



## AIR COMMAND DENMARK - MIL AIM

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# MIL AIP DENMARK

**AIRAC Cycle: 2410**  
**Eff. 03 OCT 2024**  
**Amendment No. 264**

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### This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
GEN 0.5	Change KALUNDBORG FREQ from 122.500 to 122.710 MHz. Change label AALBORG ELEV from 10 to 8.
AD 0.1	Sub-section 20. title changed to 20. Local aerodrome regulations.
EKKA	
AD 2	Chart list updated. HI-TACAN changed to HPMA TACAN procedure.
EKSP	
AD 2	Chart list updated. HI-TACAN changed to HPMA TACAN procedure. COPTER ILS procedure added.
EKYT	
AD 2	AD, TDZ and THR elevation. Height reference added. DME INFO updated. Sub-section 20. title changed to 20. Local aerodrome regulations. Chart list updated. All approach procedures RWY 08L and 26R changed. Waypoints OKPOT and VABUT withdrawn. Waypoints UPZIW and EWTIQ added. COPTER ILS procedure added. Editorial.
VAC	AD elev.

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AD 2.1-9/	18 APR 2024
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HPMA TACAN 09R	03 OCT 2024

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**EKSP**

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 WP LIST RWY 08L 03 OCT 2024  
 ILS or LOC 26R 03 OCT 2024

COPTER ILS or LOC 26R 03 OCT 2024  
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**CHARTS**

LFC 1:500.000 Ed. 47	21 MAR 2024
LFCW 1:500.000 Ed. 4	22 MAR 2024
ANC 1:250.000 CPH AREA	18 APR 2024

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**GEN 0.5 List of Hand Amendments to the AIP**

<b>1. Text Page Amendments</b>		

<b>2. Corrections to Charts,</b>		
<b>Affected Chart</b>	<b>Location</b>	<b>AMD No.</b>
CAC Ed.43	Change Copenhagen Information FREQs from 129.480 to 129.475.	AMD 259
LFC Ed. 47 LFCW Ed. 4	Change HERNING FREQ from 121.000 to 121.005.	AMD 263
LFC Ed. 47 CAC Ed. 43	Add symbol for "Obstacle with flare stack" Stenlille, ELEV 218 FT MSL. PSN: 55 32 58N 011 37 25E.	AMD 263
LFC Ed. 47 LFCW Ed. 4	Add symbol for "Wind turbines - group in line. Lighted". Vesterhav Nord, 21 wind turbines, ELEV 663 FT MSL. PSN: 56 39 24N 008 01 29E, 56 39 01N 008 01 30E, 56 38 38N 008 01 30E, 56 38 15N 008 01 30E, 56 37 52N 008 01 31E, 56 37 29N 008 01 31E, 56 37 06N 008 01 31E, 56 36 43N 008 01 31E, 56 36 20N 008 01 32E, 56 35 57N 008 01 32E, 56 35 34N 008 01 32E, 56 35 11N 008 01 33E, 56 34 48N 008 01 33E, 56 34 25N 008 01 33E, 56 34 02N 008 01 34E, 56 33 40N 008 01 34E, 56 33 16N 008 01 34E, 56 32 53N 008 01 34E, 56 32 30N 008 01 35E, 56 32 07N 008 01 35E, 56 31 44N 008 01 35E.	AMD 263
LFC Ed. 47 LFCW Ed. 4	Add ELEV 388 FT MSL and symbol for "Obstacles, group" for Masts designation Høvsøre.	AMD 263
LFC Ed. 47 LFCW Ed. 4	Change STAUNING FREQ from 121.400 to 121.405 MHz.	AMD 263
LFC Ed. 47 LFCW Ed. 4	Change SYLT TMA upper limit from 3500 FT MSL to FL 55.	AMD 263
LFC Ed. 47	Change KALUNDBORG FREQ from 122.500 to 122.710 MHz.	AMD 264
LFC Ed. 47 LFCW Ed. 4	Change label AALBORG ELEV from 10 to 8.	AMD 264

**PART 3 - AERODROMES****AD 0**

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AD 0.3	<b>Record of MIL AIP SUP</b>	See GEN 0
AD 0.4	<b>Checklist of MIL AIP pages</b>	See GEN 0
AD 0.5	<b>List of handamendments</b>	See GEN 0

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**AD 2 Aerodromes**

AD 2.0	Chart symbols, visual approach and Aerodrome charts	AD 2.0-1
	Chart symbols, Aerodromes with apron boundaries	AD 2.0-3
	Chart symbols, Approach plates	AD 2.0-4

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Skrydstrup air base EKSP	EKSP AD 2.1-1
Aalborg air base EKYT	EKYT AD 2.1-1

For each aerodrome the following details are included:

- AD 2 item 1 Aerodrome location indicator and name
- AD 2 item 2 Aerodrome geographical and administrative data
- AD 2 item 3 Operational hours
- AD 2 item 4 Handling services and facilities
- AD 2 item 5 Passenger facilities
- AD 2 item 6 Rescue and firefighting services
- AD 2 item 7 Seasonal availability - clearing
- AD 2 item 8 Aprons, taxiways and check locations data
- AD 2 item 9 Surface movement guidance and control system and markings
- AD 2 item 10 Aerodrome obstacles
- AD 2 item 11 Meteorological information provided
- AD 2 item 12 Runway physical characteristics
- AD 2 item 13 Declared distances
- AD 2 item 14 Approach and runway lighting
- AD 2 item 15 Other lighting, secondary power supply
- AD 2 item 16 Helicopter landing areas
- AD 2 item 17 ATS airspace
- AD 2 item 18 ATS communication
- AD 2 item 19 Radio navigation and landing aids

- | AD 2 item 20 Local aerodrome regulations
- AD 2 item 21 Noise abatement procedures
- AD 2 item 22 Flight procedures
- AD 2 item 23 Additional information
- AD 2 item 24 Charts related to an aerodrome

**AD 3 Greenland**

Mestersvig BGMV  
Station Nord BGNO

BGMV AD 3.1-1  
BGNO AD 3.1-1

#### 1.4 Precision Approach. Category II Operations

The operations are subject to the following procedures and conditions:

##### a. ATC procedures.

The minimum distance between an aircraft on final approach carrying out Category II ILS approach and any other preceding aircraft will not be less than 10 NM. The separation must be established at the latest when preceding aircraft passes THR.

Departing aircraft must have commenced take-off run before arriving aircraft has left 2000 FT on final approach.

Taxiing aircraft can expect to be instructed to hold at CATII holding positions E or S for RWY 27L.

##### b. Pilot procedures.

Pilots who intend to carry out a Category II ILS approach are to use the following phrase: "Request Category II ILS approach runway 27 Left".

#### 2. IFR Departure

##### 2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

##### 2.2 Omnidirectional departure

Climb straight ahead to at least 850 FT MSL before turn is commenced. If departing from 09R/L, see para. 21 (Noise abatement procedures).

#### 3. Reduced Visibility Operations

##### 3.1 ATC will apply special safeguards and procedures for movement on the maneuvering area during conditions of reduced visibility.

##### 3.2 Criteria for activation of Reduced Visibility Operation Procedures

ATC will activate Reduced Visibility Operation Procedures if the reported visibility is 3000m or less or if parts of the maneuvering area are not visually observable from the tower cabin. Activation will not be reported to aircraft.

##### 3.3 The following procedures will apply during conditions of reduced visibility

ATC will limit movement of vehicles and aircraft to only one on each taxiway segment and/or RWY unless:

- ATC can visually observe involved aircraft/vehicles.
- Per request from ATC, that the trailing aircraft/vehicle reports that it has the preceding aircraft in sight, until such time that they have passed each other and/or are no longer present on the same runway/taxiway segment. Pilots shall report if visual contact is inadvertently lost.
- Pilots will be instructed to report clear of runways or the maneuvering area.

#### 4 Low Visibility Operations (LVO)

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

##### 4.2 Criteria for activation of LVO procedures

Low Visibility Operation Procedures are activated by ATC and will normally be introduced at RVR less than 800 M and/or a cloud base of 300 ft, however no later than an RVR of 550 M or less and/or a cloud base of less than 200 FT.

##### 4.3 Pilots will be informed when Low Visibility Operation Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Operation Procedures are cancelled.

- 4.4 The following procedures will apply during Low Visibility Operation Procedures:
- a. ATC Procedures  
When RVR is below 550m ATC will allow only one aircraft on the maneuvering area. If marshalling is required the aircraft will be instructed to hold position until such time that the marshaller has either arrived at the aircraft or left the maneuvering area.
  - b. Pilot Procedures  
Pilots shall on their own initiative report "runway vacated and established on...." when the entire aircraft has left the runway and is clear of the holding position for that runway.
5. Reduced Runway Separation
- 5.1 ATC may apply reduced runway separation involving only military VFR-flights on all runways.
  - 5.2 Traffic information will be given to succeeding aircraft.
  - 5.3 Phraseology for aircraft other than fighter jets and transport aircraft will be "LAND AFTER PRECEDING LANDING".
  - 5.5 Reduced runway separation will not be used between departing and preceding landed aircraft.
6. VFR Flights
- 6.1 VFR reporting points, VFR holdings and VFR routes are established, see LFC 1:500000.

## 23. ADDITIONAL INFORMATION

NIL

## 24. CHARTS RELATED TO EKKA

Aerodrome Chart  
Aerodrome Obstacle Chart 09R  
Precision Approach Terrain Chart 27L  
Visual Approach Chart  
Glider areas in TMA

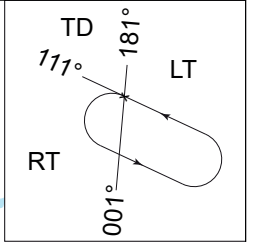
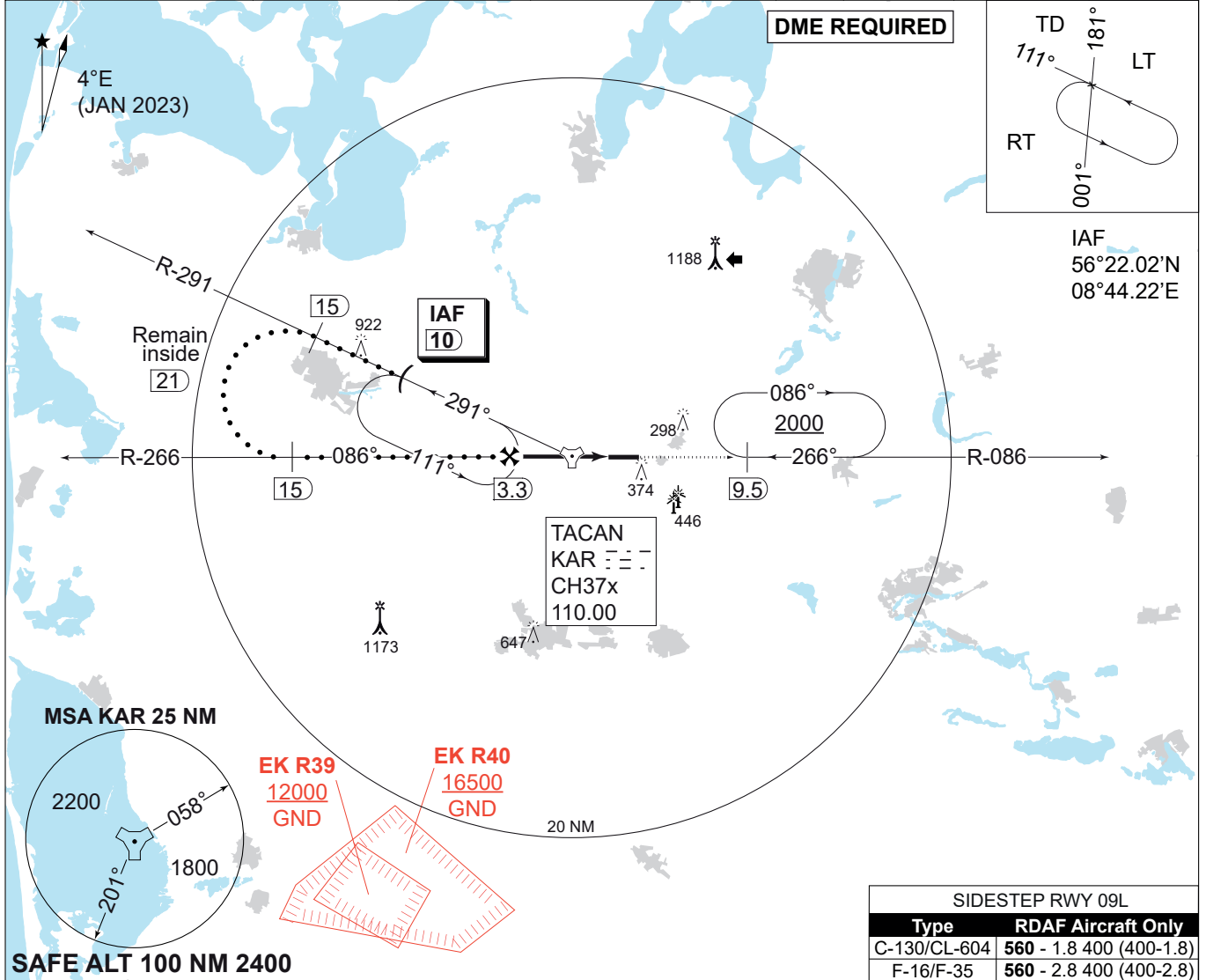
ILS or LOC RWY 09R  
COPTER ILS or LOC 09R  
COPTER TACAN RWY 09R  
HPMA TACAN RWY 09R  
RNP RWY 09R  
ILS or LOC RWY 27L  
COPTER ILS or LOC 27L  
COPTER TACAN RWY 27L  
HPMA TACAN RWY 27L  
RNP RWY 27L

**MIPS INSTRUMENT APPROACH CHART**

**HPMA TACAN RWY 09R  
KARUP AIR BASE (EKKA)**

AD ELEV 171

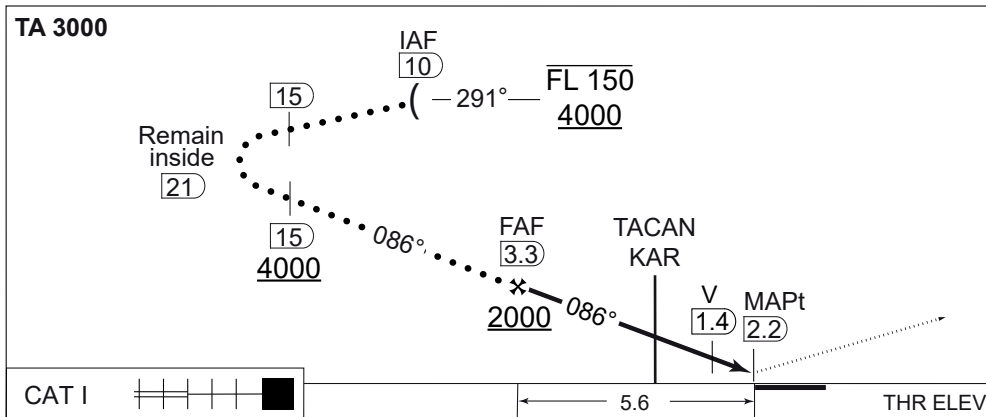
COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
TACAN KAR 110.00/CH 37x	APP COURSE 086°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 490	THR ELEV 154	ALS LENGTH 900 M	LDA 9607 FT



IAF  
56°22.02'N  
08°44.22'E

SIDESTEP RWY 09L	
Type	RDAF Aircraft Only
C-130/CL-604	560 - 1.8 400 (400-1.8)
F-16/F-35	560 - 2.8 400 (400-2.8)

CDFA: 3.0° / 5.24%					
DME KAR	3	2	1	0	1
DIST THR	5.3	4.3	3.3	2.3	1.3
ALT	1900	1580	1260	940	620



**MISSED APPROACH**  
Climb on KAR R-086.  
Hold at 9.5 DME at 2000 ft.

CATEGORY	HPMA
S-TACAN 09R	490 - 800 336 (400-0.8/1.5)
CIRCLING	750 - 3.2 579 (600-3.2)

**HPMA TACAN RWY 09R** 56°17.85'N 009°07.48'E **KARUP AIR BASE (EKKA)**

CHANGES: PROCEDURE CHANGED FROM TERPS TO HPMA CRITERIA

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

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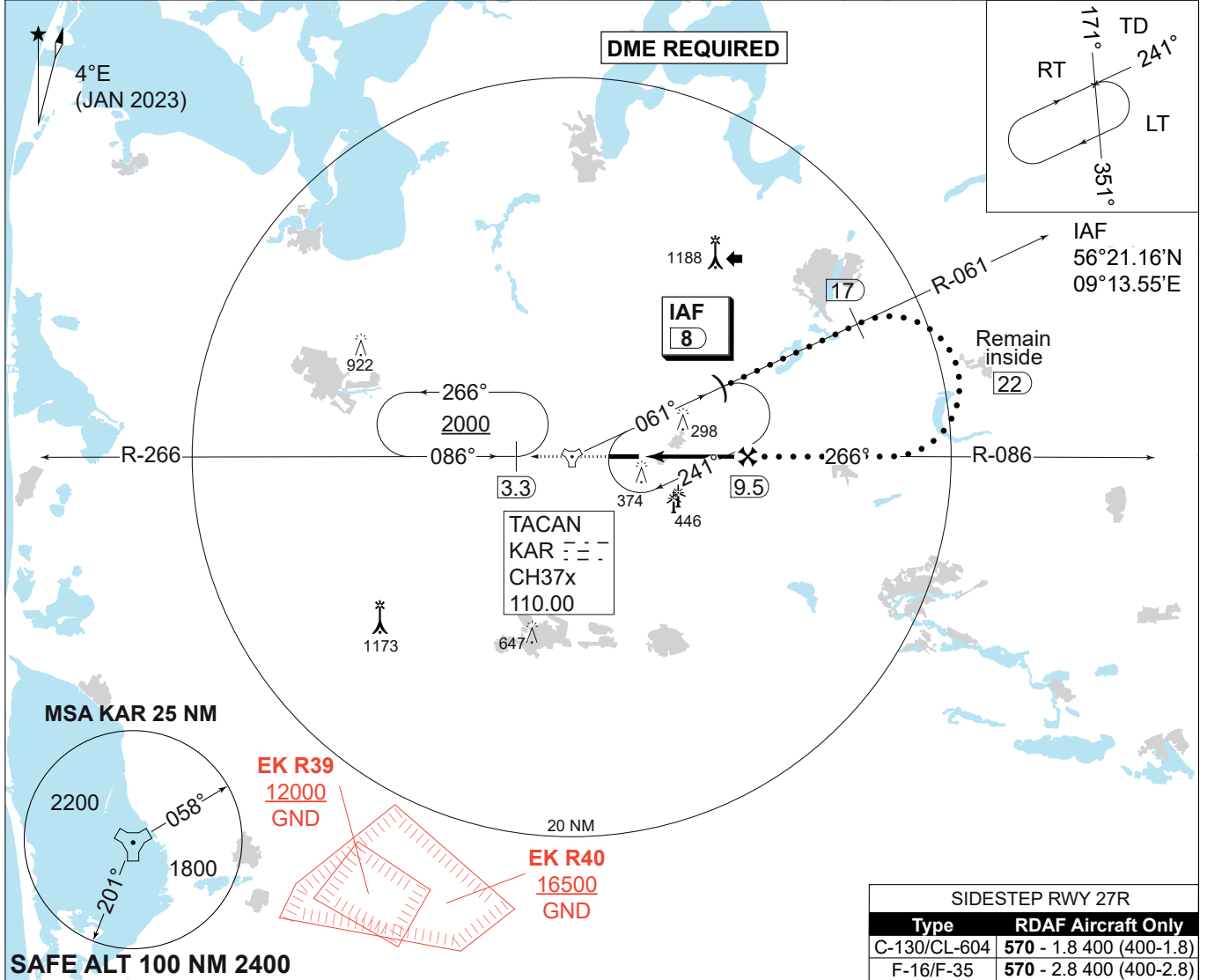


**MIPS**  
**INSTRUMENT APPROACH CHART**

**HPMA TACAN RWY 27L**  
**KARUP AIR BASE (EKKA)**

AD ELEV 171

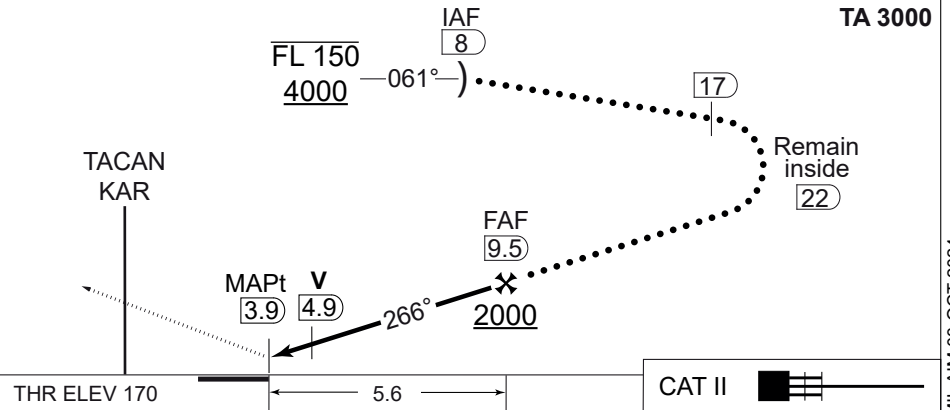
COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
TACAN KAR 110.00/CH 37x	APP COURSE 266°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA <b>550</b>	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT



**CDFA: 3.0° / 5.24%**

DME KAR	5	6	7	8	9
DIST THR	1.1	2.1	3.1	4.1	5.1
ALT	580	900	1220	1540	1850

**MISSED APPROACH**  
Climb on R-086 to KAR.  
After KAR continue on R-266.  
Hold at 3.3 DME at 2000 ft.



CHANGES: PROCEDURE CHANGED FROM TERPS TO HPMA CRITERIA

CATEGORY	HPMA
S-TACAN 27L	<b>550</b> - 1000 379 (400-1.0/1.7)
CIRCLING	<b>750</b> - 3.2 579 (600-3.2)

**HPMA TACAN RWY 27L** 56°17.85'N  
009°07.48'E **KARUP AIR BASE (EKKA)**

AIR COMMAND DENMARK - MIL-AIM 03 OCT 2024

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**24. CHARTS RELATED TO EKSP**

Aerodrome Chart  
Aerodrome Obstacle Chart – ICAO - Type A 10L  
Aerodrome Obstacle Chart – ICAO - Type A 28R  
Noise Abatement Chart  
Visual Approach Chart  
Glider areas in TMA  
Aircraft Parking / Docking Chart (Military Apron)

ILS or LOC RWY 10L  
ILS or LOC Z RWY 10L  
COPTER ILS or LOC RWY 10L  
HPMA TACAN RWY 10L  
TACAN RWY 10L  
RNP RWY 10L  
ILS or LOC RWY 28R  
ILS or LOC Z RWY 28R  
COPTER ILS or LOC RWY 28R  
HPMA TACAN RWY 28R  
TACAN RWY 28R  
RNP RWY 28R

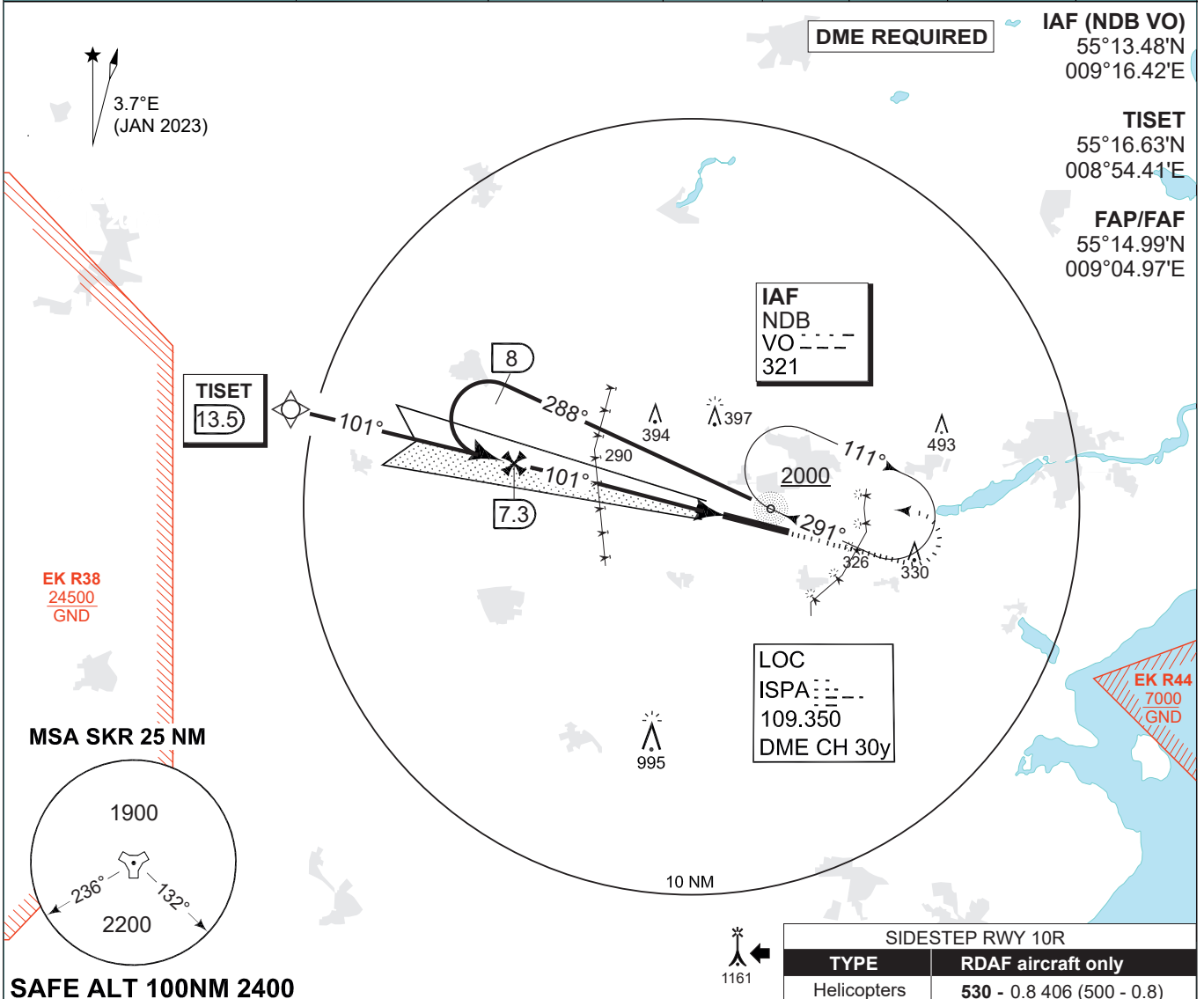
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**MIPS INSTRUMENT APPROACH CHART**

**COPTER ILS or LOC RWY 10L  
SKRYDSTRUP (EKSP)**

AD ELEV 141

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 315.100 124.105		SKRYDSTRUP TOWER 286.375 118.280		
LOC-DME ISPA 109.35/CH 30y	APP COURSE 101°	FAP/FAF ALT 2000 FT	GS 3.00°	DA <b>326</b>	THR 126	ALS length 900 M	LDA 9863 FT



**IAF (NDB VO)**  
55°13.48'N  
009°16.42'E

**TISET**  
55°16.63'N  
008°54.41'E

**FAP/FAF**  
55°14.99'N  
009°04.97'E

**DME REQUIRED**

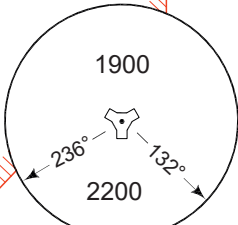
**IAF**  
NDB  
VO ---  
321

**LOC**  
ISPA ---  
109.350  
DME CH 30y

**EK R38**  
24500  
GND

**EK R44**  
7000  
GND

**MSA SKR 25 NM**

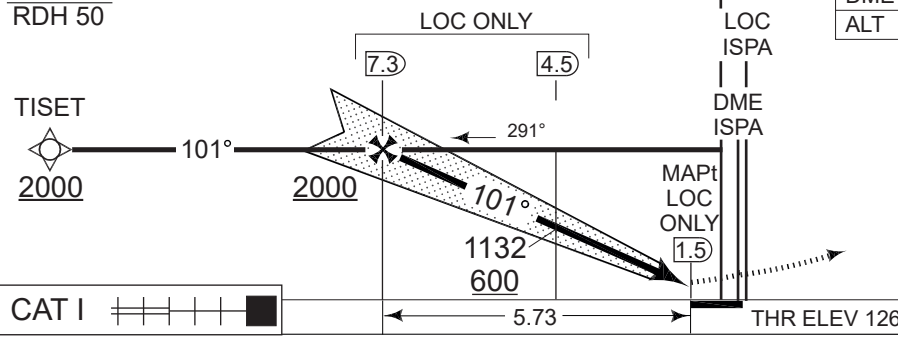


**SAFE ALT 100NM 2400**

SIDESTEP RWY 10R	
TYPE	RDAF aircraft only
Helicopters	530 - 0.8 406 (500 - 0.8)

**TA 3000**  
GS 3.00°  
RDH 50

LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	5	4	3	2	1
DME ISPA (NM)	6.5	5.5	4.5	3.5	2.5
ALT	1770	1450	1130	820	500



**MISSED APPROACH**  
Climb on HDG 101° to 2000 FT.  
Then turn left to join NDB VO holding.

CAT I | 5.73 | THR ELEV 126

CATEGORY	H
<b>MIPS</b> H-ILS CAT I 10L	<b>326</b> -400 200 (200-0.4/0.8)
H-LOC 10L	<b>410</b> -400 284 (300-0.4/0.8)

**COPTER ILS or LOC RWY 10L**

55°13.53'N  
009°15.84'E

**SKRYDSTRUP (EKSP)**

CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

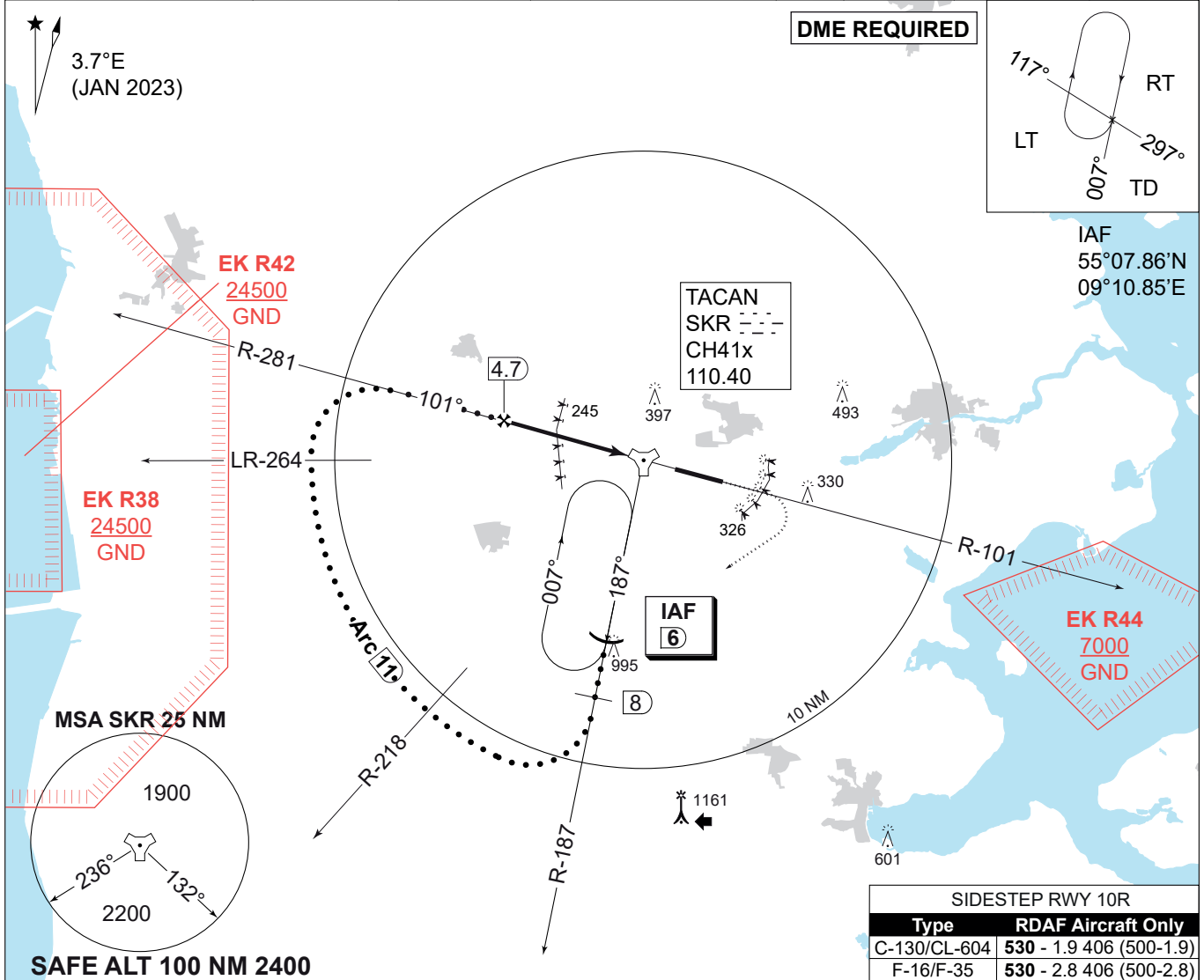
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**MIPS**  
**INSTRUMENT APPROACH CHART**

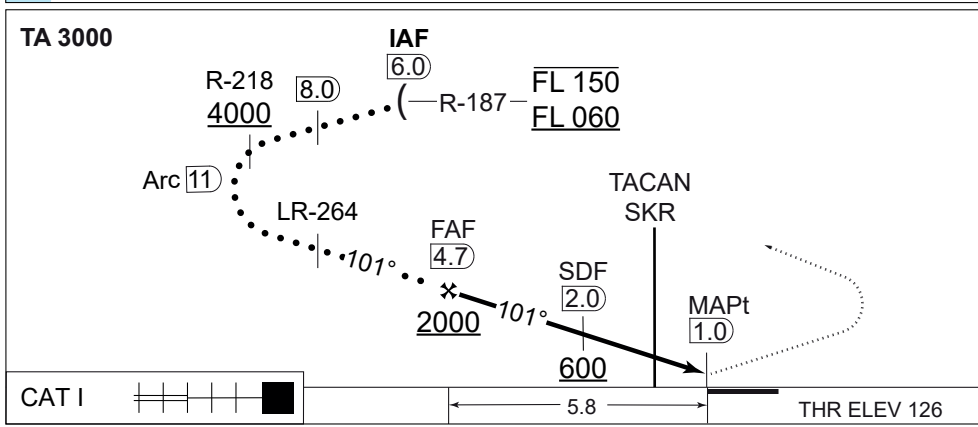
**HPMA TACAN RWY 10L**  
**SKRYDSTRUP (EKSP)**

AD ELEV 141

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 315.100 124.105		SKRYDSTRUP TOWER 286.375 118.280		
TACAN SKR110.40/CH 41x	APP COURSE 101°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA <b>460</b>	THR ELEV 126	ALS LENGTH 900 M	LDA 9863 FT



SIDESTEP RWY 10R	
Type	RDAF Aircraft Only
C-130/CL-604	530 - 1.9 406 (500-1.9)
F-16/F-35	530 - 2.8 406 (500-2.8)



CDFA: 3.00° / 5.24%					
DME SKR	4	3	2	1	0
DIST THR	5.1	4.1	3.1	2.1	1.1
ALT	1790	1470	1150	830	520

**MISSED APPROACH**  
Climb on SKR R-101 to FL 60. When passing 2000 ft turn right inbound IAF (SKR R-187 DME 6)

CATEGORY	HPMA
S-TACAN 10L	<b>460</b> - 800 334 (400-0.8/1.5)
CIRCLING	<b>700</b> - 3.2 559 (600-3.2)

**HPMA TACAN RWY 10L** 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**

CHANGES: PROCEDURE CHANGED TO HPMA CRITERIA.

AIR COMMAND DENMARK - MIL-AIM 03 OCT 2024

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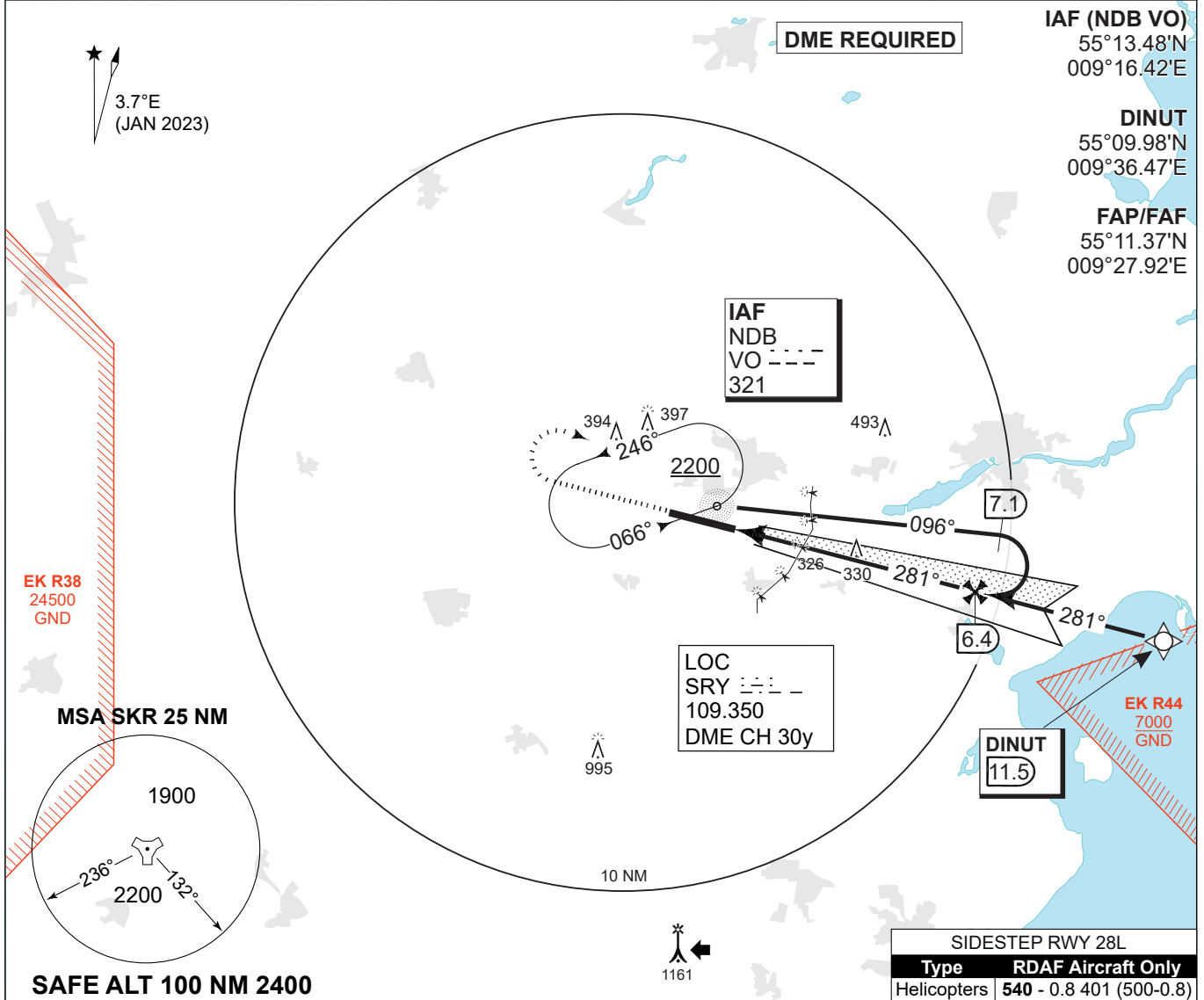


**MIPS INSTRUMENT APPROACH CHART**

**COPTER ILS or LOC RWY 28R SKRYDSTRUP (EKSP)**

AD ELEV 141

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 315.100 124.105		SKRYDSTRUP TOWER 286.375 118.280		
LOC / DME SRY 109.35/CH 30y	APP COURSE 281°	GS INTCP ALT 2200 FT	GS 3.0°	DA 341	THR ELEV 141	ALS LENGTH 900 M	LDA 9863 FT



**IAF (NDB VO)**  
55°13.48'N  
009°16.42'E

**DINUT**  
55°09.98'N  
009°36.47'E

**FAP/FAF**  
55°11.37'N  
009°27.92'E

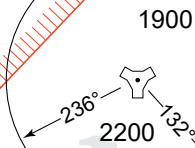
**IAF NDB VO**  
---  
321

**LOC SRY**  
109.350  
DME CH 30y

**DINUT**  
11.5

**EK R38**  
24500  
GND

**MSA SKR 25 NM**



**SAFE ALT 100 NM 2400**

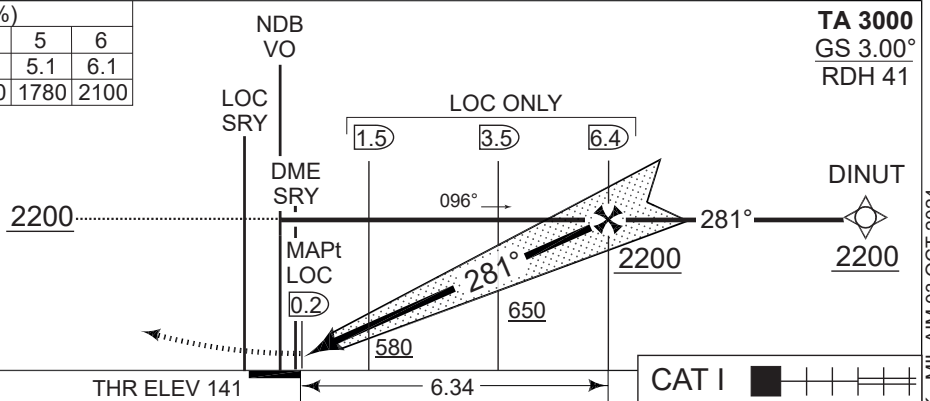
SIDESTEP RWY 28L	
Type	<b>RDAC Aircraft Only</b>
Helicopters	540 - 0.8 401 (500-0.8)

LOC ONLY (CDFA 3.0° / 5.24%)						
DIST TO THR (NM)	1	2	3	4	5	6
DME SRY (NM)	1.1	2.1	3.1	4.1	5.1	6.1
ALT	500	820	1140	1460	1780	2100

**TA 3000**  
GS 3.00°  
RDH 41

**MISSED APPROACH**

Climb on RWY HDG to 2200 FT. Turn right to join holding at NDB VO.



CHANGES: NEW PROCEDURE.

CATEGORY	H	
<b>MIPS</b> H-ILS/DME 28R	<b>341</b>	-400 200 (200-0.4/0.8)
H-LOC/DME 28R	<b>470</b>	-400 329 (400-0.4/0.8)

**COPTER ILS or LOC RWY 28R**

55°13.53'N  
009°15.84'E

**SKRYDSTRUP (EKSP)**

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

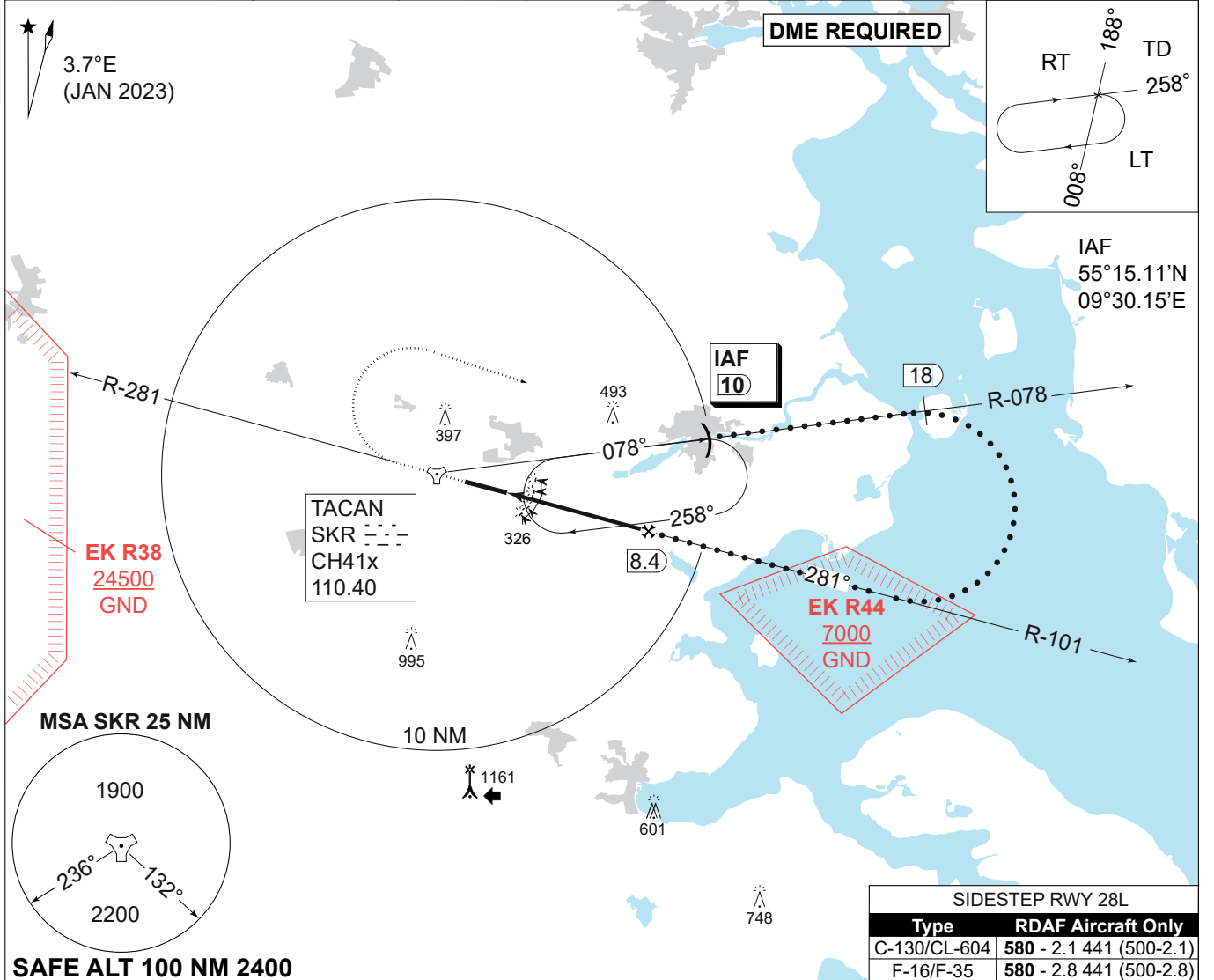
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**MIPS**  
**INSTRUMENT APPROACH CHART**

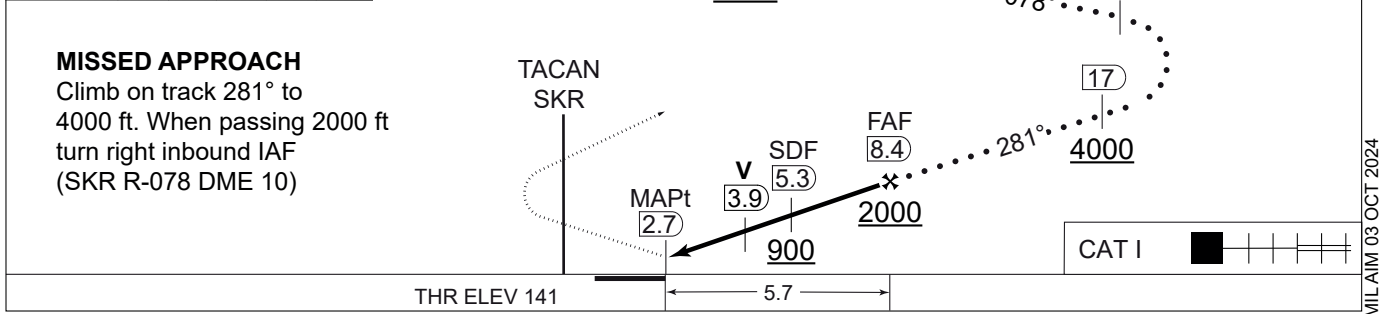
**HPMA TACAN RWY 28R**  
**SKRYDSTRUP (EKSP)**

AD ELEV 141

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 315.100 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR110.40/CH 41x	APP COURSE 281°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 580	THR ELEV 141	ALS LENGTH 900 M	LDA 9863 FT



CDFA: 3.00° / 5.24%					
DME SKR	4	5	6	7	8
DIST THR	1.3	2.3	3.3	4.3	5.3
ALT	610	930	1250	1570	1890



CATEGORY	HPMA
S-TACAN 28R	580 - 1300 439 (500-1.3/2.0)
CIRCLING	700 - 3.2 559 (600-3.2)

CHANGES: PROCEDURE CHANGED TO HPMA CRITERIA.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

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

EKYT – AIR TRANSPORT WING AALBORG

**2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	570534.04N 0095056.99E On RWY 08R/26L, 836 M from THR 08R
2	Direction and distance from (city)	320°/3,5 NM from Aalborg
3	AD Elevation REF temperature	8 FT AMSL 21.9°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	Height references EGM96 (Earth Gravitational Model 1996).

**3. OPERATIONAL HOURS**

1	AD administration	MON - THU 0700-1400 (0600-1300) FRI 0700-1100 (0600-1000)
2	Customs and immigration	As AD administration
3	Health and sanitation	Medical service AVBL
4	AIS briefing office	As AD administration
5	ATS reporting office	As AD administration
6	MET briefing office	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: Concrete, PCN 74 R/D/W/T Dolphin: Concrete, PCN 74 R/D/W/T
2	Taxiway width, surface and strength	TWY A: 75 ft, Asph./concr. PCN 52 F/D/W/T TWY B, H: 50 ft, Asph./concr. PCN 52 F/D/W/T TWY C, D, E, G: 75 ft, Asph./concr. PCN 52 F/D/W/T TWY F, N, J, K: 45 ft, Asph./concr. PCN 52 F/D/W/T TWY GA1, GA2: 65 ft, Asph./concr. PCN 52 F/D/W/T TWY M, L: 39 ft, Asph./concr. PCN 52 F/D/W/T
3	ACL location and elevation	Not established
4	VOR/INS checkpoints	Not established
5	Remarks	Dolphin Apron unsuitable for fighter jets and jet aircraft with low mounted engines due to risk of FOD ingestion.

**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 (ft)
					TDZ elevation (ft)
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 6
26R	263.3°T 259.3°M				TDZ 7
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 8
26L	263.3°M 259.3°M				TDZ 8
					THR 6
					-
					THR 8
					-

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	



**19. RADIO NAVIGATION AND LANDING AIDS**

Type of aid Cat of ILS/MLS (Variation)	ID	Frequency (MHz)	Hours of operation	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
VOR/DME 4°E (2022)	AAL	116.70 CH 114x	H 24	570613.39N 0095944.08E	30m S of centreline Coverage FL 500/100 NM. DME INFO from TACAN.
TACAN 4°E (2023)	AAL	116.70 CH 114x	H 24	570614.16N 0095934.11E	Coverage FL 500/200 NM. Elev. 56.8 ft
LOC 26R CAT III	YT	111.55	H 24	570535.99N 0094938.82E	ILS class III/E/4
ILS GP 26		332.75	H 24	570550.27N 0095217.47E	Angle 3.00° / RDH 51 FT
DME 26R	YT	CH 52y	H 24	570550.27N 0095217.47E	Freq paired with LOC 26R Elev. 18.7 ft.
LOC 08L	AE	109.90	H 24	570549.02N 0095301.40E	ILS class I/E/4
ILS GP 08L		333.80	H 24	570542.71N 0095017.44E	Angle 3.00° / RDH 54 FT
DME 08L	AE	CH 36x	H 24	570542.71N 0095017.44E	Freq paired with LOC 08L Elev. 32.8 ft.
TAR			H 24	570527.76N 0095120.99E	Max range 60 NM, 40.000FT
MSSR			H 24	570527.76N 0095120.99E	Max range 200 NM 40.000FT

**20. LOCAL AERODROME REGULATIONS**

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

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

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

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

**21. NOISE ABATEMENT PROCEDURES**

## 1. Jet aircraft

1.1 In connection with approach to landing, a minimum height of 2300 FT shall be observed over greater Aalborg.

1.2 Mandatory VFR patterns are established for 4 engine jet aircraft. See the following pages for details.

## **22. FLIGHT PROCEDURES**

### **1. IFR Arrival**

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

### **2. IFR Departure**

- 2.1 Standard Instrument Departures.  
Standard Instrument Departures (SID) have not been established.
- 2.2 Omnidirectional departures  
RWY 08L/R and 26R/L: Climb straight ahead to at least 600 FT MSL before turn is commenced. See also "Noise Abatement Provisions", item 21.
- 2.3 Unless otherwise instructed, when airborne contact Aalborg Approach on 123.980 MHZ (IFR flights only).

### **3. Low Visibility Procedures**

- 3.1 ATC will apply special safeguards and procedures during conditions of low visibility.
- 3.2. Criteria for activation of LVP  
Low Visibility Procedures are prompted by ATC and will normally be introduced when the RVR is less than 550 M or when ceiling is below 200FT.
- 3.3 Pilots will be informed when Low Visibility Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Procedures are cancelled.
- 3.4 The following procedures will apply during Low Visibility Procedures:
  - a. ATC Procedures  
When RVR is below 550m ATC can only allow one aircraft on the manoeuvring area at a time.
  - b. Pilot Procedures  
Marshaller Service with Low Visibility Procedures in operation.  
On request marshaller service to or from runway is available due to the lack of centerline lights on taxiways and RWY 08R/26L. Request for marshaller service must be stated to Aalborg Tower on 118.305 MHz

Pilots should on own initiative report "runway vacated and established on...." when the aircraft is fully clear of the runway and established on either TWY N or RWY 08R/26L.

#### 4. Precision Approach. Category II/III Operations

- 4.1 The operations during CAT II / III approaches are subject to the following procedures and conditions.
- a. ATC procedures.  
The minimum distance between an aircraft on final approach carrying out a Category II/III ILS approach and any other preceding aircraft will not be less than 5 NM. The separation must be established at the latest when preceding aircraft passes THR.  
Departing aircraft must have commenced take-off run before arriving aircraft has left 2000 FT on final approach.
  - b. Pilot procedures.  
Pilots who intend to carry out a Category II/III ILS approach are to use the following phrase:  
"Request ILS Category II/III approach runway 26R".  
Above mentioned request shall be made on first contact with AALBORG APPROACH.

#### 5. Reduced Runway Separation Minima

- 5.1 ATC may apply reduced runway separation for all runways at Aalborg. For succeeding military aircraft this will only be used for VFR-flights.
- 5.2 Traffic information will be given to succeeding aircraft.
- 5.3 Phraseology used for military flights will with ref. to FKOBST F.152-1 be "LAND AFTER PRECEDING LANDING" / "[Traffic information] CLEARED FOR TAKE-OFF"  
For civilian flights the phraseology will be:  
"[Traffic information] CLEARED TO LAND" / "[Traffic information] CLEARED FOR TAKE-OFF"
- 5.4 ATC will make sure that approved minimum separation will exist between aircraft.
- 5.5 Reduced runway separation will not be used between departing and preceding landed aircraft.

#### 6. VFR Flights

- 4.1 VFR reporting points, VFR holdings and VFR routes are established, see LFC 1:500 000 – Denmark.

### 23. ADDITIONAL INFORMATION

#### 1. Parachuting

- 1.1 Parachuting may take place.

## **2. Birds and wildlife**

- 2.1 Aalborg Air base/Aalborg airport experiences large bird activity in particular periods and time intervals, in the western part of the air base/airport area. The bird activity is usually concentrated over the water (The Limfjord) around dawn and the late afternoon hours.
- 2.2 Crews are encouraged to raise awareness of birds during mentioned periods. Crews are also encouraged not to use intersection take-off from RWY 26R/L during mentioned periods due to increased risk of birdstrike.
- 2.3 Due to high bird intensity full runway length is recommended for take-off from RWY 26R for all turboprop and jet aircraft in the period from 01 SEP to 30 APR.

## **3. Markings**

- 3.1 Yellow markings (brackets) are established on RWY 08R/26L for C-130 training purposes.

## **24. CHARTS RELATED TO EKYT**

Aerodrome Chart

Ground Movement Chart (GMC)

Aerodrome Obstacle Chart – ICAO – Type A 08L

Precision Approach Terrain Chart 26R

Visual approach chart

Noise abatement chart

VFR pattern for 4 engine jet aircraft RWY 08L

VFR pattern for 4 engine jet aircraft RWY 26R

Aerodrome Obstacle Chart – ICAO – Type A 26R is not published, as there are no obstacles in the take-off flight path area.

ILS OR LOC RWY 08L

COPTER ILS OR LOC RWY 08L

HPMA TACAN RWY 08L

TACAN RWY 08L (CAT A-B)

TACAN RWY 08L (CAT C-E)

RNP RWY 08L

ILS OR LOC RWY 26R

COPTER ILS OR LOC RWY 26R

HPMA VORTAC RWY 26R

VORTAC RWY 26R

RNP RWY 26R

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

**RWY SLOPE:**  
All runways: Less than 1%

**OBSTACLES:**  
All obstacles are marked by day and night

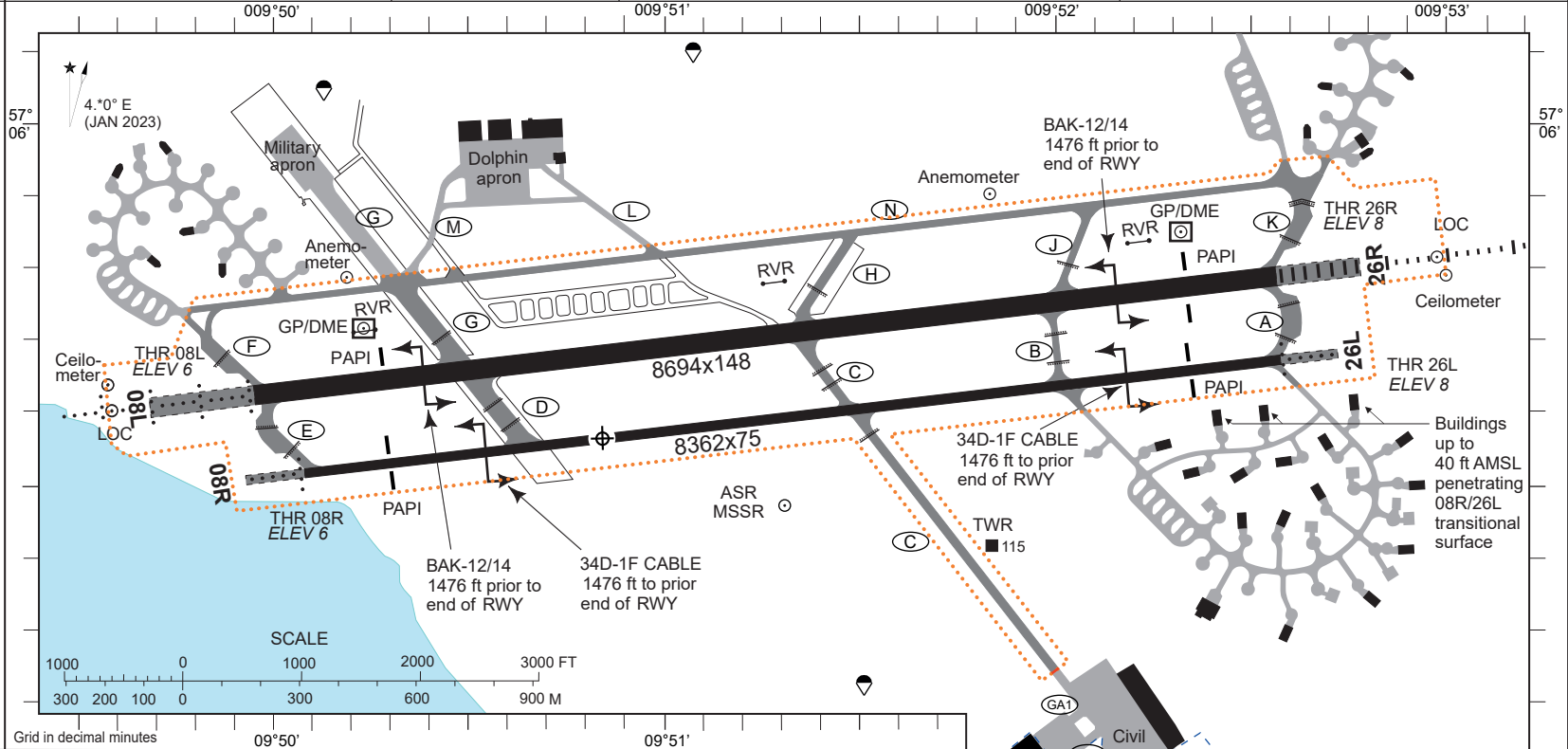
**SECONDARY POWER SUPPLY:**  
Yes, RWY 26R. Switch-over time: 15 sec. During CAT II and III and during departures with RVR less than 800m MAX 1 sec.

**ABN:** None

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

**GRASS RUNWAY:**  
Not avbl.

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



RWY	TRUE BRG	THR PSN	THR elevation Highest ELEV of TDZ of precision APP RWY	Streight and surface of RWY and SWY	DECLARED DISTANCES					APCH and RWY LGT							
					PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH	THR	TDZ	PAPI	CL	Edge	End	SWY
08L	083.3°	570537.37N 0095000.30E	THR 6	PCN 66 F/D/W/T Asphalt/ concrete Composite construction	E/F	8694	8694	9422	8694	1542 ft	Green	NIL	3.00°	8700 ft std. col.	8707 ft LIH White	Red	Red
					D/G	6791	6791	7519									
26R	263.3°	570547.43N 0095236.63E	THR 8	PCN 66 F/D/W/T Asphalt/ concrete Composite construction	A/K	8694	8694	9589	8694	3000 ft	Green	3000 ft White	3.00°	8700 ft std. col.	8707 ft LIH White	Red	Red
					B/J	6791	6791	7686									
08R	083.3°	570630.87N 0095007.68E	THR 6	PCN 52 F/D/X/U Asphalt	E	8369	8369	8861	8369	500 ft LIL White	Green LIL	NIL	2.75°	NIL	8364 ft LIL	Red LIL	NIL
					-												
26L	263.3°	570540.52N 0095238.07E	THR 8	PCN 52 F/D/X/U Asphalt	A	8369	8369	8861	8369	500 ft LIL White	Green LIL	NIL	2.75°	NIL	8364 ft LIL	Red LIL	NIL
					-												

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

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

CHANGES: AD, TDZ AND THR ELEV., CIRCLING MINIMA.

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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.

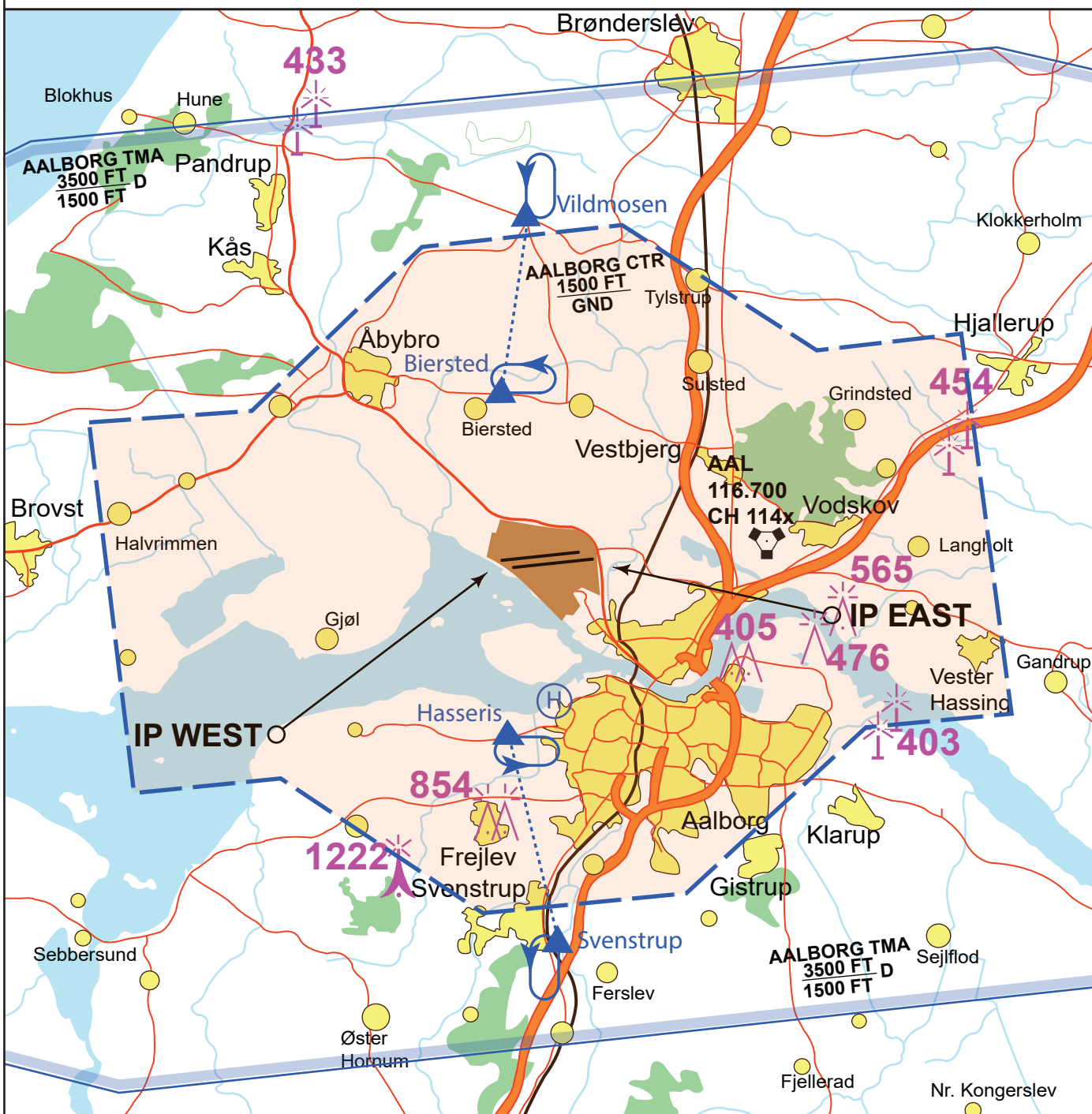
**IP East (RWY 26):**

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).



CHANGES: AD ELEV.

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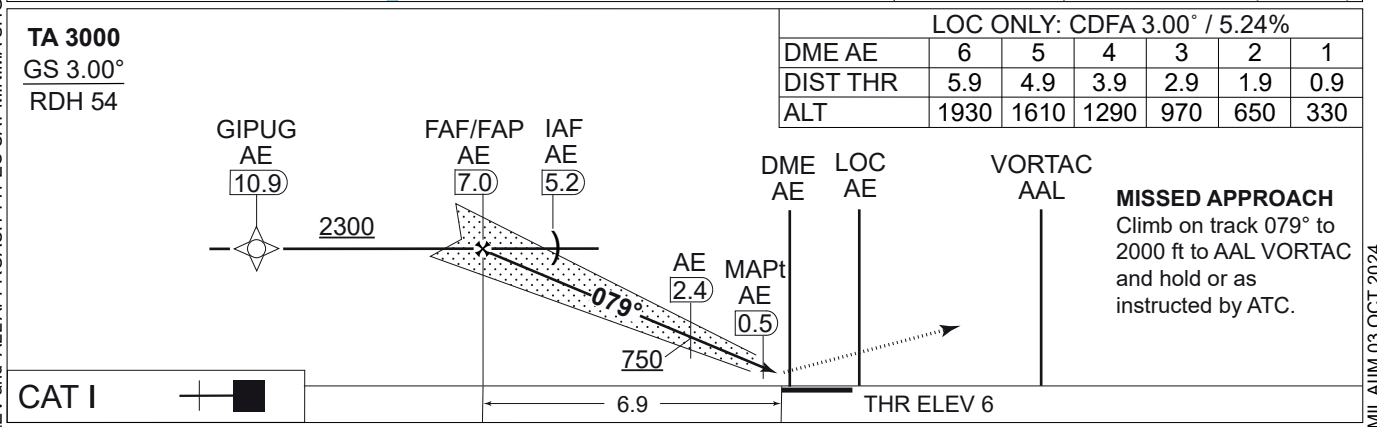
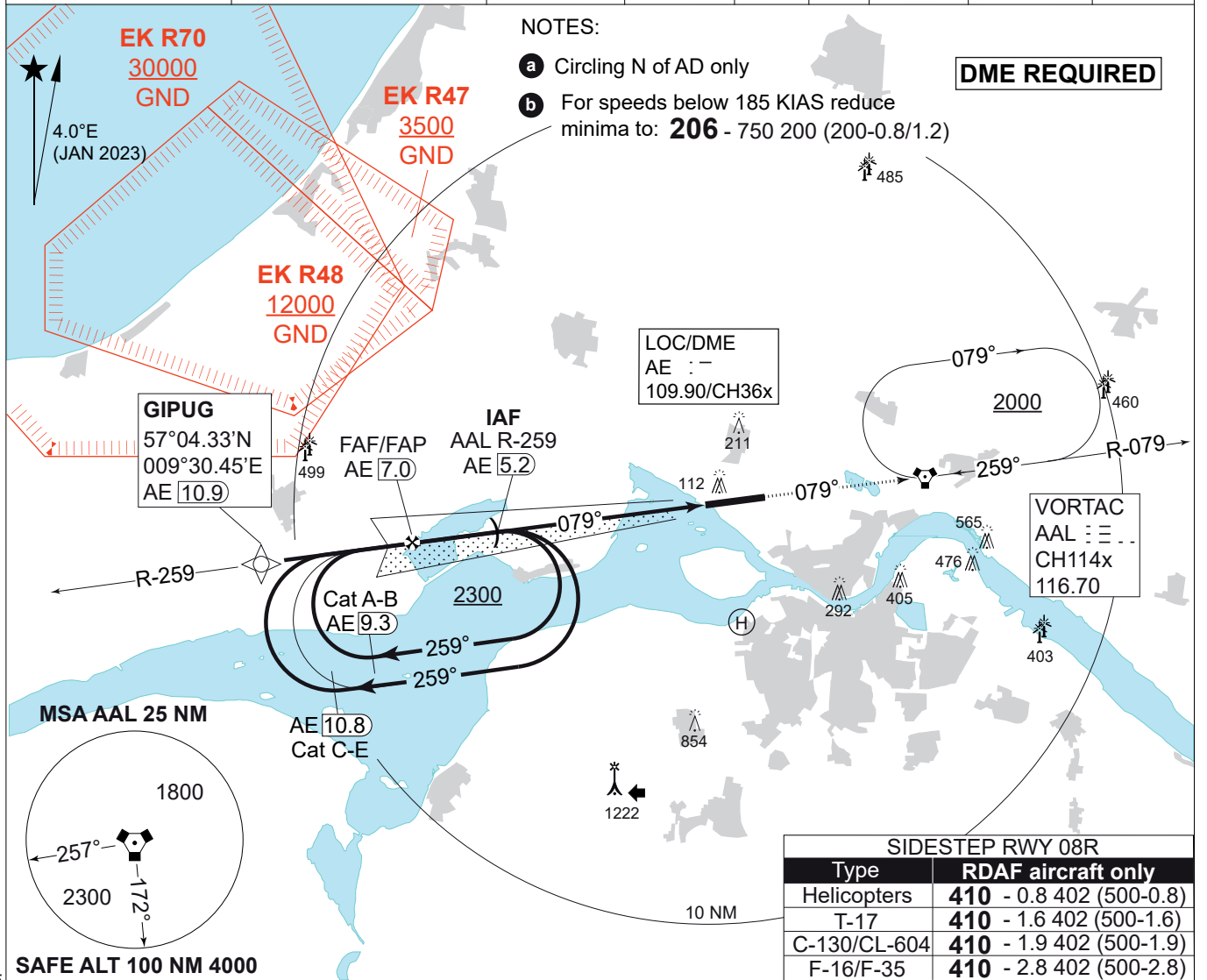


**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 8

**ILS or LOC RWY 08L**  
**AALBORG (EKYT)**

COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305			
LOC/DME AE 109.90/CH 36x	VORTAC AAL CH114x/116.700		APP COURSE 079°	FAF ALT 2300 FT	GS 3.00°	DA <b>206</b>	THR ELEV 6	ALS LENGTH 470 M	LDA 8694 FT



CATEGORY	A	B	C	D	E
S-ILS CAT I 08L	<b>206 - 750 200 (200-0.8/1.2)</b>				<b>281</b> -900 275 (300-0.9/1.3) <b>b</b>
S-LOC 08L	<b>300 - 900 292 (300-0.9/1.4)</b>				<b>310</b> -1000 302 (400-1.0/1.4)
CIRCLING <b>a</b>	<b>510</b> -1.5 502 (600-1.5)	<b>510</b> -1.6 502 (600-1.6)	<b>690</b> -2.4 682 (700-2.4)	<b>750</b> -3.6 742 (800-3.6)	<b>840</b> -3.6 832 (900-3.6)

**ILS or LOC RWY 08L** 57°05.57'N  
009°50.95'E **AALBORG (EKYT)**

CHANGES: AD ELEV, THR ELEV and ALL APPROACH TYPES CAT MINIMA CHG.

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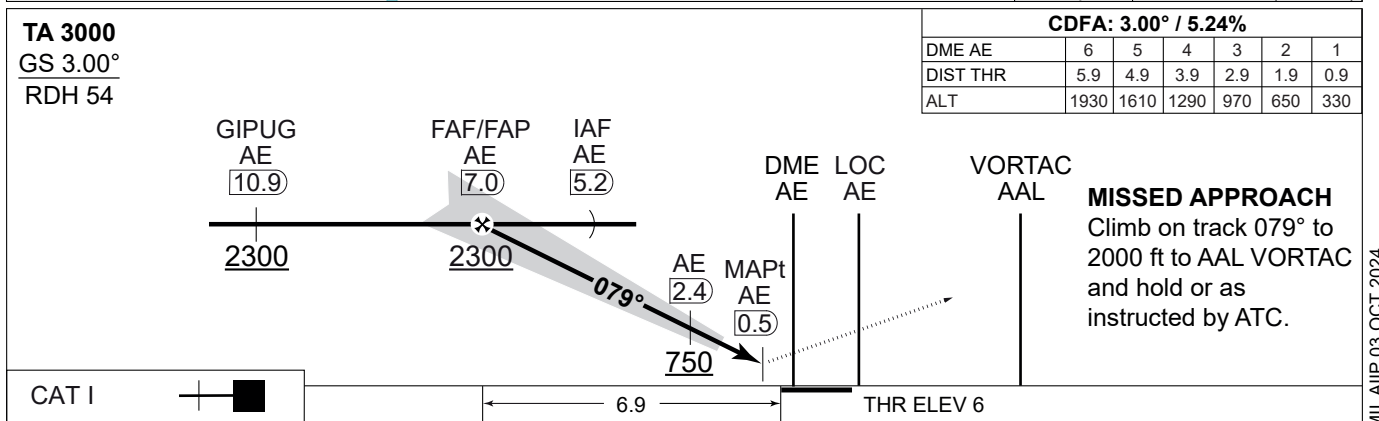
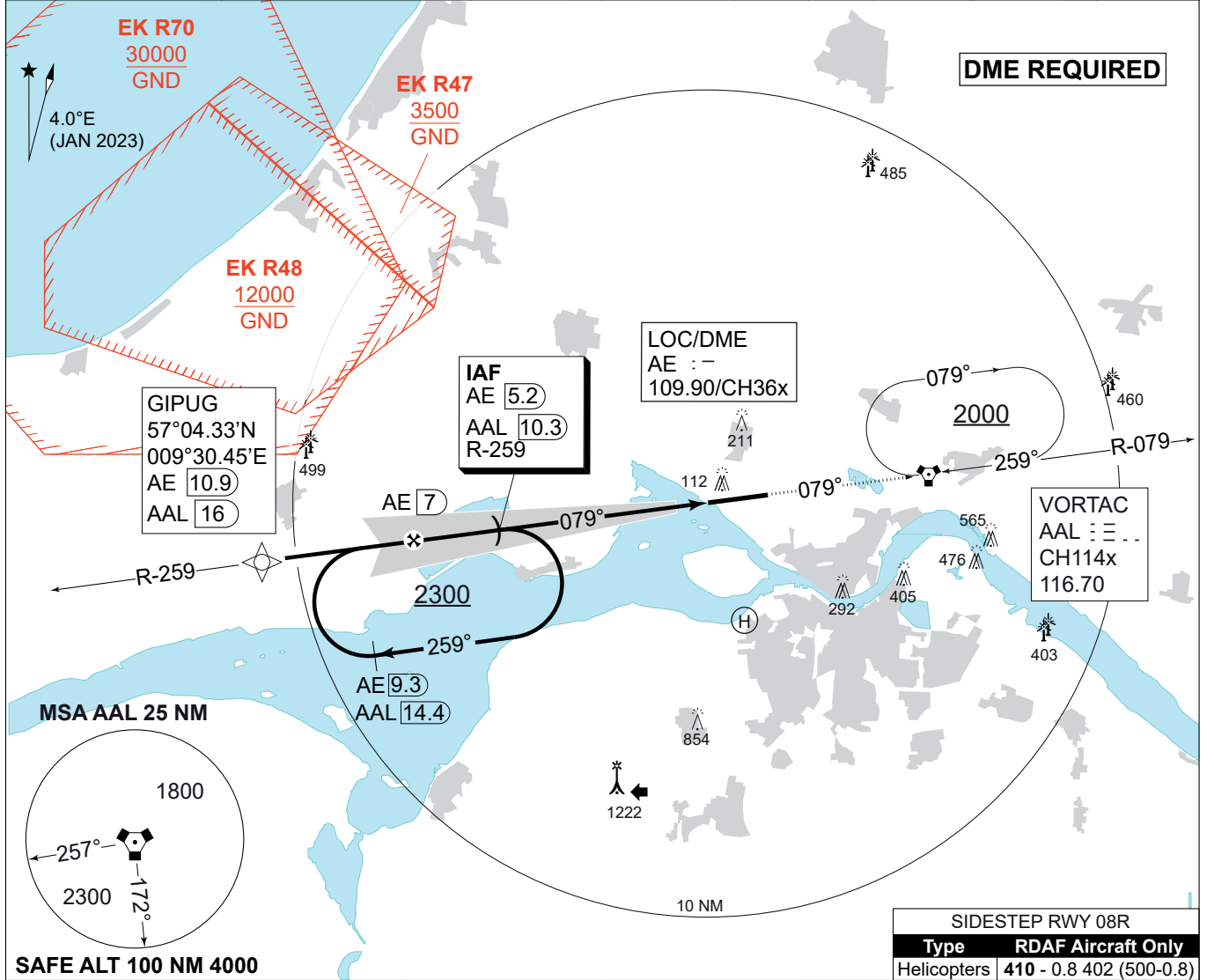
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**MIPS**  
**INSTRUMENT APPROACH CHART**

**COPTER ILS or LOC RWY 08L**  
**AALBORG (EKYT)**

AD ELEV 8

COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305		
LOC/DME AE 109.90/CH 36x	VORTAC AAL CH114x/116.700	APP COURSE 079°	GS INCP T ALT 2300 FT	GS 3.00°	DA <b>206</b>	THR ELEV 06	ALS LENGTH 470 M	LDA 8694 FT



CATEGORY	H
H-CAT I	<b>206</b> - 400 200 (200-0.4/0.8)
H-LOC 08L	<b>300</b> - 400 292 (300-0.4/0.8)

CHANGES: NEW PROCEDURE.

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**MIPS**  
**INSTRUMENT APPROACH CHART**

**HPMA TACAN RWY 08L**  
**AALBORG (EKYT)**

AD ELEV 8

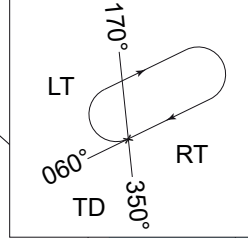
COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305		
VORTAC AAL CH 114X/116.700	APP COURSE 079°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA <b>340</b>	THR 6	ALS LENGTH 470 M	LDA 8694 FT	

**NOTES:**

**a** Circling North of AD only

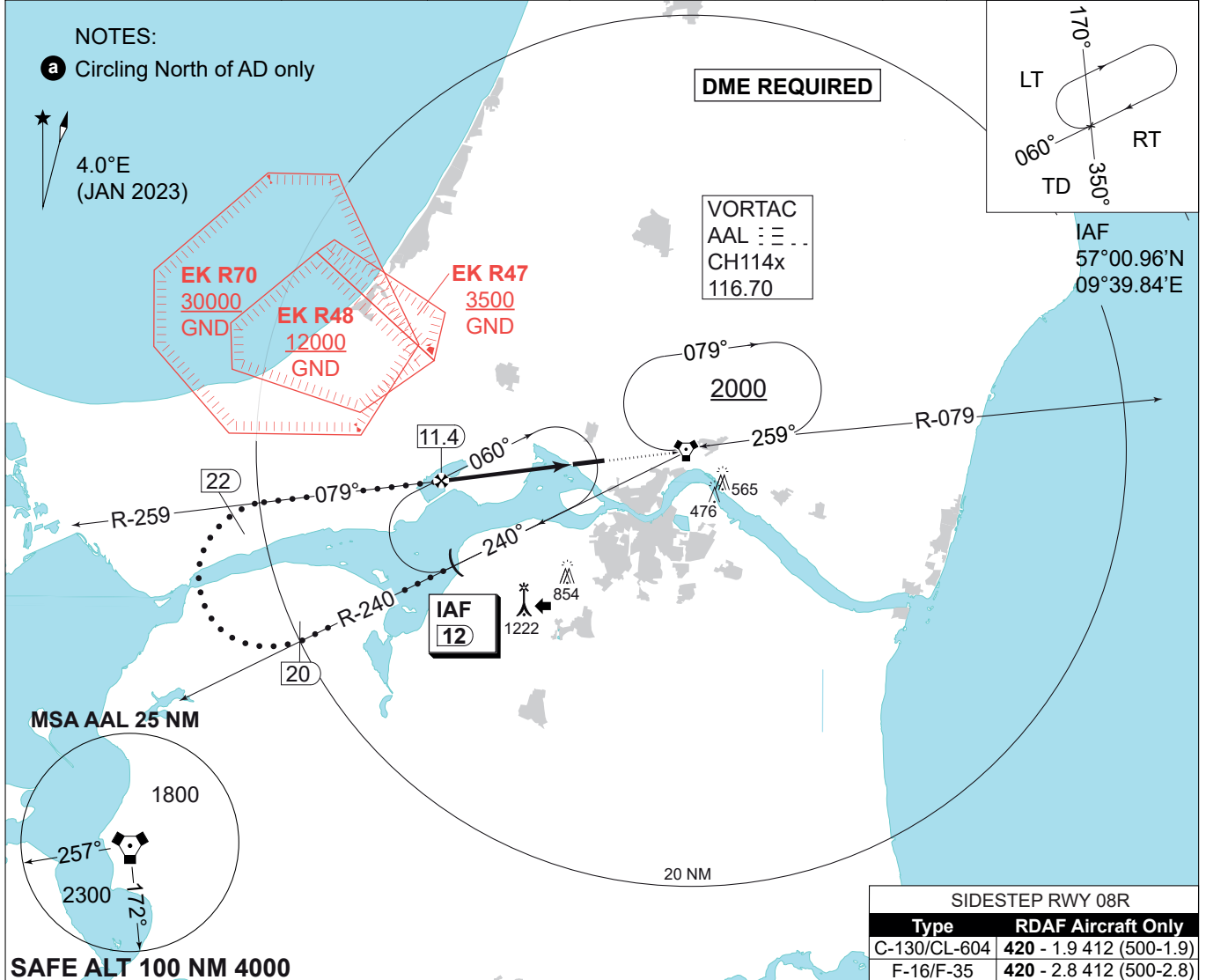
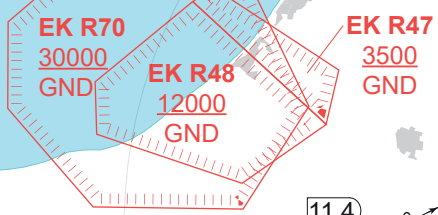
4.0°E  
(JAN 2023)

**DME REQUIRED**



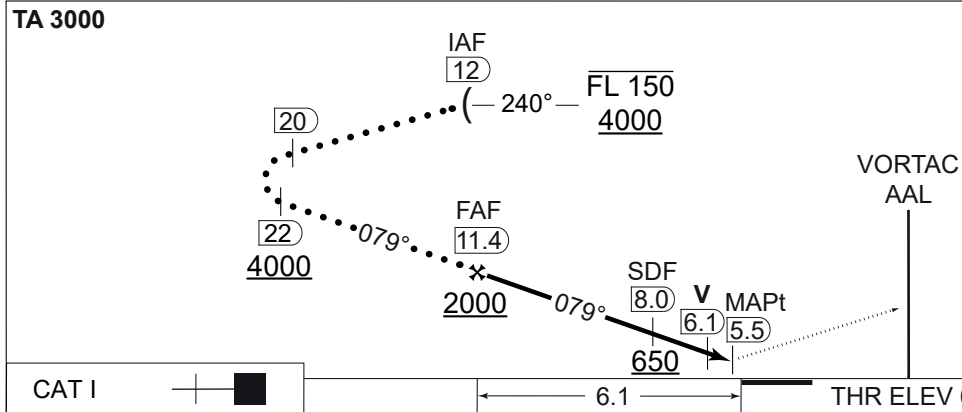
VORTAC  
AAL CH 114x  
116.70

IAF  
57°00.96'N  
09°39.84'E



SIDESTEP RWY 08R	
Type	RDAF Aircraft Only
C-130/CL-604	420 - 1.9 412 (500-1.9)
F-16/F-35	420 - 2.8 412 (500-2.8)

**SAFE ALT 100 NM 4000**



CDFA: 3.00° / 5.24%					
DME AAL	11	10	9	8	7
DIST THR	5.7	4.7	3.7	2.7	1.7
ALT	1890	1570	1250	940	620

**MISSED APPROACH**  
Climb on TACAN AAL R-259 to 2000 ft inbound AAL and hold.

CAT I 6.1 THR ELEV 6

CATEGORY	HPMA
S-TACAN 08L	<b>340</b> - 1100 332 (400-1.1/1.5)
CIRCLING <b>a</b>	<b>560</b> - 3.2 552 (600-3.2)

**HPMA TACAN RWY 08L** 57°05.57'N 09°50.95'E **AALBORG (EKYT)**

CHANGES: PROCEDURE CHANGED FROM TERPS TO HPMA CRITERIA

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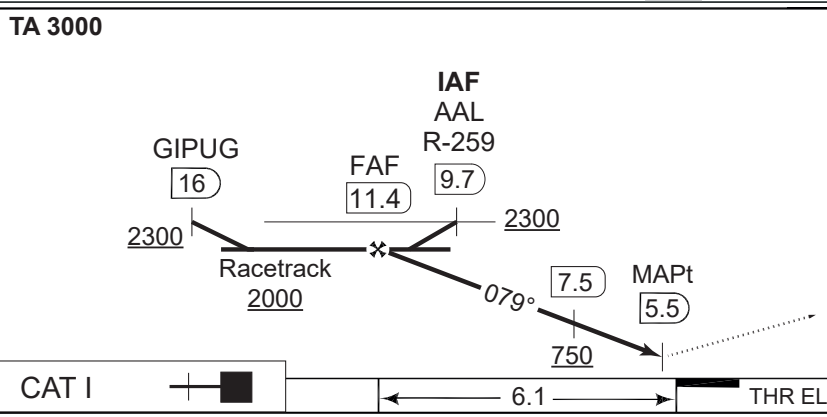
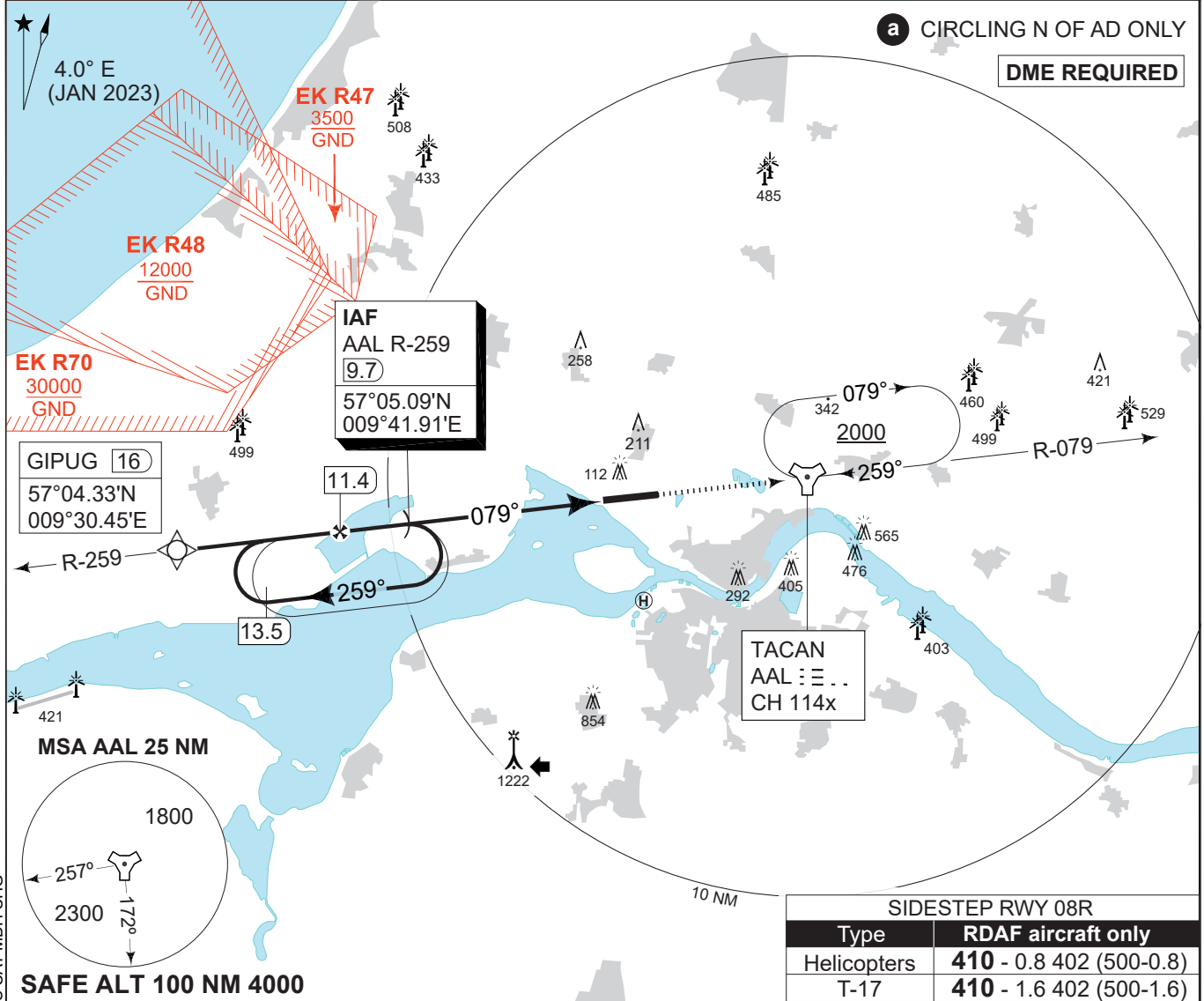
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**MIPS INSTRUMENT APPROACH CHART**

**TACAN RWY 08L (CAT A-B)  
AALBORG (EKYT)**

AD ELEV 8

COPENHAGEN CONTROL 242.650 124.555	AALBORG ATIS 120.480	AALBORG APPROACH 362.450 123.980	AALBORG TOWER 353.525 118.305
TACAN AAL CH 114x	APP COURSE 079°	FAF ALT 2000 FT	DESCENT GR 318 FT/NM
		MDA <b>340</b>	THR 6
		ALS length 470 M	LDA 8694 FT



CDFA 3.0° / 5.24%					
DME AAL	11	10	9	8	7
DIST THR	5.7	4.7	3.7	2.7	1.7
ALT	1890	1570	1250	940	620

**MISSED APPROACH**  
Climb on TACAN AAL R-259 to 2000 ft inbound AAL and hold.

CATEGORY	A	B
S-TACAN 08L	<b>340</b> -1100 332 (400-1.1/1.5)	
CIRCLING <b>a</b>	<b>510</b> -1.5 502 (600-1.5)	<b>510</b> -1.6 502 (600-1.6)

**TACAN RWY 08L (CAT A-B)**      57°05.57'N      **AALBORG (EKYT)**  
009°50.95'E

CHANGES: EDITORIAL and AD ELEV, THR ELEV, and ALL APPROACH TYPES CAT MDH CHG

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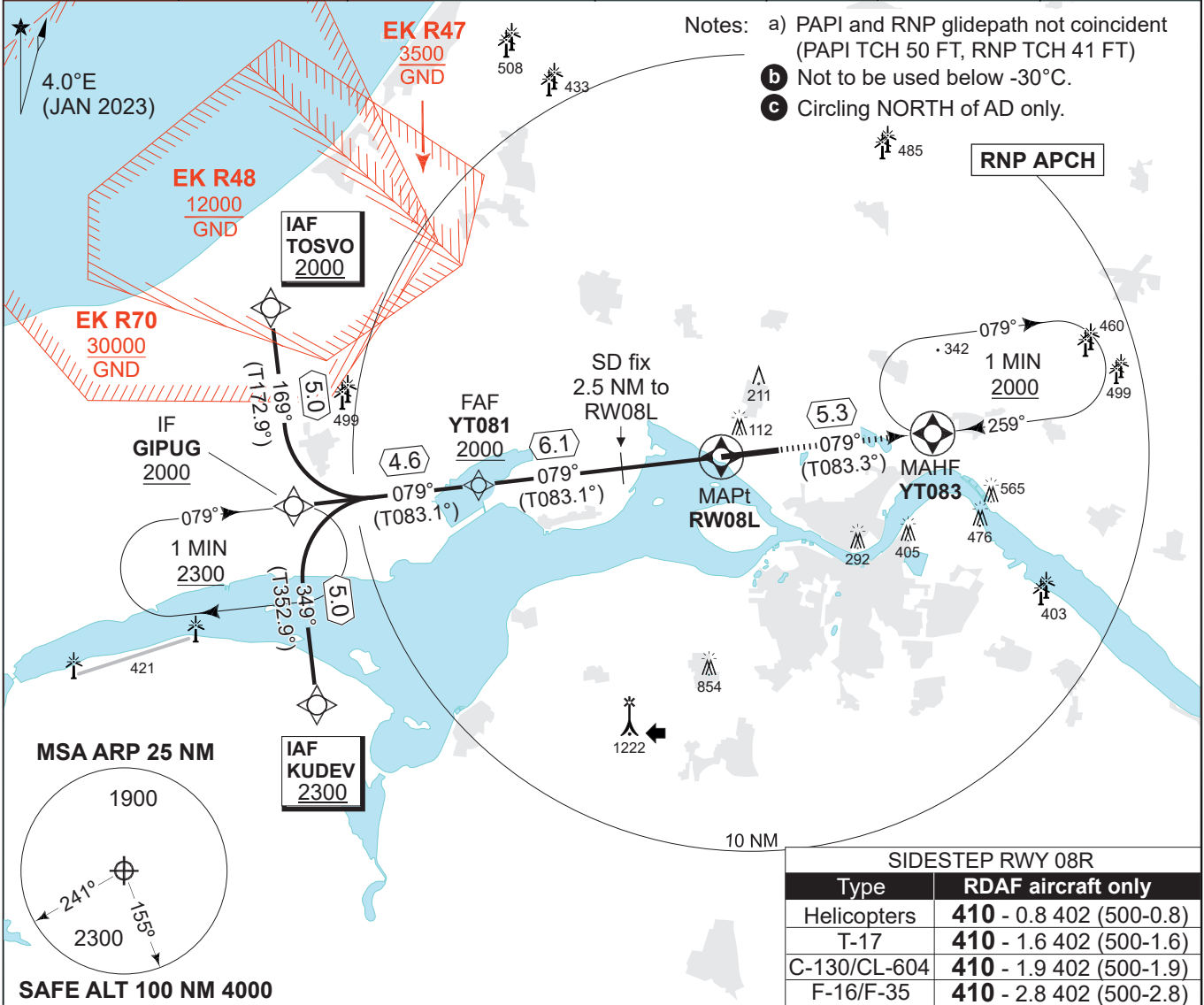
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**MIPS INSTRUMENT APPROACH CHART**

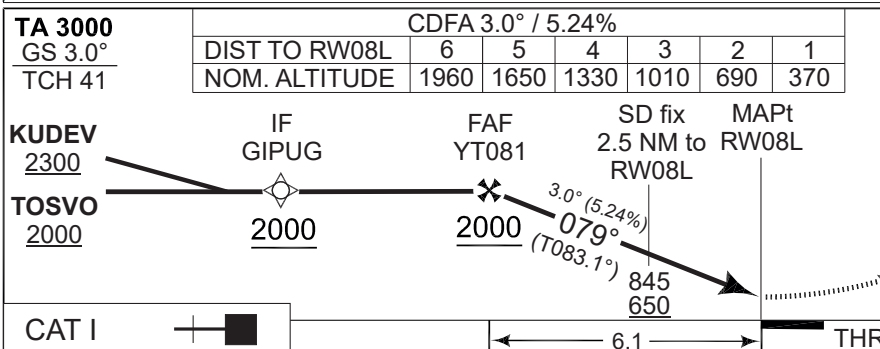
AD ELEV 8

**RNP RWY 08L AALBORG (EKYT)**

COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
APP COURSE 079°	FAF ALT 2000 FT	Descent GR 3.0° (5.24%)		MINIMA <b>See CAT</b>	THR 6	ALS length 470 M	LDA 8694 FT



SIDESTEP RWY 08R	
Type	RDAF aircraft only
Helicopters	410 - 0.8 402 (500-0.8)
T-17	410 - 1.6 402 (500-1.6)
C-130/CL-604	410 - 1.9 402 (500-1.9)
F-16/F-35	410 - 2.8 402 (500-2.8)



CATEGORY	CDFA 3.0° / 5.24%				
	A	B	C	D	E
LNAV/VNAV (DA) <b>b</b>	256 -800 250 (300-0.8/1.3)			272 - 900 266 (300-0.9/1.3)	290 - 900 284 (300-0.9/1.4)
LNAV (MDA)	310 -1000 302 (400-1.0/1.4)		330 -1100 322 (400-1.1/1.5)	350 -1200 342 (400-1.2/1.6)	360 -1200 352 (400-1.2/1.6)
CIRCLING <b>c</b>	510 -1.5 502 (600-1.5)	510 -1.6 502 (600-1.6)	690 -2.4 682 (700-2.4)	750 -3.6 742 (800-3.6)	840 -3.6 832 (900-3.6)

**RNP RWY 08L** 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

CHANGES: EDITORIAL and AD ELEV, THR ELEV and ALL APPROACH TYPES CAT MINIMA CHG.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

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**EKYT RNP RWY 08L waypoint coordinates:**

**RWY 08L from TOSVO (Initial LEFT) APPROACH RNP**

		CODING		DISPLAY	
TOSVO	IAF	57 09 16.80N	009 29 19.21E	57 09.280N	009 29.320E
GIPUG	IF	57 04 20.00N	009 30 27.00E	57 04.333N	009 30.450E
YT081	FAF	57 04 53.88N	009 38 54.12E	57 04.898N	009 38.902E
RW08L	MAPt	57 05 37.37N	009 50 00.30E	57 05.623N	009 50.005E
YT083	MAHF	57 06 13.39N	009 59 44.08E	57 06.223N	009 59.735E

**RWY 08L from KUDEV (Initial RIGHT) APPROACH RNP**

		CODING		DISPLAY	
KUDEV	IAF	56 59 23.12N	009 31 34.48E	56 59.385N	009 31.575E
GIPUG	IF	57 04 20.00N	009 30 27.00E	57 04.333N	009 30.450E
YT081	FAF	57 04 53.88N	009 38 54.12E	57 04.898N	009 38.902E
RW08L	MAPt	57 05 37.37N	009 50 00.30E	57 05.623N	009 50.005E
YT083	MAHF	57 06 13.39N	009 59 44.08E	57 06.223N	009 59.735E

**Threshold coordinates RWY 08L**

		CODING		DISPLAY	
RWY 08L		57 05 37.37N	009 50 00.30E	57 05.623N	009 50.005E

CHANGES: EDITORIAL.

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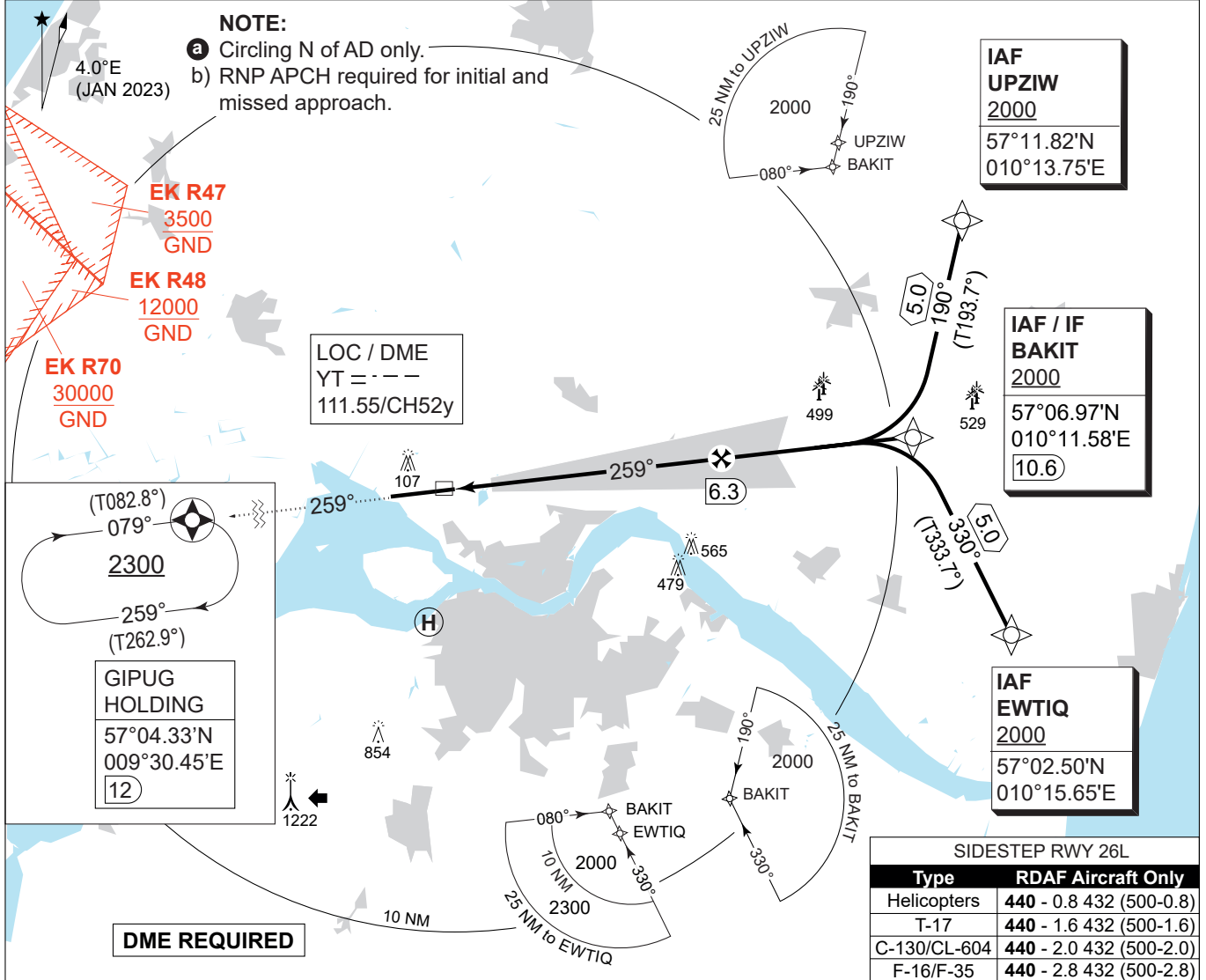
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**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 8

**ILS or LOC RWY 26R**  
**AALBORG (EKYT)**

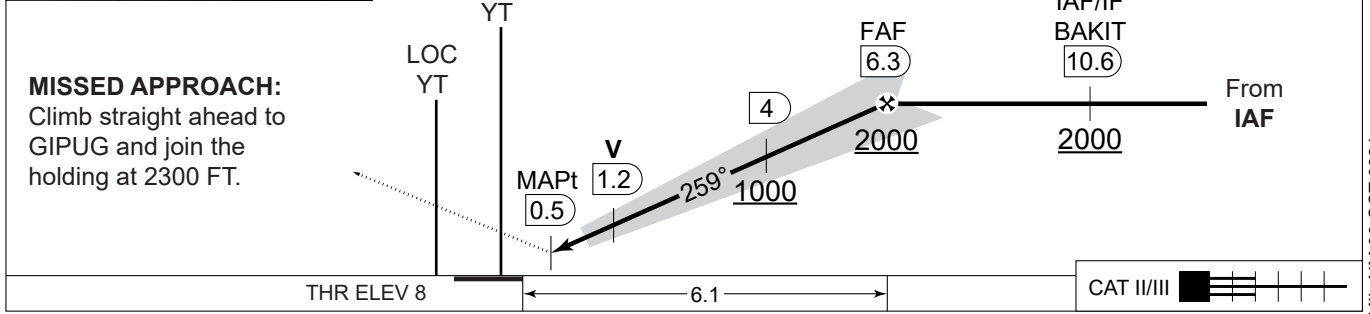
COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480	AALBORG APPROACH 362.450 123.980			AALBORG TOWER 353.525 118.305	
LOC/DME YT 111.55/CH 52y	APP COURSE 259°	GS INCTP ALT 2000 FT	GS 3.00°	DA <b>208</b>	THR ELEV 8	ALS LENGTH 900 M	LDA 8694 FT



**CDFA: 3.00° / 5.24%**

DME YT	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
ALT	640	960	1280	1600	1920

**TA 3000**  
 GS 3.00°  
 RDH 51



CHANGES: NEW PROCEDURE.

CATEGORY	A	B	C	D	E
S-CAT I	<b>208</b> - 550 200 (200-0.8/1.2)				
S-CAT II	<b>RA 101</b> (DA 108) - 350 100				N/A
S-LOC 26R	<b>390</b> - 1100 382 (400-1.1/1.8)				
CIRCLING a	<b>510</b> -1.5 502 (600-1.5)	<b>510</b> -1.6 502 (600-1.6)	<b>690</b> -2.4 682 (700-2.4)	<b>750</b> -3.6 742 (800-3.6)	<b>840</b> -3.6 832 (900-3.6)

**ILS or LOC RWY 26R**

57°05.57'N  
 009°50.95'E

**AALBORG (EKYT)**

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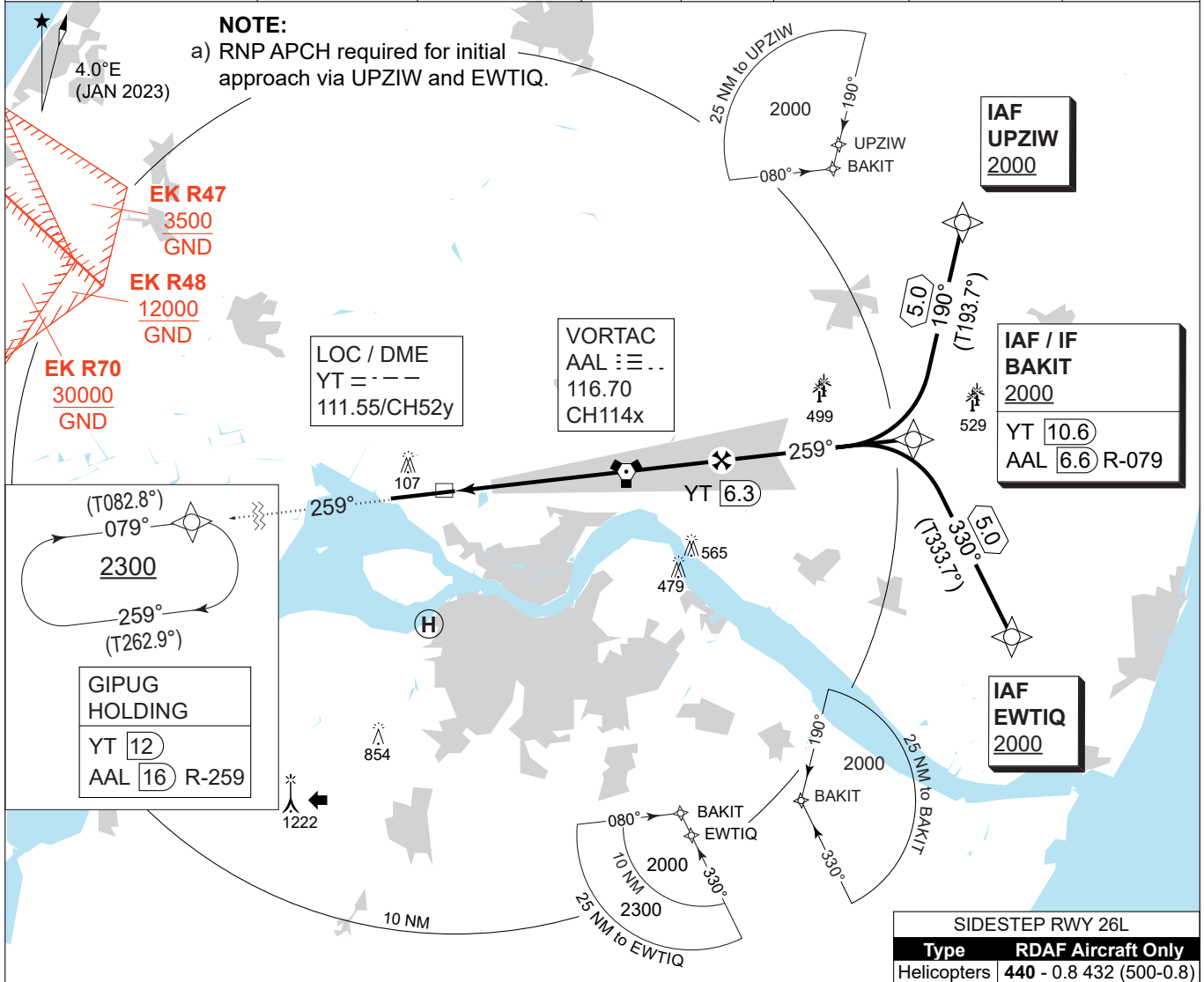


**MIPS**  
**INSTRUMENT APPROACH CHART**

**COPTER ILS or LOC RWY 26R**  
**AALBORG (EKYT)**

AD ELEV 8

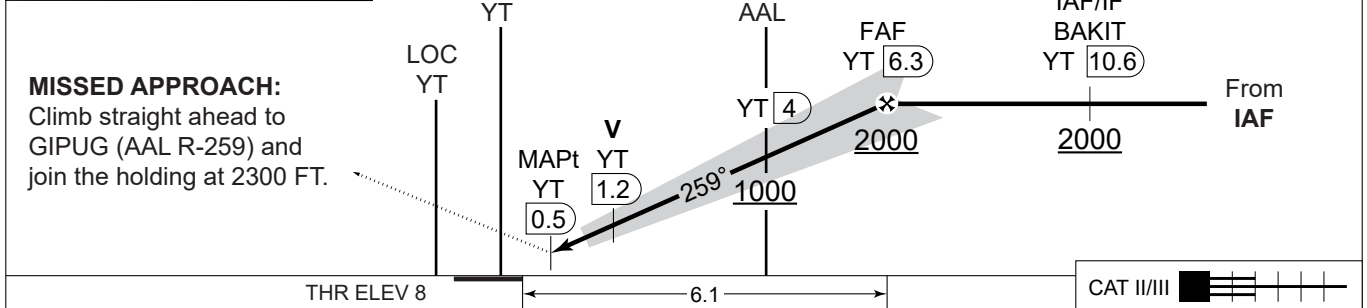
COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
LOC/DME YT 111.55/CH 52y	APP COURSE 259°	GS INCP T ALT 2000 FT	GS 3.00°	DA 210	THR ELEV 8	ALS LENGTH 900 M	LDA 8694 FT



**CDFA: 3.00° / 5.24%**

DME YT	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
ALT	640	960	1280	1600	1920

**TA 3000**  
GS 3.00°  
RDH 51



CHANGES: NEW PROCEDURE.

CATEGORY	H
H-CAT I	208 - 400 200 (200-0.4/0.8)
H-CAT II	RA 101 (DA 108) - 350 100
H-LOC 26R	390 - 400 382 (400-0.4/0.8)

**COPTER ILS or LOC RWY 26R**

57°05.57'N  
009°50.95'E

**AALBORG (EKYT)**

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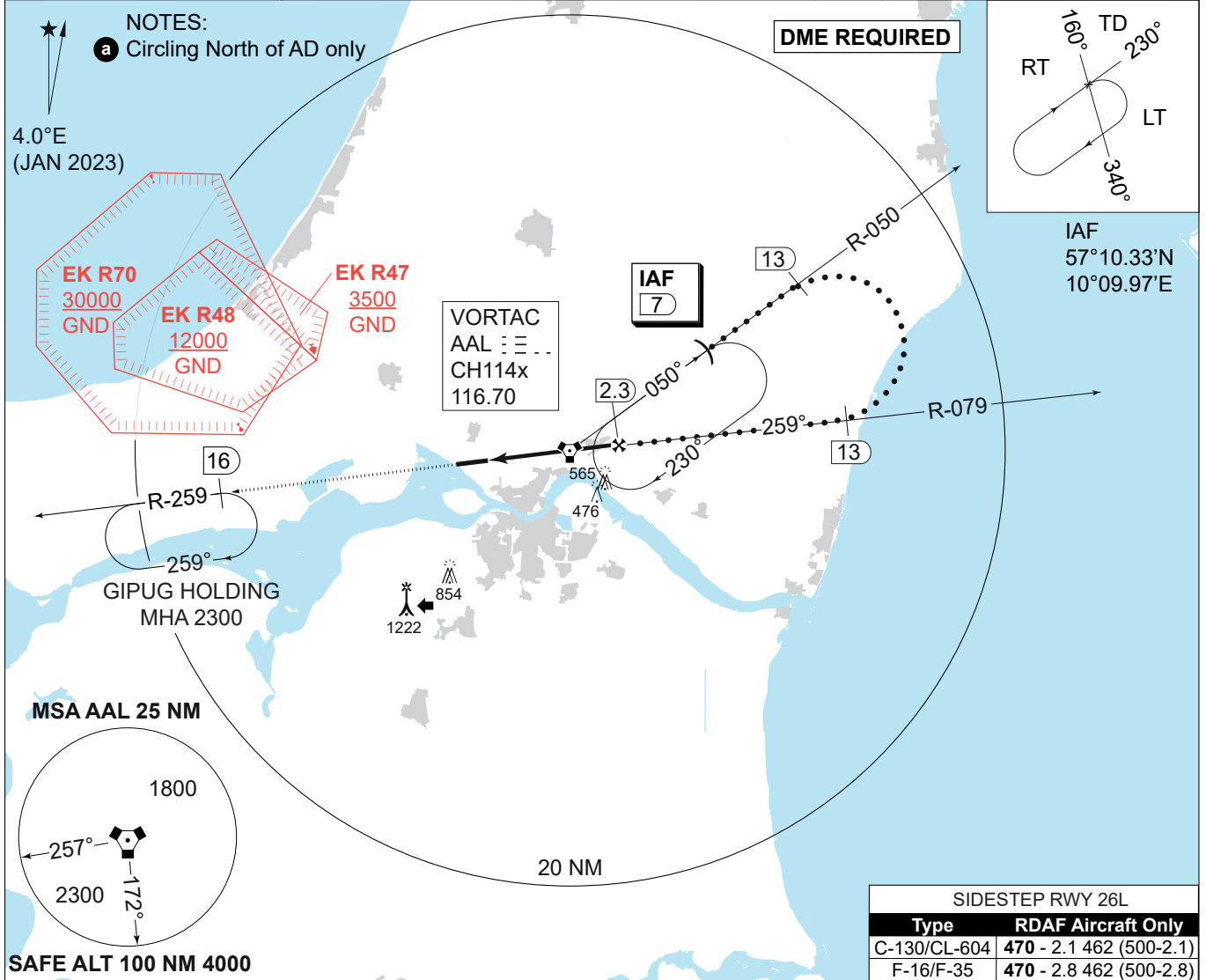
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**MIPS**  
**INSTRUMENT APPROACH CHART**

**HPMA VORTAC RWY 26R**  
**AALBORG (EKYT)**

AD ELEV 8

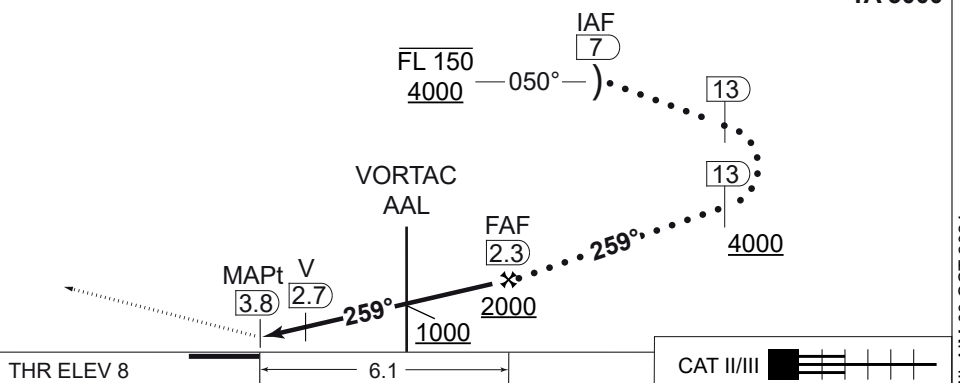
COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
VORTAC AAL 116.70/CH 114X	APP COURSE 259°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 420	THR 8	ALS LENGTH 900 M	LDA 8694 FT



**CDFA: 3.00° / 5.24%**

DME AAL	2	1	0	1	2
DIST THR	1.8	2.8	3.8	4.8	5.8
ALT	640	960	1280	1600	1920

**MISSED APPROACH**  
Climb on AAL R-259 to  
DME 16. Join GIPUG  
holding at 2300 FT.



CHANGES: PROCEDURE CHANGED FROM TERPS TO HPMA CRITERIA

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CATEGORY	HPMA
S-VORTAC 26R	420 - 1200 412 (500-1.2/1.9)
CIRCLING a	560 - 3.2 552 (600-3.2)

**HPMA VORTAC RWY 26R**

57°05.57'N  
009°50.95'E

**AALBORG (EKYT)**

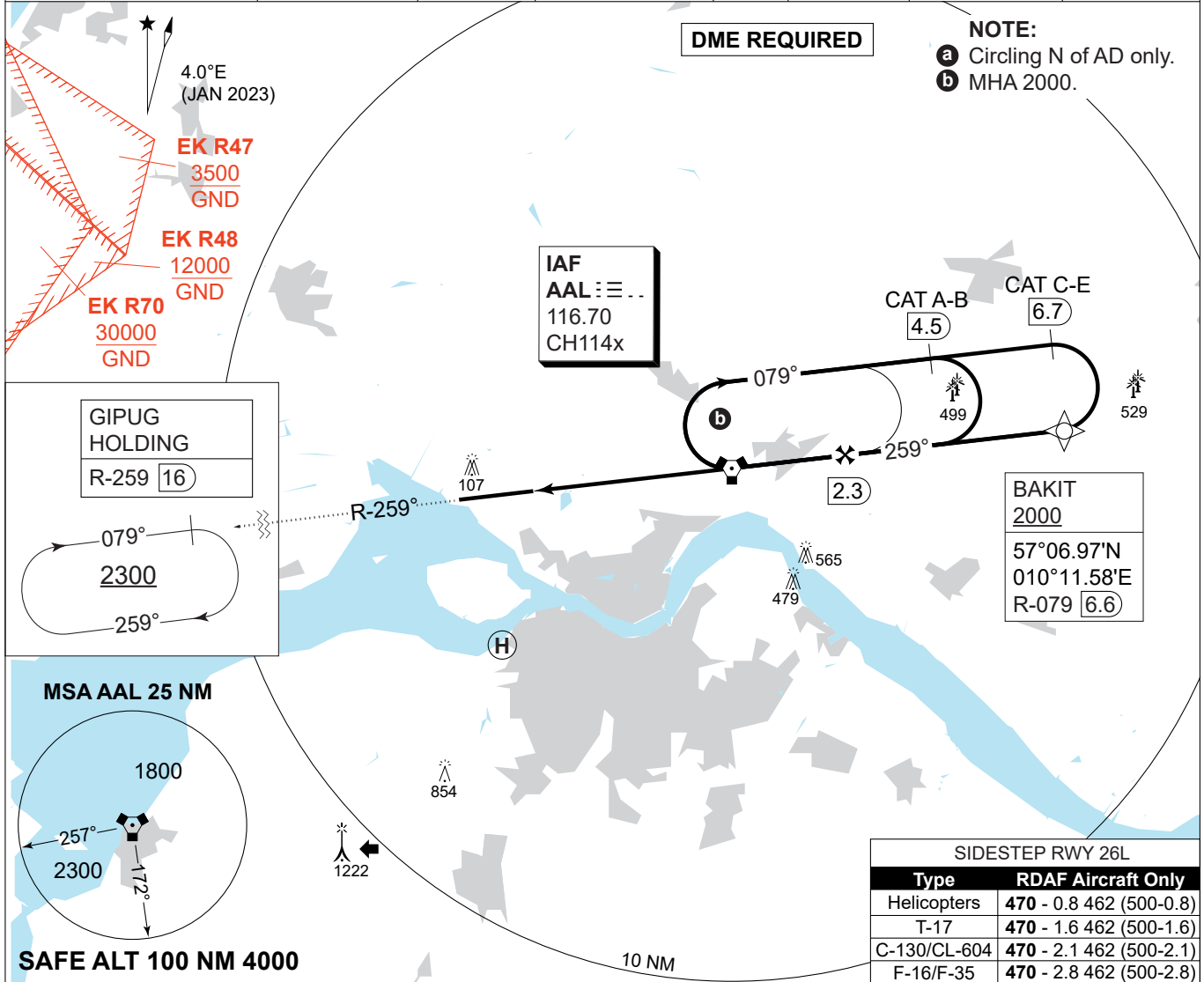
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**MIPS**  
**INSTRUMENT APPROACH CHART**

**VORTAC RWY 26R**  
**AALBORG (EKYT)**

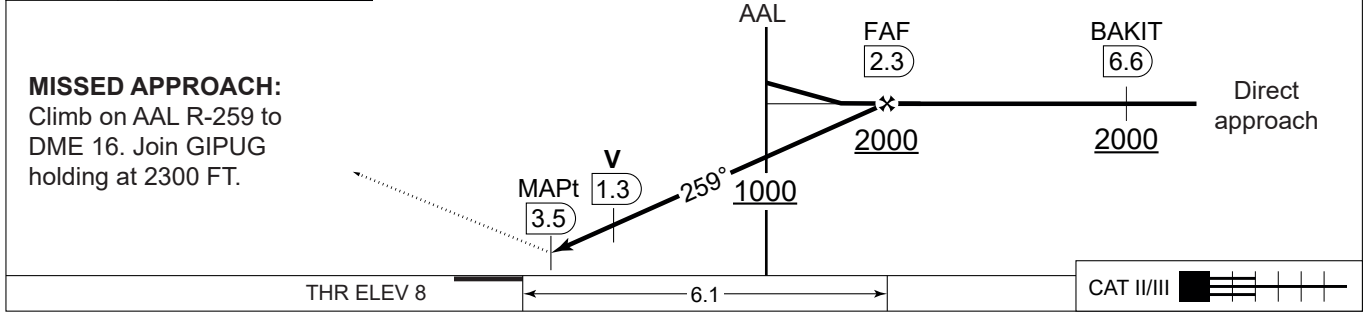
AD ELEV 8

COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
VORTAC AAL 116.70/CH 114x	APP COURSE 259°	FAF ALT 2000 FT	DESCENT GR. 3.0° (5.24%)	DA 420	THR ELEV 8	ALS LENGTH 900 M	LDA 8694 FT



**CDFA: 3.00° / 5.24%**

DME AAL	2	1	0	1	2
DIST THR	1.8	2.8	3.8	4.8	5.8
ALT	640	960	1280	1600	1920



CATEGORY	A	B	C	D	E
VORTAC 26R	420 - 1200 412 (500-1.2/1.9)				
CIRCLING <b>a</b>	510 -1.5 502 (600-1.5)	510 -1.6 502 (600-1.6)	690 -2.4 682 (700-2.4)	750 -3.6 742 (800-3.6)	840 -3.6 832 (900-3.6)

**VORTAC RWY 26R** 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

CHANGES: NEW PROCEDURE.

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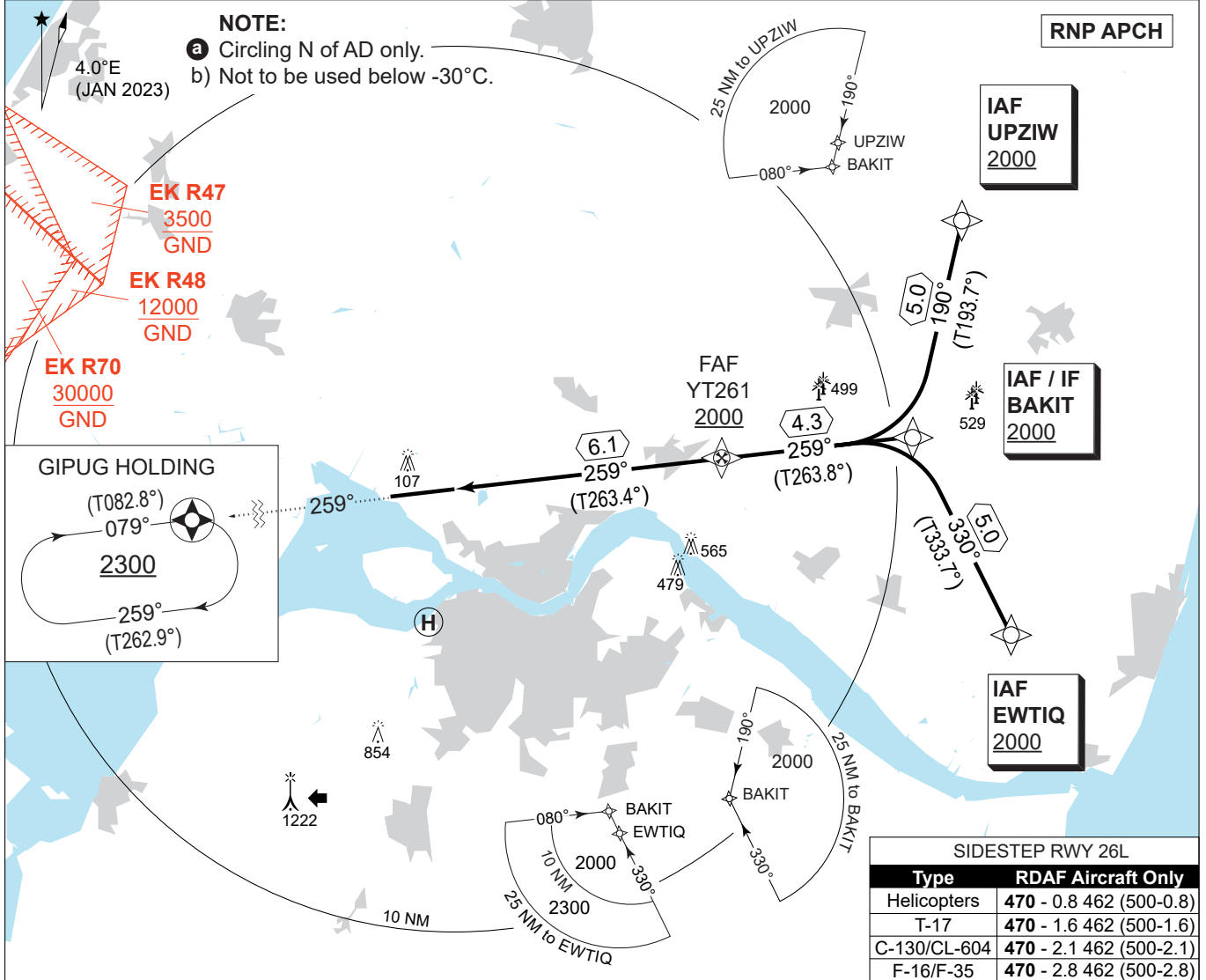
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**MIPS**  
**INSTRUMENT APPROACH CHART**

**RNP RWY 26R**  
**AALBORG (EKYT)**

AD ELEV 8

COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
EGNOS CHANNEL 95396 / E26A	APP COURSE 259°	GS INCPT ALT 2000 FT	GS 3.00°	DA <b>See CAT</b>	THR ELEV 8	ALS LENGTH 900 M	LDA 8694 FT

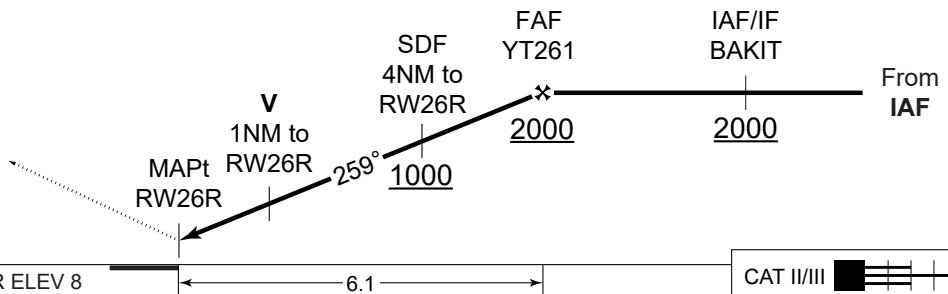


**CDFA: 3.00° / 5.24%**

DIST THR	2	3	4	5	6
ALT	700	1020	1330	1650	1970

**TA 3000**  
**GS 3.00°**  
**RDH 51**

**MISSED APPROACH:**  
 Climb straight ahead to GIPUG and join the holding at 2300 FT.



CHANGES: NEW PROCEDURE.

CATEGORY	A	B	C	D	E
LPV	<b>258</b> - 600 250 (300-0.8/1.3)				
LNAV/VNAV	<b>258</b> - 600 250 (300-0.8/1.3)	<b>268</b> - 600 260 (300-0.8/1.3)	<b>278</b> - 600 270 (300-0.8/1.3)	<b>288</b> - 600 280 (300-0.8/1.3)	
LNAV	<b>420</b> - 1200 412 (500-1.2/1.9)				
CIRCLING a	<b>510</b> - 1.5 502 (600-1.5)	<b>510</b> - 1.6 502 (600-1.6)	<b>690</b> - 2.4 682 (700-2.4)	<b>750</b> - 3.6 742 (800-3.6)	<b>840</b> - 3.6 832 (900-3.6)

**RNP RWY 26R**

57°05.57'N  
009°50.95'E

**AALBORG (EKYT)**

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

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**EKYT RNP RWY 26R waypoint coordinates:**

**RWY 26R from EWTIQ (Initial LEFT) APPROACH RNP**

		CODING		DISPLAY	
EWTIQ	IAF	57 02 29.73N	010 15 38.92E	57 02.496N	010 15.649E
BAKIT	IF	57 06 58.00N	010 11 35.00E	57 06.967N	010 11.583E
YT261	FAF	57 06 29.64N	010 03 42.31E	57 06.494N	010 03.705E
RW26R	MAPt	57 05 47.43N	009 52 36.63E	57 05.790N	009 52.611E
GIPUG	MAHF	57 04 20.00N	009 30 27.00E	57 04.333N	009 30.450E

**RWY 26R from UPZIW (Initial RIGHT) APPROACH RNP**

		CODING		DISPLAY	
UPZIW	IAF	57 11 48.90N	010 13 44.95E	57 11.815N	010 13.749E
BAKIT	IF	57 06 58.00N	010 11 35.00E	57 06.967N	010 11.583E
YT261	FAF	57 06 29.64N	010 03 42.31E	57 06.494N	010 03.705E
RW26R	MAPt	57 05 47.43N	009 52 36.63E	57 05.790N	009 52.611E
GIPUG	MAHF	57 04 20.00N	009 30 27.00E	57 04.333N	009 30.450E

**Threshold coordinates RWY 26R**

		CODING		DISPLAY	
RWY 26R		57 05 47.43N	009 52 36.63E	57 05.790N	009 52.611E

CHANGES: NEW PROCEDURE.

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