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AIP
AIRAC AMDT 04/26

Publication Date
19 FEB 2026

Effective Date: 16 APR 2026

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

This AIRAC AMDT contains the following changes:

GEN 3.1 - Change in subsection 5. Pre-flight Information Service at Aerodromes/Heliports, Stauning.

ENR 1.3 - TUSKA withdrawn as DK-SE FAB FRA Horizontal Entry/Exit.

ENR 4.4 - TUSKA withdrawn as DK-SE FAB FRA Horizontal Entry/Exit.

ENR 6.4 - TUSKA withdrawn as DK-SE FAB FRA Horizontal Entry/Exit.

AD 2 - EKYT - REF temperature changed.

AD 2 - EKBI - Change in subsection 15. Other Lighting, Secondary Power Supply.
- Changes in subsection 23. Additional Information regarding Gliding and Aircraft exceeding the certified design characteristics of the aerodrome.

AD 2 - EKKA - REF temperature changed.

AD 2 - EKCH - Changes in 7. Docking Guidance Systems (DGS) in subsection 20. Local Aerodrome Regulations.
- Editorial changes.

AD 2 - EKVJ - Changes in subsection 3. Operational Hours.
- Approach lights RWY 27 changed in subsection 14. Approach and Runway Lighting and on ADC.
- Stop light withdrawn from subsection 15. Other Lighting, Secondary Power Supply and on ADC.

AD 2 - EKSP - REF temperature changed.

Destroy the following pages:		Insert the following pages:	
GEN 0.2 - 1	19 MAR 26	GEN 0.2 - 1	16 APR 26
GEN 0.4 - 1	19 MAR 26	GEN 0.4 - 1	16 APR 26
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ENR 1.3 - 2	05 DEC 19	ENR 1.3 - 2	05 DEC 19
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With this AMDT, information previously published by the following NOTAM have been incorporated in AIP Denmark:

A0112/26, B0711/25, B4495/25, B4496/25, B4497/25, B4498/25, B4499/25, B4500/25 and B4501/25.

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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11/24	19 SEP 2024	31 OCT 2024	AIM
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Stauning

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Sønderborg

Vojens/Skrydstrup

AD 3

5. Pre-flight Information Service at Aerodromes/Heliports

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

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

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

6. Basic Topographic and Terrain data

Digital topographic and terrain basic data may be obtained from:

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

ENR 1.3 Instrument Flight Rules

Note 1: The Danish Instrument Flight Rules (IFR) are given in their entirety in this section. Differences between regulations applicable in Denmark and ICAO Annex 2 are detailed in GEN 1.7.

Note 2: Within København FIR at or above FL 290 flights shall be conducted in accordance with the Instrument Flight Rules.

1. All IFR Flights

1.1 Aircraft equipment

Aircraft shall have equipment for navigation and communication, and suitable instruments appropriate to the route to be flown.

1.2 Minimum levels

Except when necessary for take-off and landing, or where a special permission has been granted by the Danish Transport Authority, an IFR flight shall:

- when flying over terrain or in mountainous areas higher than 1800 M (6000 FT), be flown at a level which is at least 600 M (2000 FT) above the highest obstacle located within 8 KM (5 NM) of the calculated position of the aircraft, and
- when flying over terrain other than specified above, at a level which is at least 300 M (1000 FT) above the highest obstacle located within 8 KM (5 NM) of the calculated position of the aircraft.

1.3 Change from IFR flight to VFR flight

1.3.1 An aircraft electing to change its flight from compliance with IFR to compliance with VFR shall notify the appropriate air traffic services unit, that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

1.4 Free Route Airspace (FRA) general procedures

1.4.1 Eligible flights

Eligible flights are those over-flights that enter and exit DK-SE FAB FRA (FL285-FL660). Over-flights with a level change en-route into DK-SE FAB FRA are eligible to flight plan FRA operations from the FRA Connecting Point where the level change occurs.

Additional eligible flights are those that depart or arrive from/to aerodromes within DK-SE FAB or in its proximity and have a requested flight level above FL285 within the FAB.

1.4.2 Procedures

Eligible flights may flight plan according to the table below.

From	To	Remark
FRA Horizontal Entry Point	FRA Horizontal Exit Point.	Flight plan DCT or via one or several Intermediate points. Such an Intermediate point can be either a NAV aid (published in ENR 4.1)/way-point (published in ENR 4.4) or entered as lat/long coordinates.
	FRA Arrival Connecting Point.	
	FRA Connecting Point.	
FRA Departure Connecting Point	FRA Horizontal Exit Point.	
	FRA Arrival Connecting Point.	
	FRA Connecting Point.	
FRA Connecting Point	FRA Horizontal Exit Point.	
	FRA Arrival Connecting Point.	
	FRA Connecting Point.	

It is mandatory to insert a FRA Horizontal Entry/Exit Point in the flight plan when entering/exiting DK-SE FAB except for traffic entering/exiting from/to:

- EETT/EFIN/ENOR/EVRR/EGPX FIR and
- EPWW/EDVV/EDUU/EHAA FIR/UIR (only for traffic arriving or departing aerodromes within DK-SE FAB, without crossing ENOR FIR)

Flight plan shall be filed to remain at least 3 NM from DK-SE FAB boundary except towards EPWW/EETT/EFIN/EDVV/EDUU/EHAA/ENOR/EVRR/EGPX FIR/UIR.

Access to FRA for departing traffic:

FRA Departure Connecting Point can either be:

- a SID Final Waypoint,
- if no suitable SID is available, an optional waypoint within a required distance from the aerodrome, according to the RAD,
- if required, the last point on a FRA Connecting Route or
- a FRA Horizontal Entry Point if departing from an aerodrome in the proximity of DK-SE FAB.

Exiting FRA for arriving traffic:

FRA Arrival Connecting Point can either be:

- a STAR Initial Waypoint,
- if no suitable STAR is available, an optional waypoint within a required distance from the aerodrome, according to the RAD,
- if required, the first point on a FRA Connecting Route or
- a FRA Horizontal Exit Point if arriving to an aerodrome in the proximity of DK-SE FAB.

DK-SE FAB FRA Horizontal Entry/Exit

DK-SE FAB FRA Horizontal Entry/Exit from/to EYVL FIR

NINTA

DK-SE FAB FRA Horizontal Entry/Exit from/to UMKK FIR

GISON

DK-SE FAB FRA Horizontal Entry/Exit from/to EPWW FIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

AMROR, GORPI, GOSOT, KOLOB, LARMA, LUSID, PENOR, POKEN, RUMAR

DK-SE FAB FRA Horizontal Entry/Exit from/to EDUU UIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

BAKLI, BIKRU, DETNI, KOSEB, NEDIK, NIKDA, OKAGA, SALLO, SONAL, UNGAV

DK-SE FAB FRA Horizontal Entry/Exit from/to EDVV UIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

ALASA, AMRAK, ATTUS, BAGOS, DEMIR, DOROR, DOSUR, GIMRU, GITER, GOBOT, KESUR, KOKOR, KUGAL, LOMPU, LUTIR, MAKEL, MEGAR, OMIMA, RAXLU

DK-SE FAB FRA Horizontal Entry/Exit from/to EHAA FIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

AMADA, GREFI, SUTEB

Note: Detailed information on FRA Connecting Routes is given in ENR 3.3.

2. Flights within København CTA

Below FL285 within København CTA DCT flight planning is allowed.

3. IFR Flights within Airspace Class A, B, C, D and E

3.1 IFR flights shall comply with the provisions for air traffic control services, when operated in airspace classes A, B, C, D and E.

3.2 Unless authorized to employ cruise climb techniques between two levels or above a level, an IFR flight operating in cruising flight in airspace classes A, B, C, D and E shall be flown at a cruising level determined from its track, as selected from the table of cruising levels shown in ENR 1.7. The correlation of levels to track shall not apply whenever otherwise indicated in air traffic control clearances or specified by the Danish Transport Authority in AIP.

4. IFR Flights within Airspace Class F and G

4.1 Cruising levels

An IFR flight operating in level cruising flight within airspace classes F and G shall be flown at a cruising level determined from its track and selected from the table of cruising levels shown in ENR 1.7.

4.2 Communications

A pilot-in-command shall maintain continuous voice communication watch on the appropriate communication channel within areas, where two-way radio communication is required as published in the AIP, and when flying within airspace classes, for which two-way radio-communication is required according to the table "ATS Airspace Classification" (ENR 1.4), unless otherwise permitted by the appropriate ATS-unit.

Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch, when stated in AIP.

Note 2: The requirement to a pilot-in-command to maintain air-ground voice communication watch remains in effect after data link communication between air traffic controller and pilot has been established.

4.3 Position reports

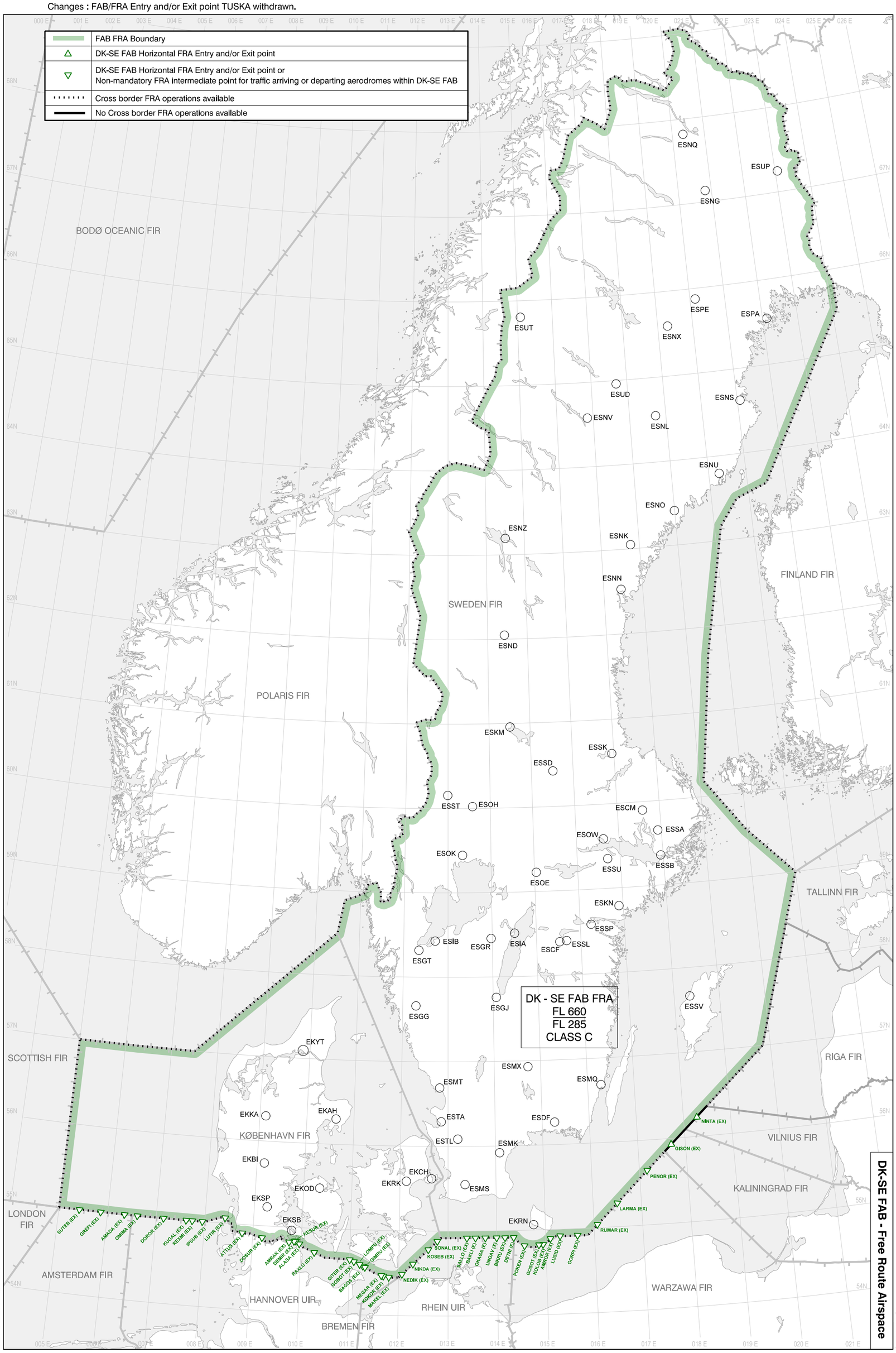
An IFR flight operating within airspace classes F and G, shall report position as specified in the provisions for air traffic control service.

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

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

Changes : FAB/FRA Entry and/or Exit point TUSKA withdrawn.

	FAB FRA Boundary
△	DK-SE FAB Horizontal FRA Entry and/or Exit point
▽	DK-SE FAB Horizontal FRA Entry and/or Exit point or Non-mandatory FRA intermediate point for traffic arriving or departing aerodromes within DK-SE FAB
	Cross border FRA operations available
	No Cross border FRA operations available



DK-SE FAB - Free Route Airspace

1. Aerodrome Location Indicator and Name: EKYT - Aalborg (CIV / MIL)

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	57 05 34.04N 009 50 56.99E On RWY 08R/26L, 836 M from THR 08R
2.	Distance and direction from city:	3.5 NM NW of Aalborg
3.	ELEV: REF temperature:	8 FT 21.5°C
4.	MAG VAR: Annual change:	4°E (OCT 2023) Increasing: 12'
5.	AD ADM: AD address: TEL: FAX: E-mail: Internet: AFS: SITA:	Aalborg Lufthavn a.m.b.a Ny Lufthavnsvej 100 DK-9400 Nørresundby +45 98 17 11 44 (AD) +45 98 17 36 84 (AD/ARO/Briefing) aalborg.airport@aal.dk www.aal.dk EKYTZPZX AALAPXH
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: Height references EGM96 (Earth Gravitational Model 1996).

3. Operational Hours

1.	AD:	Daily 0500-2230 (0400-2130)
2.	Customs and immigration:	The airport is open for traffic to/from all States. Hours for customs clearance and immigration as for AD.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As AD
5.	ATS Reporting Office (ARO):	As AD
6.	MET Briefing Office:	H24
7.	ATS:	H24 (H24)
8.	Fuelling:	Jet A1 - daily 0500-2100 (0400-2000) - SAT 0500-2000 (0400-1900) - SUN 0500-2100 (0400-2000) For fuel outside opening hours, contact Aalborg Airport Office. Please note that an extra fee will be charged.
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	As AD

12. Remarks: Outside stated hours PPR for non-scheduled flight shall be submitted to airport office not later than 2100 (2000), and for ambulance flights 1 HR PN. (Please note that an extra fee will be charged).

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1. Oil: Nil
3.	Fuelling facilities and capacity:	Jet A1: 1800 L/MIN
4.	De-icing facilities:	De-icing fluid and equipment. For details see item 20. Local aerodrome regulations.
5.	Hangar space for visiting aircraft:	Yes
6.	Repair facilities for visiting aircraft:	Minor repairs only
7.	Remarks:	a. Frequency used for handling: 131.555 - call sign "Aalborg Handling" b. Hydraulic oil not available

5. Passenger Facilities

1.	Hotels:	Yes
2.	Restaurants:	Yes
3.	Transportation:	Taxi, bus and train
4.	Medical facilities:	Hospital in Aalborg
5.	Bank and Post Office:	ATM in terminal (Major credit cards accepted). Bank and Post office in town
6.	Tourist Office:	In Aalborg TEL +45 99 31 75 00 E-mail info@visitaalborg.com

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 7 and boats
2.	Rescue equipment:	2 boats, and 8 rafts of 25 persons
3.	Capability for removal of disabled aircraft:	Capable of removing B737 & A321 without special arrangements. Rescue crane, jacks, and skids.

Registered Owner or Aircraft Operator retains complete responsibility for the removal of the disabled aircraft. All Airline Operators at EKYT are expected to have aircraft recovery plans. If removal of disabled aircraft is needed assistance can be requested by contacting Airport Office at +45 96 35 77 50 or e-mail aalborg.airport@aal.dk.

4. Remarks: Principal extinguishing agent, Foam performance level C, 25.000 litres of water.
Complementary extinguishing agent available (550 KG dry chemical powder).
CAT 9 available with 24 HR PPR, please write to aalborg.airport@aal.dk.

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

1.	Type of clearing equipment:	Snowploughs, sweepers, spreaders and snow-blower. Chemicals: KFOR and NAFO
2.	Clearance priorities:	1. Apron in front of Fire and Rescue station 2. Main RWY and TWY C 3. Apron 4. South parallel RWY and TWY A and E 5. TWY B and D

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

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength:

Stand 1
PCN 42/F/D/W/T
Asphalt

Stand 2-3
PCN 52/R/D/W/T
Concrete

Stand 4-5
PCN 57/R/D/W/T
Concrete

Dolphin Apron
PCN 74 R/D/W/T
Concrete

Stand 6-8
PCN 71/R/D/W/T
Concrete

Stand 10
PCN 52/F/D/W/T
Asphalt

Other parts of apron:
PCN 39/R/D/X/U
Other

2. Taxiway width, surface and strength:

TWY A, C, D, E and G: 23 M
TWY B and H: 15 M
TWY F, N, J and K: 14 M
TWY M and L: 12 M
TWY GA1 and GA2: 20 M

All taxiways:
PCN 52/F/D/W/T
Concrete/Asphalt
Composite construction

3. ACL and ELEV: At civil apron 8 FT
4. VOR checkpoints: -
INS checkpoints: See Aircraft Parking/Docking Chart

5. Remarks: 1. Dolphin Apron unsuitable for fighter jets and jet aircraft with low hanging engines due to risk of FOD (foreign object damage) ingestion.
2. TWY B + J not to be used during night operation due to no TWY edge lights.

9. Surface Movement Guidance and Control System and Markings

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

2. RWY and TWY markings:

RWY 08L/26R:
RWY NR, THR, TDZ, centre line, edge and RWY end as appropriate marked and lighted.

RWY 08R/26L:
RWY NR, THR, centre line, edge and RWY end as appropriate marked. THR, edge and RWY end lighted.

TWY:
Centre line, side stripes and holding positions marked. Edge light on TWY A, C, D, E, F, G, K and N.

3. Stop bars: -

4. Remarks: LED Lights:
All lights associated with RWY 08L and 26R, except PAPI
RWY edge 08R and 26L
TWY A, D, E, F, G, H, K, N

10. Aerodrome Obstacles

Note: Obstacles for Area 2, 3 and 4 are pending.
Height references DVR90 (EGM96 pending).

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
10640	Antenna	57 07 17.07N 009 51 34.23E	211	179	Lighted	
8176	Antenna	57 04 09.99N 009 56 00.48E	253	131	None	
000445	Building	57 03 47.68N 009 53 50.51E	181	180	Lighted	
9000-064	Terrain	57 04 40.48N 009 54 42.70E	166	0	None	
10661	Antenna	57 04 21.34N 009 54 47.19E	165	129	Lighted	
009151	Building	57 05 33.93N 009 56 12.85E	165	65	None	
219192	Antenna	57 04 24.12N 009 53 09.57E	157	145	None	
237537	Building	57 03 56.00N 009 54 00.00E	238	229	Lighted	

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Tabular data pending.						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
EKBI 5	Antenna	55 44 58N 009 08 46E	391	148	NIL	Permanent

11. Meteorological Information Provided

1.	Associated MET Office:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) TEL +45 39 15 72 72	
2.	Hours of service:	H24	
3.	Office responsible for TAF preparation:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV)	
	Periods of validity:	24 hours	
	Interval of issuance:	3 hours	
4.	Type of landing forecast:	NIL	
5.	Briefing/Consultation provided:	Self briefing northavimet.com and telephone consultation with associated MET office	
6.	Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts English and Danish	
7.	Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart	
8.	Supplementary equipment available:	NIL	
9.	ATS units provided with information:	Billund Approach/Tower	
10.	Additional information (limitation of service, etc.):	NIL	

12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR coordinates RWY end coordinates THR geoid undulation	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
09	086.84° GEO 082° MAG	3101 x 45 M	PCN 110/F/A/X/T Asphalt	55 44 23.26N 009 08 05.35E 55 44 28.48N 009 10 54.25E GUND: 133 FT	215 FT/223 FT
27	266.88° GEO 262° MAG	3101 x 45 M	PCN 110/F/A/X/T Asphalt	55 44 28.22N 009 10 45.66E 55 44 22.99N 009 07 56.76E GUND: 133 FT	243 FT/243 FT

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	RESA dimensions	Strip dimensions	Obstacle-free zone
09	0.32%			200 x 90 M	3221 x 280 M	Available
27	-0.32%			200 x 90 M	3221 x 280 M	Available

Remarks: Runway classification

RWY NR	RUNWAY CODETYPE
09	4EPA-3B
27	4EPA-3B

Turning area at both ends of runway - width 72 M (including connecting taxiways north of runway)

Strip surface: Grass

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 09				2951 M	-
TWY D	3101 M	3101 M	3101 M		
TWY A	2887 M	2887 M	2887 M		
TWY B	2350 M	2350 M	2350 M		
TWY F	2323 M	2323 M	2323 M		
TWY C	2033 M	2033 M	2033 M		
RWY 27				2951 M	-
TWY K	2951 M O/R 3101 M	2951 M O/R 3101 M	3101 M		
TWY M	2172 M	2172 M	2322 M		
PSN Y	1551 M	1551 M	1701 M		
TWY C	1048 M	1048 M	1198 M		
TWY B	693 M	693 M	843 M		

14. Approach and Runway Lighting

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT Length	RWY centre line LGT: Length, Spacing, Colour, Intensity	RWY edge LGT: Length, Spacing, Colour, Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
09	CAT II and III 900 M LIH	Green	3° 52 FT	900 M White	3101 M 15 M White; FM 2200 M - 2800 M Red/White; FM 2800 M Red; LIH	3101 M 60 M White; FM 0 M - 150 M Red; FM 150 M - 2500 M White; FM 2500 M - 3101 M Yellow; LIH	Red	-
27	CAT II and III 900 M LIH	Green	3° 51 FT	900 M White	3101 M 15 M White FM 2200 M - 2800 M Red/White; FM 2800 M Red; LIH	3101 M 60 M White; FM 0 M - 150 M Red; FM 150 M - 2500 M White; FM 2500 M - 3101 M Yellow; LIH	Red	-

Remarks: RWY 09/27: LED used in the full length of Approach and RWY end lights.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: -
2. LDI location and LGT: -
   Anemometer location and LGT: -
3. TWY edge and centre line LGT: Blue edge LIL only on TWY G.
   Centre line LGT on TWY A, B, C, D, F, H, J, K, M, N, S, STOP bars and RGL.
4. Secondary power-supply/switch-over time: Switch-over time CAT II and III MAX 1 SEC, switch-over time during departures with RVR less than 800M MAX 1 SEC, otherwise MAX 15 SEC.
5. Remarks: LED on TWY A, TWY S and TWY D between RWY and TWY J. LED at stopbars TWY A, B, C and D.

16. Helicopter Landing Area

1. Coordinates TLOF: PSN center 55 44 14.97N 009 10 12.12E
2. TLOF elevation: 243 FT
3. TLOF and FATO area dimensions, surface, strenght, marking: Diameter 17 M, Concrete, 6800 KG, White edge and white letter "H"
4. True BRG of FATO: 303.03° to 095.03° clockwise
5. Declared distance available: NIL
6. APP and FATO lighting: Green edge.
7. Remarks: Approved for VMC operations day and night. Only HEMS operations allowed. Air taxiway and air transit route equipped with centreline lights, runway guard lights and stopbar.

17. Air Traffic Services Airspace

1. Designation and lateral limits: BILLUND CTR
   55 50 31.7N 009 29 42.0E -
   55 39 33.7N 009 30 40.8E -
   55 38 16.0N 008 49 14.3E -
   55 49 13.6N 008 48 03.9E -
   55 50 31.7N 009 29 42.0E.
2. Vertical limits: 1500 FT MSL/GND
3. Airspace classification: D
4. ATS unit call sign: BILLUND TOWER
   Language(s): EN, DA
5. Transition altitude: 3000 FT MSL
6. Remarks: NIL

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	BILLUND APPROACH	127.580	H24	DOC: FL 250/50 NM
ARR	BILLUND ARRIVAL	119.255	H24	DOC: FL 200/50 NM
TWR	BILLUND TOWER	ARR 119.005 DEP 129.505 121.500	H24	DOC: 4000 FT/25 NM ARR DOC: 4000 FT/25 NM DEP Emergency
PSR		2833/2757	H24	
MSSR		1030	H24	Multi Radar track from ACC Copenhagen
ATIS	BILLUND ARRIVAL INFORMATION	118.780	H24	DOC: FL 200/60 NM Language: EN Phone number: +45 76 50 50 79
ATIS	BILLUND DEPARTURE INFORMATION	129.105	H24	DOC: 1000 FT/5 NM Language: EN Phone number: +45 76 50 50 78
DE-ICING	BILLUND DE-ICING NORTH	131.805	HO	
DE-ICING	BILLUND DE-ICING SOUTH	131.410	HO	Only with prior arrangement.

21. Noise Abatement Procedures

Noise Abatement Provisions for Billund Airport

The provisions are divided into 2 parts:

I. Take-off and landing restrictions.

II Reporting.

As regards engine run and use of APU, see item 20 Local Aerodrome Regulations.

Note: Noise abatement provisions for Billund Airport are established in pursuance of Section 82 of the Danish Air Navigation Act, cf. The Consolidation Act. no. 543 of 13 June 2001, and Regulations for Civil Aviation, "Bestemmelser for Civil Luftfart" (BL), BL 3-40: Regulations on the abatement of noise from controlled aerodromes, Edition 2, 17 March 2003.

Chapter 7 of BL 3-40 reads as follows:

"7. Punishment

7.1 Violation of Chapter 4 in this BL is punishable with fine under Subsection 9 of Section 149 of the Danish Air Navigation Act if the violation can be set against the person in question as intentional or grossly negligent.

7.2 Penalty may be imposed on companies, etc. (legal persons) for violation of noise regulations even though the violation cannot be set against the legal person or a person attached to the legal person as wilful or negligent. Similarly an owner of a one-man company may be punished with fine even though the violation cannot be set against the owner as wilful or negligent. No alternative sentence is laid down for penalty.

I. Take-off and landing restrictions

1. General Provisions

1.1 The noise abatement provisions may be deviated, if the Air Traffic Controller or the Pilot-in-Command judges it necessary for safety reasons (ex. CB´s etc. in the approach and take-off sectors)

1.2 Overflying the city of Billund shall be avoided whenever possible.

1.3 Traffic circuits shall be executed north of the runway (exept helicopters)

2. Restrictions valid for all jet aeroplanes and for propeller and turboprop aeroplanes MTOM above 5700 kg

2.1 Landing restrictions

2.1.1 Use of more than idle reverse thrust is allowed only for safety reasons.

Note: With respect to propeller and turboprop aeroplanes idle reverse refers to propeller in beta range and engine at idle power.

2.1.2 In the period 2200-0700 local time landing on RWY 09 shall be avoided whenever possible, if RWY 27 is runway in use.

2.1.3 Visual approach from the south to RWY 09 shall be executed with baseturn west of RNAV FIX SUTIT.

2.1.4 Visual approach from the south to RWY 27 shall be executed with baseturn east of RNAV FIX INLIS.

2.2 Take-off restrictions

2.2.1 In the period 2300-0600 local time take-off may take place only if an advance approval has been issued by Billund Airport.

2.2.2 RWY 09:

a. If traffic permits, take-off shall be commenced from position 09B/F (valid for jet aeroplanes and turboprop aeroplanes needing no more than a runway length of 2323 M).

b. In the period 2300-0600 local time all VFR-departures will as far as possible be instructed to climb on runway direction until 2 NM east of THR RWY 27. This direction shall be kept until further instructions are received from the ATC.

2.2.3 RWY 27:

a. Take-off positions

Jet ACFT

Take-off shall be commenced from the beginning of the RWY, however, in the period 0700-2200 jet ACFT up to and including ICAO code letter C may take off from TWY M or east of it.

Propeller and turboprop ACFT

In the period 2300-0600 local time or if MTOM is above 5700 kg: Take-off shall be commenced from TWY M or east hereof.

b. Right turn minimum 30° shall be initiated when passing 700 FT MSL and the distance to DME LEL is greater than 1 NM.

c. In case of radar vectoring to the south, the extended runway centre line must not be passed closer than 2 NM west of THR RWY 09.

d. In the period 2200-0700 local time take-off from RWY 27 shall be avoided whenever possible if RWY 09 is runway in use.

2.3 School and training flights

2.3.1 School and training flights are allowed only if prior permission (PPR) has been obtained from ARO.The permission will be granted on specified conditions due to the type of the aircraft. Permission for training flights (PFT and FT-AP) in order to maintain the privileges of the certificat will be granted in the period 0900-1900 local time. Permission for school flights will be granted only on weekdays 0900-1500 local time.

3. Restrictions valid for propeller aeroplanes with MTOM 5700 kg or less in the period 2300-0600 local time

3.1 Landing restrictions

3.1.1 Visual approach from the south to RWY 09 shall be executed with baseturn west of RNAV FIX SUTIT.

3.2 Take-off restrictions

3.2.1 RWY 09:

All VFR-departures will as far as possible be instructed to climb on runway direction until 2 NM east of THR RWY 27. This direction shall be kept until further instructions from the ATC are given or leaving CTR.

3.2.2 RWY 27:

a. Take-off shall be commenced from TWY M or east hereof.

b. All VFR-departures will as far as possible be instructed to turn right minimum 30° when passing 700 FT MSL and the distance to DME LEL is greater than 1 NM. This direction shall be kept until further instructions from the ATC are given.

3.3 School and training flights

3.3.1 School and training flights are allowed only if prior permission (PPR) has been obtained from ARO. The permission will be granted on specified conditions due to the type of the aircraft. Permission fro training flights (PFT and FT-AP) in order to maintain the privileges of the certificate will be granted in the period 0900-1900 local time. Permission for school flights will be granted only on weekdays 0900-1500 local time.

4. Restrictions valid for helicopters

4.1 Take-off with turbine helicopters on RWY 27 with MTOM > 5.700 kg shall be commenced from PSN B/F or east hereof.

4.2 Take-off and landing from Heligrass may take place only if prior permission has been obtained from Billund Airport.

4.3 Traffic circuits and routing to and from Heligrass are restricted. Specified instructions can be obtained from Billund Airport.

4.4 School and training flights with landing circuits from Heligrass are allowed only on weekdays in the period 0900-1700 local time.

II. Reporting

The Danish CAA will make further investigations based on the below mentioned reporting. The investigation will include an evaluation of whether the airline is liable to punishment according to Regulation for Civil Aviation BL 3-40.

1. ATC Billund´s reporting to the Danish CAA

1.1 The ATC Billund shall notify the Danish CAA of:

a) Every clearance deviating from the above mentioned provisions.

b) Every clearance according to the provision in Part I, item 1.1 concerning safety reasons.

c) Every operation where it is observed, that it is carried out contrary to the clearance issued according to the provisions concerning take-off and landing restrictions.

2. Billund Airports reporting to the Danish CAA

Billund Airport shall notify the Danish CAA if:

2.1 An aeroplane takes off within the period 2300-0600 local time without having the necessary advance approval, cf. Part I, item 2.2.1.

2.2 School- and training flights have taken place against the provisions, cf. Part I, item 2.3.1 or item 3.3.1.

2.3 Helicopter flights have taken place against the provisions, cf. Part I, item 4.1 or 4.3.

22. Flight Procedures

1. IFR Arrival

1.1 IFR traffic to Billund shall be planned via the appropriate IF (GELBA/LOKSA).

1.2 Aircraft will normally be cleared by ACC KØBENHAVN to LOKSA or GELBA.

At first contact with BILLUND APPROACH state type of aircraft.

1.3 Speed limit: FL 60 and below: MAX IAS 250KT

1.4 Radio communication failure

Navigation aids designated for radio communication failure during IMC for arriving aircraft are:

- Fix OSLAS when RWY 09 is expected runway in use, and
- Fix ELRIT when RWY 27 is expected runway in use.

2. IFR Departure

2.1 Departing traffic shall contact TWR on 129.505 prior to TOBT (Target Off Block Time) in order to obtain ATC clearance. Clearance is available from EOBT -30 min. At initial contact aircraft type and stand number shall be stated. When RWY 09 is in use state preferred take-off position.

2.2 Standard Instrument Departures (SID):

- Departing aircraft certified for P-RNAV operations will be assigned a P-RNAV SID. Aircraft not certified for P-RNAV operations will be assigned a detailed departure clearance.
  Clearance will be issued only when radar service is available.
- Alternate SIDs ASKOV and GOKIM will be issued on ATC discretion.

2.3 If unable to follow P-RNAV SID, state inability at first contact with TWR to obtain alternate clearance.

2.4 Climb out for flights not cleared via an SID:

MAX IAS 250 KT FL60 and below.

RWY 09: For jet aeroplanes irrespective of weight and for propeller and turboprop aeroplanes with MTOM above 5700 kg: Climb on track 082° MAG to INLIS or 1000 FT MSL whichever is later, then turn according to clearance. Minimum climb gradient 3.7% until passing 1000 FT MSL.

RWY 09: For propeller and turboprop aeroplanes with MTOM 5700 kg or less: Climb on track 082° MAG to 1000 FT MSL, then turn according to clearance. Minimum climb gradient 3.7% until passing 1000 FT MSL.

RWY 27: All aeroplanes: Climb on track 262° MAG to DME LEL 1.0 NM or 700 FT MSL, whichever is later, then turn according to clearance.

MAX IAS 250 KT FL60 and below.

2.5 Aircraft requesting cruising level at or above FL 250 in HANNOVER UIR are advised to arrange the climb to be at or above FL 250 within 45 NM from EKBI. If unable advise BILLUND TOWER upon clearance request.

2.6 Flight plan for international flights shall be filed via one of the SID termination points (RERPA, INTET, ABINO, RIDSI, ALS, MIKRO or BAMPI).

For BAMPI SID the following compulsory routing after BAMPI shall be included in the flight plan:

- Traffic via P992: BAMPI - P60 - NARBA - P992
- Traffic via P619: BAMPI - P60 - NAVIK - P619
- Traffic via P613: BAMPI - P60 - NUGLO - P613
- Traffic via L983: BAMPI - P60 - AMRAM - L983
- Traffic via N866: BAMPI - P60 - AMRAM - N866

2.7 Flight plan for flights with destination within COPENHAGEN AREA shall be filed via ABINO. Flight plan for other domestic flights may be filed DCT.

3. Low Visibility Procedures

3.1 ATC will apply special safeguards and procedures during conditions of low visibility.

3.2 Criteria for activation of LVP

Low Visibility Procedures are prompted by ATC and will normally be introduced when the RVR is less than 550 M or during CAT II/III operations.

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

3.4 The following procedures will apply:

a. ATC Procedures
   When RVR is below 550 M, TKOF PSN A and D will be used for RWY 09 and TKOF PSN K for RWY 27. When RVR is below 350 M, ATC can only allow one aircraft on the manoeuvering area at a time during take-off and landing. Aircraft will additionally receive Marshaller guidance on Aprons.

b. Pilot procedures.
   Pilots should on own initiative report "runway vacated" when the aircraft is fully clear of the runway. Pilots should on own initiative report "on Apron North/South" when the aircraft is fully clear of the manoeuvring area.

4. Precision Approach. Category II / III Operations

4.1 The operations during CAT II / III approaches are subject to the following procedures and conditions.

a. ATC procedures.
   The minimum distance between an aircraft on final approach on a CAT II / III ILS approach and any other preceding aircraft will for CAT II not be less than 5 NM and for CAT III not less than 8 NM. The separation must be established at the latest when preceding aircraft passes THR. Departing aircraft must have commenced take-off run, before arriving aircraft has left 2000 FT on final approach.

b. Pilot procedures.
   Pilots who intend to fly a CAT II / III ILS approach are to use the following phrase: "Request Category II (or III) ILS approach runway ……. (mention runway number)"
   Above mentioned request shall be made to COPENHAGEN CONTROL and confirmed on first contact with BILLUND APPROACH.

c. During final approach ATC will inform the pilot of following:
   Change to secondary power supply for electronic and visual aids, if the aircraft has passed OSLAS BIL 5.6 NM for RWY 09 or ELRIT LEL 5.5 NM for RWY 27.

5. VFR Flights

5.1 VFR reporting points and VFR holdings are established.
For further see ANC 1:500 000 Denmark and/or VFG Denmark.

5.2 All departing flights shall submit flight plan or abbreviated flight plan to ARO before departure.

5.3 Departure clearance shall be requested at Billund TWR on 129.505.

23. Additional Information

1. Gliding

1.1 Glider areas within Billund TMA/CTR, see AD 2 - EKBI Glider Areas in TMA/CTR.

1.2 Glider Areas.
Each glider area will be activated on request by Billund Approach according to agreement between Billund Approach and Dansk Svæveflyver Union (DSvU). Announcement of active glider area will - if necessary due to heavy load on the communication channels - be broadcasted on Billund ATIS with information of upper limits and period of activity.

1.3 VFR flights may obtain information about active glider areas on the TOWER/APPROACH frequency.

A request for clearance to pass an active area will normally be complied with, but VFR flights cleared to pass an active area will not receive the prescribed traffic information and advice to avoid collision normally given by ATS for airspace class C.

When flying in an active area the requirement for transponder - in airspace class C - is suspended.

1.4 IFR flights will be separated from active glider areas or from individual flights in mentioned areas.

Note: Observe the fact, that gliding may take place below the areas, whether the areas are active or not.

1.5 Two glider reporting lines are established:

Karlskov line:
From 55 46 31N 008 35 41E to 55 48 34N 009 41 43E.

Vandel line:
From 55 40 07N 008 36 24E to 55 42 10N 009 42 16E.

2. Aircraft exceeding the certified design characteristics of the aerodrome

2.1 The RWY is classified as 4E/PA-3B. Procedures have been implemented to handle aircraft exceeding the certified design characteristics of the aerodrome. For operations with aircraft exceeding the certified design characteristics of the aerodrome contact briefing@bll.dk.

3. Stop bars

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

If the stop bar cannot be switched off:

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

b. If an alternative taxi route is not available, ATC will place a Follow Me car in front of the aircraft with the explanation that the stop bar is out of service and that ATC will confirm by RTF when to cross the stop bar.

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

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	56 17 50.85N 009 07 28.66E THR RWY 27L
2.	Distance and direction from city:	10 NM NNE of Herning
3.	ELEV: REF temperature:	171 FT 21°C
4.	MAG VAR: Annual change:	4°E (2023) Increasing 12'
5.	AD ADM - MIL: AD address - MIL:	Flyvestation Karup Flyvestation Karup (Karup Air Base) Kølvrå DK-7470 Karup J
	AD ADM - CIV: AD address - CIV:	Midtjyllands Lufthavn a.m.b.a Midtjyllands Lufthavn N.O. Hansensvej 4 DK-7470 Karup J
	TEL:	+45 72 84 31 11 (MIL) +45 97 10 06 10 (CIV: AIS/ARO/ADO)
	FAX: E-mail: AFS:	+45 97 10 06 65 (CIV: AIS/ARO/ADO) hw-ktp-wingops@mil.dk (MIL) EKKAZTZX (MIL) EKKAYOYP (CIV)
	Internet:	www.krp.dk (CIV)
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

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

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

4. Handling Services and Facilities

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

5. Passenger Facilities

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

7 Remarks: NIL

6. Rescue and Firefighting Services

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

4. Remarks: NIL

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

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

3. Remarks: AD available all seasons

8. Aprons, Taxiways and Check Locations/Positions Data

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

5. Remarks: NIL

9. Surface Movement Guidance and Control System and Markings

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

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

10. Aerodrome Obstacles

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

Remarks: All obstacles are marked by day and night

11. Meteorological Information Provided

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

12. Runway Physical Characteristics

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

10. Aerodrome Obstacles

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
EKCH_ATC TWR POINT_0	Control tower	55 36 42.4N 012 39 27.3E	253	242	Day: LIM FLG W Night: LIM FLG R	NIL
Additional tabular data pending						

Obstacles penetrating take-off flight path area obstacle identification surface

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

Obstacles assessed as being hazardous to air navigation

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

Remarks:

1. Tall ships or objects being towed may be expected in the ships fairway Drogden east of the airport, which may affect the obstacle limitation surfaces for RWY 22L, RWY 22R and RWY 30 or the departure sectors RWY 04R, RWY 04L and RWY 12.

   Ships or objects being towed with a height of more than 115 FT MSL shall notify KASTRUP TOWER via Sound VTS 30 minutes prior to their intended passage through the fairway.

   If departing aircraft from RWY 04R or RWY 12 in IMC-conditions are unable to climb with at least 400 FT/NM according to the SID, the runway affected will be closed for these aircraft if such ships or objects with a height of more than 115 FT MSL are expected in the fairway during take-off, see AOC-A 04R and AOC-A 12. If ships or objects with a height of more than 180 FT MSL are expected in the fairway, the runway will be closed for take-off during passage. If departing aircraft from RWY 04L in IMC-conditions are unable to climb with at least 400FT/NM according to SID, the runway will be closed for these aircraft if ships or objects with a height of more than 175 FT MSL are expected in the fairway during take-off.

   If departing aircraft from RWY 04R or RWY 12 in VMC-conditions are unable to climb with at least 400 FT/NM according to the SID, Kastrup TWR will inform the aircraft if ships or objects with a height of more than 115 FT MSL are expected in the fairway during take-off, See AOC-A 04R and AOC- A 12. If departing aircraft from RWY 04L in VMC-conditions are unable to climb with at least 400FT/NM according to SID, Kastrup TWR will inform the aircraft if ships or objects with a height of more than 175 FT MSL are expected in the fairway during take-off.

   During the time of passage of the approach sectors RWY 22L or RWY 30, with ships or objects being towed with a height of more than 180 FT MSL, the runway affected will be closed for landing aircraft.

   During the time of passage of the approach sector RWY 22R with ships or objects being towed with a height of more than 295 FT MSL, RWY 22R will be closed for landing and RWY 04L will be closed for take-off.

   If an emergency situation during landing or take-off should occur, Kastrup TWR will as far as possible inform the aircraft if such ships or objects are expected in the fairway during landing or take-off.
2. Holding aircraft on holding positions A1-A4 and E1 may infringe the approach/take off surface for RWY 22R/04L.

11. Meteorological Information Provided

1.	Associated MET Office:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) TEL +45 39 15 72 72
2.	Hours of service:	H24
3.	Office responsible for TAF preparation:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV)
	Periods of validity: Interval of issuance	24 hours 3 hours
4.	Type of landing forecast: Interval of issuance:	TREND 30 MIN
5.	Briefing/Consultation provided:	Self briefing (www.northavimet.com) and telephone consultation
6.	Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts. English and Danish
7.	Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
8.	Supplementary equipment available:	NIL
9.	ATS units provided with information:	APP/TWR, ACC København and Copenhagen Information
10.	Additional information (limitation of service, etc.):	NIL

12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
04L	041.2° GEO 037.2° MAG	3001 x 45 M	PCN 80/F/C/X/U. Asphalt	55 35 31.92N 012 36 12.73E	13 FT/Data pending
22R	221.2° GEO 217.2° MAG	3571 x 45 M	PCN 80/F/C/X/U. Asphalt	55 36 44.92N 012 38 05.61E	14 FT/Data pending
04R	041.2° GEO 037.2° MAG	3302 x 45 M	PCN 80/F/C/X/U Asphalt	55 36 11.16N 012 37 58.97E	12 FT/Data pending
22L	221.2° GEO 217.2° MAG	3302 x 45 M	PCN 80/F/C/X/U Asphalt	55 37 31.48N 012 40 03.29E	8 FT/Data pending
12	123.2° GEO 119.2° MAG	2800 x 45 M	PCN 80/F/C/X/U. Asphalt/Concrete	55 37 26.94N 012 38 20.82E	13 FT/Data pending
30	303.2° GEO 299.2° MAG	2365 x 45 M	PCN 80/F/C/X/U. Asphalt/Concrete	55 36 49.87N 012 40 01.01E	8 FT/Data pending

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Obstacle-free zone
04L	Data pending	570 x 45 M	NIL	3690 x 300 M	90 x 90 M	AVBL
22R	Data pending	NIL	NIL	3690 x 300 M	90 x 90 M	NIL
04R	Data pending	NIL	NIL	3422 x 300 M	90 x 150 M	NIL
22L	Data pending	NIL	NIL	3422 x 300 M	90 x 150 M	AVBL
12	Data pending	NIL	NIL	2920 x 300 M	90 x 90 M	NIL
30	Data pending	300 x 45 M	NIL	2920 x 300 M	220 x 90 M	NIL

Remarks:

Runway classification

RWY NR	RUNWAY CODE	TYPE
04L	4E	PA-2
04R	4E	PA-1
12	4E	PA-1
22L	4E	PA-3B
22R	4E	PA-1
30	4E	PA-1

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 04L				3001 M	NIL
TWY A10	3001 M	3001 M	3571 M		
RWY 22R				3001 M	NIL
TWY A1/E1	3571 M	3571 M	3571 M		
TWY A2	3489 M	3489 M	3489 M		
TWY A3	3362 M	3362 M	3362 M		
TWY A4	3234 M	3234 M	3234 M		
TWY A5	2889 M	2889 M	2889 M		
RWY 04R				3302 M	NIL
TWY B1	3302 M	3302 M	3302 M		
TWY B2	3203 M	3203 M	3203 M		
TWY B3	2797 M	2797 M	2797 M		
TWY B4/C	1941 M	1941 M	1941 M		
RWY 22L				3302 M	NIL
TWY V1	3302 M	3302 M	3302 M		
TWY V2	2787 M	2787 M	2787 M		
RWY 12				2365 M	NIL
PSN 12-X	2800 M	2800 M	2800 M		
TWY K2	2699 M	2699 M	2699 M		
TWY K3	2481 M	2481 M	2481 M		
TWY D	1798 M	1798 M	1798 M		
RWY 30				2095 M	300 M SWY AVBL
TWY G1	2365 M	2365 M	2665 M		

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Frequency/ Channel	HR	PSN	DME ELEV (FT)	Remarks
DME	KAS	112.500 MHZ CH 72X	H24	55 35 25.87N 012 36 48.97E	28.9	DOC FL 500/60 NM
LOC 04L CAT II	CH	110.500 MHZ	HO	55 37 05.09N 012 38 36.82E		ILS class II/E/3
GP 04L		329.600 MHZ	H24	55 35 35.71N 012 36 29.97E		Angle 3°. RDH 49 FT
DME 04L	CH	CH 42X	H24	55 35 35.75N 012 36 29.85E	53.7	FREQ paired with LOC. Collocated with GP 04L
DME 04R	NE	CH 30X	H24	55 36 16.62N 012 38 16.24E	13.0	FREQ paired with LOC. Collocated with GP 04R Reads zero at threshold
LOC 04R CAT I	NE	109.300 MHZ	HO	55 37 40.66N 012 40 17.50E		ILS class I/D/2
GP 04R		332.000 MHZ	H24	55 36 16.40N 012 38 16.32E		Angle 3°, RDH 57 FT
LOC 12 CAT I	KA	109.900 MHZ	HO	55 36 34.87N 012 40 41.51E		ILS class I/D/2
GP 12		333.800 MHZ	H24	55 37 17.82N 012 38 29.81E		Angle 3°, RDH 49 FT
DME 12	KA	CH 36X	H24	55 37 17.90N 012 38 29.85E	51.3	FREQ paired with LOC. Collocated with GP 12
LOC 22L CAT III	OXS	109.500 MHZ	HO	55 36 03.30N 012 37 46.81E		ILS class III/E/4
GP 22L		332.600 MHZ	H24	55 37 20.46N 012 39 57.61E		Angle 3°, RDH 53 FT
DME 22L	OXS	CH 32X	H24	55 37 20.67N 012 39 57.27E	6.9	FREQ paired with LOC. Collocated with GP 22L
LOC 22R CAT I	KLK	110.900 MHZ	HO	55 35 23.37N 012 35 59.51E		ILS class I/D/2
GP 22R		330.800 MHZ	H24	55 36 34.85N 012 38 01.43E		Angle 3°, RDH 47 FT
DME 22R	KLK	CH 46X	H24	55 36 35.03N 012 38 01.09E	13.6	FREQ paired with LOC. Collocated with GP 22R
LOC 30 CAT I	OY	108.900 MHZ	HO	55 37 40.28N 012 37 44.73E		ILS class I/D/2
GP 30		329.300 MHZ	H24	55 36 50.89N 012 39 42.61E		Angle 3°, RDH 49 FT
DME 30	OY	CH 26X	H24	55 36 51.09N 012 39 42.89E	9.0	FREQ paired with LOC Collocated with GP 30
VOR/DME (4°E 2022)	KOR	112.800 MHZ CH 75X	H24	55 26 21.71N 011 37 53.51E	136.2	DOC FL 500/80 NM
VOR/DME (4°E 2022)	TNO	117.400 MHZ CH 121X	H24	55 46 26.74N 011 26 21.08E	- 11.9	DOC FL 500/60 NM

20. Local Aerodrome Regulations

1. Regulation of traffic. Provisions.

1.1 The provisions detailed concern measures to ensure that the traffic flow does not exceed the capacity of the airport facilities as laid down by Copenhagen Airports (CPH).

1.2 Programmes for all scheduled route and charter operations shall be forwarded to Airport Coordination Denmark A/S (ACD), who has been appointed by the Ministry of Transport and Energy to perform the slot coordination at København/Kastrup.

The programmes shall be forwarded according to deadlines stipulated in the IATA Scheduling Procedures Guide (SPG) - deadline normally in the middle of May for the following winterseason and in the middle of October for the following summerseason.

1.3 The following shall be approved by ACD:

a. Changes to seasonal programmes (cf. para. 1.2).
b. Request for and changes to individual flights. Cancellation of an individual flight shall be notified. (Route, charter as well as other traffic inclusive).

Contact concerning the above shall be made to ACD within the office hours and, if possible, not later than the day before the flight is to be carried out.

Office hours: MON-FRI within hours 0800-1400 (0700-1300).
(Office is closed SAT/SUN/HOL)

Address: ACD
Vilhelm Lauritsen Terminal
Vilhelm Lauritsens Alle 1
Copenhagen Airport West
DK-2770 Kastrup
TEL: +45 32 31 42 82
FAX: +45 32 31 42 81
SITA: CPHACXH
E-mail: acd@airportcoordination.dk

Outside office hours of ACD, contact concerning the above shall be made to Copenhagen Airports.

Address: Copenhagen Airports A/S
Airside Operation
P.O. Box 74
DK-2770 Kastrup
TEL: +45 32 31 24 72
E-mail: traatwr@cph.dk
AFTN: EKCHYDYX
SITA: CPHAPYD

1.4 Exempted from the provisions given in para.1.3 are the following categories of traffic:

Ambulance flights, search and rescue operations, inspection flights by The Danish CAA and flights for foreign state representatives.

In special cases CPH may exempt other individual flights from the provisions in para. 1.3.

1.5 Any request for approval of traffic shall contain the following information:

a. Owner/operator.
b. Type of aircraft and registration/call sign.
c. Arrival date and time, Departure date and time, Origin and Destination.

Other details significant for the evaluation of the request shall be provided if so required.

2. Helicopter. Non-scheduled public air traffic.

2.1 Non-scheduled public air traffic with helicopters is permitted only after prior approval by Copenhagen Airports (CPH).

2.2 Contact concerning the above shall be made via the handling company or directly to Airside Operations at CPH and, if possible, not later than the day before the flight is to be carried out.

Address:	Copenhagen Airports A/S Airside Operation P.O. Box 74 DK-2770 Kastrup
TEL:	+45 32 31 24 72
E-mail:	traatwr@cph.dk
AFTN:	EKCHYDYX
SITA:	CPHAPYD

2.3 Any request for approval of traffic shall contain the following information:
a. Owner/Operator
b. Type of helicopter and registration/call sign
c. Arrival date and time, Departure date and time, Origin and Destination.

Other details significant for the evaluation of the request shall be provided if so required.

3. School and training flights, and technical test flights.

3.1 School and training flights must be made only after permission thereto has been obtained from:

Copenhagen Airports A/S
Airside Operation
P.O. Box 74
DK-2770 Kastrup

3.2 Permission for such flights will not be granted within the following periods: 1800-0600 (1700-0500), and on Sundays and public holidays.

3.3 For school and training flights and such technical test flights necessary for the purpose of ascertaining the airworthiness of an aircraft during flight, use of the runway system at København/Kastrup is restricted as follows:

RWY 04 and 22 may be used for take-off and landing;
RWY 12 may be used for take-off only; *)
RWY 30 may be used for landing only.

*) For technical test flights runway 12 may be used for landing, if necessary, provided the test flight has proved the aircraft to be airworthy.

See also "Noise Abatement Procedures", item 21.

4. Local Regulations.

4.1 At København/Kastrup a number of local regulations apply. The regulations are available at: https://cphnow.service-now.com/public_kb?id=kb_article_view&sysparm_article=KB0010975

4.2 Among other subjects, the following of importance for the operation of aircraft on aprons are being mentioned:

a) The meaning of markings and signs.
b) Information about aircraft stands including docking guidance systems.
c) Information about taxiing from aircraft stands including taxi clearance.
d) Limitations in the operation of large aircraft including limitations in use of own power for taxiing.
e) Helicopter operations.
f) Marshaller assistance and towing assistance.
g) Use of engine power exceeding idle power.
h) Engine start-up and use of APU.
i) Fuel spillage.
j) Precautions during extreme weather conditions.

Further information about the regulations can be obtained from Ground Coordinator on Airside Operations FREQ 131.405.

4.3 Flight crewmembers must wear high-visibility clothing while making external pre-flight inspection of their aircraft.

The high-visibility clothing and coverage must at a minimum cover the upper part of the body.

High-visibility clothing worn on the upper part of the body must be closed.

The color of the high-visibility clothing must be fluorescent yellow, orange or red.

4.4 When a local regulation is of importance to the safe operation of aircraft on the apron the information will be given to each aircraft from KASTRUP TWR or KASTRUP APRON.

4.5 The "Local Regulations" are published and updated by:

Copenhagen Airports A/S
Operational Compliance
P.O. Box 74
DK-2770 Kastrup.

5. Taxiing, parking, start up and deicing.

5.1 Marshaller assistance

The pilot may NOT proceed into an aircraft stand unless:

a) The Docking Guidance System is operational and ready, displaying the correct Aircraft type, or
b) A CPH Marshaller is present, providing guidance for the Aircraft onto the Stand. The CPH Marshaller are easily recognizable by wearing bright red hi-vis clothing and yellow/orange bats. The CPH marshallers also drive the FOLLOW ME vehicles.

During the stand-entry and parking phase the Pilot should ignore hand signalling by any other ground staff present at the stand or in the loading bridge.

When marshaller assistance is compulsory for the particular Aircraft stand in question, the Pilot will be advised by the ATS-Unit.

Otherwise, Pilots should notice that in general Marshaller assistence for Taxi and Stand entry guidance will be available only ON REQUEST. The marshaller assistance is free of charge.

5.2 Taxiing

It is the responsibility of the taxiing pilot to maintain a safe distance to other aircraft and obstacles.

Particular attention should be given when passing other aircraft at taxiway intersections, at holding positions and when entering an aircraft parking stand.

Between runways and taxiways, on taxiways, aircraft must follow the yellow guidelines. However, aircraft with MTOM of 7,000 KGS and below may deviate from the guidelines as per instruction from ATC or the Marshaller.

Aircraft must not perform powered U-turns on taxiways in the apron areas.

In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for manoeuvring to and from a stand is not permitted.

Anti-collision lights must be activated whenever engines are operating.

The shoulder width of some taxiways does not conform fully with the ICAO recommendations. Due to insufficient width in some curves the use of those particular taxiways is therefore restricted to certain aeroplane types.

Approved taxi routes - complying with ICAO recommendations - for certain types of aeroplanes are shown on the Ground Movement Charts. However, the approved taxi routes for A380, AN124 and C5 do not fully comply with ICAO recommendations for ICAO Code F aircraft due to insufficient runway, taxiway and shoulder width. But when following the permitted taxi routes the wing tip clearance will comply with the recommendations.

TWY A1, A2 and E1 shall not be used by aeroplanes larger than ICAO code letter C when an aircraft is on final approach RWY 22R.

TWY N2 is not to be used by aeroplanes larger than ICAO code letter C except when being towed by tractor.

A speed-limit of maximum 10KT applies for ICAO code letter E aeroplanes when taxiing on TWY W.

Aircraft movements must never coincide on adjacent aircraft stands with overlapping safety lines. Aircraft must not simultaneously taxi into and/or taxi out/pushback from any two adjacent stands.

Taxi-out or push-back from aircraft stands must not be executed without approval from KASTRUP APRON on FREQ 121.905.

Aircraft relocation: Initial call regarding aircraft relocation to APRON ARRIVAL.

Whenever operationally feasible, all multi-engine aircraft are requested to shut down as many engines as possible while taxiing and holding on the ground.

This in order to reduce the high emission of nanoparticles from jet engines due to combustion of fossil fuel. The active cooperation of the flight crews involved is appreciated.

5.3 Parking

When taxiing onto a stand with marshaller assistance the pilot-in-command must ignore handsignals from ground personnel other than authorized marshallers.

Some stands are provided with guide-markings on the surface, intended for parking into the wind of certain aircraft types. Marshaller assistance is compulsory when using these markings.

Multi-engine propeller aeroplane are requested to enter stand with one engine operating only.

In strong crosswind conditions, requests for parking into the wind will be approved only for certain aircraft types and under provision that:

Pilot instructions for APIS++ and ApronVision:

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

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

Aircraft stand number	Docking guidance system
E78	Apronvision
E82	APIS++
E83	APIS++
E84	APIS++
E85	APIS++
E86	APIS++
E87	APIS++
E88	APIS++
E89	APIS++
E90	APIS++
F1	APIS++
F4	APIS++
F5	APIS++
F7	APIS++
F8	APIS++
F9	APIS++
F89	Centreline/Stop Marking
F90	Centreline/Stop Marking
F91	Centreline/Stop Marking
F92	Centreline/Stop Marking
F93	Centreline/Stop Marking
F94	Centreline/Stop Marking
F95	Centreline/Stop Marking
F96	Centreline/Stop Marking
F97	Centreline/Stop Marking
F98	Centreline/Stop Marking
G15	MARSHALLER
G16	MARSHALLER
G17	MARSHALLER
G18	MARSHALLER
G19	MARSHALLER
G110	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

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

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

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

Mitigation of birds

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

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

24. Aeronautical Charts Related to an Aerodrome

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

	RNP RWY 22L - 1 RNP RWY 22L - 2 RNP RWY 22L - 3 ILS or LOC RWY 22R - 1 ILS or LOC RWY 22R - 2 RNP RWY 22R - 1 RNP RWY 22R - 2 RNP RWY 22R - 3 ILS or LOC RWY 12 - 1 ILS or LOC RWY 12 - 2 RNP RWY 12 - 1 RNP RWY 12 - 2 RNP RWY 12 - 3 ILS or LOC RWY 30 - 1 ILS or LOC RWY 30 - 2 RNP RWY 30 - 1 RNP RWY 30 - 2 RNP RWY 30 - 3
Other charts	Noise Monitoring System

25. Visual Segment Surface (VSS) Penetration

Data pending.

1. Aerodrome Location Indicator and Name: EKVJ - Stauning

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 59 24.44N 008 21 14.06E Centre of RWY
2.	Distance and direction from city:	7 NM SSE of Ringkøbing
3.	ELEV: REF temperature:	17 FT 21°C
4.	MAG VAR: Annual change:	3° E (JAN 2020) Increasing 12’
5.	AD ADM: AD address:	Stauning Lufthavn a.m.b.a. Stauning Airport Lufthavnsvej 6 DK-6900 Skjern
	TEL: FAX: E-mail: AFS:	+45 97 36 90 44 NIL ekvj@ekvj.eu EKVJ
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	MON-FRI 0700-2100 (0600-2000) SAT, SUN, HOL 0900-2100 (0800-2000)
2.	Customs and immigration:	The aerodrome is open for traffic to/from all states. Customs clearance and immigration PN 1 HR before ARO closing time.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As ARO
5.	ATS Reporting Office (ARO):	MON-FRI 0700-1300 (0600-1200) SAT, SUN, HOL CLSD
6.	MET Briefing Office:	As ARO
7.	ATS:	As ARO
8.	Fuelling:	As ARO
9.	Handling:	NIL
10.	Security:	NIL
11.	De-icing:	NIL

12. Remarks: PPR 1 HR PN for AFIS outside ARO service hours. PPR must be submitted not later than 1 HR before ARO closing time.
IFR traffic is not permitted outside AFIS service hours.
Self-service AVBL for aircraft MTOW BLW 2000KG VFR outside opening hours.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	NIL
2.	Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: NIL
3.	Fuelling facilities and capacity:	100LL: 80 L/MIN Jet A1: 220 L/MIN
4.	De-icing facilities:	NIL
5.	Hangar space for visiting aircraft:	NIL
6.	Repair facilities for visiting aircraft:	Yes

7. Remarks: Crew rest: yes, in terminal.

5. Passenger Facilities

1.	Hotels:	Hotels in town
2.	Restaurants:	In Ringkøbing, Stauning
3.	Transportation:	Taxi
4.	Medical facilities:	Hospital in Ringkøbing
5.	Bank and Post Office:	In Ringkøbing
6.	Tourist Office:	In Ringkøbing TEL +45 70 22 70 01

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	NIL
2.	Rescue equipment:	NIL
3.	Capability for removal of disabled aircraft:	NIL

4. Remarks: NIL

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

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

3. Remarks: AD available all seasons

8. Aprons, Taxiways and Check Locations/Positions Data

1.	Apron surface and strength:	Asphalt, PCN 21/F/A/Y/T
2.	Taxiway width, surface and strength:	15 M, asphalt, PCN 21/F/A/Y/T
3.	ACL and ELEV:	At apron 16 FT
4.	VOR checkpoints: INS checkpoints:	- See Aircraft Parking/Docking Chart

5. Remarks: NIL

9. Surface Movement Guidance and Control System and Markings

1.	Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system:	-	
2.	RWY and TWY markings:	RWY 09/27: THR, RWY NR, centre line, side stripes TWY: Centre line, side stripes, holding position	
3.	Stop bars:	-	

4. Remarks: NIL

10. Aerodrome Obstacles

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Velling 1	Wind turbine	56 01 22N 008 19 06E	660	656	LIH FLG W	

Obstacles penetrating take-off flight path area obstacle identification surface

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

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Velling 2	Wind turbine	56 01 44N 008 19 00E	660	656	Day: LIM FLG W Night: LIM FLG R	

11. Meteorological Information Provided

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

12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
09	092.4° GEO 089.4° MAG	1450 x 30 M	PCN 21/F/A/Y/T Asphalt	55 59 25.46N 008 20 32.31E	16 FT/-
27	272.5° GEO 269.5° MAG	1450 x 30 M	PCN 21/F/A/Y/T Asphalt	55 59 23.45N 008 21 55.86E	13 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	RESA dimensions	Strip dimensions	Obstacle-free zone
09	0.08 %	251 x 30 M	251 x 150 M	90 x 60 M	1570 x 150 M	-
27	0.08 %	251 x 30 M	251 x 150 M	90 x 60 M	1570 x 150 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
09	2C	NONP
27	2C	NONP

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
09	1199 M	1450 M	1450 M	1199 M	-
27	1199 M	1450 M	1450 M	1199 M	-

14. Approach and Runway Lighting

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT Length	RWY centre line LGT: Length Spacing Colour Intensity	RWY edge LGT: Length Spacing Colour Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
09	420 M White LIH	Green	3°	-	-	1199 M 60 M White LIH	Red	251 M Red
27	420 M White LIH	Green	3°	-	-	1199 M 60 M White LIH	Red	251 M Red

Remarks: A system to activate the RWY lighting etc. outside the hours of service by VHF radio signals is established. Further details to be obtained from the AD.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: ABN on ADM BLDG, FLG W EV 2.5 SEC, operating when aircraft are expected at night or in poor visibility by day
2. LDI location and LGT: -
   Anemometer location and LGT: -
3. TWY edge and centre line LGT: TWY C: Blue edge LIL, RGL
4. Secondary power supply/switch-over time: Yes, switch-over time MAX 15 SEC
5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits: STAUNING FIZ/RMZ
   56 01 28N 008 20 55E - 56 01 13N 008 33 10E - 55 57 13N 008 32 55E - 55 57 28N 008 20 35E - along an arc of a circle, radius 2 NM centered at 55 59 28N 008 20 45E to 56 01 28N 008 20 55E.
2. Vertical limits: 3500 FT MSL/GND
3. Airspace classification: G
4. ATS unit call sign: Language(s): STAUNING INFORMATION EN, DA
5. Transition altitude: 3000 FT MSL
6. Remarks: Designated as Radio Mandatory Zone REF ENR 1.4 item 3.

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
AFIS	STAUNING INFORMATION	121.405	As ARO	DOC: 4000 FT/25 NM

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
L	AU	346 KHZ	H24	55 59 27.58N 008 19 06.09E		DOC 15 NM
LOC 27	SVJ	110.100 MHZ	H24	55 59 25.78N 008 20 17.88E		
MM 27		75 MHZ	H24	55 59 20.61N 008 23 27.61E		
L	VJ	328 KHZ	H24	55 59 19.13N 008 25 27.97E		DOC 15 NM

20. Local Aerodrome Regulations

1. Within ARO hours visual circuits are to be performed south of the field.
2. Overflying the summerhouse area west of the Aerodrome should be avoided in connection with TKOF and LDG.
3. Overflying the towns within FIZ should be avoided.
4. VFR operations with VIS below 3000 M requires AFIS operational.
5. Due to obstacles (Velling windmills) it is prohibited to approach EKVJ VFR, overflying the area between 300 DEG and 360 DEG, marked on the VAC chart published in VFG DENMARK.

21. Noise Abatement Procedures

NIL

22. Flight Procedures

1. IFR Arrival

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

1.2 Instrument approach procedures are in airspace classified G below 3500 FT MSL.

1.3 Radio communication failure

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

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

RWY 09/27: Climb straight ahead to at least 600 FT MSL before turn is commenced.

2.3 Procedures are in airspace classified G below 3500 FT MSL.

3. VFR Flights

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

23. Additional Information

NIL

24. Aeronautical Charts Related to an Aerodrome

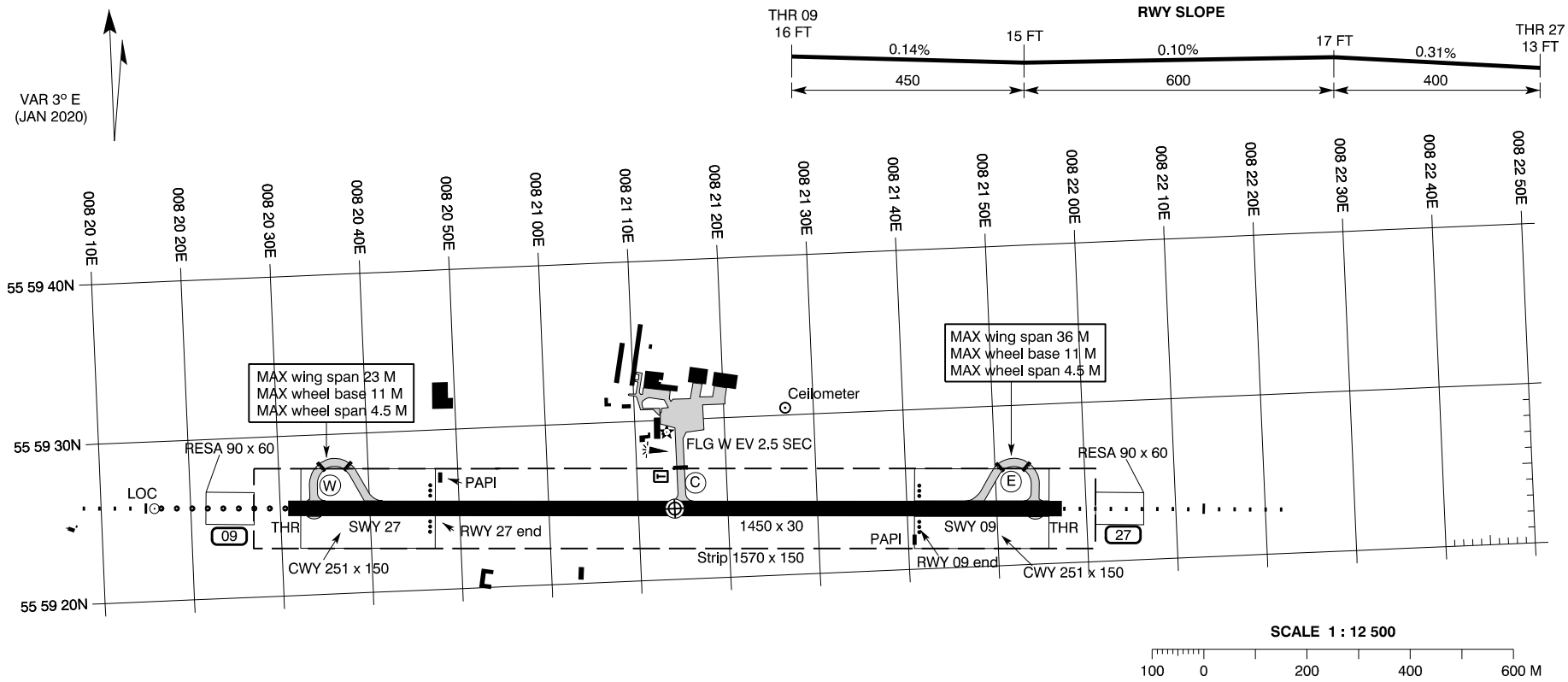
Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Instrument Approach Chart - ICAO	NDB CIRCLING A NDB CIRCLING B RNP RWY 09 - 1 RNP RWY 09 - 2 LOC 27 (ACFT CAT A / B) LOC 27 (ACFT CAT C) RNP RWY 27 - 1 RNP RWY 27 - 2 NDB 27 (ACFT CAT A / B) NDB 27 (ACFT CAT C)

25. Visual Segment Surface (VSS) Penetration

Data pending.

Changes : APCH LGT length RWY 27 changed and TWY stop LGT withdrawn.

ARP : 55 59 24.44N 008 21 14.06E Centre of RWY	AD ELEV : 17 FT	ELEV in FT Dimensions / Distances in M	Stauning Information : 121.405



Datum : WGS-84

RUNWAYS

NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances				APCH AND RWY LGT (Unless otherwise stated lighting is LIH adjustable)					
					TORA	TODA	ASDA	LDA	APCH	THR	PAPI	Edge	SWY	End
09	092.4° GEO 089.4° MAG	55 59 25.46N 008 20 32.31E	Asphalt PCN 21 F / A / Y / T	THR RWY NR Centre line Edge	1199	1450	1450	1199	420 M White	Green	3°	1199 M White	251 M Red	Red
27	272.5° GEO 269.5° MAG	55 59 23.45N 008 21 55.86E			1199	1450	1450	1199	420 M White	Green	3°	1199 M White	251 M Red	Red

OTHER : Secondary power supply : Yes, switch-over time MAX 15 SEC.
A system to activate the RWY lighting etc. outside the hours of service by VHF radio signals is established. Futher details to be obtained from the AD.

OBSTACLES : All obstacles on and near the aerodrome are provided with red lights

TAXIWAYS

Width :	15
Pavement :	Asphalt
Strength :	PCN 21 / F / A / Y / T
Day marking :	Centre line, Side stripes, Holding position
LGT TWY C :	Blue edge LIL. RGL
TWY E and W :	For use by day only

AERODROME CHART - ICAO

AD 2 - EKVJ
ADC
Stauning

1. Aerodrome Location Indicator and Name: EKSP - Vojens/Skrydstrup (MIL AD, PPR)

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 13 31.99N 009 15 50.15E
2.	Distance and direction from city:	1.5 NM S of Vojens
3.	ELEV: REF temperature:	141 FT 21.5°C
4.	MAG VAR: Annual change:	4° E (2023) Increasing 11'
5.	AD ADM - MIL: AD address - MIL:	Flyvestation Skrydstrup Flyvestation Skrydstrup (Skrydstrup Air Base) Skrydstrup DK-6500 Vojens

	TEL - MIL:	+45 72 84 81 22
	FAX - MIL:	+45 72 84 81 26
	AFS - MIL:	EKSPZQZX
	AD ADM - CIV:	Vojens Lufthavn
	AD address - CIV:	Vojens/Skrydstrup Airport Lilholtvej 8, Skrydstrup DK-6500 Vojens
	TEL - CIV:	+45 74 59 16 54
	FAX - CIV:	+45 74 54 00 06
	E-mail, CIV:	airport@vojens.dk
	E-mail, MIL:	comm.skpops@mil.dk
	Internet, CIV:	http://vojenslufthavn.dk
	AFS - CIV:	EKSP
6.	Types of traffic permitted:	IFR/VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	**PPR, see item 23.**
2.	Customs and immigration:	The airport is open for traffic to/from all states. Hours for customs clearance and immigration as for AD. PN 1 HR.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As AD
5.	ATS Reporting Office (ARO):	As AD
6.	MET Briefing Office:	MON - THU 0430-1430 (0330-1330) FRI 0430-1230 (0330-1130) MWO EKKA: OUTSIDE MWO EKSP HR
7.	ATS:	H24 (H24)
8.	Fuelling:	Within AD hours and by arrangement only with CIV Airport Office
9.	Handling:	Within AD hours and by arrangement only with CIV Airport Office
10.	Security:	As AD
11.	De-icing:	Yes

12. Remarks: NIL

4. Handling Services and Facilities

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

7. Remarks: NIL

5. Passenger Facilities

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

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 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