

AIR COMMAND DENMARK - MIL AIM

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MIL AIP DENMARK

AIRAC Cycle: 2601
Eff. 22 JAN 2026
Amendment No. 278

This AIRAC AMDT contains the following changes:

GEN 0.1	AIRAC Dates updated.
GEN 0.4	Checklist updated.
GEN 0.5	New Obstacle "Hallendrup" added.
ENR 1.4	Editorial.
ENR 5.4	New Obstacle "Hallendrup" added.
EKKA	
AD 2.1	REF temperature changed. Magnetic directions corrected. PAPI angle and configuration changed.
AD2	Mag var., courses and a minima updated on multiple charts and procedures
EKSP	
AD 2.1	REF temperature changed. Magnetic variation changed. True and Magnetic directions corrected. RESA added.
AD2	Mag var. and courses updated on multiple charts and procedures
EKYT	
AD 2.1-1	REF temperature changed. Minor change to AAL VOR coordinates.

INSERT THE FOLLOWING PAGES:

GEN	
GEN 0.1-3/	22 JAN 2026
GEN 0.1-4	24 FEB 2022
GEN 0.4-1/	22 JAN 2026
GEN 0.4-2	22 JAN 2026
GEN 0.4-3/	22 JAN 2026
GEN 0.4-4	22 JAN 2026
GEN 0.4-5	22 JAN 2026
GEN 0.5-3	22 JAN 2026

ENR	
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ENR 1.4-2	22 JAN 2026
ENR 1.4-3/	22 JAN 2026
ENR 1.4-4	22 JAN 2026
ENR 5.4-5/	23 JAN 2025
ENR 5.4-6	22 JAN 2026

DESTROY THE FOLLOWING PAGES:

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GEN 0.4-1/	27 NOV 2025
GEN 0.4-2	27 NOV 2025
GEN 0.4-3/	27 NOV 2025
GEN 0.4-4	27 NOV 2025
GEN 0.4-5	27 NOV 2025
GEN 0.5-3	27 NOV 2025

ENR 1.4-1/	30 OCT 2025
ENR 1.4-2	30 OCT 2025
ENR 1.4-3/	30 OCT 2025
ENR 1.4-4	30 OCT 2025
ENR 5.4-5/	23 JAN 2025
ENR 5.4-6	23 JAN 2025

INSERT THE FOLLOWING PAGES:**EKKA**

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AD 2.1-2	02 OCT 2025
AD 2.1-3/	02 OCT 2025
AD 2.1-4	22 JAN 2026
AD 2.1-5/	22 JAN 2026
AD 2.1-6	27 NOV 2025
ADC	22 JAN 2026
ILS or LOC RWY 09R	22 JAN 2026
COPTER ILS RWY 09R	22 JAN 2026
HPMA TACAN RWY 09R	22 JAN 2026
COPTER TACAN RWY 09R	22 JAN 2026
RNP RWY 09R	22 JAN 2026
ILS or LOC RWY 27L	22 JAN 2026
COPTER ILS or LOC 27L	22 JAN 2026
HPMA TACAN RWY 27L	22 JAN 2026
COPTER TACAN RWY 27L	22 JAN 2026
RNP RWY 27L	22 JAN 2026

EKSP

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AD 2.1-2	30 OCT 2025
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AOC RWY 10L	22 JAN 2026
AOC RWY 28R	22 JAN 2026
APDC	22 JAN 2026
ILS OR LOC 10L	22 JAN 2026
COPTER ILS OR LOC 10L	22 JAN 2026
ILS OR LOC Z 10L	22 JAN 2026
HPMA TACAN 10L	22 JAN 2026
TACAN 10L	22 JAN 2026
RNP 10L	22 JAN 2026
ILS OR LOC 28R	22 JAN 2026
COPTER ILS OR LOC 28R	22 JAN 2026
ILS OR LOC Z 28R	22 JAN 2026
HPMA TACAN 28R	22 JAN 2026
TACAN 28R	22 JAN 2026
RNP 28R	22 JAN 2026

EKYT

AD 2.1-1/	22 JAN 2026
AD 2.2-2	02 OCT 2025
AD 2.1-7/	22 JAN 2026
AD 2.1-8	16 MAY 2024

DESTROY THE FOLLOWING PAGES:

AD 2.1-1/	13 JUN 2024
AD 2.1-2	02 OCT 2025
AD 2.1-3/	02 OCT 2025
AD 2.1-4	07 AUG 2025
AD 2.1-5/	28 DEC 2023
AD 2.1-6	27 NOV 2025
ADC	07 AUG 2025
ILS or LOC RWY 09R	15 MAY 2025
COPTER ILS RWY 09R	23 JAN 2025
HPMA TACAN RWY 09R	10 JUL 2025
COPTER TACAN RWY09R	30 OCT 2025
RNP RWY 09R	15 MAY 2025
ILS or LOC RWY 27L	15 MAY 2025
COPTER ILS or LOC 27L	23 JAN 2025
HPMA TACAN RWY 27L	10 JUL 2025
COPTER TACAN RWY27L	10 JUL 2025
RNP RWY 27L	15 MAY 2025

AD 2.1-1/	27 NOV 2025
AD 2.1-2	30 OCT 2025
AD 2.1-5/	07 AUG 2025
AD 2.1-6	24 FEB 2022
ADC	10 JUL 2025
AOC RWY 10L	13 JUL 2023
AOC RWY 28R	13 JUL 2023
APDC	18 APR 2024
ILS OR LOC 10L	15 MAY 2025
COPTER ILS OR LOC 10L	15 MAY 2025
ILS OR LOC Z 10L	15 MAY 2025
HPMA TACAN 10L	23 JAN 2025
TACAN 10L	15 MAY 2025
RNP 10L	15 MAY 2025
ILS OR LOC 28R	15 MAY 2025
COPTER ILS OR LOC 28R	15 MAY 2025
ILS OR LOC Z 28R	15 MAY 2025
HPMA TACAN 28R	23 JAN 2025
TACAN 28R	15 MAY 2025
RNP 28R	15 MAY 2025

END

Part 3 Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

AD 0 Preface

Table of Contents to Part 3.

AD 1 Aerodromes/Heliports - Introduction

Aerodrome/heliport availability; Rescue and fire fighting services and Snow plan; Index to aerodromes; and Grouping of aerodromes.

AD 2 Aerodromes

Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under AD 2 subsections.

AD 3 Greenland

Detailed information about aerodromes in Greenland.

Amendment interval

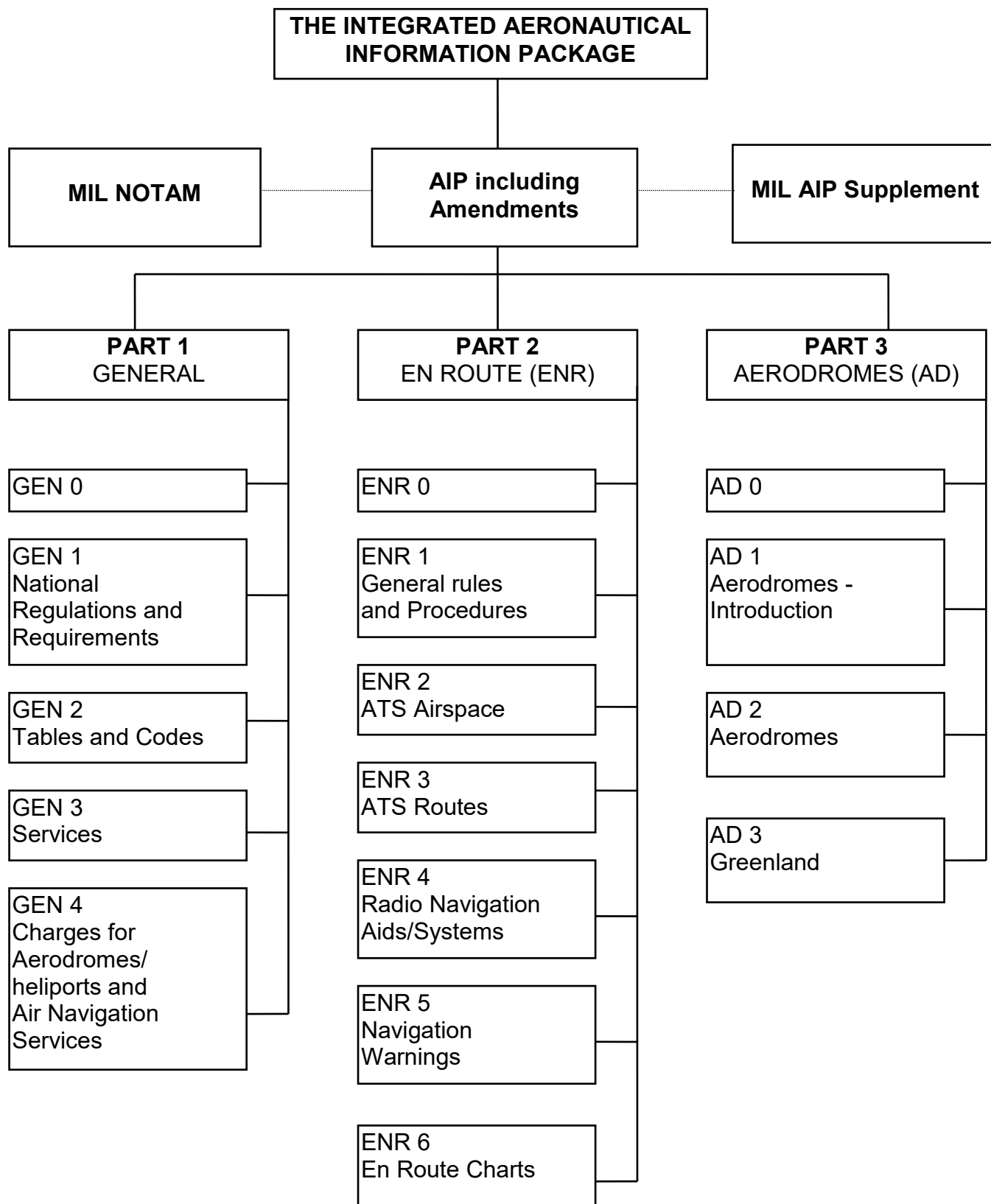
To the extent possible, amendments to MIL AIP will be issued on AIRAC dates. For 2026, the following AIRAC dates have been established:

22 JAN, 19 FEB, 19 MAR, 16 APR, 14 MAY, 11 JUN, 09 JUL, 06 AUG, 03 SEP,
01 OCT, 29 OCT, 26 NOV and 24 DEC.

4. Service to contact in case of detected AIP error or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

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E-MAIL: FKO-KTP-F-AIM@mil.dk
INTERNET: www.flv.dk/milaim



GEN 0.4 CHECKLIST OF AIP PAGES

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GEN		2.6-1	24 FEB 2022
GEN0		2.6-2	24 FEB 2022
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1.2-2	24 FEB 2022	3.3-1	24 FEB 2022
1.3-1	16 JUN 2022	3.3-2	24 FEB 2022
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		COPTER ILS or LOC 10L	22 JAN 2026
EKKA		HPMA TACAN 10L	22 JAN 2026
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AD 2.1-10	02 OCT 2025	NDB RWY 01	20 MAR 2025
ADC	23 JAN 2025	RNP RWY 01	20 MAR 2025
GMC	15 JUN 2023	WP LIST RWY 01	20 MAR 2025
AOC-A 08L	23 FEB 2023	NDB RWY 19	20 MAR 2025
PATC 26R	23 FEB 2023	RNP RWY 19	20 MAR 2025
VAC	03 OCT 2024	WP LIST RWY 19	20 MAR 2025
NAC	26 JAN 2023	CHARTS	
VFR-08L	26 JAN 2023	LFC 1:500.000 Ed. 48	15 MAY 2025
VFR-26R	26 JAN 2023	LFCW 1:500.000 Ed. 5	15 MAY 2025
ILS or LOC 08L	30 OCT 2025	ANC 1:250.000 CPH AREA	17 APR 2025
COPTER ILS or LOC 08L	30 OCT 2025		
HPMA TACAN 08L	28 NOV 2024		
TACAN 08L (CAT A-B)	30 OCT 2025		
TACAN 08L (CAT C-E)	30 OCT 2025		
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ILS or LOC 26R	30 OCT 2025		
COPTER ILS or LOC 26R	30 OCT 2025		
HPMA VORTAC 26R	03 OCT 2024		
VORTAC 26R	30 OCT 2025		
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ADC	28 DEC 2023		
RNP RWY 31	28 DEC 2023		
WP LIST RWY 31	28 DEC 2023		

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LFC Ed. 48 LFCW Ed. 5	Remove the following "VFR Reporting Point": Højen at PSN 55 39 50N 009 30 44E. Sønder Omme at PSN 55 50 18N 008 55 55E. Tørring at PSN 55 50 16N 009 30 33E. Vorbasse Vest at PSN 55 37 30N 009 03 30E. Change PSN of the following "VFR Reporting Point": Give from PSN 55 51 58N 009 14 55E to 55 50 22N 009 10 42E. Vandel from PSN 55 42 06N 009 12 38E to 55 41 30N 009 10 30E. Add the following "VFR Reporting Point": Vorbasse at PSN 55 38 24N 009 04 14E. Egtved at PSN 55 37 36N 009 17 52E.	AMD 277
LFC Ed. 48 LFCW Ed. 5	Add symbol for "Wind turbine and group. Lighted", Hallendrup, ELEV 713 FT MSL. PSN: 56 21 02N 010 06 50E, 56 21 11N 010 06 46E, 56 21 20N 010 06 42E, 56 21 35N 010 06 00E, 56 21 43N 010 05 56E, 56 21 53N 010 05 52E.	AMD 278
LFC Ed. 48	Change label BILLUND Elevation in FT from 247 to 246.	AMD 278

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ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of Airspaces

ATS airspace are classified and designated in accordance with the following:

- Class A. IFR flights only are permitted. All flights are subject to air traffic control service and are separated from each other.
- Class B. IFR and VFR flights are permitted. All flights are subject to air traffic control service and are separated from each other.
- Class C. IFR and VFR flights are permitted. All flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.
- Class D. IFR and VFR flights are permitted. All flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights.
- Class E. IFR and VFR flights are permitted. IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as practical.
- Class F. IFR and VFR flights are permitted. All participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.
- Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for flights within each class of airspace are as shown in table 1 on the following page, however, the speed limitation at 250 KTS IAS below FL 100 in airspace class C, D, E and G can be exempted after approval by the Danish CAA, for aircraft types which for technical or safety reasons, cannot maintain this speed.

Note 1: Airspace classes A, B and F are not used within København FIR.

Note 2: En route VFR flights shall not be operated above FL 195 in airspace class C, reference Commission Regulation (EU) No 923/ 2012.

2. Transponder Mandatory Zone (TMZ)

2.1 Definition

Transponder Mandatory Zone (TMZ) means an airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory.

2.2 Procedures

All flights operating in airspace designated by the competent authority as a transponder mandatory zone (TMZ) shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.

2.3 Designation

The airspace within København FIR designated as TMZ is reflected in table 1 ATS airspace classification.

3. Radio Mandatory Zone (RMZ)

3.1 Definition

Radio Mandatory Zone (RMZ) means an airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.

3.2 Procedures

3.2.1 VFR flights operating in parts of Classes E, F or G airspace and IFR flights operating in parts of Classes F or G airspace designated as a Radio Mandatory Zone (RMZ) by the competent authority shall maintain continuous air- ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.

3.2.2 Before entering a Radio Mandatory Zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.

3.3 Designation

Within København FIR FIZ and airspace class E and G above FL 95 is designated as RMZ. RMZ is reflected in ENR 2.

Tabel 1.

CLASS	TYPE OF FLIGHT	SEPARATION PROVIDED	SERVICE PROVIDED	VMC VISIBILITY AND DISTANCE FROM CLOUD MINIMA	SPEED-LIMITATION ³⁾	RADIO COMM.	TMZ	CLEARANCE
A ¹⁾	IFR only	All traffic	Air traffic control service	8 KM at and above FL100 5KM below FL100 1500 M horizontal and 300 M vertical distance from cloud ²⁾	Not applicable	Cont. two-way	Yes	Yes
B ¹⁾	IFR	All traffic	Air traffic control service	Same as for VFR	Not applicable	Cont. two-way	Yes	Yes
	VFR	All traffic	Air traffic control service	8 KM at and above FL100 5KM below FL100 1500 M horizontal and 300 M vertical distance from cloud	Not applicable	Cont. two-way	Yes	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Same as for VFR	Not applicable	Cont. two-way	Yes	Yes
	VFR	VFR from IFR	Air traffic control service for separation from IFR. VFR/VFR: traffic information and traffic avoidance advice on request	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL100	Cont. two-way	Yes	Yes
D	IFR	IFR from IFR	Air traffic control service. Traffic information about VFR flights and traffic avoidance advice on request	Same as for VFR	250 KT IAS below FL100	Cont. two-way	Yes	Yes
	VFR	NIL	Air traffic control service. Traffic information about VFR and IFR flights, and traffic avoidance advice on request	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL100	Cont. two-way	Above FL95	Yes
E	IFR	IFR from IFR	Air traffic control service. Traffic information about VFR-Flights as far as practical	Same as for VFR	250 KT IAS below FL100	Cont. two-way	Yes	Yes
	VFR	NIL	Flight information service. Traffic information as far as practical	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL100	No ⁴⁾	Above FL95	No

CLASS	TYPE OF FLIGHT	SEPARATION PROVIDED	SERVICE PROVIDED	VMC VISIBILITY AND DISTANCE FROM CLOUD MINIMA	SPEED LIMITATION ³⁾	RADIO COMM.	TMZ	CLEARANCE
F ¹⁾	IFR	IFR from IFR as far as practical	Air traffic advisory service and flight information service	Same as for VFR	250 KT IAS below FL100	Cont. two-way	Yes	No
	VFR	NIL	Flight information service	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud. At and below 900 M (3000 FT) MSL or 300 M (1000 FT) above terrain whichever is higher: -5 KM clear of cloud and in sight of ground or water -3 KM clear of cloud and in sight of ground or water	250 KT IAS below FL100 250 KT IAS 140 KT IAS	No ⁴⁾	Above FL95	No
G	IFR	NIL	Flight information service	Same as for VFR	250 KT IAS below FL100	Cont. two-way	Yes	No
	VFR	NIL	Flight information service	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud. At and below 900M (3000 FT) MSL or 300 M (1000 FT) above terrain whichever is higher: -5 KM clear of cloud and in sight of ground or water -3 KM ⁵⁾ clear of cloud and in sight of ground or water	250 KT IAS below FL100 250 KT IAS 140 KT IAS	No ⁴⁾	Above FL95	No

¹⁾ Airspace Class. A, B and F not applicable in Denmark

²⁾ The VMC minima given for airspace class A are for guidance to pilots in case of radio communication failure and do not imply acceptance of VFR flights in airspace class A.

³⁾ Military aircraft may deviate from the established max. speeds if so dictated by aircraft performance, handling characteristic or mission requirements.

Military aircraft deviating from established max. speeds, will have "due regard" for the safety of navigation of civil aircraft (ICAO CONV. article 3.d)

⁴⁾ Unless designated as RMZ REF ENR 1.4 item 3.3

⁵⁾ For aircraft established in the aerodrome traffic circuit, flight is permitted with a flight visibility of at least 1.5 KM clear of cloud and with the aerodrome in sight. With helicopters, flight is permitted with a flight visibility of at least 0.8 KM, provided that the helicopter is operated at a speed that will give adequate opportunity to observe other traffic or any obstacle in time to avoid collision.

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
FREDERIKS	2 Wind Turbines	562118N 0091542E 562126N 0091550E	627 388	LIL F R	
FREDERIKSHAVN	4 Wind Turbines	572651.24N 0103320.21E 572631.16N 0103355.43E	420 420	LIM FLG R	
FREJLEV	Masts	570013N 0094929E*	854 680	LIH FLG W	
FAABORG	Mast	550645N 0101302E*	420 350	NIL	
FAARE	3 Wind- Turbines in a row	562740N 0081453E 562744N 0081422E	484 438	NIL	
GAMMELSTRUP	3 Wind Turbines	562949N 0091133E 563001N 0091149E 563013N 0091204E	519 459	LIL F R	
GETTRUP	6 Wind turbines in a row	564408N 0082223E 564400N 0082226E 564353N 0082228E 564345N 0082231E 564338N 0082234E 564330N 0082236E	541 351	LIL F R	
GILBJERG	4 Wind Turbines	554015N 0090320E 554019N 0090305E 554024N 0090250E 554028N 0090234E	614 410	LIL R	
GIMLINGE	4 Wind Turbines	551835N 0112811E 551904N 0112806E	520 415	LIL F R	
GJERLEV, ALLESTRUPGAARD	6 Wind Turbines	563427N 0100424E 563431N 0100403E 563436N 0100343E 563440N 0100323E 563444N 0100302E 563448N 0100242E	668 410	LIL F R	
GLADSAXE	Mast	554404N 0122933E*	837 676	LIH FLG W	
GRENÅ	Chimney	562445N 0105453E*	402 394	NIL	
GRØNHEDE VOLSTRUP	2 Wind Turbines	571833N 0102840E 571843N 0102837E	427 351	LIL F R	
GØRLEV, ÅGÅRDSVEJ	2 Wind Turbines	553334N 0111327E 553345N 0111347E	509 466	LIL F R	
GØTTRUP	5 Wind Turbines	570143.34N 0091600.71E 570148.71N 0091543.31E 570154.11N 0091526.15E 570159.58N 0091509.10E 570205.05N 0091452.00E	425 417	LIL F R	
HADSTEN	Mast	561814N 0095835E*	1280 1051	LIH FLG W	
HAGESHOLM 1	6 Wind Turbines in a group	554558.77N 0113404.90E 554557.62N 0113433.44E 554544.71N 0113431.80E 554545.91N 0113403.20E 554558.77N 0113404.90E	342 338	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
HAGESHOLM 2	10 Wind Turbines in a group	554538N 0113202E 554538N 0113227E 554538N 0113252E 554538N 0113317E 554538N 0113342E 554556N 0113508E 554556N 0113529E 554556N 0113550E 554545N 0113508E 554544N 0113529E	416 416	NIL	
HALLENDRUP	6 Wind turbines	562102N 0100650E 562111N 0100646E 562120N 0100642E 562135N 0100600E 562143N 0100556E 562153N 0100552E	713 492	LIL F R	
HANDEST HEDE	6 Wind Turbines	563356N 0095225E 563407N 0095211E 563417N 0095156E 563410N 0095238E 563420N 0095224E 563431N 0095209E	634 492	LIL F R	
HANSTHOLM HAVN	3 Wind Turbines	570731N 0083703E 570726N 0083732E 570718N 0083807E	502 492	LIL F R	
HARPELUNDE, SANDBY	6 Wind Turbines	545440N 0110157E 545430N 0110150E 545420N 0110147E 545409N 0110148E 545359N 0110153E 545349N 0110201E	496 489	LIL F R	
HASLUND KÆR	3 Wind Turbines	562422N 0100213E 562421N 0100213E 562420N 0100243E	692 410	LIL F R	
HEDENSTED	Mast	554836N 0093725E*	1273 1037	LIH FLG W	
HEJNSVIG	3 Wind Turbines	554147N 0090320E 554153N 0090311E 554159N 0090303E	595 387	LIL F R	
HEJRING	5 Wind Turbines	563739N 0093751E 563747N 0093746E 563755N 0093741E 563804N 0093736E 563812N 0093731E	565 411	LIL F R	
HEMMET	7 Wind Turbines	555057N 0082556E 555104N 0082541E 555111N 0082525E 555119N 0082509E 555126N 0082454E 555133N 0082438E 555141N 0082423E	545 492	LIL F R	

EKKA - KARUP AIR BASE**1. AERODROME LOCATION INDICATOR AND NAME**

EKKA – HELICOPTER WING KARUP

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	561750.85N 0090728.66E THR RWY 27L
2	Direction and distance from (city)	233° / 13.5 NM from Viborg 032° / 11.0 NM from Herning
3	AD ELEV REF temperature	171 FT AMSL 21.5°C
4	MAG VAR Annual change	4.0° E (JAN 2023) Increasing 12' / 0.20° E
5	AD administration Postal address Telephone Telefax AFTN Email	Helicopter Wing Karup Herningvej 30, Kølvrå DK-7470 Karup J +45 72 84 31 11 N/A EKKAZPZX/EKKAZPZP wkar-wingops@mil.dk
6	Types of traffic permitted	IFR/VFR

3. OPERATIONAL HOURS

1	AD administration	MON - TUE 0630-1430 (0530-1330) WED - THU 0630-1400 (0530-1300) FRI 0630-1230 (0530-1130)
2	Customs and immigration	As AD administration
3	Health and sanitation	Medical service AVBL
4	AIS briefing office	As AD administration
5	ATS reporting office	As AD administration
6	MET briefing office	H24
7	ATS	H24
8	Fuelling	As AD administration
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration. Limited capacity.
12	Remarks	PPR 24 HR for landing. Weekends and holidays closed.

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	YES
2	Fuel/oil types	F34 (JET A) F18 (limited capacity), F40/ O-123, O-128, O-133, O-134, O-136, O-148, O-149, H-515
3	Fuelling facilities/capacity	Outside operational hours limited capacity (20.000 litres) F34
4	Oxygen	LOX
5	De-icing facilities	Yes
6	Hangar space for visiting aircraft	NIL
7	Repair facilities for visiting aircraft	YES (See AD 2.1-1 Para 3)
8	Remarks	

5. PASSENGER FACILITIES

1	Hotels	Limited MIL accommodation on base, hotels in Viborg and Herning
2	Restaurants	Cafeteria on base
3	Transportation	Buses near main gate
4	Medical facilities	Infirmiery on base, hospitals in Viborg and Herning.
5	Bank and post office	In Karup, 3 km
6	Tourist office	NIL
7	Remarks	

6. RESCUE AND FIREFIGHTING SERVICES

1	AD category for fire fighting	CAT 6. CAT 7 on request, PPR 24H in advance.
2	Rescue equipment	Compliant with CAT
3	Capability for removal of disabled aircraft	Limited
4	Remarks	

7. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Seasonal availability	All seasons
2	Clearance/removal equipment	Yes
3	Remarks	Caution advised in winter during ice conditions. See snow plan in section AD 1.2-2

8. APRONS, TAXIWAYS AND CHECK LOCATIONS/ POSITIONS DATA

1	Aprons surface and strength	Apron N: Concrete, PCN 81 F/A/W/T Apron NE: Concrete, PCN 115 R/D/W/T Others: Concrete/asphalt PCN 14 - 120
2	Taxiway width, surface and strength	TWY S: 40-45 ft, Asph./concr. PCN 120 F/A/W/T TWY S1: 40 ft, concr, PCN 101 R/C/W/T TWY S2: 40 ft, concr. PCN 120 R/C/W/T TWY W: 75 ft between THR 09 L/R, otherwise 50 ft. Asph./concr. PCN 94 F/A/W/T TWY X: 40 ft, Asph./concr. PCN 65 F/A/W/T TWY E: 40-75 ft, Asph./concr. PCN 119 F/A/W/T TWY E1: 40 ft, Concrete, PCN 120 F/A/W/T TWY C: 45 ft, Asph./concr. PCN 93 F/A/W/T TWY P: 60 ft, Asph./concr. PCN 118 F/A/W/T TWY F: 35 ft, Asph./concr. PCN 74 F/A/W/T
3	ACL location and elevation	Nil
4	VOR/INS checkpoints	Nil
5	Remarks	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft signs	TWY ID signs established. Taxi guidelines available. Visual docking/parking system not avbl
2	RWY and TWY markings and LGT	RWY day marking: 09R/27L: THR, RWY designator, TDZ, CL, EDGE. 09L/27R: THR, RWY designator, CL. 03/21: THR, RWY designator, CL, EDGE. 14/32: THR, RWY designator, CL, EDGE. RWY LGT: See Item 2.14 TWY day marking: Yellow centerline and holding positions TWY lgt: See Item 2.15
3	Stop bars	RGL only
4	Remarks	

10. AERODROME OBSTACLES

Obstacles for Area 2 and 3 are not provided								
Obstacles penetrating obstacle limiting surfaces								
OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
55394	Antenna	56 16 41.81N	009 07 00.58E	374	196		Inner horizontal	72.36
99628	Antenna	56 16 48.00N	009 06 59.94E	328	151		Inner horizontal	26.36

11. METEOROLOGICAL INFORMATION PROVIDED

See GEN 3.5.

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	Directions	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation
					TDZ elevation
1	2	3	4	5	6
09R	089.3°T 085°M	9607 x 150 ft or 2928 x 45 M	PCN 75 F/C/W/T PCR 530 R/B/W/T asphalt/concrete Composite constr.	561749.74N 0090438.39E	THR 154.00 TDZ 160.00
27L	269.3°T 265°M			561750.85N 0090728.66E	THR 170.00 TDZ 170.00
09L	089.3°T 085°M	9816 x 75 ft or 2992 x 23 M	PCN 120 F/B/W/T PCR 390 F/B/X/T asphalt/concrete Composite constr.	561756.70N 0090439.44E	THR 155.00 -
27R	269.3°T 265°M			561757.84N 0090733.43E	THR 171.00 -

	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks: RWY classification	
						RWY CODE	TYPE
	7	8	9	10	11	12	
09R	Less than 1%	755x150 FT / 230 x 45 M	NIL	10001 x 984 ft / 3048 x 300 M	NIL	4D	PA-1
27L		745x150 FT / 227 x 45 M		10001 x 984 ft / 3048 x 300 M		4D	PA-2
09L		573x75 FT / 175 x 23 M		10210 x 984 ft / 3112 x 300 M		2B	NINST
27R		466x75 FT / 142 x 23 M		10210 x 984 ft / 3112 x 300 M		2B	NINST

12.1 Runway Physical Characteristics Other Runways

RWY desig.	Directions	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation	Remarks: RWY classification	
					TDZ elevation	RWY CODE	TYPE
1	2	3	4	5	6	7	
03	034.3°T 030°M	2889 x 50 ft or 880 x 15 M	PCN 90 F/C/W/T PCR 350 R/B/W/T asphalt/concrete Composite constr.	561753.78N 0090619.75E	N/A	2A	NINST
21	214.3°T 210°M			561817.29N 0090648.64E	N/A		
14	134.3°T 130°M	2273 x 75 ft or 693 X 23 M	PCN 101 F/C/W/T PCR 590 F/B/X/T asphalt/concrete Composite constr.	561809.92N 0090645.99E	N/A	1A	NINST
32	314.3°T 310°M			561754.26N 0090714.80E	N/A	1A	NINST
09	089.0°T 085°M	2789 X 147 ft or 850 x 45 M	Grass	N/A	N/A	2C	NINST
27	269.0°T 265°M			N/A	N/A		

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
09R	9607 ft / 2928 M	9607 ft / 2928 M	10362 ft / 3158 M	9607 ft / 2928 M	
27L	9607 ft / 2928 M	9607 ft / 2928 M	10352 ft / 3155 M	9607 ft / 2928 M	
09L	9816 ft / 2992 M	9816 ft / 2992 M	10389 ft / 3167 M	9816 ft / 2992 M	
27R	9816 ft / 2992 M	9816 ft / 2992 M	10282 ft / 3134 M	9816 ft / 2992 M	
03/21	2889 ft / 880 M	2889 ft / 880 M	2889 ft / 880 M	2889 ft / 880 M	
14/32	2273 ft / 693 M	2273 ft / 693 M	2273 ft / 693 M	2273 ft / 693 M	
09/27 grass	2789 ft / 850 M	2789 ft / 850 M	2789 ft / 850 M	2789 ft / 850 M	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LIGHT	THR LIGHT	PAPI	TDZ LIGHT	RWY CL LIGHT	RWY EDGE LIGHT	RWY END LIGHT	SWY LIGHT	Rem.
	Type Length Intensity	Colour WBAR	Angle MEHT	Length	Length Spacing Colour Intensity	Length Spacing Colour Intensity	Colour WBAR	Length Colour	
09R	NATO STD 2953 ft / 900 M White LIH	GREEN LIH	3.00° Left side only		9607 ft / 2928 M 49 ft / 15 M White. From 2000-2600 M Red/White. From 2600 M Red. LIH	9607 ft / 2928 M 197 ft / 60 M White LIH	RED LIH	LIH	
27L	CAT II 2953 ft / 900 M LIH	GREEN LIH	3.00° Left side only	2953 ft / 900 M LIH	9607 ft / 2928 M 49 ft / 15 M White. From 2000-2600 M Red/White. From 2600 M Red. LIH	9607 ft / 2928 M 197 ft / 60 M White LIH	RED LIH	LIH	
09L		GREEN LIL	3.00° Left side only			9816 ft / 2992 M 197 ft / 60 M Yellow LIH	RED LIL		
27R		GREEN LIL	3.00° Left side only			9816 ft / 2992 M 197 ft / 60 M Yellow LIH	RED LIL		

03						BLUE			
21						BLUE			
14						BLUE			
32						BLUE			
09 GRASS									
27 GRASS									

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	NIL
2	LDI indication and LGT Anemometer location and LGT	NIL E and W end of RWY 27L/09R near GP antenna
3	TWY edge and centreline lighting	Blue edge light
4	Secondary power supply switch-over time	15 Sec. During Cat II operation 1 Sec. on RWY 27L.
5	Remarks	

16. HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	56 18.07'N 009 05.38'E
2	TLOF and/or FATO elevation	155 ft AMSL
3	TLOF and FATO area dimensions, surface, strength, marking	30 x 30 m, asphalt, PCN 29 F/C/W/T, white "H"
4	True and MAG BRG of FATO	089.4 / 269.4° True, 087.4 / 267.4° MAG
5	Declared distance available	N/A
6	APP and FATO lighting	N/A
7	Remarks	Dimensioned for EH-101

17. AIR TRAFFIC SERVICE AIRSPACE

1	Designation and lateral limits	KARUP CTR From 562138N 0085025E - 562138N 0085555E - 562448N 0090255E - 562628N 0091755E - 562158N 0092255E - 561358N 0092255E - 561358N 0091725E - 561048N 0091025E - 561048N 0090555E - 561248N 0090255E - 561248N 0085755E - 561328N 0085555E - 561328N 0085025E TO 562138N 0085025E.
2	Vertical limits	GND - 1.500 FT MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	KARUP TOWER EN, DA
5	Transition altitude	3.000 FT
6	Remarks	For description of KA TMA see ENR 2.1-3

KARUP (EKKA)

ARP: 56°17.85N 009°07.48E

AD ELEV: 171 FT

KARUP APP: 120.430 269.275
KARUP TWR: 119.580 353.575

KARUP ATIS: 120.580

RWY SLOPE:

All runways: Less than 1%

OBSTACLES:

All obstacles are marked by day and night

SECONDARY POWER SUPPLY:

Yes, RWY 27L switch-over time during CAT II: 1 SEC, otherwise 15 sec.

ABN:

NIL

ARRESTER CABLES:

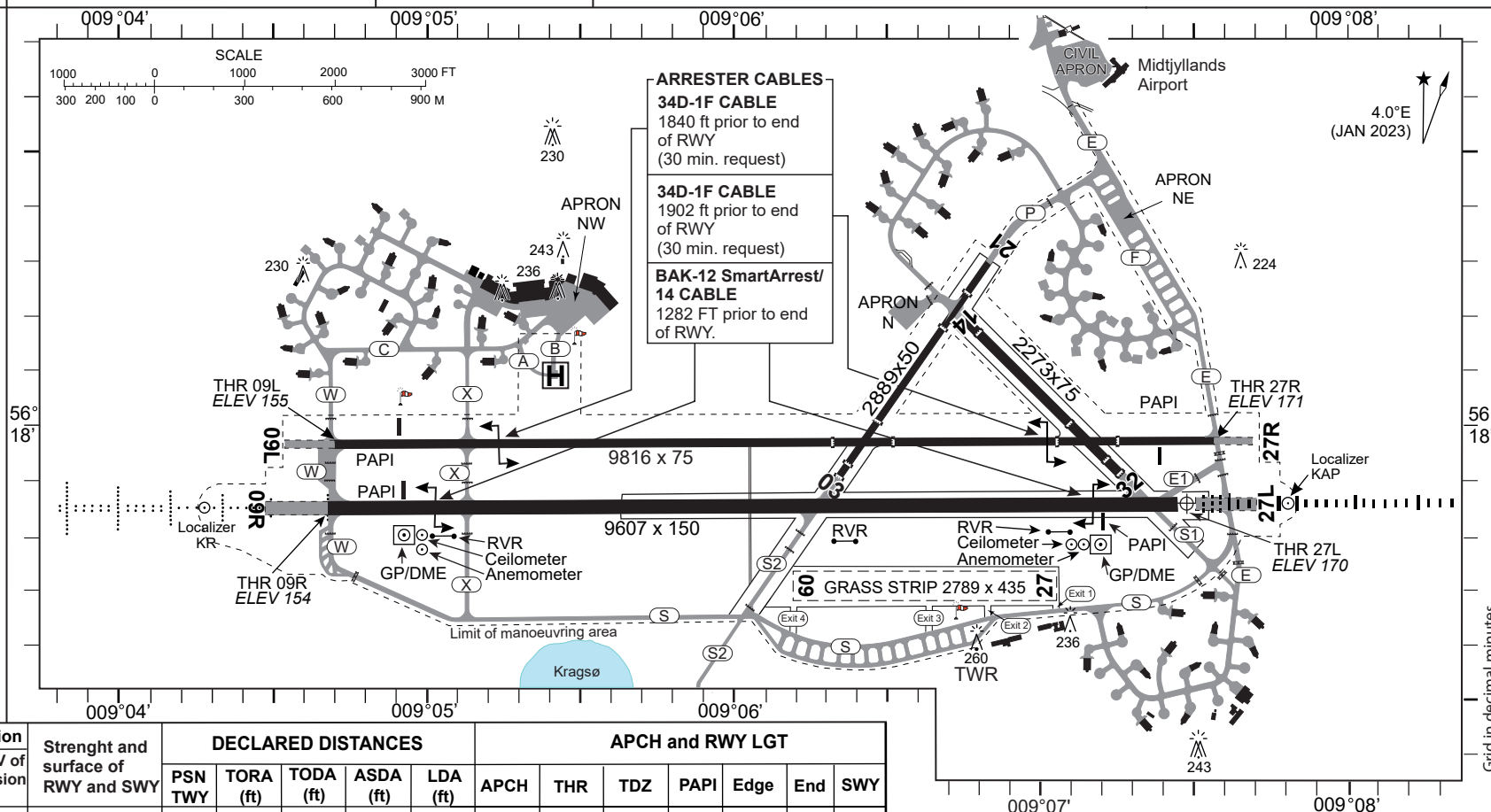
Arrester cables for fighters may be suspended across runways. Always disengaged in the approach end. Approach end arrestment on request only. Cables RWY 09L/27R on 30 min. request.

GRASS RWY:

Grass RWY 09-27 2789 x 147 FT is established on either the northern or southern half of the grass strip, depending on surface conditions. Marked with day markings.

DATUM:

Dimensions and distances in FT.



RWY	TRUE BRG	THR PSN	THR elevation Highest ELEV of TDZ of precision APP RWY	Strenght and surface of RWY and SWY	DECLARED DISTANCES					APCH and RWY LGT						
					PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH	THR	TDZ	PAPI	Edge	End	SWY
09R	089.3°	561749.74N 0090438.39E	THR 154.00	PCN 75 F/C/W/T	W	9607	9607	10362	9607	3000 ft NATO STD White	Green	NIL	3.00°	9863 ft LIH White	Red	Red
			TDZ 160.00	PCR 530 R/B/W/T	X 03/21	8103 4114	8103 4114	8848 4859								
27L	269.3°	561750.85N 0090728.66E	THR 170.00	Asphalt/concrete Composite construction	THR E1 03/21	9607	9607	10352	9607	3000 ft CAT II	Green	3000 ft White	3.00°	9863 ft LIH White	Red	Red
			TDZ 170.00			9166 5649	9166 5649	9921 6404								
09L	089.3°	561756.70N 0090439.44E	THR 155.00	PCN 120 F/B/W/T	W	9816	9816	10389	9816	NIL	Green LIL	NIL	3.00°	9747 ft LIL Yellow	Red LIL	NIL
			-	PCR 390 F/B/X/T	X 03/21	8375 3920	8375 3920	8948 4493								
27R	269.3°	561757.84N 0090733.43E	THR 171.00	Asphalt/concrete Composite construction	E 03/21	9816	9816	10282	9816	NIL	Green LIL	NIL	3.00°	9747 ft LIL Yellow	Red LIL	NIL
			-			6036	6036	6502								

TWY width: TWY E1, TWY S, TWY X: 40 FT. Other TWY's: 50 - 80 FT. TWY lighting: BLUE EDGE. RGL for RWY 09R/27L.

OTHER RUNWAYS

RWY	TRUE BRG	Dimension	Surface	THR coordinates
03	034°	2889 x 50 ft	PCN 90 F/C/W/T	561753.78N 0090619.75E
21	214°		PCR 350 R/B/W/T Asphalt/ concrete	561817.29N 0090648.64E
14	135°	2273 x 75 ft	PCN 101 F/C/W/T	561809.92N 0090645.99E
32	315°		PCR 590 F/B/X/T Asphalt/ concrete	561754.26N 0090714.80E
09	089°	2789 x 147 ft	Grass	
27	269°			

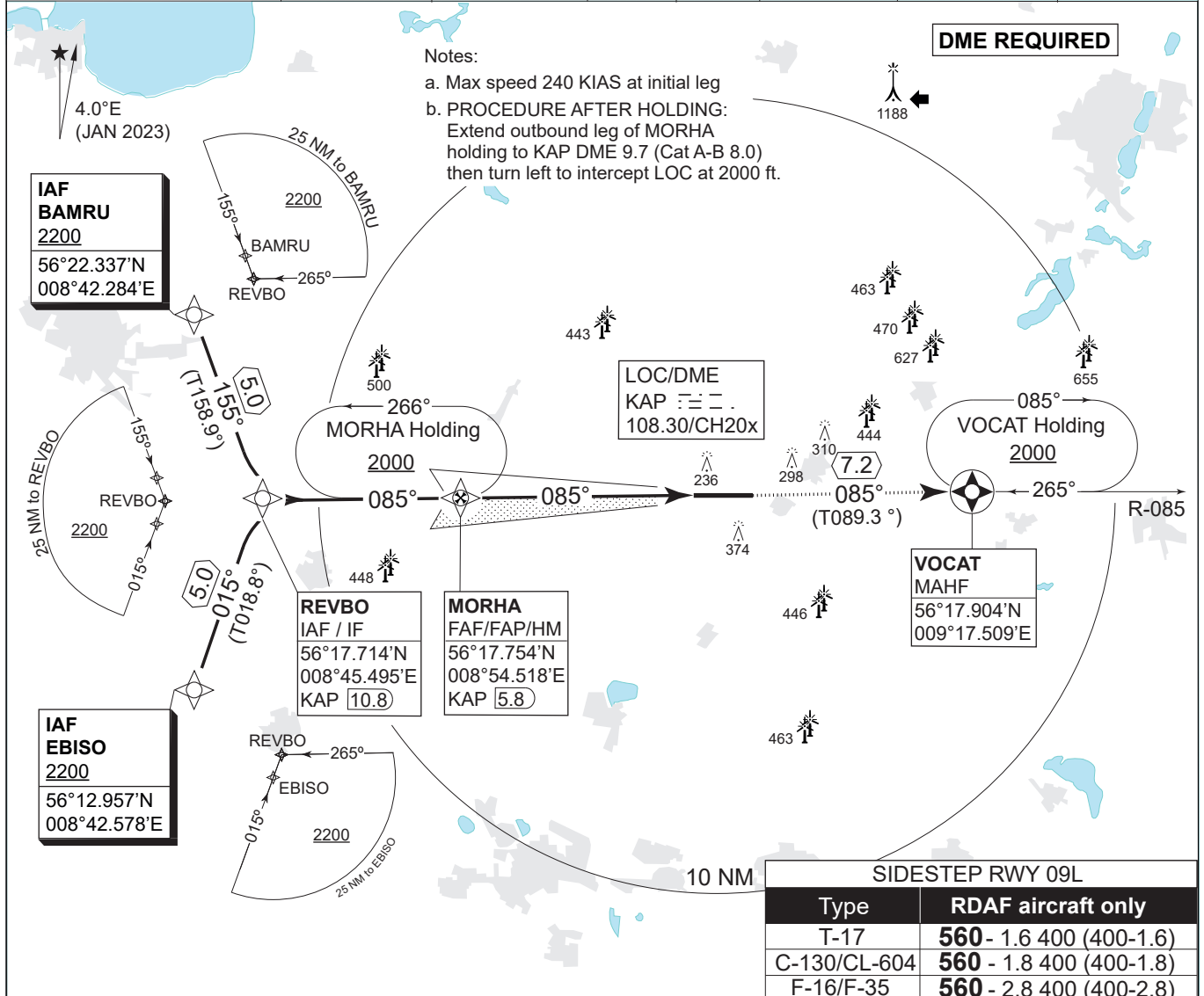
Helipad position: 56°18.07'N 009°05.38'E. PCN 29 F/C/W/T

MIPS INSTRUMENT APPROACH CHART

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

AD ELEV 171

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
LOC/DME KAP 108.300/CH20X	APP COURSE 085°	GS INTCP ALT 2000 FT	GS 3.00°	DA 354	THR ELEV 154	ALS LENGTH 900 M	LDA 9607 FT



TA 3000 GS 3.0° RDH 50		IAF / IF REVBO KAP 10.8		FAF MORHA KAP 5.8		LOC ONLY		MAPt KAP 0.6	
FROM IAF		2200		2000		KAP 4.0		1426	
CAT I		5.0		5.6		THR ELEV 154			

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 085° to VOCAT and hold at 2000 ft.

CATEGORY	A	B	C	D	E
S-ILS CAT I	354 - 550 200 (200-0.8/1.2)				
S-LOC 09R	470 - 750 316 (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)

ILS or LOC RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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MIPS

COPTER ILS or LOC RWY 09R

INSTRUMENT APPROACH CHART

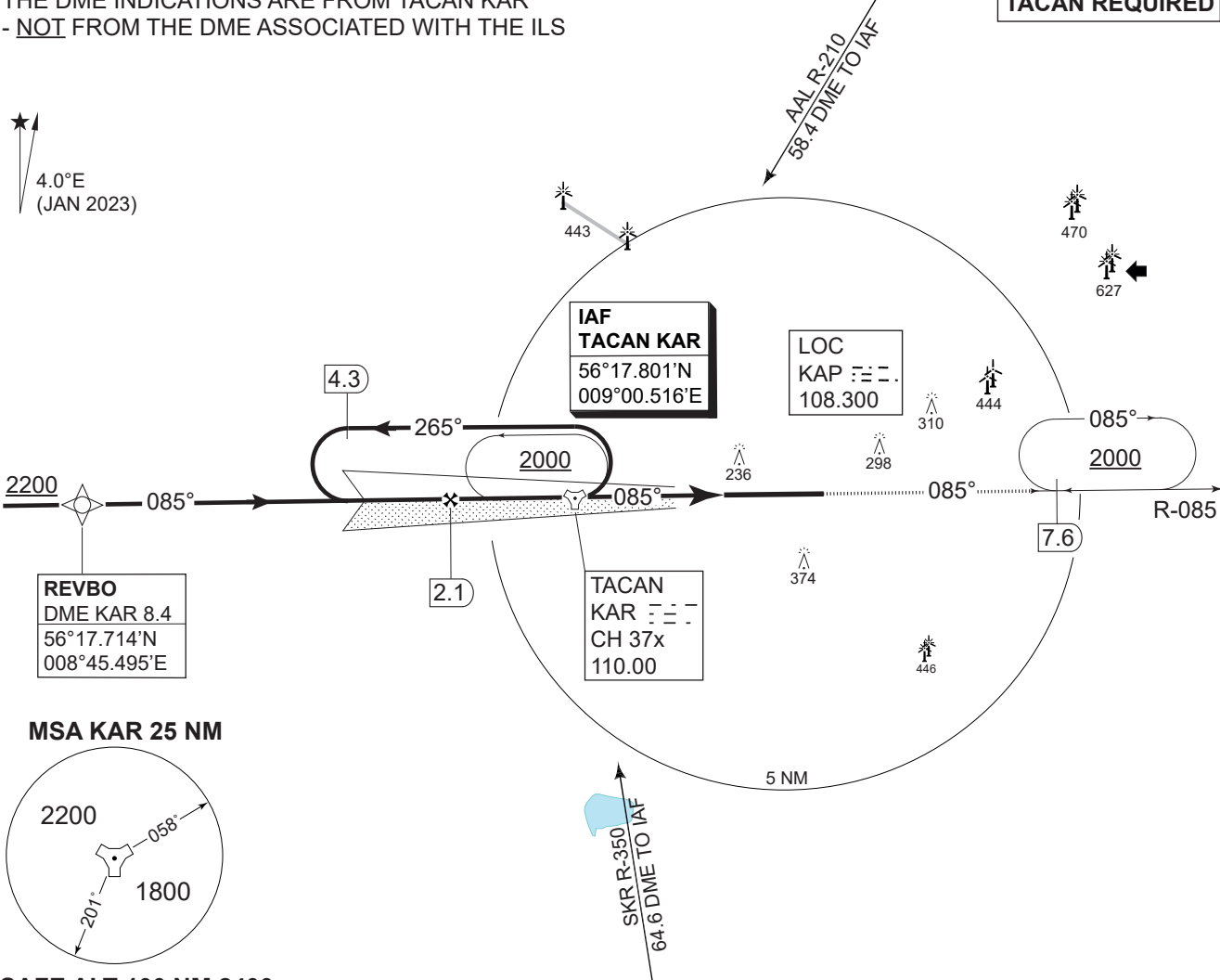
AD ELEV 171

KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580	KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
TACAN KAR 110.00/CH 37x	LOC KAP 108.300	APP COURSE 085°	GS INTCP ALT 1600 FT	GS 3.00°	DA 354	THR ELEV 154
						ALS LENGTH 900 M
						LDA 9607 FT

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

TACAN REQUIRED



LOC ONLY: CDFA 3.00° / 5.24%					TA 3000 GS 3.0° RDH 50	
DME KAR	2	1	0	1		
DIST THR	4.3	3.3	2.3	1.3		
ALT	1580	1260	940	620		
REVBO 8.4						
Racetrack 1600						
FAF (LOC) KAR 2.1						
IAF TACAN KAR 2.3						
MAPt (LOC) KAR 2.3						
LOC KAP 7.6						
MAHF KAR 7.6						
MISSED APPROACH Climb on KAR R-085. Hold at 7.6 DME at 2000 ft.						
CAT I					THR ELEV 154	

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

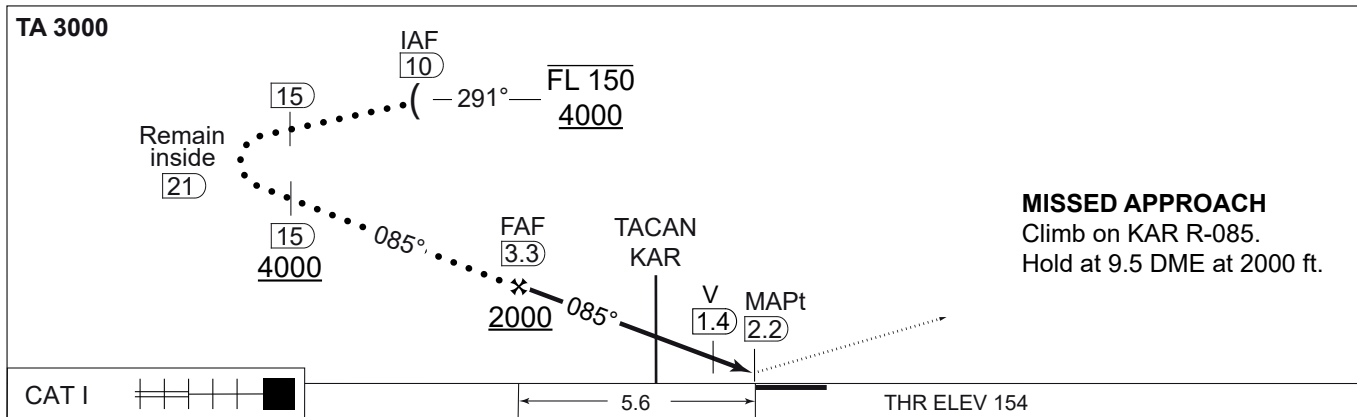
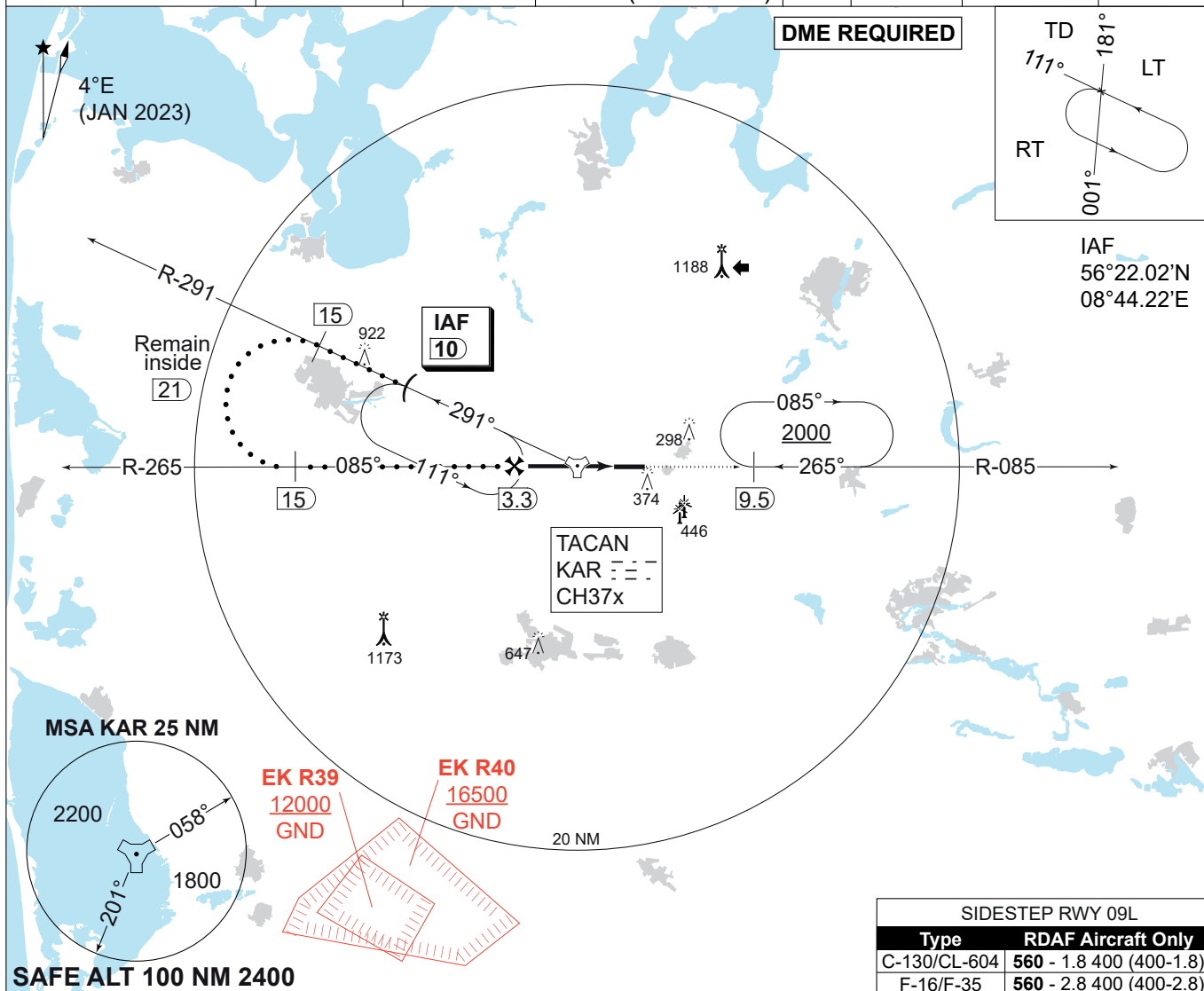
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INSTRUMENT APPROACH CHART

AD ELEV 171

KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
TACAN KAR CH 37x	APP COURSE 085°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)		MDA 500	THR ELEV 154	LDA 900 M 9607 FT



CATEGORY		HPMA
MIPS	S-TACAN 09R	500 - 900 346 (400-0.9/1.6)
	CIRCLING	750 - 3.2 579 (600-3.2)

HPMA TACAN RWY 09R

56°17.85'N
009°07.48'E
5-4

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

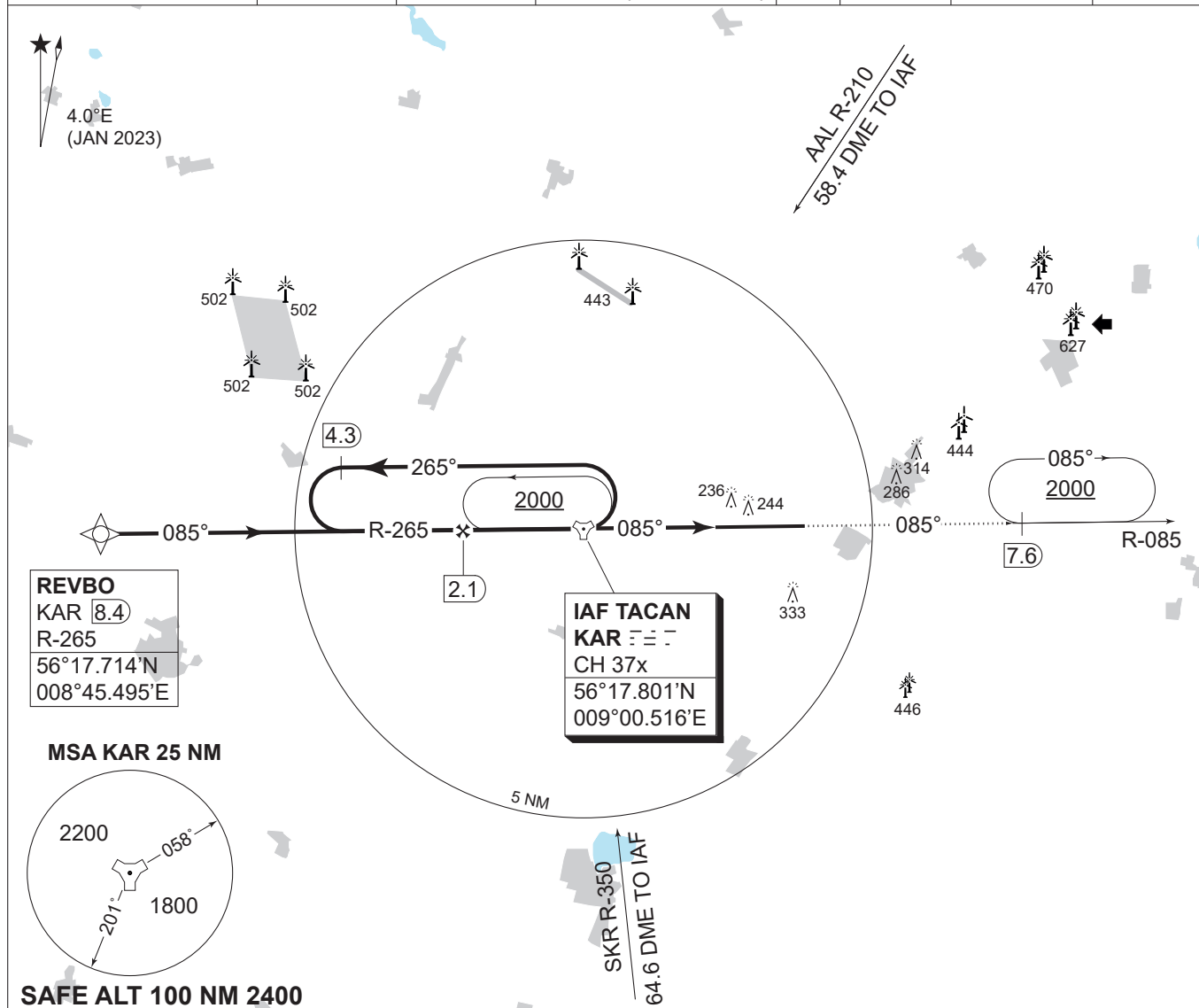
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MIPS INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER TACAN RWY 09R KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
TACAN KAR CH 37x	APP COURSE 085°	FAF ALT 1600 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 500	THR ELEV 154	ALS LENGTH 900 M	LDA 9607 FT



TA 3000

CDFA 3.0° / 5.24%

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

REVBO

8.4

2200

FAF

2.1

IAF
TACAN
KAR

2000

2000

Racetrack 1600

085°

V

1.4

MAPt

2.3

MAHF

R-085

7.6

**MISSED
APPROACH**
Climb on KAR
R-085.
Hold at 7.6 DME
at 2000 FT.

CAT I

4.4

THR ELEV 154

CATEGORY

H

MIPS

H-TAC RWY 09R

500 - 400 346 (400-0.4/0.8)

COPTER TACAN RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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INSTRUMENT APPROACH CHART

AD ELEV 171

KARUP AIR BASE (EKKA)

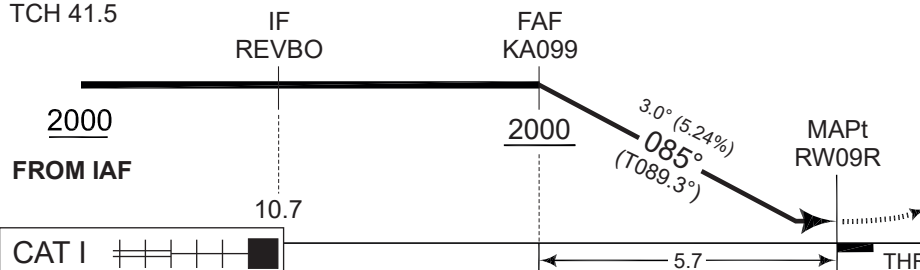
Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident
(PAPI angle 3.00° / TCH 50)

a Not to be used below -25°C



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	DIST TO RW09R	5	4	3	2	1
GS 3.0°	NOM. ALTITUDE	1790	1470	1150	830	520
TCH 41.5	IE	FAE				



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

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

RNP RWY 09R

KARUP AIR BASE (EKKA)

56°17.85'N
009°07.48'E
5-6

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

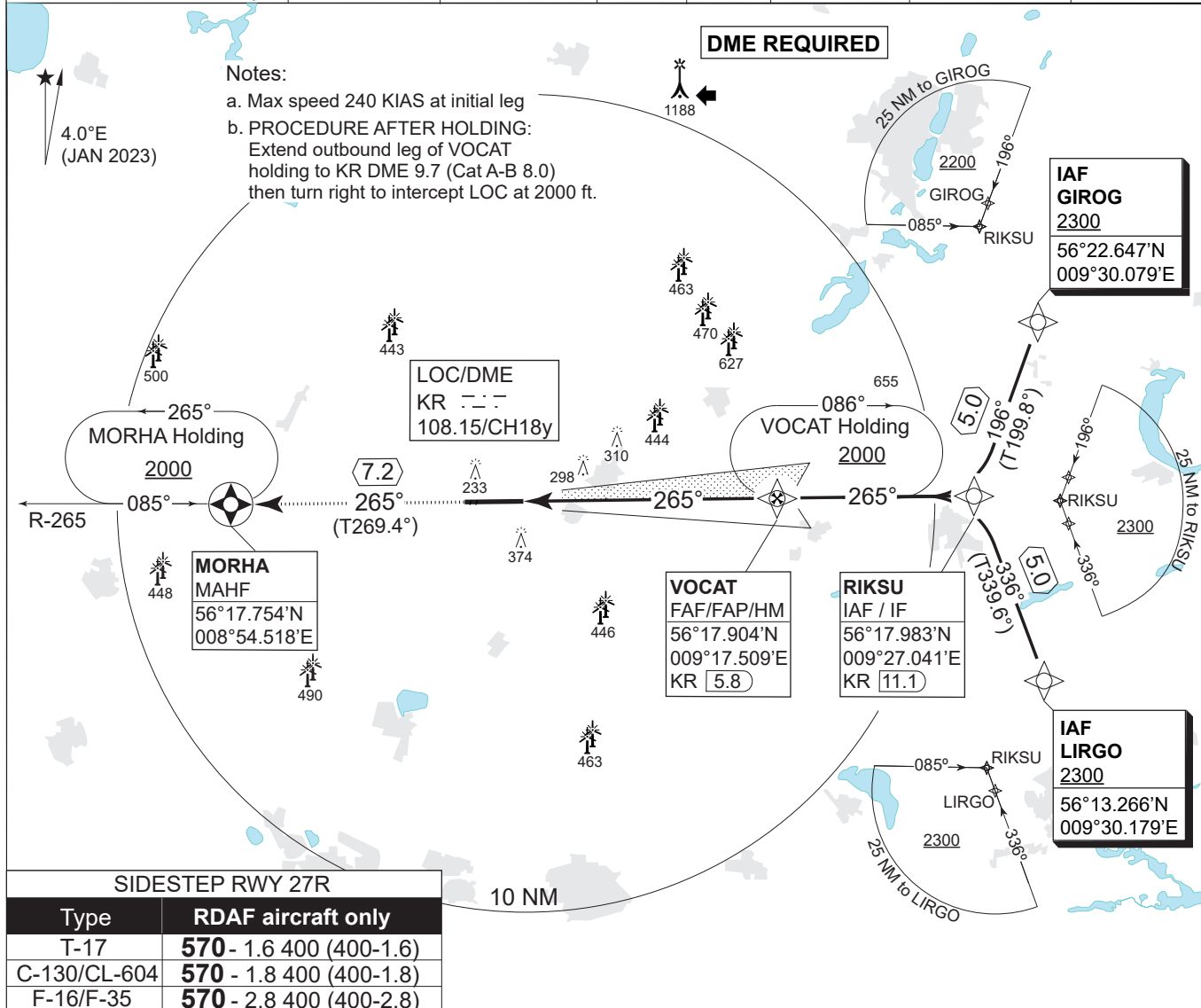
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MIPS INSTRUMENT APPROACH CHART

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

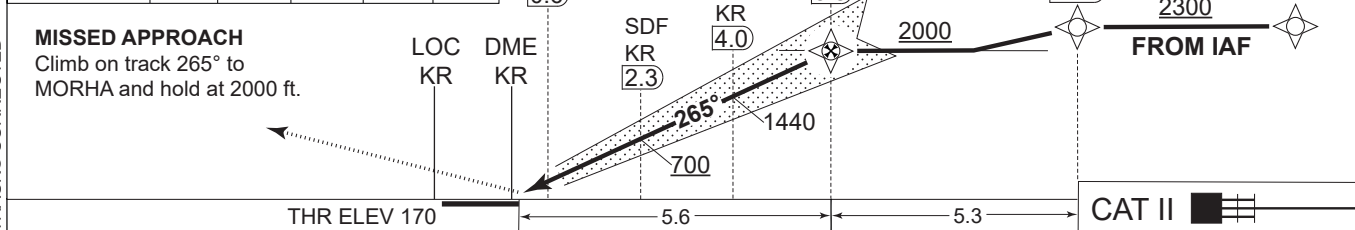
AD ELEV 171

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
LOC/DME KR 108.150/CH18y	APP COURSE 265°	GS INTCP ALT 2000 FT	GS 3.00°	DA 370	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT



LOC ONLY: CDFA 3.00° / 5.24%						MAPt	FAF	IAF / IF	TA 3000
DME KR	1	2	3	4	5	KR	VOCAT	RIKSU	GS 3.0°
DIST THR	0.8	1.8	2.8	3.8	4.8	0.6	5.8	11.1	RDH 50
ALT	490	810	1120	1440	1760				

MISSED APPROACH
Climb on track 265° to MORHA and hold at 2000 ft.



CATEGORY	A	B	C	D	E
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)

ILS or LOC RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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MIPS INSTRUMENT APPROACH CHART

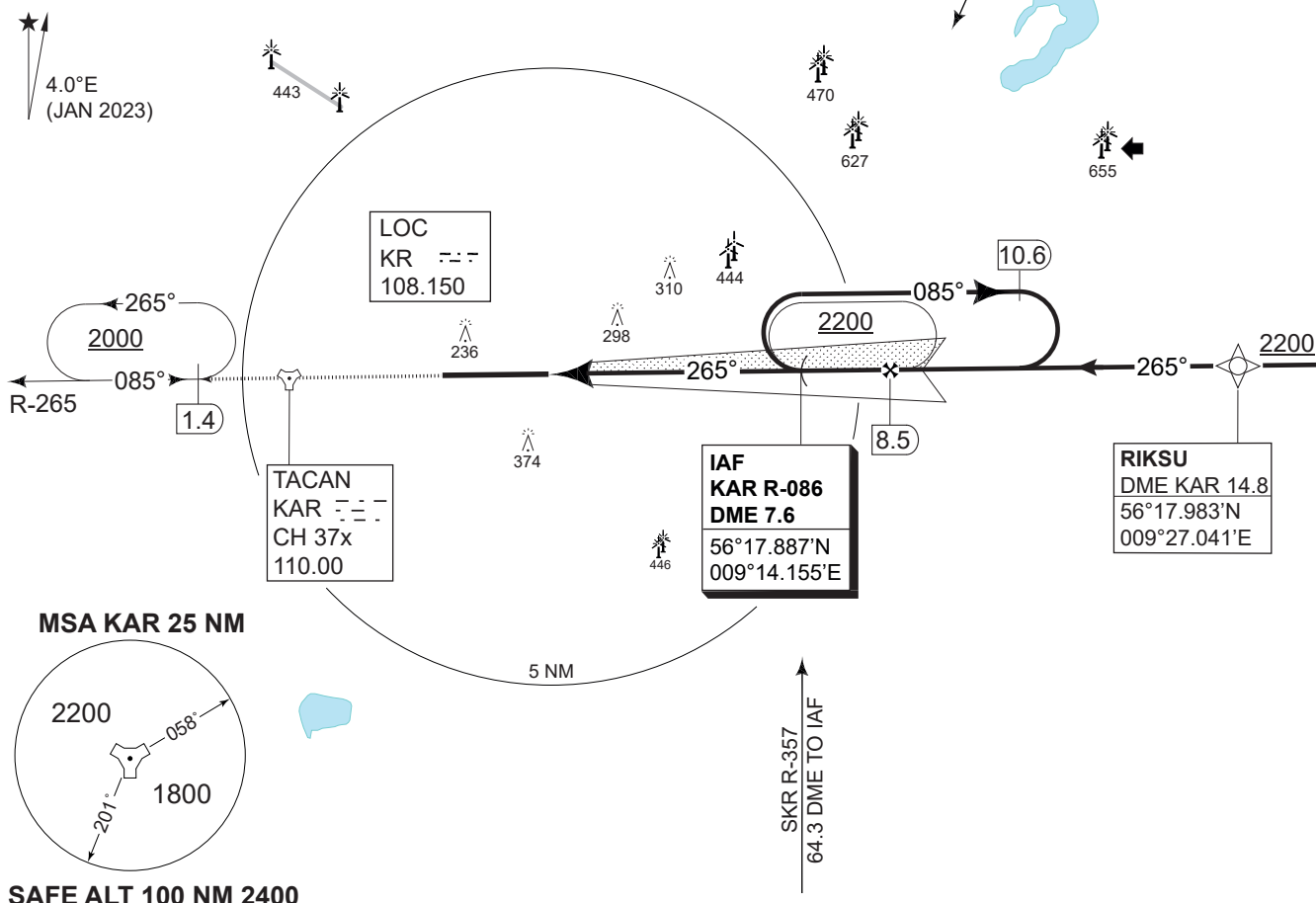
COPTER ILS or LOC RWY 27L
KARUP AIR BASE (EKKA)

AD ELEV 171

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430			KARUP TOWER 353.575 119.580	
TACAN KAR 110.00/CH 37x	LOC KR 108.150	APP COURSE 265°	GS INTCP ALT 1700 FT	GS 3.00°	DA 370	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT

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

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



SAFE ALT 100 NM 2400

LOC ONLY: CDFA 3.00° / 5.24%					TA 3000 GS 3.00° RDH 50	
DME KAR	5	6	7	8		
DIST THR	1.1	2.1	3.1	4.1		
ALT	580	900	1220	1540		
MISSED APPROACH Climb on track 265 to KAR. After KAR continue on R-265. Hold at 1.4 DME at 2000 ft.					RIKSU 14.8	
MAHF KAR R-265 1.4 TACAN KAR LOC KR MAPt (LOC) KAR 3.9 SDF KAR 6.0 IAF KAR R-085 7.6 FAF (LOC) KAR 8.5 Racetrack 1700 THR ELEV 170 CAT II						

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

COPTER ILS or LOC RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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

4°E
(JAN 2023)

DME REQUIRED

IAF
8

171° TD
241° LT
351°

IAF
56°21.16'N
09°13.55'E

Remain inside
22

R-061

R-085

R-265

265°
2000

085°

3.3

TACAN
KAR
CH37x

1188

922

1173

647

374

446

298

061°

241°

9.5

265°

20 NM

MSA KAR 25 NM

2200

058°

1800

201°

SAFE ALT 100 NM 2400

EK R39
12000
GND

EK R40
16500
GND

SIDESTEP RWY 27R	
Type	RDAF Aircraft Only
C-130/CL-604	570 - 1.8 400 (400-1.8)
F-16/F-35	570 - 2.8 400 (400-2.8)

MISSED APPROACH
Climb on R-085 to KAR.
After KAR continue on R-265.
Hold at 3.3 DME at 2000 ft.

TACAN
KAR

THR ELEV 170

MAPt 3.9

V 4.9

SDF 6

265°

700

FAF 9.5

2000

Remain inside 22

CAT II

	CATEGORY	HPMA
MIPS	S-TACAN 27L	560 - 1100 389 (400-1.1/1.8)
	CIRCLING	750 - 3.2 579 (600-3.2)

HPMA TACAN RWY 27L 56°17.85'N
009°07'48"E **KARUP AIR BASE (EKKA)**

CHANGES: MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

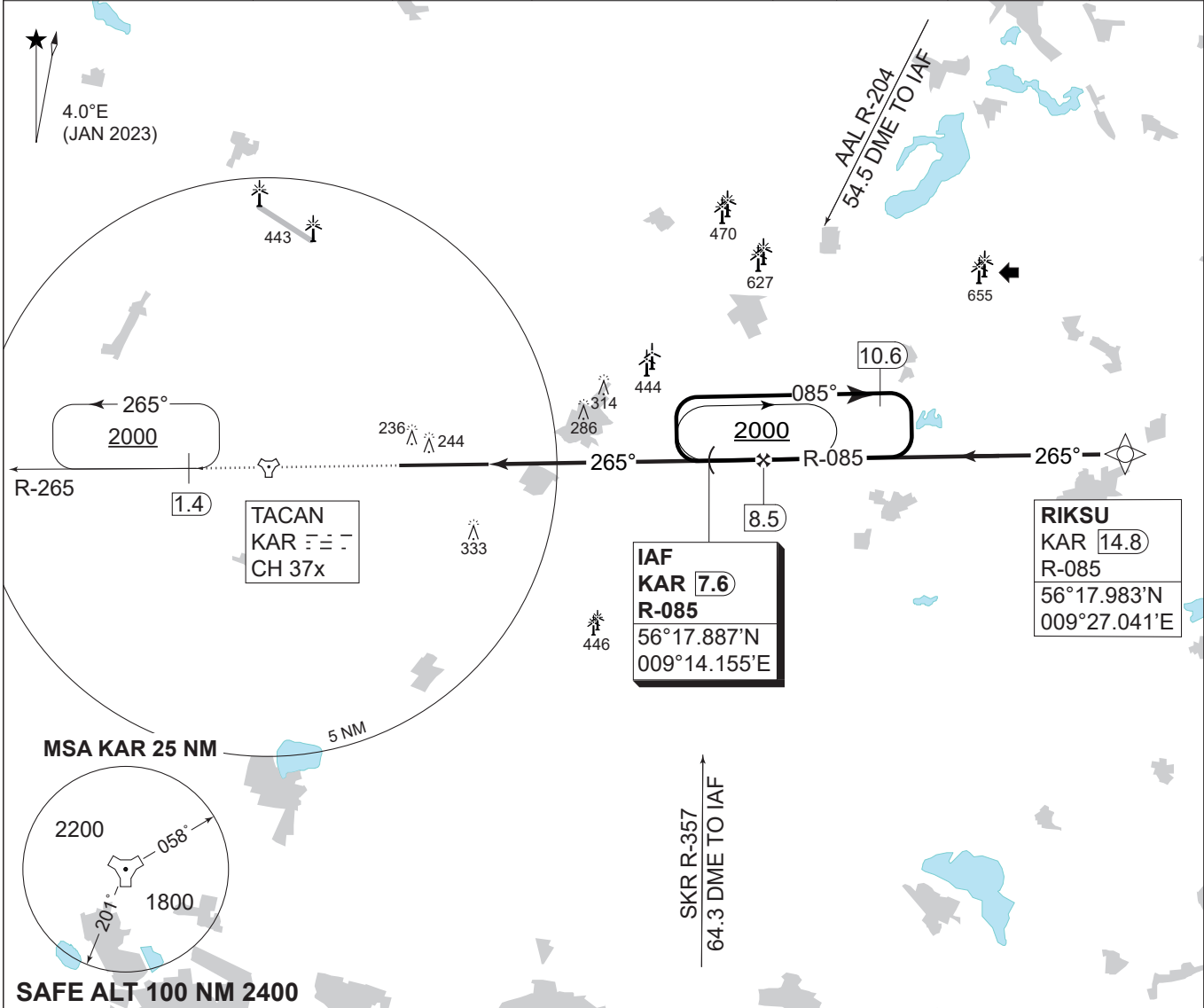
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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER TACAN RWY 27L
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
TACAN KAR CH 37x	APP COURSE 265°	FAF ALT 1700 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 560	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT



CDFA 3.0° / 5.24%				
DME KAR	5	6	7	8
DIST THR	1.1	2.1	3.1	4.1
ALT	580	900	1220	1540

TA 3000

MISSED APPROACH
Climb on R-085 to KAR. After KAR continue on R-265. Hold at 1.4 DME at 2000 FT.

MAHF
R-265
TACAN
KAR
1.4

MAPt
3.9

V
4.9

IAF
R-085 FAF
7.6 8.5

RIKSU
14.8
2200

THR ELEV 170

4.6

CAT II

CATEGORY

H

H-TAC RWY 27L

560 - 400 389 (400-0.4/0.8)

COPTER TACAN RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE COURSE CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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MIPS INSTRUMENT APPROACH CHART

RNP RWY 27L
KARUP AIR BASE (EKKA)

AD ELEV 171

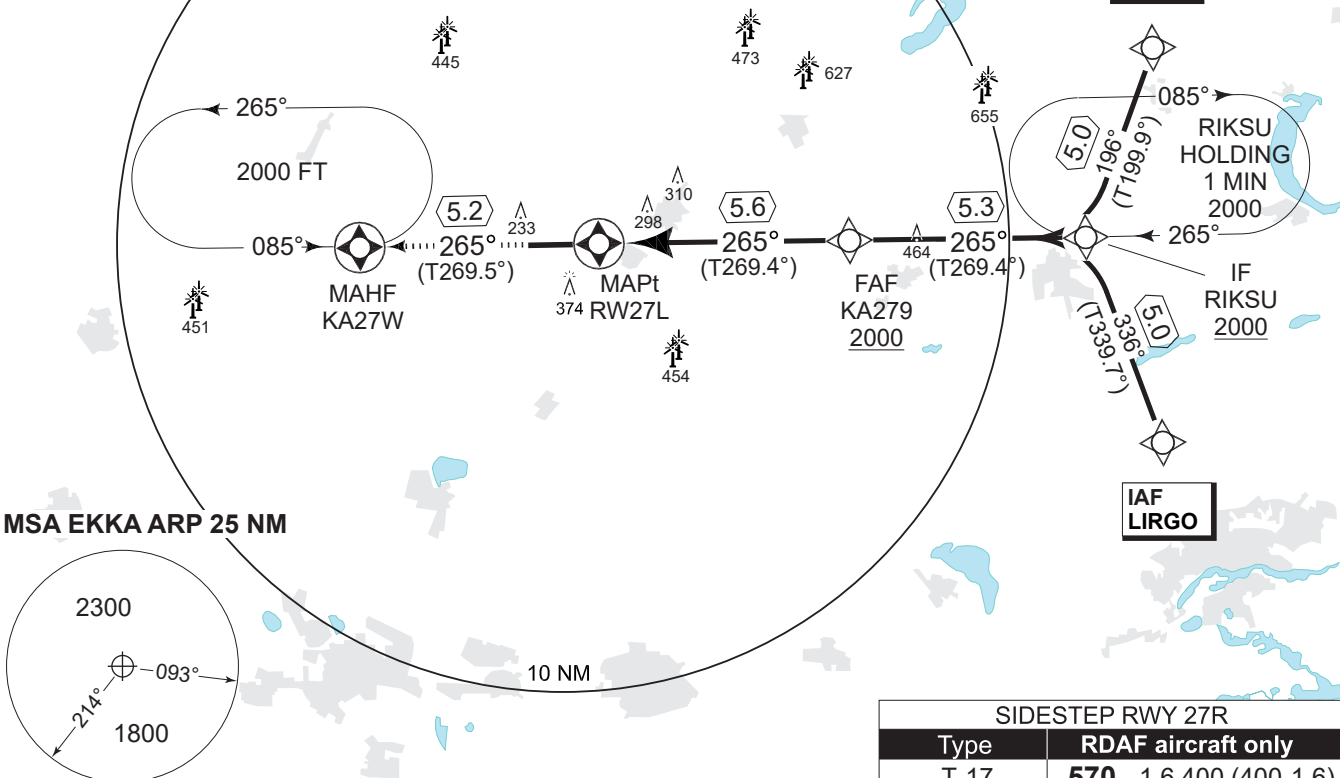
COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
EGNOS CHANNEL 54104 / E27A	APP COURSE 265°	FAF ALT 2000 FT	Descent GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 170	ALS length 900 M	LDA 9607 FT

Note 1: Max speed 250 KIAS

Note 2: PAPI and RNAV glidepath not coincident
(PAPI angle 3.00° / TCH 50)

a Not to be used below -25°C

4.0°E
(JAN 2023)



SAFE ALT 100NM 2400

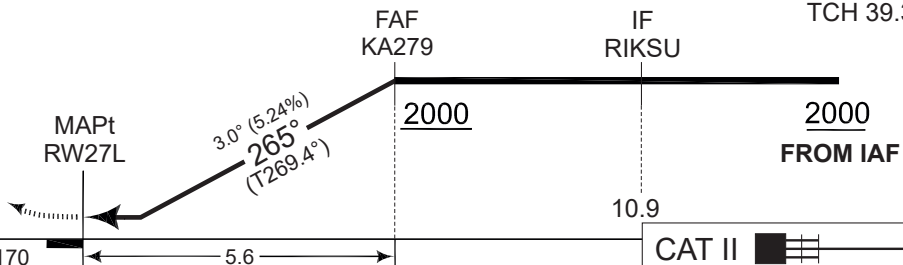
SIDESTEP RWY 27R	
Type	RDAF aircraft only
T-17	570 - 1.6 400 (400-1.6)
C-130/CL-604	570 - 1.8 400 (400-1.8)

MISSED APPROACH

Climb on track to overfly
KA27W and hold at 2000 ft.

RW27L - KA27W [A2000+,HM]

DIST TO RW27L	1	2	3	4	5	TA 3000
NOM. ALTITUDE	530	850	1170	1490	1800	GS 3.0° TCH 39.3



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)	570 - 1100 399 (400-1.1/1.8)				
CIRCLING	670 - 1.5 499 (500-1.5)	680 - 1.6 509 (600-1.6)	850 - 2.4 679 (700-2.4)	880 - 3.6 709 (800-3.6)	1120 - 3.6 949 (1000-3.6)

RNP RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED. LNAV MINIMA RAISED...

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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EKSP - SKRYDSTRUP AIR BASE**1. AERODROME LOCATION INDICATOR AND NAME**

EKSP – FIGHTER WING SKRYDSTRUP

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	551331.99N 0091550.15E TWR
2	Direction and distance from (city)	215°/1,8 NM from Vojens
3	AD Elevation REF temperature	141 FT AMSL 22.1°C
4	MAG VAR Annual change	4° (JAN 2023) Increasing 11' / 0.19°E
5	AD administration Postal address Telephone Telefax AFTN Email	Fighter Wing Skrydstrup Lilholtvej 2, Skrydstrup DK-6500 Vojens +45 72 84 81 22 +45 72 84 81 26 EKSPZPZX fw-wingops@fiin.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	

3. OPERATIONAL HOURS

1	AD administration	MON – THU 0630-1430 (0530-1330) FRI 0630-1230 (0530-1230)
2	Customs and immigration	On call H24
3	Health and sanitation	Medical service AVBL H24
4	AIS briefing office	H24 (W-OPS)
5	ATS reporting office	H24 (W-OPS)
6	MET briefing office	MON - THU 0430-1430 (0330-1330) FRI 0430-1230 (0330-1130) MWO EKKA: OUTSIDE MWO EKSP HR
7	ATS	H24
8	Fuelling	H24
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration
12	Remarks	PPR 24 HR

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	YES
2	Fuel/oil types	F-18 (limited capacity), F-34/ O-123, O-148, O-149, O-156, H-515
3	Fuelling facilities/capacity	No limitation
4	De-icing facilities	YES
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	YES
7	Remarks	

5. PASSENGER FACILITIES

1	Hotels	In Vojens
2	Restaurants	In Vojens
3	Transportation	Limited military transportation Taxis, buses and train from Vojens.
4	Medical facilities	Infirmeri on base. Hospital in Aabenraa. Local doctors in Vojens.
5	Bank and post office	In Vojens
6	Tourist office Telephone	In Haderslev (Visit Haderslev) +45 73 70 92 21
7	Remarks	

6. RESCUE AND FIREFIGHTING SERVICES

1	AD category for fire fighting	CAT 5 (H24). Higher CAT on request.
2	Rescue equipment	Cutter and spreader.
3	Capability for removal of disabled aircraft	Crane available: MON - THU 0700-1500 local time FRI 0700-1200 local time On request outside opening hours.
4	Remarks	Categori may not be maintained during snow and ice removal. Airbase fire crew cannot perform interior firefighting and egress/extrication of crew in aircraft.

7. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of cleaning equipment	Snow ploughs, snow blowers, spreaders and sweepers.
2	Clearance priorities	1: Main RWY 2: TWY for alert aircraft 3: Other TWY
3	Remarks	

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	Directions	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation
					TDZ elevation
1	2	3	4	5	6
10L	105.4°T 101°M	9863 x 150 ft or 3006 x 45 M	PCN 90/F/B/W/T PCR 600 R/C/W/T Asphalt/Concrete	551328.56N 0091438.19E	THR 126.00
					TDZ 127.00
28R	285.4°T 281°M	3006 x 45 M	Asphalt/Concrete	551302.67N 0091722.11E	THR 141.00
					TDZ 141.00
10R	105.4°T 101°M	9750 x 80 ft or 2971 x 24 M	PCN 77/F/B/W/T PCR 990 F/C/X/T Asphalt/Concrete	551321.71N 0091435.91E	THR 124.00
					-
28L	285.4°T 281°M	2971 x 24 M	Asphalt/Concrete	551256.12N 0091717.95E	THR 139.00
					-

	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	RESA	OFZ	Remarks: RWY classification	
							RWY CODE	TYPE
	7	8	9	10	11	12	13	
10L	Less than 1°	734 x 150 ft / 224 x 45 M	NIL	10257 x 984 ft / 3126 x 300 M	165 x 90M	NIL	4E	PA-1
28R		737 x 150 ft / 225 x 45 M		10257 x 984 ft / 3126 x 300 M	165 x 90M		4E	PA-1
10R		487 x 80 ft / 148 x 24 M		10144 x 984 ft / 3091 x 300 M			2B	NINST
28L		487 x 80 ft / 148 x 24 M		10144 x 984 ft / 3091 x 300 M			2B	NINST

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
10L	9863 ft / 3006 M	9863 ft / 3006 M	10597 ft / 3230 M	9863 ft / 3006 M	
28R	9863 ft / 3006 M	9863 ft / 3006 M	10600 ft / 3231 M	9863 ft / 3006 M	
10R	9750 ft / 2971 M	9750 ft / 2971 M	10237 ft / 3119 M	9750 ft / 2971 M	
28L	9750 ft / 2971 M	9750 ft / 2971 M	10237 ft / 3119 M	9750 ft / 2971 M	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LIGHT	THR LIGHT	PAPI	TDZ LIGHT	RWY CL LIGHT	RWY EDGE LIGHT	RWY END LIGHT	SWY LIGHT	Rem.
	Type Length Intensity	Colour WBAR	Angle MEHT	Length	Length Spacing Colour Intensity	Length Spacing Colour Intensity	Colour WBAR	Length Colour	
10L	CALVERT 2953 f / 900 M White LIH	GREEN LIH	3,00°			9863 ft / 3006 M 197 ft / 60 M White. From 2406-3006 M Yellow. LIH	RED LIH	RED LIH	
28R	CALVERT 2953 ft / 900 M White LIH	GREEN LIH	3,00°			9863 ft / 3006 M 197 ft / 60 M White. From 2406-3006 M Yellow. LIH	RED LIH	RED LIH	
10R		GREEN LIL	3,00°			9750 ft / 2971 M 164 ft / 50 M White. From 2371-2971 M Yellow. LIL	RED LIL	RED LIL	
28L		GREEN LIL	3,00°			9750 ft / 2971 M 164 ft / 50 M White. From 2371-2971 M Yellow. LIL	RED LIL	RED LIL	

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	NIL
2	LDI indication and LGT Anemometer location and LGT	NIL 300M NW of THR 10L (See AD chart) 300M NE of THR 28R (See AD chart)
3	TWY edge and centreline lighting	Blue edge light
4	Secondary power supply switch-over time	Max 15 seconds
5	Remarks	

16. HELICOPTER LANDING AREA

Helicopter operations may take place from:

- North-eastern ORP
- E end of Northern TWY
- Grass area in front of TWR.

or as directed by ATC.

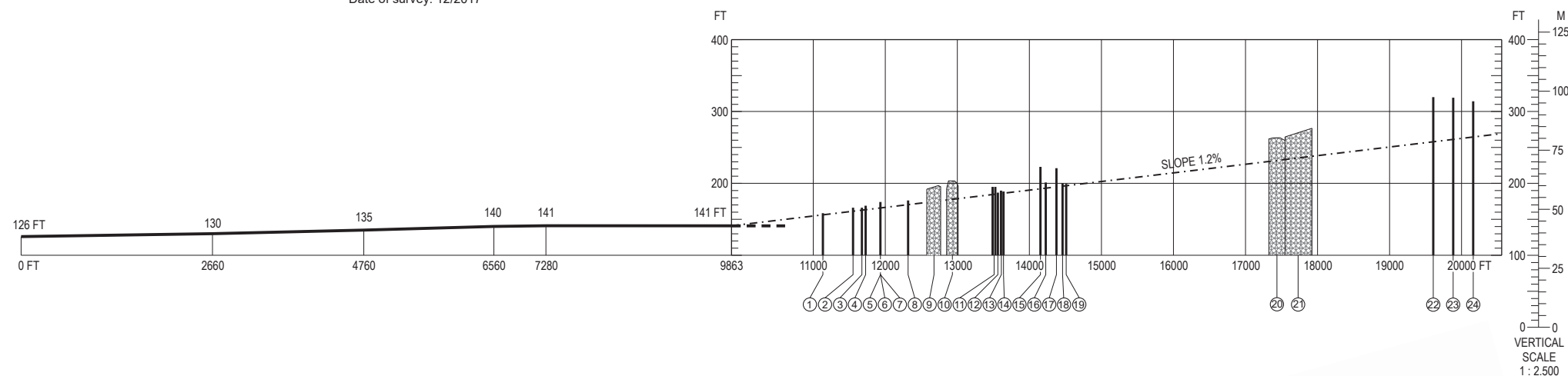
ELEV in FT
Distance in FT
Magnetic Variation 4.0° (JAN 2023)
Order of accuracy: Horizontally 1 FT, Vertically 1 FT

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

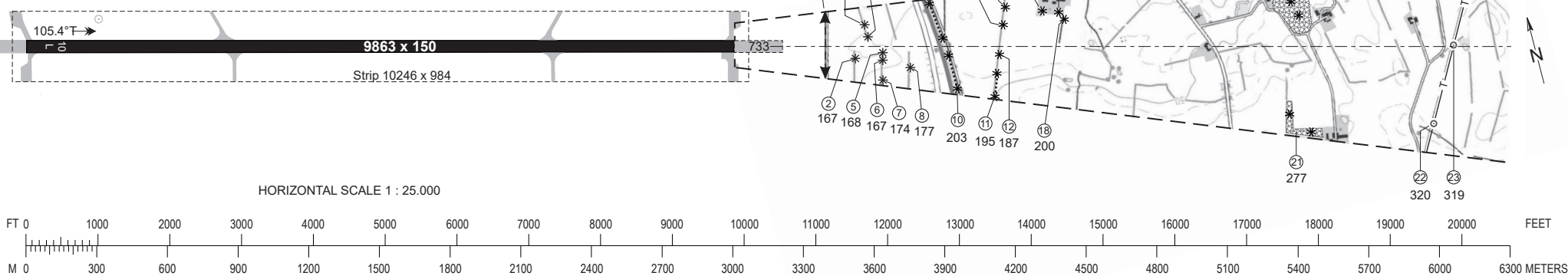
SKRYDSTRUP, Denmark
RWY 10L

LEGEND		AMENDMENT RECORD		
Identification number	⑮	No.	Date	Entered by
Tree or Shrub	*			
Line of trees	*.....*			
Group of trees / wooded hill	***			
Pole, tower, spire, antenna etc.	○			
Mobile obstacle	◀-----▶			
Transmission line or overhead cable	—T—			

Date of survey: 12/2017

**DECLARED DISTANCES**

	RWY 10L
TAKE OFF RUN AVAILABLE	9863
TAKE OFF DISTANCE AVAILABLE	9863
ACCELERATE STOP DISTANCE AVAILABLE	10597
LANDING DISTANCE AVAILABLE	9863



CHANGES: MAG VAR CORRECTED.

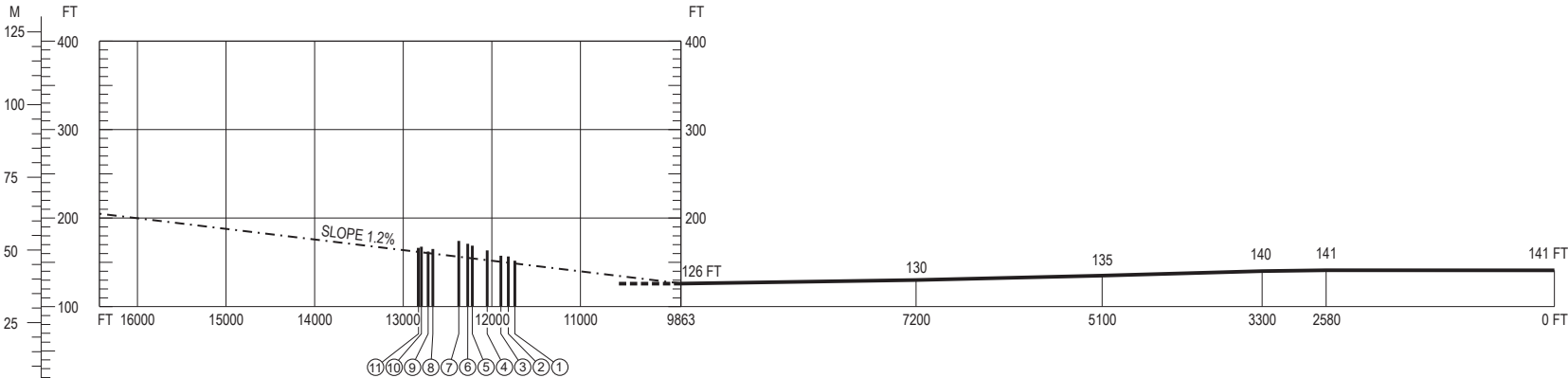
ELEV in FT
Distance in FT
Magnetic Variation 4.0° (JAN 2023)
Order of accuracy: Horizontally 1 FT, Vertically 1 FT

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

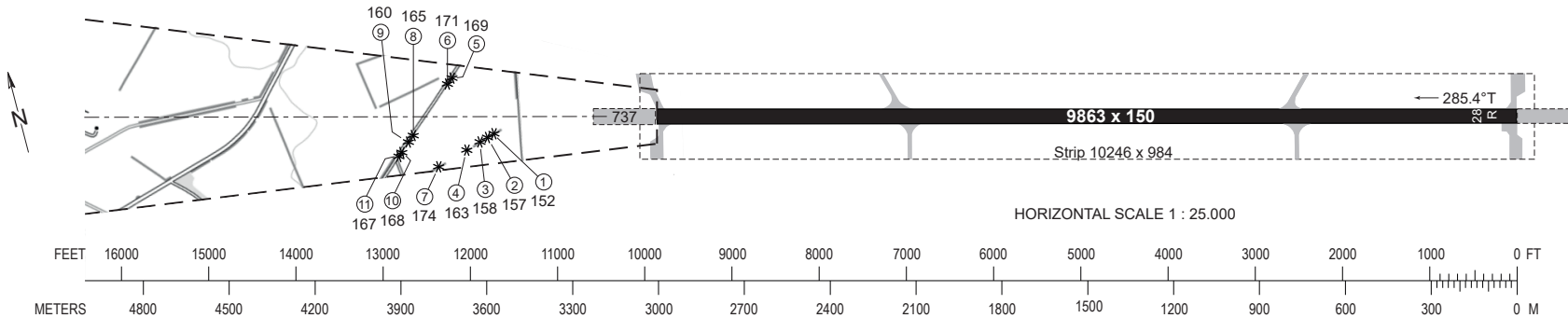
SKRYDSTRUP, Denmark
RWY 28R

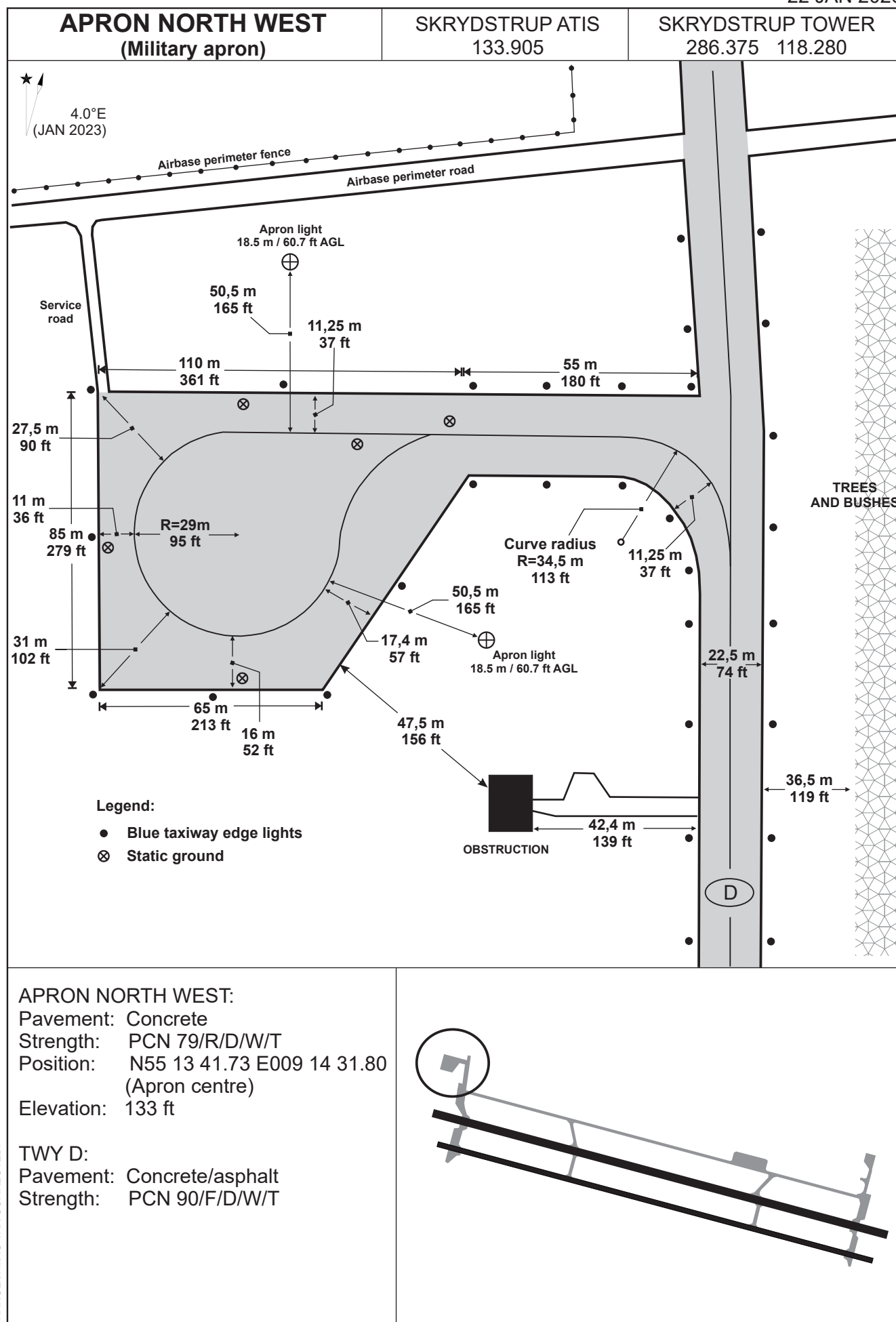
LEGEND		AMENDMENT RECORD		
Identification number	⑮	No.	Date	Entered by
Tree or Shrub	*			

Date of survey: 12/2017



DECLARED DISTANCES	
TAKE OFF RUN AVAILABLE	RWY 28R 9863
TAKE OFF DISTANCE AVAILABLE	9863
ACCELERATE STOP DISTANCE AVAILABLE	10600
LANDING DISTANCE AVAILABLE	9863





CHANGES: MAG VAR CORRECTED.

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SKRYDSTRUP (EKSP)	ARP: 55 °13.53N 009 °15.84E	AD ELEV: 141 FT	SKRYDSTRUP APP:		124.105	280.750	SKRYDSTRUP ATIS: 133.905
			SKRYDSTRUP TWR:		118.280	286.375	

RWY SLOPE:
RWY 10L/28R: Less than 1%
RWY 10R/28L: Less than 1%

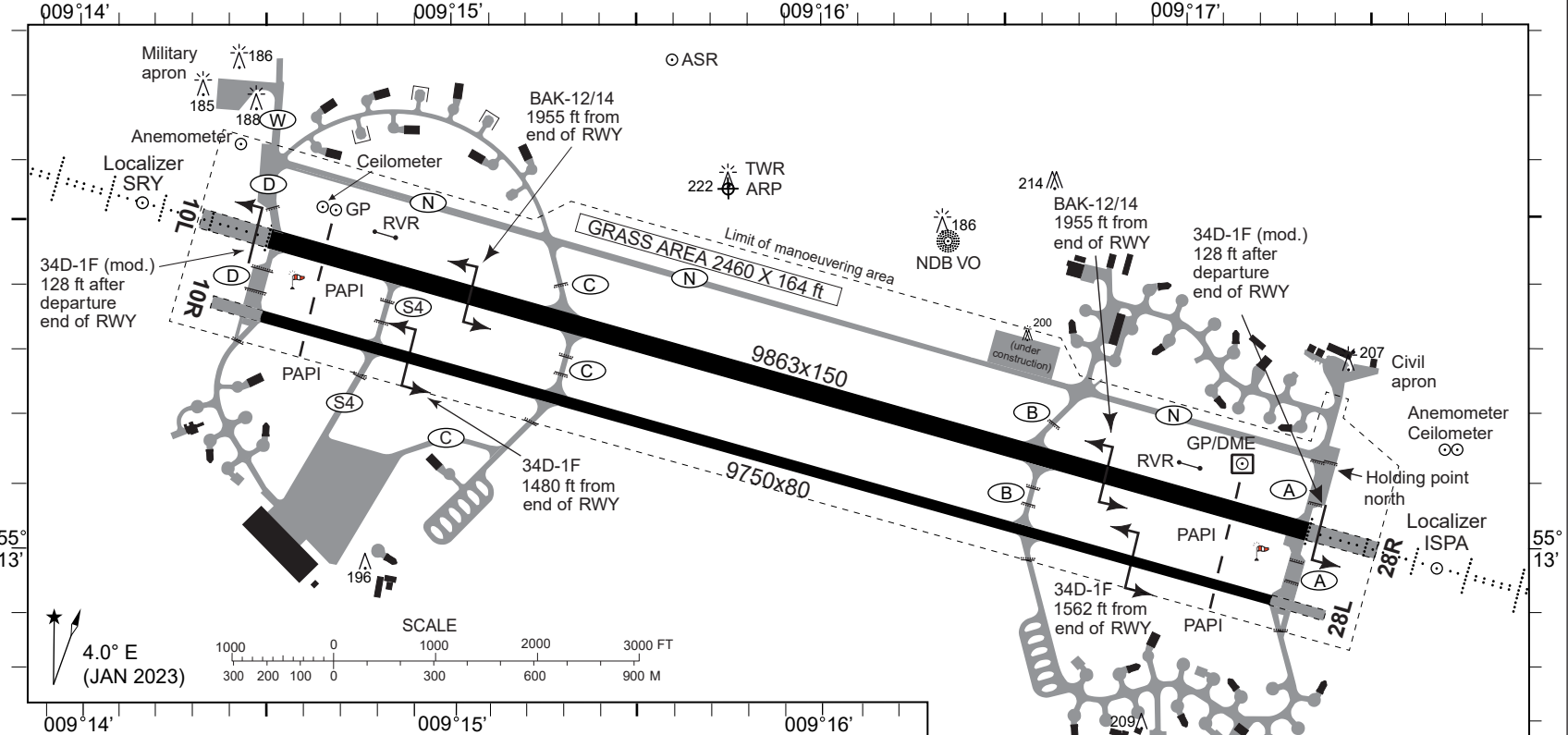
OBSTACLES:
All obstacles are marked by day and night.

SECONDARY POWER SUPPLY:
Yes. switch-over time 15 sec.

ABN:
NIL

ARRESTER CABLES:
Arrester cables for fighters may be suspended across runways. Always disengaged in the approach end.
Back up cables in the SWY of RWY 10L/28R are always positioned for engagement. Usable in departure direction only. **WARNING:** Landing short of runway threshold with hook down may cause substantial damage to the aircraft.

DATUM: WGS 84
Dimensions and distances in FT



RWY	TRUE BRG	THR PSN	THR elevation Highest ELEV of TDZ of precision APP RWY	Strenght and surface of RWY and SWY	DECLARED DISTANCES					APCH and RWY LGT					
					PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH	THR	PAPI	Edge	End	SWY
10L	105.4°	551328.56N 0091438.19E	THR 126.00	PCN 90 F/B/W/T PCR 600 R/C/W/T Asphalt/ concrete	D	9863	9863	10597	9863	900 M NATO STD White	Green	3.00°	9863 ft LIH White	Red	Red
			TDZ 127.00		C	7273	7273	8007							
28R	285.4°	551302.76N 0091722.11E	THR 141.00	Asphalt/ concrete	A	9863	9863	10600	9863	900 M NATO STD White	Green	3.00°	9863 ft LIH White	Red	Red
			TDZ 141.00		B	7421	7421	8158							
10R	105.4°	551321.71N 0091435.91E	THR 124.00	PCN 77 F/B/W/T PCR 990 F/C/X/T Asphalt/ concrete	D	9747	9747	10237	9750	NIL	Green Wing bars	3.00°	9747 ft LIL White	Red Wing bars	NIL
			-		C	7066	7066	7556							
28L	285.4°	551256.12N 0091717.95E	THR 139.00	Asphalt/ concrete	A	9747	9747	10237	9750	NIL	Green Wing bars	3.00°	9747 ft LIL White	Red Wing bars	NIL
			-		B	7457	7457	5247							
					C	2759	2759	3249							

GRASS AREA 2460 X 164 FT may be used by light propeller aircraft, helicopters and gliders.

	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA (MIPS)
CIR	10L/ 28R					A B C D E	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)
TWY width: TWY D north of RWY 10L/28R to military apron: 75 FT TWY N: 73 FT Other TWYs: 50 FT							
TWY lighting: BLUE EDGE							

CHANGES: MAG VAR CORRECTED. TRUE BRG CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155	SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 280.750 124.105	SKRYDSTRUP TOWER 286.375 118.280
LOC-DME ISPA 109.35/CH 30y	APP COURSE 101°	FAP/FAF ALT 2000 FT	GS 3.00° DA 326 THR 126 ALS length 900 M LDA 9863 FT

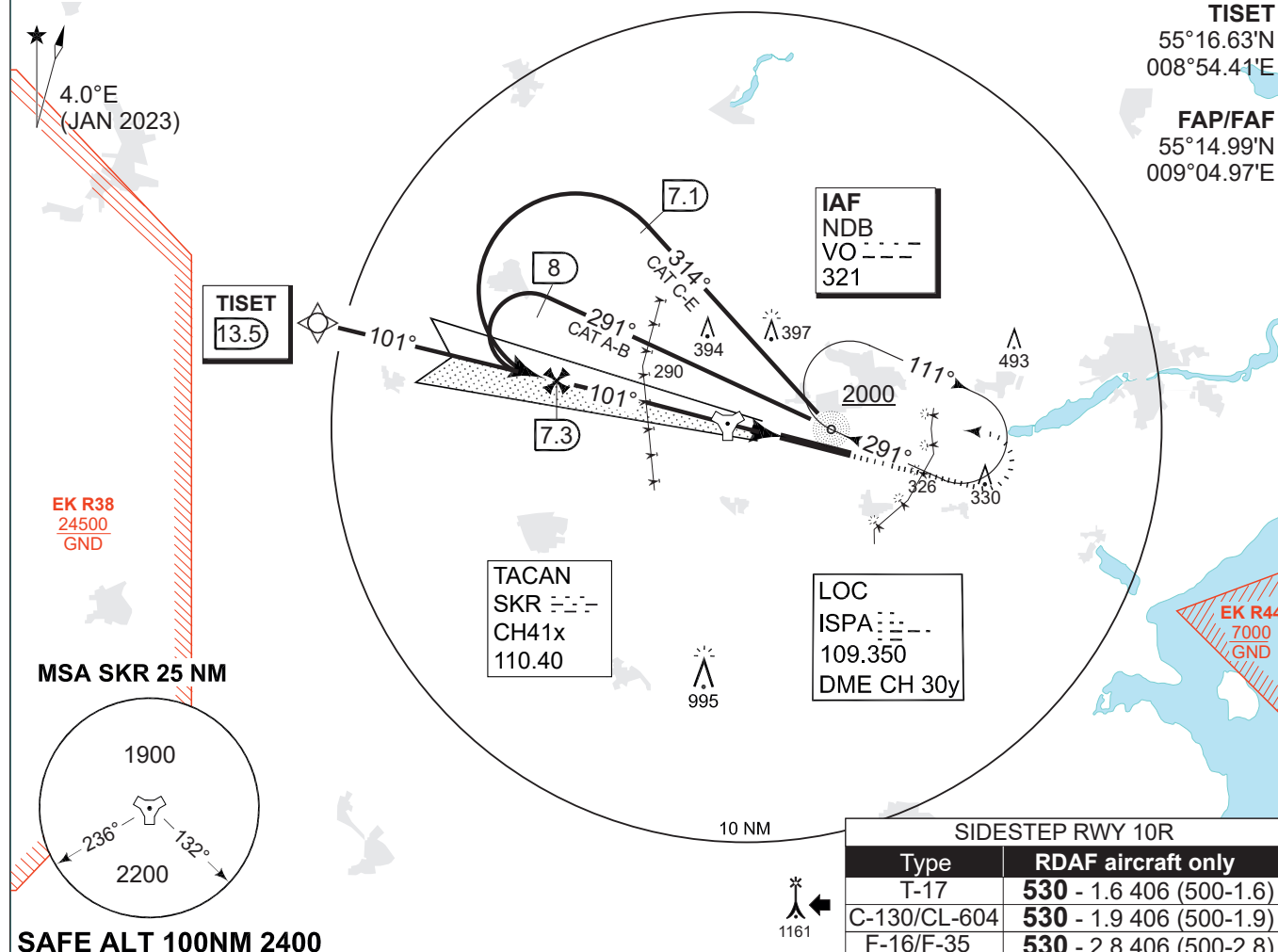
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

TISET
55°16.63'N
008°54.41'E

FAP/FAF
55°14.99'N
009°04.97'E



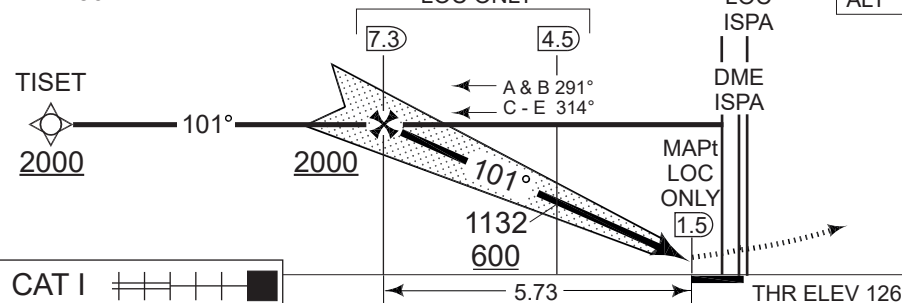
SAFE ALT 100NM 2400

TA 3000

GS 3.00°
RDH 50

NDB VO

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



CATEGORY	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)	900 -3.6 759 (800-3.6)	1490 -3.6 1349 (1400-3.6)

ILS or LOC RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED. CAT D CIRCLING MINIMA RAISED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

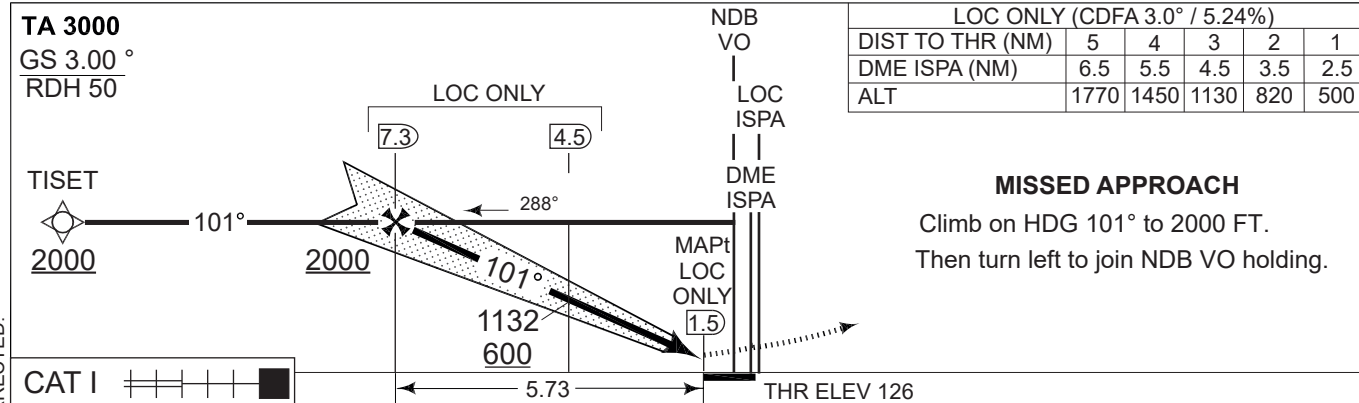
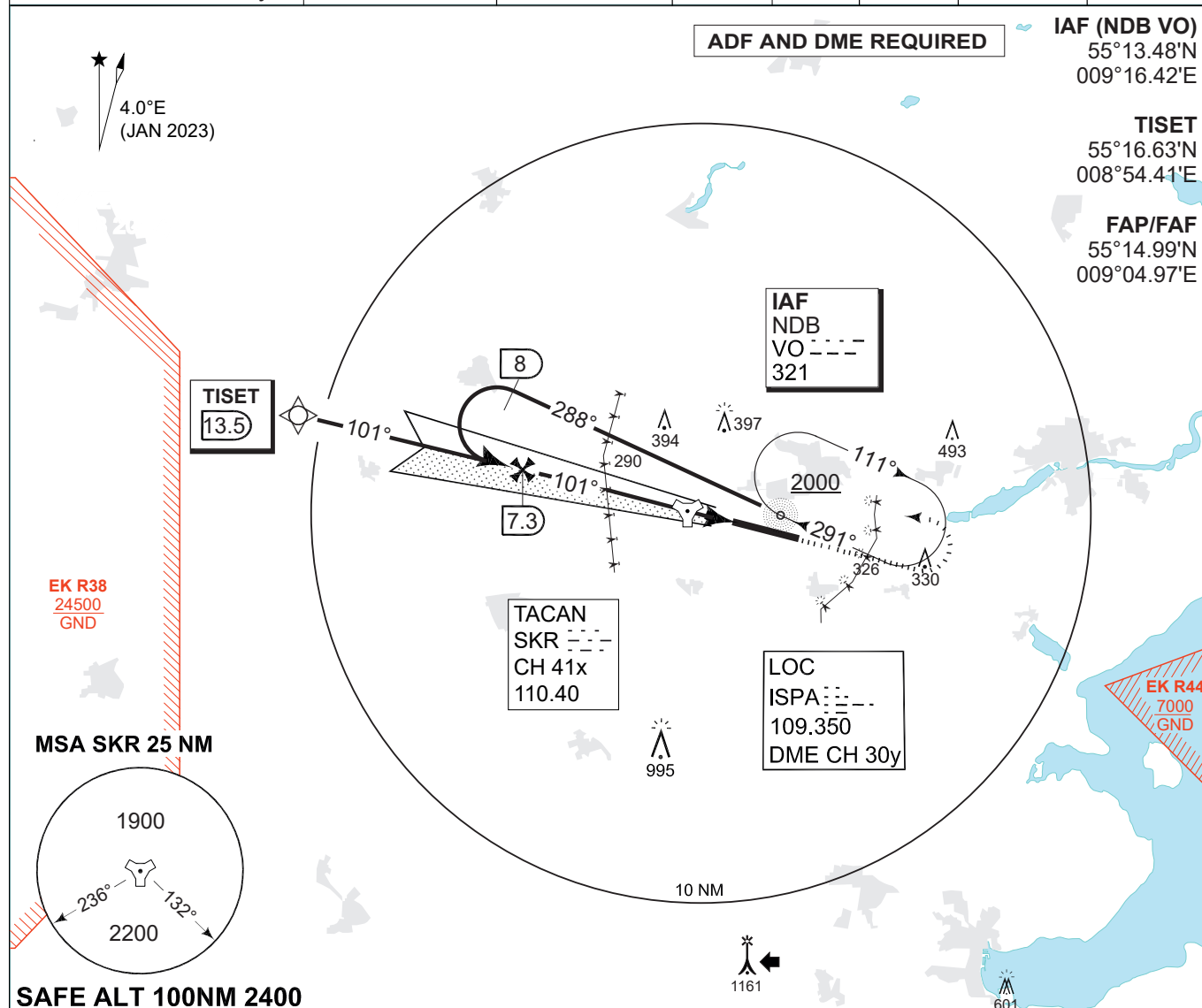
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MIPS INSTRUMENT APPROACH CHART

COPTER ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

AD ELEV 141

COPENHAGEN CONTROL 360.100 133.155	SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 280.750 124.105	SKRYDSTRUP TOWER 286.375 118.280
LOC-DME ISPA 109.35/CH 30y	APP COURSE 101°	FAP/FAF ALT 2000 FT	GS 3.00° DA 326 THR 126 ALS length 900 M LDA 9863 FT



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)

COPTER ILS or LOC RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 10L
SKRYDSTRUP (EKSP)

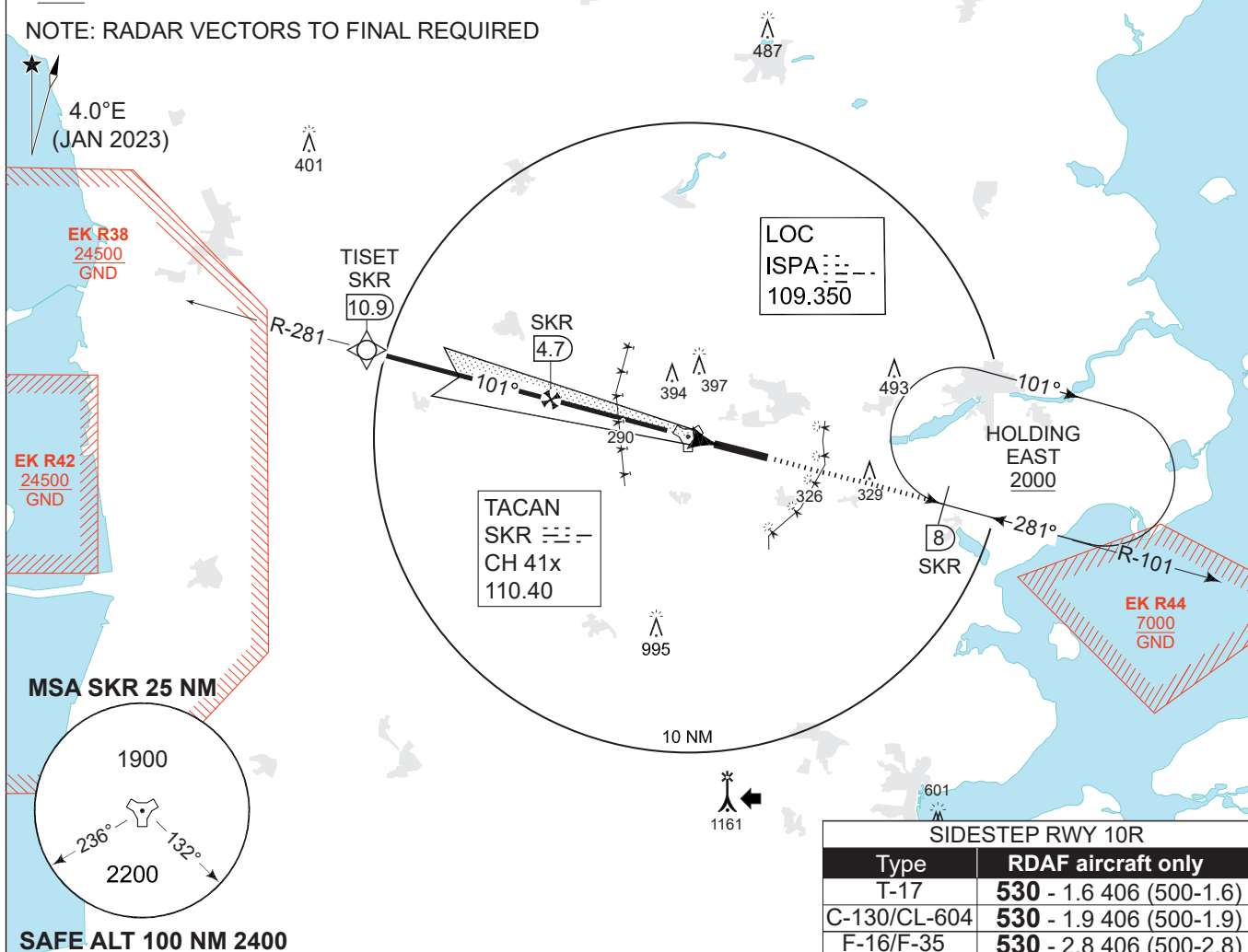
COPENHAGEN CONTROL 360.100 133.155	SKRYDSTRUP ATIS 133.905	SKRYDSTRUP APPROACH 280.750 124.105	SKRYDSTRUP TOWER 286.375 118.280
TACAN SKR 110.40/CH 41x	LOC ISPA 109.35	APP COURSE 101°	FAP/FAF ALT 2000 FT
		GS 3.00°	DA 326
		THR 126	ALS length 900 M
			LDA 9863 FT

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

NOTE: RADAR VECTORS TO FINAL REQUIRED

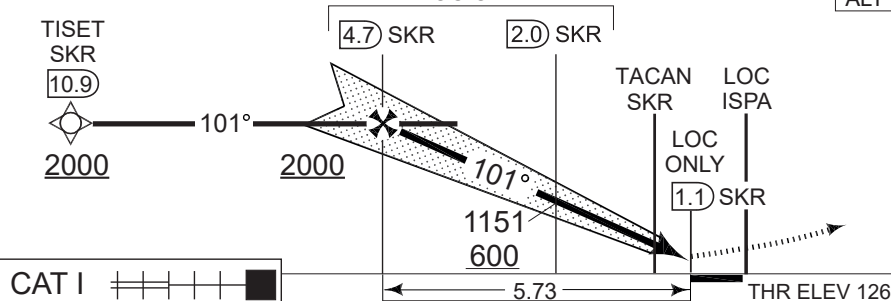
DME REQUIRED

TISET
55° 16.63'N
008° 54.41'E



TA 3000

GS 3.00°
RDH 50



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)

ILS or LOC Z RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED..

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

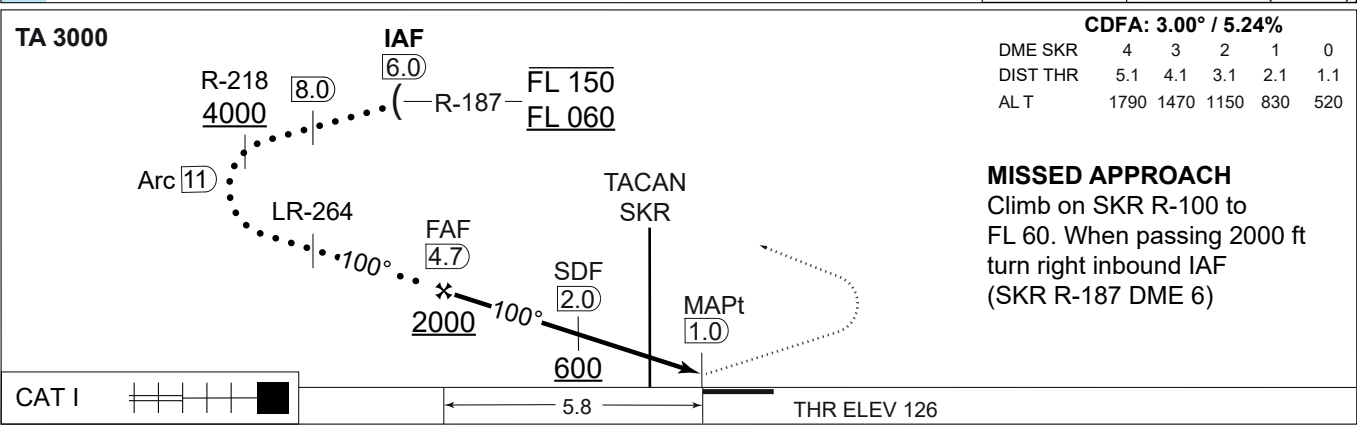
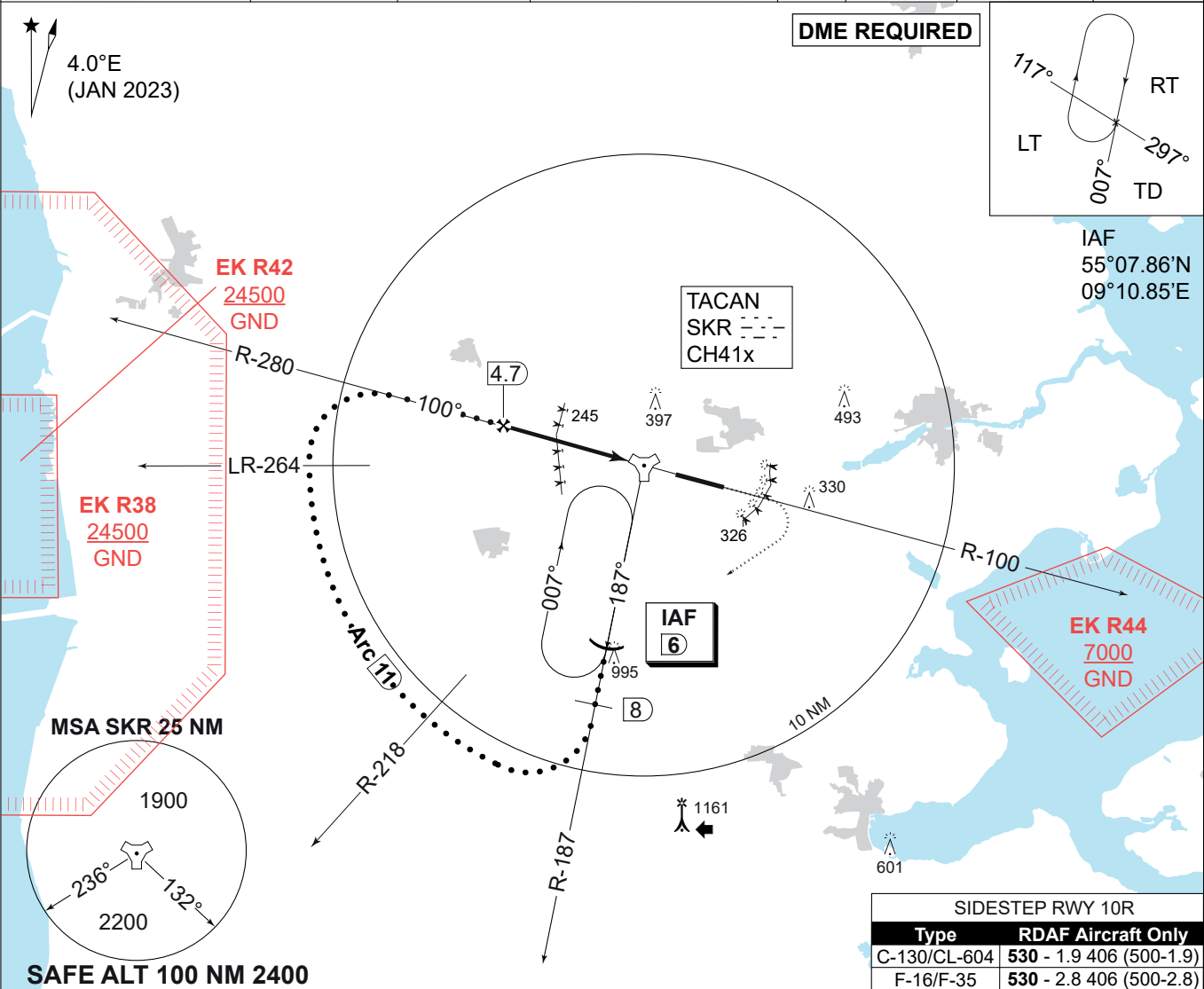
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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

HPMA TACAN RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR CH 41x	APP COURSE 100°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 460	THR ELEV 126	ALS LENGTH 900 M	LDA 9863 FT



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

HPMA TACAN RWY 10L
55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED. MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

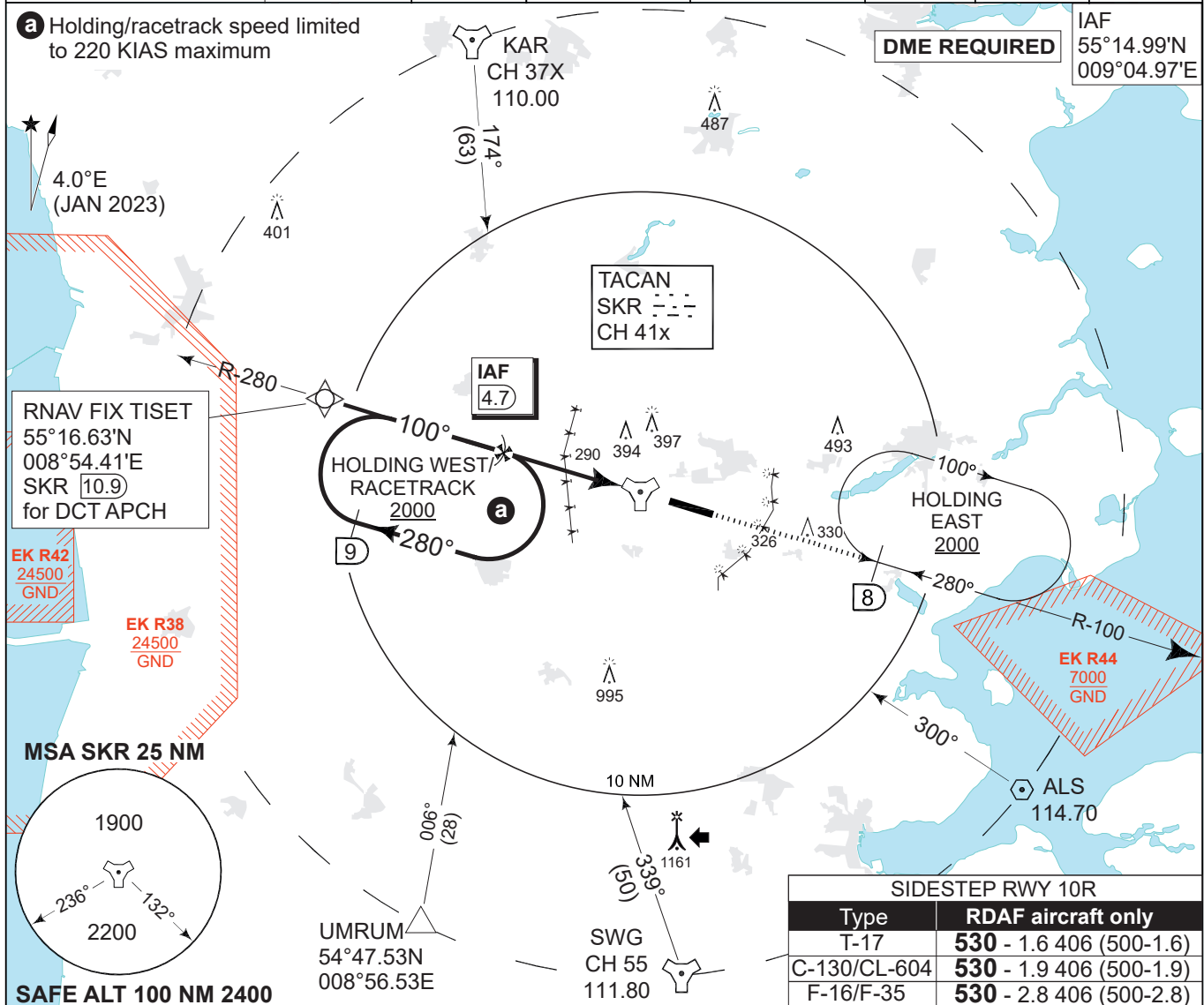
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MIPS INSTRUMENT APPROACH CHART

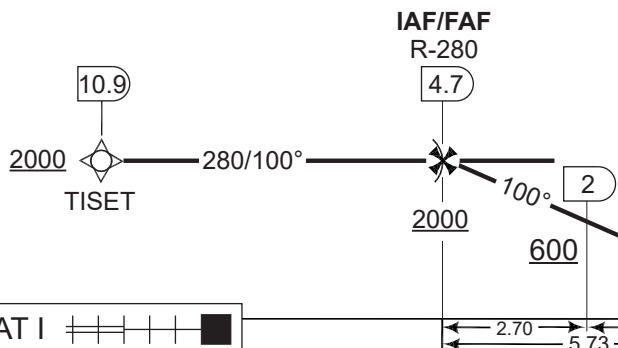
AD ELEV 141

TACAN RWY 10L SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR CH 41x	APP COURSE 100°	FAF ALT 2000 FT	DESCENT GR 319 FT/NM	MDA See minima	THR ELEV 126	ALS length 900 M	LDA 9863 FT



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-100 outbound.
At SKR 8 DME join holding EAST.

CAT I

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)

TACAN RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED. MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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MIPS
INSTRUMENT APPROACH CHART

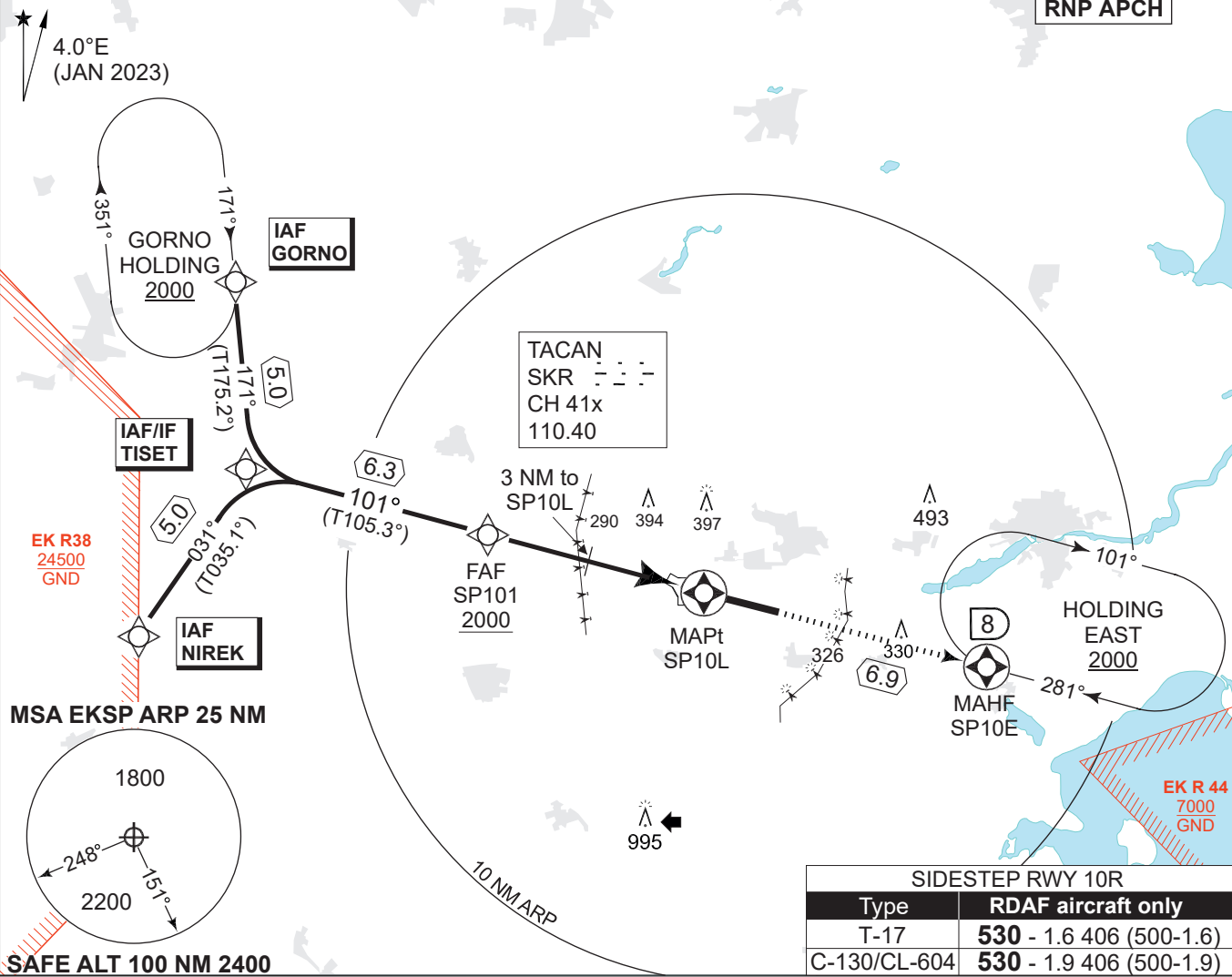
AD ELEV 141

RNP RWY 10L
SKRYDSTRUP (EKSP)

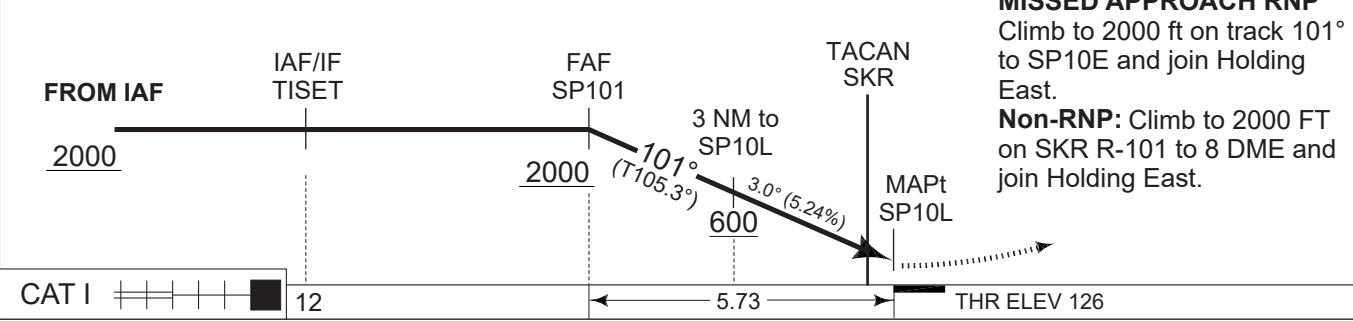
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR 110.40/CH 41x	APP COURSE 101°	FAF 2000 FT	Descent GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 126	ALS LENGTH 900 M	LDA 9863 FT

CAUTION: IAF NIREK not available when EK R38 is active

RNP APCH



CDFA 3.0° / 5.24%						TA 3000 TCH 50
DIST THR	5	4	3	2	1	
ALTITUDE	1770	1450	1130	820	500	



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

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

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
LOC / DME SRY 109.35/CH 30y	APP COURSE 281°	GS INTCP ALT 2200 FT	GS 3.0°	DA 341	THR ELEV 141	ALS LENGTH 900 M	LDA 9863 FT

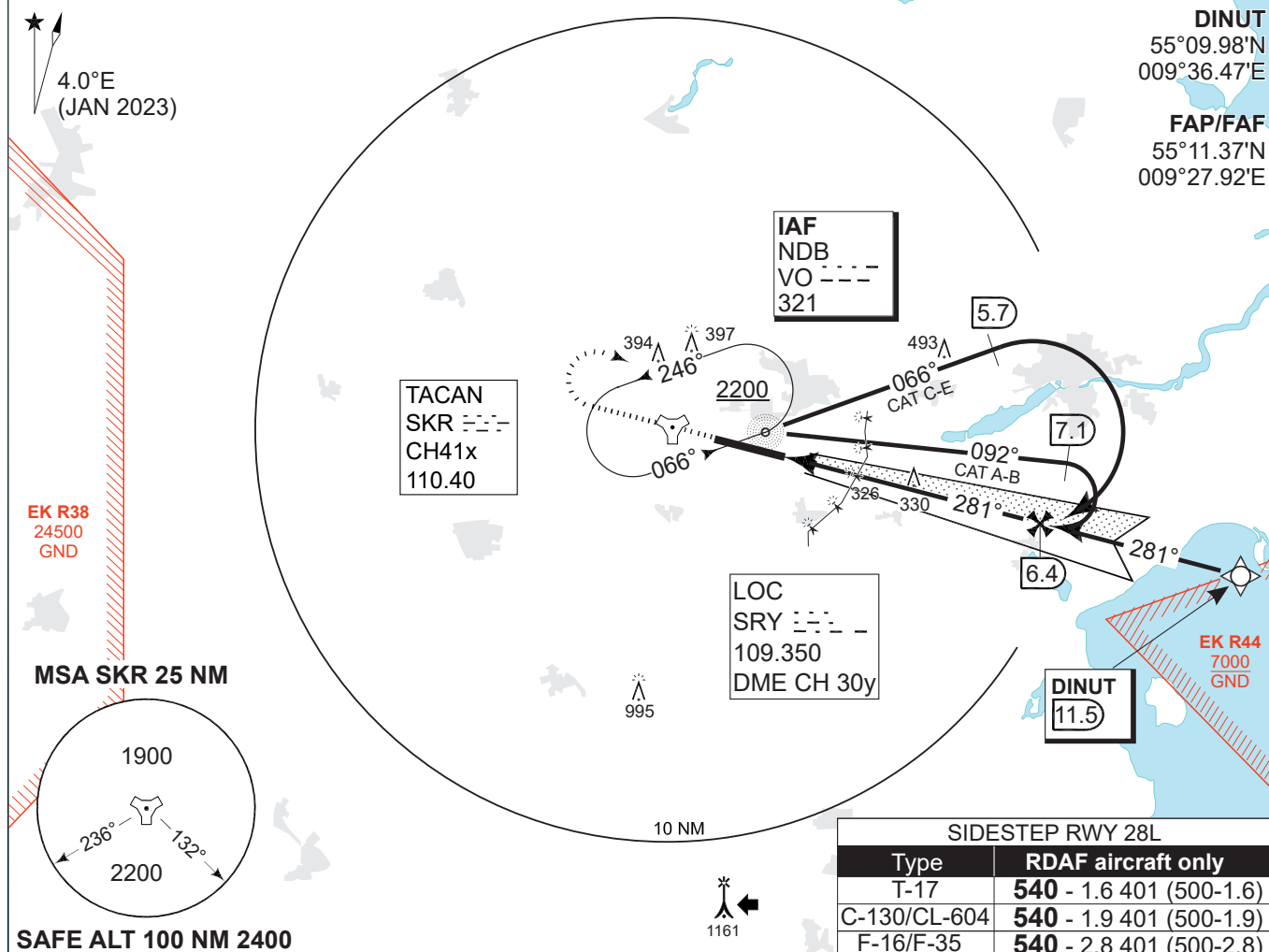
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

DINUT
55°09.98'N
009°36.47'E

FAP/FAF
55°11.37'N
009°27.92'E

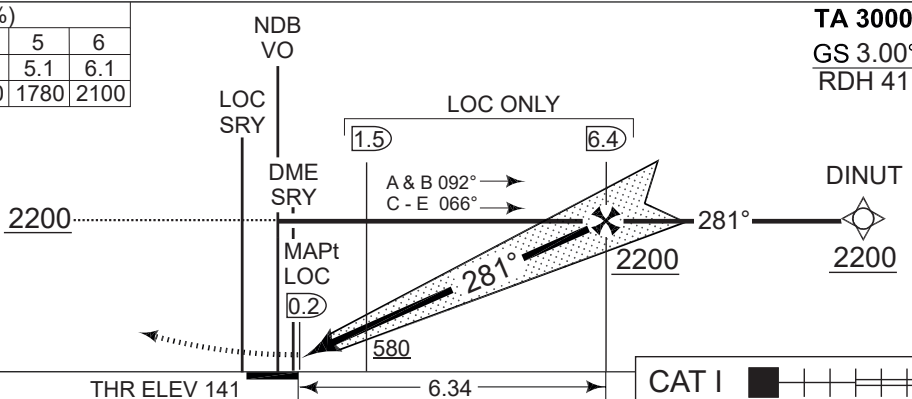


SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	540 - 1.6 401 (500-1.6)
C-130/CL-604	540 - 1.9 401 (500-1.9)
F-16/F-35	540 - 2.8 401 (500-2.8)

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

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)	900 -3.6 759 (800-3.6)	1490 -3.6 1349 (1400-3.6)

ILS or LOC RWY 28R

55°13.53'N
009°15.84'E
13-9

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED. CAT D CIRCLING MINIMA RAISED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

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

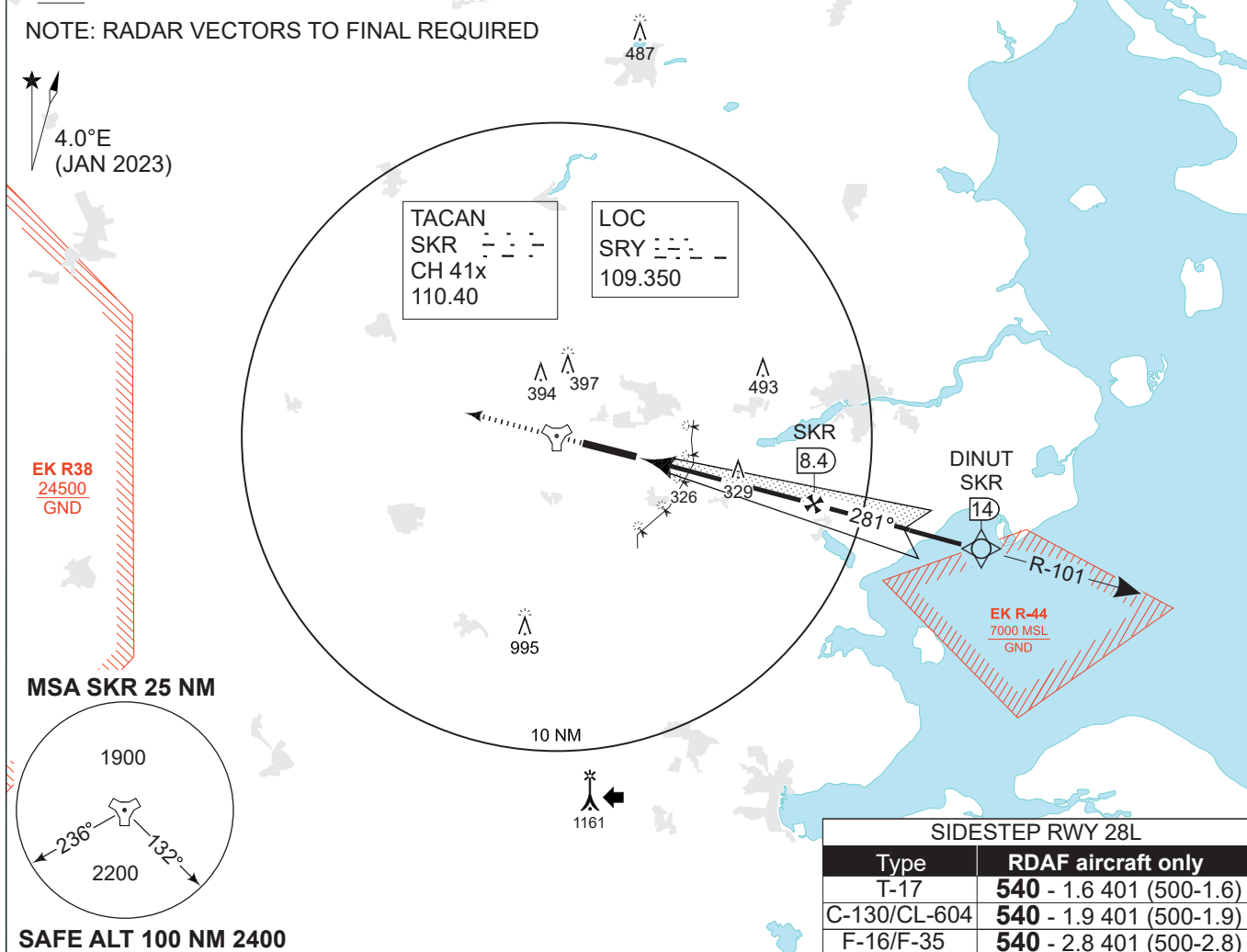
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105			SKRYDSTRUP TOWER 286.375 118.280		
TACAN SKR 110.40/CH 41x	LOC SRY 109.35	APP COURSE 281°	GS INTCP ALT 2000 FT	GS 3.0°	DA 341	THR 141	ALS length 900 M	LDA 9863 FT	

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



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.

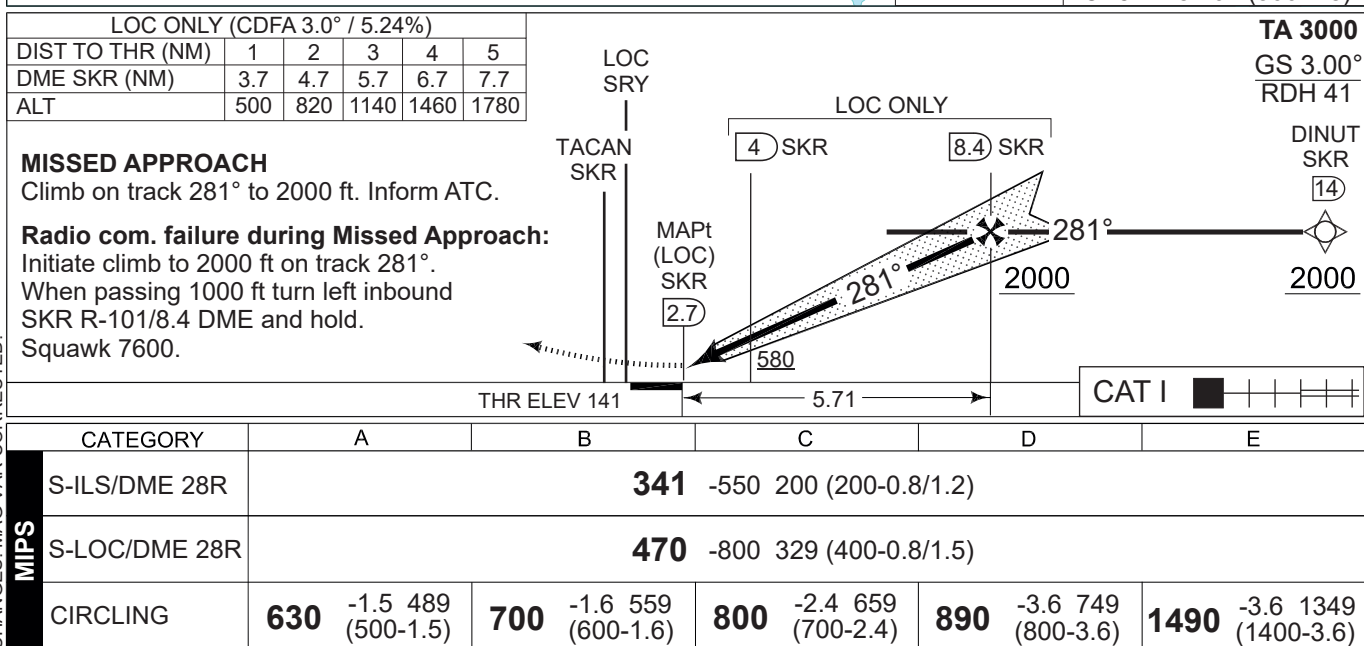
Radio com. failure during Missed Approach:

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.



CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

ILS or LOC Z RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

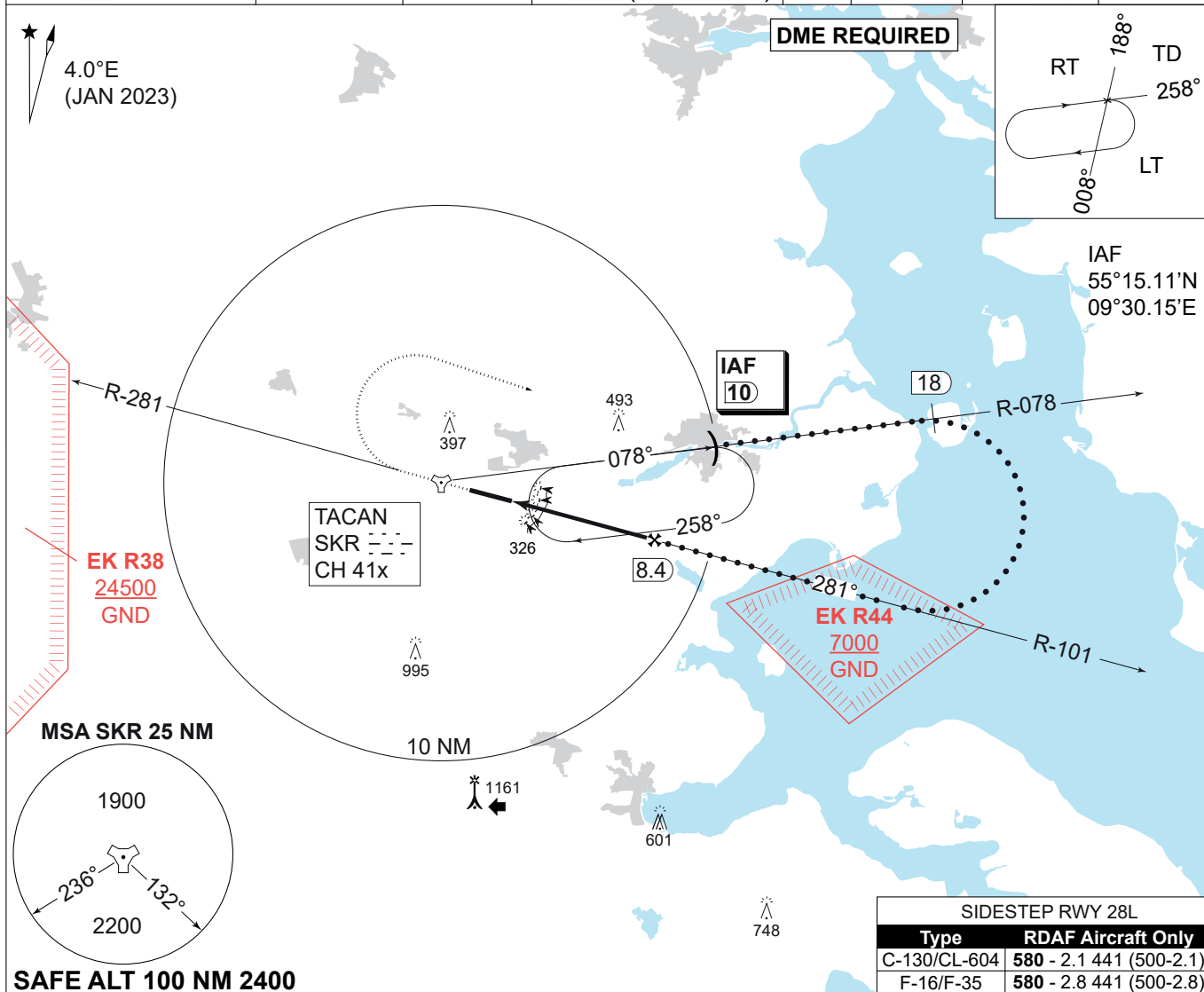
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INSTRUMENT APPROACH CHART

AD ELEV 141

SKRYDSTRUP (EKSP)

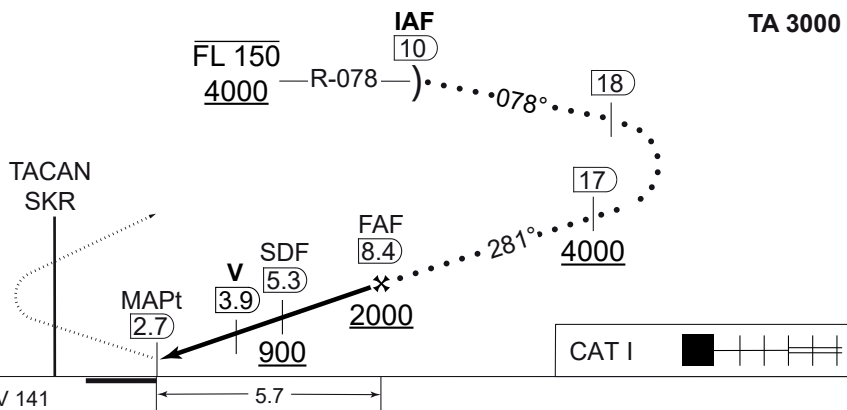
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR CH 41x	APP COURSE 281°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)		MDA 580	THR ELEV 141	LDA 900 M 9863 FT



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

MISSED APPROACH

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



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

HPMA TACAN RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED.

		AIR COMMAND DENMARK - MIL AIM 22 JAN 2026	
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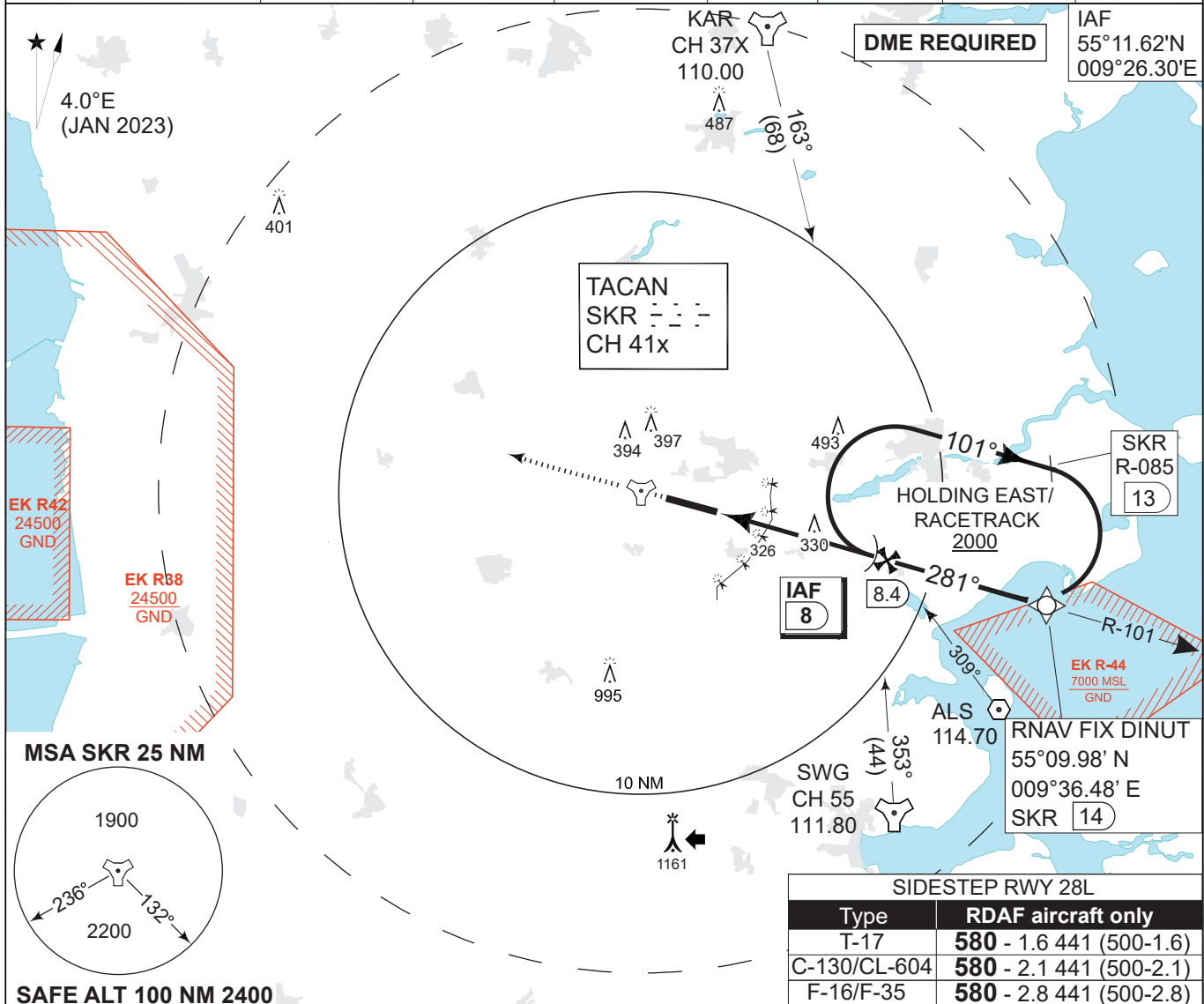
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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

TACAN RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR CH 41x	APP COURSE 281°	FAF ALT 2000 FT	DESCENT GR 319 FT/NM	MDA 580	THR ELEV 141	ALS length 900 M	LDA 9863 FT

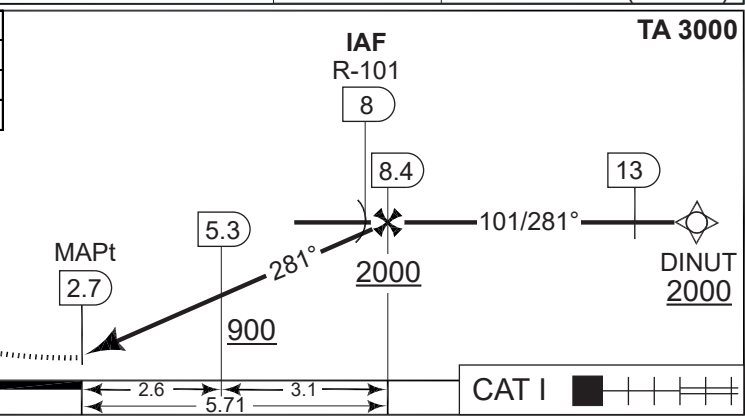


SIDESTEP RWY 28L	
Type	RDAF aircraft only
T-17	580 - 1.6 441 (500-1.6)
C-130/CL-604	580 - 2.1 441 (500-2.1)
F-16/F-35	580 - 2.8 441 (500-2.8)

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)

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

CHANGES: MAG VAR CORRECTED..

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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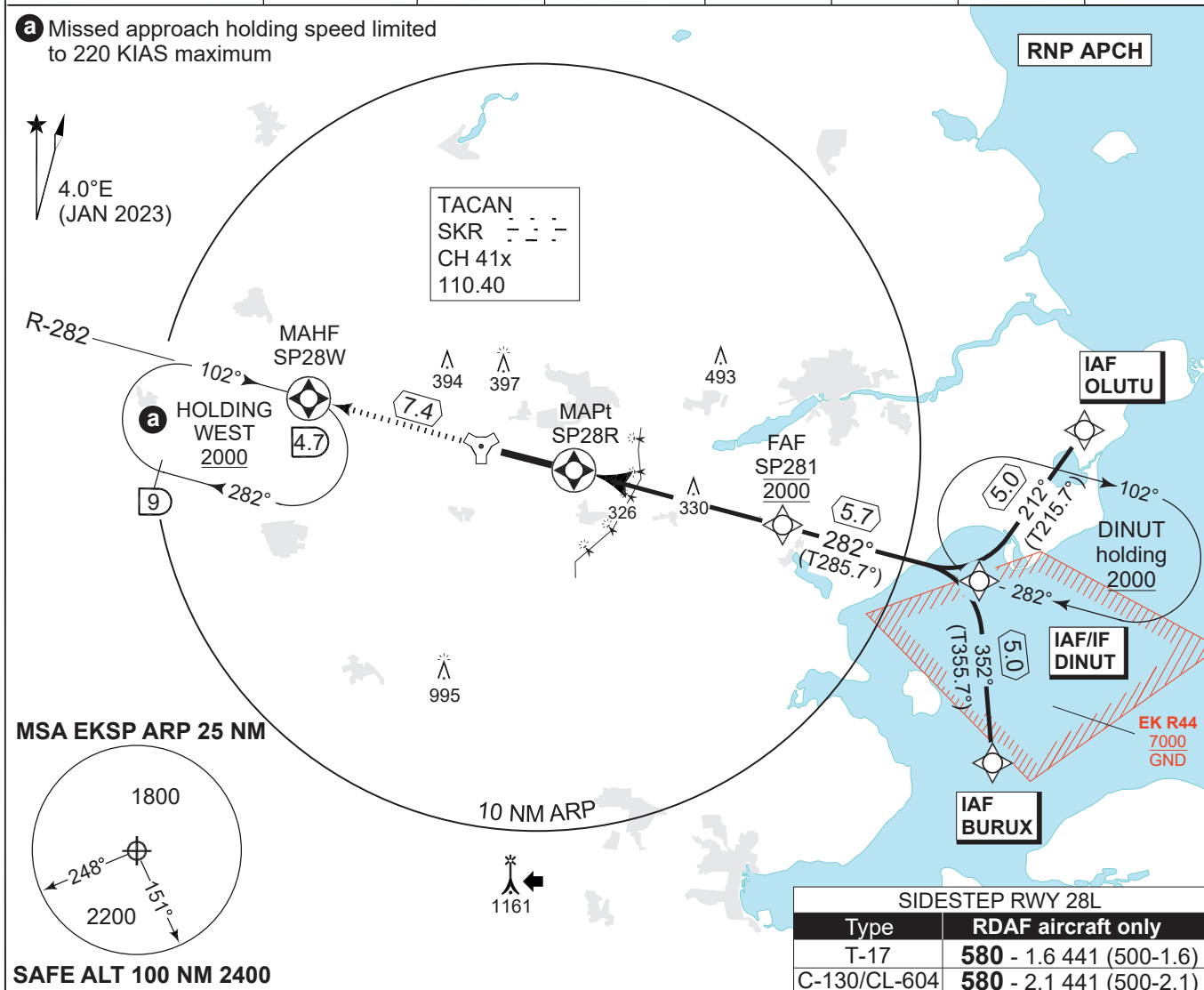
MIPS INSTRUMENT APPROACH CHART

RNP RWY 28R
SKRYDSTRUP (EKSP)

AD ELEV 141

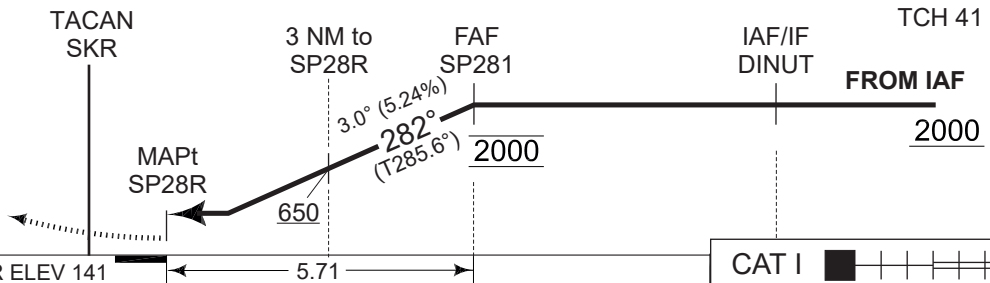
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105		SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR 110.40/CH 41x	APP COURSE 282°	FAF 2000 FT	Descent GR 3.0° (5.24%)	MDA 580	THR ELEV 141	ALS LENGTH 900 M	LDA 9863 FT

a Missed approach holding speed limited to 220 KIAS maximum



MISSED APPROACH RNP
Climb to 2000 ft on track 282° to SP28W and join Holding WEST.

Non-RNP: Climb to 2000 FT on SKR R-282 to 4.7 DME and join Holding WEST.



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

RNP RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED. MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIM 22 JAN 2026

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

EKYT – AIR TRANSPORT WING AALBORG

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	570534.04N 0095056.99E On RWY 08R/26L, 836 M from THR 08R
2	Direction and distance from (city)	320°/3,5 NM from Aalborg
3	AD Elevation REF temperature	8 FT AMSL 21.2°C
4	MAG VAR Annual change	4.0°E (JAN 2023) Increasing: 12' E per year.
5	AD administration postal address Telephone AFTN Email	Air Transport Wing Aalborg Thisted Landevej 53 9430 Vadum +45 728 46310 EKYTZPZM woc@atwaal.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	Height references EGM96 (Earth Gravitational Model 1996).

3. OPERATIONAL HOURS

1	AD administration	MON - THU 0700-1400 (0600-1300) FRI 0700-1100 (0600-1000)
2	Customs and immigration	As AD administration
3	Health and sanitation	Medical service AVBL
4	AIS briefing office	As AD administration
5	ATS reporting office	As AD administration
6	MET briefing office	MWO EKKA
7	ATS	H24
8	Fuelling	As AD administration
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration
12	Remarks	PPR 72 HR for landing.

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	YES
2	Fuel/oil types	F-18 (limited capacity), F-34/ O-123, O-128, O-148, O-149, O-156, H-515
3	Fuelling facilities/capacity	
4	De-icing facilities	YES
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	YES
7	Remarks	

5. PASSENGER FACILITIES

1	Hotels	In Aalborg
2	Restaurants	Cafeteria on base. Restaurants in Aalborg.
3	Transportation	Taxi, bus and train. Connection to Copenhagen from Aalborg Airport.
4	Medical facilities	Hospital in Aalborg.
5	Bank and post office	In Vadum, outside main gate
6	Tourist office	In Aalborg.
7	Remarks	

6. RESCUE AND FIREFIGHTING SERVICES

1	AD category for fire fighting	CAT 6 (H24). CAT 7-9 on request, PPR 72H in advance (Ref. AD 1.2-1).
2	Rescue equipment	YES
3	Capability for removal of disabled aircraft	Rescue crane and jacks
4	Remarks	Boats avbl.

7. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of cleaning equipment	Snowploughs, sweepers and spreaders. Snowblower. Chemicals: KFOR, NAFO, UREA.
2	Clearance priorities	1. Apron in front of Fire and Rescue station 2. Main RWY and TWY C 3. Apron 4. South parallel RWY and TWY A and E 5. TWY B and D
3	Remarks	Information on snow clearance published from November to April in SNOWTAM.

8. APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Mil apron: Concrete, PCN 74 R/D/W/T Dolphin: Concrete, PCN 74 R/D/W/T
2	Taxiway width, surface and strength	TWY A: 75 ft, Asph./concr. PCN 52 F/D/W/T TWY B, H: 50 ft, Asph./concr. PCN 52 F/D/W/T TWY C, D, E, G: 75 ft, Asph./concr. PCN 52 F/D/W/T TWY F, N, J, K: 45 ft, Asph./concr. PCN 52 F/D/W/T TWY GA1, GA2: 65 ft, Asph./concr. PCN 52 F/D/W/T TWY M, L: 39 ft, Asph./concr. PCN 52 F/D/W/T
3	ACL location and elevation	Not established
4	VOR/INS checkpoints	Not established
5	Remarks	Dolphin Apron unsuitable for fighter jets and jet aircraft with low mounted engines due to risk of FOD ingestion.

19. RADIO NAVIGATION AND LANDING AIDS

Type of aid Cat of ILS/MLS (Variation)	ID	Frequency (MHz)	Hours of operation	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
VOR/DME 4°E (2022)	AAL	116.70 CH 114x	H 24	570613.47N 0095944.09E	30m S of centreline Coverage FL 500/100 NM. DME INFO from TACAN.
TACAN 4°E (2023)	AAL	116.70 CH 114x	H 24	570614.16N 0095934.11E	Coverage FL 500/200 NM. Elev. 56.8 ft
LOC 26R CAT III	YT	111.55	H 24	570535.99N 0094938.82E	ILS class III/E/4
ILS GP 26		332.75	H 24	570550.27N 0095217.47E	Angle 3.00° / RDH 51 FT
DME 26R	YT	CH 52y	H 24	570550.27N 0095217.47E	Freq paired with LOC 26R Elev. 18.7 ft.
LOC 08L	AE	109.90	H 24	570549.02N 0095301.40E	ILS class I/E/4
ILS GP 08L		333.80	H 24	570542.71N 0095017.44E	Angle 3.00° / RDH 54 FT
DME 08L	AE	CH 36x	H 24	570542.71N 0095017.44E	Freq paired with LOC 08L Elev. 32.8 ft.
TAR			H 24	570527.76N 0095120.99E	Max range 60 NM, 40.000FT
MSSR			H 24	570527.76N 0095120.99E	Max range 200 NM 40.000FT

20. LOCAL AERODROME REGULATIONS

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

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

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

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

21. NOISE ABATEMENT PROCEDURES**1. Jet aircraft**

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

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

22. FLIGHT PROCEDURES

1. IFR Arrival

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

2. IFR Departure

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

3. Low Visibility Procedures

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

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