shall be obtained from ATS-unit ACC København (Callsign Copenhagen Control or Copenhagen Information).

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 10R CAT I	AAR	111.900 MHZ	HO	56 18 01.63N 010 38 51.01E		ILS class I/D/4
GP 10R		331.100 MHZ	H24	56 18 13.57N 010 36 03.90E		Angle 2.75°, RDH 34 FT
DME 10R	AAR	CH 56X	H24	56 18 13.79N 010 36 03.97E	78.8 FT	FREQ paired with LOC 10R Colocated with GP 10R
L	TL	384 KHZ	H24	56 18 01.46N 010 37 07.22E		Coverage 20 NM
LOC 28L CAT II	TR	111.100 MHZ	HO	56 18 22.36N 010 35 25.62E		ILS class II/D/4
GP 28L		331.700 MHZ	H24	56 18 00.76N 010 38 10.81E		Angle 2.75°, RDH 36 FT
DME 28L	TR	CH 48X	H24	56 18 00.99N 010 38 10.84E	79.3 FT	FREQ paired with LOC 28L Colocated with GP 28L

20. Local Aerodrome Regulations

1. Taxiing and parking

1.1 TWR will inform ACFT stand or parking area for arriving flights.

1.2 ACFT will normally park without marshaller assistance following guidance from A-VDGS (Advanced Visual Docking Guidance System).
Parking stands 1 to 7 are marked with number, guidelines and stoplines, and are all equipped with A-VDGS.
Mandatory marshalling on all other parking stands and areas.
Unless otherwise instructed by marshaller, all ACFT are obligated to follow the taxi markings (guidelines) on the apron.

All crew and airline staff on duty, are required to wear high visibility vests on the apron.

1.3 Exit from stand

In general, all exit from stands are done by pushback.
If selv-maneuvering exits are agreed upon departure with "Aarhus Airport Office" on FREQ 131.555, this can only be performed with marshaller assistance.

ACFT report ready for departure and pushback to TWR on FREQ 118.530.
Approval for engine startup and/or pushback will be issued by the dispatcher or by the pushback driver.

Expect pushback facing upwind due to health issues for ground personnel.
To minimize blast on APRON, use minimum thrust during break away and taxi.

1.4 ACFT with MTOM below 5700 KG and a wing span not wider than 15 M, shall normally park in the GENERAL AVIATION area.

Engine warm-up prior to departure for ACFT with MTOM below 5700 KG, will take place in the GENERAL AVIATION warm-up area on TWY G or at the holding point for RWY in use, as instructed by TWR.

1.5 On ACFT stands 1C, 2, 3, 4, 5, 6, 7, parking without marshaller assistance may take place following guidance from A-VDGS (Advanced Visual Docking Guidance System). Marshaller assistance is required for all ICAO type D and E ACFT.
On ACFT stands 15 and 16 no parking may take place without marshaller assistance.
Marshaller assistance is required when a stand is used by more than one ACFT at the same time.
Marshaller assistance is compulsory for all other stands and GA Parking.

1.6 All ACFT stands are equipped with a stand number and a yellow STOP marking, extending left from the yellow stand centre line.
On ACFT stands 1, 2, 3, 4, 5, 6 and 7, an A-VDGS is installed - giving ACFT azimuth and stopping guidance. If the docking guidance system on assigned stand is not displaying correct type of ACFT, pilot in command is required to stop the ACFT and contact "Aarhus Airport Office" on FREQ 131.555.

2. De-icing and anti-icing of aircraft

De-icing and anti-icing of aircraft may take place on all parking stands, and can be requested via "Aarhus Airport Office" on FREQ 131.555.

Information about treatment and consumption of fluid to be obtained from supervisor or from "Aarhus Airport Office" on FREQ 131.555.

3 School Flights

Prior permission required (PPR) for all school flights, TEL +45 87 75 70 50.

4. Flight Plan

For all departing flights a complete flight plan or an abbreviated flight plan shall be submitted to the ATS reporting office at Aarhus before taxiing.

5. Removal of disabled aircraft from runway

In case an aircraft is damaged on a runway, it is the duty of the owner or user of such aircraft to ensure that it is removed as soon as possible. E.g. in case of punctures, it may be necessary that an aircraft - before replacement of wheels has taken place - moves away from the runway under its own power.

If a damaged aircraft is not removed from the runway as quickly as the Duty Airport Manager consider it necessary for a reasonable dispatch of the traffic, he shall be entitled to have the aircraft removed for the account of the owner or user.

6. Engine run-up

Engine run-up test may take place at GA-area.

7. Use of auxiliary power unit (APU)

Use of APU on aircraft stands shall be limited as far as possible.

APU may be used:

- 5 minutes after on block
- 5 minutes before leaving apron

Exemptions:

When the outside temperature (OAT) is below -10 degrees C or above +25 degrees C, APU may be used as follows, unless otherwise instructed by marshaller:

- 5 minutes after on block
- 15 minutes before leaving apron

21. Noise Abatement Procedures

NIL

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to MOMZE or URUPA.

1.2 Radio communication failure

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

- L TL when RWY 10R is expected runway in use.
- L TL when RWY 28L is expected runway in use.

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established. At initial contact with TWR state prefered take-off position.

2.2 Omnidirectional departures

RWY 10R/L and 28L/R: Climb straight ahead to at least 700 FT MSL before turn is commenced.

3. VFR Flights

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

4. Low Visibility Procedures

4.1 ATC will apply special safeguards and procedures during conditions of low visibility.

4.2 Low visibility procedures are prompted by ATC and will normally be introduced when the RVR is less than 550 M or during CAT II approaches.

4.3 Pilots will be informed when low visibility procedures are in operation by ATIS and/or RTF. Pilots will be informed by RTF when low visibility procedures are cancelled.

4.4 ATC will apply special procedures to ensure separation between traffic on the maneuvering area.

4.5 Category II ILS approaches

4.5 a) The minimum distance between an aircraft on final approach carrying out a CAT II ILS APCH and any other proceeding aircraft is 6 NM. The separation must exist when proceeding aircraft passes THR.

4.5 b) Departing aircraft must have commenced take-off run before arriving aircraft, performing a CAT II ILS APCH, has left 2000 FT on final approach.

4.5 c) Pilots who intend to carry out a CAT II ILS APCH are to use the following phrase: ”Request category II ILS approach runway 28L”.

Above mentioned request shall be made to COPENHAGEN CONTROL and confirmed on first contact with AARHUS APPROACH.

4.5 d) Pilots performing CAT II ILS APCH will be informed in case of change to secondary power supply for electronic and visual aids.

5. **Reduced Runway Separation Minima**

5.1 With reference to AIP AD 1.1 section 8.4, reduced runway separation minima are approved for aircraft classified as category 1 or category 2.

5.2 The following reduced runway separation minima apply between aircraft and must exist when a succeeding landing aircraft has crossed the threshold or a succeeding departing aircraft commences the take-off run.

5.2 a) 600 M between preceding category 1/2 and succeeding category 1.

5.2 b) 1500 M between preceding category 1/2 and succeeding category 2.

5.3 ATC will provide traffic information to succeeding aircraft when reduced runway separation is applied.

23. Additional Information

1. Gliding

1.1 Glider Area within Aarhus CTA/TMA, see AD 2 - EKAH - GLIDER AREA IN TMA

1.2 Glider area will be activated on request by Aarhus Approach according to agreement between Aarhus ATC and Dansk Svæveflyver Union (DSvU).

1.3 VFR traffic may obtain information about active glider area on the TOWER/ APPROACH frequency and will receive traffic information according to airspace classification.

1.4 IFR traffic will be separated from any active glider area.

Note: Gliding may take place below the area, whether the area is active or not.

2. Remarks

2.1 Turbulence warning: Expect turbulence on final 28L at wind directions 190 - 220° and wind speed exceeding 15 KT.

2.2 Parachuting may take place.

24. Aeronautical Charts Related to an Aerodrome

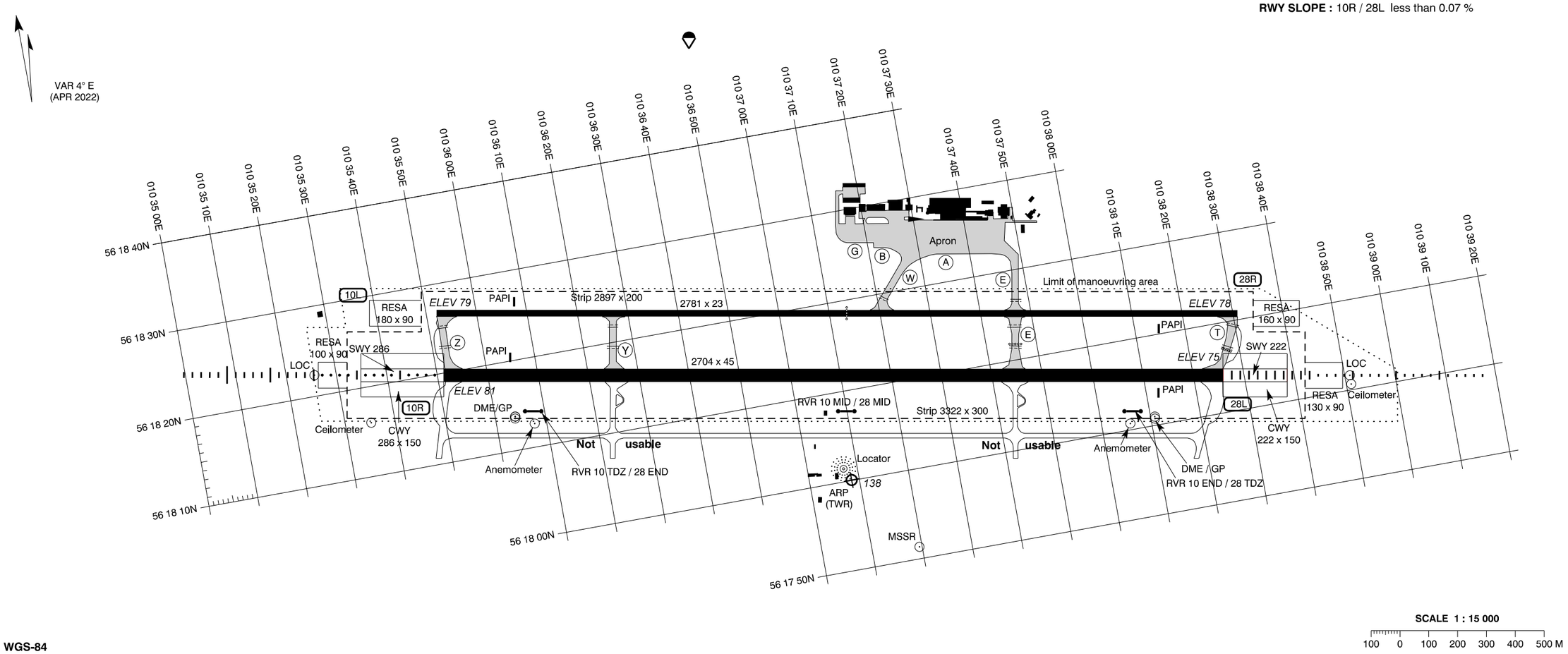
Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 10R AOC-A 28L
Precision Approach Terrain Chart - ICAO	PATC 28L
Instrument Approach Chart - ICAO	ILS RWY 10R RNP RWY 10R-1 RNP RWY 10R-2 NDB RWY 10R ILS RWY 28L (CAT I + II) RNP RWY 28L-1 RNP RWY 28L-2 NDB RWY 28L
Visual Approach Chart - ICAO	VAC
Other charts	GLIDER AREA IN TMA

25. Visual Segment Surface (VSS) Penetration

Data pending.

AERODROME CHART - ICAO	ARP : 56 18 00.06N 010 37 08.43E (TWR)	AD ELEV : 82 FT	ELEV in FT Dimensions / Distances in M	Aarhus APP : 119.280 Aarhus TWR : 118.530 ATIS : 125.155	**AD 2 - EKAH** **ADC** **Aarhus**

RWY SLOPE : 10R / 28L less than 0.07 %



Datum : WGS-84

Changes : ATIS FREQ changed.

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	TDZ	PAPI	Centre line	Edge	End	SWY
10R	100.3° GEO 096.3° MAG	56 18 19.77N 010 35 51.24E	Asphalt Concrete PCN 76 R / B / X / U	THR RWY NR TDZ Centre line Side stripes	Z Y	2704 2135	2926 2357	2926 2357	2704	900 M White	Green		2.75°	2704 M 15 M Standard colour	2704 M White	Red	222 M Red
28L	280.3° GEO 276.3° MAG	56 18 04.17N 010 38 25.84E			T E	2704 2000	2990 2286	2990 2286	2704	900 M CAT II	Green	900 M White	2.75°	2704 M 15 M Standard colour	2704 M White	Red	286 M Red
10L	100.3° GEO 096.3° MAG	56 18 26.76N 010 35 52.07E	Asphalt Concrete PCN 120 F / B / W / T	THR RWY NR Aiming point TDZ Centre line Side stripes	Z Y W E	2781 2188 1285 791	2781 2188 1285 791	2781 2188 1285 791	2781		Green LIL		3.00°		2781 M White LIL	Red LIL	
28R	280.3° GEO 276.3° MAG	56 18 10.71N 010 38 30.95E			T E W	2781 2012 1556	2781 2012 1556	2781 2012 1556	2781		Green LIL		3.00°		2781 M White LIL	Red LIL	

OTHER : Secondary power supply : Yes, switch-over time CAT II APCH and TKOF with RVR < 800M 1 SEC, for other operations 15 SEC.

OBSTACLES : All obstacles are marked by day and night.

TAXIWAYS

Width : A, B, E, T, W, Y, Z : 23 M.
G : 10 M.

Pavement : A, B, E, G, W, Y, Z : Asphalt
T : Asphalt / Concrete

Strength : E, W, Y : PCN 120 / F / B / W / T
A, B : PCN 76 / F / B / X / U
T : PCN 76 / R / B / X / T
Z : PCN 76 / R / B / X / U
G: PCN 76 / R / B / X / U

Day marking : Centre line, Holding position

Lighting : Blue edge LIL. RGL for RWY 10R / 28L at holding PSN TWY Z, Y, E and T, and RWY 10L / 28R north of RWY at holding PSN TWY E and W.
Centre line standard colour on TWY E.

Taxiing guidance system : Sign boards

Changes : ATIS FREQ changed.

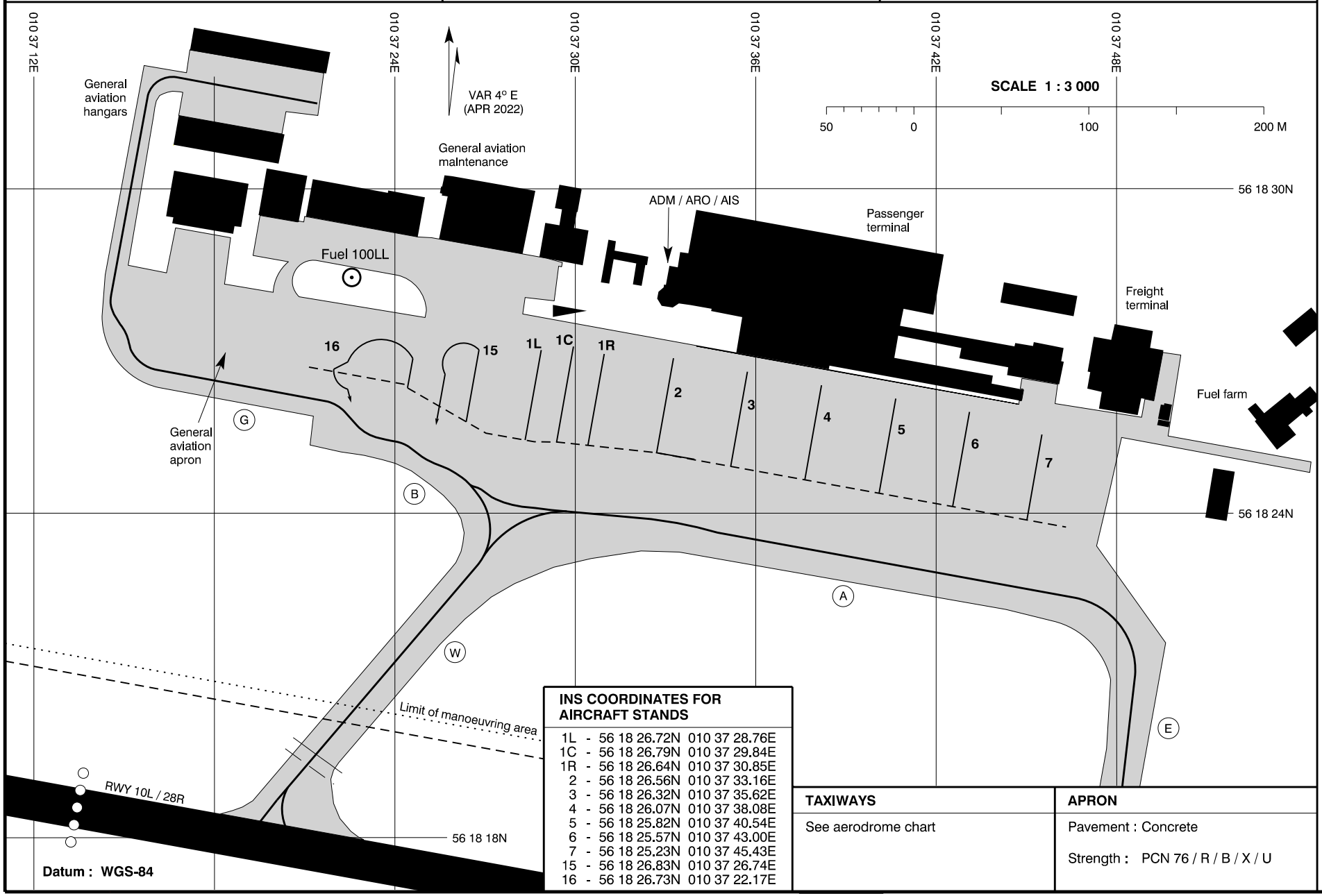
NAVIAIR

Apron ELEV : 69 FT

ACL ELEV : 69 FT

Aarhus TWR : 118.530
ATIS : 125.155

AIRCRAFT PARKING / DOCKING CHART - ICAO



INS COORDINATES FOR AIRCRAFT STANDS

1L	56 18 26.72N	010 37 28.76E
1C	56 18 26.79N	010 37 29.84E
1R	56 18 26.64N	010 37 30.85E
2	56 18 26.56N	010 37 33.16E
3	56 18 26.32N	010 37 35.62E
4	56 18 26.07N	010 37 38.08E
5	56 18 25.82N	010 37 40.54E
6	56 18 25.57N	010 37 43.00E
7	56 18 25.23N	010 37 45.43E
15	56 18 26.83N	010 37 26.74E
16	56 18 26.73N	010 37 22.17E

TAXIWAYS

See aerodrome chart

APRON

Pavement : Concrete

Strength : PCN 76 / R / B / X / U

Datum : WGS-84

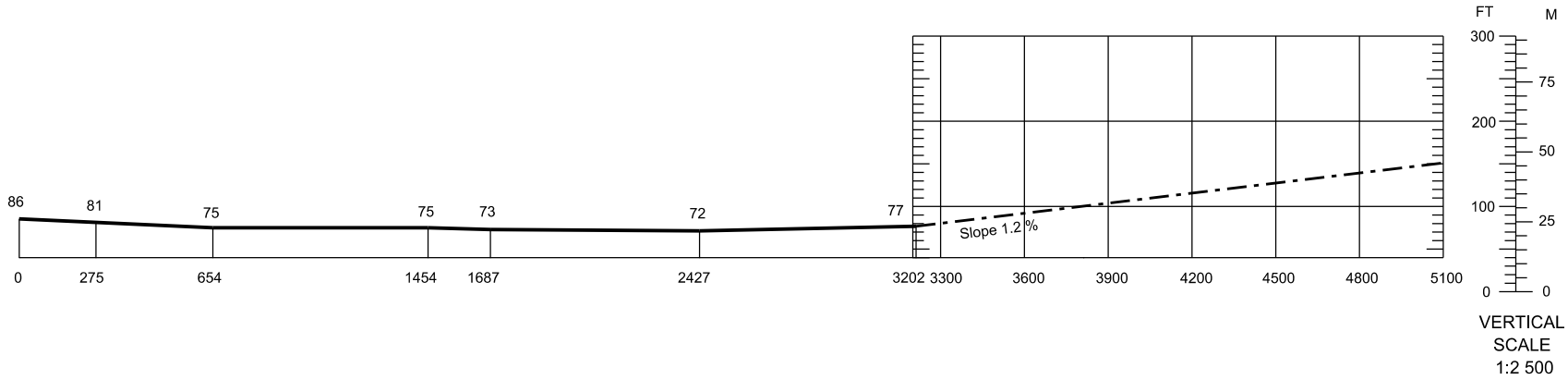
AD 2 - EKAH
APDC
Aarhus

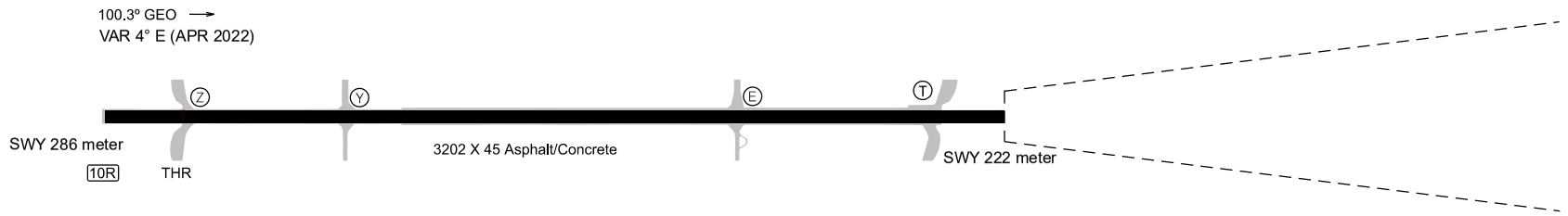
Changes: Declared distances changed. TWY X changed to TWY T. SWY length changed.

AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

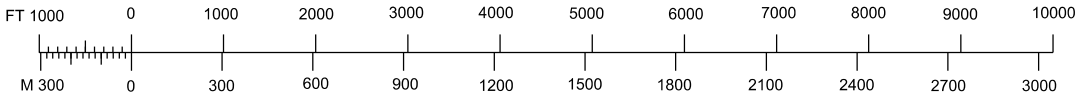
RWY 10R
DECLARED DISTANCES

PSN TWY	TORA	TODA	ASDA	LDA
Z	2704	2926	2926	2704
Y	2135	2357	2357	





HORIZONTAL SCALE 1:25 000



LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, ect.	⊙
Building or large structure	▟
Mobile obstacle	◄···►
Transmission line or overhead cable	—T—
Spot ELEV	·

ELEV in FT
Distance in M

AD 2 - EKAH
AOC - A 10R
AARHUS

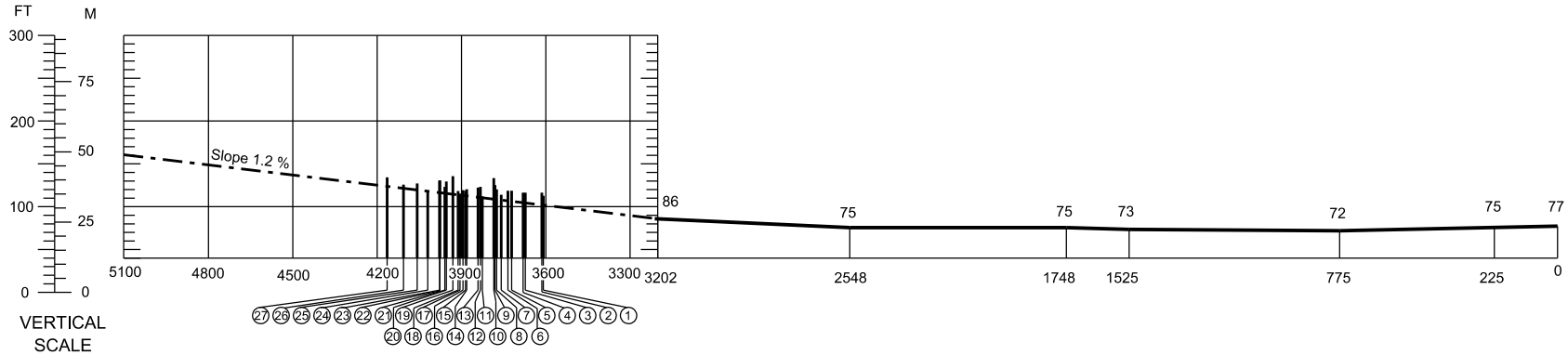
Changes: Declared distances changed. TWY X changed to TWY T. SWY length changed.

AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

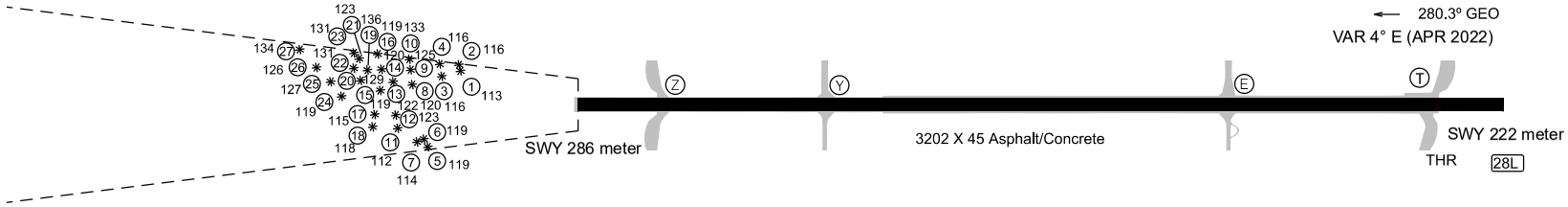
ELEV in FT
Distance in M

AD 2 - EKAH
AOC - A 28L
AARHUS

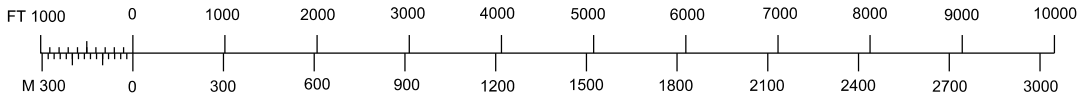
RWY 28L DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
T	2704	2990	2990	2704
E	2000	2286	2286	



VERTICAL SCALE 1:2 500



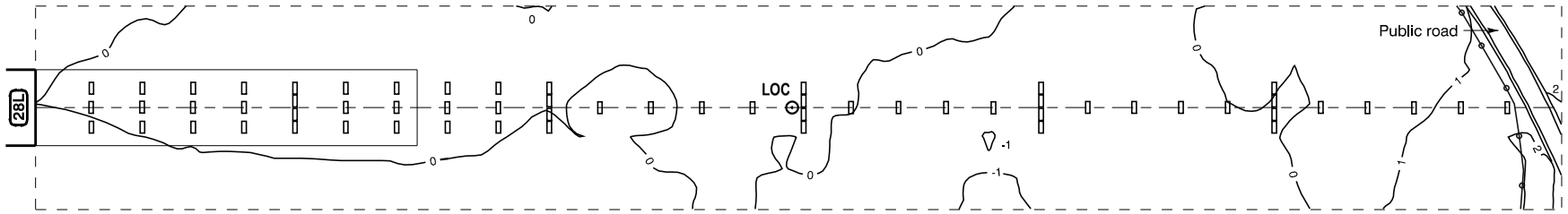
HORIZONTAL SCALE 1:25 000

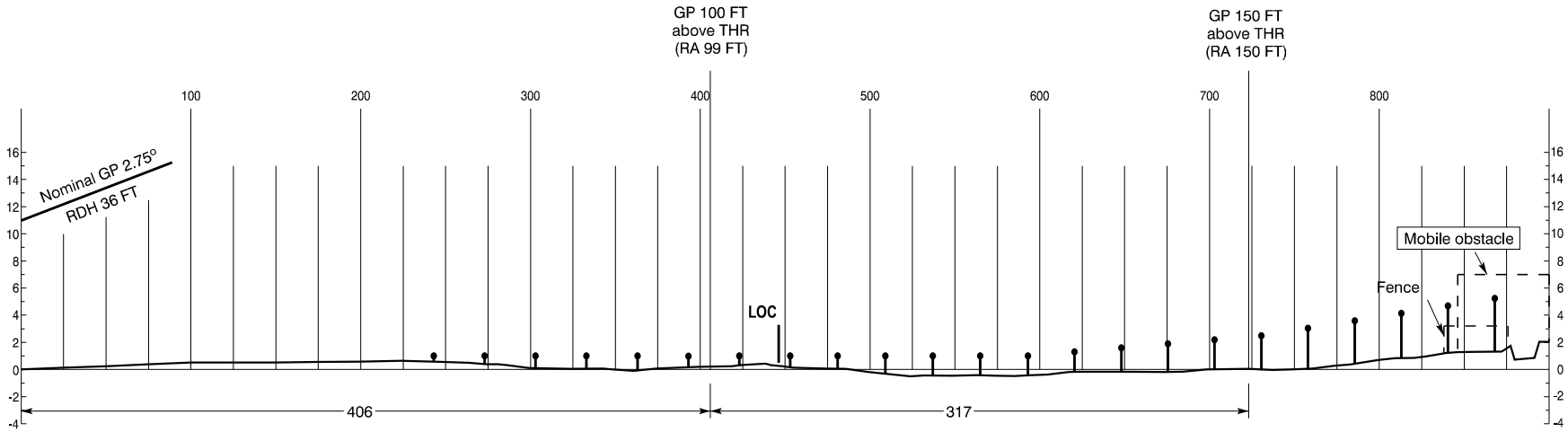


LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, ect.	○
Building or large structure	▟
Mobile obstacle	◄···►
Transmission line or overhead cable	—T—
Spot ELEV	‹

Changes: Abbreviation LLZ changed to LOC. Editorial changes.

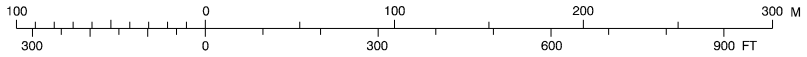
PRECISION APPROACH TERRAIN CHART - ICAO





VERTICAL SCALE 1 : 500

HORIZONTAL SCALE 1 : 4 000



Centre line profile

Contour

Tree or shrub

Building or large structure

Antenna, chimney, pole, spire, tower, etc.

Approach lights

Traffic

Deviation at least +/- 3 M from centre line profile

Contours and heights are related to THR ELEV

Contours, heights, and distances in metres unless otherwise stated

RA = Radio altimeter reading

AD 2 - EKAH
PATC 28L
Aarhus

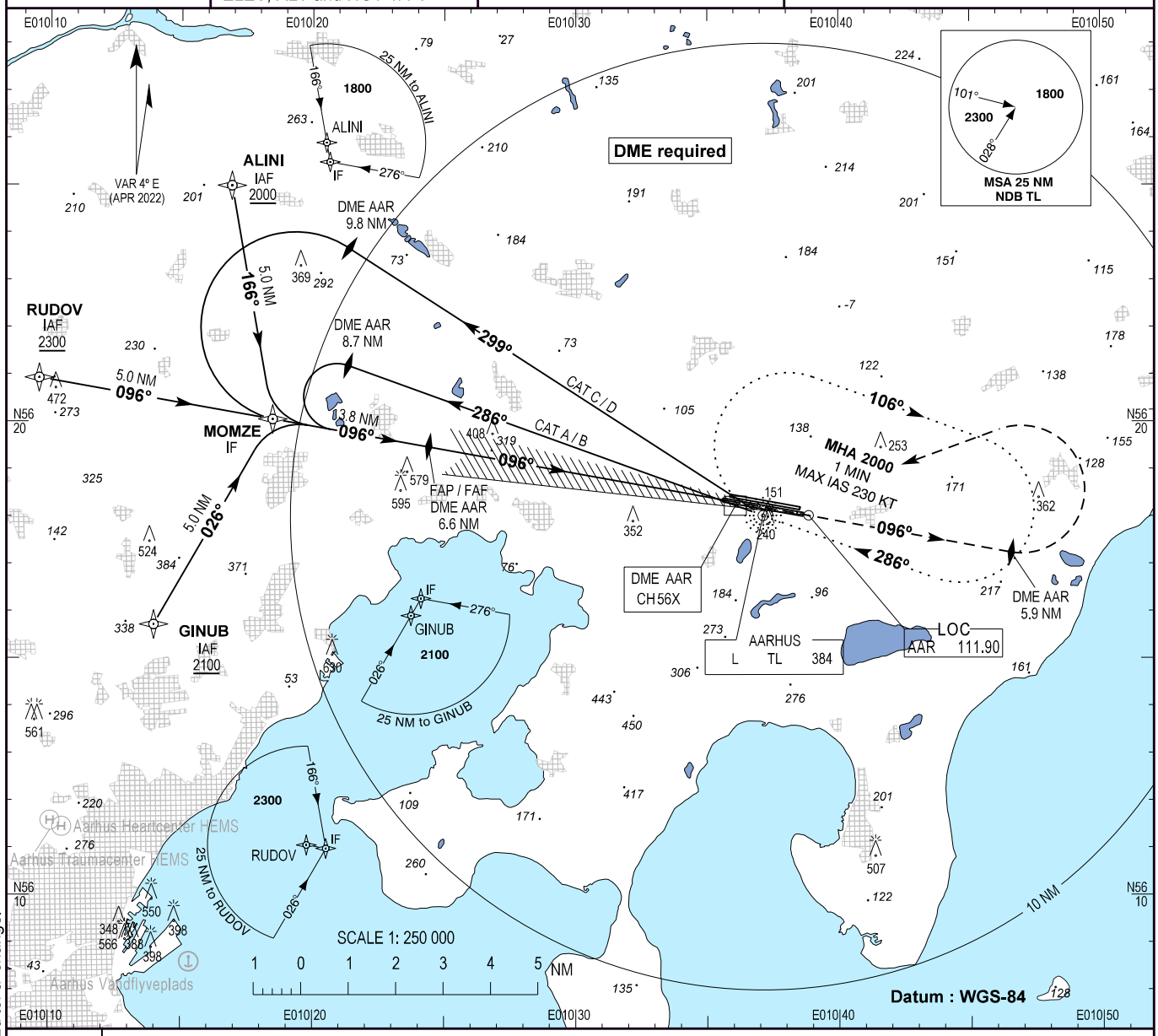
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 82

Bearings are magnetic
ELEV, ALT and HGT in FT

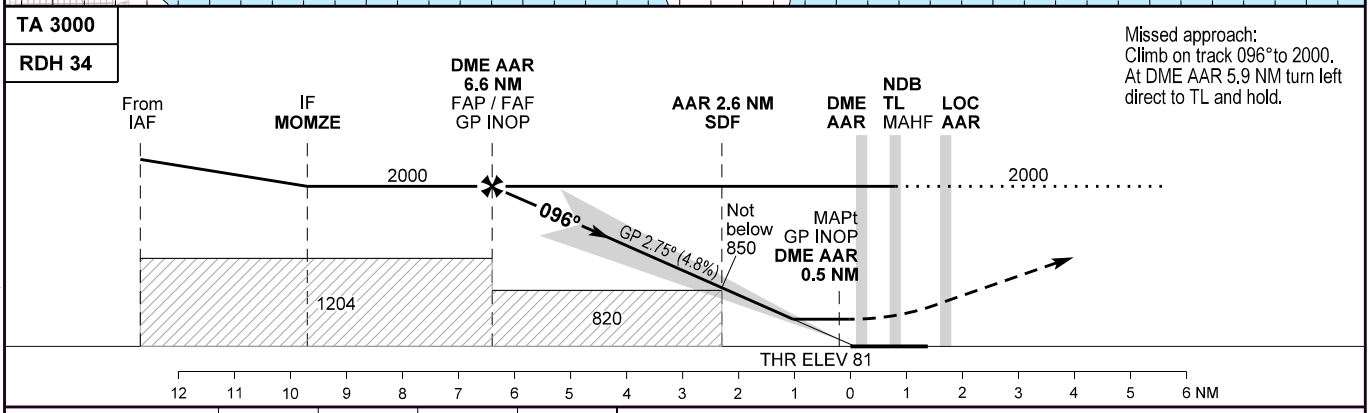
Aarhus APP : 119.280
Aarhus TWR : 118.530
ATIS : 125.155

AD 2 - EKAH
ILS RWY 10R
Aarhus



TA 3000

RDH 34



Missed approach:
Climb on track 096°to 2000.
At DME AAR 5.9 NM turn left
direct to TL and hold.

OCA (H)	A	B	C	D
ILS	216 (135)	223 (142)	233 (152)	242 (161)
GP INOP*	480 (400)	480 (400)	480 (400)	480 (400)
Circling	570 (490)	680 (600)	1060 (980)	1180 (1100)

SPECIAL CONDITIONS

*Cross DME AAR 2.6 NM not below 850

Timing not authorized for defining MAPt.

DME AAR NM	6	5	4	3	2	1
DIST to THR NM	5.86	4.86	3.86	2.86	1.86	0.86
ALT	1840	1550	1260	965	675	385

Changes : OBST Aarhus, MindeT kran 566 FT added. Editorial change.

INSTRUMENT APPROACH CHART - ICAO

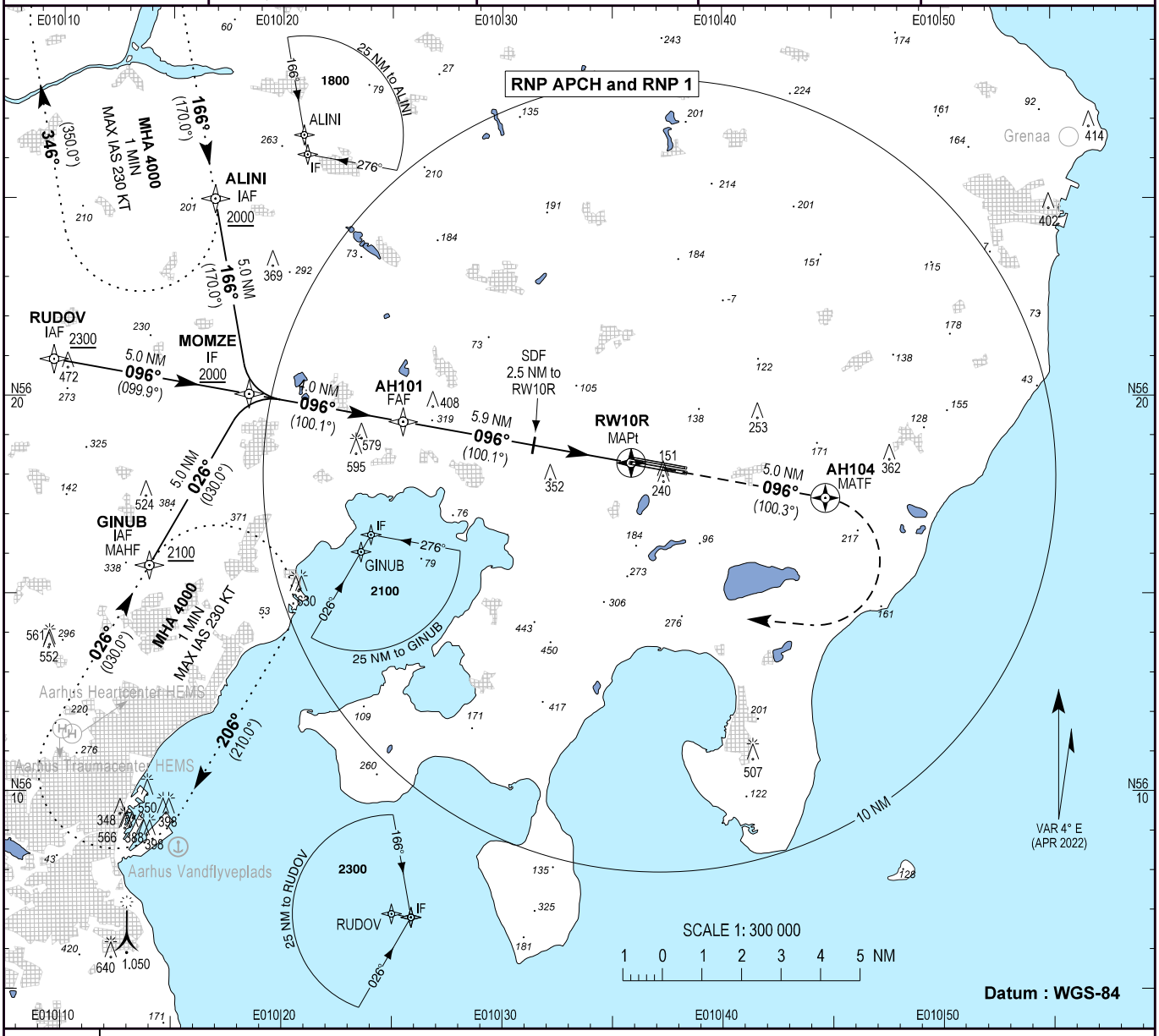
AD ELEV : 82

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

Aarhus APP : 119.280
Aarhus TWR : 118.530
ATIS : 125.155

EGNOS channel : 45346

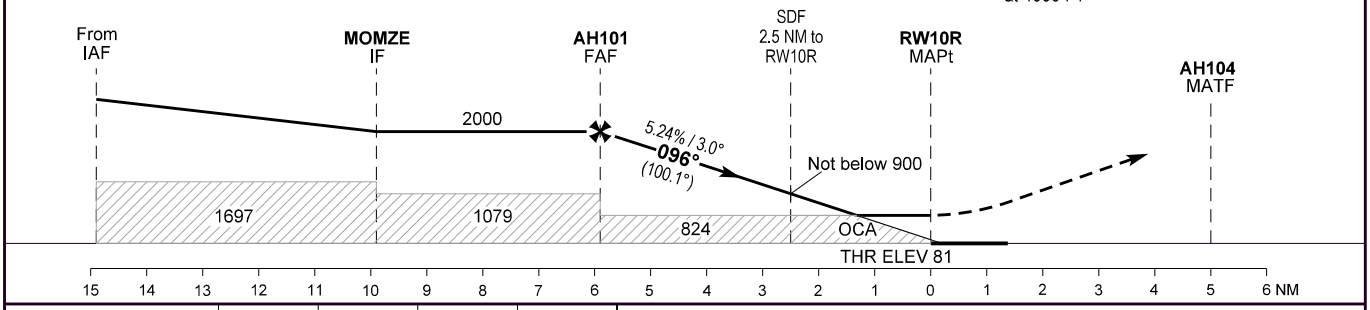
AD 2 - EKAH
RNP RWY 10R - 1
Aarhus



TA 3000

RDH 50

Missed approach:
Climb on track to overfly AH104.
Turn right direct to GINUB to hold at 4000 FT



OCA (H)	A	B	C	D
LPV	216 (135)	223 (142)	233 (152)	242 (161)
LNAV / VNAV *	360 (280)	380 (300)	380 (300)	400 (320)
LNAV **	480 (400)	480 (400)	480 (400)	480 (400)
Circling	570 (490)	680 (600)	1060 (980)	1180 (1100)

SPECIAL CONDITIONS

* Not to be used below -25°C

** Cross 2.5 NM before RW10R not below 900 FT.

Timing not authorized for defining MAPt.

PAPI 2.75° - not alligned with instrument procedure vertical path.

ALINI HLDG not to be used when EK R 45 is active.

DIST to RW10R NM	5	4	3	2	1
Nominal altitude	1720	1405	1090	770	450

Changes : OBST Aarhus, MindeT kran 566 FT added. Editorial change.

INSTRUMENT APPROACH PROCEDURE CODING TABLE

RNP RWY 10R via ALINI, RUDOV and GINUB

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ALINI	-	-	4.0°E	-	-	+2000	-	-	RNP 1
020	TF	MOMZE	-	166°/(170.0)	4.0°E	5.0	L	+2000	-	-	RNP 1
010	IF	RUDOV	-	-	4.0°E	-	-	+2300	-	-	RNP 1
020	TF	MOMZE	-	096°/(099.9)	4.0°E	5.0	-	+2000	-	-	RNP 1
010	IF	GINUB	-	-	4.0°E	-	-	+2100	-	-	RNP 1
020	TF	MOMZE	-	026°/(030.0)	4.0°E	5.0	R	+2000	-	-	RNP 1
030	TF	AH101	-	096°/(100.1)	4.0°E	4.0	-	+2000	-	-	RNP 1
040	TF	RW10R	Y	096°/(100.1)	4.0°E	5.9	-	-	-	3.0°/50	RNP APCH
050	TF	AH104	Y	096°/(100.3)	4.0°E	5.0	R	-	-	-	RNP APCH
060	DF	GINUB	-	-	4.0°E	-	-	-	-	-	RNP 1
060	HM	GINUB	Y	026°/(030.0)	4.0°E	-	R	+4000	-230	-	RNP 1

RNP RWY 10R waypoint coordinates:

Waypoint	Function	Latitude	Longitude	Waypoint	Function	Latitude	Longitude
ALINI	IAF	56 24 59.67N	010 16 54.33E	AH101	FAP / FAF	56 19 21.87N	010 25 28.86E
RUDOV	IAF	56 20 55.59N	010 09 35.03E	RW10R	MAPt	56 18 19.77N	010 35 51.24E
GINUB	IAF / MAHF	56 15 43.14N	010 13 57.87E	AH104	MATF	56 17 26.08N	010 44 40.96E
MOMZE	IF	56 20 03.54N	010 18 28.24E				

FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	561801.6270N
SBAS Provider	1	Delta FPAP Latitude (seconds)	-18.1470
Airport Identifier	EKAH	FPAP Longitude	0103851.0080E
Runway	10	Delta FPAP Longitude (seconds)	179.7635
Runway letter	1	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E10A	Length Offset (metres)	136
LTP/FTP Latitude	561819.7740N	HAL (metres)	40.0
LTP/FTP Longitude	0103551.2445E	VAL (metres)	35.0
LTP/FTP Ellipsoidal Height (metres)	62.6		

Output data

Data Block	10 08 01 0B 05 4A 00 00 01 30 31 05 FC E7 29 18 99 48 8C 04 72 16 3A 72 FF 67 7C 05 F4 01 2C 01 64 11 C8 AF C7 AA 56 D1
Calculated CRC Value	C7 AA 56 D1

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	24.6

EUROCONTROL FAS DB tool Version 3.2.0

Changes: Altitude added at ALINI, RUDOV and GINUB.

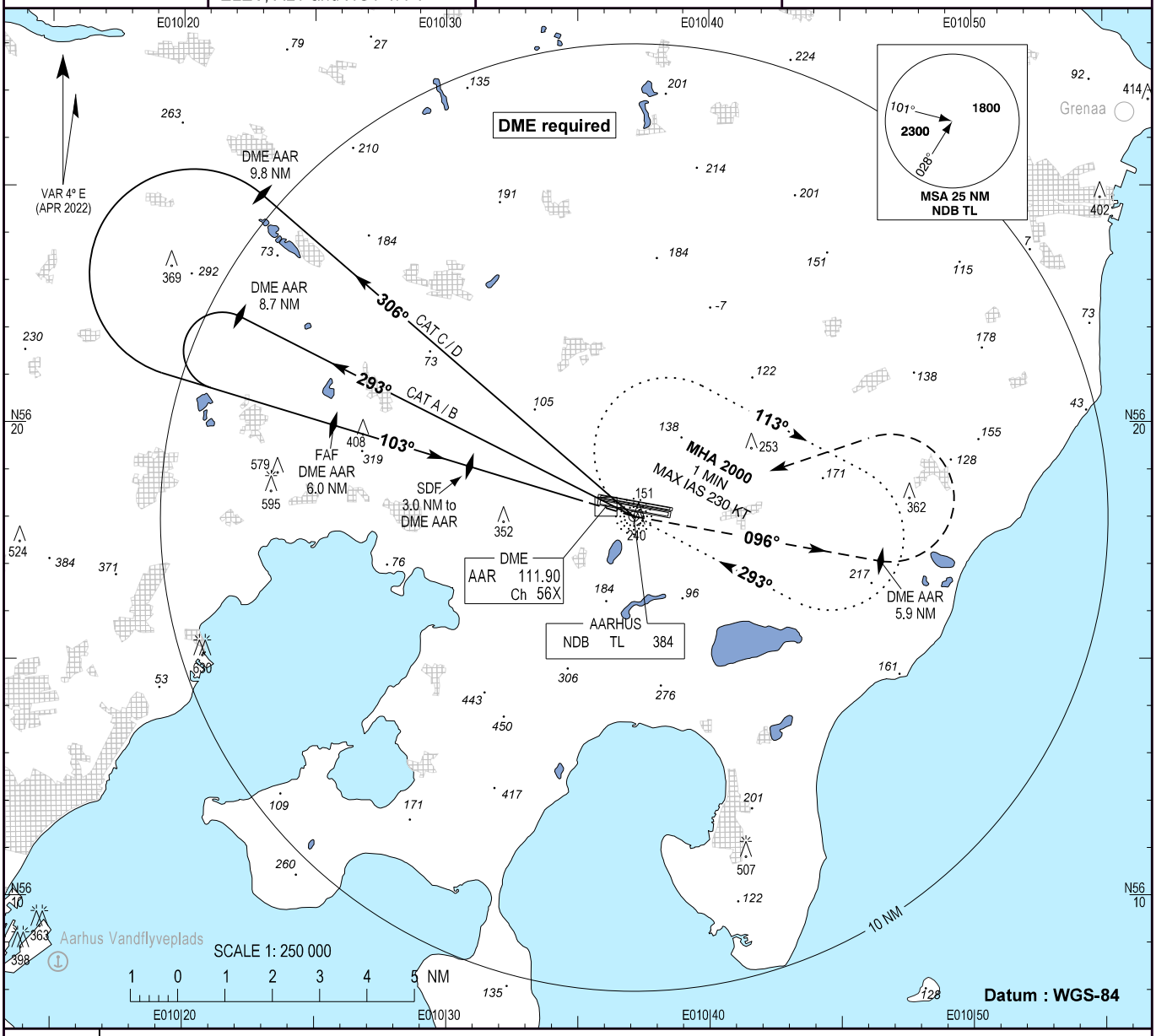
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 82

Bearings are magnetic
ELEV, ALT and HGT in FT

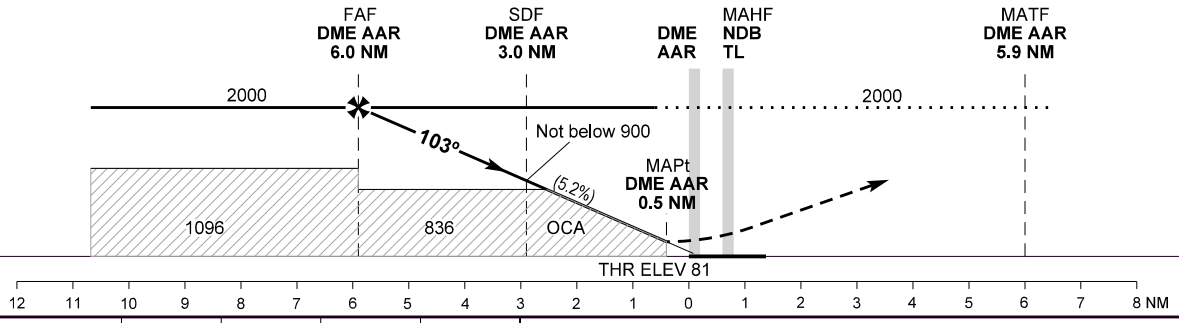
Aarhus APP : 119.280
Aarhus TWR : 118.530
ATIS : 125.155

AD 2 - EKAH
NDB RWY 10R
Aarhus



TA 3000

Missed approach:
Turn left, climb on track 096° to 2000. At DME AAR 5.9 NM turn left inbound TL and hold.



OCA (H)	A	B	C	D
NDB*	590 (510)	590 (510)	590 (510)	590 (510)
Circling	590 (510)	680 (600)	1060 (980)	1180 (1100)

SPECIAL CONDITIONS

*Cross DME AAR 3.0 NM not below 900

Timing not authorized for defining MAPt

No turn before MAPt

DME AAR	NM	6	5	4	3	2	1
DIST to THR	NM	5.86	4.86	3.86	2.86	1.86	0.86
ALT		2000	1680	1360	1045	725	405

Changes : ATIS FREQ changed.

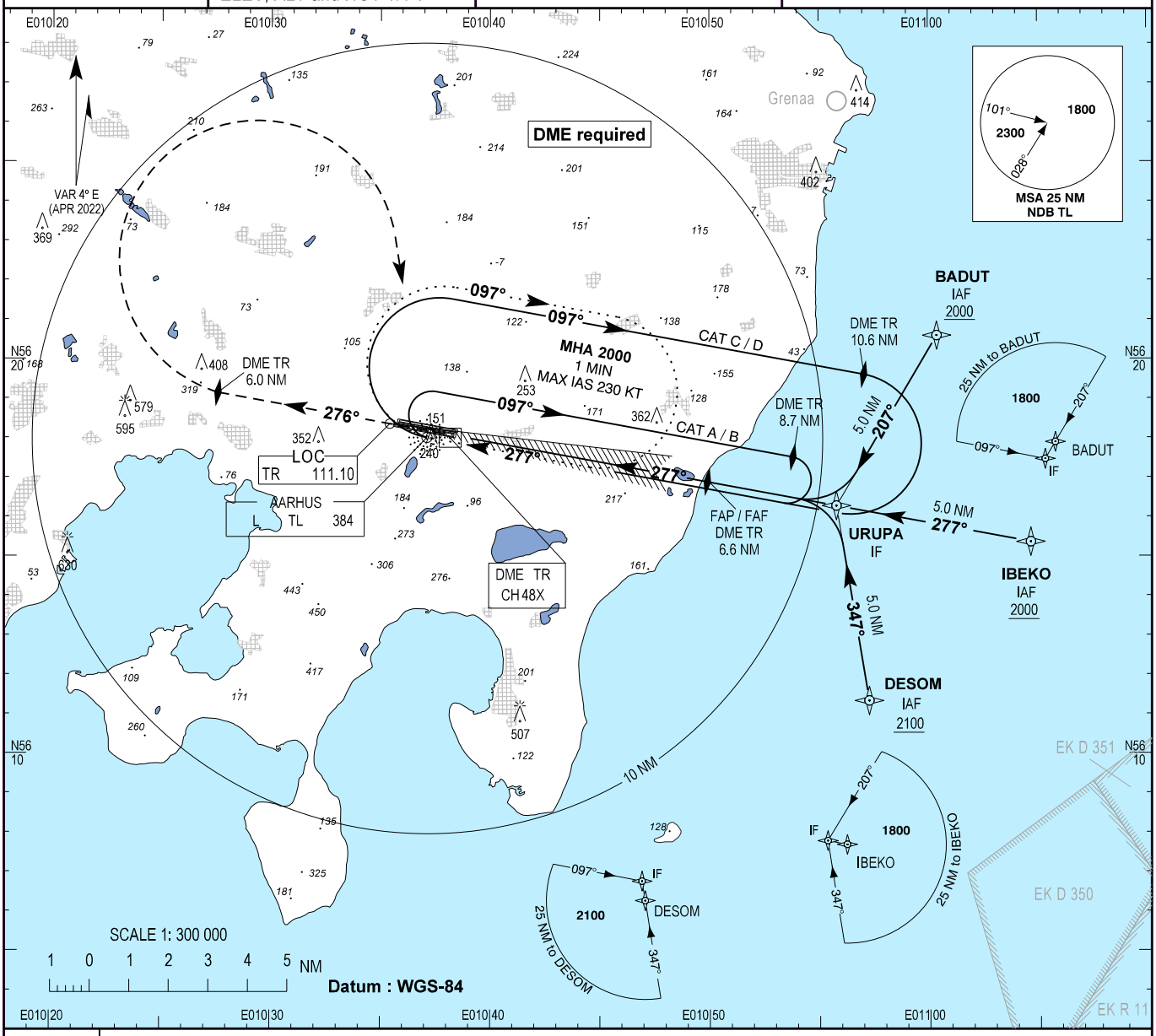
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 82

Bearings are magnetic
ELEV, ALT and HGT in FT

Aarhus APP : 119.280
Aarhus TWR : 118.530
ATIS : 125.155

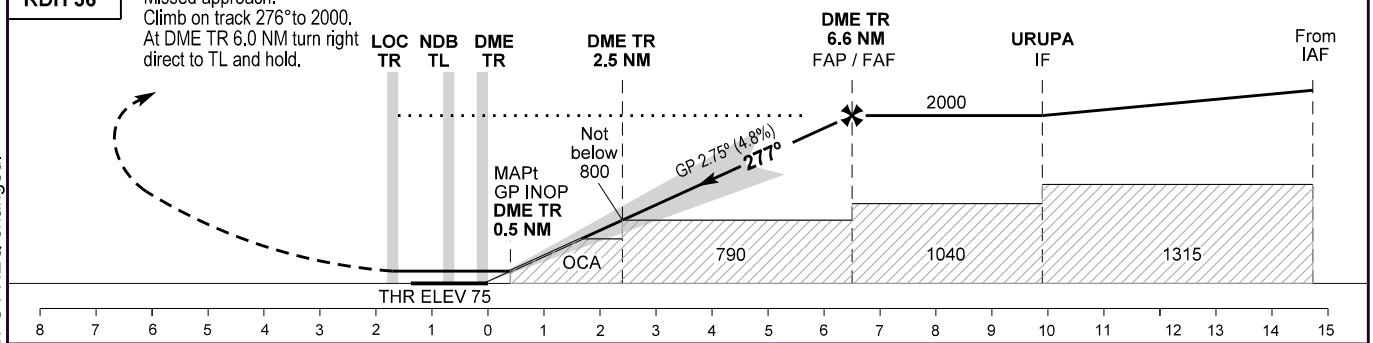
AD 2 - EKAH
ILS RWY 28L
(CAT I + II)
Aarhus



TA 3000

RDH 36

Missed approach:
Climb on track 276°to 2000.
At DME TR 6.0 NM turn right direct to TL and hold.



OCA (H)	A	B	C	D
ILS CAT I	210 (135)	217 (142)	227 (152)	236 (161)
ILS CAT II	123 (48)	134 (59)	146 (71)	160 (85)
GP INOP *	480 (410)	480 (410)	480 (410)	480 (410)
Circling	570 (490)	680 (600)	1060 (980)	1180 (1100)

SPECIAL CONDITIONS

* Cross DME TR 2.5 NM not below 800

Timing not authorized for defining the MAPt

DME TR	NM	6	5	4	3	2	1
DIST to THR	NM	5.87	4.87	3.87	2.87	1.87	0.87
ALT		1840	1550	1260	965	675	385

Changes : ATIS FREQ changed.

INSTRUMENT APPROACH CHART - ICAO

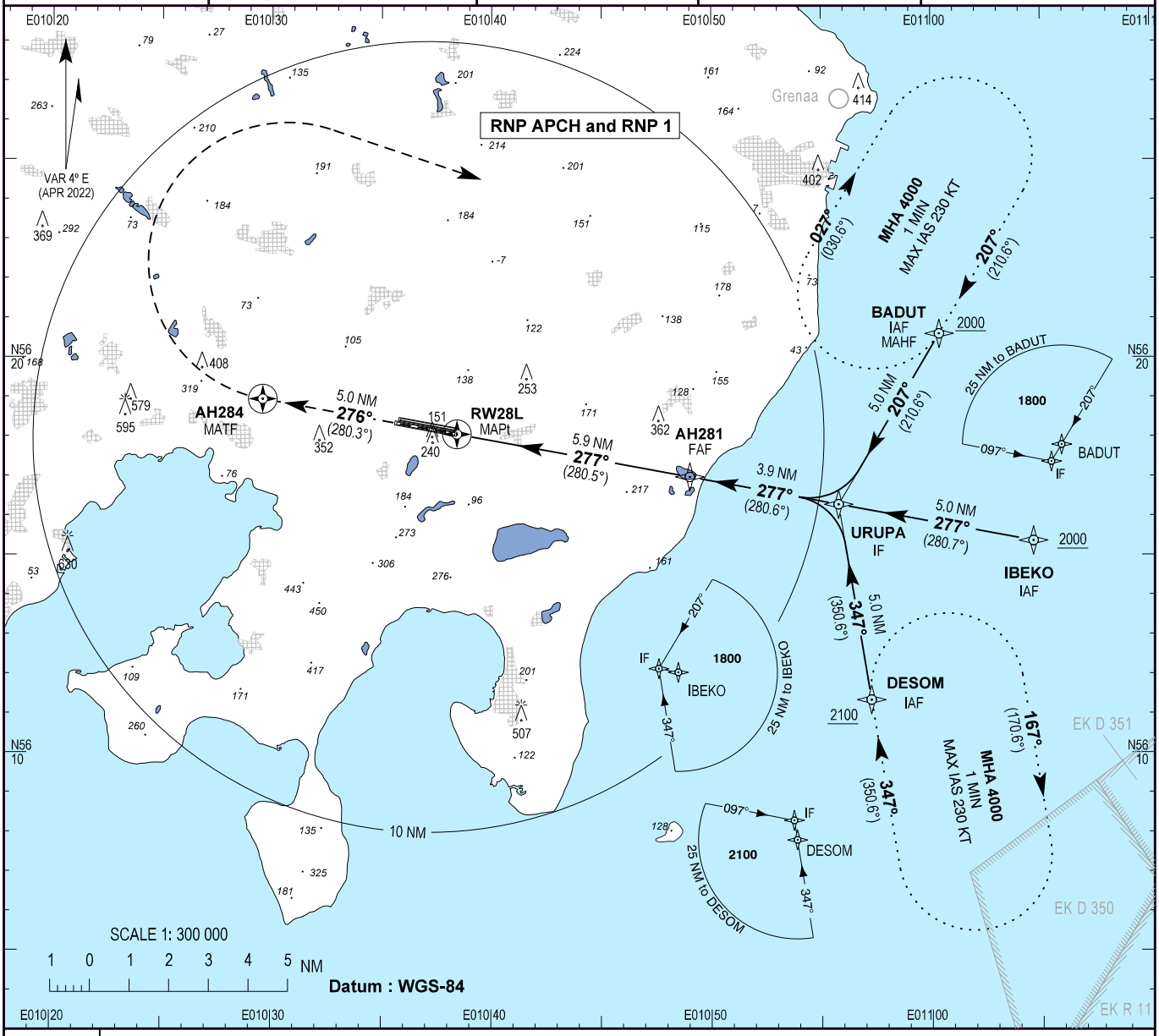
AD ELEV : 82

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

Aarhus APP : 119.280
Aarhus TWR : 118.530
ATIS : 125.155

EGNOS channel : 48468

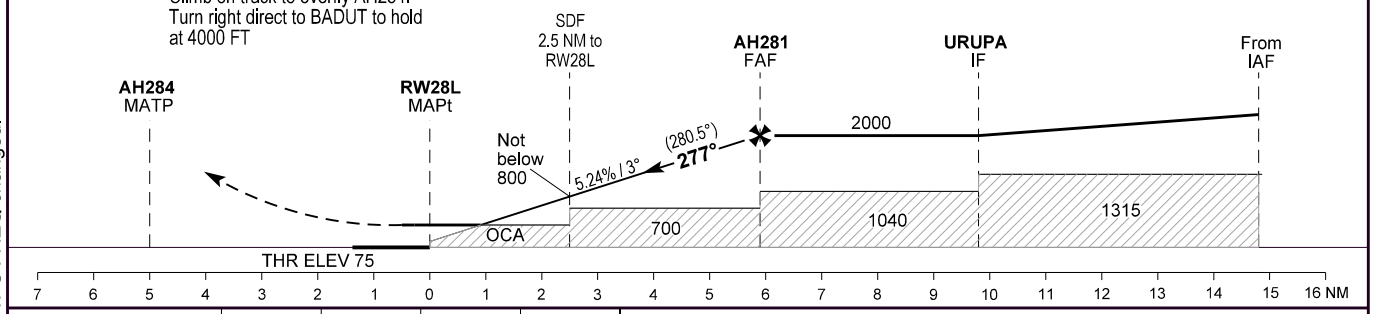
AD 2 - EKAH
RNP RWY 28L - 1
Aarhus



TA 3000

RDH 50

Missed approach:
Climb on track to overfly AH284.
Turn right direct to BADUT to hold at 4000 FT



OCA (H)	A	B	C	D
LPV	210 (135)	217 (142)	227 (152)	236 (161)
LNAV / VNAV *	360 (290)	380 (300)	390 (310)	400 (320)
LNAV **	480 (400)	480 (400)	480 (400)	480 (400)
Circling	570 (490)	680 (600)	1060 (980)	1180 (1100)

SPECIAL CONDITIONS

* Not to be used below -25°C

** Cross 2.5 NM before RW28L not below 800

PAPI 2.75° - not alligned with instrument procedure vertical path.

Timing not authorized for defining MAPt

DIST to RW28R NM	5	4	3	2	1
Nominal altitude	1720	1405	1090	770	450

Changes : ATIS FREQ changed.

INSTRUMENT APPROACH PROCEDURE CODING TABLE

EKAH RNP RWY 28L via DESOM, IBEKO and BADUT

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	DESOM	-	-	-4.0°	-	-	+2100	-	-	RNP 1
020	TF	URUPA	-	347°/(350.6)	-4.0°	5.0	L	+2000	-	-	RNP 1
010	IF	IBEKO	-	-	-4.0°	-	-	+2000	-	-	RNP 1
020	TF	URUPA	-	277°/(280.7)	-4.0°	5.0	-	+2000	-	-	RNP 1
010	IF	BADUT	-	-	-4.0°	-	-	+2000	-	-	RNP 1
020	TF	URUPA	-	207°/(210.6)	-4.0°	5.0	R	+2000	-	-	RNP 1
030	TF	AH281	-	277°/(280.6)	-4.0°	4.0	-	+2000	-	-	RNP 1
040	TF	RW28L	Y	277°/(280.5)	-4.0°	5.9	-	-	-	3.0°/50	RNP APCH
050	TF	AH284	Y	276°/(280.3)	-4.0°	5.0	R	-	-	-	RNP APCH
060	DF	BADUT	-	-	-4.0°	-	-	-	-	-	RNP 1
060	HM	BADUT	-	207°/(210.6)	-4.0°	-	R	+4000	-230	-	RNP 1

Note: Published OCA(H) values are obstacle clearance values. Decision heights (DH) below 250 FT shall not be used due to APV approach operation Type A limitations.

EKAH RNP RWY 28L waypoint coordinates:

Waypoint	Function	Latitude	Longitude	Waypoint	Function	Latitude	Longitude
DESOM	IAF	56 11 20.95N	010 57 15.54E	AH281	FAP / FAF	56 17 00.62N	010 48 49.58E
IBEKO	IAF	56 15 22.19N	011 04 38.05E	RW28L	MAPt	56 18 04.17N	010 38 25.84E
BADUT	IAF / MAHF	56 20 36.42N	011 00 22.19E	AH284	MATF	56 18 57.42N	010 29 35.84E
URUPA	IF	56 16 17.56N	010 55 47.00E				

FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	561822.3600N
SBAS Provider	1	Delta FPAP Latitude (seconds)	18.1880
Airport Identifier	EKAH	FPAP Longitude	0103525.6150E
Runway	28	Delta FPAP Longitude (seconds)	-180.2275
Runway letter	3	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E28A	Length Offset (metres)	144
LTP/FTP Latitude	561804.1720N	HAL (metres)	40.0
LTP/FTP Longitude	0103825.8425E	VAL (metres)	35.0
LTP/FTP Ellipsoidal Height (metres)	60.8		

Output data

Data Block	10 08 01 0B 05 DC 00 00 01 38 32 05 18 6E 29 18 65 00 91 04 60 16 18 8E 00 F9 7F FA F4 01 2C 01 64 12 C8 AF F9 68 8B 2F
Calculated CRC Value	F9 68 8B 2F

Required Additional Data

ICAO Code	AH
LTP/FTP Orthometric Height (metres)	22.9

EUROCONTROL FAS DB tool version 3.2.0

Changes : Altitude added at waypoints DESOM, IBEKO and BADUT.

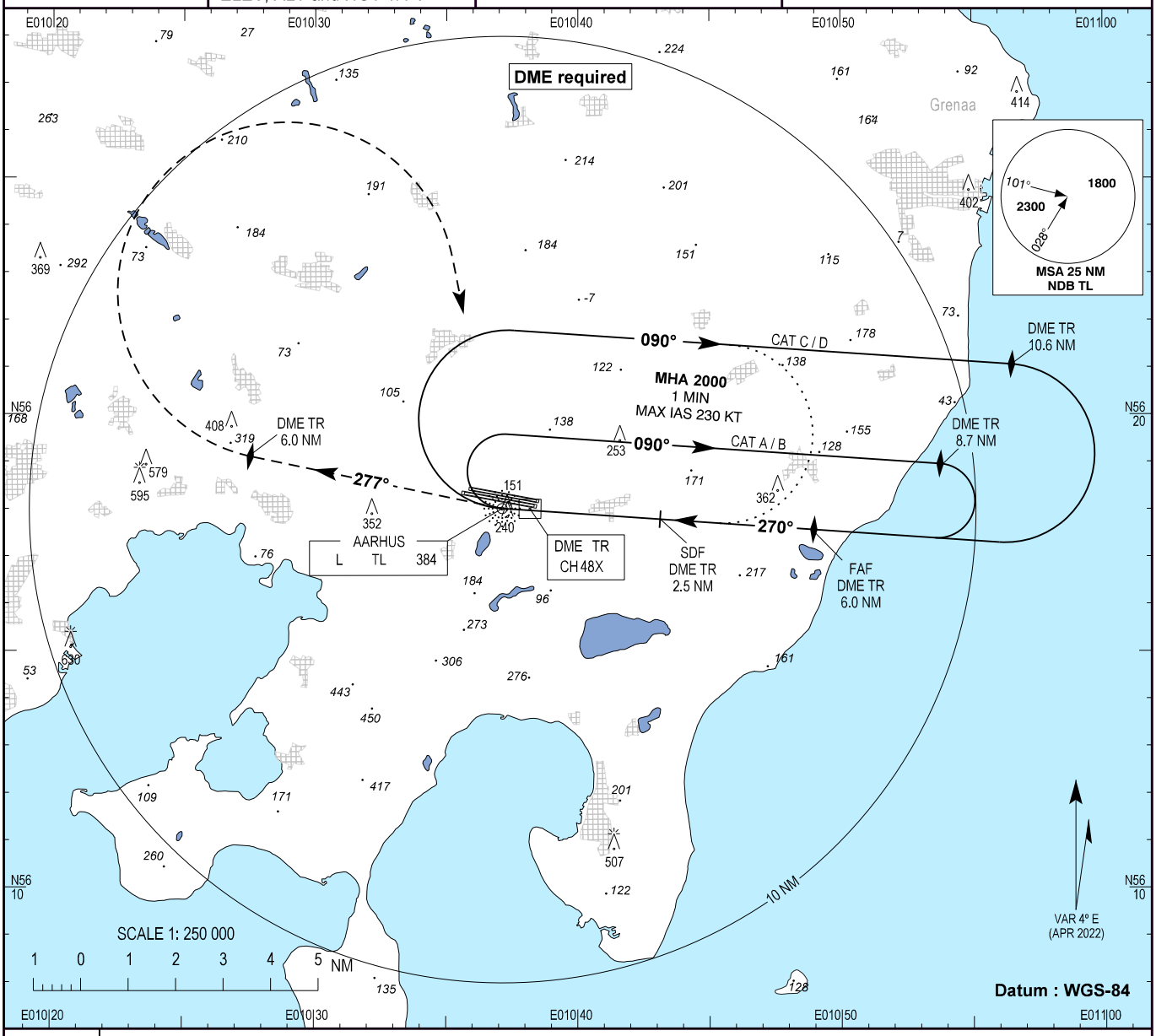
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 82

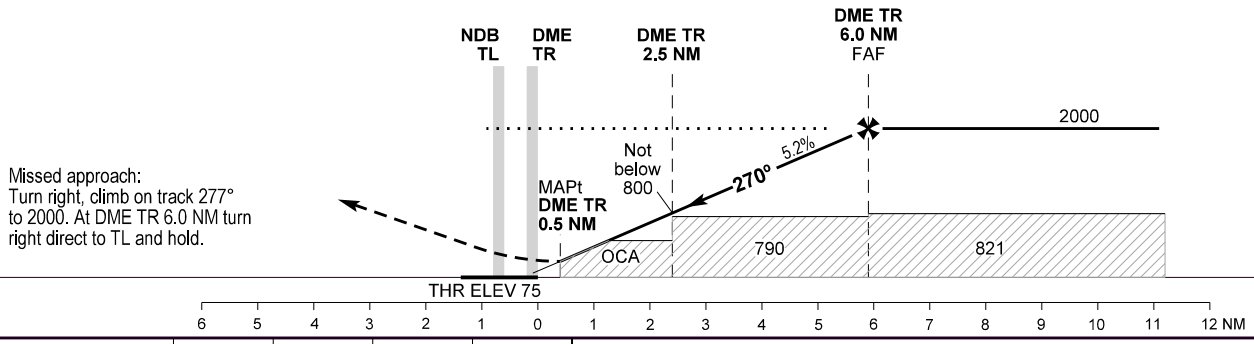
Bearings are magnetic
ELEV, ALT and HGT in FT

Aarhus APP : 119.280
Aarhus TWR : 118.530
ATIS : 125.155

AD 2 - EKAH
NDB RWY 28L
Aarhus



TA 3000



Missed approach:
Turn right, climb on track 277° to 2000. At DME TR 6.0 NM turn right direct to TL and hold.

OCA (H)	A	B	C	D
NDB*	480 (410)	480 (410)	480 (410)	500 (430)
Circling	570 (490)	680 (600)	1060 (980)	1180 (1100)

SPECIAL CONDITIONS

*Cross DME TR 2.5 NM not below 800

Timing not authorized for defining MAPt

No turn before MAPt

DME TR NM	6	5	4	3	2	1
DIST to THR NM	5.86	4.86	3.86	2.86	1.86	0.86
ALT	2000	1675	1355	1040	720	400

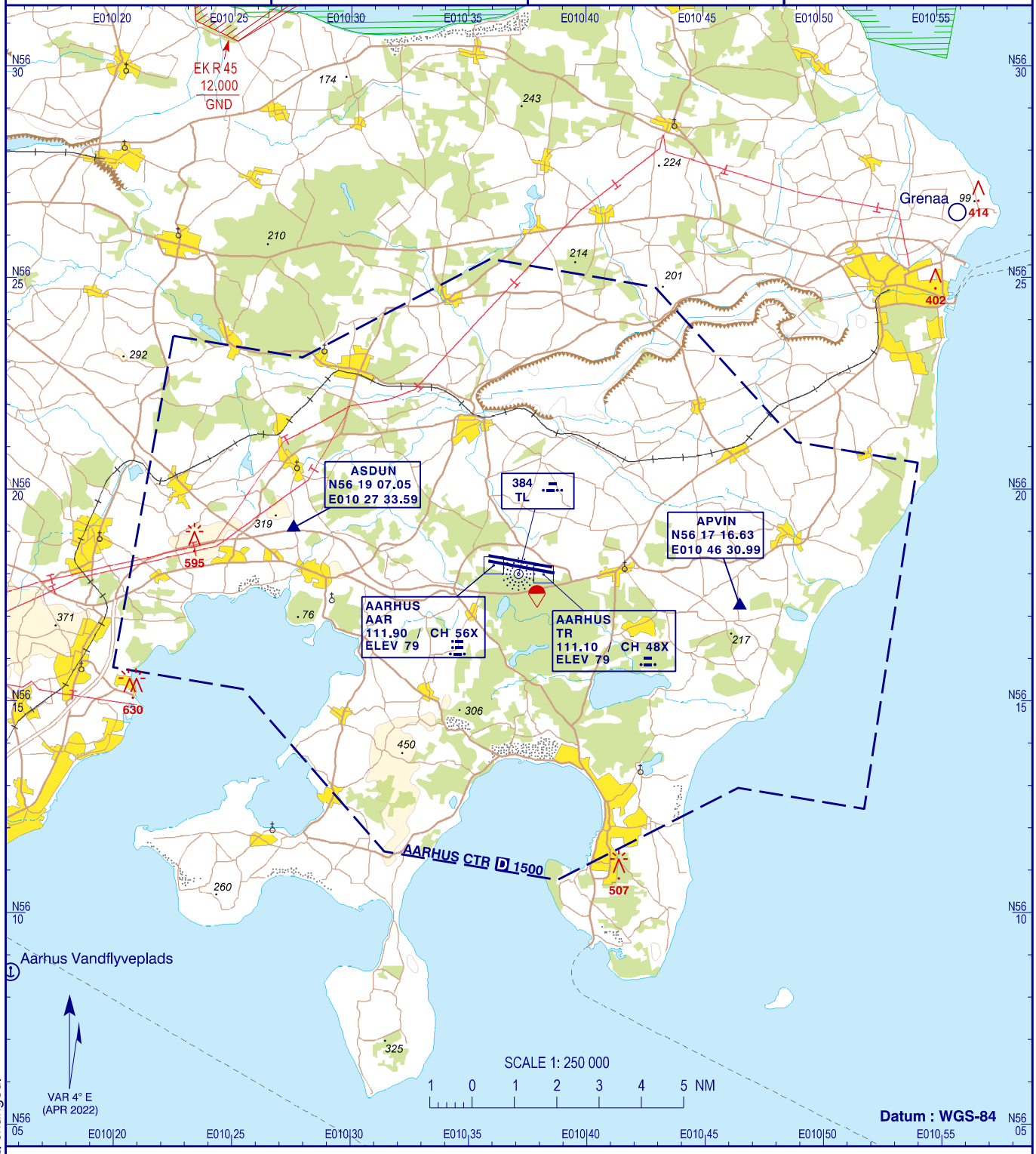
Changes : ATIS FREQ changed.

VISUAL APPROACH CHART - ICAO

AD ELEV : 82

Bearings and tracks are magnetic
ELEV and ALT in FT

Aarhus APP : 119.280
Aarhus TWR : 118.530
ATIS : 125.155

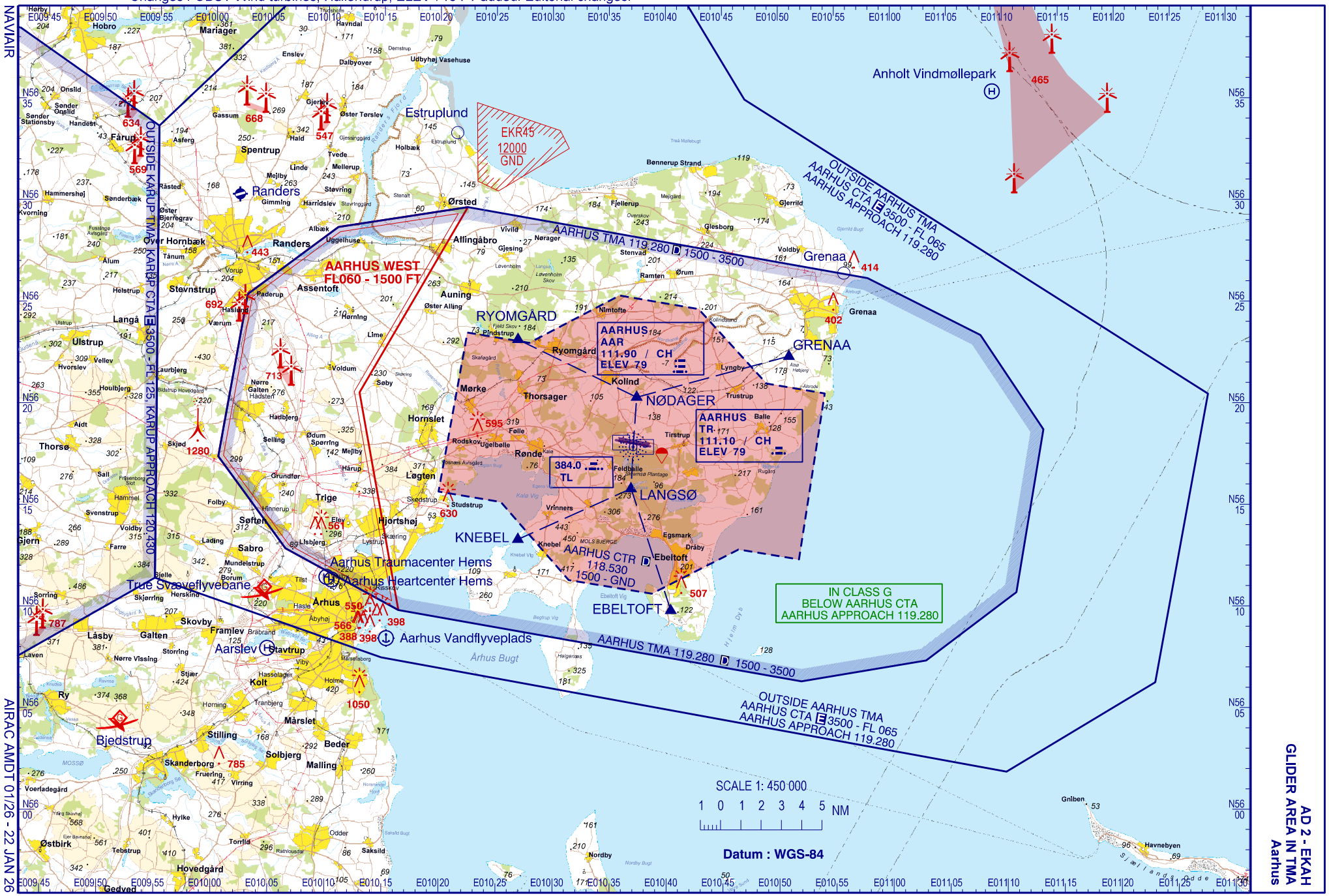


Changes : ATIS FREQ changed.

RWY 10 : When weather and traffic permits, routing via RNAV fix ASDUN (56 19 07.05N 010 27 33.59E) can be requested by PIC, for Visual Approach.

RWY 28 : When weather and traffic permits, routing via RNAV fix APVIN (56 17 16.63N 010 46 30.99E) can be requested by PIC, for Visual Approach.

Changes : OBST Wind turbines, Hallendrup, ELEV 713 FT added. Editorial changes.



1. Aerodrome Location Indicator and Name: EKBI - Billund

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 44 25.16N 009 09 06.40E On RWY, 1075 M from THR 09
2.	Distance and direction from city:	1 NM NE of Billund
3.	ELEV: REF temperature:	246 FT 22°C
4.	Geoid undulation at AD ELEV PSN:	133 FT
5.	MAG VAR: Annual change:	5°E (2025) Increasing: 10'
6.	AD ADM:	Billund Lufthavn A/S

	AD address:	Billund Airport Passagerterminalen 10 DK-7190 Billund
	TEL: ATIS ARR TEL: ATIS DEP TEL: E-mail: Website: AFS:	+45 76 50 50 50 +45 76 50 50 79 +45 76 50 50 78 info@bll.dk (Billund Airport) briefing@bll.dk (Operational requests) bll.dk EKBI
7.	Types of traffic permitted:	IFR/VFR

8. Remarks: NIL

3. Operational Hours

1.	AD:	H24
2.	Customs and immigration:	The airport is open for traffic to/from all states. H24. E-mail: toldbillund@toldst.dk TEL: +45 72 38 05 40
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	H24
5.	ATS Reporting Office (ARO):	H24
6.	MET Briefing Office:	H24
7.	ATS:	H24
8.	Fuelling:	As per agreement
9.	Handling:	As per agreement
10.	Security:	As AD
11.	De-icing:	As per agreement

12. Remarks: NIL

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1 Oil: NIL
3.	Fuelling facilities and capacity:	Jet A1: 2900 L/MIN, gravity refuelling possible. Payment: Only accepted with carnet fuel cards from Air BP or DCC & Shell Aviation Denmark.
4.	De-icing facilities:	Yes. For details about de-icing, see item 20. Local Aerodrome Regulations
5.	Hangar space for visiting aircraft:	Via FBOs (Fixed Base Operator)
6.	Repair facilities for visiting aircraft:	As per agreement

7. Remarks:

a. "Billund Marshaller": FREQ 131.505 MHz
b. Frequencies used for handling: 131.905 MHz call sign "Billund Handling"
c. For commercial air traffic embarking and disembarking passengers, cargo and mail shall take place on the Aprons.
d. Apron North: C-SRA established permanently.
Apron South: Demarcated area established permanently. Other security restricted areas (dynamic C-SRA or SRA) are established when required.
Passenger commercial air traffic with MTOM below 15.000 kg must depart at least from demarcated area.
Passenger commercial air traffic with MTOM 15.000 kg or above must depart from C-SRA.
Cargo air traffic must depart at least from SRA, when departing with secured cargo.
Arriving passenger and cargo air traffic must land at least to demarcated area.
Non-commercial air traffic*) with MTOM below 45.500 kg must depart at least from demarcated area.
Non-commercial air traffic with MTOM 45.500 kg or above must depart from C-SRA
Arriving non-commercial air traffic must land at least to demarcated area.
Billund Airport accepts air traffic to Apron South with a maximum of 19 passengers. Air traffic with more than 19 passengers shall be handled from Apron North unless special agreement has been made with Billund Airport.
*) Rules for non-commercial air traffic includes SPO-, EMS-, HEMS- and ATO-operations.
e. All operators, commercial and private, must make prior arrangements with a handling agent for services and/or parking at Billund Airport. All aircraft above 3.500KG MTOM require slot coordination via Airport Coordination Denmark A/S (ACD): www.airportcoordination.com. For business traffic, taxi flights and general aviation Prior Permission Required (PPR) is mandatory via a Fixed Base Operator (FBO):https://www.bll.dk/om-lufthavnen/aviation/business-and-general-aviation.
Requests for military flights, calibration flights and other requests can be directed to Billund Airport: briefing@bll.dk
For flights within Schengen the following exemptions apply: Operators with residency at Billund Airport and intention to park directly at own apron/premises, aircraft with prior arrangement with a proprietor for parking at their apron/premises, aircraft in distress or urgency, flights engaged in Search and Rescue.

5. Passenger Facilities

1.	Hotels:	Yes
2.	Restaurants:	Yes
3.	Transportation:	Taxi, bus and rental car
4.	Medical facilities:	University Hospitals in Aarhus and Odense. Hospitals in Grindsted, Kolding and Vejle.
5.	Bank and Post Office:	Currency exchange at airport. ATM machine available. Bank and Post Office in town.
6.	Tourist Office:	visitbillund.dk
7	Remarks:	NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 7. CAT 8 available with PPR	
2.	Rescue equipment:	In accordance with the published CAT	
3.	Capability for removal of disabled aircraft:	Registered owners or Air Operators retain complete responsibility for the removal of the disabled aircraft. All Air Operators at EKBI are expected to have aircraft recovery plans in place. The Aerodrome Operator has external arrangements in place if assistance is needed. The Incident Commander can be contacted by phone +45 76 50 53 10.	

4. Remarks: Primary extinguishing agent, Foam performance level C (up to 4.500 litre foam/37.500 litre water). Complementary extinguishing agent available (up to 675 KG dry chemical powder).

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

1.	Type of clearing equipment:	Mechanical snow clearing with plough and sweeper. Chemicals: KFOR and NAFO.	2. Clearance priorities: 1. Active runway, access roads from the fire station to runway in use and HEMS 2. Taxiways towards the active runway 3. Apron(s) 4. Other access roads and other areas

3. Remarks: AD available all seasons. 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:	Apron North: Semi-flexible pavement (Densiphalt) PCN 110/F/C/W/T. Apron North Remote Parking: Semi-flexible pavement (Densiphalt) PCN 90/F/C/W/T. Apron South: Concrete PCN 110/R/A/X/T. De-icing pad Apron North: Semi-flexible pavement (Densiphalt) PCN 90/F/C/W/T.			Secondary TWY G, G2: 12 M, asphalt. TWY M: 23 M, Asphalt,PCN 65,F/A/W/T. TWY H: Air transit route/air taxiway, 288 M/57 M, grass.
2.	Taxiway width, surface and strenght:	TWY A, B, C: 23 M, asphalt, PCN 110/F/A/X/T. TWY J, K, S: 23 M, asphalt, PCN 90/F/C/W/T TWY D, F, N: 23 M, asphalt, PCN 70/F/C/W/T.	3.	ACL and ELEV:	Apron North: 232 FT Apron South: 215 FT
			4.	VOR checkpoints: INS checkpoints:	NIL See Aircraft Parking/Docking Chart

5. Remarks: From TWY B to TWY C eastbound: No centerline light.
From TWY M to TWY K eastbound: Day marking only for aircraft ICAO code letter C.
TWY G and TWY G2 (secondary taxiways) to be used by aircraft ICAO code letter A and B only.

9. Surface Movement Guidance and Control System and Markings

1.	Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system:	Aircraft stands are numbered according to APDC. Taxi guide lines and stop lines on all stands. AGNIS/Docking mirror on stands 26, 29, 31, 32, 34, 35 and 38.	2.	RWY and TWY markings:	RWY 09/27: THR, RWY NR, Aiming Point, TDZ, centre line, side stripes. TWY: Centre line, holding positions at all TWY/RWY intersections marked. Side stripes where deemed necessary.
			3.	Stop bars:	See Aerodrome Chart and Aircraft Parking/Docking 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
NIL						

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
Tabular data pending. See AD 2 – EKBI AOC A 09 and AD 2 – EKBI AOC-A 27						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
EKBI 5	Antenna	55 44 58N 009 08 46E	391	148	NIL	Permanent

11. Meteorological Information Provided

1.	Associated MET Office:	Danish Meteorological Institute (DMI)/ 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 (DMI)/ Civil Weather Forecasts and Warnings (CVV)	
	Periods of validity:	24 hours	
	Interval of issuance:	3 hours	
4.	Type of landing forecast:	NIL	
5.	Briefing/Consultation provided:	Self briefing northavimet.com and telephone consultation with associated MET office	
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:	Billund Approach/Tower	
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 coordinates RWY end coordinates THR geoid undulation	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
09	086.84° GEO 082° MAG	3101 x 45 M	PCN 110/F/A/X/T Asphalt	55 44 23.26N 009 08 05.35E 55 44 28.48N 009 10 54.25E GUND: 133 FT	215 FT/223 FT
27	266.88° GEO 262° MAG	3101 x 45 M	PCN 110/F/A/X/T Asphalt	55 44 28.22N 009 10 45.66E 55 44 22.99N 009 07 56.76E GUND: 133 FT	243 FT/243 FT

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	RESA dimensions	Strip dimensions	Obstacle-free zone
09	0.32%			200 x 90 M	3221 x 280 M	Available
27	-0.32%			200 x 90 M	3221 x 280 M	Available

Remarks: Runway classification

RWY NR	RUNWAY CODETYPE
09	4EPA-3B
27	4EPA-3B

Turning area at both ends of runway - width 72 M (including connecting taxiways north of runway)

Strip surface: Grass

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 09				2951 M	-
TWY D	3101 M	3101 M	3101 M		
TWY A	2887 M	2887 M	2887 M		
TWY B	2350 M	2350 M	2350 M		
TWY F	2323 M	2323 M	2323 M		
TWY C	2033 M	2033 M	2033 M		
RWY 27				2951 M	-
TWY K	2951 M O/R 3101 M	2951 M O/R 3101 M	3101 M		
TWY M	2172 M	2172 M	2322 M		
PSN Y	1551 M	1551 M	1701 M		
TWY C	1048 M	1048 M	1198 M		
TWY B	693 M	693 M	843 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
09	CAT II and III 900 M LIH	Green	3° 52 FT	900 M White	3101 M 15 M White; FM 2200 M - 2800 M Red/White; FM 2800 M Red; LIH	3101 M 60 M White; FM 0 M - 150 M Red; FM 150 M - 2500 M White; FM 2500 M - 3101 M Yellow; LIH	Red	-
27	CAT II and III 900 M LIH	Green	3° 51 FT	900 M White	3101 M 15 M White FM 2200 M - 2800 M Red/White; FM 2800 M Red; LIH	3101 M 60 M White; FM 0 M - 150 M Red; FM 150 M - 2500 M White; FM 2500 M - 3101 M Yellow; LIH	Red	-

Remarks: RWY 09/27: LED used in the full length of Approach 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: -
3. TWY edge and centre line LGT: Blue edge LIL only on TWY G.
   Centre line LGT on TWY A, B, C, D, F, H, J, K, M, N, S, STOP bars and RGL.
4. Secondary power-supply/switch-over time: Switch-over time CAT II and III MAX 1 SEC, switch-over time during departures with RVR less than 800M MAX 1 SEC, otherwise MAX 15 SEC.
5. Remarks: LED on TWY A, TWY S and TWY D between RWY and TWY J. LED at stopbars TWY A, B, C and D.

16. Helicopter Landing Area

1. Coordinates TLOF: PSN center 55 44 14.97N 009 10 12.12E
2. TLOF elevation: 243 FT
3. TLOF and FATO area dimensions, surface, strenght, marking: Diameter 17 M, Concrete, 6800 KG, White edge and white letter "H"
4. True BRG of FATO: 303.03° to 095.03° clockwise
5. Declared distance available: NIL
6. APP and FATO lighting: Green edge.
7. Remarks: Approved for VMC operations day and night. Only HEMS operations allowed. Air taxiway and air transit route equipped with centreline lights, runway guard lights and stopbar.

17. Air Traffic Services Airspace

1. Designation and lateral limits: BILLUND CTR
   55 50 31.7N 009 29 42.0E -
   55 39 33.7N 009 30 40.8E -
   55 38 16.0N 008 49 14.3E -
   55 49 13.6N 008 48 03.9E -
   55 50 31.7N 009 29 42.0E.
2. Vertical limits: 1500 FT MSL/GND
3. Airspace classification: D
4. ATS unit call sign: BILLUND TOWER
   Language(s): EN, DA
5. Transition altitude: 3000 FT MSL
6. Remarks: NIL

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	BILLUND APPROACH	127.580	H24	DOC: FL 250/50 NM
ARR	BILLUND ARRIVAL	119.255	H24	DOC: FL 200/50 NM
TWR	BILLUND TOWER	ARR 119.005 DEP 129.505 121.500	H24	DOC: 4000 FT/25 NM ARR DOC: 4000 FT/25 NM DEP Emergency
PSR		2833/2757	H24	
MSSR		1030	H24	Multi Radar track from ACC Copenhagen
ATIS	BILLUND ARRIVAL INFORMATION	118.780	H24	DOC: FL 200/60 NM Language: EN Phone number: +45 76 50 50 79
ATIS	BILLUND DEPARTURE INFORMATION	129.105	H24	DOC: 1000 FT/5 NM Language: EN Phone number: +45 76 50 50 78
DE-ICING	BILLUND DE-ICING NORTH	131.805	HO	
DE-ICING	BILLUND DE-ICING SOUTH	131.410	HO	Only with prior arrangement.

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 09 CAT III	BIL	109.750 MHZ	HO	55 44 28.92N 009 11 09.05E		ILS class III/E/4
GP 09		333.050 MHZ	H24	55 44 28.74N 009 08 20.83E		Angle 3°, RDH 50 FT
DME09	BIL	CH 34y	H24	55 44 28.74N 009 08 20.83E	237 FT	FREQ paired with LOC Collocated with GP
LOC 27 CAT III	LEL	110.700 MHZ	HO	55 44 22.51N 009 07 42.03E		ILS class III/E/4
GP 27		330.200 MHZ	H24	55 44 22.62N 009 10 27.31E		Angle 3°, RDH 49 FT
DME 27	LEL	CH 44x	H24	55 44 22.80N 009 10 27.17E	246 FT	FREQ paired with LOC Collocated with GP
VOR (4°E 2022)	ALS	114.700 MHZ	H24	54 54 19.49N 009 59 36.16E		DOC FL 500/60 NM, 80 NM 313°- 063° MAG and 80 NM 198°- 243° MAG

20. Local Aerodrome Regulations

1. Taxiing

1.1 Taxiing shall take place via the routes shown on the charts: AD 2 - EKBI GMC - 1, 2 and 3.

1.2 Aircraft - with MTOM above 5700 KG - taxiing by its own power are allowed only in connection with take-off and landing, otherwise such aircraft shall be towed.

1.3 ACFT with MTOM 40 t or above: 180 degree turns are only permitted in the designated turning areas at each end of the RWY, unless other instructions are received from ATC.

1.4 Permission to enter Apron South via intermediate holding position west of Stand 1 must be obtained from Billund TWR FREQ 129.505 MHz.

2. Parking

2.1 Entry on aircraft stands require marshaller guidance, except stands established with AGNIS and mirror, where only Marshaller presence is required.

All aircraft must park nose-in on stands and exit the stand using pushback.

2.2 All operators, commercial and private, must make prior arrangements with a handling agent for services and/or parking - see item 4. Handling Services and Facilities.

3. Start up and push back

3.1 For ACFT with MTOM above 5700 KG, engine start up and pushback may take place only by assistance from a signalman (according to Marshalling Signals, EU923/2012 Appendix 1) or during single pushback via communication with driver on towing truck.

ACFT on nose-in parking must not start up engines before commencing pushback. Approval for engine start up and/or pushback will be issued by the signalman or by the driver on towing truck.

3.2 In case of "Push & hold" to SE corner of Apron North, the pilot must require jetblast area monitoring via camera from "Billund Marshaller" on 131.505 MHz or a signalman before engine start

4. Use of auxiliary power unit (APU)

Use of APU on aircraft stands shall be limited as far as possible.

APU may be used:

- 5 minutes after on block.
- 5 minutes before leaving apron.

Exemptions:

When the outside air temperature (OAT) is below –10°C or above +25°C APU may be used as follows, unless otherwise instructed by marshaller:

- 5 minutes after on block.
- 15 minutes before leaving apron.

For additional use of APU contact Marshaller on FREQ 131.505 MHZ

5. Engine test

Prior approval is required by Billund Marshaller for engine test. Contact Marshaller on FREQ 131,505 MHz or phone +45 76 50 53 21.

6. De-icing of aircraft

De-icing can be expected on de-icing pad, Apron North from OCT 01 to APR 30. Request de-icing at Billund Handling FREQ 131.905 MHz. When requesting ATC clearance please report, if de-icing has been requested.

Information about treatment and consumption of fluid to be obtained from the de-icing supervisor on FREQ 131.805 MHz, callsign "Billund de-icing North".

Only with prior arrangement, de-icing available on Apron South, FREQ 131.410 MHz, callsign “Billund de-icing South”.

For VHF communication between the aircraft and Billund De-icing, the aircraft registration shall be used as callsign.

7. Removal of disabled aircraft from the runway

In case an aircraft is damaged on the runway, it is the duty of the owner or user of such aircraft to ensure that it is removed as soon as possible. E.g. in case of punctures, it may be necessary that an aircraft - before replacement of wheels has taken place - moves away from the runway under its own power:

- If a damaged aircraft is not removed from the runway as quickly as considered necessary for reasonable dispatch of the traffic, the aircraft will be removed on the account of the owner or user.

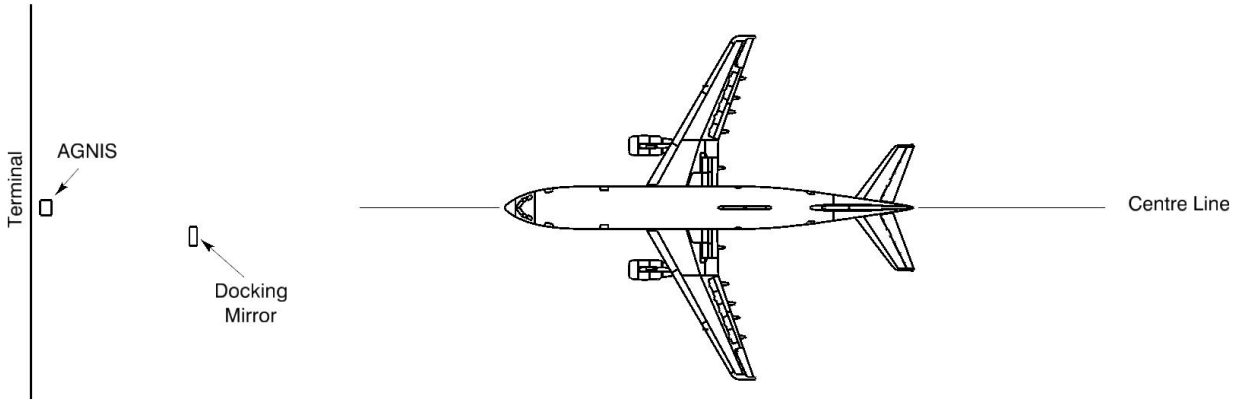
8. Safety Reporting

Billund Aerodrome operates a Safety Reporting System which is open to all operators and organisations providing services at the Airport.

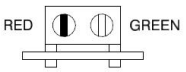
External reporting can be submitted via: https://bll.asqs.net/modules/sms/main/sms_enter_report_anonymous.php?t=Reporting_Billund_Airport

Login using password: EKBI#IQSMS_2025

AGNIS / Docking Mirror

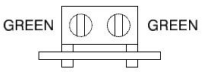


AGNIS gives azimuth guidance.



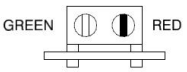
Aircraft diverged to the left of centre line

Adjust right - towards green



Aircraft on centre line

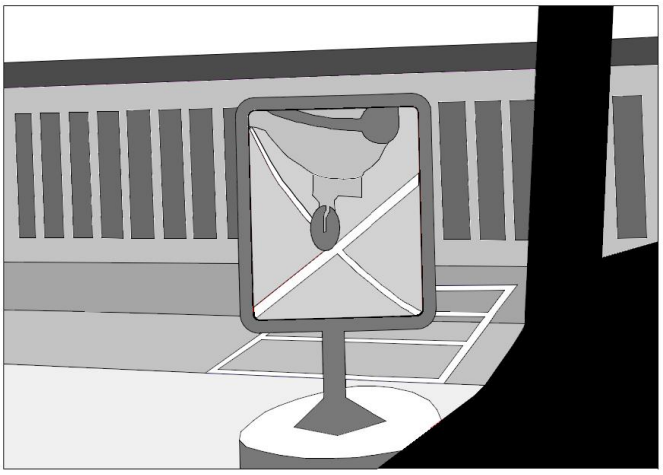
No adjustment required



Aircraft diverged to the right of centre line

Adjust left - towards green

The Docking Mirror shows the pilot when the nose wheel is on the stop line.



21. Noise Abatement Procedures

Noise Abatement Provisions for Billund Airport

The provisions are divided into 2 parts:

I. Take-off and landing restrictions.

II Reporting.

As regards engine run and use of APU, see item 20 Local Aerodrome Regulations.

Note: Noise abatement provisions for Billund Airport are established in pursuance of Section 82 of the Danish Air Navigation Act, cf. The Consolidation Act. no. 543 of 13 June 2001, and Regulations for Civil Aviation, "Bestemmelser for Civil Luftfart" (BL), BL 3-40: Regulations on the abatement of noise from controlled aerodromes, Edition 2, 17 March 2003.

Chapter 7 of BL 3-40 reads as follows:

"7. Punishment

7.1 Violation of Chapter 4 in this BL is punishable with fine under Subsection 9 of Section 149 of the Danish Air Navigation Act if the violation can be set against the person in question as intentional or grossly negligent.

7.2 Penalty may be imposed on companies, etc. (legal persons) for violation of noise regulations even though the violation cannot be set against the legal person or a person attached to the legal person as wilful or negligent. Similarly an owner of a one-man company may be punished with fine even though the violation cannot be set against the owner as wilful or negligent. No alternative sentence is laid down for penalty.

I. Take-off and landing restrictions

1. General Provisions

1.1 The noise abatement provisions may be deviated, if the Air Traffic Controller or the Pilot-in-Command judges it necessary for safety reasons (ex. CB´s etc. in the approach and take-off sectors)

1.2 Overflying the city of Billund shall be avoided whenever possible.

1.3 Traffic circuits shall be executed north of the runway (exept helicopters)

2. Restrictions valid for all jet aeroplanes and for propeller and turboprop aeroplanes MTOM above 5700 kg

2.1 Landing restrictions

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

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

2.1.2 In the period 2200-0700 local time landing on RWY 09 shall be avoided whenever possible, if RWY 27 is runway in use.

2.1.3 Visual approach from the south to RWY 09 shall be executed with baseturn west of RNAV FIX SUTIT.

2.1.4 Visual approach from the south to RWY 27 shall be executed with baseturn east of RNAV FIX INLIS.

2.2 Take-off restrictions

2.2.1 In the period 2300-0600 local time take-off may take place only if an advance approval has been issued by Billund Airport.

2.2.2 RWY 09:

a. If traffic permits, take-off shall be commenced from position 09B/F (valid for jet aeroplanes and turboprop aeroplanes needing no more than a runway length of 2323 M).

b. In the period 2300-0600 local time all VFR-departures will as far as possible be instructed to climb on runway direction until 2 NM east of THR RWY 27. This direction shall be kept until further instructions are received from the ATC.

2.2.3 RWY 27:

a. Take-off positions

Jet ACFT

Take-off shall be commenced from the beginning of the RWY, however, in the period 0700-2200 jet ACFT up to and including ICAO code letter C may take off from TWY M or east of it.

Propeller and turboprop ACFT

In the period 2300-0600 local time or if MTOM is above 5700 kg: Take-off shall be commenced from TWY M or east hereof.

b. Right turn minimum 30° shall be initiated when passing 700 FT MSL and the distance to DME LEL is greater than 1 NM.

c. In case of radar vectoring to the south, the extended runway centre line must not be passed closer than 2 NM west of THR RWY 09.

d. In the period 2200-0700 local time take-off from RWY 27 shall be avoided whenever possible if RWY 09 is runway in use.

2.3 School and training flights

2.3.1 School and training flights are allowed only if prior permission (PPR) has been obtained from ARO.The permission will be granted on specified conditions due to the type of the aircraft. Permission for training flights (PFT and FT-AP) in order to maintain the privileges of the certificat will be granted in the period 0900-1900 local time. Permission for school flights will be granted only on weekdays 0900-1500 local time.

3. Restrictions valid for propeller aeroplanes with MTOM 5700 kg or less in the period 2300-0600 local time

3.1 Landing restrictions

3.1.1 Visual approach from the south to RWY 09 shall be executed with baseturn west of RNAV FIX SUTIT.

3.2 Take-off restrictions

3.2.1 RWY 09:

All VFR-departures will as far as possible be instructed to climb on runway direction until 2 NM east of THR RWY 27. This direction shall be kept until further instructions from the ATC are given or leaving CTR.

3.2.2 RWY 27:

a. Take-off shall be commenced from TWY M or east hereof.

b. All VFR-departures will as far as possible be instructed to turn right minimum 30° when passing 700 FT MSL and the distance to DME LEL is greater than 1 NM. This direction shall be kept until further instructions from the ATC are given.

3.3 School and training flights

3.3.1 School and training flights are allowed only if prior permission (PPR) has been obtained from ARO. The permission will be granted on specified conditions due to the type of the aircraft. Permission fro training flights (PFT and FT-AP) in order to maintain the privileges of the certificate will be granted in the period 0900-1900 local time. Permission for school flights will be granted only on weekdays 0900-1500 local time.

4. Restrictions valid for helicopters

4.1 Take-off with turbine helicopters on RWY 27 with MTOM > 5.700 kg shall be commenced from PSN B/F or east hereof.

4.2 Take-off and landing from Heligrass may take place only if prior permission has been obtained from Billund Airport.

4.3 Traffic circuits and routing to and from Heligrass are restricted. Specified instructions can be obtained from Billund Airport.

4.4 School and training flights with landing circuits from Heligrass are allowed only on weekdays in the period 0900-1700 local time.

II. Reporting

The Danish CAA will make further investigations based on the below mentioned reporting. The investigation will include an evaluation of whether the airline is liable to punishment according to Regulation for Civil Aviation BL 3-40.

1. ATC Billund´s reporting to the Danish CAA

1.1 The ATC Billund shall notify the Danish CAA of:

a) Every clearance deviating from the above mentioned provisions.

b) Every clearance according to the provision in Part I, item 1.1 concerning safety reasons.

c) Every operation where it is observed, that it is carried out contrary to the clearance issued according to the provisions concerning take-off and landing restrictions.

2. Billund Airports reporting to the Danish CAA

Billund Airport shall notify the Danish CAA if:

2.1 An aeroplane takes off within the period 2300-0600 local time without having the necessary advance approval, cf. Part I, item 2.2.1.

2.2 School- and training flights have taken place against the provisions, cf. Part I, item 2.3.1 or item 3.3.1.

2.3 Helicopter flights have taken place against the provisions, cf. Part I, item 4.1 or 4.3.

22. Flight Procedures

1. IFR Arrival

1.1 IFR traffic to Billund shall be planned via the appropriate IF (GELBA/LOKSA).

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

At first contact with BILLUND APPROACH state type of aircraft.

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

1.4 Radio communication failure

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

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

2. IFR Departure

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

2.2 Standard Instrument Departures (SID):

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

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

2.4 Climb out for flights not cleared via an SID:

MAX IAS 250 KT FL60 and below.

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

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

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

MAX IAS 250 KT FL60 and below.

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

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

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

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

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

3. Low Visibility Procedures

3.1 ATC will apply special safeguards and procedures during conditions of low visibility.

3.2 Criteria for activation of LVP

Low Visibility Procedures are prompted by ATC and will normally be introduced when the RVR is less than 550 M or during CAT II/III operations.

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

3.4 The following procedures will apply:

a. ATC Procedures
When RVR is below 550 M, TKOF PSN A and D will be used for RWY 09 and TKOF PSN K for RWY 27. When RVR is below 350 M, ATC can only allow one aircraft on the manoeuvering area at a time during take-off and landing. Aircraft will additionally receive Marshaller guidance on Aprons.

b. Pilot procedures.
Pilots should on own initiative report "runway vacated" when the aircraft is fully clear of the runway. Pilots should on own initiative report "on Apron North/South" when the aircraft is fully clear of the manoeuvring area.

4. Precision Approach. Category II / III Operations

4.1 The operations during CAT II / III approaches are subject to the following procedures and conditions.

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

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

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

5. VFR Flights

5.1 VFR reporting points and VFR holdings are established.
For further see ANC 1:500 000 Denmark and/or VFG Denmark.

5.2 All departing flights shall submit flight plan or abbreviated flight plan to ARO before departure.

5.3 Departure clearance shall be requested at Billund TWR on 129.505.

23. Additional Information

1. Gliding

1.1 Glider areas within Billund TMA/CTR, see AD 2 - EKBI Glider Areas in TMA/CTR.

1.2 Glider Areas.
Each glider area will be activated on request by Billund Approach according to agreement between Billund Approach and Dansk Svæveflyver Union (DSvU). Announcement of active glider area will - if necessary due to heavy load on the communication channels - be broadcasted on Billund ATIS with information of upper limits and period of activity.

1.3 VFR flights may obtain information about active glider areas on the TOWER/APPROACH frequency.

A request for clearance to pass an active area will normally be complied with, but VFR flights cleared to pass an active area will not receive the prescribed traffic information and advice to avoid collision normally given by ATS for airspace class C.

When flying in an active area the requirement for transponder - in airspace class C - is suspended.

1.4 IFR flights will be separated from active glider areas or from individual flights in mentioned areas.

Note: Observe the fact, that gliding may take place below the areas, whether the areas are active or not.

1.5 Two glider reporting lines are established:

Karlskov line:
From 55 46 31N 008 35 41E to 55 48 34N 009 41 43E.

Vandel line:
From 55 40 07N 008 36 24E to 55 42 10N 009 42 16E.

2. Aircraft exceeding the certified design characteristics of the aerodrome

2.1 The RWY is classified as 4E/PA-3B. Procedures have been implemented to handle aircraft exceeding the certified design characteristics of the aerodrome. For operations with aircraft exceeding the certified design characteristics of the aerodrome contact briefing@bll.dk.

3. Stop bars

3.1 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 in front 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.

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
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 09 AOC-A 27
Precision Approach Terrain Chart - ICAO	PATC 09 PATC 27
Standard Departure Chart - Instrument - ICAO	SID (P-RNAV) RWY 09 - 1 SID (P-RNAV) RWY 09 - 2 SID (P-RNAV) RWY 09 - 3 SID (P-RNAV) RWY 27 - 1 SID (P-RNAV) RWY 27 - 2 SID (P-RNAV) RWY 27 - 3
Instrument Approach Chart - ICAO	ILS or LOC Z RWY 09 - 1 (CAT I+II+III) ILS or LOC Z RWY 09 - 2 (CAT I+II+III) ILS or LOC Y RWY 09 - 1 (CAT I+II+III) ILS or LOC Y RWY 09 - 2 (CAT I+II+III) RNP RWY 09 - 1 RNP RWY 09 - 2 ILS or LOC Z RWY 27 - 1 (CAT I+II+III) ILS or LOC Z RWY 27 - 2 (CAT I+II+III) ILS or LOC Y RWY 27 - 1 (CAT I+II+III) ILS or LOC Y RWY 27 - 2 (CAT I+II+III) RNP RWY 27 - 1 RNP RWY 27 - 2
	VAC
Other charts	Glider Areas in TMA

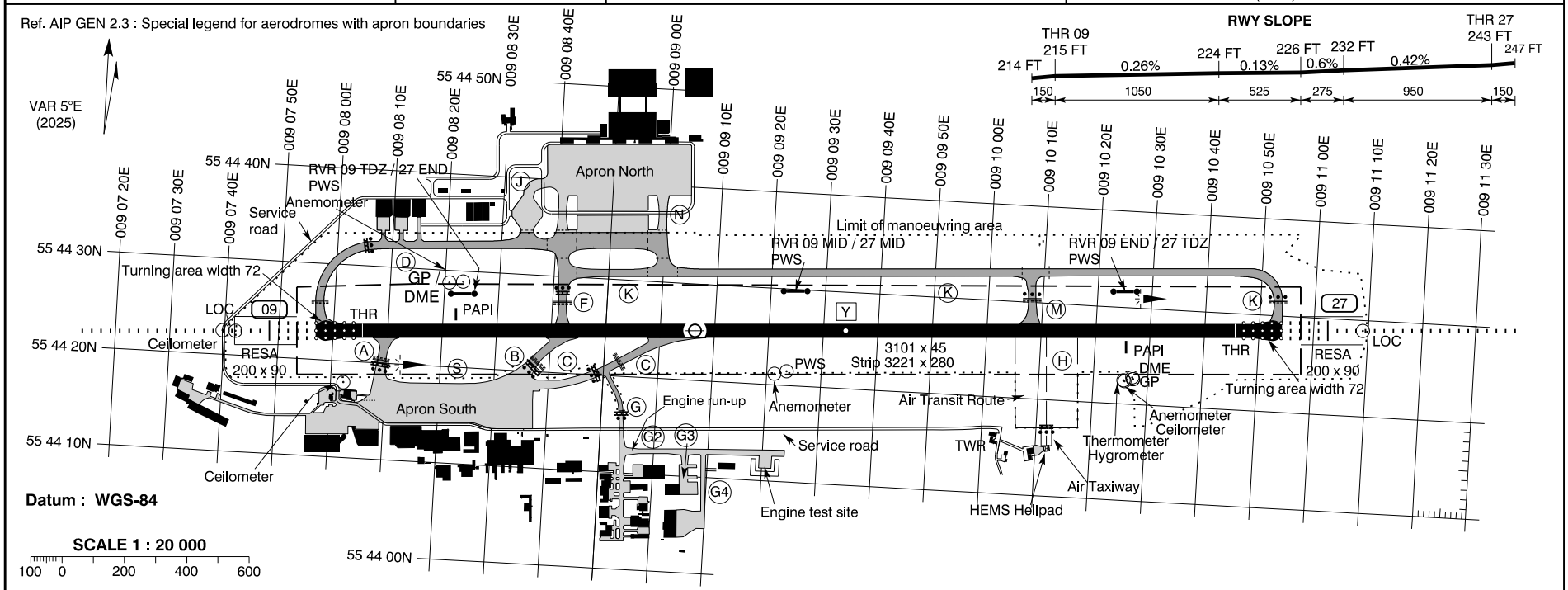
25. Visual Segment Surface (VSS) Penetration

Data pending.

Changes : Orange ATC service boundary marking withdrawn from chart.

AERODROME CHART - ICAO

ARP : 55 44 25.16N 009 09 06.40E On RWY, 1075 M from THR 09	AD ELEV : 246 FT	ELEV in FT Dimensions / Distances in M	Billund APP : 127.580 Billund TWR : 119.005 (ARR) 129.505 (DEP)	ATIS : 118.780 (ARR) 129.105 (DEP)



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	TDZ	PAPI	Centre line	Edge	End
09	086.8° GEO 082° MAG	55 44 23.26N 009 08 05.35E	Asphalt PCN 110 F / A / X / T	THR RWY NR Aiming point TDZ Centre line Side stripes	D A B F C	3101 2887 2350 2323 2033	3101 2887 2350 2323 2033	3101 2887 2350 2323 2033	2951	900 M CAT II and III	Green	900 M White	3° MEHT 52 FT	2200 M White 600 M Red/White 300 M Red 15 M	150 M Red 2350 M White 600 M Yellow 60 M	Red
27	266.8° GEO 262° MAG	55 44 28.22N 009 10 45.66E			K M Y C B	2951 O / R 3101 2172 1551 1048 693	2951 O / R 3101 2172 1551 1048 693	3101 2322 1701 1198 843	2951	900 M CAT II and III	Green	900 M White	3° MEHT 51 FT	2200 M White 600 M Red/White 300 M Red 15 M	150 M Red 2350 M White 600 M Yellow 60 M	Red

OTHER : Secondary power supply/switch-over time : Switch-over time CAT II and III MAX 1 SEC, switch-over time during departures with RVR less than 800M MAX 1 SEC, otherwise MAX 15 SEC

OBSTACLES : All obstacles are marked by day and night

TAXIWAYS

Width / Pavement :
TWY A, B, C, D, F, J, K, M, N and S :
23 / Asphalt
TWY H :
57 / Grass

Strength :
TWY A, B and C : PCN 110 / F / A / X / T
TWY J, K and S : PCN 90 / F / C / W / T
TWY D, F and N : PCN 70 / F / C / W / T
TWY M : PCN 65 / F / A / W / T

Day marking :
Centre line, holding positions at all TWY/RWY intersections marked.
Side stripes where deemed necessary.

Lighting :
Centre line, Stop bars and RGL :
TWY A, B, C, D, F, H, J, K, M, N and S

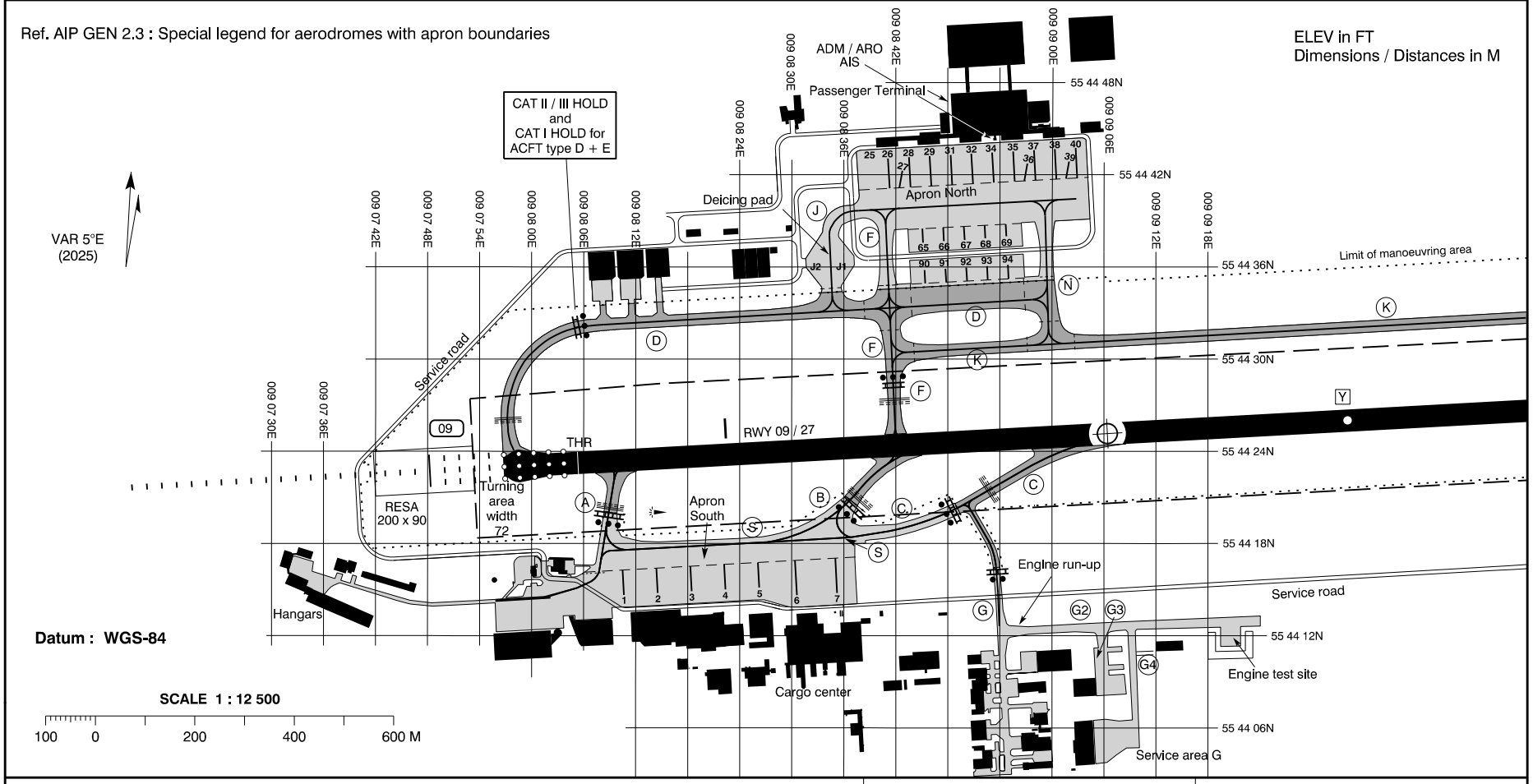
Changes : Orange ATC service boundary marking withdrawn from chart.

Apron North ELEV : 232 FT Apron South ELEV : 215 FT	ACL ELEV at Apron North : 232 FT ACL ELEV at Apron South : 215 FT	Billund TWR : 119.005 (ARR) 129.505 (DEP) ATIS : 118.780 (ARR) 129.105 (DEP)

AIRCRAFT PARKING / DOCKING CHART - ICAO

Ref. AIP GEN 2.3 : Special legend for aerodromes with apron boundaries

ELEV in FT
Dimensions / Distances in M



Datum : WGS-84

SCALE 1 : 12 500

100 0 200 400 600 M

INS COORDINATES FOR AIRCRAFT STANDS

Apron South

1 - 55 44 15.03N 009 08 10.65E
2 - 55 44 15.15N 009 08 14.55E
3 - 55 44 15.27N 009 08 18.45E
4 - 55 44 15.39N 009 08 22.35E
5 - 55 44 15.51N 009 08 26.25E
6 - 55 44 15.34N 009 08 30.55E
7 - 55 44 15.48N 009 08 35.19E

Apron North

25 - 55 44 42.20N 009 08 38.77E
26 - 55 44 42.28N 009 08 41.18E
27 - 55 44 42.33N 009 08 42.77E
28 - 55 44 42.35N 009 08 43.58E
29 - 55 44 42.43N 009 08 45.98E
31 - 55 44 42.50N 009 08 48.39E
32 - 55 44 42.58N 009 08 50.79E
34 - 55 44 42.65N 009 08 53.20E
35 - 55 44 42.73N 009 08 55.60E
36 - 55 44 42.78N 009 08 57.20E
37 - 55 44 42.80N 009 08 58.01E
38 - 55 44 42.88N 009 09 00.41E
39 - 55 44 42.93N 009 09 02.01E
40 - 55 44 42.95N 009 09 02.81E

Apron North Remote

65 - 55 44 37.72N 009 08 45.13E
66 - 55 44 37.80N 009 08 47.54E
67 - 55 44 37.87N 009 08 49.94E
68 - 55 44 37.95N 009 08 52.34E
69 - 55 44 38.02N 009 08 54.75E
90 - 55 44 35.69N 009 08 45.33E
91 - 55 44 35.76N 009 08 47.73E
92 - 55 44 35.84N 009 08 50.14E
93 - 55 44 35.91N 009 08 52.54E
94 - 55 44 35.99N 009 08 54.95E

APRON

Apron South :
Concrete PCN 110 / R / A / X / T

Apron North :
Semi-flexible pavement (Densiphalt)
PCN 110 / F / C / W / T

Apron North Remote parking :
Semi-flexible pavement (Densiphalt)
PCN 90 / F / C / W / T

Deicing platform :
Semi-flexible pavement (Densiphalt)
PNC 90 / F / C / W / T

TAXIWAYS G and G2

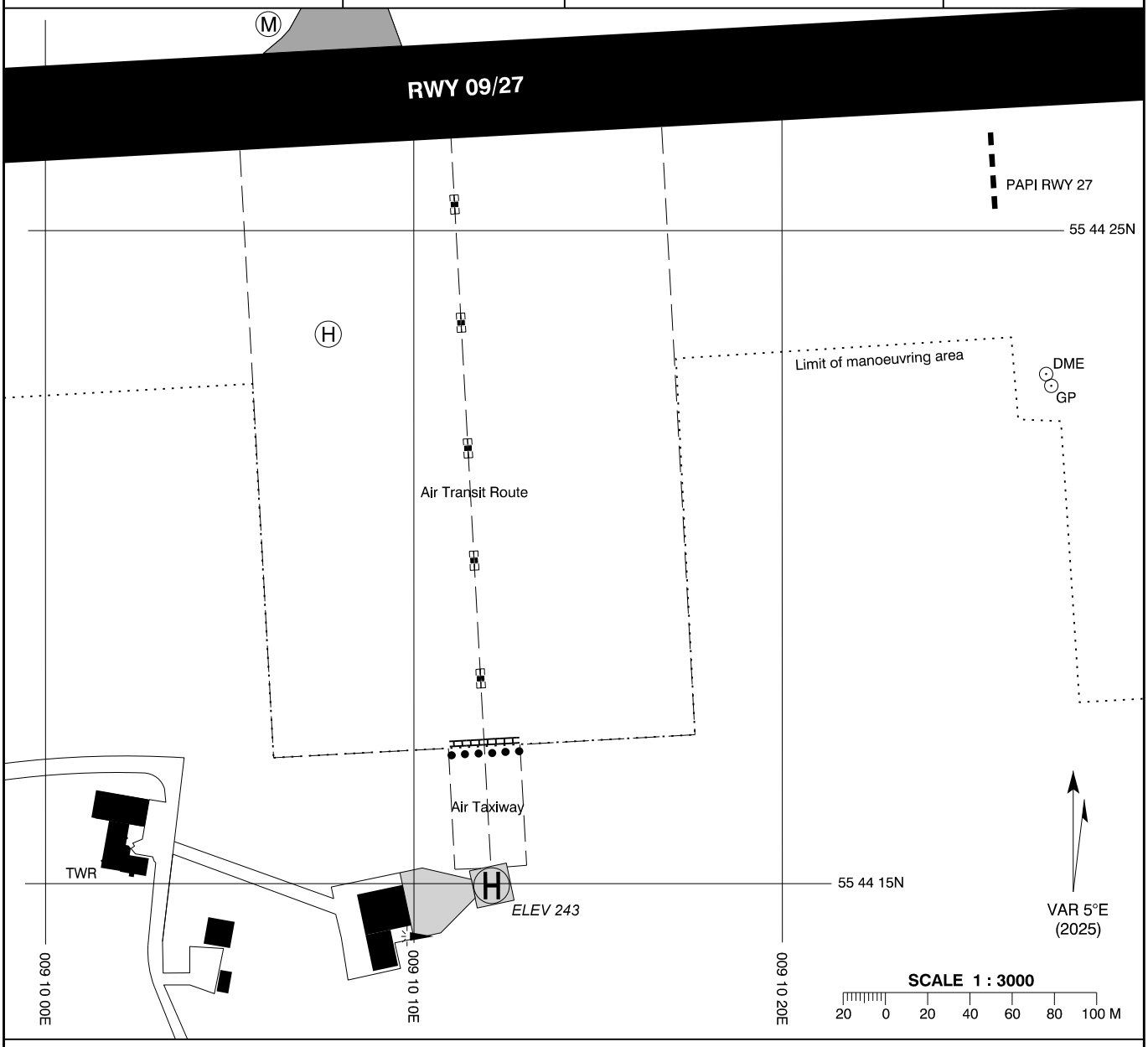
Secondary TWY G and G2 :

Width / Pavement :
12 M / Asphalt

Lighting :
Blue edge LIL on TWY G

AD 2 - EKBI
APDC
Billund

HELIPORT CHART - ICAO	AD ELEV : 246 FT	Billund TWR : 119.005 (ARR) 129.505 (DEP) ATIS : 118.780 (ARR) 129.105 (DEP)	AD 2 - EKBI HELC Billund



FATO - TLOF coordinates	55 44 14.97N 009 10 12.12E
Dimensions Surface Strength (MTOM) Markings	Diameter 17 M Concrete SF Coloc 6800 KG White edge and "H"
FATO bearings TLOF bearings	298.03° MAG to 090.03° MAG clockwise
Declared distances	-
TWY	Air Taxiway 57 M and Air Transit Route 288 M
Lighting : Heliport beacon APP Alignment FATO edge TLOF edge Aiming point TWY	 - - - Green edge - Centre line, stop bar and RGL
Secondary power supply	-
Obstacles	-

Changes : Orange ATC service boundary marking withdrawn from chart.

Changes : Orange ATC service boundary marking withdrawn from chart.

AERODROME GROUND MOVEMENT CHART

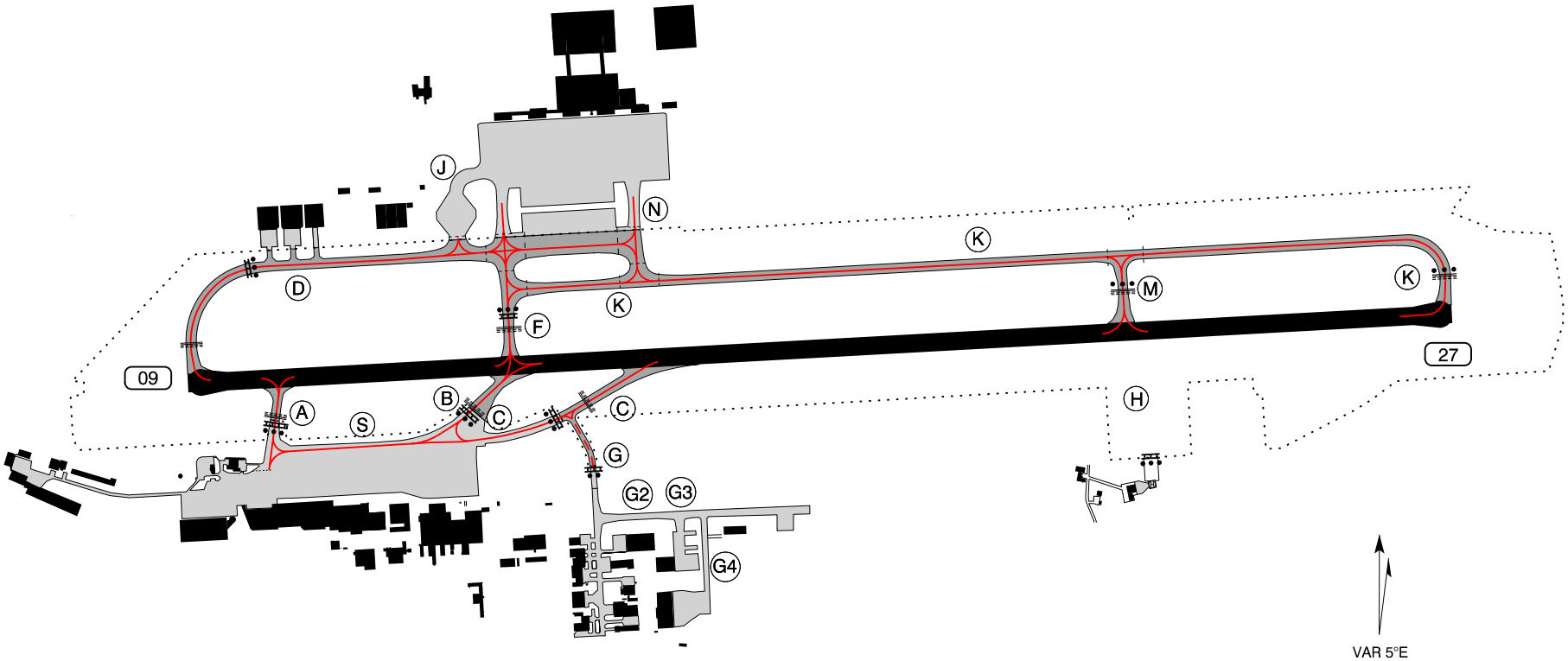
TAXI ROUTES FOR ICAO CODE LETTER C AIRCRAFT

The taxi routes shown ensure sufficient width
of taxiways for the above mentioned aircraft
according to EASA Certification Specifications

SIgnature :

Permitted taxi routes

Taxi route requiring Marshaller guidance



Changes : Orange ATC service boundary marking withdrawn from chart.

AERODROME GROUND MOVEMENT CHART

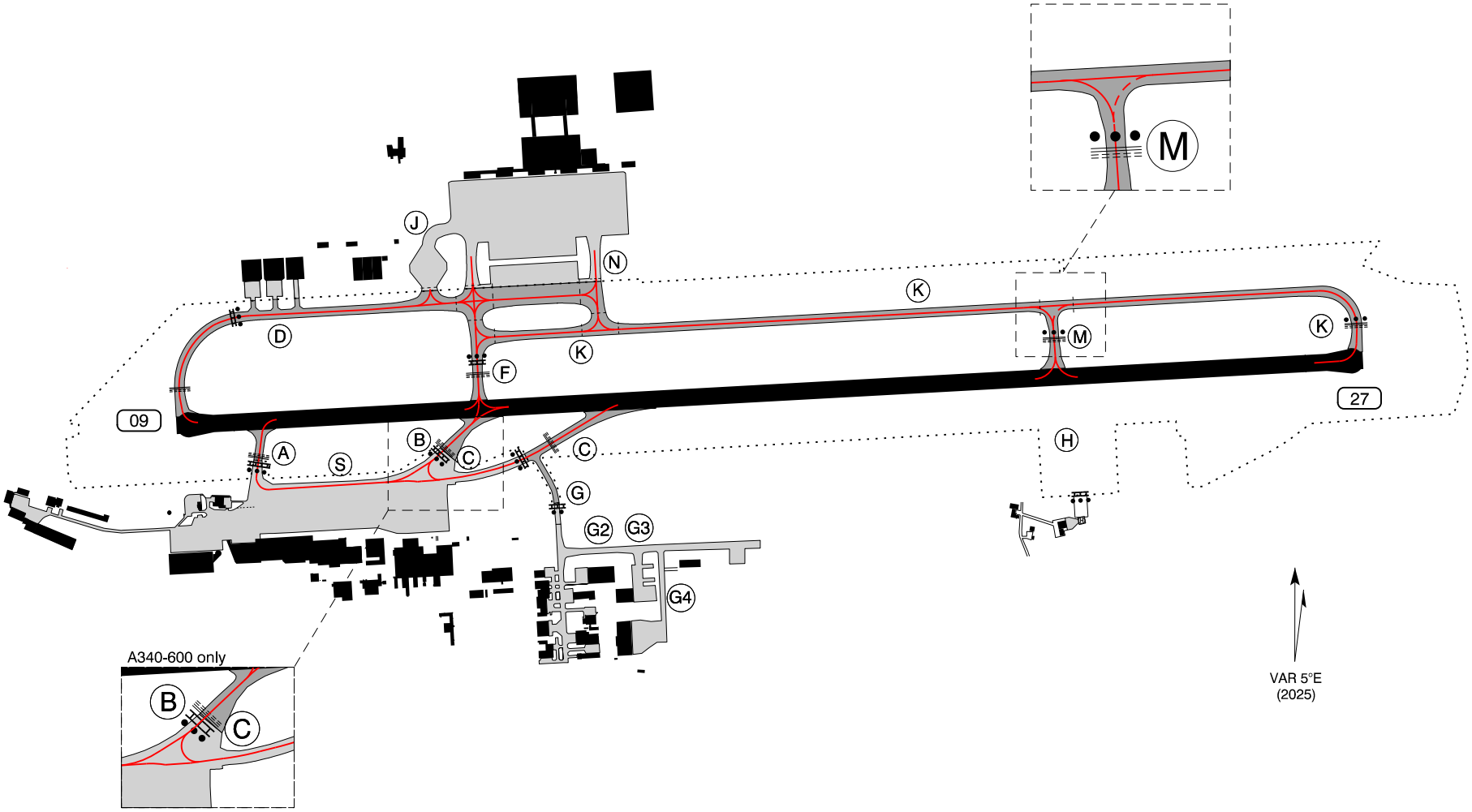
TAXI ROUTES FOR ICAO CODE LETTER D and E AIRCRAFT

The taxi routes shown ensure sufficient width
of taxiways for the above mentioned aircraft
according to EASA Certification Specifications

SIgnature :

Permitted taxi routes

Taxi route requiring Marshaller guidance



Changes : Orange ATC service boundary marking withdrawn from chart.

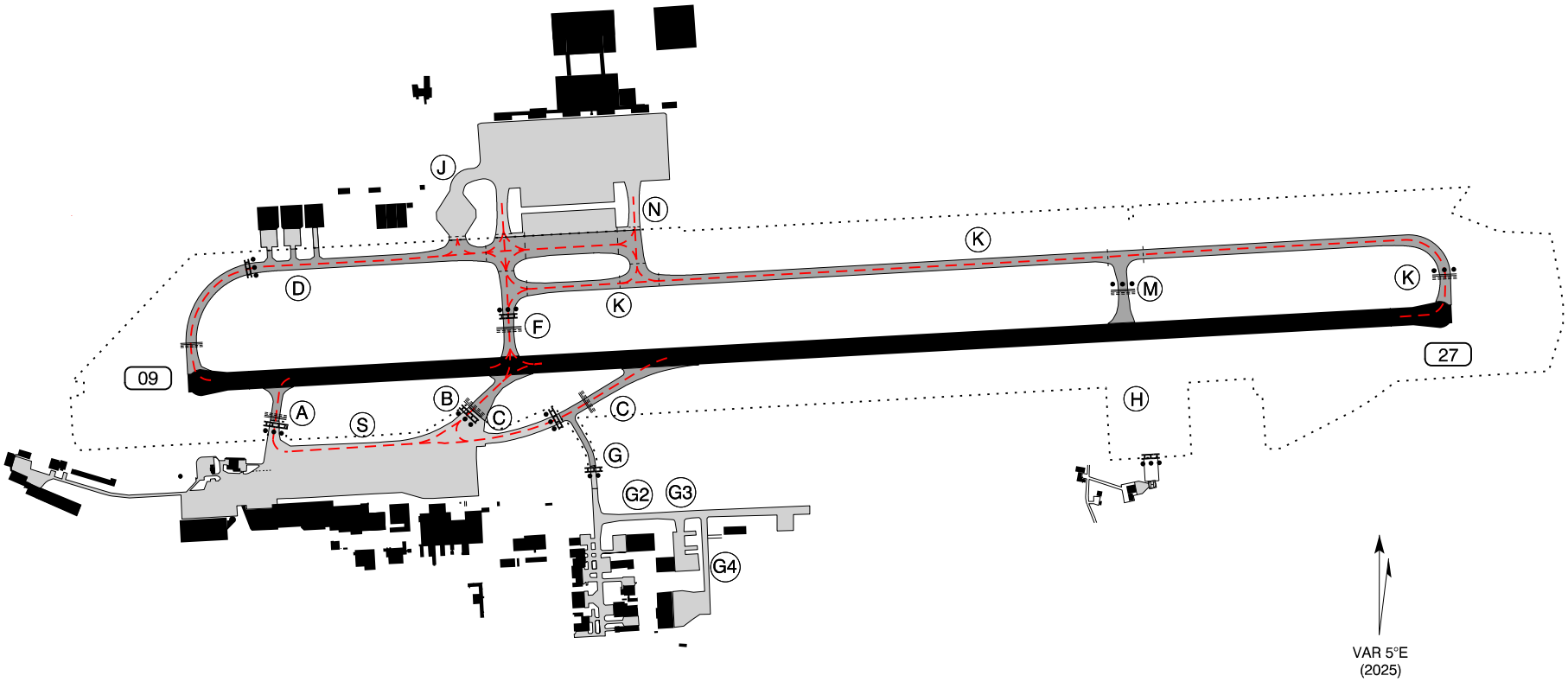
AERODROME GROUND MOVEMENT CHART

TAXI ROUTES FOR ICAO CODE LETTER F AIRCRAFT

The taxi routes shown ensure sufficient width
of taxiways for the above mentioned aircraft
according to EASA Certification Specifications

SIgnature :

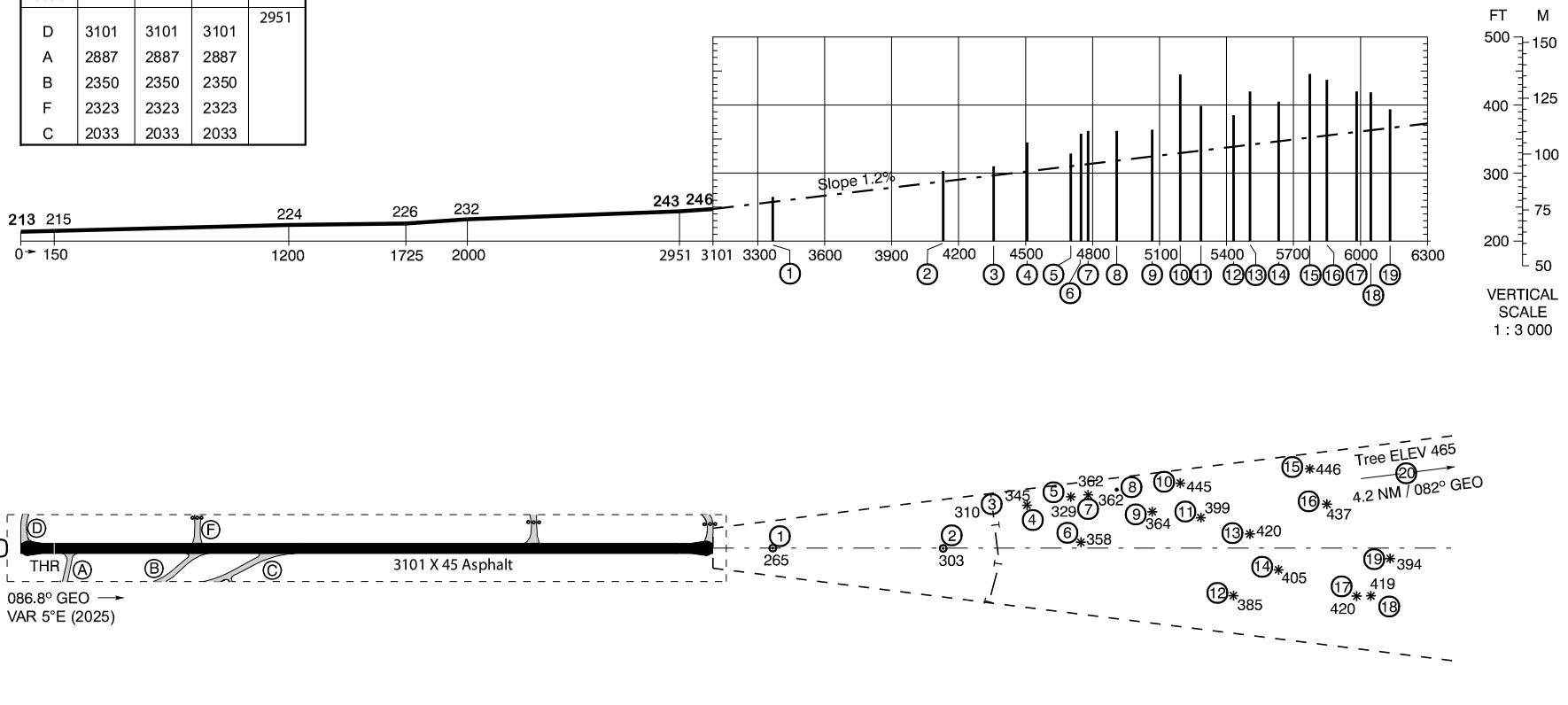
Taxi route requiring Marshaller guidance



Changes : VAR and RWY ELEV changed.

AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

RWY 09 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
D	3101	3101	3101	2951
A	2887	2887	2887	
B	2350	2350	2350	
F	2323	2323	2323	
C	2033	2033	2033	



HORIZONTAL SCALE 1 : 30 000

FT 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

M 300 0 300 600 900 1200 1500 1800 2100 2400 2700 3000

LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - -►
Transmission line or overhead cable	—ᵀ—
Spot ELEV	•

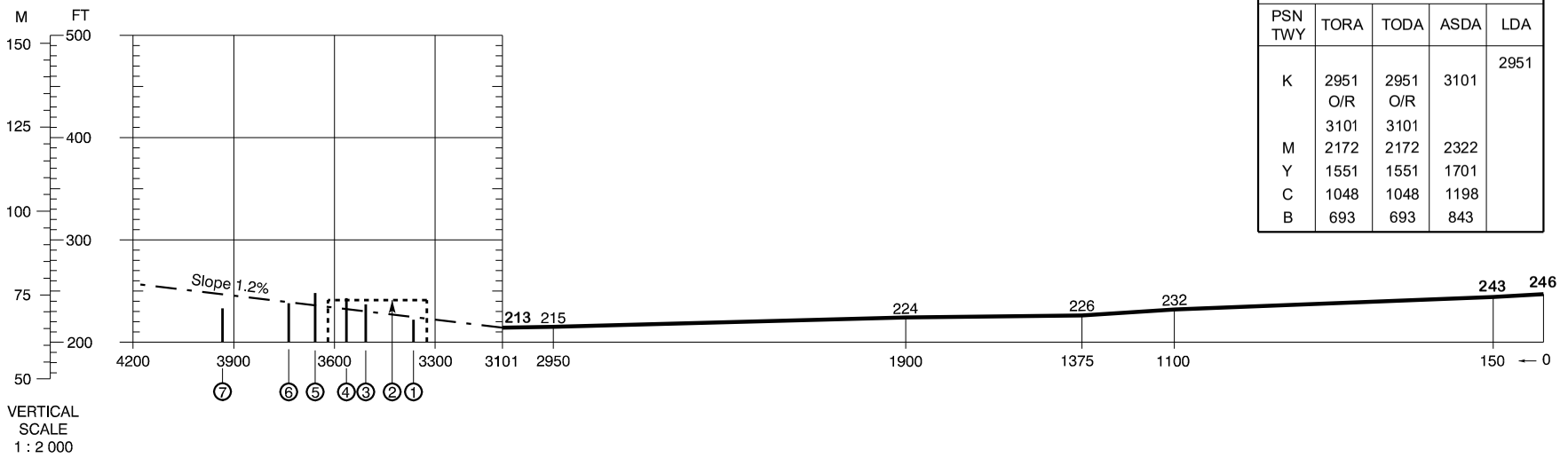
ELEV in FT
Distances in M

AD 2 - EKBI
AOC-A 09
Billund

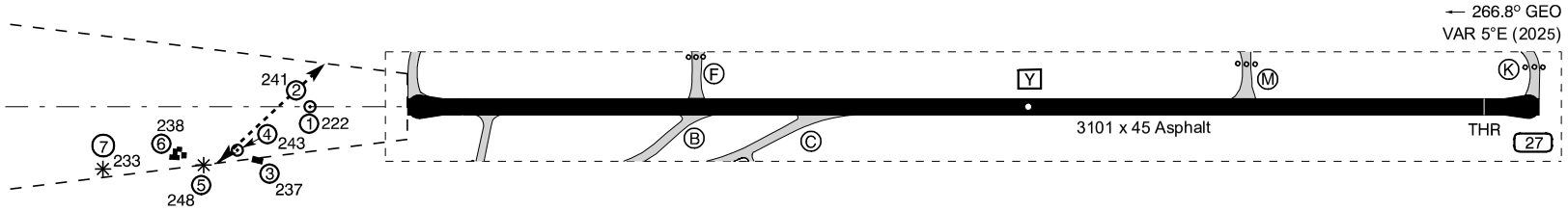
Changes : Declared distances RWY 27 PSN K and LDA RWY 27 corrected.

AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

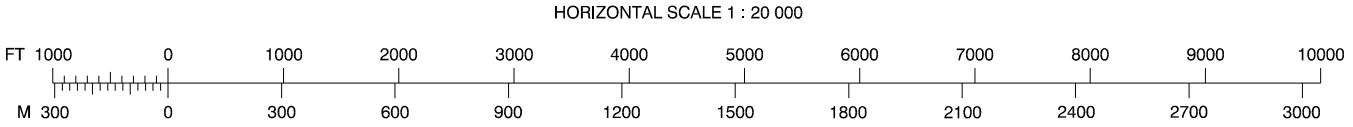
ELEV in FT
Distances in M



RWY 27 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
K	2951 O/R 3101	2951 O/R 3101	3101	2951
M	2172	2172	2322	
Y	1551	1551	1701	
C	1048	1048	1198	
B	693	693	843	



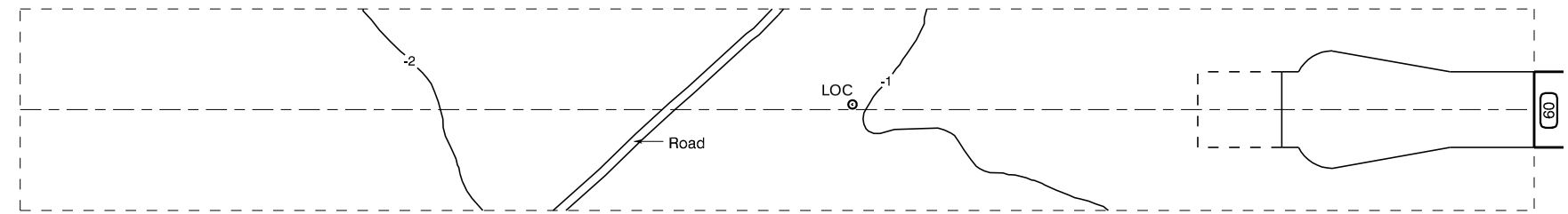
LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - -►
Transmission line or overhead cable	—ᵀ—
Spot ELEV	•

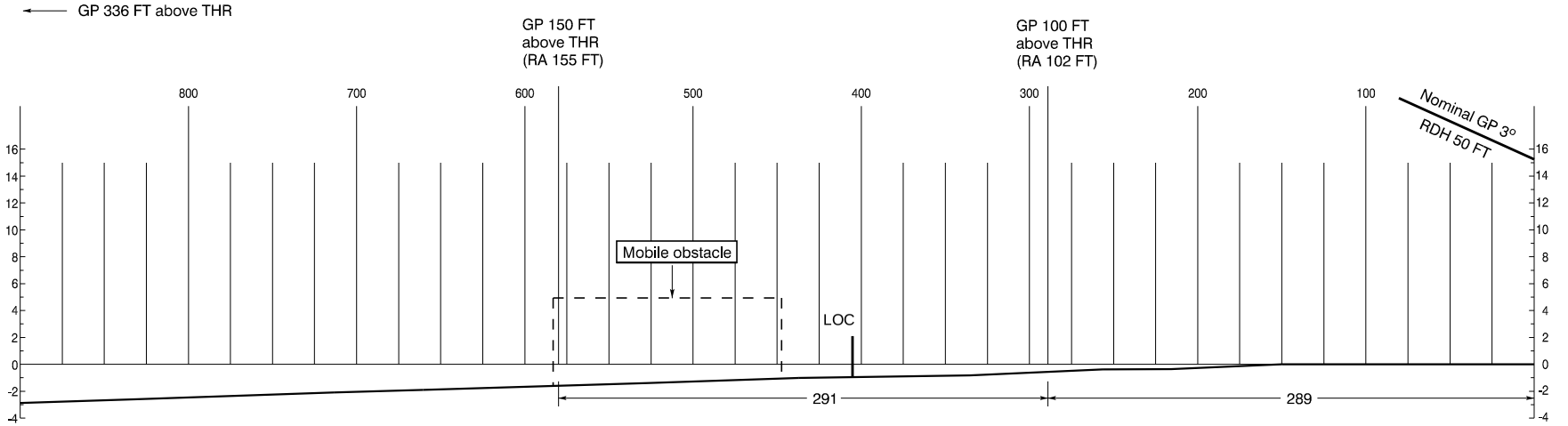


AD 2 - EKBI
AOC-A 27
Billund

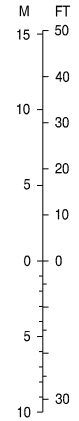
Changes: Distance reference to middlemarker removed. Abbreviation LLZ changed to LOC.

PRECISION APPROACH TERRAIN CHART - ICAO

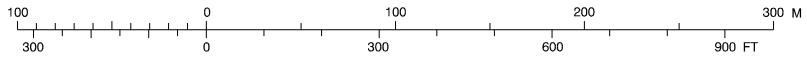




VERTICAL SCALE 1 : 500



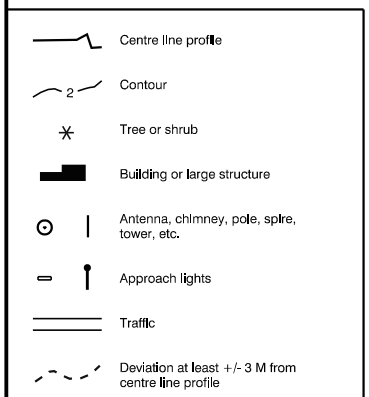
HORIZONTAL SCALE 1 : 4 000



Contours and heights are related to THR ELEV

Contours, heights, and distances in metres unless otherwise stated

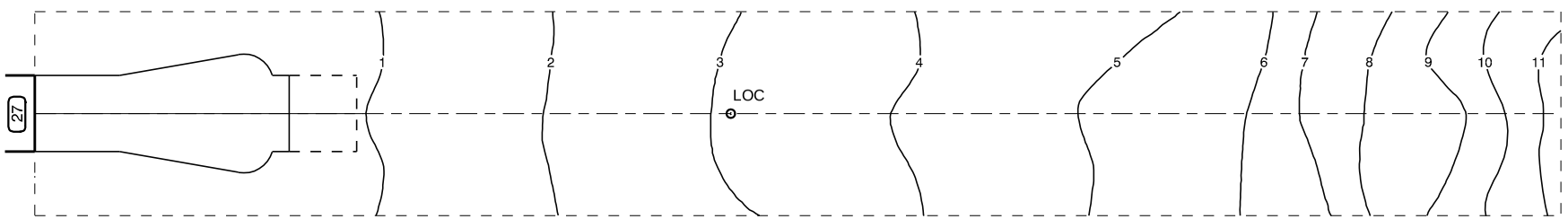
RA = Radio altimeter reading

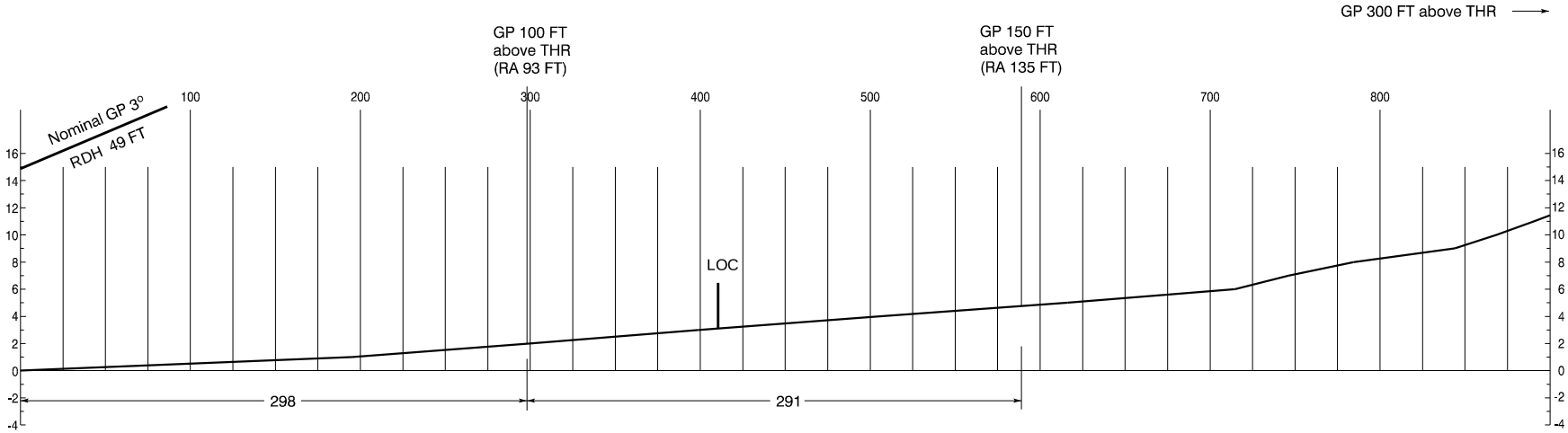


AD 2 - EKBI
PATC 09
Billund

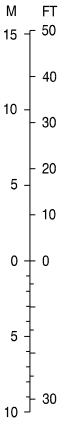
Changes: Distance reference to middlemarker removed. Abbreviation LLZ changed to LOC.

PRECISION APPROACH TERRAIN CHART - ICAO

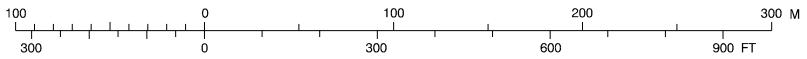




VERTICAL SCALE 1 : 500



HORIZONTAL SCALE 1 : 4 000



Centre line profile

Contour

Tree or shrub

Building or large structure

Antenna, chimney, pole, spire, tower, etc.

Approach lights

Traffic

Deviation at least +/- 3 M from centre line profile

Contours and heights are related to THR ELEV

Contours, heights, and distances in metres unless otherwise stated

RA = Radio altimeter reading

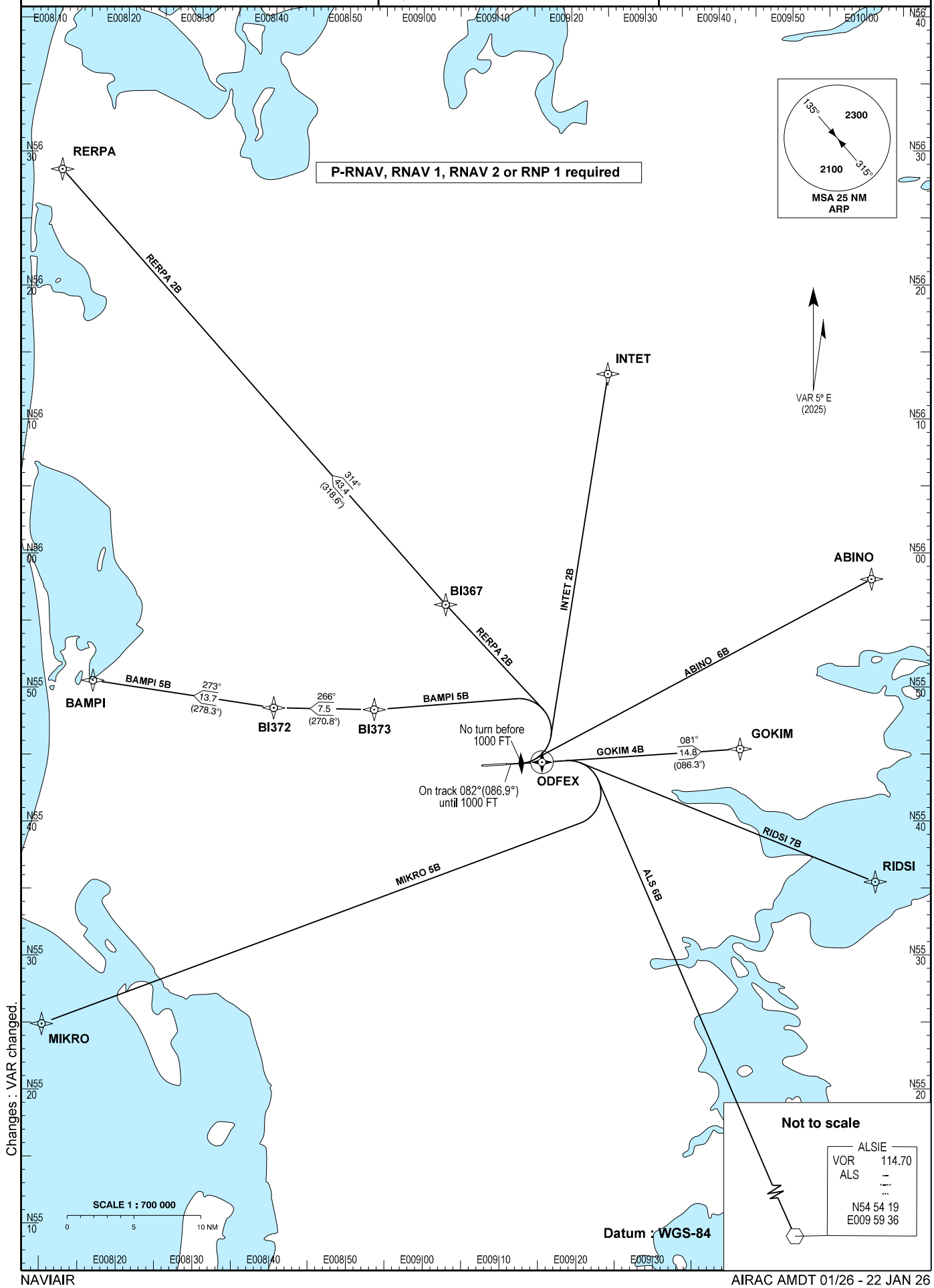
AD 2 - EKBI
PATC 27
Billund

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 3000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKBI
SID (P-RNAV) RWY 09 - 1
Billund



Changes : VAR changed.

NAVIAIR

AIRAC AMDT 01/26 - 22 JAN 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Designator	Route (Tracks are magnetic)	After take-off		
		Climb gradient	Climb to	Contact
RERPA 2B	On track 082° to 1000 FT - Left turn BI367 - RERPA	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
INTET 2B	On track 082° to 1000FT - Left turn INTET	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
ABINO 6B	On track 082° to 1000 FT - Left turn ABINO	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
RIDSI 7B	ODFEX - Right turn RIDSI (No turn below 2000 FT)	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
ALS 6B	ODFEX - Right turn ALS (No turn below 2000 FT)	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
MIKRO 5B	ODFEX - Right turn MIKRO (No turn below 2000 FT)	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
BAMPI 5B	On track 082° to 1000 FT - Left turn BI373 - BI372 - BAMPI	MNM due to obstacle: 3.7% to 1000 FT	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
GOKIM 4B *	ODFEX at 2000 FT or below - GOKIM	MNM due to obstacle: 3.7% to 1000 FT	FL80 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ

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

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

Waypoint	Latitude	Longitude
ABINO	55 58 06.00N	009 59 40.00E
BAMPI	55 50 34.46N	008 16 10.64E
BI367	55 56 23.08N	009 02 58.61E
BI372	55 48 38.26N	008 40 11.51E
BI373	55 48 32.40N	008 53 31.45E
ODFEX	55 44 37.30N	009 15 44.56E
GOKIM	55 45 31.62N	009 41 58.63E
INTET	56 13 34.69N	009 24 41.09E
MIKRO	55 24 54.29N	008 09 59.00E
RERPA	56 28 42.00N	008 11 15.00E
RIDSI	55 35 30.00N	009 59 39.00E

Changes: VAR changed.

Standard Instrument Departure Procedure Coding Tables:

RERPA 2B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	082/(086.9)	-5.0	-	L	+1000
020	DF	BI367	-	-	-5.0	-	-	-
030	TF	RERPA	-	314/(318.6)	-5.0	43.4	-	-

INTET 2B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	082/(086.9)	-5.0	-	L	+1000
020	DF	INTET	-	-	-5.0	-	-	-

ABINO 6B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	082/(086.9)	-5.0	-	L	+1000
020	DF	ABINO	-	-	-5.0	-	-	-

RIDSI 7B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CF	ODFEX	Y	082/(086.9)	-5.0	-	-	-
020	CA	-	-	082/(086.9)	-5.0	-	R	+2000
030	DF	RIDSI	-	-	-5.0	-	-	-

ALS 6B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CF	ODFEX	Y	082/(086.9)	-5.0	-	-	-
020	CA	-	-	082/(086.9)	-5.0	-	R	+2000
030	DF	ALS	-	-	-5.0	-	-	-

MIKRO 5B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CF	ODFEX	Y	082/(086.9)	-5.0	-	-	-
020	CA	-	-	082/(086.9)	-5.0	-	R	+2000
030	DF	MIKRO	-	-	-5.0	-	-	-

BAMPI 5B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	082/(086.9)	-5.0	-	L	+1000
020	DF	BI373	-	-	-5.0	-	-	-
030	TF	BI372	-	266/(270.8)	-5.0	7.5	-	-
040	TF	BAMPI	-	273/(278.3)	-5.0	13.7	-	-

GOKIM 4B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CF	ODFEX	Y	082/(086.9)	-5.0	-	L	-2000
020	DF	GOKIM	-	081/(086.3)	-5.0	-	-	-

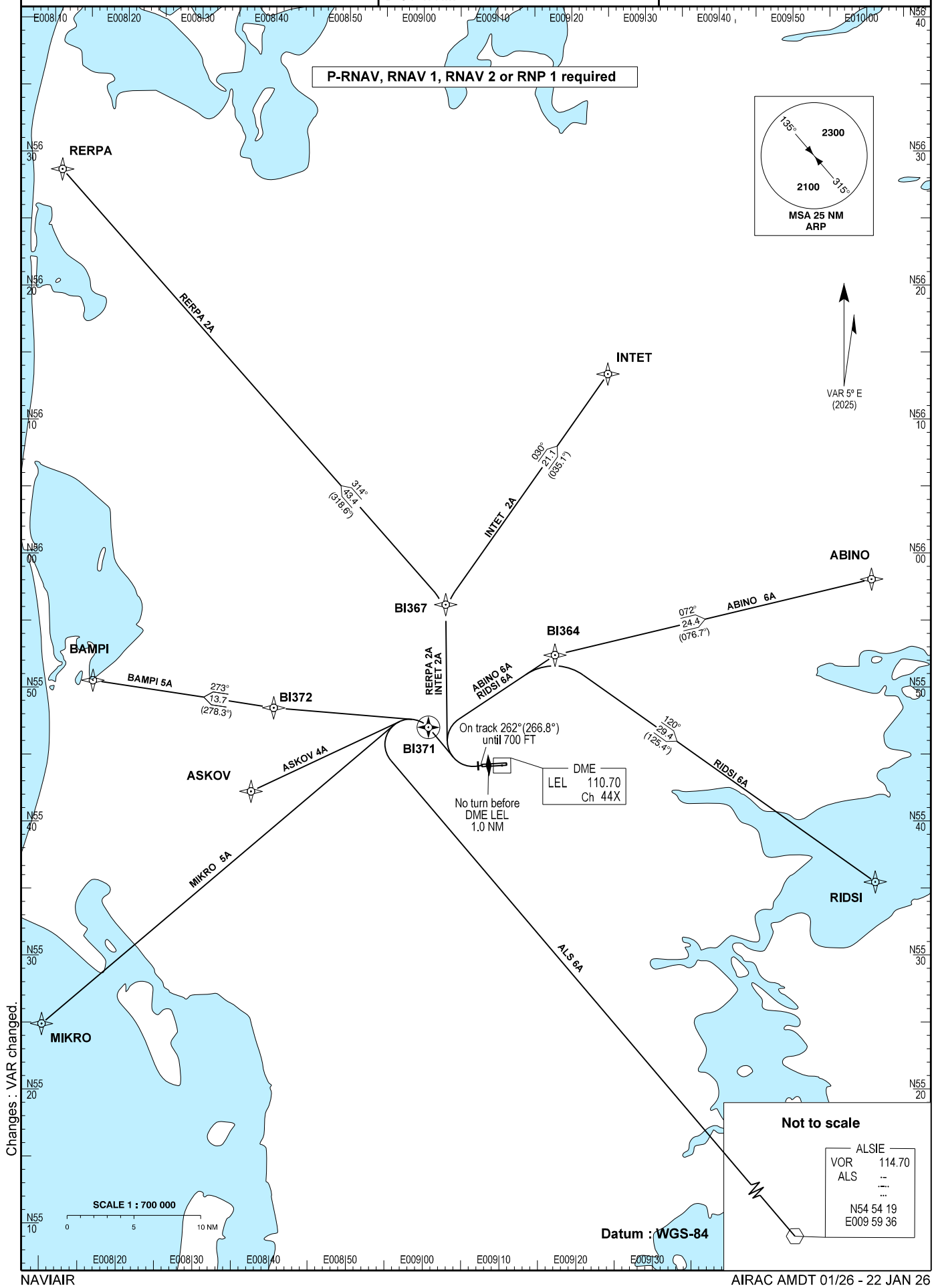
Changes: VAR changed.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 3000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKBI
SID (P-RNAV) RWY 27 - 1
Billund



Changes : VAR changed.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Designator	Route (Tracks are magnetic)	After take-off		
		Remark	Climb to	Contact
RERPA 2A	On track 262° to 700 FT - right turn BI367 - RERPA	No turn before DME LEL 1.0 NM	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
INTET 2A	On track 262° to 700 FT - right turn BI367 - INTET	No turn before DME LEL 1.0 NM	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
ABINO 6A	On track 262° to 700 FT - right turn BI364 - ABINO	No turn before DME LEL 1.0 NM	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
RIDSI 6A	On track 262° to 700 FT - right turn BI364 - RIDSI	No turn before DME LEL 1.0 NM	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
ALS 6A	On track 262° to 700 FT - right turn BI371 - left turn ALS	No turn before DME LEL 1.0 NM	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
MIKRO 5A	On track 262° to 700 FT - right turn BI371 - left turn MIKRO	No turn before DME LEL 1.0 NM	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
BAMPI 5A	On track 262° to 700 FT - right turn BI371 - left turn BI372 - BAMPI	No turn before DME LEL 1.0 NM	FL 60 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ
ASKOV 4A *	On track 262° to 700 FT - right turn BI371 at 2000 FT or below - left turn ASKOV	No turn before DME LEL 1.0 NM	FL 80 (or requested level if lower)	Remain on TWR FREQ until 1500 FT, Then contact Billund APP 127.580 MHZ

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

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

Waypoint	Latitude	Longitude
ABINO	55 58 06.00N	009 59 40.00E
ASKOV	55 42 23.56N	008 37 15.43E
BAMPI	55 50 34.46N	008 16 10.64E
BI364	55 52 36.75N	009 17 29.92E
BI367	55 56 23.08N	009 02 58.61E
BI371	55 47 13.69N	009 00 42.72E
BI372	55 48 38.26N	008 40 11.51E
INTET	56 13 34.69N	009 24 41.09E
MIKRO	55 24 54.29N	008 09 59.00E
RERPA	56 28 42.00N	008 11 15.00E
RIDSI	55 35 30.00N	009 59 39.00E

Changes: VAR changed.

Standard Instrument Departure Procedure Coding Tables:

RERPA 2A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	262/(266.8)	-5.0	-	R	+700
020	DF	BI367	-	-	-5.0	-	L	-
030	TF	RERPA	-	314/(318.6)	-5.0	43.4	-	-

INTET 2A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	262/(266.8)	-5.0	-	R	+700
020	DF	BI367	-	-	-5.0	-	R	-
030	TF	INTET	-	030/(035.1)	-5.0	21.1	-	-

ABINO 6A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	262/(266.8)	-5.0	-	R	+700
020	DF	BI364	-	-	-5.0	-	R	-
030	TF	ABINO	-	072/(076.7)	-5.0	24.4	-	-

RIDSI 6A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	262/(266.8)	-5.0	-	R	+700
020	DF	BI364	-	-	-5.0	-	R	-
030	TF	RIDSI	-	120/(125.4)	-5.0	29.4	-	-

ALS 6A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	262/(266.8)	-5.0	-	R	+700
020	DF	BI371	Y	-	-5.0	-	L	-
030	DF	ALS	-	-	-5.0	-	-	-

MIKRO 5A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	262/(266.8)	-5.0	-	R	+700
020	DF	BI371	Y	-	-5.0	-	L	-
030	DF	MIKRO	-	-	-5.0	-	-	-

BAMPI 5A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	262/(266.8)	-5.0	-	R	+700
020	DF	BI371	Y	-	-5.0	-	L	-
030	DF	BI372	-	-	-5.0	-	-	-
040	TF	BAMPI	-	273/(278.3)	-5.0	13.7	-	-

ASKOV 4A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)
010	CA	-	-	262/(266.8)	-5.0	-	R	+700
020	DF	BI371	Y	-	-5.0	-	L	-2000
030	DF	ASKOV	-	-	-5.0	-	-	-

Changes: VAR changed.

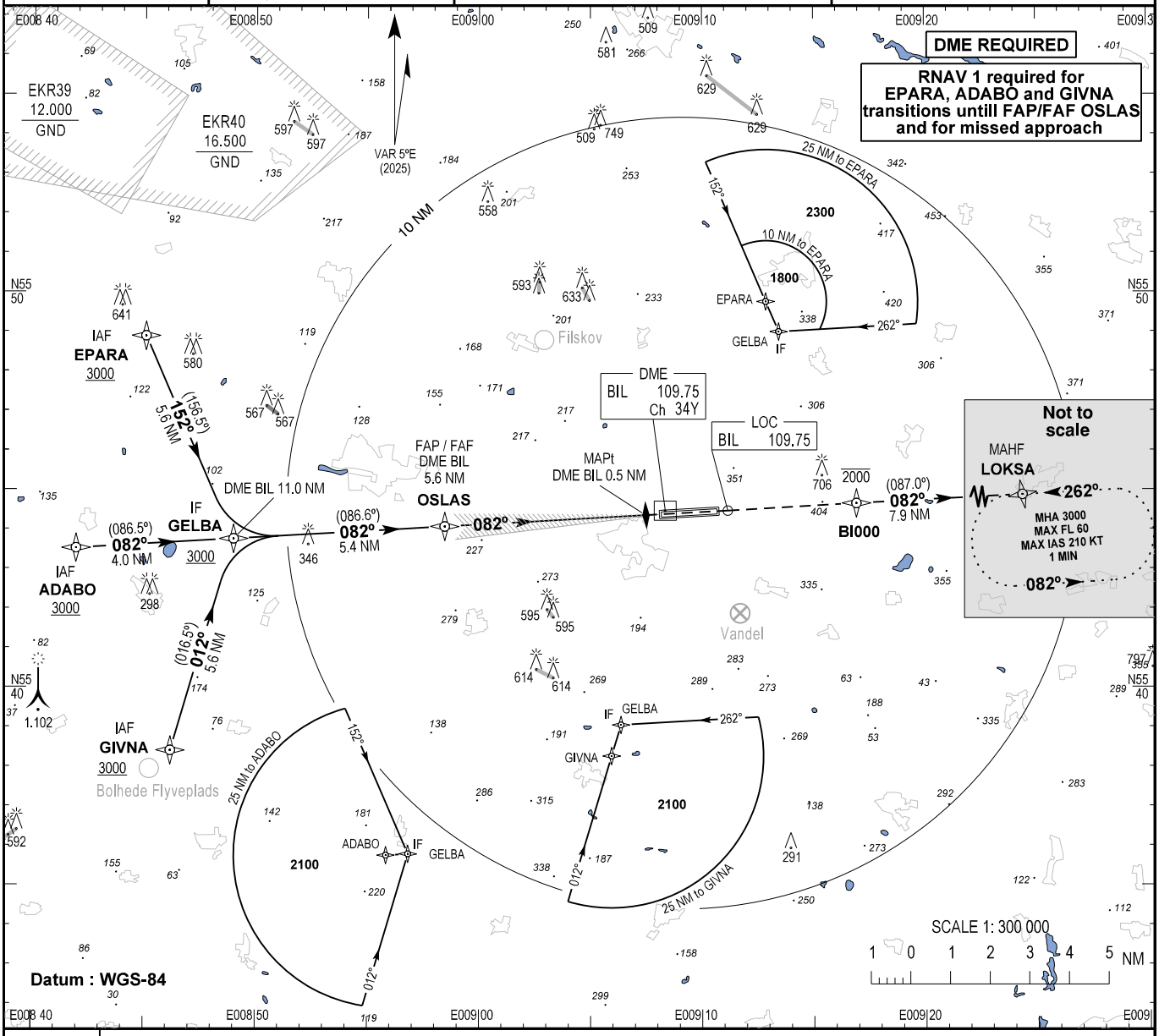
INSTRUMENT APPROACH CHART - ICAO

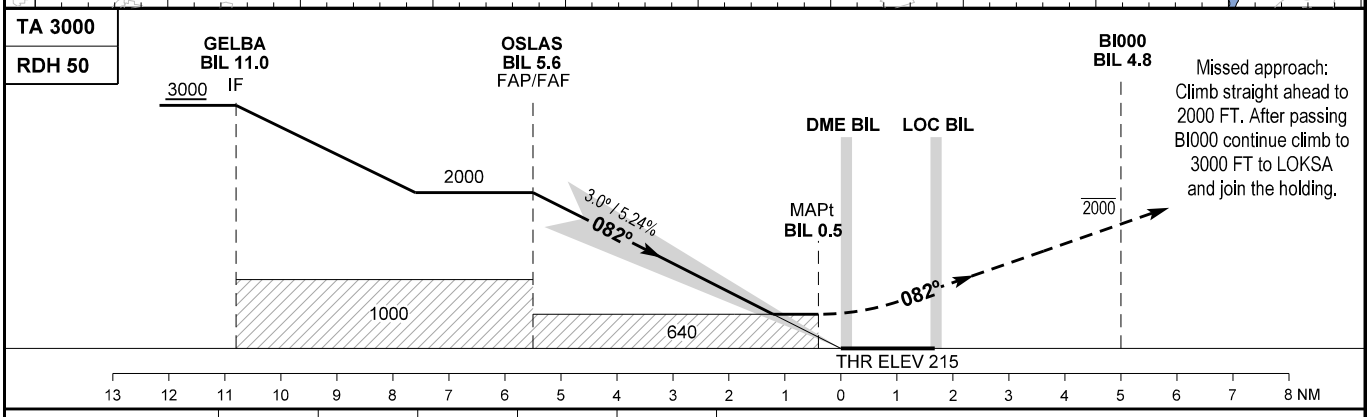
AD ELEV : 246

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

Billund APP : 127.580
Billund TWR : 119.005 (ARR)
129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)

AD 2 - EKBI
ILS or LOC Z RWY 09 - 1
(CAT I + II + III)
Billund





OCA (H)	A	B	C	D	D_L	SPECIAL CONDITIONS
ILS CAT I	356 (141)	363 (148)	373 (158)	386 (171)	391 (176)	
ILS CAT II	272 (57)	282 (67)	294 (79)	305 (90)	306 (91)	
LOC	640 (425)	640 (425)	640 (425)	640 (425)	640 (425)	
Circling*	800 (553)	820 (573)	1140 (893)	1140 (893)	1140 (893)	*N of AD only.
DME BIL NM	5.0	4.0	3.0	2.0		
DIST to THR NM	4.85	3.85	2.85	1.85		
Nominal altitude	1810	1491	1172	853		

NOTE:
CAT III operations may take place without restrictions as the OFZ is not penetrated.

Changes : VAR and AD ELEV changed.

Instrument Approach Procedure Coding Tables:

EKBI ILS or LOC Z RWY 09 initial approach via EPARA, ADABO and GIVNA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	EPARA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	GELBA	-	152 / (156.5)	-5.0	5.6	L	+3000	-	-	RNAV 1
010	IF	ADABO	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	GELBA	-	082 / (086.5)	-5.0	4.0	-	+3000	-	-	RNAV 1
010	IF	GIVNA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	GELBA	-	012 / (016.5)	-5.0	5.6	R	+3000	-	-	RNAV 1
010	IF	GELBA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	OSLAS	-	082 / (086.6)	-5.0	5.4	-	+2000	-	-	RNAV 1

EKBI ILS or LOC Z RWY 09 missed approach procedure:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	TF	BI000	-	-	-5.0	-	-	-2000	-	-	RNAV 1
020	TF	LOKSA	-	082 / (087.0)	-5.0	7.9	-	+3000 / -FL 60	-	-	RNAV 1
030	HM	LOKSA	Y	262 / (267.3)	-5.0	-	L	+3000 / -FL 60	-210	-	RNAV 1

EKBI ILS or LOC Z RWY 09 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ADABO (IAF)	55 43 31.58N 008 41 56.73E	OSLAS (FAP / FAF)	55 44 04.88N 008 58 27.93E
EPARA (IAF)	55 48 53.73N 008 45 03.66E	MAPt	55 44 22.11N 009 07 29.05E
GIVNA (IAF)	55 38 24.65N 008 46 11.24E	BI000	55 44 40.12N 009 16 55.26E
GELBA (IF)	55 43 46.09N 008 49 00.40E	LOKSA (MAHF)	55 45 03.55N 009 30 47.65E

Changes: VAR changed.

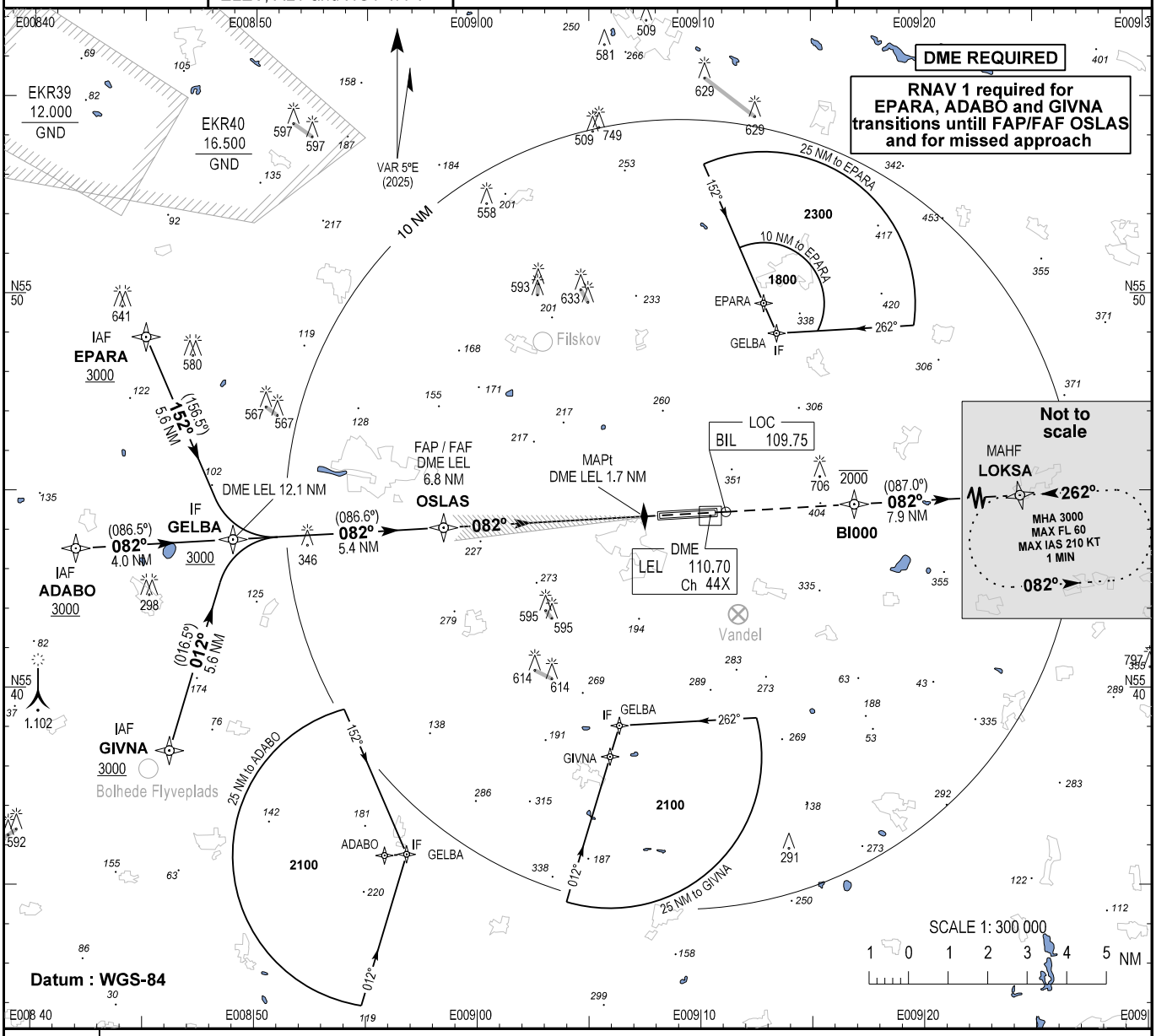
INSTRUMENT APPROACH CHART - ICAO

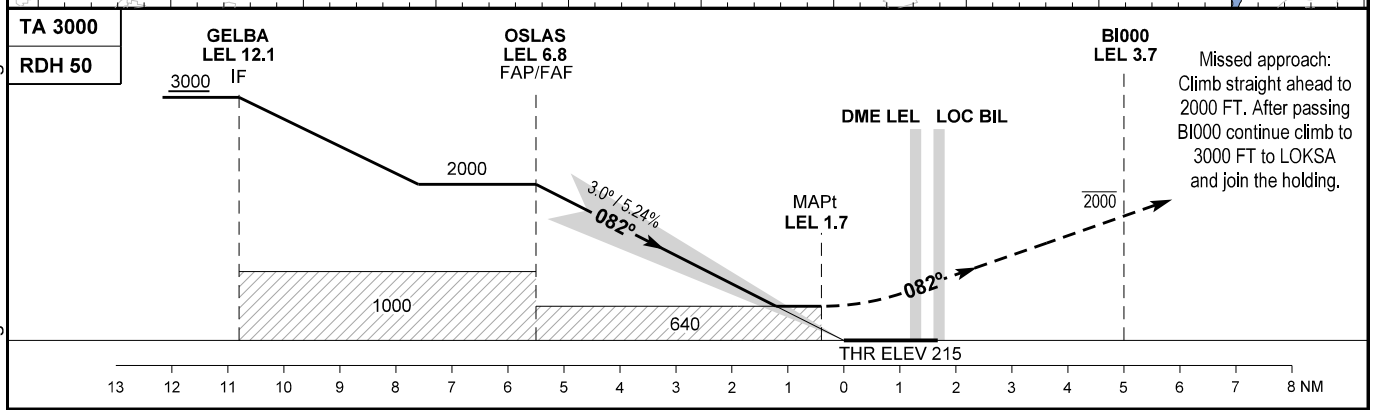
AD ELEV : 246

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

Billund APP : 127.580
Billund TWR : 119.005 (ARR)
129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)

AD 2 - EKBI
ILS or LOC Y RWY 09 - 1
(CAT I + II + III)
Billund





Changes : VAR and AD ELEV changed.

OCA (H)	A	B	C	D	D_L	SPECIAL CONDITIONS
ILS CAT I	356 (141)	363 (148)	373 (158)	386 (171)	391 (176)	
ILS CAT II	272 (57)	282 (67)	294 (79)	305 (90)	306 (91)	
LOC	640 (425)	640 (425)	640 (425)	640 (425)	640 (425)	
Circling*	800 (553)	820 (573)	1140 (893)	1140 (893)	1140 (893)	*N of AD only.
DME LEL NM	5.0	4.0	3.0	2.0		
DIST to THR NM	4.67	3.67	2.67	1.67		
Nominal altitude	1751	1433	1114	796		

NOTE
CAT III operations may take place without restrictions as the OFZ is not penetrated.

Instrument Approach Procedure Coding Tables:

EKBI ILS or LOC Y RWY 09 initial approach via EPARA, ADABO and GIVNA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	EPARA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	GELBA	-	152 / (156.5)	-5.0	5.6	L	+3000	-	-	RNAV 1
010	IF	ADABO	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	GELBA	-	082 / (086.5)	-5.0	4.0	-	+3000	-	-	RNAV 1
010	IF	GIVNA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	GELBA	-	012 / (016.5)	-5.0	5.6	R	+3000	-	-	RNAV 1
010	IF	GELBA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	OSLAS	-	082 / (086.6)	-5.0	5.4	-	+2000	-	-	RNAV 1

EKBI ILS or LOC Y RWY 09 missed approach procedure:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	TF	BI000	-	-	-5.0	-	-	-2000	-	-	RNAV 1
020	TF	LOKSA	-	082 / (087.0)	-5.0	7.9	-	+3000 / -FL60	-	-	RNAV 1
030	HM	LOKSA	Y	262 / (267.3)	-5.0	-	L	+3000 / -FL 60	-210	-	RNAV 1

EKBI ILS or LOC Y RWY 09 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ADABO (IAF)	55 43 31.58N 008 41 56.73E	OSLAS (FAP / FAF)	55 44 04.88N 008 58 27.93E
EPARA (IAF)	55 48 53.73N 008 45 03.66E	MAPt	55 44 22.11N 009 07 29.05E
GIVNA (IAF)	55 38 24.65N 008 46 11.24E	BI000	55 44 40.12N 009 16 55.26E
GELBA (IF)	55 43 46.09N 008 49 00.40E	LOKSA (MAHF)	55 45 03.55N 009 30 47.65E

Changes: VAR changed.

INSTRUMENT APPROACH CHART - ICAO

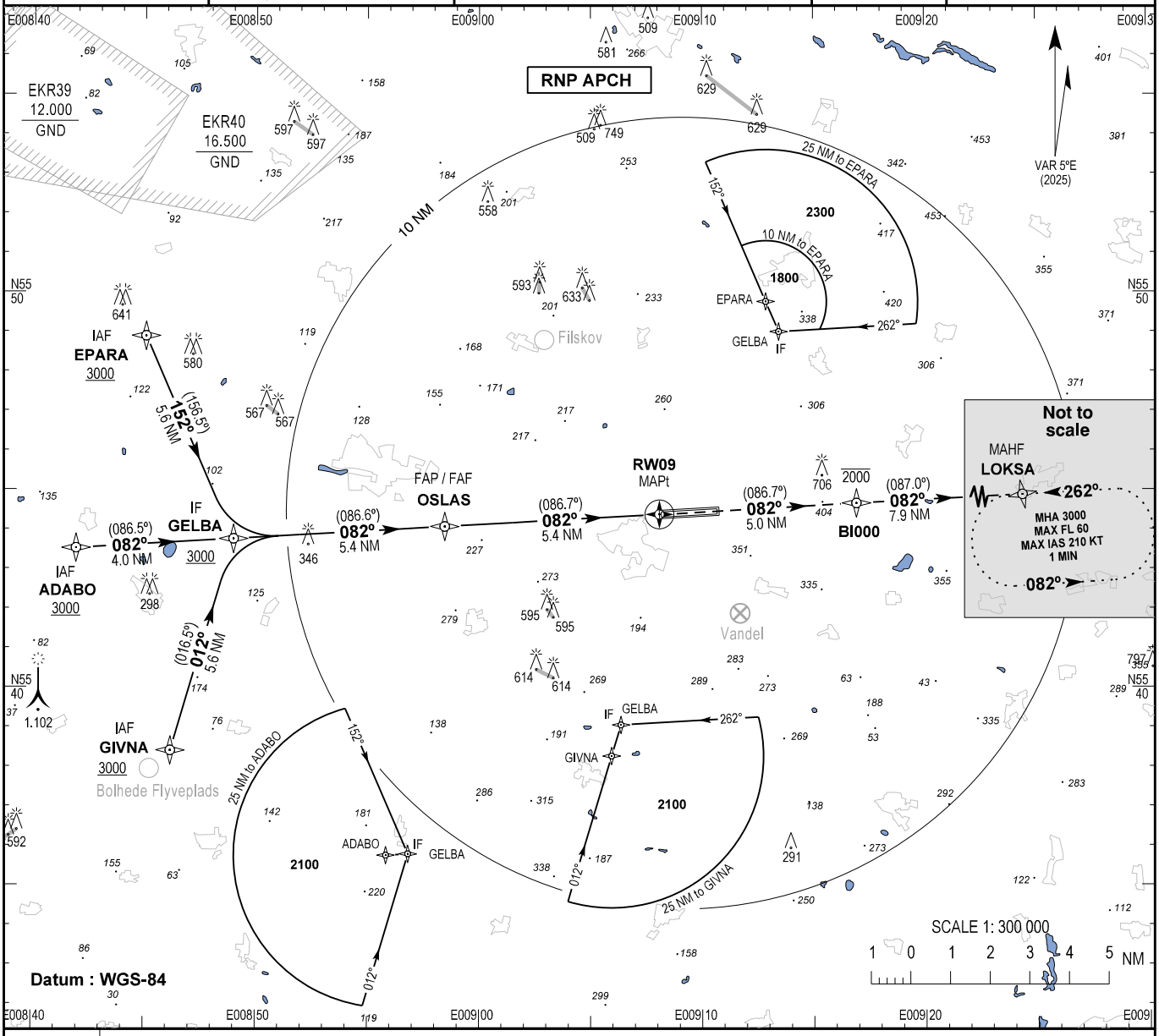
AD ELEV : 246

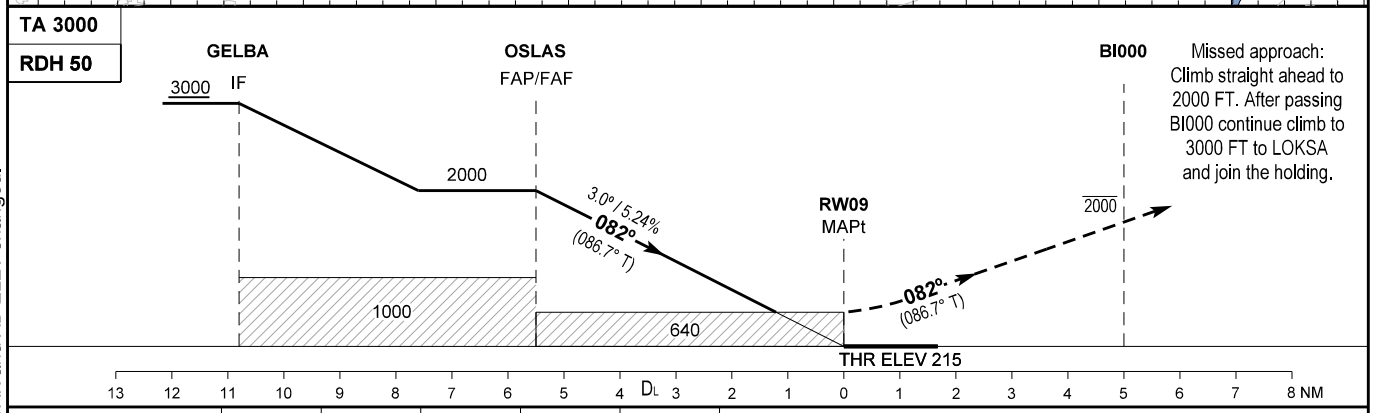
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Billund APP :127.580
Billund TWR:119.005 (ARR)
129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)

EGNOS :
CH 57711
E09A

AD 2 - EKBI
RNP RWY 09 - 1
Billund





OCA (H)	A	B	C	D	DL	SPECIAL CONDITIONS
LPV	356 (141)	363 (148)	373 (158)	386 (171)	391 (176)	
LNAV/VNAV*	530 (315)	540 (325)	550 (335)	560 (345)	560 (345)	*Not to be used below -25°C.
LNAV	640 (425)	640 (425)	640 (425)	640 (425)	640 (425)	
Circling**	800 (553)	820 (573)	1140 (893)	1140 (893)	1140 (893)	**N of AD only.
DIST to RW09 NM	5.0	4.0	3.0	2.0		
Nominal altitude	1857	1539	1220	902		

Changes : VAR and AD ELEV changed.

Instrument Approach Procedure Coding Tables:

EKBI RNP RWY 09 via EPARA, ADABO and GIVNA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	EPARA	-	-	-5.0	-	-	+3000	-	-	RNP APCH
020	TF	GELBA	-	152 / (156.5)	-5.0	5.6	L	+3000	-	-	RNP APCH
010	IF	ADABO	-	-	-5.0	-	-	+3000	-	-	RNP APCH
020	TF	GELBA	-	082 / (086.5)	-5.0	4.0	-	+3000	-	-	RNP APCH
010	IF	GIVNA	-	-	-5.0	-	-	+3000	-	-	RNP APCH
020	TF	GELBA	-	012 / (016.5)	-5.0	5.6	R	+3000	-	-	RNP APCH
010	IF	GELBA	-	-	-5.0	-	-	+3000	-	-	RNP APCH
020	TF	OSLAS	-	082 / (086.6)	-5.0	5.4	-	+2000	-	-	RNP APCH
030	TF	RW09	Y	082 / (086.7)	-5.0	5.4	-	-	-	3.0°/50	RNP APCH
040	TF	BI000	-	082 / (086.7)	-5.0	5.0	-	-2000	-	-	RNP APCH
050	TF	LOKSA	-	082 / (087.0)	-5.0	7.9	-	+3000 / -FL 60	-	-	RNP APCH
060	HM	LOKSA	Y	262 / (267.3)	-5.0	-	L	+3000 / -FL 60	-210	-	RNP APCH

EKBI RNP RWY 09 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ADABO (IAF)	55 43 31.58N 008 41 56.73E	OSLAS (FAP / FAF)	55 44 04.88N 008 58 27.93E
EPARA (IAF)	55 48 53.73N 008 45 03.66E	RW09 (MAPt)	55 44 23.24N 009 08 05.34E
GIVNA (IAF)	55 38 24.65N 008 46 11.24E	BI000	55 44 40.12N 009 16 55.26E
GELBA (IF)	55 43 46.09N 008 49 00.40E	LOKSA (MAHF)	55 45 03.55N 009 30 47.65E

SBAS FAS DATA BLOCK:

Input data:

Operation Type	0	FPAP Latitude	554428.3840N
SBAS Provider	1	Delta FPAP Latitude (seconds)	5.1445
Airport Identifier	EKBI	FPAP Longitude	0091051.5700E
Runway	09	Delta FPAP Longitude (seconds)	166.2285
Runway Direction	0	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E09A	Length Offset (metres)	104
LTP/FTP Latitude	554423.2395N	HAL (metres)	40.0
LTP/FTP Longitude	0090805.3415E	VAL (metres)	35.0
LTP/FTP Ellipsoidal Height (metres)	105.9		

Output data

Data Block	10 09 02 0B 05 09 00 00 01 39 30 05 8F C1 EB 17 BB 94 EB 03 23 18 31 28 00 A9 12 05 F4 01 2C 01 64 0D C8 AF B5 58 1E BE
Calculated CRC Value	B5581EBE

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	65.7
FPAP Orthometric Height (metres)	65.7

EUROCONTROL FAS DB tool Version: 3.0.1

Changes:VAR changed.

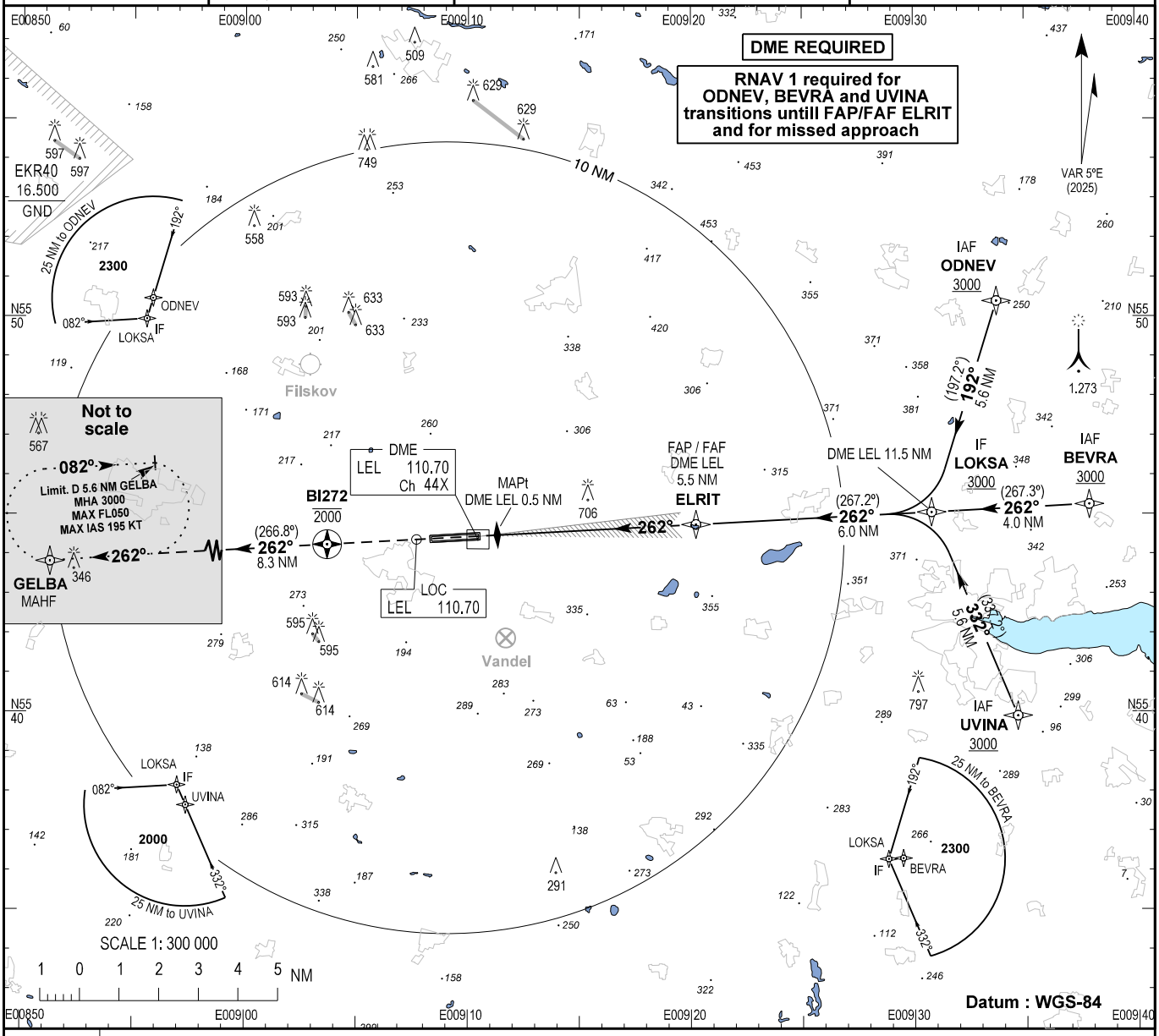
INSTRUMENT APPROACH CHART - ICAO

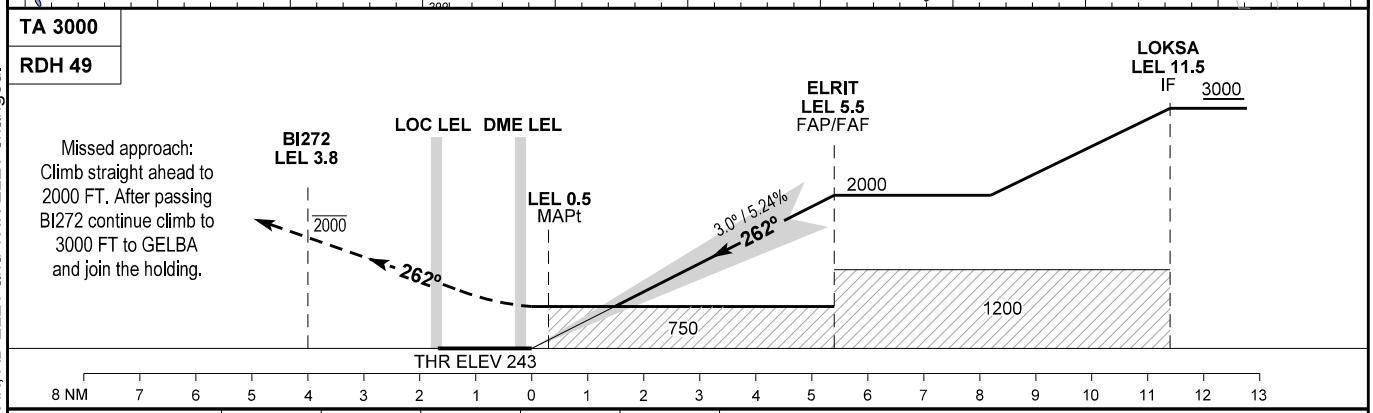
AD ELEV : 246

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

Billund APP : 127.580
Billund TWR : 119.005 (ARR)
129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)

AD 2 - EKBI
ILS or LOC Z RWY 27 - 1
(CAT I + II + III)
Billund





OCA (H)	A	B	C	D	D_L
ILS CAT I	392 (148)	401 (157)	410 (166)	420 (176)	422 (178)
ILS CAT II	306 (62)	317 (73)	330 (86)	344 (100)	345 (101)
LOC	750 (506)	750 (506)	750 (506)	750 (506)	750 (506)
Circling*	800 (553)	820 (573)	1140 (893)	1140 (893)	1140 (893)
DME LEL NM	5.0	4.0	3.0	2.0	
DIST to THR NM	4.82	3.82	2.82	1.82	
Nominal altitude	1828	1510	1191	873	

SPECIAL CONDITIONS

*N of AD only.

NOTES:
1. The missed approach hold at GELBA is designed as direct entry only.
2. CAT III operations may take place without restrictions as the OFZ is not penetrated.

Changes : VAR, AD ELEV and THR ELEV changed.

Instrument Approach Procedure Coding Tables:

EKBI ILS or LOC Z RWY 27 initial approach via ODNEV, BEVRA and UVINA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ODNEV	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	LOKSA	-	192 / (197.2)	-5.0	5.6	R	+3000	-	-	RNAV 1
010	IF	BEVRA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	LOKSA	-	262 / (267.3)	-5.0	4.0	-	+3000	-	-	RNAV 1
010	IF	UVINA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	LOKSA	-	332 / (337.2)	-5.0	5.6	L	+3000	-	-	RNAV 1
010	IF	LOKSA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	ELRIT	-	262 / (267.2)	-5.0	6.0	-	+2000	-	-	RNAV 1

EKBI ILS or LOC Z RWY 27 missed approach procedure:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	TF	BI272	Y	-	-5.0	-	-	-2000	-	-	RNAV 1
020	TF	GELBA	-	262 / (266.8)	-5.0	8.3	-	+3000 / -FL 50	-	-	RNAV 1
030	HM	GELBA	Y	262 / (266.7)	-5.0	5.6	R	+3000 / -FL 50	-195	-	RNAV 1

EKBI ILS or LOC Z RWY 27 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
UVINA (IAF)	55 39 54.46N 009 34 38.00E	ELRIT (FAP / FAF)	55 44 45.31N 009 20 13.52E
BEVRA (IAF)	55 45 15.24N 009 37 51.87E	MAPt	55 44 29.23N 009 11 19.03E
ODNEV (IAF)	55 50 23.93N 009 33 43.41E	BI272	55 44 14.95N 009 03 41.67E
LOKSA (IF)	55 45 03.55N 009 30 47.65E	GELBA (MAHF)	55 43 46.09N 008 49 00.40E

Changes: VAR changed.

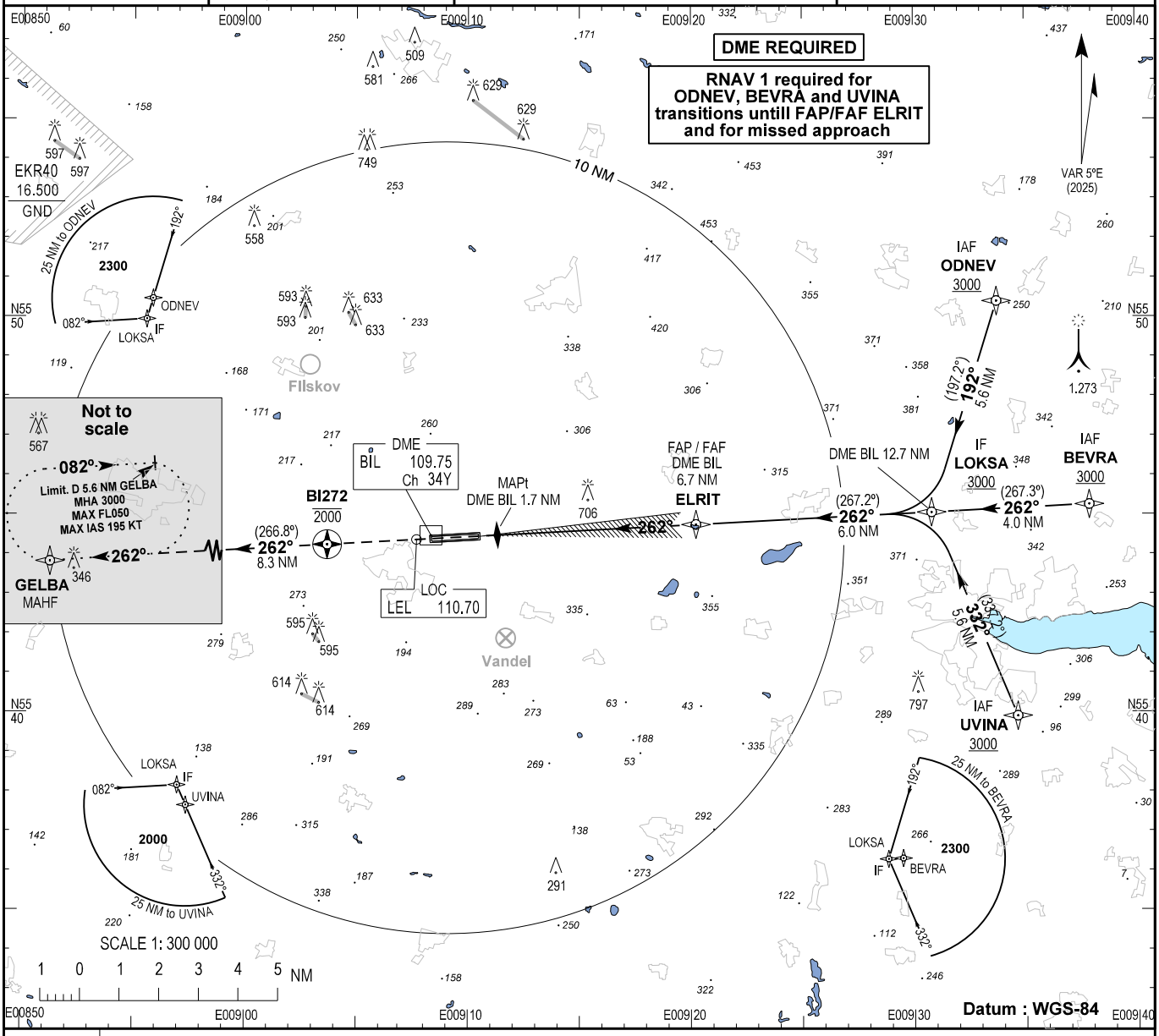
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 246

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

Billund APP : 127.580
Billund TWR : 119.005 (ARR)
129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)

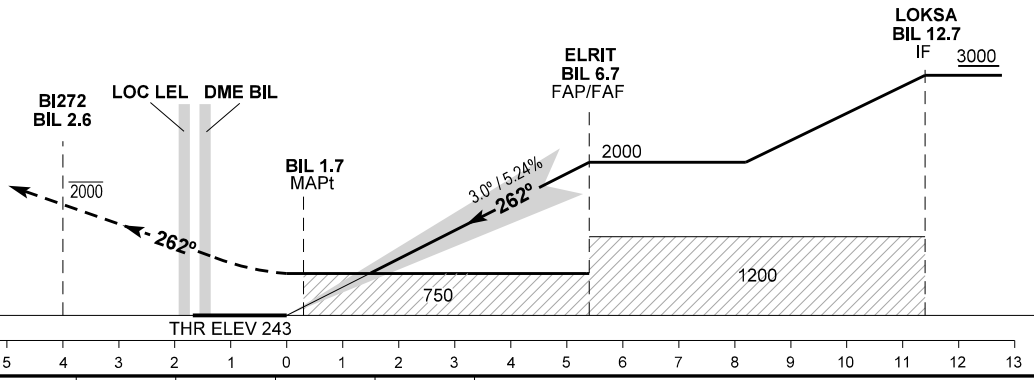
AD 2 - EKBI
ILS or LOC Y RWY 27 - 1
(CAT I + II + III)
Billund



TA 3000

RDH 49

Missed approach:
Climb straight ahead to 2000 FT. After passing BI272 continue climb to 3000 FT to GELBA and join the holding.



OCA (H)	A	B	C	D	D_L
ILS CAT I	392 (148)	401 (157)	410 (166)	420 (176)	422 (178)
ILS CAT II	306 (62)	317 (73)	330 (86)	344 (100)	345 (101)
LOC	750 (506)	750 (506)	750 (506)	750 (506)	750 (506)
Circling*	800 (553)	820 (573)	1140 (893)	1140 (893)	1140 (893)
DME BIL NM	6.0	5.0	4.0	3.0	
DIST to THR NM	4.64	3.64	2.64	1.64	
Nominal altitude	1771	1452	1133	815	

SPECIAL CONDITIONS

*N of AD only.

NOTES:
1. The missed approach hold at GELBA is designed as direct entry only.
2. CAT III operations may take place without restrictions as the OFZ is not penetrated.

Changes : VAR, AD ELEV and THR ELEV changed.

Instrument Approach Procedure Coding Tables:

EKBI ILS or LOC Y RWY 27 initial approach via ODNEV, BEVRA and UVINA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ODNEV	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	LOKSA	-	192 / (197.2)	-5.0	5.6	R	+3000	-	-	RNAV 1
010	IF	BEVRA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	LOKSA	-	262 / (267.3)	-5.0	4.0	-	+3000	-	-	RNAV 1
010	IF	UVINA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	LOKSA	-	332 / (337.2)	-5.0	5.6	L	+3000	-	-	RNAV 1
010	IF	LOKSA	-	-	-5.0	-	-	+3000	-	-	RNAV 1
020	TF	ELRIT	-	262 / (267.2)	-5.0	6.0	-	+2000	-	-	RNAV 1

EKBI ILS or LOC Y RWY 27 missed approach procedure:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	TF	BI272	Y	-	-5.0	-	-	-2000	-	-	RNAV 1
020	TF	GELBA	-	262 / (266.8)	-5.0	8.3	-	+3000 / -FL 50	-	-	RNAV 1
030	HM	GELBA	Y	262 / (266.7)	-5.0	5.6	R	+3000 / -FL 50	-195	-	RNAV 1

EKBI ILS or LOC Y RWY 27 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
UVINA (IAF)	55 39 54.46N 009 34 38.00E	ELRIT (FAP / FAF)	55 44 45.31N 009 20 13.52E
BEVRA (IAF)	55 45 15.24N 009 37 51.87E	MAPt	55 44 29.23N 009 11 19.03E
ODNEV (IAF)	55 50 23.93N 009 33 43.41E	BI272	55 44 14.95N 009 03 41.67E
LOKSA (IF)	55 45 03.55N 009 30 47.65E	GELBA (MAHF)	55 43 46.09N 008 49 00.40E

Changes: VAR changed.

INSTRUMENT APPROACH CHART - ICAO

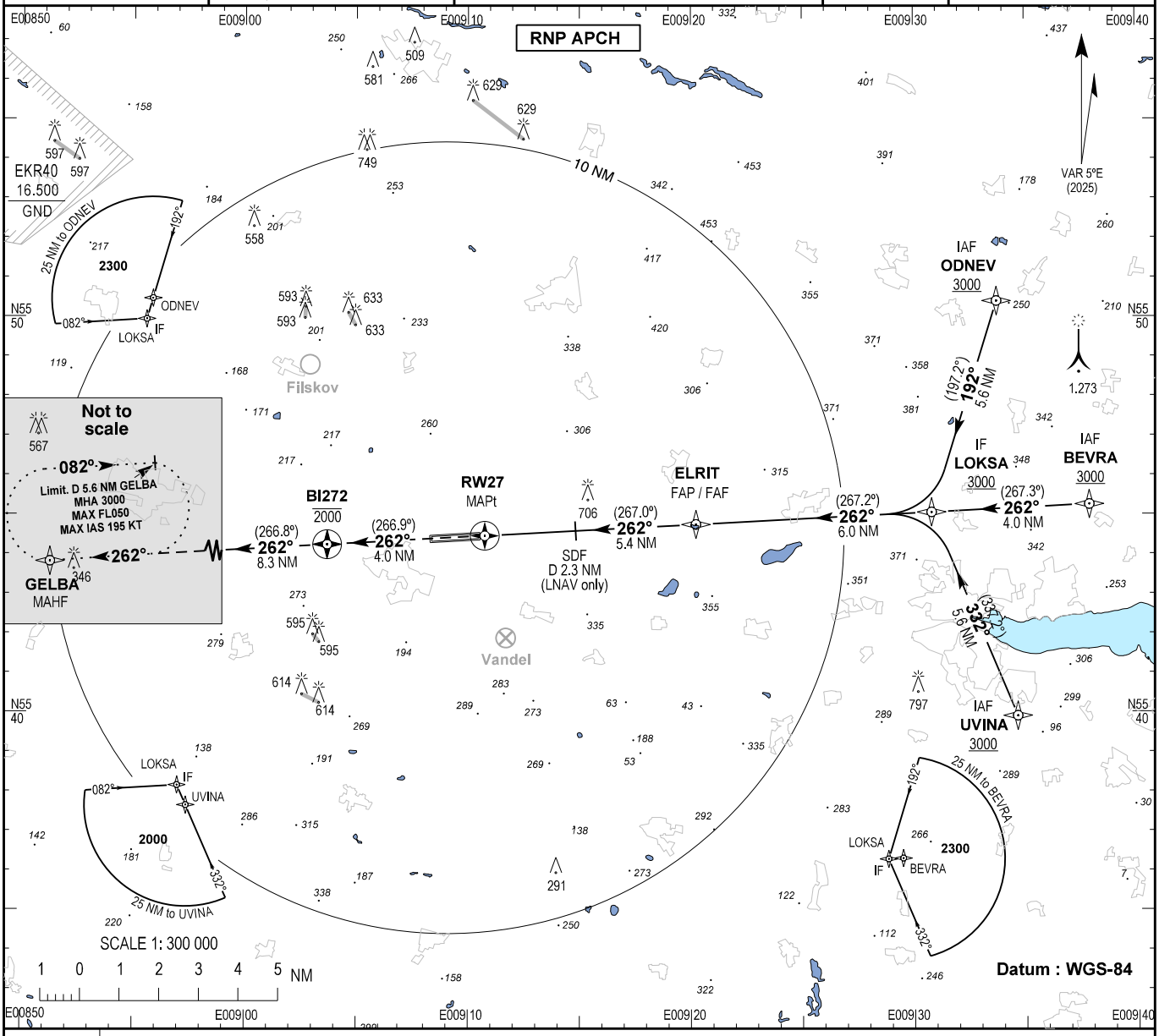
AD ELEV : 246

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

Billund APP : 127.580
Billund TWR : 119.005 (ARR)
129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)

EGNOS :
CH 65547
E27A

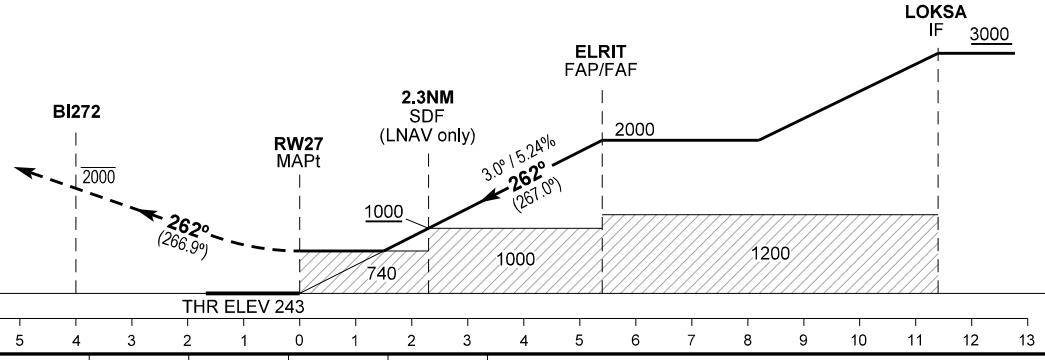
AD 2 - EKBI
RNP RWY 27 - 1
Billund



TA 3000

RDH 49

Missed approach:
Climb straight ahead to 2000 FT. After passing BI272 continue climb to 3000 FT to GELBA and join the holding.



OCA (H)	A	B	C	D	D_L	SPECIAL CONDITIONS
LPV	392 (148)	401 (157)	410 (166)	420 (176)	422 (178)	
LNAV/VNAV*	630 (386)	640 (396)	650 (406)	660 (416)	660 (416)	*Not to be used below -25°C.
LNAV	740 (496)	740 (496)	740 (496)	740 (496)	740 (496)	
Circling**	800 (553)	820 (573)	1140 (893)	1140 (893)	1140 (893)	**N of AD only.
DIST to RW27 NM	5.0	4.0	3.0	2.0		
Nominal altitude	1885	1567	1248	930		

NOTE:
The missed approach hold at GELBA is designed as direct entry only.

Changes : VAR, AD ELEV and THR ELEV changed.

Instrument Approach Procedure Coding Tables:

EKBI RNP RWY 27 via UVINA, BEVRA and ODNEV

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ODNEV	-	-	-5.0	-	-	+3000	-	-	RNP APCH
020	TF	LOKSA	-	192 / (197.2)	-5.0	5.6	R	+3000	-	-	RNP APCH
010	IF	BEVRA	-	-	-5.0	-	-	+3000	-	-	RNP APCH
020	TF	LOKSA	-	262 / (267.3)	-5.0	4.0	-	+3000	-	-	RNP APCH
010	IF	UVINA	-	-	-5.0	-	-	+3000	-	-	RNP APCH
020	TF	LOKSA	-	332 / (337.2)	-5.0	5.6	L	+3000	-	-	RNP APCH
010	IF	LOKSA	-	-	-5.0	-	-	+3000	-	-	RNP APCH
020	TF	ELRIT	-	262 / (267.2)	-5.0	6.0	-	+2000	-	-	RNP APCH
030	TF	RW27	Y	262 / (267.0	-5.0	5.4	-	-	-	3.0°/49	RNP APCH
040	TF	BI272	Y	262 / (266.9)	-5.0	4.0	-	-2000	-	-	RNP APCH
050	TF	GELBA	-	262 / (266.8)	-5.0	8.3	-	+3000 / -FL 50	-	-	RNP APCH
060	HM	GELBA	Y	262 / (266.7)	-5.0	5.6	R	+3000 / -FL 50	-195	-	RNP APCH

EKBI RNP RWY 27 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
UVINA (IAF)	55 39 54.46N 009 34 38.00E	ELRIT (FAP / FAF)	55 44 45.31N 009 20 13.52E
BEVRA (IAF)	55 45 15.24N 009 37 51.87E	RW27 (MAPt)	55 44 28.20N 009 10 45.60E
ODNEV (IAF)	55 50 23.93N 009 33 43.41E	BI272	55 44 14.95N 009 03 41.67E
LOKSA (IF)	55 45 03.55N 009 30 47.65E	GELBA (MAHF)	55 43 46.09N 008 49 00.40E

SBAS FAS DATA BLOCK:

Input data:

Operation Type	0	FPAP Latitude	554423.0570
SBAS Provider	1	Delta FPAP Latitude (seconds)	-5.1435
Airport Identifier	EKBI	FPAP Longitude	0090759.4875
Runway	27	Delta FPAP Longitude (seconds)	-166.1135
Runway Direction	0	Threshold Crossing Height	49.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E27A	Length Offset (metres)	104
LTP/FTP Latitude	554428.2005	HAL (metres)	40.0
LTP/FTP Longitude	0091045.6010	VAL (metres)	35.0
LTP/FTP Ellipsoidal Height (metres)	114.6		

Output data

Data Block	10 09 02 0B 05 1B 00 00 01 37 32 05 51 E8 EB 17 C2 78 F0 03 7A 18 D1 D7 FF 3D EE FA EA 01 2C 01 64 0D C8 AF 17 99 78 4A
Calculated CRC Value	1799784A

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	74.5
FPAP Orthometric Height (metres)	74.5

EUROCONTROL FAS DB tool Version: 3.0.1

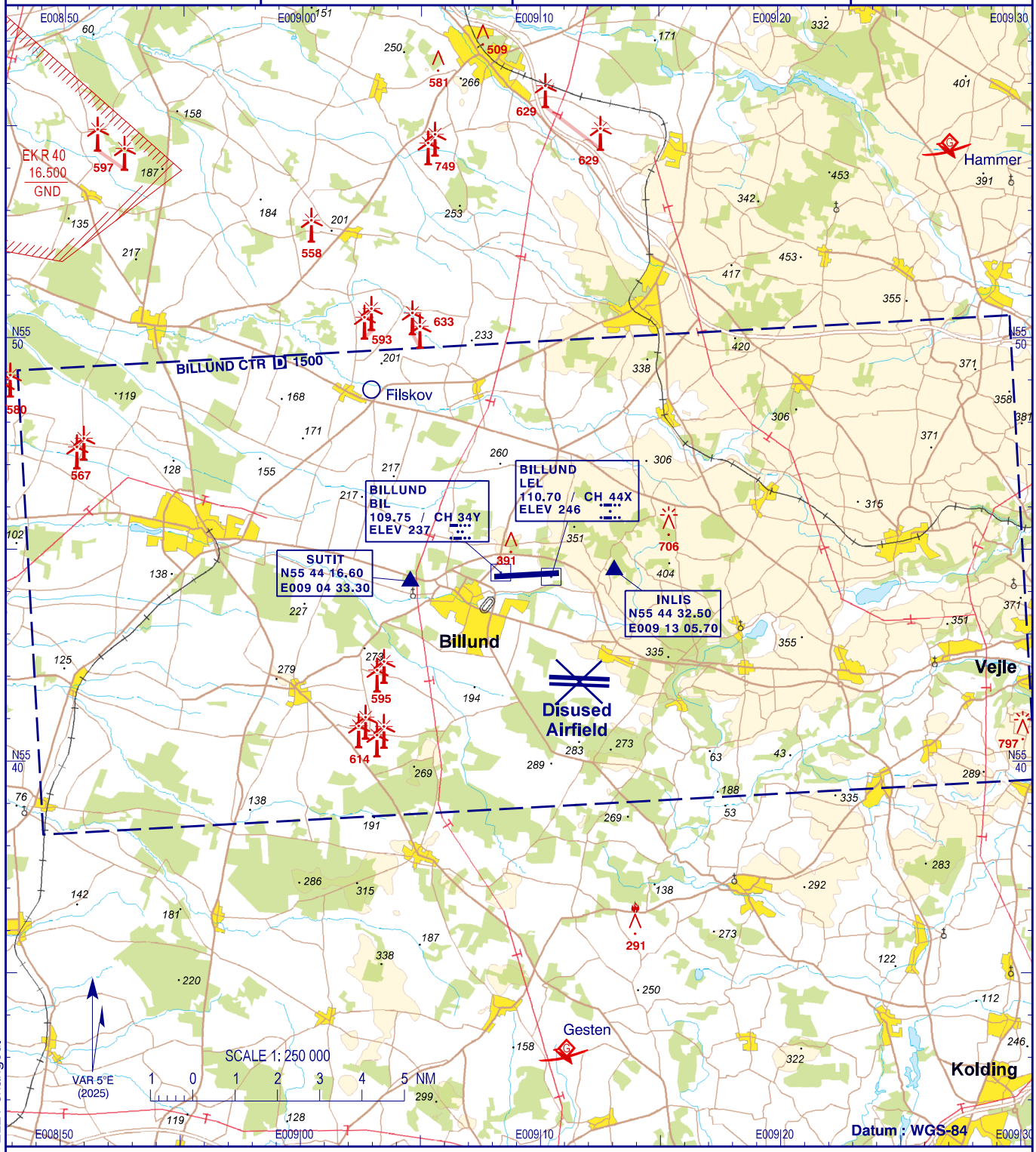
Changes : VAR changed.

VISUAL APPROACH CHART - ICAO

AD ELEV : 246

Bearings and tracks are magnetic
ELEV and ALT in FT

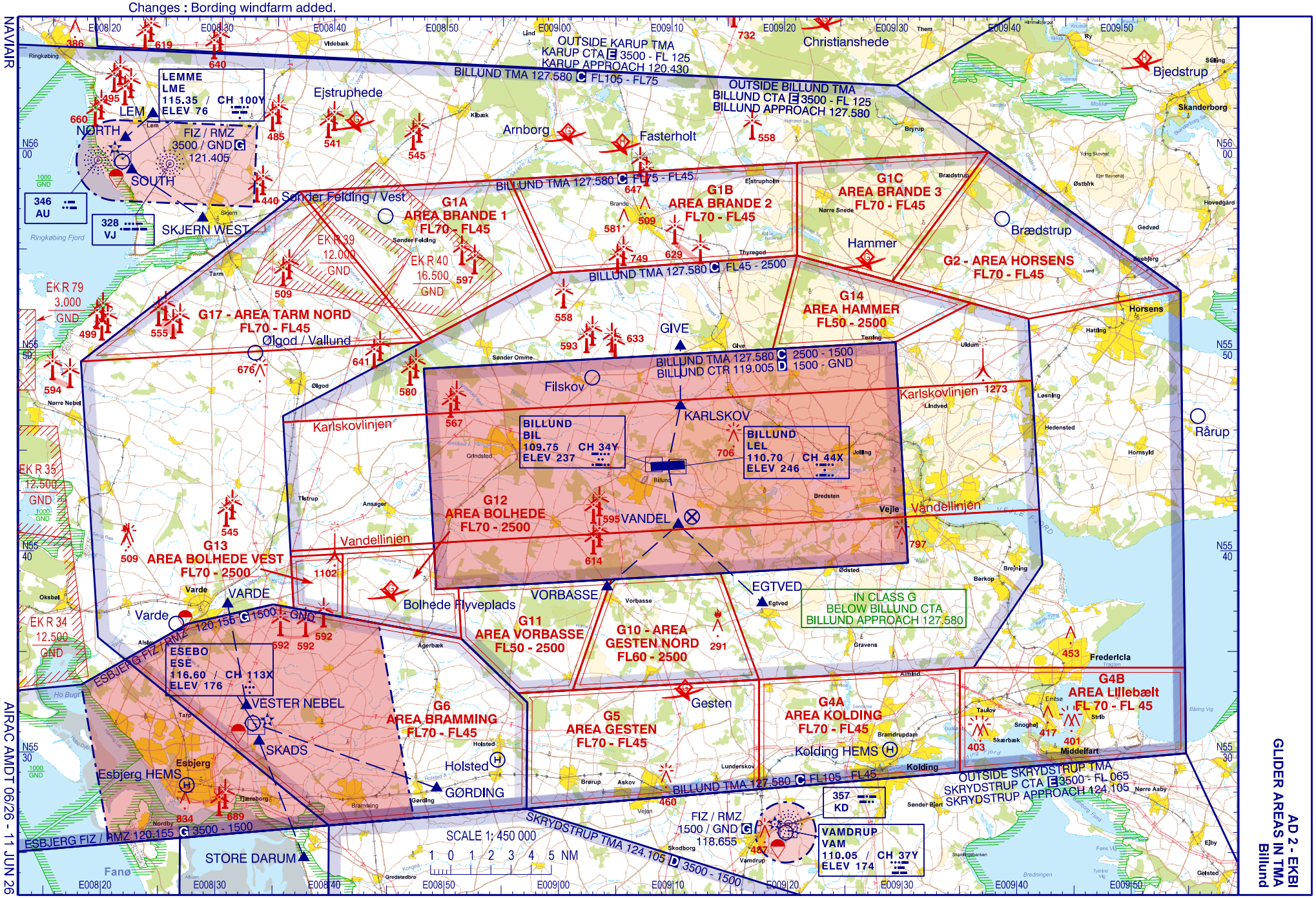
Billund APP : 127.580
Billund TWR : 119.005 (ARR)
129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)



RWY 09 : Visual approach from the south shall be executed with baseturn west of RNAV fix SUTIT (55 44 16.60N 009 04 33.30E)

RWY 27 : Visual approach from the south shall be executed with baseturn east of RNAV fix INLIS (55 44 32.50N 009 13 05.70E)

Changes : VAR and AD ELEV changed.


Changes : Bording windfarm added.
NAVIAIR
AIRAC AMDT 06/26 - 11 JUN 26
AD 2 - EKBI
GLIDER AREAS IN TMA
Billund
LEMME
LME
115.35 / CH 100Y
ELEV 76
LEM
NORTH
SOUTH
FIZ / RMZ
3500 / GND G
121.405
346
AU
328
VJ
SKJERN WEST
OUTSIDE KARUP TMA
KARUP CTA E 3500 - FL 125
KARUP APPROACH 120.430
BILLUND TMA 127.580 C FL105 - FL75
OUTSIDE BILLUND TMA
BILLUND CTA E 3500 - FL 125
BILLUND APPROACH 127.580
BILLUND TMA 127.580 C FL75 - FL45
BILLUND TMA 127.580 C FL45 - 2500
BILLUND TMA 127.580 C 2500 - 1500
BILLUND CTR 119.005 D 1500 - GND
G1A
AREA BRANDE 1
FL70 - FL45
G1B
AREA BRANDE 2
FL70 - FL45
G1C
AREA BRANDE 3
FL70 - FL45
G2 - AREA HORSENS
FL70 - FL45
G14
AREA HAMMER
FL50 - 2500
G17 - AREA TARM NORD
FL70 - FL45
EK R 79
3.000
GND
EK R 39
12.000
GND
EK R 40
16.500
GND
EK R 35
12.500
GND
EK R 34
12.500
GND
BILLUND
BIL
109.75 / CH 34Y
ELEV 237
BILLUND
LEL
110.70 / CH 44X
ELEV 246
KARLSKOV
GIVE
VANDEL
G12
AREA BOLHEDE
FL70 - 2500
G13
AREA BOLHEDE VEST
FL70 - 2500
Karlskovlinjen
Vandellinjen
VARDE
Varde
Bolhede Flyveplads
VORBASSE
G11
AREA VORBASSE
FL50 - 2500
G10 - AREA
GESTEN NORD
FL60 - 2500
EGTVED
IN CLASS G
BELOW BILLUND CTA
BILLUND APPROACH 127.580
ESBJERG FIZ / RMZ 120.155 G 1500 - GND
ESEBO
ESE
116.60 / CH 113X
ELEV 176
VESTER NEBEL
SKADS
G6
AREA BRAMMING
FL70 - FL45
G5
AREA GESTEN
FL70 - FL45
Gesten
G4A
AREA KOLDING
FL70 - FL45
Kolding HEMS H
G4B
AREA Lillebælt
FL 70 - FL 45
Esbjerg
Esbjerg HEMS H
Holsted H
GØRDING
ESBJERG FIZ / RMZ 120.155 G 3500 - 1500
STORE DARUM
SKRYDSTRUP TMA 124.105 D 3500 - 1500
OUTSIDE SKRYDSTRUP TMA
SKRYDSTRUP CTA E 3500 - FL 065
SKRYDSTRUP APPROACH 124.105
FIZ / RMZ
1500 / GND G
118.655
357
KD
VAMDRUP
VAM
110.05 / CH 37Y
ELEV 174
SCALE 1: 450 000
1 0 1 2 3 4 5 NM
Christianshede
Bjedstrup
Skanderborg
Arnborg
Fasterholt
Ejstruphede
Sønder Felding / Vest
Ølgod / Vallund
Filskov
Hammer
Brædstrup
Horsens
Rårup
Fredericia
Kolding
Varde
Esbjerg
Fanø

1. Aerodrome Location Indicator and Name: EKRN - Bornholm/Rønne

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 03 47.76N 014 45 34.41E 1000 M from THR 11
2.	Distance and direction from city:	2.7 NM SE of Rønne
3.	ELEV: REF temperature:	52 FT 22° C
4.	MAG VAR: Annual change:	7°E (2025) Increasing: 10´

5.	AD ADM: AD address:	Trafikstyrelsen Bornholms Lufthavn Bornholm Airport Søndre Landevej 2 DK-3700 Rønne
	TEL: FAX: E-mail: AFS:	+45 56 95 26 26 NIL ekrn@trafikstyrelsen.dk EKRN
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	MON-FRI: 0500-2145 (0400-2045) SAT: 0700-1500 (0600-1700) SUN: 0700-2145 (0600-2045)
2.	Customs and immigration:	The airport is open for traffic to/from all states. HR for customs clearance and immigration as for AD. PN 1 HR.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As AD. Selfbriefing. Advisory/assistance ATC

5.	ATS Reporting Office (ARO):	As AD Submission of flight plan to Briefing EKCH TEL: +45 32 47 82 72 FAX: - URL: www.naviair.dk
6.	MET Briefing Office:	As AD. Selfbriefing. Advisory/assistance ATC
7.	ATS:	As AD
8.	Fuelling:	As AD
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	As AD

12. Remarks: Availability outside stated hours. The airport may be requested open in the following cases:
a) - For ambulance flights and other vital flights, e.g. transplantation flights. PN (TEL: +45 32 47 82 72).
b) - For special flights approved by the airport administration in each individual case PN (TEL: +45 56 95 26 26)
c) - For handling of scheduled and charter flights having been delayed. PN (TEL: +45 56 95 26 26)
d) - For flights carrying mail.
Change of AD operational hours:
AD operational hours are subject to change during periods of winter-, summer holiday and danish public holidays. Advisory by NOTAM.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1 Oil: NIL
3.	Fuelling facilities and capacity:	Jet A1: 900 L/MIN. Fuelling operational hours: From one hour after opening hours as AD until one hour before closing as AD. Fuel O/R 1 HR before: +45 56 95 26 26 or ekrn@trafikstyrelsen.dk

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:	General Aviation mechanics and avionics repairs +45 91 54 75 30 or info@bornholm.aero

7. Remarks: Payment of fuel: Valid Shell contract, Shell Aviation Fuel & Fly card or Shell fuel release required for Jet A1.

5. Passenger Facilities

1.	Hotels:	Hotels in town
2.	Restaurants:	Yes
3.	Transportation:	Taxi and bus
4.	Medical facilities:	Hospital in Rønne

5.	Bank and Post Office:	Cash dispenser only (Major credit cards accepted)
6.	Tourist Office:	In Rønne TEL +45 56 95 95 00 Email: info@bornholm.info Homepage: www.bornholm.info

7. Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 5 Hours of service: As AD Boats available for scheduled traffic. For other traffic PPR, submitted not later than 1 HR before flight.

2.	Rescue equipment:	-
3.	Capability for removal of disabled aircraft:	-

4. Remarks: By PN submitted not later than 13 UTC the day before the flight, rescue and fire fighting service CAT 6/CAT 7 may be requested against a special fee.

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

1.	Type of clearing equipment:	Snowploughs, sweepers and snowblower. Chemicals: KFOR, UREA and NAFO.	
2.	Clearance priorities:	1. RWY in use and associated roads for Fire and Rescue 2. TWY from Apron to RWY in use	3. Apron 4. TWY D 5. Other access roads for Fire and Rescue 6. Other roads on airside 7. Areas on landside and parking areas

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:	Concrete and asphalt PCN 38/R/B/X/T	3.	ACL location and ELEV:	At apron 49 FT
2.	Taxiway width, surface and strength:	25 M, asphalt, PCN 38/F/B/X/T	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			TWY C: Centre line side stripes, intermediate holding position TWY D : Centre line TWY E : Edge markers
2.	RWY and TWY markings:	RWY 11/29: THR, RWY NR, Aiming point,TDZ, centre line, side stripes TWY A,B: Centre line, side stripes holding position	3.	Stop bars:	-

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
0001	Building	55 04 07N 014 44 42E	63	11	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
Tabular data pending.						

Obstacles assessed as being hazardous to air navigation

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

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
2.	Hours of service:	MON-THU: 0430-1430 (0330-1330) FRI: 0430-1300 (0330-1200), EXC HOL
	Outside Hours:	Danish Meteorological Institute (DMI)/ Defence Weather and Warnings (MVV), Department Karup TEL +45 72 84 14 42
3.	Office responsible for TAF preparation:	Danish Meteorological Institute (DMI)/ Defence Weather and Warnings (MVV), Department Skrydstrup within hours of service; otherwise department Karup.
	Periods of validity:	9 hours
4.	Type of landing forecast:	NIL
	Interval of issuance:	3 hours
5.	Briefing/Consultation provided:	Selfbriefing (northavimet.com) and telephone consultation.
6.	Flight documentation:	Selfbriefing.
	Language(s) used	
7.	Charts and other information available:	-
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
11	113.7° GEO 107° MAG	2002 x 45 M	PCN 38/F/B/X/T Asphalt	55 04 00.78N 014 44 42.77E	46 FT/-
29	293.7° GEO 287° MAG	2002 x 45 M	PCN 38/F/B/X/T Asphalt	55 03 34.73N 014 46 26.05E	51 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA
11	0.08%			2122 x 280 M	240 x 90
29	0.08%			2122 x 280 M	240 x 90

Remarks:
1. Runway classification

RWY NR	RUNWAY CODE	TYPE
11	4C	PA-1
29	4C	PA-1

2. Arrestor gear for military aircraft
In certain situations and for short periods cables will be suspended across the runway in use as follows:
RWY 29: 175 M before RWY end.
RWY 11: 250 M before RWY end.
Height of cables are APRX 7 CM.
Diameter of rubber disks on the cables are APRX 15 CM.
When the cables are established, civil operations may not take place.

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 11				2002 M	
TWY A	2002 M	2002 M	2002 M		
TWY B	1807 M	1807 M	1807 M		
RWY 29	2002 M	2002 M	2002 M	2002 M	

Remarks: NIL

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
11	600 M White LIH	Green	3° 46 FT	-	-	1402 M 60 M White, LIH 600 M 60 M Yellow, LIH	Red	-
29	900 M White LIH	Green	3° 46 FT	-	-	1402 M 60 M White, LIH 600 M 60 M Yellow, LIH	Red	-

Remarks: NIL

15. Other Lighting, Secondary Power Supply

1.	ABN/IBN location, characteristics and hours of operation:	ABN on ADM BLDG. FLG W EV 2.7 SEC. Operating when aircraft are expected at night or in poor visibility by day	
2.	LDI location and LGT:	-	
	Anemometer location and LGT:	-	
3.	TWY edge and centre line LGT:	TWY A, B, C: Blue edge LIL. TWY A, B, E: LED RGL	
4.	Secondary power supply/switch-over time:	Yes, switch-over time MAX 15 SEC	

5. Remarks: LED edge LGT at turning area THR 29

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1.	Designation and lateral limits:	RØNNE CTR (Situated within Sweden FIR) 55 11 14N 014 38 11E - 55 06 01N 014 58 32E - then an arc of a circle, 8.1 NM radius centred at 55 04 04N 014 44 48E clockwise to 55 11 14N 014 38 11E	3.	Airspace classification:	D
2.	Vertical limits:	1500 FT MSL/GND	4.	ATS unit call sign: Language(s):	RØNNE TOWER EN, DA
			5.	Transition altitude:	5000 FT MSL

6. Remarks: NIL

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	RØNNE TOWER	118.330	As AD	DOC: FL 150/40 NM. VDF AVBL, class A OPR, accuracy +/- 2°.
TWR	RØNNE TOWER	118.330	As AD	DOC: FL 150/40 NM. VDF AVBL, class A OPR, accuracy +/- 2°.
		121.500		Emergency. VDF AVBL, class A OPR, accuracy +/- 2°.
		257.800		MIL

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
VOR 4°E 2016	ROE	112.000 MHZ	H24	55 03 56.08N 014 45 31.29E		DOC: FL 500/80 NM; 017°-152° MAG 150 NM DME INFO from TACAN ROE
TACAN 6°E 2023	ROE	CH 57x	H24	55 03 42.73N 014 45 21.07E	78.6 FT	DOC: FL 500/80 NM
LOC 29 CAT I	IRE	110.300 MHZ	HO	55 04 06.18N 014 44 21.31E		ILS class I/C/4
GP 29		335.000 MHZ	HO	55 03 42.32N 014 46 12.79E		Angle 3°, RDH 52 FT
DME 29	IRE	CH 40x	HO	55 03 42.19N 014 46 12.22E	55.0 FT	FREQ paired wit LOC 29
L	FAU	334 KHZ	H24	55 01 41.49N 014 54 01.79E		DOC 20 NM
LOC 11 CAT I	IAR	109.350 MHZ	HO	55 03 29.47N 014 46 46.93E		ILS class I/C/4
GP 11		331.850 MHZ	HO	55 03 52.99N 014 44 56.56E		Angle 3°, RDH 55 FT
DME 11	IAR	CH 30y	HO	55 03 53N * 014 44 57E		FREQ paired with LOC 11

20. Local Aerodrome Regulations

1. School and training flights

1.1 All school and training flights requesting approach at EKRN must file a separate flight plan for both the inbound and the outbound flight.

1.2 School and training flights performed by aircraft with a MTOM above 5700 kg will be allowed only if prior permission has been obtained from the airport on TEL +45 56 93 02 30.
From 15 MAY to 15 SEP inclusive the following restrictions will apply:

a) School and training flights are permitted only in the period 0700 - 1900 Danish time. However propeller aeroplanes with a MTOM below 5700 kg are permitted to perform school and training flights in the period 0700 - 2200 Danish time.

b) For aircraft with MTOM above 20.000 kg school and training flights will be permitted only MON - FRI.

2. De-icing of aircraft

2.1 De-icing and anti-icing of aircraft may take place and can be requested via "Bornholm Handling" on frequency 131.550 MHZ for scheduled traffic.

3. Use of auxiliary power unit (APU)

Use of APU on aircraft stands shall be limited as far as possible. APU may be used:

- 5 minutes after on block.
- 5 minutes before leaving apron.

Exemptions:
When the outside air temperature (OAT) is below -10°C or above +25°C

APU may be used as follows, unless otherwise instructed by marshall:

- 5 minutes after on block.
- 15 minutes before leaving apron.

4. Engine run-up in connection with maintenance

Engine run-ups in connection with maintenance procedures may only take place on test sites assigned by marshall.

5. Parking

PPR is required for parking on asphalt or concrete. Scheduled air traffic is exempted.

21. Noise Abatement Procedures

1. Noise abatement provisions

1.1 The provisions apply to all aeroplanes except propeller aeroplanes with a MTOM below 5700 KG

2. Take-off restrictions

2.1 RWY 11
IFR: Turns must not be commenced until having passed DME ROE 1.5 NM.

VFR: Overflying the town Arnager below 2000 FT MSL should be avoided in connection with VFR take-off.

RWY 29
IFR: After passing 500 FT MSL turn left and follow ROE VOR radial 277 to DME ROE 5 NM.

VFR: Overflying the city Rønne below 2000 FT MSL should be avoided in connection with VFR take-off.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC MALMØ to ROE VOR.

1.2 Radio communication failure

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

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

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

RWY 29: Climb straight ahead to 500 FT MSL before turn is commenced. Procedure design gradient 4.5% up to 800 FT MSL, due to cranes 525 FT / 2.25 NM NW of THR 11.

3. Low Visibility Procedures

3.1 ATC will apply special safeguards and procedures during conditions of low visibility.

3.2 Criteria for activation of LVP

Low Visibility Procedures are prompted by ATC and will normally be introduced when RVR is less than 800M.

3.3 Pilots will be informed when Low Visibility Procedures are in operation. Pilots will be informed when Low Visibility Procedures are cancelled.

3.4 The following procedures will apply during Low Visibility Procedures:

a. ATC Procedures
When RVR is below 800M, ATC can only allow either vehicles or one aircraft on the maneuvering area at a time.

b. Pilot Procedures
Marshaller service with Low Visibility Procedures in operation.
On request marshaller service to or from runway is available and request must be stated to Rønne Tower.

4. Reduced Runway Separation Minima

4.1 With reference to the AIP AD 1.1 section, pt. 8.4., reduced runway separation minima at EKRN are approved for aircraft classified as Category 1 and Category 2.

4.2 At RWY 11 and RWY 29 the following reduced runway separation minima distances shall be applied between aircraft when succeeding landing aircraft crosses the threshold or succeeding departing aircraft initiates the take off roll.

- 600M between preceding category 1 or 2 and succeeding category 1
- 1500M between preceding category 1 or 2 and succeeding category 2

4.3 Reduced runway separation will not be used between departing and preceding landing aircraft.

4.4 Traffic information will be given to succeeding aircraft.

5. VFR Flights

5.1 VFR reporting points and VFR routes are established, see ANC 1:500 000.

23. Additional Information

1. Distance Markers

1.1 Seven distance signs for military aircraft is sited on both side of the runway strip, approx. 20 M from runway shoulder at 1000 FT intervals.

2. Parachuting

2.1 Parachuting may take place

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Instrument Approach Chart - ICAO	ILS RWY 11 - 1 ILS RWY 11 - 2 RNP RWY 11 - 1 RNP RWY 11 - 2 RNP RWY 11 - 3 VOR RWY 11 ILS RWY 29 RNP RWY 29 - 1 RNP RWY 29 - 2 RNP RWY 29 - 3 VOR RWY 29

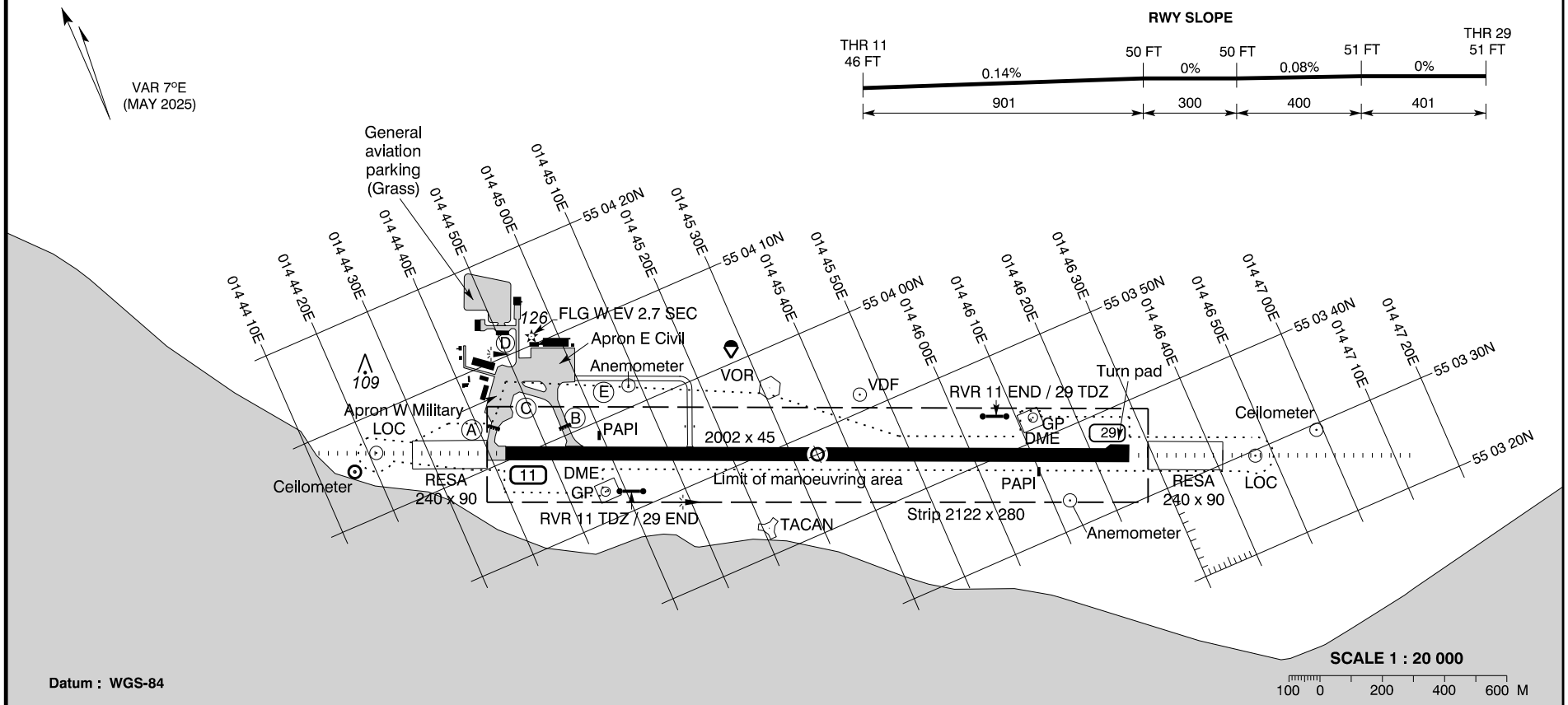
25. Visual Segment Surface (VSS) Penetration

Data pending.

Changes : Apron E changed to Apron E Civil and Apron W changed to Apron W Military.

AERODROME CHART - ICAO

ARP : 55 03 47.76N 014 45 34.41E	AD ELEV : 52 FT	ELEV in FT Dimensions / Distances in M	Rønne Tower : 118.330 (VDF) 257.800



Datum : WGS-84

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
11	113.7° GEO 107° MAG	55 04 00.78N 014 44 42.77E	Asphalt PCN 38 F / B / X / T	THR RWY NR Aiming Point TDZ Centre line Side Stripes	A B	2002 1807	2002 1807	2002 1807	2002	600 M White	Green	PAPI 3° MEHT 46 FT	1402 M White 600 M Yellow 60 M	Red
29	293.7° GEO 287° MAG	55 03 34.73N 014 46 26.05E				2002	2002	2002	2002	900 M White	Green	PAPI 3° MEHT 46 FT		Red

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

OBSTACLES : All obstacles are marked by day and night

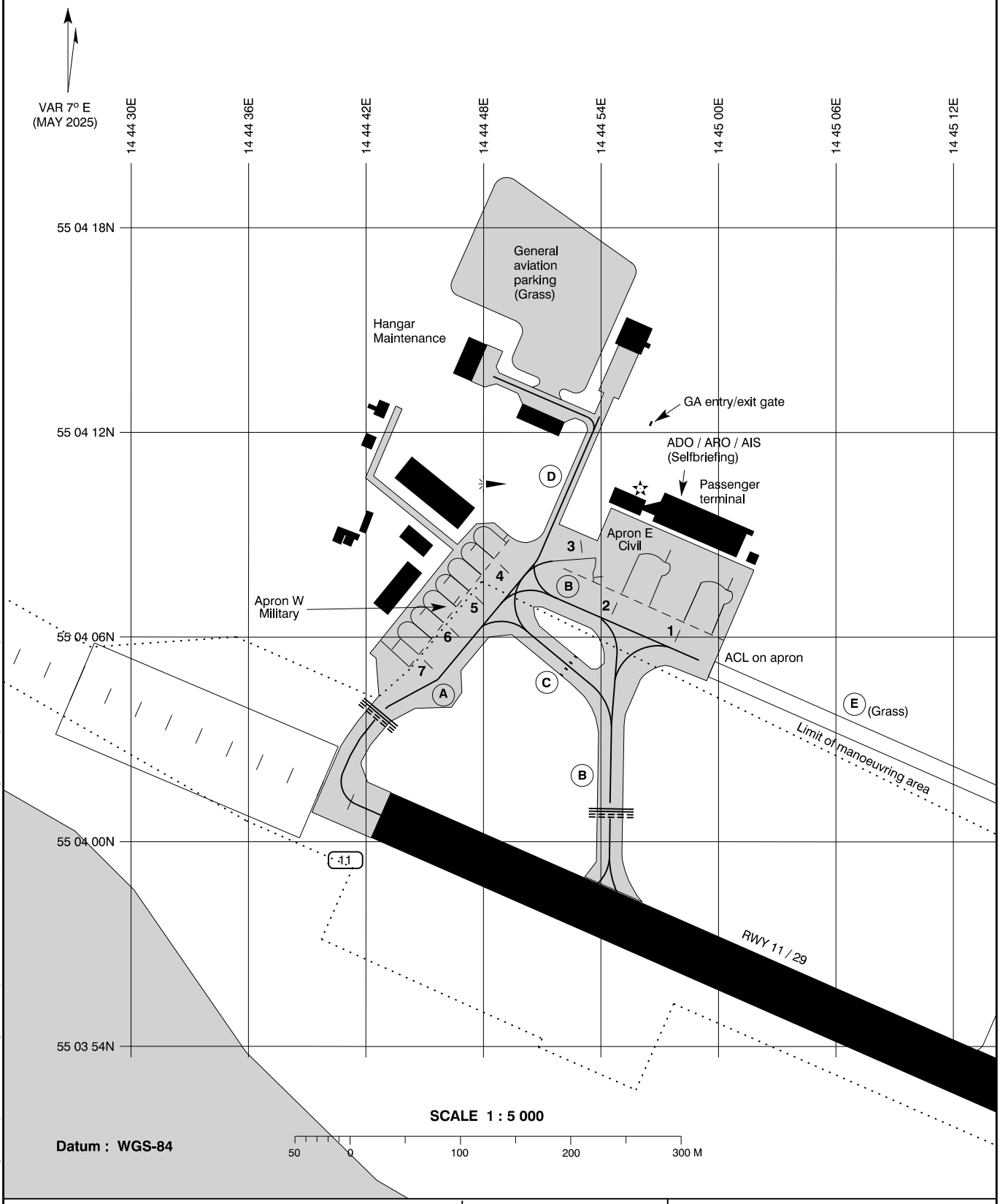
TAXIWAYS

Width : A/B/C 25 M. D 10,5 M. E 15 M
Pavement : A/B/C/D Asphalt. E Grass.
Strength : A/B/C/D PCN 38 F / B / X / T.
Day marking :
- A/B Centre line, Holding position, Side stripes.
- C Centre line, Side stripes, intermediate holding position.
- D Centre line.
- E Edge markers.

Lighting :
- A/B Blue edge LIL. RGL.
- C Blue edge LIL.
- E RGL.

AD 2 - EKRN
ADC
Bornholm / Rønne

AIRCRAFT PARKING / DOCKING CHART - ICAO	Apron ELEV : 49 FT	Rønne TWR : 118.330 (VDF) 257.800	AD 2 - EKRN APDC Bornholm / Rønne



Changes : Apron E changed to Apron E Civil and Apron W changed to Apron W Military.

INS COORDINATES FOR AIRCRAFT STANDS		TAXIWAYS	APRON
Apron East	**Apron West**	See / Se aerodrome chart	Pavement : Concrete and asphalt
1 - 55 04 07.44N 14 45 00.31E	4 - 55 04 08.52N 14 44 47.71E		Strength : PCN 38 / R / B / X / T
2 - 55 04 08.22N 14 44 57.21E	5 - 55 04 07.63N 14 44 46.42E		
3 - 55 04 07.71N 14 44 53.43E	6 - 55 04 06.73N 14 44 45.14E		
	7 - 55 04 05.82N 14 44 43.86E		

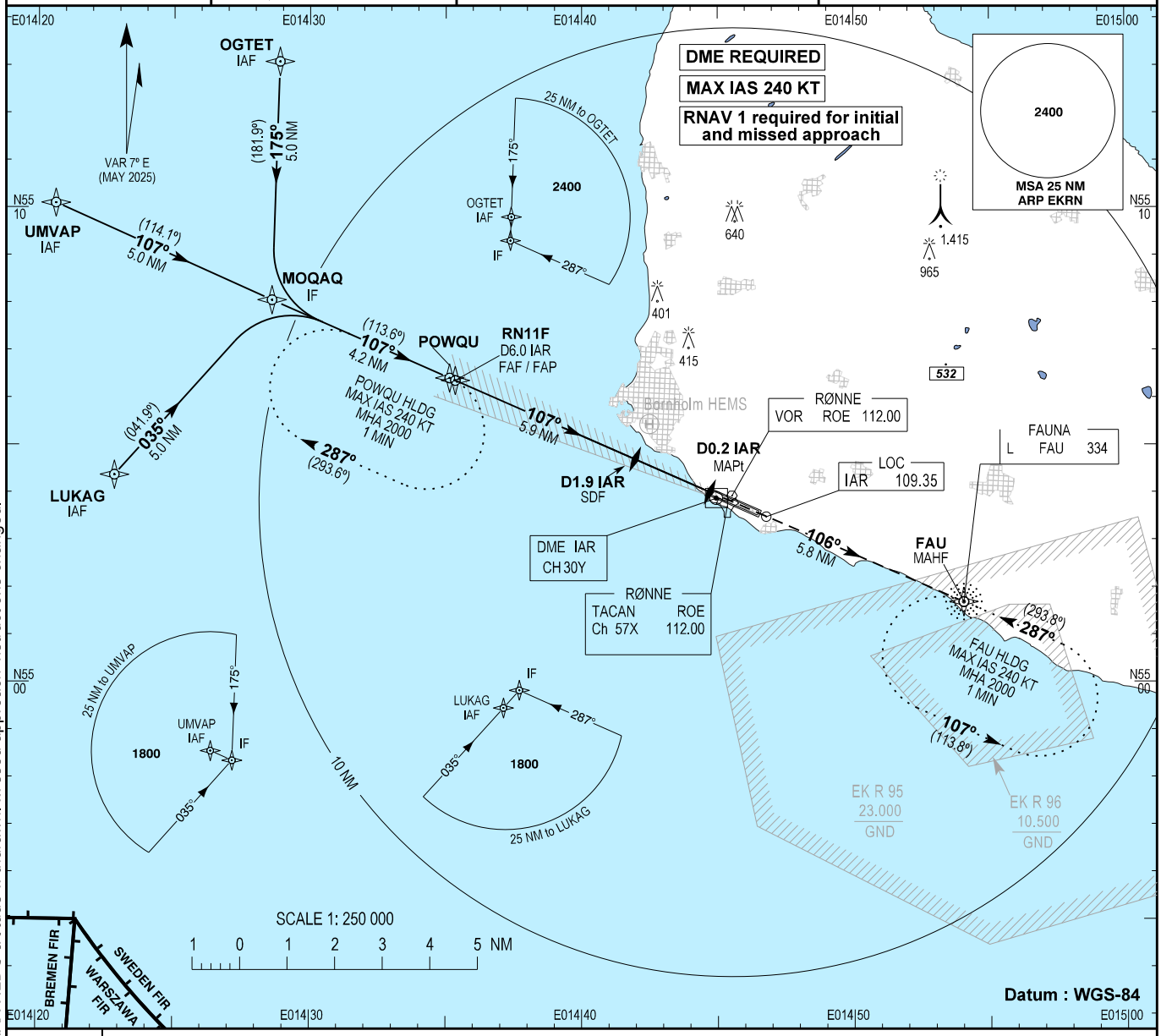
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

Bearings are magnetic
ELEV, ALT and HGT in FT

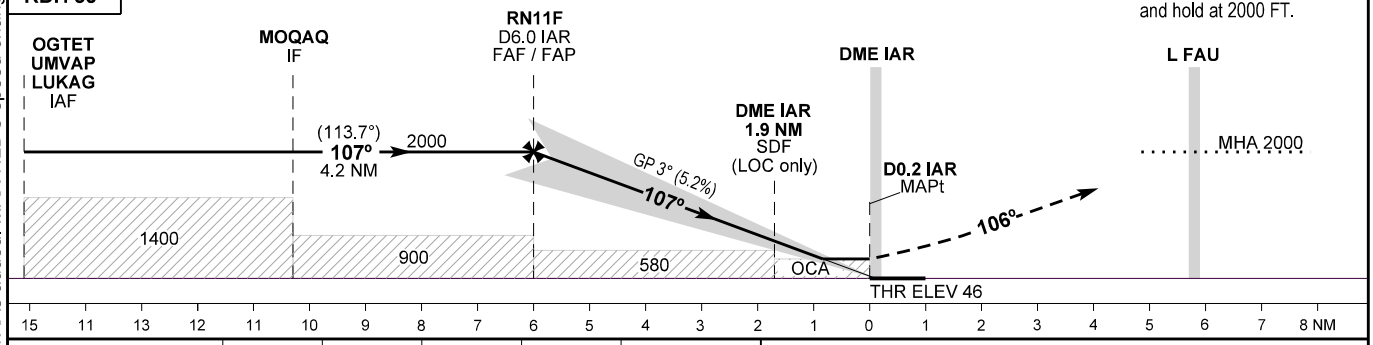
Rønne Tower : 118.330 257.800

AD 2 - EKRN
ILS RWY 11 - 1
Bornholm / Rønne



TA 5000

RDH 55



Missed approach:
Climb on track 106° to L FAU and hold at 2000 FT.

OCA (H)	A	B	C	D
ILS / DME	209 (163)	217(171)	228 (182)	239 (193)
GP INOP	380 (334)			
Circling*	450 (400)	630 (580)	730 (680)	750 (700)

*SW of AD only

SPECIAL CONDITIONS:
1: RNAV 1 required for initial and missed approach

LOC only Recommended Profile on Final Approach					
DME IAR	6	5	4	3	2
DIST to THR (NM)	5.8	4.8	3.8	2.8	1.8
Nominal ALT	1960	1640	1320	1000	690

GS KT	70	80	90	100	110	120	130
ROD FT / MIN	370	430	480	530	580	640	690

Changes : TAAs added. MAX HLDG speed changed. MAX HLDG altitude withdrawn. Missed approach instructions changed.

TABULAR DESCRIPTION

EKRN ILS RWY 11 initial approach via OGTET, UMVAP and LUKAG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	OGTET	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	175 / (181.9)	7.0E	5.0	L	+2000	-	-	RNAV 1
010	IF	UMVAP	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	107 / (114.1)	7.0E	5.0	-	+2000	-	-	RNAV 1
010	IF	LUKAG	-	-	7.0E	-	-	+2400	-240	-	RNAV 1
020	TF	MOQAQ	-	035 / (041.9)	7.0E	5.0	R	+2000	-	-	RNAV 1
010	IF	MOQAQ	-	-	7.0E	-	-	+2000	-240	-	RNAV 1
020	TF	RN11F	-	107 / (113.6)	7.0E	4.2	-	@2000	-	-	RNAV 1

EKRN ILS RWY 11 missed approach procedure

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	CF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-240	-	RNAV 1
020	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNAV 1

EKRN ILS RWY 11 waypoint coordinates

Waypoint Identifier	Coordinates
OGTET (IAF)	55 13 04.93N 014 28 53.52E
UMVAP (IAF)	55 10 05.95N 014 20 38.82E
LUKAG (IAF)	55 04 22.18N 014 22 49.96E
MOQAQ (IF)	55 08 03.45N 014 28 36.48E
RN11F (FAF/FAP)	55 06 21.80N 014 35 21.33E
D0.2 IAR (MAPt)	55 04 00.78N 014 44 42.77E
FAU (MAHF)	55 01 41.49N 014 54 01.79E
POWQU (HF)	55 06 24.93N 014 35 08.92E

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn.

INSTRUMENT APPROACH CHART - ICAO

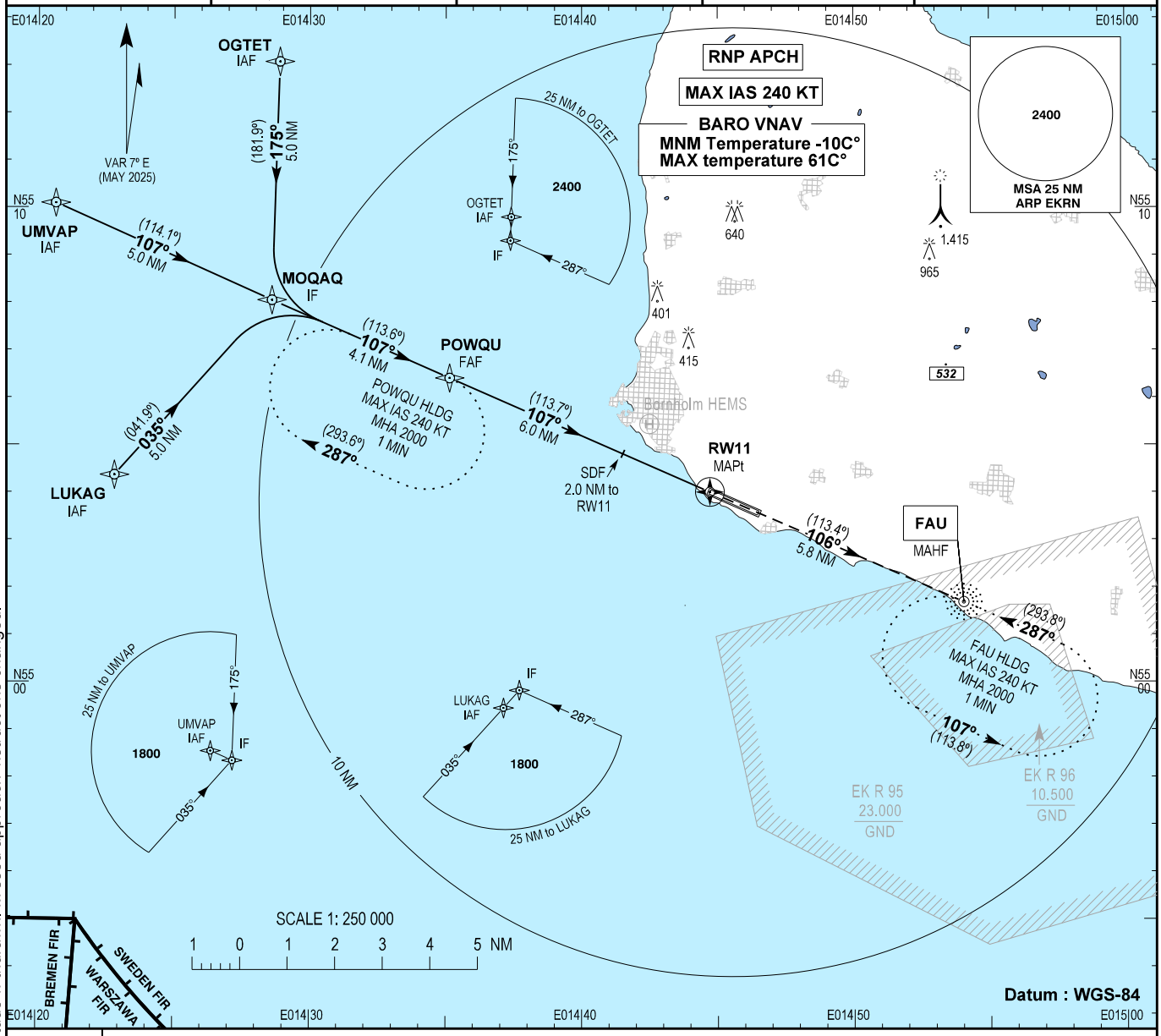
AD ELEV : 52

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

Rønne Tower : 118.330
257.800

EGNOS :
CH 88336
E11A

AD 2 - EKRN
RNP RWY 11 - 1
Bornholm / Rønne



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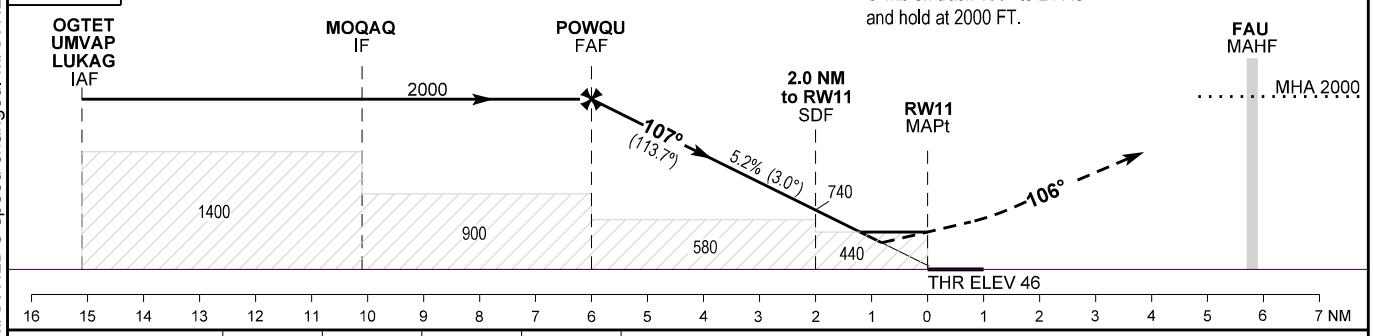
TCH 55



Missed approach:
Climb on track 106° to L FAU
and hold at 2000 FT.

OCA (H)	A	B	C	D
LNAV	440 (394)			
LNAV / VNAV	320 (274)	330 (284)	340 (294)	350 (304)
LPV	296 (250)	296 (250)	305 (259)	315 (269)
Circling*	450 (400)	630 (580)	730 (680)	750 (700)

* SW of AD only

SPECIAL CONDITIONS

DIST to THR (NM)	2	3	4	5	6
ALT	740	1055	1375	1695	2010

Time to MAPt from FAF - DIST 6.0 NM								
GS KT	60	80	100	120	140	160	180	200
Rate of descent FT / MIN	318	425	531	637	743	849	955	1061

* Cross 2.0 NM to RW11 not below 580 FT.
Note: VSS penetrated by terrain left of track.

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn. Missed approach instructions changed.

TABULAR DESCRIPTION

EKRN RNP RWY 11 via OGTET

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	OGTET	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	175 / (181.9)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	L	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP RWY 11 via UMVAP

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	UMVAP	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	107 / (114.1)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	-	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP RWY 11 via LUKAG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	LUKAG	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	MOQAQ	-	035 / (041.9)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	POWQU	-	107 / (113.6)	7.0E	4.1	R	@2000	-	-	RNP APCH
030	TF	RW11	Y	107 / (113.7)	7.0E	6.0	-	-	-	3.0°/55	RNP APCH
040	TF	FAU	-	106 / (113.4)	7.0E	5.8	-	+2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP RWY 11 waypoint coordinates:

Waypoint Identifier	Coordinates
OGTET (IAF)	55 13 04.93N 014 28 53.52E
UMVAP (IAF)	55 10 05.95N 014 20 38.82E
LUKAG (IAF)	55 04 22.18N 014 22 49.96E
MOQAQ (IF)	55 08 03.45N 014 28 36.48E
POWQU (FAF)	55 06 24.93N 014 35 08.92E
RW11 (MAPt)	55 04 00.78N 014 44 42.77E
FAU (MAHF)	55 01 41.49N 014 54 01.79E

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn.

SBAS FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	550333.4395N
SBAS Provider	1	Delta FPAP Latitude (seconds)	-27.3405
Airport Identifier	EKRN	FPAP Longitude	0144631.2000E
Runway	11	Delta FPAP Longitude (seconds)	108.4300
Runway letter	0	Threshold Crossing Height (FT)	55
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E11A	Length Offset (metres)	104
LTP/FTP Latitude	550400.7800N	HAL (metres)	40.0
LTP/FTP Longitude	0144442.7700E	VAL (metres)	50.0
LTP/FTP Ellipsoidal Height (metres)	47.9		

Output data

Data Block	10 0E 12 0B 05 0B 00 00 01 31 31 05 18 D4 A1 17 24 F5 53 06 DF 15 67 2A FF 1C 4F 03 26 02 2C 01 64 0D C8 FA 8C 91 62 8E
Calculated CRC Value	8C91628E

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	14.02

Changes: Procedure completely revised. New page.

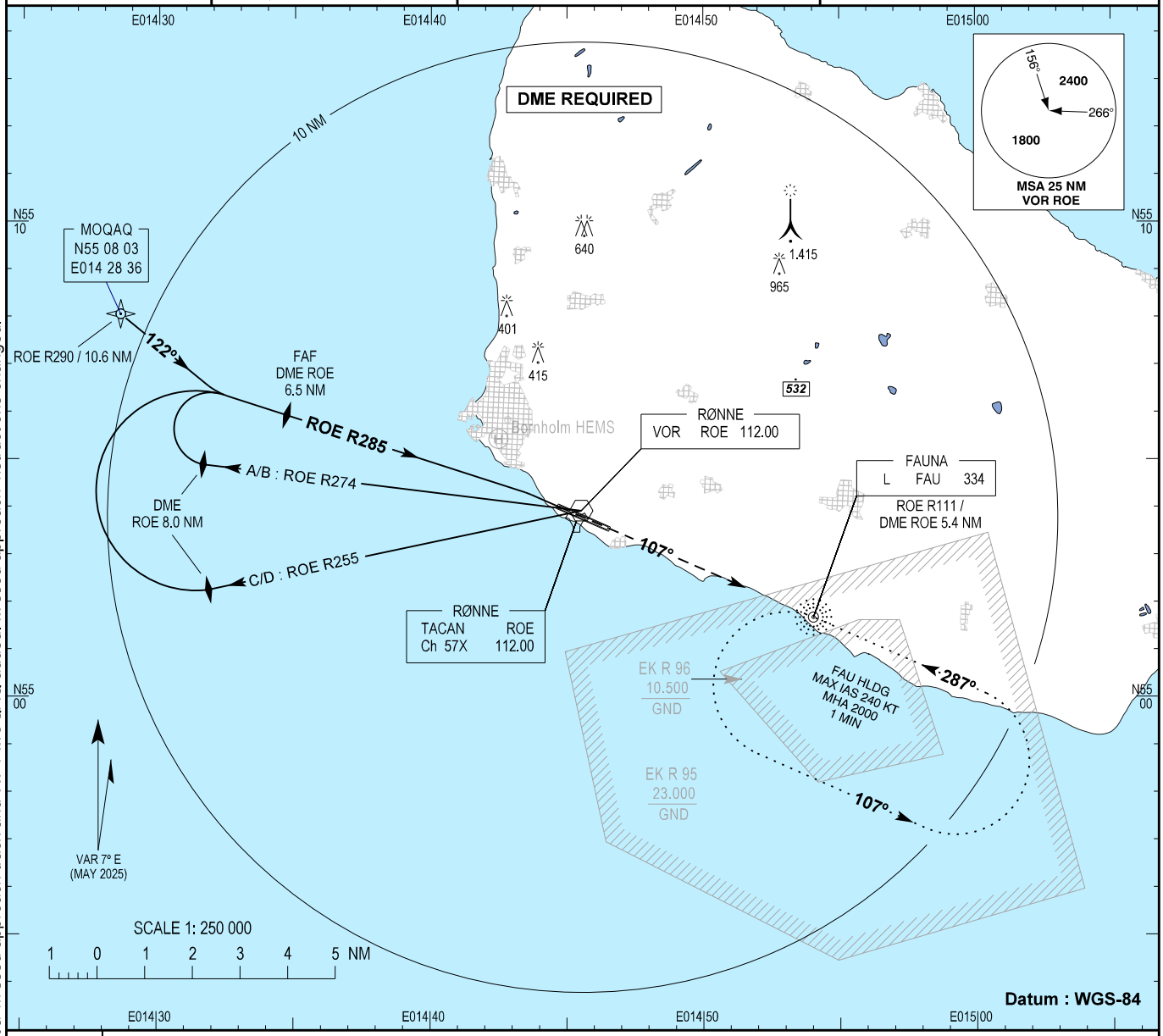
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

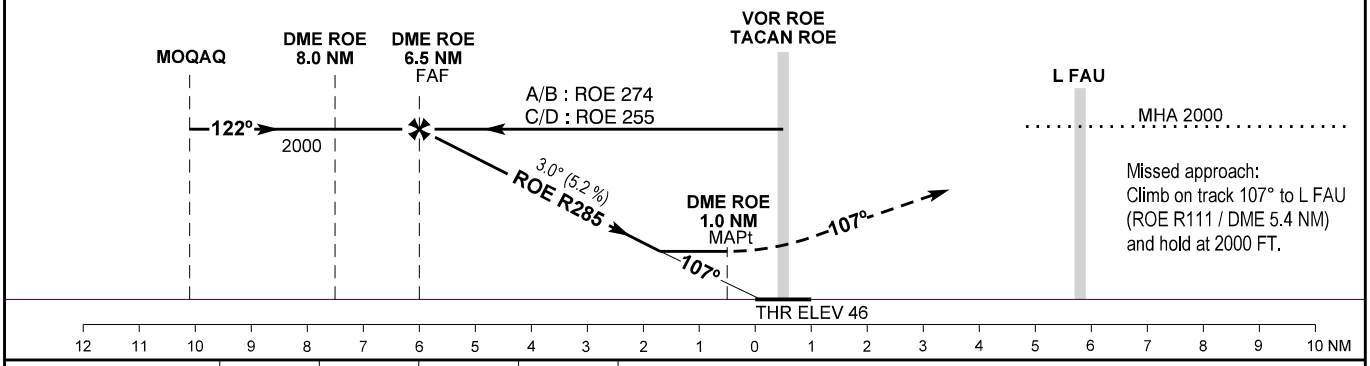
Bearings are magnetic
ELEV, ALT and HGT in FT

Rønne Tower : 118.330 257.800

AD 2 - EKRN
VOR RWY 11
Bornholm / Rønne



TA 5000



OCA (H)	A	B	C	D
VOR / DME	650 (600)	650 (600)	650 (600)	650 (600)
Circling*	650 (600)	650 (600)	730 (680)	750 (700)

*SW of AD only

SPECIAL CONDITIONS

DME ROE	1	2	3	4	5	6
DIST to THR (NM)	0.5	1.5	2.5	3.5	4.5	5.5
Nominal ALT	270	585	900	1215	1530	1845

Time to MAPt from FAF - DIST 5.5 NM **								
GS KT	60	80	100	120	140	160	180	200
Time MIN : SEC	5:32	4:09	3:19	2:46	2:22	2:04	1:51	1:39
ROD FT / MIN	314	418	523	627	732	836	940	1045

**Timing not authorized for defining the MAPt

Changes : MAX HLDG altitude and WPT ODMEI withdrawn. Initial missed approach track and WPT MOQAQ added. Missed approach instructions changed.

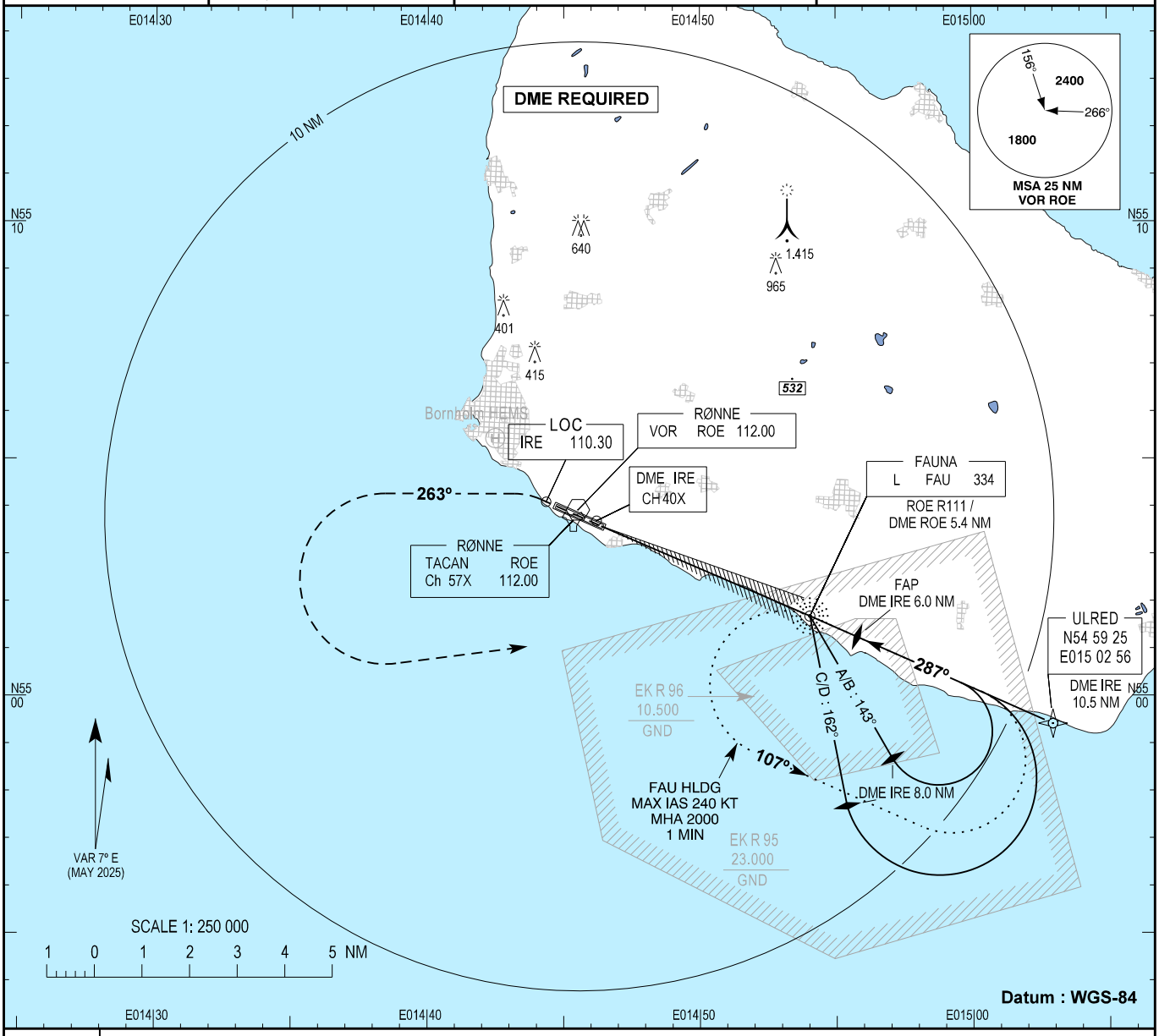
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

Bearings are magnetic
ELEV, ALT and HGT in FT

Rønne Tower : 118.330 257.800

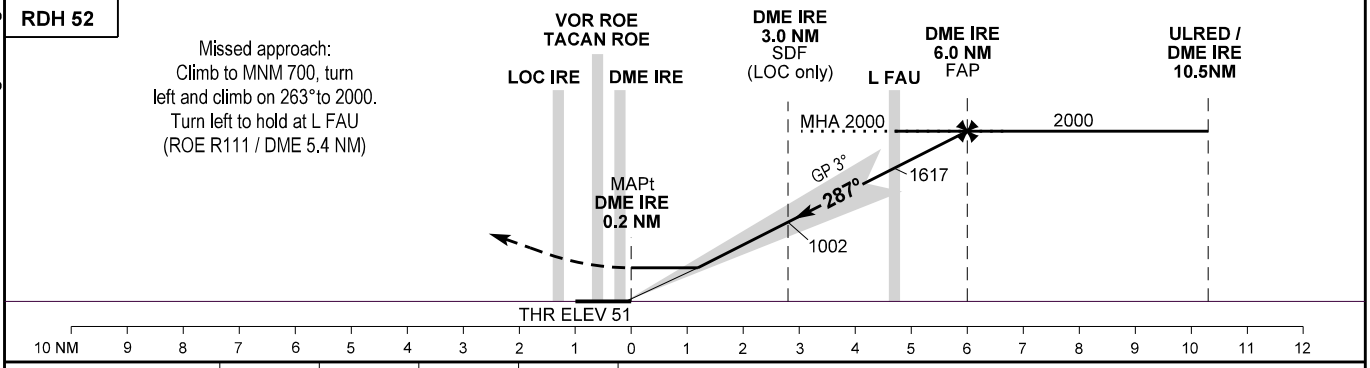
AD 2 - EKRN
ILS RWY 29
Bornholm / Rønne



TA 5000

RDH 52

Missed approach:
Climb to MNM 700, turn
left and climb on 263°to 2000.
Turn left to hold at L FAU
(ROE R111 / DME 5.4 NM)



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS / DME	216 (165)	228 (177)	236 (185)	247 (196)	
GP INOP	430 (380)	430 (380)	430 (380)	430 (380)	
Circling*	450 (400)	630 (580)	730 (680)	750 (700)	*SW of AD only

DME IRE	2	3	4	5	6	7	8	9
DIST to THR (NM)	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8
Nominal ALT	690	1010	1330	1650	1970	2280	2600	2920

DME ROE	2	3	4	5	6	7	8	9
DIST to THR (NM)	1.4	2.4	3.4	4.4	5.4	6.4	7.4	8.4
Nominal ALT	545	860	1175	1490	1805	2125	2440	2760

Changes : MAX HLDG altitude and holding limiting distance withdrawn.

INSTRUMENT APPROACH CHART - ICAO

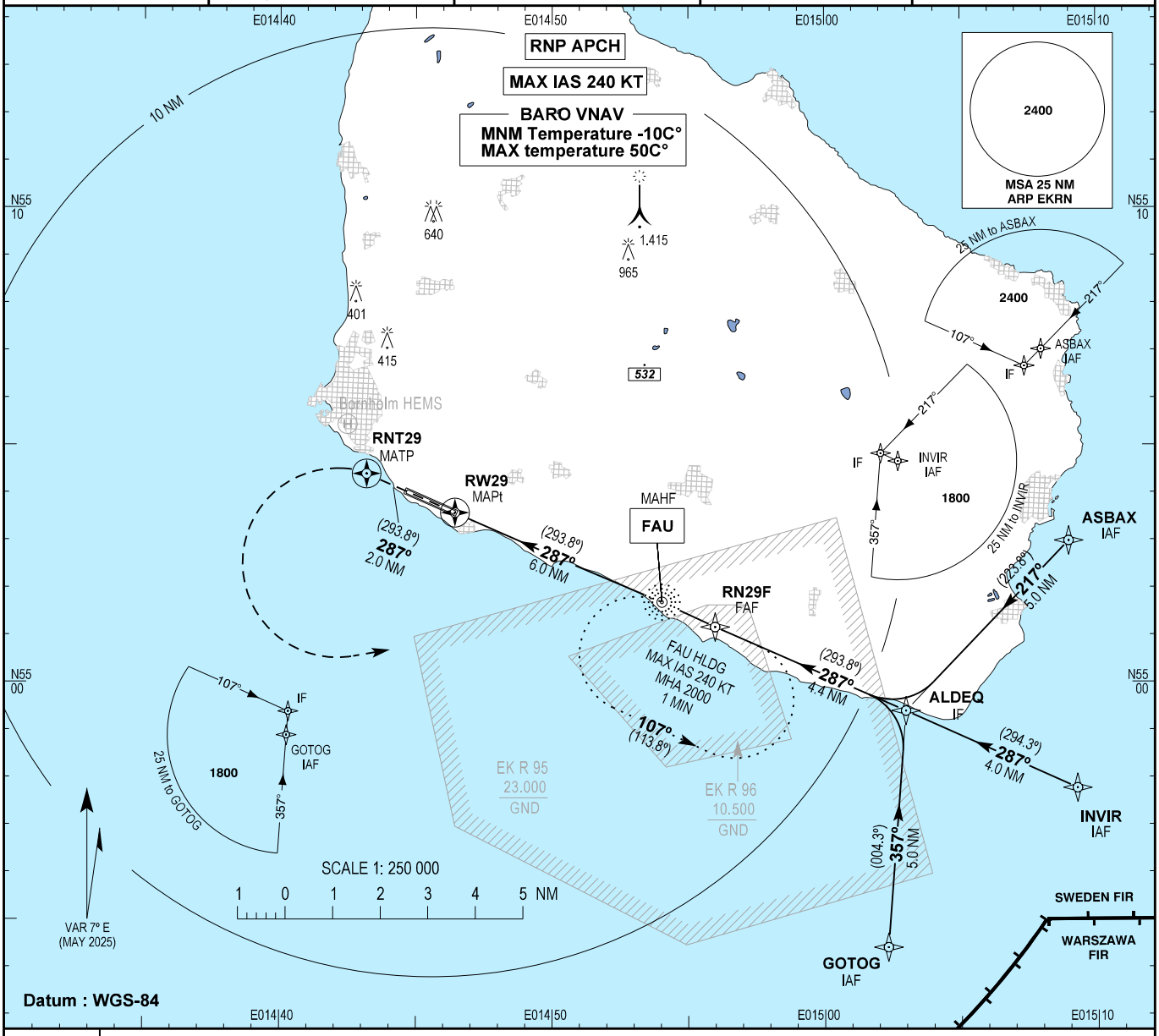
AD ELEV : 52

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

Rønne Tower : 118.330
257.800

EGNOS :
CH 76352
E29A

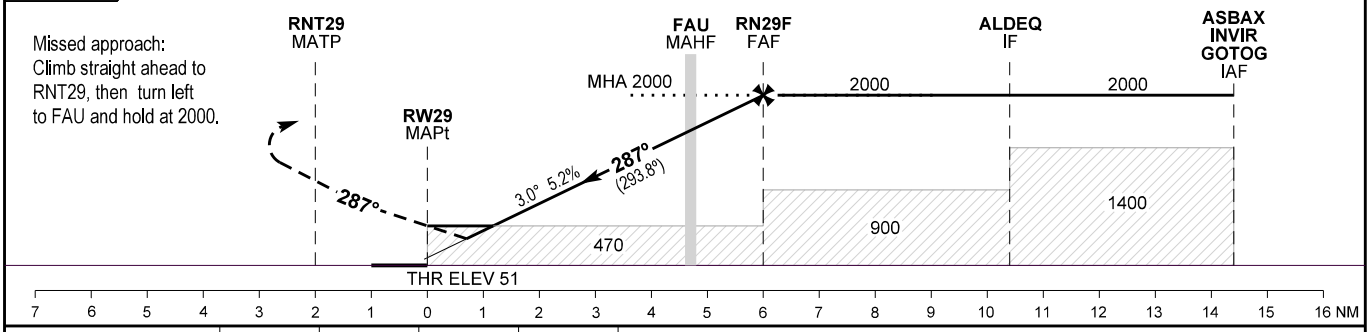
AD 2 - EKRN
RNP RWY 29 - 1
Bornholm / Rønne



TA 5000

TCH 52

Missed approach:
Climb straight ahead to RNT29, then turn left to FAU and hold at 2000.



OCA (H)	A	B	C	D
LNAV	470 (420)			
LNAV / VNAV	330 (279)	340 (289)	360 (309)	390 (339)
LPV	301 (250)	302 (251)	312 (261)	324 (273)
Circling*	450 (400)	630 (580)	730 (680)	750 (700)

*SW of AD only

SPECIAL CONDITIONS

DIST to THR (NM)	2	3	4	5	6
ALT	740	1060	1375	1695	2015

Time to MAPt from FAF - DIST 6.0 NM								
GS KT	60	80	100	120	140	160	180	200
Rate of descent FT / MIN	318	425	531	637	743	849	955	1061

Changes : MAX HLDG altitude withdrawn.

Instrument Approach Procedure Coding Tables:

EKRN RNP RWY 29 via ASBAX

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	ASBAX	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	217 / (223.8)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	R	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP RWY 29 via INVIR

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	INVIR	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	287 / (294.3)	7.0E	4.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	-	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP RWY 29 via GOTOG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	GOTOG	-	-	7.0E	-	-	+2000	-240	-	RNP APCH
010	TF	ALDEQ	-	357 / (004.3)	7.0E	5.0	-	+2000	-240	-	RNP APCH
020	TF	RN29F	-	287 / (293.8)	7.0E	4.4	L	@2000	-	-	RNP APCH
040	TF	RW29	Y	287 / (293.8)	7.0E	6.0	-	-	-	3.0°/52	RNP APCH
050	CF	RNT29	Y	287 / (293.8)	7.0E	2.0	-	-	-	-	RNP APCH
060	DF	FAU	-	-	7.0E	-	L	+2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	+2000	-240	-	RNP APCH

EKRN RNP RWY 29 waypoint coordinates:

Waypoint Identifier	Coordinates
ASBAX (IAF)	55 02 58.91N 015 08 57.25E
INVIR (IAF)	54 57 46.11N 015 09 15.45E
GOTOG (IAF)	54 54 24.69N 015 02 19.26E
ALDEQ (IF)	54 59 23.86N 015 02 58.40E
RN29F (FAF)	55 01 09.98N 014 55 58.76E
RW29 (MAPt)	55 03 34.73N 014 46 26.05E
RNT29 (MATP)	55 04 24.04N 014 43 11.23E
FAU (MAHF)	55 01 41.49N 014 54 01.79E

Changes : MAX HLDG altitude withdrawn.

SBAS FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	550402.3125N
SBAS Provider	1	Delta FPAP Latitude (seconds)	27.5825
Airport Identifier	EKRN	FPAP Longitude	0144437.1280E
Runway	29	Delta FPAP Longitude (seconds)	-108.9220
Runway letter	0	Threshold Crossing Height (FT)	52
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E29A	Length Offset (metres)	56
LTP/FTP Latitude	550334.7300N	HAL (metres)	40.0
LTP/FTP Longitude	0144626.0500E	VAL (metres)	50.0
LTP/FTP Ellipsoidal Height (metres)	50.22		

Output data

Data Block	10 0E 12 0B 05 1D 00 00 01 39 32 05 94 08 A1 17 04 1C 57 06 F6 15 7D D7 00 0C AD FC 08 02 2C 01 64 07 C8 FA 72 4D 03 8B
Calculated CRC Value	724D038B

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	15.54

Changes: Procedure completely revised. New page.

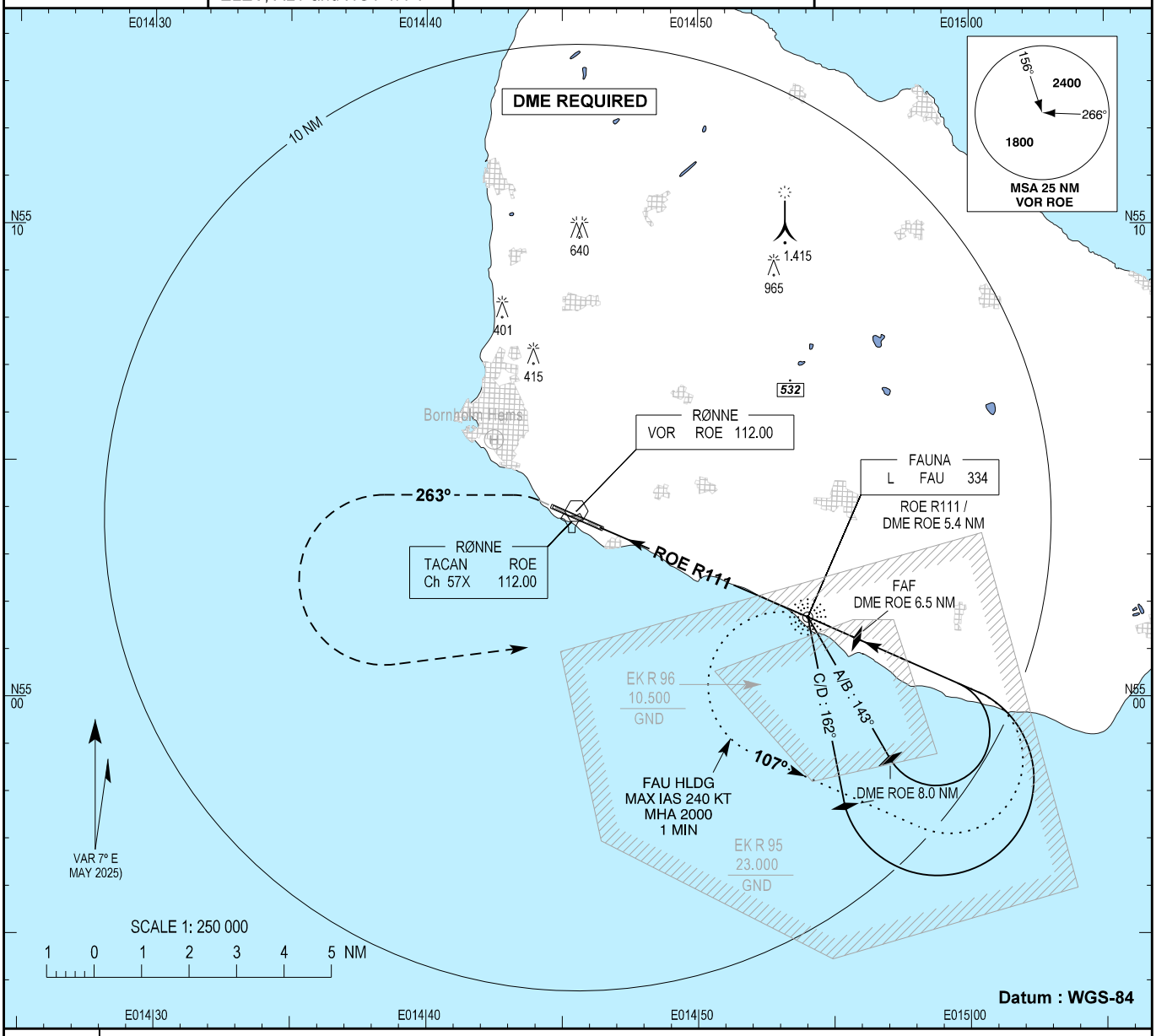
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

Bearings are magnetic
ELEV, ALT and HGT in FT

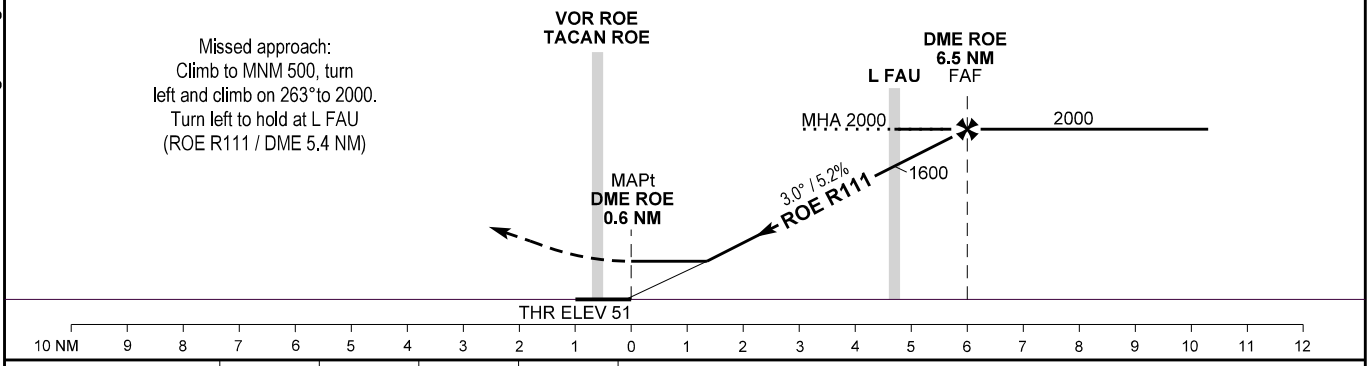
Rønne Tower : 118.330 257.800

AD 2 - EKRN
VOR RWY 29
Bornholm / Rønne



TA 5000

Missed approach:
Climb to MNM 500, turn
left and climb on 263°to 2000.
Turn left to hold at L FAU
(ROE R111 / DME 5.4 NM)



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
VOR / DME	470 (420)	470 (420)	470 (420)	470 (420)	
Circling*	470 (420)	630 (580)	730 (680)	750 (700)	*SW of AD only

DME ROE	2	3	4	5	6	7	8
DIST to THR (NM)	1.4	2.4	3.4	4.4	5.4	6.4	7.4
Nominal ALT	540	860	1180	1500	1820	2130	2450

Changes : MAX HLDG altitude and holding limiting distance withdrawn.

1. Aerodrome Location Indicator and Name: EKEB - Esbjerg

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 31 33.39N 008 33 12.25E Centre of RWY
2.	Distance and direction from city:	5 NM NE of Esbjerg
3.	ELEV: REF temperature:	97 FT 22°C
4.	MAG VAR: Annual change:	3° E (JAN 2020) Increasing 9´
5.	AD ADM: AD address: TEL: FAX: E-mail: AFS:	Esbjerg Lufthavn Esbjerg Airport John Tranums vej 20 DK-6705 Esbjerg Ø +45 76 16 90 00 - ebj@esbjergkommune.dk EKEB
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	MON-FRI 0600-2000 (0500-1900) SAT 0700-1100 (0600-1000) SUN 1230-1630 (1130-1530)
2.	Customs and immigration:	The airport is open for traffic to/from all states. HR for customs are MON-FRI 0700-1730 (0600-1630), SAT 1400-2000 (1300 - 1900), SUN 1500-1930 (1400-1830). Customs is located at Esbjerg Harbour, 11km from the airport. PPR 4 hours to tdtj@toldst.dk
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As AD
5.	ATS Reporting Office (ARO):	As AD Submission of flight plan to Briefing EKCH TEL: +45 32 47 82 72 FAX: - URL: www.naviair.dk
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: Outside stated AD hours one hour PPR

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes.
2.	Fuel and oil types:	Fuel: Jet A1 Oil: NIL
3.	Fuelling facilities and capacity:	Jet A1: 1000 L/MIN
4.	De-icing facilities:	De-icing and anti-icing available from 01 NOV - 31 MAR.
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	Minor repairs only
7.	Remarks:	a. Frequency used for handling: 131.555 - call sign "Esbjerg Handling" b. Limitations to payment options for fuel: Only by Shell Carnet card or Shell Fuel & Fly.

5. Passenger Facilities

1.	Hotels:	Hotels in town
2.	Restaurants:	Yes
3.	Transportation:	Taxi and buses
4.	Medical facilities:	Hospital in Esbjerg
5.	Bank and Post Office:	In Esbjerg
6.	Tourist Office:	In Esbjerg TEL +45 76 16 20 00

7. Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 5 as AD. However, CAT 7 will be established according to relevant type of aircraft, (1 HR PPR for non-scheduled traffic) Outside said hours of services available on PPR, submitted within AD hours.
2.	Rescue equipment:	-
3.	Capability for removal of disabled aircraft:	-

4. Remarks: 1. Removal of disabled aircraft from the runway:
In case an aircraft is damaged on the runway, it is the duty of the owner or user of such aircraft to ensure that it is removed as soon as possible. Airport contact telephone nr +45 76 16 90 30. E.g. in case of punctures, it may be necessary that an aircraft - before replacement of wheels has taken place - moves away from the runway under its own power:
- If a damaged aircraft is not removed from the runway as quickly as the Duty Airport Manager consider it necessary for reasonable dispatch of the traffic, he shall be entitled to have the aircraft removed for the account of the owner or user.

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

1.	Type of clearing equipment:	Snowplough and sweeper. Chemicals: KFOR and NAFO.
2.	Clearance priorities:	1. Active runway 2. Taxiway A 3. Aprons 4. Other taxiways 5. Other areas

3. Remarks: AD available all seasons. See also Rescue and Fire Fighting Services and Runway Surface Condition Assessment and Reporting and Snow Plan in section AD 1.2

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength:
   Apron 1: Asphalt, PCN 60/R/A/W/T.
   Apron 2: Asphalt, PCN 19/F/D/X/T
   Apron 4: Concrete, strength unlimited
2. Taxiway width, surface and strength:
   TWY A: 23 M, asphalt, PCN 60/F/A/W/T.
   TWY B, D: 15 M, asphalt, PCN 60/F/B/X/T.
   TWY C, I: 7.5 M, asphalt, PCN 60/F/B/X/T.
   TWY E: 6 M, asphalt, PCN 60/F/B/X/T
3. ACL and ELEV:
   At apron 1 and apron 2: 92 FT
   At apron 4: 95 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: -
2. RWY and TWY markings: RWY 08/26:
   THR, RWY NR, TDZ, centre line, side stripes
   TWY:
   Centre line, holding position.
3. Stop bars: -
4. Remarks: NIL

10. Aerodrome Obstacles

In approach/TKOF areas

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

In cirling area and at AD

a	b
Obstacle type Elevation Markings/LGT	PSN
-	

Remarks: All critical obstacles are marked by day and night

11. Meteorological Information Provided

1. Associated MET Office: Danish Meteorological institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) TEL +45 39 15 72 72
2. Hours of service: Outside Hours: H24
3. Office responsible for TAF preparation: Danish Meteorological institute (DMI)/ Civil Weather Forecasts and Warnings (CVV)
   Periods of validity: 9 hours
4. Type of landing forecast: NIL
   Interval of issuance: -
5. Briefing/Consultation provided: Self briefing 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: -
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
08	079.5° GEO 077° MAG	2599 x 45 M	PCN 60/F/A/W/T Asphalt	55 31 25.84N 008 32 00.56E	78 FT/-
26	259.5° GEO 257° MAG	2599 x 45 M	PCN 60/F/A/W/T Asphalt	55 31 41.16N 008 34 26.23E	97 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions
08	0.22%	-	-	2719 x 300 M	90 x 90 M
26	- 0.22%	-	-	2719 x 300 M	90 x 90 M

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
08	4D	PA-1
26	4D	PA-1

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 08	2599 M	2599 M	2599 M	2599 M	
TWY A	1670 M	1670 M	1670 M		
TWY B	921 M	921 M	921 M		
RWY 26	2599 M	2599 M	2599 M	2599 M	
TWY B	1649 M	1649 M	1649 M		
TWY A	905 M	905 M	905 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
08	900 M White LIH	Green	3°	-	2599 M 30 M White FM 1700 - 2300 M Red/White FM 2300 M Red LIH	2599 M 60 M White FM 2000 M Yellow LIH	Red	-
26	CAT II 900 M LIH	Green Yes	3°	900 M White	2599 M 30 M White FM 1700 - 2300 M Red/White FM 2300 M Red LIH	2599 M 60 M White FM 2000 M Yellow LIH	Red	-

Remarks: RWY 08: LED used in the full length of THR, RWY centre line and RWY end lights.
RWY 26: LED used in the full length of THR, TDZ, RWY centre line and RWY end lights.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: ABN 55 31 34N 008 34 23E *
At AD, FLG W EV 2 SEC. Operating when aircraft are expected at night or in poor visibility by day
2. LDI location and LGT: -
Anemometer location and LGT: -
3. TWY edge and centre line LGT: Blue edge LIL on TWY A, B, C and D
RGL at holding position TWY A and B
4. Secondary power supply/switch-over time: Yes, switch-over time MAX 10 SEC.
Take-off´s with runway visual range (RVR) less than 800M, switch-over time MAX 1 SEC
5. Remarks: NIL

16. Helicopter Landing Area

Helipad dimension: 69 x 23 M
Pavement: Concrete
Strength: Unlimited
Day marking: White "H"
Lighting TKOF/LDG area :Green LIL. Hoverlanes: Yellow LIL
Remarks: Helicopter landing area for VMC use only

17. Air Traffic Services Communication Airspace

1. Designation and lateral limits: ESBJERG FIZ/RMZ
A.
55 32 41N 008 05 52E - 55 33 23N 008 18 08E -
55 36 28N 008 27 25E - 55 37 28N 008 34 55E -
55 35 49N 008 51 26E - 55 32 39N 008 57 15E -
55 27 22N 008 57 12E - 55 24 20N 007 59 57E -
55 32 41N 008 05 52E.
B.
55 33 23N 008 18 08E - 55 36 28N 008 27 25E -
55 37 28N 008 34 55E - 55 36 33N 008 44 11E -
55 26 53N 008 47 20E - 55 25 30N 008 20 46E -
55 33 23N 008 18 08E.
2. Vertical limits: A.
3500 FT MSL/1500 FT MSL
B.
1500 FT MSL/GND
3. Airspace classification: G
4. ATS unit call sign: ESBJERG INFORMATION
Language(s): 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	ESBJERG INFORMATION	120.155	See Operational Hours	DOC: FL 100/40 NM
		121.500		Emergency
MSSR		1030		DOC: FL 450/250 NM Radar 3
	ESBJERG INFORMATION			Radar track from Radar 3

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 08 CAT I	OO	109.100 MHZ	HO	55 31 42.18N 008 34 36.00E		ILS class I/D/3
GP 08		331.400 MHZ	H24	55 31 23.71N 008 32 17.81E		Angle 3°, RDH 49 FT
DME 08	OO	CH28X	H24	55 31 23.71N 008 32 17.81E		
LOC 26 CAT I	ES	110.150 MHZ	HO	55 31 23.49N 008 31 38.22E		ILS class I/E/4.
GP 26		334.250 MHZ	H24	55 31 42.95N 008 34 05.54E		Angle 3°, RDH 51 FT.
DME 26	ES	CH38Y	H24	55 31 42.95N 008 34 05.54E		

20. Local Aerodrome Regulations

1. School and training flights

1.1 School and training flights are permitted daily within AD operational hours. However, PPR is required for all IFR school and training flights and for flights with jet aircraft having a MTOM above 20.000 KG - TEL + 45 75 46 87 00.

2. Right turns

With reference to the general rules of the air in the vicinity of an aerodrome, aircraft may 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.

3. Use of auxiliary power unit (APU)

Use of APU on aircraft stands shall be limited as far as possible.

APU may be used:

- 5 minutes after on block
- 5 minutes before leaving apron

Exemptions:

When the outside temperature (OAT) is below -10 degrees C or above +25 degrees C, APU may be used as follows, unless otherwise instructed by marshaller:

- 5 minutes after on block
- 15 minutes before leaving apron

21. Noise Abatement Procedures

1. School and training flights with jet aircraft will be permitted only if they comply with the requirements in ICAO Annex 16, chapter 3 regarding noise certification.

22. Flight Procedures

1. IFR Arrival

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

1.2 Radio communication failure

Navigation fix designated for radio communication failure during IMC for arriving aircraft is TOMMO.

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have been established for helicopters with one of the helicopter decks in the North Sea as destination.

2.2 Omnidirectional departures

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

3. VFR Flights

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

3.2 VFR departure to helicopter decks in the North Sea.

Route A (south): Airport-Måde-north around Nordby-DINOK
Route B (west): Airport-Sædding-PEGAM
Route C (northwest): Airport-north around Bryndum-Marbæk (lake)-Grenen
Route D (north): Airport-Alslev-Billum

Route B only AVBL for DEP RWY 26. Route A and D are preferential routes.

Climb out: MAX IAS 085 KT and MNM climb gradient 1000 FT/MIN until 2000 FT MSL. If unable advise ATC.

3.3 VFR arrival from helicopter decks in the North Sea.

Route A (south): DINOK-North around Nordby-Måde-Airport
Route B (west): PEGAM-Sædding-Airport
Route C (northwest): Grenen-Marbæk (lake)-north around Bryndum-Airport
Route D (north): Billum-Alslev-Airport

Route B only AVBL for ARR RWY 08. Route C and D are preferential routes.

Approach height MNM 2000 FT MSL. Descent angle 6º (500 FT/MIN). If unable advice ATC.

3.4 VFR flights to Horns Rev windmill farm.

Route C (see 3.2 and 3.3.) is the preferential route but MNM 2000 FT do not apply.

23. Additional Information

1. Gliding

1.1 A gliding area is established within Esbjerg FIZ/RMZ, see chart AD 2. EKBI Glider Areas in TMA/CTR.

1.2 VFR flights may obtain information whether the gliding area is active from Esbjerg Information.

2. Remarks

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

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 Obstacle Chart - ICAO Type A	AOC-A 08 AOC-A 26
Precision Approach Terrain chart - ICAO	PATC 26
Standard Departure Chart - Instrument - ICAO	HEL SID RNP RWY 08 - 1 HEL SID RNP RWY 08 - 2 HEL SID RNP RWY 26 - 1 HEL SID RNP RWY 26 - 2
Instrument Approach Chart - ICAO	EKHR RNP 267 - 1 EKHR RNP 267 - 2 EKHN RNP 317 - 1 EKHN RNP 317 - 2 ILS or LOC Z RWY 08 - 1 ILS or LOC Z RWY 08 - 2 ILS or LOC Y RWY 08 - 1 ILS or LOC Y RWY 08 - 2 RNP RWY 08 - 1 RNP RWY 08 - 2 RNP RWY 08 - 3 ILS or LOC Z RWY 26 - 1 ILS or LOC Z RWY 26 - 2 ILS or LOC Y RWY 26 - 1 ILS or LOC Y RWY 26 - 2 RNP RWY 26 - 1 RNP RWY 26 - 2 RNP RWY 26 - 3
Other charts	HEL VFR ARR 08 / DEP 26 HEL VFR ARR 26 / DEP 08

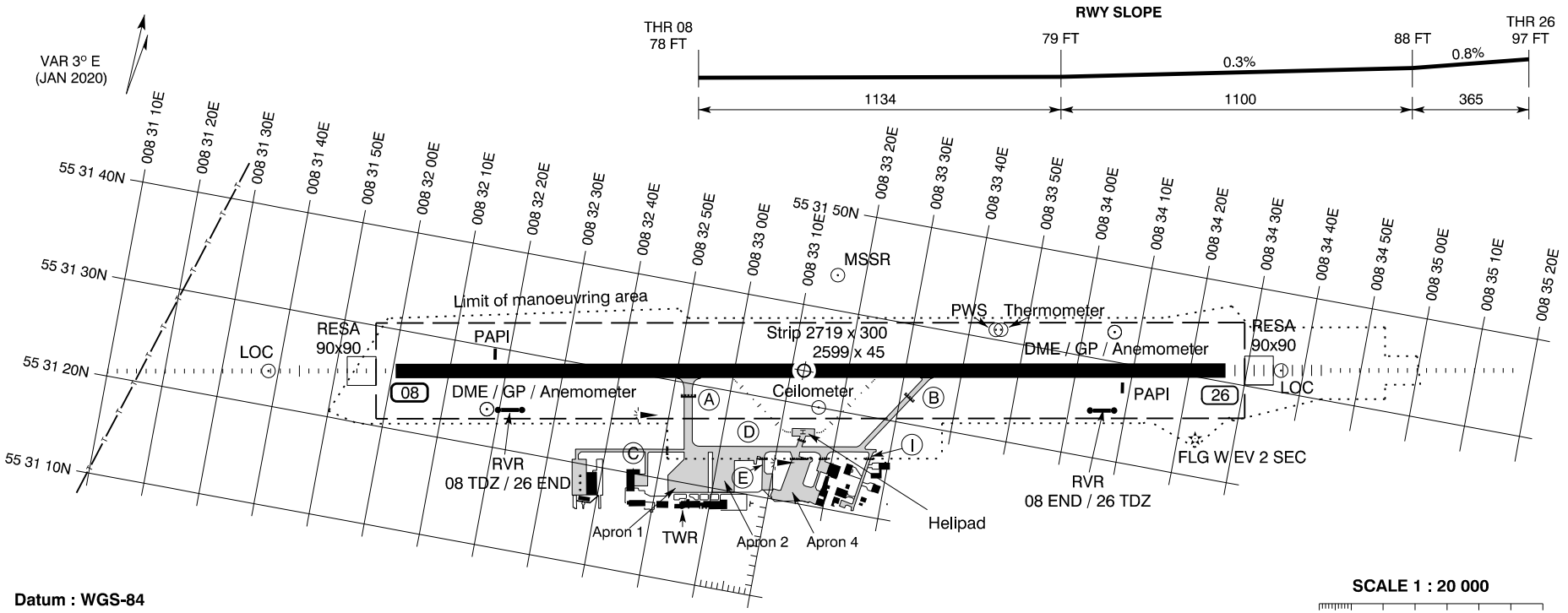
25. Visual segment surface (VSS) penetration

Instrument Flight Procedure	Procedure Minima affected	Remarks
ILS or LOC RWY 08	No Penetration	
RNP RWY 08	No Penetration	
ILS or LOC RWY 26	No Penetration	
RNP RWY 26	No Penetration	

Changes : OBSTACLES text and TWY Day marking changed. Editorial changes.

AERODROME CHART - ICAO

ARP : 55 31 33.39N 008 33 12.25E Centre of RWY	AD ELEV : 97 FT	ELEV in FT Dimensions / Distances in M	Esbjerg Information : 120.155



Datum : WGS-84

SCALE 1 : 20 000

100 0 200 400 600 M

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	TDZ	PAPI	Centre line	Edge	End
08	079.5° GEO 077° MAG	55 31 25.84N 008 32 00.56E	Asphalt PCN 60 F / A / W / T	THR RWY NR TDZ 900 M Centre line Side stripes	 A B	2599 1670 921	2599 1670 921	2599 1670 921	2599	900 M White	Green		3°	2599 M 30 M White FM 1700 - 2300 M Red / White FM 2300 M Red LIH	2599 M 60 M White FM 2000 M Yellow LIH	Red
26	259.5° GEO 257° MAG	55 31 41.16N 008 34 26.23E			 B A	2599 1649 905	2599 1649 905	2599 1649 905	2599	900 M CAT II	Green	900 M White	3°	2599 M 30 M White FM 1700 - 2300 M Red / White FM 2300 M Red LIH	2599 M 60 M White FM 2000 M Yellow LIH	Red

OTHER : Secondary power supply : Yes, switch-over time MAX 10 SEC.
Take-off's with runway visual range (RVR) less than 800 M, switch-over time MAX 1 SEC.

OBSTACLES : All critical obstacles are marked by day and night.

TAXIWAYS

Width :
A : 23 M
B, D : 15 M
C, I : 7.5 M
E : 6 M

Pavement :
A, B, C, D, E, I : Asphalt

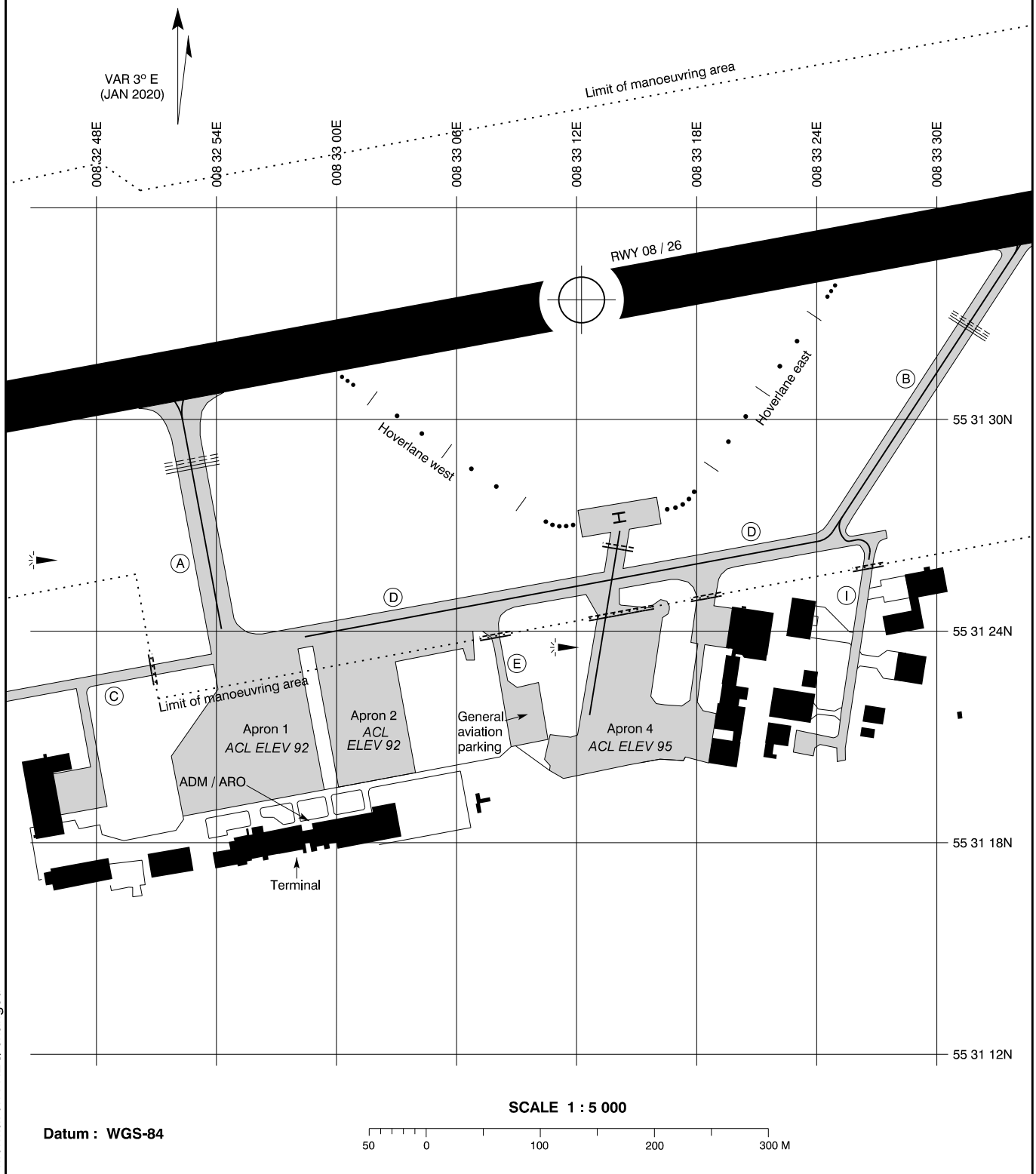
Strength :
A : PCN 60 F / A / W / T
B, C, D, E, I : PCN 60 F / B / X / T

Day marking : Centre line, Holding position

Lighting :
Blue edge LIL : A, B, C, D
RGL : A, B

AIRCRAFT PARKING / DOCKING CHART - ICAO

Apron 1 ELEV : 92 FT Apron 2 ELEV : 92 FT Apron 4 ELEV : 95 FT	Esbjerg Information : 120.155	**AD 2 - EKEB** **APDC** **Esbjerg**



SCALE 1 : 5 000

Datum : WGS-84

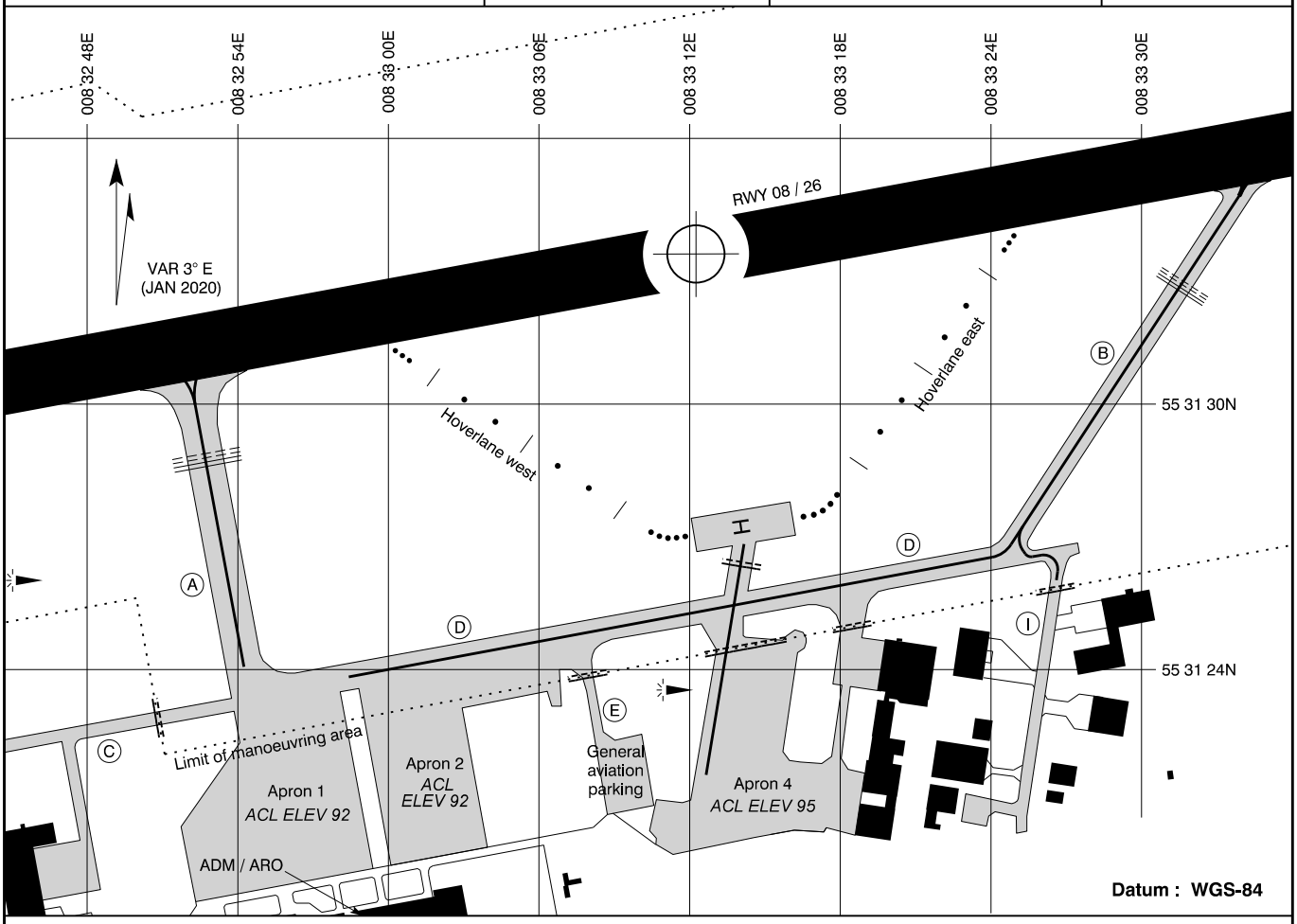
50 0 100 200 300 M

APRON	TAXIWAYS
Apron 1 Pavement : Asphalt Strength : PCN 60 / R / A / W / T **Apron 2** Pavement : Asphalt Strength : PCN 19 / F / D / X / T **Apron 4** Pavement : Concrete Strength : Unlimited	See aerodrome chart

Changes : Esbjerg Information FREQ changed.

HELIPORT CHART - ICAO

Apron 1 ELEV :	92 FT	Esbjerg Information : 120.155	**AD 2 - EKEB** **HELC** **Esbjerg**
Apron 2 ELEV :	92 FT		
Apron 4 ELEV :	95 FT		



FATO - TLOF coordinates	55 31 27N 008 33 14E
Dimensions Surface Strength (MTOM) Markings	69 x 23 M Concrete Unlimited White edge, white "H"
FATO bearings TLOF bearings	077°MAG 257° MAG
Declared distances	-
TWY	15 M, asphalt
Lighting : Heliport beacon APP Alignment FATO edge TLOF edge Aiming point TWY	 - - Yellow hover lane Green edge - Blue edge
Secondary power supply	MAX 15 SEC
Obstacles	-

APRON	TAXIWAYS
Apron 1 Pavement : Asphalt Strength : PCN 60 / R / A / W / T **Apron 2** Pavement : Asphalt Strength : PCN 19 / F / D / X / T **Apron 4** Pavement : Concrete Strength : Unlimited	See aerodrome chart

Changes : Esbjerg Information FREQ changed.

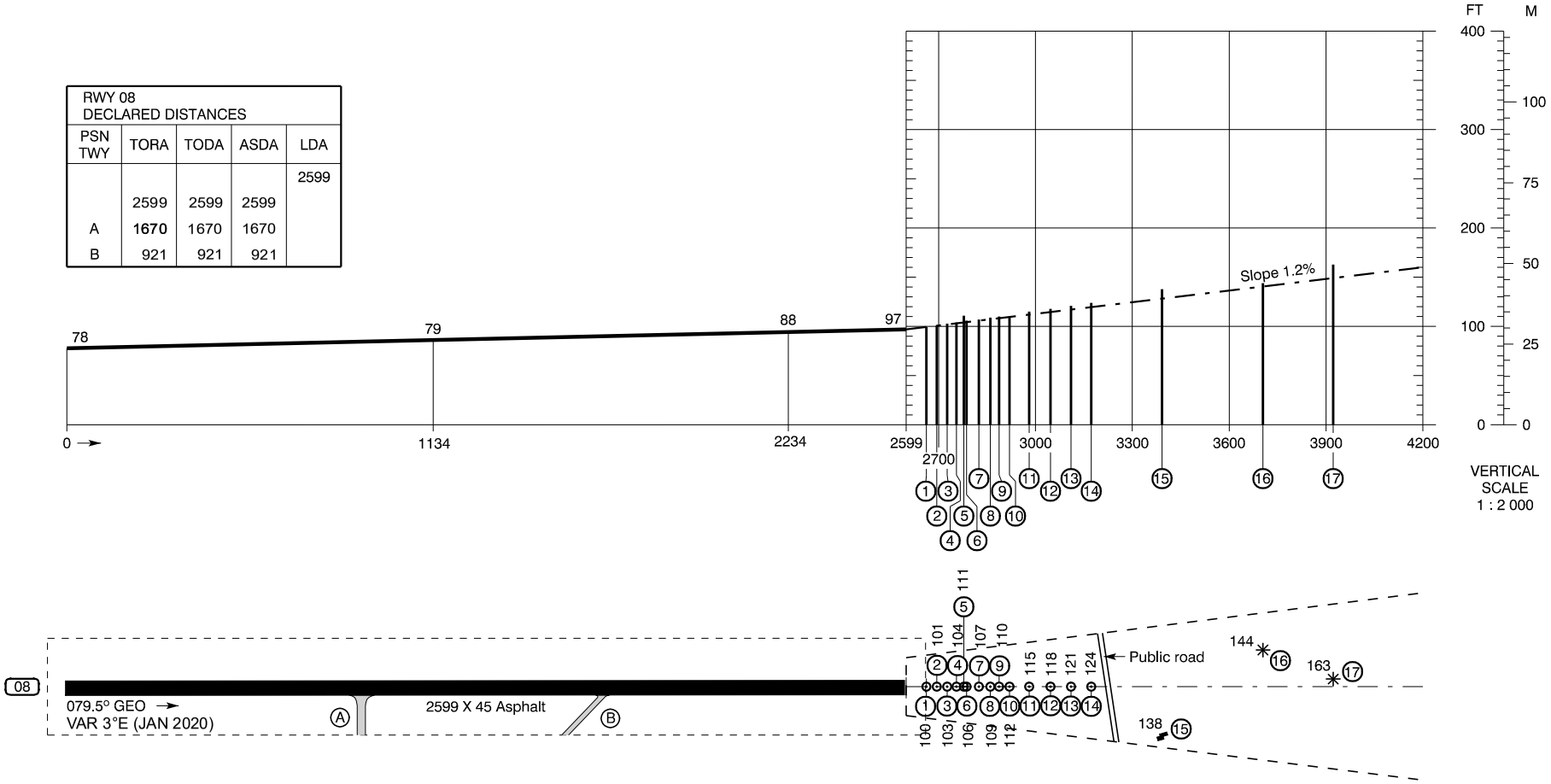
Changes : Declared DIST.

AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

ELEV in FT
Distances in M

AD 2 - EKEB
AOC-A 08
Esbjerg

RWY 08 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
				2599
	2599	2599	2599	
A	1670	1670	1670	
B	921	921	921	



LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - -►
Transmission line or overhead cable	—T—
Spot ELEV	•

HORIZONTAL SCALE 1 : 20 000

FT 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

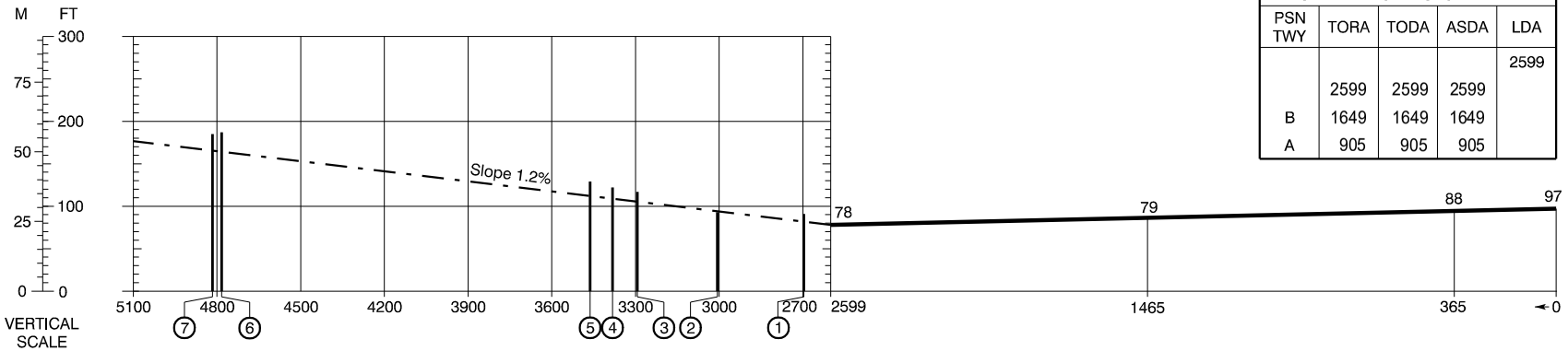
M 300 0 300 600 900 1200 1500 1800 2100 2400 2700 3000

Changes : Declared DIST.

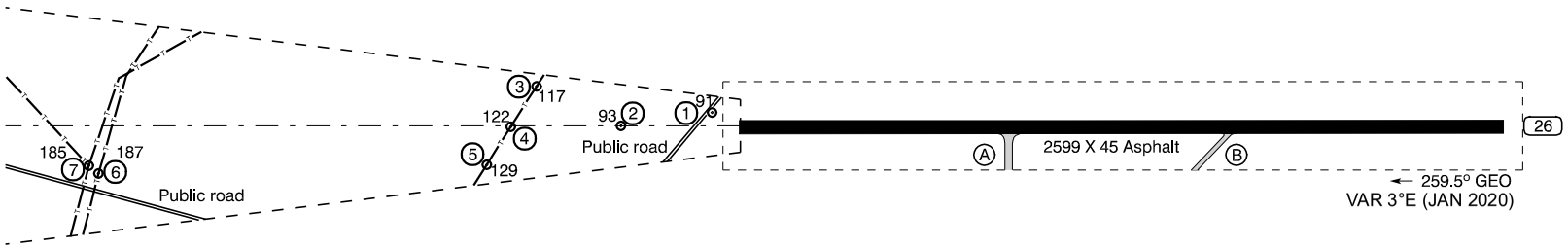
AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

ELEV in FT
Distances in M

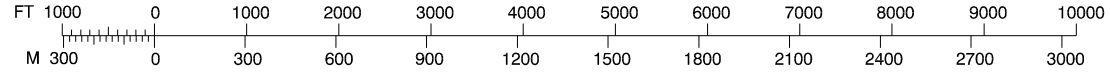
AD 2 - EKEB
AOC-A 26
Esbjerg



RWY 26 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
				2599
	2599	2599	2599	
B	1649	1649	1649	
A	905	905	905	



HORIZONTAL SCALE 1 : 25 000

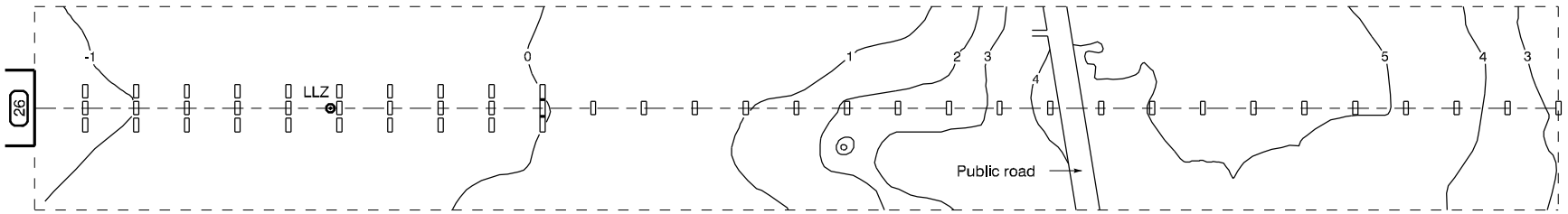


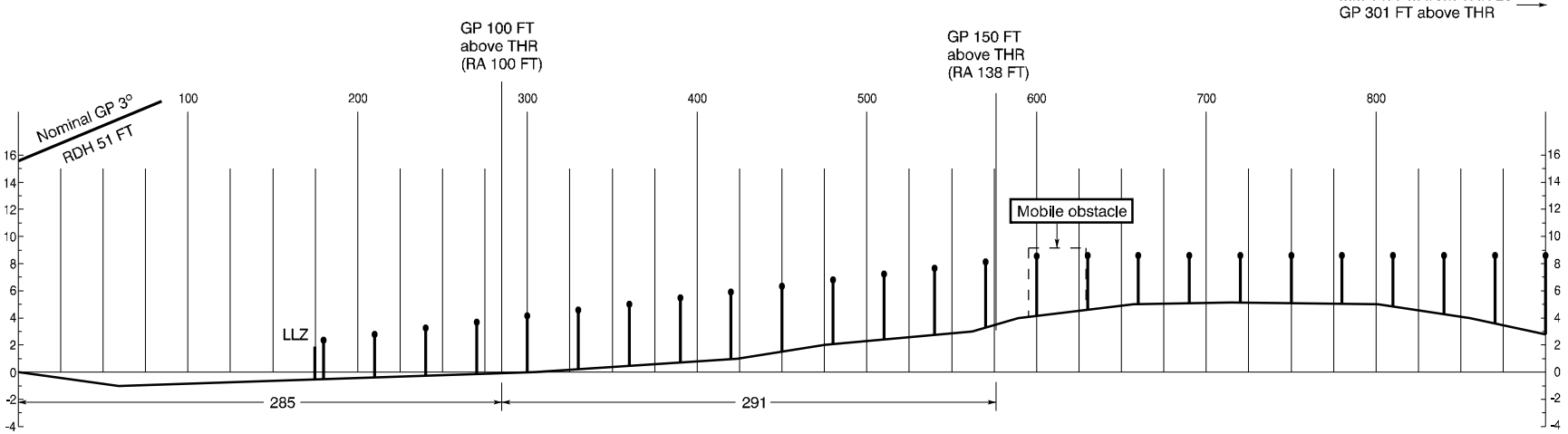
LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - -►
Transmission line or overhead cable	—T—
Spot ELEV	•

© CAA DENMARK

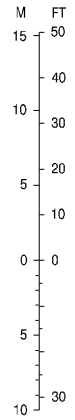
Changes : Editorial.

PRECISION APPROACH TERRAIN CHART - ICAO

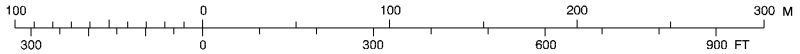




VERTICAL SCALE 1 : 500



HORIZONTAL SCALE 1 : 4 000



Contours and heights are related to THR ELEV

Contours, heights, and distances in metres unless otherwise stated

RA = Radio altimeter reading

- Centre line profile
- Contour (2)
- Tree or shrub
- Building or large structure
- Antenna, chimney, pole, spire, tower, etc.
- Approach lights
- Traffic
- Deviation at least +/- 3 M from centre line profile

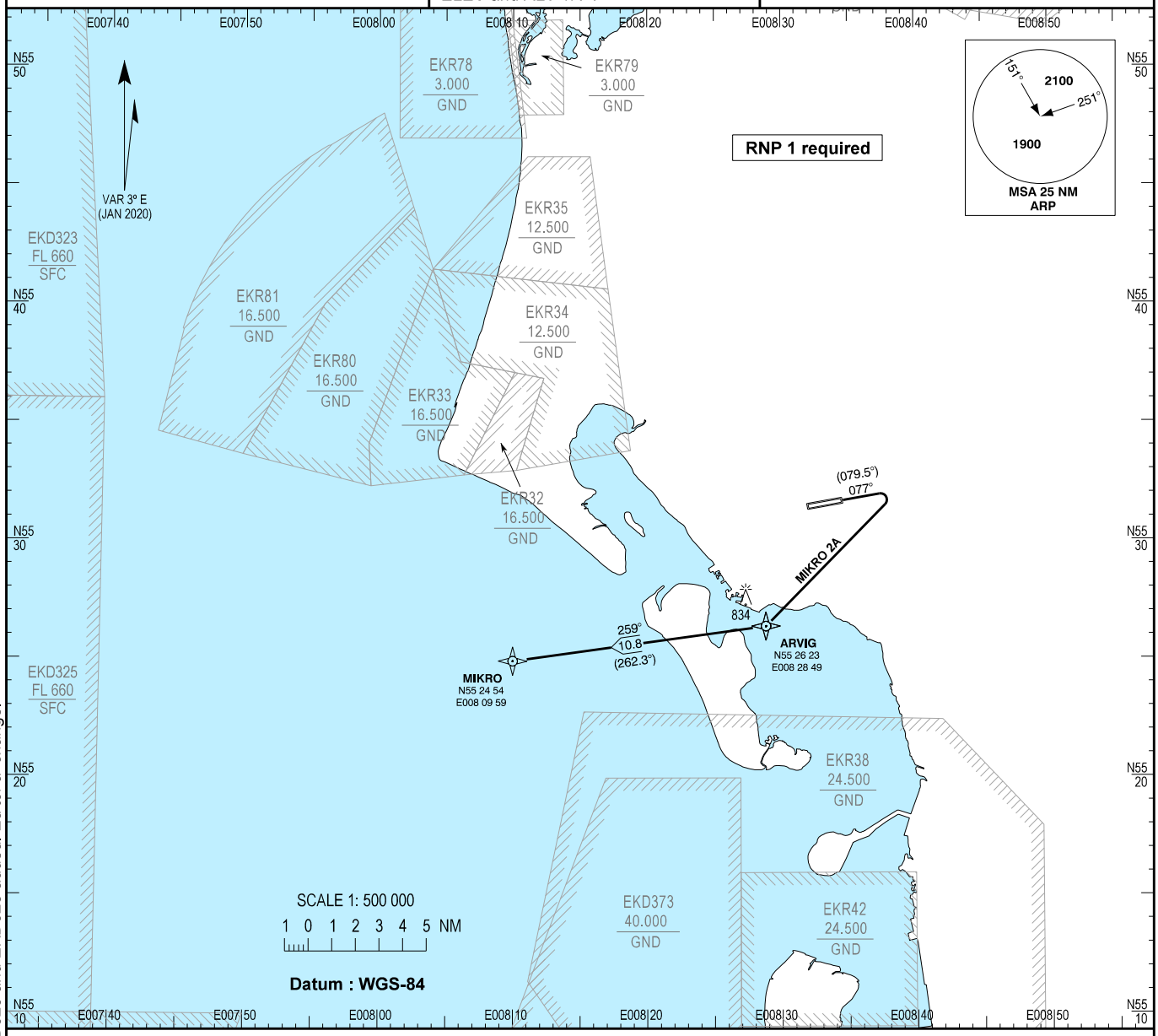
AD 2 - EKEB
PATC 26
Esbjerg

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition Altitude : 3000 FT

Bearings and tracks are magnetic (true)
ELEV and ALT in FT

AD 2 - EKEB
HEL SID RNP RWY 08 - 1
MIKRO 2A
Esbjerg



MIKRO 2A
Climb on track 077° to 500 FT. Right turn DCT to ARVIG climbing to MNM 1800 FT, then right turn to MIKRO.

Radio Failure
In case of radio communication failure after TKOF, aircraft proceeding on a SID shall maintain the last received and acknowledged level until ARVIG and then climb to the assigned cruising level.

Changes : EK D 301 withdrawn. New danger areas EKD323 and EKD325 added. Editorial change.

Standard Instrument Departure Procedure Coding Table:

EKEB HEL SID RNP RWY 08 MIKRO 2A DEPARTURE:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	Navigation Specification
010	CA	-	-	077 / (079.5)	-3.0	-	R	+500	-	RNP 1
020	DF	ARVIG	-	-	-3.0	-	R	+1800	-	RNP 1
030	TF	MIKRO	-	259 / (262.3)	-3.0	10.8	-	-	-	RNP 1

EKEB HEL SID RNP RWY 08 MIKRO 2A waypoint coordinates:

Waypoint Identifier	Function	Coordinates
ARVIG	SID 08	55 26 22.64N 008 28 49.17E
MIKRO	SID 08	55 24 54.29N 008 09 59.00E

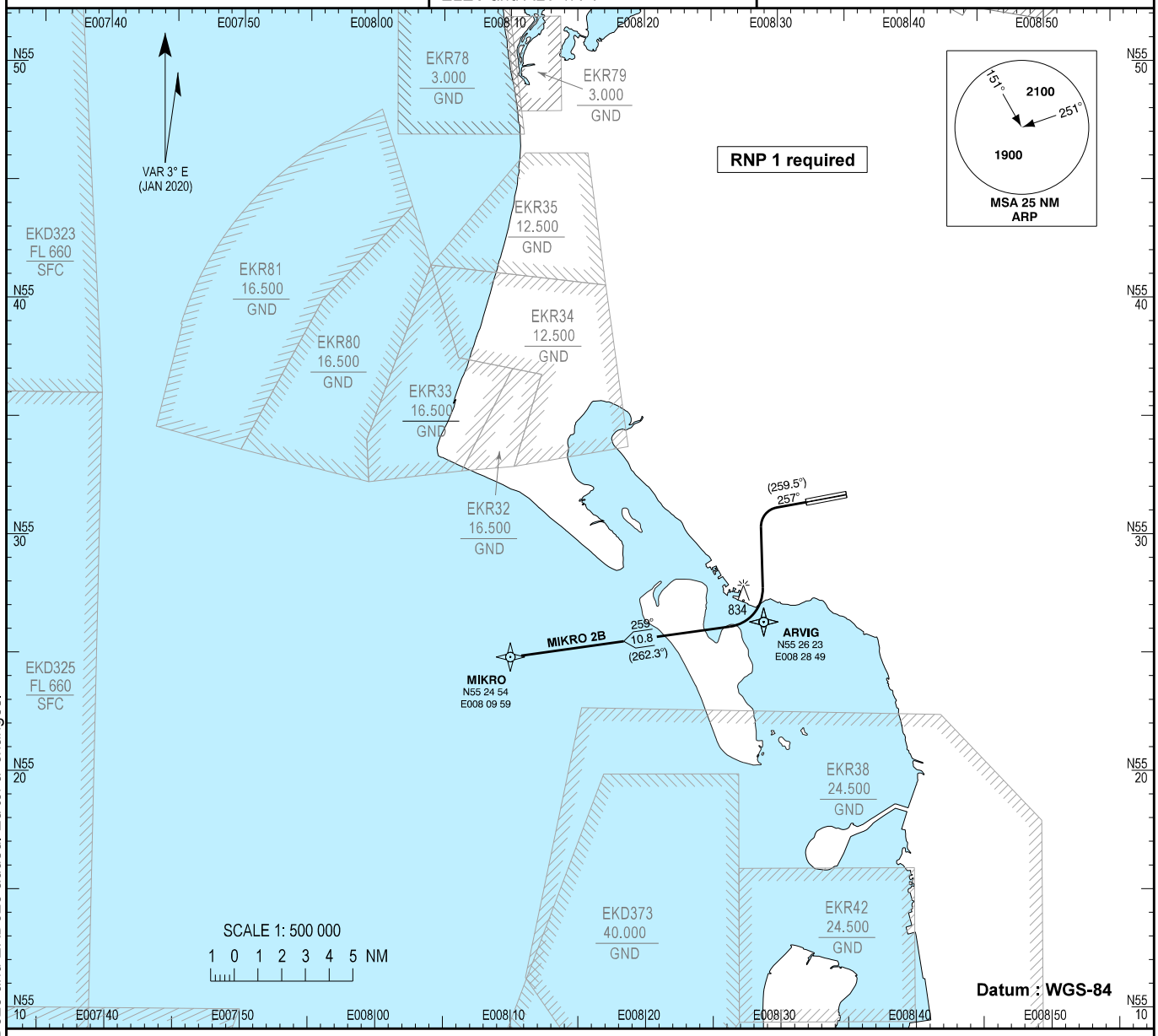
Changes :MNM ALT ARVIG changed. SID identification changed.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition Altitude : 3000 FT

Bearings and tracks are magnetic (true)
ELEV and ALT in FT

AD 2 - EKEB
HEL SID RNP RWY 26 - 1
MIKRO 2B
Esbjerg



MIKRO 2B

Climb on track 257° to 500 FT. Left turn DCT to ARVIG climbing to MNM 1800 FT, then right turn to MIKRO.

MNM climb gradient 3.6% to 1000 FT.

Radio Failure

In case of radio communication failure after TKOF, aircraft proceeding on a SID shall maintain the last received and acknowledged level until ARVIG and then climb to the assigned cruising level.

Changes : EK D 301 withdrawn. New danger areas EKD325 and EKD323 added. Editorial changes.

Standard Instrument Departure Procedure Coding Table:

EKEB HEL SID RNP RWY 26 MIKRO 2B DEPARTURE:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	Navigation Specification
010	CA	-	-	257 / (259.5)	-3.0	-	L	+500	-	RNP 1
020	DF	ARVIG	-	-	-3.0	-	R	+1800	-	RNP 1
030	TF	MIKRO	-	259 / (262.3)	-3.0	10.8	-	-	-	RNP 1

EKEB HEL SID RNP RWY 26 MIKRO 2B waypoint coordinates:

Waypoint Identifier	Function	Coordinates
ARVIG	SID 26	55 26 22.64N 008 28 49.17E
MIKRO	SID 26	55 24 54.29N 008 09 59.00E

Changes : MNM ALT ARVIG changed. SID identification changed.

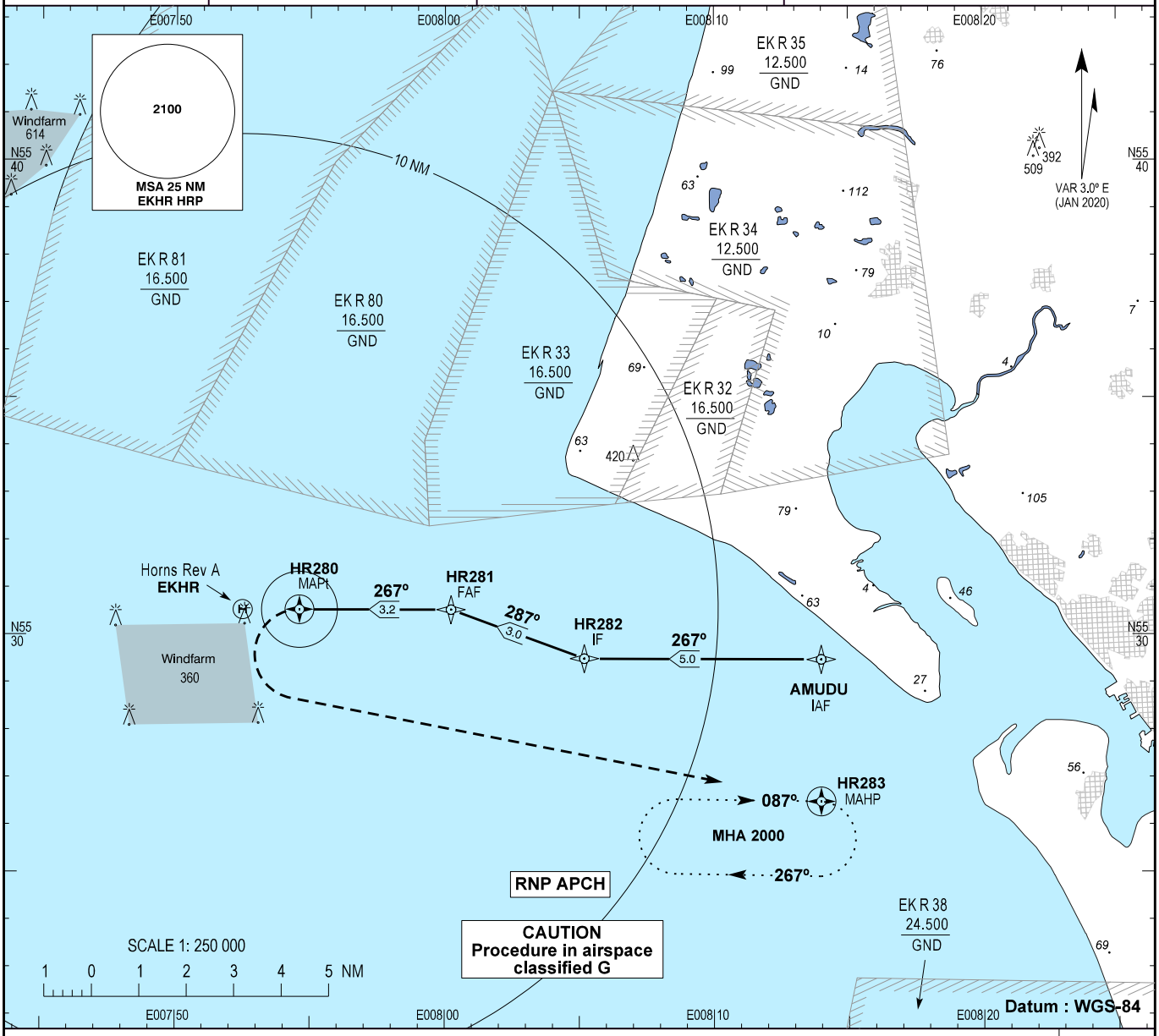
INSTRUMENT APPROACH CHART - ICAO

Heliport ELEV : 76

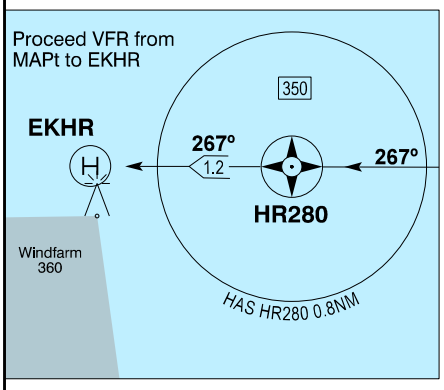
Bearings are magnetic
ELEV, ALT and HGT in FT
DIST in NM

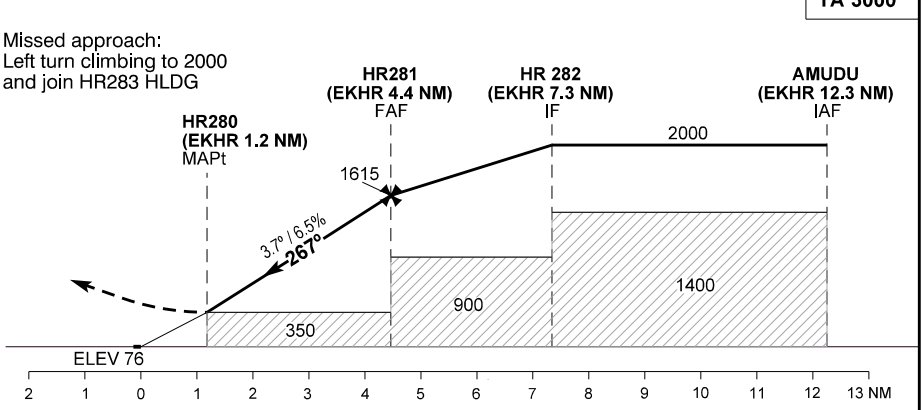
ATIS : 123.400
Esbjerg Information : 120.155
Billund Approach : 127.580
Copenhagen Information : 124.000

AD 2 - EKEB
EKHR RNP 267 - 1
Esbjerg



TA 3000





OCA (H)	H
LNAV	350 (274)

DIST to MAPt	0.5	1.0	1.5	2.0	2.5	3.0
ALT	545	745	940	1140	1335	1535

GS KT	70	80	90	100	110	120	130
ROD FT / MIN	460	530	595	660	725	790	855

Change : EK D 301 withdrawn.

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
1	IF	AMUDU	-	-	3.0E	-	-	+2000	-	-	RNP APCH
2	TF	HR282	N	267 / (270.3)	3.0E	5.0	-	-	-	-	RNP APCH
3	TF	HR281	N	287 / (290.2)	3.0E	3.0	R	-	-	-	RNP APCH
4	CF	HR280	Y	267 / (270.1)	3.0E	3.2	L	-	-	-3.72 / 15	RNP APCH
5	DF	HR283	Y	-	3.0E	-	L	+2000	-	-	RNP APCH
6	-	HR283	Y	087 / (090,2)	3.0E	-	R	+2000	-	-	RNP APCH

Waypoint	**Latitude**	**Longitude**
EKHR (ARP)	55 30 32.22N	007 52 29.70E
HR280 (MAPt)	55 30 32.20N	007 54 36.33E
HR281 (FAF)	55 30 31.98N	008 00 14.01E
HR282 (IF)	55 29 30.12N	008 05 11.16E
AMUDU (IAF)	55 29 28.89N	008 13 58.54E
HR283 (MAHP)	55 26 29.24N	008 13 58.54E

Changes: Tabular description added. Chart designator changed.

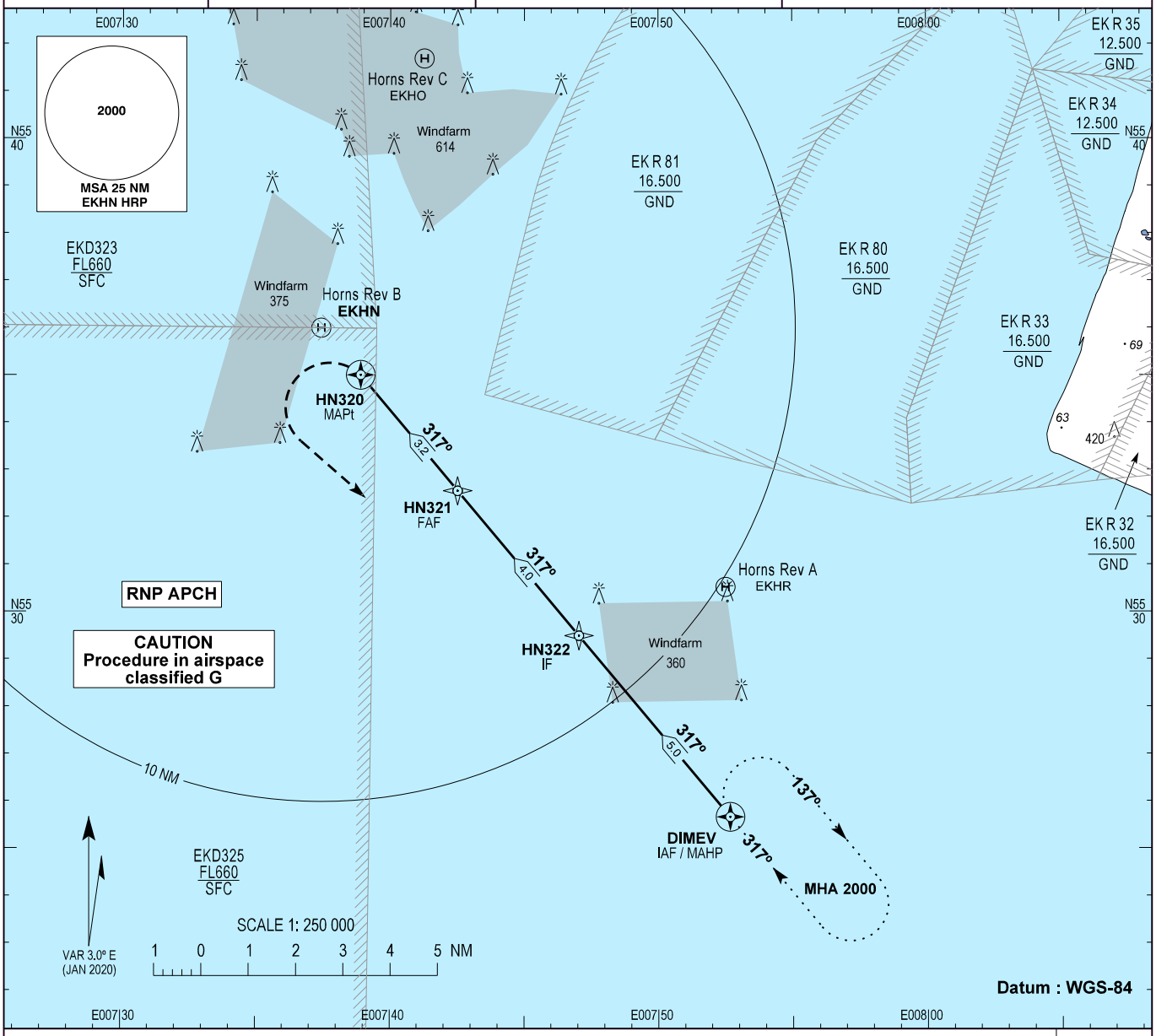
INSTRUMENT APPROACH CHART - ICAO

Heliport ELEV : 89

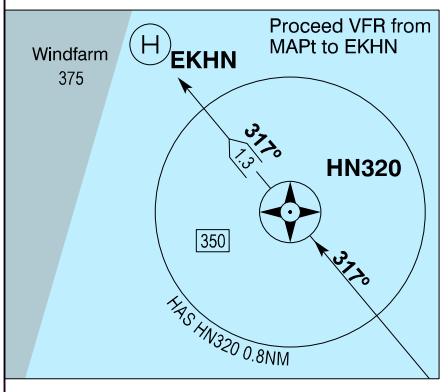
Bearings are magnetic
ELEV, ALT and HGT in FT
DIST in NM

ATIS : 122.075
Esbjerg Information : 120.155
Billund Approach : 127.580
Copenhagen Information : 124.000

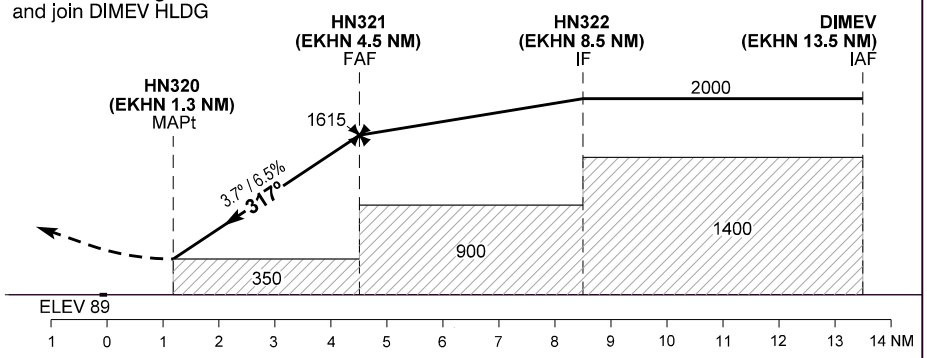
AD 2 - EKEB
EKHN RNP 317 - 1
Esbjerg



TA 3000



Missed approach:
Left turn climbing to 2000
and join DIMEV HLDG



OCA (H)	H
LNAV 9.5% *	350 (261)
LNAV 4.2% *	440 (351)

* MNM missed aproach climb gradient.

DIST to MAPt	0.5	1.0	1.5	2.0	2.5	3.0
ALT	545	745	940	1140	1335	1535

GS KT	70	80	90	100	110	120	130
ROD FT / MIN	460	530	595	660	725	790	855

Change : EK D 301 withdrawn. EKD323 and EKD325 added.

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
1	IF	DIMEV	-	-	3.0E	-	-	+2000	-	-	RNP APCH
2	TF	HN322	N	317 / (320.2)	3.0E	5.0	-	-	-	-	RNP APCH
3	TF	HN321	N	317 / (320.1)	3.0E	4.0	-	-	-	-	RNP APCH
4	CF	HN320	Y	317 / (320.1)	3.0E	3.2	-	-	-	-3.72 / 15	RNP APCH
5	DF	DIMEV	Y	-	3.0E	-	L	+2000	-	-	RNP APCH
6	-	DIMEV	Y	317 / (320,2)	3.0E	-	R	+2000	-	-	RNP APCH

Waypoint	**Latitude**	**Longitude**
EKHN (ARP)	55 36 00.60N	007 37 25.74E
HN320 (MAPt)	55 35 00.96N	007 38 54.09E
HN321 (FAF)	55 32 34.06N	007 42 31.24E
HN322 (IF)	55 29 30.43N	007 47 02.33E
DIMEV (IAF)	55 25 40.64N	007 52 40.20E

Changes: Tabular description added. Chart designator changed.

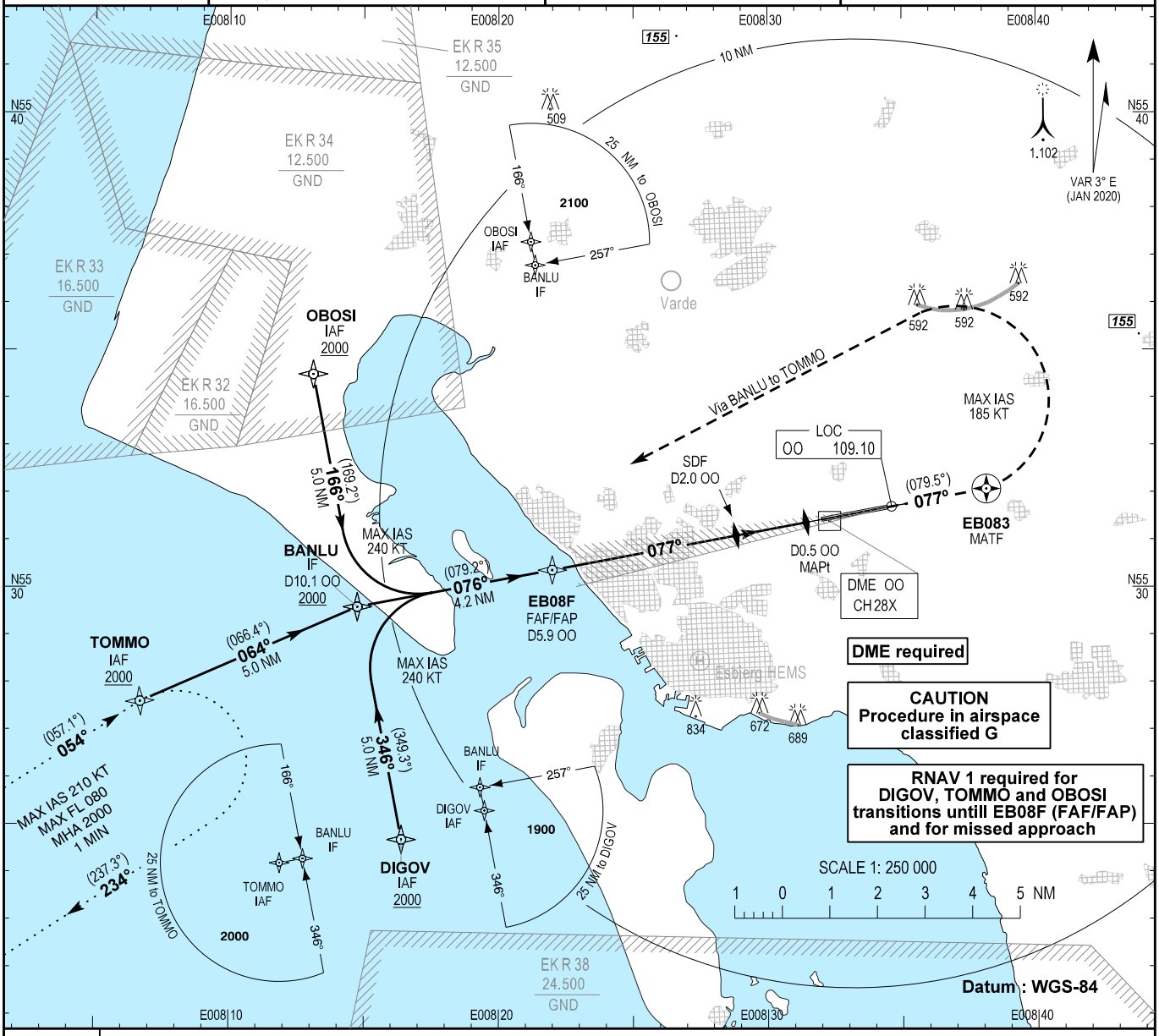
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 97

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

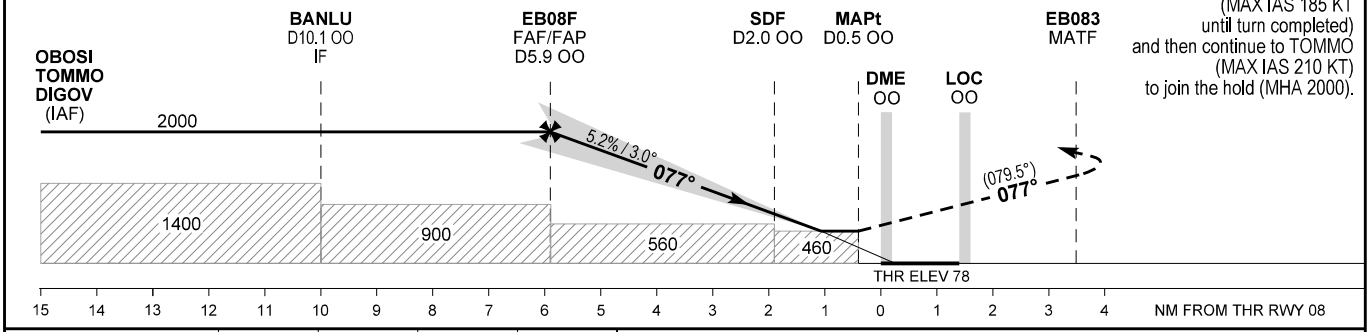
Billund APP : 127.580
Esbjerg Information : 120.155

AD 2 - EKEB
ILS or LOC Z RWY 08 - 1
Esbjerg



TA 3000

RDH 49



Missed approach:
Climb straight ahead to EB083,
turn left direct to BANLU
(MAX IAS 185 KT
until turn completed)
and then continue to TOMMO
(MAX IAS 210 KT)
to join the hold (MHA 2000).

OCA (H)	A	B	C	D
ILS CAT I	226 (148)	235 (157)	245 (167)	256 (178)
LOC	460 (390)			
Visual Circling (Heights AAL) * N of RWY only	590 (500)	600 (510)	840 (750)*	990 (890)*

NOTE:

LOC only Recommended Profile on Final Approach

DME OO (NM)	5	4	3	2
Dist to THR (NM)	4.9	3.9	2.9	1.9
ALT (FT)	1670	1350	1040	720

Ground Speed (KT)	60	80	100	120	140	160	180
ROD (FT/MIN)	318	425	531	637	743	849	955

Changes : EK D 301 withdrawn.

Instrument Approach Procedure Coding Tables:

EKEB ILS or LOC Z RWY 08 initial approach via DIGOV, TOMMO and OBOSI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	DIGOV	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	BANLU	-	346 / (349.3)	-3.0	5.0	R	+2000	-240	-	RNAV 1
010	IF	TOMMO	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	BANLU	-	064 / (066.4)	-3.0	5.0	R	+2000	-	-	RNAV 1
010	IF	OBOSI	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	BANLU	-	166 / (169.2)	-3.0	5.0	L	+2000	-240	-	RNAV 1
010	IF	BANLU	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	EB08F	-	076 / (079.2)	-3.0	4.2	-	+2000	-	-	RNAV 1

EKEB ILS or LOC Z RWY 08 missed approach procedure:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	CF	EB083	Y	077 / (079.5)	-3.0	-	L	-	-185	-	RNAV 1
020	DF	BANLU	-	-	-3.0	-	-	-	-210	-	RNAV 1
030	TF	TOMMO	-	244 / (246.5)	-3.0	5.0	-	+2000/-FL080	-210	-	RNAV 1
040	HM	TOMMO	Y	054 / (057.1)	-3.0	-	R	+2000/-FL080	-210	-	RNAV 1

EKEB ILS or LOC Z RWY 08 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
BANLU (IF)	55 29 35.49N 008 14 45.37E	EB08F (FAF/FAP)	55 30 22.11N 008 21 59.77E
TOMMO (IAF/MAHF)	55 27 35.86N 008 06 41.87E	MAPt	55 31 22.10N 008 31 25.09E
DIGOV (IAF)	55 24 41.20N 008 16 23.63E	EB083	55 32 04.31N 008 38 07.31E
OBOSI (IAF)	55 34 29.75N 008 13 06.68E		

Changes: New page.

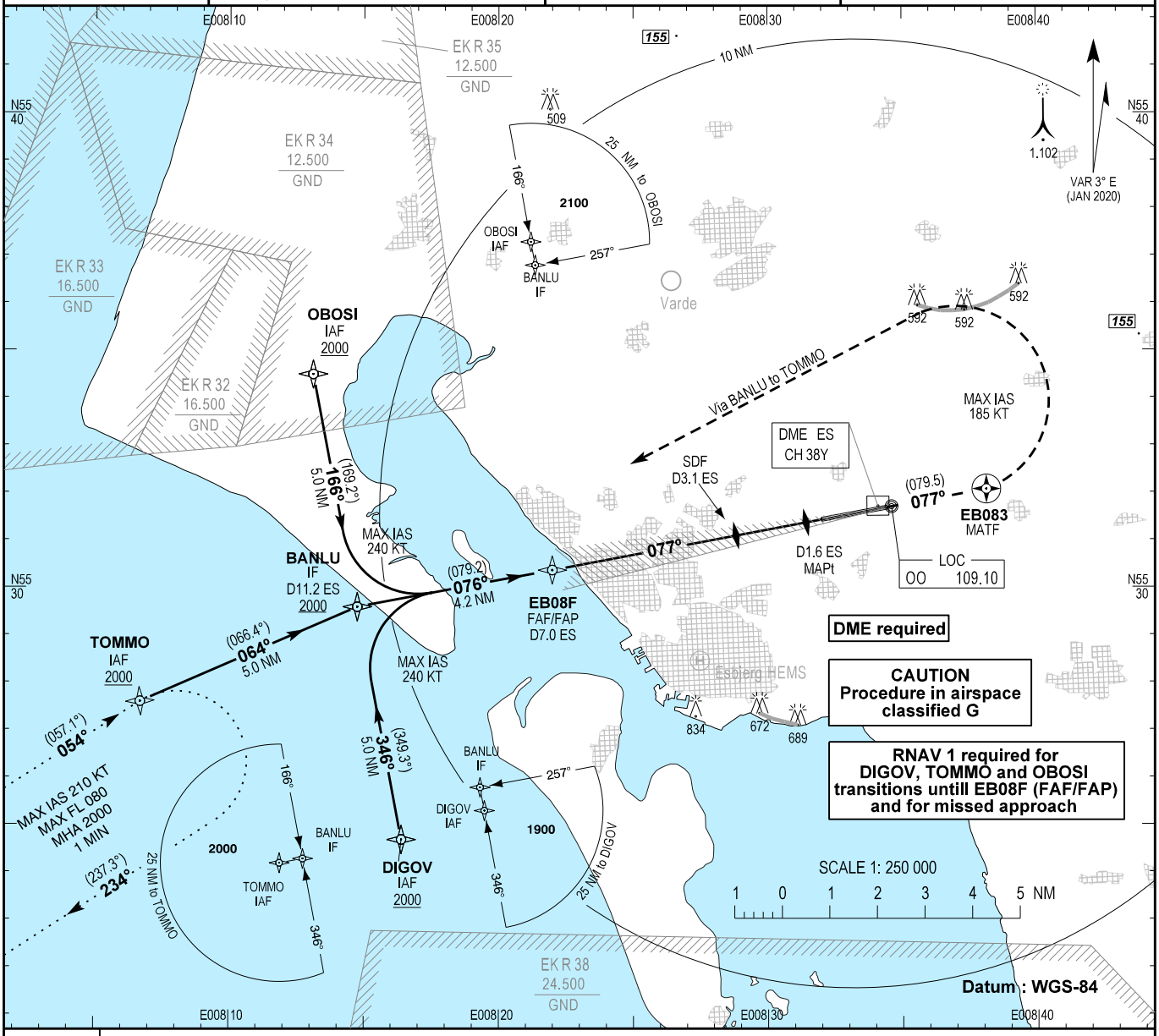
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 97

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

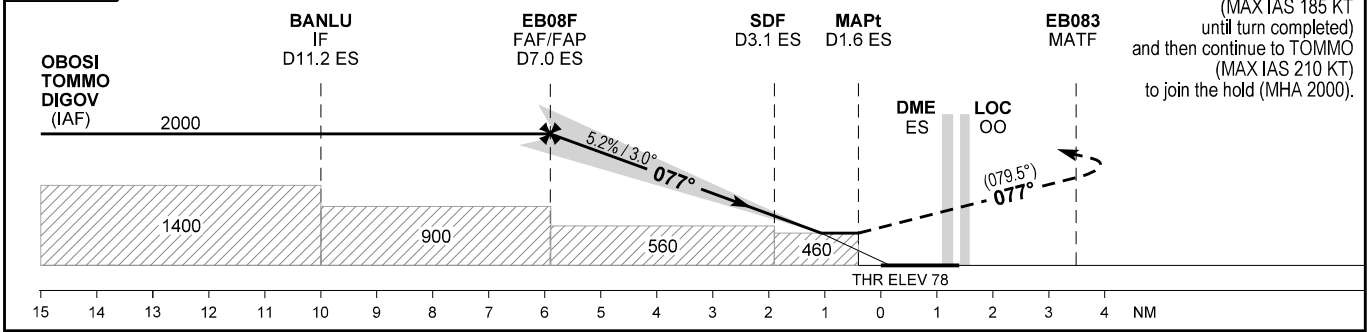
Billund APP : 127.580
Esbjerg Information : 120.155

AD 2 - EKEB
ILS or LOC Y RWY 08 - 1
Esbjerg



TA 3000

RDH 49



Missed approach:
Climb straight ahead to EB083,
turn left direct to BANLU
(MAX IAS 185 KT
until turn completed)
and then continue to TOMMO
(MAX IAS 210 KT)
to join the hold (MHA 2000).

OCA (H)	A	B	C	D
ILS CAT I	226 (148)	235 (157)	245 (167)	256 (178)
LOC	460 (390)			
Visual Circling (Heights AAL) * N of RWY only	590 (500)	600 (510)	840 (750)*	990 (890)*

NOTE:

LOC only Recommended Profile on Final Approach

DME ES (NM)	7	6	5	4	3
Dist to THR (NM)	5.8	4.8	3.8	2.8	1.8
ALT (FT)	1970	1650	1340	1020	700

Ground Speed (KT)	60	80	100	120	140	160	180
ROD (FT/MIN)	318	425	531	637	743	849	955

Changes : EK D 301 withdrawn.

Instrument Approach Procedure Coding Tables:

EKEB ILS or LOC Y RWY 08 initial approach via DIGOV, TOMMO and OBOSI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	DIGOV	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	BANLU	-	346 / (349.3)	-3.0	5.0	R	+2000	-240	-	RNAV 1
010	IF	TOMMO	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	BANLU	-	064 / (066.4)	-3.0	5.0	R	+2000	-	-	RNAV 1
010	IF	OBOSI	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	BANLU	-	166 / (169.2)	-3.0	5.0	L	+2000	-240	-	RNAV 1
010	IF	BANLU	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	EB08F	-	076 / (079.2)	-3.0	4.2		+2000	-	-	RNAV 1

EKEB ILS or LOC Y RWY 08 missed approach procedure:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	CF	EB083	Y	077 / (079.5)	-3.0	-	L	-	-185	-	RNAV 1
020	DF	BANLU	-	-	-3.0	-	-	-	-210	-	RNAV 1
030	TF	TOMMO	-	244 / (246.5)	-3.0	5.0	-	+2000/-FL080	-210	-	RNAV 1
040	HM	TOMMO	Y	054 / (057.1)	-3.0	-	R	+2000/-FL080	-210	-	RNAV 1

EKEB ILS or LOC Y RWY 08 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
BANLU (IF)	55 29 35.49N 008 14 45.37E	EB08F (FAF/FAP)	55 30 22.11N 008 21 59.77E
TOMMO (IAF/MAHF)	55 27 35.86N 008 06 41.87E	MAPt	55 31 22.10N 008 31 25.09E
DIGOV (IAF)	55 24 41.20N 008 16 23.63E	EB083	55 32 04.31N 008 38 07.31E
OBOSI (IAF)	55 34 29.75N 008 13 06.68E		

Changes: New page.

INSTRUMENT APPROACH CHART - ICAO

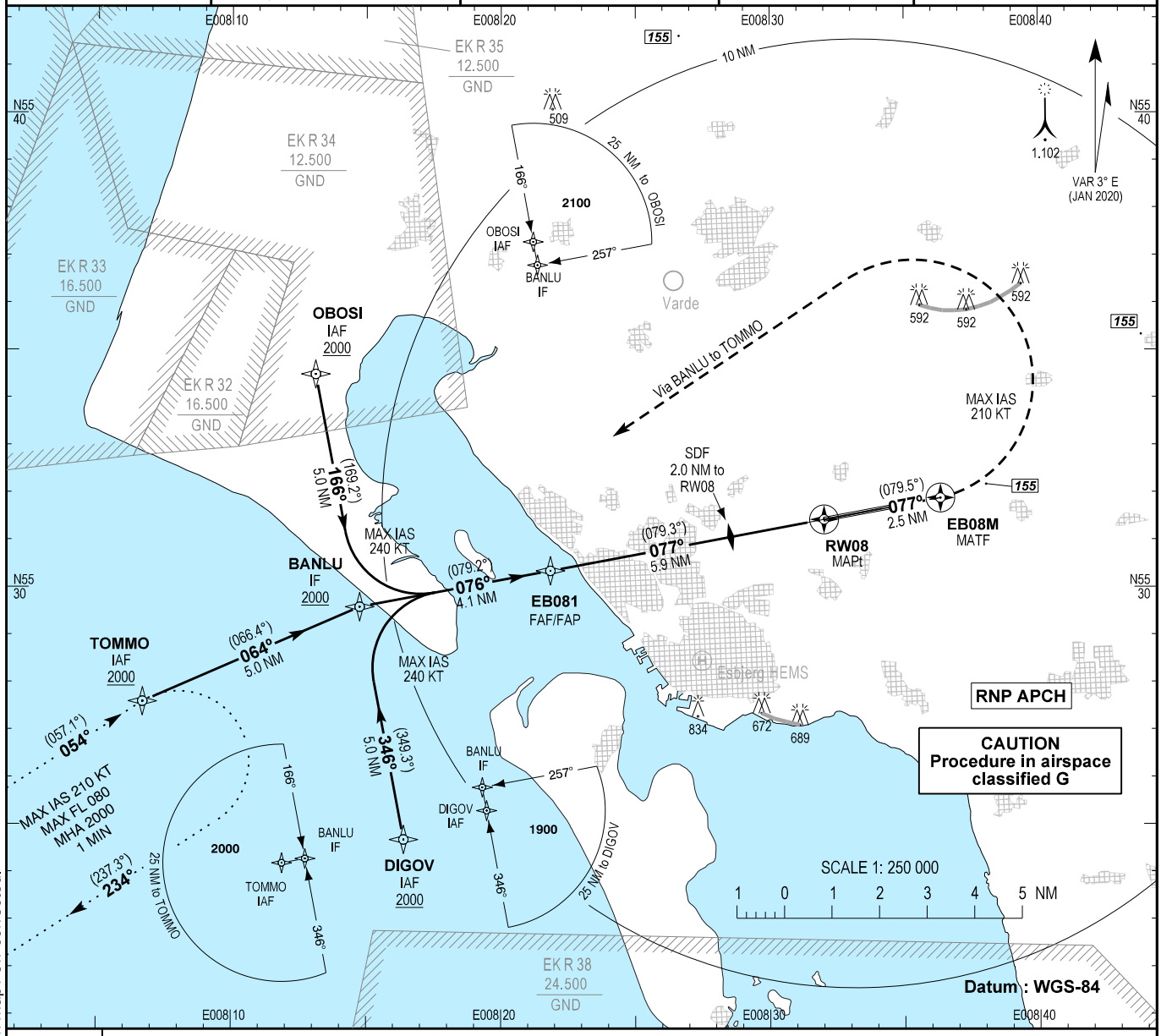
AD ELEV : 97

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

Billund APP : 127.580
Esbjerg Information : 120.155

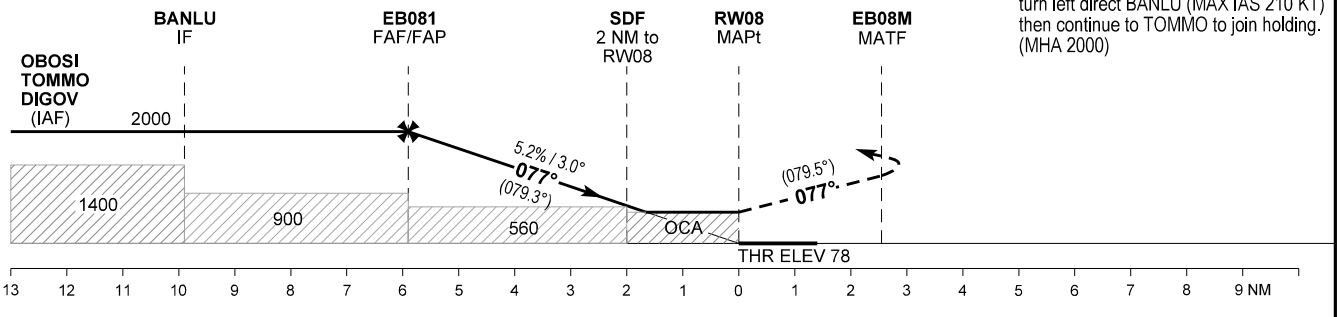
EGNOS
Ch : 56064
E08A

AD 2 - EKEB
RNP RWY 08 - 1
Esbjerg



TA 3000

RDH 50



Missed approach :
Climb straight ahead to EB08M,
turn left direct BANLU (MAX IAS 210 KT)
then continue to TOMMO to join holding.
(MHA 2000)

OCA (H)	A	B	C	D
LPV	225 (147)	234 (156)	243 (165)	255 (177)
LNAV/VNAV *	340 (262)	350 (272)	360 (282)	370 (292)
LNAV	460 (390)			
Visual Circling (Heights AAL)	590 (500)	600 (510)	840 (750)**	990 (890)**

Note: * MNM TEMP -25°C. MAX TEMP 61°C. (BARO VNAV)
** N of RWY only

Recommended LNAV Profile on Final Approach

DIST to THR (NM)	5	4	3	2
ALT (FT)	1720	1400	1090	770

GS (KT)	60	80	100	120	140	160	180
ROD (FT/MIN)	318	425	531	637	743	849	955

Changes : EK D 301 withdrawn. DIST RW08 - EB08M in mapview corrected.

Instrument Approach Procedure Coding Tables:

EKEB RNP RWY 08 via DIGOV, TOMMO and OBOSI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	DIGOV	-	-	-3.0	-	-	+2000	-	-	RNP APCH
020	TF	BANLU	-	346 / (349.3)	-3.0	5.0	R	+2000	-240	-	RNP APCH
010	IF	TOMMO	-	-	-3.0		-	+2000	-	-	RNP APCH
020	TF	BANLU	-	064 / (066.4)	-3.0	5.0	R	+2000	-	-	RNP APCH
010	IF	OBOSI	-	-	-3.0	-	-	+2000	-	-	RNP APCH
020	TF	BANLU	-	166 / (169.2)	-3.0	5.0	L	+2000	-240	-	RNP APCH
010	IF	BANLU	-	-	-3.0	-	-	+2000	-	-	RNP APCH
020	TF	EB081	-	076 / (079.2)	-3.0	4.1	-	+2000	-	-	RNP APCH
030	TF	RW08	Y	077 / (079.3)	-3.0	5.9	-	-	-	3.00 / 50	RNP APCH
040	CF	EB08M	Y	077 / (079.5)	-3.0	2.5	L	-	-210	-	RNP APCH
050	DF	BANLU	-	-	-3.0	-	-	-	-210	-	RNP APCH
060	TF	TOMMO	-	244 / (246.5)	-3.0	5.0	-	+2000/-FL080	-210	-	RNP APCH
070	HM	TOMMO	Y	054 / (051.1)	-3.0	-	R	+2000/-FL080	-210	-	RNP APCH

EKEB RNP RWY 08 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
BANLU (IF)	55 29 35.49N 008 14 45.37E	EB08M (MATF)	55 31 53.10N 008 36 20.09E
DIGOV (IAF)	55 24 41.20N 008 16 23.63E	EB081 (FAF/FAP)	55 30 21.11N 008 21 50.36E
TOMMO (IAF/MAHF)	55 27 35.86N 008 06 41.87E	RW08 (MAPt)	55 31 25.84N 008 32 00.56E
OBOSI (IAF)	55 34 29.75N 008 13 06.68E		

Changes: DIST RW08 - EB08M corrected in Serial Number 040.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKEB
Runway	08
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E08A
LTP/FTP Latitude	553125.8445N
LTP/FTP Longitude	0083200.5590E
LTP/FTP Ellipsoidal Height (metres)	64.4
FPAP Latitude	553141.1620N
Delta FPAP Latitude (seconds)	15.3175
FPAP Longitude	0083426.2295E
Delta FPAP Longitude (seconds)	145.6705
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 02 05 0B 05 08 00 00 01 38 30 05 29 08 D4 17 5E 84 A9 03 84 16 AB 77 00 0D 72 04 F4 01 2C 01 64 00 C8 AF E4 1D 5F 57
Calculated CRC Value	E41D5F57
Supplied CRC Value	E41D5F57
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	23.8

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

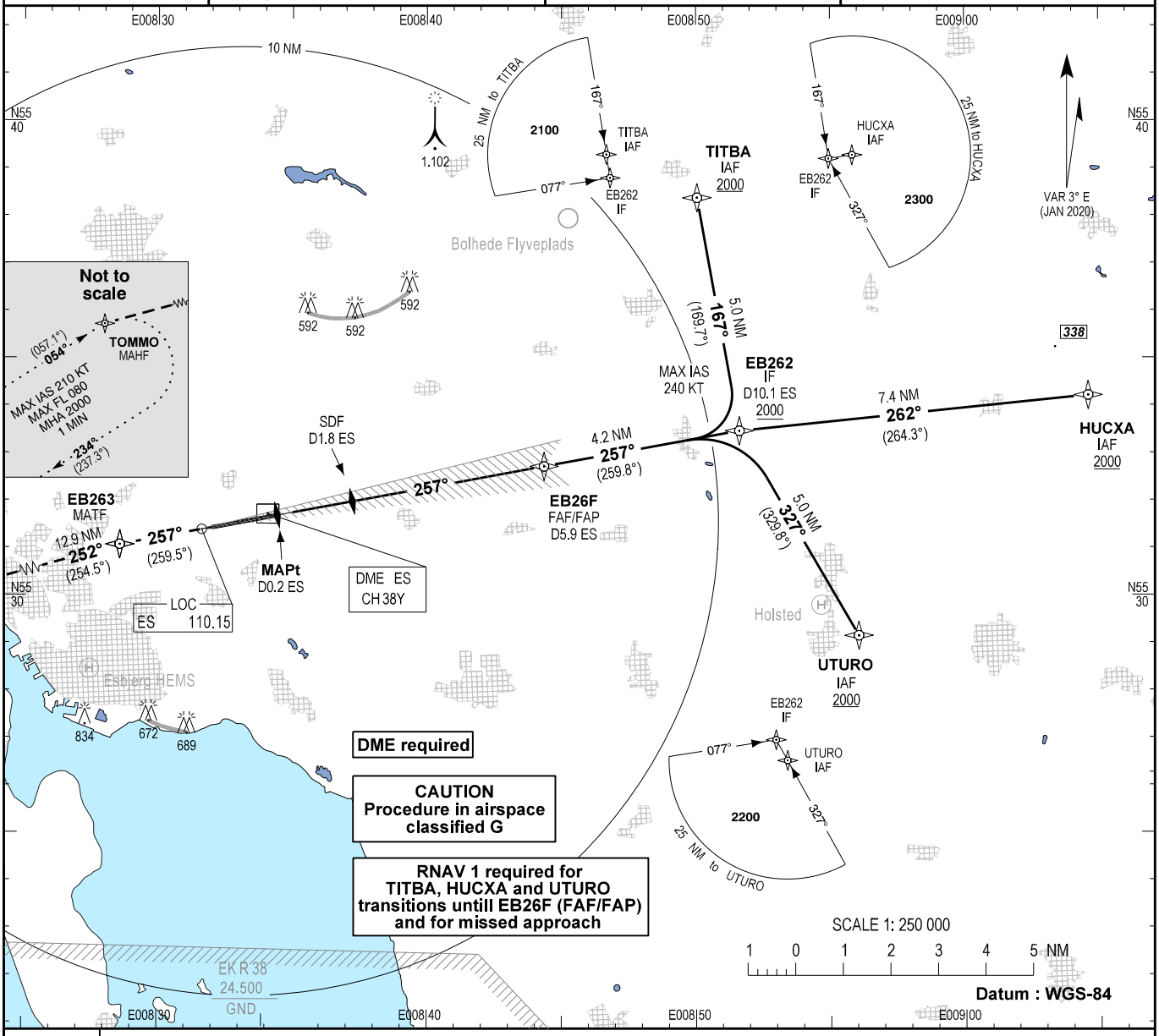
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 97

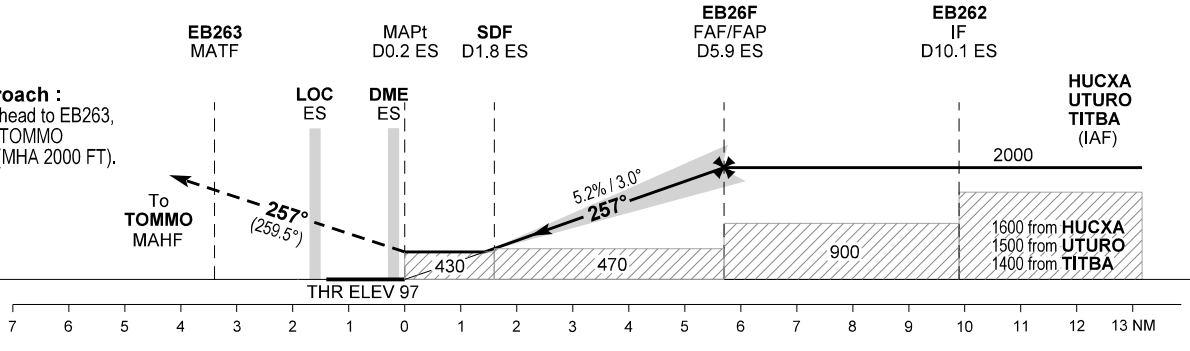
Bearings are magnetic (True)
ELEV, ALT and HGT in FT

Billund APP : 127.580
Esbjerg Information : 120.155

AD 2 - EKEB
ILS or LOC Z RWY 26 - 1
Esbjerg



TA 3000
RDH 51



OCA (H)	A	B	C	D
ILS CAT I	257 (160)	265 (168)	278 (181)	288 (191)
LOC	430 (340)			
Visual Circling (Heights AAL) * N of RWY only	590 (500)	600 (510)	840 (750)*	990 (890)*

Note:

LOC only Recommended Profile on Final Approach

DME ES (NM)	2	3	4	5
Dist to THR (NM)	1.8	2.8	3.8	4.8
ALT (FT)	730	1050	1360	1680

Ground Speed (KT)	60	80	100	120	140	160	180
ROD (FT/MIN)	318	425	531	637	743	849	955

Changes : TOMMO MAHF text changed.

Instrument Approach Procedure Coding Tables:

EKEB ILS or LOC Z RWY 26 initial approach via TITBA, HUCXA and UTURO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TITBA	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	EB262	-	167 / (169.7)	-3.0	5.0	R	+2000	-240	-	RNAV 1
010	IF	HUCXA	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	EB262	-	262 / (264.3)	-3.0	7.4	L	+2000	-	-	RNAV 1
010	IF	UTURO	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	EB262	-	327 / (329.8)	-3.0	5.0	L	+2000	-	-	RNAV 1
010	IF	EB262	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	EB26F	-	257 / (259.8)	-3.0	4.2	-	+2000	-	-	RNAV 1

EKEB ILS or LOC Z RWY 26 missed approach procedure:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	CF	EB263	-	257 / (259.5)	-3.0	-	L	-	-	-	RNAV 1
020	TF	TOMMO	-	252 / (254.5)	-3.0	12.9	-	+2000/-FL080	-	-	RNAV 1
030	HM	TOMMO	Y	054 / (057.1)	-3.0	-	R	+2000/-FL080	-210	-	RNAV 1

EKEB ILS or LOC Z RWY 26 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
TITBA (IAF)	55 38 22.85N 008 50 02.72E	EB262 (IF)	55 33 28.09N 008 51 36.96E
TOMMO (MAHF)	55 27 35.86N 008 06 41.87E	MAPt	55 31 41.16N 008 34 26.23E
HUCXA (IAF)	55 34 12.73N 009 04 35.27E	EB263 (MATF)	55 31 04.20N 008 28 35.62E
UTURO (IAF)	55 29 09.26N 008 56 02.72E		
EB26F (FAF/FAP)	55 32 43.21N 008 44 21.28E		

Changes: WPT name HAJAQ changed to HUCXA.

INSTRUMENT APPROACH CHART - ICAO

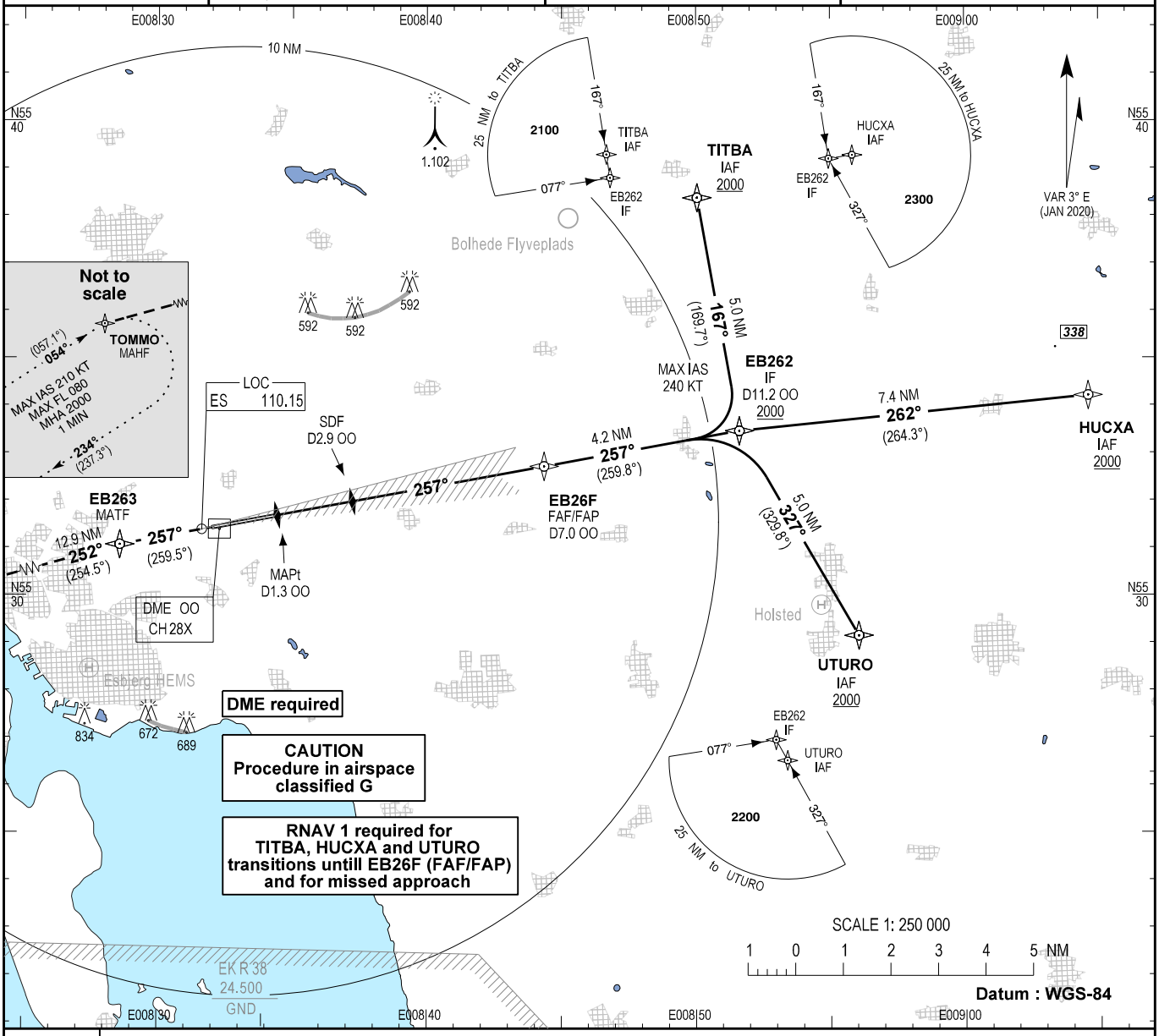
AD ELEV : 97

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

Billund APP : 127.580

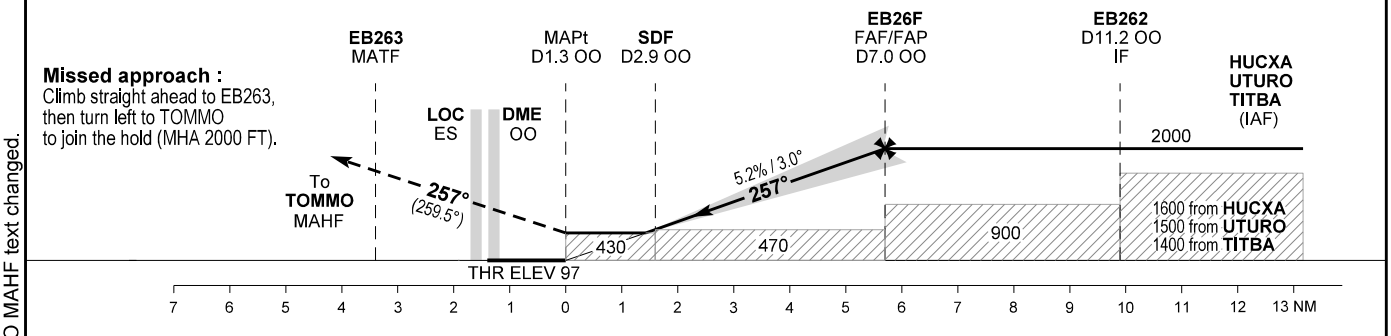
Esbjerg Information : 120.155

AD 2 - EKEB
ILS or LOC Y RWY 26 - 1
Esbjerg



TA 3000

RDH 51



Missed approach :
Climb straight ahead to EB263,
then turn left to TOMMO
to join the hold (MHA 2000 FT).

OCA (H)	A	B	C	D
ILS CAT I	257 (160)	265 (168)	278 (181)	288 (191)
LOC	430 (340)			
Visual Circling (Heights AAL) * N of RWY only	590 (500)	600 (510)	840 (750)*	990 (890)*

Note:

LOC only Recommended Profile on Final Approach

DME OO (NM)	3	4	5	6
Dist to THR (NM)	1.8	2.8	3.8	4.8
ALT (FT)	710	1030	1350	1660

Ground Speed (KT)	60	80	100	120	140	160	180
ROD (FT/MIN)	318	425	531	637	743	849	955

Changes : TOMMO MAHF text changed.

Instrument Approach Procedure Coding Tables:

EKEB ILS or LOC Y RWY 26 initial approach via TITBA, HUCXA and UTURO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TITBA	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	EB262	-	167 / (169.7)	-3.0	5.0	R	+2000	-240	-	RNAV 1
010	IF	HUCXA	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	EB262	-	262 / (264.3)	-3.0	7.4	L	+2000	-	-	RNAV 1
010	IF	UTURO	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	EB262	-	327 / (329.8)	-3.0	5.0	L	+2000	-	-	RNAV 1
010	IF	EB262	-	-	-3.0	-	-	+2000	-	-	RNAV 1
020	TF	EB26F	-	257 / (259.8)	-3.0	4.2	-	+2000	-	-	RNAV 1

EKEB ILS or LOC Y RWY 26 missed approach procedure:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	CF	EB263	-	257 / (259.5)	-3.0	-	L	-	-	-	RNAV 1
020	TF	TOMMO	-	252 / (254.5)	-3.0	12.9	-	+2000/-FL080	-	-	RNAV 1
030	HM	TOMMO	Y	054 / (057.1)	-3.0	-	R	+2000/-FL080	-210	-	RNAV 1

EKEB ILS or LOC Y RWY 26 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
TITBA (IAF)	55 38 22.85N 008 50 02.72E	EB262 (IF)	55 33 28.09N 008 51 36.96E
TOMMO (MAHF)	55 27 35.86N 008 06 41.87E	MAPt	55 31 41.16N 008 34 26.23E
HUCXA (IAF)	55 34 12.73N 009 04 35.27E	EB263 (MATF)	55 31 04.20N 008 28 35.62E
UTURO (IAF)	55 29 09.26N 008 56 02.72E		
EB26F (FAF/FAP)	55 32 43.21N 008 44 21.28E		

Changes: WPT HAJAQ changed to HUCXA.

INSTRUMENT APPROACH CHART - ICAO

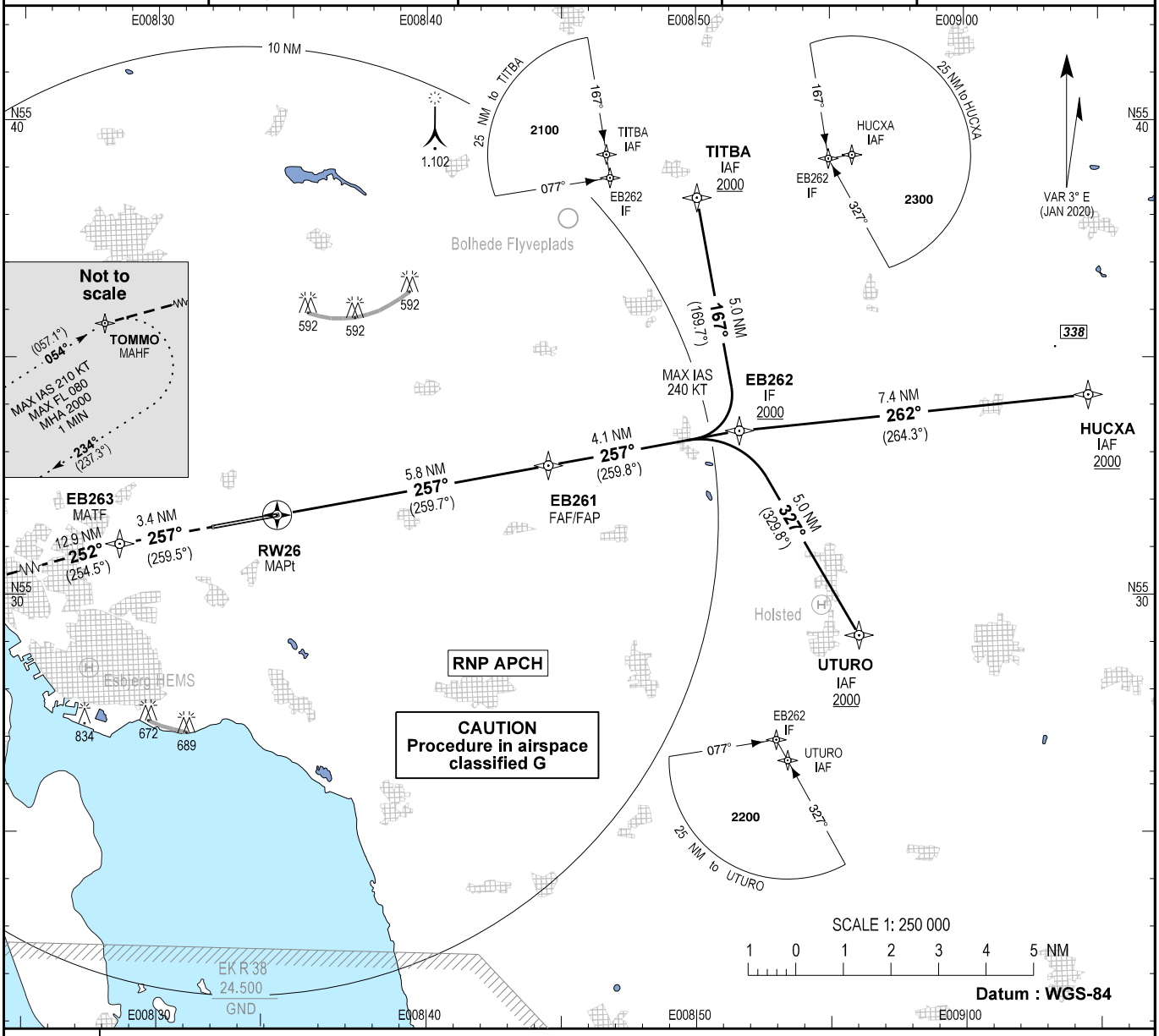
AD ELEV : 97

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

Billund APP : 127.580
Esbjerg Information : 120.155

EGNOS
Ch : 59258
E26A

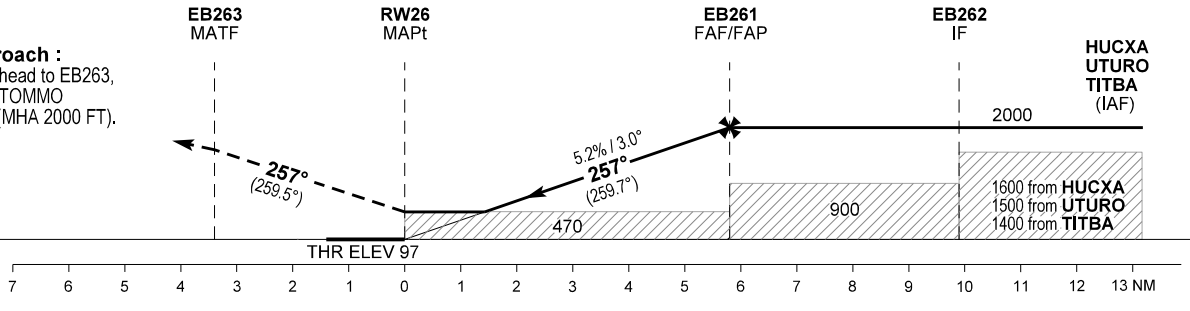
AD 2 - EKEB
RNP RWY 26 - 1
Esbjerg



TA 3000

RDH 50

Missed approach :
Climb straight ahead to EB263,
then turn left to TOMMO
to join the hold (MHA 2000 FT).



OCA (H)	A	B	C	D
LPV	258 (161)	266 (169)	277 (180)	286 (189)
LNAV/VNAV *	316 (219)	326 (229)	336 (239)	346 (249)
LNAV	470 (380)			
Visual Circling (Heights AAL)	590 (500)	600 (510)	840 (750)**	990 (890)**

Note: * MNM TEMP -25°C. MAX TEMP 61°C. (BARO VNAV)
** N of RWY only

Recommended LNAV Profile on Final Approach

DIST to THR (NM)	2	3	4	5
ALT (FT)	790	1100	1420	1740

GS (KT)	60	80	100	120	140	160	180
ROD (FT/MIN)	318	425	531	637	743	849	955

Changes : TOMMO MAHF text changed.

Instrument Approach Procedure Coding Tables:

EKEB RNP RWY 26 via TITBA, HUCXA and UTURO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TITBA	-	-	-3.0	-	-	+2000	-	-	RNP APCH
020	TF	EB262	-	167 / (169.7)	-3.0	5.0	R	+2000	-240	-	RNP APCH
010	IF	HUCXA	-	-	-3.0	-	-	+2000	-	-	RNP APCH
020	TF	EB262	-	262 / (264.3)	-3.0	7.4	L	+2000	-	-	RNP APCH
010	IF	UTURO	-	-	-3.0	-	-	+2000	-	-	RNP APCH
020	TF	EB262	-	327 / (329.8)	-3.0	5.0	L	+2000	-	-	RNP APCH
010	IF	EB262	-	-	-3.0	-	-	+2000	-	-	RNP APCH
020	TF	EB261	-	257 / (259.8)	-3.0	4.1	-	+2000	-	-	RNP APCH
030	TF	RW26	Y	257 / (259.7)	-3.0	5.8	-	-	-	3.00 / 50	RNP APCH
040	TF	EB263	-	257 / (259.5)	-3.0	3.4	L	-	-	-	RNP APCH
050	TF	TOMMO	-	252 / (254.5)	-3.0	12.9	-	+2000/-FL080	-	-	RNP APCH
060	HM	TOMMO	Y	054 / (057.1)	-3.0	-	R	+2000/-FL080	-210	-	RNP APCH

EKEB RNP RWY 26 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
TITBA (IAF)	55 38 22.85N 008 50 02.72E	EB261 (FAF/FAP)	55 32 44.20N 008 44 30.83E
HUCXA (IAF)	55 34 12.73N 009 04 35.27E	EB262 (IF)	55 33 28.09N 008 51 36.96E
UTURO (IAF)	55 29 09.26N 008 56 02.72E	EB263 (MATF)	55 31 04.20N 008 28 35.62E
TOMMO (MAHF)	55 27 35.86N 008 06 41.87E	RW26 (MAPt)	55 31 41.16N 008 34 26.23E

Changes: WPT HAJAQ changed to HUCXA.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKEB
Runway	26
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E26A
LTP/FTP Latitude	553141.1620N
LTP/FTP Longitude	0083426.2295E
LTP/FTP Ellipsoidal Height (metres)	70.1
FPAP Latitude	553125.2925N
Delta FPAP Latitude (seconds)	-15.8695
FPAP Longitude	0083155.3165E
Delta FPAP Longitude (seconds)	-150.9130
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 02 05 0B 05 1A 00 00 01 36 32 05 D4 7F D4 17 6B F6 AD 03 BD 16 05 84 FF FE 64 FB F4 01 2C 01 64 00 C8 AF C1 E1 21 03
Calculated CRC Value	C1E12103
Supplied CRC Value	C1E12103
Comparison Result	OK

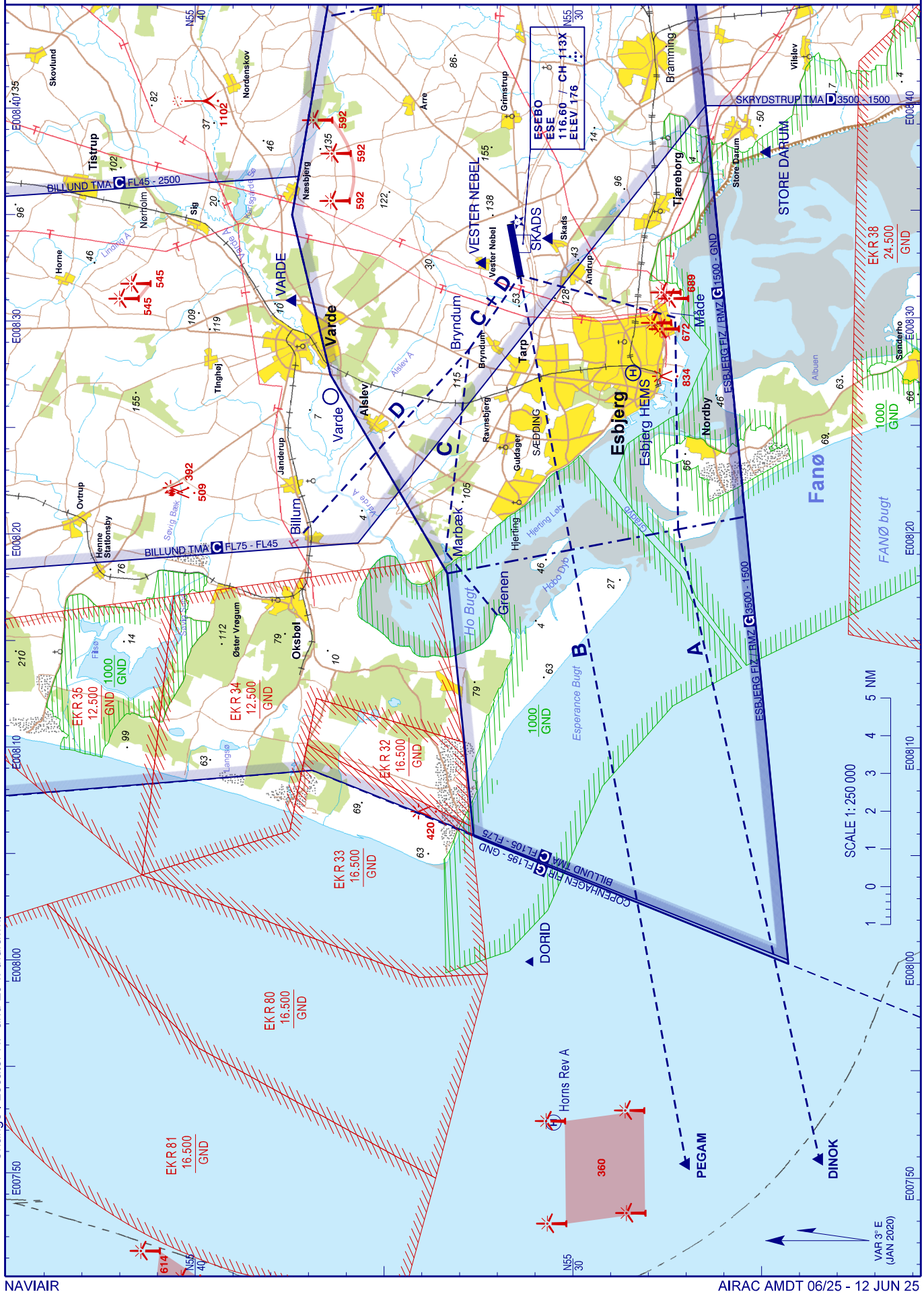
Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	29.5

EUROCONTROL FAS DB tool Version 3.2.1

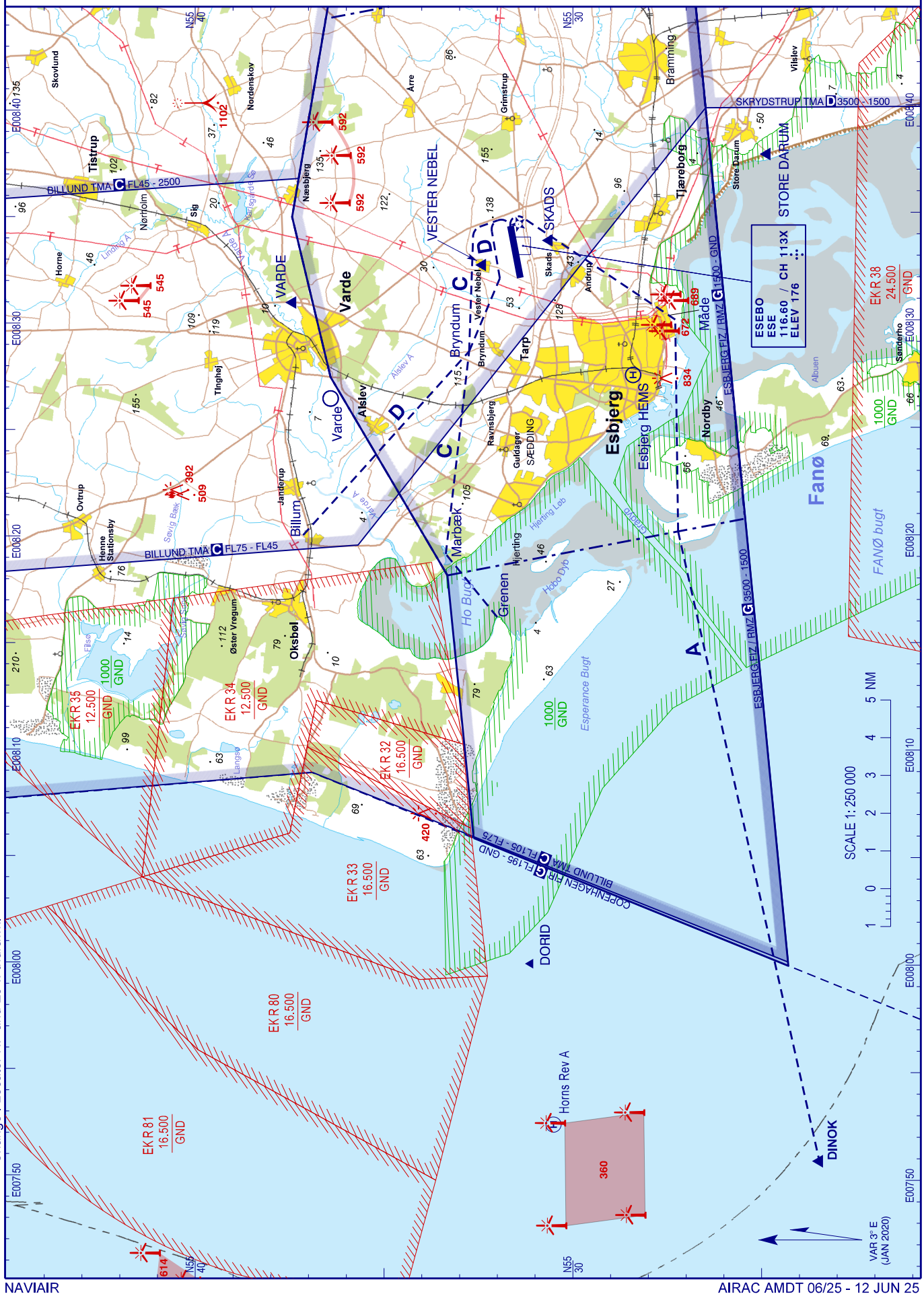
Changes: New page.

VFR ARRIVAL / DEPARTURE ROUTES FROM / TO HELICOPTER DECKS IN THE NORTH SEA



Change : Locator HP and EJ withdrawn.

VFR ARRIVAL / DEPARTURE ROUTES FROM / TO HELICOPTER DECKS IN THE NORTH SEA



Change : Locator HP and EJ withdrawn.

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°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/-

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
09	089.0° GEO 085° MAG	850 x 60 M	Grass	-	-
27	269.0° GEO 265° MAG	850 x 60 M	Grass	-	-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	Obstacle-free zone
09R	less than 1 %	-	-	3049 x 300 M	-
27L	less than 1 %	-	-	3049 x 300 M	-
09L	less than 1 %	-	-	3112 x 150 M	-
27R	less than 1 %	-	-	3112 x 150 M	-
03	less than 1 %	-	-	1000 x 80 M	-
21	less than 1 %	-	-	1000 x 80 M	-
14	less than 1 %	-	-	813 x 80 M	-
32	less than 1 %	-	-	813 x 80 M	-
09	-	-	-	910 x 131 M	-
27	-	-	-	910 x 131 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
03	2A	NINST
09	2C	NINST
09L	2B	NINST
09R	4D	PA-1
14	1A	NINST
21	2A	NINST
27L	4D	PA-2
27R	2B	NINST
27	2C	NINST
32	1A	NINST

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 09R				2929 M	-
TWY W	2929 M	2929 M	2929 M		
TWY X	2470 M	2470 M	2470 M		
INT with RWY 03/21	1254 M	1254 M	1254 M		
RWY 27L				2929 M	-
THR	2929 M	2929 M	2929 M		
TWY E1	2794 M	2794 M	2794 M		
INT with RWY 03/21	1722 M	1722 M	1722 M		
RWY 09L				2992 M	
TWY W	2992 M	2992 M	2992 M		-
TWY X	2553 M	2553 M	2553 M		
INT with RWY 03/21	1195 M	1195 M	1195 M		
RWY 27R				2992 M	
TWY E	2992 M	2992 M	2992 M		-
INT with RWY 03/21	1840 M	1840 M	1840 M		
RWY 03	880 M	880 M	880 M	880 M	-
RWY 21	880 M	880 M	880 M	880 M	-
RWY 14	693 M	693 M	693 M	693 M	-
RWY 32	693 M	693 M	693 M	693 M	-
RWY 09 (grass)	-	850 M	-	850 M	-
RWY 27 (grass)	-	850 M	-	850 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
09R	White 900 M LIH	Green	3°	-	2929 M 15 M Standard colour LIH	2929 M 60 M White LIH	Red	-
27L	CAT II 900 M LIH	Green	3°	900 M White	2929 M 15 M Standard colour LIH	2929 M 60 M White LIH	Red	-

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
09L	-	Green LIL	3°	-	-	2992 M 60 M Yellow LIL	Red LIL	-
27R	-	Green LIL	3°	-	-	2992 M 60 M Yellow LIL	Red LIL	-
03	-	-	-	-	-	Blue LIL	-	-
21	-	-	-	-	-	Blue LIL	-	-
14	-	-	-	-	-	Blue LIL	-	-
32	-	-	-	-	-	Blue LIL	-	-

Remarks: RWY 03/21 and 14/32 available for taxiing only at night

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: -
2. LDI location and LGT: -
   Anemometer location and LGT: E and W end of RWY 27L/09R near GP antenna
3. TWY edge and centre line LGT: Blue edge LIL
   RGL for RWY 09R/27L
4. Secondary power supply/switch-over time: Yes, RWY 09R/27L switch-over time 1 SEC during CAT II operations, otherwise 15 SEC.
   RWY 09L/27R switch-over time 15 SEC.
5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits: KARUP CTR
   56 21 38N 008 50 25E - 56 21 38N 008 55 55E - 56 24 48N 009 02 55E - 56 26 28N 009 17 55E - 56 21 58N 009 22 55E - 56 13 58N 009 22 55E - 56 13 58N 009 17 25E - 56 10 48N 009 10 25E - 56 10 48N 009 05 55E - 56 12 48N 009 02 55E - 56 12 48N 008 57 55E - 56 13 28N 008 55 55E - 56 13 28N 008 50 25E - 56 21 38N 008 50 25E.
2. Vertical limits: 1500 FT MSL/GND
3. Airspace classification: D
4. ATS unit call sign: KARUP TOWER
   Language(s): EN, DA
5. Transition altitude: 3000 FT MSL
6. Remarks: NIL

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	KARUP	120.430	H24	DOC: FL 250/50 NM
	APPROACH	269.275		MIL
TWR	KARUP TOWER	119.580 353.575 257.800 121.500	H24	DOC: 4000 FT/25 NM MIL MIL Emergency. If no contact, call COPENHAGEN CONTROL
ATIS	KARUP AIRPORT INFORMATION	120.580	H24	DOC: FL200/60NM Language: EN

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 09R CAT I	KAP	108.300 MHZ	HO	56 17 50.95N 009 07 45.29E		ILS class I/D/4
GP 09R		334.100 MHZ	H24	56 17 45.81N 009 04 55.93E		Angle 3.0°, RDH 50 FT
DME 09R	KAP	CH 20X	H24	56 17 45.81N 009 04 55.93E	187 FT	
TACAN 4°E (2023)	KAR	CH 37x	H24	56 17 48.03N 009 00 30.95E	172.8 FT	DOC FL 500/200 NM
LOC 27L CAT II	KR	108.150 MHZ	HO	56 17 49.60N 009 04 16.19E		ILS class II/D/4
GP 27L		334.550 MHZ	H24	56 17 46.69N 009 07 10.25E		Angle 3.00°, RDH 50 FT
DME 27L	KR	CH 18y	H24	56 17 46.69N 009 07 10.25E	203 FT	FREQ paired with LOC Collocated with GP 27L

20. Local Aerodrome Regulations

1. Parking

1.1 TWR will allocate aircraft stand. For aircraft operating within the service hours of ADO request for marshaller assistance shall be submitted to TWR. For aircraft with planned operation outside the service hours of ADO, the request shall be submitted together with the application for use of the Air Base.

Due to Security regulations, General Aviation pilots and passengers are not allowed to leave the aircraft, unless a Marshall is present or other information is given from Airport Office (ARO). Therefore all aircraft must contact the Airport Office (ARO) on frequency 131.550 for Marshall assistance. As Marshall can be occupied elsewhere, some waiting time can be expected.

2. RWY 03/21 and RWY 14/32

2.1 The runways are available for take-off and landing during daytime only.

21. Noise Abatement Procedures

Noise abatement procedures for all jet aircraft and for propeller and turboprop aircraft MTOW above 5700 KG for departure or missed approach RWY 09L and 09R:

IMC: Turn must not be commenced before DME KAR (CH 37x) 6.5 NM (or DME KAP (CH 20y) 4.0 NM) or 2000 FT AMSL, whichever comes first.

VMC: Avoid overflying the towns/villages Karup and Kølvrå below 2000 FT MSL.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to REVBO, RIKSU or TACAN KAR. Aircraft with a destination other than Karup inside LTA KARUP will be cleared direct destination.

1.2 Radio communication failure

Navigation aid designated for radio communication failure during IMC for arriving aircraft is:

- MORHA when RWY 09R is expected runway in use
- VOCAT when RWY 27L is expected runway in use

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.

1.4 Precision Approach. Category II Operations

The operations are subject to the following procedures and conditions:

a. ATC procedures
The minimum distance between an aircraft on final approach carrying out a Category II ILS approach and any other preceding aircraft will not be less than 10 NM. The separation must be established at the latest when preceding aircraft passes THR.
Departing aircraft must have commenced take-off run before arriving aircraft has left 2000 FT on final approach.
Taxiing aircraft can expect to be instructed to hold at CATII holding positions E or S for RWY 27L.

b. Pilot procedures.
Pilots who intend to carry out a Category II ILS approach are to use the following phrase: "Request Category II ILS approach runway 27 Left".

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departure

Climb straight ahead to at least 850 FT MSL before turn is commenced. If departing from RWY 09R/L, see para. 21 (Noise abatement procedures).

3. Reduced Visibility Operations

3.1 ATC will apply special safeguards and procedures for movement on the maneuvering area during conditions of reduced visibility

3.2 Criteria for activation of Reduced Visibility Operation Procedures

ATC will activate Reduced Visibility Operation Procedures if the reported visibility is 3000 M or less or if parts of the maneuvering area not visually observable from the tower cabin. Activation will not be reported to aircraft.

3.3 The following procedures will apply during conditions of reduced visibility

ATC will limit movement of vehicles and aircraft to only one on each taxiway segment and/or RWY unless

- ATC can visually observe involved aircraft/vehicles
- Per request from ATC, that the trailing aircraft/vehicle reports that it has the preceding aircraft in sight, until such time that they have passed each other and/or are no longer present on the same runway/taxiway segment. Pilots shall report if visual contact is inadvertently lost.
- Pilots will be instructed to report clear of runways or the maneuvering area.

4. Low Visibility Operations (LVO)

4.1 ATC will apply special safeguards and procedures during conditions of low visibility.

4.2 Criteria for activation of LVO procedures

Low Visibility Operation Procedures are activated by ATC and will normally be introduced at RVR less than 800 M and/or a cloud base of 300 FT, however no later than an RVR of 550 M or less and/or a cloud base of less than 200 FT.

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

4.4 The following procedures will apply during Low Visibility Operation Procedures:

a. ATC Procedures
When RVR is below 550 M ATC will allow only one aircraft on the maneuvering area. If marshalling is required the aircraft will be instructed to hold position until such time that the marshaller has either arrived at the aircraft or left the maneuvering area.

b. Pilot Procedures
Pilots shall on their own initiative report "runway vacated and established on…." when the entire aircraft has left the runway and is clear of the holding position for that runway.

5. Reduced Runway Separation

5.1 ATC will not apply reduced runway separation involving civilian flights.

6. VFR Flights

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

7. Remarks: NIL.

23. Additional Information

1. Use of Karup Air Base

1.1 PPR for use of Karup Air Base. Application on regular use of Karup Air Base shall be submitted to Tactical Air Command, Denmark via:
Karup / Midtjyllands Airport, Airport Office
TEL: +45 97 10 06 10 - FAX: +45 97 10 06 65

1.2 Request on permission for individual flights to use the military Karup Air Base, inside the civilian Karup Airport ARO hours can be made by phone or telefax, as late as date-of-flight, by submitting the request to:
Karup / Midtjyllands Airport, Airport Office
TEL: +45 97 10 06 10 - FAX:+45 97 10 06 65

1.3 If the requested flight will be conducted outside the civilian Karup Airport ARO hours, the request has to be submitted no later than one hour prior to closing time.

1.4 For civil flights the air base and civil terminal are available only within published AD hours, see item 4.

2. RDAF flying school

2.1 Intensive light aircraft basic training activity will take place daily 0700-1430 (daily 0600-1330).

3. Arrestor cables

3.1 Arrestor cables for military aircraft may be suspended across:
- RWY 09R, 391 M from THR.
- RWY 27L, 391 M from THR.
- RWY 09L, 561 M from THR.
- RWY 27R, 580 M from THR.

Cables disengaged in approach end.

4. Shooting Range

4.1 Shooting range located APRX 1 NM N of RWY's. Activity weekdays. Safe altitude 850 FT MSL.

5. Gliding

5.1 Glider areas within Karup TMA/CTR, see AD 2 - EKKA Glider Areas in TMA / CTR.
5.2 Use of Area ØST and Area VEST for gliding requires permission from Karup ATC and continuous monitoring of Karup Approach on FREQ 120.430 MHz.
5.3 VFR flights may obtain information as to whether a glider area is active on the relevant TOWER/APPROACH frequency.
A request for a clearance to pass an active area will normally be complied with, but VFR flights which have been cleared to pass an active area will not receive traffic information and advice to avoid collision as prescribed for airspace class D.
5.4 IFR-flights will be separated from active glider areas. However, if an area is allocated for an individual flight, IFR flights will be separated from such flight only and not from the whole area.
Note: Observe the fact, that gliding may take place above and below the areas in airspace class E and G, whether the areas are active or not.

6. Remarks: NIL.

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Precision Approach Terrain Chart - ICAO	PATC 27L
Instrument Approach Chart - ICAO	ILS or LOC RWY 09R RNP RWY 09R - 1 RNP RWY 09R - 2 ILS or LOC RWY 27L RNP RWY 27L - 1 RNP RWY 27L - 2
Other Charts	Glider Areas in TMA/CTR

25. Visual Segment Surface (VSS) Penetration

Instrument Flight Procedure	Procedure Minima affected	Remarks
ILS or LOC RWY 09R	No Penetration	NIL
RNP RWY 09R	No Penetration	NIL
ILS or LOC RWY 27L	No Penetration	NIL
RNP RWY 27L	No Penetration	NIL

AERODROME CHART - ICAO	ARP : 56 17 50.85N 009 07 28.66E THR RWY 27L	AD ELEV : 171 FT	ELEV in FT Dimensions / Distances in M	Karup APP : 120.430 269.275 Karup TWR : 119.580 353.575 257.800 ATIS : 120.580	**AD 2 - EKKA** **ADC** **(MIL AD, PPR)** **Karup / Midtjyllands Lufthavn**

VAR 4° E
(JAN 2023)

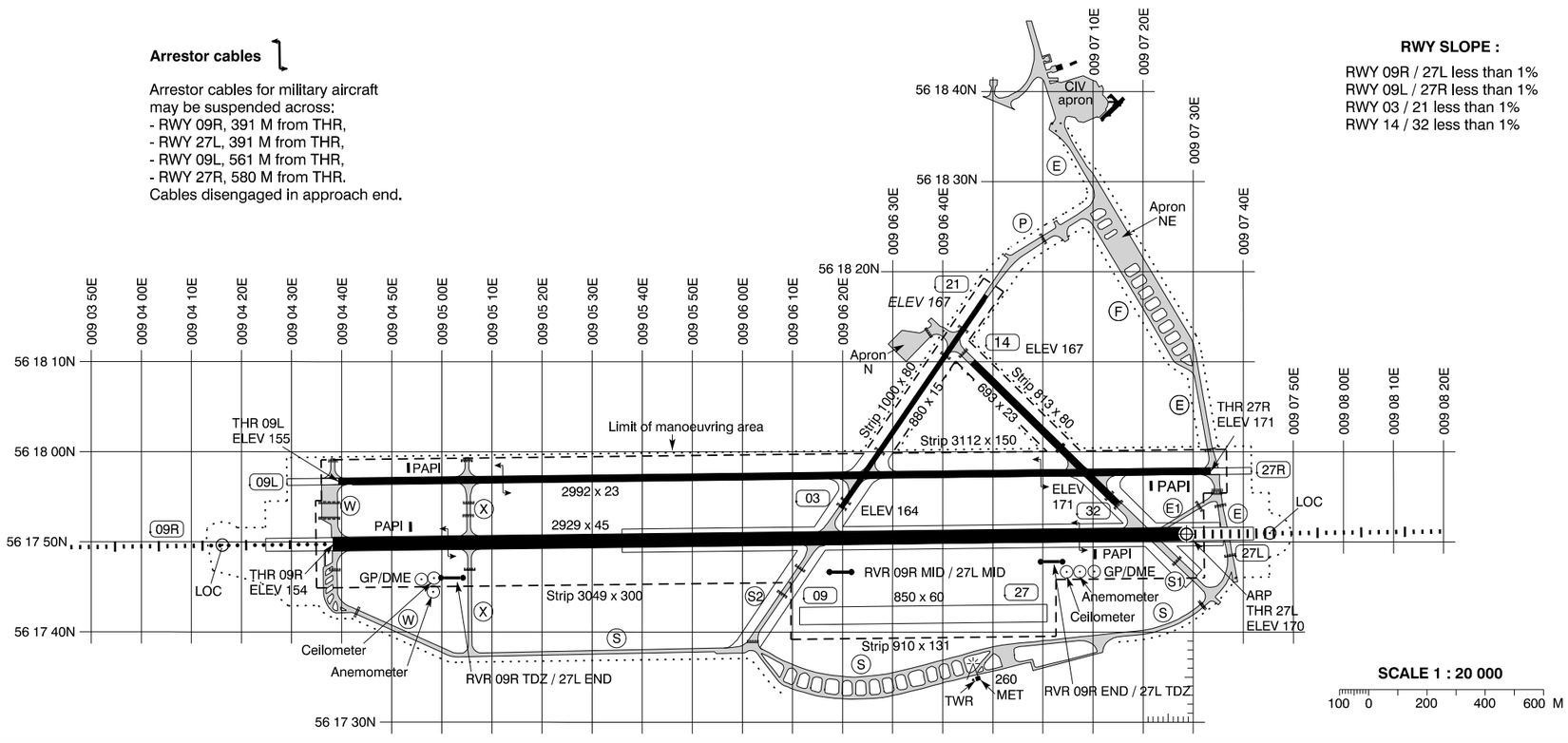
Arrestor cables

Arrestor cables for military aircraft may be suspended across:
- RWY 09R, 391 M from THR,
- RWY 27L, 391 M from THR,
- RWY 09L, 561 M from THR,
- RWY 27R, 580 M from THR.

Cables disengaged in approach end.

RWY SLOPE :

RWY 09R / 27L less than 1%
RWY 09L / 27R less than 1%
RWY 03 / 21 less than 1%
RWY 14 / 32 less than 1%



Datum : WGS-84

SCALE 1 : 20 000

100 0 200 400 600 M

RUNWAYS

NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances * intersection with RWY					APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable)						
					PSN TWY	TORA	TODA	ASDA	LDA	APCH	THR	TDZ	PAPI	Centre line	Edge	End
09R	089.3° GEO 085° MAG	56 17 49.74N 009 04 38.39E	Asphalt / concrete comp. constr. PCN 75 F / C / W / T	THR, RWY NR TDZ Centre line Side stribes	W X *03/21	2929 2470 1254	2929 2470 1254	2929 2470 1254	2929	900 M White	Green		3.00°	2929 M 15 M Standard colour	2929 M 60 M White	Red
27L	269.3° GEO 265° MAG	56 17 50.85N 009 07 28.66E			THR E1 *03/21	2929 2794 1722	2929 2794 1722	2929 2794 1722	2929	900 M CAT II	Green	900 M White	3.00°	2929 M 15 M Standard colour	2929 M 60 M White	Red
09L	089.3° GEO 085° MAG	56 17 56.70N 009 04 39.44E	Asphalt / concrete comp. constr. PCN 120 F / B / W / T	THR, RWY NR Centre line Side stribes	W X *03/21	2992 2553 1195	2992 2553 1195	2992 2553 1195	2992		Green LIL		3.00°		2992 M 60 M Yellow LIL	Red LIL
27R	269.3° GEO 265° MAG	56 17 57.84N 009 07 33.43			E *03/21	2992 1840	2992 1840	2992 1840	2992		Green LIL		3.00°		2992 M 60 M Yellow LIL	Red LIL
03	034.3° GEO 030° MAG	56 17 53.78N 009 06 19.75E	Asphalt / concrete comp. constr. PCN 90 F / C / W / T	THR, RWY NR Centre line Side stribes		880	880	880	880						Blue TWY LIL	
21	214.3° GEO 210° MAG	56 18 17.29N 009 06 48.64E				880	880	880	880						Blue TWY LIL	
14	134.3° GEO 130° MAG	56 18 09.92N 009 06 45.99E	Asphalt / concrete comp. constr. PCN 101 F / C / W / T	THR, RWY NR Centre line Side stribes		693	693	693	693						Blue TWY LIL	
32	314.3° GEO 310° MAG	56 17 54.26N 009 07 14.80E				693	693	693	693						Blue TWY LIL	

OTHER : RWY 09 : Direction 089.0° GEO / 085° MAG, Grass, TODA 850, LDA 850
RWY 27 : Direction 269.0° GEO / 265° MAG, Grass, TODA 850, LDA 850

Secondary power supply : Yes, RWY 09R / 27L switch-over time 1 SEC during CAT II operations, otherwise 15 SEC. RWY 09L / 27R switch-over time 15 SEC

TAXIWAYS

Width: TWY C: 13.5 M
TWY E : 12-22.5 M
TWY E1: 12 M
TWY F: 10 M
TWY P: 18 M
TWY S: 12-13.5 M
TWY S1: 12 M
TWY S2: 12 M
TWY W: 22.5 M betw. THR 09L/R, otherwise 15 M
TWY X: 12 M

Pavement : TWY E1, S1 and S2: Concrete
All other: Asphalt / Concrete

Strength : TWY E1 and S: PCN 120 F / A / W / T
TWY E: PCN 119 F / A / W / T
TWY F: PCN 74 F / A / W / T
TWY C: PCN 93 F / A / W / T
TWY P: PCN 118 F / A / W / T
TWY S1: PCN 101 R / C / W / T
TWY S2: PCN 120 R / C / W / T
TWY W: PCN 94 F / A / W / T
TWY X: PCN 65 F / A / W / T

Day marking : Yellow centre line, Holding positions

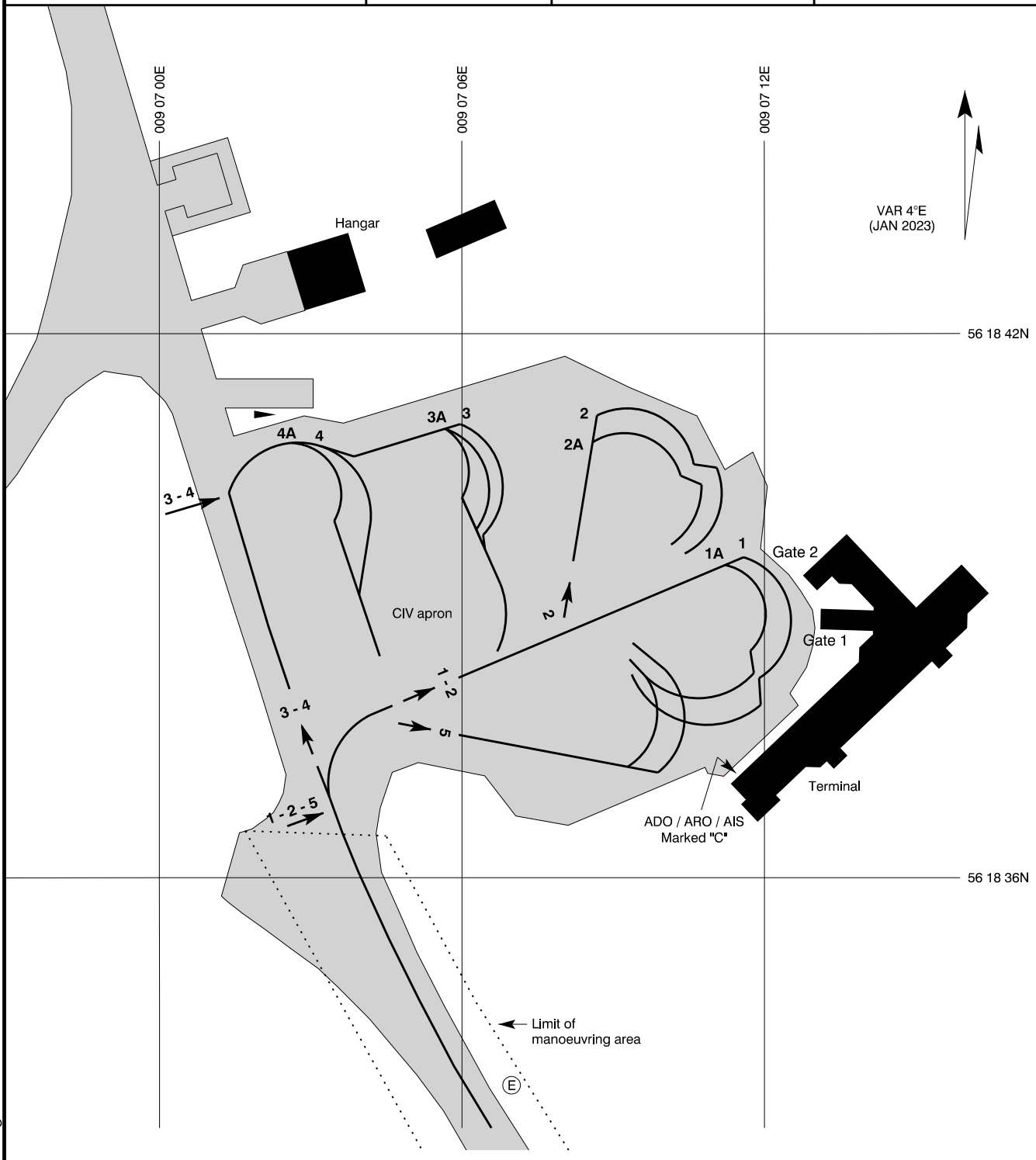
Lighting : Blue edge
RGL for RWY 09R / 27L

Changes : Magnetic variation and directions changed. PAPI angle and konfiguration changed

AIRCRAFT PARKING / DOCKING CHART - ICAO

Apron ELEV : 160 FT

Karup APP : 120.430 269.275
Karup TWR : 119.580 353.575
257.800
ATIS : 120.580



Datum : WGS-84

SCALE 1 : 2 000

100 0 100 200 M

TAXIWAYS	CIV APRON	INS COORDINATES FOR AIRCRAFT STANDS
See aerodrome chart	Pavement : Asphalt Strength : PCN 55 F / B / X / T	1 - 56 18 38.50N 009 07 11.85E 1A - 56 18 38.62N 009 07 11.74E 2 - 56 18 40.56N 009 07 09.88E 2A - 56 18 40.46N 009 07 09.95E 3/3A - 56 18 40.25N 009 07 05.88E 4/4A - 56 18 39.38N 009 07 03.83E 5 - 56 18 37.22N 009 07 08.45E

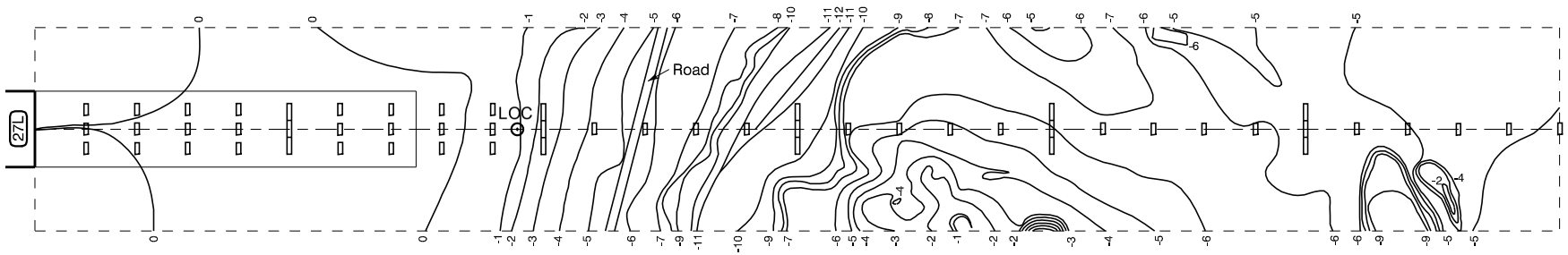
Changes : Magnetic variation changed.

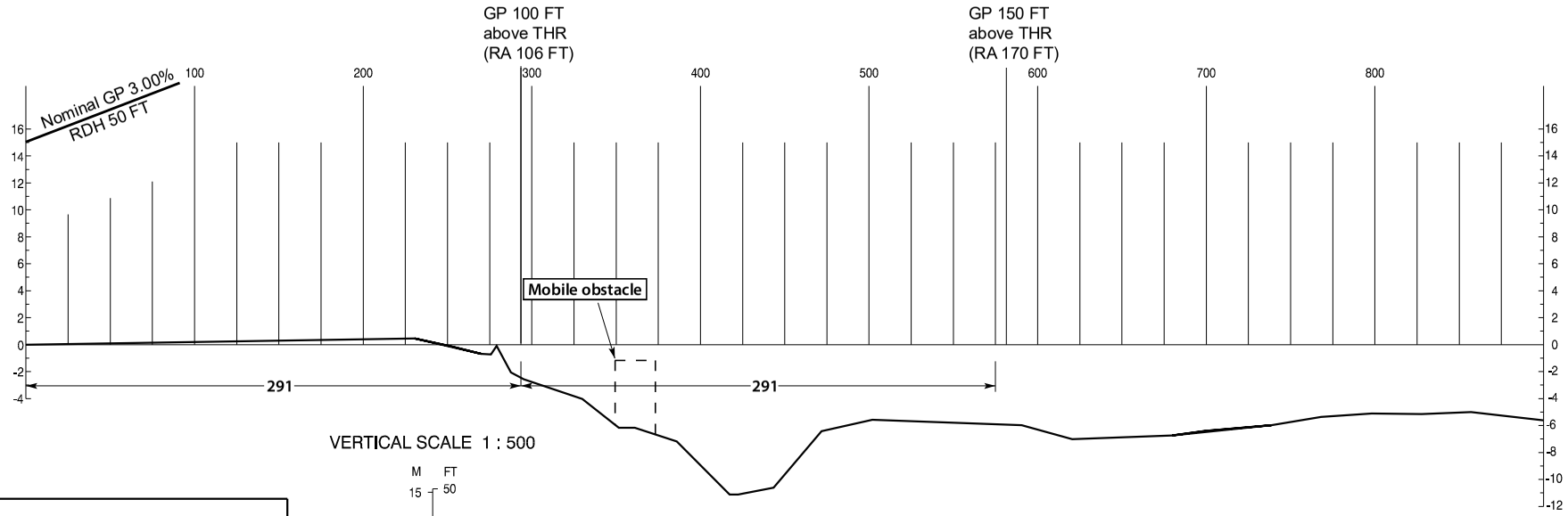
Changes : Nominal GP angle and RDH changed. Abbreviation LLZ changed to LOC.

NAV/AIR

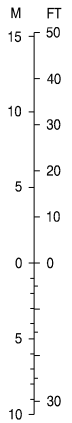
PRECISION APPROACH TERRAIN CHART - ICAO

AD 2 - EKKA
PATC 27L
Karup / Midtjyllands Lufthavn

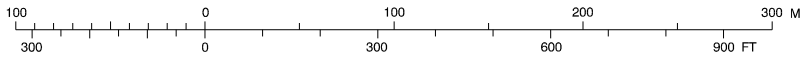




VERTICAL SCALE 1 : 500



HORIZONTAL SCALE 1 : 4 000



Centre line profile

Contour

Tree or shrub

Building or large structure

Antenna, chimney, pole, spire, tower, etc.

Approach lights

Traffic

Deviation at least +/- 3 M from centre line profile

Contours and heights are related to THR ELEV

Contours, heights, and distances in metres unless otherwise stated

RA = Radio altimeter reading

AIRAC AMDT 08/19 - 12 SEP 19

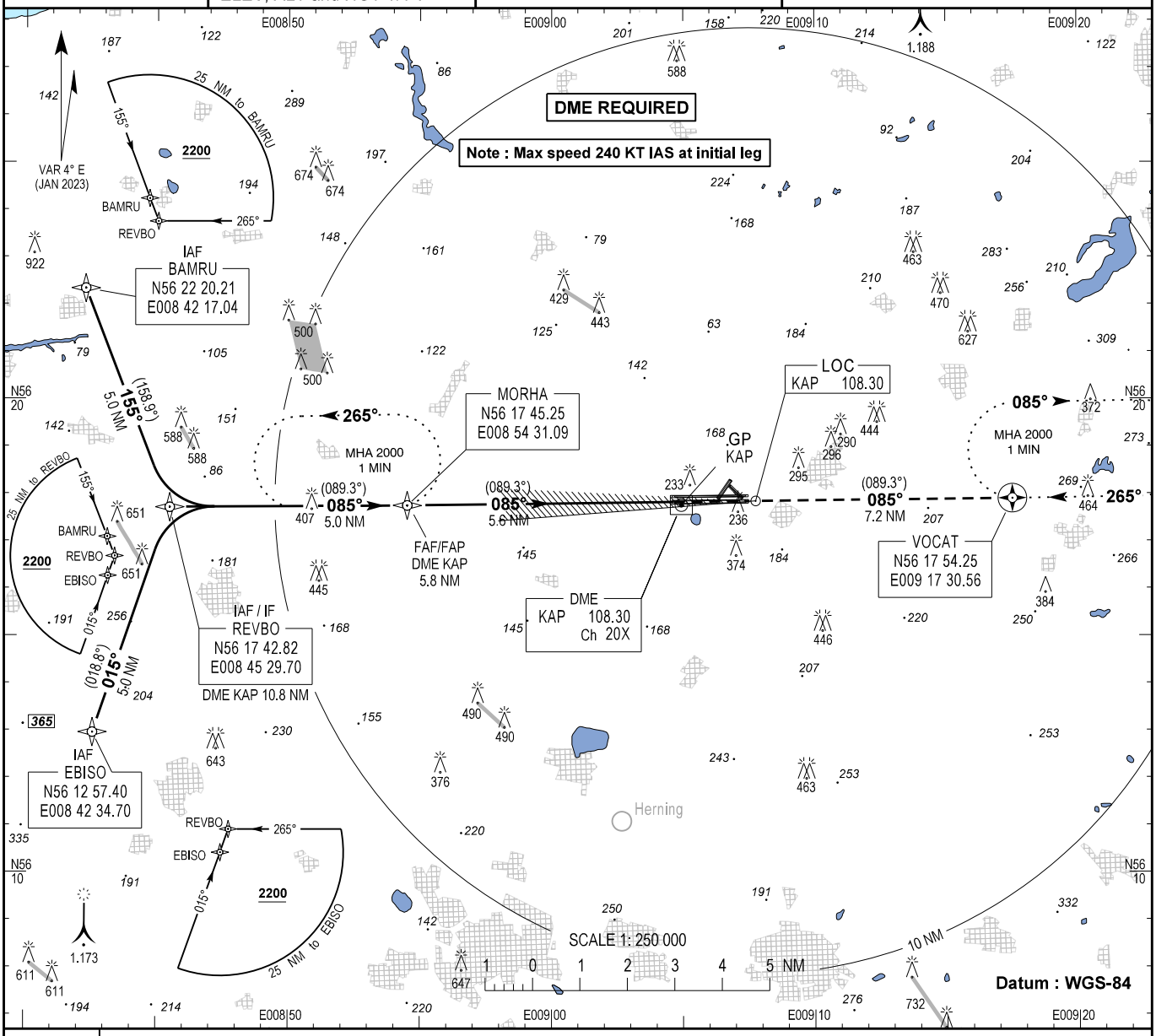
INSTRUMENT APPROACH CHART - ICAO

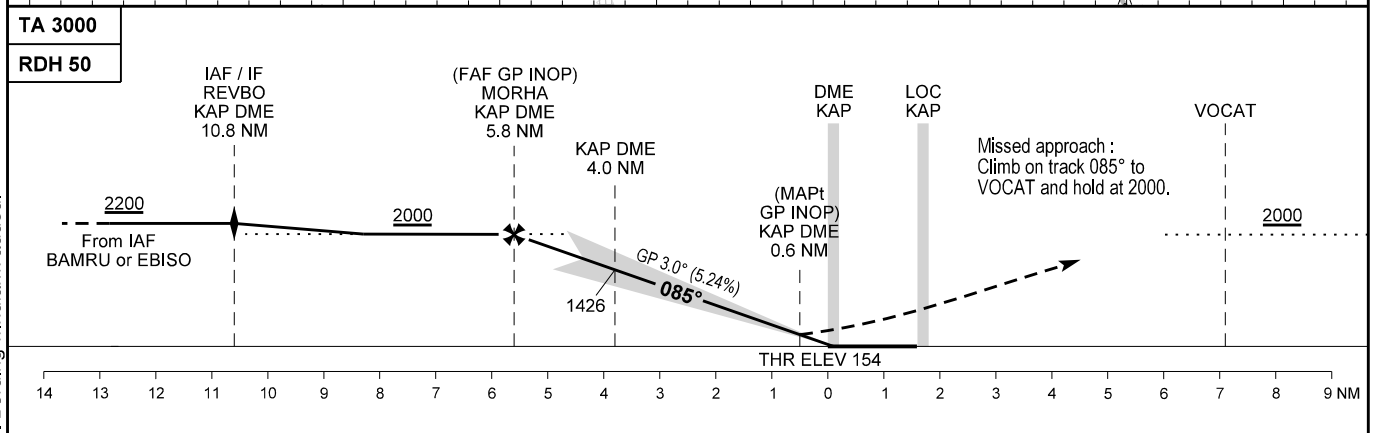
AD ELEV : 171

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

Karup APP : 120.430 269.275
Karup TWR : 119.580 353.575
257.800
ATIS : 120.580

AD 2 - EKKA
ILS or LOC RWY 09R
(MIL AD, PPR)
Karup / Midtjyllands Lufthavn





OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS	288 (134)	300 (146)	308 (154)	318 (164)	
GP INOP *	470 (320)				* Timing not authorized for defining MAPt
Circling	670 (499)		840 (669)	860 (689)	

DIST KAP DME (NM)	5	4	3	2	1
DIST to THR (NM)	4.8	3.8	2.8	1.8	0.8
ALT	1750	1430	1110	790	470

Changes : Bording windfarm added.

INSTRUMENT APPROACH CHART - ICAO

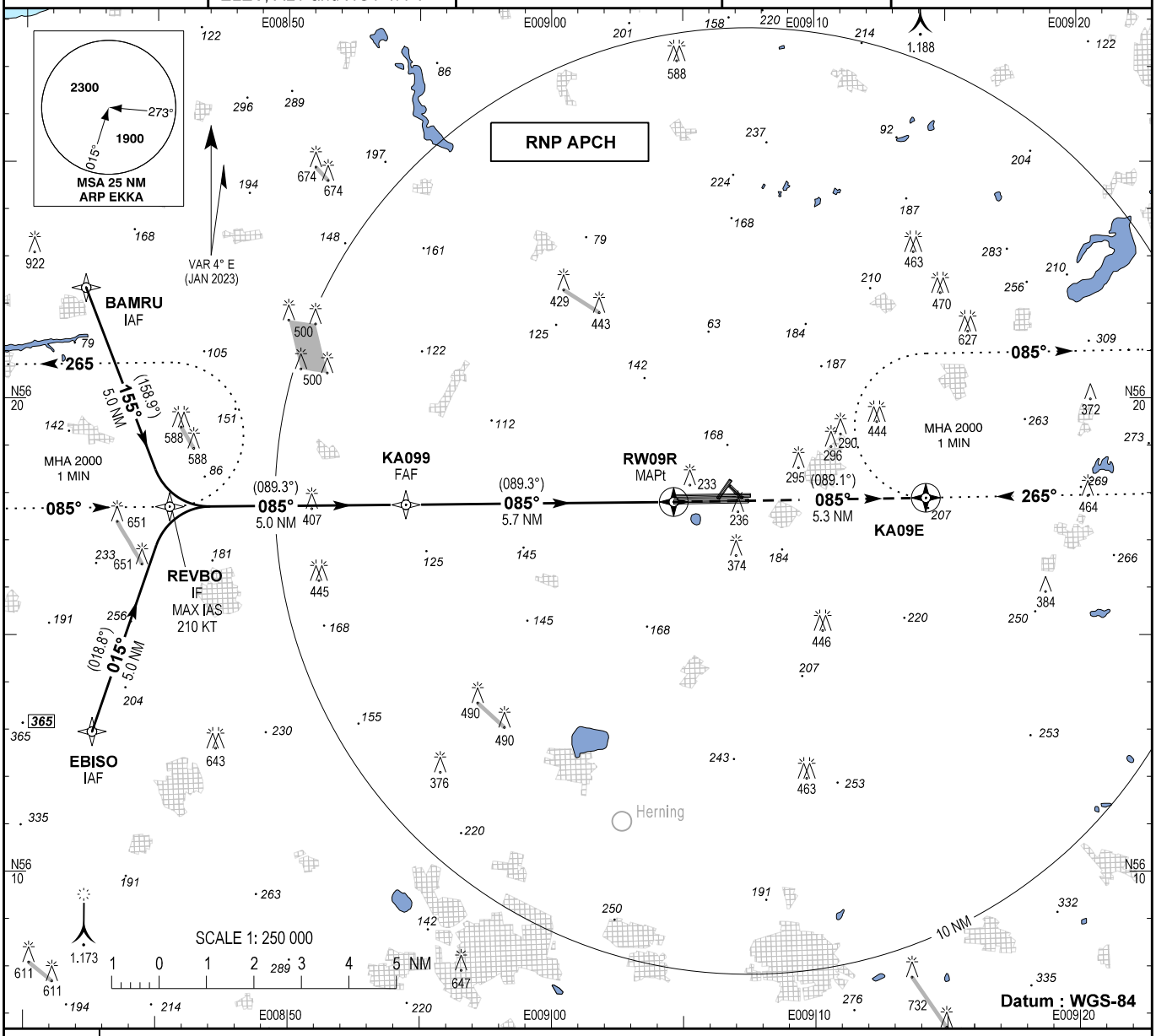
AD ELEV : 171

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

Karup APP : 120.430 269.275
Karup TWR : 119.580 353.575
257.800
ATIS : 120.580

EGNOS Channel : 46175

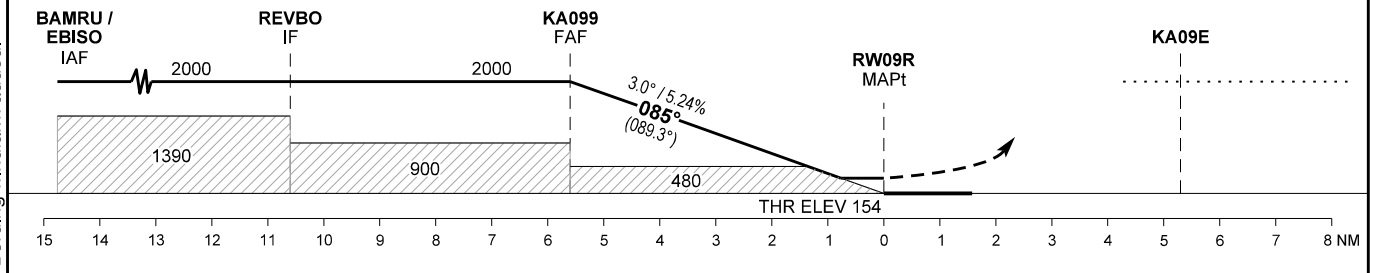
AD 2 - EKKA
RNP RWY 09R - 1
(MIL AD, PPR)
Karup / Midtjyllands Lufthavn



TA	3000
TCH	41.5

Missed approach :
Climb on track to overfly KA09E and hold at 2000 FT.

RW09R - KA09E (A2000+, HM)



OCA (H)	A	B	C	D
LPV	337 (183)	349 (195)	357 (203)	368 (214)
LNAV/VNAV*	400 (250)	400 (250)	400 (250)	400 (250)
LNAV**	490 (340)	490 (340)	490 (340)	490 (340)
Circling	670 (500)	820 (650)	1060 (890)	1060 (890)

DIST to RW09R	1	2	3	4	5
Nominal Altitude	520	830	1150	1470	1790

SPECIAL CONDITIONS

* Not to be used below -25°C

** Timing not authorized for defining MAPt

PAPI 3.0° - not aligned with instrument procedure vertical path

Changes : Bording windfarm added.

INSTRUMENT APPROACH PROCEDURE CODING TABLE

EKKA RNP RWY 09R via EBISO and BAMRU

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	EBISO									RNP APCH
020	TF	REVBO		015°/(018.8)	4.0°E	5.0		+2000	210-		RNP APCH
010	IF	BAMRU									RNP APCH
020	TF	REVBO		155°/(158.9)	4.0°E	5.0		+2000	210-		RNP APCH
030	TF	KA099		085°/(089.3)	4.0°E	5.0		@2000	210-		RNP APCH
040	TF	RW09R	Y	085°/(089.3)	4.0°E	5.67				3.0°/41.5	RNP APCH
050	TF	KA09E	Y	085°/(089.1)	4.0°E	5.33		+1000			RNP APCH
060	HM	KA09E		265°/(269.5)	4.0°E		R	+2000			RNP APCH

Note: Published OCA(H) values are obstacle clearance values. Decision heights (DH) below 250 FT shall not be used due to APV approach operation Type A limitations.

EKKA RNP RWY 09R waypoint coordinates:

Waypoint	Function	Latitude	Longitude	Waypoint	Function	Latitude	Longitude
EBISO	IAF	56 12 57.40N	008 42 34.70E	KA099	FAF	56 17 46.08N	008 54 28.08E
BAMRU	IAF	56 22 20.21N	008 42 17.04E	RW09R	MAPt	56 17 49.74N	009 04 38.39E
REVBO	IF	56 17 42.82N	008 45 29.70E	KA09E	MAHF	56 17 54.42N	009 14 13.05E

FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	561750.8455N
SBAS Provider	1	Delta FPAP Latitude (seconds)	1.1030
Airport Identifier	EKKA	FPAP Longitude	0090728.6625E
Runway	9	Delta FPAP Longitude (seconds)	170.2735
Runway Direction	1	Threshold Crossing Height	41.5
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E09A	Length Offset (metres)	0
LTP/FTP Latitude	561749.7425N	HAL (metres)	40.0
LTP/FTP Longitude	0090438.3890E	VAL (metres)	50.0
LTP/FTP Ellipsoidal Height (metres)	87.0		

Output data

Data Block	10 01 0B 0B 05 49 00 00 01 39 30 05 5D FD 28 18 EA 43 E5 03 66 17 9E 08 00 43 32 05 9F 01 2C 01 64 00 C8 FA 9E CC 9A 6D
Calculated CRC Value	9ECC9A6D

Required Additional Data

ICAO Code	KA
LTP/FTP Orthometric Height (metres)	46.9
FPAP Orthometric Height (metres)	46.9

EUROCONTROL FAS DB tool Version 3.0.0

Changes : Magnetic variation and magnetic tracks changed.

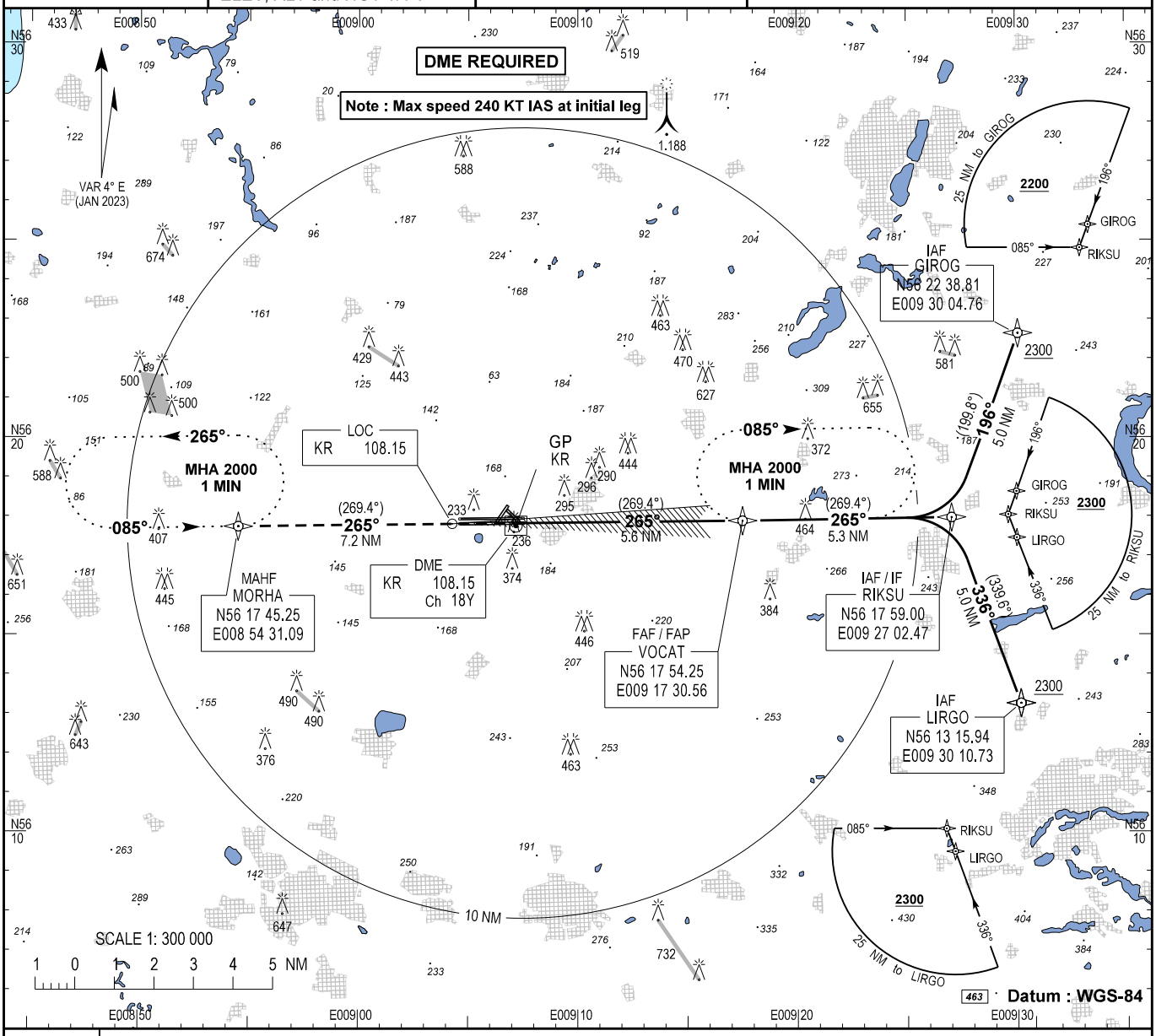
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 171

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

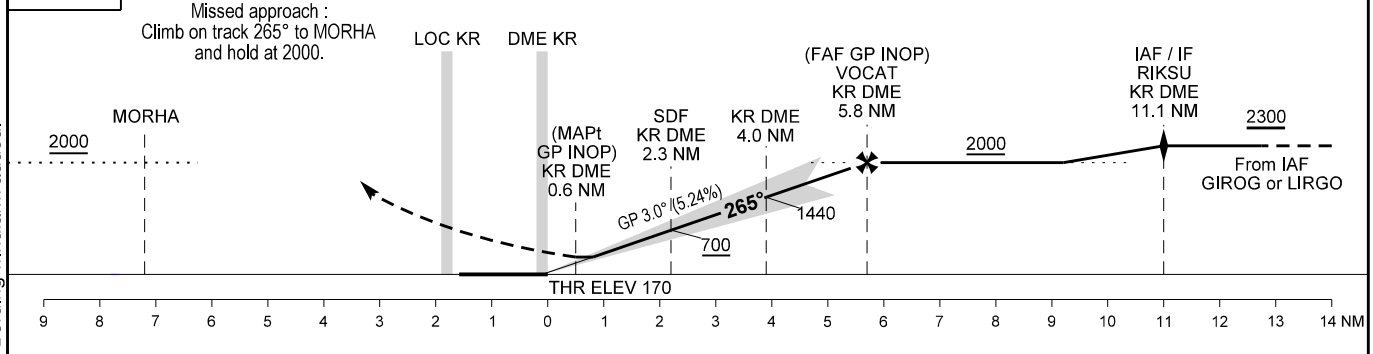
Karup APP : 120.430 269.275
Karup TWR : 119.580 353.575
257.800
ATIS : 120.580

AD 2 - EKKA
ILS or LOC RWY 27L
(MIL AD, PPR)
Karup / Midtjyllands Lufthavn



TA 3000

RDH 50



OCA (H)	A	B	C	D
ILS CAT I	300 (130)	313 (142)	321 (150)	331 (161)
ILS CAT II	218 (48)	229 (59)	242 (72)	253 (83)
GP INOP *	480 (310)			
Circling	670 (499)		840 (669)	860 (689)

SPECIAL CONDITIONS

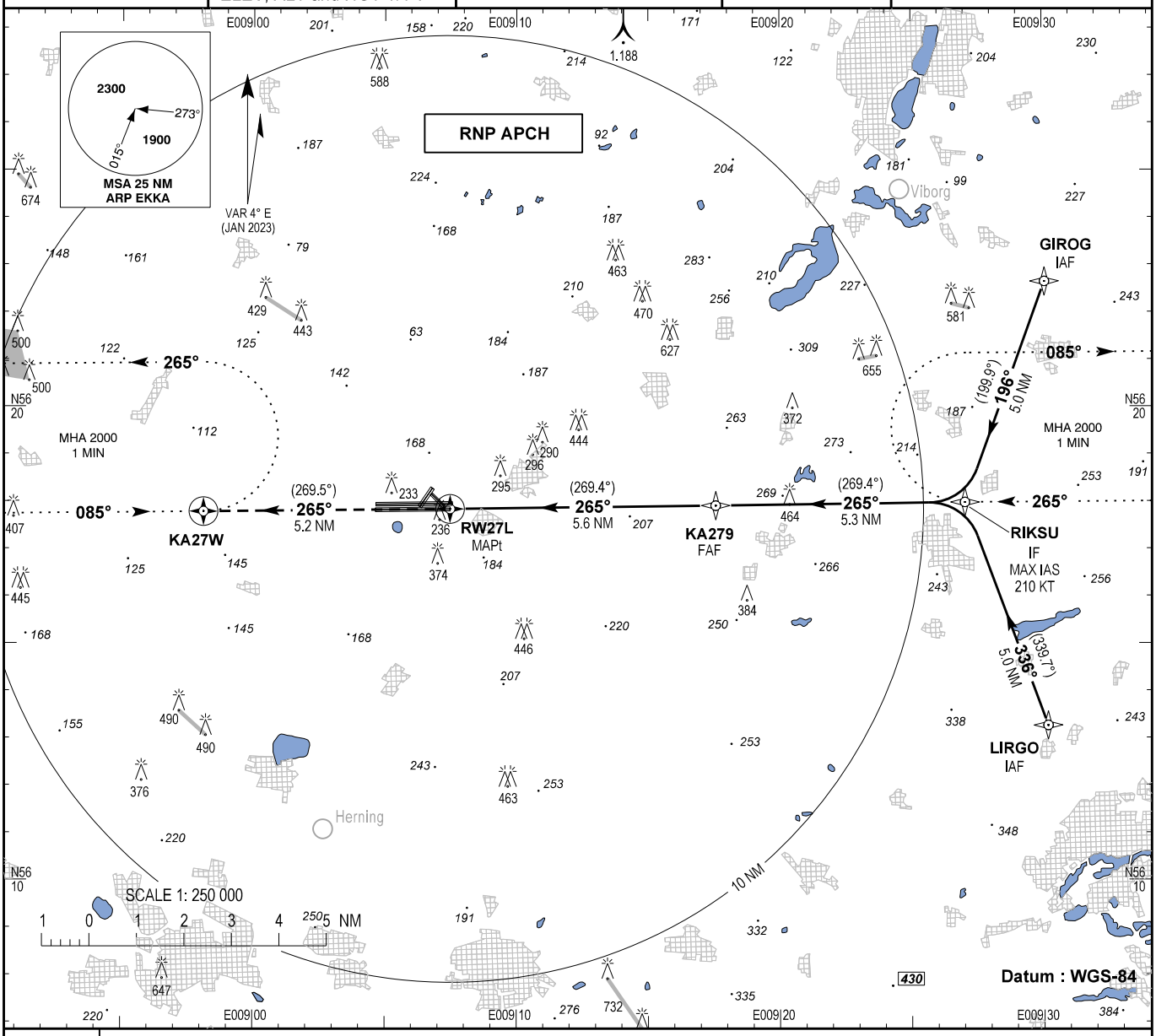
* Timing not authorized for defining MAPt

DME KR (NM)	5	4	3	2	1
DIST to THR (NM)	4.8	3.8	2.8	1.8	0.8
ALT	1760	1440	1120	810	490

Changes : Bording windfarm added.

INSTRUMENT APPROACH CHART - ICAO

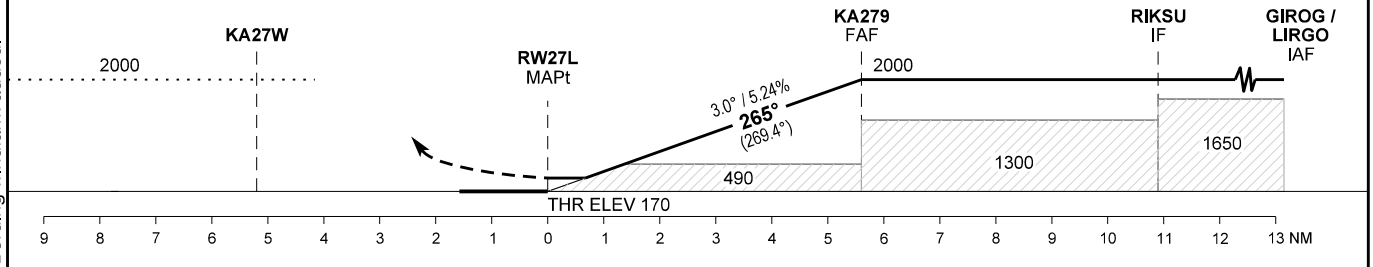
AD ELEV : 171 Bearings are magnetic (True) ELEV, ALT and HGT in FT	Karup APP : 120.430 269.275 Karup TWR : 119.580 353.575 257.800 ATIS : 120.580	EGNOS Channel : 54104	**AD 2 - EKKA** **RNP RWY 27L - 1** **(MIL AD, PPR)** **Karup / Midtjyllands Lufthavn**



TA 3000	
TCH 39.3	

Missed approach :
Climb on track to overfly KA27W
and hold at 2000 FT.

RW27L - KA27W (A2000+, HM)



OCA (H)	A	B	C	D
LPV	366 (196)	378 (208)	386 (216)	397 (227)
LNAV/VNAV*	500 (330)			
LNAV**	570 (400)			
Circling	670 (500)	820 (650)	1060 (890)	1060 (890)

DIST to RW27L	1	2	3	4	5
Nominal Altitude	530	850	1170	1490	1800

SPECIAL CONDITIONS

* Not to be used below -25°C

** Timing not authorized for defining MAPt

PAPI 3.0° - not aligned with instrument procedure vertical path

Changes : Bording windfarm added.

INSTRUMENT APPROACH PROCEDURE CODING TABLE

EKKA RNP RWY 27L via LIRGO and GIROG

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	LIRGO									RNP APCH
020	TF	RIKSU		336°/(339.7)	4.0°E	5.0		+2000	210-		RNP APCH
010	IF	GIROG									RNP APCH
020	TF	RIKSU		196°/(199.9)	4.0°E	5.0		+2000	210-		RNP APCH
030	TF	KA279		265°/(269.4)	4.0°E	5.28		@2000	210-		RNP APCH
040	TF	RW27L	Y	265°/(269.4)	4.0°E	5.62				3.0°/39.3	RNP APCH
050	TF	KA27W	Y	265°/(269.5)	4.0°E	5.22		+1000			RNP APCH
060	HM	KA27W		085°/(089.2)	4.0°E		L	+2000			RNP APCH

Note: Published OCA(H) values are obstacle clearance values. Decision heights (DH) below 250 FT shall not be used due to APV approach operation Type A limitations.

EKKA RNP RWY 27L waypoint coordinates:

Waypoint	Function	Latitude	Longitude	Waypoint	Function	Latitude	Longitude
LIRGO	IAF	56 13 15.94N	009 30 10.73E	KA279	FAF	56 17 55.06N	009 17 34.22E
GIROG	IAF	56 22 38.81N	009 30 04.76E	RW27L	MAPt	56 17 50.85N	009 07 28.66E
RIKSU	IF	56 17 59.00N	009 27 02.47E	KA27W	MAHF	56 17 47.51N	008 58 06.53E

FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	561749.7130N
SBAS Provider	1	Delta FPAP Latitude (seconds)	-1.1325
Airport Identifier	EKKA	FPAP Longitude	0090433.9250E
Runway	27	Delta FPAP Longitude (seconds)	-174.7375
Runway Direction	3	Threshold Crossing Height	39.3
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E27A	Length Offset (metres)	72
LTP/FTP Latitude	561750.8455N	HAL (metres)	40.0
LTP/FTP Longitude	0090728.6625E	VAL (metres)	50.0
LTP/FTP Ellipsoidal Height (metres)	91.6		

Output data

Data Block	10 01 0B 0B 05 DB 00 00 01 37 32 05 FB 05 29 18 2D 76 EA 03 94 17 27 F7 FF DD AA FA 89 01 2C 01 64 09 C8 FA DE 6E 4B D8
Calculated CRC Value	DE6E4BD8

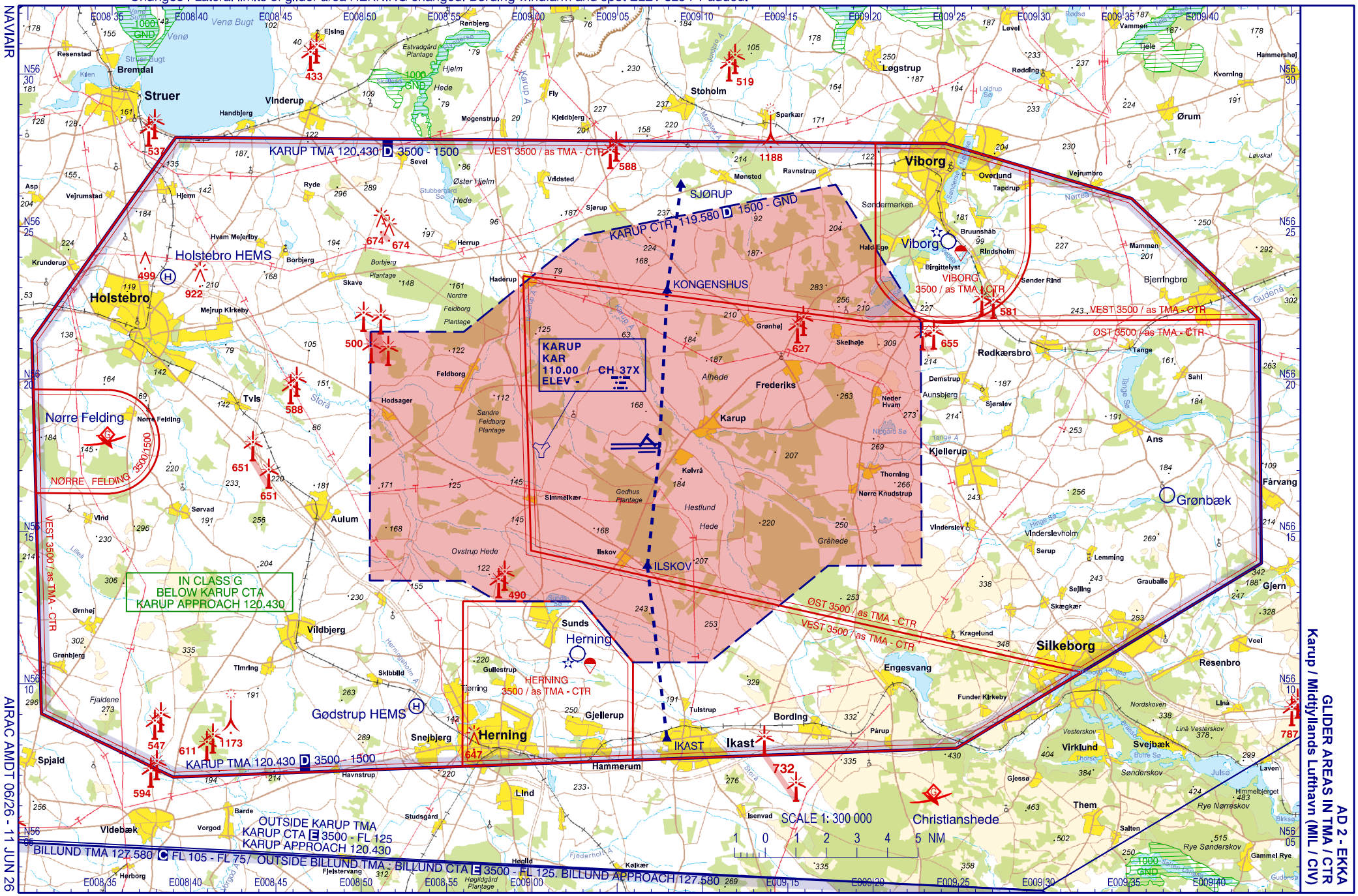
Required Additional Data

ICAO Code	KA
LTP/FTP Orthometric Height (metres)	51.8
FPAP Orthometric Height (metres)	51.8

EUROCONTROL FAS DB tool Version 3.0.0

Changes : Magnetic variation and magnetic tracks changed.

Changes : Lateral limits of glider area HERNING changed. Bording windfarm and spot ELEV 329 FT added.



1. Aerodrome Location Indicator and Name: EKVD - Kolding/Vamdrup

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 26 10.62N 009 19 51.36E RWY INT
2.	Distance and direction from city:	5.4 NM SW of Kolding
3.	ELEV: REF temperature:	143 FT 22°C
4.	MAG VAR: Annual change:	4° E (APR 2025) Increasing 10’
5.	AD ADM: AD address: TEL: E-mail: Internet: AFS:	Fonden Den Selvejende Institution Kolding Lufthavn Kolding Lufthavn ApS Lufthavnsvej 1 DK-6580 Vamdrup +45 75 58 18 77 afis@ekvd.dk ekvd.dk EKVD
6.	Types of traffic permitted :	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	MON-FRI: 0600-2100 (0500-2000) SAT, SUN, HOL: 0600-2100 (0500-2000) 24 DEC - 01 JAN CLSD (Self-service only).
2.	Customs and immigration:	The aerodrome is open for traffic to/from all states. Customs clearance and immigration PN 1 HR to ADO. All flights originating outside Denmark must state number of Schengen and non-Schengen citizens onboard in flightplan (FPL) item 18.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office: (ADO)	MON-FRI: 0700-1600 (0600-1500) SAT, SUN/HOL 0800-1500 (0700-1400) Self-service only outside ADO service hours.
5.	ATS Reporting Office (ARO):	As ADO. Outside hours of service submission and closure of flightplan: Briefing EKCH TEL.: +45 32 47 82 72
6.	MET Briefing Office:	As ADO
7.	ATS:	As ADO
8.	Fuelling:	Self-service 24H. Major credit cards accepted.
9.	Handling:	NIL
10.	Security:	NIL
11.	De-icing:	NIL

12. Remarks: PPR 1 HR PN for AFIS outside ADO service hours. PPR must be submitted not later than 1 HR before ADO closing time. IFR traffic is not permitted outside AFIS service hours.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	NIL
2.	Fuel and oil types:	FUEL: AVGAS 100 LL, Jet A1 OIL: Can be bought at the aircraft repair shop in working hours.
3.	Fuelling facilities and capacity:	AVGAS 100 LL: 80 L/MIN Jet A1: 300 L/MIN
4.	De-icing facilities:	NIL
5.	Hangar space for visiting aircraft:	NIL
6.	Repair facilities for visiting aircraft:	Yes

7. Remarks: Oil limited quantities. Oxygen and jet assisting starting unit available

5. Passenger Facilities

1.	Hotels:	Hotels in Vamdrup and Kolding
2.	Restaurants:	No
3.	Transportation:	Bus and Taxi (Kolding Taxa +45 75 50 27 00)
4.	Medical facilities:	Hospital in Kolding +45 76 36 20 00. In case of emergency call 112.
5.	Bank and Post Office:	NIL
6.	Tourist Office:	Kolding TEL: +45 79 79 17 73 Web: www.visitkolding.dk

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	NIL
2.	Rescue equipment:	NIL
3.	Capability for removal of disabled aircraft:	NIL

4. Remarks: Rescue and fire fighting services not available. See AD 1.2 concerning limitations.

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

1.	Type of clearing equipment:	Mechanical snow clearing with snowplough and sweeper when personnel and material situation allows. Chemicals: No chemical treatment used for snow clearing.
2.	Clearance priorities:	1. Active runway(s) 2. Taxiways towards the active runway(s) 3. Apron(s) 4. Other runways and access roads 5. Other areas

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: Concrete stones
2. Taxiway width, surface and strength: A, B, C : 10.5 M, asphalt
   D : 23 M, Grass
3. ACL and ELEV: NIL
4. VOR checkpoints: NIL
   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 dockin parking guidance system: NIL
   TWY: A/C
   Centre line, side stripes, holding position
   TWY B:
   Centre line, holding position
   TWY D:
   Blue/yellow cones
2. RWY and TWY markings: RWY 01/19:
   THR, RWY NR, centre line, side stripes
3. Stop bars: NIL

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
Vamdrup	Chimney	55 25 42N 009 18 01E*	487	355	LIH FLG W	ENR 5.4 OBST
Rockwool	Chimney	55 25 48.07N 009 17 28.71E	293	164	NIL	-
TV-Antenna	Mast	55 25 35.90N 009 17 42.47E	294	164	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
Tabular data pending.						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Tower near Fovslet Mark	Mast	55 24 29.07N 009 25 55.81E	390	203	NIL	-

11. Meteorological Information Provided

1. Associated MET Office: Danish Meteorological Institute (DMI)/
   Civil Weather Forecasts and Warnings (CVV)
   TEL +45 39 15 72 72
2. Hours of service:
   Outside Hours: H24
3. Office responsible for TAF preparation: Danish Meteorological Institute (DMI)/
   Civil Weather Forecasts and Warnings (CVV)
   Periods of validity: 9 Hours
4. Type of landing forecast:
   Interval of issuance NIL
5. Briefing/Consultation provided: Self briefing (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: NIL
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
01	017.6° GEO 014° MAG	999 x 23 M	PCN 17/F/B/X/T Asphalt	55 25 52.10N 009 19 41.02E	129 FT/-
19	197.6° GEO 194° MAG	999 x 23 M	PCN 17/F/B/X/T Asphalt	55 26 22.15N 009 19 57.79E	143 FT/-
07	076.8° GEO 073° MAG	704 x 23 M	Grass	55 26 08.01N 009 19 31.78E	142 FT/-
25	256.8° GEO 253° MAG	704 x 23 M	Grass	55 26 13.21N 009 20 10.77E	141 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA
01	less than 0.5 %	-	-	1126 x 150 M	50 x 50 M
19	less than 0.5 %	-	-	1126 x 150 M	90 x 50 M
07	less than 0.1%	-	-	764 x 63 M	-
25	less than 0.1%	-	-	764 x 63 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
01	2B	NONP
07	1C	NINST
19	2B	NONP
25	1C	NINST

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 01	975 M	975 M	999 M	999 M	-
RWY 19	999 M	999 M	999 M	975 M	-
TWY B	842 M	842 M	842 M		
TWY A	681 M	681 M	681 M		
RWY 07	704 M	704 M	704 M	704 M	-
RWY 25	704 M	704 M	704 M	704 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: Lenght Spacing Colour Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
01	420 M White, non-standard LIH	Green	APAPI 3° 30 FT	-	-	975 M White LIH	Red	-
19	420 M White LIH	Green	APAPI 3° 30 FT	-	-	975 M White LIH	Red	-

Remarks: A system to activate the RWY lighting etc. outside the ADO hours of service by VHF radio signals is established. 3, 5 or 7 clicks on 118.655 for low, medium or high lights.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: ABN on ADM/ARO BLDG, FLG W EV 2,4 SEC. Operating when aircraft are expected at night or in poor visibility by day
2. LDI location and LGT: See ADC
3. Anemometer location and LGT: See ADC
3. TWY edge and centre line LGT: TWY A: Blue edge LIL
TWY A, TWY B and TWY C: RGL
4. Secondary power supply/switch-over time: Yes, switch-over time max 15 SEC

5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1.	Designation and lateral limits:	VAMDRUP FIZ/RMZ A circle, 1.5 NM radius centred at 55 26 11N 009 19 51E (ARP)	
2.	Vertical limits:	1500 FT MSL/GND	
3.	Airspace classification:	G	
4.	ATS unit call sign: Language(s):	VAMDRUP 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	VAMDRUP INFORMATION	118.655	As ADO	DOC: 4000 FT/25 NM

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
L	KD	357 KHZ	H24	55 26 35.87N 009 20 05.42E		DOR: 15 NM
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

20. Local Aerodrome Regulations

1. The following requirements are mandatory for right turns:

With reference to the general rules of the air in the vicinity of an aerodrome, and provided that **the pilot reports his/her intentions to VAMDRUP INFORMATION before a right turn is initiated** or, when departing, before taking off, aircraft may execute right turns when approaching for landing and after taking off, if it does not endanger other air traffic.

2. Operations during the night period

In the period 2100-0600 (2000-0500) only after request to ADO 1 HR PN before closing time. **No IFR traffic is permitted when AFIS is not established.**

3. Operation outside operational hours

If operations are conducted outside ADO service hours, the **PIC must as soon as possible,** leave a note in the tower mailbox, send an e-mail to afis@ekvd.dk or use the reporting system on the airports webpage, informing about the operations made during the period with self service and PIC contact information.

4. RWY 07/25

PPR for use of RWY 07/25 within ADO service hours. **Runway is closed outside ADO service hours.**

5. School and training flights

For school and training flights reference aerodrome noise abatement regulations. These can be obtained at the ADO.

6. Communications outside operational hours

Due to the general complexity of air traffic at and in the vicinity of the aerodrome, aircraft are required to report intentions and manoeuvres on frequency 118.655 outside ADO service hours.

7. Movement in the hangar area / on service roads

Vehicles other than aircraft must park outside the aerodrome perimeter unless it is absolutely necessary otherwise. Any movement of aircraft or any vehicle in the hangar area, on service roads, outside taxiways, apron and runways is at PIC or driver's own risk.

8. Payment

Payment with cash, major credit cards or MobilePay 268502 (leave aircraft registration in the remarks).

9. Restrictions for Flights as Specified in the Environmental Approval of December 4, 2024

a. Parachute Flights, Aerobatic Flights, and Circuit Patterns Related to Flight Training

These are restricted on certain weekends during the period from week 20 to 36. The specific weekends can be found on the airport's website and in issued NOTAMs.

b. Circuit Patterns Related to Helicopter Flight Training

These are permitted only during the hours of 7:00 AM to 7:00 PM local time.

c. Commercial Helicopter Sightseeing Flights

These are limited to weekdays from 7:00 AM to 7:00 PM and on Saturdays, Sundays, and public holidays from 7:00 AM to 4:00 PM local time.

d. Military Flights

The airport must be informed if a flight does not meet the conditions for exemption from environmental regulations as per Condition 57.

10. Customs

For international flights FPL is required at least 1 HR before arrival/departure.

21. Noise Abatement Procedures

1. Avoid flying over built-up areas

Avoid flying over built-up areas Hjarup, Skanderup and Vamdrup during TKOF and LDG as far as possible.
See chart: AD 2 NOISE ABATEMENT PROCEDURES.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will be cleared by ACC København to L KD (KD HOLDING NORTH or KD HOLDING SOUTH), RNAV RWY 19 IAF GOVOV, LODBA, ABIVA (ABIVA HOLDING) or RNAV RWY 01 IAF EBURU, ROSRA, GEMRO (KD HOLDING NORTH).

Instrument approach procedures are partly in airspace classified G below 3500 FT MSL.

1.2 Radio communication failure

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

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

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

2.3 Caution

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

23. Additional Information

1. Parachuting

1.1 Parachuting may take place

1.2 Landing exercises

Landing exercises, including go-arounds, are PPR:
MON-FRI: After 1500 (1600)
SAT, SUN and HOL: All day

24. Aeronautical Charts Related to an Aerodrome

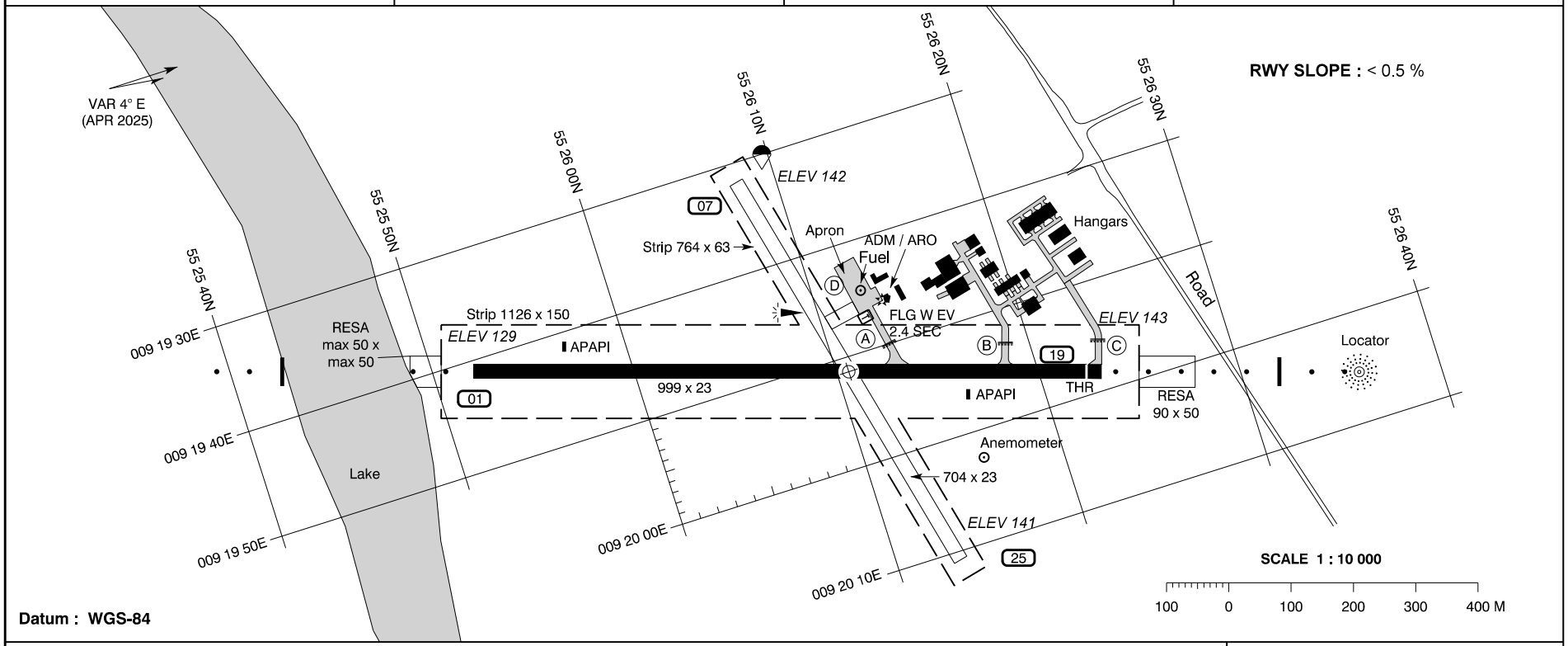
Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Instrument Approach Chart - ICAO	RNP RWY 01 - 1 RNP RWY 01 - 2 NDB RWY 01 RNP RWY 19 - 1 RNP RWY 19 - 2 NDB RWY 19
Other Charts	Noise Abatement Procedures

25. Visual segment surface (VSS) penetration

Instrument Flight Procedure	Procedure Minima affected	Remarks
RNP RWY 01	No Penetration	
NDB	Pending	
RNP RWY 19	No Penetration	
NDB	Pending	

Changes : MAG VAR changed.

ARP : 55 26 10.62N 009 19 51.36E INT of RWY	AD ELEV : 143 FT	ELEV in FT Dimensions / Distances in M	Skrydstrup APP : 124.105 280.750 Vamdrup Information : 118.655



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	APAPI	Edge	End
01	017.6° GEO 014° MAG	55 25 52.10N 009 19 41.02E	Asphalt PCN 17 F / B / X / T	THR RWY NR Centre line Side stripes		975	975	999	999	420 M White (Non-stand)	Green	3° MEHT 30 FT	975 M White	Red
19	197.6° GEO 194° MAG	55 26 22.15N 009 19 57.79E			C B A	999 842 681	999 842 681	999 842 681	975	420 M White	Green	3° MEHT 30 FT	975 M White	Red
07	076.8° GEO 073° MAG	55 26 08.01N 009 19 31.78E	Grass	THR Edge		704	704	704	704					
25	256.8° GEO 253° MAG	55 26 13.21N 009 20 10.77E				704	704	704	704					

OTHER : Secondary power supply : Yes, switch-over time 15 SEC.
A system to activate the RWY lighting etc. outside the ADO hours of service by VHF radio signals is established. 3, 5 or 7 clicks on 118.655 for low, medium or high lights.

TAXIWAYS

Width : A/B/C : 10.5 M D : 23 M
Pavement : A/B/C : Asphalt D : Grass
Strength : -
Day marking : A/C : Centre line
Sidestripes
Holding position
B : Centre line
Holding position
D : Blue/Yellow cones
Lighting: TWY A : Blue edge, LIL
TWY A/B/C : RGL

APRON

Pavement : Concrete stones
Strength : -

OBSTACLES

All obstacles are marked by day and night

AERODROME CHART - ICAO

AD 2 - EKVD
ADC
Kolding / Vamdrup

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 143

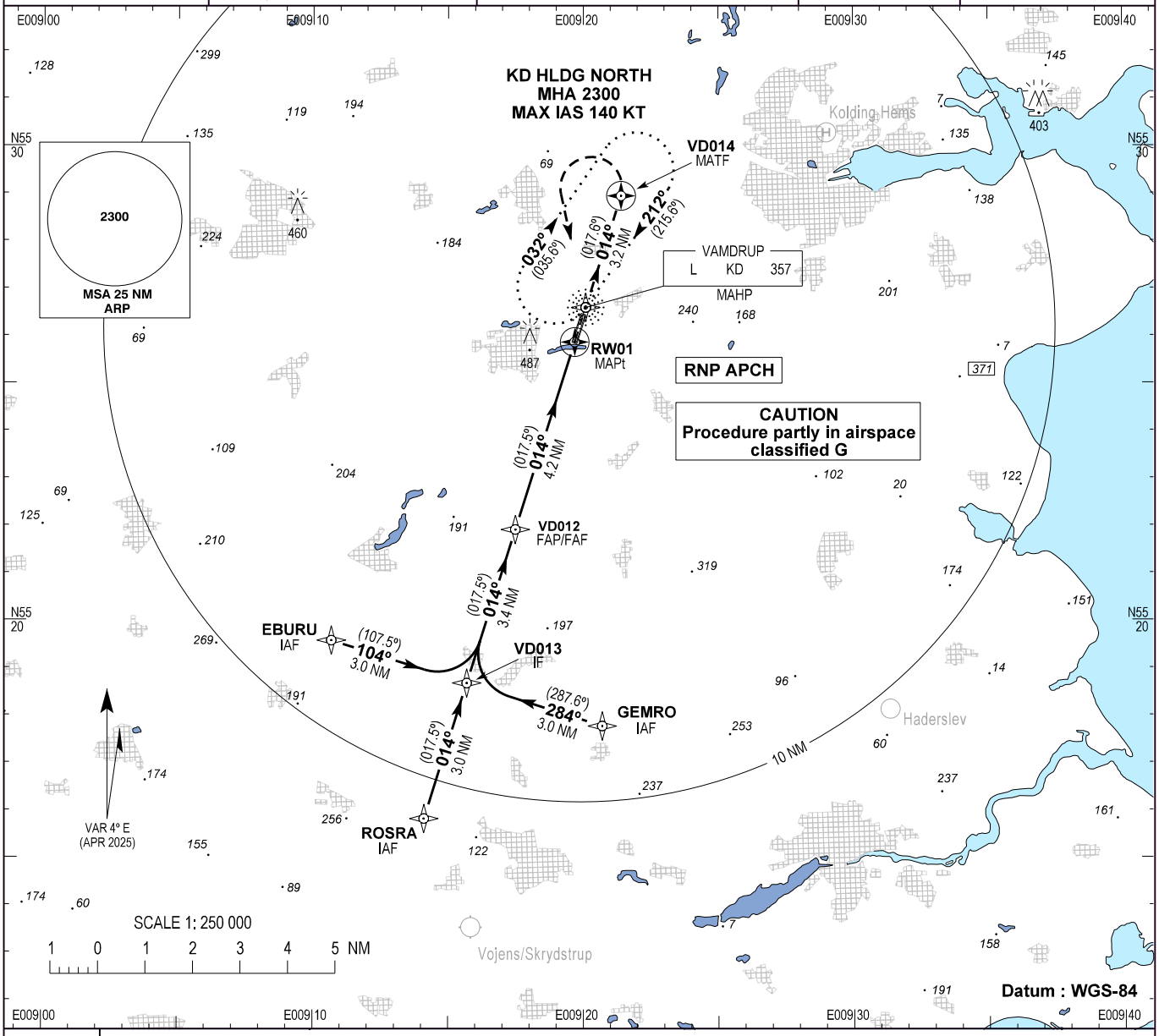
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Skrydstrup APP : 124.105 280.750

Vamdrup Information : 118.655

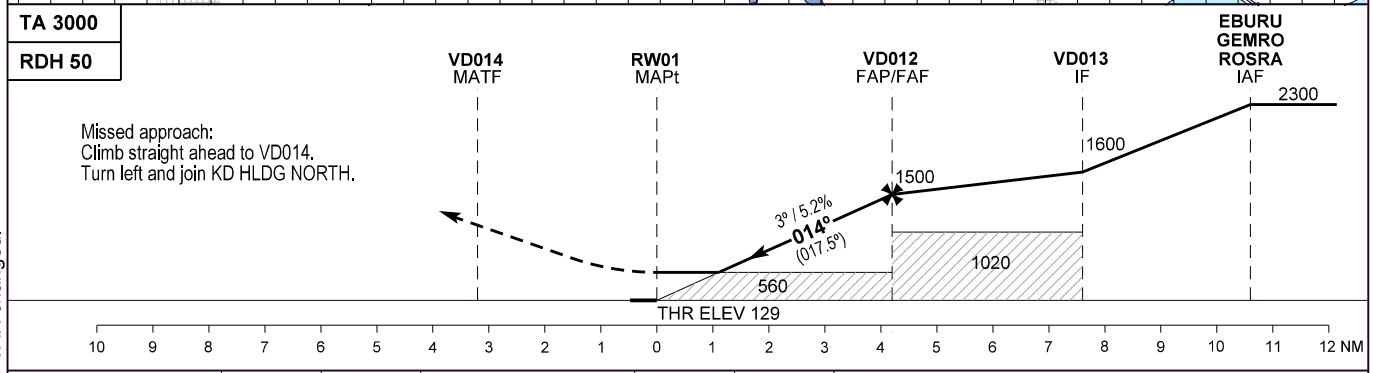
EGNOS
CH : 74505
E01A

AD 2 - EKVD
RNP RWY 01 - 1
Kolding / Vamdrup



TA 3000

RDH 50



OCA (H)	A	B	MDA (H)	A	B
LPV	319 (190)	329 (200)	LPV	379 (250)	
LNAV / VNAV***	522 (393)	524 (395)	LNAV / VNAV ***	522 (393)	524 (395)
LNAV	560 (430)		LNAV	560 (430)	
Circling*	590 (450)	690 (550)			

SPECIAL CONDITIONS

*East of aerodrome only

**Timing not authorized for defining the MAPt

***Not to be used below -10°C or above 60.8°C

GS	70	80	90	100	110	120	130	140
VD012 - RW01 (4.2 NM)**	3:33	3:07	2:46	2:29	2:16	2:05	1:55	1:47
Rate of Descent	372	425	478	531	584	637	690	743
DIST to RW01 NM	1.0	2.0	3.0	4.0				
Altitude 3.0° Descent	500	815	1135	1450				

Changes : MAG VAR changed.

Instrument Approach Procedure Coding Tables:

EKVD RNP RWY 01 via EBURU, GEMRO and ROSRA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	EBURU	-	-	-4.0	-	-	+2300	-	-	RNP APCH
010	TF	VD013	-	104/(107.5)	-4.0	3.0	L	+1600	-	-	RNP APCH
005	IF	GEMRO	-	-	-4.0	-	-	+2300	-	-	RNP APCH
010	TF	VD013	-	284/(287.6)	-4.0	3.0	R	+1600	-	-	RNP APCH
005	IF	ROSRA	-	-	-4.0	-	-	+2300	-	-	RNP APCH
010	TF	VD013	-	014/(017.5)	-4.0	3.0	-	+1600	-	-	RNP APCH
010	TF	VD013	-	-	-4.0	-	-	+1600	-	-	RNP APCH
020	TF	VD012	-	014/(017.5)	-4.0	3.4	-	+1500	-	-	RNP APCH
030	TF	RW01	Y	014/(017.6)	-4.0	4.2	-	-	-	3.0°/50	RNP APCH
040	TF	VD014	Y	014/(017.6)	-4.0	3.2	L	-	-	-	RNP APCH
050	DF	KD	Y	-	-4.0	-	-	+2300	-	-	RNP APCH
060	HM	KD	Y	212/(215.6)	-4.0	-	R	+2300	-140		RNP APCH

EKVD RNP RWY 01 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
EBURU (IAF)	55 19 34.77N 009 10 41.00E	VD012 (FAP/FAF)	55 21 55.03N 009 17 29.15E
GEMRO (IAF)	55 17 46.53N 009 20 42.04E	RW01 (MAPt)	55 25 52.07N 009 19 40.98E
ROSRA (IAF)	55 15 49.39N 009 14 06.68E	VD014 (MATF)	55 28 57.00N 009 21 24.19E
VD013 (IF)	55 18 40.79N 009 15 41.46E	KD (MAHF)	55 26 35.87N 009 20 05.42E

SBAS FAS DATA BLOCK:

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKVD
Runway	01
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E01A
LTP/FTP Latitude	552552.0770N
LTP/FTP Longitude	0091940.9835E
LTP/FTP Ellipsoidal Height (metres)	79.7
FPAP Latitude	552644.3175N
Delta FPAP Latitude (seconds)	52.2405
FPAP Longitude	0092010.1525E
Delta FPAP Longitude (seconds)	29.1690
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 04 16 0B 05 01 00 00 01 31 30 05 9A D8 C9 17 6F CF 00 04 1D 17 21 98 01 E2 E3 00 F4 01 2C 01 64 00 C8 AF 1F 78 34 4F
Calculated CRC Value	1F78344F
Supplied CRC Value	1F78344F
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	39.2

EUROCONTROL FAS DB tool Version 3.2.1

Changes: MAG VAR changed. PSN EBURU and RW01 corrected.

INSTRUMENT APPROACH CHART - ICAO

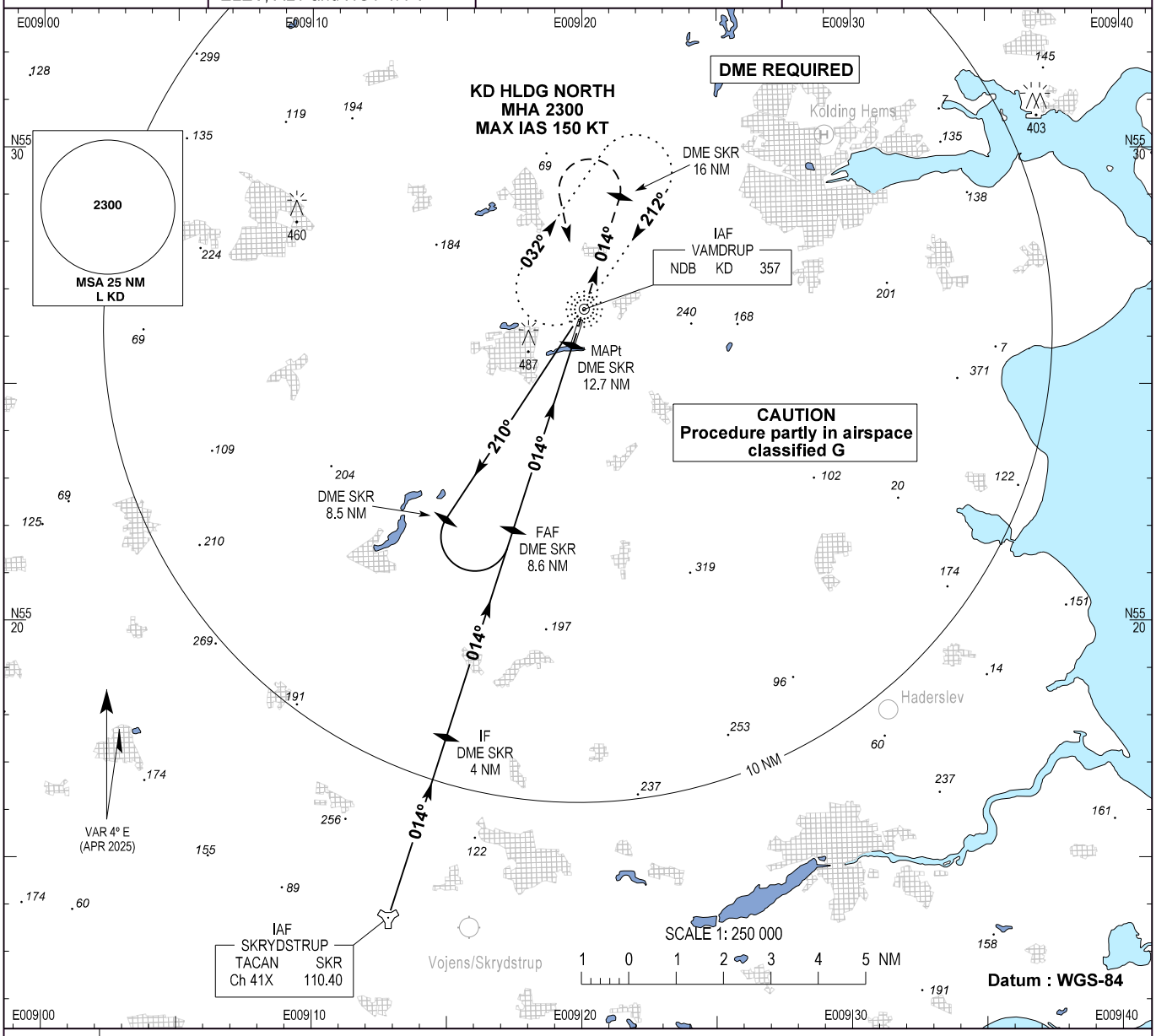
AD ELEV : 143

Bearings are magnetic
ELEV, ALT and HGT in FT

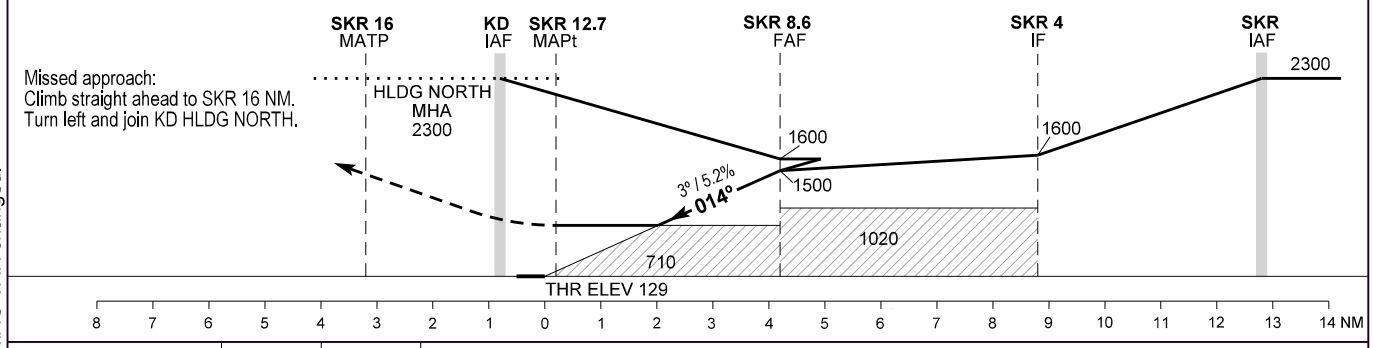
Skrydstrup APP : 124.105 280.750

Vamdrup Information : 118.655

AD 2 - EKVD
NDB RWY 01
Kolding / Vamdrup



TA 3000



OCA (H)	A	B	SPECIAL CONDITIONS
NDB	710 (580)	710 (580)	
Circling*	710 (570)	710 (570)	*East of AD only

GS	70	80	90	100	110	120	130	140
FAF - MAPt (3.6 NM)**	3:08	2:45	2:26	2:12	2:00	1:50	1:41	1:34
Rate of Descent	425	486	546	608	668	729	790	851
SKR DME NM	11.0	10.0						
Altitude 3.0° Descent	821	1185						

**Timing not authorized for defining the MAPt

Changes : MAG VAR changed.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 143

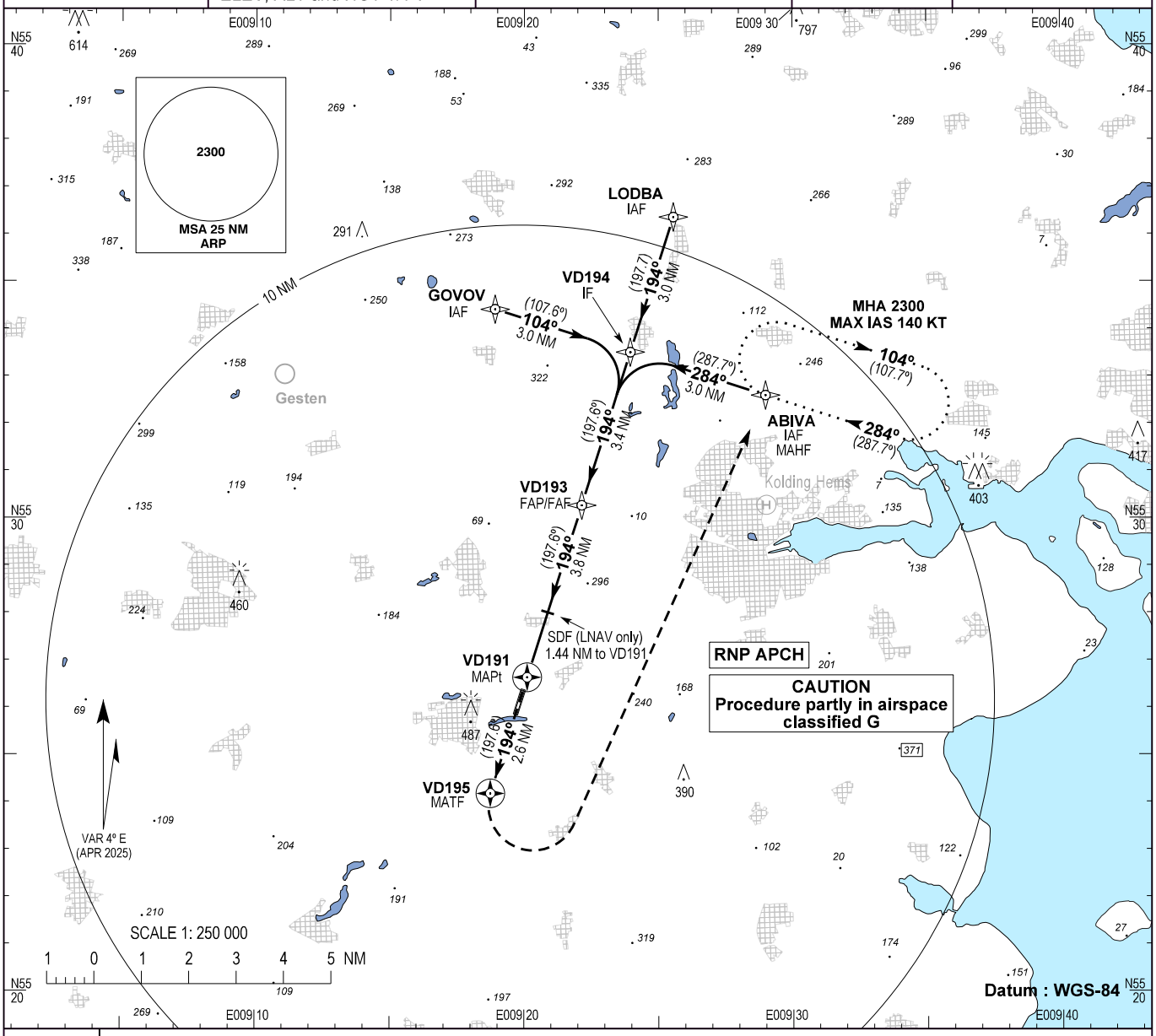
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

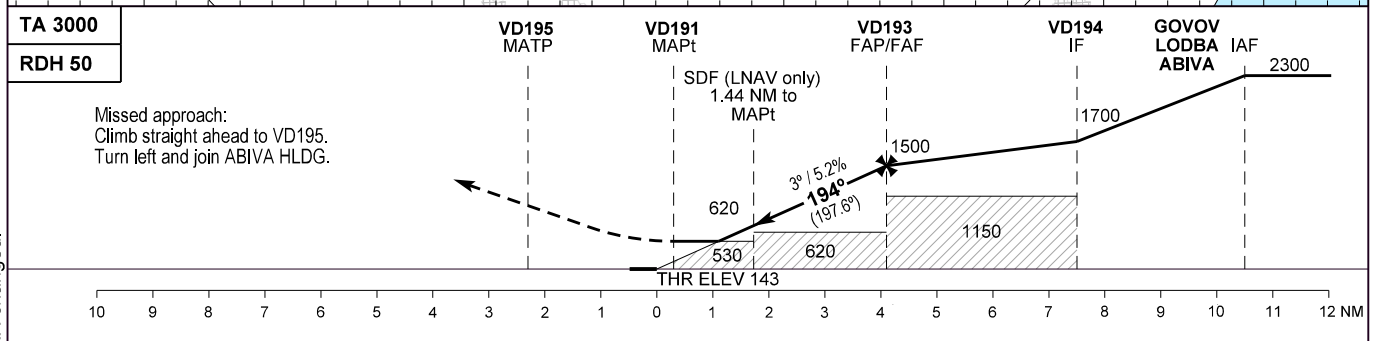
Skrydstrup APP : 124.105 280.750

Vamdrup Information : 118.655

EGNOS
CH : 59939
E19A

AD 2 - EKVD
RNP RWY 19 - 1
Kolding / Vamdrup





OCA (H)	A	B	MDA (H)	A	B
LPV	319 (176)	329 (186)	LPV	393 (250)	
LNAV / VNAV***	445 (302)	455 (312)	LNAV / VNAV ***	445 (302)	455 (312)
LNAV	530 (390)		LNAV	530 (390)	
Circling*	590 (450)	690 (550)			

SPECIAL CONDITIONS

*East of aerodrome only

**Timing not authorized for defining the MAPt

***Not to be used below -10°C or above 60.8°C

GS	70	80	90	100	110	120	130	140
VD193-VD191 (3.82 NM)**	3:16	2:52	2:33	2:17	2:05	1:55	1:46	1:38
Rate of Descent	372	425	478	531	584	637	690	743

DIST to VD191 NM	1.0	2.0	3.0
DIST to THR 19 NM	1.3	2.3	3.3
Altitude 3.0° Descent	600	920	1240

Changes : MAG VAR changed.

Instrument Approach Procedure Coding Tables:

EKVD RNP RWY 19 via ABIVA, GOVOV and LODBA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
005	IF	ABIVA	-	-	-4.0	-	-	+2300	-	-	RNP APCH
010	TF	VD194	-	284/(287.7)	-4.0	3.0	L	+1700	-	-	RNP APCH
005	IF	GOVOV	-	-	-4.0	-	-	+2300	-	-	RNP APCH
010	TF	VD194	-	104/(107.6)	-4.0	3.0	R	+1700	-	-	RNP APCH
005	IF	LODBA	-	-	-4.0	-	-	+2300	-	-	RNP APCH
010	TF	VD194	-	194/(197.7)	-4.0	3.0	-	+1700	-	-	RNP APCH
010	TF	VD194	-	-	-4.0	-	-	-	-	-	RNP APCH
020	TF	VD193	-	194/(197.6)	-4.0	3.4	-	+1500	-	-	RNP APCH
030	TF	VD191	Y	194/(197.6)	-4.0	3.8	-	-	-	3.0°/50	RNP APCH
040	TF	VD195	Y	194/(197.6)	-4.0	2.6	L	-	-	-	RNP APCH
050	DF	ABIVA	Y	-	-4.0	-	-	+2300	-	-	RNP APCH
060	HM	ABIVA	Y	284/(287.7)	-4.0	-	R	+2300	-140	-	RNP APCH

EKVD RNP RWY 19 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
GOVOV (IAF)	55 34 25.20N 009 18 54.90E	VD193 (FAP/FAF)	55 30 16.67N 009 22 08.66E
ABIVA (IAF)	55 32 36.25N 009 28 59.46E	VD191 (MAPt)	55 26 38.63N 009 20 06.95E
LODBA (IAF)	55 36 22.06N 009 25 33.61E	VD195 (MATF)	55 24 11.45N 009 18 44.96E
VD194 (IF)	55 33 30.80N 009 23 57.39E	-	-

SBAS FAS DATA BLOCK:

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKVD
Runway	19
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E19A
LTP/FTP Latitude	552622.1270N
LTP/FTP Longitude	0091957.7590E
LTP/FTP Ellipsoidal Height (metres)	83.9
FPAP Latitude	552529.8855N
Delta FPAP Latitude (seconds)	-52.2415
FPAP Longitude	0091928.5995E
Delta FPAP Longitude (seconds)	-29.1595
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 04 16 0B 05 13 00 00 01 39 31 05 5E C3 CA 17 7E 52 01 04 47 17 DD 67 FE 31 1C FF F4 01 2C 01 64 00 C8 AF 92 AB A1 1E
Calculated CRC Value	92ABA11E
Supplied CRC Value	92ABA11E
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	43.3

EUROCONTROL FAS DB tool Version 3.2.1

Changes: MAG VAR changed.

INSTRUMENT APPROACH CHART - ICAO

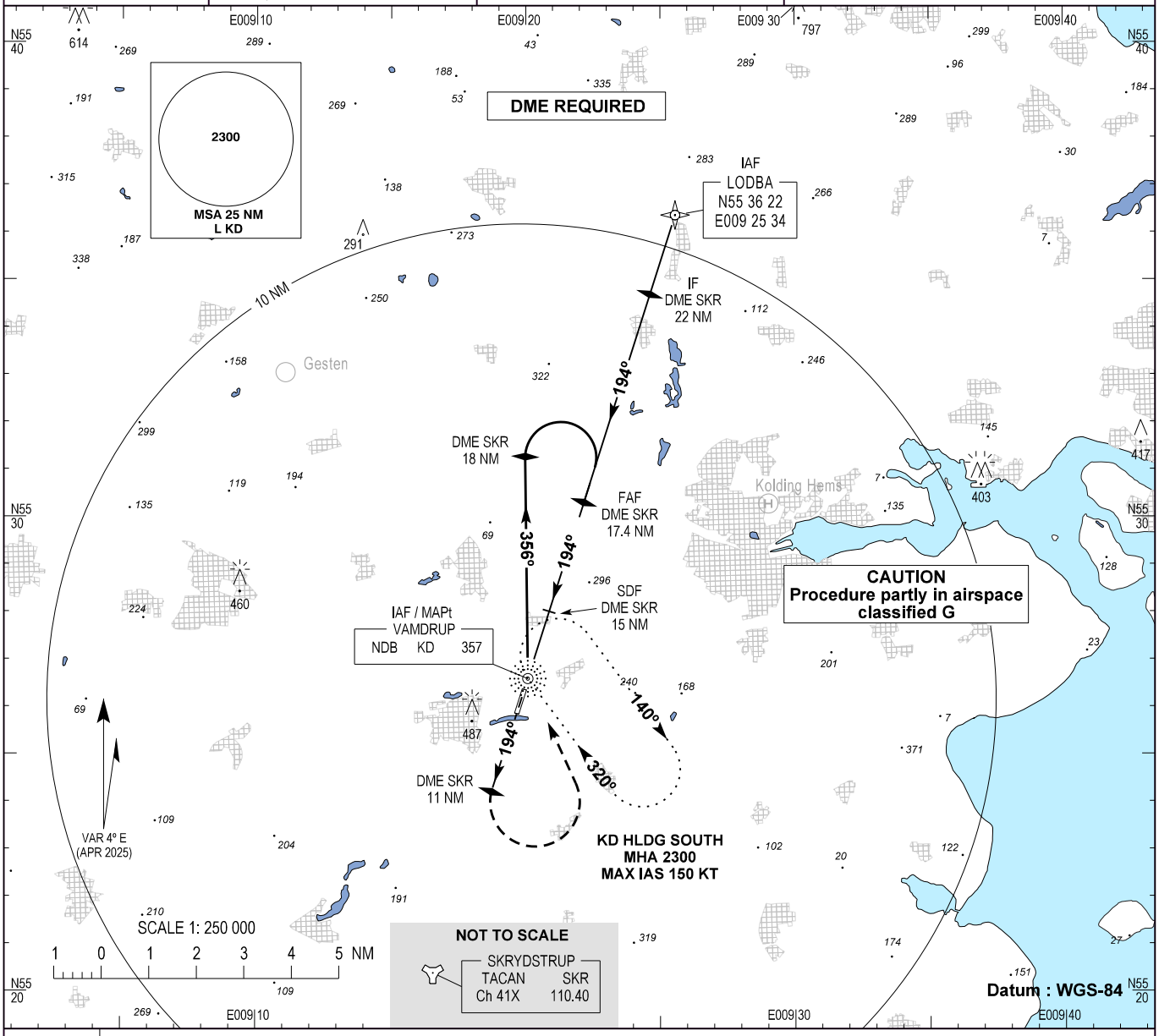
AD ELEV : 143

Bearings are magnetic
ELEV, ALT and HGT in FT

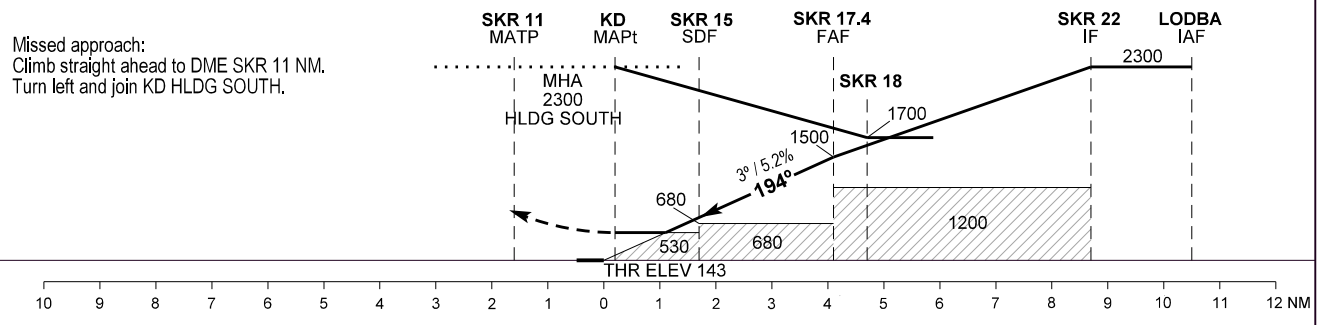
Skrydstrup APP : 124.105 280.750

Vamdrup Information : 118.655

AD 2 - EKVD
NDB RWY 19
Kolding / Vamdrup



TA 3000



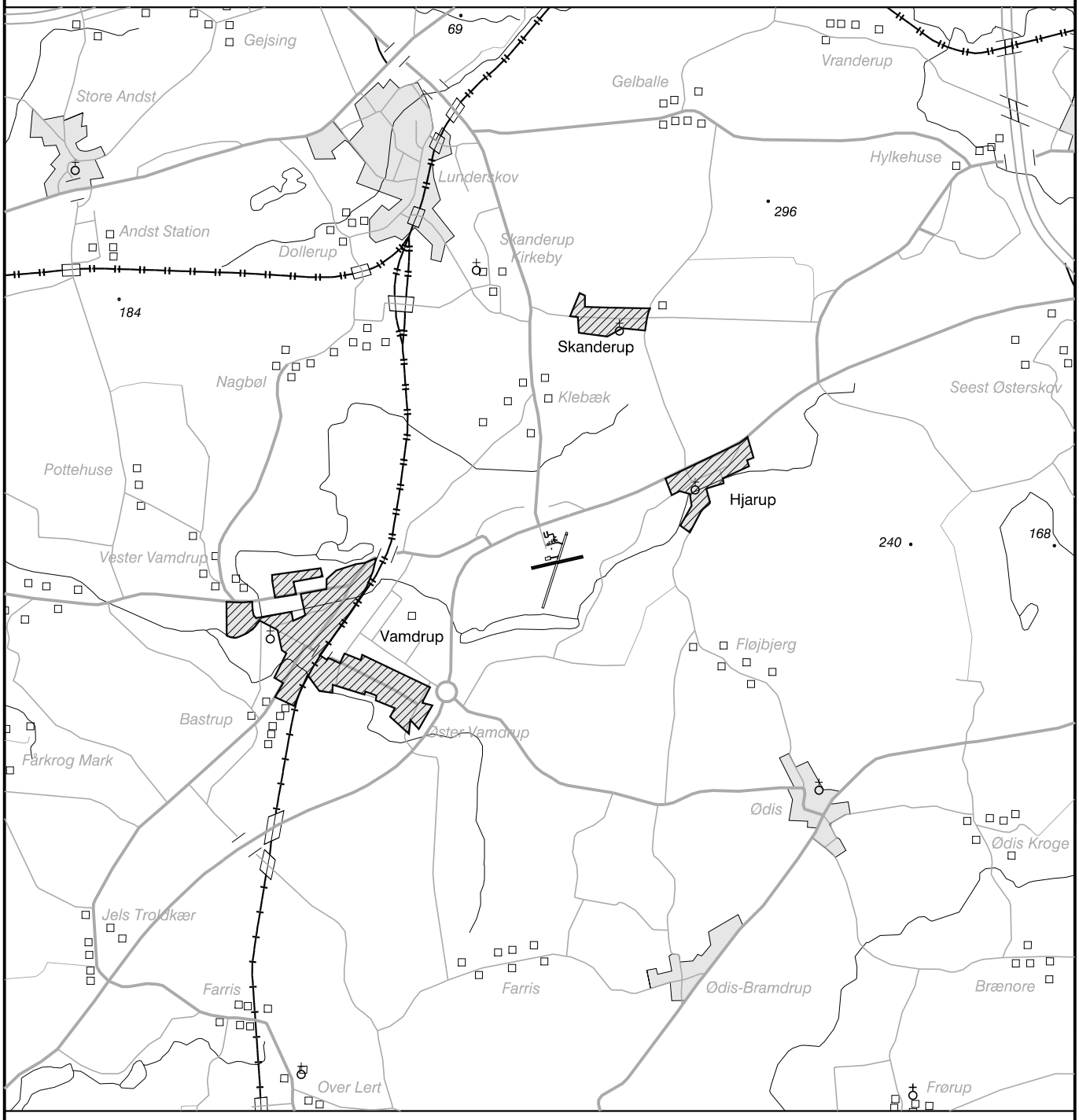
OCA (H)	A	B	SPECIAL CONDITIONS
NDB	530 (390)	530 (390)	
Circling*	590 (450)	690 (550)	*East of aerodrome only

GS	70	80	90	100	110	120	130	140
FAF - MAPt (3.9 NM)**	3:19	2:54	2:35	2:19	2:07	1:56	1:47	1:39
Rate of Descent	371	425	478	531	584	637	690	743

**Timing not authorized for defining the MAPt

SKR DME NM	15.0	16.0	17.0
DIST to THR 19 NM	1.7	2.7	3.7
Altitude 3.0° Descent	735	1055	1375

Changes : MAG VAR changed.



Avoid flying over built-up areas Hjarup, Skanderup and Vamdrup during TKOF and LDG as far as possible.

Changes: Chart title changed.

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 22°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: AFS:	traatwr@cph.dk 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. MET Briefing Office: See AD 2.11 Meteorological Information Provided and GEN 3.5.

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:	Buses (public and free terminal buses), metro, taxis, trains and car rental companies (Avis/Budget, Enterprise, Europcar, GreenMobility, Hertz, Sixt and SwipeNgo).
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.

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
EKCH_ATC TWR POINT_0	Control tower	55 36 42.4N 012 39 27.3E	253	242	Day: LIM FLG W Night: LIM FLG R	NIL
Additional tabular data pending						

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
Tabular data pending						

Obstacles assessed as being hazardous to air navigation

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

Remarks:

1. Tall ships or objects being towed may be expected in the ships fairway Drogden east of the airport, which may affect the obstacle limitation surfaces for RWY 22L, RWY 22R and RWY 30 or the departure sectors RWY 04R, RWY 04L and RWY 12.

   Ships or objects being towed with a height of more than 115 FT MSL shall notify KASTRUP TOWER via Sound VTS 30 minutes prior to their intended passage through the fairway.

   If departing aircraft from RWY 04R or RWY 12 in IMC-conditions are unable to climb with at least 400 FT/NM according to the SID, the runway affected will be closed for these aircraft if such ships or objects with a height of more than 115 FT MSL are expected in the fairway during take-off, see AOC-A 04R and AOC-A 12. If ships or objects with a height of more than 180 FT MSL are expected in the fairway, the runway will be closed for take-off during passage. If departing aircraft from RWY 04L in IMC-conditions are unable to climb with at least 400FT/NM according to SID, the runway will be closed for these aircraft if ships or objects with a height of more than 175 FT MSL are expected in the fairway during take-off.

   If departing aircraft from RWY 04R or RWY 12 in VMC-conditions are unable to climb with at least 400 FT/NM according to the SID, Kastrup TWR will inform the aircraft if ships or objects with a height of more than 115 FT MSL are expected in the fairway during take-off, See AOC-A 04R and AOC- A 12. If departing aircraft from RWY 04L in VMC-conditions are unable to climb with at least 400FT/NM according to SID, Kastrup TWR will inform the aircraft if ships or objects with a height of more than 175 FT MSL are expected in the fairway during take-off.

   During the time of passage of the approach sectors RWY 22L or RWY 30, with ships or objects being towed with a height of more than 180 FT MSL, the runway affected will be closed for landing aircraft.

   During the time of passage of the approach sector RWY 22R with ships or objects being towed with a height of more than 295 FT MSL, RWY 22R will be closed for landing and RWY 04L will be closed for take-off.

   If an emergency situation during landing or take-off should occur, Kastrup TWR will as far as possible inform the aircraft if such ships or objects are expected in the fairway during landing or take-off.
2. Holding aircraft on holding positions A1-A4 and E1 may infringe the approach/take off surface for RWY 22R/04L.

11. Meteorological Information Provided

1.	Associated MET Office:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) TEL +45 39 15 72 72
2.	Hours of service:	H24
3.	Office responsible for TAF preparation: Periods of validity: Interval of issuance	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) 24 hours 3 hours
4.	Type of landing forecast: Interval of issuance:	TREND 30 MIN
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
04L	041.2° GEO 037.2° MAG	3001 x 45 M	PCN 80/F/C/X/U. Asphalt	55 35 31.92N 012 36 12.73E	13 FT/Data pending
22R	221.2° GEO 217.2° MAG	3571 x 45 M	PCN 80/F/C/X/U. Asphalt	55 36 44.92N 012 38 05.61E	14 FT/Data pending
04R	041.2° GEO 037.2° MAG	3302 x 45 M	PCN 80/F/C/X/U Asphalt	55 36 11.16N 012 37 58.97E	12 FT/Data pending
22L	221.2° GEO 217.2° MAG	3302 x 45 M	PCN 80/F/C/X/U Asphalt	55 37 31.48N 012 40 03.29E	8 FT/Data pending
12	123.2° GEO 119.2° MAG	2800 x 45 M	PCN 80/F/C/X/U. Asphalt/Concrete	55 37 26.94N 012 38 20.82E	13 FT/Data pending
30	303.2° GEO 299.2° MAG	2365 x 45 M	PCN 80/F/C/X/U. Asphalt/Concrete	55 36 49.87N 012 40 01.01E	8 FT/Data pending

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Obstacle-free zone
04L	Data pending	570 x 45 M	NIL	3690 x 300 M	90 x 90 M	AVBL
22R	Data pending	NIL	NIL	3690 x 300 M	90 x 90 M	NIL
04R	Data pending	NIL	NIL	3422 x 300 M	90 x 150 M	NIL
22L	Data pending	NIL	NIL	3422 x 300 M	90 x 150 M	AVBL
12	Data pending	NIL	NIL	2920 x 300 M	90 x 90 M	NIL
30	Data pending	300 x 45 M	NIL	2920 x 300 M	220 x 90 M	NIL

Remarks:

Runway classification

RWY NR	RUNWAY CODE	TYPE
04L	4E	PA-2
04R	4E	PA-1
12	4E	PA-1
22L	4E	PA-3B
22R	4E	PA-1
30	4E	PA-1

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 04L				3001 M	NIL
TWY A10	3001 M	3001 M	3571 M		
RWY 22R				3001 M	NIL
TWY A1/E1	3571 M	3571 M	3571 M		
TWY A2	3489 M	3489 M	3489 M		
TWY A3	3362 M	3362 M	3362 M		
TWY A4	3234 M	3234 M	3234 M		
TWY A5	2889 M	2889 M	2889 M		
RWY 04R				3302 M	NIL
TWY B1	3302 M	3302 M	3302 M		
TWY B2	3203 M	3203 M	3203 M		
TWY B3	2797 M	2797 M	2797 M		
TWY B4/C	1941 M	1941 M	1941 M		
RWY 22L				3302 M	NIL
TWY V1	3302 M	3302 M	3302 M		
TWY V2	2787 M	2787 M	2787 M		
RWY 12				2365 M	NIL
PSN 12-X	2800 M	2800 M	2800 M		
TWY K2	2699 M	2699 M	2699 M		
TWY K3	2481 M	2481 M	2481 M		
TWY D	1798 M	1798 M	1798 M		
RWY 30				2095 M	300 M SWY AVBL
TWY G1	2365 M	2365 M	2665 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 Intensity	RWY edge LGT: Length Colour Spacing Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
04L	CAT II 900 M LIH	Green NIL	3° 61 FT	900 M White	3001 M 15 M LIH	2401 M White 600 M Yellow 60 M LIH	Red NIL	570 M Red
22R	900 M White LIH	Green Yes	3° 59 FT	NIL	3571 M 15 M LIH	570 M Red 2401 M White 600M Yellow 60 M LIH	Red NIL	NIL
04R	720 M White LIH	Green NIL	3° 57 FT	NIL	3302 M 15 M LIH	2702 M White 600 M Yellow 60 M LIH	Red NIL	NIL
22L	CAT II and III 840 M LIH	Green NIL	3° 60 FT	900 M White	3302 M 15 M LIH	2702 M White 600 M Yellow 60 M LIH	Red NIL	NIL
12	900 M White LIH	Green NIL	3° 49 FT	NIL	NIL	435 M Red 1765 M White 600 M Yellow 30 M LIH	Red NIL	NIL
30	900 M White LIH	Green NIL	3° 60 FT	NIL	NIL	270 M Red 1495 M White 600 M Yellow 30 M LIH	Red NIL	300 M Red

Remarks:

RWY 04L, RWY 04R and RWY 22L: PAPI configuration do not meet required minimum wheel clearance for all types of Boeing 747. GP (ILS) AVBL.

RWY 04L: LED used in the full length of THR, TDZ, RWY centre line, RWY edge, RWY end and SWY lights.

RWY 22R: LED used in the full length of Approach, THR, RWY centre line, RWY edge, RWY end lights and THIL (THIL FLG W).

RWY 04R: LED used in the full length of THR, RWY centre line, RWY edge and RWY end lights.

RWY 22L: LED used in the full length of THR, TDZ, RWY centre line, RWY edge and RWY end lights.

RWY 12: LED used in the full length of THR lights and THIL (THIL FLG W).

RWY 30: LED used in the full length of THR, RWY end and SWY lights.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: NIL
2. LDI location and LGT: NIL

   Anemometer location and LGT: 1 anemometer APRX 300 M S of THR RWY 04L and 1 anemometer APRX 100 M N of aircraft stand G110 (at Apron East). Both lighted.
3. TWY edge and centre line LGT: Edge blue LIL, centre line green. Centre line on exit taxiways within ILS critical/sensitive areas and centre line within 60 M from RWY centre line - alternately green and yellow. RGL.
4. Secondary power supply/switch-over time: Yes, all RWY switch-over time 1 SEC at RVR below 800 M, otherwise MAX 15 SEC.
5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits: KASTRUP CTR
55 43 56N 012 48 34E - FIR boundary
55 36 49N 012 52 49E - 55 28 58N 012 43 56E -
55 28 58N 012 25 56E - 55 35 58N 012 21 56E -
55 41 58N 012 25 56E - 55 43 56N 012 48 34E.
2. Vertical limits: 1500 FT MSL/GND
3. Airspace classification: D
4. ATS unit call sign: KASTRUP TOWER
Language(s): EN, DA
5. Transition altitude: 5000 FT MSL
6. Hours of applicability H24

7. Remarks: For ACFT with DEP or DEST EKCH, voice communication BTN ACFT and ATC shall be in the English language.

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
		121.500		Emergency
		243.000		MIL Emergency
APP	COPENHAGEN APPROACH	119.805	H24	DOC: FL 250/50 NM
		118.455		DOC: FL 250/50 NM
FINAL	KASTRUP FINAL	120.205	H24	DOC: FL 150/40 NM
DEP	KASTRUP DEPARTURE	120.255	H24	DOC: FL 250/50 NM
		124.980		DOC: FL 250/50 NM
TWR	KASTRUP TOWER	118.105	H24	DOC: 4000 FT/25 NM ARR
		119.355	H24	DOC: FL 100/25 NM DEP
		118.705	H24	DOC: 4000 FT/25 NM VFR traffic within Kastrup CTR.
		121.830	H24	DOC: 1000 FT/5 NM
		118.580	H24	DOC: 4000 FT/25 NM Manoeuvring Area.
CLEARANCE DELIVERY	CLEARANCE DELIVERY	119.905	H24	DOC: 4000 FT/25 NM Departure Clearance shall be requested at TOBT - 30 minutes.
APRON	KASTRUP APRON	121.630	H24	ARR
		121.905	H24	Request for push-back/start up and taxi instruction for aircraft on all Aprons and in Maintenance Area South at TOBT +/- 5 min.
		121.730	HO	
ATIS	KASTRUP ARRIVAL INFORMATION	122.755	H24	DOC: FL 200/60 NM Language: EN
ATIS	KASTRUP DEPARTURE INFORMATION	122.855	H24	DOC: FL 200/60 NM Language: EN
DEICING TWY A, LANE 1 + 2		123.405	HO	
DEICING TWY A, LANE 3		130.655	HO	
DEICING TWY B		131.655	HO	
DEICING TWY V		131.980	HO	

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Frequency/ Channel	HR	PSN	DME ELEV (FT)	Remarks
DME	KAS	112.500 MHZ CH 72X	H24	55 35 25.87N 012 36 48.97E	28.9	DOC FL 500/60 NM
LOC 04L CAT II	CH	110.500 MHZ	HO	55 37 05.09N 012 38 36.82E		ILS class II/E/3
GP 04L		329.600 MHZ	H24	55 35 35.71N 012 36 29.97E		Angle 3°. RDH 49 FT
DME 04L	CH	CH 42X	H24	55 35 35.75N 012 36 29.85E	53.7	FREQ paired with LOC. Collocated with GP 04L
DME 04R	NE	CH 30X	H24	55 36 16.62N 012 38 16.24E	13.0	FREQ paired with LOC. Collocated with GP 04R Reads zero at threshold
LOC 04R CAT I	NE	109.300 MHZ	HO	55 37 40.66N 012 40 17.50E		ILS class I/D/2
GP 04R		332.000 MHZ	H24	55 36 16.40N 012 38 16.32E		Angle 3°, RDH 57 FT
LOC 12 CAT I	KA	109.900 MHZ	HO	55 36 34.87N 012 40 41.51E		ILS class I/D/2
GP 12		333.800 MHZ	H24	55 37 17.82N 012 38 29.81E		Angle 3°, RDH 49 FT
DME 12	KA	CH 36X	H24	55 37 17.90N 012 38 29.85E	51.3	FREQ paired with LOC. Collocated with GP 12
LOC 22L CAT III	OXS	109.500 MHZ	HO	55 36 03.30N 012 37 46.81E		ILS class III/E/4
GP 22L		332.600 MHZ	H24	55 37 20.46N 012 39 57.61E		Angle 3°, RDH 53 FT
DME 22L	OXS	CH 32X	H24	55 37 20.67N 012 39 57.27E	6.9	FREQ paired with LOC. Collocated with GP 22L
LOC 22R CAT I	KLK	110.900 MHZ	HO	55 35 23.37N 012 35 59.51E		ILS class I/D/2
GP 22R		330.800 MHZ	H24	55 36 34.85N 012 38 01.43E		Angle 3°, RDH 47 FT
DME 22R	KLK	CH 46X	H24	55 36 35.03N 012 38 01.09E	13.6	FREQ paired with LOC. Collocated with GP 22R
LOC 30 CAT I	OY	108.900 MHZ	HO	55 37 40.28N 012 37 44.73E		ILS class I/D/2
GP 30		329.300 MHZ	H24	55 36 50.89N 012 39 42.61E		Angle 3°, RDH 49 FT
DME 30	OY	CH 26X	H24	55 36 51.09N 012 39 42.89E	9.0	FREQ paired with LOC Collocated with GP 30
VOR/DME (4°E 2022)	KOR	112.800 MHZ CH 75X	H24	55 26 21.71N 011 37 53.51E	136.2	DOC FL 500/80 NM
VOR/DME (4°E 2022)	TNO	117.400 MHZ CH 121X	H24	55 46 26.74N 011 26 21.08E	- 11.9	DOC FL 500/60 NM

20. Local Aerodrome Regulations

1. Regulation of traffic. Provisions.

1.1 The provisions detailed concern measures to ensure that the traffic flow does not exceed the capacity of the airport facilities as laid down by Copenhagen Airports (CPH).

1.2 Programmes for all scheduled route and charter operations shall be forwarded to Airport Coordination Denmark A/S (ACD), who has been appointed by the Ministry of Transport and Energy to perform the slot coordination at København/Kastrup.

The programmes shall be forwarded according to deadlines stipulated in the IATA Scheduling Procedures Guide (SPG) - deadline normally in the middle of May for the following winterseason and in the middle of October for the following summerseason.

1.3 The following shall be approved by ACD:

a. Changes to seasonal programmes (cf. para. 1.2).
b. Request for and changes to individual flights. Cancellation of an individual flight shall be notified. (Route, charter as well as other traffic inclusive).

Contact concerning the above shall be made to ACD within the office hours and, if possible, not later than the day before the flight is to be carried out.

Office hours: MON-FRI within hours 0800-1400 (0700-1300).
(Office is closed SAT/SUN/HOL)

Address: ACD
Vilhelm Lauritsen Terminal
Vilhelm Lauritsens Alle 1
Copenhagen Airport West
DK-2770 Kastrup
TEL: +45 32 31 42 82
FAX: +45 32 31 42 81
SITA: CPHACXH
E-mail: acd@airportcoordination.dk

Outside office hours of ACD, contact concerning the above shall be made to Copenhagen Airports.

Address: Copenhagen Airports A/S
Airside Operation
P.O. Box 74
DK-2770 Kastrup
TEL: +45 32 31 24 72
E-mail: traatwr@cph.dk
AFTN: EKCHYDYX
SITA: CPHAPYD

1.4 Exempted from the provisions given in para.1.3 are the following categories of traffic:

Ambulance flights, search and rescue operations, inspection flights by The Danish CAA and flights for foreign state representatives.

In special cases CPH may exempt other individual flights from the provisions in para. 1.3.

1.5 Any request for approval of traffic shall contain the following information:

a. Owner/operator.
b. Type of aircraft and registration/call sign.
c. Arrival date and time, Departure date and time, Origin and Destination.

Other details significant for the evaluation of the request shall be provided if so required.

2. Helicopter. Non-scheduled public air traffic.

2.1 Non-scheduled public air traffic with helicopters is permitted only after prior approval by Copenhagen Airports (CPH).

2.2 Contact concerning the above shall be made via the handling company or directly to Airside Operations at CPH and, if possible, not later than the day before the flight is to be carried out.

Address:	Copenhagen Airports A/S Airside Operation P.O. Box 74 DK-2770 Kastrup
TEL:	+45 32 31 24 72
E-mail:	traatwr@cph.dk
AFTN:	EKCHYDYX
SITA:	CPHAPYD

2.3 Any request for approval of traffic shall contain the following information:
a. Owner/Operator
b. Type of helicopter and registration/call sign
c. Arrival date and time, Departure date and time, Origin and Destination.

Other details significant for the evaluation of the request shall be provided if so required.

3. School and training flights, and technical test flights.

3.1 School and training flights must be made only after permission thereto has been obtained from:

Copenhagen Airports A/S
Airside Operation
P.O. Box 74
DK-2770 Kastrup

3.2 Permission for such flights will not be granted within the following periods: 1800-0600 (1700-0500), and on Sundays and public holidays.

3.3 For school and training flights and such technical test flights necessary for the purpose of ascertaining the airworthiness of an aircraft during flight, use of the runway system at København/Kastrup is restricted as follows:

RWY 04 and 22 may be used for take-off and landing;
RWY 12 may be used for take-off only; *)
RWY 30 may be used for landing only.

*) For technical test flights runway 12 may be used for landing, if necessary, provided the test flight has proved the aircraft to be airworthy.

See also "Noise Abatement Procedures", item 21.

4. Local Regulations.

4.1 At København/Kastrup a number of local regulations apply. The regulations are available at: https://cphnow.service-now.com/public_kb?id=kb_article_view&sysparm_article=KB0010975

4.2 Among other subjects, the following of importance for the operation of aircraft on aprons are being mentioned:

a) The meaning of markings and signs.
b) Information about aircraft stands including docking guidance systems.
c) Information about taxiing from aircraft stands including taxi clearance.
d) Limitations in the operation of large aircraft including limitations in use of own power for taxiing.
e) Helicopter operations.
f) Marshaller assistance and towing assistance.
g) Use of engine power exceeding idle power.
h) Engine start-up and use of APU.
i) Fuel spillage.
j) Precautions during extreme weather conditions.

Further information about the regulations can be obtained from Ground Coordinator on Airside Operations FREQ 131.405.

4.3 Flight crewmembers must wear high-visibility clothing while making external pre-flight inspection of their aircraft.

The high-visibility clothing and coverage must at a minimum cover the upper part of the body.

High-visibility clothing worn on the upper part of the body must be closed.

The color of the high-visibility clothing must be fluorescent yellow, orange or red.

4.4 When a local regulation is of importance to the safe operation of aircraft on the apron the information will be given to each aircraft from KASTRUP TWR or KASTRUP APRON.

4.5 The "Local Regulations" are published and updated by:

Copenhagen Airports A/S
Operational Compliance
P.O. Box 74
DK-2770 Kastrup.

5. Taxiing, parking, start up and deicing.

5.1 Marshaller assistance

The pilot may NOT proceed into an aircraft stand unless:

a) The Docking Guidance System is operational and ready, displaying the correct Aircraft type, or
b) A CPH Marshaller is present, providing guidance for the Aircraft onto the Stand. The CPH Marshaller are easily recognizable by wearing bright red hi-vis clothing and yellow/orange bats. The CPH marshallers also drive the FOLLOW ME vehicles.

During the stand-entry and parking phase the Pilot should ignore hand signalling by any other ground staff present at the stand or in the loading bridge.

When marshaller assistance is compulsory for the particular Aircraft stand in question, the Pilot will be advised by the ATS-Unit.

Otherwise, Pilots should notice that in general Marshaller assistence for Taxi and Stand entry guidance will be available only ON REQUEST. The marshaller assistance is free of charge.

5.2 Taxiing

It is the responsibility of the taxiing pilot to maintain a safe distance to other aircraft and obstacles.

Particular attention should be given when passing other aircraft at taxiway intersections, at holding positions and when entering an aircraft parking stand.

Between runways and taxiways, on taxiways, aircraft must follow the yellow guidelines. However, aircraft with MTOM of 7,000 KGS and below may deviate from the guidelines as per instruction from ATC or the Marshaller.

Aircraft must not perform powered U-turns on taxiways in the apron areas.

In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for manoeuvring to and from a stand is not permitted.

Anti-collision lights must be activated whenever engines are operating.

The shoulder width of some taxiways does not conform fully with the ICAO recommendations. Due to insufficient width in some curves the use of those particular taxiways is therefore restricted to certain aeroplane types.

Approved taxi routes - complying with ICAO recommendations - for certain types of aeroplanes are shown on the Ground Movement Charts. However, the approved taxi routes for A380, AN124 and C5 do not fully comply with ICAO recommendations for ICAO Code F aircraft due to insufficient runway, taxiway and shoulder width. But when following the permitted taxi routes the wing tip clearance will comply with the recommendations.

TWY A1, A2 and E1 shall not be used by aeroplanes larger than ICAO code letter C when an aircraft is on final approach RWY 22R.

TWY N2 is not to be used by aeroplanes larger than ICAO code letter C except when being towed by tractor.

A speed-limit of maximum 10KT applies for ICAO code letter E aeroplanes when taxiing on TWY W.

Aircraft movements must never coincide on adjacent aircraft stands with overlapping safety lines. Aircraft must not simultaneously taxi into and/or taxi out/pushback from any two adjacent stands.

Taxi-out or push-back from aircraft stands must not be executed without approval from KASTRUP APRON on FREQ 121.905.

Aircraft relocation: Initial call regarding aircraft relocation to APRON ARRIVAL.

Whenever operationally feasible, all multi-engine aircraft are requested to shut down as many engines as possible while taxiing and holding on the ground.

This in order to reduce the high emission of nanoparticles from jet engines due to combustion of fossil fuel. The active cooperation of the flight crews involved is appreciated.

5.3 Parking

When taxiing onto a stand with marshaller assistance the pilot-in-command must ignore handsignals from ground personnel other than authorized marshallers.

Some stands are provided with guide-markings on the surface, intended for parking into the wind of certain aircraft types. Marshaller assistance is compulsory when using these markings.

Multi-engine propeller aeroplane are requested to enter stand with one engine operating only.

In strong crosswind conditions, requests for parking into the wind will be approved only for certain aircraft types and under provision that:

- the aircraft owner/operator can substantiate either a technical, structural or operational need for such parking, and
- the aircraft stand is designated for such parking.

For approval contact KASTRUP APRON.

When an aircraft has stopped "on-block" the main engines must be shut down and simultaneously high intensity strobelights, logo lights and floodlights that may effect the vision of other pilots, drivers or others in the vicinity, must be switched off. Transponder must be switched off or set to standby.

During handling of propeller aircraft, propeller must be secured against movement.

Securing the propeller must be visibly marked.

ICAO code letter D and E aeroplanes must enter stand B10 via TWY Z and TWY M.

Aircraft taxiing onto stands B10, B15 and B17 must be accompanied by a FOLLOW ME vehicle while crossing the service road.

On Apron East marshaller assistance is mandatory for parking of all aircraft, except on stands G117, G118 and G119 (on these stands DGS is provided).
On Apron West marshaller assistance is mandatory for parking of all aircraft.

On stand E71, E74, E83, E86 and E89, a Follow Me car will be provided for Code letter D and E aircraft when entering the stands. DGS is provided on the stands. ACFT should use minimum power setting entering the stands. In case ACFT have to stop during entering the stands, towing to on block can be expected.

Parking of Helicopters shall take place on stands G110 and G111. The stands are available weekdays 0600-2200 (0500-2100). PPR for use of other stands. If possible, the rotors must be stopped while passengers embark and disembark. If not, the ground staff must ensure that passengers are kept at a safe distance from engine intakes, exhausts and turning rotors.

Parking systems

For details of the Docking Guidance Systems (DGS), and of the systems in use on the individual stands, see paragraph 7. Docking Guidance Systems (DGS).

If the automatic DGS is switched off or has failed, the aircraft stand is not ready for entry. During start up the stand area is automatically scanned for obstacles by the system. If the aircraft has entered the stand - partially or fully - at this time, the scan process is likely to fail, and the system will display "FAIL". In this case a marshaller must be called to guide the aircraft correctly onto the stand. All stands are marked with guidelines on the surface.

Re-/defueling of aircraft with passengers embarking, on board, or disembarking the aircraft may only be carried out at Copenhagen Airport if the operator has an operational procedure that comply with the conditions set out in Regulation 965/2012, CAT.OP.MPA.195, including the AMC1 to CAT.OP.MPA.195. Upon request the operator shall provide CPH with documentation of the procedure. If CPH finds that the conditions set out in Regulation 965/2012, CAT.OP.MPA.195, including the AMC1 to CAT.OP.MPA.195 are not complied with, CPH may with immediate effect forbid the operator to perform re-/defueling with passengers embarking, on board or disembarking the aircraft until the operator has demonstrated that the conditions are complied with.

Discharging of water on aircraft stands and taxiways is not allowed. If the maintenance manuals dictate to drain or release water, for example to prevent freezing of pipes or tanks on aircraft, containers to collect water must be used.

5.4 Push-back/Start up

5.4.1 Airport Collaborative Decision Making (A-CDM)
Copenhagen/Kastrup operates according to A-CDM standards.
A continuous and fully automatic data exchange with the Network Manager Operations Center (NMOC) is established.
This data transfer will enable highly accurate early predictions of landing and departure times, which allow for more accurate and efficient calculation of the CTOT (when applicable) due to the use of local target take-off times (TTOT).
The basic NMOC procedures continue to apply but NMOC will take the local TTOT into consideration for CTOT calculation and will try to adjust it accordingly.

5.4.2 Advanced Network Integrated-Airport (ANI-Airport)
Copenhagen Airport is a coordinated airport, an ANI-Airport (Advanced Network Integrated-Airport) in addition to being A–CDM (Airport – Collaborative Decision Making).

An ANI-Airport is an airport that has fully adopted the A-CDM concept by providing the full set of DPI messages (Departure Planning Information – P-DPI (Predicted – Departure Planning Information), E-DPI (Early – Departure Planning Information), T-DPI-t (Target – Departure Planning Information – Target), T-DPI-s (Target – Departure Planning Information - Sequenced), A-DPI (ATC-Departure Planning Information) and C-DPI (Cancel – Departure Planning Information)) and that also provides API (Arrival Planning Information) messages to NMOC (Network Manager Operations Center).

A permanent and fully automatic data exchange with the NMOC is established to share these DPI and API messages.

This data transfer will enable highly accurate early predictions of landing and departure times, allowing thus a more accurate and efficient calculation of slot allocation. The basic NMOC procedures continue to apply but NMOC will take the local TTOT (Target Take Off Time) into consideration for CTOT (Calculated Take Off Time) calculation and will try to adjust it accordingly.

In sequenced/nominal mode, updating the TOBT and therefore EOBT according to TOBT is entirely beneficial for airlines which benefit from a more optimised calculation of the CTOT.

DPI and API messages include TOBT, TSAT (Target Start Approval Time), TTOT as well as information on the arrival or departure flights and airport resources.

With the introduction of P-DPI and G-API (General – Arrival Planning Information) messages exchanged with Network Manager Systems, those messages may impact the ATFM (air traffic flow management) Network earlier than the start of A-CDM (EOBT -3 HR) and up to 48 HR before EOBT, and these data may be used for ATFM purposes.

Definitions
TOBT (Target off-Block Time) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, pushback vehicle available and ready to start-up & push-back/taxi immediately upon receipt of ATC clearance. TOBT is displayed on DGS 30 minutes prior to the TOBT.
TSAT (Target Startup Approval Time) - The time provided by ATC that an aircraft can expect start-up & push-back/taxi approval. TSAT is displayed on the automatic DGS when pilot has called for start/push-back.

TOBT and TSAT requirements
Irrespective of the TSAT, the aircraft must be ready for departure at the TOBT +/- 5 minutes as the TSAT may be revised forward at short notice.
Any time the TOBT or TSAT cannot be met, or an earlier departure is required, the TOBT must be updated expeditiously by the airline operator/ground handler.

Departure Clearance
Departure Clearance should be requested via Data Link Departure Clearance (DCL) at TOBT - 30 minutes.
If DCL is not available, Departure Clearance shall be requested via RTF/Clearance Delivery (119.905) at TOBT - 30 minutes.

Start & Push-back/Taxi Clearance
Pilots must report/be ready for start & push-back/taxi at TOBT +/- 5 minutes to KASTRUP APRON on FREQ 121.905, All Aprons.
ATC will approve start & push-back/taxi or advise the pilots of the current TSAT.
Aircraft leaving the stand by own power shall obtain taxi instruction only, except in deicing situations, where the aircraft shall obtain start up approval as well.
Permission to push-back or taxi-out from a stand or position must not be requested unless the tractor/aircraft is ready to perform the manoeuvre immediately.
Await activation of squawk until push-back or taxi clearance has been obtained.

5.4.3 Jet aircraft
On nose-in/push-back stands, jet engine start-up must take place only after permission has been obtained from the ground personnel, unless APU is unserviceable or the aircraft is not fitted with APU.

5.4.4 Propeller aircraft
Start up of multi-engine propeller aeroplane must always be executed in such a way that the noise around the aeroplane is reduced as much as possible.

a. On nose-in/push-back stands, one engine only must be started on the stand. Start up of the remaining engines shall wait until after push-back.
b. On turn-in/turn-out stands, it is requested to start one engine only on the stand.

Other regulations

5.5 Use of auxiliary power unit (APU)

Use of APU on aircraft stands shall be limited as much as possible.

Start-up of APU during refuelling is allowed only if the aircraft's APU unit is located outside the Fuelling Zones.

Note: Unless otherwise stated by the aircraft manufacturer or the airline operator, a Fuelling Zone is defined as a circular area with radius 3 M, surrounding any filling and venting points on the aircraft and fuelling equipment.

Note: The noise abatement provisions for Copenhagen Airport, Kastrup are established in pursuance of § 82 of the Danish Air Navigation Act, cf. Consolidation Act. no. 1036 of 28 August 2013, and Regulations for Civil Aviation, "Bestemmelser for Civil Luftfart" (BL), BL 3-40, Regulations on the abatement of noise from controlled aerodromes, Edition 2, 17 March 2003.

APU may be used:

- 5 minutes after "On Block".
- 5 minutes before Target Off-block Time.

Exemptions:

When the outside air temperature (OAT) is below –10°C or above +25°C or the airport supply of power/air conditioning is unserviceable, the following conditions apply:

Information about outside temperature and state of airport power and airconditioning equipment must be obtained from Airside Operations FREQ 131.405 MHZ.

For aircraft types A300, A310, A330, A340, A350, A380, B747, B767, B777, B787, DC10, MD11 and L1011, APU may be used:

- 10 minutes after "On Block".
- 45 minutes before Target Off-block Time.

For other aircraft types, APU may be used:

- 5 minutes after "On Block".
- 15 minutes before Target Off-block Time.

5.5.1 Operators should not expect dispensation from the APU regulations to be granted.

5.6 Deicing of aircraft

Deicing and antiicing of aircraft may take place only in the following areas:

- Deicing TWY A,
- Deicing TWY B, and
- Deicing TWY V.

In weather conditions where deicing might be relevant, Clearance Delivery (119.905) shall be informed as early as possible whether deicing is needed or not.

In the areas, the following channels, stop systems and post icing procedures shall be used:

- For Deicing TWY A:
  • Channel: 130.655/123.405.
  • Stop system: Yellow stop markings.
  • Post deicing procedure:
  After receiving the "all clear" signal (thumbs up) from the ground crew, taxi forward in the deicing area and stop before the illuminated stop line to complete the post deicing procedures and checklists. When ready to exit the deicing area, call ATC for taxi clearance.

- For Deicing TWY B:
  • Channel: 131.655.
  • Stop system: Deicing traffic light showing green, amber or red light.
  • Post deicing procedure:
  After receiving the "all clear" signal (thumbs up) from the ground crew, taxi forward in the deicing area and stop before the illuminated stop line to complete the post deicing procedures and checklists. When ready to exit the deicing area, call ATC for taxi clearance,

and

- For Deicing TWY V:
  • Channel: 131.980.
  • Stop system: INOGON (stop abeam INOGON) for ICAO code letter C and D aircraft. Yellow stop marking for ICAO code letter A and B aircraft.
  • Post deicing procedure:
  Before taxiing away from the area, aircraft shall receive the "all clear" signal (thumbs up) from the ground crew and ATC taxi clearance.

The deicing areas are covered by a special friction surface, but still the braking action may be reduced due to deicing fluid.

5.7 Transponder Operating Procedures

5.7.1 Introduction
At EKCH, an advanced surface movement guidance and control system is in operation which utilises Mode S transponder signals. Aircraft operators shall ensure that Mode S transponders can be operated when the aircraft is on the ground in accordance with ICAO Annex 10, Volume IV.

5.7.2 Operation of Mode S transponders when the aircraft is on the ground
Pilots operating at EKCH shall:
- Enter the aircraft identification in ICAO format (as in Item 7 of the flight plan) before activating the transponder.
- Select the assigned Mode A (squawk) code and make sure that the transponder is set to AUTO or ON (e.g., set mode XPDR), not mode STBY:
  - From the commencement of push-back or taxiing, whichever comes first;
  - Continuously after landing until the aircraft is fully parked on stand.
- When the aircraft is fully parked on stand, select Mode A code 2000 before switching the transponder to OFF or STBY.

For the Mode S call sign, the flight crew shall use the ICAO-defined format (e.g., SAS589) when entering the aircraft identification.

To ensure that the performance of systems based on SSR frequencies is not compromised:
- Traffic alert and collision avoidance system TCAS/ACAS shall not be activated before reaching the runway-holding position for departure.
- After landing, TCAS/ACAS shall be deactivated as soon as practical after vacating the runway.

Aircraft taxiing without a flight plan shall select Mode A code 2000.

5.7.3 Aircraft without Mode S transponder
- Squawk the assigned SSR code ONLY when instructed to line up.
- After landing, switch OFF the transponder as soon as practical after vacating the runway.
- At departure, state “No Mode S transponder” to Kastrup Apron on first contact.

5.8 A380 Operations.

Take-off and landing with A388 is only permitted on RWY 04R and RWY 22L.The overall width of runway + shoulders is 68 M.
Exceeding idle power on outer engines shall not take place during taxiing, including taxiing on runways.
Take-off thrust shall only be applied on the outer engines during the take-off run after reaching a ground speed above 40 knots.

5.9 B778 and B779 Operations.

Take-off and landing with B778 or B779 is only permitted on RWY 04R and RWY 22L.

6. Maintenance Areas.

Maintenance Areas are not covered by EU regulation 139/2014.

CPH has two maintenance areas. Maintenance Area North situated in the north-eastern part of the airport and Maintenance Area South situated in the southern part.

Maintenance Area North: When entering the area from TWY T a sign informs that you are now moving into a Maintenance Area. CPH is not responsible for aircraft movements and parking positions in the area.

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 centreline lights. Instead of centreline 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.

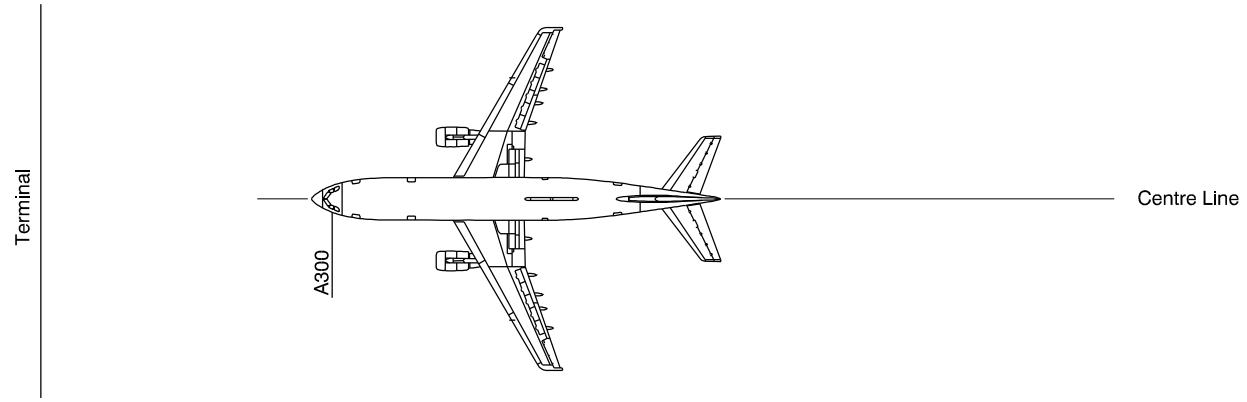
Marshaller assistance on TWY N1 and TWY N2 AVBL on REQ. The distance from the main gears of large aircraft to taxiway edges does not fully comply with EU regulation 139/2014.

CPH is not responsible for aircraft movements and parking positions in the area.

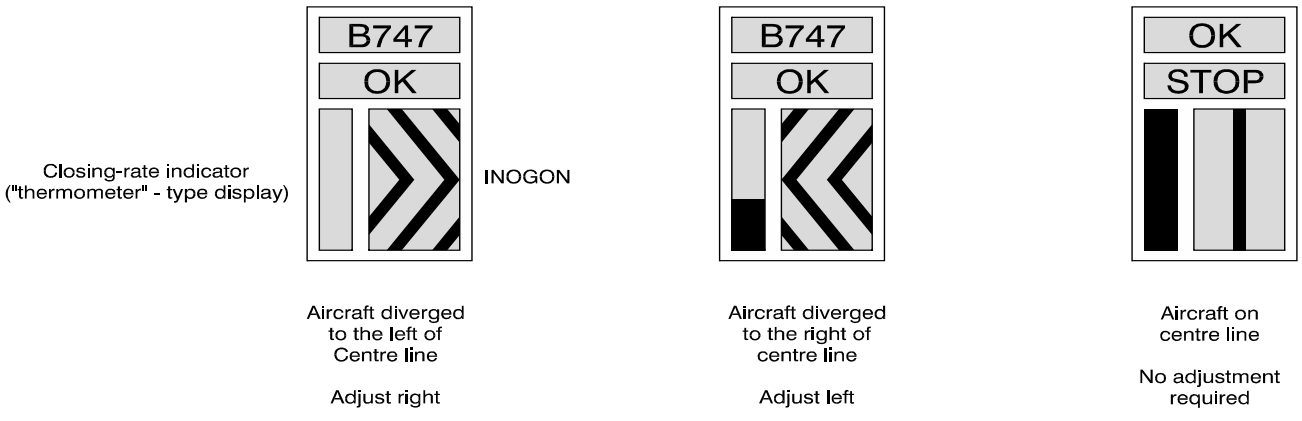
7. Docking Guidance Systems (DGS)

Docking Guidance System	Azimuth Guidance	Stopping Guidance	Remarks
Marshaller	Adjust according to the marshallers hand signals (REF ICAO Annex 2 and BL 7-11)	Stop according to the marshallers hand signal (REF ICAO Annex 2 and BL 7-11)	Normally used for turn-in/turn-out parking and on special request only
Yellow guide & stop line on the surface	Use yellow centre line for directional guidance while moving into the stand	Stop when cockpit seat is positioned abeam yellow stop line extending left from the stand centre line	Usually, the aeroplane type is painted along the stop line on the surface
APIS++ (A-VDGS)	Adjust according to the indications of the INOGON display	Slow down and stop according to the vertical closing-rate indicator on the APIS++ display	When APIS++ is switched off or displays "STOP" or "FAIL" the stand is not cleared for entry
ApronVision (A-VDGS)	Adjust according to the indication on the display. A red arrow will guide the direction	The last 15 metres from the STOP position the distance is shown graphically on the display. Both as a countdown and position of the nosewheel as a cross in a green ball	In case of various errors, the ApronVision will display STOP together with an error message/code. In those cases, the aircraft must be brought to an immediate halt and marshaller must be called to complete the docking. The pilot may only enter the stand if the correct aircraft is listed in the ApronVision. If there are deviations, marshaller must be called

YELLOW GUIDE- & STOP LINE ON SURFACE



APIS++ (A-VDGS)



PILOT INSTRUCTIONS

ApronVision A-VDGS

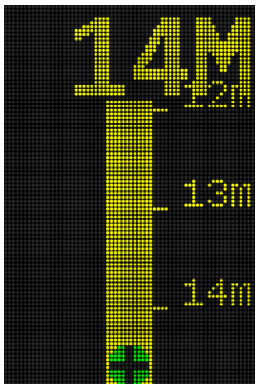
VDGS is active and waiting for aircraft to enter the stand

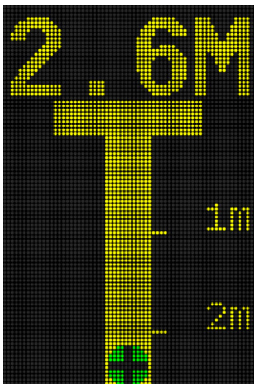
The VDGS has captured the aircraft and is giving guidance. Please follow the instructions on screen

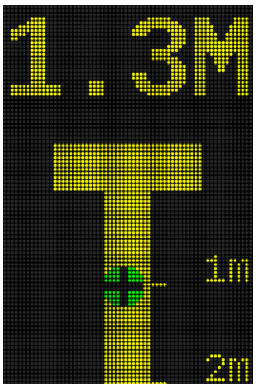
When the nose-wheel position goes to far outside the centerline a red arrow will guide you back

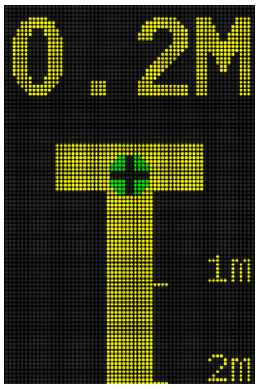
Speed is too high, please reduce speed

The last 15 meters from the stop, the distance is shown graphically on the screen. Both as a count-down and the position of the nosewheel









You have reached the stop position

The aircraft has stopped within the correct position

WARNING

Stop the aircraft if the display shows: **STOP**

- Wrong aircraft type/series
- Led display is deactivated.

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	ApronVision
A14	ApronVision
A15	ApronVision
A17	ApronVision
A18	ApronVision
A19	ApronVision
A20	ApronVision
A21	ApronVision
A22	ApronVision
A23	ApronVision
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	ApronVision
B6	ApronVision
B7	ApronVision
B8	ApronVision
B9	APIS++
B10	ApronVision
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	MARSHALLER
G111	MARSHALLER
G112	MARSHALLER
G113	MARSHALLER
G114	MARSHALLER
G117	ApronVision
G118	ApronVision
G119	ApronVision
G120	MARSHALLER
G121	MARSHALLER
G122	MARSHALLER
G123	MARSHALLER
G124	MARSHALLER
G125	MARSHALLER
G126	MARSHALLER
G127	MARSHALLER
G128	MARSHALLER
G129	MARSHALLER
G130	MARSHALLER
G131	MARSHALLER
G132	MARSHALLER
G133	MARSHALLER
G134	MARSHALLER
G135	MARSHALLER
G136	MARSHALLER
G137	MARSHALLER
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

21. Noise Abatement Procedures

1. Noise abatement provisions

1.1 General provisions.

1.1.1 Deviations from the Noise abatement provisions are permitted when necessary in connection with:

a. Ambulance flights, including HOSP and MEDEVAC.
b. Flights for the National Police.
c. Search and rescue flights.
d. Environmental and surveillance flights.
e. Flights in connection with the assertion of sovereignty.
f. Flights in connection with humanitarian efforts.

Introduction

Noise Abatement Provisions for Copenhagen Airport Kastrup:

The provisions are divided into three parts:

I. Rules for use of the runway system

II. Take-off and landing restrictions

III. Reporting

As regards engine run-ups and use of APU, see Local Regulations for Copenhagen Airport, Kastrup and AIP Denmark AD 2 - EKCH-6/8 - 20. Local Aerodrome Regulations.

Note: The noise abatement provisions for Copenhagen Airport, Kastrup are established in pursuance of § 82 of the Danish Air Navigation Act, cf. Consolidation Act. no. 1036 of 28 August 2013, and Regulations for Civil Aviation, "Bestemmelser for Civil Luftfart" (BL), BL 3-40, Regulations on the abatement of noise from controlled aerodromes, Edition 2, 17 March 2003.

Chapter 7 of BL 3-40 reads as follows:
"7. Punishment

7.1 Violation of Chapter 4 in this BL is punishable with fine under Subsection 9 of Section 149 of the Danish Air Navigation Act if the violation can be set against the person in question as intentional or grossly negligent.

7.2 Penalty may be imposed on companies, etc. (legal persons) for violation of noise regulations even though the violation cannot be set against the legal person or a person attached to the legal person as wilful or negligent. Similarly an owner of a one-man company may be punished with fine even though the violation cannot be set against the owner as wilful or negligent. No alternative sentence is laid down for penalty"

Part I

Rules for the use of the runway system

The below provisions for use of the runway system are valid for all fixed-winged aircraft. Regarding provisions for helicopters see Part II, Chapter 3: Noise abatement provisions for helicopters.

1. General rules

1.1 RWY 04L/R and 22L/R are preferential runways.

1.2 The preferential runways shall be used to the greatest extent possible

2. Use of the runway system in the period 0600-2300, Danish time.

2.1 For propeller and turboprop aeroplanes with an MTOM below 11000 kg there are no restrictions for use of the runway system in this period.

2.2 For jet aeroplanes, irrespective of weight, and for propeller and turboprop aeroplanes with an MTOM of 11000 kg or above, the following provisions shall apply:

2.2.1 When the runway in use is RWY 04L/R, RWY 04R shall be used for take-off and RWY 04L for landing unless one of the runways cannot be used due to snow clearance, disabled aircraft, work on the runway, or runway conditions. However, ATC can make use of parallel operations.

Note: Exempted from this provision are aircraft which due to their size are not able to use RWY 04L/22R.

2.2.2 When the runway in use is RWY 22L/R, RWY 22R shall be used for take-off and RWY 22L for landing unless one of the runways cannot be used due to snow clearance, disabled aircraft, work on the runway, or runway conditions. However, ATC can make use of parallel operations.

Note: Exempted from this provision are aircraft which due to their size are not able to use RWY 04L/22R.

2.2.3 RWY 12 and RWY 30 may be used when one or both of the preferential runways cannot be used due to

a. the crosswind component on the preferential runways exceeding 15 KT,
b. reported RWYCC lower than 5 on any third of the preferential runways,
c. the meteorological conditions being below minima for landing on the preferential runways,
d. snow clearance,
e. disabled aircraft,
f. work on runways or taxiways,
g. in connection with inspection or test of landing systems and procedure validation flights or
h. the condition of the runways.

2.2.4 RWY 30 may, however, be used for landing without restrictions.

2.2.5 A request for permission to deviate from the above provisions will be granted if the pilot-in-command claims safety reasons.

3. Use of the runway system in the period 2300-0600, Danish time

3.1 The following provisions shall apply to all aeroplanes:

3.1.1 Take-off may take place only if an advance approval has been issued by Københavns Lufthavne A/S (Copenhagen Airports) - see Part II, item 2.3.

3.1.2 When the runway in use is RWY 04L/R, RWY 04R shall be used for take-off and RWY 04L for landing unless one of the runways cannot be used due to snow clearance, disabled aircraft, work on the runway, or runway conditions.

Note: Exempted from this provision are aircraft which due to their size are not able to use RWY 04L/22R.

3.1.3 When the runway in use is RWY 22L/R, RWY 22L shall be used for take-off and landing unless it cannot be used due to snow clearance, disabled aircraft, work on the runway, runway conditions, when RWY22L is used for ILS CAT II+III approaches or when an extraordinary traffic situation causes delays of more than one hour.

3.1.4 RWY 12 and RWY 30 are closed for take-off and landing, however, RWY 30 may be used for landings when the crosswind component on the preferential runways exceeds 15 KT or the preferential runways are not available due to disabled aircraft, snow clearance, work on the runways, etc.

3.1.5 RWY 12 and RWY 30 may, however, be used in the following cases:

a. For take-off and landing by vital flights such as ambulance and transplantation flights and similar flights if RWY 04L/R - 22L/R are not available ;
b. For landing in case Copenhagen Airport, Kastrup is planned as alternate airport and RWY 04L/R - 22L/R are no longer available after the flight has commenced and the use of any other alternate airport is not possible;
c. For landing in case the aeroplane has experienced reduced airworthiness during flight, and the pilot-in-command estimates it necessary to land;
d. For landing when the pilot-in-command declares an emergency situation.

Part II

Take-off and landing restrictions

In case of special meteorological conditions such as CBs, significant wind variations etc. in the approach and take-off sectors, the ATC may, at its own or upon request from the pilot-in-command, deviate from the provisions in part II, if deemed necessary for safety reasons.

The restrictions are divided into three parts:
1. Restrictions valid for jet aeroplanes, irrespective of weight, and for propeller and turboprop aeroplanes with an MTOM of 11000 kg or above
2. Restrictions in the period 2300-0600 Danish time, valid for all fixed-winged aeroplanes irrespective of weight
3. Noise abatement provisions for helicopters

1. Restrictions valid for jet aeroplanes, irrespective of weight, and for propeller and turboprop aeroplanes with an MTOM of 11000 kg or above

1.1 Landing restrictions

1.1.1 In connection with approach to landing (unless when using of RWY12), the following minimum heights over Greater Copenhagen (within 15 NM to DME KAS) shall be observed:

Propeller and turboprop aeroplanes: 1500 FT
Jet aeroplanes ..... : 2500 FT

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

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

1.1.3 Visual approach to RWY 04L/04R must be performed within the sector shown on page AD 2 EKCH Noise Monitoring System. Note: Visual approaches crossing the sector boundaries will be investigated by the authorities.

1.2 Take-off restrictions

1.2.1 RWY 22L:

1.2.1.a Take-off shall be commenced from TWY V1 or V2.

1.2.1.b Departure shall be performed with climb on RWY track to LEVDO, 55 33 55.70N 012 34 29.80E (cross DME KAS 2.0) before turn is commenced.
Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities

1.2.2 RWY 22R:

1.2.2.a Departures shall be performed with climb on RWY track to RUBAT, 55 34 08.50N 012 34 03.90E (cross DME KAS 2.0) before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities.

1.2.3 RWY 12:

1.2.3.a Take-off shall be commenced from TWY K3.

1.2.3.b When instructed from ATC, propeller and turboprop aeroplanes are allowed to commence take-off from TWY K2 or TWY D.

1.2.3.c When instructed from ATC, jet aeroplanes are allowed to commence take-off from take-off position 12-X or TWY K2.

1.2.3.d Departure must be performed with climb on RWY track to SEZAC, 55 35 48.03N 012 42 48.07E before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities

1.2.4 RWY 30:

1.2.4.a Take-off shall be commenced from TWY G1.

1.2.4.b Departure must be performed with climb on RWY track to BAFIQ, 55 38 23.98N 012 35 46.56E before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities.

2. Restrictions in the period 2300-0600 Danish time, valid for all fixed-winged aeroplanes irrespective of weight

2.1 During the night period (2300-0600, Danish time) the landing and take-off restrictions stated in the above chapter 1 are valid for all fixed-winged aeroplanes, irrespective of weight

2.1.1 RWY 04R:
Unless otherwise instructed by ATC, take-off with light or medium aircraft must, when possible, be commenced from TWY B3 or B4.

2.2 Limitations in the maximum sound pressure level

2.2.1 Take-off and landing shall be arranged so that the maximum A-weighted sound pressure level does not exceed 80 dB(A) in six measuring positions in the surrounding residential areas. The measuring positions 1, 5, 6, 7, 8, and 9 are shown on the map AD 2 EKCH Noise Monitoring System.

2.2.2 Early arriving flights with scheduled landing after 0600 Danish time are exempted from the provision above. Delayed flights with scheduled take-off and landing before 2300 Danish time are exempted from the provision above in the period 2300-0100 Danish Time.

2.2.3 Violations of the maximum A-weighted sound pressure level will be accepted if caused by flight safety conditions, runway utilization (due do work on the runway, category II and III landings, and other special weather conditions), and meteorological conditions which according to an evaluation made by the Danish CAA have influenced on the sound transmission.

2.3 Advance approval for take-offs in the night period

2.3.1 Take-off may only take place if an advance approval has been issued by Københavns Lufthavne A/S (Copenhagen Airports). Advance approval may be obtained for periods of about 6 months, provided that the applicant has demonstrated that take-off can be carried out in such a way that the maximum A-weighted sound pressure level does not exceed 80 dB in six measuring positions in the surrounding residential areas or based on the knowledge of Københavns Lufthavne A/S (Copenhagen Airports) that corresponding aeroplanes have the ability to comply with this requirement. The measuring positions 1, 5, 6, 7, 8, and 9 are shown on the map AD2 EKCH Noise monitoring System.

2.3.2 If no advance approval exists, take-off may exceptionally take place if the operator obtains a permission from the ACD (for contact information see AIP Denmark AD 2 - EKCH 20. Local Aerodrome Regulations, Item 1.3) either based on noise certification documentation or based on the knowledge of Københavns Lufthavne A/S (Copenhagen Airports) that corresponding aeroplanes have the ability to comply with noise requirement mentioned in 2.2.

2.3.3 In the period 2300-0100, Danish time, no advance approval is required if take-off takes place in the said interval as a result of a delay.

2.3.4 For landing, no advance approval is required.

3. Noise abatement provisions for helicopters

3.1 Deviations from the provisions in items 3.2 and 3.3 are permitted in connected with:

a. Take-off and landing for vital flights, such as Search And Rescue, Hospital, Head of State, Medevac or Humanitarian flights.
b. Take-off and landing in connection with security control of the airport area.
c. Landing, where the pilot-in-command declares an emergency or urgency situation.

3.2 Use of the runway system in the period 0600-2300, Danish time

3.1.1 Take-off shall be commenced from designated RWY take-off positions, except for RWY 30 where take-off from PSN TWY G2 is permitted.

3.2.2 Departure shall be performed in RWY direction, except for RWY 22L and RWY 30 where departure in RWY direction 04 and 12 respectively is permitted.

3.2.3 Departure shall be performed with climb on RWY track to a minimum altitude of 600 ft before turn is commenced.

3.2.4 Landing shall take place at runways only.

3.3 Use of the runway system in the period 2300-0600, Danish time

3.3.1 The airport is closed for helicopter traffic.

Part III Reporting

1. ATC KØBENHAVN's reporting to the Danish CAA

1.1 The ATC KØBENHAVN shall notify the Danish CAA of

a. every clearance according to the provisions in Part I, cf. items 2.2.5, 3.1.5 and Part 2, special meteorological conditions such as CBs, significant wind variations etc. and safety reasons, and emergency situations, etc cf. items 3.1.
b. every clearance deviating from the provisions listed in Part I and II,
c. when observed that a pilot-in-command has misunderstood or did not follow the instructions related to the above noise abatement provisions for Copenhagen Airport, Kastrup.

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

2.1 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA if:

a. an aeroplane causes a noise level above the one allowed, cf. Part II, item 2.2.
b. an aeroplane takes off within the period 2300-0600, Danish time without having the necessary advance approval, cf. Part II, item 2.3.
c. an aeroplane after take-off from RWY 12, 22L/R or 30 crosses the sector boundaries shown on page AD 2 EKCH Noise Monitoring System, cf. Part II, items 1.2.1.b, 1.2.2.a, 1.2.3.d and 1.2.4.b.
d. an aeroplane during landing on RWY 04L/R crosses the sector boundaries shown on page AD 2 EKCH Noise Monitoring System, cf. Part II, item 1.2.3 .
e. an aeroplane has been observed to use reverse thrust exceeding idle reverse, cf. Part II, item 1.1.2.
f. a helicopter has been observed to deviate from the provisions in Part II, item 3.2.3.

3. The Danish CAA's follow up on the reports

3.1 The Danish CAA will make further investigations based on the above listed reports from ATC KØBENHAVN and Københavns Lufthavne A/S (Copenhagen Airports).

22. Flight Procedures

1. IFR Arrival

1.1 Flight planning

IFR traffic to København/Kastrup shall be planned via the appropriate STAR. Holdings are described in item 1.5.

Note:
a. LUGAS holding is designed for entry via significant point TUDLO.
b. ROSBI holding is designed for entry via significant point TESPI.

Traffic arriving via STAR MONAK shall flight plan via GESKA*, NIKDA or KOSEB.

STAR ERNOV and STAR TIDVU are inside Swedish territory. Operators not permitted to overfly Swedish territory shall file via a routing outside Swedish territory.

Traffic via BAVTA shall flight plan via L983 to TUDLO. Routing BAVTA - T56 to TESPI is on ATC discretion only.

Traffic departing from aerodromes in København, Roskilde or Malmö TMA may plan routing direct KASFI.

Arriving aircraft certified for RNAV 1 operations may be assigned a RNAV 1 STAR. Aircraft not certified for RNAV 1 operations will be assigned radar vectors.

1.2 Filing of Flight Plan

Flight plan shall not include description of STAR.

1.3 Emergency situations

RWY 04L/22R are normally not in use for emergency situations.

1.4 Performance/Level(s) Restrictions:

Level(s) specified as level restrictions at waypoints of RNAV 1 STAR´s, do not constitute authorisation to descend to the level(s) specified. ATC will issue explicit level clearances. Published level restrictions, which are within range of cleared level shall be complied with. If - due to unexpected ATC speed restrictions - unable to comply with level restrictions, advise ATC as soon as possible.

Level restrictions:

*Traffic via GESKA MAX FL280, 25 NM prior to GESKA.

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

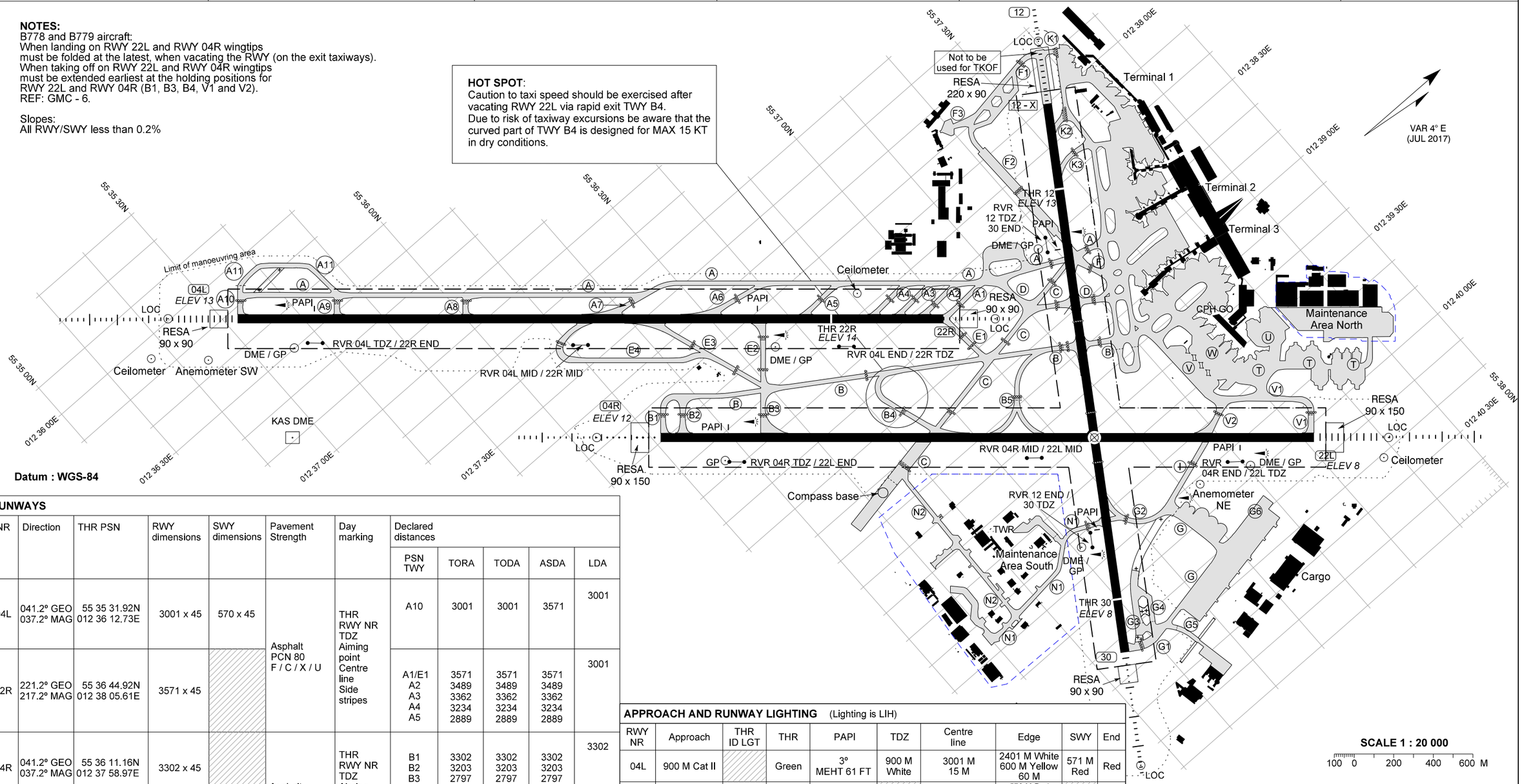
Not applicable.

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	THR RWY NR TDZ Aiming point Centre line Side stripes	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.

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

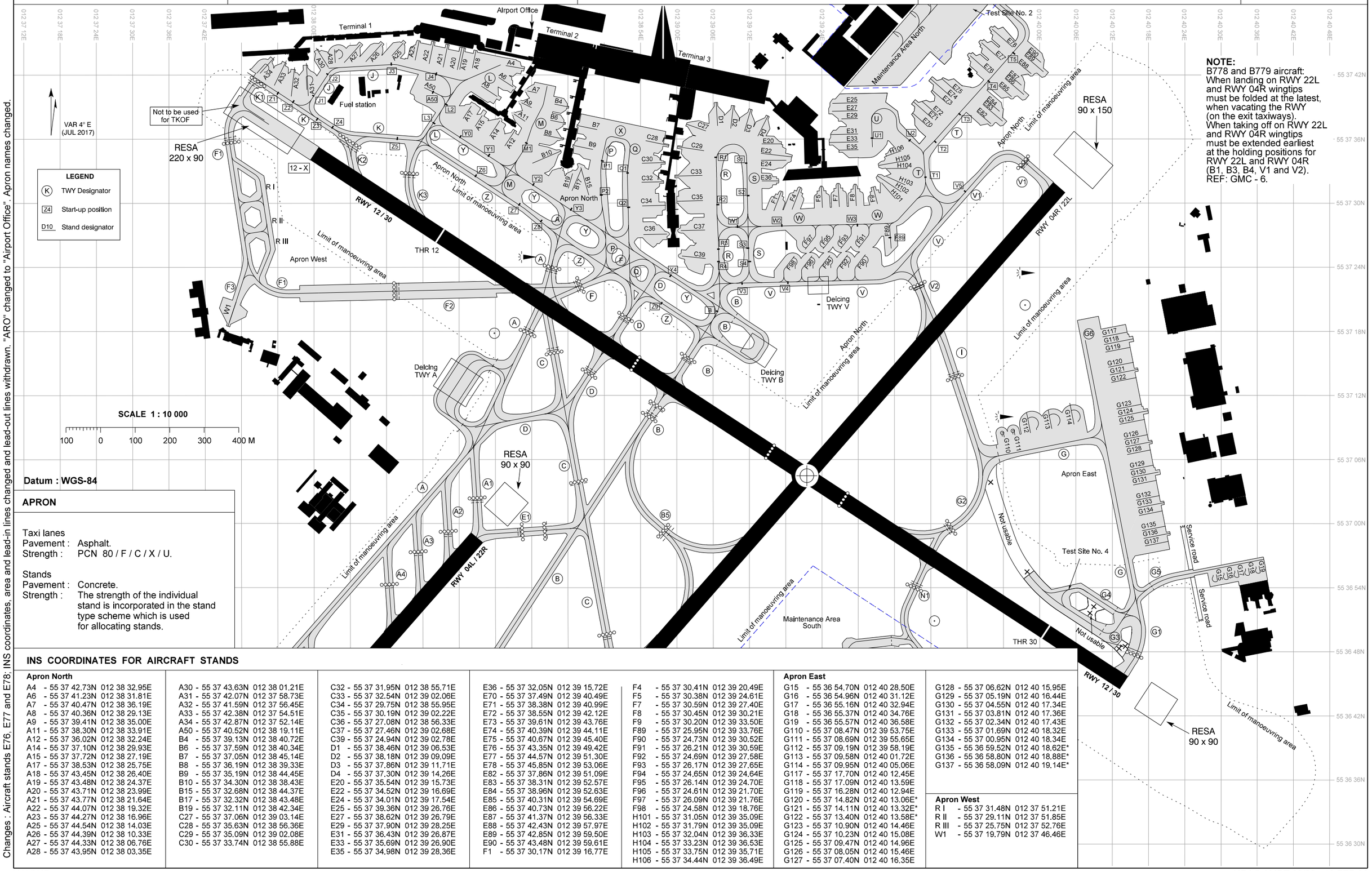
Apron ELEV : Apron West 16 FT - Apron North 10 FT - Apron East 8 FT

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:
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.

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

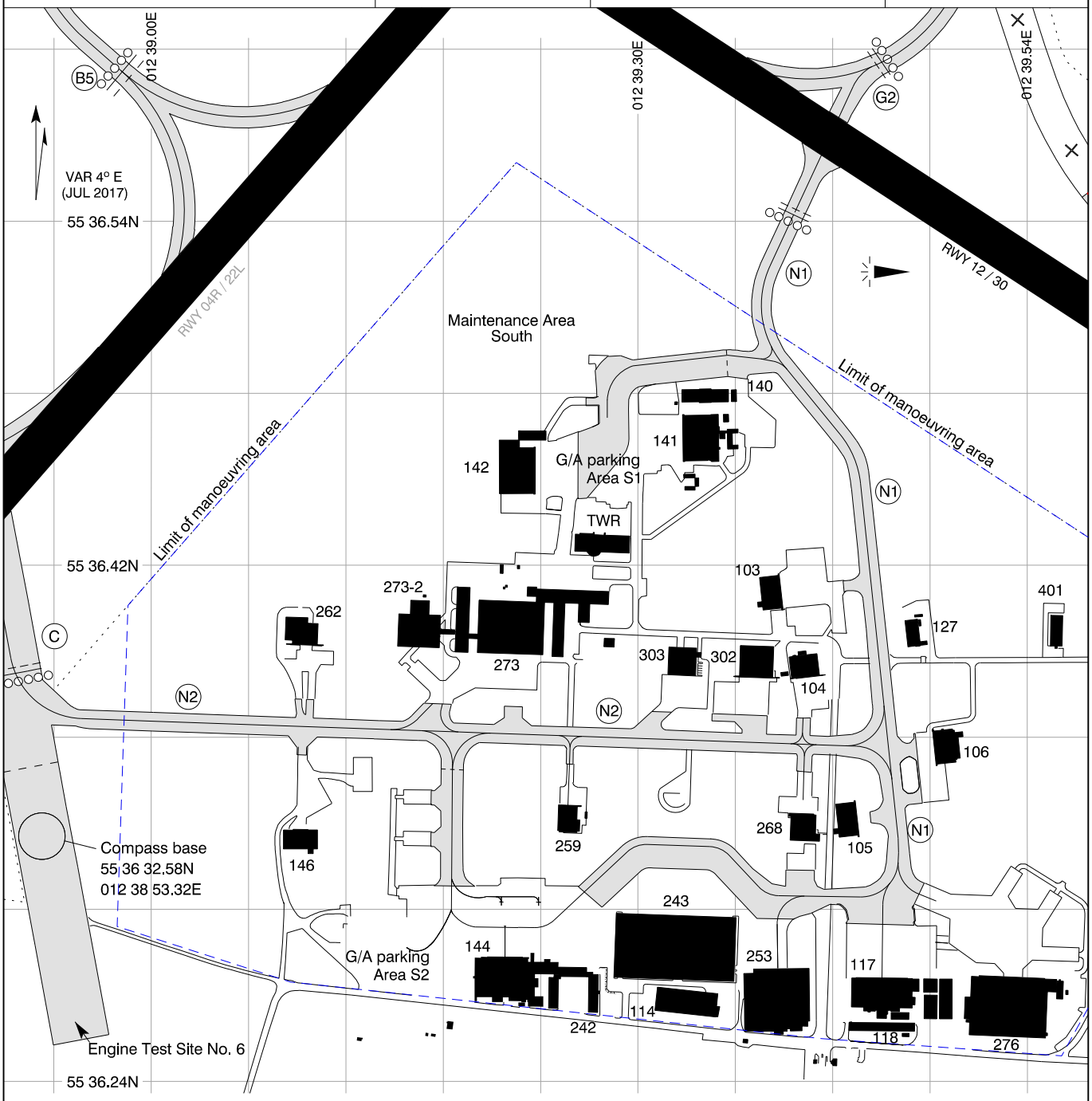
R I - 55 37 31.48N 012 37 51.21E
R II - 55 37 29.11N 012 37 51.85E
R III - 55 37 25.75N 012 37 52.76E
W1 - 55 37 19.79N 012 37 46.46E

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

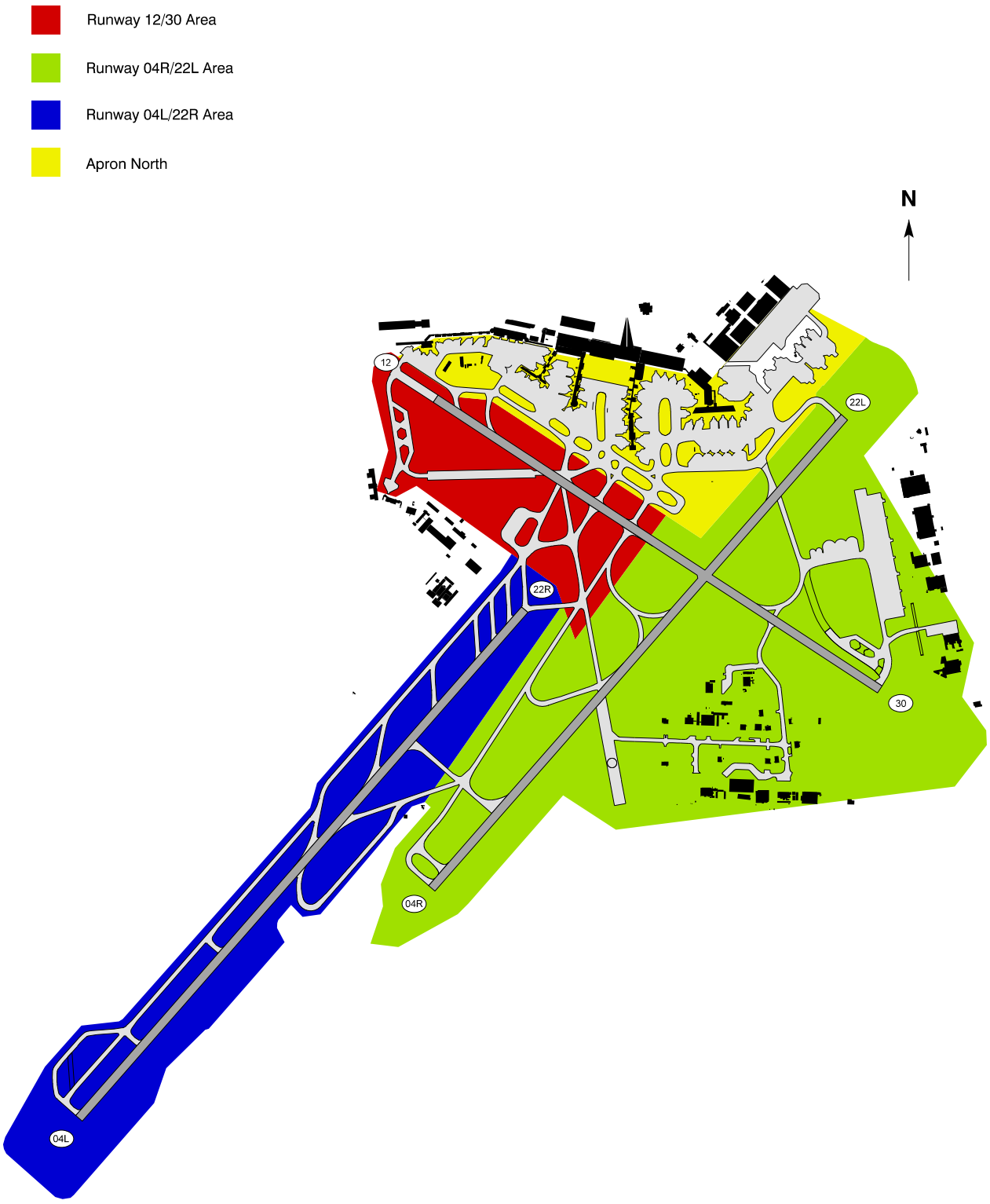
Strength : PCN 40 / F / C / X / U

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.

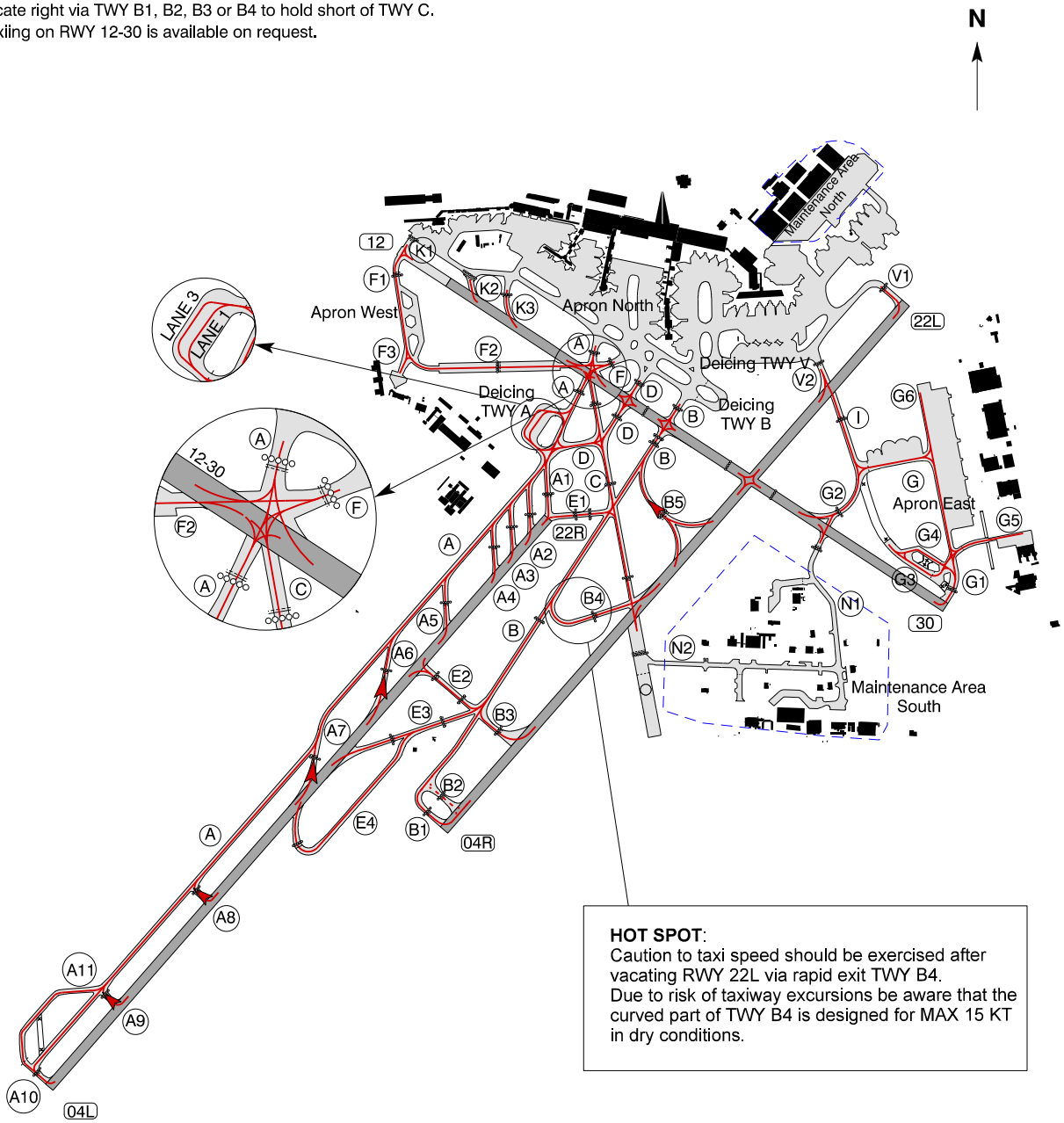
Taxiing on TWY B2 in RVR < 400 M is not permitted.

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

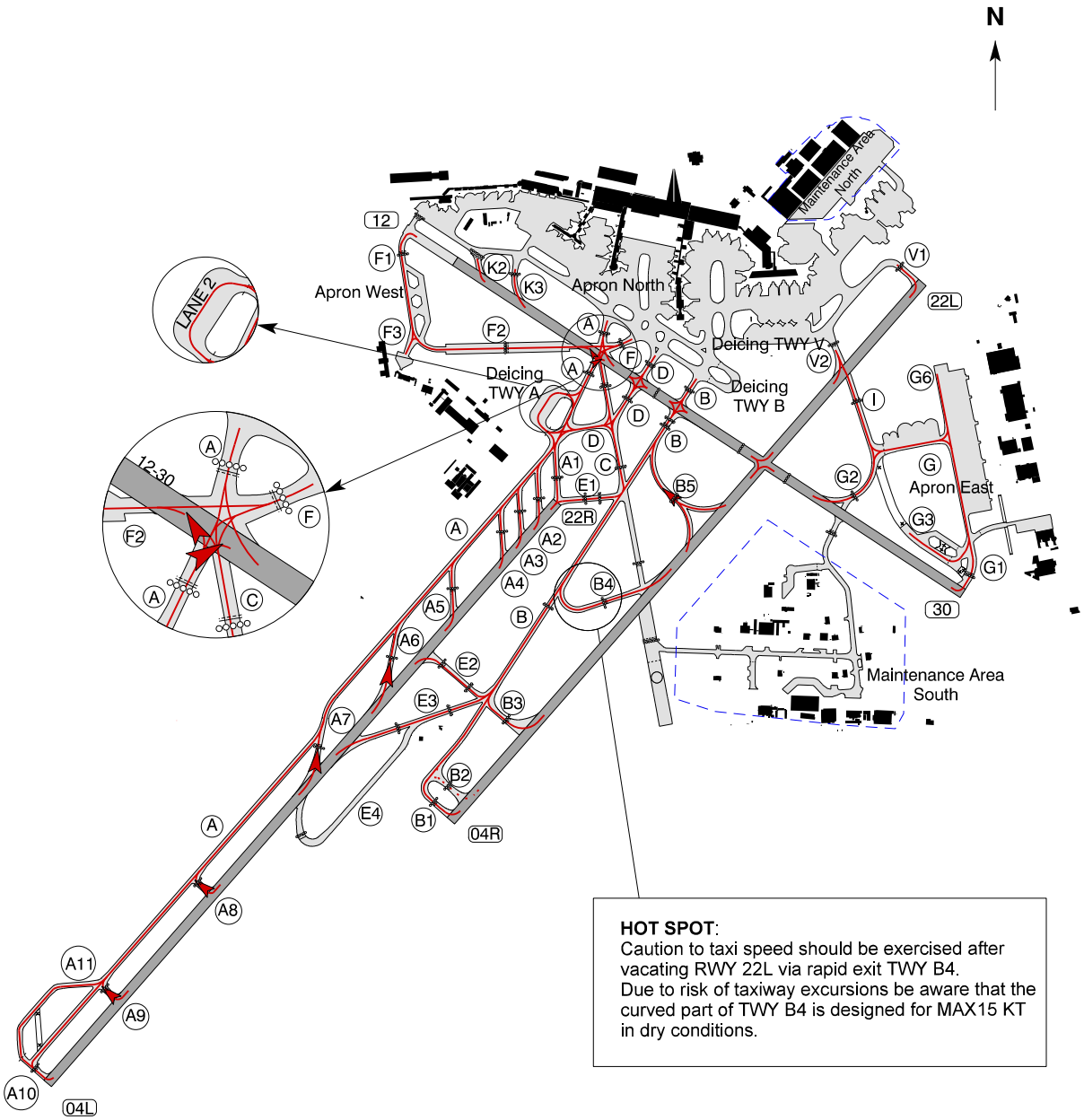
Permitted taxi routes outside Apron North and maintenance areas for the following ICAO type designators:
A30B, A306, A3ST, A310, A400, AN12,
B752, B753, B762, B763, C130, C30J and T204

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

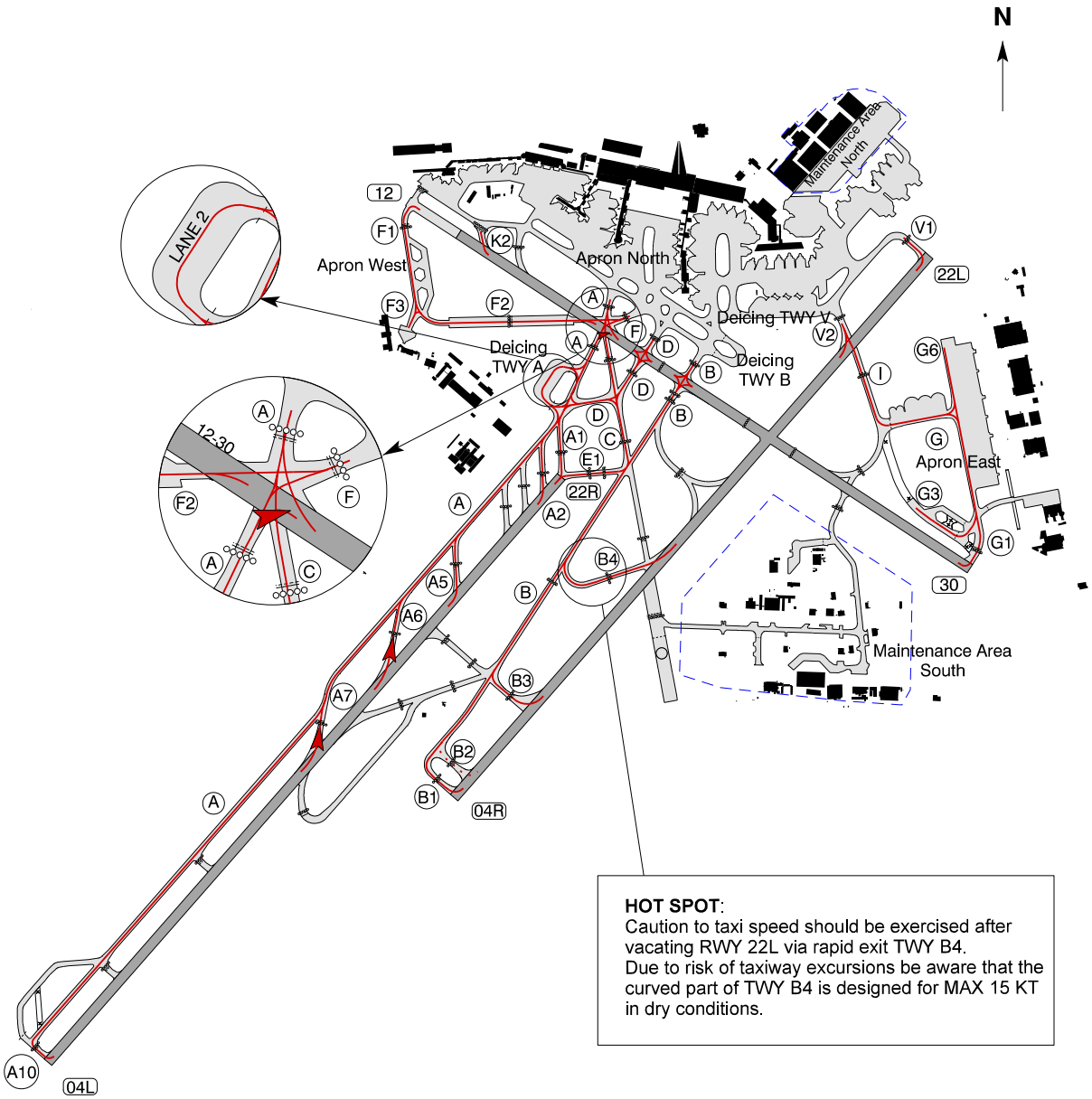
Notes:
Taxiing with MD11 on TWY B2 is not permitted.
Taxiing with B772 and B77L on TWY B2 is permitted in direction from RWY 22L only.
Taxiing on TWY B2 in RVR < 400 M is not permitted.

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



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.

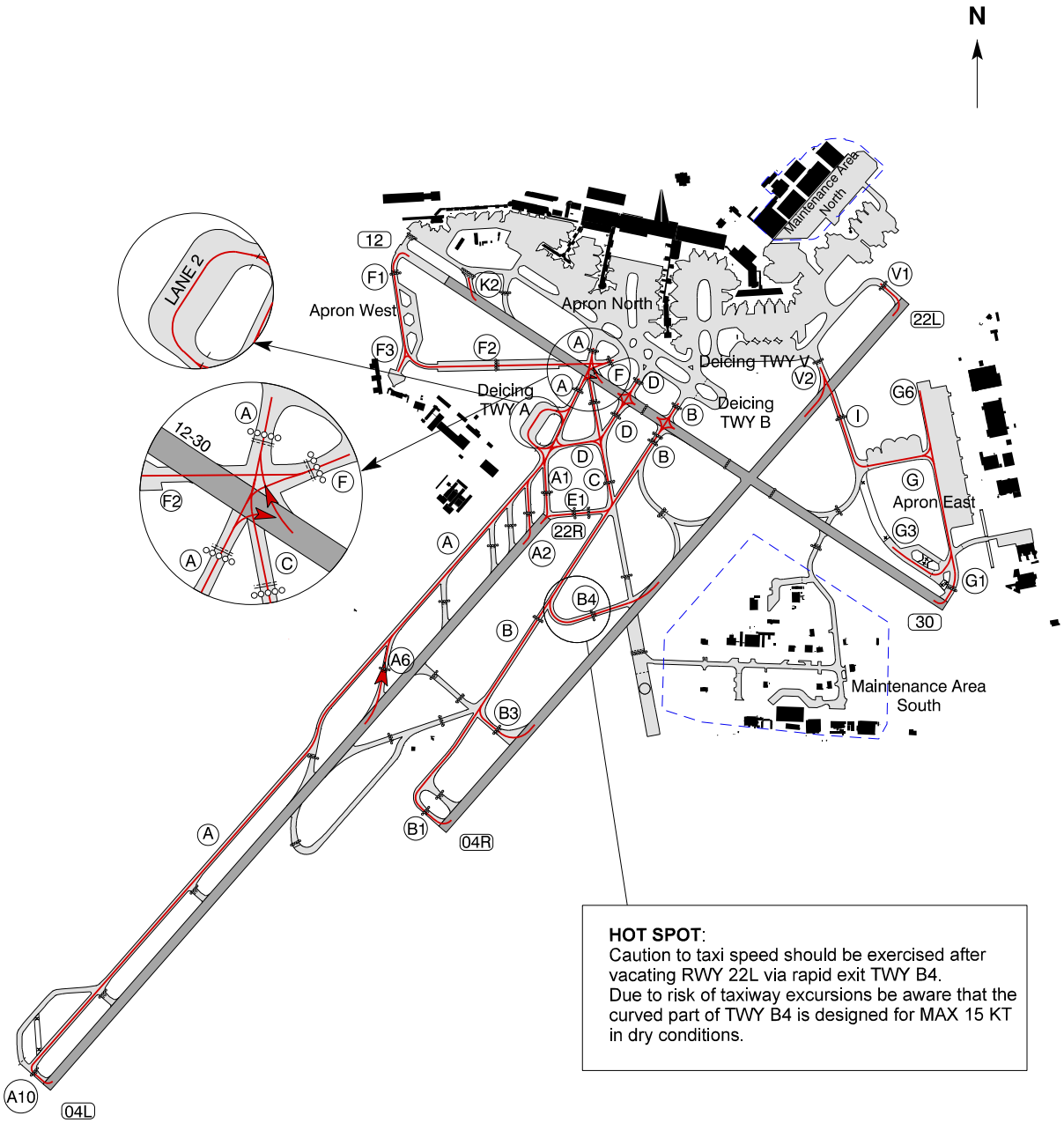
Changes : Aircraft stands E76, E77 and E78 changed. Editorial change.

AERODROME GROUND MOVEMENT CHART

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

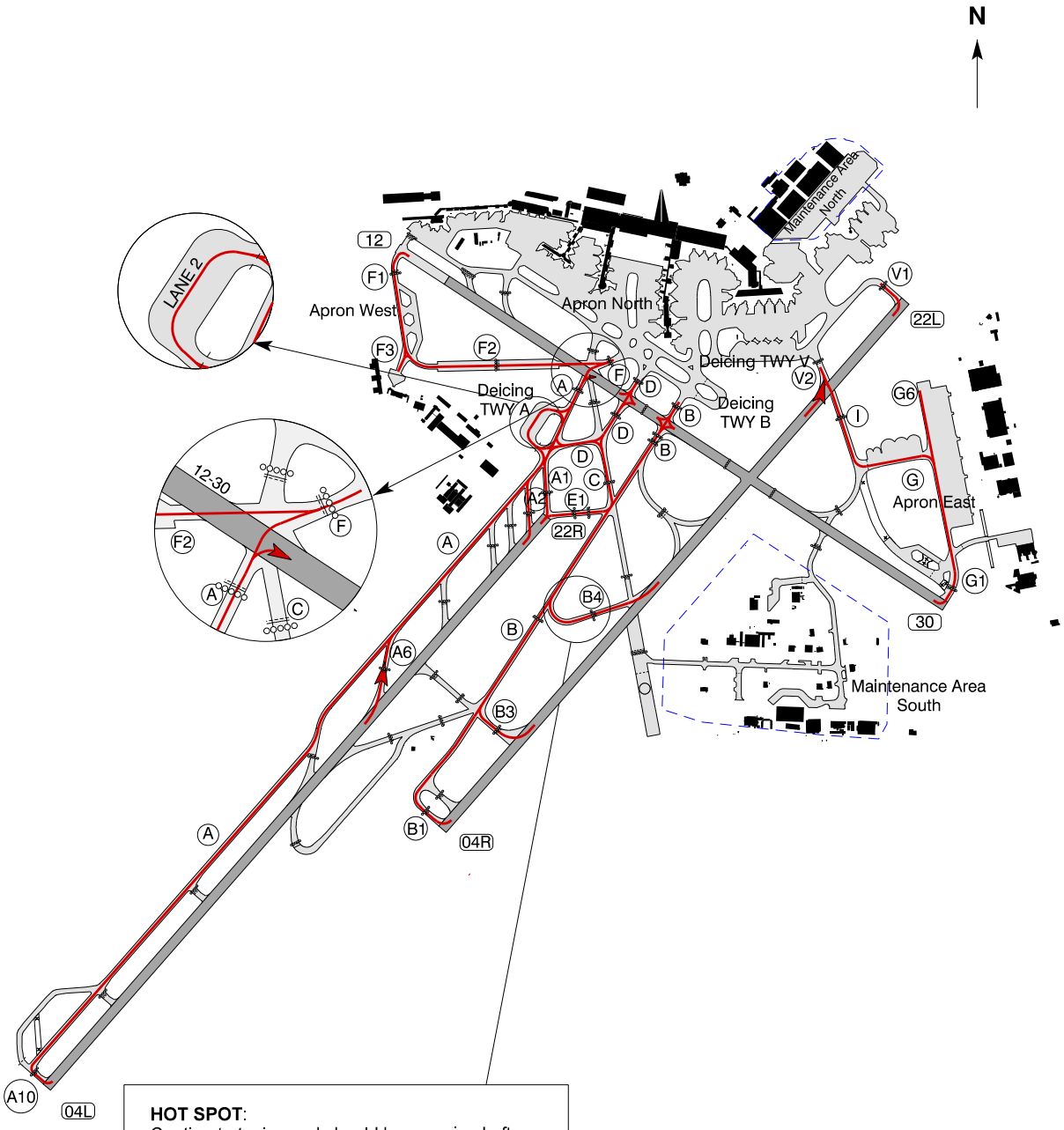
Notes:

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:

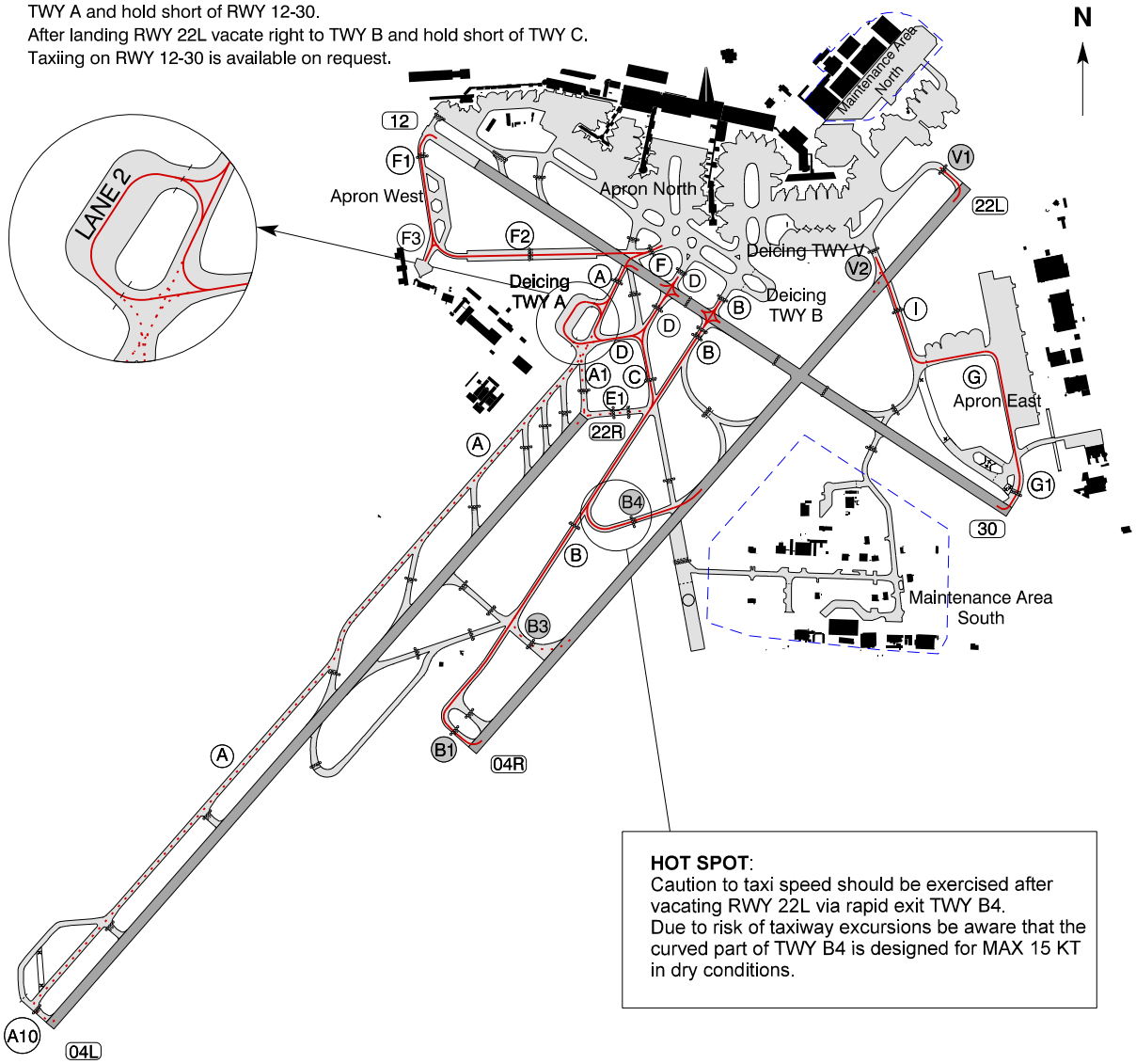
Taxiing with B778 and B779 on TWY E1, A1 and A south of TWY D is not permitted.
Taxiing with B778 and B779 on TWY V2 is permitted in direction from RWY 04R only.
Taxiing with B779 via the southern connection to Deicing TWY A coming from north on TWY A is not permitted.
Taxiing with A346 on TWY V2 is 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 TWY A to TWY A towards south Is not permitted. But the route from the southern connection to TWY A1 Is permitted.
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.
Taxiing with A346 from TWY B to TWY B3 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 : Taxi route with special restriction and notes for A346 changed. Editorial change.

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:

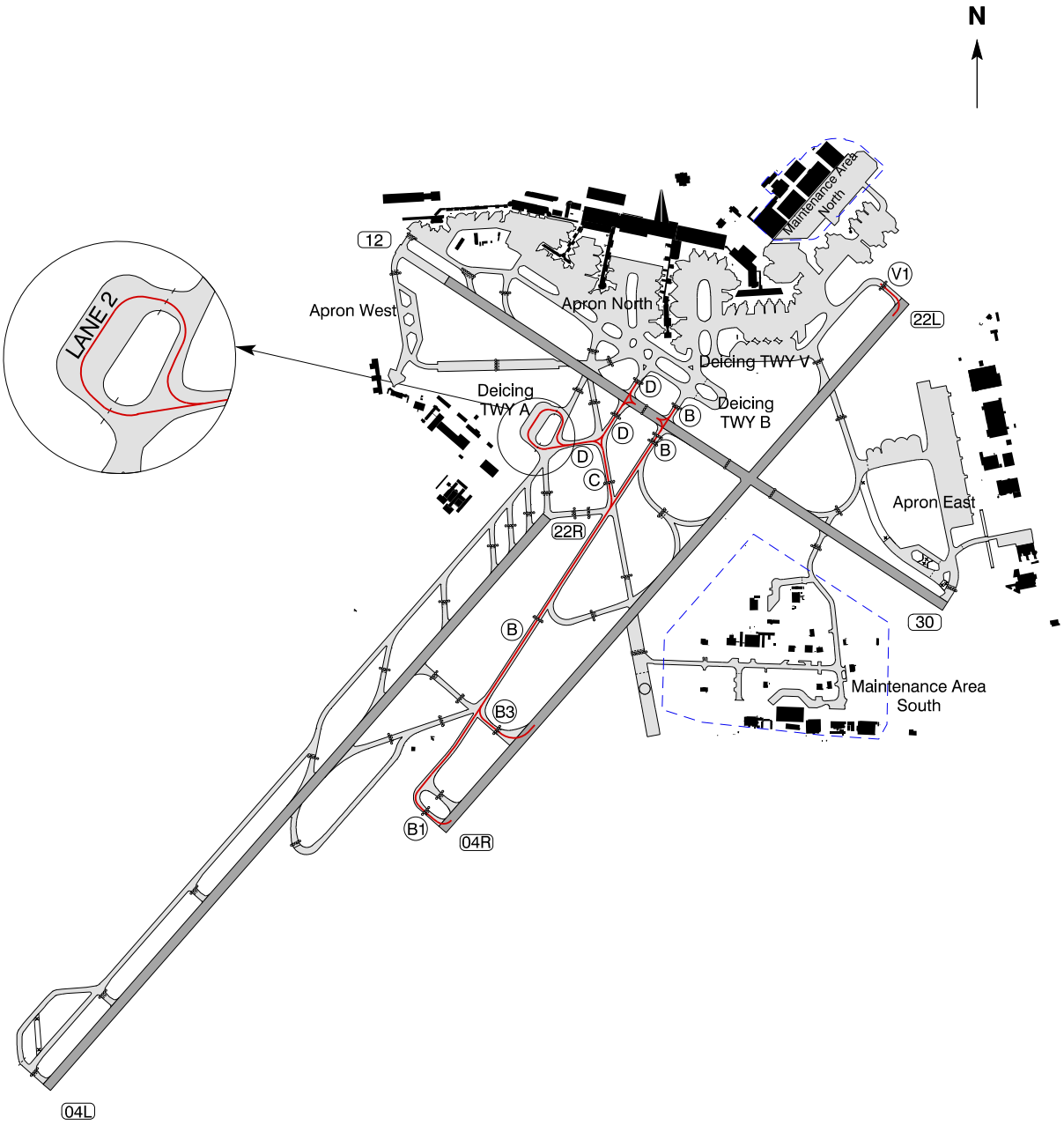
If not otherwise instructed by ATC:

- 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.

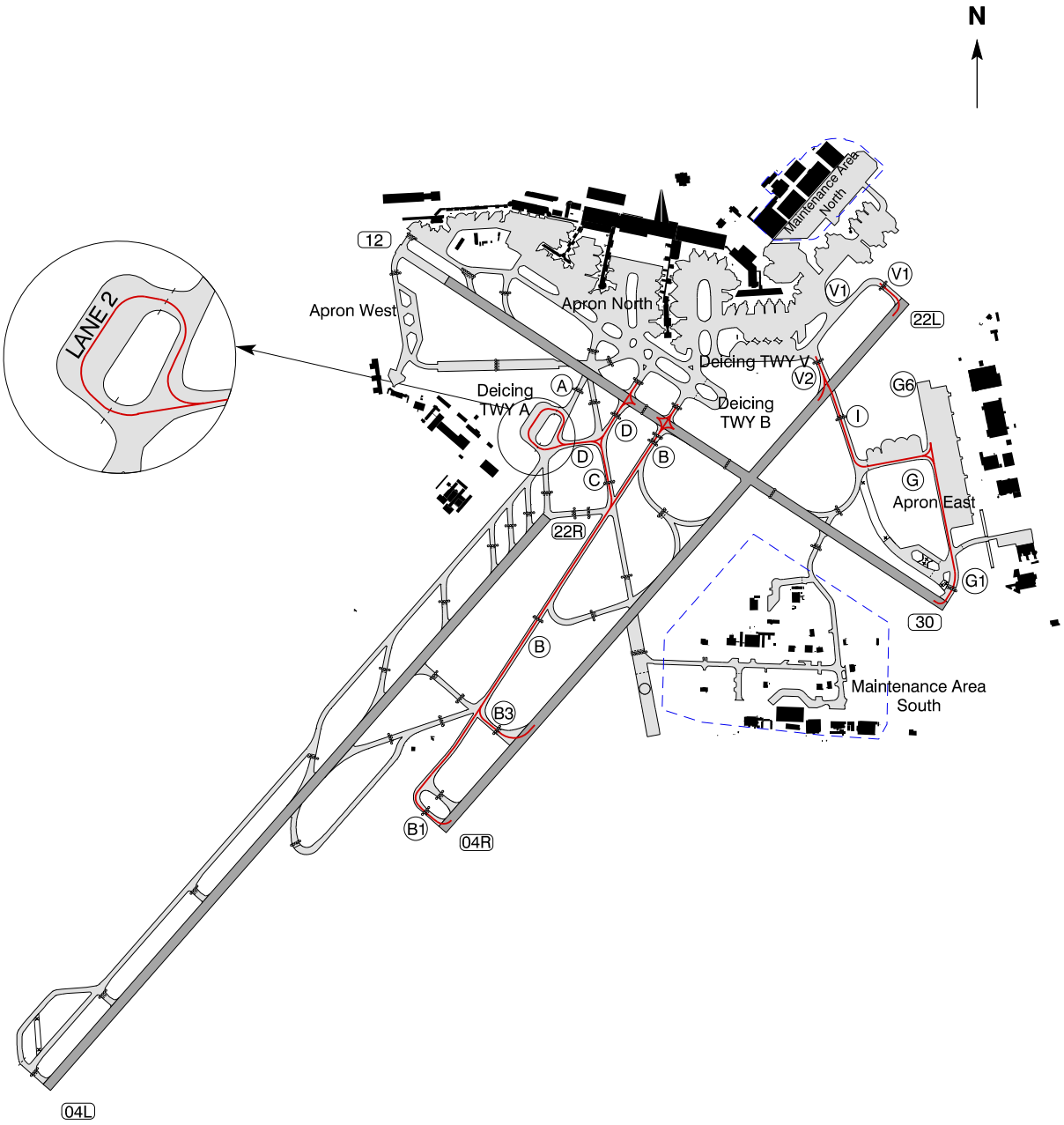
AERODROME GROUND MOVEMENT CHART

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.

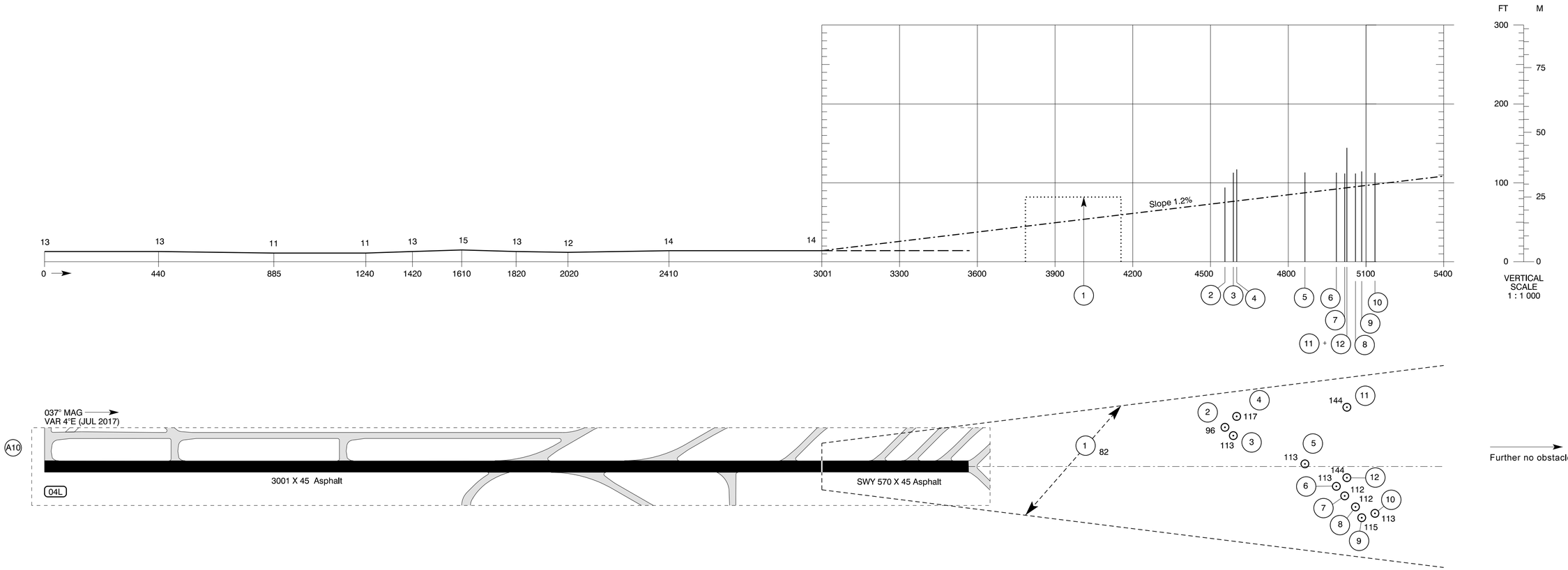
If not otherwise instructed by ATC:
- Remain on landing frequency until instructed by ATC.
- After landing RWY 22L vacate right to TWY B and hold short of TWY C.
- Taxiing on RWY 12-30 is available on request.

Legend:
- Permitted taxi routes
- Limit of maintenance areas



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

RWY 04L DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
A10	3001	3001	3571	3001



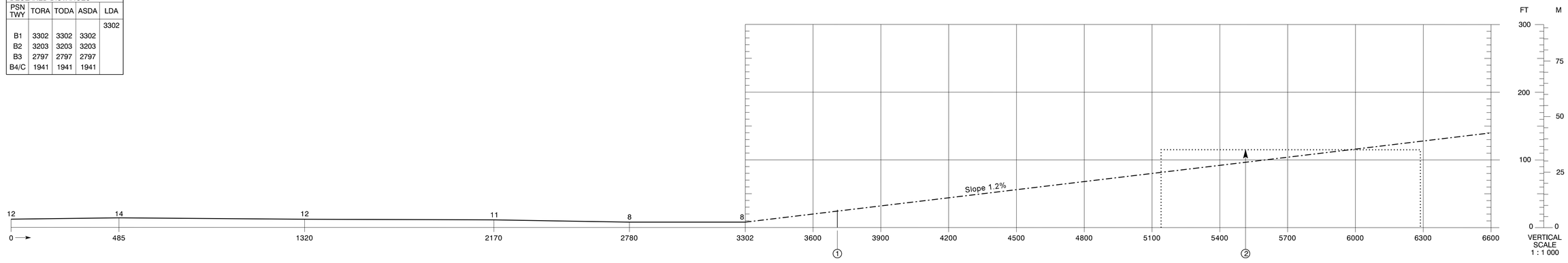
HORIZONTAL SCALE 1 : 10 000

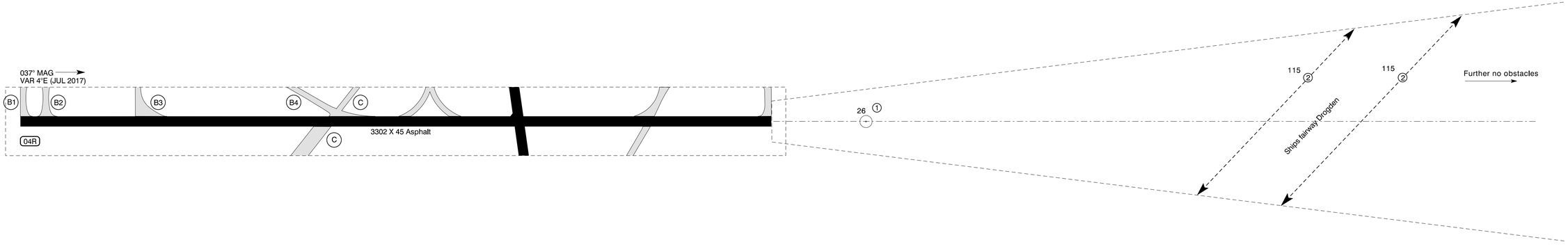
FT 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
M 300 0 300 600 900 1200 1500 1800 2100 2400 2700 3000

LEGEND	
Identification number	(1)
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- -►
Transmission line or overhead cable	—T—
Spot ELEV	•

Changes : Declared distances changed.

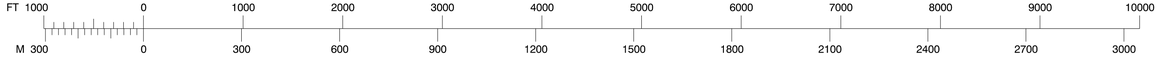
RWY 04R DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
				3302
B1	3302	3302	3302	
B2	3203	3203	3203	
B3	2797	2797	2797	
B4/C	1941	1941	1941	





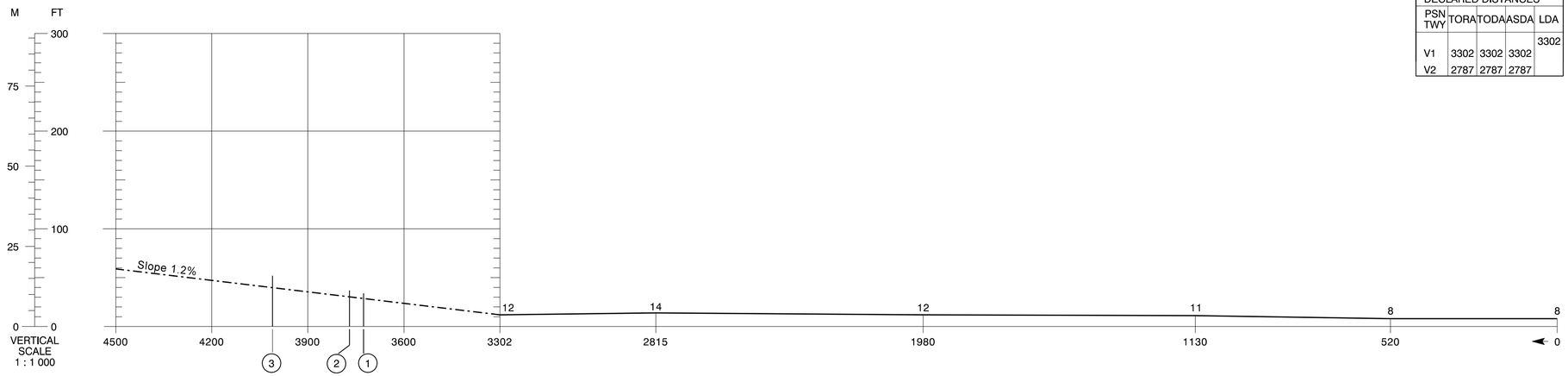
NOTE : See AD 2 - EKCH - 2, subsection 10, remark 1.

HORIZONTAL SCALE 1 : 10 000

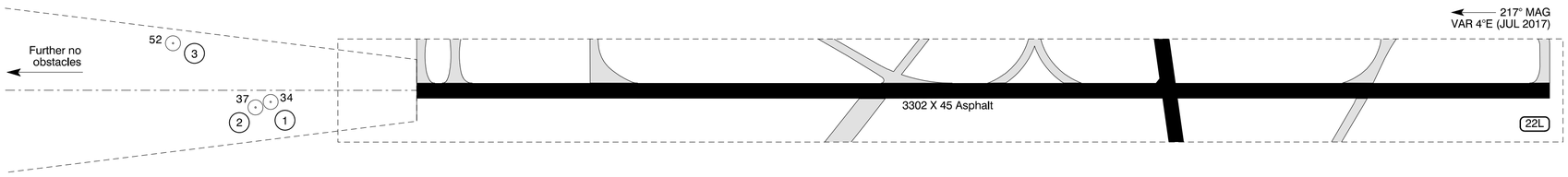


LEGEND	
Identification number	1
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄– –►
Transmission line or overhead cable	——ᵀ——
Spot ELEV	•

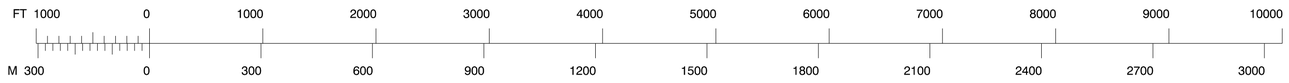
Changes : RWY dimensions changed.



RWY 22L DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
V1	3302	3302	3302	3302
V2	2787	2787	2787	

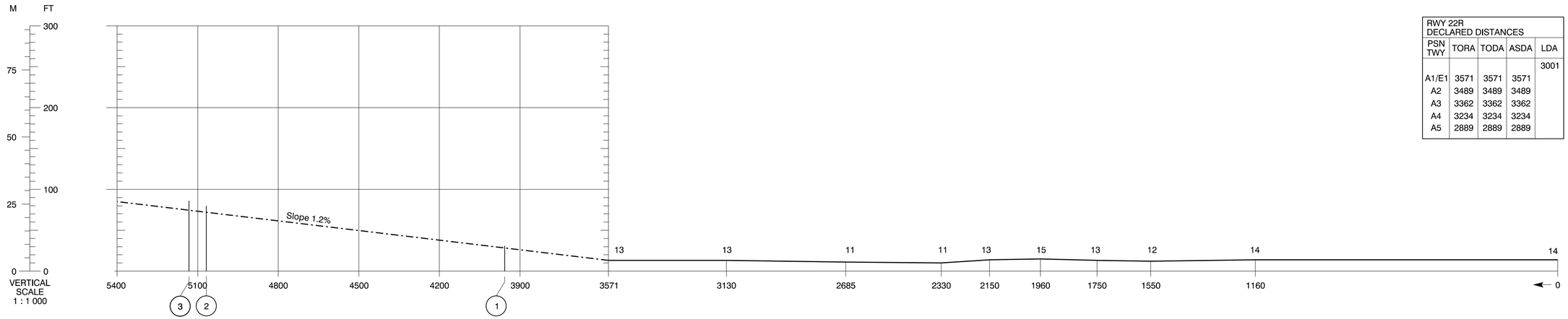


HORIZONTAL SCALE 1 : 10 000

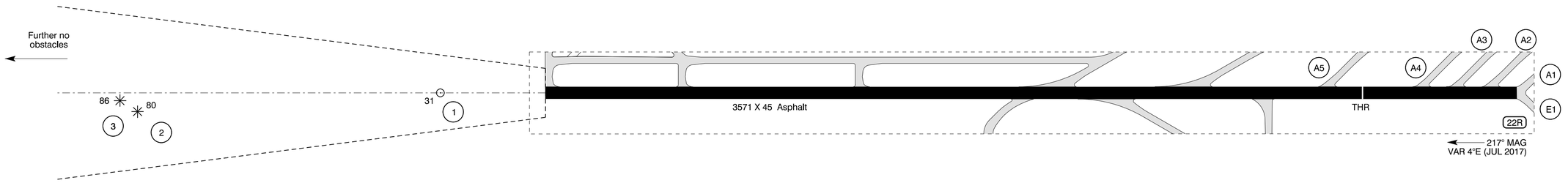


LEGEND	
Identification number	①
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - ►
Transmission line or overhead cable	—T—
Spot ELEV	•

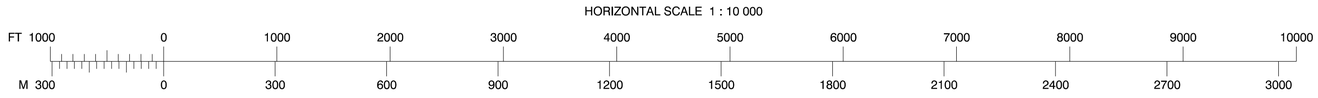
Changes : RWY dimensions changed.



RWY 22R DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
				3001
A1/E1	3571	3571	3571	
A2	3489	3489	3489	
A3	3362	3362	3362	
A4	3234	3234	3234	
A5	2889	2889	2889	

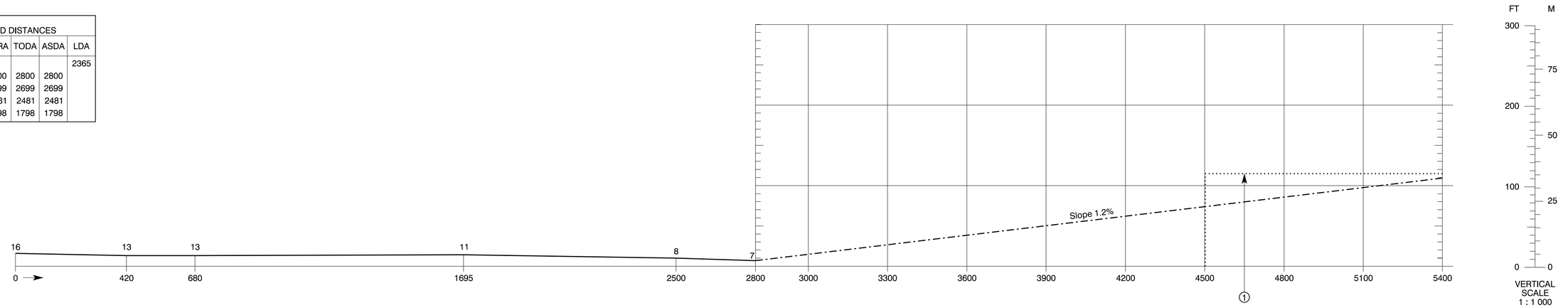


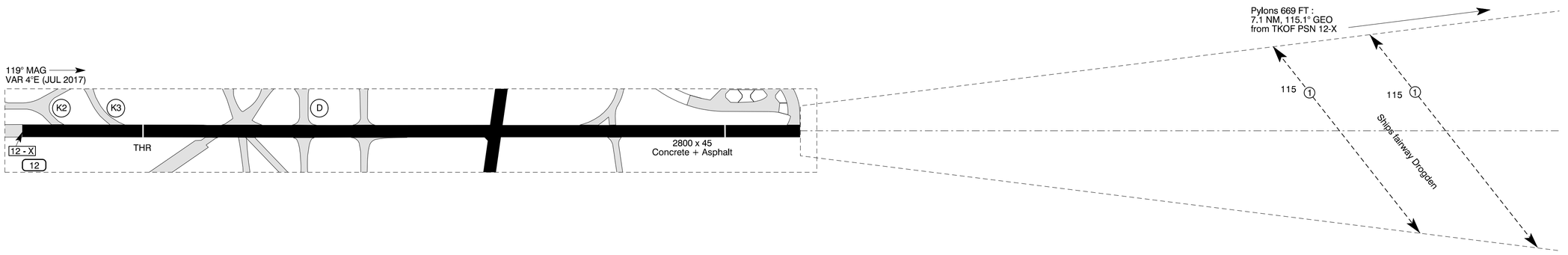
LEGEND	
Identification number	①
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - ►
Transmission line or overhead cable	—T—
Spot ELEV	•



Changes : Declared distances and RWY dimensions changed.

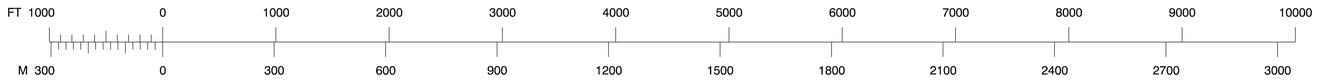
RWY 12 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
				2365
12-X	2800	2800	2800	
K2	2699	2699	2699	
K3	2481	2481	2481	
D	1798	1798	1798	





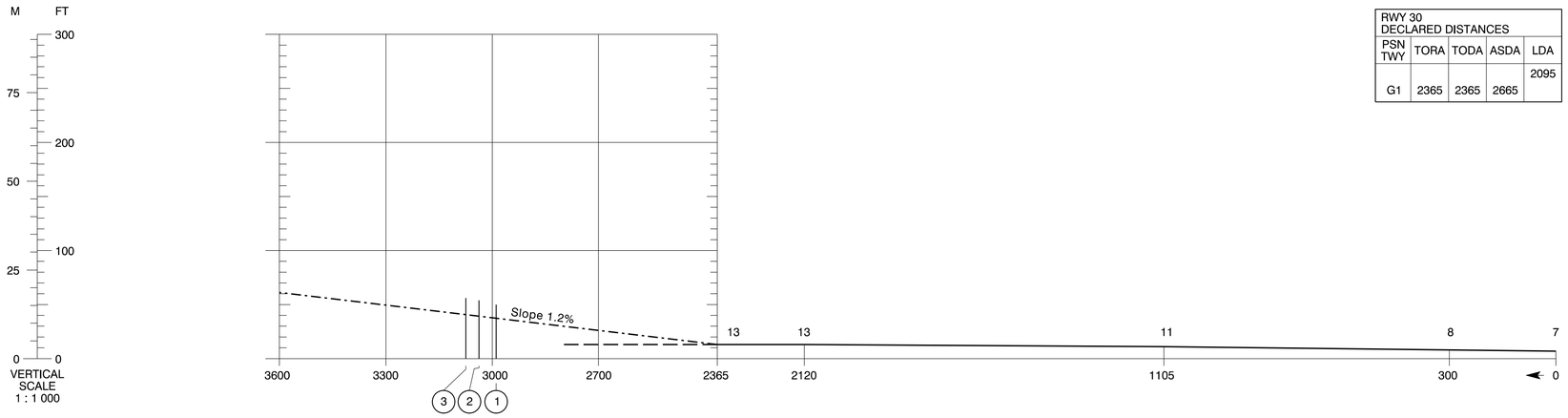
NOTE : See AD 2 - EKCH - 2, subsection 10, remark 1.

HORIZONTAL SCALE 1 : 10 000

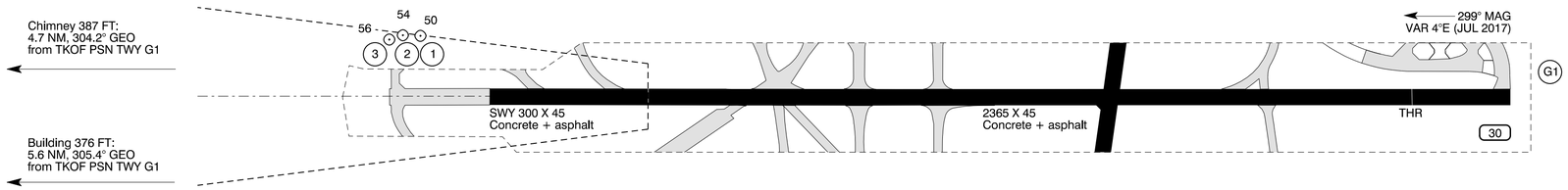


LEGEND	
Identification number	1
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	
Mobile obstacle	◄- - ►
Transmission line or overhead cable	—T—
Spot ELEV	•

Changes : Declared distances changed. OBST reference corrected



RWY 30 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
G1	2365	2365	2665	2095



HORIZONTAL SCALE 1 : 10 000

LEGEND	
Identification number	1
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - ►
Transmission line or overhead cable	—T—
Spot ELEV	•

Changes : OBST Chimney 387 FT and Building 376 FT reference corrected.

Changes : Editorial.

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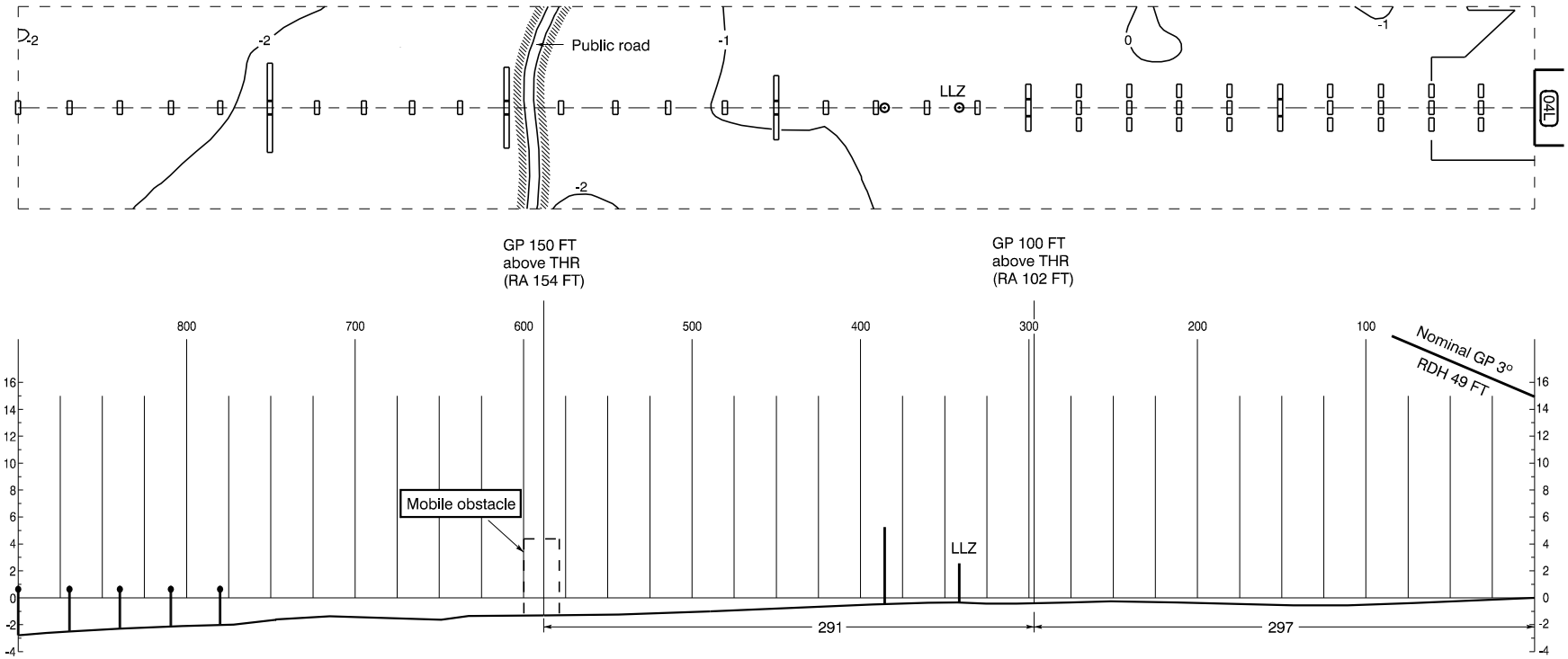
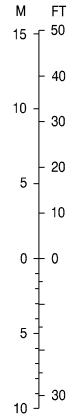
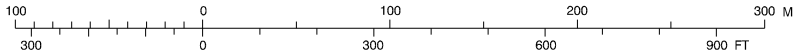
PRECISION APPROACH TERRAIN CHART - ICAO



VERTICAL SCALE 1 : 500



HORIZONTAL SCALE 1 : 4 000



Contours and heights are related to THR ELEV

Contours, heights, and distances in metres unless otherwise stated

RA = Radio altimeter reading

- Centre line profile
- Contour
- Tree or shrub
- Building or large structure
- Antenna, chimney, pole, spire, tower, etc.
- Approach lights
- Traffic
- Deviation at least +/- 3 M from centre line profile

AD 2 - EKCH
PATC 04L
København / Kastrup

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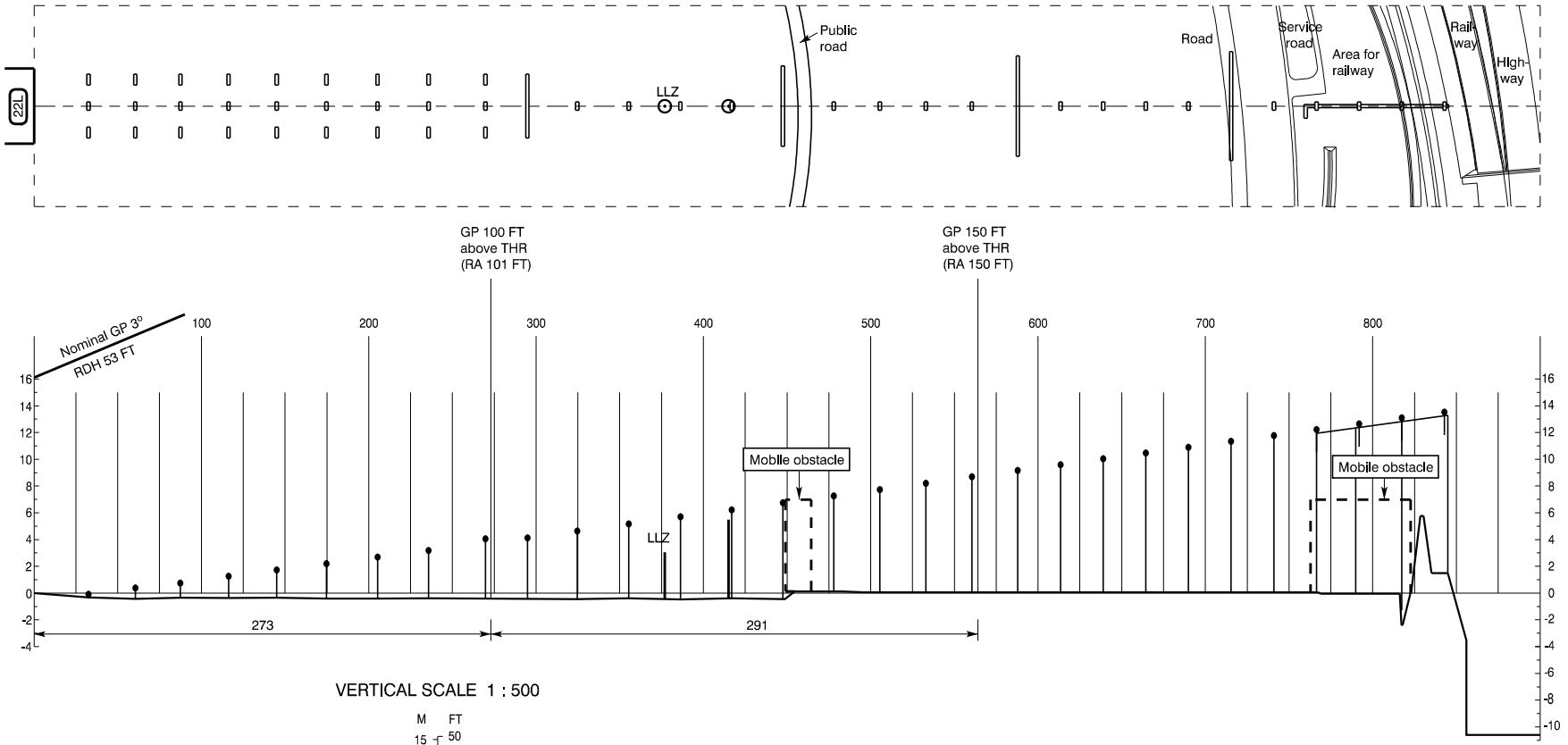
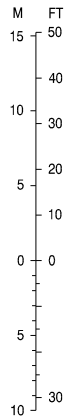
Changes : Editorial.

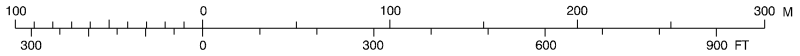
PRECISION APPROACH TERRAIN CHART - ICAO



VERTICAL SCALE 1 : 500



HORIZONTAL SCALE 1 : 4 000



Centre line profile

Contour

Tree or shrub

Building or large structure

Antenna, chimney, pole, spire, tower, etc.

Approach lights

Traffic

Deviation at least +/- 3 M from centre line profile

Contours and heights are related to THR ELEV

Contours, heights, and distances in metres unless otherwise stated

RA = Radio altimeter reading

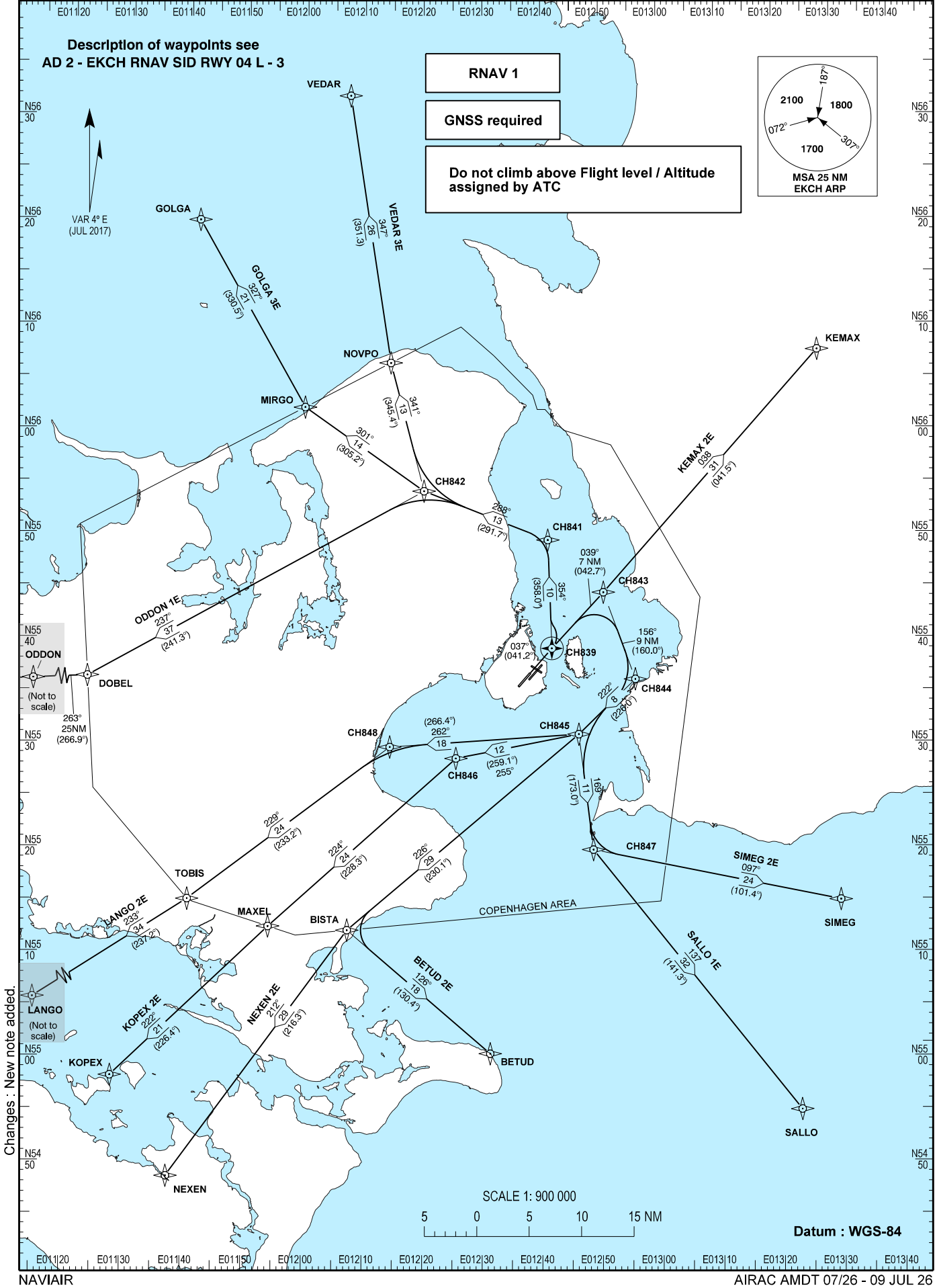
AD 2 - EKCH
PATC 22L
København / Kastrup

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 04 L - 1
København / Kastrup
BETUD 2E, NEXEN 2E, KOPEX 2E, LANGO 2E, ODDON 1E
GOLGA 3E, VEDAR 3E, KEMAX 2E, SIMEG 2E, SALLO 1E



Changes : New note added.

Designator	Route	Climb to	Contact	Restrictions
BETUD 2E	Track extended centreline to CH839 - CH843 - CH844 - CH845 - BISTA - BETUD	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	See note 1 below
NEXEN 2E	Track extended centreline to CH839 - CH843 - CH844 - CH845 - BISTA - NEXEN	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
KOPEX 2E	Track extended centreline to CH839 - CH843 - CH844 - CH845 - CH846 - MAXEL - KOPEX	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Propeller ACFT only
LANGO 2E	Track extended centreline to CH839 - CH843 - CH844 - CH845 - CH848 - TOBIS - LANGO	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
ODDON 1E	Track extended centreline to CH839 - CH841 - CH842 - DOBEL - ODDON	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
GOLGA 3E	Track extended centreline to CH839 - CH841 - CH842 - MIRGO - GOLGA	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
VEDAR 3E	Track extended centreline to CH839 - CH841 - CH842 - NOVPO - VEDAR	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
KEMAX 2E	Track extended centreline to CH839 - CH843 - KEMAX	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SIMEG 2E	Track extended centreline to CH839 - CH843 - CH844 - CH845 - CH847 - SIMEG	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SALLO 1E	Track extended centreline to CH839 - CH843 - CH844 - CH845 - CH847 - SALLO	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	

Note 1. SID BETUD available only to operators not permitted to over fly Swedish territory.
Generally SID SIMEG or SID SALLO applies.
Flight planning of SID BETUD is restricted to maximum FL 070 until BETUD.

RNAV 1 required

SSR - code: When instructed for line-up, squawk assigned SSR-code. See AD 2 - EKCH - 8 item 6.7 for details regarding transponder use.

Climb Gradient: MNM 400 FT/NM (6.6%) up to FL 70 for ATC purposes. At first contact with TWR state if unable to comply.

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.

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

Radar vectoring: Radar vectoring will normally be provided by KASTRUP DEPARTURE to expedite traffic.

Radio failure: Climb to level assigned to the SID. Maintain until the departure designation point (SALLO, KEMAX, SIMEG, BETUD, NEXEN, KOPEX, LANGO, ODDON, GOLGA or VEDAR). Then climb to the FL stated in the flight plan.
In case of radio failure under radar vectoring, aircraft shall as quickly as possible revert to the assigned SID.

CPDLC: CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.

Non RNAV 1 equipped ACFT:
At first contact with TWR state inability to follow SID. After departure climb straight ahead to FL 70 for radar vectoring to SID designation point.
Contact KASTRUP DEPARTURE on the frequency for the relevant SID as listed above.
Speed limit, and climb gradient listed above apply. Radio failure: Standard Doc 7030 rules apply.

Changes : ODN VOR and ODN 3E withdrawn. WPT ODDON and ODDON 1E added.

Waypoint	Latitude	Longitude
BETUD	55 00 26.08N	012 31 20.77E
BISTA	55 12 12.18N	012 07 22.98E
DOBEL	55 36 21.88N	011 23 23.75E
GOLGA	56 19 59.06N	011 41 42.18E
KEMAX	56 07 35.00N	013 27 14.00E
KOPEX	54 58 13.37N	011 28 03.68E
LANGO	54 56 44.27N	010 51 22.71E
MAXEL	55 12 33.31N	011 54 08.93E
MIRGO	56 02 08.51N	011 59 52.89E
NEXEN	54 48 38.80N	011 37 30.87E
ODDON	55 34 51.64N	010 39 10.76E
NOVPO	56 06 24.00N	012 14 28.00E
SALLO	54 55 00.00N	013 23 10.30E

Waypoint	Latitude	Longitude
SIMEG	55 15 00.00N	013 30 04.00E
TOBIS	55 15 08.48N	011 40 34.61E
VEDAR	56 31 54.00N	012 07 25.00E
CH839	55 39 08.68N	012 41 48.53E
CH841	55 49 29.29N	012 41 10.03E
CH842	55 54 09.27N	012 20 09.68E
CH843	55 44 29.17N	012 50 32.63E
CH844	55 36 11.65N	012 55 52.91E
CH845	55 30 56.16N	012 46 18.53E
CH846	55 28 38.24N	012 25 35.76E
CH847	55 19 54.29N	012 48 41.09E
CH848	55 29 43.00N	012 14 27.00E

Changes : ODN VOR withdrawn. WPT ODDON added.

Tabular description:

RNAV RWY 04 L via BETUD 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH839	Y	037 / (041.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	039 / (042.7)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	BISTA	-	226 / (230.1)	-4.0	29.1	-	-	-	-	RNAV 1
006	TF	BETUD	-	126 / (130.4)	-4.0	18.1	L	-	-	-	RNAV 1

RNAV RWY 04 L via NEXEN 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH839	Y	037 / (041.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	039 / (042.7)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	BISTA	-	226 / (230.1)	-4.0	29.1	-	-	-	-	RNAV 1
006	TF	NEXEN	-	212 / (216.3)	-4.0	29.2	-	-	-	-	RNAV 1

RNAV RWY 04 L via KOPEX 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH839	Y	037 / (041.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	039 / (042.7)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	CH846	-	255 / (259.1)	-4.0	12.0	R	-	-	-	RNAV 1
006	TF	MAXEL	-	224 / (228.3)	-4.0	24.1	L	-	-	-	RNAV 1
007	TF	KOPEX	-	222 / (226.4)	-4.0	20.8	-	-	-	-	RNAV 1

RNAV RWY 04 L via LANGO 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH839	Y	037 / (041.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	039 / (042.7)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	CH848	-	262 / (266.4)	-4.0	18.2	R	-	-	-	RNAV 1
006	TF	TOBIS	-	229 / (233.2)	-4.0	24.2	L	-	-	-	RNAV 1
007	TF	LANGO	-	233 / (237.2)	-4.0	33.7	-	-	-	-	RNAV 1

Changes: Editorial.

Tabular description:

RNAV RWY 04 L via ODDON 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH839	Y	037 / (041.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH841	-	354 / (358.0)	-4.0	10.4	L	-	-	-	RNAV 1
003	TF	CH842	-	288 / (291.7)	-4.0	12.7	L	-	-	-	RNAV 1
004	TF	DOBEL	-	237 / (241.3)	-4.0	36.7	L	-	-	-	RNAV 1
005	TF	ODDON	-	263 / (266.9)	-4.0	25.1	R	-	-	-	RNAV 1

RNAV RWY 04 L via GOLGA 3E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH839	Y	037 / (041.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH841	-	354 / (358.0)	-4.0	10.4	L	-	-	-	RNAV 1
003	TF	CH842	-	288 / (291.7)	-4.0	12.7	L	-	-	-	RNAV 1
004	TF	MIRGO	-	301 / (305.2)	-4.0	13.9	-	-	-	-	RNAV 1
005	TF	GOLGA	-	327 / (330.5)	-4.0	20.6	R	-	-	-	RNAV 1

RNAV RWY 04 L via VEDAR 3E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH839	Y	037 / (041.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH841	-	354 / (358.0)	-4.0	10.4	L	-	-	-	RNAV 1
003	TF	CH842	-	288 / (291.7)	-4.0	12.7	L	-	-	-	RNAV 1
004	TF	NOVPO	-	341 / (345.4)	-4.0	12.7	R	-	-	-	RNAV 1
005	TF	VEDAR	-	347 / (351.3)	-4.0	25.9	-	-	-	-	RNAV 1

RNAV RWY 04L via KEMAX 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH839	Y	037 / (041.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	039 / (042.7)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	KEMAX	-	038 / (041.5)	-4.0	31.0	-	-	-	-	RNAV 1

RNAV RWY 04 L via SIMEG 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH839	Y	037 / (041.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	039 / (042.7)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	CH847	-	169 / (173.0)	-4.0	11.1	L	-	-	-	RNAV 1
006	TF	SIMEG	-	097 / (101.4)	-4.0	24.2	L	-	-	-	RNAV 1

RNAV RWY 04 L via SALLO 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH839	Y	037 / (041.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	039 / (042.7)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	CH847	-	169 / (173.0)	-4.0	11.1	L	-	-	-	RNAV 1
006	TF	SALLO	-	137 / (141.3)	-4.0	31.9	L	-	-	-	RNAV 1

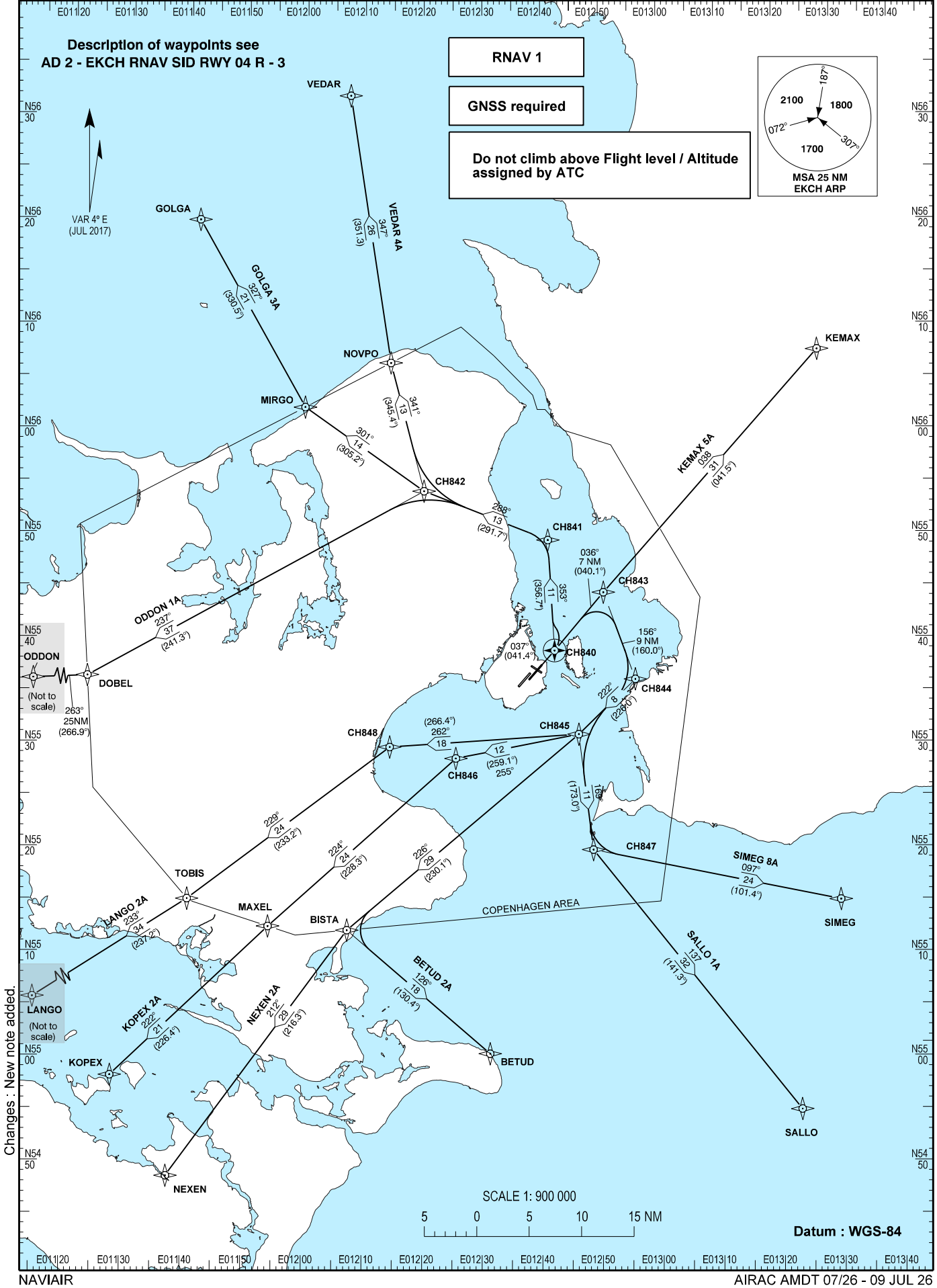
Changes: ODN VOR and ODN 3E withdrawn. VOR ODDON and ODDON 1E added. Editorial.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 04 R - 1
København / Kastrup
BETUD 2A, NEXEN 2A, KOPEX 2A, LANGO 2A, ODDON 1A
GOLGA 3A, VEDAR 4A, KEMAX 5A, SIMEG 8A, SALLO 1A



Changes : New note added.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Designator	Route	Climb to	Contact	Restrictions
BETUD 2A	Track extended centreline to CH840 - CH843 - CH844 - CH845 - BISTA - BETUD	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	See note 1 below
NEXEN 2A	Track extended centreline to CH840 - CH843 - CH844 - CH845 - BISTA - NEXEN	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
KOPEX 2A	Track extended centreline to CH840 - CH843 - CH844 - CH845 - CH846 - MAXEL - KOPEX	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Propeller ACFT only
LANGO 2A	Track extended centreline to CH840 - CH843 - CH844 - CH845 - CH848 - TOBIS - LANGO	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
ODDON 1A	Track extended centreline to CH840 - CH841 - CH842 - DOBEL - ODDON	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
GOLGA 3A	Track extended centreline to CH840 - CH841 - CH842 - MIRGO - GOLGA	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
VEDAR 4A	Track extended centreline to CH840 - CH841 - CH842 - NOVPO - VEDAR	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
KEMAX 5A	Track extended centreline to CH840 - CH843 - KEMAX	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SIMEG 8A	Track extended centreline to CH840 - CH843 - CH844 - CH845 - CH847 - SIMEG	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SALLO 1A	Track extended centreline to CH840 - CH843 - CH844 - CH845 - CH847 - SALLO	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	

Note 1. SID BETUD available only to operators not permitted to over fly Swedish territory.
Generally SID SIMEG or SID SALLO applies.
Flight planning of SID BETUD is restricted to maximum FL 070 until BETUD.

RNAV 1 required

SSR - code: When instructed for line-up, squawk assigned SSR-code. See AD 2 - EKCH - 8 item 6.7 for details regarding transponder use.

Climb Gradient: MNM 400 FT/NM (6.6%) up to FL 70 for ATC purposes. At first contact with TWR state if unable to comply.

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.

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

Radar vectoring: Radar vectoring will normally be provided by KASTRUP DEPARTURE to expedite traffic.

Radio failure: Climb to level assigned to the SID. Maintain until the departure designation point (SALLO, KEMAX, SIMEG, BETUD, NEXEN, KOPEX, LANGO, ODDON, GOLGA or VEDAR). Then climb to the FL stated in the flight plan.
In case of radio failure under radar vectoring, aircraft shall as quickly as possible revert to the assigned SID.

CPDLC: CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.

Non RNAV 1 equipped ACFT:
At first contact with TWR state inability to follow SID. After departure climb straight ahead to FL 70 for radar vectoring to SID designation point.
Contact KASTRUP DEPARTURE on the frequency for the relevant SID as listed above.
Speed limit, and climb gradient listed above apply. Radio failure: Standard Doc 7030 rules apply.

Changes : ODN VOR and ODN 3A withdrawn. WPT ODDON and ODDON 1A added.

Waypoint	Latitude	Longitude
BETUD	55 00 26.08N	012 31 20.77E
BISTA	55 12 12.18N	012 07 22.98E
DOBEL	55 36 21.88N	011 23 23.75E
GOLGA	56 19 59.06N	011 41 42.18E
KEMAX	56 07 35.00N	013 27 14.00E
KOPEX	54 58 13.37N	011 28 03.68E
LANGO	54 56 44.27N	010 51 22.71E
MAXEL	55 12 33.31N	011 54 08.93E
MIRGO	56 02 08.51N	011 59 52.89E
NEXEN	54 48 38.80N	011 37 30.87E
NOVPO	56 06 24.00N	012 14 28.00E
ODDON	55 34 51.64N	010 39 10.76E
SALLO	54 55 00.00N	013 23 10.30E

Waypoint	Latitude	Longitude
SIMEG	55 15 00.00N	013 30 04.00E
TOBIS	55 15 08.48N	011 40 34.61E
VEDAR	56 31 54.00N	012 07 25.00E
CH840	55 38 56.37N	012 42 15.66E
CH841	55 49 29.29N	012 41 10.03E
CH842	55 54 09.27N	012 20 09.68E
CH843	55 44 29.17N	012 50 32.63E
CH844	55 36 11.65N	012 55 52.91E
CH845	55 30 56.16N	012 46 18.53E
CH846	55 28 38.24N	012 25 35.76E
CH847	55 19 54.29N	012 48 41.09E
CH848	55 29 43.00N	012 14 27.00E

Changes : ODN VOR withdrawn. WPT ODDON added. Editorial.

Tabular description:

RNAV RWY 04 R via BETUD 2A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH840	Y	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	036 / (040.1)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	BISTA	-	226 / (230.1)	-4.0	29.1	-	-	-	-	RNAV 1
006	TF	BETUD	-	126 / (130.4)	-4.0	18.1	L	-	-	-	RNAV 1

RNAV RWY 04 R via NEXEN 2A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH840	Y	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	036 / (040.1)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	BISTA	-	226 / (230.1)	-4.0	29.1	-	-	-	-	RNAV 1
006	TF	NEXEN	-	212 / (216.3)	-4.0	29.2	-	-	-	-	RNAV 1

RNAV RWY 04 R via KOPEX 2A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH840	Y	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	036 / (040.1)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	CH846	-	255 / (259.1)	-4.0	12.0	R	-	-	-	RNAV 1
006	TF	MAXEL	-	224 / (228.3)	-4.0	24.1	L	-	-	-	RNAV 1
007	TF	KOPEX	-	222 / (226.4)	-4.0	20.8	-	-	-	-	RNAV 1

RNAV RWY 04 R via LANGO 2A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH840	Y	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	036 / (040.1)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	CH848	-	262 / (266.4)	-4.0	18.2	R	-	-	-	RNAV 1
006	TF	TOBIS	-	229 / (233.2)	-4.0	24.2	L	-	-	-	RNAV 1
007	TF	LANGO	-	233 / (237.2)	-4.0	33.7	-	-	-	-	RNAV 1

RNAV RWY 04 R via ODDON 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH840	Y	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH841	-	353 / (356.7)	-4.0	10.6	L	-	-	-	RNAV 1
003	TF	CH842	-	288 / (291.7)	-4.0	12.7	L	-	-	-	RNAV 1
004	TF	DOBEL	-	237 / (241.3)	-4.0	36.7	L	-	-	-	RNAV 1
005	TF	ODDON	-	263 / (266.9)	-4.0	25.1	R	-	-	-	RNAV 1

Changes: ODN VOR and ODN 3A withdrawn. WPT ODDON and ODDON 1A added. Editorial.

Tabular description:

RNAV RWY 04 R via GOLGA 3A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH840	Y	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH841	-	353 / (356.7)	-4.0	10.6	L	-	-	-	RNAV 1
003	TF	CH842	-	288 / (291.7)	-4.0	12.7	L	-	-	-	RNAV 1
004	TF	MIRGO	-	301 / (305.2)	-4.0	13.9	-	-	-	-	RNAV 1
005	TF	GOLGA	-	327 / (330.5)	-4.0	20.6	R	-	-	-	RNAV 1

RNAV RWY 04 R via VEDAR 4A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH840	Y	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH841	-	353 / (356.7)	-4.0	10.6	L	-	-	-	RNAV 1
003	TF	CH842	-	288 / (291.7)	-4.0	12.7	L	-	-	-	RNAV 1
004	TF	NOVPO	-	341 / (345.4)	-4.0	12.7	R	-	-	-	RNAV 1
005	TF	VEDAR	-	347 / (351.3)	-4.0	25.9	-	-	-	-	RNAV 1

RNAV RWY 04 R via KEMAX 5A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH840	Y	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	036 / (040.1)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	KEMAX	-	038/ (041.5)	-4.0	31.0	-	-	-	-	RNAV 1

RNAV RWY 04 R via SIMEG 8A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH840	Y	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	036 / (040.1)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	CH847	-	169 / (173.0)	-4.0	11.1	L	-	-	-	RNAV 1
006	TF	SIMEG	-	097 / (101.4)	-4.0	24.2	L	-	-	-	RNAV 1

RNAV RWY 04 R via SALLO 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	CH840	Y	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1
002	TF	CH843	-	036 / (040.1)	-4.0	7.3	-	-	-	-	RNAV 1
003	TF	CH844	-	156 / (160.0)	-4.0	8.8	R	-	-	-	RNAV 1
004	TF	CH845	-	222 / (226.0)	-4.0	7.6	R	-	-	-	RNAV 1
005	TF	CH847	-	169 / (173.0)	-4.0	11.1	L	-	-	-	RNAV 1
006	TF	SALLO	-	137 / (141.3)	-4.0	31.9	L	-	-	-	RNAV 1

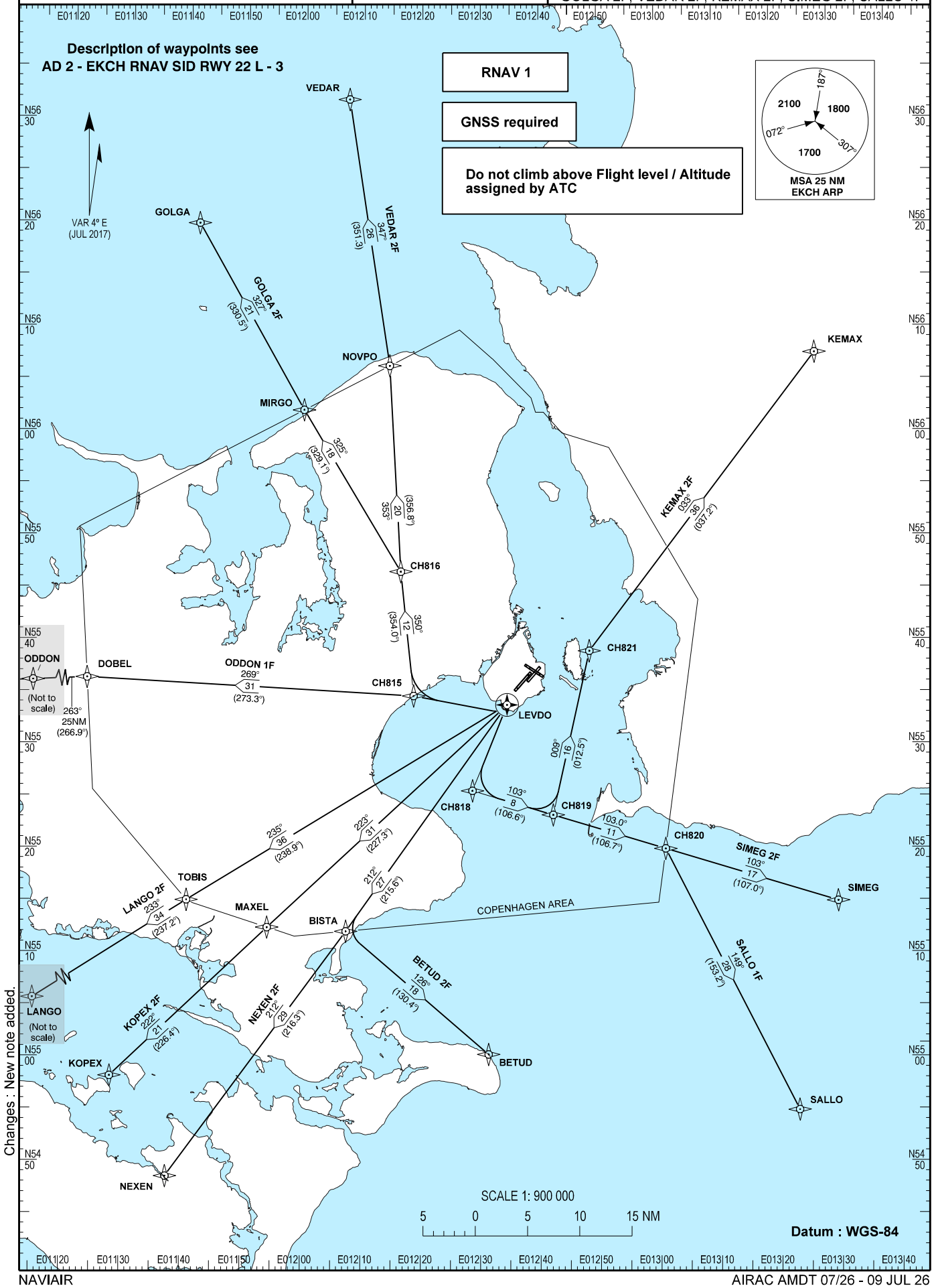
Changes: Editorial.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 22 L - 1
København / Kastrup
BETUD 2F, NEXEN 2F, KOPEX 2F, LANGO 2F, ODDON 1F
GOLGA 2F, VEDAR 2F, KEMAX 2F, SIMEG 2F, SALLO 1F



Changes : New note added.

Designator	Route	Climb to	Contact	Restrictions
BETUD 2F	Track LEVDO - BISTA - BETUD	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	See note 1 below
NEXEN 2F	Track LEVDO - BISTA - NEXEN	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
KOPEX 2F	Track LEVDO - MAXEL - KOPEX	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Propeller ACFT only
LANGO 2F	Track LEVDO - TOBIS - LANGO	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
ODDON 1F	Track LEVDO - CH815 - DOBEL - ODDON	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
GOLGA 2F	Track LEVDO - CH815 - CH816 - MIRGO - GOLGA	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
VEDAR 2F	Track LEVDO - CH815 - CH816 - NOVPO - VEDAR	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
KEMAX 2F	Track LEVDO - CH818 - CH819 - CH821 - KEMAX	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SIMEG 2F	Track LEVDO - CH818 - CH819 - CH820 - SIMEG	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SALLO 1F	Track LEVDO - CH818 - CH819 - CH820 - SALLO	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	

Note 1. SID BETUD available only to operators not permitted to over fly Swedish territory.
Generally SID SIMEG or SID SALLO applies.
Flight planning of SID BETUD is restricted to maximum FL 070 until BETUD.

RNAV 1 required.

SSR - code: When instructed for line-up, squawk assigned SSR-code. See AD 2 - EKCH - 8 item 6.7 for details regarding transponder use.

Noise abatement: No turns allowed before LEVDO.

Climb Gradient: MNM 400 FT/NM (6.6%) up to FL 70 for ATC purposes. At first contact with TWR state if unable to comply.

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.

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

Radar vectoring: Radar vectoring will normally be provided by KASTRUP DEPARTURE to expedite traffic

Radio failure: Climb to level assigned to the SID. Maintain until the departure designation point (KEMAX, SIMEG, SALLO, BETUD, NEXEN, KOPEX, LANGO, ODDON, GOLGA or VEDAR). Then climb to the FL stated in the flight plan.
In case of radio failure under radar vectoring, aircraft shall as quickly as possible revert to the assigned SID.

CPDLC: CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.

Non RNAV 1 equipped ACFT:
At first contact with TWR state inability to follow SID. After departure climb straight ahead to FL 70 for radar vectoring to SID designation point.
Contact KASTRUP DEPARTURE on the frequency for the relevant SID as listed above.
Speed limit, and climb gradient listed above apply. Radio failure: Standard Doc 7030 rules apply.

Changes : ODN VOR and ODN 2F withdrawn. WPT ODDON and ODDON 1F added.

Waypoint	Latitude	Longitude
BETUD	55 00 26.08N	012 31 20.77E
BISTA	55 12 12.18N	012 07 22.98E
DOBEL	55 36 21.88N	011 23 23.75E
GOLGA	56 19 59.06N	011 41 42.18E
KEMAX	56 07 35.00N	013 27 14.00E
KOPEX	54 58 13.37N	011 28 03.68E
LANGO	54 56 44.27N	010 51 22.71E
LEVDO	55 33 55.70N	012 34 29.80E
MAXEL	55 12 33.31N	011 54 08.93E
MIRGO	56 02 08.51N	011 59 52.89E
NEXEN	54 48 38.80N	011 37 30.87E
NOVPO	56 06 24.00N	012 14 28.00E

Waypoint	Latitude	Longitude
ODDON	55 34 51.64N	010 39 10.76E
SALLO	54 55 00.00N	013 23 10.30E
SIMEG	55 15 00.00N	013 30 04.00E
TOBIS	55 15 08.48N	011 40 34.61E
VEDAR	56 31 54.00N	012 07 25.00E
CH815	55 34 46.44N	012 18 41.13E
CH816	55 46 40.79N	012 16 27.49E
CH818	55 25 41.61N	012 28 38.85E
CH819	55 23 22.64N	012 42 15.42E
CH820	55 20 06.61N	013 01 09.73E
CH821	55 39 05.50N	012 48 26.52E

Changes : ODN VOR withdrawn. WPT ODDON added. Editorial.

Tabular description:

RNAV RWY 22 L via BETUD 2F

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	LEVDO	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	BISTA	-	212 / (215.6)	-4.0	26.7	-	-	-	-	RNAV 1
003	TF	BETUD	-	126 / (130.4)	-4.0	18.1	L	-	-	-	RNAV 1

RNAV RWY 22 L via NEXEN 2F

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	LEVDO	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	BISTA	-	212 / (215.6)	-4.0	26.7	-	-	-	-	RNAV 1
003	TF	NEXEN	-	212 / (216.3)	-4.0	29.2	-	-	-	-	RNAV 1

RNAV RWY 22 L via KOPEX 2F

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	LEVDO	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	MAXEL	-	223 / (227.3)	-4.0	31.4	-	-	-	-	RNAV 1
003	TF	KOPEX	-	222 / (226.4)	-4.0	20.8	-	-	-	-	RNAV 1

RNAV RWY 22 L via LANGO 2F

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	LEVDO	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	TOBIS	-	235 / (238.9)	-4.0	36.0	R	-	-	-	RNAV 1
003	TF	LANGO	-	233 / (237.2)	-4.0	33.7	-	-	-	-	RNAV 1

RNAV RWY 22 L via ODDON 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	LEVDO	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH815	-	-	-4.0	-	R	-	-	-	RNAV 1
003	TF	DOBEL	-	269 / (273.3)	-4.0	31.4	-	-	-	-	RNAV 1
004	TF	ODDON	-	263 / (266.9)	-4.0	25.1	-	-	-	-	RNAV 1

RNAV RWY 22 L via GOLGA 2F

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	LEVDO	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH815	-	-	-4.0	-	R	-	-	-	RNAV 1
003	TF	CH816	-	350 / (354.0)	-4.0	12.0	R	-	-	-	RNAV 1
004	TF	MIRGO	-	325 / (329.1)	-4.0	18.1	L	-	-	-	RNAV 1
005	TF	GOLGA	-	327 / (330.5)	-4.0	20.6	-	-	-	-	RNAV 1

Changes: ODN VOR and ODN 2F withdrawn. WPT ODDON and ODDON 1F added. Editorial.

Tabular description:

RNAV RWY 22 L via VEDAR 2F

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	LEVDO	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH815	-	-	-4.0	-	R	-	-	-	RNAV 1
003	TF	CH816	-	350 / (354.0)	-4.0	12.0	R	-	-	-	RNAV 1
004	TF	NOVPO	-	353 / (356.8)	-4.0	19.8	-	-	-	-	RNAV 1
005	TF	VEDAR	-	347 / (351.3)	-4.0	25.9	-	-	-	-	RNAV 1

RNAV RWY 22 L via KEMAX 2F

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	LEVDO	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH818	-	-	-4.0	-	L	-	-	-	RNAV 1
003	TF	CH819	-	103 / (106.6)	-4.0	8.1	L	-	-	-	RNAV 1
004	TF	CH821	-	009 / (012.5)	-4.0	16.1	L	-	-	-	RNAV 1
005	TF	KEMAX	-	033 / (037.2)	-4.0	35.9	R	-	-	-	RNAV 1

RNAV RWY 22 L via SIMEG 2F

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	LEVDO	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH818	-	-	-4.0	-	L	-	-	-	RNAV 1
003	TF	CH819	-	103 / (106.6)	-4.0	8.1	L	-	-	-	RNAV 1
004	TF	CH820	-	103 / (106.7)	-4.0	11.3	-	-	-	-	RNAV 1
005	TF	SIMEG	-	103 / (107.0)	-4.0	17.3	-	-	-	-	RNAV 1

RNAV RWY 22 L via SALLO 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	LEVDO	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH818	-	-	-4.0	-	L	-	-	-	RNAV 1
003	TF	CH819	-	103 / (106.6)	-4.0	8.1	L	-	-	-	RNAV 1
004	TF	CH820	-	103 / (106.7)	-4.0	11.3	-	-	-	-	RNAV 1
005	TF	SALLO	-	149 / (153.2)	-4.0	28.2	R	-	-	-	RNAV 1

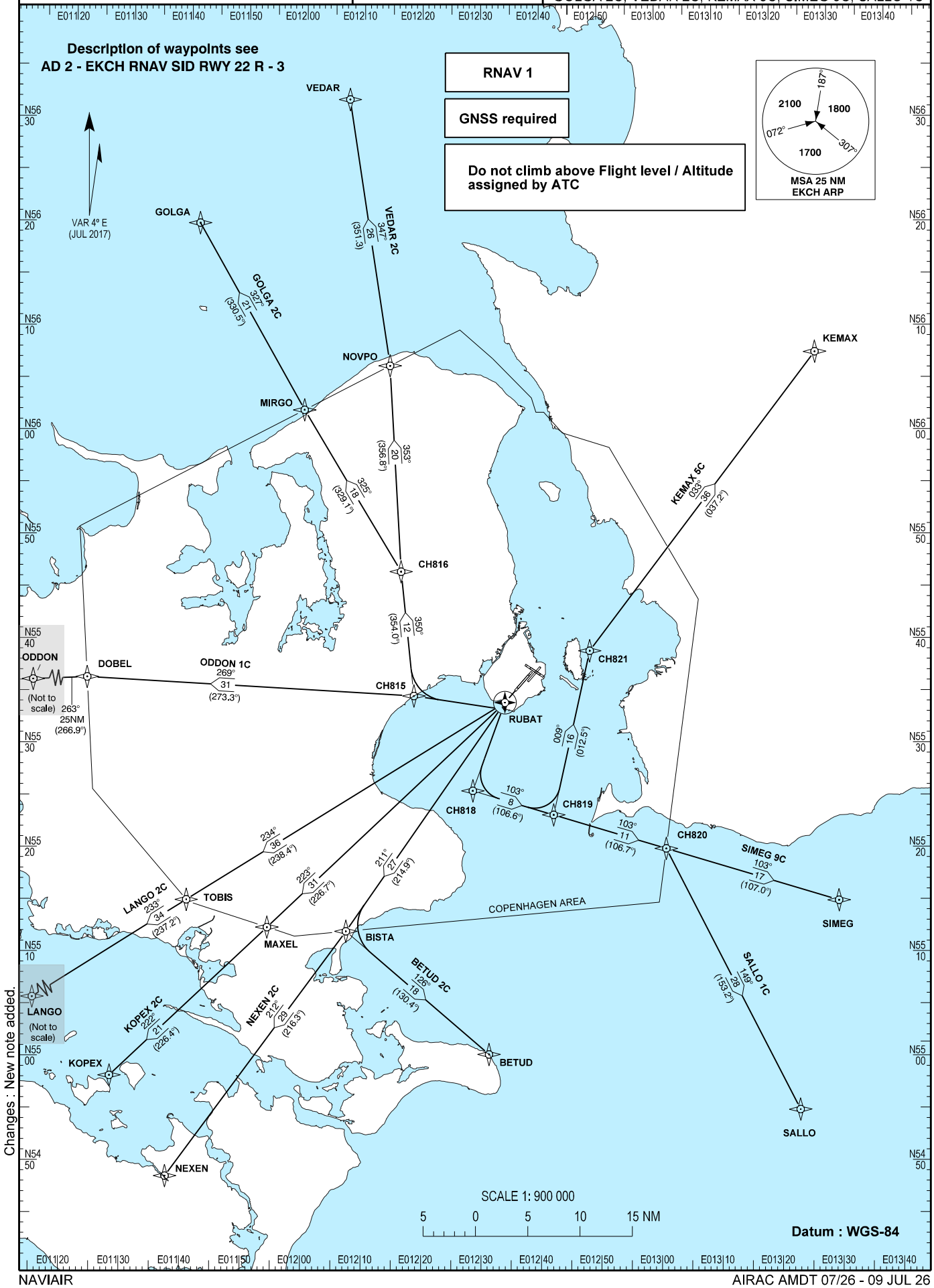
Changes: Editorial.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 22 R - 1
København / Kastrup
BETUD 2C, NEXEN 2C, KOPEX 2C, LANGO 2C, ODDON 1C
GOLGA 2C, VEDAR 2C, KEMAX 5C, SIMEG 9C, SALLO 1C



Changes : New note added.

Designator	Route	Climb to	Contact	Restrictions
BETUD 2C	Track RUBAT - BISTA - BETUD	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	See note 1 below
NEXEN 2C	Track RUBAT - BISTA - NEXEN	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
KOPEX 2C	Track RUBAT - MAXEL - KOPEX	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Propeller ACFT only
LANGO 2C	Track RUBAT - TOBIS - LANGO	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
ODDON 1C	Track RUBAT - CH815 - DOBEL - ODDON	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
GOLGA 2C	Track RUBAT - CH815 - CH816 - MIRGO - GOLGA	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
VEDAR 2C	Track RUBAT - CH815 - CH816 - NOVPO - VEDAR	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
KEMAX 5C	Track RUBAT - CH818 - CH819 - CH821 - KEMAX	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SIMEG 9C	Track RUBAT - CH818 - CH819 - CH820 - SIMEG	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SALLO 1C	Track RUBAT - CH818 - CH819 - CH820 - SALLO	FL 70 (or requested level if lower)	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	

Note 1. SID BETUD available only to operators not permitted to over fly Swedish territory.
Generally SID SIMEG or SID SALLO applies.
Flight planning of SID BETUD is restricted to maximum FL 070 until BETUD.

RNAV 1 required.

SSR - code: When instructed for line-up, squawk assigned SSR-code. See AD 2 - EKCH - 8 item 6.7 for details regarding transponder use.

Noise abatement: No turns allowed before RUBAT.

Climb Gradient: MNM 400 FT/NM (6.6%) up to FL 70 for ATC purposes. At first contact with TWR state if unable to comply.

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.

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

Radar vectoring: Radar vectoring will normally be provided by KASTRUP DEPARTURE to expedite traffic

Radio failure: Climb to level assigned to the SID. Maintain until the departure designation point (KEMAX, SIMEG, SALLO, BETUD, NEXEN, KOPEX, LANGO, ODDON, GOLGA or VEDAR). Then climb to the FL stated in the flight plan.
In case of radio failure under radar vectoring, aircraft shall as quickly as possible revert to the assigned SID.

CPDLC: CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.

Non RNAV 1 equipped ACFT:
At first contact with TWR state inability to follow SID. After departure climb straight ahead to FL 70 for radar vectoring to SID designation point.
Contact KASTRUP DEPARTURE on the frequency for the relevant SID as listed above.
Speed limit, and climb gradient listed above apply. Radio failure: Standard Doc 7030 rules apply.

Changes : ODN VOR and ODN 2C withdrawn. WPT ODDON and ODDON 1C added.

Waypoint	Latitude	Longitude
BETUD	55 00 26.08N	012 31 20.77E
BISTA	55 12 12.18N	012 07 22.98E
DOBEL	55 36 21.88N	011 23 23.75E
GOLGA	56 19 59.06N	011 41 42.18E
KEMAX	56 07 35.00N	013 27 14.00E
KOPEX	54 58 13.37N	011 28 03.68E
LANGO	54 56 44.27N	010 51 22.71E
MAXEL	55 12 33.31N	011 54 08.93E
MIRGO	56 02 08.51N	011 59 52.89E
NEXEN	54 48 38.80N	011 37 30.87E
NOVPO	56 06 24.00N	012 14 28.00E
ODDON	55 34 51.64N	010 39 10.76E

Waypoint	Latitude	Longitude
RUBAT	55 34 08.50N	012 34 03.90E
SALLO	54 55 00.00N	013 23 10.30E
SIMEG	55 15 00.00N	013 30 04.00E
TOBIS	55 15 08.48N	011 40 34.61E
VEDAR	56 31 54.00N	012 07 25.00E
CH815	55 34 46.44N	012 18 41.13E
CH816	55 46 40.79N	012 16 27.49E
CH818	55 25 41.61N	012 28 38.85E
CH819	55 23 22.64N	012 42 15.42E
CH820	55 20 06.61N	013 01 09.73E
CH821	55 39 05.50N	012 48 26.52E

Changes : ODN VOR withdrawn and WPT ODDON added. Editorial.

Tabular description:

RNAV RWY 22 R via BETUD 2C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	RUBAT	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	BISTA	-	211 / (214.9)	-4.0	26.7	-	-	-	-	RNAV 1
003	TF	BETUD	-	126 / (130.4)	-4.0	18.1	L	-	-	-	RNAV 1

RNAV RWY 22 R via NEXEN 2C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	RUBAT	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	BISTA	-	211 / (214.9)	-4.0	26.7	-	-	-	-	RNAV 1
003	TF	NEXEN	-	212 / (216.3)	-4.0	29.2	-	-	-	-	RNAV 1

RNAV RWY 22 R via KOPEX 2C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	RUBAT	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	MAXEL	-	223 / (226.7)	-4.0	31.4	-	-	-	-	RNAV 1
003	TF	KOPEX	-	222 / (226.4)	-4.0	20.8	-	-	-	-	RNAV 1

RNAV RWY 22 R via LANGO 2C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	RUBAT	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	TF	TOBIS	-	234 / (238.4)	-4.0	35.9	R	-	-	-	RNAV 1
003	TF	LANGO	-	233 / (237.2)	-4.0	33.7	-	-	-	-	RNAV 1

RNAV RWY 22 R via ODDON 1C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	RUBAT	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH815	-	-	-4.0	-	R	-	-	-	RNAV 1
003	TF	DOBEL	-	269 / (273.3)	-4.0	31.4	-	-	-	-	RNAV 1
004	TF	ODDON	-	263 / (266.9)	-4.0	25.1	-	-	-	-	RNAV 1

RNAV RWY 22 R via GOLGA 2C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	RUBAT	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH815	-	-	-4.0	-	R	-	-	-	RNAV 1
003	TF	CH816	-	350 / (354.0)	-4.0	12.0	R	-	-	-	RNAV 1
004	TF	MIRGO	-	325 / (329.1)	-4.0	18.1	L	-	-	-	RNAV 1
005	TF	GOLGA	-	327 / (330.5)	-4.0	20.6	-	-	-	-	RNAV 1

Changes : ODN VOR and ODN 2C withdrawn. WPT ODDON and ODDON 1C added. Editorial.

Tabular description:

RNAV RWY 22 R via VEDAR 2C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	RUBAT	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH815	-	-	-4.0	-	R	-	-	-	RNAV 1
003	TF	CH816	-	350 / (354.0)	-4.0	12.0	R	-	-	-	RNAV 1
004	TF	NOVPO	-	353 / (356.8)	-4.0	19.8	-	-	-	-	RNAV 1
005	TF	VEDAR	-	347 / (351.3)	-4.0	25.9	-	-	-	-	RNAV 1

RNAV RWY 22 R via KEMAX 5C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	RUBAT	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH818	-	-	-4.0	-	L	-	-	-	RNAV 1
003	TF	CH819	-	103 / (106.6)	-4.0	8.1	L	-	-	-	RNAV 1
004	TF	CH821	-	009 / (012.5)	-4.0	16.1	L	-	-	-	RNAV 1
005	TF	KEMAX	-	033 / (037.2)	-4.0	35.9	R	-	-	-	RNAV 1

RNAV RWY 22 R via SIMEG 9C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	RUBAT	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH818	-	-	-4.0	-	L	-	-	-	RNAV 1
003	TF	CH819	-	103 / (106.6)	-4.0	8.1	L	-	-	-	RNAV 1
004	TF	CH820	-	103 / (106.7)	-4.0	11.3	-	-	-	-	RNAV 1
005	TF	SIMEG	-	103 / (107.0)	-4.0	17.3	-	-	-	-	RNAV 1

RNAV RWY 22 R via SALLO 1C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	RUBAT	Y	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH818	-	-	-4.0	-	L	-	-	-	RNAV 1
003	TF	CH819	-	103 / (106.6)	-4.0	8.1	L	-	-	-	RNAV 1
004	TF	CH820	-	103 / (106.7)	-4.0	11.3	-	-	-	-	RNAV 1
005	TF	SALLO	-	149 / (153.2)	-4.0	28.2	R	-	-	-	RNAV 1

Changes: Editorial.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 12 - 1
København / Kastrup
KEMAX 6B, SIMEG 9B, SALLO 1B, BETUD 3B, NEXEN 3B, KOPEX 3B, LANGO 3B, ODDON 1B, GOLGA 3B, VEDAR 3B

Description of waypoints see AD 2 - EKCH RNAV SID RWY 12 - 3

RNAV 1

GNSS required

Do not climb above Flight level / Altitude assigned by ATC

MSA 25 NM
ARP EKCH
2100
1800
1700
187°
072°
307°

VAR 4° E
(JUL 2017)

VEDAR
VEDAR 3B 347° 26 (351.3)
GOLGA
GOLGA 3B 327° 27 (330.5°)
NOVPO
MIRGO
309° 17 (313.3°)
286° 22 (290.0°)
KEMAX
KEMAX 6B
CH813
299° 8 (302.9°)
CH812
ODDON 1B 243° 45 (246.6°)
ODDON
(Not to scale)
DOBEL
263° 25NM (266.9°)
SEZAC
119° (123.2°)
CH810
SIMEG 9B 126° 23 (130.0°)
CH811
256° 37 (260.1°)
TOBIS
LANGO 3B 233° 34 (237.2°)
MAXEL
248° 30 (252.4°)
242° 23 (245.7°)
BISTA
COPENHAGEN AREA
SIMEG
SALLO 1B 155° 37 (158.8°)
BETUD 3B 126° 18 (130.4°)
LANGO
(Not to scale)
KOPEX 3B 222° 21 (226.4°)
NEXEN 3B 212° 29 (216.3°)
KOPEX
BETUD
SALLO
NEXEN

SCALE 1: 900 000
5 0 5 10 15 NM

Datum : WGS-84

Changes : New note added.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Designator	Route	Climb to	Contact	Restrictions
BETUD 3B	Track extended centreline to SEZAC - CH811 - BISTA - BETUD	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	See note 1 below
NEXEN 3B	Track extended centreline to SEZAC - CH811 - BISTA - NEXEN	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
KOPEX 3B	Track extended centreline to SEZAC - CH811 - MAXEL - KOPEX	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Propeller ACFT only
LANGO 3B	Track extended centreline to SEZAC - CH811 - TOBIS - LANGO	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
ODDON 1B	Track extended centreline to SEZAC - CH812 - CH813 - DOBEL - ODDON	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
GOLGA 3B	Track extended centreline to SEZAC - CH812 - CH813 - MIRGO - GOLGA	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
VEDAR 3B	Track extended centreline to SEZAC - CH812 - CH813 - NOVPO - VEDAR	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
KEMAX 6B	Track extended centreline to SEZAC - KEMAX	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
SIMEG 9B	Track extended centreline to SEZAC - CH810 - SIMEG	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SALLO 1B	Track extended centreline to SEZAC - CH810 - SALLO	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	

Note 1. SID BETUD available only to operators not permitted to over fly Swedish territory.
Generally SID SIMEG or SID SALLO applies.
Flight planning of SID BETUD is restricted to maximum FL 070 until BETUD.

RNAV 1 required

SSR - code: When instructed for line-up, squawk assigned SSR-code. See AD 2 - EKCH - 8 item 6.7 for details regarding transponder use.

Climb Gradient: MNM 400 FT/NM (6.6%) up to FL 70 for ATC purposes. At first contact with TWR state if unable to comply.

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.

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

Radar vectoring: Radar vectoring will normally be provided by KASTRUP DEPARTURE to expedite traffic.

Radio failure: Climb to level assigned to the SID. Maintain until the departure designation point (KEMAX, SIMEG, SALLO, BETUD, NEXEN, KOPEX, LANGO, ODDON, GOLGA or VEDAR). Then climb to the FL stated in the flight plan.
In case of radio failure under radar vectoring, aircraft shall as quickly as possible revert to the assigned SID.

CPDLC: CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.

Non RNAV 1 equipped ACFT:
At first contact with TWR state inability to follow SID. After departure climb straight ahead to 4000 FT for radar vectoring to SID designation point. Contact KASTRUP DEPARTURE on the frequency for the relevant SID as listed above.
Speed limit, and climb gradient listed above apply. Radio failure: Standard Doc 7030 rules apply.

Changes : ODN VOR and ODN 3B withdrawn. WPT ODDON and ODDON 1B added.

Waypoint	Latitude	Longitude
BETUD	55 00 26.08N	012 31 20.77E
BISTA	55 12 12.18N	012 07 22.98E
DOBEL	55 36 21.88N	011 23 23.75E
GOLGA	56 19 59.06N	011 41 42.18E
KEMAX	56 07 35.00N	013 27 14.00E
KOPEX	54 58 13.37N	011 28 03.68E
LANGO	54 56 44.27N	010 51 22.71E
MAXEL	55 12 33.31N	011 54 08.93E
MIRGO	56 02 08.51N	011 59 52.89E
NEXEN	54 48 38.80N	011 37 30.87E
NOVPO	56 06 24.00N	012 14 28.00E

Waypoint	Latitude	Longitude
ODDON	55 34 51.64N	010 39 10.76E
SALLO	54 55 00.00N	013 23 10.30E
SEZAC	55 35 48.03N	012 42 48.07E
SIMEG	55 15 00.00N	013 30 04.00E
TOBIS	55 15 08.48N	011 40 34.61E
VEDAR	56 31 54.00N	012 07 25.00E
CH810	55 29 29.92N	012 59 59.55E
CH811	55 21 43.76N	012 43 56.07E
CH812	55 50 13.56N	012 49 05.95E
CH813	55 54 42.36N	012 36 45.59E

Changes : ODN VOR withdrawn. WPT ODDON added.

Tabular description:

RNAV RWY 12 via KEMAX 6B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	SEZAC	Y	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	KEMAX	-	-	-4.0	-	L	-	-	-	RNAV 1

RNAV RWY 12 via SIMEG 9B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	SEZAC	Y	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH810	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	SIMEG	-	126 / (130.0)	-4.0	22.5	-	-	-	-	RNAV 1

RNAV RWY 12 via SALLO 1B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	SEZAC	Y	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH810	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	SALLO	-	155 / (158.8)	-4.0	37.0	R	-	-	-	RNAV 1

RNAV RWY 12 via BETUD 3B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	SEZAC	Y	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH811	-	-	-4.0	-	R	-	-	-	RNAV 1
003	TF	BISTA	-	242 / (245.7)	-4.0	23.0	R	-	-	-	RNAV 1
004	TF	BETUD	-	126 / (130.4)	-4.0	18.1	L	-	-	-	RNAV 1

RNAV RWY 12 via NEXEN 3B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	SEZAC	Y	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH811	-	-	-4.0	-	R	-	-	-	RNAV 1
003	TF	BISTA	-	242 / (245.7)	-4.0	23.0	R	-	-	-	RNAV 1
004	TF	NEXEN	-	212 / (216.3)	-4.0	29.2	L	-	-	-	RNAV 1

Changes: Editorial.

Tabular description:

RNAV RWY 12 via KOPEX 3B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	SEZAC	Y	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH811	-	-	-4.0	-	R	-	-	-	RNAV 1
003	TF	MAXEL	-	248 / (252.4)	-4.0	29.9	R	-	-	-	RNAV 1
004	TF	KOPEX	-	222 / (226.4)	-4.0	20.8	L	-	-	-	RNAV 1

RNAV RWY 12 via LANGO 3B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	SEZAC	Y	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH811	-	-	-4.0	-	R	-	-	-	RNAV 1
003	TF	TOBIS	-	256 / (260.1)	-4.0	36.8	R	-	-	-	RNAV 1
004	TF	LANGO	-	233 / (237.2)	-4.0	33.7	L	-	-	-	RNAV 1

RNAV RWY 12 via ODDON 1B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	SEZAC	Y	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH812	-	-	-4.0	-	L	-	-	-	RNAV 1
003	TF	CH813	-	299 / (302.9)	-4.0	8.3	L	-	-	-	RNAV 1
004	TF	DOBEL	-	243 / (246.6)	-4.0	45.3	L	-	-	-	RNAV 1
005	TF	ODDON	-	263 / (266.9)	-4.0	25.1	R	-	-	-	RNAV 1

RNAV RWY 12 via GOLGA 3B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	SEZAC	Y	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH812	-	-	-4.0	-	L	-	-	-	RNAV 1
003	TF	CH813	-	299 / (302.9)	-4.0	8.3	L	-	-	-	RNAV 1
004	TF	MIRGO	-	286 / (290.0)	-4.0	22.0	-	-	-	-	RNAV 1
005	TF	GOLGA	-	327 / (330.5)	-4.0	20.6	R	-	-	-	RNAV 1

RNAV RWY 12 via VEDAR 3B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	SEZAC	Y	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH812	-	-	-4.0	-	L	-	-	-	RNAV 1
003	TF	CH813	-	299 / (302.9)	-4.0	8.3	L	-	-	-	RNAV 1
004	TF	NOVPO	-	309 / (313.3)	-4.0	17.1	-	-	-	-	RNAV 1
005	TF	VEDAR	-	347 / (351.3)	-4.0	25.9	R	-	-	-	RNAV 1

Changes: ODN VOR and ODN 3B withdrawn. WPT ODDON and ODDON 1B added. Editorial.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 30 - 1
København / Kastrup
KEMAX 6D, SIMEG 9D, SALLO 1D, BETUD 3D, NEXEN 3D, KOPEX 3D, LANGO 3D, ODDON 1D, GOLGA 3D, VEDAR 3D

Description of waypoints see AD 2 - EKCH RNAV SID RWY 30 - 3

RNAV 1

GNSS required

Do not climb above Flight level / Altitude assigned by ATC

MSA 25 NM
ARP EKCH
2100 1800 1700
187° 072° 307°

VAR 4° E
(JUL 2017)

VEDAR
VEDAR 3D 347° 26 (351.3°)
GOLGA
GOLGA 3D 327° 21 (330.5°)
NOVPO
MIRGO
008° 16 (012.0°)
332° 12 (336.4°)
KEMAX
KEMAX 6D 060° 29 (063.8°)
CH829
CH824
309° 13 (313.1°)
031° 15 (034.8°)
CH822
CH825
ODDON 1D 259° 34 (262.5°)
ODDON
(Not to scale)
263° 25NM (266.9°)
DOBEL
BAFIQ
CH826
219° 8 (223.2°)
186.8° 9 19.2
CH827
086° 15 (089.8°)
CH828
119° 7 (122.9°)
CH830
219° 21 (223.0°)
184° 23 (187.7°)
202° 25 (205.5°)
SIMEG 9D 119° 24 (123.0°)
SIMEG
TOBIS
MAXEL
BISTA
COPENHAGEN AREA
SALLO 1D 150° 37 (153.8°)
LANGO 3D 233° 34 (237.2°)
BETUD 3D 126° 18 (130.4°)
LANGO
(Not to scale)
KOPEX 3D 225° 21 (226.4°)
NEXEN 3D 212° 29 (216.3°)
KOPEX
BETUD
SALLO
NEXEN

SCALE 1: 900 000
5 0 5 10 15 NM

Datum : WGS-84

Changes : New note added.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Designator	Route	Climb to	Contact	Restrictions
BETUD 3D	Track extended centerline to BAFIQ - CH825 - CH826 - BISTA - BETUD	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	See note 1 below
NEXEN 3D	Track extended centerline to BAFIQ - CH825 - CH826 - BISTA - NEXEN	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
KOPEX 3D	Track extended centerline to BAFIQ - CH825 - CH826 - MAXEL - KOPEX	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Propeller ACFT only
LANGO 3D	Track extended centerline to BAFIQ - CH825 - CH826 - TOBIS - LANGO	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
ODDON 1D	Track extended centerline to BAFIQ - CH825 - DOBEL - ODDON	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
GOLGA 3D	Track extended centerline to BAFIQ - CH822 - CH824 - MIRGO - GOLGA	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
VEDAR 3D	Track extended centerline to BAFIQ - CH822 - CH824 - NOVPO - VEDAR	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
KEMAX 6D	Track extended centerline to BAFIQ - CH822 - CH829 - KEMAX	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
SIMEG 9D	Track extended centerline to BAFIQ - CH825 - CH827 - CH828 - CH830 - SIMEG	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SALLO 1D	Track extended centerline to BAFIQ - CH825 - CH827 - CH828 - CH830 - SALLO	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	

Note 1. SID BETUD available only to operators not permitted to over fly Swedish territory.
Generally SID SIMEG or SID SALLO applies.
Flight planning of SID BETUD is restricted to maximum FL 070 until BETUD.

RNAV 1 required

SSR - code: When instructed for line-up, squawk assigned SSR-code. See AD 2 - EKCH - 8 Item 6.7 for details regarding transponder use.

Climb Gradient: MNM 400 FT/NM (6.6%) up to FL 70 for ATC purposes. At first contact with TWR state if unable to comply.

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.

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

Radar vectoring: Radar vectoring will normally be provided by KASTRUP DEPARTURE to expedite traffic.

Radio failure: Climb to level assigned to the SID. Maintain until the departure designation point (KEMAX, SIMEG, SALLO, BETUD, NEXEN, KOPEX, LANGO, ODDON, GOLGA or VEDAR). Then climb to the FL stated in the flight plan.
In case of radio failure under radar vectoring, aircraft shall as quickly as possible revert to the assigned SID.

CPDLC: CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.

Non RNAV 1 equipped ACFT:
At first contact with TWR state inability to follow SID. After departure climb straight ahead to 4000 FT for radar vectoring to SID designation point. Contact KASTRUP DEPARTURE on the frequency for the relevant SID as listed above.
Speed limit and climb gradient listed above apply. Radio failure: Standard Doc 7030 rules apply.

Changes : ODN VOR and ODN 3D withdrawn. WPT ODDON and ODDON 1D added.

Waypoint	Latitude	Longitude
BAFIQ	55 38 23.98N	012 35 46.56E
BETUD	55 00 26.08N	012 31 20.77E
BISTA	55 12 12.18N	012 07 22.98E
DOBEL	55 36 21.88N	011 23 23.75E
GOLGA	56 19 59.06N	011 41 42.18E
KEMAX	56 07 35.00N	013 27 14.00E
KOPEX	54 58 13.37N	011 28 03.68E
LANGO	54 56 44.27N	010 51 22.71E
MAXEL	55 12 33.31N	011 54 08.93E
MIRGO	56 02 08.51N	011 59 52.89E
NEXEN	54 48 38.80N	011 37 30.87E
NOVPO	56 06 24.00N	012 14 28.00E
ODDON	55 34 51.64N	010 39 10.76E

Waypoint	Latitude	Longitude
SALLO	54 55 00.00N	013 23 10.30E
SIMEG	55 15 00.00N	013 30 04.00E
TOBIS	55 15 08.48N	011 40 34.61E
VEDAR	56 31 54.00N	012 07 25.00E
CH822	55 42 24.78N	012 24 50.99E
CH824	55 50 56.61N	012 08 36.21E
CH825	55 41 01.71N	012 22 53.96E
CH826	55 34 54.64N	012 12 46.62E
CH827	55 32 06.75N	012 18 26.50E
CH828	55 32 06.74N	012 44 06.59E
CH829	55 54 46.08N	012 40 08.35E
CH830	55 28 06.20N	012 54 59.30E

Changes : ODN VOR withdrawn. WPT ODDON added. Editorial.

Tabular description:

RNAV RWY 30 via KEMAX 6D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	BAFIQ	Y	299 / (303.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH822	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	CH829	-	031 / (034.8)	-4.0	15.1	R	-	-	-	RNAV 1
004	TF	KEMAX	-	060 / (063.8)	-4.0	29.4	R	-	-	-	RNAV 1

RNAV RWY 30 via SIMEG 9D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	BAFIQ	Y	299 / (303.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH825	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	CH827	-	192 / (195.8)	-4.0	9.3	L	-	-	-	RNAV 1
004	TF	CH828	-	086 / (089.8)	-4.0	14.6	L	-	-	-	RNAV 1
005	TF	CH830	-	119 / (122.9)	-4.0	7.4	R	-	-	-	RNAV 1
006	TF	SIMEG	-	119 / (123.0)	-4.0	23.9	-	-	-	-	RNAV 1

RNAV RWY 30 via SALLO 1D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	BAFIQ	Y	299 / (303.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH825	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	CH827	-	192 / (195.8)	-4.0	9.3	L	-	-	-	RNAV 1
004	TF	CH828	-	086 / (089.8)	-4.0	14.6	L	-	-	-	RNAV 1
005	TF	CH830	-	119 / (122.9)	-4.0	7.4	R	-	-	-	RNAV 1
006	TF	SALLO	-	150 / (153.8)	-4.0	36.9	R	-	-	-	RNAV 1

RNAV RWY 30 via BETUD 3D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	BAFIQ	Y	299 / (303.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH825	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	CH826	-	219 / (223.2)	-4.0	8.4	L	-	-	-	RNAV 1
004	TF	BISTA	-	184 / (187.7)	-4.0	23.0	L	-	-	-	RNAV 1
005	TF	BETUD	-	126 / (130.4)	-4.0	18.1	L	-	-	-	RNAV 1

RNAV RWY 30 via NEXEN 3D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	BAFIQ	Y	299 / (303.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH825	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	CH826	-	219 / (223.2)	-4.0	8.4	L	-	-	-	RNAV 1
004	TF	BISTA	-	184 / (187.7)	-4.0	23.0	L	-	-	-	RNAV 1
005	TF	NEXEN	-	212 / (216.3)	-4.0	29.2	R	-	-	-	RNAV 1

Changes: Editorial.

Tabular description:

RNAV RWY 30 via KOPEX 3D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	BAFIQ	Y	299 / (303.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH825	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	CH826	-	219 / (223.2)	-4.0	8.4	L	-	-	-	RNAV 1
004	TF	MAXEL	-	202 / (205.5)	-4.0	24.8	L	-	-	-	RNAV 1
005	TF	KOPEX	-	222 / (226.4)	-4.0	20.8	R	-	-	-	RNAV 1

RNAV RWY 30 via LANGO 3D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	BAFIQ	Y	299 / (303.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH825	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	CH826	-	219 / (223.2)	-4.0	8.4	L	-	-	-	RNAV 1
004	TF	TOBIS	-	219 / (223.0)	-4.0	27.0	-	-	-	-	RNAV 1
005	TF	LANGO	-	233 / (237.2)	-4.0	33.7	-	-	-	-	RNAV 1

RNAV RWY 30 via ODDON 1D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	BAFIQ	Y	299 / (303.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH825	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	DOBEL	-	259 / (262.5)	-4.0	34.0	L	-	-	-	RNAV 1
004	TF	ODDON	-	263 / (266.9)	-4.0	25.1	-	-	-	-	RNAV 1

RNAV RWY 30 via GOLGA 3D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	BAFIQ	Y	299 / (303.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH822	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	CH824	-	309 / (313.1)	-4.0	12.5	-	-	-	-	RNAV 1
004	TF	MIRGO	-	332 / (336.4)	-4.0	12.2	R	-	-	-	RNAV 1
005	TF	GOLGA	-	327 / (330.5)	-4.0	20.6	-	-	-	-	RNAV 1

RNAV RWY 30 via VEDAR 3D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	CF	BAFIQ	Y	299 / (303.2)	-4.0	-	-	-	-	-	RNAV 1
002	DF	CH822	-	-	-4.0	-	-	-	-	-	RNAV 1
003	TF	CH824	-	309 / (313.1)	-4.0	12.5	-	-	-	-	RNAV 1
004	TF	NOVPO	-	008 / (012.0)	-4.0	15.8	R	-	-	-	RNAV 1
005	TF	VEDAR	-	347 / (351.3)	-4.0	25.9	L	-	-	-	RNAV 1

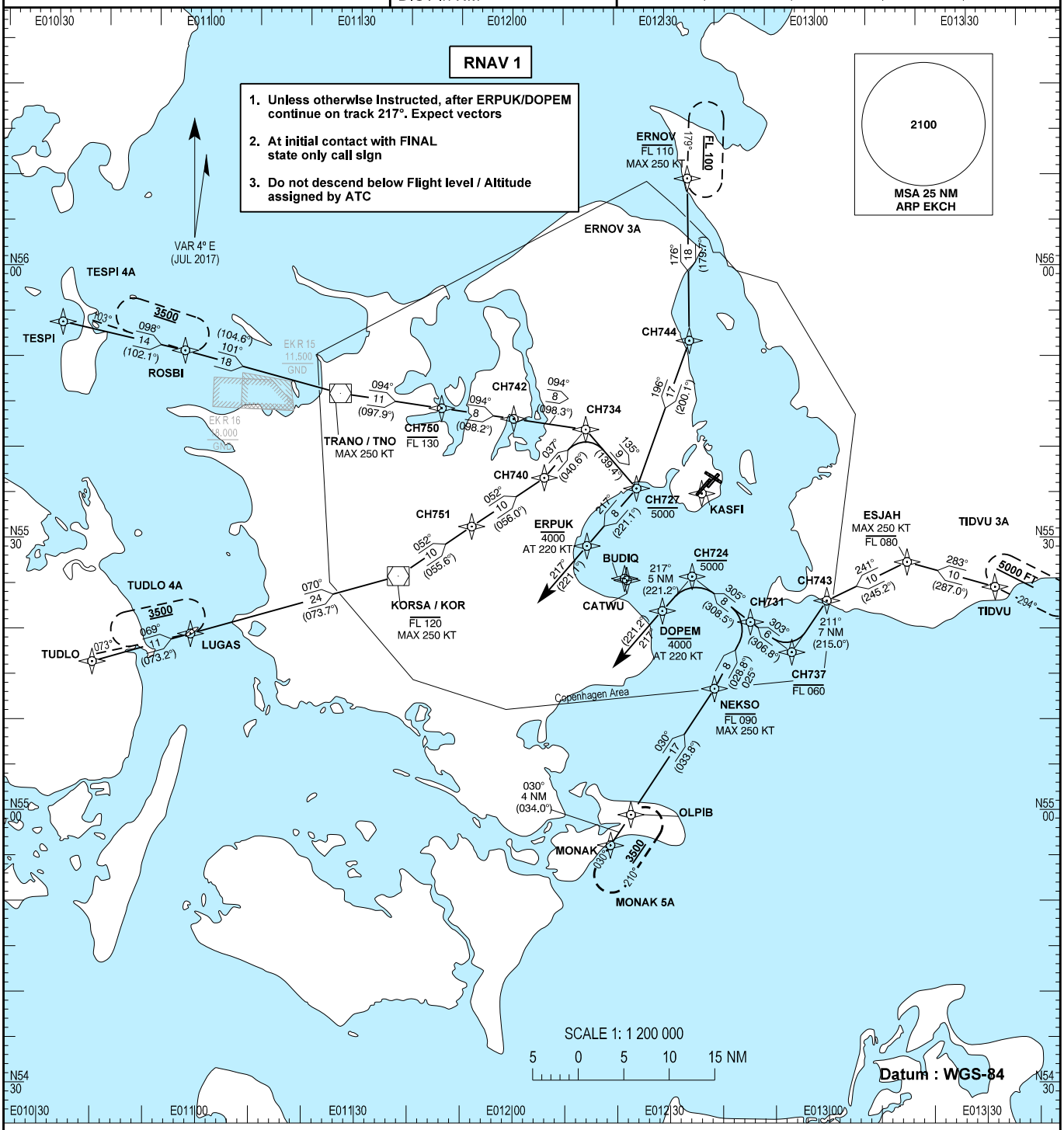
Changes : ODDON 1B Corrected to ODDON 1D.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV STAR RWY 04 L / R - 1
København / Kastrup
TESPI 4A, TUDLO 4A, MONAK 5A, TIDVU 3A, ERNOV 3A



Description of waypoints see;
AD 2 - EKCH RNAV STAR RWY 04 L / R - 2

Changes : New note added.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Designator	Route	Descend	Restrictions	Remarks
TESPI 4A	TESPI - ROSBI - TNO - CH750 - CH742 - CH734 - CH727 - ERPUK - Radar vectoring.	As cleared	After TNO MAX IAS 250 KT Cross CH750 FL 130 or below Cross CH727 5000 FT or below Cross ERPUK 4000 FT or below After ERPUK IAS at 220 KT	Domestic traffic may flight plan to join this arrival at TNO
TUDLO 4A	TUDLO - LUGAS - KOR - CH751 - CH740 - CH734 - CH727 - ERPUK - Radar vectoring.	As cleared	After KOR MAX IAS 250 KT Cross KOR FL 120 or below Cross CH727 5000 FT or below Cross ERPUK 4000 FT or below After ERPUK IAS at 220 KT	Domestic traffic may flight plan to join this arrival at KOR
MONAK 5A	MONAK - OLPIB - NEKSO - CH731 - CH724 - DOPEM - Radar vectoring.	As cleared	After NEKSO MAX IAS 250 KT Cross NEKSO FL 090 or below Cross CH724 5000 FT or below Cross DOPEM 4000 FT or below After DOPEM IAS at 220 KT	
TIDVU 3A	TIDVU - ESJAH - CH743 - CH737 - CH731 - CH724 - DOPEM - Radar vectoring.	As cleared	After ESJAH MAX IAS 250 KT Cross ESJAH at FL 080 or below Cross CH737 FL 060 or below Cross CH724 5000 FT or below Cross DOPEM 4000 FT or below After DOPEM IAS at 220 KT	
ERNOV 3A	ERNOV - CH744 - CH727 - ERPUK - Radar vectoring.	As cleared	After ERNOV MAX IAS 250 KT Cross ERNOV FL 110 or below Cross CH727 5000 FT or below Cross ERPUK 4000 FT or below After ERPUK IAS at 220 KT	
BUDIQ **CATWU** **ZAQQI** **EQJET**	DCT	As cleared		If traffic permits and in order to expedite traffic, direct routing to mentioned waypoint may occur

At first contact with APPROACH, state type of aircraft.
At initial contact with FINAL, state only call sign.
Radio Communication failure during IFR approach:

1. Squawk 7600.
   If possible, call Supervisor EKDK TEL +45 32 48 19 33. Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded. If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.
2. In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (ERNOV, TIDVU, OLPIB, LUGAS, ROSBI). Descend to FL 80 (FL 100 for ERNOV) in the holding pattern. If already at a lower level, maintain that level. From the primary holding pattern proceed via ERNOV, TIDVU, OLPIB, KOR or TNO VOR direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude. If radio communication failure occur during vectoring or after passing over or abeam the primary holding fix, proceed direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude.
3. When distance to KASFI is 15 NM or less descend to 5000 FT.
4. After KASFI descend to 3000 FT and proceed direct relevant IAF according to table below.

	Entry via	ERNOV	TIDVU	OLPIB	LUGAS	ROSBI
RWY in use for landing						
04L		EQJET	ZAQQI	ZAQQI	EQJET	EQJET
04R		EQJET	ZAQQI	ZAQQI	EQJET	EQJET

5. From IAF perform the appropriate instrument approach procedure.
   If radio communication failure occurs after passing IAF continue approach procedure.
   Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH724 equals approximate 24 NM to THR).

Waypoint	Latitude	Longitude	Waypoint	Latitude	Longitude
BUDIQ	55 26 07.78N	012 21 45.98E	TUDLO	55 16 33.00N	010 38 52.00E
CATWU	55 25 54.60N	012 22 10.20E	ZAQQI	55 30 58.35N	012 18 41.73E
DOPEM	55 22 31.00N	012 29 01.00E	KOR	55 26 21.71N	011 37 53.51E
ERNOV	56 10 07.90N	012 34 25.60E	TNO	55 46 26.74N	011 26 21.08E
EQJET	55 25 04.05N	012 30 36.64E	CH724	55 26 17.35N	012 34 48.79E
ERPUK	55 29 43.00N	012 14 27.00E	CH727	55 36 01.77N	012 24 07.53E
ESJAH	55 27 36.36N	013 16 30.86E	CH731	55 21 13.53N	012 46 01.90E
KASFI	55 35 25.87N	012 36 48.97E	CH734	55 42 32.71N	012 14 15.34E
LUGAS	55 19 47.00N	010 57 47.00E	CH737	55 17 51.08N	012 53 56.87E
MONAK	54 56 44.00N	012 18 49.00E	CH740	55 37 13.86N	012 06 11.64E
NEKSO	55 13 55.00N	012 38 58.00E	CH742	55 43 43.30N	012 00 13.16E
OLPIB	55 00 05.40N	012 22 45.16E	CH743	55 23 28.74N	013 00 50.45E
ROSBI	55 50 58.00N	010 55 55.00E	CH744	55 52 16.76N	012 34 36.23E
TESPI	55 53 54.00N	010 31 52.00E	CH750	55 44 52.28N	011 46 10.15E
TIDVU	55 24 40.70N	013 33 27.10E	CH751	55 31 51.13N	011 52 04.40E

Changes : All STAR designators changed. Altitude restriction for WPT CH724 and CH727 added. RCF IAF DOPEM and ERPUK changed to EQJET and ZAQQI. Editorial changes.

Tabular description

RNAV RWY 04 L / R via TESPI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TESPI	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	ROSBI	-	098 / (102.1)	-4.0	13.9	-	-	-	-	RNAV 1
003	TF	TNO	-	101 / (104.6)	-4.0	17.8	-	-	-250	-	RNAV 1
004	TF	CH750	-	094 / (097.9)	-4.0	11.3	-	-FL130	-	-	RNAV 1
005	TF	CH742	-	094 / (098.2)	-4.0	8.0	-	-	-	-	RNAV 1
006	TF	CH734	-	094 / (098.3)	-4.0	8.0	-	-	-	-	RNAV 1
007	TF	CH727	-	135 / (139.4)	-4.0	8.6	R	-5000	-	-	RNAV 1
008	TF	ERPUK	-	217 / (221.1)	-4.0	8.4	R	-4000	@220	-	RNAV 1
009	FM	ERPUK	-	217 / (221.1)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 04 L / R via TUDLO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TUDLO	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	LUGAS	-	069 / (073.2)	-4.0	11.3	-	-	-	-	RNAV 1
003	TF	KOR	-	070 / (073.7)	-4.0	23.8	-	-FL120	-250	-	RNAV 1
004	TF	CH751	-	052 / (055.6)	-4.0	9.8	L	-	-	-	RNAV 1
005	TF	CH740	-	052 / (056.0)	-4.0	9.7	-	-	-	-	RNAV 1
006	TF	CH734	-	037 / (040.6)	-4.0	7.0	L	-	-	-	RNAV 1
007	TF	CH727	-	135 / (139.4)	-4.0	8.6	R	-5000	-	-	RNAV 1
008	TF	ERPUK	-	217 / (221.1)	-4.0	8.4	R	-4000	@220	-	RNAV 1
009	FM	ERPUK	-	217 / (221.1)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 04 L / R via MONAK

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	MONAK	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	OLPIB	-	030 / (034.0)	-4.0	4.1	-	-	-	-	RNAV 1
003	TF	NEKSO	-	030 / (033.8)	-4.0	16.7	-	-FL090	-250	-	RNAV 1
004	TF	CH731	-	025 / (028.8)	-4.0	8.4	-	-	-	-	RNAV 1
005	TF	CH724	-	305 / (308.5)	-4.0	8.2	L	-5000	-	-	RNAV 1
006	TF	DOPEM	-	217 / (221.2)	-4.0	5.0	L	-4000	@220	-	RNAV 1
007	FM	DOPEM	-	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 04 L / R via TIDVU

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TIDVU	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	ESJAH	-	283 / (287.0)	-4.0	10.1	-	-FL080	-250	-	RNAV 1
003	TF	CH743	-	241 / (245.2)	-4.0	9.8	L	-	-	-	RNAV 1
004	TF	CH737	-	211 / (215.0)	-4.0	6.9	L	- FL060	-	-	RNAV 1
005	TF	CH731	-	303 / (306.8)	-4.0	5.6	R	-	-	-	RNAV 1
006	TF	CH724	-	305 / (308.5)	-4.0	8.2	-	-5000	-	-	RNAV 1
007	TF	DOPEM	-	217 / (221.2)	-4.0	5.0	L	-4000	@220	-	RNAV 1
008	FM	DOPEM	-	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 04 L / R via ERNOV

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	ERNOV	-	-	-4.0	-	-	-FL110	-250	-	RNAV 1
002	TF	CH744	-	176 / (179.7)	-4.0	17.9	-	-	-	-	RNAV 1
003	TF	CH727	-	196 / (200.1)	-4.0	17.3	R	-5000	-	-	RNAV 1
004	TF	ERPUK	-	217 / (221.1)	-4.0	8.4	R	-4000	@220	-	RNAV 1
005	FM	ERPUK	-	217 / (221.1)	-4.0	-	-	-	-	-	RNAV 1

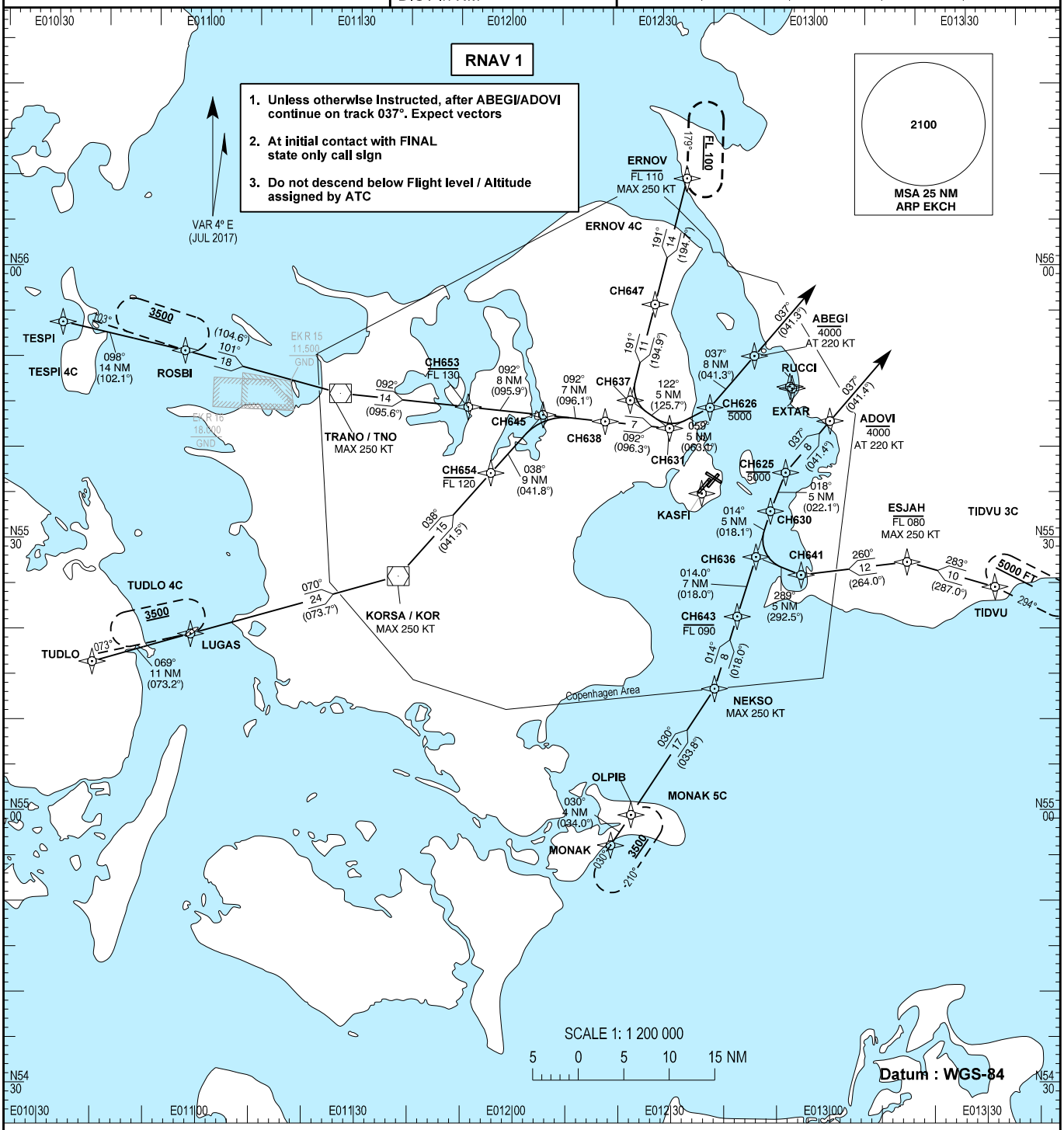
Changes: Altitude restriction for WPT CH724 and CH727 added.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV STAR RWY 22 L / R - 1
København / Kastrup
TESPI 4C, TUDLO 4C, MONAK 5C, TIDVU 3C, ERNOV 4C



Description of waypoints see:
AD 2 - EKCH RNAV STAR RWY 22 L / R - 2

Changes : New note added.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Designator	Route	Descend	Restrictions	Remarks
TESPI 4C	TESPI - ROSBI - TNO - CH653 - CH645 - CH638 - CH631 - CH626 - ABEGI - Radar vectoring.	As cleared	After TNO MAX IAS 250 KT Cross CH653 FL 130 or below Cross CH626 5000 FT or below Cross ABEGI 4000 FT or below After ABEGI IAS at 220 KT	Domestic traffic may flight plan to join this arrival at TNO
TUDLO 4C	TUDLO - LUGAS - KOR - CH654 - CH645 - CH638 - CH631 - CH626 - ABEGI - Radar vectoring.	As cleared	After KOR MAX IAS 250 KT Cross CH654 FL 120 or below Cross CH626 5000 FT or below Cross ABEGI 4000 FT or below After ABEGI IAS at 220 KT	Domestic traffic may flight plan to join this arrival at KOR
MONAK 5C	MONAK - OLPIB - NEKSO - CH643 - CH636 - CH630 - CH625 - ADOVI - Radar vectoring.	As cleared	After NEKSO MAX IAS 250 KT Cross CH643 FL 090 or below Cross CH625 5000 FT or below Cross ADOVI 4000 FT or below After ADOVI IAS at 220 KT	
TIDVU 3C	TIDVU - ESJAH - CH641 - CH636 - CH630 - CH625 - ADOVI - Radar vectoring.	As cleared	After ESJAH MAX IAS 250 KT Cross ESJAH at FL080 or below Cross CH625 5000 FT or below Cross ADOVI 4000 FT or below After ADOVI IAS at 220 KT	
ERNOV 4C	ERNOV - CH647 - CH637 - CH631 - CH626 - ABEGI - Radar vectoring.	As cleared	After ERNOV MAX IAS 250 KT Cross ERNOV FL 110 or below Cross CH626 5000 FT or below Cross ABEGI 4000 FT or below After ABEGI IAS at 220 KT	
EXTAR **RUCCI** **VOCXI** **ODLAQ**	DCT	As cleared		If traffic permits and in order to expedite traffic, direct routing to mentioned waypoint may occur

At first contact with APPROACH, state type of aircraft.
At initial contact with FINAL, state only call sign.
Radio Communication failure during IFR approach:

1. Squawk 7600.
   If possible, call Supervisor EKDK TEL +45 32 48 19 33. Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded. If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.
2. In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (ERNOV, TIDVU, OLPIB, LUGAS, ROSBI). Descend to FL 80 (FL 100 for ERNOV) in the holding pattern. If already at a lower level, maintain that level. From the primary holding pattern proceed via ERNOV, TIDVU, OLPIB, KOR or TNO VOR direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude. If radio communication failure occurs during vectoring or after passing over or abeam the primary holding fix, proceed direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude.
3. When distance to KASFI is 15 NM or less descend to 5000 FT.
4. After KASFI descend to 3000 FT and proceed direct relevant IAF according to table below.

	Entry via	ERNOV	TIDVU	OLPIB	LUGAS	ROSBI
RWY in use for landing						
22L		ODLAQ	VOCXI	VOCXI	ODLAQ	ODLAQ
22R		ODLAQ	VOCXI	VOCXI	ODLAQ	ODLAQ

5. From IAF perform the appropriate instrument approach procedure.
   If radio communication failure occurs after passing IAF continue approach procedure.
   Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH625 equals approximate 25 NM to THR).

Waypoint	Latitude	Longitude	Waypoint	Latitude	Longitude
ABEGI	55 50 31.00N	012 47 20.00E	VOCXI	55 47 58.42N	012 45 42.92E
ADOVI	55 43 15.00N	013 01 56.00E	KOR	55 26 21.71N	011 37 53.51E
ERNOV	56 10 07.90N	012 34 25.60E	TNO	55 46 26.74N	011 26 21.08E
ESJAH	55 27 36.36N	013 16 30.86E	CH625	55 37 38.22N	012 53 09.76E
EXTAR	55 46 53.30N	012 54 38.40E	CH626	55 44 53.45N	012 38 33.36E
KASFI	55 35 25.87N	012 36 48.97E	CH630	55 33 24.36N	012 50 07.41E
LUGAS	55 19 47.00N	010 57 47.00E	CH631	55 42 37.61N	012 30 38.06E
MONAK	54 56 44.00N	012 18 49.00E	CH636	55 28 22.65N	012 47 13.58E
NEKSO	55 13 55.00N	012 38 58.00E	CH637	55 45 44.00N	012 22 59.00E
ODLAQ	55 42 02.71N	012 57 40.81E	CH638	55 43 25.10N	012 18 04.00E
OLPIB	55 00 05.40N	012 22 45.16E	CH641	55 26 20.32N	012 55 55.93E
ROSBI	55 50 58.00N	010 55 55.00E	CH643	55 21 50.40N	012 43 28.75E
RUCCI	55 47 06.37N	012 54 14.73E	CH645	55 44 09.73N	012 05 55.71E
TESPI	55 53 54.00N	010 31 52.00E	CH647	55 56 17.31N	012 27 57.40E
TIDVU	55 24 40.70N	013 33 27.10E	CH653	55 45 01.76N	011 51 20.15E
TUDLO	55 16 33.00N	010 38 52.00E	CH654	55 37 45.55N	011 55 46.50E

Changes : All STAR designators changed. Altitude restriction for WPT CH625 and CH626 added. RCF IAF ADOVI and ABEGI changed to ODLAQ and VOCXI. Editorial changes.

Tabular description

RNAV RWY 22 L / R via TESPI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TESPI	-	-	-4.0	-	-	-	-	-	RNAV 1
020	TF	ROSBI	-	098 / (102.1)	-4.0	13.9	-	-	-	-	RNAV 1
030	TF	TNO	-	101 / (104.6)	-4.0	17.8	L	-	-250	-	RNAV 1
040	TF	CH653	-	092 / (095.6)	-4.0	14.2	-	-FL130	-	-	RNAV 1
050	TF	CH645	-	092 / (095.9)	-4.0	8.3	-	-	-	-	RNAV 1
060	TF	CH638	-	092 / (096.1)	-4.0	6.9	-	-	-	-	RNAV 1
070	TF	CH631	-	092 / (096.3)	-4.0	7.2	L	-	-	-	RNAV 1
080	TF	CH626	-	059 / (063.1)	-4.0	5.0	L	-5000	-	-	RNAV 1
090	TF	ABEGI	-	037 / (041.3)	-4.0	7.5	-	-4000	@220	-	RNAV 1
100	FM	ABEGI	-	037 / (041.3)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 22 L / R via TUDLO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TUDLO	-	-	-4.0	-	-	-	-	-	RNAV 1
020	TF	LUGAS	-	069 / (073.2)	-4.0	11.3	-	-	-	-	RNAV 1
030	TF	KOR	-	070 / (073.7)	-4.0	23.8	L	-	-250	-	RNAV 1
040	TF	CH654	-	038 / (041.5)	-4.0	15.3	-	-FL120	-	-	RNAV 1
050	TF	CH645	-	038 / (041.8)	-4.0	8.6	R	-	-	-	RNAV 1
060	TF	CH638	-	092 / (096.1)	-4.0	6.9	-	-	-	-	RNAV 1
070	TF	CH631	-	092 / (096.3)	-4.0	7.2	L	-	-	-	RNAV 1
080	TF	CH626	-	059 / (063.1)	-4.0	5.0	L	-5000	-	-	RNAV 1
090	TF	ABEGI	-	037 / (041.3)	-4.0	7.5	-	-4000	@220	-	RNAV 1
100	FM	ABEGI	-	037 / (041.3)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 22 L / R via MONAK

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	MONAK	-	-	-4.0	-	-	-	-	-	RNAV 1
020	TF	OLPIB	-	030 / (034.0)	-4.0	4.1	-	-	-	-	RNAV 1
030	TF	NEKSO	-	030 / (033.8)	-4.0	16.7	L	-	-250	-	RNAV 1
040	TF	CH643	-	014 / (018.0)	-4.0	8.3	-	-FL090	-	-	RNAV 1
050	TF	CH636	-	014 / (018.0)	-4.0	6.9	-	-	-	-	RNAV 1
060	TF	CH630	-	014 / (018.1)	-4.0	5.3	-	-	-	-	RNAV 1
070	TF	CH625	-	018 / (022.1)	-4.0	4.6	R	-5000	-	-	RNAV 1
080	TF	ADOVI	-	037 / (041.4)	-4.0	7.5	-	-4000	@220	-	RNAV 1
090	FM	ADOVI	-	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 22 L / R via TIDVU

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TIDVU	-	-	-4.0	-	-	-	-	-	RNAV 1
020	TF	ESJAH	-	283 / (287.0)	-4.0	10.1	L	-FL080	-250	-	RNAV 1
030	TF	CH641	-	260 / (264.0)	-4.0	11.8	R	-	-	-	RNAV 1
040	TF	CH636	-	289 / (292.5)	-4.0	5.4	-	-	-	-	RNAV 1
050	TF	CH630	-	014 / (018.1)	-4.0	5.3	-	-	-	-	RNAV 1
060	TF	CH625	-	018 / (022.1)	-4.0	4.6	R	-5000	-	-	RNAV 1
070	TF	ADOVI	-	037 / (041.4)	-4.0	7.5	-	-4000	@220	-	RNAV 1
080	FM	ADOVI	-	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 22 L / R via ERNOV

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ERNOV	-	-	-4.0	-	-	-FL110	-250	-	RNAV 1
020	TF	CH647	-	191 / (194.7)	-4.0	14.3	-	-	-	-	RNAV 1
030	TF	CH637	-	191 / (194.9)	-4.0	10.9	L	-	-	-	RNAV 1
040	TF	CH631	-	122 / (125.7)	-4.0	5.3	L	-	-	-	RNAV 1
050	TF	CH626	-	059 / (063.1)	-4.0	5.0	L	-5000	-	-	RNAV 1
060	TF	ABEGI	-	037 / (041.3)	-4.0	7.5	-	-4000	@220	-	RNAV 1
070	FM	ABEGI	-	037 / (041.3)	-4.0	-	-	-	-	-	RNAV 1

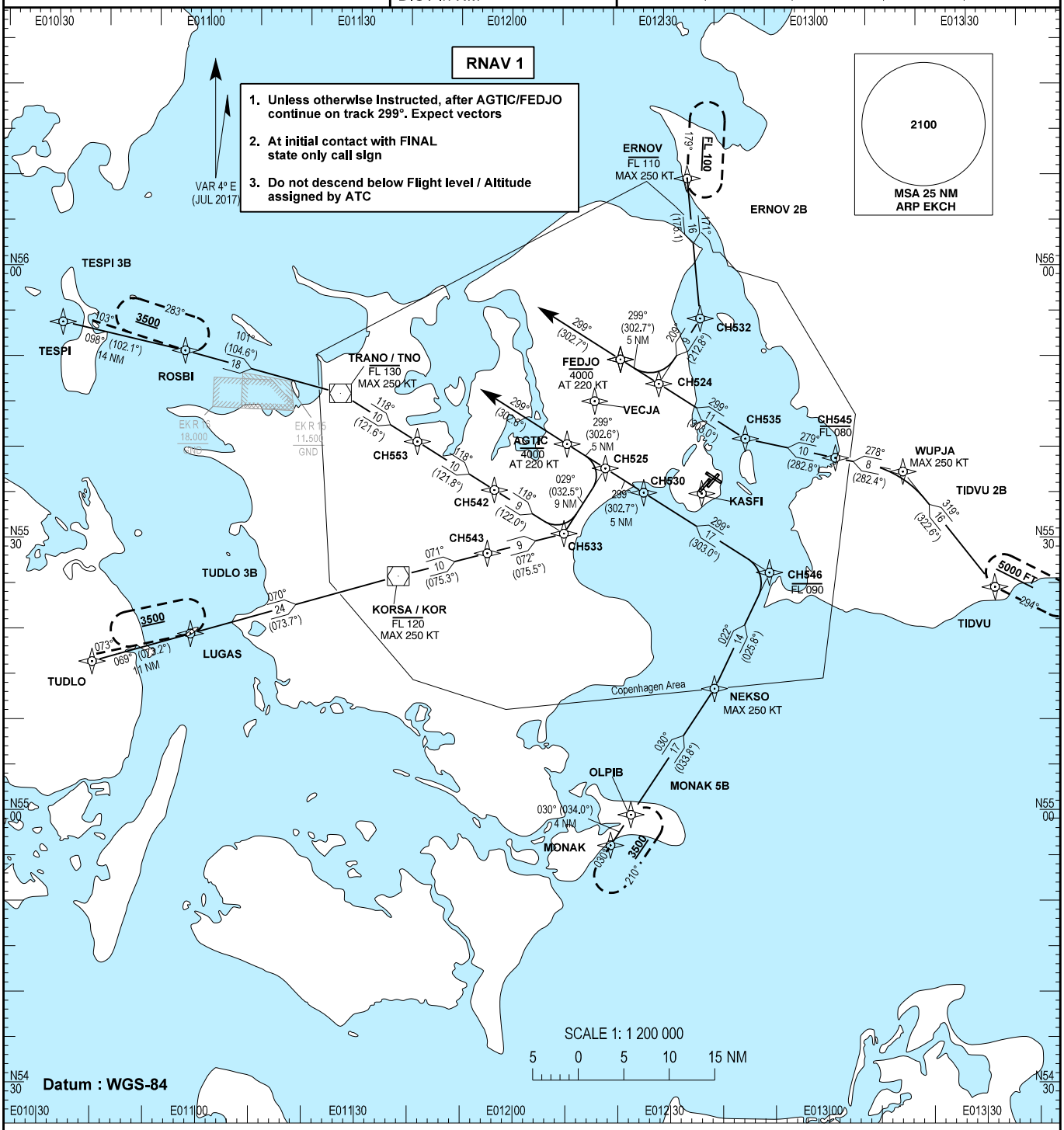
Changes: Altitude restriction for WPT CH625 and CH626 added.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV STAR RWY 12 - 1
København / Kastrup
TESPI 3B, TUDLO 3B, MONAK 5B, TIDVU 2B, ERNOV 2B



Description of waypoints see;
AD 2 - EKCH RNAV STAR RWY 12 - 2

Changes : New note added.

Designator	Route	Descend	Restrictions	Remarks
TESPI 3B	TESPI - ROSBI - TNO - CH553 - CH542 - CH533 - CH525 - AGTIC - Radar vectoring	As cleared	After TNO MAX IAS 250 KT Cross TNO FL 130 or below Cross AGTIC 4000 FT or below After AGTIC IAS at 220 KT	Domestic traffic may flight plan to join this arrival at TNO
TUDLO 3B	TUDLO - LUGAS - KOR - CH543 - CH533 - CH525 - AGTIC - Radar vectoring	As cleared	After KOR MAX IAS 250 KT Cross KOR FL 120 or below Cross AGTIC 4000 FT or below After AGTIC IAS at 220 KT	Domestic traffic may flight plan to join this arrival at KOR
MONAK 5B	MONAK - OLPIB - NEKSO - CH546 - CH530 - CH525 - AGTIC - Radar vectoring	As cleared	After NEKSO MAX IAS 250 KT Cross CH546 FL 090 or below Cross AGTIC 4000 FT or below After AGTIC IAS at 220 KT	
TIDVU 2B	TIDVU - WUPJA - CH545 - CH535 - CH524 - FEDJO - Radar vectoring	As cleared	After WUPJA MAX IAS 250 KT Cross CH545 FL 080 or below Cross FEDJO 4000 FT or below After FEDJO IAS at 220 KT	
ERNOV 2B	ERNOV - CH532 - CH524 - FEDJO - Radar vectoring	As cleared	After ERNOV MAX IAS 250 KT Cross ERNOV FL 110 or below Cross FEDJO 4000 FT or below After FEDJO IAS at 220 KT	
VECJA **LICXI** **TEBAQ**	DCT	As cleared		If traffic permits and in order to expedite traffic, direct routing to mentioned waypoint may occur

At first contact with APPROACH, state type of aircraft.
At initial contact with FINAL, state only call sign.
Radio Communication failure during IFR approach:

1. Squawk 7600.
   If possible, call Supervisor EKDK TEL +45 32 48 19 33. Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded. If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.
2. In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (ERNOV, TIDVU, OLPIB, LUGAS, ROSBI). Descend to FL 80 (FL 100 for ERNOV) in the holding pattern. If already at a lower level, maintain that level. From the primary holding pattern proceed via ERNOV, TIDVU, OLPIB, KOR or TNO VOR direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude. If radio communication failure occurs during vectoring or after passing over or abeam the primary holding fix, proceed direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude.
3. When distance to KASFI is 15 NM or less descend to 5000 FT.
4. After KASFI descend to 3000 FT and proceed direct relevant IAF according to table below.

	Entry via	ERNOV	TIDVU	OLPIB	LUGAS	ROSBI
RWY in use for landing						
12		LICXI	LICXI	TEBAQ	TEBAQ	TEBAQ

5. From IAF perform the appropriate instrument approach procedure.

If radio communication failure occurs after passing IAF continue approach procedure.
Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH532 equals approximate 32 NM to THR).

Waypoint	Latitude	Longitude	Waypoint	Latitude	Longitude
AGTIC	55 40 56.74N	012 10 36.73E	WUPJA	55 37 34.15N	013 16 00.57E
ERNOV	56 10 07.90N	012 34 25.60E	KOR	55 26 21.71N	011 37 53.51E
FEDJO	55 50 14.91N	012 21 06.00E	TNO	55 46 26.74N	011 26 21.08E
KASFI	55 35 25.87N	012 36 48.97E	CH524	55 47 32.98N	012 28 34.12E
LUGAS	55 19 47.00N	010 57 47.00E	CH525	55 38 15.44N	012 18 03.80E
LICXI	55 41 14.60N	012 15 06.62E	CH530	55 35 33.45N	012 25 30.53E
MONAK	54 56 44.00N	012 18 49.00E	CH532	55 54 42.36N	012 36 45.59E
NEKSO	55 13 55.00N	012 38 58.00E	CH533	55 31 04.81N	012 09 59.16E
OLPIB	55 00 05.40N	012 22 45.16E	CH535	55 41 25.32N	012 45 23.21E
ROSBI	55 50 58.00N	010 55 55.00E	CH542	55 35 53.24N	011 56 28.47E
TEBAQ	55 47 55.65N	012 22 51.14E	CH543	55 28 54.87N	011 55 07.20E
TESPI	55 53 54.00N	010 31 52.00E	CH545	55 39 11.70N	013 02 53.04E
TIDVU	55 24 40.70N	013 33 27.10E	CH546	55 26 38.84N	012 49 48.91E
TUDLO	55 16 33.00N	010 38 52.00E	CH553	55 41 11.17N	011 41 26.08E
VECJA	55 45 39.83N	012 16 02.46E			

Changes : RCF IAF changed. New WPT LICXI and TEBAQ added to Route DCT and WPT list. Editorial changes.

Tabular description

RNAV RWY 12 via TESPI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TESPI	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	ROSBI	-	098 / (102.1)	-4.0	13.9	-	-	-	-	RNAV 1
003	TF	TNO	-	101 / (104.6)	-4.0	17.8	-	-FL130	-250	-	RNAV 1
004	TF	CH553	-	118 / (121.6)	-4.0	10.0	R	-	-	-	RNAV 1
005	TF	CH542	-	118 / (121.8)	-4.0	10.0	-	-	-	-	RNAV 1
006	TF	CH533	-	118 / (122.0)	-4.0	9.1	-	-	-	-	RNAV 1
007	TF	CH525	-	029 / (032.5)	-4.0	8.5	L	-	-	-	RNAV 1
008	TF	AGTIC	-	299 / (302.6)	-4.0	5.0	L	-4000	@220	-	RNAV 1
009	FM	AGTIC	-	299 / (302.6)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 12 via TUDLO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TUDLO	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	LUGAS	-	069 / (073.2)	-4.0	11.3	-	-	-	-	RNAV 1
003	TF	KOR	-	070 / (073.7)	-4.0	23.8	-	-FL120	-250	-	RNAV 1
004	TF	CH543	-	071 / (075.3)	-4.0	10.1	-	-	-	-	RNAV 1
005	TF	CH533	-	072 / (075.5)	-4.0	8.7	-	-	-	-	RNAV 1
006	TF	CH525	-	029 / (032.5)	-4.0	8.5	L	-	-	-	RNAV 1
007	TF	AGTIC	-	299 / (302.6)	-4.0	5.0	L	-4000	@220	-	RNAV 1
008	FM	AGTIC	-	299 / (302.6)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 12 via MONAK

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	MONAK	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	OLPIB	-	030 / (034.0)	-4.0	4.1	-	-	-	-	RNAV 1
003	TF	NEKSO	-	030 / (033.8)	-4.0	16.7	-	-	-250	-	RNAV 1
004	TF	CH546	-	022 / (025.8)	-4.0	14.2	-	-FL090	-	-	RNAV 1
005	TF	CH530	-	299 / (303.0)	-4.0	16.5	L	-	-	-	RNAV 1
006	TF	CH525	-	299 / (302.7)	-4.0	5.0	-	-	-	-	RNAV 1
007	TF	AGTIC	-	299 / (302.6)	-4.0	5.0	-	-4000	@220	-	RNAV 1
008	FM	AGTIC	-	299 / (302.6)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 12 via TIDVU

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TIDVU	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	WUPJA	-	319 / (322.6)	-4.0	16.3	-	-	-250	-	RNAV 1
003	TF	CH545	-	278 / (282.4)	-4.0	7.6	L	-FL080	-	-	RNAV 1
004	TF	CH535	-	279 / (282.8)	-4.0	10.2	-	-	-	-	RNAV 1
005	TF	CH524	-	299 / (303.0)	-4.0	11.3	R	-	-	-	RNAV 1
006	TF	FEDJO	-	299 / (302.7)	-4.0	5.0	-	-4000	@220	-	RNAV 1
007	FM	FEDJO	-	299 / (302.7)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 12 via ERNOV

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	ERNOV	-	-	-4.0	-	-	-FL110	-250	-	RNAV 1
002	TF	CH532	-	171 / (175.1)	-4.0	15.5	-	-	-	-	RNAV 1
003	TF	CH524	-	209 / (212.8)	-4.0	8.5	R	-	-	-	RNAV 1
004	TF	FEDJO	-	299 / (302.7)	-4.0	5.0	R	-4000	@220	-	RNAV 1
005	FM	FEDJO	-	299 / (302.7)	-4.0	-	-	-	-	-	RNAV 1

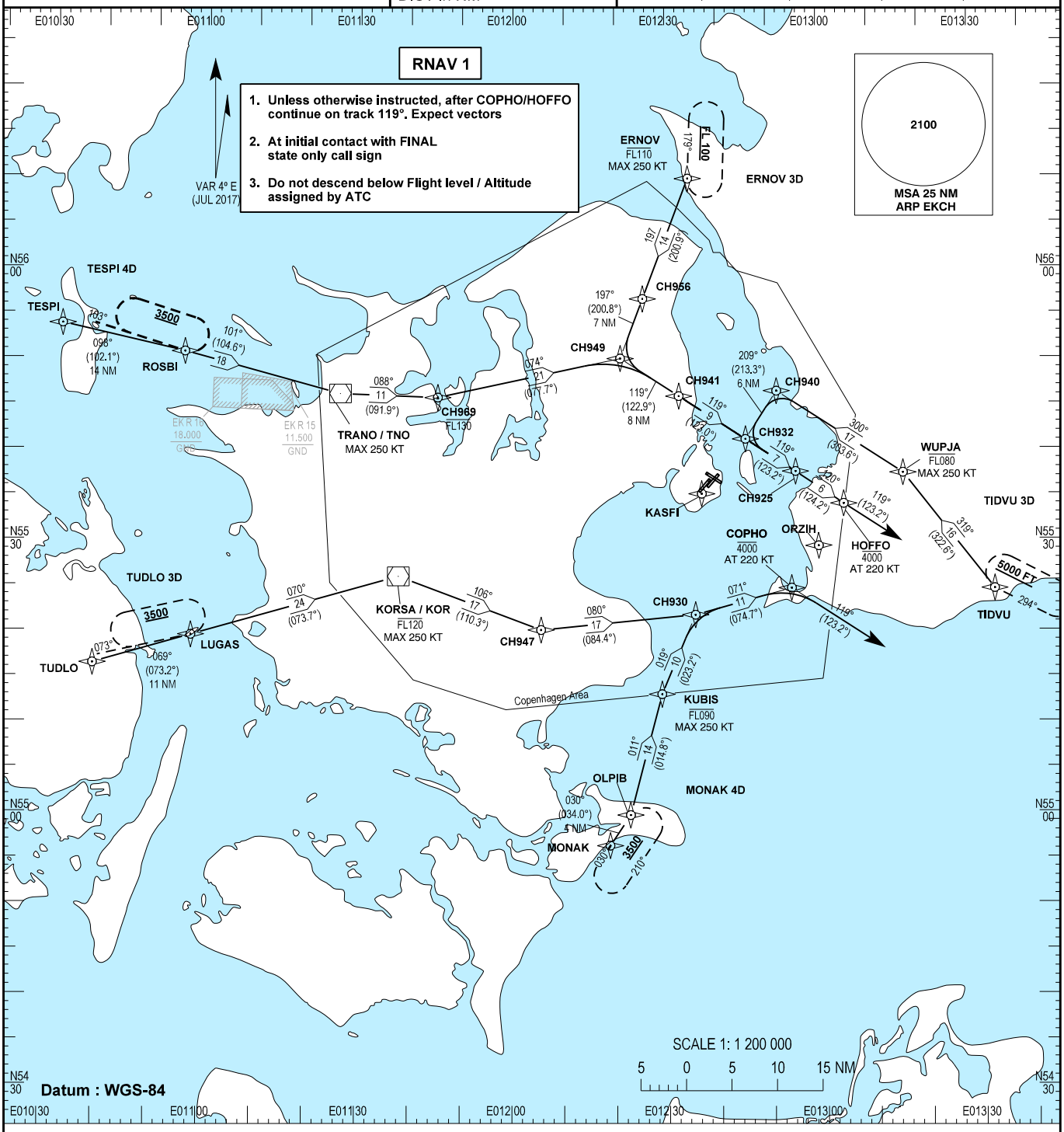
Changes: WPT CDA withdrawn and WPT OLPIB added. Editorial.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV STAR RWY 30 - 1
København / Kastrup
TESPI 4D, TUDLO 3D, MONAK 4D, TIDVU 3D, ERNOV 3D



Description of waypoints see;
AD 2 - EKCH RNAV STAR RWY 30 - 2

Changes : New note added.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Designator	Route	Descend	Restrictions	Remarks
ERNOV 3D	ERNOV - CH956 - CH949 - CH941 - CH932 - CH925 - HOFFO - Radar vectoring	As cleared	After ERNOV MAX IAS 250 KT Cross ERNOV FL 110 or below Cross HOFFO 4000 FT or below After HOFFO IAS at 220 KT	
MONAK 4D	MONAK - OLPIB - KUBIS- CH930 - COPHO - Radar vectoring	As cleared	After KUBIS MAX IAS 250 KT Cross KUBIS FL 090 or below Cross COPHO 4000 FT or below After COPHO IAS at 220 KT	
TESPI 4D	TESPI - ROSBI - TNO - CH969 - CH949 - CH941 - CH932 - CH925 - HOFFO - Radar vectoring	As cleared	After TNO MAX IAS 250 KT Cross CH969 FL 130 or below Cross HOFFO 4000 FT or below After HOFFO IAS at 220 KT	Domestic traffic may flight plan to join this arrival at TNO
TIDVU 3D	TIDVU - WUPJA - CH940 - CH932 - CH925 - HOFFO - Radar vectoring	As cleared	After WUPJA MAX IAS 250 KT Cross WUPJA FL 080 or below Cross HOFFO 4000 FT or below After HOFFO IAS at 220 KT	
TUDLO 3D	TUDLO - LUGAS - KOR - CH947 - CH930 - COPHO - Radar vectoring	As cleared	After KOR MAX IAS 250 KT Cross KOR FL 120 or below Cross COPHO 4000 FT or below After COPHO IAS at 220 KT	Domestic traffic may flight plan to join this arrival at KOR
ORZIH **ELDAB** **HAXHI**	DCT	As cleared		If traffic permits and in order to expedite traffic, direct routing to mentioned waypoint may occur

At first contact with APPROACH, state type of aircraft.
At initial contact with FINAL, state only call sign.
Radio Communication failure during IFR approach:

1. Squawk 7600.
   If possible, call Supervisor EKDK TEL +45 32 48 19 33. Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded. If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.
2. In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (ERNOV, TIDVU, OLPIB, LUGAS, ROSBI). Descend to FL 80 (FL 100 for ERNOV) in the holding pattern. If already at a lower level, maintain that level. From the primary holding pattern proceed via ERNOV, TIDVU, OLPIB, KOR or TNO VOR direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude. If radio communication failure occurs during vectoring or after passing over or abeam the primary holding fix, proceed direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude.
3. When distance to KASFI is 15 NM or less descend to 5000 FT.
4. After KASFI descend to 3000 FT and proceed direct relevant IAF according to table below.

	Entry via	ERNOV	TIDVU	OLPIB	LUGAS	ROSBI
RWY in use for landing						
30		HAXHI	ELDAB	ELDAB	ELDAB	ELDAB

5. From IAF perform the appropriate instrument approach procedure.

If radio communication failure occurs after passing IAF continue approach procedure.
Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH930 equals approximate 30 NM to THR).

Waypoint	Latitude	Longitude	Waypoint	Latitude	Longitude
COPHO	55 24 59.61N	012 54 07.67E	TUDLO	55 16 33.00N	010 38 52.00E
ELDAB	55 32 57.73N	013 03 17.80E	WUPJA	55 37 34.15N	013 16 00.57E
ERNOV	56 10 07.90N	012 34 25.60E	KOR	55 26 21.71N	011 37 53.51E
HAXHI	55 26 16.42N	012 55 36.87E	TNO	55 46 26.74N	011 26 21.08E
HOFFO	55 34 15.00N	013 04 24.00E	CH925	55 37 50.00N	012 55 06.00E
KASFI	55 35 25.87N	012 36 48.97E	CH930	55 22 06.60N	012 35 27.48E
KUBIS	55 13 23.00N	012 28 54.00E	CH932	55 41 25.58N	012 45 23.99E
LUGAS	55 19 47.00N	010 57 47.00E	CH940	55 46 41.84N	012 51 31.09E
MONAK	54 56 44.00N	012 18 49.00E	CH941	55 46 11.82N	012 32 26.71E
OLPIB	55 00 05.40N	012 22 45.16E	CH947	55 20 29.39N	012 05 33.01E
ORZIH	55 29 37.14N	012 59 27.01E	CH949	55 50 21.96N	012 21 01.78E
ROSBI	55 50 58.00N	010 55 55.00E	CH956	55 56 54.77N	012 25 26.40E
TESPI	55 53 54.00N	010 31 52.00E	CH969	55 46 04.01N	011 45 23.84E
TIDVU	55 24 40.70N	013 33 27.10E			

Changes : RCF IAF changed. New WPT ELDAB and HAXHI added to Route DCT and WPT list. Editorial changes.

Tabular description

RNAV RWY 30 via TESPI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TESPI	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	ROSBI	-	098 / (102.1)	-4.0	13.9	-	-	-	-	RNAV 1
003	TF	TNO	-	101 / (104.6)	-4.0	17.8	-	-	-250	-	RNAV 1
004	TF	CH969	-	088 / (091.9)	-4.0	10.8	-	- FL130	-	-	RNAV 1
005	TF	CH949	-	074 / (077.7)	-4.0	20.6	-	-	-	-	RNAV 1
006	TF	CH941	-	119 / (122.9)	-4.0	7.7	R	-	-	-	RNAV 1
007	TF	CH932	-	119 / (123.0)	-4.0	8.7	-	-	-	-	RNAV 1
008	TF	CH925	-	119 / (123.2)	-4.0	6.6	-	-	-	-	RNAV 1
009	TF	HOFFO	-	120 / (124.2)	-4.0	6.4	-	-4000	@220	-	RNAV 1
010	FM	HOFFO	-	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 30 via TUDLO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TUDLO	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	LUGAS	-	069 / (073.2)	-4.0	11.3	-	-	-	-	RNAV 1
003	TF	KOR	-	070 / (073.7)	-4.0	23.8	-	-FL120	-250	-	RNAV 1
004	TF	CH947	-	106 / (110.3)	-4.0	16.8	R	-	-	-	RNAV 1
005	TF	CH930	-	080 / (084.4)	-4.0	17.1	L	-	-	-	RNAV 1
006	TF	COPHO	-	071 / (074.7)	-4.0	11.0	-	-4000	@220	-	RNAV 1
007	FM	COPHO	-	119 / (123.2)	-4.0	-	R	-	-	-	RNAV 1

RNAV RWY 30 via MONAK

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	MONAK	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	OLPIB	-	030 / (034.0)	-4.0	4.1	-	-	-	-	RNAV 1
003	TF	KUBIS	-	011 / (014.8)	-4.0	13.8	L	-FL090	-250	-	RNAV 1
004	TF	CH930	-	019 / (023.2)	-4.0	9.5	-	-	-	-	RNAV 1
005	TF	COPHO	-	071 / (074.7)	-4.0	11.0	R	-4000	@220	-	RNAV 1
006	FM	COPHO	-	119 / (123.2)	-4.0	-	R	-	-	-	RNAV 1

RNAV RWY 30 via TIDVU

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TIDVU	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	WUPJA	-	319 / (322.6)	-4.0	16.3	-	-FL080	-250	-	RNAV 1
003	TF	CH940	-	300 / (303.6)	-4.0	16.6	L	-	-	-	RNAV 1
004	TF	CH932	-	209 / (213.3)	-4.0	6.3	L	-	-	-	RNAV 1
005	TF	CH925	-	119 / (123.2)	-4.0	6.6	-	-	-	-	RNAV 1
006	TF	HOFFO	-	120 / (124.2)	-4.0	6.4	-	-4000	@220	-	RNAV 1
007	FM	HOFFO	-	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 30 via ERNOV

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	ERNOV	-	-	-4.0	-	-	-FL110	-250	-	RNAV 1
002	TF	CH956	-	197 / (200.9)	-4.0	14.2	-	-	-	-	RNAV 1
003	TF	CH949	-	197 / (200.8)	-4.0	7.0	-	-	-	-	RNAV 1
004	TF	CH941	-	119 / (122.9)	-4.0	7.7	L	-	-	-	RNAV 1
005	TF	CH932	-	119 / (123.0)	-4.0	8.7	-	-	-	-	RNAV 1
006	TF	CH925	-	119 / (123.2)	-4.0	6.6	-	-	-	-	RNAV 1
007	TF	HOFFO	-	120 / (124.2)	-4.0	6.4	-	-4000	@220	-	RNAV 1
008	FM	HOFFO	-	119 / (123.2)	-4.0	-	-	-	-	-	RNAV 1

Changes: WPTs CDA and HUFOH withdrawn. WPTs CH925, HOFFO and OLPIB added. Editorial.

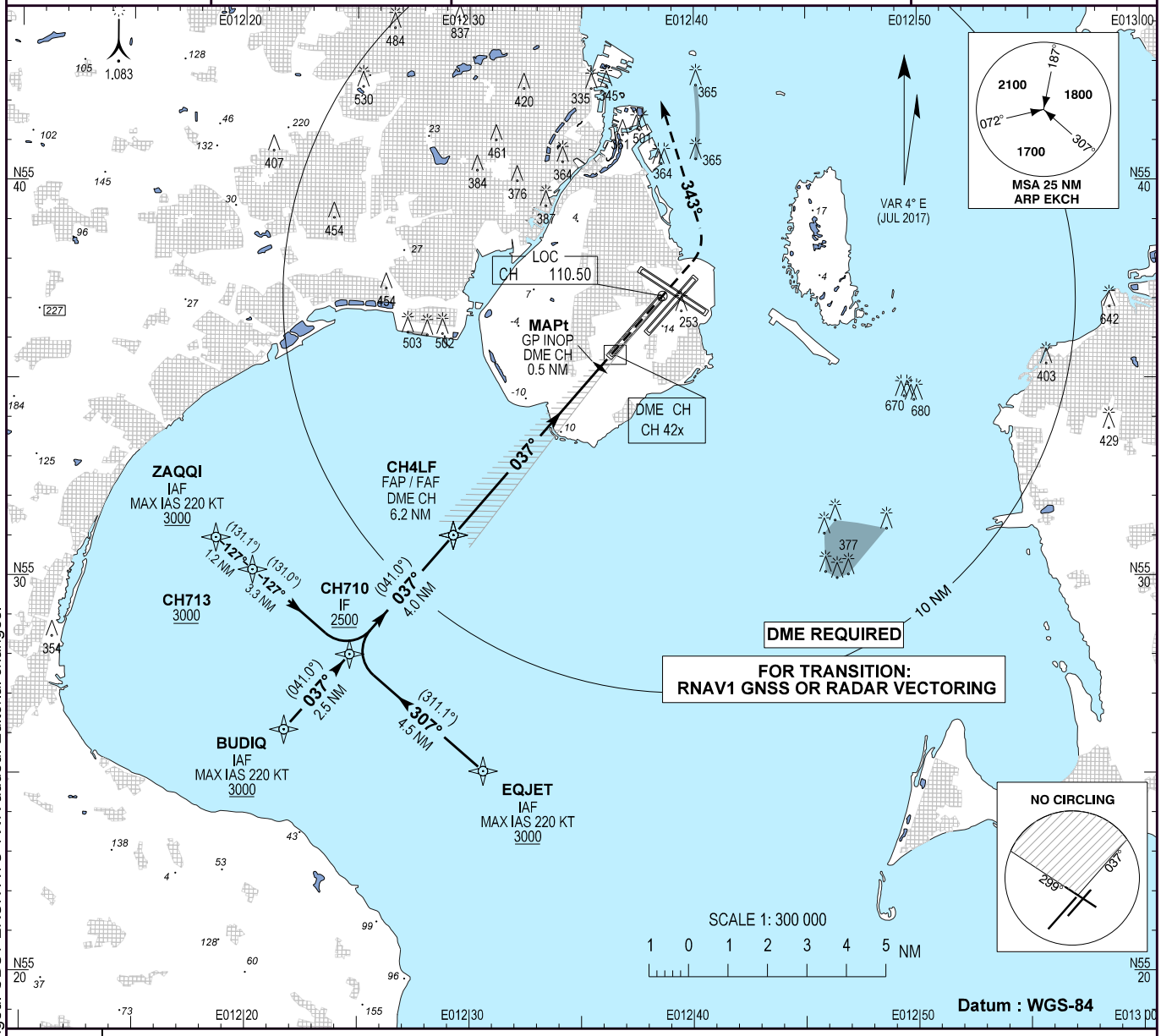
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

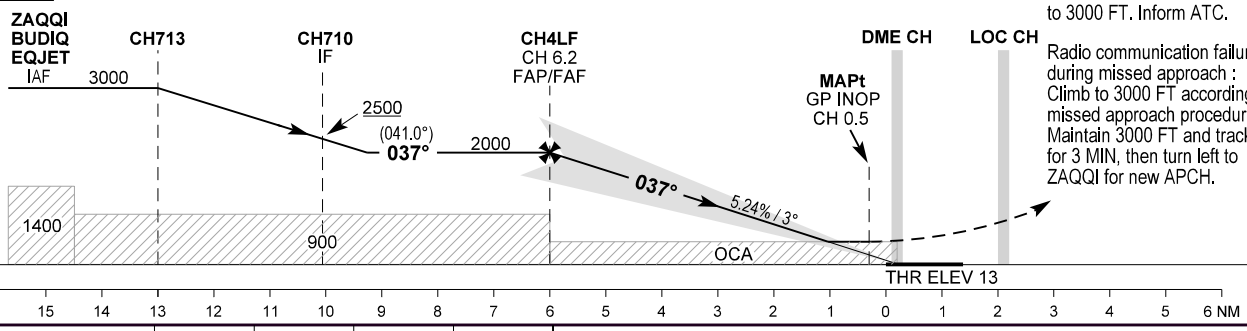
Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

AD 2 - EKCH
ILS or LOC RWY 04L - 1
(CAT I + II)
København / Kastrup



TA 5000

RDH 49



Missed approach:
Climb straight ahead to 500 FT
Turn left and track 343° climbing to 3000 FT. Inform ATC.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn left to ZAQQI for new APCH.

OCA (H)	A	B	C	D
ILS CAT I	148 (135)	158 (145)	168 (155)	178 (165)
ILS CAT II	88 (75)	105 (92)	117 (104)	131 (118)
GP INOP	580 (560)			
Circling *	580 (560)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

Radar Vectoring:
Maintain last assigned altitude until intercepting the glide path.

* Circling for CAT C and D is not approved N of AD between center line RWY 04L and center line RWY 12.

DME CH	NM	2	3	4	5	6
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8
Nominal altitude		660	980	1300	1620	1940

Changes : RNAV transition revised. WPT DOPEM and ERPUK withdrawn from chart. New WPT CH710, CH713, EQJET and ZAQQI added. OCA(H) GP INOP and Circling A and B changed. OBST EKCH ATC TWR added. Editorial changes.

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 04L Initial approach via ZAQQI, EQJET and BUDIQ

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ZAQQI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH713	-	127 / (131.1)	-4.0	1.2	-	+3000	-	-	RNAV 1
030	TF	CH710	-	127 / (131.0)	-4.0	3.3	L	+2500	-	-	RNAV 1
010	IF	EQJET	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH710	-	307 / (311.1)	-4.0	4.5	R	+2500	-	-	RNAV 1
010	IF	BUDIQ	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH710	-	037 / (041.0)	-4.0	2.5	-	+2500	-	-	RNAV 1
010	IF	CH710	-	-	-4.0	-	-	+2500	-	-	RNAV 1
020	TF	CH4LF	-	037 / (041.0)	-4.0	4.0	-	+2000	-	-	RNAV 1

EKCH ILS or LOC RWY 04L waypoint coordinates:

Waypoint Identifier	Coordinates
ZAQQI (IAF)	55 30 58.35N 012 18 41.73E
EQJET (IAF)	55 25 04.05N 012 30 36.64E
BUDIQ (IAF)	55 26 06.96N 012 21 44.65E
CH713	55 30 09.74N 012 20 19.81E
CH710 (IF)	55 28 01.35N 012 24 39.63E
CH4LF (FAP/FAF)	55 31 01.98N 012 29 16.74E

Changes: Coding Table revised. WPT ZAQQI, EQJET, CH710 and CH713 added. WPT ERPUK and DOPEM withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

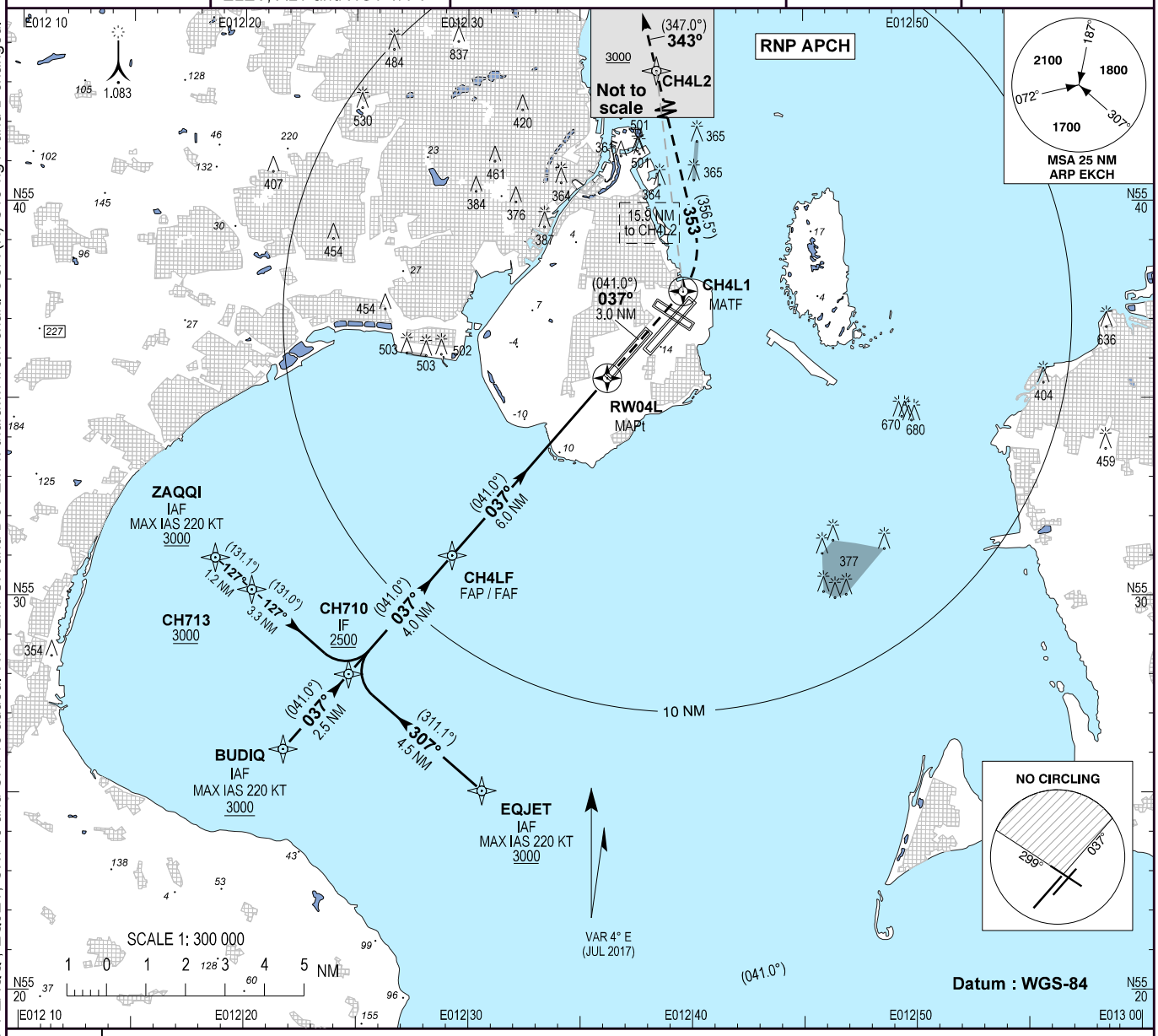
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 79832
E04A

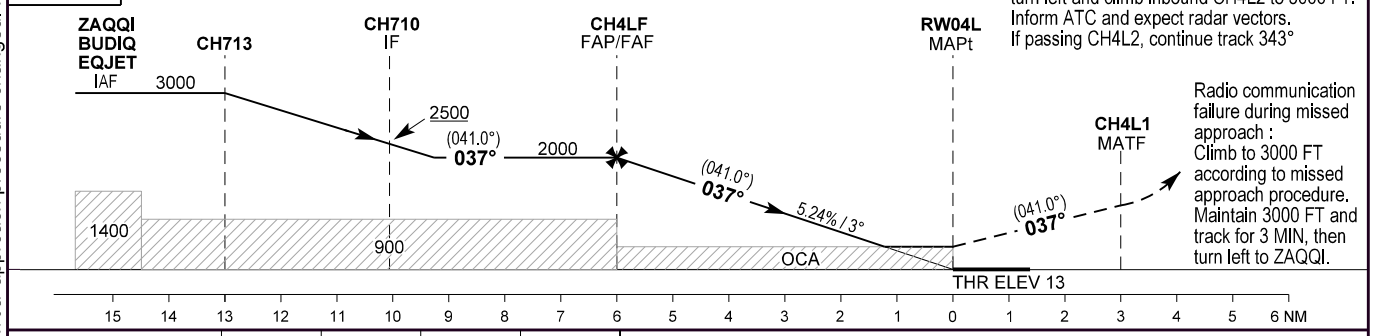
AD 2 - EKCH
RNP RWY 04L - 1
København / Kastrup

Changes : Initial approach procedure changed. New WPT ZAQQI, EQJET, CH710 and CH713 added. WPT ERPUK and DOPEM withdrawn from chart. OCA (H) Circling A and B changed.



TA 5000

RDH 49



Missed approach:
Climb straight ahead untill passing CH4L1, then turn left and climb inbound CH4L2 to 3000 FT.
Inform ATC and expect radar vectors.
If passing CH4L2, continue track 343°

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn left to ZAQQI.

OCA (H)	A	B	C	D
LPV	148 (135)	158 (145)	168 (155)	178 (165)
LNAV / VNAV *	225 (212)	235 (222)	245 (232)	254 (241)
LNAV	420 (400)			
Circling **	560 (540)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°C.

** Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW04L NM	1	2	3	4	5
Nominal altitude	382	703	1026	1351	1677

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 04L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ZAQQI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH713	-	127 / (131.1)	-4.0	1.2	-	+3000	-	-	RNP APCH
030	TF	CH710	-	127 / (131.0)	-4.0	3.3	L	+2500	-	-	RNP APCH
010	IF	EQJET	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH710	-	307 / (311.1)	-4.0	4.5	R	+2500	-	-	RNP APCH
010	IF	BUDIQ	-	-	-4.0	-	-	+3000	-220		RNP APCH
020	TF	CH710	-	037 / (041.0)	-4.0	2.5	-	+2500	-	-	RNP APCH
010	IF	CH710	-	-	-4.0	-	-	+2500	-	-	RNP APCH
020	TF	CH4LF	-	037 / (041.0)	-4.0	4.0	-	+2000	-	-	RNP APCH
030	TF	RW04L	Y	037 / 041.0)	-4.0	6.0	-	-	-	3.0°/ 49	RNP APCH
040	TF	CH4L1	Y	037 / (041.0)	-4.0	3.0	L	-	-	-	RNP APCH
050	CF	CH4L2	-	353 / (356.5)	-4.0	-	-	+3000	-	-	RNP APCH
060	FM	CH4L2	-	343 / (347.0)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 04L waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ZAQQI (IAF)	55 30 58.35N 012 18 41.73E	CH4LF (FAF/FAP)	55 31 01.98N 012 29 16.74E
EQJET (IAF)	55 25 04.05N 012 30 36.64E	RW04L (MAPt)	55 35 31.92N 012 36 12.73E
BUDIQ (IAF)	55 26 06.96N 012 21 44.65E	CH4L1 (MATF)	55 37 43.89N 012 39 36.91E
CH713	55 30 09.74N 012 20 19.81E	CH4L2	55 53 34.23N 012 37 53.47E
CH710 (IF)	55 28 01.35N 012 24 39.63E		

Changes: CH4LF (FAF/FAP) coordinate corrected.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	04
Runway Letter	3 (Left)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E04A
LTP/FTP Latitude	553531.9200N
LTP/FTP Longitude	0123612.7300E
LTP/FTP Ellipsoidal Height (metres)	40.0
FPAP Latitude	553657.6570N
Delta FPAP Latitude (seconds)	85.7370
FPAP Longitude	0123825.3170E
Delta FPAP Longitude (seconds)	132.5870
Threshold Crossing Height	49.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	528
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 C4 00 00 01 34 30 05 A0 8A DB 17 74 AA 68 05 90 15 D2 9D 02 D6 0B 04 EA 01 2C 01 64 42 C8 AF 50 92 33 40
Calculated CRC Value	50923340
Supplied CRC Value	50923340
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	4.0

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

Changes : RNAV transition revised. WPT DOPEM and ERPUK withdrawn from chart. New WPT CH709, CH713, EQJET and ZAQQI added. OCA(H) ILS and Nominal alt. table changed. OBST EKCH ATC TWR added.

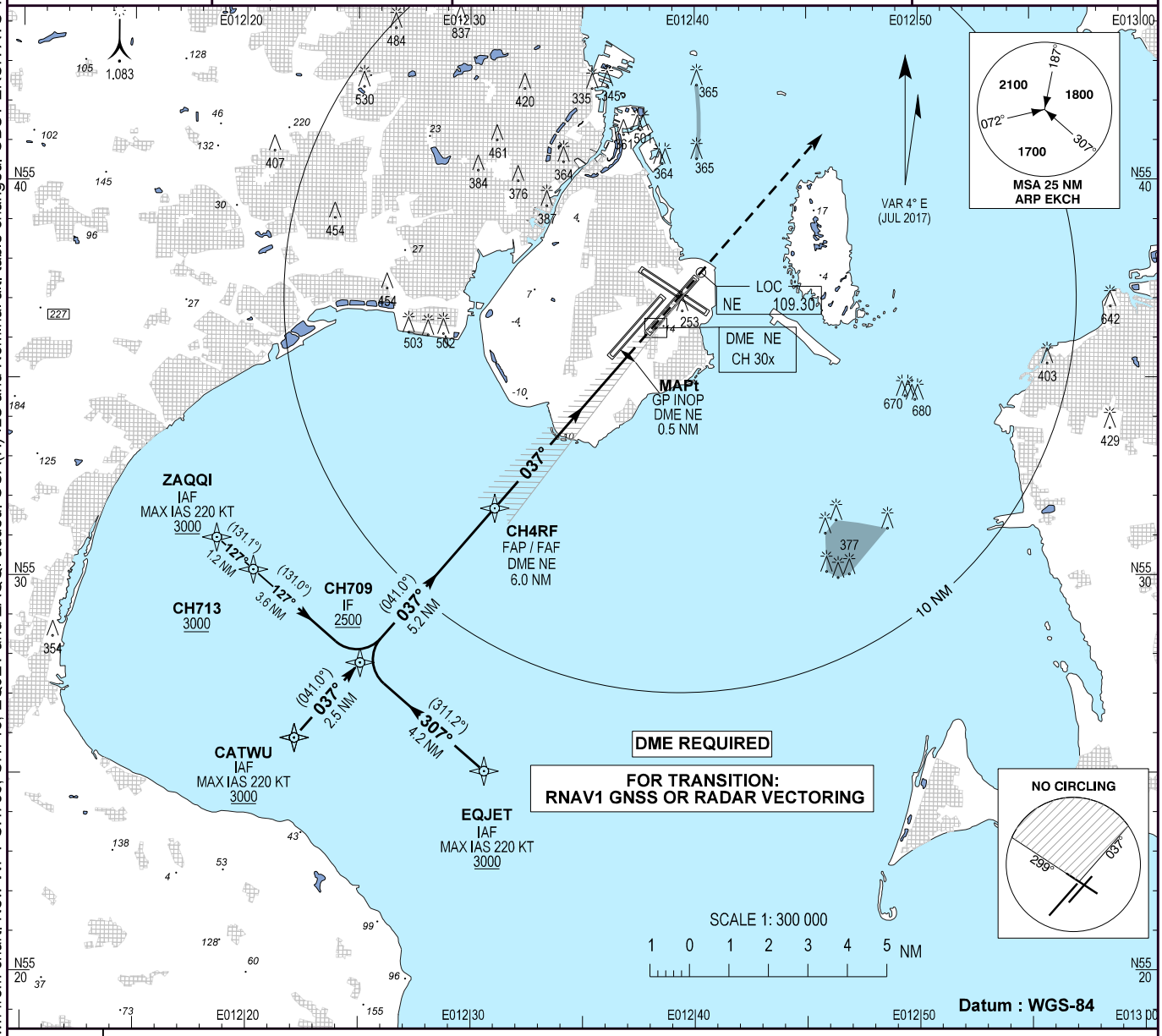
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

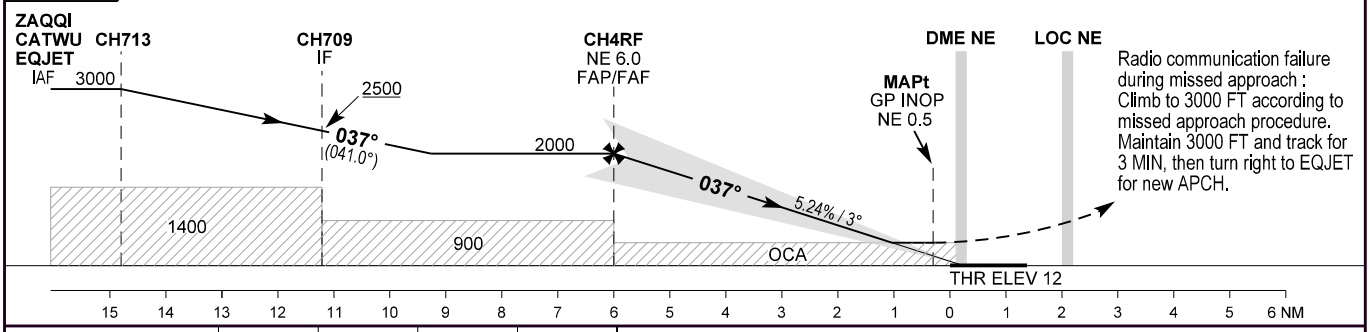
AD 2 - EKCH
ILS or LOC RWY 04R - 1
København / Kastrup



TA 5000

RDH 57

Missed approach:
Climb straight ahead
to 3000 FT. Inform ATC.



Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn right to EQJET for new APCH.

OCA (H)	A	B	C	D/DL
ILS	149 (137)	157 (145)	168 (156)	184 (172)
GP INOP	580 (560)			
Circling *	580 (560)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

Radar Vectoring:
Maintain last assigned altitude until intercepting the glide path.

* Circling for CAT C and D/DL is not approved N of AD between center line RWY 04L and center line RWY 12.

DME NE **	NM	2	3	4	5	6
DIST to THR	NM	2	3	4	5	6
Nominal altitude		710	1030	1360	1680	2010

** DME reads zero at treshold

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 04R Initial approach via CATWU, ZAQQI and EQJET

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ZAQQI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH713	-	127 / (131.1)	-4.0	1.2	-	+3000	-	-	RNAV 1
030	TF	CH709	-	127 / (131.0)	-4.0	3.6	L	+2500	-	-	RNAV 1
010	IF	EQJET	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH709	-	307 / (311.2)	-4.0	4.2	R	+2500	-	-	RNAV 1
010	IF	CATWU	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH709	-	037 / (041.0)	-4.0	2.5	-	+2500	-	-	RNAV 1
010	IF	CH709	-	-	-4.0	-	-	+2500	-	-	RNAV 1
020	TF	CH4RF	-	037 / (041.0)	-4.0	5.2	-	+2000	-	-	RNAV 1

EKCH ILS or LOC RWY 04R waypoint coordinates:

Waypoint Identifier	Coordinates
ZAQQI (IAF)	55 30 58.35N 012 18 41.73E
EQJET (IAF)	55 25 04.05N 012 30 36.64E
CATWU (IAF)	55 25 54.60N 012 22 10.20E
CH713	55 30 09.74N 012 20 19.81E
CH709 (IF)	55 27 48.61N 012 25 05.31E
CH4RF (FAP/FAF)	55 31 43.00N 012 31 04.90E

Changes: Coding Table revised. WPT ZAQQI, EQJET, CH709 and CH713 added. WPT ERPUK and DOPEM withdrawn.

INSTRUMENT APPROACH CHART - ICAO

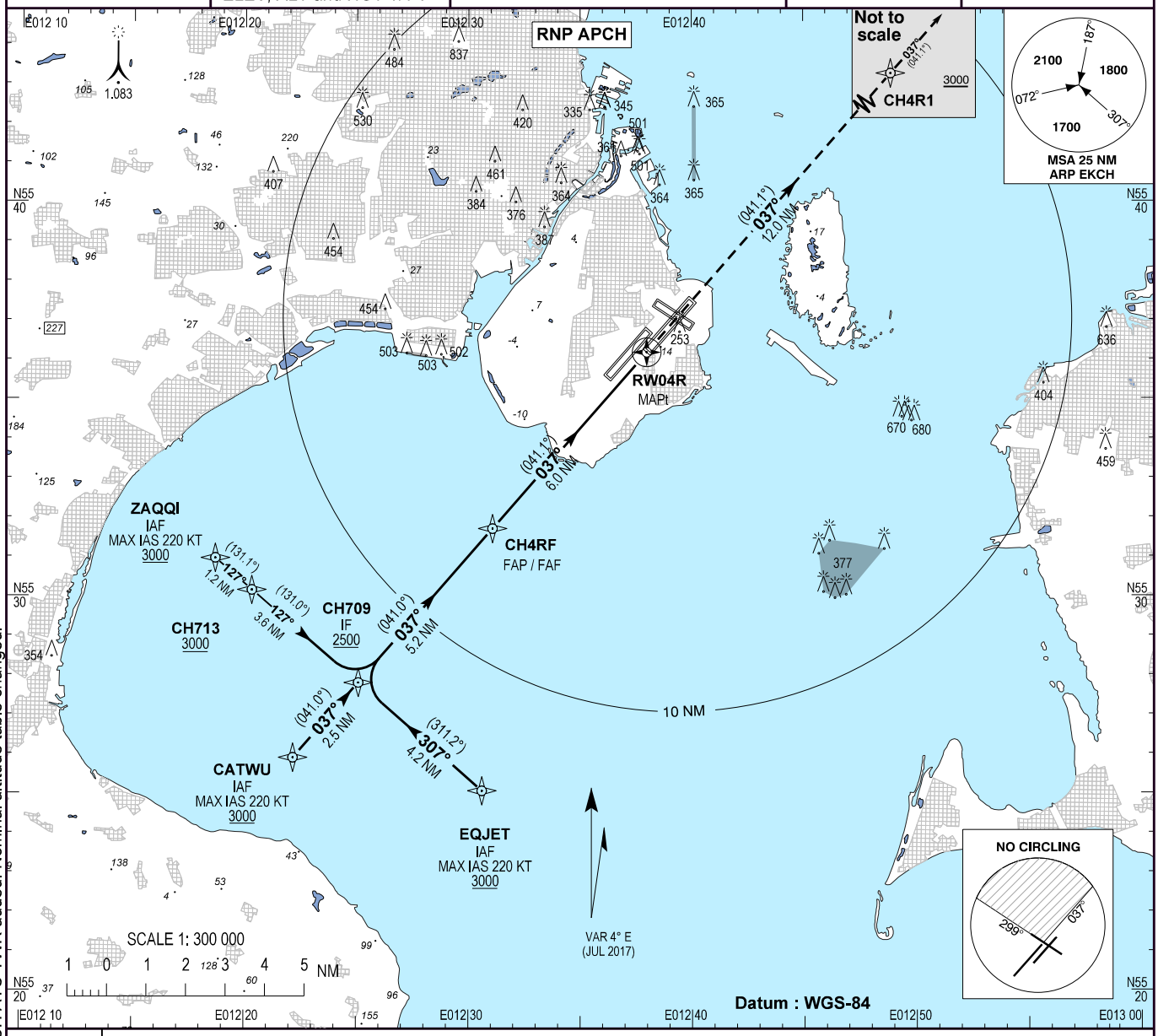
AD ELEV : 17

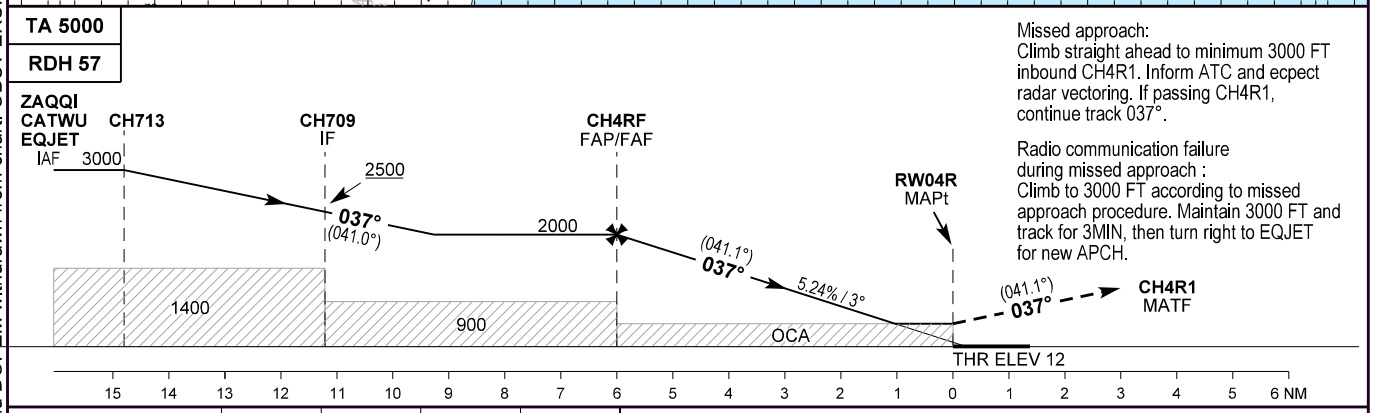
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 87916
E04B

AD 2 - EKCH
RNP RWY 04R - 1
København / Kastrup





Missed approach:
Climb straight ahead to minimum 3000 FT inbound CH4R1. Inform ATC and ecpect radar vectoring. If passing CH4R1, continue track 037°.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure. Maintain 3000 FT and track for 3MIN, then turn right to EQJET for new APCH.

OCA (H)	A	B	C	D/DL
LPV	142 (130)	150 (138)	160 (148)	173 (161)
LNAV / VNAV *	270 (258)	280 (268)	300 (288)	330 (318)
LNAV	580 (570)			
Circling **	580 (570)	590 (580)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°.

** Circling for CAT C and D/DL is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW04R NM	2	3	4	5	6
Nominal altitude	710	1020	1350	1680	2010

Changes : Initial approach procedure changed. New WPT ZAQQI, EQJET, CH709 and CH713 added. OCA (H) Ciriling A changed.
WPT ERPUK and DOPEM withdrawn from chart. OBST EKCH ATC TWR added. Nominal altitude table changed.

Changes: Coding Table revised. WPT ZAQQI, EQJET, CH709 and CH713 added. WPT ERPUK and DOPEM withdrawn. FAS Data block moved to RNP RWY 04R - 3

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 04R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ZAQQI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH713	-	127 / (131.1)	-4.0	1.2	-	+3000	-	-	RNP APCH
030	TF	CH709	-	127 / (131.0)	-4.0	3.6	L	+2500	-	-	RNP APCH
010	IF	EQJET	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH709	-	307 / (311.2)	-4.0	4.2	R	+2500	-	-	RNP APCH
010	IF	CATWU	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH709	-	037 / (041.0)	-4.0	2.5	-	+2500	-	-	RNP APCH
010	IF	CH709	-	-	-4.0	-	-	+2500	-	-	RNP APCH
020	TF	CH4RF	-	037 / (041.0)	-4.0	5.2	-	+2000	-	-	RNP APCH
030	TF	RW04R	Y	037 / 041.1)	-4.0	6.0	-	-	-	3.0° / 57	RNP APCH
040	TF	CH4R1	-	037 / (041.1)	-4.0	12.0	-	+3000	-	-	RNP APCH
050	FM	CH4R1	-	037 / (041.1)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 04R waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ZAQQI (IAF)	55 30 58.35N 012 18 41.73E	CH709 (IF)	55 27 48.61N 012 25 05.31E
EQJET (IAF)	55 25 04.05N 012 30 36.64E	CH4RF (FAF/FAP)	55 31 43.00N 012 31 04.90E
CATWU (IAF)	55 25 54.60N 012 22 10.20E	RW04R (MAPt)	55 36 11.20N 012 37 59.00E
CH713	55 30 09.74N 012 20 19.81E	CH4R1 (MATF)	55 45 11.50N 012 51 57.40E

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	04
Runway Letter	1 (Right)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E04B
LTP/FTP Latitude	553611.1600N
LTP/FTP Longitude	0123758.9700E
LTP/FTP Ellipsoidal Height (metres)	39.7
FPAP Latitude	553733.2405N
Delta FPAP Latitude (seconds)	82.0805
FPAP Longitude	0124006.0150E
Delta FPAP Longitude (seconds)	127.0450
Threshold Crossing Height	57.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	80
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 44 00 00 02 34 30 05 30 BD DC 17 74 E8 6B 05 8D 15 41 81 02 8A E0 03 3A 02 2C 01 64 0A C8 AF 8E C4 7A D7
Calculated CRC Value	8EC47AD7
Supplied CRC Value	8EC47AD7
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	3.7

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

INSTRUMENT APPROACH CHART - ICAO

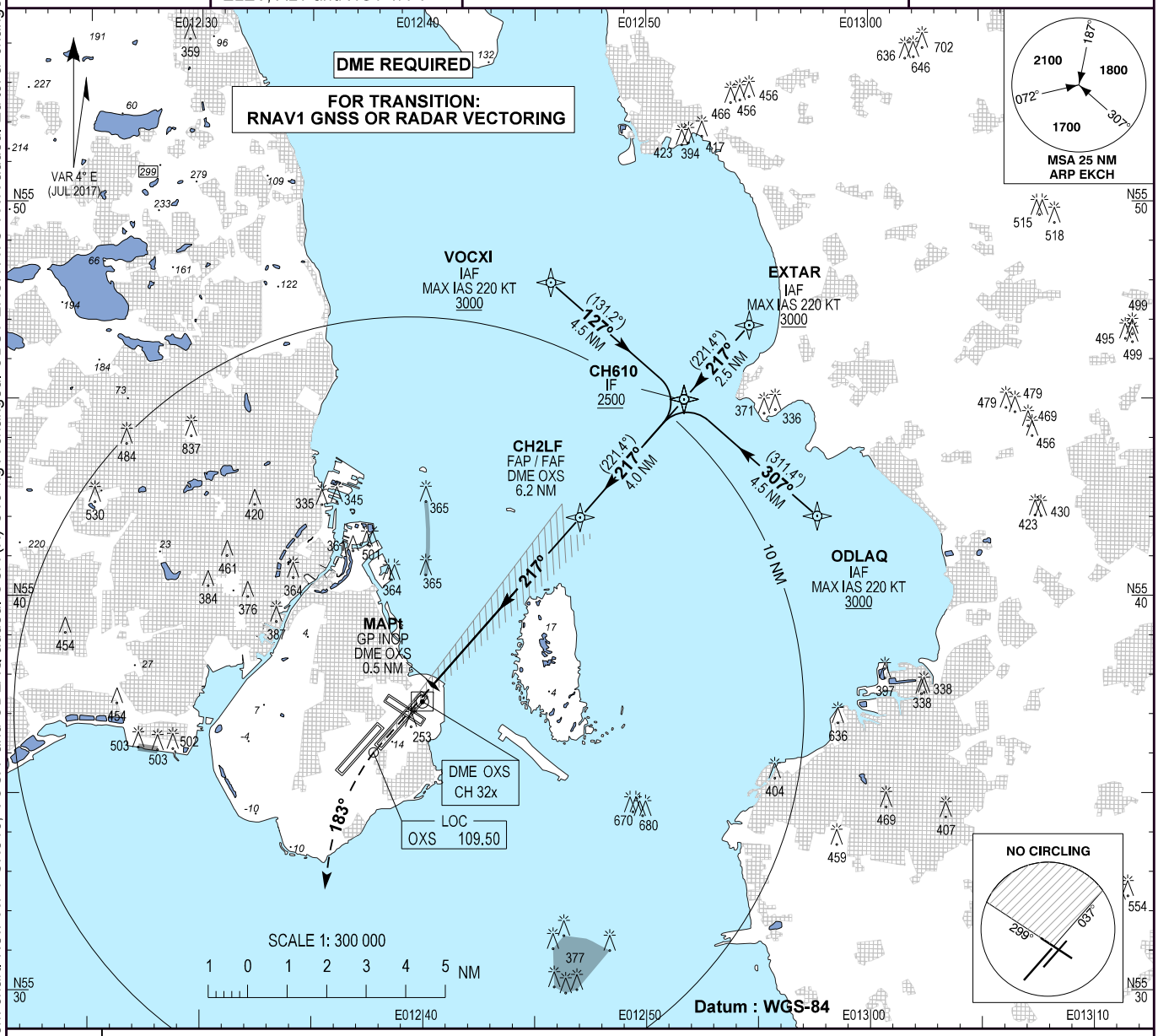
AD ELEV : 17

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

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

AD 2 - EKCH
ILS or LOC RWY 22L - 1
(CAT I + II + III)
København / Kastrup

Changes : RNAV transition revised. WPT ABEGI and ADOVI withdrawn from chart. New WPT CH610, VOCXI and ODLAQ added. OCA (H) Circling A changed. OBST EKCH ATC TWR added. Editorial changes.

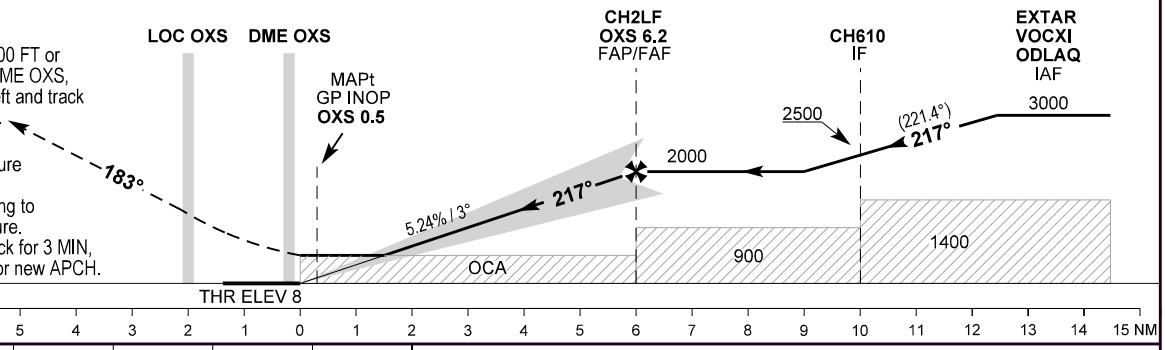


TA 5000

RDH 53

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

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn left to ODLAQ for new APCH.



OCA (H)	A	B	C	D/DL
ILS CAT I	141 (133)	149 (141)	160 (152)	173 (165)
ILS CAT II	55 (47)	66 (58)	78 (70)	92 (84)
GP INOP	510 (500)			
Circling *	560 (550)	590 (580)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

Radar Vectoring:
Maintain last assigned altitude until intercepting the glide path.

* Circling for CAT C and D/DL is not approved N of AD between center line RWY 22R and center line RWY 12.

DME OXS NM	2	3	4	5	6
DIST to THR NM	1.8	2.8	3.8	4.8	5.8
Nominal altitude	650	970	1290	1600	1930

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 22L Initial approach via VOCXI, ODLAQ and EXTAR

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	VOCXI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH610	-	127 / (131.2)	-4.0	4.5	R	+2500	-	-	RNAV 1
010	IF	ODLAQ	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH610	-	307 / (311.4)	-4.0	4.5	L	+2500	-	-	RNAV 1
010	IF	EXTAR	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH610	-	217 / (221.4)	-4.0	2.5	-	+2500	-	-	RNAV 1
010	IF	CH610	-	-	-4.0	-	-	+2500	-	-	RNAV 1
020	TF	CH2LF	-	217 / (221.4)	-4.0	4.0	-	+2000	-	-	RNAV 1

EKCH ILS or LOC RWY 22L waypoint coordinates:

Waypoint Identifier	Coordinates
VOCXI (IAF)	55 47 58.42N 012 45 42.92E
ODLAQ (IAF)	55 42 02.71N 012 57 40.81E
EXTAR (IAF)	55 46 53.30N 012 54 38.40E
CH610 (IF)	55 45 00.71N 012 51 42.32E
CH2LF (FAP/FAF)	55 42 01.00N 012 47 01.90E

Changes: Coding table revised. New WPT ODLAQ, VOCXI and CH610 added. WPT ABEGI and ADOVI withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

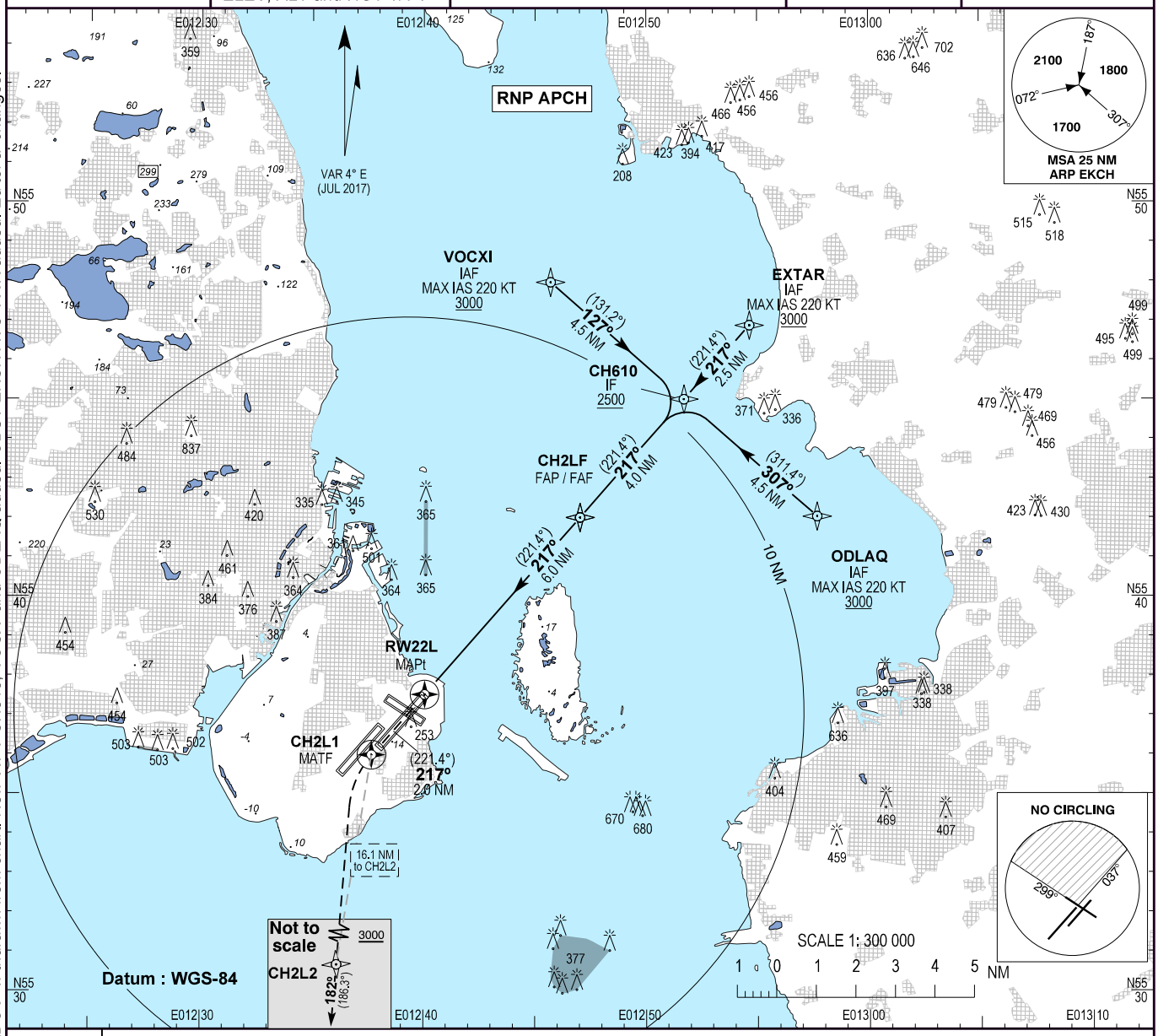
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

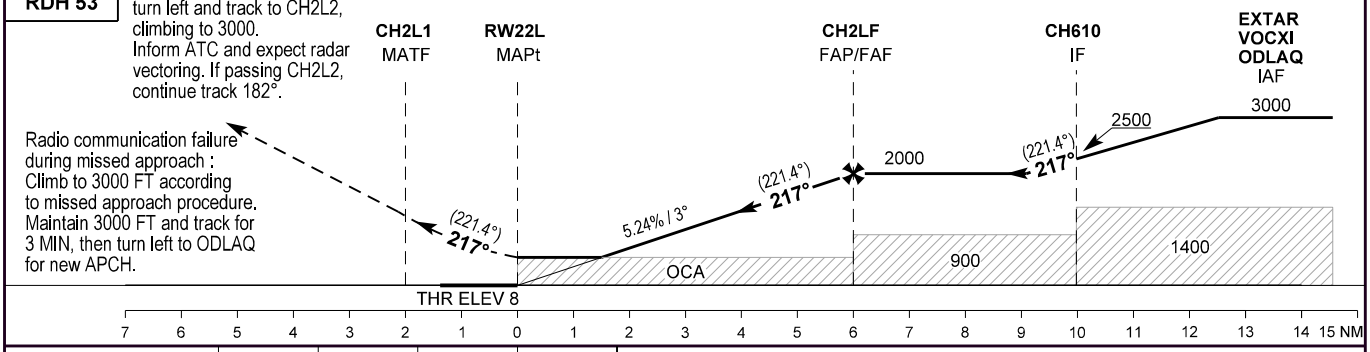
EGNOS
CH : 48570
E22A

AD 2 - EKCH
RNP RWY 22L - 1
København / Kastrup

Changes : RNAV transition revised. WPT ABEGI and ADOVI withdrawn from chart. New WPT CH610, VOCXI and ODLAQ added. OBST EKCH ATC TWR added. Editorial changes.



TA 5000	Missed approach: Climb straight ahead to CH2L1, turn left and track to CH2L2, climbing to 3000. Inform ATC and expect radar vectoring. If passing CH2L2, continue track 182°.
RDH 53	



OCA (H)	A	B	C	D/DL
LPV	141(133)	149 (141)	160 (152)	173 (165)
LNAV / VNAV *	320 (312)	330 (322)	340 (332)	350 (342)
LNAV	510 (500)			
Circling **	560 (550)	590 (580)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°C.

** Circling for CAT C and D/DL is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW22L NM	2	3	4	5
Nominal altitude	700	1015	1335	1650

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 22L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	VOCXI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH610	-	127 / (131.2)	-4.0	4.5	R	+2500	-	-	RNP APCH
010	IF	ODLAQ	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH610	-	307 / (311.4)	-4.0	4.5	L	+2500	-	-	RNP APCH
010	IF	EXTAR	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH610	-	217 / (221.4)	-4.0	2.5	-	+2500	-	-	RNP APCH
010	IF	CH610	-	-	-4.0	-	-	+2500	-	-	RNP APCH
020	TF	CH2LF	-	217 / 221.4)	-4.0	4.0	-	+2000	-	-	RNP APCH
030	TF	RW22L	Y	217 / 221.4)	-4.0	6.0	-	-	-	3.0° / 53	RNP APCH
040	CF	CH2L1	Y	217 / (221.4)	-4.0	2.0	L	-	-	-	RNP APCH
050	DF	CH2L2	-	-	-4.0	-	-	+3000	-	-	RNP APCH
060	FM	CH2L2	-	182 / (186.3)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 22L waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
VOCXI (IAF)	55 47 58.42N 012 45 42.92E	CH2LF (FAP/FAF)	55 42 01.00N 012 47 01.90E
ODLAQ (IAF)	55 42 02.71N 012 57 40.81E	RW22L (MAPt)	55 37 31.50N 012 40 03.30E
EXTAR (IAF)	55 46 53.30N 012 54 38.40E	CH2L1 (MATF)	55 35 59.80N 012 37 40.70E
CH610 (IF)	55 45 00.71N 012 51 42.32E	CH2L2	55 19 57.60N 012 34 35.70E

Changes: Coding Table revised. WPT CH610, VOCXI and ODLAQ added. WPT ABEGI and ADOVI withdrawn. FAS Data block moved to RNP RWY 22L - 3.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	22
Runway Letter	3 (Left)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E22A
LTP/FTP Latitude	553731.4800N
LTP/FTP Longitude	0124003.2900E
LTP/FTP Ellipsoidal Height (metres)	38.4
FPAP Latitude	553610.7195N
Delta FPAP Latitude (seconds)	-80.7605
FPAP Longitude	0123758.2890E
Delta FPAP Longitude (seconds)	-125.0010
Threshold Crossing Height	53.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	24
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 D6 00 00 01 32 32 05 B0 30 DF 17 B4 B3 6F 05 80 15 0F 89 FD 6E 2F FC 12 02 2C 01 64 03 C8 AF 02 6D BA 28
Calculated CRC Value	026DBA28
Supplied CRC Value	026DBA28
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	2.4

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

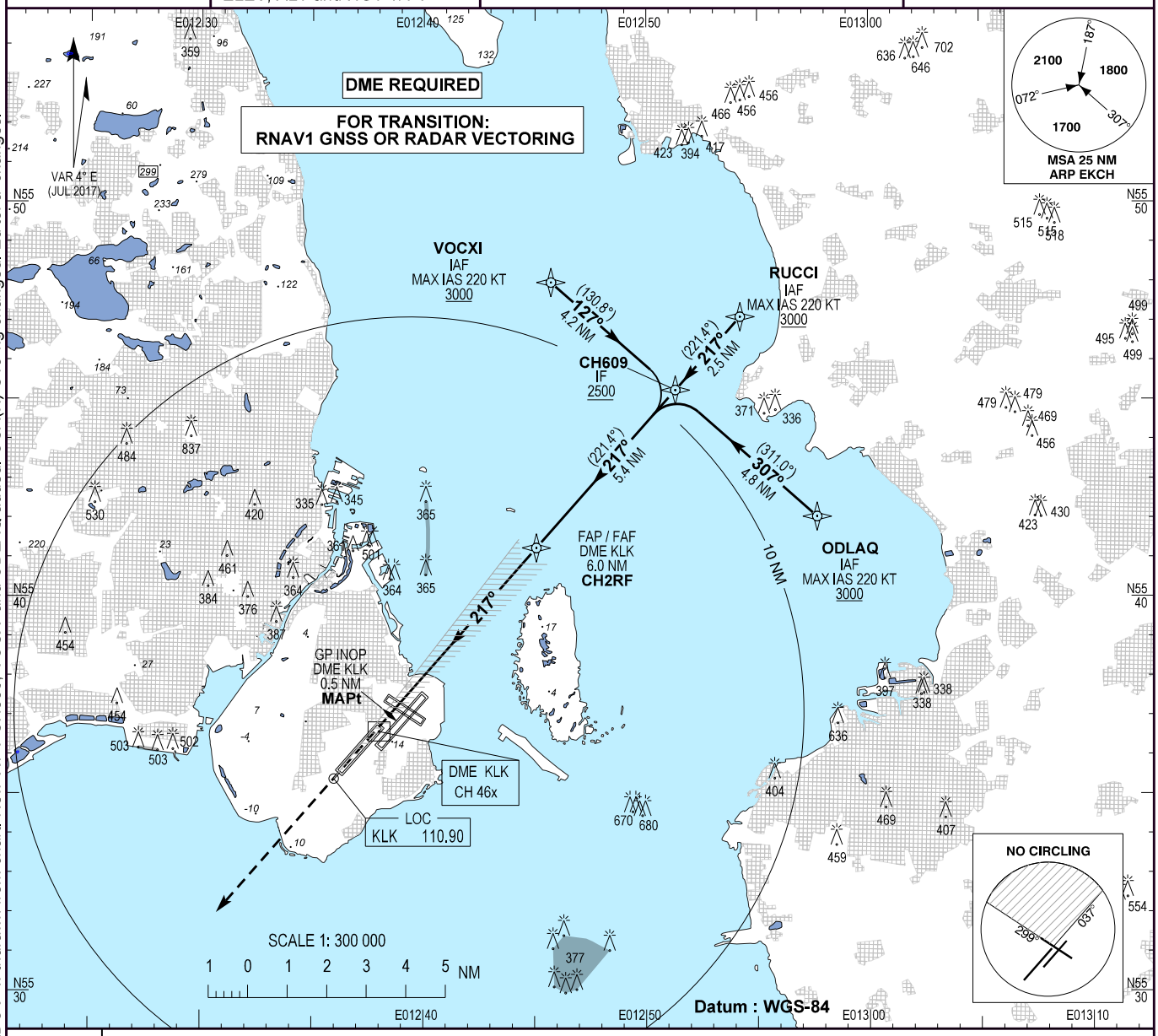
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

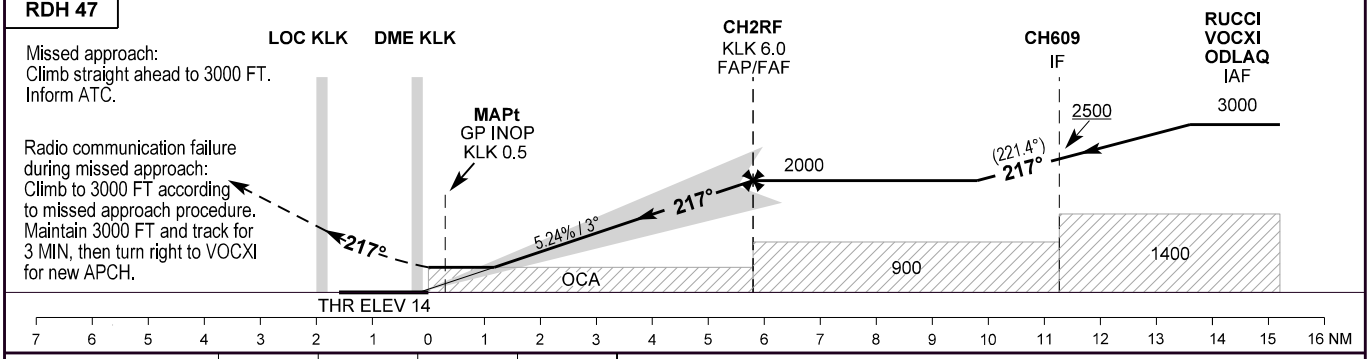
Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

AD 2 - EKCH
ILS or LOC RWY 22R - 1
København / Kastrup



TA 5000

RDH 47



Missed approach:
Climb straight ahead to 3000 FT.
Inform ATC.

Radio communication failure during missed approach:
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn right to VOCXI for new APCH.

OCA (H)	A	B	C	D
ILS	167 (153)	177 (163)	186 (172)	196 (182)
GP INOP	450 (430)			
Circling *	560 (540)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

Radar Vectoring:
Maintain last assigned altitude until intercepting the glide path.

* Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12

DME KLK	NM	2	3	4	5	6
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8
Nominal altitude		650	970	1300	1620	1950

Changes : RNAV transition revised. WPT ABEGI and ADOVI withdrawn from chart. New WPT CH609, VOCXI and ODLAQ added. OCA(H) Circling changed. Editorial changes.

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 22R Initial approach via VOCXI, ODLAQ and RUCCI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	VOCXI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH609	-	127 / (130.8)	-4.0	4.2	R	+2500	-	-	RNAV 1
010	IF	RUCCI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH609	-	217 / (221.4)	-4.0	2.5	-	+2500	-	-	RNAV 1
010	IF	ODLAQ	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH609	-	307 / (311.0)	-4.0	4.8	L	+2500	-	-	RNAV 1
010	IF	CH609	-	-	-4.0	-	-	+2500	-	-	RNAV 1
020	TF	CH2RF	-	217 / (221.4)	-4.0	5.4	-	+2000	-	-	RNAV 1

EKCH ILS or LOC RWY 22R waypoint coordinates:

Waypoint Identifier	Coordinates
VOCXI (IAF)	55 47 58.42N 012 45 42.92E
ODLAQ (IAF)	55 42 02.71N 012 57 40.81E
RUCCI (IAF)	55 47 06.19N 012 54 13.00E
CH609 (IF)	55 45 14.78N 012 51 18.64E
CH2RF (FAP/FAF)	55 41 12.55N 012 45 00.87E

Changes: Coding table revised. New WPT ODLAQ, VOCXI and CH609 added. WPT ABEGI and ADOVI withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

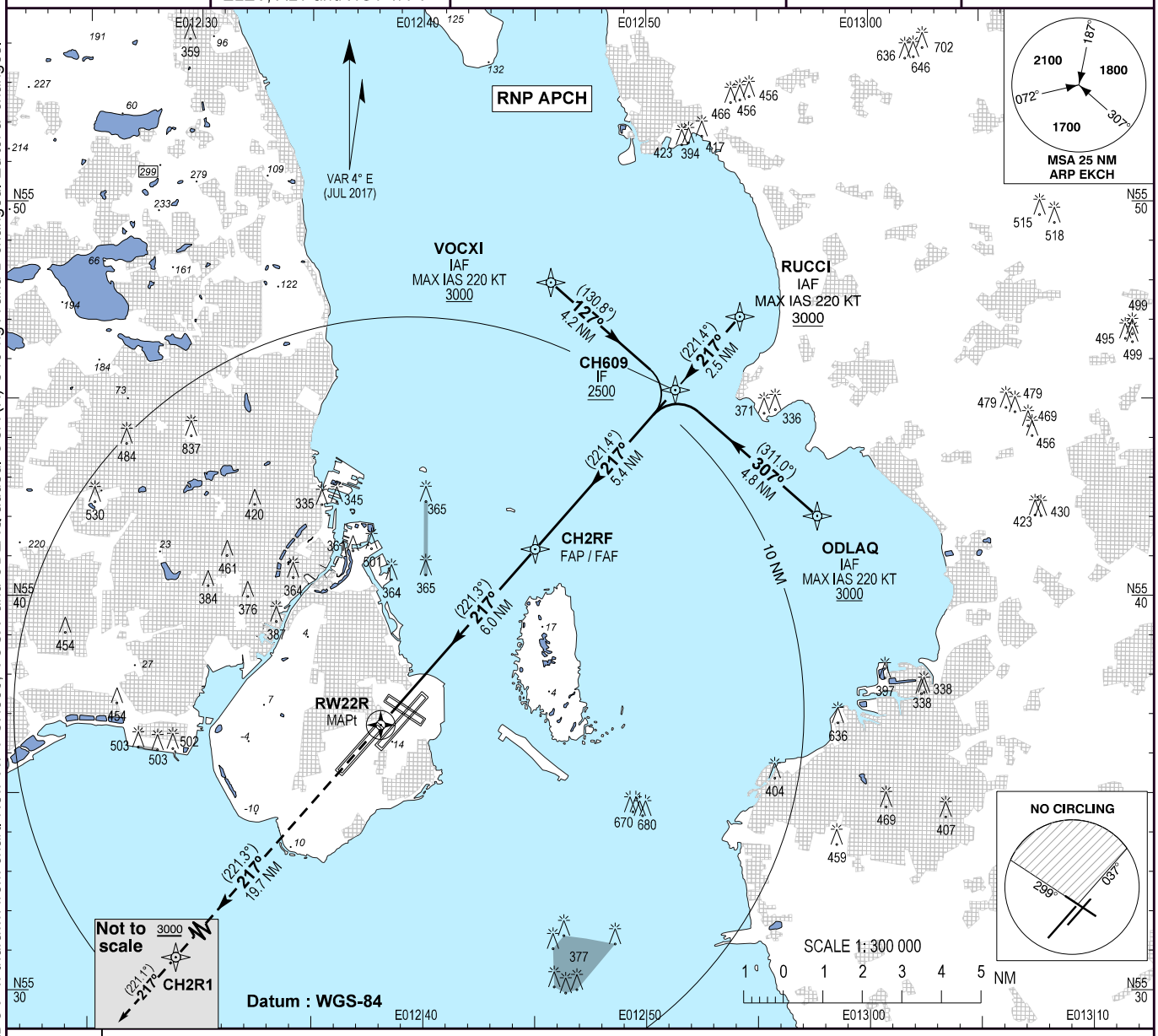
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 65172
E22B

AD 2 - EKCH
RNP RWY 22R - 1
København / Kastrup

Changes : RNAV transition revised. WPT ABEGI and ADOVI withdrawn from chart. New WPT CH609, VOCXI and ODLAQ added. OCA (H) Circling A and B changed. Editorial changes.

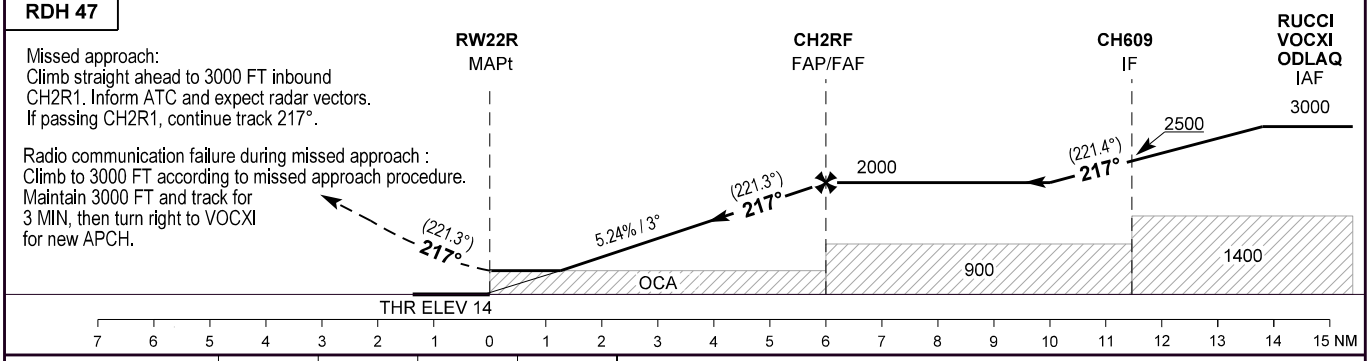


TA 5000

RDH 47

Missed approach:
Climb straight ahead to 3000 FT inbound
CH2R1. Inform ATC and expect radar vectors.
If passing CH2R1, continue track 217°.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for
3 MIN, then turn right to VOCXI
for new APCH.



OCA (H)	A	B	C	D
LPV	167 (153)	177 (163)	186 (172)	196 (182)
LNAV / VNAV *	353 (339)	363 (349)	373 (359)	383 (369)
LNAV	450 (430)			
Circling **	560 (540)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°C.

** Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW22R NM	2	3	4	5	6
Nominal altitude	700	1020	1350	1670	2000

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 22R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	VOCXI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH609	-	127 / (130.8)	-4.0	4.2	R	+2500	-	-	RNP APCH
010	IF	RUCCI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH609	-	217 / (221.4)	-4.0	2.5	-	+2500	-	-	RNP APCH
010	IF	ODLAQ	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH609	-	307 / (311.0)	-4.0	4.8	L	+2500	-	-	RNP APCH
010	IF	CH609	-	-	-4.0	-	-	+2500	-	-	RNP APCH
020	TF	CH2RF	-	217 / 221.4)	-4.0	5.4	-	+2000	-	-	RNP APCH
030	TF	RW22R	Y	217 / 221.3)	-4.0	6.0	-	-	-	3.0° / 47	RNP APCH
040	TF	CH2R1	-	217 / (221.3)	-4.0	19.7	L	-	-	-	RNP APCH
050	FM	CH2R1	-	217 / (221.1)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 22R waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
VOCXI (IAF)	55 47 58.42N 012 45 42.92E	CH2RF (FAP/FAF)	55 41 12.55N 012 45 00.87E
RUCCI (IAF)	55 47 06.19N 012 54 13.00E	RW22R (MAPt)	55 36 44.92N 012 38 05.61E
ODLAQ (IAF)	55 42 02.71N 012 57 40.81E	CH2R1 (MATF)	55 21 54.15N 012 15 14.53E
CH609 (IF)	55 45 14.78N 012 51 18.64E		

Changes: Flyover status 030 RW22R and 040 CH2R1 corrected..

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	22
Runway Letter	1 (Right)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E22B
LTP/FTP Latitude	553644.9200N
LTP/FTP Longitude	0123805.6100E
LTP/FTP Ellipsoidal Height (metres)	40.0
FPAP Latitude	553530.7905N
Delta FPAP Latitude (seconds)	-74.1295
FPAP Longitude	0123610.9830E
Delta FPAP Longitude (seconds)	-114.6270
Threshold Crossing Height	47.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	48
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 56 00 00 02 32 32 05 F0 C4 DD 17 54 1C 6C 05 90 15 DD BC FD 7A 80 FC D6 01 2C 01 64 06 C8 AF 15 97 A7 8C
Calculated CRC Value	1597A78C
Supplied CRC Value	1597A78C
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	3.7

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

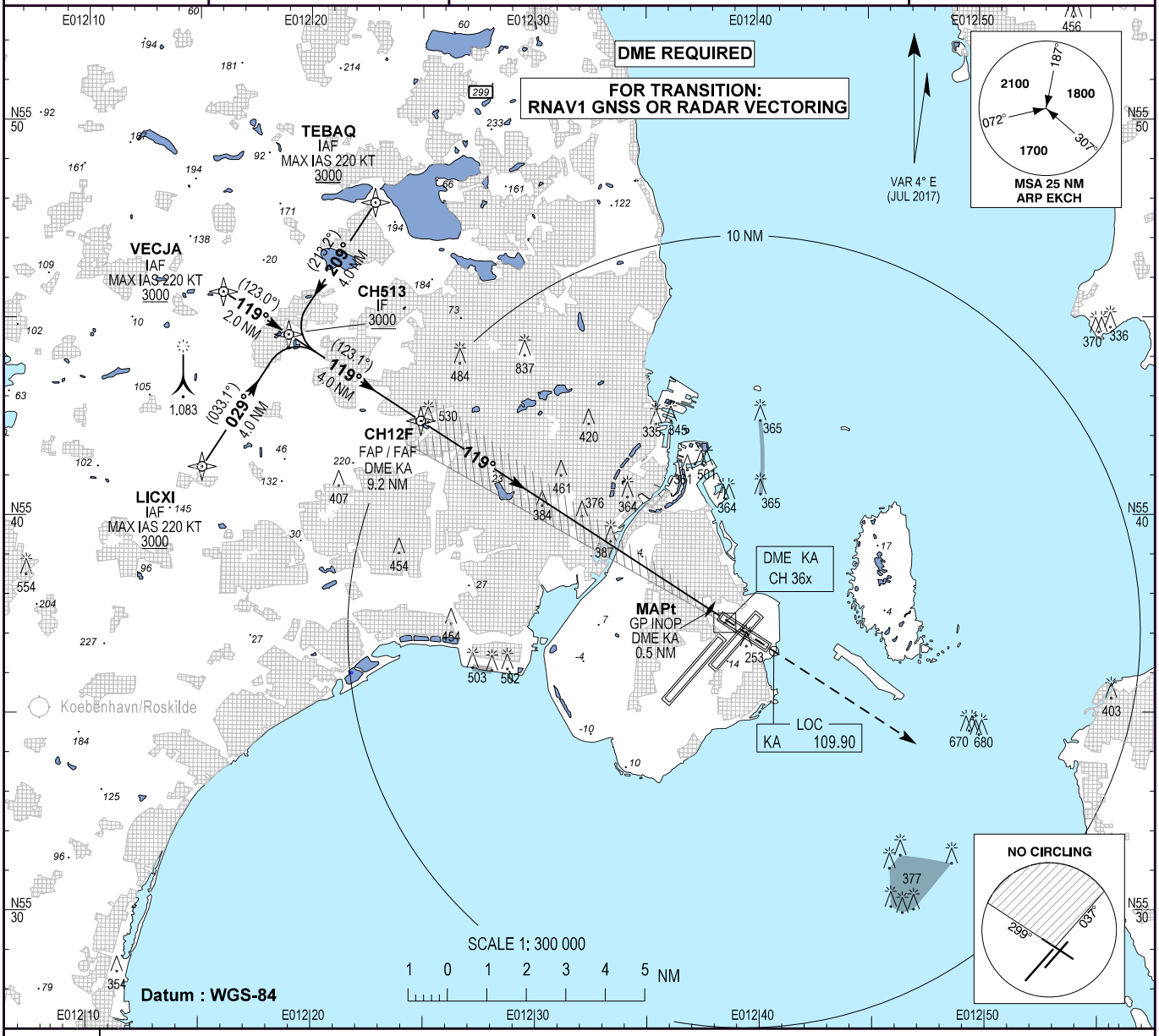
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

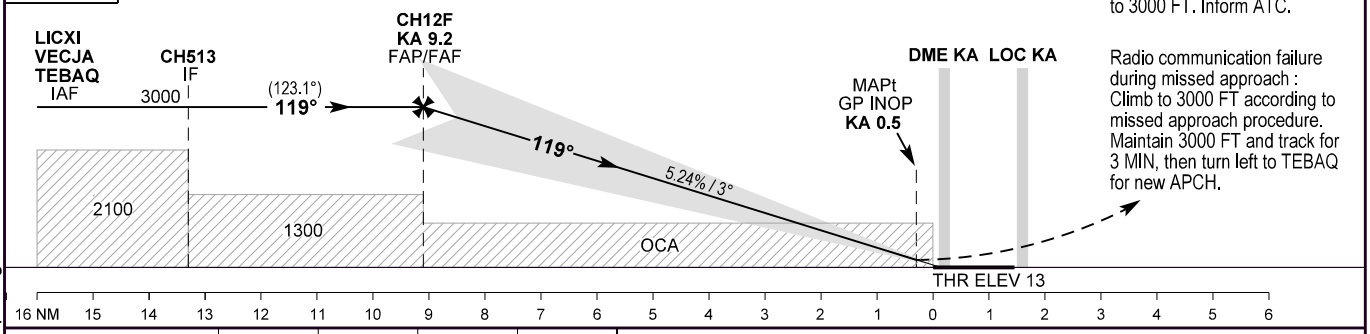
Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

AD 2 - EKCH
ILS or LOC RWY 12 - 1
København / Kastrup



TA 5000

RDH 49



Missed approach:
Climb straight ahead
to 3000 FT. Inform ATC.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn left to TEBAQ for new APCH.

OCA (H)	A	B	C	D
ILS	150 (137)	158 (145)	169 (156)	184 (171)
GP INOP	790 (780)			
Circling *	790 (780)	790 (780)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Circling for CAT C and D is not approved N of AD between center line RWY 04L and center line RWY 12.

DME KA	NM	2	3	4	5	6	7	8	9.2
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
Nominal altitude		650	970	1300	1630	1950	2280	2610	3030

Changes : Spelling of TEBAC corrected to TEBAQ.

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 12 Initial approach via TEBAQ, LICXI and VECJA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	LICXI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH513	-	029 / (033.1)	-4.0	4.0	R	+3000	-	-	RNAV 1
010	IF	VECJA	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH513	-	119 / (123.0)	-4.0	2.0	-	+3000	-	-	RNAV 1
010	IF	TEBAQ	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH513	-	209 / (213.2)	-4.0	4.0	L	+3000	-	-	RNAV 1
010	IF	CH513	-	-	-4.0	-	-	+3000	-	-	RNAV 1
020	TF	CH12F	-	119 / (123.1)	-4.0	4.0	-	+3000	-	-	RNAV 1

EKCH ILS or LOC RWY 12 waypoint coordinates:

Waypoint Identifier	Coordinates
LICXI (IAF)	55 41 14.60N 012 15 06.62E
TEBAQ (IAF)	55 47 55.65N 012 22 51.14E
VECJA (IAF)	55 45 39.83N 012 16 02.46E
CH513 (IF)	55 44 35.19N 012 18 58.60E
CH12F (FAP/FAF)	55 42 24.31N 012 24 54.03E

Changes: Coding Table revised. WPT LICXI, TEBAQ and CH513 added. WPT AGTIC and FEDJO withdrawn.

INSTRUMENT APPROACH CHART - ICAO

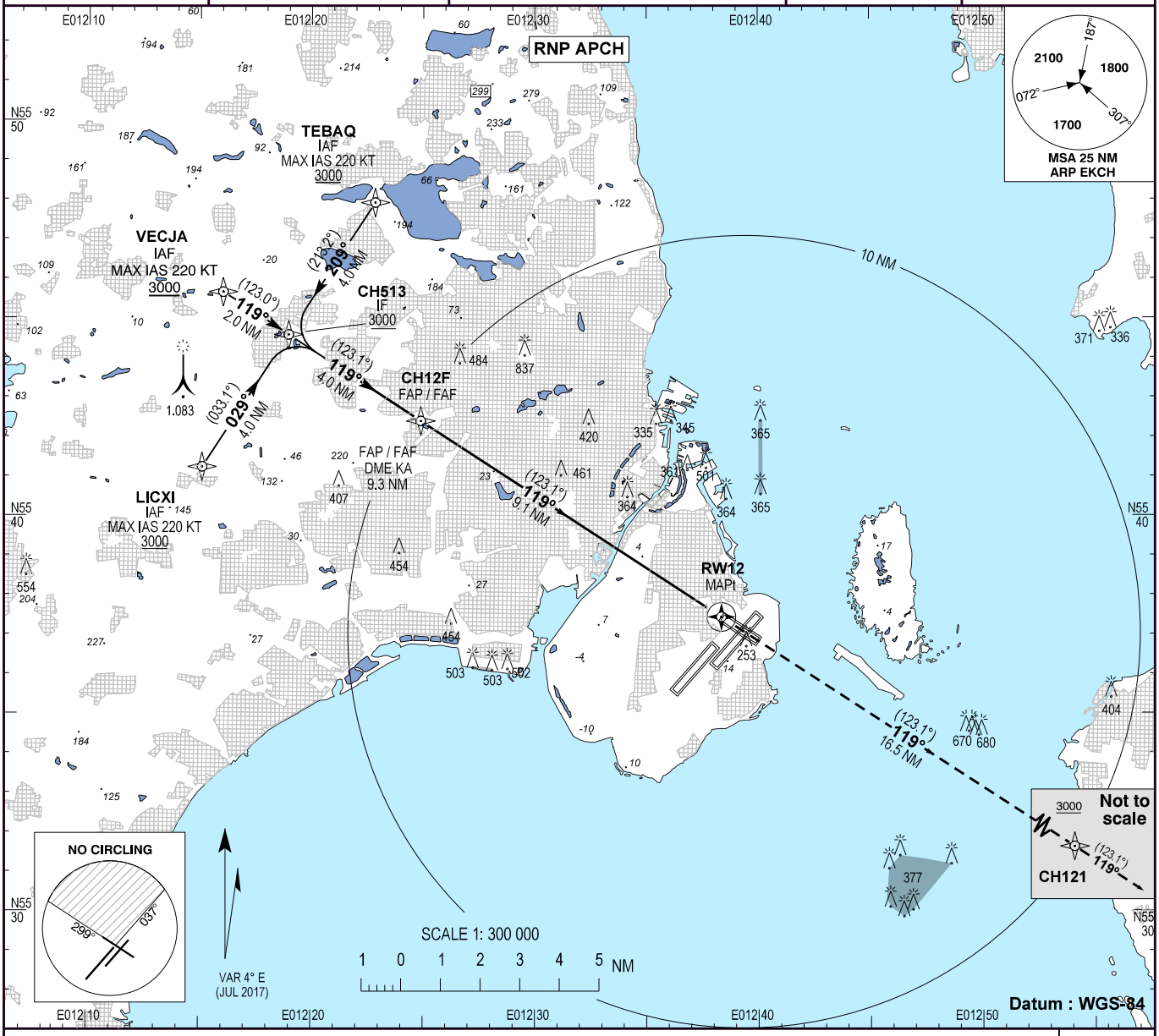
AD ELEV : 17

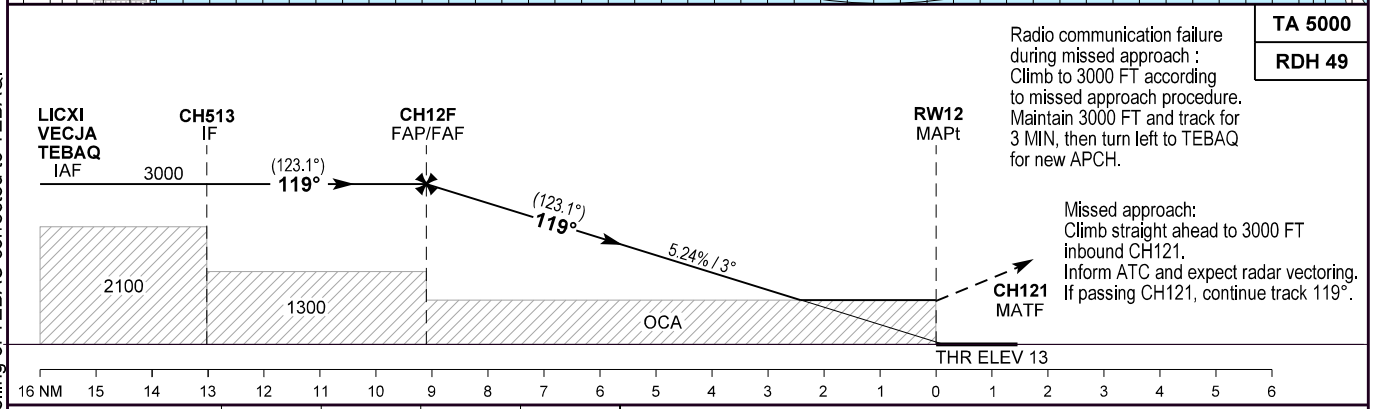
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 63468
E12A

AD 2 - EKCH
RNP RWY 12 - 1
København / Kastrup





TA 5000

RDH 49

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn left to TEBAQ for new APCH.

Missed approach:
Climb straight ahead to 3000 FT inbound CH121.
Inform ATC and expect radar vectoring.
If passing CH121, continue track 119°.

OCA (H)	A	B	C	D
LPV	150 (137)	158 (145)	169 (156)	184 (171)
LNAV / VNAV *	340 (322)	350 (331)	360 (341)	370 (351)
LNAV	790 (780)			
Circling **	790 (780)	790 (780)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°C.

** Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW12 NM	2	3	4	5	6	7	8	9.1
Nominal altitude	710	1020	1350	1680	2010	2340	2670	3000

Changes : Spelling of TEBAQ corrected to TEBAQ.

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 12.

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	LICXI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH513	-	029 / (033.1)	-4.0	4.0	R	+3000	-	-	RNP APCH
010	IF	VECJA	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH513	-	119 / (123.0)	-4.0	2.0	-	+3000	-	-	RNP APCH
010	IF	TEBAQ	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH513	-	209 / (213.2)	-4.0	4.0	L	+3000	-	-	RNP APCH
030	TF	CH12F	-	119 / (123.1)	-4.0	4.0	-	+3000	-	-	RNP APCH
040	CF	RW12	Y	119 / (123.1)	-4.0	9.1	-	-	-	3.0° / 49	RNP APCH
050	DF	CH121	-	119 / (123.1)	-4.0	16.5	-	+3000	-	-	RNP APCH
060	FM	CH121	-	119 / (123.1)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 12 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
LICXI (IAF)	55 41 14.60N 012 15 06.62E	CH12F (FAP/FAF)	55 42 24.31N 012 24 54.03E
TEBAQ (IAF)	55 47 55.65N 012 22 51.14E	RW12 (MAPt)	55 37 26.94N 012 38 20.82E
VECJA (IAF)	55 45 39.83N 012 16 02.46E	CH121	55 28 26.14N 013 02 39.53E
CH513 (IF)	55 44 35.19N 012 18 58.56E		

Changes: Coding Table revised. WPT LICXI, TEBAQ and CH513 added. WPT FEDJO and AGTIC withdrawn. FAS Data block moved to RNP RWY 12- 3.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	12
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E12A
LTP/FTP Latitude	553726.9400N
LTP/FTP Longitude	0123820.8200E
LTP/FTP Ellipsoidal Height (metres)	40.0
FPAP Latitude	553640.2705N
Delta FPAP Latitude (seconds)	-46.6695
FPAP Longitude	0124026.9310E
Delta FPAP Longitude (seconds)	126.1110
Threshold Crossing Height	49.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	272
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 0C 00 00 01 32 31 05 38 0D DF 17 28 93 6C 05 90 15 65 93 FE 3E D9 03 EA 01 2C 01 64 22 C8 AF 36 81 99 F1
Calculated CRC Value	368199F1
Supplied CRC Value	368199F1
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	4.0

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

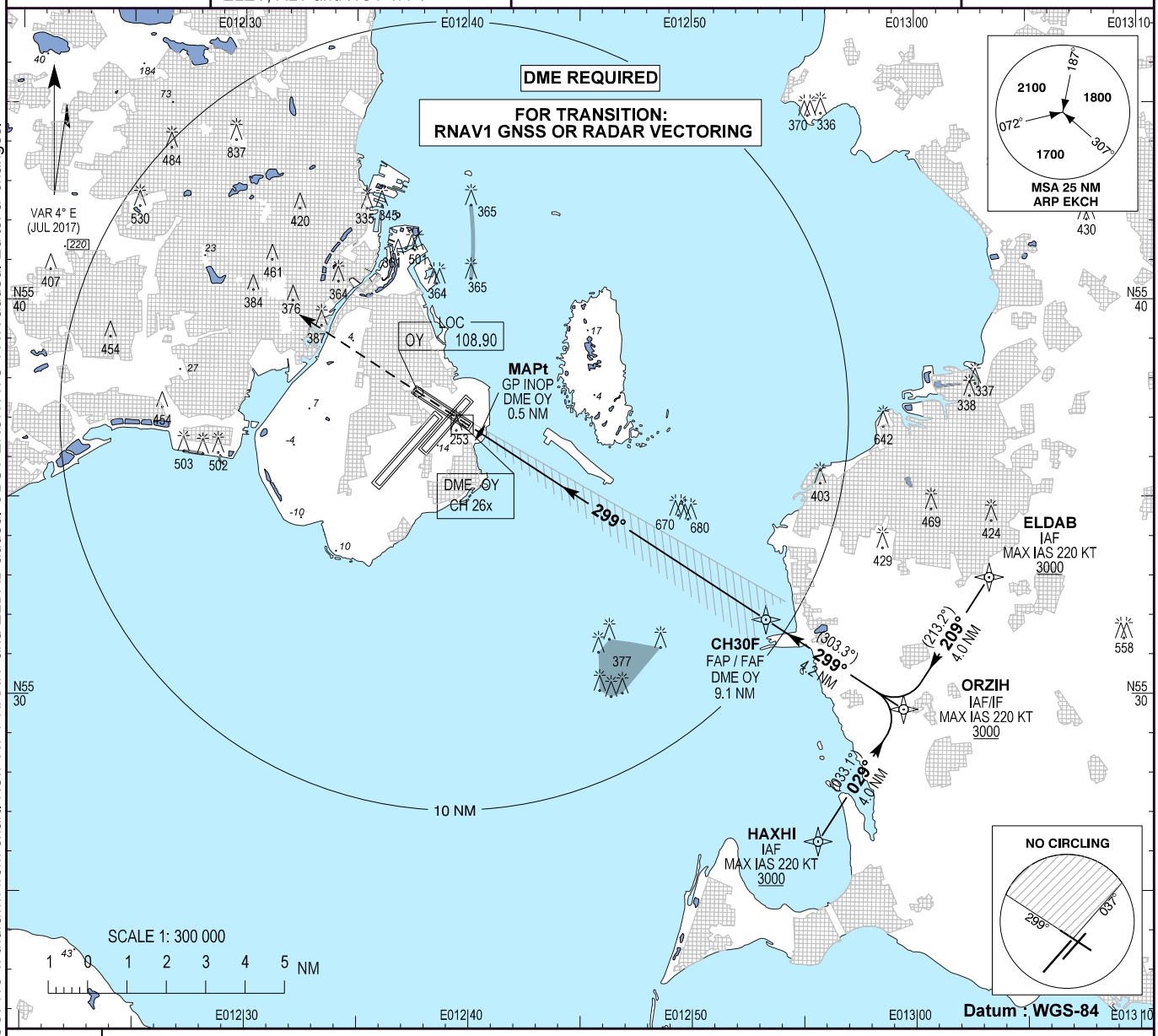
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

AD 2 - EKCH
ILS or LOC RWY 30 - 1
København / Kastrup

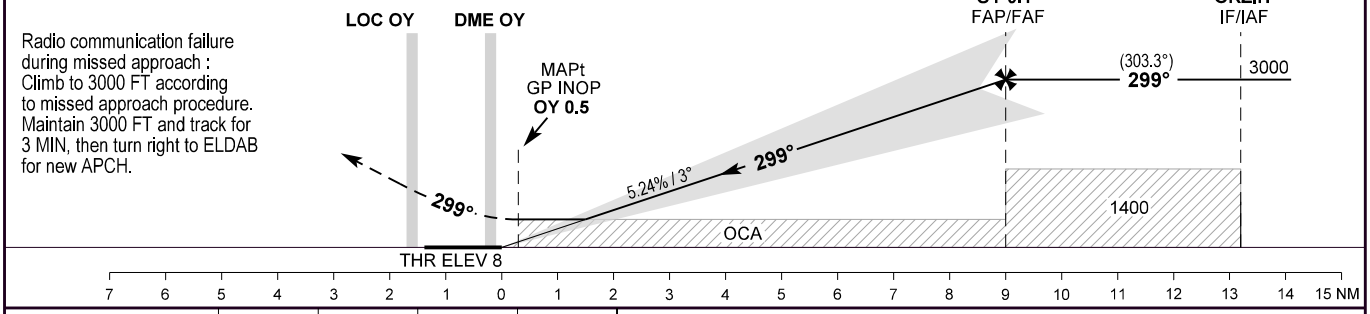


TA 5000

RDH 49

Missed approach:
Climb straight ahead to 3000 FT.
Inform ATC.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn right to ELDAB for new APCH.



OCA (H)	A	B	C	D
ILS	141(133)	149 (141)	159 (151)	168 (160)
GP INOP	510 (500)			
Circling*	560 (550)	590 (580)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12

DME OY	NM	2	3	4	5	6	7	8	9.3
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
Nominal altitude		650	970	1290	1610	1930	2250	2570	3000

Changes : RNAV transition revised. WPT HOFFO and COPHO withdrawn from chart. New WPT HAXHI and ELDAB added. OBST EKCH ATC TWR added. Editorial changes.

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 30 Initial approach via ELDAB, HAXHI and ORZIH

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ELDAB	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	ORZIH	-	209 / (213.2)	-4.0	4.0	R	+3000	-220	-	RNAV 1
010	IF	HAXHI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	ORZIH	-	029 / (033.1)	-4.0	4.0	L	+3000	-220	-	RNAV 1
010	IF	ORZIH	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH30F	-	299 / (303.3)	-4.0	4.2	-	+3000	-	-	RNAV 1

EKCH ILS or LOC RWY 30 waypoint coordinates:

Waypoint Identifier	Coordinates
ELDAB (IAF)	55 32 57.73N 013 03 17.80E
HAXHI (IAF)	55 26 16.42N 012 55 36.87E
ORZIH (IAF/IF)	55 29 37.14N 012 59 27.01E
CH30F (FAP/FAF)	55 31 54.22N 012 53 18.46E

Changes: Coding Table revised. WPT ELDAB and HAXHI added. WPT COPHO and HOFFO withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

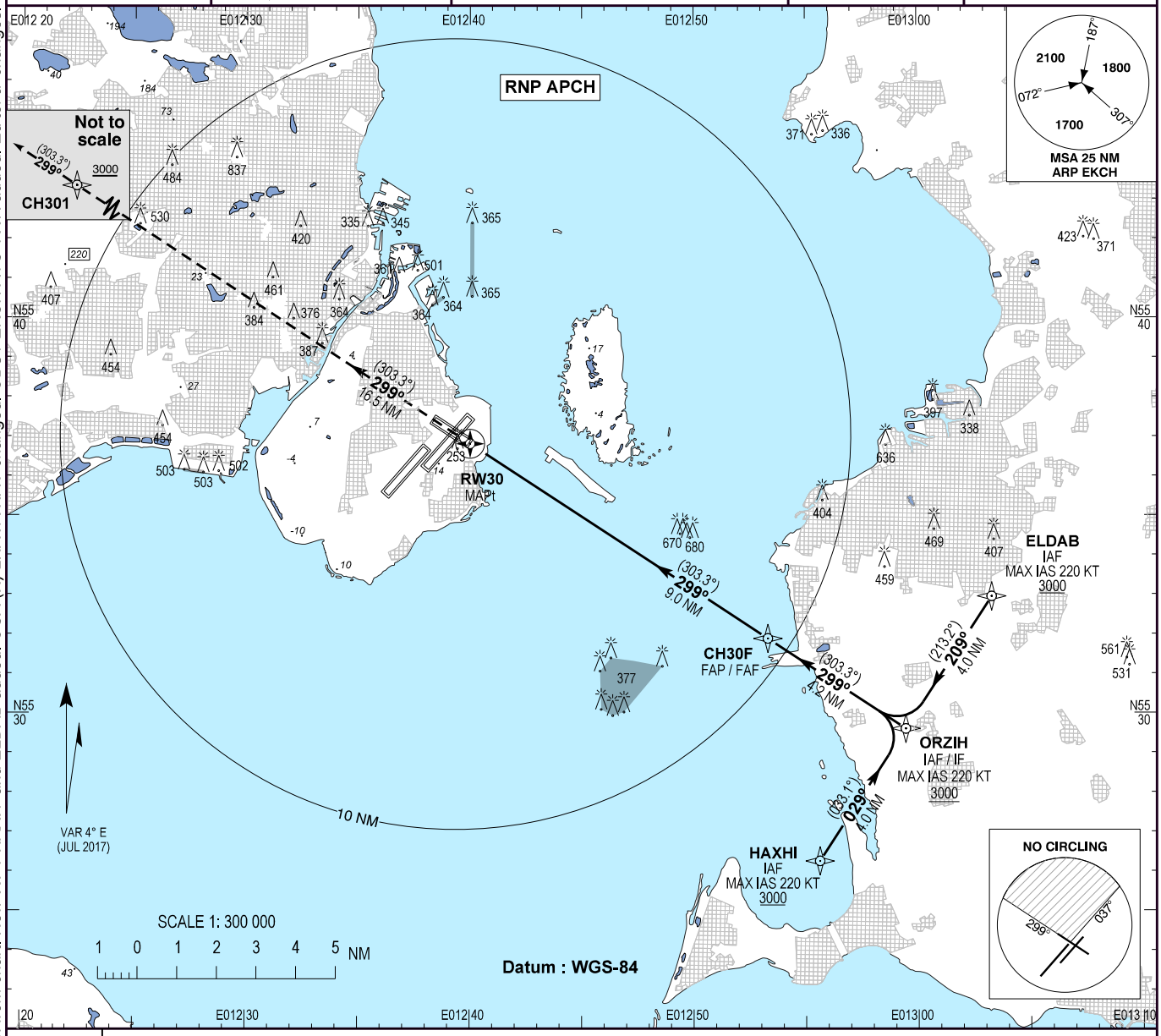
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 91971
E30A

AD 2 - EKCH
RNP RWY 30 - 1
København / Kastrup

Changes : RNAV transition revised. WPT HOFFO and COPHO withdrawn from chart. New WPT HAXHI and ELDAB added. OCA (H) LNAV/VNAV changed. OBST EKCH ATC TWR added. Editorial changes.

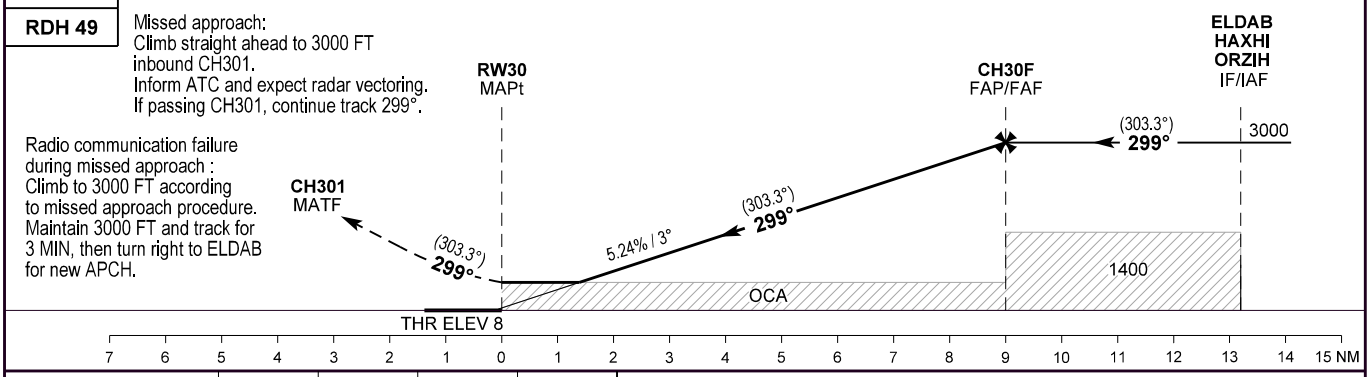


TA 5000

RDH 49

Missed approach:
Climb straight ahead to 3000 FT inbound CH301.
Inform ATC and expect radar vectoring.
If passing CH301, continue track 299°.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn right to ELDAB for new APCH.



OCA (H)	A	B	C	D
LPV	141 (133)	149 (141)	159 (151)	168 (160)
LNAV / VNAV *	400 (383)	410 (393)	410 (402)	420 (412)
LNAV	510 (500)			
Circling **	560 (550)	590 (580)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°C.

** Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW30 NM	2	3	4	5	6	7	8	9
Nominal altitude 3° APCH	700	1020	1350	1670	2000	2330	2670	3000

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 30.

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ELDAB	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	ORZIH	-	209 / (213.2)	-4.0	4.0	R	+3000	-220	-	RNP APCH
010	IF	HAXHI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	ORZIH	-	029 / (033.1)	-4.0	4.0	L	+3000	-220	-	RNP APCH
010	IF	ORZIH	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH30F	-	299 / (303.3)	-4.0	4.2	-	+3000	-	-	RNP APCH
030	CF	RW30	Y	299 / (303.3)	-4.0	9.0	-	-	-	3.0° / 49	RNP APCH
040	DF	CH301	-	299 / (303.3)	-4.0	16.5	-	+3000	-	-	RNP APCH
050	FM	CH301	-	299 / (303.3)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 30 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ELDAB (IAF)	55 32 57.73N 013 03 17.80E	CH30F (FAP/FAF)	55 31 54.22N 012 53 18.46E
HAXHI (IAF)	55 26 16.42N 012 55 36.87E	RW30 (MAPt)	55 36 49.87N 012 40 01.01E
ORZIH (IAF/IF)	55 29 37.14N 012 59 27.01E	CH301	55 45 49.78N 012 15 36.09E

Changes: Coding Table revised. WPT ELDAB and HAXHI added. WPT COPHO and HOFFO withdrawn. FAS Datablock moved to RNP RWY 30 - 3.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	30
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E30A
LTP/FTP Latitude	553649.9325N
LTP/FTP Longitude	0124001.0775E
LTP/FTP Ellipsoidal Height (metres)	38.4
FPAP Latitude	553734.8900N
Delta FPAP Latitude (seconds)	44.9575
FPAP Longitude	0123759.3200E
Delta FPAP Longitude (seconds)	-121.7575
Threshold Crossing Height	49.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	456
HAL (metres)	40.0
VAL (metres)	35.0

Output data

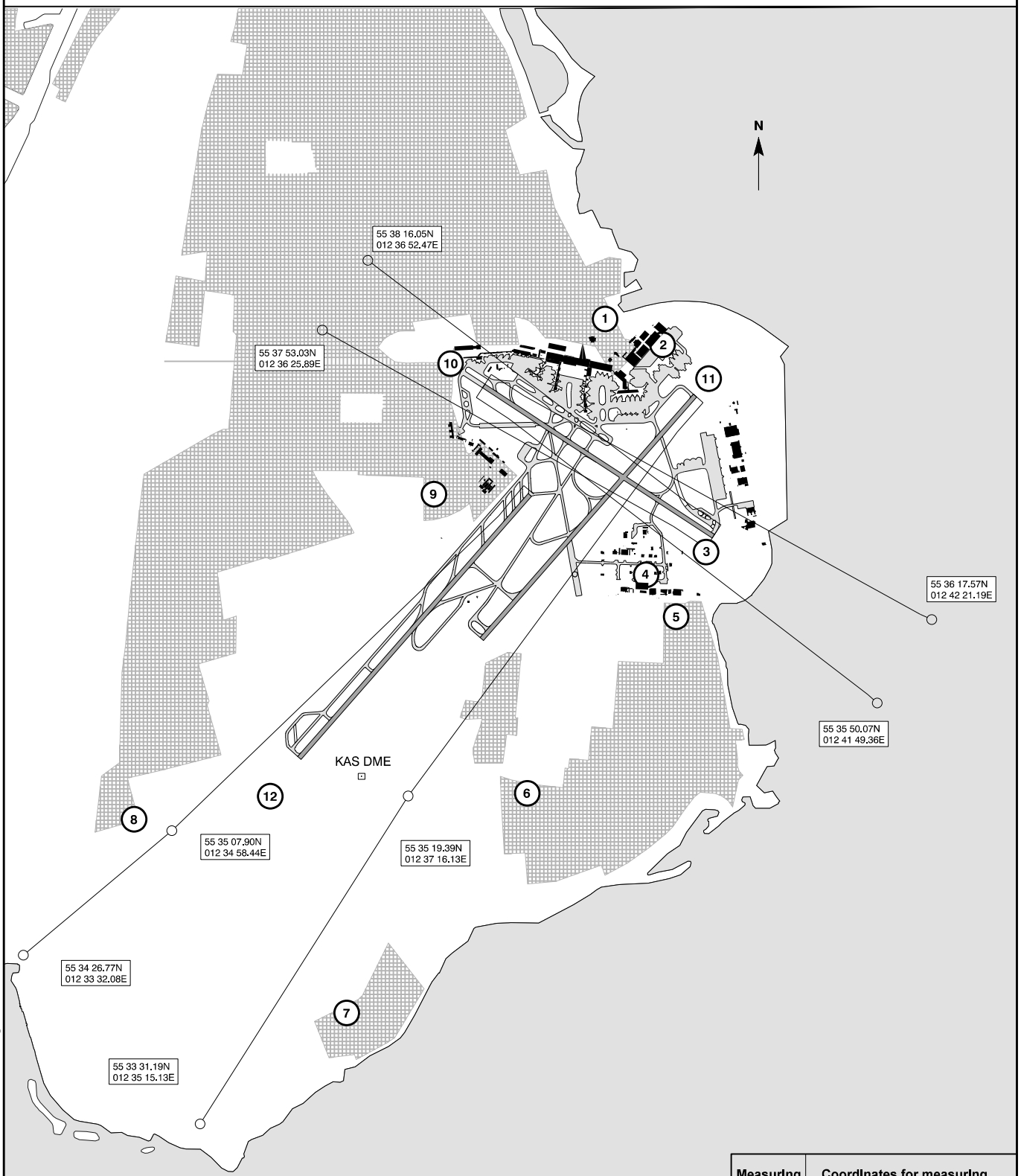
Data Block	10 08 03 0B 05 1E 00 00 01 30 33 05 19 EC DD 17 6B A2 6F 05 80 15 3B 5F 01 C5 48 FC EA 01 2C 01 64 39 C8 AF 23 7E 5D D2
Calculated CRC Value	237E5DD2
Supplied CRC Value	237E5DD2
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	2.4

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.



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:	Københavns Lufthavne A/S
	AD address:	Københavns Lufthavne A/S Roskilde Lufthavn Lufthavnsvej 20 4000 Roskilde DENMARK
	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 + 45 32 47 82 72 URL: https://briefing.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

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
Tabular data pending						

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
Tabular data pending						

Obstacles assessed as being hazardous to air navigation

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

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

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
03	3C	NON-P
11	3C	PA-1
21	3C	PA-1
29	3C	NON-P

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 03				1500 M	NIL
TWY A1/A2	1500 M	1500 M	1500 M		
TWY A3	757 M	757 M	757 M		
RWY 21				1500 M	NIL
TWY A4/A5	1500 M	1500 M	1500 M		
TWY B	1117 M	1117 M	1117 M		
RWY 11				1740 M	NIL
TWY B1/B2	1740 M	1740 M	1799 M		
TWY B3	1178 M	1178 M	1237 M		
TWY A	815 M	815 M	874 M		
RWY 29				1740 M	NIL
	1799 M	1799 M	1799 M		
TWY B4/B5	1500 M	1500 M	1500 M		

TWY A	936 M	936 M	936 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
03	450 M White LIH	Green NIL	3°	NIL	NIL	1500 M 60 M FM 0 M - 1000 M W FM 1000 M - 1500 M Y LIH	Red NIL	NIL
21	820 M White LIH	Green NIL	3° 51 FT	NIL	NIL	1500 M 60 M FM 0 M - 1000 M W FM 1000 M - 1500 M Y LIH	Red NIL	NIL
11	789 M White LIH	Green NIL	3° 51 FT	NIL	NIL	1740 M 60 M FM 0 M - 1160 M W FM 1160 M - 1740 M Y LIH	Red NIL	59 M Red
29	420 M White LIH	Green NIL	3°	NIL	NIL	1799 M 60 M FM 0 M - 59 M R FM 59 M - 1199 M W FM 1199 M - 1799 M Y LIH	Red NIL	NIL

Remarks:

RWY 03:	LED used in full length of RWY edge lights
RWY 21:	LED used in full length of RWY edge lights
RWY 11:	LED used in full length of RWY edge lights
RWY 29:	LED used in full length of RWY edge lights

15. Other Lighting, Secondary Power Supply

1.	ABN/IBN location, characteristics and hours of operation:	ABN on TWR BLDG, FLG W EV 2 SEC, operating when aircraft are expected at night or in poor visibility by day	3.	TWY edge and centre line LGT:	Blue edge LIL. Turning area close to THR 29/11: Blue edge LIL. RGL (all runways). Centre line LGT: NIL
2.	LDI location and LGT:	NIL	4.	Secondary power supply/switch-over time:	Yes, switch-over time 15 SEC. When RVR 800 M or below, switch-over time 1 SEC
	Anemometer location and LGT:	APRX 100 M WNW of run-up RWY 29, lighted			

5. Remarks: NIL

16. Helicopter Landing Area

1.	Strip:	50x50 M. PSN center 55 35 27.54N012 07 15.51E	5.	Remarks:	MIL Helipad on TWY M. SAR and MIL operations only. Approved for VMC operations day and night. Approved for IMC operations day and night.
2.	FATO/TLOF:	34x34 m asphalt.			
3.	APP/DEP directions:	116.3° / 296.3° GEO			
4.	Markings:	Day and night marked with green LIL. White edges/white "H".			

17. Air Traffic Services Airspace

1.	Designation and lateral limits:	ROSKILDE CTR 55 39 00N 011 58 30E - 55 40 30N 012 04 30E - 55 41 00N 012 11 30E - 55 39 40N 012 15 00E - 55 36 30N 012 17 00E - 55 34 00N 012 18 00E - 55 31 00N 012 16 00E - 55 29 30N 012 10 00E - 55 29 00N 012 04 00E - 55 31 00N 011 58 00E - 55 36 30N 011 56 30E - 55 39 00N 011 58 30E	2.	Vertical limits:	1500 FT MSL/GND
			3.	Airspace classification:	D
			4.	ATS unit call sign: Language(s):	ROSKILDE TOWER EN, DA
			5.	Transition altitude:	5000 FT MSL
			6.	Hours of applicability:	H24

7. Remarks: NIL

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	ROSKILDE APPROACH	125.530	H24	DOC: FL 150/50 NM.
TWR	ROSKILDE TOWER	118.905	H24	DOC: 4000 FT/25 NM.
		119.655	HO	DOC: 4000 FT/25 NM.
		121.500		Emergency
ATIS	ROSKILDE AIRPORT INFORMATION	123.805	0600-2100 (0500-2000)	DOC: FL 200/60 NM. Language: EN

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Frequency/ Channel	HR	PSN	DME ELEV (FT)	Remarks
LOC 11 CAT I	KV	111.500 MHZ	H24	55 34 55.16N 012 08 39.21E		ILS class I/C/2
GP 11		332.900 MHZ	H24	55 35 15.91N 012 07 09.24E		Angle 3°, RDH 52 FT
DME 11	KV	CH 52X	H24	55 35 15.91N 012 07 09.24E	170.6	FREQ paired with LOC. Colocated with GP 11.
LOC 21 CAT I	SN	108.700 MHZ	H24	55 34 32.39N 012 07 15.43E		ILS class I/D/2. Coverage from LOC antenna to distance of 17 NM within +/- 35 DEG from the course line
GP 21		330.500 MHZ	H24	55 35 13.15N 012 08 06.64E		Angle 3°, RDH 50 FT
DME 21	SN	CH 24X	H24	55 35 13.15N 012 08 06.64E	167.3	FREQ paired with LOC. Colocated with GP 21.
L	RK	368 KHZ	H24	55 37 23.27N 011 59 49.81E		DOC 30 NM
VOR/DME (4°E 2022)	KOR	112.800 MHZ CH 75X	H24	55 26 21.71N 011 37 53.51E	136.2	DOC FL 500/80 NM
VOR/DME (4°E 2022)	TNO	117.400 MHZ CH 121X	H24	55 46 26.74N 011 26 21.08E	- 11.9	DOC FL 500/60 NM

20. Local Aerodrome Regulations

1. Aircraft operation limitations

1.1 Following code letter C aircraft are not allowed to operate at EKRK: A321, A21N, B3XM, DH8D, MD81, MD82, MD83, MD88 and MD90.

1.2 ICAO Type Designator A320 are only allowed to operate at RWY 11 and RWY 29.

1.3 Code letter C aircraft with Outer Main Gear Wheel Span of 9 metres or more are not permitted at EKRK.

2. Taxiing

2.1 Insufficient clearance between the wheels of the aircraft and the edge of the taxiway restricts the use of certain taxiway curves for large aircraft. Aircraft with wheel configuration greater than characteristic of F-50 and BA-146 can not pass all taxiway curves with the safety distance prescribed in ICAO Annex 14.

2.2 Taxiing with aircraft code letter C shall take place via the route shown on the chart AD 2 - EKRK GMC - 2, GMC - 3 and GMC - 4.

2.3 TWY H south, east and north are ICAO code letter B aircraft stand taxilanes.
TWY H west and all taxiways inside the Hangar Area are ICAO code letter A aircraft stand taxilanes.
TWY D is ICAO code letter B.

3. Flight plan

3.1 For all flights departing from Roskilde a flight plan or abbreviated flight plan shall be submitted to BRIEFING before the flight is commenced.

3.2 All departing IFR flights must submit complete flightplan.

4. Use of auxiliary power unit (APU)

4.1 Use of APU on the apron shall be limited as much as possible.

4.2 APU may normally be used:

- 5 minutes after actual on-block time.
- 10 minutes before EOBT.

4.3 Extended use is permitted under the following exceptional conditions:

- If the outside air temperature (OAT) is below minus 10°C or above plus 25°C, or
- If the Ground Power Unit (GPU) is unserviceable.

In these cases, APU may be used:

- 10 minutes after actual on-block time.
- 15 minutes before EOBT.

4.4 Contact ARO at least 15 minutes before ETA for GPU request.

4.5 For further information please contact ARO at frequency 131.555 or TWR at 118.905.

5. Apron regulations

5.1 All crew must wear high visibility vest on apron.

5.2 Passengers must be escorted on apron to/from terminal building by the aircraft pilot.

5.3 On the apron area, minimum engine power shall be used as far as possible.

5.4 Unless otherwise instructed by ATC prior to entering apron, hold on TWY G or TWY E for mandatory marshaller guidance to parking.
Outside AD operator operational hours, marshalling is not mandatory for MEDEVAC, HOSP and HEMS.

5.5 For start-up clearance on the apron contact TWR on FREQ 118.905.

21. Noise Abatement Procedures

1. Noise abatement provisions

1.1 General provisions

1.1.1 Deviations from the Noise abatement provisions are permitted when necessary in connection with:

a. Ambulance flights, including HOSP and MEDEVAC,
Flights for the National Police, search and rescue flights, environmental and surveillance flights, flights in connection with the assertion of sovereignty and flights in connection with humanitarian efforts.

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

1.1.2 Overflying the towns Gadstrup, Snoldelev, Tjæreby, Tune, Vindinge and Vor Frue should be avoided in connection with VFR take-off and landing, see the chart AD 2 - EKRK Noise Abatement Procedures.
This provision is valid for all VFR flights to and from Roskilde Airport and for all flights (IFR and VFR) flying visual aerodrome traffic circuits for landing exercises.

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

1.2 Jet aircraft

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

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

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

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

1.3 Propeller and turboprop aeroplanes

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

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

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

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

a. From 1 MAY to 31 AUG:
MON-FRI, EXC HOL 0700-1900 Danish time
SAT, EXC HOL 0700-1400 Danish time

b. From 1 SEP to 30 APR:
MON-FRI, EXC HOL 0700-2200 Danish time
SAT, EXC HOL 0700-1400 Danish time

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

1.3.4.1 VFR landing exercises and continuous approaches carried out by a holder of a licence in order to maintain the privileges of the licence are permitted all days between 0700-2200.

If performed outside the times specified in 1.3.4, the pilot license number must be submitted to the ARO.

1.4 Helicopters

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

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

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

1.5 Reporting

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

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

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

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

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

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

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

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

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

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

1.5.4 The Danish CAA follow-up of reports.

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

22. Flight Procedures

1. IFR Arrival

1.1 Procedures are also valid for IFR traffic to Danish aerodromes within Copenhagen Area, except København/Kastrup (EKCH).

1.2 Flightplanning

IFR traffic to København/Roskilde shall be planned via the appropriate primary holding (TIDVU, ERNOV, KOR or FISKO) via routes listed below. Holdings are described in item 1.7.

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

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

1.3 Filing of flightplan

Traffic to København/Roskilde shall include appropriate primary holding in the flightplan.

1.4 Performance Restrictions/Level Restrictions

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

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

1.5 Radio communication failure during IFR approach.

In case of radio communication failure, the latest received and acknowledged level shall be maintained until the appropriate primary holding. In TIDVU holding decend to FL 70. In ERNOV holding decend to FL 100. In FISKO and KOR holding decend to 6000 FT MSL. If already at a lower altitude, maintain this. From the primary holding proceed to Roskilde holding. In Roskilde holding descend and perform the final approach procedure to the runway concerned.

1.6 Primary Holdings for København/Roskilde

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
FISKO TNO VOR RDL 112/12.5NM KV DME 13.2 NM 55 41 05N 011 46 16E	112	RIGHT	210	3000 FT MSL/FL140 1 MIN	DIRECT VIA TNO RDL 112
KORSA KOR VOR/DME 55 26 21.71N 011 37 53.51E	298	RIGHT	210	3000 FT MSL/FL140 1 MIN	OMNI-DIRECTIONAL
ERNOV 56 10 07.9N 012 34 25.6E	179	LEFT	230	FL 100 /- 1.5 MIN	OMNI-DIRECTIONAL

1.7 Secondary Holdings for København/Roskilde

HOLDING NAME FACILITY OR FIX	INBOUND TRACK (MAG)	TURN	MAX IAS (KT)	MNM/MAX LEVEL TIME	ENTRY PROCEDURE
ROSKILDE L RK 55 37 23.27N 011 59 49.81E	112	RIGHT	210	2000 FT MSL/ 6000 FT MSL 1 MIN	OMNI-DIRECTIONAL

2. IFR Departure

2.1 IFR Departure, see AD 2 - EKRK IFR DEP.

3. Reduction of landing distance available

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

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

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

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

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

a) Landing Distance Available is reduced only during the daily period for VFR flights.
b) Landing Distance Available is reduced only when visual meteorological conditions (VMC) exists, and only when the pilots in command of the aircraft involved are able to see the other aircraft
c) If RWY surface condition is reported as Dry (RWYCC 6).
d) Two-way radio communication must be established between Roskilde Tower and the aircraft involved on the same frequency.
e) The landing aircraft will in due time be asked whether the reduction of the Landing Distance Available is acceptable.
Following phraseology will be used:
For Runway 03: "CONFIRM ABLE TO ACCEPT A SHORT LANDING RUNWAY 03, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A 3. LANDING DISTANCE AVAILABLE 740 METRES".
For Runway 11: "CONFIRM ABLE TO ACCEPT A SHORT LANDING RUNWAY 11, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A. LANDING DISTANCE AVAILABLE 940 METRES".
f) Traffic information will be issued to both aircraft involved.
g) Involved aircraft must be in sight from Roskilde Tower from the time, where traffic information are issued and until landing.
h) Landing clearance will be issued with following phraseology:
For Runway 03: "STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A 3, RUNWAY 03 CLEARED TO LAND".
For Runway 11: "STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A, RUNWAY 11 CLEARED TO LAND".
i) The condition as well as the clearance must be read back by the landing aircraft.

4. Reduced Runway Separation Minima

4.1 Reduced runway separation with reference to AIP AD 1.1 section 8.4, reduced runway separation minima are approved for aircraft classified as category 1.
The reduced runway separation, 600 meters between aircraft, must exist when a succeeding landing aircraft crossing the threshold or a succeeding departing aircraft commencing take-off run. ATC will provide traffic information to succeeding aircraft when reduced runway separation is applied.

5. Low visibility procedures (LVP)

5.1 Low visibility take-off are established (LVTO).
Secondary power supply established below RVR 800 M, with a switch-over time of 1 SEC.
LVP are prompted by ATC and will be established no later than RVR 550 M and/or ceiling of 200 FT.
Pilots will be informed when LVP are in operation by ATIS and RTF.
During LVP only one aircraft is allowed on the maneuvering area. ATC will ensure that no vehicle is allowed on the maneuvering area unless it is intended for assistance to an aircraft.
No surface movement radar (SMR) available at EKRK.
LVP is terminated when RVR is 600 M or above and ceiling 200 FT or above with an increasing trend, for a period of around 5 MIN.
ATC can delay termination based on an operational assessment of local weather.
Pilots will be informed over ATIS and RTF when LVP are cancelled.
Surface Movement Guidance and Control System and Markings according to AIP EKRK AD 2.9 (Surface Movement Guidance and Control System and Markings).

6. VFR Flights

6.1 VFR reporting points have been established, see ANC 1:250 000 COPENHAGEN AREA and ANC 1:500 000 DENMARK.

6.2 Description of the VFR-reporting points:
BORUP: Railway and road intersection.
ISHØJ: Crossroads,
KØGE: Highway intersection,
VALBY: Store Valby town

All reporting points are situated outside Roskilde CTR.

23. Additional Information

1. Limitation in ATIS

1.1 To keep the length of the ATIS broadcast within the recommended 30 seconds, flow restrictions will not be broadcast. The pilot-in-command must consult the Airport Briefing Office to obtain information about valid flow restrictions.

2. Gliding and hang gliding

2.1 Gliding and hang gliding within Copenhagen Area, see ANC 1:250 000 Copenhagen Area.

2.2 VFR flights may obtain information about active gliding and hang gliding areas from ROSKILDE TOWER/APPROACH. A request for clearance to pass an active area will normally be complied with, but VFR flights cleared to pass an active area will not receive the prescribed traffic information and advice to avoid collision normally given by ATS for airspace class C. When flying in an active area the requirement for transponder - in airspace class C - is suspended.

2.3 IFR-flights will be separated from active gliding areas or from individual flights in mentioned areas.

Note: observe the fact, that gliding and hang gliding may take place below the lower limit of COPENHAGEN AREA, whether the areas are active or not.

2.4 Parachuting may take place

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

3.1 Do not expect permission to execute the flight inside EKCH CTR's lateral limitations below 4000FT.

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

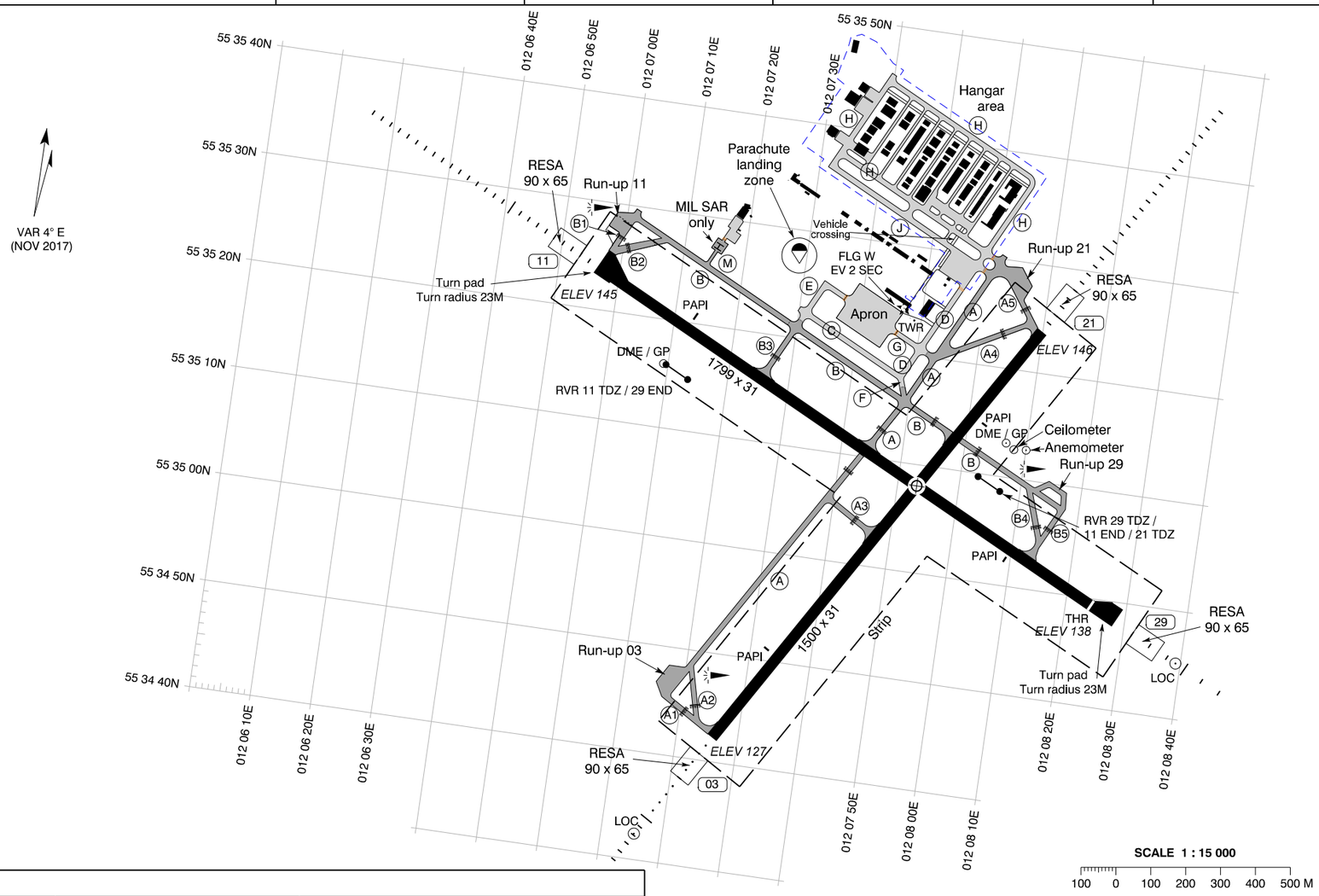
Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Heliport Chart - ICAO	HELC
Aerodrome Ground Movement Chart - ICAO	GMC 1 GMC 2 GMC 3 GMC 4
Aerodrome Obstacle Chart - ICAO type A	AOC-A RWY 03 AOC-A RWY 11 AOC-A RWY 21 AOC-A RWY 29
Departure Chart	IFR DEP-1 IFR 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.

AERODROME CHART - ICAO	ARP : 55 35 08.04N 012 07 53.14E (RWY INT)	AD ELEV : 146 FT	ELEV in FT Dimensions / Distances in M	Roskilde APP : 125.530 Roskilde TWR : 118.905 119.655 ATIS : 123.805	**AD 2 - EKRK** **ADC** **København / Roskilde**

SLOPE
RWY 03/21 less than 0.4%
RWY 11/29 less than 0.2%



Datum : WGS-84

SCALE 1 : 15 000
100 0 100 200 300 400 500 M

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
03	030.9° GEO 026.9° MAG	55 34 42.25N 012 07 25.85E	Asphalt PCN 30 F / C / X / T	THR RWY NR TDZ 21 only Centre line Side stripes	A1/A2 A3	1500 757	1500 757	1500 757	1500	450 M White	Green	3°	1500 M FM 0 M-1000 M W FM 1000 M-1500 M Y	Red
21	210.9°GEO 206.9°MAG	55 35 23.85N 012 08 09.85E			A4/A5 B	1500 1117	1500 1117	1500 1117	1500	820 M White	Green	3° MEHT 51 FT	1500 M FM 0 M-1000 M W FM 1000 M-1500 M Y	Red
11	116.3° GEO 112.3° MAG	55 35 23.93N 012 06 56.30E	Asphalt PCN 36 F / C / X / T	THR RWY NR TDZ 11 only Centre line Side stripes	B1/B2 B3 A	1740 1178 815	1740 1178 815	1799 1237 874	1740	789 M White	Green	3° MEHT 51 FT	1740 M FM 0 M-1160 M W FM 1160 M-1740 M Y	Red
29	296.3° GEO 292.3° MAG	55 34 59.03N 012 08 25.39E			B4/B5 A	1799 1500 936	1799 1500 936	1799 1500 936	1740	420 M White	Green	3°	1799 M FM 0 M-59 M R FM 59 M-1199 M W FM 1199 M-1799 M Y	Red

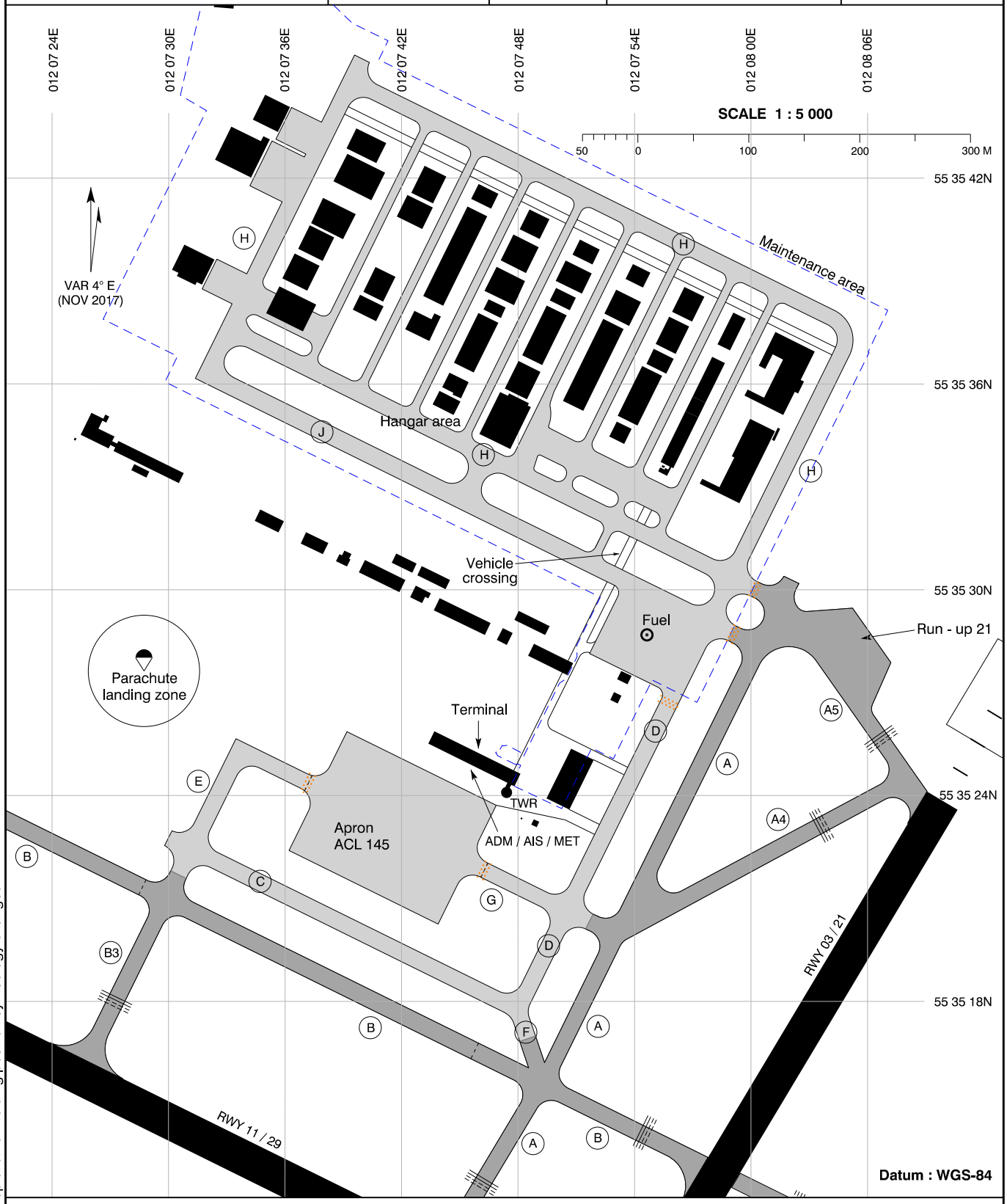
OTHER : Secondary power supply : Yes, Switch-over time 15 SEC.
When RVR 800 M or below, switch-over time 1 SEC

TAXIWAYS

Width :	M : 9 Other : 15
Pavement :	Asphalt
Strength :	B, B3, E and turn pads at RWY 11 and 29 : PCN 36 / F / C / X / U C : PCN 14 / F / C / Y / U Other TWY : PCN 17 / F / C / Y / U
Day marking :	Centre line, Holding position Intermediate holding position Side stripes at turn pads RWY 11 and 29
Lighting :	Blue edge LIL. RGL. Turn pad RWY 11 and 29 : Blue edge LIL

Changes : THR ID LGT information withdrawn. RWY edge LGT information changed. Editorial changes.

AIRCRAFT PARKING / DOCKING CHART - ICAO	Apron ELEV : 145 FT	ELEV in FT Dimensions / Distances in M	Roskilde TWR : 118.905 119.655 ATIS : 123.805	AD 2 - EKRK APDC København / Roskilde



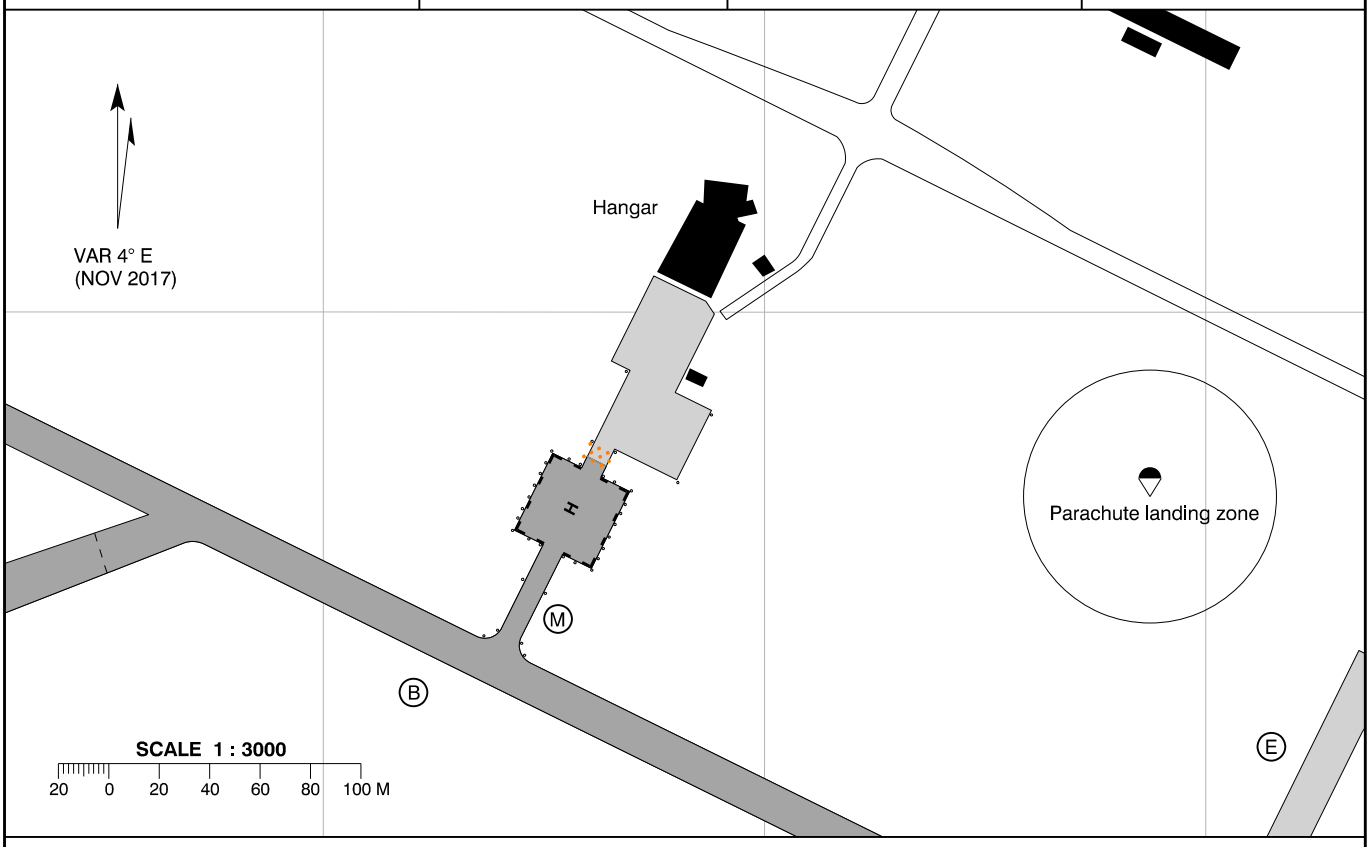
APRON

Pavement : Concrete

Strength : PCN 36 / R / C / X / U

Changes : Depiction of Holding position symbology changed.

HELIPORT CHART - ICAO	ELEV : 138	Roskilde TWR : 118.905 119.655 ATIS : 123.805	AD 2 - EKRK HELC København / Roskilde



FATO - TLOF coordinates	55 35 27.54N 012 07 15.51E
Dimensions Surface Strength (MTOM) Markings	34 x 34 M Asphalt 15600 KG White edge, white "H"
FATO bearings TLOF bearings	116.3° GEO - 296.3° GEO
Declared distances	-
TWY	9 M
Lighting : Heliport beacon APP Alignment FATO edge TLOF edge Aiming point TWY	 - - - Green edge - Blue edge
Secondary power supply	MAX 15 SEC
Obstacles	-

Changes : ATC service boundary added. Limit of manoeuvring area withdrawn.

AERODROME GROUND MOVEMENT CHART

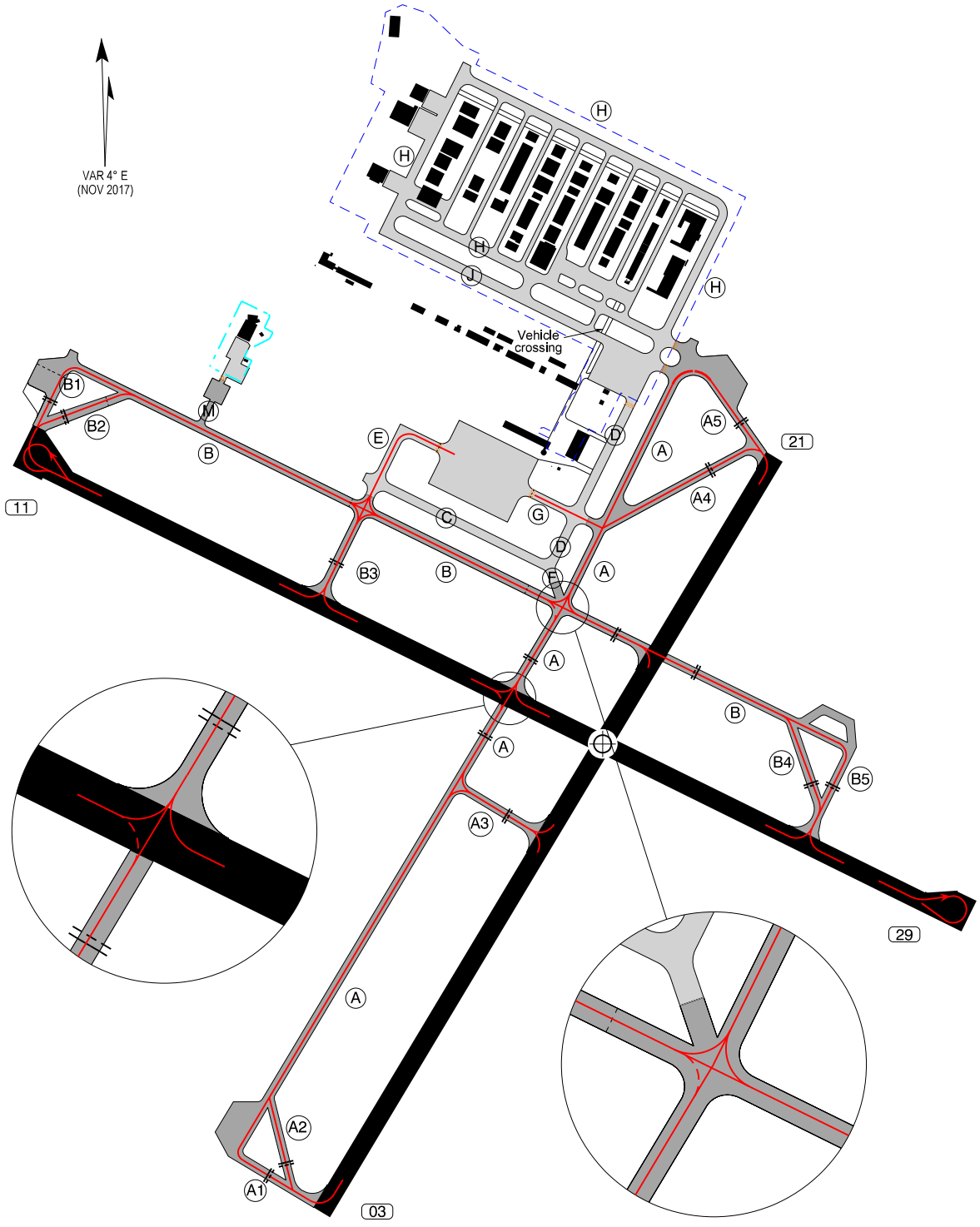
PERMITTED TAXI ROUTES FOR ICAO CODE LETTER B AIRCRAFT WITH WINGSPAN OF MORE THAN 18 METERS.

The taxi routes shown ensure sufficient width of taxiways for the above mentioned aircraft according to EU regulation 139/2014 Certification Specifications

For basic chart symbols see GEN 2.3

Legend :

- Taxi routes
- One way taxi route (turn pad's)
- Taxi routes with marshaller assistance
- SAR



Changes : Chart title changed. ATC service boundary added. Signature changed and renamed. RWY color changed.

AERODROME GROUND MOVEMENT CHART

PERMITTED TAXI ROUTES FOR CODE LETTER C AIRCRAFT EXCLUDING A320 / A20N (GMC - 3) and B712 / B739 / B39M / CRJ9 / CRJX (GMC - 4)

CODE LETTER C AIRCRAFT WITH OUTER MAIN GEAR WHEEL SPAN OF 9 METERS OR MORE ARE NOT PERMITTED ON EKRK.

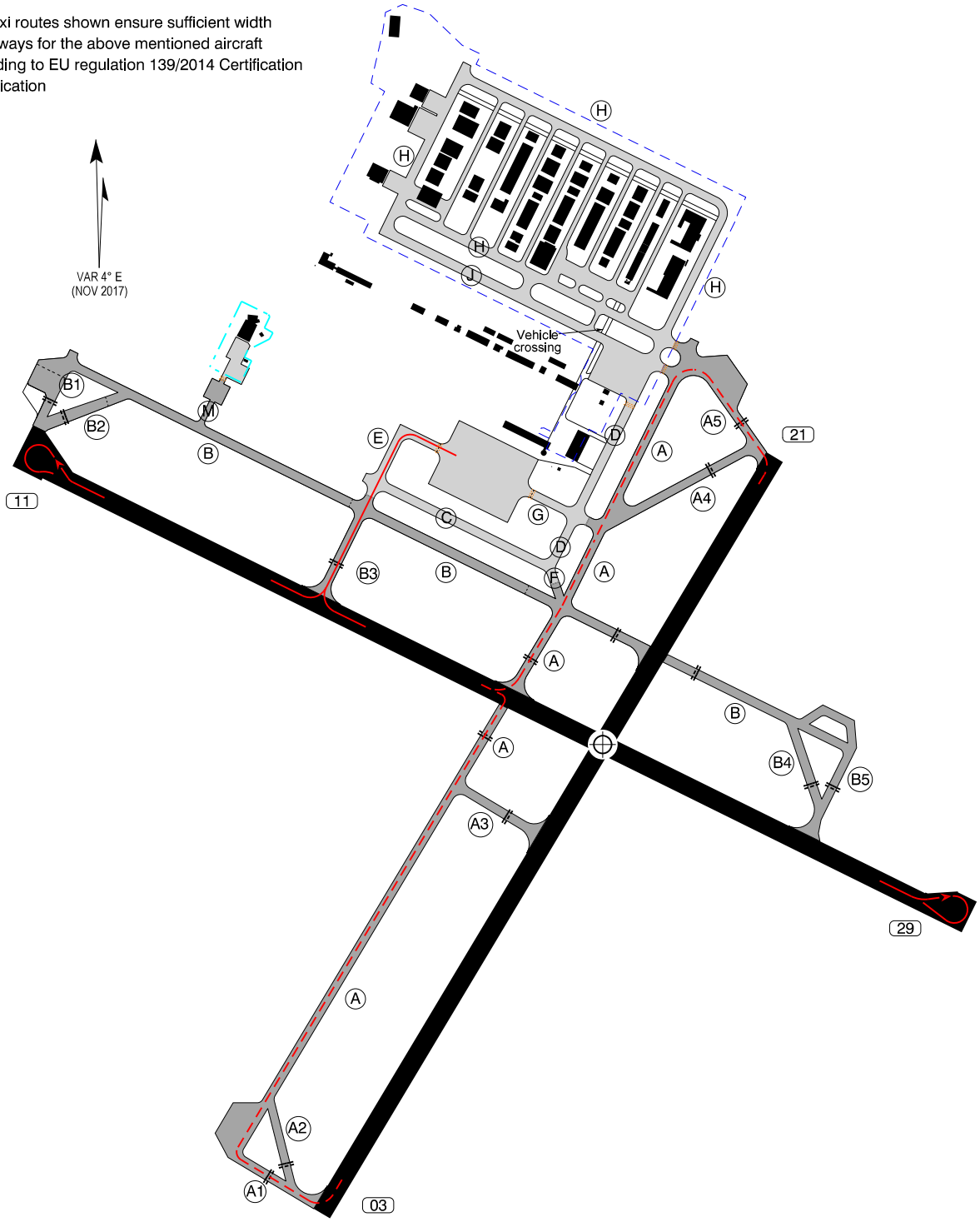
DC3 and Falcon 7X/-8X are permitted to taxi on all taxiways without marshaller assistance except in the maintenance area and on TWY M, D and J. DC3 is also permittet to use the engine run-up areas. See chapter 20. Local Aerodrome Regulations

The taxi routes shown ensure sufficient width of taxiways for the above mentioned aircraft according to EU regulation 139/2014 Certification Specification

For basic chart symbols see GEN 2.3

Legend :

- Taxi routes
- One way taxi route (turn pad's)
- Taxi routes with marshaller assistance
- SAR



Changes : Chart title changed. ATC service boundary added. Signature changed and renamed. RWY color changed.

AERODROME GROUND MOVEMENT CHART

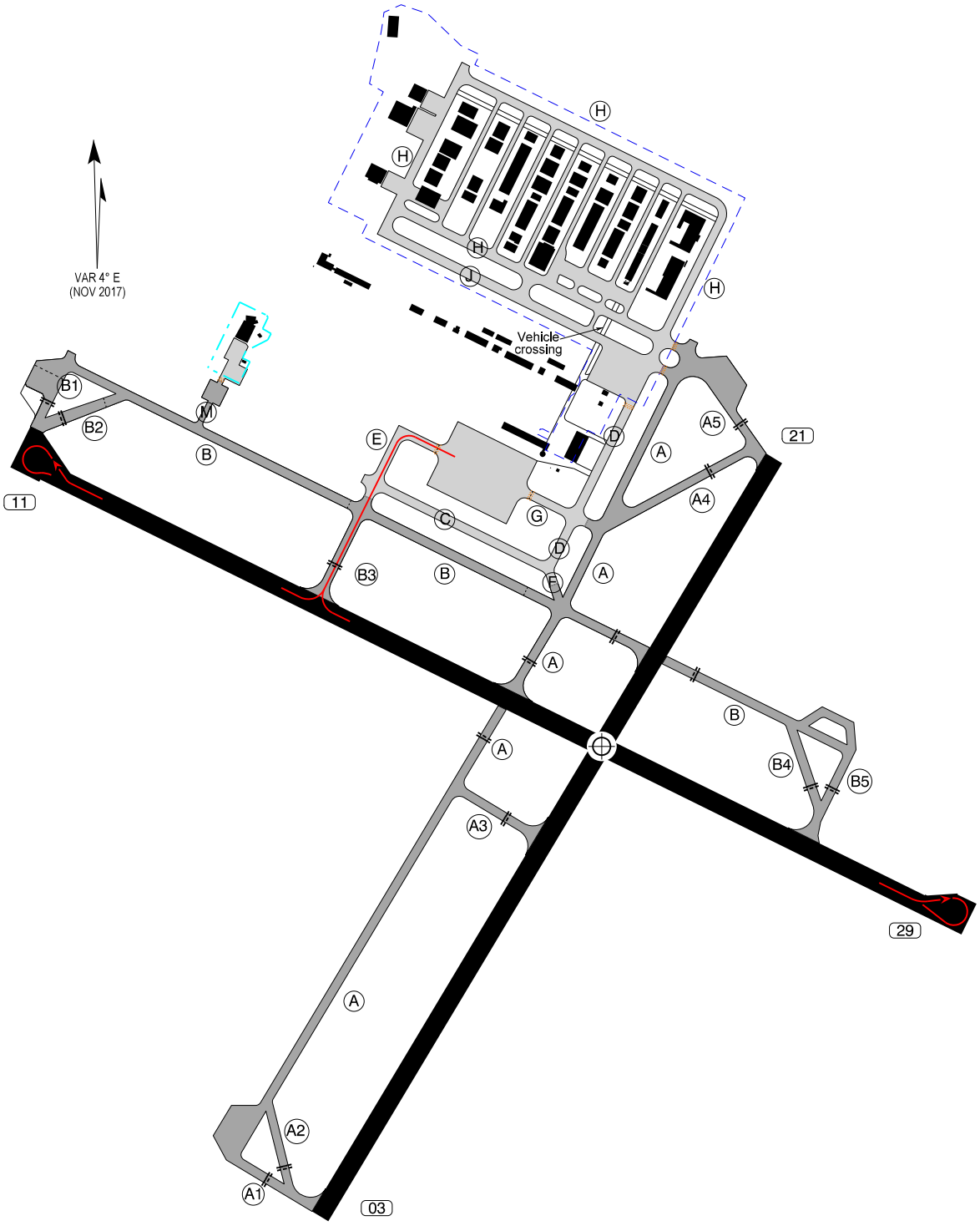
PERMITTED TAXI ROUTES FOR A320 AND A20N.
CODE LETTER C AIRCRAFT WITH OUTER MAIN GEAR WHEEL SPAN OF 9 METERS OR MORE ARE NOT PERMITTED ON EKRK.

The taxi routes shown ensure sufficient width of taxiways for the above mentioned aircraft according to EU regulation 139/2014 Certification Specification.

For basic chart symbols see GEN 2.3

Legend :

- Taxi routes
- One way taxi route (turn pad's)
- SAR



Changes : Chart title changed. ATC service boundary added. Signature changed and renamed. RWY color changed.

AERODROME GROUND MOVEMENT CHART

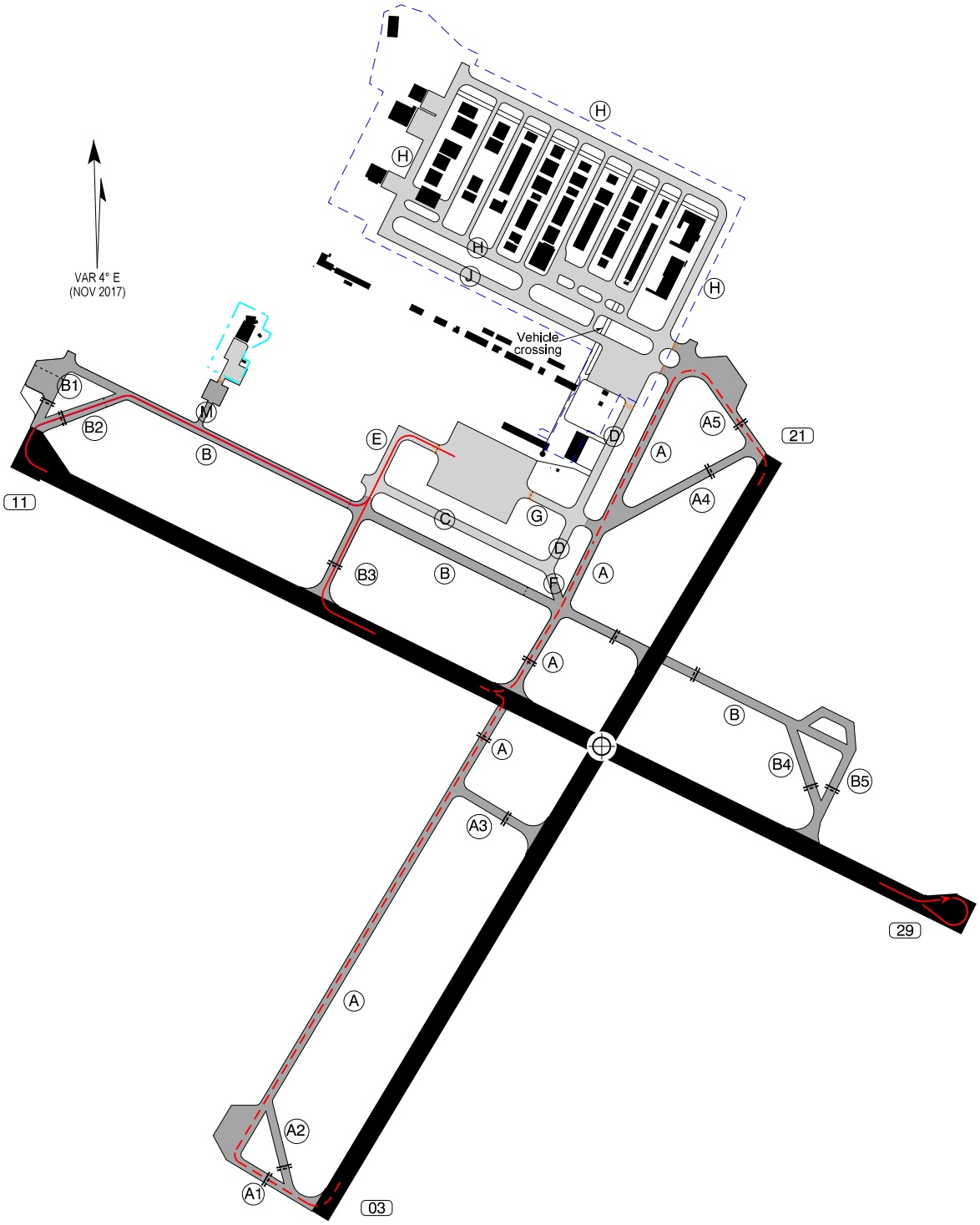
PERMITTED TAXI ROUTES FOR B712, B739, B39M, CRJ9 AND CRJX. CODE LETTER C AIRCRAFT WITH OUTER MAIN GEAR WHEEL SPAN, OF 9 METERS OR MORE ARE NOT PERMITTED ON EKRK.

The taxi routes shown ensure sufficient width of taxiways for the above mentioned aircraft according to EU regulation 139/2014 Certification Specification.

For basic chart symbols see GEN 2.3

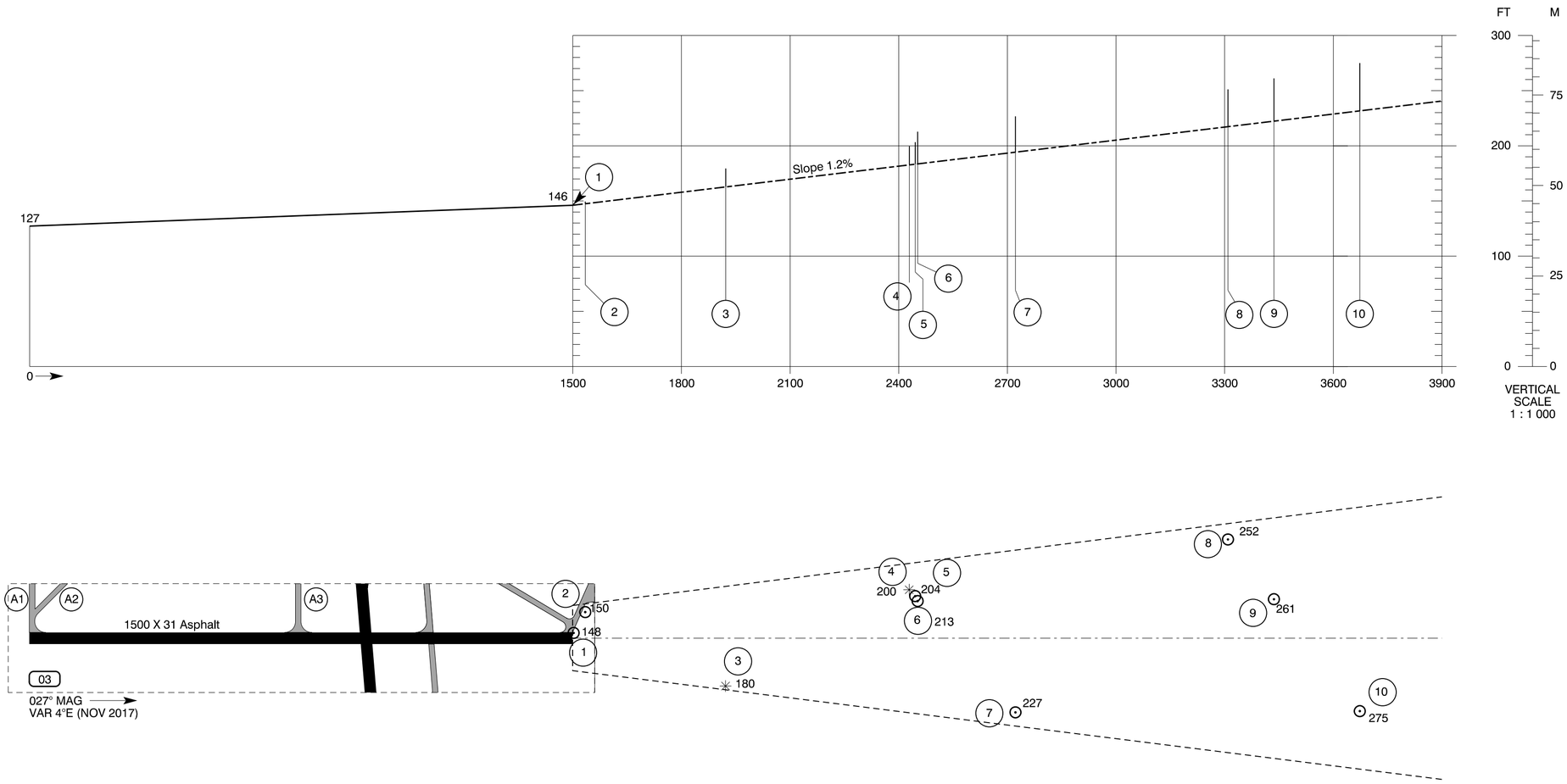
Legend :

- Taxi routes
- One way taxi route (turn pad)
- Taxi routes with marshaller assistance
- SAR



Changes : Chart title changed. ATC service boundary added. Signature changed and renamed. RWY color changed.

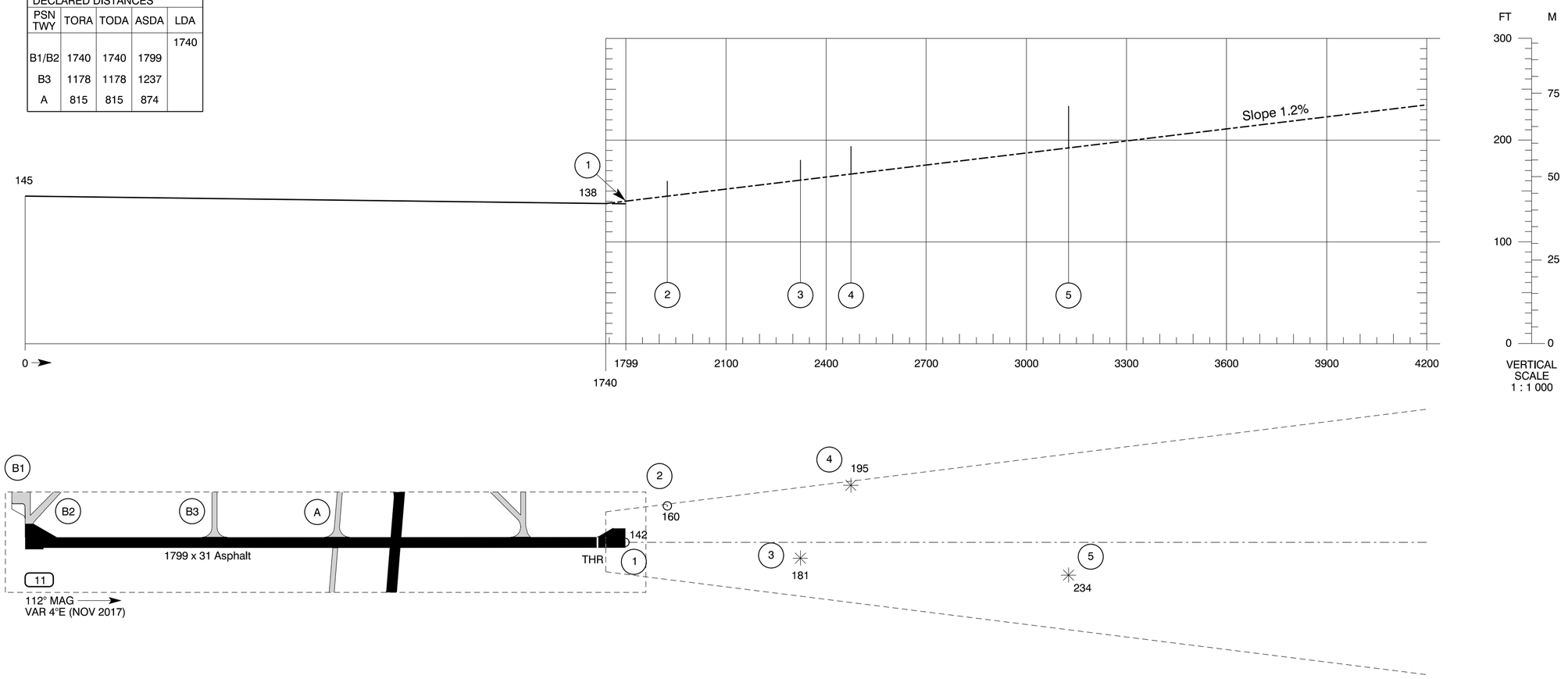
RWY 03 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
A1 / A2	1500	1500	1500	1500
A3	757	757	757	



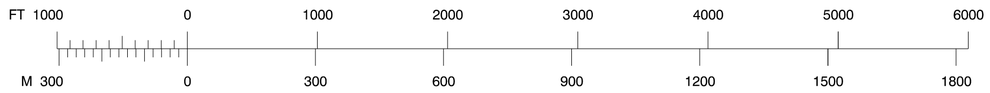
LEGEND	
Identification number	(1)
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - ►
Transmission line or overhead cable	—T—
Spot ELEV	•

Changes : Declared distances changed.

RWY 11 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
				1740
B1/B2	1740	1740	1799	
B3	1178	1178	1237	
A	815	815	874	



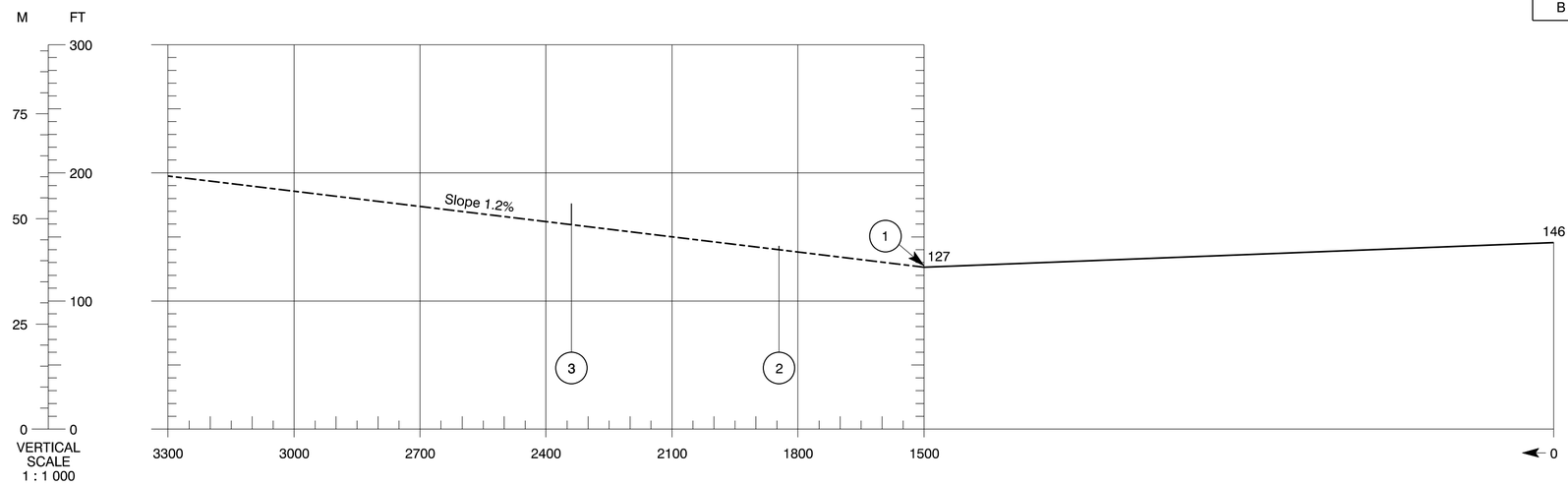
HORIZONTAL SCALE 1 : 10 000

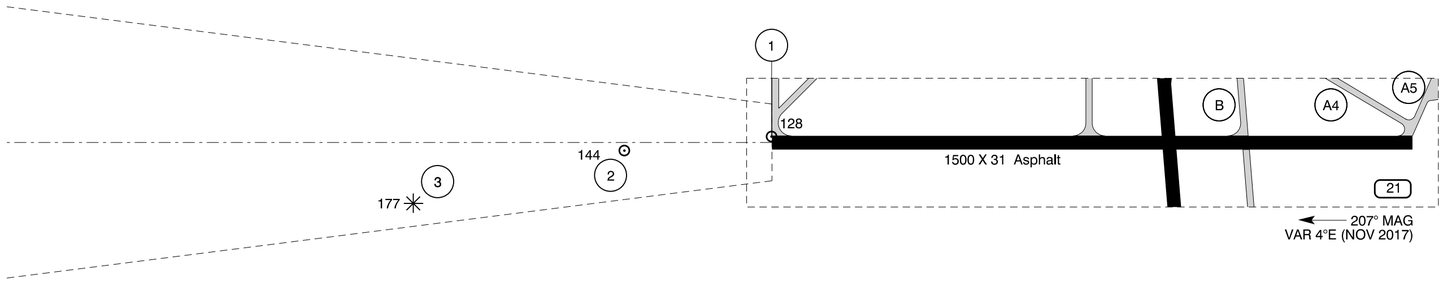


LEGEND	
Identification number	(1)
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - ►
Transmission line or overhead cable	—T—
Spot ELEV	•

Changes : Horizontal scale changed from 1:20 000 to 1:10 000 and vertical scale from 1:2 000 to 1:1 000. RWY dimensions changed. Chart identification changed.

RWY 21 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
A4 / A5	1500	1500	1500	1500
B	1117	1117	1117	



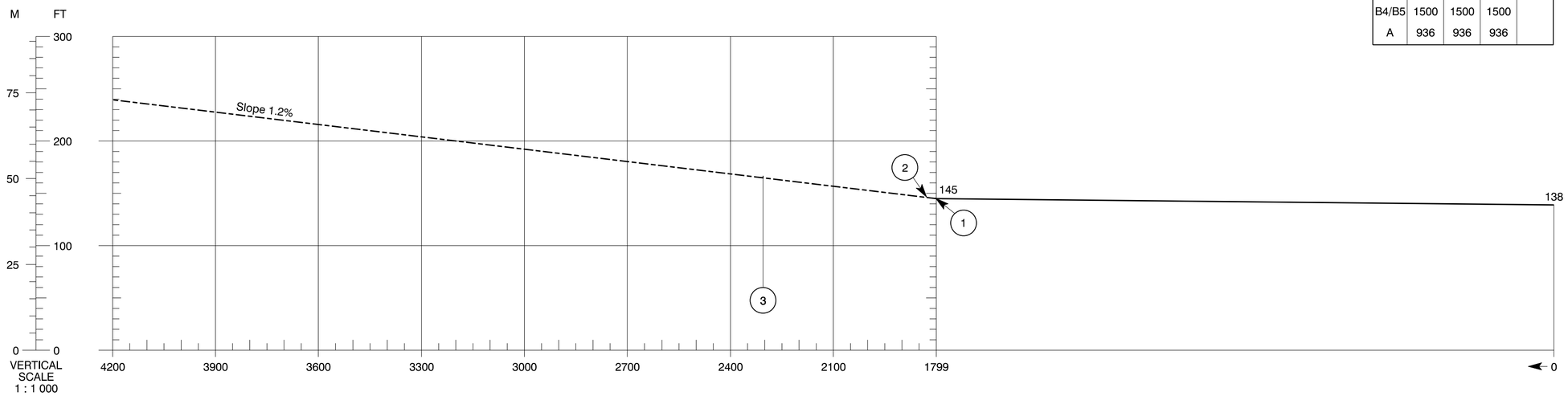


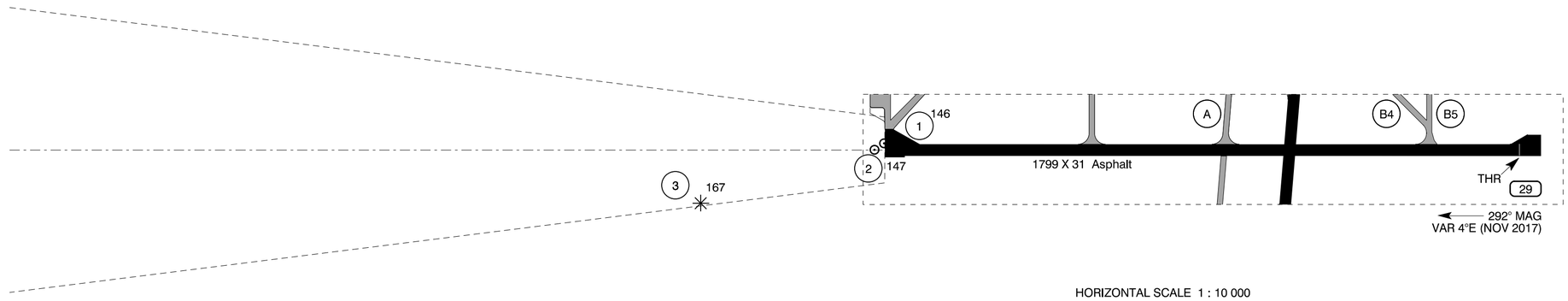
HORIZONTAL SCALE 1 : 10 000

LEGEND	
Identification number	(1)
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - ►
Transmission line or overhead cable	—T—
Spot ELEV	•

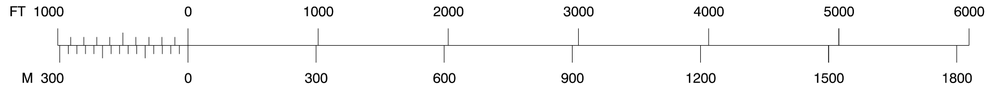
Changes : Horizontal scale changed from 1:20 000 to 1:10 000 and vertical scale from 1:2 000 to 1:1 000. Chart identification changed.

RWY 29 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
	1799	1799	1799	1740
B4/B5	1500	1500	1500	
A	936	936	936	



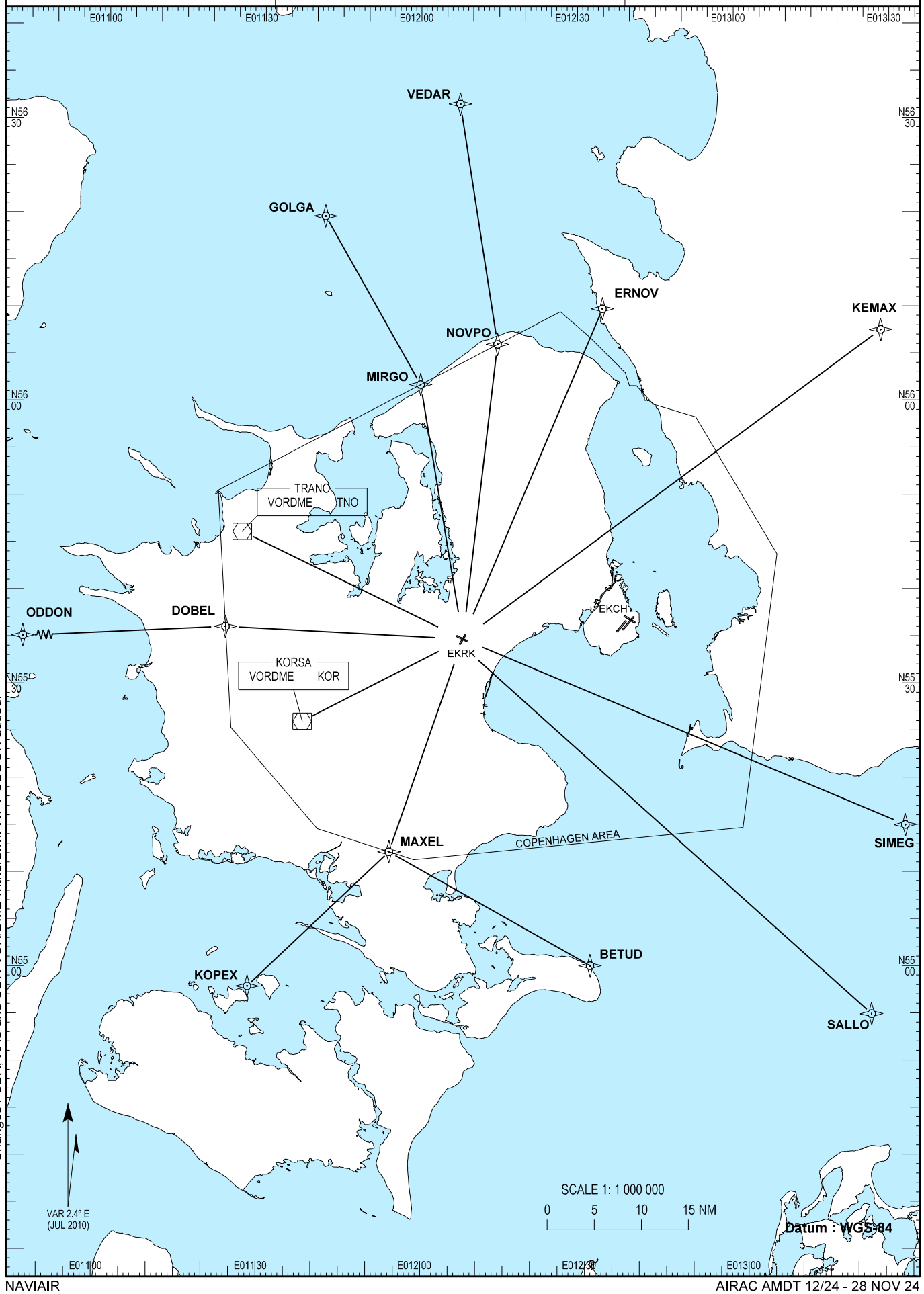


HORIZONTAL SCALE 1 : 10 000



LEGEND	
Identification number	(1)
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - ►
Transmission line or overhead cable	—T—
Spot ELEV	•

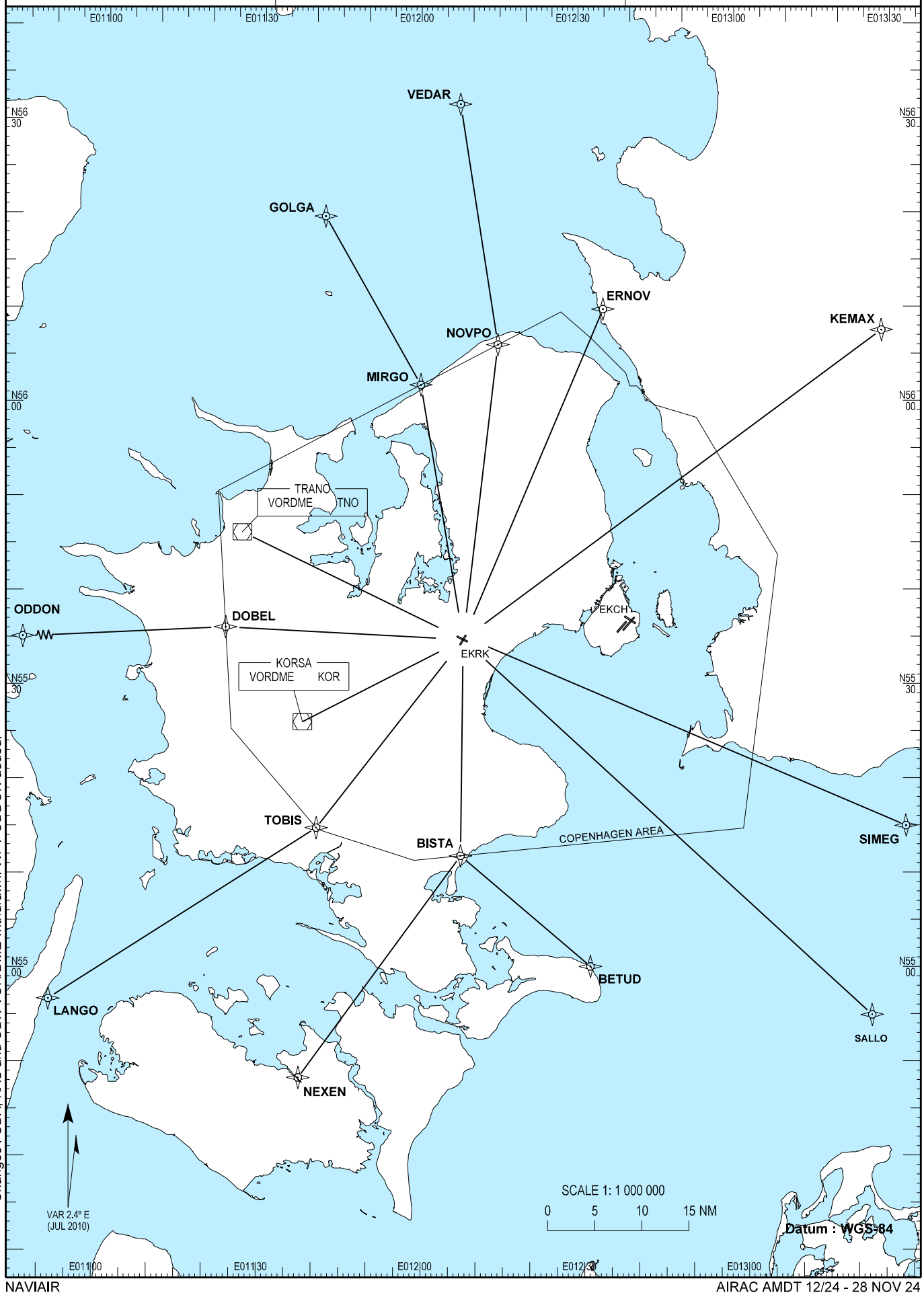
Changes : Declared distances changed.



Changes : CDA, KAS and ODN VOR/DME withdrawn. WPT ODDON added.

JET

Procedures are also valid for IFR traffic
from Danish aerodromes within Copenhagen Area,
except København / Kastrup (EKCH).



Changes : CDA, KAS and ODN VOR/DME withdrawn. WPT ODDON added.

Flightplanning

Standard Instrument Departures are not established.

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

PROP

Route	RMK	Note
NOVPO DCT VEDAR		
ERNOV	Only AVBL FL090 and below	
KEMAX		
SIMEG		A
SALLO		A
TNO	Only AVBL FL060 and below	
DOBEL DCT ODDON		
KOR	Only AVBL FL060 and below	
MAXEL DCT KOPEX or BETUD	Only AVBL FL070 and above	A
MIRGO DCT GOLGA	Only AVBL FL070 and above	

JET

Route	RMK	Note
NOVPO DCT VEDAR		
ERNOV	Only AVBL FL090 and below	
KEMAX		
SIMEG		A
SALLO		A
TNO	Only AVBL FL060 and below	
KOR	Only AVBL FL060 and below	
BISTA DCT NEXEN or BETUD	Only AVBL FL070 and above	A
TOBIS DCT LANGO	Only AVBL FL070 and above	
DOBEL DCT ODDON		
MIRGO DCT GOLGA	Only AVBL FL070 and above	

Notes:

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

ATC clearance

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

Omnidirectional Departure from Roskilde

Climb straight ahead to at least 800 FT MSL before turn is commenced.

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

Radar vectoring

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

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

Radio Communication Failure

1. Flights leaving Copenhagen Area and Malmö TMA:

   In case of radio communication failure after departure, maintain for a period of three minutes the cleared level. Then climb to 4000 FT MSL or maintain cleared level if higher. Maintain until final waypoint of the departure route, then climb to requested flight level.

   In case of radio communication failure after departure, while under radar vectoring, aircraft shall proceed in the most direct manner to the departure route filed and climb according to above described procedure.

2. Flights with entire route within Copenhagen Area and Malmö TMA:

   In case of radio communication failure after departure, maintain for a period of three minutes the cleared level, then continue in accordance with the current flight plan.

   In case of radio communication failure after departure, while under radar vectoring, aircraft shall proceed in the most direct manner in accordance with the current flight plan and climb according to above described procedure.

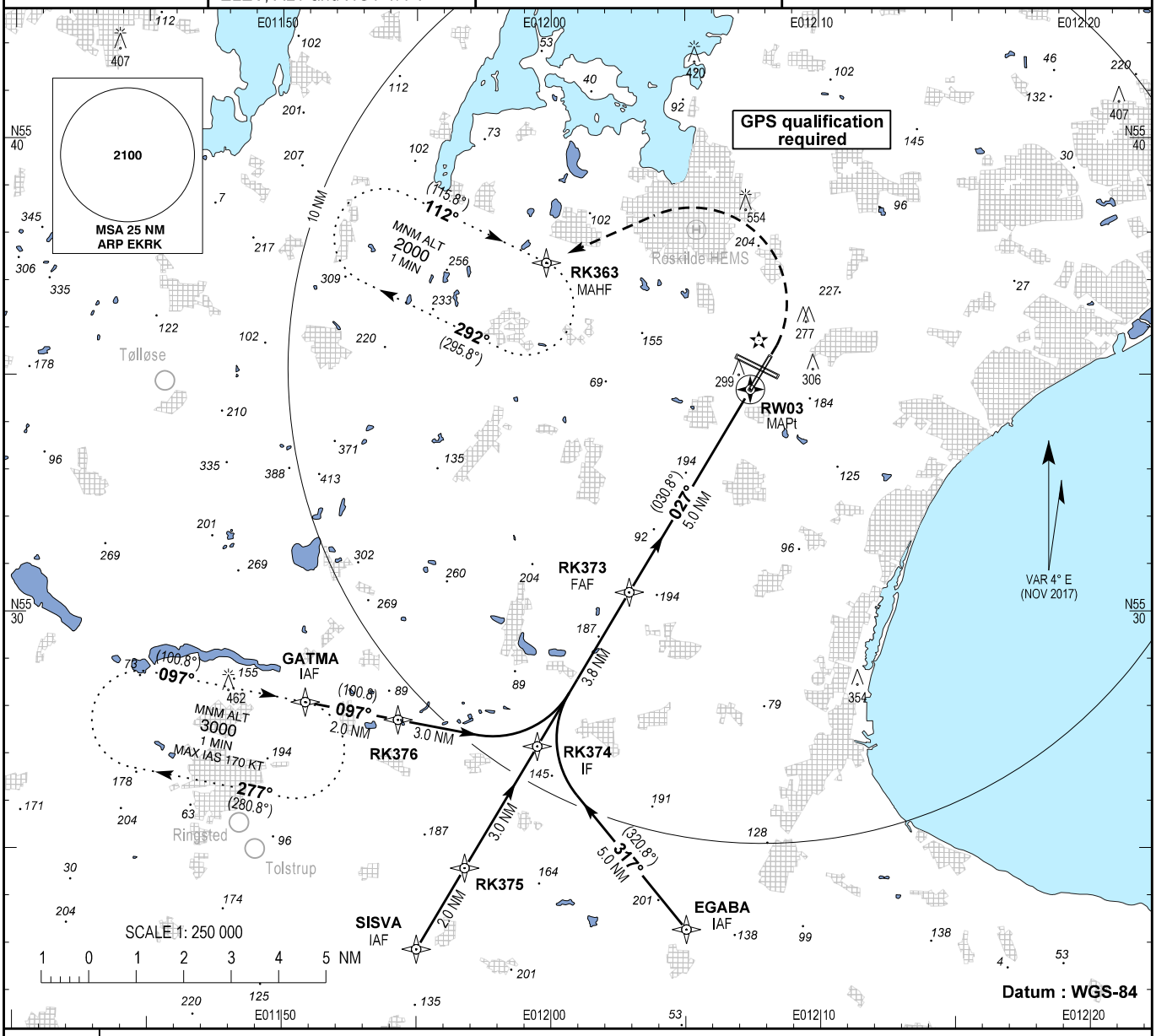
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 146

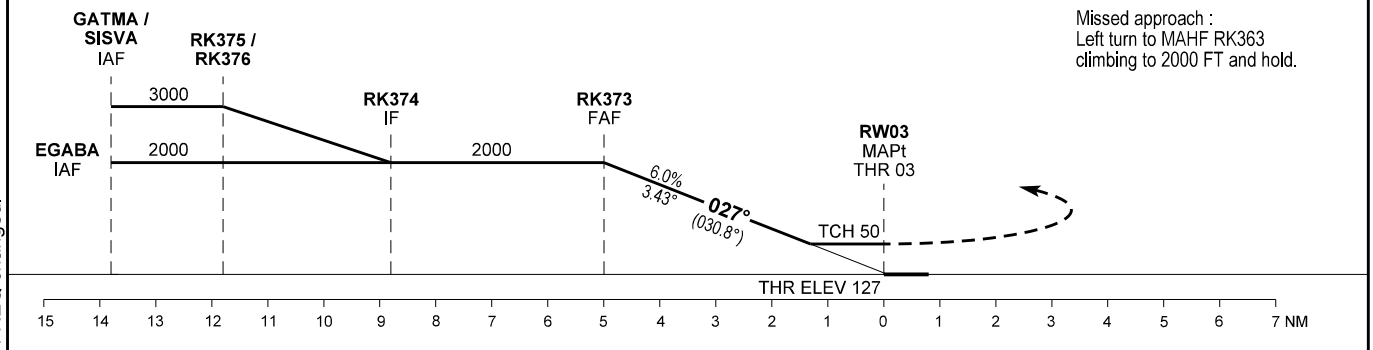
Bearings are magnetic (True)
ELEV, ALT and HGT in FT

Roskilde APP : 125.530
Roskilde TWR : 118.905 119.655
ATIS : 123.805

AD 2 - EKRK
RNAV (GNSS) RWY 03 - 1
København / Roskilde



TA 5000



Missed approach :
Left turn to MAHF RK363
climbing to 2000 FT and hold.

OCA (H)	A	B	C
LNAV	630 (510)	630 (510)	630 (510)
Circling	630 (490)	850 (710)	950 (810)

SPECIAL CONDITIONS

DIST to THR	1	2	3	4	5
ALT	540	905	1270	1635	2000

Time to MAPt from FAF - DIST 5.0 NM					
GS (KT)	60	80	100	120	140
MIM : SEC	05:00	03:45	03:00	02:30	02:09
ROD FT / MIN	365	485	610	730	850

Changes : FREQ changed.

RWY 03 from GATMA

Waypoint	Latitude	Longitude
GATMA (IAF)	55 28 05.75N	011 50 51.63E
RK376 (IF)	55 27 43.48N	011 54 18.77E
RK374	55 27 09.89N	011 59 29.35E
RK373 (FAF)	55 30 25.30N	012 02 54.75E
RW03 (MAPt)	55 34 42.25N	012 07 25.85E
RK363 (MAHF)	55 37 22.86N	011 59 49.45E

RWY 03 from SISVA

Waypoint	Latitude	Longitude
SISVA (IAF)	55 22 52.63N	011 54 59.97E
RK375 (IF)	55 24 35.55N	011 56 47.61E
RK374	55 27 09.89N	011 59 29.35E
RK373 (FAF)	55 30 25.30N	012 02 54.75E
RW03 (MAPt)	55 34 42.25N	012 07 25.85E
RK363 (MAHF)	55 37 22.86N	011 59 49.45E

RWY 03 from EGABA

Waypoint	Latitude	Longitude
EGABA (IAF)	55 23 17.68N	012 05 01.73E
RK374 (IF)	55 27 09.89N	011 59 29.35E
RK373 (FAF)	55 30 25.30N	012 02 54.75E
RW03 (MAPt)	55 34 42.25N	012 07 25.85E
RK363 (MAHF)	55 37 22.86N	011 59 49.45E

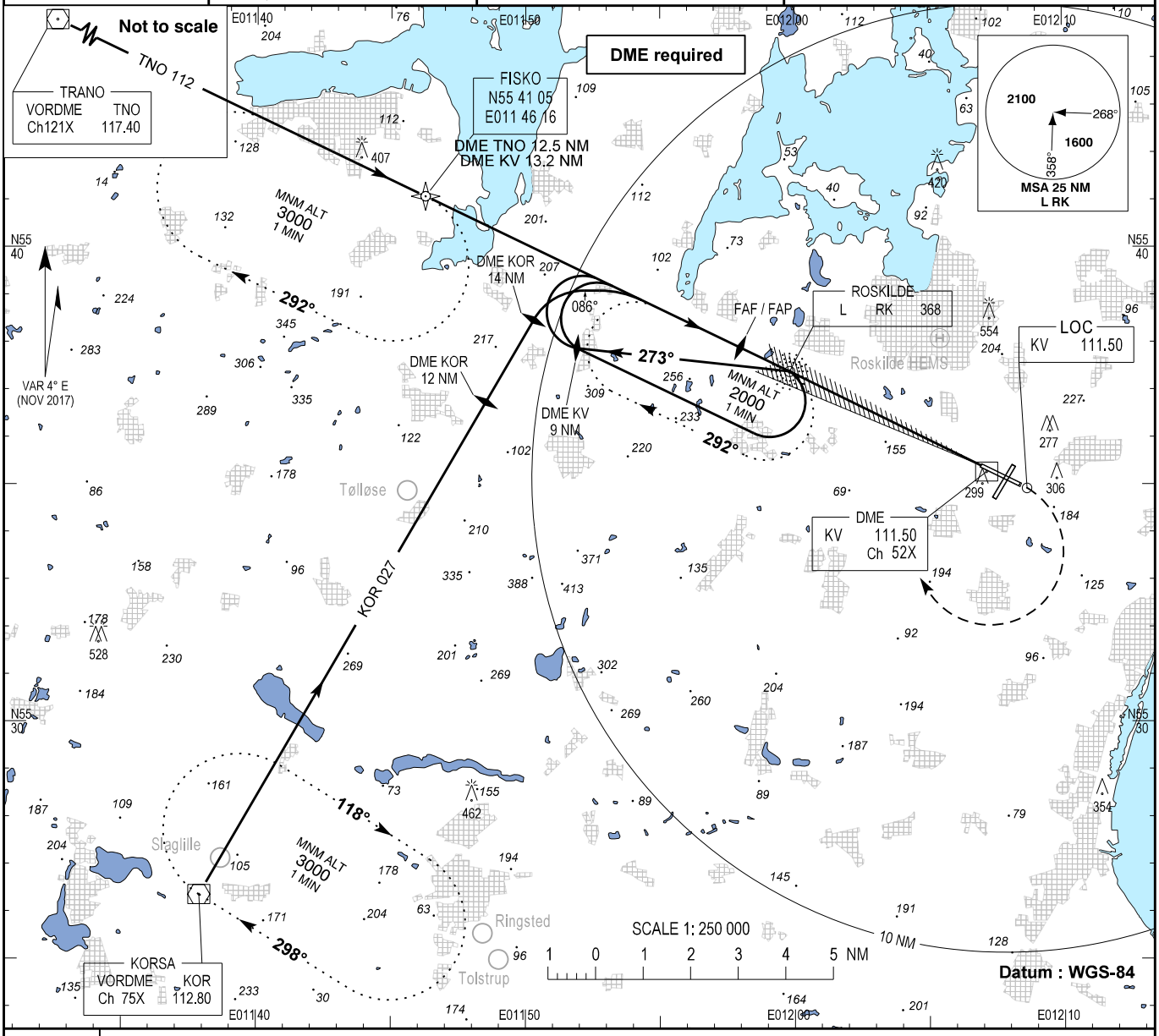
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 146

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

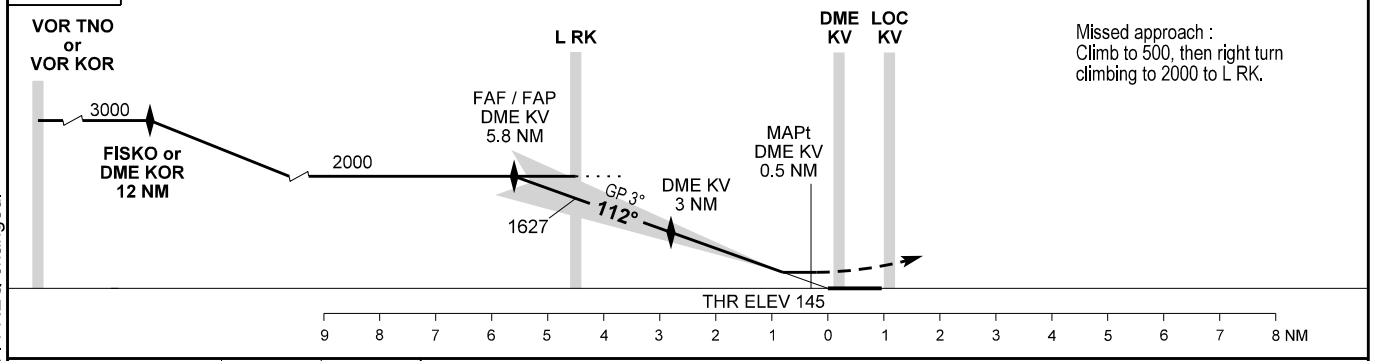
Roskilde APP : 125.530
Roskilde TWR : 118.905 119.655
ATIS : 123.805

AD 2 - EKRK
ILS RWY 11
(ACFT CAT A + B)
København / Roskilde



TA 5000

RDH 52



Missed approach :
Climb to 500, then right turn climbing to 2000 to L RK.

OCA (H)	A	B
ILS	313 (168)	322 (177)
GP INOP *	485 (340)	485 (340)
Circling	610 (470)	850 (710)

SPECIAL CONDITIONS

* Pass DME KV 5 NM not below 1500 and DME KV 3 NM not below 740

DME KV	1	2	3	4	5
DIST to THR	0.8	1.8	2.8	3.8	4.8
ALT	458	777	1095	1414	1732

Time to MAPt from L RK - DIST 4.16 NM					
GS (KT)	60	80	100	120	140
MIM : SEC	04:10	03:07	02:30	02:05	01:47
ROD FT / MIN	318	425	531	637	743

Note : Timing not authorized for defining the MAPt

Changes : FREQ changed.

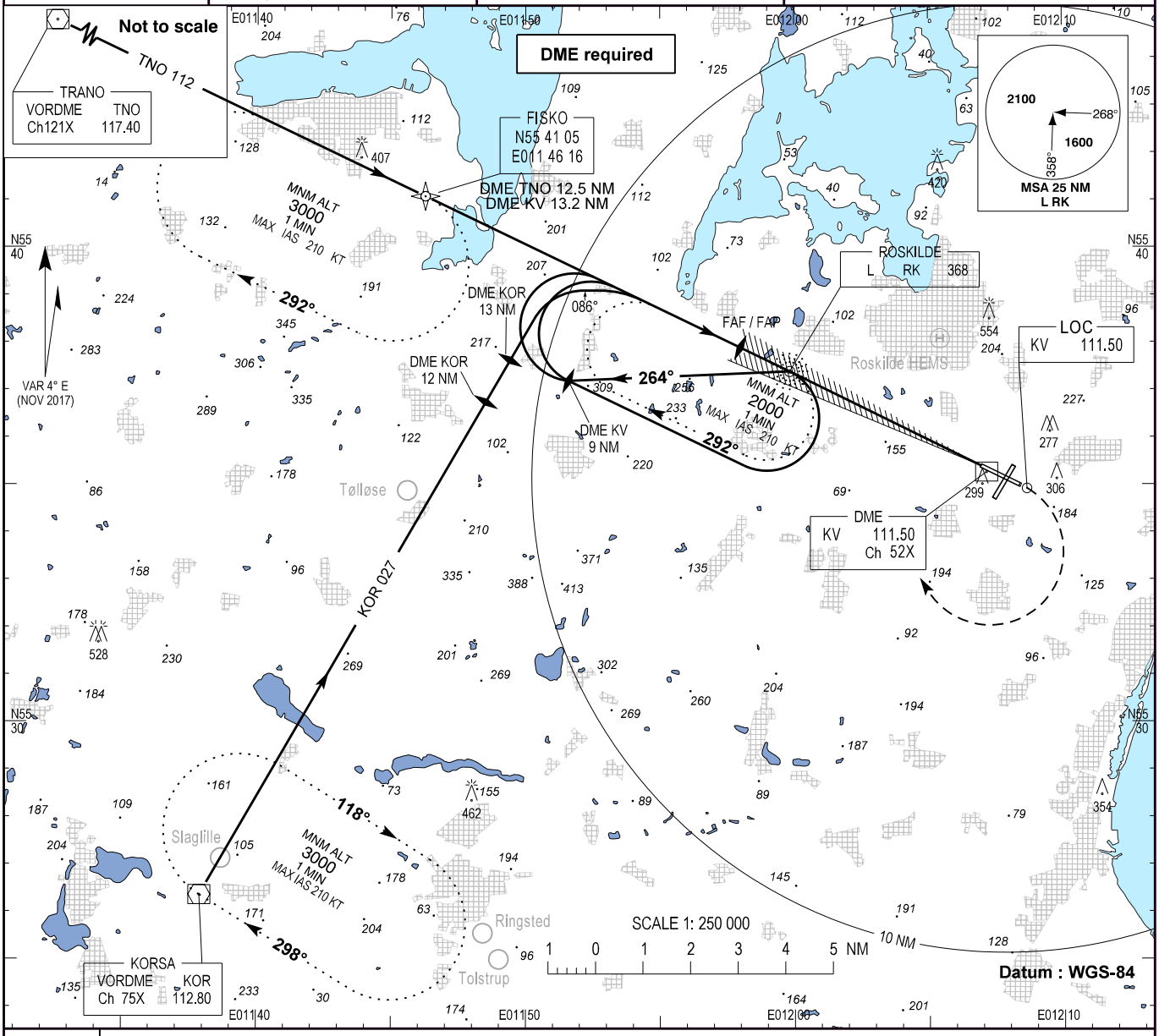
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 146

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

Roskilde APP : 125.530
Roskilde TWR : 118.905 119.655
ATIS : 123.805

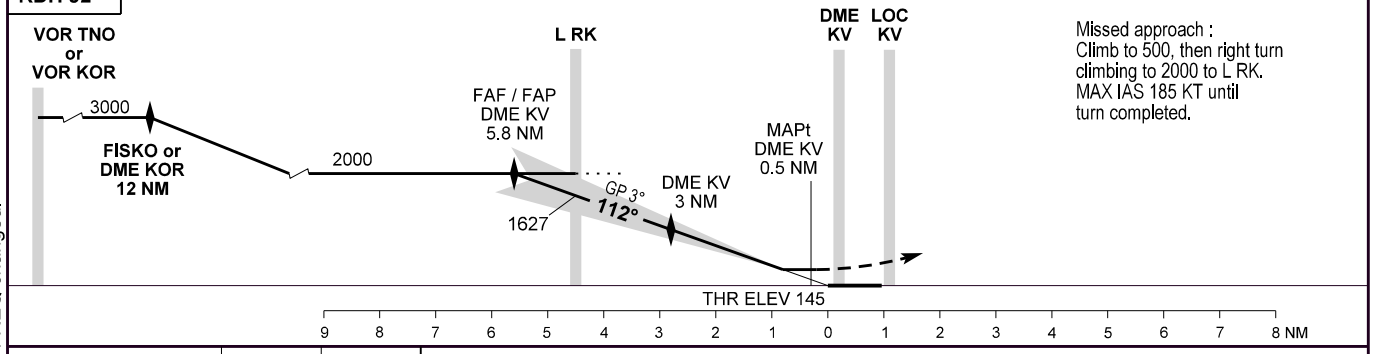
AD 2 - EKRK
ILS RWY 11
(ACFT CAT C + D)
København / Roskilde



TA 5000

RDH 52

Baseturn and racetrack procedures MAX IAS 210 KT



Missed approach :
Climb to 500, then right turn climbing to 2000 to L RK.
MAX IAS 185 KT until turn completed.

OCA (H)		C	D
ILS	Climb 2.5%	439 (294)	449 (304)
	Climb 5.0%	331 (186)	343 (198)
GP INOP **		485 (340)	485 (340)
Circling		950 (810)	950 (810)

SPECIAL CONDITIONS

** Pass DME KV 5 NM not below 1500 and DME KV 3 NM not below 740

DME KV	1	2	3	4	5
DIST to THR	0.8	1.8	2.8	3.8	4.8
ALT	458	777	1095	1414	1732

Time to MAPt from L RK - DIST 4.16 NM						
GS (KT)	100	120	140	160	180	200
MIM : SEC	02:30	02:05	01:47	01:34	01:23	01:15
ROD FT / MIN	531	637	743	849	955	1061

Note : Timing not authorized for defining the MAPt

Changes : FREQ changed.

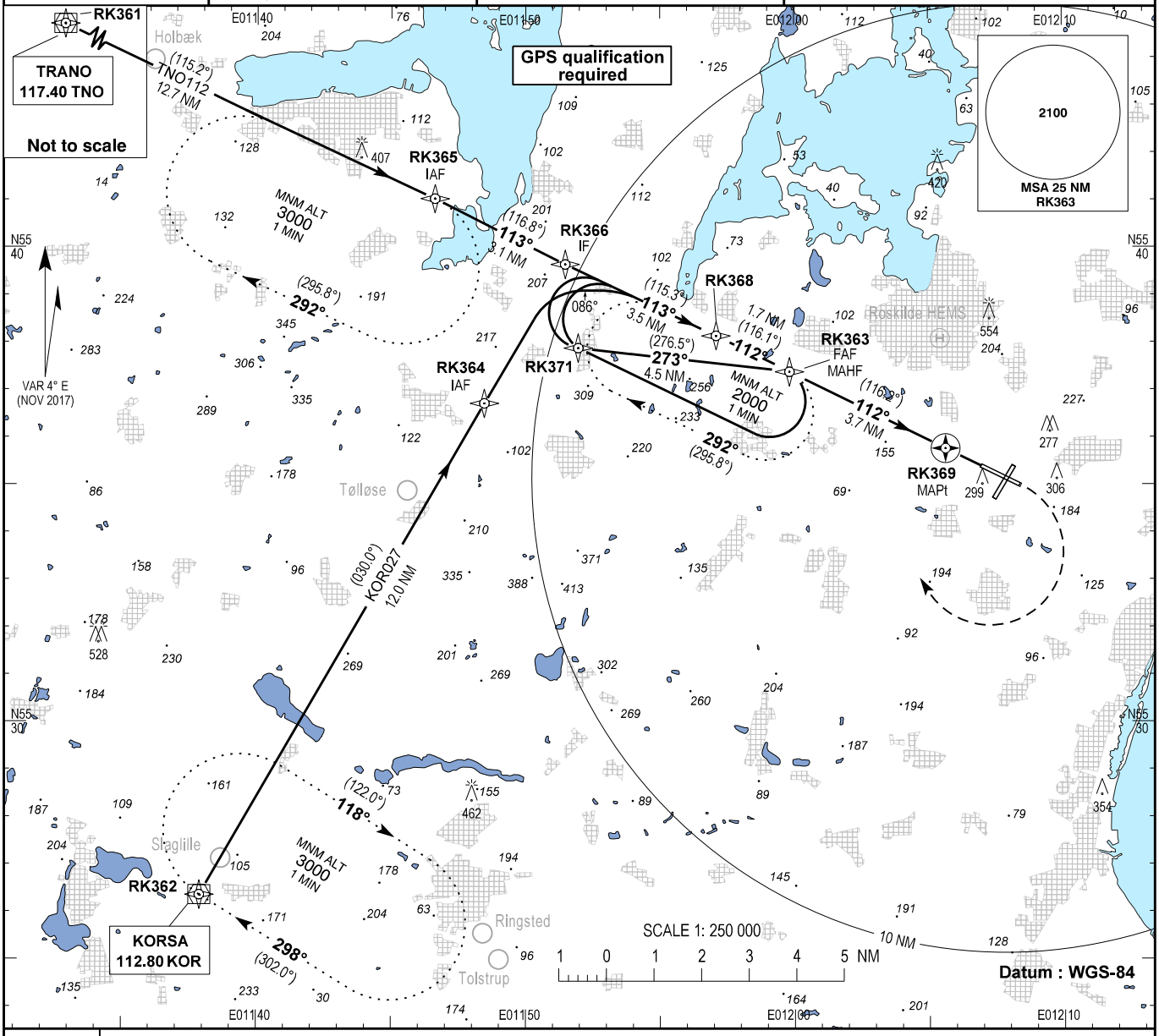
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 146

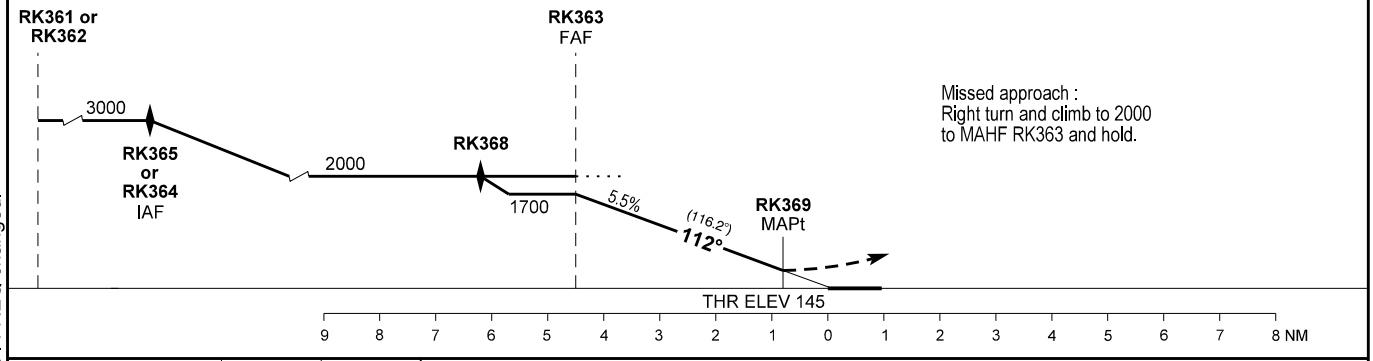
Bearings are magnetic (True)
ELEV, ALT and HGT in FT

Roskilde APP : 125.530
Roskilde TWR : 118.905 119.655
ATIS : 123.805

AD 2 - EKRK
RNAV (GNSS) RWY 11 - 1
(ACFT CAT A + B)
København / Roskilde



TA 5000



OCA (H)	A	B	SPECIAL CONDITIONS
LNAV	740 (600)	740 (600)	
Circling	740 (600)	850 (710)	

Changes : FREQ changed.

From TNO VOR/DME

Waypoint	Latitude	Longitude
RK361 (VOR/DME TNO)	55 46 26.74N	011 26 21.08E
RK365 (IAF)	55 41 01.94N	011 46 37.35E
RK368	55 38 08.42N	011 57 05.34E
RK363 (FAF)	55 37 22.86N	011 59 49.45E
RK369 (MAPt)	55 35 45.89N	012 05 37.66E
RK363 (MAHF)	55 37 22.86N	011 59 49.45E

From KOR VOR/DME

Waypoint	Latitude	Longitude
RK362 (VOR/DME KOR)	55 26 21.71N	011 37 53.51E
RK364 (IAF DME KOR 12)	55 36 43.12N	011 48 27.83E
RK366 (IF)	55 39 38.82N	011 51 28.36E
RK368	55 38 08.42N	011 57 05.34E
RK363 (FAF)	55 37 22.86N	011 59 49.45E
RK369 (MAPt)	55 35 45.89N	012 05 37.66E
RK363 (MAHF)	55 37 22.86N	011 59 49.45E

From RK363

Waypoint	Latitude	Longitude
RK363 (IAF L RK)	55 37 22.86N	011 59 49.45E
RK371	55 37 53.03N	011 51 57.53E
RK368	55 38 08.42N	011 57 05.34E
RK363 (FAF	55 37 22.86N	011 59 49.45E
RK369 (MAPt)	55 35 45.89N	012 05 37.66E
RK363 (MAHF)	55 37 22.86N	011 59 49.45E

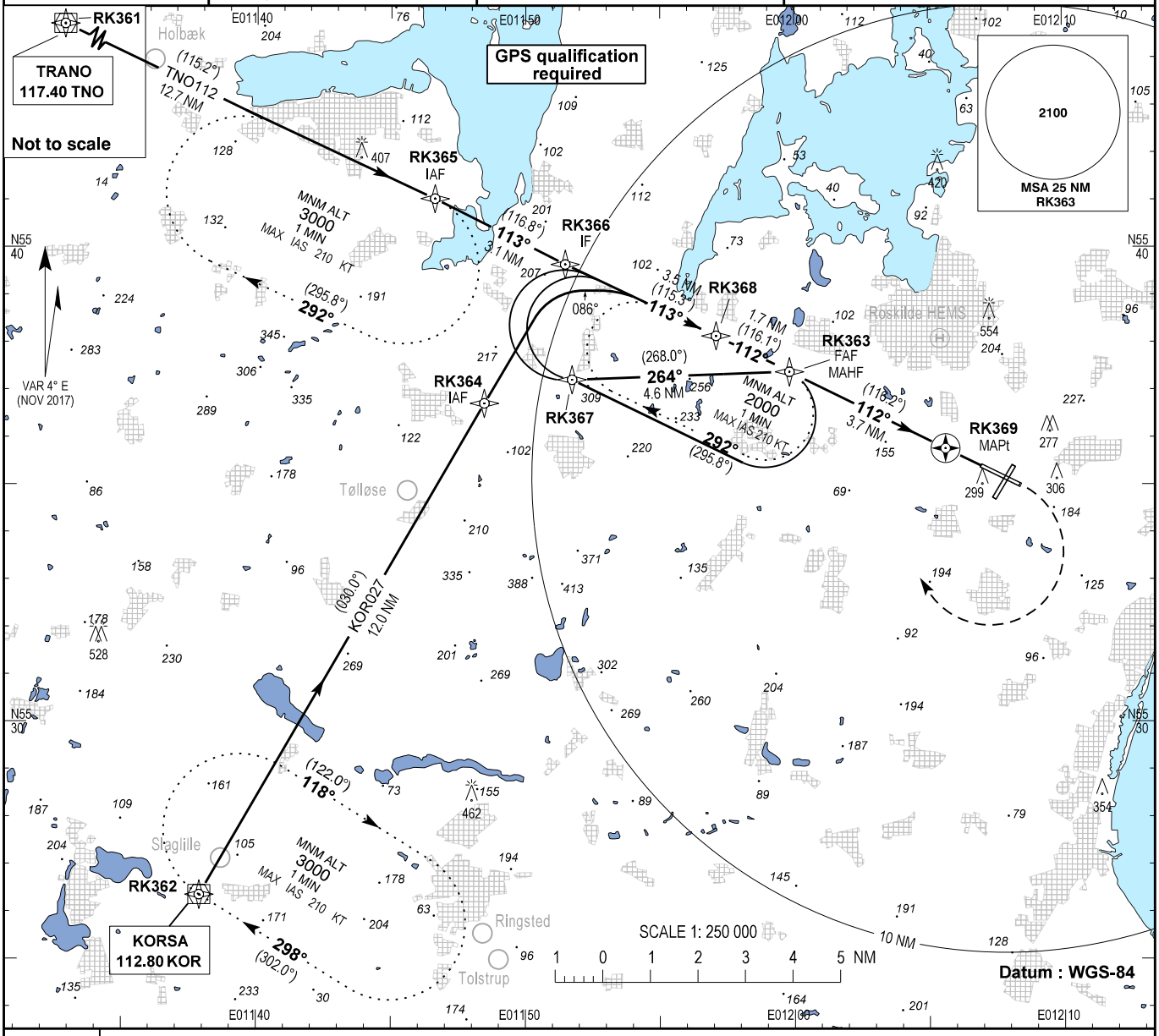
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 146

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

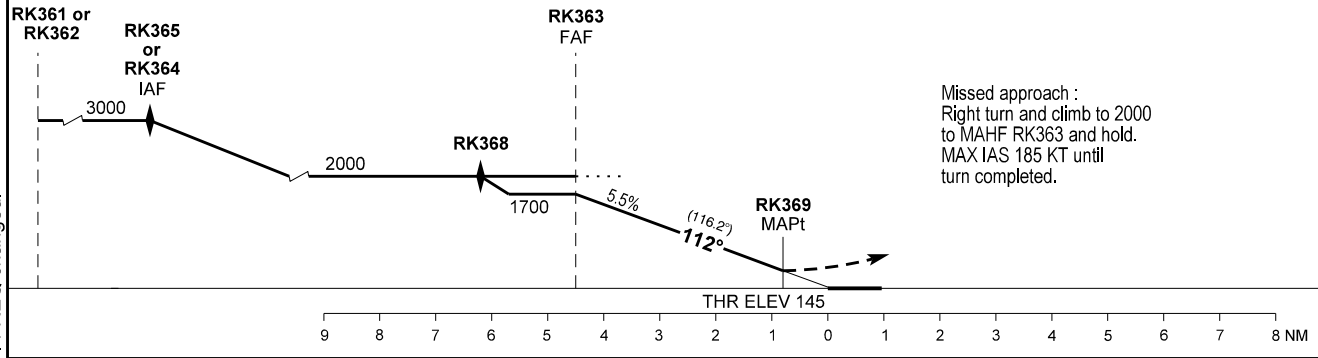
Roskilde APP : 125.530
Roskilde TWR : 118.905 119.655
ATIS : 123.805

AD 2 - EKRK
RNAV (GNSS) RWY 11 - 1
(ACFT CAT C + D)
København / Roskilde



TA 5000

Base turn and racetrack procedures MAX IAS 210 KT



Missed approach :
Right turn and climb to 2000
to MAHF RK363 and hold.
MAX IAS 185 KT until
turn completed.

OCA (H)	C	D	SPECIAL CONDITIONS
LNAV	740 (600)	740 (600)	
Circling	950 (810)	950 (810)	

Changes : FREQ changed.

From TNO VOR/DME

Waypoint	Latitude	Longitude
RK361 (VOR/DME TNO)	55 46 26.74N	011 26 21.08E
RK365 (IAF)	55 41 01.94N	011 46 37.35E
RK368	55 38 08.42N	011 57 05.34E
RK363 (FAF)	55 37 22.86N	011 59 49.45E
RK369 (MAPt)	55 35 45.89N	012 05 37.66E
RK363 (MAHF)	55 37 22.86N	011 59 49.45E

From KOR VOR/DME

Waypoint	Latitude	Longitude
RK362 (VOR/DME KOR)	55 26 21.71N	011 37 53.51E
RK364 (IAF)	55 36 43.12N	011 48 27.83E
RK366 (IF)	55 39 38.82N	011 51 28.36E
RK368	55 38 08.42N	011 57 05.34E
RK363 (FAF)	55 37 22.86N	011 59 49.45E
RK369 (MAPt)	55 35 45.89N	012 05 37.66E
RK363 (MAHF)	55 37 22.86N	011 59 49.45E

From RK363

Waypoint	Latitude	Longitude
RK367	55 37 13.00N	011 51 43.77E
RK368	55 38 08.42N	011 57 05.34E
RK363 (FAF)	55 37 22.86N	011 59 49.45E
RK369 (MAPt)	55 35 45.89N	012 05 37.66E
RK363 (MAHF)	55 37 22.86N	011 59 49.45E

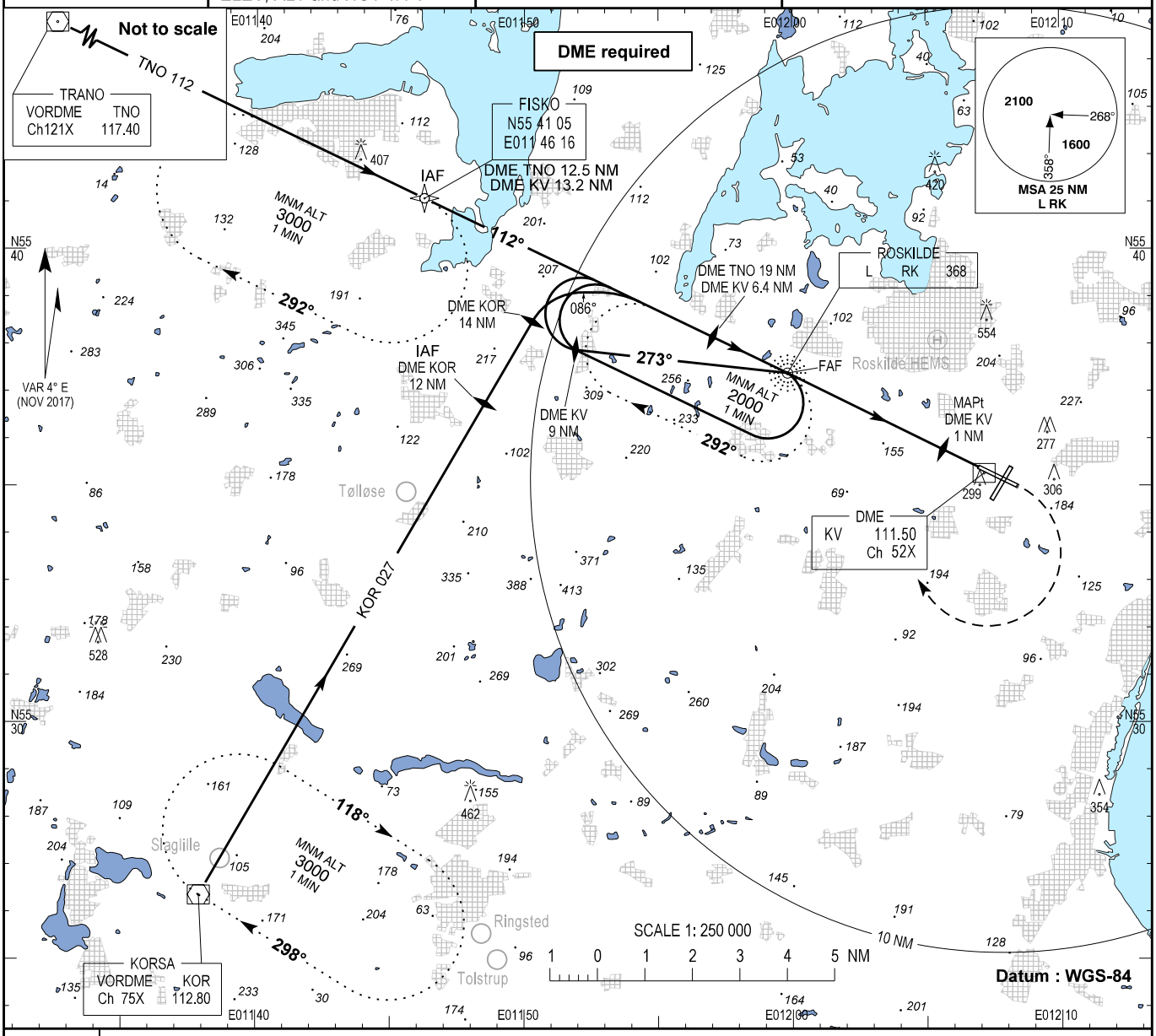
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 146

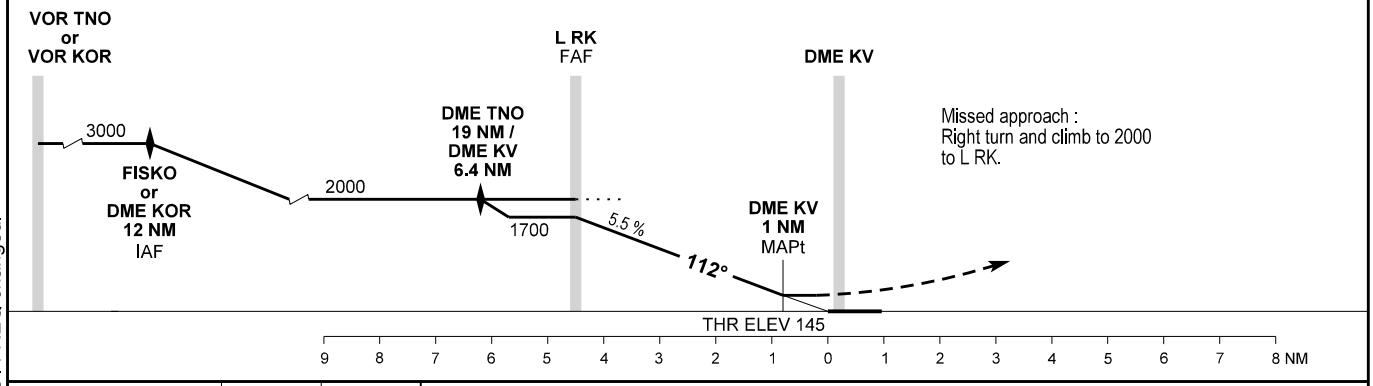
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Roskilde APP : 125.530
Roskilde TWR : 118.905 119.655
ATIS : 123.805

AD 2 - EKRK
NDB RWY 11
(ACFT CAT A + B)
København / Roskilde



TA 5000



OCA (H)	A	B
NDB	740 (600)	740 (600)
Circling	740 (600)	850 (710)

SPECIAL CONDITIONS

DME KV	1	2	3	4	5
DIST to THR	0.8	1.8	2.8	3.8	4.8
ALT	470	810	1140	1480	1810

Changes : FREQ changed.

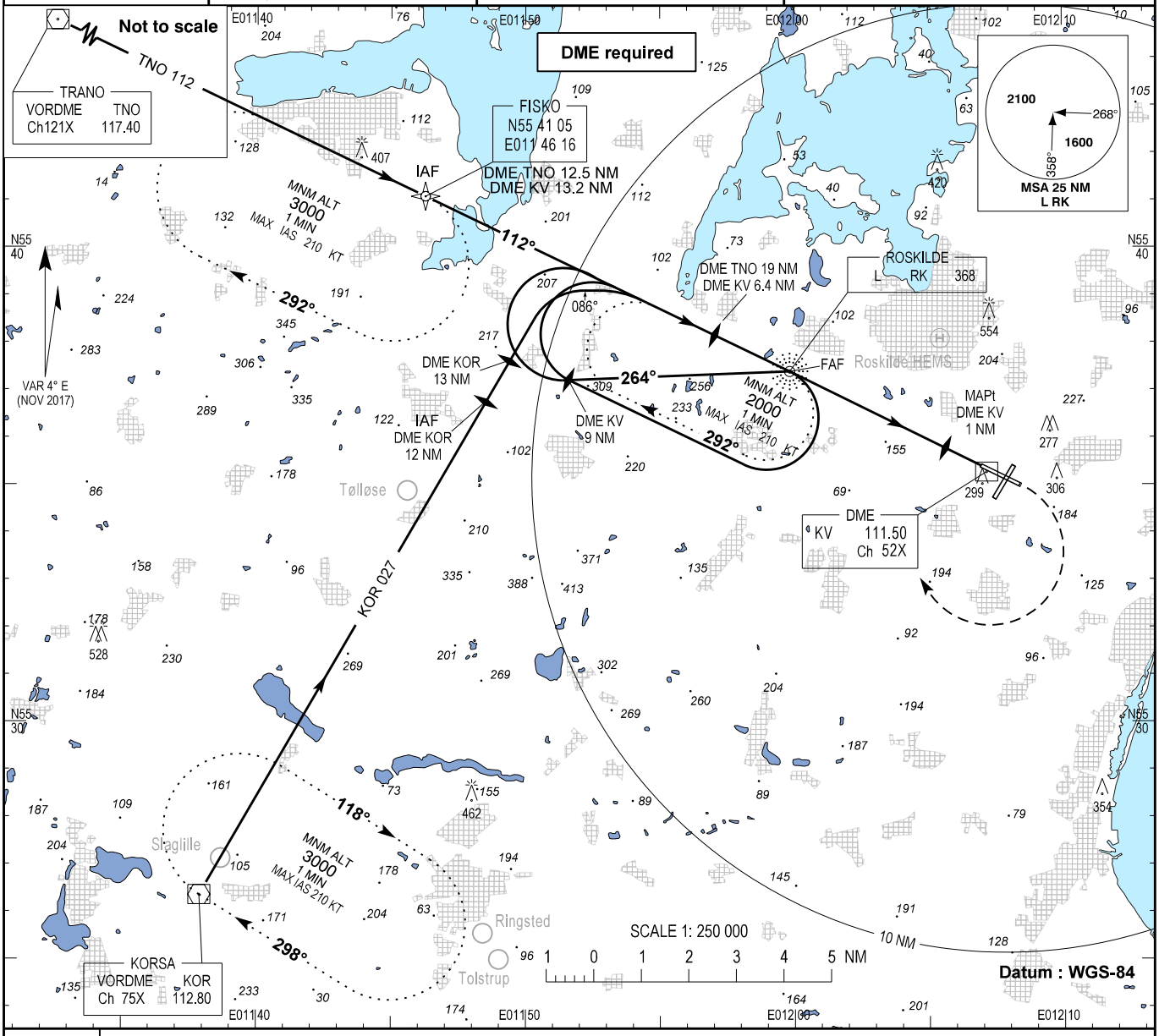
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 146

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

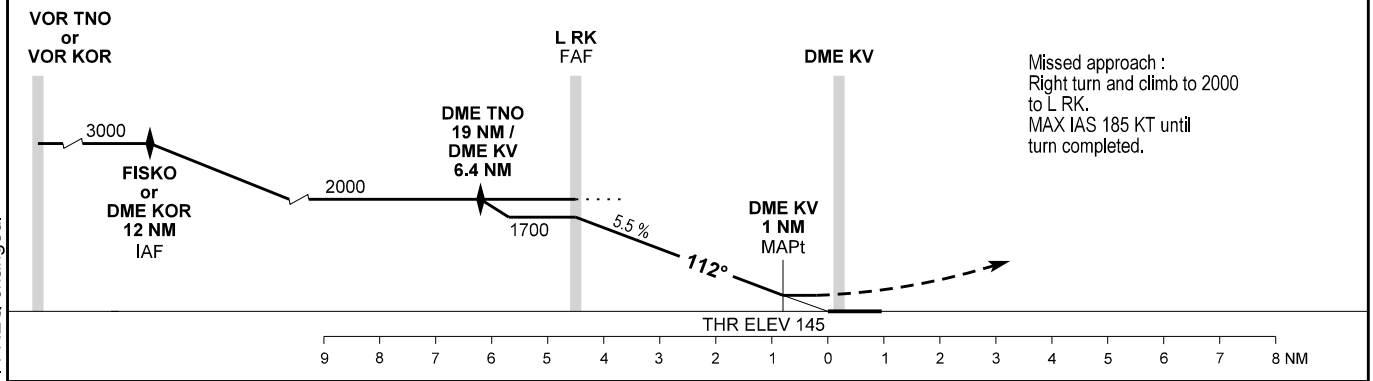
Roskilde APP : 125.530
Roskilde TWR : 118.905 119.655
ATIS : 123.805

AD 2 - EKRK
NDB RWY 11
(ACFT CAT C + D)
København / Roskilde



TA 5000

Base turn and racetrack procedures MAX IAS 210 KT



Missed approach :
Right turn and climb to 2000 to L RK.
MAX IAS 185 KT until turn completed.

OCA (H)	C	D
NDB	740 (600)	740 (600)
Circling	950 (810)	950 (810)

SPECIAL CONDITIONS

DME KV	1	2	3	4	5
DIST to THR	0.8	1.8	2.8	3.8	4.8
ALT	470	810	1140	1480	1810

Changes : FREQ changed.

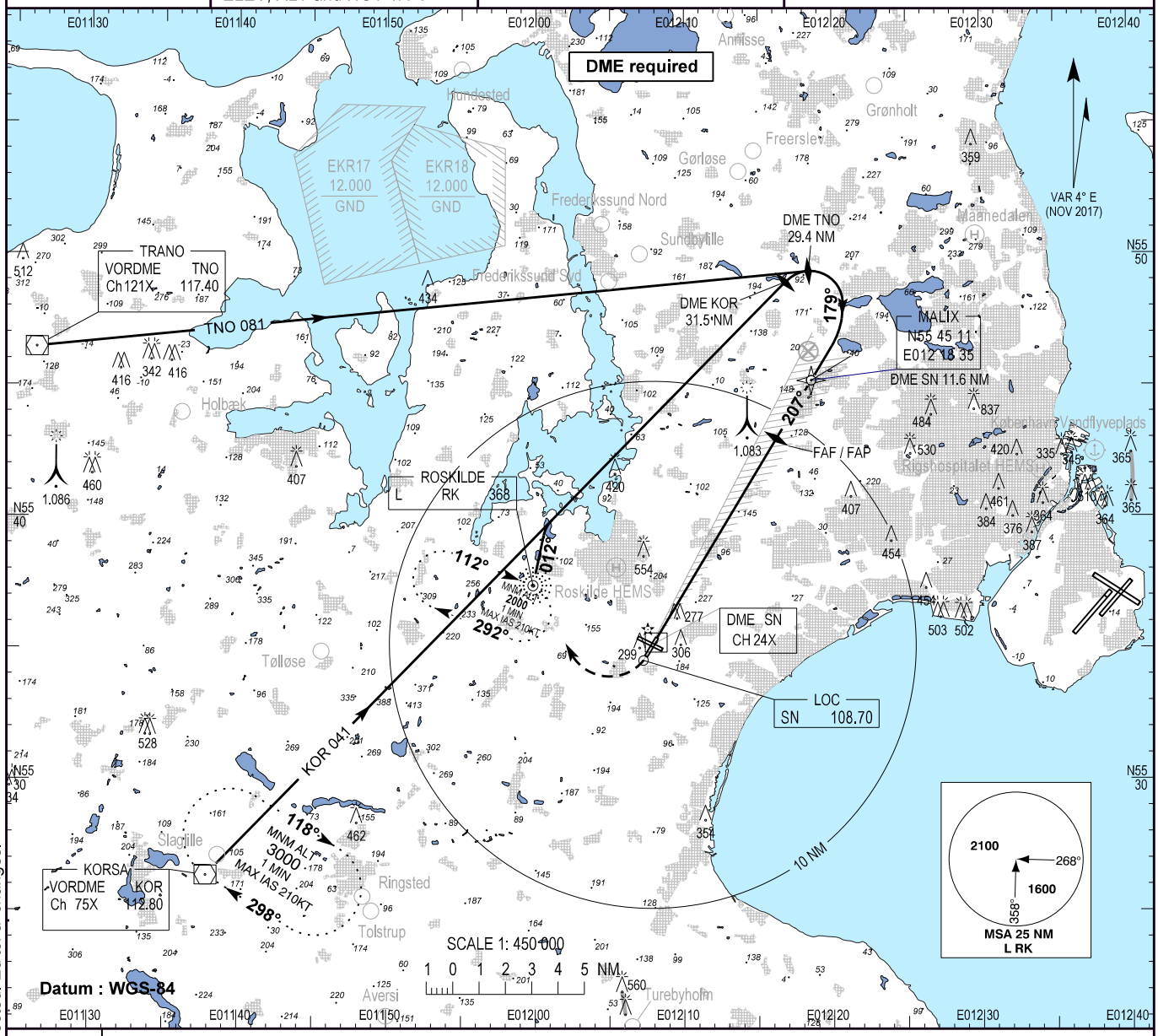
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 146

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

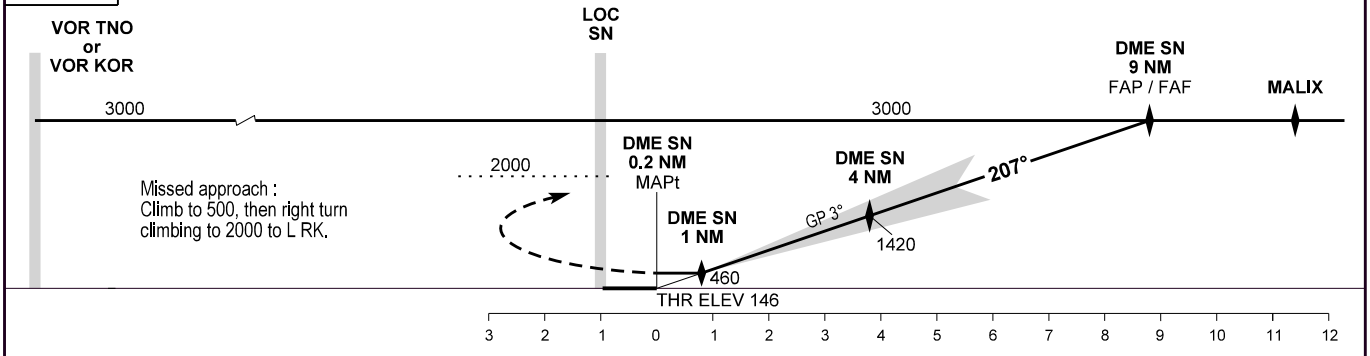
Roskilde APP : 125.530
Roskilde TWR : 118.905 119.655
ATIS : 123.805

AD 2 - EKRK
ILS RWY 21
København / Roskilde



TA 5000

RDH 50



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS	300 (154)	308 (162)	317 (171)	327 (181)	
GP INOP *	525 (380)	525 (380)	525 (380)	525 (380)	* Pass DME SN 4 NM not below 1420
Circling	610 (470)	850 (710)	950 (810)	950 (810)	

DME SN	1	2	3	4	5	6	7	8	9
DIST to THR	0.8	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8
ALT	460	780	1100	1420	1730	2050	2370	2690	3000

Changes : EKML withdrawn. EK R 17 and EK R 18 corrected. Editorial changes.

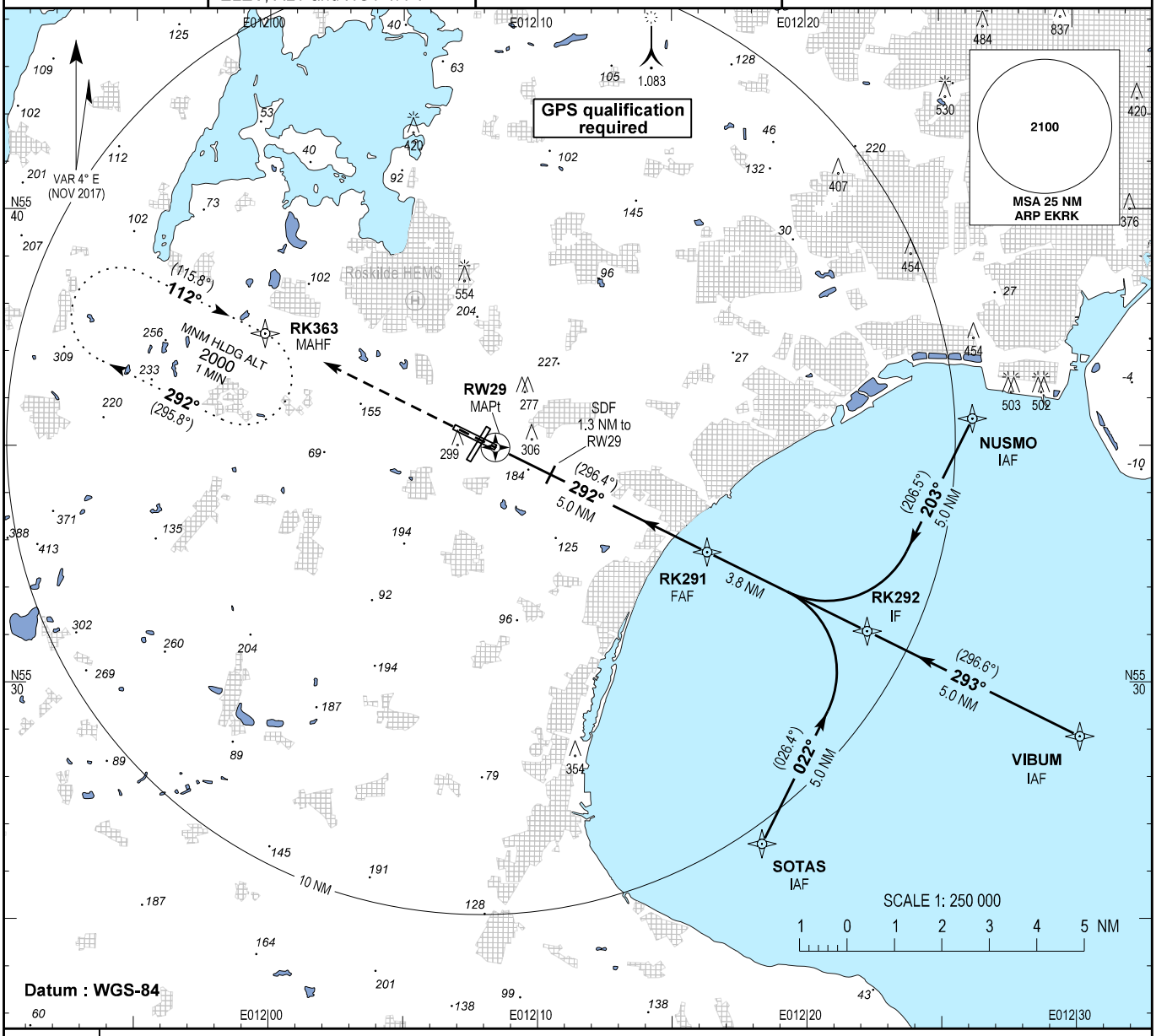
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 146

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

Roskilde APP : 125.530
Roskilde TWR : 118.905 119.655
ATIS : 123.805

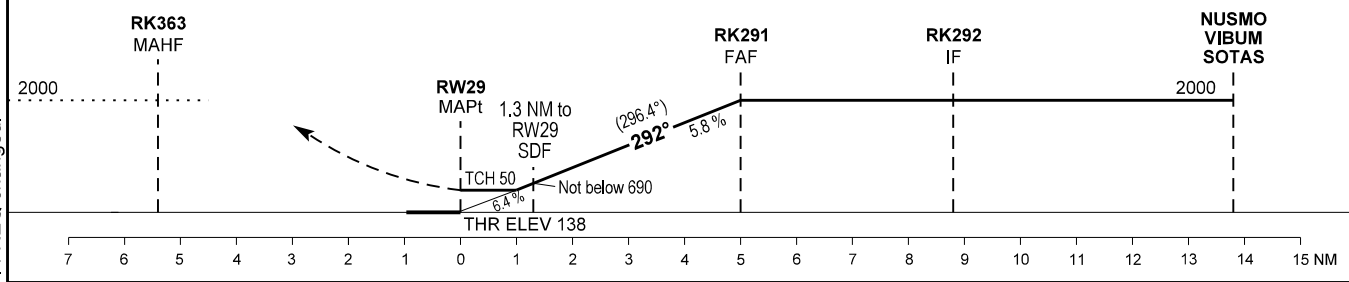
AD 2 - EKRK
RNAV (GNSS) RWY 29 - 1
København / Roskilde



TA 5000

Due to the proximity to EKCH, this procedure will normally NOT be available.

Missed approach :
Climb to 2000 to
MAHF RK363 and hold.



OCA (H)	A	B	C	D
LNAV	550 (410)	550 (410)	550 (410)	550 (410)
Circling	610 (470)	850 (710)	950 (810)	950 (810)

DIST to THR	1	2	3	4	5
NOM ALT	550	910	1275	1635	2000

SPECIAL CONDITIONS

Pass 1.3 NM before RW29 at MNM 690

Changes : FREQ changed.

RNAV 29 via NUSMO				
Waypoint	**Function**	**Latitude**	**Longitude**	**Alternate definition**
NUSMO	IAF	55 35 34.66N	012 26 12.99E	KAS 268/6.0 NM, KOR 068/29.0 NM, TNO 104/35.6 NM
RK292	IF	55 31 05.52N	012 22 16.35E	
RK291	FAF	55 32 46.24N	012 16 18.95E	
RW29	MAPt	55 34 59.03N	012 08 25.39E	
RK363	MAHF	55 37 22.86N	011 59 49.45E	

RNAV 29 via VIBUM				
Waypoint	**Function**	**Latitude**	**Longitude**	**Alternate definition**
VIBUM	IAF	55 28 51.26N	012 30 10.40E	KAS 207/7.6 NM, KOR 082/29.9 NM, TNO 113/40.2 NM
RK292	IF	55 31 05.52N	012 22 16.35E	
RK291	FAF	55 32 46.24N	012 16 18.95E	
RW29	MAPt	55 34 59.03N	012 08 25.39E	
RK363	MAHF	55 37 22.86N	011 59 49.45E	

RNAV 29 via SOTAS				
Waypoint	**Function**	**Latitude**	**Longitude**	**Alternate definition**
SOTAS	IAF	55 26 36.24N	012 18 20.61E	KAS 227/13.7 NM, KOR 086/23.0 NM, TNO 121/35.6 NM
RK292	IF	55 31 05.52N	012 22 16.35E	
RK291	FAF	55 32 46.24N	012 16 18.95E	
RW29	MAPt	55 34 59.03N	012 08 25.39E	
RK363	MAHF	55 37 22.86N	011 59 49.45E	

Overflying the built-up areas Gadstrup, Snoldelev, Tjæreby, Tune, Vindinge and Vor Frue should be avoided in connection with VFR TKOF and LDG.
This provision is valid for all VFR flights to and from Roskilde Airport - including landing exercises.

Changes: Chart title changed.

1. Aerodrome Location Indicator and Name: EKOD - Odense / Hans Christian Andersen Airport

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 28 35.99N 010 19 51.36E On RWY, 700 M from THR 24
2.	Distance and direction from city:	5.4 NM NW of Odense
3.	ELEV: REF temperature:	56 FT 19.8°C
4.	MAG VAR: Annual change:	1.7°E (JUL2010) Increasing 10'
5.	AD ADM:	Det Fælleskommunale Selskab Hans Christian Andersen Airport P/S
	AD address:	Hans Christian Andersen Airport Lufthavnvej 131 DK-5270 Odense N
	TEL: FAX. E-mail: AFS:	+45 65 95 50 72 NIL twr@hca-airport.dk EKOD
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	MON-FRI 0700-1600 (0600-1600) SAT 0800-1400 (0700-1500) SUN/HOL 0800-1400 (0700-1500)
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:	MON-FRI As AD SAT As AD SUN/HOL As AD
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	As AD. PN 2 HR.

12. Remarks: Outside said hours: PPR. Request to be submitted not later than 1 hour before termination of service. Self-service AVBL for aircraft MTOW BLW 2000 Kg. VFR outside opening hours. Contact to EKOD outside Service hours phone manned from 0600-2200 local time on TEL +45 65 95 50 72. NOTE: Opening charge will be collected outside Service Hours.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	No
2.	Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: No
3.	Fuelling facilities and capacity:	100LL: 110 L/MIN Jet A1: 200 L/MIN
4.	De-icing facilities:	Yes
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	Minor repairs only

7. Remarks: NIL

5. Passenger Facilities

1.	Hotels:	Hotels in town
2.	Restaurants:	Yes
3.	Transportation:	Taxi
4.	Medical facilities:	Hospital in Odense
5.	Bank and Post Office:	NIL
6.	Tourist Office:	In Odense TEL: +45 63 75 75 20 FAX: -

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 5, CAT 6 and CAT 7 PPR, submitted within normal operational hours and not later than 24 hours before planned flight.
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:	Mechanical snow clearing with plough and sweeper. Chemicals: KFOR and NAFO.
2.	Clearance priorities:	1. Active runway and access roads from the fire station to runway in use 2. Taxiways towards the active runway 3. Apron(s) 4. Other access roads and other areas

3. Remarks: AD available all seasons. See also Rescue and Firefighting Services and Runway Surface Condition Assessment and Reporting, and Snow Plan in section AD 1.2

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength:	Asphalt, PCN 36/F/D/X/U	3. ACL and ELEV:	At apron 56 FT
2. Taxiway width, surface and	TWY A: 23 M, asphalt, PCN 36/F/D/X/U TWY B: 18 M, asphalt, PCN 36/F/D/X/U	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:	See Aircraft Parking/Docking Chart	2. RWY and TWY markings:	RWY 06/24: THR, RWY NR, centre line, side stripes TWY A and B: Centre line,Side stripes, holding position
		3. Stop bars:	-

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
NIL						

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
Tabular data pending. See AD 2 - EKOD AOC-A 06 and AD 2 - EKOD AOC-A 24						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
EKOD Bredgade 30, Skamby	Chimney	55 31 07N 010 16 20E	394	280	LIL F R	-
EKOD Mågevej 4, Vissenbjerg	Mast	55 23 12.2N 010 08 14.4E	700	285	-	-
EKOD Vestergårdsvej 32, Lunde	Mast	55 29 18.7N 010 20 26.1E	194	143	-	-
EKOD Kvindevadet 28, Otterup	Mast	55 30 25.7N 010 24 15.8E	188	173	-	-
OD12 Søndersø	Mast	55 28 53.5N 010 15 03.3E	227	156	LIL F R	-
OD13 Næsbyhoved Broby	Chimney	55 26 17.9N 010 18 35.2E	262	211	LIL F R	-

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
06	059.8° GEO 058.1° MAG	2000 x 45 M	PCN 50/R/D/X/U Asphalt Composite construction	55 28 14.82N 010 18 47.44E	47 FT/-
24	239.8° GEO 238.1° MAG	2000 x 45 M	PCN 50/R/D/X/U Asphalt Composite construction	55 28 47.38N 010 20 25.78E	46 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions
06	0.04%	-	-	2120 x 300 M	200 x 90 M
24	0.04%	-	-	2120 x 300 M	240 x 90 M

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
06	4C	NONP
24	4C	PA-1

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 06 TWY A TWY B	2000 M 1106 M 808 M	2000 M 1106 M 808 M	2000 M 1106 M 808 M	2000 M	
RWY 24 TWY B TWY A	2000 M 1207 M 914 M	2000 M 1207 M 914 M	2000 M 1207 M 914 M	2000 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
06	420 M White LIH	Green	3° 49 FT	-	-	Red White LIH	-	
24	900 M White LIH	Green	3° 51 FT	-	-	2000 M White LIH	Red	-

Remarks: NIL

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: ABN PSN 55 28 34N 010 19 25E, FLG W EV 2 SEC, operating when aircraft are expected at night or in poor visibility by day
2. LDI location and LGT: -
3. Anemometer location and LGT: -
4. TWY edge and centre line LGT: Blue edge LIL on TWY A and TWY B. RGL
5. Secondary power supply/ switch over time: Yes, switch-over time MAX 15 SEC

6. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits: ODENSE FIZ/RMZ
55 29 49N 010 09 11E - 55 35 33N 010 26 32E - 55 29 59N 010 32 14E - 55 24 15N 010 14 55E - 55 29 49N 010 09 11E
2. Vertical limits: 3500 FT MSL/GND
3. Airspace classification: G
4. ATS unit call sign: Language(s): ODENSE 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	ODENSE INFORMATION	119.530	As AD	DOC: 4000 FT / 25 NM. Radar track from Multiradartrackingsystem.

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 24 CAT I	OD	108.350 MHZ	HO	55 28 10.67N 010 18 34.89E		ILS class I/E/2
GP 24		333.950 MHZ	HO	55 28 45.72N 010 20 06.95E		Angle 3°, RDH 57 FT
DME 24	OD	CH20y	HO	55 28 45.53N 010 20 07.14E		FREQ paired with LOC Collocated with GP 24

20. Local Aerodrome Regulations

1. School and training flights.

1.1 PPR are required for all school and training flights. To be submitted within operational hours.

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

2. Right turn

2.1 With reference to the general rules of the air in the vicinity of an aerodrome, aircraft may, 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 taking off.

3. Helicopter

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

21. Noise Abatement Procedures

Noise abatement provision

1. Flights in the periods 2200-2300 (2100-2200) and 0500-0600 (0400-0500)

   In the periods 2200-2300 (2100-2200) and 0500-0600 (0400-0500) the airport may be used by the following aircraft:

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

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

2. Noise abatement provisions for ACFT with MTOM above 5700 KG

2.1 Take-off RWY 06

Departure towards ALSIE VOR: Turn right - climb on track 238° MAG to VOR ALS radial 010 and proceed inbound ALSIE VOR.

2.2 Take-off RWY 24

Right turn: Climb on track 238° MAG to OD DME 3.0 NM before turning right.

Departure towards ALSIE VOR: Climb on track 238° MAG to OD DME 4.0 NM before turning left.

Departure towards TRANO VOR and KORSA VOR: Climb on track 238° MAG to OD DME 4.0 NM before turning left if the aeroplane in question is a jet aeroplane noise certificated according to ICAO Annex 16, chapter 2.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to RAVSI OR LAVBA.

1.2 Radio communication failure
Navigation aids designated for radio communication failure during IMC for arriving aircraft are:
- FIX LAVBA when RWY 06 is expected runway in use.
- FIX RAVSI when RWY 24 is expected runway in use.

2. IFR Departure

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

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

23. Additional Information

1. Parachuting

1.1 Parachuting may take place

2. Drone operation

2.1 Drone operations may take place. Check NOTAM for EKR25 and EKR26.

2.2 For additional information see ENR 5.1.4.

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	
Aircraft Parking/Docking Chart - ICAO	ADC
	APDC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 06
	AOC-A 24
Instrument Approach Chart - ICAO	RNP RWY 06 - 1
	RNP RWY 06 - 2
	ILS or LOC RWY 24 - 1 (CAT I)
	ILS or LOC RWY 24 - 2 (CAT I)
	RNP RWY 24 - 1
	RNP RWY 24 - 2

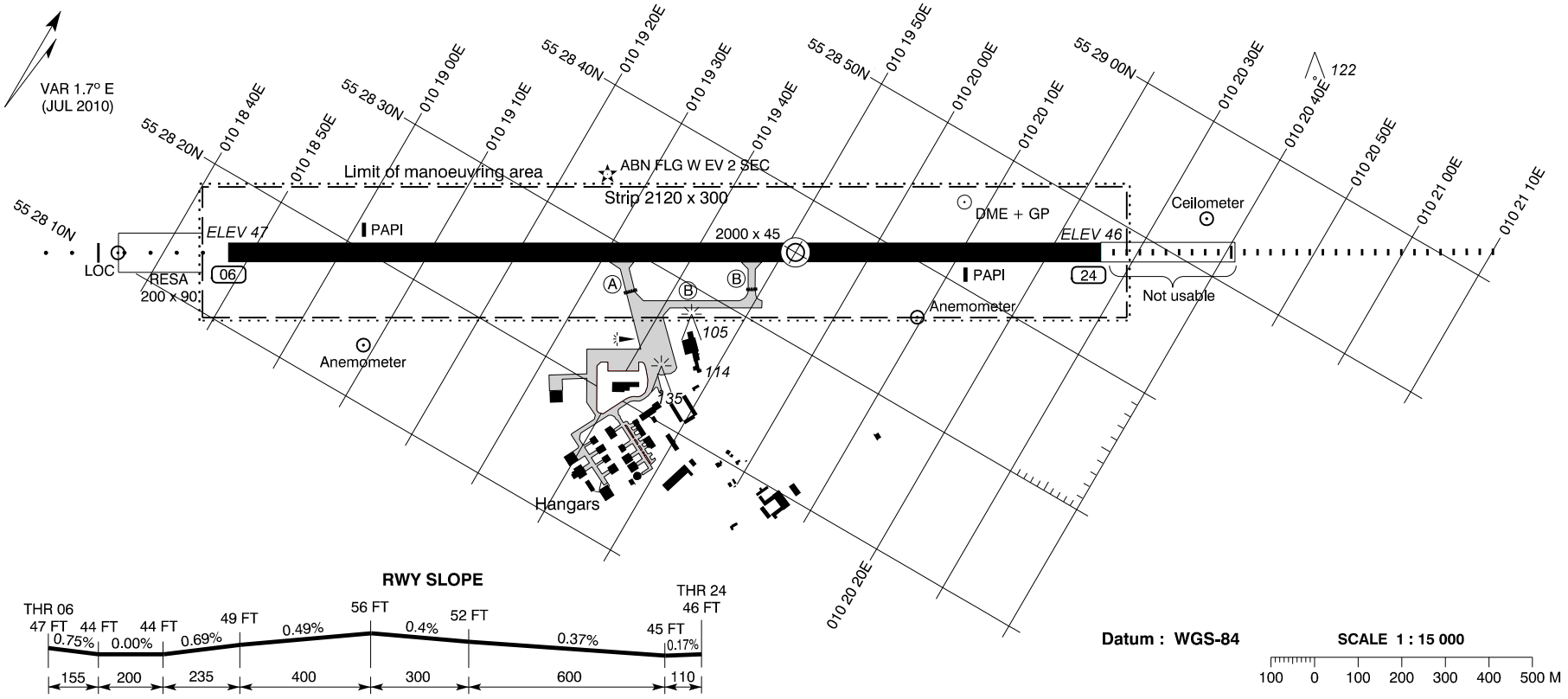
25. Visual Segment Surface (VSS) Penetration

Data pending.

Changes : AD Beacon position changed.

AERODROME CHART - ICAO

ARP : 55 28 35.99N 010 19 51.36E 700 M from THR 24	AD ELEV : 56	ELEV in FT Dimensions / Distances in M	Odense Information : 119.530



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
06	059.8° GEO 058.1° MAG	55 28 14.82N 010 18 47.44E	Asphalt PCN 50 R / D / X / U Composite construction	THR RWY NR Centre line Edge	A B	2000 1106 808	2000 1106 808	2000 1106 808	2000	420 M White	Green	3° MEHT 49 FT	2000 M White	Red
24	239.8° GEO 238.1° MAG	55 28 47.38N 010 20 25.78E			B A	2000 1207 914	2000 1207 914	2000 1207 914	2000	900 M White	Green	3° MEHT 51 FT	2000 M White	Red

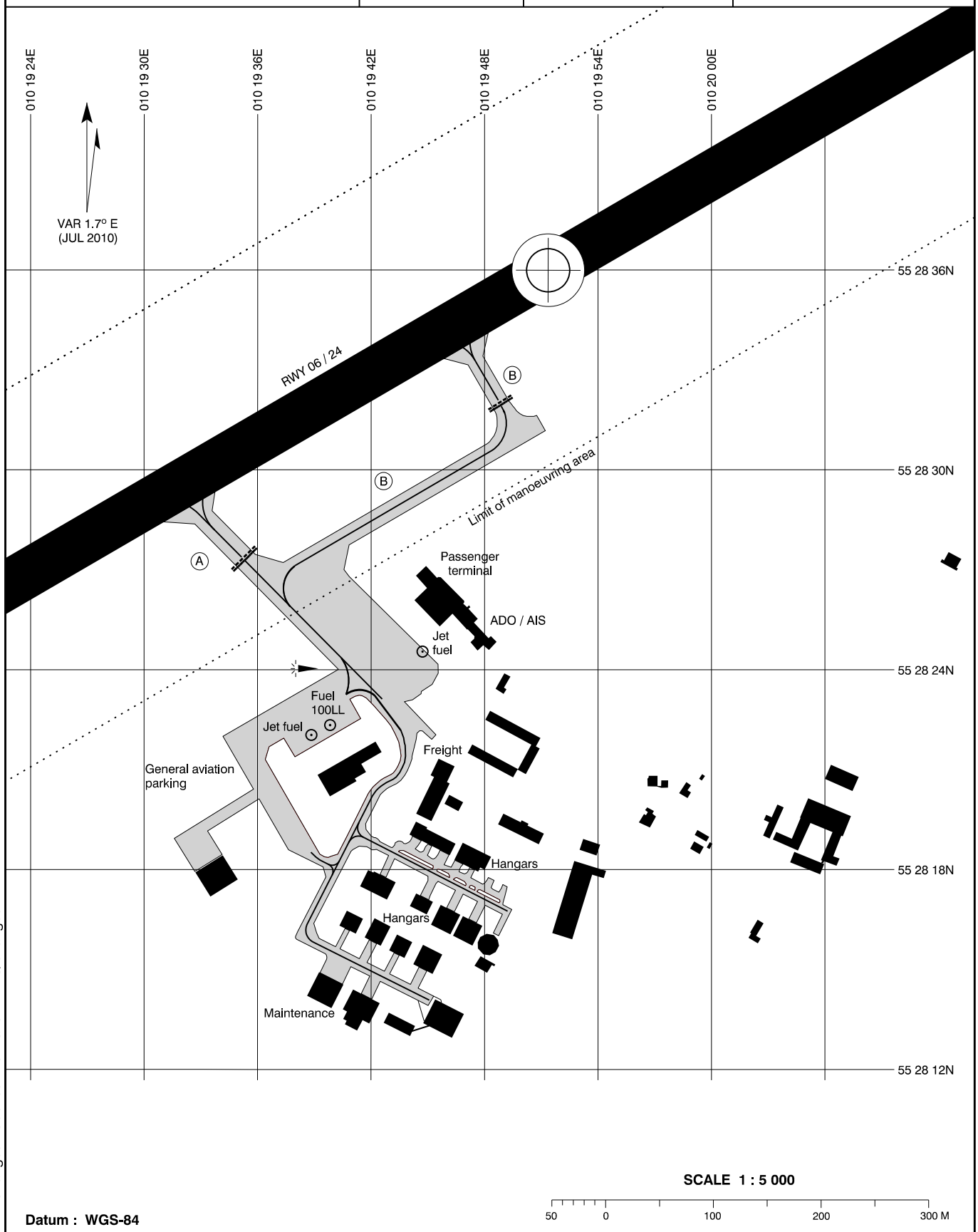
OTHER : Secondary power supply : Yes, switch-over time MAX 15 SEC

OBSTACLES : All obstacles are marked by day and night

TAXIWAYS

Width :	TWY A : 23 M TWY B : 18 M
Pavement :	TWY A and TWY B : Asphalt
Strength :	TWY A : PCN 36 / F / D / X / U TWY B : PCN 36 / F / D / X / U
Day marking :	TWY A and TWY B : Centre line, Side stripes Holding position
Lighting :	TWY A and TWY B : Blue edge LIL. RGL.

AIRCRAFT PARKING / DOCKING CHART - ICAO	Apron ELEV : 56	Odense Information : 119.530	AD 2 - EKOD APDC Odense / Hans Christian Andersen Airport



Changes : Odense Information FREQ changed.

Datum : WGS-84

APRON	TAXIWAYS	
Pavement : Asphalt Strength : PCN 36 / F / D / X / U	See aerodrome chart	

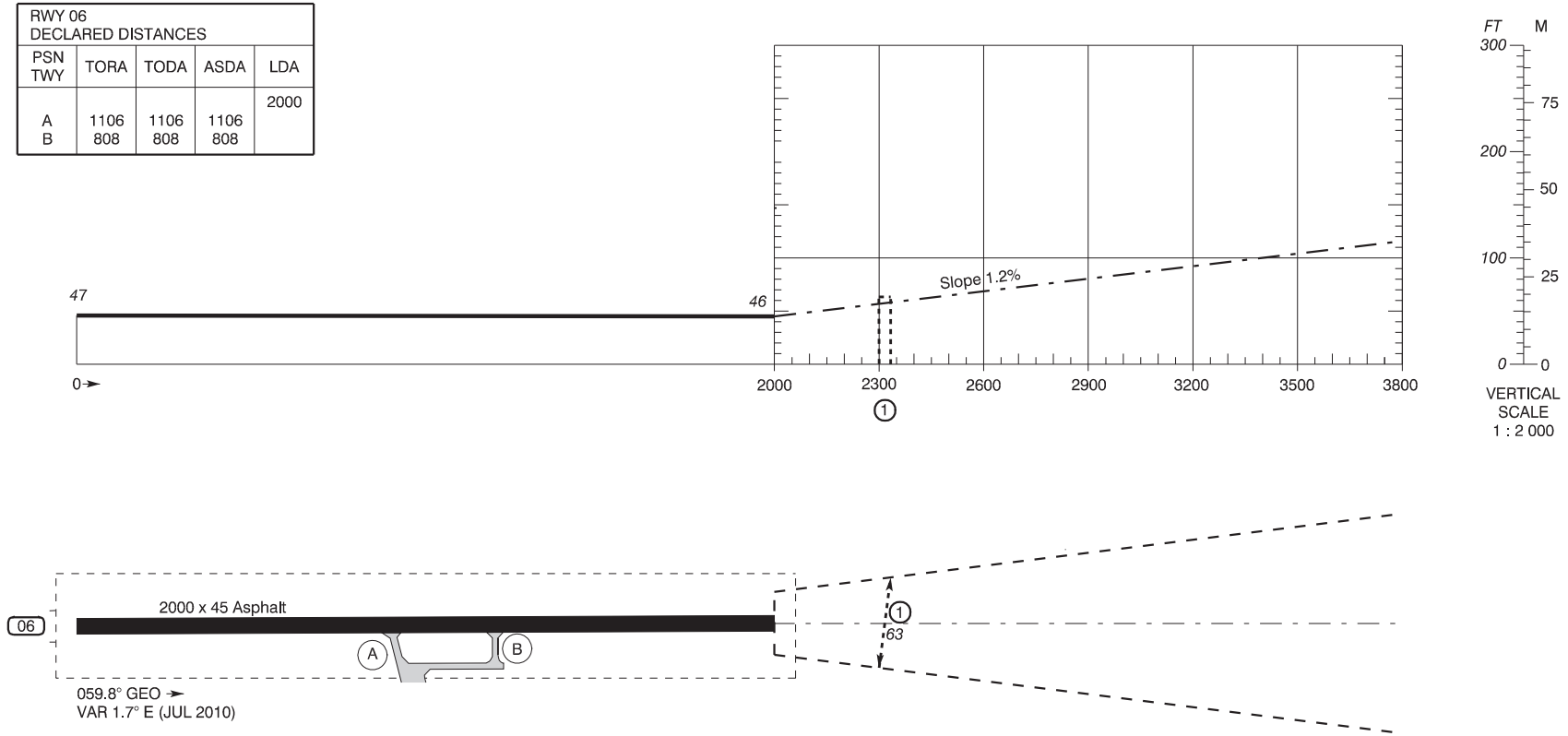
Changes: THR ELEV RWY 06 changed.

AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

ELEV in FT
Distances in M

AD 2 - EKOD
AOC-A 06
Odense / Hans Christian Andersen Airport

RWY 06 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
A	1106	1106	1106	2000
B	808	808	808	



HORIZONTAL SCALE 1 : 20 000

LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - -►
Transmission line or overhead cable	—T—
Spot ELEV	•

Changes : THR ELEV RWY 06 changed.

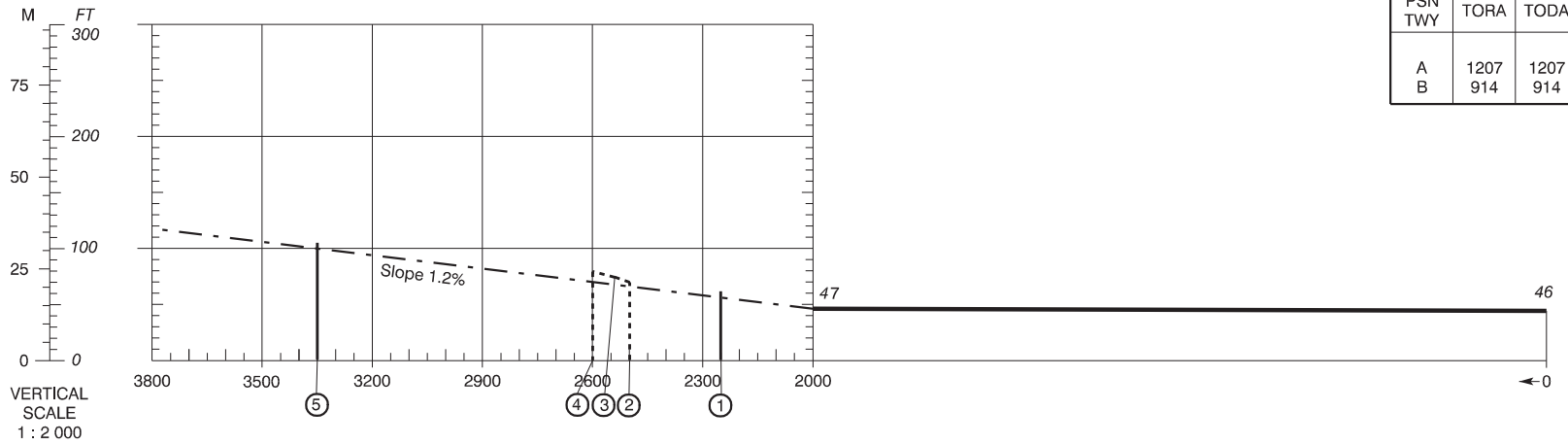
NAVIAIR

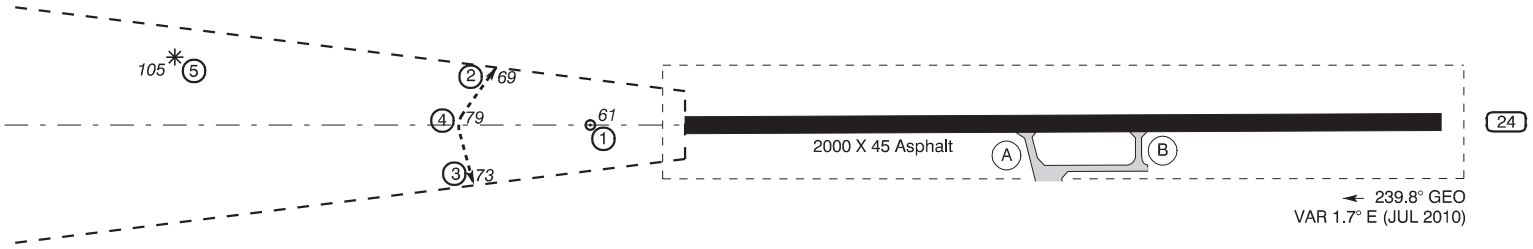
AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

ELEV in FT
Distances in M

AD 2 - EKOD
AOC-A 24
Odense / Hans Christian Andersen Airport

RWY 24 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
A	1207	1207	1207	2000
B	914	914	914	





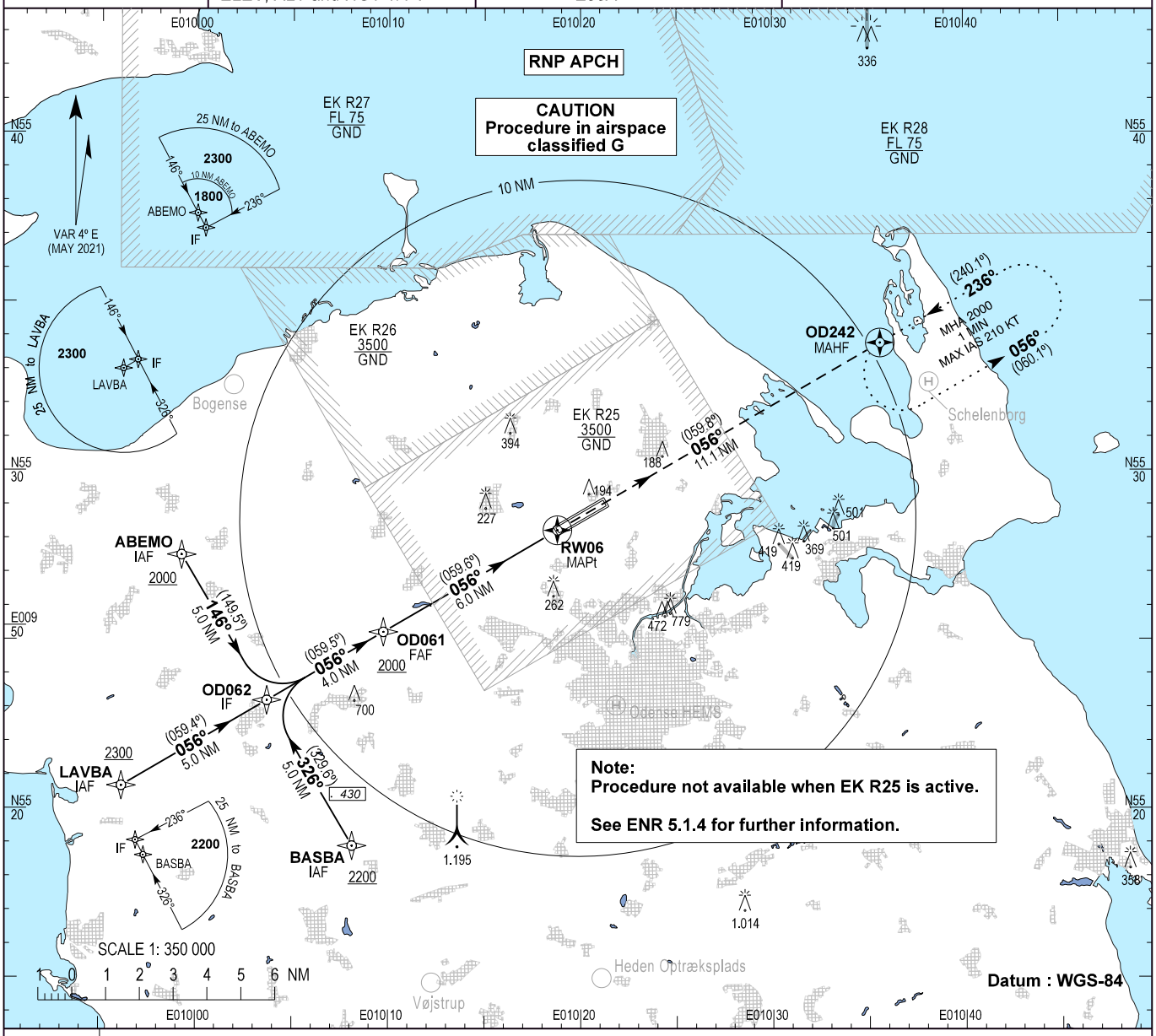
HORIZONTAL SCALE 1 : 20 000

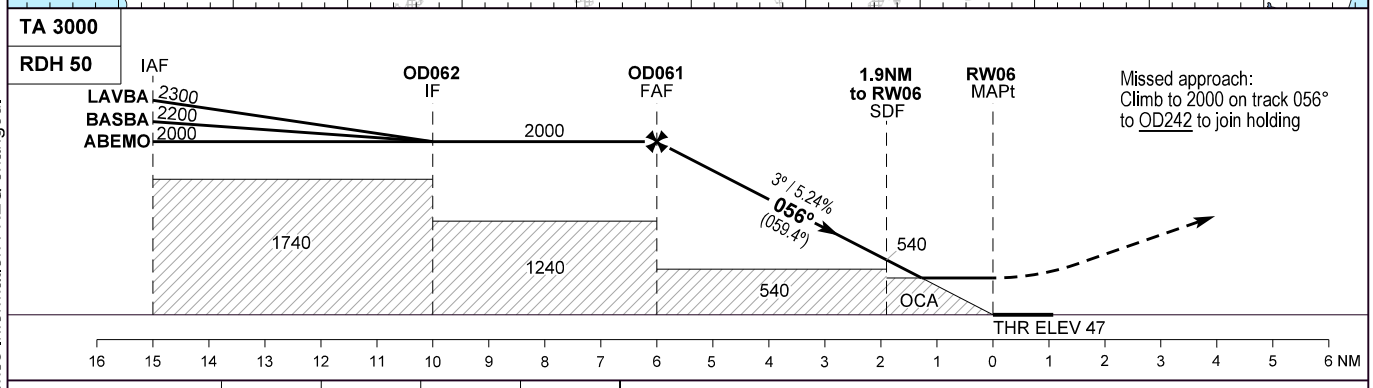
LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - -►
Transmission line or overhead cable	—T—
Spot ELEV	•

AIRAC AMDT 05/20 - 10 SEP 20

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 56	Odense Information : 119.530	**AD 2 - EKOD** **RNP RWY 06 - 1** **Odense / Hans Christian Andersen Airport**
Bearings are magnetic (true) ELEV, ALT and HGT in FT	EGNOS : CH 49463 E06A	





OCA (H)	A	B	C	D	SPECIAL CONDITIONS
LPV	297 (250)	297 (250)	297 (250)	297 (250)	**MAX IAS: 210 kts**
LNAV / VNAV *	340 (290)	350 (300)	360 (310)	370 (320)	* Not to be used under -25° C
LNAV **	450 (400)	450 (400)	450 (400)	450 (400)	** Cross 1.9 NM before RW06 not below 540
Circling ***	500 (450)	650 (590)	900 (840)	920 (860)	*** North of RWY only

GS	60	80	100	120	140	160	180
Time FAF - RW06****	05:58	04:29	03:35	02:59	02:34	02:14	01:59
Rate of Descent	318	425	531	637	743	849	955
DIST to RW06 NM	5.0	4.0	3.0	2.0	1.0		
ALT	1690	1370	1050	730	415		

****Timing not authorized for defining the MAPt

Changes : Odense Information FREQ changed.

Instrument Approach Procedure Coding Tables:

EKOD RNP RWY 06 via ABEMO, BASBA and LAVBA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ABEMO	-	-	4.0E	-	-	+2000	-210	-	RNP APCH
020	TF	OD062	-	146 / (149.5)	4.0E	5.0	-	+2000	-	-	RNP APCH
010	IF	BASBA	-	-	4.0E	-	-	+2200	-210	-	RNP APCH
020	TF	OD062	-	326 / (329.6)	4.0E	5.0	-	+2000	-	-	RNP APCH
010	IF	LAVBA	-	-	4.0E	-	-	+2300	-210	-	RNP APCH
020	TF	OD062	-	056 / (059.4)	4.0E	5.0	-	-	-	-	RNP APCH
030	TF	OD061	-	056 / (059.5)	4.0E	4.0	-	+2000	-	-	RNP APCH
040	TF	RW06	Y	056 / (059.6)	4.0E	6.0	-	-	-	*-3.0°/50*	RNP APCH
050	CF	OD242	Y	056 / (059.8)	4.0E	11.1	-	+1800	-	-	RNP APCH
060	HM	OD242	Y	236 / (240.1)	4.0E	-	L	+2000	-210	-	RNP APCH

EKOD RNP RWY 06 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ABEMO (IAF)	55 27 31.03N 009 59 14.01E	OD061 (FAF)	55 25 14.28N 010 09 44.17E
BASBA (IAF)	55 18 54.81N 010 08 07.28E	OD062 (IF)	55 23 13.00N 010 03 41.13E
LAVBA (IAF)	55 20 40.98N 009 56 08.20E	OD242 (MAHF)	55 33 47.32N 010 35 36.95E
		RW06 (MAPt)	55 28 14.82N 010 18 47.43E

SBAS FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	552847.3830N
SBAS Provider	1	Delta FPAP Latitude (seconds)	32.5590
Airport Identifier	EKOD	FPAP Longitude	0102025.7765E
Runway	06	Delta FPAP Longitude (seconds)	98.3375
Runway Letter	0	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E06A	Length Offset (metres)	0
LTP/FTP Latitude	552814.8240N	HAL (metres)	40.0
LTP/FTP Longitude	0101847.4390E	VAL (metres)	35.0
LTP/FTP Ellipsoidal Height (metres)	53.8		

Output data

Data Block	10 04 0F 0B 05 06 00 00 01 36 30 05 D0 33 CE 17 1E 0A 6D 04 1A 16 5E FE 00 43 00 03 F4 01 2C 01 64 00 C8 AF BD 06 4D CB
Calculated CRC Value	BD064DCB

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	14.4

EUROCONTROL FAS DB tool Version: 3.2.0

Changes: SBAS FAS data block added. Coding table revised.

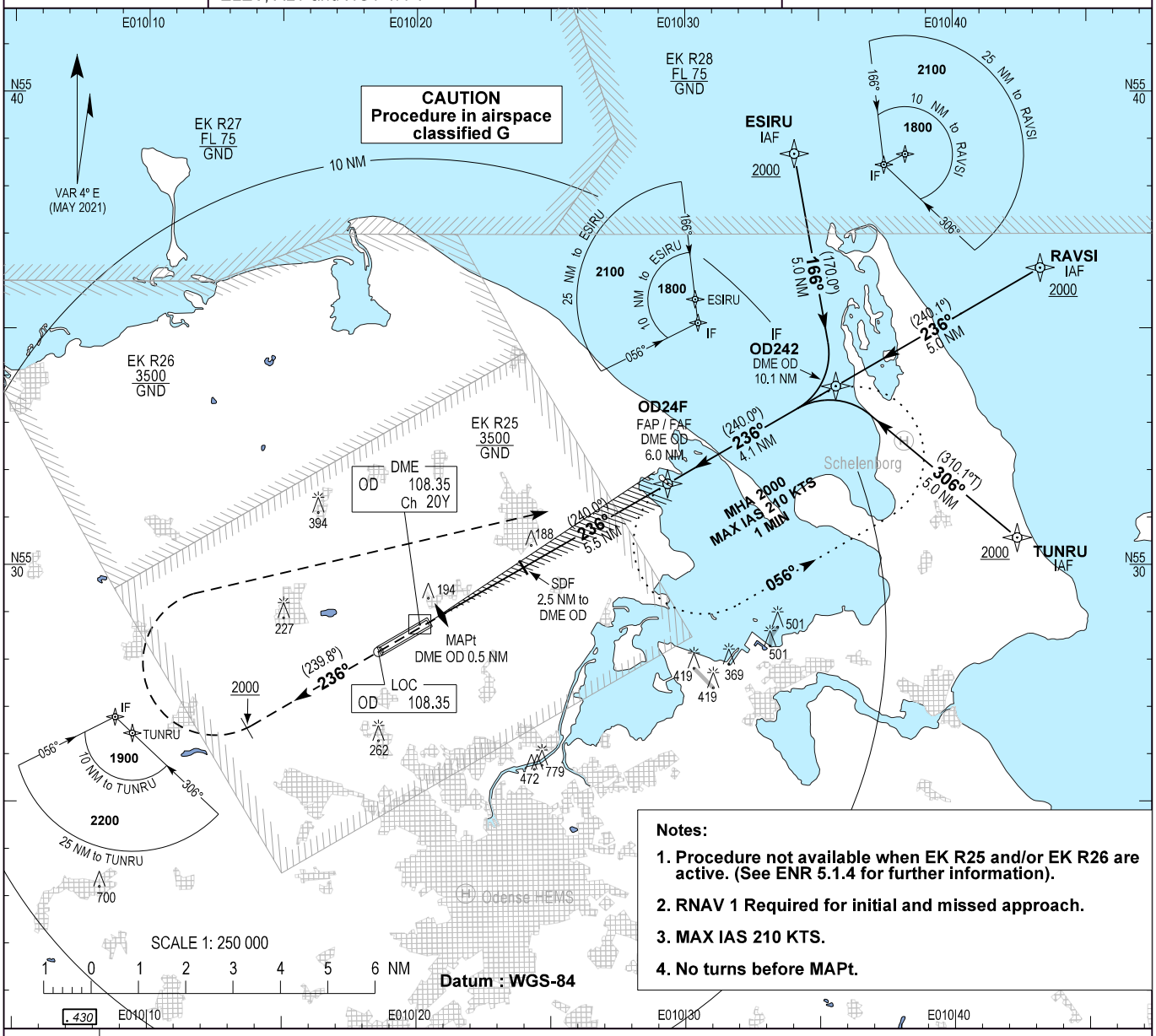
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 56

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

Odense Information : 119.530

AD 2 - EKOD
ILS or LOC RWY 24 - 1
(CAT I)
Odense / Hans Christian Andersen Airport



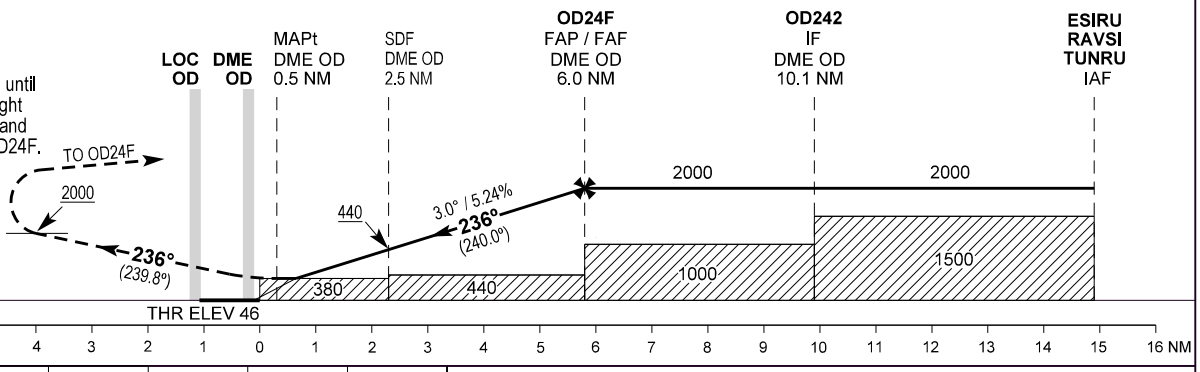
Notes:

1. **Procedure not available when EK R25 and/or EK R26 are active. (See ENR 5.1.4 for further information).**
2. **RNAV 1 Required for initial and missed approach.**
3. **MAX IAS 210 KTS.**
4. **No turns before MAPt.**

TA 3000

RDH 57

Missed approach:
Climb straight ahead until 2000 FT, then turn right climbing to 3000 FT and join the holding at OD24F.



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS (CAT I)	195 (149)	205 (159)	215 (169)	226 (180)	
LOC	380 (334)	380 (334)	380 (334)	380 (334)	
Circling*	500 (444)	550 (494)	790 (734)	790 (734)	*North of RWY only

DME OD	NM	2.0	3.0	4.0	5.0	6.0
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8
ALT		690	1010	1320	1640	1960

Changes : Editorial change.

Instrument Approach Procedure Coding Tables:

EKOD ILS or LOC RWY 24 initial approach via ESIRU, RAVSI and TUNRU

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ESIRU	-	-	-4.0	-	-	+2000	-	-210	RNAV 1
020	TF	OD242	-	166 / (170.0)	-4.0	5.0	R	+2000	-	-210	RNAV 1
010	IF	RAVSI	-	-	-4.0	-	-	+2000	-	-210	RNAV 1
020	TF	OD242	-	236 / (240.1)	-4.0	5.0	-	+2000	-	-210	RNAV 1
010	IF	TUNRU	-	-	-4.0	-	-	+2000	-	-210	RNAV 1
020	TF	OD242	-	306 / (310.1)	-4.0	5.0	L	+2000	-	-210	RNAV 1
010	IF	OD242	-	-	-4.0	-	-	+2000	-	-210	RNAV 1
020	TF	OD24F	-	236 / (240.0)	-4.0	4.1	-	+2000	-	-210	RNAV 1

EKOD ILS or LOC RWY 24 missed approach procedure:

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	CA	-	-	236 / (239.8)	-4.0	-	R	+2000	-210	-	RNAV 1
020	DF	OD24F	-	-	-4.0	-	-	@3000	-210	-	RNAV 1
030	HM	OD24F	-	236 (240.0)	-4.0	-	L	@3000	-210	-	RNAV 1

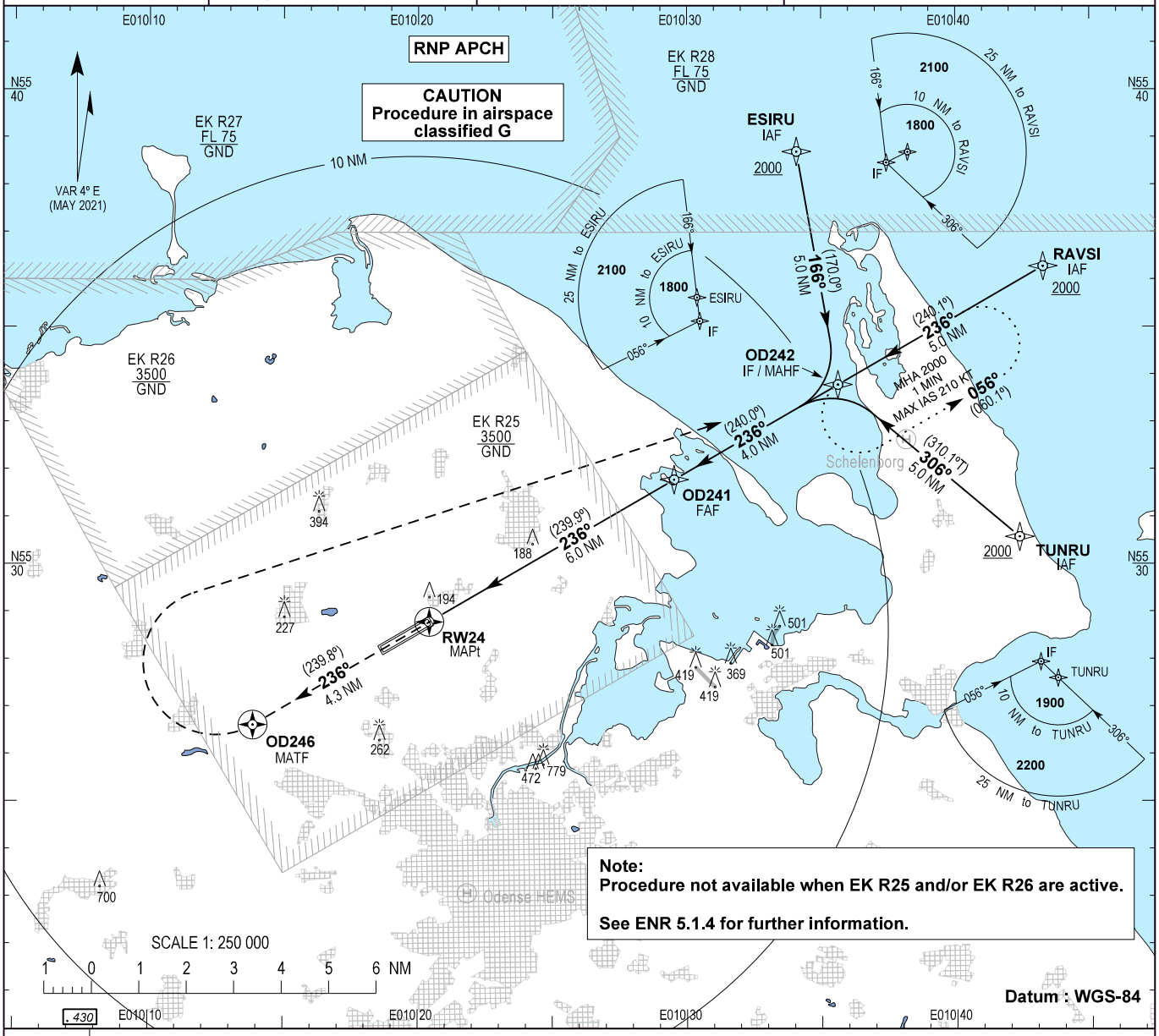
EKOD ILS or LOC RWY 24 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ESIRU (IAF)	55 38 42.17N 010 34 04.84E	OD242 (IF)	55 33 47.32N 010 35 36.95E
RAVSI (IAF)	55 36 16.88N 010 43 14.91E	OD24F (FAP / FAF)	55 31 43.84N 010 29 20.68E
TUNRU (IAF)	55 30 34.74N 010 42 21.25E	MAPt	55 28 57.27N 010 20 55.66E

Changes: New procedure.

INSTRUMENT APPROACH CHART - ICAO

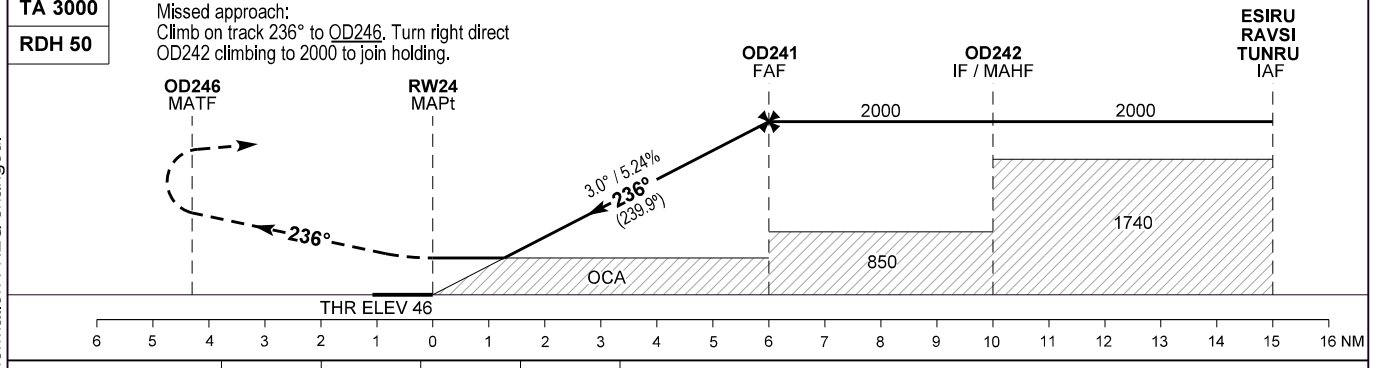
AD ELEV : 56	Odense Information : 119.530	**AD 2 - EKOD** **RNP RWY 24 - 1** **Odense / Hans Christian Andersen Airport**
Bearings are magnetic (true) ELEV, ALT and HGT in FT	EGNOS : CH 67257 E24A	



TA 3000

RDH 50

Missed approach:
Climb on track 236° to OD246. Turn right direct OD242 climbing to 2000 to join holding.



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
LPV	246 (200)	246 (200)	246 (200)	246 (200)	
LNAV / VNAV *	340 (290)	350 (300)	360 (310)	370 (320)	* Not to be used under -25° C
LNAV	450 (410)	450 (410)	450 (410)	450 (410)	
Circling **	500 (450)	650 (590)	900 (840)	920 (860)	** North of RWY only

MAX IAS: 210 KTS

GS	60	80	100	120	140	160	180
Time FAF - RW24***	05:59	04:29	03:35	02:59	02:34	02:15	02:00
Rate of Descent	318	425	531	637	743	849	955
DIST to RW24 NM	5.0	4.0	3.0	2.0	1.0		
ALT	1690	1370	1050	730	415		

***Timing not authorized for defining the MAPt

Changes : Odense Information FREQ changed.

Instrument Approach Procedure Coding Tables:

EKOD RNP RWY 24 via TUNRU, RAVSI and ESIRU

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TUNRU	-	-	4.0E	-	-	+2000	-210	-	RNP APCH
020	TF	OD242	-	306 / (310.1)	4.0E	5.0	-	+2000	-	-	RNP APCH
010	IF	RAVSI	-	-	4.0E	-	-	+2000	-210	-	RNP APCH
020	TF	OD242	-	236 / (240.1)	4.0E	5.0	-	+2000	-	-	RNP APCH
010	IF	ESIRU	-	-	4.0E	-	-	+2000	-210	-	RNP APCH
020	TF	OD242	-	166 / (170.0)	4.0E	5.0	-	+2000	-	-	RNP APCH
030	TF	OD241	-	236 / (240.0)	4.0E	4.0	-	+2000	-	-	RNP APCH
040	TF	RW24	Y	236 / (239.9)	4.0E	6.0	-	-	-	*-3.0°/50*	RNP APCH
050	CF	OD246	Y	236 / (239.8)	4.0E	4.3	R	-	-	-	RNP APCH
060	DF	OD242	Y	-	4.0E	-	-	2000	-	-	RNP APCH
070	HM	OD242	Y	236 / (240.1)	4.0E	-	L	+2000	-210	-	RNP APCH

EKOD RNP RWY 24 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ESIRU (IAF)	55 38 42.17N 010 34 04.84E	OD241 (FAF)	55 31 47.33N 010 29 31.28E
RAVSI (IAF)	55 36 16.88N 010 43 14.91E	OD242 (IF / MAHF)	55 33 47.32N 010 35 36.95E
TUNRU (IAF)	55 30 34.74N 010 42 21.25E	OD246 (MATF)	55 26 37.14N 010 13 53.09E
		RW24 (MAPt)	55 28 47.39N 010 20 25.80E

SBAS FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	552814.8240N
SBAS Provider	1	Delta FPAP Latitude (seconds)	-32.5590
Airport Identifier	EKOD	FPAP Longitude	0101847.4390E
Runway	24	Delta FPAP Longitude (seconds)	-98.3375
Runway Letter	0	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E24A	Length Offset (metres)	0
LTP/FTP Latitude	552847.3830N	HAL (metres)	40.0
LTP/FTP Longitude	0102025.7765E	VAL (metres)	35.0
LTP/FTP Ellipsoidal Height (metres)	53.3		

Output data

Data Block	10 04 0F 0B 05 18 00 00 01 34 32 05 2E 32 CF 17 61 0A 70 04 15 16 A2 01 FF BD FF FC F4 01 2C 01 64 00 C8 AF E6 F0 68 BE
Calculated CRC Value	E6F068BE

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	14.0

EUROCONTROL FAS DB tool Version: 3.2.0

Changes: SBAS FAS data block added. Coding table revised.

1. Aerodrome Location Indicator and Name: EKVJ - Stauning

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 59 24.44N 008 21 14.06E Centre of RWY
2.	Distance and direction from city:	7 NM SSE of Ringkøbing
3.	ELEV: REF temperature:	17 FT 21°C
4.	MAG VAR: Annual change:	3° E (JAN 2020) Increasing 12’
5.	AD ADM: AD address:	Stauning Lufthavn a.m.b.a. Stauning Airport Lufthavnsvej 6 DK-6900 Skjern
	TEL: FAX: E-mail: AFS:	+45 97 36 90 44 NIL ekvj@ekvj.eu EKVJ
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	MON-FRI 0700-2100 (0600-2000) SAT, SUN, HOL 0900-2100 (0800-2000)
2.	Customs and immigration:	The aerodrome is open for traffic to/from all states. Customs clearance and immigration PN 1 HR before ARO closing time.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As ARO
5.	ATS Reporting Office (ARO):	MON-FRI 0700-1300 (0600-1200) SAT, SUN, HOL CLSD
6.	MET Briefing Office:	As ARO
7.	ATS:	As ARO
8.	Fuelling:	As ARO
9.	Handling:	NIL
10.	Security:	NIL
11.	De-icing:	NIL

12. Remarks: PPR 1 HR PN for AFIS outside ARO service hours. PPR must be submitted not later than 1 HR before ARO closing time.
IFR traffic is not permitted outside AFIS service hours.
Self-service AVBL for aircraft MTOW BLW 2000KG VFR outside opening hours.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	NIL
2.	Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: NIL
3.	Fuelling facilities and capacity:	100LL: 80 L/MIN Jet A1: 220 L/MIN
4.	De-icing facilities:	NIL
5.	Hangar space for visiting aircraft:	NIL
6.	Repair facilities for visiting aircraft:	Yes

7. Remarks: Crew rest: yes, in terminal.

5. Passenger Facilities

1.	Hotels:	Hotels in town
2.	Restaurants:	In Ringkøbing, Stauning
3.	Transportation:	Taxi
4.	Medical facilities:	Hospital in Ringkøbing
5.	Bank and Post Office:	In Ringkøbing
6.	Tourist Office:	In Ringkøbing TEL +45 70 22 70 01

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	NIL
2.	Rescue equipment:	NIL
3.	Capability for removal of disabled aircraft:	NIL

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:	Asphalt, PCN 21/F/A/Y/T
2.	Taxiway width, surface and strength:	15 M, asphalt, PCN 21/F/A/Y/T
3.	ACL and ELEV:	At apron 16 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:	-	
2.	RWY and TWY markings:	RWY 09/27: THR, RWY NR, centre line, side stripes TWY: Centre line, side stripes, holding position	
3.	Stop bars:	-	

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
Velling 1	Wind turbine	56 01 22N 008 19 06E	660	656	LIH FLG W	

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
Tabular data pending						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Velling 2	Wind turbine	56 01 44N 008 19 00E	660	656	Day: LIM FLG W Night: LIM FLG R	

11. Meteorological Information Provided

1.	Associated MET Office:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) TEL +45 39 15 72 72
2.	Hours of service: Outside Hours:	H24
3.	Office responsible for TAF preparation: Periods of validity:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) 9 hours
4.	Type of landing forecast: Interval of issuance:	NIL
5.	Briefing/Consultation	Self briefing (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:	-
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
09	092.4° GEO 089.4° MAG	1450 x 30 M	PCN 21/F/A/Y/T Asphalt	55 59 25.46N 008 20 32.31E	16 FT/-
27	272.5° GEO 269.5° MAG	1450 x 30 M	PCN 21/F/A/Y/T Asphalt	55 59 23.45N 008 21 55.86E	13 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	RESA dimensions	Strip dimensions	Obstacle-free zone
09	0.08 %	251 x 30 M	251 x 150 M	90 x 60 M	1570 x 150 M	-
27	0.08 %	251 x 30 M	251 x 150 M	90 x 60 M	1570 x 150 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
09	2C	NONP
27	2C	NONP

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
09	1199 M	1450 M	1450 M	1199 M	-
27	1199 M	1450 M	1450 M	1199 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
09	420 M White LIH	Green	3°	-	-	1199 M 60 M White LIH	Red	251 M Red
27	420 M White LIH	Green	3°	-	-	1199 M 60 M White LIH	Red	251 M Red

Remarks: A system to activate the RWY lighting etc. outside the hours of service by VHF radio signals is established. Further details to be obtained from the AD.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: ABN on ADM BLDG, FLG W EV 2.5 SEC, operating when aircraft are expected at night or in poor visibility by day
2. LDI location and LGT: -
   Anemometer location and LGT: -
3. TWY edge and centre line LGT: TWY C: Blue edge LIL, RGL
4. Secondary power supply/switch-over time: Yes, switch-over time MAX 15 SEC
5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits: STAUNING FIZ/RMZ
   56 01 28N 008 20 55E - 56 01 13N 008 33 10E - 55 57 13N 008 32 55E - 55 57 28N 008 20 35E - along an arc of a circle, radius 2 NM centered at 55 59 28N 008 20 45E to 56 01 28N 008 20 55E.
2. Vertical limits: 3500 FT MSL/GND
3. Airspace classification: G
4. ATS unit call sign: Language(s): STAUNING 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	STAUNING INFORMATION	121.405	As ARO	DOC: 4000 FT/25 NM

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
L	AU	346 KHZ	H24	55 59 27.58N 008 19 06.09E		DOC 15 NM
LOC 27	SVJ	110.100 MHZ	H24	55 59 25.78N 008 20 17.88E		
MM 27		75 MHZ	H24	55 59 20.61N 008 23 27.61E		
L	VJ	328 KHZ	H24	55 59 19.13N 008 25 27.97E		DOC 15 NM

20. Local Aerodrome Regulations

1. Within ARO hours visual circuits are to be performed south of the field.
2. Overflying the summerhouse area west of the Aerodrome should be avoided in connection with TKOF and LDG.
3. Overflying the towns within FIZ should be avoided.
4. VFR operations with VIS below 3000 M requires AFIS operational.
5. Due to obstacles (Velling windmills) it is prohibited to approach EKVJ VFR, overflying the area between 300 DEG and 360 DEG, marked on the VAC chart published in VFG DENMARK.

21. Noise Abatement Procedures

NIL

22. Flight Procedures

1. IFR Arrival

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

1.2 Instrument approach procedures are in airspace classified G below 3500 FT MSL.

1.3 Radio communication failure

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

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

RWY 09/27: Climb straight ahead to at least 600 FT MSL before turn is commenced.

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

3. VFR Flights

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

23. Additional Information

NIL

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Instrument Approach Chart - ICAO	NDB CIRCLING A NDB CIRCLING B RNP RWY 09 - 1 RNP RWY 09 - 2 LOC 27 (ACFT CAT A / B) LOC 27 (ACFT CAT C) RNP RWY 27 - 1 RNP RWY 27 - 2 NDB 27 (ACFT CAT A / B) NDB 27 (ACFT CAT C)

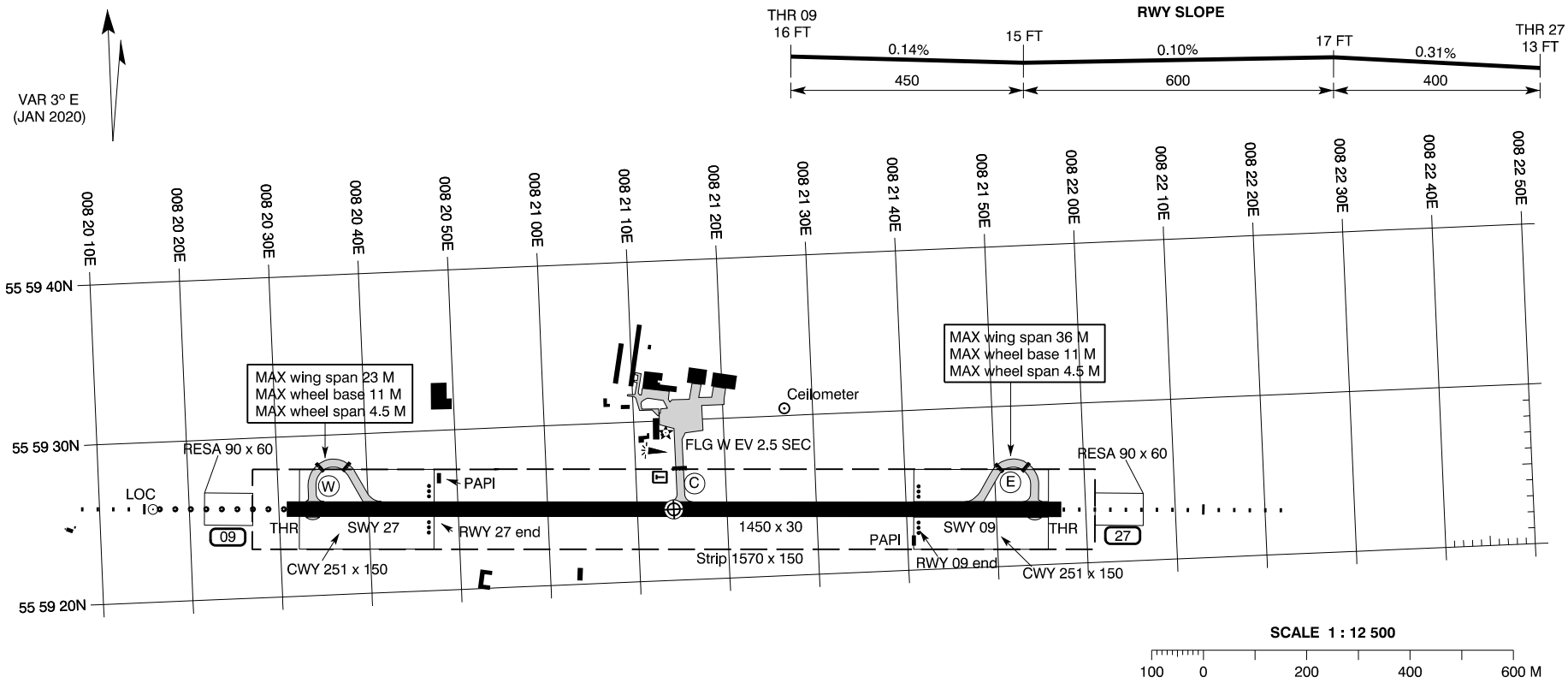
25. Visual Segment Surface (VSS) Penetration

Data pending.

Changes : APCH LGT length RWY 27 changed and TWY stop LGT withdrawn.

ARP : 55 59 24.44N 008 21 14.06E Centre of RWY	AD ELEV : 17 FT	ELEV in FT Dimensions / Distances in M	Stauning Information : 121.405

AERODROME CHART - ICAO



Datum : WGS-84

RUNWAYS

NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances				APCH AND RWY LGT (Unless otherwise stated lighting is LIH adjustable)					
					TORA	TODA	ASDA	LDA	APCH	THR	PAPI	Edge	SWY	End
09	092.4° GEO 089.4° MAG	55 59 25.46N 008 20 32.31E	Asphalt PCN 21 F / A / Y / T	THR RWY NR Centre line Edge	1199	1450	1450	1199	420 M White	Green	3°	1199 M White	251 M Red	Red
27	272.5° GEO 269.5° MAG	55 59 23.45N 008 21 55.86E			1199	1450	1450	1199	420 M White	Green	3°	1199 M White	251 M Red	Red

OTHER : Secondary power supply : Yes, switch-over time MAX 15 SEC.
A system to activate the RWY lighting etc. outside the hours of service by VHF radio signals is established. Futher details to be obtained from the AD.

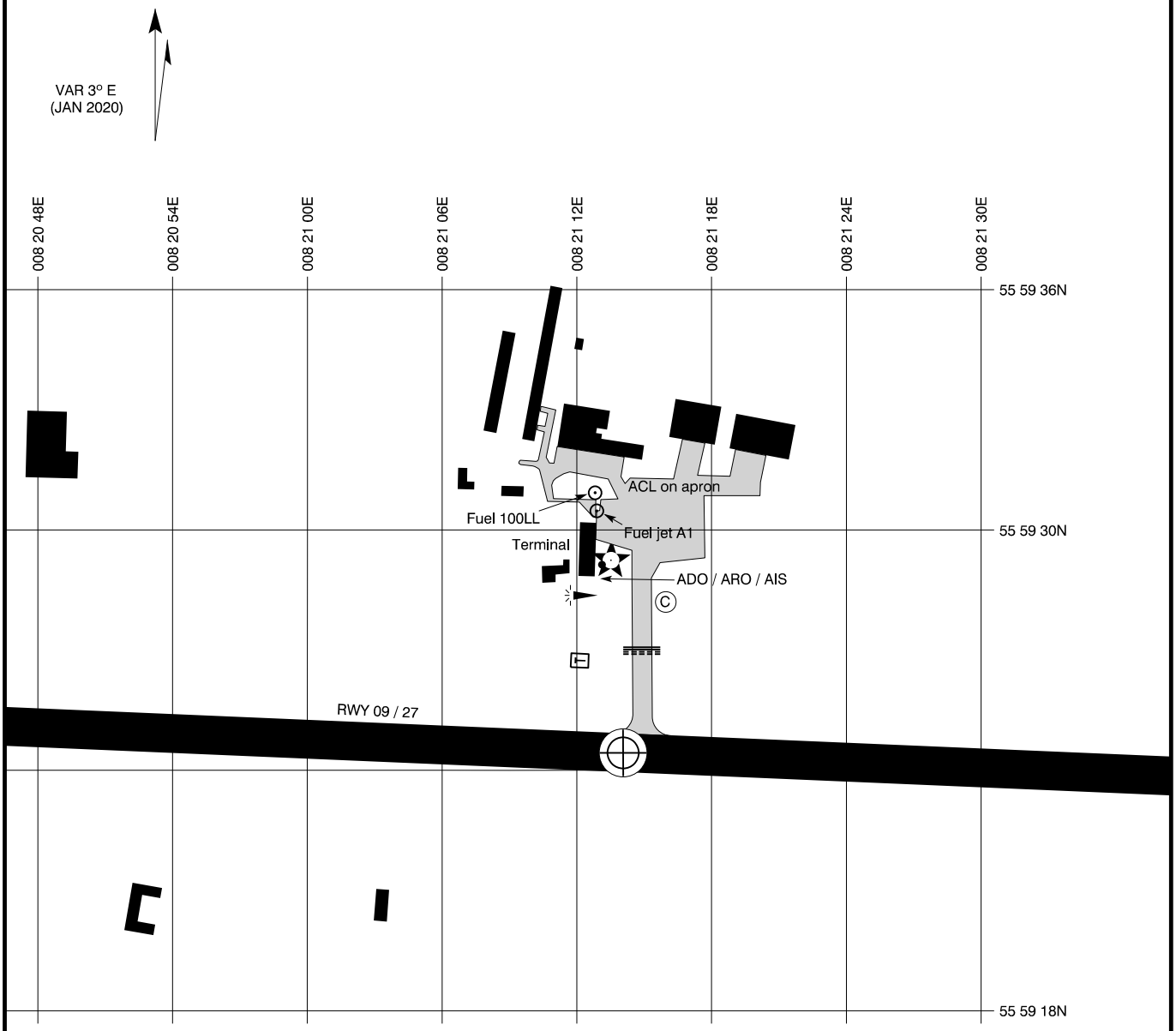
OBSTACLES : All obstacles on and near the aerodrome are provided with red lights

TAXIWAYS

Width :	15
Pavement :	Asphalt
Strength :	PCN 21 / F / A / Y / T
Day marking :	Centre line, Side stripes, Holding position
LGT TWY C :	Blue edge LIL. RGL
TWY E and W :	For use by day only

AD 2 - EKVJ
ADC
Stauning

AIRCRAFT PARKING / DOCKING CHART - ICAO	Apron ELEV : 16 FT	Stauning Information : 121.405	AD 2 - EKVJ APDC Stauning



Datum : WGS-84

SCALE 1 : 5 000

50 0 100 200 300 M

Changes : Stauning Information FREQ changed.

TAXIWAYS	APRON	
See / Se aerodrome chart	Pavement : Asphalt Strength : PCN 21 / F / A / Y / T	

INSTRUMENT APPROACH CHART - ICAO

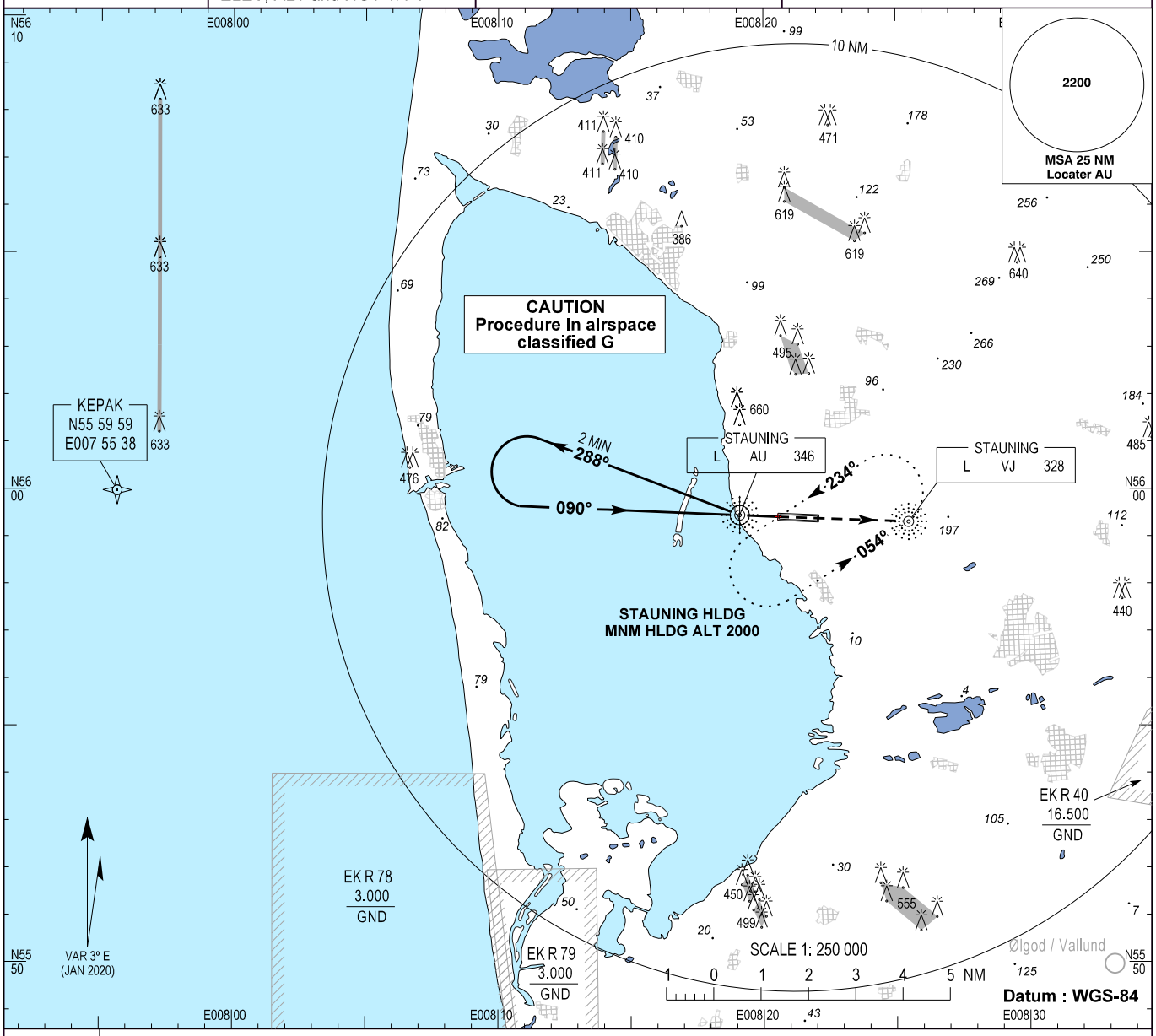
AD ELEV : 17

Bearings are magnetic
ELEV, ALT and HGT in FT

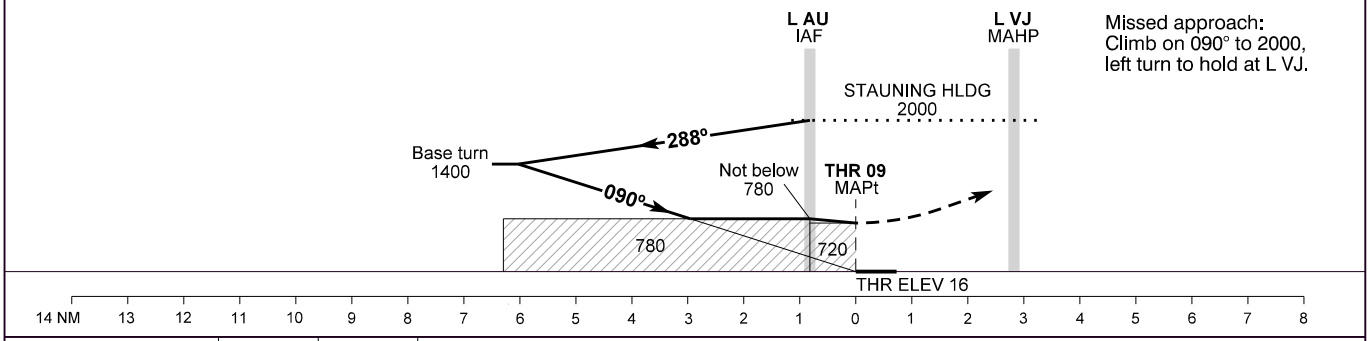
Billund APP : 127.580

Stauning Information : 121.405

AD 2 - EKVJ
NDB CIRCLING A
Stauning



TA 3000



Missed approach:
Climb on 090° to 2000,
left turn to hold at L VJ.

OCA (H)	A	B	SPECIAL CONDITIONS
Circling*	720 (700)	720 (700)	*South of RWY only

Time from L AU to THR 09 - DIST 0.8 NM					
GS (KT)	60	80	100	120	140
MIN : SEC	00:47	00:36	00:28	00:24	00:20

Changes : AD EKSD, Spjald, withdrawn.

INSTRUMENT APPROACH CHART - ICAO

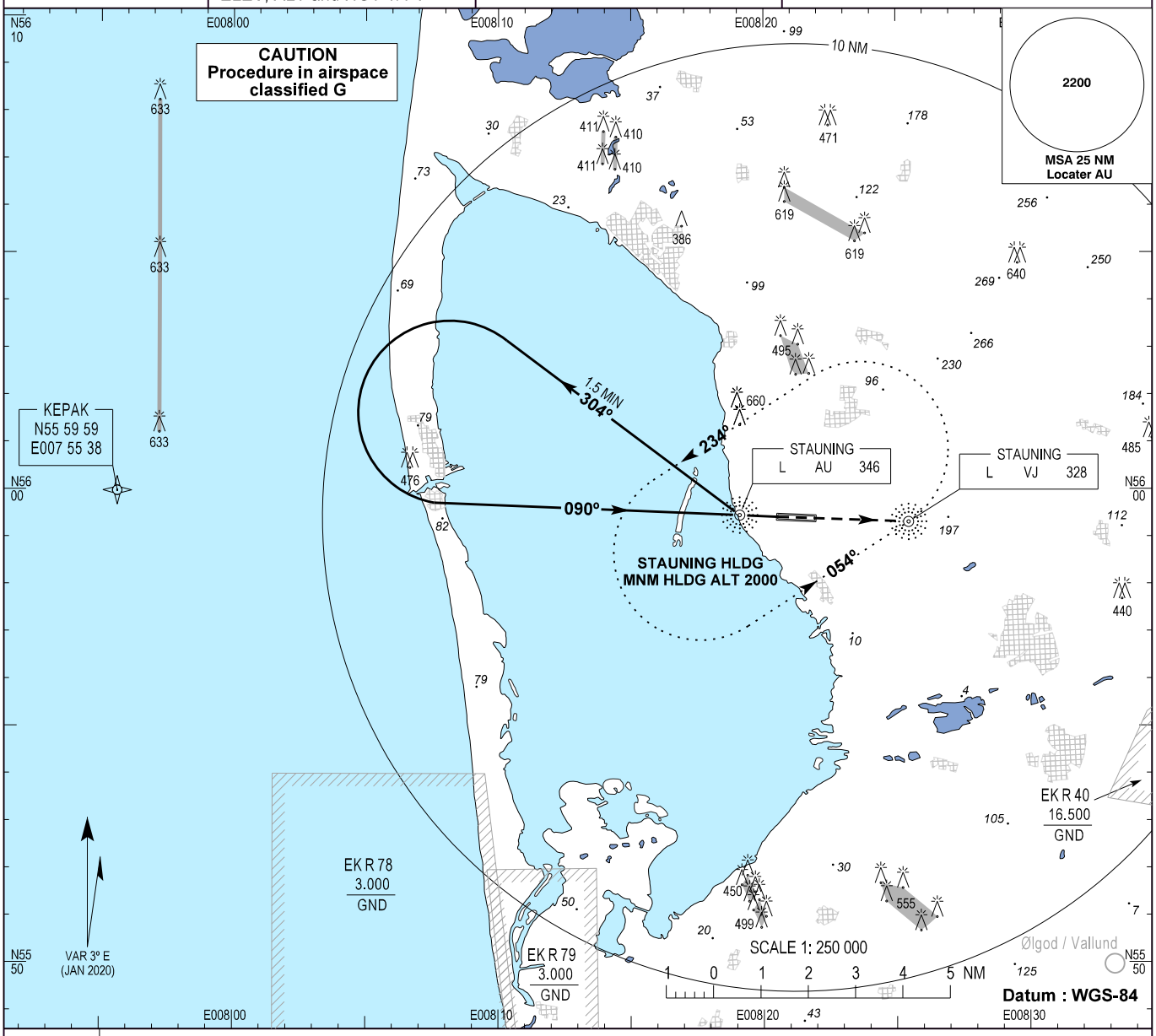
AD ELEV : 17

Bearings are magnetic
ELEV, ALT and HGT in FT

Billund APP : 127.580

Stauning Information : 121.405

AD 2 - EKVJ
NDB CIRCLING B
Stauning



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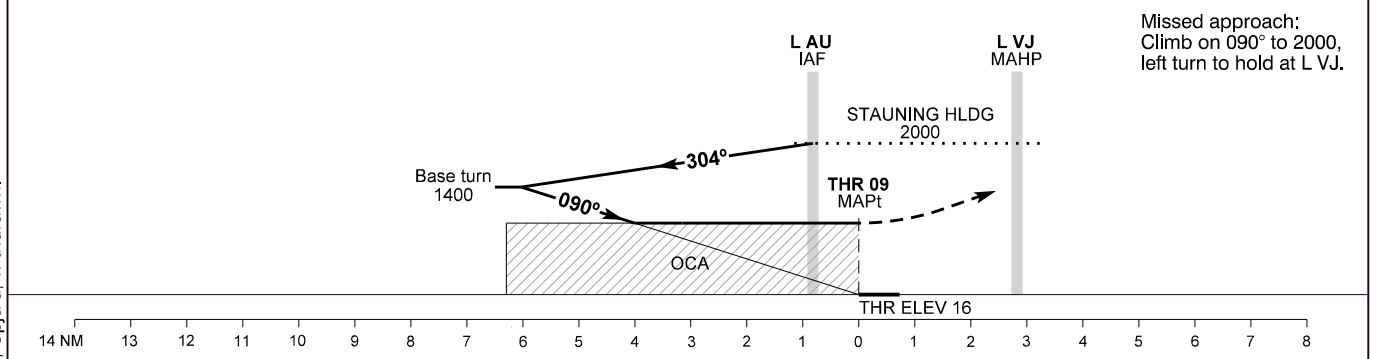


Missed approach:
Climb on 090° to 2000,
left turn to hold at L VJ.

OCA (H)	C	SPECIAL CONDITIONS
Circling*	910 (890)	*South of RWY only

Time from L AU to THR 09 - DIST 0.8 NM					
GS (KT)	100	120	140	160	180
MIN : SEC	00:28	00:24	00:20	00:18	00:16

Changes : AD EKSD, Spjald, withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

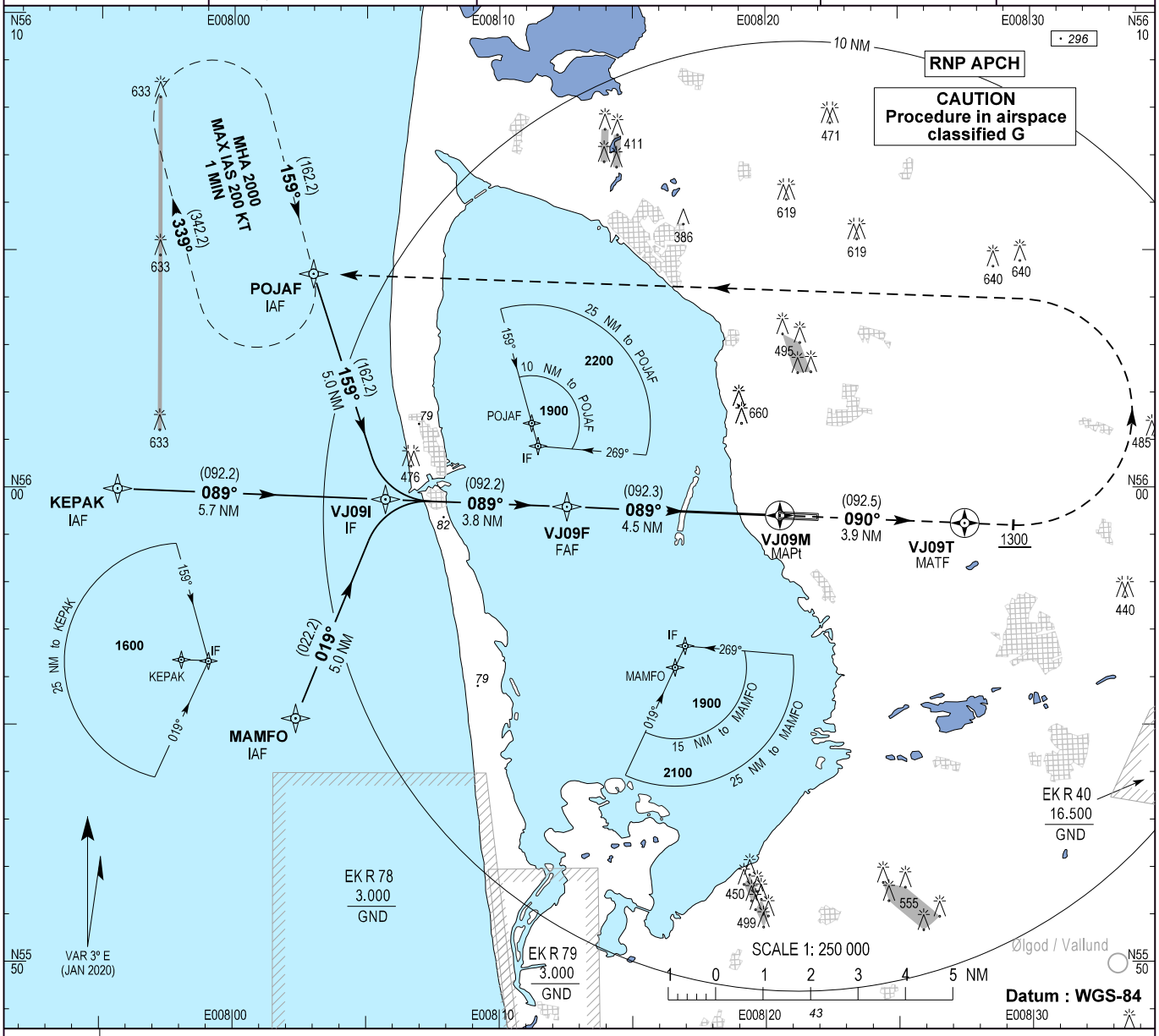
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Billund APP : 127.580

Stauning Information : 121.405

EGNOS :
CH 55934
E09A

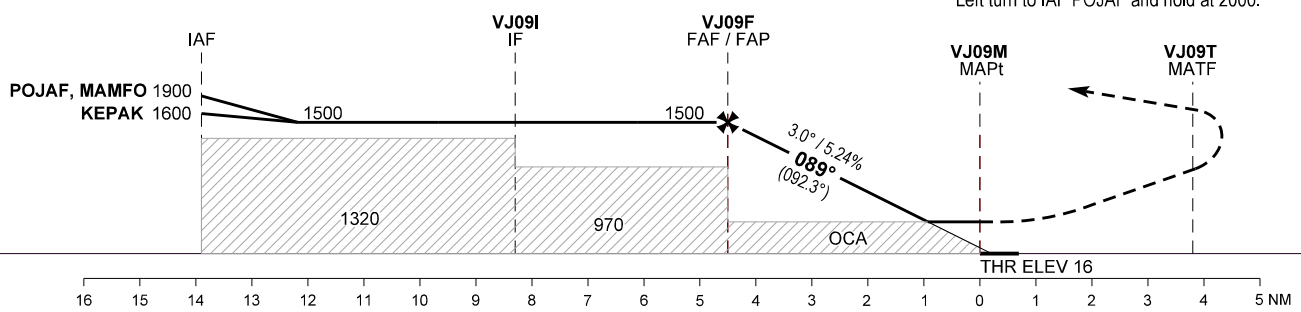
AD 2 - EKVJ
RNP RWY 09 - 1
Stauning



TA 3000

RDH 50

Missed approach:
Climb on track 090° via VJ09T to 1300.
Left turn to IAF POJAF and hold at 2000.



OCA (H)	A	B	C
LPV	300 (280)	310 (290)	320 (300)
LNAV/VNAV *	300 (280)	310 (290)	320 (300)
LNAV	410 (400)	410 (400)	410 (400)
Circling **	460 (440)	680 (660)	820 (800)

SPECIAL CONDITIONS

* Not to be used below -25°C.

** S of AD only.

DIST to THR NM	4	3	2	1
Nominal altitude	1341	1022	704	385

Time from FAF to MAPt - DIST 4.5 NM ***							
GS (KT)	60	80	100	120	140	160	180
MIN : SEC	04:30	03:23	02:42	02:15	01:56	01:41	01:30
Rate of descent FT / MIN	320	425	530	635	745	850	955

*** Timing not authorized for defining the MAPt

Changes : AD EKSD, Spjald, withdrawn.

Instrument Approach Procedure Coding Tables:

EKVJ RNP RWY 09 via POJAF, KEPAK and MAMFO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	POJAF	-	-	3.0E	-	-	+1900	-	-	RNP APCH
020	TF	VJ09I	-	159 / (162.2)	3.0E	5.0	L	+1500	-	-	RNP APCH
010	IF	KEPAK	-	-	3.0E	-	-	+1600	-	-	RNP APCH
020	TF	VJ09I	-	089 / (092.2)	3.0E	5.7	-	+1500	-	-	RNP APCH
010	IF	MAMFO	-	-	3.0E	-	-	+1900	-	-	RNP APCH
020	TF	VJ09I	-	019 / (022.2)	3.0E	5.0	R	+1500	-	-	RNP APCH
010	IF	VJ09I	-	-	3.0E	-	-	+1500	-	-	RNP APCH
020	TF	VJ09F	-	089 / (092.2)	3.0E	3.8	-	+1500	-	-	RNP APCH
030	TF	VJ09M	Y	089 / (092.3)	3.0E	4.5	-	-	-	*-3.0°/50*	RNP APCH
040	CF	VJ09T	Y	090 / (092.5)	3.0E	3.9	-	-	-	-	RNP APCH
050	FA	VJ09T	-	090 / (092.5)	3.0E	-	L	+1300	-210	-	RNP APCH
060	DF	POJAF	Y	-	3.0E	-	-	2000	-210	-	RNP APCH
070	HM	POJAF	Y	159 / (162.2)	3.0E	-	R	2000	-200	-	RNP APCH

EKVJ RNP RWY 09 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
POJAF (IAF)	56 04 30.84N 008 02 59.28E	VJ09I (IF)	55 59 45.75N 008 05 42.66E
KEPAK (IAF)	55 59 59.00N 007 55 38.00E	VJ09F (FAP / FAF)	55 59 36.63N 008 12 31.94E
MAMFO (IAF)	55 55 08.55N 008 02 20.95E	VJ09M (MAPt)	55 59 25.44N 008 20 32.29E
		VJ09T (MATF)	55 59 15.31N 008 27 28.93E

SBAS FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	555923.4520N
SBAS Provider	1	Delta FPAP Latitude (seconds)	-2.0070
Airport Identifier	EKVJ	FPAP Longitude	0082155.8630E
Runway	09	Delta FPAP Longitude (seconds)	83.5500
Runway Letter	0	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E09A	Length Offset (metres)	0
LTP/FTP Latitude	555925.4590N	HAL (metres)	40.0
LTP/FTP Longitude	0082032.3130E	VAL (metres)	50.0
LTP/FTP Ellipsoidal Height (metres)	45.6		

Output data

Data Block	10 0A 16 0B 05 09 00 00 01 39 30 05 26 4A 07 18 72 83 94 03 C8 15 52 F0 FF BC 8C 02 F4 01 2C 01 64 00 C8 FA D0 9F 1D 8D
Calculated CRC Value	D09F1D8D

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	4.9

EUROCONTROL FAS DB tool Version: 3.2.0

Changes: New chart.

INSTRUMENT APPROACH CHART - ICAO

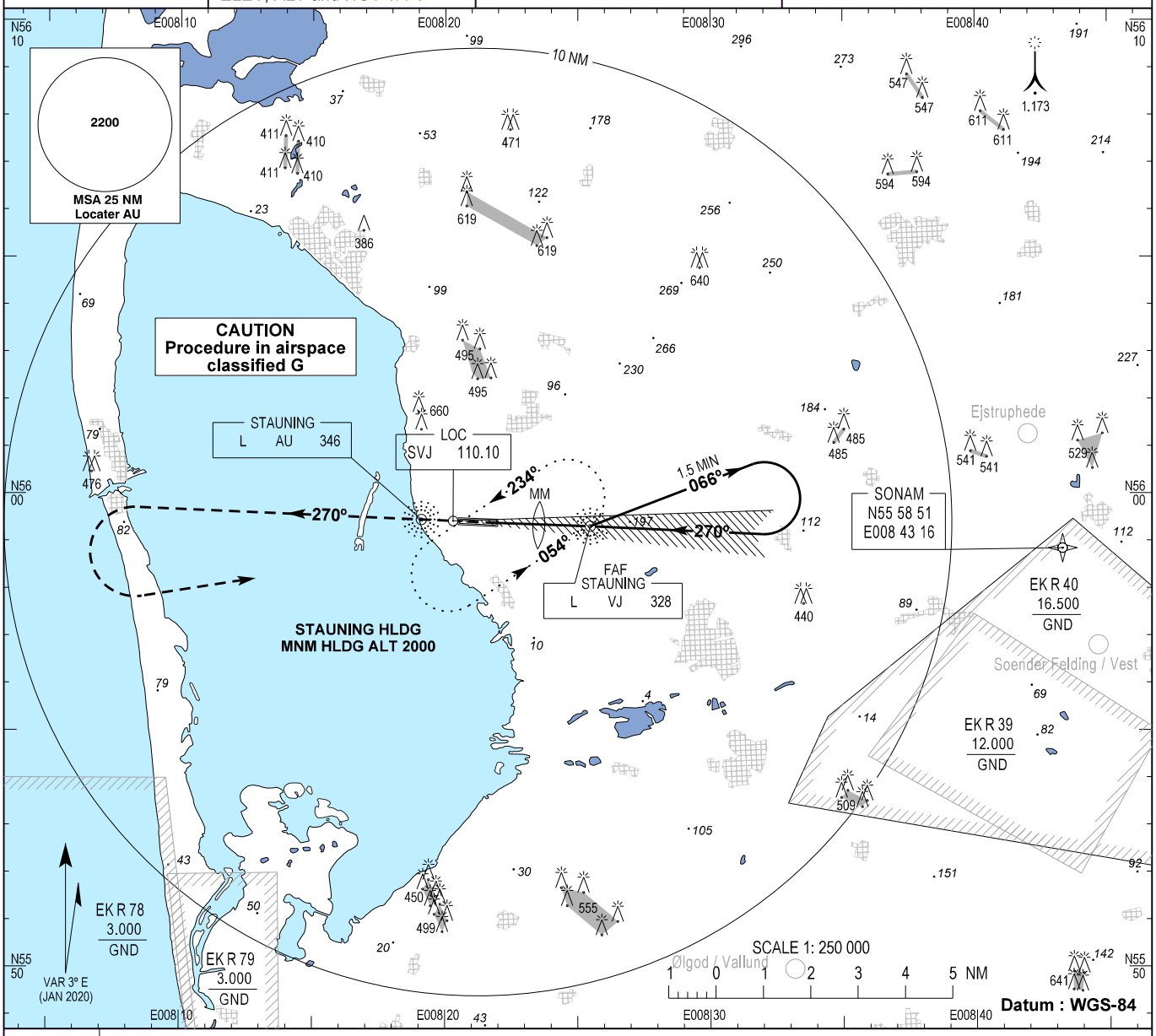
AD ELEV : 17

Bearings are magnetic
ELEV, ALT and HGT in FT

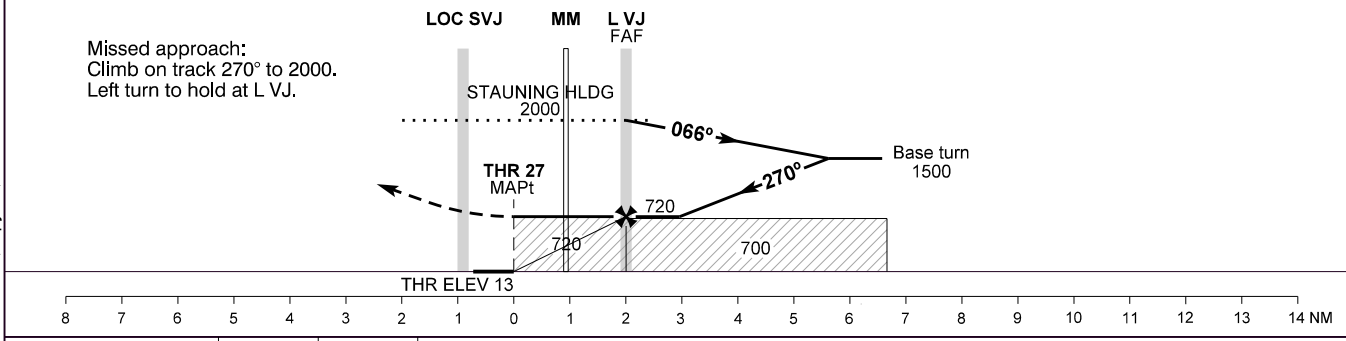
Billund APP : 127.580

Stauning Information : 121.405

AD 2 - EKVJ
LOC 27
(ACFT CAT A / B)
Stauning



TA 3000



OCA (H)	A	B	SPECIAL CONDITIONS
LOC	720 (700)	720 (700)	
Circling*	720 (700)	720 (700)	*South of RWY only

Time from L VJ to THR 27 - DIST 1.99 NM					
GS (KT)	60	80	100	120	140
MIN : SEC	01:59	01:30	01:12	01:00	00:51

Changes : AD EKSD, Spjald, withdrawn.

INSTRUMENT APPROACH CHART - ICAO

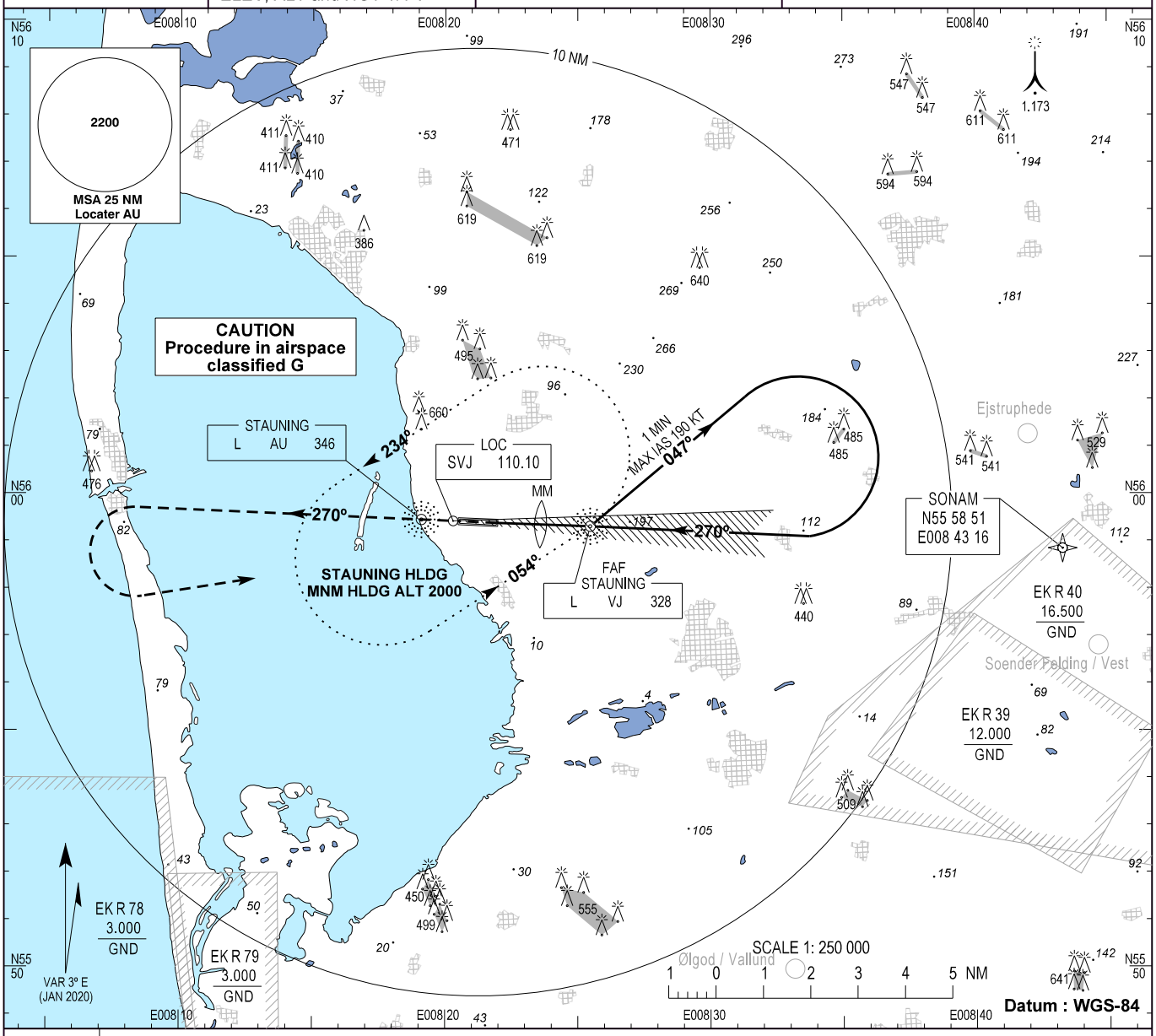
AD ELEV : 17

Bearings are magnetic
ELEV, ALT and HGT in FT

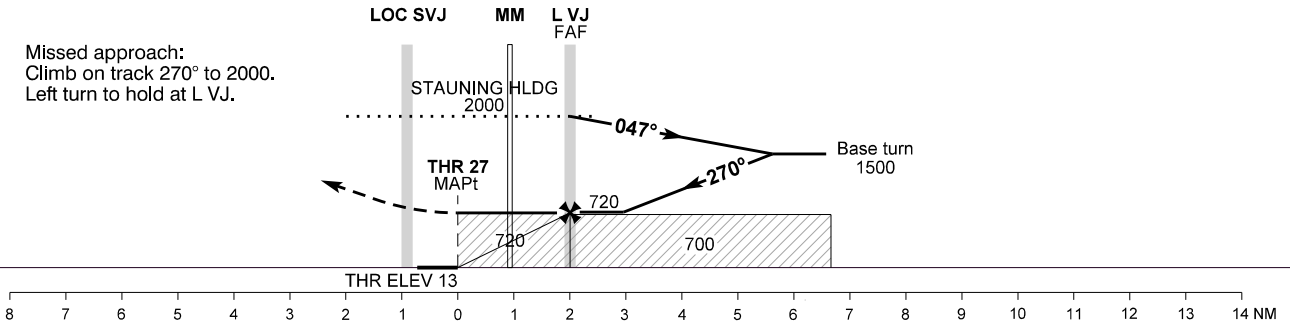
Billund APP : 127.580

Stauning Information : 121.405

AD 2 - EKVJ
LOC 27
(ACFT CAT C)
Stauning



TA 3000



Missed approach:
Climb on track 270° to 2000.
Left turn to hold at L VJ.

OCA (H)	C	SPECIAL CONDITIONS
LOC	720 (700)	
Circling*	910 (890)	*South of RWY only

Time from L VJ to THR 27 - DIST 1.99 NM					
GS (KT)	100	120	140	160	180
MIN : SEC	01:12	01:00	00:51	00:45	00:40

Changes : AD EKSD, Spjald, withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

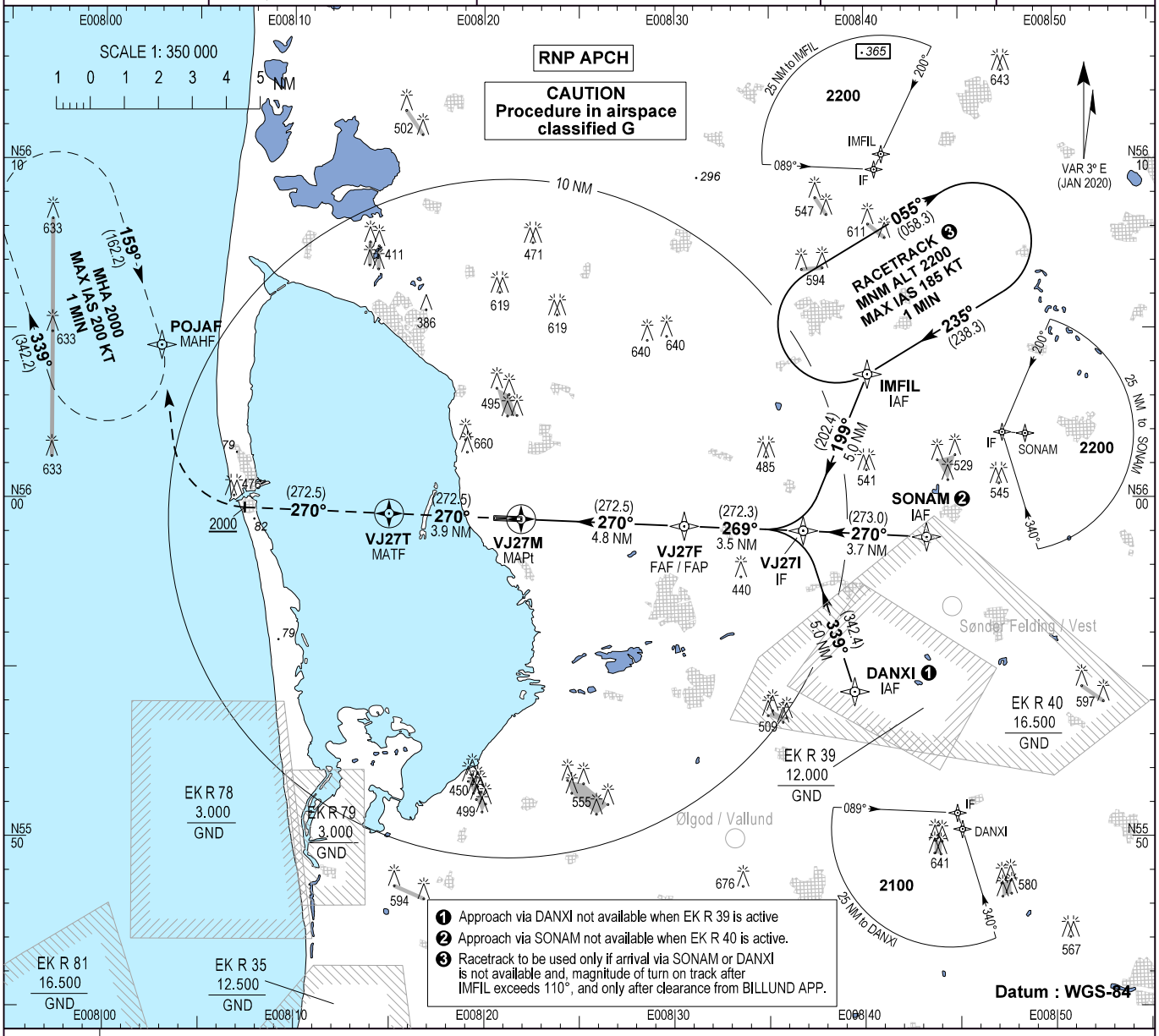
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Billund APP : 127.580

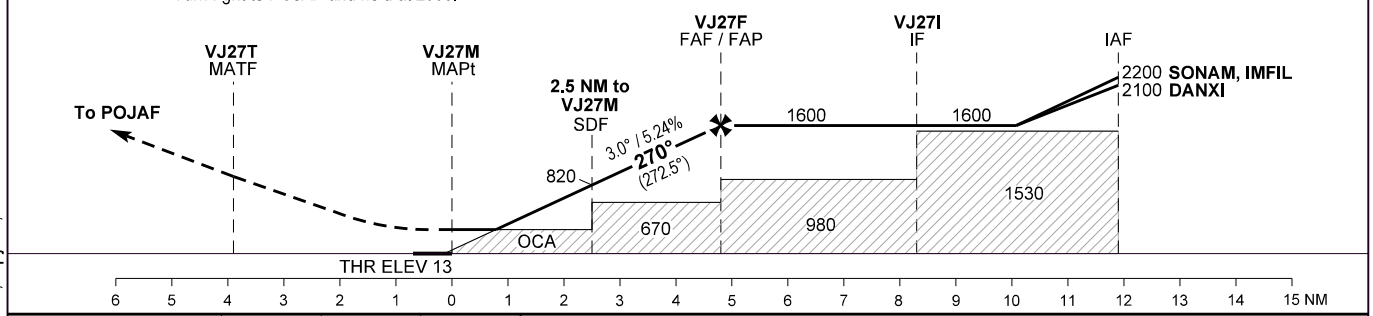
Stauning Information : 121.405

EGNOS :
CH 98712
E27A

AD 2 - EKVJ
RNP RWY 27 - 1
Stauning



TA 3000	Missed approach:
RDH 50	Climb on track 270° via VJ27T to 2000.
	Turn right to POJAF and hold at 2000.



OCA (H)	A	B	C
LPV	300 (280)	310 (290)	320 (300)
LNAV/VNAV *	300 (290)	310 (300)	320 (310)
LNAV **	410 (400)	410 (400)	410 (400)
Circling ***	460 (440)	680 (660)	820 (800)

SPECIAL CONDITIONS

* Not to be used below -25°C.
** Cross 2.5 NM before VJ27M not below 820
*** S of AD only

DIST to THR NM	4	3	2	1
Nominal altitude	1337	1018	700	382

**** Timing not authorized for defining the MAPt

Time from FAF to MAPt - DIST 4.8 NM ****							
GS (KT)	60	80	100	120	140	160	180
MIN : SEC	04:31	03:23	02:42	02:15	01:56	01:42	01:30
Rate of descent FT / MIN	320	425	530	635	745	850	955

Changes : AD EKSD, Spjald, withdrawn.

Instrument Approach Procedure Coding Tables:

EKVJ RNP RWY 27via DANXI, SONAM and IMFIL

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	DANXI	-	-	3.0E	-	-	+2100	-	-	RNP APCH
020	TF	VJ27I	-	339 / (342.4)	3.0E	5.0	L	+1600	-	-	RNP APCH
010	IF	SONAM	-	-	3.0E	-	-	+2200	-	-	RNP APCH
020	TF	VJ27I	-	270 / (273.0)	3.0E	3.7	-	+1600	-	-	RNP APCH
010	IF	IMFIL	-	-	3.0E	-	-	+2200	-	-	RNP APCH
020	TF	VJ27I	-	199 / (202.4)	3.0E	5.0	R	+1600	-	-	RNP APCH
010	IF	VJ27I	-	-	3.0E	-	-	+1600	-	-	RNP APCH
020	TF	VJ27F	-	269 / (272.3)	3.0E	3.5	-	+1600	-	-	RNP APCH
030	TF	VJ27M	Y	270 / (272.5)	3.0E	4.8	-	-	-	*-3.0°/50*	RNP APCH
040	CF	VJ27T	Y	270 / (272.5)	3.0E	3.9	-	-	-	-	RNP APCH
050	FA	VJ27T	-	270 / (272.5)	3.0E	-	R	+2000	-	-	RNP APCH
060	DF	POJAF	Y	-	3.0E	-	-	2000	-	-	RNP APCH
070	HM	POJAF	Y	159 / (162.2)	3.0E	-	R	2000	-200	-	RNP APCH

EKVJ RNP RWY 27 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DANXI (IAF)	55 54 16.97N 008 39 28.15E	VJ27I (IF)	55 59 02.33N 008 36 46.65E
IMFIL (IAF)	56 03 39.17N 008 40 10.24E	VJ27F (FAP / FAF)	55 59 10.77N 008 30 30.98E
SONAM (IAF)	55 58 51.00N 008 43 16.00E	VJ27M (MAPt)	55 59 23.44N 008 21 55.84E
POJAF	56 04 30.84N 008 02 59.28E	VJ27T (MATF)	55 59 33.26N 008 14 58.98E

SBAS FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	555925.4590N
SBAS Provider	1	Delta FPAP Latitude (seconds)	2.0070
Airport Identifier	EKVJ	FPAP Longitude	0082032.3130E
Runway	27	Delta FPAP Longitude (seconds)	-83.5500
Runway letter	0	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E27A	Length Offset (metres)	0
LTP/FTP Latitude	555923.4520N	HAL (metres)	40.0
LTP/FTP Longitude	0082155.8630E	VAL (metres)	50.0
LTP/FTP Ellipsoidal Height (metres)	44.7		

Output data

Data Block	10 0A 16 0B 05 1B 00 00 01 37 32 05 78 3A 07 18 2E 10 97 03 BF 15 AE 0F 00 44 73 FD F4 01 2C 01 64 00 C8 FA 83 DA 81 0C
Calculated CRC Value	83DA810C

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	4.9

EUROCONTROL FAS DB tool Version: 3.2.0

Changes: New chart.

INSTRUMENT APPROACH CHART - ICAO

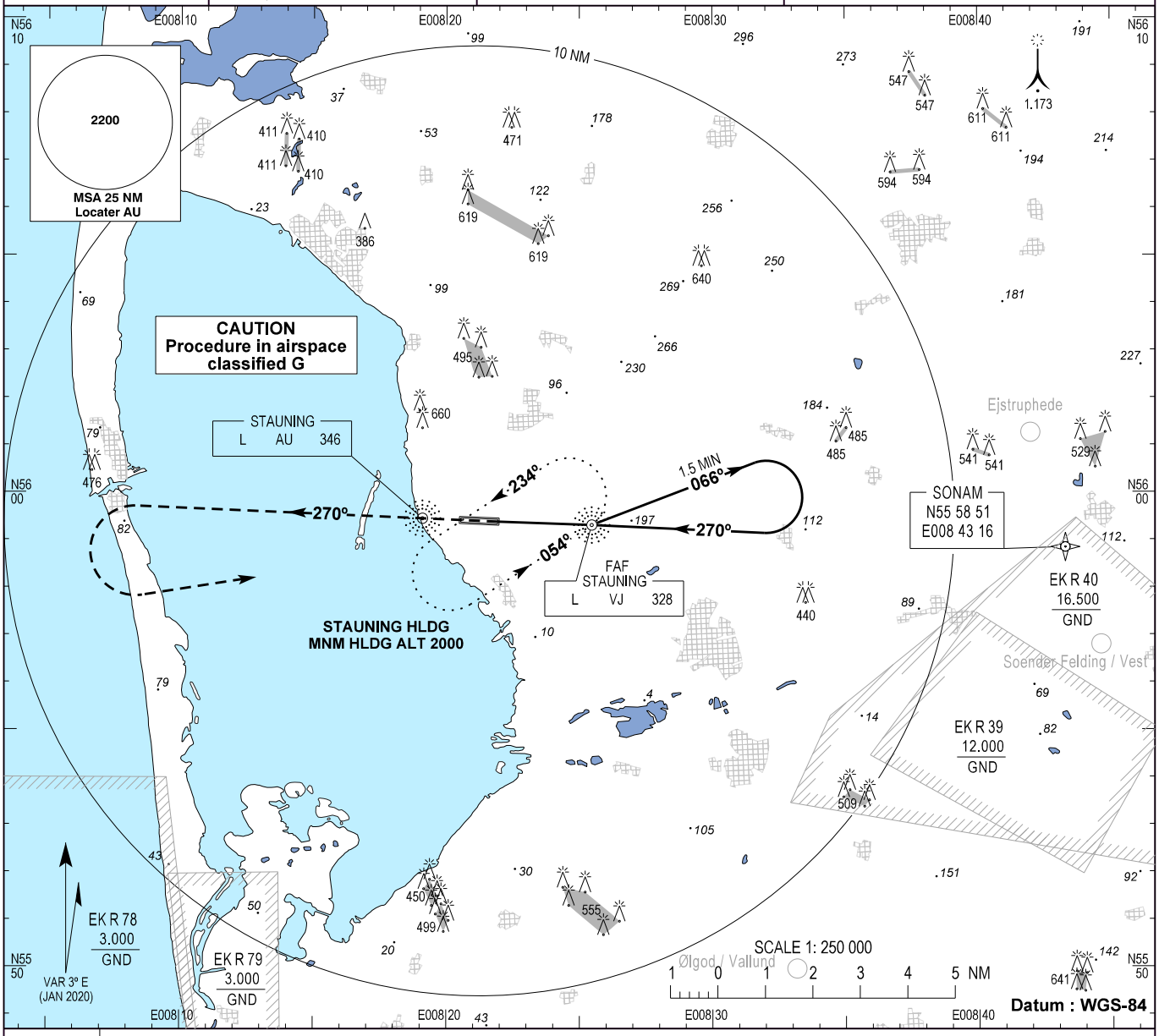
AD ELEV : 17

Bearings are magnetic
ELEV, ALT and HGT in FT

Billund APP : 127.580

Stauning Information : 121.405

AD 2 - EKVJ
NDB 27
(ACFT CAT A / B)
Stauning



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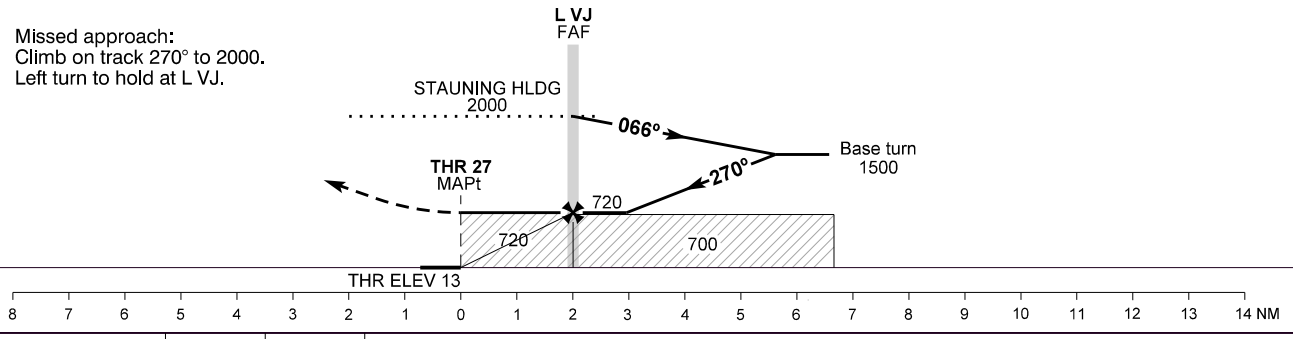


OCA (H)	A	B	SPECIAL CONDITIONS
NDB	720 (700)	720 (700)	
Circling*	720 (700)	720 (700)	*South of RWY only

Time from L VJ to THR 27 - DIST 1.99 NM					
GS (KT)	60	80	100	120	140
MIN : SEC	01:59	01:30	01:12	01:00	00:51

Changes : AD EKSD, Spjald, withdrawn.

INSTRUMENT APPROACH CHART - ICAO

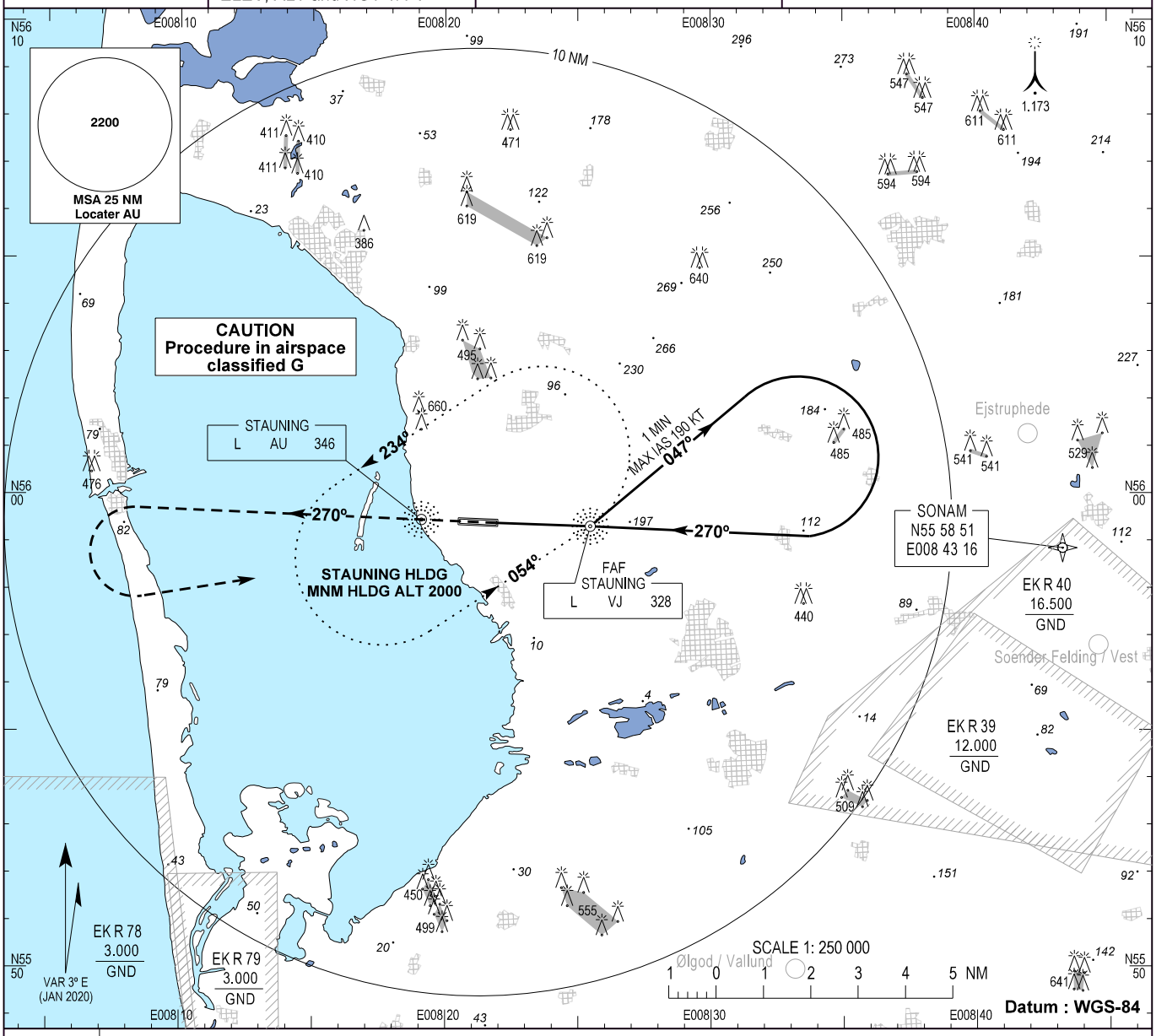
AD ELEV : 17

Bearings are magnetic
ELEV, ALT and HGT in FT

Billund APP : 127.580

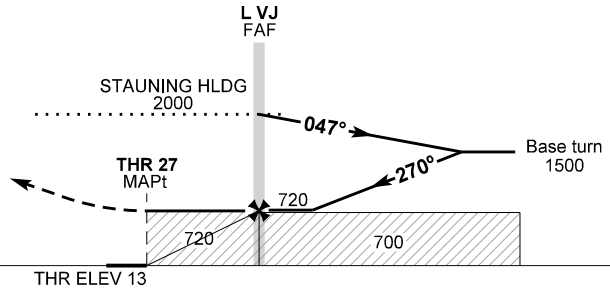
Stauning Information : 121.405

AD 2 - EKVJ
NDB 27
(ACFT CAT C)
Stauning



TA 3000

Missed approach:
Climb on track 270° to 2000.
Left turn to hold at L VJ.



OCA (H)	C	SPECIAL CONDITIONS
NDB	720 (700)	
Circling*	910 (890)	*South of RWY only

Time from L VJ to THR 27 - DIST 1.99 NM					
GS (KT)	100	120	140	160	180
MIN : SEC	01:12	01:00	00:51	00:45	00:40

Changes : AD EKSD, Spjald, withdrawn.

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
2.	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: SØNDERBORG INFORMATION
   Language(s): 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

1. Mitigation of birds

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

1.2 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
Instrument Approach Chart - ICAO	RNP RWY 14 - 1 RNP RWY 14 - 2 ILS or LOC RWY 32 RNP RWY 32 - 1 RNP RWY 32 - 2

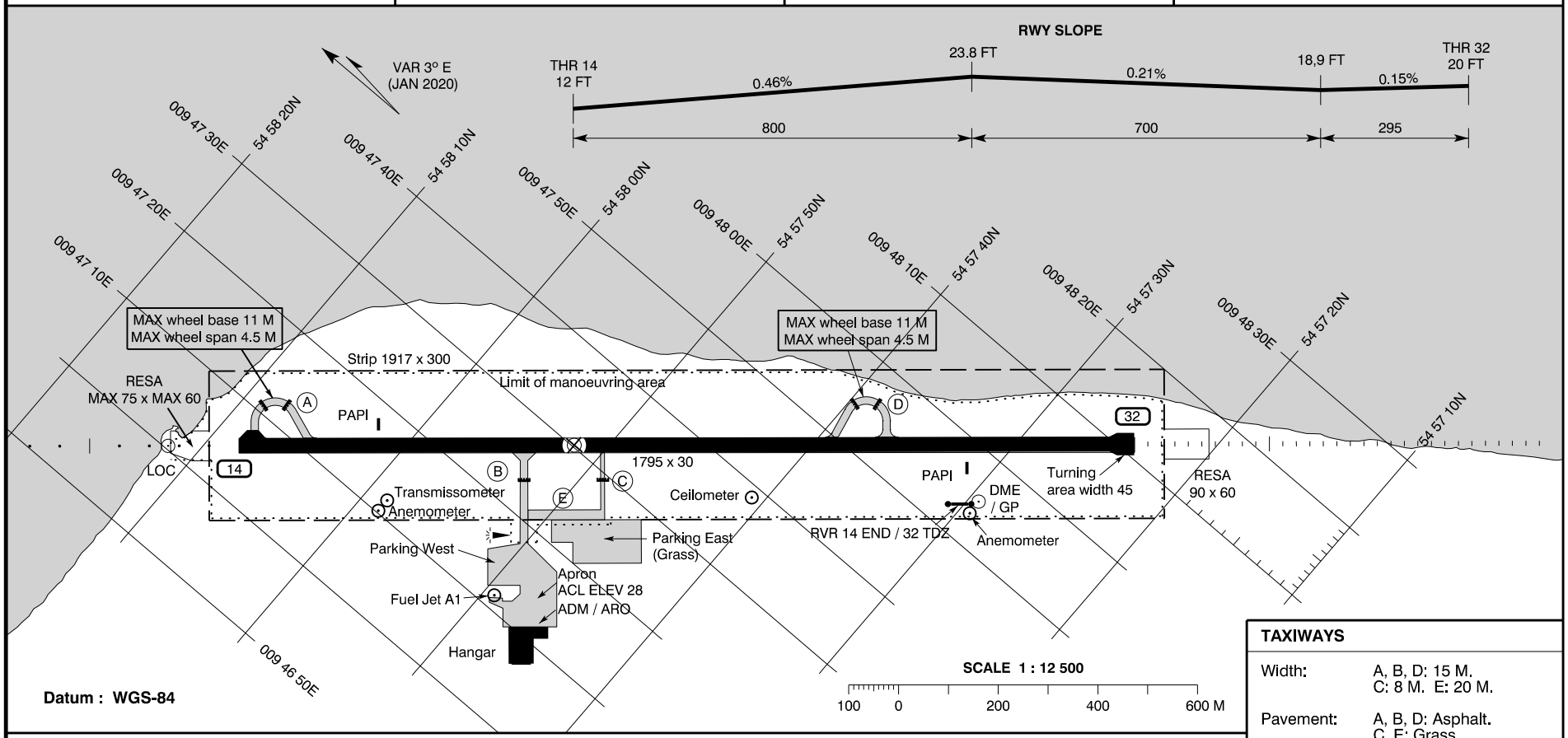
25. Visual Segment Surface (VSS) Penetration

Data pending.

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



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

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

INSTRUMENT APPROACH CHART - ICAO

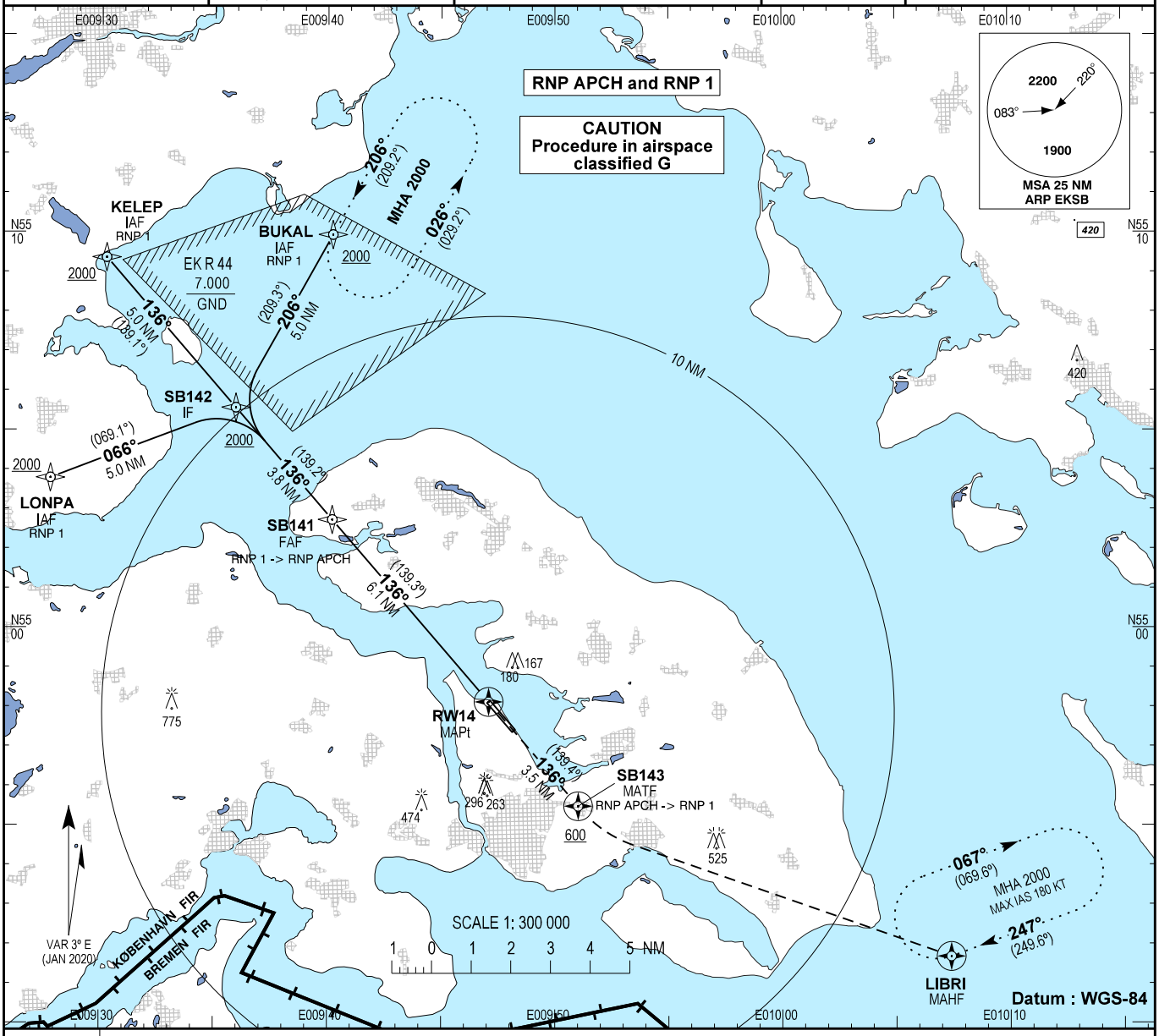
AD ELEV : 24

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

Sønderborg Information : 126.405

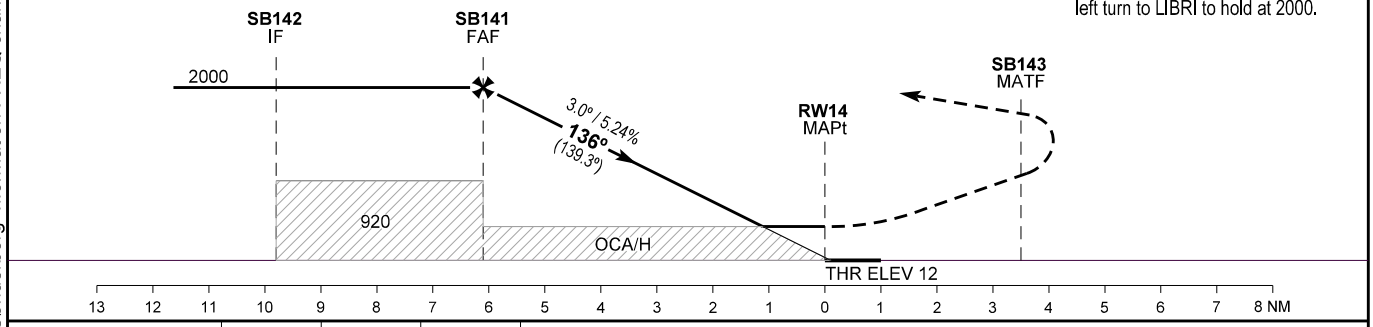
EGNOS :
CH 46181
E14A

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 Procedure Coding Tables:

EKSB RNP RWY 14 via LONPA, KELEP and BUKAL

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	LONPA	-	-	-	-	-	-	-210	-	RNP 1
020	TF	SB142	-	066 / (069.1)	3.0E	5.0	-	+2000	-	-	RNP 1
010	IF	KELEP	-	-	-	-	-	-	-210	-	RNP 1
020	TF	SB142	-	136 / (139.1)	3.0E	5.0	-	+2000	-	-	RNP 1
010	IF	BUKAL	-	-	-	-	-	-	-210	-	RNP 1
020	TF	SB142	-	206 / (209.3)	3.0E	5.0	-	+2000	-	-	RNP 1
010	IF	SB142	-	-	-	-	-	+2000	-	-	RNP 1
020	TF	SB141	-	136 / (139.2)	3.0E	3.8	-	2000	-	-	RNP 1
030	TF	RW14	Y	136 / (139.3)	3.0E	6.1	-	-	-	-3.0°/50	RNP APCH
040	TF	SB143	Y	136 / (139.4)	3.0E	3.5	-	+600	-	-	RNP APCH
050	DF	LIBRI	Y	-	3.0E	-	L	2000	-	-	RNP 1
060	HM	LIBRI	Y	247 / (249.6)	3.0E	-	R	2000	-180	-	RNP 1

EKSB RNP RWY 14 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
BUKAL (IAF)	55 09 57.02N 009 40 12.97E	SB141 (FAF)	55 02 44.54N 009 40 12.05E
KELEP (IAF)	55 09 22.09N 009 30 13.49E	SB142 (IF)	55 05 34.57N 009 35 56.68E
LIBRI (MAHF)	54 51 41.63N 010 07 24.19E	SB143 (MATF)	54 55 29.87N 009 51 01.63E
LONPA (IAF)	55 03 47.50N 009 27 46.83E	RW14 (MAPt)	54 58 08.22N 009 47 05.60E

SBAS FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	545724.1425N
SBAS Provider	1	Delta FPAP Latitude (seconds)	-44.0800
Airport Identifier	EKSB	FPAP Longitude	0094811.3720E
Runway	14	Delta FPAP Longitude (seconds)	65.7710
Runway Direction	0	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E14A	Length Offset (metres)	0
LTP/FTP Latitude	545808.2225N	HAL (metres)	40.0
LTP/FTP Longitude	0094705.6010E	VAL (metres)	35.0
LTP/FTP Ellipsoidal Height (metres)	43.6		

Output data

Data Block	10 02 13 0B 05 0E 00 00 01 34 31 05 BD 11 97 17 02 00 33 04 B4 15 A0 A7 FE D6 01 02 F4 01 2C 01 64 00 C8 AF 8F 4F 72 08
Calculated CRC Value	8F4F7208

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	3.5

EUROCONTROL FAS DB tool Version: 3.2.0

Changes: Serial number 060, turn direction changed from "L" to "R".

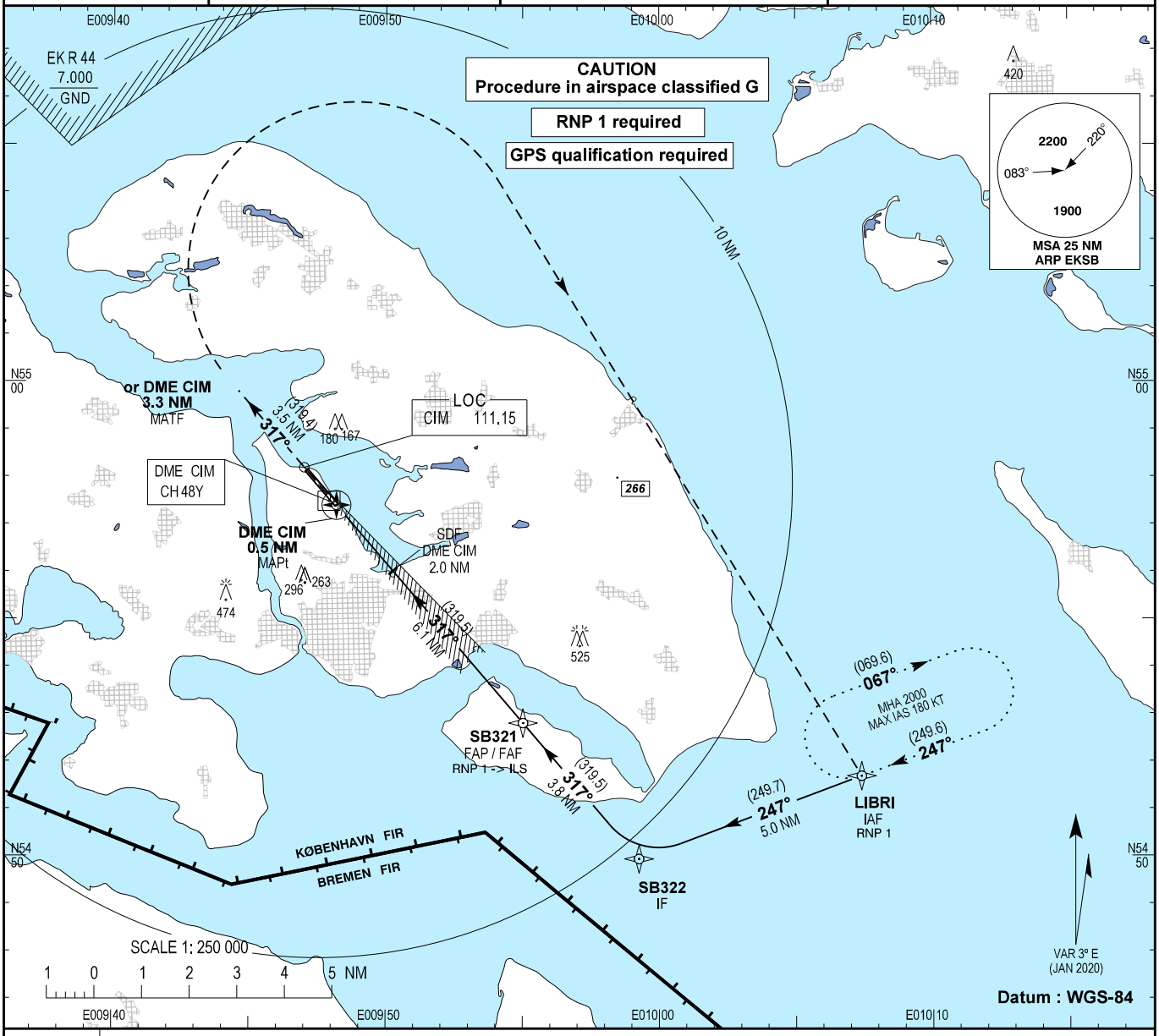
INSTRUMENT APPROACH CHART - ICAO

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

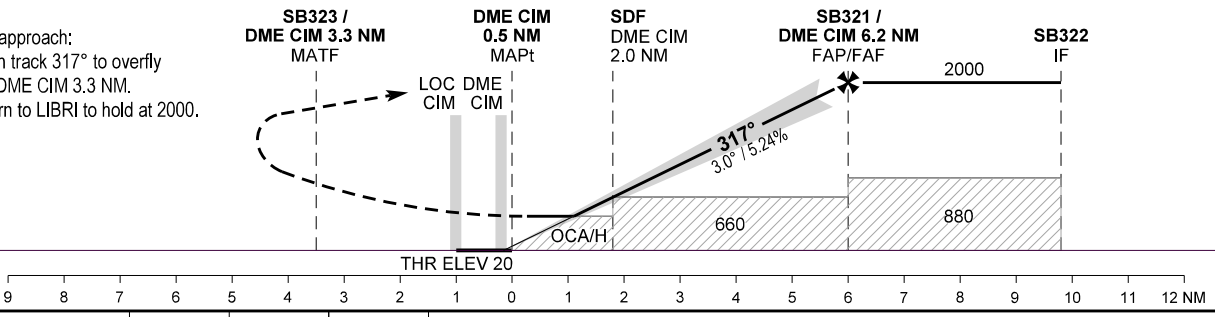


TA 3000

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

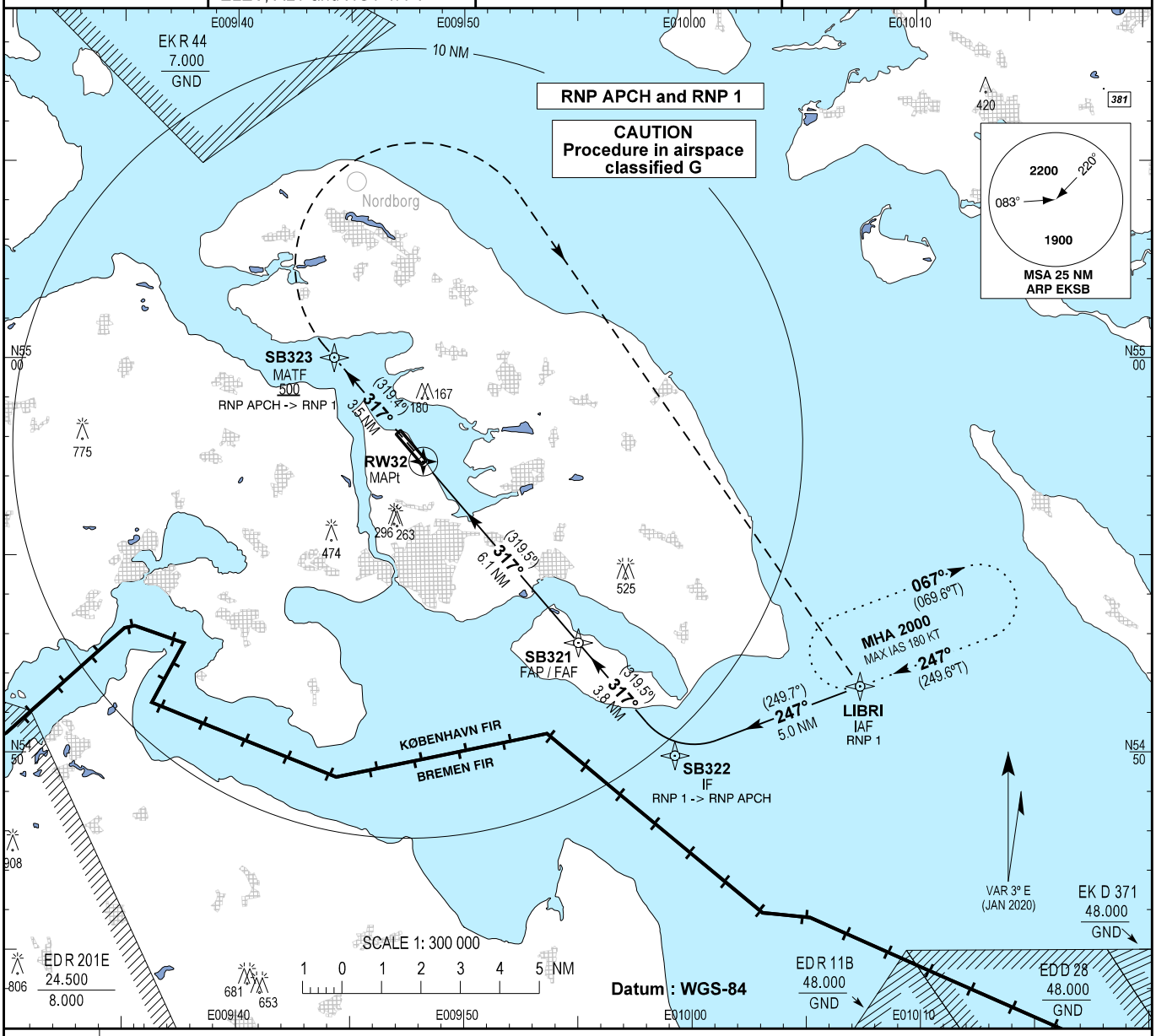
DME CIM NM	1	2	3	4
DIST to THR NM	0.8	1.8	2.8	3.8
Nominal ALT	340	660	980	1300

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.

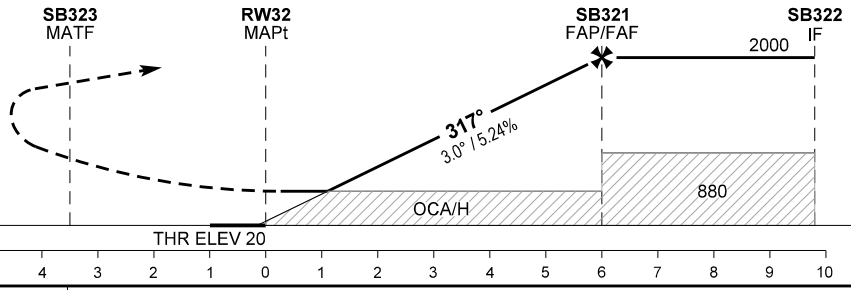
INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 24 Bearings are magnetic (true) ELEV, ALT and HGT in FT	Sønderborg Information : 126.405	EGNOS : CH 48475 E32A	AD 2 - EKSB RNP RWY 32 - 1 Sønderborg



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.

Instrument Approach Procedure Coding Tables:

EKSB RNP RWY 32 via LIBRI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	LIBRI	-	-	-	-	-	+2000	-210	-	RNP 1
020	TF	SB322	-	247 / (249.7)	3.0E	5.0	-	+2000	-	-	RNP 1
030	TF	SB321	-	317 / (319.5)	3.0E	3.8	-	2000	-	-	RNP APCH
040	TF	RW32	Y	317 / (319.5)	3.0E	6.1	-	-	-	-3.0°/50	RNP APCH
050	TF	SB323	Y	317 / (319.4)	3.0E	3.5	R	+500	-	-	RNP APCH
060	DF	LIBRI	Y	-	3.0E	-	R	2000	-	-	RNP 1
070	HM	LIBRI	Y	247 / (249.6)	3.0E	-	R	2000	-	-	RNP 1

EKSB RNP RWY 32 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
LIBRI (IAF)	54 51 41.63N 010 07 24.19E	SB322 (IF)	54 49 56.67N 009 59 15.77E
RW32 (MAPt)	54 57 24.14N 009 48 11.37E	SB323 (MATF)	55 00 02.01N 009 44 15.56E
SB321 (FAF)	54 52 48.55N 009 55 01.34E		

SBAS FAS DATA BLOCK

Input data

Operation Type	0	FPAP Latitude	545808.2225N
SBAS Provider	1	Delta FPAP Latitude (seconds)	44.0800
Airport Identifier	EKSB	FPAP Longitude	0094705.6010E
Runway	32	Delta FPAP Longitude (seconds)	-65.7710
Runway Direction	0	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator		Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E32A	Length Offset (metres)	0
LTP/FTP Latitude	545724.1425N	HAL (metres)	40.0
LTP/FTP Longitude	0094811.3720E	VAL (metres)	35.0
LTP/FTP Ellipsoidal Height (metres)	46.3		

Output data

Data Block	10 02 13 0B 05 20 00 00 01 32 33 05 5D B9 95 17 D8 01 35 04 CF 15 60 58 01 2A FE FD F4 01 2C 01 64 00 C8 AF 7D 5F 05 04
Calculated CRC Value	7D5F0504

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	6.2

EUROCONTROL FAS DB tool Version: 3.2.0

Changes: Serial number 070, turn direction changed from "L" to "R"

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
2.	Distance and direction from city:	1.5 NM S of Vojens
3.	ELEV: REF temperature:	141 FT 21.5°C
4.	MAG VAR: Annual change:	4° E (2023) Increasing 11'
5.	AD ADM - MIL: AD address - MIL:	Flyvestation Skrydstrup Flyvestation Skrydstrup (Skrydstrup Air Base) Skrydstrup DK-6500 Vojens
	TEL - MIL:	+45 72 84 81 22
	FAX - MIL:	+45 72 84 81 26
	AFS - MIL:	EKSPZQZX
	AD ADM - CIV:	Vojens Lufthavn
	AD address - CIV:	Vojens/Skrydstrup Airport Lilholtvej 8, Skrydstrup DK-6500 Vojens
	TEL - CIV:	+45 74 59 16 54
	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.**
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:	MON - THU 0430-1430 (0330-1330) FRI 0430-1230 (0330-1130) MWO EKKA: OUTSIDE MWO EKSP HR
7.	ATS:	H24 (H24)
8.	Fuelling:	Within AD hours and by arrangement only with CIV Airport Office
9.	Handling:	Within AD hours and by arrangement only with CIV Airport Office
10.	Security:	As AD
11.	De-icing:	Yes

12. Remarks: NIL

4. Handling Services and Facilities

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

7. Remarks: NIL

5. Passenger Facilities

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

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 7
2.	Rescue equipment:	Yes
3.	Capability for removal of disabled aircraft:	Rescue crane and jacks (Civil contractors).

4. Remarks: NIL

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

1.	Type(s) of clearing equipment:	Snowploughs, sweepers and snow blowers.
2.	Clearance priorities:	Main runway, TWY S4, QRA, ORP NE/SW and SAR Apron.
3.	Use of material for movement area surface treatment:	Snowplough and -sweeper. Will be chemically treated upon snow removal.
4.	Specially prepared winter runways:	AVIFORM-L and AVIFORM-S.
5.	Remarks:	Information on snow clearance published from November to April in SNOWTAM.

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength: Civil apron: Concrete, LCN 90
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
TWY D south:
15 M, Asphalt/Concrete, PCN 90/F/D/W/T
TWY N:
22 M, Asphalt/Concrete, PCN 90/F/A/W/T
TWY S4:
15 M, Asphalt, PCN 31/F/D/W/T
3. ACL and ELEV: Not established.
4. VOR checkpoints: -
INS checkpoints: 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: RWY 10L/28R and 10R/28L:
THR, RWY NR, centre line, side stripes
TWY: Centre line, holding position
3. Stop bars: 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

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
2. Hours of service: MON-THU 0430-1430 (0330-1330) FRI 0430-1300 (0330-1200) EXC HOL
   Outside Hours: Defence Weather and Warnings (MVV), Department Karup TEL +45 72 84 14 42
3. Office responsible for TAF preparation: Danish Meteorological Institute (DMI)/ Military Weather Forecasts and Warnings (MVV)
   Periods of validity: 24 hours
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
5. Briefing/Consultation provided: Self briefing 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: -
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	PCN 90/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	PCN 90/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	PCN 77/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	PCN 77/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

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 10L				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		
RWY 28R				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		
RWY 10R				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		
RWY 28L				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
2. LDI location and LGT: -
   Anemometer location and LGT: 300M NW of THR 10L (See AD chart)
   300M NE of THR 28R (See AD chart)
3. TWY edge and centre line LGT: Blue edge LIL
4. Secondary power supply/switch-over time: Yes, switch-over time 15 SEC

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: SKRYDSTRUP TOWER
   Language(s): 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

1. 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 maneuvring 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. Arrester cables

2.1 Arrester 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

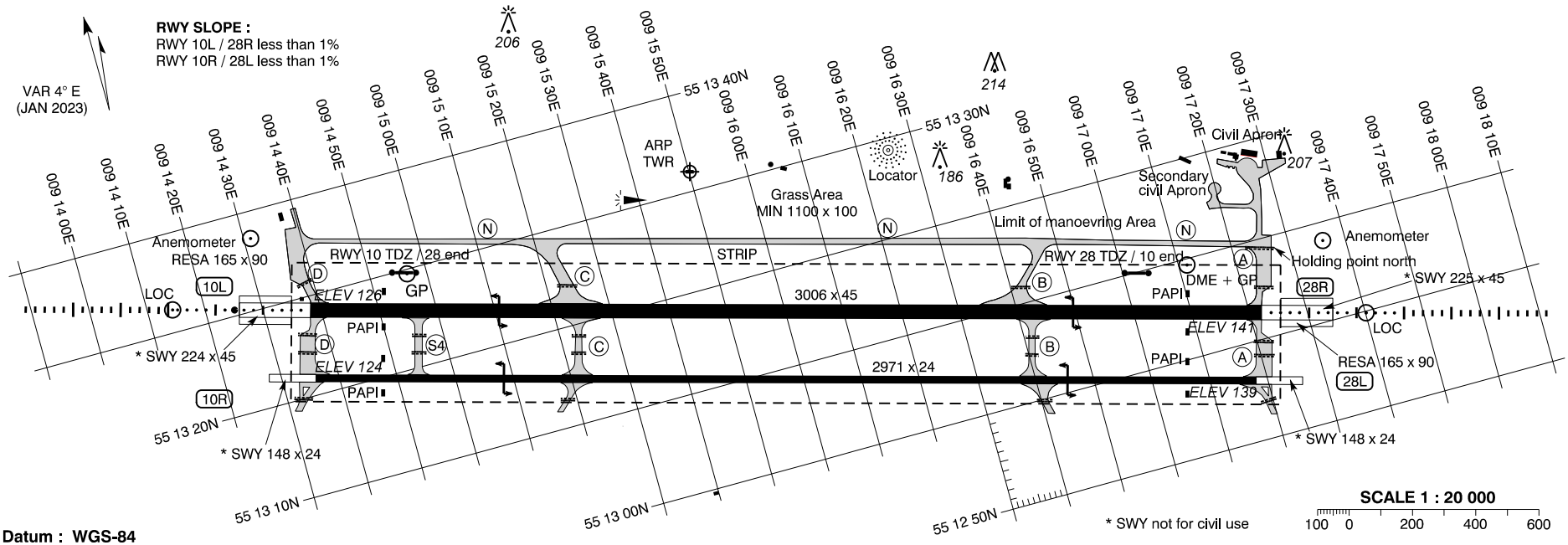
25. Visual Segment Surface (VSS) Penetration

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

Changes : Magnetic variation and directions changed.

AERODROME CHART - ICAO

ARP : 55 13 31.99N 009 15 50.15E - TWR	AD ELEV : 141 FT	ELEV in FT Dimensions / Distances in M	Skrydstrup APP : 124.105 280.750 Skrydstrup TWR : 118.280 286.375 ATIS : 133.905



Datum : WGS-84

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	SWY
10L	105.4° GEO 101° MAG	55 13 28.56N 009 14 38.19E	Asphalt Concrete PCN 90 F/B/W/T	THR RWY NR Centre line Side stripes	D C B	3006 2217 806	3006 2217 806	3006 2217 806	3006	900 M Calvert white	Green	3°	3006 M White	Red	Red
28R	285.4° GEO 281° MAG	55 13 02.67N 009 17 22.11E			A B C	3006 2262 865	3006 2262 865	3006 2262 865	3006	900 M Calvert white	Green	3°	3006 M White	Red	Red
10R	105.4° GEO 101° MAG	55 13 21.71N 009 14 35.91E	Asphalt Concrete PCN 77 F/B/W/T	THR RWY NR Centre line Side stripes	D C B	2971 2154 719	2971 2154 719	2971 2154 719	2971		Green wing bars	3°	2971 M Yellow LIL	Red wing bars	
28L	285.4° GEO 281° MAG	55 12 56.12N 009 17 17.95E			A B C	2971 2273 841	2971 2273 841	2971 2273 841	2971		Green wing bars	3°	2971 M Yellow LIL	Red wing bars	

OTHER : Secondary power supply : Yes, switch-over time 15 SEC. ABN NIL

OBSTACLES :
All obstacles are marked by day and night

Arrester cables

Arrester cables for military aircraft may be suspended across runways, 596 M prior to runway ends. Cables disengaged in approach end.

TAXIWAYS

Width :	D north : 24 N : 22 Other : 15
Pavement :	Asphalt / Concrete
Strength :	A north, A south, C north, C south and D south : PCN 90/F/D/W/T B north : PCN 85/F/C/W/T B south : PCN 90/F/C/W/T D north : PCN 83/F/D/W/T N : PCN 90/F/A/W/T S4 : PCN 31/F/D/W/T
Day marking :	Centre line. Holding position
Lighting :	Blue edge, LIL. Stop bars. RGL.

CIVIL APRON

Pavement :	Concrete
Strength :	LCN 90
INS position :	N 55 13.3 E 009 17.5 (Apron centre)

AD 2 - EKSP
ADC
(MIL AD, PPR)
Vojens / Skrydstrup

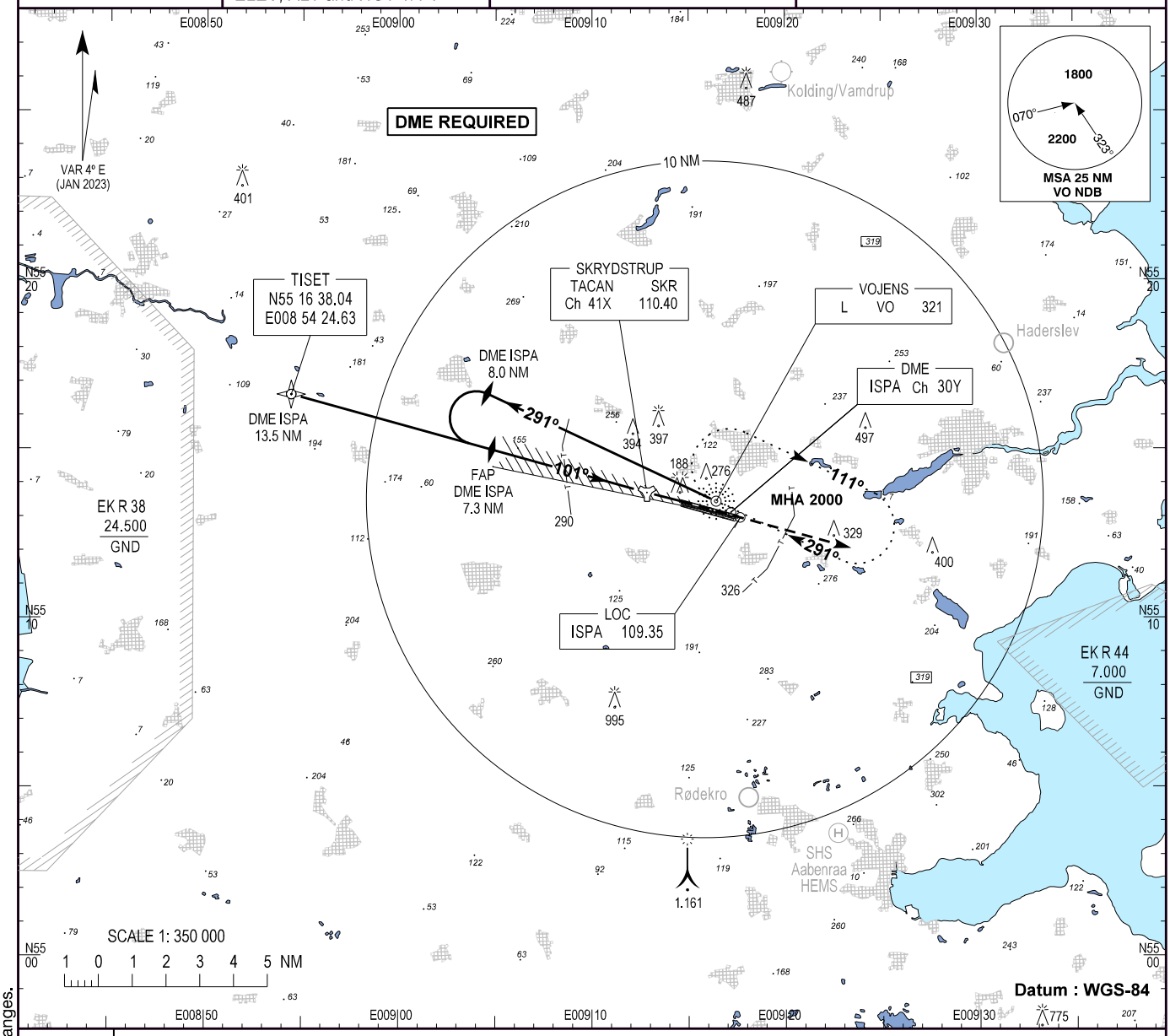
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 141

Bearings are magnetic
ELEV, ALT and HGT in FT

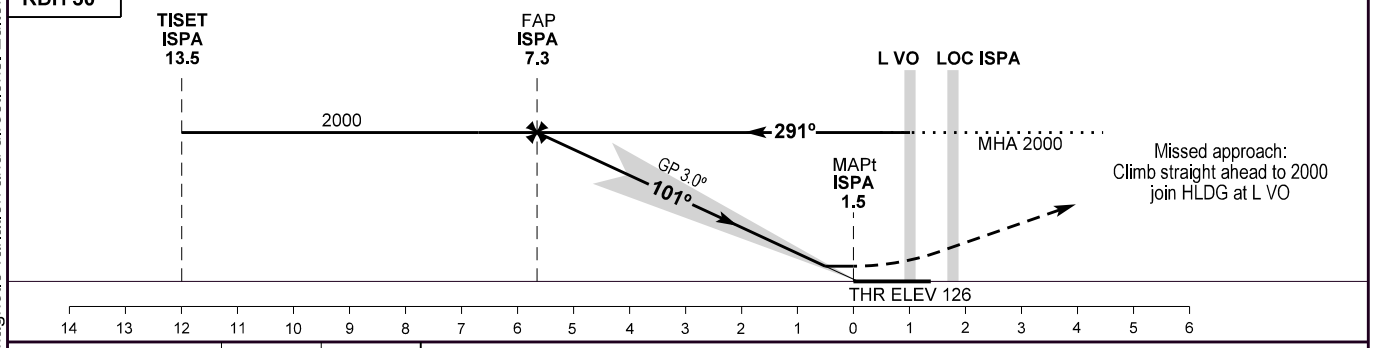
Skrydstrup APP : 124.105 280.750
Skrydstrup TWR : 118.280 286.375
ATIS : 133.905

AD 2 - EKSP
ILS RWY 10L (ACFT CAT A / B)
(MIL AD, PPR)
Vojens / Skrydstrup



TA 3000

RDH 50



OCA (H)	A	B	SPECIAL CONDITIONS
ILS CAT I	261 (135)	274 (148)	
GP INOP	580 (440)	580 (440)	
Circling	640 (500)	700 (560)	

DME ISPA NM	2	3	4	5	6	7
DIST to THR NM	0.5	1.5	2.5	3.5	4.5	5.5
Nominal ALT	340	650	970	1290	1610	1930

Changes : Magnetic variation and directions. Editorial changes.

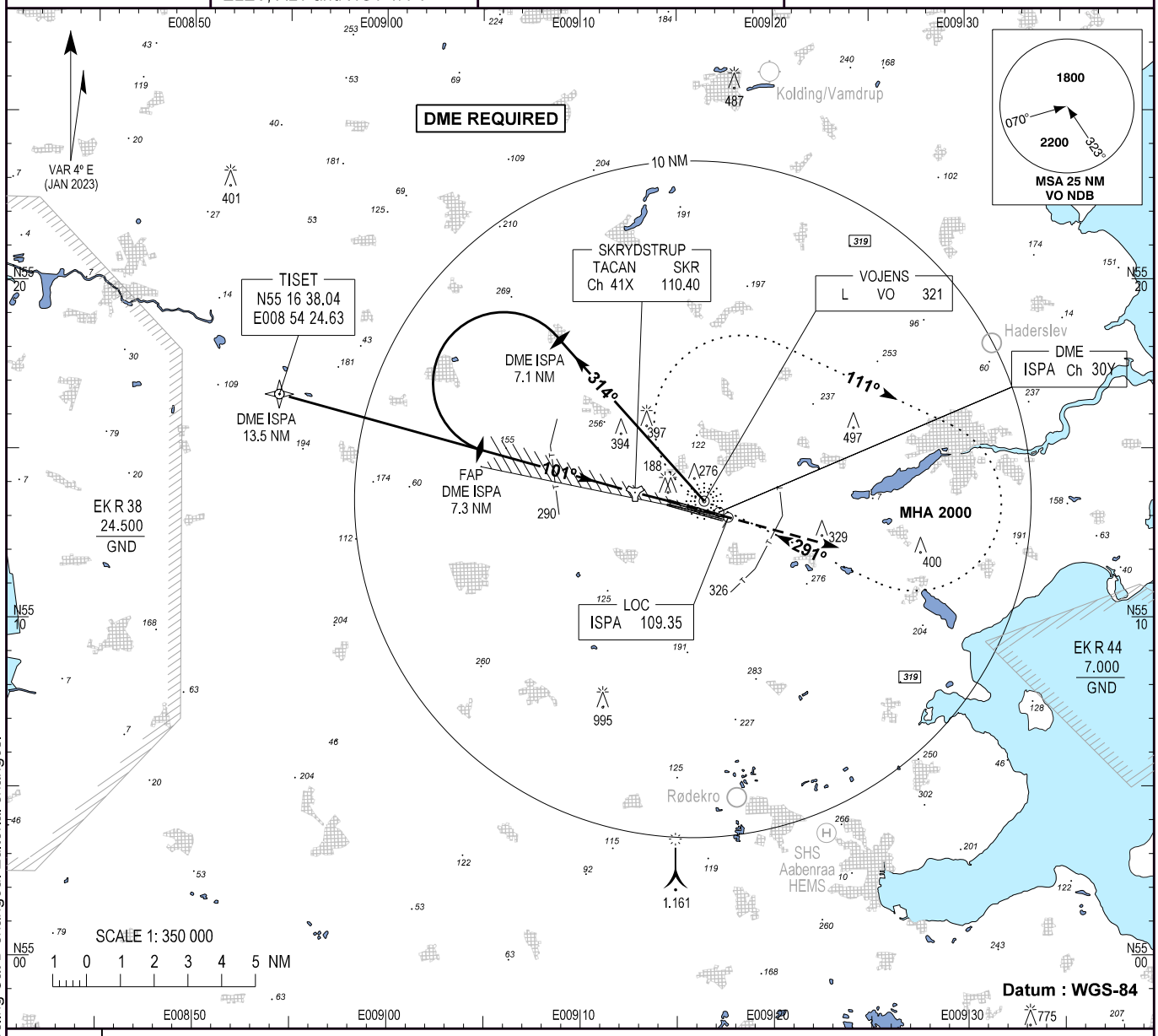
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 141

Bearings are magnetic
ELEV, ALT and HGT in FT

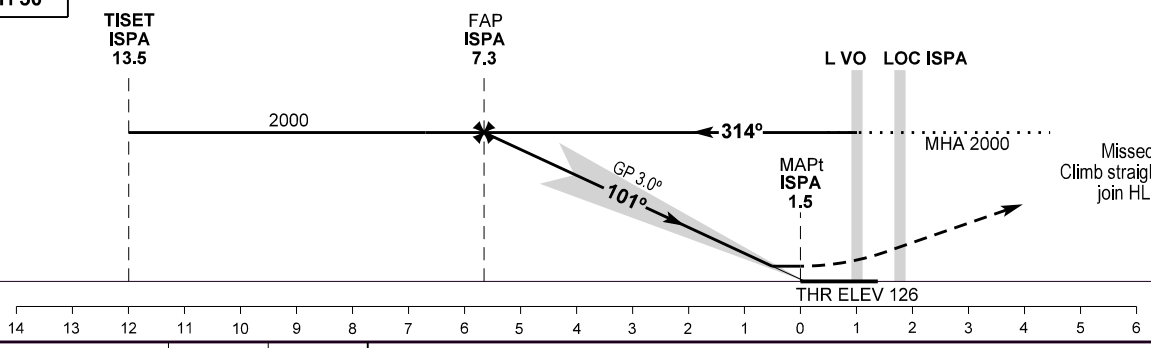
Skrydstrup APP : 124.105 280.750
Skrydstrup TWR : 118.280 286.375
ATIS : 133.905

AD 2 - EKSP
ILS RWY 10L (ACFT CAT C / D)
(MIL AD, PPR)
Vojens / Skrydstrup



TA 3000

RDH 50



OCA (H)	C	D	SPECIAL CONDITIONS
ILS CAT I	291 (165)	301 (175)	
GP INOP	580 (440)	580 (440)	
Circling	800 (660)	900 (760)	

DME ISPA NM	2	3	4	5	6	7
DIST to THR NM	0.5	1.5	2.5	3.5	4.5	5.5
Nominal ALT	340	650	970	1290	1610	1930

Changes : Magnetic variation and directions, OCA (H) Circling Cat D changed. Editorial changes.

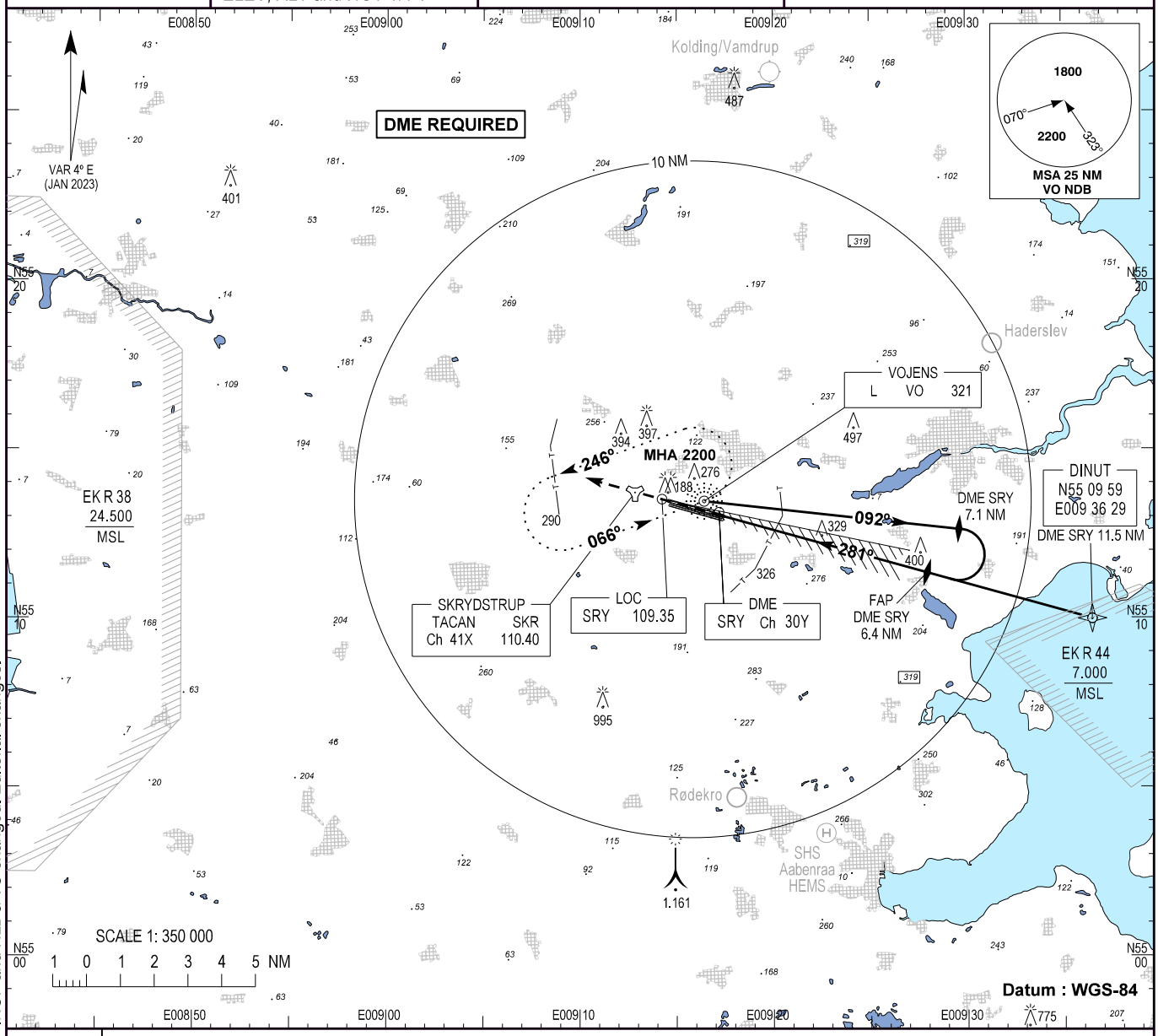
INSTRUMENT APPROACH CHART - ICAO

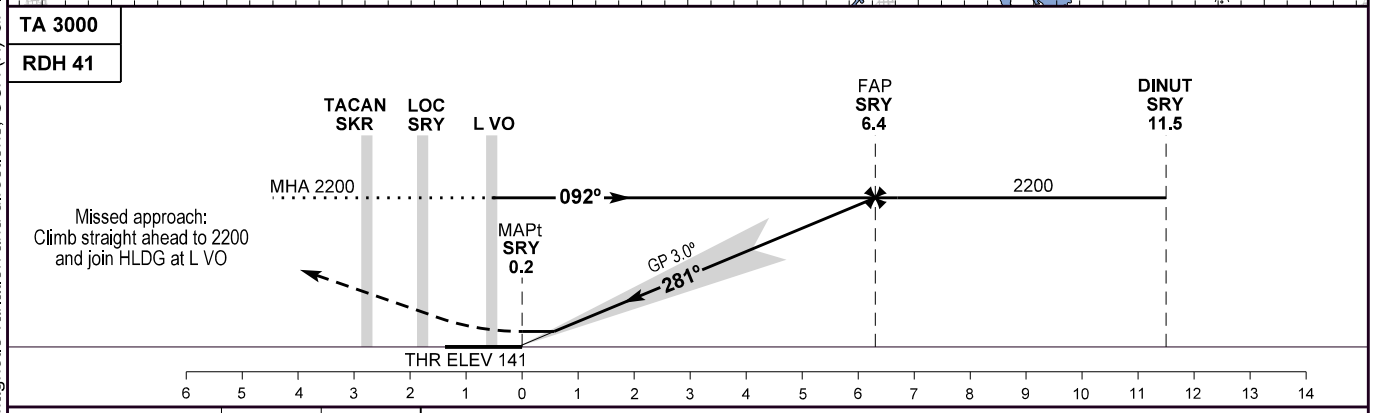
AD ELEV : 141

Bearings are magnetic
ELEV, ALT and HGT in FT

Skrydstrup APP : 124.105 280.750
Skrydstrup TWR : 118.280 286.375
ATIS : 133.905

AD 2 - EKSP
ILS RWY 28R (ACFT CAT A / B)
(MIL AD, PPR)
Vojens / Skrydstrup





OCA (H)	A	B	SPECIAL CONDITIONS
ILS CAT I	273 (132)	283 (140)	
GP INOP	610 (470)	610 (470)	
Circling	640 (500)	700 (560)	

DME SRY NM	1	2	3	4	5	6
DIST to THR NM	0.8	1.8	2.8	3.8	4.8	5.8
Nominal ALT	440	760	1070	1390	1710	2030

Changes : Magnetic variation and directions, OCA (H) GP INOP and HLDG VO changed. Editorial changes.

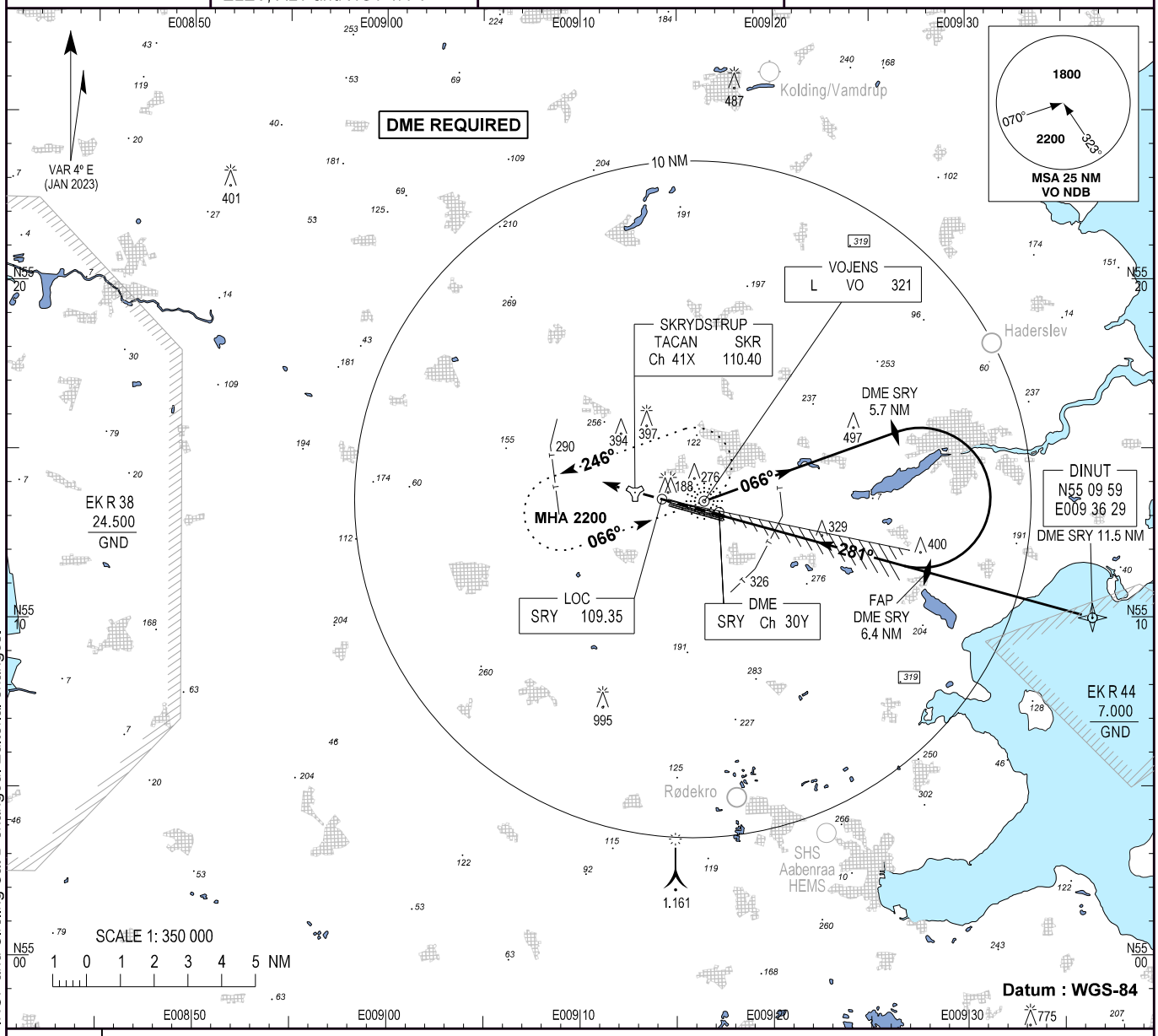
INSTRUMENT APPROACH CHART - ICAO

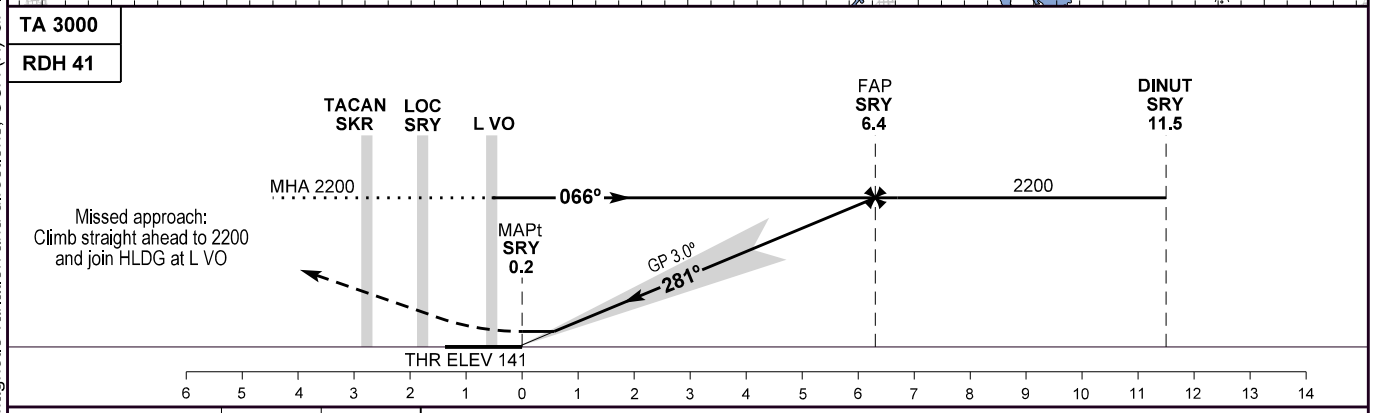
AD ELEV : 141

Bearings are magnetic
ELEV, ALT and HGT in FT

Skrydstrup APP : 124.105 280.750
Skrydstrup TWR : 118.280 286.375
ATIS : 133.905

AD 2 - EKSP
ILS RWY 28R (ACFT CAT C / D)
(MIL AD, PPR)
Vojens / Skrydstrup

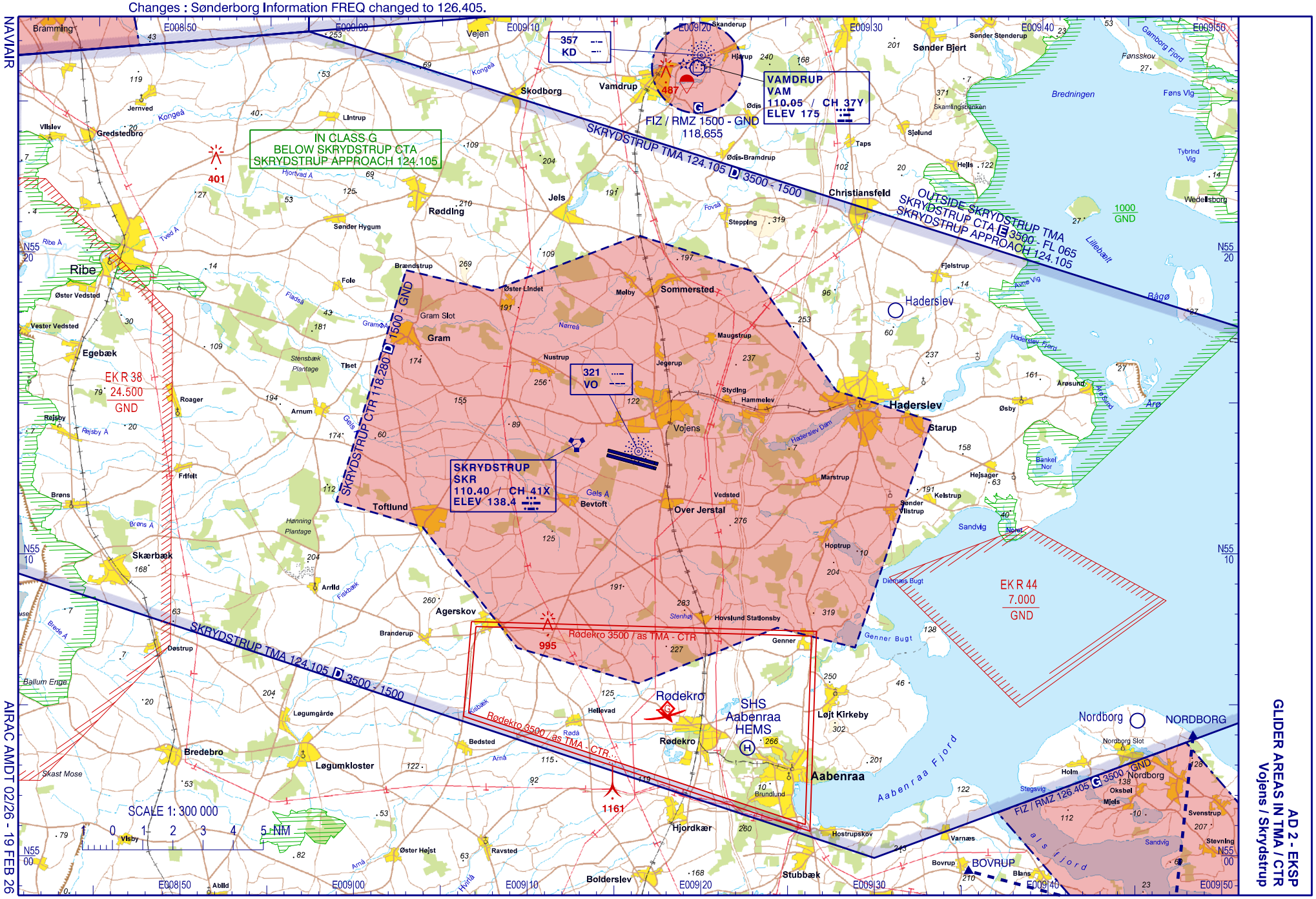




OCA (H)	C	D	SPECIAL CONDITIONS
ILS CAT I	292 (151)	302 (161)	
GP INOP	610 (470)	610 (470)	
Circling	800 (660)	900 (760)	

DME SRY NM	1	2	3	4	5	6
DIST to THR NM	0.8	1.8	2.8	3.8	4.8	5.8
ALT	440	760	1070	1390	1710	2030

Changes : Magnetic variation and directions, OCA (H) GP INOP and Circling Cat D changed. Editorial changes.


Changes : Sønderborg Information FREQ changed to 126.405.
NAVIAIR
AIRAC AMDT 02/26 - 19 FEB 26
AD 2 - EKSP
GLIDER AREAS IN TMA / CTR
Vojens / Skrydstrup
SKRYDSTRUP TMA 124.105 D 3500 - 1500
SKRYDSTRUP CTR 118.280 D 1500 - GND
IN CLASS G
BELOW SKRYDSTRUP CTA
SKRYDSTRUP APPROACH 124.105
OUTSIDE SKRYDSTRUP TMA
SKRYDSTRUP CTA E 3500 - FL 065
SKRYDSTRUP APPROACH 124.105
1000 GND
SKRYDSTRUP
SKR
110.40 / CH 41X
ELEV 138.4
VAMDRUP
VAM
110.05 / CH 37Y
ELEV 175
FIZ / RMZ 1500 - GND
118.655
357 ---
KD ---
321 ---
VO ---
EK R 38
24.500
GND
EK R 44
7.000
GND
Rødekro 3500 / as TMA - CTR
FIZ / RMZ 126.405
C 3500 GND
SHS
Aabenraa
HEMS
SCALE 1: 300 000
0 1 2 3 4 5 NM
Ribe
Vejen
Skodborg
Vamdrup
Jels
Christiansfeld
Sommersted
Haderslev
Vojens
Toftlund
Over Jerstal
Rødekro
Aabenraa
Løjt Kirkeby
Bredebro
Løgumkloster
Agerskov
Nordborg
NORDBORG
BOVRUP
Aabenraa Fjord
Als Fjord
Sønderborg Bugt
Genner Bugt
Diernæs Bugt
Sandvig
Bredningen
Gamborg Fjord
Lillebælt
Bågø
Ærø
Fynshav
Bramming
Gredstedbro
Ribe
Egebæk
Skærbæk
Rejsby
Brøns
Frifelt
Roager
Arnum
Tiset
Gram
Gram Slot
Brændstrup
Fole
Røddling
Sønder Hygum
Jernved
Vilslev
Lintrup
Kongeå
Tved Å
Ribe Å
Rejsby Å
Brøns Å
Gels Å
Vester Vedsted
Øster Vedsted
Stensbæk Plantage
Hønning Plantage
Ballum Enge
Skast Mose
Løgumgårde
Arrild
Fiskbæk
Brede Å
Øster Lindet
Nørreå
Fladså
Gram Å
Nustrup
Jegerup
Maugstrup
Styding
Hammelev
Mølby
Stepping
Fovsa
Ødis
Ødis-Bramdrup
Taps
Sjølund
Hejls
Fjelstrup
Kyne Vig
Hejsager
Marstrup
Kelstrup
Sønder Vilstrup
Hoptrup
Starup
Ørsby
Årøsund
Årøsund
Hadersley Fjord
Hadersley Diem
Bankel Nor
Nolet
Sønder Bjert
Sønder Stenderup
Skamlingsbanken
Tybrind Vig
Wedelsborg
Fynsskov
Føns Vig
Bevtoft
Vedsted
Hovslund Stationsby
Stenhøj
Hellevad
Bedsted
Rødå
Arnå
Hjordkær
Ravsted
Øster Højst
Boldersley
Stubbæk
Hostrupskov
Varnæs
Bovrup
Blans
Brundlund
Holm
Stegsvig
Oksbøl
Mjels
Svenstrup
Stevning
Sandvig
Nordborg Slot
Hjarup
Skanderup
Branderup
Østrup
Abild
Vilsby
Hjortvad Å
Arnå
Hjerlå
Fiskbæk
Rødå
Kongeå
Gels Å
Hønning Plantage
Stensbæk Plantage
Ribe Å
Tved Å
Fladså
Gram Å
Nørreå
Fovsa
Lillebælt
Bågø
Ærø
Fynshav
Gamborg Fjord
Føns Vig
Tybrind Vig
Wedelsborg
Sønderborg Bugt
Genner Bugt
Diernæs Bugt
Sandvig
Bredningen
Aabenraa Fjord
Als Fjord
Rødekro 3500 / as TMA - CTR
401
995
1161
487
Rødekro
SHS
Aabenraa
HEMS
Nordborg
NORDBORG
BOVRUP
Haderslev
Vojens
Rødekro
Aabenraa
Løjt Kirkeby
Bredebro
Løgumkloster
Agerskov
Nordborg
Bramming
Ribe
Egebæk
Skærbæk
Rejsby
Brøns
Frifelt
Roager
Arnum
Tiset
Gram
Gram Slot
Brændstrup
Fole
Røddling
Sønder Hygum
Jernved
Vilslev
Lintrup
Gredstedbro
Vester Vedsted
Øster Vedsted
Toftlund
Skodborg
Vamdrup
Jels
Christiansfeld
Sommersted
Haderslev
Vojens
Over Jerstal
Rødekro
Aabenraa
Løjt Kirkeby
Bredebro
Løgumkloster
Agerskov
Nordborg
NORDBORG
BOVRUP
E008|50
E009|00
E009|10
E009|20
E009|30
E009|40
E009|50
N55 20
N55 10
N55 00

AD 3 HELIPORTS

AD 3.1 Heliports and Helidecks

1. Heliports

1.1 Separate public heliports are presently not established

2. Helicopter operations on Aerodromes

2.1 Helicopter operations may normally take place on public aerodromes.

3. Helidecks located on oil and gas installations in the North Sea

Station Location Indicator	CS	FREQ (MHZ)	HR	NDB/ID (KHZ)	PSN (WGS-84)	Operator	Remarks
DAN F EKDF	DAN F RADIO	123.450	HO	-	55 28 41.16N 005 06 19.98E	TotalEnergies EP Danmark A/S	Available only after prior arrangement with operator
GORM C EKGC	GORM C RADIO	123.450	HO	-	55 34 47.46N 004 45 32.09E	TotalEnergies EP Danmark A/S	Available only after prior arrangement with operator
HALFDAN A EKHA	HALFDAN A RADIO	123.450	HO	-	55 31 51.09N * 005 00 15.03E	TotalEnergies EP Danmark A/S	Available only after prior arrangement with operator
HALFDAN B EKHB	HALFDAN B RADIO	123.450	HO	-	55 32 19.01N 005 02 00.00E	TotalEnergies EP Danmark A/S	Available only after prior arrangement with operator
HARALD EKHD	HARALD RADIO	131.775	HO	336.00 HWB	56 20 38.83N 004 16 18.92E	TotalEnergies EP Danmark A/S	Available only after prior arrangement with operator
SIRI EKSI	SIRI RADIO	131.775	HO	391.00 SIR	56 28 57.77N 004 54 40.06E	INEOS E&P A/S	Available only after prior arrangement with operator
SKJOLD EKSC	SKJOLD RADIO	123.450	HO	434.00 JL	55 31 53.74N 004 54 24.08E	TotalEnergies EP Danmark A/S	Available only after prior arrangement with operator
SYD ARNE EKAR	SOUTH ARNE RADIO	131.775	HO	361.00 SRN	56 04 49.01N 004 13 49.44E	INEOS E&P A/S	Available only after prior arrangement with operator
TYRA E EKTE	TYRA E RADIO	123.450	HO	-	55 43 07.04N 004 47 35.68E	TotalEnergies EP Danmark A/S	Available only after prior arrangement with operator

4. Unattended helidecks located on oil and gas installations in the North Sea

Station Location Indicator	CS	FREQ (MHZ)	HR	NDB/ID (KHZ)	PSN (WGS-84)	Operator	Remarks
CECILIE EKCE	CECILIE RADIO	131.775	HO	-	56 24 07.61N 004 45 34.64E	INEOS E&P A/S	Available only after prior arrangement with operator
NINI EKNI	NINI RADIO	131.775	HO	-	56 38 26.90N 005 19 16.04E	INEOS E&P A/S	Available only after prior arrangement with operator
NINI EAST HELIDECK EKNE	NINI EAST RADIO	131.775	HO	-	56 40 29.39N 005 24 45.64E	INEOS E&P A/S	Available only after prior arrangement with operator
SYD ARNE NORD EKAN	OSSAN RADIO	131.775	HO	-	56 05 45N 004 13 09E	INEOS E&P A/S	Available only after prior arrangement with operator

5. Helidecks located in vicinity of off-shore Wind Farms

Station Location Indicator	CS	FREQ (MHZ)	HR	NDB/ID (KHZ)	PSN (WGS-84)	Operator	Remarks
ANHOLT VINDMØLLEPARK EKAV	ANHOLT RADIO	130.650	HO	-	56 35 26.96N 011 09 06.11E	Energinet	Available only after prior arrangement with operator
BUTENDIEK EKBU	-	-	HO	-	55 01 10.27N 007 47 59.17E	-	Available only after prior arrangement with operator
DANTYSK EKDT	-	-	HO	-	55 07 21.58N 007 14 01.43E	-	Available only after prior arrangement with operator
FINO3 EKFI	-	-	HO	-	55 11 42N 007 09 30E	-	Available only after prior arrangement with operator

Station Location Indicator	CS	FREQ (MHZ)	HR	NDB/ID (KHZ)	PSN (WGS-84)	Operator	Remarks
HORNS REV A EKHR	HORNS REV A RADIO	123.400	HO	-	55 30 32.22N 007 52 29.70E	Energinet	Available only after prior arrangement with operator
HORNS REV B EKHN	HORNS REV B RADIO	122.075	HO	-	55 36 00.60N 007 37 25.74E	Energinet	Available only after prior arrangement with operator
HORNS REV C EKHO	-	-	HO	-	55 41 42.10N 007 41 16.30E	Energinet	Available only after prior arrangement with operator
SANDBANK EKSF	-	-	HO	-	55 11 56.26N 006 51 17.17E	-	Available only after prior arrangement with operator
SYLWIN ALPHA EKSW	-	-	HO	-	55 03 44N 007 14 29E	-	Available only after prior arrangement with operator