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MIL AIP DENMARK

AIRAC Cycle: 2412
Eff. 28 NOV 2024
Amendment No. 266

This AIRAC AMDT contains the following changes:

| | |
|-------------|--|
| GEN 0.4 | Checklist updated. |
| GEN 0.5 | Change Symbols for CODAN- CDA, KASTRUP- KAS and ODIN- ODN VOR/DME to DME. Change Symbols for ODIN- ODN VOR/DME to DME. Change FREQ in box on Kalundborg EKKL Airport from 122.500 to 122.710 |
| GEN 2.5 | VOR withdrawn for CDA/Codan, KAS/Kastrup and ODN/Odin. Aerodrome Purpose for CDA/Codan DME and ODN/Odin DME withdrawn. |
| GEN 2.7 | Sunrise/Sunset Tables changed. |
| ENR 1.10-14 | RMK field updated with RTECOORATC procedure |
| ENR 3.2 | Name of significant points CODAN/CDA and ODIN/ODN changed to OLPIB and ODDON. |
| ENR 3.4 | En-Route Holding ODIN withdrawn. |
| ENR 4.1 | VOR and FRA relevance withdrawn for CODAN, KASTRUP and ODIN. |
| ENR 4.4 | Designators KASFI, ODDON and OLPIB added. |
| ENR 5.1 | ODN changed to ODDON in Remark for EK R17Z ISEFJORD FBZ and EK R18Z JÆGERSPRIS FBZ. |
| EKKA | |
| AD 2 | Multiple procedures updated |
| EKSP | |
| AD 2 | Multiple procedures updated |
| EKYT | |
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| NAC | 26 JAN 2023 |
| VFR-08L | 26 JAN 2023 |
| VFR-26R | 26 JAN 2023 |
| ILS or LOC 08L | 03 OCT 2024 |
| COPTER ILS or LOC 08L | 03 OCT 2024 |
| HPMA TACAN 08L | 28 NOV 2024 |
| TACAN 08L (CAT A-B) | 03 OCT 2024 |
| TACAN 08L (CAT C-E) | 03 OCT 2024 |
| RNP RWY 08L | 03 OCT 2024 |
| WP LIST RWY 08L | 03 OCT 2024 |
| ILS or LOC 26R | 03 OCT 2024 |
| COPTER ILS or LOC 26R | 28 NOV 2024 |
| HPMA VORTAC 26R | 03 OCT 2024 |
| VORTAC 26R | 03 OCT 2024 |
| RNP RWY 26R | 03 OCT 2024 |
| WP LIST RWY 26R | 03 OCT 2024 |

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. 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

| 1. Text Page Amendments | | |
|--------------------------------|--|--|
| | | |

| 2. Corrections to Charts, | | |
|----------------------------------|--|----------------|
| Affected Chart | Location | AMD No. |
| 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 |
| LFC Ed. 47 LFCW Ed. 4 | Add symbol for "Wind turbine and group. Lighted" Thyborøn Sydhavn 2, 1 Wind turbine, ELEV 873 FT MSL. PSN: 56 40 14N 008 13 04E. | AMD 265 |
| LFC Ed. 47 LFCW Ed. 4 | Maximum Elevation Figure changed from 0.7 to 1.0 in the following quadrangle PSN: 57 00 00N 008 00 00E - 57 00 00N 008 30 00E - 56 30 00N 008 30 00 - 56 30 00N 008 00 00E. | AMD 265 |
| LFC Ed. 47 | Correct Copenhagen Information frequency in box between Læsø and Anholt from 127.080 to 129.475 | AMD 265 |
| LFC Ed. 47 | Change symbols for CODAN- CDA, KASTRUP- KAS and ODIN- ODN VOR/DME to DME. | AMD 266 |
| LFCW Ed. 47 | Change symbols for ODIN- ODN VOR/DME to DME. | AMD 266 |
| LFC Ed. 47 | Change FREQ in box on Kalundborg EKKL Airport from 122.500 to 122.710 | AMD 266 |

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

| Station | ID | Facility | Purpose | Frequency | Co-ordinates |
|---------|-----|----------|----------------------------|------------------------|------------------------|
| | | | E: Enroute A: Aerodrome | | |
| 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 | DME | E | 114.900 MHz/ CH 96x | 550005.40N 0122245.16E |
| 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 |
| 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 | 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 |
| 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 |

| Station | ID | Facility | Purpose E: Enroute A: Aerodrome | Frequency | Co-ordinates |
|------------|--------------|----------------|---------------------------------------|-------------------------|--------------------------|
| 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 | DME | E | 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 |
| Trano | TNO | VOR/DME | A | 117.400MHz/ CH 121x | 554626.74N 0112621.08E |
| 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 | DME | E | 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 |
| 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* |
| 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 | 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 |

| ID | Station | Facility | Purpose E: Enroute A: Aerodrome | Frequency | Co-ordinates |
|-----|------------|----------|---------------------------------------|-------------------------|--------------------------|
| KV | Roskilde | ILS 11 | A | 111.500 MHz | 553455.16N 0120839.21E |
| KV | Roskilde | DME 11 | A | CH 52x | 553515.91N 0120709.24E |
| LEL | Billund | ILS 27 | A | 110.700 MHz | 554422.51N 0090742.03E |
| LEL | Billund | DME 27 | A | CH 44x | 554422.80N 0091027.17E |
| LME | Lemme | DME | E | 115.350 MHz/ CH 100y | 555933.503N 0082115.751E |
| NE | Kastrup | ILS 04R | A | 109.300 KHz | 553740.66N 0124017.50E |
| NE | Kastrup | DME 04R | A | CH 30x | 563616.62N 0123816.24E |
| OD | Odense | ILS 24 | A | 108.350 MHz | 552810.67N 0101834.89E |
| OD | Odense | DME 24 | A | CH 20y | 552845.53N 0102007.14E |
| ODN | Odin | DME | E | 115.500 MHz/ CH102x | 553451.64N 0103910.76E |
| OO | Esbjerg | ILS 08 | A | 109.100 MHz | 553142.18N 0083436.00E |
| OO | Esbjerg | DME 08 | A | CH 28x | 553124N 0083218E |
| OXS | Kastrup | ILS 22L | A | 109.500 MHz | 553603.30N 0123746.81E |
| OXS | Kastrup | DME 22L | A | CH 32x | 553720.67N 0123957.27E |
| OY | Kastrup | ILS 30 | A | 108.900 MHz | 553740.28N 0123744.73E |
| RAM | Ramme | DME | AE | 111.850 MHz/ CH 55y | 562842.14N 0081114.51E |
| RK | Roskilde | L | A | 368 KHz | 553723.27N 0115949.81E |
| ROE | Rønne | VOR | AE | 112.000 MHz | 550356.08N 0144531.29E |
| ROE | Rønne | TACAN | AE | 112.000 MHz/ CH 57x | 550342.73N 0144521.07E |
| SIR | Siri | L | A | 391 KHz | 562857.77N 0045440.06E |
| SKR | Skrydstrup | TACAN | AE | 110.400 MHz/ CH 41x | 551344.18N 0091250.61E |
| SN | Roskilde | ILS 21 | A | 108.700 MHz | 553432.39N 0120715.43E |
| SRN | South Arne | L | A | 361 KHz | 560449.01N 0041349.44E |
| SRY | Skrydstrup | ILS 29R | A | 109.350 MHz | 551332.31N 0091414.42E |
| SRY | Skrydstrup | DME 29R | A | CH 30y | 551309.34N 0091711.49E |
| SVJ | Stauning | ILS 27 | A | 110.100 MHz | 555925.78N 0082017.88E |
| TL | Aarhus | L | A | 384 KHz | 561801.46N 0103707.22E |
| TNO | Trano | VOR/DME | A | 117.400MHz/ CH 121x | 554626.74N 0112621.08E |
| TR | Aarhus | ILS 28L | A | 110.100 MHz | 561825.62N 0103525.62E |
| TR | Aarhus | DME 28L | A | CH 48x | 561800.99N 0103810.84E |
| VO | Skrydstrup | L | A | 321 KHz | 551328.75N 0091625.37E |
| VJ | Stauning | L | A | 328 KHz | 555919.13N 0082527.97E |
| YT | Aalborg | ILS 26R | A | 111.550 MHz | 570535.97N 0094938.62E |
| YT | Aalborg | DME 26R | A | CH52y | 570550.27N 0095217.47E |

GEN 2.7 Sunrise/Sunset Tables and Daily Periods for VFR Flights

1. Daily Periods for VFR Flights

1.1 In accordance with Civil Aviation Regulation BL 7-1 areas and daily periods within which VFR flights may take place over Denmark have been established.

1.2 Areas and Daily periods

Details about the areas and daily periods are given in the tables on the following pages.

The tables are valid from 2024 to 2031. For the 8 year period, the tables are calculated for 2024, which is used as a reference year. In this period the variation at a given position, at a given date, throughout the period from the reference year is negligible. All times are UTC.

- Table 1 Karup/Midtjyllands Lufthavn (MIL/CIV) valid for the area west of 11° E including the island Læsø;
- Table 2 København/Kastrup valid for the area east of 11° E with the exception of the islands Læsø, Bornholm and Ertholmene;
- Table 3 Bornholm/Rønne valid for the area over the islands Bornholm and Ertholmene;
- Table 4 Tyra E valid for the North Sea area west of 8° E.

Table 1
West of 11°E including the island of Læsø
(Data REF: EKKA - Karup/Midtjyllands Lufthavn)

2024-2031

| JAN | | | | | FEB | | | | | MAR | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0710 | 0757 | 1457 | 1544 | 01 | 0639 | 0721 | 1554 | 1636 | 01 | 0536 | 0614 | 1658 | 1736 |
| 02 | 0710 | 0757 | 1458 | 1545 | 02 | 0638 | 0719 | 1556 | 1637 | 02 | 0534 | 0612 | 1700 | 1738 |
| 03 | 0709 | 0756 | 1500 | 1547 | 03 | 0636 | 0717 | 1558 | 1639 | 03 | 0531 | 0609 | 1702 | 1740 |
| 04 | 0709 | 0756 | 1501 | 1548 | 04 | 0634 | 0715 | 1601 | 1642 | 04 | 0530 | 0607 | 1705 | 1742 |
| 05 | 0708 | 0755 | 1502 | 1549 | 05 | 0632 | 0713 | 1603 | 1644 | 05 | 0527 | 0604 | 1707 | 1744 |
| 06 | 0708 | 0755 | 1504 | 1551 | 06 | 0630 | 0711 | 1605 | 1646 | 06 | 0525 | 0602 | 1709 | 1746 |
| 07 | 0707 | 0754 | 1505 | 1552 | 07 | 0629 | 0709 | 1607 | 1647 | 07 | 0522 | 0559 | 1711 | 1748 |
| 08 | 0708 | 0754 | 1507 | 1553 | 08 | 0627 | 0707 | 1610 | 1650 | 08 | 0519 | 0556 | 1713 | 1750 |
| 09 | 0707 | 0753 | 1508 | 1554 | 09 | 0624 | 0704 | 1612 | 1652 | 09 | 0517 | 0554 | 1715 | 1752 |
| 10 | 0706 | 0752 | 1510 | 1556 | 10 | 0622 | 0702 | 1614 | 1654 | 10 | 0514 | 0551 | 1717 | 1754 |
| 11 | 0705 | 0751 | 1512 | 1558 | 11 | 0620 | 0700 | 1616 | 1656 | 11 | 0512 | 0549 | 1719 | 1756 |
| 12 | 0704 | 0750 | 1513 | 1559 | 12 | 0618 | 0658 | 1619 | 1659 | 12 | 0509 | 0546 | 1721 | 1758 |
| 13 | 0703 | 0749 | 1515 | 1601 | 13 | 0617 | 0656 | 1621 | 1700 | 13 | 0506 | 0543 | 1724 | 1801 |
| 14 | 0703 | 0748 | 1517 | 1602 | 14 | 0614 | 0653 | 1623 | 1702 | 14 | 0504 | 0541 | 1726 | 1803 |
| 15 | 0702 | 0747 | 1519 | 1604 | 15 | 0612 | 0651 | 1625 | 1704 | 15 | 0501 | 0538 | 1728 | 1805 |
| 16 | 0701 | 0746 | 1521 | 1606 | 16 | 0610 | 0649 | 1627 | 1706 | 16 | 0458 | 0535 | 1730 | 1807 |
| 17 | 0700 | 0745 | 1523 | 1608 | 17 | 0607 | 0646 | 1630 | 1709 | 17 | 0456 | 0533 | 1732 | 1809 |
| 18 | 0658 | 0743 | 1525 | 1610 | 18 | 0605 | 0644 | 1632 | 1711 | 18 | 0453 | 0530 | 1734 | 1811 |
| 19 | 0658 | 0742 | 1527 | 1611 | 19 | 0603 | 0642 | 1634 | 1713 | 19 | 0450 | 0527 | 1736 | 1813 |
| 20 | 0657 | 0741 | 1529 | 1613 | 20 | 0600 | 0639 | 1636 | 1715 | 20 | 0448 | 0525 | 1738 | 1815 |
| 21 | 0655 | 0739 | 1531 | 1615 | 21 | 0559 | 0637 | 1638 | 1716 | 21 | 0445 | 0522 | 1740 | 1817 |
| 22 | 0654 | 0738 | 1533 | 1617 | 22 | 0556 | 0634 | 1641 | 1719 | 22 | 0441 | 0519 | 1742 | 1820 |
| 23 | 0653 | 0736 | 1535 | 1618 | 23 | 0554 | 0632 | 1643 | 1721 | 23 | 0439 | 0517 | 1744 | 1822 |
| 24 | 0652 | 0735 | 1537 | 1620 | 24 | 0551 | 0629 | 1645 | 1723 | 24 | 0436 | 0514 | 1746 | 1824 |
| 25 | 0650 | 0733 | 1539 | 1622 | 25 | 0549 | 0627 | 1647 | 1725 | 25 | 0433 | 0511 | 1749 | 1827 |
| 26 | 0648 | 0731 | 1541 | 1624 | 26 | 0547 | 0625 | 1649 | 1727 | 26 | 0431 | 0509 | 1751 | 1829 |
| 27 | 0647 | 0730 | 1543 | 1626 | 27 | 0544 | 0622 | 1652 | 1730 | 27 | 0428 | 0506 | 1753 | 1831 |
| 28 | 0646 | 0728 | 1545 | 1627 | 28 | 0541 | 0619 | 1654 | 1732 | 28 | 0425 | 0503 | 1755 | 1833 |
| 29 | 0644 | 0726 | 1547 | 1629 | 29 | 0539 | 0617 | 1656 | 1734 | 29 | 0423 | 0501 | 1757 | 1835 |
| 30 | 0642 | 0724 | 1550 | 1632 | | | | | | 30 | 0420 | 0458 | 1759 | 1837 |
| 31 | 0641 | 0723 | 1552 | 1634 | | | | | | 31 | 0417 | 0455 | 1801 | 1839 |

| APR | | | | | MAY | | | | | JUN | | | | |
|-----|-----------|------|------|---------|-----|-----------|-------|-------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0415 | 0453 | 1803 | 1841 | 01 | 02:53 | 03:38 | 19:05 | 19:50 | 01 | 0144 | 0243 | 2001 | 2100 |
| 02 | 0411 | 0450 | 1805 | 1844 | 02 | 02:49 | 03:35 | 19:07 | 19:53 | 02 | 0142 | 0242 | 2002 | 2102 |
| 03 | 0408 | 0447 | 1807 | 1846 | 03 | 02:47 | 03:33 | 19:09 | 19:55 | 03 | 0141 | 0241 | 2003 | 2103 |
| 04 | 0406 | 0445 | 1809 | 1848 | 04 | 02:45 | 03:31 | 19:11 | 19:57 | 04 | 0140 | 0240 | 2004 | 2104 |
| 05 | 0403 | 0442 | 1811 | 1850 | 05 | 02:42 | 03:29 | 19:13 | 20:00 | 05 | 0138 | 0239 | 2006 | 2107 |
| 06 | 0401 | 0440 | 1813 | 1852 | 06 | 02:39 | 03:26 | 19:15 | 20:02 | 06 | 0138 | 0239 | 2007 | 2108 |
| 07 | 0358 | 0437 | 1815 | 1854 | 07 | 02:36 | 03:24 | 19:17 | 20:05 | 07 | 0136 | 0238 | 2008 | 2110 |
| 08 | 0355 | 0434 | 1817 | 1856 | 08 | 02:34 | 03:22 | 19:19 | 20:07 | 08 | 0135 | 0237 | 2009 | 2111 |
| 09 | 0352 | 0432 | 1820 | 1900 | 09 | 02:32 | 03:20 | 19:21 | 20:09 | 09 | 0135 | 0237 | 2010 | 2112 |
| 10 | 0349 | 0429 | 1822 | 1902 | 10 | 02:29 | 03:18 | 19:23 | 20:12 | 10 | 0133 | 0236 | 2011 | 2114 |
| 11 | 0347 | 0427 | 1824 | 1904 | 11 | 02:27 | 03:16 | 19:25 | 20:14 | 11 | 0133 | 0236 | 2012 | 2115 |
| 12 | 0344 | 0424 | 1826 | 1906 | 12 | 02:24 | 03:14 | 19:27 | 20:17 | 12 | 0132 | 0235 | 2012 | 2115 |
| 13 | 0341 | 0421 | 1828 | 1908 | 13 | 02:22 | 03:12 | 19:29 | 20:19 | 13 | 0132 | 0235 | 2013 | 2116 |
| 14 | 0338 | 0419 | 1830 | 1911 | 14 | 02:19 | 03:10 | 19:31 | 20:22 | 14 | 0131 | 0235 | 2014 | 2118 |
| 15 | 0335 | 0416 | 1832 | 1913 | 15 | 02:17 | 03:08 | 19:33 | 20:24 | 15 | 0130 | 0234 | 2014 | 2118 |
| 16 | 0333 | 0414 | 1834 | 1915 | 16 | 02:16 | 03:07 | 19:35 | 20:26 | 16 | 0130 | 0234 | 2015 | 2119 |
| 17 | 0330 | 0411 | 1836 | 1917 | 17 | 02:13 | 03:05 | 19:36 | 20:28 | 17 | 0130 | 0234 | 2015 | 2119 |
| 18 | 0328 | 0409 | 1838 | 1919 | 18 | 02:11 | 03:03 | 19:38 | 20:30 | 18 | 0130 | 0234 | 2016 | 2120 |
| 19 | 0324 | 0406 | 1840 | 1922 | 19 | 02:08 | 03:01 | 19:40 | 20:33 | 19 | 0130 | 0234 | 2016 | 2120 |
| 20 | 0322 | 0404 | 1842 | 1924 | 20 | 02:07 | 03:00 | 19:42 | 20:35 | 20 | 0130 | 0234 | 2016 | 2120 |
| 21 | 0319 | 0401 | 1844 | 1926 | 21 | 02:04 | 02:58 | 19:44 | 20:38 | 21 | 0130 | 0234 | 2016 | 2120 |
| 22 | 0316 | 0359 | 1846 | 1929 | 22 | 02:02 | 02:56 | 19:45 | 20:39 | 22 | 0131 | 0235 | 2016 | 2120 |
| 23 | 0313 | 0356 | 1848 | 1931 | 23 | 02:00 | 02:55 | 19:47 | 20:42 | 23 | 0131 | 0235 | 2017 | 2121 |
| 24 | 0311 | 0354 | 1851 | 1934 | 24 | 01:58 | 02:53 | 19:49 | 20:44 | 24 | 0131 | 0235 | 2016 | 2120 |
| 25 | 0309 | 0352 | 1853 | 1936 | 25 | 01:56 | 02:52 | 19:50 | 20:46 | 25 | 0132 | 0236 | 2016 | 2120 |
| 26 | 0305 | 0349 | 1855 | 1939 | 26 | 01:54 | 02:50 | 19:52 | 20:48 | 26 | 0132 | 0236 | 2016 | 2120 |
| 27 | 0303 | 0347 | 1857 | 1941 | 27 | 01:52 | 02:49 | 19:53 | 20:50 | 27 | 0133 | 0237 | 2016 | 2120 |
| 28 | 0300 | 0344 | 1859 | 1943 | 28 | 01:51 | 02:48 | 19:55 | 20:52 | 28 | 0135 | 0238 | 2016 | 2119 |
| 29 | 0257 | 0342 | 1901 | 1946 | 29 | 01:48 | 02:46 | 19:56 | 20:54 | 29 | 0135 | 0238 | 2015 | 2118 |
| 30 | 0255 | 0340 | 1903 | 1948 | 30 | 01:47 | 02:45 | 19:58 | 20:56 | 30 | 0136 | 0239 | 2015 | 2118 |
| | | | | | 31 | 01:45 | 02:44 | 19:59 | 20:58 | | | | | |

Table 1
West of 11°E including the island of Læsø
(Data REF: EKKA - Karup/Midtjyllands Lufthavn)

2024-2031

| JUL | | | | | AUG | | | | | SEP | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0137 | 0240 | 2014 | 2117 | 01 | 0238 | 0327 | 1932 | 2021 | 01 | 0348 | 0428 | 1817 | 1857 |
| 02 | 0139 | 0241 | 2014 | 2116 | 02 | 0241 | 0329 | 1930 | 2018 | 02 | 0350 | 0430 | 1815 | 1855 |
| 03 | 0140 | 0242 | 2013 | 2115 | 03 | 0243 | 0331 | 1927 | 2015 | 03 | 0353 | 0432 | 1812 | 1851 |
| 04 | 0141 | 0243 | 2013 | 2115 | 04 | 0245 | 0333 | 1925 | 2013 | 04 | 0355 | 0434 | 1810 | 1849 |
| 05 | 0143 | 0244 | 2012 | 2113 | 05 | 0247 | 0334 | 1923 | 2010 | 05 | 0357 | 0436 | 1807 | 1846 |
| 06 | 0144 | 0245 | 2011 | 2112 | 06 | 0249 | 0336 | 1921 | 2008 | 06 | 0359 | 0438 | 1804 | 1843 |
| 07 | 0146 | 0246 | 2010 | 2110 | 07 | 0252 | 0338 | 1919 | 2005 | 07 | 0401 | 0440 | 1802 | 1841 |
| 08 | 0147 | 0247 | 2009 | 2109 | 08 | 0254 | 0340 | 1917 | 2003 | 08 | 0403 | 0442 | 1759 | 1838 |
| 09 | 0149 | 0249 | 2008 | 2108 | 09 | 0256 | 0342 | 1914 | 2000 | 09 | 0406 | 0444 | 1756 | 1834 |
| 10 | 0151 | 0250 | 2007 | 2106 | 10 | 0259 | 0344 | 1912 | 1957 | 10 | 0408 | 0446 | 1754 | 1832 |
| 11 | 0152 | 0251 | 2006 | 2105 | 11 | 0301 | 0346 | 1910 | 1955 | 11 | 0410 | 0448 | 1751 | 1829 |
| 12 | 0155 | 0253 | 2005 | 2103 | 12 | 0303 | 0348 | 1907 | 1952 | 12 | 0412 | 0450 | 1748 | 1826 |
| 13 | 0156 | 0254 | 2004 | 2102 | 13 | 0306 | 0350 | 1905 | 1949 | 13 | 0414 | 0452 | 1746 | 1824 |
| 14 | 0159 | 0256 | 2002 | 2059 | 14 | 0308 | 0352 | 1903 | 1947 | 14 | 0416 | 0454 | 1743 | 1821 |
| 15 | 0200 | 0257 | 2001 | 2058 | 15 | 0310 | 0354 | 1900 | 1944 | 15 | 0418 | 0456 | 1740 | 1818 |
| 16 | 0203 | 0259 | 2000 | 2056 | 16 | 0313 | 0356 | 1858 | 1941 | 16 | 0420 | 0458 | 1738 | 1816 |
| 17 | 0204 | 0300 | 1958 | 2054 | 17 | 0315 | 0358 | 1855 | 1938 | 17 | 0422 | 0500 | 1735 | 1813 |
| 18 | 0207 | 0302 | 1957 | 2052 | 18 | 0317 | 0400 | 1853 | 1936 | 18 | 0424 | 0502 | 1732 | 1810 |
| 19 | 0208 | 0303 | 1955 | 2050 | 19 | 0319 | 0402 | 1851 | 1934 | 19 | 0425 | 0503 | 1730 | 1808 |
| 20 | 0211 | 0305 | 1954 | 2048 | 20 | 0322 | 0404 | 1848 | 1930 | 20 | 0427 | 0505 | 1727 | 1805 |
| 21 | 0213 | 0307 | 1952 | 2046 | 21 | 0324 | 0406 | 1846 | 1928 | 21 | 0430 | 0507 | 1724 | 1801 |
| 22 | 0215 | 0308 | 1950 | 2043 | 22 | 0326 | 0408 | 1843 | 1925 | 22 | 0432 | 0509 | 1722 | 1759 |
| 23 | 0217 | 0310 | 1949 | 2042 | 23 | 0328 | 0410 | 1841 | 1923 | 23 | 0434 | 0511 | 1719 | 1756 |
| 24 | 0220 | 0312 | 1947 | 2039 | 24 | 0331 | 0412 | 1838 | 1919 | 24 | 0436 | 0513 | 1716 | 1753 |
| 25 | 0222 | 0314 | 1945 | 2037 | 25 | 0333 | 0414 | 1836 | 1917 | 25 | 0438 | 0515 | 1713 | 1750 |
| 26 | 0225 | 0316 | 1943 | 2034 | 26 | 0335 | 0416 | 1833 | 1914 | 26 | 0440 | 0517 | 1711 | 1748 |
| 27 | 0226 | 0317 | 1941 | 2032 | 27 | 0337 | 0418 | 1830 | 1911 | 27 | 0442 | 0519 | 1708 | 1745 |
| 28 | 0228 | 0319 | 1940 | 2031 | 28 | 0340 | 0420 | 1828 | 1908 | 28 | 0444 | 0521 | 1705 | 1742 |
| 29 | 0231 | 0321 | 1938 | 2028 | 29 | 0342 | 0422 | 1825 | 1905 | 29 | 0446 | 0523 | 1703 | 1740 |
| 30 | 0233 | 0323 | 1936 | 2026 | 30 | 0344 | 0424 | 1823 | 1903 | 30 | 0448 | 0525 | 1700 | 1737 |
| 31 | 0236 | 0325 | 1934 | 2023 | 31 | 0346 | 0426 | 1820 | 1900 | | | | | |
| OCT | | | | | NOV | | | | | DEC | | | | |
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0450 | 0527 | 1658 | 1735 | 01 | 0552 | 0632 | 1541 | 1621 | 01 | 0647 | 0733 | 1452 | 1538 |
| 02 | 0452 | 0529 | 1655 | 1732 | 02 | 0555 | 0635 | 1539 | 1619 | 02 | 0648 | 0734 | 1451 | 1537 |
| 03 | 0454 | 0531 | 1652 | 1729 | 03 | 0557 | 0637 | 1537 | 1617 | 03 | 0650 | 0736 | 1451 | 1537 |
| 04 | 0456 | 0533 | 1650 | 1727 | 04 | 0558 | 0639 | 1535 | 1616 | 04 | 0651 | 0738 | 1450 | 1537 |
| 05 | 0459 | 0536 | 1647 | 1724 | 05 | 0600 | 0641 | 1532 | 1613 | 05 | 0652 | 0739 | 1449 | 1536 |
| 06 | 0501 | 0538 | 1644 | 1721 | 06 | 0602 | 0643 | 1530 | 1611 | 06 | 0654 | 0741 | 1449 | 1536 |
| 07 | 0503 | 0540 | 1642 | 1719 | 07 | 0604 | 0645 | 1528 | 1609 | 07 | 0655 | 0742 | 1448 | 1535 |
| 08 | 0505 | 0542 | 1639 | 1716 | 08 | 0606 | 0647 | 1526 | 1607 | 08 | 0656 | 0743 | 1448 | 1535 |
| 09 | 0506 | 0544 | 1637 | 1715 | 09 | 0608 | 0650 | 1524 | 1606 | 09 | 0658 | 0745 | 1447 | 1534 |
| 10 | 0508 | 0546 | 1634 | 1712 | 10 | 0610 | 0652 | 1523 | 1605 | 10 | 0659 | 0746 | 1447 | 1534 |
| 11 | 0510 | 0548 | 1631 | 1709 | 11 | 0612 | 0654 | 1521 | 1603 | 11 | 0659 | 0747 | 1447 | 1535 |
| 12 | 0512 | 0550 | 1629 | 1707 | 12 | 0614 | 0656 | 1519 | 1601 | 12 | 0700 | 0748 | 1447 | 1535 |
| 13 | 0514 | 0552 | 1626 | 1704 | 13 | 0616 | 0658 | 1517 | 1559 | 13 | 0701 | 0749 | 1446 | 1534 |
| 14 | 0516 | 0554 | 1624 | 1702 | 14 | 0617 | 0700 | 1515 | 1558 | 14 | 0702 | 0750 | 1446 | 1534 |
| 15 | 0518 | 0556 | 1621 | 1659 | 15 | 0619 | 0702 | 1513 | 1556 | 15 | 0703 | 0751 | 1446 | 1534 |
| 16 | 0520 | 0558 | 1619 | 1657 | 16 | 0621 | 0704 | 1512 | 1555 | 16 | 0704 | 0752 | 1447 | 1535 |
| 17 | 0522 | 0600 | 1616 | 1654 | 17 | 0623 | 0706 | 1510 | 1553 | 17 | 0705 | 0753 | 1447 | 1535 |
| 18 | 0524 | 0602 | 1614 | 1652 | 18 | 0625 | 0708 | 1508 | 1551 | 18 | 0706 | 0754 | 1447 | 1535 |
| 19 | 0527 | 0605 | 1611 | 1649 | 19 | 0626 | 0710 | 1507 | 1551 | 19 | 0706 | 0754 | 1447 | 1535 |
| 20 | 0529 | 0607 | 1609 | 1647 | 20 | 0628 | 0712 | 1505 | 1549 | 20 | 0707 | 0755 | 1448 | 1536 |
| 21 | 0530 | 0609 | 1606 | 1645 | 21 | 0630 | 0714 | 1504 | 1548 | 21 | 0707 | 0755 | 1448 | 1536 |
| 22 | 0532 | 0611 | 1604 | 1643 | 22 | 0632 | 0716 | 1503 | 1547 | 22 | 0708 | 0756 | 1449 | 1537 |
| 23 | 0534 | 0613 | 1602 | 1641 | 23 | 0634 | 0718 | 1501 | 1545 | 23 | 0708 | 0756 | 1449 | 1537 |
| 24 | 0536 | 0615 | 1559 | 1638 | 24 | 0635 | 0720 | 1500 | 1545 | 24 | 0709 | 0757 | 1450 | 1538 |
| 25 | 0538 | 0617 | 1557 | 1636 | 25 | 0637 | 0722 | 1459 | 1544 | 25 | 0709 | 0757 | 1451 | 1539 |
| 26 | 0540 | 0619 | 1555 | 1634 | 26 | 0639 | 0724 | 1457 | 1542 | 26 | 0709 | 0757 | 1452 | 1540 |
| 27 | 0543 | 0622 | 1552 | 1631 | 27 | 0641 | 0726 | 1456 | 1541 | 27 | 0709 | 0757 | 1453 | 1541 |
| 28 | 0545 | 0624 | 1550 | 1629 | 28 | 0643 | 0728 | 1455 | 1540 | 28 | 0709 | 0757 | 1454 | 1542 |
| 29 | 0546 | 0626 | 1548 | 1628 | 29 | 0643 | 0729 | 1454 | 1540 | 29 | 0709 | 0757 | 1455 | 1543 |
| 30 | 0548 | 0628 | 1545 | 1625 | 30 | 0645 | 0731 | 1453 | 1539 | 30 | 0709 | 0757 | 1456 | 1544 |
| 31 | 0550 | 0630 | 1543 | 1623 | | | | | | 31 | 0710 | 0757 | 1457 | 1544 |

Table 2
East of 11°E with the exception of the islands Læsø, Bornholm and Ertholmene
(Data REF: EKCH - København/Kastrup)

2024-2031

| JAN | | | | | FEB | | | | | MAR | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0652 | 0738 | 1447 | 1533 | 01 | 0623 | 0704 | 1543 | 1624 | 01 | 0522 | 0559 | 1645 | 1722 |
| 02 | 0652 | 0738 | 1449 | 1535 | 02 | 0621 | 0702 | 1545 | 1626 | 02 | 0520 | 0557 | 1647 | 1724 |
| 03 | 0652 | 0738 | 1450 | 1536 | 03 | 0620 | 0700 | 1547 | 1627 | 03 | 0517 | 0554 | 1649 | 1726 |
| 04 | 0651 | 0737 | 1451 | 1537 | 04 | 0618 | 0658 | 1549 | 1629 | 04 | 0515 | 0552 | 1651 | 1728 |
| 05 | 0651 | 0737 | 1453 | 1539 | 05 | 0616 | 0656 | 1551 | 1631 | 05 | 0512 | 0549 | 1653 | 1730 |
| 06 | 0650 | 0736 | 1454 | 1540 | 06 | 0614 | 0654 | 1554 | 1634 | 06 | 0510 | 0547 | 1655 | 1732 |
| 07 | 0651 | 0736 | 1455 | 1540 | 07 | 0612 | 0652 | 1556 | 1636 | 07 | 0507 | 0544 | 1657 | 1734 |
| 08 | 0650 | 0735 | 1457 | 1542 | 08 | 0611 | 0650 | 1558 | 1637 | 08 | 0505 | 0542 | 1659 | 1736 |
| 09 | 0649 | 0734 | 1458 | 1543 | 09 | 0609 | 0648 | 1600 | 1639 | 09 | 0502 | 0539 | 1702 | 1739 |
| 10 | 0649 | 0734 | 1500 | 1545 | 10 | 0607 | 0646 | 1602 | 1641 | 10 | 0500 | 0537 | 1704 | 1741 |
| 11 | 0648 | 0733 | 1502 | 1547 | 11 | 0605 | 0644 | 1604 | 1643 | 11 | 0457 | 0534 | 1706 | 1743 |
| 12 | 0647 | 0732 | 1503 | 1548 | 12 | 0603 | 0642 | 1607 | 1646 | 12 | 0454 | 0531 | 1708 | 1745 |
| 13 | 0647 | 0731 | 1505 | 1549 | 13 | 0600 | 0639 | 1609 | 1648 | 13 | 0452 | 0529 | 1710 | 1747 |
| 14 | 0646 | 0730 | 1507 | 1551 | 14 | 0558 | 0637 | 1611 | 1650 | 14 | 0449 | 0526 | 1712 | 1749 |
| 15 | 0645 | 0729 | 1509 | 1553 | 15 | 0557 | 0635 | 1613 | 1651 | 15 | 0447 | 0524 | 1714 | 1751 |
| 16 | 0644 | 0728 | 1510 | 1554 | 16 | 0555 | 0633 | 1615 | 1653 | 16 | 0444 | 0521 | 1716 | 1753 |
| 17 | 0643 | 0727 | 1512 | 1556 | 17 | 0552 | 0630 | 1617 | 1655 | 17 | 0441 | 0518 | 1718 | 1755 |
| 18 | 0643 | 0726 | 1514 | 1557 | 18 | 0550 | 0628 | 1619 | 1657 | 18 | 0439 | 0516 | 1720 | 1757 |
| 19 | 0641 | 0724 | 1516 | 1559 | 19 | 0548 | 0626 | 1622 | 1700 | 19 | 0436 | 0513 | 1722 | 1759 |
| 20 | 0640 | 0723 | 1518 | 1601 | 20 | 0545 | 0623 | 1624 | 1702 | 20 | 0434 | 0511 | 1724 | 1801 |
| 21 | 0639 | 0722 | 1520 | 1603 | 21 | 0543 | 0621 | 1626 | 1704 | 21 | 0431 | 0508 | 1726 | 1803 |
| 22 | 0637 | 0720 | 1522 | 1605 | 22 | 0541 | 0619 | 1628 | 1706 | 22 | 0428 | 0505 | 1728 | 1805 |
| 23 | 0637 | 0719 | 1524 | 1606 | 23 | 0538 | 0616 | 1630 | 1708 | 23 | 0426 | 0503 | 1730 | 1807 |
| 24 | 0635 | 0717 | 1526 | 1608 | 24 | 0537 | 0614 | 1632 | 1709 | 24 | 0423 | 0500 | 1732 | 1809 |
| 25 | 0634 | 0716 | 1528 | 1610 | 25 | 0535 | 0612 | 1634 | 1711 | 25 | 0421 | 0458 | 1734 | 1811 |
| 26 | 0632 | 0714 | 1530 | 1612 | 26 | 0532 | 0609 | 1637 | 1714 | 26 | 0418 | 0455 | 1736 | 1813 |
| 27 | 0630 | 0712 | 1532 | 1614 | 27 | 0530 | 0607 | 1639 | 1716 | 27 | 0415 | 0452 | 1738 | 1815 |
| 28 | 0630 | 0711 | 1534 | 1615 | 28 | 0527 | 0604 | 1641 | 1718 | 28 | 0413 | 0450 | 1740 | 1817 |
| 29 | 0628 | 0709 | 1536 | 1617 | 29 | 0525 | 0602 | 1643 | 1720 | 29 | 0410 | 0447 | 1742 | 1819 |
| 30 | 0626 | 0707 | 1539 | 1620 | | | | | | 30 | 0408 | 0445 | 1744 | 1821 |
| 31 | 0625 | 0706 | 1541 | 1622 | | | | | | 31 | 0404 | 0442 | 1746 | 1824 |

| APR | | | | | MAY | | | | | JUN | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0401 | 0439 | 1748 | 1826 | 01 | 0242 | 0326 | 1848 | 1932 | 01 | 0137 | 0234 | 1942 | 2039 |
| 02 | 0359 | 0437 | 1750 | 1828 | 02 | 0240 | 0324 | 1850 | 1934 | 02 | 0136 | 0233 | 1943 | 2040 |
| 03 | 0356 | 0434 | 1752 | 1830 | 03 | 0237 | 0322 | 1852 | 1937 | 03 | 0135 | 0232 | 1944 | 2041 |
| 04 | 0354 | 0432 | 1754 | 1832 | 04 | 0235 | 0320 | 1854 | 1939 | 04 | 0133 | 0231 | 1945 | 2043 |
| 05 | 0351 | 0429 | 1756 | 1834 | 05 | 0233 | 0318 | 1856 | 1941 | 05 | 0132 | 0230 | 1947 | 2045 |
| 06 | 0349 | 0427 | 1758 | 1836 | 06 | 0229 | 0315 | 1858 | 1944 | 06 | 0131 | 0229 | 1948 | 2046 |
| 07 | 0346 | 0424 | 1800 | 1838 | 07 | 0227 | 0313 | 1900 | 1946 | 07 | 0130 | 0229 | 1949 | 2048 |
| 08 | 0343 | 0422 | 1802 | 1841 | 08 | 0224 | 0311 | 1902 | 1949 | 08 | 0129 | 0228 | 1950 | 2049 |
| 09 | 0340 | 0419 | 1804 | 1843 | 09 | 0222 | 0309 | 1904 | 1951 | 09 | 0128 | 0227 | 1951 | 2050 |
| 10 | 0337 | 0416 | 1806 | 1845 | 10 | 0220 | 0307 | 1905 | 1952 | 10 | 0127 | 0227 | 1951 | 2051 |
| 11 | 0335 | 0414 | 1808 | 1847 | 11 | 0217 | 0305 | 1907 | 1955 | 11 | 0126 | 0226 | 1952 | 2052 |
| 12 | 0332 | 0411 | 1810 | 1849 | 12 | 0215 | 0303 | 1909 | 1957 | 12 | 0126 | 0226 | 1953 | 2053 |
| 13 | 0329 | 0409 | 1812 | 1852 | 13 | 0213 | 0302 | 1911 | 2000 | 13 | 0126 | 0226 | 1954 | 2054 |
| 14 | 0326 | 0406 | 1814 | 1854 | 14 | 0211 | 0300 | 1913 | 2002 | 14 | 0126 | 0226 | 1954 | 2054 |
| 15 | 0324 | 0404 | 1816 | 1856 | 15 | 0209 | 0258 | 1915 | 2004 | 15 | 0124 | 0225 | 1955 | 2056 |
| 16 | 0321 | 0401 | 1818 | 1858 | 16 | 0206 | 0256 | 1917 | 2007 | 16 | 0124 | 0225 | 1955 | 2056 |
| 17 | 0319 | 0359 | 1820 | 1900 | 17 | 0204 | 0254 | 1918 | 2008 | 17 | 0124 | 0225 | 1956 | 2057 |
| 18 | 0316 | 0357 | 1822 | 1903 | 18 | 0202 | 0253 | 1920 | 2011 | 18 | 0124 | 0225 | 1956 | 2057 |
| 19 | 0313 | 0354 | 1824 | 1905 | 19 | 0200 | 0251 | 1922 | 2013 | 19 | 0124 | 0225 | 1957 | 2058 |
| 20 | 0311 | 0352 | 1826 | 1907 | 20 | 0158 | 0249 | 1924 | 2015 | 20 | 0124 | 0225 | 1957 | 2058 |
| 21 | 0308 | 0349 | 1828 | 1909 | 21 | 0156 | 0248 | 1925 | 2017 | 21 | 0125 | 0226 | 1957 | 2058 |
| 22 | 0305 | 0347 | 1830 | 1912 | 22 | 0154 | 0246 | 1927 | 2019 | 22 | 0125 | 0226 | 1957 | 2058 |
| 23 | 0303 | 0345 | 1832 | 1914 | 23 | 0152 | 0245 | 1929 | 2022 | 23 | 0125 | 0226 | 1957 | 2058 |
| 24 | 0300 | 0342 | 1834 | 1916 | 24 | 0150 | 0243 | 1930 | 2023 | 24 | 0126 | 0227 | 1957 | 2058 |
| 25 | 0258 | 0340 | 1836 | 1918 | 25 | 0148 | 0242 | 1932 | 2026 | 25 | 0126 | 0227 | 1957 | 2058 |
| 26 | 0254 | 0337 | 1838 | 1921 | 26 | 0147 | 0241 | 1933 | 2027 | 26 | 0127 | 0228 | 1957 | 2058 |
| 27 | 0252 | 0335 | 1840 | 1923 | 27 | 0145 | 0239 | 1935 | 2029 | 27 | 0128 | 0228 | 1957 | 2057 |
| 28 | 0250 | 0333 | 1842 | 1925 | 28 | 0143 | 0238 | 1936 | 2031 | 28 | 0129 | 0229 | 1956 | 2056 |
| 29 | 0247 | 0331 | 1844 | 1928 | 29 | 0142 | 0237 | 1938 | 2033 | 29 | 0129 | 0229 | 1956 | 2056 |
| 30 | 0244 | 0328 | 1846 | 1930 | 30 | 0140 | 0236 | 1939 | 2035 | 30 | 0130 | 0230 | 1956 | 2056 |
| | | | | | 31 | 0139 | 0235 | 1940 | 2036 | | | | | |

Table 2
East of 11°E with the exception of the islands Læsø, Bornholm and Ertholmene
(Data REF: EKCH - København/Kastrup)

2024-2031

| JUL | | | | | AUG | | | | | SEP | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0132 | 0231 | 1955 | 2054 | 01 | 0229 | 0316 | 1914 | 2001 | 01 | 0336 | 0415 | 1802 | 1841 |
| 02 | 0133 | 0232 | 1955 | 2054 | 02 | 0231 | 0318 | 1912 | 1959 | 02 | 0338 | 0417 | 1759 | 1838 |
| 03 | 0134 | 0233 | 1954 | 2053 | 03 | 0233 | 0320 | 1910 | 1957 | 03 | 0340 | 0419 | 1757 | 1836 |
| 04 | 0135 | 0234 | 1954 | 2053 | 04 | 0236 | 0322 | 1908 | 1954 | 04 | 0343 | 0421 | 1754 | 1832 |
| 05 | 0137 | 0235 | 1953 | 2051 | 05 | 0237 | 0323 | 1906 | 1952 | 05 | 0345 | 0423 | 1752 | 1830 |
| 06 | 0138 | 0236 | 1952 | 2050 | 06 | 0239 | 0325 | 1904 | 1950 | 06 | 0347 | 0425 | 1749 | 1827 |
| 07 | 0139 | 0237 | 1951 | 2049 | 07 | 0242 | 0327 | 1902 | 1947 | 07 | 0349 | 0427 | 1747 | 1825 |
| 08 | 0141 | 0238 | 1950 | 2047 | 08 | 0244 | 0329 | 1900 | 1945 | 08 | 0351 | 0429 | 1744 | 1822 |
| 09 | 0142 | 0239 | 1949 | 2046 | 09 | 0246 | 0331 | 1857 | 1942 | 09 | 0353 | 0431 | 1741 | 1819 |
| 10 | 0145 | 0241 | 1948 | 2044 | 10 | 0249 | 0333 | 1855 | 1939 | 10 | 0354 | 0432 | 1739 | 1817 |
| 11 | 0146 | 0242 | 1947 | 2043 | 11 | 0251 | 0335 | 1853 | 1937 | 11 | 0356 | 0434 | 1736 | 1814 |
| 12 | 0147 | 0243 | 1946 | 2042 | 12 | 0253 | 0337 | 1851 | 1935 | 12 | 0359 | 0436 | 1734 | 1811 |
| 13 | 0150 | 0245 | 1945 | 2040 | 13 | 0256 | 0339 | 1848 | 1931 | 13 | 0401 | 0438 | 1731 | 1808 |
| 14 | 0151 | 0246 | 1944 | 2039 | 14 | 0258 | 0341 | 1846 | 1929 | 14 | 0403 | 0440 | 1728 | 1805 |
| 15 | 0153 | 0247 | 1943 | 2037 | 15 | 0259 | 0342 | 1844 | 1927 | 15 | 0405 | 0442 | 1726 | 1803 |
| 16 | 0155 | 0249 | 1941 | 2035 | 16 | 0302 | 0344 | 1841 | 1923 | 16 | 0407 | 0444 | 1723 | 1800 |
| 17 | 0156 | 0250 | 1940 | 2034 | 17 | 0304 | 0346 | 1839 | 1921 | 17 | 0409 | 0446 | 1720 | 1757 |
| 18 | 0159 | 0252 | 1938 | 2031 | 18 | 0306 | 0348 | 1837 | 1919 | 18 | 0411 | 0448 | 1718 | 1755 |
| 19 | 0201 | 0254 | 1937 | 2030 | 19 | 0308 | 0350 | 1834 | 1916 | 19 | 0413 | 0450 | 1715 | 1752 |
| 20 | 0203 | 0255 | 1935 | 2027 | 20 | 0311 | 0352 | 1832 | 1913 | 20 | 0415 | 0452 | 1713 | 1750 |
| 21 | 0205 | 0257 | 1934 | 2026 | 21 | 0313 | 0354 | 1830 | 1911 | 21 | 0416 | 0453 | 1710 | 1747 |
| 22 | 0207 | 0258 | 1932 | 2023 | 22 | 0315 | 0356 | 1827 | 1908 | 22 | 0418 | 0455 | 1707 | 1744 |
| 23 | 0209 | 0300 | 1931 | 2022 | 23 | 0317 | 0358 | 1825 | 1906 | 23 | 0420 | 0457 | 1705 | 1742 |
| 24 | 0211 | 0302 | 1929 | 2020 | 24 | 0320 | 0400 | 1822 | 1902 | 24 | 0422 | 0459 | 1702 | 1739 |
| 25 | 0213 | 0303 | 1927 | 2017 | 25 | 0322 | 0402 | 1820 | 1900 | 25 | 0424 | 0501 | 1659 | 1736 |
| 26 | 0215 | 0305 | 1925 | 2015 | 26 | 0324 | 0404 | 1817 | 1857 | 26 | 0426 | 0503 | 1657 | 1734 |
| 27 | 0218 | 0307 | 1924 | 2013 | 27 | 0326 | 0406 | 1815 | 1855 | 27 | 0428 | 0505 | 1654 | 1731 |
| 28 | 0220 | 0309 | 1922 | 2011 | 28 | 0327 | 0407 | 1812 | 1852 | 28 | 0430 | 0507 | 1652 | 1729 |
| 29 | 0222 | 0311 | 1920 | 2009 | 29 | 0330 | 0409 | 1810 | 1849 | 29 | 0432 | 0509 | 1649 | 1726 |
| 30 | 0224 | 0312 | 1918 | 2006 | 30 | 0332 | 0411 | 1807 | 1846 | 30 | 0434 | 0511 | 1646 | 1723 |
| 31 | 0226 | 0314 | 1916 | 2004 | 31 | 0334 | 0413 | 1805 | 1844 | | | | | |
| OCT | | | | | NOV | | | | | DEC | | | | |
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0436 | 0513 | 1644 | 1721 | 01 | 0537 | 0616 | 1529 | 1608 | 01 | 0630 | 0715 | 1442 | 1527 |
| 02 | 0438 | 0515 | 1641 | 1718 | 02 | 0539 | 0618 | 1527 | 1606 | 02 | 0631 | 0716 | 1441 | 1526 |
| 03 | 0440 | 0517 | 1639 | 1716 | 03 | 0540 | 0620 | 1525 | 1605 | 03 | 0633 | 0718 | 1441 | 1526 |
| 04 | 0442 | 0519 | 1636 | 1713 | 04 | 0542 | 0622 | 1523 | 1603 | 04 | 0634 | 0719 | 1440 | 1525 |
| 05 | 0444 | 0521 | 1634 | 1711 | 05 | 0544 | 0624 | 1521 | 1601 | 05 | 0636 | 0721 | 1439 | 1524 |
| 06 | 0446 | 0523 | 1631 | 1708 | 06 | 0546 | 0626 | 1519 | 1559 | 06 | 0636 | 0722 | 1439 | 1525 |
| 07 | 0448 | 0525 | 1628 | 1705 | 07 | 0548 | 0628 | 1517 | 1557 | 07 | 0637 | 0723 | 1438 | 1524 |
| 08 | 0450 | 0527 | 1626 | 1703 | 08 | 0551 | 0631 | 1515 | 1555 | 08 | 0639 | 0725 | 1438 | 1524 |
| 09 | 0452 | 0529 | 1623 | 1700 | 09 | 0552 | 0633 | 1513 | 1554 | 09 | 0640 | 0726 | 1438 | 1524 |
| 10 | 0454 | 0531 | 1621 | 1658 | 10 | 0554 | 0635 | 1511 | 1552 | 10 | 0641 | 0727 | 1437 | 1523 |
| 11 | 0456 | 0533 | 1618 | 1655 | 11 | 0556 | 0637 | 1509 | 1550 | 11 | 0642 | 0728 | 1437 | 1523 |
| 12 | 0458 | 0535 | 1616 | 1653 | 12 | 0558 | 0639 | 1508 | 1549 | 12 | 0643 | 0729 | 1437 | 1523 |
| 13 | 0500 | 0537 | 1613 | 1650 | 13 | 0600 | 0641 | 1506 | 1547 | 13 | 0645 | 0731 | 1437 | 1523 |
| 14 | 0502 | 0539 | 1611 | 1648 | 14 | 0601 | 0643 | 1504 | 1546 | 14 | 0646 | 0732 | 1437 | 1523 |
| 15 | 0504 | 0541 | 1608 | 1645 | 15 | 0603 | 0645 | 1503 | 1545 | 15 | 0645 | 0732 | 1437 | 1524 |
| 16 | 0506 | 0543 | 1606 | 1643 | 16 | 0605 | 0647 | 1501 | 1543 | 16 | 0646 | 0733 | 1437 | 1524 |
| 17 | 0508 | 0545 | 1604 | 1641 | 17 | 0607 | 0649 | 1459 | 1541 | 17 | 0647 | 0734 | 1437 | 1524 |
| 18 | 0509 | 0547 | 1601 | 1639 | 18 | 0609 | 0651 | 1458 | 1540 | 18 | 0648 | 0735 | 1437 | 1524 |
| 19 | 0511 | 0549 | 1559 | 1637 | 19 | 0610 | 0653 | 1456 | 1539 | 19 | 0648 | 0735 | 1438 | 1525 |
| 20 | 0513 | 0551 | 1556 | 1634 | 20 | 0612 | 0655 | 1455 | 1538 | 20 | 0649 | 0736 | 1438 | 1525 |
| 21 | 0515 | 0553 | 1554 | 1632 | 21 | 0614 | 0657 | 1453 | 1536 | 21 | 0650 | 0737 | 1439 | 1526 |
| 22 | 0517 | 0555 | 1552 | 1630 | 22 | 0616 | 0659 | 1452 | 1535 | 22 | 0650 | 0737 | 1439 | 1526 |
| 23 | 0519 | 0557 | 1549 | 1627 | 23 | 0618 | 0701 | 1451 | 1534 | 23 | 0651 | 0738 | 1440 | 1527 |
| 24 | 0521 | 0559 | 1547 | 1625 | 24 | 0618 | 0702 | 1449 | 1533 | 24 | 0651 | 0738 | 1441 | 1528 |
| 25 | 0523 | 0601 | 1545 | 1623 | 25 | 0620 | 0704 | 1448 | 1532 | 25 | 0651 | 0738 | 1441 | 1528 |
| 26 | 0525 | 0603 | 1542 | 1620 | 26 | 0622 | 0706 | 1447 | 1531 | 26 | 0651 | 0738 | 1442 | 1529 |
| 27 | 0526 | 0605 | 1540 | 1619 | 27 | 0624 | 0708 | 1446 | 1530 | 27 | 0651 | 0738 | 1443 | 1530 |
| 28 | 0529 | 0608 | 1538 | 1617 | 28 | 0626 | 0710 | 1445 | 1529 | 28 | 0652 | 0738 | 1444 | 1530 |
| 29 | 0531 | 0610 | 1536 | 1615 | 29 | 0627 | 0711 | 1444 | 1528 | 29 | 0652 | 0738 | 1445 | 1531 |
| 30 | 0533 | 0612 | 1533 | 1612 | 30 | 0628 | 0713 | 1443 | 1528 | 30 | 0652 | 0738 | 1446 | 1532 |
| 31 | 0535 | 0614 | 1531 | 1610 | | | | | | 31 | 0652 | 0738 | 1447 | 1533 |

Table 3
The islands Bornholm and Ertholmene
(Data REF: EKRN - Bornholm/Rønne)

2024-2031

| JAN | | | | | FEB | | | | | MAR | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0641 | 0726 | 1442 | 1527 | 01 | 0613 | 0653 | 1537 | 1617 | 01 | 0514 | 0550 | 1637 | 1713 |
| 02 | 0641 | 0726 | 1444 | 1529 | 02 | 0611 | 0651 | 1539 | 1619 | 02 | 0512 | 0548 | 1639 | 1715 |
| 03 | 0641 | 0726 | 1445 | 1530 | 03 | 0609 | 0649 | 1541 | 1621 | 03 | 0509 | 0545 | 1641 | 1717 |
| 04 | 0640 | 0725 | 1446 | 1531 | 04 | 0608 | 0647 | 1543 | 1622 | 04 | 0507 | 0543 | 1643 | 1719 |
| 05 | 0640 | 0725 | 1447 | 1532 | 05 | 0607 | 0646 | 1545 | 1624 | 05 | 0504 | 0540 | 1645 | 1721 |
| 06 | 0640 | 0725 | 1449 | 1534 | 06 | 0605 | 0644 | 1547 | 1626 | 06 | 0502 | 0538 | 1647 | 1723 |
| 07 | 0640 | 0724 | 1450 | 1534 | 07 | 0603 | 0642 | 1549 | 1628 | 07 | 0459 | 0535 | 1649 | 1725 |
| 08 | 0639 | 0723 | 1452 | 1536 | 08 | 0601 | 0640 | 1551 | 1630 | 08 | 0457 | 0533 | 1651 | 1727 |
| 09 | 0639 | 0723 | 1453 | 1537 | 09 | 0559 | 0638 | 1553 | 1632 | 09 | 0454 | 0530 | 1653 | 1729 |
| 10 | 0638 | 0722 | 1455 | 1539 | 10 | 0557 | 0636 | 1555 | 1634 | 10 | 0452 | 0528 | 1655 | 1731 |
| 11 | 0637 | 0721 | 1456 | 1540 | 11 | 0555 | 0633 | 1558 | 1636 | 11 | 0449 | 0525 | 1657 | 1733 |
| 12 | 0636 | 0720 | 1458 | 1542 | 12 | 0553 | 0631 | 1600 | 1638 | 12 | 0447 | 0523 | 1659 | 1735 |
| 13 | 0636 | 0720 | 1500 | 1544 | 13 | 0551 | 0629 | 1602 | 1640 | 13 | 0444 | 0520 | 1701 | 1737 |
| 14 | 0636 | 0719 | 1501 | 1544 | 14 | 0549 | 0627 | 1604 | 1642 | 14 | 0442 | 0518 | 1703 | 1739 |
| 15 | 0635 | 0718 | 1503 | 1546 | 15 | 0547 | 0625 | 1606 | 1644 | 15 | 0439 | 0515 | 1705 | 1741 |
| 16 | 0633 | 0716 | 1505 | 1548 | 16 | 0545 | 0623 | 1608 | 1646 | 16 | 0437 | 0513 | 1707 | 1743 |
| 17 | 0632 | 0715 | 1507 | 1550 | 17 | 0542 | 0620 | 1610 | 1648 | 17 | 0434 | 0510 | 1709 | 1745 |
| 18 | 0631 | 0714 | 1509 | 1552 | 18 | 0541 | 0618 | 1612 | 1649 | 18 | 0431 | 0507 | 1711 | 1747 |
| 19 | 0631 | 0713 | 1510 | 1552 | 19 | 0539 | 0616 | 1614 | 1651 | 19 | 0429 | 0505 | 1713 | 1749 |
| 20 | 0630 | 0712 | 1512 | 1554 | 20 | 0537 | 0614 | 1617 | 1654 | 20 | 0426 | 0502 | 1715 | 1751 |
| 21 | 0628 | 0710 | 1514 | 1556 | 21 | 0534 | 0611 | 1619 | 1656 | 21 | 0424 | 0500 | 1717 | 1753 |
| 22 | 0627 | 0709 | 1516 | 1558 | 22 | 0532 | 0609 | 1621 | 1658 | 22 | 0421 | 0457 | 1719 | 1755 |
| 23 | 0626 | 0708 | 1518 | 1600 | 23 | 0530 | 0607 | 1623 | 1700 | 23 | 0419 | 0455 | 1721 | 1757 |
| 24 | 0625 | 0706 | 1520 | 1601 | 24 | 0527 | 0604 | 1625 | 1702 | 24 | 0416 | 0452 | 1723 | 1759 |
| 25 | 0624 | 0705 | 1522 | 1603 | 25 | 0525 | 0602 | 1627 | 1704 | 25 | 0413 | 0450 | 1725 | 1802 |
| 26 | 0622 | 0703 | 1524 | 1605 | 26 | 0523 | 0600 | 1629 | 1706 | 26 | 0410 | 0447 | 1727 | 1804 |
| 27 | 0621 | 0702 | 1526 | 1607 | 27 | 0520 | 0557 | 1631 | 1708 | 27 | 0407 | 0444 | 1729 | 1806 |
| 28 | 0619 | 0700 | 1528 | 1609 | 28 | 0518 | 0555 | 1633 | 1710 | 28 | 0405 | 0442 | 1731 | 1808 |
| 29 | 0617 | 0658 | 1530 | 1611 | 29 | 0516 | 0552 | 1635 | 1711 | 29 | 0402 | 0439 | 1733 | 1810 |
| 30 | 0617 | 0657 | 1532 | 1612 | | | | | | 30 | 0400 | 0437 | 1735 | 1812 |
| 31 | 0615 | 0655 | 1534 | 1614 | | | | | | 31 | 0357 | 0434 | 1737 | 1814 |

| APR | | | | | MAY | | | | | JUN | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0355 | 0432 | 1739 | 1816 | 01 | 0237 | 0320 | 1837 | 1920 | 01 | 0134 | 0229 | 1930 | 2025 |
| 02 | 0352 | 0429 | 1741 | 1818 | 02 | 0234 | 0318 | 1839 | 1923 | 02 | 0133 | 0228 | 1931 | 2026 |
| 03 | 0350 | 0427 | 1743 | 1820 | 03 | 0232 | 0316 | 1841 | 1925 | 03 | 0132 | 0227 | 1932 | 2027 |
| 04 | 0347 | 0424 | 1745 | 1822 | 04 | 0230 | 0314 | 1843 | 1927 | 04 | 0130 | 0226 | 1933 | 2029 |
| 05 | 0344 | 0422 | 1747 | 1825 | 05 | 0227 | 0311 | 1845 | 1929 | 05 | 0129 | 0225 | 1934 | 2030 |
| 06 | 0341 | 0419 | 1749 | 1827 | 06 | 0224 | 0309 | 1847 | 1932 | 06 | 0129 | 0225 | 1935 | 2031 |
| 07 | 0339 | 0417 | 1751 | 1829 | 07 | 0222 | 0307 | 1849 | 1934 | 07 | 0127 | 0224 | 1936 | 2033 |
| 08 | 0336 | 0414 | 1752 | 1830 | 08 | 0219 | 0305 | 1851 | 1937 | 08 | 0126 | 0223 | 1937 | 2034 |
| 09 | 0334 | 0412 | 1754 | 1832 | 09 | 0217 | 0303 | 1853 | 1939 | 09 | 0126 | 0223 | 1938 | 2035 |
| 10 | 0331 | 0409 | 1756 | 1834 | 10 | 0215 | 0301 | 1854 | 1940 | 10 | 0125 | 0222 | 1939 | 2036 |
| 11 | 0328 | 0407 | 1758 | 1837 | 11 | 0213 | 0300 | 1856 | 1943 | 11 | 0124 | 0222 | 1940 | 2038 |
| 12 | 0325 | 0404 | 1800 | 1839 | 12 | 0211 | 0258 | 1858 | 1945 | 12 | 0124 | 0222 | 1941 | 2039 |
| 13 | 0323 | 0402 | 1802 | 1841 | 13 | 0209 | 0256 | 1900 | 1947 | 13 | 0123 | 0221 | 1941 | 2039 |
| 14 | 0320 | 0359 | 1804 | 1843 | 14 | 0206 | 0254 | 1902 | 1950 | 14 | 0123 | 0221 | 1942 | 2040 |
| 15 | 0318 | 0357 | 1806 | 1845 | 15 | 0204 | 0252 | 1903 | 1951 | 15 | 0123 | 0221 | 1942 | 2040 |
| 16 | 0315 | 0354 | 1808 | 1847 | 16 | 0203 | 0251 | 1905 | 1953 | 16 | 0123 | 0221 | 1943 | 2041 |
| 17 | 0312 | 0352 | 1810 | 1850 | 17 | 0200 | 0249 | 1907 | 1956 | 17 | 0123 | 0221 | 1943 | 2041 |
| 18 | 0310 | 0350 | 1812 | 1852 | 18 | 0158 | 0247 | 1909 | 1958 | 18 | 0123 | 0221 | 1944 | 2042 |
| 19 | 0307 | 0347 | 1814 | 1854 | 19 | 0156 | 0246 | 1910 | 2000 | 19 | 0122 | 0221 | 1944 | 2043 |
| 20 | 0305 | 0345 | 1816 | 1856 | 20 | 0154 | 0244 | 1912 | 2002 | 20 | 0122 | 0221 | 1944 | 2043 |
| 21 | 0301 | 0342 | 1818 | 1859 | 21 | 0153 | 0243 | 1914 | 2004 | 21 | 0122 | 0221 | 1944 | 2043 |
| 22 | 0259 | 0340 | 1820 | 1901 | 22 | 0150 | 0241 | 1915 | 2006 | 22 | 0122 | 0221 | 1945 | 2044 |
| 23 | 0257 | 0338 | 1822 | 1903 | 23 | 0149 | 0240 | 1917 | 2008 | 23 | 0124 | 0222 | 1945 | 2043 |
| 24 | 0254 | 0335 | 1824 | 1905 | 24 | 0146 | 0238 | 1918 | 2010 | 24 | 0124 | 0222 | 1945 | 2043 |
| 25 | 0251 | 0333 | 1826 | 1908 | 25 | 0145 | 0237 | 1920 | 2012 | 25 | 0125 | 0223 | 1945 | 2043 |
| 26 | 0249 | 0331 | 1828 | 1910 | 26 | 0144 | 0236 | 1921 | 2013 | 26 | 0125 | 0223 | 1944 | 2042 |
| 27 | 0247 | 0329 | 1830 | 1912 | 27 | 0141 | 0234 | 1923 | 2016 | 27 | 0126 | 0224 | 1944 | 2042 |
| 28 | 0244 | 0326 | 1832 | 1914 | 28 | 0140 | 0233 | 1924 | 2017 | 28 | 0126 | 0224 | 1944 | 2042 |
| 29 | 0241 | 0324 | 1833 | 1916 | 29 | 0138 | 0232 | 1926 | 2020 | 29 | 0127 | 0225 | 1944 | 2042 |
| 30 | 0239 | 0322 | 1835 | 1918 | 30 | 0137 | 0231 | 1927 | 2021 | 30 | 0129 | 0226 | 1943 | 2040 |
| | | | | | 31 | 0136 | 0230 | 1928 | 2022 | | | | | |

Table 3
The islands Bornholm and Ertholmene
(Data REF: EKRN - Bornholm/Rønne)

2024-2031

| JUL | | | | | AUG | | | | | SEP | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0129 | 0226 | 1943 | 2040 | 01 | 0224 | 0310 | 1903 | 1949 | 01 | 0330 | 0408 | 1753 | 1831 |
| 02 | 0130 | 0227 | 1942 | 2039 | 02 | 0226 | 0312 | 1901 | 1947 | 02 | 0332 | 0410 | 1750 | 1828 |
| 03 | 0131 | 0228 | 1942 | 2039 | 03 | 0228 | 0314 | 1859 | 1945 | 03 | 0334 | 0412 | 1747 | 1825 |
| 04 | 0133 | 0229 | 1941 | 2037 | 04 | 0231 | 0316 | 1857 | 1942 | 04 | 0335 | 0413 | 1745 | 1823 |
| 05 | 0134 | 0230 | 1941 | 2037 | 05 | 0232 | 0317 | 1855 | 1940 | 05 | 0337 | 0415 | 1742 | 1820 |
| 06 | 0135 | 0231 | 1940 | 2036 | 06 | 0234 | 0319 | 1853 | 1938 | 06 | 0339 | 0417 | 1740 | 1818 |
| 07 | 0136 | 0232 | 1939 | 2035 | 07 | 0237 | 0321 | 1851 | 1935 | 07 | 0342 | 0419 | 1737 | 1814 |
| 08 | 0138 | 0233 | 1938 | 2033 | 08 | 0239 | 0323 | 1849 | 1933 | 08 | 0344 | 0421 | 1735 | 1812 |
| 09 | 0140 | 0235 | 1937 | 2032 | 09 | 0241 | 0325 | 1847 | 1931 | 09 | 0346 | 0423 | 1732 | 1809 |
| 10 | 0141 | 0236 | 1936 | 2031 | 10 | 0244 | 0327 | 1845 | 1928 | 10 | 0348 | 0425 | 1730 | 1807 |
| 11 | 0143 | 0237 | 1935 | 2029 | 11 | 0245 | 0328 | 1842 | 1925 | 11 | 0349 | 0426 | 1727 | 1804 |
| 12 | 0144 | 0238 | 1934 | 2028 | 12 | 0247 | 0330 | 1840 | 1923 | 12 | 0351 | 0428 | 1725 | 1802 |
| 13 | 0147 | 0240 | 1933 | 2026 | 13 | 0250 | 0332 | 1838 | 1920 | 13 | 0353 | 0430 | 1722 | 1759 |
| 14 | 0148 | 0241 | 1932 | 2025 | 14 | 0252 | 0334 | 1836 | 1918 | 14 | 0355 | 0432 | 1719 | 1756 |
| 15 | 0149 | 0242 | 1931 | 2024 | 15 | 0254 | 0336 | 1833 | 1915 | 15 | 0357 | 0434 | 1717 | 1754 |
| 16 | 0152 | 0244 | 1929 | 2021 | 16 | 0256 | 0338 | 1831 | 1913 | 16 | 0359 | 0436 | 1714 | 1751 |
| 17 | 0153 | 0245 | 1928 | 2020 | 17 | 0259 | 0340 | 1829 | 1910 | 17 | 0401 | 0438 | 1712 | 1749 |
| 18 | 0155 | 0247 | 1927 | 2019 | 18 | 0301 | 0342 | 1827 | 1908 | 18 | 0404 | 0440 | 1709 | 1745 |
| 19 | 0157 | 0248 | 1925 | 2016 | 19 | 0302 | 0343 | 1824 | 1905 | 19 | 0405 | 0441 | 1707 | 1743 |
| 20 | 0159 | 0250 | 1924 | 2015 | 20 | 0304 | 0345 | 1822 | 1903 | 20 | 0407 | 0443 | 1704 | 1740 |
| 21 | 0201 | 0251 | 1922 | 2012 | 21 | 0307 | 0347 | 1819 | 1859 | 21 | 0409 | 0445 | 1701 | 1737 |
| 22 | 0203 | 0253 | 1921 | 2011 | 22 | 0309 | 0349 | 1817 | 1857 | 22 | 0411 | 0447 | 1659 | 1735 |
| 23 | 0205 | 0255 | 1919 | 2009 | 23 | 0311 | 0351 | 1815 | 1855 | 23 | 0413 | 0449 | 1656 | 1732 |
| 24 | 0207 | 0256 | 1917 | 2006 | 24 | 0313 | 0353 | 1812 | 1852 | 24 | 0415 | 0451 | 1654 | 1730 |
| 25 | 0209 | 0258 | 1916 | 2005 | 25 | 0315 | 0355 | 1810 | 1850 | 25 | 0417 | 0453 | 1651 | 1727 |
| 26 | 0212 | 0300 | 1914 | 2002 | 26 | 0318 | 0357 | 1807 | 1846 | 26 | 0419 | 0455 | 1648 | 1724 |
| 27 | 0213 | 0301 | 1912 | 2000 | 27 | 0319 | 0358 | 1805 | 1844 | 27 | 0420 | 0456 | 1646 | 1722 |
| 28 | 0215 | 0303 | 1911 | 1959 | 28 | 0321 | 0400 | 1802 | 1841 | 28 | 0422 | 0458 | 1643 | 1719 |
| 29 | 0218 | 0305 | 1909 | 1956 | 29 | 0323 | 0402 | 1800 | 1839 | 29 | 0424 | 0500 | 1641 | 1717 |
| 30 | 0220 | 0307 | 1907 | 1954 | 30 | 0325 | 0404 | 1758 | 1837 | 30 | 0426 | 0502 | 1638 | 1714 |
| 31 | 0221 | 0308 | 1905 | 1952 | 31 | 0328 | 0406 | 1755 | 1833 | | | | | |
| OCT | | | | | NOV | | | | | DEC | | | | |
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0428 | 0504 | 1636 | 1712 | 01 | 0527 | 0606 | 1523 | 1602 | 01 | 0619 | 0703 | 1437 | 1521 |
| 02 | 0430 | 0506 | 1633 | 1709 | 02 | 0529 | 0608 | 1521 | 1600 | 02 | 0620 | 0704 | 1436 | 1520 |
| 03 | 0432 | 0508 | 1631 | 1707 | 03 | 0531 | 0610 | 1518 | 1557 | 03 | 0622 | 0706 | 1435 | 1519 |
| 04 | 0434 | 0510 | 1628 | 1704 | 04 | 0533 | 0612 | 1516 | 1555 | 04 | 0623 | 0707 | 1435 | 1519 |
| 05 | 0436 | 0512 | 1626 | 1702 | 05 | 0535 | 0614 | 1515 | 1554 | 05 | 0624 | 0709 | 1434 | 1519 |
| 06 | 0438 | 0514 | 1623 | 1659 | 06 | 0537 | 0616 | 1513 | 1552 | 06 | 0625 | 0710 | 1434 | 1519 |
| 07 | 0440 | 0516 | 1621 | 1657 | 07 | 0538 | 0618 | 1511 | 1551 | 07 | 0627 | 0712 | 1433 | 1518 |
| 08 | 0442 | 0518 | 1618 | 1654 | 08 | 0540 | 0620 | 1509 | 1549 | 08 | 0628 | 0713 | 1433 | 1518 |
| 09 | 0443 | 0519 | 1616 | 1652 | 09 | 0542 | 0622 | 1507 | 1547 | 09 | 0629 | 0714 | 1433 | 1518 |
| 10 | 0445 | 0521 | 1613 | 1649 | 10 | 0544 | 0624 | 1505 | 1545 | 10 | 0630 | 0715 | 1432 | 1517 |
| 11 | 0447 | 0523 | 1611 | 1647 | 11 | 0546 | 0626 | 1503 | 1543 | 11 | 0631 | 0716 | 1432 | 1517 |
| 12 | 0448 | 0525 | 1608 | 1645 | 12 | 0547 | 0628 | 1502 | 1543 | 12 | 0633 | 0718 | 1432 | 1517 |
| 13 | 0450 | 0527 | 1606 | 1643 | 13 | 0549 | 0630 | 1500 | 1541 | 13 | 0634 | 0719 | 1432 | 1517 |
| 14 | 0452 | 0529 | 1603 | 1640 | 14 | 0551 | 0632 | 1458 | 1539 | 14 | 0635 | 0720 | 1432 | 1517 |
| 15 | 0454 | 0531 | 1601 | 1638 | 15 | 0553 | 0634 | 1457 | 1538 | 15 | 0634 | 0720 | 1432 | 1518 |
| 16 | 0456 | 0533 | 1559 | 1636 | 16 | 0555 | 0636 | 1455 | 1536 | 16 | 0635 | 0721 | 1432 | 1518 |
| 17 | 0458 | 0535 | 1556 | 1633 | 17 | 0557 | 0638 | 1453 | 1534 | 17 | 0636 | 0722 | 1432 | 1518 |
| 18 | 0500 | 0537 | 1554 | 1631 | 18 | 0558 | 0640 | 1452 | 1534 | 18 | 0637 | 0723 | 1433 | 1519 |
| 19 | 0502 | 0539 | 1551 | 1628 | 19 | 0600 | 0642 | 1451 | 1533 | 19 | 0637 | 0723 | 1433 | 1519 |
| 20 | 0504 | 0541 | 1549 | 1626 | 20 | 0602 | 0644 | 1449 | 1531 | 20 | 0638 | 0724 | 1433 | 1519 |
| 21 | 0506 | 0543 | 1547 | 1624 | 21 | 0603 | 0645 | 1448 | 1530 | 21 | 0639 | 0725 | 1434 | 1520 |
| 22 | 0508 | 0545 | 1544 | 1621 | 22 | 0605 | 0647 | 1446 | 1528 | 22 | 0639 | 0725 | 1434 | 1520 |
| 23 | 0510 | 0547 | 1542 | 1619 | 23 | 0606 | 0649 | 1445 | 1528 | 23 | 0639 | 0725 | 1435 | 1521 |
| 24 | 0511 | 0549 | 1540 | 1618 | 24 | 0608 | 0651 | 1444 | 1527 | 24 | 0640 | 0726 | 1436 | 1522 |
| 25 | 0513 | 0551 | 1538 | 1616 | 25 | 0610 | 0653 | 1443 | 1526 | 25 | 0640 | 0726 | 1436 | 1522 |
| 26 | 0515 | 0553 | 1535 | 1613 | 26 | 0612 | 0655 | 1442 | 1525 | 26 | 0640 | 0726 | 1437 | 1523 |
| 27 | 0517 | 0555 | 1533 | 1611 | 27 | 0613 | 0656 | 1441 | 1524 | 27 | 0641 | 0726 | 1438 | 1523 |
| 28 | 0519 | 0557 | 1531 | 1609 | 28 | 0615 | 0658 | 1440 | 1523 | 28 | 0641 | 0726 | 1439 | 1524 |
| 29 | 0521 | 0559 | 1529 | 1607 | 29 | 0616 | 0700 | 1439 | 1523 | 29 | 0641 | 0726 | 1440 | 1525 |
| 30 | 0523 | 0601 | 1527 | 1605 | 30 | 0617 | 0701 | 1438 | 1522 | 30 | 0641 | 0726 | 1441 | 1526 |
| 31 | 0525 | 0604 | 1525 | 1604 | | | | | | 31 | 0641 | 0726 | 1442 | 1527 |

Table 4
North Sea Area west of 8°E
(Data REF: EKTE - Tyra E)

2024-2031

| JAN | | | | | FEB | | | | | MAR | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0724 | 0810 | 1518 | 1604 | 01 | 0654 | 0735 | 1614 | 1655 | 01 | 0554 | 0631 | 1716 | 1753 |
| 02 | 0724 | 0810 | 1519 | 1605 | 02 | 0653 | 0734 | 1616 | 1657 | 02 | 0551 | 0628 | 1718 | 1755 |
| 03 | 0724 | 0810 | 1521 | 1607 | 03 | 0652 | 0732 | 1618 | 1658 | 03 | 0549 | 0626 | 1720 | 1757 |
| 04 | 0723 | 0809 | 1522 | 1608 | 04 | 0650 | 0730 | 1620 | 1700 | 04 | 0546 | 0623 | 1723 | 1800 |
| 05 | 0723 | 0809 | 1523 | 1609 | 05 | 0648 | 0728 | 1622 | 1702 | 05 | 0544 | 0621 | 1725 | 1802 |
| 06 | 0722 | 0808 | 1525 | 1611 | 06 | 0646 | 0726 | 1625 | 1705 | 06 | 0541 | 0618 | 1727 | 1804 |
| 07 | 0722 | 0808 | 1526 | 1612 | 07 | 0644 | 0724 | 1627 | 1707 | 07 | 0539 | 0616 | 1729 | 1806 |
| 08 | 0722 | 0807 | 1528 | 1613 | 08 | 0642 | 0722 | 1629 | 1709 | 08 | 0536 | 0613 | 1731 | 1808 |
| 09 | 0721 | 0806 | 1529 | 1614 | 09 | 0641 | 0720 | 1631 | 1710 | 09 | 0534 | 0611 | 1733 | 1810 |
| 10 | 0721 | 0806 | 1531 | 1616 | 10 | 0638 | 0717 | 1633 | 1712 | 10 | 0531 | 0608 | 1735 | 1812 |
| 11 | 0720 | 0805 | 1533 | 1618 | 11 | 0636 | 0715 | 1635 | 1714 | 11 | 0528 | 0605 | 1737 | 1814 |
| 12 | 0719 | 0804 | 1534 | 1619 | 12 | 0634 | 0713 | 1638 | 1717 | 12 | 0526 | 0603 | 1739 | 1816 |
| 13 | 0718 | 0803 | 1536 | 1621 | 13 | 0632 | 0711 | 1640 | 1719 | 13 | 0523 | 0600 | 1741 | 1818 |
| 14 | 0718 | 0802 | 1538 | 1622 | 14 | 0630 | 0709 | 1642 | 1721 | 14 | 0521 | 0558 | 1743 | 1820 |
| 15 | 0717 | 0801 | 1540 | 1624 | 15 | 0628 | 0707 | 1644 | 1723 | 15 | 0518 | 0555 | 1745 | 1822 |
| 16 | 0716 | 0800 | 1541 | 1625 | 16 | 0626 | 0704 | 1646 | 1724 | 16 | 0515 | 0552 | 1747 | 1824 |
| 17 | 0715 | 0759 | 1543 | 1627 | 17 | 0624 | 0702 | 1649 | 1727 | 17 | 0513 | 0550 | 1749 | 1826 |
| 18 | 0713 | 0757 | 1545 | 1629 | 18 | 0622 | 0700 | 1651 | 1729 | 18 | 0510 | 0547 | 1751 | 1828 |
| 19 | 0713 | 0756 | 1547 | 1630 | 19 | 0619 | 0657 | 1653 | 1731 | 19 | 0508 | 0545 | 1753 | 1830 |
| 20 | 0712 | 0755 | 1549 | 1632 | 20 | 0617 | 0655 | 1655 | 1733 | 20 | 0505 | 0542 | 1755 | 1832 |
| 21 | 0710 | 0753 | 1551 | 1634 | 21 | 0615 | 0653 | 1657 | 1735 | 21 | 0502 | 0539 | 1757 | 1834 |
| 22 | 0709 | 0752 | 1553 | 1636 | 22 | 0612 | 0650 | 1659 | 1737 | 22 | 0500 | 0537 | 1759 | 1836 |
| 23 | 0708 | 0751 | 1555 | 1638 | 23 | 0610 | 0648 | 1701 | 1739 | 23 | 0457 | 0534 | 1801 | 1838 |
| 24 | 0707 | 0749 | 1557 | 1639 | 24 | 0608 | 0646 | 1704 | 1742 | 24 | 0455 | 0532 | 1803 | 1840 |
| 25 | 0706 | 0748 | 1559 | 1641 | 25 | 0606 | 0643 | 1706 | 1743 | 25 | 0452 | 0529 | 1805 | 1842 |
| 26 | 0704 | 0746 | 1601 | 1643 | 26 | 0604 | 0641 | 1708 | 1745 | 26 | 0449 | 0526 | 1807 | 1844 |
| 27 | 0702 | 0744 | 1603 | 1645 | 27 | 0601 | 0638 | 1710 | 1747 | 27 | 0447 | 0524 | 1809 | 1846 |
| 28 | 0701 | 0743 | 1605 | 1647 | 28 | 0559 | 0636 | 1712 | 1749 | 28 | 0444 | 0521 | 1811 | 1848 |
| 29 | 0700 | 0741 | 1607 | 1648 | 29 | 0556 | 0633 | 1714 | 1751 | 29 | 0442 | 0519 | 1814 | 1851 |
| 30 | 0658 | 0739 | 1610 | 1651 | | | | | | 30 | 0438 | 0516 | 1816 | 1854 |
| 31 | 0656 | 0737 | 1612 | 1653 | | | | | | 31 | 0435 | 0513 | 1818 | 1856 |

| APR | | | | | MAY | | | | | JUN | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0433 | 0511 | 1820 | 1858 | 01 | 0313 | 0357 | 1920 | 2004 | 01 | 0207 | 0304 | 2014 | 2111 |
| 02 | 0430 | 0508 | 1822 | 1900 | 02 | 0310 | 0355 | 1922 | 2007 | 02 | 0206 | 0303 | 2015 | 2112 |
| 03 | 0428 | 0506 | 1824 | 1902 | 03 | 0308 | 0353 | 1924 | 2009 | 03 | 0204 | 0302 | 2016 | 2114 |
| 04 | 0425 | 0503 | 1826 | 1904 | 04 | 0306 | 0351 | 1926 | 2011 | 04 | 0204 | 0302 | 2018 | 2116 |
| 05 | 0422 | 0500 | 1828 | 1906 | 05 | 0302 | 0348 | 1928 | 2014 | 05 | 0203 | 0301 | 2019 | 2117 |
| 06 | 0420 | 0458 | 1830 | 1908 | 06 | 0300 | 0346 | 1930 | 2016 | 06 | 0201 | 0300 | 2020 | 2119 |
| 07 | 0416 | 0455 | 1832 | 1911 | 07 | 0258 | 0344 | 1932 | 2018 | 07 | 0200 | 0259 | 2021 | 2120 |
| 08 | 0414 | 0453 | 1834 | 1913 | 08 | 0255 | 0342 | 1934 | 2021 | 08 | 0200 | 0259 | 2022 | 2121 |
| 09 | 0411 | 0450 | 1836 | 1915 | 09 | 0253 | 0340 | 1936 | 2023 | 09 | 0158 | 0258 | 2023 | 2123 |
| 10 | 0409 | 0448 | 1838 | 1917 | 10 | 0250 | 0338 | 1937 | 2025 | 10 | 0158 | 0258 | 2024 | 2124 |
| 11 | 0406 | 0445 | 1840 | 1919 | 11 | 0248 | 0336 | 1939 | 2027 | 11 | 0157 | 0257 | 2024 | 2124 |
| 12 | 0404 | 0443 | 1842 | 1921 | 12 | 0246 | 0334 | 1941 | 2029 | 12 | 0157 | 0257 | 2025 | 2125 |
| 13 | 0400 | 0440 | 1844 | 1924 | 13 | 0243 | 0332 | 1943 | 2032 | 13 | 0155 | 0256 | 2026 | 2127 |
| 14 | 0358 | 0438 | 1846 | 1926 | 14 | 0242 | 0331 | 1945 | 2034 | 14 | 0155 | 0256 | 2026 | 2127 |
| 15 | 0355 | 0435 | 1848 | 1928 | 15 | 0239 | 0329 | 1947 | 2037 | 15 | 0155 | 0256 | 2027 | 2128 |
| 16 | 0353 | 0433 | 1850 | 1930 | 16 | 0237 | 0327 | 1949 | 2039 | 16 | 0155 | 0256 | 2028 | 2129 |
| 17 | 0350 | 0430 | 1852 | 1932 | 17 | 0235 | 0325 | 1950 | 2040 | 17 | 0155 | 0256 | 2028 | 2129 |
| 18 | 0347 | 0428 | 1854 | 1935 | 18 | 0233 | 0324 | 1952 | 2043 | 18 | 0155 | 0256 | 2028 | 2129 |
| 19 | 0344 | 0425 | 1856 | 1937 | 19 | 0231 | 0322 | 1954 | 2045 | 19 | 0155 | 0256 | 2029 | 2130 |
| 20 | 0342 | 0423 | 1858 | 1939 | 20 | 0228 | 0320 | 1956 | 2048 | 20 | 0155 | 0256 | 2029 | 2130 |
| 21 | 0339 | 0420 | 1900 | 1941 | 21 | 0227 | 0319 | 1957 | 2049 | 21 | 0155 | 0256 | 2029 | 2130 |
| 22 | 0336 | 0418 | 1902 | 1944 | 22 | 0224 | 0317 | 1959 | 2052 | 22 | 0156 | 0257 | 2029 | 2130 |
| 23 | 0334 | 0416 | 1904 | 1946 | 23 | 0223 | 0316 | 2001 | 2054 | 23 | 0156 | 0257 | 2029 | 2130 |
| 24 | 0331 | 0413 | 1906 | 1948 | 24 | 0221 | 0314 | 2002 | 2055 | 24 | 0156 | 0257 | 2029 | 2130 |
| 25 | 0329 | 0411 | 1908 | 1950 | 25 | 0219 | 0313 | 2004 | 2058 | 25 | 0157 | 0258 | 2029 | 2130 |
| 26 | 0325 | 0408 | 1910 | 1953 | 26 | 0217 | 0311 | 2005 | 2059 | 26 | 0157 | 0258 | 2029 | 2130 |
| 27 | 0323 | 0406 | 1912 | 1955 | 27 | 0215 | 0310 | 2007 | 2102 | 27 | 0158 | 0259 | 2029 | 2130 |
| 28 | 0321 | 0404 | 1914 | 1957 | 28 | 0214 | 0309 | 2008 | 2103 | 28 | 0158 | 0259 | 2029 | 2130 |
| 29 | 0318 | 0402 | 1916 | 2000 | 29 | 0212 | 0308 | 2010 | 2106 | 29 | 0200 | 0300 | 2028 | 2128 |
| 30 | 0315 | 0359 | 1918 | 2002 | 30 | 0210 | 0306 | 2011 | 2107 | 30 | 0201 | 0301 | 2028 | 2128 |
| | | | | | 31 | 0209 | 0305 | 2013 | 2109 | | | | | |

Table 4
North Sea Area west of 8°E
(Data REF: EKTE - Tyra E)

2024-2031

| JUL | | | | | AUG | | | | | SEP | | | | |
|-----|-----------|------|------|---------|-----|-----------|------|------|---------|-----|-----------|------|------|---------|
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0202 | 0302 | 2027 | 2127 | 01 | 0259 | 0347 | 1946 | 2034 | 01 | 0407 | 0446 | 1834 | 1913 |
| 02 | 0203 | 0303 | 2027 | 2127 | 02 | 0302 | 0349 | 1944 | 2031 | 02 | 0409 | 0448 | 1831 | 1910 |
| 03 | 0204 | 0303 | 2026 | 2125 | 03 | 0304 | 0351 | 1942 | 2029 | 03 | 0411 | 0450 | 1828 | 1907 |
| 04 | 0205 | 0304 | 2026 | 2125 | 04 | 0307 | 0353 | 1940 | 2026 | 04 | 0413 | 0452 | 1826 | 1905 |
| 05 | 0206 | 0305 | 2025 | 2124 | 05 | 0308 | 0354 | 1938 | 2024 | 05 | 0416 | 0454 | 1823 | 1901 |
| 06 | 0209 | 0307 | 2024 | 2122 | 06 | 0310 | 0356 | 1936 | 2022 | 06 | 0418 | 0456 | 1821 | 1859 |
| 07 | 0210 | 0308 | 2023 | 2121 | 07 | 0313 | 0358 | 1934 | 2019 | 07 | 0420 | 0458 | 1818 | 1856 |
| 08 | 0211 | 0309 | 2022 | 2120 | 08 | 0315 | 0400 | 1931 | 2016 | 08 | 0422 | 0500 | 1815 | 1853 |
| 09 | 0213 | 0310 | 2021 | 2118 | 09 | 0317 | 0402 | 1929 | 2014 | 09 | 0424 | 0502 | 1813 | 1851 |
| 10 | 0214 | 0311 | 2020 | 2117 | 10 | 0320 | 0404 | 1927 | 2011 | 10 | 0426 | 0504 | 1810 | 1848 |
| 11 | 0217 | 0313 | 2019 | 2115 | 11 | 0322 | 0406 | 1925 | 2009 | 11 | 0428 | 0506 | 1808 | 1846 |
| 12 | 0218 | 0314 | 2018 | 2114 | 12 | 0324 | 0408 | 1922 | 2006 | 12 | 0430 | 0508 | 1805 | 1843 |
| 13 | 0219 | 0315 | 2017 | 2113 | 13 | 0327 | 0410 | 1920 | 2003 | 13 | 0433 | 0510 | 1802 | 1839 |
| 14 | 0222 | 0317 | 2016 | 2111 | 14 | 0329 | 0412 | 1918 | 2001 | 14 | 0434 | 0511 | 1800 | 1837 |
| 15 | 0223 | 0318 | 2015 | 2110 | 15 | 0331 | 0414 | 1915 | 1958 | 15 | 0436 | 0513 | 1757 | 1834 |
| 16 | 0226 | 0320 | 2013 | 2107 | 16 | 0332 | 0415 | 1913 | 1956 | 16 | 0438 | 0515 | 1754 | 1831 |
| 17 | 0227 | 0321 | 2012 | 2106 | 17 | 0335 | 0417 | 1911 | 1953 | 17 | 0440 | 0517 | 1752 | 1829 |
| 18 | 0230 | 0323 | 2010 | 2103 | 18 | 0337 | 0419 | 1908 | 1950 | 18 | 0442 | 0519 | 1749 | 1826 |
| 19 | 0231 | 0324 | 2009 | 2102 | 19 | 0339 | 0421 | 1906 | 1948 | 19 | 0444 | 0521 | 1747 | 1824 |
| 20 | 0233 | 0326 | 2007 | 2100 | 20 | 0342 | 0423 | 1904 | 1945 | 20 | 0446 | 0523 | 1744 | 1821 |
| 21 | 0236 | 0328 | 2006 | 2058 | 21 | 0344 | 0425 | 1901 | 1942 | 21 | 0448 | 0525 | 1741 | 1818 |
| 22 | 0237 | 0329 | 2004 | 2056 | 22 | 0346 | 0427 | 1859 | 1940 | 22 | 0450 | 0527 | 1739 | 1816 |
| 23 | 0240 | 0331 | 2003 | 2054 | 23 | 0348 | 0429 | 1856 | 1937 | 23 | 0452 | 0529 | 1736 | 1813 |
| 24 | 0242 | 0333 | 2001 | 2052 | 24 | 0350 | 0431 | 1854 | 1935 | 24 | 0454 | 0531 | 1733 | 1810 |
| 25 | 0244 | 0334 | 1959 | 2049 | 25 | 0353 | 0433 | 1851 | 1931 | 25 | 0456 | 0533 | 1731 | 1808 |
| 26 | 0246 | 0336 | 1957 | 2047 | 26 | 0355 | 0435 | 1849 | 1929 | 26 | 0458 | 0535 | 1728 | 1805 |
| 27 | 0248 | 0338 | 1956 | 2046 | 27 | 0357 | 0437 | 1846 | 1926 | 27 | 0500 | 0537 | 1726 | 1803 |
| 28 | 0251 | 0340 | 1954 | 2043 | 28 | 0359 | 0439 | 1844 | 1924 | 28 | 0501 | 0538 | 1723 | 1800 |
| 29 | 0252 | 0341 | 1952 | 2041 | 29 | 0401 | 0441 | 1841 | 1921 | 29 | 0503 | 0540 | 1720 | 1757 |
| 30 | 0255 | 0343 | 1950 | 2038 | 30 | 0404 | 0443 | 1839 | 1918 | 30 | 0505 | 0542 | 1718 | 1755 |
| 31 | 0257 | 0345 | 1948 | 2036 | 31 | 0405 | 0444 | 1836 | 1915 | | | | | |
| OCT | | | | | NOV | | | | | DEC | | | | |
| Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO | Day | TWIL FROM | SR | SS | TWIL TO |
| 01 | 0507 | 0544 | 1715 | 1752 | 01 | 0609 | 0648 | 1600 | 1639 | 01 | 0702 | 0747 | 1513 | 1558 |
| 02 | 0509 | 0546 | 1713 | 1750 | 02 | 0610 | 0650 | 1558 | 1638 | 02 | 0703 | 0748 | 1512 | 1557 |
| 03 | 0511 | 0548 | 1710 | 1747 | 03 | 0612 | 0652 | 1556 | 1636 | 03 | 0705 | 0750 | 1511 | 1556 |
| 04 | 0513 | 0550 | 1707 | 1744 | 04 | 0614 | 0654 | 1554 | 1634 | 04 | 0706 | 0751 | 1511 | 1556 |
| 05 | 0515 | 0552 | 1705 | 1742 | 05 | 0616 | 0656 | 1552 | 1632 | 05 | 0707 | 0753 | 1510 | 1556 |
| 06 | 0517 | 0554 | 1702 | 1739 | 06 | 0618 | 0658 | 1550 | 1630 | 06 | 0708 | 0754 | 1510 | 1556 |
| 07 | 0519 | 0556 | 1700 | 1737 | 07 | 0620 | 0700 | 1548 | 1628 | 07 | 0710 | 0756 | 1509 | 1555 |
| 08 | 0521 | 0558 | 1657 | 1734 | 08 | 0621 | 0702 | 1546 | 1627 | 08 | 0711 | 0757 | 1509 | 1555 |
| 09 | 0523 | 0600 | 1655 | 1732 | 09 | 0623 | 0704 | 1544 | 1625 | 09 | 0712 | 0758 | 1508 | 1554 |
| 10 | 0525 | 0602 | 1652 | 1729 | 10 | 0626 | 0707 | 1542 | 1623 | 10 | 0713 | 0759 | 1508 | 1554 |
| 11 | 0527 | 0604 | 1650 | 1727 | 11 | 0628 | 0709 | 1540 | 1621 | 11 | 0714 | 0800 | 1508 | 1554 |
| 12 | 0529 | 0606 | 1647 | 1724 | 12 | 0630 | 0711 | 1539 | 1620 | 12 | 0716 | 0802 | 1508 | 1554 |
| 13 | 0531 | 0608 | 1645 | 1722 | 13 | 0631 | 0713 | 1537 | 1619 | 13 | 0716 | 0803 | 1508 | 1555 |
| 14 | 0533 | 0610 | 1642 | 1719 | 14 | 0633 | 0715 | 1535 | 1617 | 14 | 0717 | 0804 | 1508 | 1555 |
| 15 | 0535 | 0612 | 1640 | 1717 | 15 | 0635 | 0717 | 1533 | 1615 | 15 | 0718 | 0805 | 1508 | 1555 |
| 16 | 0537 | 0614 | 1637 | 1714 | 16 | 0637 | 0719 | 1532 | 1614 | 16 | 0718 | 0805 | 1508 | 1555 |
| 17 | 0538 | 0616 | 1635 | 1713 | 17 | 0639 | 0721 | 1530 | 1612 | 17 | 0719 | 0806 | 1508 | 1555 |
| 18 | 0540 | 0618 | 1632 | 1710 | 18 | 0640 | 0723 | 1529 | 1612 | 18 | 0720 | 0807 | 1508 | 1555 |
| 19 | 0543 | 0621 | 1630 | 1708 | 19 | 0642 | 0725 | 1527 | 1610 | 19 | 0721 | 0808 | 1509 | 1556 |
| 20 | 0545 | 0623 | 1627 | 1705 | 20 | 0644 | 0727 | 1526 | 1609 | 20 | 0721 | 0808 | 1509 | 1556 |
| 21 | 0547 | 0625 | 1625 | 1703 | 21 | 0646 | 0729 | 1524 | 1607 | 21 | 0722 | 0809 | 1509 | 1556 |
| 22 | 0549 | 0627 | 1623 | 1701 | 22 | 0648 | 0731 | 1523 | 1606 | 22 | 0722 | 0809 | 1510 | 1557 |
| 23 | 0551 | 0629 | 1620 | 1658 | 23 | 0648 | 0732 | 1522 | 1606 | 23 | 0723 | 0810 | 1511 | 1558 |
| 24 | 0553 | 0631 | 1618 | 1656 | 24 | 0650 | 0734 | 1520 | 1604 | 24 | 0723 | 0810 | 1511 | 1558 |
| 25 | 0555 | 0633 | 1616 | 1654 | 25 | 0652 | 0736 | 1519 | 1603 | 25 | 0723 | 0810 | 1512 | 1559 |
| 26 | 0556 | 0635 | 1613 | 1652 | 26 | 0654 | 0738 | 1518 | 1602 | 26 | 0723 | 0810 | 1513 | 1600 |
| 27 | 0558 | 0637 | 1611 | 1650 | 27 | 0656 | 0740 | 1517 | 1601 | 27 | 0723 | 0810 | 1514 | 1601 |
| 28 | 0600 | 0639 | 1609 | 1648 | 28 | 0658 | 0742 | 1516 | 1600 | 28 | 0724 | 0811 | 1515 | 1602 |
| 29 | 0602 | 0641 | 1607 | 1646 | 29 | 0658 | 0743 | 1515 | 1600 | 29 | 0724 | 0811 | 1516 | 1603 |
| 30 | 0604 | 0643 | 1605 | 1644 | 30 | 0700 | 0745 | 1514 | 1559 | 30 | 0724 | 0810 | 1517 | 1603 |
| 31 | 0607 | 0646 | 1602 | 1641 | | | | | | 31 | 0724 | 0810 | 1518 | 1604 |

BLANK

D3 RNAV 1 DME/DME
D4 RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS

L1 RNP 4
O1 Basic RNP 1 all permitted sensors
O2 Basic RNP 1 GNSS
O3 Basic RNP 1 DME/DME
O4 Basic RNP 1 DME/DME/IRU
S1 RNP APCH
S2 RNP APCH with BARO-VNAV
T1 RNP AR APCH with RF (special authorization required)
T2 RNP AR APCH without RF (special authorization required)

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communication equipment and capabilities not specified in Item 10 a).

DAT/ Indicate data communication equipment and capabilities not specified in 10 a).

SUR/ Indicate surveillance equipment and capabilities not specified in Item 10 b).

DEP/ Name and location of the departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. Location of aerodromes not listed in the AIP is indicated as follows:
4 figures describing latitude and 5 figures describing longitude (5652N00907E), or bearing and distance from the nearest significant point (AAL244032), or the first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. Options described under DEP/ above.

DOF/ If a flight plan concerning an IFR flight within the EUR-area, is filed more than 24 hours before EOBT, it is mandatory to insert the date of flight DOF/YYMMDD. If the flight plan is filed less than 24 hours before EOBT, insertion of date is optional.

REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830
EET/EINN0204

- SEL/ SELCAL Code, for aircraft so equipped.
- TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.
- CODE/ Aircraft address (expressed as six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.
- RVR/ The aircraft operational RVR-minima.
- DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm).
- OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.
- ORGN/ The originator's 8 letter AFTN address or other contact details.
- PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.
- ALTN/ Name of destination alternate aerodrome, if ZZZZ is inserted in Item 16. Options described under DEP/ above.
- RALT/ Name of en-route alternate aerodrome(s).
- TALT/ Name of take-off alternate.
- RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to clearance in flight.

Examples: RIF/DTA HEC KLAX
 RIF/ESP G94 CLA APPH
 RIF/LEMD

- RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary. Number of persons on board shall be indicated here (e.g. RMK/36 POB). If TBN (to be notified) is inserted, POB shall be transmitted to ATC as described under item 19.

A flight plan with RMK/RTECOORDATC that has not been coordinated and that has not been approved by NAOC will be rejected.

If the remark "Flight with Route Coordinated with ATC" (RTECOORDATC) is inserted in the flight plan, this shall be done in accordance with EUROCONTROL IFPS Users Manual Network Manager, edition MAINT-1, paragraph 18.5.

Approval authority for the use of RMK/RTECOORATC for military flights is the Royal Danish Air Force, National Air Operations Centre, Current Operations branch. Point of contact for coordination and approval: fko-ktp-f-naoc-cops@mil.dk
Classified contact information will be provided on request.

After coordination and approval of the route, the flight plan shall be submitted with RMK/RTECOORATC inserted in item 18 (see examples below).

If the entire route in COPENHAGEN FIR has been approved by NAOC, insert:

RMK/RTECOORATC EKDK RDAF NAOC

If only a part of the route in COPENHAGEN FIR has been approved by NAOC, insert:

RMK/RTECOORATC EKDK RDAF NAOC [entry point] [exit point]
Flying without complying with this paragraph and EUROCONTROL IFPS Users Manual Network Manager, edition MAINT-1, paragraph 18.5 will result in an Air Traffic Safety Report (ATSR) from the civil Air Navigation Service Provider (ANSP, Naviar) to the Danish Civil Aviation Authority.

STAYINFO_n/ / n = number from 1-9. Text describing the activity in the period indicated in item 15.

2.7 Item 19: SUPPLEMENTARY INFORMATION

Insert a 4-figure group giving the fuel endurance in hours and minutes

Insert the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority. Military transport aircraft shall also insert POB in item 18 under remarks (RMK/36 POB). Insert TBN (to be notified) if the total number of persons is not known at the time of filing. If TBN is inserted, number of POB shall be transmitted to ATC prior to departure. For Danish destinations, POB shall be transmitted to the local ATC at initial contact.
 Note: The above mentioned procedures for POB are mandatory for foreign military transport aircraft flying to or from Danish airbases/aerodromes, and for Danish military transport aircraft at all times.

| SUPPLEMENT INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGE) <small>Supplerende oplysninger (medsendes ikke i FPL meldinger)</small> | | | | | | | | | | |
|--|-----|---|-------|--|--|--|--|-------|-----|------|
| 19 ENDURANCE <small>Aktionstid</small> | | | | | | | | | | |
| HR | MIN | PERSONS ON BOARD <small>Personer om bord</small> | | | EMERGENCY RADIO <small>Nødradioudstyr</small> | | | UHF | VHF | ELBA |
| - E / | | | → P / | | | | | → R / | | |
| | | | | | | | | | | |

Cross out U if UHF on frequency 243.0 MHz is not available.
 Cross out V if VHF on frequency 121.5 MHz is not available.
 Cross out E if emergency locator transmitter (ELT) is not available.

| SURVIVAL EQUIPMENT/Redningsudstyr | | | | | JACKETS/Redningsveste | | | | | |
|-----------------------------------|--------------------------------|-------------------------------------|---------------------------------|-----------------------------|---------------------------------------|-----|-----|-----|-----|---|
| POLAR <small>Polar</small> | DESERT <small>Ørken</small> | MARITIME <small>Maritimt</small> | JUNGLE <small>Jungle</small> | LIGHT <small>Lys</small> | FLUORES <small>Fluorescens</small> | UHF | VHF | UHF | VHF | |
| → S / | P | D | M | J | → J | / | L | F | U | V |

Cross out all indicators if survival equipment is not carried
 Cross out P if polar survival equipment is not carried.
 Cross out D if desert survival equipment is not carried.
 Cross out M if maritime survival equipment is not carried.
 Cross out J if Jungle survival equipment is not carried.

Cross out all indicators if life jackets are not carried.
 Cross out L if life jackets are not equipped with lights.
 Cross out F if life jackets are not equipped with fluorescein.
 Cross out U or V or both as in R/ above to indicate radio capability of jackets, if any.

Cross out indicator D if no dinghies are carried.

Insert number of dinghies. use 2 figures

Insert total capacity, in persons, of all dinghies carried

Cross out indicator C if dinghies are not covered.

Insert colour of dinghies if carried.

| | | | | |
|--|------------------------|--------------------------------|---------------------------|--|
| DINGHIES/Redningsflåder: | | | | |
| NUMBER Antal | CAPACITY Kapacitet | COVER Overdækket | COLOUR Farve | |
| → <input type="checkbox"/> D / <input type="text"/> | → <input type="text"/> | → <input type="checkbox"/> C → | <input type="text"/> << □ | |
| AIRCRAFT COLOUR AND MARKINGS Luftfartøjets farve og særlige kendetegn | | | | |
| A/ <input type="text"/> | | | | |

Insert colour of aircraft and significant markings.

| | |
|--------------------------------|---------------------------|
| REMARKS Bemærkninger | |
| → <input type="checkbox"/> N / | <input type="text"/> << □ |

Cross out indicator N if no remarks, or indicate any other equipment carried and any other remarks regarding survival equipment.

Insert name of pilot in command.

| | |
|---------------------------------|-----------------------------|
| PILOT IN COMMAND Fartøjschef | |
| C/ | <input type="text"/>) << □ |
| FILED BY/Indleveret af | |

| |
|--------------|
| Contact TEL: |
|--------------|

Insert the name of the unit, company or person, filing the flight plan.



FLIGHT PLAN

FLYVEVÅBNET
ROYAL DANISH AIR FORCE

| | | | |
|---|--|--|--|
| PRIORITY Prioritet << <input type="checkbox"/> FF → | | ADDRESSEE(S) Adressat(er) | |
| FILING TIME Indleveringstidspunkt | | ORIGINATOR Afsender | |
| SPECIFIC IDENTIFICATION OF ADDRESSES AND (OR) ORIGINATOR Særlig adressat og(eller) afsenderangivelse | | | |
| 3 MESSAGE TYPE Telegramtype << <input type="checkbox"/> (FPL | | 7 AIRCRAFT IDENTIFICATION Luftfartøjets identifikation - BB11 | |
| 9 NUMBER Nummer - | | 8 FLIGHT RULES flyveregler - I | |
| 13 DEPARTURE AERODROME Startsted - E K K A | | 10 EQUIPMENT Udstyr - SDU /C | |
| 15 CRUISING SPEED Marchfart N 0 1 0 0 | | TYPE OF AIRCRAFT Luftfartøjets type - M F 1 7 | |
| LEVEL Marchhøjde A 0 3 0 | | WAKE TURBULENCE CAT -wake turbulence- kategori / L | |
| ROUTE Flyvevej DCT AAL DCT TE DCT KA | | TIME Afgangstidspunkt 1 3 1 0 | |
| 16 DESTINATION AERODROME Bestemmelsessted - E K K A | | | |
| 18 OTHER INFORMATION Andre oplysninger - RMK/REQ FULL PROCEDURE VOR APP AT EKYT/REQ VECTORS ILS AT EKTS/REQ GCA AT | | | |
| EKKA | | | |
| SUPPLEMENT INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGE) Supplerende oplysninger (medsendes ikke i FPL meldinger) | | | |
| 19 ENDURANCE Aktionstid HR MIN - E/ 0 4 0 0 | | PERSONS ON BOARD Personer om bord → P/ 0 0 2 | |
| SURVIVAL EQUIPMENT/Redningsudstyr POLAR → S / <input checked="" type="checkbox"/> | | JACKETS/Redningsveste LIGHT → J / L | |
| DINGHIES/Redningsflåder: NUMBER Antal → D / 0 2 | | EMERGENCY RADIO Nødradioudstyr VHF <input checked="" type="checkbox"/> ELBA <input checked="" type="checkbox"/> | |
| CAPACITY Kapacitet → 0 0 2 | | UHF <input type="checkbox"/> | |
| COVER Overdækket → C | | FLUORES Fluorescense <input checked="" type="checkbox"/> | |
| COLOUR Farve → ORANGE | | UHF <input checked="" type="checkbox"/> VHF <input checked="" type="checkbox"/> | |
| AIRCRAFT COLOUR AND MARKINGS Luftfartøjets farve og særlige kendetegn A/ GREEN/RDAF MARKINGS | | | |
| REMARKS Bemærkninger → <input checked="" type="checkbox"/> | | | |
| PILOT IN COMMAND Fartøjschef C/ IB IBSEN | | | |
| FILED BY/Indleveret af | | SPACE RESERVED FOR ADDITIONAL REQUIREMENTS Reserveret til myndighedernes brug | |
| I . I 30313233 | | Contact TEL: | |

| 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>L39 (RNAV 5)</u> | | | | | Extremity of L39 | |
| △ LINVI (FIR BDRY) 570000N 0071338E | 213/032° 113.7 | <u>FL 660</u> <u>FL 195</u> 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 | |
| <u>L621 (RNAV 5)</u> | | | | | For continuation, see AIP Sweden | |
| △ KULUD (FIR BDRY) 561538N 0121959E | 299°/119° 6.0 | <u>FL 660</u> <u>FL 95</u> C | | ↓ | 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. | |
| △ ROKAM 561901N 0121100E | 299°/119° 6.8 | <u>FL 95</u> <u>3500</u> E | | | | |
| △ MADAG 562250N 0120049E | 299°/119° 15.5 | | | | | |
| △ NORTI 563128N 0113732E | 299°/119° 11.1 | | | | | |
| △ LAPMA 563733N 0112051E | 299°/118° 53.0 | <u>FL 660</u> <u>FL 195</u> C | | | | |
| △ AALBORG VOR/DME (AAL) 570613N 0095944E | 308°/128° 31.8 | <u>FL 195</u> <u>3500</u> E | | | | |
| △ 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 | | Remarks Controlling unit / channel | | |
|---|-------------------------------------|--|------------------------------------|------|---|---|----------------------------------|
| | | | Odd | Even | | | |
| <u>L975 (RNAV 5)</u> | | | | | For continuation, see AIP UK | | |
| △ LESRA (FIR BDRY) 552308N 0050000E | 066°/246° 10.4 | <u>FL 660</u> FL 195 | ↓ | | ATS provided by Copenhagen ACC between LESRA and ROPAL. | | |
| △ GOLUM 552700N 0051700E | 081°/262° 97.6 | | | | Controlling unit: see ENR 2.3-4 and ENR 2.3-5. | | |
| △ ABKAS 553548N 0080806E | 082°/263° 5.6 | <u>FL 660</u> FL 195 | | | C | Navigation accuracy requirements: +/- 5 NM | |
| △ BAVTA 553611N 0081800E | 086°/267° 55.0 | <u>FL 195</u> FL 105 | | | E | CDR1: BAVTA-GOLUM H24 AVBL. see EAUP/EUUP ALTN: BAVTA-L983-AMRAM- N866-GOLUM | |
| △ NAVDA 553534N 0095456E | 087°/267° 2.7 | <u>FL 105</u> FL 95 | | | C | | |
| △ RIDSI 553530N 0095939E | 087°/268° 22.4 | <u>FL 660</u> FL 195 | | | C | ASKEG – KOKAK: Traffic may be subject to radar vectors around Copenhagen | |
| △ ODDON 553452N 0103911E | 090°/270° 25.4 | <u>FL 195</u> FL 95 | | | E | Area below FL 195 in high intensity traffic periods. Route extension max. 5 NM. | |
| △ ASKEG 553310N 0112346E | 090°/270° 45.1 | <u>FL 660</u> FL 95 | | | C | ATS provided by Copenhagen ACC/APP between KOKAK and NISLO. | |
| △ KOKAK (FIR BDRY) 552929N 0124254E | | | | | | ↑ | |
| | 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 | | ↓ | | Navigation accuracy requirements: +/- 5 NM ATS provided by ACC København between SURAT and PETIL Controlling unit: see ENR 2.3-4 and ENR 2.3-5. | |
| △ BUSOM 555631N 0052341E | 087°/267° 41.8 | FL 660 FL 195 | | | | |
| △ AMRAM 555637N 0063803E | 106°/287° 54.4 | | | | | |
| △ ELMIG 553809N 0080845E | 107°/287° 5.6 | FL 660 FL 195 | | | | |
| △ BAVTA 553611N 0081800E | 099°/280° 34.5 | FL 195 FL 105 FL 105 FL 95 | | | | |
| △ SIVSU 552819N 0091706E | 100°/280° 25.0 | | | | | |
| △ ASBIL 552219N 0095938E | 100°/280° 23.1 | | | | | |
| △ TUDLO 551633N 0103852E | 100°/281° 38.2 | | | | | |
| △ ROBUS 550634N 0114311E | 101°/283° 23.7° | FL 660 FL 195 | | | | |
| △ OLPIB 550005N 0122245E | 083°/261° 5.0 | FL 195 FL 95 | | | | |
| △ 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 | | Remarks Controlling unit / channel | |
|---|-------------------------------------|--|------------------------------------|------|---|-------------------|
| | | | Odd | Even | | |
| <u>L990 (RNAV 5)</u> | | | | | For continuation, see AIP Sweden | |
| △ LILBI (FIR BDRY) 551511N 0124058E | 230°/050° 2.3 | <u>FL 660</u> FL 95 | C | ↓ | ATS provided by ACC København between ADVIS and LILBI | |
| △ EVBED 551351N 0123740E | 229°/049° 24.6 | <u>FL 660</u> FL 195 | C | | 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 | |
| △ LUPUR 545928N 0120303E | 229°/049° 18.3 | | | | | |
| △ NEXEN 544839N 0113731E | 229°/049° 8.8 | <u>FL 195</u> 3500 | E | | | |
| △ MARIP 544323N 0112515E | Total DIST: 54.0 NM | | | | | Extremity of L990 |
| <u>L997 (RNAV 5)</u> | | | | | | |
| △ NOVPO 560624N 0121428E | 346°/166° 12.8 | <u>FL 660</u> FL 95 | C | ↓ | ATS provided by Sweden ACC FL 95 – FL 660 between NOVPO and VEDAR. | |
| △ ROKAM 561901E 0121100E | 346°/166° 13.1 | <u>FL 95</u> 3500 | E | | Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM | |
| △ VEDAR (FIR BDRY) 563154N 0120725E | Total DIST: 25.9 NM | | | | For continuation, see AIP Sweden | |
| <u>M602 (RNAV 5)</u> | | | | | For continuation see AIP Germany | |
| △ SONAL (FIR BDRY) 545244N 0124649E | 293°/115° 15.7 | <u>FL 660</u> FL 195 | C | ↓ | Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM | |
| △ OLPIB 550005N 0122245E | 283°/101° 23.7 | | | | | |
| △ ROBUS 550634N 0114311E | 304°/123° 46.2 | <u>FL 195</u> 3500 | E | | | |
| △ ODDON 553452N 0103911E | 321°/140° 38.4 | | | | | |
| △ LUTUS 560603N 0095940E | Total DIST: 124 NM | | | | | Extremity of M602 |
| <u>M604 (RNAV 5)</u> | | | | | For continuation, see AIP UK | |
| △ INBOB (FIR BDRY) 553625N 0050000E | 031°/211° 24.2 | <u>FL 660</u> FL 195 | C | ↓ | ATS provided by ACC København between LARGA and INBOB. | |
| △ BUSOM 555631N 0052341E | 031°/212° 77.0 | | | ↑ | Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM | |
| △ 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 | | Remarks Controlling unit / channel |
|---|-------------------------------------|--|------------------------------------|------|--|
| | | | Odd | Even | |
| M609 (RNAV 5) | | | | | Extremity of M609 |
| △ BAVTA 553611N 0081800E | 352°/172° 14.5 | FL 660 FL 195 C | ↓ | | 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 195 FL 105 E | | | |
| △ BAKOG 560459N 0081420E | 352°/172° 23.8 | FL 105 FL 95 C | | | |
| △ RERPA 562842N 0081115E | 352°/172° 23.8 | FL 660 FL 195 C | | | |
| △ RASVI (FIR BDRY) 571723N 0080258E | 351°/171° 49.0 | FL 195 FL 95 E | | ↑ | |
| | Total DIST: 101.8 NM | | | | |
| M611 (RNAV 5) | | | | | For continuation, see AIP Sweden |
| △ ODARU (FIR BDRY) 550545N 0124541E | 242°/064° 14.4 | | | ↓ | Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM |
| △ OLPIB 550005N 0122245E | 264°/082° 11.4 | FL 660 FL 195 C | | | |
| △ 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 | | | | |
| M725 (RNAV 5) | | | | | For continuation, see AIP Germany |
| △ SONAL (FIR BDRY) 545244N 0124649E | 293°/115° 15.7 | FL 660 FL 195 C | | ↓ | 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 |
| △ OLPIB 550005N 0122245E | 321°/139° 15.0 | FL 195 3500 E | | | |
| △ 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 | | | | |

| 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>M852 (RNAV 5)</u> | | | | | For continuation, see AIP Germany | |
| △ ALASA (FIR BDRY) 544831N 0095742E | 007°/187° 5.9 | <u>FL 660</u> FL 195 C | ↓ | | VADIN - ALS: RNAV OPS only Between VADIN and ALS only available southbound direction below FL 245 | |
| △ ALSIE VOR (ALS) 545419N 0095936E | 018°/198° 80.4 | | | | | |
| △ ADSEN 560841N 0105302E | 018°/198° 8.0 | | | | | <u>FL 195</u> 3500 E |
| △ GODOG 561603N 0105832E | 018°/198° 56.8 | | | | | |
| △ VADIN (FIR BDRY) 570816N 0113838E | Total DIST: 151.1 NM | | | | For continuation, see AIP Sweden | |
| <u>M869 (RNAV 5)</u> | | | | | Extremity of M869 | |
| △ IBREK (FIR BDRY) 562330N 0121356E | 260°/080° 7.3 | <u>FL 660</u> 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-OLPIB-M611 | |
| △ 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 | |
| <u>N581 (RNAV 5)</u> | | | | | Extremity of N581 | |
| △ EVAKI 561422N 0072852E | 280°/099° 84.7 | <u>FL 660</u> 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 | | | | | |
| <u>N603 (RNAV 5)</u> | | | | | For continuation, see AIP Norway | |
| △ RAMUD (FIR BDRY) 570326N 0073626E | 121°/302 119.6 | <u>FL 660</u> FL 195 C | ↓ | | CDR1: H24 AVBL. see EAUP/EUUP ALTN: AMSEV-L621-AAL- T551- TESPI | |
| △ TESPI 555354N 0103152E | 098°/278° 13.9 | | | | | |
| △ ROSBI 555058N 0105555E | 100°/280° 15.3 | <u>FL 195</u> 3500 E | | | Controlling unit: see ENR 2.3-4 and ENR 2.3-5. | |
| △ INPUN 554704N 0112211E | 100°/281° 2.4 | | | | | <u>FL660</u> 3500 C |
| △ TRANO VOR/DME (TNO) 554627N 0112621E | Total DIST: 151.2 NM | | | | Navigation accuracy requirements: +/- 5 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 | | Remarks Controlling unit / channel | |
|---|-------------------------------------|--|------------------------------------|------|--|--|
| | | | Odd | Even | | |
| N873 (RNAV 5) | | | | | For continuation, see AIP Germany | |
| △ TUSKA (FIR BDRY) 550000N 0075234E | 018°/198° 14.6 | FL 660 FL 195 C | ↓ | | Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM CDR1: BAVTA-RADIS FL125- FL285 H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P601-KEMEG- N866-AAL-N607-ELBUX | |
| △ INSUS 551330N 0080157E | 018°/198° 12.3 | FL 195 FL 95 E | | | | |
| △ MIKRO 552454N 0080959E | 018°/198° 12.2 | FL 660 FL 195 C | | ↑ | | |
| △ BAVTA 553611N 0081800E | 041°/221 39.2 | FL 195 FL 105 E FL 105 FL 95 C | ↓ | | | |
| △ GIKIV 560356N 0090708E | 041°/222° 13.8 | | | | | |
| △ 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 | | Remarks Controlling unit / channel | |
|---|-------------------------------------|--|------------------------------------|------|---|--|
| | | | Odd | Even | | |
| P60 (RNAV 5) | | | | | Extremity of P60 | |
| △ ODDON 553452N 0103911E | 277°/096 25.5 | FL 660 FL 195 FL 195 FL 95 | C E | | <p>↓</p> <p>CDR1: NISEM-EPILO FL125- FL285 H24 AVBL. see EAUP/EUUP ALTN: ODDON-L975-BAVTA- L983-AMRAM</p> <p>Controlling unit: see ENR 2.3-4 and ENR 2.3-5.</p> <p>Navigation accuracy requirements: +/- 5 NM</p> | |
| △ NISEM 553929N 0095456E | 278°/097 52.0 | FL 660 FL 195 | C | | | |
| △ EPILO 554940N 0082444E | 277°/097 4.9 | FL 195 FL 105 | E | | | |
| △ 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 | ↓ | | <p>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</p> |
| △ 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 | | Remarks Controlling unit / channel |
|---|-------------------------------------|--|------------------------------------|------|---|
| | | | Odd | Even | |
| 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 | | | | |
| P621 (RNAV 5) | | | | | Extremity of P621 |
| △ AALBORG VOR/DME (AAL) 570613N 0095944E | 329°/148° 53.3 | FL 660 FL 195 C | ↑ | ↓ | Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM |
| △ NERDO (FIR BDRY) 575317N 0091342E | FL 195 3500 E | | | | |
| | Total DIST: 53.3 NM | | | | |
| P622 (RNAV 5) | | | | | Extremity of P622 |
| △ MIKRO 552454N 0080959E | 052°/232° 39.6 | FL 660 FL 195 C | ↑ | ↓ | 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 195 FL 105 E | | | |
| △ ERGAT 560337N 0091818E | 016°/196° 10.6 | FL 105 FL 95 C | | | |
| △ INTET 561335N 0092441E | 016°/196° 56.2 | FL 660 FL 195 C | | | |
| △ AALBORG VOR/DME (AAL) 570613N 0095944E | 016°/196° 56.2 | FL 195 3500 E | | | |
| △ RETKA (FIR BDRY) 575929N 0092619E | 338°/157° 56.3 | | | | |
| | Total DIST: 180.2 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 | |
| P729 (RNAV 5) | | | | | For continuation, see AIP Germany |
| △ DOSUR (FIR BDRY) 545131N 0091139E | 045°/225° 22.6 | FL 660 FL 245 | ↓ | | 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 | | | | |
| 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 |
| △ OLPIB 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. |
| △ OKMAM 565346N 0063557E | 204°/024° 97.5 | | | ↑ | Navigation accuracy requirements: +/- 5 NM |
| △ 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. |
| △ ASLID 562047N 0112038E | 311°/131° 63.7 | | | | FL 195 3500 |
| △ AALBORG VOR/DME (AAL) 570613N 0095944E | 297°/116° 53.7 | ↑ | CDR1: AAL-KOVIK H24 AVBL. see EAUP/EUUP ALTN: AAL-L621-AMSEV | | |
| △ 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 | | Remarks Controlling unit / channel |
|--|-------------------------------------|--|------------------------------------|------|--|
| | | | Odd | Even | |
| T508 (RNAV 5) △ DISGO 550906N 0124401E △ ROBUS 550634N 0114311E | 261°/081° 35.0 | FL 660 FL 195 | C | ↓ | Extremity of T508 |
| | | FL 195 3500 | | | E |
| | Total DIST: 35.0 NM | | | | Extremity of T508 |
| T551 (RNAV 5) △ BINRO (FIR BDRY) 580938N 0094710E △ AALBORG VOR/DME (AAL) 570613N 0095944E △ TESPI 555354N 0103152E | 170°/350° 63.9 | FL 660 FL 195 | C | ↓ | For continuation, see AIP Norway |
| | 162°/342° 74.6 | FL 195 3500 | | | E |
| | Total DIST: 138.5 NM | | | | Extremity of T551 |
| | | | | | |
| T600 (RNAV 5) △ NERDO (FIR BDRY) 575317N 0091342E △ LAGUM 572720N 0091606E | 173°/353° 26.0 | FL 660 FL 195 FL 195 3500 | C E | ↑ | For continuation, see AIP Norway |
| | | | | ↓ | Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM |
| | Total DIST: 26.0 NM | | | | Extremity of T600 |
| Z702 (RNAV 5) △ TALSA 550625N 0094111E △ AMTOT 560226N 0121049E △ EVBAS (FIR BDRY) 560844N 0122840E | 051°/233° 101.8 ° | FL 660 FL 245 | C | ↓ | Extremity of Z702 |
| | 053°/233° 11.8 | | | | |
| | 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 | | Remarks Controlling unit / channel | | |
|---|-------------------------------------|--|------------------------------------|------|--|--|-------------------|
| | | | Odd | Even | | | |
| 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 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. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM | | |
| △ ADVOP 560714N 0120702E | 216°/036° 7.1 | | | | | | |
| △ BEVUM 560149N 0115846E | 216°/036° 2.4 | | | | | | |
| △ ASVAN 560000N 0115600E | 221°/041° 26.1 | | | | | | |
| △ EKDIV 554149N 0112247E | 221°/040° 67.3 | FL 660 FL 195 C | | | | | |
| △ ALSIE VOR (ALS) 545419N 0095936E | 219°/039° 5.4 | FL 195 3500 E | | | | | |
| △ KESUR (FIR BDRY) 545026N 0095315E | Total DIST: 119.4 | | | | | | Extremity of Z703 |
| Z706 (RNAV 5) | | | | | | | |
| △ 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 | FL 195 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. Navigation accuracy requirements: +/- 5 NM | | |
| △ MONAK 545644N 0121849E | 029°/211° 4.1 | FL 195 3500 E | | | | | |
| △ OLPB 550005N 0122245E | Total DIST: 27.9 NM | | | | | | Extremity of Z711 |

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 |

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

BLANK

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 Radio Navigation Aids – En Route

| Station (VAR) | ID | Facility | Frequency/ Channel | Hours | Geo. Coord. (WGS-84) | Elev. (ft) | FRA relevance A = ARR connecting point D = DEP connecting point I = Intermediate point | Remarks |
|-----------------------|-----|-------------|---------------------|-------|-----------------------------|------------|--|--|
| Aalborg (4°E 2022) | AAL | VOR | 116.70/ CH 114X | H24 | 570613.39N 0095944.08E | | (I) | DOC FL 500/100 NM. Unreliable from R-160 to R- 200 form 23 NM and out. DME from AAL TACAN. Rerouting point. |
| Aalborg (4°E 2023) | AAL | TACAN | 116.70/ CH 114X | H24 | 570614.16N 0095934.11E | 56.8 | | DOC FL 500/200 NM |
| Alsie (4°E 2022) | ALS | VOR | 114.70 | H24 | 545419.49N 0095936.16E | | (DI) | DOC FL 500/60 NM, 80 NM 313°-063°M and 80 NM 198°-243°M. |
| Bella | BEL | DME | 114.65/ CH93Y | H24 | 554728.45N 0120544.74E | 135 | | DOC FL 195-1500 FT / 60 NM |
| Codan | CDA | DME | 114.90/ CH 96X | H24 | 550005.40N 0122245.16E | 90.2 | | DOC FL 500/60 NM |
| Esbjerg | HP | L | 376 KHz | H24 | 553041N 0082445E | | | DOC 30 NM |
| Esebo | ESE | DME | 116.60/ CH113X | H24 | 553121N 0083331E | 175.5 | | DOC 100 NM |
| Karup (4°E 2023) | KAR | TACAN | 110.00/ CH37X | H24 | 561748.03N 0090030.95E | 172.8 | | DOC FL 500FT/200NM |
| Kastrup | KAS | DME | 112.50/ CH 72X | H24 | 553525.87N 0123648.97E | 28.9 | | DOC FL 500/60 NM |
| Korsa (4°E 2022) | KOR | VOR/ DME | 112.80/ CH 75X | H24 | 552621.71N 0113753.51E | 136.2 | (AI) | DOC FL 500/80 NM |
| Lemme | LME | DME | 115.350/ CH 100Y | H24 | 555933.503N 0082115.751E | 76.1 | | DOC FL195/60NM |
| Odin | ODN | DME | 115.50/ CH 102X | H24 | 553451.64N 0103910.76E | 24.0 | | DOC FL 500/60 NM, 80 NM 018°-063°M and 80 NM 213°-243°M. Reduced range to 24 NM in direction 198 degrees at 3000 FT or below. |
| Ramme | RAM | DME | 111.850/ CH 55Y | H24 | 562842.14N 0081114.51E | 60.4 | | DOC FL 500/60 NM |

| Station (VAR) | ID | Facility | Frequency/ Channel | Hours | Geo. Coord. (WGS-84) | Elev. (ft) | FRA relevance A = ARR connecting point D = DEP connecting point I = Intermediate point | Remarks |
|-----------------------|-----|-------------|---------------------|-------|-----------------------------|------------|---|--|
| Rønne (4°E 2016) | ROE | VOR | 112.00 | H24 | 550356.08N 0144531.29E | | (AI) | DOC FL500/80 NM, 150 NM 017°-152°M DME INFO from TACAN ROE |
| Rønne (5.5°E 2023) | ROE | TACAN | 112.00/ CH 57X | H24 | 550342.73N 0144521.07E | 78.6 | | DOC FL 500/80 NM |
| Skrydstrup (4°E 2023) | SKR | TACAN | 110.40/ CH 41X | H24 | 551344.18N 0091250.61E | 138.4 | (I) | DOC FL 500/80 NM |
| Trano (4°E 2022) | TNO | VOR/ DME | 117.400/ CH 121X | H24 | 554627N 0112621E | -11.9 | (AI) | DOC FL 500/60 NM |
| Vamdrup | VAM | DME | 110.050/ CH 37Y | H24 | 552616.585N 0092006.051E | 174.5 | | DOC FL195/60NM |

| Name Code Designator | Coordinates | ATS Route or Other Route | FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point | Remarks/Usage |
|----------------------|------------------|--------------------------|--|---|
| IBNIL | 552141N 0113038E | T59 | (I) | |
| IBOTA | 552906N 0080955E | KY875, KY877 | | |
| IBREK | 562330N 0121356E | M869 | (I) | |
| IBUKA | 552600N 0085500E | N/A | (I) | Re-routing point |
| INBOB | 553625N 0050000E | M604 | (I) | |
| INLAN | 560501N 0081929E | P614 | (I) | |
| INPUN | 554704N 0112211E | N603, M725 | (I) | |
| INSUS | 551330N 0080157E | N873 | (I) | Re-routing point |
| INTET | 561335N 0092441E | N873, T55 | (DI) | (D): EKBI |
| INVOL | 573916N 0111317E | N866 | (I) | |
| IRKAM | 560445N 0083222E | P601 | (I) | |
| JUTZU | 551400N 0072000E | KY893 | | |
| KARLI | 570000N 0053027E | P613, T505 | (I) | |
| KASFI | 553526N 0123649E | | (I) | |
| KEMEG | 564315N 0085221E | N866, P601 | (I) | Re-routing point |
| KESUR | 545026N 0095315E | Z703 | (EXI) | Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| KETAL | 551605N 0112158E | T59 | (I) | |
| KOKAK | 552929N 0124254E | L975 | (I) | |
| KOKOR | 542741N 0114124E | Z706 | (EXI) | Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| KOPEX | 545813N 0112804E | M611, T58, EKCH SID | (DI) | (D): EKCH, EKRK |
| KOPIM | 560802N 0122954E | N872 | (I) | |
| KOSEB | 544648N 0123552E | T298 | (EXAI) | (A): EKCH. Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| KOSMO | 550055N 0124349E | L983, P605 | (I) | |
| KOVIK | 573335N 0083427E | P990 | (I) | |
| KUBIS | 551323N 0122854E | | (I) | |
| KUGAL | 550000N 0073714E | Z708 | (EXI) | Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| KULUD | 561538N 0121959E | L621, Z703 | (ADI) | (A): ESMS (D): ESMS, ESTL |
| KUNAR | 553623N 0070000E | KY876, KY877 | | |

| Name Code Designator | Coordinates | ATS Route or Other Route | FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point | Remarks/Usage |
|----------------------|-------------------|--------------------------|--|---|
| KUVUS | 572016N 01100.00E | N607 | (AI) | (A): ESGG |
| LAGUM | 572720N 0091606E | L621, P601 | (I) | Re-routing point |
| LANGO | 545644N 0105123E | M611, P999, EKCH SID | (DI) | (D): EKCH, EKRK |
| LAPMA | 563733N 0112051E | L621, T506 | (I) | |
| LASGI | 560648N 0122716E | N872 | (I) | |
| LASRO | 560423N 0084850E | N607 | (I) | |
| LAVMA | 552947N 0043641E | KY889 | | |
| LEBDA | 552225N 0123743E | N851 | (I) | |
| LESRA | 552308N 0050000E | L975 | (I) | |
| LILBI | 551511N 0124058E | L990 | (I) | |
| LINVI | 570000N 0071338E | L39, P992 | (I) | |
| LOBBI | 571905N 0112953E | N873, ESGG STAR | (I) | |
| LOMPU | 543532N 0111210E | T148 | (EXI) | Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| LUGAS | 551947N 0105747E | P729 | (I) | Primary holding, EKCH |
| LUPUR | 545928N 0120303E | L990, M611 | (I) | |
| LUTAN | 552812N 0060000E | KY781, KY875 | | |
| LUTIR | 550351N 0082458E | N/A | (EXI) | Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| LUTUS | 560603N 0095940E | M602, P615, T55 | (I) | |
| MADAG | 562250N 0120049E | L621, M869 | (I) | Re-routing point |
| MAKEL | 542658N 0114801E | N851 | (EXAI) | (A): EKCH, EKRK, ESMS Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| MAKUR | 572547N 0112425E | N607, ESGG STAR | (I) | |

| Name Code Designator | Coordinates | ATS Route or Other Route | FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point | Remarks/Usage |
|----------------------|------------------|------------------------------|--|---|
| MARIP | 544323N 0112515E | L990, N850, Z701 | (I) | |
| MATEK | 550059N 0124803E | L983 | (I) | Re-routing point |
| MAXEL | 551233N 0115409E | N850, EKCH SID | (I) | |
| MEGAR | 542806N 0113854E | P605 | (EXAI) | (A): EKCH, EKRK, ESMS Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| MIKRO | 552454N 0080959E | KY875, N873 | (DI) | (D): EKBI Re-routing point |
| MIKSI | 561210N 0113527E | P990 | (I) | Re-routing point |
| MIMDA | 554458N 0080555E | | | TACAN Blue One |
| MISBI | 555355N 0124021E | N850 | (I) | |
| MITSI | 570000N 0062721E | P619 | (I) | |
| MONAK | 545644N 0121849E | Q296,T298,Z711, EKCH STAR | (I) | |
| MOSAT | 550231N 0124717E | P605 | (I) | |
| NAMIK | 562253N 0052627E | P60 | (I) | |
| NAMON | 561807N 0043611E | KY878, KY885 | | |
| NARBA | 555112N 0080650E | P60, P992 | (I) | |
| NARIG | 561500N 0050000E | KY878 | | |
| NAROL | 560021N 0121330E | N872 | (I) | |
| NARSU | 560700N 0060000E | KY878, KY881 | | |
| NAVDA | 553534N 0095456E | L975 | (I) | |
| NAVIK | 555147N 0075811E | P60, P619 | (I) | Re-routing point |
| NAVNI | 552751N 0043930E | KY875 | | |
| NEBSA | 554630 0081700E | KY878 | | |
| NEBUM | 555000N 0080000E | KY878, KY879 | | |
| NEDIK | 542911N 0120354E | Q280 | (EXI) | Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| NERDO | 575317N 0091342E | P621 | (I) | |

| Name Code Designator | Coordinates | ATS Route or Other Route | FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point | Remarks/Usage |
|----------------------|------------------|--|--|--|
| NEXEN | 544839N 0113731E | T503, L990, EKCH SID | (DI) | (D): EKCH, EKRK |
| NIKDA | 543631N 0121708E | Q296 | (EXAI) | (A): EKCH. Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| NIROD | 580443N 0093700E | P601 | (I) | |
| NIROX | 555830N 0070000E | KY63 | | |
| NISEM | 553929N 0095456E | P60 | (I) | |
| NOREM | 570000N 0054612E | KY994 | | |
| NORSO | 570000N 0051030E | KY995 | | |
| NORTI | 563128N 0113732E | L621 | (I) | Re-routing point |
| NOVPO | 560624N 0121428E | L997, SID EKCH | (I) | |
| NUGLO | 555231N 0074652E | P60, P613 | (I) | |
| NUSRI | 551428N 0070000E | KY777, KY884 | | |
| ODARU | 550545N 0124541E | M611 | (I) | |
| ODDON | 553452N 0103911E | L975, M602, P60 | (DI) | |
| ODNAN | 552431N 0080014E | KY875 | | |
| OKMAM | 565346N 0063557E | P619, P850 | (I) | Re-routing point |
| OKTIR | 554317N 0044807E | KY882, KY887, KY995 | | |
| OKVED | 555700N 0081300E | KY892 | | |
| OLPIB | 550005N 0122245E | L983, M602, M611, M725, M869, P730, Z711 | (DI) | |
| OMIMA | 550000N 0063655E | KY773 | (EXI) | Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| OMIRI | 562858N 0045440E | KY879, KY881, KY885 | | |
| ORTUT | 555828N 0080542E | KY892 | | |
| OSBAR | 560449N 0041349E | KY62, KY85 | | |
| OSGAM | 571600N 0090800E | P601 | (I) | Re-routing point |
| OSKEV | 552429N 0112622E | P729 | (I) | |
| OTRAL | 562039N 0041619E | KY878, KY882 | | |

| Name Code Designator | Coordinates | ATS Route or Other Route | FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point | Remarks/Usage |
|----------------------|------------------|--|--|--|
| PEGAM | 552701N 0075036E | KY779, KY787, KY789, KY875, KY877, KY884 | | |
| PEMAD | 555900N 0043453 | KY882 | | |
| PEPUT | 551158N 0120301E | Z706 | (I) | |
| PETIL | 555620N 0050000E | L983 | (I) | |
| PEVOR | 560455N 0082440E | P602 | (I) | |
| POGUG | 545000N 0103602E | N/A | (I) | Re-routing point |
| RADIS | 563230N 0095942E | N873, P615 | (I) | |
| RAMUD | 570326N 0073626E | P614 | (I) | |
| RASVI | 571723N 0080258E | M609 | (I) | |
| RAXLU | 544256N 0101625E | N/A | (EXI) | Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| RERPA | 562842N 0081115E | M609, N866, P614, T505 | (DI) | (D): EKBI |
| RERSO | 553615N 0080826E | KY876 | | |
| RETKA | 575929N 0092619E | P622 | (I) | |
| RIDSI | 553530N 0095939E | L975, P615 EKBI SID | (DI) | (D): EKBI |
| RIPRO | 552821N 0080254E | KY875, KY877 | | |
| ROBUS | 550634N 0114311E | L983, M602, T59, T508 | (I) | |
| ROKAM | 561901N 0121100E | L621, L997, | (AI) | (A): ESGG Re-routing point |
| ROLVA | 553622N 0042929E | KY61, KY74 | | |
| ROSBI | 555058N 0105555E | N603 | (I) | Re-routing point |
| RUVUD | 553046N 0082546E | N/A | (I) | Re-routing point |
| SIMEG | 551500N 0133004E | EKCH SID | | |

| Name Code Designator | Coordinates | ATS Route or Other Route | FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point | Remarks/Usage |
|----------------------|------------------|---------------------------------|--|--|
| SISPU | 561112N 0070000E | KY879, KY892 | | |
| SISRA | 561942N 0060000E | KY879 | | |
| SISVI | 562814N 0050000E | KY879 | | |
| SIVSU | 552819N 0091706E | L983 | (I) | |
| SONAL | 545244N 0124649E | M602, M725 | (EXAI) | (A): EKRK. Only avbl as (I) to/from A/D in DK-SE FAB |
| SOPTO | 551820N 0050000E | P144 | (I) | |
| SORDA | 551046N 0050000E | KY980 | | |
| SUNEX | 553154N 0045424E | KY886 | | |
| SURIR | 552544N 0082517E | P992 | (I) | |
| SUTEB | 550000N 0052508E | N/A | (EXI) | Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| TABAP | 552813N 0055612E | KY875, KY994 | | |
| TAGIM | 554819N 0055405E | KY877, KY994 | | |
| TALSA | 550625N 0094111E | P729,P730,Z702 | (AI) | (A): EKCH, EKRK |
| TALUL | 562105N 0055032E | KY879, KY994 | | |
| TESPI | 555354N 0103152E | N603, T55, T56, T551, EKCH STAR | (AI) | (A): EKCH Primary Holding, EKCH |
| TINAC | 561503N 0050000E | T55 | (I) | |
| TITOG | 554541N 0070000E | KY881 | | |
| TOMGU | 554708N 0090747E | P622 | (I) | |
| TOTSA | 550000N 0055907E | KY994 | | |
| TUDLO | 551633N 0103852E | L983, P729, T153, EKCH STAR | (AI) | (A): ESMS |
| TUPED | 545350N 0085120E | | | TACAN Blue One UIR |
| TUSKA | 550000N 0075234E | KY789, N873 | (EXI) | Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB. |
| TUTNU | 550000N 0064909E | KY787 | | |

| Name Code Designator | Coordinates | ATS Route or Other Route | FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point | Remarks/Usage |
|----------------------|------------------|--------------------------|--|----------------------------------|
| TUXEN | 553527N 0052938E | KY876, KY887, KY888 | | |
| UNVUG | 575700N 0102300E | N/A | (I) | Re-routing point |
| UPGAS | 551441N 0050000E | N866 | (I) | |
| URUBO | 565400N 0073400E | N/A | (I) | Re-routing point |
| USULI | 551044N 0064004E | KY773, KY787 | | |
| UVALO | 554728N 0120544E | N/A | | RNAV RDAF EKCH military holding. |
| VABOB | 562416N 0045953E | KY995 | | |
| VADIN | 570816N 0113838E | M852, ESGG SID | (DI) | (D): ESGG |
| VAGAX | 555923N 0045242E | KY995 | | |
| VALBO | 550744N 0050000E | N/A | (I) | |
| VAXIT | 563215N 0050000E | N581, P15, P60 | (I) | |
| VEDAR | 563154N 0120725E | L997, EKCH SID | (DI) | D: EKCH, EKRK |
| VESUV | 554300N 0044501E | KY874, KY886 | | |
| WOZNI | 552809N 0050759E | KY875, KY886, KY888 | | |

2. VFR Reporting Points near Aerodromes

| Aerodrome | Reporting Point | Coordinates |
|--------------------|-----------------|----------------------|
| Aalborg | Biersted | 57 09 19N 009 49 24E |
| | Hasseris | 57 02 07N 009 49 55E |
| | Svenstrup | 56 57 38N 009 51 55E |
| | Vildmosen | 57 13 01N 009 50 13E |
| Aarhus | Ebeltoft | 56 09 58N 010 40 26E |
| | Grenaa | 56 22 28N 010 50 56E |
| | Knebel | 56 13 28N 010 26 56E |
| | Langsø | 56 15 58N 010 36 56E |
| | Nødager | 56 20 28N 010 37 26E |
| | Ryomgård | 56 23 18N 010 26 55E |
| Billund | Give | 55 51 58N 009 14 55E |
| | Højen | 55 39 50N 009 30 44E |
| | Karlskov | 55 47 24N 009 10 42E |
| | Sønder Omme | 55 50 18N 008 55 55E |
| | Tørring | 55 50 16N 009 30 33E |
| | Vandel | 55 42 06N 009 12 38E |
| | Vorbasse Vest | 55 37 30N 009 03 30E |
| Bornholm/Rønne | Dueodde | 54 59 28N 015 05 01E |
| | Hasle | 55 11 38N 014 42 36E |
| Esbjerg | Gørding | 55 28 23N 008 49 20E |
| | Skads | 55 30 40N 008 33 46E |
| | Store Darum | 55 24 53N 008 37 45E |
| | Varde | 55 37 28N 008 30 55E |
| | Vester Nebel | 55 32 26N 008 32 38E |
| | Dorid | 55 31 10N 008 00 00E |
| Karup | Ikast | 56 08 18N 009 07 55E |
| | Ilskov | 56 14 38N 009 05 55E |
| | Kongenshus | 56 23 00N 009 07 56E |
| | Sjørup | 56 26 28N 009 08 45E |
| København/Kastrup | Holding West | 55 36 48N 012 29 41E |
| | Tuborg | 55 42 58N 012 35 56E |
| | Vallensbæk | 55 36 43N 012 21 56E |
| København/Roskilde | Borup | 55 30 43N 011 58 26E |
| | Ishøj | 55 38 08N 012 17 21E |
| | Køge | 55 28 43N 012 08 16E |
| | Valby | 55 41 36N 012 08 02E |
| Odense | Bogense | 55 34 40N 010 11 00E |
| | Lindø | 55 27 25N 010 33 00E |
| | Lumby | 55 28 00N 010 22 00E |
| | Stensby | 55 30 00N 010 18 00E |
| | Vissenbjerg | 55 24 05N 010 08 10E |
| Stauning | Lem | 56 01 48N 008 23 55E |
| | North | 56 00 36N 008 21 30E |
| | Skjern West | 55 56 38N 008 28 25E |
| | South | 55 59 00N 008 22 06E |
| Sønderborg | Bovrup | 54 59 33N 009 35 26E |
| | Broager | 54 54 18N 009 40 36E |
| | Bøjden | 55 04 40N 010 04 25E |
| | Fynshav | 54 59 45N 009 58 24E |
| | Gelting | 54 45 16N 009 53 44E |
| | Nordborg | 55 03 58N 009 48 26E |
| | Ærø North | 54 57 58N 010 11 56E |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|---|-------------------------|-----------------------------------|---|
| EK R13Z SJÆLLANDS REV FBZ | 56 06 18N 011 04 38E | <u>UNL</u> 3500 FT MSL | For IFR flight planning purposes only |
| | 56 08 45N 011 05 52E | | |
| | 56 13 52N 011 22 51E | | |
| | 56 13 09N 011 27 08E | | |
| | 56 03 09N 011 36 43E | | |
| | 56 02 16N 011 37 02E | | |
| | 55 56 51N 011 36 00E | | |
| | 55 55 16N 011 32 00E | | |
| | 55 57 42N 011 14 35E | | |
| 55 58 26N 011 12 51E | | | |
| 56 06 18N 011 04 38E | | | |
| EK R14 SJÆLLANDS ODDE ØST | 56 00 28N 011 16 56E | <u>UNL</u> <u>GND</u> | AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR AARHUS APP/TWR |
| | 56 06 43N 011 10 26E | | |
| | 56 10 38N 011 23 26E | | |
| | 56 10 28N 011 26 26E | | |
| | 56 03 28N 011 35 56E | | |
| | 55 57 58N 011 34 56E | | |
| | 56 00 28N 011 16 56E | | |
| EK R14Z SJÆLLANDS ODDE ØST FBZ | 56 06 18N 011 04 38E | <u>UNL</u> 3500 FT MSL | For IFR flight planning purposes only |
| | 56 08 45N 011 05 52E | | |
| | 56 13 29N 011 21 35E | | |
| | 56 13 40N 011 23 10E | | |
| | 56 13 23N 011 28 05E | | |
| | 56 12 47N 011 30 03E | | |
| | 56 04 49N 011 40 50E | | |
| | 56 03 44N 011 41 23E | | |
| | 55 56 18N 011 40 01E | | |
| | 55 54 43N 011 36 00E | | |
| | 55 57 42N 011 14 36E | | |
| | 55 58 26N 011 12 51E | | |
| | 56 06 18N 011 04 38E | | |
| EK R15 SEJERØ ØST | 55 44 30N 011 17 18E | <u>11500 FT MSL</u> <u>GND</u> | AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR |
| | 55 47 44N 011 16 35E | | |
| | 55 48 37N 011 07 12E | | |
| | 55 44 42N 011 07 00E | | |
| | 55 44 30N 011 17 18E | | |
| EK R15Z SEJERØ ØST FBZ | 55 41 45N 011 04 37E | <u>FL 130</u> 3500 FT MSL | For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), ROSBI N603 INPUN, ROSBI DCT INPUN and ROSBI DCT TNO accepted. |
| | 55 43 33N 011 01 37E | | |
| | 55 50 04N 011 01 56E | | |
| | 55 51 48N 011 05 41E | | |
| | 55 50 32N 011 19 13E | | |
| | 55 49 06N 011 21 40E | | |
| | 55 43 30N 011 22 54E | | |
| | 55 41 27N 011 19 34E | | |
| | 55 41 45N 011 04 37E | | |
| EK R16 SEJERØ VEST | 55 44 30N 011 17 18E | <u>18000 FT MSL</u> <u>GND</u> | AMC Manageable Area. Activation by NOTAM ROSKILDE APP/TWR |
| | 55 45 20N 011 17 07E | | |
| | 55 47 51N 011 12 56E | | |
| | 55 48 04N 011 01 39E | | |
| | 55 44 49N 011 01 27E | | |
| | 55 44 30N 011 17 18E | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|------------------------------------|-------------------------|------------------------------|--|
| EK R16Z SEJERØ VEST FBZ | 55 41 52N 010 59 04E | <u>FL 195</u> 3500 FT MSL | For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), ROSBI N603 INPUN, ROSBI DCT INPUN and ROSBI DCT TNO accepted. |
| | 55 43 41N 010 56 03E | | |
| | 55 49 25N 010 56 24E | | |
| | 55 51 06N 010 59 37E | | |
| | 55 50 50N 011 14 11E | | |
| | 55 50 20N 011 16 06E | | |
| | 55 47 02N 011 21 36E | | |
| | 55 46 11N 011 22 18E | | |
| | 55 43 30N 011 22 53E | | |
| EK R17 ISEFJORD | 55 55 35N 011 52 31E | <u>12000 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. KØBENHAVN APP ROSKILDE APP/TWR |
| | 55 53 33N 011 50 14E | | |
| | 55 49 38N 011 52 09E | | |
| | 55 48 49N 011 45 43E | | |
| | 55 53 45N 011 43 38E | | |
| | 55 55 41N 011 46 57E | | |
| | 55 55 35N 011 52 31E | | |
| | 55 53 04N 011 56 01E | | |
| | 55 49 11N 011 57 54E | | |
| EK R17Z ISEFJORD FBZ | 55 46 59N 011 55 33E | <u>FL 135</u> 2500 FT MSL | For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), EKCH SID ODDON (all) accepted. |
| | 55 45 37N 011 44 45E | | |
| | 55 46 55N 011 41 02E | | |
| | 55 53 48N 011 38 07E | | |
| | 55 55 16N 011 38 50E | | |
| | 55 58 13N 011 43 53E | | |
| | 55 58 42N 011 45 59E | | |
| | 55 58 31N 011 55 48E | | |
| | 55 55 27N 011 58 43E | | |
| EK R18 JÆGERSPRIS | 55 54 55N 011 51 47E | <u>12000 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. KØBENHAVN APP ROSKILDE APP/TWR |
| | 55 54 00N 011 57 56E | | |
| | 55 50 19N 011 57 56E | | |
| | 55 49 38N 011 52 09E | | |
| | 55 53 33N 011 50 14E | | |
| | 55 54 55N 011 51 47E | | |
| EK R18Z JÆGERSPRIS FBZ | 55 56 38N 012 01 04E | <u>FL 135</u> 2500 FT MSL | For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), EKCH SID GOLGA (all), EKCH SID ODDON (all) and EKRK departure DCT MIRGO accepted. |
| | 55 55 01N 012 03 17E | | |
| | 55 49 15N 012 03 16E | | |
| | 55 47 36N 012 00 53E | | |
| | 55 46 27N 011 51 11E | | |
| | 55 47 41N 011 47 34E | | |
| | 55 53 22N 011 44 46E | | |
| | 55 54 37N 011 45 07E | | |
| | 55 57 21N 011 48 12E | | |
| 55 58 04N 011 51 28E | | | |
| 55 56 38N 012 01 04E | | | |

MIPS
INSTRUMENT APPROACH CHART

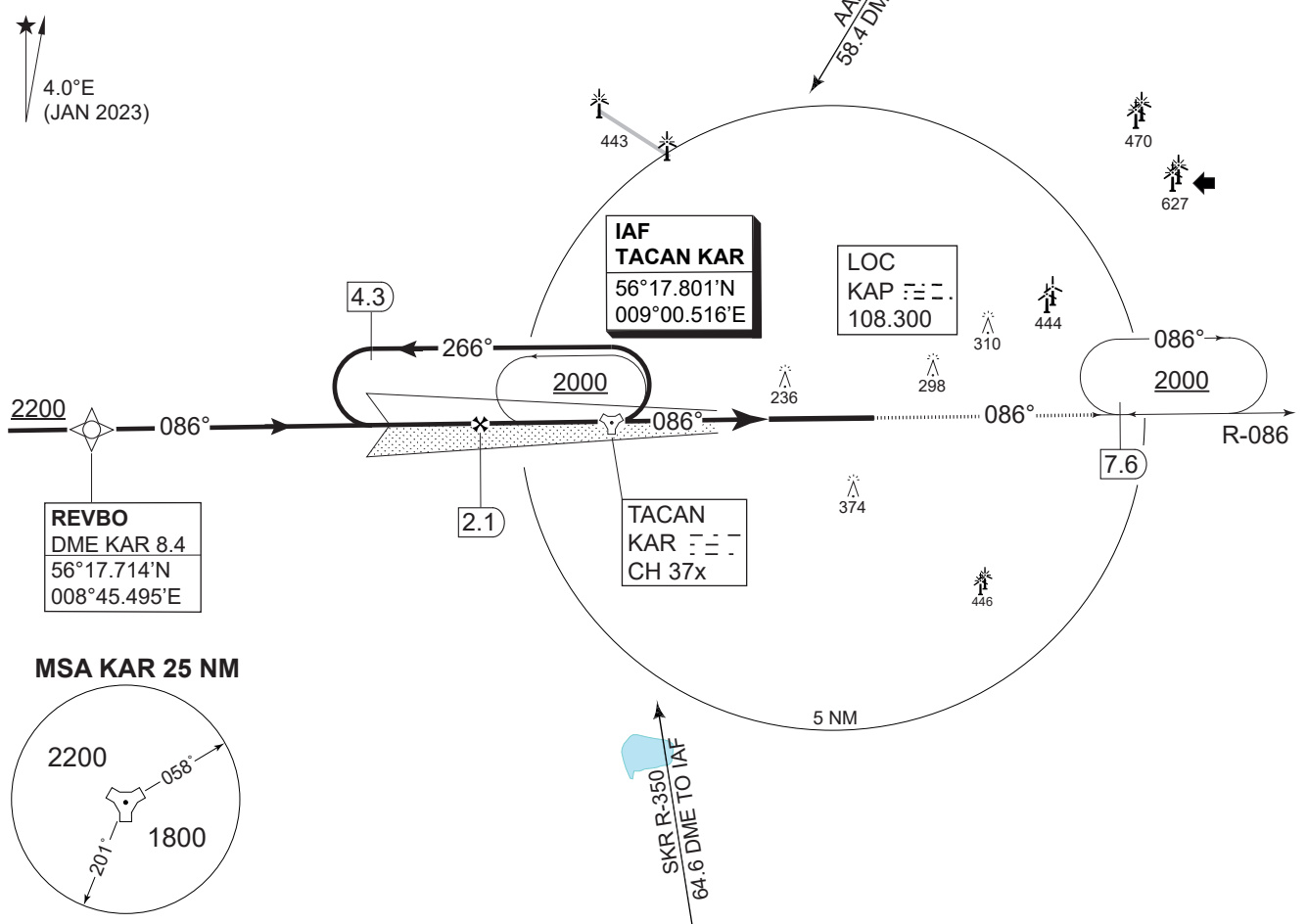
COPTER ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)

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 CH 37x | LOC KAP 108.300 | APP COURSE 086° | GS INTCP ALT 1600 FT | GS 3.00° | DA 354 | THR ELEV 154 | ALS LENGTH 900 M | LDA 9607 FT |

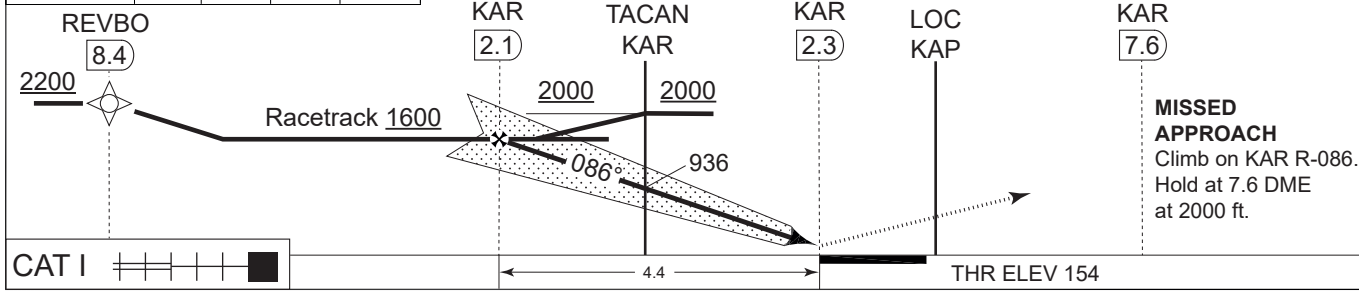
CAUTION:
THE DME INDICATIONS ARE FROM TACAN KAR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

TACAN REQUIRED



| | | | | |
|------------------------------|------|------|-----|-----|
| LOC ONLY: CDFA 3.00° / 5.24% | | | | |
| DME KAR | 2 | 1 | 0 | 1 |
| DIST THR | 4.3 | 3.3 | 2.3 | 1.3 |
| ALT | 1580 | 1260 | 940 | 620 |

TA 3000
GS 3.0°
RDH 50



| | |
|--------------------------------|------------------------------------|
| CATEGORY | H |
| MIPS H-ILS CAT I 09R | 354 - 400 200 (200-0.4/0.8) |
| H-LOC 09R | 470 - 400 316 (400-0.4/0.8) |

COPTER ILS or LOC RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

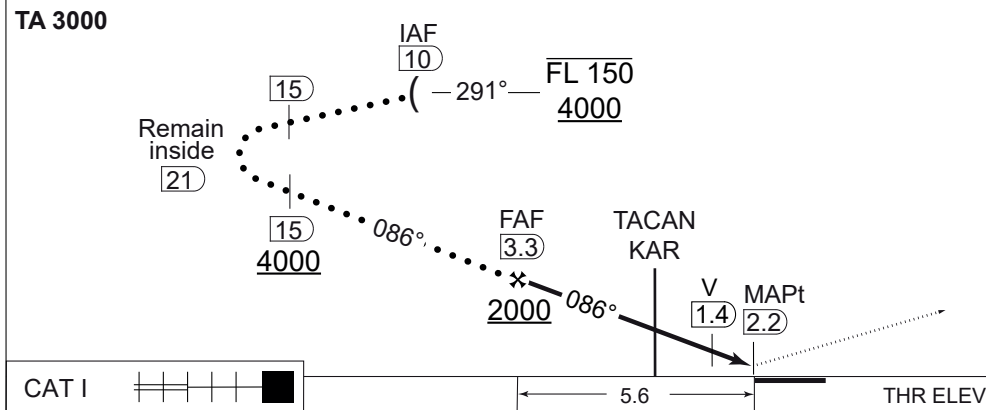
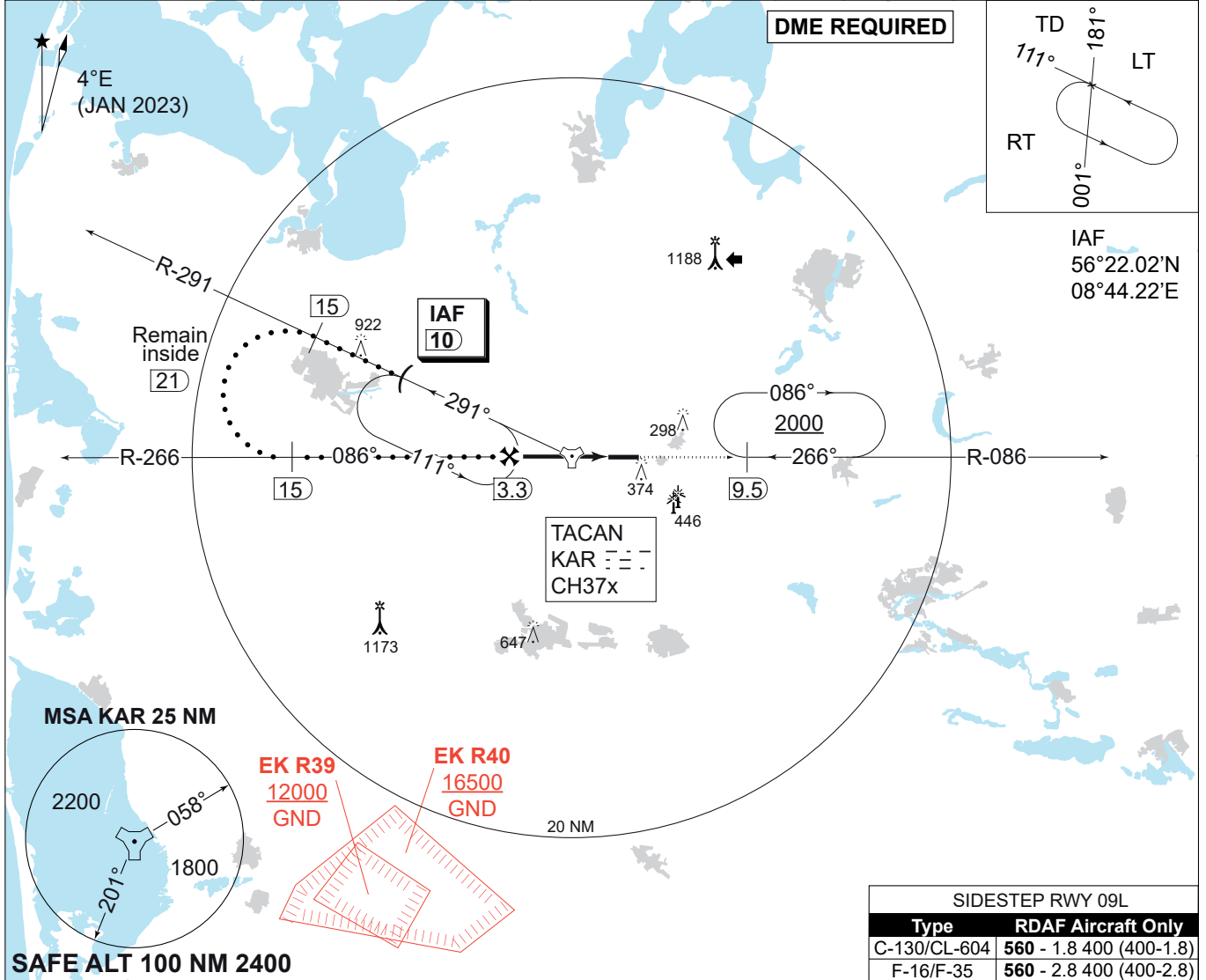
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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

HPMA TACAN RWY 09R
KARUP AIR BASE (EKKA)

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|----------------------------------|-----------------------------------|-----------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | |
| TACAN KAR 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 |



| 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 |

| | |
|-------------|-----------------------------|
| 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 **KARUP AIR BASE (EKKA)** 09°07.48'E

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

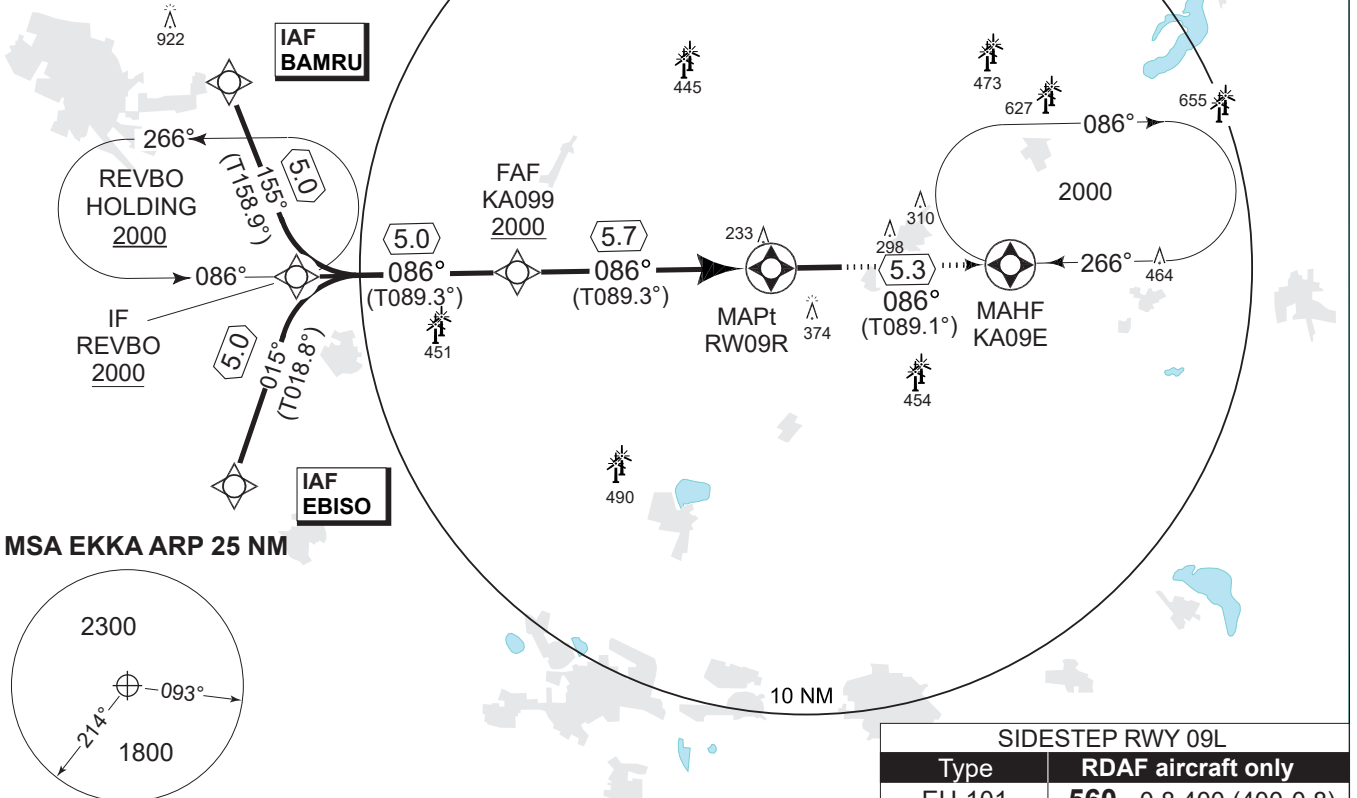
RNP RWY 09R
KARUP AIR BASE (EKKA)

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-----------------------------------|--------------------------|--------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | | |
| EGNOS CHANNEL 46175 / E09A | APP COURSE 086° | FAF ALT 2000 FT | Descent GR 3.0° (5.24%) | MINIMA See CAT | THR ELEV 154 | ALS length 900 M | LDA 9607 FT |

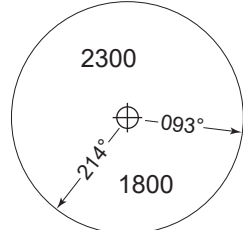
Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident (PAPI angle 3.00° / TCH 50)

a Not to be used below -25°C

4.0°E
(JAN 2023)



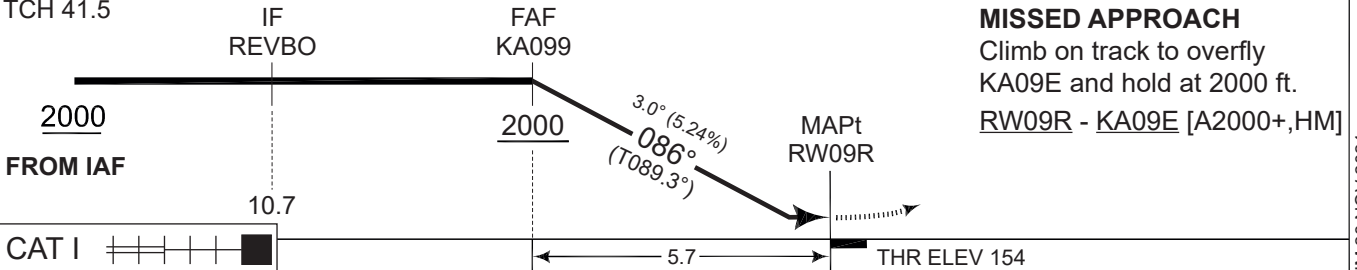
MSA EKKA ARP 25 NM



SAFE ALT 100NM 2400

| SIDESTEP RWY 09L | |
|------------------|-------------------------|
| Type | RDAF aircraft only |
| EH-101 | 560 - 0.8 400 (400-0.8) |
| C-130/CL-604 | 560 - 1.8 400 (400-1.8) |

| | | | | | | |
|--------------------------------|---------------|------|------|------|-----|-----|
| TA 3000 GS 3.0° TCH 41.5 | DIST TO RW09R | 5 | 4 | 3 | 2 | 1 |
| | NOM. ALTITUDE | 1790 | 1470 | 1150 | 830 | 520 |



| CATEGORY | A | B | C | D | E |
|-------------------------|-----------------------------|-------------------------|-------------------------|-------------------------|-----------------------------|
| LPV (DA) | 404 - 600 250 (300-0.8/1.3) | | | | |
| LNAV/VNAV (DA) a | 454 - 650 300 (300-0.8/1.4) | | | | |
| LNAV (MDA) | 490 - 800 336 (400-0.8/1.5) | | | | 500 - 900 346 (400-0.9/1.6) |
| CIRCLING | 670 - 1.5 499 (500-1.5) | 680 - 1.6 509 (600-1.6) | 850 - 2.4 679 (700-2.4) | 880 - 3.6 709 (800-3.6) | 1120 - 3.6 949 (1000-3.6) |

RNP RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: REVBO HOLDING ALT CHANGED FROM RECOMMENDED ALT TO MINIMUM ALT. EDITORIAL.

AIR COMMAND DENMARK - MIL AIR 28 NOV 2024

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MIPS
INSTRUMENT APPROACH CHART

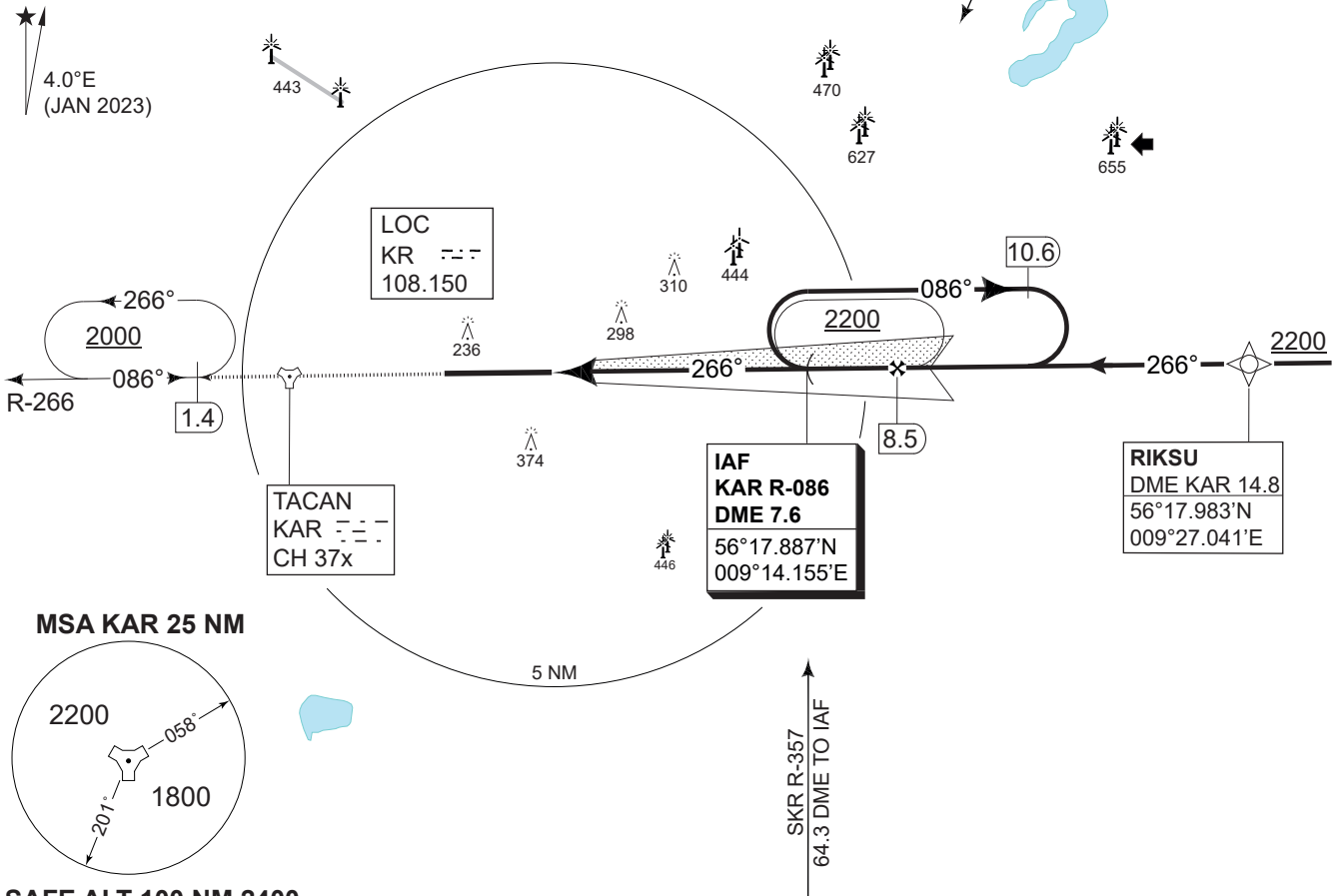
COPTER ILS or LOC RWY 27L
KARUP AIR BASE (EKKA)

AD ELEV 171

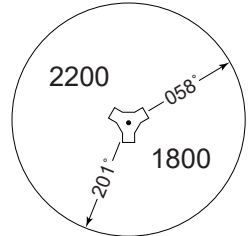
| | | | | | | | | |
|---------------------------------------|-------------------|-----------------------|-------------------------|-----------------------------------|------------------|-----------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | | KARUP APPROACH 269.275 120.430 | | | KARUP TOWER 353.575 119.580 | |
| TACAN KAR CH 37x | LOC KR 108.150 | APP COURSE 266° | GS INTCP ALT 1700 FT | GS 3.00° | DA 370 | THR ELEV 170 | ALS LENGTH 900 M | LDA 9607 FT |

CAUTION:
THE DME INDICATIONS ARE FROM TACAN KAR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

a For aircraft using auto-coupled to below
DH RVR may be reduced to RVR 300 m.



MSA KAR 25 NM



SAFE ALT 100 NM 2400

| | | | | |
|------------------------------|-----|-----|------|------|
| LOC ONLY: CDFA 3.00° / 5.24% | | | | |
| DME KAR | 5 | 6 | 7 | 8 |
| DIST THR | 1.1 | 2.1 | 3.1 | 4.1 |
| ALT | 580 | 900 | 1220 | 1540 |

MISSED APPROACH
Climb on track 266 to KAR. After KAR continue on R-266. Hold at 1.4 DME at 2000 ft.

MAHF KAR R-266
TACAN KAR

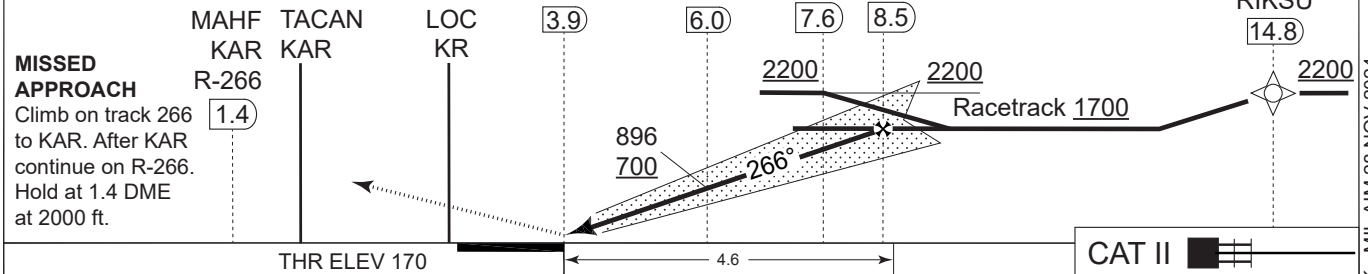
LOC KR

MAPt (LOC) KAR 3.9

SDF KAR 6.0

IAF KAR R-086 7.6
FAF (LOC) KAR 8.5

TA 3000
GS 3.0°
RDH 50
RIKSU 14.8



| | |
|---------------------------|------------------------------------|
| CATEGORY | H |
| H-ILS CAT I 27L | 370 - 400 200 (200-0.4/0.8) |
| H-ILS CAT II 27L a | RA 106 (DA 270) - 350 100 |
| H-LOC 27L | 480 - 400 310 (400-0.4/0.8) |

COPTER ILS or LOC RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL-AIM 28 NOV 2024

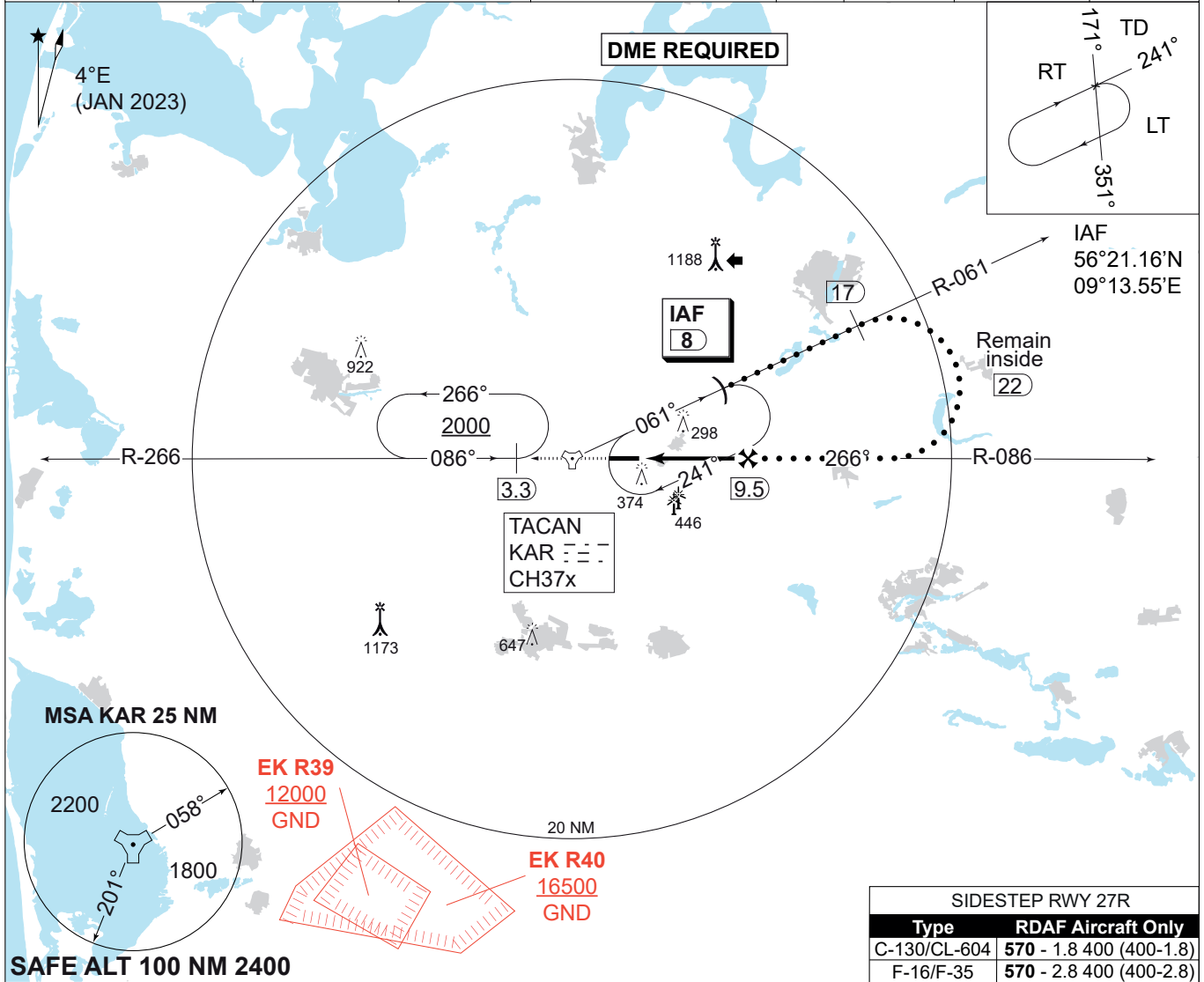
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MIPS
INSTRUMENT APPROACH CHART

HPMA TACAN RWY 27L
KARUP AIR BASE (EKKA)

AD ELEV 171

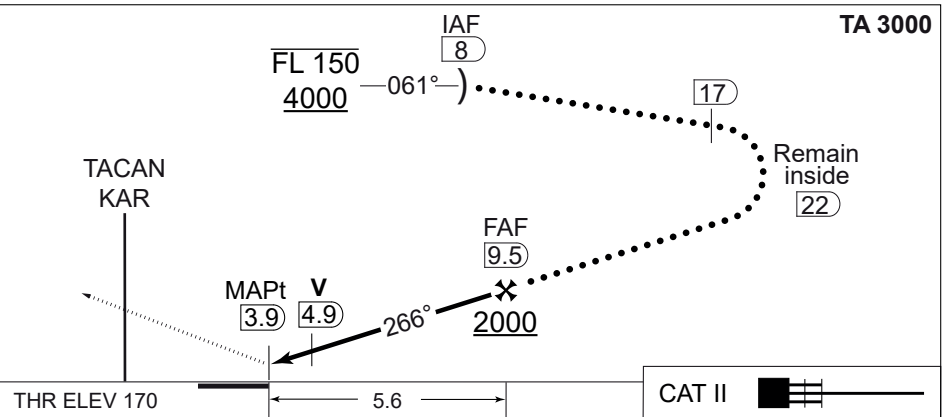
| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|----------------------------------|-----------------------------------|-----------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580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



CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

| 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.



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

AIR COMMAND DENMARK - MIL-AIM 28 NOV 2024

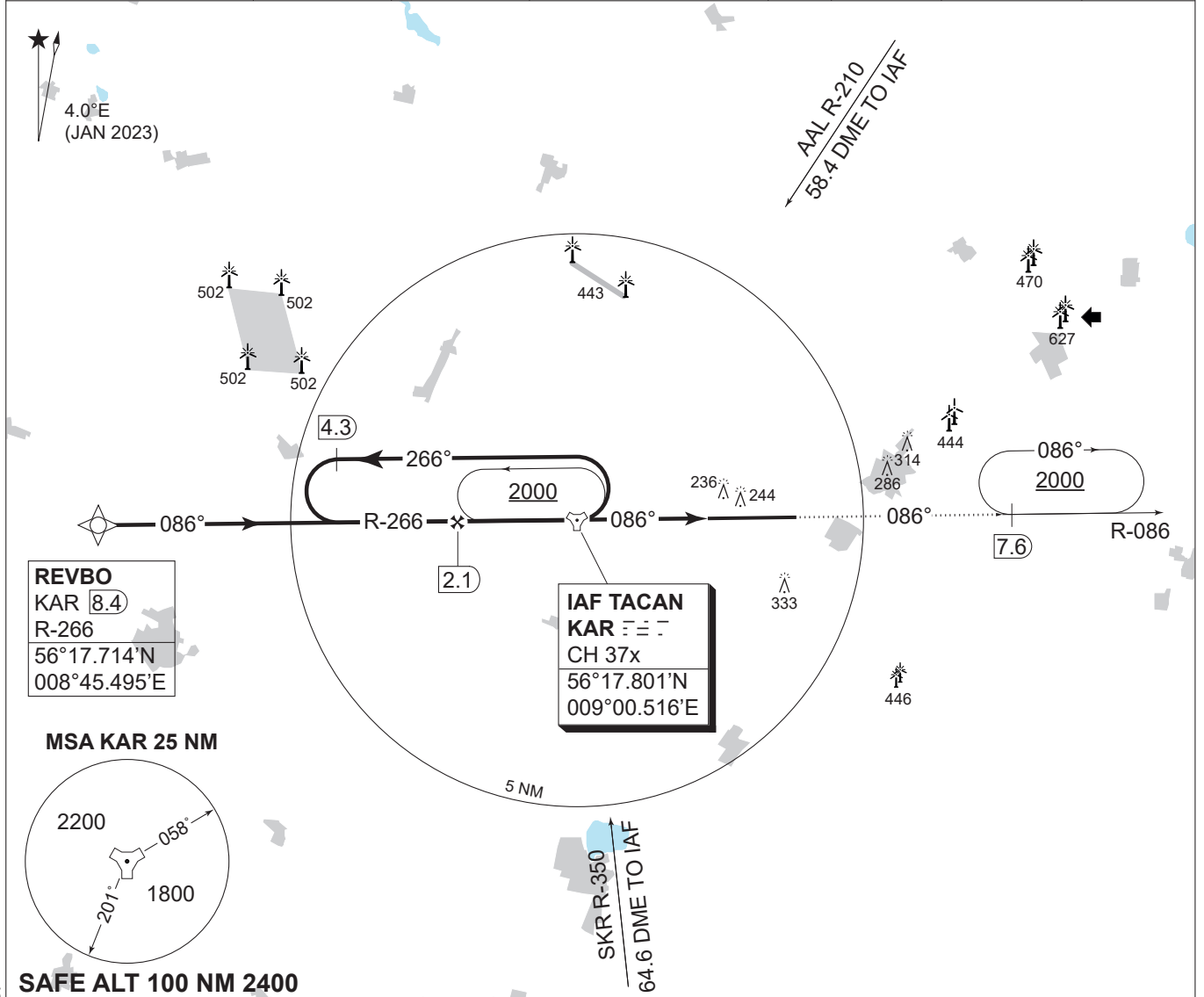
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MIPS INSTRUMENT APPROACH CHART

AD ELEV 171

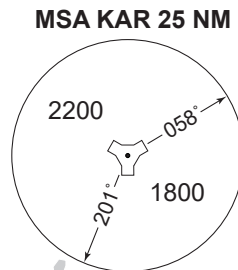
**COPTER TACAN RWY 09R
KARUP AIR BASE (EKKA)**

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-----------------------------------|------------|--------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | | |
| TACAN KAR CH 37x | APP COURSE 086° | FAF ALT 1600 FT | DESCENT GR. 5.24% (318 FT/NM) | MDA 480 | THR ELEV 154 | ALS LENGTH 900 M | LDA 9607 FT |



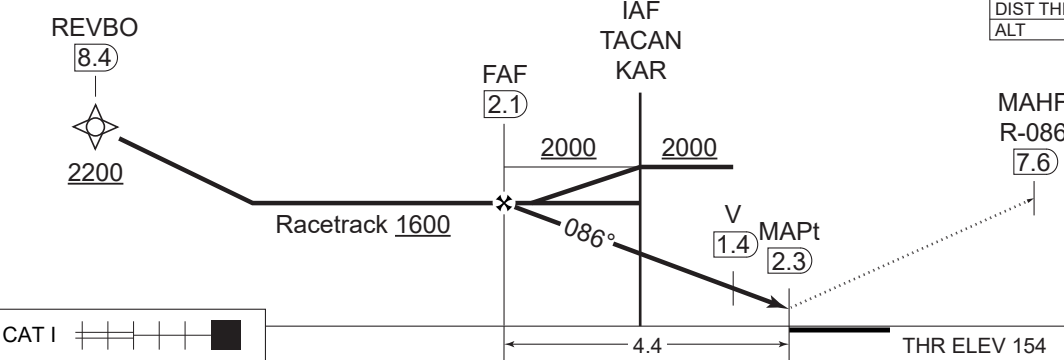
REVBO
KAR 8.4
R-266
56°17.714'N
008°45.495'E

IAF TACAN
KAR CH 37x
56°17.801'N
009°00.516'E



SAFE ALT 100 NM 2400

TA 3000



CDFA 3.0° / 5.24%

| | | | | |
|----------|------|------|-----|-----|
| DME KAR | 2 | 1 | 0 | 1 |
| DIST THR | 4.3 | 3.3 | 2.3 | 1.3 |
| ALT | 1580 | 1260 | 940 | 620 |

MISSED APPROACH
Climb on KAR R-086.
Hold at 7.6 DME at 2000 FT.

CAT I

THR ELEV 154

| | |
|------------------------------|------------------------------------|
| CATEGORY | H |
| MIPS H-TAC RWY 09R | 480 - 400 326 (400-0.4/0.8) |

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

COPTER TACAN RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

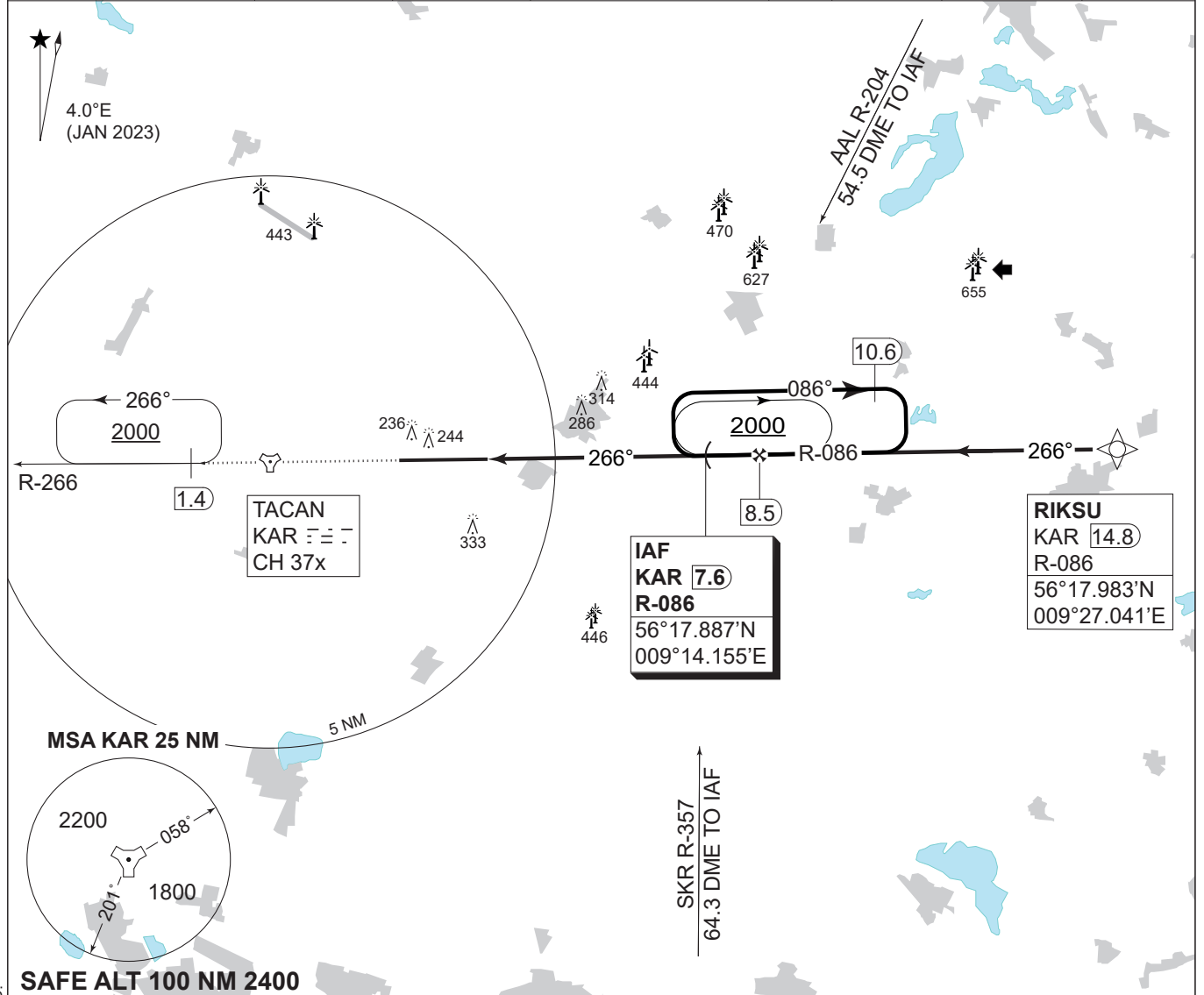
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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER TACAN RWY 27L
KARUP AIR BASE (EKKA)

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|----------------------------------|-----------------------------------|-----------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.580 | | KARUP APPROACH 269.275 120.430 | | KARUP TOWER 353.575 119.580 | |
| TACAN KAR CH 37x | APP COURSE 266° | FAF ALT 1700 FT | DESCENT GR. 5.24% (318 FT/NM) | MDA 500 | THR ELEV 170 | ALS LENGTH 900 M | LDA 9607 FT |



SAFE ALT 100 NM 2400

CDFA 3.0° / 5.24%

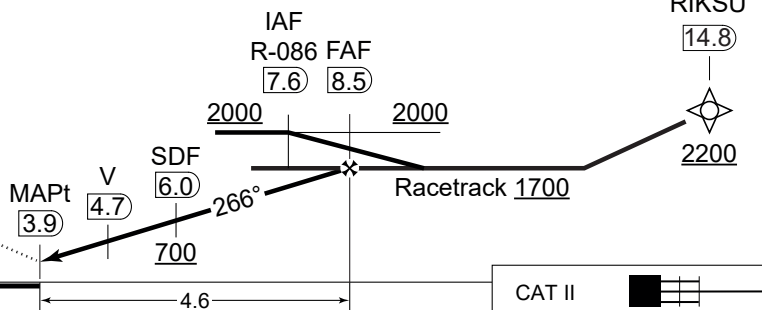
| | | | | |
|----------|-----|-----|------|------|
| DME KAR | 5 | 6 | 7 | 8 |
| DIST THR | 1.1 | 2.1 | 3.1 | 4.1 |
| ALT | 580 | 900 | 1220 | 1540 |

TA 3000

MISSED APPROACH

Climb on R-086 to KAR. After KAR continue on R-266. Hold at 1.4 DME at 2000 FT.

MAHF R-266 TACAN KAR
1.4



THR ELEV 170

CAT II

CATEGORY

H

H-TAC RWY 27L

500 - 400 329 (400-0.4/0.8)

COPTER TACAN RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 10L SKRYDSTRUP (EKSP)

| | | | | | | | | |
|---------------------------------------|--------------------|----------------------------|--|-----------|------------|-------------------------------------|----------------|--|
| 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 326 | THR 126 | ALS length 900 M | LDA 9863 FT | |

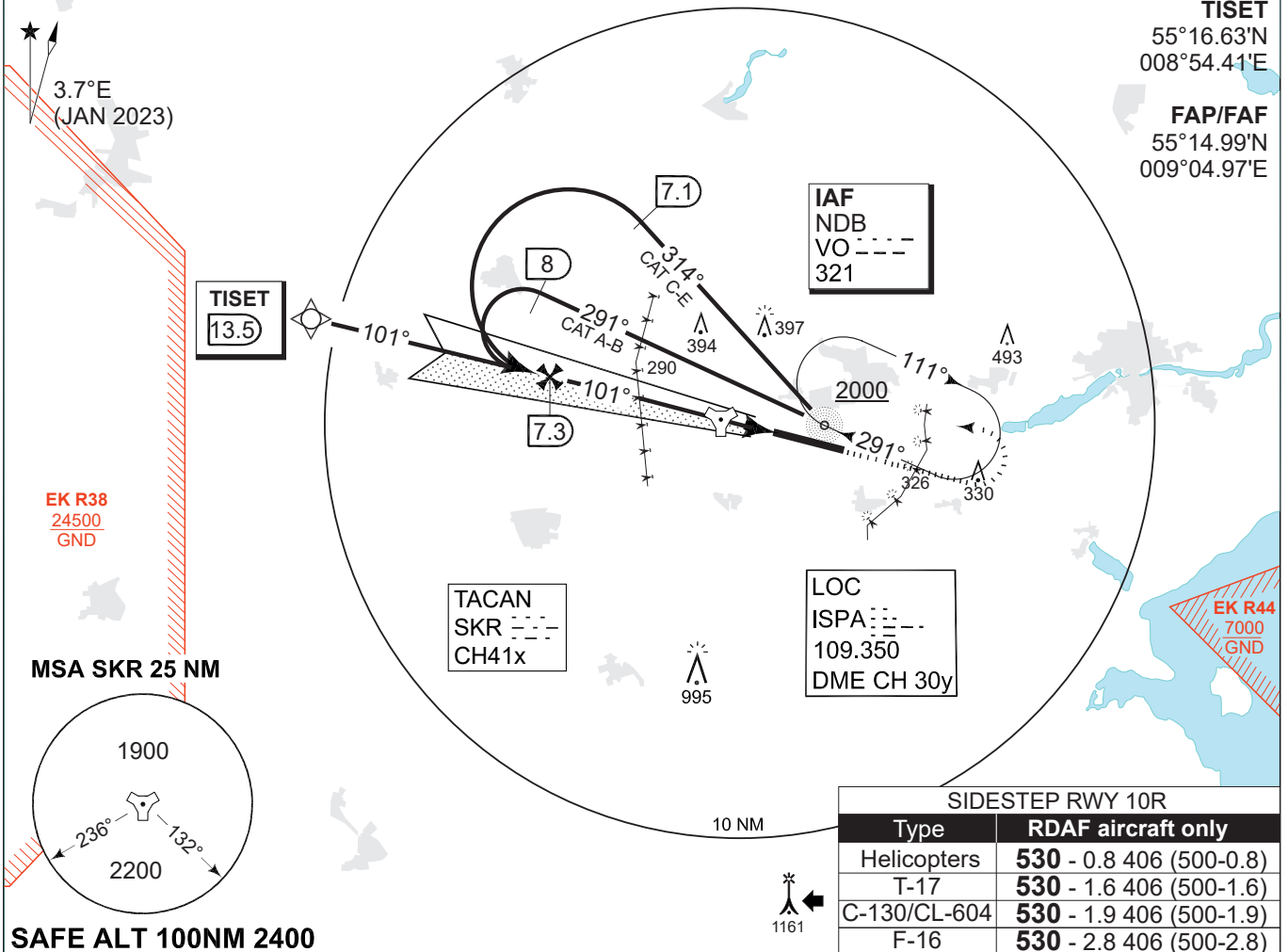
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

TISET
55°16.63'N
008°54.41'E

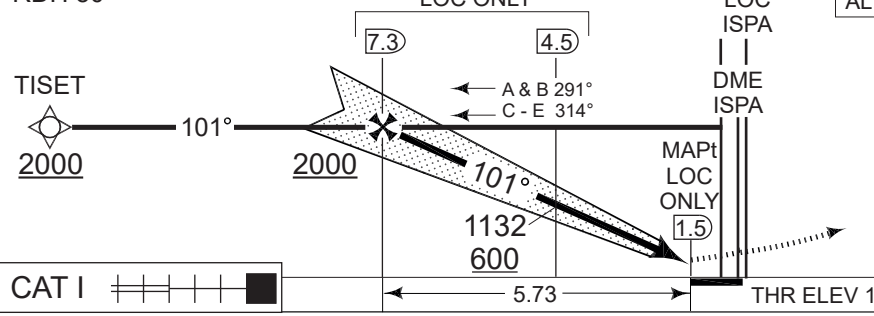
FAP/FAF
55°14.99'N
009°04.97'E



| SIDESTEP RWY 10R | |
|------------------|-------------------------|
| Type | RDAF aircraft only |
| Helicopters | 530 - 0.8 406 (500-0.8) |
| T-17 | 530 - 1.6 406 (500-1.6) |
| C-130/CL-604 | 530 - 1.9 406 (500-1.9) |
| F-16 | 530 - 2.8 406 (500-2.8) |

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.

| CATEGORY | A | B | C | D | E |
|-----------|-----------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------------|
| S-ILS 10L | 326 -550 200 (200-0.8/1.2) | | | | |
| S-LOC 10L | 410 -750 284 (300-0.8/1.4) | | | | |
| CIRCLING | 630 -1.5 489 (500-1.5) | 700 -1.6 559 (600-1.6) | 800 -2.4 659 (700-2.4) | 890 -3.6 749 (800-3.6) | 1490 -3.6 1349 (1400-3.6) |

ILS or LOC RWY 10L 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**

CHANGES: ADF REQUIRED. TACAN ADDED IN PLAN VIEW IN ORDER TO DEFINE MSA. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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MIPS INSTRUMENT APPROACH CHART

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

AD ELEV 141

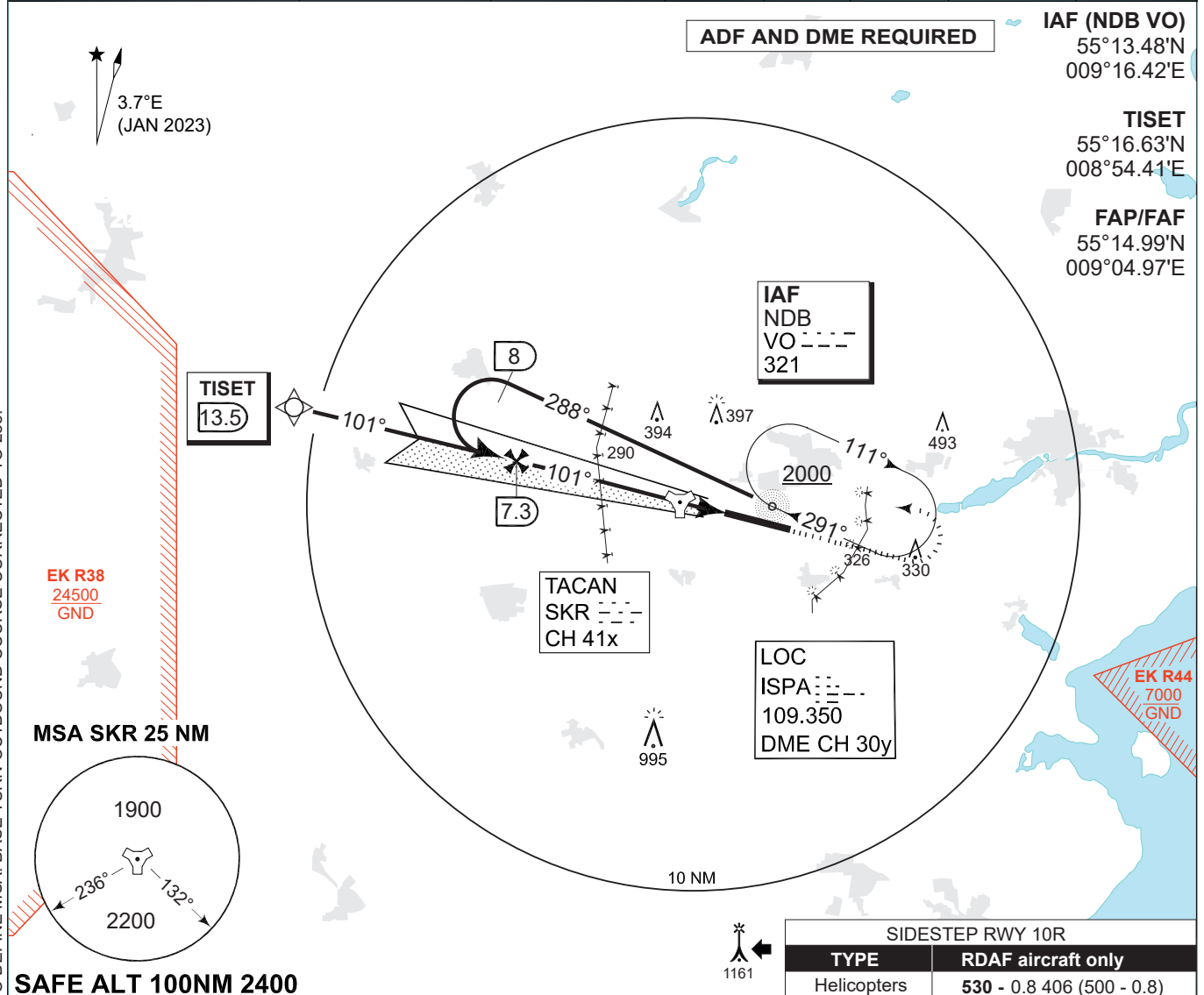
| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|--|-----------|------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP ATIS 133.905 | SKRYDSTRUP APPROACH 315.100 124.105 | | | 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 326 | 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

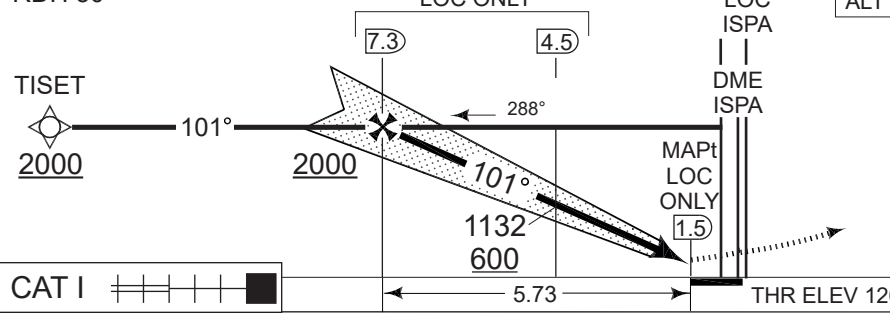
FAP/FAF
55°14.99'N
009°04.97'E

ADF AND DME REQUIRED



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 |



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

COPTER ILS or LOC RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: ADF REQUIRED. TACAN ADDED IN PLAN VIEW IN ORDER TO DEFINE MSA. BASE TURN OUTBOUND COURSE CORRECTED TO 288.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

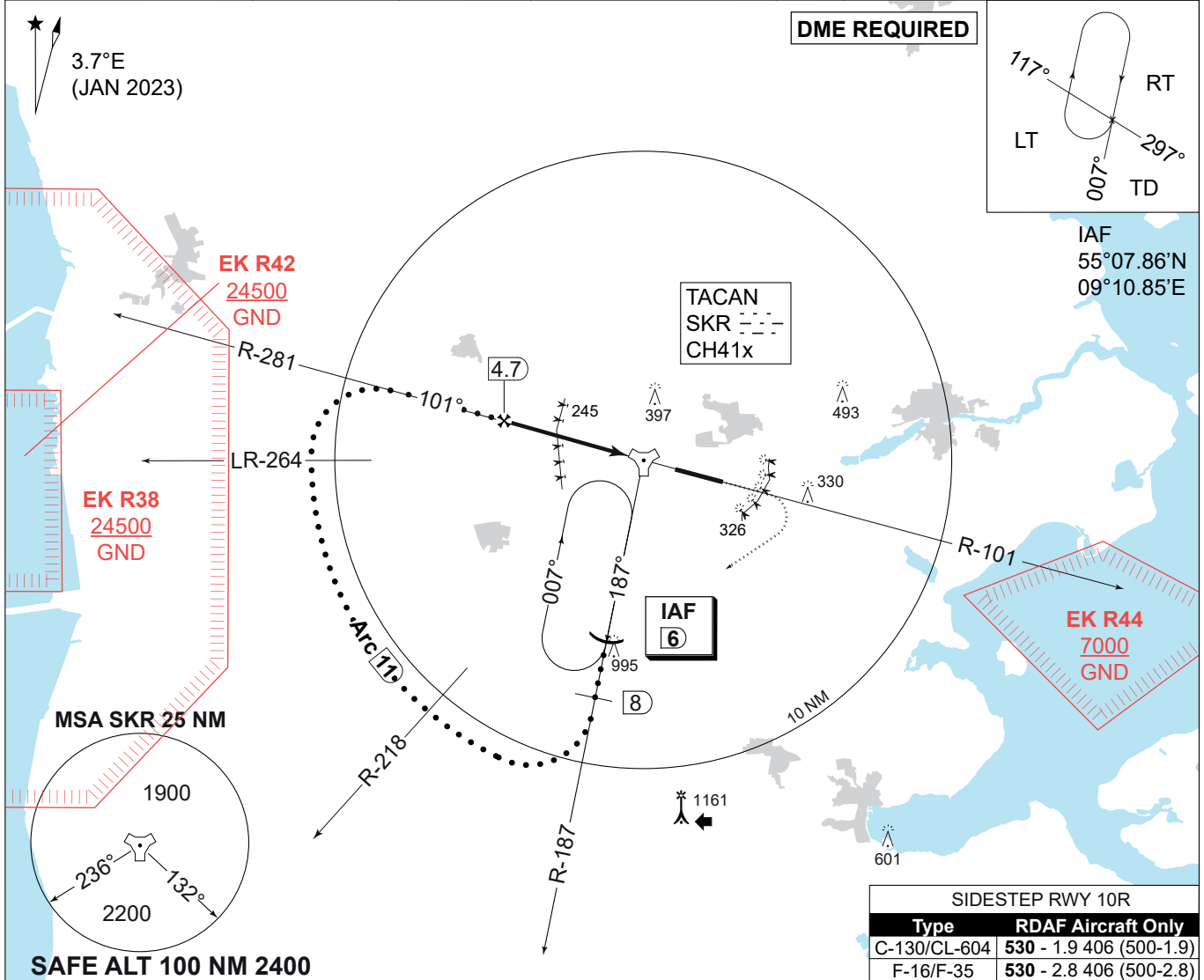
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MIPS INSTRUMENT APPROACH CHART

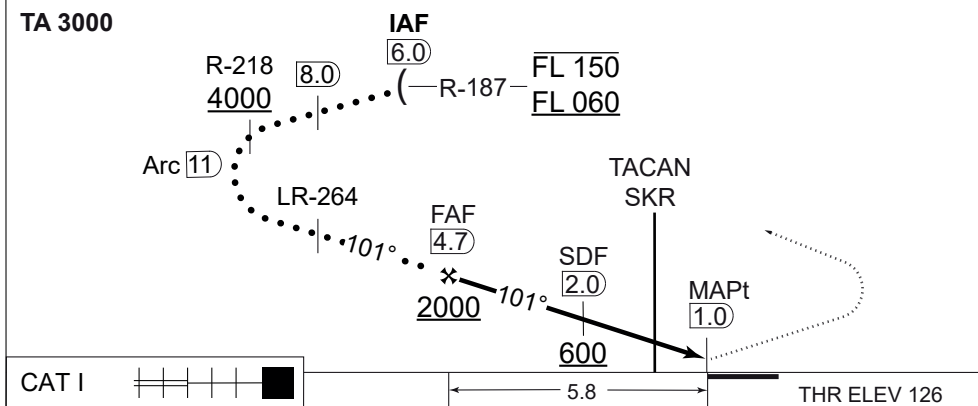
HPMA TACAN RWY 10L SKRYDSTRUP (EKSP)

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 SKR CH 41x | APP COURSE 101° | FAF ALT 2000 FT | DESCENT GR. 5.24% (318 FT/NM) | MDA 460 | THR ELEV 126 | ALS LENGTH 900 M | LDA 9863 FT |



CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.



| 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 | 460 - 800 334 (400-0.8/1.5) |
| CIRCLING | 700 - 3.2 559 (600-3.2) |

AIR COMMAND DENMARK - MIL-AIM 28 NOV 2024

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MIPS INSTRUMENT APPROACH CHART

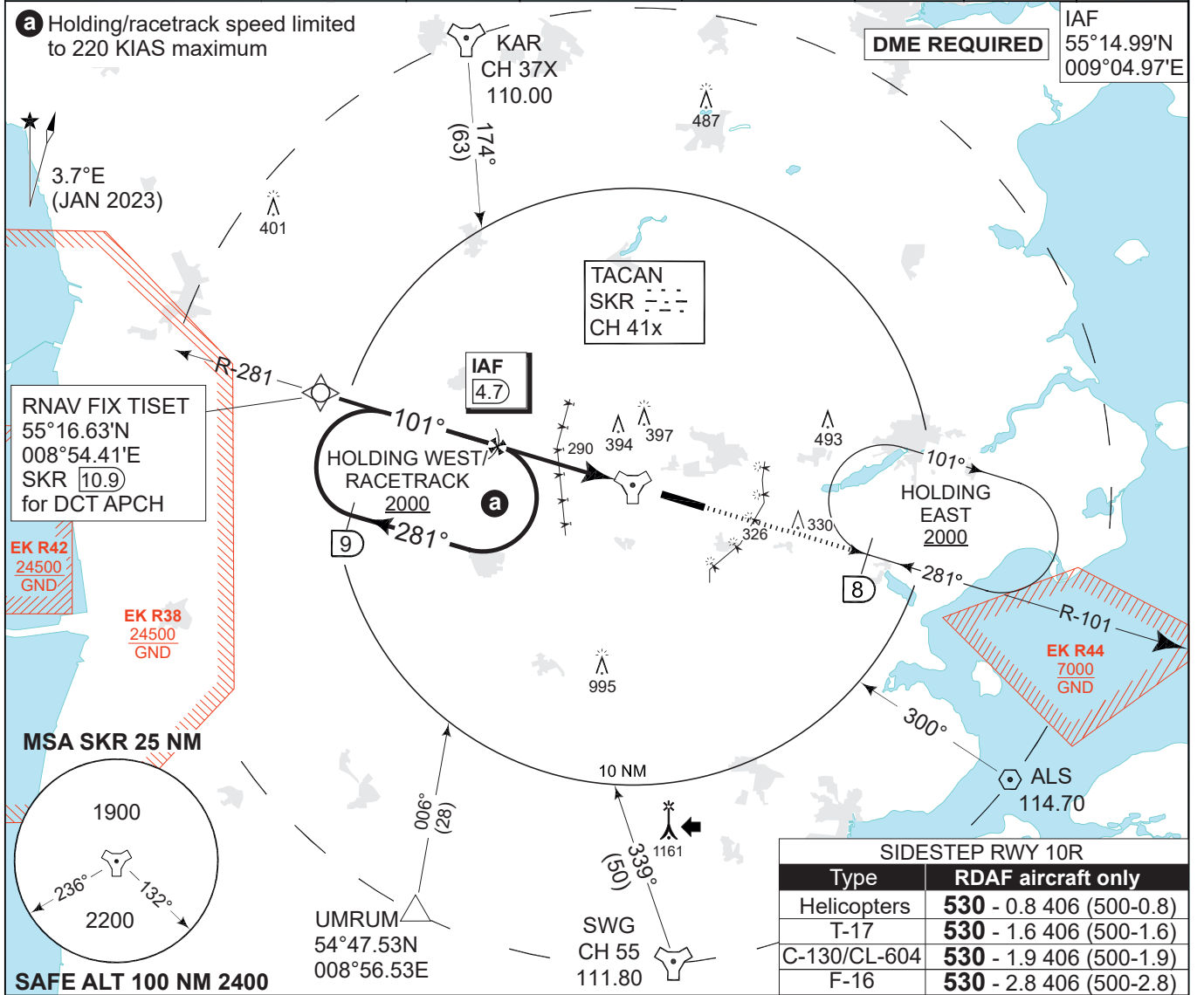
TACAN RWY 10L SKRYDSTRUP (EKSP)

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 SKR CH 41x | APP COURSE 101° | FAF ALT 2000 FT | DESCENT GR 319 FT/NM | MDA See minima | THR ELEV 126 | ALS length 900 M | LDA 9863 FT |

a Holding/racetrack speed limited to 220 KIAS maximum

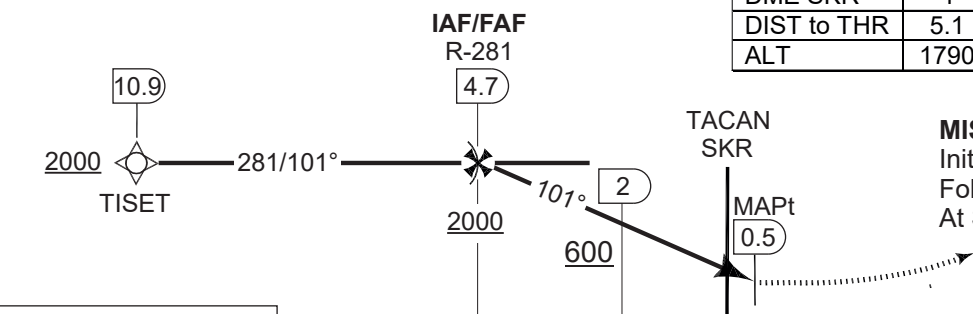
IAF 55°14.99'N
009°04.97'E



| SIDESTEP RWY 10R | |
|------------------|-------------------------|
| Type | RDAF aircraft only |
| Helicopters | 530 - 0.8 406 (500-0.8) |
| T-17 | 530 - 1.6 406 (500-1.6) |
| C-130/CL-604 | 530 - 1.9 406 (500-1.9) |
| F-16 | 530 - 2.8 406 (500-2.8) |

TA 3000

| CDFA 3.0° / 5.24% | | | | | |
|-------------------|------|------|------|-----|-----|
| DME SKR | 4 | 3 | 2 | 1 | 0 |
| DIST to THR | 5.1 | 4.1 | 3.1 | 2.1 | 1.1 |
| ALT | 1790 | 1470 | 1150 | 830 | 520 |



MISSED APPROACH
Initiate climb to 2000 FT.
Follow SKR R-101 outbound.
At SKR 8 DME join holding EAST.

| | | | | | |
|----------|---|---|---|---|---|
| CATEGORY | A | B | C | D | E |
|----------|---|---|---|---|---|

| | | | | | | |
|-------------|-------------|-----------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------------|
| MIPS | S-TACAN 10L | 430 -750 304 (400-0.8/1.4) | | | | |
| | CIRCLING | 630 -1.5 489 (500-1.5) | 700 -1.6 559 (600-1.6) | 800 -2.4 659 (700-2.4) | 890 -3.6 749 (800-3.6) | 1490 -3.6 1349 (1400-3.6) |

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

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED. ODN VOR RADIAL AND DME DISTANCE DELETED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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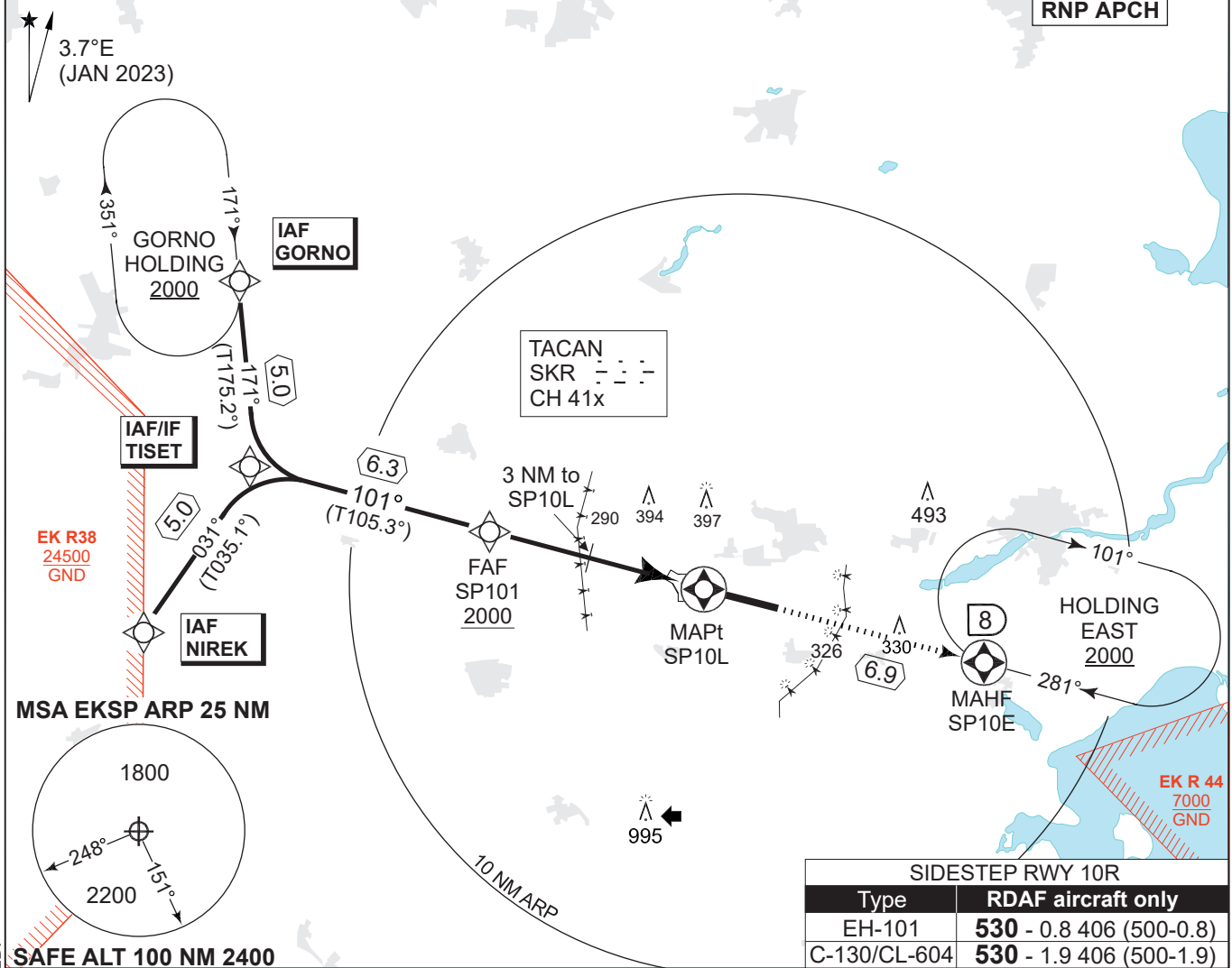
MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

RNP RWY 10L SKRYDSTRUP (EKSP)

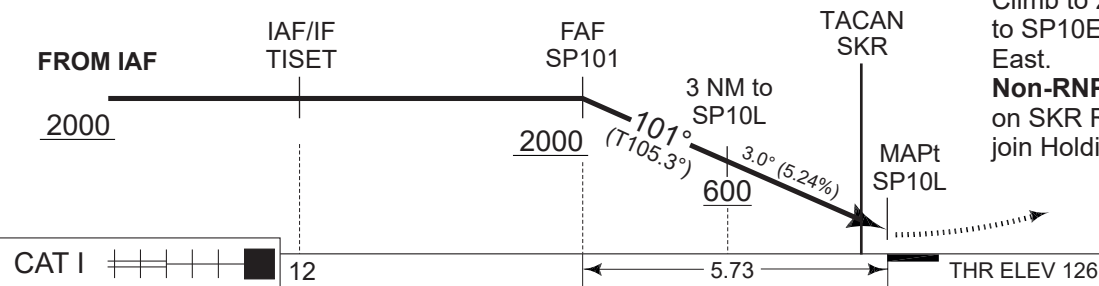
| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|----------------------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP ATIS 133.905 | | SKRYDSTRUP APPROACH 315.100 124.105 | | SKRYDSTRUP TOWER 286.375 118.280 | |
| TACAN SKR CH 41x | APP COURSE 101° | FAF 2000 FT | Descent GR 3.0° (5.24%) | MINIMA See CAT | THR ELEV 126 | ALS LENGTH 900 M | LDA 9863 FT |

CAUTION: IAF NIREK not available when EK R38 is active



| | | | | | |
|-------------------|------|------|------|-----|-----|
| CDFA 3.0° / 5.24% | | | | | |
| DIST THR | 5 | 4 | 3 | 2 | 1 |
| ALTITUDE | 1770 | 1450 | 1130 | 820 | 500 |

TA 3000
TCH 50



MISSED APPROACH RNP
Climb to 2000 ft on track 101° to SP10E and join Holding East.
Non-RNP: Climb to 2000 FT on SKR R-101 to 8 DME and join Holding East.

| CATEGORY | A | B | C | D | E |
|------------|------------------------------------|--------------------------------|------------------------------------|--------------------------------|-----------------------------------|
| LNAV (MDA) | 440 - 750 314 (400-0.8/1.4) | | 450 - 800 324 (400-0.8/1.5) | | |
| CIRCLING | 630 - 1.5 489 (500-1.5) | 700 - 1.6 559 (600-1.6) | 800 - 2.4 659 (700-2.4) | 890 - 3.6 749 (800-3.6) | 1490 - 3.6 1349 (1400-3.6) |

RNP RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 28R SKRYDSTRUP (EKSP)

| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|------------|--|-----------------|-------------------------------------|----------------|
| 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 |

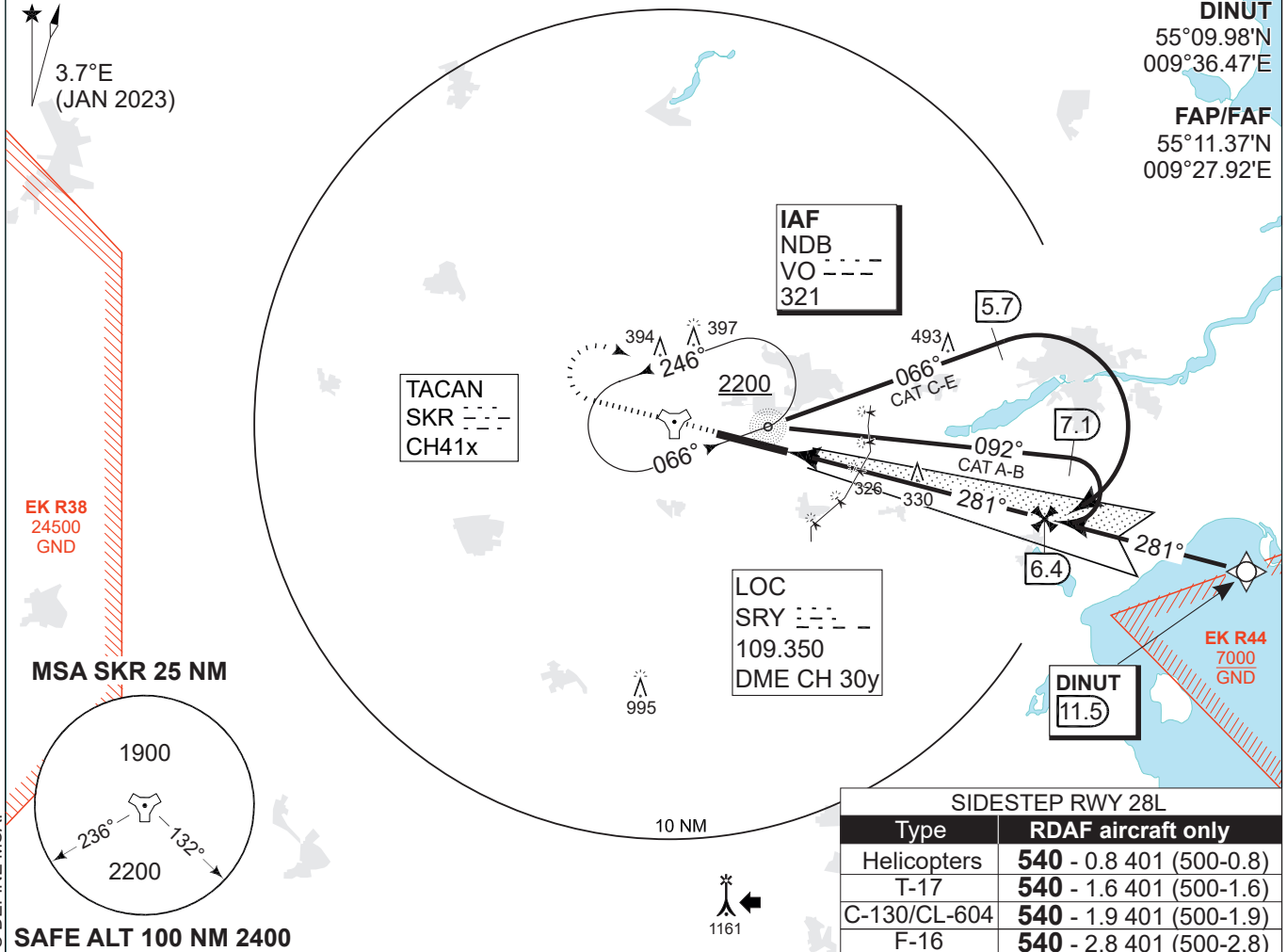
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

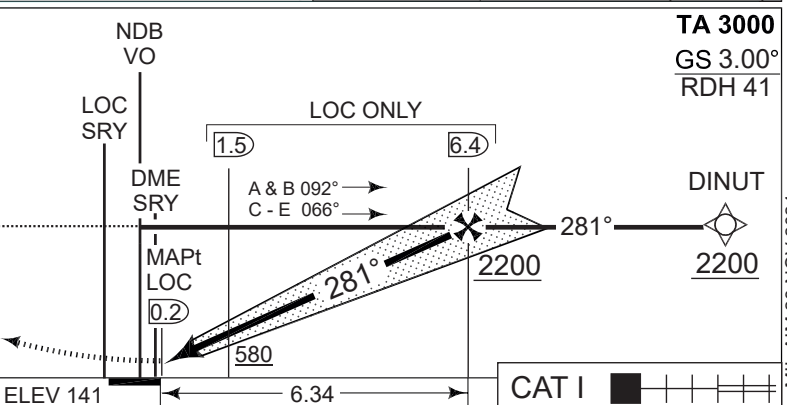
DINUT
55°09.98'N
009°36.47'E

FAP/FAF
55°11.37'N
009°27.92'E



| SIDESTEP RWY 28L | |
|------------------|-------------------------|
| Type | RDAF aircraft only |
| Helicopters | 540 - 0.8 401 (500-0.8) |
| T-17 | 540 - 1.6 401 (500-1.6) |
| C-130/CL-604 | 540 - 1.9 401 (500-1.9) |
| F-16 | 540 - 2.8 401 (500-2.8) |

| 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 |



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

| CATEGORY | A | B | C | D | E |
|---------------|-----------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------------|
| S-ILS/DME 28R | 341 -550 200 (200-0.8/1.2) | | | | |
| S-LOC/DME 28R | 470 -800 329 (400-0.8/1.5) | | | | |
| CIRCLING | 630 -1.5 489 (500-1.5) | 700 -1.6 559 (600-1.6) | 800 -2.4 659 (700-2.4) | 890 -3.6 749 (800-3.6) | 1490 -3.6 1349 (1400-3.6) |

ILS or LOC RWY 28R 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**

CHANGES: ADF REQUIRED, TACAN ADDED IN PLAN VIEW IN ORDER TO DEFINE MSA.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

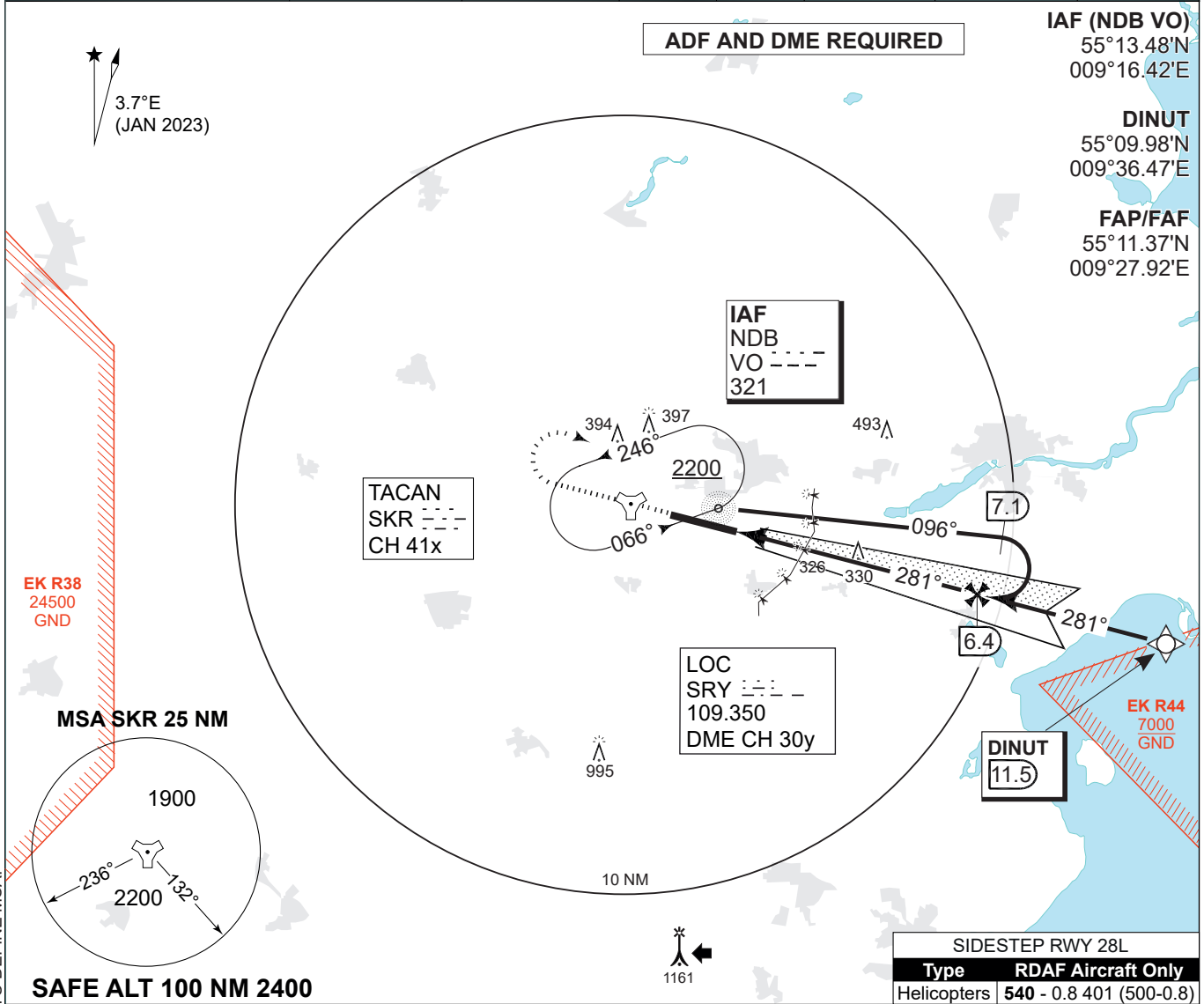
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MIPS INSTRUMENT APPROACH CHART

COPTER ILS or LOC RWY 28R SKRYDSTRUP (EKSP)

AD ELEV 141

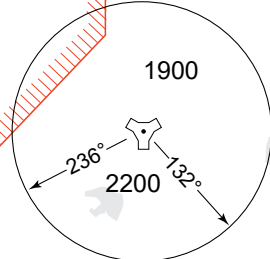
| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|--|-----------|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP ATIS 133.905 | SKRYDSTRUP APPROACH 315.100 124.105 | | | 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 |



CHANGES: ADF REQUIRED. TACAN ADDED IN PLAN VIEW IN ORDER TO DEFINE MSA.

EK R38
24500
GND

MSA SKR 25 NM

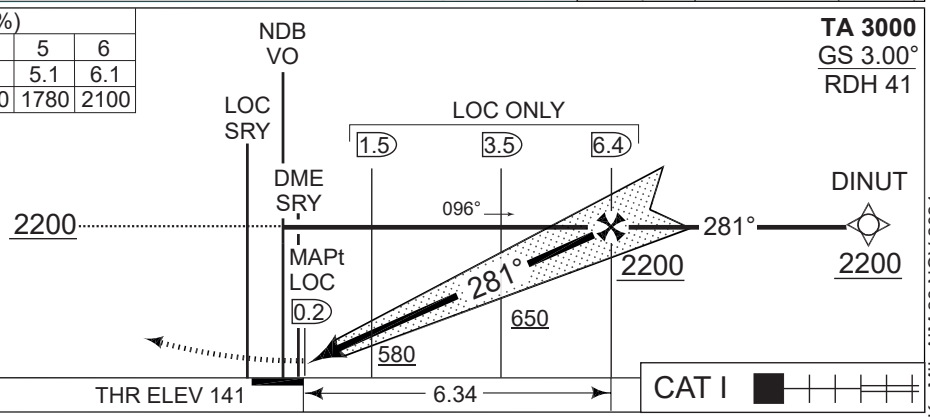


SAFE ALT 100 NM 2400

| SIDESTEP RWY 28L | |
|------------------|---------------------------|
| Type | RDAB Aircraft Only |
| 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 |

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



| CATEGORY | H | THR ELEV | ALS | DA | GS | INTCP ALT |
|---------------|---|----------|-----|-----|------|-----------|
| H-ILS/DME 28R | | 141 | 900 | 341 | 3.0° | 2200 |
| H-LOC/DME 28R | | 141 | 900 | 470 | 3.0° | 2200 |

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

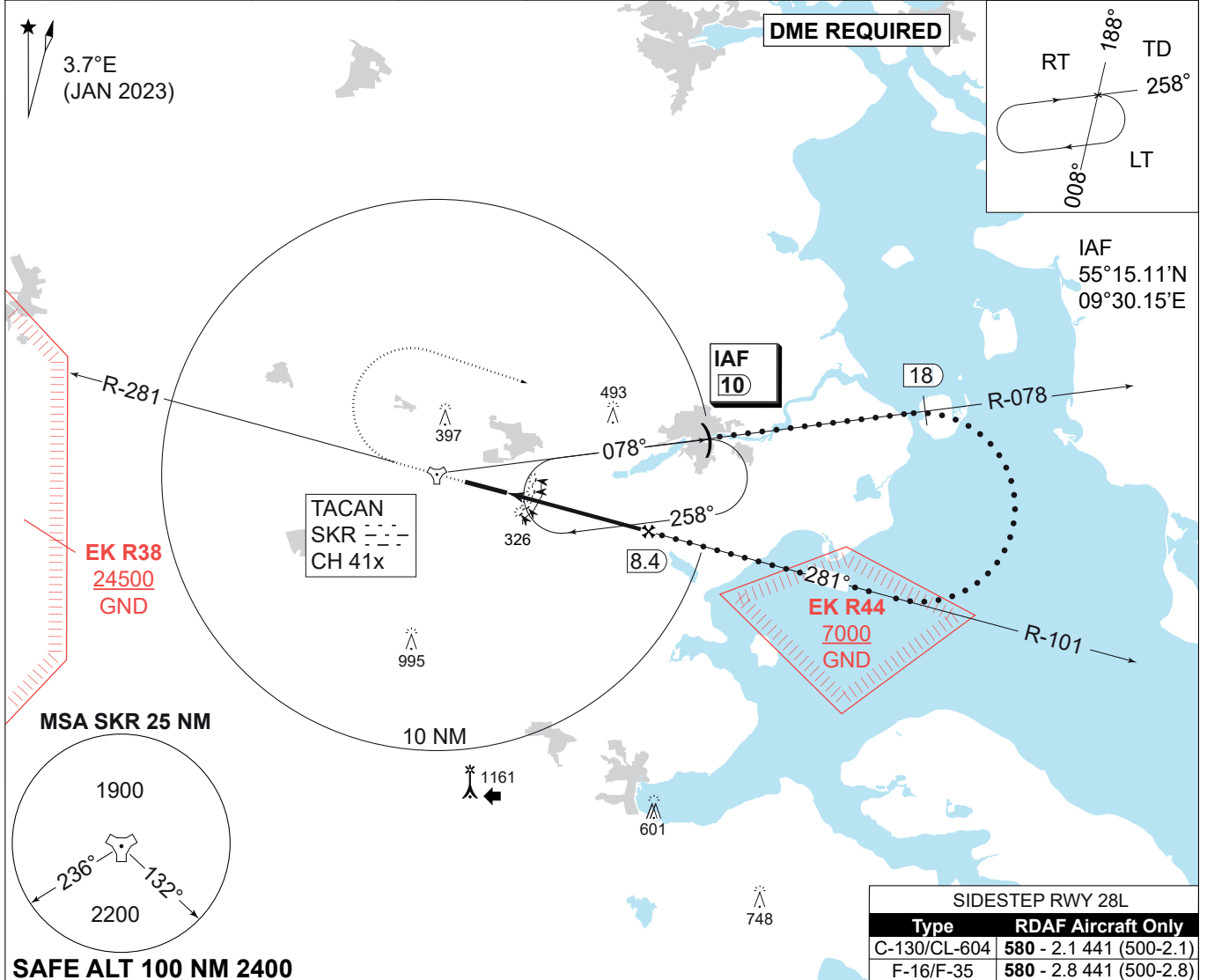
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MIPS
INSTRUMENT APPROACH CHART

HPMA TACAN RWY 28R
SKRYDSTRUP (EKSP)

AD ELEV 141

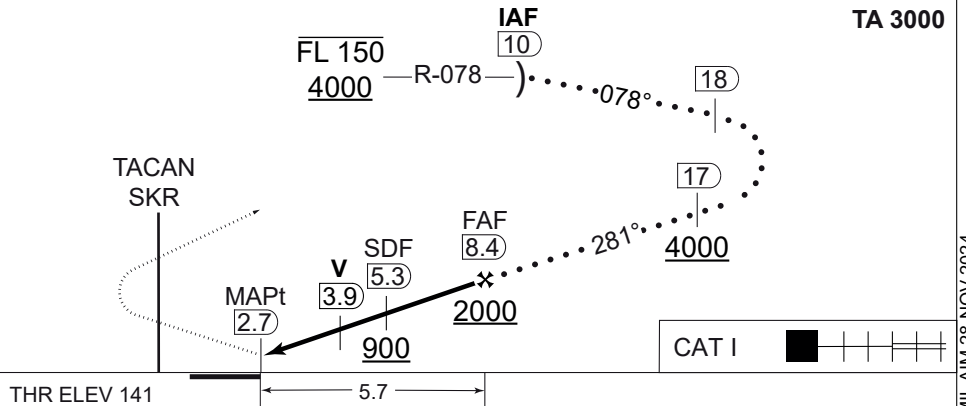
| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|----------------------------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP ATIS 133.905 | | SKRYDSTRUP APPROACH 315.100 124.105 | | SKRYDSTRUP TOWER 286.375 118.280 | |
| TACAN SKR 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 |

MISSED APPROACH
Climb on track 281° to 4000 ft. When passing 2000 ft turn right inbound IAF (SKR R-078 DME 10)



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

HPMA TACAN RWY 28R 55°13.53'N
009°15.84'E **SKRYDSTRUP (EKSP)**

CHANGES: VORTAC CHANGED TO TACAN, ITS FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

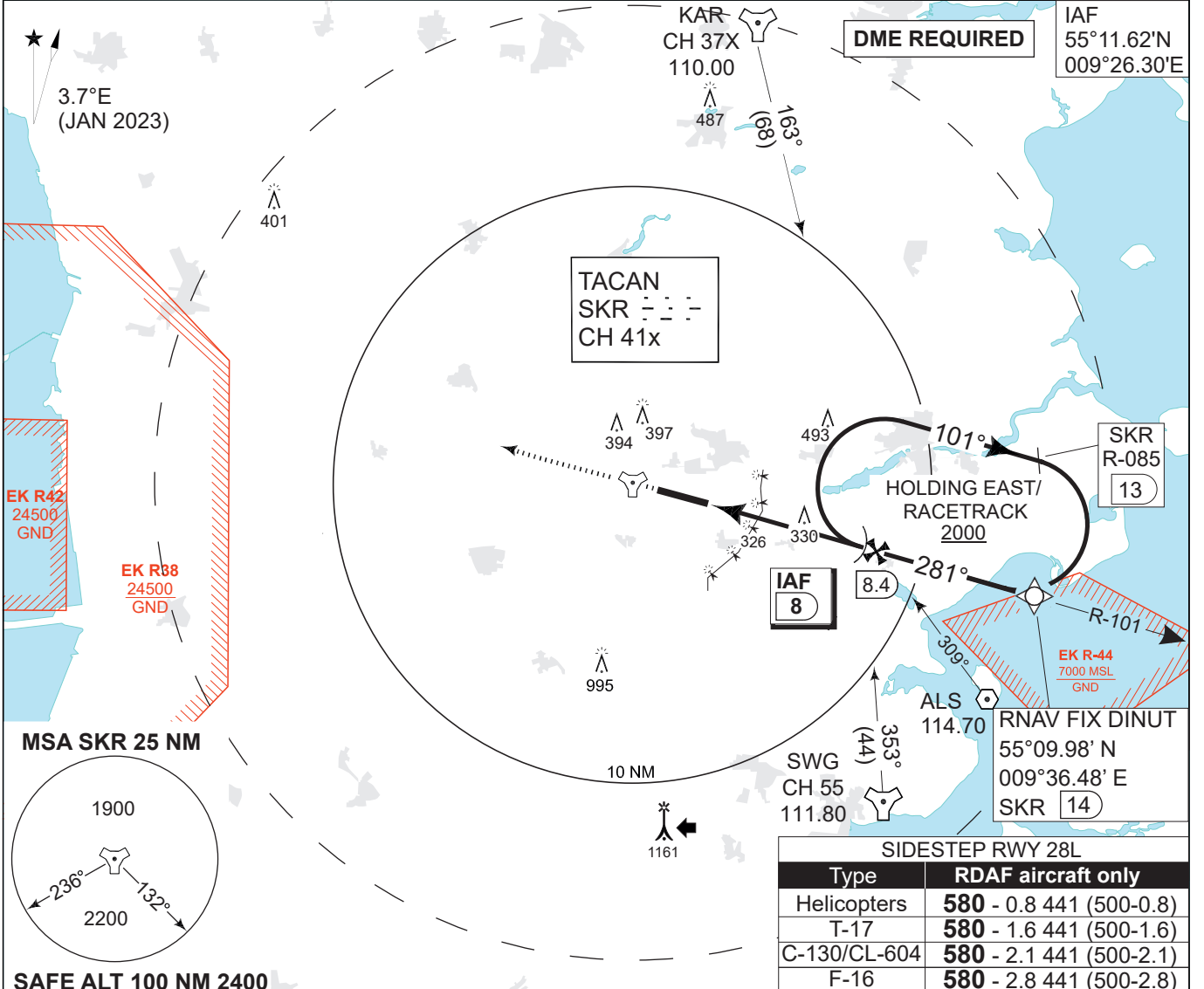
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MIPS INSTRUMENT APPROACH CHART

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 SKR CH 41x | APP COURSE 281° | FAF ALT 2000 FT | DESCENT GR 319 FT/NM | MDA 580 | THR ELEV 141 | ALS length 900 M | LDA 9863 FT |

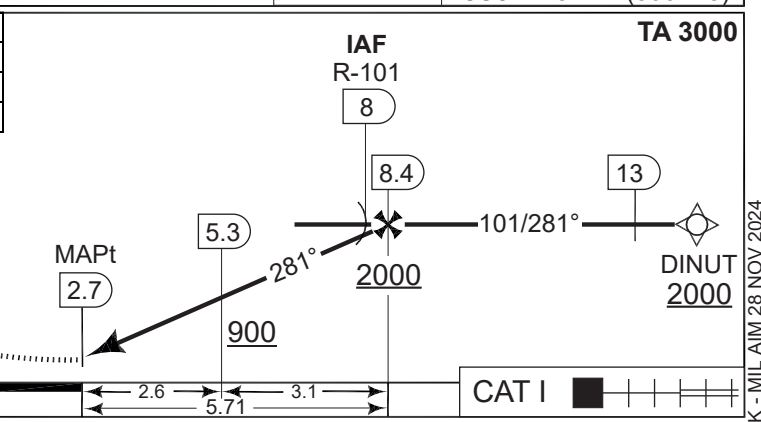


SIDESTEP RWY 28L

| Type | RDAF aircraft only |
|--------------|--------------------------------|
| Helicopters | 580 - 0.8 441 (500-0.8) |
| T-17 | 580 - 1.6 441 (500-1.6) |
| C-130/CL-604 | 580 - 2.1 441 (500-2.1) |
| F-16 | 580 - 2.8 441 (500-2.8) |

MISSED APPROACH
Climb on track 281° to 2000 ft. Inform ATC.

Radio communication failure during Missed Approach:
Initiate climb to 2000 ft on track 281°. When passing 1000 ft turn left inbound IAF and hold. Squawk 7600.



| CATEGORY | A | B | C | D | E |
|--------------------|-------------------------------------|-------------------------------|-------------------------------------|-------------------------------|----------------------------------|
| S-TACAN 28R | 580 - 1300 439 (500-1.3/1.5) | | 580 - 1300 439 (500-1.3/2.0) | | |
| CIRCLING | 630 -1.5 489 (500-1.5) | 700 -1.6 559 (600-1.6) | 800 -2.4 659 (700-2.4) | 890 -3.6 749 (800-3.6) | 1490 -3.6 1349 (1400-3.6) |

TACAN RWY 28R 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED. ODN VOR RADIAL AND DME DISTANCE DELETED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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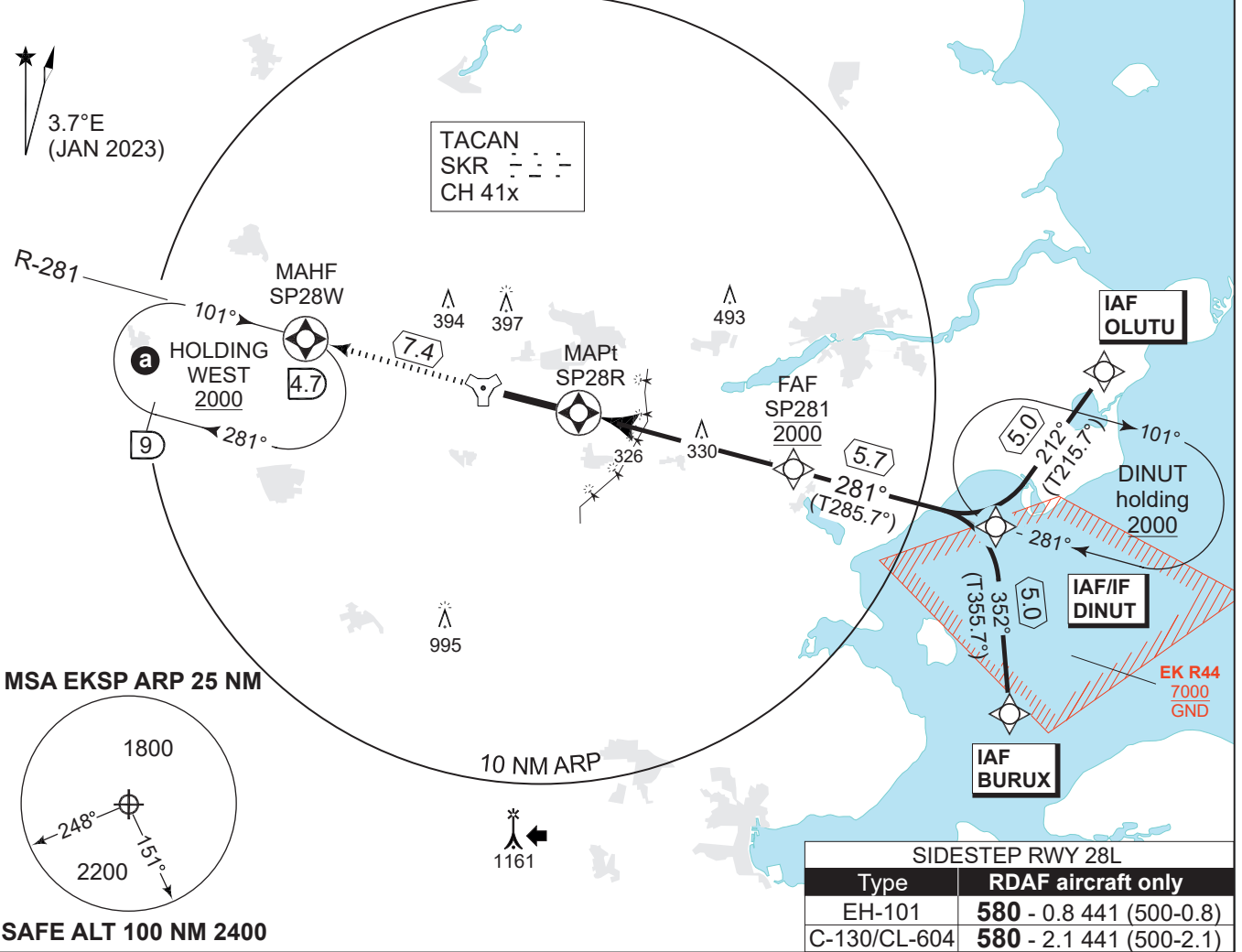
MIPS INSTRUMENT APPROACH CHART

RNP RWY 28R SKRYDSTRUP (EKSP)

AD ELEV 141

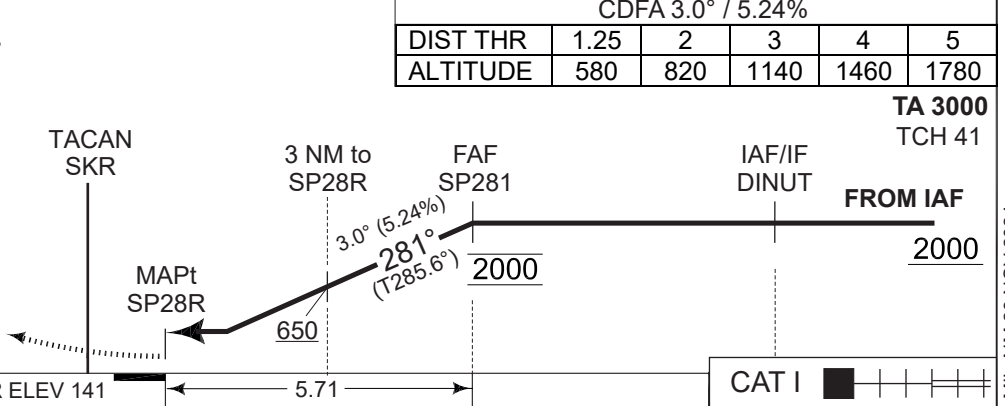
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|---------------------------------------|--------------------|----------------------------|----------------------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 360.100 133.155 | | SKRYDSTRUP ATIS 133.905 | | SKRYDSTRUP APPROACH 315.100 124.105 | | SKRYDSTRUP TOWER 286.375 118.280 | |
| TACAN SKR CH 41x | APP COURSE 281° | FAF 2000 FT | Descent GR 3.0° (5.24%) | MDA 580 | THR ELEV 141 | ALS LENGTH 900 M | LDA 9863 FT |

a Missed approach holding speed limited to 220 KIAS maximum



MISSED APPROACH RNP
Climb to 2000 ft on track 281° to SP28W and join Holding WEST.

Non-RNP: Climb to 2000 FT on SKR R-281 to 4.7 DME and join Holding WEST.



| | | | | | |
|------------|-------------------------------------|--------------------------------|-------------------------------------|--------------------------------|-----------------------------------|
| CATEGORY | A | B | C | D | E |
| LNAV (MDA) | 580 - 1300 439 (500-1.3/1.5) | | 580 - 1300 439 (500-1.3/2.0) | | |
| CIRCLING | 630 - 1.5 489 (500-1.5) | 700 - 1.6 559 (600-1.6) | 800 - 2.4 659 (700-2.4) | 890 - 3.6 749 (800-3.6) | 1490 - 3.6 1349 (1400-3.6) |

RNP RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

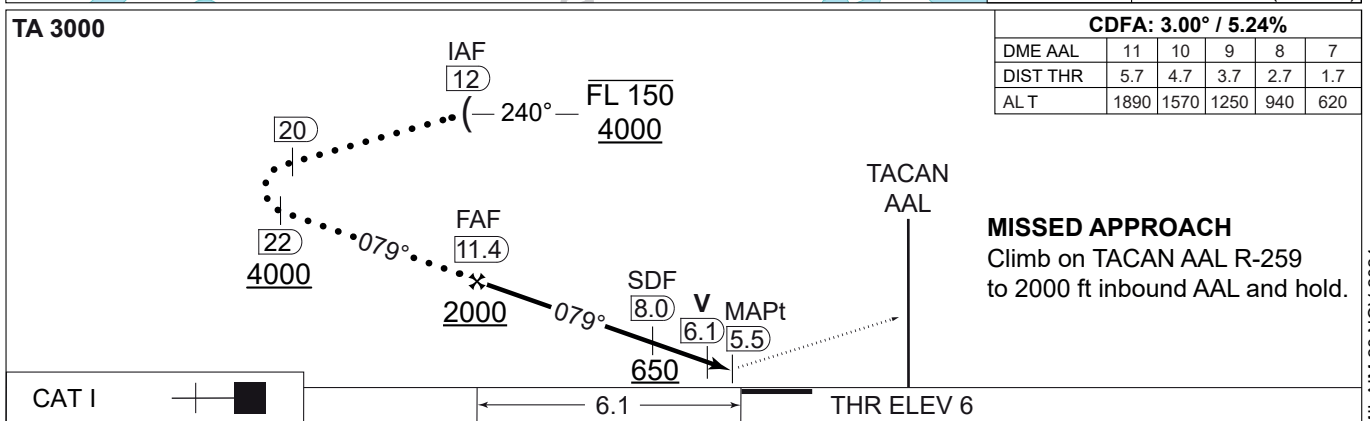
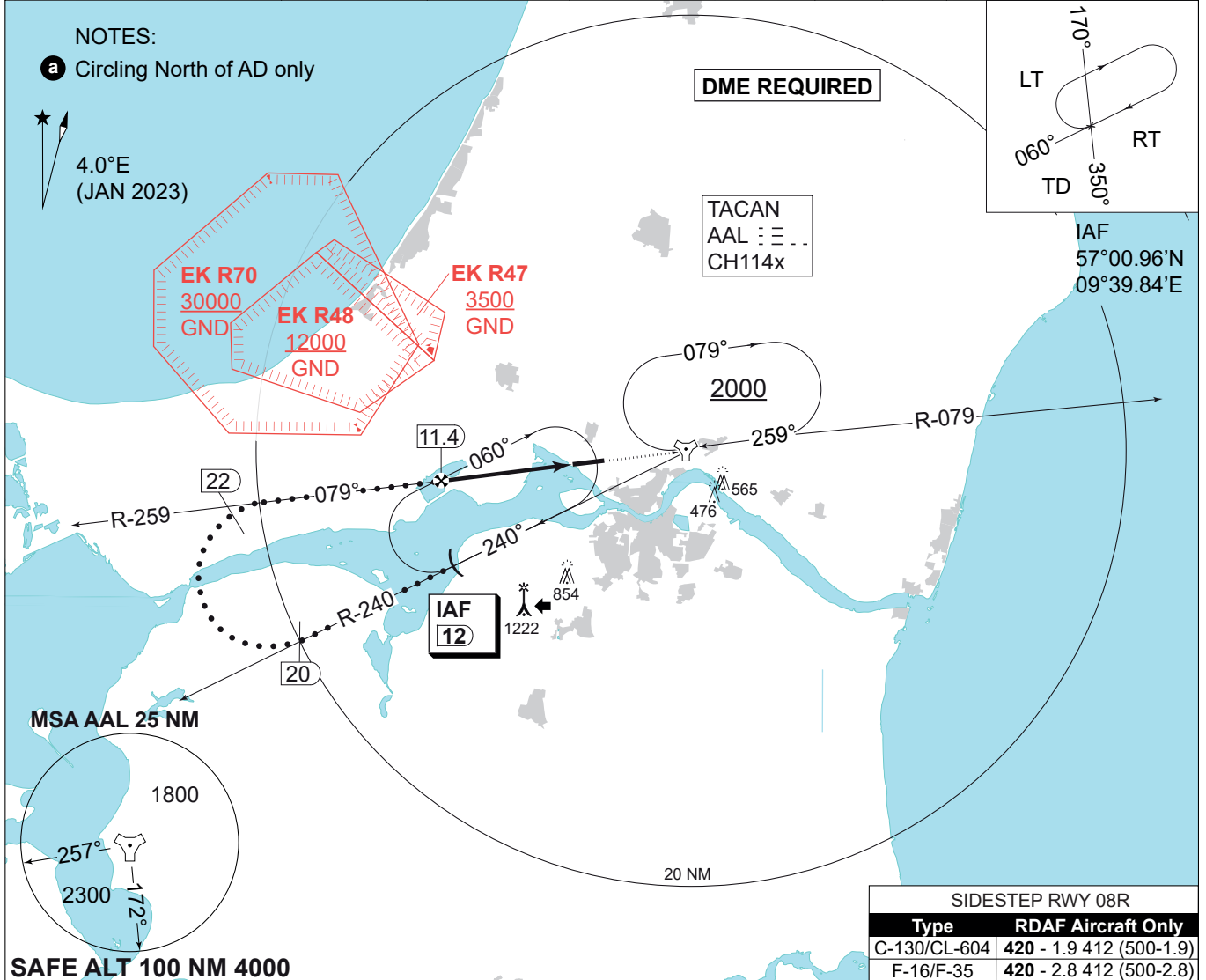
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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

HPMA TACAN 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 | | |
| TACAN AAL CH 114X | APP COURSE 079° | FAF ALT 2000 FT | DESCENT GR. 5.24% (318 FT/NM) | MDA 340 | THR 6 | ALS LENGTH 470 M | LDA 8694 FT | |



CHANGES: VORTAC CHANGED TO TACAN WITHOUT FREQUENCY.

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

AIR COMMAND DENMARK - MIL-AIM 28 NOV 2024

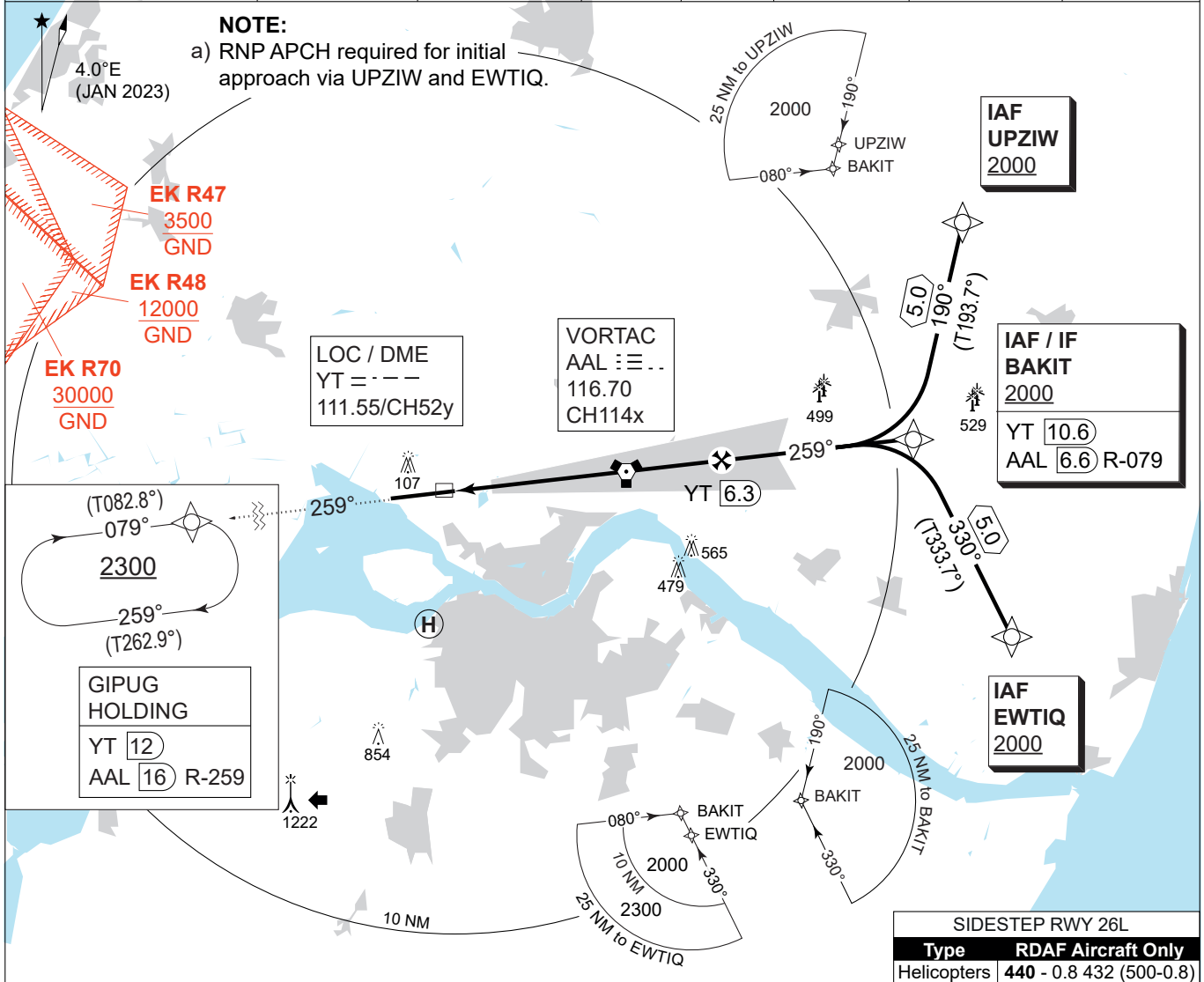
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MIPS
INSTRUMENT APPROACH CHART

COPTER ILS or LOC RWY 26R
AALBORG (EKYT)

AD ELEV 8

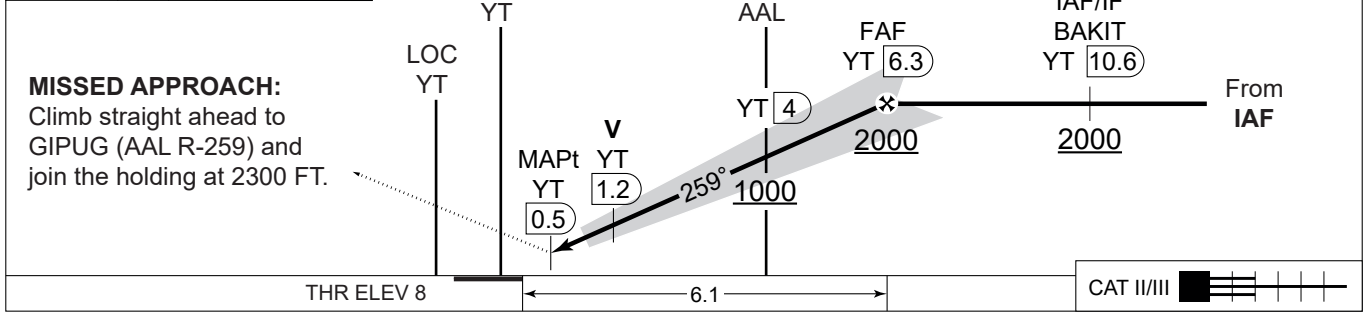
| | | | | | | | |
|---------------------------------------|--------------------|--------------------------|-------------|-------------------------------------|---------------|----------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | AALBORG ATIS 120.480 | | AALBORG 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 208 | 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



| | |
|-----------|------------------------------------|
| 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)

CHANGES: DA IN BRIEFING STRIP CORRECTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

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