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MIL AIP DENMARK

AIRAC Cycle: 2604
Eff. 16 APR 2026
Amendment No. 281

This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
GEN 0.6	Table for GEN 2.8 updated.
GEN 2.8	Revised.
GEN 3.1	Number of Aerodromes in Greenland included in RDAF FLIP updated.
ENR 4.4	TUSKA withdrawn as DK-SE FAB FRA Horizontal Entry/Exit.
EKKA	
AD2	REF temperature changed.
ADC	Intermediate holding position markings added NW and SE of TWY P. RWY holding position markings added on TWY A and B.
EKSP	
AD2	REF temperature changed.
ADC	Arrester cables denomination corrected.
EKYT	
AD2	REF temperature changed. Paragraf 20. LOCAL AERODROME REGULATION updated with new regulation.
ADC	Arrester cables denomination corrected.

INSERT THE FOLLOWING PAGES:

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INSERT THE FOLLOWING PAGES:**ENR**

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AD**EKKA**

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GEN 2.8 ARRESTING SYSTEMS AT DANISH AIR BASES

1. Types

Only hook arresting gear systems are used in Denmark. Three types of hook arresting gear systems are installed on Danish air bases/aerodromes:

- BAK-12 SmartArrest/14 CABLE: Hookwire only. Approach end arrestment on request.
- 44B-4H CABLE: Hookwire only. Approach end arrestment on request.
- 34D-1F CABLE (Mod.): Hookwire only. Departure end engagement only.

2. System Description

2.1 BAK-12 SmartArrest/14 CABLE

Type: BAK-12 SmartArrest/14 CABLE is a remote-controlled arresting system. The cable is lowered into a slot in the runway surface and may be raised by input from TWR. It is bi-directional - also for arrested landings.

Used on: EKYT Aalborg, EKKA Karup and EKSP Skrydstrup.

Reaction time: Approx. 5 seconds from up to down or vice versa + personnel reaction time.

Standard setting: When jet fighters operate:

UP (positioned for engagement) in the departure end. DOWN in the approach end. Approach end arrestment on request.

Location: Installed on primary runways approx. 1200 – 2000 ft from end of RWY. See AD 2 section (or RDAF/CENOR FLIP), Aerodrome Chart for exact location.

Modes: There are two (2) BAK-12 SmartArrest modes with different hookload diagrams:

“Active mode” – Main mode

“Fixed Orifice Mode” – Back-Up mode

Active mode

Max. capacity: 85.000 lbs. aircraft weight with 190 kts. (Higher weight = lower engagement speed, stay within green area on the diagram).

See hookload diagram on page GEN 2.8-4 SmartArrest 8 Rotor V2, Active Mode.

Fixed Orifice Mode

Max. capacity: 85.000 lbs. aircraft weight with 190 kts. (Higher weight = lower engagement speed, stay within green area on the diagram).

See hookload diagram on page GEN 2.8-4 SmartArrest 8 Rotor V2, Fixed Orifice Mode.

Max. run out: 1200 ft (366 m).

2.2 34D-1F CABLE

Type: 34D-1F Water Twister (Cable). The cable is held above the runway by spaced rubber discs. Rigging and derigging is done manually. The system is bi-directional - also for arrested landings.

Used on: EKKA Karup and EKRN Roenne (civil aerodrome).

Reaction time: From 15 MIN to 1 HR PN, depending on aerodrome. See AD 2 section (for EKRN Roenne RDAF/CENOR FLIP), Aerodrome Chart for details.

Standard setting: When jet fighters operate: RIGGED (positioned for engagement) in the departure end. DERIGGED in the approach end. Approach end arrestment on request.

Location: Installed on secondary runways (and EKRN Roenne departure end RWY 11) approx. 1000 – 2000 ft from end of RWY. See AD 2 section (for EKRN Roenne RDAF/CENOR FLIP), Aerodrome Chart for exact location.

Max. capacity: 44.000 lbs. aircraft weight with 110 kts.
39.000 lbs. aircraft weight with 160 kts.
(Higher weight = lower engagement speed, stay within green area on the diagram).
See hookload diagram on page GEN 2.8-5

Max. run out: 1007 ft (307 m).

2.3 34D-1F (Mod.) CABLE

Type: 34D-1F Water Twister (Cable). The system is the same as 34D-1F but with a shorter run out and lower capacity.

Used on: EKRN Roenne (departure end of RWY 29)

Reaction time: EKRN Roenne: 1 HR PN

Standard setting: EKSP Skrydstrup: Always rigged (in the overrun). Usable in departure direction only.

EKRN Roenne: When jet fighters operate: RIGGED (positioned for engagement) in the departure end. DERIGGED in the approach end. Approach end arrestment on request.

Location: See AD 2 section (for EKRN Roenne RDAF/ CENOR FLIP), Aerodrome Chart for exact location.

Max. capacity: 44.000 lbs. aircraft weight with 89 kts.
35.300 lbs. aircraft weight with 142 kts
(Higher weight = lower engagement speed, stay within green area on the diagram).
See hookload diagram on page GEN 2.8-6.

Max. run out: 800 ft (244 m).

2.4 BAK-12/14 CABLE

Type: BAK-12/14 CABLE is a remote-controlled arresting system. The cable is lowered into a slot in the runway surface and may be raised by input from TWR. It is bi-directional - also for arrested landings. This system differentiates from BAK-12 SmartArrest/14 Cable as it has not been upgraded with computer systems. Therefore, the velocity and weight that can be engaged on this system is lower.

Used on: EKSP Skrydstrup.

Reaction time: Approx. 5 seconds from up to down or vice versa + personnel reaction time.

Standard setting: When jet fighters operate:
UP (positioned for engagement) in the departure end. DOWN in the approach end. Approach end arrestment on request.

Location : Installed on EKSP parallel runway approx. 1200 – 2000 ft from end of RWY. See AD 2 section (or RDAF/CENOR FLIP), Aerodrome Chart for exact location.

Max. capacity: 85.000 lbs. aircraft weight with 190 kts. (Higher weight = lower engagement speed). See hookload diagram on page GEN 2.8-7 aircraft weight and velocity within green area.

Max. run out: 1200 ft (366 m).

2.5 44B-4H CABLE

Type: 44B-4H Water Twister (Cable). The cable is held above the runway by spaced rubber discs. Rigging and derigging is done manually. The system is bi-directional - also for arrested landings.

Used on: EKSP Skrydstrup and EKYT Aalborg

Reaction time: EKYT: From 15 MIN to 1 HR PN, depending on aerodrome. See AD 2 section (for EKRN Roenne RDAF/CENOR FLIP), Aerodrome Chart for details.

Standard setting: EKSP Skrydstrup: Always rigged (in the overrun). Usable in departure direction only.

Caution note: Landing short of runway threshold with hook down may cause substantial damage to the aircraft. Use the primary BAK-12 SmartArrest/14 CABLE for approach end arrestment.

Location: Installed on parallel runway in Aalborg approx. 1000 – 2000 ft from end of RWY and on Main Runway as a Back-Up system in Skrydstrup. See AD 2 section, Aerodrome Chart for exact location.

Max. capacity: 85.000 lbs. aircraft weight with 190 kts. (Higher weight = lower engagement speed). See hookload diagrams for both cases on page GEN 2.8-8 and GEN 2.8-9.

Runout: There are two 44B-4H Water Twister Cables setups in Denmark with different hookload diagrams depending on runout available:

EKSP Main RWY Back-Up

Max. run out: 600 ft (180 m)

EKYT Parallel Runway

Max. run out: 900 ft (275 m)

3. Overview of Installed Systems

Air Base / Airport	RWY	Primary System	Back-Up System
EKYT Aalborg	08L/26R	BAK-12 SmartArrest/14 CABLE	
	08R/26L	44B-4H CABLE	
EKKA Karup	09R/27L	BAK-12 SmartArrest/14 CABLE	
	09L/27R	34D-1F CABLE	
EKSP Skrydstrup	10L/28R	BAK-12 SmartArrest/14 CABLE	44B-4H
	10R/28L	BAK-12/14 CABLE	
EKRN Roenne *)	11	34D-1F CABLE	
	29	34D-1F CABLE (Mod.)	

*) Civil

Engagement Envelope, 8-Rotor, Active Mode, 150 ft. Span

SmartArrest 8 Rotor V2, Active Mode 150 ft. Span, 1200 ft. Runout, 0.3" T.E.D.												
85,000 lbs.	42376	53450	64873	78511	Runout > 1300 feet							
	1215	1235	1255	1263								
75,000 lbs.	42710	53335	63315	74432	85549	Runout > 1300 feet						
	1204	1224	1243	1266	1295							
69,000 lbs.	54474	64022	75795	89384	Runout > 1300 feet							
	1219	1235	1252	1280								
58,000 lbs.	56175	66687	79014	92604	Runout > 1300 feet							
	1212	1233	1259	1281								
47,000 lbs.	64621	74678	Runout > 1300 feet									
	1208	1226										
39,000 lbs.	Hookload < 60,000 lbs. & Runout < 1200 feet											
35,000 lbs.												
29,000 lbs.												
25,000 lbs.												
19,000 lbs.												
	80 kts	90 kts	100 kts	110 kts	120 kts	130 kts	140 kts	150 kts	160 kts	170 kts	180 kts	190 kts

Hookload (lbs.)
Runout (ft)

F-35A Tailhook Limits (Ref Only)	
	Max Hookload > Design Limit Tailhook Load (95,200 lbf)
	Max Hookload > Ultimate Tailhook Load (142,800 lbf)

Engagement Envelope, 8-Rotor, Fixed Orifice Mode, 150 ft. Span

SmartArrest 8 Rotor V2, Fixed Orifice Mode (4.0V Mech Null) 150 ft. Span, 1200 ft. Runout, 0.3" T.E.D.												
85,000 lbs.	26205	Runout > 1300 feet										
	1292											
75,000 lbs.	21830	28528	Runout > 1300 feet									
	1266	1285										
69,000 lbs.	19199	24841	32355	Runout > 1300 feet								
	1249	1265	1286									
58,000 lbs.	15698	20279	25722	31969	38612	Runout > 1300 feet						
	1228	1244	1250	1268	1283							
47,000 lbs.	19858	24387	28797	33741	39361	45153	Runout > 1300 feet					
	1217	1231	1230	1244	1263	1281						
39,000 lbs.	26020	29207	32929	37036	41912	48437	55148	Runout > 1300 feet				
	1211	1216	1221	1239	1260	1281						
35,000 lbs.	29493	32806	36994	41866	48377	55074	62847	Runout > 1300 feet				
	1203	1206	1208	1203	1222	1242	1262					
29,000 lbs.	Hookload < 60,000 lbs. & Runout < 1200 feet											
25,000 lbs.												
19,000 lbs.												
	80 kts	90 kts	100 kts	110 kts	120 kts	130 kts	140 kts	150 kts	160 kts	170 kts	180 kts	190 kts

Hookload (lbs.)
Runout (ft)

F-35A Tailhook Limits (Ref Only)	
	Max Hookload > Design Limit Tailhook Load (95,200 lbf)
	Max Hookload > Ultimate Tailhook Load (142,800 lbf)

Model 134 Configuration, Pendant 160 ft, Max Runout 307m (1007 ft), Span 175 ft, Tape length 810 ft, Last Wrap 2.270 ft, Split 50 ft, Tape Thickness .25 in, Tape Breaking Strength 54285, Rotor 33.5 in, Hub 12 in, Flange 58 in, .0462 K factor, 1500 Tape Pretension		Author: Andrew.Tully Date: September 10th, 2025 AGP-01071 Revision 2										
		Aircraft Weight										
44,000 lbs	19627	25087	30810	36502	Out Of Tolerance (OOT) Condition						80 kts	190 kts
39,000 lbs	826 (877)	846 (897)	838 (889)	859 (900)							43271	49888
35,000 lbs	17112	21389	25685	30963	36938	43271	49888	56706	63633	160 kts	190 kts	
29,000 lbs	826 (877)	826 (877)	837 (888)	836 (887)	848 (899)	828 (879)	849 (900)	865 (916)	876 (927)	150 kts	180 kts	
25,000 lbs	15017	18751	23174	27926	32946	38168	43520	48924	54301	140 kts	170 kts	
20,000 lbs	823 (874)	820 (871)	821 (872)	816 (867)	829 (880)	806 (857)	826 (877)	841 (892)	853 (904)	130 kts	160 kts	
Data Key: Hookload/Arrestment Load (lbf) Runout (ft) (Front of Aircraft) Hookload Values < 60,000 lbs. Runout < 805 (855)												
Aircraft Velocity												

Hookloads represent hydraulic region maximums and do not account for dynamics.

Data Key:	
Hookload (lbf)	Description / Comment
XXX	Hookload is less than 60,000 lbf
Out Of Tolerance (OOT) Condition	Hookload is greater than 60,000 lbf but does not exceed the red criteria Arrestments in red exceed one of the following conditions: -Hookload exceeds 120K lbf -Equal to or Greater Than 60% of the tape min breaking strength. -G load @ Bottom over 1.0 G
High Bottoming G load	Arrestments in the orange region are over 0.5 g bottoming load and not recommend by ESCO

Model 34 Configuration, Pendant 160 ft, Max Runout 245 m (803 ft), Span 175 ft,
Tape length 718 ft, Last Wrap 2.135 ft, Split 50 ft, Tape Thickness .25 in, Tape Breaking Strength 54285,
Rotor 33.5 in, Hub 12 in, Flange 58 in, .0462 K factor, 1500 Tape Pretension

Author: Andrew.Tully
Date: September 10th, 2025
AGP-01071
Revision 2

Aircraft Weight	80 kts	90 kts	100 kts	110 kts	120 kts	130 kts	140 kts	150 kts	160 kts	170 kts	180 kts	190 kts			
44,000 lbs	22513 749 (800)	27968 744 (795)	33169 762 (813)	35734 753 (804)	42118 741 (792)	48685 758 (809)	55308 771 (822)	61859 712 (763)	Out Of Tolerance (OOT) Condition						
39,000 lbs	19138 732 (783)	23949 743 (794)	29643 742 (793)	31659 736 (787)	36833 721 (772)	42026 738 (789)	47473 750 (801)	54521 758 (809)					61967 715 (766)		
35,000 lbs	17261 733 (784)	21778 733 (784)	26608 725 (776)	31659 736 (787)	36833 721 (772)	42026 738 (789)	47473 750 (801)	54521 758 (809)					61967 715 (766)		
29,000 lbs	Data Key: Hookload/Arrestment Load (lbf) Runout (ft) (Front of Aircraft) Hookload Values < 60,000 lbs Runout < 720 (770)														
25,000 lbs															
20,000 lbs															
Aircraft Velocity															

Hookloads represent hydraulic region maximums and do not account for dynamics.

Data Key:	
Hookload (lbf)	Description / Comment
XXX	Hookload is less than 60,000 lbf Hookload is greater than 60,000 lbf but does not exceed the red criteri
Out Of Tolerance (OOT) Condition	Arrestments in red exceed one of the following conditions: -Hookload exceeds 120K lbf -Equal to or Greater Than 60% of the tape min breaking strength. -G load @ Bottom over 1.0 G -Runout exceeds max runout
High Bottoming G load	Arrestments in the orange region are over 0.5 g bottoming load and not recommend by ESCO

Arresting Gear Performance Data 8-Rotor, 100 ft. Span, 1,200 ft. Runout.

-BAK-12, 8 Rotor -1240 ft Tape -1500psi Sync at 780 RPM -52B9146-8 Cam Sft Sprkt Author: AT
 -150 ft Pendant -65.25 in Stack Height -15 Deg Cam Advance -52B9146-3 Cam Sprkt Date: July 23rd, 2025
 -1200 ft Runout -40 ft Split -152A1422 Cam AGP-01036
 -212 ft Span -.225 in Tape Thickness -9C00346-1 Pump Sprkt Revision 2

Aircraft Weight	Out Of Tolerance (OOT) Condition											
	70218	87808	109001									
85,000 lbs.	1190	1204	1219									
75,000 lbs.	63960	78257	96651	117386								
68,000 lbs.	1181	1193	1207	1222								
60,000 lbs.	65102	77186	90633	108388								
58,000 lbs.	1175	1187	1200	1213								
50,000 lbs.	60694	70266	80748	91714	102962							
47,000 lbs.	1158	1167	1179	1190	1201							
40,000 lbs.	Hookload Values < 60,000 lbs.											
39,000 lbs.	Runout Values < 1101 ft.											
35,000 lbs.												
30,000 lbs.												
29,000 lbs.												
25,000 lbs.												
20,000 lbs.												
	80 kts	90 kts	100 kts	110 kts	120 kts	130 kts	140 kts	150 kts	160 kts	170 kts	180 kts	190 kts

Aircraft Velocity

Data Key

Hookload (lbs.)

Runout (ft)

Hookloads represent hydraulic region maximums and do not account for dynamics.
 F-35A Design Limit Tailhook Load (95,200 lbs)
 F-35A Ultimate Limit Tailhook Load (142,800 lbs)

85,000 lbs.		49571											180101						
		656											655						
75,000 lbs.		44256	55278	67333	80248														
		642	646	651	657														
69,000 lbs.		41492	51832	63089	75254	88268	102318												
		640	637	640	644	648	655												
58,000 lbs.		37081	46240	56293	67056	78846	91257	104386	118219	132737	147915	163716	180101						
		639	639	637	624	624	624	627	631	635	639	646	651	655					
47,000 lbs.		32980	41257	50246	59972	70407	81524	93288	105680	118664	132230	146413	161062						
		635	634	632	629	626	621	613	613	603	605	608	611	615					
39,000 lbs.		30144	37674	45912	54831	64403	74619	85426	96821	108822	121323	134349	147927						
		623	622	620	619	617	614	612	612	609	604	599	587	583					
35,000 lbs.		28649	35811	43674	52179	61333	71087	81414	92266	103767	115732	128198	14193						
		615	614	612	611	609	607	605	605	603	600	597	593	587					
29,000 lbs.		Hookload Values < 60,000 lbs. Runout Values < 600 ft.											65415	75016	85151	95713	106886	118427	130582
													591	589	587	585	583	581	579
25,000 lbs.		Hookload Values < 60,000 lbs. Runout Values < 600 ft.											61336	70380	79943	89848	100476	111286	122864
													575	573	572	571	568	567	565
19,000 lbs.		Hookload Values < 60,000 lbs. Runout Values < 600 ft.											62508	71017	80071	89464	99328	109732	
													539	538	536	533	533	535	
		80 kts	90 kts	100 kts	110 kts	120 kts	130 kts	140 kts	150 kts	160 kts	170 kts	180 kts	190 kts						
Hookload (lbs.)																			
Runout (ft)																			

Runout Values > 660 ft.

Hookloads represent hydraulic region maximums and do not account for dynamics.

Author: Justin Agren
Date: April 7th, 2022
AGP-01005
Revision: 1

Model 44B-4H, 600 ft. RO, 175 ft. Span, 50 ft. Split
Tape: 630 ft. / Pendant: 160 ft.

		Karup Air Force Base										Runout Values > 990 ft.		
		80 kts	90 kts	100 kts	110 kts	120 kts	130 kts	140 kts	150 kts	160 kts	170 kts			
85,000 lbs.	32675	41001	50158	70980	82549	94907	108076	121918						
	907	914	923	940	949	960	970	980						
75,000 lbs.	28397	35598	43515	61456	71430	82074	93300	105283	117740	130772	144629			
	892	895	900	914	921	928	938	947	955	964	971			
69,000 lbs.	65905													
58,000 lbs.	904													
	66551													
47,000 lbs.	874													
	60396													
39,000 lbs.	872													
	64249													
35,000 lbs.	859													
	62104													
29,000 lbs.	848													
	66089													
25,000 lbs.	827													
	63274													
19,000 lbs.	806													
	65347													
757														
Hookload Values < 60,000 lbs.														
Runout Values < 900 ft.														

Author: Justin Agren
Date: April 7th, 2022
AGP-01004
Revision: 1

Model 44B-4H, 900 ft. RO, 100 ft. Span, 50 ft. Split
Tape: 915 ft. / Pendant: 85 ft.

Hookloads represent hydraulic region maximums and do not account for dynamics.

Hookload (lbs.)
Runout (ft)

BLANK

GEN 3. SERVICES**GEN 3.1 AERONAUTICAL INFORMATION MANAGEMENT****1. Responsible service**

Postal address	Air Command Denmark Attn.: MIL AIM Herningvej 30 DK 7470 Karup J Denmark
E-mail	FKO-KTP-F-AIM@mil.dk
AFTN	EKMCYOYX
Operating Hours	MON-THU 0730-1530 Local Time FRI 0730-1330 Local Time

The military Aeronautical Information Management (MIL AIM) is provided in accordance with military regulations (STANAG) and ICAO Annex 15.

2. Area of responsibility

Denmark: (København FIR and Bornholm).

3. Publications

Military Aeronautical Information Publication Denmark (MIL AIP DENMARK) contains permanent essential information for flights in Denmark.

Amendments to MIL AIP DENMARK are made by replacement pages published according to page GEN 0.1-3 item 3.

Supplements to MIL AIP DENMARK (MIL AIP SUP) contain temporary changes of long duration (three months or longer) as well as information of short duration that consists of extensive text and/or graphics, supplementing the permanent information contained in the MIL AIP.

Low Flying Chart 1:500.000 can be used as an index of Airfields, Navigational Facilities, Air Traffic Services, Air Navigation Obstructions and Restricted Airspace.

CENOR FLIP. The CENOR FLIP is a co-operative project between Norway, The Netherlands, Belgium, Germany, Czech Republic, Poland, Austria and Denmark, containing instrument approach and departure procedures primarily for the participating countries.

RDAF FLIP – the national (blue) FLIP which contains instrument approach and departure procedures as well as aerodrome information for 17 civil and military aerodromes in Denmark and 5 aerodromes in Greenland.

The RDAF FLIP and MIL AIP can all be found on the internet. The URL is:

<http://www.flv.dk/milaim/>

BLANK

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
PEGAM	552701N 0075036E	KY779, KY787, KY789, KY875, KY877, KY884		
PEMAD	555900N 0043453	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	KY61, KY74		
ROSBI	555058N 0105555E	N603	(I)	Re-routing point
RUVUD	553046N 0082546E	N/A	(I)	Re-routing point
SIMEG	551500N 0133004E	EKCH SID		

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. 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 (I) to/from A/D 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	554708N 0090747E	P622	(I)	
TOTSA	550000N 0055907E	KY994		
TUDLO	551633N 0103852E	L983, P729, T153, EKCH STAR	(AI)	(A): ESMS
TUPED	545350N 0085120E			TACAN Blue One UIR
TUSKA	550000N 0075234E	KY789		
TUTNU	550000N 0064909E	KY787		

EKKA - KARUP AIR BASE**1. AERODROME LOCATION INDICATOR AND NAME**

EKKA – HELICOPTER WING KARUP

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	561750.85N 0090728.66E THR RWY 27L
2	Direction and distance from (city)	233° / 13.5 NM from Viborg 032° / 11.0 NM from Herning
3	AD ELEV REF temperature	171 FT AMSL 21°C
4	MAG VAR Annual change	4.0° E (JAN 2023) Increasing 12' / 0.20° E
5	AD administration Postal address Telephone Telefax AFTN Email	Helicopter Wing Karup Herningvej 30, Kølvrå DK-7470 Karup J +45 72 84 31 11 N/A EKKAZPZX/EKKAZPZP wkar-wingops@mil.dk
6	Types of traffic permitted	IFR/VFR

3. OPERATIONAL HOURS

1	AD administration	MON - TUE 0630-1430 (0530-1330) WED - THU 0630-1400 (0530-1300) FRI 0630-1230 (0530-1130)
2	Customs and immigration	As AD administration
3	Health and sanitation	Medical service AVBL
4	AIS briefing office	As AD administration
5	ATS reporting office	As AD administration
6	MET briefing office	H24
7	ATS	H24
8	Fuelling	As AD administration
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration. Limited capacity.
12	Remarks	PPR 24 HR for landing. Weekends and holidays closed.

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	YES
2	Fuel/oil types	F34 (JET A) F18 (limited capacity), F40/ O-123, O-128, O-133, O-134, O-136, O-148, O-149, H-515
3	Fuelling facilities/capacity	Outside operational hours limited capacity (20.000 litres) F34
4	Oxygen	LOX
5	De-icing facilities	Yes
6	Hangar space for visiting aircraft	NIL
7	Repair facilities for visiting aircraft	YES (See AD 2.1-1 Para 3)
8	Remarks	

5. PASSENGER FACILITIES

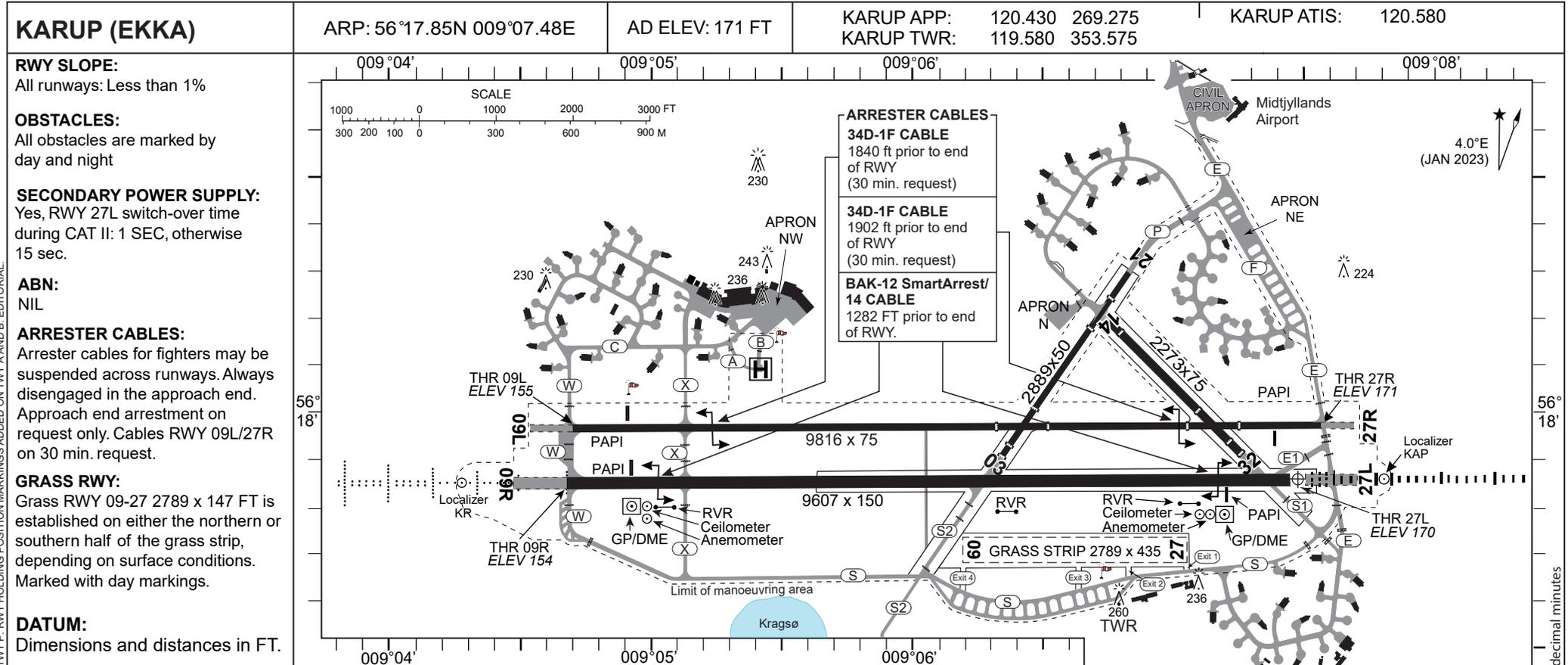
1	Hotels	Limited MIL accommodation on base, hotels in Viborg and Herning
2	Restaurants	Cafeteria on base
3	Transportation	Buses near main gate
4	Medical facilities	Infirmieri on base, hospitals in Viborg and Herning.
5	Bank and post office	In Karup, 3 km
6	Tourist office	NIL
7	Remarks	

6. RESCUE AND FIREFIGHTING SERVICES

1	AD category for fire fighting	CAT 6. CAT 7 on request, PPR 24H in advance.
2	Rescue equipment	Compliant with CAT
3	Capability for removal of disabled aircraft	Limited
4	Remarks	

7. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Seasonal availability	All seasons
2	Clearance/removal equipment	Yes
3	Remarks	Caution advised in winter during ice conditions. See snow plan in section AD 1.2-2



RWY	TRUE BRG	THR PSN	THR elevation Highest ELEV of TDZ of precision APP RWY	Streight and surface of RWY and SWY	DECLARED DISTANCES					APCH and RWY LGT						
					PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH	THR	TDZ	PAPI	Edge	End	SWY
09R	089.3°	561749.74N 0090438.39E	THR 154.00	PCN 75 F/C/W/T	W	9607	9607	10362	9607	3000 ft NATO STD White	Green	NIL	3.00°	9863 ft LIH White	Red	Red
			TDZ 160.00	PCR 530 R/B/W/T	X 03/21	8103 4114	8103 4114	8848 4859								
27L	269.3°	561750.85N 0090728.66E	THR 170.00	Asphalt/concrete Composite construction	THR E1 03/21	9607 9166 5649	9607 9166 5649	10352 9921 6404	9607	3000 ft CAT II	Green	3000 ft White	3.00°	9863 ft LIH White	Red	Red
			TDZ 170.00													
09L	089.3°	561756.70N 0090439.44E	THR 155.00	PCN 120 F/B/W/T PCR 390 F/B/X/T	W	9816	9816	10389	9816	NIL	Green LIL	NIL	3.00°	9747 ft LIL Yellow	Red LIL	NIL
			-		X 03/21	8375 3920	8375 3920	8948 4493								
27R	269.3°	561757.84N 0090733.43E	THR 171.00	Asphalt/concrete Composite construction	E	9816	9816	10282	9816	NIL	Green LIL	NIL	3.00°	9747 ft LIL Yellow	Red LIL	NIL
			-		03/21	6036	6036	6502								

OTHER RUNWAYS				
RWY	TRUE BRG	Dimension	Surface	THR coordinates
03	034°	2889 x 50 ft	PCN 90 F/C/W/T	561753.78N 0090619.75E
21	214°		Asphalt/ concrete	561817.29N 0090648.64E
14	135°	2273 x 75 ft	PCN 101 F/C/W/T	561809.92N 0090645.99E
32	315°		Asphalt/ concrete	561754.26N 0090714.80E
09	089°	2789 x 147 ft	Grass	
27	269°			
Helipad position: 56°18.07'N 009°05.38'E. PCN 29 F/C/W/T				

TWY width: TWY E1, TWY S, TWY X: 40 FT. Other TWY's: 50 - 80 FT. TWY lighting: BLUE EDGE. RGL for RWY 09R/27L.

CHANGES/INTERMEDIATE HOLDING POSITION MARKINGS ADDED NW AND SE OF TWY P. RWY HOLDING POSITION MARKINGS ADDED ON TWY A AND B. EDITORIAL.

Grid in decimal minutes
AIR COMMAND DENMARK - MIL AIM 16 APR 2026

EKSP - SKRYDSTRUP AIR BASE**1. AERODROME LOCATION INDICATOR AND NAME**

EKSP – FIGHTER WING SKRYDSTRUP

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	551331.99N 0091550.15E TWR
2	Direction and distance from (city)	215°/1,8 NM from Vojens
3	AD Elevation REF temperature	141 FT AMSL 21.5°C
4	MAG VAR Annual change	4° (JAN 2023) Increasing 11' / 0.19°E
5	AD administration Postal address Telephone Telefax AFTN Email	Fighter Wing Skrydstrup Lilholtvej 2, Skrydstrup DK-6500 Vojens +45 72 84 81 22 +45 72 84 81 26 EKSPZPZX fw-wingops@fiin.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	

3. OPERATIONAL HOURS

1	AD administration	MON – THU 0630-1430 (0530-1330) FRI 0630-1230 (0530-1230)
2	Customs and immigration	On call H24
3	Health and sanitation	Medical service AVBL H24
4	AIS briefing office	H24 (W-OPS)
5	ATS reporting office	H24 (W-OPS)
6	MET briefing office	MON - THU 0430-1430 (0330-1330) FRI 0430-1230 (0330-1130) MWO EKKA: OUTSIDE MWO EKSP HR
7	ATS	H24
8	Fuelling	H24
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration
12	Remarks	PPR 24 HR

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	YES
2	Fuel/oil types	F-18 (limited capacity), F-34/ O-123, O-148, O-149, O-156, H-515
3	Fuelling facilities/capacity	No limitation
4	De-icing facilities	YES
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	YES
7	Remarks	

5. PASSENGER FACILITIES

1	Hotels	In Vojens
2	Restaurants	In Vojens
3	Transportation	Limited military transportation Taxis, buses and train from Vojens.
4	Medical facilities	Infirmeri on base. Hospital in Aabenraa. Local doctors in Vojens.
5	Bank and post office	In Vojens
6	Tourist office Telephone	In Haderslev (Visit Haderslev) +45 73 70 92 21
7	Remarks	

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 removal of disabled aircraft	Crane available: MON - THU 0700-1500 local time FRI 0700-1200 local time On request outside opening hours.
4	Remarks	Categori may not be maintained during snow and ice removal. Airbase fire crew cannot perform interior firefighting and egress/extrication of crew in aircraft.

7. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of cleaning equipment	Snow ploughs, snow blowers, spreaders and sweepers.
2	Clearance priorities	1: Main RWY 2: TWY for alert aircraft 3: Other TWY
3	Remarks	

SKRYDSTRUP (EKSP)	ARP: 55°13.53N 009°15.84E	AD ELEV: 141 FT	SKRYDSTRUP APP: SKRYDSTRUP TWR:	124.105 280.750 118.280 286.375	SKRYDSTRUP ATIS: 133.905
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RWY SLOPE:
RWY 10L/28R: Less than 1%
RWY 10R/28L: Less than 1%

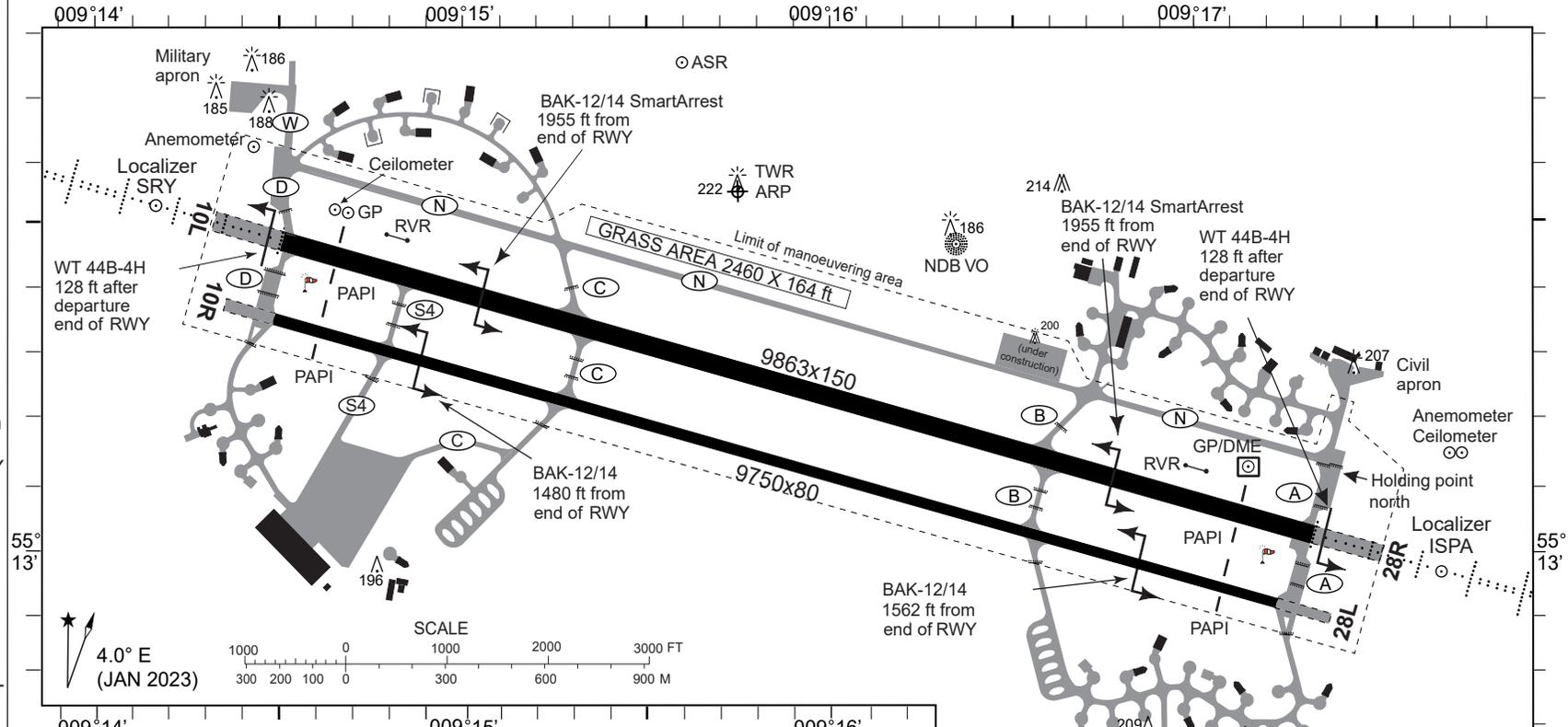
OBSTACLES:
All obstacles are marked by day and night.

SECONDARY POWER SUPPLY:
Yes. switch-over time 15 sec.

ABN:
NIL

ARRESTER CABLES:
Arrester cables for fighters may be suspended across runways. Always disengaged in the approach end.
Back up cables in the SWY of RWY 10L/28R are always positioned for engagement. Usable in departure direction only. **WARNING: Landing short of runway threshold with hook down may cause substantial damage to the aircraft.**

DATUM: WGS 84
Dimensions and distances in FT



RWY	TRUE BRG	THR PSN	THR elevation Highest ELEV of TDZ of precision APP RWY	Streight and surface of RWY and SWY	DECLARED DISTANCES				APCH and RWY LGT					CIR	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA (MIPS)		
					PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH	THR	PAPI	Edge									End	SWY
10L	105.4°	551328.56N 0091438.19E	THR 126.00	PCN 90 F/B/W/T PCR 600 R/C/W/T Asphalt/ concrete	D	9863	9863	10597	9863	900 M NATO STD White	Green	3.00°	9863 ft LIH White	Red	Red								
			TDZ 127.00		C	7273	7273	8007														B	2644
28R	285.4°	551302.76N 0091722.11E	THR 141.00	Asphalt/ concrete	A	9863	9863	10600	9863	900 M NATO STD White	Green	3.00°	9863 ft LIH White	Red	Red							A B C D E	630 - 1.5 489 (500-1.5) 700 - 1.6 559 (600-1.6) 800 - 2.4 659 (700-2.4) 890 - 3.6 749 (800-3.6) 1490 - 3.6 1349 (1400-3.6)
			TDZ 141.00		B	7421	7421	8158															
10R	105.4°	551321.71N 0091435.91E	THR 124.00	PCN 77 F/B/W/T PCR 990 F/C/X/T Asphalt/ concrete	D	9747	9747	10237	9750	NIL	Green Wing bars	3.00°	9747 ft LIL White	Red Wing bars	NIL								
			-		C	7066	7066	7556															B
28L	285.4°	551256.12N 0091717.95E	THR 139.00	Asphalt/ concrete	A	9747	9747	10237	9750	NIL	Green Wing bars	3.00°	9747 ft LIL White	Red Wing bars	NIL								
			-		B	7457	7457	5247															C

GRASS AREA 2460 X 164 FT may be used by light propeller aircraft, helicopters and gliders.

TWY width: TWY D north of RWY 10L/28R to military apron: 75 FT
TWY N: 73 FT
Other TWYs: 50 FT

TWY lighting: BLUE EDGE

CHANGES: ARRESTER CABLES DENOMINATION CORRECTED

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

EKYT - AALBORG AIR BASE**1. AERODROME LOCATION INDICATOR AND NAME**

EKYT – AIR TRANSPORT WING AALBORG

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	570534.04N 0095056.99E On RWY 08R/26L, 836 M from THR 08R
2	Direction and distance from (city)	320°/3,5 NM from Aalborg
3	AD Elevation REF temperature	8 FT AMSL 21.5°C
4	MAG VAR Annual change	4.0°E (JAN 2023) Increasing: 12' E per year.
5	AD administration postal address Telephone AFTN Email	Air Transport Wing Aalborg Thisted Landevej 53 9430 Vadum +45 728 46310 EKYTZPZM woc@atwaal.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	Height references EGM96 (Earth Gravitational Model 1996).

3. OPERATIONAL HOURS

1	AD administration	MON - THU 0700-1400 (0600-1300) FRI 0700-1100 (0600-1000)
2	Customs and immigration	As AD administration
3	Health and sanitation	Medical service AVBL
4	AIS briefing office	As AD administration
5	ATS reporting office	As AD administration
6	MET briefing office	MWO EKKA
7	ATS	H24
8	Fuelling	As AD administration
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration
12	Remarks	PPR 72 HR for landing.

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	YES
2	Fuel/oil types	F-18 (limited capacity), F-34/ O-123, O-128, O-148, O-149, O-156, H-515
3	Fuelling facilities/capacity	
4	De-icing facilities	YES
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	YES
7	Remarks	

5. PASSENGER FACILITIES

1	Hotels	In Aalborg
2	Restaurants	Cafeteria on base. Restaurants in Aalborg.
3	Transportation	Taxi, bus and train. Connection to Copenhagen from Aalborg Airport.
4	Medical facilities	Hospital in Aalborg.
5	Bank and post office	In Vadum, outside main gate
6	Tourist office	In Aalborg.
7	Remarks	

6. RESCUE AND FIREFIGHTING SERVICES

1	AD category for fire fighting	CAT 6 (H24). CAT 7-9 on request, PPR 72H in advance (Ref. AD 1.2-1).
2	Rescue equipment	YES
3	Capability for removal of disabled aircraft	Rescue crane and jacks
4	Remarks	Boats avbl.

7. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of cleaning equipment	Snowploughs, sweepers and spreaders. Snowblower. Chemicals: KFOR, NAFO, UREA.
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.

8. APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Mil apron: Concrete, PCN 74 R/D/W/T Dolphin: Concrete, PCN 74 R/D/W/T
2	Taxiway width, surface and strength	TWY A: 75 ft, Asph./concr. PCN 52 F/D/W/T TWY B, H: 50 ft, Asph./concr. PCN 52 F/D/W/T TWY C, D, E, G: 75 ft, Asph./concr. PCN 52 F/D/W/T TWY F, N, J, K: 45 ft, Asph./concr. PCN 52 F/D/W/T TWY GA1, GA2: 65 ft, Asph./concr. PCN 52 F/D/W/T TWY M, L: 39 ft, Asph./concr. PCN 52 F/D/W/T
3	ACL location and elevation	Not established
4	VOR/INS checkpoints	Not established
5	Remarks	Dolphin Apron unsuitable for fighter jets and jet aircraft with low mounted engines due to risk of FOD ingestion.

19. RADIO NAVIGATION AND LANDING AIDS

Type of aid Cat of ILS/MLS (Variation)	ID	Frequency (MHz)	Hours of operation	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
VOR/DME 4°E (2022)	AAL	116.70 CH 114x	H 24	570613.47N 0095944.09E	30m S of centreline Coverage FL 500/100 NM. DME INFO from TACAN.
TACAN 4°E (2023)	AAL	116.70 CH 114x	H 24	570614.16N 0095934.11E	Coverage FL 500/200 NM. Elev. 56.8 ft
LOC 26R CAT III	YT	111.55	H 24	570535.99N 0094938.82E	ILS class III/E/4
ILS GP 26		332.75	H 24	570550.27N 0095217.47E	Angle 3.00° / RDH 51 FT
DME 26R	YT	CH 52y	H 24	570550.27N 0095217.47E	Freq paired with LOC 26R Elev. 18.7 ft.
LOC 08L	AE	109.90	H 24	570549.02N 0095301.40E	ILS class I/E/4
ILS GP 08L		333.80	H 24	570542.71N 0095017.44E	Angle 3.00° / RDH 54 FT
DME 08L	AE	CH 36x	H 24	570542.71N 0095017.44E	Freq paired with LOC 08L Elev. 32.8 ft.
TAR			H 24	570527.76N 0095120.99E	Max range 60 NM, 40.000FT
MSSR			H 24	570527.76N 0095120.99E	Max range 200 NM 40.000FT

20. LOCAL AERODROME REGULATIONS

Use of TWY N is only permitted for aircraft size up to and including C-130. Larger size aircraft will need specific clearance from Current OPS before using TWY N.

Start-up clearance required for all aircraft, also for engine ground run.

T-17 parking is in front of the T-17 hangar (Building 165) located at Eastern edge of Dolphin apron. Taxi in via Taxiway L and follow the yellow lines to one of the three parking spots. To ensure proper clearance to traffic using Taxiway L, parking on marked parking spots is mandatory. T-17 will give way to traffic on Taxiway L.

CAUTION: Apron is narrow and does not conform to ICAO standards. Taxi lines must be followed closely since wheel clearance to edge of apron is limited. Towing of aircraft before engine start may be necessary, as wing tip clearance is not assured when another aircraft is parked opposite.

Flight below 300 feet AGL is prohibited within the airport's restricted areas (inside the perimeter fence, including the maneuvering area) unless performed in connection with takeoff or landing. Hover operations in the grass area west of the tower are exempt from this regulation.

Landing and training (fast rope, rappelling, etc.) outside the maneuvering area are also permitted at pilot discretion in approved areas, subject to prior agreement with ATW Current Ops and coordination with ATC.

Air taxiing may only be conducted via published taxiways and is therefore not permitted between the HVK and the remaining maneuvering area.

21. NOISE ABATEMENT PROCEDURES

1. Jet aircraft
- 1.1 In connection with approach to landing, a minimum height of 2300 FT shall be observed over greater Aalborg.
- 1.2 Mandatory VFR patterns are established for 4 engine jet aircraft. See the following pages for details.

22. FLIGHT PROCEDURES

1. IFR Arrival

- 1.1 Aircraft will normally be cleared by ACC KØBENHAVN to AAL VOR, BAKIT OR GIPUG.
- 1.2 Radio Communication failure.
Navigation aid designated for radio communication failure during IMC for arriving aircraft is VORTAC 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 Provisions", 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 550 M 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 manoeuvring 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.

AALBORG (EKYT) **ARP: 57° 05.57N 009 50.95E** **AD ELEV: 8 FT** **AALBORG APP: 123.980 362.450**
AALBORG TWR: 118.305 353.525 **AALBORG ATIS: 120.480**

RWY SLOPE:
All runways: Less than 1%

OBSTACLES:
All obstacles are marked by day and night

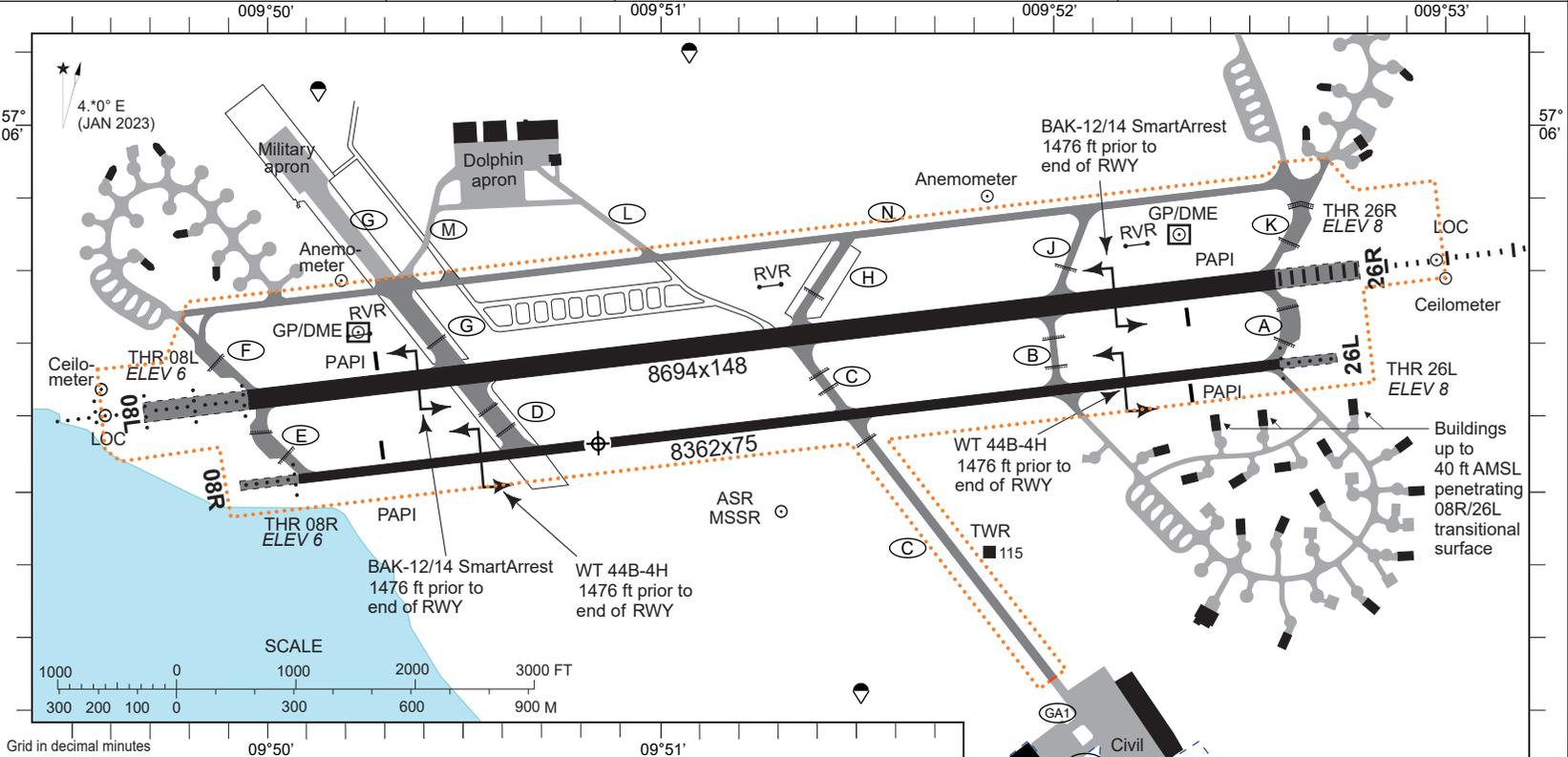
SECONDARY POWER SUPPLY:
Yes, RWY 26R. Switch-over time: 15 sec. During CAT II and III and during departures with RVR less than 800m MAX 1 sec.

ABN: None

ARRESTER CABLES:
Arrester cables for fighters may be suspended across runways. Always disengaged in the approach end. Approach end arrestment on request only. Cables RWY 08R/26L on 30 min request.

GRASS RUNWAY:
Not avbl.

DATUM:
WGS-84.
Dimensions and distances in FT.



RWY	TRUE BRG	THR PSN	THR elevation Highest ELEV of TDZ of precision APP RWY	Streight and surface of RWY and SWY	DECLARED DISTANCES					APCH and RWY LGT							
					PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH	THR	TDZ	PAPI	CL	Edge	End	SWY
08L	083.3°	570537.37N 0095000.30E	THR 6	PCN 66 F/D/W/T Asphalt/ concrete Composite construction	E/F	8694	8694	9422	8694	1542 ft	Green	NIL	3.00°	8700 ft std. col.	8707 ft LIH White	Red	Red
					D/G	6791	6791	7519									
26R	263.3°	570547.43N 0095236.63E	THR 8	PCN 66 F/D/W/T Asphalt/ concrete Composite construction	A/K	8694	8694	9589	8694	3000 ft	Green	3000 ft White	3.00°	8700 ft std. col.	8707 ft LIH White	Red	Red
					B/J	6791	6791	7686									
08R	083.3°	570630.87N 0095007.68E	THR 6	PCN 52 F/D/X/U Asphalt	E	8369	8369	8861	8369	500 ft LIL White	Green LIL	NIL	3.00°	NIL	8364 ft LIL	Red LIL	NIL
					-												
26L	263.3°	570540.52N 0095238.07E	THR 8	PCN 52 F/D/X/U Asphalt	A	8369	8369	8861	8369	500 ft LIL White	Green LIL	NIL	3.00°	NIL	8364 ft LIL	Red LIL	NIL
					-												

RWY	TCH	OTCH	RPI	CAT	MINIMA (MIPS)	
					MIN	MAX
CIR ^a				A	510	1.5 502 (600-1.5)
				B	510	1.6 502 (600-1.6)
				C	690	2.4 682 (700-2.4)
				D	740	3.6 732 (800-3.6)
				E	840	3.6 832 (900-3.6)

TAXIWAYS: Width: TWY A: 75 FT, TWY B: 50 FT, TWY C,D,E,G: 75 FT. Pavement: Concrete/Asphalt. PCN 52 F/D/W/T. Lighting: Blue edge lights.

CHANGES: ARRESTER CABLES DENOMINATION CORRECTED.

AIR COMMAND DENMARK - MIL AIM 16 APR 2026

