FORSVARET

AIR COMMAND DENMARK - MIL AIM
Address: Herningvej 30
DK-7470 Karup J
Denmark

AFTN: EKMCYOYX
E-mail: FKO-KTP-F-AIM@mil.dk
Internet: www.flv.dk/milaim

MIL AIP DENMARK

AIRAC Cycle: 2505
Eff. 15 MAY 2025
Amendment No. 271

This AIRAC AMDT contains the following changes:

GEN 0.4	Checklist updated.
GEN 0.5	EKSD/Spjald withdrawn Danger Areas EKD301, EKD302 and EKD303 withdrawn. Danger Area EKD310 and EKD320 - EKD325 added. Heliport EKNH, HOLSTEBRO HEMS (Private Heliport) added.
GEN 2.4	EKSD/Spjald withdrawn. New Location Indicator added; EKNH, HOLSTEBRO HEMS (Private heliport).
ENR 1.6	Heading changed. Transponder code selection changed in 4. Radio communication failure, section 4.1.
ENR 1.9	References to ICAO documents changed. NAVIAIR address changed. Editorial.
ENR 2.3-8	Danger area EKD304 withdrawn. Danger area EKD324 added.
ENR 4.4	Name Code Designators HINSE and JONAZ added to 1. IFR Significant Points. Editorial changes to layout.
ENR 5.1	Identification changed for all restricted and danger areas to comply with EUROCONTROL European Route Network Improvement Plan (ERNIP) – Part 1 Danger areas EKD301, EKD302, EKD303, EKD304 and associated FBZ´s withdrawn. New danger areas EKD310, EKD320, EKD321, EKD322, EKD323, EKD324, EKD325 and associated FBZ´s added.
ENR 5.2	Temporary Segregated Areas SIL1 and SIL1Z withdrawn. 5 new Temporary Segregated Areas and associated FBZ's added. Temporary Reserved Areas CORRIDOR FANOE, CORRIDOR SILKEBORG, CORRIDOR VENDSYSSEL, JYLLAND 1 (JY 1), JYLLAND 2 (JY 2), NORDSØ 1 - 11 (NS 1-11), VENDSYSSEL 1 (VE 1) and VENDSYSSEL 2 (VE 2) withdrawn. 24 new Temporary Reserved Areas added. Identification added for all Temporary Reserved Areas.
ENR 5.3	New AAR tracks and associated TRA/TSA areas.
ENR 6.1-1	EK D 301, EK D 302, EK D 304 and TSA / TRA NS 1 - 11 withdrawn. New danger areas EKD320 to EKD325 and new TRA EKTRANS1 to EKTRANS11 added. Editorial changes.
AD0	
AD0.1	Ilulissat BGJN and Narsarsuaq BGBW added.
AD2	
AD2.0	Symbols for Glider, Hang glider site and Area with sensitive fauna added.

EKKA	
GLIDER AREAS	EKSD, Spjald withdrawn and EKHN, Holstebro HEMS added.
IAC	Sidestep minima updated.
EKSP	
IAC	Sidestep minima updated.
EKYT	
IAC	Sidestep minima updated.
AD3	
BGJN	New Procedures.
BGBW	New Procedures.

INSERT THE FOLLOWING PAGES:		DESTROY THE FOLLOWING PAGES:	
GEN		**GEN**	
GEN 0.4-1/	15 MAY 2025	GEN 0.4-1/	17 APR 2025
GEN 0.4-2	15 MAY 2025	GEN 0.4-2	17 APR 2025
GEN 0.4-3/	15 MAY 2025	GEN 0.4-3/	17 APR 2025
GEN 0.4-4	15 MAY 2025	GEN 0.4-4	17 APR 2025
GEN 0.4-5	15 MAY 2025	GEN 0.4-5	17 APR 2025
GEN 0.5-3/	15 MAY 2025	GEN 0.5-3/	17 APR 2025
GEN 0.5-4	15 MAY 2025	NEW PAGE	
GEN 2.4-1/	15 MAY 2025	GEN 2.4-1/	05 SEP 2024
GEN 2.4-2	15 MAY 2025	GEN 2.4-2	23 JAN 2025
ENR		**ENR**	
ENR 1.6-1/	15 MAY 2025	ENR 1.6-1/	24 FEB 2022
ENR 1.6-2	15 MAY 2025	ENR 1.6-2	24 FEB 2022
ENR 1.9-1/	15 MAY 2025	ENR 1.9-1/	24 FEB 2022
ENR 1.9-2	19 MAY 2022	ENR 1.9-2	19 MAY 2022
ENR 1.9-3/	15 MAY 2025	ENR 1.9-3/	24 FEB 2022
ENR 1.9-4	07 SEP 2023	ENR 1.9-4	07 SEP 2023
ENR 1.9-5/	11 AUG 2022	ENR 1.9-5/	11 AUG 2022
ENR 1.9-6	15 MAY 2025	ENR 1.9-6	13 JUN 2024
ENR 2.3-8	15 MAY 2025	ENR 2.3-8	05 SEP 2024
ENR 4.4-5/	15 MAY 2025	ENR 4.4-5/	20 MAR 2025
ENR 4.4-6	15 MAY 2025	ENR 4.4-6	28 NOV 2024
ENR 5.1-1/	15 MAY 2025	ENR 5.1-1/	24 FEB 2022
ENR 5.1-2	15 MAY 2025	ENR 5.1-2	24 FEB 2022
ENR 5.1-3/	15 MAY 2025	ENR 5.1-3/	24 FEB 2022
ENR 5.1-4	15 MAY 2025	ENR 5.1-4	28 NOV 2024
ENR 5.1-5/	15 MAY 2025	ENR 5.1-5/	23 MAR 2023
ENR 5.1-6	15 MAY 2025	ENR 5.1-6	23 MAR 2023
ENR 5.1-7/	15 MAY 2025	ENR 5.1-7/	23 MAR 2023
ENR 5.1-8	15 MAY 2025	ENR 5.1-8	23 MAR 2023
ENR 5.1-9/	15 MAY 2025	ENR 5.1-9/	23 MAR 2023
ENR 5.1-10	15 MAY 2025	ENR 5.1-10	23 MAR 2023
ENR 5.1-11/	15 MAY 2025	ENR 5.1-11/	30 NOV 2023
ENR 5.1-12	15 MAY 2025	ENR 5.1-12	30 NOV 2023
ENR 5.1-13/	15 MAY 2025	ENR 5.1-13/	30 NOV 2023
ENR 5.1-14	15 MAY 2025	ENR 5.1-14	23 MAR 2023
ENR 5.1-15/	15 MAY 2025	ENR 5.1-15/	23 MAR 2023
ENR 5.1-16	15 MAY 2025	ENR 5.1-16	23 MAR 2023
ENR 5.1-17/	15 MAY 2025	ENR 5.1-17/	23 MAR 2023
ENR 5.1-18	15 MAY 2025	ENR 5.1-18	23 MAR 2023
ENR 5.1-19/	15 MAY 2025	ENR 5.1-19/	23 MAR 2023
ENR 5.1-20	15 MAY 2025	ENR 5.1-20	23 MAR 2023
ENR 5.2-1/	15 MAY 2025	ENR 5.2-1/	05 OCT 2023
ENR 5.2-2	15 MAY 2025	ENR 5.2-2	05 OCT 2023

INSERT THE FOLLOWING PAGES:		DESTROY THE FOLLOWING PAGES:	
ENR 5.2-3/	15 MAY 2025	ENR 5.2-3/	07 SEP 2023
		ENR 5.2-4	24 FEB 2022
ENR 5.2-5/	15 MAY 2025	ENR 5.2-5/	24 MAR 2022
ENR 5.2-6	15 MAY 2025	ENR 5.2-6	24 FEB 2022
ENR 5.2-7/	15 MAY 2025	ENR 5.2-7/	16 JUN 2022
ENR 5.2-8	15 MAY 2025	NEW PAGE	
ENR 5.2-9/	15 MAY 2025	ENR 5.2-9/	24 FEB 2022
ENR 5.2-10	15 MAY 2025	ENR 5.2-10	24 FEB 2022
ENR 5.2-11/	15 MAY 2025	ENR 5.2-11/	24 FEB 2022
ENR 5.2-12	15 MAY 2025	NEW PAGE	
ENR 5.2-13	15 MAY 2025	NEW PAGE	
ENR 5.3-3/	15 MAY 2025	ENR 5.3-3/	22 FEB 2024
ENR 5.3-4	24 FEB 2022	ENR 5.3-4	24 FEB 2022
ENR 5.3-5	15 MAY 2025	ENR 5.3-5	22 FEB 2024
ENR 6.1-1	15 MAY 2025	ENR 6.1-1	23 JAN 2025
AD			
AD 0.1-1/	16 MAY 2024	AD 0.1-1/	16 MAY 2024
AD 0.1-2	15 MAY 2025	AD 0.1-2	03 OCT 2024
AD 2.0-1/	16 MAY 2024	AD 2.0-1/	16 MAY 2024
AD 2.0-2	15 MAY 2025	AD 2.0-2	16 MAY 2024
EKKA			
GLIDER AREAS IN TMA	15 MAY 2025	GLIDER AREAS IN TMA	20 MAR 2025
ILS or LOC RWY 09R	15 MAY 2025	ILS or LOC RWY 09R	18 APR 2024
RNP RWY 09R	15 MAY 2025	RNP RWY 09R	28 NOV 2024
ILS or LOC RWY 27L	15 MAY 2025	ILS or LOC RWY 27L	18 APR 2024
RNP RWY 27L	15 MAY 2025	RNP RWY 27L	20 MAR 2025
EKSP			
ILS or LOC RWY 10L	15 MAY 2025	ILS or LOC RWY 10L	23 JAN 2025
COPTER ILS RWY 10L	15 MAY 2025	COPTER ILS RWY	23 JAN 2025
ILS or LOC Z RWY 10L	15 MAY 2025	ILC or LOC Z RWY 10L	23 JAN 2025
TACAN RWY 10L	15 MAY 2025	TACAN RWY 10L	23 JAN 2025
RNP RWY 10L	15 MAY 2025	RNP RWY 10L	23 JAN 2025
ILS or LOC RWY 28R	15 MAY 2025	ILS or LOC RWY 28R	23 JAN 2025
COPTER ILS RWY 28R	15 MAY 2025	COPTER ILS RWY 28R	23 JAN 2025
ILS or LOC Z RWY 28R	15 MAY 2025	ILS or LOC Z RWY 28R	23 JAN 2025
TACAN RWY 28R	15 MAY 2025	TACAN RWY 28R	23 JAN 2025
RNP RWY 28R	15 MAY 2025	RNP RWY 28R	23 JAN 2025
EKYT			
ILS or LOC RWY 08L	15 MAY 2025	ILS or LOC 08L	03 OCT 2024
COPTER ILS RWY 08L	15 MAY 2025	COPTER ILS RWY 08L	03 OCT 2024
TACAN 08L (CAT A-B)	15 MAY 2025	TACAN 08L (CAT A-B)	03 OCT 2024
RNP RWY 08L	15 MAY 2025	RNP RWY 08L	03 OCT 2024
ILS or LOC RWY 26R	15 MAY 2025	ILS or LOC RWY 26R	23 JAN 2025
COPTER ILS RWY 26R	15 MAY 2025	COPTER ILS RWY 26R	23 JAN 2025
VORTAC RWY 26R	15 MAY 2025	VORTAC RWY 26R	20 MAR 2025
RNP RWY 26R	15 MAY 2025	RNP RWY 26R	03 OCT 2024
AD3			
BGJN			
AD 3.1-1	15 MAY 2025	NEW PAGE	
ADC	15 MAY 2025	NEW PAGE	
NDB W RWY 06	15 MAY 2025	NEW PAGE	
NDB B	15 MAY 2025	NEW PAGE	

INSERT THE FOLLOWING PAGES:		DESTROY THE FOLLOWING PAGES:
BGBW		
AD 3.1-1	15 MAY 2025	NEW PAGE
ADC	15 MAY 2025	NEW PAGE
RNP Y RWY 06	15 MAY 2025	NEW PAGE
RNP Y RWY 06 WP LIST	15 MAY 2025	NEW PAGE

END

GEN 0.4 CHECKLIST OF AIP PAGES

PAGE	DATE	PAGE	DATE
GEN		2.6-1	24 FEB 2022
GEN0		2.6-2	24 FEB 2022
0.1-1	30 NOV 2023	2.6-3	24 FEB 2022
0.1-2	24 FEB 2022	2.7-1	28 NOV 2024
0.1-3	23 JAN 2025	2.7-2	28 NOV 2024
0.1-4	24 FEB 2022	2.7-3	28 NOV 2024
0.2-1	24 FEB 2022	2.7-4	28 NOV 2024
0.3-1	19 MAY 2022	2.7-5	28 NOV 2024
0.4-1	15 MAY 2025	2.7-6	28 NOV 2024
0.4-2	15 MAY 2025	2.7-7	28 NOV 2024
0.4-3	15 MAY 2025	2.7-8	28 NOV 2024
0.4-4	15 MAY 2025	2.7-9	28 NOV 2024
0.4-5	15 MAY 2025	2.8-1	24 FEB 2022
0.5-1	24 FEB 2022	2.8-2	24 FEB 2022
0.5-2	20 MAR 2025	2.8-3	24 FEB 2022
0.5-3	15 MAY 2025	2.8-4	24 FEB 2022
0.5-4	15 MAY 2025	2.8-5	21 APR 2022
0.6-1	18 APR 2024	2.9-1	24 FEB 2022
0.6-2	18 APR 2024	2.10-1	24 FEB 2022
GEN1		**GEN3**	
1.1-1	24 FEB 2022	3.1-1	05 SEP 2024
1.2-1	24 FEB 2022	3.2-1	30 NOV 2023
1.2-2	24 FEB 2022	3.3-1	24 FEB 2022
1.3-1	16 JUN 2022	3.3-2	24 FEB 2022
1.7-1	24 FEB 2022	3.4-1	23 JAN 2025
1.7-2	24 MAR 2022	3.4-2	23 JAN 2025
		3.4-3	23 JAN 2025
GEN2		3.4-4	23 JAN 2025
2.1-1	24 FEB 2022	3.4-5	23 JAN 2025
2.1-2	25 JAN 2024	3.4-6	23 JAN 2025
2.2-1	10 AUG 2023	3.4-7	23 JAN 2025
2.2-2	23 JAN 2025	3.4-8	23 JAN 2025
2.2-3	11 JUL 2024	3.4-9	23 JAN 2025
2.2-4	30 NOV 2023	3.5-1	13 JUN 2024
2.2-5	13 JUN 2024	3.5-2	13 JUN 2024
2.2-6	23 JAN 2025	3.6-1	19 MAY 2022
2.2-7	10 AUG 2023	3.6-2	24 FEB 2022
2.2-8	24 FEB 2022	3.6-3	24 FEB 2022
2.3-1	24 FEB 2022	3.6-4	24 FEB 2022
2.4-1	15 MAY 2025	3.6-5	11 AUG 2022
2.4-2	15 MAY 2025		
2.4-3	05 SEP 2024	**GEN4**	
2.5-1	28 NOV 2024	Not used	
2.5-2	28 NOV 2024		
2.5-3	28 NOV 2024		
2.5-4	28 NOV 2024		

PAGE	DATE
ENR	
ENR0	
0.1-1	13 JUN 2024
0.1-2	13 JUN 2024
0.1-3	13 JUN 2024
ENR1	
1.1-1	24 FEB 2022
1.1-2	13 JUN 2024
1.1-3	13 JUN 2024
1.1-4	13 JUN 2024
1.2-1	24 FEB 2022
1.2-2	24 FEB 2022
1.3-1	21 APR 2022
1.4-1	24 FEB 2022
1.4-2	24 MAR 2022
1.5-1	21 APR 2022
1.6-1	15 MAY 2025
1.6-2	15 MAY 2025
1.7-1	24 FEB 2022
1.7-2	24 FEB 2022
1.7-3	11 AUG 2022
1.8-1	24 FEB 2022
1.9-1	15 MAY 2025
1.9-2	19 MAY 2022
1.9-3	15 MAY 2025
1.9-4	07 SEP 2023
1.9-5	11 AUG 2022
1.9-6	15 MAY 2025
1.10-1	05 OCT 2023
1.10-2	24 FEB 2022
1.10-3	24 FEB 2022
1.10-4	24 FEB 2022
1.10-5	24 FEB 2022
1.10-6	24 FEB 2022
1.10-7	24 FEB 2022
1.10-8	24 FEB 2022
1.10-9	24 FEB 2022
1.10-10	24 FEB 2022
1.10-11	24 FEB 2022
1.10-12	24 FEB 2022
1.10-13	24 FEB 2022
1.10-14	28 NOV 2024
1.10-15	28 NOV 2024
1.10-16	28 NOV 2024
1.10-17	28 NOV 2024
1.10-18	18 APR 2024
1.11-1	20 APR 2023
1.11-2	24 FEB 2022

PAGE	DATE
ENR2	
2.1-1	24 FEB 2022
2.1-2	23 MAR 2023
2.1-3	23 JAN 2025
2.1-4	18 APR 2024
2.1-5	23 JAN 2025
2.1-6	23 MAR 2023
2.1-7	30 NOV 2023
2.2-1	16 MAY 2024
2.2-2	22 FEB 2024
2.2-3	02 NOV 2023
2.3-1	24 MAR 2022
2.3-2	24 MAR 2022
2.3-3	11 AUG 2022
2.3-4	31 OCT 2024
2.3-5	31 OCT 2024
2.3-6	05 SEP 2024
2.3-7	18 MAY 2023
2.3-8	15 MAY 2025
ENR3	
3.1-1	13 JUN 2024
3.2-1	13 JUN 2024
3.2-2	13 JUN 2024
3.2-3	13 JUN 2024
3.2-4	13 JUN 2024
3.2-5	13 JUN 2024
3.2-6	13 JUN 2024
3.2-7	13 JUN 2024
3.2-8	13 JUN 2024
3.2-9	13 JUN 2024
3.2-10	11 JUL 2024
3.2-11	13 JUN 2024
3.2-12	13 JUN 2024
3.2-13	13 JUN 2024
3.2-14	28 NOV 2024
3.2-15	28 NOV 2024
3.2-16	28 NOV 2024
3.2-17	28 NOV 2024
3.2-18	28 NOV 2024
3.2-19	11 JUL 2024
3.2-20	11 JUL 2024
3.2-21	13 JUN 2024
3.2-22	28 NOV 2024
3.2-23	13 JUN 2024
3.2-24	13 JUN 2024
3.2-25	13 JUN 2024

PAGE	DATE
3.2-26	28 NOV 2024
3.2-27	13 JUN 2024
3.2-28	13 JUN 2024
3.2-29	13 JUN 2024
3.2-30	13 JUN 2024
3.2-31	13 JUN 2024
3.2-32	28 NOV 2024
3.2-33	13 JUN 2024
3.3-1	13 JUN 2024
3.3-2	13 JUN 2024
3.4-1	28 NOV 2024
ENR4	
4.1-1	28 NOV 2024
4.1-2	28 DEC 2023
4.2-1	24 FEB 2022
4.3-1	24 FEB 2022
4.4-1	25 JAN 2024
4.4-2	25 JAN 2024
4.4-3	25 JAN 2024
4.4-4	25 JAN 2024
4.4-5	15 MAY 2025
4.4-6	15 MAY 2025
4.4-7	25 JAN 2024
4.4-8	28 NOV 2024
4.4-9	17 APR 2025
4.4-10	28 NOV 2024
4.4-11	28 NOV 2024
4.4-12	20 MAR 2025
4.5-1	17 APR 2025
ENR5	
5.1-1	15 MAY 2025
5.1-2	15 MAY 2025
5.1-3	15 MAY 2025
5.1-4	15 MAY 2025
5.1-5	15 MAY 2025
5.1-6	15 MAY 2025
5.1-7	15 MAY 2025
5.1-8	15 MAY 2025
5.1-9	15 MAY 2025
5.1-10	15 MAY 2025
5.1-11	15 MAY 2025
5.1-12	15 MAY 2025
5.1-13	15 MAY 2025
5.1-14	15 MAY 2025
5.1-15	15 MAY 2025
5.1-16	15 MAY 2025
5.1-17	15 MAY 2025
5.1-18	15 MAY 2025
5.1-19	15 MAY 2025
5.1-20	15 MAY 2025
5.2-1	15 MAY 2025
5.2-2	15 MAY 2025
5.2-3	15 MAY 2025
5.2-5	15 MAY 2025
5.2-6	15 MAY 2025
5.2-7	15 MAY 2025
5.2-8	15 MAY 2025
5.2-9	15 MAY 2025
5.2-10	15 MAY 2025
5.2-11	15 MAY 2025
5.2-12	15 MAY 2025
5.2-13	15 MAY 2025
5.3-1	31 OCT 2024
5.3-2	05 SEP 2024
5.3-3	15 MAY 2025
5.3-4	24 FEB 2022
5.3-5	15 MAY 2025
5.4-1	23 JAN 2025
5.4-2	23 JAN 2025
5.4-3	23 JAN 2025
5.4-4	23 JAN 2025
5.4-5	23 JAN 2025
5.4-6	23 JAN 2025
5.4-7	23 JAN 2025
5.4-8	23 JAN 2025
5.4-9	23 JAN 2025
5.4-10	23 JAN 2025
5.4-11	23 JAN 2025
5.4-12	23 JAN 2025
5.4-13	20 MAR 2025
5.4-14	23 JAN 2025
5.4-15	23 JAN 2025
5.4-16	23 JAN 2025
5.4-17	23 JAN 2025
5.4-18	23 JAN 2025
5.4-19	23 JAN 2025
5.4-20	23 JAN 2025
5.4-21	23 JAN 2025
5.4-22	23 JAN 2025
5.4-23	23 JAN 2025
5.4-24	23 JAN 2025
5.4-25	23 JAN 2025
5.4-26	23 JAN 2025
5.4-27	17 APR 2025
5.4-28	23 JAN 2025
5.4-29	23 JAN 2025
5.4-30	23 JAN 2025
5.4-31	23 JAN 2025

PAGE	DATE
5.4-32	23 JAN 2025
5.4-33	23 JAN 2025
5.4-34	23 JAN 2025
5.5-1	17 APR 2025
5.5-2	11 JUL 2024
5.5-3	17 APR 2025
5.5-4	17 APR 2025
5.5-5	17 APR 2025
5.5-6	17 APR 2025
5.5-7	17 APR 2025
5.5-8	17 APR 2025
5.5-9	20 FEB 2025
5.5-10	20 FEB 2025
5.6-1	24 FEB 2022
5.6-2	24 FEB 2022
5.6-3	24 MAR 2022
ENR6	
6.1-1	15 MAY 2025
6.1-2	11 JUL 2024
AD	
AD0	
0.1-1	16 MAY 2024
0.1-2	15 MAY 2025
AD1	
1.1-1	24 FEB 2022
1.2-1	16 MAY 2024
1.2-2	23 FEB 2023
AD2	
2.0-1	16 MAY 2024
2.0-2	15 MAY 2025
2.0-3	16 MAY 2024
2.0-4	16 MAY 2024
2.0-5	16 MAY 2024
2.0-6	16 MAY 2024
EKKA	
AD 2.1-1	13 JUN 2024
AD 2.1-2	05 SEP 2024
AD 2.1-3	26 JAN 2023
AD 2.1-4	28 DEC 2023
AD 2.1-5	28 DEC 2023
AD 2.1-6	24 FEB 2022
AD 2.1-7	18 APR 2024
AD 2.1-8	05 SEP 2024
AD 2.1-9	18 APR 2024
AD 2.1-10	03 OCT 2024
AD 2.1-11	18 APR 2024

PAGE	DATE
ADC	17 APR 2025
AOC-A 09R	13 JUL 2023
PATC 27L	13 JUL 2023
VAC	20 MAR 2025
Glider Areas in TMA	15 MAY 2025
ILS or LOC 09R	15 MAY 2025
COPTER ILS or LOC 09R	23 JAN 2025
COPTER TACAN 09R	28 NOV 2024
HPMA TACAN 09R	28 NOV 2024
RNP RWY 09R	15 MAY 2025
WP LIST RWY 09R	23 JAN 2025
ILS or LOC 27L	15 MAY 2025
COPTER ILS or LOC 27L	23 JAN 2025
COPTER TACAN 27L	28 NOV 2024
HPMA TACAN 27L	28 NOV 2024
RNP RWY 27L	15 MAY 2025
WP LIST RWY 27L	23 JAN 2025
EKSP	
AD 2.1-1	13 JUN 2024
AD 2.1-2	20 FEB 2025
AD 2.1-3	07 SEP 2023
AD 2.1-4	13 JUN 2024
AD 2.1-5	24 FEB 2022
AD 2.1-6	24 FEB 2022
AD 2.1-7	23 JAN 2025
AD 2.1-8	08 AUG 2024
AD 2.1-9	20 MAR 2025
AD 2.1-10	20 MAR 2025
AD 2.1-11	03 OCT 2024
ADC	23 JAN 2025
AOC-A RWY 10L	13 JUL 2023
AOC-A RWY 28R	13 JUL 2023
APDC	18 APR 2024
VAC	20 MAR 2025
NAC	11 JUL 2024
Glider Areas in TMA	11 JUL 2024
ILS or LOC 10L	15 MAY 2025
ILS or LOC Z 10L	15 MAY 2025
COPTER ILS or LOC 10L	15 MAY 2025
HPMA TACAN 10L	23 JAN 2025
TACAN 10L	15 MAY 2025
RNP RWY 10L	15 MAY 2025
WP LIST RWY 10L	23 JAN 2025
ILS or LOC 28R	15 MAY 2025
ILS or LOC Z 28R	15 MAY 2025
COPTER ILS or LOC 28R	15 MAY 2025
HPMA TACAN 28R	23 JAN 2025
TACAN 28R	15 MAY 2025
RNP RWY 28R	15 MAY 2025
WP LIST RWY 28R	23 JAN 2025

PAGE	DATE
EKYT	
AD 2.1-1	03 OCT 2024
AD 2.1-2	13 JUN 2024
AD 2.1-3	11 JUL 2024
AD 2.1-4	03 OCT 2024
AD 2.1-5	23 JAN 2025
AD 2.1-6	02 NOV 2023
AD 2.1-7	03 OCT 2024
AD 2.1-8	16 MAY 2024
AD 2.1-9	28 DEC 2023
AD 2.1-10	03 OCT 2024
ADC	23 JAN 2025
GMC	15 JUN 2023
AOC-A 08L	23 FEB 2023
PATC 26R	23 FEB 2023
VAC	03 OCT 2024
NAC	26 JAN 2023
VFR-08L	26 JAN 2023
VFR-26R	26 JAN 2023
ILS or LOC 08L	15 MAY 2025
COPTER ILS or LOC 08L	15 MAY 2025
HPMA TACAN 08L	28 NOV 2024
TACAN 08L (CAT A-B)	15 MAY 2025
TACAN 08L (CAT C-E)	03 OCT 2024
RNP RWY 08L	15 MAY 2025
WP LIST RWY 08L	03 OCT 2024
ILS or LOC 26R	15 MAY 2025
COPTER ILS or LOC 26R	15 MAY 2025
HPMA VORTAC 26R	03 OCT 2024
VORTAC 26R	15 MAY 2025
RNP RWY 26R	15 MAY 2025
WP LIST RWY 26R	03 OCT 2024
AD 3	
BGJN	
AD 3.1-1	15 MAY 2025
ADC	15 MAY 2025
NDB W RWY 06	15 MAY 2025
NDB B	15 MAY 2025
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

PAGE	DATE
BGBW	
AD 3.1-1	15 MAY 2025
ADC	15 MAY 2025
RNP Y RWY 06	15 MAY 2025
WP LIST RWY 06	15 MAY 2025
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	20 MAR 2025
ADC	05 OCT 2023
NDB RWY 01	20 MAR 2025
RNP RWY 01	20 MAR 2025
WP LIST RWY 01	20 MAR 2025
NDB RWY 19	20 MAR 2025
RNP RWY 19	20 MAR 2025
WP LIST RWY 19	20 MAR 2025
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

INTENTIONALLY LEFT BLANK

LFC Ed.47 CAC Ed. 43	Add symbol for "Obstacle. Lighted", building "København, Postbyen", ELEV 377 FT MSL. PSN: 55 40 09N 012 34 05E.	AMD 269
LFC Ed. 47 LFCW Ed. 4	Change "VFR Reporting point" Ilskov from PSN: 56 14 38N 009 05 55E to: PSN: 56 13 58N 009 06 46E.	AMD 269
LFC Ed. 47 FCW Ed. 4	Add symbol for "IFR Reporting point" IPSUB. PSN: 55 00 00N 007 57 11E.	AMD 269
LFCW Ed. 4	Add symbol for "IFR Reporting point" REXMI. PSN 55 00 00N 007 44 47E.	AMD 269
LFC Ed. 47 LFCW Ed. 4	Add symbol for “wind turbines – group in line. Lighted”, Vesthimmerland, Bjørnstrup, ELEV 611 FT MSL. PSN: 56 52 35N 009 29 10E, 56 52 45N 009 29 15E, 56 52 56N 009 29 20E, 56 53 07N 009 29 25E, 56 53 29N 009 29 36E.	AMD 270
CAC Ed. 43	Change coordinates for gliding area N4E to: 55 57 18N 012 24 56E - 55 51 44N 012 30 16E - 55 50 46N 012 17 01E - 55 57 18N 012 24 56E. Change coordinates for gliding area N4W to: 55 57 18N 012 24 56E - 55 50 46N 012 17 01E - 55 48 39N 011 49 01E - 55 54 38N 012 02 16E - 55 57 18N 012 24 56E. Change coordinates for gliding area N5E to: 55 51 44N 012 30 16E - 55 45 05N 012 24 09E - 55 45 17N 012 10 19E - 55 50 46N 012 17 01E - 55 51 44N 012 30 16E. Change coordinates for gliding area N5W to: 55 50 46N 012 17 01E - 55 45 17N 012 10 19E - 55 48 39N 011 49 01E - 55 50 46N 012 17 01E. Change coordinates for gliding area S4NE to: 55 40 07N 011 36 11E - 55 37 04N 011 47 56E - 55 36 38N 011 47 56E - 55 36 38N 011 36 36E - 55 40 07N 011 36 11E. Change coordinates for gliding area S4SE to: 55 36 38N 011 36 36E - 55 36 38N 011 47 56E - 55 33 33N 011 47 56E - 55 29 47N 011 50 44E - 55 29 48N 011 37 24E - 55 36 38N 011 36 36E. Change coordinates for gliding area S5 to: 55 37 04N 011 47 56E - 55 34 42N 011 56 59E - 55 31 00N 011 58 00E - 55 29 47N 011 50 44E - 55 33 33N 011 47 56E - 55 37 04N 011 47 56E.	AMD 270
LFC Ed. 47 LFCW Ed.4	Remove EKSD/Spjald at PSN 56 06 10N 008 30 51E. Aerodrome completely withdrawn.	AMD 271
LFC Ed. 47 LFCW Ed. 47	Remove Danger Areas EKD301, EKD302 and EKD303 EKD304	AMD 271
LFC Ed. 47 LFCW Ed. 4	Add new Danger Area EKD310 Lateral limits: 571430N 0085700E - 571428N 0090000E - 562706N 0090000E - 562713N 0080157E - 565019N 0075119E - 571430N 00857 00E. Vertical limits: FL340 FL145	AMD 271

LFCW Ed. 4	Add new Danger Area EKD320 Lateral limits: 56 27 00N 005 04 31E - 56 27 00N 006 30 00E - 56 05 00N 006 30 00E- 56 05 00N 005 04 29E - 56 27 00N 005 04 31E Vertical limits: FL660 GND Add new Danger Area EKD321 Lateral limits: 56 27 00N 006 30 00E - 56 27 00N 007 34 00E - 56 05 00N 007 36 30E -56 05 00N 006 30 00E - 56 27 00N 006 30 00E Vertical limits: FL660 GND Add new Danger Area EKD322 Lateral limits: 56 05 00N 005 04 29E - 56 05 00N 006 30 00E - 55 36 00N 006 30 00E - 55 36 00N 006 00 00E - 55 22 32N 005 24 13E - 55 07 56N 005 04 22E – 56 05 00N 005 04 29E Vertical limits: FL660 GND Add new Danger Area EKD323 Lateral limits: 56 05 00N 006 30 00E - 56 05 00N 007 36 30E - 55 36 00N 007 39 30E 55 36 00N 006 30 00E - 56 05 00N 006 30 00E Vertical limits: FL660 GND Add new Danger Area EKD324 Lateral limits: 55 36 00N 006 00 00E - 55 36 00N 006 30 00E - 55 00 00N 006 29 58E - 55 00 00N 005 04 22E - 55 07 56N 005 04 22E - 55 22 32N 005 24 13E- 55 36 00N 006 00 00E Vertical limits: FL660 GND Add new Danger Area EK D 325 Lateral limits: 55 36 00N 006 30 00E - 55 36 00N 007 39 30E - 55 00 00N 007 38 37E- 55 00 00N 006 29 58E - 55 36 00N 006 30 00E Vertical limits: FL660 GND	AMD 271
LFC Ed. 47 LFCW Ed. 4	Add symbol for "Heliport", HOLSTEBRO HEMS (Private heliport) at PSN 56 23 24N 008 38 25E	AMD 271

GEN 2.4 LOCATION INDICATORS

*Note: Location indicators identified by an * cannot be addressed over the AFS*

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

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

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

1. Normal procedures

1.1 Foreign military aircraft intending to fly VFR over Denmark are to contact DENMIL Information before entering København FIR to obtain individual SSR mode 3 code.

1.2 All aircraft equipped with mode C will use this facility whenever operating their transponder on mode 3/A.

1.3 When entering København FIR pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

Note: Assignment of a discrete SSR code to a VFR flight does not imply that the flight will be continuously monitored by radar or that the flight has been cleared to enter airspace in which VFR flights in accordance with Commission Regulation (EU) No 923/2012 shall be operated as controlled flights.

1.4 In exercises the required mode 3/A ATC code has priority over other exercise commitments during the time air traffic services is provided by an ATS Unit. When the required service is terminated, aircraft will operate the transponder in accordance with the air task or operational order.

1.5 For aircraft flying in formation the flight leader only shall operate transponder as listed above, unless otherwise instructed by ATS.

2. Application of radar control.

2.1 Air Traffic Service by Aalborg Approach, Aarhus Approach, Billund Approach, Copenhagen Approach, Copenhagen Control, Copenhagen Information, DENMIL, Esbjerg Information, Kastrup Tower, Roskilde Approach and Sønderborg Information will normally be carried out with the use of radar.

2.2 The applicable radar separation minima vary depending on the distance from appropriate radar station and other conditions. The separation will never be less than 3 NM.

Note: Use of SSR alone for the provision of separation in accordance with ICAO SUPPS-DOC 7030, "Regional Supplementary Procedures" is applied by some units within København FIR. Attention is drawn to the fact that ATS cannot necessarily provide traffic information on aircraft without a functioning transponder, when the mentioned procedure is applied. Likewise, these units will not be able to provide radar service regarding CB and other weather activity.

3. Emergency procedures.

3.1 If a pilot encountering a state of emergency has previously been directed by ATS to operate the transponder on a specific code, this code setting shall be maintained until otherwise instructed, see sub. 3.2 below.

3.2 Not withstanding the procedure in sub. 3.1 above, a pilot may select Mode-A, Code 7700, whenever the nature of the emergency is such that this appears to be the most suitable course of action.

3.3 Pilots subject to unlawful interference shall endeavour to set the transponder to Mode-A, Code 7500, to give indication of the situation, unless circumstances warrant the use of Code 7700.
Note: Continuous monitoring of responses on Mode-A, Code 7700 and Code 7500 is provided.

4. Radio communication failure procedure.

4.1 In the event of a radio communication failure, a pilot shall select Mode-A, Code 7600 and follow established radio communication failure procedures. Subsequent control of the aircraft will be based on those procedures.

Select Code 7601 to indicate that an IFR-flight will continue to fly in visual meteorological conditions (VMC), to land at the nearest suitable aerodrome and to report arrival by the most expeditious means to the appropriate air traffic services unit.

Note: Continuous monitoring of responses on Mode-A, Code 7600 and Code 7601 is provided.

5. SSR transponder failure

Note: Due to the dominating role of SSR in radar data processing it is very complicated to accommodate a flight with a failing transponder. Pilots have to take this into account when interpreting the procedures indicated below.

5.1 Failure before intended departure
In cases where a transponder has failed and definitely cannot be restored prior to departure, permission to perform the flight without SSR must be obtained from ACC KØBENHAVN. If the permission is granted, the letter "O" shall be inserted in item 10 of the ICAO flight plan under "SSR" for indicating complete unserviceability of the transponder or - in case of partial transponder failure - the letter corresponding to the remaining transponder capability.

5.2 Failure after departure
In cases where a transponder failure occurs during flight pilots may expect that ATS units will endeavour to provide continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. After landing pilots shall make every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the provisions in sub. 5.1 above.

ENR 1.9 Air Traffic Flow Management (ATFM)/Airspace Management (ASM)

1. General

1.1 Air Traffic Flow Management (ATFM) is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring ATC capacity is utilised to the maximum extent possible and the traffic volume is compatible with the capacities declared by the appropriate ATC authority.

1.2 In July 2011, the European Commission nominated EUROCONTROL as Network Manager with the task to provide a centralised ATFM service within part of the ICAO (EUR) Region (defined as the ATFCM Area) to optimise the use of air traffic system capacity. Brussels provides this service in conjunction with Flow Management The EUROCONTROL Directorate Network Management (DNM) in Positions (FMPs) established at each ACC.

1.3 The DNM is responsible for the planning co-ordination and implementation of ATFM measures within the ATFCM area and for collecting, maintaining and providing data on all flight operations and the air navigation infrastructure. The DNM operates the Network Manager Operations Centre (NMOC), which includes the Enhanced Tactical Flow Management System (ETFMS), the Integrated Initial Flight Plan Processing System (IFPS), and the Central Airspace and Capacity Database (CACD). A description of the ATFCM area and information on the Network Operations Systems can be found in the Network Operations Handbook.

2. ATFM Documentation

2.1 ICAO European Region ATFM Procedures
The general ATFM procedures which apply throughout the ICAO European Region are published in the ICAO Doc 7030/ EUR, Regional Supplementary Procedures (Europe).

2.2 Network Operations Technical Procedures and Information Specific Network Operations Technical procedures and information can be found in the Network Operations Handbook published by the DNM and available from:
Post: Eurocontrol Library, Rue de la Fusée, 96, B-1130 Brussels, Belgium.
Phone: 00-32-2-729-3639/3023
Fax: 00-32-2-729-9109
or from the DNM website at: https://www.eurocontrol.int/network-operations

2.3 Network Operations Handbook sections include but are not limited to:

a. The ATCFM Users Manual: this is a self-contained users manual for Aircraft Operators (AO), FMPs, Air Traffic Services Reporting Offices (AROs) and ATC units providing in one document an operational description of the ATFM procedures and of the related actions, information and message exchange.
b. IFPS Users Manual: this is a self-contained users manual containing all the necessary procedures and information in order for users to be able to construct, transmit or when necessary to correct flight plans and associated update messages. Procedures for the distribution of such messages after processing by the IFPS are also described.

2.4 Only a limited selection of Network Operations Technical procedures are reproduced here in the AIP Denmark. Reference should be made to the Network Operations Handbook for comprehensive information and procedures.

2.5 Specific ATFM measures are published by the NMOC through the following means:

- the Route Availability Document (RAD) (see 3.2);
- the ATFM Notification Message (ANM)

- the ATFM Information Message (AIM);
- the European Airspace Use Plan (EAUP)

The ANM, AIM and EAUP are distributed via EUROCONTROLs public Network Operations Portal (NOP-portal): https://www.public.nm.eurocontrol.int/PUBPORTAL/.

The information is also distributed via B2B* services or can be accessed via CHMI*.

Request for reception of ANM and/or AIM via AFTN can be directed to COM-centre, København. ANM/AIM is also available at some Danish ARO. At the day of operation AO can obtain information about ATFM affected routes, restricted airspace and airports at the Central ATS Briefing Office - http://www.briefing.naviair.dk

Additionally, direct information and advice about the implemented ATFM measures, including last minute changes may be obtained and conferred with FMP Copenhagen Tel: 0045 3248 1934.

**B2B - Business to Business is a service offered by Eurocontrol which requires a subscription agreement.*
**CHMI - Collaborative Human Machine Interface is a tool offered by Eurocontrol to FMPs to access their systems.*

3. ATFM Processes

3.1 The emphasis for ATFM measures is changing from regulation (delaying aircraft on the ground) towards capacity management. Only when no other option is available will a regulation be applied and delays issued (Slot Allocation).

3.2 Alternative ATFM measures include the re-routing of aircraft both strategically and tactically. Permanent strategic routing requirements are published in the RAD. The RAD enables ATC to maximise capacity by defining restrictions that prevent disruption to the organised system of major traffic flows through congested areas.

3.3 In addition, routing 'scenarios' may be applied by the NMOC to help resolve particular problems on particular days. These involve recommended or mandatory routes for particular groups of flights or selected individual flights. Re-routes for groups of flights will be published by the NMOC in an AIM or ANM.

3.4 Re-routing may include restricting the level of an aircraft to keep it out of a particular ATC sector. This is known as level capping. Level capping scenarios are published for groups of aircraft.

3.5 A list of available re-routing and level capping scenarios is promulgated on the DNM website: https://www.nm.eurocontrol.int/RAD/

3.6 AOs complying with a re-route or level capping requirement shall cancel any existing flight plan and re-file on the new route in accordance with the Replacement Flight Plan procedure published in the IFPS Users Manual section of the Network Operations Handbook.

4. Slot Allocation Process

4.1 When no other option is available, a regulation will be applied by NMOC and departure times will be issued in the form of a Calculated Take Off Time (CTOT). This is facilitated by Computer Assisted Slot Allocation (CASA) algorithm within the ETFMS.

4.2 The ETFMS is largely automated and functions from an Aircraft Operators point of view in a passive mode. There is, therefore, no requirement to request a slot as the act of filing a flight plan effectively constitutes a request.

4.3 Pre-planned or strategic ATFM regulations are promulgated by the NMOC one day in advance by ANM. All changes and tactical additions are promulgated by ANM revision messages.

4.4 For flights subject to a regulation, ETFMS will send a Slot Allocation Message (SAM) containing a CTOT at Estimated Off- Block Time (EOBT) -2 hours. This will be sent to the aerodrome of departure as well as the AO via AFTN or SITA.

4.5 Revisions to, or cancellations of, the last issued CTOT may be initiated by NMOC, the Aircraft Operator, or the FMP/ATC unit on behalf of the AO. AOs requiring assistance should contact either the NMOC Central Flow HELPDESK (Tel: 00-32-2-745-1901) or FMP Copenhagen (Tel: 00 45 3248 1934).

4.6 All CTOT revisions or cancellations are to be made using the ATFM message exchange procedures described in the Network Operations Handbook.

4.7 Full details of the Slot Allocation Process are published in the ATFM Users Manual section of the Network Operations Handbook.

5. Flight Planning in the context of AFTM
5.1 As defined in ICAO Doc 7030/EUR, AO should be aware of that:
a. Flight plans for flights which may be subject to ATFM shall be submitted at least 3 hours before the EOBT.
b. Late filing of a flight plan may lead to a disproportionate delay;
c. Any changes to the EOBT of more than 15 minutes for any IFR flight within the IFPS Zone shall be communicated to the IFPS;
d. Full details of flight planning requirements within the ATFM area are included in the ATFM Users Manual section of the Network Operations Handbook.;

6. Responsibilities of Network Manager Operations Centre
6.1 The NMOC is responsible for:
a. optimization of the overall performance effects on the European Air Traffic Management Network (EATMN) through planning, coordination and implementation of ATFM measures;
b. consultation with operators on the definition of ATFM measures;
c. ensuring the effective implementation of ATFM measures, together with local ATFM units;
d. in coordination with local ATFM units identification of alternative routings to avoid or alleviate congested areas, taking into account the overall performance effects on the EATMN;
e. offering a re-routing to those flights that would optimise the effect of point (d);
f. providing information on ATFM in a timely manner to operators and ATS units, including: planned ATFM measures; impact of ATFM measures on take-off time and flight profile of individual flights
g. monitoring of the occurrences of missing flight plans and multiple flight plans that are filed;
h. suspending a flight plan when, considering the time tolerance, the ATFM departure slot cannot be met and a new estimated off-block time is not known;
i. monitoring the number of exemptions granted.

6.2 The NMOC shall ensure that procedures and systems are established and maintained, (including relevant addresses and acceptable communication medium), to facilitate the timely provision, upon request, of an accepted flight plan to the airport slot coordinator or airport managing body of the departure and/or arrival airport.

7. Responsibilities of the Air Traffic Services
7.1 A FMP has been established in København ACC (Copenhagen Control) with the objectives:
- To act as the interface between NMOC and ATC by providing the NMOC with all information on the effectiveness of ATFM measures as experienced, to make maximum use of the available ATC capacity in København FIR;
- To coordinate action with the NMOC to provide the most effective ATFM service to ATC and aircraft operators.

7.2 ATC at departure aerodromes have the following responsibilities:

a. ATC is responsible for departure slot monitoring. The exact procedures to be followed will depend on the way that ATS is organised at each aerodrome. A slot window of -5 to +10 minutes is available to ATC to optimise the departure sequence;
b. ATC units responsible for departure slot monitoring shall be provided with the necessary information concerning the restrictions in force and slots allocated;
c. ATC shall ensure that an ATFM slot, if applicable, is included as part of the ATC clearance;
d. ATC shall take account of an applicable slot or flight suspension when a clearance is issued;
e. ATC shall provide all possible assistance to Aircraft Operators to meet a CTOT or to co-ordinate a revised CTOT;
f. ATC may deny start up clearance to flights unable to meet their slots until co-ordination with the FMP/NMOC has been effected and a revised CTOT issued.
g. Unless special circumstances dictates, ATC shall not give take-off clearance to flights whose flight plan has been rejected or suspended.

7.3 With the introduction Flight Activation Monitoring (FAM), flights that are not notified as being airborne within 15 minutes of the Estimated Take-Off Time (ETOT) (ETOT = EOBT + taxitime) or CTOT will receive a Flight Suspension (FLS) message. To respond to a flight suspension, AO shall either update their EOBT or cancel the flight plan. If a flight is suspended during the taxiing phase, ATC is responsible for sending a DLA message.

7.4 ATS at aerodromes will assist in coordinating last minute changes to the applied ATFM measures with FMP Copenhagen, if requested by the pilot.

8. Responsibilities of Aircraft Operators
8.1 Aircraft Operators (AO) shall inform themselves of and adhere to:
- General ATFM procedures including flight plan filing and message exchange requirements;
- Strategic AFTM measures - e.g RAD;
- Current ATFM measures - e.g. specific measures applied on the day in question notified by ANM or FLS messages.
- Departure slots (CTOTs) issued by the NMOC and procedures related to changes to CTOTs.

8.2 For coordinated airports, AOs shall provide the necessary information allowing the establishment of the correlation between the flight designator contained in the flight plan and that notified for the corresponding airport slot.

9. Responsibilities of Airport Managing Bodies
9.1 Airport Managing Bodies wishing to receive accepted flight plans shall provide the NMOC with correct addresses as well as any other necessary information.

9.2 Airport Managing Bodies shall notify to the NMOC, directly or through FMP Copenhagen or local ATS units or both, all events that may impact air traffic control capacity or air traffic demand. They shall inform FMP Copenhagen and local ATS units where the notification is done directly.

10. Use of STS/Indicators in FPLs for ATFM Purposes
10.1 The following principles will apply:
- The insertion of an STS/… indicator in field 18 of a Flight Plan indicates that a flight requires special handling. This indicator is for use by all parties which may have to handle the flight;
- The following flights are exempted from ATFCM slot allocation:
  a. flights carrying Head of State or equivalent status ['STS/HEAD'].
  b. flights conducting search and rescue operations ['STS/SAR'].
  c. flights carrying a life-critical emergency evacuation [STS/MEDEVAC].
  d. flights engaged in fire-fighting [STS/FFR].

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

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

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

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

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

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

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

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

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

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

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

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

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

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

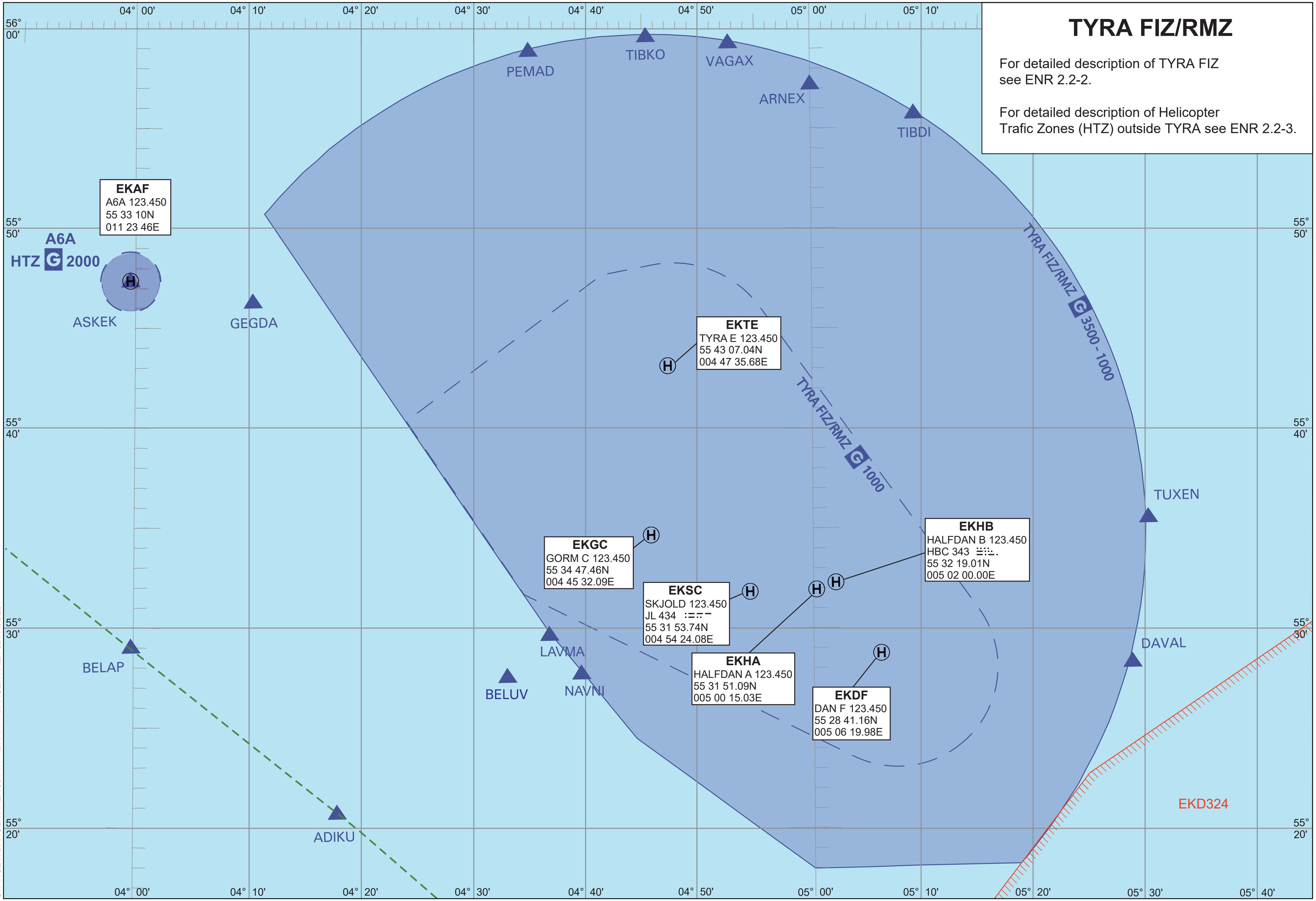
COM-centre København:
TEL: +45 32 47 82 23

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

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

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

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



CHANGES: DANGER AREA 304 WITHDRAWN. DANGER AREA 324 ADDED.

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
HINSE	563352N 0074141E	N/A	(I)	Re-routing point
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)	
IPSUB	550000N 0075711E	N/A	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
IRKAM	560445N 0083222E	P601	(I)	
JONAZ	572100N 0100706E	N/A	(I)	Re-routing point
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)	

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
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		
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)	

ENR 5 NAVIGATIONAL WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. GENERAL

1.1 All airspace within which the operation of civil aircraft may, for one reason or another be restricted - either temporarily or permanently - and all airspace in which a potential hazard to aircraft operations exist are classified according to the following three types of areas as defined by ICAO.

2. DEFINITIONS

2.1 Prohibited area (P)

An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited. There are no prohibited areas in Denmark.

2.2 Restricted area (R)

An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

2.3 Danger area (D)

An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

3. AREA DESCRIPTION

3.1 Designation

Each area is given a designation composed by the nationality letters "EK" followed by a letter indicating the type of the area and a number. A geographical name may be used in connection with the designation, e.g., EKR12 Gniben, EKD350 Yderflak.

3.2 Lateral limits

The lateral limits are normally defined by geometrical figures/lines, although geographical features such as coastlines are used as well.

3.3 Vertical limits

The upper limit is given in FT MSL or FL. The lower limit is usually GND, but may be given in FT MSL or FL. For details, see the individual area description on the following pages.

3.4 Flight Plan Buffer Zone (FBZ)

FBZ has been established for IFR flight planning purposes only. Flight plans can be filed up to the boundary of the FBZ when active. Each area is given a designator composed by the area designation followed by a Z.
The route described in Item 15 shall consider the nominal track between two points according to the great circle. When an area is activated use FBZ coordinates for IFR flight Planning.

***CAUTION NOTE**. No publication will take place concerning firing exercises on military firing ranges, where the safety height is 500 FT (150 M) GND or less.*

Description of Prohibited, Restricted and Danger Areas

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
PROHIBITED AREAS NIL.			
RESTRICTED AREAS			
EKR11 **SJÆLLANDS ODDE VEST** .	56 00 28N 011 16 56E 55 54 13N 011 13 56E 55 55 08N 011 07 41E 56 01 18N 011 04 36E 56 06 43N 011 10 26E 56 00 28N 011 16 56E	6500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR AARHUS APP/TWR
EKR11Z **SJÆLLANDS ODDE VEST FBZ**	55 52 15N 011 18 31E 55 51 00N 011 14 43E 55 52 26N 011 04 57E 55 53 33N 011 02 55E 56 01 05N 010 59 08E 56 02 19N 010 59 26E 56 09 44N 011 07 24E 56 09 42N 011 13 33E 56 01 27N 011 22 07E 56 00 16N 011 22 24E 55 52 15N 011 18 31E	FL 080 3500 FT MSL	For IFR flight planning purposes only
EKR12 **GNIBEN**	56 00 28N 011 16 56E 56 03 58N 011 13 17E 56 04 38N 011 14 56E 56 04 23N 011 20 36E 56 01 38N 011 24 16E 55 59 30N 011 23 56E 56 00 28N 011 16 56E	UNL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR AARHUS APP/TWR
EKR12Z **GNIBEN FBZ**	56 03 27N 011 07 36E 56 05 43N 011 08 27E 56 07 23N 011 12 33E 56 07 40N 011 14 24E 56 07 19N 011 22 11E 56 06 42N 011 24 13E 56 02 59N 011 29 10E 56 01 55N 011 29 42E 55 57 52N 011 29 03E 55 56 15N 011 25 02E 55 57 42N 011 14 36E 55 58 26N 011 12 51E 56 03 27N 011 07 36E	UNL 3500 FT MSL	For IFR flight planning purposes only
EKR13 **SJÆLLANDS REV**	56 00 28N 011 16 56E 56 06 43N 011 10 26E 56 10 38N 011 23 26E 56 02 08N 011 31 36E 55 58 31N 011 30 56E 56 00 28N 011 16 56E	UNL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR AARHUS APP/TWR

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR13Z **SJÆLLANDS REV FBZ**	56 06 18N 011 04 38E 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	UNL 3500 FT MSL	For IFR flight planning purposes only
EKR14 **SJÆLLANDS ODDE ØST**	56 00 28N 011 16 56E 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	UNL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR AARHUS APP/TWR
EKR14Z **SJÆLLANDS ODDE ØST FBZ**	56 06 18N 011 04 38E 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	UNL 3500 FT MSL	For IFR flight planning purposes only
EKR15 **SEJERØ ØST**	55 44 30N 011 17 18E 55 47 44N 011 16 35E 55 48 37N 011 07 12E 55 44 42N 011 07 00E 55 44 30N 011 17 18E	11500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR
EKR15Z **SEJERØ ØST FBZ**	55 41 45N 011 04 37E 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	FL 130 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.
EKR16 **SEJERØ VEST**	55 44 30N 011 17 18E 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	18000 FT MSL GND	AMC Manageable Area. Activation by NOTAM ROSKILDE APP/TWR

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR16Z **SEJERØ VEST FBZ**	55 41 52N 010 59 04E 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 55 41 27N 011 19 34E 55 41 52N 010 59 04E	FL 195 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.
EKR17 **ISEFJORD**	55 55 35N 011 52 31E 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	12000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. KØBENHAVN APP ROSKILDE APP/TWR
EKR17Z **ISEFJORD FBZ**	55 53 04N 011 56 01E 55 49 11N 011 57 54E 55 46 59N 011 55 33E 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 55 53 04N 011 56 01E	FL 135 2500 FT MSL	For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), EKCH SID ODDON (all) accepted.
EKR18 **JÆGERSPRIS**	55 54 55N 011 51 47E 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	12000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. KØBENHAVN APP ROSKILDE APP/TWR
EKR18Z **JÆGERSPRIS FBZ**	55 56 38N 012 01 04E 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	FL 135 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.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR19 **MULTEX**	56 00 28N 011 16 56E 56 06 43N 011 10 26E 56 08 12N 011 15 16E 56 15 00N 011 24 00E 56 15 00N 011 36 00E 56 01 12N 011 47 36E 55 57 28N 011 38 25E 56 00 28N 011 16 56E	UNL GND	AMC Manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR, AARHUS APP/TWR
EKR19Z **MULTEX FBZ**	56 06 18N 011 04 39E 56 08 44N 011 05 51E 56 10 30N 011 11 36E 56 17 20N 011 20 22E 56 18 00N 011 22 41E 56 18 00N 011 37 34E 56 17 04N 011 40 13E 56 01 30N 011 53 17E 55 59 24N 011 52 19E 55 54 39N 011 40 36E 55 54 24N 011 38 16E 55 57 42N 011 14 35E 55 58 26N 011 12 50E 56 06 18N 011 04 39E	UNL 3500 FT MSL	For IFR flight planning purposes only.
EKR20 **YDERBY**	56 04 21N 011 18 22E 55 59 30N 011 23 56E 55 56 19N 011 14 57E 56 01 33N 011 10 07E 56 04 21N 011 18 22E	1500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR
EKR25 **ODENSE DRONEOMRÅDE 1**	55 23 30N 010 15 00E 55 29 30N 010 08 45E 55 34 30N 010 24 00E 55 28 30N 010 30 15E 55 23 30N 010 15 00E	3500 FT MSL GND	ODENSE AFIS, KØBENHAVN ACC
EKR26 **ODENSE DRONEOMRÅDE 2**	55 29 30N 010 08 45E 55 36 00N 010 02 15E 55 36 00N 010 12 30E 55 37 00N 010 17 00E 55 37 00N 010 21 30E 55 34 30N 010 24 00E 55 29 30N 010 08 45E	3500 FT MSL GND	ODENSE AFIS, KØBENHAVN ACC
EKR27 **ODENSE DRONEOMRÅDE 3**	55 36 00N 009 56 00E 55 44 00N 009 56 00E 55 44 00N 010 24 30E 55 39 00N 010 27 30E 55 37 00N 010 25 00E 55 37 00N 010 17 00E 55 36 00N 010 12 30E 55 36 00N 009 56 00E	FL 075 GND	KØBENHAVN ACC

Identification Name	Lateral Limits (WGS-84)	Upper limit / Lower limit	Remarks (Time of activity and ATS-unit)
EKR27Z ODENSE DRONEOMRÅDE 3 FBZ	55 45 14N 009 50 40E 55 47 00N 009 53 47E 55 47 00N 010 26 14E 55 45 52N 010 29 00E 55 39 17N 010 32 57E 55 37 51N 010 32 35E 55 34 40N 010 28 35E 55 34 00N 010 26 17E 55 34 00N 010 18 00E 55 33 06N 010 13 59E 55 33 00N 010 12 59E 55 33 00N 009 53 49E 55 34 45N 009 50 42E 55 45 14N 009 50 40E	FL 075 3500 FT MSL	For IFR flight planning purposes only
EKR28 ODENSE DRONEOMRÅDE 4	55 37 00N 010 25 00E 55 39 00N 010 27 30E 55 44 00N 010 24 30E 55 44 00N 010 34 00E 55 53 20N 010 45 15E 55 48 12N 011 00 36E 55 37 00N 010 49 00E 55 37 00N 010 25 00E	FL 075 GND	KØBENHAVN ACC
EKR28Z ODENSE DRONEOMRÅDE 4 FBZ	55 45 09N 010 19 05E 55 47 00N 010 22 13E 55 47 00N 010 31 10E 55 56 00N 010 42 01E 55 56 31N 010 46 09E 55 50 08N 011 05 14E 55 47 45N 011 06 19E 55 34 48N 010 52 52E 55 34 00N 010 50 24E 55 34 00N 010 22 53E 55 36 38N 010 19 19E 55 39 23N 010 22 10E 55 45 09N 010 19 05E	FL 075 FL 055	For IFR flight planning purposes only
EKR29 ODENSE DRONEOMRÅDE 5	55 53 20N 010 45 15E 56 06 58N 011 01 41E 55 55 08N 011 07 41E 55 48 12N 011 00 36E 55 53 20N 010 45 15E	FL 075 GND	KØBENHAVN ACC, AARHUS APP/TWR
EKR29Z ODENSE DRONEOMRÅDE 5 FBZ	56 10 14N 010 59 08E 56 09 38N 011 05 56E 55 55 22N 011 13 08E 55 54 10N 011 12 52E 55 45 37N 011 04 07E 55 44 59N 010 59 47E 55 51 24N 010 40 32E 55 53 56N 010 39 32E 56 10 14N 010 59 08E	FL 075 FL 055	For IFR flight planning purposes only

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR32 **OKSBY**	55 37 06N 008 10 07E 55 32 46N 008 06 20E 55 32 58N 008 10 15E 55 36 51N 008 12 17E 55 37 06N 008 10 07E	16500 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR32Z **OKSBY FBZ**	55 39 31N 008 15 38E 55 37 16N 008 18 02E 55 31 14N 008 14 52E 55 30 04N 008 12 21E 55 29 38N 008 03 42E 55 36 58N 008 08 55E 55 39 59N 008 08 28E 55 40 15N 008 09 24E 55 39 31N 008 15 38E	FL 180 3500 FT MSL	For IFR flight planning purposes only.
EKR33 **VEJERS**	55 37 06N 008 10 07E 55 37 33N 008 06 05E 55 41 28N 008 04 00E 55 34 06N 007 59 15E 55 32 18N 007 59 25E 55 32 46N 008 06 20E 55 37 06N 008 10 07E	16500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR33Z **VEJERS FBZ**	55 30 45N 008 10 30E 55 29 53N 008 08 18E 55 29 34N 008 03 39E 55 36 58N 008 08 55E 55 44 24N 008 07 48E 55 44 24N 008 08 00E 55 40 09N 008 10 15E 55 39 45N 008 13 43E 55 37 06N 008 16 02E 55 30 45N 008 10 30E	FL 180 3500 FT MSL	For IFR flight planning purposes only.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR34 **BORDRUP**	55 32 58N 008 10 15E 55 36 51N 008 12 17E 55 37 33N 008 06 05E 55 41 28N 008 04 00E 55 40 38N 008 17 05E 55 33 48N 008 18 45E 55 32 58N 008 10 15E	12500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR34Z **BORDRUP FBZ**	55 44 15N 008 07 49E 55 43 30N 008 19 30E 55 42 04N 008 22 06E 55 33 01N 008 24 18E 55 31 03N 008 21 46E 55 29 44N 008 08 15E 55 31 42N 008 05 10E 55 36 58N 008 08 55E 55 44 15N 008 07 49E	FL 140 3500 FT MSL	For IFR flight planning purposes only.
EKR35 **HENNE**	55 41 28N 008 04 00E 55 46 13N 008 11 05E 55 46 13N 008 15 45E 55 40 38N 008 17 05E 55 41 28N 008 04 00E	12500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR35Z **HENNE FBZ**	55 48 39N 008 07 46E 55 49 13N 008 09 54E 55 49 13N 008 17 45E 55 47 44N 008 20 46E 55 39 35N 008 22 42E 55 37 29N 008 19 04E 55 38 09N 008 08 45E 55 48 16N 008 07 13E 55 48 39N 008 07 46E	FL 140 3500 FT MSL	For IFR flight planning purposes only.
EKR38 **RØMØ**	55 22 26N 008 41 56E 55 17 56N 008 49 22E 55 07 02N 008 49 22E 55 02 30N 008 41 54E 55 02 30N 008 29 27E 55 04 17N 008 26 55E 55 04 09N 008 23 31E 55 04 00N 008 20 00E 55 11 22N 008 11 07E 55 22 46N 008 15 17E 55 22 26N 008 41 56E	24500 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. SKRYDSTRUP APP/TWR

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR38Z **RØMØ FBZ**	55 19 34N 008 53 54E 55 18 30N 008 54 38E 55 06 28N 008 54 37E 55 05 23N 008 53 52E 55 00 00N 008 44 58E 54 59 30N 008 42 59E 54 59 30N 008 28 16E 55 00 05N 008 26 08E 55 01 11N 008 24 34E 55 01 09N 008 23 53E 55 00 57N 008 19 00E 55 01 38N 008 16 29E 55 10 10N 008 06 11E 55 11 23N 008 05 45E 55 24 26N 008 10 30E 55 25 47N 008 13 29E 55 25 25N 008 43 07E 55 24 56N 008 45 03E 55 19 34N 008 53 54E	FL 260 3500 FT MSL	Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only.
EKR39 **BORRIS SØNDERLAND**	55 54 28N 008 35 55E 55 57 28N 008 39 55E 55 54 58N 008 46 55E 55 51 58N 008 43 55E 55 54 28N 008 35 55E	12000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR39Z **BORRIS SØNDERLAND FBZ**	56 00 12N 008 36 53E 56 00 38N 008 41 01E 55 56 51N 008 51 36E 55 54 32N 008 52 38E 55 49 25N 008 47 30E 55 48 45N 008 43 15E 55 52 30N 008 31 12E 55 55 10N 008 30 10E 56 00 12N 008 36 53E	FL 135 3500 FT MSL	For IFR flight planning purposes only.
EKR40 **BORRIS ARTILLERIOMRÅDE**	55 53 28N 008 32 55E 55 55 18N 008 34 25E 55 59 28N 008 43 40E 55 53 58N 008 54 55E 55 51 48N 008 49 55E 55 53 28N 008 32 55E	16500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR40Z **BORRIS ARTILLERIOMRÅDE FBZ**	55 56 52N 008 29 49E 55 57 25N 008 30 34E 56 02 29N 008 41 49E 56 02 27N 008 45 43E 55 55 17N 009 00 21E 55 52 27N 009 00 11E 55 49 02N 008 52 18E 55 48 44N 008 50 06E 55 50 46N 008 29 25E 55 53 23N 008 26 57E 55 56 52N 008 29 49E	FL 180 3500 FT MSL	For IFR flight planning purposes only.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR42 **JUVRE**	55 15 58N 008 26 55E 55 15 58N 008 39 55E 55 09 28N 008 39 55E 55 09 28N 008 26 55E 55 15 58N 008 26 55E	24500 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. SKRYDSTRUP APP/TWR
EKR42Z **JUVRE FBZ**	55 18 58N 008 42 06E 55 17 13N 008 45 11E 55 08 13N 008 45 10E 55 06 28N 008 42 05E 55 06 28N 008 24 45E 55 08 13N 008 21 40E 55 17 13N 008 21 39E 55 18 58N 008 24 44E 55 18 58N 008 42 06E	FL 260 3500 FT MSL	For IFR flight planning purposes only.
EKR44 **HALK**	55 09 18N 009 30 56E 55 10 58N 009 38 56E 55 08 28N 009 46 56E 55 04 58N 009 38 26E 55 09 18N 009 30 56E	7000 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. SKRYDSTRUP APP/TWR
EKR44Z **HALK FBZ**	55 14 00N 009 38 12E 55 13 55N 009 40 28E 55 10 18N 009 52 00E 55 07 00N 009 52 21E 55 01 53N 009 39 55E 55 02 04N 009 36 04E 55 08 21N 009 25 11E 55 11 33N 009 26 26E 55 14 00N 009 38 12E	FL 085 1500 FT MSL	For IFR flight planning purposes only. Routing to/from ADEP/ADES EKSP accepted.
EKR45 **HEVRING**	56 31 05N 010 23 19E 56 34 57N 010 23 15E 56 33 35N 010 30 39E 56 32 42N 010 31 26E 56 30 36N 010 25 09E 56 31 05N 010 23 19E	12000 FT MSL GND	AMC Manageable Area. Activation by NOTAM/ Daily NAV Warning. AARHUS APP/TWR
EKR45Z **HEVRING FBZ**	56 36 28N 010 17 47E 56 38 17N 010 22 19E 56 36 14N 010 33 25E 56 35 27N 010 35 04E 56 32 58N 010 37 15E 56 30 44N 010 36 03E 56 27 38N 010 26 48E 56 27 34N 010 24 03E 56 28 45N 010 19 34E 56 30 12N 010 17 54E 56 36 28N 010 17 47E	FL 135 3500 FT MSL	For IFR flight planning purposes only.
EKR47 **TRANUM NORD**	57 15 21N 009 28 11E 57 15 58N 009 29 35E 57 12 37N 009 39 05E 57 10 24N 009 38 05E 57 15 21N 009 28 11E	3500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. AALBORG APP/TWR

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR48 **TRANUM SYD**	57 07 58N 009 31 55E 57 09 58N 009 20 55E 57 12 04N 009 20 55E 57 15 21N 009 28 11E 57 10 24N 009 38 05E 57 07 58N 009 31 55E	12000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. AALBORG APP/TWR
EKR48Z **TRANUM SYD FBZ**	57 07 26N 009 17 28E 57 09 00N 009 15 23E 57 12 44N 009 15 23E 57 13 56N 009 16 25E 57 18 23N 009 26 14E 57 18 19N 009 30 25E 57 11 38N 009 43 46E 57 08 48N 009 43 27E 57 05 07N 009 34 05E 57 04 53N 009 31 26E 57 07 26N 009 17 28E	FL 135 3500 FT MSL	For IFR flight planning purposes only.
EKR53 **LYSEGRUND SYD**	56 19 08N 011 57 46E 56 18 13N 012 00 36E 56 13 08N 012 03 16E 56 11 43N 011 59 56E 56 13 38N 011 46 06E 56 19 08N 011 57 46E	6000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ACC KØBENHAVN
EKR53Z **LYSEGRUND SYD FBZ**	56 20 31N 012 04 13E 56 19 37N 012 05 30E 56 13 05N 012 08 55E 56 11 19N 012 07 52E 56 08 55N 012 02 14E 56 08 38N 011 59 49E 56 11 09N 011 41 36E 56 14 43N 011 40 06E 56 22 02N 011 55 35E 56 22 12N 011 59 00E 56 20 31N 012 04 13E	FL 075 3500 FT MSL	For IFR flight planning purposes only.
EKR70 **BLOKHUS**	57 06 58N 009 20 55E 57 10 58N 009 14 25E 57 14 28N 009 14 25E 57 18 58N 009 23 55E 57 18 58N 009 29 55E 57 10 58N 009 36 55E 57 06 58N 009 31 55E 57 06 58N 009 20 55E	30000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. KØBENHAVN ACC AALBORG APP/TWR

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR70Z **BLOKHUS FBZ**	57 09 23N 009 09 36E 57 10 25N 009 08 53E 57 15 07N 009 08 52E 57 16 18N 009 09 51E 57 21 35N 009 21 01E 57 21 58N 009 22 54E 57 21 58N 009 31 32E 57 21 02N 009 34 15E 57 11 32N 009 42 33E 57 09 56N 009 42 19E 57 04 40N 009 35 43E 57 03 58N 009 33 17E 57 03 58N 009 19 44E 57 04 30N 009 17 34E 57 09 23N 009 09 36E	FL 315 3500 FT MSL	For IFR flight planning purposes only.
EKR78 **NYMINDEGAB VEST**	55 54 00N 008 01 30E 55 54 00N 008 09 30E 55 47 00N 008 11 00E 55 47 00N 008 01 30E 55 54 00N 008 01 30E	3000 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. ACC KØBENHAVN Target towing. In connection with flights to and from Nymindegab private airfield supplementary information about periods of activities may be obtained from: Hjemmeværnsskolen, Kommandantskabet, TEL +45 76 52 34 56
EKR79 **NYMINDEGAB ØST**	55 51 58N 008 09 35E 55 52 00N 008 13 42E 55 48 00N 008 13 47E 55 47 59N 008 10 26E 55 51 58N 008 09 35E	3000 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. ACC KØBENHAVN Target towing. In connection with flights to and from Nymindegab private airfield supplementary information about periods of activities may be obtained from: Hjemmeværnsskolen, Kommandantskabet, TEL +45 76 52 34 56
EKR80 **KALLESMÆRSK ØST**	55 32 18N 007 59 25E 55 34 06N 007 59 15E 55 41 28N 008 04 00E 55 43 58N 008 02 37E 55 39 58N 007 55 55E 55 33 39N 007 49 52E 55 32 18N 007 59 25E	16500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ACC KØBENHAVN

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR81 **KALLESMÆRSK VEST**	55 33 39N 007 49 52E 55 39 58N 007 55 55E 55 43 58N 008 02 37E 55 48 03N 008 00 20E 55 46 40N 007 56 15E then counterclockwise along an arc, with a radius of 13,5 NM centered at 55 35 01N 008 08 12E to 55 38 55N 007 45 25E 55 34 36N 007 43 32E 55 33 39N 007 49 52E	16500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ACC KØBENHAVN
EKR95 **RAGHAMMER ODDE**	55 00 58N 014 44 56E 55 03 28N 015 00 26E 54 55 58N 015 03 56E 54 54 28N 014 54 56E 54 56 58N 014 46 26E 55 00 58N 014 44 56E	23000 FT MSL GND	
EKR96 **HULLEBÆK**	55 00 33N 014 50 36E 55 01 38N 014 55 41E 55 01 38N 014 57 11E 54 58 48N 014 58 46E 54 58 13N 014 54 11E 55 00 33N 014 50 36E	10500 FT MSL GND	

DANGER AREAS

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD310 **JYL A - TSA**	57 14 30N 008 57 00E 57 14 28N 009 00 00E 56 27 06N 009 00 00E 56 27 13N 008 01 57E 56 50 19N 007 51 19E 57 14 30N 008 57 00E	FL340 FL145	AMC-manageable area Activation by NOTAM ACC KØBENHAVN .
EKD310Z **JYL A – TSA FBZ**	57 17 01N 008 55 39E 57 16 55N 009 04 37E 56 24 34N 009 04 31E 56 24 42N 007 58 26E 56 51 23N 007 46 06E 57 17 01N 008 55 39E	FL 350 FL 145	For IFR flight planning purposes only.
EKD320 **NS A - TSA**	56 27 00N 005 04 31E 56 27 00N 006 30 00E 56 05 00N 006 30 00E 56 05 00N 005 04 29E 56 27 00N 005 04 31E	FL660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal-migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD320.
EKD320Z **NS A TSA FBZ**	56 29 29N 005 00 00E 56 29 28N 006 34 31E 56 02 28N 006 34 28E 56 02 28N 005 00 00E 56 29 29N 005 00 00E	FL660 FL195	For IFR flight planning purposes only.
EKD321 **NS B - TSA**	56 27 00N 006 30 00E 56 27 00N 007 34 00E 56 05 00N 007 36 30E 56 05 00N 006 30 00E 56 27 00N 006 30 00E	FL660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal-migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD321.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD321Z **NS B – TSA FBZ**	56 29 29N 007 38 15E 56 02 28N 007 41 16E 56 02 29N 006 25 32E 56 29 29N 006 25 29E 56 29 29N 007 38 15E	FL660 FL195	For IFR flight planning purposes only.
EKD322 **NS C – TSA**	56 05 00N 005 04 29E 56 05 00N 006 30 00E 55 36 00N 006 30 00E 55 36 00N 006 00 00E 55 22 32N 005 24 13E 55 07 56N 005 04 22E 56 05 00N 005 04 29E	FL660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal-migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD322. When military traffic operate within TYRA FIZ they will operate in accordance with rules and procedures applicable for TYRA FIZ. This includes the establishment of two-way radio communication with TYRA information.
EKD322Z **NS C – TSA FBZ**	56 07 29N 005 00 00E 56 07 28N 006 34 29E 55 33 29N 006 34 25E 55 33 30N 006 01 20E 55 20 40N 005 27 14E 55 04 24N 005 05 08E 55 06 43N 005 00 00E 56 07 29N 005 00 00E	FL660 FL195	For IFR flight planning purpose only.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD323 **NS D - TSA**	56 05 00N 006 30 00E 56 05 00N 007 36 30E 55 36 00N 007 39 30E 55 36 00N 006 30 00E 56 05 00N 006 30 00E	FL660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD323.
EKD323Z **NS D – TSA FBZ**	56 07 29N 006 25 31E 56 07 29N 007 40 44E 55 33 28N 007 44 11E 55 33 29N 006 25 35E 56 07 29N 006 25 31E	FL660 FL195	For IFR flight planning purposes only
EKD324 **NS E – TSA**	55 36 00N 006 00 00E 55 36 00N 006 30 00E 55 00 00N 006 29 58E 55 00 00N 005 04 22E 55 07 56N 005 04 22E 55 22 32N 005 24 13E 55 36 00N 006 00 00E	FL 660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD324.
EKD324Z **NS E – TSA FBZ**	55 38 30N 005 58 40E 55 38 29N 006 34 26E 54 57 28N 006 34 19E 54 57 28N 005 00 00E 55 08 47N 005 00 00E 55 24 23N 005 21 11E 55 38 30N 005 58 40E		For IFR flight planning purposes only

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD325 **NS F - TSA**	55 36 00N 006 30 00E 55 36 00N 007 39 30E 55 00 00N 007 38 37E 55 00 00N 006 29 58E 55 36 00N 006 30 00E	FL 660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gas installations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD325.
EKD325Z **NS F – TSA FBZ**	55 38 29N 007 44 00E 54 57 29N 007 42 54E 54 57 29N 006 25 37E 55 38 29N 006 25 35E 55 38 29N 007 44 00E	FL 660 FL 195	For IFR flight planning purposes only.
EKD350 **YDERFLAK**	56 06 43N 011 10 26E 56 01 18N 011 04 36E 56 06 58N 011 01 41E 56 09 18N 011 07 26E 56 06 43N 011 10 26E	6500 FT MSL GND	AMC manageable area. Activation by NOTAM Gun firing.
EKD350Z **YDERFLAK FBZ**	55 58 04N 011 07 23E 55 58 35N 011 00 25E 56 07 03N 010 56 03E 56 08 50N 010 57 08E 56 12 29N 011 06 08E 56 12 01N 011 10 42E 56 07 37N 011 15 47E 56 05 54N 011 15 50E 55 58 04N 011 07 23E	FL 080 3500 FT MSL	For IFR flight planning purposes only.
EKD351 **SCHULTZ GRUND**	56 06 43N 011 10 26E 56 09 18N 011 07 26E 56 10 48N 011 11 06E 56 10 38N 011 23 26E 56 06 43N 011 10 26E	UNL GND	AMC manageable area Activation by NOTAM Gun firing.
EKD351Z **SCHULTZ GRUND FBZ**	56 08 40N 011 01 45E 56 11 01N 011 02 31E 56 13 31N 011 08 38E 56 13 49N 011 10 20E 56 13 34N 011 27 42E 56 09 05N 011 29 38E 56 03 31N 011 11 09E 56 04 06N 011 07 04E 56 08 40N 011 01 45E	UNL 3500 FT MSL	For IFR flight planning purpose only

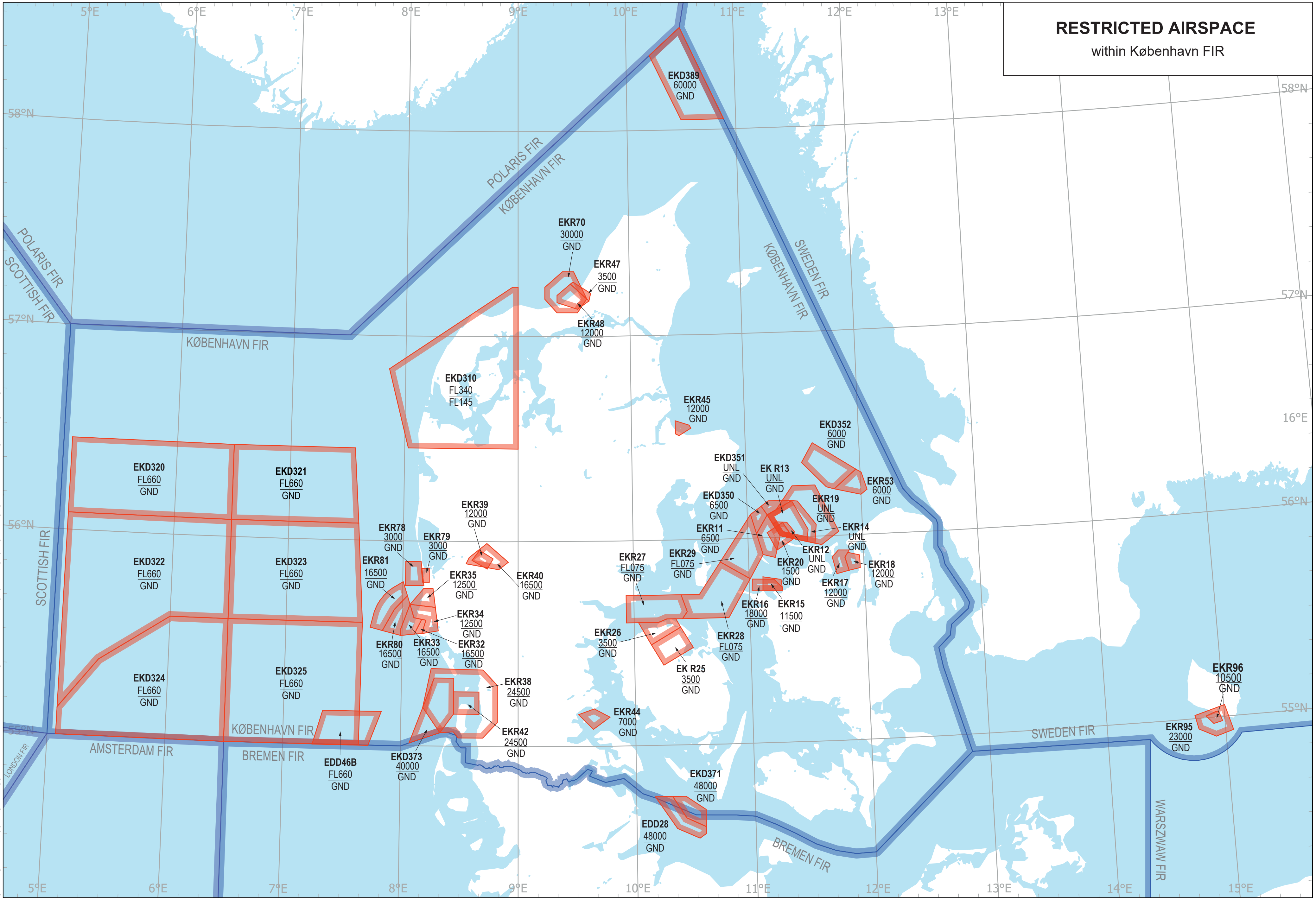
Identification Name	Lateral Limits (WGS-84)	Upper limit / Lower limit	Remarks (Time of activity and ATS-unit)
EKD352 **LYSEGRUND NORD**	56 27 23N 011 35 21E 56 19 08N 011 57 46E 56 13 38N 011 46 06E 56 14 18N 011 41 56E 56 21 43N 011 29 21E 56 27 23N 011 35 21E	6000 FT MSL GND	AMC Manageable Area. Activation by NOTAM Gun firing
EKD352Z **LYSEGRUND NORD FBZ**	56 20 47N 012 03 01E 56 17 48N 012 03 19E 56 10 52N 011 48 34E 56 10 32N 011 45 55E 56 11 32N 011 39 45E 56 11 57N 011 38 30E 56 20 23N 011 24 10E 56 22 22N 011 23 46E 56 30 01N 011 31 51E 56 30 36N 011 36 24E 56 20 47N 012 03 01E	FL 075 3500 FT MSL	For IFR flight planning purposes only.
EKD371 **MARSTAL BUGT**	54 45 00N 010 18 12E 54 45 00N 010 25 00E 54 41 00N 010 35 00E 54 35 57N 010 35 00E 54 38 40N 010 25 12E 54 45 00N 010 18 12E	48000 FT MSL SL	AMC Manageable area Activation by NOTAM PPR from Langen Information for penetration.
EKD371Z **MARSTAL BUGT FBZ**	54 48 00N 010 25 48E 54 47 44N 010 27 18E 54 43 03N 010 39 01E 54 41 44N 010 40 11E 54 34 18N 010 40 11E 54 32 32N 010 35 21E 54 36 08N 010 22 19E 54 36 42N 010 21 13E 54 44 53N 010 12 10E 54 48 00N 010 15 07E 54 48 00N 010 25 48E	FL 495 3500 FT MSL	Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only.
EKD373 **RØMØ VEST**	55 00 53N 008 04 22E 55 19 58N 008 16 55E 55 19 58N 008 26 55E 55 09 28N 008 26 55E 55 04 00N 008 20 00E 55 00 53N 008 04 22E	40000 FT MSL GND	AMC Manageable area Activation by NOTAM Gun firing.
EKD373Z **RØMØ VEST FBZ**	55 21 54N 008 12 34E 55 22 58N 008 15 16E 55 22 58N 008 29 06E 55 21 13N 008 32 11E 55 09 00N 008 32 10E 55 08 05N 008 31 39E 55 01 52N 008 23 46E 55 01 19N 008 22 28E 54 57 25N 008 02 57E 55 00 09N 007 58 18E 55 21 54N 008 12 34E	FL 415 3500 FT MSL	Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD389 **SKAGEN NORD**	58 02 58N 010 53 20E 58 30 00N 010 30 00E 58 21 57N 010 12 56E 58 02 58N 010 29 55E 58 02 58N 010 53 20E	60000 FT MSL GND	AMC manageable area Activation by NOTAM Gun firing.
EKD389Z **SKAGEN NORD FBZ**	58 30 00N 010 30 00E 57 59 58N 010 55 53E 57 59 58N 010 28 17E 58 00 54N 010 25 29E 58 19 51N 010 08 30E 58 30 00N 010 30 00E	FL 615 3500 FT MSL	For IFR flight planning purposes only
ED-D28 **OSTSEE/SCHÖNHAGEN**	54 45 00N 010 09 24E 54 45 00N 010 18 12E 54 38 40N 010 25 12E 54 35 57N 010 35 00E 54 34 00N 010 35 00E 54 32 39N 010 31 37E 54 35 35N 010 20 24E 54 45 00N 010 09 24E	48000 FT MSL GND	AMC Manageable Area. See AIP Germany for detail.
ED-28Z **OSTSEE/SCHÖNHAGEN FBZ**	54 47 30N 010 06 20E 54 47 20N 010 20 30E 54 40 37N 010 28 10E 54 37 31N 010 39 18E 54 32 41N 010 39 17E 54 29 48N 010 32 03E 54 33 36N 010 17 32E 54 44 38N 010 04 37E 54 47 30N 010 06 20E	FL 515 GND	For IFR flight planning purposes only. See AIP Germany for detail.
ED-D46B **NORDSEE**	55 00 00N 007 15 00E 55 10 00N 007 20 00E 55 10 00N 007 50 00E 55 00 00N 007 43 25E 55 00 00N 007 15 00E	FL 660 GND	AMC Manageable Area. See AIP Germany for detail.
ED-D46BZ **NORDSEE FBZ**	55 12 29N 007 16 43E 55 12 29N 007 56 18E 54 57 30N 007 46 25E 54 57 30N 007 09 15E 55 12 29N 007 16 43E	FL 660 GND	For IFR flight planning purposes only. See AIP Germany for detail.

An overview of activities in Danger and Restricted areas (EK-D and EK-R) within København FIR is available from NAVIAIR:

http://briefing.naviair.dk/

Military flights through the areas above are permitted when the areas are not reported active.



CHANGES: EKD301 TO EKD304 WITHDRAWN. N EW DANGER AREAS EKD310 AND 320 TO EKD325 ADDED. EDITORIAL CHANGES.

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

1. TEMPORARY SEGREGATED AREAS (TSA)

1.1 General
Within the areas described in the table below, special training flights with military fighter aircraft may take place periodically.

1.2 Information about use
Information about use is published by NAVIAIR or on Eurocontrols NOP-portal:
https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/
Short term information about active TSA's can be obtained from DENMIL or COPENHAGEN CONTROL

1.3 Special for IFR flights
For IFR flights, an ATC clearance, necessitating the entry into a TSA, will ensure that the flight will be separated from special training flights with the prescribed separation minima. IFR flights should flightplan to avoid an active TSA using the ATS route system or waypoints established for flight planning in Free Route Airspace.

1.4 Special for VFR flights
VFR flights should avoid entering an active TSA.

1.5 Use of TSA
Areas will be assigned using VFR levels, but are to be used within IFR level limits. A horizontal distance of 2.5 NM must be kept from the area limits.

Identification **Name**	**Lateral Limits (WGS-84)**	**Upper limit** **Lower limit**	**Remarks** **(Time of activity and ATS-unit)**
EKTSAJY2 **JYL B - TSA**	57 14 28N 009 00 00E 57 14 00N 009 54 00E 56 27 00N 009 54 30E 56 27 06N 009 00 00E 57 14 28N 009 00 00E	FL 340 FL 145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY2Z **JYL B - TSA FBZ**	57 16 59N 008 55 23E 57 16 27N 009 58 36E 56 24 28N 009 59 03E 56 24 35N 008 55 29E 57 16 59N 008 55 23E	FL 350 FL 145	For IFR flight planning purposes only
EKTSAJY3 **JYL C - TSA**	56 27 13N 008 01 57E 56 27 06N 009 00 00E 56 00 00N 009 00 00E 56 00 00N 008 12 07E 56 27 13N 008 01 57E	FL 660 FL 145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY3Z **JYL C - TSA FBZ**	56 29 43N 007 56 23E 56 29 34N 009 04 31E 55 57 29N 009 04 28E 55 57 29N 008 08 29E 56 29 43N 007 56 23E	FL 660 FL 145	For IFR flight planning purposes only

Identification Name	**Lateral Limits (WGS-84)**	**Upper limit** / **Lower limit**	**Remarks (Time of activity and ATS-unit)**
EKTSAJY4 **JYL D - TSA**	56 27 06N 009 00 00E 56 27 00N 009 54 30E 56 00 00N 009 54 30E 56 00 00N 009 00 00E 56 27 06N 009 00 00E	FL 660 FL 145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY4Z **JYL D - TSA FBZ**	56 29 36N 008 55 29E 56 29 29N 009 59 02E 55 57 29N 009 58 58E 55 57 29N 008 55 32E 56 29 36N 008 55 29E	FL 660 FL 145	For IFR flight planning purposes only
EKTSAJY5 **JYL E - TSA**	56 00 00N 008 12 07E 56 00 00N 009 00 00E 55 26 50N 009 00 00E 55 25 30N 008 26 30E 56 00 00N 008 12 07E	FL 660 FL 145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY5Z **JYL E - TSA FBZ**	56 02 29N 008 06 28E 56 02 29N 009 04 28E 55 24 30N 009 04 24E 55 22 51N 008 23 04E 56 02 29N 008 06 28E	FL 660 FL 145	For IFR flight planning purposes only
EKTSAJY6 **JYL F - TSA**	56 00 00N 009 00 00E 56 00 00N 009 54 30E 55 29 00N 009 54 30E 55 26 50N 009 00 00E 56 00 00N 009 00 00E	FL 660 FL 145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY6Z **JYL F - TSA FBZ**	56 02 29N 009 58 59E 55 26 39N 009 58 54E 55 24 08N 008 55 36E 56 02 29N 008 55 32E 56 02 29N 009 58 59E	FL 660 FL 145	For IFR flight planning purposes only
EKD310 JYL A – TSA, **EKD310Z JYL A – TSA FBZ,** **EKD320 NS A – TSA,** **EKD320Z NS A – TSA FBZ,** **EKD321 NS B – TSA,** **EKD321z NS B – TSA FBZ,** **EKD322 NS C – TSA,** **EKD322Z NS C – TSA FBZ,** **EKD324 NS D – TSA,** **EKD324Z NS D – TSA FBZ** **EKD325 NS E – TSA** **EKD325Z NS E – TSA FBZ**		Ref. MIL AIP DENMARK page ENR 5.1-14, ENR 5.1-15, ENR 5.1-16 and ENR 5.1-17.	

2. TEMPORARY RESERVED AREAS (TRA)

2.1 General

Within the Areas described in the table below, special training flights with military fighter aircraft may take place periodically. The training flights are conducted with due regard to civil flights but the Rules of The Air procedures concerning right-of-way may not always be complied with. IFR flights will be separated from special training flights. VFR flights should avoid entering an active TRA. If entry can not be avoided, two-way radio communication should be established with relevant ATS-unit. the ATS-unit will forward the information to the military ATS-units concerned.

2.2 Information about use

Information about use can be obtained from the relevant ATS-unit.

2.3 Use of TRA

Areas will be assigned using VFR levels, but are to be used within IFR level limits. A horizontal distance of 2.5 NM must be kept from the area limits.

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRAAA1 **AALBORG** 573858N 0102855E - 572238N 0104525E - 570158N 0104855E - 563343N 0095455E - 563828N 0094225E - 563828N 0084735E - 565958N 0083355E - 570713N 0083625E - 573858N 0100725E - 573858N 0102855E.	FL 195 FL 55	AALBORG APPROACH	H24
EKTRAAR1 **AAR** 552000N 0054400E - 552000N 0073906E - 550000N 0073837E - 500000N 0054400E - 552000N 0054400E	FL 330 FL 145	DENMIL INFORMATION	H24
EKTRAHA1 **HANS 1** 570000N 0073000E - 570700N 0074330E - 565019N 0075119E - 564300N 0073200E - 570000N 0073000E	FL 660 GND	DENMIL INFORMATION	H24
EKTRAHA2 **HANS 2** 564300N 0073200E - 565019N 0075119E - 562713N 0080157E - 562700N 0073400E - 564300N 0073200E	FL 660 GND	DENMIL INFORMATION	H24

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRAHA3 **HANS 3** 570700N 0074330E - 573623N 0083959E - 573338N 0084552E - 570713N 0083625E - 565019N 0075119E - 570700N 0074330E	FL 660 GND	DENMIL INFORMATION	H24
EKTRAHA4 **HANS 4** 565019N 0075119E - 570713N 0083625E - 564130N 0082730E - 563130N 0080000E - 565019N 0075119E - 565019N 0075119E	FL 660 GND	DENMIL INFORMATION	H24
EKTRAHA5 **HANS 5** 573338N 0084552E - 571718N 0092024E - 571418N 0092421E - 571430N 0085700E - 570713N 0083625E - 573338N 0084552E	FL 660 GND	DENMIL INFORMATION	H24
EKTRAHA6 **HANS 6** 570713N 0083625E - 571430N 0085700E - 571418N 0092421E - 570519N 0093606E - 564130N 0082730E - 570713N 0083625E -	FL 660 GND	DENMIL INFORMATION	H24
EKTRAJY1 **JYL 1** 571430N 0085700E - 571428N 0090000E - 562706N 0090000E - 562713N 0080157E - 565019N 0075119E - 571430N 0085700E	FL 340 FL 145	DENMIL INFORMATION	H24
EKTRAJY2 **JYL 2** 571428N 0090000E - 571400N 0095400E - 562700N 0095430E - 562706N 0090000E - 571428N 0090000E	FL 340 FL 145	DENMIL INFORMATION	H24
EKTRAJY3 **JYL 3** 562713N 0080157E - 562706N 0090000E - 560000N 0090000E - 560000N 0081207E - 562713N 0080157E	FL 660 FL 145	DENMIL INFORMATION	H24

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRAJY4 **JYL 4** 562706N 0090000E - 562700N 0095430E - 560000N 0095430E - 560000N 0090000E - 562706N 0090000E	FL 660 FL 145	DENMIL INFORMATION	H24
EKTRAJY5 **JYL 5** 560000N 0081207E - 560000N 0090000E - 552650N 0090000E - 552530N 0082630E - 560000N 0081207E	FL 660 FL 145	DENMIL INFORMATION	H24
EKTRAJY6 **JYL 6** 560000N 0090000E - 560000N 0095430E - 552900N 0095430E - 552650N 0090000E - 560000N 0090000E	FL 660 FL 145	DENMIL INFORMATION	H24
EKTRAKA1 **KARUP** 563828N 0094225E - 563343N 0095455E - 561128N 0095455E - 560317N 0092955E - 560508N 0081855E - 562713N 0081525E - 563828N 0084735E - 563828N 0094225E.	FL 195 FL 55	KARUP APPROACH	H24
EKTRAKT1 **KATTEGAT 1 (KGT 1)** 574456N 0110834E - 570816N 0113838E - 570158N 0104855E - 572238N 0104525E - 573058N 0103701E - 574456N 0110834E	FL 195 GND	DENMIL INFORMATION	H24
EKTRAKT2 **KATTEGAT 2 (KGT 2)** 570816N 0113838E - 565908N 0114558E - 562715N 0115901E - 561715N 0113656E - 563506N 0104702E - 565138N 0102855E - 570158N 0104855E - 570816N 0113838E.	FL 195 GND	DENMIL INFORMATION	H24
EKTRALA1 **LANGELAND (LAN)** 551548N 0110557E - 545928N 0113346E - 543610N 0111000E - 543840N 0110000E - 543910N 0105000E - 543920N 0104000E - 543930N 0103000E - 544200N 0102000E - 544435N 0101000E - 544447N 0100900E - 545924N 0102509E - 551548N 0110557E.	FL 195 GND	DENMIL INFORMATION	H24

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRANS1 **NS 1** 570000N 0050435E - 570000N 0063000E - 562700N 0063000E - 562700N 0050431E - 570000N 0050435E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS2 **NS 2** 570000N 0063000E - 570000N 0073000E - 564300N 0073200E - 562700N 0073400E - 562700N 0063000E - 570000N 0063000E -	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS3 **NS 3** 562700N 0050431E - 562700N 0063000E - 560500N 0063000E - 560500N 0050429E - 562700N 0050431E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS4 **NS 4** 56 27 00N 006 30 00E - 56 27 00N 007 34 00E - 56 05 00N 007 36 30E - 56 05 00N 006 30 00E - 56 27 00N 006 30 00E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS5 **NS 5** 560500N 0050429E - 560500N 0063000E - 553600N 0063000E - 553600N 0060000E - 552232N 0052413E - 550756N 0050422E - 560500N 0050429E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS6 **NS 6** 560500N 0063000E - 560500N 0073630E - 553600N 0073930E - 553600N 0063000E - 560500N 0063000E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS7 **NS 7** 553600N 0060000E - 553600N 0063000E - 550000N 0062958E - 550000N 0050422E - 550756N 0050422E - 552232N 0052413E - 553600N 0060000E	FL 660 GND	DENMIL INFORMATION	H24

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRANS8 **NS 8** 553600N 0063000E - 553600N 0073930E - 550000N 0073837E - 550000N 0062958E - 553600N 0063000E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS9 **NS 9** 562713N 0080157E - 560500N 0081000E - 560500N 0073630E - 562700N 0073400E - 562713N 0080157E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS10 **NS 10** 560500N 0073630E - 560500N 0081000E - 552530N 0082630E - 552421N 0080007E - 552252N 0073910E - 553600N 0073930E - 560500N 0073630E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS11 **NS 11** 552530N 0082630E - 550417N 0082655E - 550409N 0082344E - 550337N 0081915E - 550348N 0081802E - 550000N 0080000E - 550000N 0074400E - 550000N 0073837E - 552252N 0073910E - 552421N 0080007E - 552530N 0082630E	FL 660 GND	DENMIL INFORMATION	H24
EKTRASK1 **SKRYDSTRUP** 552958N 0095456E - 551858N 0100346E - 550348N 0100250E - 545100N 0093100E - 545015N 0091700E - 545220N 0091320E - 545400N 0090110E - 545500N 0084000E - 550417N 0082655E - 552549N 0082655E - 552958N 0095456E.	FL 195 FL 55	SKRYDSTRUP APPROACH	H24

BLANK

3. EXERCISE "BOLD MERCY"

3.1 Designation
EXERCISE BOLD MERCY

3.2 Description
A periodic medium scale Search and Rescue (SAR) exercise, conducted with live flying search and rescue operations. The exercise is separated into 6 parts, indicated as follows:

a. BOLD MERCY ATLANTIC SOUTH.

b. BOLD MERCY ATLANTIC MIDDLE.

c. BOLD MERCY ATLANTIC NORTH.

d. BOLD MERCY BALTIC SOUTH.

e. BOLD MERCY BALTIC CENTRAL.

f. BOLD MERCY BALTIC NORTH.

Exercise operations will take place in the Atlantic area in even years and in the Baltic area in uneven years. Each part will be conducted independently; different dates and times for each part may be applicable.

3.3 FIR's affected

Amsterdam	Polaris
Bodø	Reykjavik
Bodø oceanic	Scottish
Bremen	Shanwick Oceanic
Brussels	Sonderstrom
København	Sweden
London	Vilnius
Riga	Warszawa
Finland	Tallinn

3.4 Vertical and lateral limits
BOLD MERCY exercise will normally take place from Sea level to FL 60. The exact vertical limits for each area will be included in the Class I activation NOTAM (Dates and Times, ENR 5.2-6)

A. Bold Mercy Atlantic South

1.	Amsterdam FIR:	The North Sea area of the FIR
2.	Brussels FIR:	The North Sea area North of 51°N
3.	Bremen FIR:	The North Sea and Baltic Sea area of the FIR.
4.	København FIR:	The North Sea area South of 57°N and The Baltic Sea West of 012°E
5.	Scottish FIR:	The North Sea area South of 56°N.
6.	London FIR:	The North Sea area North of 51°N.

B. Bold Mercy Atlantic Middle

1. København FIR: The North Sea and Skagerrak area North of 55°N and West of 010°E
2. Sweden FIR: The Skagerrak area North of 58°N and West of 012°E
3. Polaris FIR/ Oslo AOR: The area South of 59°N and West of 012°E.
4. Reykjavik FIR: The area South of 63°N and East of 010°W.
5. Scottish FIR: The North Sea and Atlantic area North of 55°N and East of 010°W.
6. Polaris FIR/ Stavanger AOR: The area South of 63°N and West of 007°30E.
7. Polaris FIR/ Bodø AOR: The area South of 63°N

C. Bold Mercy Atlantic North

1. Polaris FIR/ Bodø Oceanic The sea West of 024°E and South of 72°N.
2. Reykjavik FIR: The entire FIR.
3. Scottish FIR/ Shanwick Oceanic: The sea area North of 60°N.
4. Søndrestrøm FIR: The area West of 56°W and between 60°N and the North Pole.
5. Polaris FIR/ Stavanger AOR: The area North of 60°N and West of 007°30E.
6. Polaris FIR/ Bodø AOR: All the sea area within the FIR limits. The land area South of 63°N and West of 007°30. The land area North of 65°N but no closer than 20 NM to the international border. The land area West of 024°E but not closer than 20 NM to the international border.

D. Bold Mercy Baltic South

1. København FIR: The sea area in The Baltic.
2. Warszawa FIR: The entire sea area in The Baltic.
3. Berlin FIR: The entire sea area in The Baltic.
4. Bremen FIR: The sea area in The Baltic.
5. Sweden FIR: The sea area West of Øland.

E. Bold Mercy Baltic Central

1. Riga FIR: The entire sea area in The Baltic.
2. Vilnius FIR: The entire sea area in The Baltic.
3. Warszawa FIR: The entire sea area in The Baltic.
4. Sweden FIR: The sea area in The Baltic East of a line between Bornholm and Stockholm

F. Bold Mercy Baltic North

1. Sweden FIR: The sea area in The Baltic North of Stockholm.
2. Tallinn FIR: The sea area in The Baltic.
3. Riga FIR: The entire area in The Baltic.
4. Finland FIR: The entire area in The Baltic.

3.5 Dates and times

The exercise will be conducted periodically at dates and times to be promulgated approximately 10 days in advance of each exercise by separate Class I NOTAM and additionally a Class II NOTAM as required.

3.6 Procedures for exercise aircraft

Exercise aircraft flying to and from SAR exercise areas will comply with ICAO or national ATC procedures including filing of flight plans. SAR aircraft operations in the search area will be conducted in VMC only and will comply with national ATS procedures.
During SAR operations, exercise aircraft will be in contact with the RCC concerned.

3.7 Procedures for non-exercise aircraft

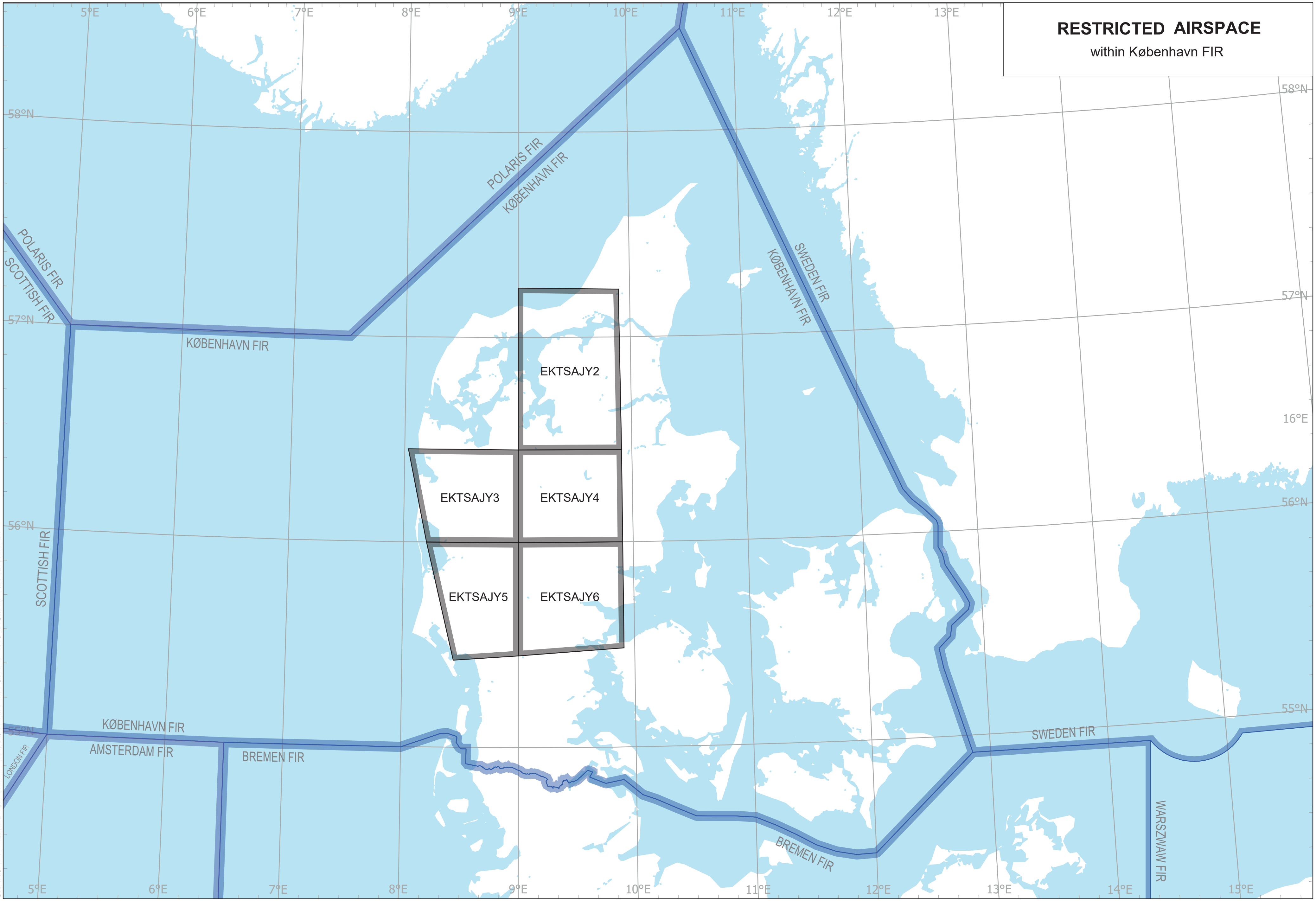
During the exercise period as notified by Class I NOTAM as specified above in Dates and Times, non-exercise aircraft:

a. are advised to avoid the actual scene of rescue operations

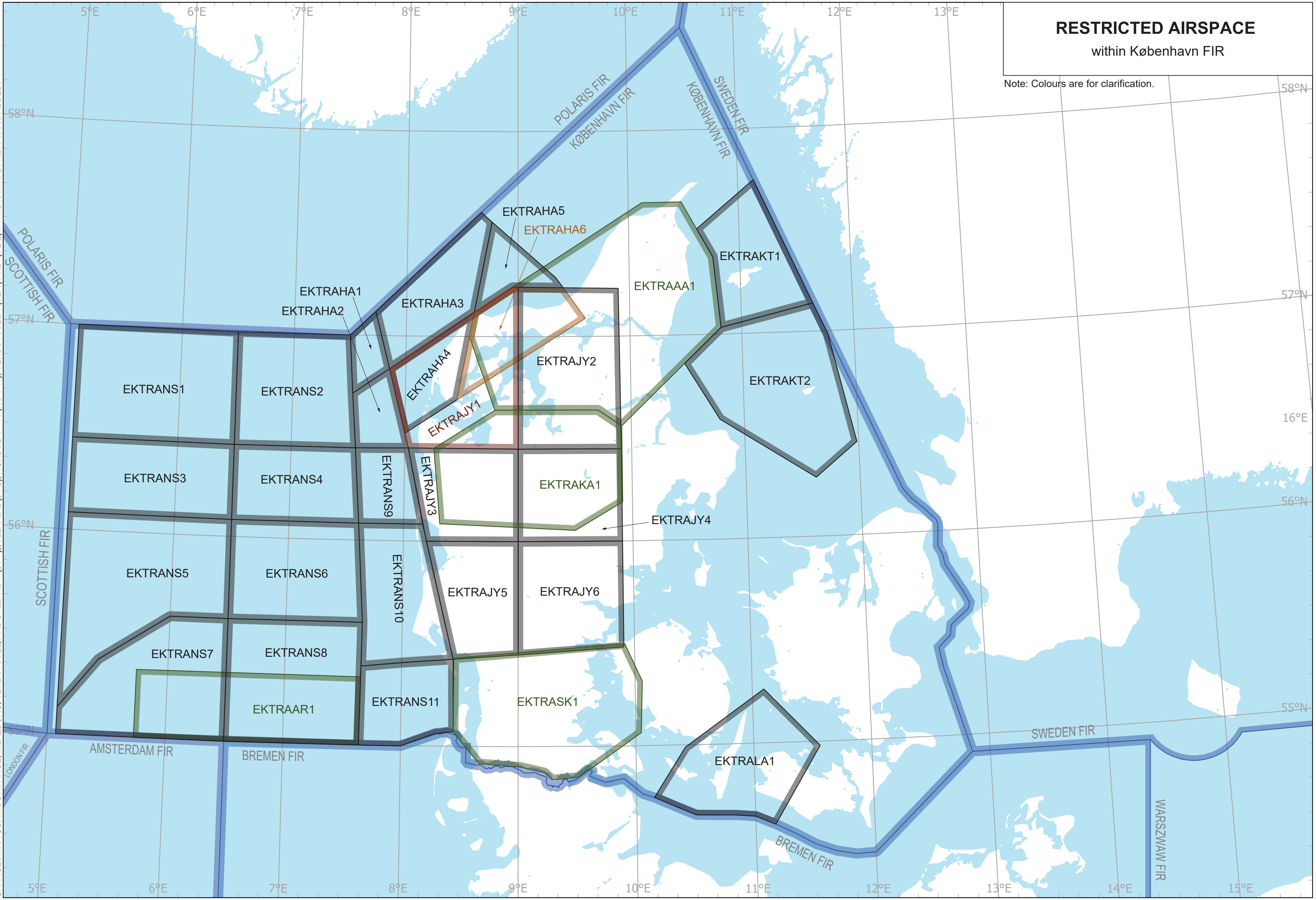
b. may, in order to comply with a. above, if necessary obtain information on actual SAR exercise activities in the areas through the appropriate ATS unit (incl. Flight Information Service).

3.8 Contact authority

To be provided in the activation NOTAM for each exercise.



CHANGES: TSA Area SIL1 WITHDRAWN. 5 NEW TEMPORARY SEGREGATED AREAS ADDED.



CHANGES:TRA CORRIDOR FANOE, SILKEBORG, VENDSYSSEL, AND JYLLAND 1 (JY 1),JYLLAND 2 (JY 2), NORDSØ 1 - 11 (NS 1-11), VENDSYSSEL 1 (VE 1) AND (VE 2) WITHDRAWN. 24 NEW TRA'S ADDED.

3. AIR-TO-AIR REFUELING AREAS (AARA)

3.1 General

Air refueling (AAR) in EKDK FIR should normally be performed in one of the preplanned AAR Tracks listed in 3.2. AAR is however not limited to the preplanned AAR tracks and can be completed in the entire EKDK FIR after coordination with ACC Copenhagen.

AAR in the AAR Tracks listed in 3.2 will normally include a clearance to remain inside the associated TSA / TRA (see chart ENR 5.3-5) which requires the AAR participants to stay within and not closer than 2.5NM to the lateral limits of the associated TSA / TRA unless otherwise coordinated with the controlling agency.

The inbound track is flown from the Additional Point and to the Anchor Point followed by a turn in the specified direction. The inbound track can be shortened but not extended unless coordinated with the controlling agency.

3.2 Air Refueling Tracks

STORK track Altitude Block: FL180-280 Anchor Point: N55°08.00’ E007°18.00’ Additional Point: N55°08.00’ E006°08.00’ Inbound Track: 090°T Turn direction: Left Associated: EKTRAAR1 (AAR)	RANDI track Altitude Block: FL150-240 Anchor Point: N57°00.00’ E009°00.00’ Additional Point: N57°25.00’ E010°10.00’ Inbound Track: 235°T Turn direction: Left Associated: EKTRAAA1 (AALBORG)
SOFIA track Altitude Block: FL180-280 Anchor Point: N56°12.00’ E005°55.00’ Additional Point: N56°50.00’ E005°55.00’ Inbound Track: 180°T Turn direction: Left Associated: EKD320 / EKTRANS3 / NS A EKTRANS1	SARAH track Altitude Block: FL150-240 Anchor Point: N55°20.00’ E008°45.00’ Additional Point: N55°20.00’ E009°45.00’ Inbound Track: 270°T Turn direction: Left Associated: EKTRASK1 (SKRYDSTRUP)
ROBIN track Altitude Block: FL180-280 Anchor Point: N56°48.00’ E005°35.00’ Additional Point: N56°48.00’ E007°00.00’ Inbound Track: 270°T Turn direction: Left Associated: EKTRANS1 EKTRANS2	

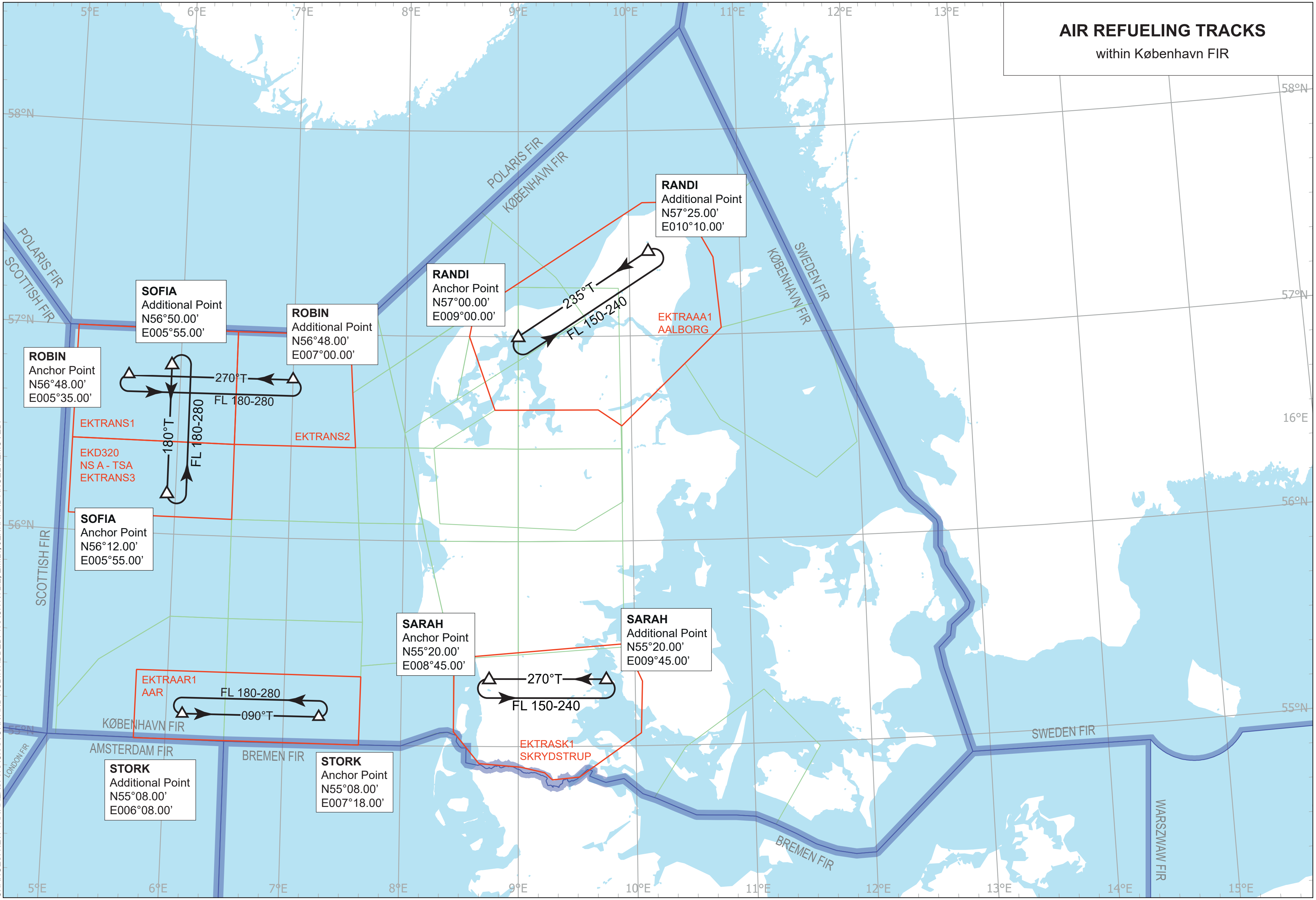
3.3. Reservation and allocation

A reservation request must be forwarded via e-mail to RDAF National Air Operations Center (NAOC) NLT 72 hours prior intended use: FKO-KTP-F-NAOC-AIRSPACE@MIL.DK

The reservation request must include the following information:

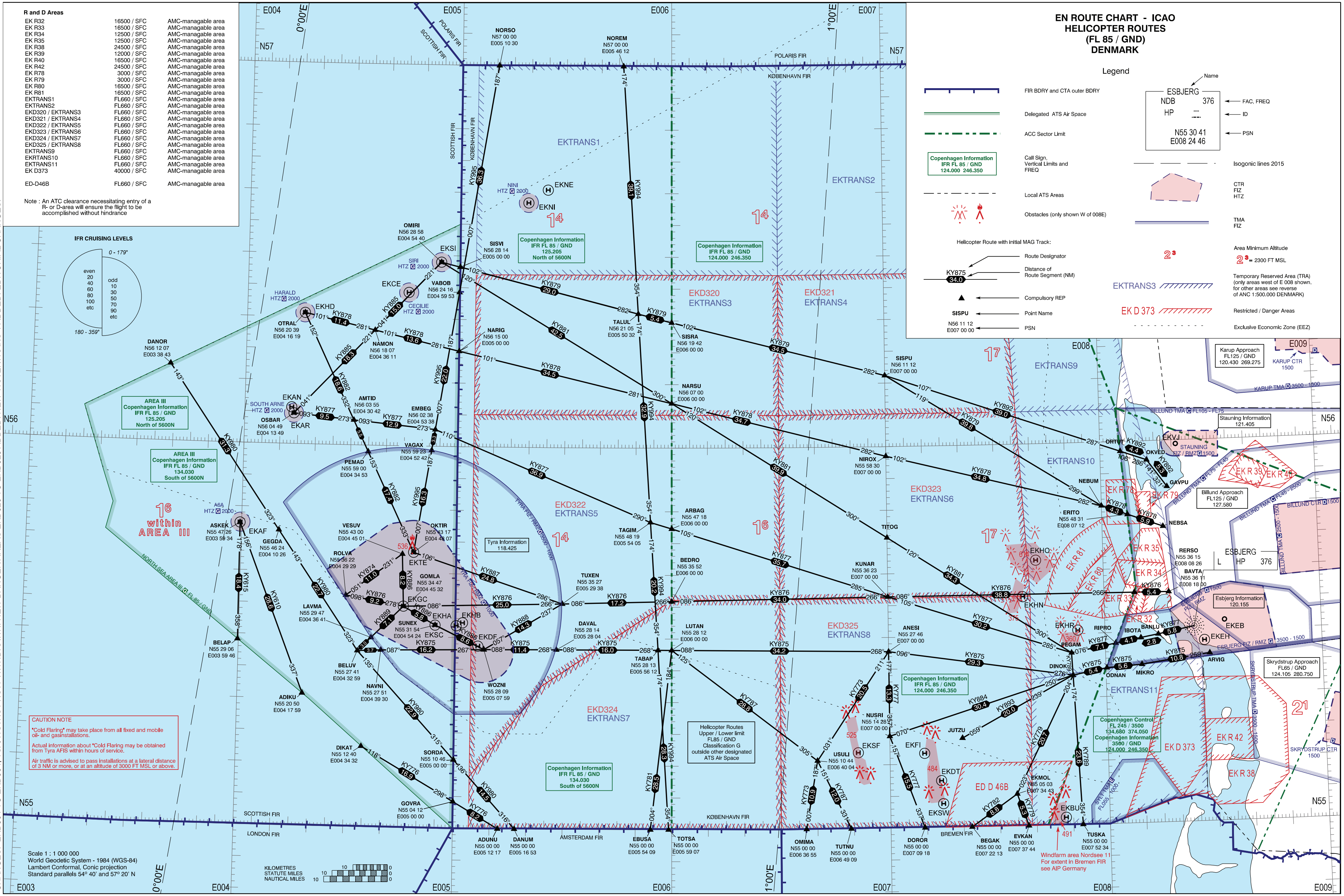
- AAR Date
- Start Time (Z)
- End Time (Z)
- Tanker Type
- Tanker Callsign
- Requested Altitude Block
- Preferred AAR Track
- Alternate AAR Track
- Refueling equipment (boom and/or drogue)
- Receivers (callsign(s), number, type, expected offload per receiver)
- Desired RV procedure
- Expected Total Offload
- Opportunity (dry) hookup by RDAF F-16/F-35A permitted (Y/N)
- Fuel Owner POC during AAR (Name, contact phone#, chat handle)
- AAR POC (Name, contact phone#, e-mail).

A confirmation by NAOC only guarantees that no known military activity is scheduled in the specific area during the requested timeframe. Specific allocation will be performed by the controlling agency when approaching the AAR area. AAR units must therefore be flexible and always ready to move to another area.
NAOC Future Operations, phone: +45 728 40619



CHANGES: NEW TRA AREAS. TRACK STORK AND ROBIN ADDED. TRACK KYLIE, EMILY, JENNA AND ANGEL REMOVED.

CHANGES: EKD301 TO EKD304, TSA/TRA NS1-NS11 WITHDRAWN. NEW DANGER AREAS EKD320 TO EKD325 ADDED. NEW TRA EKTRANS 1 ADDED. EDITORIAL CHANGES.



PART 3 - AERODROMES

AD 0

AD 0.1	**Preface**	See GEN 0
AD 0.2	**Record of MIL AIP amendments**	See GEN 0
AD 0.3	**Record of MIL AIP SUP**	See GEN 0
AD 0.4	**Checklist of MIL AIP pages**	See GEN 0
AD 0.5	**List of handamendments**	See GEN 0

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 1 Aerodromes, introduction.

Ad 1.1	Civil use of military air bases in Denmark	AD 1.1-1
	1. General	AD 1.1-1
	2. Submission of application	AD 1.1-1
	3. Rules and Conditions	AD 1.1-1
AD 1.2	Crash, Rescue, Firefighting and Snow plan	AD 1.2-1
	1. Acft crash, rescue and firefighting service	AD 1.2-1
	2. Snow plan	AD 1.2-2

AD 2 Aerodromes

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

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

For each aerodrome the following details are included:

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

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

AD 3 Greenland

Ilulissat BGJN	BGJN AD 3.1-1
Mestersvig BGMV	BGMV AD 3.1-1
Narsarsuaq BGBW	BGBW AD 3.1-1
Station Nord BGNO	BGNO AD 3.1-1

CHART SYMBOLS
VISUAL APPROACH AND AERODROME CHARTS

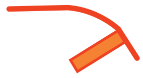
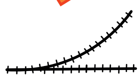
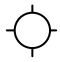
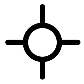
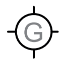
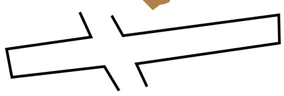
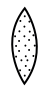
BUILD UP AREA	
ROADS	
RAILWAY	
SHORE LINE	
LAKE	
STREAM	
WOOD	
SPOT ELEVATION	• 167
HELICOPTER LANDING SITE	H
CIVIL AERODROME	
MILITARY AERODROME	
JOINT CIVIL/MILITARY AERODROME	
PRIVATE AERODROME	
GLIDING SITE	
AERODROME	
RUNWAY (SOFT SURFACE)	
RUNWAY (HARD SURFACE)	
TAXIWAY AND APRON	
CLOSED RUNWAYS AND TAXIWAYS	
WINDSOCK	

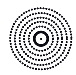
CHART SYMBOLS
VISUAL APPROACH AND AERODROME CHARTS

APPROACH LIGHT 

AERODROME REFERENCE POINT 

LOCATION OF RADIO FACILITY 

MARKER BEACON 

NDB/LOCATOR 

TACAN 

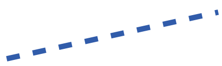
VOR 

VOR/DME 

VORTAC 

AERODROME BEACON 

TMA BOUNDARY 

CTR BOUNDARY 

RESTRICTED AIRSPACE 

OBSTRUCTION(S) 

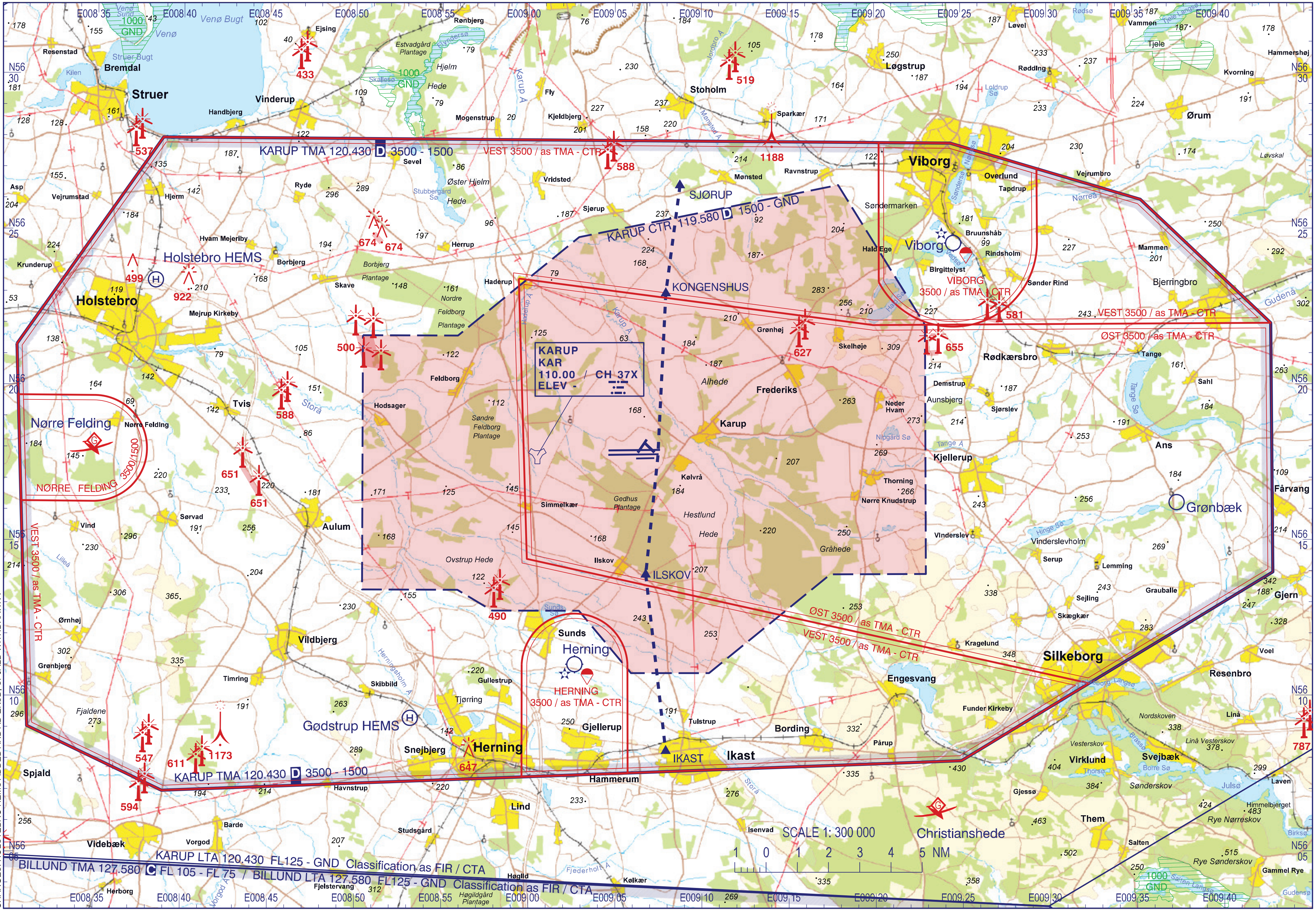
OBSTRUCTION(S) LIGHTED 

TRANSMISSION LINES

GLIDER FLYING MAY TAKE PLACE 

HANG GLIDER SITE 

AREA WITH SENSITIVE FAUNA 



CHANGES: HOLSTEBRO HEMS ADDED AND AD EKSD, SPJALD WITHDRAWN.

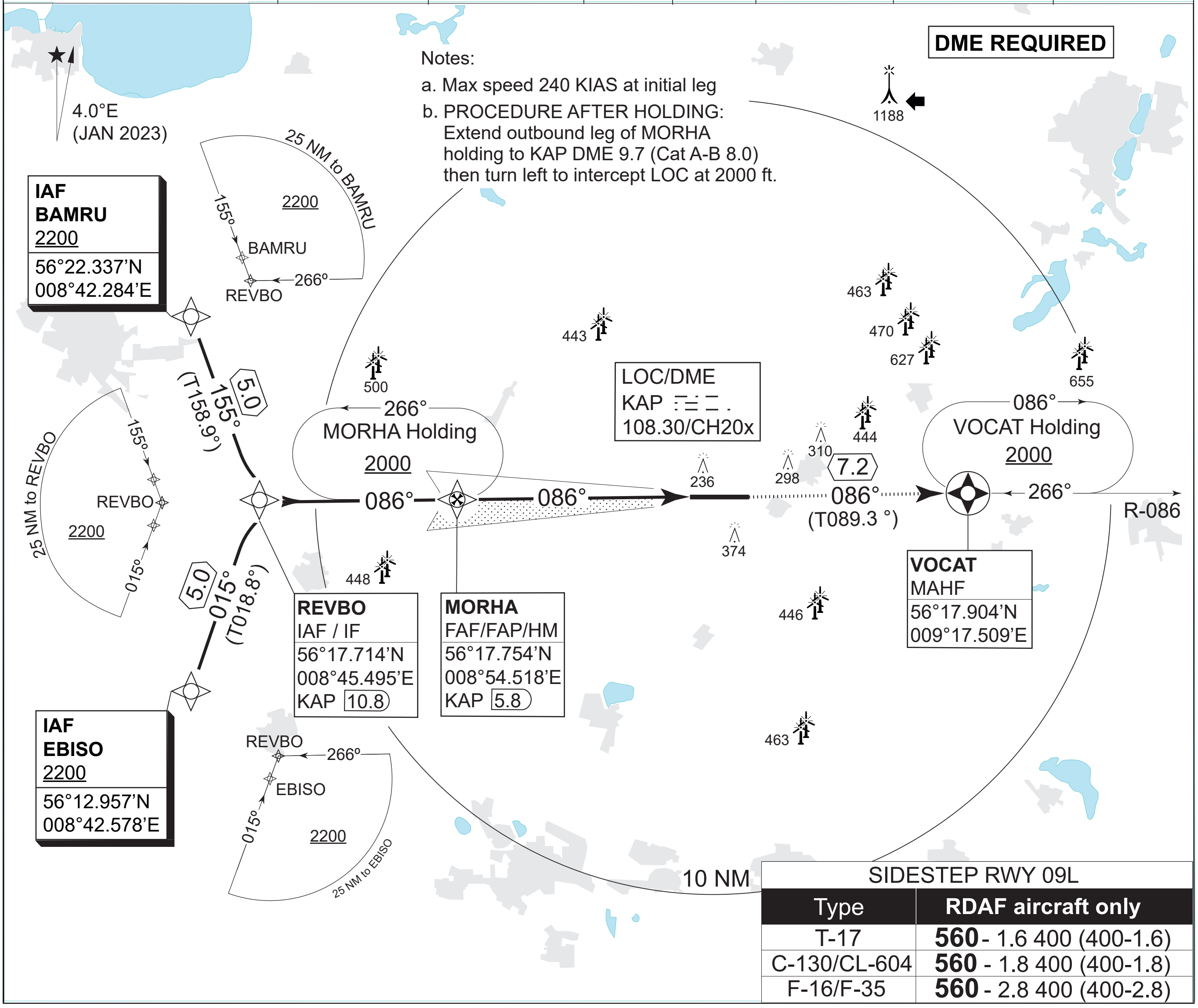
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

AD ELEV 171

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

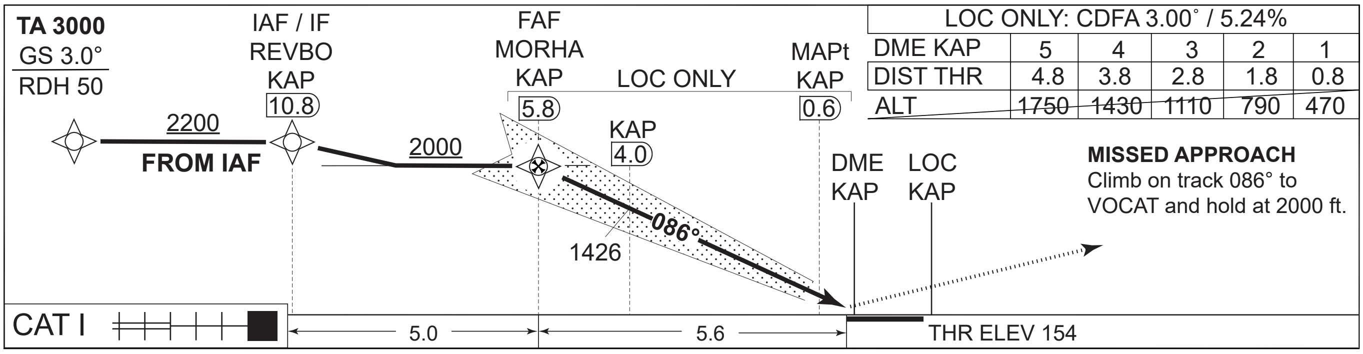
COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KAP 108.300/CH20X	086º	2000 FT	3.00º	**354**	154	900 M	9607 FT



SIDESTEP RWY 09L	
Type	RDAF aircraft only
T-17	**560** - 1.6 400 (400-1.6)
C-130/CL-604	**560** - 1.8 400 (400-1.8)
F-16/F-35	**560** - 2.8 400 (400-2.8)

LOC ONLY: CDFA 3.00˚ / 5.24%					
DME KAP	5	4	3	2	1
DIST THR	4.8	3.8	2.8	1.8	0.8
ALT	1750	1430	1110	790	470



MISSED APPROACH
Climb on track 086° to VOCAT and hold at 2000 ft.

CATEGORY	A	B	C	D	E
MIPS S-ILS CAT I	**354** - 550 200 (200-0.8/1.2)				
MIPS S-LOC 09R	**470** - 750 316 (400-0.8/1.4)				
MIPS CIRCLING	**670** - 1.5 499 (500-1.5)	**680** - 1.6 509 (600-1.6)	**840** - 2.4 669 (700-2.4)	**880** - 3.6 709 (800-3.6)	**1120** - 3.6 949 (1000-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

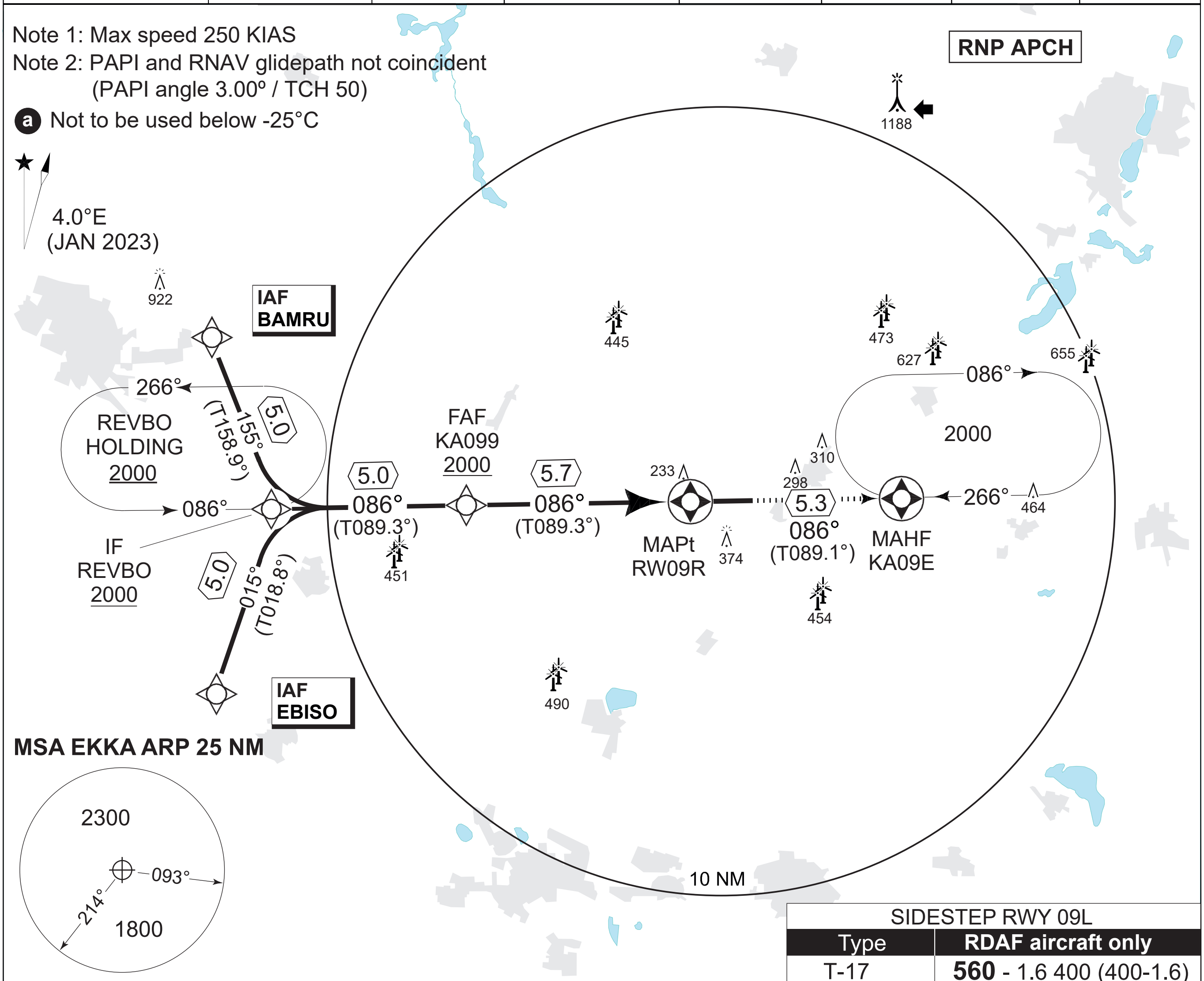
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MINIMA	THR ELEV	ALS length	LDA
46175 / E09A	086°	2000 FT	3.0° (5.24%)	**See CAT**	154	900 M	9607 FT

Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident
(PAPI angle 3.00° / TCH 50)
ⓐ Not to be used below -25°C

RNP APCH

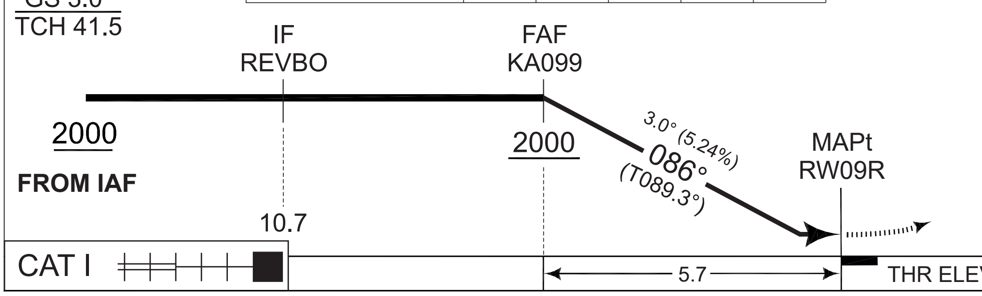


SAFE ALT 100NM 2400

SIDESTEP RWY 09L	
Type	RDAF aircraft only
T-17	**560** - 1.6 400 (400-1.6)
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



MISSED APPROACH
Climb on track to overfly KA09E and hold at 2000 ft.
RW09R - KA09E [A2000+,HM]

CATEGORY	A	B	C	D	E
LPV (DA)	**404** - 600 250 (300-0.8/1.3)				
LNAV/VNAV (DA) ⓐ	**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)

MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

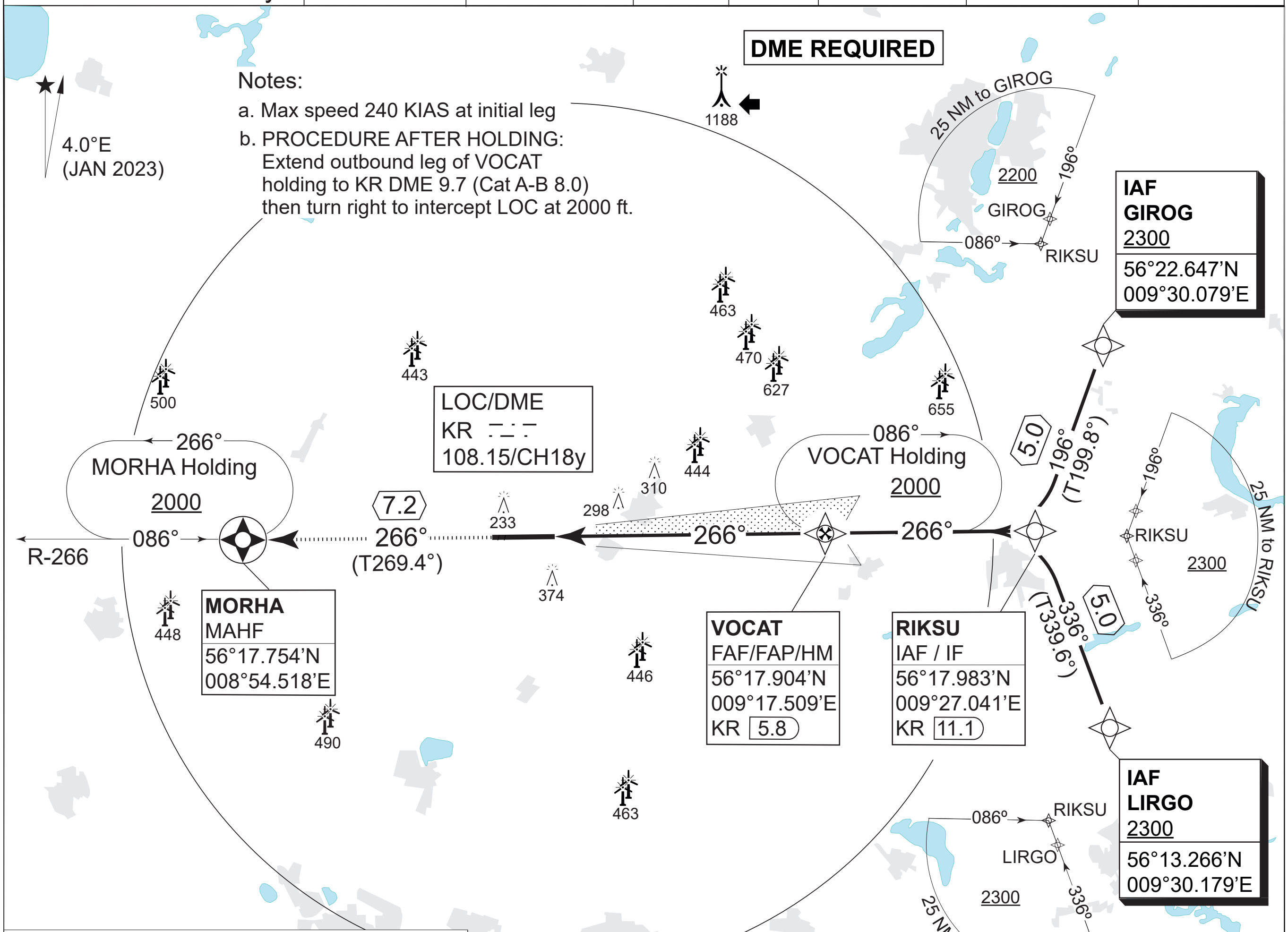
BLANK

AD ELEV 171

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

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

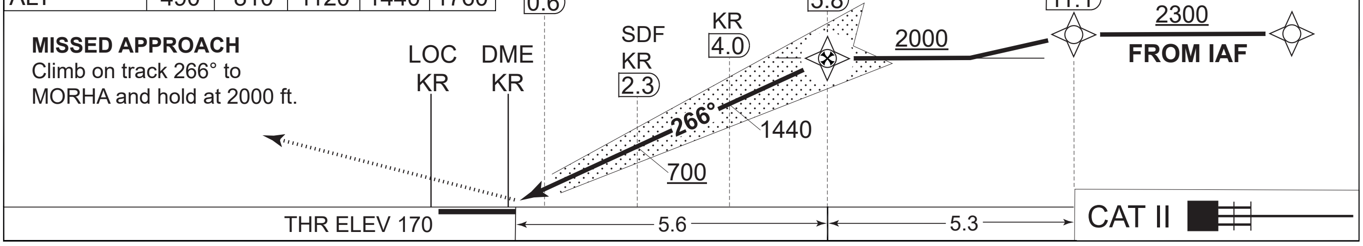
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KR 108.150/CH18y	266º	2000 FT	3.00º	**370**	170	900 M	9607 FT



SIDESTEP RWY 27R	
Type	**RDAF aircraft only**
T-17	**570** - 1.6 400 (400-1.6)
C-130/CL-604	**570** - 1.8 400 (400-1.8)
F-16/F-35	**570** - 2.8 400 (400-2.8)

LOC ONLY: CDFA 3.00˚ / 5.24%					
DME KR	1	2	3	4	5
DIST THR	0.8	1.8	2.8	3.8	4.8
ALT	490	810	1120	1440	1760

MISSED APPROACH
Climb on track 266° to MORHA and hold at 2000 ft.



CATEGORY		A	B	C	D	E
MIPS	S-ILS CAT I	**370** - 550 200 (200-0.8/1.2)				
	S-ILS CAT II	**RA 106** (DA 270) - 350 100				N/A
	S-LOC 27L	**480** - 750 310 (400-0.8/1.4)				
	CIRCLING	**670** - 1.5 499 (500-1.5)	**680** - 1.6 509 (600-1.6)	**840** - 2.4 669 (700-2.4)	**880** - 3.6 709 (800-3.6)	**1120** - 3.6 949 (1000-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

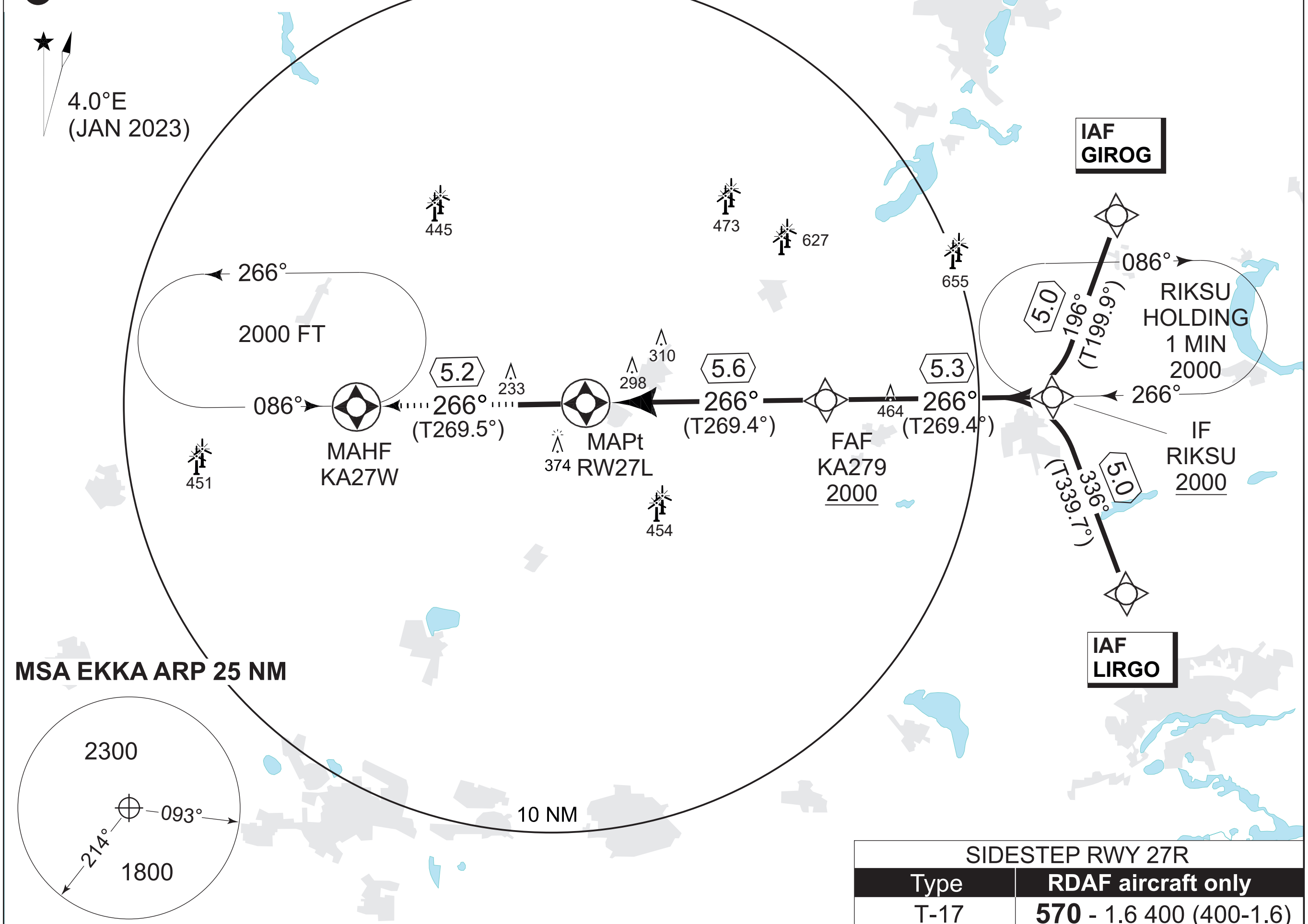
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MINIMA	THR ELEV	ALS length	LDA
54104 / E27A	266°	2000 FT	3.0° (5.24%)	**See CAT**	170	900 M	9607 FT

Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident
(PAPI angle 3.00º / TCH 50)
(a) Not to be used below -25°C

RNP APCH



MSA EKKA ARP 25 NM

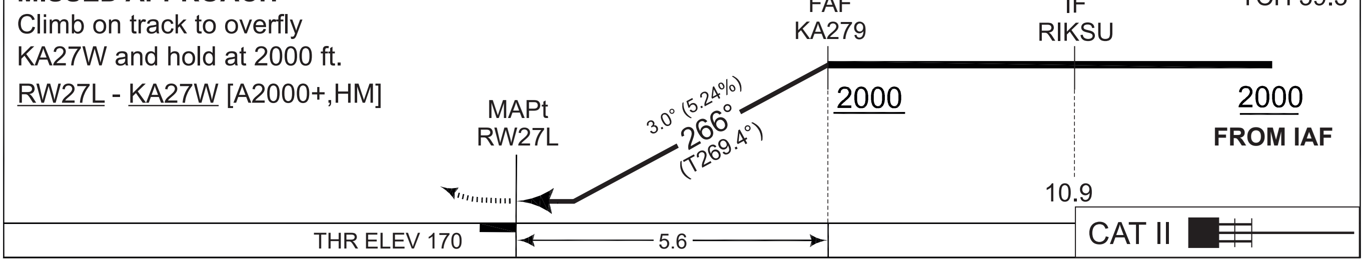
SAFE ALT 100NM 2400

SIDESTEP RWY 27R	
Type	RDAF aircraft only
T-17	**570** - 1.6 400 (400-1.6)
C-130/CL-604	**570** - 1.8 400 (400-1.8)

DIST TO RW27L	1	2	3	4	5
NOM. ALTITUDE	530	850	1170	1490	1800

TA 3000
GS 3.0°
TCH 39.3

MISSED APPROACH
Climb on track to overfly KA27W and hold at 2000 ft.
RW27L - KA27W [A2000+,HM]



CATEGORY	A		B		C		D		E	
LPV (DA)	**420** - 600 250 (300-0.8/1.3)									
LNAV/VNAV (DA) (a)	**500** - 800 330 (400-0.8/1.5)									
LNAV (MDA)	**510** - 800 340 (400-0.8/1.5)									
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)

MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

BLANK

AD ELEV 141

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

LOC-DME	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
ISPA 109.35/CH 30y	101°	2000 FT	3.00°	**326**	126	900 M	9863 FT

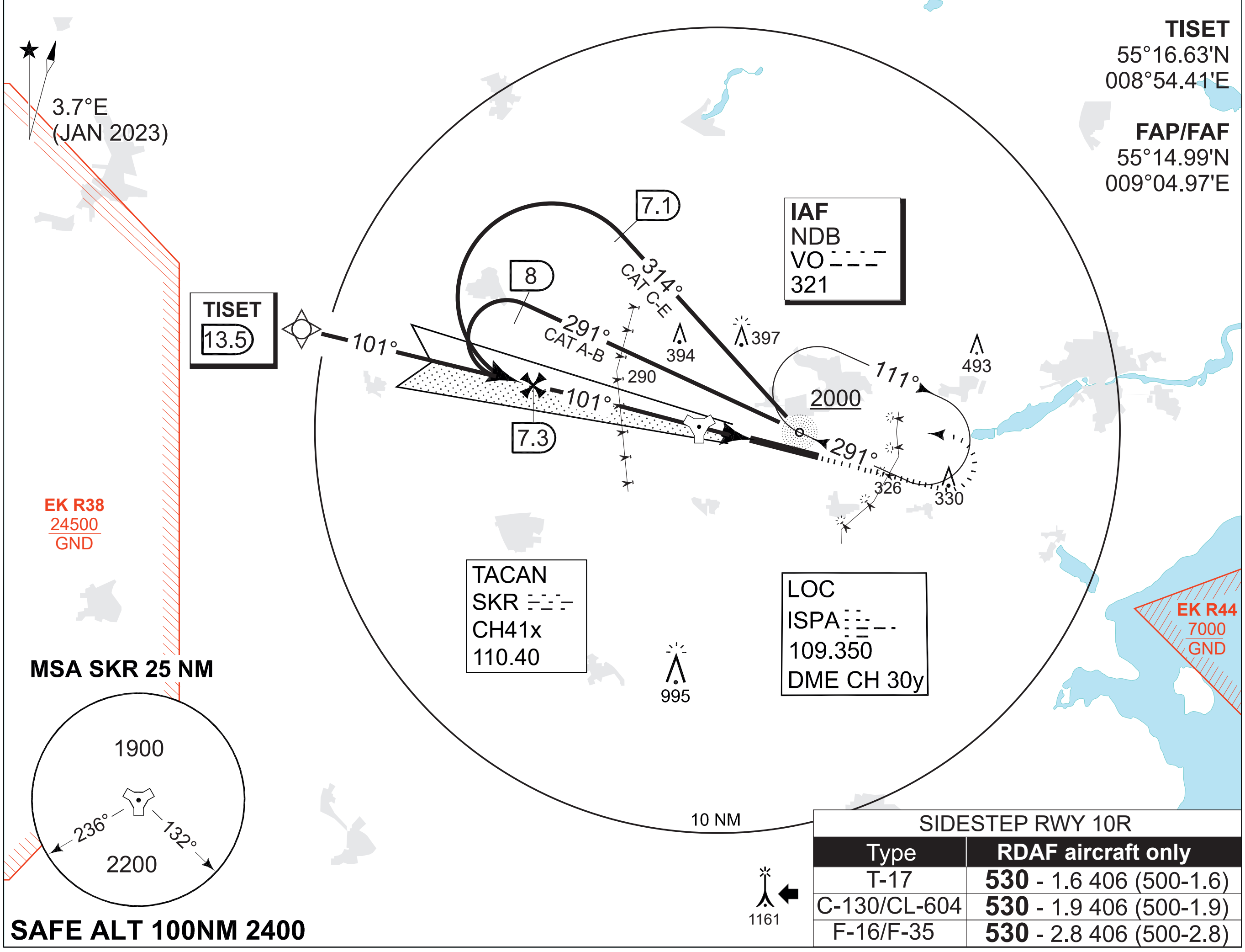
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

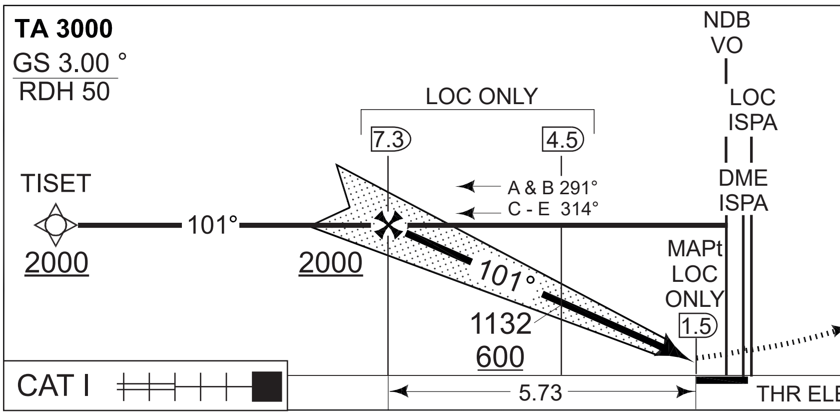
TISET
55°16.63'N
008°54.41'E

FAP/FAF
55°14.99'N
009°04.97'E



SIDESTEP RWY 10R	
Type	RDAF aircraft only
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**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.

MIPS

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)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

55°13.53'N
009°15.84'E

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

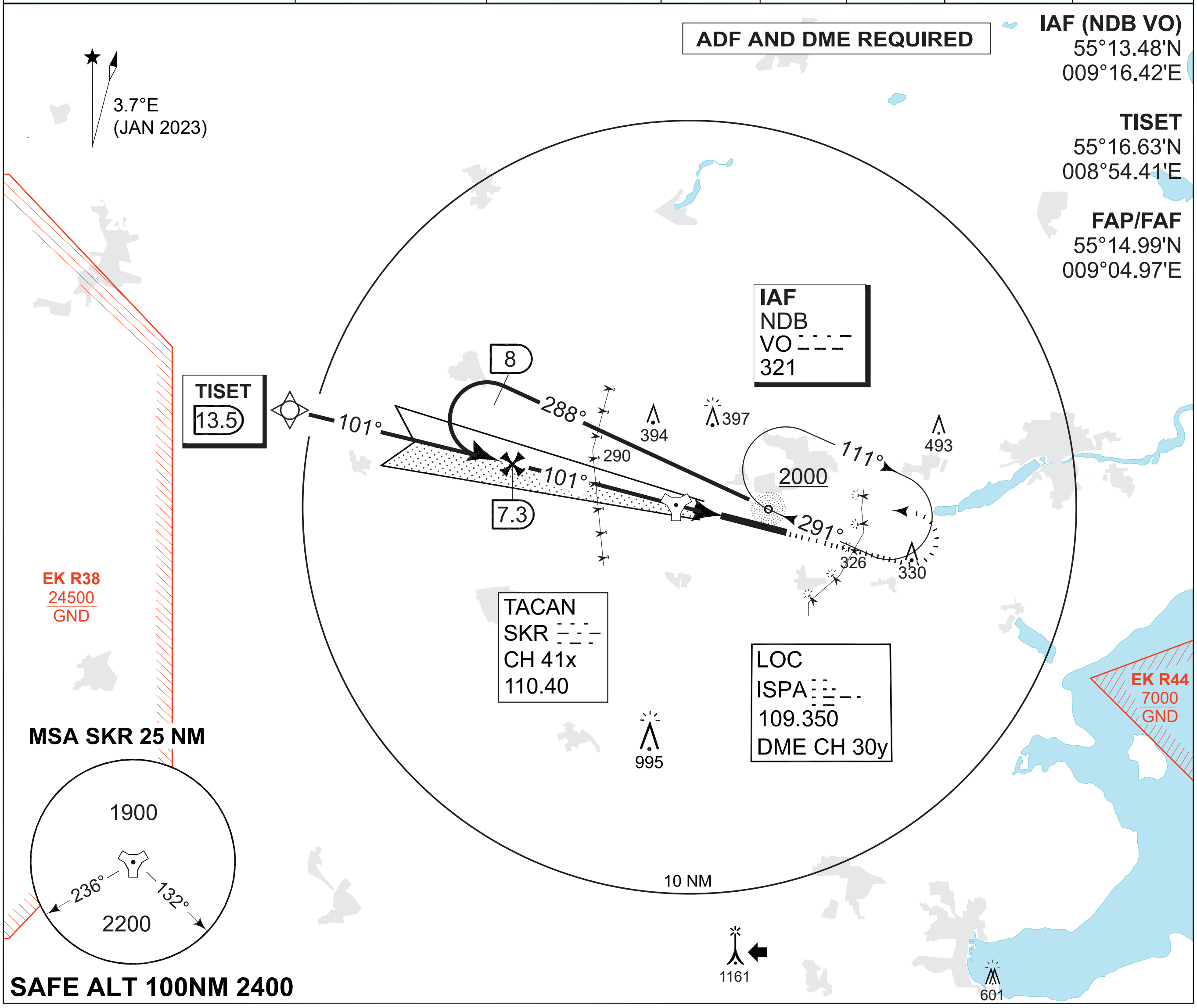
MIPS
INSTRUMENT APPROACH CHART

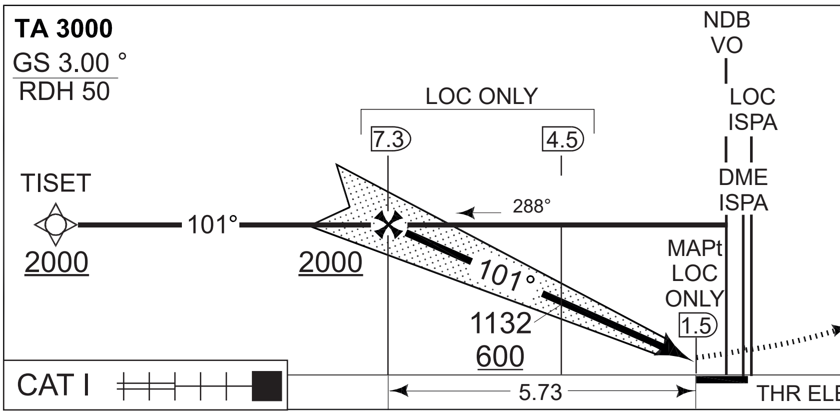
AD ELEV 141

COPTER ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

LOC-DME	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
ISPA 109.35/CH 30y	101°	2000 FT	3.00°	**326**	126	900 M	9863 FT





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.

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

CHANGES: SIDESTEP BOX REMOVED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

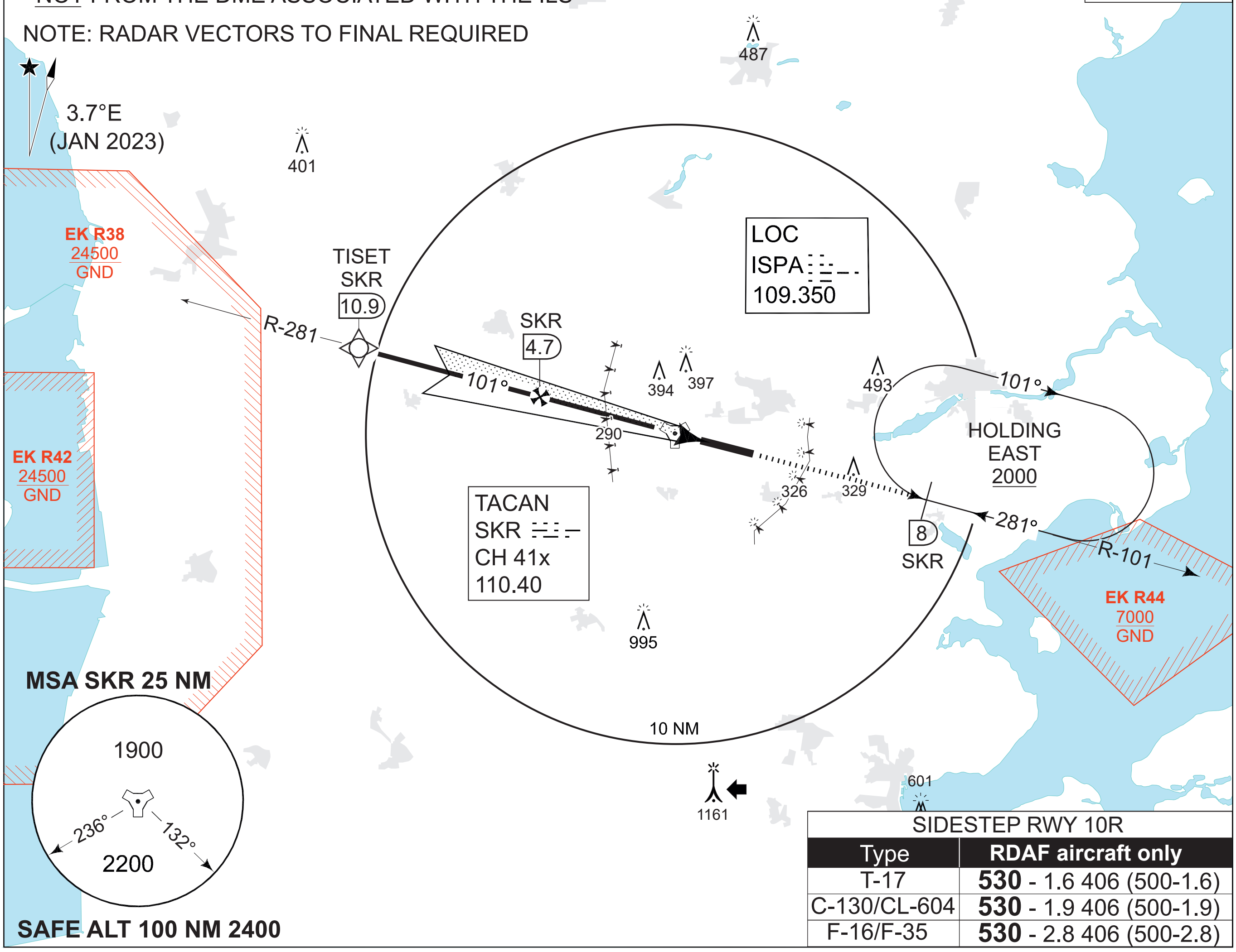
TACAN	LOC	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
SKR 110.40/CH 41x	ISPA 109.35	101°	2000 FT	3.00°	**326**	126	900 M	9863 FT

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

NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

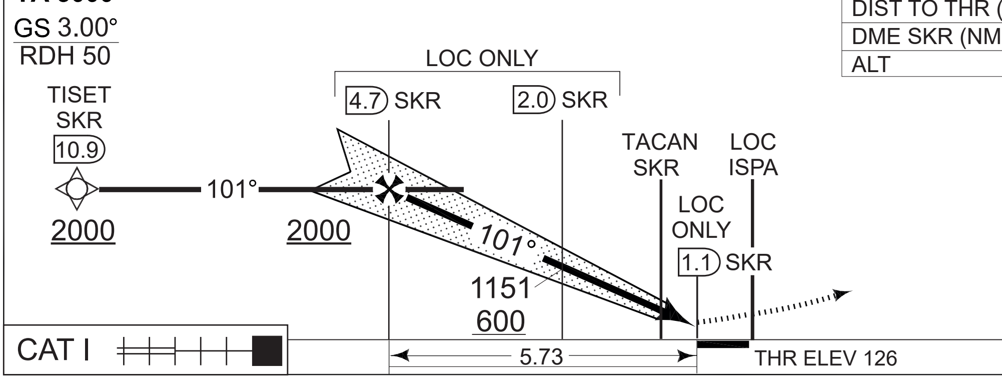
TISET
55° 16.63'N
008° 54.41'E



SIDESTEP RWY 10R	
Type	RDAF aircraft only
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**530** - 2.8 406 (500-2.8)

TA 3000

LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	5	4	3	2	1
DME SKR (NM)	3.9	2.9	1.9	0.9	0.1
ALT	1770	1450	1140	820	500



MISSED APPROACH
Climb to 2000 FT on R-101 to SKR 8 DME and join holding EAST.

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)

MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

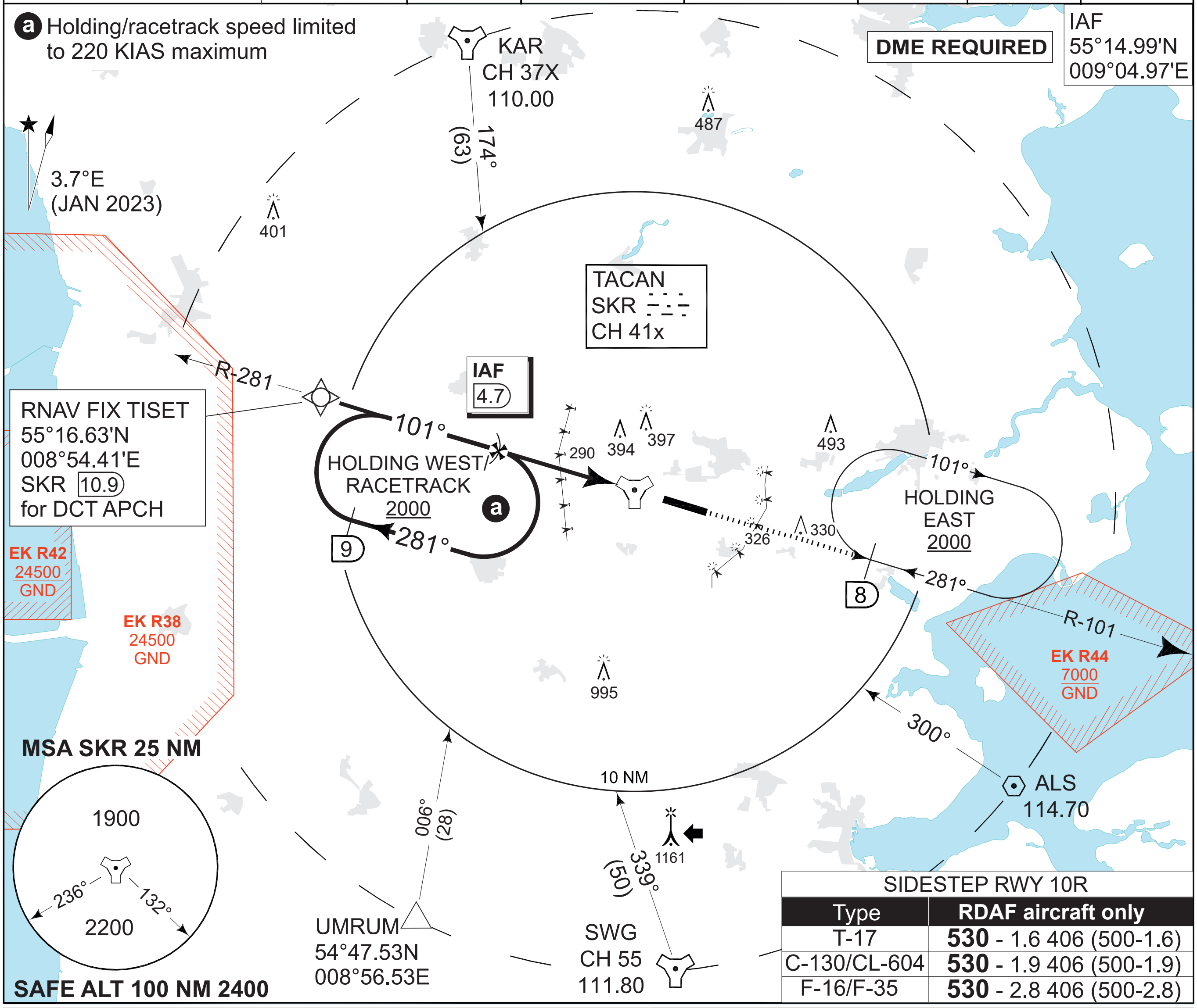
ILS or LOC Z RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

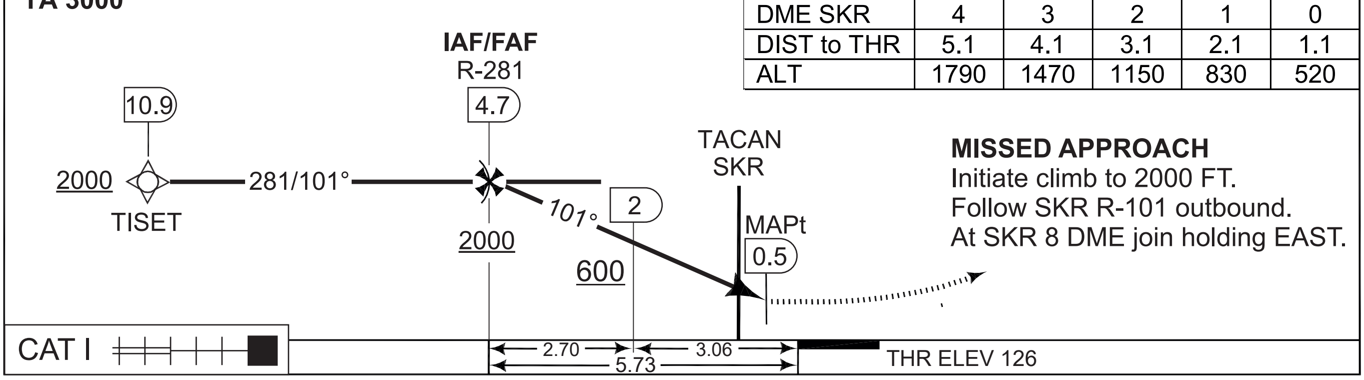
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS length	LDA
SKR CH 41x	101°	2000 FT	319 FT/NM	**See minima**	126	900 M	9863 FT



SIDESTEP RWY 10R	
Type	RDAF aircraft only
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**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.

MIPS	CATEGORY	A	B	C	D	E
	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)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS
INSTRUMENT APPROACH CHART

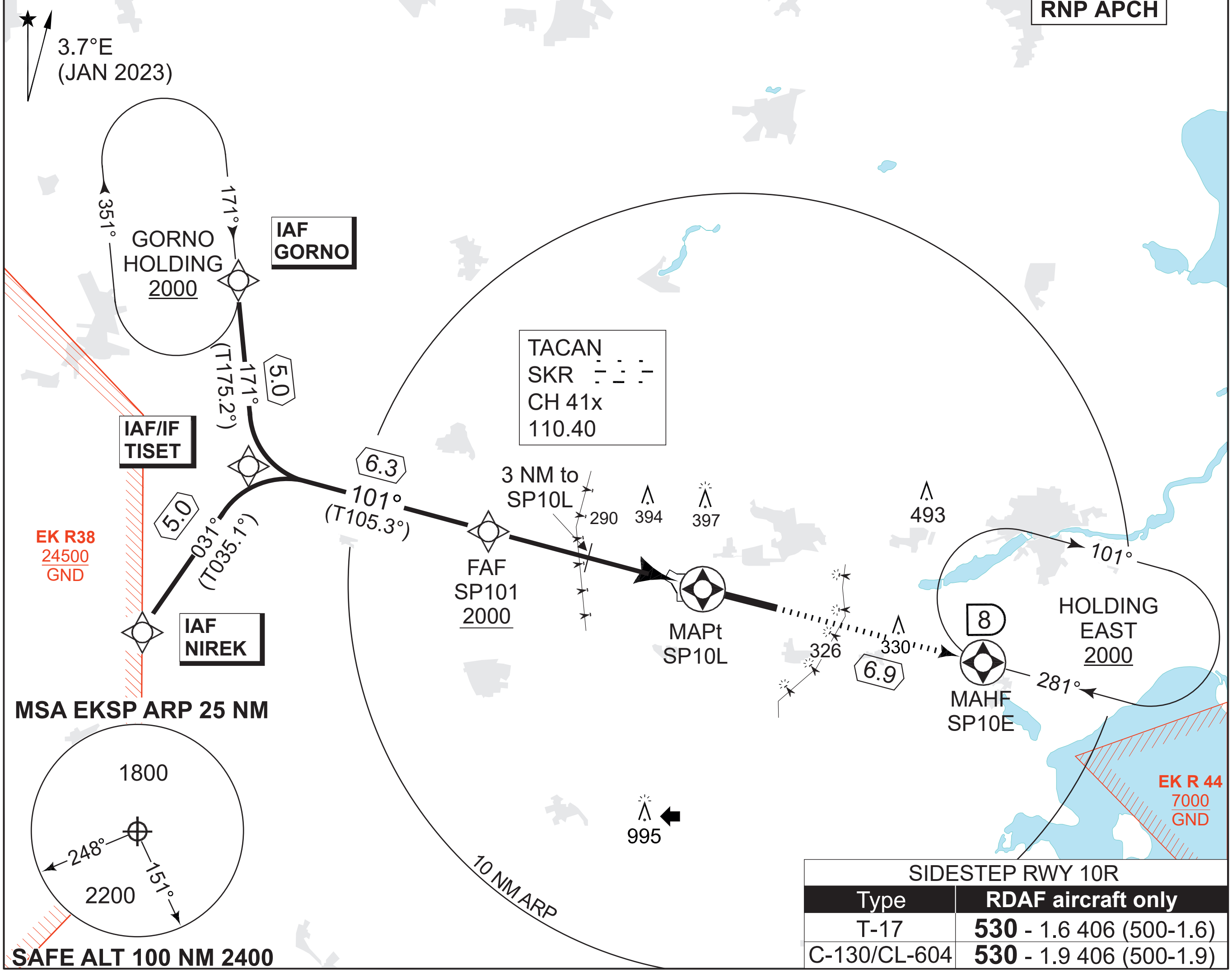
AD ELEV 141

RNP RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

TACAN	APP COURSE	FAF	Descent GR	MINIMA	THR ELEV	ALS LENGTH	LDA
SKR 110.40/CH 41x	101°	2000 FT	3.0° (5.24%)	**See CAT**	126	900 M	9863 FT

CAUTION: IAF NIREK not available when EK R38 is active

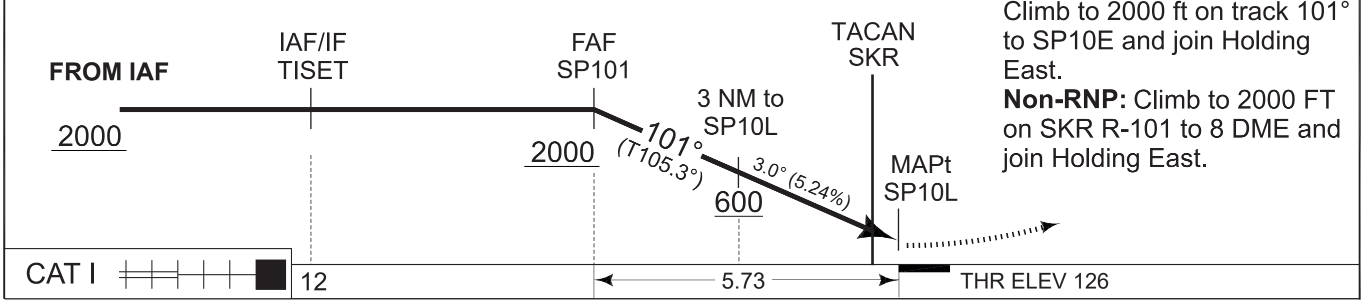


SIDESTEP RWY 10R	
Type	RDAF aircraft only
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)

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)

MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
SRY 109.35/CH 30y	281°	2200 FT	3.0°	**341**	141	900 M	9863 FT

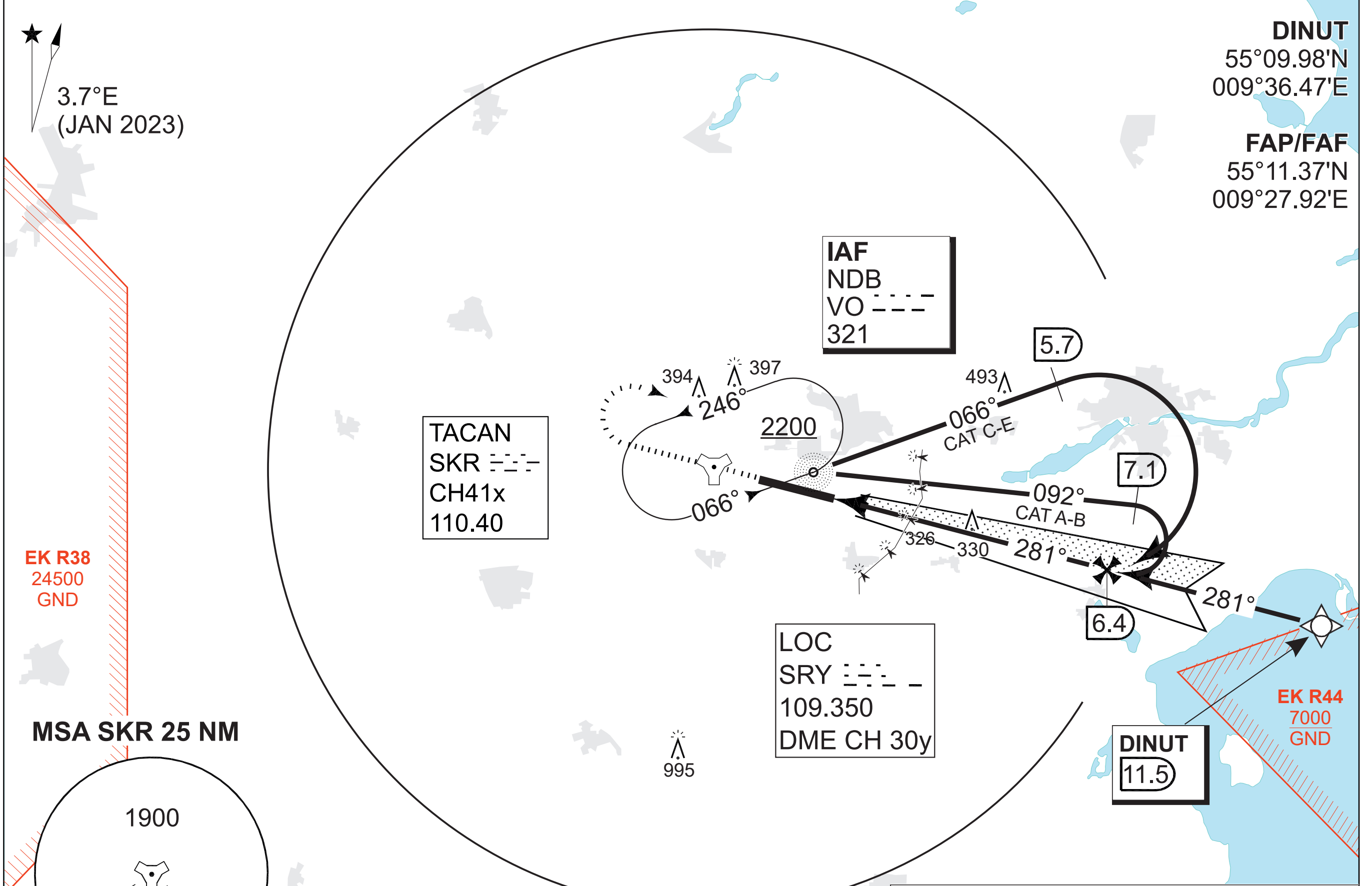
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

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

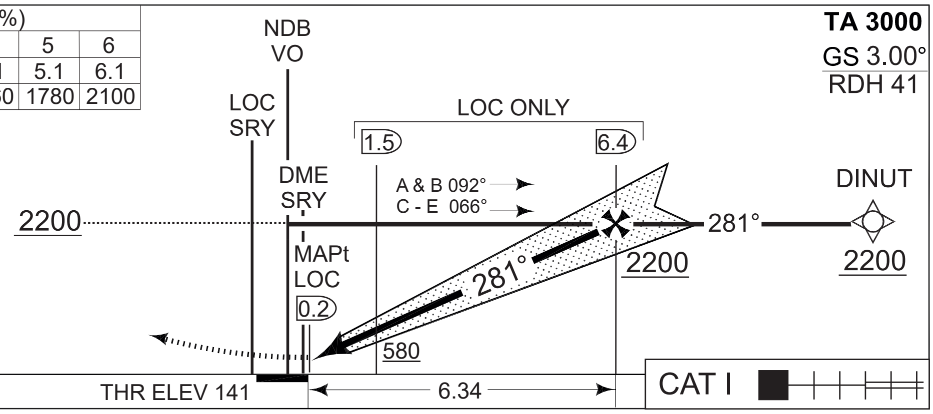


SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	**540** - 1.6 401 (500-1.6)
C-130/CL-604	**540** - 1.9 401 (500-1.9)
F-16/F-35	**540** - 2.8 401 (500-2.8)

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

TA 3000
GS 3.00°
RDH 41

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)

MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

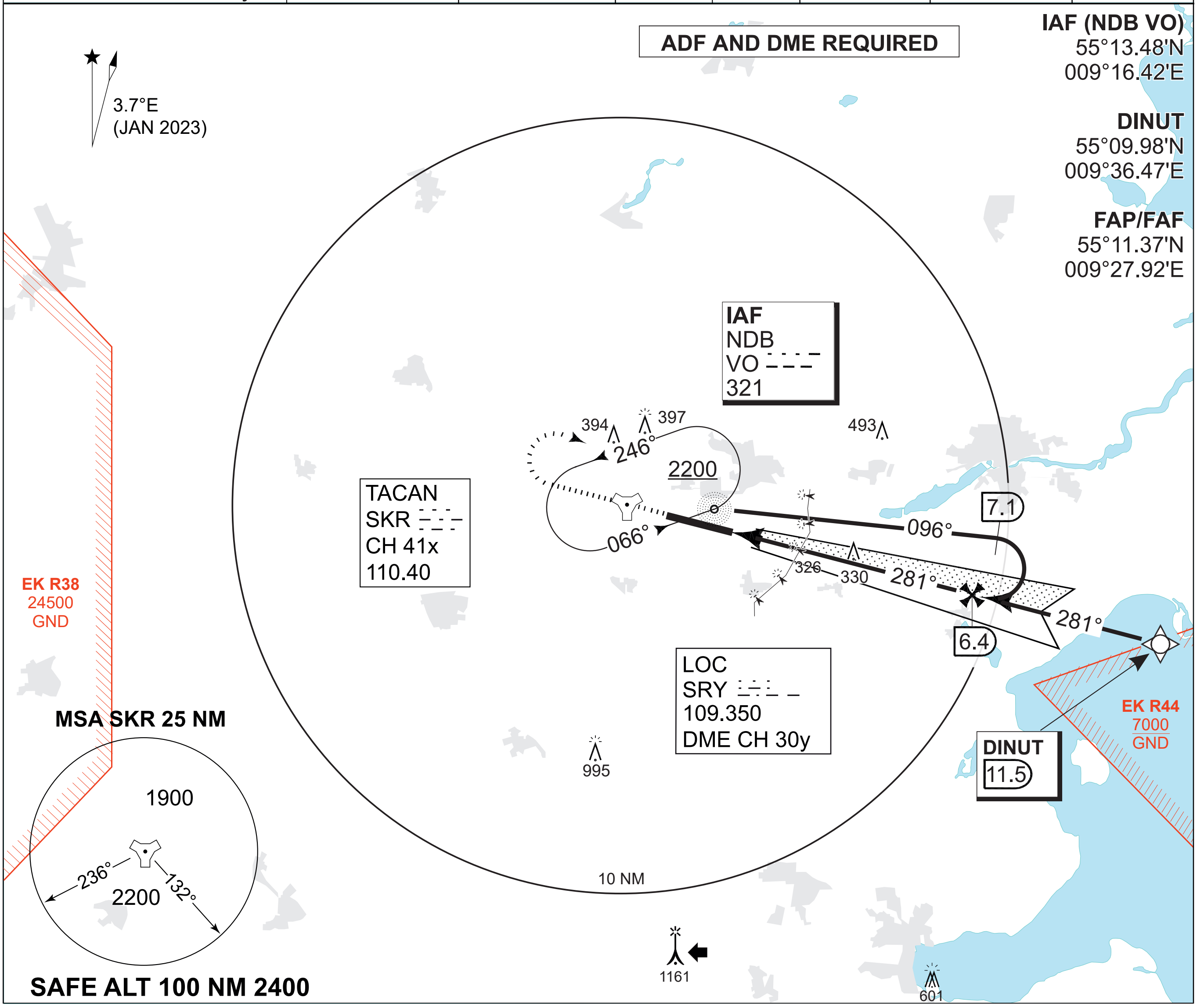
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

COPTER ILS or LOC RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

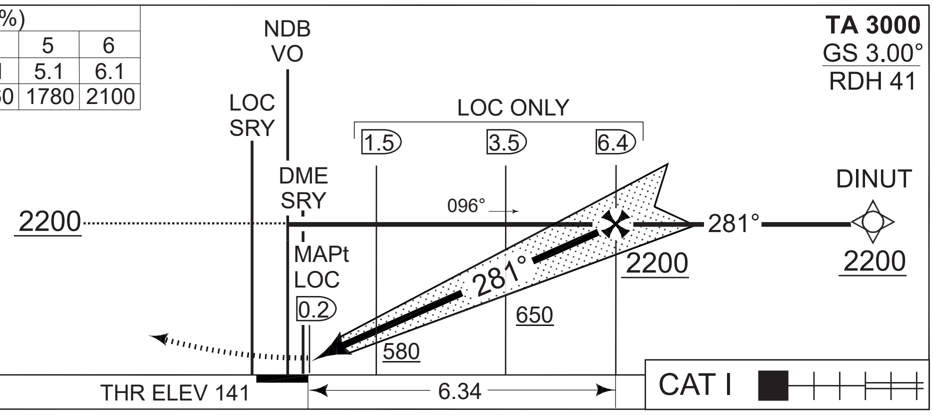
LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
SRY 109.35/CH 30y	281°	2200 FT	3.0°	**341**	141	900 M	9863 FT



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
H-ILS/DME 28R	**341** -400 200 (200-0.4/0.8)
H-LOC/DME 28R	**470** -400 329 (400-0.4/0.8)

MIPS

CHANGES: SIDESTEP BOX REMOVED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

BLANK

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

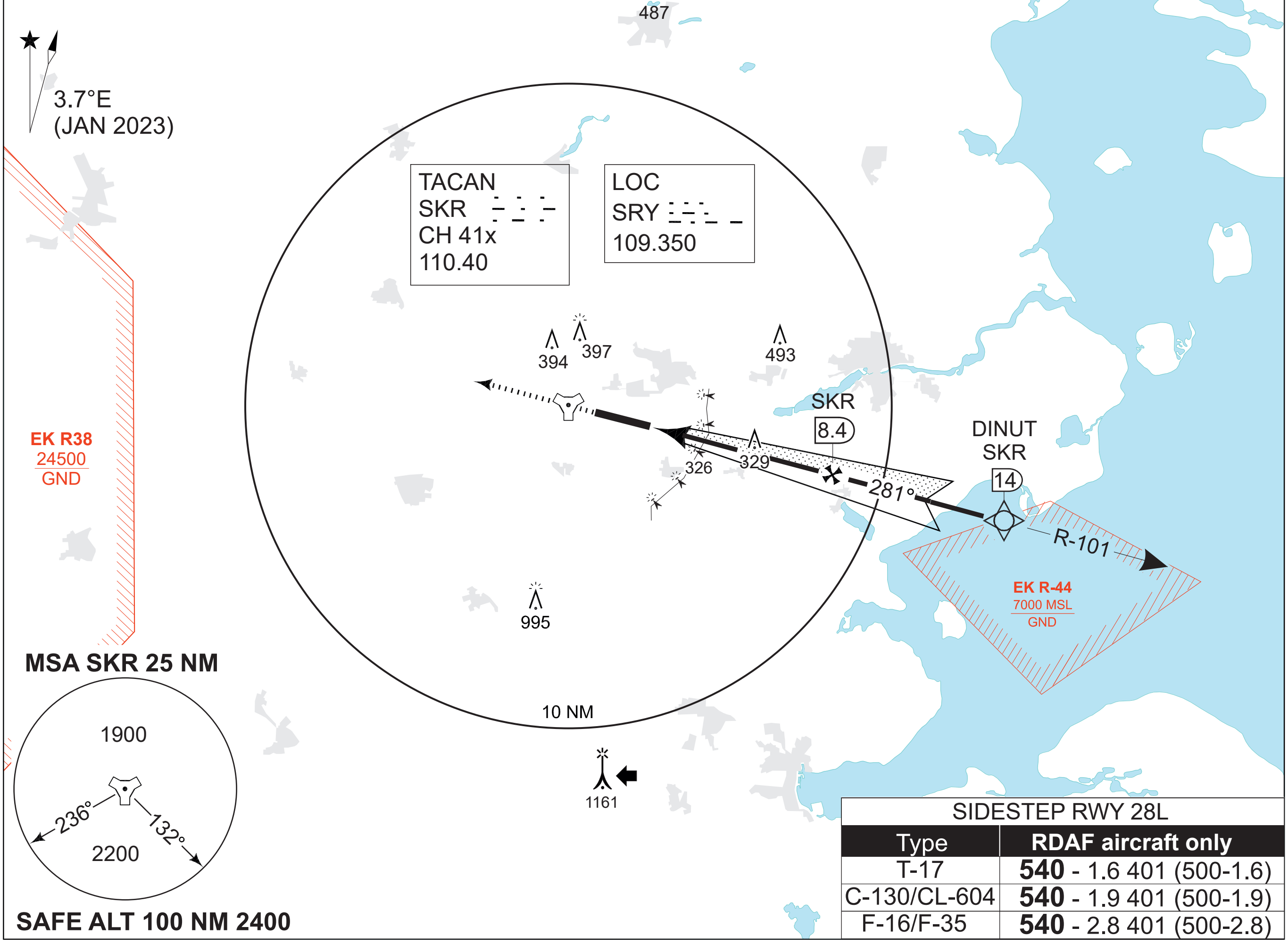
TACAN	LOC	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS length	LDA
SKR 110.40/CH 41x	SRY 109.35	281°	2000 FT	3.0°	**341**	141	900 M	9863 FT

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

NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

DINUT
55° 09.98'N
009° 36.48'E



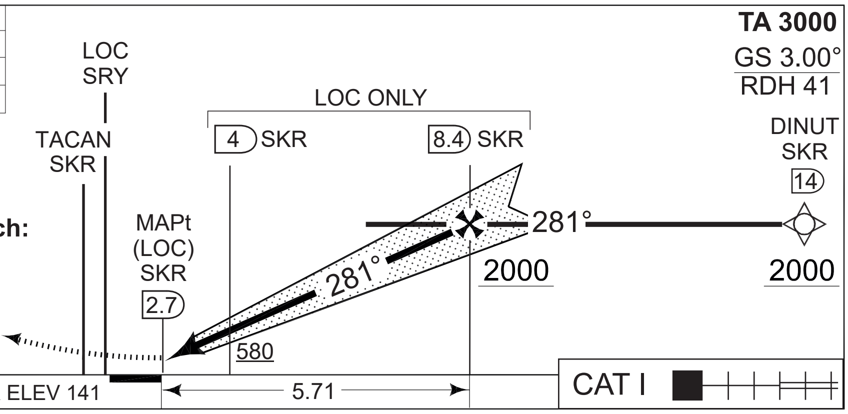
SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	**540** - 1.6 401 (500-1.6)
C-130/CL-604	**540** - 1.9 401 (500-1.9)
F-16/F-35	**540** - 2.8 401 (500-2.8)

LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	1	2	3	4	5
DME SKR (NM)	3.7	4.7	5.7	6.7	7.7
ALT	500	820	1140	1460	1780

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

Radio com. failure during Missed Approach:
Initiate climb to 2000 ft on track 281°.
When passing 1000 ft turn left inbound
SKR R-101/8.4 DME and hold.
Squawk 7600.

TA 3000
GS 3.00°
RDH 41



CAT I

	CATEGORY	A	B	C	D	E
MIPS	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)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

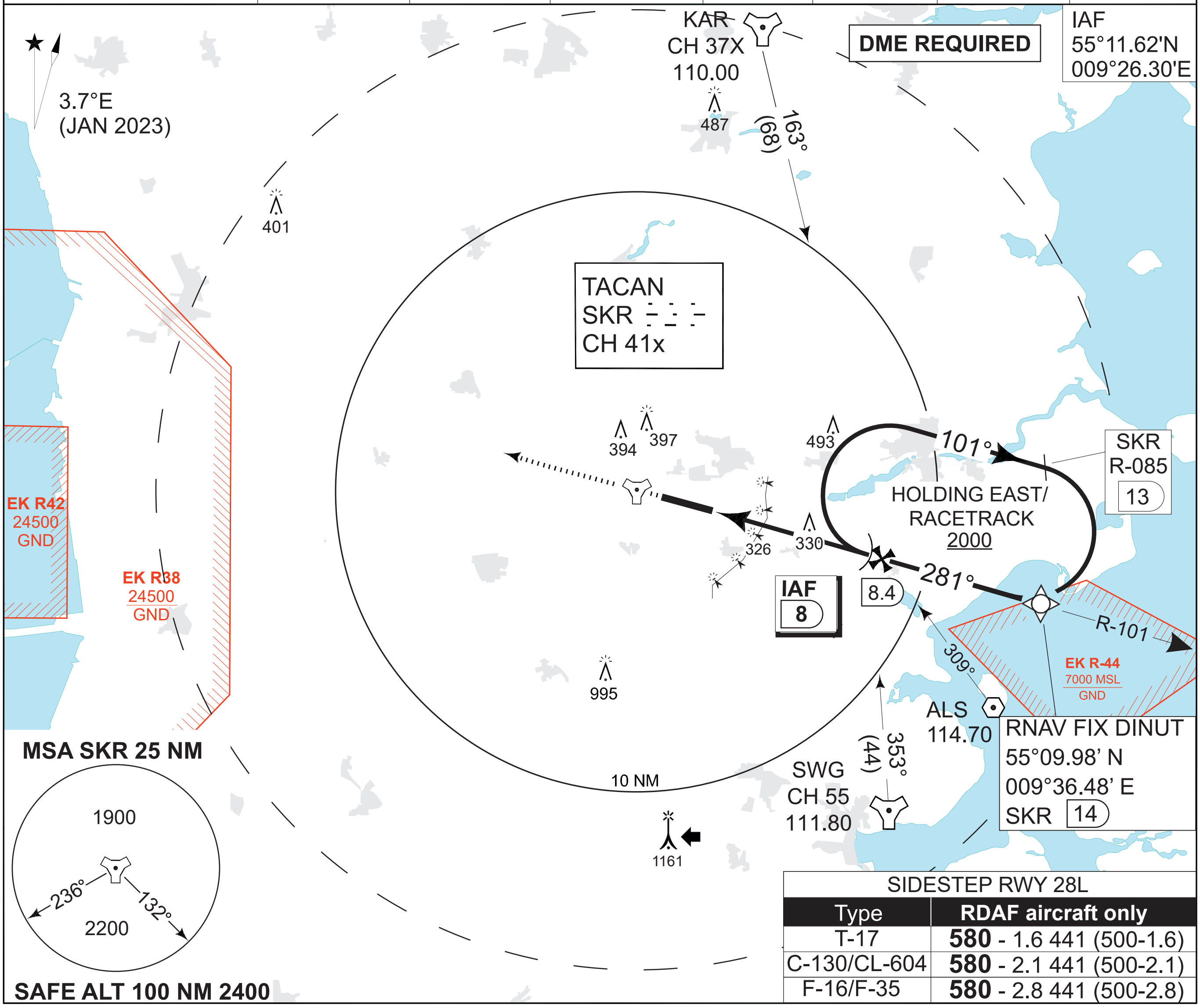
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

TACAN RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

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

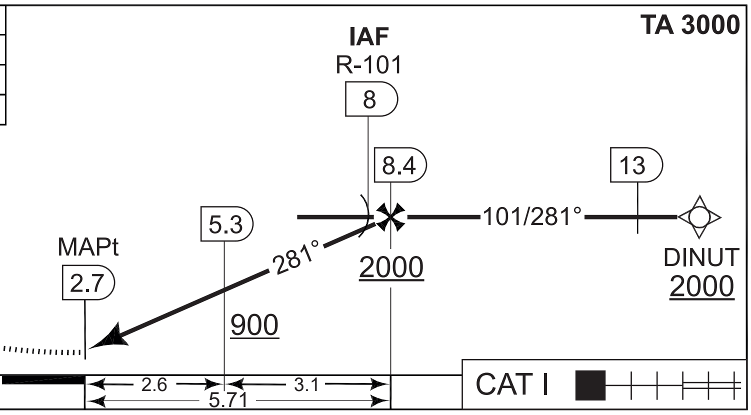


SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	**580** - 1.6 441 (500-1.6)
C-130/CL-604	**580** - 2.1 441 (500-2.1)
F-16/F-35	**580** - 2.8 441 (500-2.8)

CDFA 3.0° / 5.24%					
DME SKR	4	5	6	7	8
DIST to THR	1.3	2.3	3.3	4.3	5.3
ALT	610	930	1250	1560	1880

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)

MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

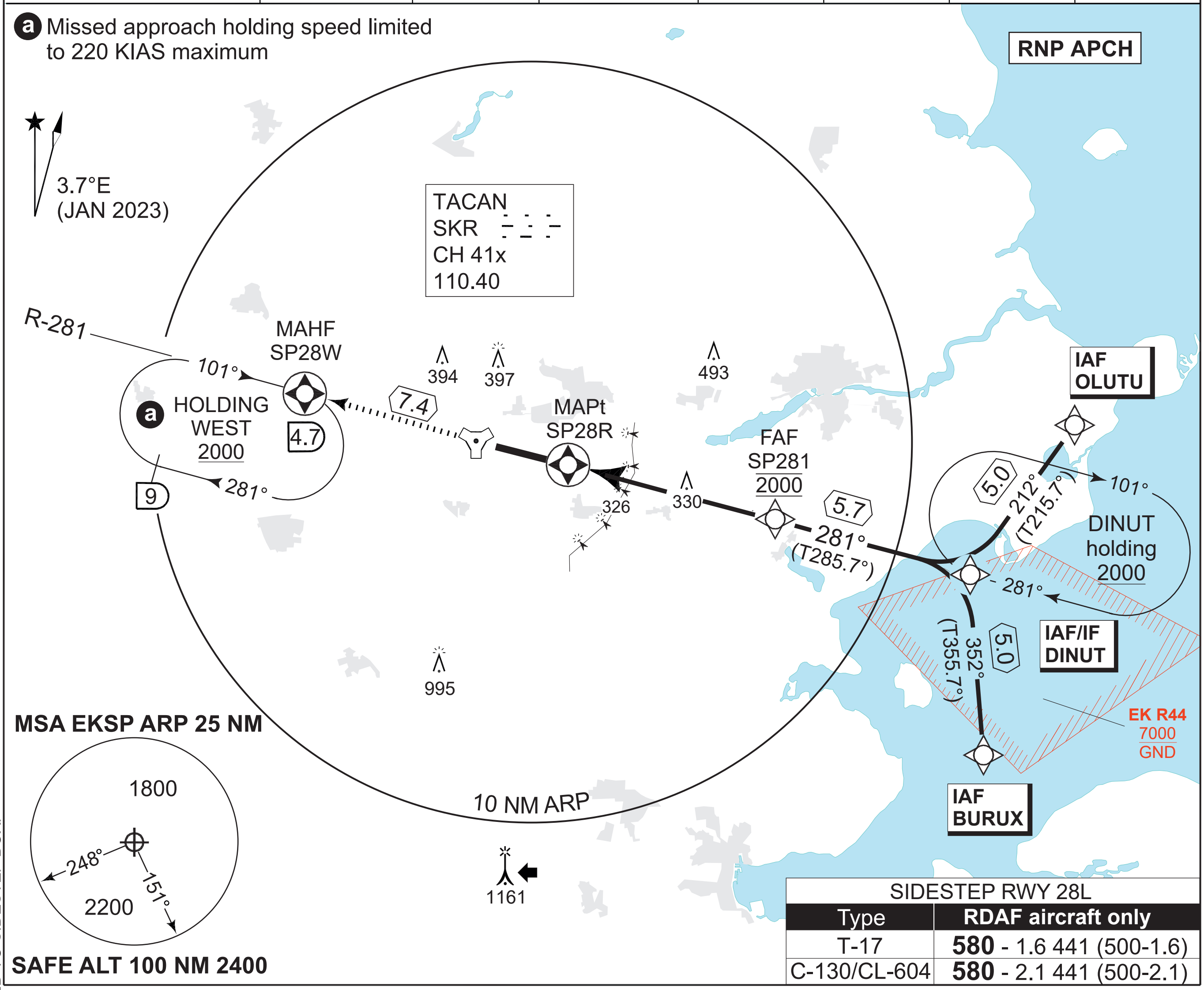
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

AD ELEV 141

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS LENGTH	LDA
SKR 110.40/CH 41x	281°	2000 FT	3.0° (5.24%)	**580**	141	900 M	9863 FT

ⓐ Missed approach holding speed limited to 220 KIAS maximum



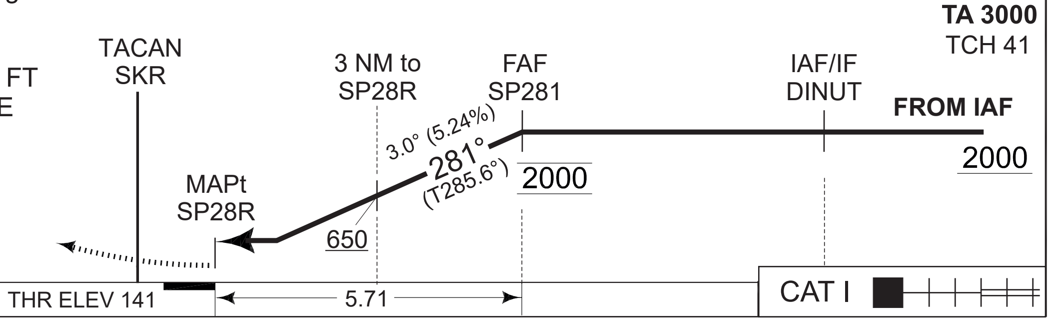
SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	**580** - 1.6 441 (500-1.6)
C-130/CL-604	**580** - 2.1 441 (500-2.1)

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.

CDFA 3.0° / 5.24%					
DIST THR	1.25	2	3	4	5
ALTITUDE	580	820	1140	1460	1780

TA 3000
TCH 41



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)

MIPS

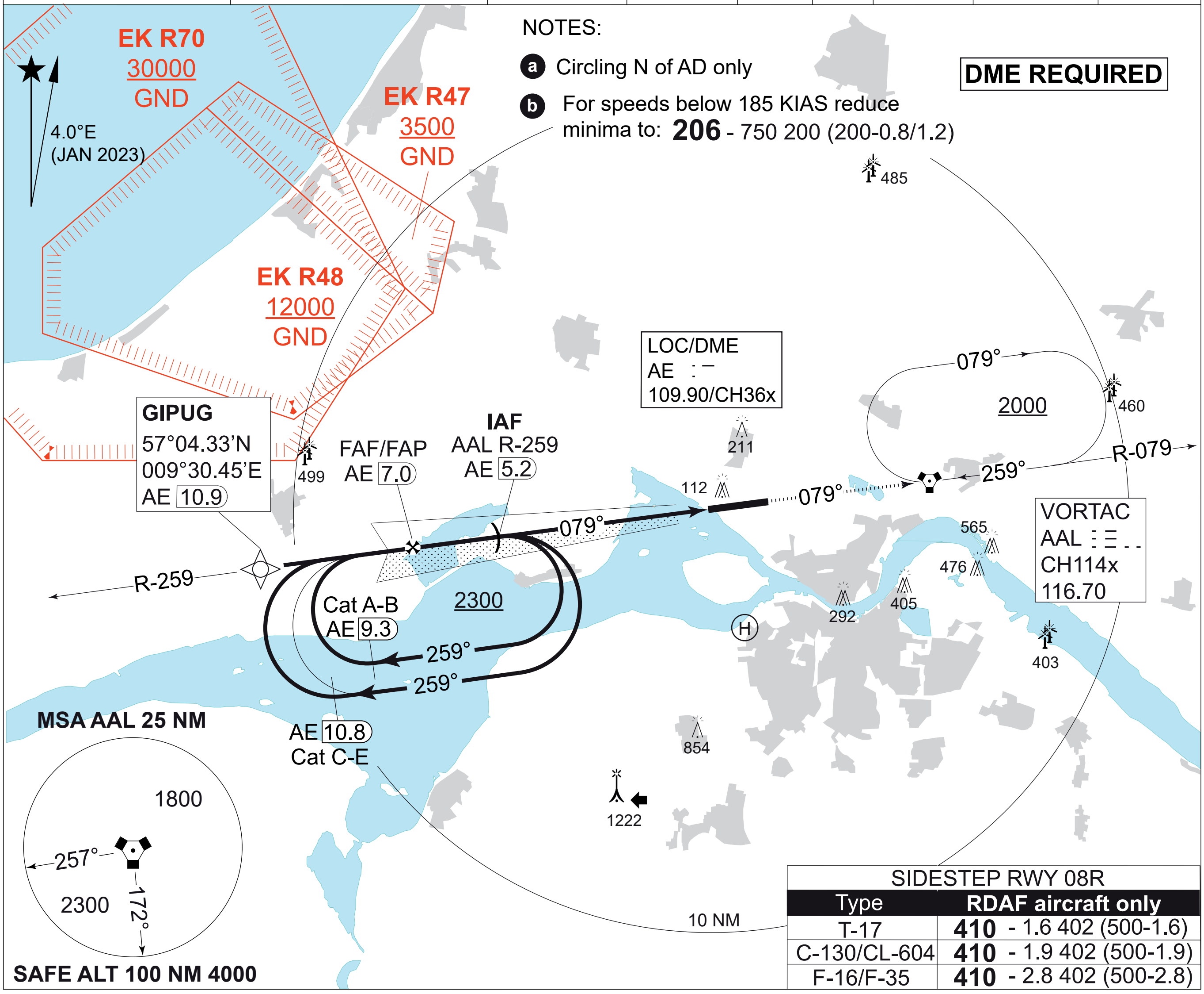
CHANGES: HELICOPTER MINIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

55°13.53'N
009°15.84'E

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

LOC/DME	VORTAC	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
AE 109.90/CH 36x	AAL CH114x/116.700	079°	2300 FT	3.00°	**206**	6	470 M	8694 FT



NOTES:

ⓐ Circling N of AD only

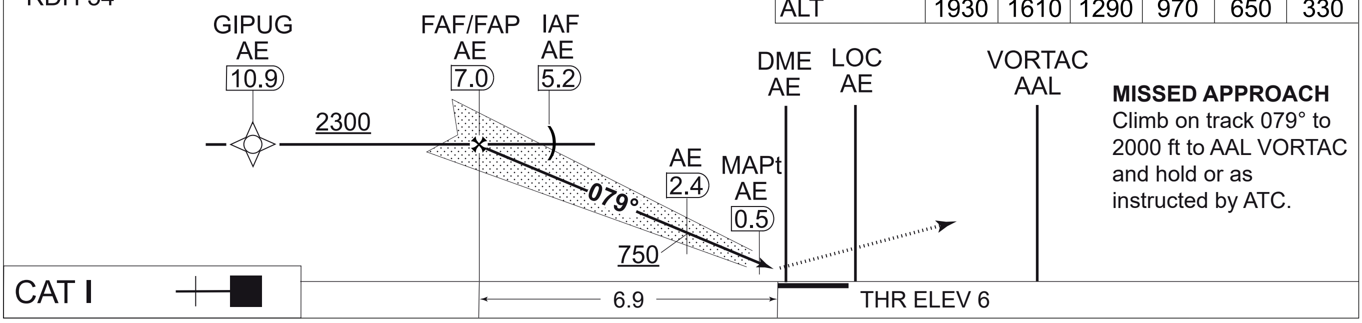
ⓑ For speeds below 185 KIAS reduce minima to: **206** - 750 200 (200-0.8/1.2)

DME REQUIRED

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

TA 3000
GS 3.00°
RDH 54

LOC ONLY: CDFA 3.00° / 5.24%						
DME AE	6	5	4	3	2	1
DIST THR	5.9	4.9	3.9	2.9	1.9	0.9
ALT	1930	1610	1290	970	650	330



MISSED APPROACH
Climb on track 079° to 2000 ft to AAL VORTAC and hold or as instructed by ATC.

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

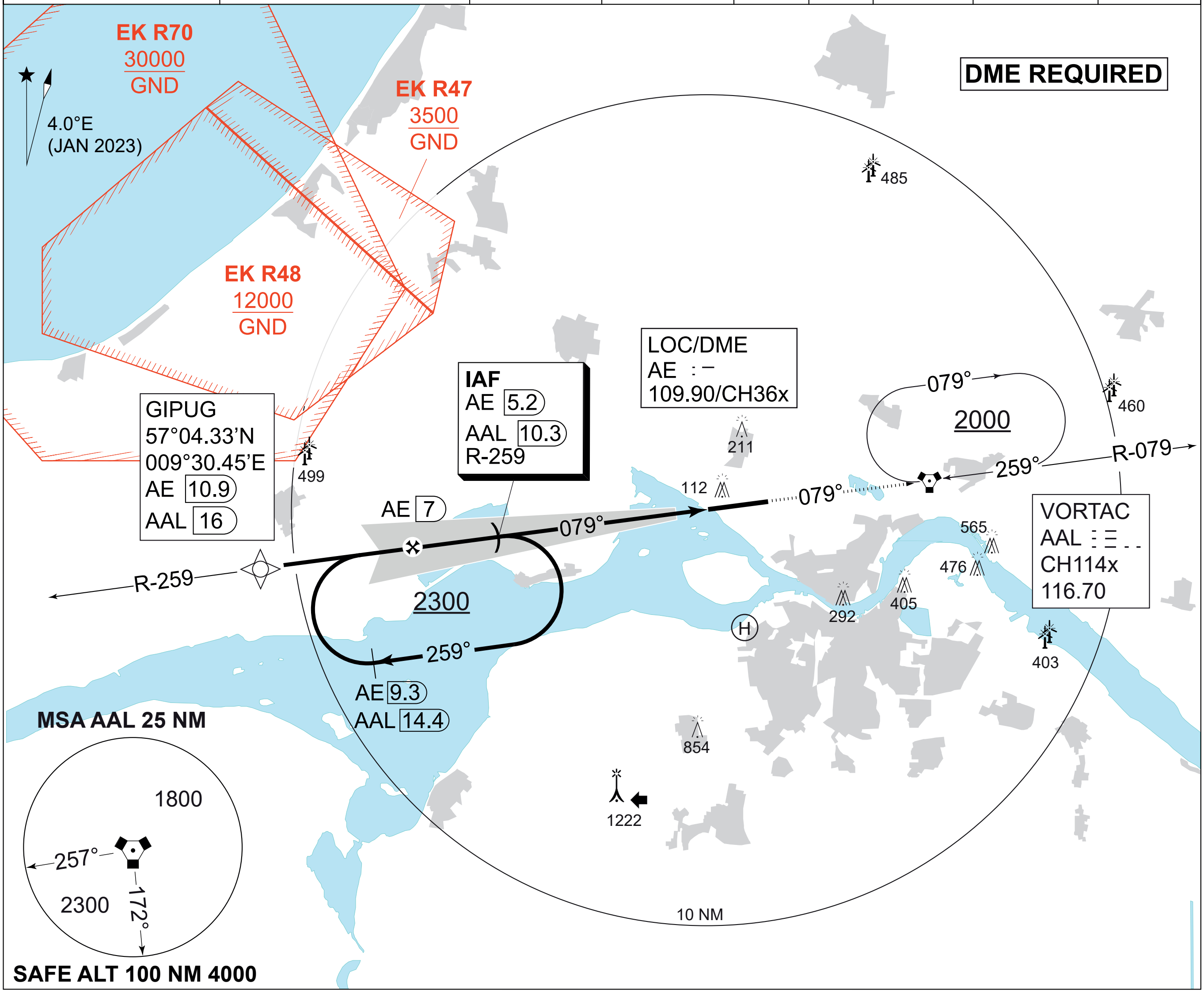
MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

AD ELEV 8

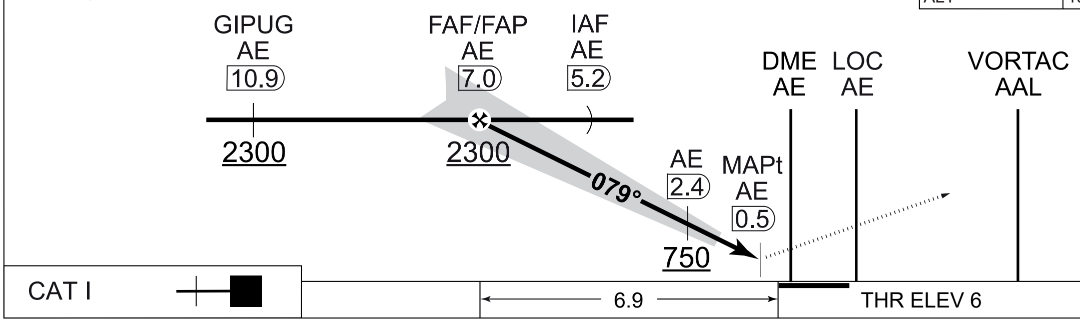
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

LOC/DME	VORTAC	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
AE 109.90/CH 36x	AAL CH114x/116.700	079°	2300 FT	3.00°	**206**	06	470 M	8694 FT



TA 3000
GS 3.00°
RDH 54

CDFA: 3.00° / 5.24%						
DME AE	6	5	4	3	2	1
DIST THR	5.9	4.9	3.9	2.9	1.9	0.9
ALT	1930	1610	1290	970	650	330



MISSED APPROACH
Climb on track 079° to 2000 ft to AAL VORTAC and hold or as instructed by ATC.

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

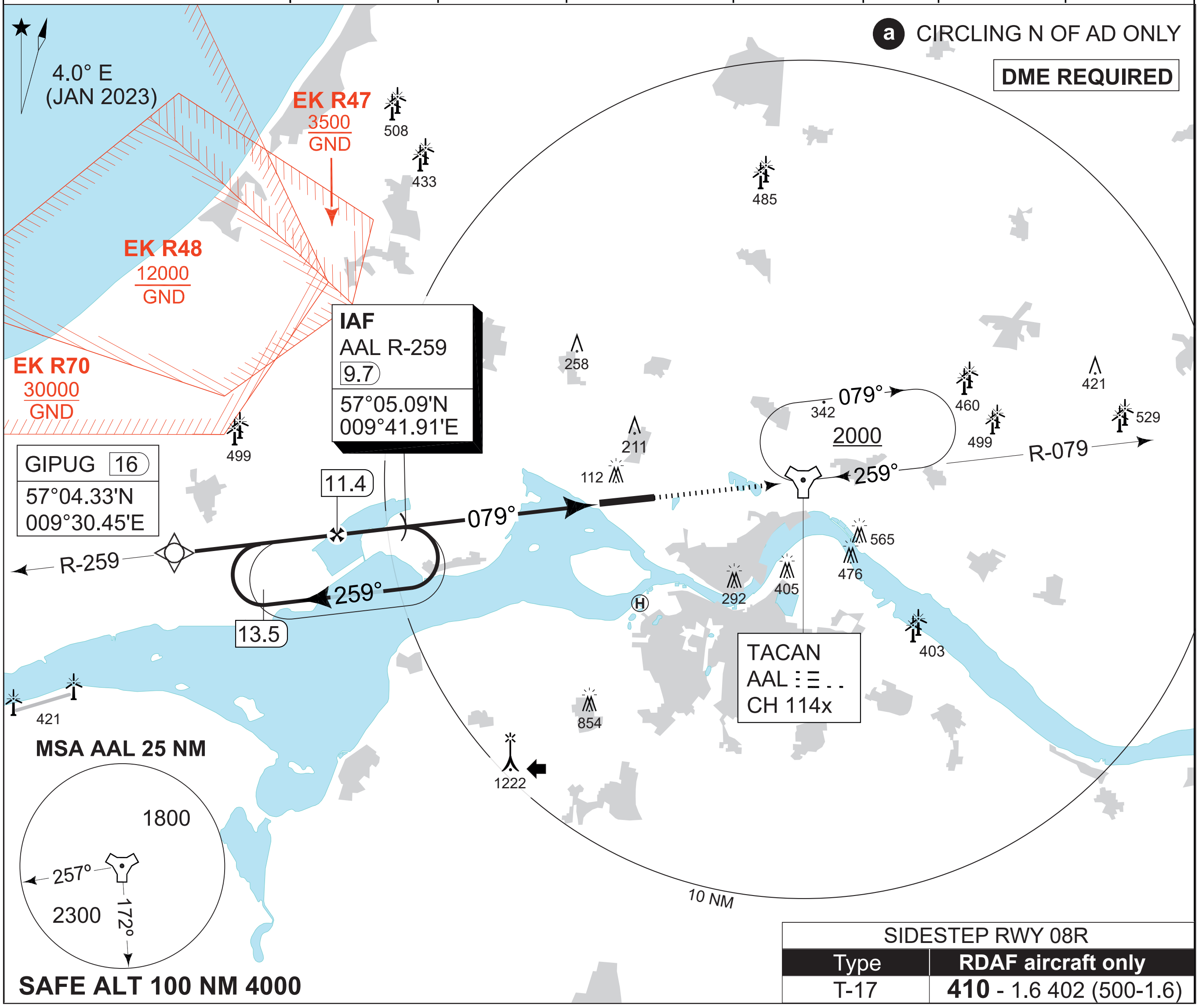
MIPS

CHANGES: SIDESTEP BOX REMOVED.

AD ELEV 8

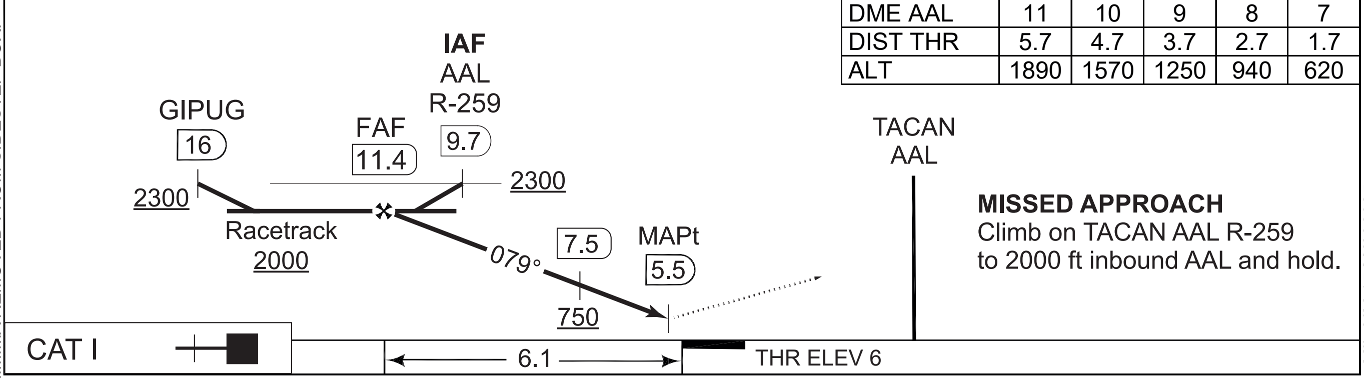
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS length	LDA
AAL CH 114x	079°	2000 FT	318 FT/NM	**340**	6	470 M	8694 FT



SIDESTEP RWY 08R	
Type	RDAF aircraft only
T-17	**410** - 1.6 402 (500-1.6)

TA 3000



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

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

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

CHANGES: HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

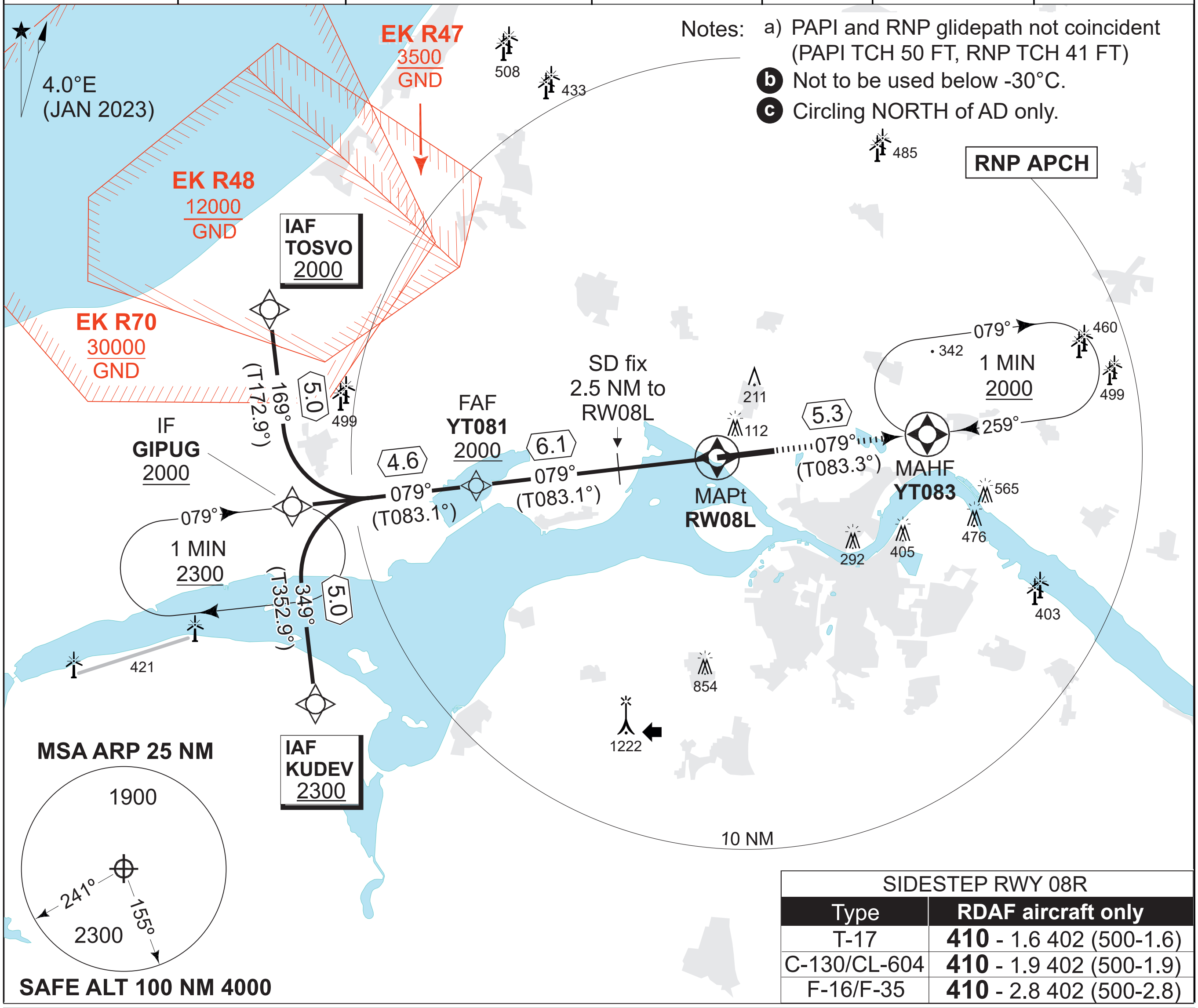
BLANK

AD ELEV 8

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

APP COURSE	FAF ALT	Descent GR	MINIMA	THR	ALS length	LDA
079º	2000 FT	3.0º (5.24%)	**See CAT**	6	470 M	8694 FT

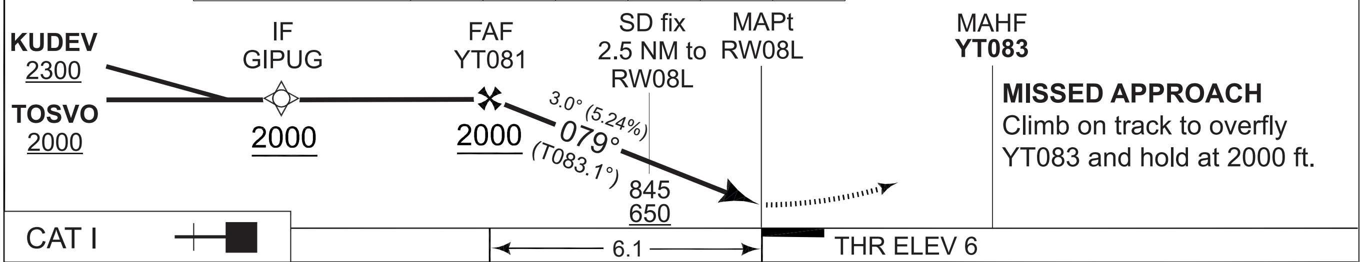
Notes:
a) PAPI and RNP glidepath not coincident (PAPI TCH 50 FT, RNP TCH 41 FT)
b) Not to be used below -30°C.
c) Circling NORTH of AD only.



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

TA 3000
GS 3.0°
TCH 41

CDFA 3.0° / 5.24%						
DIST TO RW08L	6	5	4	3	2	1
NOM. ALTITUDE	1960	1650	1330	1010	690	370



MISSED APPROACH
Climb on track to overfly YT083 and hold at 2000 ft.

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

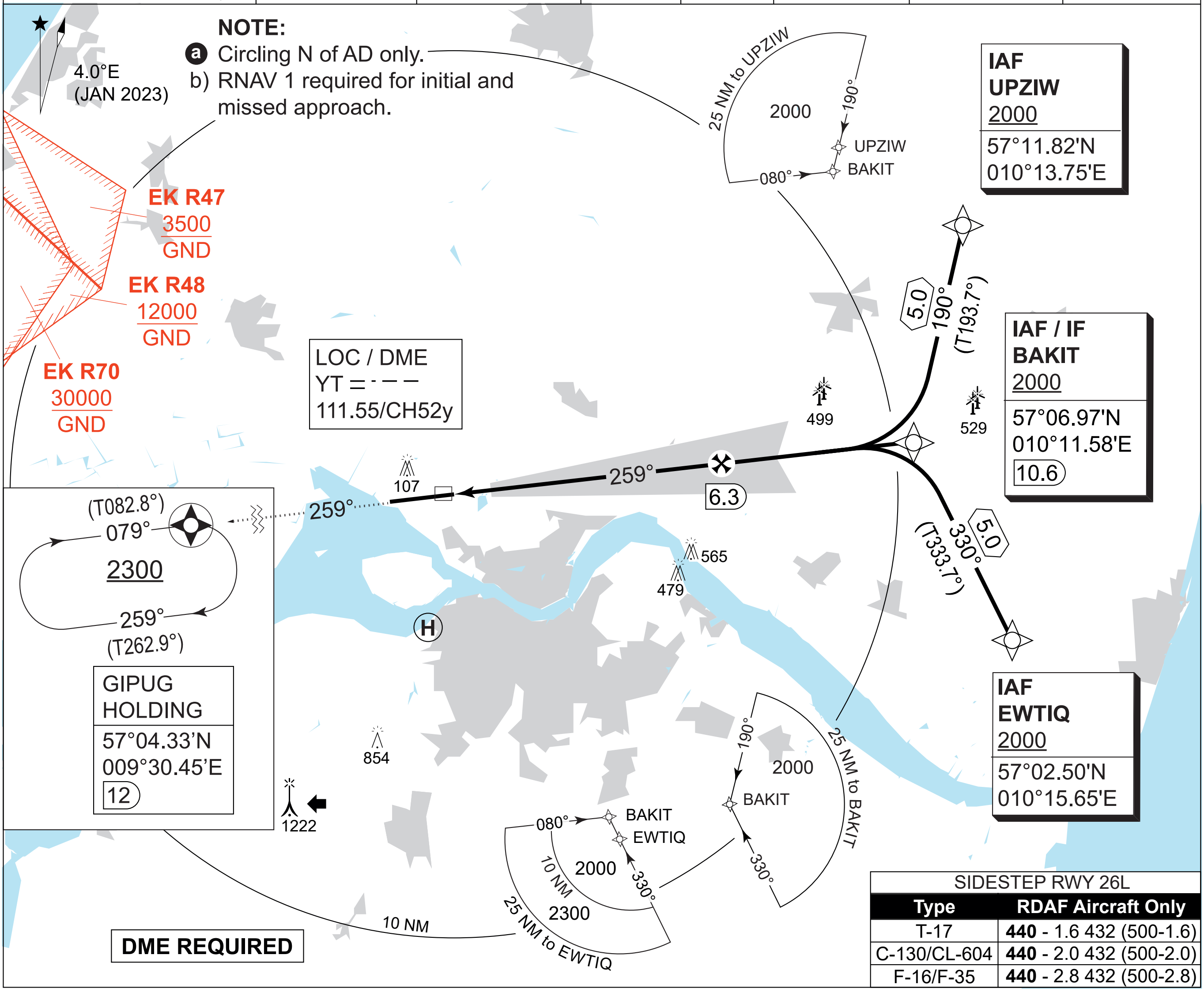
MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

LOC/DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
YT 111.55/CH 52y	259°	2000 FT	3.00°	**208**	8	900 M	8694 FT

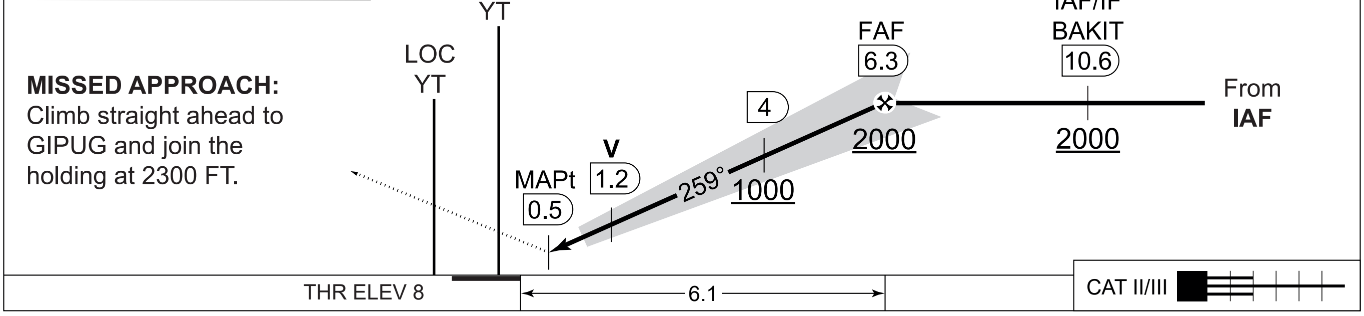


SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
T-17	**440** - 1.6 432 (500-1.6)
C-130/CL-604	**440** - 2.0 432 (500-2.0)
F-16/F-35	**440** - 2.8 432 (500-2.8)

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

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



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

MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

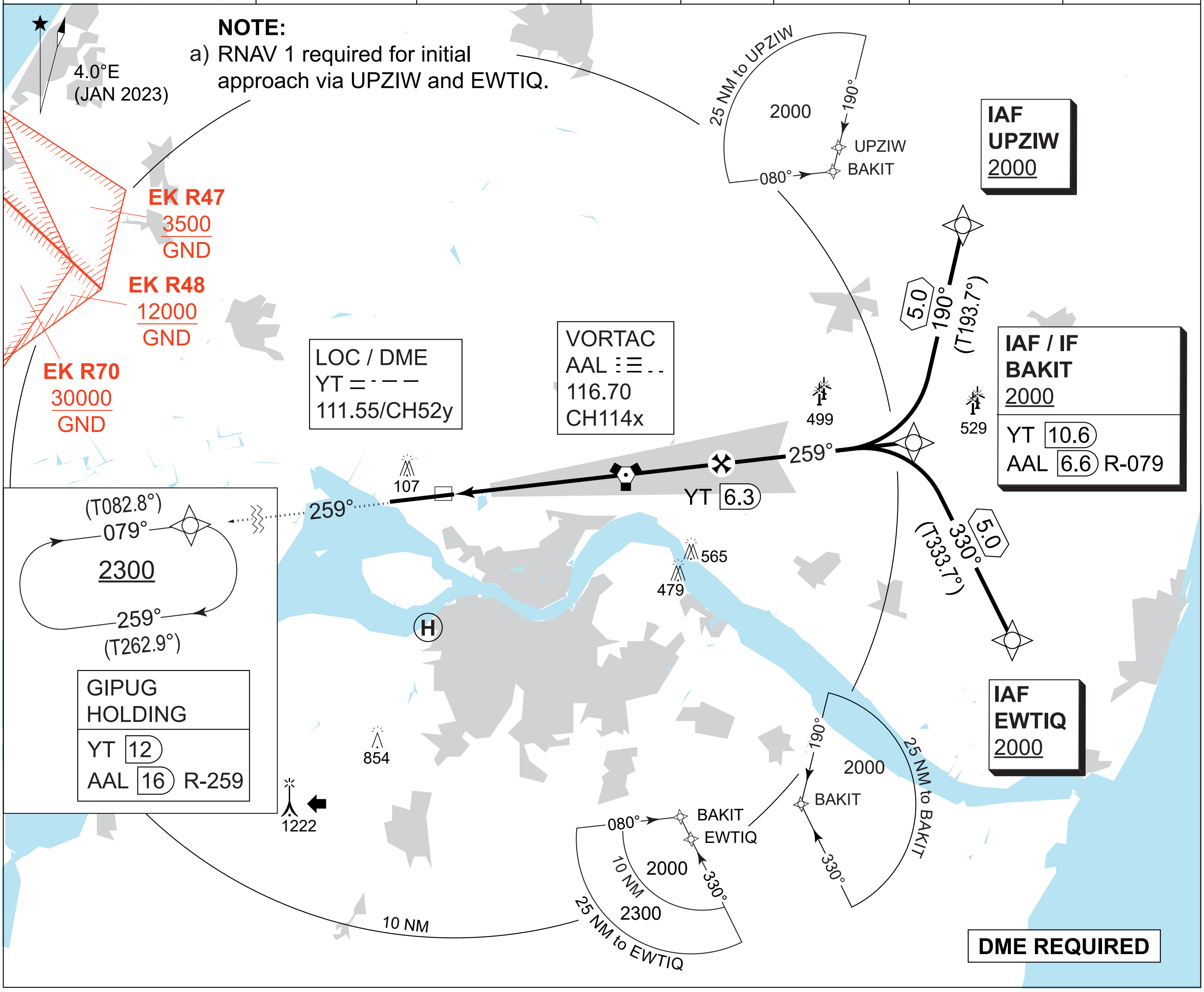
MIPS
INSTRUMENT APPROACH CHART

COPTER ILS or LOC RWY 26R
AALBORG (EKYT)

AD ELEV 8

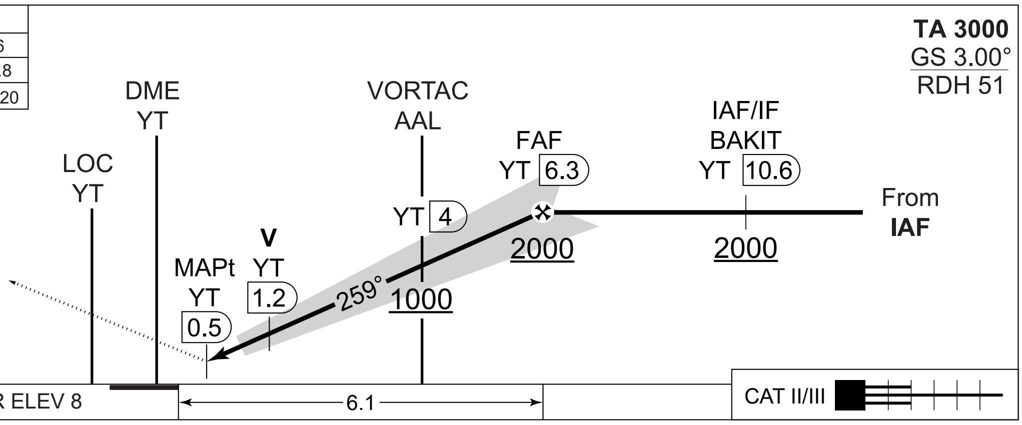
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

LOC/DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
YT 111.55/CH 52y	259°	2000 FT	3.00°	**208**	8	900 M	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

MISSED APPROACH:
Climb straight ahead to GIPUG (AAL R-259) and join the holding at 2300 FT.



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)

MIPS

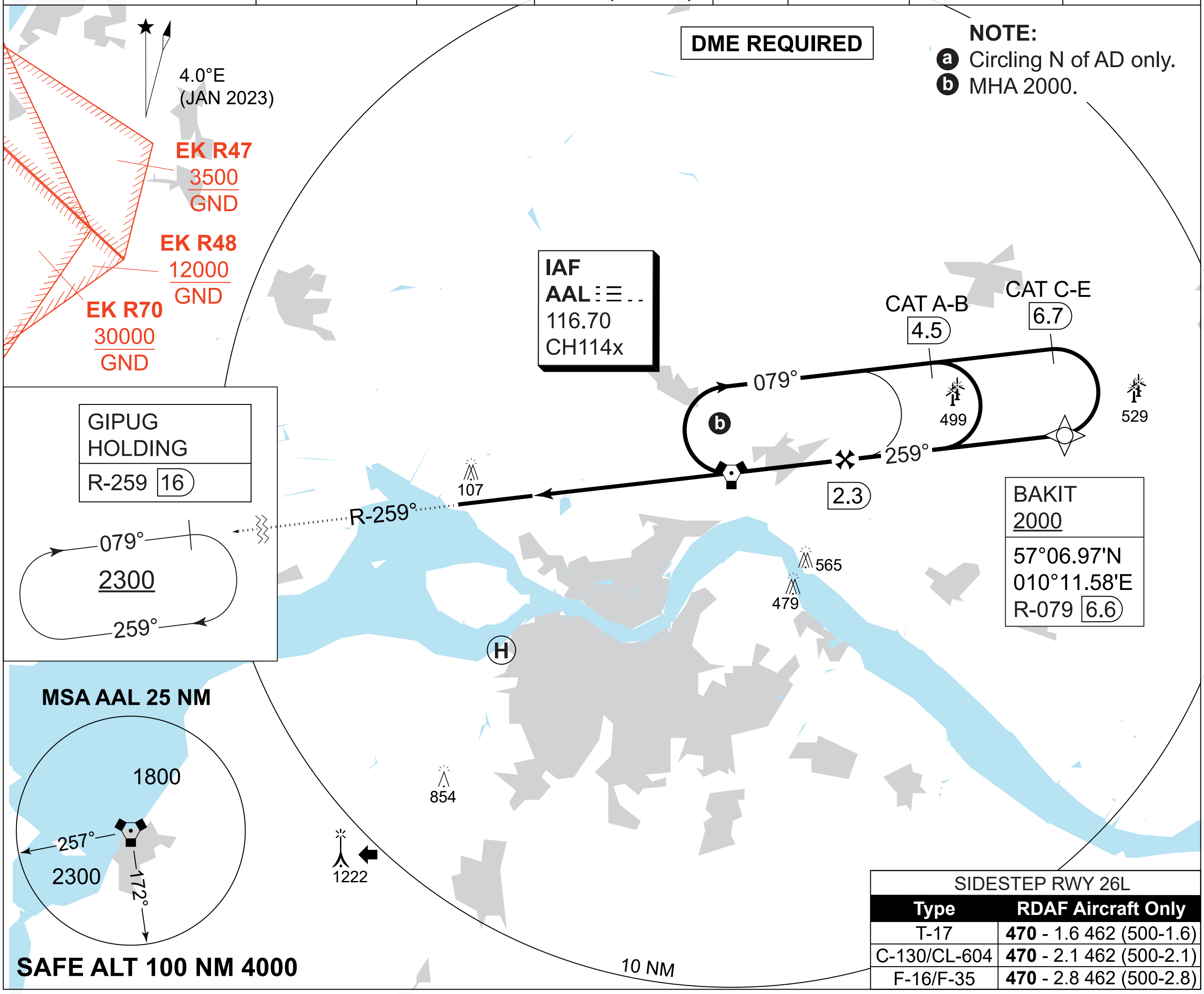
CHANGES: SIDESTEP BOX REMOVED. "DME REQUIRED" BOX ADDED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

BLANK

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

VORTAC	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
AAL 116.70/CH 114x	259°	2000 FT	3.0° (5.24%)	**420**	8	900 M	8694 FT

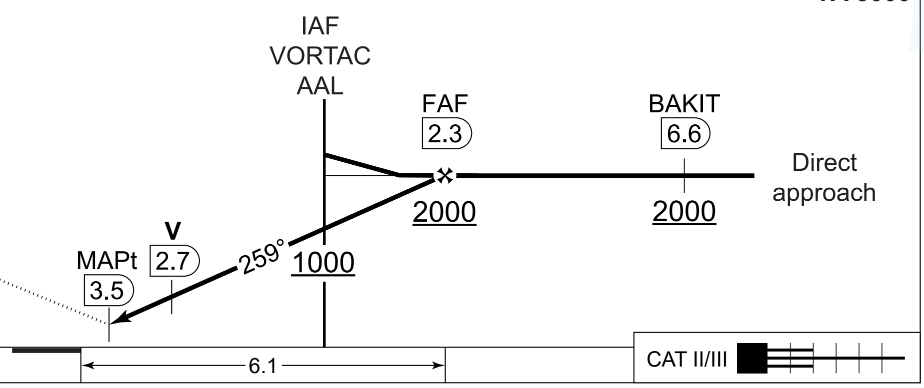


SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
T-17	**470** - 1.6 462 (500-1.6)
C-130/CL-604	**470** - 2.1 462 (500-2.1)
F-16/F-35	**470** - 2.8 462 (500-2.8)

CDFA: 3.00° / 5.24%					
DME AAL	2	1	0	1	2
DIST THR	1.8	2.8	3.8	4.8	5.8
AL T	640	960	1280	1600	1920

TA 3000

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



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

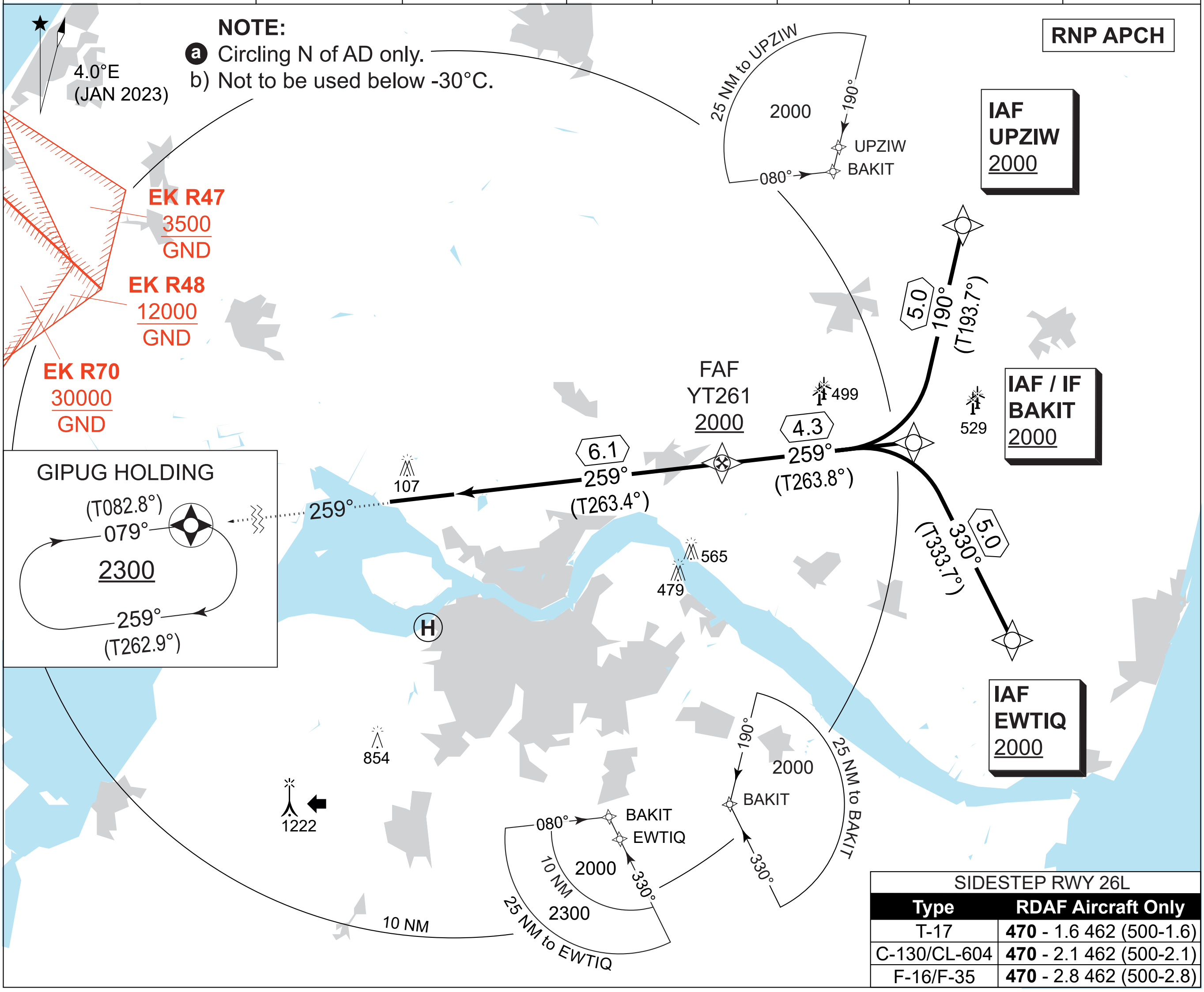
CHANGES: THE TERM "DA" IN THE BRIEFING STRIP CORRECTED TO "MDA". HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

BLANK

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

EGNOS CHANNEL	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
95396 / E26A	259°	2000 FT	3.00°	**See CAT**	8	900 M	8694 FT

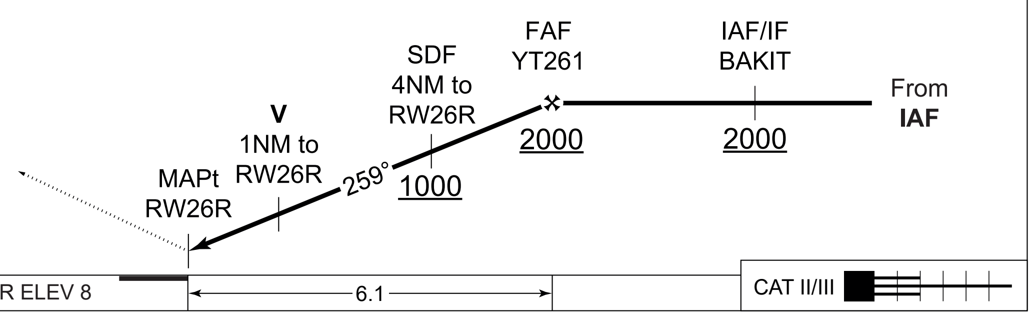


SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
T-17	**470** - 1.6 462 (500-1.6)
C-130/CL-604	**470** - 2.1 462 (500-2.1)
F-16/F-35	**470** - 2.8 462 (500-2.8)

CDFA: 3.00° / 5.24%					
DIST THR	2	3	4	5	6
ALT	700	1020	1330	1650	1970

TA 3000
GS 3.00°
RDH 51

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



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

MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

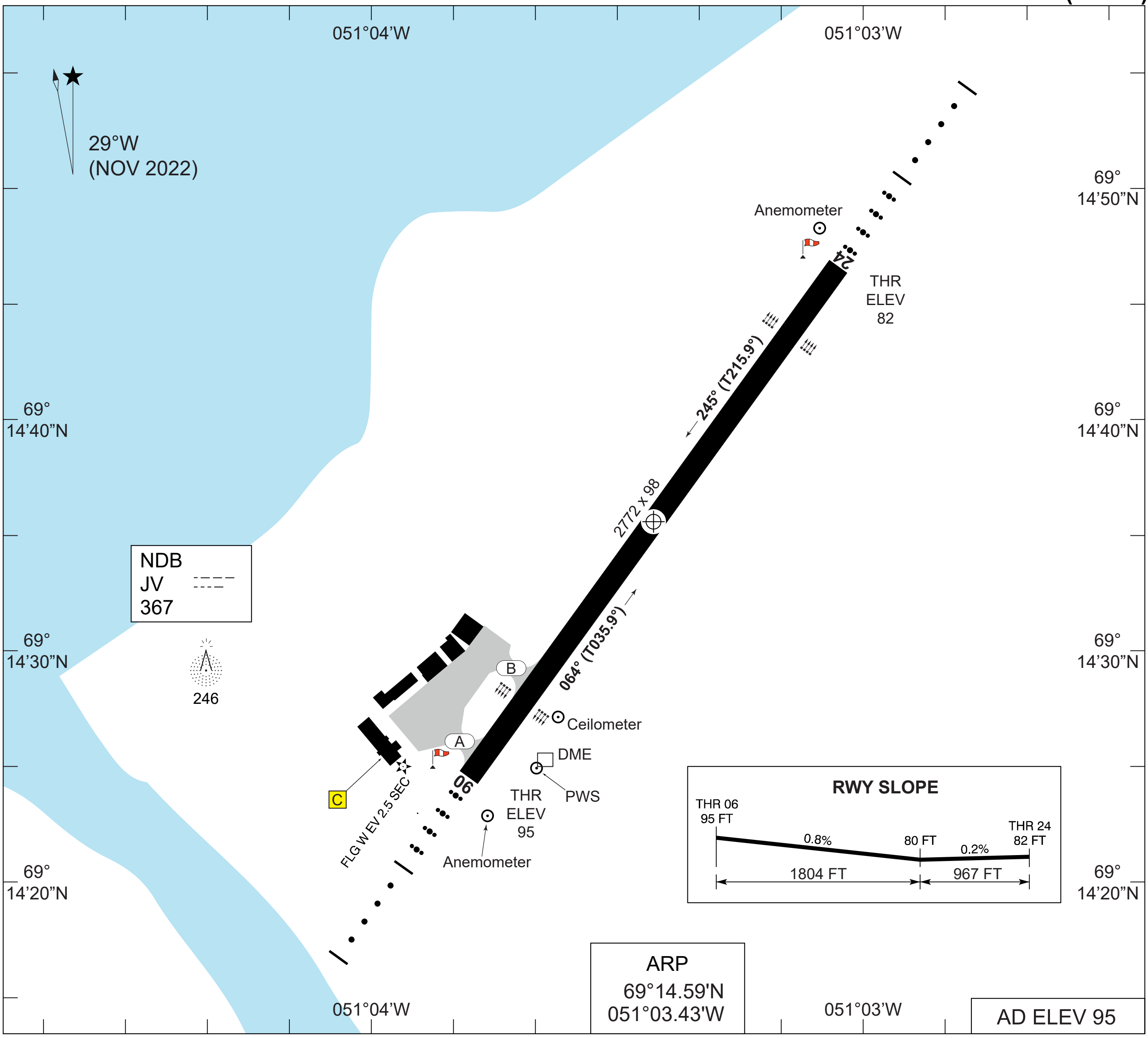
AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

BGJN - ILULISSAT

Aerodrome information is available in AIP Greenland.

24. CHARTS RELATED TO BGJN

Aerodrome Chart
NDB W RWY 06
NDB B



RWY	PCN	TORA	ASDA	TORA	LDA		PAPI	ALS	THR ELEV	THR PSN
06	46	2772	2772	2772	2772		5.1°	SRC	95	69°14.41'N 051°03.80'W
24	46	2772	2772	2772	2772		5.6°	SRC	82	69°14.78'N 051°03.05'W

AD constructed after STOL concept.

Two-way radio communication with AFIS is required prior to engine startup, and AFIS frequency is to be monitored at all times when engines are running.

Arrival:
Visual Surface Segment (VSS) RWY 06 is penetrated by terrain approximately 0.5 NM SW of THR 06.

Standard Arrival Routes (STAR) have not been established.

IFR departure:
Standard Instrument Departure (SID) RWY 06:
Climb straight ahead to 800 FT, turn left heading 275° (T246°) and maintain this heading until passing 3000 FT, then continue climb.

Standard Instrument Departure (SID) RWY 24:
Climb straight ahead until passing 3000 FT, then continue climb. Minimum net. climb gradient 280 FT/NM (4.6%) to 3000 FT.

CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

AD ELEV 95

ILULISSAT AFIS
119.100

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
JV 367	060° (T030.9°) e	1600	3.3° (5.7%)	**800**	95 FT	300 M	2772 FT

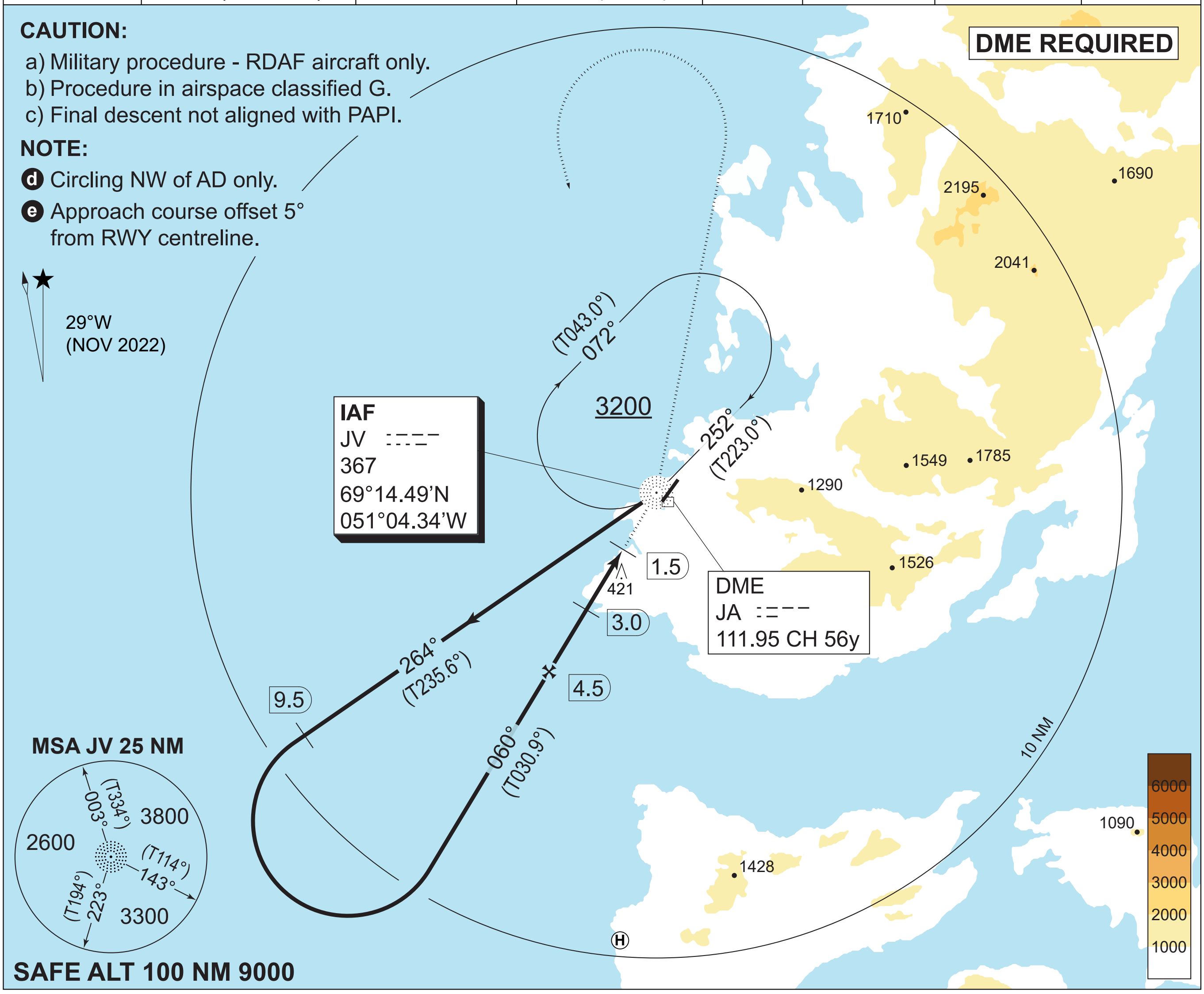
CAUTION:

a) Military procedure - RDAF aircraft only.
b) Procedure in airspace classified G.
c) Final descent not aligned with PAPI.

NOTE:

d Circling NW of AD only.
e Approach course offset 5° from RWY centreline.

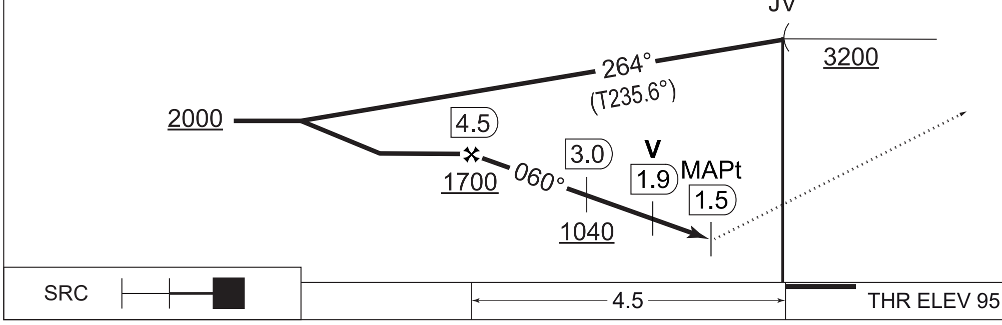
DME REQUIRED



TA 6000

CDFA 3.3° / 5.7%

DME JA	4	3
ALT	1530	1180



MISSED APPROACH
Climb straight ahead to JV NDB. Then on 045° (T016°) to 3200 FT. Turn LEFT direct JV NDB.

	CATEGORY	C
MIPS	NDB 06 (MACG 5%)	**800** - 2.4 705 (800-2.4/3.3)
MIPS	NDB 06 (MACG 2.5%)	**930** - 2.4 835 (900-2.4/3.8)
MIPS	CIRCLING d	**1190** - 2.4 1095 (1100-2.4)

CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

69°14.59'N
051°03.43'W

BLANK

AD ELEV 95

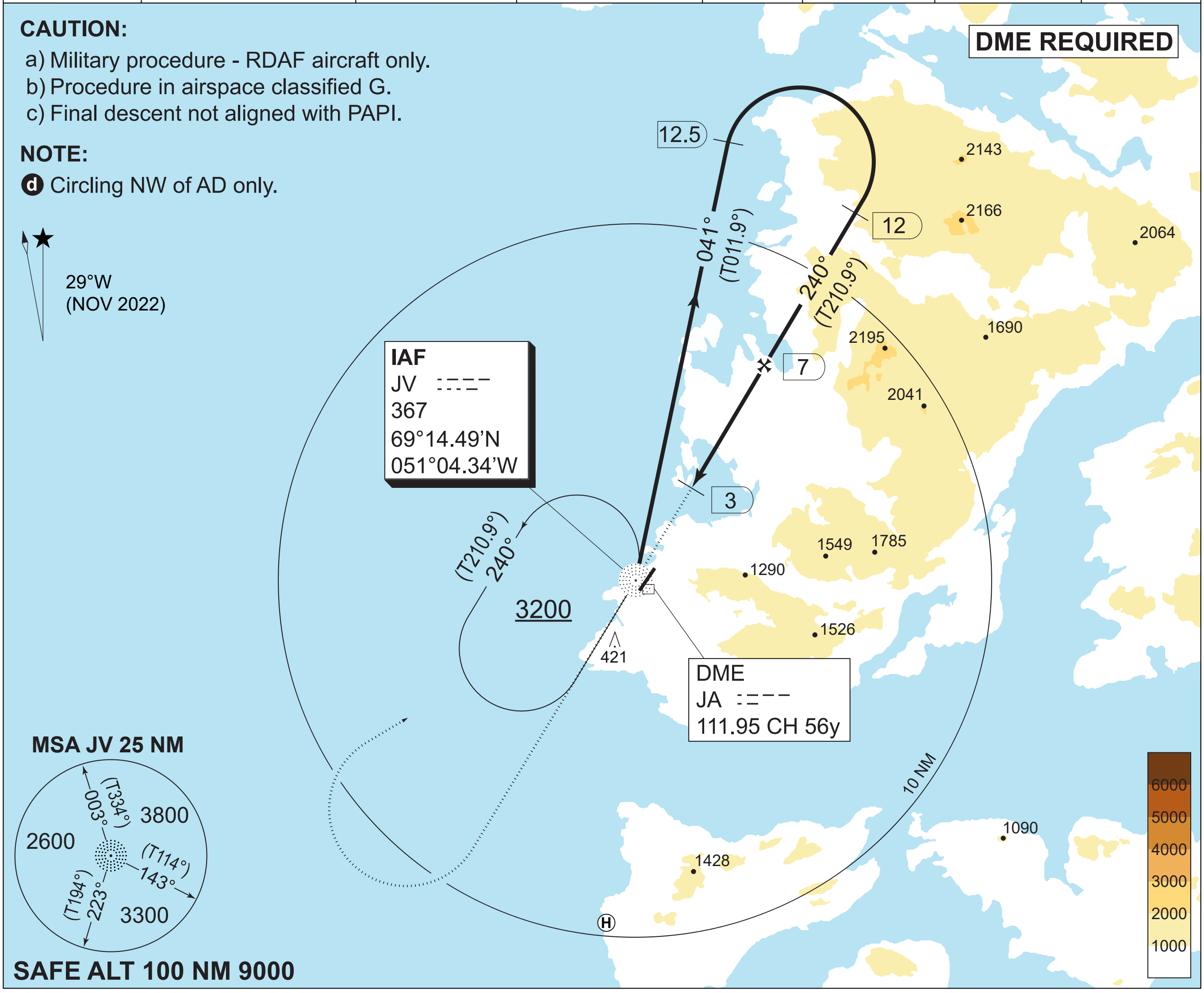
ILULISSAT AFIS
119.100

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
JV 367	240° (T210.9°)	2500	3.4° (5.9%)	**1190**	82	300 M	2772 FT

CAUTION:
a) Military procedure - RDAF aircraft only.
b) Procedure in airspace classified G.
c) Final descent not aligned with PAPI.

NOTE:
d Circling NW of AD only.

DME REQUIRED

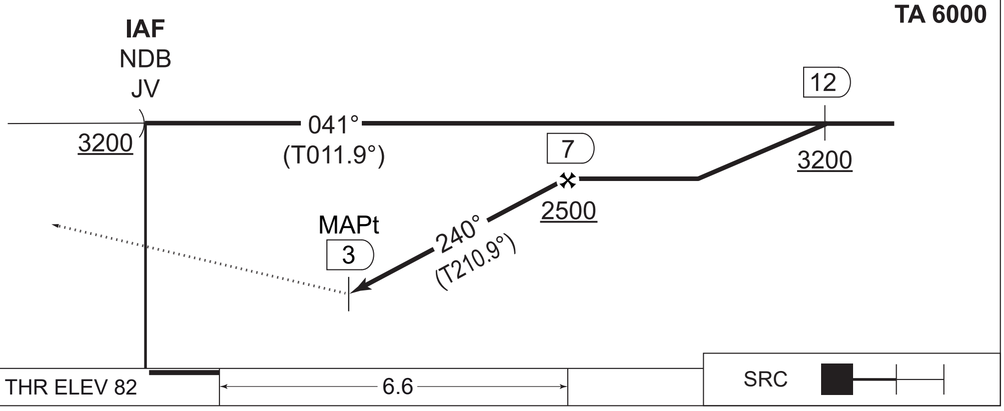


CDFA 3.4° / 5.9%

DME JA	4	5	6
ALT	1420	1780	2140

TA 6000

MISSED APPROACH
Climb straight ahead to JV NDB. Then on 240° (T211°) to 3200 FT. Turn RIGHT direct JV NDB.



	CATEGORY	C
MIPS	S-NDB	N/A (due to terrain)
	CIRCLING d	**1190** - 2.4 1095 (1100-2.4)

CHANGES: NEW PROCEDURE.

69°14.59'N
051°03.43'W

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

BLANK

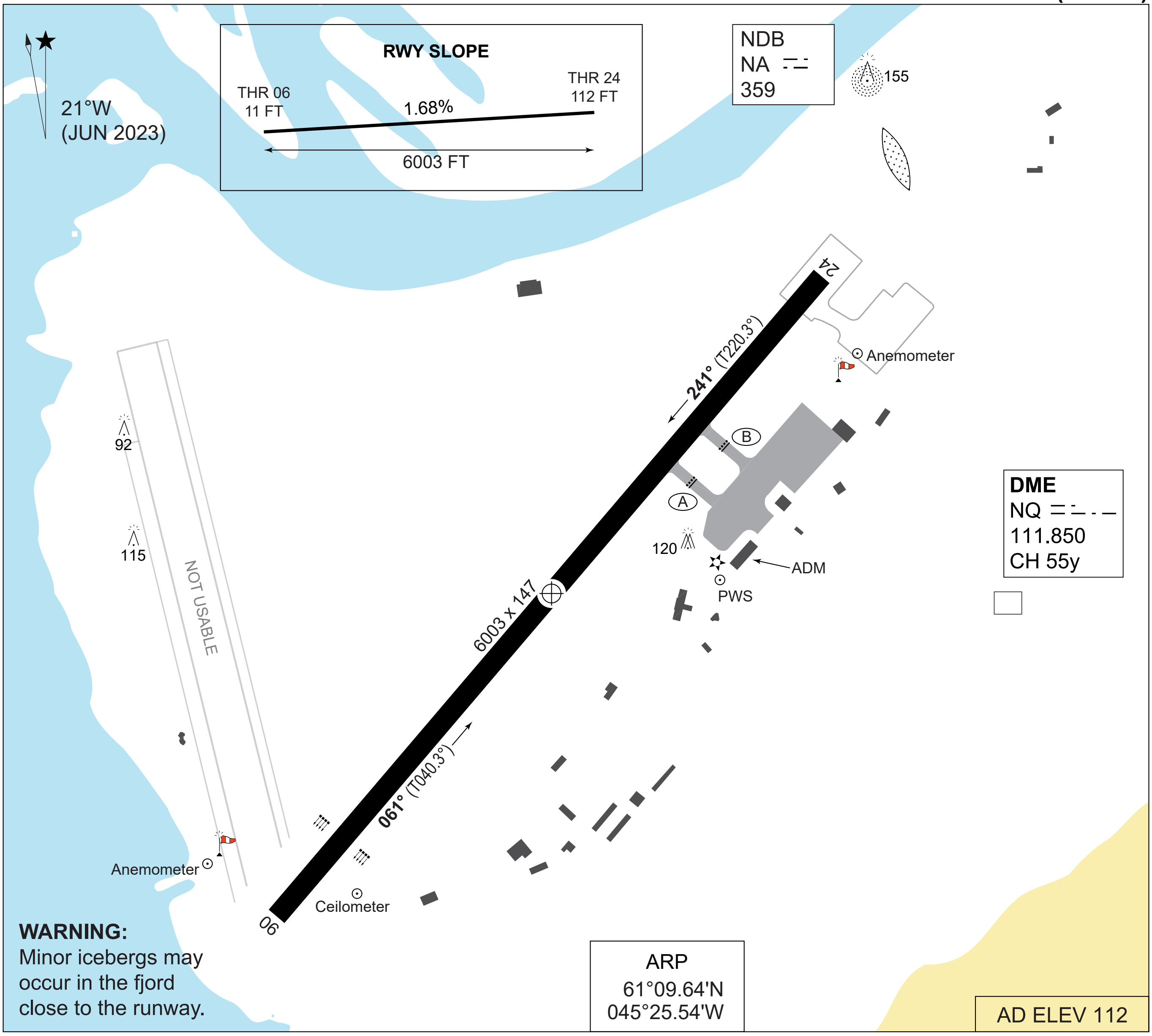
BGBW - NARSARSUAQ

Aerodrome information is available in AIP Greenland.

24. CHARTS RELATED TO BGBW

Aerodrome Chart
RNP Y RWY 06

BLANK



RWY	PCN	TORA	ASDA	TORA	LDA		PAPI	ALS	THR ELEV	THR PSN
06	43	6003	6003	6003	6003		3.5°	NONE	11	61°09.26'N 045°26.21'W
24	43	6003	6003	6003	6003		N/A	NONE	112	61°10.02'N 045°24.89'W

NARSARSUAQ AFIS: 119.100 MHZ

Two-way radio communication with AFIS is required prior to engine startup, and AFIS frequency is to be monitored at all times when engines are running.

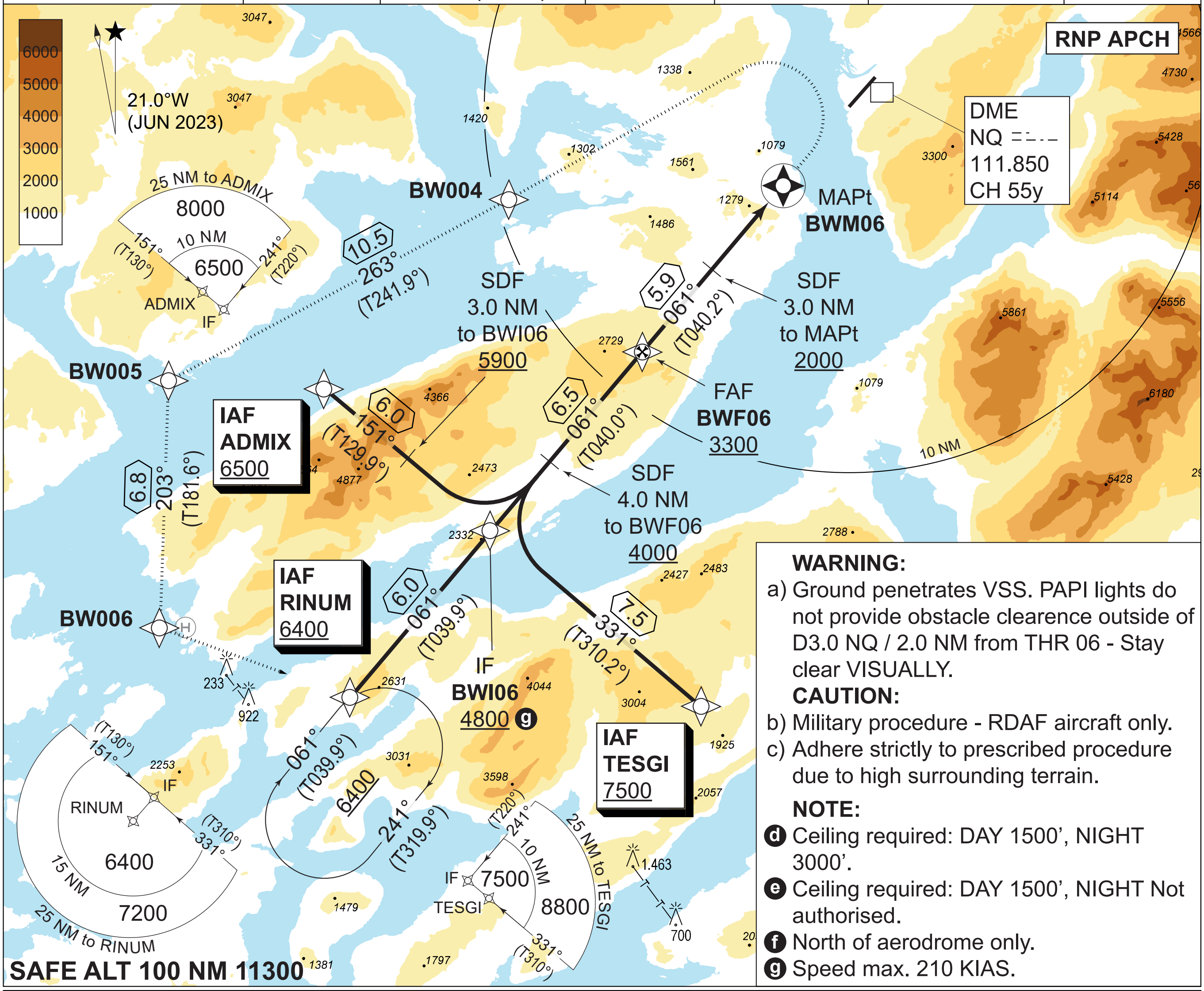
Arrival:
Standard Arrival Routes (STAR) have not been established.

IFR departure:
Standard Instrument Departure (SID) RWY 24 available.

CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

NARSARSUAQ AFIS 119.100						
APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
061°M / 040°T	3300	3.5° (6.1%)	**1800**	11	NO LIGHTS	6003 FT



WARNING:

a) Ground penetrates VSS. PAPI lights do not provide obstacle clearence outside of D3.0 NQ / 2.0 NM from THR 06 - Stay clear VISUALLY.

CAUTION:

b) Military procedure - RDAF aircraft only.

c) Adhere strictly to prescribed procedure due to high surrounding terrain.

NOTE:

d Ceiling required: DAY 1500', NIGHT 3000'.

e Ceiling required: DAY 1500', NIGHT Not authorised.

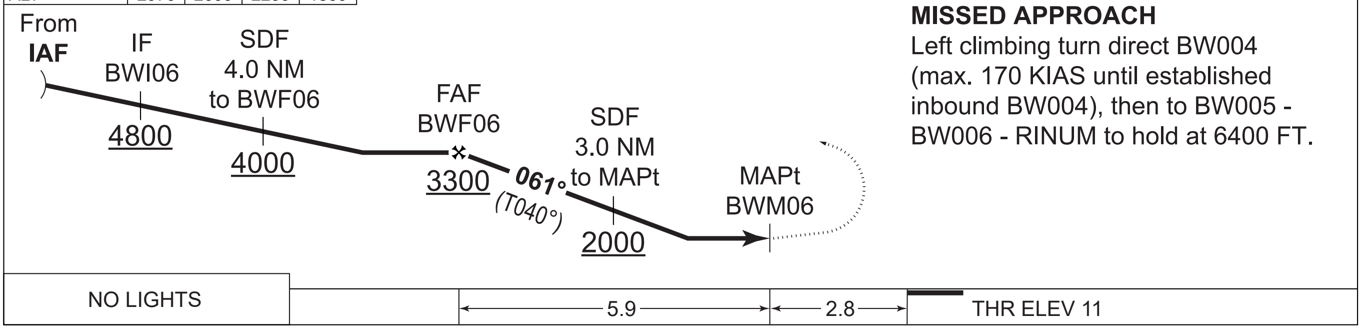
f North of aerodrome only.

g Speed max. 210 KIAS.

CDFA 3.5° / 6.1%				
DIST BWM06	5	4	3	2
DME NQ	8.7	7.7	6.7	5.7
ALT	2970	2600	2230	1860

TA 9000
TCH 50

MISSED APPROACH
Left climbing turn direct BW004 (max. 170 KIAS until established inbound BW004), then to BW005 - BW006 - RINUM to hold at 6400 FT.



CATEGORY	C
LNAV d	**1800** - 6.0 1789 (1700-6.0)
CIRCLING e f	**3500** - 6.0 3388 (3400-6.0)

MIPS

CHANGES: NEW PROCEDURE.

BGBW RNP RWY 06 waypoint coordinates:

RWY 06 from ADMIX (Initial LEFT) RNP APPROACH

		CODING		DISPLAY	
ADMIX	IAF	61 01 33.86N	045 55 46.90W	61 01.564N	045 55.782W
BWI06	IF	60 57 43.08N	045 46 20.32W	60 57.718N	045 46.339W
BWF06	FAF	61 02 37.75N	045 37 48.97W	61 02.629N	045 37.816W
BWM06	MAPt	61 07 07.14N	045 29 58.35W	61 07.119N	045 29.973W
BW004	MATF	61 06 42.95N	045 45 24.96W	61 06.716N	045 45.416W
BW005	MATF	61 01 44.32N	046 04 30.41W	61 01.739N	046 04.507W
BW006	MATF	60 55 00.34N	046 04 53.25W	60 55.006N	046 04.888W
RINUM	MAHF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W

RWY 06 from RINUM (Initial STRAIGHT) RNP APPROACH

		CODING		DISPLAY	
RINUM	IAF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W
BWI06	IF	60 57 43.08N	045 46 20.32W	60 57.718N	045 46.339W
BWF06	FAF	61 02 37.75N	045 37 48.97W	61 02.629N	045 37.816W
BWM06	MAPt	61 07 07.14N	045 29 58.35W	61 07.119N	045 29.973W
BW004	MATF	61 06 42.95N	045 45 24.96W	61 06.716N	045 45.416W
BW005	MATF	61 01 44.32N	046 04 30.41W	61 01.739N	046 04.507W
BW006	MATF	60 55 00.34N	046 04 53.25W	60 55.006N	046 04.888W
RINUM	MAHF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W

RWY 06 from TESGI (Initial RIGHT) RNP APPROACH

		CODING		DISPLAY	
TESGI	IAF	60 52 53.66N	045 34 35.27W	60 52.894N	045 34.588W
BWI06	IF	60 57 43.08N	045 46 20.32W	60 57.718N	045 46.339W
BWF06	FAF	61 02 37.75N	045 37 48.97W	61 02.629N	045 37.816W
BWM06	MAPt	61 07 07.14N	045 29 58.35W	61 07.119N	045 29.973W
BW004	MATF	61 06 42.95N	045 45 24.96W	61 06.716N	045 45.416W
BW005	MATF	61 01 44.32N	046 04 30.41W	61 01.739N	046 04.507W
BW006	MATF	60 55 00.34N	046 04 53.25W	60 55.006N	046 04.888W
RINUM	MAHF	60 53 07.95N	045 54 14.57W	60 53.133N	045 54.243W

CHANGES: PAGE ADDED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025