DENMARK

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AIP
AIRAC AMDT 01/26

Publication Date
11 DEC 2025

Effective Date: 22 JAN 2026

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

This AIRAC AMDT contains the following changes:

GEN 0.5
- New Obstacle "Hallendrup" added.
- ELEV on BILLUND label changed.

GEN 3.1
- New AIRAC dates 2029 added.
- Change of name, email address and website of Klimadatastyrelsen.

ENR 5.4
- New Obstacle "Hallendrup" added.

AD 2 - EKYT
- REF temperature changed.
- Minor change to AAL VOR coordinates.

AD 2 - EKAH
- New Obstacle "Hallendrup" added.

AD 2 - EKBI
- ELEV and VAR changed. Geoid undulation at AD ELEV PSN added in subsection 2. Aerodrome Geographical and Administrative Data.
- Capability for removal of disabled aircraft and Remarks changed in subsection 6. Rescue and Firefighting Services.
- Direction, THR ELEV and Strip dimensions changed. RWY end coordinates, THR geoid undulation, Highest ELEV of TDZ of precision APCH RWY, RESA dimensions and Strip surface type added in subsection 12. Runway Physical Characteristics.
- Remarks about LED lighting added in subsection 15. Other Lighting, Secondary Power Supply.
- Call signs changed in subsection 18. Air Traffic Services Communication Facilities.
- Strip dimension changed on ADC.
- Editorial changes.

AD 2 - EKRN
- Magnetic variation changed.
- Clarification of the use of LED light in subsection 15 Other Lighting and Secondary Power Supply.
- Magnetic variation changed. Chart ILS RWY 11 withdrawn. New charts ILS RWY 11 - 1, ILS RWY 11 - 2 and alphanumeric WPT RN11F added. Minor changes to all IAC. See relevant chart for details.
- Editorial changes.

AD 2 - EKKA
- REF temperature changed.
- Magnetic variation changed.
- PAPI angle and configuration changed.
- Magnetic variation and directions changed on ADC, APDC and all IAC.
- OCA (H) Circling and MOCA changed on RNP RWY 27L - 1.

AD 2 - EKCH
- Changes to subsection 21. Noise Abatement Procedures, sub-subsection 2.2.3, where text has moved and new text added.
- Editorial changes.
- Corrections of discrepancies on IAC RNP RWY 04L - 2, RNP RWY 22R - 2, ILS or LOC RWY 12 - 1 and RNP RWY 12 - 1.

AD 2 - EKRK
- Text changed in sub-subsection 4. Use of auxiliary power unit (APU) under subsection 20. Local Aerodrome Regulations.

AD 2 - EKSP
- REF temperature changed.
- Magnetic variation changed.
- Operational Hours MET Briefing Office changed.
- Magnetic variation and directions changed on ADC and all IAC.
- OCA (H) Circling Cat D changed on ILS RWY 10L (ACFT CAT C / D).
- OCA (H) GP INOP and HLDG VO changed on ILS RWY 28R (ACFT CAT A / B.
- OCA (H) GP INOP and Circling Cat D changed on ILS RWY 28R (ACFT CAT C / D).

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

A2417/25, A2854/25, A2856/25, A2876/25, B3999/25, B5077/25, B5078/25, B5087/25 and C3561/25

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

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

NIL.

GEN 0.2 Record of AIP Amendments

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6.4 - 1	20 MAR 25
6.5 - 1	12 JUN 25

PART 3 - AERODROMES (AD)

AD 0

AD 1

AD 2

Aalborg

Aarhus

Billund

Bornholm/Rønne

Esbjerg

Karup / Midtjyllands Lufthavn

Kolding/Vamdrup

EKVD - 5 . . . . . 04 SEP 25
ADC . . . . . 30 OCT 25
RNP RWY 01 - 1 . . . . . 30 OCT 25
RNP RWY 01 - 2 . . . . . 30 OCT 25
NDB RWY 01 . . . . . 30 OCT 25
RNP RWY 19 - 1 . . . . . 30 OCT 25
RNP RWY 19 - 2 . . . . . 30 OCT 25
NDB RWY 19 . . . . . 30 OCT 25
Noise Abatement Procedures . . . . . 04 SEP 25

København/Kastrup

EKCH - 1 . . . . . 27 NOV 25
EKCH - 2 . . . . . 22 JAN 26
EKCH - 3 . . . . . 27 NOV 25
EKCH - 4 . . . . . 27 NOV 25
EKCH - 5 . . . . . 27 NOV 25
EKCH - 6 . . . . . 27 NOV 25
EKCH - 7 . . . . . 27 NOV 25
EKCH - 8 . . . . . 27 NOV 25
EKCH - 9 . . . . . 27 NOV 25
EKCH - 10 . . . . . 27 NOV 25
EKCH - 11 . . . . . 27 NOV 25
EKCH - 12 . . . . . 27 NOV 25
EKCH - 13 . . . . . 27 NOV 25
EKCH - 14 . . . . . 22 JAN 26
EKCH - 15 . . . . . 22 JAN 26
EKCH - 16 . . . . . 27 NOV 25
EKCH - 17 . . . . . 27 NOV 25
EKCH - 18 . . . . . 27 NOV 25
EKCH - 19 . . . . . 27 NOV 25
EKCH - 20 . . . . . 22 JAN 26
ADC . . . . . 27 NOV 25
APDC . . . . . 27 NOV 25
APDC SOUTH . . . . . 10 JUL 25
Area Of Responsibility . . . . . 08 AUG 24
GMC 1 . . . . . 10 JUL 25
GMC 2 . . . . . 04 SEP 25
GMC 3 . . . . . 10 JUL 25
GMC 4 . . . . . 10 JUL 25
GMC 5 . . . . . 10 JUL 25
GMC 6 . . . . . 10 JUL 25
GMC 7 . . . . . 10 JUL 25
GMC 8 . . . . . 10 JUL 25
AOC-A RWY 04L . . . . . 07 AUG 25
AOC-A RWY 04R . . . . . 07 AUG 25
AOC-A RWY 22L . . . . . 07 AUG 25
AOC-A RWY 22R . . . . . 07 AUG 25
AOC-A RWY 12 . . . . . 07 AUG 25
AOC-A RWY 30 . . . . . 07 AUG 25
PATC 04L . . . . . 2 NOV 2000
PATC 22L . . . . . 2 NOV 2000
RNAV SID RWY 04L - 1 . . . . . 28 NOV 24
RNAV SID RWY 04L - 2 . . . . . 28 NOV 24
RNAV SID RWY 04L - 3 . . . . . 28 NOV 24
RNAV SID RWY 04L - 4 . . . . . 28 NOV 24
RNAV SID RWY 04L - 5 . . . . . 28 NOV 24
RNAV SID RWY 04R - 1 . . . . . 28 NOV 24
RNAV SID RWY 04R - 2 . . . . . 28 NOV 24
RNAV SID RWY 04R - 3 . . . . . 28 NOV 24
RNAV SID RWY 04R - 4 . . . . . 28 NOV 24
RNAV SID RWY 04R - 5 . . . . . 28 NOV 24
RNAV SID RWY 22L - 1 . . . . . 28 NOV 24
RNAV SID RWY 22L - 2 . . . . . 28 NOV 24
RNAV SID RWY 22L - 3 . . . . . 28 NOV 24
RNAV SID RWY 22L - 4 . . . . . 28 NOV 24
RNAV SID RWY 22L - 5 . . . . . 28 NOV 24
RNAV SID RWY 22R - 1 . . . . . 28 NOV 24
RNAV SID RWY 22R - 2 . . . . . 28 NOV 24
RNAV SID RWY 22R - 3 . . . . . 28 NOV 24
RNAV SID RWY 22R - 4 . . . . . 28 NOV 24
RNAV SID RWY 22R - 5 . . . . . 28 NOV 24
RNAV SID RWY 12 - 1 . . . . . 28 NOV 24
RNAV SID RWY 12 - 2 . . . . . 28 NOV 24
RNAV SID RWY 12 - 3 . . . . . 28 NOV 24
RNAV SID RWY 12 - 4 . . . . . 28 NOV 24
RNAV SID RWY 12 - 5 . . . . . 28 NOV 24
RNAV SID RWY 30 - 1 . . . . . 28 NOV 24
RNAV SID RWY 30 - 2 . . . . . 28 NOV 24
RNAV SID RWY 30 - 3 . . . . . 28 NOV 24
RNAV SID RWY 30 - 4 . . . . . 28 NOV 24
RNAV SID RWY 30 - 5 . . . . . 23 JAN 25
RNAV STAR RWY 04 L / R - 1 . . . . . 27 NOV 25
RNAV STAR RWY 04 L / R - 2 . . . . . 27 NOV 25
RNAV STAR RWY 04 L / R - 3 . . . . . 27 NOV 25
RNAV STAR RWY 22 L / R - 1 . . . . . 27 NOV 25
RNAV STAR RWY 22 L / R - 2 . . . . . 27 NOV 25
RNAV STAR RWY 22 L / R - 3 . . . . . 27 NOV 25
RNAV STAR RWY 12 - 1 . . . . . 28 NOV 24
RNAV STAR RWY 12 - 2 . . . . . 27 NOV 25
RNAV STAR RWY 12 - 3 . . . . . 28 NOV 24
RNAV STAR RWY 30 - 1 . . . . . 28 NOV 24
RNAV STAR RWY 30 - 2 . . . . . 27 NOV 25
RNAV STAR RWY 30 - 3 . . . . . 28 NOV 24
ILS or LOC RWY 04L - 1 (CAT I+II) . . . . . 27 NOV 25
ILS or LOC RWY 04L - 2 (CAT I+II) . . . . . 27 NOV 25
RNP RWY 04L - 1 . . . . . 27 NOV 25
RNP RWY 04L - 2 . . . . . 22 JAN 26
RNP RWY 04L - 3 . . . . . 27 NOV 25
ILS or LOC RWY 04R - 1 . . . . . 27 NOV 25
ILS or LOC RWY 04R - 2 . . . . . 27 NOV 25
RNP RWY 04R - 1 . . . . . 27 NOV 25
RNP RWY 04R - 2 . . . . . 27 NOV 25
RNP RWY 04R - 3 . . . . . 27 NOV 25
ILS or LOC RWY 22L - 1 (CAT I+II+III) . . . . . 27 NOV 25
ILS or LOC RWY 22L - 2 (CAT I+II+III) . . . . . 27 NOV 25
RNP RWY 22L - 1 . . . . . 27 NOV 25
RNP RWY 22L - 2 . . . . . 27 NOV 25
RNP RWY 22L - 3 . . . . . 27 NOV 25
ILS or LOC RWY 22R - 1 . . . . . 27 NOV 25
ILS or LOC RWY 22R - 2 . . . . . 27 NOV 25
RNP RWY 22R - 1 . . . . . 27 NOV 25
RNP RWY 22R - 2 . . . . . 22 JAN 26
RNP RWY 22R - 3 . . . . . 27 NOV 25
ILS or LOC RWY 12 - 1 . . . . . 22 JAN 26
ILS or LOC RWY 12 - 2 . . . . . 27 NOV 25
RNP RWY 12 - 1 . . . . . 22 JAN 26
RNP RWY 12 - 2 . . . . . 27 NOV 25
RNP RWY 12 - 3 . . . . . 27 NOV 25
ILS or LOC RWY 30 - 1 . . . . . 27 NOV 25
ILS or LOC RWY 30 - 2 . . . . . 27 NOV 25
RNP RWY 30 - 1 . . . . . 27 NOV 25
RNP RWY 30 - 2 . . . . . 27 NOV 25
RNP RWY 30 - 3 . . . . . 27 NOV 25
NOISE MONITORING SYSTEM . . . . . 30 OCT 25

København/Roskilde

EKRK - 1 . . . . . 04 SEP 25
EKRK - 2 . . . . . 27 NOV 25
EKRK - 3 . . . . . 30 OCT 25
EKRK - 4 . . . . . 22 JAN 26
EKRK - 5 . . . . . 22 JAN 26
EKRK - 6 . . . . . 22 JAN 26
EKRK - 7 . . . . . 22 JAN 26
ADC . . . . . 27 NOV 25
APDC . . . . . 30 OCT 25
HELC . . . . . 04 SEP 25
GMC - 1 . . . . . 04 SEP 25
GMC - 2 . . . . . 04 SEP 25
GMC - 3 . . . . . 04 SEP 25
GMC - 4 . . . . . 04 SEP 25
AOC-A RWY 03 . . . . . 30 OCT 25
AOC-A RWY 11 . . . . . 23 JAN 25
AOC-A RWY 21 . . . . . 23 JAN 25
AOC-A RWY 29 . . . . . 30 OCT 25
IFR DEP - 1 . . . . . 28 NOV 24
IFR DEP - 2 . . . . . 28 NOV 24
IFR DEP - 3 . . . . . 28 NOV 24
IFR DEP - 4 . . . . . 28 NOV 24
RNAV (GNSS) RWY 03 - 1 . . . . . 30 NOV 23
RNAV (GNSS) RWY 03 - 2 . . . . . 29 MAR 18
ILS RWY 11 (ACFT CAT A+B) . . . . . 30 NOV 23
ILS RWY 11 (ACFT CAT C+D) . . . . . 30 NOV 23
RNAV (GNSS) RWY 11 - 1 (ACFT CAT A+B) . . . . . 30 NOV 23
RNAV (GNSS) RWY 11 - 2 (ACFT CAT A+B) . . . . . 01 MAR 18
RNAV (GNSS) RWY 11 - 1 (ACFT CAT C+D) . . . . . 30 NOV 23
RNAV (GNSS) RWY 11 - 2 (ACFT CAT C+D) . . . . . 01 MAR 18
NDB RWY 11 (ACFT CAT A+B) . . . . . 30 NOV 23
NDB RWY 11 (ACFT CAT C+D) . . . . . 30 NOV 23
ILS RWY 21 . . . . . 23 JAN 25
RNAV (GNSS) RWY 29 - 1 . . . . . 30 NOV 23
RNAV (GNSS) RWY 29 - 2 . . . . . 01 MAR 18
Noise Abatement Procedures . . . . . 04 SEP 25

Odense / Hans Christian Andersen Airport

EKOD - 1 . . . . . 02 OCT 25
EKOD - 2 . . . . . 02 OCT 25
EKOD - 3 . . . . . 02 OCT 25
EKOD - 4 . . . . . 30 OCT 25
EKOD - 5 . . . . . 02 OCT 25
ADC . . . . . 20 MAR 25
APDC . . . . . 13 JUN 24
AOC-A 06 . . . . . 10 SEP 20
AOC-A 24 . . . . . 10 SEP 20
RNP RWY 06 - 1 . . . . . 13 JUN 24
RNP RWY 06 - 2 . . . . . 23 MAR 23
ILS or LOC RWY 24 - 1 (CAT I) . . . . . 07 AUG 25
ILS or LOC RWY 24 - 2 (CAT I) . . . . . 22 FEB 24
RNP RWY 24 - 1 . . . . . 13 JUN 24
RNP RWY 24 - 2 . . . . . 23 MAR 23

Stauning

EKVJ - 1 . . . . . 30 OCT 25

Sønderborg

Vojens/Skrydstrup

AD 3

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

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 (Self briefing available at ARO).
København/Roskilde	Access to EAD with AIP informations from all countries fully migrated with EAD. NOTAM worldwide can be retrieved from EAD. Other: Self-service via Internet. Jeppesen Route Manual: Western- and eastern Europe (Electronic publication)
Odense / Hans Christian Andersen Airport	Denmark, Germany*, Sweden* Other: KDA Airfield Manual, Denmark
Stauning	Denmark Other: Bottlang Airfield Manual: Austria, Belgium, Denmark, Finland, France, Germany, Ireland, Netherlands, Norway, Sweden, Switzerland, United Kingdom
Sønderborg	Denmark Other: Bottlang Airfield Manual: Denmark, Finland, Germany, Norway, Sweden.
Vojens/Skrydstrup	Denmark

6. Basic Topographic and Terrain data

Digital topographic and terrain basic data may be obtained from:

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

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
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	
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	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
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	
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	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
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

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 21.2°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.						

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.

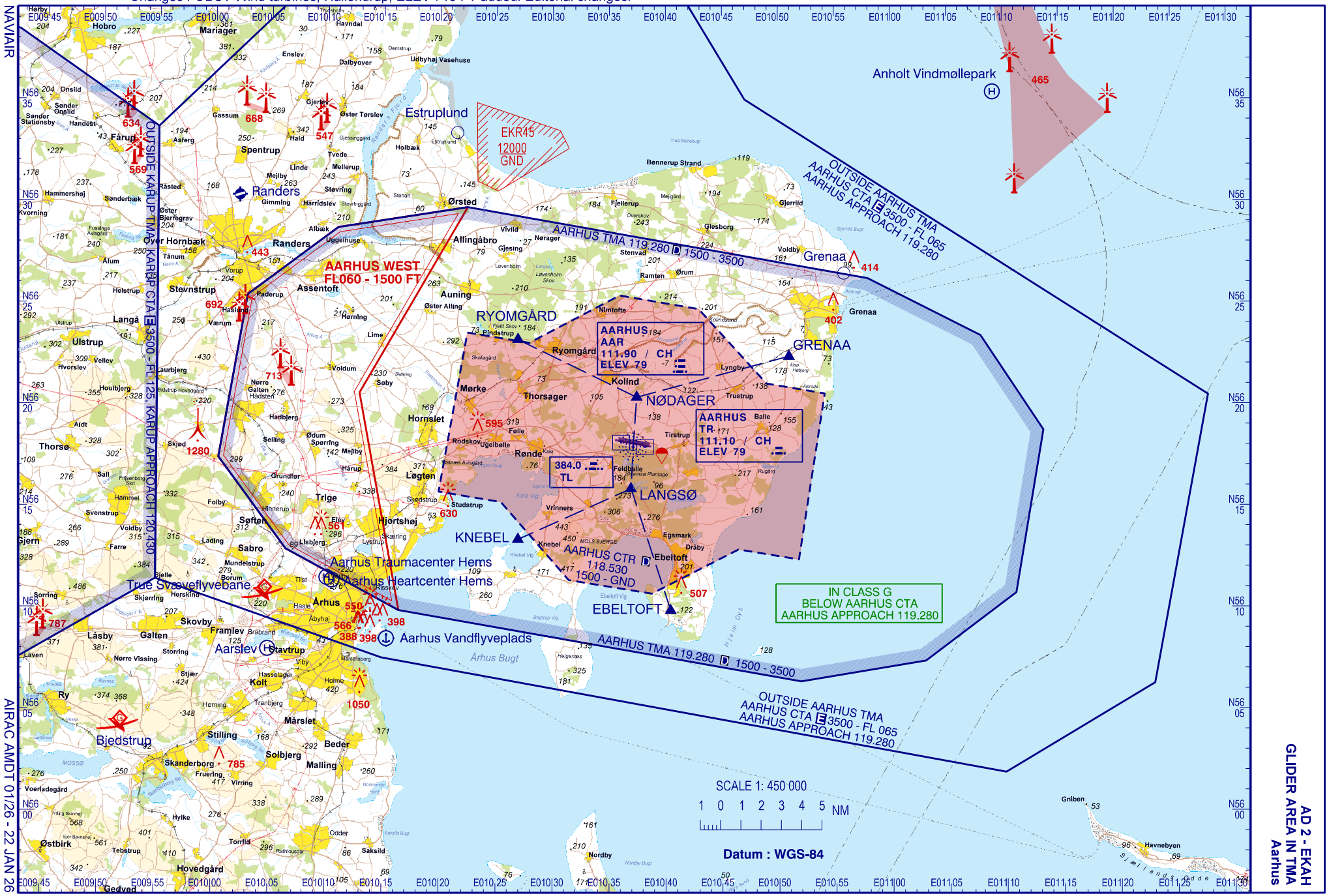
c. Information given during final approach:

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.

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: 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:	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 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.

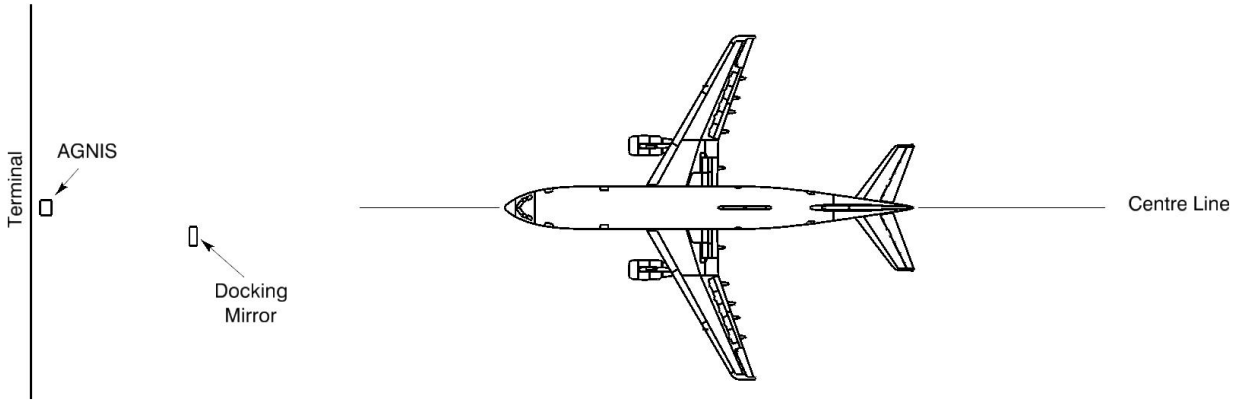
8. Safety Reporting

Billund Aerodrome operates a Safety Reporting System which is open to all operators and organisations providing services at the Airport.

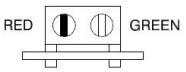
External reporting can be submitted via: https://bll.asqs.net/modules/sms/main/sms_enter_report_anonymous.php?t=Reporting_Billund_Airport

Login using password: EKBI#IQSMS_2025

AGNIS / Docking Mirror

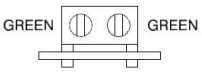


AGNIS gives azimuth guidance.



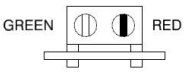
Aircraft diverged to the left of centre line

Adjust right - towards green



Aircraft on centre line

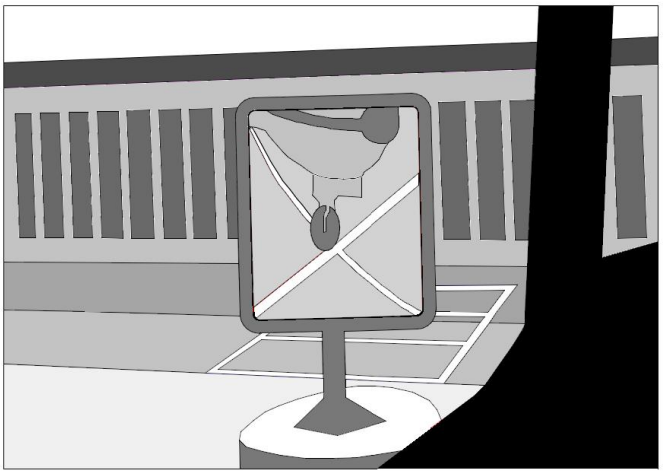
No adjustment required



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.

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. Higher code letter aircraft operations

2.1 The RWY is classified as 4E/PA-3B. Procedures have been implemented to handle higher code letter aircraft operations. For operations with higher code letter aircraft 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:

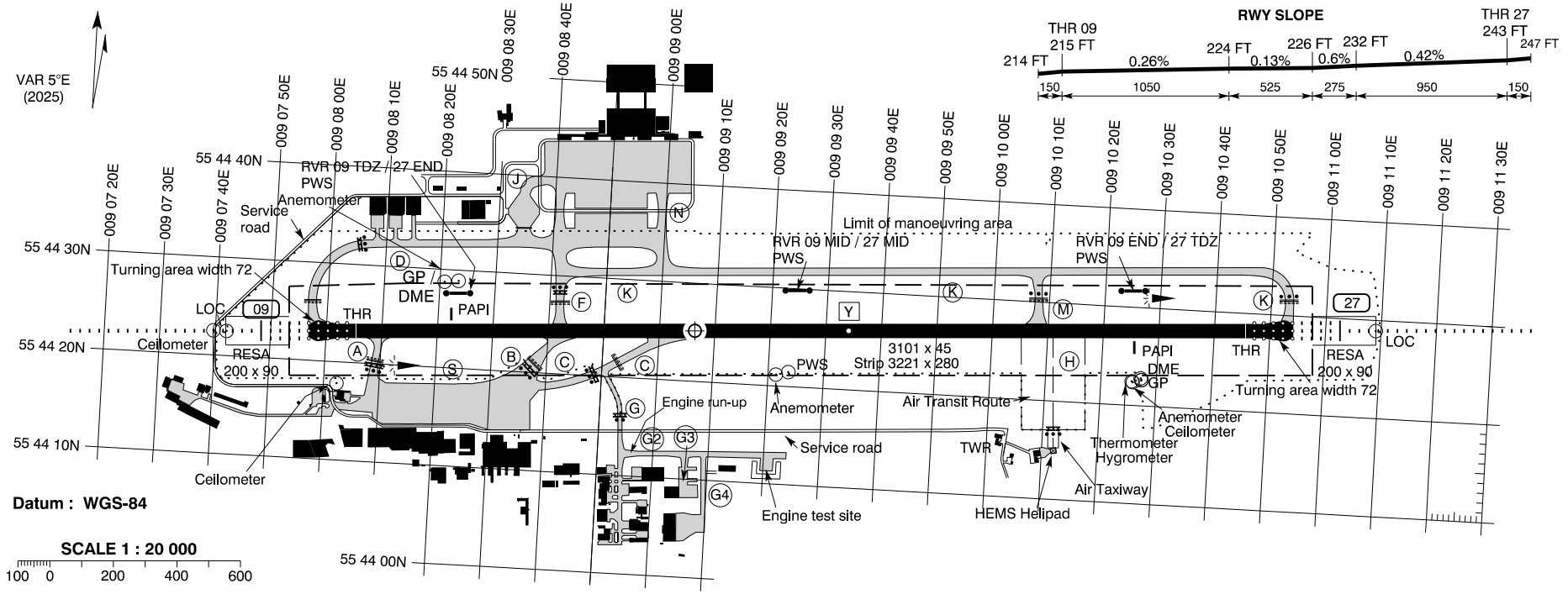
a. An alternative taxi route where the stop bars are functioning will be used primarily.

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.

Changes : VAR changed. AD ELEV, THR ELEV RWY 27 changed. Strip dimension changed.

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

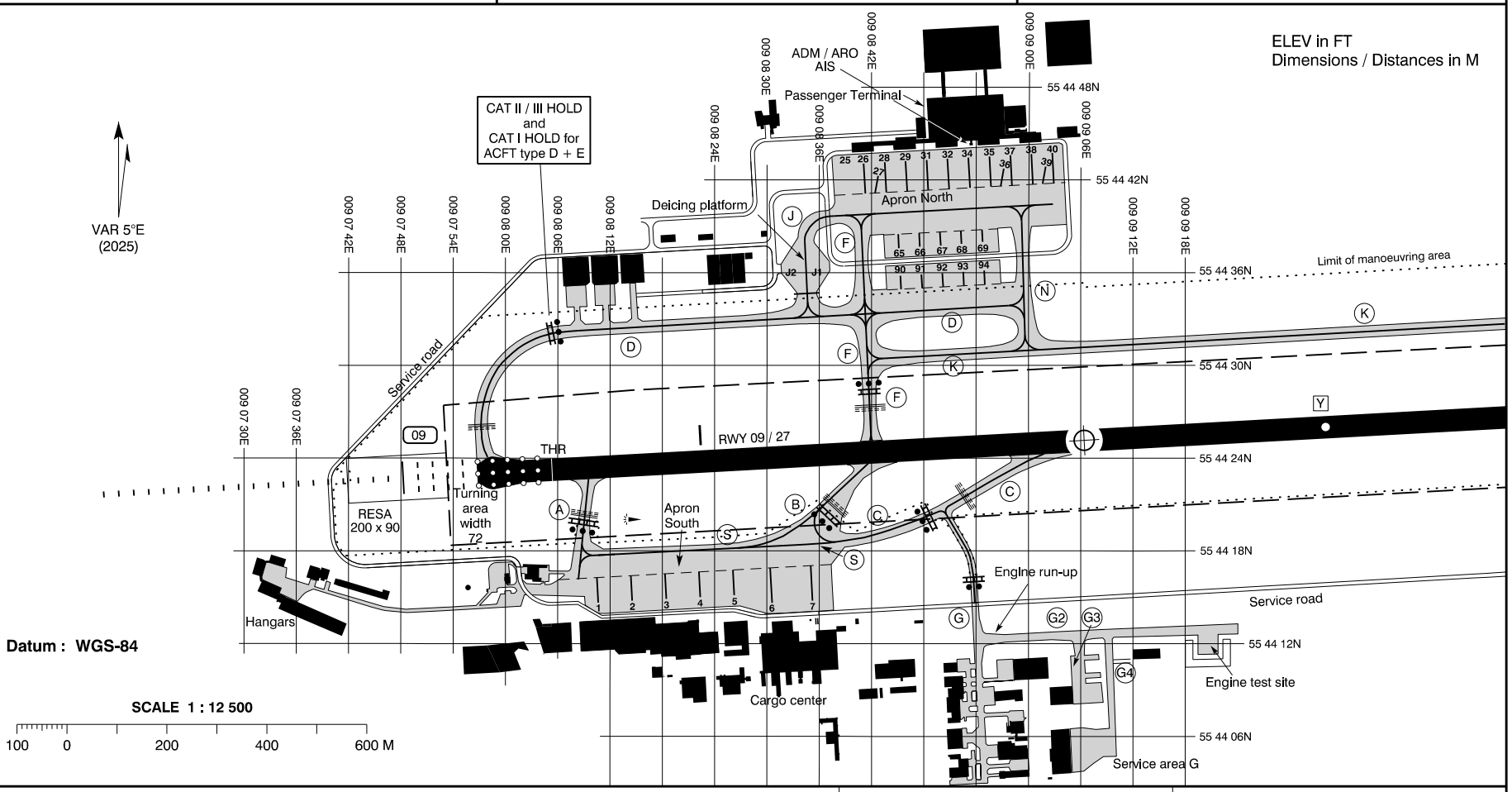
Day marking :
Centre line, holding positions at all TWY/RWY intersections marked.
Side stripes where deemed necessary.

Lighting :
Centre line, Stop bars and RGL :
TWY A, B, C, D, F, H, J, K, M, N and S

Changes : VAR changed.

AIRCRAFT PARKING / DOCKING CHART - ICAO

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)



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

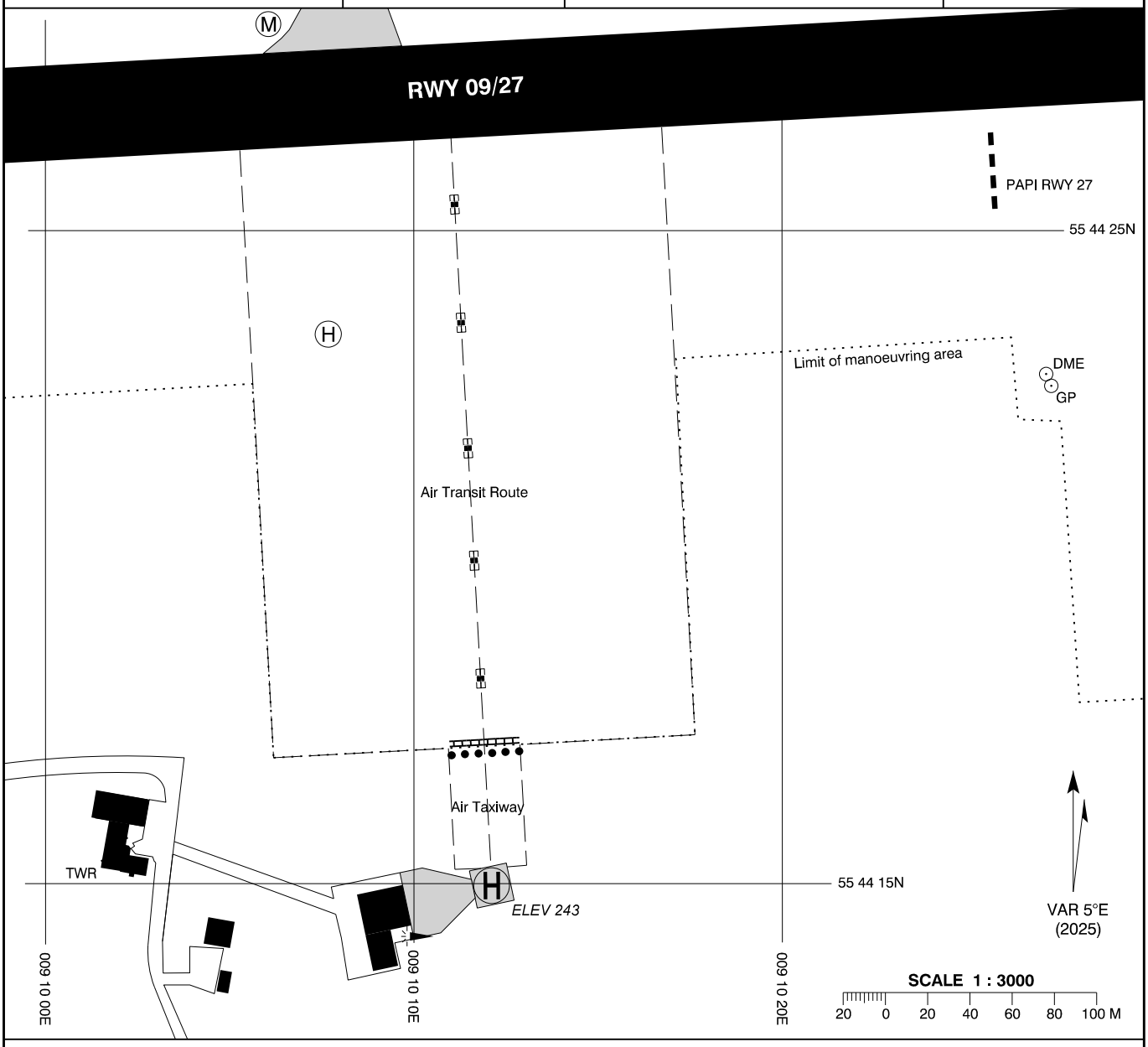
TAXIWAYS G and G2

Secondary TWY G and G2 :

Width / Pavement :
12 M / Asphalt

Lighting :
Blue edge LIL on TWY G

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 : VAR and bearings changed. AD ELEV changed.

Changes : VAR changed.

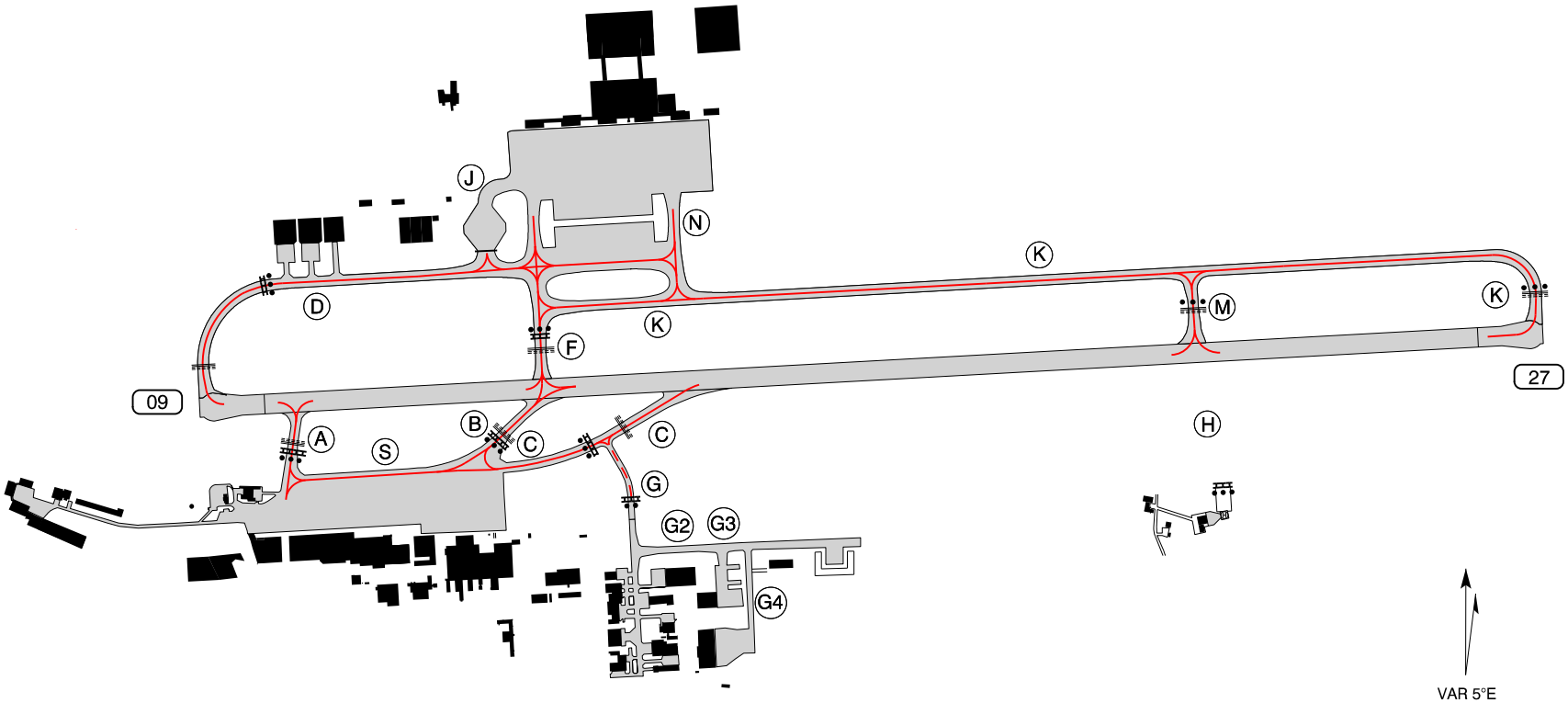
PERMITTED TAXI ROUTES FOR CODE C AIRCRAFT

The taxi routes shown ensure sufficient width of taxiways for the above mentioned aircraft according to EASA Certification Specifications

SIgnature :

Taxi routes

Taxi route which require Marshaller guidance

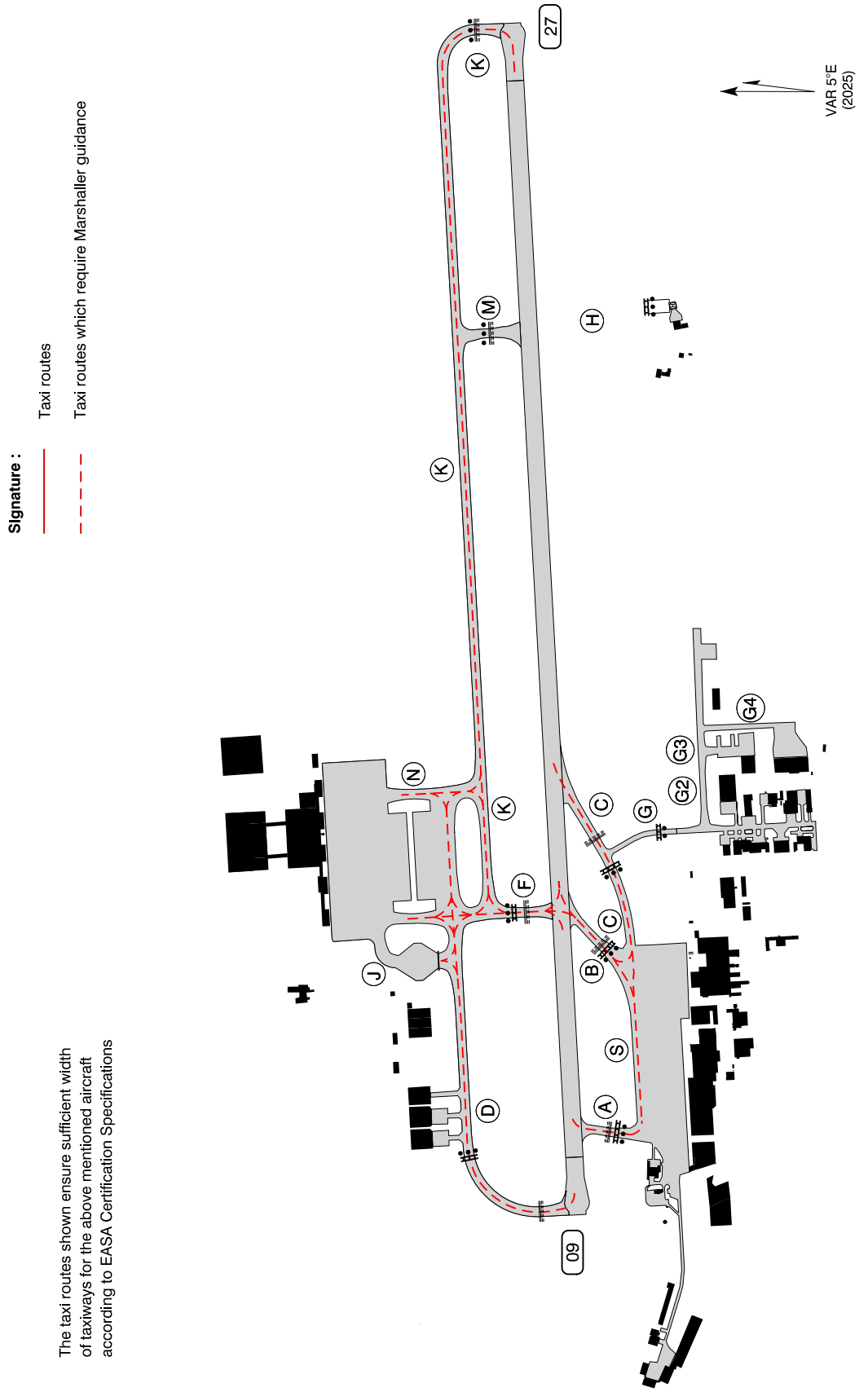


PERMITTED TAXI ROUTES FOR CODE D AND E AIRCRAFT

The taxi routes shown ensure sufficient width of taxiways for the above mentioned aircraft according to EASA Certification Specifications

Changes : VAR changed.

PERMITTED TAXI ROUTES FOR CODE F AIRCRAFT



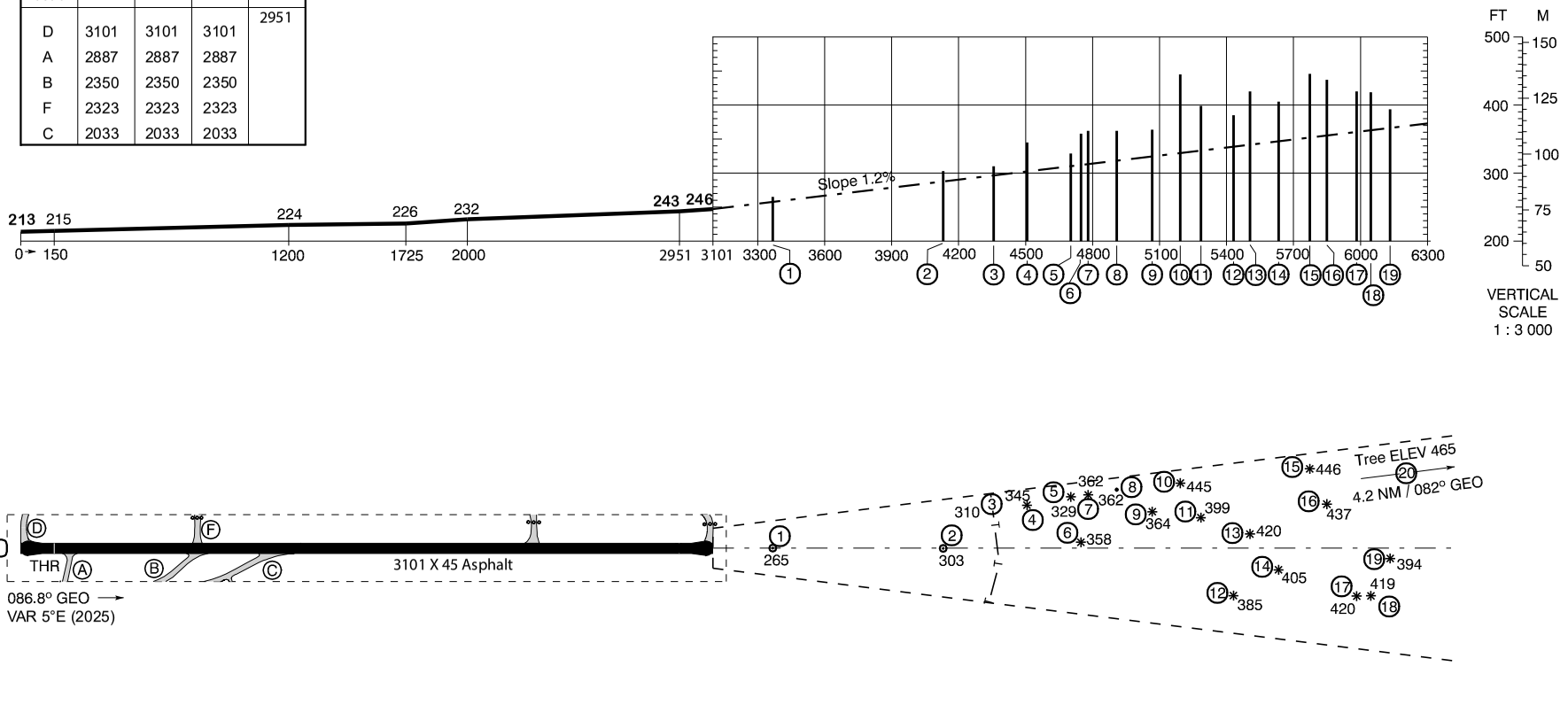
The taxi routes shown ensure sufficient width of taxiways for the above mentioned aircraft according to EASA Certification Specifications

Changes : VAR changed.

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	•

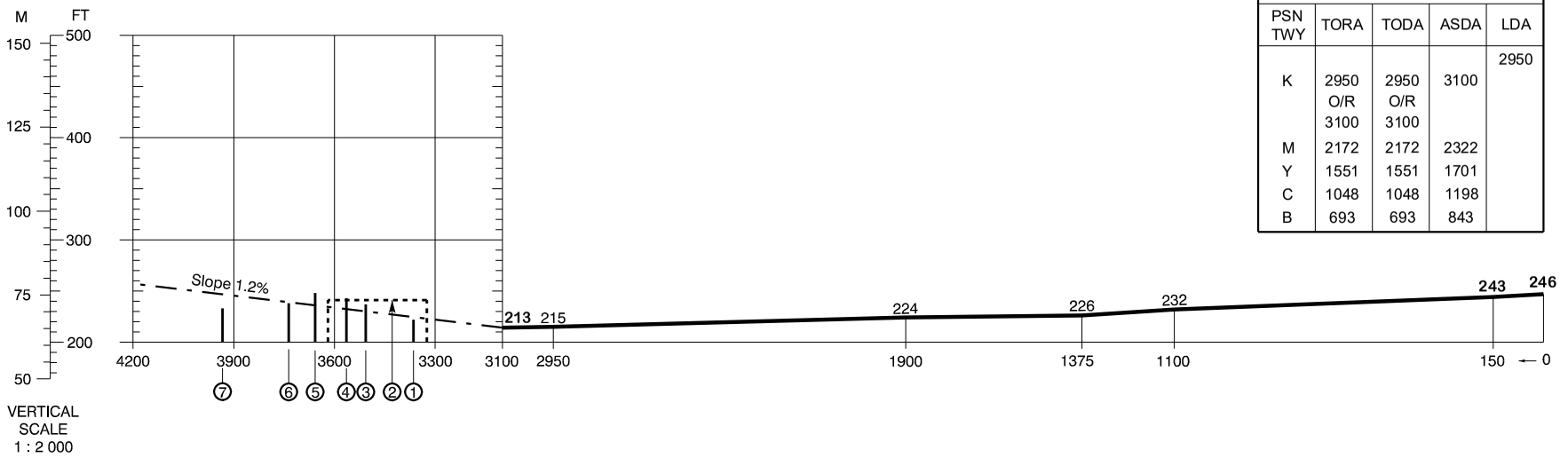
ELEV in FT
Distances in M

AD 2 - EKBI
AOC-A 09
Billund

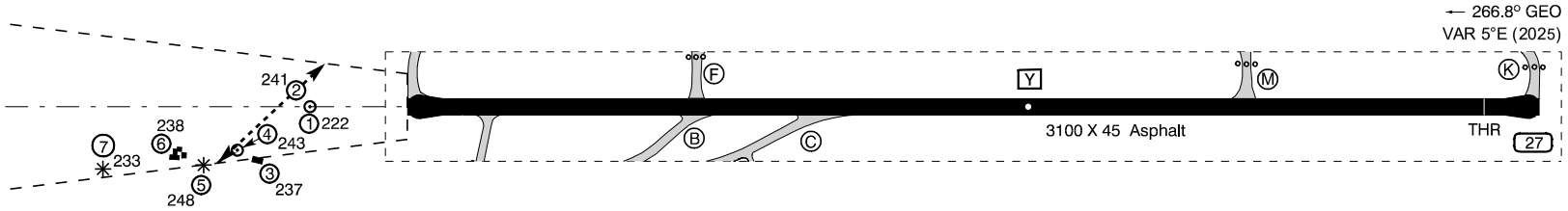
Changes : VAR and RWY ELEV changed.

AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

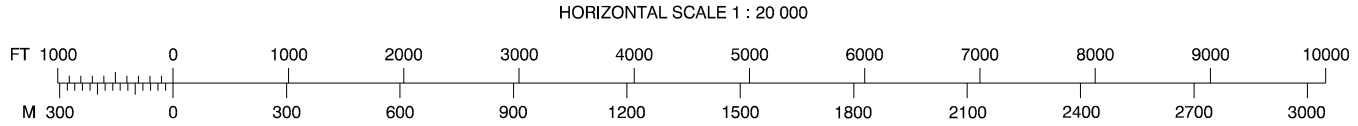
ELEV in FT
Distances in M



RWY 27 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
				2950
K	2950 O/R 3100	2950 O/R 3100	3100	
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	•



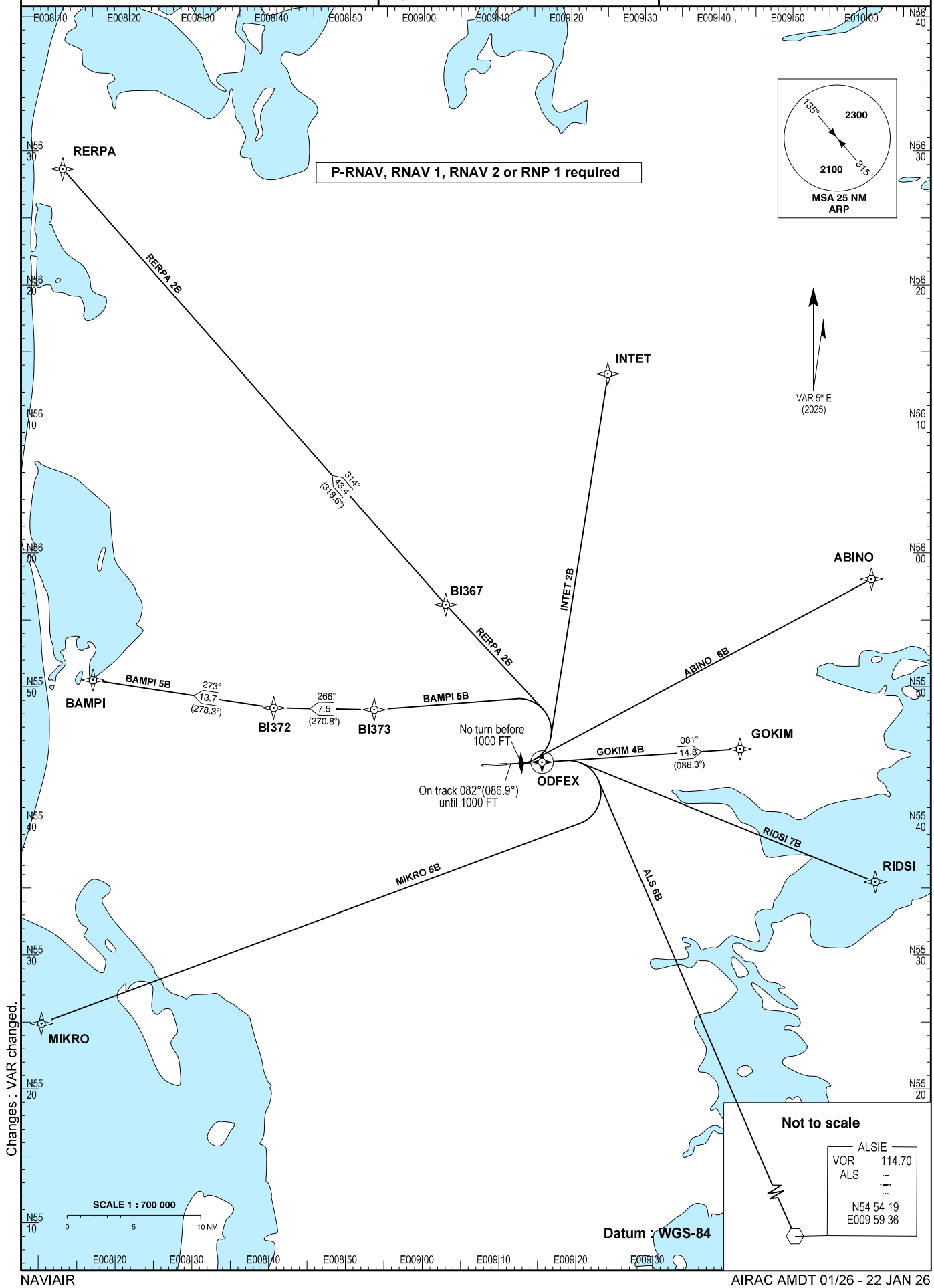
AD 2 - EKBI
AOC-A 27
Billund

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	-	-	-

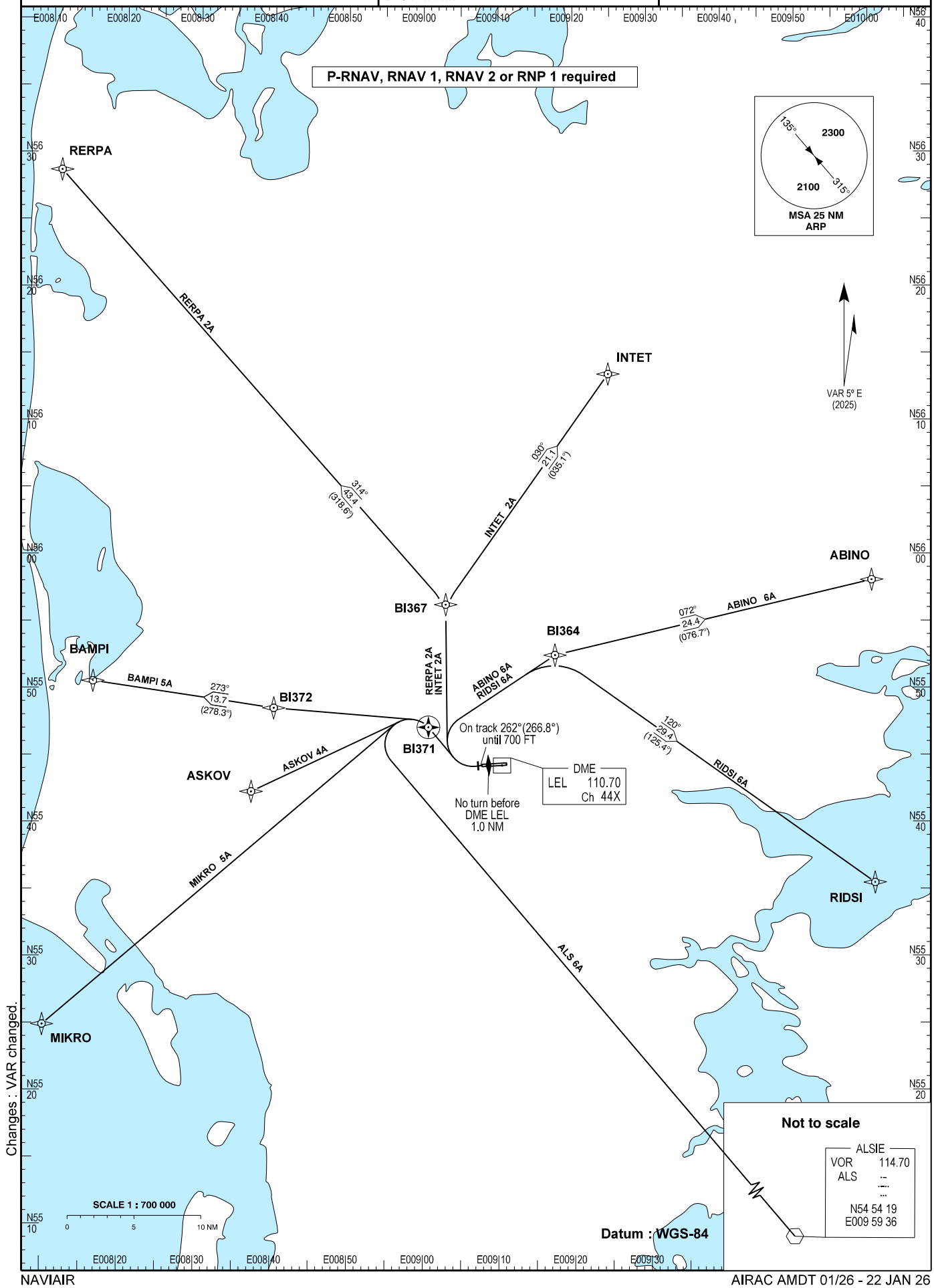
Changes: VAR changed.

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.

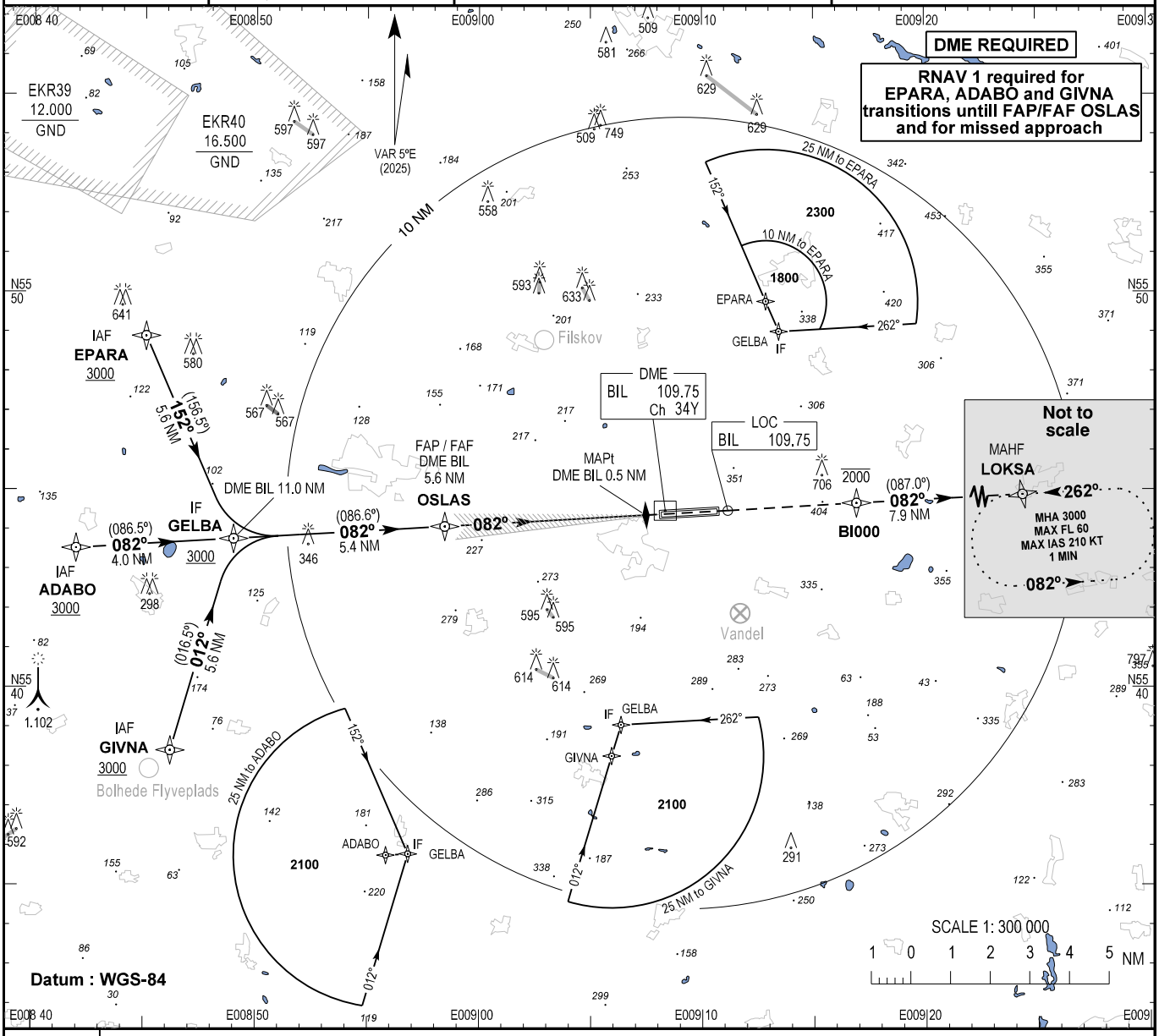
INSTRUMENT APPROACH CHART - ICAO

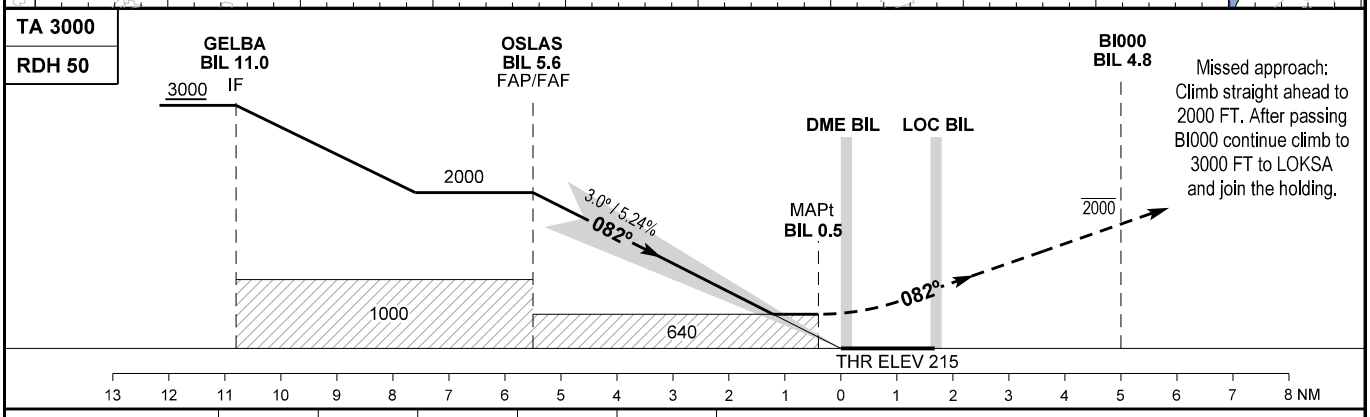
AD ELEV : 246

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.

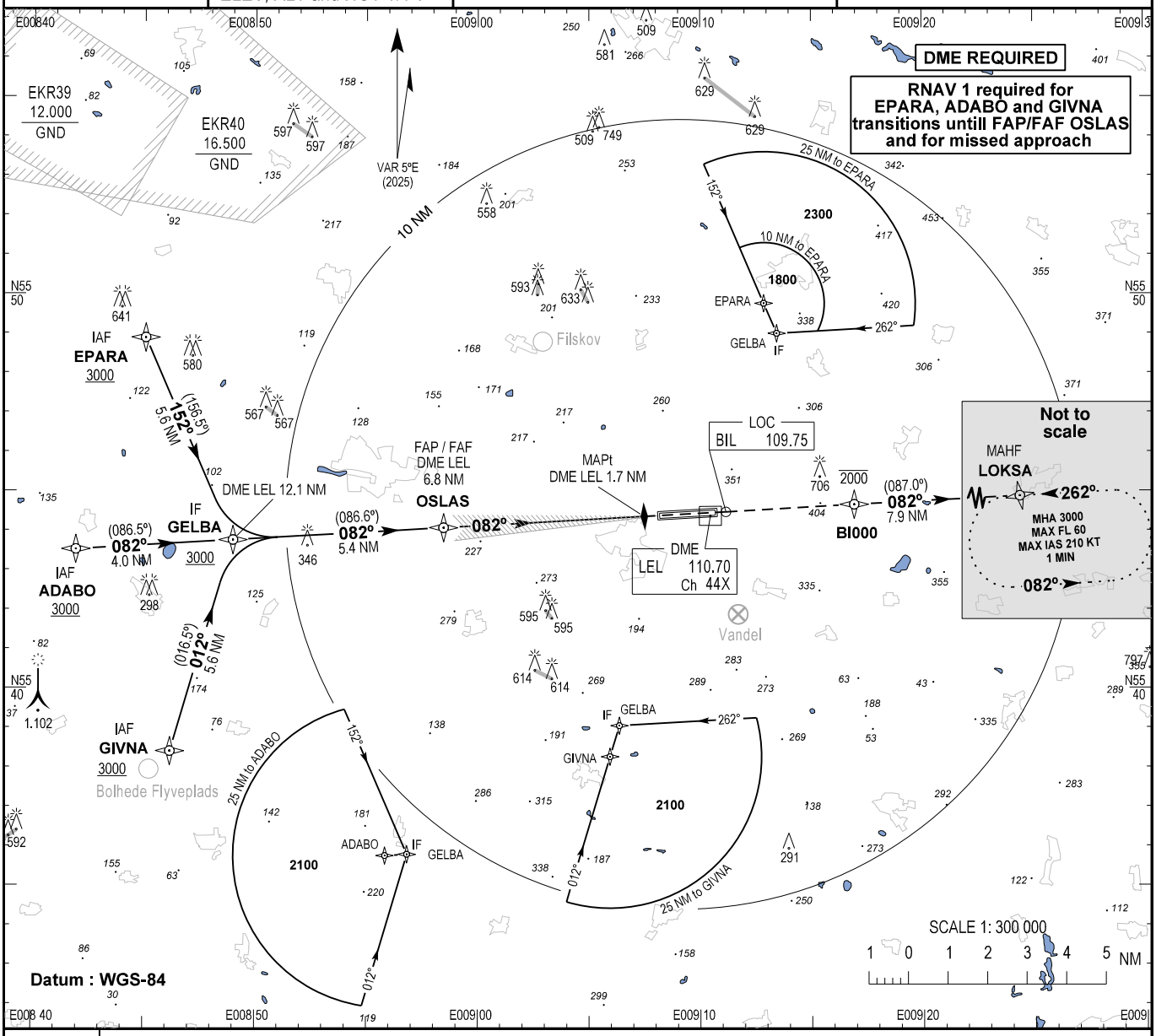
INSTRUMENT APPROACH CHART - ICAO

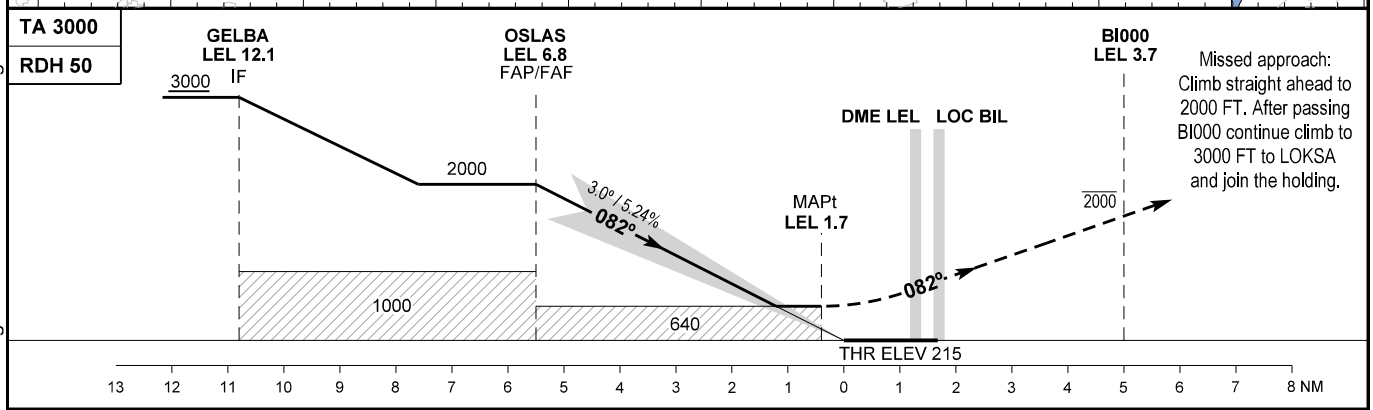
AD ELEV : 246

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

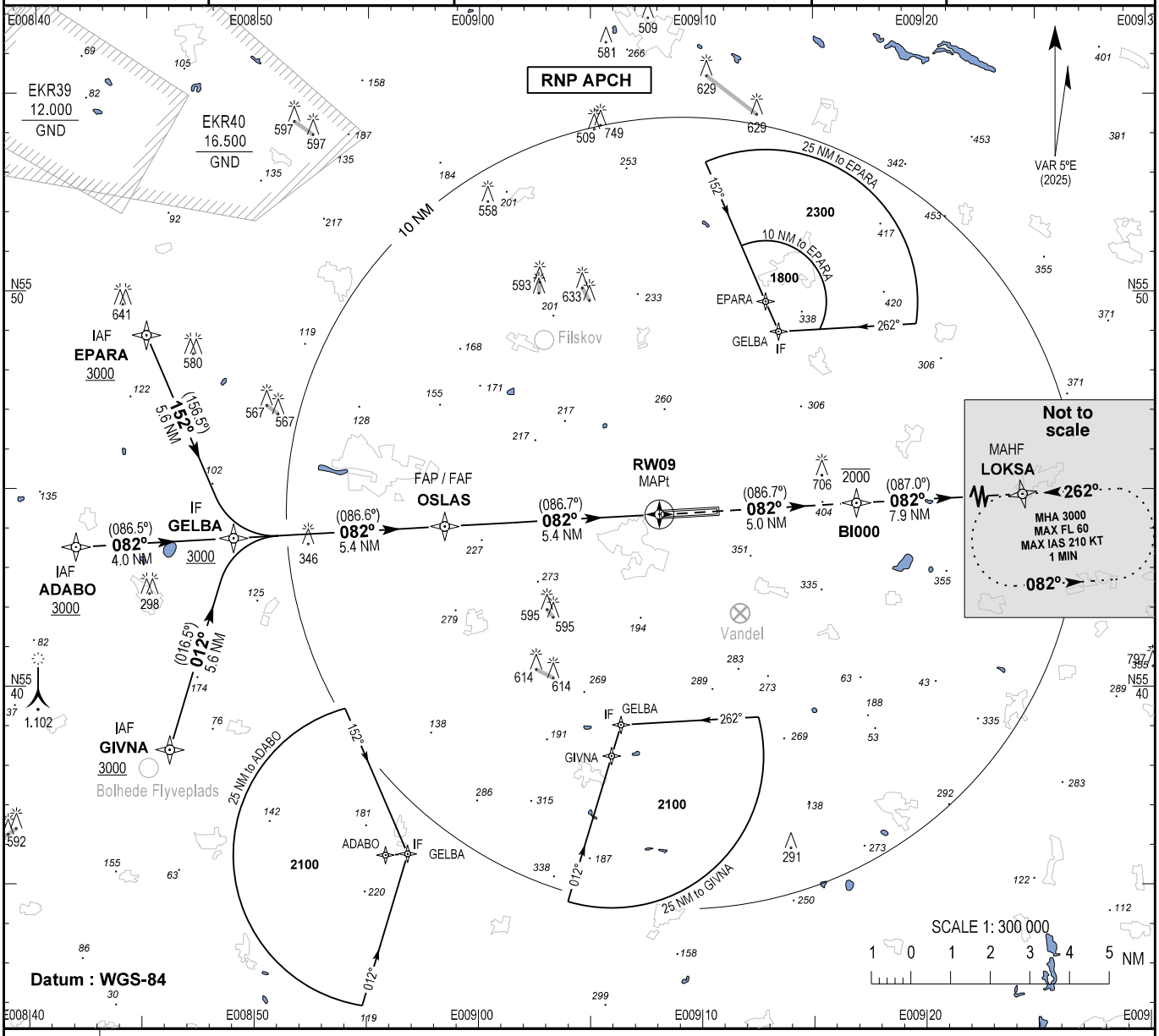
AD ELEV : 246

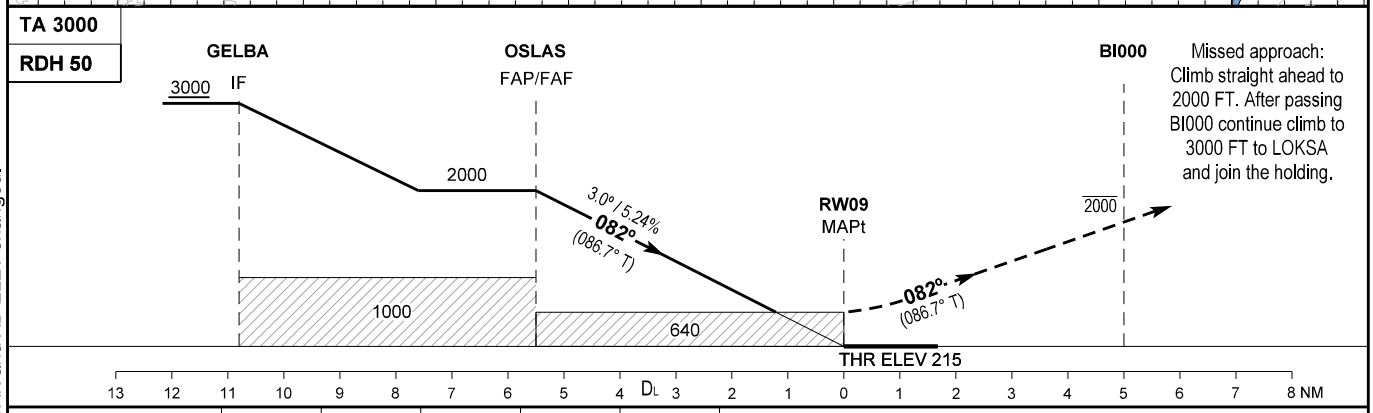
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

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.

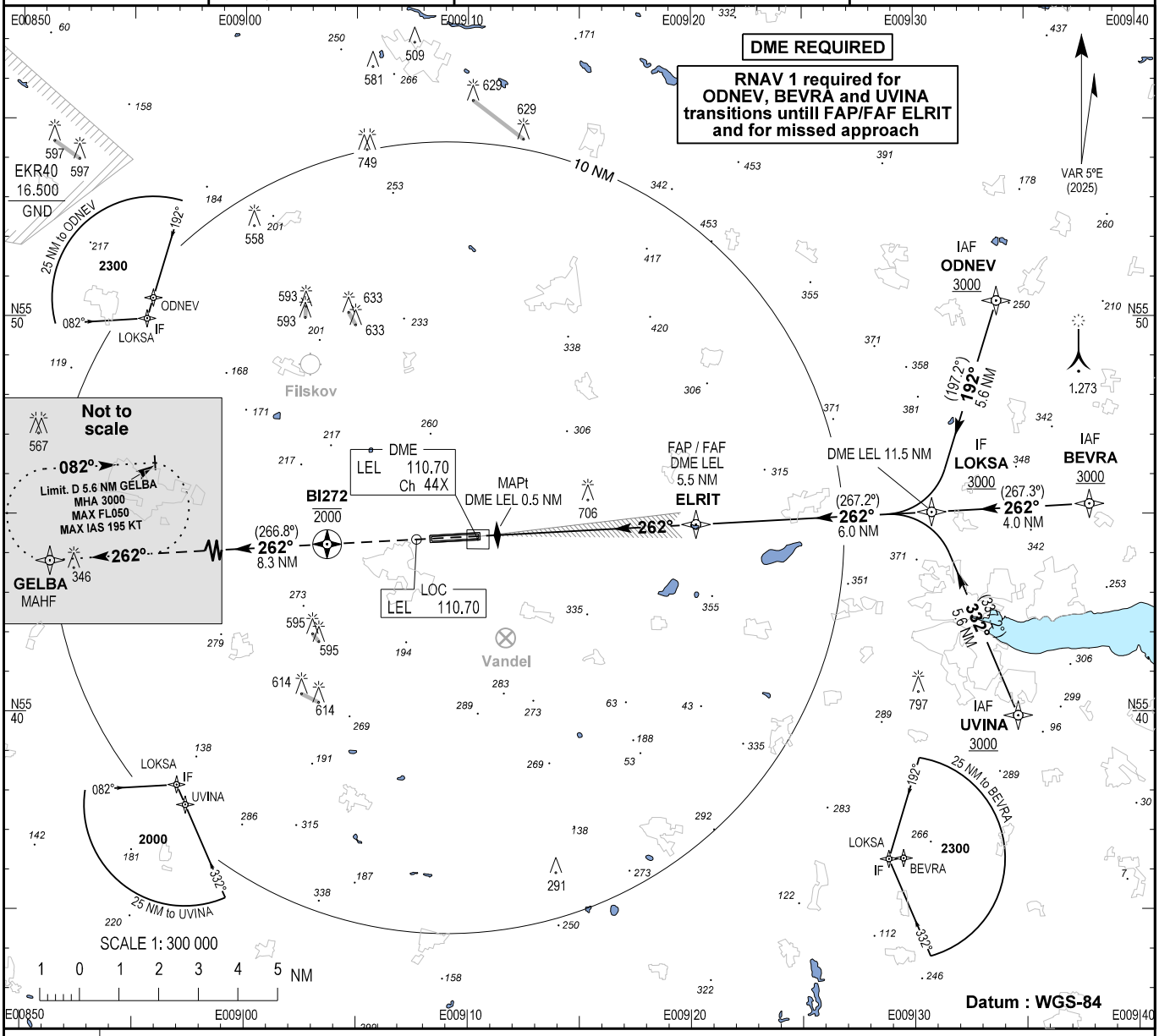
INSTRUMENT APPROACH CHART - ICAO

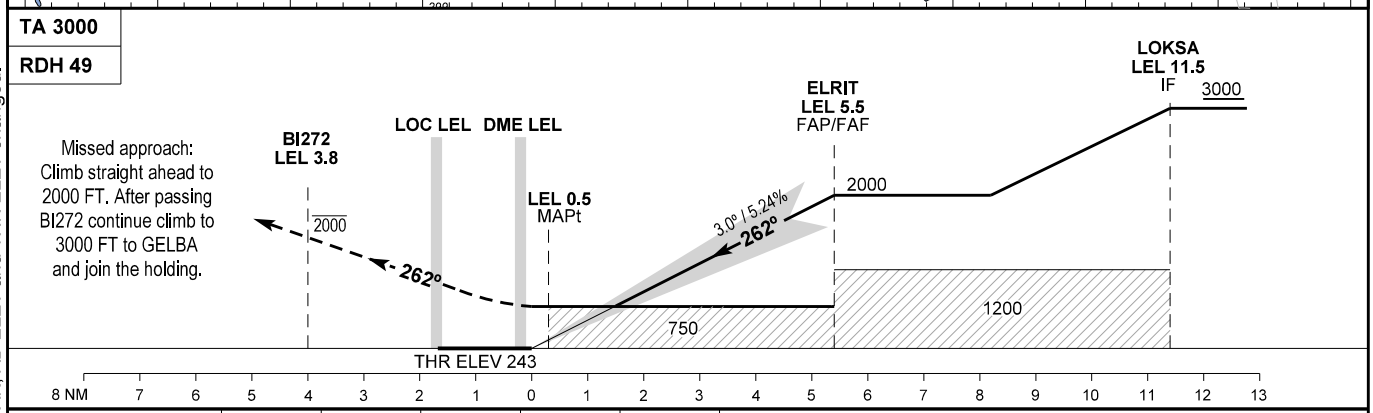
AD ELEV : 246

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.

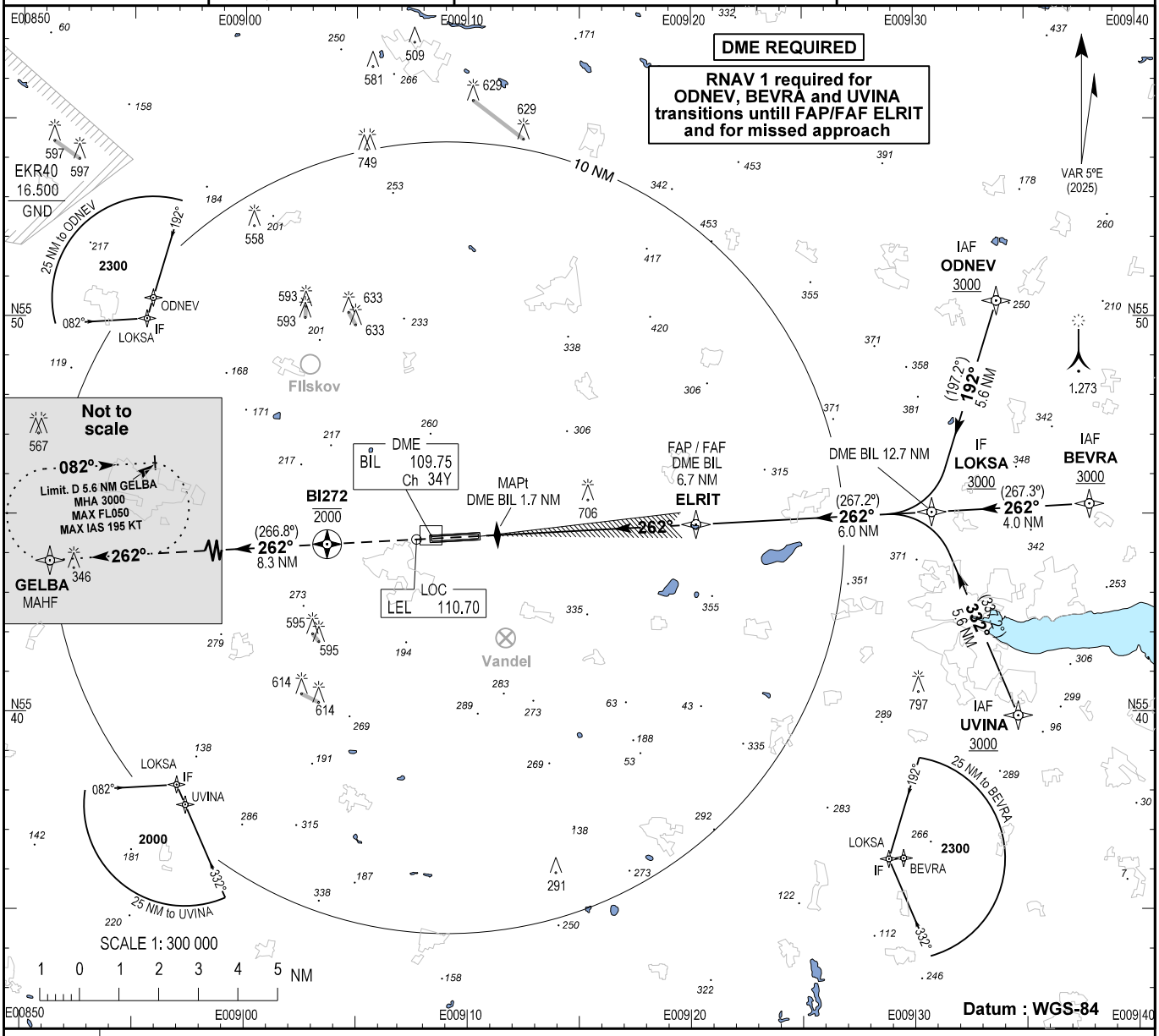
INSTRUMENT APPROACH CHART - ICAO

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)

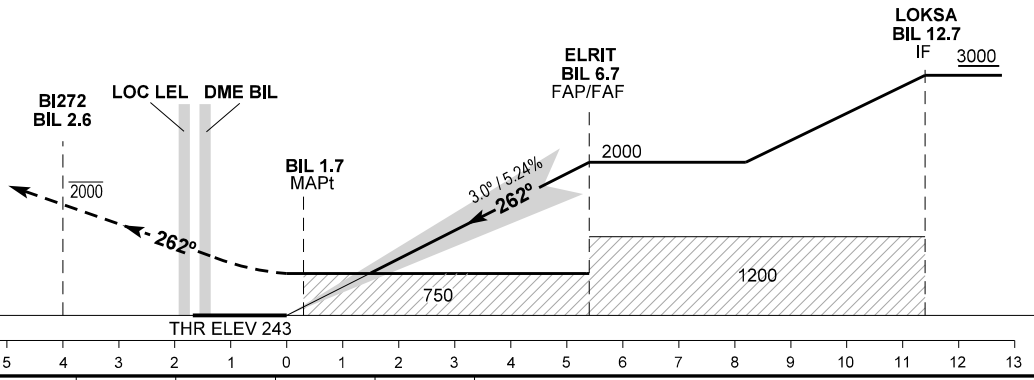
AD 2 - EKBI
ILS or LOC Y RWY 27 - 1
(CAT I + II + III)
Billund



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

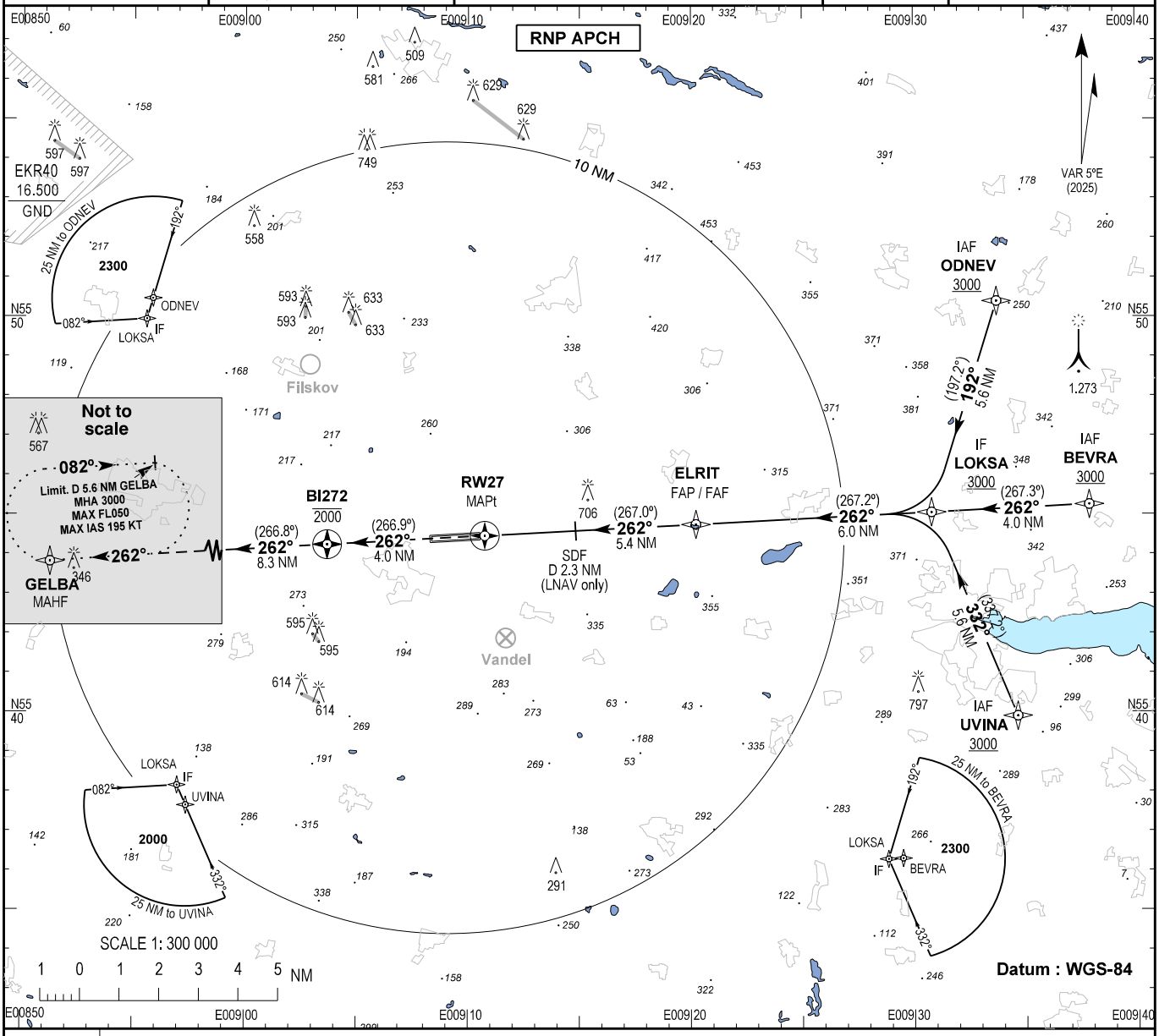
AD ELEV : 246

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

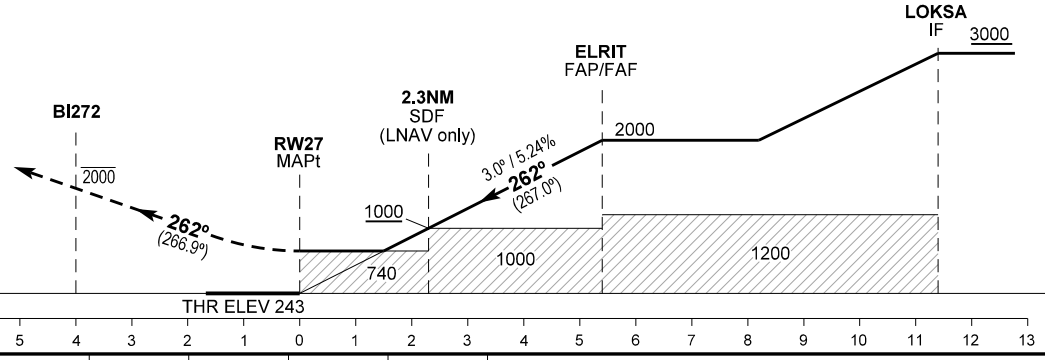
AD 2 - EKBI
RNP RWY 27 - 1
Billund



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

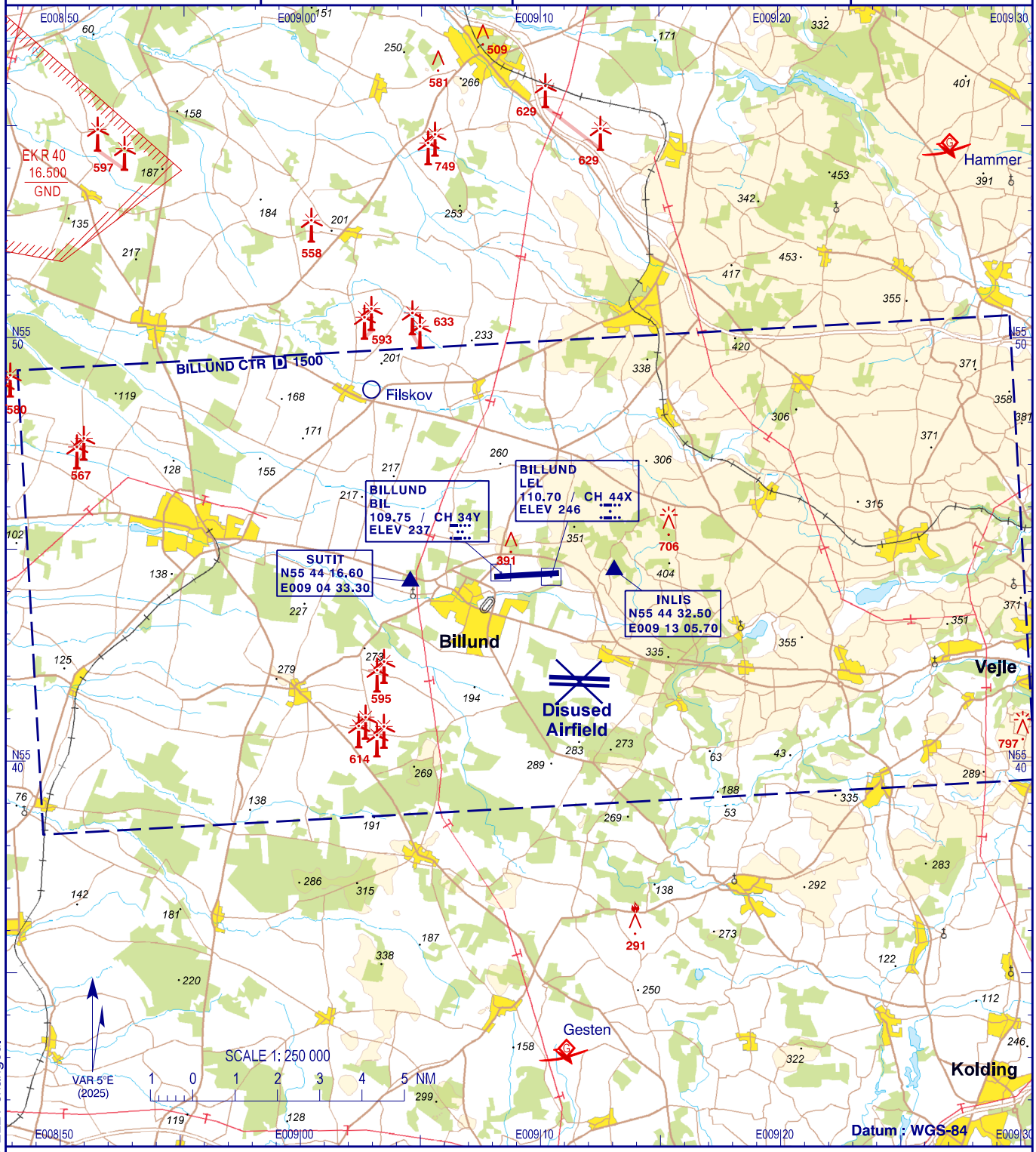
Changes : VAR changed.

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.

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

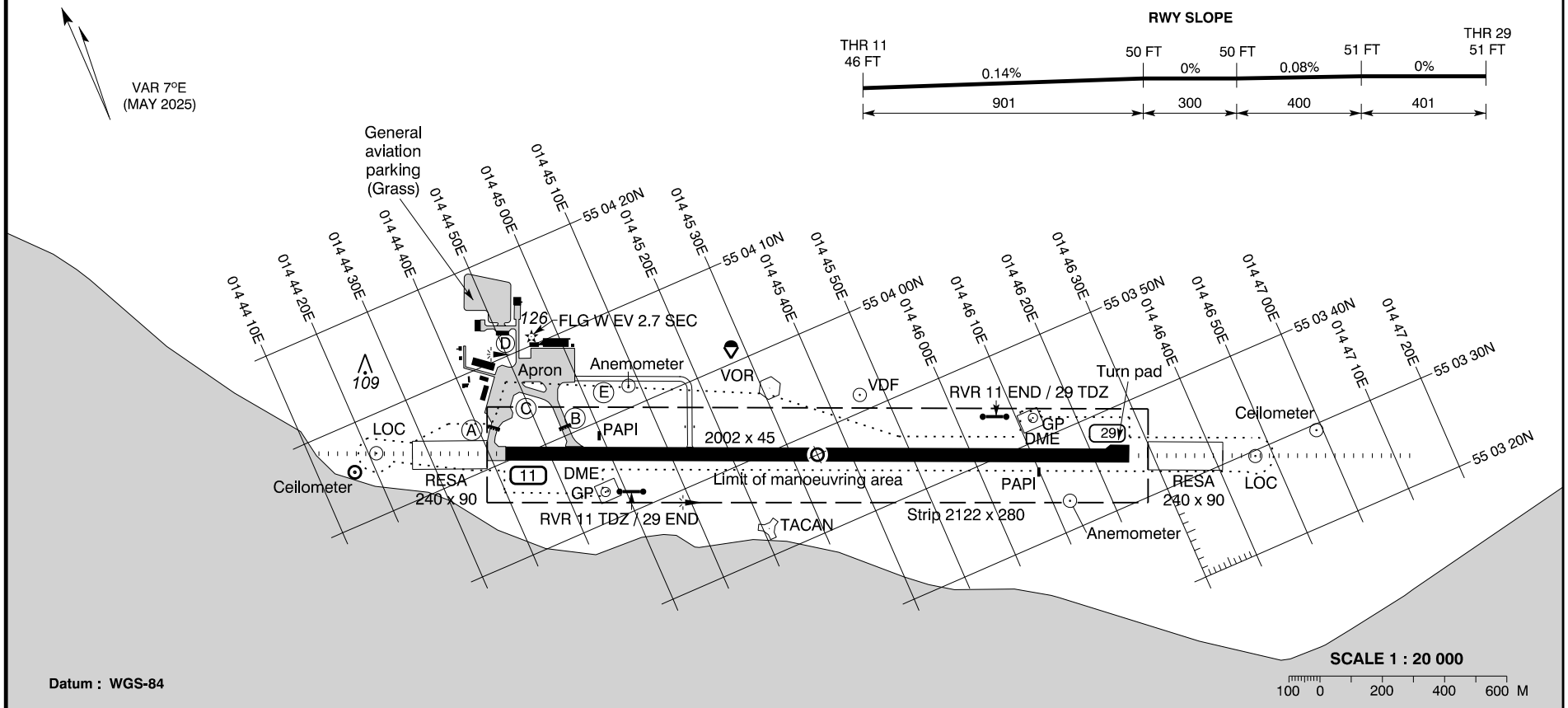
25. Visual Segment Surface (VSS) Penetration

Data pending.

Changes : Magnetic variation and directions changed.

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



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

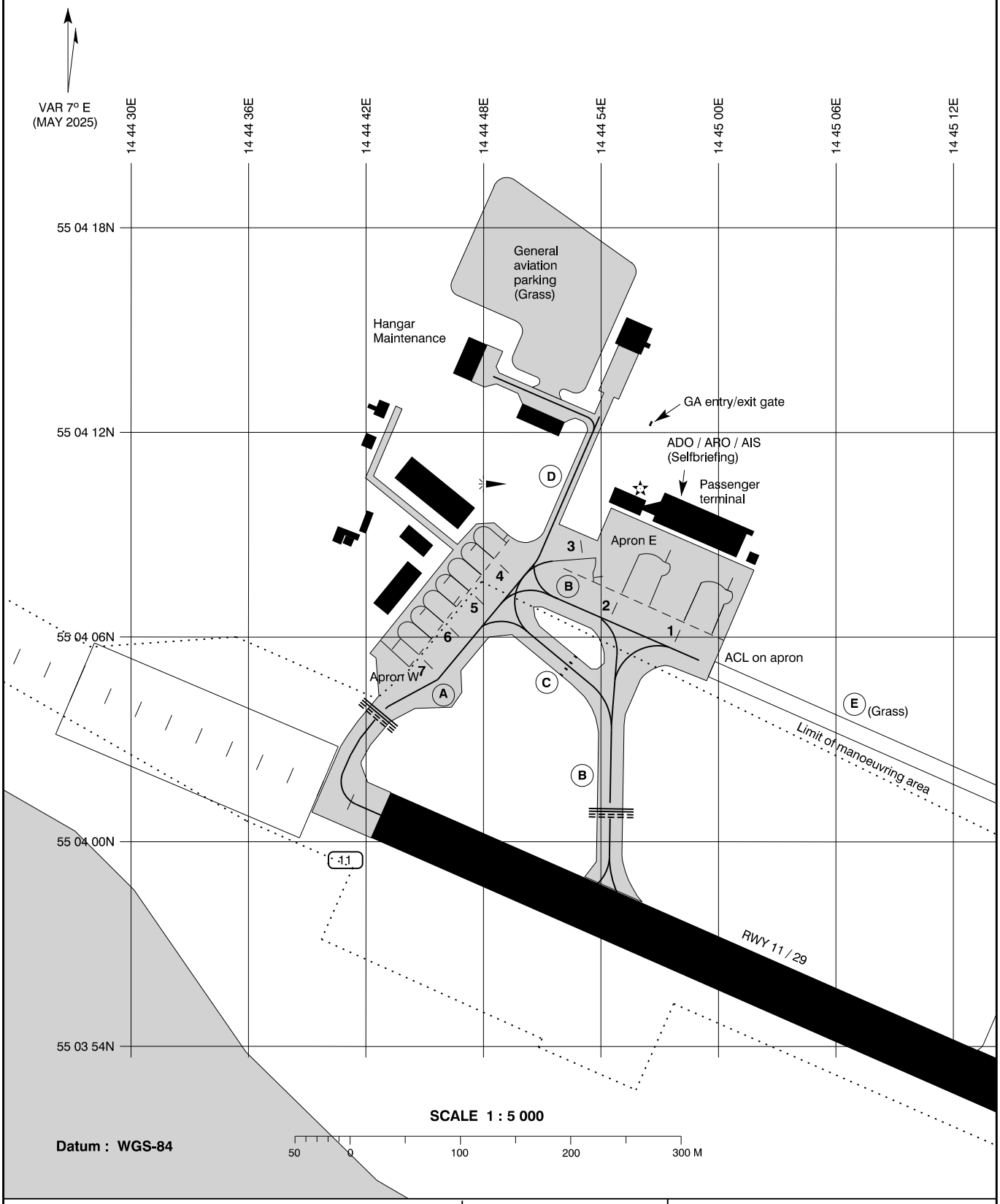
TAXIWAYS

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 : Magnetic variation changed.

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		

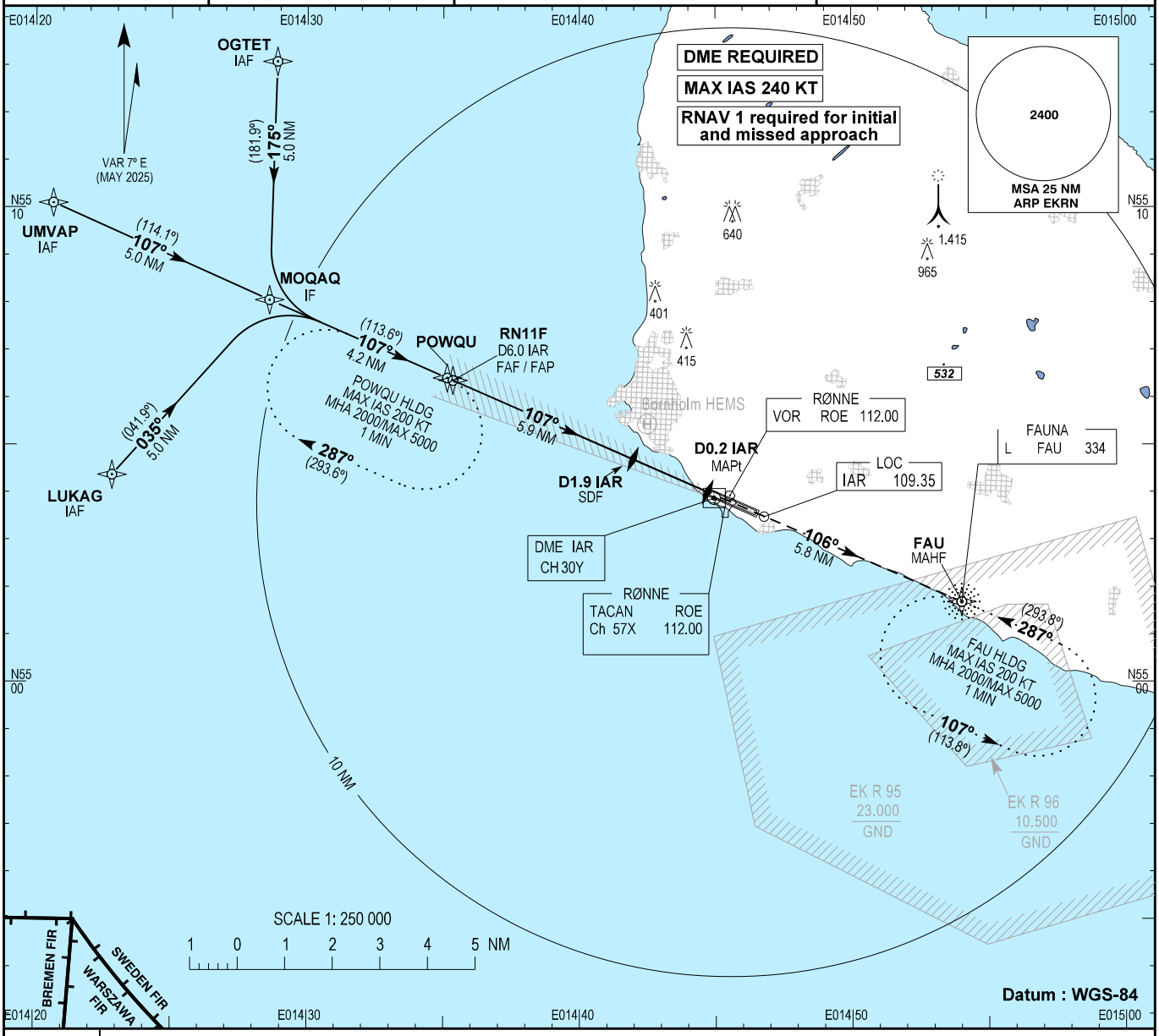
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

Bearings are magnetic
ELEV, ALT and HGT in FT

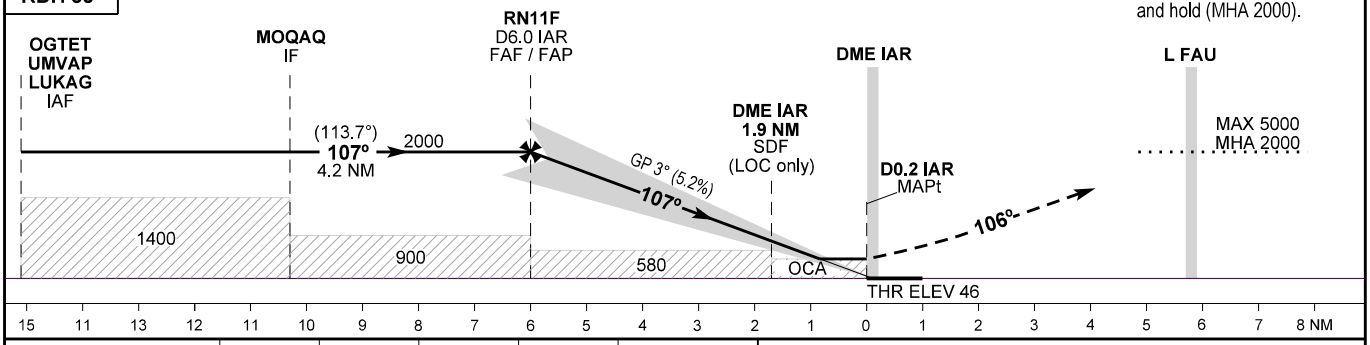
Rønne Tower : 118.330 257.800

AD 2 - EKRN
ILS RWY 11 - 1
Bornholm / Rønne



TA 5000

RDH 55



Changes : New chart.

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

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	-	-5000 / +2000	-240	-	RNAV 1
020	HM	FAU	-	287 / (293.8)	7.0E	-	L	-5000 / +2000	-200	-	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 : New page.

INSTRUMENT APPROACH CHART - ICAO

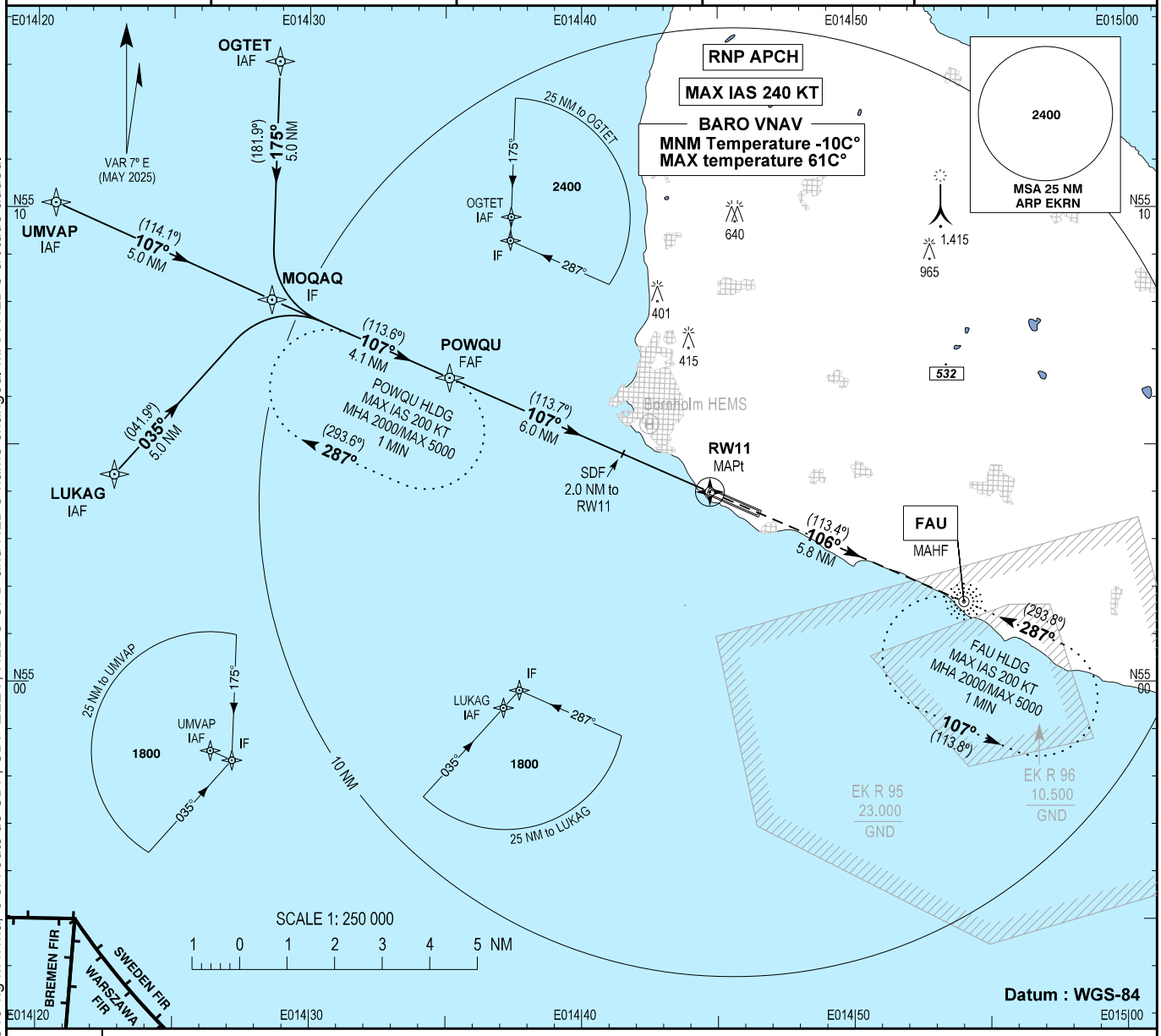
AD ELEV : 52

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

Rønne Tower : 118.330
257.800

EGNOS :
CH 88336
E11A

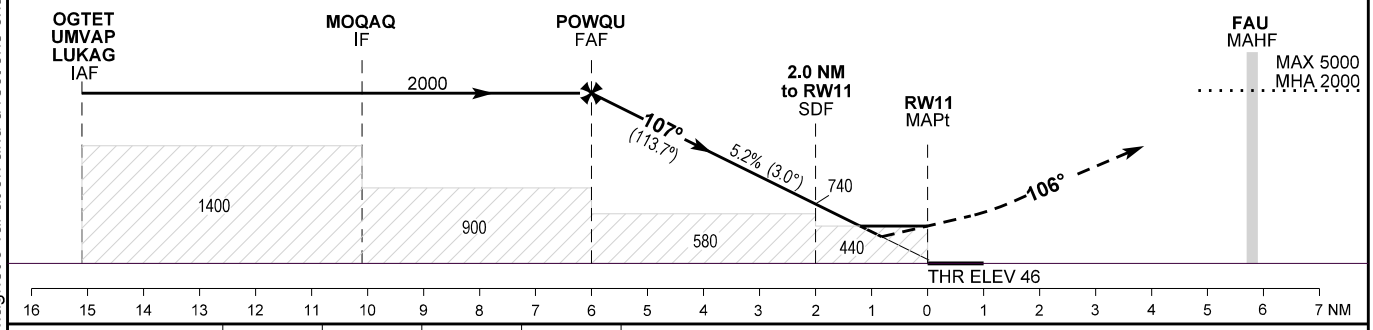
AD 2 - EKRN
RNP RWY 11 - 1
Bornholm / Rønne



TA 5000

TCH 55

Missed approach:
Climb straight ahead to FAU and hold at 2000



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 : Magnetic variation and directions changed. Circling minima, OCA outside SDF, SDF ELEV, HLDG SPD and HLDG name changed. MAX HLDG altitude added.

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	-	-5000 / +2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	-5000 / +2000	-200	-	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	-	-5000 / +2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	-5000 / +2000	-200	-	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	-	-5000 / +2000	-	-	RNP APCH
050	HM	FAU	-	287 / (293.8)	7.0E	-	L	-5000 / +2000	-200	-	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 : Magnetic variation and tracks changed. HLDG SPD changed. MAX HLDG altitude added.

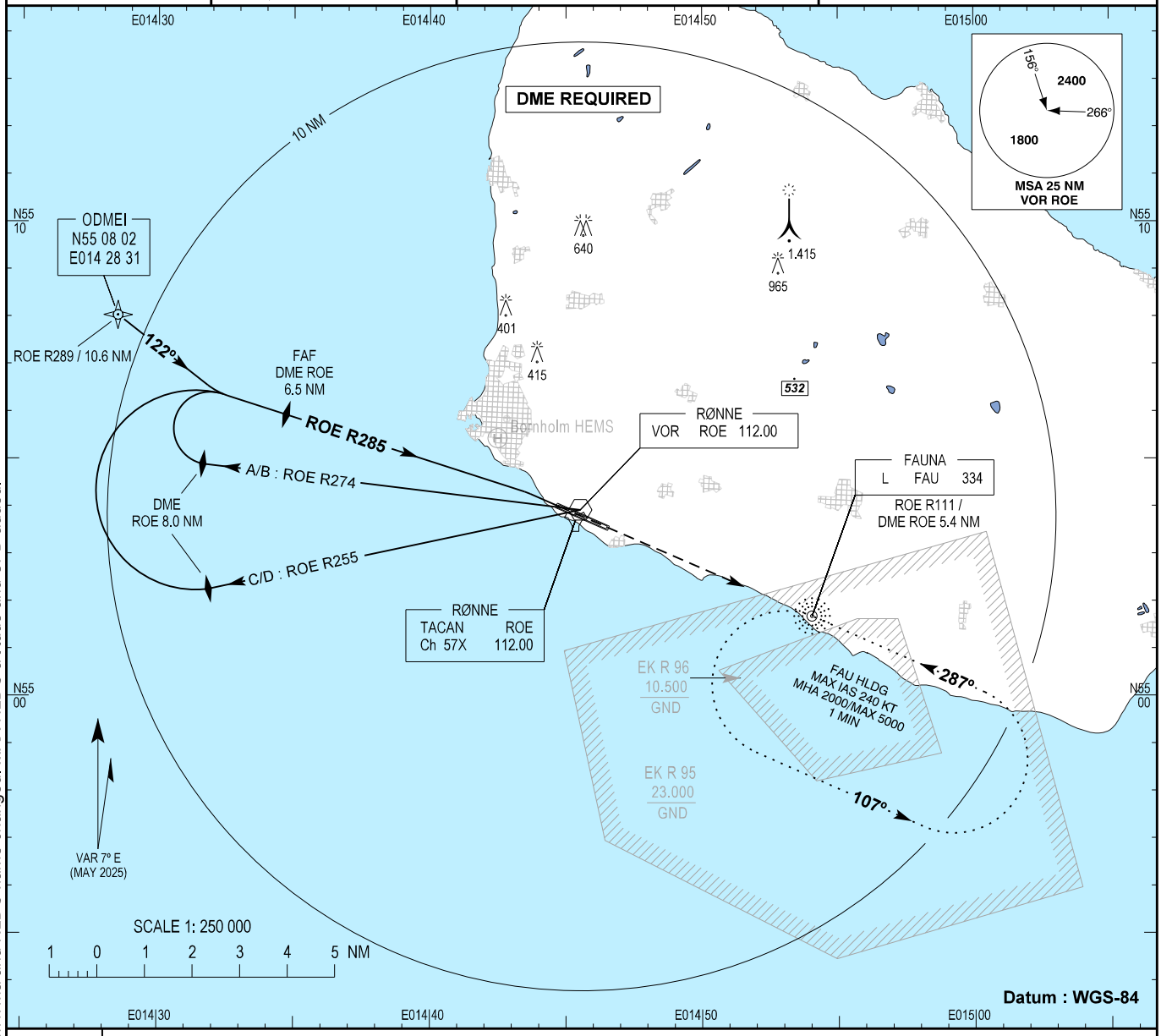
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

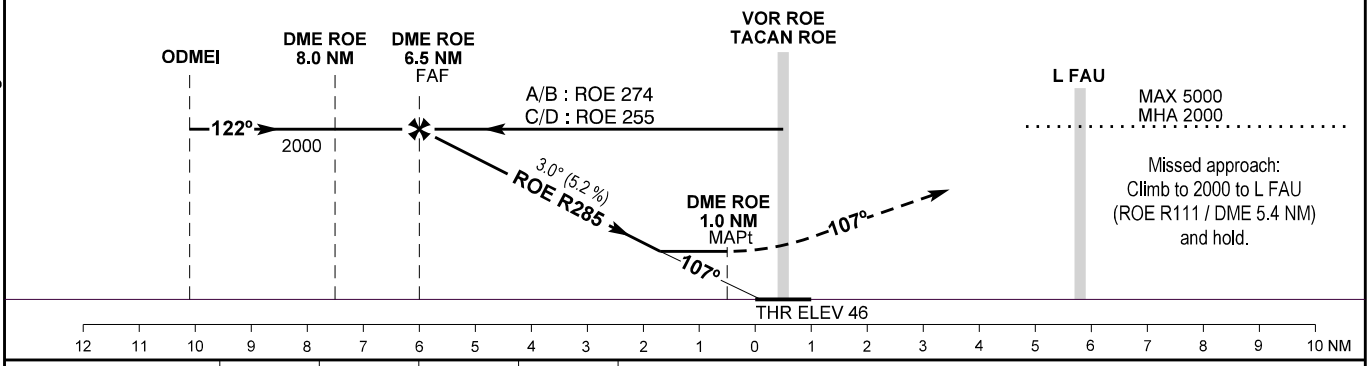
Bearings are magnetic
ELEV, ALT and HGT in FT

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 : Magnetic variation and directions changed. Circling minima and HLDG name changed. MAX HLDG altitude and SPD added.

Changes : Magnetic variation and directions changed. Circling minima, SDF altitude and GP verification corrected. HLDG name changed and MAX HLDG altitude and SPD added. Editorial changes.

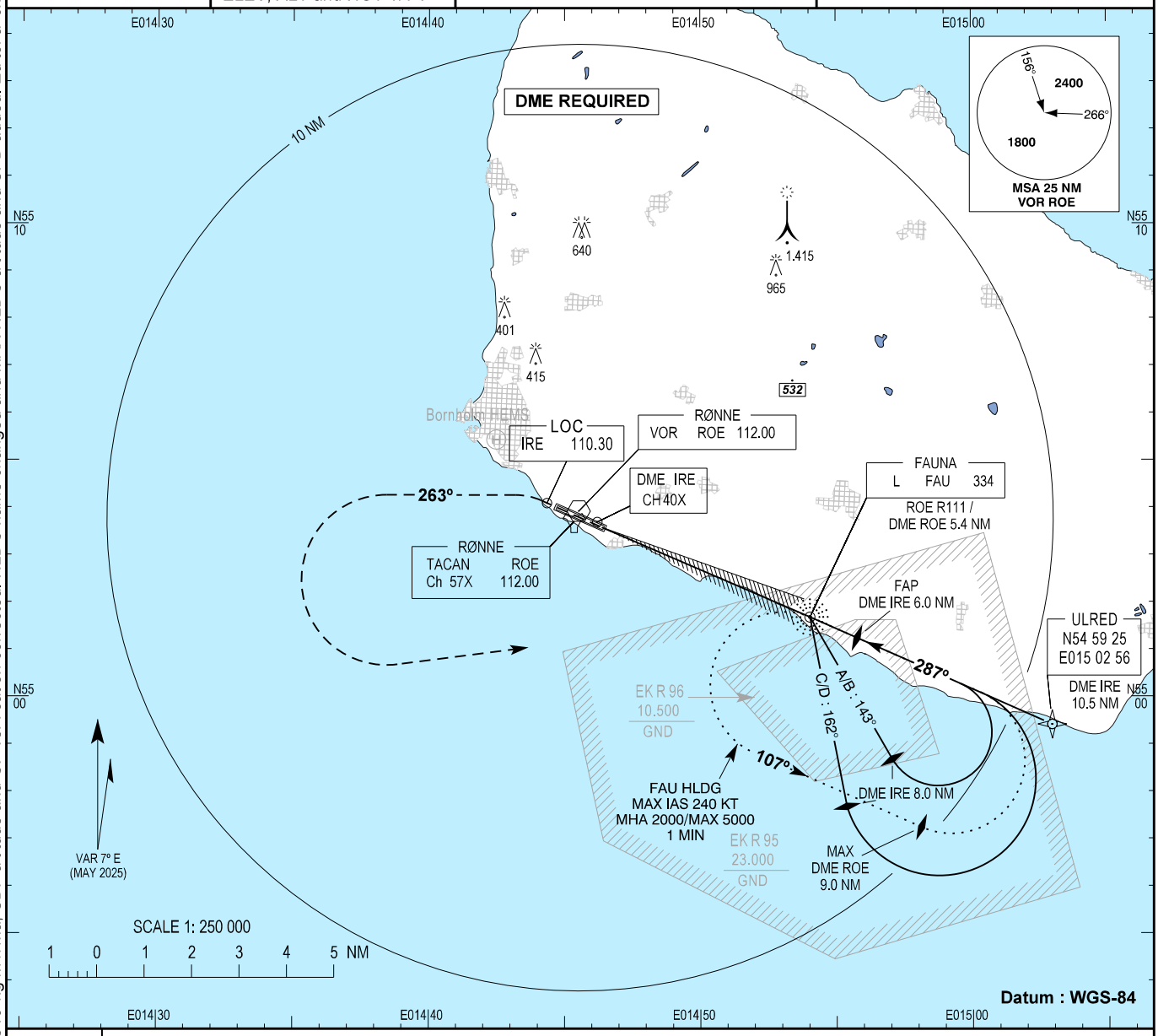
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

Bearings are magnetic
ELEV, ALT and HGT in FT

Rønne Tower : 118.330 257.800

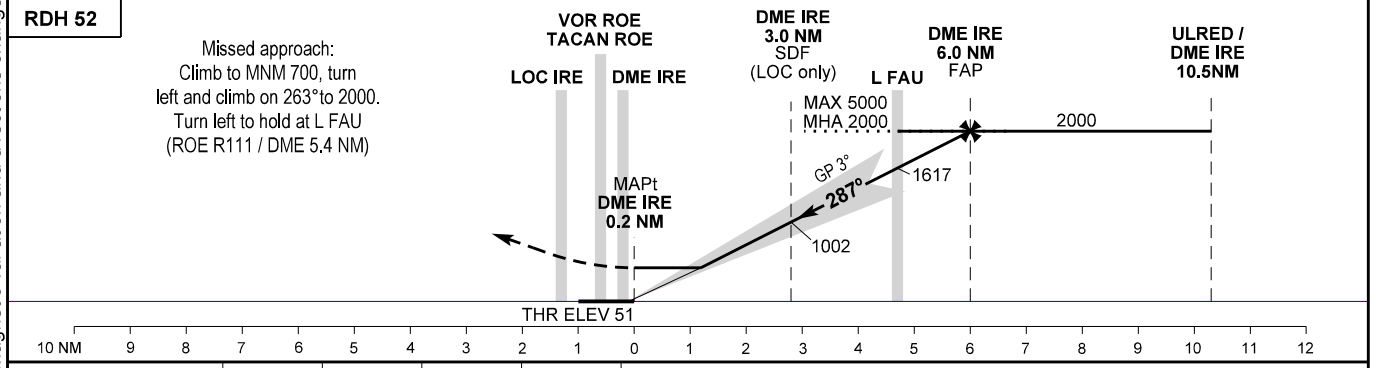
AD 2 - EKRN
ILS RWY 29
Bornholm / Rønne



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

INSTRUMENT APPROACH CHART - ICAO

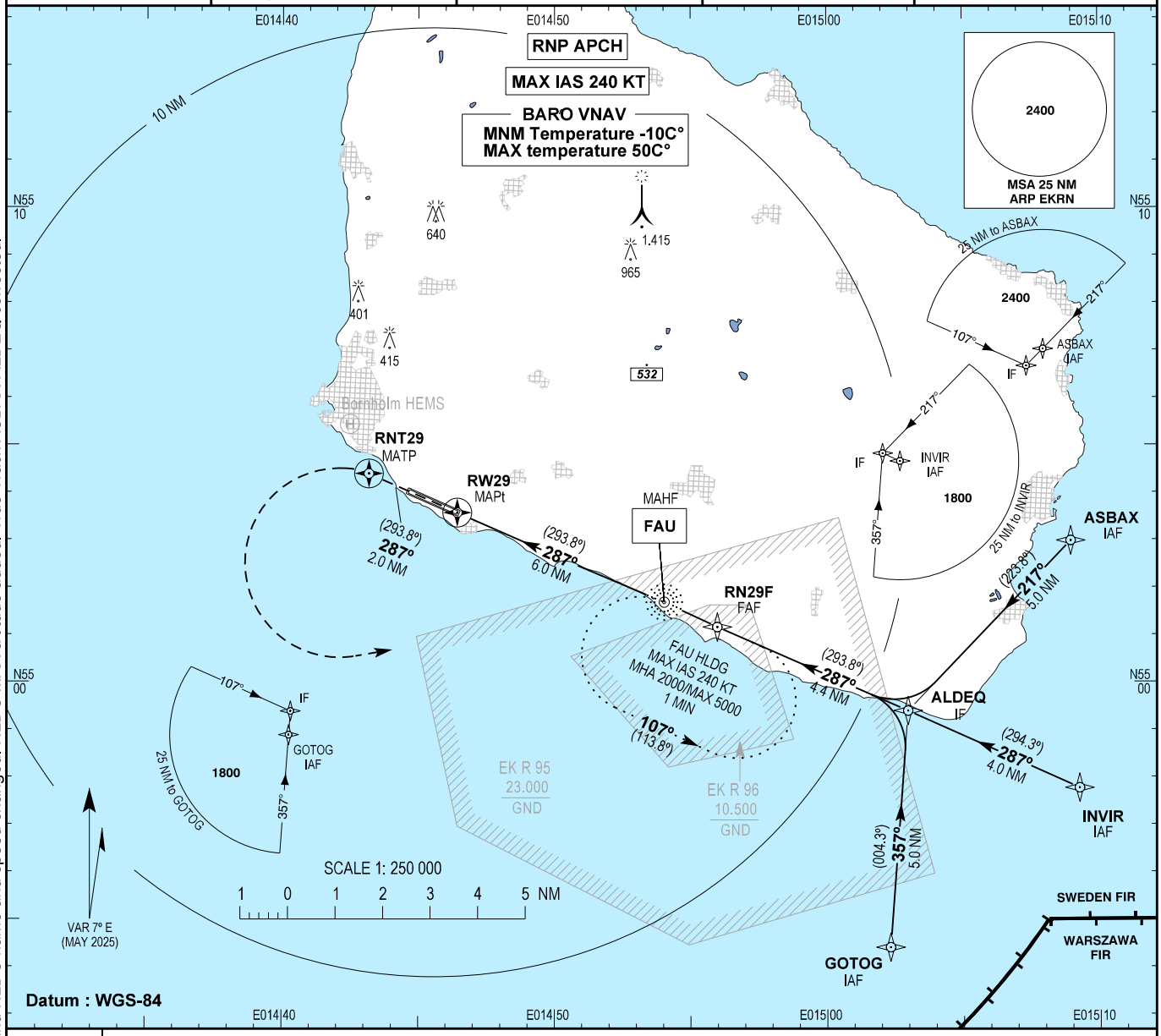
AD ELEV : 52

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

Rønne Tower : 118.330
257.800

EGNOS :
CH 76352
E29A

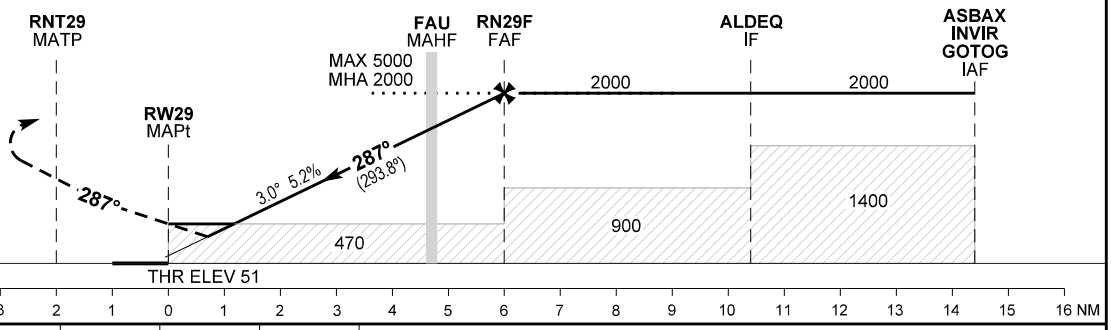
AD 2 - EKRN
RNP RWY 29 - 1
Bornholm / Rønne



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 : Magnetic variation and directions, minimas and HLDG name and speed changed. HLDG MAX altitude added. True Track ASBAX-ALDEQ corrected.

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	-5000 / +2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	-5000 / +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	-5000 / +2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	-5000 / +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	-5000 / +2000	-	-	RNP APCH
070	HM	FAU	-	287 / (293.8)	7.0E	-	L	-5000 / +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 : Magnetic variation and directions, speedrestrictions changed. HLDG MAX altitude added.

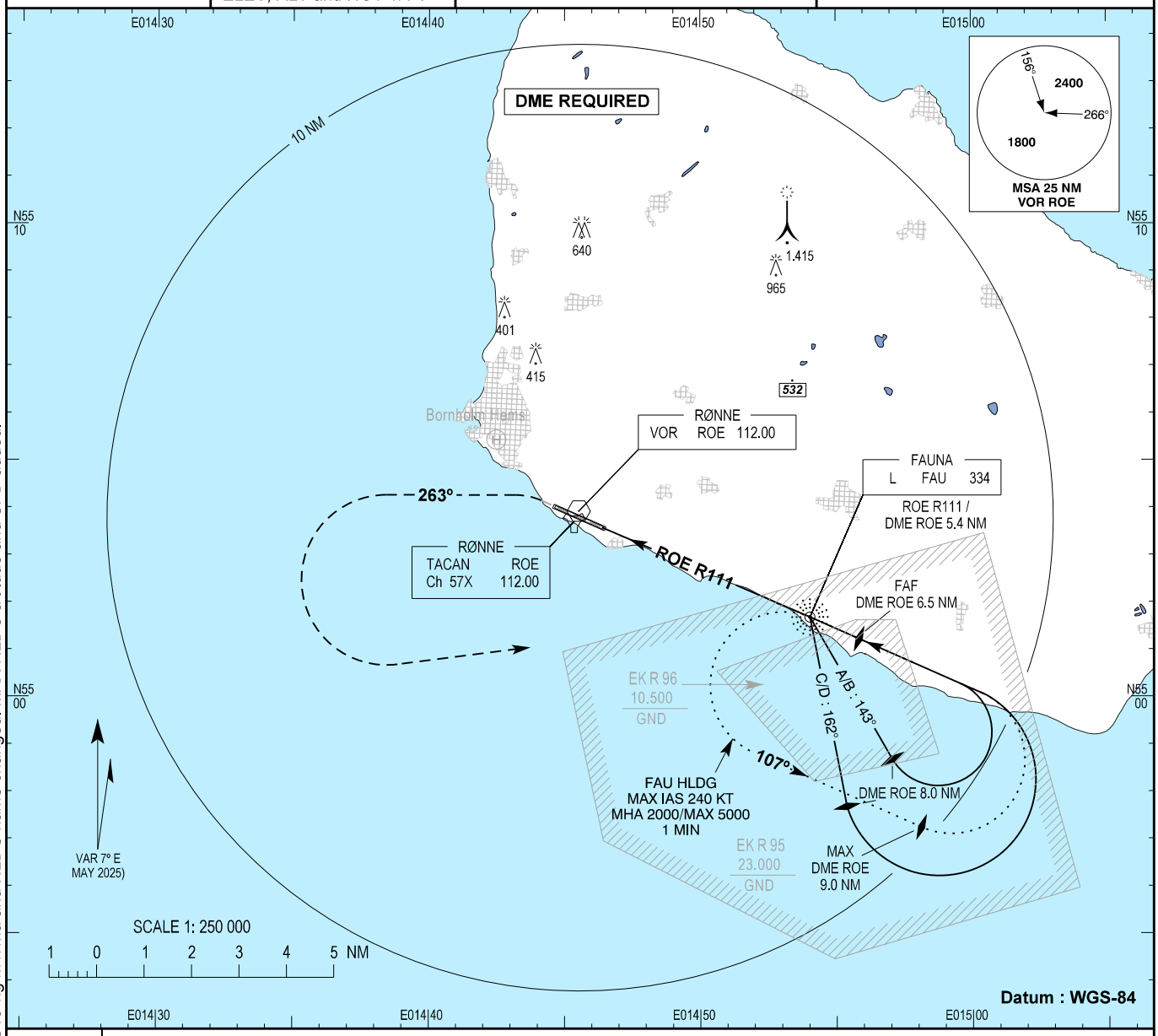
INSTRUMENT APPROACH CHART - ICAO

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



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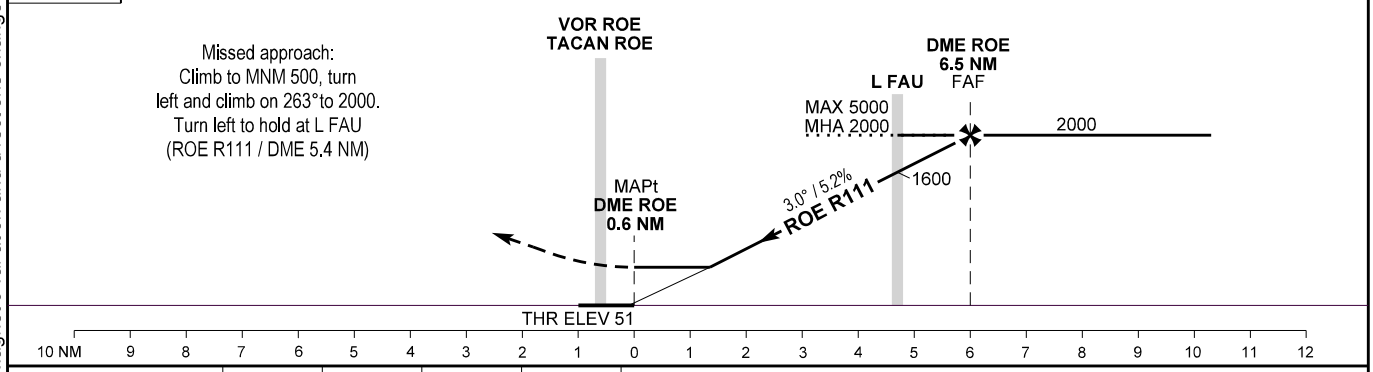


OCA (H)	A	B	C	D	SPECIAL CONDITIONS
VOR / DME	470 (420)	470 (420)	470 (420)	470 (420)	
Circling*	470 (420)	630 (580)	730 (680)	750 (700)	*SW of AD only

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 : Magnetic variation and directions changed. Circling minima and HLDG name changed. MAX HLDG altitude and SPD added.

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

2. Aerodrome Geographical and Administrative Data

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

7. Remarks: NIL

3. Operational Hours

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

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

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Jet A1 AVGAS 100 LL Oil: EE 20W-50/EE 80/Turbo 2380
3.	Fuelling facilities and capacity:	NIL
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

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)

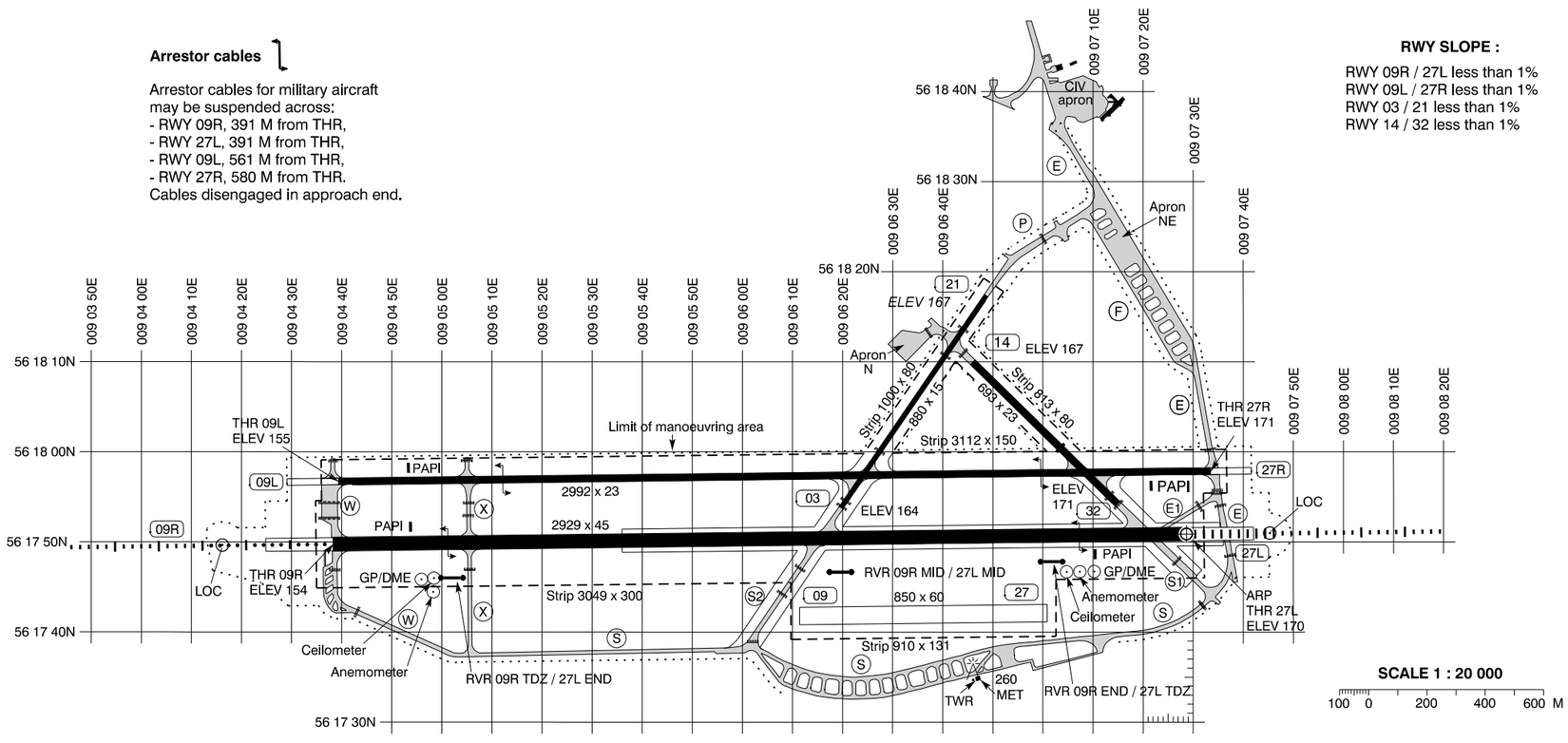
Arrestor cables

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

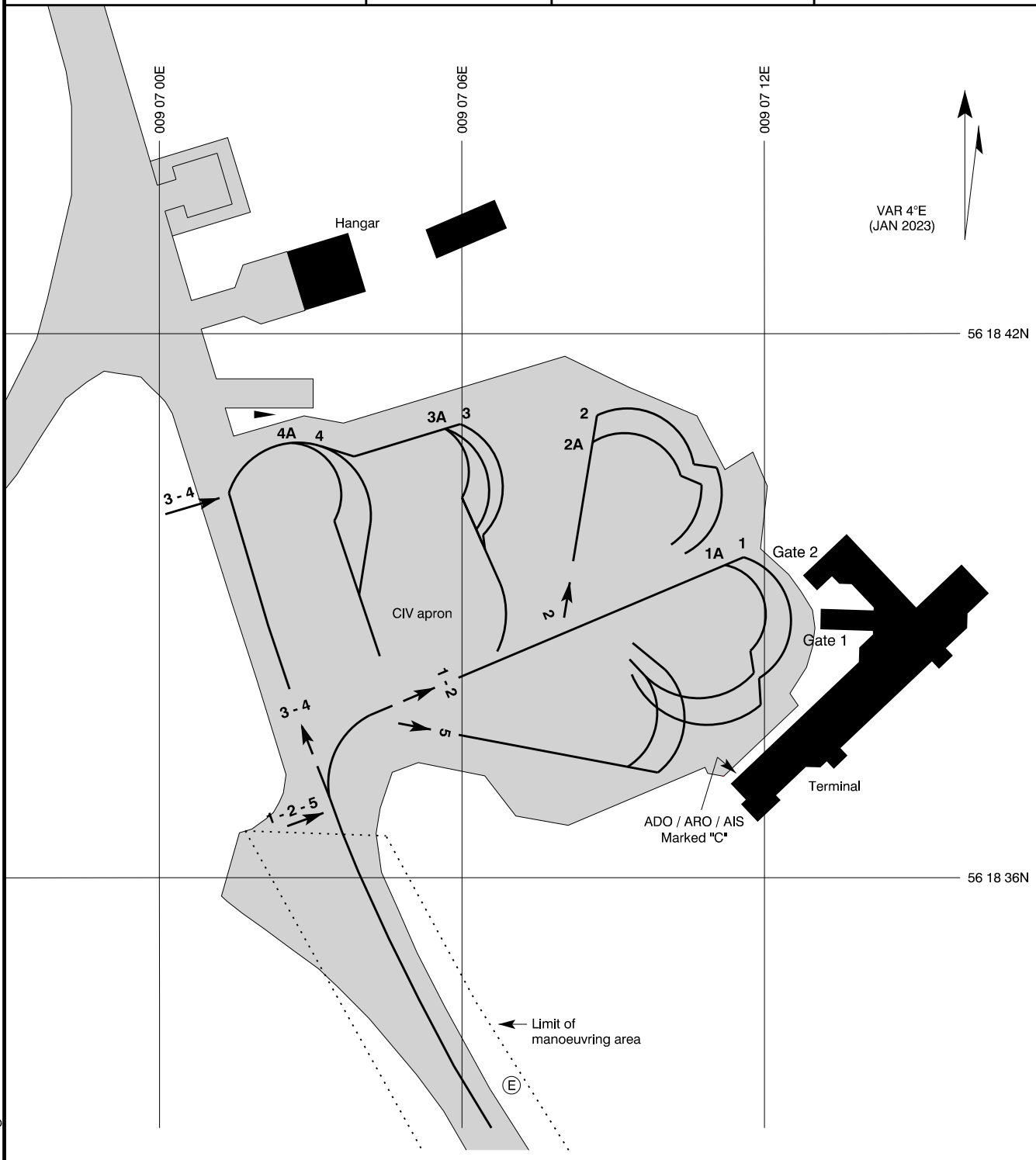
Lighting : Blue edge
RGL for RWY 09R / 27L

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.

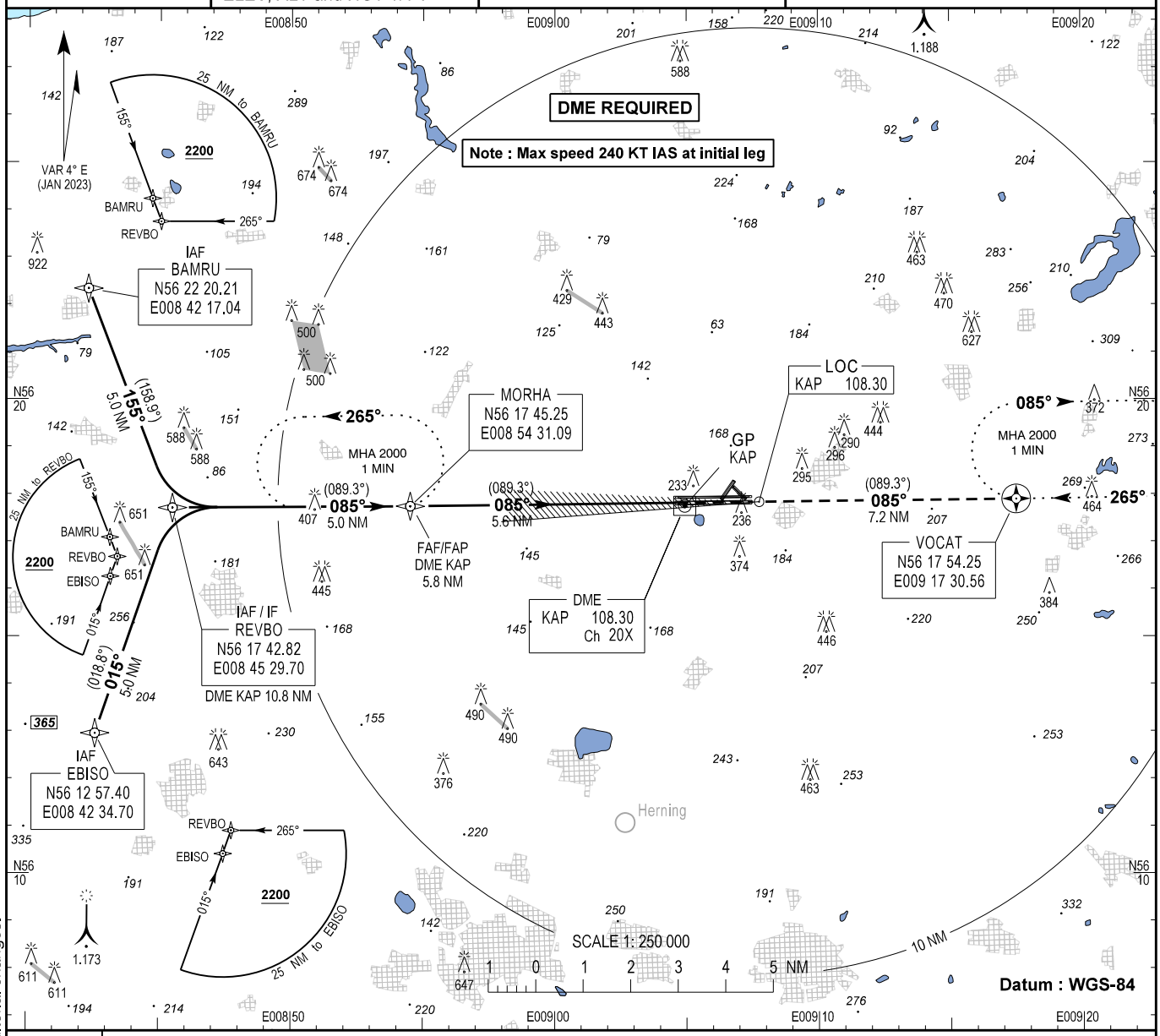
INSTRUMENT APPROACH CHART - ICAO

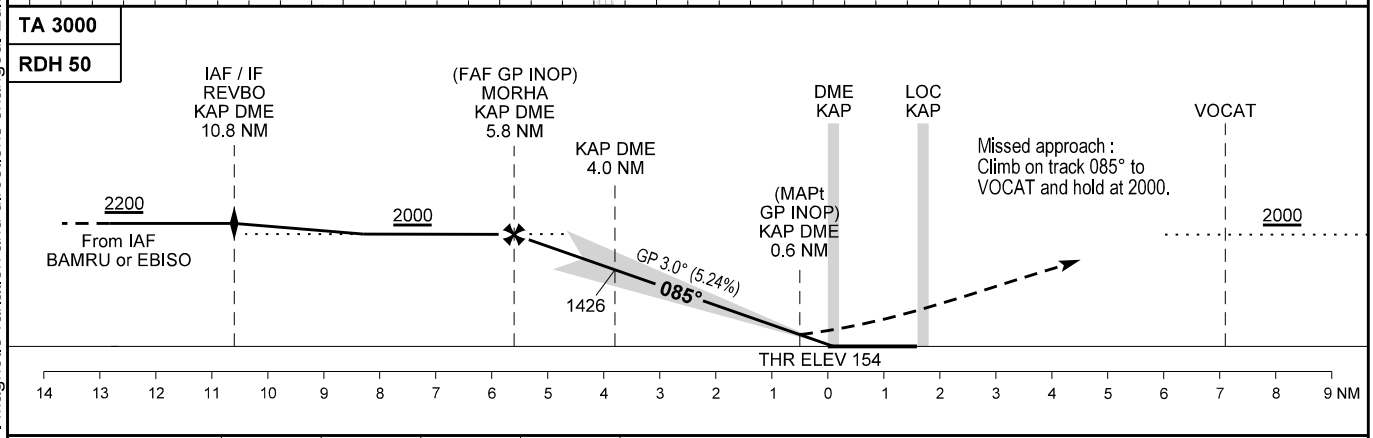
AD ELEV : 171

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 : Magnetic variation and directions changed. Editorial changes.

INSTRUMENT APPROACH CHART - ICAO

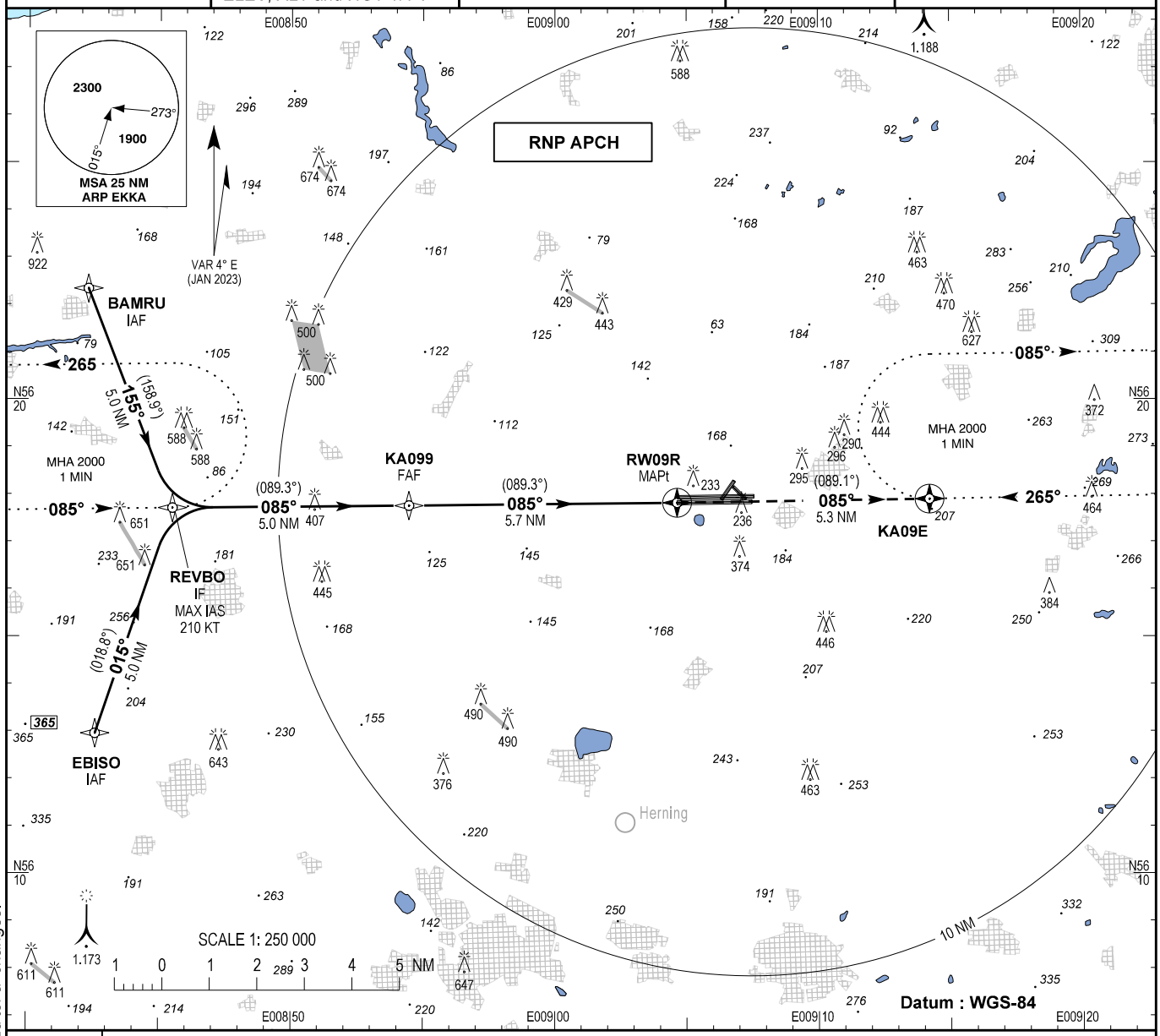
AD ELEV : 171

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

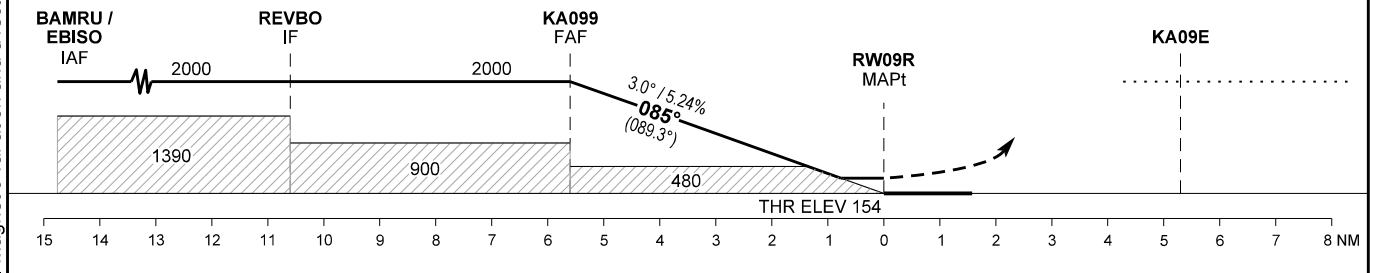


TA 3000

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 : Magnetic variation and directions changed. Editorial changes.

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.

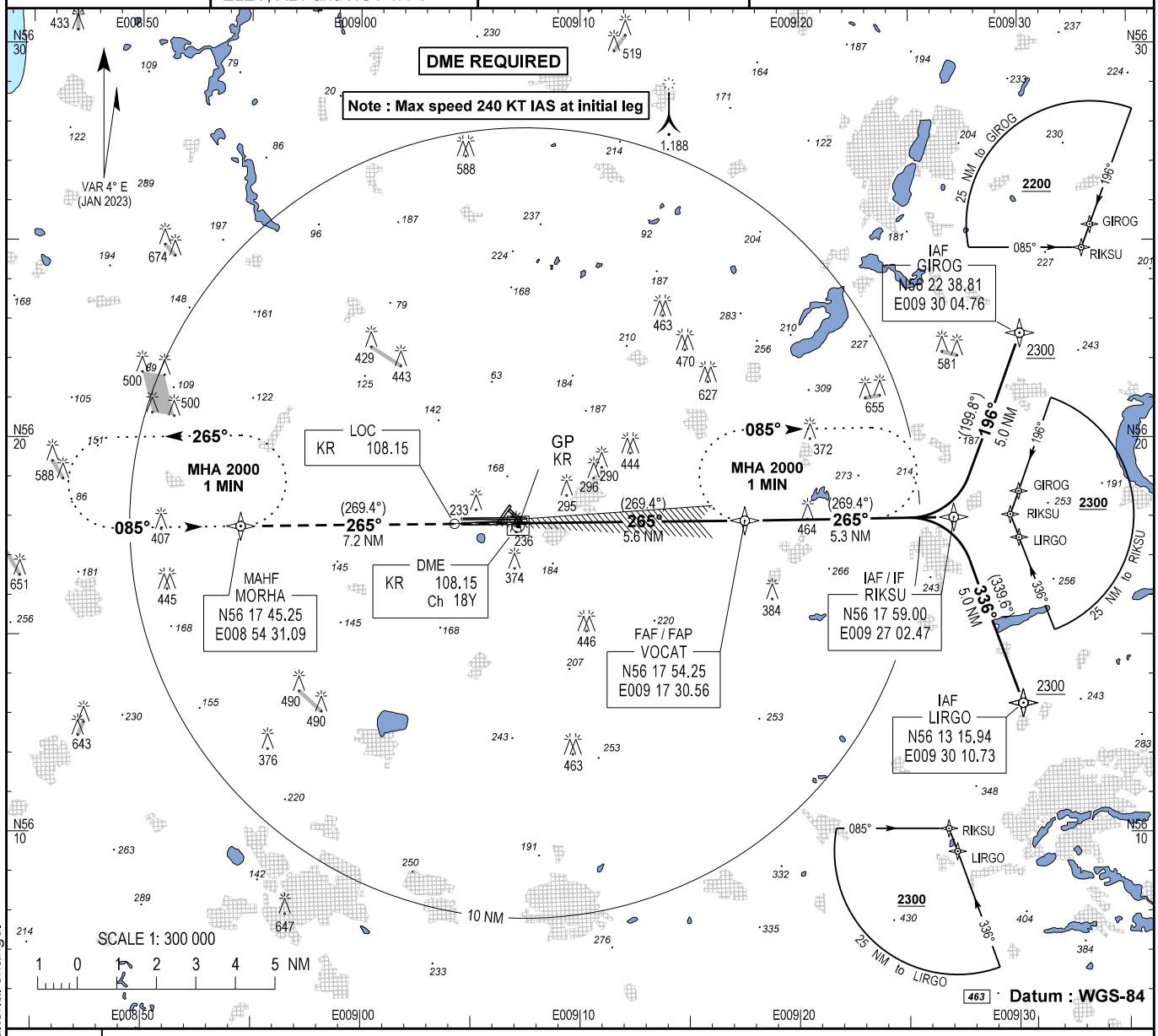
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 171

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

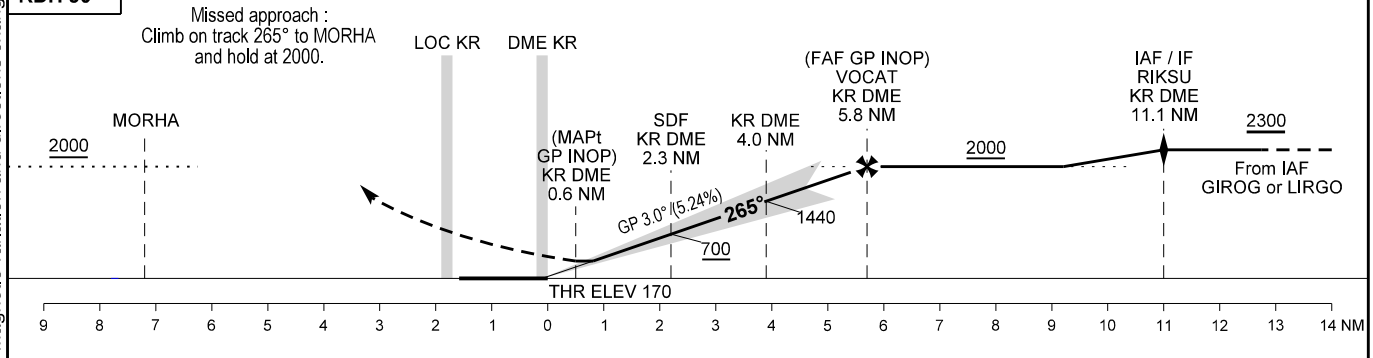
Karup APP : 120.430 269.275
Karup TWR : 119.580 353.575
257.800
ATIS : 120.580

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

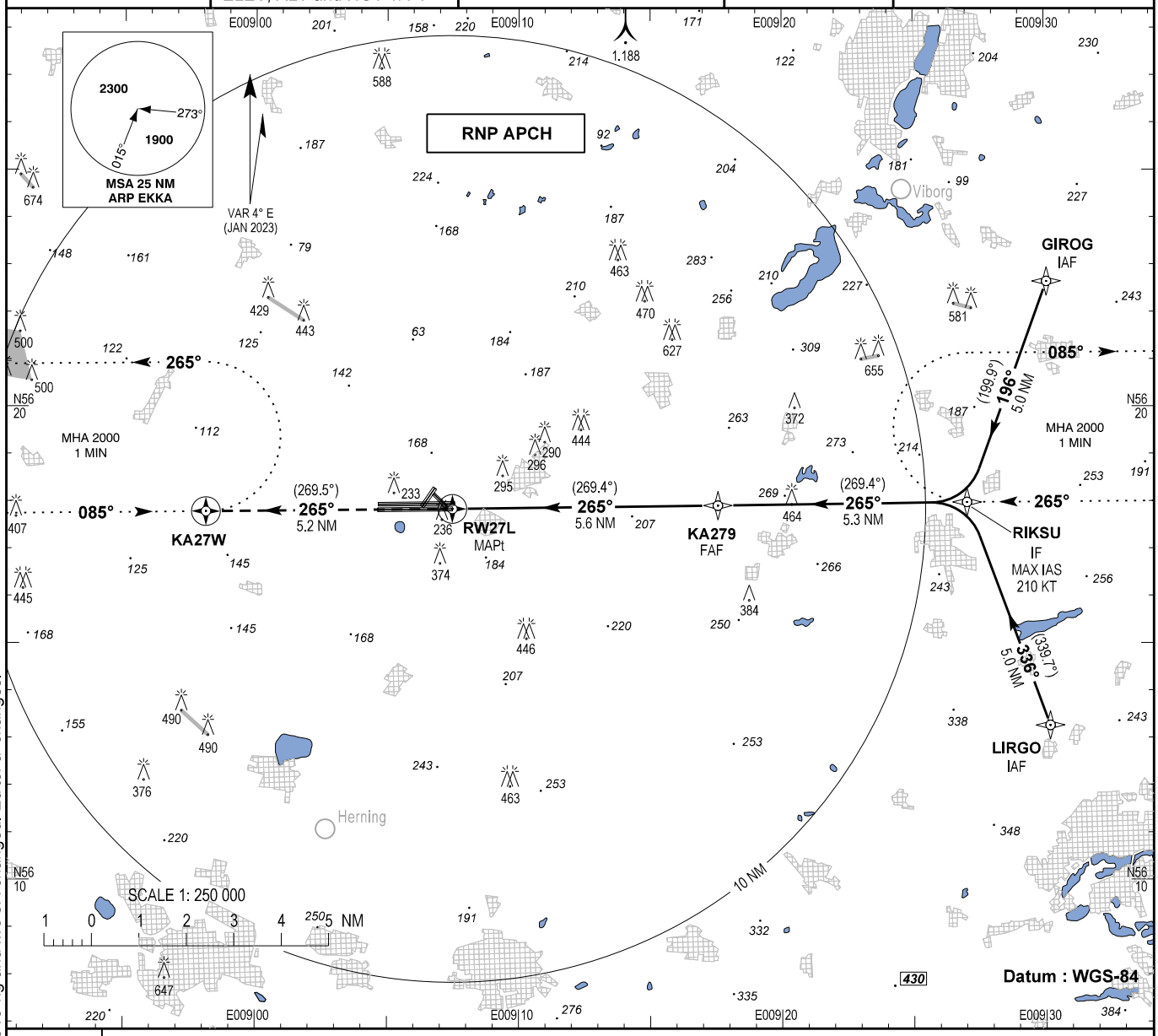
* Timing not authorized for defining MAPt

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 : Magnetic variation and directions changed. Editorial change.

INSTRUMENT APPROACH CHART - ICAO

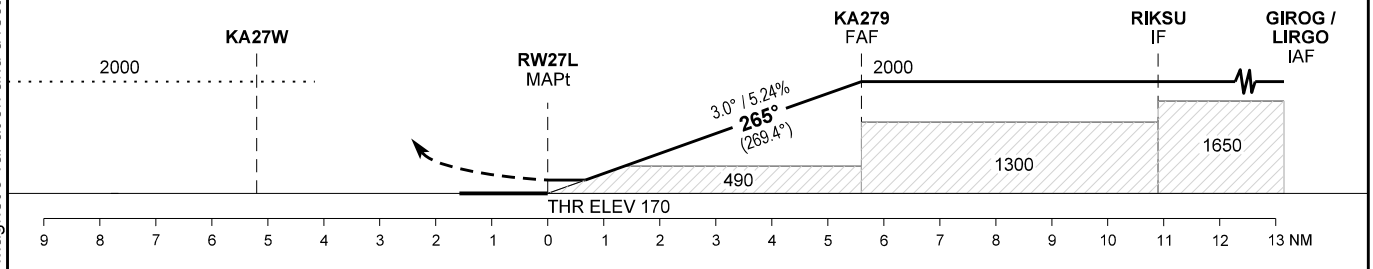
AD ELEV : 171 Bearings are magnetic (True) ELEV, ALT and HGT in FT	Karup APP : 120.430 269.275 Karup TWR : 119.580 353.575 257.800 ATIS : 120.580	EGNOS Channel : 54104	**AD 2 - EKKA** **RNP RWY 27L - 1** **(MIL AD, PPR)** **Karup / Midtjyllands Lufthavn**



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 : Magnetic variation and directions, OCA (H) Circling and MOCA changed. Editorial changes.

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.

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

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 37 04.50N 012 39 21.50E INT RWY 04R/22L and RWY 12/30
2.	Distance and direction from city:	4.4 NM SSE of Copenhagen
3.	ELEV: REF temperature:	17 FT 23°C
4.	MAG VAR: Annual change:	4° E (JUL 2017) Increasing 9'
5.	AD ADM: AD address:	Københavns Lufthavne A/S København/Kastrup Airport Lufthavnsboulevarden 6 P.O. Box 74 DK-2770 Kastrup
	TEL:	+45 32 31 24 72 (Airport) +45 32 47 82 72 (AIS/ARO) +45 32 48 19 00 (TWR/APP)
	E-mail: AFS:	traatwr@cph.dk EKCH
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:	H24 (H24)
5.	ATS Reporting Office (ARO):	H24 (H24)
6.	MET Briefing Office:	H24 (H24)
7.	ATS:	H24 (H24)
8.	Fuelling:	H24 (H24)
9.	Handling:	H24 (H24)
10.	Security:	H24 (H24)
11.	De-icing:	H24 (H24)

12. Remarks: ATS Reporting Office (ARO): ARO is available as self briefing, located at the Airport Office, adjacent to Terminal 2 (see APDC).
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:	Train, bus and taxi
4.	Medical facilities:	Hospitals in town
5.	Bank and Post Office:	Bank. No post office at aerodrome.
6.	Tourist Office:	In Copenhagen TEL +45 70 22 24 42

7. Remarks: NIL

6. Rescue and Firefighting Services

1. AD category for fire fighting: CAT 9

2. Rescue equipment:

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

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

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

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

3. Capability for removal of disabled aircraft:

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

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

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

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

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

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

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

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

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

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

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

8. Aprons, Taxiways and Check Locations/Positions Data

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

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

3. ACL and ELEV: NIL

4. VOR checkpoints: NIL

5. INS checkpoints: See Aircraft Parking/Docking Charts

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

9. Surface Movement Guidance and Control System and Markings

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

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

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

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

Pilot instructions for APIS++ and ApronVision:

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

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

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

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.

24. Aeronautical Charts Related to an Aerodrome

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

	ILS or LOC RWY 12 - 1 ILS or LOC RWY 12 - 2 RNP RWY 12 - 1 RNP RWY 12 - 2 RNP RWY 12 - 3 ILS or LOC RWY 30 - 1 ILS or LOC RWY 30 - 2 RNP RWY 30 - 1 RNP RWY 30 - 2 RNP RWY 30 - 3
Other charts	Noise Monitoring System

25. Visual Segment Surface (VSS) Penetration

Data pending.

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.

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..

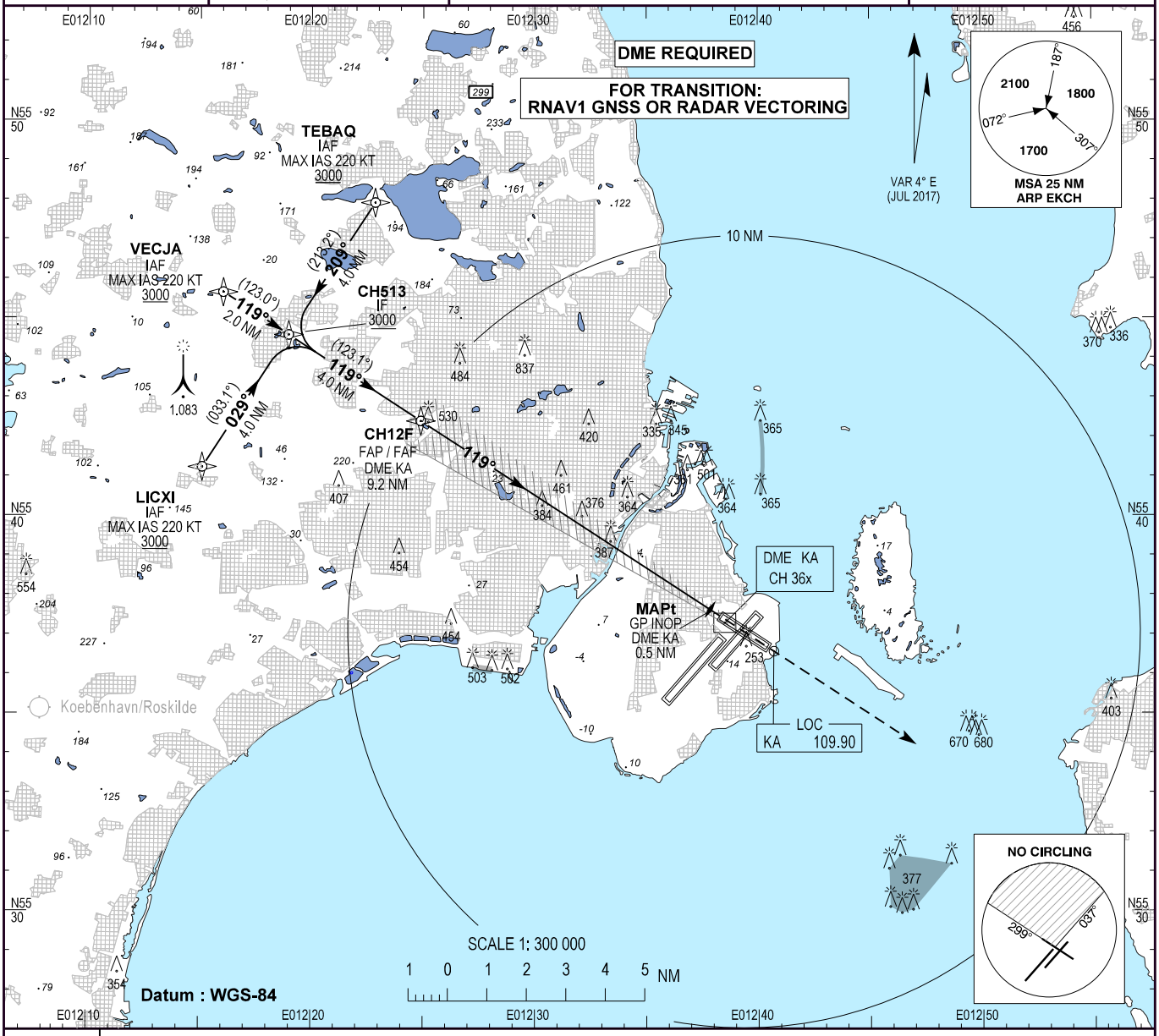
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

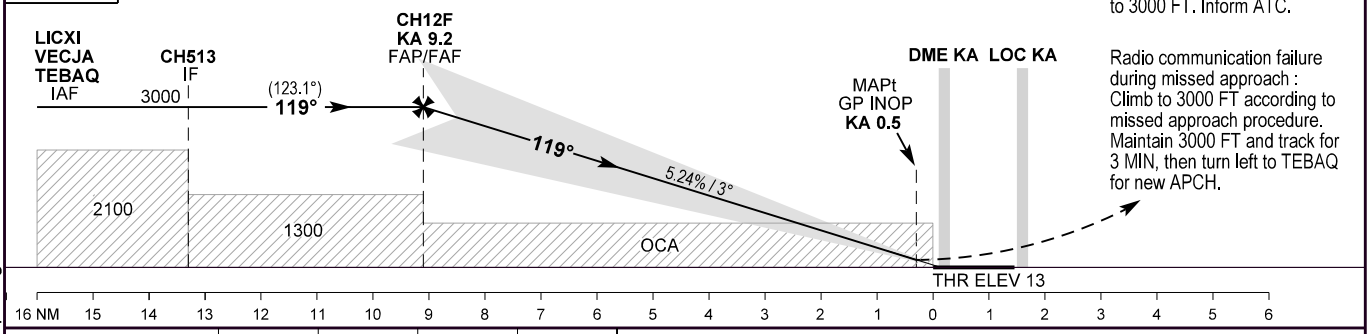
Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

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 CHART - ICAO

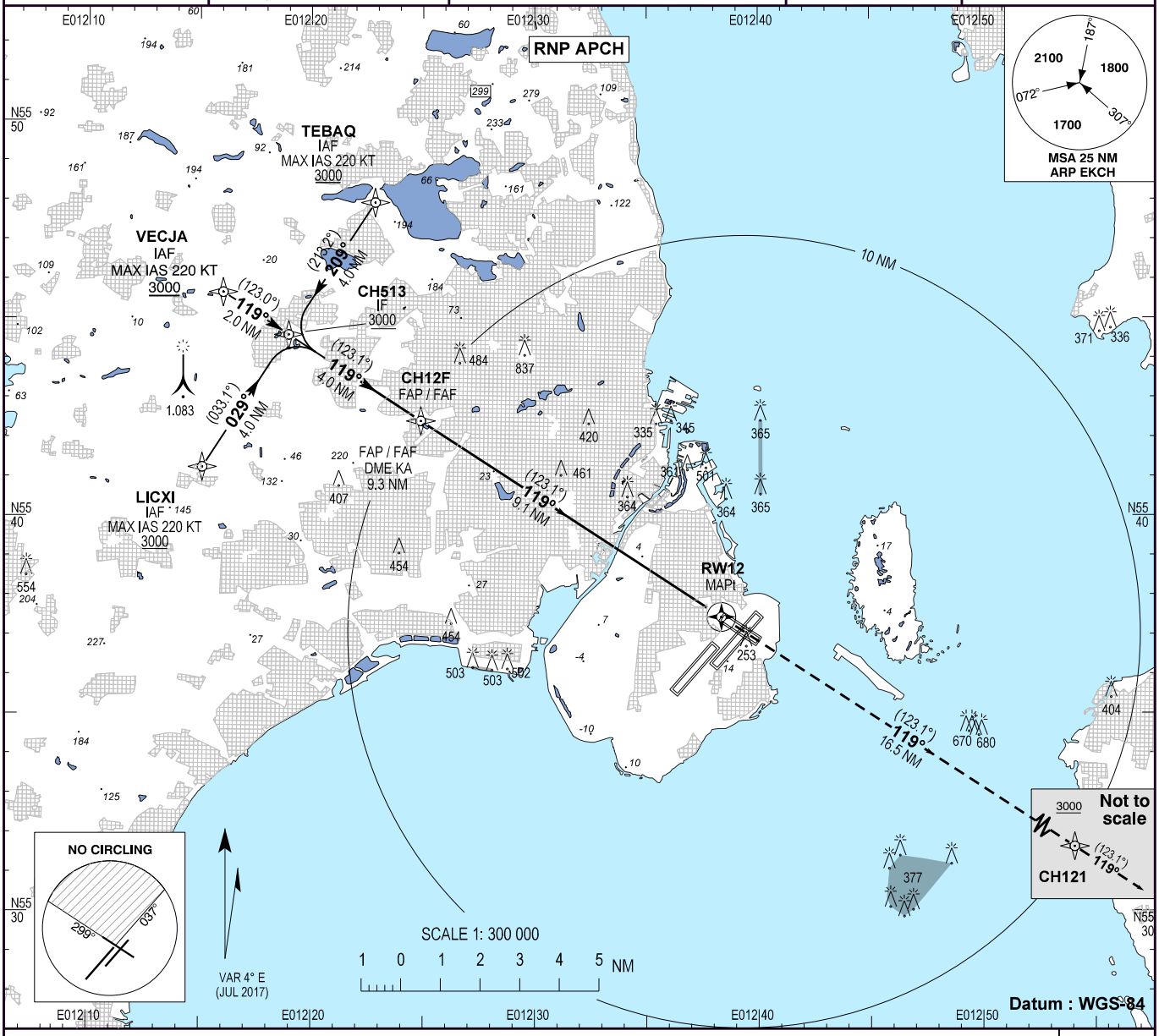
AD ELEV : 17

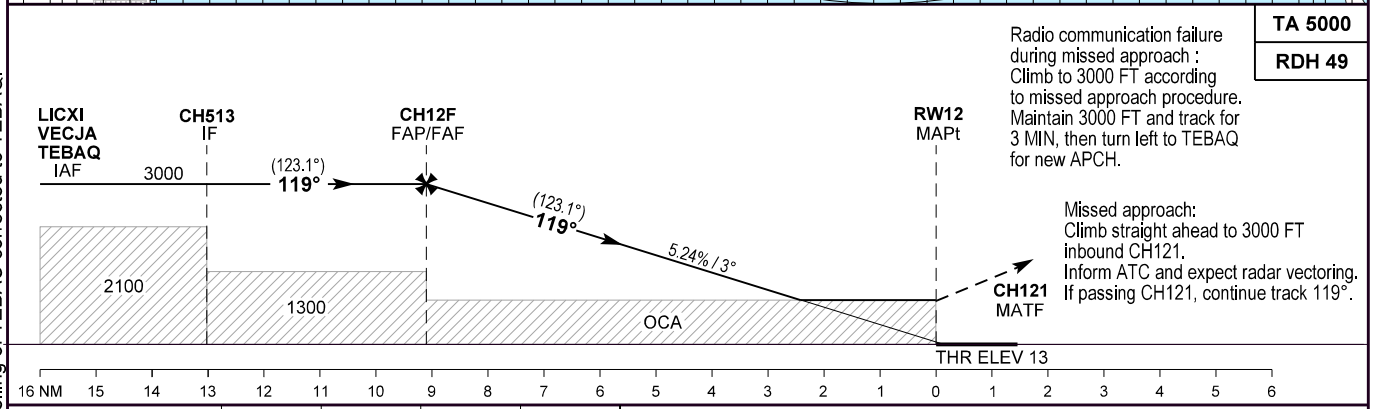
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

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.

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 White LIH	Red NIL	NIL
21	820 M White LIH	Green NIL	3° 51 FT	NIL	NIL	1500 M 60 M White LIH	Red NIL	NIL
11	789 M White LIH	Green NIL	3° 51 FT	NIL	NIL	1799 M 60 M White LIH	Red NIL	59 M Red
29	420 M White LIH	Green NIL	3°	NIL	NIL	59 M Red 1740 M White 60 M 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
2. LDI location and LGT: NIL
   Anemometer location and LGT: APRX 100 M WNW of run-up RWY 29, lighted
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
4. Secondary power supply/switch-over time: Yes, switch-over time 15 SEC. When RVR 800 M or below, switch-over time 1 SEC
5. Remarks: NIL

16. Helicopter Landing Area

1. Strip: 50x50 M.
   PSN center 55 35 27.54N012 07 15.51E
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".
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.

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, VDF AVBL
TWR	ROSKILDE TOWER	118.905	H24	DOC: 4000 FT/25 NM. VDF AVBL, class A OPR, accuracy +/- 2°
		119.655	HO	DOC: 4000 FT/25 NM. VDF AVBL, class A OPR, accuracy +/- 2°
		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.

24. Aeronautical Charts Related to an Aerodrome

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

25. Visual Segment Surface (VSS) Penetration

Data pending.

1. Aerodrome Location Indicator and Name: 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 22.1°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 5 (H24) Higher CAT on request
2.	Rescue equipment:	Cutter and spreader.
3.	Capability for aircraft:	Crane available: MON - THU 0700 - 1500 local time FRI 0700 - 1200 local time On request outside opening hours.

4. Remarks: Category may not be maintained during snow and ice removal. Airbase fire crew cannot perform interior fire fighting and egress/extrication of crew in aircraft.

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

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

3. Remarks: AD available all seasons

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength: Civil apron: Concrete, LCN 90
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

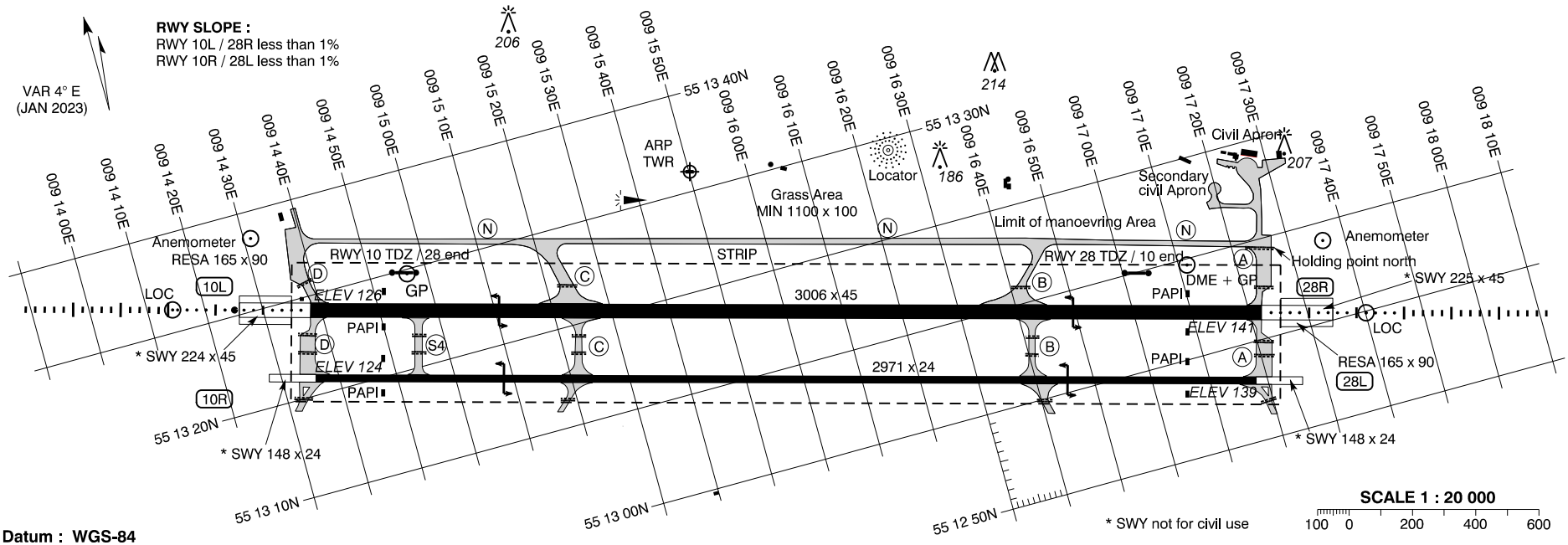
Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
10L	4E	PA-1
10R	2B	NINST
28L	2B	NINST
28R	4E	PA-1

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

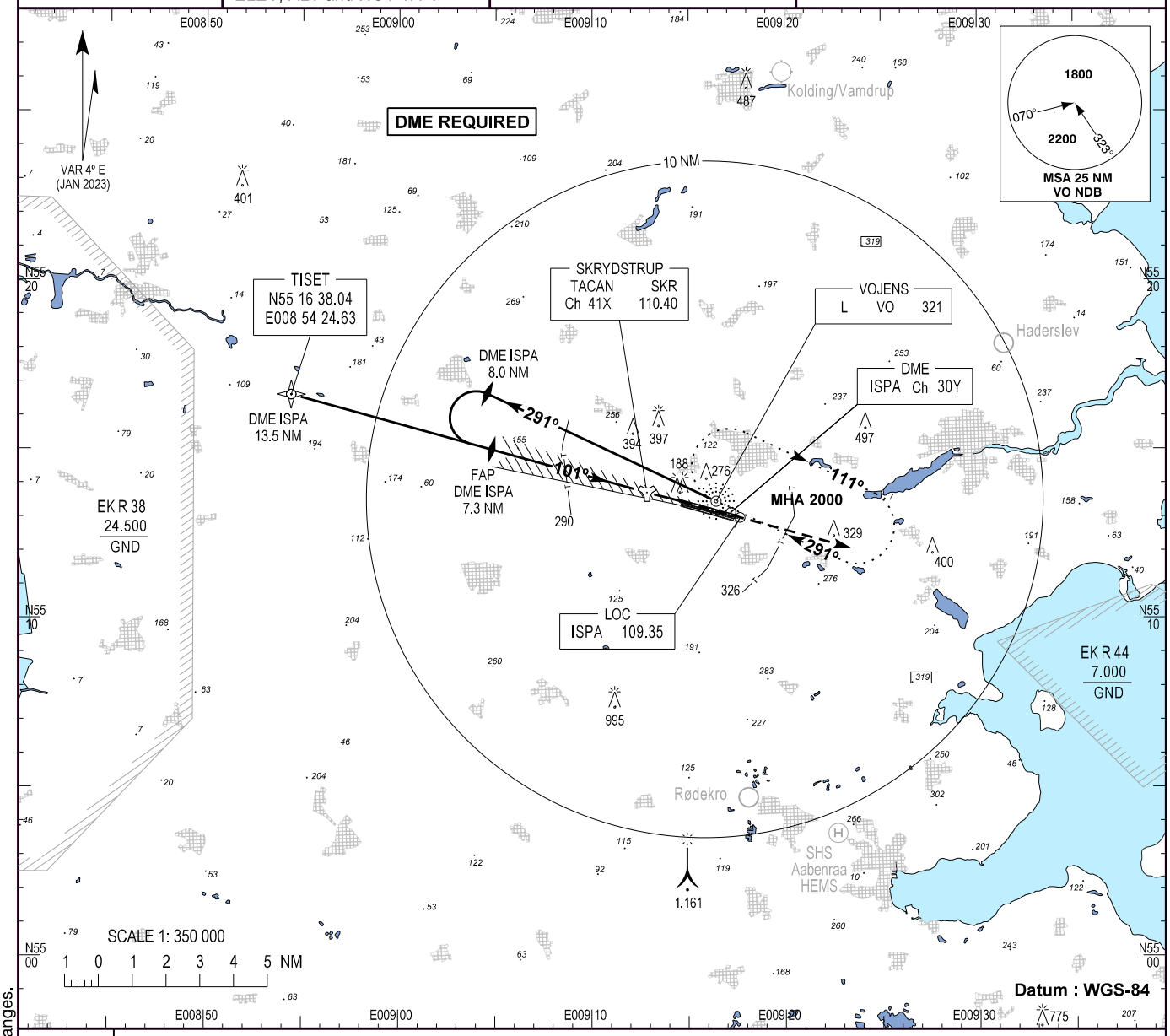
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 141

Bearings are magnetic
ELEV, ALT and HGT in FT

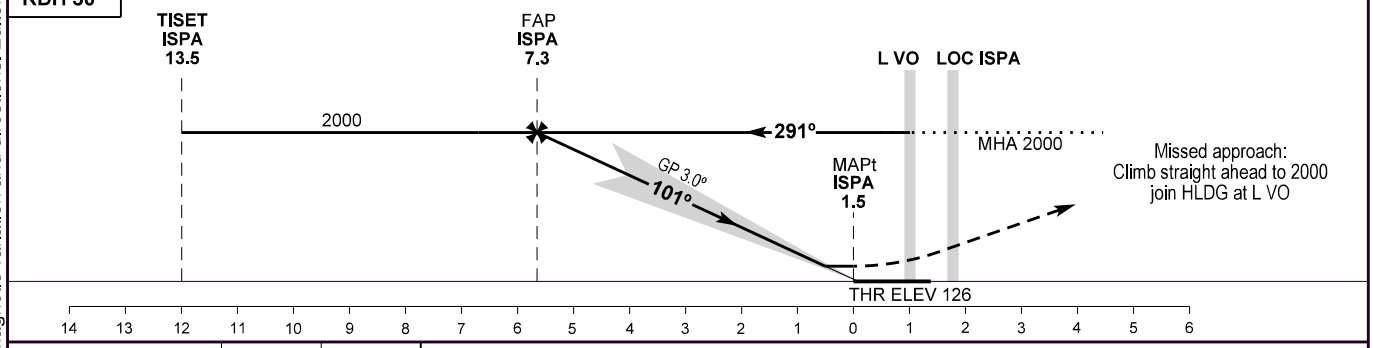
Skrydstrup APP : 124.105 280.750
Skrydstrup TWR : 118.280 286.375
ATIS : 133.905

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.

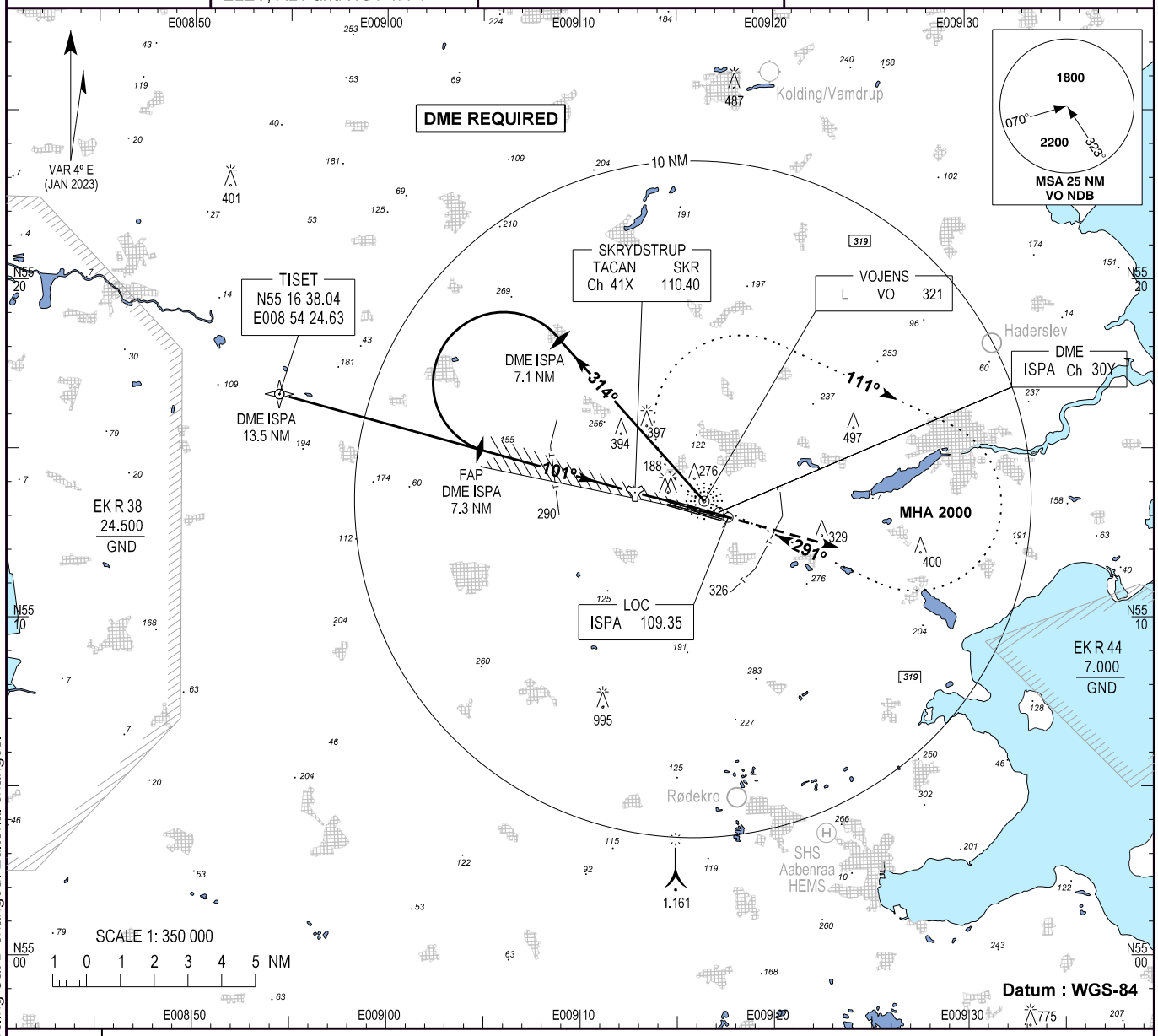
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 141

Bearings are magnetic
ELEV, ALT and HGT in FT

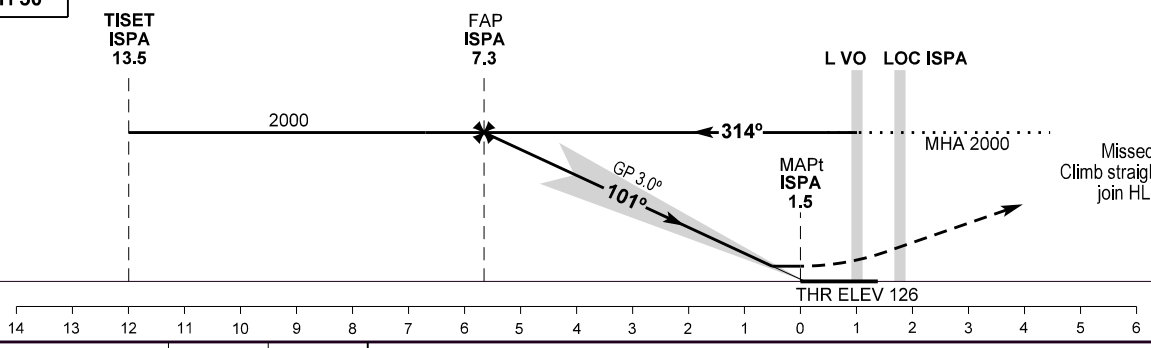
Skrydstrup APP : 124.105 280.750
Skrydstrup TWR : 118.280 286.375
ATIS : 133.905

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.

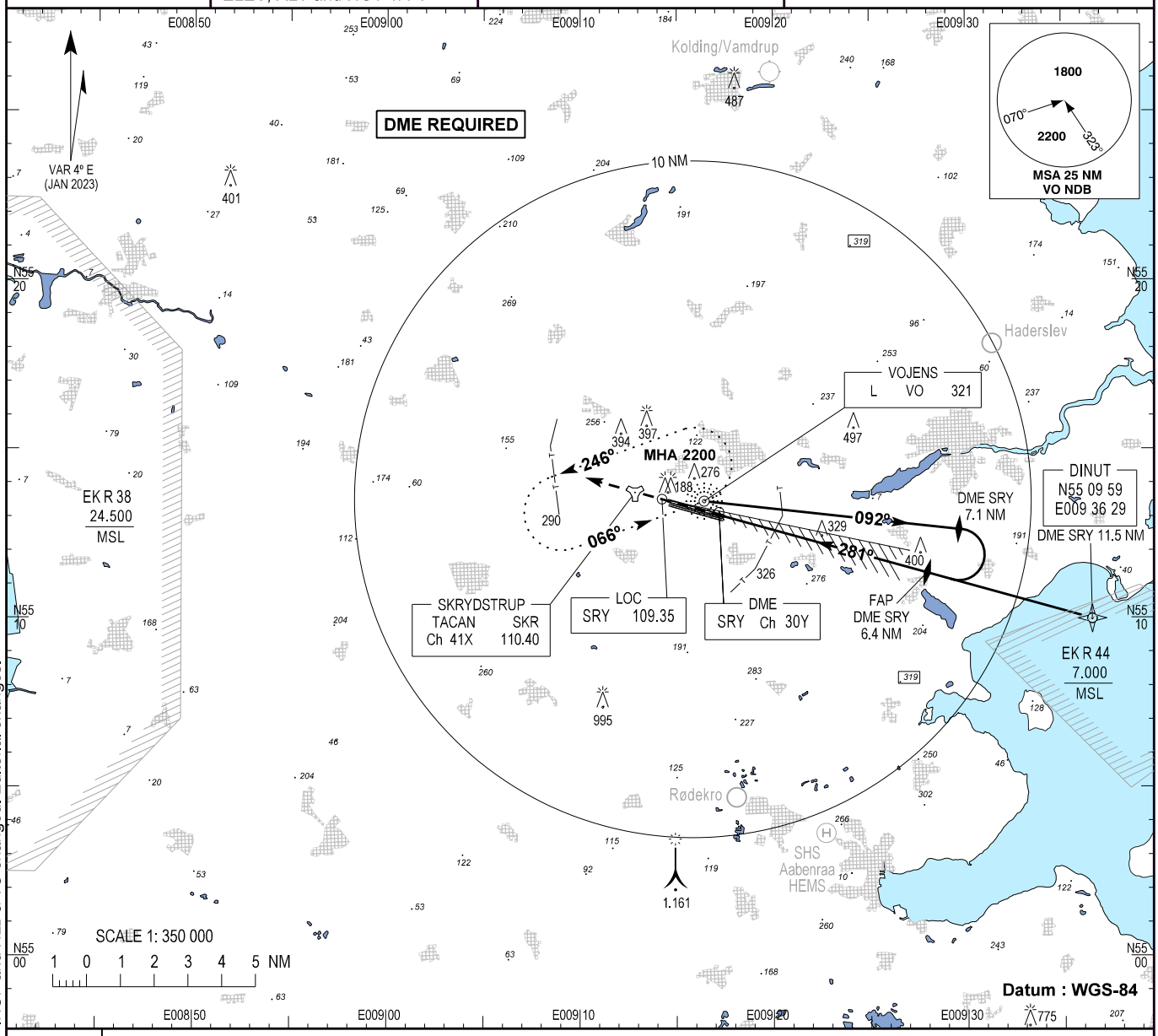
INSTRUMENT APPROACH CHART - ICAO

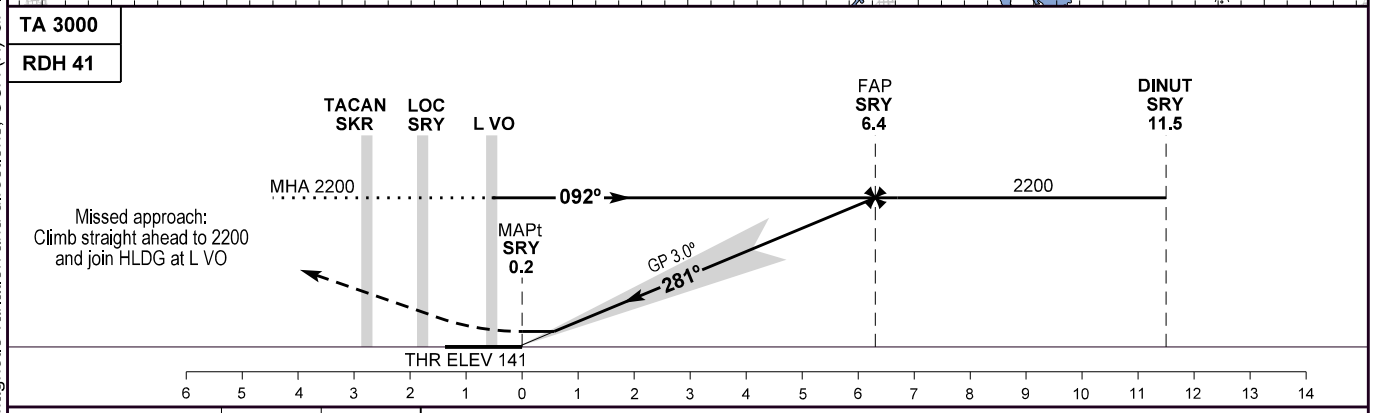
AD ELEV : 141

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.

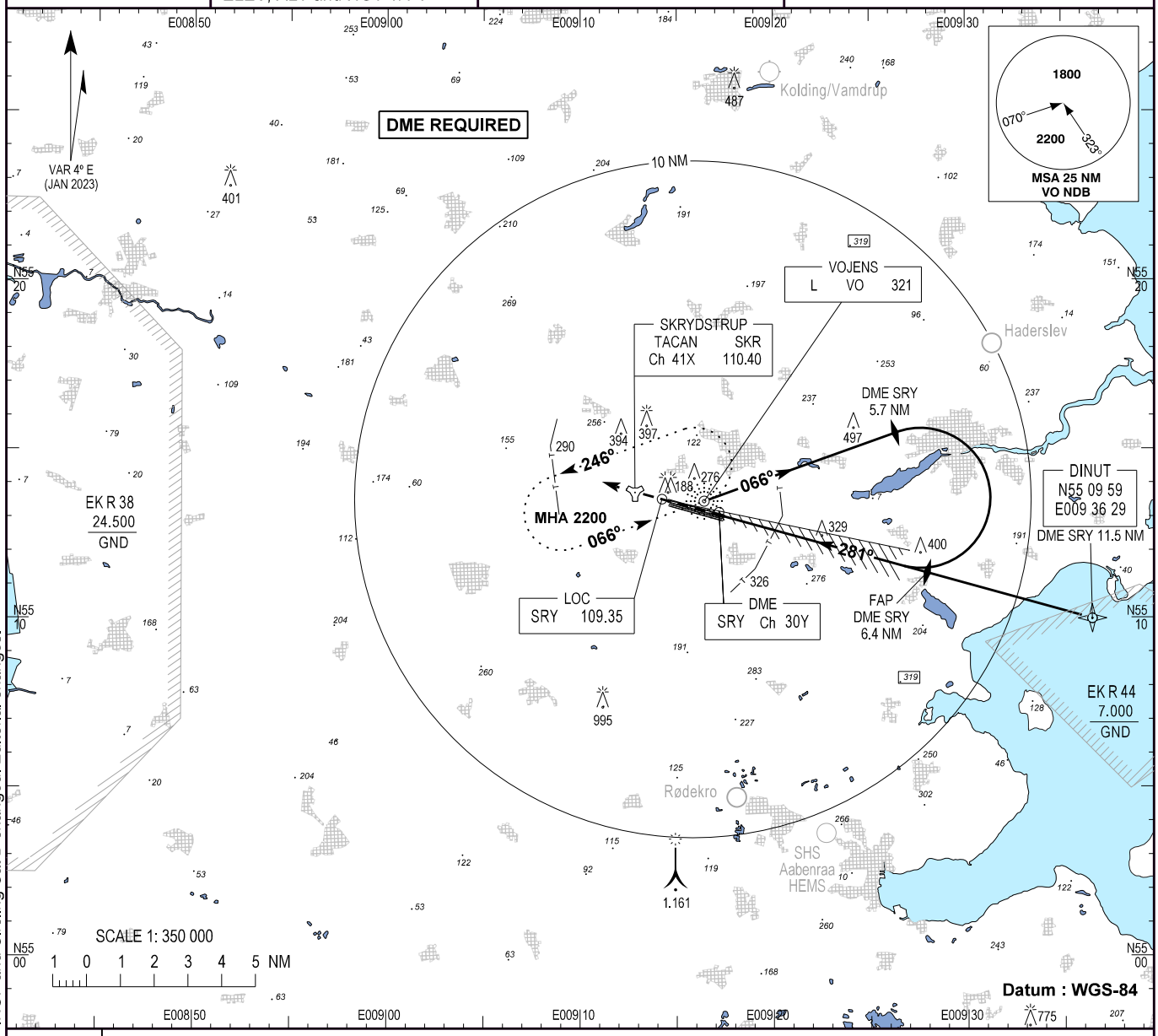
INSTRUMENT APPROACH CHART - ICAO

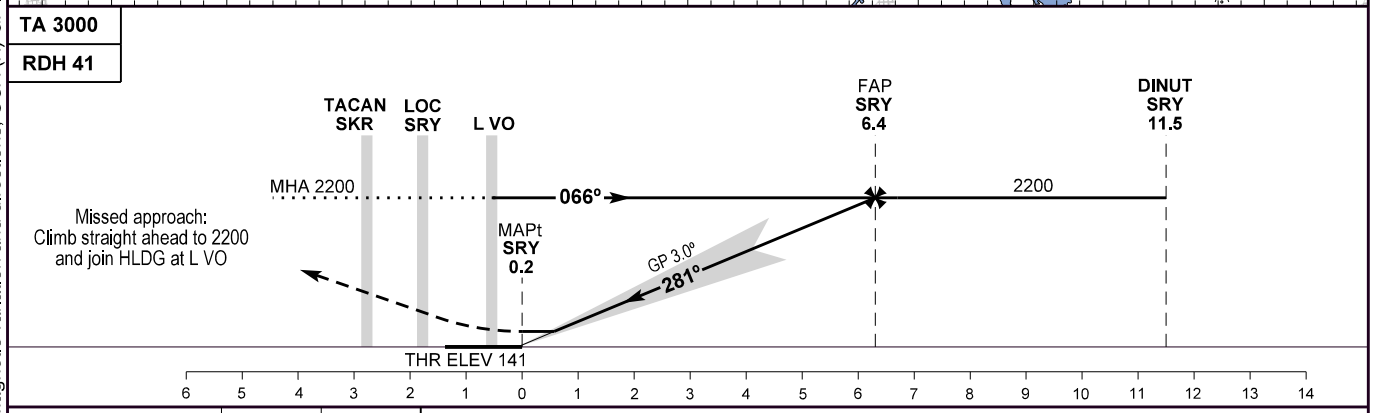
AD ELEV : 141

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.