FORSVARET

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MIL AIP DENMARK

AIRAC Cycle: 2406
Eff. 13 JUN 2024
Amendment No. 260

This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
GEN 0.5	Change to HERNING FREQ. Change to ODENSE FREQ. Locator FE withdrawn.
GEN 2.2	New abbreviations MO and PTN added.
GEN 2.5	Locator FE Odense withdrawn.
GEN 3.5	Meteorological Services updated.
ENR 0.1	Index updated.
ENR 1.1	Helicopter Route information moved from ENR 3.4. FIR name corrected, coordinates updated. Area chart revised. Editorial.
ENR 1.9	Subsection 13. Airspace Management (ASM) changed.
ENR 2.3	Chart moved from ENR 3.4.
ENR 3.0	Page removed (Relevant information contained in ENR 1.9-6).
ENR 3.1	Section changed to “Conventional Navigation Routes”.
ENR 3.2	Section changed to “Area Navigation Routes”. Routes from former ENR 3.3 “AREA NAVIGATION (RNAV) ROUTES” and ENR 3.4 "Helicopter Routes" transferred to ENR 3.2. KY610, KY615, KY773, KY776, KY777, KY781, KY782, KY787, KY874, KY876, KY878, KY879, KY885, KY886, KY887, KY888, KY889, KY980 and KY994 changed from RNAV 5 to RNAV 1. KY875 now only available westbound between ARVIG and DINOK. KY877 now only available eastbound between PEGAM and ESBJERG L (HP).
ENR 3.3	Section changed to “TACAN Routes” - transferred from ENR 3.5. SKR chart symbol changed to TACAN.
ENR 3.4	Section changed to “En-route Holdings” - transferred from ENR 3.6.
ENR 5.4	New designation Hindborg-Skive wind turbine group added. Editorial.
ENR 6.1	Charts moved from ENR 3.4 and ENR 3.3.
EKKA AD 2	REF temperature.
EKSP AD 2	REF temperature. MET info updated in Subsection 3 and 11.
EKYT AD 2	REF temperature. MET info updated in Subsection 3. Subsection 8. remark removed. Subsection 9. TWY lighting updated.

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ILS or LOC 26R (CAT A-B)	02 NOV 2023
ILS or LOC 26R (CAT C-E)	02 NOV 2023
HI-VORTAC 26R	28 DEC 2023
VORTAC 26R (CAT A-B)	02 NOV 2023
VORTAC 26R (CAT C-E)	02 NOV 2023
RNP RWY 26R	02 NOV 2023
WP LIST RWY 26R	26 JAN 2023

AD 3

BGNO

AD 3.1-1	26 JAN 2023
AD 3.1-2	03 NOV 2022
AD 3.1-3	06 OCT 2022
AD 3.1-4	05 OCT 2023
AD 3.1-5	06 OCT 2022
ADC	05 OCT 2023
NDB RWY 19	26 JAN 2023
RNP RWY 19	05 OCT 2023
WP LIST RWY 19	26 JAN 2023

BGMV

AD 3.1-1	28 DEC 2023
AD 3-1-2	24 FEB 2022
AD 3.1-3	21 APR 2022
AD 3.1-4	28 DEC 2023
AD 3.1-5	24 FEB 2022
AD 3.1-6	28 DEC 2023
ADC	28 DEC 2023
RNP RWY 31	28 DEC 2023
WP LIST RWY 31	28 DEC 2023

CHARTS

LFC 1:500.000 Ed. 46	23 MAR 2023
LFCW 1:500.000 Ed. 3	23 MAR 2023
ANC 1:250.000 CPH AREA	20 APR 2023

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LFC Ed. 46 LFCW Ed. 3	Change KOLDING/VAMDRUP FREQ from 118.650 to 118.655.	AMD 256
LFC Ed. 46 LFCW Ed. 3	Delete SINDAL FIZ/RMZ. Delete symbol for NDB and attached label for SD.	AMD 256
LFC Ed. 46 LFCW Ed. 3	Change "Length of longest runway" from 101.68 to 101.73 for BILLUND.	AMD 256
LFC Ed. 46	Change "Length of longest runway" to 65.68 for BORNHOLM/RØNNE.	AMD 257
LFC Ed. 46 LFCW Ed. 3	Change symbol for "Wind turbines - group in line. Lighted" to "Wind turbine group. Lighted" at PSN 56 39 32N 010 18 12E "Overgaard", ELEV (FT) 503.	AMD 257
LFC Ed. 46 LFCW Ed. 3	Add symbol for "Wind turbine group. Lighted", Brovst - Nørre Økse Sø, 11 wind turbines, 500 FT MSL, 492 FT AGL, LIL F R. PSN: 57 08 03N 009 32 06E, 57 07 32N 009 32 02E, 57 08 07N 009 32 44E, 57 07 52N 009 32 42E, 57 07 36N 009 32 40E, 57 07 21N 009 32 38E, 57 07 56N 009 33 20E, 57 07 41N 009 33 17E, 57 07 25N 009 33 15E, 57 07 46N 009 33 55E and 57 07 30N 009 33 53E.	AMD 257
LFC Ed. 46 LFCW Ed. 3	Change Karup Tower FREQ from 119.575 to 119.580 and Karup Approach from 120.425 to 120.430.	AMD 258
LFC Ed. 46 LFCW Ed. 3	Change Skrydstrup Tower FREQ from 118.275 to 118.280 and Skrydstrup Approach from 124.100 to 124.105.	AMD 258
LFC Ed. 46	Change BORNHOLM/RØNNE FREQ from 118.325 to 118.330.	AMD 259
LFC Ed. 46 LFCW Ed. 3	Change Copenhagen Information FREQs from 129.480 to 129.475 and from 124.005 to 124.000.	AMD 259
CAC Ed.43	Change Copenhagen Information FREQs from 129.480 to 129.475.	AMD 259
LFC Ed. 46 LFCW Ed. 3	Change HERNING FREQ from 121.000 to 121.005.	AMD 260
LFC Ed. 46 LFCW Ed. 3	Change ODENSE FREQ from 119.525 to 119.530.	AMD 260
LFC Ed. 46 LFCW Ed. 3	Delete symbol for NDB and attached label for FE.	AMD 260

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MNM	Minimum
MNPS	Minimum Navigation Performance Specifications
MO	Meteorological Office
MOCA	Minimum Obstruction Clearance Altitude
MON	Monday
MOTNE	Meteorological Operational Telecommunications Network Europe
MPH	Statute Miles per Hour
MSA	Minimum Safe Altitude
MSG	Message
MSL	Mean Sea Level
MSSR	Monopulse Secondary Surveillance Radar
MTOM	Maximum Take-off Mass
MTOW	Maximum Take-off Weight
MUM	Mu-Meter
MWO	Meteorological Watch Office

N

N	North or Northern latitude
N/A	Not Applicable
NAFO	Sodium Formate solids
NAT	North Atlantic
NAV	Navigation
NAVAID	Navigational Aid
NDB	Non-directional radio Beacon
NE	North-East
NGT	Night
NIL	None
NM	Nautical Mile
NNE	North-North-East
NNW	North-North-West
NOF	International NOTAM Office
NOTAM	A Notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NR	Number
NTL	National
NW	North-West

O

OAC	Oceanic Area Control Centre
OBST	Obstruction
OCA	Oceanic Control Area
OCA(H)	Obstacle Clearance Altitude (Height)
OCC	Occulting (Light)
OCH	Obstacle Clearance Height
OCL	Obstacle Clearance Limit
OCT	October
OFZ	Obstacle Free Zone
OM	Outer Marker
OPMET	Operational meteorological (information)
OPR	Operator (Operate, Operative, Operating, Operational)
OPS	Operations
O/R	On Request
ORP	Operational Readiness Platform

P

P..	Prohibited area (followed by identification)
PANS	Procedures for Air Navigation Services
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PATC	Precision Approach Terrain Chart
PAX	Passenger(s)
PBN	Performance Based Navigation
PCL	Pilot-controlled lighting
PCN	Pavement Classification Number
PERM	Permanent
PIB	Pre-Flight Information Bulletin
PJE	Parachute Jumping Exercises
PN	Prior Notice Required
PNDB	Perceived noise decibel
PPR	Prior Permission Required
PROP	Propeller
PSN	Position
PSR	Primary Surveillance Radar
PTN	Procedure Turn
PWS	Present Weather Sensor

Q

QDM Magnetic Heading
QDR Magnetic Bearing
QFE Atmospheric pressure at Aerodrome elevation
QNH Altimeter sub-scale setting to obtain elevation when on the ground

R

R Red
R... Restricted Area (followed by identification)
R Right
RAC Rules of the Air and air traffic services
RAIM Receiver Autonomous Integrity Monitoring
RAPCON Radar Approach Control
RAPM Runway Aiming Point Marking
RCC Rescue Co-ordination Centre
RDAF Royal Danish Air Force
RDH Reference Datum Height (ILS)
RDL Radial
REC Receive or Receiver
REF Reference to or Refer to
REP Reporting Point
REQ Request or Requested
RESA Runway End Safety Area
RGL Runway Guard Lights
RMK Remark
RMZ Radio Mandatory Zone
RNAV Area Navigation
RNP Required Navigational Performance
ROFOR Route Forecast
RPL Repetitive Flight Plan
RSC Rescue Sub-Centre
RSR EN ROUTE Surveillance Radar
RTF Radiotelephone
RVR Runway Visual Range
RVSM Reduced Vertical Separation Minimum
RWY Runway

S

S South or Southern latitude
SAR Search And Rescue
SAT Saturday
SAVS Semiautomatic Weather observation System
SB Self-Briefing area
SBAS Satellite-Based Augmentation System
SE South-East
SEC Seconds
SELCAL Selective Calling system
SEP September
SFC Surface
SFH Surface Friction Tester, High pressure tire
SID Standard Instrument Departure
SFL Surface Friction Tester, Low pressure tire
SIF Selective Identification Feature
SIGMET Information concerning enroute weather phenomena, which may affect the safety of aircraft operations
SIWL Single Isolated Wheel Load
SKH Skiddometer
SMC Surface Movement Control
SMR Surface Movement Radar
SNOWTAM A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SODAR Sound Detection And Ranging
SPECI Aviation selected special weather report (in international meteorological figure code)
SPECIAL Special meteorological report (in plain language) relating to improvement or deterioration of meteorological conditions
SPL Supplementary flight Plan Message
SPOC SAR point of contact
SR Sunrise

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Station	ID	Facility	Purpose E: Enroute A: Aerodrome	Frequency	Co-ordinates
Aalborg	AAL	VOR	AE	116.700 MHz	570613.39N 0095944.08E
Aalborg	AAL	TACAN	AE	CH 114x	570614.16N 0095934.11E
Aalborg	AE	ILS 08L	A	109.900 MHz	570549.02N 0095301.40E
Aalborg	AE	DME 08L	A	CH36x	570541.90N 0095013.60E
Aalborg	YT	ILS 26R	A	111.550 MHz	570535.97N 0094938.62E
Aalborg	YT	DME 26R	A	CH52y	570550.27N 0095217.47E
Aarhus	AAR	ILS 10R	A	111.900 MHz	561801.63N 0103851.01E
Aarhus	AAR	DME 10R	A	CH 56x	561813.79N 0103603.97E
Aarhus	TL	L	A	384 KHz	561801.46N 0103707.22E
Aarhus	TR	ILS 28L	A	110.100 MHz	561825.62N 0103525.62E
Aarhus	TR	DME 28L	A	CH 48x	561800.99N 0103810.84E
Alsie	ALS	VOR	AE	114.700 MHz	545419.49N 0095936.16E
Bella	BEL	DME	E	114.650MHz/ CH 93Y	554728.45N 0120544.47E
Billund	BIL	ILS 09	A	109.750 MHz	554428.92N 0091109.05E
Billund	BIL	DME 09	A	109.750MHz/ CH 34y	554428.74N 0090820.83E
Billund	LEL	ILS 27	A	110.700 MHz	554422.51N 0090742.03E
Billund	LEL	DME 27	A	CH 44x	554422.80N 0091027.17E
Codan	CDA	VOR/DME	AE	114.900 MHz/ CH 96x	550005.40N 0122245.16E
Dan F	DNF	L	A	349 KHz	552841.16N 0050619.98E
Esbjerg	EJ	L	A	400.5 KHz	553228.51N 0084159.11E
Esbjerg	ES	ILS 26	A	110.150 MHz	553123.49N 0083138.22E
Esbjerg	ES	DME	A	CH 38y	553143N 0083406E
Esbjerg	HP	L	AE	376 KHz	553041.17N 0082445.79E
Esbjerg	ESE	DME	E	116.600 MHz/ CH113X	553121N 0082445E
Esbjerg	OO	ILS 08	A	109.100 MHz	553142.18N 0083436.00E
Esbjerg	OO	DME 08	A	CH 28x	553124N 0083218E
Gorm C	OM	L	A	615 KHz	553447.46N 0044532.09E
Halfdan A	HDY	L	A	427 KHz	553151.09N 0050015.03E
Harald	HWB	L	A	336 KHz	562038.83N 0041618.92E
Karup	KAP	ILS 09R	A	108.300 MHz	561750.95N 0090745.29E
Karup	KAP	DME 09R	A	CH 20x	561745.81N 0090455.93E
Karup	KAR	TACAN	A	CH 37x	561748.03N 0090030.95E
Karup	KR	ILS 27L	A	108.150 MHz	561749.60N 0090416.19E
Karup	KR	DME 27L	A	CH 18y	561746.69N 0090710.25E
Kastrup	CH	ILS 04L	A	110.500 MHZ	553705.09N 0123836.82E
Kastrup	CH	DME 04L	A	CH 42x	553535.89N 0123629.55E
Kastrup	KA	ILS 12	A	109.900 MHz	553634.87N 0124041.51E
Kastrup	KA	DME 12	A	CK 36x	553717.98N 0123829.93E
Kastrup	KAS	VOR/DME	AE	112.500 MHz/ CH 72x	553525.87N 0123648.97E
Kastrup	KLK	ILS 22R	A	110.900 MHz	553523.37N 0123559.51E
Kastrup	KLK	DME 22R	A	CH 46x	553635.03N 0123801.09E

Station	ID	Facility	Purpose E: Enroute A: Aerodrome	Frequency	Co-ordinates
Kastrup	NE	ILS 04R	A	109.300 KHz	553740.66N 0124017.50E
Kastrup	NE	DME 04R	A	CH 30x	563616.62N 0123816.24E
Kastrup	OXS	ILS 22L	A	109.500 MHz	553603.30N 0123746.81E
Kastrup	OXS	DME 22L	A	CH 32x	553720.67N 0123957.27E
Kastrup	OY	ILS 30	A	108.900 MHz	553740.28N 0123744.73E
Kastrup	OY	DME 30	A	CH 26x	553651.09N 0123942.89E
Korsa	KOR	VOR/DME	AE	112.800 MHz/ CH 75x	552621.71N 0113753.51E
Lemme	LME	DME	E	115.350 MHz/ CH 100y	555933.503N 0082115.751E
Odense	OD	ILS 24	A	108.350 MHz	552810.67N 0101834.89E
Odense	OD	DME 24	A	CH 20y	552845.53N 0102007.14E
Odin	ODN	VOR/DME	AE	115.500 MHZ/ CH102x	553451.64N 0103910.76E
Ramme	RAM	DME	AE	111.850 MHz/ CH 55y	562842.14N 0081114.51E
Roskilde	KV	ILS 11	A	111.500 MHz	553455.16N 0120839.21E
Roskilde	KV	DME 11	A	CH 52x	553515.91N 0120709.24E
Roskilde	RK	L	A	368 KHz	553723.27N 0115949.81E
Roskilde	SN	ILS 21	A	108.700 MHz	553432.39N 0120715.43E
Roskilde	SN	DME 21	A	CH 24x	553513.15N 0120806.64E
Rønne	FAU	L	A	334 KHz	550142N 0145402E*
Rønne	IAR	ILS 11	A	110.300 MHz	550329.47N 0144646.93E
Rønne	IAR	DME 11	A	CH30y	550353N 0144457E*
Rønne	IRE	ILS 29	A	110.300 MHz	550406.18N 0144421.31E
Rønne	IRE	DME 29	A	CH 40x	550342.19N 0144612.22E
Rønne	ROE	VOR	AE	112.000 MHz	550356.08N 0144531.29E
Rønne	ROE	TACAN	AE	112.000 MHz/ CH 57x	550342.73N 0144521.07E
Siri	SIR	L	A	391 KHz	562857.77N 0045440.06E
Skjold	JL	L	A	434 KHz	553153.74N 0045424.08E
Skrydstrup	ISPA	ILS 10L	A	109.350 MHz	551259.83N 0091740.10E
Skrydstrup	ISPA/ SRY	DME 10L/28R	A	CH 30y	551309.34N 0091711.49E
Skrydstrup	SKR	TACAN	AE	110.400 MHz/ CH 41x	551344.18N 0091250.61E
Skrydstrup	SRY	ILS 28R	A	109.350 MHz	551332.31N 0091414.42E
Skrydstrup	VO	L	A	321 KHz	551328.75N 0091625.37E
South Arne	SRN	L	A	361 KHz	560449.01N 0041349.44E
Stauning	AU	L	A	346KHz	555927.58N 0081906.09E
Stauning	SVJ	LOC 27	A	110.100 MHz	555925.78N 0082017.88E
Stauning	VJ	L	A	328 KHz	555919.13N 0082527.97E
Sønderborg	CIM	ILS 32	A	111.150 MHz	545811.72N 0094700.39E
Sønderborg	CIM	DME 32	A	CH 48y	545729.39N 0094755.03E

Station	ID	Facility	Purpose E: Enroute A: Aerodrome	Frequency	Co-ordinates
Trano	TNO	VOR/DME	A	117.400MHz/ CH 121x	554626.74N 0112621.08E
Tyra E	RA	L	A	419 KHz	554317.48N 0044807.48E
Vamdrup	KD	L	A	357 KHz	552635.87N 0092005.42E
Vamdrup	VAM	DME	E	110.050 MHz/ CH 37y	552616.585N 0092006.051E

ID	Station	Facility	Purpose E: Enroute A: Aerodrome	Frequency	Co-ordinates
AAL	Aalborg	VOR	AE	116.700 MHz	570613.39N 0095944.08E
AAL	Aalborg	TACAN	AE	CH 114x	570614.16N 0095934.11E
AAR	Aarhus	ILS 10R	A	111.900 MHz	561801.63N 0103851.01E
AAR	Aarhus	DME 10R	A	CH 56x	561813.79N 0103603.97E
AE	Aalborg	ILS 08L	A	109.900 MHz	570549.02N 0095301.40E
AE	Aalborg	DME 08L	A	CH36x	570541.90N 0095013.60E
ALS	Alsie	VOR	AE	114.700 MHz	545419.49N 0095936.16E
AU	Stauning	L	A	346KHz	555927.58N 0081906.09E
BEL	Bella	DME	E	114.650 MHz/ CH 93Y	554728.45N 0120544.47E
BIL	Billund	ILS 09	A	109.750 MHz	554428.92N 0091109.05E
BIL	Billund	DME 09	A	109.750 MHz	554428.74N 0090820.83E
CDA	Codan	VOR/DME	AE	114.900 MHz/ CH 96x	550005.40N 0122245.16E
CH	Kastrup	ILS 04L	A	110.500 MHZ	553705.09N 0123836.82E
CH	Kastrup	DME 04L	A	CH 42x	553535.89N 0123629.55E
CIM	Sønderborg	ILS 32	A	111.150 MHz	545811.72N 0094700.39E
CIM	Sønderborg	DME 32	A	CH 48y	545729.39N 0094755.03E
DNF	Dan F	L	A	349 KHz	552841.16N 0050619.98E
EJ	Esbjerg	L	A	400.5 KHz	553228.51N 0084159.11E
ES	Esbjerg	ILS 26	A	110.150 MHz	553123.49N 0083138.22E
ES	Esbjerg	DME	A	CH 38y	553143N 0083406E
ESE	Esbjerg	DME	E	116.600MHz/ CH 113x	553121N 0082445E
FAU	Rønne	L	A	334 KHz	550142N 0145402E*
HDY	Halfdan A	L	A	427 KHz	553151.09N 0050015.03E
HWB	Harald	L	A	336 KHz	562038.83N 0041618.92E
IAR	Rønne	DME 11	A	CH30y	550353N 0144457E*
IRE	Rønne	ILS 29	A	110.300 MHz	550406.18N 0144421.31E
IRE	Rønne	DME 29	A	CH 40x	550342.19N 0144612.22E
ISPA	Skrydstrup	ILS 11L	A	109.350 MHz	551259.83N 0091740.10E
ISPA	Skrydstrup	DME 11L	A	CH 30y	551309.34N 0091711.49E
JL	Skjold	L	A	434 KHz	553153.74N 0045424.08E
KA	Kastrup	ILS 12	A	109.900 MHz	553634.87N 0124041.51E
KA	Kastrup	DME 12	A	CK 36x	553717.98N 0123829.93E
KAP	Karup	ILS 09R	A	108.300 MHz	561750.95N 0090745.29E
KAP	Karup	DME 09R	A	CH 20x	561745.81N 0090455.93E
KAR	Karup	TACAN	A	CH 37x	561748.03N 0090030.95E
KAS	Kastrup	VOR/DME	AE	112.500 MHz/ CH 72x	553525.87N 0123648.97E
KD	Vamdrup	L	A	357 KHz	552635.87N 0092005.42E
KLK	Kastrup	ILS 22R	A	110.900 MHz	553523.37N 0123559.51E
KLK	Kastrup	DME 22R	A	CH 46x	553635.03N 0123801.09E
KOR	Korsa	VOR/DME	AE	112.800 MHz/ CH 75x	552621.71N 0113753.51E
KR	Karup	ILS 27L	A	108.150 MHz	561749.60N 0090416.19E
KR	Karup	DME 27L	A	CH 18y	561746.69N 0090710.25E

GEN 3.5 METEOROLOGICAL SERVICES

1. Meteorological Authority.

The military meteorological service is provided by The Danish Meteorological Institute on behalf of CHODDEN. The main meteorological office (MET OFFICE KARUP) is located at Air Command, Karup.

Postal address:	MET OFFICE KARUP OPERATIONS SUPPORT WING Herningvej 30, DK 7470 Karup J. Denmark
ICAO telegraphic address:	EKMKYMYX (alt. EKKAYMYX)
Telephone	+45 728 41442

2. Area of Responsibility

Meteorological services are provided for the entire København FIR and Bornholm area.

3. General

Meteorologists are available for consultation as specified in GEN 3.5-2.

Aerodrome forecasts are issued by the meteorological office designated as responsible for preparing such forecasts.

Landing forecasts (TREND) are issued as specified in GEN 3.5-2.

Briefing consultation is available as specified in GEN 3.5-2. MET information for flights with destinations outside Danish FIR should normally be requested at least 3 hours before departure.

Runway Visual Range (RVR) is available for main runways at RDAF stations.

4. Aerodrome Meteorological Services

Location	MET OFFICE KARUP	MET OFFICE SKRYDSTRUP	MET OFFICE AALBORG
	EKKA (EKMK)	**EKSP**	**EKYT**
Weather Observation Service	H24 (AUTO OBS)*	H24	H24 (AUTO OBS) **
Forecaster Availability	H24	MON-THU 0430-1430 (0330-1330) *** FRI 0430-1300 (0330-1200) *** Outside hours above forecaster service provided by MET OFFICE KARUP.	Forecaster service provided by MET OFFICE KARUP H24.
Aerodrome Forecasts	24 HR TAF	24 HR TAF	24 HR TAF
Landing Forecasts (2 HR TREND)	MON-THU 0600-1430 (0500-1330) FRI 0600-1300 (0500-1200) Other times O/R.	MON-THU 0530-1430 (0430-1330) *** FRI 0530-1300 (0430-1200) ***	O/R
Briefing Consultation	Local at EKKA: H24. Personal or by telephone.	Local at EKSP: MON-THU 0430-1430 (0330-1330) *** FRI 0430-1300 (0330-1200) *** Personal or by telephone. Outside hours above by telephone to MET OFFICE KARUP.	H24 by telephone to MET OFFICE KARUP.
Languages	DA, EN	DA, EN	DA, EN
Telephone	+45 728 41441 +45 728 41442 +45 728 41431	+45 728 48191	

* AUTO OBS is under surveillance by MET Forecaster.

** Default as AUTO OBS. Manual observation possible O/R.

*** Hours of operation may be extended during exercises or to meet other operational requirements.

PART 2 - EN ROUTE (ENR)

ENR 0

ENR 0.6 TABLE OF CONTENTS TO PART 2

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ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. Use of Afterburner/Reheat

1.1 It is prohibited to use afterburner/reheat below 5.000 FT AGL with following exceptions:
- During take-off, touch-and-go, and go-around.
- During climb after take-off, touch-and-go or go-around.
- When climbing to altitude below 5.000 FT the afterburner/reheat has to be cut out at 350 KT or when reaching altitude.
- In emergency.

2. Night Navigational flights over Denmark

2.1 Foreign Air Stations planning to overfly Denmark on navigational flights later than 1500 UTC, are to send their flight plans in due time to be received at COPENHAGEN ACC (EKDKZQZM for IFR flights and EKDKZFZM for VFR flights) before 1300 UTC. Night VFR flights with foreign military aircraft will not be allowed over Danish territory.

2.2 For flights on Saturdays, Sundays and Danish public holidays, flight plans shall be sent in due time to be received at COPENHAGEN ACC before 1300 UTC (1200 UTC Summer period) the previous working day. See list of Danish public holidays on page GEN 2.1-2.

3. Supersonic flight

3.1 Supersonic flights with foreign military aircraft will not be allowed over Danish territory except when participating in NATO exercises in which case, specific regulations will be stipulated for each individual exercise or when foreign military aircraft under operational control of Commander Tactical Air Command, Denmark, operates from a Danish Air Station where national regulations apply.

4. VFR flying above 3500 FT.

4.1 Military aircraft flying over Danish territory above 3500 ft are to contact an Aircraft Controlling Unit (ACU) or ATS unit for flight following/flight information service.

4.2 Operations above FL195 inside København FIR are subject to ATC-clearance obtained from ACC Copenhagen.

5. Air refuelling

5.1 A series of preplanned AAR tracks exist within EKDK FIR. For details including reservation refer to ENR 5.3.

6. North Sea airspace. Flying at or below FL 85

6.1 General
En Route flight over the North Sea in that part of the airspace, where Air Traffic Service is provided by Denmark, shall be carried out according to the cruising levels and Air Traffic Rules.

Notes:
1. Tyra Information provides Air Traffic Service within TYRA FIZ/RMZ.
2. Copenhagen Information provides Air Traffic Service outside TYRA FIZ/RMZ.

6.2 Crossing of helicopters flight path Pilots of fixed-wing aircraft crossing the flight path of helicopters should as early as possible plan their flight to pass over, below or behind the helicopters and make efforts to obtain greatest possible separation. In order to discover helicopter traffic, use of radar is recommended. In addition, traffic information may be obtained from Copenhagen Information or TYRA Information.
Note: Helicopter pilots prefer a horizontal separation of at least 2 NM.

6.3 Helicopter operations
6.3.1 Helicopter operations to, from and between oil and gas and wind farm installations in the North Sea are taking place on a 24 hour basis, under IMC as well as VMC and often with sling load.

6.3.2 Helicopter Routes:
Helicopter routes have been established for the most used helicopter tracks in that part of the North Sea, where ATS is provided by Denmark (see chart ENR 6.5-1 and route descriptions in ENR 3.2). Helicopter routes in uncontrolled airspace are not mutually separated horizontally. Where helicopter routes are based on "Basic Area Navigation" with a navigational tolerance of 5 NM on each side of the centre line, this will be indicated in the column remarks in the route description.

Other traffic than civil helicopter operations are advised to:
a. avoid flying along or in close vicinity of a helicopter route, and
b. cross a helicopter route at an angle as close to 90º as possible and to keep an alert look out.

Furthermore, military air traffic are advised to avoid crossing helicopter routes between altitude 1000 FT AMSL and FL 90.

6.3.3 Cruising Level in Helicopter Routes
Except during take-off and landing, civil helicopter operations should normally be carried out in levels not below 1500 FT MSL. For Minimum flight Altitude on specific routes see ENR 3.2, and for specific AMA (Area Minimum Altitude) see ENR 6.5-1.

6.3.4 Helicopter Decks:
The following helicopter decks are situated on oil and gas installations in the North Sea:
DAN B, DAN E, DAN F, GORM C, HALFDAN A, HALFDAN B, HARALD, SIRI, SKJOLD, SOUTH ARNE, CECILIE, NINI, ROLF, RAVN WINTERSHALL, TYRA EAST and TYRA WEST.
The following helicopter decks are situated in the vicinity of off-shore wind farms:
HORNS REV A, HORNS REV B.

7. Northern North Sea. Lower airspace responsibilities (at or below fl 85)

7.1 Denmark, Norway, and the United Kingdom have arranged through the exchange of bilateral Letters of Agreement to transfer the responsibility for providing ATS to all aircraft at or below FL 85, within those areas of their FIRs which are located between the FIR boundary and the Median Line, to the nation exploiting the natural resources of the area.

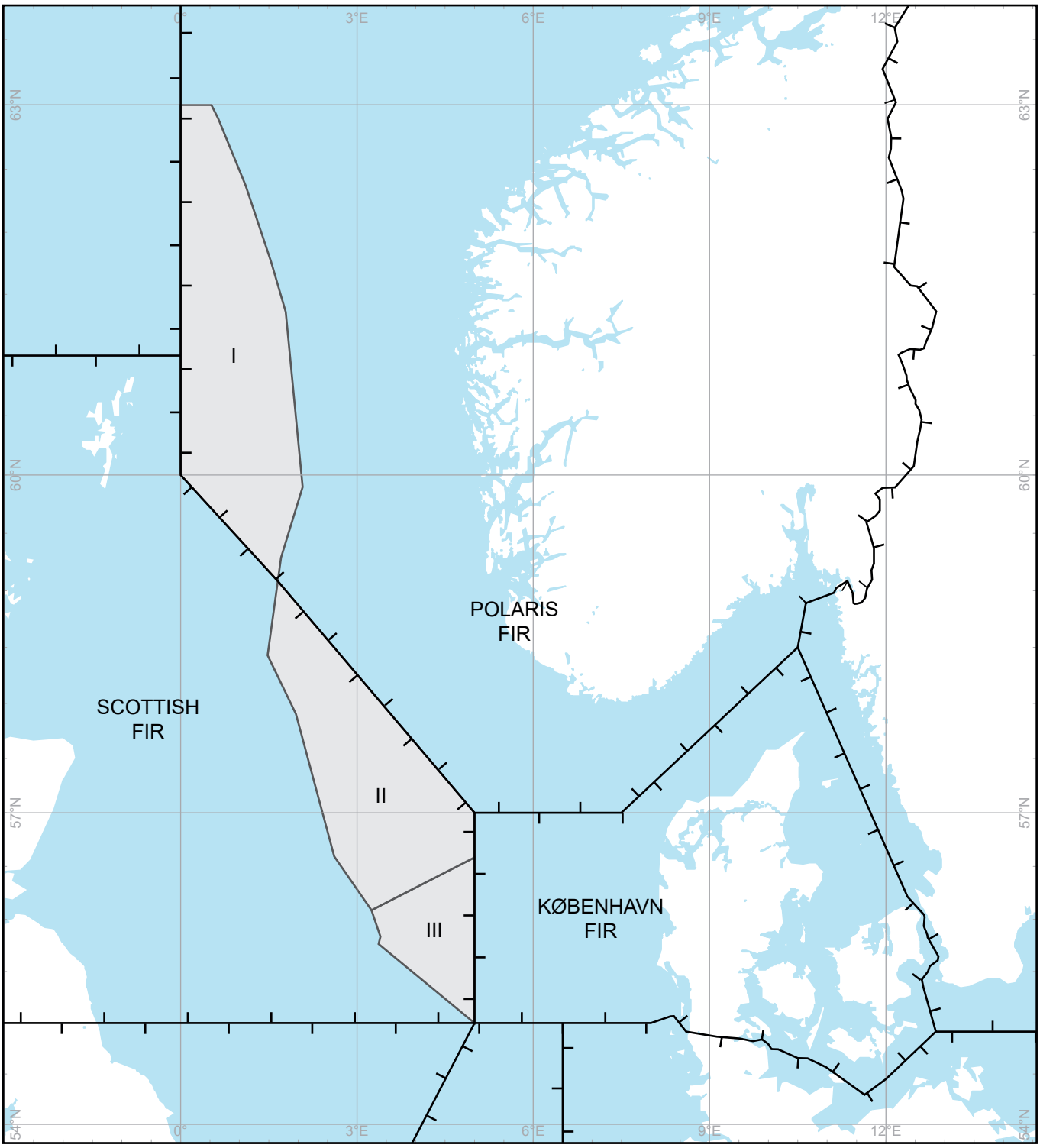
7.2 The areas involved in transfer of ATS responsibility are described below and shown on the chart overleaf:

7.3 The areas are bounded by arcs of great circles joining successively the coordinates concerned.

7.4 Procedures and communications within the said areas will be as if the airspace concerned was an integral part of the FIR for which the described nation is responsible.

AREA/ LOCATION	LATERAL LIMITS	UPPER LIMIT	ATS RESPONSIBILITY
AREA I Within POLARIS FIR	590504N 0013916E - 600000N 0000000E - 630000N 0000000E - 630000N 0003120E - 625328N 0003821E - 622219N 0010622E - 614410N 0013329E - 612122N 0014718E - 595346N 0020430E - 591722N 0014236E - 590504N 0013916E.	FL 85	UK
AREA II Within SCOTTISH FIR	590504N 0013916E - 570000N 0050000E - 563500N 0050000E - 560510N 0031455E - 563540E 0023642E - 575416N 0015748E - 582546N 0012854E - 590504N 0013916E	FL 85	NORWAY
AREA III Within SCOTTISH FIR	560510N 0031455E - 563500N 0050000N - 550000N 0050000E - 554554N 0032213E - 555006N 0032400E - 555458N 0032055E - 560510N 0031455E	FL 85	DENMARK

NORTHERN NORTH SEA



LOWER AIRSPACE RESPONSIBILITY (AT OR BELOW FL 85)

AREA	RESPONSIBILITY
I II III	SCOTTISH ATS STAVANGER ATS KØBENHAVN ATS

- The following flights are exempted from ATFCM slot allocation subject to approval by the relevant States Authorities, cf.10.3, 10.4 and 10.5:
  a. flights authorised by the relevant States Authorities to include in the flight plan [STS/ATFMX]..

It should be noted that flights using only STS/STATE; STS/HUM or STS/HOSP will no longer automatically qualify the flight for exemption from ATFM measures.
Further information on the use of STS/ indicators for ATFM purposes may be found in the Network Operations Handbook, ATFCM Users Manual, published by the Eurocontrol Network Operations: https://www.eurocontrol.int/network-operations

10.2 Rule of Application for the Use of STS/ATFMX.
The following rule shall be applicable to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the Eurocontrol Network Operations. It is intended to ensure that flights, which by the nature of their mission, cannot under any circumstances, be delayed due to ATFM. It is based on existing material in the Network Operations Handbook. It should be noted by all users that any flight which obtains exemption and which may have otherwise been delayed, will have that delay passed on to other flights. It is essential, therefore, that use of the exemption facility shall be properly controlled and policed so that genuine priorities may continue to operate without ATFM delay. To this end, this Rule of Application is implemented and applies to all flights operating within then Eurocontrol Network Operations area of responsibility.

10.3 Approval to Use STS/ATFMX.
Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval procedure has been followed and the flight duly authorised by the Office established by the State for processing such requests, use STS/ATFMX for that flight and that flight only. Each flight shall require specific approval to use STS/ATFMX.

10.4 Guidelines for Determining the Need for the Use of STS/ATFMX for an Individual Flight:
- Is the safety of human life involved? This means that if the flight does not operate without delay a human life or lives may be lost. Such flights shall require specific medical/UNHCR authorization in support of their request;
- Is the person or are the persons on board a flight on State business of such importance that the flight cannot accept any delay?
- Is the mission of the flight being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission?
- Will a delay of a transport of Covid-19 vaccines put the vaccines at risk? If this is the case, and subject to approval to use STS/ATFMX, the flight is deemed a critical Covid-19 transport and the status indicator [STS/ATFMX] shall be supplemented by the remark [RMK/VACCINE] in field 18 of the Flight Plan.

If the answers to any of the above questions is yes, then the flight may apply for approval to use STS/ATFMX.

10.5 Procedure for Requesting Approval for the Use of STS/ATFMX
The operator of a flight seeking approval to insert the indicator STS/ATFMX in Field 18 of a flight plan for a flight departing from an aerodrome within København FIR and Bornholm TMA (Sweden FIR) shall obtain prior permission from Supervisor EKDK ACC a minimum of 2 hours in advance of the flight.
Supervisor EKDK ACC may be contacted (H24) as follows:
Phone: +45 32 48 19 33
Fax: N/A
e-mail: supa@naviair.dk
SITA: N/A

11. Non-adherence to Airport Slots
AOs, airport managing bodies and airport slot coordinators shall ensure that appropriate procedures are in place to facilitate the reporting of incidents of repeated operation of air services at times that are significantly different from the allocated airport slots or with the use of slots in a significantly different way from that indicated at the time of allocation, where this causes prejudice to airport, air traffic operations or the airport slot coordinator.

12. Non-adherence to ATFM measures
In accordance with EU regulation, 255/2010 laying down common rules on air traffic flow management, a Member State can lay down rules on penalties applicable to infringements on ATFM rules and procedures.

13. Airspace Management (ASM)
The overall responsibility for Airspace Management (ASM) within København FIR rests with the Danish CAA in consultation with Danish Military.

Airspace Management Cell (AMC)
a) A joint civil/military airspace management cell is established to conduct the day-to-day management and allocation of national airspace structures in accordance with user requirements.
b) Approved agencies responsible for airspace activities will submit requests for allocation of airspace structures to the AMC by (14:00 UTC Summer or 15:00 UTC Winter at the latest) on the working day before operations or as agreed with AMC.
c) Airspace structure allocations are sent before 15:00 (14:00) UTC to the Network Manager Operations Centre (NMOC) in a daily Airspace Use Plan (AUP). The national AUP will be published to cover the period of 24 hours between 06:00 (05:00) UTC the next working day to 06:00 (05:00) UTC the day after.
d) AMC will submit the AUP to NMOC and to approved agencies.

Airspace Management Cell (AMC):
TEL: +45 32 47 82 02
E-mail: amcek@naviair.dk

Conditional Routes (CDR1) are designed to supplement the permanent ATS-route network and to allow flights to be planned on ATS-routes, or portions thereof, that are not always available. CDR1's are generally established through areas of potential temporary allocation for other purpose identified under the generic term "AMC-Manageable Areas" (TSA, TRA and Manageable Restricted/Danger Areas).
CDR1s are in general available for flight planning during times published in MIL AIP section ENR 3.2 Updated information on the availability in accordance with conditions will be published daily in EAUP/EUUPs.

14. Addresses
FMP København:
Postal address:
Flyvesikringstjenesten/NAVIAIR
Naviair Alle 1
DK-2770, Kastrup, Denmark
TEL: +45 32 48 19 34
FAX: N/A

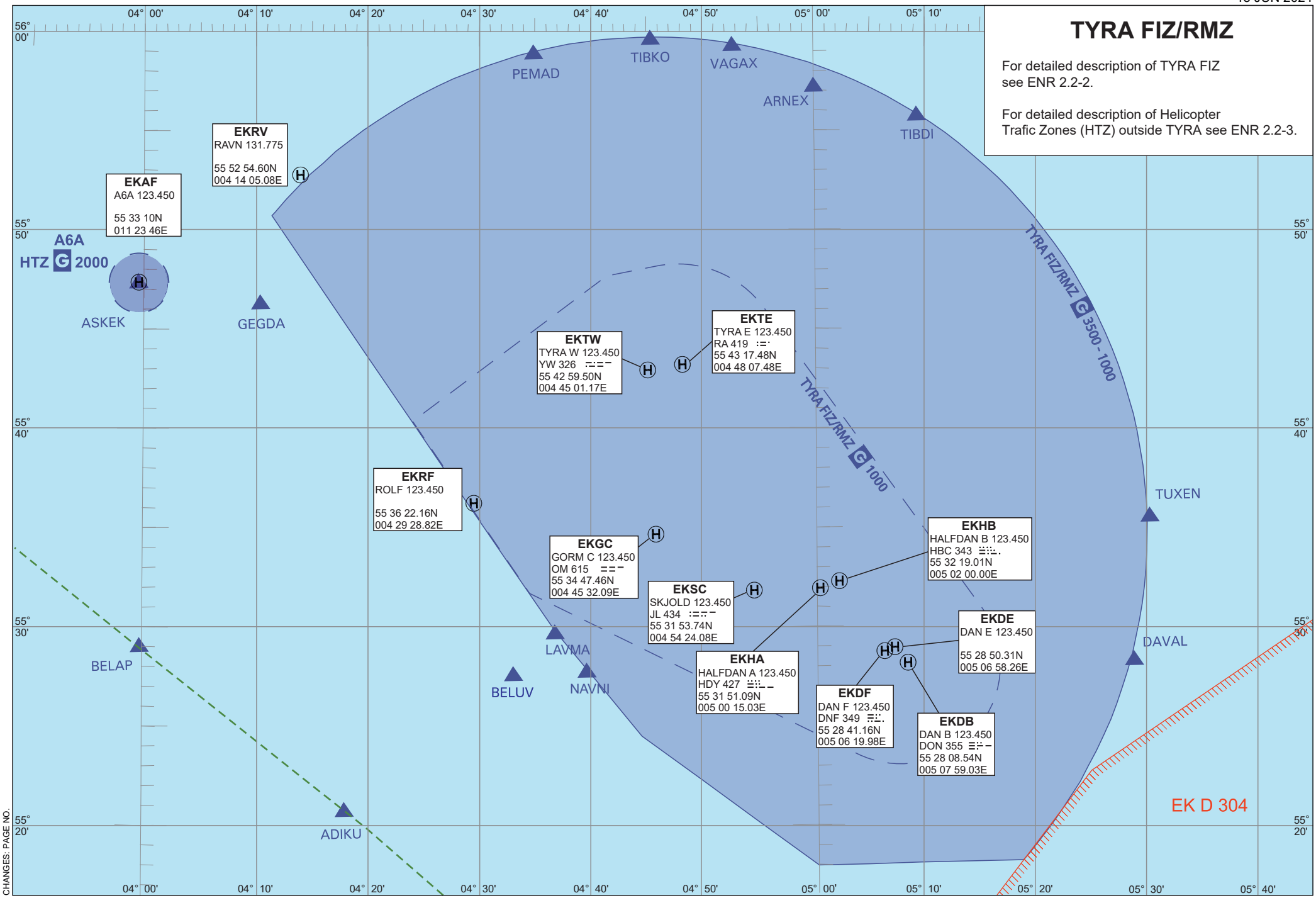
COM-centre København:
TEL: +45 32 47 82 23

Central ATS Briefing Office Denmark:
TEL: +45 32 47 82 72
FAX: N/A

Eurocontrol Library:
Postal address: The Eurocontrol Library
96, Rue de la Fusée
BE-1130 Bruxelles
TEL: +32 27 29 36 39
FAX: +32 27 29 91 09

NMOC:
Postal address: Eurocontrol Network Operations (General)
96, Rue de la Fusée
BE-1130 Bruxelles
ATFM: AFS-FMD: EUCHCEUW

Help Desk: SITA-FMD: BRUEC7X
TEL: +32 27 45 19 01
FAX: +32 27 29 90 27
ATFM: AFS: EUCHZMTA
Messages: SITA: BRUEA7X



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ENR 3 ATS ROUTES

ENR 3.1 Conventional Navigation Routes

Route designation Significant points Name and PSN	Track MAG and/or VOR RDL Geodesic distance NM	Upper limit Lower limit Airspace CLASS.	Lateral limits Minimum obstacle clearance altitudes	Direction of Cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
NIL						

BLANK

ENR 3.2 AREA NAVIGATION ROUTES

▲ Compulsory REP △ On Request REP

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY610 (RNAV 1) ▲ ASKEK 554726N 0035934E ▲ ADIKU 552050N 0041759E					Extremity KY610
	156°/337° 28.6	FL85 1400 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information: 134.030
	Total DIST: 28.6 NM				For continuation see AIP Netherlands
KY615 (RNAV 1) ▲ ASKEK 554726N 0035934E ▲ BELAP 552906N 0035946E					Extremity KY615
	178°/358° 18.4	FL85 1400 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information: 134.030
	Total DIST: 18.4 NM				For continuation see AIP Netherlands
KY773 (RNAV 1) ▲ OMIMA (FIR BDRY) 550000N 0063655E ▲ USULI 551044N 0064004E ▲ ANESI 552746N 0070000E					Extremity KY773
	007°/187° 10.9	FL 85 1400 **G**	↓		Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
	031°/211° 20.5	FL 85 1600 **G**		↑	
	Total DIST: 31.4 NM				Extremity KY773
KY776 (RNAV 1) ▲ ADUNU (FIR BDRY) 550000N 0051217E ▲ GOVRA 550412N 0050000E ▲ DIKAT 551240N 0043432E					Extremity KY776
	298°/118° 8.2	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030
	298°/118° 16.9		↑		
	Total DIST: 25.1 NM				Extremity KY776

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY777 (RNAV 1) ▲ DOROR (FIR BDRY)					Extremity KY777
▲ NUSRI 551428N 0070000E	337°/157° 15.5	FL85 1600 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ ANESI 552746N 0070000E	357°/177° 13.3	FL85 1400 **G**	↑		
	Total DIST: 28.8 NM				Extremity KY777
KY779 (RNAV 1) ▲ DINOK 552330N 0075052E					Extremity KY779
▲ EKMOL 550503N 0073443E	204°/023° 20.7	FL 85 1400 **G**	↑	↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ EVKAN (FIR BDRY) 550000N 0073744E	158°/338° 5.3		↓	↑	
	Total DIST: 26.0 NM				Extremity KY779
KY781 (RNAV 1) ▲ EBUSA (FIR BDRY) 550000N 0055409E					Extremity KY781
▲ LUTAN 552812N 0060000E	004°/184° 28.5	FL 85 1400 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030
	Total DIST: 28.5 NM				Extremity KY781
KY782 (RNAV 1) ▲ BEGAK (FIR BDRY) 550000N 0072213E					Extremity KY782
▲ EKMOL 550503N 0073443E	052°/232° 8.8	FL 85 1400 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
	Total DIST: 8.8 NM				Extremity KY782

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY787 (RNAV 1) ▲ TUTNU (FIR BDRY) 550000N 0064909E					Extremity KY787
	331°/151° 12.0	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ USULI 551044N 0064004E	305°/125° 28.8		↑		
▲ LUTAN 552812N 0060000E	Total DIST: 40.8 NM				Extremity KY787
KY789 (RNAV 1) ▲ TUSKA (FIR BDRY) 550000N 0075234E					Extremity KY789
	354°/174° 23.6	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ DINOK 552330N 0075052E	354°/174° 3.5		↑		
▲ PEGAM 552701N 0075036E	Total DIST: 27.1 NM				Extremity KY789
KY874 (RNAV 1) ▲ VESUV 554300N 0044501E					Extremity KY874
	231°/051° 11.0	FL 85 1600 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
▲ ROLVA 553622N 0042929E	Total DIST: 11.0 NM		↑		Extremity KY874

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** / **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY875 (RNAV 1) ▲ ARVIG 552623N 0082849E					Extremity KY875
	259° 10.8	FL 85 1900 FL 85 / FL 75 **C** FL 75 3500 **E** 3500 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Esbjerg Information channel: 120.155 Copenhagen Information 124.000/246.350
▲ MIKRO 552454N 0080959E	263° 5.6	FL 85 1400 FL 85 / FL 75 **C** FL 75 3500 **E** 3500 1400 **G**			
▲ ODNAN 552431N 0080014E	256° 5.4	FL 85 1400 **G**			Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ DINOK 552330N 0075052E	276°/096° 29.3			↓	
▲ ANESI 552746N 0070000E	268°/088° 34.2				
▲ LUTAN 552812N 0060000E	268°/088° 2.2				Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030
▲ TABAP 552813N 0055612E	268°/088° 16.0				
▲ DAVAL 552814N 0052804E	268°/088° 11.4				
▲ WOZNI 552809N 0050759E	267°/087° 16.2				
▲ NAVNI 552751N 0043930E	265°/085° 3.7		↑		
▲ BELUV 552741N 0043259E	Total DIST: 134.8 NM				Extremity KY875

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY876 (RNAV 1) ▲ ROLVA 553622N 0042929E					Extremity KY876
	098°/278° 9.2	FL 85 1400 **G**	↓		Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
▲ GOMLA 553447N 0044532E	086°/266° 25.0				
▲ TUXEN 553527N 0052938E	086°/266° 17.2				
▲ BEDRO 553552N 0060000E	086°/266° 34.0				Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ KUNAR 553623N 0070000E	086°/266° 38.8	FL 85 1600 **G**			
▲ RERSO 553615N 0080826E	086°/266° 5.4	FL 85 1400 FL 85 FL 75 **C** FL 75 3500 **E** 3500 1400 **G**		↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350 Esbjerg Information 120.155
▲ BAVTA 553611N 0081800E	Total DIST: 129.6 NM				Extremity KY876

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY877 (RNAV 1) ▲ OSBAR 560449N 0041349E					Extremity KY877
	093°/273° 9.5		↓		Navigation accuracy requirements: +/- 1 NM Copenhagen Information 125.200
▲ AMTID 560355N 0043042E	093°/273° 12.9				
▲ EMBEG 560238N 0045338E	110°/290° 36.9				
▲ TAGIM 554819N 0055405E	104°/284° 3.5	FL 85 / 1400 **G**			Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ ARBAG 554718N 0060000E	105°/285° 35.7				
▲ KUNAR 553623N 0070000E	105°/285° 30.2			↑	
▲ PEGAM 552701N 0075036E	076° 7.1	FL 85 / 1400	↓		
▲ RIPRO 552821N 0080254E	076° 4.1	FL 85 / FL75 **C**			Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350 Esbjerg Information 120.155
▲ IBOTA 552906N 0080955E	076° 2.8	FL 75 / 3500 **E**			
▲ BANLU 552935N 0081445E	076° 5.8	3500 / 1400 **G**			
▲ ESBJERG L (HP) 553041N 0082446E	Total DIST: 148.5 NM				Extremity KY877

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** / **Lower limit** Airspace classification	**Direction of cruising levels** Odd	**Direction of cruising levels** Even	**Remarks** Controlling unit / channel
KY878 (RNAV 1) ▲ NEBSA 554630N 0081700E					Extremity KY878
	287°/107° 5.9	FL 85 Not determined* FL 85 FL 75 **C** FL 75 3500 **E** 3500 GND **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information: 124.000/246.350 *Area minimum altitude see ENR 6.1.1 ENRC Helicopter Routes FL85/GND
▲ ERITO 554831N 0080712E	287°/107° 4.3	FL 85 Not determined* **G**			Navigation accuracy requirements: +/- 1 NM Copenhagen Information 125.205 *Area minimum altitude see ENR 6.1.1 ENRC Helicopter Routes FL85/GND
▲ NEBUM 555000N 0080000E	282°/102° 34.8				
▲ NIROX 555830N 0070000E	282°/102° 34.7				
▲ NARSU 560700N 0060000E	281°/101° 34.5				
▲ NARIG 561500N 0050000E	281°/101° 13.6				
▲ NAMON 561807N 0043611E	281°/101° 11.4		↑		
▲ OTRAL 562039N 0041619E	Total DIST: 139.2 NM				Extremity KY878

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY879 (RNAV 1) ▲ NEBUM 555000N 0080000E					Extremity KY879
	299°/119° 39.8	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ SISPU 561112N 0070000E	282°/102° 34.5				
▲ SISRA 561942N 0060000E	282°/102° 5.4				Navigation accuracy requirements: +/- 1 NM Copenhagen Information 125.205
▲ TALUL 562105N 0055032E	282°/102° 29.0				
▲ SISVI 562814N 0050000E	282°/102° 3.0		↑		
▲ OMIRI 562858N 0045440E	Total DIST: 111.7 NM				Extremity KY879
KY881 (RNAV 1) ▲ PEGAM 552701N 0075036E					Extremity KY881
	300°/120° 34.3	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ TITOG 554541N 0070000E	300°/120° 39.9				
▲ NARSU 560700N 0060000E	300°/120° 42.5		↑		Copenhagen Information 125.205
▲ OMIRI 562858N 0045440E	Total DIST: 116.7 NM				Extremity KY881

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY882 (RNAV 1) ▲ OKTIR 554317N 0044807E					Extremity KY882
▲ PEMAD 555900N 0043453E	333°/153° 17.4	FL 85 1600 **G**		↓	Navigation accuracy requirements: +/- 1 NM Below 3500 ft: TYRA Information: 118.425
▲ AMTID 560355N 0043042E	332°/152° 5.5	FL 85 1400 **G**			Navigation accuracy requirements: +/- 1 NM
▲ OTRAL 562039N 0041619E	332°/152° 18.6		↑		Copenhagen Information South of 5600N: 134.030 North of 5600N: 125.205
	Total DIST: 41.5 NM				Extremity KY882
KY884 (RNAV 1) ▲ DINOK 552330N 0075052E					Extremity KY884
▲ NUSRI 551428N 0070000E	250°/070° 30.4	FL 85 1600 **G**	↑	↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
	Total DIST: 30.4 NM				Extremity KY884
KY885 (RNAV 1) ▲ OMIRI 562858N 0045440E					Extremity KY885
▲ NAMON 561807N 0043611E	221°/041° 15.0	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM
▲ OSBAR 560449N 0041349E	221°/041° 18.3		↑		Copenhagen Information 125.205
	Total DIST: 33.3 NM				Extremity KY885

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY886 (RNAV 1) ▲ WOZNI 552809N 0050759E					Extremity KY886
	294°/114° 8.6	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
▲ SUNEX 553154N 0045424E	298°/118° 5.8				
▲ GOMLA 553447N 0044532E	356°/176° 8.2	FL 85 1600 **G**	↑		
▲ VESUV 554300N 0044501E	Total DIST: 22.6 NM				Extremity KY886
KY887 (RNAV 1) ▲ OKTIR 554317N 0044807E					Extremity KY887
	106°/286° 24.8	FL 85 1600 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
▲ TUXEN 553527N 0052938E	Total DIST: 24.8 NM				Extremity KY887
KY888 (RNAV 1) ▲ WOZNI 552809N 0050759E					Extremity KY888
	057°/237° 14.3	FL 85 1400 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
▲ TUXEN 553527N 0052938E	Total DIST: 14.3 NM				Extremity KY888
KY889 (RNAV 1) ▲ GOMLA 553447N 0044532E					Extremity KY889
	223°/043° 7.1	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
▲ LAVMA 552947N 0043641E	223°/043° 3.0		↑		
▲ BELUV 552741N 0043259E	Total DIST: 10.1 NM				Extremity KY889

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY892 (RNAV 1) ▲ GAVPU 555244N 0081827E					Extremity KY892
▲ OKVED 555700N 0081300E	321°/141° 5.3	FL 85 1600 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ ORTUT 555828N 0080542E	286°/106° 4.4	FL 85 1700 **G**			
▲ SISPU 561112N 0070000E	287°/107° 39.0		↑		
	Total DIST: 48.7 NM				Extremity KY892
KY893 (RNAV 1) ▲ DINOK 552330N 0075052E					Extremity KY893
▲ JUTZU 551400N 0072000E	239°/059° 20.0	FL 85 1400 **G**	↑	↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
	Total DIST: 20.0 NM				Extremity KY893
KY980 (RNAV 1) ▲ DANOR 561207N 0033843E					For continuation, see AIP Norway
▲ GEGDA 554624N 0041026E	143°/323° 31.3	FL 85 1400 **G**	↓		Navigation accuracy requirements: +/- 1 NM Copenhagen Information: North of 5600N/125.205 South of 5600N/134.030
▲ BELUV 552741N 0043259E	143°/323° 22.7				
▲ SORDA 551046N 0050000E	135°/315° 22.9				
▲ DANUM (FIR BDRY) 550000N 0051653E	136°/316° 14.5			↑	
	Total DIST: 91.4 NM				Extremity KY980

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY994 (RNAV 1) ▲ NOREM (FIR BDRY) 570000N 0054612E					For continuation, see AIP Norway
	174°/354° 39.1	FL 85 1400 **G**	↓		
▲ TALUL 562105N 0055032E	174°/354° 32.9				Navigation accuracy requirements: +/- 1 NM
▲ TAGIM 554819N 0055405E	174°/354° 20.2				Copenhagen Information North of 5600N: 125.205 South of 5600N: 134.030
▲ TABAP 552813N 0055612E	174°/354° 28.3			↑	
▲ TOTSA (FIR BDRY) 550000N 0055907E	Total DIST: 120.5 NM				Extremity KY994
KY995 (RNAV 1) ▲ NORSO (FIR BDRY) 570000N 0051030E					For continuation, see AIP Norway
	187°/007° 36.3	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM
▲ VABOB 562416N 0045953E	187°/007° 22.0				Copenhagen Information North of 5600N: 125.205 South of 5600N: 134.030
▲ EMBEG 560238N 0045338E	187°/007° 3.3				Navigation accuracy requirements: +/- 1 NM
▲ VAGAX 555923N 0045242E	187°/007° 16.3	FL 85 1600 **G**	↑		Copenhagen Information: 134.030 Below 3500 ft: TYRA Information: 118.425
▲ OKTIR 554317N 0044807E	Total DIST: 77.9 NM				Extremity KY995

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
L39 (RNAV 5)					Extremity of L39
△ LINVI (FIR BDRY) 570000N 0071338E	213/032° 113.7	FL 660 FL 195 **C**		↓	Navigation accuracy requirements: +/- 5 NM Controlling unit: see ENR 2.3-4 and ENR 2.3-5. CDR1: H24 AVBL. see EAUP/EUUP ALTN: DANKO – P850 – GOLUM
△ GOLUM (FIR BDRY) 552700N 0051700E	Total DIST: 113.7 NM				Extremity of L39
L621 (RNAV 5)					For continuation, see AIP Sweden
△ KULUD (FIR BDRY) 561538N 0121959E	299°/119° 6.0	FL 660 FL 95 **C**		↓	
△ ROKAM 561901N 0121100E	299°/119° 6.8	FL 95 3500 **E**			
△ MADAG 562250N 0120049E	299°/119° 15.5	FL 660 FL 195 **C** FL 195 3500 **E**			Navigation accuracy requirements: +/- 5 NM Controlling unit: see ENR 2.3-4 and ENR 2.3-5. ATS provided by Sweden ACC FL95 – FL245 between KULUD and MADAG.
△ NORTI 563128N 0113732E	299°/119° 11.1				
△ LAPMA 563733N 0112051E	299°/118° 53.0				
△ AALBORG VOR/DME (AAL) 570613N 0095944E	308°/128° 31.8				
△ LAGUM 572720N 0091606E	307°/127° 20.0		↑		
△ AMSEV (FIR BDRY) 574031N 0084808E	Total DIST: 144.2 NM				For continuation, see AIP Norway

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
L975 (RNAV 5)					For continuation, see AIP UK
△ LESRA (FIR BDRY) 552308N 0050000E △ GOLUM 552700N 0051700E △ ABKAS 553548N 0080806E △ BAVTA 553611N 0081800E △ NAVDA 553534N 0095456E △ RIDSI 553530N 0095939E △ ODIN VOR/DME (ODN) 553452N 0103911E △ ASKEG 553310N 0112346E △ KOKAK (FIR BDRY) 552929N 0124254E	066°/246° 10.4	FL 660 / FL 195 **C**	↓		ATS provided by Copenhagen ACC between LESRA and ROPAL. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM CDR1: BAVTA-GOLUM H24 AVBL. see EAUP/EUUP ALTN: BAVTA-L983-AMRAM-N866-GOLUM ASKEG – KOKAK: Traffic may be subject to radar vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 5 NM. ATS provided by Copenhagen ACC/APP between KOKAK and NISLO.
	081°/262° 97.6				
	082°/263° 5.6	FL 660 / FL 195 **C** FL 195 / FL 105 **E**			
	086°/267° 55.0	FL 105 / FL 95 **C**			
	087°/267° 2.7	FL 660 / FL 195 **C** FL 195 / FL 95 **E**			
	087°/268° 22.4				
	090°/270° 25.4				
	090°/270° 45.1	FL 660 / FL 95 **C**		↑	
	Total DIST: 264.2 NM				For continuation, see AIP Sweden

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
L983 (RNAV 5)					Extremity of L983
△ PETIL (FIR BDRY) 555620N 0050000E	087°/267° 13.3		↓		
△ BUSOM 555631N 0052341E	087°/267° 41.8	FL 660 FL 195 **C**			
△ AMRAM 555637N 0063803E	106°/287° 54.4				
△ ELMIG 553809N 0080845E	107°/287° 5.6	FL 660 FL 195 **C** FL 195 FL 105 **E**			
△ BAVTA 553611N 0081800E	099°/280° 34.5	FL 105 FL 95 **C**			Navigation accuracy requirements: +/- 5 NM
△ SIVSU 552819N 0091706E	100°/280° 25.0				ATS provided by ACC København between SURAT and PETIL
△ ASBIL 552219N 0095938E	100°/280° 23.1				
△ TUDLO 551633N 0103852E	100°/281° 38.2				Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ ROBUS 550634N 0114311E	101°/283° 23.7°	FL 660 FL 195 **C**			
△ CODAN VOR/DME (CDA) 550005N 0122245E	083°/261° 5.0	FL 195 FL 95 **E**			
△ BETUD 550026N 0123121E	081°/261° 7.2				
△ KOSMO 550055N 0124349E	083°/263° 2.4			↑	
△ MATEK (FIR BDRY) 550059N 0124803E	Total DIST: 274.2 NM				For continuation, see AIP Sweden

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
L990 (RNAV 5)					For continuation, see AIP Sweden
△ LILBI (FIR BDRY) 551511N 0124058E	230°/050° 2.3	FL 660 / FL 95 **C**		↓	ATS provided by ACC København between ADVIS and LILBI LILBI - EVBED: Traffic may be subject to radar vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 2 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ EVBED 551351N 0123740E	229°/049° 24.6	FL 660 / FL 195 **C** FL 195 / 3500 **E**			
△ LUPUR 545928N 0120303E	229°/049° 18.3				
△ NEXEN 544839N 0113731E	229°/049° 8.8				
△ MARIP 544323N 0112515E	Total DIST: 54.0 NM				Extremity of L990
L997 (RNAV 5)					Extremity of L997
△ NOVPO 560624N 0121428E	346°/166° 12.8	FL 660 / FL 95 **C** FL 95 / 3500 **E**		↓	ATS provided by Sweden ACC FL 95 – FL 660 between NOVPO and VEDAR. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ ROKAM 561901E 0121100E	346°/166° 13.1				
△ VEDAR (FIR BDRY) 563154N 0120725E	Total DIST: 25.9 NM				For continuation, see AIP Sweden
M602 (RNAV 5)					For continuation see AIP Germany
△ SONAL (FIR BDRY) 545244N 0124649E	293°/115° 15.7	FL 660 / FL 195 **C** FL 195 / 3500 **E**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ CODAN VOR/DME (CDA) 550005N 0122245E	283°/101° 23.7				
△ ROBUS 550634N 0114311E	304°/123° 46.2				
△ ODIN VOR/DME (ODN) 553452N 0103911E	321°/140° 38.4		↑		
△ LUTUS 560603N 0095940E	Total DIST: 124 NM				Extremity of M602
M604 (RNAV 5)					For continuation, see AIP UK
△ INBOB (FIR BDRY) 553625N 0050000E	031°/211° 24.2	FL 660 / FL 195 **C**	↓		ATS provided by ACC København between LARGA and INBOB. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BUSOM 555631N 0052341E	031°/212° 77.0			↑	
△ DANKO (FIR BDRY) 570000N 0064152E	Total DIST: 101.2 NM				For continuation, see AIP Norway

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
M609 (RNAV 5)					Extremity of M609
△ BAVTA 553611N 0081800E	352°/172° 14.5	FL 660 / FL 195 **C** FL 195 / FL 105 **E**	↓		CDR1: RERPA-RASVI H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P601-LAGUM-L621 Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BAMPI 555034N 0081611E	352°/172° 14.5	FL 105 / FL 95 **C**			
△ BAKOG 560459N 0081420E	352°/172° 23.8	FL 660 / FL 195 **C**			
△ RERPA 562842N 0081115E	351°/171° 49.0	FL 195 / FL 95 **E**		↑	
△ RASVI (FIR BDRY) 571723N 0080258E	Total DIST: 101.8 NM				For continuation, see AIP Norway
M611 (RNAV 5)					For continuation, see AIP Sweden
△ ODARU (FIR BDRY) 550545N 0124541E	242°/064° 14.4			↓	
△ CODAN VOR/DME (CDA) 550005N 0122245E	264°/082° 11.4	FL 660 / FL 195 **C**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LUPUR 545928N 0120303E	262°/082° 20.2	FL 195 / 3500 **E**			
△ KOPEX 545813N 0112804E	262°/081° 21.2				
△ LANGO 545644N 0105123E	251°/071° 32.1		↑		
△ ALASA (FIR BDRY) 544831N 0095742E	Total DIST: 99.3 NM				Extremity of M611
M725 (RNAV 5)					For continuation, see AIP Germany
△ SONAL (FIR BDRY) 545244N 0124649E	293°/115° 15.7	FL 660 / FL 195 **C**		↓	
△ CODAN VOR/DME (CDA) 550005N 0122245E	321°/139° 15.0	FL 195 / 3500 **E**			BISTA – INPUN: Traffic may be subject to radar-Vectors around Copenhagen Area below FL 195 in high Intensity traffic periods. Route Extension max. 5 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BISTA 551212N 0120723E	319°/139° 43.4	FL 660 / FL 95 **C**			
△ INPUN 554704N 0112211E	318°/138° 27.2	FL 660 / FL 195 **C**			
△ ADSEN 560841N 0105302E	329°/149° 64.7	FL 195 / 3500 **E**			
△ AALBORG VOR/DME (AAL) 570613N 0095944E	Total DIST: 166.0 NM		↑		Extremity of M725

Route designation (RNP/RNAV) Name of significant point Coordinates	Track °M ↓/↑ Distance (NM)	Upper limit / Lower limit Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit / channel
M852 (RNAV 5)					For continuation, see AIP Germany
△ ALASA (FIR BDRY) 544831N 0095742E	007°/187° 5.9	FL 660 / FL 195 **C** FL 195 / 3500 **E**	↓		VADIN - ALS: RNAV OPS only Between VADIN and ALS only available southbound direction below FL 245 Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ ALSIE VOR (ALS) 545419N 0095936E	018°/198° 80.4				
△ ADSEN 560841N 0105302E	018°/198° 8.0				
△ GODOG 561603N 0105832E	018°/198° 56.8			↑	
△ VADIN (FIR BDRY) 570816N 0113838E	Total DIST: 151.1 NM				For continuation, see AIP Sweden
M869 (RNAV 5)					Extremity of M869
△ IBREK (FIR BDRY) 562330N 0121356E	260°/080° 7.3	FL 660 / FL 245 **C**		↓	ATS provided by Sweden ACC between IBREK and MADAG. CDR 1: MADAG-EVAKI H24 AVBL. see EAUP/EUUP ALTN: EVAKI-P619-BAVTA-L983-CDA-M611 Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ MADAG 562250N 0120049E	264°/082° 151.7				
△ EVAKI 561422N 0072852E	260°/079° 84.0		↑		
△ GOREV (FIR BDRY) 560312N 0050000E	Total DIST: 243.0 NM				Extremity of M869
N581 (RNAV 5)					Extremity of N581
△ EVAKI 561422N 0072852E	280°/099° 84.7	FL 660 / FL 195 **C**	↑	↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ VAXIT (FIR BDRY) 563215N 0050000E	Total DIST: 84.7 NM				Extremity of N581.
N603 (RNAV 5)					For continuation, see AIP Norway
△ RAMUD (FIR BDRY) 570326N 0073626E	121°/302 119.6	FL 660 / FL 195 **C** FL 195 / 3500 **E**	↓		CDR1: H24 AVBL. see EAUP/EUUP ALTN: AMSEV-L621-AAL-T551- TESPI Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ TESPI 555354N 0103152E	098°/278° 13.9				
△ ROSBI 555058N 0105555E	100°/280° 15.3				
△ INPUN 554704N 0112211E	100°/281° 2.4	FL660 / 3500 **C**			
△ TRANO VOR/DME (TNO) 554627N 0112621E	Total DIST: 151.2 NM				Extremity of N603

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
N607 (RNAV 5)					Extremity of N607
△ BAVTA 553611N 0081800E	028°/208° 33.2	FL 660 / FL 195 **C** FL 195 / FL 105 **E** FL 105 / FL 95 **C**	↓		CDR1: BAVTA-AAL FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P601-KEMEG-N866-AAL Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LASRO 560423N 0084850E	028°/209° 73.3	FL 660 / FL 195 **C** FL 195 / FL 95 **E**		↑	
△ AALBORG VOR/DME (AAL) 570613N 0095944E	062°/243° 35.7		↓		
△ KUVUS 572017N 0110000E	063°/243° 14.3				
△ MAKUR (FIR BDRY) 572547N 0112425E	Total DIST: 156.5 NM				For continuation, see AIP Sweden
N850 (RNAV 5)					For continuation, see AIP Sweden
△ MISBI (FIR BDRY) 555355N 0124021E	211°/031° 9.0	FL 660 / FL 95 **C**		↓	ATS provided by Copenhagen ACC below FL 195 between REKMO and MISBI MISBI – GOLMI – MAXEL: Traffic may be subject to radar-vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 12 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GOLMI 554638N 0123059E	207°/027° 40.1				
△ MAXEL 551233N 0115409E	205°/025° 33.6	FL 660 / FL 195 **C**		↓	
△ MARIP 544323N 0112515E	206°/026° 10.5	FL 195 / 3500 **E**	↑		
△ BAGOS (FIR BDRY) 543422N 0111612E	Total DIST: 93.2 NM				For continuation see AIP Germany
N851 (RNAV 5)					For continuation, see AIP Germany
△ MAKEL (FIR BDRY) 542658N 0114801E	020°/200° 11.1	FL 660 / FL 195 **C**	↓		ATS provided by Copenhagen APP below FL195 between LEBDA and GORAX. ATS provided by Copenhagen ACC above FL195 between LEBDA and MOSIN. KUBIS – LEBDA: Traffic may be subject to radar-vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 12 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GESKA 543703N 0115557E	023°/203° 41.1	FL 195 / 3500 **E**			
△ KUBIS 551323N 0122854E	024°/204° 10.4	FL 660 / FL 195 **C**			
△ LEBDA (FIR BDRY) 552225N 0123743E	Total DIST: 62.6 NM				For continuation, see AIP Sweden

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
N866 (RNAV 5)					For continuation, see AIP Sweden
△ INVOL (FIR BDRY) 573916N 0111317E	226°/046° 6.4	FL 660 **C** FL 195		↓	Between INVOL-AAL crusing level ODD only above FL 285
△ DETNA 573515N 0110409E	226°/046° 45.4	FL 195 **E** 3500			
△ AALBORG VOR/DME (AAL) 570613N 0095944E	235°/054° 43.5				
△ KEMEG 564315N 0085221E	234°/053° 27.0	FL 660 **C** FL 195			Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ RERPA 562842N 0081115E	235°/055° 27.6				
△ EVAKI 561422N 0072852E	235°/055° 33.6				
△ AMRAM 555637N 0063803E	235°/054° 54.6		↑		
△ GOLUM 552700N 0051700E	216°/036° 15.7			↓	ATS provided by Copenhagen ACC between UPGAS and TIPAN
△ UPGAS (FIR BDRY) 551441N 0050000E	Total DIST: 253.8 NM				For continuation, see AIP UK
N872 (RNAV 5)					For continuation, see AIP Sweden
△ KOPIM (FIR BDRY) 560802N 0122954E	225°/045° 1.9	FL 660 **C** FL 195		↓	ATS provided by Sweden ACC above FL 95 between KOPIM and LASGI and above FL 195 between KOPIM and NAROL. LASGI – NAROL: Traffic may be subject to radar-vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 5 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LASGI 560648N 0122716E	225°/045 10.1				
△ NAROL 560021N 0121330E	225°/045° 37.1				
△ DOBEL 553622N 0112324E	225°/044° 63.8	FL 660 **C** FL 195			
△ ALSIE VOR (ALS) 545419N 0095936E	226°/045° 6.4	FL 195 **E** 3500			
△ DEMIR (FIR BDRY) 545011N 0095110E	Total DIST: 119.3 NM				For continuation, see AIP Germany

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
N873 (RNAV 5)					For continuation, see AIP Germany
△ TUSKA (FIR BDRY) 550000N 0075234E	018°/198° 14.6	FL 660 / FL 195 **C**	↓		
△ INSUS 551330N 0080157E	018°/198° 12.3	FL 195 / FL 95 **E**			
△ MIKRO 552454N 0080959E	018°/198° 12.2	FL 660 / FL 195 **C**		↑	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ BAVTA 553611N 0081800E	041°/221 39.2	FL 195 / FL 105 **E** FL 105 / FL 95 **C**	↓		Navigation accuracy requirements: +/- 5 NM
△ GIKIV 560356N 0090708E	041°/222° 13.8				CDR1: BAVTA-RADIS FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P601-KEMEG-N866-AAL-N607-ELBUX
△ INTET 561335N 0092441E	042°/222° 27.2	FL 660 / FL 195 **C**			
△ RADIS 563230N 0095942E	042°/222° 58.0	FL 195 / FL 95 **E**			
△ GOTEX 571218N 0111622E	042°/222° 10.0				
△ LOBBI (FIR BDRY) 571905N 0112953E	Total DIST: 187.3 NM				For continuation, see AIP Sweden
P15 (RNAV 5)					Extremity of P15
△ DANKO (FIR BDRY) 570000N 0064152E	241°/061° 62.6	FL 660 / FL 195 **C**	↑	↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM ATS provided by Copenhagen ACC between VAXIT and REKNA
△ VAXIT (FIR BDRY) 563215N 0050000E	Total DIST: 62.6 NM				For continuation, see AIP UK

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
P60 (RNAV 5)					Extremity of P60
△ ODIN VOR/DME (ODN) 553452N 0103911E	277°/096 25.5	FL 660 / FL 195 **C** FL 195 / FL 95 **E**		↓	
△ NISEM 553929N 0095456E	278°/097 52.0	FL 660 / FL 195 **C**			
△ EPILO 554940N 0082444E	277°/097 4.9	FL 195 / FL 105 **E**			CDR1: NISEM-EPILO FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: ODN-L975-BAVTA-L983-AMRAM Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BAMPI 555034N 0081611E	273°/093° 5.3	FL 105 / FL 95 **C**			
△ NARBA 555112N 0080650E	273°/093° 4.9				
△ NAVIK 555147N 0075811E	273°/093° 6.4				
△ NUGLO 555231N 0074652E	273°/093° 38.9	FL 660 / FL 195 **C**			
△ AMRAM 555637N 0063803E	301°/120° 47.9				
△ NAMIK 562253N 0052627E	300°/120° 17.4		↑		
△ VAXIT (FIR BDRY) 563215N 0050000E	Total DIST: 203.2 NM				For continuation, see AIP UK
P144 (RNAV 5)					For continuation see AIP UK
△ SOPTO (FIR BDRY) 551820N 0050000E	046°/226° 13.0	FL 660 / FL 195 **C**	↓		ATS provided by Copenhagen ACC between LARGA and SOPTO. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GOLUM 552700N 0051700E	005°/185° 29.8			↑	
△ BUSOM 555631N 0052341E	Total DIST: 42.8 NM				Extremity of P144

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
P601 (RNAV 5)					Extremity of P601
△ BAVTA 553611N 0081800E	012°/192° 14.0	FL 660 / FL 195 **C** FL 195 / FL 105 **E**	↓		
△ EPILO 554940N 0082444E	012°/192° 15.7	FL 105 / FL 95 **C**			
△ IRKAM 560445N 0083222E	012°/192° 40.1				Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ KEMEG 564315N 0085221E	011°/191° 33.9	FL 660 / FL 195 **C** FL 195 / FL 95 **E**			
△ OSGAM 571600N 0090800E	017°/197° 12.2				
△ LAGUM 572720N 0091606E	012°/193° 39.1			↑	
△ NIROD (FIR BDRY) 580443N 0093700E	Total DIST: 155.0 NM				For continuation, see AIP Norway
P602 (RNAV 5)					For continuation, see AIP Norway
△ AMSEV (FIR BDRY) 574031N 0084808E	184°/004° 96.7	FL 660 / FL 195 **C** FL 195 / FL 95 **E**		↓	CDR1: H24 AVBL. see EAUP/EUUP ALTN: P601-LAGUM-T600
△ PEVOR 560455N 0082440E	184°/004° 29.0	FL 660 / FL 195 **C** FL 195 / FL 105 **E** FL 105 / FL 95 **C**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BAVTA 553611N 0081800E	Total DIST: 280.7 NM		↑		Extremity of P602
P605 (RNAV 5)					For continuation, see AIP Germany
△ MEGAR (FIR BDRY) 542806N 0113854E	043°/223° 13.4	FL 660 / FL 195 **C** FL 195 / 3500 **E**	↓		Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GESKA 543703N 0115557E	044°/224° 36.6				
△ KOSMO 550055N 0124349E	046°/226° 2.6				
△ MOSAT (FIR BDRY) 550231N 0124717E	Total DIST: 52.6 NM				For continuation, see AIP Sweden

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
P613 (RNAV 5)					Extremity of P613
△ BAVTA 553611N 0081800E	310°/129° 24.0	FL 660 / FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ NUGLO 555231N 0074652E	309°/128° 101.5		↑		Navigation accuracy requirements: +/- 5 NM
△ KARLI (FIR BDRY) 570000N 0053027E	Total DIST: 125.5 NM				Extremity of P613
P614 (RNAV 5)					Extremity of P614
△ MIKRO 552454N 0080959E	045°/226° 14.9	FL 660 / FL 195 **C**		↓	
△ BAVIL 553439N 0082948E	346°/166° 15.3	FL 195 / FL 105 **E**			CDR1: RERPA-RAMUD H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P613-KARLI
△ EPILO 554940N 0082444E	346°/165° 15.7	FL 105 / FL 95 **C**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ INLAN 560501N 0081929E	345°/165° 24.2	FL 660 / FL 195 **C**			Navigation accuracy requirements: +/- 5 NM
△ RERPA 562842N 0081115E	328°/148° 39.7	FL 195 / FL 95 **E**	↑		
△ RAMUD (FIR BDRY) 570326N 0073626E	Total DIST: 109.8 NM				For continuation, see AIP Norway
P615 (RNAV 5)					Extremity of P615
△ ALSIE VOR (ALS) 545419N 0095936E	356°/176° 28.0	FL 660 / FL 195 **C**	↓		
△ ASBIL 552219N 0095938E	356°/176° 13.2				
△ RIDSI 553530N 0095939E	356°/176° 22.6	FL 195 / 3500 **E**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ ABINO 555806N 0095940E	356°/176° 8.0				Navigation accuracy requirements: +/- 5 NM
△ LUTUS 560603N 0095940E	356°/176° 26.5				
△ RADIS 563230N 0095942E	356°/176° 33.8				
△ AALBORG VOR/DME (AAL) 570613N 0095944E	360°/180° 74.2				
△ ARTOR (FIR BDRY) 582004N 0100856E	Total DIST: 206.3 NM			↑	For continuation, see AIP Norway

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
P619 (RNAV 5)					Extremity of P619
△ BAVTA 553611N 0081800E	321°/141° 19.2	FL 660 / FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ NAVIK 555147N 0075811E	321°/140° 28.0				
△ EVAKI 561422N 0072852E	320°/140° 49.2				
△ OKMAM 565346N 0063557E	320°/140° 7.8		↑		
△ MITSI (FIR BDRY) 570000N 0062721E	Total DIST: 104.2 NM				Extremity of P619
P621 (RNAV 5)					Extremity of P621
△ AALBORG VOR/DME (AAL) 570613N 0095944E	329°/148° 53.3	FL 660 / FL 195 **C** FL 195 / 3500 **E**	↑	↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ NERDO (FIR BDRY) 575317N 0091342E	Total DIST: 53.3 NM				For continuation, see AIP Norway
P622 (RNAV 5)					Extremity of P622
△ MIKRO 552454N 0080959E	052°/232° 39.6	FL 660 / FL 195 **C** FL 195 / FL 105 **E**		↓	CDR1: MIKRO - AAL FL 125-285 H24 AVBL. see EAUP/EUUP ALTN: MIKRO-BAVTA-P601-KEMEG-N866-AAL Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ TOMGU 554709N 0090747E	016°/196° 17.5	FL 105 / FL 95 **C**			
△ ERGAT 560337N 0091818E	016°/196° 10.6	FL 660 / FL 195 **C**			
△ INTET 561335N 0092441E	016°/196° 56.2				
△ AALBORG VOR/DME (AAL) 570613N 0095944E	338°/157° 56.3	FL 195 / 3500 **E**	↑		
△ RETKA (FIR BDRY) 575929N 0092619E	Total DIST: 180.2 NM				For continuation, see AIP Norway

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
P729 (RNAV 5)					For continuation, see AIP Germany
△ DOSUR (FIR BDRY) 545131N 0091139E	045°/225° 22.6	FL 660 / FL 245 **C**	↓		Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ TALSA 550625N 0094111E	068°/249° 34.6				
△ TUDLO 551633N 0103852E	069°/249° 11.3	FL 195 / 3500 **E**			
△ LUGAS 551947N 0105747E	069°/249° 17.0				
△ OSKEV 552429N 0112622E	069°/250° 6.8	FL 660 / 3500 **C**			
△ KORSA VOR/DME (KOR) 552622N 0113754E	Total DIST: 92.3 NM				Extremity of P729
P730 (RNAV 5)					Extremity of P730
△ TALSA 550625N 0094111E	089°/272° 93.1	FL 660 / FL 245 **C**	↓		Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ CODAN VOR/DME (CDA) 550005N 0122245E	Total DIST: 93.1 NM				Extremity of P730
P850 (RNAV 5)					For continuation, see AIP Norway
△ DANKO (FIR BDRY) 570000N 0064152E	204°/024° 7.0	FL 660 / FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ OKMAM 565346N 0063557E	204°/024° 97.5		↑		
△ GOLUM 552700N 0051700E	Total DIST: 104.5 NM				Extremity of P850
P990 (RNAV 5)					Extremity of P990
△ MIKSI 561210N 0113527E	312°/131° 11.9	FL 660 / FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM CDR1: AAL-KOVIK H24 AVBL. see EAUP/EUUP ALTN: AAL-L621-AMSEV
△ ASLID 562047N 0112038E	311°/131° 63.7	FL 195 / 3500 **E**			
△ AALBORG VOR/DME (AAL) 570613N 0095944E	297°/116° 53.7		↑		
△ KOVIK (FIR BDRY) 573335N 0083427E	Total DIST: 129.3 NM				Extremity of P990

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
P992 (RNAV 5)					For continuation, see AIP Germany
△ ATTUS (FIR BDRY) 545359N 0084658E	335°/155° 11.8	FL 660 / FL 195 **C**		↓	CDR1: ATTUS-BAVTA H24 AVBL. see EAUP/EUUP ALTN: LBE-P615-ALS-DCT-BAVTA
△ ASMUS 550500N 0083931E	335°/155° 22.3	FL 195 / FL 95 **E**			
△ SURIR 552544N 0082517E	335°/155° 11.3	FL 660 / FL 195 **C**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ BAVTA 553611N 0081800E	334°/154° 16.3	FL 195 / FL 105 **E** FL 105 / FL 95 **C**			Navigation accuracy requirements: +/- 5 NM
△ NARBA 555112N 0080650E	334°/153° 75.0	FL 660 / FL 195 **C**	↑		CDR1: NARBA-LINVI H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P613-KARLI
△ LINVI (FIR BDRY) 570000N 0071338E	Total DIST: 136.7 NM				For continuation, see AIP Norway
P999 (RNAV 5)					Extremity of P999
△ LANGO 545644N 0105123E	261°/081° 30.0	FL 660 / FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ ALSIE VOR (ALS) 545419N 0095936E	236°/056° 9.7	FL 195 / 3500 **E**	↑		Navigation accuracy requirements: +/- 5 NM
△ AMRAK (FIR BDRY) 544928N 0094502E	Total DIST: 39.7 NM				For continuation,see AIP Germany
Q280 (RNAV 5)					Extremity of Q280
△ GESKA 543703N 0115557E	145°/325° 9.1	FL 245 / FL 195 **C** FL 195 / 3500 **E**	↓	↑	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ NEDIK (FIR BDRY) 542911N 0120354E	Total DIST: 9.1 NM				For continuation, see AIP Germany
Q296 (RNAV 5)					For continuation, see AIP Germany
△ NIKDA (FIR BDRY) 543631N 0121708E	358°/178° 20.3	FL 660 / FL 195 **C** FL 195 / 3500 **E**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ MONAK 545644N 0121849E	Total DIST: 20.3 NM				Extremity of Q296

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
T55 (RNAV 5)					Extremity of T55
△ TINAC (FIR BDRY) 561503N 0050000E	087°/268° 83.1	FL 660 FL 195 **C**	↓		CDR 1: EVAKI-LUTUS FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: EVAKI-P619-BAVTA-L983-TUDLO Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ EVAKI 561422N 0072852E	087°/268° 64.6	FL 660 FL 195 **C**		↑	
△ INTET 561335N 0092441E	107°/287° 21.0				
△ LUTUS 560603N 0095940E	120°/300° 21.8	FL 195 3500 **E**	↓		
△ TESPI 555354N 0103152E	Total DIST: 190.5 NM				Extremity of T55
T56 (RNAV 5)					Extremity of T56
△ BAVTA 553611N 0081800E	065°/245° 34.8	FL 660 FL 195 **C**	↓		CDR 1: BAVTA-ABINO FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: BAVTA-L983-TUDLO Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BEBUL 554846N 0091521E	065°/245° 19.8	FL 195 FL 105 **E**			
△ GIGUT 555544N 0094815E	066°/246° 6.8	FL 105 FL 95 **C**		↑	
△ ABINO 555806N 0095940E	099°/279° 18.6	FL 660 FL 195 **C**	↓		
△ TESPI 555354N 0103152E	Total DIST: 80.0 NM	FL 195 FL 95 **E**			Extremity of T56

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
T59 (RNAV 5)					Extremity of T59
△ GESKA 543703N 0115557E	341°/161° 30.5	FL 660 / FL 195 **C**		↓	
△ ROBUS 550634N 0114311E	304°/123° 15.5	FL 195 / 3500 **E**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ KETAL 551605N 0112158E	037°/217° 7.5				
△ IBNIL 552141N 0113038E	037°/217° 6.3	FL 660 / 3500 **C**			
△ KORSA VOR/DME (KOR) 552622N 0113754E	Total DIST: 59.8 NM				Extremity of T59
T138 (RNAV 5)					Extremity of T138
△ AALBORG VOR/DME (AAL) 570613N 0095944E	251°/068° 173.1	FL 660 / FL 245 **C**	↑	↓	CDR 1: H24 AVBL. see EAUP/EUUP ALTN: AAL-N866-T55-TINAC Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ TINAC (FIR BDRY) 561503N 0050000E	Total DIST: 173.1 NM				Extremity of T138
T148 (RNAV 5)					Extremity of T148
△ GODOG 561603N 0105832E	171°/351° 101.0	FL 660 / FL 245 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LOMPU (FIR BDRY) 543532N 0111210E	Total DIST: 101.0 NM				For continuation, see AIP Germany
T153 (RNAV 5)					Extremity of T153
△ ALSIE VOR (ALS) 545419N 0095936E	041°/221° 31.7	FL 660 / FL 195 **C** FL 195 / 3500 **E**	↓		Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ TUDLO 551633N 0103852E	Total DIST: 31.7 NM				Extremity of T153
T298 (RNAV5)					For continuation, see AIP Germany
△ KOSEB (FIR BDRY) 544648N 0123552E	310°/130° 14.0	FL 660 / FL 195 **C** FL 195 / 3500 **E**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ MONAK 545644N 0121849E	Total DIST: 14.0 NM				Extremity of T298

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
T402 (RNAV 5)					For continuation, see AIP Sweden
△ AMSUR (FIR BDRY) 560602N 0123350E	180°/360° 19.5	FL 660 FL 95 **C**		↓	ATS provided by Sweden ACC between AMSUR and GOLMI Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GOLMI 554638N 0123059E	Total DIST: 19.5 NM				Extremity of T402
T503 (RNAV 5)					Extremity of T503
△ NEXEN 544839N 0113731E	211°/031° 18.6	FL 660 FL 195 **C** FL 195 3500 **E**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GIMRU (FIR BDRY) 543336N 0111849E	Total DIST: 18.6 NM				For continuation, see AIP Germany
T505 (RNAV 5)					Extremity of T505
△ GOLGA 561959N 0114142E	269°/089° 11.8	FL 660 FL 195 **C** FL 195 3500 FT MSL **E**		↓	CDR1: GODOG-RERPA FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: ASLID-P990-AAL-L621-AMSEV CDR 1: RERPA-KARLI H24 AVBL. see EAUP/EUUP ALTN: RERPA-N866-EVAKI P619-MITSI Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ ASLID 562047N 0112038E	244°/064° 13.2				
△ GODOG 561603N 0105832E	274°/093° 93.9		↑	↓	
△ RERPA 562842N 0081115E	287°/106° 93.9	FL 660 FL 195 **C**			
△ KARLI (FIR BDRY) 570000N 0053027E	Total DIST: 218.8 NM				Extremity of T505
T506 (RNAV 5)					Extremity of T506
△ GOLGA 561959N 0114142E	322°/142° 21.1	FL 660 FL 195 **C** FL 195 3500 **E**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LAPMA 563733N 0112051E	Total DIST: 21.1 NM				Extremity of T506

Route designation (RNP/RNAV) Name of significant point Coordinates	Track °M ↓/↑ Distance (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit / channel
T508 (RNAV 5)					Extremity of T508
△ DISGO 550906N 0124401E	261°/081° 35.0	FL 660 FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ ROBUS 550634N 0114311E		FL 195 3500 **E**			Navigation accuracy requirements: +/- 5 NM
	Total DIST: 35.0 NM				Extremity of T508
T551 (RNAV 5)					For continuation, see AIP Norway
△ BINRO (FIR BDRY) 580938N 0094710E	170°/350° 63.9	FL 660 FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ AALBORG VOR/DME (AAL) 570613N 0095944E	162°/342° 74.6	FL 195 3500 **E**	↓		Navigation accuracy requirements: +/- 5 NM
△ TESPI 555354N 0103152E	Total DIST: 138.5 NM				Extremity of T551
T600 (RNAV 5)					For continuation, see AIP Norway
△ NERDO (FIR BDRY) 575317N 0091342E	173°/353° 26.0	FL 660 FL 195 **C** FL 195 3500 **E**	↑	↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LAGUM 572720N 0091606E	Total DIST: 26.0 NM				Extremity of T600
Z702 (RNAV 5)					Extremity of Z702
△ TALSA 550625N 0094111E	051°/233° 101.8 °	FL 660 FL 245 **C**	↓		ATS provided by Sweden ACC between AMTOT and EVBAS
△ AMTOT 560226N 0121049E	053°/233° 11.8				Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ EVBAS (FIR BDRY) 560844N 0122840E	Total DIST: 113.6 NM				For continuation, see AIP Sweden

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** / **Lower limit** Airspace classification	**Direction of cruising levels** Odd	**Direction of cruising levels** Even	**Remarks** Controlling unit / channel
Z703 (RNAV 5)					For continuation, see AIP Sweden
△ KULUD (FIR BDRY) 561538N 0121959E	216°/036° 11.1	FL 660 / FL 95 **C**		↓	ATS provided by Sweden ACC between KULUD and ADVOP
△ ADVOP 560714N 0120702E	216°/036° 7.1				BEVUM – ASVAN – EKDIV: Traffic may be subject to radar-vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 5 NM.
△ BEVUM 560149N 0115846E	216°/036° 2.4				
△ ASVAN 560000N 0115600E	221°/041° 26.1				Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ EKDIV 554149N 0112247E	221°/040° 67.3	FL 660 / FL 195 **C**			Navigation accuracy requirements: +/- 5 NM
△ ALSIE VOR (ALS) 545419N 0095936E	219°/039° 5.4	FL195 / 3500 **E**			
△ KESUR (FIR BDRY) 545026N 0095315E	Total DIST: 119.4				Extremity of Z703
Z706 (RNAV 5)					Extremity of Z706
△ KOKOR (FIR BDRY) 542741N 0114124E	037°/217° 12.6	FL 660 / FL 195 **C**		↓	PEPUT – NOVPO: Traffic may be subject to radar-vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 15 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GESKA 543703N 0115557E	002°/182° 35.2	FL195 / FL 95 **E**			
△ PEPUT 551158N 0120301E	002°/182° 54.9	FL 660 / FL 95 **C**			
△ NOVPO 560624N 0121428E	Total DIST: 102.7 NM				Extremity of Z706
Z711 (RNAV 5)					Extremity of Z711
△ GESKA 543703N 0115557E	029°/209° 23.8	FL 660 / FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ MONAK 545644N 0121849E	029°/211° 4.1	FL 195 / 3500 **E**			Navigation accuracy requirements: +/- 5 NM
△ CODAN VOR/DME (CDA) 550005N 0122245E	Total DIST: 27.9 NM				Extremity of Z711

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
Z716 (RNAV 5)					Extremity of Z716
△ AALBORG VOR/DME (AAL) 570613N 0095944E	256°/074° 168.2	FL 660 FL 245 **C**	↓		CDR1: H24 AVBL. see EAUP/EUUP ALTN: AAL-N866-N581-VAXIT Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ VAXIT (FIR BDRY) 563215N 0050000E	Total DIST: 168.2 NM			↑	Extremity of Z716
Z731 (RNAV 5)					Extremity of Z731
△ ALSIE VOR (ALS) 545419N 0095936E	013°/193° 144.8	FL 660 FL 195 **C**	↓		Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GOTEX 571218N 0111622E	013°/193 14.2	FL 195 3500 FT MSL **E**			
△ MAKUR (FIR BDRY) 572547N 0112425E	Total DIST: 159.0 NM				For continuation, see AIP Sweden

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ENR 3.3 TACAN ROUTES

TACAN ROUTES

▲ Compulsory REP
△ Non compulsory REP

Route designation Significant points, name and PSN (WGS-84)	True track	Distance (Nautical miles)	Upper limit Lower limit Airspace classification	Remarks
TACAN BLUE ONE (TB1)				
△ TUPED UIR BDRY (KØBENHAVN) 545350N - 0085120E	152.9ºT	57.4	FL 660 FL 195 **C**	For continuation see AIP Germany
△ MIMDA 554458N - 0080555E	333.5ºT 161.1ºT	79.3	FL 195 3500 FT **E**	
▲ TEKVO (UIR NORWAY BDRY) 570000N - 0072024E	341.7ºT			For continuation see AIP Norway
TACAN RED TEN (TR10)				
△ GIGTU UIR BDRY (KØBENHAVN) 545319.20N - 0090007.20E	019.6ºT	21.7	FL 660 FL 250 **C**	For continuation see AIP Germany
△SKRYDSTRUP TACAN (SKR) 551344.18N 0091250.62E	199.7ºT 012.7ºT	115.7		
△ AALBORG TACAN (AAL) 570614.16N - 0095934.11E	193.4ºT 163.6ºT	57.4		
▲ KOTAK (FIR BDRY) 580113N - 0092950E	344.0ºT			For continuation see AIP Norway

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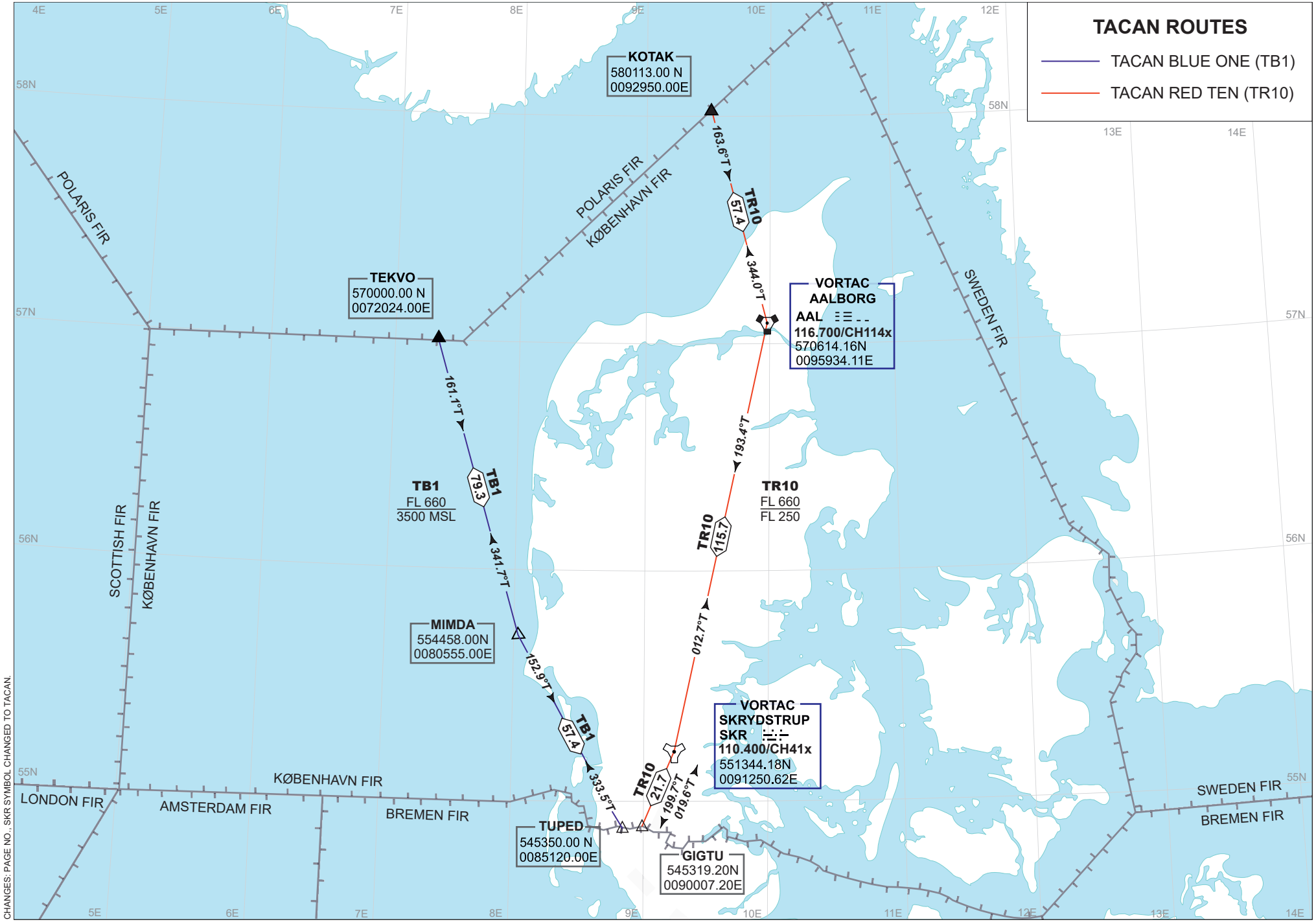

CHANGES: PAGE NO., SKR SYMBOL CHANGED TO TACAN.

ENR 3.4 EN ROUTE HOLDINGS

HOLDING NAME Facility PSN (WGS-84)	Inbound track (° MAG)	Direction of turn	MAX IAS (KT)	MNM - MAX /TIME FL (FT MSL)	Time (MIN)
AALBORG	263	Right	230	3500 - FL 140	1
Aalborg VOR/DME	263	Right	240	FL 150 - FL 200	1½
570613.39N	263	Right	265	FL 210 - FL 340	1½
095944.08E	263	Right	0.83 MACH	FL 350 - FL 460	1½
ODIN	132	Right	230	3500 - FL 140	1
Odin VOR/DME	132	Right	240	FL 150 - FL 200	1½
553451.64N	132	Right	265	FL 210 - FL 340	1½
003910.76E	132	Right	0.83 MACH	FL 350 - FL 460	1½

The en-route holdings may be used only when indicated as CLEARANCE LIMIT or after permission from ATC.

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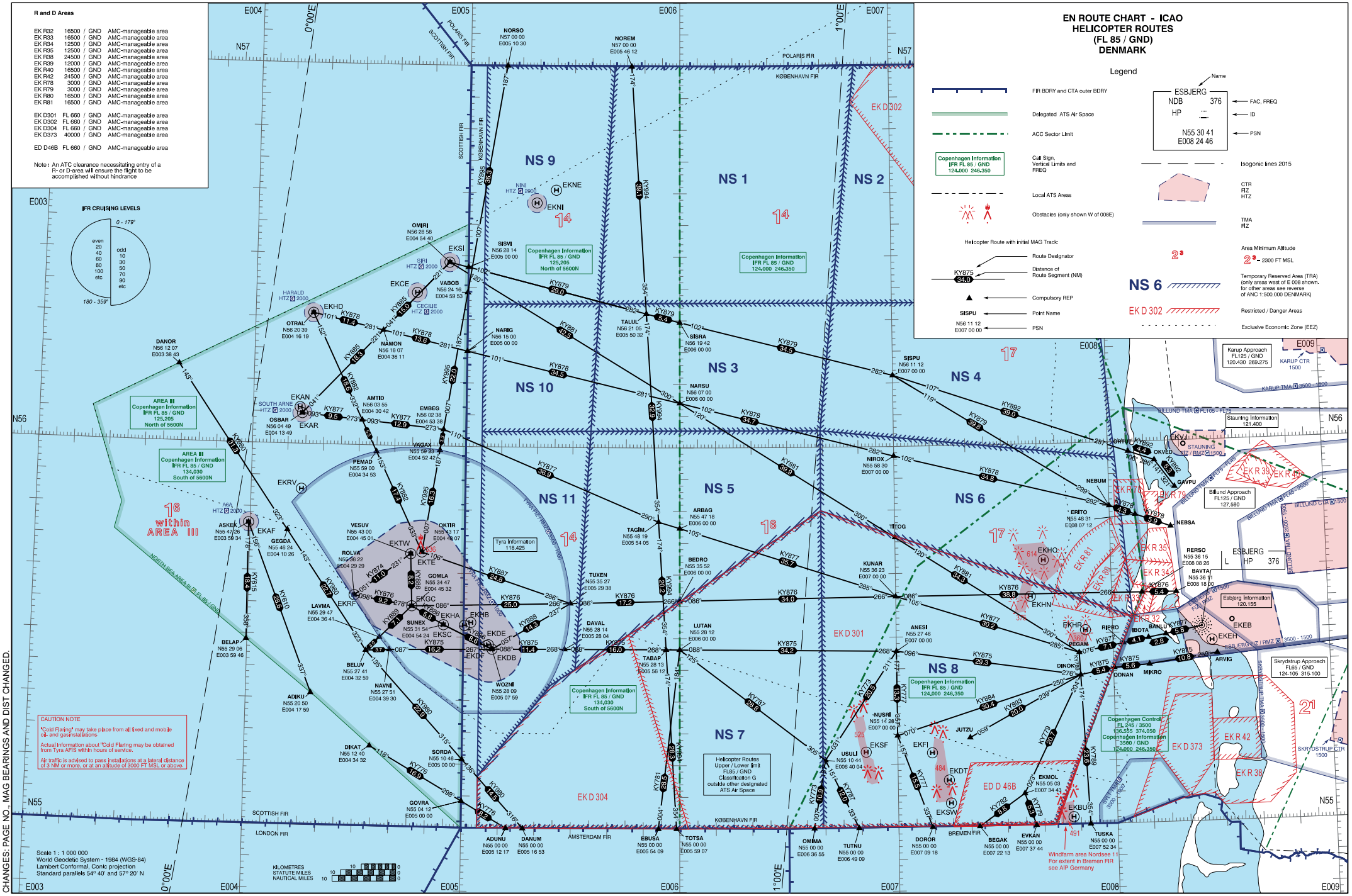
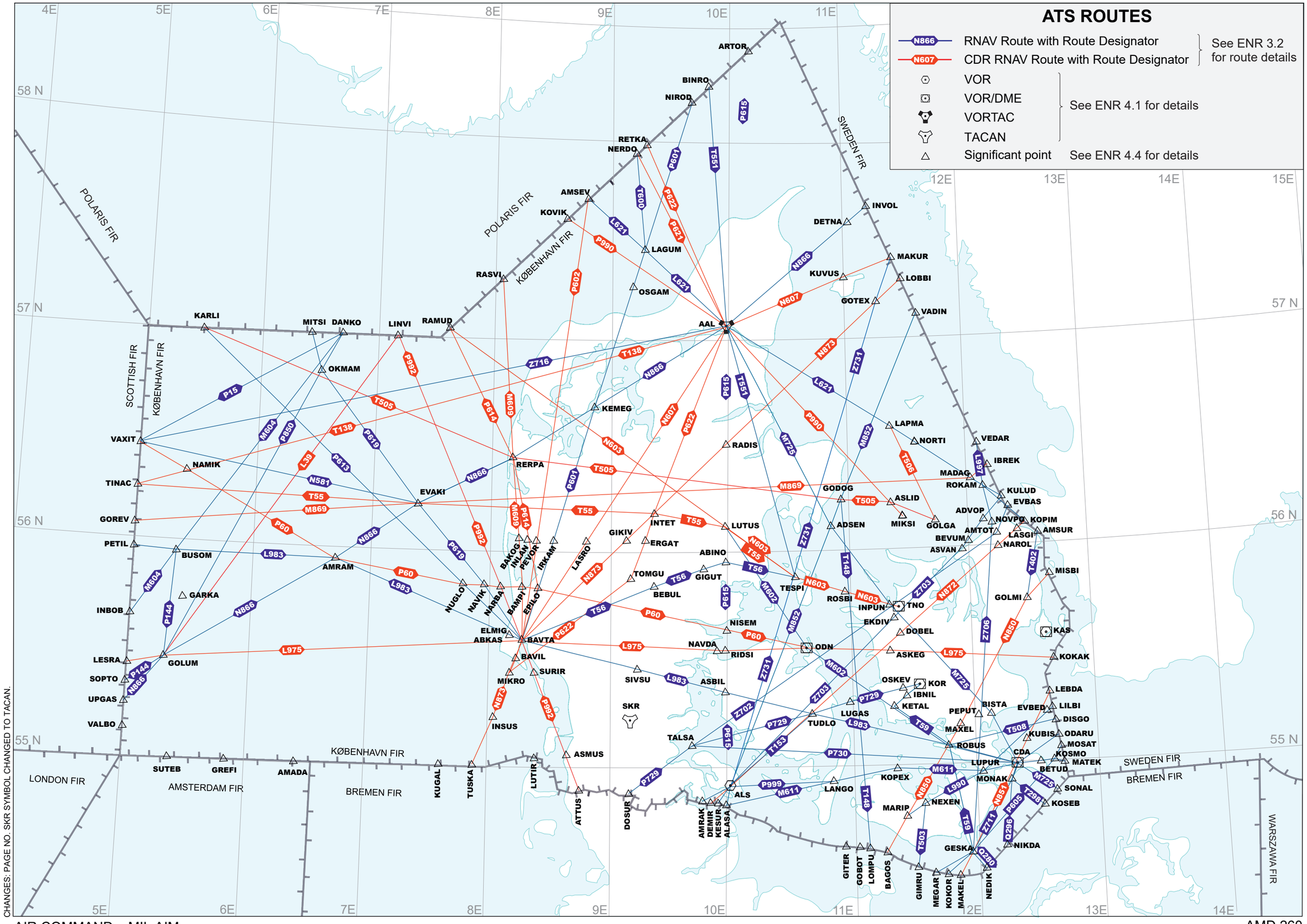
DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT
FREDERIKSHAVN	4 Wind Turbines	572651.24N 0103320.21E 572631.16N 0103355.43E	420 420	LIM FLG R
FREJLEV	Masts	570013N 0094929E*	854 680	LIH FLG W
FAABORG	Mast	550645N 0101302E*	420 350	No
FAARE	3 Wind-Turbines	562740N 0081453E 562744N 0081422E	484 438	No
GAMMELSTRUP	3 Wind Turbines	562949N 0091133E 563001N 0091149E 563013N 0091204E	519 459	LIL F R
GETTRUP	6 Wind turbines in a row	564408N 0082223E 564400N 0082226E 564353N 0082228E 564345N 0082231E 564338N 0082234E 564330N 0082236E	541 351	LIL F R
GILBJERG	4 Wind Turbines	554015N 0090320E 554019N 0090305E 554024N 0090250E 554028N 0090234E	614 410	LIL R
GIMLINGE	4 Wind Turbines	551835N 0112811E 551904N 0112806E	520 415	LIL F R
GJERLEV, ALLESTRUPGAARD	6 Wind Turbines	563427N 0100424E 563431N 0100403E 563436N 0100343E 563440N 0100323E 563444N 0100302E 563448N 0100242E	668 410	LIL FLG R
GLADSAXE	Mast	554404N 0122933E*	837 676	LIH FLG W
GRENÅ	Chimney	562445N 0105453E*	402 394	No
GRØNHEDE VOLSTRUP	2 Wind Turbines	571833N 0102840E 571843N 0102837E	427 351	LIL F R
GØRLEV, ÅGÅRDSVEJ	2 Wind Turbines	553334N 0111327E 553345N 0111347E	509 466	LIL F R
GØTTRUP	5 Wind Turbines	570143.34N 0091600.71E 570148.71N 0091543.31E 570154.11N 0091526.15E 570159.58N 0091509.10E 570205.05N 0091452.00E	425 417	LIL F R
HADSTEN	Mast	561814N 0095835E*	1280 1051	LIH FLG W
HAGESHOLM 1	6 Wind Turbines in a group	554558.77N 0113404.90E 554557.62N 0113433.44E 554544.71N 0113431.80E 554545.91N 0113403.20E 554558.77N 0113404.90E	342 338	OBST LGT on each turbine cap LIL F R
HAGESHOLM 2	10 Wind Turbines in a group	554538N 0113202E 554538N 0113227E 554538N 0113252E 554538N 0113317E 554538N 0113342E 554556N 0113508E 554556N 0113529E 554556N 0113550E 554545N 0113508E 554544N 0113529E	416 416	No

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT
HAMMELEV	Mast	551538.12N 0092409.83E	497 326	No
HANDEST HEDE	6 Wind-Turbines	563356N 0095225E 563407N 0095211E 563417N 0095156E 563410N 0095238E 563420N 0095224E 563431N 0095209E	634 492	LIL F R
HANSTHOLM HAVN	3 Wind Turbines	570731N 0083703E 570726N 0083732E 570718N 0083807E	502 492	LIL F R
HARPELUNDE, SANDBY	6 Wind-Turbines	545440N 0110157E 545430N 0110150E 545420N 0110147E 545409N 0110148E 545359N 0110153E 545349N 0110201E	496 489	LIL F R
HASLUND KÆR	3 Wind Turbines	562422N 0100213E 562421N 0100213E 562420N 0100243E	692 410	LIL F R
HEDENSTED	Mast	554836N 0093725E*	1273 1037	LIH FLG W
HEJNSVIG	3 Wind Turbines	554147N 0090320E 554153N 0090311E 554159N 0090303E	595 387	LIL F R
HEJRING	5 Wind-Turbines	563739N 0093751E 563747N 0093746E 563755N 0093741E 563804N 0093736E 563812N 0093731E	565 411	LIL F R
HEMMET	7 Wind-Turbines	555057N 0082556E 555104N 0082541E 555111N 0082525E 555119N 0082509E 555126N 0082454E 555133N 0082438E 555141N 0082423E	545 492	LIL F R
HEMMET 2	13 Wind-Turbines	555135N 0082513E 555127N 0082528E 555120N 0082544E 555113N 0082559E 555106N 0082615E 555058N 0082630E 555049N 0082612E 555118N 0082436E 555110N 0082452E 555103N 0082508E 555056N 0082523E 555048N 0082539E 555041N 0082554E	555 493	LIL F R
HERLEV (Hospital)	Building	554352N 0122639E*	484 383	LIM FLG R
HERNING	Mast	560756N 0085635E*	647 460	LIL F R
HERSTEDVESTER	Mast	554046N 0122114E*	407 338	No

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT
HILLERSLEV	8 Wind turbines	570118N 0084540E 570119N 0084523E 570130N 0084603E	498 493	LIL F R
		570120N 0084506E 570122N 0084449E 570132N 0084546E 570133N 0084529E 570134N 0084512E	498 493	Day: LIM FLG W Night: LIM FLG R
HINDBORG-SKIVE	13 Wind turbines	563702N 0085928E 563714N 0085922E 563725N 0085915E 563737N 0085909E 563748N 0085902E 563759N 0085856E 563811N 0085849E 563716N 0085858E 563727N 0085851E 563739N 0085845E 563750N 0085838E 563801N 0085832E 563903N 0085843E	617 492	LIL F R
HIRTSHALS	4 Wind-turbines	573528N 0095929E 573537N 0095933E 573544N 0095921E 573544N 0095858E	499 493	LIL F R
HJØRRING, GÅRESTRUPVEJ	3 Wind-Turbines	572932N 0095508E 572948N 0095443E 572940N 0095455E	550 492	LIL F R
HOBRO (Tinghøj)	Tower	564228N 0095239E*	841 487	LIM FLG R
HOGAGER	21 Wind-Turbines	562038N 0085028E 562048N 0085023E 562058N 0085019E 562108N 0085014E 562118N 0085010E 562129N 0085005E 562140N 0085000E 562035N 0085058E 562045N 0085054E 562055N 0085049E 562105N 0085045E 562116N 0085040E 562127N 0085035E 562137N 0085031E 562033N 0085128E 562043N 0085124E 562053N 0085119E 562103N 0085115E 562113N 0085110E 562124N 0085105E 562135N 0085101E	500 400	LIL F R
HOLBÆK	Mast	554154N 0114353E*	407 338	LIL F R
HOLMEN	6 Wind-Turbines	555118N 0081927E 555139N 0081910E 555151N 0081923E 555130N 0081940E 555118N 0081927E	450 443	LIL F R

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT
HOLMEN 2	6 Wind-Turbines	555059N 0082005E 555109N 0081957E 555120N 0081949E 555056N 0081945E 555107N 0081936E 555045N 0081954E	499 492	LIL F R
HOLSTEBRO (Mejrup)	Mast	562305N 0084019E*	922 722	LIH FLG W
HOLSTEBRO (Måbjergværket)	Chimney	562339N 0083704E*	499 381	No
HORNS REV 1	Wind farm. 80 Wind Turbines in a group	Within area 553011.52N 0074746.93E 553014.40N 0075234.10E 552808.76N 0075304.92E 552805.88N 0074817.96E 553011.52N 0074746.93E	360 360	OBST LGT on each turbine cap as follows: On edge of the area LIM FLG W. Inside the edge LIL F R.
HORNS REV 2	Wind farm. 91 Wind Turbines in a group	Within area 553334.72N 0073554.00E 553323.34N 0073248.45E 553852.69N 0073535.50E 553747.19N 0073802.35E 553334.72N 0073554.00E	375 375	OBST LGT on each turbine cap as follows: On edge of the area LIM FLG W. Inside the edge LIL F R.
HORNS REV 3	Wind farm. 49 Wind Turbines in a group	Within area 554410N 0073302E 554115N 0073425E 553804N 0074124E 553953N 0074508E 554057N 0074623E 554103N 0074434E 554353N 0074105E 554428N 0074115E 554410N 0073302E	614 614	Perimeter OBST LGT: Day: LIM FLG W. Night: LIM FLG R. Inside perimeter OBST LGT: Day and night: LIL F R.
HORSLUNDE	5 Wind Turbines	545549N 0111035E 545631N 0111006E 545625N 0111013E 545609N 0111021E 545659N 0111028E	505 488	LIL F R
HOVE	Mast	554300N 0121415E*	1083 1051	LIH FLG W
HOVEN	6 Wind Turbines	554929N 0084358E 554940N 0084359E 554952N 0084401E 554931N 0084338E 554942N 0084337E 554954N 0084339E	641 492	LIL F R
HUNDSLUND II	2 Wind Turbines	555444N 0100115E 555442N 0100101E	614 410	LIL F R
HUSUMVEJ, DRANTUM	Wind turbine	555414N 0090527E	749 591	LIM FLG W
HVIDE SANDE	3 Wind Turbines	560028N 0080640E 560005N 0080649E	476 460	LIM FLG W
HØGSTED	5 Wind Turbines	572228N 0100146E 572239N 0100149E 572249N 0100153E 572300N 0100156E 572310N 0100200E	576 492	LIL F R
HØJER	Masts	550117N 0084157E*	366 330	No


EN ROUTE CHART - ICAO
HELICOPTER ROUTES
(FL 85 / GND)
DENMARK
Legend
R and D Areas
EK R32 16500 / GND AMC-manageable area
EK R33 16500 / GND AMC-manageable area
EK R34 12500 / GND AMC-manageable area
EK R35 12500 / GND AMC-manageable area
EK R38 24500 / GND AMC-manageable area
EK R39 12000 / GND AMC-manageable area
EK R40 16500 / GND AMC-manageable area
EK R42 24500 / GND AMC-manageable area
EK R78 3000 / GND AMC-manageable area
EK R79 3000 / GND AMC-manageable area
EK R80 16500 / GND AMC-manageable area
EK R81 16500 / GND AMC-manageable area
EK D301 FL 660 / GND AMC-manageable area
EK D302 FL 660 / GND AMC-manageable area
EK D304 FL 660 / GND AMC-manageable area
EK D373 40000 / GND AMC-manageable area
ED D46B FL 660 / GND AMC-manageable area
Note : An ATC clearance necessitating entry of a R- or D-area will ensure the flight to be accomplished without hindrance
IFR CRUISING LEVELS
0 - 179°
even 20 40 60 80 100 etc
odd 10 30 50 70 90 etc
180 - 359°
FIR BDRY and CTA outer BDRY
Delegated ATS Air Space
ACC Sector Limit
Call Sign, Vertical Limits and FREQ
Local ATS Areas
Obstacles (only shown W of 008E)
Helicopter Route with initial MAG Track:
Route Designator
Distance of Route Segment (NM)
Compulsory REP
Point Name
PSN
Name
FAC, FREQ
ID
PSN
Isogonic lines 2015
CTR
FIZ
HTZ
TMA
FIZ
Area Minimum Altitude
2300 FT MSL
Temporary Reserved Area (TRA) (only areas west of E 008 shown. for other areas see reverse of ANC 1:500.000 DENMARK)
Restricted / Danger Areas
Exclusive Economic Zone (EEZ)
NS 1
NS 2
NS 3
NS 4
NS 5
NS 6
NS 7
NS 8
NS 9
NS 10
NS 11
EK D 301
EK D 302
EK D 304
EK D 373
ED D 46B
EK R 35
EK R 38
EK R 39
EK R 42
EK R 60
EK R 61
EK R 79
EK R 81
AREA III
16 within AREA III
Copenhagen Information IFR FL 85 / GND 125,205 North of 5600N
Copenhagen Information IFR FL 85 / GND 134,030 South of 5600N
Copenhagen Information IFR FL 85 / GND 124,000 246,350
Tyra Information 118,425
Helicopter Routes Upper / Lower limit FL85 / GND Classification G outside other designated ATS Air Space
Karup Approach FL125 / GND 120.430 269.275
Billund Approach FL125 / GND 127.580
Esbjerg Information 120.155
Skrydstrup Approach FL65 / GND 124.105 315.100
Copenhagen Control FL 245 / 3500 126.355 374.050
Copenhagen Information 3500 / GND 124.000 246.350
Stauning Information 121.400
CAUTION NOTE
"Cold Flaring" may take place from all fixed and mobile oil- and gasinstallations.
Actual information about "Cold Flaring may be obtained from Tyra AFIS within hours of service.
Air traffic is advised to pass installations at a lateral distance of 3 NM or more, or at an altitude of 3000 FT MSL or above.
Windfarm area Nordsøe 1 / For extent in Bremen FIR see AIP Germany
Scale 1 : 1 000 000
World Geodetic System - 1984 (WGS-84)
Lambert Conformal, Conic projection
Standard parallels 54° 40' and 57° 20' N
KILOMETRES
STATUTE MILES
NAUTICAL MILES
CHANGES: PAGE NO., MAG BEARINGS AND DIST CHANGED.


ATS ROUTES
N866 RNAV Route with Route Designator
N607 CDR RNAV Route with Route Designator
See ENR 3.2 for route details
VOR
VOR/DME
VORTAC
TACAN
See ENR 4.1 for details
Significant point
See ENR 4.4 for details
4E
5E
6E
7E
8E
9E
10E
11E
12E
13E
14E
15E
58 N
57 N
56 N
55 N
POLARIS FIR
KØBENHAVN FIR
SCOTTISH FIR
SWEDEN FIR
LONDON FIR
AMSTERDAM FIR
BREMEN FIR
WARSZAWA FIR
ARTOR
BINRO
NIROD
RETKA
NERDO
AMSEV
KOVIK
LAGUM
RASVI
OSGAM
KARLI
MITSI
DANKO
LINVI
RAMUD
AAL
INVOL
DETNA
MAKUR
KUVUS
LOBBI
GOTEX
VADIN
OKMAM
VAXIT
NAMIK
TINAC
EVAKI
RERPA
KEMEG
RADIS
LAPMA
NORTI
VEDAR
IBREK
MADAG
ROKAM
KULUD
EVBAS
GODOG
ASLID
ADVOP
NOVPO
KOPIM
AMSUR
LASGI
AMTOT
NAROL
BEVUM
ASVAN
GOLGA
MIKSI
ADSEN
INTET
LUTUS
GIKIV
ERGAT
ABINO
TOMGU
GIGUT
BEBUL
TESPI
ROSBI
INPUN
TNO
EKDIV
DOBEL
MISBI
GOLMI
KAS
KOKAK
LEBDA
LILBI
DISGO
ODARU
MOSAT
KOSMO
MATEK
BETUD
SONAL
KOSEB
NIKDA
GESKA
PEPUT
BISTA
EVBED
MAXEL
KUBIS
ROBUS
CDA
LUPUR
MONAK
KOPEX
NEXEN
MARIP
LANGO
ALS
DOSUR
TUDLO
LUGAS
KETAL
OSKEV
KOR
IBNIL
ASKEG
ODN
NAVDA
RIDSI
SIVSU
ASBIL
SKR
TALSA
ELMIG
ABKAS
BAVTA
BAVIL
SURIR
MIKRO
INSUS
ASMUS
LUTIR
ATTUS
AMRAK
DEMIR
KESUR
ALASA
GITER
GOBOT
LOMPU
BAGOS
GIMRU
MEGAR
KOKOR
MAKEL
NEDIK
SUTEB
GREFI
AMADA
KUGAL
TUSKA
NUGLO
NAVIK
NARBA
BAMPI
EPILO
BAKOG
INLAN
PEVOR
IRKAM
LASRO
SUREN
VALBO
UPGAS
SOPTO
LESRA
GOLUM
INBOB
GARKA
PETIL
GOREV
BUSOM
AMRAM
P15
P144
P850
P619
P613
P615
P601
P622
P990
P602
P992
P614
P609
P505
P60
P729
P730
P999
P615
P390
P722
T138
T55
T56
T551
T600
T148
T503
T505
T506
T591
T59
T508
T298
T402
M604
M609
M869
M602
M725
M611
M852
L621
L983
L975
L39
N581
N603
N607
N666
N873
N672
N850
N851
Z716
Z731
Z703
Z702
Z706
Z711
P305
Q296
Q280
CHANGES: PAGE NO. SKR SYMBOL CHANGED TO TACAN.

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)	233º / 13.5 NM from Viborg 032º / 11.0 NM from Herning
3	AD ELEV REF temperature	171 FT AMSL 21.8°C (2018-2022).
4	MAG VAR Annual change	4.0º 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	Infirmeri on base, hospitals in Viborg and Herning.
5	Bank and post office	In Karup, 3 km
6	Tourist office	In Karup, 3 km
7	Remarks	

6. RESCUE AND FIRE FIGHTING 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. SEASONAL AVAILABILITY - CLEARING

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

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 22.7°C (2018-2022)
4	MAG VAR Annual change	3.7° (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 0430-1300 (0330-1200) MO EKKA: OUTSIDE MO 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	In Haderslev
7	Remarks	

6. RESCUE AND FIRE FIGHTING 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. SEASONAL AVAILABILITY - CLEARING

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	

8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron NW surface and strength Apron SW	PCN 79 R/D/W/T Concrete PCN 31 F/D/W/T Asphalt
2	Taxiway width Taxiway surface and strength	TWY D north: 80 FT TWY N: 73 FT other TWY's: 50 FT TWY A north: PCN 90/F/D/W/T Asphalt/Concrete TWY A south: PCN 90/F/D/W/T Asphalt/Concrete TWY B north: PCN 85/F/C/W/T Asphalt/Concrete TWY B south: PCN 90/F/C/W/T Asphalt/Concrete TWY C north: PCN 90/F/D/W/T Asphalt/Concrete TWY C south: PCN 90/F/D/W/T Asphalt/Concrete TWY D north: PCN 83/F/D/W/T Asphalt/Concrete TWY D south: PCN 90/F/D/W/T Asphalt/Concrete TWY N: PCN 90/F/A/W/T Asphalt/Concrete TWY S4: PCN 31 F/D/W/T Asphalt TWY all SQD: PCN 90/F/A/W/T Asphalt/Concrete
3	ACL location and elevation	Not established
4	VOR/INS checkpoints	VOR/TACAN/DME checkpoint at ORP's
5	Remarks	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system	TWY ID signs partly established, unlit. Visual docking/parking system not avbl.
2	RWY and TWY markings and LGT	RWY day markings: 10L/28R: THR, RWY designator, TDZ, CL, EDGE. 10R/28L: THR, RWY designator, CL. RWY LGT: See Item 2.14 TWY day markings: Yellow centre line, holding positions. TWY LGT: See Item 2.15
3	Stop bars	RGL
4	Remarks	

10. AERODROME OBSTACLES

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
099860	Antenna	55 15 42.39N	009 13 26.67E	397	194	LIL F R	Conical	71.96
3062	Power pole	55 12 12.05N	009 19 45.36E	326	131	LIL F R	Inner Horizontal	54.36
3061	Power pole	55 12 02.43N	009 19 35.41E	321	144		Inner Horizontal	49.36
3071	Power pole	55 12 27.42N	009 20 00.85E	318	144	LIL F R	Inner Horizontal	46.36
3072	Power pole	55 12 36.28N	009 20 09.79E	316	144	LIL F R	Inner Horizontal	44.36
099611	Antenna	55 11 46.97N	009 17 38.67E	315	164		Inner Horizontal	43.16
3070	Power pole	55 12 18.62N	009 19 52.13E	314	131	LIL F R	Inner Horizontal	42.36
3073	Power pole	55 12 46.23N	009 20 19.74E	313	144	LIL F R	Inner Horizontal	41.36
1990	Power pole	55 13 13.71N	009 20 25.48E	313	144		Inner Horizontal	41.36
2068	Power pole	55 13 35.25N	009 20 22.23E	311	150		Inner Horizontal	39.36
3060	Power pole	55 11 53.61N	009 19 26.97E	308	144		Inner Horizontal	36.36
3069	Power pole	55 11 03.24N	009 18 16.21E	307	150		Inner Horizontal	35.36
3056	Power pole	55 11 09.32N	009 18 27.24E	305	150		Inner Horizontal	33.36
2062	Power pole	55 13 02.75N	009 20 27.19E	304	137		Inner Horizontal	32.36
2067	Power pole	55 13 23.78N	009 20 24.10E	304	144		Inner Horizontal	32.36
3059	Power pole	55 11 44.86N	009 19 18.27E	301	144		Inner Horizontal	29.36
099820	Antenna	55 15 28.60N	009 12 07.20E	394	157		Conical	28.92

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
3054	Power pole	55 11 15.05N	009 18 37.57E	300	144		Inner Horizontal	28.36
3058	Power pole	55 11 37.29N	009 19 11.25E	300	137		Inner Horizontal	28.36
3057	Power pole	55 11 28.68N	009 19 02.20E	299	141		Inner Horizontal	27.36
3055	Power pole	55 11 19.54N	009 18 47.35E	298	141		Inner Horizontal	26.36
3067	Power pole	55 10 46.93N	009 17 46.94E	302	137		Conical	26.05
3068	Power pole	55 10 54.92N	009 18 01.36E	296	137		Inner Horizontal	24.36
9258	Antenna	55 14 38.24N	009 18 10.62E	296	160	LIL F R	Inner Horizontal	24.36
2069	Power pole	55 13 46.71N	009 20 20.41E	293	137		Inner Horizontal	21.36
15186	Smoke stack	55 15 20.39N	009 17 20.33E	308	145		Conical	20.83
3074	Power pole	55 12 54.88N	009 20 28.42E	292	141	LIL F R	Inner Horizontal	20.36
44879	Power pole	55 13 13.58N	009 20 26.96E	289	118		Inner Horizontal	17.36
37058	Power pole	55 12 06.85N	009 20 37.27E	280	124		Inner Horizontal	8.36
44952	Power pole	55 11 22.48N	009 18 50.99E	278	124		Inner Horizontal	6.36
37170	Power pole	55 13 02.62N	009 20 28.67E	277	110		Inner Horizontal	5.36
44878	Power pole	55 13 23.58N	009 20 25.44E	276	117		Inner Horizontal	4.36
44877	Power pole	55 13 33.96N	009 20 23.82E	276	116		Inner Horizontal	4.36
10234	Antenna	55 14 08.90N	009 15 54.81E	276	119		Inner Horizontal	4.36
44875	Power pole	55 13 47.09N	009 20 21.79E	276	119		Inner Horizontal	4.36
44954	Power pole	55 11 28.42N	009 19 02.77E	276	117		Inner Horizontal	4.36
37171	Power pole	55 12 53.50N	009 20 30.07E	276	119		Inner Horizontal	4.36
37174	Power pole	55 12 18.10N	009 20 35.56E	276	121		Inner Horizontal	4.36
37059	Power pole	55 11 55.95N	009 20 38.97E	276	109		Conical	2.59
8389	Antenna	55 11 50.91N	009 12 56.45E	274	158		Inner Horizontal	2.36
43670	Power pole	55 12 44.32N	009 20 31.48E	273	112		Inner Horizontal	1.36
2070	Power pole	55 13 56.49N	009 20 18.74E	273	141		Inner Horizontal	1.36
44876	Power pole	55 13 39.85N	009 20 22.91E	272	107		Inner Horizontal	0.36

Obstacles penetrating take-off flight path area obstacle identification surface					
OBST ID	OBST type	OBST position	ELEV / HGT	Markings / Type, Colour	Remarks
Not available					

Obstacles assessed as being hazardous to air navigation							
OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Remarks
10236	Antenna	55 15 38.33N	009 24 09.67E	493	326	None	5 NM NE of AD
158148 *)	Antenna	55 07 23.00N	009 11 10.00E	995	726	LIH FLG W	6.5 NM SSW of AD
10142	Antenna	55 12 27.39N	009 22 30.60E	329	157	None	3.0 NM E of AD

11. METEOROLOGICAL INFORMATION PROVIDED

See GEN 3.5.

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)	320º/3,5 NM from Aalborg
3	AD Elevation REF temperature	10 FT AMSL 21.9°C (2018-2022)
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	

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	MO 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 FIRE FIGHTING 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. SEASONAL AVAILABILITY - CLEARING

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 LOCATION DATA

1	Apron surface and strength	Mil apron: Dolphin:	Concrete, PCN 74 R/D/W/T Concrete, PCN 74 R/D/W/T
2	Taxiway width, surface and strength	TWY A: TWY B, H: TWY C, D, E, G: TWY F, N, J, K: TWY GA1, GA2: TWY M, L:	75 ft, Asph./concr. PCN 52 F/D/W/T 50 ft, Asph./concr. PCN 52 F/D/W/T 75 ft, Asph./concr. PCN 52 F/D/W/T 45 ft, Asph./concr. PCN 52 F/D/W/T 65 ft, Asph./concr. PCN 52 F/D/W/T 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.	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft signs	Not established
2	RWY and TWY markings and LGT	RWY 08L/26R: RWY DESIG, THR, TDZ, CL, EDGE and RWY END marked and lighted. RWY 08R/26L: RWY DESIG, THR, CL, EDGE and RWY END marked. THR, EDGE and RWY END lighted. RWY LGT: See Item 2.14 TWY day markings: CL, EDGE and holding positions marked. Edge light on TWY: A, C, D, E, F, G, H, K, L, M, N.
3	Stop bars	NIL
4	Remarks	LED Lights: All lights associated with RWY 08L and 26R. RWY edge 08R and 26L. TWY A, D, E, F, G, H, K, L, M, N

10. AERODROME OBSTACLES

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

Obstacles penetrating obstacle limiting surfaces

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
237537	Building	57 03 56.00N	009 54 00.00E	238	229	Lighted	Inner horizontal	83.36
10640	Antenna	57 07 17.07N	009 51 34.23E	211	179	Lighted	Inner horizontal	56.36
8176	Antenna	57 04 09.99N	009 56 00.48E	253	131	Lighted	Conical	27.03
ID 000445	Building	57 03 47.68N	009 53 50.51E	180.9	180	None	Inner horizontal	26.26
ID 9000-064	Terrain	57 04 40.48N	009 54 42.70E	165.6	0	None	Inner horizontal	10.96
10661	Antenna	57 04 21.34N	009 54 47.19E	165	129	Lighted	Inner horizontal	10.36
ID 009151	Building	57 05 33.93N	009 56 12.85E	164.7	65	Lighted	Inner horizontal	10.06
219192	Antenna	57 04 24.12N	009 53 09.57E	157	145	Lighted	Inner horizontal	2.36

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Remarks
169397	Antenna	57 06 07.25N	009 54 46.23E	108	98	Lighted	

Obstacles assessed as being hazardous to air navigation

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Remarks
Nibe	Mast	56 58 45.00N	009 45 51.00E	1222	1051	Lighted	
Frejlev	Mast	57 00 13.00N	009 49 29.00E	854	680	Lighted	
Nordjyllandsværket	Chimney	57 04 31.00N	010 02 26.00E	565	558	Lighted	

11. METEOROLOGICAL INFORMATION PROVIDED

See GEN 3.5.

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	Direction	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation / TDZ elevation
1	2	3	4	5	6
08L	083.3°T 079.3°M	8694 x 148 ft or 2650 x 45 M	PCN 66 F/D/W/T Concrete/Asphalt Composite constr.	570537.37N 0095000.30E	THR 7.00 TDZ 8.00
26R	263.3°T 259.3°M			570547.43N 0095236.63E	THR 10.00 TDZ 10.00
08R	083.3°T 079.3°M	8369 x 75 ft or 2551 x 23 M	PCN 52 F/D/X/U Asphalt	570530.87N 0095007.68E	THR 7.00 -
26L	263.3°M 259.3°M			570540.52N 0095238.07E	THR 10.00 -

Rwy	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	RESA	OFZ	Remarks
	7	8	9	10	11	12	13
08L	Less than 1°	728 x 148 ft / 222 X 45 M	NIL	9087 x 984 ft / 2770 x 300 M	787 x 295 ft / 240 x 90 M	NIL	NIL
26R		895 x 148 ft / 273 x 45 M		9087 x 984 ft / 2770 x 300 M	787 x 295 ft / 240 x 90 M		
08R		491 x 75 ft / 150 x 23 M		8756 x 984 ft / 2669 x 300 M	98 x 295 ft / 30 x 90 M		
26L		492 x 75 ft / 150 x 23 M		8756 x 984 ft / 2669 x 300 M	98 x 295 ft / 30 x 90 M		

Strip Surface: Aerodrome strip are grass areas with few remains of old concrete infrastructure.

13. DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08L	8694 ft / 2650 M	8694 ft / 2650 M	9422 ft / 2872 M	8694 ft / 2650 M	
26R	8694 ft / 2650 M	8694 ft / 2650 M	9589 ft / 2922 M	8694 ft / 2650 M	
08R	8369 ft / 2551 M	8369 ft / 2551 M	8861 ft / 2701 M	8369 ft / 2551 M	
26L	8369 ft / 2551 M	8369 ft / 2551 M	8861 ft / 2701 M	8369 ft / 2551 M	