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MIL AIP DENMARK

AIRAC Cycle: 2407
Eff. 11 JUL 2024
Amendment No. 261

This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
GEN 2.2	New abbreviation HOSP added.
GEN 2.4	New indicator EKVE *, location EJSTRUPHEDE (Private AD) added. EKCA corrected.
ENR 3.2	N851 and N872 lower limit corrected. Page no. 3.4-10 corrected to 3.2-10.
ENR 5.5	New indicator added for site Ejstruphede. Coordinates corrected.
ENR 6.1	Editorial.
EKKA:	
VAC	Editorial.
EKSP:	
VAC, NAC	Editorial.
GLIDER AREAS	SKR symbol changed to TACAN.
EKYT:	
AD 2.1	Text regarding LED lights associated with RWY 08L and RWY 26R corrected.
VAC	Editorial.

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ENR 5.5-4 18 APR 2024
ENR 6.1-2 11 JUL 2024

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END

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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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F		GPS	Global Positioning System
F	Degrees Fahrenheit	GRASS	Grass Landing Area
F	Fixed	GS	Ground Speed
FAB	Functional Airspace Block	GUND	Geoide Undulation
FAC	Facilities		
FAF	Final Approach FIX	H	
FAL	Facilitation of international air transport	H24	Continuous day and night service
FAP	Final Approach Point	HAA	Height above Airport elevation
FAS	Final Approach Segment	HAL	Horizontal Alert Limit
FATO	Final approach and take-off area	HAPI	Helicopter Approach Path Indicator
FAWP	Final approach waypoint	HAS	Height Above Surface
FAX	Facsimile transmission	HAT	Height above Touchdown zone elevation
FBZ	Flight Plan Buffer Zone	H+	Hours plus... minutes past the hour
FEB	February	HH+	All synoptic hours i.e. 0000, 0300, 0600 etc.
FIC	Flight Information Centre	HEL	Helicopter
FIR	Flight Information Region	HELC	Heliport Chart
FIS	Flight Information Service	HEMS	Helicopter Emergency Medical Service
FIZ	Flight Information Zone	HF	High frequency (3.000 to 30.000 kHz)
FL	Flight Level	HGT	Height or Height above
FLG	Flashing	HIS	Heliport Information Service
FLT	Flight	HJ	Sunrise to Sunset
FOD	Foreign Object Damage	HLDG	Holding
FM	From	HM	Holding/racetrack to a manual termination
FMS	Flow Management System	HN	Sunset to Sunrise
FMU	Flow management unit	HO	Service available to meet operational requirements
FRA	Free Route Airspace	HOL	Holiday
FREQ	Frequency	HOSP	Hospital Aircraft
FRI	Friday	HPA	Hectopascal
FPAP	Flight Path Alignment Point	HR	Hour(s)
FPL	Filed flight Plan	HRP	Heliport Reference Point
FRNG	Firing	HS	Service available during hours of scheduled operations
FT	Feet	HTZ	Helicopter traffic zone
FTP	Fictitious Threshold Point	HUM	Humanitarian
		HX	No specific working hours
G		Hz	Hertz (cycles per second)
G	Green		
GA	General Aviation		
G/A	Ground-to-Air		
GCA	Ground Controlled Approach system		
GEN	General		
GEO	Geographic or true		
G/G	Ground-to-Ground		
GLONASS	Global Orbiting Navigation Satellite System		
GLS	GBAS Landing System		
GMC	Ground movement chart		
GND	Ground		
GNSS	Global Navigation Satellite System		
GP	Glide Path		

I		LFC	Low Flying Chart
IAC	Instrument Approach Chart	LFCW	Low Flying Chart West
IAF	Initial Approach FIX IAP Instrument Approach Procedure	LGT	Light or Lighting
IAS	Indicated Air Speed	LGTD	Lighted
IAWP	Initial approach waypoint	LIH	Light Intensity High
ICAO	International Civil Aviation Organisation	LIL	Light Intensity Low
ID	Identifier or Identify	LIM	Light Intensity Medium
IDENT	Identification	LLZ	Localizer (old abbreviation)
IF	Intermediate approach FIX	LM	Locator Middle
IFR	Instrument Flight Rules	LO	Locator Outer
ILS	Instrument Landing System	LOC	Localizer (new abbreviation)
IM	Inner Marker	LONG	Longitude
IMC	Instrument Meteorological Condition	LPV	Localizer Performance with Vertical guidance
INFO	Information	LTA	Local ATS-area
INOP	Inoperative	LTD	Limited
INS	Inertial Navigation System	LTP	Landing Threshold Point
INT	Intersection	LVO	Low Visibility Operations
INTL	International	LVP	Low Visibility Procedure
IWP	Intermediate waypoint		
J		M	
JAA	Joint Aviation Authorities	M	Mach number
JAN	January	M	Metres
JAR	Joint Aviation Requirements	MAG	Magnetic
JRCC	Joint Rescue Coordination Centre	MAHF	Missed approach holding fix
JUL	July	MAINT	Maintenance
JUN	June	MAP	Aeronautical maps and charts
K		MAPt	Missed Approach Point
KFOR	Potassium Formate fluids	MAR	March
KG	Kilograms	MATF	Missed Approach Turning Fix
KHz	Kilohertz (kilocycles per second)	MAWP	Missed Approach Waypoint
KM	Kilometres	MAX	Maximum
KMH	Kilometres per Hour	MAY	May
KT	Knots	MDA	Minimum Decent Altitude
KW	Kilowatts	MDF	Medium frequency Direction Finding station
L		MEHT	Minimum Eye Height over threshold
L	Left	MET	Meteorological or Meteorology
L	Locator	METAR	Aviation routine weather report (in international meteorological figure code)
LAT	Latitude	MF	Medium Frequency (300 to 3.000 kHz)
LCN	Load Classification Number	MHA	Minimum holding altitude
LDA	Landing Distance Available	MHz	Megahertz
LDC	Landing chart	MIL	Military
LDG	Landing	MIN	Minutes
LDI	Landing Direction Indicator	MKR	Marker Radio Beacon
LED	Light Emitting Diode	MLS	Microwave Landing System
LF	Low Frequency (30 to 300 kHz)	MM	Middle Marker

GEN 2.4 LOCATION INDICATORS*Note: Location indicators identified by an * cannot be addressed over the AFS*

ENCODE		DECODE	
LOCATION	INDICATOR	LOCATION	
A6A (Private helideck)	EKAF*	EKAB*	ARNBORG (Private AD)
AALBORG CIV/MIL	EKYT	EKAC*	AARHUS SØFLYVEPLADS (Water AD)
AALBORG HEMS (Private helideck)	EKAL*	EKAE	ÆRØ
AARHUS	EKAH	EKAF*	A6A (Private helideck)
AARHUS (JRCC)	EKMC	EKAH	AARHUS/TIRSTRUP
AARHUS SØFLYVEPLADS (Water AD)	EKAC*	EKAL*	AALBORG HEMS (Private helideck)
AARHUS HEARTCENTER HEMS (Private helideck)	EKSH*	EKAN*	SYD ARNE NORD (Private helideck)
AARHUS TRAUMACENTER HEMS (Private helideck)	EKTR*	EKAO*	ÆRØ HELIPORT (Private helideck)
ANHOLT	EKAT*	EKAR*	SYD ARNE (Private helideck)
ANHOLT VINDMØLLEPARK (Private helideck)	EKAV*	EKAS*	TRUE SVÆVEFLYVEBANE (Private AD)
ANNISSE (Private AD)	EKHE*	EKAT*	ANHOLT
ARNBORG (Private AD)	EKAB*	EKAV*	ANHOLT VINDMØLLEPARK (Private Helideck)
BILLUND	EKBI	EKBH*	BOLHEDE FLYVEPLADS (Private AD)
BOLHEDE FLYVEPLADS (Private AD)	EKBI	EKBI	BILLUND
BORNHOLM/RØNNE	EKBR*	EKBR*	BRÆDSTRUP (Private AD)
BORNHOLM HEMS (Private helideck)	EKBU*	EKBU*	BUTENDIEK (Private Helideck)
BRÆDSTRUP (Private AD)	EKRN	EKCA*	TRAFIKSTYRELSEN / DANISH TRANSPORT AUTHORITY
BUTENDIEK (Private Helideck)	EKRB	EKCB*	Årslev (Private heliport)
CECILIE (Private helideck)	EKBR*	EKCC*	KØBENHAVN SØFLYVEPLADS (Water AD)
CHRISTIANSHEDE (Private AD)	EKCE*	EKCE*	CECILIE (Private helideck)
DAN B (Private helideck)	EKCR*	EKCH	KØBENHAVN/KASTRUP
DAN E (Private helideck)	EKDB	EKCR*	CHRISTIANSHEDE (Private AD)
DAN F (Private helideck)	EKDE*	EKDB*	DAN B (Private helideck)
DANSK METEOROLOGISK INSTITUT	EKDF*	EKDE*	DAN E (Private helideck)
DANTYSK (Private Helideck)	EKMI	EKDE*	DAN F (Private helideck)
EJSTRUPHEDE (Private AD)	EKDT*	EKDF*	KØBENHAVN/FIR (ACC)
ELSESMINDE (Private AD)	EKVE*	EKDK	DANTYSK (Private Helideck)
ENDELAVE (Private AD)	EKEM*	EKDT*	ESBJERG
ESBJERG	EKEL*	EKEB	ESBJERG HEMS (Private heliport)
ESBJERG HEMS (Private heliport)	EKEB	EKEH*	ENDELAVE (Private AD)
FINO 3 (Private Helideck)	EKEH*	EKEL*	ELSESMINDE (Private AD)
FREERSLEV (Private AD)	EKFI*	EKEM*	FINO 3 (Private Helideck)
FUR (Private AD)	EKFR*	EKFI*	FREERSLEV (Private AD)
GESTEN (Private AD)	EKFU*	EKFR*	VØJSTRUP (Private AD)
GORM C (Private helideck)	EKGE*	EKFS*	FUR (Private AD)
GRENAA (Private AD)	EKGC*	EKFU*	GORM C (Private helideck)
GRØNHOLT (Private AD)	EKGR*	EKGC*	GESTEN (Private AD)
GØDSTRUP HEMS (Private heliport)	EKGH*	EKGE*	TYRA AFIS
GØRLEV (Private ad)	EKRG*	EKGF*	GRØNHOLT (Private AD)
GØRLØSE (Private AD)	EKGO*	EKGH*	GØRLØSE (Private AD)
HADERSLEV (Private AD)	EKGL*	EKGL*	GØRLEV (Private AD)
HALFDAN A (Private helideck)	EKHV*	EKGO*	GRENAA (Private AD)
HALFDAN B (Private helideck)	EKHA*	EKGR*	HALFDAN A (Private helideck)
HAMMER /Private AD)	EKHB*	EKHA*	HALFDAN B (Private helideck)
HARALD (Private helideck)	EKHM*	EKHB*	HARALD (Private helideck)
HERNING	EKHD*	EKHD*	ANNISSE (Private helideck)
HJØRRING HEMS (Private helideck)	EKHG	EKHE	HERNING
HOLBÆK (Private AD)	EKHJ*	EKHG	HJØRRING HEMS (Private heliport)
	EKHK*	EKHJ*	

ENCODE		DECODE	
LOCATION	INDICATOR	LOCATION	
HOLSTED (Private Heliport)	EKHL *	EKHK*	HOLBÆK (PRIVATE AD)
HORNS REV A (Private Helideck)	EKHR*	EKHL*	HOLSTED (Private Heliport)
HORNS REV B (Private Helideck)	EKHN*	EKHM*	HAMMER (Private AD)
HORNS REV C (Private helideck)	EKHO*	EKHN*	HORNS REV B (Private Helideck)
KALUNDBORG	EKKL *	EKHO*	HORNS REV C (Private helideck)
KARUP (MIL)	EKKA	EKHR	HORNS REV A (Private Helideck)
KARUP MIL MET CENTRE	EKMK	EKHS	SALTUM HEMS (Private heliport)
KOLDING HEMS (Private heliport)	EKKH*	EKHV*	HADERSLEV (Private AD)
KOLDING/VAMDRUP	EKVD	EKKA	KARUP (MIL)
KONGSTED (Private AD)	EKKS*	EKKH*	KOLDING HEMS (Private heliport)
KORSØR (Private AD)	EKKO*	EKKL *	KALUNDBORG
KOSTER VIG	EKMN*	EKKO*	KORSØR (Private AD)
KRUSÅ-PADBORG	EKPB*	EKKS*	KONGSTED (Private AD)
KØBENHAVN FIR (ACC)	EKDK	EKLS*	LÆSØ
KØBENHAVN/KAstrup	EKCH	EKLV*	LEMVIG
KØBENHAVN/ROSKILDE	EKRK	EKMB	LOLLAND FALSTER/MARIBO
KØBENHAVN SØFLYVEPLADS (Water AD)	EKCC*	EKMC	KARUP (JRCC)
LEMVIG	EKLV*	EKMD*	MÅNEDALEN (Private heliport)
LOLLAND FALSTER/MARIBO	EKMB	EKMI	DANSK METEOROLOGISK INSTITUT
LÆSØ	EKLS*	EKMK	KARUP MIL MET CENTRE
MORSØ	EKNM*	EKML *	MÅLØV (private AD)
MÅLØV (private AD)	EKML *	EKMN*	KOSTER VIG
MÅNEDALEN (Private heliport)	EKMD*	EKNB*	NORDBORG/PØL
NINI (Private Helideck)	EKNI *	EKNE*	NINI EAST HELIDECK (Private Helideck)
NINI EAST HELIDECK (Private Helideck)	EKNE*	EKNI*	NINI (Private Helideck)
NORDBORG/PØL	EKNB*	EKNM	MORSØ
ODENSE	EKOD	EKOD	ODENSE
ODENSE HEMS (Private heliport)	EKOH	EKOH	ODENSE HEMS (Private heliport)
RANDERS	EKRD	EKPB*	KRUSÅ-PADBORG
RAVN WINTERSHALL (Private helideck)	EKRV*	EKRA*	RÅRUP (Private AD)
RIGSHOSPITALET HEMS (Pvt. Heliport)	EKRH	EKRB	BORNHOLMS HEMS (Private heliport)
RINGSTED	EKRS	EKRC*	ROSKILDE HEMS (Private heliport)
ROLF (Private helideck)	EKRF*	EKRD	RANDERS
ROLFSTED (Private AD)	EKRO*	EKRF*	ROLF (Private helideck)
ROSKILDE HEMS (Private heliport)	EKRC*	EKRG*	GØDSTRUP HEMS (Private heliport)
RÅRUP (Private AD)	EKRA*	EKRH*	RIGSHOSPITALET HEMS (Pvt. Heliport)
SALTUM HEMS (Private heliport)	EKHS	EKRK	KØBENHAVN/ROSKILDE
SAMSØ	EKSS*	EKRN	BORNHOLM/RØNNE
SANDBANK (Private Helideck)	EKSF*	EKRO*	ROLFSTED (Private AD)
SHELENBORG (Private AD)	EKSG*	EKRS*	RINGSTED
SINDAL	EKSN	EKRV*	RAVN WINTERSHALL (Private helideck)
SIRI (Private helideck)	EKSI *	EKSA*	SÆBY/OTTERUP (Private AD)
SKIVE	EKSV*	EKSB	SØNDERBORG
SKIVE HEMS (Private heliport)	EKSK *	EKSC*	SKJOLD (Private helideck)
SKJOLD (Private helideck)	EKSC*	EKSD*	SPJALD
SLAGELSE HEMS (Private heliport)	EKSE*	EKSE*	SLAGELSE HEMS (Private heliport)
SLAGLILLE (Private AD)	EKSL	EKSF*	SANDBANK (Private Helideck)
SPJALD	EKSD*	EKSG*	SHELENBORG (Private AD)
STAUNING	EKVJ	EKSH *	AARHUS HEARTCENTER HEMS (private helideck)
SYD ARNE (Private helideck)	EKAR*	EKSI*	SIRI (Private helideck)
SYD ARNE NORD (Private helideck)	EKAN*	EKSK *	SKIVE HEMS (Private heliport)
TÅSINGE/ELVIRA MADIGAN AIRPORT	EKST	EKSL	SLAGLILLE (Private AD)

ENCODE		DECODE	
LOCATION	INDICATOR		LOCATION
SYLWIN ALPHA (Private helideck)	EKSW*	EKSN	SINDAL
SÆBY/OTTESTRUP (Private AD)	EKSA*	EKSP	SKRYDSTRUP (MIL)
SØNDERBORG	EKSB	EKSS*	SAMSØ
THISTED	EKTS	EKST	TÅSINGE/ELVIRA MADIGAN AIRPORT
THISTED HEMS (Private heliport)	EKTH*	EKSV*	SKIVE
TRAFIKSTYRELSEN / DANISH TRANSPORT AUTHORITY	EKCA*	EKSW*	SYLWIN ALPHA (Private helideck)
TRUE SVÆVEFLYVEBANE (Private AD)	EKAS*	EKTD	TØNDER
TYRA AFIS	EKGF*	EKTE*	TYRA E (Private helideck)
TYRA E (Private helideck)	EKTE*	EKTH*	THISTED HEMS (Private heliport)
TYRA W (Private helideck)	EKTW*	EKTO*	TØLLØSE (Private AD)
TØLLØSE (Private AD)	EKTO*	EKTR*	AARHUS TRAUMACENTER HEMS (Private helideck)
TØNDER	EKTD	EKTS	THISTED
VARDE FLYVEPLADS (Private AD)	EKVA*	EKTW*	TYRA W (Private helideck)
VEJRØ (Private AD)	EKVO*	EKVA*	VARDE FLYVEPLADS (Private AD)
VESTHIMMERLAND	EKVH*	EKVB	VIBORG
VIBORG	EKVB	EKVD	KOLDING/VAMDRUP
VOJENS/SKRYDSTRUP (MIL)	EKSP	EKVE*	EJSTRUPHEDE (Private AD)
VØJSTRUP (Private AD)	EKFS*	EKVH*	VESTHIMMERLAND
ÆRØ	EKAE	EKVJ	STAUNING
ÆRØ HELIPORT (Private Helideck)	EKAO	EKVO*	VEJRØ (Private AD)
ÅRSLEV (Private heliport)	EKCB*	EKYT	AALBORG (CIV/MIL)

BLANK

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	
KY882 (RNAV 1) ▲ OKTIR 554317N 0044807E ▲ PEMAD 555900N 0043453E ▲ AMTID 560355N 0043042E ▲ OTRAL 562039N 0041619E					Extremity KY882
	333°/153° 17.4	<u>FL 85</u> 1600 G		↓	Navigation accuracy requirements: +/- 1 NM Below 3500 ft: TYRA Information: 118.425
	332°/152° 5.5	<u>FL 85</u> 1400 G	↑		Navigation accuracy requirements: +/- 1 NM Copenhagen Information South of 5600N: 134.030 North of 5600N: 125.205
	332°/152° 18.6				
	Total DIST: 41.5 NM				Extremity KY882
KY884 (RNAV 1) ▲ DINOK 552330N 0075052E ▲ NUSRI 551428N 0070000E					Extremity KY884
	250°/070° 30.4	<u>FL 85</u> 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 ▲ NAMON 561807N 0043611E ▲ OSBAR 560449N 0041349E					Extremity KY885
	221°/041° 15.0	<u>FL 85</u> 1400 G	↑	↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 125.205
	221°/041° 18.3				
	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)					Extremity KY886
▲ WOZNI 552809N 0050759E	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)					Extremity KY887
▲ OKTIR 554317N 0044807E	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				
KY888 (RNAV 1)					Extremity KY888
▲ WOZNI 552809N 0050759E	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				
KY889 (RNAV 1)					Extremity KY889
▲ GOMLA 553447N 0044532E	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				

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		
<u>N607 (RNAV 5)</u>					Extremity of N607	
△ BAVTA 553611N 0081800E	028°/208° 33.2	FL 660 FL 195	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		FL 195 FL 105	E			
△ AALBORG VOR/DME (AAL) 570613N 0095944E	028°/209° 73.3	FL 660 FL 195	C	↑		
△ KUVUS 572017N 0110000E	062°/243° 35.7	FL 195 FL 95	E			
△ MAKUR (FIR BDRY) 572547N 0112425E	063°/243° 14.3			↓		
Total DIST: 156.5 NM						For continuation, see AIP Sweden
<u>N850 (RNAV 5)</u>					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						
△ MAXEL 551233N 0115409E	207°/027° 40.1			↓		
△ MARIP 544323N 0112515E	205°/025° 33.6	FL 660 FL 195	C			
△ BAGOS (FIR BDRY) 543422N 0111612E	206°/026° 10.5	FL 195 3500	E	↑		
Total DIST: 93.2 NM						For continuation see AIP Germany
<u>N851 (RNAV 5)</u>					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						
△ KUBIS 551323N 0122854E	023°/203° 41.1	FL 195 3500	E	↑		
△ LEBDA (FIR BDRY) 552225N 0123743E	024°/204° 10.4	FL 660 FL 95	C			
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		
<u>N866 (RNAV 5)</u>					For continuation, see AIP Sweden	
△ INVOL (FIR BDRY) 573916N 0111317E	226°/046° 6.4	<u>FL 660</u> FL 195		↓	Between INVOL-AAL crusing level ODD only above FL 285 Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM ATS provided by Copenhagen ACC between UPGAS and TIPAN	
△ DETNA 573515N 0110409E	226°/046° 45.4	<u>FL 195</u> 3500				
△ AALBORG VOR/DME (AAL) 570613N 0095944E	235°/054° 43.5					
△ KEMEG 564315N 0085221E	234°/053° 27.0					
△ RERPA 562842N 0081115E	235°/055° 27.6					
△ EVAKI 561422N 0072852E	235°/055° 33.6	<u>FL 660</u> FL 195				
△ AMRAM 555637N 0063803E	235°/054° 54.6		↑			
△ GOLUM 552700N 0051700E	216°/036° 15.7			↓		
△ UPGAS (FIR BDRY) 551441N 0050000E	Total DIST: 253.8 NM					For continuation, see AIP UK
<u>N872 (RNAV 5)</u>						For continuation, see AIP Sweden
△ KOPIM (FIR BDRY) 560802N 0122954E	225°/045° 1.9	<u>FL 660</u> FL 95		↓	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	<u>FL 660</u> FL 195				
△ ALSIE VOR (ALS) 545419N 0095936E	226°/045° 6.4	<u>FL 195</u> 3500				
△ DEMIR (FIR BDRY) 545011N 0095110E	Total DIST: 119.3 NM					For continuation, see AIP Germany

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES**1. GLIDING/HANG-GLIDING****1.1 General**

Gliding/hang-gliding may take place from a great number of public and private aerodromes or special glider/hang-glider sites. The aerodromes and the glider/hang-glider sites are shown on the LFC - RDAF 1:500 000 Denmark and other relevant aeronautical charts.

1.2 Caution. Use of Cable Launching

Cable launching may take place at some sites up to a height of 2500 FT AGL. The cable forms an almost invisible obstacle during launch as well as when falling to the ground. After release, the cable will fall to the ground in the direction with the wind, away from the winch. Normally the cable will fall within the limit of the site, but situations may occur where the cable will fall outside the site. Collision with the cable may cause damage to an aircraft, in worst case be fatal. A safety distance of 1 NM from the position of the site will be sufficient.

Glider/hang-glider sites where cable launch may take place is listed on page ENR 5.5 - 2, Table 1 and 2.

1.3 Gliding/Hang-gliding in Airspace Class E and G.

Gliding/hang-gliding in airspace Class E and G will normally not be known by ATS. However, in case of intensive activity such as competition and the like, NOTAM will be issued if the Danish Transport Authority has been informed thereof.

1.4 Glider/Hang-glider Areas in Airspace Class C and D**1.4.1 Areas and allocation**

Areas within which gliding/hang-gliding may take place on special conditions have been established in København TMA, Roskilde TMA and Billund TMA (airspace class C), in Billund CTR, Karup TMA/CTR (airspace class D). The areas may be allocated on all days to flying clubs or to individual flights. For intensive activity the areas will be allocated to flying clubs only. Allocation of the areas will always be based on an evaluation of the actual traffic situation in the area concerned. For areas within København TMA and Roskilde TMA the actual upper limit will be determined through coordination with Roskilde Approach and based on the actual weather situation in the area concerned. Within København TMA individual flights may also be permitted to operate outside the glider areas in airspace class C.

1.4.2 Location of glider/hang-glider areas

The areas in København TMA and Roskilde TMA are shown on the ANC 1:250 000 Copenhagen Area. Detailed description of the areas are given on page ENR 5.5 - 3, Table 3.

1.4.3 Conditions for flights other than gliding/hang-gliding**a) IFR-flights**

IFR-flights will be separated from active glider/hang-glider areas. However, if an area is allocated for an individual flight, IFR-flights will be separated from such flight only and not from the whole area.

b) VFR flights

VFR-flights may obtain information as to whether a glider/hang-glider area is active from the appropriate ATS unit on the relevant TOWER or APPROACH frequency. A request for a clearance to pass an active area will normally be complied with, but VFR-flights which have been cleared to pass an active area will not receive traffic information and advice to avoid collision as prescribed for airspace Class C and D.

2. PARACHUTING

2.1 General

Parachuting may take place at many locations throughout the country. Locations, known by the Danish Transport Authority, as being frequently used are listed in table 4.

2.2 NOTAM about Parachuting

NOTAM about parachuting will be issued only in cases of a special and intensive activity and if the Danish Transport Authority has been informed thereof in advance.

Table 1. Sites for gliding

Sites approved for gliding-instruction are listed below. There is no upper limit or specified radius.

MILNOTAMS will be issued only in case of championship, training-camp etc.

Attention is drawn to the fact that gliding may take place anywhere by holders of certificate.

ICAO	PLACE	POSITION	REMARKS
EKAB	ARNBORG	560043N 0090045E	
EKBH	BOLHEDE	553757N 0084515E	
EKVE	EJSTRUPHEDE	560116N 0084128E	
	FREDERIKSSUND N	555108N 0120426E	
EKGE	GESTEN	553303N 0091105E	ACFT towing gliders turns right after TKOF RWY 10
EKGL	GØRLØSE	555308N 0121341E	
EKHM	HAMMER	555425N 0092713E	
EKHG	HERNING	561105N 0090240E	
EKKL	KALUNDBORG	554200N 0111500E	
EKKS	KONGSTED	551508N 0120346E	
EKLV	LEMVIG	563011N 0081842E	
	LINDTORP	562348N 0082631E	
EKMB	LOLLAND/FALSTER MARIBO	544158N 0112624E	
EKNM	MORSØ	564928N 0084711E	
	NØRRE FELDING	561758N 0083455E	
	RØDEKRO	550443N 0091805E	
EKCR	SILKEBORG/ CHRISTIANSHEDE	560618N 0092334E	
EKSV	SKIVE	563301N 0091023E	
EKSL	SLAGLILLE	552708N 0113841E	
EKSA	SÆBY/OTTESTRUP	572048N 0102425E	
EKSA	True Svæveflyvebane	561043N 0100435E	
EKTO	TØLLØSE	553453N 0114536E	Traffic circuits are taking place N of the site
EKVH	VESTHIMMERLAND	565049N 0092731E	
EKSP	VOJENS/SKRYDSTRUP	551332N 0091550E	
EKFS	VØJSTRUP	551452N 0101215E	

Table 2. Sites for hang gliding

ICAO	PLACE	POSITION	REMARKS
	ALSTRUP	545317N 0114443E	CABLE: MAX HGT 2500FT AMSL
	BJEDSTRUP	560412N 0095157E	CABLE: MAX HGT 2000FT AMSL
	(Det tidligere / Former) Flyvestation Værløse	554617N 0121824E	CABLE: MAX HGT 1500FT AMSL
	FASTERHOLT	560010.2N 0090534.8E	CABLE: MAX HGT 2000FT AMSL
	HEDEN	551500N 0102105E	CABLE: MAX HGT 2000FT AMSL
	RØNBJERG	565340N 0091119E	CABLE: MAX HGT 2000FT AMSL
	SKIVUM	565203N 0093606E	CABLE: MAX HGT 2000FT AMSL
	TØLLØSE	553453N 0114536E	CABLE: MAX HGT 1500FT AMSL

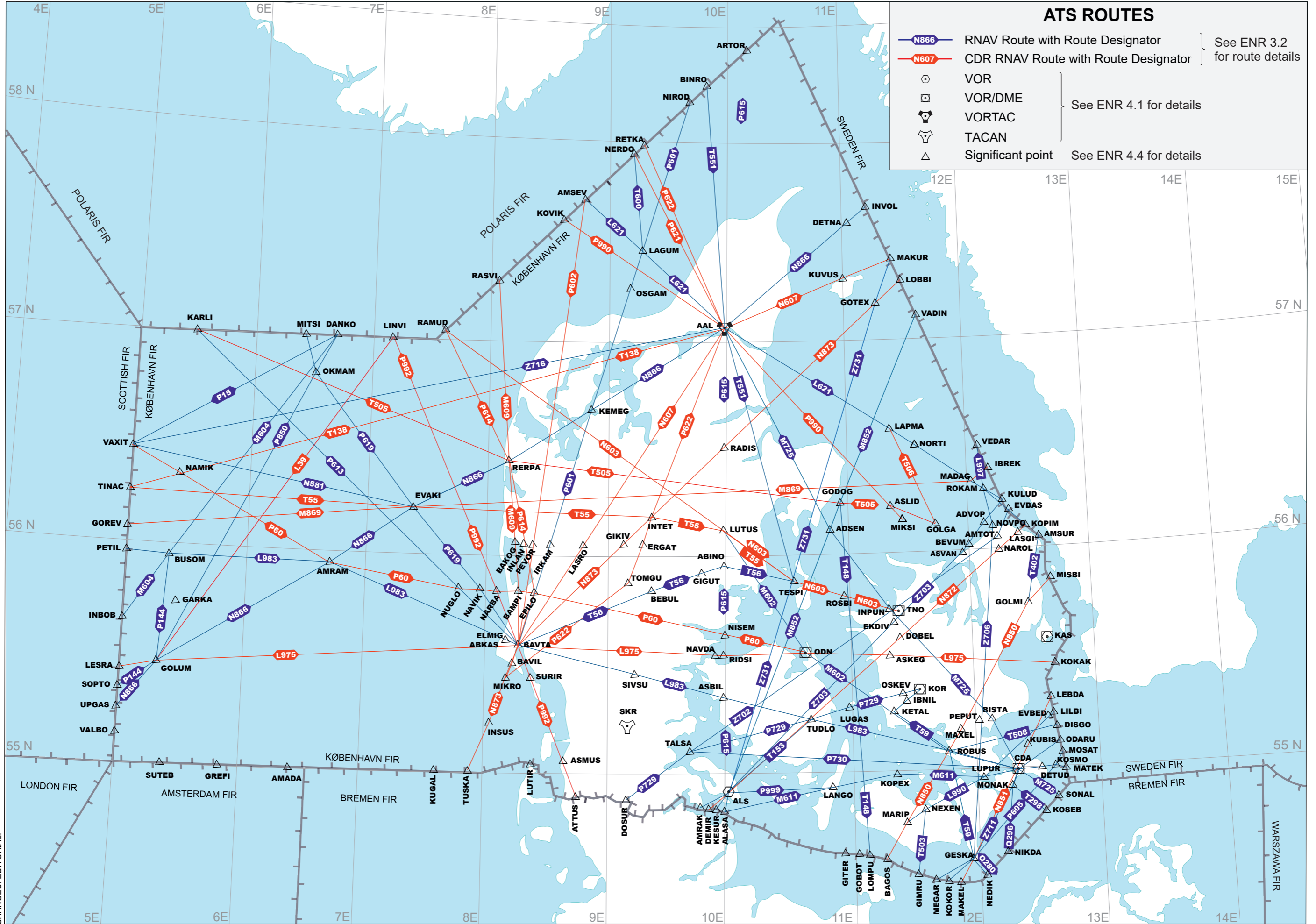
Table 3. Glider areas

Designation Lateral Limits	Vertical Limits	ATS-unit Remarks
Within Billund TMA/CTR		
G1A - AREA BRANDE 1 555800.0N 0083700.0E - 555839.0N 0085536.5E - 555400.0N 0085924.0E - 555033.1N 00847 55.4E - 555800.0N 0083700.0E.	<u>FL 70</u> FL 45	BILLUND APPROACH
G1B - AREA BRANDE 2 555839.0N 0085536.5E - 555927.8N 0092103.9E - 555451.5N 0092102.1E - 555400.0N 0085924.0E - 555839.0N 0085536.5E.	<u>FL 70</u> FL 45	BILLUND APPROACH
G1C - AREA BRANDE 3 555927.8N 0092103.9E - 555957.4N 0093801.4E 555332.8N 0092925.8E - 555451.5N 0092102.1E 555927.8N 0092103.9E.	<u>FL 70</u> FL 45	BILLUND APPROACH
G2 - AREA HORSENS 555957.4N 0093801.4E - 555257.8N 0095455.5E - 555138.7N 0094127.6E - 555332.8N 0092925.8E - 555957.4N 0093801.4E.	<u>FL 70</u> FL 45	BILLUND APPROACH
G3 - AREA HEDENSTED 555138.7N 0094127.6E - 555257.8E 0095455.5E - 553413.5N 0095455.5E - 553419.5N 0093623.3E - 553924.5N 0094229.5E - 555138.7N 0094127.6E.	<u>FL 70</u> FL 45	BILLUND APPROACH
G4A - AREA KOLDING 553346.8N 0091734.1E - 553417.5N 0093510.7E - 552907.3N 0093506.9E - 552820.0N 0091731.6E - 553346.8N 0091734.1E	<u>FL 70</u> FL 45	BILLUND APPROACH

<p>G4B - AREA LILLEBÆLT 553417.5N 0093510.7E - 553419.5N 0093623.3E - 553413.5N 0095455.5E - 552957.7N 0095455.5E - 552907.3N 0093506.9E - 553417.5N 0093510.7E.</p>	<p><u>FL 70</u> FL 45</p>	<p>BILLUND APPROACH</p>
<p>G5 - AREA GESTEN 553306.5N 0085624.5E - 553346.8N 0091734.1E - 552820.0N 0091731.6E - 552722.0N 0085712.0E - 553238.7N 0085715.4E - 553306.5N 0085624.5E.</p>	<p><u>FL 70</u> FL 45</p>	<p>BILLUND APPROACH</p>
<p>G6 - BRAMMING 553439.6N 0082158.1E - 553627.7N 0082725.3E - 553727.7N 0083455.3E - 553548.7N 0085126.4E - 553238.7N 0085715.4E - 552722.0N 0085712.0E - 552630.0N 0083955.1E - 553439.6N 0082158.1E.</p>	<p><u>FL 70</u> FL 45</p>	<p>BILLUND APPROACH</p>
<p>G7 - AREA OUTRUP 554927.1N 0081746.4E - 555033.1N 0084755.4E - 554650.1N 0083539.1E - 553717.1N 0083643.0E - 553727.7N 0083455.3E - 553627.7N 0082725.3E - 553439.6N 0082158.1E - 553544.8N 0081933.6E - 554927.1N 0081746.4E.</p>	<p><u>FL 70</u> FL 45</p>	<p>BILLUND APPROACH</p>
<p>G9 - AREA TRAGT NORD 555400.0N 0085924.0E - 555451.5N 0092102.1E - 555332.8N 0092925.8E - 555012.7N 0091850.9E - 554949.1N 0090602.5E - 555400.0N 0085924.0E.</p>	<p><u>FL 60</u> 2500 FT MSL</p>	<p>BILLUND APPROACH</p>
<p>G10 - AREA TRAGT SYD 553846.4N 0090436.8E - 553904.4N 0091411.3E - 553346.8N 0091734.1E - 553316.0N 0090113.8E - 553846.4N 0090436.8E.</p>	<p><u>FL 60</u> 2500 FT MSL</p>	<p>BILLUND APPROACH</p>
<p>G11 - AREA VORBASSE 553819.9N 0085110.4E - 553846.4N 0090436.8E - 553316.0N 0090113.8E - 553306.5N 0085624.5E - 553548.7N 0085126.4E - 553819.9N 0085110.4E.</p>	<p><u>FL 50</u> 2500 FT MSL</p>	<p>BILLUND APPROACH</p>
<p>G12 - AREA BOLHEDE 554000.0N 0084100.0E - 554016.6N 0084901.4E - 553816.0N 0084914.3E - 553819.9N 0085110.4E - 553548.7N 0085126.4E - 553651.6N 0084059.6E - 554000.0N 0084100.0E.</p>	<p><u>FL 70</u> 2500 FT MSL/GND</p>	<p>BILLUND APPROACH</p>
<p>G13 - AREA BOLHEDE VEST 554000.0N 0084100.0E - 553651.6N 0084059.6E - 553717.1N 0083643.0E - 553950.3N 0083625.9E - 554000.0N 0084100.0E.</p>	<p><u>FL 70</u> 2500 FT MSL</p>	<p>BILLUND APPROACH</p>

ATS ROUTES

- N866 RNAV Route with Route Designator
 - N607 CDR RNAV Route with Route Designator
 - VOR
 - ◻ VOR/DME
 - ◻ VORTAC
 - ◻ TACAN
 - △ Significant point
- } See ENR 3.2 for route details
- } See ENR 4.1 for details
- } See ENR 4.4 for details



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VFR approach Fighter aircraft:

IP East (RWY 27): 5 NM E, 0.5 NM South of Centerline
IP West (RWY 09): 4NM W, 1.0 NM South of Centerline

For RWY 27: Right hand pattern
For RWY 09: Left hand pattern

VFR approach altitude:
1500 FT indicated (QNH)

VFR approach speed: 320 - 340 KIAS.

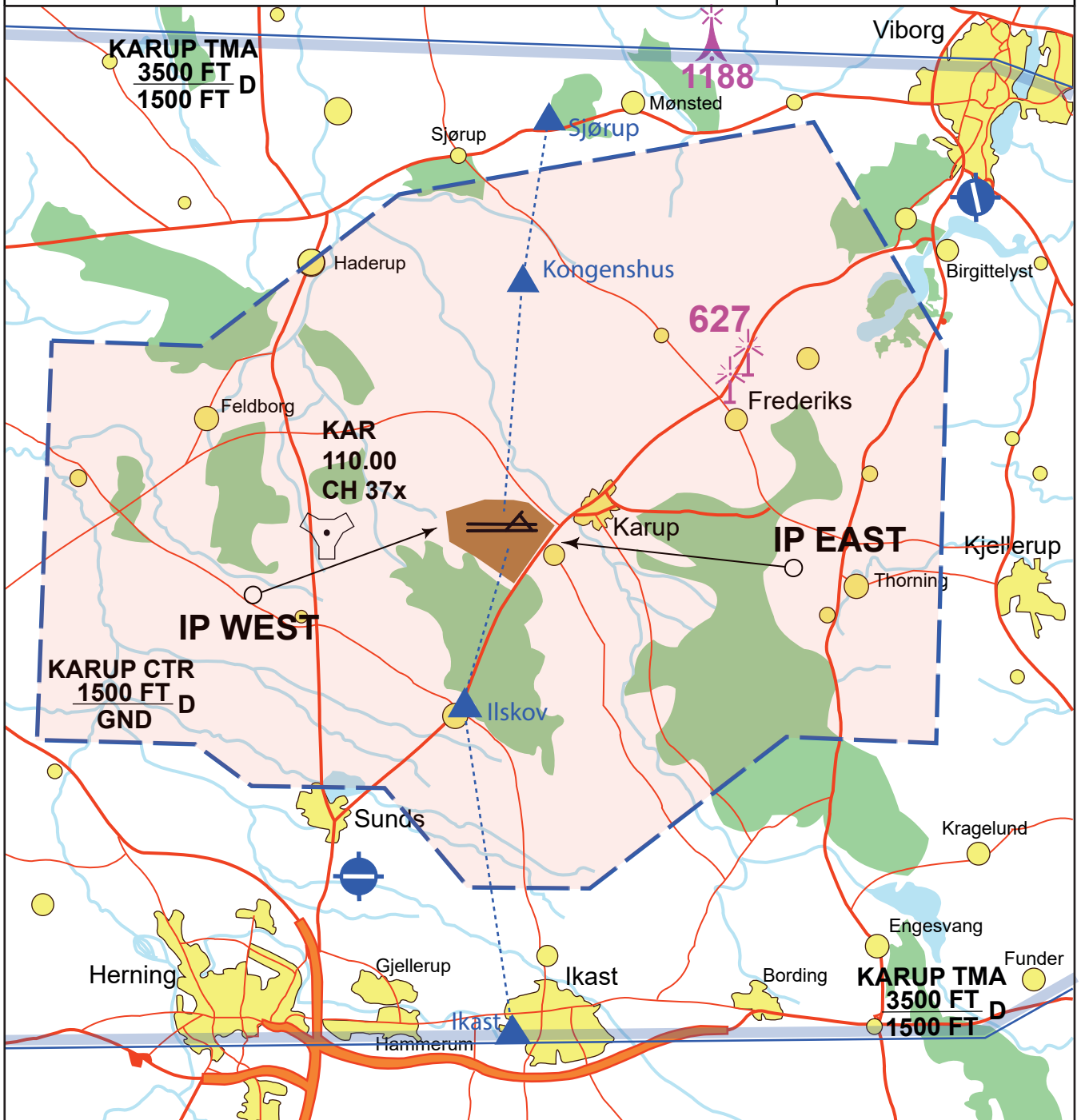
VFR approach light aircraft and helicopters:

ATC clearance for VFR traffic will normally be issued via the routes indicated.

Arriving VFR traffic may be requested to hold at one of the holding patterns indicated.

Altitude as instructed by ATC.

▲ Reporting point for arriving VFR traffic.
 - - - - - VFR route.



CHANGES: EDITORIAL

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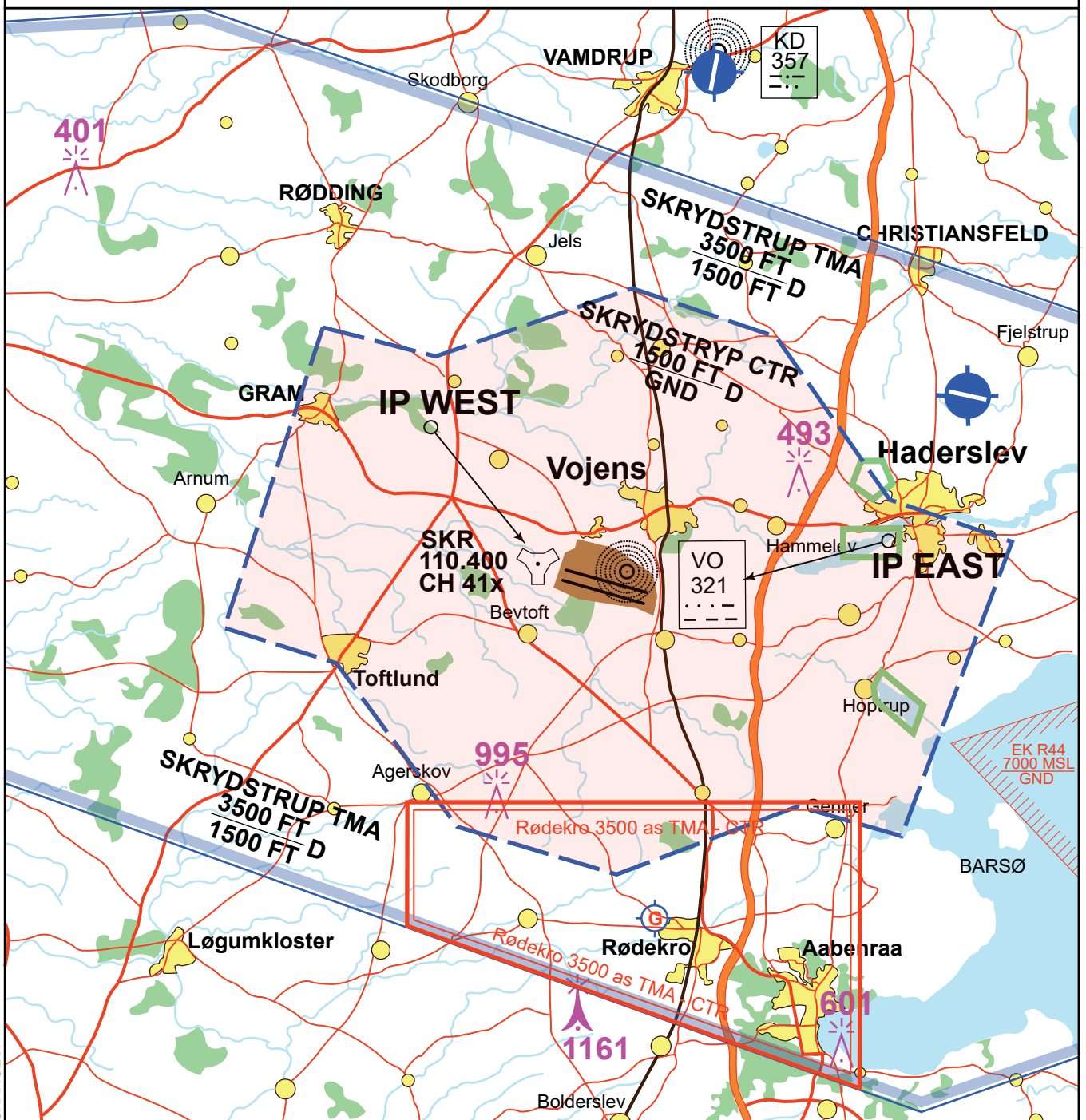
NOTE 1: Area with sensitive fauna is located at IP EAST, Slivsøen and Ejsbøl (ref EKSP AD 2.1-9)
Overflying at heights below 1000 FT shall be avoided.

NOTE 2: Jet fighter aircraft:
From IP WEST RWY 10:
Right pitch at breaking point followed by right hand pattern.

NOTE 3: Gliding may take place within glider area Røde Kro without radio communication in the CTR.
Activity will be announced by Skrydstrup ATC

PSN IP EAST: SKR R-088/6.9 DME (INS 5513.8N 00925.0E)

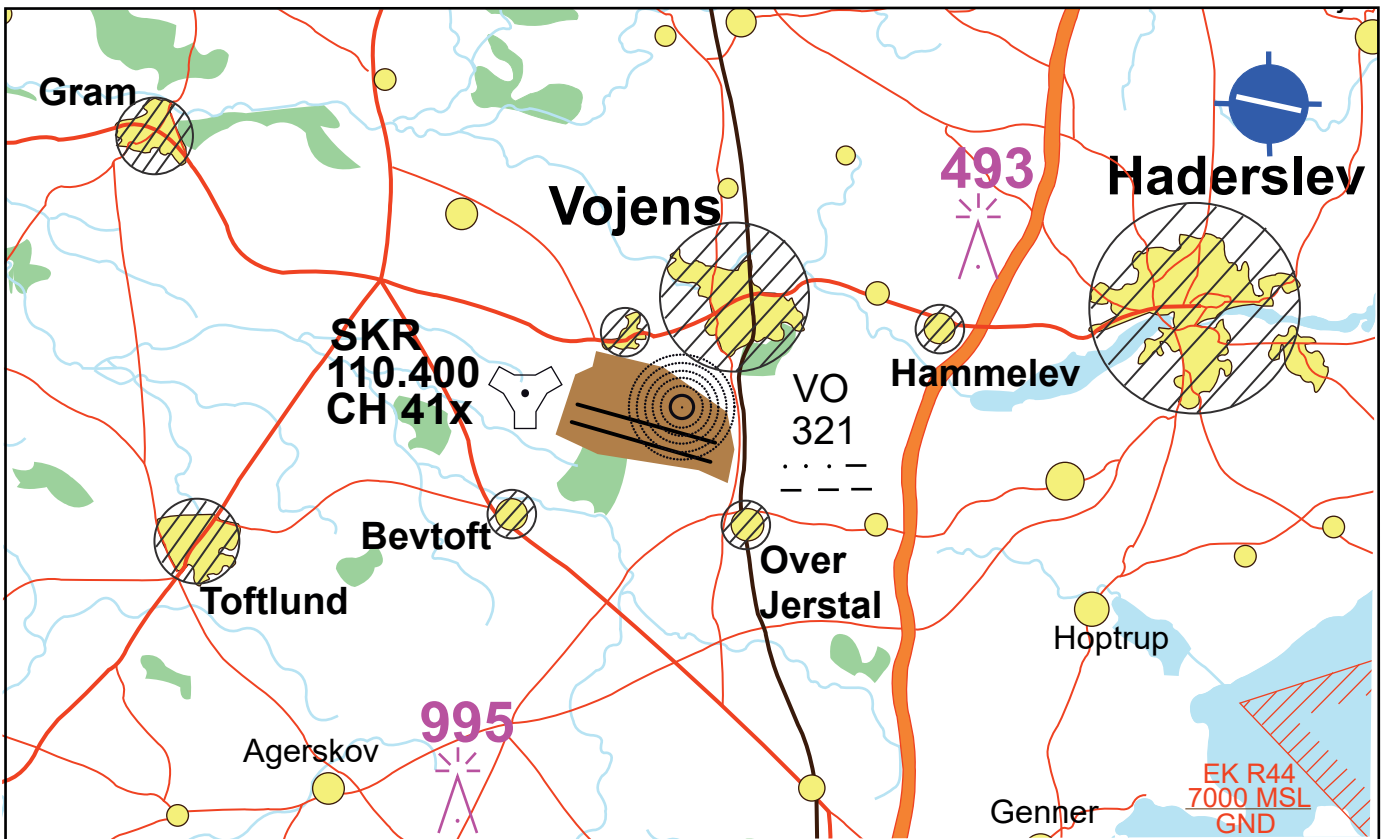
PSN IP WEST: SKR R-315/4.3 DME (INS 5516.9N 00907.8E)



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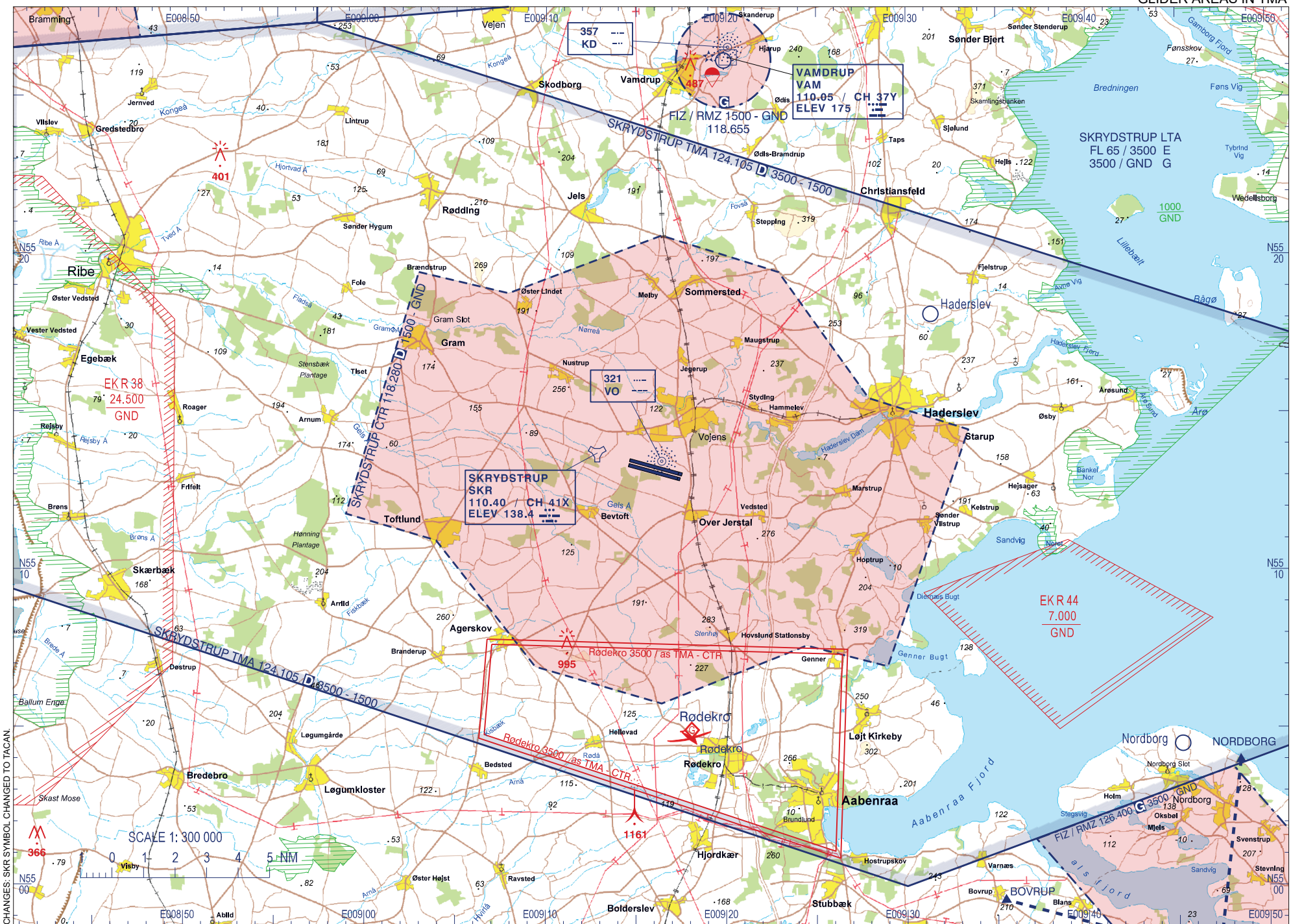
Noise Abatement Chart



The hatched areas on the map shall be avoided during departure and arrival.

If transitioning CTR/TMA overflying the hatched areas must not take place below 3.000 ft msl.

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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, except PAPI. 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
26R	263.3°T 259.3°M				TDZ 8.00
08R	083.3°T 079.3°M	8369 x 75 ft or 2551 x 23 M	PCN 52 F/D/X/U Asphalt	570547.43N 0095236.63E	THR 10.00
26L	263.3°M 259.3°M				TDZ 10.00
					THR 7.00
					-
					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	

ATC clearance for VFR traffic will normally be issued via the routes indicated.

Arriving VFR traffic may be requested to hold at one of the holding patterns indicated.

▲ Reporting point for arriving VFR traffic.

⋯ VFR route.

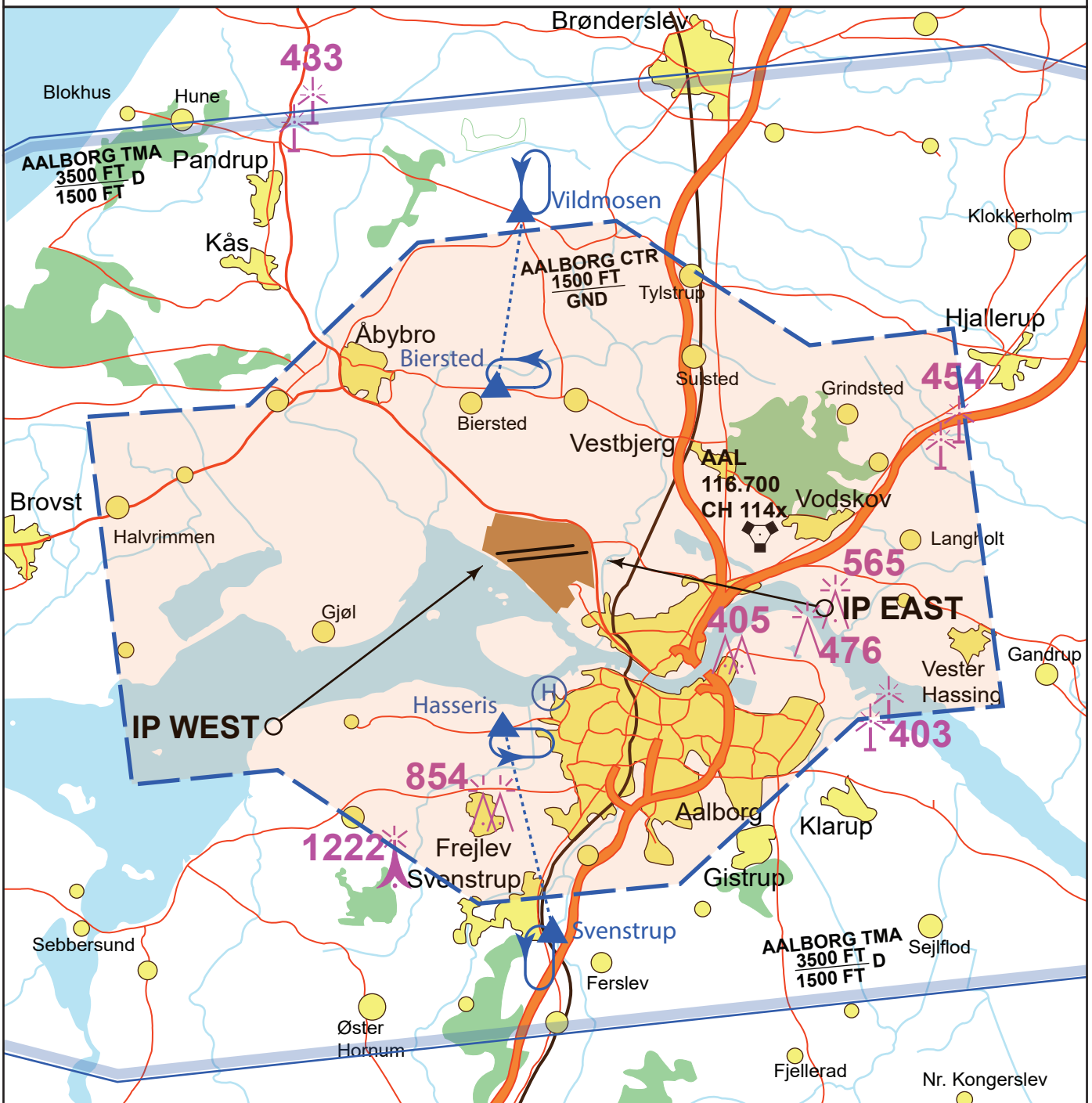
IP East (RWY 26):

57 04.2N 010 02.3E / AAL R-143 2.5 NM
Right hand break only to RWY 26R and 26L

IP West (RWY 08)

57 01.7N 009 40.4E / AAL R-246 11.4 NM.
Left hand break only to RWY 08L and 08R

Note: Rejoin procedures to IP is a turn to the south to re-enter the traffic pattern via IP.
Avoid overflying areas described on Noise abatement chart (EKYT NAC).



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