

**CENTRAL AND NORTHERN REGION
FLIGHT INFORMATION PUBLICATION**

INSTRUMENT PROCEDURES VOLUME 1

**(Belgium, Denmark, Norway,
The Netherlands, United Kingdom)**

**EFFECTIVE
19 FEB 2026 - 15 APR 2026**



www.cenor.org

SPECIAL NOTICES

Special Notices contain notices of new requirements or major modifications of existing FLIPs. New notices appearing for the first time will be shown first. Notices will be carried in this section for the life of the information. (NOTAM Info and submission deadline are permanent notices.)

Procedures published in CENOR FLIP are subject to national copyright regulations. For detailed information contact the appropriate national CENOR office.

SUBMISSION DEADLINE SCHEDULE	
EDITION: 16 APR 2026	SUBMISSION DEADLINE: 03 MAR 2026
EDITION: 11 JUN 2026	SUBMISSION DEADLINE: 28 APR 2026
EDITION: 06 AUG 2026	SUBMISSION DEADLINE: 23 JUN 2026
EDITION: 01 OCT 2026	SUBMISSION DEADLINE: 18 AUG 2026
EDITION: 26 NOV 2026	SUBMISSION DEADLINE: 13 OCT 2026

FOR LATEST INFORMATION SEE NOTAM

GENERAL INFORMATION

Publishing Authority

The "Central and Northern Region Flight Information Publication" (CENOR FLIP) is a standardized joint publication of the Armed Forces of Belgium, Czech Republic, Denmark, Federal Republic of Germany, Norway, Poland and the Netherlands. It comprises three volumes.

Published by Air Component Command FIFueDst I d.

Revision Cycle 56 days.

Scope

CENOR FLIP contain authorized aerodrome charts, instrument departure and approach procedures required by the above mentioned armed forces. Each armed force is responsible for the correctness of procedures as agreed.

The authorizing agency and the date of edition shall be marked on every procedure. If the preparing armed force is not identical with the authorizing agency, the source of the procedure will be added to the indication, separated by an oblique stroke.

Basic Specifications

- Altitudes, elevations are expressed in ft above MSL unless indicated otherwise.
- Runway dimensions are shown in feet.
- Distances are expressed in nautical miles.
- Visibility values are expressed in kilometers.
- Runway visual range values are expressed in meters.
- Coordinates published based on WGS-84 (World Geodetic System 1984) unless indicated otherwise.
- Courses, headings, radials and bearings are magnetic unless indicated otherwise.
- Information shown within the distance circle is to scale.
- Climb gradients are related to obstacles unless indicated otherwise.
- Runway gradient in percent published when it exceeds 0.5%.

Enquiries and Feedback

All enquiries about delivery of CENOR FLIP and questions concerning procedures are to be addressed to the appropriate national CENOR office. (see page II)

If you like to notify us of any discrepancies or problems you find in the CENOR FLIP or put some constructive suggestions forward on how to improve our service, either contact us via mail or go to <http://www.cenor.org> and leave your feedback in the CENOR forum.

AMENDMENT SERVICE

Amendments will be published by German NOTAM Class I series "U", and/or national NOTAM. Amendment Requests have to be reported via the national FLIP/NOTAM office to:

Section I d, Air Component Command

Directorate - Aeronautical Publications FRANKFURT AM MAIN HAUSEN

AFS: ETCBYFYX
Telephone: +49 69 79307-3212/3214
FspNBw 4260-3212/3214
Telefax: +49 69 79307-3209
FspNBw 4260-3209
E-Mail: milais@bundeswehr.org

National CENOR Offices

Belgium

COMOPSAIR
Airspace Control OPS (A 3.2)
Telephone: +32 2 701-3126
Telefax: +32 2 701-7266
E-Mail: belgium@cenor.org

Denmark

Air Command Denmark
Flight Information Service
Telephone: +45 72811633
E-Mail: denmark@cenor.org

Norway

Royal Norwegian Air Force
717 SQN MIPS Office
AFS: ENRYXYX
Telephone: +47 69 23-7812 / 7717
Telefax: + 47 69 23-7805
E-Mail: norway@cenor.org

The Netherlands

CLSK / AOCS NM /
711 SQN / PPP / PANSOPS
Telephone: +31 20 406 2071 / 2073
E-Mail: netherlands@cenor.org

Czech Republic

Ministerstvo Obrany
Odbor vojenskeho letectvi
Telephone: +420 973210-820 / 826
Telefax: +420 973210-832
E-Mail: czech@cenor.org

Germany

Air Component Command
Section I d - Aeronautical Publications
Telephone: +49 69 79307-3212/3214
Telefax: +49 69 79307-3209
E-Mail: germany@cenor.org

Poland

Military Air Traffic Service
of the Polish Armed Forces
Telephone: +48 22 6 821 157
Telefax: +48 22 6 821 782
E-Mail: poland@cenor.org

TABLE OF CONTENT

PREFACE

I - General Information	20 MAR 2025
II - Amendment Service	20 MAR 2025
III - Table of Content	19 FEB 2026
IV - Table of Content	19 FEB 2026
V - Table of Content	19 FEB 2026
VI - Table of Content	19 FEB 2026
VII - Abbreviations	23 JUL 2015
VIII - Identification of Procedures, Identification of Minima	23 JUL 2015
IX - Altitude Correction	28 MAR 2019
X - Landing Minima Explanation	23 JUL 2015
XI - Determination of Declared Distances for Runways	23 JUL 2015
XII - VASIS/PAPI, LCN, ACN/ PCN System, ACN	23 JUL 2015
XIII - PCN	28 MAR 2019
XIV - Legend	07 JAN 2016
XV - Legend	07 JAN 2016

AALBORG (EKYT)

AERODROME CHART	23 JAN 2025
ILS or LOC RWY 08L	30 OCT 2025
HPMA TACAN RWY 08L	23 JAN 2025
TACAN RWY 08L (Cat. A-B)	30 OCT 2025
TACAN RWY 08L (Cat. C-E)	30 OCT 2025
RNP RWY 08L	30 OCT 2025
WAYPOINT LIST RWY 08L	26 JAN 2023
ILS or LOC RWY 26R	30 OCT 2025
HPMA VORTAC RWY 26R	03 OCT 2024
VORTAC RWY 26R	30 OCT 2025
RNP RWY 26R	30 OCT 2025
WAYPOINT LIST RWY 26R	03 OCT 2024

AARHUS (EKAH)

AERODROME CHART	03 OCT 2024
RNP RWY 10R	03 OCT 2024
WAYPOINT LIST RWY 10R	07 SEP 2023
ILS or LOC RWY 10R	03 OCT 2024
NDB RWY 10R	03 OCT 2024
RNP RWY 28L	03 OCT 2024
WAYPOINT LIST RWY 28L	07 SEP 2023
ILS or LOC RWY 28L (CAT A-B) ...	03 OCT 2024
ILS or LOC RWY 28L (CAT C-E) ...	03 OCT 2024
NDB RWY 28L (CAT A-B)	28 NOV 2024
NDB RWY 28L (CAT C-E)	03 OCT 2024

ANDOEYA (ENAN)

AERODROME CHART	25 DEC 2025
LOC M RWY 14	25 DEC 2025
TACAN RWY 14	25 DEC 2025
TACAN RWY 32	25 DEC 2025

ALTA (ENAT)

AERODROME CHART	30 OCT 2025
HPMA ILS M or LOC M RWY 11 ...	19 FEB 2026

BANAK (ENNA)

AERODROME CHART	25 DEC 2025
TACAN SID RWY 16/34	25 DEC 2025
LOC M RWY 16	25 DEC 2025
TACAN RWY 16	25 DEC 2025
HPMA ILS or LOC RWY 34	25 DEC 2025
ILS M or LOC M RWY 34	25 DEC 2025
TACAN RWY 34	25 DEC 2025

BARDUFLOSS (ENDU)

AERODROME CHART	25 DEC 2025
HPMA SID RWY 10	25 DEC 2025
TACAN SID RWY 10	25 DEC 2025
HPMA SID RWY 28	25 DEC 2025
TACAN SID RWY 28	25 DEC 2025
TACAN RWY 10	25 DEC 2025
LOC M RWY 10	25 DEC 2025
HPMA ILS or LOC RWY 28	25 DEC 2025
ILS M or LOC M RWY 28	25 DEC 2025
TACAN RWY 28	25 DEC 2025

BEAUVECHAIN (EBBE)

AERODROME CHART	28 NOV 2024
HPMA BE 04A - 04B	13 JUN 2024
HPMA BE 04E - 22E	22 FEB 2024
HPMA BE 22A - 22B	13 JUN 2024
ILS y or LOC y RWY 04L	08 AUG 2024
ILS z or LOC z RWY 04L	15 MAY 2025
HPMA TACAN RWY 04L	15 MAY 2025
TACAN z RWY 04L	15 MAY 2025
ILS z or LOC z RWY 22R	08 AUG 2024
TACAN z RWY 22R	08 AUG 2024
HPMA STAR TAC RWY 22 R	15 MAY 2025

BILLUND (EKBI)

AERODROME CHART	19 FEB 2026
ILS or LOC Z RWY 09	19 FEB 2026
ILS or LOC Y RWY 09	19 FEB 2026
RNP RWY 09	19 FEB 2026
WAYPOINT LIST RWY 09	02 NOV 2023
ILS or LOC Z RWY 27	19 FEB 2026
ILS or LOC Y RWY 27	19 FEB 2026
RNP RWY 27	19 FEB 2026
WAYPOINT LIST RWY 27	02 NOV 2023

BODOE (ENBO)

AERODROME CHART	30 OCT 2025
HPMA SALT / HPMA BITNO DEP	25 DEC 2025
HPMA ILS or LOC RWY 07	08 AUG 2024
ILS M or LOC M RWY 07	08 AUG 2024
HPMA TACAN RWY 07	25 DEC 2025
TACAN RWY 07	25 DEC 2025
HPMA ILS or LOC RWY 25	08 AUG 2024
ILS M or LOC M RWY 25	08 AUG 2024
HPMA TACAN A	08 AUG 2024
TACAN A	08 AUG 2024

DE KOOY (EHKD)

AERODROME CHART	19 FEB 2026
RNP Y RWY 03	19 FEB 2026
RNP Z RWY 03	19 FEB 2026
ILS or LOC RWY 21	19 FEB 2026
COPTER ILS or LOC RWY 21	19 FEB 2026
RNP Y RWY 21	19 FEB 2026
RNP Z RWY 21	19 FEB 2026

DEELEN (EHDL)

AERODROME CHART	04 SEP 2025
TACAN RWY 01	04 SEP 2025
COPTER TACAN RWY 01	04 SEP 2025
TACAN RWY 19	04 SEP 2025
ILS or LOC RWY 19	04 SEP 2025
COPTER TACAN 19	04 SEP 2025

EINDHOVEN (EHEH)

AERODROME CHART	19 FEB 2026
EH 1	19 FEB 2026
EH 3	19 FEB 2026
EH 5	19 FEB 2026
EH 7	19 FEB 2026
HI-ILS or LOC RWY 03	19 FEB 2026
ILS Z or LOC RWY 03	19 FEB 2026
HI-TACAN RWY 03	19 FEB 2026
TACAN RWY 03	19 FEB 2026
RNP Z RWY 03	19 FEB 2026
HI-ILS or LOC RWY 21	19 FEB 2026
ILS Z or LOC RWY 21	19 FEB 2026
HI-TACAN RWY 21	19 FEB 2026
TACAN RWY 21	19 FEB 2026
RNP Z RWY 21	19 FEB 2026

ESBJERG (EKEB)

AERODROME CHART	20 MAR 2025
ILS or LOC Y RWY 08	15 MAY 2025
ILS or LOC Z RWY 08	15 MAY 2025
ILS OR LOC Y RWY 26	15 MAY 2025
ILS OR LOC Z RWY 26	15 MAY 2025

EVENES (ENEV)

AERODROME CHART	30 OCT 2025
HPMA SID RWY 17/35	25 DEC 2025
TACAN SID RWY 17/35	25 DEC 2025
HPMA TACAN RWY 17	30 OCT 2025
TACAN RWY 17	30 OCT 2025
HPMA ILS or LOC RWY 17	30 OCT 2025
ILS M or LOC M RWY 17	30 OCT 2025
HPMA TACAN RWY 35	30 OCT 2025
HPMA TACAN A	30 OCT 2025
TACAN A	30 OCT 2025

FLORENNES (EBFS)

AERODROME CHART	27 NOV 2025
FS 08A - 26A	30 OCT 2025
FS 08B - 26B	30 OCT 2025
FS 08C - 26C	30 OCT 2025
HPMA FS 08D - 08E	30 OCT 2025
HPMA FS 26D - 26E	30 OCT 2025
HPMA-TACAN RWY 08L	30 OCT 2025
TACAN RWY 08L	30 OCT 2025
HPMA-ILS or HPMA-LOC RWY 08L	30 OCT 2025
ILS or LOC RWY 08L	30 OCT 2025
HPMA-ILS or HPMA-LOC RWY 26R	30 OCT 2025
ILS or LOC RWY 26R	30 OCT 2025
HPMA-TACAN RWY 26R	30 OCT 2025
TACAN RWY 26R	30 OCT 2025

GARDERMOEN (ENGM)

AERODROME CHART	20 MAR 2025
HPMA ILS or LOC RWY 01L	20 MAR 2025
HPMA ILS or LOC RWY 01R	20 MAR 2025
HPMA ILS or LOC RWY 19L	20 MAR 2025
HPMA ILS or LOC RWY 19R	20 MAR 2025

GILZE-RIJEN (EHGR)

AERODROME CHART	19 FEB 2026
GR 1	19 FEB 2026
GR 3	19 FEB 2026
COPTER TACAN 007	19 FEB 2026
HI-TACAN RWY 10	19 FEB 2026
TACAN RWY 10	19 FEB 2026
COPTER TACAN 100	19 FEB 2026
COPTER TACAN 203	19 FEB 2026
ILS or LOC RWY 28	19 FEB 2026
HI-TACAN RWY 28	19 FEB 2026
TACAN RWY 28	19 FEB 2026
COPTER TACAN 276	19 FEB 2026

HELCHTEREN RANGE

see KLEINE BROGEL

KARUP AIR BASE (EKKA)

AERODROME CHART	19 FEB 2026
ILS or LOC RWY 09R	19 FEB 2026
HPMA TACAN RWY 09R	19 FEB 2026
RNP RWY 09R	19 FEB 2026
WAYPOINT LIST RWY 09R	26 JAN 2023
ILS or LOC RWY 27L	19 FEB 2026
HPMA TACAN RWY 27L	19 FEB 2026
RNP RWY 27L	19 FEB 2026
WAYPOINT LIST RWY 27L	26 JAN 2023

KJEVIK (ENCN)

AERODROME CHART	30 OCT 2025
ILS M or LOC M RWY 03	30 OCT 2025

KLEINE-BROGEL (EBBL)

AERODROME CHART	28 NOV 2024
HPMA BL 05A - 05B	15 MAY 2025
HPMA BL 05E-23E	15 MAY 2025
BL 05A - 05B	15 MAY 2025
HPMA BL 23A - 23B	28 NOV 2024
BL 23F	15 MAY 2025
PAMPA	28 NOV 2024
REMBA CORRIDOR SB or NB	28 NOV 2024
HPMA-ILS or HPMA-LOC RWY	
05L	10 JUL 2025
ILS z or LOC z RWY 05L	15 MAY 2025
ILS y or LOC y RWY 05L	15 MAY 2025
HPMA-TACAN RWY 05L	10 JUL 2025
TACAN z RWY 05L	15 MAY 2025
TACAN y RWY 05L	15 MAY 2025
HPMA-ILS or HPMA-LOC RWY	
23R	15 MAY 2025
ILS or LOC RWY 23R	15 MAY 2025
HPMA-TACAN RWY 23R	15 MAY 2025
TACAN RWY 23R	15 MAY 2025

KOKSIJDE (EBFN)

AERODROME CHART	07 SEP 2023
FN 11 - 29	30 OCT 2025
FN 11 COPTER - 29 COPTER	07 SEP 2023
HPMA-TACAN RWY 29	22 JAN 2026
TACAN RWY 29	27 NOV 2025
VOR RWY 29	30 OCT 2025

LEEWARDEN (EHLW)

AERODROME CHART	04 SEP 2025
LW 1	04 SEP 2025
LW 3	04 SEP 2025
LW 5	04 SEP 2025
LW 7	04 SEP 2025
ILS or LOC RWY 05	04 SEP 2025
HI-TACAN RWY 05	04 SEP 2025
TACAN RWY 05	04 SEP 2025
COPTER ILS or LOC 053	04 SEP 2025
COPTER TACAN 055	04 SEP 2025
RNP Y RWY 05	04 SEP 2025
RNP Z RWY 05	04 SEP 2025
ILS or LOC RWY 09	04 SEP 2025
HI-TACAN RWY 09	04 SEP 2025
TACAN RWY 09	04 SEP 2025
ILS or LOC RWY 23	04 SEP 2025
HI-TACAN RWY 23	04 SEP 2025
TACAN RWY 23	04 SEP 2025
COPTER ILS or LOC 233	04 SEP 2025
COPTER TACAN 229	30 OCT 2025
RNP Y RWY 23	04 SEP 2025
RNP Z RWY 23	04 SEP 2025
ILS or LOC RWY 27	04 SEP 2025
HI-TACAN RWY 27	30 OCT 2025
TACAN RWY 27	04 SEP 2025

ODENSE / H C ANDERSEN (EKOD)

AERODROME CHART	30 OCT 2025
RNP RWY 06	13 JUN 2024
WAYPOINT LIST RWY 06	26 JAN 2023
ILS or LOC RWY 24	13 JUN 2024
RNP RWY 24	13 JUN 2024
WAYPOINT LIST RWY 24	26 JAN 2023

OERLAND (ENOL)

AERODROME CHART	25 DEC 2025
HPMA SID RWY 15 / 33	25 DEC 2025
HPMA ILS OR LOC RWY 15	25 DEC 2025
ILS M or LOC M RWY 15	25 DEC 2025
TACAN RWY 15	25 DEC 2025
TACAN RWY 15Y	25 DEC 2025
HPMA ILS or LOC RWY 33	25 DEC 2025
ILS M or LOC M RWY 33	25 DEC 2025
TACAN RWY 33	25 DEC 2025
TACAN RWY 33Y	25 DEC 2025

PAMPA

see KLEINE BROGEL

REMBA CORRIDOR

see KLEINE BROGEL

ROENNE (EKRN)

AERODROME CHART	19 FEB 2026
ILS or LOC RWY 11	19 FEB 2026
ILS or LOC RWY 29	19 FEB 2026

ROSKILDE (EKRR)

AERODROME CHART	19 FEB 2026
ILS or LOC RWY 11 (CAT A+B) ...	28 DEC 2023
ILS or LOC RWY 11 (CAT C+E) ...	28 DEC 2023
NDB RWY 11 (CAT A+B)	28 DEC 2023
NDB RWY 11 (CAT C+E)	28 DEC 2023
ILS or LOC RWY 21	28 DEC 2023

RYGGE (ENRY)

AERODROME CHART	20 MAR 2025
SID EAST	20 MAR 2025
SID WEST	20 MAR 2025
TACAN RWY 12	19 FEB 2026
HPMA ILS or LOC RWY 30	20 MAR 2025
ILS M or LOC M RWY 30	20 MAR 2025
TACAN RWY 30	19 FEB 2026

SKRYDSTRUP (EKSP)

AERODROME CHART	19 FEB 2026
ILS or LOC RWY 10L	19 FEB 2026
ILS or LOC Z RWY 10L	19 FEB 2026
HPMA TACAN RWY 10L	19 FEB 2026
TACAN RWY 10L	19 FEB 2026
RNP RWY 10L	19 FEB 2026
WAYPOINT LIST RWY 10L	26 JAN 2023
ILS or LOC RWY 28R	19 FEB 2026
ILS or LOC Z RWY 28R	19 FEB 2026
HPMA TACAN RWY 28R	19 FEB 2026
TACAN RWY 28R	19 FEB 2026
RNP RWY 28R	19 FEB 2026
WAYPOINT LIST RWY 28R	26 JAN 2023

TORP (ENTO)

AERODROME CHART	30 OCT 2025
ILS M or LOC M RWY 18	30 OCT 2025

VIGRA (ENAL)

AERODROME CHART	08 AUG 2024
-----------------------	-------------

VLIEHORS RANGE (EHVL)

VL 1	04 SEP 2025
VL 2	04 SEP 2025

VOLKEL (EHVK)

AERODROME CHART	19 FEB 2026
VK 1	19 FEB 2026
VK 2	19 FEB 2026
VK 3	19 FEB 2026
VK 5	19 FEB 2026
VK 6	19 FEB 2026
VK 7	19 FEB 2026
ILS or LOC RWY 06L	19 FEB 2026
TACAN RWY 06L/06R	19 FEB 2026
ILS or LOC RWY 24R	19 FEB 2026
TACAN RWY 24R/24L	19 FEB 2026

WOENSDECHT (EHWO)

AERODROME CHART	19 FEB 2026
WO 1	19 FEB 2026
WO 3	19 FEB 2026
ILS or LOC RWY 07	19 FEB 2026
HI-TACAN RWY 07	19 FEB 2026
TACAN RWY 07	19 FEB 2026
RNP RWY 07	19 FEB 2026
ILS or LOC RWY 25	19 FEB 2026
HI-TACAN RWY 25	19 FEB 2026
TACAN RWY 25	19 FEB 2026
RNP RWY 25	19 FEB 2026

ABBREVIATIONS

ICAO and NATO abbreviations are used in the CENOR FLIP.
Additionally the following abbreviations are used.

ASI	Approach slope indicator
Descent GR	Descent gradient for non-precision approach is calculated from FAF or last stepdown fix to THR except for procedures according ICAO PANS-OPS where the Descent Gradient is calculated to 50ft above THR elevation.
HPMA	High performance military aircraft
LOC	Localizer
MAP	Missed approach point (=MAPt)
OTCH	End of overrun crossing height
RDR	RADAR
RPI	Runway point of intercept The point where the straight line extension of the glide slope intercepts the runway surface at runway centerline. Note: The RPI is generally located behind the THR. In exceptional cases only it is located in front of the THR. It is then indicated as follows: + In front of the THR
TDZE	Touchdown zone elevation

IDENTIFICATION OF PROCEDURES

Procedures are designed according criteria as stated on top of the procedure. For detailed info about the criteria the applicable documents should be consulted.

PANS-OPS

Procedures according ICAO Doc 8168 OPS Vol II.

MIPS

Procedures according NATO military instrument procedures standardization implemented by the current version of AATCP-1.

TERPS

Procedures according APATC-1(A). No longer updated after 22 OCT 2008.

NATIONAL XXX

Some nations have a special set of criteria for their procedures. If there are significant deviations from PANS-OPS not covered by the criteria specified above the procedure should be marked "NATIONAL" with the three-letter national code. Planning to fly such procedures, the flight crew must consult the national regulations.

IDENTIFICATION OF MINIMA

Visibility minima are stated on the left side of the minima table. For detailed info about the criteria the applicable documents should be consulted.

EU-OPS

Minima assigned in accordance with EU-OPS.

MIPS

Minima assigned according NATO military instrument procedures standardization implemented by the current version of AATCP-1.

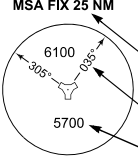
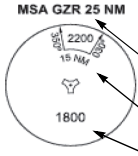
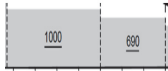
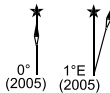
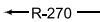
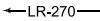
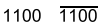
TERPS

Minima assigned according former NATO military criteria (APATC-1(A)). No longer updated after 22 OCT 2008.

NATIONAL XXX

Minima assigned according national specific criteria marked "NATIONAL" with the three-letter national code. Planning to fly such procedures, the flight crew must consult the national regulations.

LEGEND

	VOR		HIRTA (with obstruction unlighted)
	DME		HIRTA (with obstruction lighted)
	VOR/DME		HIRTA High intensity radio transmission area
	TACAN		HIRTA lateral limits
	VORTAC		Power Transmission Line
	NDB		Minimum Sector Altitude (MSA) 25NM radius
	VFR Reporting Point / Intersection On Request Fly-By		Identification of Radio Navigational Facility
	VFR Reporting Point / Intersection Compulsory Fly-By		Sector Boundary
	VFR Reporting Point / Intersection On Request Fly-Over		Minimum sector Altitude (MSA)
	VFR Reporting Point / Intersection Compulsory Fly-Over		Minimum Sector Altitude (MSA) 25NM radius
	Waypoint On Request Fly-By		Identification of Radio Navigational Facility
	Waypoint Compulsory Fly-By		Sector Boundary 15 NM awa from Beacon
	Waypoint On Request Fly-Over		Minimum sector Altitude (MSA)
	Waypoint Compulsory Fly-Over		Minimum obstacle clearance Altitude
	DME Mileage		Danger Area (ED-D) Restricted Area (ED-R) Prohibited Area (ED-P)
	Abandoned or closed Aerodrome		
	Aerodrome Beacon		Variation
	Procedural Track		
	Radial		
	Lead Radial		
	Mandatory Level / Recommended Level		
	Minimum Level / Maximum Level		
	Spot Elevation		
	Obstruction (unlighted)		
	Group of Obstructions (unlighted)		
	Obstruction (lighted)		
	Group of Obstructions (lighted)		
	HIRTA (no obstruction)		Frequency available on request
			ARP

	Distance
	Initial Approach Fix
	Missed Approach
	Procedure Turn
	Fix / Turning Point
	Penetration Track
	operates not continuously
	Final Approach Fix (FAF) (Non precision approaches)
	Visual Descent Point (VDP)
	Transition Route
	Supplementary Route
	Final Approach Course from IAF to main Radio NavAid or ARP
	Standard Holding Pattern
	Holding Fix (If holding fix conform to IAF, IAF symbol is to be used.)
	Glide Slope Intercept Altitude
	ILS
	Locator at OM
	MM
	OM
	General symbol for radio facilities
	Radar reflector
	VASIS / PAPI
	Displaced Threshold
	INS Position
	Closed runway or taxiway TWY

	Uni-directional / Bi-directional Cable The cables are displayed with re- gard to the direction of their arrest- ing capabilities (uni-/bi-directional) irrespective of flight operational re- strictions.
	Note Circle (a - i)
	TAA
	Turning Point (turn when..)
	Net
	Taxiway designation
	ABN
	Holding Points
	Helicopter Landing Area
	Supervision office
	Wind sock (unlighted, lighted)
	RWY (hard surface)
	RWY (unpaved surface)
	RWY (unpaved surface) with un- paved surface beyond RWY ex- tremities
	RWY (hard surface) with hard sur- face beyond RWY extremities
	RWY (hard surface) with unpaved surface beyond RWY extremities
	TWY or apron (hard surface)
	Building

APPROACH LIGHTING SYSTEM



Threshold (ALS no flashing lights)
Threshold (ALS with flashing lights)



Lights on extended rwy center line
1 row
2 rows
3 rows or more



Crossbar

NO LIGHTS

No ALS

UNKNOWN

Type of ALS unknown

S-ALS

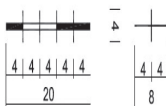


Example

CAT ..



Example



Row of lights on the extended centre line of RWY

ALTITUDE CORRECTION

To be used according to national regulations

Pressure Altimeter Errors

International Standard Atmosphere (ISA) is used as a basis for the altitude corrections below. ISA temperature at sea level is +15 degrees Celsius, decreasing 2 degrees per 1000 feet above sea level. When actual temperature is lower than ISA, the aircraft will be lower than indicated in its pressure altimeter. Under such circumstances, a compensation should be added to altitudes flown during the approach procedure. The altimeter error is approximately 0.4% of aircraft height above reference datum (AD) per degree C below ISA. When AD temperature is 0 degrees or colder, values in the Altitude Correction Chart should be added to:

- All procedure altitudes below Transition Level (TL), and ATC assigned IFR altitudes, if not already compensated.
- Minimum Sector Altitudes (MSA) and Emergency Safe Altitudes.

Pilots must advise ATC when temperature correction is applied, and state amount of correction or new altitude to be flown.

Altitude Correction Chart

A / D TEMP C	HEIGHT ABOVE THE ALTIMETER SOURCE (FEET)											
	200	300	400	500	600	700	800	900	1000	1500	2000	2500
0°	20	20	30	30	40	40	50	50	60	90	120	140
-10°	20	30	40	50	60	70	80	90	100	150	200	240
-20°	30	50	60	70	90	100	120	130	140	210	280	350
-30°	40	60	80	100	120	130	150	170	190	280	380	470
-40°	50	80	100	120	150	170	190	220	240	360	480	600
-50°	60	90	120	150	180	210	240	270	300	450	590	740
	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	
0°	170	200	230	260	280	310	340	370	400	430	460	
-10°	290	340	390	440	490	540	590	640	690	740	790	
-20°	420	500	570	640	710	780	850	930	1000	1070	1150	
-30°	570	660	760	850	950	1050	1140	1240	1340	1440	1540	
-40°	720	840	970	1090	1210	1330	1460	1580	1710	1830	1960	
-50°	890	1040	1190	1340	1500	1650	1800	1960	2110	2270	2420	

VALUES TO BE ADDED TO PUBLISHED ALTITUDES

Note: The table is calculated for sea level AD. Values are conservative when applied at higher AD. values are calculated with reference to ICAO Doc 8168 Vol 3, Section 2 Chapter 4, and rounded up to nearest 10 ft.

Example: HI-TACAN RWY 10, BARDOFOSS (ENDU), AD elevation 252 ft, AD temperature -30° Celsius.

	Published ALT	HAA	*Correction	**Indicated ALT
20 DME	6000	5748	1100	7100
15 DME	4900	4648	900	5800
12 DME	4000	3748	720	4800
FAF	3100	2848	540	3700
6 DME	1900	1648	320	2300
MDA	1420	1168	240	1660

* Rounded up to next 20ft. ** Altitude to be flown. Rounded up to next higher 100ft increment, except DA/MDA.

Wind Induced Altimeter Errors

Strong winds moving over mountain crests and ridges causes local drops in static pressure (known as the Bernoulli effect), which may induce pressure altimeter errors (altimeter showing higher than actual altitude). As these errors will vary greatly with aircraft position relative to terrain, it is not possible to make an exact calculation, but the pilot in command will be responsible for evaluating whether a correction would be necessary.

LANDING MINIMA EXPLANATION

Non-Precision Approach		[C]MDA	vis (km) RVR (m)	HAT HATH	CLG (ft) vis (km)	ALS u/s vis (km)			
	CATEGORY	A	B	C	D	E			
	TACAN 30		420 - 1.2 396 (400-1.2/1.6)						
	CIRCLING	460 - 1.6 436 (500-1.6)	480 - 1.6 456 (500-1.6)	480 - 2.4 456 (500-2.4)	580 - 3.2 556 (600-3.2)				
	PAR 30		224 - 0.8 200 (200-0.8/1.6) GS 3.0°						
Precision Approach		HAA (HAL for Copter Approach)	DA	HAT HATH	CLG (ft) vis (km)	Glide Slope Angle			

CLG

Ceiling

A ceiling is expressed in feet above the published aerodrome elevation, and is equal to or greater than the height of the associated DA or MDA.

DA

Decision Altitude

The altitude related to the highest elevation in the touchdown zone specified for a glide slope approach, at which a missed approach must be initiated if required visual reference has not been established.

HAA

Height above Aerodrome Elevation

The height of the MDA above the published aerodrome elevation. HAA will be published in conjunction with all circling minima.

HAT

Height above Touchdown Zone Elevation

The height of the DA or MDA above the highest runway centerline elevation in the touchdown zone. Published in TERPS procedures where heights are referenced to touchdown zone elevation.

HATH

Height above Threshold Elevation

The height of the DA or MDA above the threshold. Published in PANS-OPS/ MIPS procedures where heights are referenced to threshold elevation.

[C]MDA

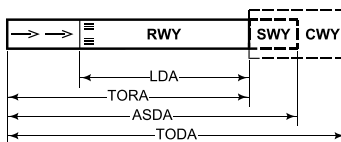
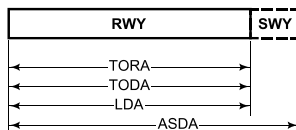
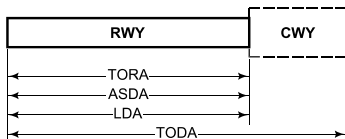
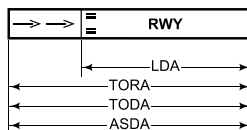
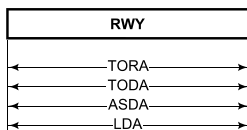
[Circling] Minimum Descent Altitude

The MDA is the lowest altitude to which descent shall be authorized in procedures not using a glide slope. Aircraft are not authorized to descend below the MDA until the runway environment is in sight, and the aircraft is in a position to descend for normal landing.

VIS/RVR

Visibility values are expressed as visual range (estimated horizontal visual range on the ground = VIS) or as runway visual range (measured horizontal visual range on the ground along the runway = RVR). The visibility values published following the DA or MDA is the required minimum visibility for the approach. For straight-in approaches, the visibility value may be either VIS or RVR. For circling approaches, the visibility value will always be VIS. The visibility value published in parentheses with the ceiling value is applicable for flight planning purpose. It is also the required minimum visibility in the event that RVR is not available. For ALS u/s, the last VIS value (behind the slash) should be used. The value will always be VIS.

DETERMINATION OF DECLARED DISTANCES FOR RUNWAYS



SWY

Stopway

A defined rectangular area on the ground at the end of takeoff run available prepared as a suitable area in which an aircraft can be stopped in case of an aborted takeoff.

CWY

Clearway

A defined rectangular area on the ground or water at the end of a runway in the direction of takeoff and under control of an appropriate authority, selected or prepared as a suitable area over which an aircraft may make a portion of its initial climb to a specified height, (extension laterally to a distance of at least 75 m either side of extended runway centerline and not longer than half length of runway).

TORA

Takeoff Run Available

The length of runway declared available and suitable for the ground run of an aircraft taking off.

TODA

Takeoff Distance Available

The length of the takeoff run available plus the length of the clearway, if provided.

ASDA

Accelerate Stop Distance Available

The length of the takeoff run available plus the length of the stopway, if provided.

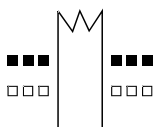
LDA

Landing Distance Available

The length of runway which is declared available and suitable for the ground run of an aircraft landing. The LDA commences at the threshold/displaced threshold.

VASIS / PAPI

(V) VASI (VISUAL APPROACH SLOPE INDICATOR)



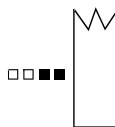
On correct approach path

□ White ■ Red

Visual Approach Slope Indicator with standard threshold clearance provided.

All lights WHITE - TOO HIGH
Far lights RED, near lights WHITE - ON GLIDE SLOPE
All lights RED - TOO LOW

(P) PAPI (PRECISION APPROACH PATH INDICATOR)



On correct approach path

□ White ■ Red

■ ■ ■ ■ TOO LOW
□ ■ ■ ■ SLIGHTLY LOW
□ □ ■ ■ ON CORRECT APPROACH PATH
□ □ □ ■ SLIGHTLY HIGH
□ □ □ □ TOO HIGH

PAPI display consists of a 4-light wing-bar on one side of the runway and adjacent to the touchdown point. A symmetrical PAPI display consists of a 4-light wing-bar on each side of the runway.

LOAD CLASSIFICATION NUMBER

At some aerodromes the load-bearing strength of runways/taxiways is defined by Load Classification Numbers (LCN). The LCN has to be determined for the aircraft concerned and compared with the specific runway LCN. Normally the LCN of an aircraft should not exceed that of the runway on which a landing is intended. Exceptions may be allowed by the person responsible for the performance of flight operations.

ACN / PCN SYSTEM

The ACN/PCN System provides a method of classifying pavement bearing strength for aircraft above 5700 kg Maximum Total Weight Authorized (MTWA). The ACN is a number expressing the relative effect of an aircraft load on a pavement for a specified sub-grade strength. The PCN is a number expressing the bearing strength of a pavement for unrestricted operations. Using the ACN/PCN System means to compare the ACN with the PCN.

AIRCRAFT CLASSIFICATION NUMBER (ACN)

The ACN is calculated taking into account the weight of the aircraft, the pavement type, and the sub-grade category. ACN values for GAF aircraft are given in the Flight Manuals for rigid and flexible pavements.

PAVEMENT CLASSIFICATION NUMBER (PCN)

PCN are reported as a five part code. Apart from the numerical value of the PCN, the report includes the pavement type (rigid or flexible) and the sub-grade support strength category. Provision is made in the report for the aerodrome authority to place a limit on maximum allowable tyre pressure, if this is a constraint, and an indication is required of whether the pavement has been evaluated by technical means or by past experience of aircraft use of the pavement.

Details of the coded format and an example are:

- PCN number
- Type of pavement
 - R = Rigid
 - F = Flexible
- Pavement sub-grade category
 - A = High
 - B = Medium
 - C = Low
 - D = Ultra-Low
- Maximum tyre pressure authorized for the pavement
 - W = High, no limit
 - X = Medium, limited to 217 psi
 - Y = Low, limited to 145 psi
 - Z = Very low, limited to 73 psi
- Pavement evaluation method
 - T = Technical evaluation
 - U = By experience of aircraft using the pavement

Example

If the bearing strength of a rigid pavement resting on a medium strength sub-grade has been assessed by a technical evaluation to be a PCN of 80 and there is no tyre pressure limit, then the reported information would be:

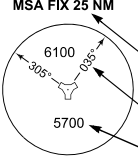
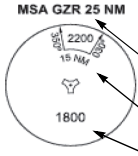
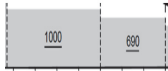
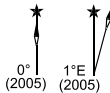
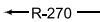
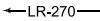
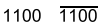
PCN: 80 / R / B / W / T

Operating procedure

Provided a pavement PCN is equal to or greater than the ACN of the aircraft unlimited use of the pavement is permitted.

Provided the PCN is smaller than the ACN the use of the pavement by an aircraft can only be undertaken when prior permission of the individual aerodrome authority is granted or by reduction of the aircraft load.

LEGEND

	VOR		HIRTA (with obstruction unlighted)
	DME		HIRTA (with obstruction lighted)
	VOR/DME		HIRTA High intensity radio transmission area
	TACAN		HIRTA lateral limits
	VORTAC		Power Transmission Line
	NDB		Minimum Sector Altitude (MSA) 25NM radius
	VFR Reporting Point / Intersection On Request Fly-By		Identification of Radio Navigational Facility
	VFR Reporting Point / Intersection Compulsory Fly-By		Sector Boundary
	VFR Reporting Point / Intersection On Request Fly-Over		Minimum sector Altitude (MSA)
	VFR Reporting Point / Intersection Compulsory Fly-Over		Minimum Sector Altitude (MSA) 25NM radius
	Waypoint On Request Fly-By		Identification of Radio Navigational Facility
	Waypoint Compulsory Fly-By		Sector Boundary 15 NM awa from Beacon
	Waypoint On Request Fly-Over		Minimum sector Altitude (MSA)
	Waypoint Compulsory Fly-Over		Minimum obstacle clearance Altitude
	DME Mileage		Danger Area (ED-D) Restricted Area (ED-R) Prohibited Area (ED-P)
	Abandoned or closed Aerodrome		
	Aerodrome Beacon		
	Procedural Track		Variation
	Radial		
	Lead Radial		
	Mandatory Level / Recommended Level		
	Minimum Level / Maximum Level		
	Spot Elevation		
	Obstruction (unlighted)		
	Group of Obstructions (unlighted)		
	Obstruction (lighted)		
	Group of Obstructions (lighted)		
	HIRTA (no obstruction)		Frequency available on request
			ARP

	Distance
	Initial Approach Fix
	Missed Approach
	Procedure Turn
	Fix / Turning Point
	Penetration Track
	operates not continuously
	Final Approach Fix (FAF) (Non precision approaches)
	Visual Descent Point (VDP)
	Transition Route
	Supplementary Route
	Final Approach Course from IAF to main Radio NavAid or ARP
	Standard Holding Pattern
	Holding Fix (If holding fix conform to IAF, IAF symbol is to be used.)
	Glide Slope Intercept Altitude
	ILS
	Locator at OM
	MM
	OM
	General symbol for radio facilities
	Radar reflector
	VASIS / PAPI
	Displaced Threshold
	INS Position
	Closed runway or taxiway TWY

	Uni-directional / Bi-directional Cable The cables are displayed with re- gard to the direction of their arrest- ing capabilities (uni-/bi-directional) irrespective of flight operational re- strictions.
	Note Circle (a - i)
	TAA
	Turning Point (turn when..)
	Net
	Taxiway designation
	ABN
	Holding Points
	Helicopter Landing Area
	Supervision office
	Wind sock (unlighted, lighted)
	RWY (hard surface)
	RWY (unpaved surface)
	RWY (unpaved surface) with un- paved surface beyond RWY ex- tremities
	RWY (hard surface) with hard sur- face beyond RWY extremities
	RWY (hard surface) with unpaved surface beyond RWY extremities
	TWY or apron (hard surface)
	Building

APPROACH LIGHTING SYSTEM



Threshold (ALS no flashing lights)
Threshold (ALS with flashing lights)



Lights on extended rwy center line
1 row
2 rows
3 rows or more



Crossbar

NO LIGHTS

No ALS

UNKNOWN

Type of ALS unknown

S-ALS

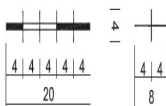


Example

CAT ..



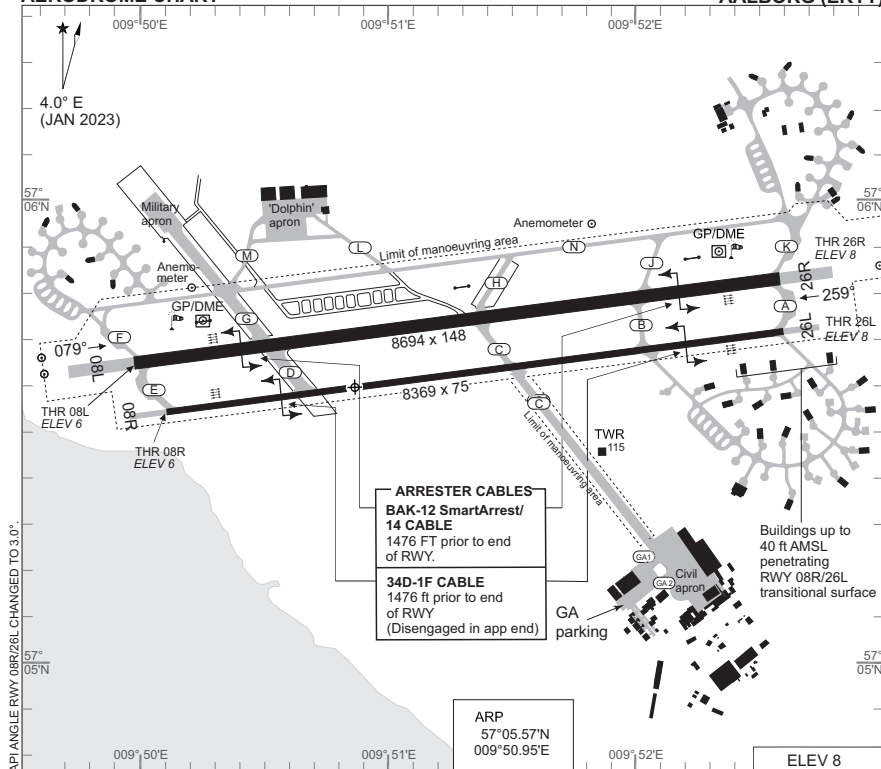
Example



Row of lights on the extended centre line of RWY

AERODROME CHART

AALBORG (EKYT)



RWY	PCN	DECLARED DISTANCES					PAPI	THR ELEV	THR PSN
		PSN	TORA	TODA	ASDA	LDA			
08L	66 F/D/W/T	E/F	8694	8694	9422	8694	3.0°	6	57°05.623'N 009°50.005'E
		D/G	6791	6791	7519				
		C/H	4002	4002	4730				
		A/K	8694	8694	9589	8694			
26R		B/J	6791	6791	7686		3.0°	8	57°05.790'N 009°52.611'E
		C/H	4691	4691	5586				
		E	8369	8369	8861	8369			
08R	52	A	8369	8369	8861	8369	3.0°	6	57°05.515'N 009°50.128'E
26L	F/D/X/U	A	8369	8369	8861	8369	3.0°	8	57°05.675'N 009°52.634'E

AALBORG TWR: 118.305 353.525

AALBORG ATIS: 120.480

START UP CLEARANCE REQUIRED H24 - PARACHUTING MAY BE IN PROGRESS!

STANDARD INSTRUMENT DEPARTURES (SID) HAVE NOT BEEN ESTABLISHED.

OMNIDIRECTIONAL DEPARTURES RWY 08L/R AND 26R/L: CLIMB STRAIGHT AHEAD TO AT LEAST 600 FT MSL BEFORE TURN IS COMMENCED.

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

AERODROME CHART

AALBORG (EKYT)

CHANGES: PAPI RIGHT SIDE WINGBARS RWY 08R, 26L AND 26R WITHDRAWN. PAPI ANGLE RWY 08R/26L CHANGED TO 3.0°.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

INSTRUMENT APPROACH CHART

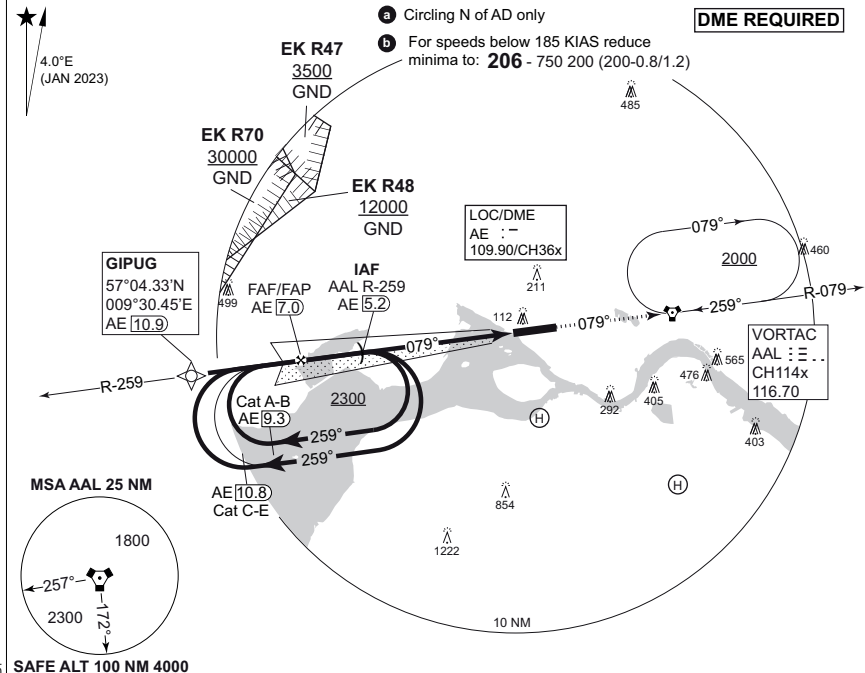
**ILS or LOC RWY 08L
AALBORG (EKYT)**

COPENHAGEN CONTROL 242.50 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980			AALBORG TOWER 353.525 118.305		
LOC/DME AE 109.90/CH 36x	VORTAC AAL CH114x/116.700	APP COURSE 079°	FAF ALT 2300 FT	GS 3.00°	DA 206	THR ELEV 6	ALS LENGTH 470 M	LDA 8694 FT	

NOTES:

- a** Circling N of AD only
- b** For speeds below 185 KIAS reduce minima to: **206** - 750 200 ($200 - 0.8/1.2$)

DME REQUIRED

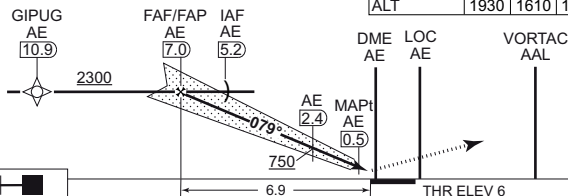


TA 3000

GS 3.00°

RDH 54

References



CAT I

THR ELEV 6

VORTAC

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

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

CATEGORY		A	B	C	D	E
MIPS	S-ILS CAT I 08L	206 - 750 200 (200-0.8/1.2)				281 ^{-900 275} (300-0.9/1.3) ^b
	S-LOC 08L	300 - 900 292 (300-0.9/1.4)				310 ^{-1000 302} (400-1.0/1.4)
	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: NEW AALBORG HOSPITALSBYEN HEMS (PRIVATE HELIPAD) ADDED.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

ILS or LOC RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS INSTRUMENT APPROACH CHART

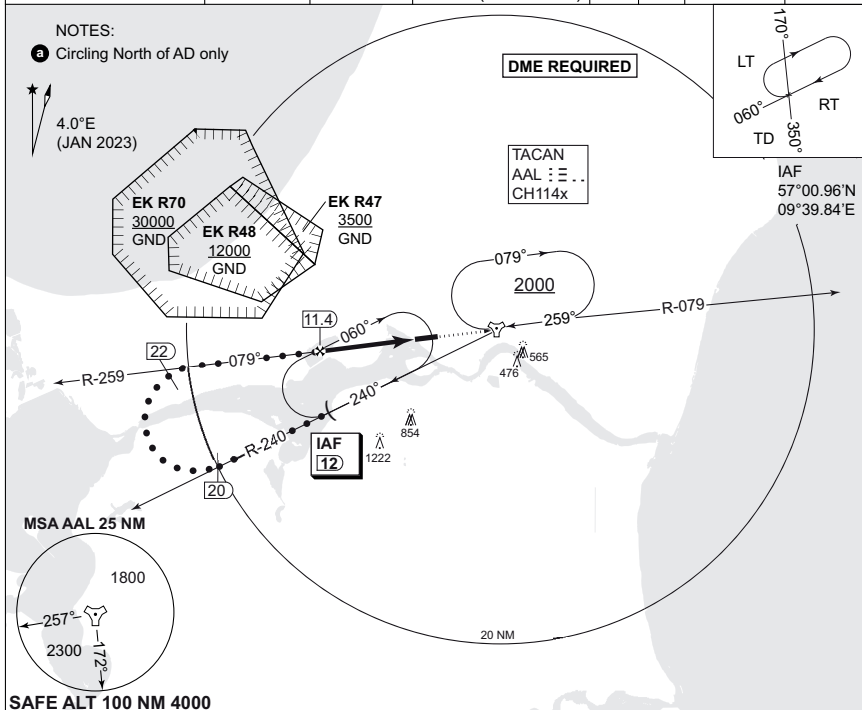
AD ELEV 8

HPMA TACAN RWY 08L
AALBORG (EKYT)

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

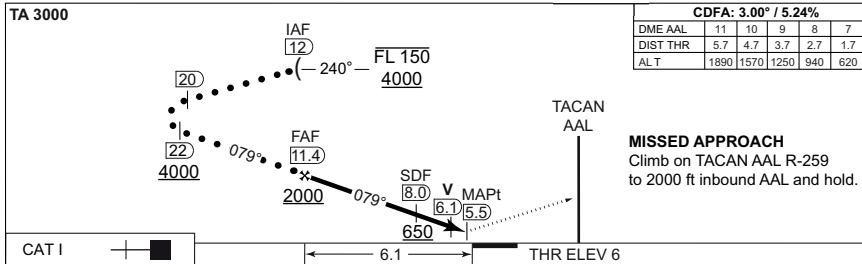
NOTES:

- a Circling North of AD only



SAFE ALT 100 NM 4000

TA 3000



CDFA: 3.00° / 5.24%

DME AAL	11	10	9	8	7
DIST THR	5.7	4.7	3.7	2.7	1.7
ALT	1890	1570	1250	940	620

MISSED APPROACH

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

CAT I

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

HPMA TACAN RWY 08L

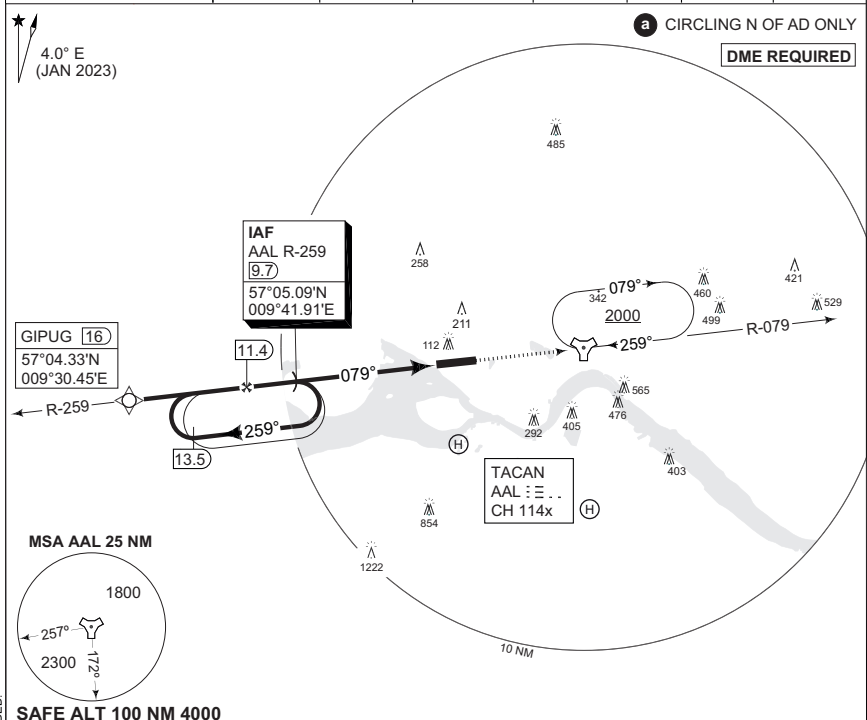
57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS
INSTRUMENT APPROACH CHART

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

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



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

IAF
AAL R-259
9.7

GIPUG
16

FAF
11.4

Racetrack
2000

MAPt
5.5

TACAN AAL

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

CAT I

6.1

THR ELEV 6

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)

TACAN RWY 08L (CAT A-B)

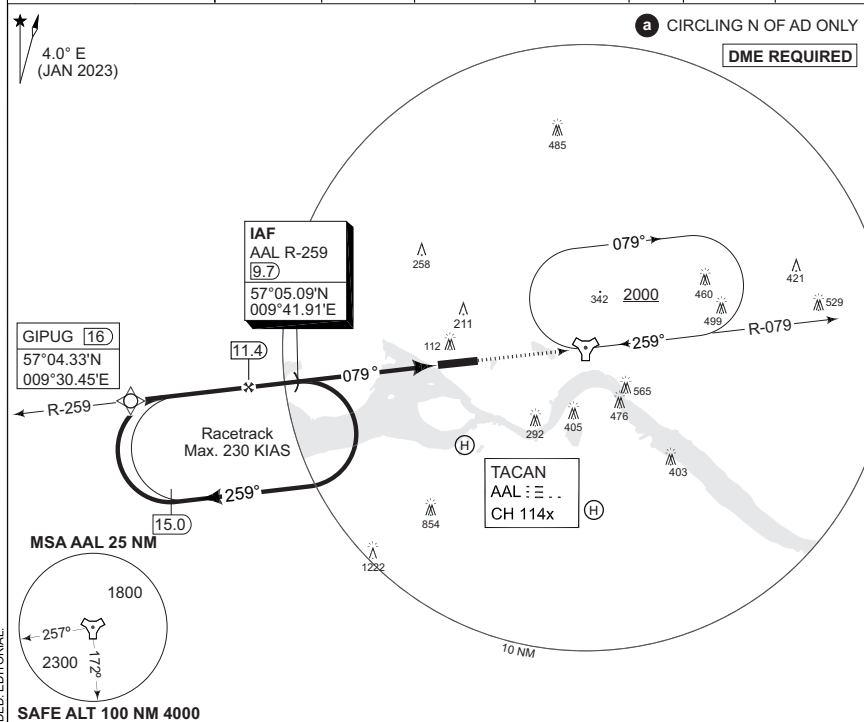
57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS
INSTRUMENT APPROACH CHART

TACAN RWY 08L (CAT C-E)
AALBORG (EKYT)

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



CATEGORY	C	D	E
S-TACAN 08L	340 -1100 332 (400-1.1/1.5)		
CIRCLING a	690 -2.4 682 (700-2.4)	750 -3.6 742 (800-3.6)	840 -3.6 832 (900-3.6)

TACAN RWY 08L (CAT C-E) **AALBORG (EKYT)**

CHANGES: NEW AALBORG HOSPITALSBYEN HELMS (PRIVATE HELIPAD) ADDED. EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 8

RNP RWY 08L
AALBORG (EKYT)

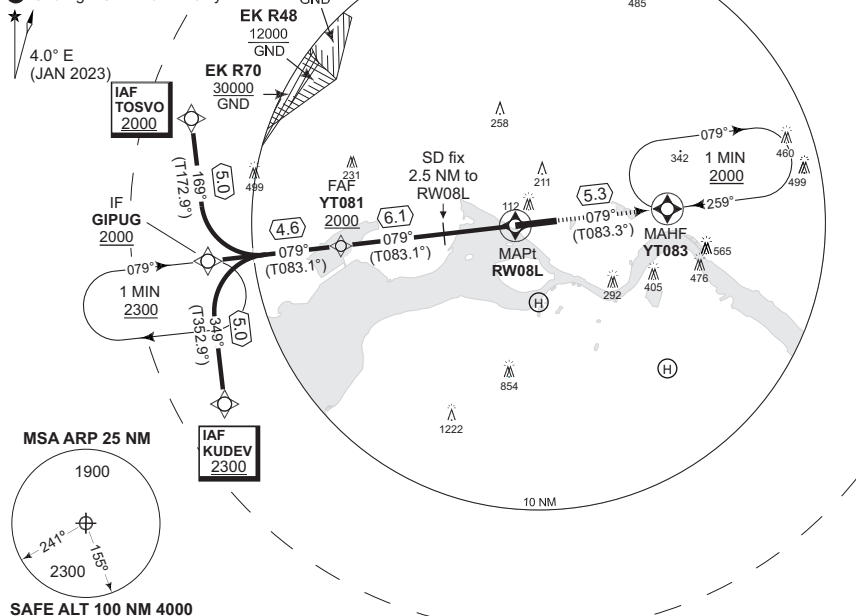
COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480	AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
APP COURSE 079°	FAF ALT 2000 FT	Descent GR 3.0° (5.24%)	MINIMA See CAT	THR 6	ALS length 470 M	LDA 8694 FT

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.



SAFE ALT 100 NM 4000

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
KUDEV 2300	IF GIPUG	FAF YT081	SD fix 2.5 NM to RW08L	MAPt RW08L	MAHF YT083		
TOSVO 2000	2000	2000	845 650	MISSED APPROACH Climb on track to overfly YT083 and hold at 2000 ft. RW08L - YT083 [A2000+,HM]			
CAT I	10.7	6.1					
				THR ELEV 6			

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)	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)

RNP RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

EKYT RNP RWY 08L waypoint coordinates:

RWY 08L from TOSVO (Initial LEFT) APPROACH RNP

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

RWY 08L from KUDEV (Initial RIGHT) APPROACH RNP

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

Threshold coordinates RWY 08L

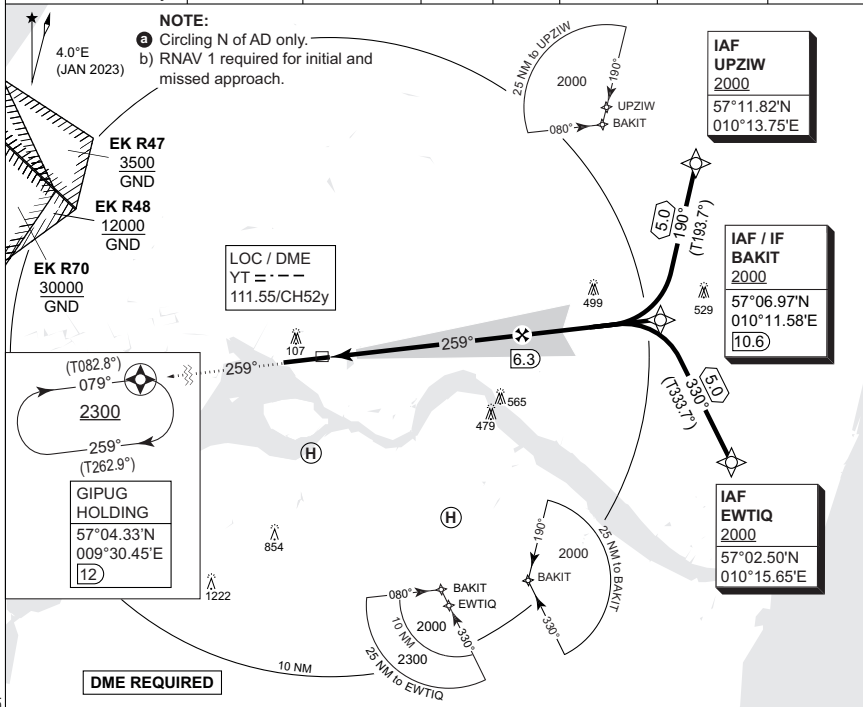
	CODING	DISPLAY
RWY 08L	57 05 37.37N 009 50 00.30E	57 05.623N 009 50.005E

INSTRUMENT APPROACH CHART

ILS or LOC RWY 26R
AALBORG (EKYT)

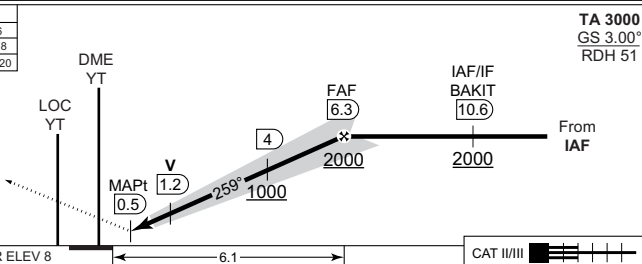
COPENHAGEN CONTROL		AALBORG ATIS		AALBORG APPROACH		AALBORG TOWER	
242.650 124.555		120.480		362.450 123.980		353.525 118.305	
LOC/DME	APP COURSE	GS INCRPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
YT 111.55/CH 52y	259°	2000 FT	3.00°	208	8	900 M	8694 FT

a) Circling N of AD only. _____
b) RNAV 1 required for initial and missed approach.



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 and join the
holding at 2300 FT.



CATEGORY		A	B	C	D	E
MIPS	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 	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)

ILS or LOC RWY 26R

57°05.57'N
009°50.95'E

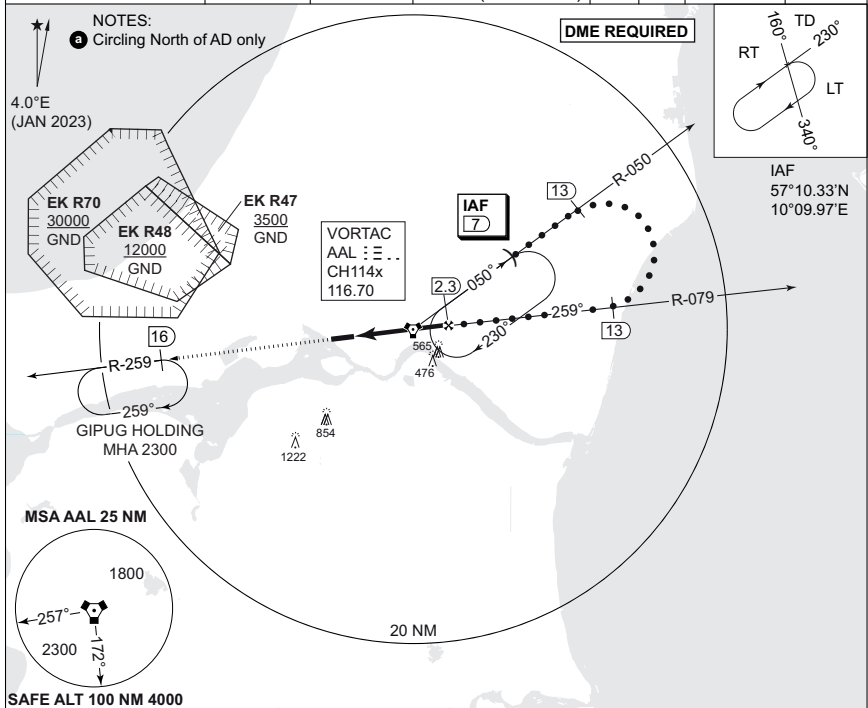
AALBORG (EKYT)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 8

HPMA VORTAC RWY 26R
AALBORG (EKYT)

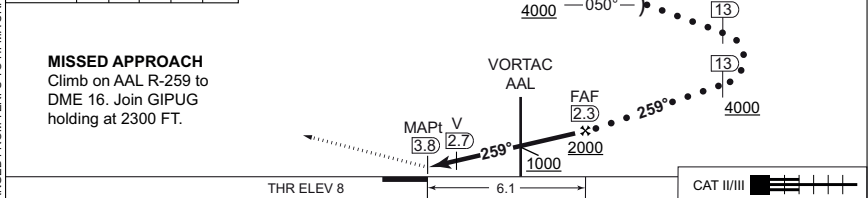
COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
VORTAC AAL 116.70/CH 114X	APP COURSE 259°	FAF ALT 2000 FT	DESCENT GR. 5.24% (318 FT/NM)	MDA 420	THR 8	ALS LENGTH 900 M	LDA 8694 FT



CDFA: 3.00° / 5.24%						TA 3000	
DME AAL	2	1	0	1	2		
DIST THR	1.8	2.8	3.8	4.8	5.8		
ALT	640	960	1280	1600	1920		

FL 150

IAF 7



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

HPMA VORTAC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

CHANGES: PROCEDURE CHANGED FROM TERPS TO HPMA CRITERIA

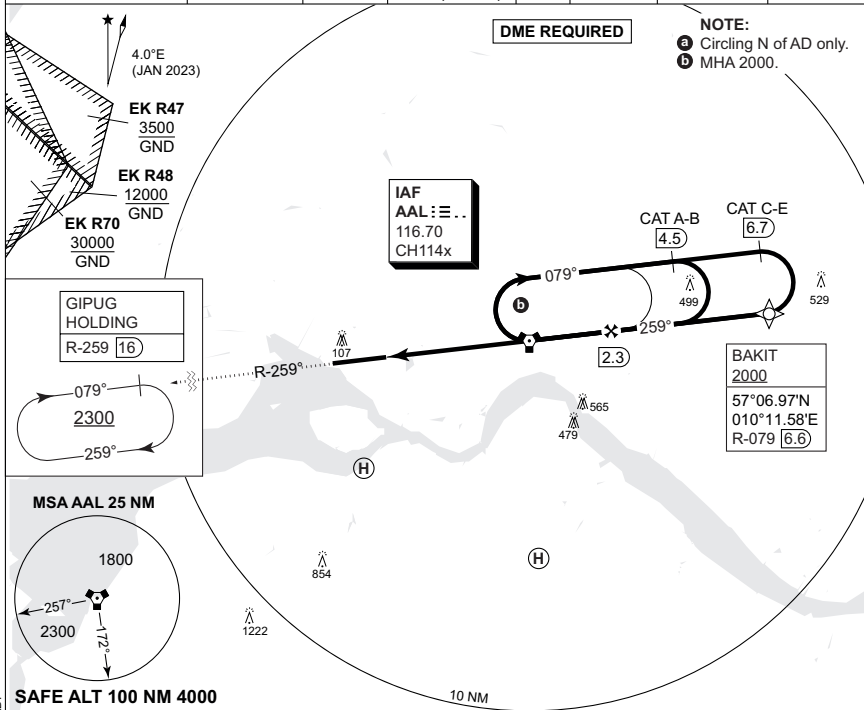
AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS INSTRUMENT APPROACH CHART

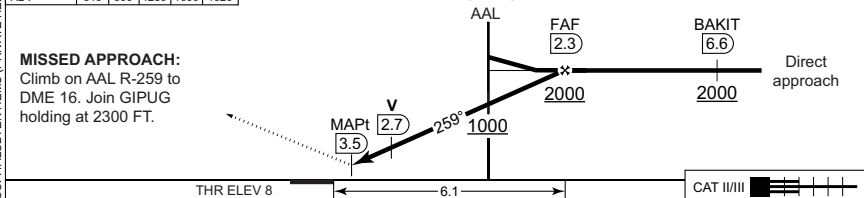
AD ELEV 8

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

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



CDFA: 3.00° / 5.24%	TA 3000
DME AAL	2 1 0 1 2
DIST THR	1.8 2.8 3.8 4.8 5.8
ALT	640 960 1280 1600 1920



CATEGORY	A	B	C	D	E
VORTAC 26R	420 - 1200 412 (500-1.2/1.9)				
CIRCLING 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)

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

CHANGES: NEW AALBORG HOSPITALSBYEN HEMS (PRIVATE HELIPAD) ADDED.

AIR COMMAND DENMARK - MIL-AIM 30 OCT 2025

MIPS

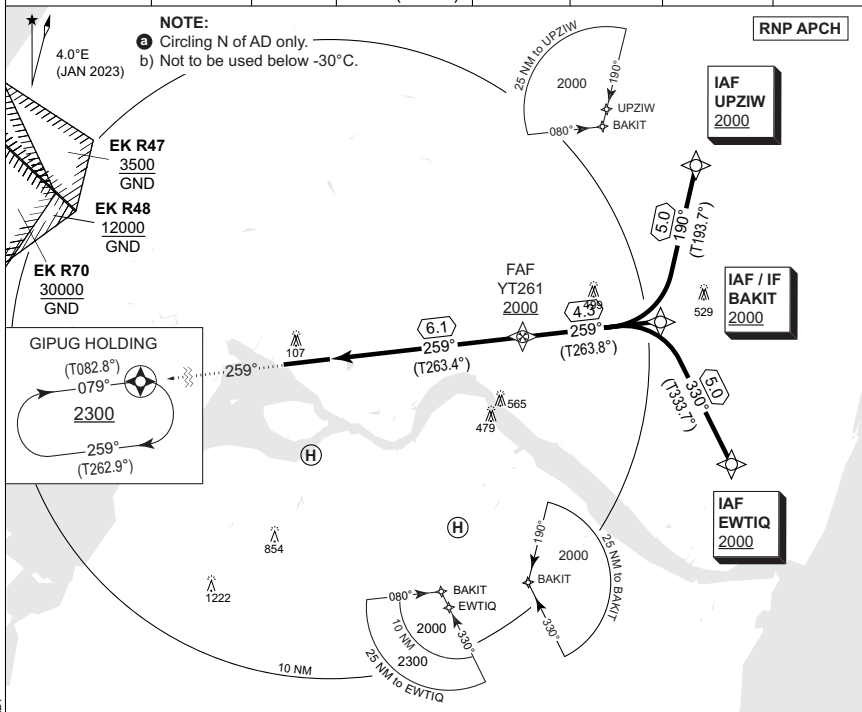
INSTRUMENT APPROACH CHART

AD ELEV 8

RNP RWY 26R

AALBORG (EKYT)

COPENHAGEN CONTROL 242.650 124.555		AALBORG ATIS 120.480		AALBORG APPROACH 362.450 123.980		AALBORG TOWER 353.525 118.305	
EGNOS CHANNEL 95396 / E26A	APP COURSE 259°	FAF ALT 2000 FT	DESCENT GR 3.00° (5.24%)	DA See CAT	THR ELEV 8	ALS LENGTH 900 M	LDA 8694 FT



CDFA: 3.00° / 5.24%

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

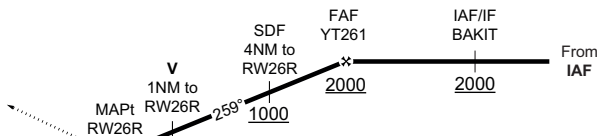
TA 3000

GS 3.00°

RDH 51

MISSED APPROACH:

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



THR ELEV 8

6.1

CAT II/III

CATEGORY		A	B	C	D	E
MIPS	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	510 - 1.5 502 (600-1.5)	510 - 1.6 502 (600-1.6)	690 - 2.4 682 (700-2.4)	750 - 3.6 742 (800-3.6)	840 - 3.6 832 (900-3.6)

RNP RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

EKYT RNP RWY 26R waypoint coordinates:

RWY 26R from EWTIQ (Initial LEFT) APPROACH RNP

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

RWY 26R from UPZIW (Initial RIGHT) APPROACH RNP

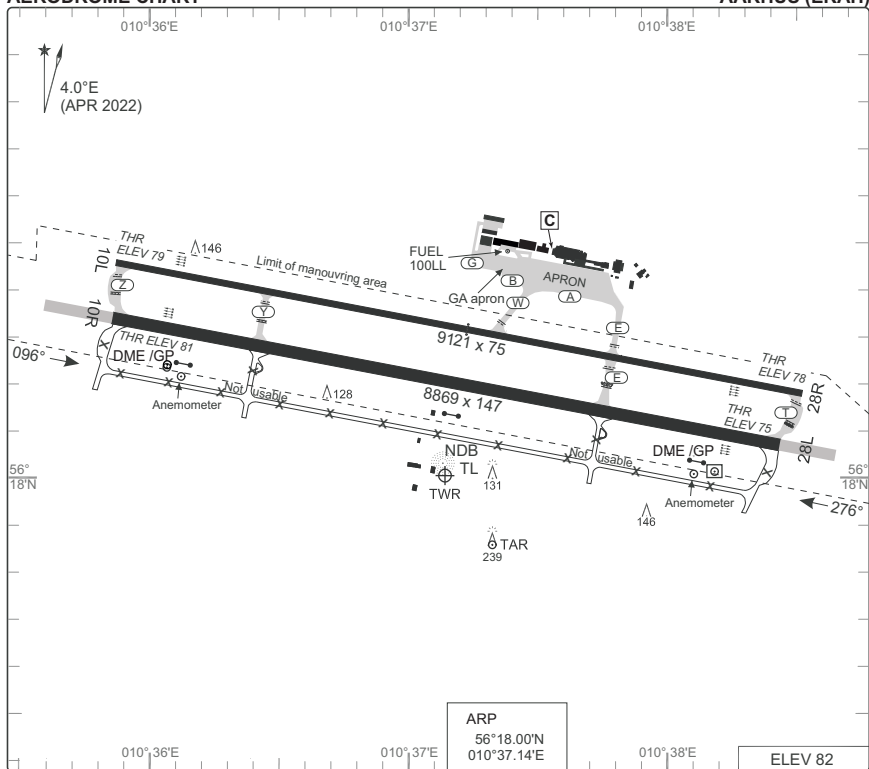
		CODING		DISPLAY
UPZIW	IAF	57 11 48.90N	010 13 44.95E	57 11.815N 010 13.749E
BAKIT	IF	57 06 58.00N	010 11 35.00E	57 06.967N 010 11.583E
YT261	FAF	57 06 29.64N	010 03 42.31E	57 06.494N 010 03.705E
RW26R	MAPt	57 05 47.43N	009 52 36.63E	57 05.790N 009 52.611E
GIPUG	MAHF	57 04 20.00N	009 30 27.00E	57 04.333N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

Threshold coordinates RWY 26R

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

AERODROME CHART

AARHUS (EKAH)



RWY	PCN	TORA	TODA	ASDA	LDA	PAPI	THR ELEV	THR PSN
10R	76/R/B/X/U	8869	9597	9597	8869	2.75°	81	56°18.33'N 010°35.86'E
28L	76/R/B/X/U	8869	9807	9807	8869	2.75°	75	56°18.07'N 010°38.43'E
10L	120/F/B/W/T	9121	9121	9121	9121	3.00°	79	56°18.45'N 010°35.87'E
28R	120/F/B/W/T	9121	9121	9121	9121	3.00°	78	56°18.18'N 010°38.52'E

AARHUS TWR: 118.530 ATIS: 125.155
 AARHUS HANDLING / AIRPORT OFFICE: 131.555

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

AERODROME CHART

AARHUS (EKAH)

CHANGES: ATIS FREQ. CHG.

AIR COMMAND DENMARK - MIL AW 03 OCT 2024

MIPS INSTRUMENT APPROACH CHART

AD ELEV 82

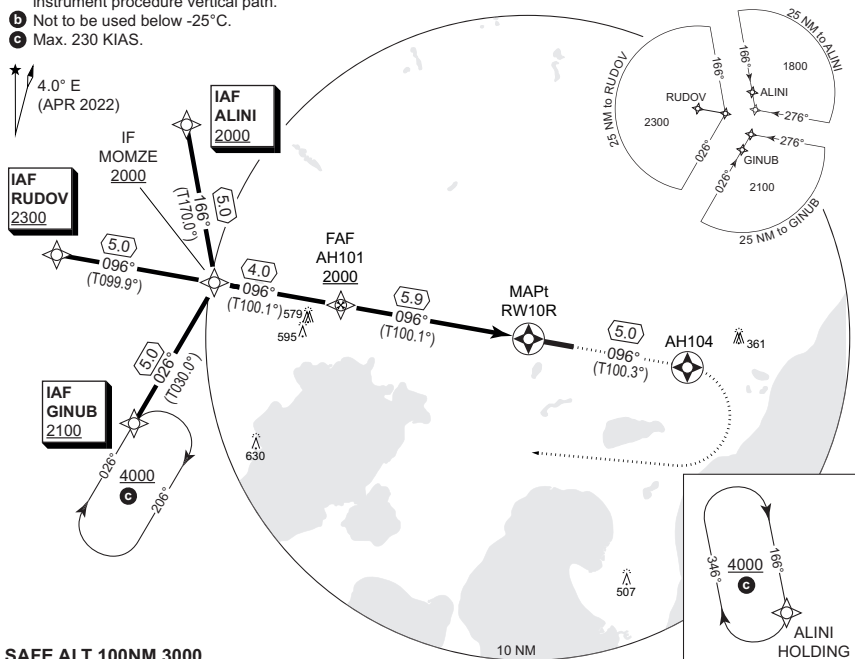
RNP RWY 10R
AARHUS (EKAH)

COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
EGNOS CHANNEL 45346 / E10A	APP COURSE 096°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 81	ALS 900 M	LDA 8869 FT

NOTE:

- a) PAPI 2.75° - not aligned with instrument procedure vertical path.
- b) Not to be used below -25°C.
- c) Max. 230 KIAS.

RNP APCH

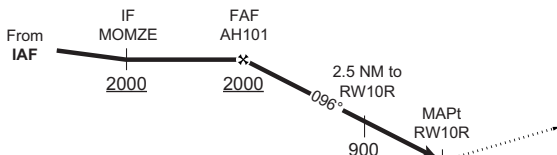


SAFE ALT 100NM 3000

TA 3000
GS 3.0°
RDH 50

CDFA: 3.00° / 5.24%

DIST RW10R	5	4	3	2	1
ALT	1720	1410	1090	770	450



MISSED APPROACH

Climb on track to overfly AH104.
Turn right direct to GINUB and hold at 4000 ft.

CAT I: |||||

5.9 THR ELEV 81

CATEGORY	A	B	C	D	E
LPV	331 - 600 250 (300-0.8/1.3)				
LNAV/VNAV b	360 - 600 278 (300-0.8/1.3)	380 - 650 298 (300-0.8/1.4)	380 - 650 298 (300-0.8/1.4)	400 - 700 318 (400-0.8/1.4)	420 - 800 338 (400-0.8/1.5)
LNAV	480 - 1100 398 (400-1.1/1.8)				
CIRCLING	570 - 1.5 488 (500-1.5)	680 - 1.6 598 (600-1.6)	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

RNP RWY 10R

56°18.00'N
010°37.14'E

AARHUS (EKAH)

EKAH RNP RWY 10R waypoint coordinates:

RWY 10R from ALINI APPROACH RNP

		CODING			DISPLAY		
ALINI	IAF	56 24	59.67N	010 16 54.33E	56 24.995'N	010 16.906'E	
MOMZE	IF	56 20	03.54N	010 18 28.24E	56 20.059'N	010 18.471'E	
AH101	FAF	56 19	21.87N	010 25 28.86E	56 19.365'N	010 25.481'E	
RW10R	MAPt	56 18	19.77N	010 35 51.24E	56 18.329'N	010 35.854'E	
AH104	MATF	56 17	26.08N	010 44 40.96E	56 17.435'N	010 44.683'E	
GINUB	MAHF	56 15	43.14N	010 13 57.87E	56 15.719'N	010 13.965'E	

RWY 10R from RUDOV APPROACH RNP

		CODING			DISPLAY		
RUDOV	IAF	56 20	55.59N	010 09 35.03E	56 20.927'N	010 09.584'E	
MOMZE	IF	56 20	03.54N	010 18 28.24E	56 20.059'N	010 18.471'E	
AH101	FAF	56 19	21.87N	010 25 28.86E	56 19.365'N	010 25.481'E	
RW10R	MAPt	56 18	19.77N	010 35 51.24E	56 18.329'N	010 35.854'E	
AH104	MATF	56 17	26.08N	010 44 40.96E	56 17.435'N	010 44.683'E	
GINUB	MAHF	56 15	43.14N	010 13 57.87E	56 15.719'N	010 13.965'E	

RWY 10R from GINUB APPROACH RNP

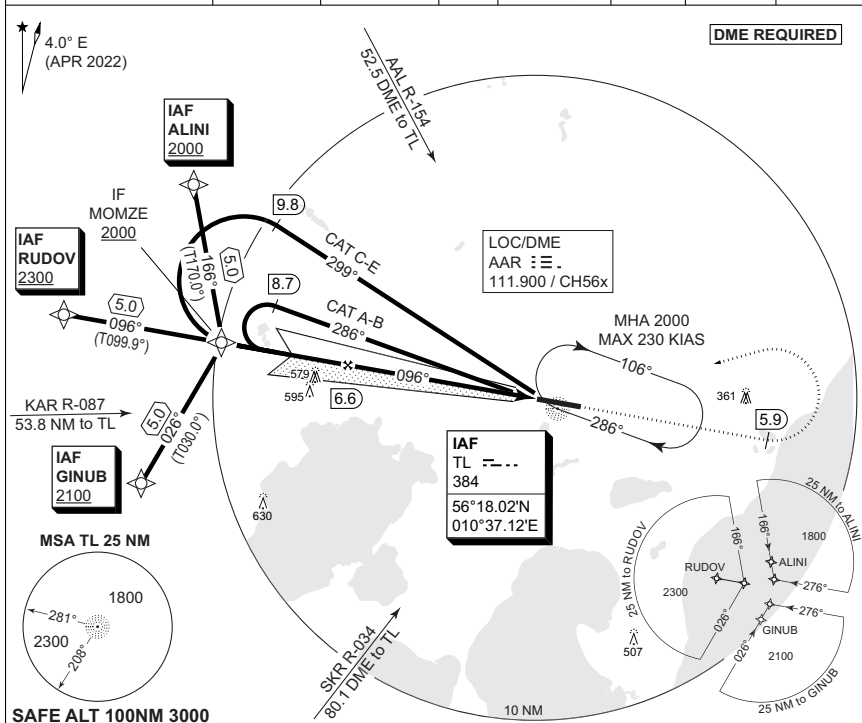
		CODING			DISPLAY		
GINUB	IAF	56 15	43.14N	010 13 57.87E	56 15.719'N	010 13.965'E	
MOMZE	IF	56 20	03.54N	010 18 28.24E	56 20.059'N	010 18.471'E	
AH101	FAF	56 19	21.87N	010 25 28.86E	56 19.365'N	010 25.481'E	
RW10R	MAPt	56 18	19.77N	010 35 51.24E	56 18.329'N	010 35.854'E	
AH104	MATF	56 17	26.08N	010 44 40.96E	56 17.435'N	010 44.683'E	
GINUB	MAHF	56 15	43.14N	010 13 57.87E	56 15.719'N	010 13.965'E	

Threshold coordinates RWY 10R

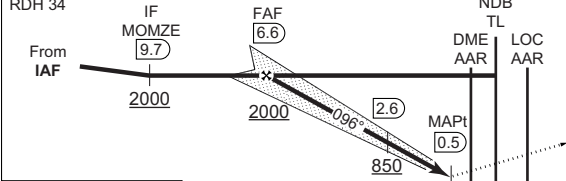
		CODING			DISPLAY		
RWY 10R		56 18	19.77N	010 35 51.24E	56 18.329'N	010 35.854'E	

AD ELEV 82

COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
LOC/DME AAR 111.900/CH 56x	APP COURSE 096°	GS INTCTPT ALT 2000 FT	GS 2.75°	DA See CAT	THR ELEV 81	ALS 900 M	LDA 8869 FT



TA 3000
GS 2.75°
RDH 34



CDFA: 2.75° / 4.8%					
DME AAR	6	5	4	3	2
DIST THR	5.9	4.9	3.9	2.9	1.9
ALT	1840	1550	1260	960	670

Climb on track 096° to 2000 FT.
At DME AAR 5.9 turn left inbound
NDB TL and hold.

CAT I

CATEGORY		A	B	C	D	E
MIPS	S-ILS 10R	281 - 550 200 (200-0.8/1.2)				
	S-LOC 10R	480 - 1100 398 (400-1.1/1.8)				
	CIRCLING	570 - 1.5 488 (500-1.5)	680 - 1.6 598 (600-1.6)	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

ILS or LOC RWY 10R

56°18.00'N
010°37.14'E

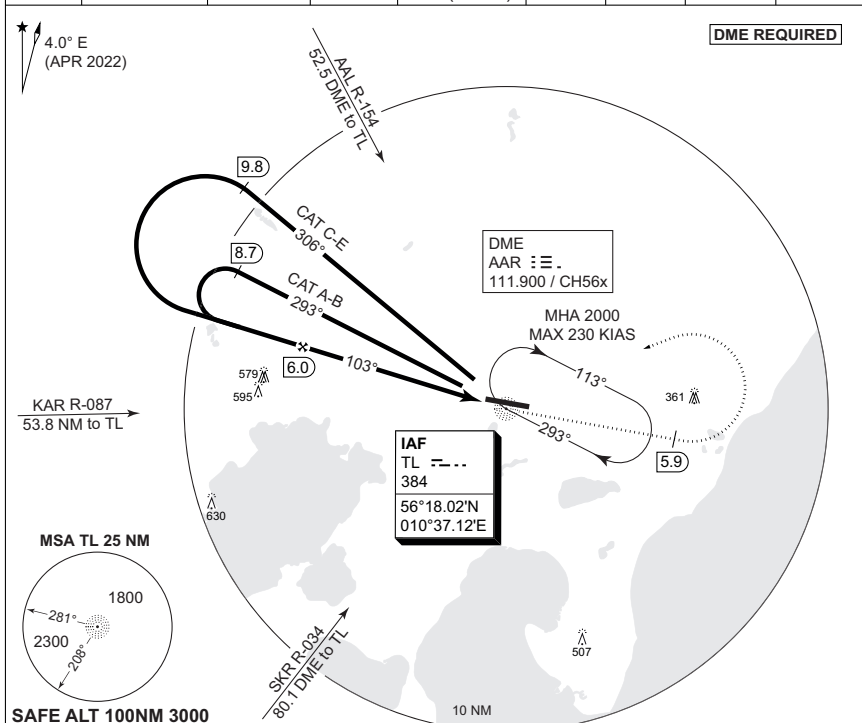
AARHUS (EKAH)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 82

**NDB RWY 10R
AARHUS (EKAH)**

COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
NDB TL 384	DME AAR CH 56x	APP COURSE 103°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.24%)	MDA 590	THR ELEV 81	LDA 900 M 8869 FT



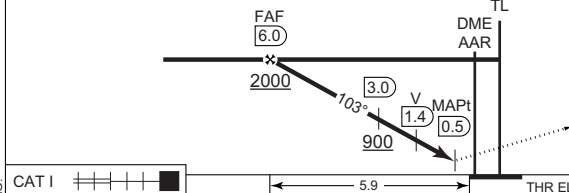
SAFE ALT 100NM 3000

TA 3000

CDFA: 3.0° / 5.24%					
DME AAR	6	5	4	3	2
DIST THR	5.9	4.9	3.9	2.9	1.9
ALT	2000	1680	1360	1050	730

MISSED APPROACH

Turn left, climb on track 096° to 2000 FT. At DME AAR 5.9 turn left inbound NDB TL and hold.



CATEGORY	A	B	C	D	E
S-NDB 10R	590 - 1600 508 (600-1.6/2.4)				
CIRCLING	590 - 1.6 508 (600-1.6)	680 - 1.6 598 (600-1.6)	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

NDB RWY 10R

56°18.00'N
010°37.14'E

AARHUS (EKAH)

CHANGES: ATIS FREQ. CHG.

AIR COMMAND DENMARK - MIL AIR 03 OCT 2024

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 82

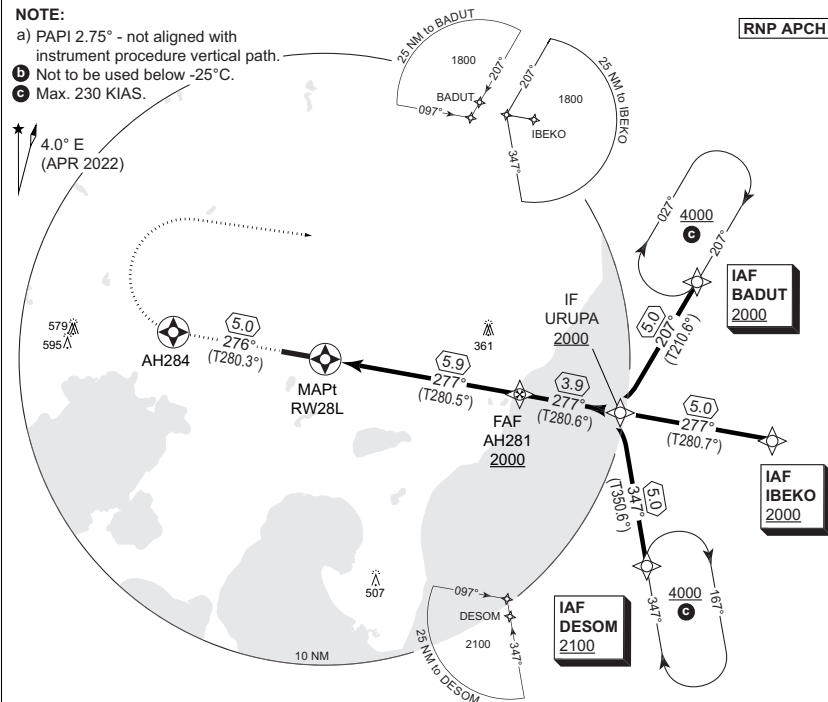
RNP RWY 28L
AARHUS (EKAH)

COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
EGNOS CHANNEL 48468 / E28A	APP COURSE 277°	FAF 2000 FT	DESCENT GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 75	ALS 900 M	LDA 8869 FT

NOTE:

- a) PAPI 2.75° - not aligned with instrument procedure vertical path.
 b) Not to be used below -25°C.
 c) Max. 230 KIAS.

RNP APCH



SAFE ALT 100NM 3000

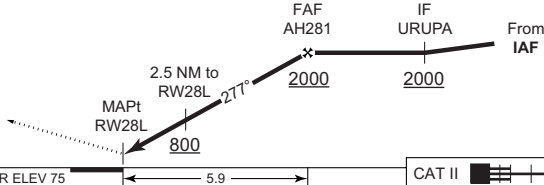
CDFA: 3.0° / 5.24%

DIST RW28L	1	2	3	4	5
ALT	450	770	1080	1400	1720

TA 3000
GS 3.0°
TCH 50

MISSED APPROACH

Climb on track 276° to overfly AH284. Turn right direct to BADUT and hold at 4000 FT.



THR ELEV 75

5.9

CAT II

CATEGORY	A	B	C	D	E
LPV	325 - 600 250 (300-0.8/1.3)				
LNAV/VNAV b	360 - 600 278 (300-0.8/1.3)	380 - 650 298 (300-0.8/1.4)	390 - 700 308 (400-0.8/1.4)	400 - 700 318 (400-0.8/1.4)	420 - 800 338 (400-0.8/1.5)
LNAV	480 - 1100 398 (400-1.1/1.8)				
CIRCLING	570 - 1.5 488 (500-1.5)	680 - 1.6 598 (600-1.6)	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

RNP RWY 28L

56°18.00'N
010°37.14'E

AARHUS (EKAH)

EKAH RNP RWY 28L waypoint coordinates:**RWY 28L from DESOM APPROACH RNP**

		CODING		DISPLAY
DESOM	IAF	56 11 20.95N	010 57 15.54E	56 11.349°N 010 57.259°E
URUPA	IF	56 16 17.56N	010 55 47.00E	56 16.293°N 010 55.783°E
AH281	FAF	56 17 00.62N	010 48 49.58E	56 17.010°N 010 48.826°E
RW28L	MAPt	56 18 04.17N	010 38 25.84E	56 18.069°N 010 38.431°E
AH284	MATF	56 18 57.42N	010 29 35.84E	56 18.957°N 010 29.597°E
BADUT	MAHF	56 20 36.42N	011 00 22.19E	56 20.607°N 011 00.370°E

RWY 28L from IBEKO APPROACH RNP

		CODING		DISPLAY
IBEKO	IAF	56 15 22.19N	011 04 38.05E	56 15.370°N 011 04.634°E
URUPA	IF	56 16 17.56N	010 55 47.00E	56 16.293°N 010 55.783°E
AH281	FAF	56 17 00.62N	010 48 49.58E	56 17.010°N 010 48.826°E
RW28L	MAPt	56 18 04.17N	010 38 25.84E	56 18.069°N 010 38.431°E
AH284	MATF	56 18 57.42N	010 29 35.84E	56 18.957°N 010 29.597°E
BADUT	MAHF	56 20 36.42N	011 00 22.19E	56 20.607°N 011 00.370°E

RWY 28L from BADUT APPROACH RNP

		CODING		DISPLAY
BADUT	IAF	56 20 36.42N	011 00 22.19E	56 20.607°N 011 00.370°E
URUPA	IF	56 16 17.56N	010 55 47.00E	56 16.293°N 010 55.783°E
AH281	FAF	56 17 00.62N	010 48 49.58E	56 17.010°N 010 48.826°E
RW28L	MAPt	56 18 04.17N	010 38 25.84E	56 18.069°N 010 38.431°E
AH284	MATF	56 18 57.42N	010 29 35.84E	56 18.957°N 010 29.597°E
BADUT	MAHF	56 20 36.42N	011 00 22.19E	56 20.607°N 011 00.370°E

Threshold coordinates RWY 28L

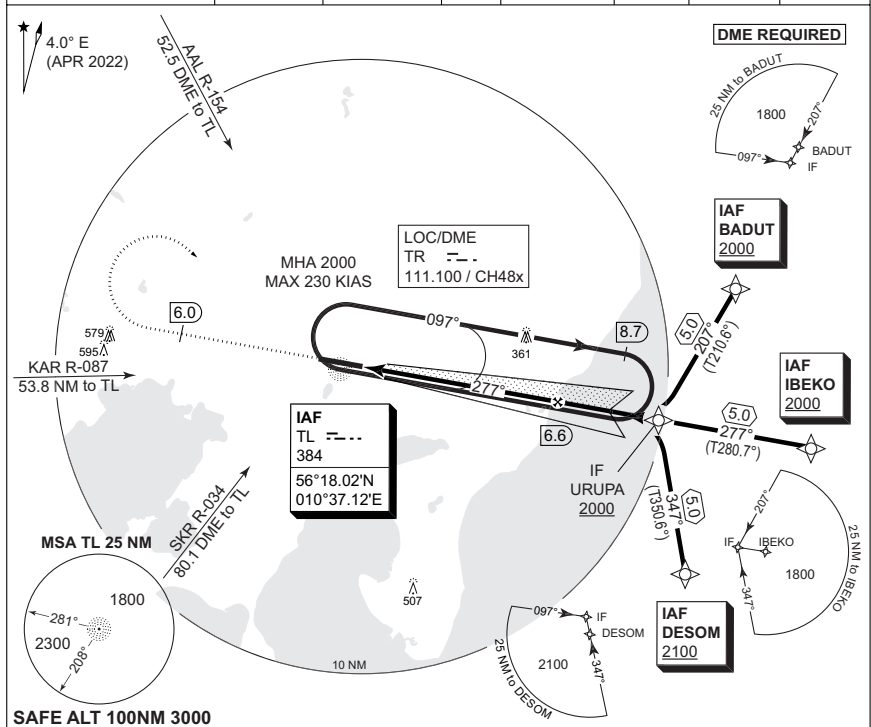
		CODING		DISPLAY
RWY 28L		56 18 04.17N	010 38 25.84E	56 18.069°N 010 38.431°E

INSTRUMENT APPROACH CHART

AARHUS (EKAH)

AD ELEV 82

COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
LOC/DME TR 111.100/CH 48x	APP COURSE 277°	GS INTCP ALT 2000 FT	GS 2.75°	DA 275	THR ELEV 75	ALS 900 M	LDA 8869 FT

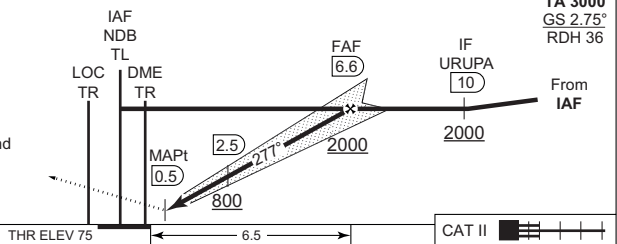


CDFA: 2.75° / 4.8%					
DME AAR	2	3	4	5	6
DIST THR	1.9	2.9	3.9	4.9	5.9
ALT	670	960	1260	1550	1840

MISSED APPROACH

Climb on track 276° to 2000 FT.
At DME TR 6.0 turn right inbound
NDB TL and hold.

TA 3000
GS 2.75°
RDH 36



CATEGORY		A	B
MIPS	S-ILS CAT I	275 - 550 200 (200-0.8/1.2)	
	S-ILS CAT II	RA 99 (DA 175) - 350 100	
	S-LOC 28L	480 - 1100 398 (400-1.1/1.8)	
	CIRCLING	570 - 1.5 488 (500-1.5)	680 - 1.6 598 (600-1.6)

ILS or LOC RWY 28L (CAT A-B)

56°18.00'N
010°37.14'E

AARHUS (EKAH)

CHANGES: ATIS FREQ. CHG.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS

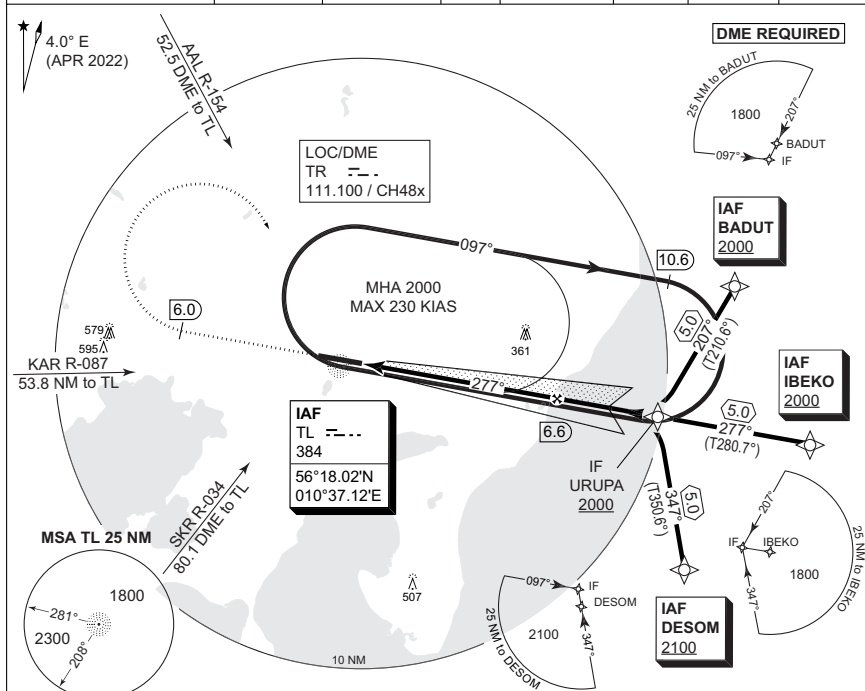
INSTRUMENT APPROACH CHART

AD ELEV 82

ILS or LOC RWY 28L (CAT C-E)

AARHUS (EKAH)

COPENHAGEN CONTROL 313.425 123.725	AARHUS ATIS 125.155	AARHUS APPROACH 119.280	AARHUS TOWER 118.530
LOC/DME TR 111.100/CH 48x	APP COURSE 277°	GS INTCP ALT 2000 FT	GS 2.75°
		DA 275	THR ELEV 75
		ALS 900 M	LDA 8869 FT

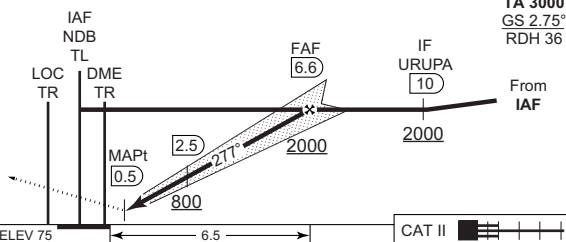


SAFE ALT 100NM 3000

CDFA: 2.75° / 4.8%					
DME AAR	2	3	4	5	6
DIST THR	1.9	2.9	3.9	4.9	5.9
ALT	670	960	1260	1550	1840

MISSED APPROACH

Climb on track 276° to 2000 FT.
At DME TR 6.0 turn right inbound
NDB TL and hold.



TA 3000
GS 2.75°
RDH 36

CHANGES: ATIS FREQ. CHG.

CATEGORY	C	D	E
S-ILS CAT I	275 - 550 200 (200-0.8/1.2)		
S-ILS CAT II	RA 99 (DA 175) - 350 100		N/A
S-LOC 28L	480 - 1100 398 (400-1.1/1.8)		
CIRCLING	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

ILS or LOC RWY 28L (CAT C-E)

56°18.00'N
010°37.14'E

AARHUS (EKAH)

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 82

NDB RWY 28L (CAT A-B)

AARHUS (EKAH)

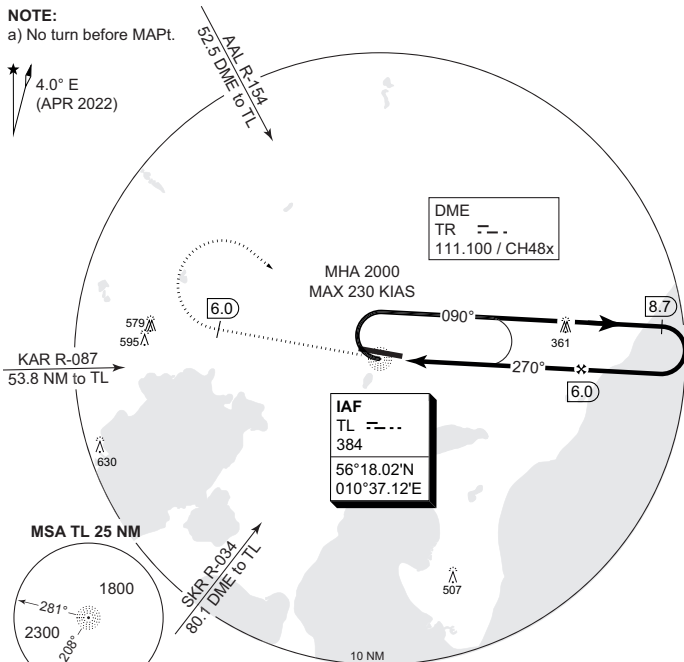
COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
NDB TL 384	APP COURSE 270°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.24%)	MDA 480	THR ELEV 75	ALS 900 M	LDA 8869 FT

NOTE:

a) No turn before MAPt.

DME REQUIRED

★ 4.0° E
(APR 2022)



SAFE ALT 100NM 3000

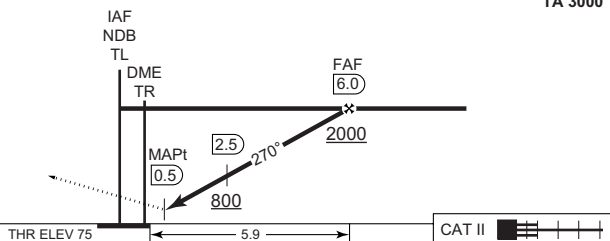
CDFA: 3.0° / 5.24%

DME TR	2	3	4	5	6
DIST THR	1.9	2.9	3.9	4.9	5.9
ALT	720	1040	1360	1680	2000

TA 3000

MISSED APPROACH

Turn right, climb on track 277° to 2000 FT. At DME TR 6.0 turn right inbound NDB TL and hold.



CATEGORY	A	B
S-NDB 28L	480 - 1100 398 (400-1.1/1.8)	
CIRCLING	570 - 1.5 488 (500-1.5)	680 - 1.6 598 (600-1.6)

NDB RWY 28L (CAT A-B)

56°18.00'N
010°37.14'E

AARHUS (EKAH)

CHANGES: RWY ADDED TO PROCEDURE NAME IN LOWER LEFT CORNER

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

INSTRUMENT APPROACH CHART

NDB RWY 28L (CAT C-E)

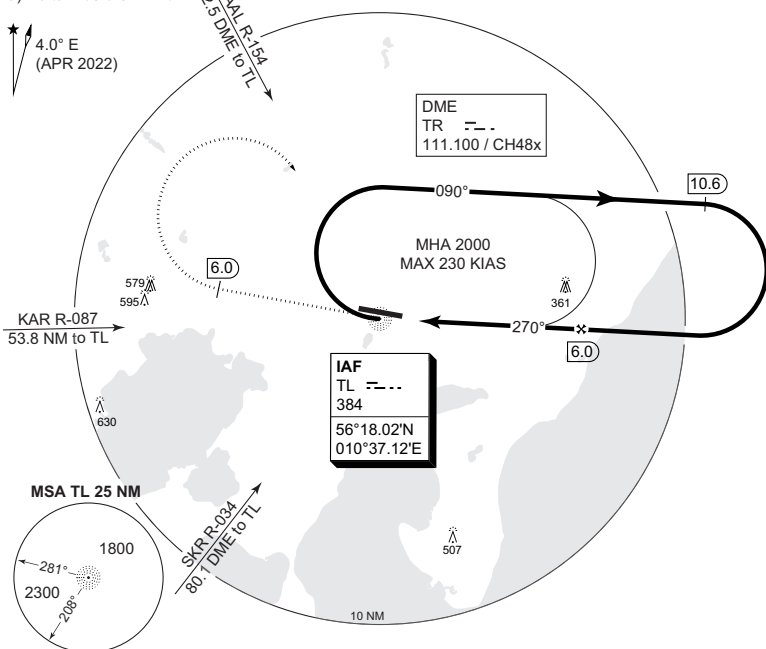
AARHUS (EKAH)

COPENHAGEN CONTROL 313.425 123.725		AARHUS ATIS 125.155		AARHUS APPROACH 119.280		AARHUS TOWER 118.530	
NDB TL 384	APP COURSE 270°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.24%)	MDA See CAT	THR ELEV 75	ALS 900 M	LDA 8869 FT

a) No turn before MAPt.

a) No turn before MAPt.

DME REQUIRED

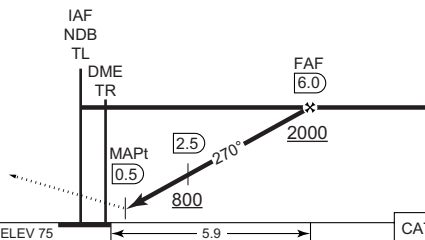


SAFE ALT 100NM 3000

CDFA: 3.0° / 5.24%					
DME TR	2	3	4	5	6
DIST THR	1.9	2.9	3.9	4.9	5.9
ALT	720	1040	1360	1680	2000

TA 3000

Turn right, climb on track 277° to 2000 FT. At DME TR 6.0 turn right inbound NDB TL and hold.



THR ELEV 75

CAT II

CATEGORY		C	D	E
MIPS	S-NDB 28L	490 - 1200 415 (500-1.2/1.9)	510 - 1300 435 (500-1.3/2.0)	560 - 1500 485 (500-1.5/2.3)
	CIRCLING	1060 - 2.4 978 (1000-2.4)	1180 - 3.6 1098 (1100-3.6)	1180 - 3.6 1098 (1100-3.6)

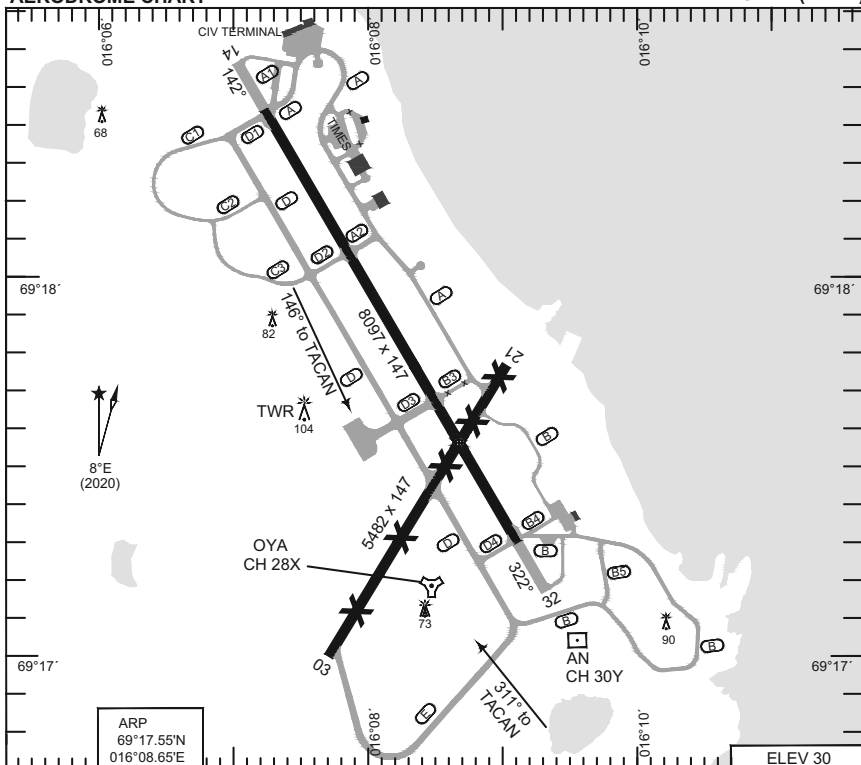
NDB RWY 28L (CAT C-E)

56°18.00'N
010°37.14'E

AARHUS (EKAH)

AERODROME CHART

ANDOEYA (ENAN)



ARP
69°17.55'N
016°08.65'E

ELEV 30

RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
14	60 F/A/W/T	8097	8097	8097	8097	3.0°	26	69°18.42'N 016°07.19'E
32	60 F/A/W/T	8097	8097	9081	8097	3.0°	17	69°17.28'N 016°09.08'E
03	RUNWAY CLOSED							
21	RUNWAY CLOSED							

ATIS 136.130
DE-ICE 121.950
ANDOEYA TWR / APPR 118.205 118.705 122.100 369.250 363.675 257.800

CHANGES: FREQUENCIES.

RNOAF 25 DEC 2025

AERODROME CHART

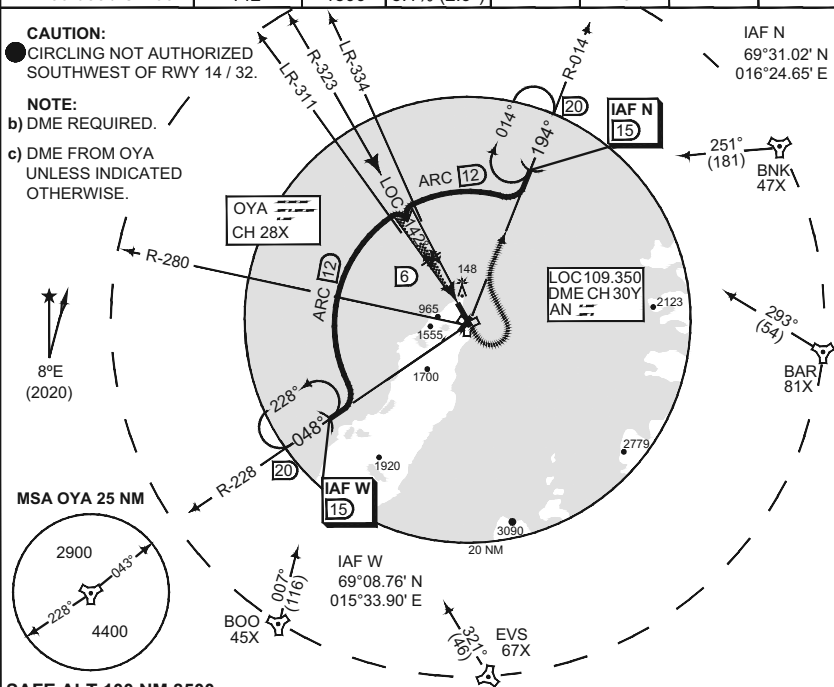
ANDOEYA (ENAN)

LOC M RWY 14
ANDOEYA (ENAN)

ATIS 136.130		ANDOEYA TWR / APPR 118.205 118.705 122.100 369.250 363.675 257.800					
LOCALIZER / DME AN 109.350 / CH 30Y	APP COURSE 142°	FAF ALT 1500	Descent GR 5.1% (2.9°)	MDA 340	THR ELEV 26	ALS 900 m	LDA 8097

● CIRCLING NOT AUTHORIZED
SOUTHWEST OF RWY 14 / 32

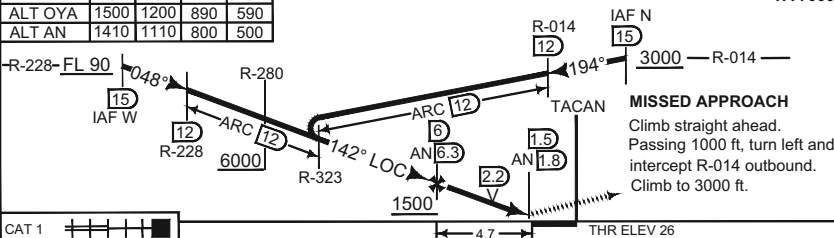
**c) DME FROM OYA
UNLESS INDICATED
OTHERWISE**



SAFE ALT 100 NM 8500

DME	6	5	4	3
ALT OYA	1500	1200	890	590
ALT AN	1410	1110	800	500

TA 7000



CAT 1

CATEGORY		A	B	C	D	E
MIPS	S-LOC 14	340 - 750 314 (400 - 0.8/1.4)				
	● CIRCLING	450 - 1.5 420 (500 - 1.5)	530 - 1.6 500 (500 - 1.6)	630 - 2.4 600 (600 - 2.4)	730 - 3.6 700 (700 - 3.6)	830 - 3.6 800 (800 - 3.6)

LOC M RWY 14

69°17.55' N
016°08.65' E

ANDOEYA (ENAN)

CHANGES: FREQUENCIES:

AF 25 DEC 2025

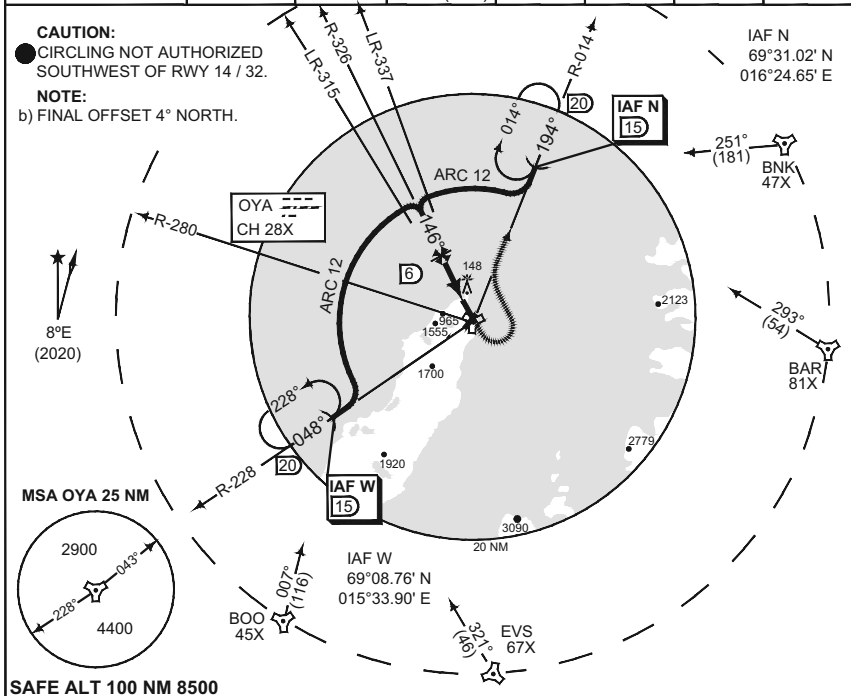
MIPS INSTRUMENT APPROACH CHART

TACAN RWY 14
ANDOEYA (ENAN)

ATIS 136.130	ANDOEYA TWR / APPR 118.205 118.705 122.100 369.250 363.675 257.800						
TACAN OYA 28X	APP COURSE 146°	FAF ALT 1500	Descent GR 5.1% (2.9°)	MDA 480	THR ELEV 26	ALS 900 m	LDA 8097

CIRCLING NOT AUTHORIZED
SOUTHWEST OF RWY 14 / 32.

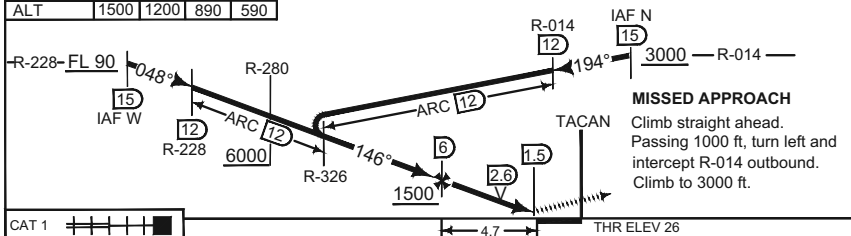
b) FINAL OFFSET 4° NORTH.



SAFE ALT 100 NM 8500

DME OYA	6	5	4	3
ALT	1500	1200	890	590

TA 7000



CAT 1 

CATEGORY		A	B	C	D	E
MIPS	S-TAC 14	480 - 1400 454 (500 - 1.4/2.1)				
	CIRCLING	450 - 1.5 420 (500 - 1.5)	530 - 1.6 500 (500 - 1.6)	630 - 2.4 600 (600 - 2.4)	730 - 3.6 700 (700 - 3.6)	830 - 3.6 800 (800 - 3.6)

	MIPS
--	------

25 DEC 2025

TACAN RWY 14

69°17.55' N
016°08.65' E

ANDOEYA (ENAN)

MIPS INSTRUMENT APPROACH CHART

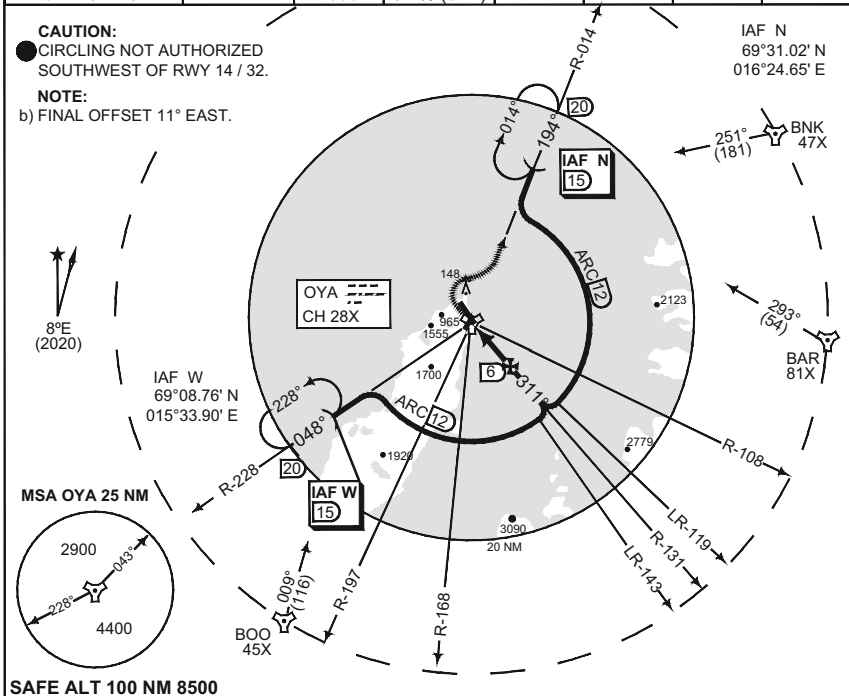
**TACAN RWY 32
ANDOEYA (ENAN)**

ATIS 136.130	ANDOEYA TWR / APPR 118.205 118.705 122.100 369.250 363.675 257.800						
TACAN OYA CH 28X	APP COURSE 311°	FAF ALT 2000	Descent GR 5.4% (3.1°)	MDA SEE CAT	THR ELEV 17	ALS 900 m	LDA 8097

●CIRCLING NOT AUTHORIZED
SOUTHWEST OF RWY 14 / 32.

b) FINAL OFFSET 11° EAST.

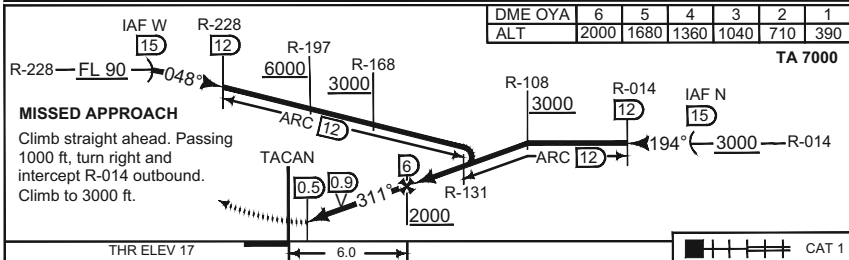
IAF N
69°31.02' N
016°24.65' E



SAFE ALT 100 NM 8500

DME OYA	6	5	4	3	2	1
ALT	2000	1680	1360	1040	710	390

TA 7000



CATEGORY		A	B	C	D	E
MIPS	S-TAC 32	370 - 900 353 (400 - 0.9/1.6)	400 - 1100 383 (400 - 1.1/1.8)	430 - 1200 413 (500 - 1.2/1.9)	450 - 1300 433 (500 - 1.3/2.0)	500 - 1500 483 (500 - 1.5/2.3)
	CIRCLING	450 - 1.5 420 (500 - 1.5)	530 - 1.6 500 (500 - 1.6)	630 - 2.4 600 (600 - 2.4)	730 - 3.6 700 (700 - 3.6)	830 - 3.6 800 (800 - 3.6)

TACAN RWY 32

69°17.55' N
016°08.65' E

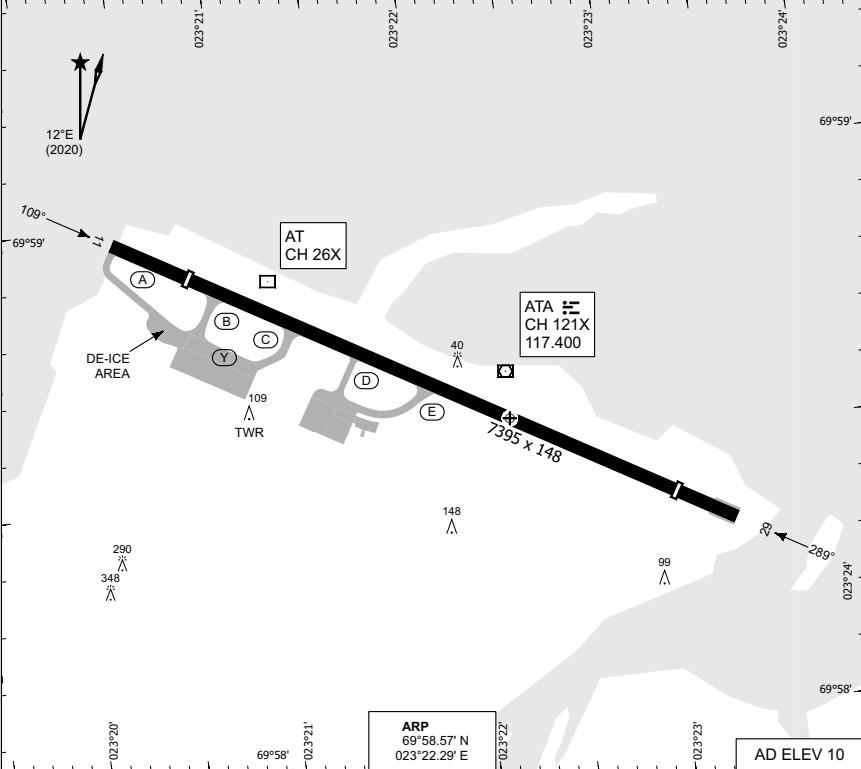
ANDOEYA (ENAN)

CHANGES: FREQUENCIES.

RNOAF 25 DEC 2025

MIPS
AERODROME CHART

ALTA(ENAT)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
11	50/F/B/X/U	6978	6978	7470	6073	3.7°	9	69°58.89' N - 023°20.74' E
29	50/F/B/X/U	6965	6965	7457	6257	4.2°	8	69°58.40' N - 023°23.10' E

ATIS 118.180
ALTA TWR 120.405

PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

AERODROME CHART

ALTA(ENAT)

CHANGE: PERIODIC REVIEW

RNAV 30 OCT 2025

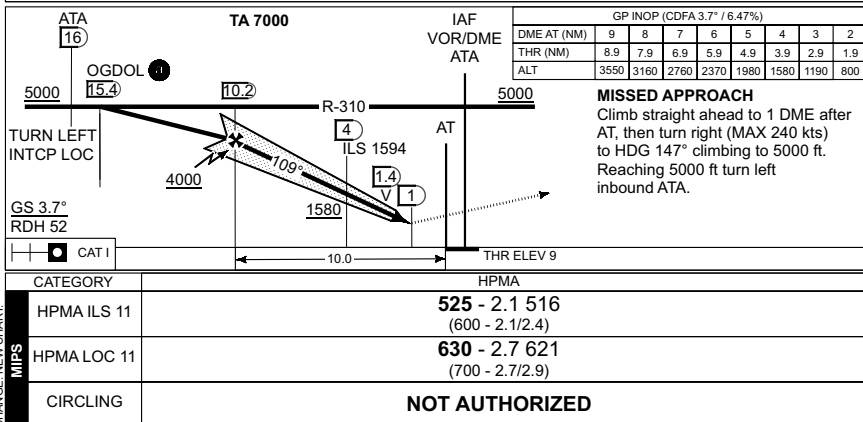
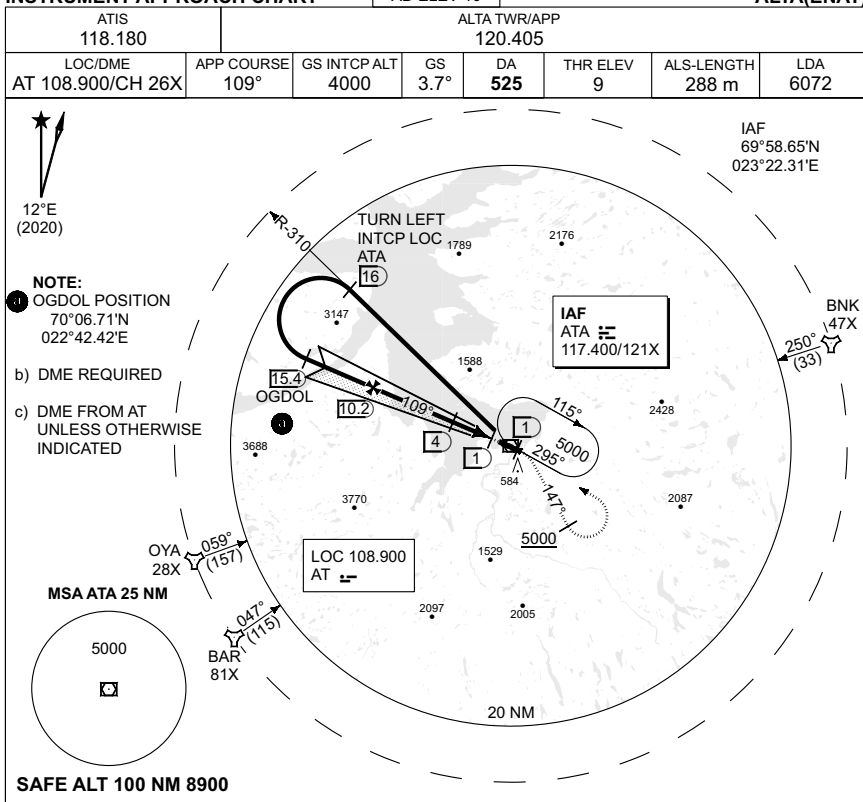
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 10

HPMA ILS or LOC RWY 11

ALTA(ENAT)



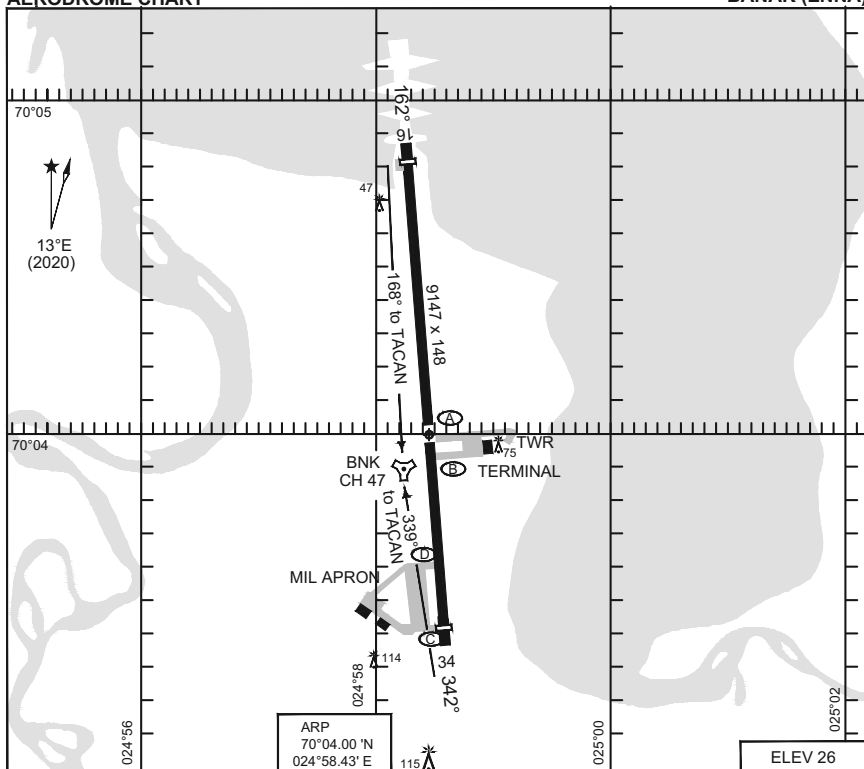
HPMA ILS or LOC RWY 11

69°58.57' N
023°22.29' E

ALTA(ENAT)

AERODROME CHART

BANAK (ENNA)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	TDZE	THR PSN
16	70 F/A/W/U	9137	9137	9806	8838	3.0°	16	70°04.82' N - 024°58.25' E
34	70 F/A/W/U	8838	8838	13257	8543	3.5°	25	70°03.43' N - 024°58.57' E

ATIS 136.330
 DE-ICE 131.880
 BANAK TWR / APPR 118.905 118.055 257.800 280.350

CHANGES: FREQUENCIES.

AERODROME CHART

BANAK (ENNA)

RNOAF 25 DEC 2025

MIPS INSTRUMENT DEPARTURE CHART

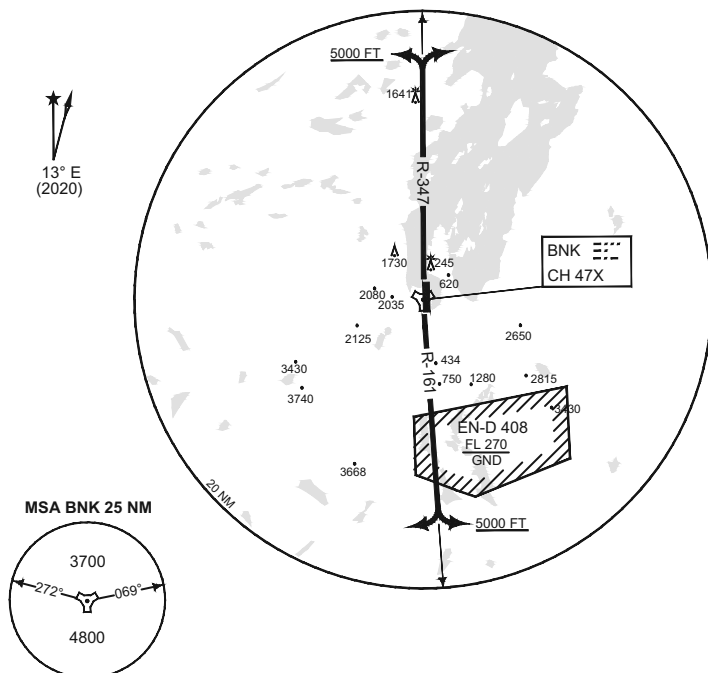
AD ELEV 26

TACAN SID RWY 16 / 34
BANAK (ENNA)

ATIS 136.330		BANAK TWR / APPR 118.905 118.055 257.800 280.350				POLARIS CONTROL 126.705				
RWY 16	MIN CLIMB 4.5% 2.6°	GS (kt) V/V (fpm)	60 280	120 550	180 820	240 1100	300 1400	360 1700	to 1400 ft	Reason TERRAIN

NOTE:

- a) FLUCTUATIONS MAY OCCUR
BETWEEN BNK 13 DME AND
17 DME ON R-347.



SAFE ALT 100 NM 7400

TA 7000

RWY 16

- Climb on BNK R-161. Passing 5000 ft turn according to ATC clearance, and continue climb to 7000 ft.
- Obstacles (164 ft MSL) 0.3 NM after DER must be avoided visually.

RWY 34

- Climb on BNK R-347. Passing 5000 ft turn according to ATC clearance, and continue climb to 7000 ft.

CHANGES FREQUENCIES

TACAN SID RWY 16 / 34

70°04.00' N
024°58.43' E

BANAK (ENNA)

RNAV 25 DEC 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 26

LOC M RWY 16
BANAK (ENNA)

ATIS 136.330		BANAK TWR / APPR 118.905 118.055 257.800 280.350					
LOCALIZER/DME BK 109.350 / CH 30Y	APP COURSE 163°	FAF ALT 2000	Descent GR 5.2% (3.0°)	MDA SEE CAT	THR ELEV 16	ALS 720 m	LDA 8838

CAUTION:

● CIRCLING NOT AUTHORIZED
WEST OF RWY 16/34.

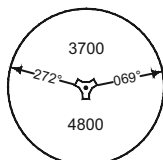
b) WINDSHEAR MAY OCCUR
ON SHORT FINAL WITH
WINDS FROM WEST.

NOTE:

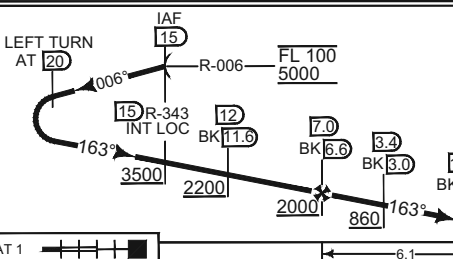
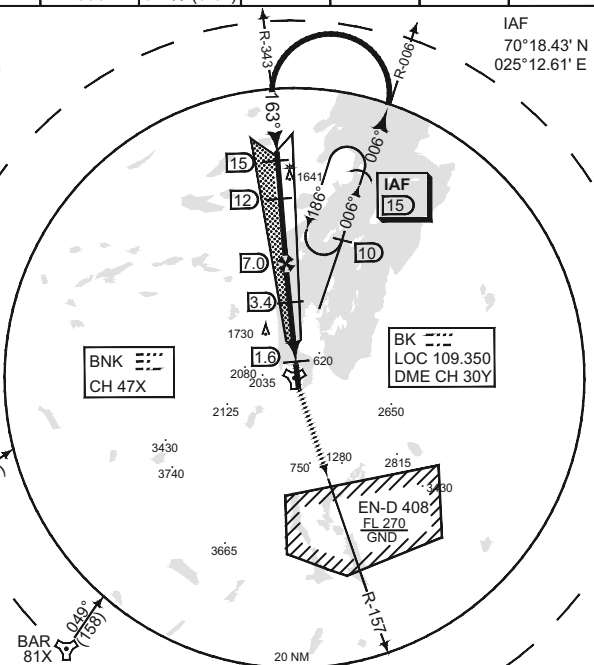
c) DME FROM BNK
UNLESS INDICATED
OTHERWISE.



MSA BNK 25 NM



SAFE ALT 100 NM 7400



DME	7	6	5	4	3	2
ALT BNK	2000	1690	1370	1050	740	420
ALT BK	-	1810	1500	1180	860	550

MISSED APPROACH

Climb straight ahead to intercept
BNK R-157 outbound. Passing
4000 ft turn left and intercept
R-006 outbound to IAF. Climb to
5000 ft.

TA 7000

CAT 1

6.1 THR ELEV 16

CATEGORY	A	B	C	D	E
S-LOC 16 2.5% MA	310 - 750 294 (300 - 0.8/1.4)		330 - 750 314 (400 - 0.8/1.4)	350 - 800 334 (400 - 0.8/1.5)	380 - 1000 364 (400 - 1.0/1.7)
S-LOC 16 3.0% MA			310 - 750 294 (300 - 0.8/1.4)		
● CIRCLING	670 - 1.5 644 (700 - 1.5)	980 - 1.6 954 (1000 - 1.6)	1350 - 2.4 1324 (1400 - 2.4)	2030 - 3.6 2004 (2100 - 3.6)	3180 - 3.6 3154 (3200 - 3.6)

LOC M RWY 16

70°04.00' N
024°58.43' E

BANAK (ENNA)

CHANGES: FREQUENCIES

RNAIF 25 DEC 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 26

TACAN RWY 16
BANAK (ENNA)

ATIS 136.330	BANAK TWR / APPR 118.905 118.055 257.800 280.350					
TACAN BNK CH 47X	APP COURSE 168°	FAF ALT 2300	Descent GR 5.2% (3.0°)	MDA 1180	THR ELEV 16	ALS 720 m
				LDA 8838		

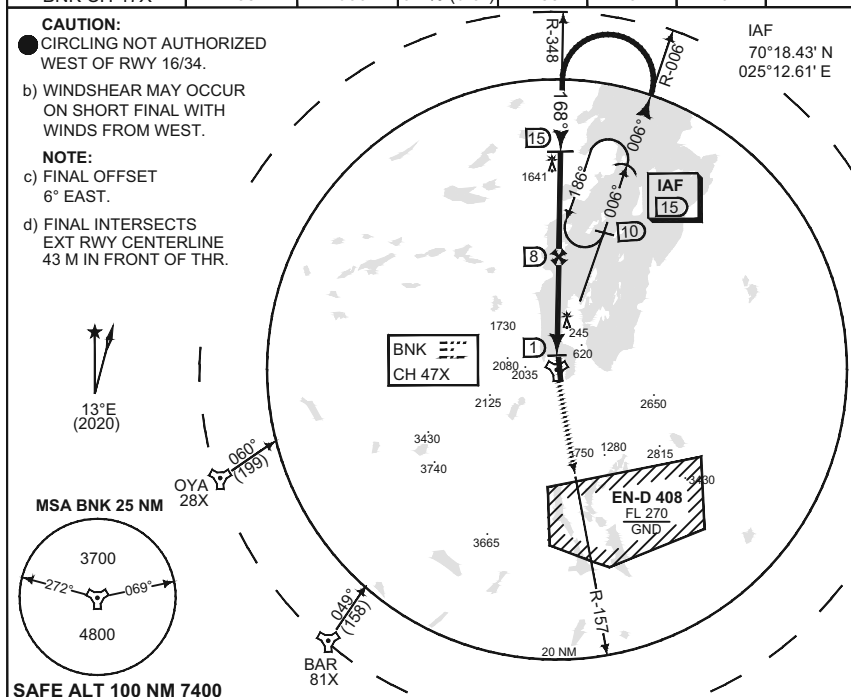
CAUTION:

- CIRCLING NOT AUTHORIZED WEST OF RWY 16/34.

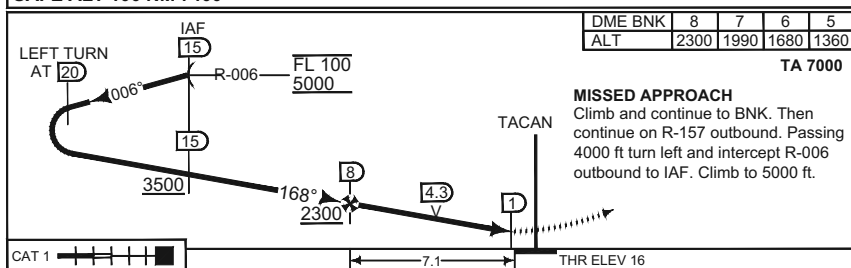
- b) WINDSHEAR MAY OCCUR ON SHORT FINAL WITH WINDS FROM WEST.

NOTE:

- c) FINAL OFFSET 6° EAST.
- d) FINAL INTERSECTS EXT RWY CENTERLINE 43 M IN FRONT OF THR.



SAFE ALT 100 NM 7400



CHANGES: FREQUENCIES	DME BNK				
	8	7	6	5	
	ALT	2300	1990	1680	1360
	TA 7000				
	MISSED APPROACH				
	Climb and continue to BNK. Then continue on R-157 outbound. Passing 4000 ft turn left and intercept R-006 outbound to IAF. Climb to 5000 ft.				
CAT 1	7.1				
	THR ELEV 16				
CATEGORY	A	B	C	D	E
S-TAC 16	1180 - 4.6 1164 (1200 - 4.6/5.0)				
● CIRCLING	1180 - 5.0 1154 (1200 - 5.0)	1180 - 5.0 1154 (1200 - 5.0)	1350 - 5.0 1324 (1400 - 5.0)	2030 - 5.0 2004 (2100 - 5.0)	3180 - 5.0 3154 (3200 - 5.0)

TACAN RWY 16

70°04.00' N
024°58.43' E

BANAK (ENNA)

ENNAF 25 DEC 2025

MIPS INSTRUMENT APPROACH CHART

HPMA ILS or LOC RWY 34
BANAK (ENNA)

AD ELEV 26

ATIS 136.330	BANAK TWR / APPR 118.905 118.055 257.800 280.350						
LOCALIZER/DME BA 108.300 / CH 20X	APP COURSE 342°	GS INTCP ALT 3500	GS 3.5°	DA 251	THR ELEV 25	ALS 737 m	LDA 8543

CAUTION:

- CIRCLING NOT AUTHORIZED WEST OF RWY.

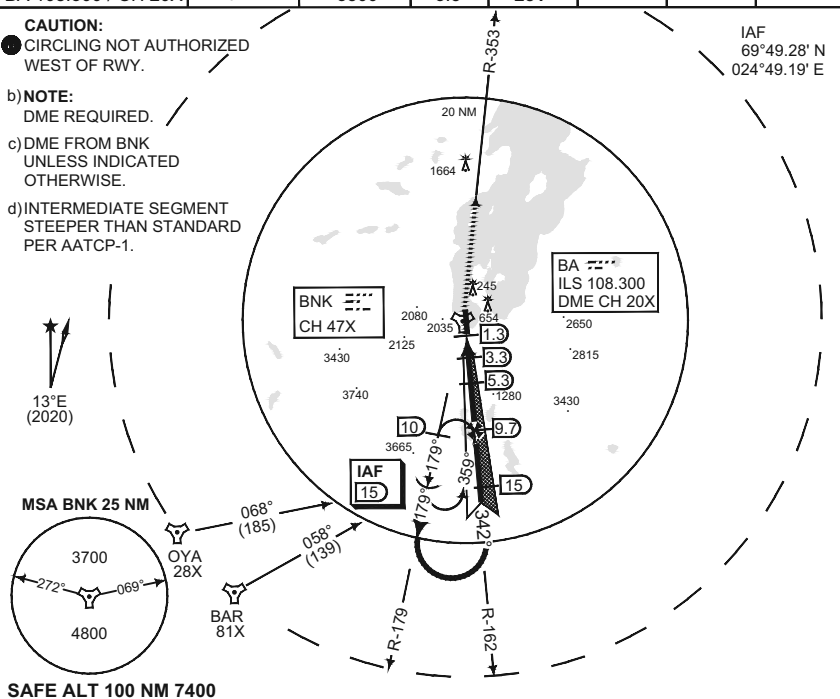
b) NOTE:

DME REQUIRED.

- c) DME FROM BNK UNLESS INDICATED OTHERWISE.

- d) INTERMEDIATE SEGMENT STEEPER THAN STANDARD PER AATCP-1.

IAF
69°49.28' N
024°49.19' E

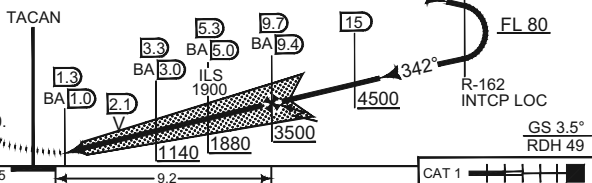


SAFE ALT 100 NM 7400

DME	2	3	4	5	6	7	8	9	FL 100	FL 90	FL 80	TA 7000
ALT BNK	-	1000	1380	1760	2140	2520	2910	3290				
ALT BA	760	1130	1510	1890	2270	2660	3040	3430				

MISSED APPROACH

Climb straight ahead. When passing 500 ft, intercept BNK R-353 outbound. Passing 4000 ft, turn right DCT BNK. Passing BNK continue outbound on R-179 to IAF. Climb to FL 090.



CATEGORY	HPMA
S-ILS 34	251 - 550 226 (300 - 0.8/1.2)
S-LOC 34	670 - 2300 645 (700 - 2.3/3.0)
● CIRCLING	1100 - 3.2 1074 (1100 - 3.2)

HPMA ILS or LOC RWY 34

70°04.00' N
024°58.43' E

BANAK (ENNA)

CHANGES: FREQUENCIES

RNOAF 25 DEC 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 26

ILS M or LOC M RWY 34
BANAK (ENNA)

ATIS 136.330		BANAK TWR / APPR 118.905 118.055 257.800 280.350					
LOCALIZER/DME BA 108.300 / CH 20X	APP COURSE 342°	GS INTCP ALT 3500	GS 3.5°	DA SEE CAT	THR ELEV 25	ALS 737 m	LDA 8543

CAUTION:

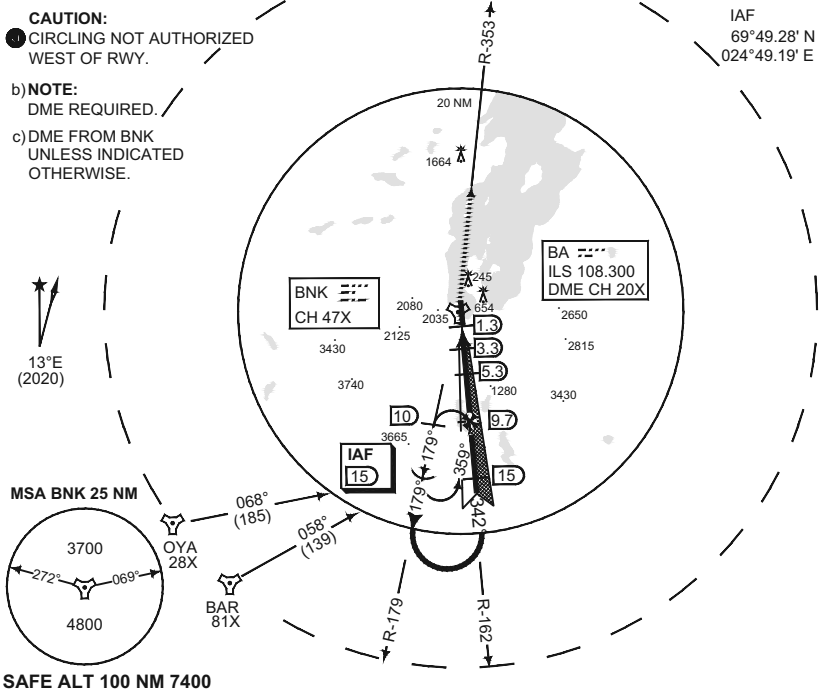
- CIRCLING NOT AUTHORIZED
WEST OF RWY. /

IAF
69°49.28' N
024°49.19' E

b) NOTE:

DME REQUIRED.

c) DME FROM BNK
UNLESS INDICATED
OTHERWISE.



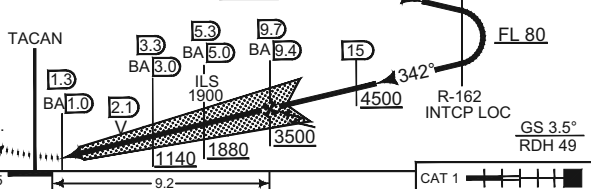
SAFE ALT 100 NM 7400

DME	2	3	4	5	6	7	8	9
ALT BNK	-	1000	1380	1760	2140	2520	2910	3290
ALT BA	760	1130	1510	1890	2270	2660	3040	3430

FL 100
FL 90 -R-179 IAF 15 LEFT TURN AT 20 TA 7000

MISSED APPROACH

Climb straight ahead. When passing 500 ft, intercept BNK R-353 outbound. Passing 4000 ft, turn right DCT BNK. Passing BNK continue outbound on R-179 to IAF. Climb to FL 090.



MIPS	CATEGORY	A	B	C	D	E
	S-ILS 34	287 - 600 262 (300 - 0.8/1.3)	302 - 600 277 (300 - 0.8/1.3)	312 - 650 287 (300 - 0.8/1.4)	325 - 650 300 (300 - 0.8/1.4)	330 - 700 305 (400 - 0.8/1.4)
	S-LOC 34	670 - 2300 645 (700 - 2.3/3.0)				
	CIRCLING	670 - 2.3 644 (700 - 2.3)	980 - 2.3 954 (1000 - 2.3)	1350 - 2.4 1324 (1400 - 2.4)	2030 - 3.6 2004 (2100 - 3.6)	3180 - 3.6 3154 (3200 - 3.6)

CHANGES: FREQUENCIES.

ILS M or LOC M RWY 34

70°04.00' N
024°58.43' E

BANAK (ENNA)

NRN0AF 25 DEC 2025

MIPS

TACAN RWY 34 BANAK (ENNA)

ATIS
136.330

BANAK TWR / APPR

118.905 118.055 257.800 280.350

TACAN

APP COURSE

FAF AL

Descent GR

MDA

THR ELEV

ALS

LDA

BNK CH 47X

339°

2800

6.0% (3.4°)

880

25

737 r

8543

CAUTION:

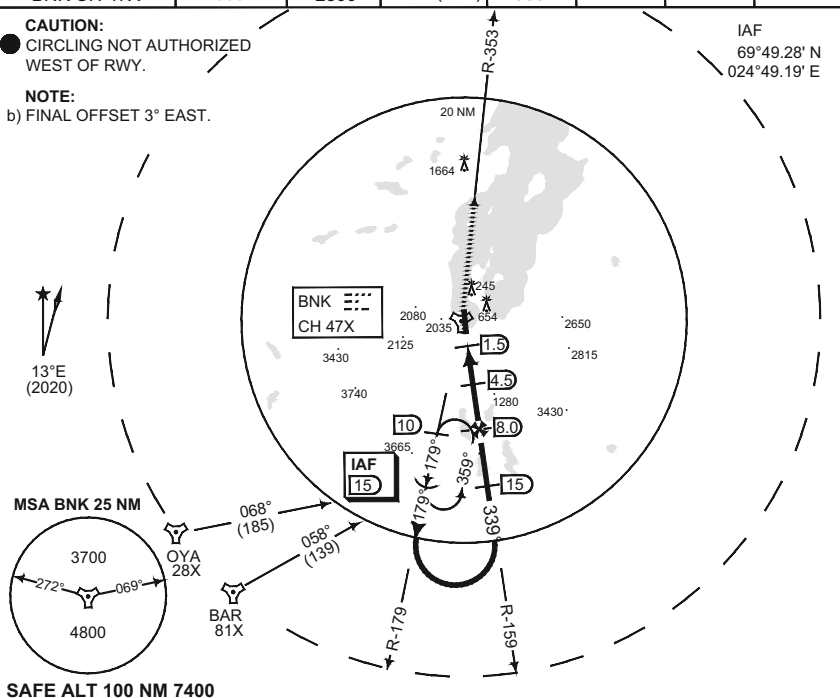
CIRCLING NOT AUTHORIZED
WEST OF RWY. /

NOTE:

b) FINAL OFFSET 3° EAST.

IAF

69°49.28' N
024°49' 19' E



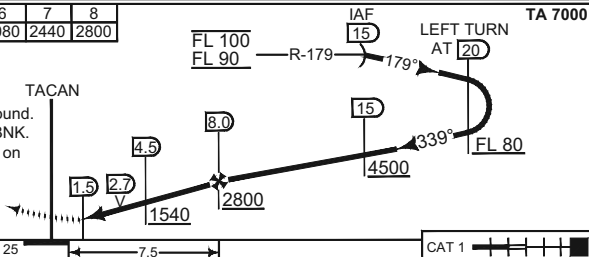
SAFE ALT 100 NM 7400

DME BNK	3	4	5	6	7	8
ALT	990	1350	1710	2080	2440	2800

MISSED APPROACH

At BNK 1.5 DME climb straight ahead and intercept R-353 outbound. Passing 4000 ft, turn right DCT BNK. Passing BNK continue outbound on R-179 to IAF. Climb to FL 090.

TACAN



THR ELEV 25

CAT

CAT 1 

CATEGORY	A	B	C	D	E
S-TAC 34	880 - 3.3 855 (900 - 3.3/4.0)				
●CIRCLING	880 - 3.3 854 (900 - 3.3)	980 - 3.3 954 (1000 - 3.3)	1350 - 3.3 1324 (1400 - 3.3)	2030 - 3.6 2004 (2100 - 3.6)	3180 - 3.6 3154 (3200 - 3.6)

CHANGES: FREQUENCIES:

RNOAF 25 DEC 2025

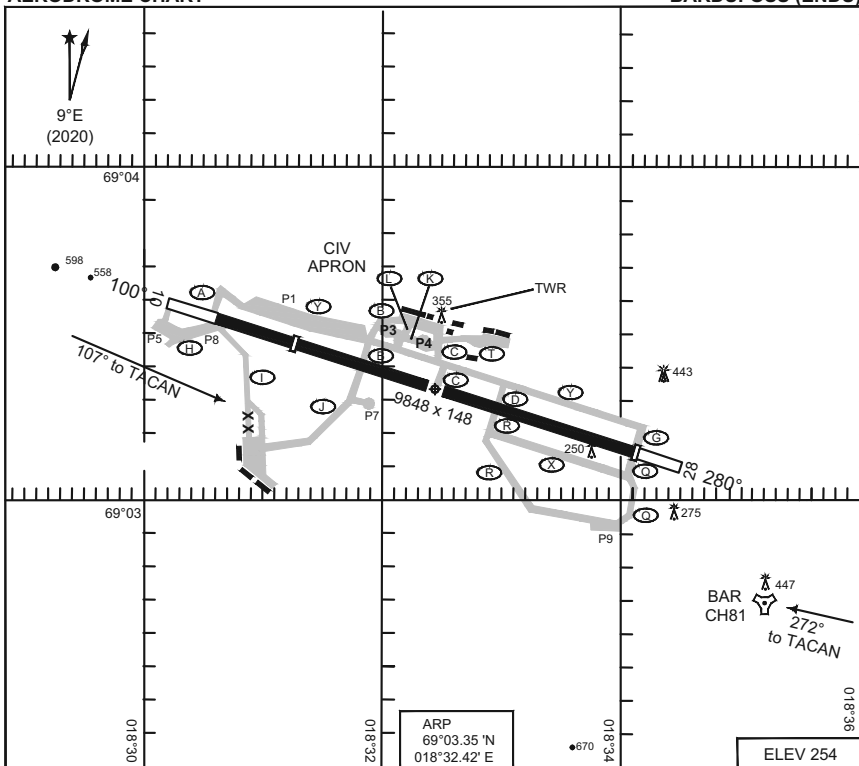
TACAN RWY 34

70°04.00' N
024°58.43' E

BANAK (ENNA)

AERODROME CHART

BARDUFOSS (ENDU)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	TDZE	THR PSN
10	75 F/C/W/T	8015*	8015	8015	6565	4.0°	253	69°03.49' N - 018°31.23' E
28	75 F/C/W/T	8015	8015	8015	8015	3.4°	219	69°03.14' N - 018°34.07' E

WARNING:

Special requirements for aircrew applies due to aerodrome category B, reference EASA AMC1 ORO.FC.105(b).
Also refer to Bardufoss link found at <https://avinor.no/en/ais/pilot-briefing>.

* TORA RWY 10 starts from TWY A. Use of OVERRUN WEST from TWY A (TORA 8927 FT) requires ATC approval.

ATIS	129.730
BARDUFOSS CLR	122.100 257.800
BARDUFOSS TWR	118.105 280.700
BARDUFOSS APP	118.805 125.855 275.300 397.375
DE-ICE	131.750
BARDUFOSS MIL OPS	126.325 262.800

AERODROME CHART

BARDUFOSS (ENDU)

MIPS INSTRUMENT DEPARTURE CHART

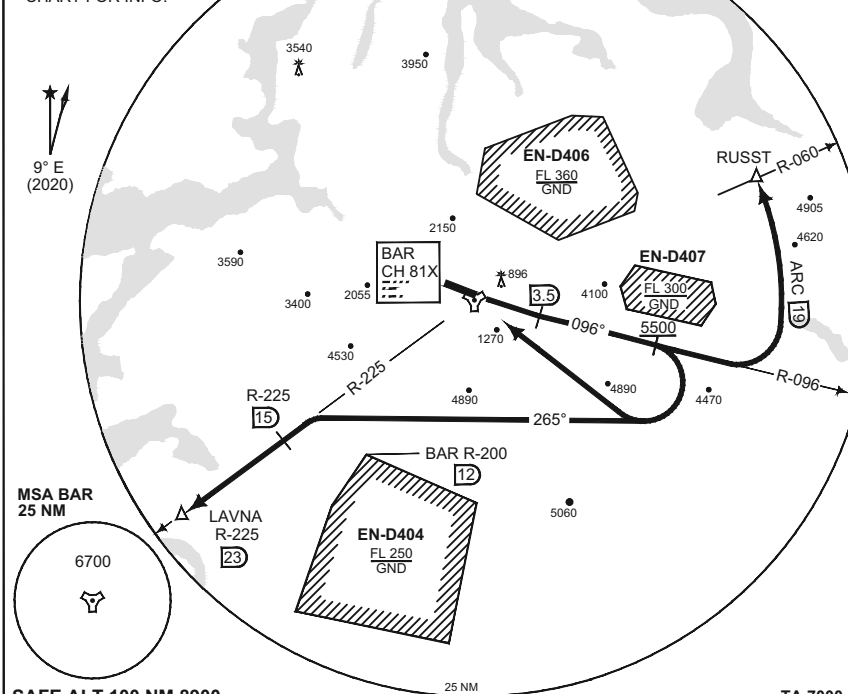
AD ELEV 254

HPMA SID RWY 10 BARDUFOSS (ENDU)

ATIS		BARDUFOSS TWR		BARDUFOSS APP					POLARIS CONTROL				
129.730		118.105 280.700		118.805	125.855	275.300	397.375	S 126.455 N 126.705 S 278.050					
BARDUFOSS CLR		RWY	MIN CLIMB	GS (kt)	60	120	180	240	300	360	to	reason	
122.100 257.800													
		10	8.75%	5.0°	V/V (fpm)	532	1064	1595	2127	2659	3190	7000	HPMA

WARNING:

- a) AERODROME CATEGORY B.
REFERENCE AERODROME
CHART FOR INFO.



SAFE ALT 100 NM 8900

TA 7000

INITIAL CLIMB

Climb on track 100° to BAR 3.5 DME. Intercept BAR R-096 outbound and continue climb. Passing 5500 ft:

BARDUFOSS TACAN	- Turn right direct BAR. Maximum 350 KIAS in turn. Climb to 7000 ft.
LAVNA	- Turn right on track 265°. Intercept R-225 outbound no later than 15 DME. Proceed to LAVNA. Climb to 7000 ft. Remain clear of EN-D404 (BAR R-200 / 12 DME). Maximum 350 KIAS below 7000 ft.
RUSST	- Continue climb on R-096 outbound. Turn left to intercept 19 DME arc to RUSST. Maximum 350 KIAS in turn. Climb to FL 090.

HPMA SID RWY 10

69°03.35' N
018°32.42' E

BARDUFOSS (ENDU)

MIPS INSTRUMENT DEPARTURE CHART

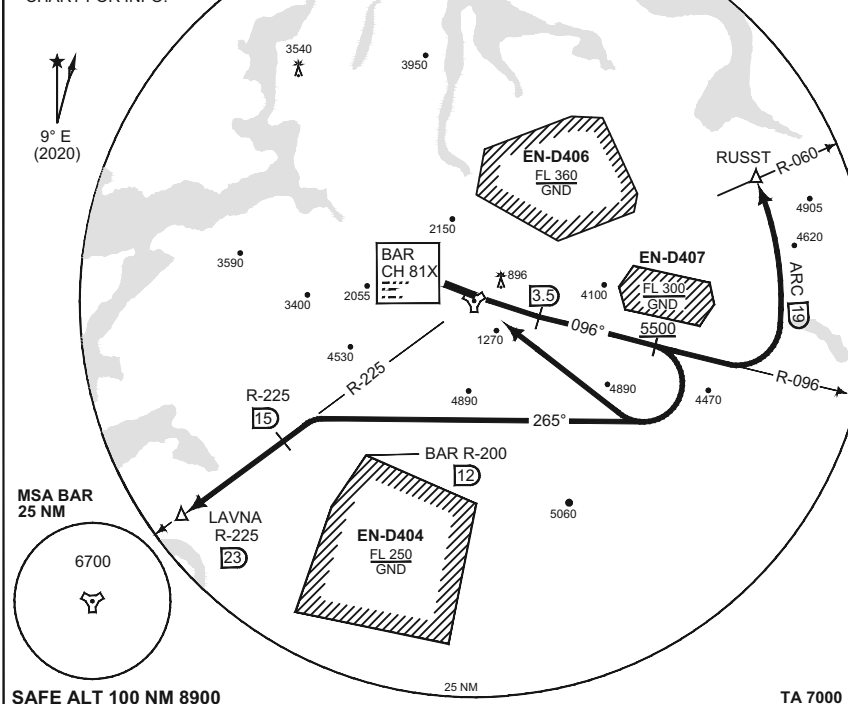
AD ELEV 254

TACAN SID RWY 10
BARDUFOSS (ENDU)

ATIS	BARDUFOSS TWR	BARDUFOSS APP		POLARIS CONTROL							
129.730	118.105 280.700	118.805	125.855 275.300	397.375	S 126.455	N 126.705	S 278.050				
BARDUFOSS CLR	RWY	MIN CLIMB	GS (kt)	60	120	180	240	300	360	to	reason
122.100 257.800	10	7.4%	4.3°	V/V (fpm)	450	900	1349	1799	2249	2698	7000 TERRAIN

WARNING:

- a) AERODROME CATEGORY B.
REFERENCE AERODROME
CHART FOR INFO.



SAFE ALT 100 NM 8900

TA 7000

INITIAL CLIMB

Climb on track 100° to BAR 3.5 DME. Intercept BAR R-096 outbound and continue climb. Passing 5500 ft:

BARDUFOSS TACAN	- Turn right direct BAR. Maximum 300 KIAS in turn. Climb to 7000 ft.
LAVNA	- Turn right on track 265°. Intercept R-225 outbound no later than 15 DME. Proceed to LAVNA. Climb to 7000 ft. Remain clear of EN-D404 (BAR R-200 / 12 DME). Maximum 300 KIAS below 7000 ft.
RUSST	- Continue climb on R-096 outbound. Turn left to intercept 19 DME arc to RUSST. Maximum 300 KIAS in turn. Climb to FL 090.

TACAN SID RWY 10

69°03.35' N
018°32.42' E

BARDUFOSS (ENDU)

MIPS INSTRUMENT DEPARTURE CHART

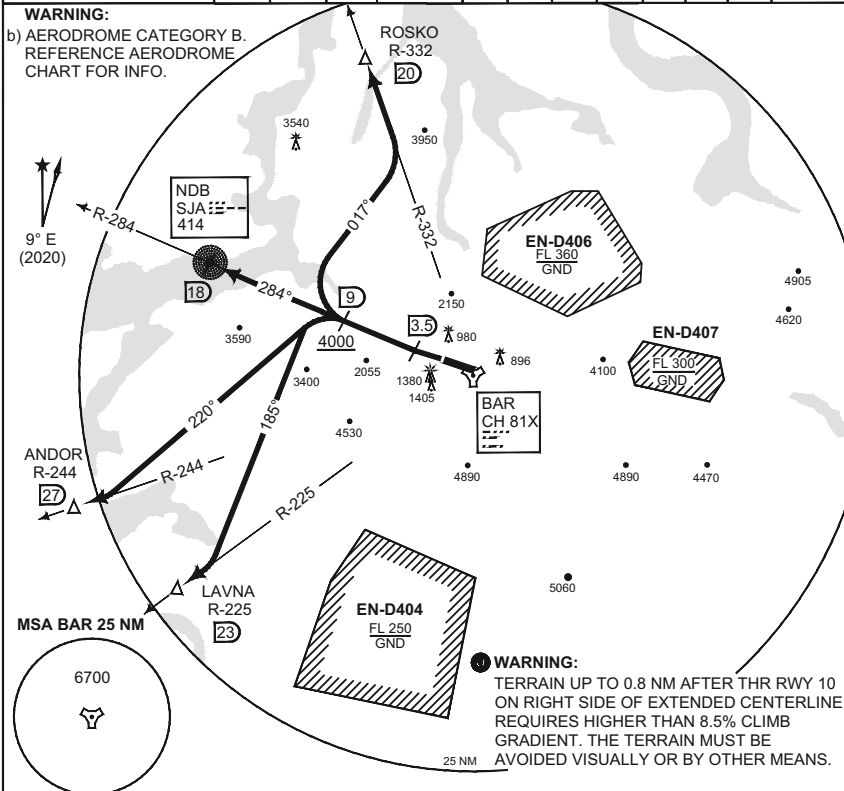
AD ELEV 254

HPMA SID RWY 28
BARDUFOSS (ENDU)

ATIS	BARDUFOSS TWR	BARDUFOSS APP		POLARIS CONTROL							
129.730	118.105 280.700	118.805	125.855 275.300	397.375	S 126.455	N 126.705	S 278.050				
BARDUFOSS CLR	RWY	MIN CLIMB	GS (kt)	60	120	180	240	300	360	to	reason
122.100 257.800	28	8.75% 5.0°	V/V (fpm)	532	1064	1595	2127	2659	3190	7000	HPMA

WARNING:

- b) AERODROME CATEGORY B.
REFERENCE AERODROME
CHART FOR INFO.



INITIAL CLIMB

Climb on track 280° to DME 3.5 BAR. Intercept R-284 outbound and continue climb.
Cross DME 9 BAR at or above 4000 ft. Then:

ANDOR	Turn left on track 220°. Intercept R-244 to ANDOR. Climb to FL 150. Maximum 350 KIAS in turn.
LAVNA	Turn left on track 185°. Intercept R-225 BAR to LAVNA. Climb to 7000 ft. Maximum 350 KIAS in turn.
ROSKO	Turn right on track 017°. Intercept R-332 BAR to ROSKO. Climb to 7000 ft. Maximum 350 KIAS in turn.
SJA NDB (SENJA)	Continue on R-284 BAR to DME 18 BAR (SJA NDB). Climb to 7000 ft.

HPMA SID RWY 28

69°03.35' N
018°32.42' E

BARDUFOSS (ENDU)

MIPS INSTRUMENT DEPARTURE CHART

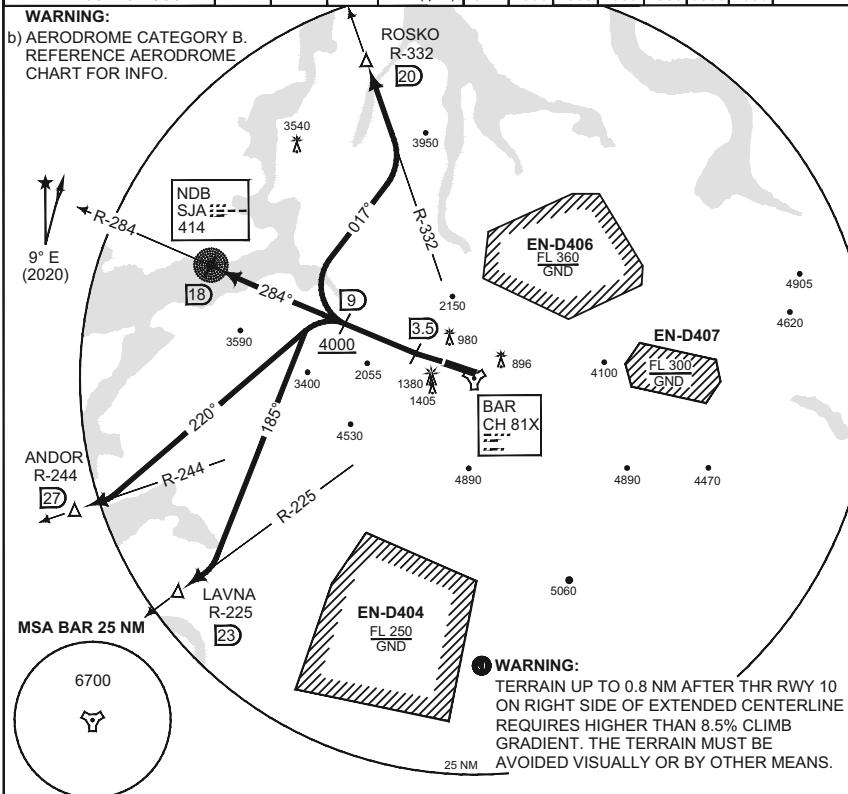
AD ELEV 254

TACAN SID RWY 28
BARDUFOSS (ENDU)

ATIS	BARDUFOSS TWR	BARDUFOSS APP				POLARIS CONTROL						
129.730	118.105 280.700	118.805	125.855	275.300	397.375	S 126.455	N 126.705	S 278.050				
BARDUFOSS CLR		RWY	MIN CLIMB	GS (kt)	60	120	180	240	300	360	to	reason
122.100 257.800		28	8.5%	4.9%	V/V (fpm)	517	1033	1550	2066	2583	3099	7000 TERRAIN

WARNING:

- b) AERODROME CATEGORY B.
REFERENCE AERODROME
CHART FOR INFO.



WARNING:

TERRAIN UP TO 0.8 NM AFTER THR RWY 10
ON RIGHT SIDE OF EXTENDED CENTERLINE
REQUIRES HIGHER THAN 8.5% CLIMB
GRADIENT. THE TERRAIN MUST BE
AVOIDED VISUALLY OR BY OTHER MEANS.

SAFE ALT 100 NM 8900

TA 7000

INITIAL CLIMB

Climb on track 280° to DME 3.5 BAR. Intercept R-284 outbound and continue climb.
Cross DME 9 BAR at or above 4000 ft. Then:

ANDOR	Turn left on track 220°. Intercept R-244 to ANDOR. Climb to FL 150. Maximum 300 KIAS in turn.
LAVNA	Turn left on track 185°. Intercept R-225 BAR to LAVNA. Climb to 7000 ft. Maximum 300 KIAS in turn.
ROSKO	Turn right on track 017°. Intercept R-332 BAR to ROSKO. Climb to 7000 ft. Maximum 300 KIAS in turn.
SJA NDB (SENJA)	Continue on R-284 BAR to DME 18 BAR (SJA NDB). Climb to 7000 ft.

TACAN SID RWY 28

69°03.35' N
018°32.42' E

BARDUFOSS (ENDU)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 254

TACAN RWY 10
BARDUFOSS (ENDU)

ATIS 129.730	BARDUFOSS APP 118.805 125.855 275.300 397.375			BARDUFOSS TWR 118.105 280.700			
TACAN BAR CH 81X	APP COURSE 107°	FAF ALT 3100	Descent GR 6.3% (3.6°)	MDA SEE CAT	TDZE 253	ALS 2840 m	LDA 6565

NOTE:

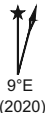
- CIRCLING CAT D AND E NOT AUTHORIZED SOUTH OF RWY.

b) VSS PENETRATED N OF FINAL 2.7 NM FM THR 10.

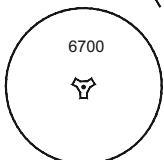
c) FINAL OFFSET 7° NORTH.

WARNING:

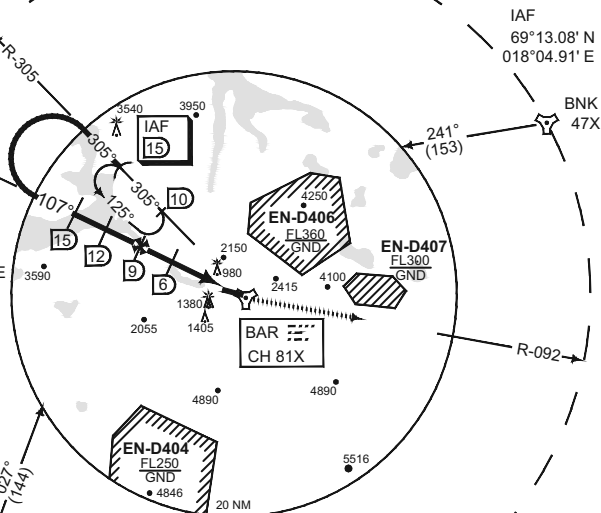
- d) AERODROME CAT B. REFERENCE AERODROME CHART FOR INFO.



MSA BAR 25 NM

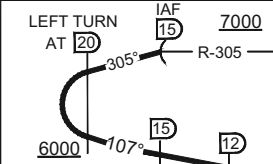


SAFE ALT 100 NM 8900



MISSED APPROACH MINIMUM
CLIMB RATE TO 6000 FT:

GS (kt)	60	120	180	240	300	360
V/V (fpm) 2.5%	152	304	456	608	760	912
V/V (fpm) 3.0%	183	365	547	730	912	1094



DME BAR	9	8	7	6	5
ALT	3100	2730	2350	1970	1590

TA 7000

MISSED APPROACH
At 3.5 DME immediate
climb to FL 90 on R-092.

CAT 1

CATEGORY	C	D	E
S-TAC 10 2.5% MA CLMB	1820 - 5.0 1567 (1600-5.0)		
S-TAC 10 3.0% MA CLMB	1470 - 5.0 1217 (1300-5.0)		
● CIRCLING	2540 - 5.0 2286 (2300-5.0)	2850 - 5.0 2596 (2600-5.0)	2950 - 5.0 2696 (2700-5.0)

TACAN RWY 10

69°03'35" N
018°32'42" E

BARDUFOSS (ENDU)

CHANGES FREQUENCIES

RNAIF 25 DEC 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 254

LOC M RWY 10
BARDUFOSS (ENDU)

ATIS 129.730	BARDUFOSS APP 118.805 125.855 275.300 397.375	BARDUFOSS TWR 118.105 280.700
LOCALIZER/DME DU 110.300 / CH 81X	APP COURSE 100°	FAF ALT 4000
	Descent GR 6.1% (3.5°)	MDA SEE CAT
	TDZE 253	ALS 2840 m
		LDA 6565

NOTE:

- CIRCLING CAT D AND E NOT AUTHORIZED SOUTH OF RWY.

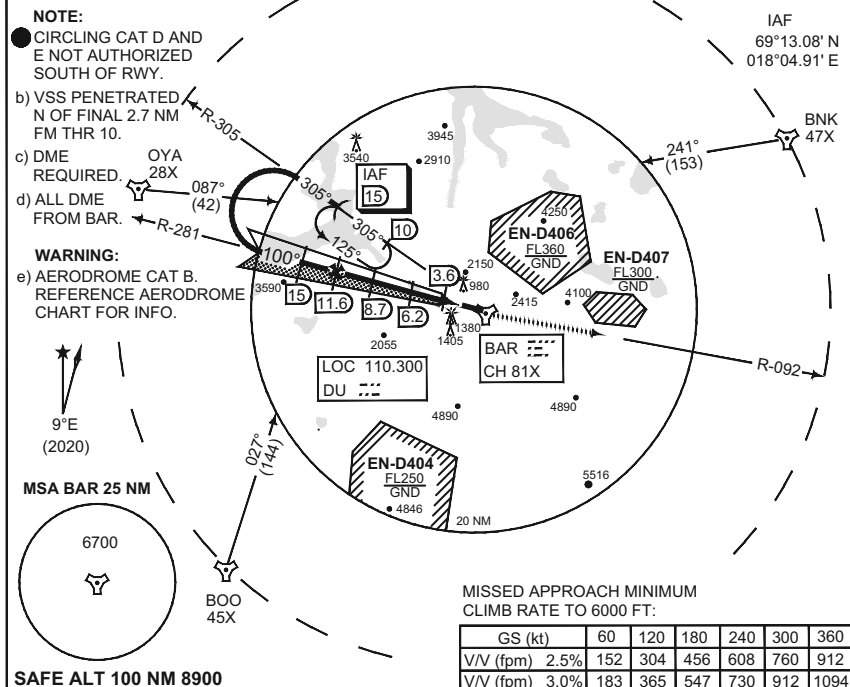
- b) VSS PENETRATED N OF FINAL 2.7 NM FM THR 10.

- c) DME REQUIRED. OYA 28X

- d) ALL DME FROM BAR.

WARNING:

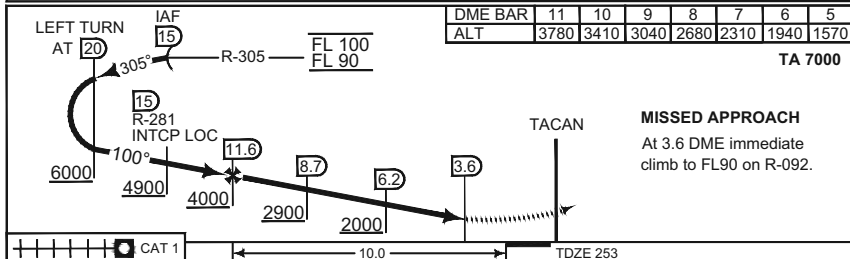
- e) AERODROME CAT B. REFERENCE AERODROME CHART FOR INFO.



MISSED APPROACH MINIMUM
CLIMB RATE TO 6000 FT:

GS (kt)	60	120	180	240	300	360
V/V (fpm) 2.5%	152	304	456	608	760	912
V/V (fpm) 3.0%	183	365	547	730	912	1094
DME BAR	11	10	9	8	7	6
ALT	3780	3410	3040	2680	2310	1940

TA 7000



MISSED APPROACH

At 3.6 DME immediate climb to FL90 on R-092.

CATEGORY	C	D	E
S-LOC 10 2.5% MA CLMB	1760 - 5.0 1507 (1600 - 5.0)	1780 - 5.0 1527 (1600 - 5.0)	1820 - 5.0 1567 (1600 - 5.0)
S-LOC 10 3.0% MA CLMB	1300 - 4100 1047 (1100 - 4.1/4.9)		
● CIRCLING	2540 - 5.0 2286 (2300 - 5.0)	2850 - 5.0 2596 (2600 - 5.0)	2950 - 5.0 2696 (2700 - 5.0)

LOC M RWY 10

69°03.35' N
018°32.42' E

BARDUFOSS (ENDU)

CHANGES: FREQUENCIES

RNOAF 25 DEC 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 254

HPMA ILS or LOC RWY 28
BARDUFOSS (ENDU)

ATIS 129.730	BARDUFOSS APP 118.805 125.855 275.300 397.375				BARDUFOSS TWR 118.105 280.700			
LOCALIZER/DME BF 108.700 / CH 81X	APP COURSE 278°	GS INTCP ALT 5200	GS 3.7°	DA 636	TDZE 219	ALS 1340 m	LDA 8015	

NOTE:

- CIRCLING NOT AUTHORIZED SOUTH OF RWY.

- b) DME FROM BAR UNLESS OTHERWISE INDICATED.

- c) DME REQUIRED.

- d) LOC OFFSET 2° NORTH.

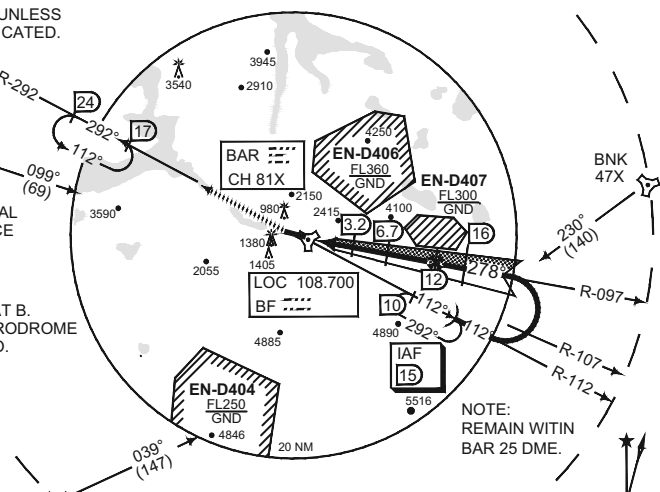
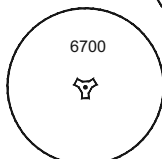
- e) LOC INTRC RADIAL AND LOC COURSE DIFFERS 1°.

WARNING:

- f) AERODROME CAT B. REFERENCE AERODROME CHART FOR INFO.

IAF
68°54.98' N
019°10.76' E

MSA BAR 25 NM



NOTE:
REMAIN WITHIN
BAR 25 DME.

MISSSED APPROACH MINIMUM
CLIMB RATE:

GS (kt)	60	120	180	240	300	360
V/V (fpm)	370	730	1100	1460	1830	2190

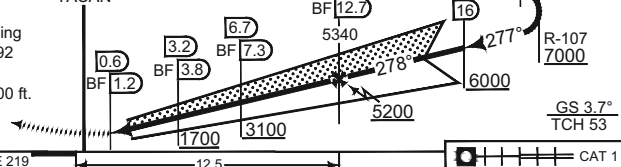
SAFE ALT 100 NM 8900

DME	1	2	3	4	5	6	7	8	9	10	11	12	FL 120	TA 7000
ALT BAR	890	1280	1680	2080	2480	2890	3290	3700	4110	4520	4930	-	15 FL 100	20 LEFT TURN
ALT BF	-	1010	1410	1810	2210	2610	3020	3420	3830	4240	4650	5060		

MISSSED APPROACH

Climb straight ahead. Passing 1000 ft, intercept BAR R-292 outbound. Enter holding at BAR 17 DME. Climb to 5100 ft.

TACAN



TDZE 219

12.5

CAT 1

CATEGORY	HPMA
S-ILS 28	636 - 1200 417 (500 - 1.2/1.9)
S-LOC 28	820 - 2100 601 (700 - 2.1/2.8)
● CIRCLING	1860 - 5.0 1603 (1700 - 5.0)

HPMA ILS or LOC RWY 28

69°03.35' N
018°32.42' E

BARDUFOSS (ENDU)

CHANGES: FREQUENCIES

RNOAF 25 DEC 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 254

ILS M or LOC M RWY 28
BARDUFOSS (ENDU)

ATIS 129.730	BARDUFOSS APP 118.805 125.855 275.300 397.375				BARDUFOSS TWR 118.105 280.700			
LOCALIZER/DME BF 108.700 / CH 81X	APP COURSE 278°	GS INTCP ALT 5200	GS 3.7°	DA SEE CAT	TDZE 219	ALS 1340 m	LDA 8015	

NOTE:

- CIRCLING CAT D AND E NOT AUTHORIZED SOUTH OF RWY.

- b) DME FROM BAR UNLESS OTHERWISE INDICATED.

- c) DME REQUIRED.

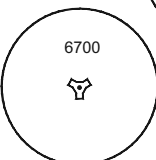
- d) LOC OFFSET 2° NORTH.

- e) LOC INTRC RADIAL AND LOC COURSE DIFFERS 1°.

WARNING:

- f) AERODROME CAT B. REFERENCE AERODROME CHART FOR INFO.

MSA BAR 25 NM



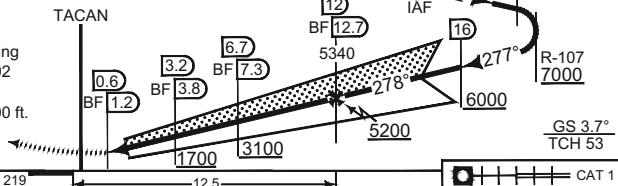
SAFE ALT 100 NM 8900

DME	1	2	3	4	5	6	7	8	9	10	11	12	FL 120	TA 7000
ALT BAR	890	1280	1680	2080	2480	2890	3290	3700	4110	4520	4930	-	FL 100	LEFT TURN
ALT BF	-	1010	1410	1810	2210	2610	3020	3420	3830	4240	4650	5060		

MISSED APPROACH

Climb straight ahead. Passing 1000 ft, intercept BAR R-292 outbound. Enter holding at BAR 17 DME. Climb to 5100 ft.

TACAN



TDZE 219	12.5	CAT 1
----------	------	-------

CATEGORY	C	D	E
S-ILS 28	873 - 2300 654 (700 - 2.3/3.0)	886 - 2400 667 (700 - 2.4/3.1)	911 - 2.5 692 (700 - 3.2)
S-LOC 28	880 - 2400 661 (700 - 2.4/3.1)	890 - 2400 671 (700 - 2.4/3.1)	920 - 2.6 701 (800 - 3.3)
● CIRCLING	2540 - 5.0 2286 (2300 - 5.0)	2850 - 5.0 2596 (2600 - 5.0)	2950 - 5.0 2696 (2700 - 5.0)

ILS M or LOC M RWY 28

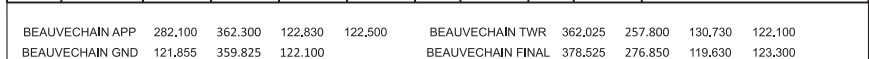
69°03.35' N
018°32.42' E

BARDUFOSS (ENDU)

CHANGES FREQUENCIES

RNOAF 25 DEC 2025

BEAUVECHAIN (EBBE)



AERODROME CHART BEAUVECHAIN (EBBE)

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

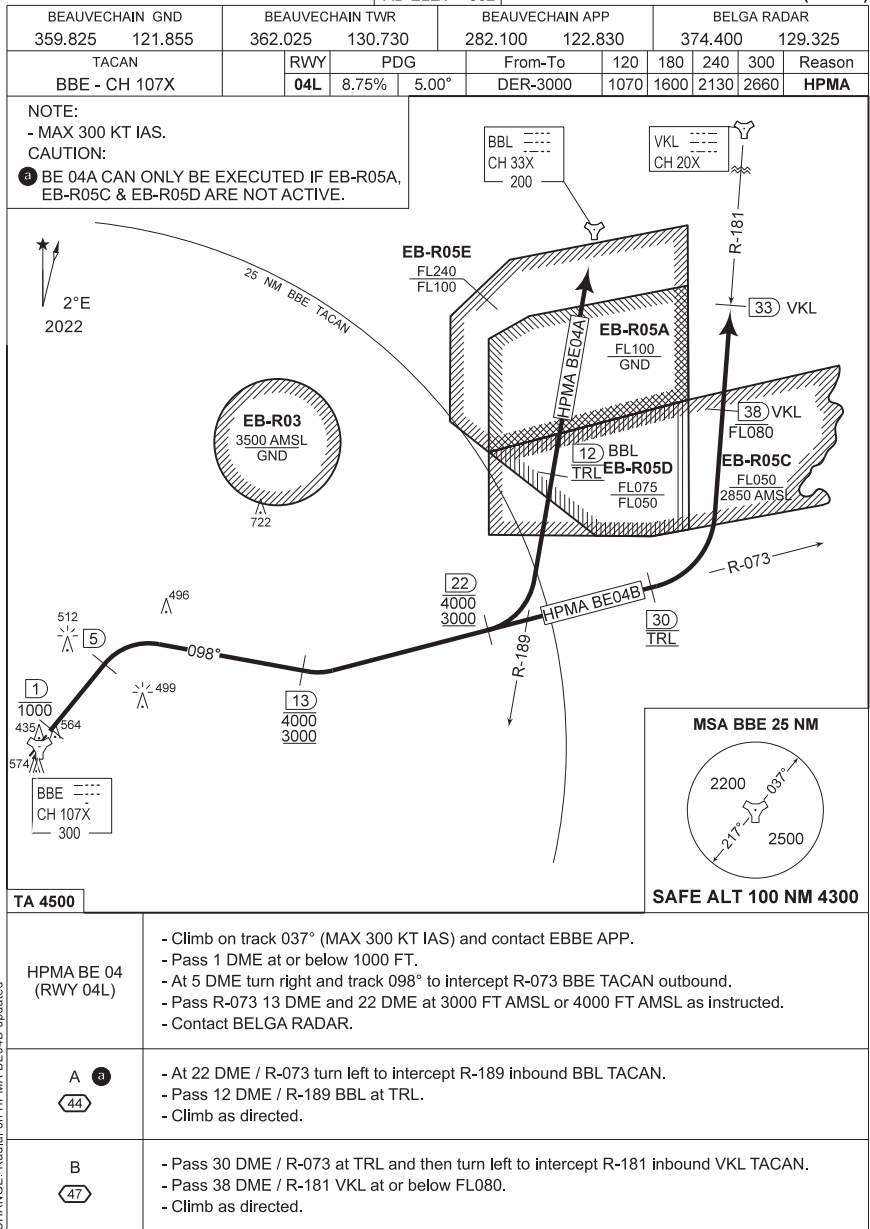
MIPS

INSTRUMENT DEPARTURE CHART

AD ELEV 362

HPMA BE 04A - 04B

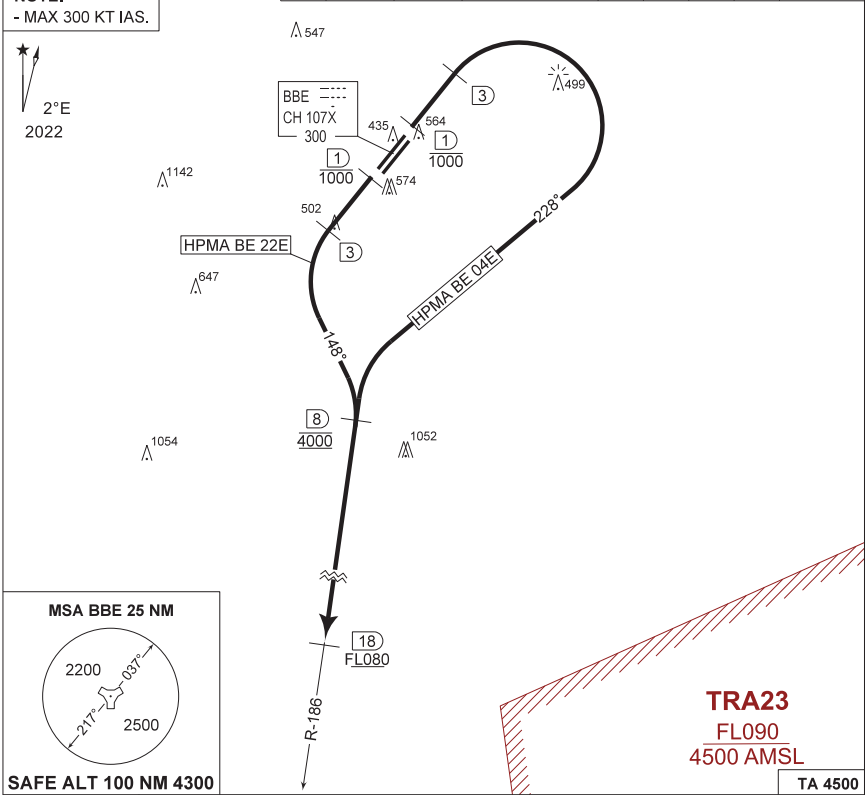
BEAUVECHAIN (EBBE)



CHANGE: Radial on HPMA BE04B updated

BEL DEFENCE. AIR COMPONENT 13-JUN-2024 - THS

BEAUVECHAIN GND		BEAUVECHAIN TWR		BEAUVECHAIN APP		BELGA RADAR			
359.825	121.855	362.025	130.730	282.100	122.830	374.400 129.325			
TACAN		RWY	PDG	From-To	120	180	240	300	Reason
BBE - CH 107X		04L	8.75% 5.00°	DER-4000	1070	1600	2130	2660	HPMA
NOTE:		22R	8.75% 5.00°	DER-4000	1070	1600	2130	2660	HPMA



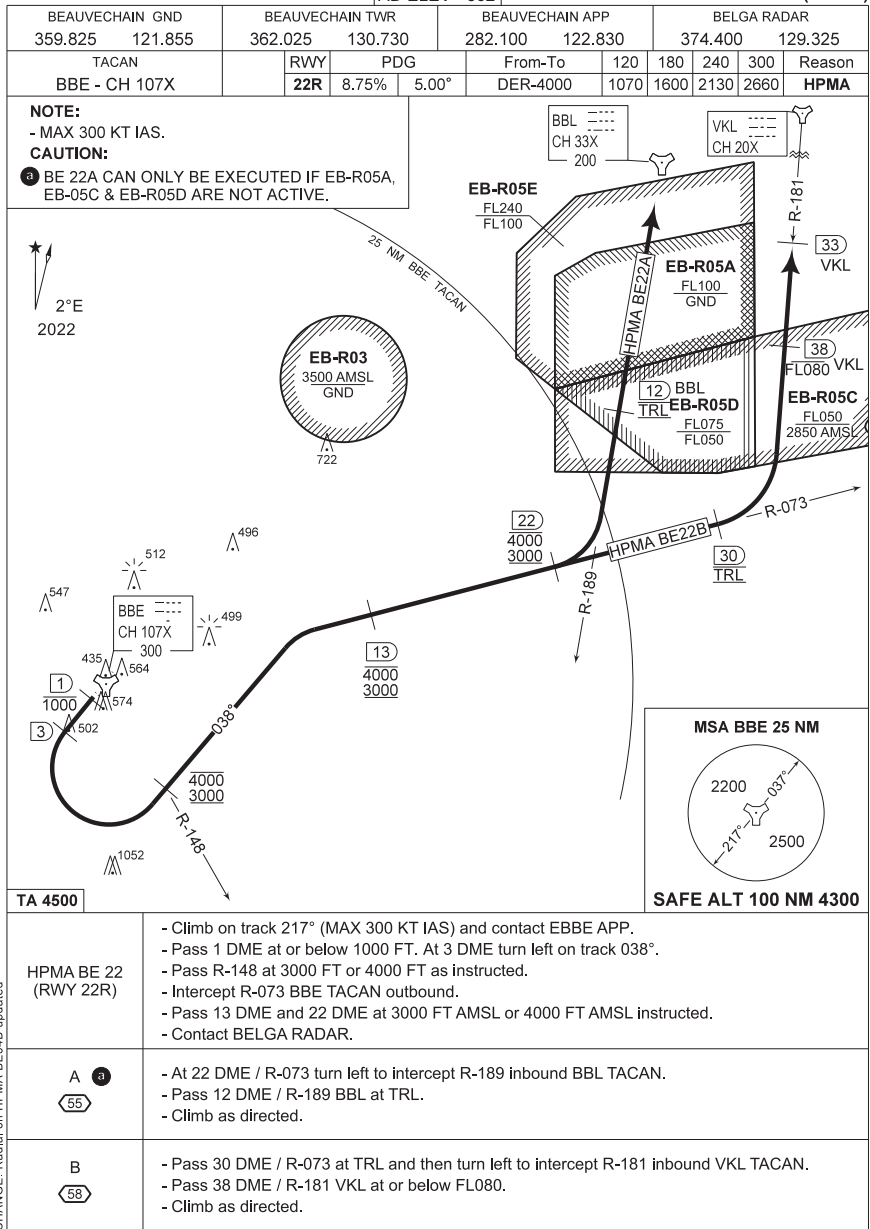
HPMA BE 04E (RWY 04L) 31	- Climb on track 037° (MAX 300 KT IAS) and contact EBBE APP. - Pass 1 DME at or below 1000 FT. - At 3 DME turn right on track 228° to intercept R-186 outbound. - Pass 8 DME / R-186 at 4000 FT AMSL. - Contact BELGA RADAR passing 4500 FT AMSL. - Pass 18 DME / R-186 at FL080 or above. Climb as directed.
HPMA BE 22E (RWY 22R) 19	- Climb on track 217° (MAX 300 KT IAS) and contact EBBE APP. - Pass 1 DME at or below 1000 FT. - At 3 DME turn left on track 148° to intercept R-186 outbound. - Pass 8 DME / R-186 at 4000 FT AMSL. - Contact BELGA RADAR passing 4500 FT AMSL. - Pass 18 DME / R-186 at FL080 or above. Climb as directed.

MIPS

INSTRUMENT DEPARTURE CHART

AD ELEV 362

HPMA BE 22A - 22B
BEAUVECHAIN (EBBE)



CHANGE: Radial on HPMA BE04B updated

BEL DEFENCE. AIR COMPONENT 13-JUN-2024 - THS

MIPS
INSTRUMENT APPROACH CHART

ILS y or LOC y RWY 04L
BEAUVECHAIN (EBBE)

Table with 4 columns: BELGA RADAR, BEAUVECHAIN APP, BEAUVECHAIN TWR, BEAUVECHAIN GND. Rows include frequency, altitude, and distance information.

NOTE:

a) IF IAF IS ABOVE 3000 FT, ATC COORDINATION WITH BRUSSELS ACC IS REQUIRED

IAF
50°43.68'N
004°44.55'E

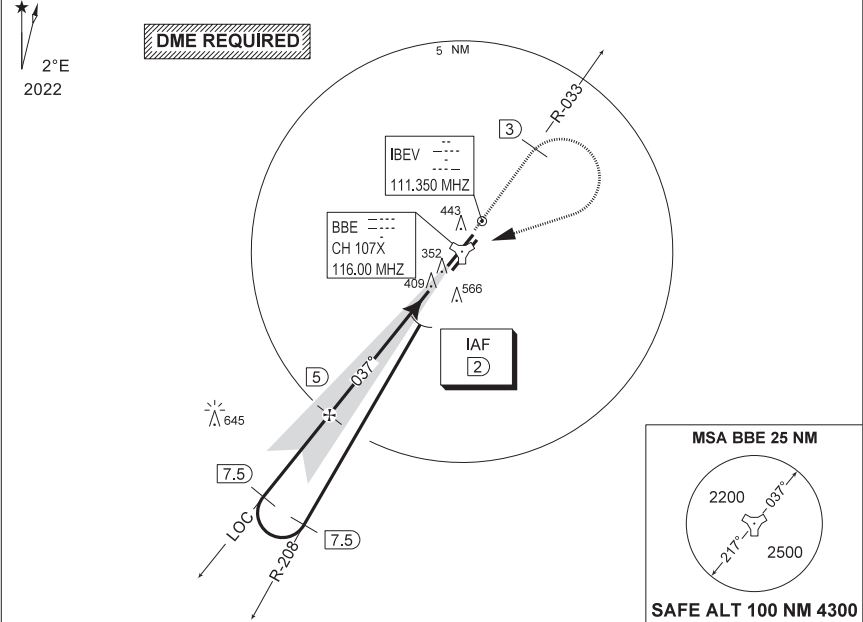


Table with 5 columns: DME BBE, 5, 4, 3, 2. Rows include Altitude and Height information.

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right inbound BBE TACAN and proceed back to IAF

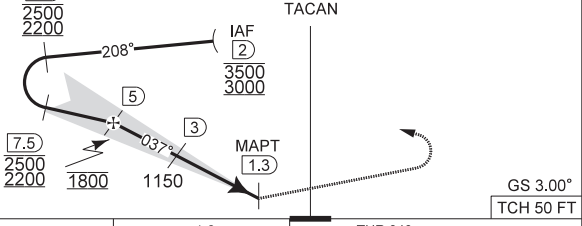


Table with 2 columns: CAT I, THR 349. Includes a visual scale bar.

Table with 2 columns: CATEGORY, A. Rows include S-ILS 04L and S-LOC 04L with associated frequencies and distances.

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

MIPS INSTRUMENT APPROACH CHART

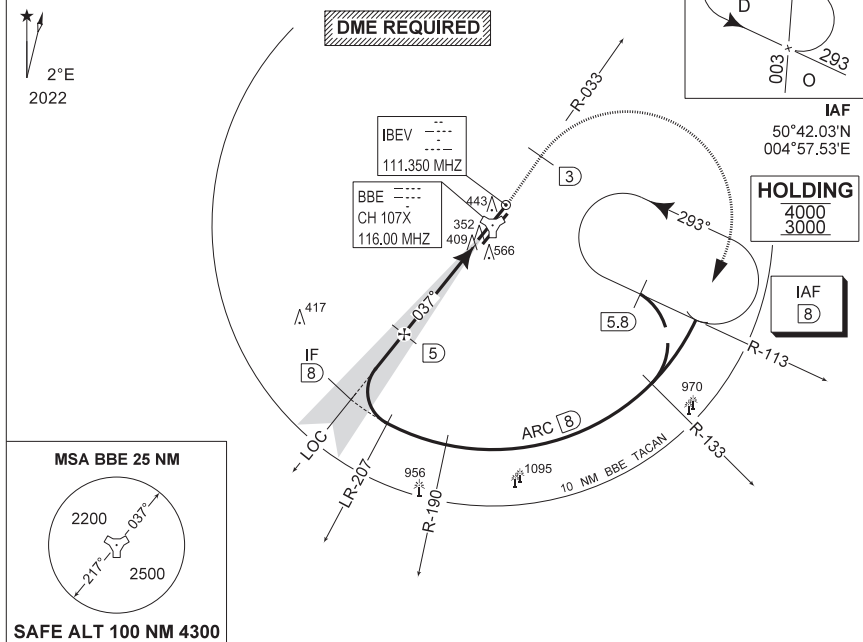
AD ELEV 362

ILS z or LOC z RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR 374.400 129.325		BEAUVECHAIN APP 282.100 122.830		BEAUVECHAIN TWR 362.025 130.730		BEAUVECHAIN GND 359.825 121.855	
LOC / DME IBEV 111.350 / 107X		APP COURSE 037°	GS INTCP ALT 1800 FT	GS 3.00°	DA 549	THR 349 FT	ALS LDA 930 M 7959 FT

NOTE:

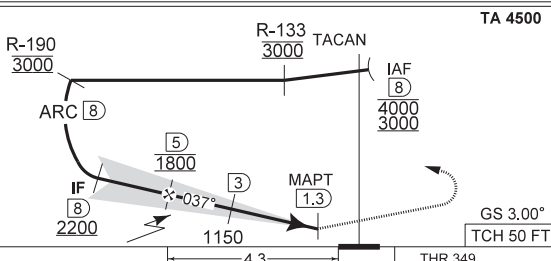
a) HOLDING AT 4000 FT UNDER RADAR CONTROL MANDATORY



DME BBE	5	4	3	2
Altitude Height	1790 (144)	1470 (112)	1150 (80)	830 (48)

MISSED APPROACH

Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right at MAX 250 KIAS to intercept R-113 towards IAF ILS z RWY 04L.



CAT I

CATEGORY	A	B	C	D	HPMA
S-ILS 04L					
S-LOC 04L					

549 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°

750 - 1.2 401 (500 - 1.2 / 2.1)

ILS z or LOC z RWY 04L

50°45,47' N
004°46,02' E

BEAUVECHAIN (EBBE)

CHANGES: Holding entry diagram

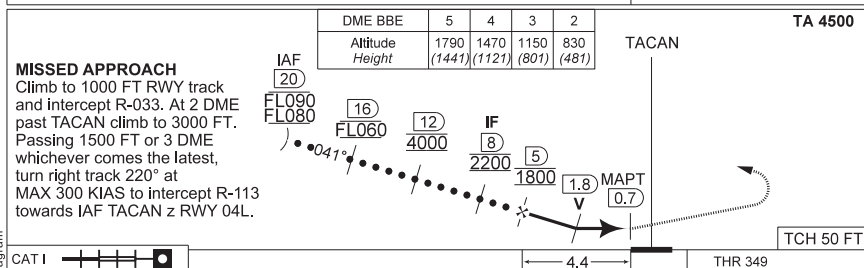
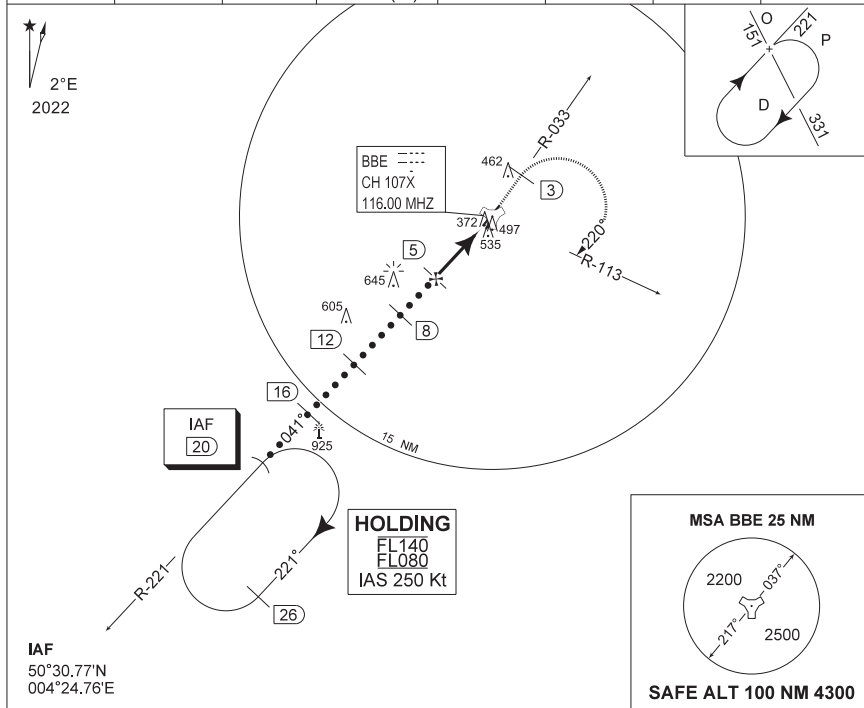
BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

MIPS INSTRUMENT APPROACH CHART

AD ELEV 362

HPMA TACAN RWY 04L BEAUVECHAIN (EBBE)

BELGA RADAR 374.400 129.325		BEAUVECHAIN APP 282.100 122.830		BEAUVECHAIN TWR 362.025 130.730		BEAUVECHAIN GND 359.825 121.855	
TACAN BBE CH107X	APP COURSE 041°	FAF ALT 1800 FT	DESCENT GR 5.24%(3°)	MDA 770	THR 349 FT	ALS 930 M	LDA 7959 FT



CAT I		HPMA	
CATEGORY		770 - 1.3 421 (500 - 1.3 / 2.2)	
S-TAC 04L			

HPMA TACAN RWY 04L

50°45.47' N
004°46.02' E

BEAUVECHAIN (EBBE)

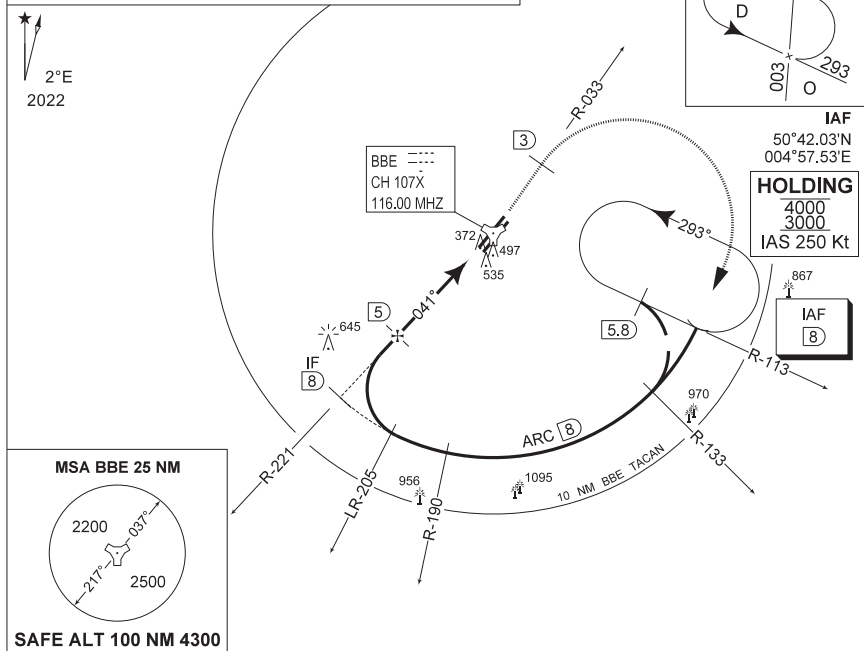
CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

TACAN z RWY 04L
BEAUVECHAIN (EBBE)

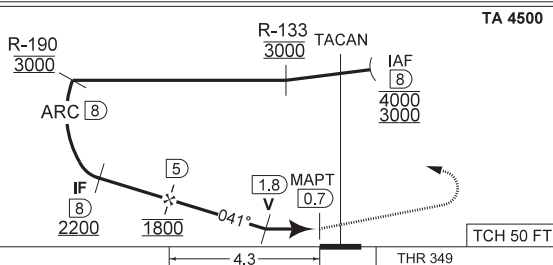
BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	041°	1800 FT	5.24%(3°)	770	349 FT	930 M	7959 FT

a) HOLDING AT 4000 FT UNDER RADAR CONTROL MANDATORY



DME BBE	5	4	3	2
Altitude Height	1790 (1441)	1470 (1121)	1150 (801)	830 (481)

Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right at MAX 250 KIAS (MAX 300 KIAS for HPMA) to intercept R-113 towards IAF.



CATEGORY		A	B	C	D	HPMA
MIPS	S-TAC 04L	770 - 1.3 421 (500 - 1.3 / 2.2)				

CHANGES: Holding entry diagram

3BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

TACAN z RWY 04L

50°45.47' N
004°46.02' E

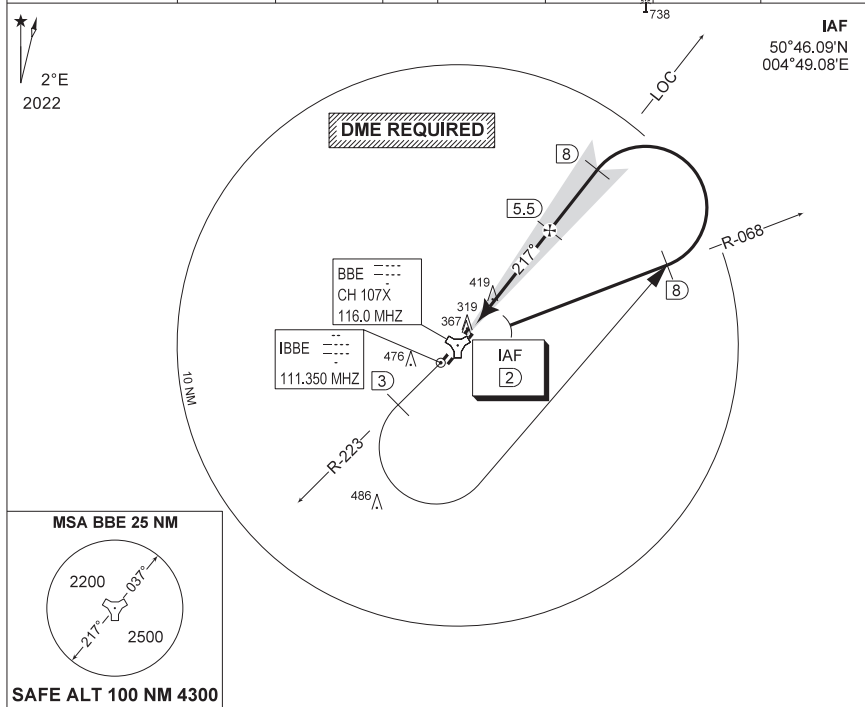
BEAUVCHAIN (EBBE)

MIPS
INSTRUMENT APPROACH CHART

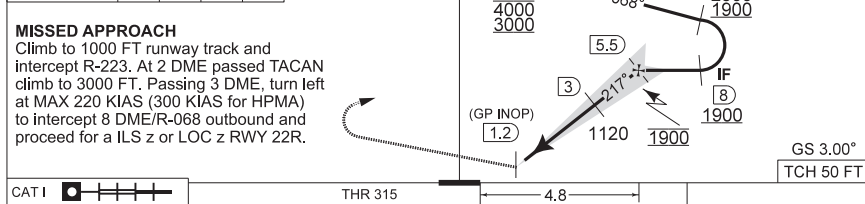
AD ELEV 362

ILS z or LOC z RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND		
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855	
LOC / DME		APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IBBE 111.350 / 107X		217°	1900 FT	3.00°	515	315 FT	930 M	7988 FT



DME BBE	5	4	3	2
Altitude Height	1760 (1444)	1440 (1124)	1120 (804)	800 (484)



CAT I	THR 315	4.8	GS 3.00°	TCH 50 FT
CATEGORY	C	D	HPMA	
S-ILS 22R	515 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°			
S-LOC 22R	720 - 1.2 405 (500 - 1.2 / 2.1)			

ILS z or LOC z RWY 22R

50°45.47' N
004°46.02' E

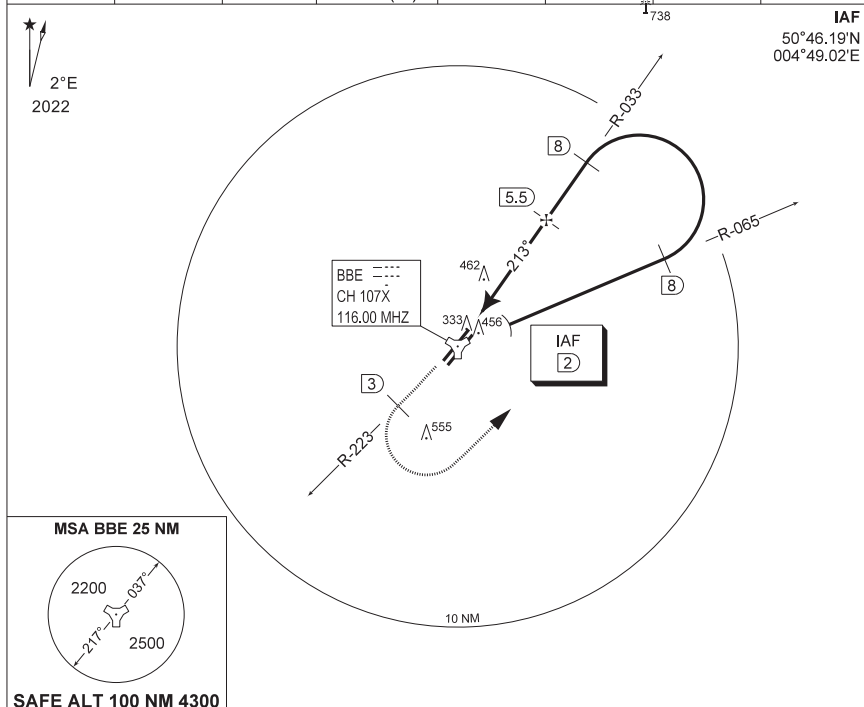
BEAUVECHAIN (EBBE)

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

TACAN z RWY 22R
BEAUVECHAIN (EBBE)

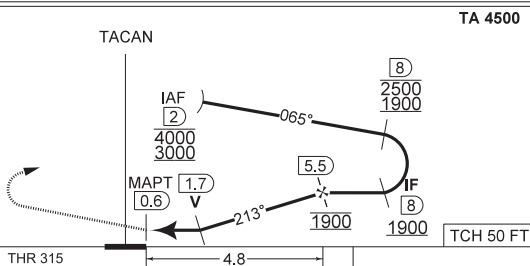
BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	213°	1900 FT	5.24%(3°)	710	315 FT	930 M	7988 FT



DME BBE	5	4	3	2
Altitude Height	1760 (1444)	1440 (1124)	1120 (804)	800 (484)

MISSED APPROACH

Climb to 1000 FT runway track and intercept R-223. At 2 DME past TACAN climb to 3000 FT. Passing 3 DME, turn left at MAX 220 KIAS (300 KIAS for HPMA) to intercept 8 DME/R-065 outbound and proceed for a TACAN z / ILS z RWY 22R.



CATEGORY		C	D	HPMA
MIPS	S-TAC 22R	710 - 1.1 395 (400 - 1.1 / 2.1)		

TACAN z RWY 22R

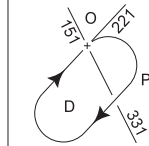
50°45.47' N
004°46.02' E

BEAUVCHAIN (EBBE)

HPMA STAR TACAN RWY 22R
BEAUVECHAIN (EBBE)

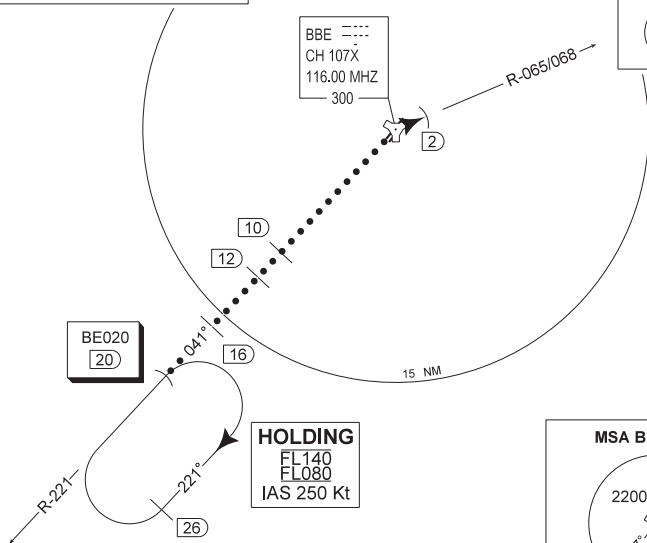
BELGA RADAR			BEAUVECHAIN APP			BEAUVECHAIN TWR		
374.400	129.325		282.100	122.830		362.025	130.730	
TACAN	-	-	-	-		THR	ALS	LDA
BBE CH107X	-	-	-	-		315 FT	930 M	7988 FT

a) STAR ONLY AUTHORIZED FOR HPMA
TO JOIN IAF OF ILS z RWY 22R OR
TAC z RWY 22R



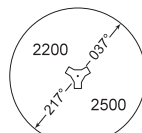
BBE ---
CH 107X
116.00 MHz
300

5/1068 →



BE020
IAF
50°30.79'N
004°24.76'E

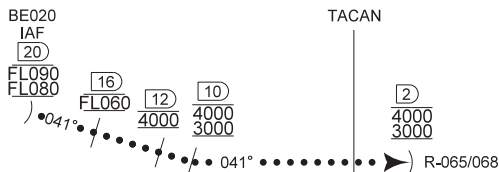
MSA BBE 25 NM



SAFE ALT 100 NM 4300

TA 4500

Proceed to BE020 for holding.
When cleared by ATC, proceed
inbound BBE following profile view.
When OVH, turn right to intercept
R-065 to join TAC z RWY 22R
or
R-068 to join ILS z RWY 22R



CAT I

	CATEGORY	HPMA
MIPS	S-ILS 22R	SEE APPROACH CHART
	S-LOC 22R S- TAC 22R	SEE APPROACH CHART

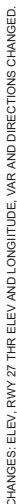
CHANGES: Holding entry diagram

3BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA STAR TACAN RWY 22R

50°45.47' N
004°46.02' E

BEAUVCHAIN (EBBE)

BILLUND (EKBI)

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

BILLUND (EKBI)

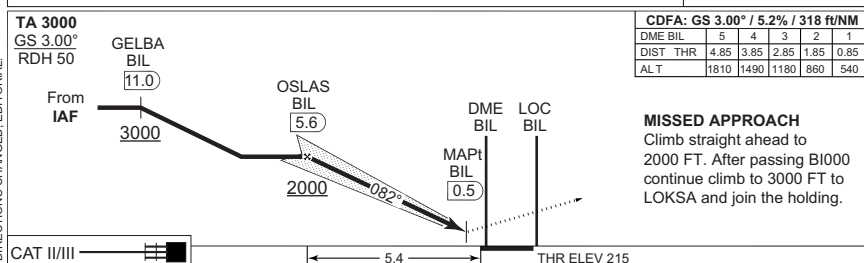
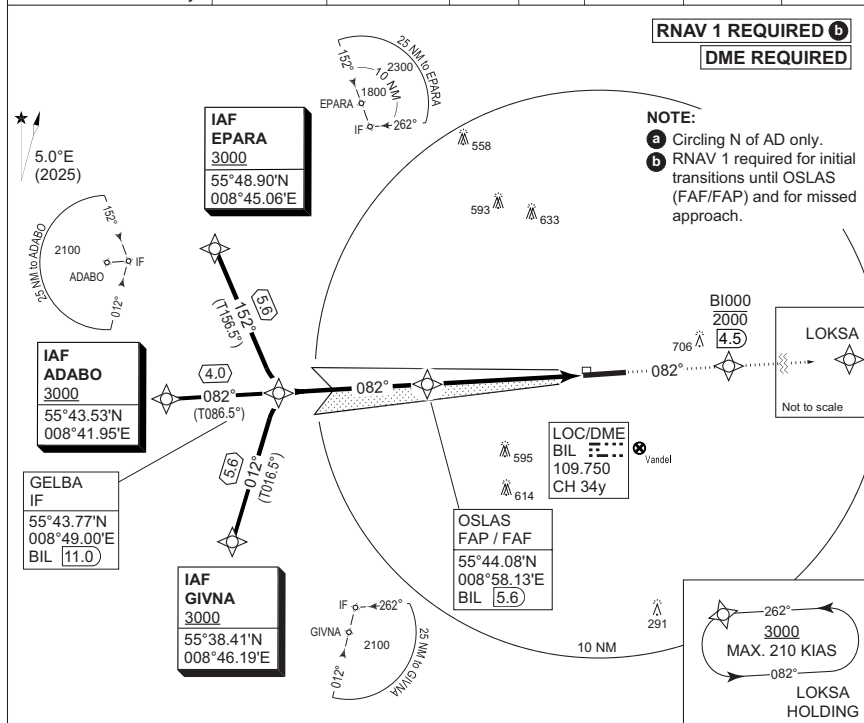
MIPS
INSTRUMENT APPROACH CHART

ILS or LOC Z RWY 09
BILLUND (EKB)

AD ELEV 246

COPENHAGEN CONTROL 362.750 136.550	BILLUND ATIS (ARR / DEP) 118.780 129.105	BILLUND APPROACH 127.580	BILLUND TOWER (ARR / DEP) 119.005 129.505
LOC / DME BIL 109.750 / CH 34y	APP COURSE 082°	GS INTCP ALT 2000 FT	GS 3.00° DA 415 THR ELEV 215 ALS LENGTH 900 M LDA 9681 FT

RNAV 1 REQUIRED
DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS CAT I	415 - 550 200 (200-0.8/1.2)				475 - 600 260 (300-0.8/1.3)
S-ILS CAT II	RA 102 (DA 315) - 350 100				N/A
S-LOC 09	640 - 1300 425 (500-1.3/2.0)				
CIRCLING a	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

ILS or LOC Z RWY 09

55°44.42'N
009°09.11'E

BILLUND (EKB)

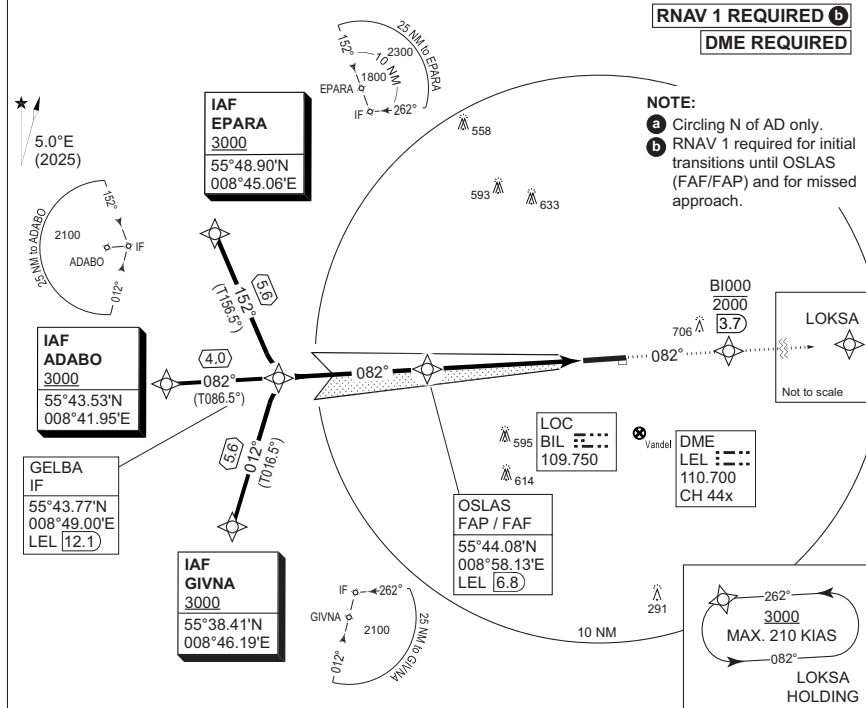
MIPS INSTRUMENT APPROACH CHART

AD ELEV 246

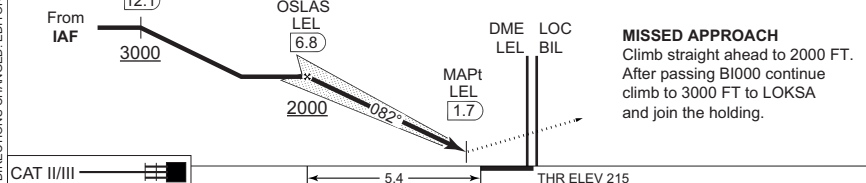
ILS or LOC Y RWY 09
BILLUND (EKB)

COPENHAGEN CONTROL 362.750 136.550		BILLUND ATIS (ARR / DEP) 118.780 129.105		BILLUND APPROACH 127.580		BILLUND TOWER (ARR / DEP) 119.005 129.505		
LOC BIL 109.750	DME LEL 110.700/CH 44x	APP COURSE 082°	GS INTCP ALT 2000 FT	GS 3.00°	DA 415	THR ELEV 215	ALS LENGTH 900 M	LDA 9681 FT

RNAV 1 REQUIRED
DME REQUIRED



TA 3000 GS 3.00° RDH 50	GELBA LEL 12.1	CDFA: GS 3.00° / 5.2% / 318 ft/NM					
		DME BIL	5	4	3	2	1
		DIST THR	4.85	3.85	2.85	1.85	0.85
		ALT	1810	1490	1180	860	540



CATEGORY	A	B	C	D	E
S-ILS CAT I	415 - 550 200 (200-0.8/1.2)				475 - 600 260 (300-0.8/1.3)
S-ILS CAT II	RA 102 (DA 315) - 350 100				N/A
S-LOC 09	640 - 1300 425 (500-1.3/2.0)				
CIRCLING a	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

ILS or LOC Y RWY 09

55°44.42'N
009°09.11'E

BILLUND (EKB)

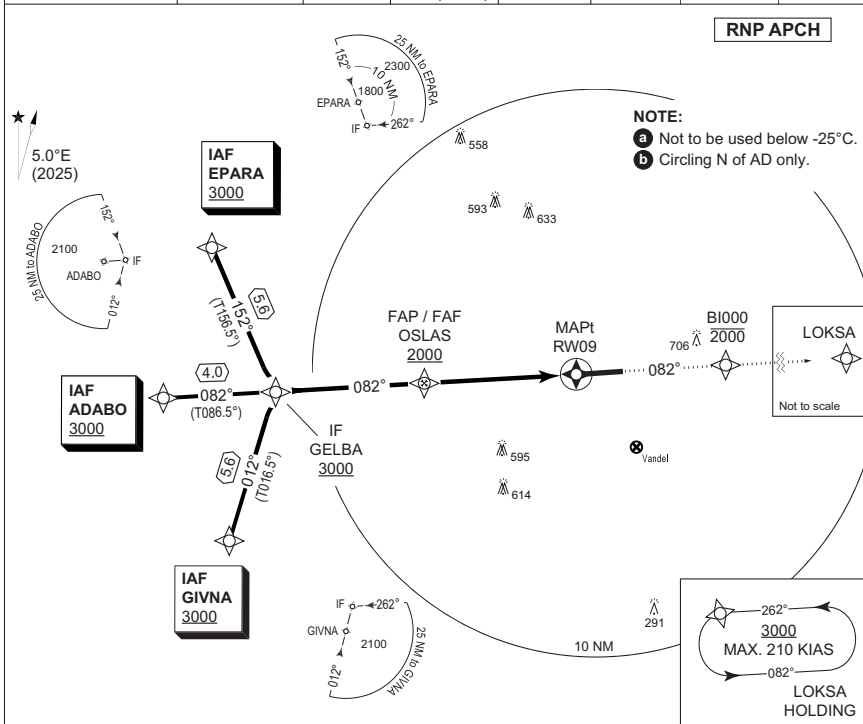
CHANGES: ELEV, VAR AND DIRECTIONS CHANGED. EDITORIAL

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

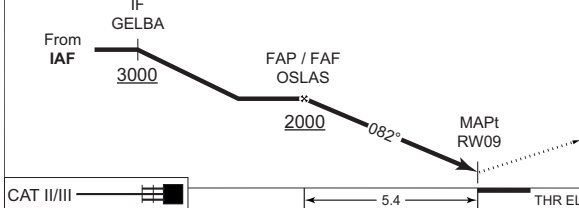
INSTRUMENT APPROACH CHART

RNP RWY 09
BILLUND (EKBI)

COPENHAGEN CONTROL 362.750 136.550		BILLUND ATIS (ARR / DEP) 118.780 129.105		BILLUND APPROACH 127.580		BILLUND TOWER (ARR / DEP) 119.005 129.505	
EGNOS CHANNEL 57711 / E09A		APP COURSE 082°	FAF ALT 2000 FT	DESCENT GR 3.0° (5.2%)	DA See CAT	THR ELEV 215	LDA LENGTH 900 M
							LDA 9681 FT

TA 3000
RDH 50

CDFA: GS 3.00° / 5.2%				
DIST THR	5	4	3	2
ALT	1860	1540	1220	900



MISSED APPROACH

Climb straight ahead to 2000 FT.
After passing BI000 continue
climb to 3000 FT to LOKSA
and join the holding.

CAT II/III

5.4

THR ELEV 215

CATEGORY		A	B	C	D	E
MIPS	S-LPV	465 - 600 250 (300-0.8/1.2)				
	S-LNAV/VNAV (a)	530 - 700 315 (400-0.7/1.4)	540 - 800 325 (400-0.8/1.5)	550 - 800 335 (400-0.8/1.5)	560 - 900 345 (400-0.9/1.6)	570 - 900 355 (400-0.9/1.6)
	S-LNAV	640 - 1300 425 (500-1.3/2.0)				
	CIRCLING (b)	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

RNP RWY 09

55°44.42'N
009°09.11'E

BILLUND (EKBI)

EKBI RNP RWY 09 waypoint coordinates:

RWY 09 from EPARA (Initial LEFT) APPROACH RNP

		CODING			DISPLAY		
EPARA	IAF	55 48	53.73N	008 45 03.66E	55 48.895N	008 45.061E	
GELBA	IF	55 43	46.09N	008 49 00.40E	55 43.767N	008 49.000E	
OSLAS	FAP/FAF	55 44	04.88N	008 58 27.93E	55 44.081N	008 58.132E	
RW09	MAPt	55 44	23.24N	009 08 05.34E	55 44.387N	009 08.089E	
BI000	MATF	55 44	40.12N	009 16 55.26E	55 44.669N	009 16.921E	
LOKSA	MAHF	55 45	03.55N	009 30 47.65E	55 45.059N	009 30.794E	

RWY 09 from ADABO (Initial CENTRE) APPROACH RNP

		CODING			DISPLAY		
ADABO	IAF	55 43	31.58N	008 41 56.73E	55 43.526N	008 41.946E	
GELBA	IF	55 43	46.09N	008 49 00.40E	55 43.767N	008 49.000E	
OSLAS	FAP/FAF	55 44	04.88N	008 58 27.93E	55 44.081N	008 58.132E	
RW09	MAPt	55 44	23.24N	009 08 05.34E	55 44.387N	009 08.089E	
BI000	MATF	55 44	40.12N	009 16 55.26E	55 44.669N	009 16.921E	
LOKSA	MAHF	55 45	03.55N	009 30 47.65E	55 45.059N	009 30.794E	

RWY 09 from GIVNA (Initial RIGHT) APPROACH RNP

		CODING			DISPLAY		
GIVNA	IAF	55 38	24.65N	008 46 11.24E	55 38.411N	008 46.187E	
GELBA	IF	55 43	46.09N	008 49 00.40E	55 43.767N	008 49.000E	
OSLAS	FAP/FAF	55 44	04.88N	008 58 27.93E	55 44.081N	008 58.132E	
RW09	MAPt	55 44	23.24N	009 08 05.34E	55 44.387N	009 08.089E	
BI000	MATF	55 44	40.12N	009 16 55.26E	55 44.669N	009 16.921E	
LOKSA	MAHF	55 45	03.55N	009 30 47.65E	55 45.059N	009 30.794E	

Threshold coordinates RWY 09

		CODING			DISPLAY		
RWY 09		55 44	23.24N	009 08 05.34E	55 44.387N	009 08.089E	

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 246

ILS or LOC Z RWY 27
BILLUND (EKB)

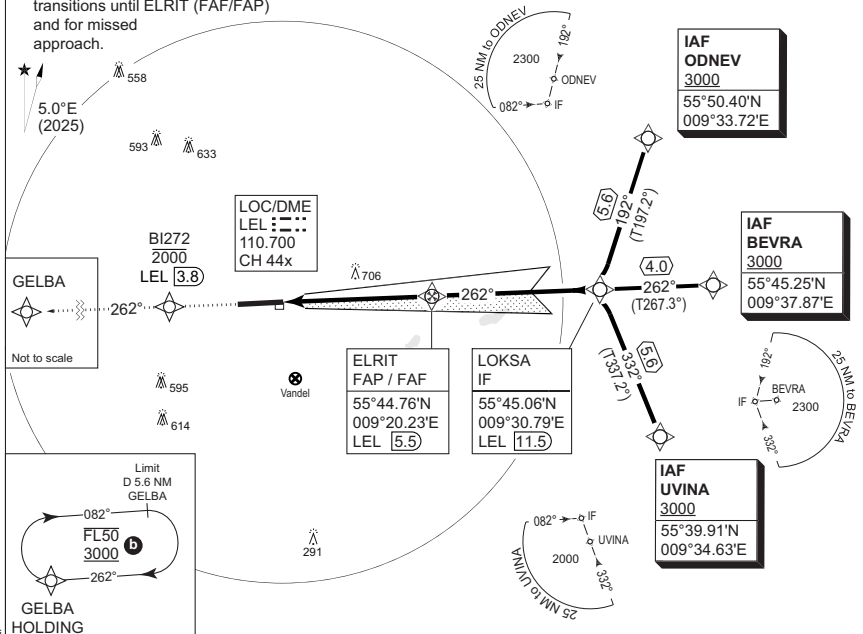
COPENHAGEN CONTROL 362.750 136.550	BILLUND ATIS (ARR / DEP) 118.780 129.105	BILLUND APPROACH 127.580	BILLUND TOWER (ARR / DEP) 119.005 129.505
LOC / DME LEL 110.700 / CH 44x	APP COURSE 262°	GS INTCP ALT 2000 FT	GS 3.00°
		DA SEE CAT	THR ELEV 243
			ALS LENGTH 900 M
			LDA 9681 FT

NOTE:

- a Circling N of AD only.
b Max. 195 KIAS. Direct entry only.
c RNAV 1 required for initial transitions until ELRIT (FAF/FAP) and for missed approach.

RNAV 1 REQUIRED

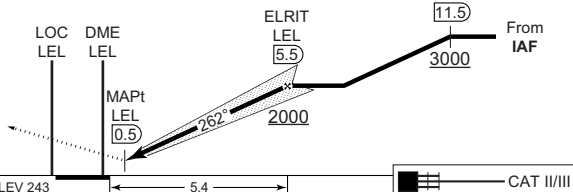
DME REQUIRED



CDFA: GS 3.00° / 5.2%	2	3	4	5
DME LEL	2	3	4	5
DIST THR	1.8	2.8	3.8	4.8
ALT	870	1190	1510	1830

MISSED APPROACH

Climb straight ahead to 2000 FT.
After passing BI272 continue climb to 3000 FT to GELBA and join the holding.



CATEGORY	A	B	C	D	E
S-ILS CAT I		444 - 550 200 (200-0.8/1.2)			479 - 550 235 (300-0.8/1.2)
S-ILS CAT II		RA 93 (DA 344) - 350 100			N/A
S-LOC 27		750 - 1600 503 (600-1.6/2.4)			
CIRCLING a	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

ILS or LOC Z RWY 27

55°44.42'N
009°09.11'E

BILLUND (EKB)

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 246

ILS or LOC Y RWY 27
BILLUND (EKB)

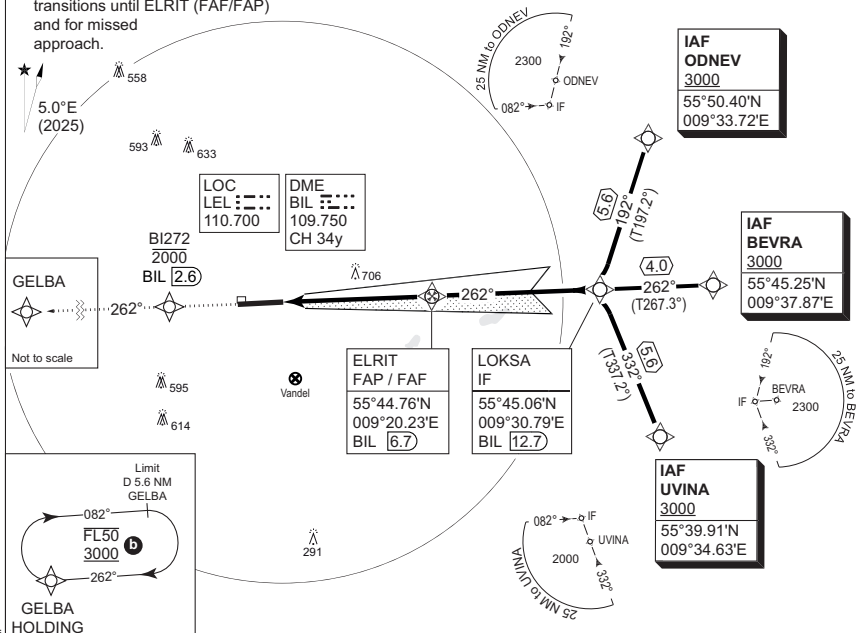
COPENHAGEN CONTROL 362.750 136.550		BILLUND ATIS (ARR / DEP) 118.780 129.105		BILLUND APPROACH 127.580		BILLUND TOWER (ARR / DEP) 119.005 129.505		
LOC LEL 110.700	DME BIL 109.750/CH 34y	APP COURSE 262°	GS INTCP ALT 2000 FT	GS 3.00°	DA SEE CAT	THR ELEV 243	ALS LENGTH 900 M	LDA 9681 FT

NOTE:

- a Circling N of AD only.
b Max. 195 KIAS. Direct entry only.
c RNAV 1 required for initial transitions until ELRIT (FAF/FAP) and for missed approach.

RNAV 1 REQUIRED

DME REQUIRED



DME BIL	3	4	5	6
DIST THR	1.6	2.6	3.6	4.6
ALT	815	1130	1450	1770

MISSED APPROACH

Climb straight ahead to 2000 FT.
After passing BI272 continue climb to 3000 FT to GELBA and join the holding.

CATEGORY	A	B	C	D	E
S-ILS CAT I		444 - 550 200 (200-0.8/1.2)			479 - 550 235 (300-0.8/1.2)
S-ILS CAT II		RA 93 (DA 344) - 350 100			N/A
S-LOC 27		750 - 1600 503 (600-1.6/2.4)			
CIRCLING a	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

ILS or LOC Y RWY 27

55°44.42'N
009°09.11'E

BILLUND (EKB)

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 246

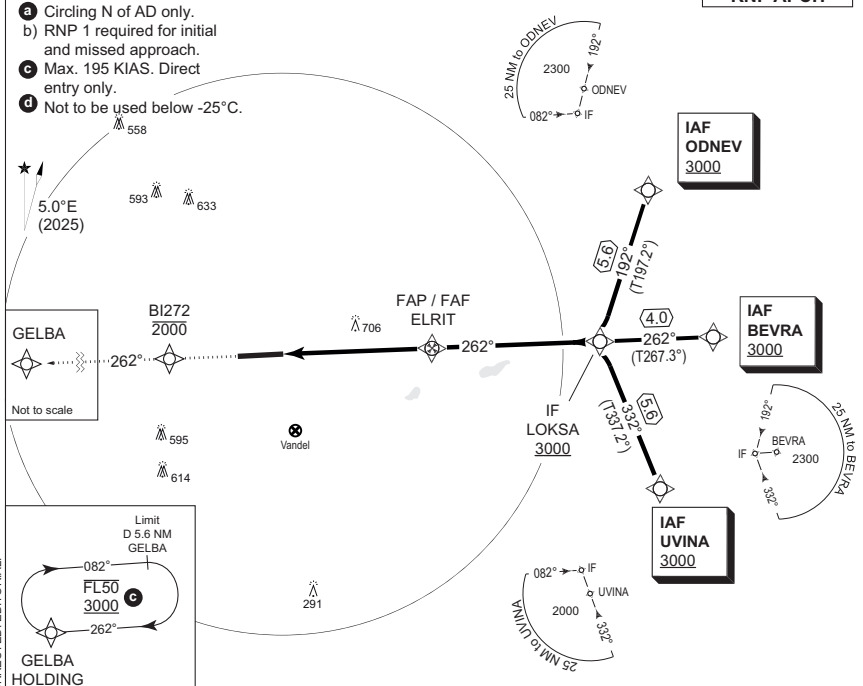
RNP RWY 27
BILLUND (EKB)

COPENHAGEN CONTROL 362.750 136.550	BILLUND ATIS (ARR / DEP) 118.780 129.105	BILLUND APPROACH 127.580	BILLUND TOWER (ARR / DEP) 119.005 129.505
EGNOS CHANNEL 65547 / E27A	APP COURSE 262°	GS INTCP ALT 2000 FT	GS 3.00°
		DA SEE CAT	THR ELEV 243
		ALS LENGTH 900 M	LDA 9681 FT

NOTE:

- a) Circling N of AD only.
b) RNP 1 required for initial and missed approach.
c) Max. 195 KIAS. Direct entry only.
d) Not to be used below -25°C.

RNP APCH



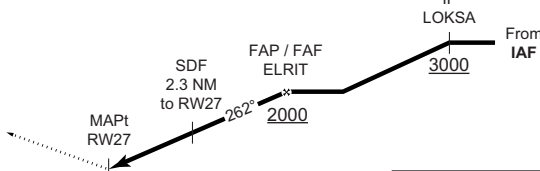
CDFA: GS 3.00° / 5.2%

DIST THR	2	3	4	5
ALT	930	1250	1570	1890

TA 3000
GS 3.00°
RDH 49

MISSED APPROACH

Climb straight ahead to 2000 FT.
After passing BI272 continue climb to 3000 FT to GELBA and join the holding.



THR ELEV 243

5.4

CAT II/III

CATEGORY	A	B	C	D	E
S-LPV	494 - 600 250 (300-0.8/1.2)				
S-LNAV/VNAV d	630 - 1100 386 (400-1.1/1.8)	640 - 1100 396 (400-1.1/1.8)	650 - 1200 406 (500-1.2/1.9)	660 - 1200 416 (500-1.2/1.9)	680 - 1300 436 (500-1.3/2.0)
S-LNAV	740 - 1500 493 (500-1.5/2.3)				
CIRCLING a	800 - 1.5 553 (600-1.5)	820 - 1.6 573 (600-1.6)	1100 - 2.4 853 (900-2.4)	1100 - 3.6 853 (900-3.6)	1200 - 3.6 953 (1000-3.6)

RNP RWY 27

55°44.42'N
009°09.11'E

BILLUND (EKB)

EKBI RNP RWY 27 waypoint coordinates:**RWY 27 from UVINA (Initial LEFT) APPROACH RNP**

		CODING			DISPLAY	
UVINA	IAF	55 39	54.46N	009 34 38.00E	55 39.908N	009 34.633E
LOKSA	IF	55 45	03.55N	009 30 47.65E	55 45.059N	009 30.794E
ELRIT	FAP/FAF	55 44	45.31N	009 20 13.52E	55 44.755N	009 20.225E
RW27	MAPt	55 44	28.20N	009 10 45.60E	55 44.470N	009 10.760E
BI272	MATF	55 44	14.95N	009 03 41.67E	55 44.249N	009 03.693E
GELBA	MAHF	55 43	46.09N	008 49 00.40E	55 43.767N	008 49.000E

RWY 27 from BEVRA (Initial CENTRE) APPROACH RNP

		CODING			DISPLAY	
BEVRA	IAF	55 45	15.24N	009 37 51.87E	55 45.254N	009 37.865E
LOKSA	IF	55 45	03.55N	009 30 47.65E	55 45.059N	009 30.794E
ELRIT	FAP/FAF	55 44	45.31N	009 20 13.52E	55 44.755N	009 20.225E
RW27	MAPt	55 44	28.20N	009 10 45.60E	55 44.470N	009 10.760E
BI272	MATF	55 44	14.95N	009 03 41.67E	55 44.249N	009 03.693E
GELBA	MAHF	55 43	46.09N	008 49 00.40E	55 43.767N	008 49.000E

RWY 27 from ODNEV (Initial RIGHT) APPROACH RNP

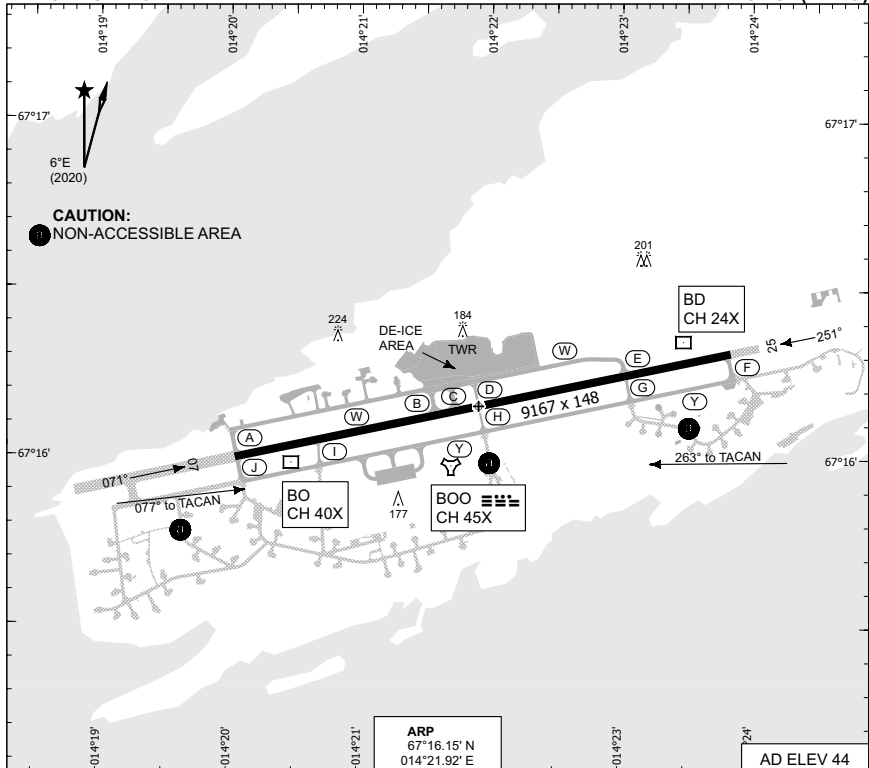
		CODING			DISPLAY	
ODNEV	IAF	55 50	23.93N	009 33 43.41E	55 50.399N	009 33.724E
LOKSA	IF	55 45	03.55N	009 30 47.65E	55 45.059N	009 30.794E
ELRIT	FAP/FAF	55 44	45.31N	009 20 13.52E	55 44.755N	009 20.225E
RW27	MAPt	55 44	28.20N	009 10 45.60E	55 44.470N	009 10.760E
BI272	MATF	55 44	14.95N	009 03 41.67E	55 44.249N	009 03.693E
GELBA	MAHF	55 43	46.09N	008 49 00.40E	55 43.767N	008 49.000E

Threshold coordinates RWY 27

		CODING			DISPLAY	
RWY 27		55 44	28.20N	009 10 45.60E	55 44.470N	009 10.760E

MIPS AERODROME CHART

BODOE(ENBO)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
07	65/R/B/X/U	9167	9167	10049	9167	3.0°	19	67°16.00' N - 014°20.05' E
25	65/R/B/X/U	9167	9167	9167	9167	3.5°	41	67°16.31' N - 014°23.84' E

ATIS 123.900
DE-ICE 121.955 131.750
BODØ TWR 118.100 398.650

PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

AERODROME CHART

BODOE(ENBO)

**MIPS
INSTRUMENT DEPARTURE CHART**

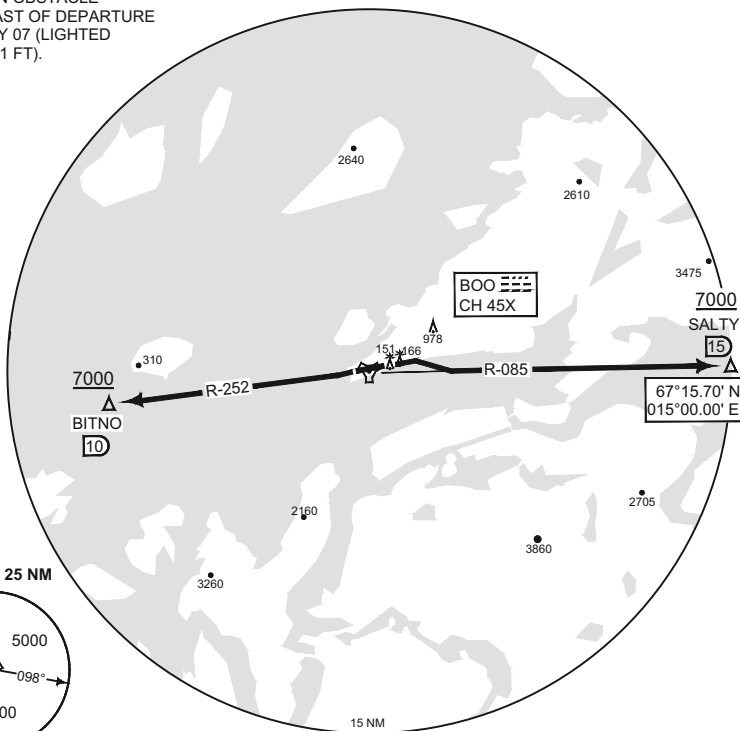
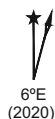
AD ELEV 43

**HPMA SALTY / HPMA BITNO DEP
BODOE (ENBO)**

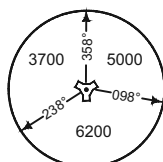
ATIS 123.900	BODOE GND 121.750 358.475	BODOE TWR 118.100 398.650	BODOE DEP 119.700 277.300
POLARIS CONTROL N 126.455 N 278.050 S 118.555 S 240.575			

NOTE:

- a) CLOSE IN OBSTACLE
550 M EAST OF DEPARTURE
END RWY 07 (LIGHTED
MAST 151 FT).



MSA BOO 25 NM



SAFE ALT 100 NM 9200

TA 7000

HPMA SALTY (RWY 07)	- Climb on track 072°. - Passing 500 ft, turn right to intercept BOO R-085 outbound and continue climb to 7000 ft. - Proceed to SALTY.
HPMA BITNO (RWY 25)	- Climb outbound on R-252 to 7000 ft. - Proceed to BITNO.

When instructed by Bodoie TWR, contact DEP 119.700 or 277.300

HPMA SALTY / HPMA BITNO DEP

67°16.15' N
014°21.92' E

BODOE (ENBO)

CHANGES: POLARIS CONTROL FREQUENCIES.

RNAAF 25 DEC 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 43

HPMA ILS or LOC RWY 07
BODOE (ENBO)

ATIS 123.900	BODOE APP 119.700	124.000	277.300	259.025	118.100	BODOE TWR 398.650	257.800	BODOE GND 121.750	358.475
-----------------	----------------------	---------	---------	---------	---------	----------------------	---------	----------------------	---------

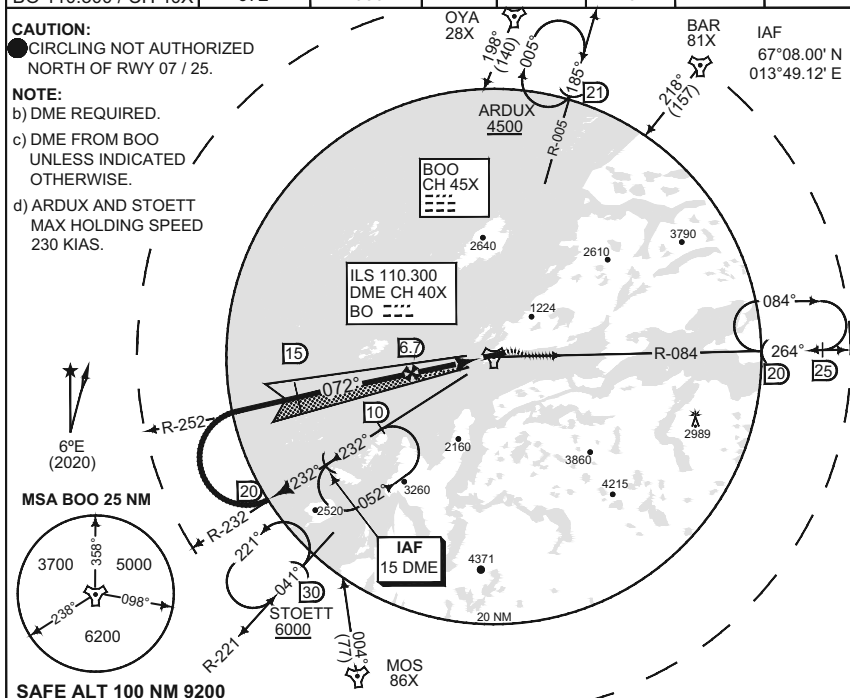
ILS/DME BO 110.300 / CH 40X	APP COURSE 072°	GS INTCP ALT 2000	GS 3.0°	DA 246	THR ELEV 19	ALS 900 m	LDA 9166
--------------------------------	--------------------	----------------------	------------	-----------	----------------	--------------	-------------

CAUTION:

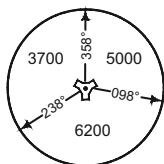
- CIRCLING NOT AUTHORIZED NORTH OF RWY 07 / 25.

NOTE:

- b) DME REQUIRED.
- c) DME FROM BOO UNLESS INDICATED OTHERWISE.
- d) ARDUX AND STOETT MAX HOLDING SPEED 230 KIAS.



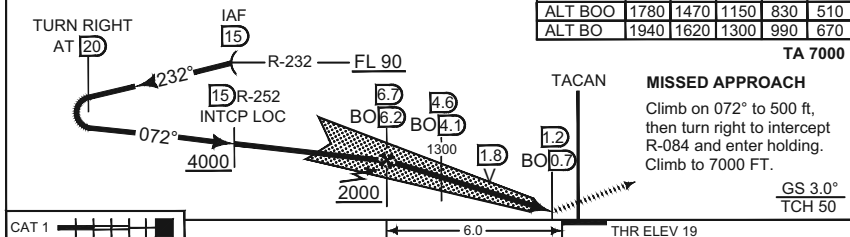
MSA BOO 25 NM



SAFE ALT 100 NM 9200

DME	6	5	4	3	2
ALT BOO	1780	1470	1150	830	510
ALT BO	1940	1620	1300	990	670

TA 7000



MISSED APPROACH

Climb on 072° to 500 ft, then turn right to intercept R-084 and enter holding. Climb to 7000 FT.

GS 3.0°
TCH 50

CAT 1	6.0	THR ELEV 19
-------	-----	-------------

CATEGORY	HPMA
S-ILS 07	246 - 0.8 227 (300 - 0.8/1.6)
S-LOC 07	410 - 1.6 391 (400 - 1.6/2.4)
● CIRCLING	1090 - 3.2 1047 (1100 - 3.2)

HPMA ILS or LOC RWY 07

67°16.15' N
014°21.92' E

BODOE (ENBO)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 43

ILS M or LOC M RWY 07
BODOE (ENBO)

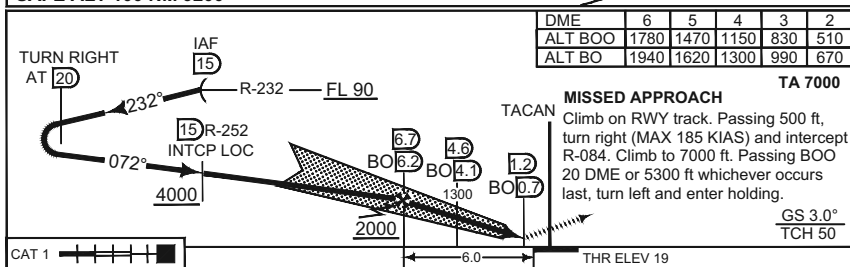
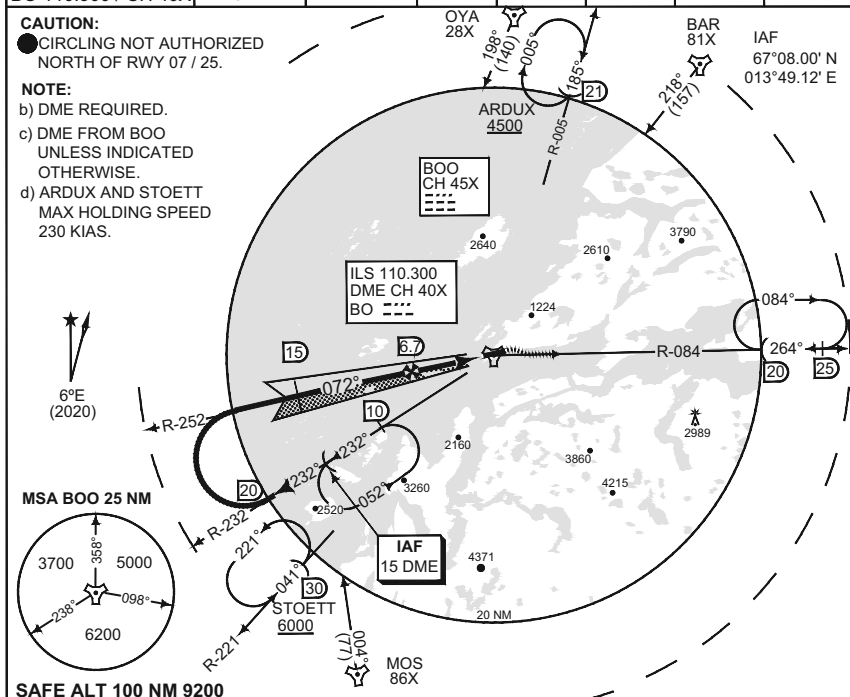
ATIS 123.900	BODOE APP 119.700 124.000 277.300 259.025	BODOE TWR 118.100 398.650 257.800	BODOE GND 121.750 358.475
ILS/DME BO 110.300 / CH 40X	APP COURSE 072°	GS INTCP ALT 2000	GS 3.0° DA THR ELEV 19
ALS 900 m	LDA 9166		

CAUTION:

● CIRCLING NOT AUTHORIZED
NORTH OF RWY 07 / 25.

NOTE:

- b) DME REQUIRED.
- c) DME FROM BOO
UNLESS INDICATED
OTHERWISE.
- d) ARDUX AND STOETT
MAX HOLDING SPEED
230 KIAS.



CATEGORY	B	C	D
S-ILS 07	380 - 1.0 361 (400 - 1.0/1.7)	390 - 1.0 371 (400 - 1.0/1.7)	400 - 1.1 381 (400 - 1.1/1.8)
S-LOC 07	410 - 1.1 391 (400 - 1.1/1.8)	410 - 1.1 391 (400 - 1.1/1.8)	410 - 1.2 391 (400 - 1.1/1.8)
● CIRCLING	1090 - 4.9 1047 (1100 - 4.9)	1300 - 5.0 1257 (1300 - 5.0)	1300 - 5.0 1257 (1300 - 5.0)

ILS M or LOC M RWY 07

67°16.15' N
014°21.92' E

BODOE (ENBO)

CHANGES: PAGE SIZE

RINCAF 08 AUG 2024

MIPS INSTRUMENT APPROACH CHART

AD ELEV 43

HPMA TACAN RWY 07
BODOE (ENBO)

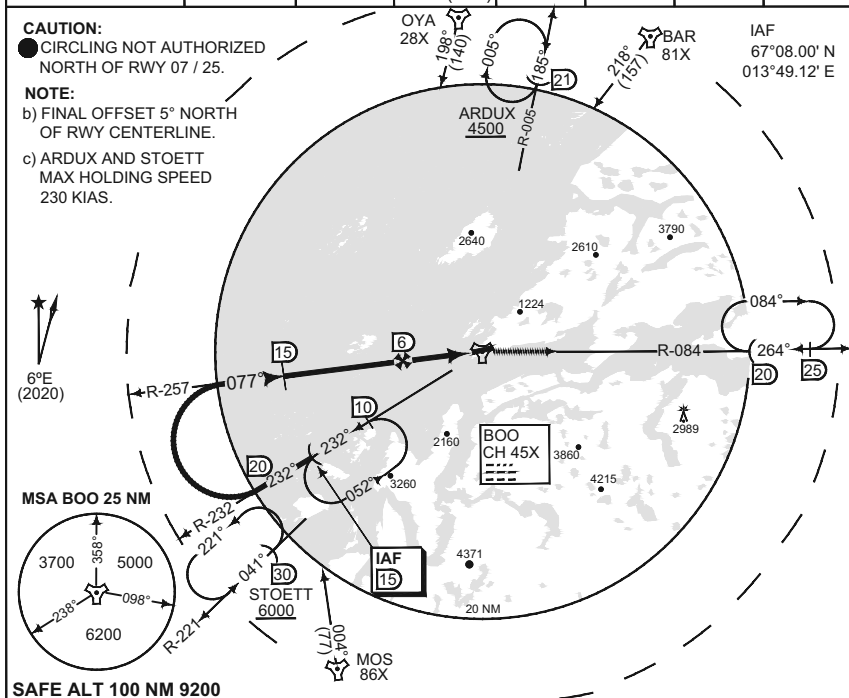
ATIS		BODOE APP				BODOE TWR			BODOE GND						
123.900		119.700		124.000 277.300 259.025		118.100 398.650 257.800			121.750 358.475						
TACAN BOO CH 45X		APP COURSE 077°		FAF ALT 1800		Descent GR 5.3% (3.0°)		MDA 390		THR ELEV 19		ALS 900 m		LDA 9166	

CAUTION:

● CIRCLING NOT AUTHORIZED
NORTH OF RWY 07 / 25.

NOTE:

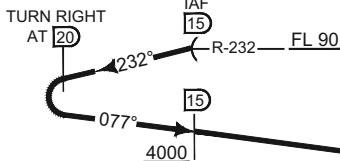
- b) FINAL OFFSET 5° NORTH
OF RWY CENTERLINE.
- c) ARDUX AND STOETT
MAX HOLDING SPEED
230 KIAS.



SAFE ALT 100 NM 9200

DME BOO	6	5	4	3	2
ALT	1800	1480	1160	840	510

TA 7000



MISSED APPROACH

At 1.5 DME climb on 077°
to BOO, then R-084 outbound
and enter holding.
Climb to 7000 FT

CAT 1

CATEGORY	HPMA
S-TAC 07	390 - 1.2 371 (400-1.2/2.0)
● CIRCLING	1090 - 3.2 1047 (1100-3.2)

HPMA TACAN RWY 07

67°16.15' N
014°21.92' E

BODOE (ENBO)

CHANGES: EDITORIALS

RNCA F 25 DEC 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 43

TACAN RWY 07
BODOE (ENBO)

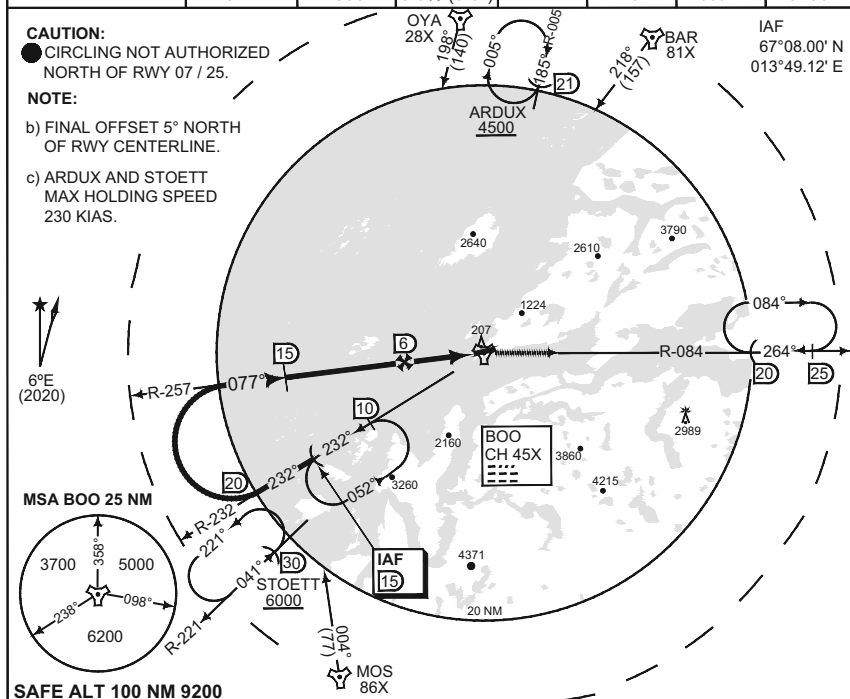
ATIS 123.900	BODOE APP 119.700 124.000 277.300 259.025				BODOE TWR 118.100 398.650 257.800			BODOE GND 121.750 358.475	
TACAN BOO CH 45X		APP COURSE 077°	FAF ALT 1800	Descent GR 5.3% (3.0°)		MDA 460	THR ELEV 19	ALS 900 m	LDA 9166

CAUTION:

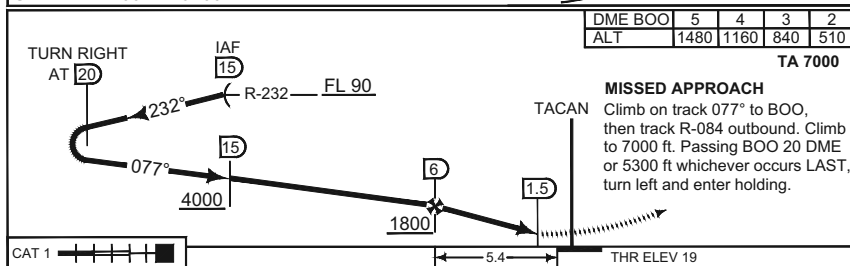
- CIRCLING NOT AUTHORIZED NORTH OF RWY 07 / 25.

NOTE:

- b) FINAL OFFSET 5° NORTH OF RWY CENTERLINE.
- c) ARDUX AND STOETT MAX HOLDING SPEED 230 KIAS.



SAFE ALT 100 NM 9200



CATEGORY	B	C	D
S-TAC 07	460 - 0.8 441 (500-0.8/1.6)	460 - 1.2 441 (500-1.2/2.0)	460 - 1.6 441 (500-1.6/2.4)
● CIRCLING	1090 - 2.8 1047 (1100-2.8)	1300 - 3.7 1257 (1300-3.7)	1300 - 4.6 1257 (1300-4.6)

TACAN RWY 07

67°16.15' N
014°21.92' E

BODOE (ENBO)

**HPMA ILS or LOC RWY 25
BODOE (ENBO)**

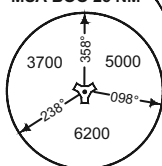
WARNING:

- CAUTION:**

- c) STEEP INTERMEDIATE SEGMENT FROM BOO 14.1 DME TO FAF (3.5°).

NOTE:

- d) DME REQUIRED.
- e) DME FROM BOO.
UNLESS INDICATED
OTHERWISE.
- f) BALAK AND ROSVI MAX
HOLDING SPEED
230 KIAS.
- g) VSS PENETRATED S
OF FINAL 0.3 NM FM
THR 25

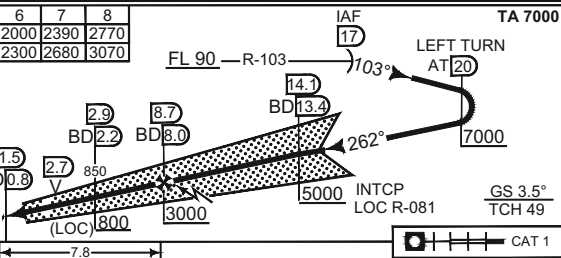


SAFE ALT 100 NM 9200

DME	2	3	4	5	6	7	8
ALT BOO	500	870	1250	1620	2000	2390	2770
ALT BD	790	1160	1540	1920	2300	2680	3070

MISSED APPROACH

At 1.5 DME climb straight ahead
and intercept BOO R-267
outbound.
Climb to 4000 ft and hold.



CATEGORY		HPMA
MIPS	S-ILS 25	493 - 1.4 453 (500 - 1.4/2.1)
	S-LOC 25	750 - 3.2 710 (800 - 3.2/4.0)
	● CIRCLING	1090 - 3.2 1047 (1100 - 3.2)

HPMA ILS or LOC RWY 25

67°16.15' N
014°21.92' E

BODOE (ENBO)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 43

ILS M or LOC M RWY 25
BODOE (ENBO)

ATIS 123.900	BODOE APP 119.700 124.000 277.300 259.025	BODOE TWR 118.100 398.650 257.800	BODOE GND 121.750 358.475
ILS/DME BD 108.700 / CH 24X	APP COURSE 262°	GS INTCP ALT 3000	GS 3.5°
		DA SEE CAT	THR ELEV 41
		ALS 750 m	LDA 9166

WARNING:

- a) LOCALIZER OFFSET 10° SOUTH OF RWY CENTERLINE.

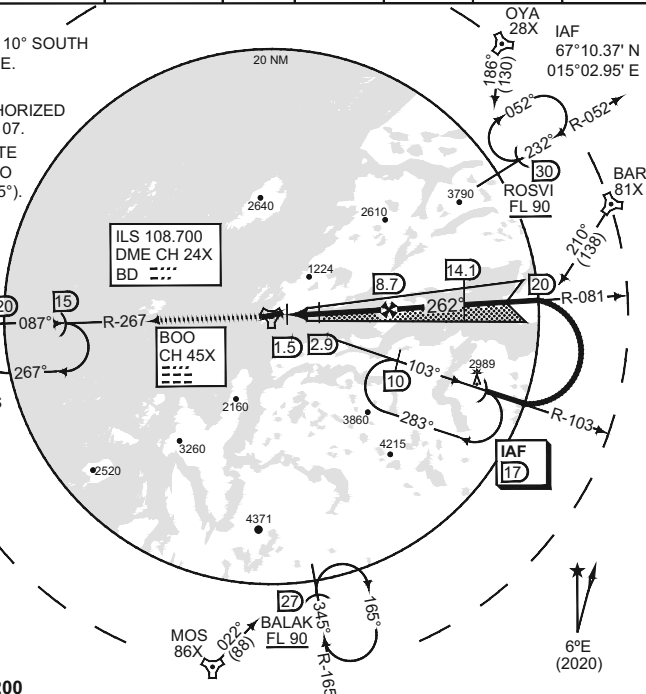
CAUTION:

- CIRCLING NOT AUTHORIZED NORTH OF RWY 25 / 07.

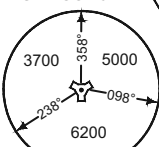
- c) STEEP INTERMEDIATE SEGMENT FROM BOO 14.1 DME TO FAF (3.5°).

NOTE:

- d) DME REQUIRED.
e) DME FROM BOO. UNLESS INDICATED OTHERWISE.
f) BALAK AND ROSVI MAX HOLDING SPEED 230 KIAS.
g) VSS PENETRATED S OF FINAL 0.3 NM FM THR 25.



MSA BOO 25 NM

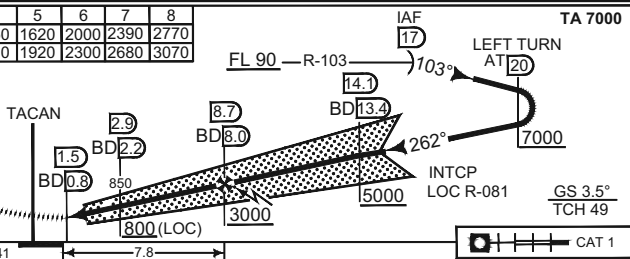


SAFE ALT 100 NM 9200

DME	2	3	4	5	6	7	8
ALT BOO	500	870	1250	1620	2000	2390	2770
ALT BD	790	1160	1540	1920	2300	2680	3070

MISSED APPROACH

At 1.5 DME climb straight ahead and intercept BOO R-267 outbound. Climb to 4000 ft and hold.



CATEGORY	B	C	D
S-ILS 25	388 - 0.8 347 (400 - 0.8/1.2)	452 - 1.2 411 (500 - 1.2/2.0)	518 - 1.6 477 (500 - 1.6/2.4)
S-LOC 25	640 - 0.8 599 (600 - 0.8/1.6)	690 - 2.0 649 (700 - 2.0/2.8)	750 - 2.8 709 (700 - 2.8/3.6)
● CIRCLING	1090 - 2.4 1047 (1100 - 2.4)	1300 - 3.7 1257 (1300 - 3.7)	1300 - 4.6 1257 (1300 - 4.6)

ILS M or LOC M RWY 25

67°16.15' N
014°21.92' E

BODOE (ENBO)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 43

HPMA TACAN A
BODOE (ENBO)

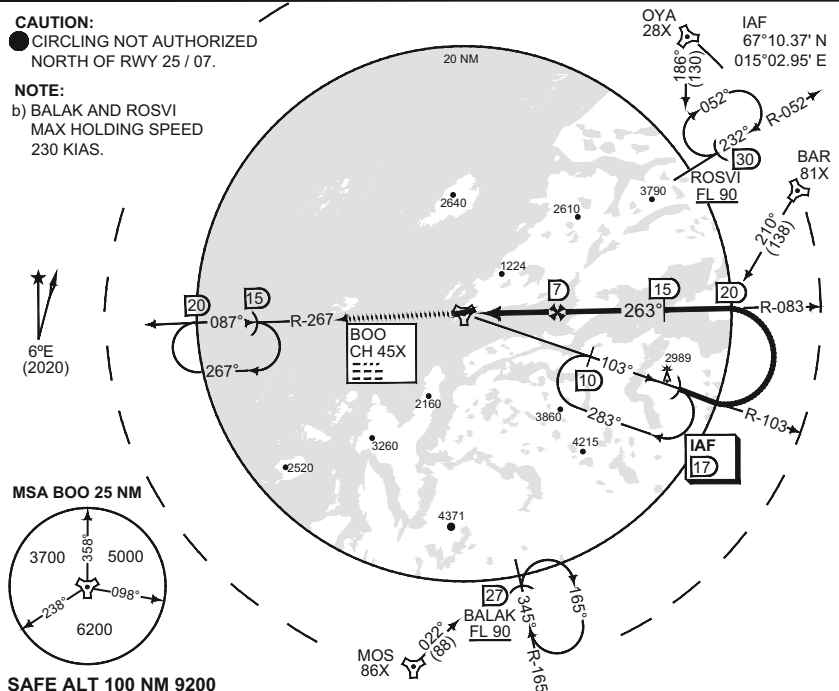
ATIS 123.900	BODOE APP 119.700	124.000	277.300	259.025	BODOE TWR 118.100	398.650	257.800	BODOE GND 121.750	358.475
TACAN BOO CH 45X	APP COURSE 263°	FAF ALT 3100			MDA 1090				

CAUTION:

● CIRCLING NOT AUTHORIZED
NORTH OF RWY 25 / 07.

NOTE:

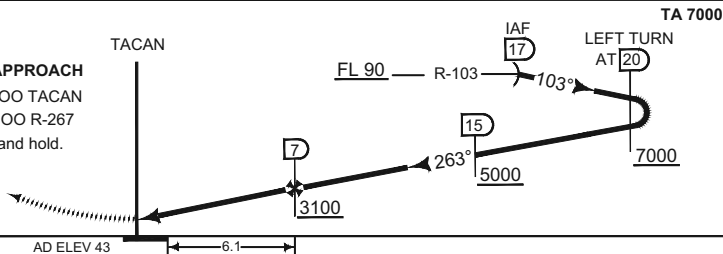
b) BALAK AND ROSVI
MAX HOLDING SPEED
230 KIAS.



SAFE ALT 100 NM 9200

MISSED APPROACH

Passing BOO TACAN
climb on BOO R-267
to 4000 ft and hold.



TA 7000

CATEGORY	HPMA
● CIRCLING	1090 - 3.2 1047 (1100 - 3.2)

HPMA TACAN A

67°16.15' N
014°21.92' E

BODOE (ENBO)

CHANGES: PAGE SIZE

MIPS

RINCAF 08 AUG 2024

MIPS INSTRUMENT APPROACH CHART

AD ELEV 43

TACAN A
BODOE (ENBO)

ATIS 123.900	BODOE APP 119.700 124.000 277.300 259.025	BODOE TWR 118.100 398.650 257.800	BODOE GND 121.750 358.475
-----------------	--	--------------------------------------	------------------------------

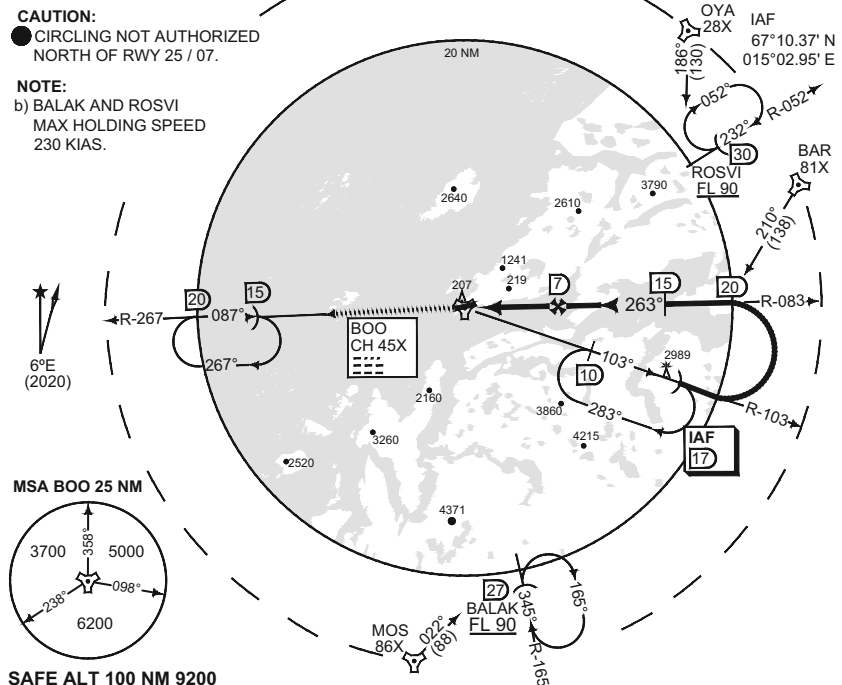
TACAN BOO CH 45X	APP COURSE 263°	FAF ALT 3300	MDA SEE CAT
---------------------	--------------------	-----------------	----------------

CAUTION:

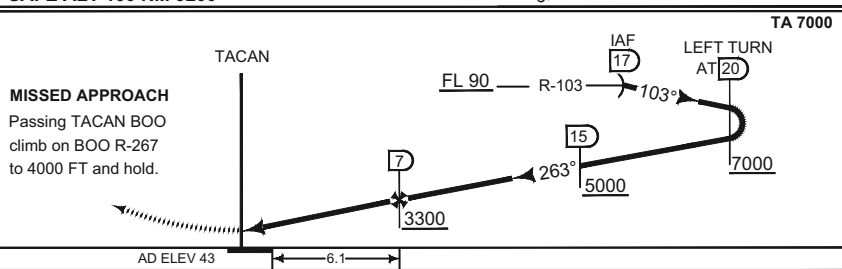
- CIRCLING NOT AUTHORIZED NORTH OF RWY 25 / 07.

NOTE:

- b) BALAK AND ROSVI
MAX HOLDING SPEED
230 KIAS.



SAFE ALT 100 NM 9200

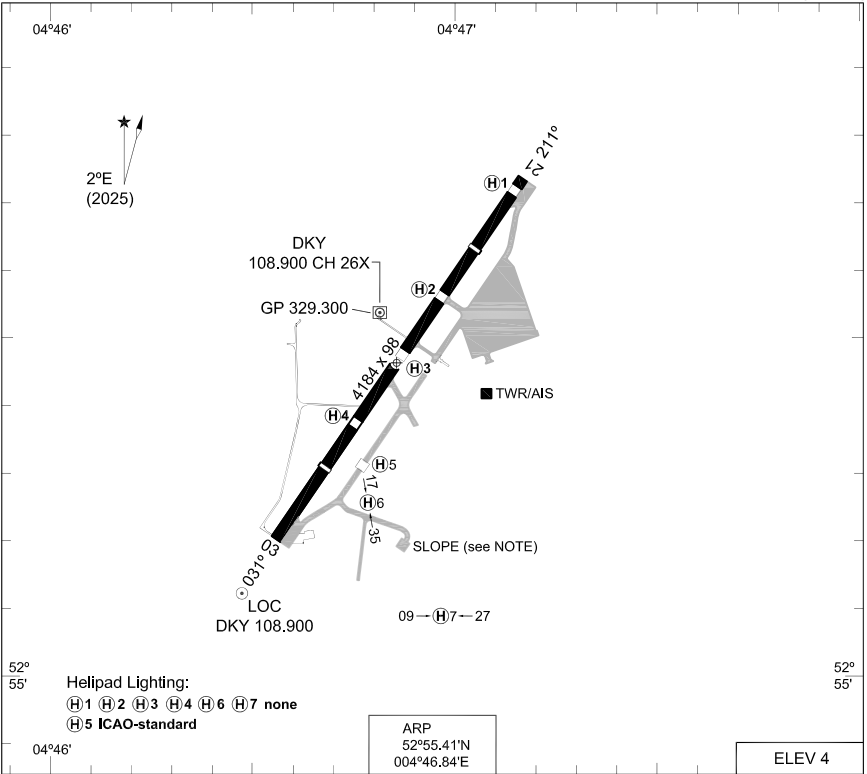


CATEGORY	B	C	D
● CIRCLING	1090 - 2.4 1047 (1100 - 2.4)	1300 - 3.7 1257 (1300 - 3.7)	1300 - 4.6 1257 (1300 - 4.6)

TACAN A

67°16.15' N
014°21.92' E

BODOE (ENBO)



RWY	PCN	TORA	ASDA	TODA	LDA	THR ELEV	THR PSN
21	62 F/A/W/T	4184	4184	4381	3377	2	52°55.58'N 004°47.03'E
03	62 F/A/W/T	3789	3789	3986	3334	3	52°55.19'N 004°46.59'E

DE KOOY TWR 379.750 120.130 121.730 or 379.750 (Ground Control)								
DE KOOY ARRIVAL 372.150 124.230								
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA
SRA	MIPS MIPS	21 03					ABH ABH	MINIMA MIPS
500-1500 498 (500-1.5/2.3) 420-1700 417 (500-1.7/1.9)								

NOTE: SLOPE; WESTSIDE 5°, SOUTHSIDE 10°.

MIPS
INSTRUMENT APPROACH CHART

RNP Y RWY 03
DE KOOY (EHKD)

Table with 5 columns: DUTCH MIL, DE KOOY ARRIVAL, DE KOOY TWR, GND CTL, ATIS*. Rows include numerical values for distances and altitudes, and a second row with EGNOS CHANNEL, APP COURSE, FAF ALT, Descent GR, MDA, DA, THR ELEV, ALS, and LDA.

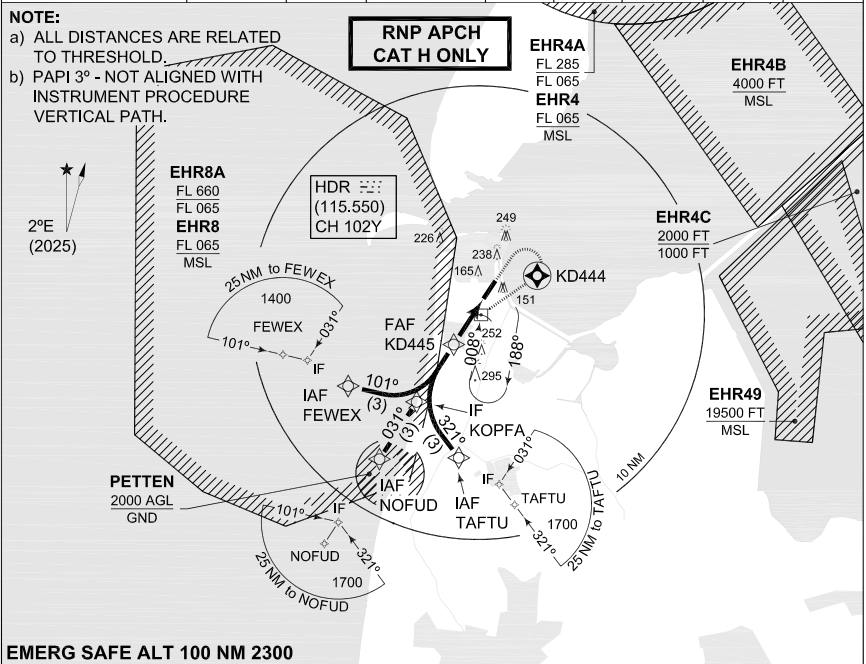


Table with 2 rows. Row 1: GS 3.72°, TCH 50. Row 2: TA 3000, MAPt, 1, 2, 2.9. A second row continues with ALT values: 450, 840, 1200.

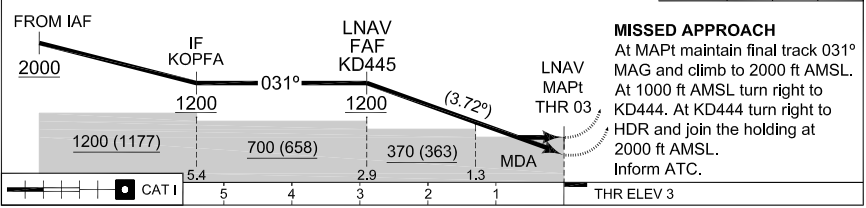


Table with 2 main sections. The first section lists categories (DA(H), LNAV / VNAV, MDA(H)) and their corresponding altitudes and distances. The second section lists various waypoints (IAWP, IAWP, IAWP, IWP) and their coordinates (latitude and longitude).

MIPS
INSTRUMENT APPROACH CHART

RNP Z RWY 03
DE KOOY (EHKD)

Table with flight data: DUTCH MIL, DE KOOY ARRIVAL, DE KOOY TWR, GND CTL, ATIS, EGNOS CHANNEL, APP COURSE, FAF ALT, Descent GR, MDA, DA, THR ELEV, ALS, LDA.

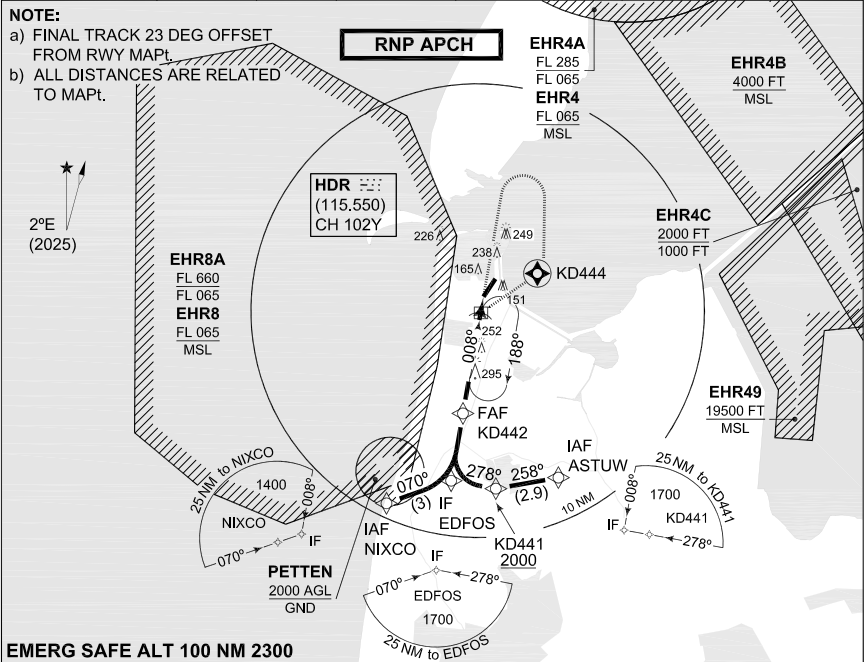


Table with approach data: GS 3.00°, TCH 50, TA 3000, MAPt, ALT, and distance markers 1-5.2.

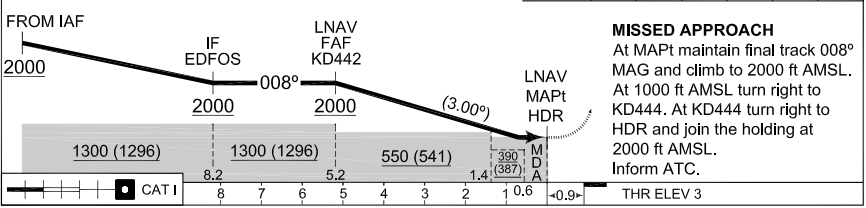


Table with category and altitude data: CATEGORY (A, B, H), DA(H) LPV, DA(H) LNAV / VNAV, MDA(H) LNAV, and various approach types (IAWP, WP, IAWP, IWP, ASTUW, KD441, NIXCO, EDFOS, FAWP, MAWP, MATWP, HF, HDR).

MIPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 21
DE KOOY (EHKD)

Table with 5 rows and 8 columns containing flight data: DUTCH MIL, DE KOOY ARRIVAL, DE KOOY TWR, GND CTL, ATIS*, LOCALIZER/DME, APP COURSE, GS INTCP ALT, GS, DA, THR ELEV, ALS, LDA.

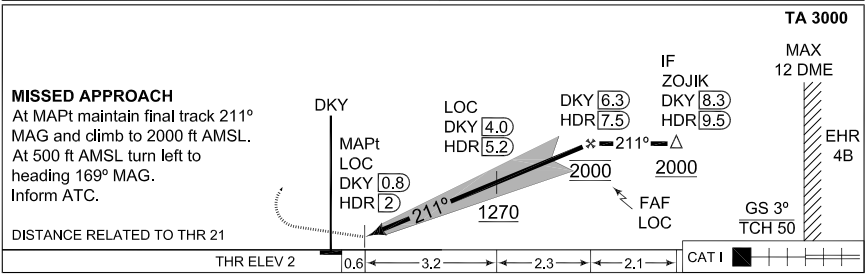
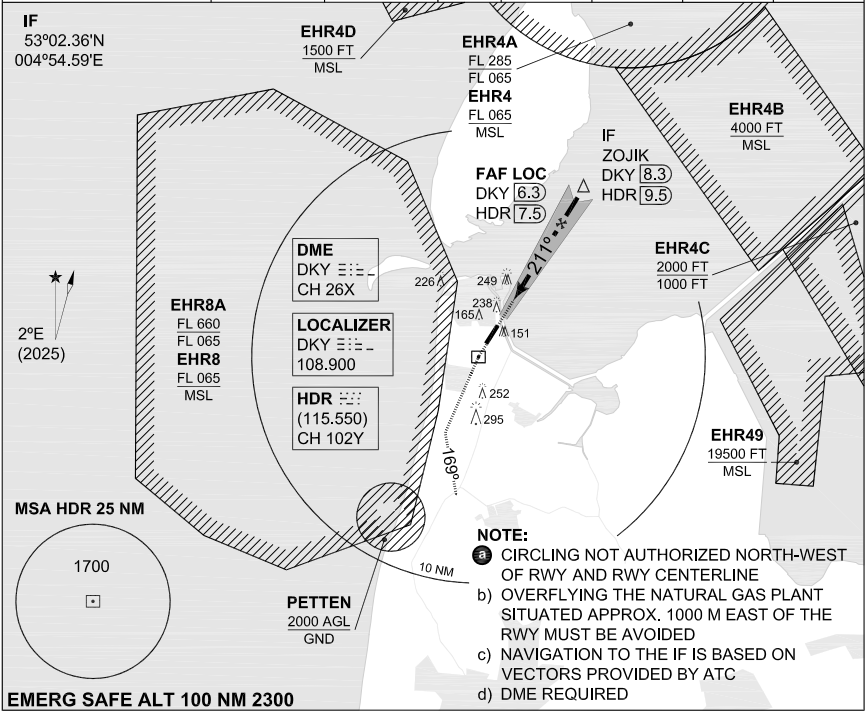
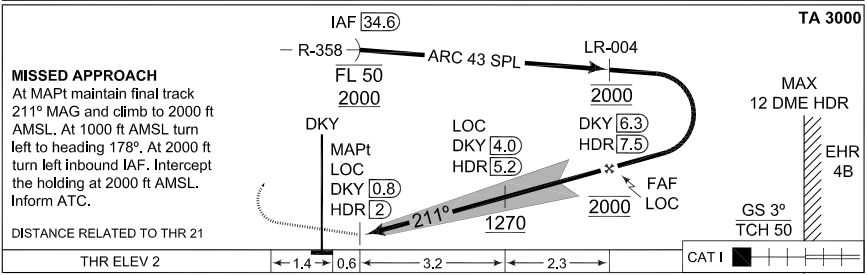
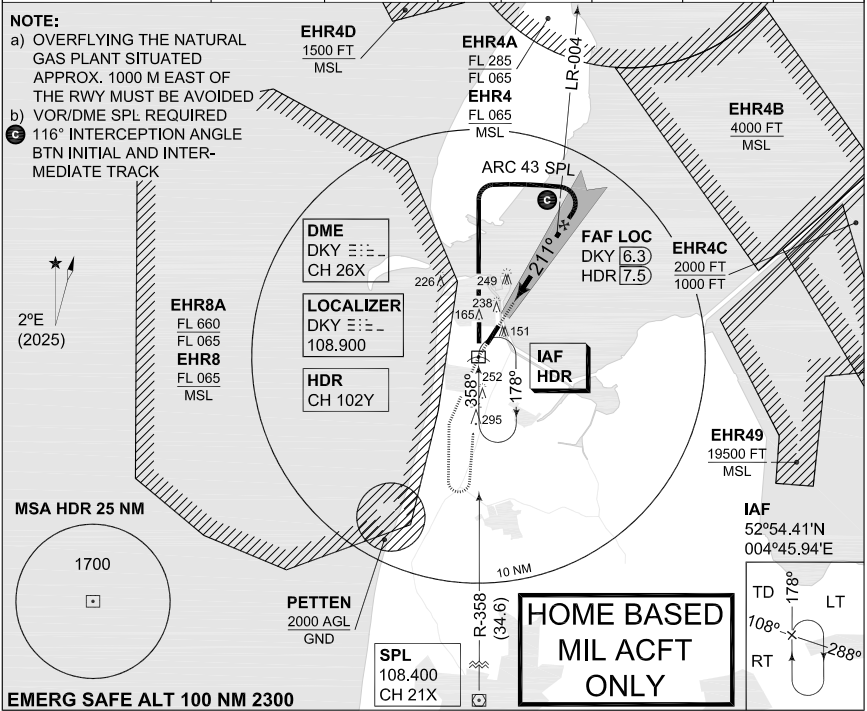


Table with 3 columns: CATEGORY, A, B, H. Rows include S-ILS 21, CIRCLING, and S-LOC 21 with associated altitudes and distances.

MIPS
INSTRUMENT APPROACH CHART

COPTER ILS or LOC RWY 21
DE KOOY (EHKD)

DUTCH MIL		DE KOOY ARRIVAL		DE KOOY TWR		GND CTL		ATIS*
259.250 128.355		372.150 124.230		379.750 120.130		379.750 121.730		133.010
LOCALIZER/DME DKY 108.900 / CH 26X		APP COURSE 211°	GS INTCP ALT 2000 FT	GS 3°	DA 202	THR ELEV 2	ALS 870 m	LDA 3377 FT



CATEGORY	H
S-ILS 21	202-400 200 (200-0.4/0.8)
S-LOC 21	330-400 328 (400-0.4/0.8)

MIPS
INSTRUMENT APPROACH CHART

RNP Y RWY 21
DE KOOY (EHKD)

Table with 4 rows and 8 columns containing flight data: DUTCH MIL, DE KOOY ARRIVAL, DE KOOY TWR, GND CTL, ATIS*, EGNOS CHANNEL, APP COURSE, FAF ALT, Descent GR, MDA, DA, THR ELEV, ALS, LDA.

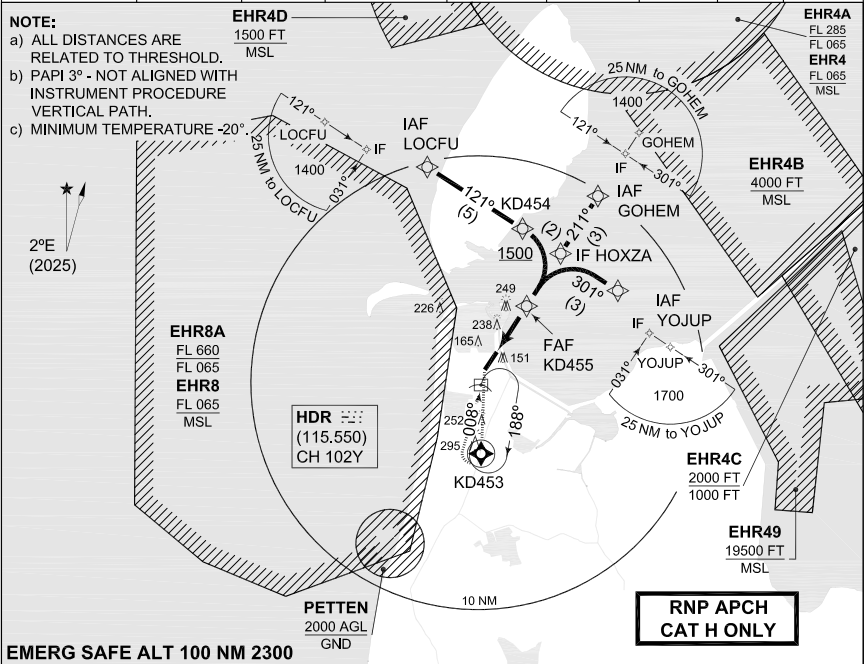


Table with 2 rows and 4 columns: MAPt (1, 2, 2.4), TA 3000, ALT (540, 1030, 1200), GS 4.50°, TCH 50°.

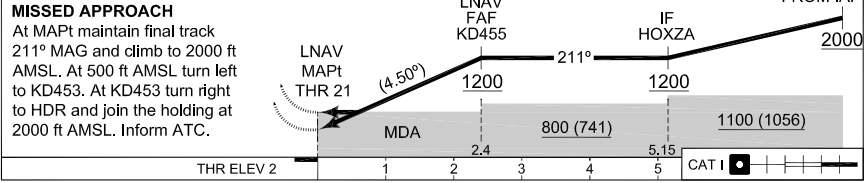


Table with 4 rows and 8 columns: CATEGORY, H, DA(H), DA(H) LNAV / VNAV, MDA(H) LNAV, IAWP, LOCFU, 53°03.75'N, 004°42.16'E, FAWP, KD455, 52°57.57'N, 004°49.25'E, WP, KD454, 53°00.97'N, 004°49.04'E, MAWP, THR 21, 52°55.58'N, 004°47.03'E, IAWP, GOHEM, 53°02.34'N, 004°54.56'E, MATWP, KD453, 52°51.42'N, 004°45.89'E, IAWP, YOJUP, 52°58.17'N, 004°55.90'E, HF, HDR, 52°54.41'N, 004°45.94'E, IWP, HOXZA, 52°59.85'N, 004°51.79'E.

RNP Y RWY 21 52°55.41'N 004°46.84'E DE KOOY (EHKD)

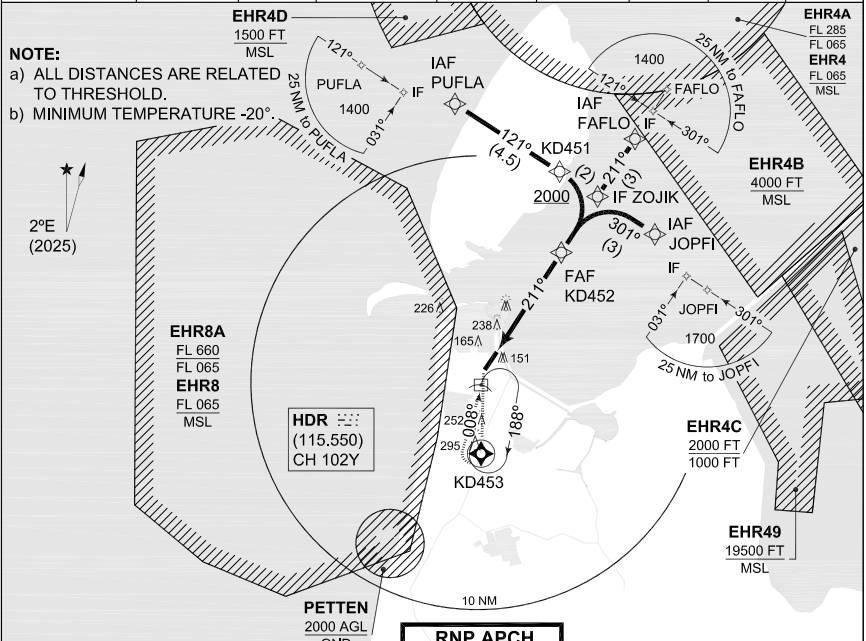
CHANGES: MAG VAR

RNLASF 19 FEB 2026

MIPS
INSTRUMENT APPROACH CHART

RNP Z RWY 21
DE KOOY (EHKD)

Table with 8 columns: DUTCH MIL, DE KOOY ARRIVAL, DE KOOY TWR, GND CTL, ATIS*, EGNOS CHANNEL, APP COURSE, FAF ALT, Descent GR, MDA, DA, THR ELEV, ALS, LDA. Values include 259.250, 128.355, 372.150, 124.230, 379.750, 120.130, 379.750, 121.730, 133.010, 62338 E21A, 211°, 1700 FT, 5.24% / 3.00°, SEE CAT, SEE CAT, 2, 870 m, 3377 FT.



EMERG SAFE ALT 100 NM 2300 RNP APCH

Table with 2 rows: MAPt (1, 2, 3, 4, 5, 5.2) and ALT (370, 690, 1010, 1330, 1650, 1700). Includes TA 3000 and GS 3° TCH 50.

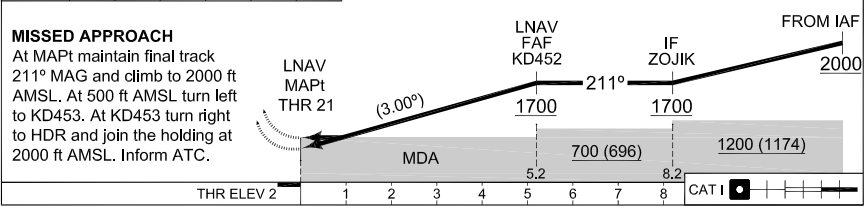
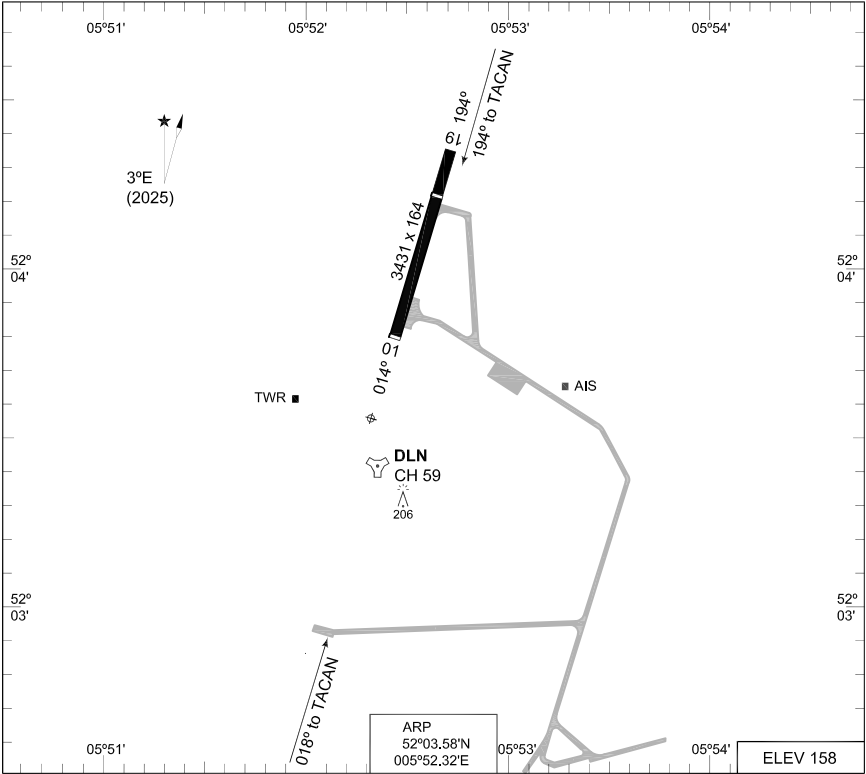


Table with 4 columns: CATEGORY, A, B, H. Rows include DA(H) LPV, DA(H) LNAV / VNAV, MDA(H) LNAV, and various waypoints (IAWP, WP, IAWP, IAWP, IWP) with their coordinates (Latitude, Longitude).

RNP Z RWY 21 52°55.41'N 004°46.84'E DE KOOY (EHKD)

CHANGES: MAG VAR

RNLASF 19 FEB 2026



RWY	LCN	TORA	ASDA	TODA	LDA	THR ELEV	THR PSN
19	30	3431	3431	3431	2536	158	52°04.20'N 005°52.62'E
01	30	3431	3431	3431	3411	151	52°03.81'N 005°52.43'E

DEELEN TWR		312.400	129.930						
RAPCON WEST		399.725	123.580						
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

TACAN RWY 01
DEELEN (EHDL)

	CATEGORY	COPTER	A	B	C
MIPS	S-TACAN 01	530 -800 379 (400-0.8/0.8)	530 -1700 379 (400-1.7/1.7)		
	CIRCLING	NOT AUTHORIZED			

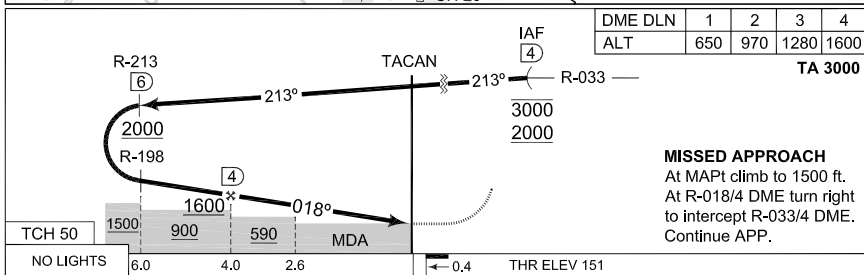
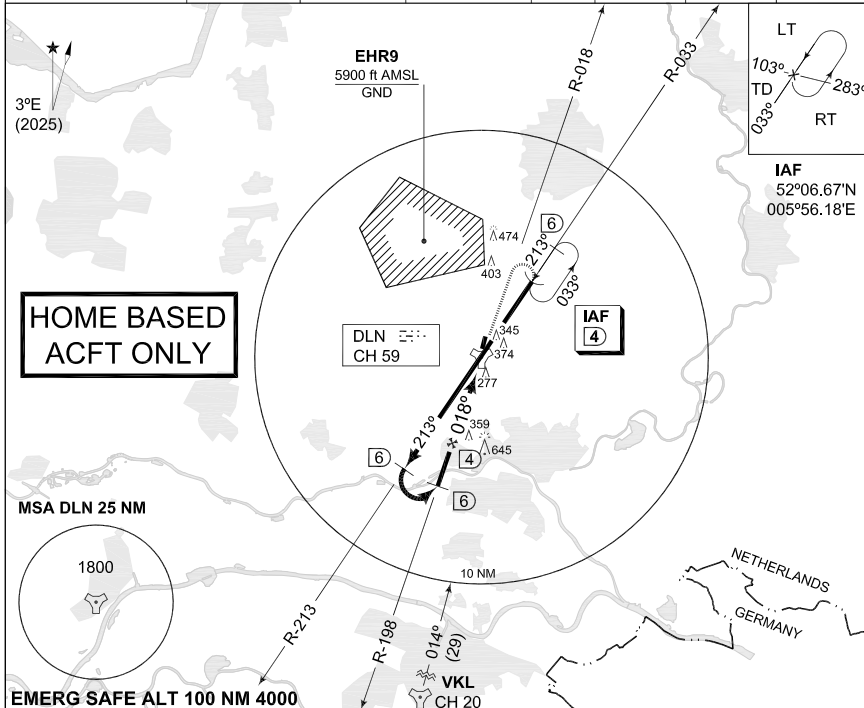
DEELEN (EHDL)

MIPS
INSTRUMENT APPROACH CHART

COPTER TACAN RWY 01
DEELEN (EHDL)

AD ELEV 158

DUTCH MIL 259.250 128.355	RAPCON WEST 399.725 123.580	DEELEN TWR 312.400 129.930			
TACAN DLN CH 59	APP COURSE 018°	FAF ALT 1600 FT	Descent GR 5.2%	MDA 530	THR ELEV 151
			ALS -	LDA 3411 FT	



CHANGES: MAG VAR	COPTER	
S-TACAN 01	530-800 379 (400-0.8/0.8)	
CIRCLING	NOT AUTHORIZED	

COPTER TACAN RWY 01

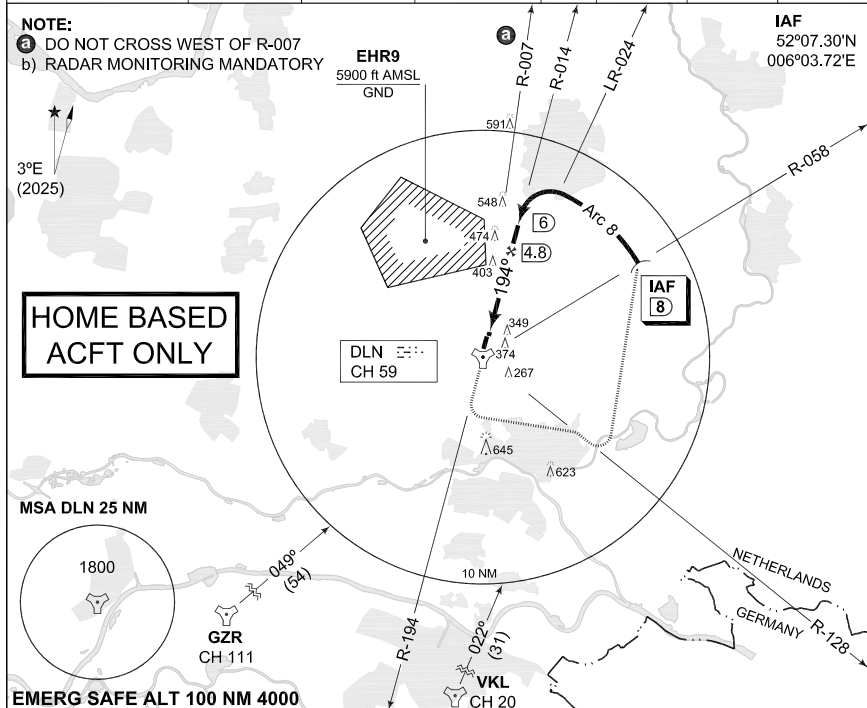
52°03.58'N
005°52.32'E

DEELEN (EHDL)

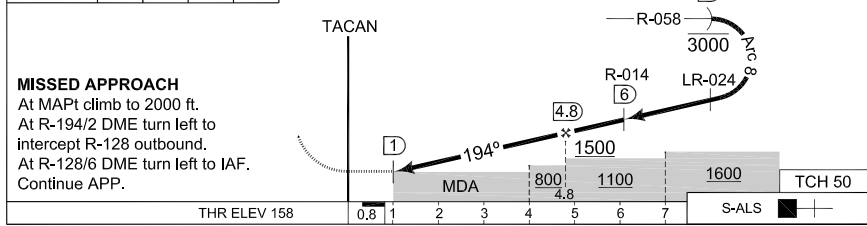
MIPS
INSTRUMENT APPROACH CHART

TACAN RWY 19
DEELEN (EHDL)

DUTCH MIL 259.250 128.355		RAPCON WEST 399.725 123.580		DEELEN TWR 312.400 129.930			
TACAN DLN CH 59	APP COURSE 194°	FAF ALT 1500 FT	Descent GR 5.2%	MDA 650	THR ELEV 158	ALS 420 m	LDA 2536 FT



DME DLN	2	3	4	4.8
ALT	MDA	850	1160	1500



CATEGORY	COPTER	A	B	C
S-TACAN 19	650 -400 492 (500-0.4/0.8)	650 -1800 492 (500-1.8/2.3)		
CIRCLING	NOT AUTHORIZED			

TACAN RWY 19

52°03.58'N
005°52.32'E

DEELEN (EHDL)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 158

ILS or LOC RWY 19
DEELEN (EHDL)

DUTCH MIL 259.250 128.355	RAPCON WEST 399.725 123.580	DEELEN TWR 312.400 129.930			
LOCALIZER / DME DNS 108.700 / CH 24X	APP COURSE 194°	GS INTCEPT ALT 1500 FT	GS 3°	DA SEE CAT	THR ELEV 158
		ALS 420 m	LDA 2536 FT		

NOTES:

- PROCEDURE ONLY ALLOWED FOR HOMEBASED HELICOPTERS UNDER VMC
- DO NOT CROSS WEST OF R-007
- RADAR MONITORING MANDATORY PRIOR PERMISSION REQUIRED

IAF
52°07.30'N
006°03.72'E

3°E
(2025)

**HOME BASED
ACFT ONLY**

EHR9
5900 ft AMSL
GND

DLN CH 59X

LOCALIZER
DNS
108.700
CH 24X

MSA DLN 25 NM

1800

GZR
CH 111

DME REQUIRED

EMERG SAFE ALT 100 NM 4000

NETHERLANDS
GERMANY

MISSED APPROACH

At MAPT climb to 2000 ft.
At R-194/2 DME turn left to intercept R-128 outbound.
At R-128/6 DME turn left to IAF.
Continue APP.

TACAN

TA 3000

LOC
1.0 DLN
0.4 DNS

LOC
4.8 DLN
4.2 DNS

LOC
6.8 DLN
6.2 DNS

LOC
6.8 DLN
6.2 DNS

R-058 Arc 8

3000

R-014

1700

1600

1500

1400

1300

1200

1100

1000

900

800

700

600

500

400

300

200

100

0

-100

-200

-300

-400

-500

-600

-700

-800

-900

-1000

-1100

-1200

-1300

-1400

-1500

-1600

-1700

-1800

-1900

-2000

-2100

-2200

-2300

-2400

-2500

-2600

-2700

-2800

-2900

-3000

-3100

-3200

-3300

-3400

-3500

-3600

-3700

-3800

-3900

-4000

-4100

-4200

-4300

-4400

-4500

-4600

-4700

-4800

-4900

-5000

-5100

-5200

-5300

-5400

-5500

-5600

-5700

-5800

-5900

-6000

-6100

-6200

-6300

-6400

-6500

-6600

-6700

-6800

-6900

-7000

-7100

-7200

-7300

-7400

-7500

-7600

-7700

-7800

-7900

-8000

-8100

-8200

-8300

-8400

-8500

-8600

-8700

-8800

-8900

-9000

-9100

-9200

-9300

-9400

-9500

-9600

-9700

-9800

-9900

-10000

-10100

-10200

-10300

-10400

-10500

-10600

-10700

-10800

-10900

-11000

-11100

-11200

-11300

-11400

-11500

-11600

-11700

-11800

-11900

-12000

-12100

-12200

-12300

-12400

-12500

-12600

-12700

-12800

-12900

-13000

-13100

-13200

-13300

-13400

-13500

-13600

-13700

-13800

-13900

-14000

-14100

-14200

-14300

-14400

-14500

-14600

-14700

-14800

-14900

-15000

-15100

-15200

-15300

-15400

-15500

-15600

-15700

-15800

-15900

-16000

-16100

-16200

-16300

-16400

-16500

-16600

-16700

-16800

-16900

-17000

-17100

-17200

-17300

-17400

-17500

-17600

-17700

-17800

-17900

-18000

-18100

-18200

-18300

-18400

-18500

-18600

-18700

-18800

-18900

-19000

-19100

-19200

-19300

-19400

-19500

-19600

-19700

-19800

-19900

-20000

-20100

-20200

-20300

-20400

-20500

-20600

-20700

-20800

-20900

-21000

-21100

-21200

-21300

-21400

-21500

-21600

-21700

-21800

-21900

-22000

-22100

-22200

-22300

-22400

-22500

-22600

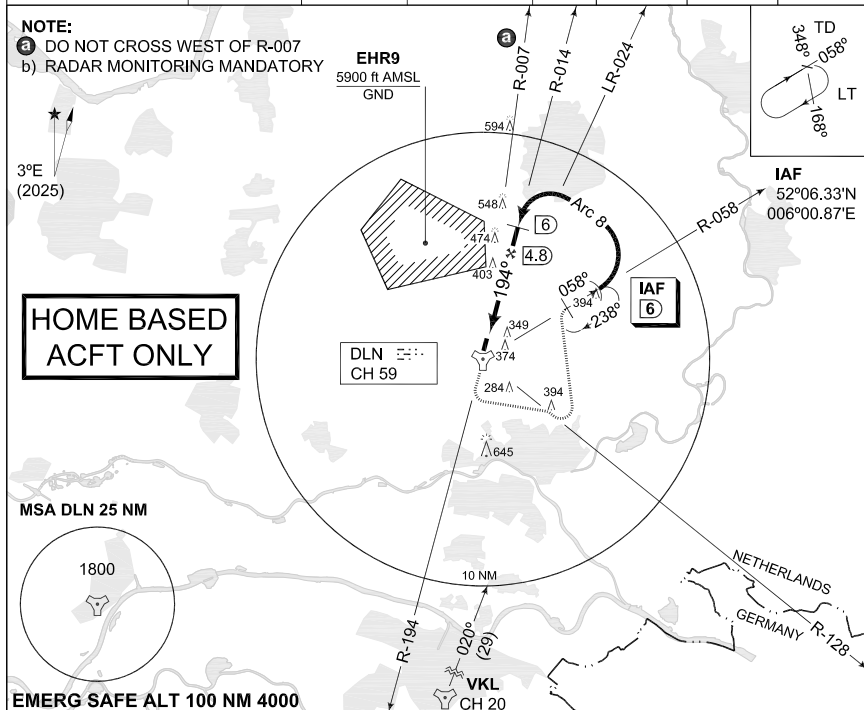
INSTRUMENT APPROACH CHART

AD ELEV 158

**COPTER TACAN RWY 19
DEELEN (EHDL)**

DUTCH MIL		RAPCON WEST		DEELEN TWR			
259.250	128.355	399.725	123.580	312.400	129.930		
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
DLN CH 59	194°	1500 FT	5.2%	650	158	420 m	2536 FT

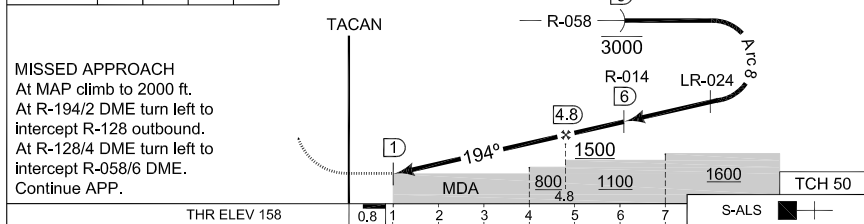
a) DO NOT CROSS WEST OF R-007
b) RADAR MONITORING MANDATORY



DME DLN	2	3	4	4.8
ALT	MDA	850	1160	1500

TA 3000

MISSED APPROACH
At MAP climb to 2000 ft.
At R-194/2 DME turn left to
intercept R-128 outbound.
At R-128/4 DME turn left to
intercept R-058/6 DME.
Continue APP.



MIPS	CATEGORY	COPTER
	S-TACAN 19	650 -400 492 (500-0.4/0.8)
	CIRCLING	NOT AUTHORIZED

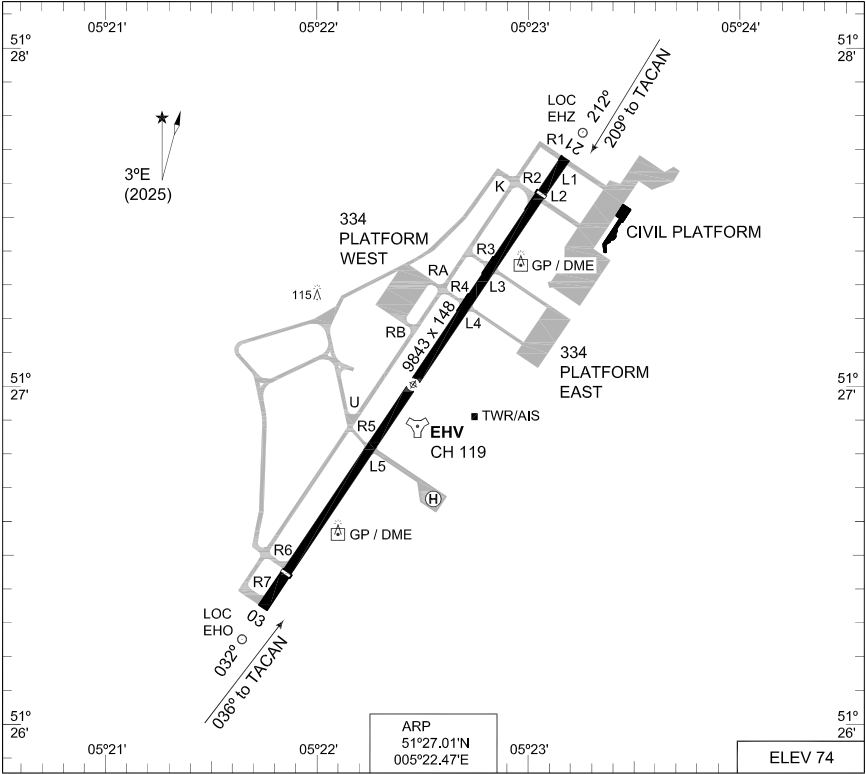
CHANGES: MAG VAR

RNLA 04 SEP 2025

COPTER TACAN RWY 19

52°03.58'N
005°52.32'E

DEELEN (EHDL)

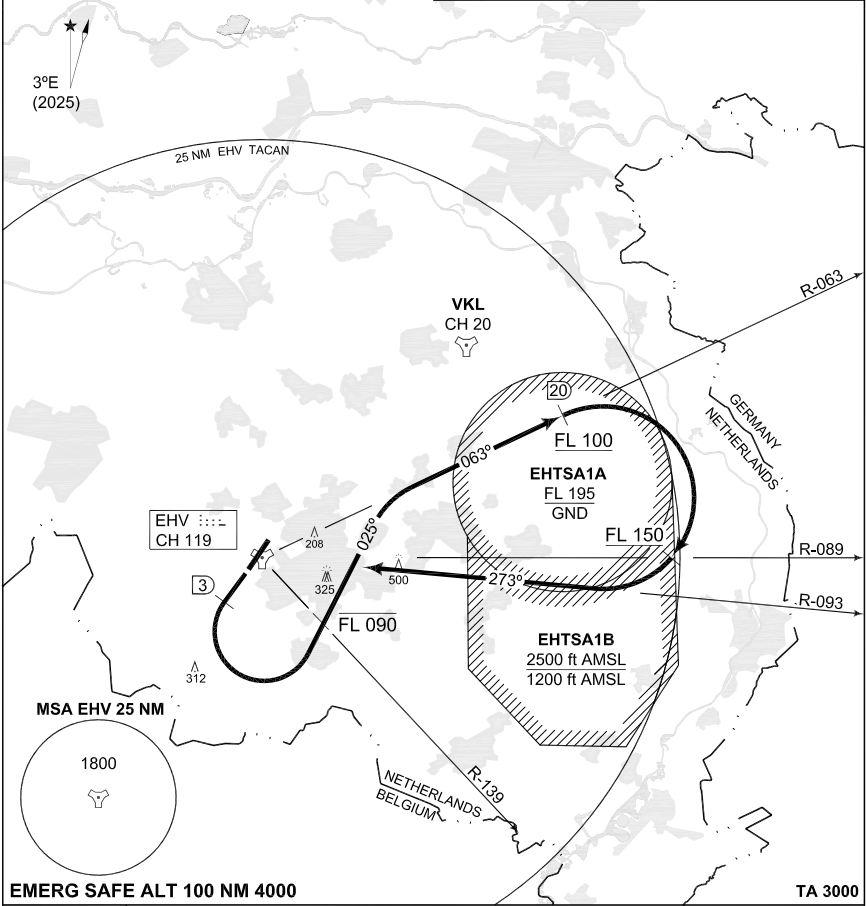


RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
21	62 F/A/W/T	9844	9844	10041	9044	3.0°	67	51°27.56'N 005°23.09'E
03	62 F/A/W/T	9844	9844	10041	9044	3.0°	74	51°26.45'N 005°21.85'E
EINDHOVEN TWR 241.550 131.005 (Ground Control) 335.750 121.930								
EINDHOVEN ARRIVAL 265.975 124.530								
RAPCON SOUTH 388.525 123.180								
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA

MIPS
INSTRUMENT DEPARTURE CHART

EH1
EINDHOVEN (EHEH)

GND CTL		EINDHOVEN TWR		RAPCON SOUTH				DUTCH MIL			
335.750 121.930		241.550 131.005		388.525 123.180				336.325 125.930			
				RWY	Knots	120	180	240	300	360	to
				21	V/V (fpm)	500	750	1000	1250	1500	3000 ft
					V/V (fpm)	600	900	1200	1500	1800	FL 150



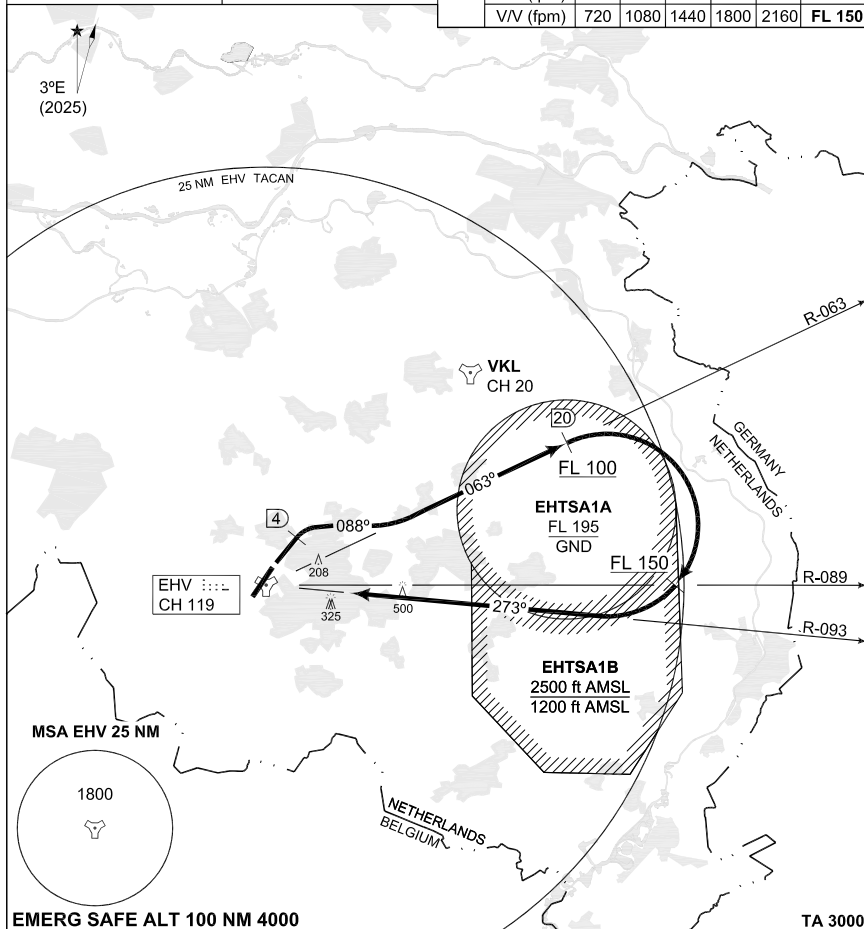
EINDHOVEN 1 (RWY 21)	- Climb straight ahead.
	- At 3 DME and at least at 1000 ft from Eindhoven TACAN turn left, heading 025° to intercept R-063 outbound.
	FLIGHT LEVEL RESTRICTION: Cross R-139 at FL 090 or below.
	- At 20 DME turn right to intercept R-093 inbound Eindhoven TACAN.
	FLIGHT LEVEL RESTRICTION: Pass 20 DME/R-064 at FL 100 or above, cross R-089 at FL 150 or above.

CHANGES: MAG VAR

RNLASF 19 FEB 2026

EINDHOVEN (EHEH)

GND CTL				EINDHOVEN TWR				RAAPCON SOUTH				DUTCH MIL			
335.750	121.930			241.550	131.005			388.525	123.180			336.325	125.930		
								RWY	Knots	120	180	240	300	360	to
								03	V/V (fpm)	960	1440	1920	2400	2880	FL 100
									V/V (fpm)	720	1080	1440	1800	2160	FL 150



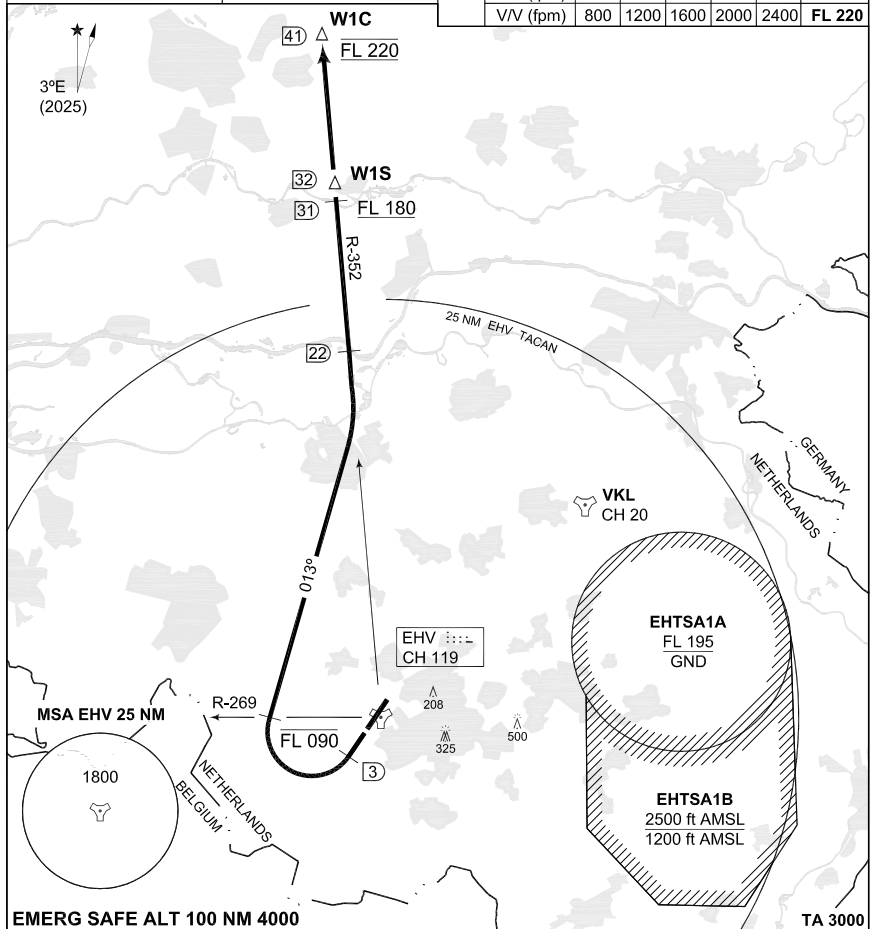
- Climb straight ahead.
 - At 4 DME and at least at 1000 ft from Eindhoven TACAN turn right, heading 088° to intercept R-063 outbound.
 - At 20 DME turn right to intercept R-093 inbound Eindhoven TACAN.
- FLIGHT LEVEL RESTRICTION: Pass 20 DME/R-063 at FL 100 or above, cross R-089 at FL 150 or above.

NOTE: ATC required minimum climb rate exceeds 300 ft/NM.

MIPS INSTRUMENT DEPARTURE CHART

EH5
EINDHOVEN (EHEH)

GND CTL		EINDHOVEN TWR		RAPCON SOUTH				DUTCH MIL			
335.750	121.930	241.550	131.005	388.525 123.180				336.325 125.930			
EINDHOVEN ARRIVAL				RWY	Knots	120	180	240	300	360	to
265.975	124.530				V/V (fpm)	860	1290	1720	2150	2580	FL 180
W1C					V/V (fpm)	800	1200	1600	2000	2400	FL 220



EINDHOVEN 5 (RWY 21)	- Climb straight ahead to 3 DME from Eindhoven TACAN (EHV). - Turn right heading 013° to intercept EHV R-352 outbound. - FLIGHT LEVEL RESTRICTION: Cross EHV R-269 at FL 090 or below. - Cross EHV R-352 outbound, 31 DME at FL 180 or above. - Cross EHV R-352 outbound, 41 DME at FL 220, unless instructed otherwise by ATC.
	NOTES: - Departure end crossing height: RWY 21: 74 ft. - If no radiocontact with Dutch Mil at EHV 22 DME turn right inbound EHV TACAN and contact RAPCON SOUTH.

EH5

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

CHANGES: MAG VAR

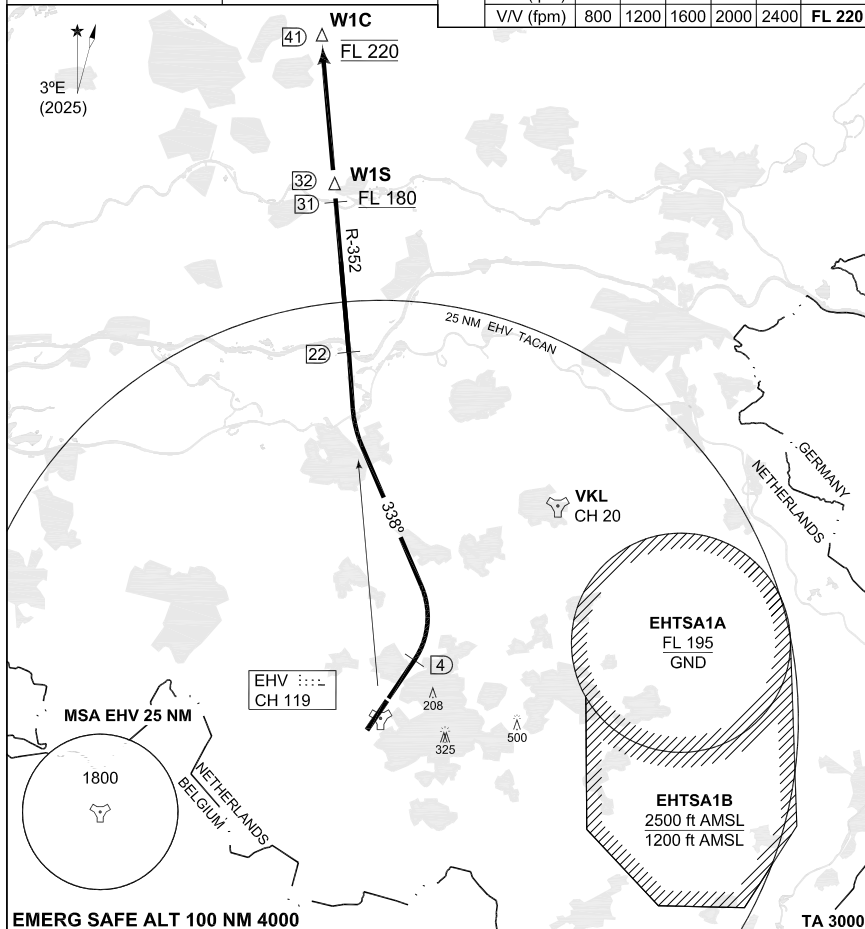
RNLASF 19 FEB 2026

MIPS INSTRUMENT DEPARTURE CHART

EH7
EINDHOVEN (EHEH)

AD ELEV 74

GND CTL		EINDHOVEN TWR		RAPCON SOUTH				DUTCH MIL			
335.750	121.930	241.550	131.005	388.525 123.180				336.325 125.930			
EINDHOVEN ARRIVAL				RWY	Knots	120	180	240	300	360	to
265.975	124.530	W1C			V/V (fpm)	1140	1710	2280	2840	3410	FL 180
				V/V (fpm)	800	1200	1600	2000	2400	FL 220	



EMERG SAFE ALT 100 NM 4000

TA 3000

EINDHOVEN 7
(RWY 03)

- Climb straight ahead to 4 DME from Eindhoven TACAN (EHV).
- Turn left heading 338° to intercept EHV R-352 outbound.
- Cross EHV R-352 outbound, 31 DME at FL 180 or above.
- Cross EHV R-352 outbound, 41 DME at FL 220, unless instructed otherwise by ATC.

NOTES:

- Departure end crossing height: RWY 03: 66 ft.
- If no radiocontact with Dutch Mil at EHV 22 DME turn right inbound EHV TACAN and contact RAPCON SOUTH.

CHANGES: MAG VAR

EH7

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

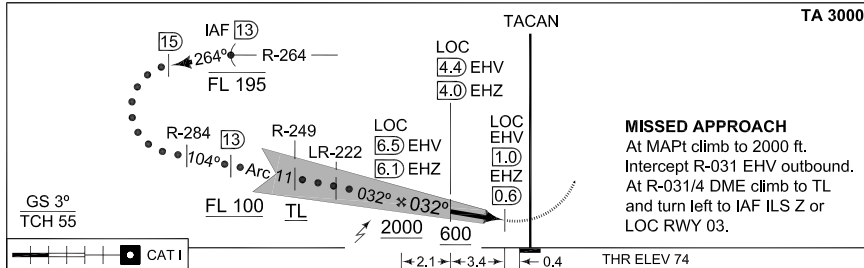
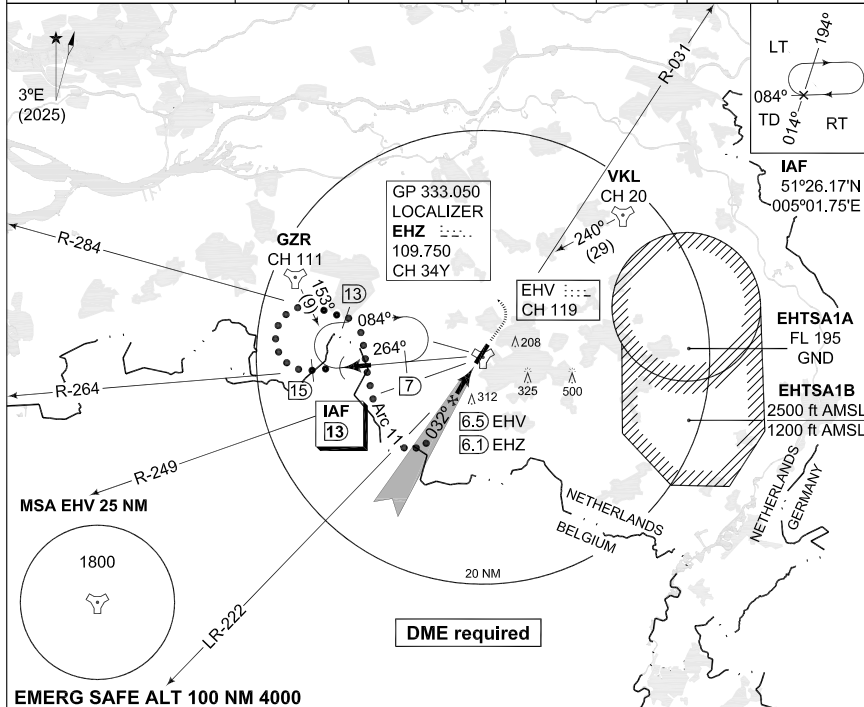
RNLASF 19 FEB 2025

MIPS INSTRUMENT APPROACH CHART

HI-ILS or LOC RWY 03 EINDHOVEN (EHEH)

AD ELEV 74

DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
LOCALIZER / DME EHZ 109.750 / CH 34Y	APP COURSE 032°	FAF ALT 2000 FT	GS 3°	DA SEE CAT
			THR ELEV 74	ALS 892 m
				LDA 9044 FT



CATEGORY	C	D	E
S-ILS 03	274-800 200 (200-0.8)		288-800 214 (300-0.8)
S-LOC 03	420-800 346 (400-0.8)	420-1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED		

HI-ILS or LOC RWY 03

51°27.01'N
005°22.47'E

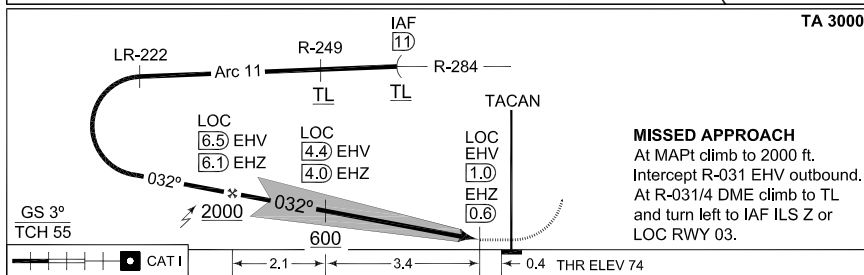
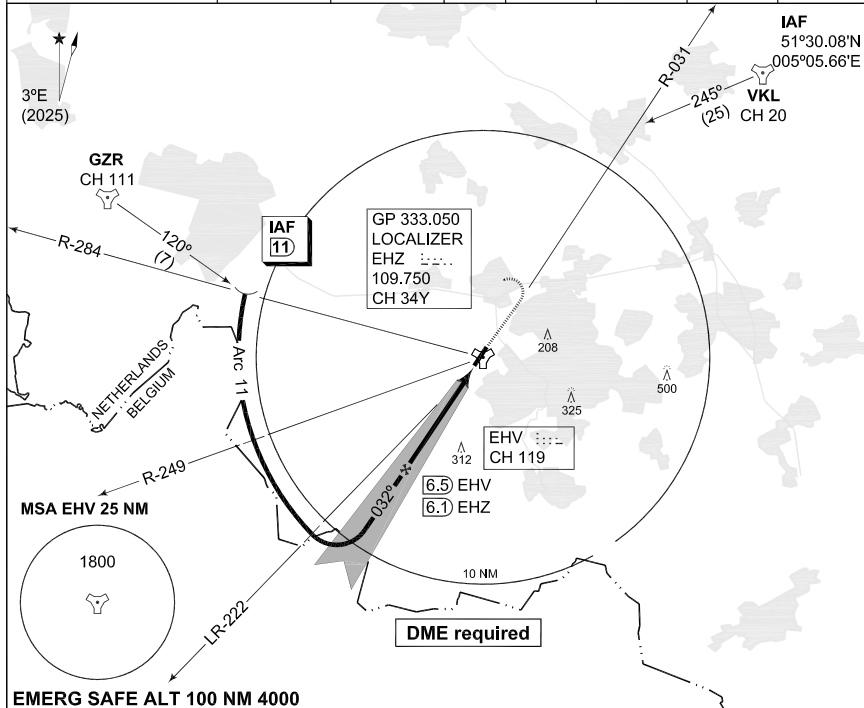
EINDHOVEN (EHEH)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 74

ILS Z or LOC RWY 03
EINDHOVEN (EHEH)

DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
LOCALIZER / DME EHZ 109.750 / CH 34Y	APP COURSE 032°	FAF ALT 2000 FT	GS 3°	DA SEE CAT
			THR ELEV 74	ALS 892 m
				LDA 9044 FT



CATEGORY	A	B	C	D	E
MIPS	S-ILS 03	274-800 200 (200-0.8)			288-800 214 (300-0.9)
	S-LOC 03	420-800 346 (400-0.8)		420-1200 346 (400-1.2)	
	CIRCLING	NOT AUTHORIZED			

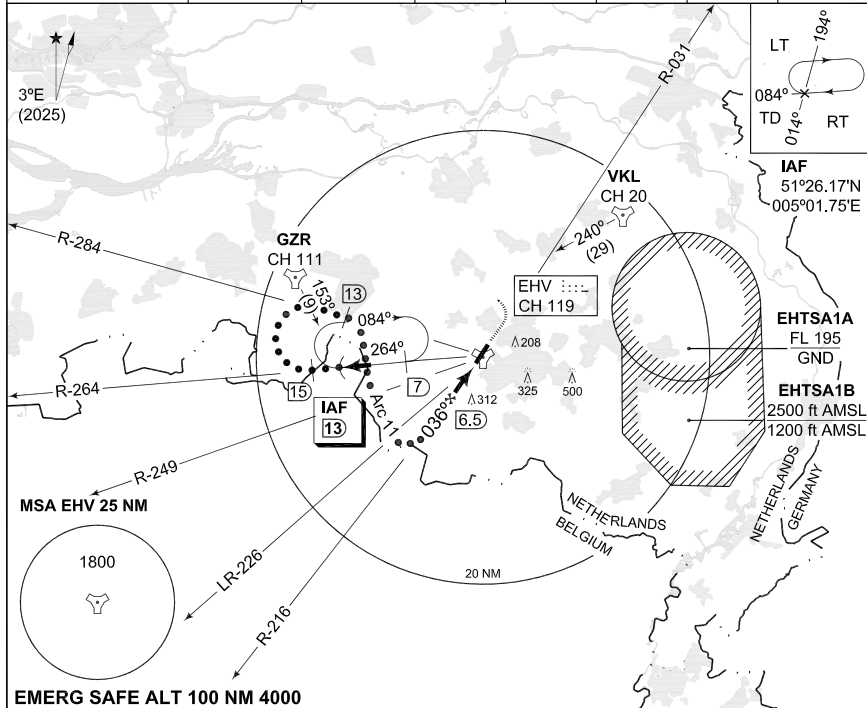
ILS Z or LOC RWY 03

51°27.01'N
005°22.47'E

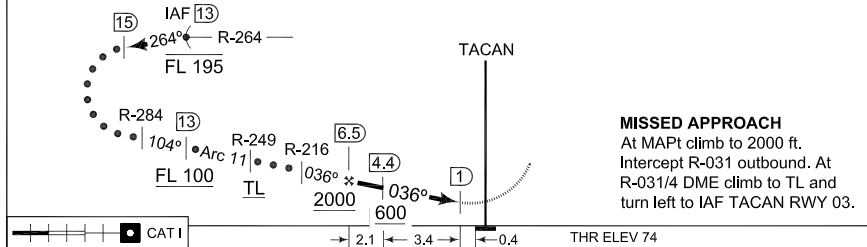
EINDHOVEN (EHEH)

**HI-TACAN RWY 03
EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030	
TACAN EHV CH 119		APP COURSE 036°	FAF ALT 2000 FT	Descent GR	MDA 420	THR ELEV 74	ALS 892 m	LDA 9044 FT	



TA 3000



CATEGORY	C	D	E
S-TACAN 03	420 -800 346 (400-0.8)	420 -1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED		

HI-TACAN RWY 03

51°27.01'N
005°22'47'E

EINDHOVEN (EHEH)

CHANGES: MAG VAR

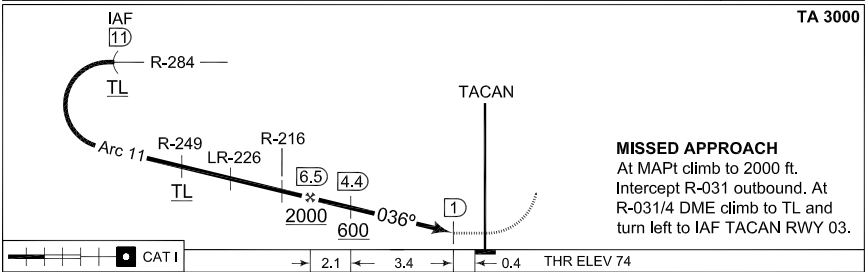
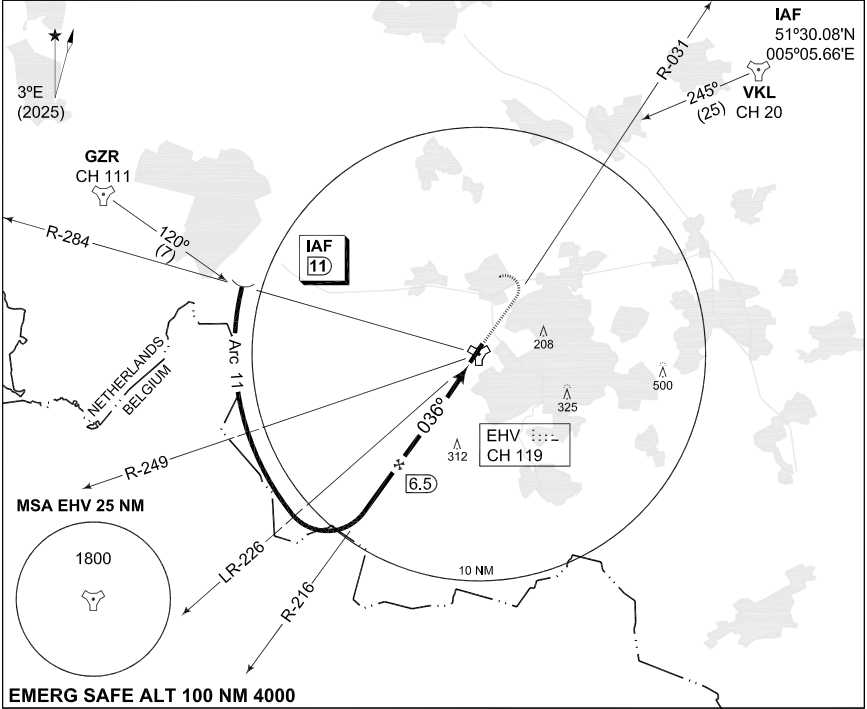
RNLASF 19 FEB 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 74

TACAN RWY 03
EINDHOVEN (EHEH)

DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
TACAN EHV CH 119	APP COURSE 036°	FAF ALT 2000 FT	Descent GR 5.24%	MDA 420
			THR ELEV 74	ALS 892 m
				LDA 9044 FT



CATEGORY	A	B	C	D	E
MIPS	S-TACAN 03	420-800 346 (400-0.8)			420-1200 346 (400-1.2)
	CIRCLING	NOT AUTHORIZED			

TACAN RWY 03

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

CHANGES: MAG VAR

RNLASF 19 FEB 2026

PANS OPS
INSTRUMENT APPROACH CHART

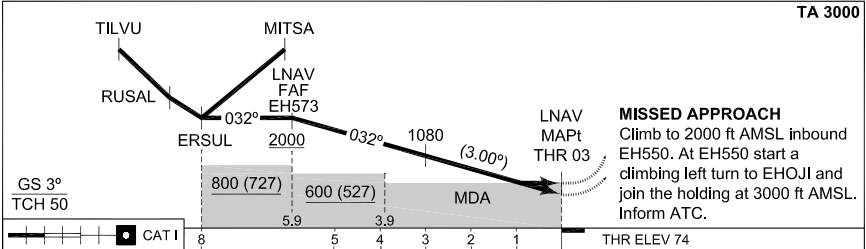
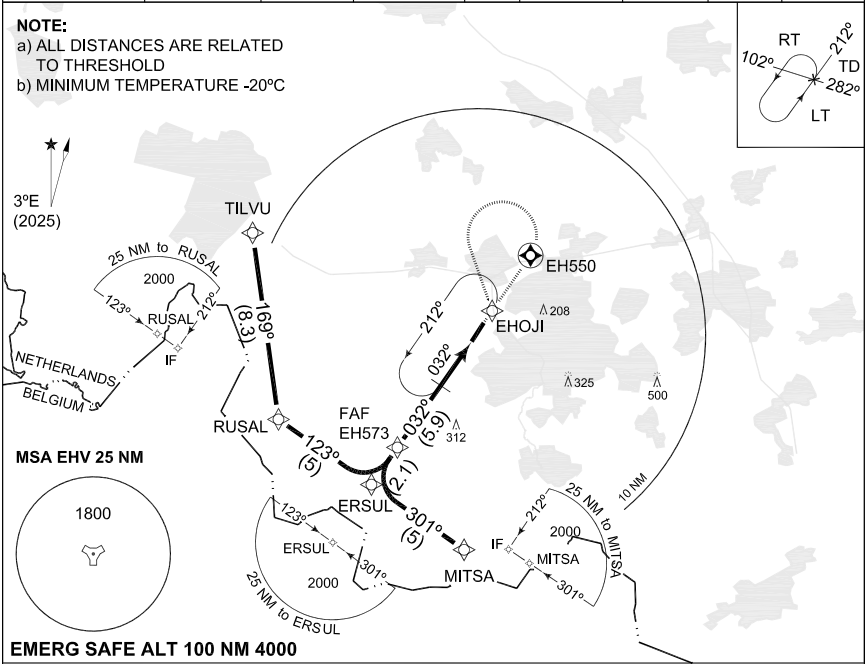
AD ELEV 74

RNP Z Rwy 03
EINDHOVEN (EHEH)

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030
EGNOS CHANNEL 89942 E03A	APP COURSE 032°	FAF ALT 2000 FT	Descent GR 5.24% / 3°	MDA 420	DA SEE CAT	THR ELEV 74	ALS 892 m	LDA 9044 FT

NOTE:

- a) ALL DISTANCES ARE RELATED TO THRESHOLD
b) MINIMUM TEMPERATURE -20°C



CATEGORY		A		B		C		D	
EU-OPS	DA(H) LPV	274-550 200 (200-0.8/1.2)						278-550 204 (300-0.8/1.2)	
	DA(H) LNAV / VNAV	324-550 250 (300-0.8/1.3)						329-600 255 (300-0.8/1.3)	
	MDA(H) LNAV	420-900 346 (400-0.9/1.6)							
IAWP	TILVU	51°31.07'N	005°06.23'E		FAWP	EH573	51°21.63'N	005°16.46'E	
WP	RUSAL	51°22.85'N	005°08.09'E		MAWP	THR 03	51°26.45'N	005°21.85'E	
IAWP	MITSA	51°17.13'N	005°21.16'E		MATWP	EH550	51°30.21'N	005°26.06'E	
IWP	ERSUL	51°19.91'N	005°14.54'E		HF	EHOJI	51°28.07'N	005°23.69'E	

RNP Z Rwy 03

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

CHANGES: MAG VAR

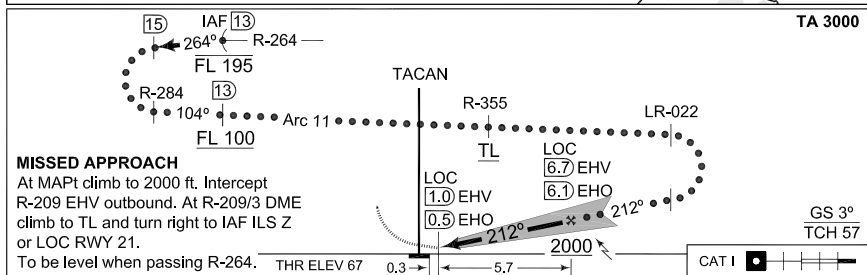
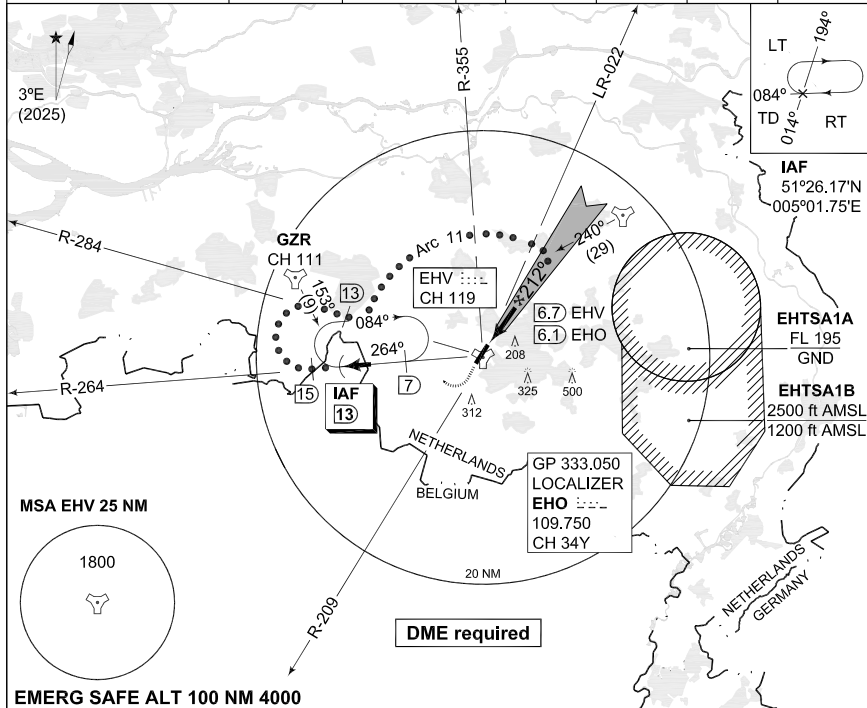
RNLASF 19 FEB 2026

MIPS INSTRUMENT APPROACH CHART

HI-ILS or LOC RWY 21 EINDHOVEN (EHEH)

AD ELEV 74

DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
LOCALIZER / DME EHO 109.750 / CH 34Y	APP COURSE 212°	FAF ALT 2000 FT	GS 3°	DA SEE CAT
			THR ELEV 67	ALS 869 m
				LDA 9044 FT



CATEGORY	C	D	E
S-ILS 21	267-800 200 (200-0.8)		275-800 208 (300-0.8)
S-LOC 21	500-1200 433 (500-1.2)	500-1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED		

HI-ILS or LOC RWY 21

51°27.01'N
005°22.47'E

EINDHOVEN (EHEH)

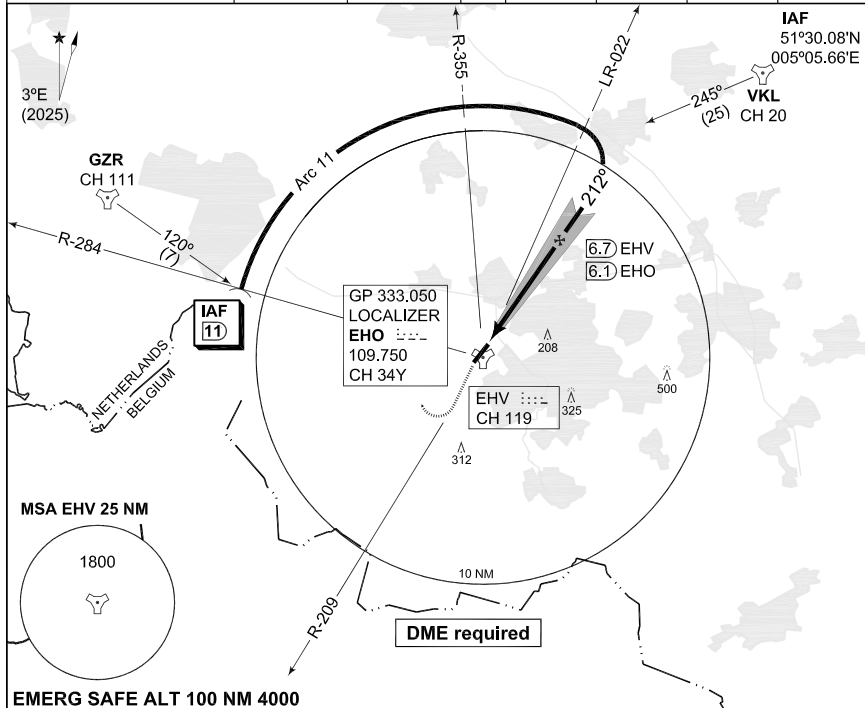
CHANGES: MAG VAR

RNLASF 19 FEB 2025

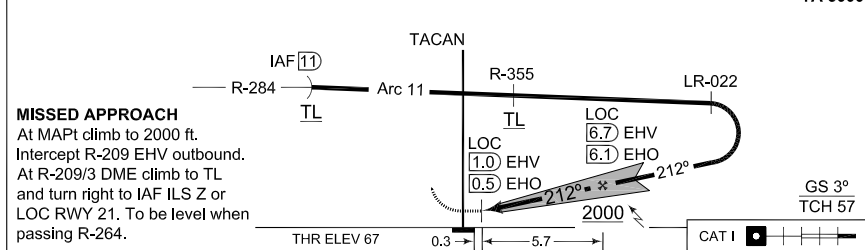
MIPS INSTRUMENT APPROACH CHART

ILS Z or LOC RWY 21 EINDHOVEN (EHEH)

DUTCH MIL		RAPCON SOUTH		EINDHOVEN TWR		GND CTL		ATIS*
336.325	125.930	388.525	123.180	241.550	131.005	335.750	121.930	126.030
LOCALIZER / DME		APP COURSE		FAF ALT	GS	DA	THR ELEV	ALS
EHO 109.750 / CH 34Y		212°		2000 FT	3°	SEE CAT	67	869 m
								LDA
								9044 FT



TA 3000



CATEGORY	A	B	C	D	E
MIPS	S-ILS 21	267-800 200 (200-0.8)			275-800 208 (300-0.8)
	S-LOC 21	500-800 433 (500-0.8)		500-1200 433 (500-1.2)	500-1600 433 (500-1.6)
	CIRCLING	NOT AUTHORIZED			

ILS Z or LOC RWY 21

51°27.01'N
005°22.47'E

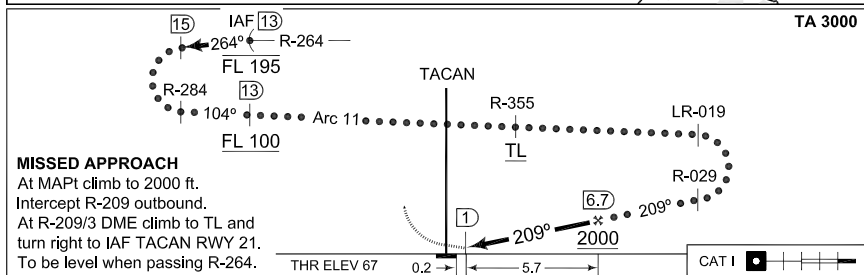
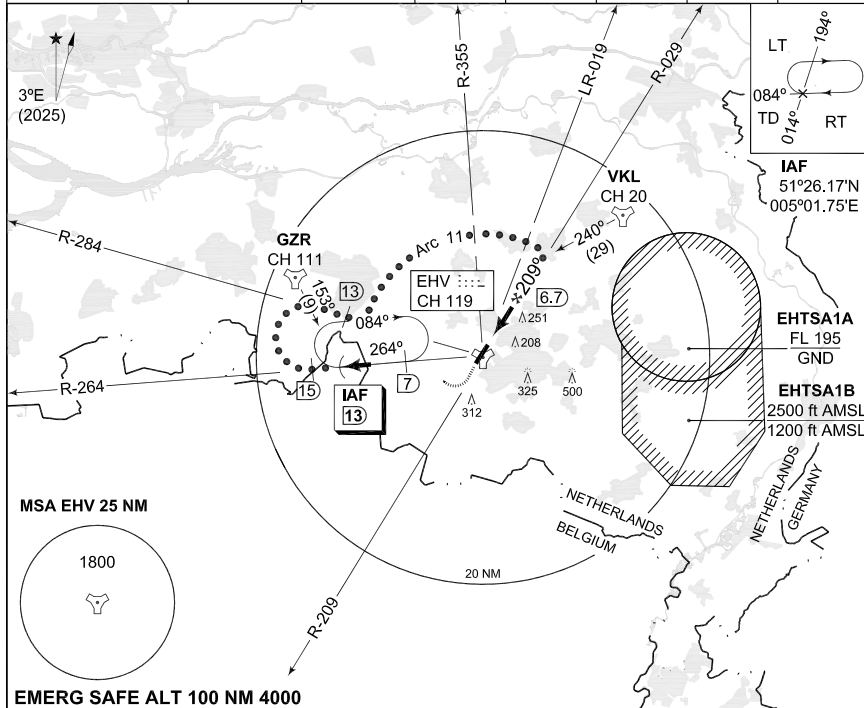
EINDHOVEN (EHEH)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 74

HI-TACAN RWY 21 EINDHOVEN (EHEH)

DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
TACAN EHV CH 119	APP COURSE 209°	FAF ALT 2000 FT	Descent GR 5.24%	MDA 500
			THR ELEV 67	ALS 869 m
				LDA 9044 FT



CATEGORY	C	D	E
S-TACAN 21	500 -1200 433 (500-1.2)	500 -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED		

HI-TACAN RWY 21

51°27.01'N
005°22.47'E

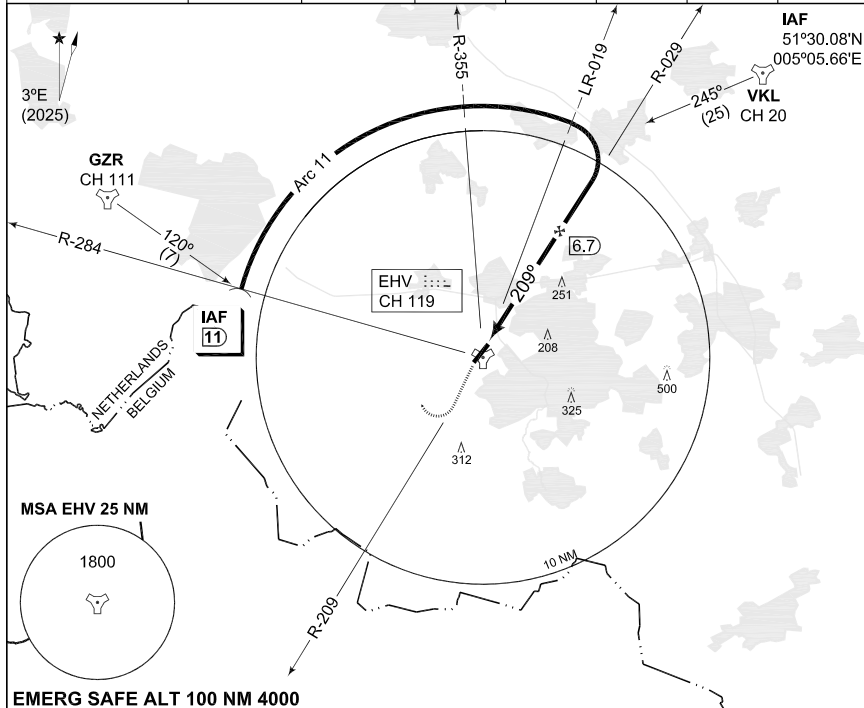
EINDHOVEN (EHEH)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 74

TACAN RWY 21
EINDHOVEN (EHEH)

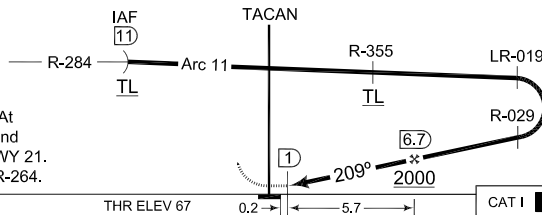
DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
TACAN EHV CH 119	APP COURSE 209°	FAF ALT 2000 FT	Descent GR 5.24%	MDA 500
			THR ELEV 67	ALS 869 m
				LDA 9044 FT



TA 3000

MISSED APPROACH

At MAPt climb to 2000 ft.
Intercept R-209 outbound. At
R-209/3 DME climb to TL and
turn right to IAF TACAN RWY 21.
To be level when passing R-264.



CATEGORY	A	B	C	D	E
S-TACAN 21	500-800 433 (500-0.8)		500-1200 433 (500-1.2)	500-1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED				

TACAN RWY 21

51°27.01'N
005°22.47'E

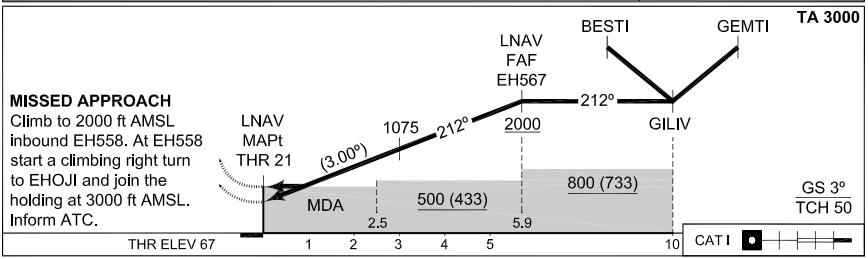
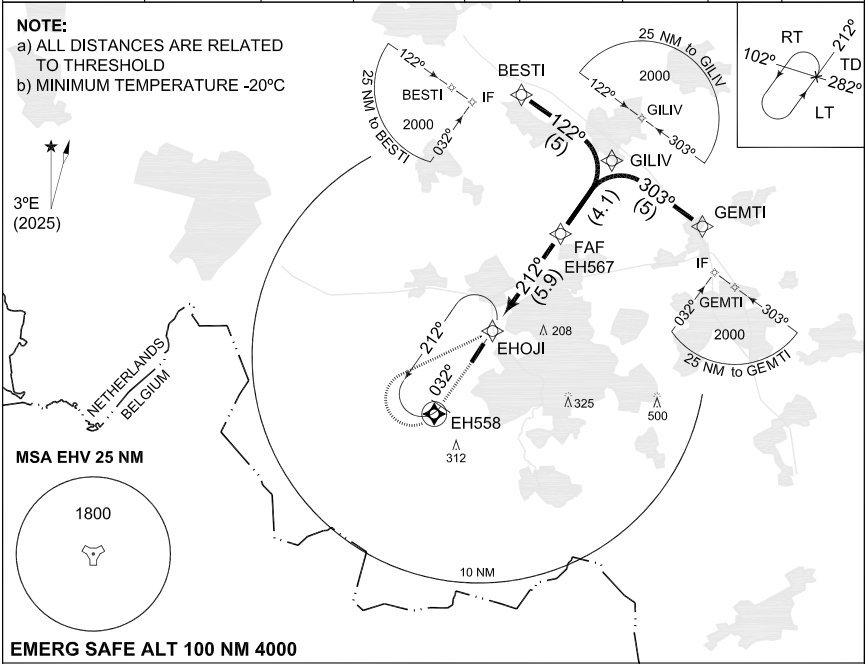
EINDHOVEN (EHEH)

PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 74

RNP Z RWY 21
EINDHOVEN (EHEH)

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030
EGNOS CHANNEL 42264 E21A	APP COURSE 212°	FAF ALT 2000 FT	Descent GR 5.24% / 3°	MDA 450	DA SEE CAT	THR ELEV 67	ALS 869 m	LDA 9044 FT



CATEGORY		A	B	C	D		
EU-OPS	DA(H) LPV	278-550 211 (300-0.8/1.2)	288-550 221 (300-0.8/1.2)	298-550 231 (300-0.8/1.2)	308-550 241 (300-0.8/1.3)		
	DA(H) LNAV / VNAV	334-600 267 (300-0.8/1.3)	344-600 277 (300-0.8/1.3)	354-650 287 (300-0.8/1.4)	364-650 297 (300-0.8/1.4)		
	MDA(H) LNAV	450-1100 383 (400-1.1/1.8)					
IAWP	BESTI	51°38.54'N	005°25.66'E	MAWP	THR 21	51°27.56'N	005°23.09'E
IAWP	GEMTI	51°32.80'N	005°38.77'E	MATWP	EH558	51°24.48'N	005°19.65'E
IWP	GILIV	51°35.74'N	005°32.29'E	HF	EHOJI	51°28.07'N	005°23.69'E
FAWP	EH567	51°32.40'N	005°28.53'E				

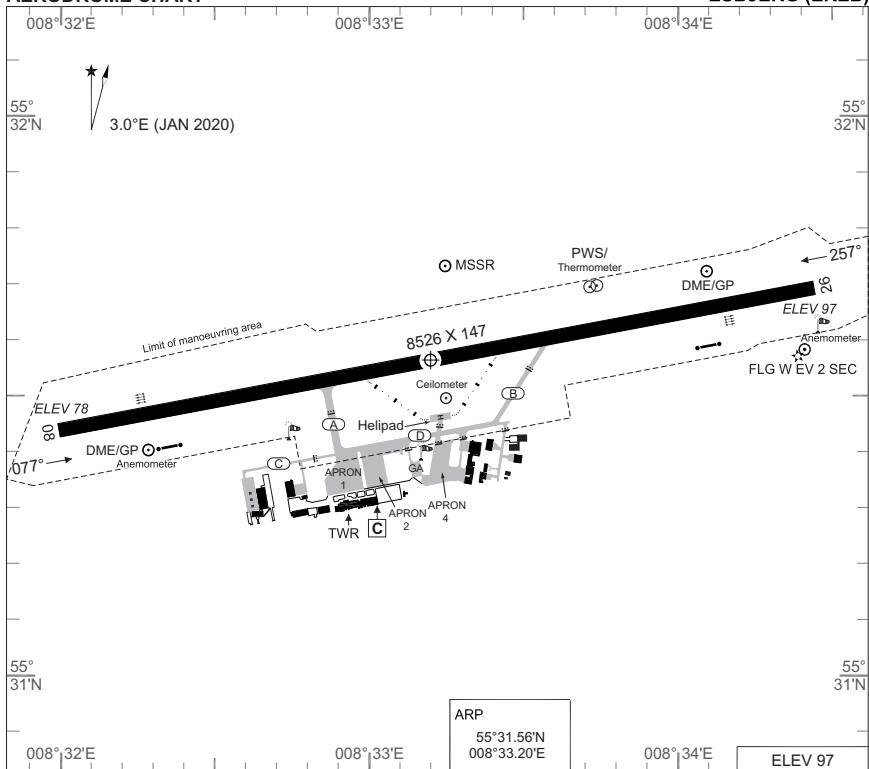
RNP Z RWY 21
51°27.01'N
005°22.47'E
EINDHOVEN (EHEH)

CHANGES: MAG VAR

RNLASF 19 FEB 2026

AERODROME CHART

ESBJERG (EKEB)



RWY	PCN	DECLARED DISTANCES					PAPI	THR ELEV	THR PSN
		PSN	TORA	TODA	ASDA	LDA			
08	60 F/A/W/T		8526	8526	8526	8526	3°	79	55°31.43'N 008°32.01'E
		A	5479	5479	5479				
		B	3021	3021	3021				
26			8526	8526	8526	8526	3°	97	55°31.69'N 008°34.44'E
		B	5410	5410	5410				
		A	2969	2969	2969				

ESBJERG INFORMATION 120.155

Flight procedures:

- Aircraft will normally be cleared by ACC Copenhagen to TOMMO HLDG.

- Navigation fix designated for radio communication failure during IMC is: TOMMO

- Omnidirectional departures:

RWY 08/26: Climb straight ahead to at least 500 FT AMSL before turn is commenced.

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

AERODROME CHART

ESBJERG (EKEB)

MIPS

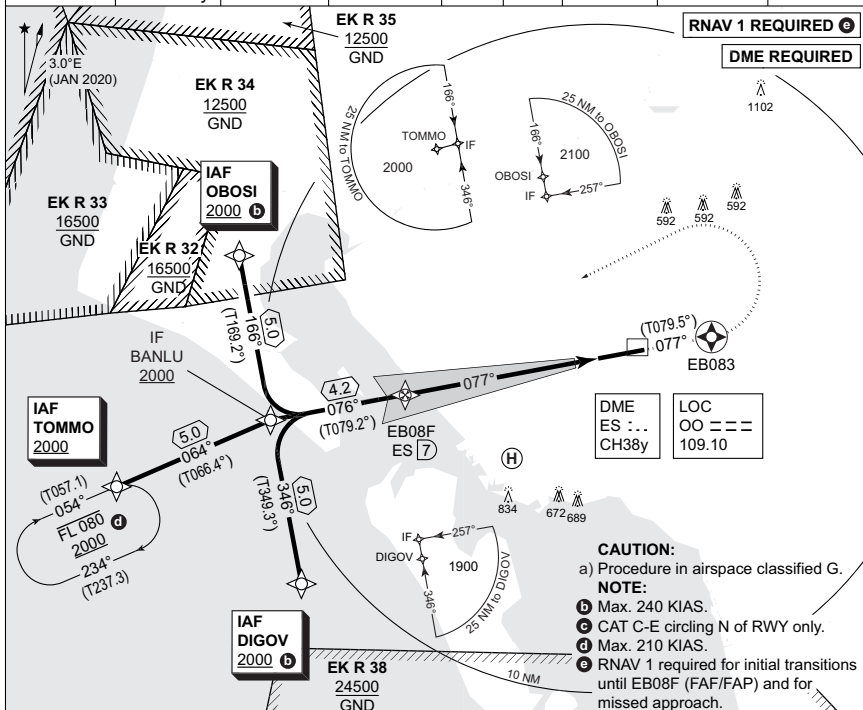
INSTRUMENT APPROACH CHART

AD ELEV 97

ILS or LOC Y RWY 08

ESBJERG (EKEB)

COPENHAGEN CONTROL 362.750 136.555		BILLUND ATIS 118.780		BILLUND APPROACH 127.580		ESBJERG INFORMATION 120.155		
LOC OO 109.10	DME ES CH38y	APP COURSE 077°	GS INTCP ALT 2000 FT	GS 3.00°	DA 278	THR ELEV 78	ALS LENGTH 900 M	LDA 8526 FT



TA 3000
GS 3.00°
RDH 49

From IAF
IF BANLU
ES 11.2
2000
FAF / FAP
EB08F
ES 7
2000

DME LOC
ES OO
2000

CAT I

From IAF

IF BANLU

ES 11.2

2000

FAF / FAP

EB08F

ES 7

2000

SDF

ES 3.1

560

MAPt

ES 1.6

560

THR ELEV 78

5.8

CAT I

5.8

5.8

CDFA: 3.00° / 5.24%

DME ES	6	5	4	3
DIST THR	4.8	3.8	2.8	1.8
ALT	1650	1340	1020	700

MISSED APPROACH

Climb straight ahead to EB083, turn left direct BANLU (max. 185 KIAS until turn completed) and then continue to TOMMO (max. 210 KIAS) to join the hold (MHA 2000).

CHANGES: EKD 301 WITHDRAWN

CAT I

From IAF

IF BANLU

ES 11.2

2000

FAF / FAP

EB08F

ES 7

2000

SDF

ES 3.1

560

MAPt

ES 1.6

560

THR ELEV 78

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

5.8

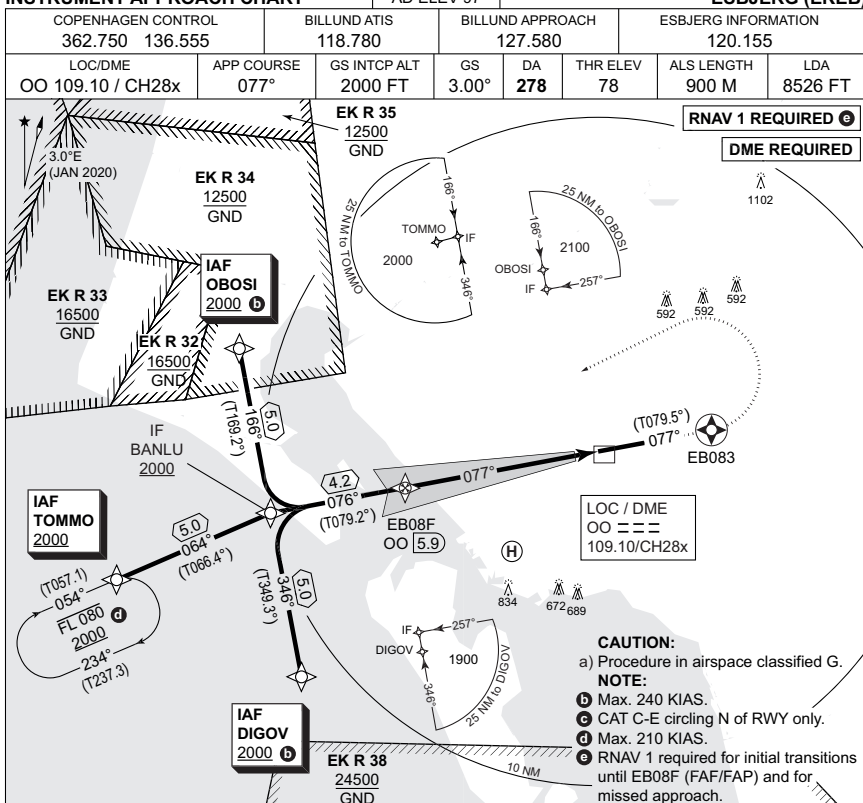
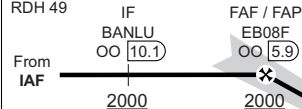
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 97

ILS or LOC Z RWY 08

ESBJERG (EKEB)

TA 3000
GS 3.00°
RDH 49

CDFA: 3.00° / 5.24%

DME OO	5	4	3	2
DIST THR	4.9	3.9	2.9	1.9
ALT	1670	1350	1040	720

MISSED APPROACH

Climb straight ahead to EB083, turn left direct BANLU (max. 185 KIAS until turn completed) and then continue to TOMMO (max. 210 KIAS) to join the hold (MHA 2000).

CAT I

CATEGORY	A	B	C	D	E
S-ILS CAT I	278 - 550 200 (200-0.8/1.2)				
S-LOC 08	460 - 1100 382 (400-1.1/1.8)				
CIRCLING c	590 -1.5 493 (500-1.5)	600 -1.6 503 (600-1.6)	840 -2.4 743 (800-2.4)	990 -3.6 893 (900-3.6)	1090 -3.6 993 (1000-3.6)

ILS or LOC Z RWY 08

55°31.56'N
008°33.20'E

ESBJERG (EKEB)

CHANGES: EKD 301 WITHDRAWN

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 97

ILS or LOC Y RWY 26

ESBJERG (EKEB)

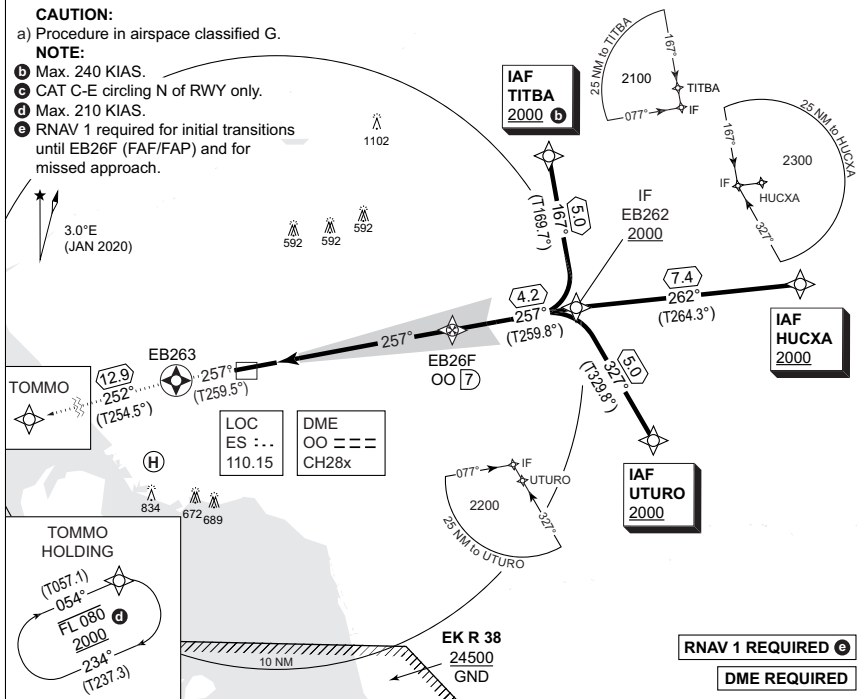
COPENHAGEN CONTROL 362.750 136.555		BILLUND ATIS 118.780		BILLUND APPROACH 127.580		ESBJERG INFORMATION 120.155		
LOC ES 110.15	DME OO 28x	APP COURSE 257°	GS INTCPLT 2000 FT	GS 3.00°	DA 297	THR ELEV 97	ALS LENGTH 900 M	LDA 8526 FT

CAUTION:

a) Procedure in airspace classified G.

NOTE:

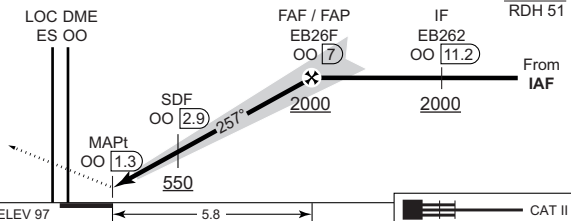
- 1 Max. 240 KIAS.
- 2 CAT C-E circling N of RWY only.
- 3 Max. 210 KIAS.
- 4 RNAV 1 required for initial transitions until EB26F (FAF/FAP) and for missed approach.



CDFA: 3.00° / 5.24%				
DME OO	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8
ALT	710	1030	1350	1660

MISSED APPROACH

Climb straight ahead to EB263, turn left to TOMMO to join the hold (MHA 2000).



CATEGORY	A	B	C	D	E
S-ILS CAT I			297 - 550 200 (200-0.8/1.2)		
S-LOC 26			430 - 800 333 (400-0.8/1.5)		
CIRCLING 4	590 -1.5 493 (500-1.5)	600 -1.6 503 (600-1.6)	840 -2.4 743 (800-2.4)	990 -3.6 893 (900-3.6)	1090 -3.6 993 (1000-3.6)

ILS or LOC Y RWY 26

55°31.56'N
008°33.20'E

ESBJERG (EKEB)

CHANGES: WPT HAJAO REPLACED BY NEW WPT HUCXA.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

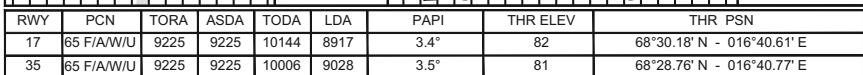
INSTRUMENT APPROACH CHART

**ILS or LOC Z RWY 26
ESBJERG (EKEB)**

COPENHAGEN CONTROL		BILLUND ATIS		BILLUND APPROACH		ESBJERG INFORMATION	
362.750	136.555	118.780		127.580		120.155	
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
ES 110.15 / CH38y	257°	2000 FT	3.00°	297	97	900 M	8526 FT

CATEGORY		A		B		C		D		E	
MIPS	S-ILS CAT I	297 - 550 200 (200-0.8/1.2)									
	S-LOC 26	430 - 800 333 (400-0.8/1.5)									
	CIRCLING ●	590	-1.5 493 (500-1.5)	600	-1.6 503 (600-1.6)	840	-2.4 743 (800-2.4)	990	-3.6 893 (900-3.6)	1090	-3.6 993 (1000-3.6)

ESBJERG (EKEB)

EVENES (ENEV)

CHANGES: FREQUENCIES.

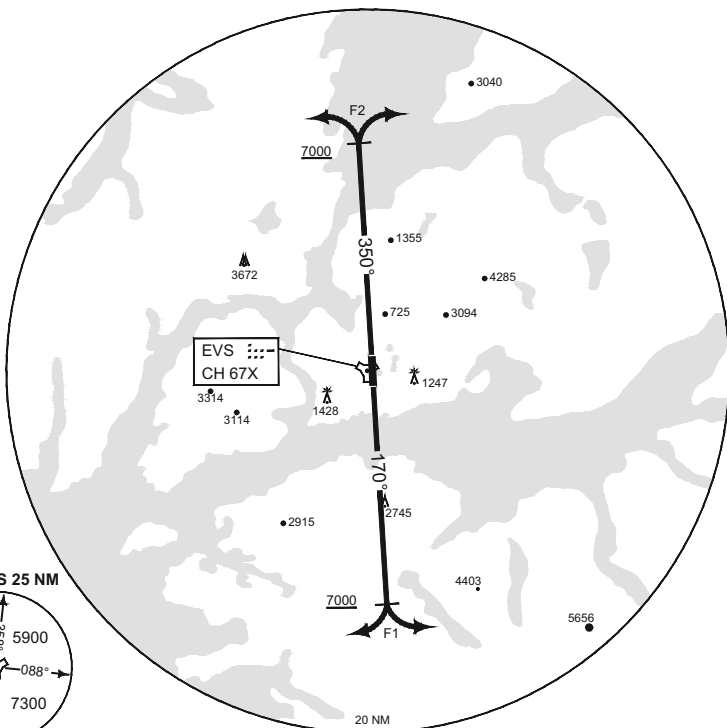
30 OCT 2025

EVENES (ENEV)

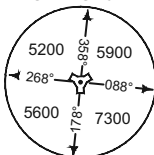
MIPS
INSTRUMENT DEPARTURE CHART

HPMA SID RWY 17 / 35
EVENES (ENEV)

ATIS	EVENES TWR				EVENES APP						POLARIS CONTROL	
126.030	118.005	120.105	308.775	257.800	120.105	369.325	126.455	278.050				
AD ELEV		RWY	MIN CLIMB	GS (kt)	60	120	180	240	300	360	to	reason
85		17 / 35	8.75%	5.0°	V/V (fpm)	540	1070	1600	2130	2660	3190	7000 HPMA



MSA EVS 25 NM



EMERG SAFE ALT 100 NM 9000

TA 7000

HPMA F1
(RWY 17)

- Climb track 170°. Passing 7000 ft turn according to ATC clearance, and continue climb to FL 090.
- Maximum 450 KIAS.

HPMA F2
(RWY 35)

- Climb track 350°. Passing 7000 ft turn according to ATC clearance, and continue climb to FL 090.
- Maximum 450 KIAS.

CHANGES: POLARIS CONTROL FREQUENCIES.

RNAF 25 DEC 2025

HPMA SID RWY 17 / 35

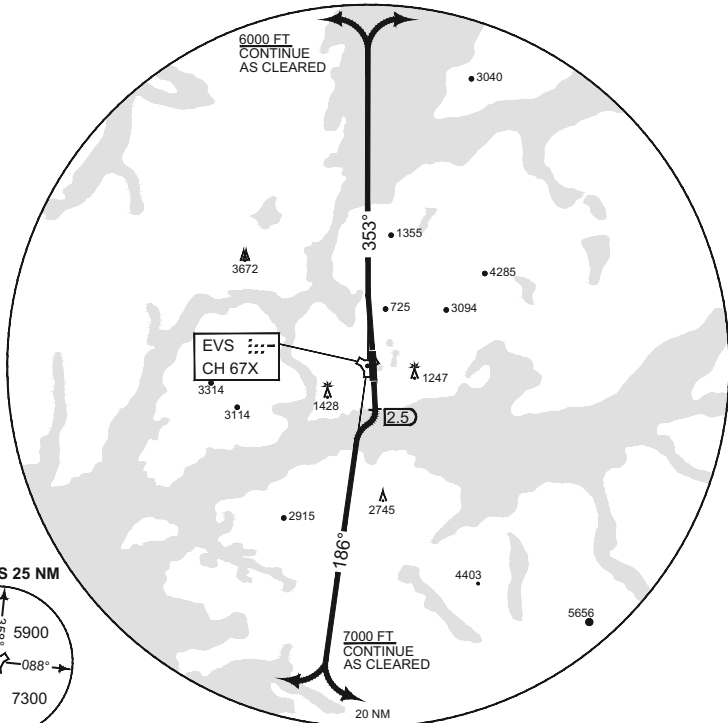
68°29.33' N
016°40.70' E

EVENES (ENEV)

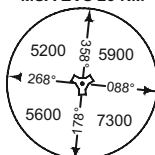
MIPS
INSTRUMENT DEPARTURE CHART

TACAN SID RWY 17 / 35
EVENES (ENEV)

ATIS	EVENES TWR				EVENES APP				POLARIS CONTROL			
126.030	118.005	120.105	308.775	257.800	120.105	369.325	60	120	180	240	300	
		AD ELEV										
		85	RWY	GS (kt)	FROM-TO	420	680	1020	1370	1710	REASON	
			17	V/V (fpm)	DER-3500	420	830	1240	1660	2070		
			35	V/V (fpm)	DER-1000	340	680	1020	1370	1710	TERRAIN	
				V/V (fpm)	1000-1800	230	450	680	900	1130		



MSA EVS 25 NM



EMERG SAFE ALT 100 NM 9000

TA 7000

RWY 17

- Climb to FL 90. Maximum 300 KIAS.
- Minimum climb gradient 6.8% (3.9°) to 3500 ft.
- Climb straight ahead to EVS 2.5 DME, then turn right to intercept EVS R-186 outbound. Climb to 7000 ft before turning according to ATC clearance.

RWY 35

- Climb to FL 90. Maximum 300 KIAS.
- Minimum climb gradient 5.6% (3.2°) to 1000 ft, then 3.7% (2.2°) to 1800 ft.
- Climb straight ahead and intercept EVS R-353 outbound. Climb to 6000 ft before turning according to ATC clearance.

CHANGES: POLARIS CONTROL FREQUENCIES

TACAN SID RWY 17 / 35

68°29.33' N
016°40.70' E

EVENES (ENEV)

RNOAF 25 DEC 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 85

HPMA TACAN RWY 17
EVENES (ENEV)

ATIS 126.030	EVENES APPROACH 120.105 369.325			EVENES TOWER 118.005 120.105 308.775 257.800			
TACAN EVS CH 67X	APP COURSE 173°	FAF ALT 2400	Descent GR 3.4°	MDA 1010	THR ELEV 82	ALS 720 m	LDA 8917

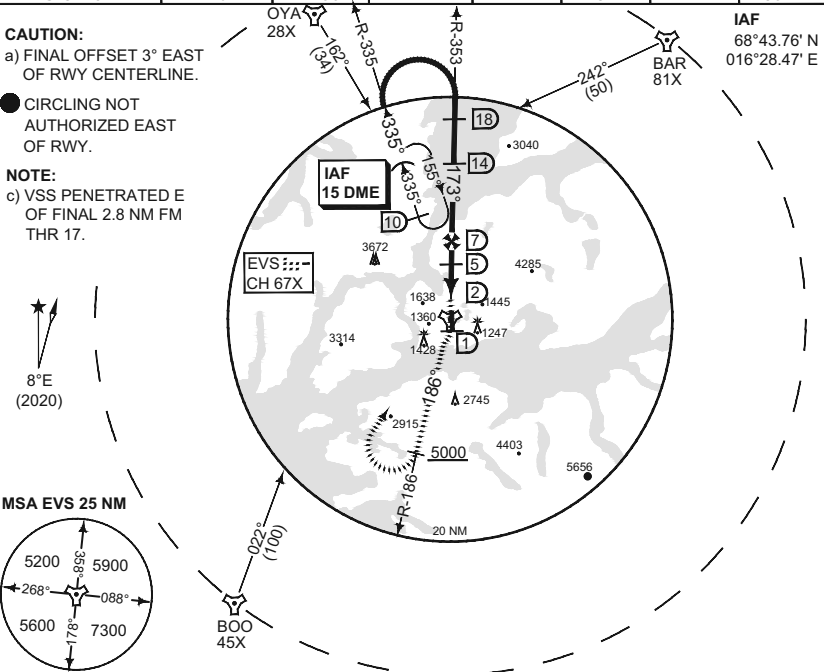
CAUTION:

- a) FINAL OFFSET 3° EAST
OF RWY CENTERLINE.

● CIRCLING NOT
AUTHORIZED EAST
OF RWY.

NOTE:

- c) VSS PENETRATED E
OF FINAL 2.8 NM FM
THR 17.



MSA EVS 25 NM

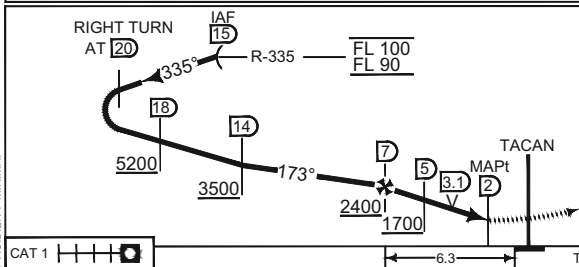
MERG SAFE ALT 100NM 9000

DME EVS	6	5	4
ALT	2040	1700	1320

TA 7000

MISSED APPROACH

Climb on course 173° to 1 DME after EVS, then intercept R-186 outbound. Passing 5000 ft turn right inbound EVS, climbing to FL 90. Passing EVS proceed outbound on R-335 to IAF.



CATEGORY		HPMA
MIPS	S-TAC 17	1010 - 3.6 928 (1000 - 3.6/4.3)
	● CIRCLING	1990 - 5.0 1905 (2000 - 5.0)

HPMA TACAN RWY 17

68°29.33N
016°40.70E

EVENES (ENEV)

CHANGES: FREQUENCIES, VISIBILITY MINIMA.

ERNOAF 30 OCT 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 85

TACAN RWY 17
EVENES (ENEV)

ATIS 126.030	EVENES APPROACH 120.105 369.325		EVENES TOWER 118.005 120.105 308.775 257.800				
TACAN EVS CH 67X	APP COURSE 173°	FAF ALT 2400	Descent GR 5.9% (3.4°)	MDA SEE CAT	THR ELEV 82	ALS 720 m	LDA 8917

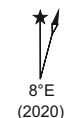
CAUTION:

a) FINAL OFFSET 3° EAST OF RWY CENTERLINE.

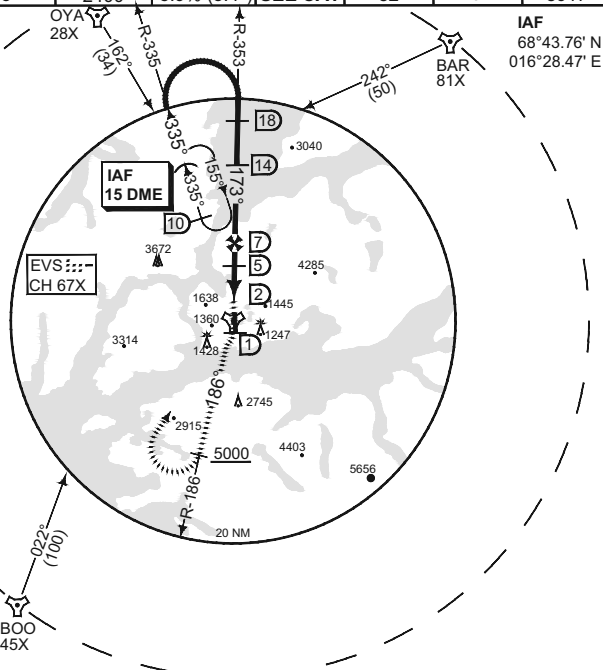
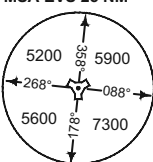
● CIRCLING NOT AUTHORIZED EAST OF RWY.

NOTE:

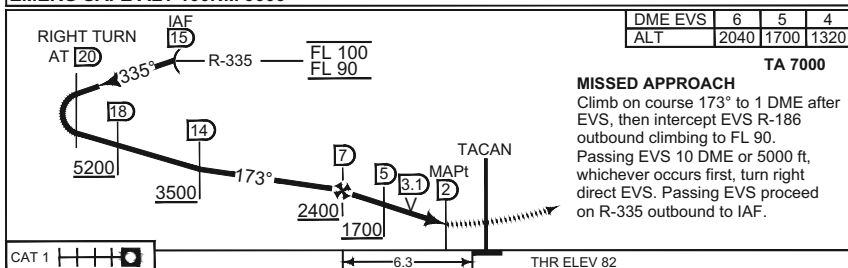
c) VSS PENETRATED E OF FINAL 2.8 NM FM THR 17.



MSA EVS 25 NM



EMERG SAFE ALT 100NM 9000



DME EVS	6	5	4
ALT	2040	1700	1320

TA 7000

MISSED APPROACH

Climb on course 173° to 1 DME after EVS, then intercept EVS R-186 outbound climbing to FL 90. Passing EVS 10 DME or 5000 ft, whichever occurs first, turn right direct EVS. Passing EVS proceed on R-335 outbound to IAF.

CAT 1	6.3	THR ELEV 82
-------	-----	-------------

CATEGORY	A	B	C	D
S-TAC 17 2.5% MA CLMB	1450 - 5.0 1368 (1400 - 5.0/5.0)	1480 - 5.0 1398 (1400 - 5.0/5.0)	1510 - 5.0 1428 (1500 - 5.0/5.0)	1520 - 5.0 1438 (1500 - 5.0/5.0)
S-TAC 17 4.0% MA CLMB	1010 - 3.6 928 (1000 - 3.6/4.3)	1010 - 3.6 928 (1000 - 3.6/4.3)	1010 - 3.6 928 (1000 - 3.6/4.3)	1010 - 3.6 928 (1000 - 3.6/4.3)
● CIRCLING	1450 - 5.0 1365 (1400 - 5.0)	1690 - 5.0 1605 (1700 - 5.0)	2090 - 5.0 2005 (2100 - 5.0)	2140 - 5.0 2055 (2100 - 5.0)

TACAN RWY 17

68°29.33N
016°40.70E

EVENES (ENEV)

CHANGES: FREQUENCIES

RNAIF 30 OCT 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 85

HPMA ILS or LOC RWY 17
EVENES (ENEV)

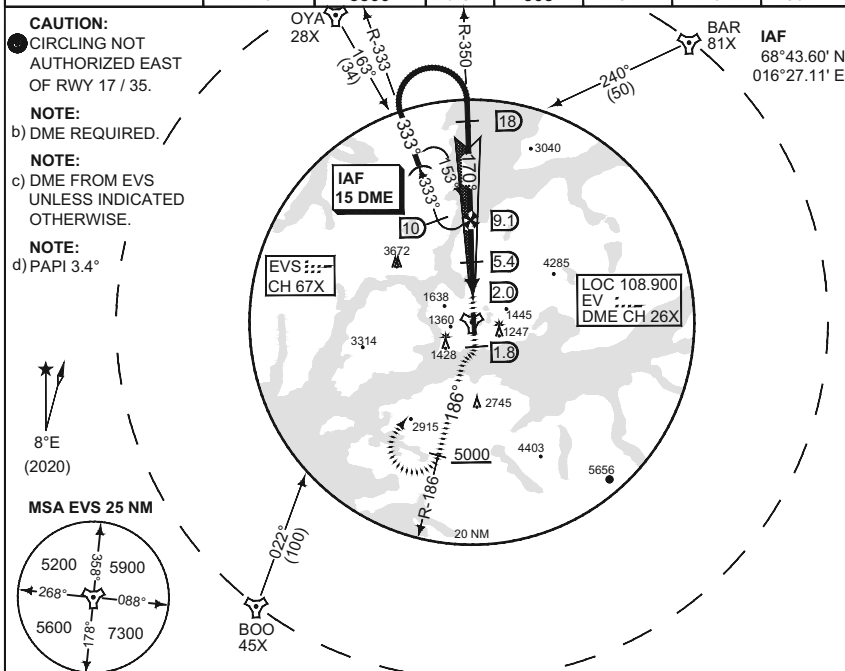
ATIS 126.030	EVENES APPROACH 120.105 369.325		EVENES TOWER 118.005 120.105 308.775 257.800				
LOCALIZER/DME EV 108.900 / CH 26X	APP COURSE 170°	GS INTCP ALT 3500	GS 3.8°	DA 303	THR ELEV 82	ALS 720 m	LDA 8917

CAUTION:
● CIRCLING NOT
AUTHORIZED EAST
OF RWY 17 / 35.

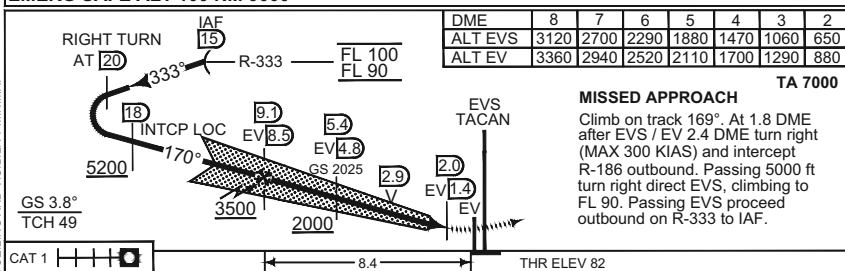
NOTE:
b) DME REQUIRED.

NOTE:
c) DME FROM EVS
UNLESS INDICATED
OTHERWISE.

NOTE:
d) PAPI 3.4°



EMERG SAFE ALT 100 NM 9000



MISSSED APPROACH

Climb on track 169°. At 1.8 DME after EVS / EV 2.4 DME turn right (MAX 300 KIAS) and intercept R-186 outbound. Passing 5000 ft turn right direct EVS, climbing to FL 90. Passing EVS proceed outbound on R-333 to IAF.

CATEGORY	HPMA
S-ILS 17	303 - 0.8 221 (300 - 0.8/1.2)
S-LOC 17	1010 - 3.6 928 (1000 - 3.6/4.3)
● CIRCLING	1990 - 5.0 1906 (2000 - 5.0)

HPMA ILS or LOC RWY 17

68°29.33N
016°40.70E

EVENES (ENEV)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 85

ILS M or LOC M RWY 17
EVENES (ENEV)

ATIS 126.030		EVENES APPROACH 120.105 369.325		EVENES TOWER 118.005 120.105 308.775 257.800				
LOCALIZER/DME EV 108.900 / CH 26X		APP COURSE 170°	GS INTCP ALT 3500	GS 3.8°	DA SEE CAT	THR ELEV 82	ALS 720 m	LDA 8917

CAUTION:

- CIRCLING NOT AUTHORIZED EAST OF RWY 17 / 35.

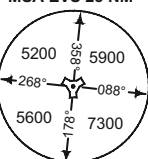
b) STEEP FINAL APPROACH.

NOTE:

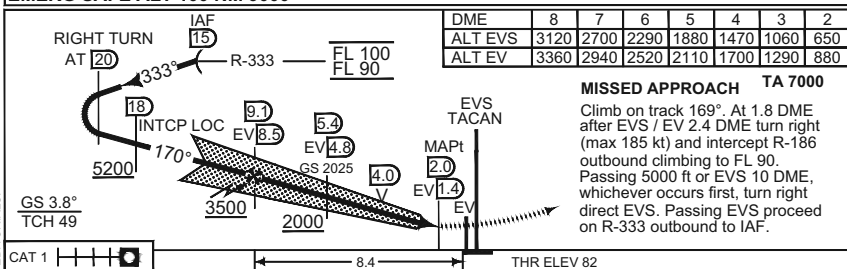
- c) DME REQUIRED.
- d) DME FROM EVS UNLESS INDICATED OTHERWISE.
- e) PAPI 3.4°



MSA EVS 25 NM



EMERG SAFE ALT 100 NM 9000



DME	8	7	6	5	4	3	2
ALT EVS	3120	2700	2290	1880	1470	1060	650
ALT EV	3360	2940	2520	2110	1700	1290	880

MISSED APPROACH TA 7000

Climb on track 169°. At 1.8 DME after EVS / EV 2.4 DME turn right (max 185 kt) and intercept R-186 outbound climbing to FL 90. Passing 5000 ft or EVS 10 DME, whichever occurs first, turn right direct EVS. Passing EVS proceed on R-333 outbound to IAF.

CAT 1	8.4	THR ELEV 82
-------	-----	-------------

CATEGORY	A	B	C	D
S-ILS 17	1345 - 5.0 1263 (1300 - 5.0/5.0)	1363 - 5.0 1281 (1300 - 5.0/5.0)	1375 - 5.0 1293 (1300 - 5.0/5.0)	1391 - 5.0 1309 (1400 - 5.0/5.0)
2.5% MA CLMB	352 - 600 270 (300 - 0.8/1.3)	371 - 650 289 (300 - 0.8/1.4)	383 - 700 301 (400 - 0.8/1.4)	398 - 750 316 (400 - 0.8/1.4)
5.0% MA CLMB	1480 - 5.0 1398 (1400 - 5.0/5.0)	1500 - 5.0 1418 (1500 - 5.0/5.0)	1530 - 5.0 1448 (1500 - 5.0/5.0)	1540 - 5.0 1458 (1500 - 5.0/5.0)
S-LOC 17	1480 - 5.0 1395 (1400 - 5.0)	1690 - 5.0 1605 (1700 - 5.0)	2090 - 5.0 2005 (2100 - 5.0)	2140 - 5.0 2055 (2100 - 5.0)
2.5% MA CLMB				
● CIRCLING				

ILS M or LOC M RWY 17

68°29.33N
016°40.70E

EVENES (ENEV)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 85

HPMA TACAN RWY 35
EVENES (ENEV)

ATIS 126.030	EVENES APPROACH 120.105 369.325		EVENES TOWER 118.005 120.105 308.775 257.800				
TACAN EVS CH 67X	APP COURSE 347°	FAF ALT 3300	Descent GR ● 4.8°	MDA 740	THR ELEV 81	ALS 600 m	LDA 9028

WARNING:

- VERY STEEP FINAL APPROACH. DECENT GRADIENT EXCEEDS MAXIMUM SPECIFIED IN AATCP-1.

CAUTION:

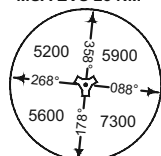
- CIRCLING NOT AUTHORIZED EAST OF RWY 35 / 17.
- c) DO NOT USE PAPI RWY 35 OUTSIDE 5 NM.
- d) FINAL OFFSET 3° EAST.

IAF
68°15.04' N
016°30.08' E

BAR 81X

8°E
(2020)

MSA EVS 25 NM



SAFE ALT 100NM 9000

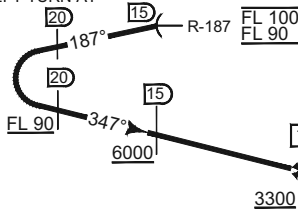
WARNING:

- e) ALTITUDES MUST BE CORRECTED FOR LOW TEMPERATURE AND HIGH SURFACE WIND VELOCITY.

SURFACE WIND (kts)	20	40	60
ALT CORR. VALUE	50	200	450

- f) PROCEDURE NOT AUTH. WITH SURFACE WIND ABOVE 60 KTS.

LEFT TURN AT



DME EVS	6	5	4	3	2
ALT	2800	2290	1790	1280	780

TA 7000

MISSED APPROACH

Climb straight ahead to EVS and track R-347 outbound. Passing 5000 ft turn left inbound EVS, climbing to FL 90. Passing EVS proceed outbound on R-187 and enter holding at IAF.

CATEGORY

HPMA

● S-TAC 35

740 - 2.3 659 (700 - 2.3/3.0)

● CIRCLING

1990 - 5.0 1905 (2000 - 5.0)

HPMA TACAN RWY 35

68°29.33N
016°40.70E

EVENES (ENEV)

CHANGES: FREQUENCIES, VISIBILITY MINIMA

RNGAF 30 OCT 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 85

HPMA TACAN A
EVENES (ENEV)

ATIS 126.030	EVENES APPROACH 120.105 369.325		EVENES TOWER 118.005 120.105 308.775 257.800			
TACAN EV CH 67X	APP COURSE 004°	FAF ALT 4300	MDA 1990			

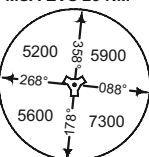
CAUTION:

● CIRCLING NOT
AUTHORIZED EAST
OF RWY 35 / 17.

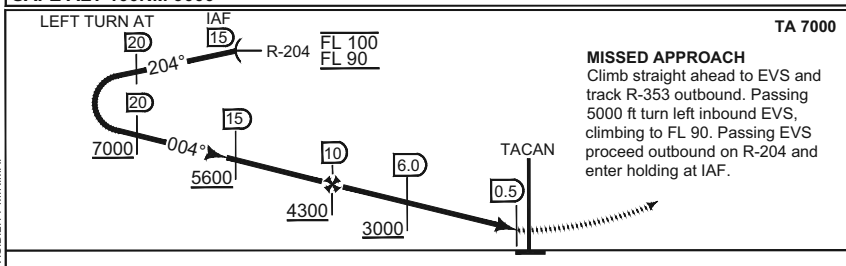
b) DO NOT USE
PAPI RWY 35
OUTSIDE 5 NM.



MSA EVS 25 NM



SAFE ALT 100NM 9000



CATEGORY		HPMA
● CIRCLING		1990 - 5.0 1905 (2000 - 5.0)

HPMA TACAN A

68°29.33N
016°40.70E

EVENES (ENEV)

CHANGES: FREQUENCIES, VISIBILITY MINIMA

RNAV 30 OCT 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 85

TACAN A
EVENES (ENEV)

ATIS 126.030	EVENES APPROACH 120.105 369.325		EVENES TOWER 118.005 120.105 308.775 257.800			
TACAN EVS CH 67X	APP COURSE 004°	FAF ALT 4300		MDA SEE CAT		

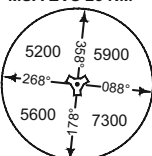
CAUTION:

● CIRCLING NOT
AUTHORIZED EAST
OF RWY 35 / 17.

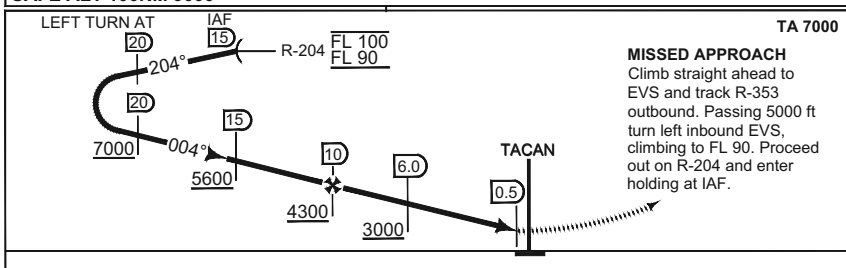
b) DO NOT USE
PAPI RWY 35
OUTSIDE 5 NM.



MSA EVS 25 NM



SAFE ALT 100NM 9000



MISSED APPROACH
TA 7000
Climb straight ahead to
EVS and track R-353
outbound. Passing 5000 ft
turn left inbound EVS,
climbing to FL 90. Proceed
out on R-204 and enter
holding at IAF.

CHANGES: FREQUENCIES

CATEGORY	A	B	C	D
● CIRCLING	1130 - 4.9 1045 (1100 - 4.9)	1690 - 5.0 1605 (1700 - 5.0)	2090 - 5.0 2005 (2100 - 5.0)	2140 - 5.0 2055 (2100 - 5.0)

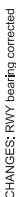
TACAN A

68°29.33N
016°40.70E

EVENES (ENEV)

RNAV 30 OCT 2025

FLORENNES (EBFS)

BEL DEFENCE, AIR COMPONENT 27-NOV-2025 - THS

AERODROME CHART

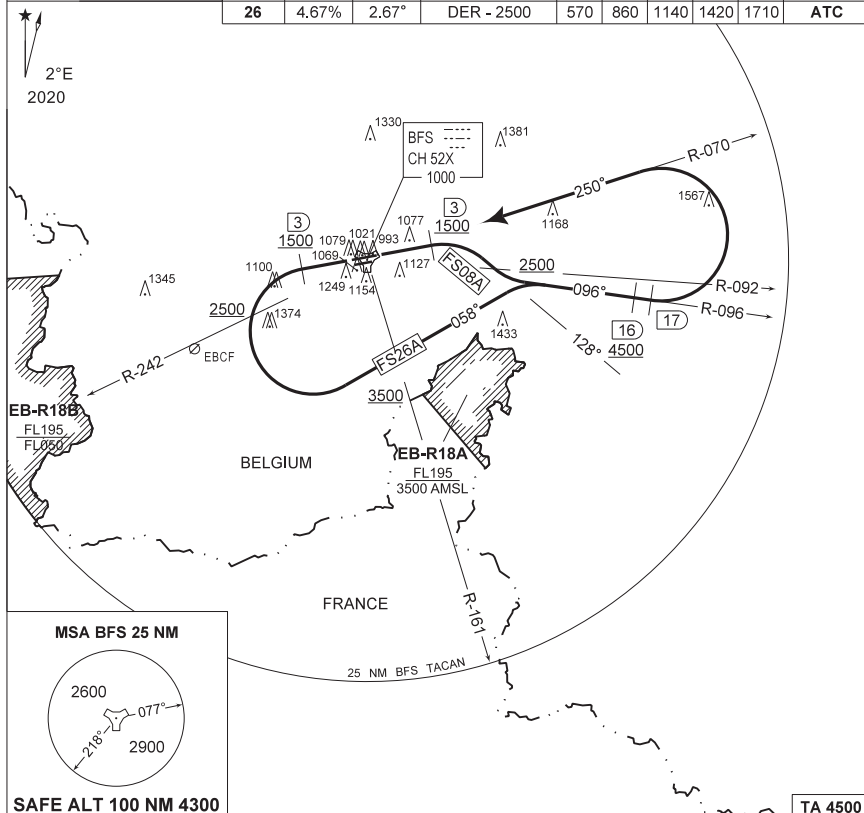
FLORENNES (EBFS)

MIPS INSTRUMENT DEPARTURE CHART

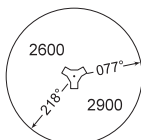
AD ELEV 927

FS 08A - 26A
FLORENNES (EBFS)

FLORENNES GND 356.925 122.100	FLORENNES TWR 234.800 125.880	FLORENNES APP 372.275 124.380	BELGA RADAR 374.400 129.325
TACAN BFS - CH 52X	RWY PDG 08 4.46% 2.55° 26 4.67% 2.67°	From-To DER - 2500 550 820 DER - 2500 570 860	Reason ATC



MSA BFS 25 NM



SAFE ALT 100 NM 4300

TA 4500

FS 08A
(RWY 08)

50

- Climb straight ahead and contact EBFS APP.
- At 3 DME at or above 1500 FT AMSL, turn right on track 128°.
- Pass R-092 at or above 2500 FT AMSL. Intercept R-096 outbound BFS TACAN.
- Pass 16 DME / R-096 at or above 4500 FT AMSL. Contact BELGA RADAR as directed.
- At 17 DME turn left to intercept R-070 inbound BFS TACAN.
- SID is terminated overhead BFS.

FS 26A
(RWY 26)

63

- Climb straight ahead and contact EBFS APP.
- At 3 DME at or above 1500 FT AMSL, turn left on track 058°.
- Pass R-242 at or above 2500 FT AMSL.
- Pass R-161 at or above 3500 FT AMSL, intercept R-096 outbound BFS TACAN.
- Pass 16 DME / R-096 at or above 4500 FT AMSL. Contact BELGA RADAR as directed.
- At 17 DME turn left to intercept R-070 inbound BFS TACAN.
- SID is terminated overhead BFS.

CHANGES: MSA

FS 08A - 26A

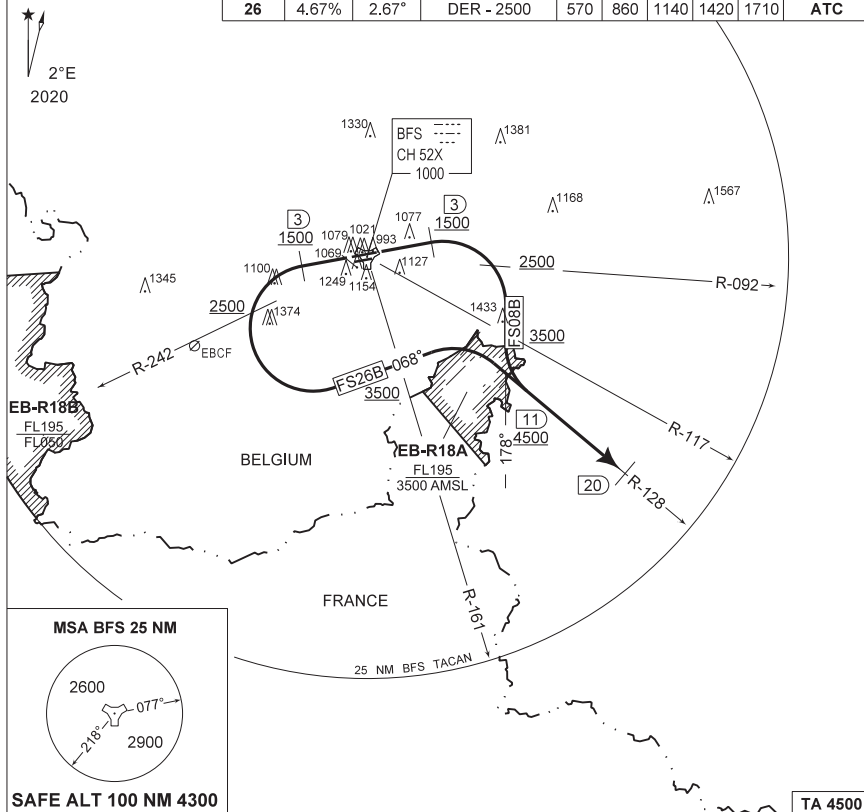
50°14,60' N
004°38,74' E

FLORENNES (EBFS)

BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

**FS 08B - 26B
FLORENNES (EBFS)**

FLORENNES GND		FLORENNES TWR		FLORENNES APP		BELGA RADAR			
356.925	122.100	234.800	125.880	372.275	124.380	374.400	129.325		
TACAN		RWY	PDG	From-To	120 180	240 300	360	Reason	
BFS - CH 52X		08	4.46% 2.55°	DER - 4500	550 820	1090 1360	1630	ATC	
★		26	4.67% 2.67°	DER - 2500	570 860	1140 1420	1710	ATC	



- FS 08B
(RWY 08)

22

- Climb straight ahead and contact EBFS APP.
- At 3 DME at or above 1500 FT AMSL, turn right on track 178°.
- Pass R-092 at or above 2500 FT AMSL.
- Pass R-117 at or above 3500 FT AMSL.
- Intercept R-128 outbound BFS TACAN.
- Pass 11 DME / R-128 at or above 4500 FT AMSL.
- Contact BELGA RADAR as directed. Continue R-128 outbound until 20 DME BFS TACAN.

TA 4500

FS 26B
(RWY 26)

31

- Climb straight ahead and contact EBFS APP.
- At 3 DME at or above 1500 FT AMSL, turn left on track 068°.
- Pass R-242 at or above 2500 FT AMSL.
- Pass R-161 at or above 3500 FT AMSL.
- Intercept R-128 outbound BFS TACAN.
- Pass 11 DME / R-128 at or above 4500 FT AMSL.
- Contact BELGA RADAR as directed. Continue R-128 outbound till 20 DME BFS TACAN.

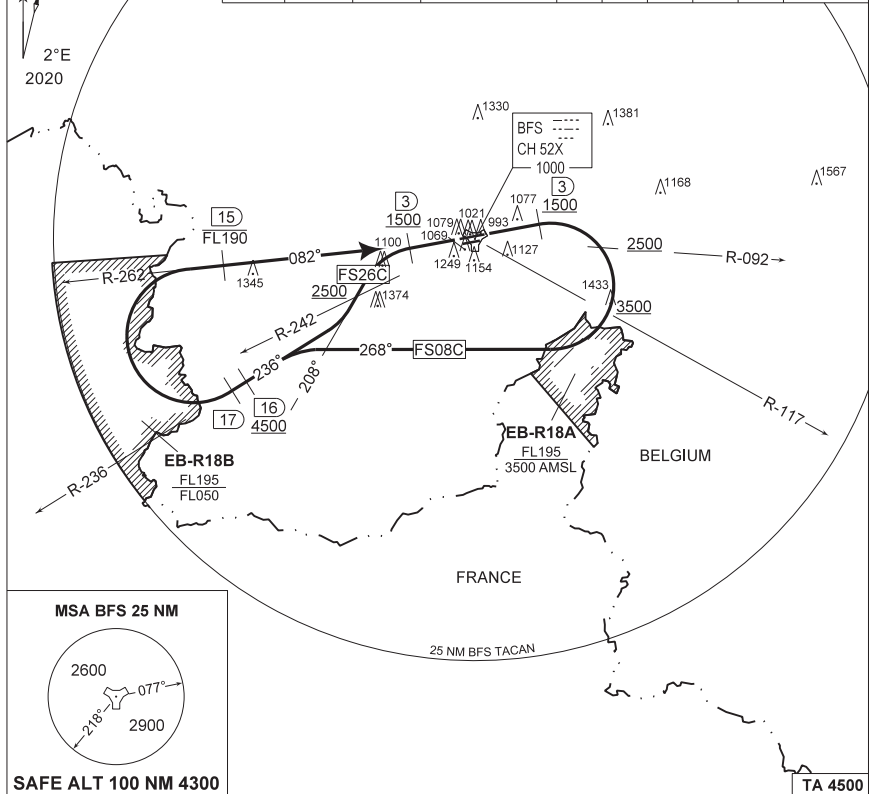
CHANGES: MSA

50°14.60' N
004°38.74' E

FLORENNES (EBFS)

BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

FLORENNES GND 356.925 122.100	FLORENNES TWR 234.800 125.880		FLORENNES APP 372.275 124.380		BELGA RADAR 374.400 129.325	
TACAN BFS - CH 52X	RWY 08	PDG 4,46%	From-To DER - 3500	120 550	180 820	240 1090
	26	2,55° 4,67%	127 570	150 860	210 1140	270 1420
		2,67°	DER - 2500	180 570	240 860	300 1140
				360 1140	420 1420	Reason ATC



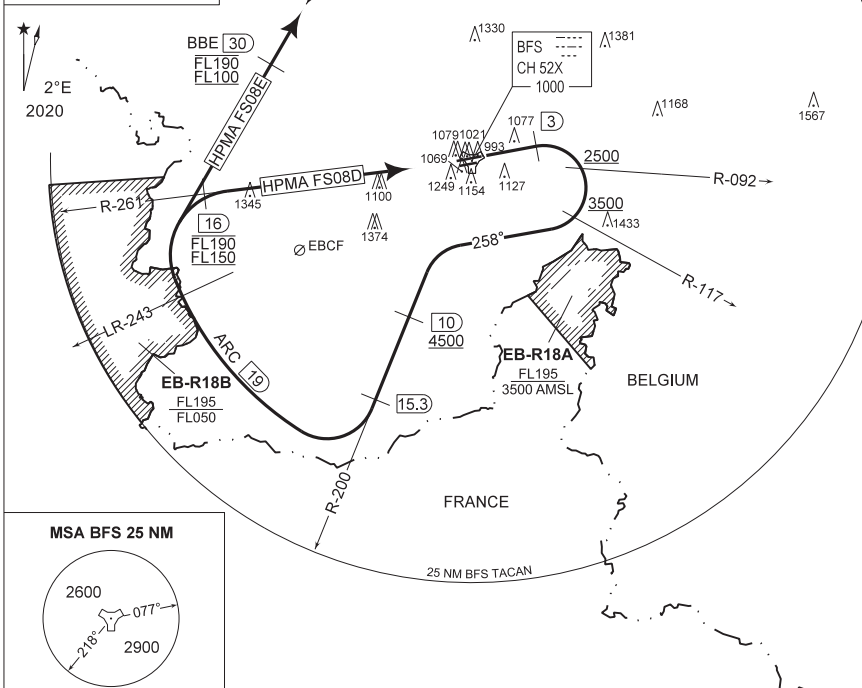
FS 08C (RWY 08) 65	- Climb straight ahead and contact EBFS APP. - At 3 DME at or above 1500 FT AMSL, turn right on track 268°. - Pass R-092 at or above 2500 FT AMSL. - Pass R-117 at or above 3500 FT AMSL. Intercept R-236 outbound BFS TACAN. - Pass 16 DME / R-236 at or above 4500 FT AMSL. Contact BELGA RADAR as directed. - At 17 DME turn right to intercept R-262 inbound BFS TACAN. - Pass 15 DME / R-262 at or below FL190. Proceed overhead BFS.
FS 26C (RWY 26) 51	- Climb straight ahead and contact EBFS APP. - At 3 DME at or above 1500 FT AMSL, turn left on track 208°. - Pass R-242 at or above 2500 FT AMSL. - Intercept R-236 outbound BFS TACAN. - Pass 16 DME / R-236 at or above 4500 FT AMSL. Contact BELGA RADAR as directed. - At 17 DME turn right to intercept R-262 inbound BFS TACAN. - Pass 15 DME / R-262 at or below FL190. Proceed overhead BFS.

INSTRUMENT DEPARTURE CHART

AD ELEV 927

FLORENNES (EBFS)

FLORENNES GND		FLORENNES TWR			FLORENNES APP			BELGA RADAR				
356.925	122.100	234.800	125.880		372.275	124.380		374.400	129.325			
TACAN		RWY	PDG		From-To		120	180	240	300	360	Reason
BFS - CH 52X		08	8.75%	5.00°	DER - 15.3/R-201		1070	1600	2130	2660	3190	ATC
TACAN												
BBE - CH 107X												
NOTE: a) MAX 300 KT IAS.												



SAFE ALT 100 NM 4300

TA 4500

HPMA FS 08D (RWY 08) 62	- Climb straight ahead and contact EBFS APP. - At 3 DME turn right on track 258° to intercept R-200 outbound. - Pass R-092 at or above 2500 FT AMSL and R-117 at or above 3500 FT AMSL. - Pass 10 DME / R-200 at 4500 FT AMSL or above. - Contact BELGA RADAR passing 4500 FT AMSL. - Turn right on the 19 DME arc to intercept R-261 inbound. - Pass 16 DME / R-261 between FL150 and FL190. Climb as directed.
HPMA FS 08E (RWY 08) 58	- Climb straight ahead and contact EBFS APP. - At 3 DME turn right on track 258° to intercept R-200 outbound. - Pass R-092 at or above 2500 FT AMSL and R-117 at or above 3500 FT AMSL. - Pass 10 DME / R-200 at 4500 FT AMSL or above. - Contact BELGA RADAR passing 4500 FT AMSL. - Turn right on the 19 DME arc to intercept BBE R-212 inbound. - Pass BBE 30 DME / R-212 between FL100 and FL190. Climb as directed.

CHANGES: MSA

BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

HPMA FS 08D - 08E

50°14.60' N
004°38.74' E

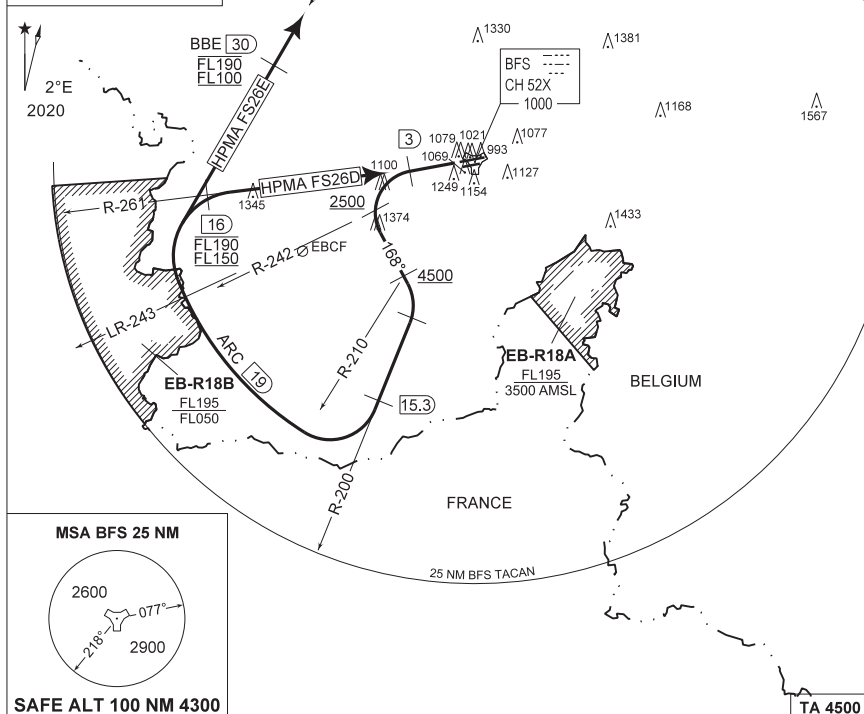
FLORENNES (EBFS)

MIPS INSTRUMENT DEPARTURE CHART

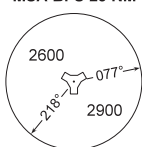
AD ELEV 927

HPMA FS 26D - 26E
FLORENNES (EBFS)

FLORENNES GND 356.925 122.100		FLORENNES TWR 234.800 125.880			FLORENNES APP 372.275 124.380			BELGA RADAR 374.400 129.325			
TACAN BFS - CH 52X		RWY 26	PDG 8.75%	5.00°	From-To DER - 15.3/R-201	120 1070	180 1600	240 2130	300 2660	360 3190	Reason ATC
TACAN BBE - CH 107X											
NOTE: a) MAX 300 KT IAS.											



MSA BFS 25 NM



SAFE ALT 100 NM 4300

TA 4500

HPMA FS 26D
(RWY 26)

51

- Climb straight ahead and contact EBFS APP.
- At 3 DME turn left on track 168° to intercept R-200 outbound.
- Pass R-242 at 2500 FT AMSL or above.
- Pass R-210 at 4500 FT AMSL or above.
- Contact BELGA RADAR passing 4500 FT AMSL.
- Turn right on the 19 DME arc to intercept R-261 inbound.
- Pass 16 DME / R-261 between FL150 and FL190. Climb as directed.

HPMA FS 26E
(RWY 26)

49

- Climb straight ahead and contact EBFS APP.
- At 3 DME turn left on track 168° to intercept R-200 outbound.
- Pass R-242 at 2500 FT AMSL or above.
- Pass R-210 at 4500 FT AMSL or above.
- Contact BELGA RADAR passing 4500 FT AMSL.
- Turn right on the 19 DME arc to intercept BBE R-212 inbound.
- Pass BBE 30 DME / R-212 between FL100 and FL190. Climb as directed.

HPMA FS 26D - 26E

50°14.60' N
004°38.74' E

FLORENNES (EBFS)

MIPS INSTRUMENT APPROACH CHART

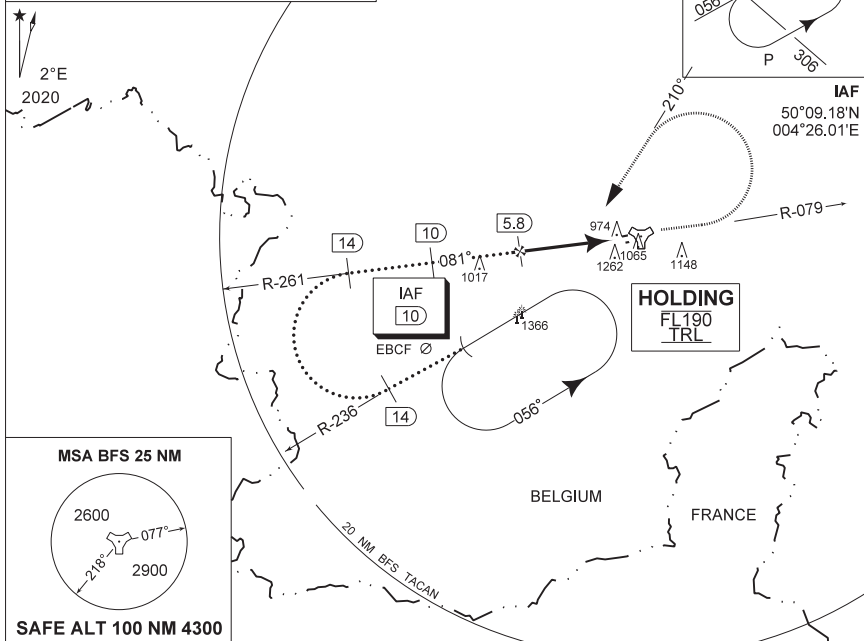
AD ELEV 927

HPMA-TACAN RWY 08L FLORENNES (EBFS)

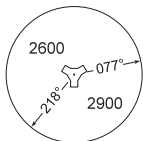
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	081°	2500 FT	5.24%(3.00°)	1400	900 FT	750 M	9160 FT

CAUTION:

- a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.



MSA BFS 25 NM



SAFE ALT 100 NM 4300

DME BFS	5	4	3
Altitude	2260	1950	1630
Height	(1360)	(1050)	(730)

MISSED APPROACH
Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 210° at MAX 300 KIAS to intercept IAF TACAN RWY 08L.

TACAN TA 4500

MAPT 0.9

THR 900

TCH 54 FT

CAT I

CATEGORY	HPMA
S-TAC 08L	1400 - 1.9 500 (500 - 1.9 / 2.6)
CIRCLING	1560 - 3.2 633 (700 - 3.2)

HPMA-TACAN RWY 08L

N50 14 36
E004 38 45

FLORENNES (EBFS)

CHANGES: MSA, Descent Gradient

BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

MIPS INSTRUMENT APPROACH CHART

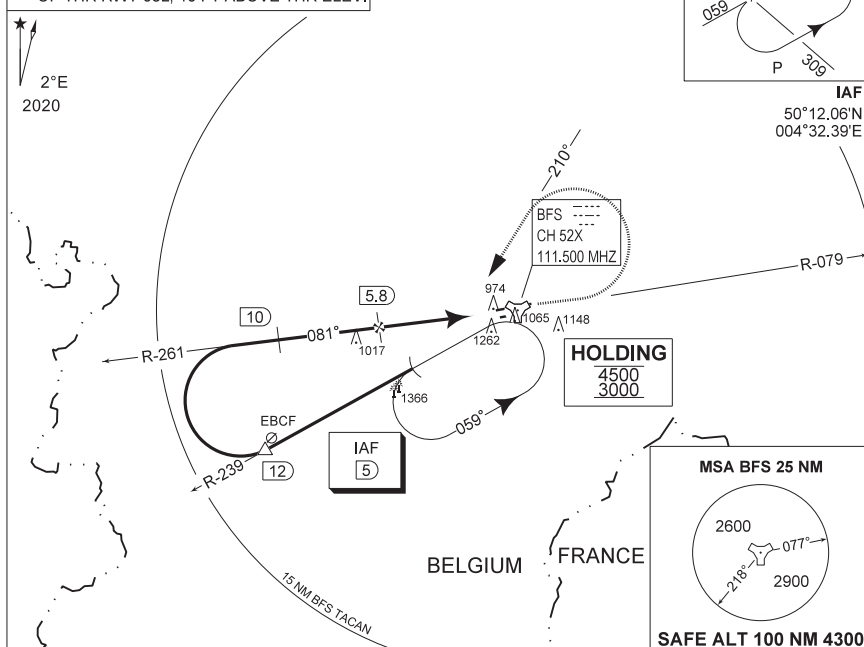
AD ELEV 927

**TACAN RWY 08L
FLORENNES (EBFS)**

BELGA RADAR 374.400 129.325		FLORENNES APP 372.275 124.380		FLORENNES TWR 234.800 125.880		FLORENNES GND 356.925 122.100	
TACAN BFS CH 52X	APP COURSE 081°	FAF ALT 2500 FT	DESCENT GR 5.24%(3.00°)	MDA 1400	THR 900 FT	ALS 750 M	LDA 9160 FT

CAUTION:

- a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.



DME BFS	5	4	3
Altitude Height	2260 (1360)	1950 (1050)	1630 (730)

MISSED APPROACH

Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 210° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF TACAN RWY 08L.



CATEGORY	A	B	C	D	HPMA
S-TAC 08L	1400 - 1.5 500 (500 - 1.5 / 2.6)		1400 - 1.9 500 (500 - 1.9 / 2.6)		
CIRCLING	1560 - 1.6 633 (700 - 1.6)		1660 - 3.6 733 (800 - 3.6)		1560 - 3.2 633 (700 - 3.2)

TACAN RWY 08L

50°14.60' N
004°38.74' E

FLORENNES (EBFS)

CHANGES: MSA, Descent Gradient

BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

MIPS INSTRUMENT APPROACH CHART

AD ELEV 927

HPMA-ILS or HPMA-LOC RWY 08L FLORENNES (EBFS)

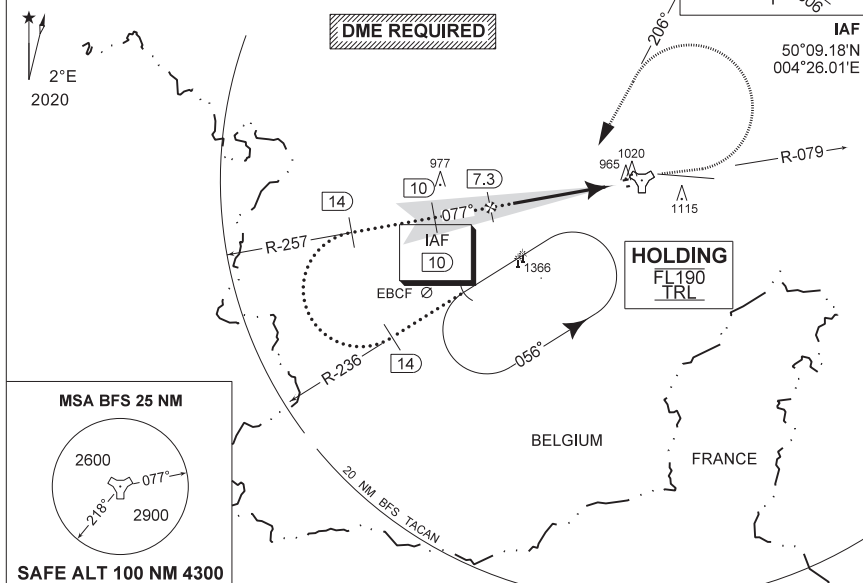
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND		
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100	
LOC/DME		APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IFLR 108.350 / 52X		077°	3000 FT	3.00°	1100	900 FT	750 M	9160 FT

CAUTION:

- a) LOCALIZER ANTENNA 1000 FT IN FRONT
OF THR RWY 08L, 10 FT ABOVE THR ELEV.

NOTE:

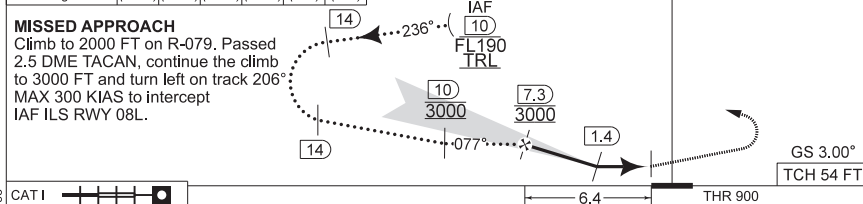
- a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



DME BFS	7	6	5	4	3	2
Altitude Height	2900 (2000)	2580 (1680)	2260 (1360)	1940 (1040)	1620 (720)	1310 (410)

MISSED APPROACH

Climb to 2000 FT on R-079. Passed
2.5 DME TACAN, continue the climb
to 3000 FT and turn left on track 206°
MAX 300 KIAS to intercept
IAF ILS RWY 08L.



CATI

CATEGORY	HPMA
S-ILS 08L	1100 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC	1360 - 1.7 460 (500 - 1.7 / 2.4)
CIRCLING	1560 - 3.2 633 (700 - 3.2)

HPMA-ILS or HPMA-LOC RWY 08L

N50 14 36
E004 38 45

FLORENNES (EBFS)

CHANGES: MSA, APP Course

BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

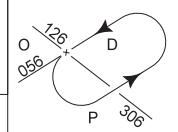
INSTRUMENT APPROACH CHART

AD ELEV 927

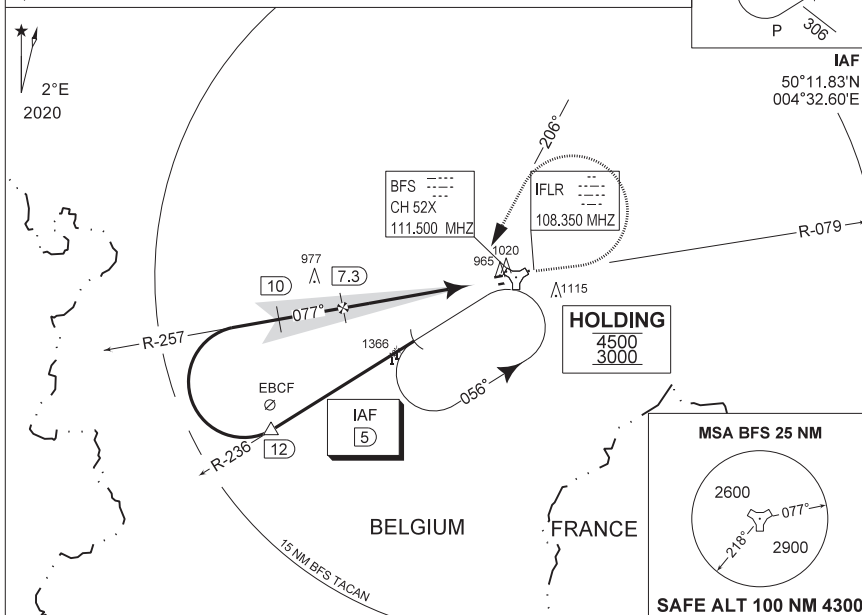
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IFLR 108.350 / 52X	077°	3000 FT	3.00°	1100	900 FT	750 M	9160 FT

a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



50°11.83'N
004°32.60'E



DME BFS	7	6	5	4	3	2
Altitude Height	2900 (2000)	2580 (1680)	2260 (1360)	1940 (1040)	1620 (720)	1310 (410)

CAT I 

CATEGORY		A	B	C	D	HPMA
MIPS	S-ILS 08L	1100 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00"				
	S-LOC 08L	1360 - 1.5 460 (500 - 1.5 / 2.4)		1360 - 1.7 460 (500 - 1.7 / 2.4)		
	CIRCLING	1560 - 1.6 633 (700 - 1.6)		1660 - 3.6 733 (800 - 3.6)		1560 - 3.2 633 (700 - 3.2)

CHANGES: MSA, APP Course

3BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

ILS or LOC RWY 08L

50°14.60' N
004°38.74' E

FLORENNES (EBFS)

MIPS INSTRUMENT APPROACH CHART

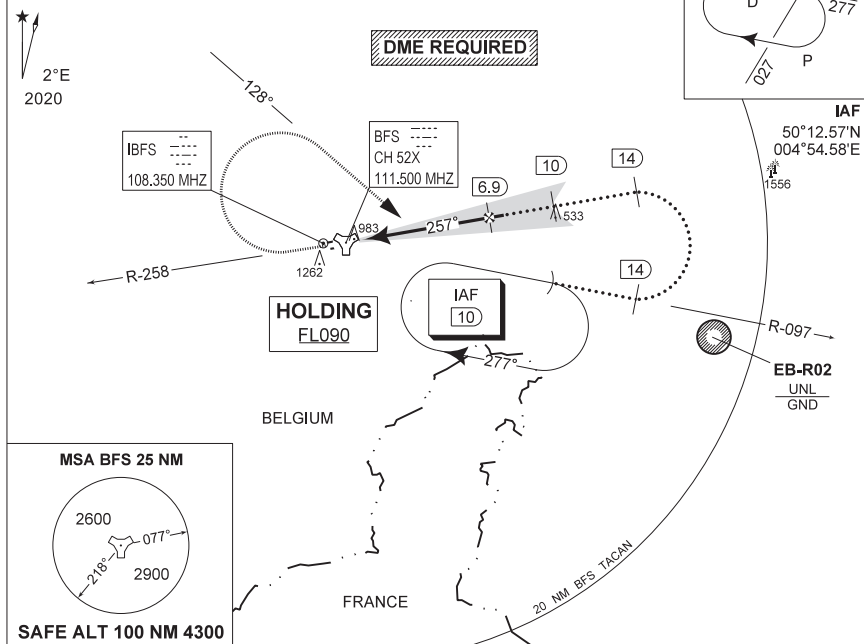
AD ELEV 927

HPMA-ILS or HPMA-LOC RWY 26R FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
LOC / DME		APP COURSE		GS INTCP ALT		ALS	
IBFS 108.350 / 52X		257°		3000 FT		900 M	
				GS		LDA	
				3.00°		9160 FT	

NOTE:

a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



DME BFS		6	5	4	3	2	TACAN		TA 4500	
Altitude		2690	2380	2060	1790	1420				
Height		(1766)	(1456)	(1136)	(816)	(496)				

MISSSED APPROACH
Climb to 2000 FT on R-258. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 128° at MAX 300 KIAS to intercept IAF ILS RWY 26R.

CAT I THR 924 6.3 GS 3.00° TCH 50 FT

CATEGORY		HPMA	
MIPS	S-ILS 26R	1124 - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°	
	S-LOC 26R	1320 - 1.3 396 (400 - 1.3 / 2.2)	
	CIRCLING	1560 - 3.2 633 (700 - 3.2)	

HPMA-ILS or HPMA-LOC RWY 26R

50°14.60' N
004°38.74' E

FLORENNES (EBFS)

CHANGES: MSA

BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

MIPS INSTRUMENT APPROACH CHART

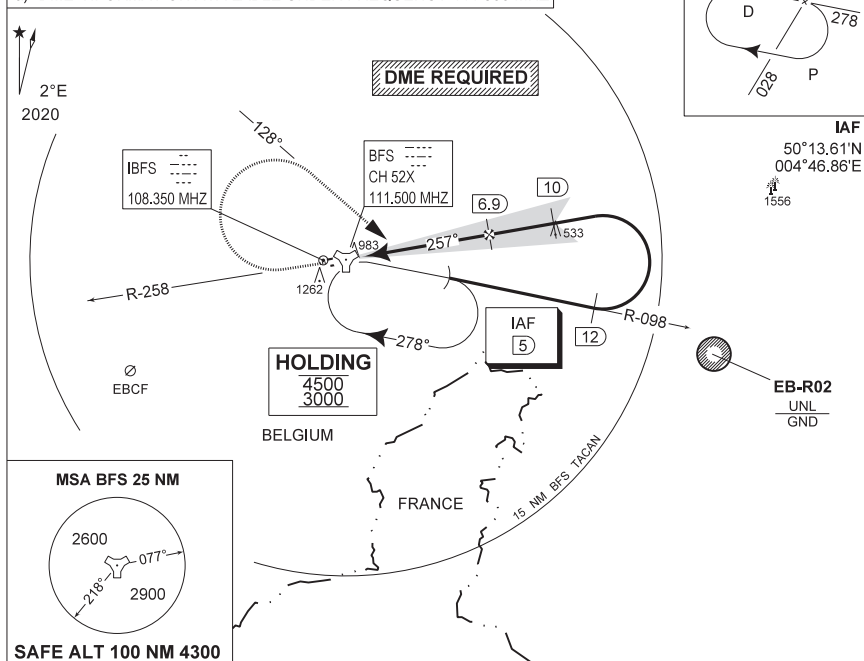
AD ELEV 927

ILS or LOC RWY 26R
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
LOC / DME		APP COURSE		GS INTCP ALT		ALS	
IBFS 108.350 / 52X		257°		3000 FT		900 M	
				GS		LDA	
				3.00°		9160 FT	
				DA			
				1124			
				THR			
				924 FT			

NOTE:

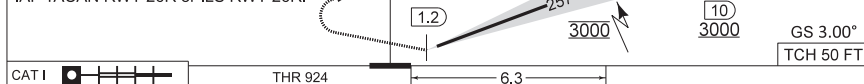
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



DME BFS	6	5	4	3	2
Altitude	2690	2380	2060	1790	1420
Height	(1766)	(1456)	(1136)	(816)	(496)

MISSED APPROACH

Climb to 2000 FT on R-258. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 128° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF TACAN RWY 26R or ILS RWY 26R.



CATEGORY	A	B	C	D	HPMA
S-ILS 26R	1124 - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°				
S-LOC 26R	1320 - 1.3 396 (400 - 1.3 / 2.2)				
CIRCLING	1560 - 1.6 633 (700 - 1.6)		1660 - 3.6 733 (800 - 3.6)		1560 - 3.2 633 (700 - 3.2)

CATEGORY	A	B	C	D	HPMA
S-ILS 26R	1124 - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°				
S-LOC 26R	1320 - 1.3 396 (400 - 1.3 / 2.2)				
CIRCLING	1560 - 1.6 633 (700 - 1.6)		1660 - 3.6 733 (800 - 3.6)		1560 - 3.2 633 (700 - 3.2)

ILS or LOC RWY 26R

50°14.60' N
004°38.74' E

FLORENNES (EBFS)

CHANGES: MSA

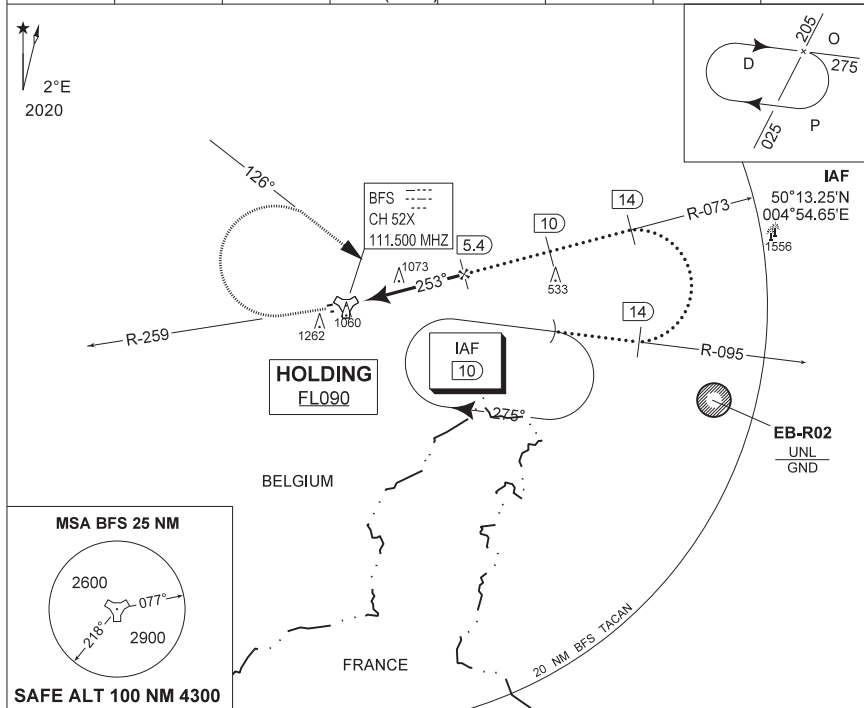
BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

MIPS INSTRUMENT APPROACH CHART

AD ELEV 927

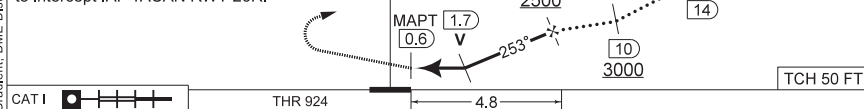
HPMA-TACAN RWY 26R
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	253°	2500 FT	5.24%(3.00°)	1320	924 FT	900 M	9160 FT



DME BFS	5	4	3	2
Altitude	2370	2050	1730	1460
Height	(1446)	(1126)	(806)	(486)

MISSSED APPROACH
Climb to 2000 FT on R-259. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 126° at MAX 300 KIAS to intercept IAF TACAN RWY 26R.



CATEGORY	HPMA
S-TAC 26R	1320 - 1.3 396 (400 - 1.3 / 2.2)
CIRCLING	1560 - 3.2 633 (700 - 3.2)

HPMA-TACAN RWY 26R

50°14.60' N
004°38.74' E

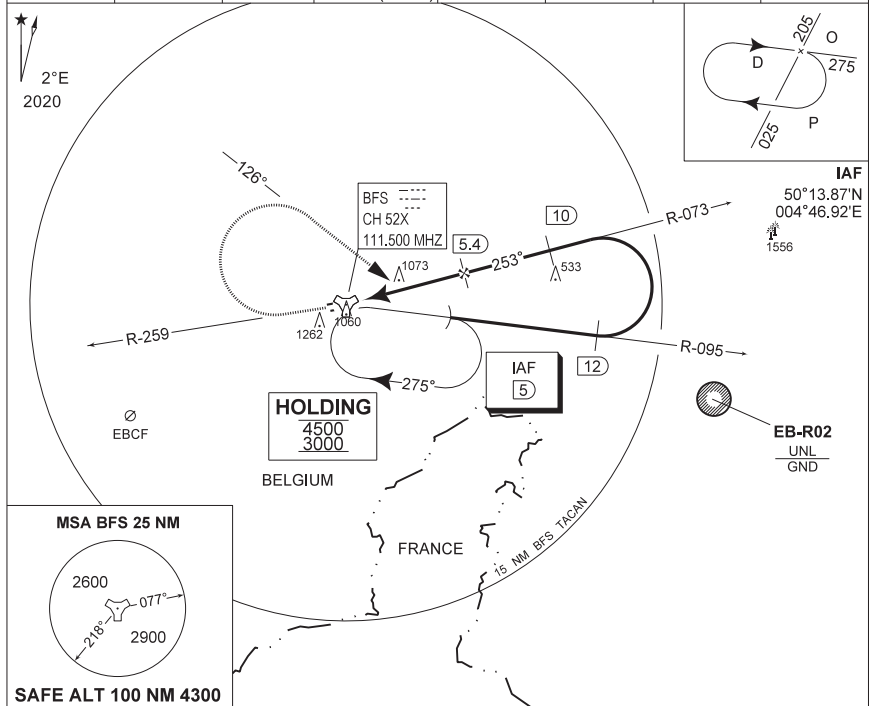
FLORENNES (EBFS)

MIPS INSTRUMENT APPROACH CHART

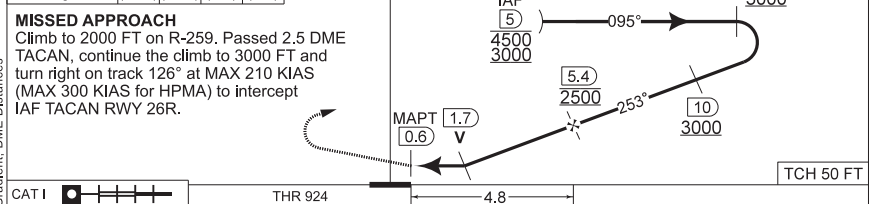
AD ELEV 927

TACAN RWY 26R FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	253°	2500 FT	5.24% (3.00°)	1320	924 FT	900 M	9160 FT



DME BFS	5	4	3	2
Altitude	2370	2050	1730	1460
Height	(1446)	(1126)	(806)	(486)



CATEGORY	A	B	C	D	HPMA
S-TAC 26R	1320 - 1.3 396 (400 - 1.3 / 2.2)				
CIRCLING	1560 - 1.6 633 (700 - 1.6)		1660 - 3.6 733 (800 - 3.6)		1560 - 3.2 633 (700 - 3.2)

TACAN RWY 26R

50°14.60'N
004°38.74'E

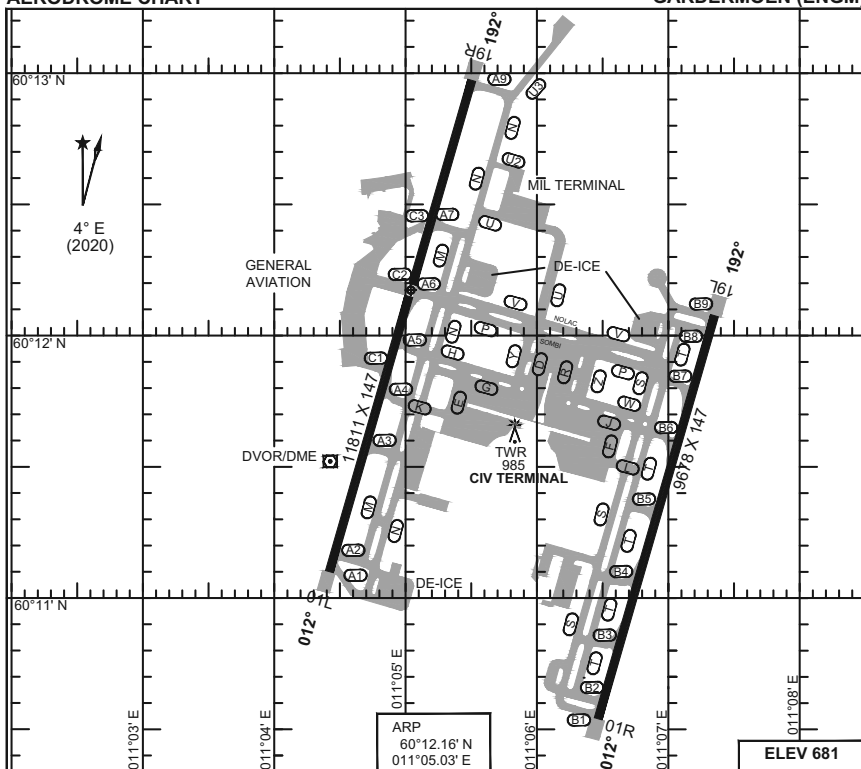
FLORENNES (EBFS)

CHANGES: MSA, Descent Gradient, DME Distances

BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

AERODROME CHART

GARDERMOEN (ENGM)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	ALS	TDZE	THR PSN
01L	75 F/A/W/T	11811	11811	11811	11811	3.0°	BP	656	60°11.10' N - 011°04.42' E
19R	75 F/A/W/T	11811	11811	11811	11811	3.0°	BN	675	60°12.60' N - 011°05.50' E
01R	75 F/A/W/T	9678	9678	9678	9678	3.0°	BN	670	60°10.55' N - 011°06.47' E
19L	75 F/A/W/T	9678	9678	10990	9678	3.0°	BP	681	60°12.07' N - 011°07.35' E

ATIS - DEP 127.155
 ATIS - ARR 126.130
 GARDERMOEN DELIVERY DLV WEST 121.680
 DLV EAST 121.930
 GARDERMOEN GROUND GND WEST 121.605
 GND EAST 121.905
 DE-ICE COORDINATOR 121.855
 GARDERMOEN TOWER SECTOR WEST INCL ILS 01L/19R 118.305 257.800
 SECTOR EAST INCL ILS 01R/19L 120.105 257.800
 GARDERMOEN OPS (MIL) 123.275 362.800

CHANGES: FREQUENCIES

AERODROME CHART

GARDERMOEN (ENGM)

RNOAF 20 MAR 2025

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 681

HPMA ILS or LOC RWY 01L
GARDERMOEN (ENGM)

ATIS		OSLO APP		DIRECTOR	FINAL	GARDERMOEN TWR		GROUND	
126.130	W 120.455	E 118.480	136.405	128.905	W 118.305	E 120.105	W 121.605	E 121.905	
LOCALIZER/DME		APP COURSE		GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
QBW 110.300 / CH40X		012°		3500	3.0°	856	656	670 m	11811

CAUTION:

- CIRCLING NOT AUTHORIZED
EAST OF RWY 01L / 19R.

NOTE:

- b) DME REQUIRED.
c) RADAR VECTORS TO FINAL
REQUIRED.
d) MIN 160 KIAS UNTIL
OBW 4.0 DME.

OGRAS

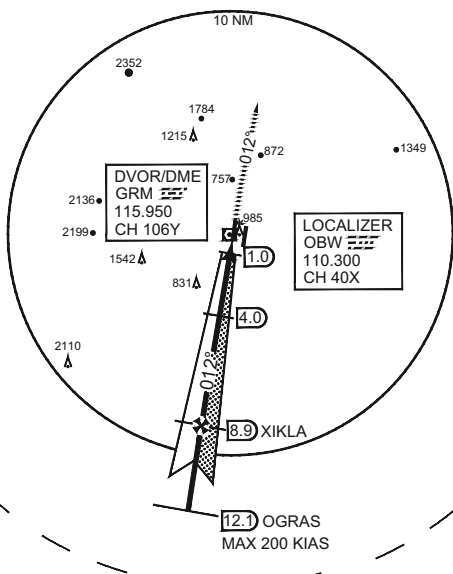
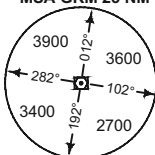
59°59.62' N
010°57.85' E

GRM

60°11.51' N
011°04.47' E



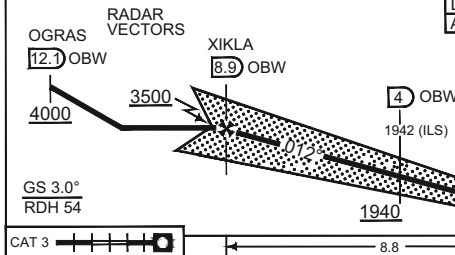
MSA GRM 25 NM



SAFE ALT 100 NM 9700

DME OBW	8	7	6	5	4	3	2
ALT	3210	2890	2570	2250	1940	1620	1300

TA 7000



MISSED APPROACH

Climb on track 012° to 5000 ft.
Expect vectors by Oslo App.

In case of RCF: Climb on track
012° to 5000 ft. After passing
OBW 20 DME turn left DCT GRM
for new approach. Remain within
GRM 25 DME.

CAT 3	8.8	THR ELEV 656
-------	-----	--------------

CATEGORY	HPMA
S-ILS 01L	856 -800 200 (200-0.8/1.2)
S-LOC 01L	960 -1200 304 (400-1.2/1.6)
● CIRCLING	2040 -3.2 1359 (1400-3.2)

HPMA ILS or LOC RWY 01L

60°12.16' N
011°05.03' E

GARDERMOEN (ENGM)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 681

HPMA ILS or LOC RWY 01R
GARDERMOEN (ENGM)

ATIS		OSLO APP		DIRECTOR	FINAL	GARDERMOEN TWR		GROUND	
126.130	W 120.455	E 118.480	136.405	128.905	W 118.305	E 120.105	W 121.605	E 121.905	
LOCALIZER/DME		APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA	
ONE 111.950 / CH56Y		012°	3500	3.0°	880	670	880 m	9678	

CAUTION:

● CIRCLING NOT AUTHORIZED
WEST OF RWY 01R / 19L.

NOTE:

- b) DME REQUIRED.
- c) RADAR VECTORS TO FINAL REQUIRED.
- d) MIN 160 KIAS UNTIL ONE 4.0 DME.

NOSLA

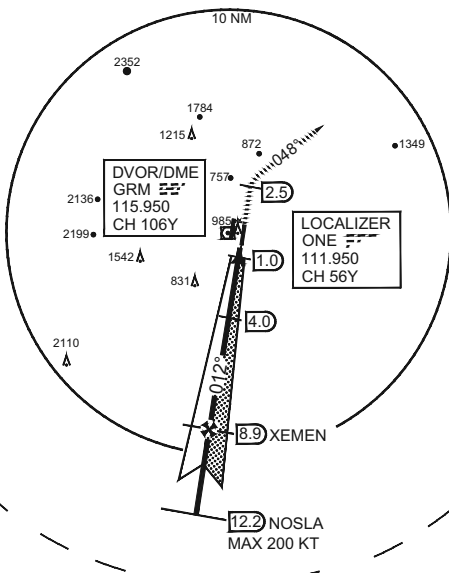
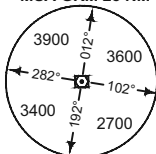
59°59.02' N
010°59.85' E

GRM

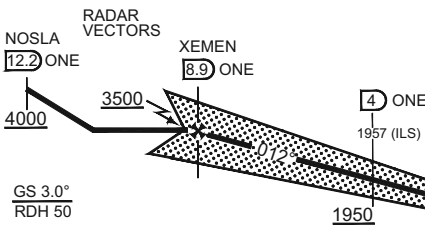
60°11.51' N
011°04.47' E



MSA GRM 25 NM



SAFE ALT 100 NM 9700



DME ONE	8	7	6	5	4	3	2
ALT	3220	2900	2590	2270	1950	1630	1310

MISSED APPROACH

TA 7000

Climb on track 012° to DME 2.5 after ONE. Turn right (MAX 265 KIAS) and proceed on HDG 048° to 4000 ft. Expect vectors.

In case of RCF: Climb to 4000 ft on HDG 048°. After passing ONE 20 DME turn right DCT GRM for new approach. Remain within GRM 25 DME.

CAT 3

8.7

THR ELEV 670

CATEGORY	HPMA
S-ILS 01R	880 - 800 210 (300-0.8/1.2)
S-LOC 01R	970 -1200 300 (300-1.2/1.6)
● CIRCLING	1570 - 3.2 889 (900-3.2)

HPMA ILS or LOC RWY 01R

60°12.16' N
011°05.03' E

GARDERMOEN (ENGM)

CHANGES: FREQUENCIES

RNOAF 20 MAR 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 681

HPMA ILS or LOC RWY 19L
GARDERMOEN (ENGM)

ATIS		OSLO APP		DIRECTOR	FINAL	GARDERMOEN TWR		GROUND		
126.130	W 120.455	E 118.480	136.405	128.905	W 118.305	E 120.105	W 121.605	E 121.905		
LOCALIZER/DME		APP COURSE		GS INTCP ALT		GS	DA	THR ELEV	ALS	LDA
GME 110.550 / CH 42Y		192°		3500		3.0°	881	681	900 m	9678

CAUTION:

- CIRCLING NOT AUTHORIZED
WEST OF RWY 19L / 01R.

NOTE:

- b) DME REQUIRED.
- c) RADAR VECTORS TO FINAL
REQUIRED.
- d) MIN 160 KIAS UNTIL
GME 4.0 DME.

OSPAD

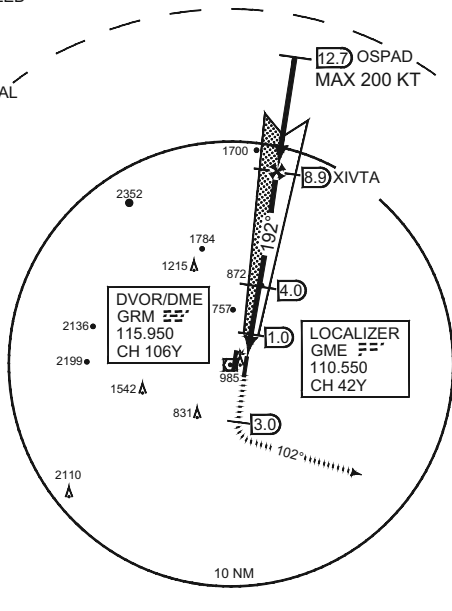
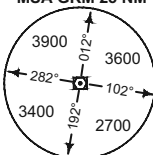
60°24.06' N
011°14.32' E

GRM

60°11.51' N
011°04.47' E



MSA GRM 25 NM



SAFE ALT 100 NM 9700

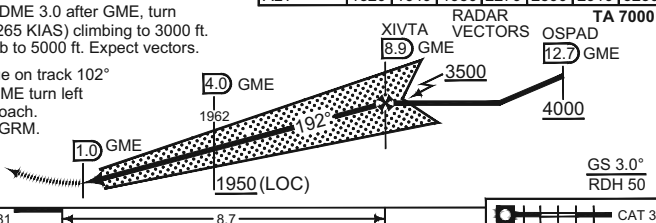
MISSSED APPROACH

Climb on track 192°. At DME 3.0 after GME, turn left to track 102° (MAX 265 KIAS) climbing to 3000 ft. At DME 13.0 GME, climb to 5000 ft. Expect vectors.

In case of RCF: Continue on track 102° to 5000 ft. At DME 20 GME turn left DCT GRM for new approach. Remain within DME 25 GRM.

DME GME	2	3	4	5	6	7	8
ALT	1320	1640	1950	2270	2590	2910	3230

TA 7000



THR ELEV 681

8.7

CAT 3

CATEGORY	HPMA
S-ILS 19L	881 - 800 200 (200-0.8/1.2)
S-LOC 19L	1030 - 1200 349 (400-1.2/1.6)
● CIRCLING	1570 - 3.2 889 (900-3.2)

HPMA ILS or LOC RWY 19L

60°12.16' N
011°05.03' E

GARDERMOEN (ENGM)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 681

HPMA ILS or LOC RWY 19R
GARDERMOEN (ENGM)

ATIS			OSLO APP		DIRECTOR	FINAL		GARDERMOEN TWR		GROUND	
126.130			W 120.455 E 118.480		136.405	128.905		W 118.305 E 120.105		W 121.605 E 121.905	
LOCALIZER/DME			APP COURSE		GS INTCP ALT		GS	DA	THR ELEV	ALS	LDA
GSW 111.300 / CH 50X			192°		3500		3.0°	875	675	900 m	11811

CAUTION:

- CIRCLING NOT AUTHORIZED
EAST OF RWY 19R / 01L.

NOTE:

- b) DME REQUIRED.
- c) RADAR VECTORS TO FINAL
REQUIRED.
- d) MIN 160 KIAS UNTIL
GSW 4.0 DME.

ODUDI

60°24.37' N
011°12.11' E

GRM

60°11.51' N
011°04.47' E

12.1 ODUDI
MAX 200 KT

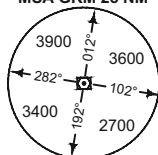
8.9 XINLO

LOCALIZER
GSW 111.300
CH 50X

DVOR/DME
GRM 115.950
CH 106Y

4° E
(2020)

MSA GRM 25 NM



SAFE ALT 100 NM 9700

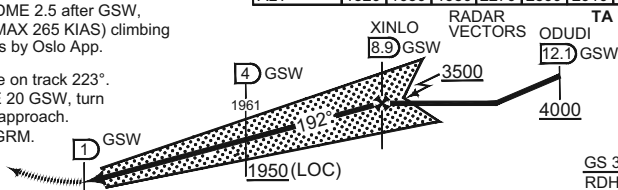
MISSED APPROACH

Climb on track 192°. At DME 2.5 after GSW, turn right to track 223° (MAX 265 KIAS) climbing to 5000 ft. Expect vectors by Oslo App.

In case of RCF: Continue on track 223°. Climb to 5000 ft. At DME 20 GSW, turn right DCT GRM for new approach. Remain within DME 25 GRM.

DME GSW	2	3	4	5	6	7	8
ALT	1320	1630	1950	2270	2590	2910	3230

TA 7000



GS 3.0°
RDH 50

THR ELEV 675

8.7

CAT 3

CATEGORY	HPMA
S-ILS 19R	875 - 800 200 (200-0.8/1.2)
S-LOC 19R	1020 - 1200 345 (400-1.2/2.0)
● CIRCLING	1980 - 3.2 1299 (1300-3.2)

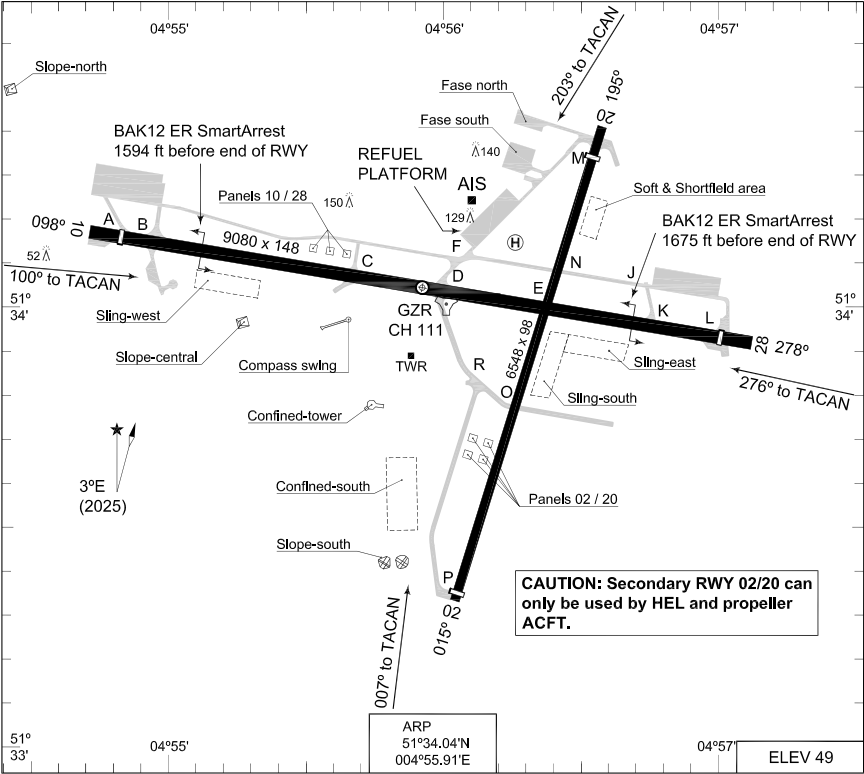
HPMA ILS or LOC RWY 19R

60°12.16' N
011°05.03' E

GARDERMOEN (ENGM)

MIPS
AERODROME CHART

GILZE-RIJEN (EHGR)



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
28	50 R/C/W/T	527 R/C/W/T	9080	9080	9080	8806	3.0°	35	51°33.92'N 004°57.00'E
10	50 R/C/W/T	527 R/C/W/T	9080	9080	9080	8392	3.0°	41	51°34.16'N 004°54.82'E
20	45 R/C/W/T	474 R/C/W/T	6548	6548	6548	6181		36	51°34.31'N 004°56.51'E
02	45 R/C/W/T	474 R/C/W/T	6548	6548	6548	6249		48	51°33.39'N 004°56.03'E
GILZE-RIJEN TWR 277.350 125.330 (Ground Control) 278.125 123.300									
GILZE-RIJEN ARRIVAL 359.975									
RAPCON WEST 399.725 123.580									
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

AERODROME CHART

GILZE-RIJEN (EHGR)

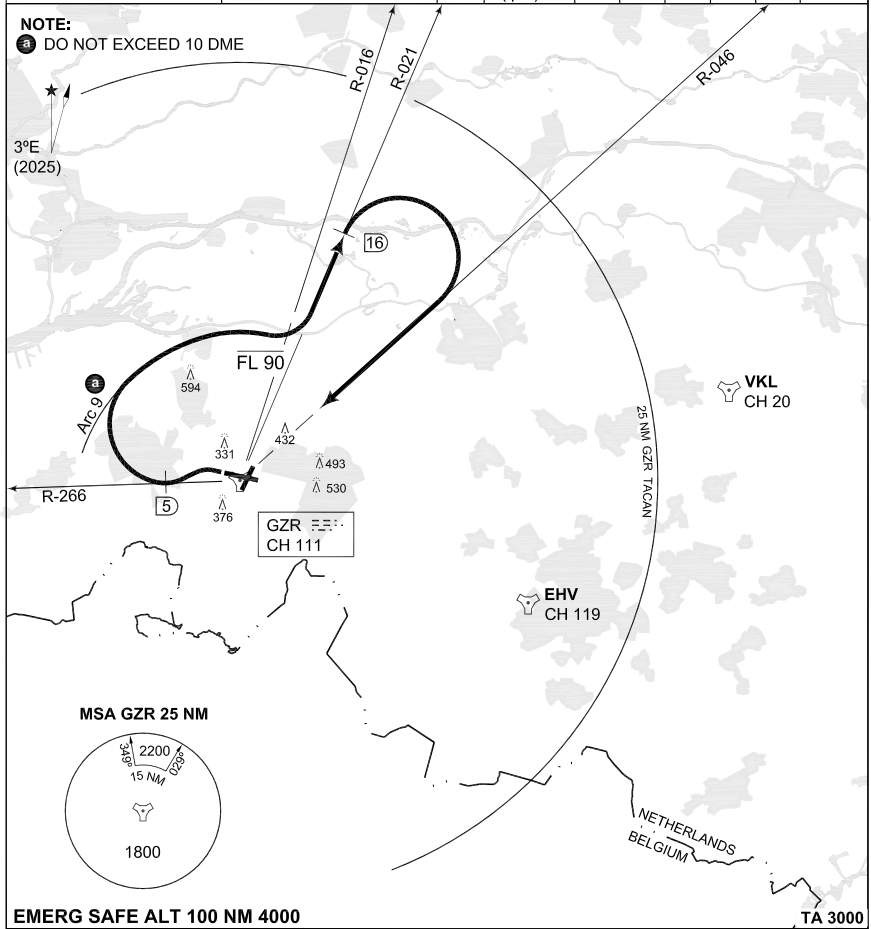
CHANGES: MAG VAR

RNLAF 19 FEB 2026

**TERPS
INSTRUMENT DEPARTURE CHART**

**GR1
GILZE-RIJEN (EHGR)**

GND CTL		GILZE-RIJEN TWR		AD ELEV 49		RAPCON WEST		DUTCH MIL	
278.125	123.300	277.350	125.330			399.725	123.580	336.325	125.930
				RWY	Knots	120	180	240	300
				28V/V (fpm)		480	720	960	1200
								1440	150 ft



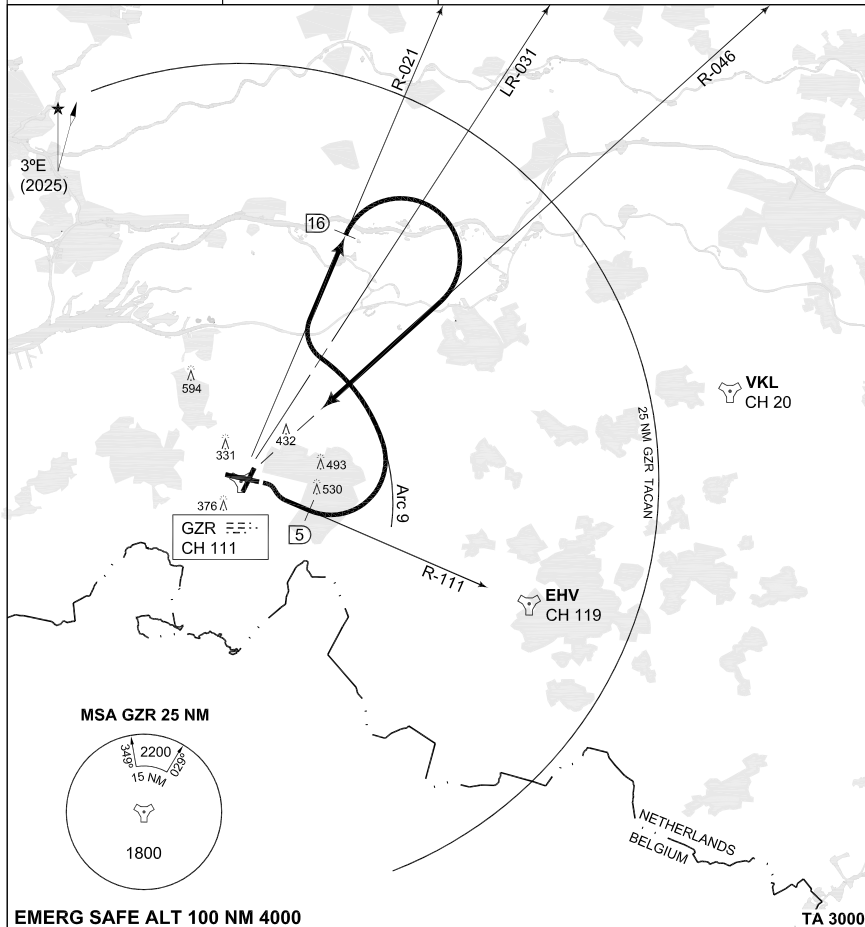
GILZE-RIJEN 1 (RWY 28)	
- At 1.3 DME turn left to intercept R-266 outbound, level off at FL 90. - At 5 DME turn right to intercept Arc 9. - Intercept R-021 outbound, when crossing R-016 continue climb. - At 16 DME turn right to intercept R-046 inbound.	

**TERPS
INSTRUMENT DEPARTURE CHART**

AD ELEV 49

**GR3
GILZE-RIJEN (EHGR)**

GND CTL	GILZE-RIJEN TWR	RAPCON WEST	DUTCH MIL
278.125 123.300	277.350 125.330	399.725 123.580	336.325 125.930



**GILZE-RIJEN 3
(RWY 10)**

- At 1 DME turn right to intercept R-111 outbound.
- At 5 DME turn left to intercept Arc 9.
- When crossing R-031 turn right to intercept R-021 outbound.
- At 16 DME turn right to intercept R-046 inbound.

GR3

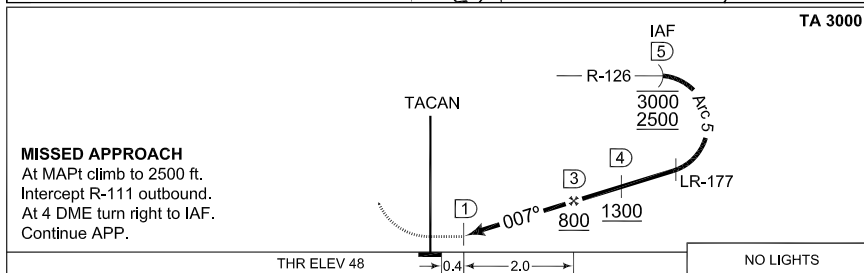
51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

CHANGES: MAG VAR

RNLASF 19 FEB 2026

**COPTER TACAN 007
GILZE-RIJEN (EHGR)**



	CATEGORY	COPTER	
MPS	S-TACAN 007	460 -800 412 (500-0.8)	
	CIRCLING	540 -1900 491 (500-1.9)	

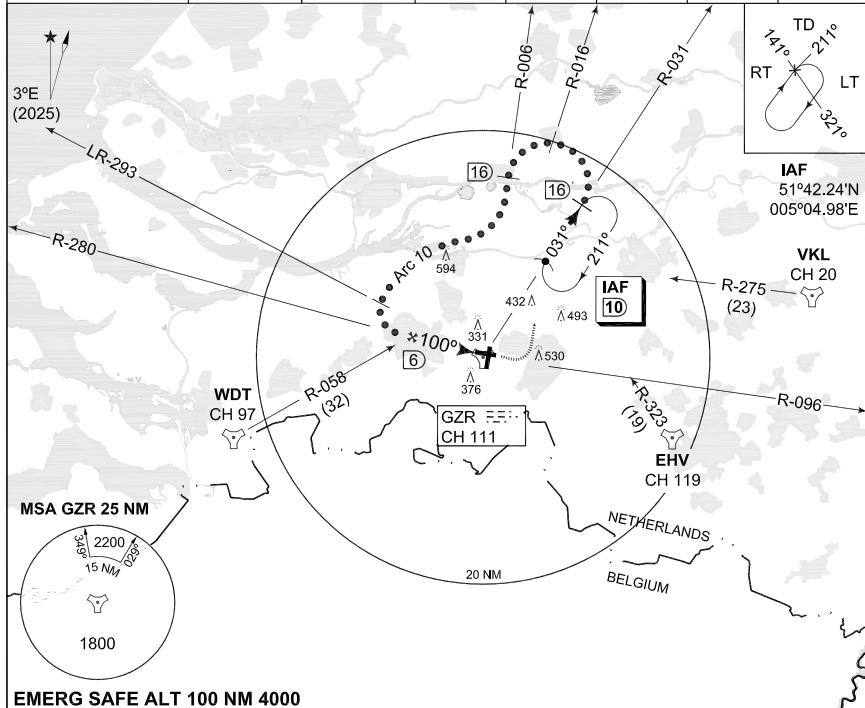
GILZE-RIJEN (EHGR)

MIPS INSTRUMENT APPROACH CHART

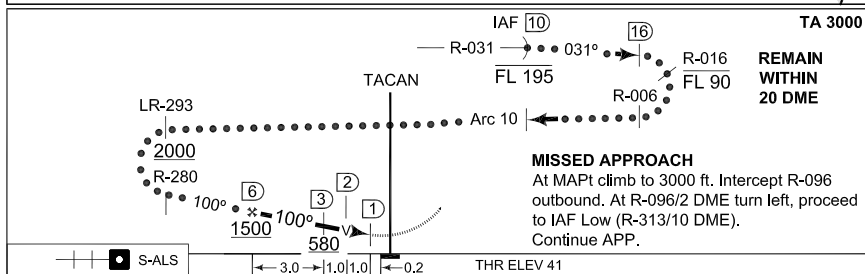
AD ELEV 49

**HI-TACAN RWY 10
GILZE-RIJEN (EHGR)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		GILZE-RIJEN TWR 277.350 125.330		GND CTL 278.125 123.300	
TACAN GZR CH 111	APP COURSE 100°	FAF 1500 FT	Descent GR	MDA 440	THR ELEV 41	ALS 420 m	LDA 8392 FT



EMERG SAFE ALT 100 NM 4000



MIPS	CATEGORY	C	D	E
		MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
	S-TACAN 10	440-1.6 399 (400-1.6)		440-2.0 399 (400-2.0)
	CIRCLING	770-3700 721 (800-3.7)	910-4600 861 (900-4.6)	1000-6500 951 (1000-6.5)

HI-TACAN RWY 10

51°34.04'N
004°55.91'E

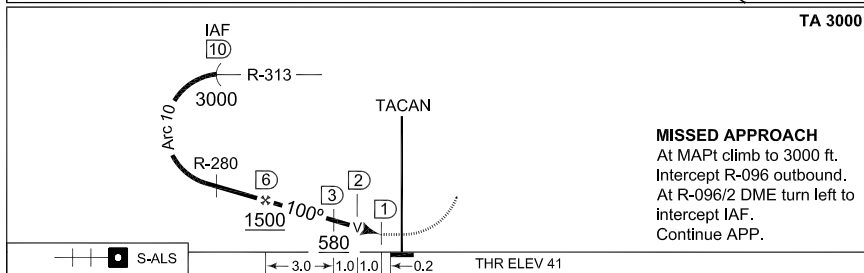
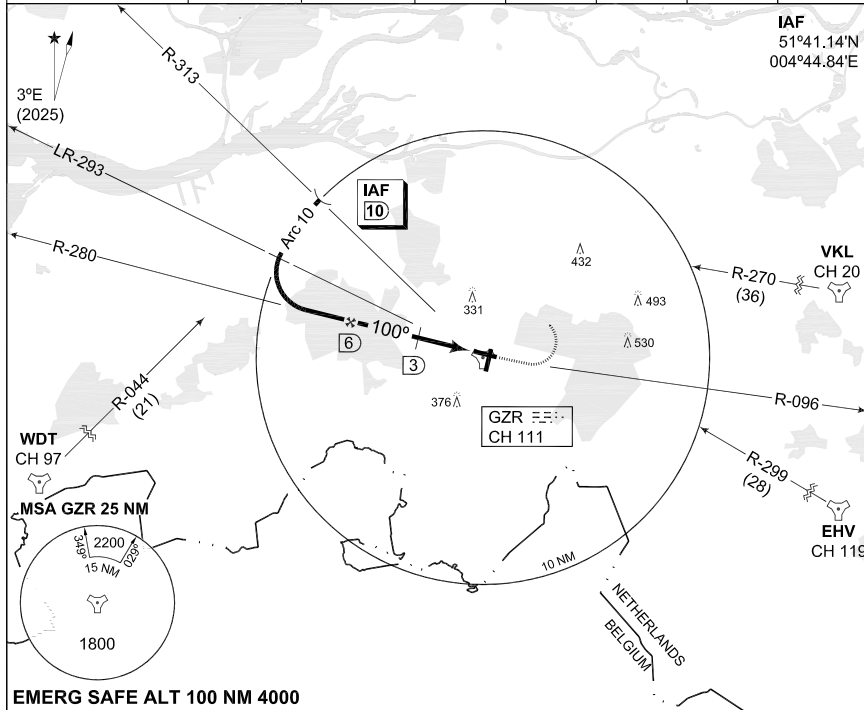
GILZE-RIJEN (EHGR)

MIPS
INSTRUMENT APPROACH CHART

TACAN RWY 10
GILZE-RIJEN (EHGR)

AD ELEV 49

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	GILZE-RIJEN TWR 277.350 125.330	GND CTL 278.125 123.300	
TACAN GZR CH 111	APP COURSE 100°	FAF ALT 1500 FT	Descent GR	MDA 440
			THR ELEV 41	ALS 420 m
				LDA 8392 FT



CATEGORY	A	B	C	D	E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-TACAN 10	440-1.6 399 (400-1.6)				440-2.0 399 (400-2.0)
CIRCLING	540-1900 491 (500-1.9)	670-2800 621 (700-2.8)	770-3700 721 (800-3.7)	910-4600 861 (900-4.6)	1000-6500 951 (1000-6.5)

TACAN RWY 10

51°34.04'N
004°55.91'E

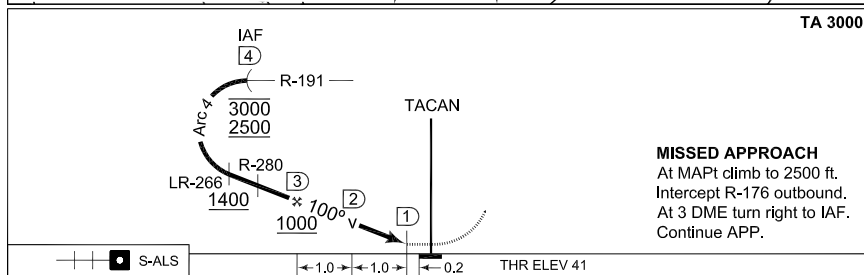
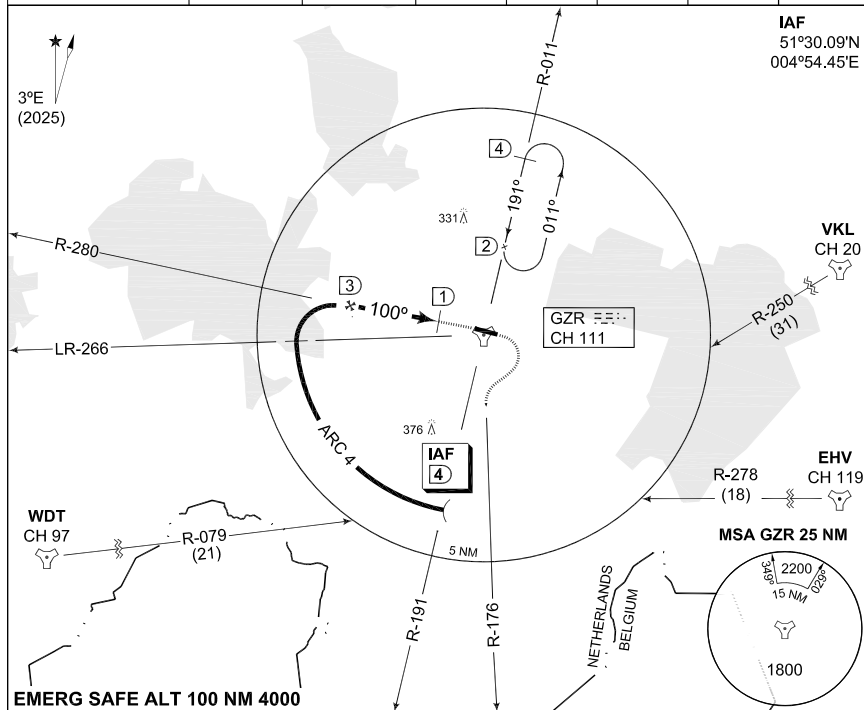
GILZE-RIJEN (EHGR)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 49

COPTER TACAN 100
GILZE-RIJEN (EHGR)

DUTCH MIL		RAPCON WEST		GILZE-RIJEN TWR		GND CTL	
336.325 125.930		399.725 123.580		277.350 125.330		278.125 123.300	
TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	100°	1000 FT		440	41	420 m	8392 FT



CATEGORY	COPTER
S-TACAN 100	440-400 399 (400-0.4)
CIRCLING	540-1900 491 (500-1.9)

COPTER TACAN 100

51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

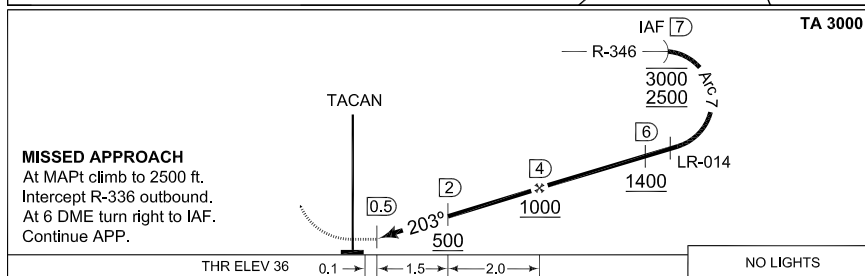
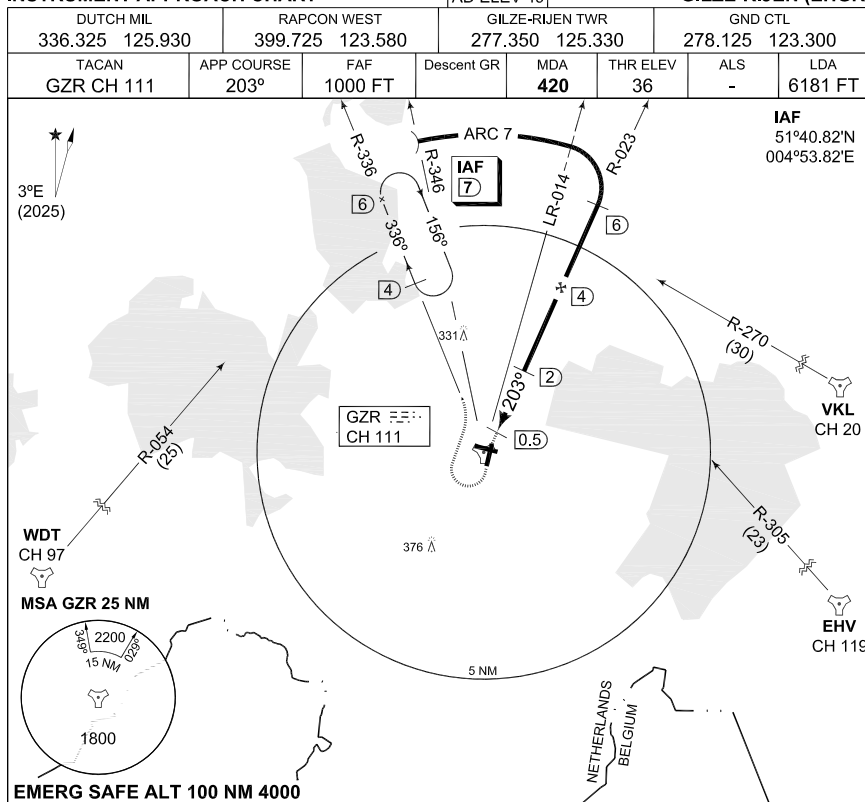
CHANGES: MAG VAR

RNLASF 19 FEB 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 49

COPTER TACAN 203
GILZE-RIJEN (EHGR)



CATEGORY	COPTER	
S-TACAN 203	420-800 384 (400-0.8)	
CIRCLING	540-1900 491 (500-1.9)	

COPTER TACAN 203

51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

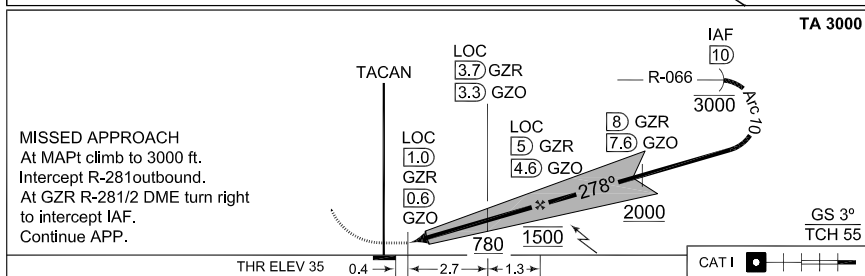
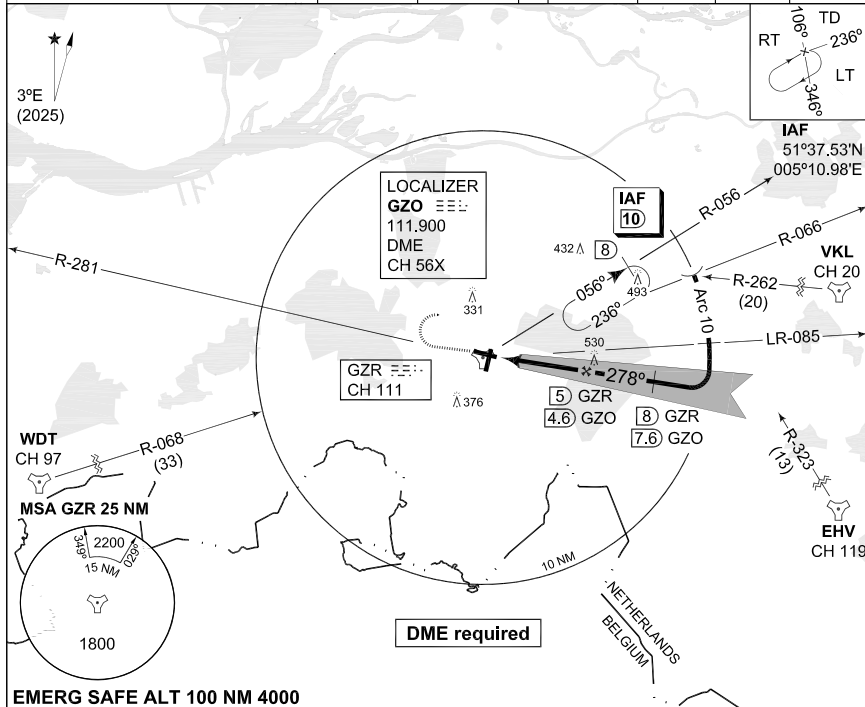
CHANGES: MAG VAR

RNLASF 19 FEB 2026

MIPS INSTRUMENT APPROACH CHART

ILS or LOC RWY 28 GILZE-RIJEN (EHGR)

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	GILZE-RIJEN TWR 277.350 125.330	GND CTL 278.125 123.300
TACAN / LOCALIZER / DME GZR CH 111/GZO 111.900/CH 56X	APP COURSE 278°	GS INTCP ALT 1500 FT	GS 3° MDA THR ELEV 35 ALS 780 m LDA 8806 FT



CATEGORY	COPTER	A	B	C	D
ILS MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-ILS 28	235-400 200 (200-0.4)	235-800 200 (200-0.8)			245-800 210 (300-0.8)
S-LOC 28	380-400 345 (400-0.4)	380-1200 345 (400-1.2)			
CIRCLING	540-1900 491 (500-1.9)	670-2800 621 (700-2.8)	770-3700 721 (800-3.7)	910-4600 861 (900-4.6)	

ILS or LOC RWY 28

51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

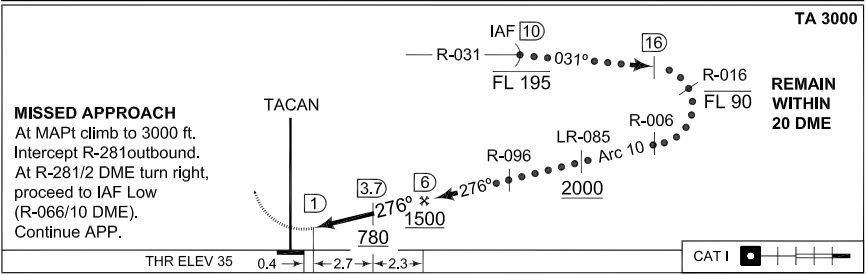
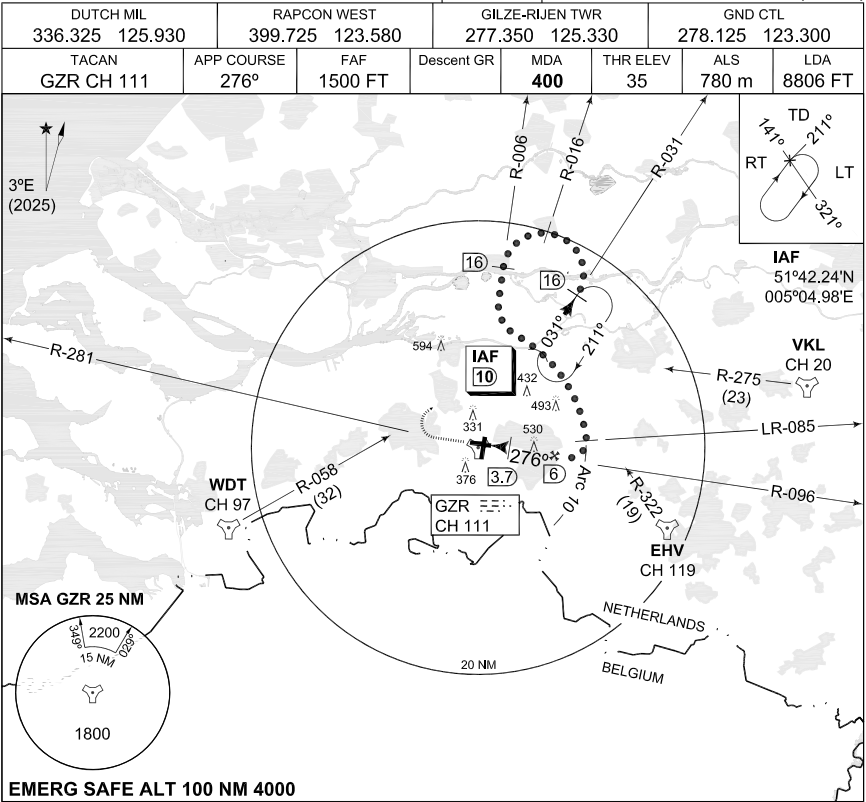
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 49

HI-TACAN RWY 28

GILZE-RIJEN (EHGR)

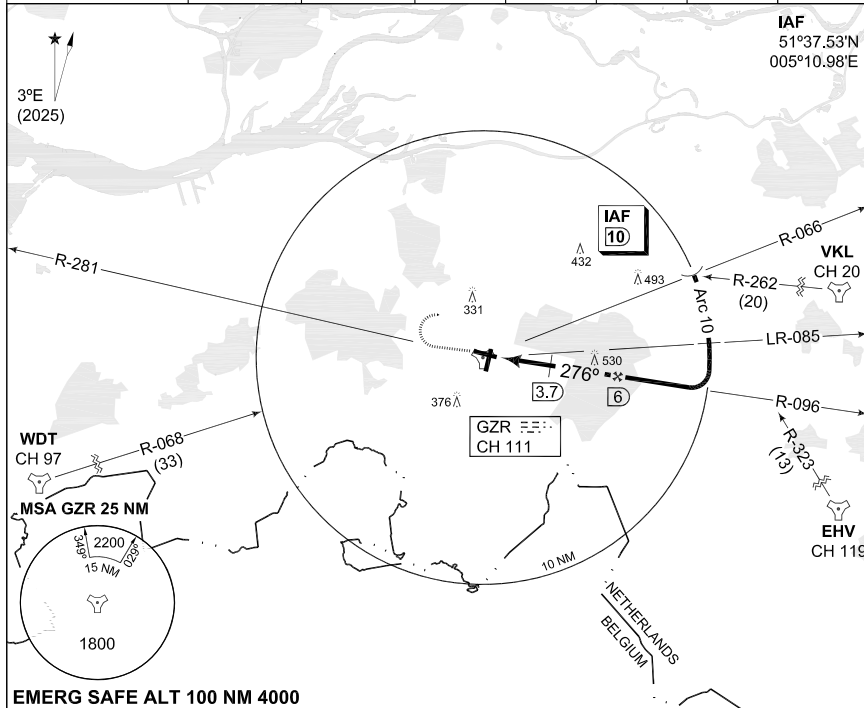


CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 28	400-800 365 (400-0.8)	400-1200 365 (400-1.2)	
CIRCLING	770-3700 721 (800-3.7)	910-4600 861 (900-4.6)	1000-6500 951 (1000-6.5)

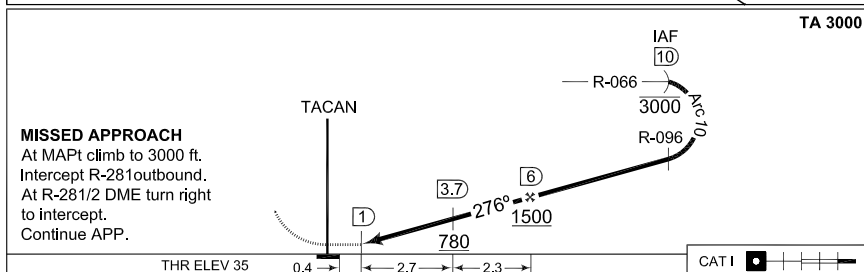
MIPS
INSTRUMENT APPROACH CHART

TACAN RWY 28
GILZE-RIJEN (EHGR)

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		GILZE-RIJEN TWR 277.350 125.330		GND CTL 278.125 123.300		
TACAN GZR CH 111		APP COURSE 276°	FAF 1500 FT	Descent GR	MDA 400	THR ELEV 35	ALS 780 m	LDA 8806 FT



EMERG SAFE ALT 100 NM 4000



MISSED APPROACH

At MAPt climb to 3000 ft.
Intercept R-281 outbound.
At R-281/2 DME turn right
to intercept.
Continue APP.

CATEGORY	A	B	C	D	E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-TACAN 28	400-800 365 (400-0.8)			400-1200 365 (400-1.2)	
CIRCLING	540-1900 491 (500-1.9)	670-2800 621 (700-2.8)	770-3700 721 (800-3.7)	910-4600 861 (900-4.6)	1000-6500 951 (1000-6.5)

TACAN RWY 28

51°34.04'N
004°55.91'E

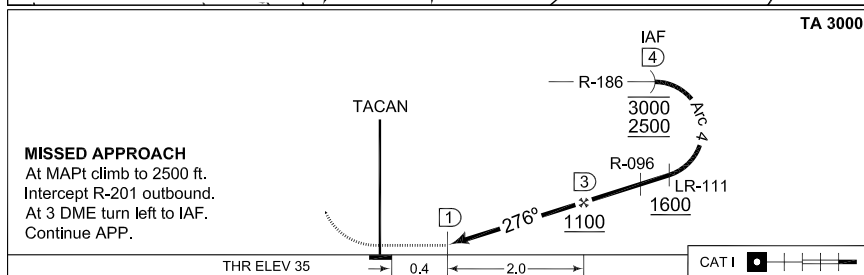
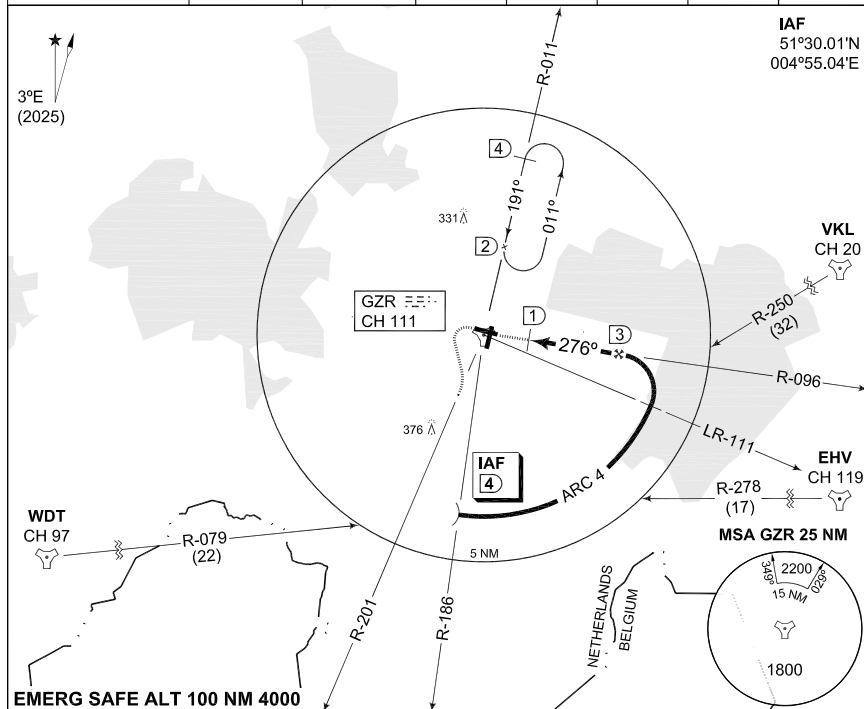
GILZE-RIJEN (EHGR)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 49

COPTER TACAN 276
GILZE-RIJEN (EHGR)

DUTCH MIL		RAPCON WEST		GILZE-RIJEN TWR		GND CTL	
336.325 125.930		399.725 123.580		277.350 125.330		278.125 123.300	
TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	276°	1100 FT		420	35	780 m	8806 FT



CATEGORY	COPTER	
S-TACAN 276	420-400 385 (400-0.4)	
CIRCLING	540-1900 491 (500-1.9)	

COPTER TACAN 276

51°34.04'N
004°55.91'E

GILZE-RIJEN (EHGR)

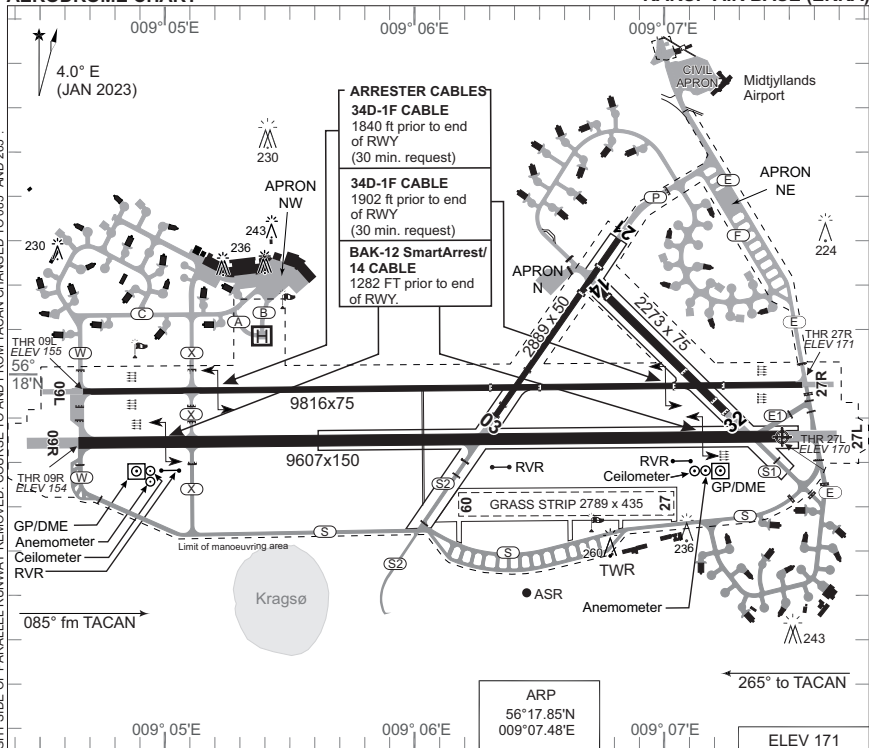
CHANGES: MAG VAR

RNLASF 19 FEB 2026

AERODROME CHART

KARUP AIR BASE (EKKA)

CHANGES: PAPI RWY 09L AND 27R CHANGED FROM 2.75° TO 3.00°. PAPI ON THE RIGHT SIDE OF PARALLEL RUNWAY REMOVED. COURSE TO AND FROM TACAN CHANGED TO 085° AND 265°.



RWY	PCN	PCR	DECLARED DISTANCES				PAPI	THR ELEV	THR PSN
			TORA	TODA	ASDA	LDA			
09R	75 F/C/W/T	530 R/B/W/T	9607	9607	10352	9607	3.00°	154	56°17.84'N 009°04.64'E
27L	75 F/C/W/T	530 R/B/W/T	9607	9607	10352	9607	3.00°	170	56°17.85'N 009°07.48'E
09L	120 F/B/W/T	390 F/B/X/T	9816	9816	10389	9816	3.00°	154	56°17.95'N 009°04.66'E
27R	120 F/C/W/T	390 F/B/X/T	9816	9816	10282	9816	3.00°	171	56°17.96'N 009°07.56'E

Noise abatement procedures:

RWY 27L/R: None.

RWY 09R/L: Noise abatement procedure for all jet aircraft and for propeller and turboprop aircraft MTOW above 5700 kg for departure or missed approach RWY 09R/L.

VMC: Avoid overflying the towns/villages Karup and Kolvrå below 2000 feet MSL.

IMC: Turn must not be commenced before DME KAR (CH 37x) 6.5 NM (or DME KAP (CH20y) 4.0 NM) or 2000 feet AMSL, whichever comes first.

Afterburner/reheat must be cut off before reaching the NE/SW going main road (Viborg - Herring) just east of the airfield.

Omnidirectional departures all runways:

Climb straight ahead to at least 850 FT AMSL before turn is commenced.

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	INTENTIONALLY LEFT BLANK								
SRA	INTENTIONALLY LEFT BLANK								

AERODROME CHART

KARUP AIR BASE (EKKA)

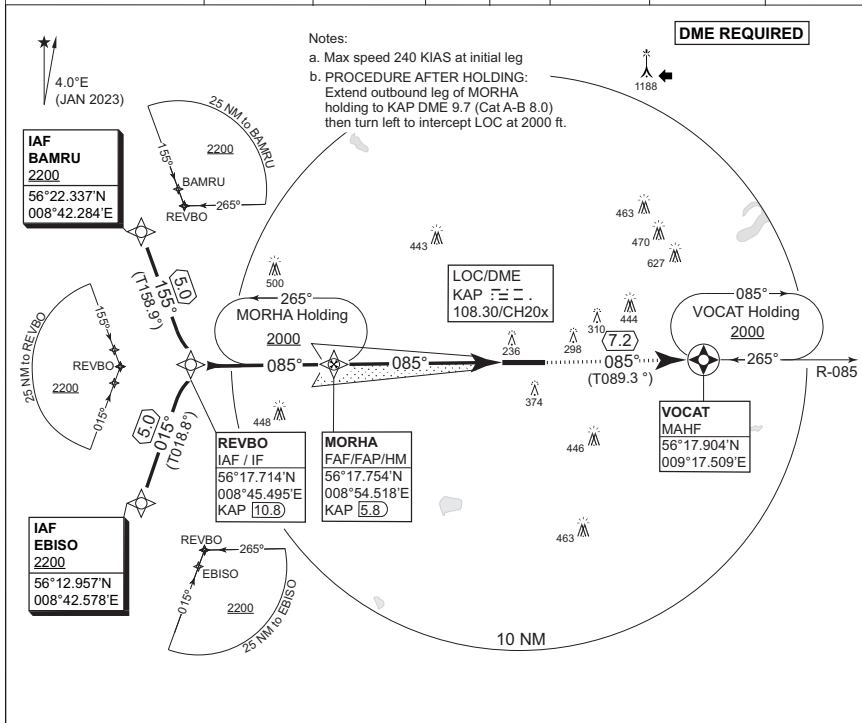
MIPS

INSTRUMENT APPROACH CHART

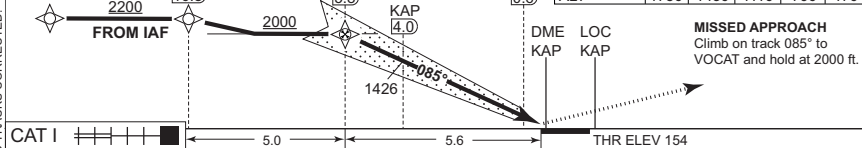
AD ELEV 171

ILS or LOC 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	
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	FAF	LOC ONLY: CDFA 3.00° / 5.24%							
	REVBO	MORHA	MAPt	DME KAP	5	4	3	2	1	
	KAP	KAP	LOC ONLY	KAP	DIST THR	4.8	3.8	2.8	1.8	0.8
	10.8	5.8	0.6	ALT	1750	1430	1110	790	470	



CATEGORY	A	B	C	D	E
S-ILS CAT I					
S-LOC 09R					
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 AIR 19 FEB 2026

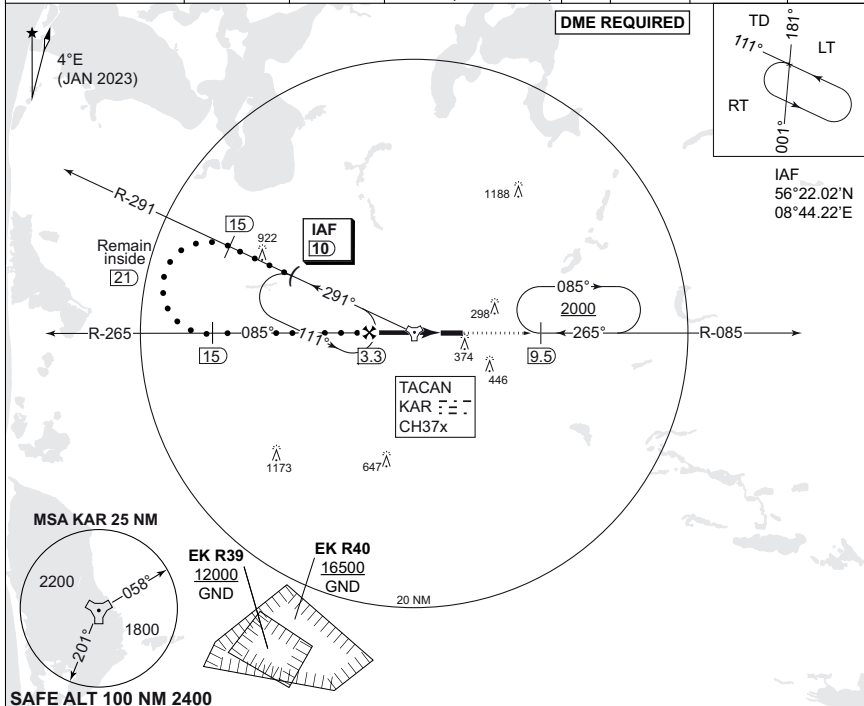
MIPS INSTRUMENT APPROACH CHART

AD ELEV 171

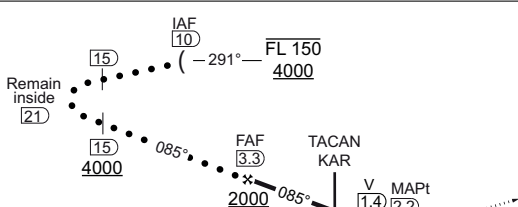
HPMA TACAN RWY 09R
KARUP AIR BASE (EKKA)

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

DME REQUIRED



TA 3000



CDFA: 3.0° / 5.24%

DME KAR	3	2	1	0	1
DIST THR	5.3	4.3	3.3	2.3	1.3
ALT	1900	1580	1260	940	620

MISSED APPROACH

Climb on KAR R-085.
Hold at 9.5 DME at 2000 ft.

CAT I

5.6 THR ELEV 154

CATEGORY	HPMA
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

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE COURSES CORRECTED.

AIR COMMAND DENMARK - MIL AIR 19 FEB 2025

MIPS INSTRUMENT APPROACH CHART

AD ELEV 171

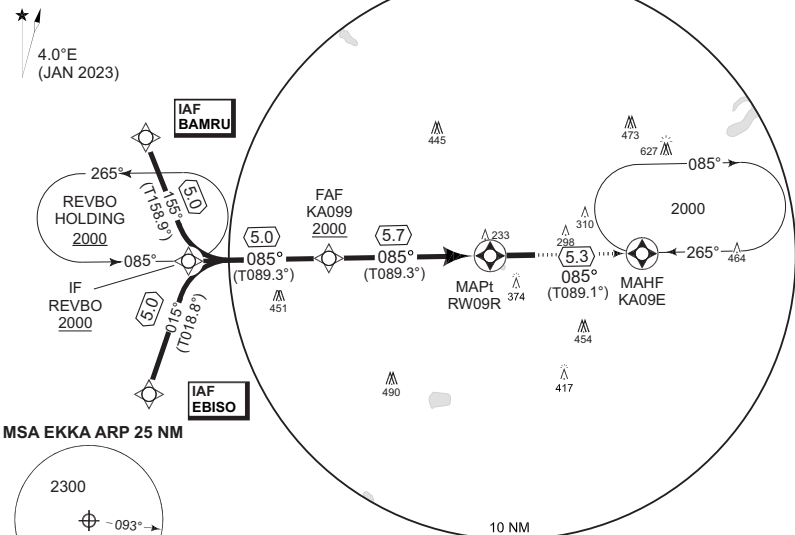
RNP RWY 09R
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL 242.650 124.555		KARUP ATIS 120.580		KARUP APPROACH 269.275 120.430		KARUP TOWER 353.575 119.580	
EGNOS CHANNEL 46175 / E09A	APP COURSE 085°	FAF ALT 2000 FT	Descent GR 3.0° (5.24%)	MINIMA See CAT	THR ELEV 154	ALS length 900 M	LDA 9607 FT

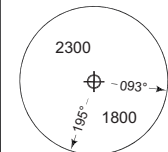
Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident
(PAPI angle 3.00° / TCH 50)

RNP APCH

a Not to be used below -25°C

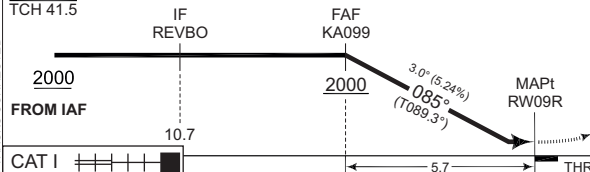


MSA EKKA ARP 25 NM



SAFE ALT 100NM 2400

TA 3000	DIST TO RWY09R	5	4	3	2	1
GS 3.0°	NOM. ALTITUDE	1790	1470	1150	830	520
TCH 41.5						



MISSED APPROACH RNAV
Climb on track to overfly
KA09E and hold at 2000 ft.
RWY09R - KA09E [A2000+, HM]

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

RNP RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED

AIR COMMAND DENMARK - MIL 19 FEB 2026

EKKA RNP RWY 09R waypoint coordinates:

RWY 09R from BAMRU APPROACH RNP

		CODING		DISPLAY	
BAMRU	IAF	56 22 20.21N	008 42 17.04E	56 22.337'N	008 42.284'E
REVBO	IF	56 17 42.82N	008 45 29.70E	56 17.714'N	008 45.495'E
KA099	FAF	56 17 46.08N	008 54 28.08E	56 17.768'N	008 54.468'E
RW09R	MAPt	56 17 49.74N	009 04 38.39E	56 17.829'N	009 04.640'E
KA09E	MAHF	56 17 54.42N	009 14 13.05E	56 17.907'N	009 14.217'E

RWY 09R from EBISO APPROACH RNP

		CODING		DISPLAY	
EBISO	IAF	56 12 57.40N	008 42 34.70E	56 12.957'N	008 42.578'E
REVBO	IF	56 17 42.82N	008 45 29.70E	56 17.714'N	008 45.495'E
KA099	FAF	56 17 46.08N	008 54 28.08E	56 17.768'N	008 54.468'E
RW09R	MAPt	56 17 49.74N	009 04 38.39E	56 17.829'N	009 04.640'E
KA09E	MAHF	56 17 54.42N	009 14 13.05E	56 17.907'N	009 14.217'E

Threshold coordinates RWY 09R

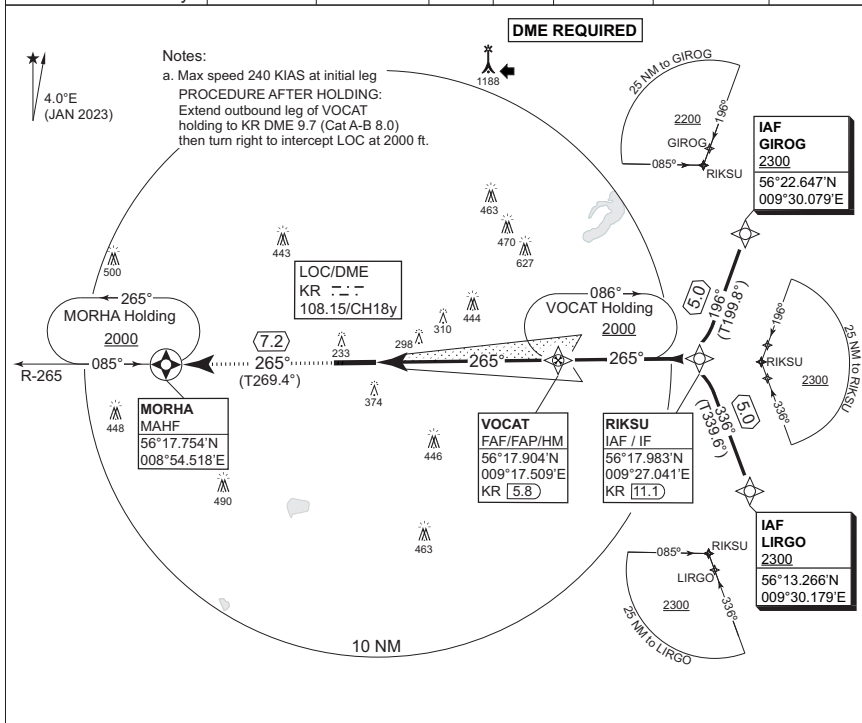
		CODING		DISPLAY	
RWY 09R		56 17 49.74N	009 04 38.39E	56 17.829'N	009 04.640'E

MIPS INSTRUMENT APPROACH CHART

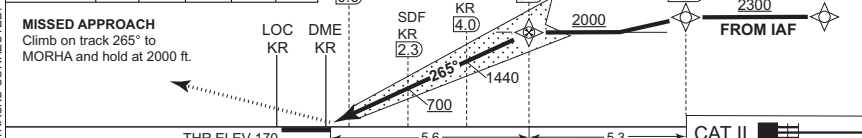
AD ELEV 171

ILS or LOC 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
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 KR	FAF VOCAT KR	IAF / IF RIKSU KR	TA 3000 GS 3.0° RDH 50
DME KR	1	2	3	4	5	LOC ONLY	LOC ONLY	LOC ONLY	
DIST THR	0.8	1.8	2.8	3.8	4.8				
ALT	490	810	1120	1440	1760				



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 19 FEB 2026

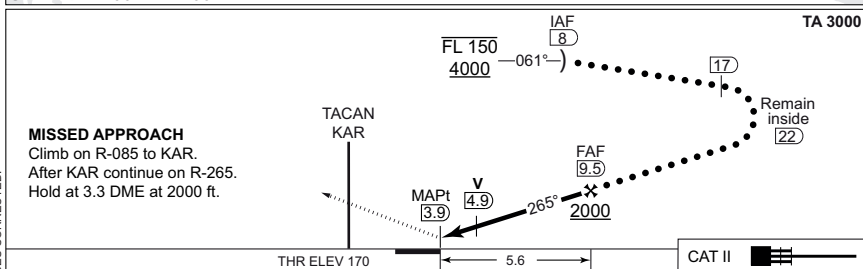
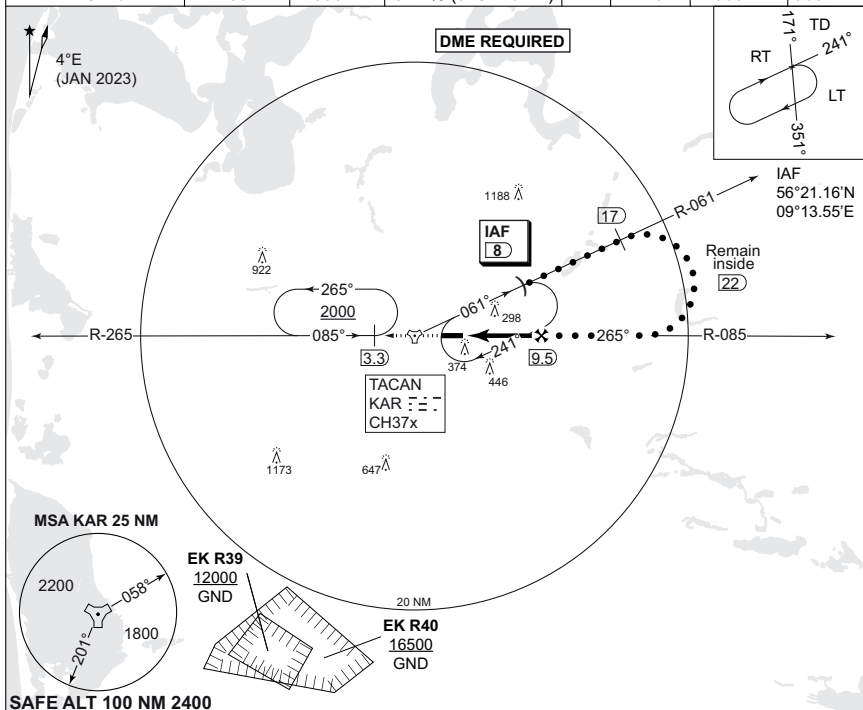
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

HPMA 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 2000 FT	DESCENT GR. 5.24% (318 FT/NM)		MDA 560	THR ELEV 170	ALS LENGTH 900 M	LDA 9607 FT



CATEGORY	HPMA
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.

MIPS

AIR COMMAND DENMARK - MIL-AIM 19 FEB 2026

MIPS INSTRUMENT APPROACH CHART

AD ELEV 171

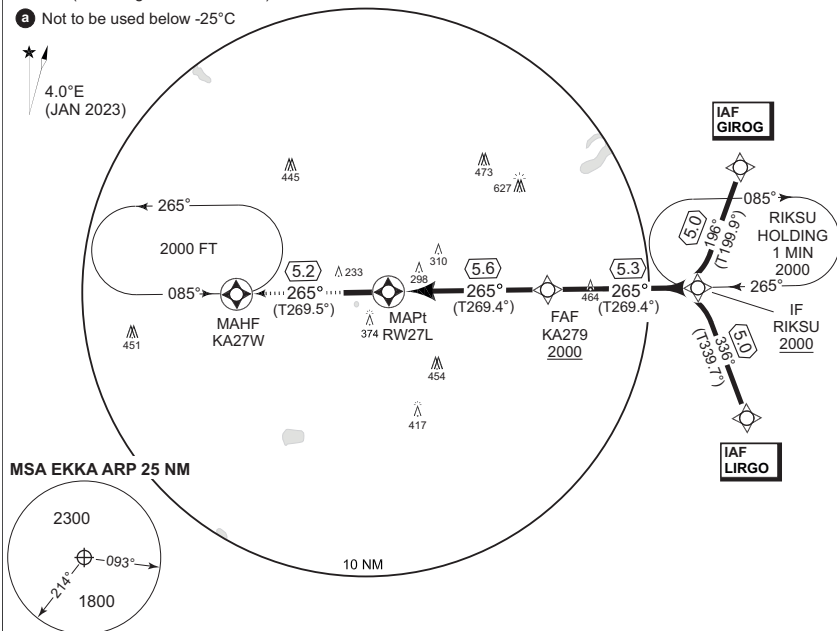
RNP RWY 27L
KARUP AIR BASE (EKKA)

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

RNP APCH

a Not to be used below -25°C



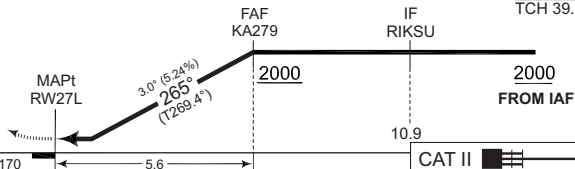
SAFE ALT 100NM 2400

DIST TO RW27L NOM. ALTITUDE	1	2	3	4	5
	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)

RNP RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: MULTIPLE MAGNETIC TRACKS CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

EKKA RNP RWY 27L waypoint coordinates:

RWY 27L from LIRGO APPROACH RNP

		CODING			DISPLAY		
LIRGO	IAF	56 13 15.94N	009 30 10.73E		56 13.266°N	009 30.179°E	
RIKSU	IF	56 17 59.00N	009 27 02.47E		56 17.983°N	009 27.041°E	
KA279	FAF	56 17 55.06N	009 17 34.22E		56 17.918°N	009 17.570°E	
RW27L	MAPt	56 17 50.85N	009 07 28.66E		56 17.847°N	009 07.478°E	
KA27W	MAHF	56 17 47.51N	008 58 06.53E		56 17.792°N	008 58.109°E	

RWY 27L from GIROG APPROACH RNP

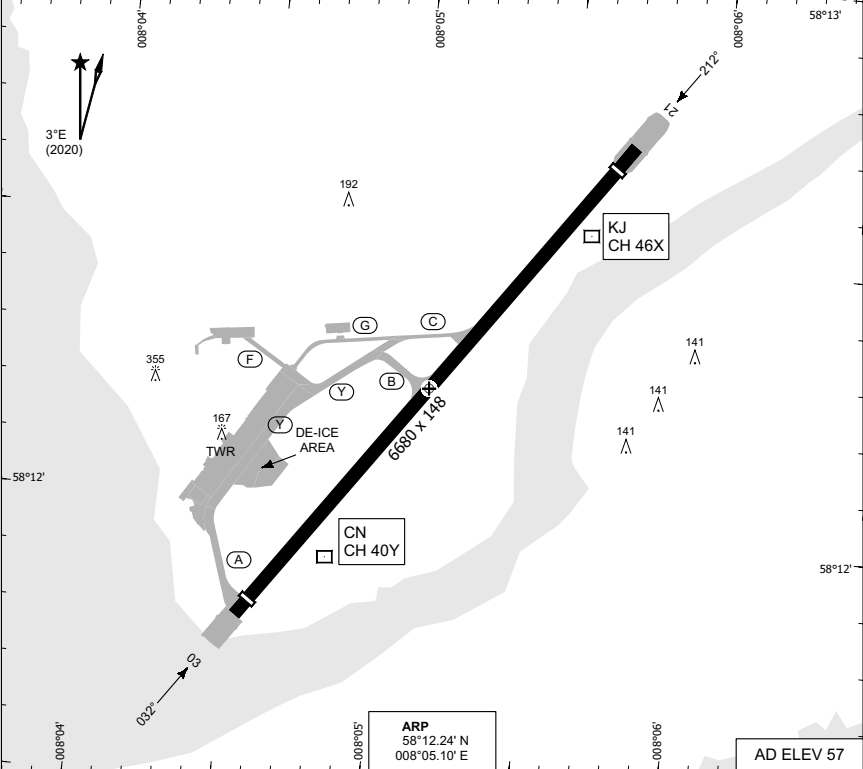
		CODING			DISPLAY		
GIROG	IAF	56 22 38.81N	009 30 04.76E		56 22.647°N	009 30.079°E	
RIKSU	IF	56 17 59.00N	009 27 02.47E		56 17.983°N	009 27.041°E	
KA279	FAF	56 17 55.06N	009 17 34.22E		56 17.918°N	009 17.570°E	
RW27L	MAPt	56 17 50.85N	009 07 28.66E		56 17.847°N	009 07.478°E	
KA27W	MAHF	56 17 47.51N	008 58 06.53E		56 17.792°N	008 58.109°E	

Threshold coordinates RWY 27L

		CODING			DISPLAY		
RWY 27L		56 17 50.85N	009 07 28.66E		56 17.847°N	009 07.478°E	

MIPS
AERODROME CHART

KJEVIK(ENCN)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
03	45/F/B/W/U	6519	6519	7087	6299	3.4°	40	58°11.83' N - 008°04.56' E
21	45/F/B/W/U	6460	6460	7034	6135	3.5°	51	58°12.66' N - 008°05.66' E

ATIS 124.480
KJEVIK TWR 118.105 119.955

PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

AERODROME CHART

KJEVIK(ENCN)

CHANGE: PERIODIC REVIEW

RNOAF 30 OCT 2025

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 57

ILS M or LOC M RWY 03

KJEVIK(ENCN)

ATIS 124.480		KJEVIK APP 119.955 118.105		KJEVIK TWR 119.955 118.105	
LOC/DME CN 110.350/CH 40Y	APP COURSE 032°	GS INTCP ALT 3000	GS 3.4°	DA See CAT	THR ELEV 40
					ALS-LENGTH 900 m
					LDA 6300

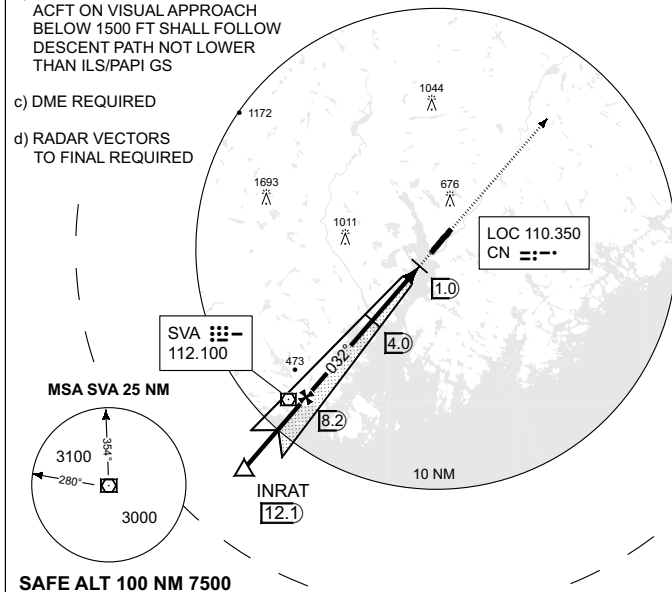
CAUTION:

a) CIRCLING EAST OF AD ONLY

NOTE:

b) NOISE ABT PROCEDURE:
ACFT ON VISUAL APPROACH
BELOW 1500 FT SHALL FOLLOW
DESCENT PATH NOT LOWER
THAN ILS/PAPI GS

c) DME REQUIRED

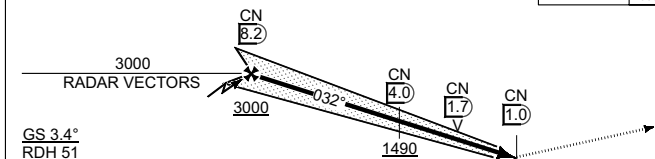
d) RADAR VECTORS
TO FINAL REQUIRED

TA 7000

GP INOP (CDFA 3.4° / 5.94 %)

DME CN (NM)	8	7	6	5	4	3	2
THR 03 (NM)	7.9	6.9	5.9	4.9	3.9	2.9	1.9
ALT	2980	2600	2230	1860	1490	1120	760

MISSED APPROACH
CLIMB STRAIGHT AHEAD
HDG 032° TO 3000 FT



CAT 1

THR ELEV 40

CATEGORY	C	D	E
S-ILS	314 - 0.8 274 (300 - 0.8/1.3)	334 - 0.8 294 (300 - 0.8/1.4)	522 - 1.5 482 (500 - 1.5/2.3)
S-LOC		630 - 2.2 590 (600 - 2.2/2.9)	
CIRCLING	1120 - 4.9 1063 (1100 - 4.9)		1310 - 5.0 1253 (1300 - 5.0)

ILS M or LOC M RWY 03

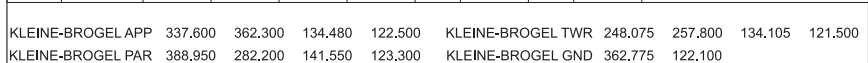
58°12.24' N
008°05.10' E

KJEVIK(ENCN)

CHANGE: COMPLETE REVISION

RNAIF 30 OCT 2025

KLEINE-BROGEL (EBBL)



	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	MIPS	05L	3.00°	54	87	901	ABCD HPMA	MIPS	445 - 0.8 260 (300 - 0.8 / 1.2)
		23R	3.00°	54	87	1091	ABCD HPMA		385 - 0.8 200 (200 - 0.8 / 0.9)
							HPMA		429 - 0.8 268 (300 - 0.8 / 1.3)
							HPMA		366 - 0.8 205 (300 - 0.8 / 0.9)
		05R	3.00°	50	-	915	HPMA		399 - 1.0 209 (300 - 1.0 / 1.0)
		23L	3.00°	33	-	633	HPMA	388 - 1.2 227 (300 - 1.2 / 1.2)	

3BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

KLEINE-BROGEL (EBBL)

MIPS INSTRUMENT DEPARTURE CHART

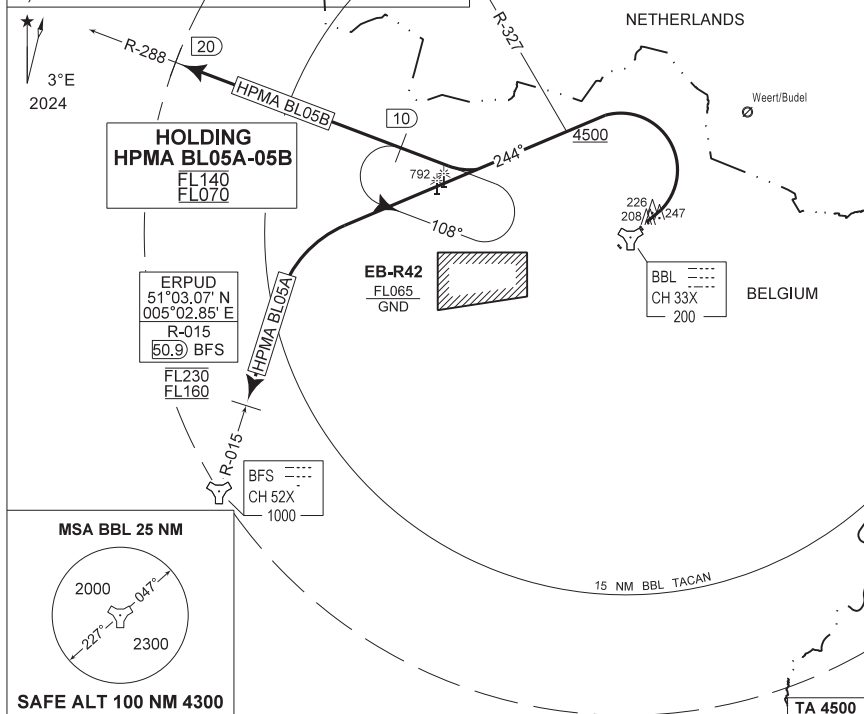
AD ELEV 192

HPMA BL 05A - 05B
KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND 362.775 122.100	KLEINE-BROGEL TWR 248.075 134.105	KLEINE-BROGEL APP 337.600 134.480	BELGA RADAR 374.400 129.325
TACAN BBL - CH 33X	RWY 05	PDG 8.75% 5.00°	From-To 120 180 240 300 1070 1600 2130 2660
			Reason ATC

CAUTION:

- RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN WITHIN BEL
- NO TURN BEFORE 1.3 DME BBL
- FIRST TURN MAX 300 KIAS



HPMA BL 05A (RWY 05) 29	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS. - Pass R-327 at or above 4500 FT AMSL and contact BELGA RADAR. - Intercept R-015 inbound BFS TACAN. - Proceed to entry REMBA corridor ERPUD, 50.9 DME R-015 BFS TACAN between FL160 and FL230 as instructed and maintain level.
HPMA BL 05B (RWY 05) 28	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS. - Pass R-327 at or above 4500 FT AMSL and contact BELGA RADAR. - Intercept R-288 outbound BBL TACAN. - Follow R-288 till 20 DME.

HPMA BL 05A - 05B

51°10,10' N
005°28,19' E

KLEINE-BROGEL (EBBL)

CHANGE: CAUTION (a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THIS

MIPS INSTRUMENT DEPARTURE CHART

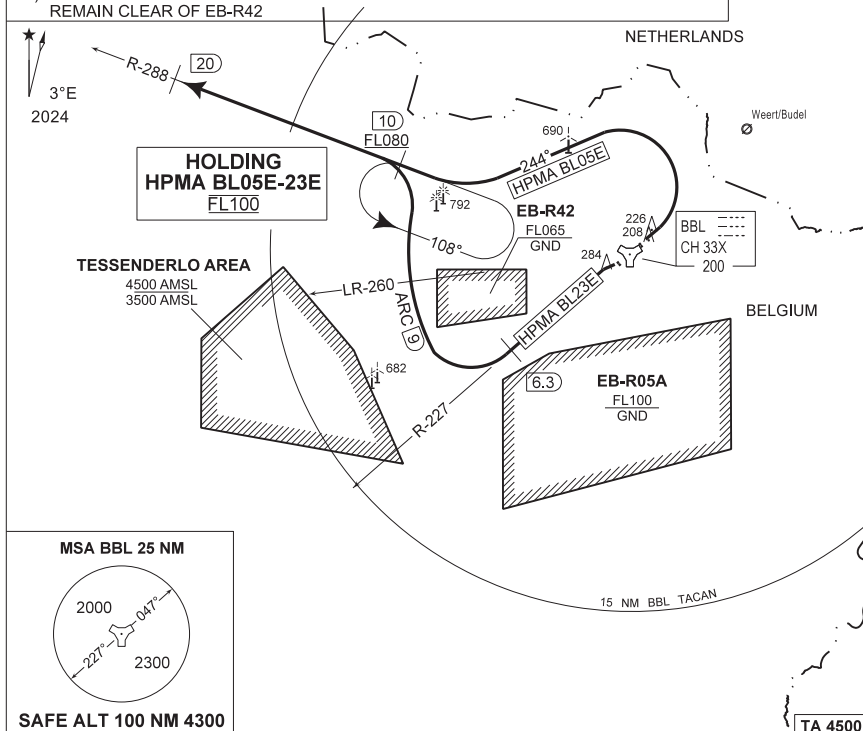
AD ELEV 192

HPMA BL 05E- 23E
KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND		KLEINE-BROGEL TWR		KLEINE-BROGEL APP		EFFLUX: TAD as assigned				
362.775	122.100	248.075	134.105	337.600	134.480	BELGA RADAR: 374.400				
TACAN		RWY	PDG	From-To	120	180	240	300	360	Reason
BBL - CH 33X			05	10.51% 6.00°	DER-TRL	1280	1920	2250	3190	3830
CAUTION:		23	10.51% 6.00°	DER-TRL	1280	1920	2250	3190	3830	ATC

CAUTION:

- CLIMB AT MNM 6° (10.51%) TO REACH FL100 BEFORE CROSSING BBL R-288 / 10 DME
- BL 05E: RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN WITHIN BEL
- BL 23E: RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN WITHIN BEL/TO REMAIN CLEAR OF EB-R42



HPMA BL 05E
(RWY 05)

28

- Climb RWY heading and contact EBBL APP.
- Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS.
- Intercept R-288 outbound BBL TACAN.
- Pass 10 DME / R-288 at or above FL080.
- Contact EFFLUX on the assigned TAD when passing FL100 or BELGA RADAR as instructed.
- Follow R-288 till 20 DME (unless instructed otherwise).

HPMA BL 23E
(RWY 23)

34

- Climb RWY heading and contact EBBL APP.
- Intercept R-227 outbound BBL TACAN.
- At 6.3 DME turn right to follow the arc at 9 DME BBL.
- Passing R-260, turn left to intercept R-288 outbound BBL TAC.
- Pass 10 DME / R-288 at or above FL080.
- Contact EFFLUX on the assigned TAD when passing FL100 or BELGA RADAR as instructed.
- Follow R-288 till 20 DME (unless instructed otherwise).

HPMA BL 05E- 23E

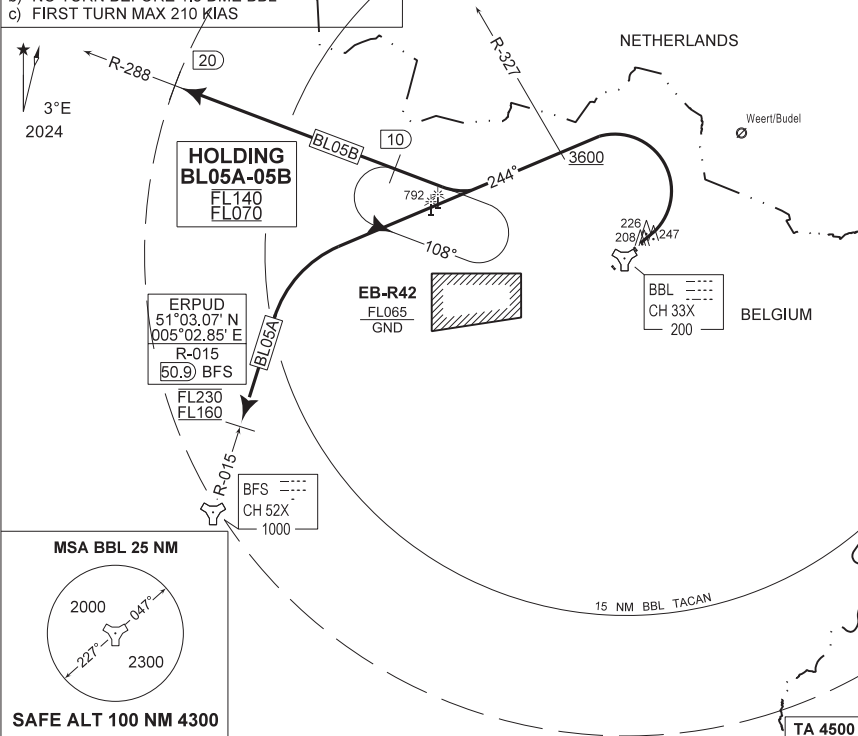
51°10,10' N
005°28,19' E

KLEINE-BROGEL (EBBL)

BL 05A - 05B
KLEINE-BROGEL (EBBL)

CAUTION:

- a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN WITHIN BEL
- b) NO TURN BEFORE 1.3 DME BBL
- c) FIRST TURN MAX 210 KIAS



CHANGE: CAUTION a) updated

3BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

BL 05A - 05B

51°10.10' N
005°28.19' E

KLEINE-BROGEL (EBBL)

MIPS INSTRUMENT DEPARTURE CHART

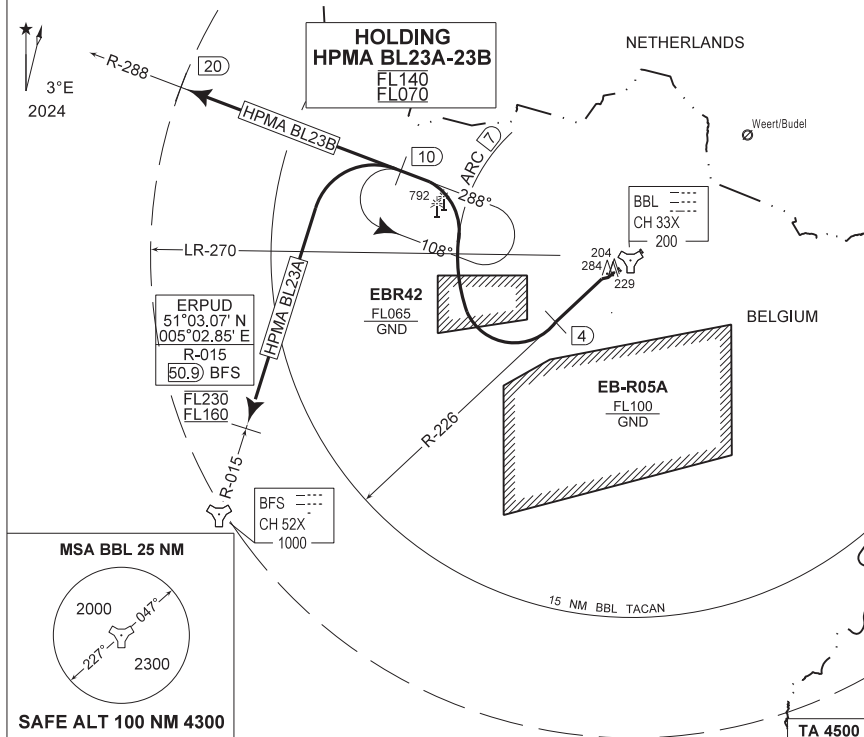
AD ELEV 192

HPMA BL 23A - 23B
KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND		KLEINE-BROGEL TWR		KLEINE-BROGEL APP		BELGA RADAR						
362.775	122.100	248.075	134.105	337.600	134.480	374.400	129.325					
TACAN		RWY	PDG		From-To		120	180	240	300	360	Reason
BBL - CH 33X		23	8.75%	5.00°	DER-10/R-289		1070	1600	2130	2660	3190	ATC

CAUTION:

- PROCEDURE CANNOT BE EXECUTED IF EB-R42 IS RAISED ABOVE 2700 FT AMSL
- RADAR CONTROL MANDATORY ABOVE 4500 FT AMSL



HPMA BL 23A (RWY 23) (33)	- Climb on R-226 outbound BBL TAC and contact EBBL APP. - At 4 DME, turn right to follow the ARC at 7 DME BBL. - Contact BELGA RADAR when passing 4500 FT AMSL. - Passing R-270, turn left to intercept R-288 outbound BBL TACAN. - At 10 DME BBL, turn left to intercept R-015 inbound BFS TACAN. - Proceed to entry REMBA corridor ERPUD, 50.9 DME R-015 BFS TACAN between FL160 and FL230 as instructed and maintain level.
HPMA BL 23B (RWY 23) (27)	- Climb on R-226 outbound BBL TAC and contact EBBL APP. - At 4 DME, turn right to follow the ARC at 7 DME BBL. - Contact BELGA RADAR when passing 4500 FT AMSL. - Passing R-270, turn left to intercept R-288 outbound BBL TACAN. - Follow R-288 till 20 DME.

HPMA BL 23A - 23B

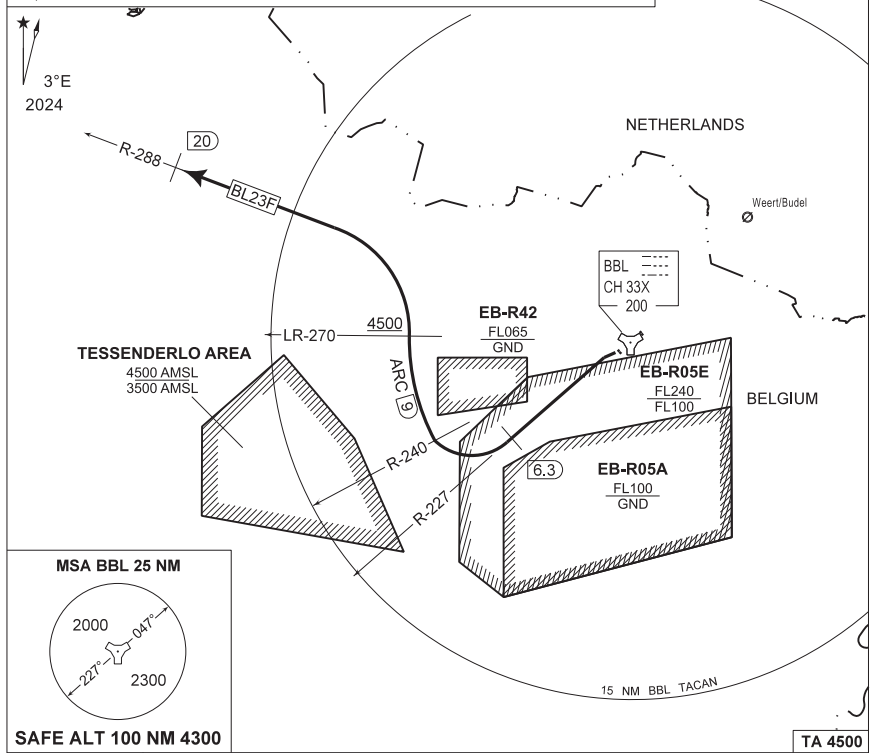
51°10,10' N
005°28,19' E

KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND 362.775 122.100	KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL APP 337.600 134.480		BELGA RADAR 374.400 129.325	
TACAN BBL - CH 33X	RWY 23	PDG 4.04%	From-To DER-TRL	120 500	180 740	240 990
		2.31°		300 1230	360 1480	Reason ATC

CAUTION:

- a) IF TESSENDERLO AREA IS ACTIVE, PASS BBL R-240 AT MAX 3000 FT AMSL
- b) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42



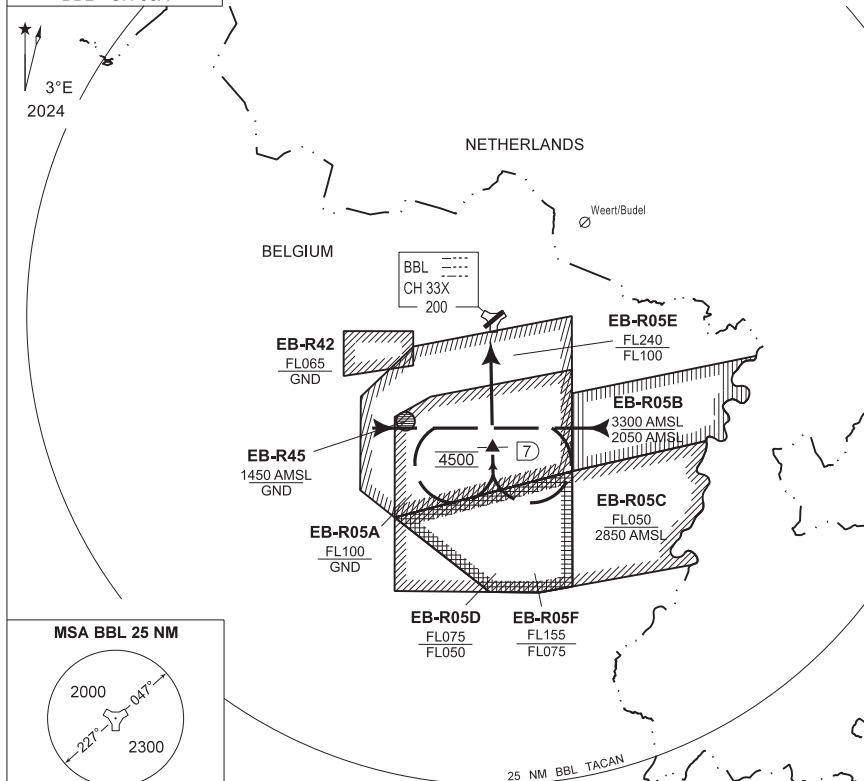
BL 23F
(RWY 23)

30

- Climb RWY heading and contact EBBL APP.
- Intercept R-227 outbound BBL TACAN.
- At 6.3 DME turn right to follow the arc at 9 DME BBL.
- Pass R-240 at or below 3000 FT AMSL if Tessenenderlo area active.
- Pass R-270 on the ARC at or above 4500 FT AMSL.
- Contact BELGA RADAR as instructed.
- Passing R-270, turn left to intercept R-288 outbound BBL TACAN then follow R-288 till 20 DME.

PAMPA
HELCHTEREN RANGE

TACAN BBL - CH 33X	
-----------------------	--



SAFE ALT 100 NM 4300

TA 4500

PAMPA

- When leaving PAMPA RANGE, perform a procedure turn to the south.
- Intercept R-177 inbound BBL TACAN.
- Pass 7 DME / R-177 at 4500 FT AMSL.
- Proceed with a Kleine-Brogel SID as cleared by ATC.

CHANGE: POS of BBL TACAN and MAG VAR

3BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

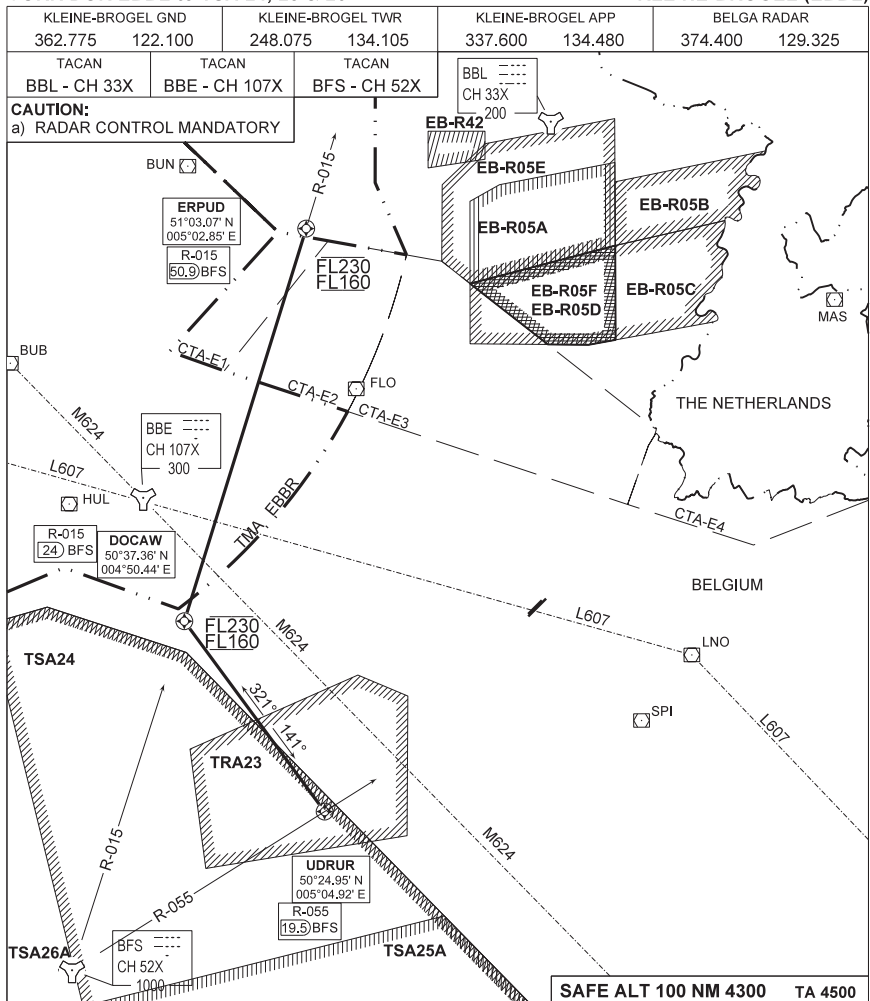
PAMPA

51°10.10' N
005°28.19' E

HELCHTEREN RANGE

NATIONAL CORRIDOR EBBL to TSA 24, 25 & 26

REMBA CORRIDOR SB OR NB KLEINE-BROGEL (EBBL)



REMBA CORRIDOR SOUTHBOUND (SB)

- Proceed to ERPUD (50.9 DME / R-015 BFS).
- Pass ERPUD between FL160 and FL230 as instructed, fly inbound DOCAW.
- Passing DOCAW (24 DME / R-015 BFS) proceed as instructed.
- When proceeding to UDRUR (19.5 DME / R-055 BFS) turn left track 141°.

REMBA CORRIDOR NORTHBOUND (NB)

- Proceed to DOCAW (24 DME / R-015 BFS).
- Pass DOCAW between FL160 and FL230 as instructed, fly inbound ERPUD.
- Passing ERPUD (50.9 DME / R-015 BFS) proceed as instructed.

REMBA CORRIDOR SB OR NB

51°10,10' N
005°28,19' E

KLEINE-BROGEL (EBBL)

MIPS INSTRUMENT APPROACH CHART

HPMA-ILS or HPMA-LOC RWY 05L KLEINE-BROGEL (EBBL)

AD ELEV 192

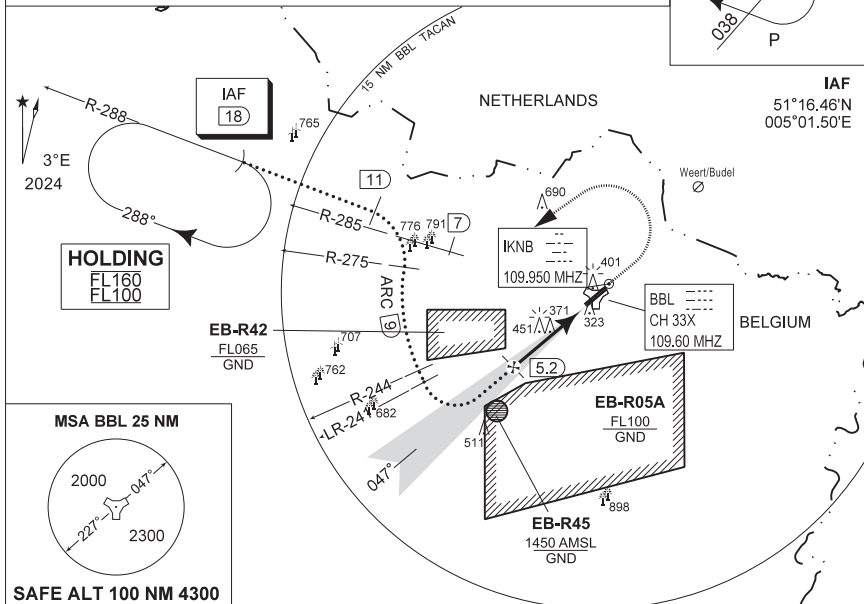
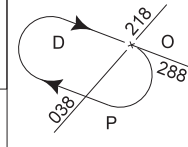
BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100
LOC / DME	APP COURSE	GS INTCP ALT	GS
IKNB 109.950 / 33X	047°	1700 FT	3.00°
		DA	THR
		385	185
		ALS	LDA
		930 M	7926 FT

CAUTION:

- RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
- DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

NOTE:

- DME FREQUENCY 109.600 MHZ

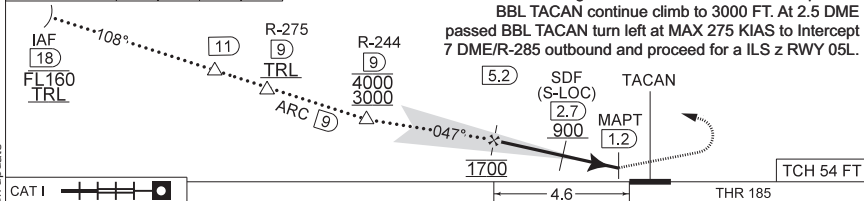


DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1445)	(1125)	(815)	(485)

TA 4500

MISSED APPROACH

Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 275 KIAS to Intercept 7 DME/R-285 outbound and proceed for a ILS z RWY 05L.



CATEGORY	HPMA
S-ILS 05L	385 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-PAR 05L	385 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC 05L	620 - 1.3 435 (500 - 1.3 / 2.3)

HPMA-ILS or HPMA-LOC RWY 05L

51°10.10' N
005°28.19' E

KLEINE-BROGEL (EBBL)

CHANGES: Missed approach update

BEL DEFENCE, AIR COMPONENT 10-JUL-2025 - AMA

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 192

ILS z or LOC z RWY 05L
KLEINE-BROGEL (EBBL)

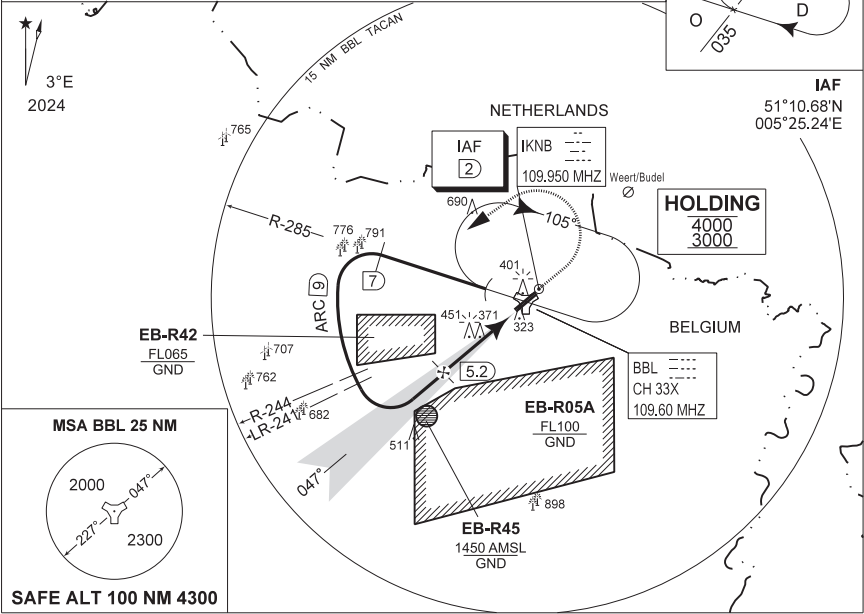
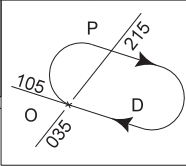
BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400 129.325		337.600 134.480		248.075 134.105		362.775 122.100	
LOC / DME		APP COURSE		GS INTCP ALT		LDA	
IKNB 109.950 / 33X		047°		1700 FT 3.00°		930 M 7926 FT	
				DA		THR	
				385		185 FT	

CAUTION:

- a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

NOTE:

- a) DME FREQUENCY 109.600 MHZ

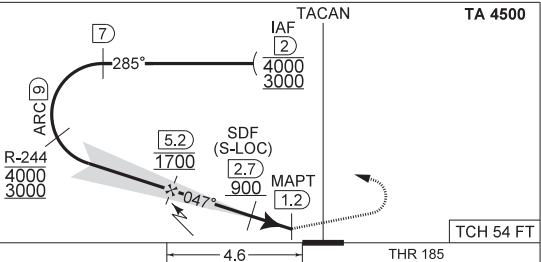


DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1145)	(1125)	(805)	(485)

MISSED APPROACH

Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 7 DME/R-285 outbound and proceed for a ILS z RWY 05L.

CAT I



CATEGORY	A - B - C - D		HPMA
S-ILS 05L	385 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°		
S-PAR 05L	445 - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°		385 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC 05L	620 - 1.3 435 (500 - 1.3 / 2.3)		

ILS z or LOC z RWY 05L

51°10.10' N
005°28.19' E

KLEINE-BROGEL (EBBL)

CHANGES: Title of chart, holding entry diagram and CAUTION a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THIS

MIPS
INSTRUMENT APPROACH CHART

ILS y or LOC y RWY 05L
KLEINE-BROGEL (EBBL)

Table with 4 columns: BELGA RADAR, KLEINE-BROGEL APP, KLEINE-BROGEL TWR, KLEINE-BROGEL GND. Rows include frequency and altitude data.

CAUTION:

- a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE
b) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42

NOTE:

- a) DME FREQUENCY 109.600 MHZ

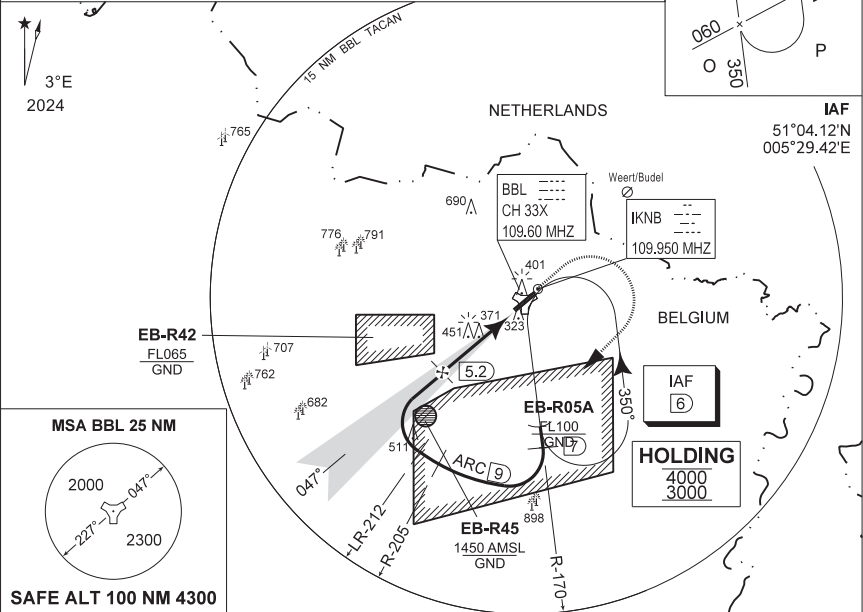
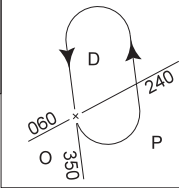
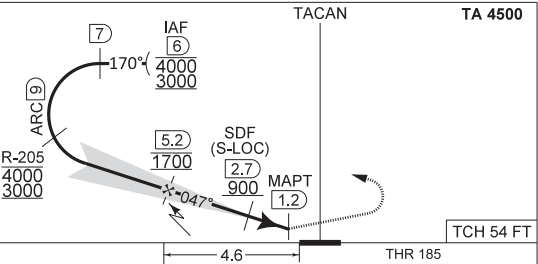


Table with 5 columns: DME BBL, 5, 4, 3, 2. Rows include Altitude and Height data.

MISSSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT.



CAT I

Table with 2 columns: CATEGORY, HPMA. Rows include S-ILS 05L, S-PAR 05L, S-LOC 05L with associated frequencies and altitudes.

ILS y or LOC y RWY 05L KLEINE-BROGEL (EBBL)

CHANGE: IAF updated and Holding added and CAUTION b) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THIS

MIPS INSTRUMENT APPROACH CHART

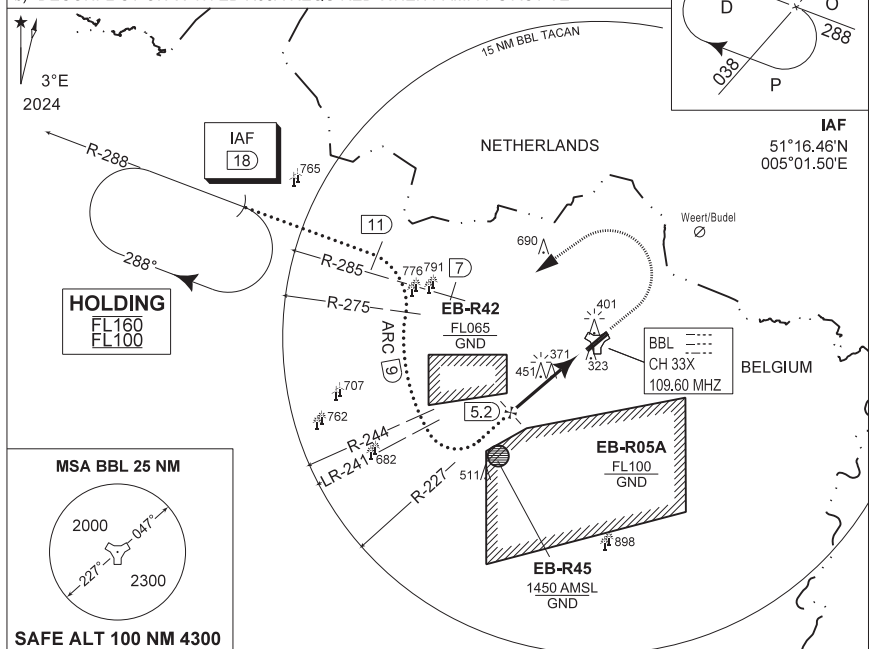
AD ELEV 192

HPMA-TACAN RWY 05L KLEINE-BROGEL (EBBL)

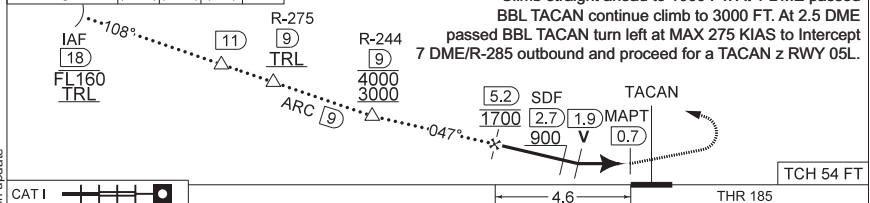
BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100
LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24%(3.00°)	620	185 FT	930 M	7926 FT

CAUTION:

- RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
- DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1445)	(1125)	(805)	485



CAT I	HPMA	THR 185
CATEGORY	HPMA	
S-TAC 05L	620 - 1.3 435 (500 - 1.3 / 2.3)	
S-PAR 05L	385 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
CIRCLING	770 - 3.2 578 (600 - 3.2)	

HPMA-TACAN RWY 05L

51°10.10' N
005°28.19' E

KLEINE-BROGEL (EBBL)

CHANGES: Missed approach update

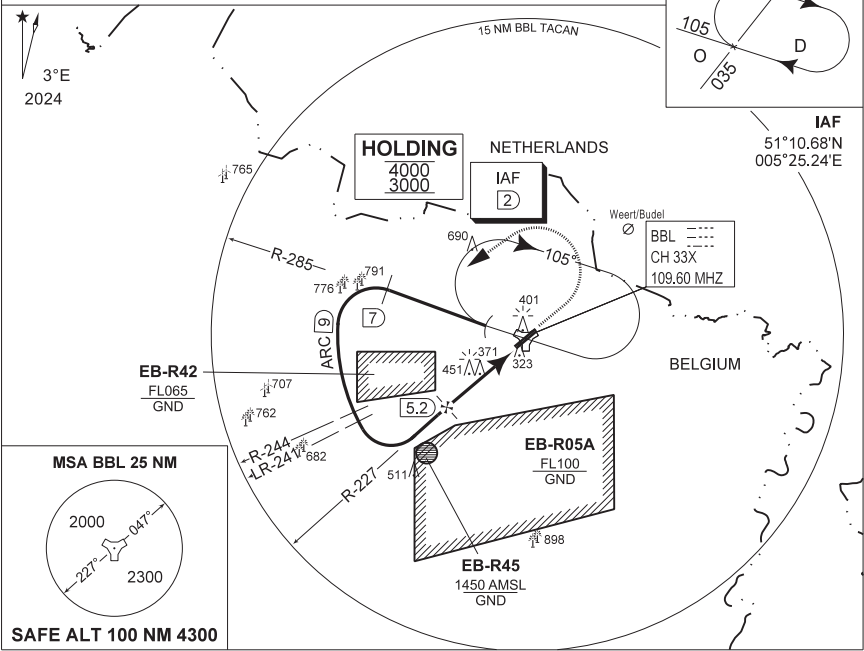
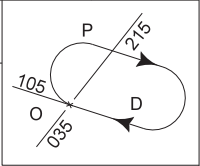
BEL DEFENCE. AIR COMPONENT 10-JUL-2025 - AMA

MIPS
INSTRUMENT APPROACH CHART

TACAN z RWY 05L
KLEINE-BROGEL (EBBL)

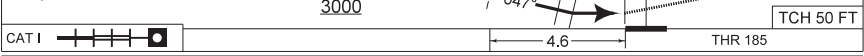
BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100
LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24% (3.00°)	620	185 FT	930 M	7926 FT

- CAUTION:**
a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1445)	(1125)	(805)	485

MISSSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 7 DME/R-285 outbound and proceed for a TACAN z RWY 05L.



CATEGORY	A - B	C	D	HPMA
S-TAC 05L	620 - 1.3 435 (500 - 1.3 / 2.3)			
S-PAR 05L	445 - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°		385 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
CIRCLING	750 - 1.6 558 (600 - 1.6)	890 - 2.4 698 (700 - 2.4)	1090 - 3.6 898 (900 - 3.6)	770 - 3.2 578 (600 - 3.2)

TACAN z RWY 05L

51°10.10' N
005°28.19' E

KLEINE-BROGEL (EBBL)

CHANGES: Title of chart, holding entry diagram and CAUTION a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THIS

MIPS
INSTRUMENT APPROACH CHART

TACAN y RWY 05L
KLEINE-BROGEL (EBBL)

Table with 4 columns: BELGA RADAR, KLEINE-BROGEL APP, KLEINE-BROGEL TWR, KLEINE-BROGEL GND. Rows include frequencies (374.400, 129.325, etc.), course (047°), altitudes (1700 FT, 620, etc.), and distances (930 M, 7926 FT).

- CAUTION:
a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE
b) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42

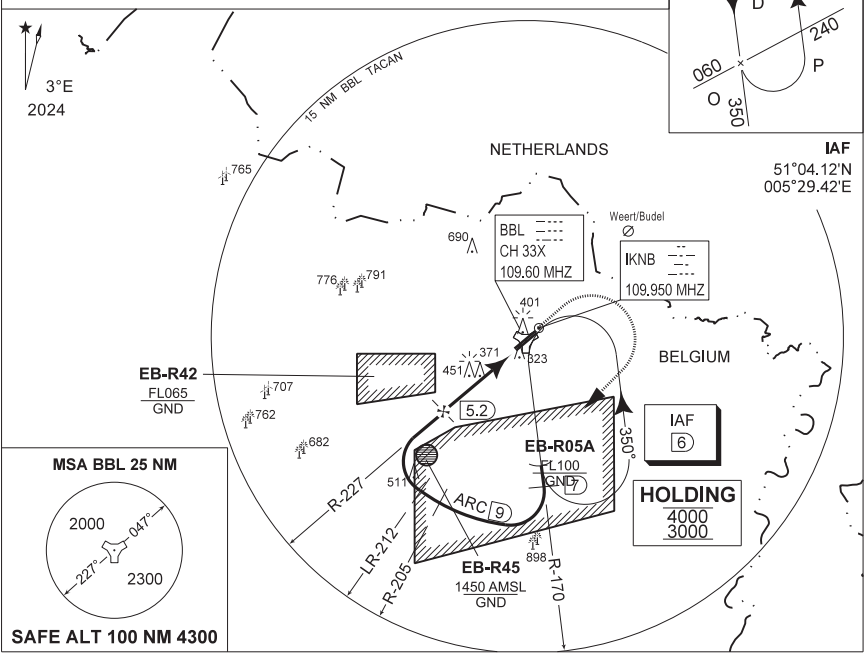


Table with 5 columns: DME BBL, 5, 4, 3, 2. Rows for Altitude (1630, 1310, 990, 670) and Height (1445, 1125, 805, 485).

MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn right at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 6 DME/R-170 outbound and proceed for a TACAN y RWY 05L.

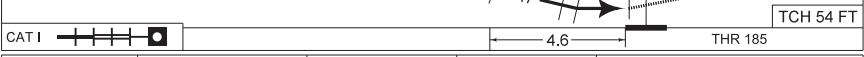


Table with 5 columns: CATEGORY, A-B, C, D, HPMA. Rows for S-TAC 05L, S-PAR 05L, and CIRCLING with associated altitudes and distances.

TACAN y RWY 05L
KLEINE-BROGEL (EBBL)

CHANGE: IAF updated and Holding added and CAUTION b) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THIS

MIPS INSTRUMENT APPROACH CHART

HPMA-ILS or HPMA-LOC RWY 23R KLEINE-BROGEL (EBBL)

AD ELEV 192

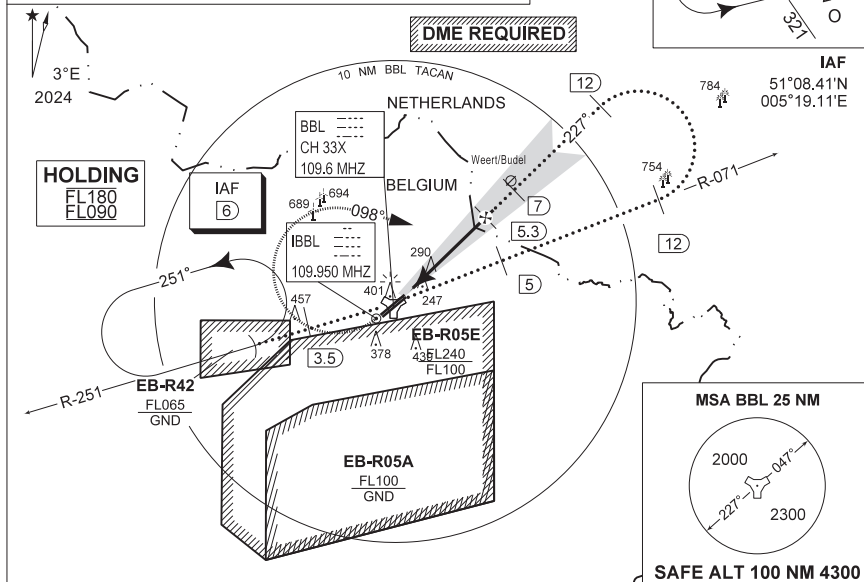
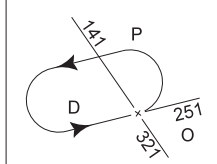
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME IBBL 109.950 / 33X		APP COURSE 227°	GS INTCP ALT 1700 FT	GS 3.00°	DA 361	THR 161 FT	LDA 930 m 7926 FT

CAUTION:

- CLASS E AIRSPACE IN AMSTERDAM FIR
- AIRCRAFT PROCEEDING IAF AT FL100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R05E

NOTE:

- DME FREQUENCY 109.600 MHZ



DME BBL	5	4	3	2
Altitude	1600	1290	970	650
Height	(1439)	(1129)	(809)	(489)

MISSED APPROACH

Climb straight ahead to 1000 FT. Passing 1 DME BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT. Intercept R-071 outbound. If no radio contact, proceed for a ILS RWY 23R at 3000 FT.

CAT I	THR 161	4.6	TA 4500
-------	---------	-----	---------

CATEGORY	HPMA
S-ILS 23R	361 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-PAR 23R	366 - 0.8 205 (300 - 0.8 / 0.9) GS 3.0°
S-LOC 23R	540 - 1.0 379 (400 - 1.0 / 1.9)

HPMA-ILS or HPMA-LOC RWY 23R 51°10.10'N 005°28.19' E KLEINE-BROGEL (EBBL)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THIS

MIPS INSTRUMENT APPROACH CHART

AD ELEV 192

ILS or LOC RWY 23R
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100
LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IBBL 109.950 / 33X	227°	1700 FT	3.00°	361	161 FT	930 M	7926 FT

CAUTION:

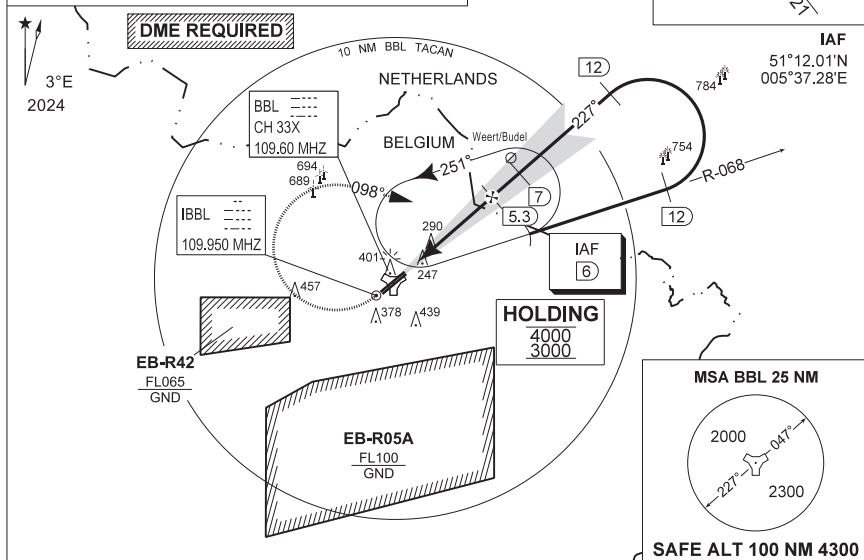
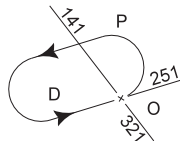
a) CLASS E AIRSPACE IN AMSTERDAM FIR

WARNING:

a) MISSED APPROACH CLIMB GRADIENT OF MNM 3.2%
IN THE STRAIGHT SEGMENT DUE TO OBSTACLES

NOTE:

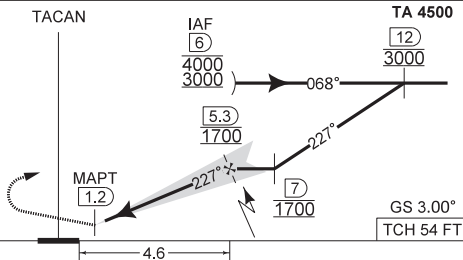
a) DME FREQUENCY 109.600 MHZ



DME BBL	5	4	3	2
Altitude Height	1600 (1439)	1290 (1129)	970 (809)	650 (489)

MISSED APPROACH

Climb straight ahead to 1000 FT. Passing
1 DME outbound BBL TACAN turn right track 098°
at MAX 210 KIAS (MAX 275 KIAS for HPMA)
and continue the climb to 3000 FT. Intercept
R-068 outbound. If no radio contact, proceed
for a ILS RWY 23R at 3000 FT.



CAT I	THR 161	4.6	TA 4500
-------	---------	-----	---------

CATEGORY	A - B - C - D	HPMA
S-ILS 23R	361 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
S-PAR 23R	429 - 0.8 268 (300 - 0.8 / 1.3) GS 3.00°	366 - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
S-LOC 23R	540 - 1.0 379 (400 - 1.0 / 1.9)	

ILS or LOC RWY 23R

51°10,10' N
005°28,19' E

KLEINE-BROGEL (EBBL)

CHANGES: Holding entry diagram

BEL DEFENCE. AIR COMPONENT 15-MAY-2025 - THIS

MIPS INSTRUMENT APPROACH CHART

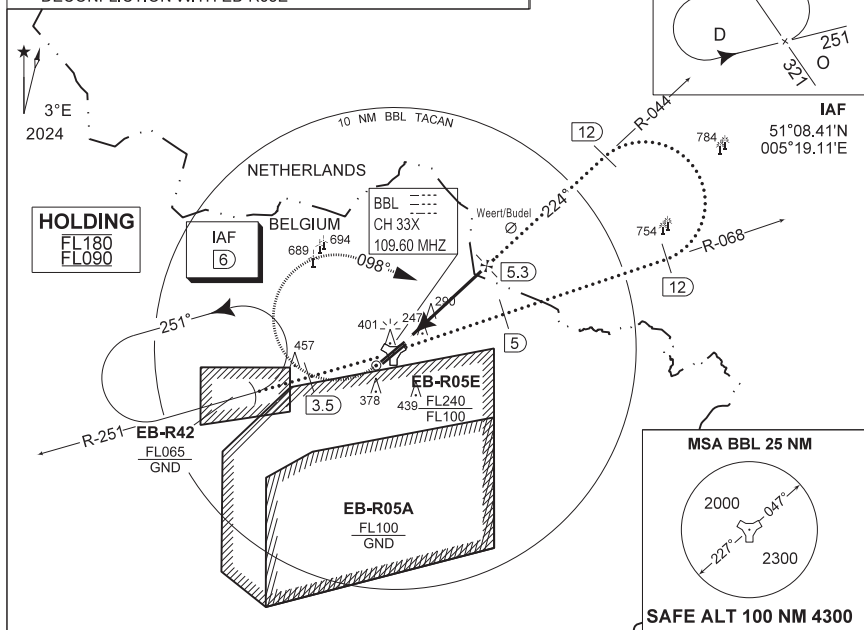
AD ELEV 192

HPMA-TACAN RWY 23R
KLEINE-BROGEL (EBBL)

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
TACAN BBL CH 33X	APP COURSE 224°	FAF ALT 1700 FT	DESCENT GR 5.24%(3.00°)	MDA 620	THR 161 FT	ALS 930 M	LDA 7926 FT

CAUTION:

- a) CLASS E AIRSPACE IN AMSTERDAM FIR
- b) AIRCRAFT PROCEEDING IAF AT FL100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R05E



DME BBL	5	4	3	2
Altitude Height	1600 (1439)	1290 (1129)	970 (809)	650 (489)

MISSED APPROACH

Climb straight ahead to 1000 FT.
Passing 1 DME BBL TACAN turn
right track 098° at MAX 275 KIAS
and continue the climb to 3000 FT.
Intercept R-068 outbound.
If no radio contact, proceed for a
TACAN or ILS RWY 23R at 3000 FT.

CAT I	THR 161	MAPT 0.7	1.9	5.3	12	TCH 54 FT
-------	---------	----------	-----	-----	----	-----------

CATEGORY	HPMA
S-TAC 23R	620 - 1.5 459 (500 - 1.5 / 2.4)
S-PAR 23R	366 - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
CIRCLING	770 - 3.2 578 (600 - 3.2)

HPMA-TACAN RWY 23R

51°10.10' N
005°28.19' E

KLEINE-BROGEL (EBBL)

CHANGES: Holding entry diagram

BEL DEFENCE. AIR COMPONENT 15-MAY-2025 - THIS

MIPS INSTRUMENT APPROACH CHART

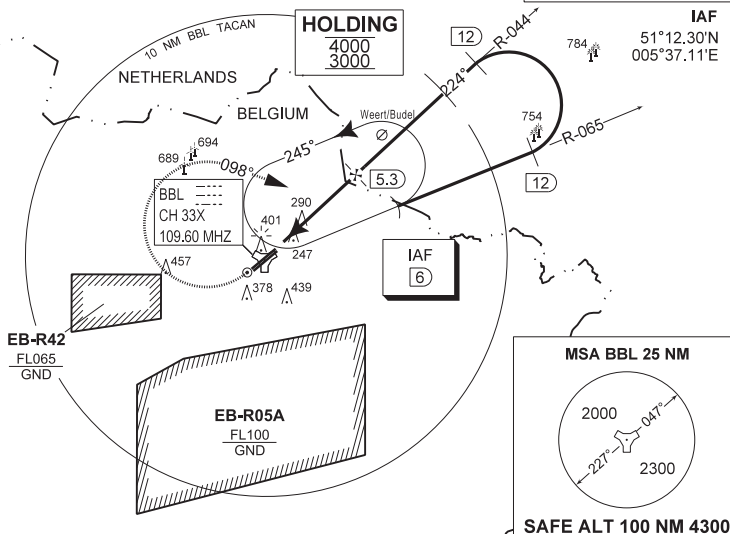
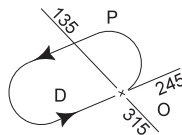
AD ELEV 192

TACAN RWY 23R KLEINE-BROGEL (EBBL)

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
TACAN BBL CH 33X	APP COURSE 224°	FAF ALT 1700 FT	DESCENT GR 5.24%(3.00°)	MDA 620	THR 161 FT	ALS 930 M	LDA 7926 FT

CAUTION:

a) CLASS E AIRSPACE IN AMSTERDAM FIR



DME BBL	5	4	3	2
Altitude	1600	1290	970	650
Height	(1439)	(1129)	(809)	(489)

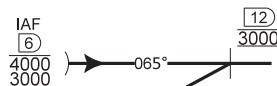
MISSED APPROACH

Climb straight ahead to 1000 FT. Passing 1 DME BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT. Intercept R-065 outbound. If no radio contact, proceed for a TACAN RWY 23R at 3000 FT.

TACAN

REMAIN WITHIN 15 DME

TA 4500



MAPT
0.7

1.9
V

5.3
1700

TCH 54 FT

CAT I

THR 161

CATEGORY	A - B	C	D	HPMA
S-TAC 23R	620 - 1.5 459 (500 - 1.5 / 2.4)			
S-PAR 23R	429 - 0.8 268 (300 - 0.8 / 1.3) GS 3.00°			366 - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
CIRCLING	750 - 1.6 558 (600 - 1.6)	890 - 2.4 698 (700 - 2.4)	1090 - 3.6 898 (900 - 3.6)	770 - 3.2 578 (600 - 3.2)

TACAN RWY 23R

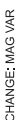
51°10.10'N
005°28.19'E

KLEINE-BROGEL (EBBL)

CHANGES: Holding entry diagram

BEL DEFENCE. AIR COMPONENT 15-MAY-2025 - THIS

KOKSIJDE (EBFN)



KOKSIJDE APP	235.050	362.300	121.055	122.500	KOKSIJDE TWR	231.800	257.800	122.100
KOKSIJDE PAR	278.675	123.300			KOKSIJDE GND	122.100	231.800	

BEL DEFENCE, AIR COMPONENT 07-SEP-2023 - THS

KOKSIJDE (EBFN)

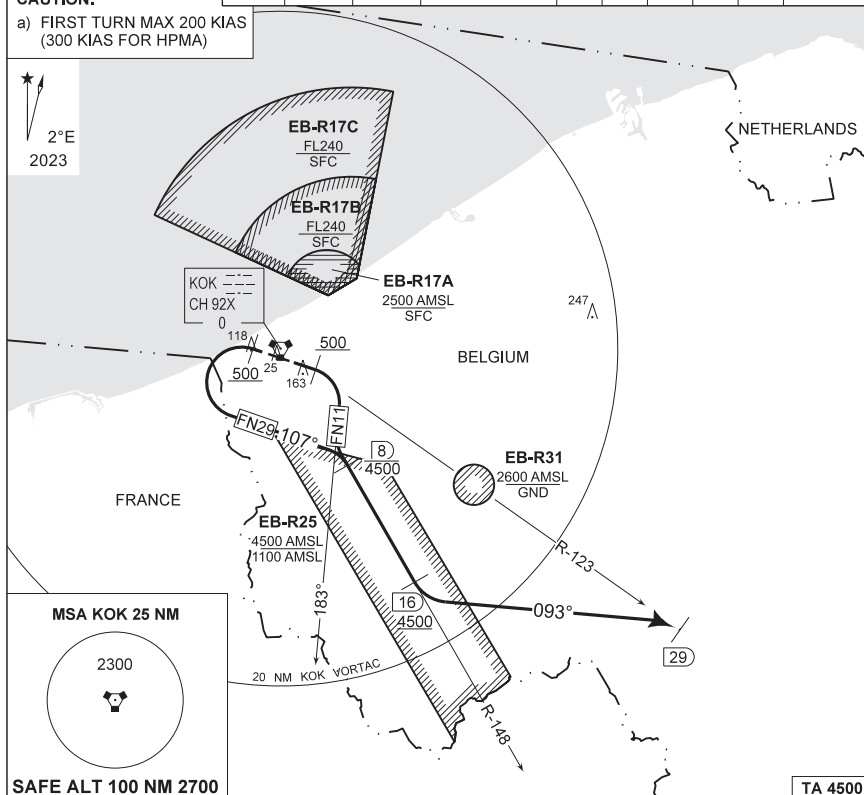
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 11

FN 11 - 29
KOKSIJDE (EBFN)

KOKSIJDE GND		KOKSIJDE TWR		KOKSIJDE APP			BELGA RADAR			
231.800	122.100	231.800	122.100	235.050	121.055		374.400		129.325	
DVORTAC		RWY	PDG	From-To	120	180	240	300	360	Reason
KOK 114.500 CH 92X		11	4.48% 2.57°	DER-4500	550	820	1090	1370	1640	ATC
CAUTION:		29	3.30% 1.89°	DER-4500	410	610	810	1010	1210	ATC

a) FIRST TURN MAX 200 KIAS
(300 KIAS FOR HPMA)



CHANGE: Minor correction of routes description

BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

FN 11 - 29

51°05.42' N
002°39.17' E

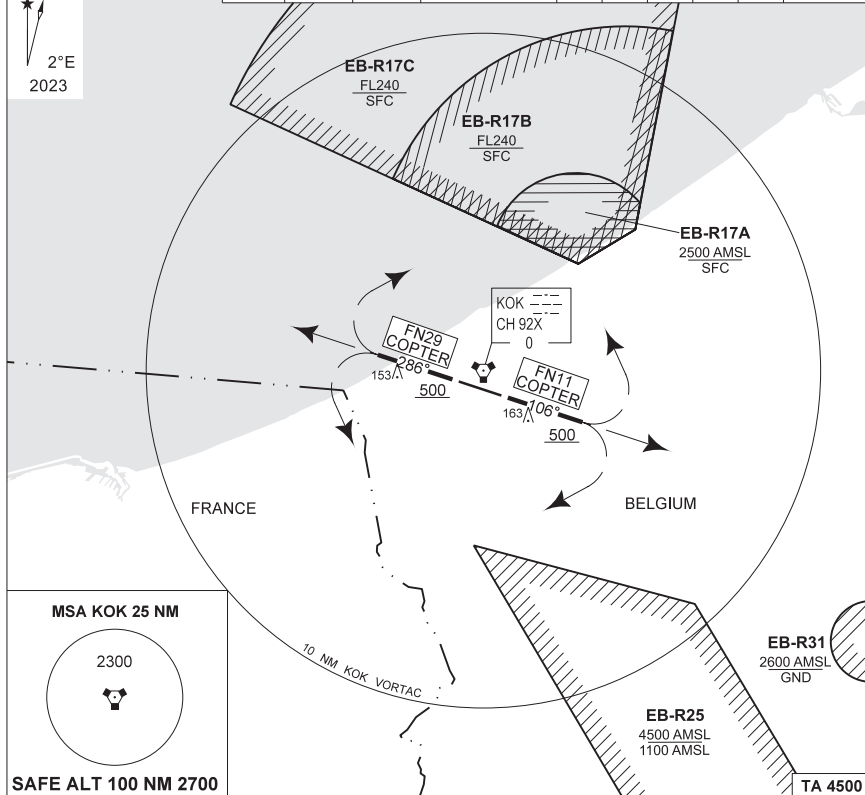
KOKSIJDE (EBFN)

**MIPS
INSTRUMENT DEPARTURE CHART**

AD ELEV 11

**FN 11 COPTER - 29 COPTER
KOKSIJDE (EBFN)**

KOKSIJDE GND	KOKSIJDE TWR			KOKSIJDE APP				BELGA RADAR		
231.800 122.100	231.800	122.100		235.050	121.055			374.400	129.325	
DVORTAC	RWY	PDG		From-To	60	120	180	240	300	Reason
KOK 114.500 CH 92X	11	5.00%	2.86°	DER-2200	310	610	920	N/A	N/A	ATC
	29	5.00%	2.86°	DER-2200	310	610	920	N/A	N/A	ATC



FN 11 COPTER (RWY 11)	- Climb straight ahead to 500 FT AMSL at 5% CG. - Turn as cleared by ATC while climbing to MSA.
FN 29 COPTER (RWY 29)	- Climb straight ahead to 500 FT AMSL at 5% CG. - Turn as cleared by ATC while climbing to MSA.

FN 11 COPTER - 29 COPTER

51°05.42' N
002°39.17' E

KOKSIJDE (EBFN)

CHANGE: MAG VAR

BEL DEFENCE, AIR COMPONENT 07-SEP-2023 - THS

MIPS INSTRUMENT APPROACH CHART

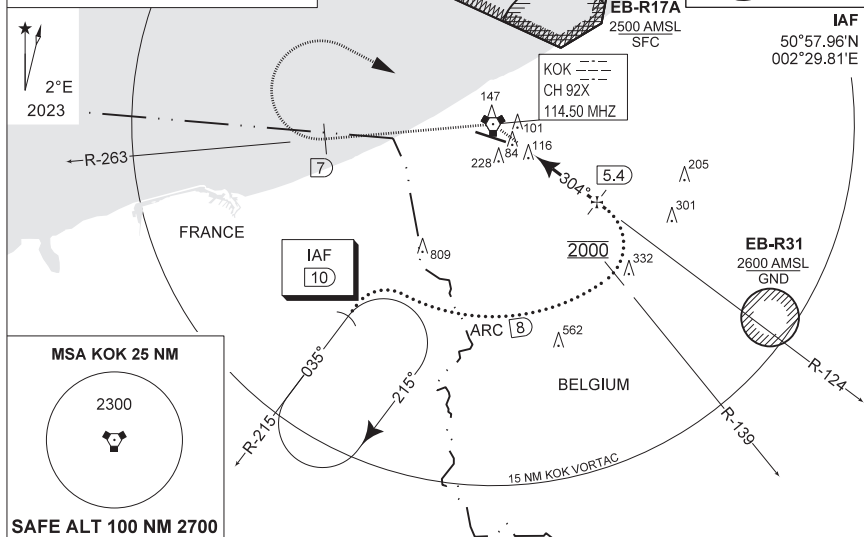
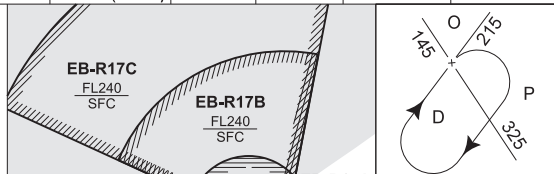
HPMA-TACAN RWY 29 KOKSIJDE (EBFN)

AD ELEV 11

BELGA RADAR 374.400 129.325		KOKSIJDE APP 235.050 121.055		KOKSIJDE TWR 231.800 122.100		KOKSIJDE GND 231.800 122.100	
DVORTAC KOK 114.500 CH 92X	APP COURSE 304°	FAF ALT 1500 FT	DESCENT GR 5.24%(3.00°)	MDA 410	THR 11 FT	ALS 420 M	LDA 8446 FT

CAUTION:

- PROCEDURE FOR AIRCRAFT CATEGORY HPMA MAY ONLY BE EXECUTED WHEN EB-R24 A AND B AND EB-R25 IS ACTIVE.
- RADAR FLIGHT PATH MONITORING REQUIRED TO ENSURE AIRCRAFT REMAIN WITHIN CONTROLLED AIRSPACE.

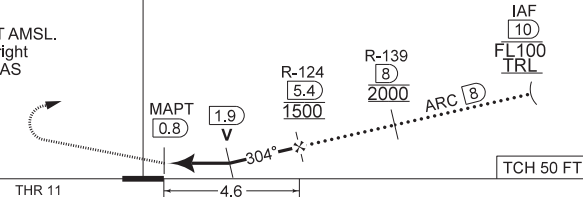


DME KOK	5	4	3	2
Altitude	1400	1080	770	440
Height	(1389)	(1069)	(759)	(429)

TA 4500

MISSED APPROACH

Intercept R-263 and climb to 2000 FT AMSL.
At 7 DME passed KOK TACAN turn right
inbound KOK TACAN at MAX 275 KIAS
to intercept IAF TACAN RWY 29.



S-ALS	THR 11	4.6	TCH 50 FT
-------	--------	-----	-----------

CATEGORY	HPMA
S-TAC 29	410 - 1.8 399 (400 - 1.8 / 2.2)
S-PAR 29	211 - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°

HPMA-TACAN RWY 29

51°05.42' N
002°39.17' E

KOKSIJDE (EBFN)

MIPS INSTRUMENT APPROACH CHART

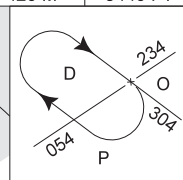
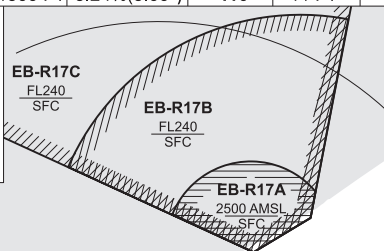
AD ELEV 11

TACAN RWY 29
KOKSIJDE (EBFN)

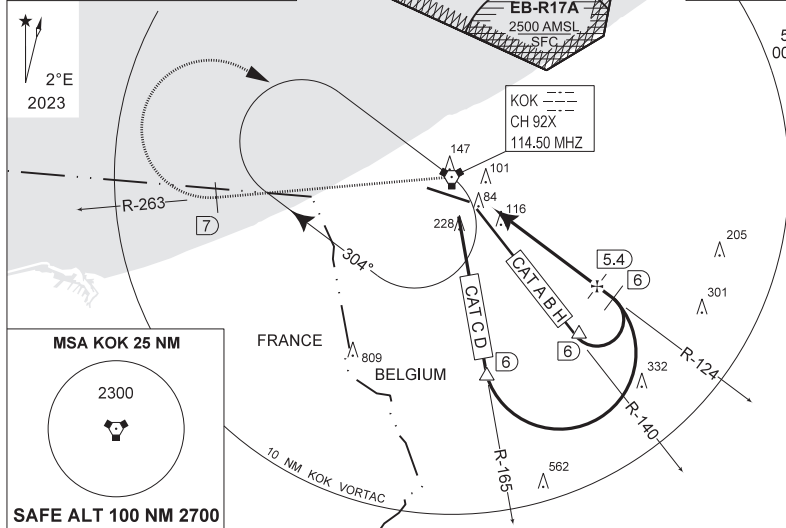
BELGA RADAR 374.400 129.325		KOKSIJDE APP 235.050 121.055		KOKSIJDE TWR 231.800 122.100		KOKSIJDE GND 231.800 122.100	
DVORTAC KOK 114.500 CH 92X	APP COURSE 304°	FAF ALT 1500 FT	DESCENT GR 5.24%(3.00°)	MDA 410	THR 11 FT	ALS 420 M	LDA 8446 FT

CAUTION:

- PROCEDURE FOR AIRCRAFT CATEGORY C AND D MAY ONLY BE EXECUTED WHEN EB-R24 A AND B AND EB-R25 IS ACTIVE.
- RADAR FLIGHT PATH MONITORING REQUIRED TO ENSURE AIRCRAFT REMAIN WITHIN CONTROLLED AIRSPACE.



IAF
51°05.95'N
002°39.33'E

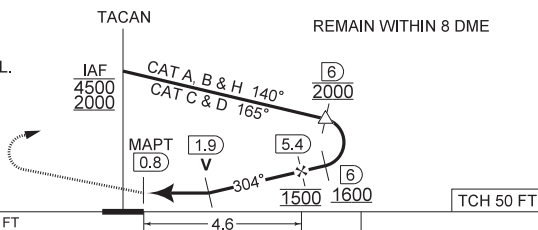


DME KOK	5	4	3	2
Altitude Height	1400 (1389)	1080 (1069)	770 (759)	440 (429)

TA 4500

MISSED APPROACH

Intercept R-263 and climb to 2000 FT AMSL.
At 7 DME passed KOK TACAN
(4 DME for category A & B) turn right
inbound KOK TACAN at MAX 250 KIAS
to intercept IAF TACAN RWY 29.



S-ALS	THR 11 FT	4.6	TCH 50 FT
-------	-----------	-----	-----------

CATEGORY	A - B	C - D	H
S-TAC 29	410 - 1.5 399 (400 - 1.5 / 2.2)	410 - 1.8 399 (400 - 1.8 / 2.2)	410 - 1.5 399 (400 - 1.5 / 2.2)
S-PAR 29	211 - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°		162 - 0.4 151 (200 - 0.4 / 0.8) GS 3.00°

TACAN RWY 29

51°05.42' N
002°39.17' E

KOKSIJDE (EBFN)

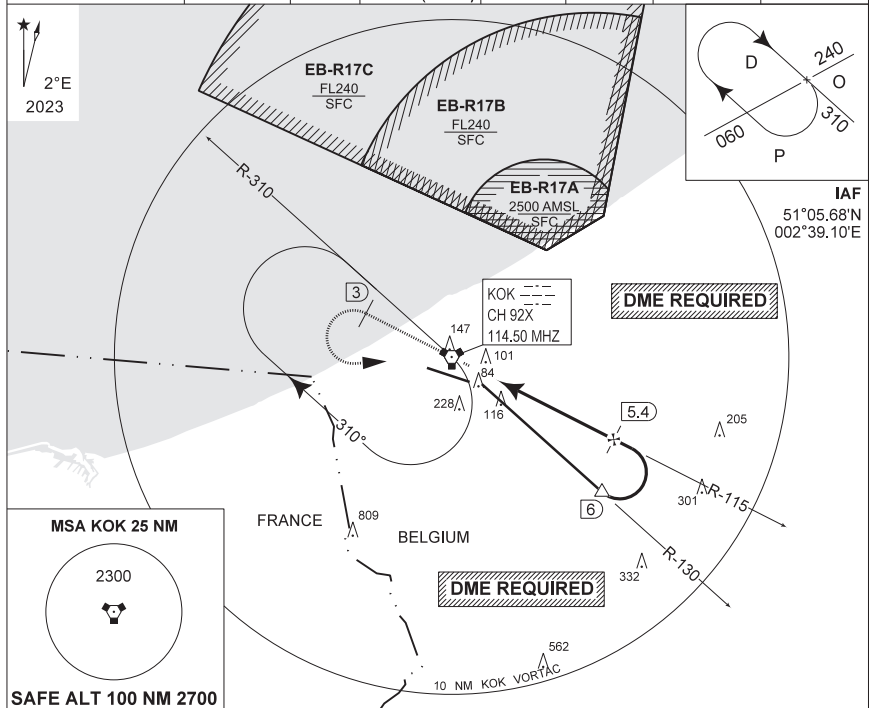
CHANGES: Correction of typo in caution box

BEL DEFENCE. AIR COMPONENT 27-NOV-2025 - THIS

MIPS INSTRUMENT APPROACH CHART

VOR RWY 29
KOKSIJDE (EBFN)

BELGA RADAR 374.400 129.325		KOKSIJDE APP 235.050 121.055		KOKSIJDE TWR 231.800 122.100		KOKSIJDE GND 231.800 122.100	
DVORTAC KOK 114.500 CH 92X	APP COURSE 295°	FAF ALT 1500 FT	DESCENT GR 5.24%(3.00°)	MDA 410	THR 11 FT	ALS 420 M	LDA 8446 FT

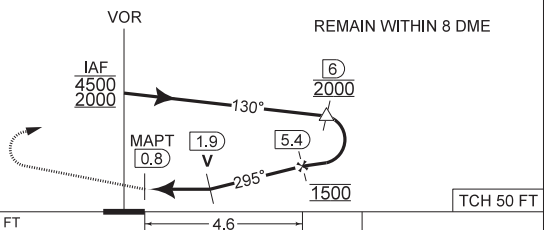


DME KOK	5	4	3	2
Altitude	1400	1080	760	440
Height	(1389)	(1069)	(749)	(429)

TA 4500

MISSED APPROACH

Continue straight ahead until 3 DME passed KOK VOR then turn left inbound KOK VOR at MAX 2000 FT AMSL except instructed otherwise by ATC.



MIPS	CATEGORY	A - B	H
	S-VOR 29	410 - 1.5 399 (400 - 1.5 / 2.2)	
	S-PAR 29	211 - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°	162 - 0.4 151 (200 - 0.4 / 0.8) GS 3.00°

VOR RWY 29

51°05.42' N
002°39.17' E

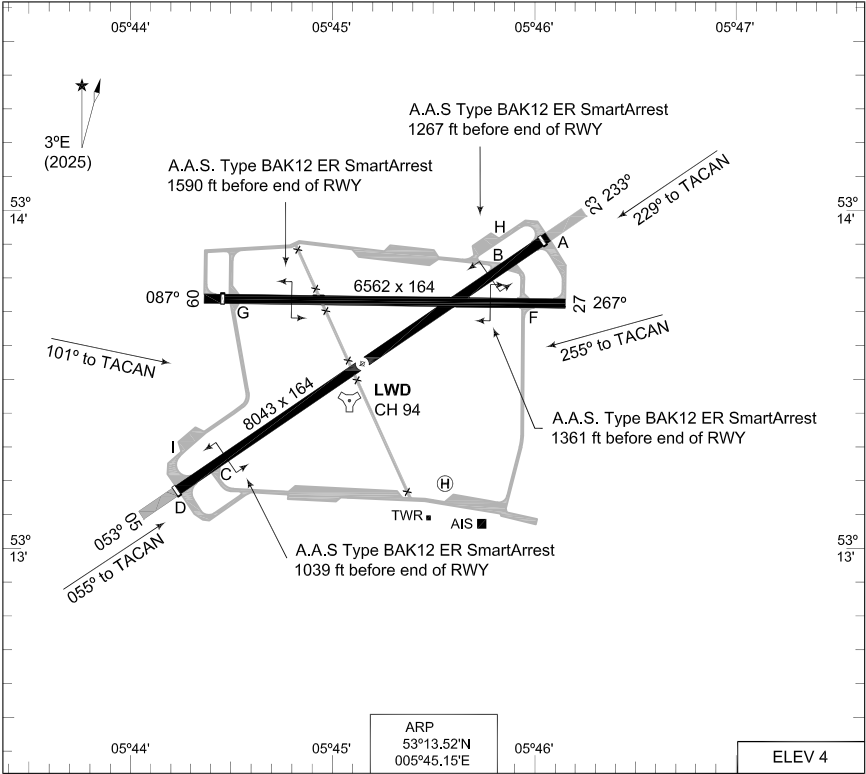
KOKSIJDE (EBFN)

CHANGES: Final APP, Missed Approach, Obstacles

BEL DEFENCE, AIR COMPONENT 30-OCT-2025 - GRJ

MIPS
AERODROME CHART

LEEUWARDEN (EHLW)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
23	64 F/B/W/T	8043	8043	8832	7863	3.0°	4	53°13.88'N 005°46.04'E
05	64 F/B/W/T	8043	8043	8865	8036	3.0°	4	53°13.15'N 005°44.27'E
27	52 F/B/W/T	6561	6561	6561	6561		3	53°13.71'N 005°46.18'E
09	52 F/B/W/T	6561	6561	6561	6368		3	53°13.71'N 005°44.44'E
LEEUWARDEN TWR 344.850 120.705 (Ground Control) 362.525								
LEEUWARDEN ARRIVAL 339.700								
RAPCON NORTH 284.475 132.030								
SRA	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA
	MIPS	23					AB C D E	MIPS 450-1100 446 (500-1.1/1.9) 450-1200 446 (500-1.2/2.0) 450-1600 446 (500-1.6/2.4) 450-2000 446 (500-2.0/2.8)
	MIPS	05					AB C D E	MIPS 470-1100 446 (500-1.1/1.9) 470-1200 446 (500-1.2/2.0) 470-1600 446 (500-1.6/2.4) 470-2000 446 (500-2.0/2.8)
	MIPS	27					AB CD E	MIPS 420-1900 417 (500-1.9/1.9) 420-2000 417 (500-2.0/2.0) 420-2400 417 (500-2.4/2.4)
	MIPS	09					AB C DE	MIPS 460-1900 458 (500-1.9/1.9) 460-2000 458 (500-2.0/2.0) 460-2400 458 (500-2.4/2.4)

AERODROME CHART

LEEUWARDEN (EHLW)

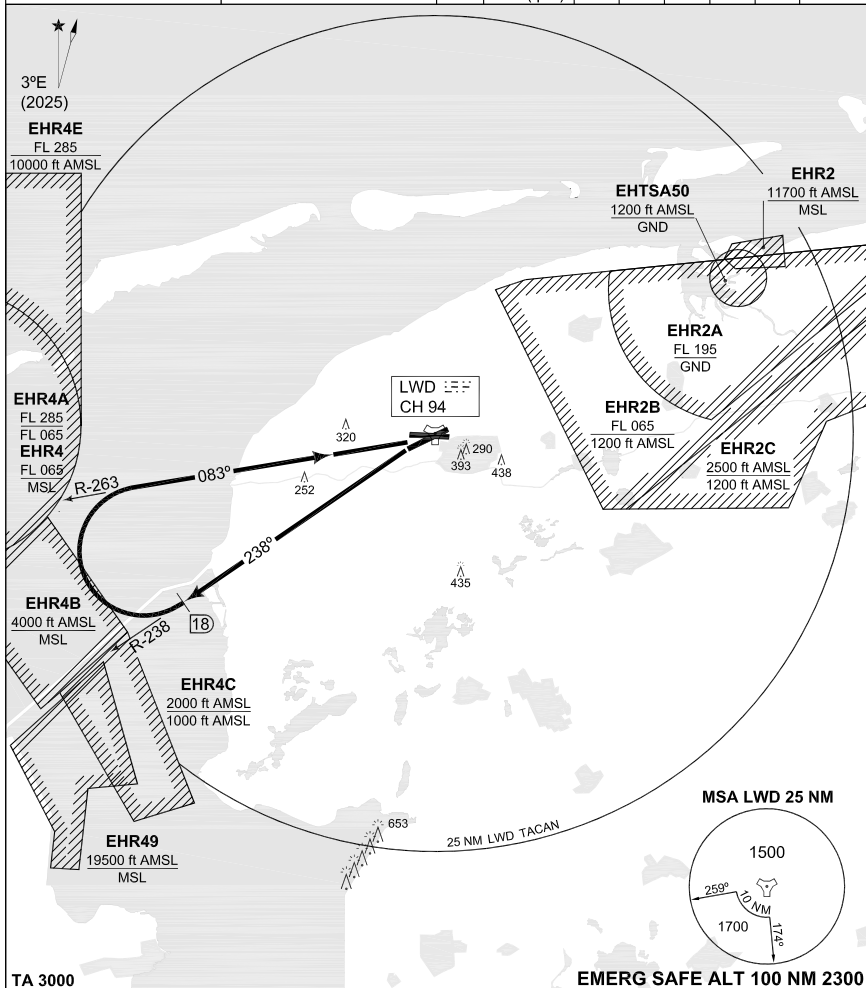
CHANGES: MAG VAR

RNLAF 04 SEP 2025

TERPS INSTRUMENT DEPARTURE CHART

LW1
LEEWARDEN (EHLW)

GND CTL 362.525		LEEWARDEN TWR 344.850 120.705		AD ELEV 4		RAPCON NORTH 284.475 132.030		DUTCH MIL 259.250 128.355	
				RWY	Knots	120	180	240	300
				23	V/V (fpm)	600	900	1200	1500
						1800	to	1000 ft	



LEEWARDEN 1 (RWY 23)		- Climb on R-238 outbound Leeuwarden TACAN. - At 18 DME turn right to intercept R-263 inbound and proceed to Leeuwarden TACAN.
-------------------------	--	---

NOTE: Procedure may be changed by ATC when BREEZANDDIJK firing range is active.

LW1

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

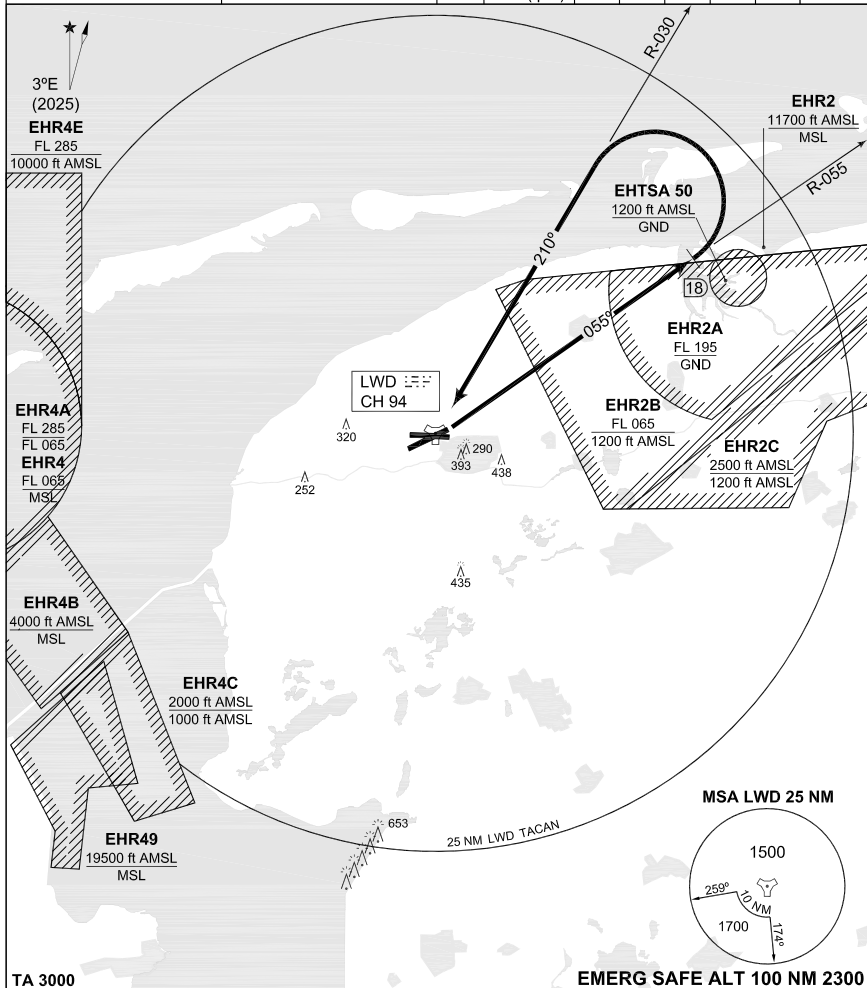
CHANGES: MAG VAR

RNLAF 04 SEP 2025

TERPS INSTRUMENT DEPARTURE CHART

LW3
LEEWARDEN (EHLW)

GND CTL		LEEWARDEN TWR		AD ELEV 4		RAPCON NORTH		DUTCH MIL	
362.525		344.850 120.705				284.475 132.030		259.250 128.355	
RWY	Knots	120	180	240	300	360	to		
05	V/V (fpm)	540	810	1080	1350	1620	1000 ft		



LEEWARDEN 3
(RWY 05)

- Climb on R-055 outbound Leeuwarden TACAN.
- At 18 DME turn left to intercept R-030 inbound and proceed to Leeuwarden TACAN.

LW3

53°13.52'N
005°45.15'E

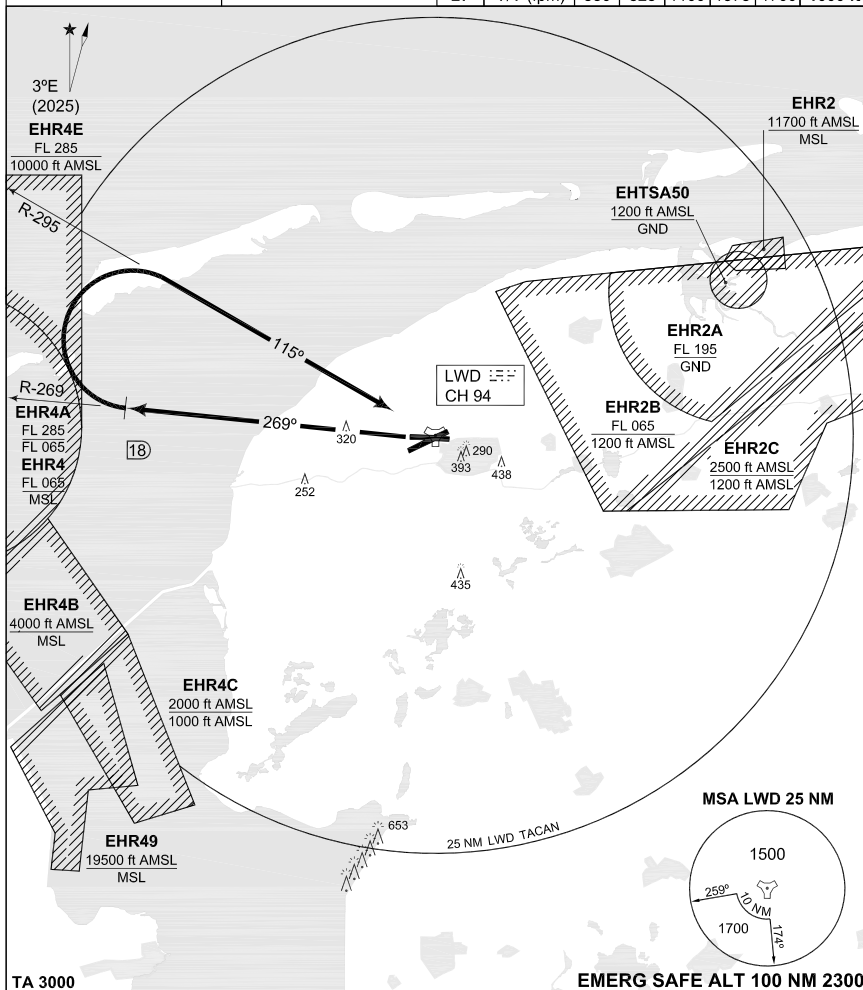
LEEWARDEN (EHLW)

CHANGES: MAG VAR

RNLAF 04 SEP 2025

LW5
LEEWARDEN (EHLW)

GND CTL 362.525		LEEWARDEN TWR 344.850 120.705		RAPCON NORTH 284.475 132.030				DUTCH MIL 259.250 128.355			
				RWY	Knots	120	180	240	300	360	to
				27	V/V (fpm)	550	825	1100	1375	1700	1000 ft



CHANGES: MAG VAR

RNLA 04 SEP 2025

LW5

53°13.52'N
005°45.15'E

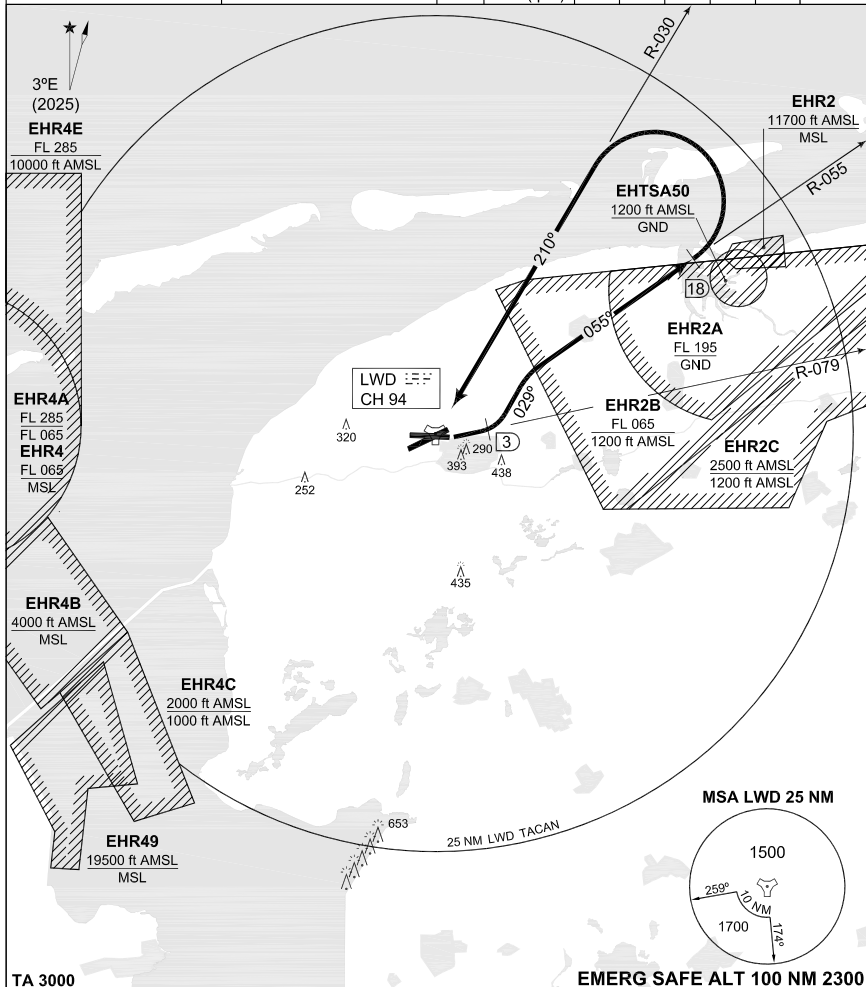
LEEWARDEN (EHLW)

**TERPS
INSTRUMENT DEPARTURE CHART**

LW7

LEEWARDEN (EHLW)

GND CTL 362.525		LEEWARDEN TWR 344.850 120.705		RAPCON NORTH 284.475 132.030				DUTCH MIL 259.250 128.355			
				RWY	Knots	120	180	240	300	360	to
				09	V/V (fpm)	750	1125	1500	1875	2250	1000 ft



**LEEWARDEN 7
(RWY 09)**

- After take-off intercept R-079 outbound Leeuwarden TACAN.
- At 3 DME turn left heading 029° to intercept R-055 Leeuwarden TACAN.
- At 18 DME turn left to intercept R-030 inbound Leeuwarden TACAN.

LW7

53°13.52'N
005°45.15'W

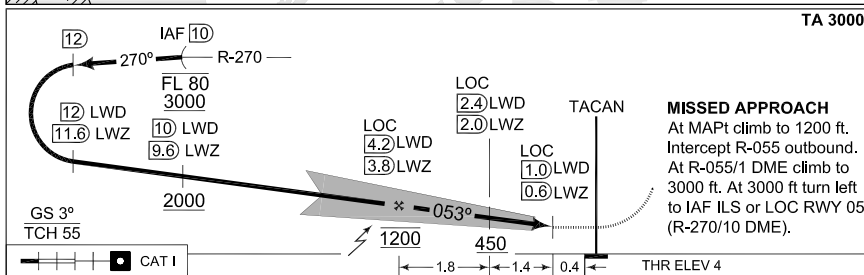
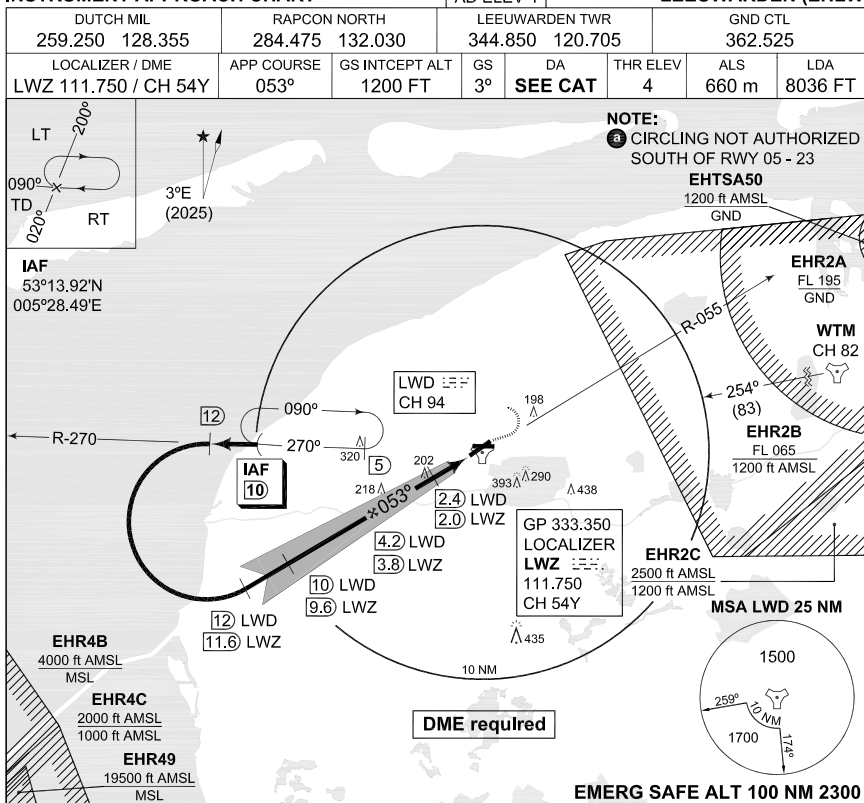
LEEWARDEN (EHLW)

CHANGES: MAG VAR

RNLAF 04 SEP 2025

MIPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 05
LEEWARDEN (EHLW)



CATEGORY	A	B	C	D	E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-ILS 05	204-800 200 (200-0.8/1.6)	208-800 204 (300-0.8/1.6)	218-800 214 (300-0.8/1.6)	227-800 223 (300-0.8/1.6)	246-800 242 (300-0.8/1.6)
S-LOC 05	350-800 346 (400-0.8/1.6)		350-1200 346 (400-1.2/1.6)	350-1200 346 (400-1.2/2.0)	
CIRCLING ③	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

ILS or LOC RWY 05

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

MIPS INSTRUMENT APPROACH CHART

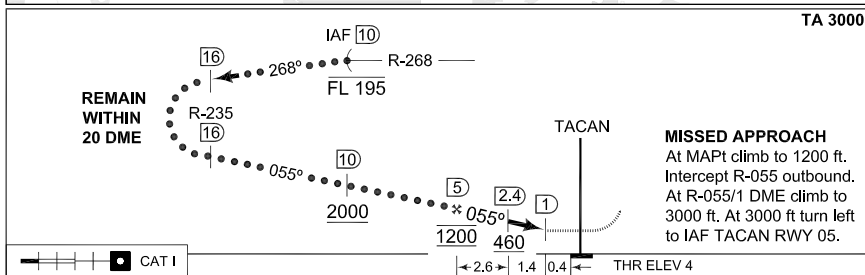
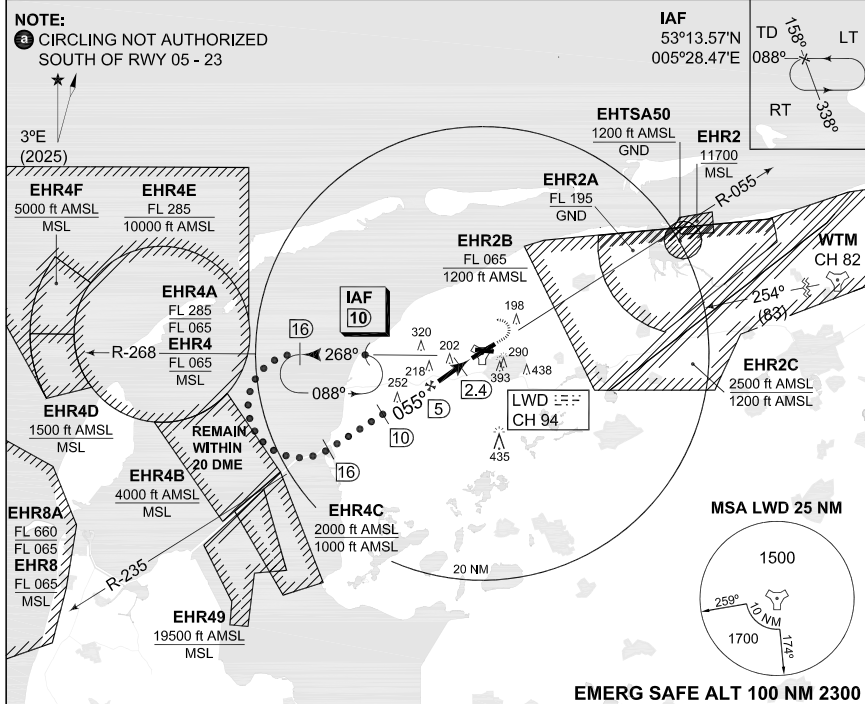
HI-TACAN RWY 05 LEEWARDEN (EHLW)

AD ELEV 4

DUTCH MIL 259.250 128.355	RAPCON NORTH 284.475 132.030	LEEWARDEN TWR 344.850 120.705	GND CTL 362.525
TACAN LWD CH 94	APP COURSE 055°	FAF ALT 1200 FT	Descent GR
		MDA 380	THR ELEV 4
		ALS 660 m	LDA 8036 FT

NOTE:

ⓐ CIRCLING NOT AUTHORIZED
SOUTH OF RWY 05 - 23



CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 05	380-1200 376 (400-1.2/1.6)	380-1200 376 (400-1.2/2.0)	
CIRCLING ⓐ	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

HI-TACAN RWY 05

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

CHANGES: MAG VAR

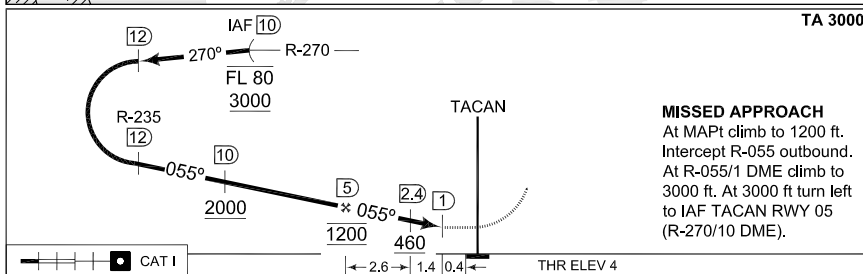
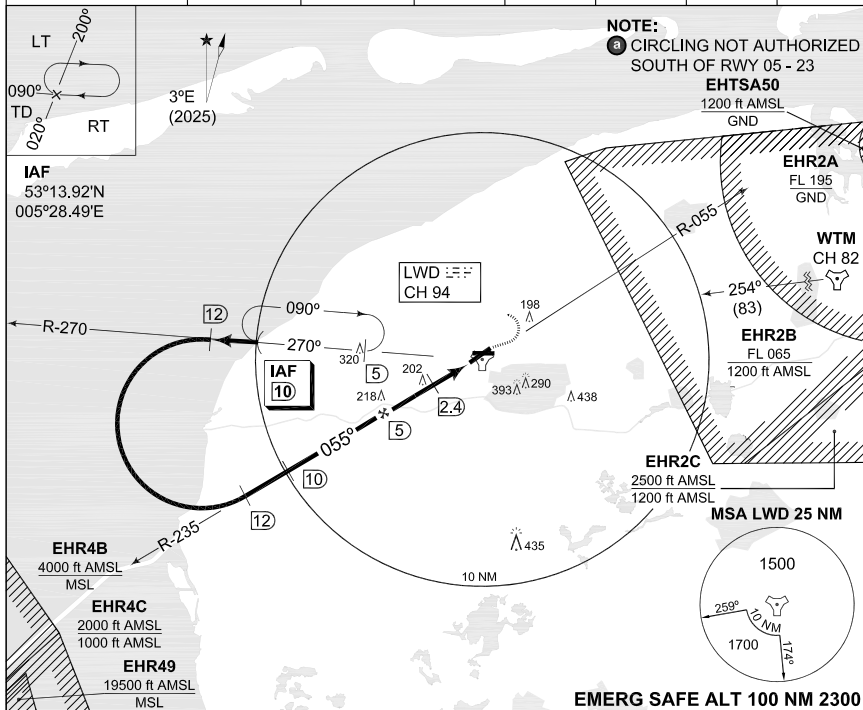
RNLAF 04 SEP 2025

MIPS INSTRUMENT APPROACH CHART

TACAN RWY 05
LEEWARDEN (EHLW)

AD ELEV 4

DUTCH MIL	RAPCON NORTH	LEEWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525
TACAN	APP COURSE	FAF ALT	Descent GR
LWD CH 94	055°	1200 FT	MDA
			THR ELEV
			4
			ALS
			660 m
			LDA
			8036 FT



CATEGORY	A	B	C	D	E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-TACAN 05	380-800 376 (400-0.8/1.6)	380-1200 376 (400-1.2/1.6)	380-1200 376 (400-1.2/2.0)		
CIRCLING ③	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

TACAN RWY 05

53°13.52'N
005°45.15'E

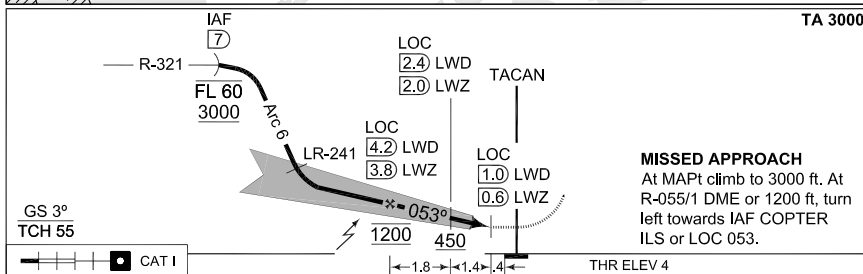
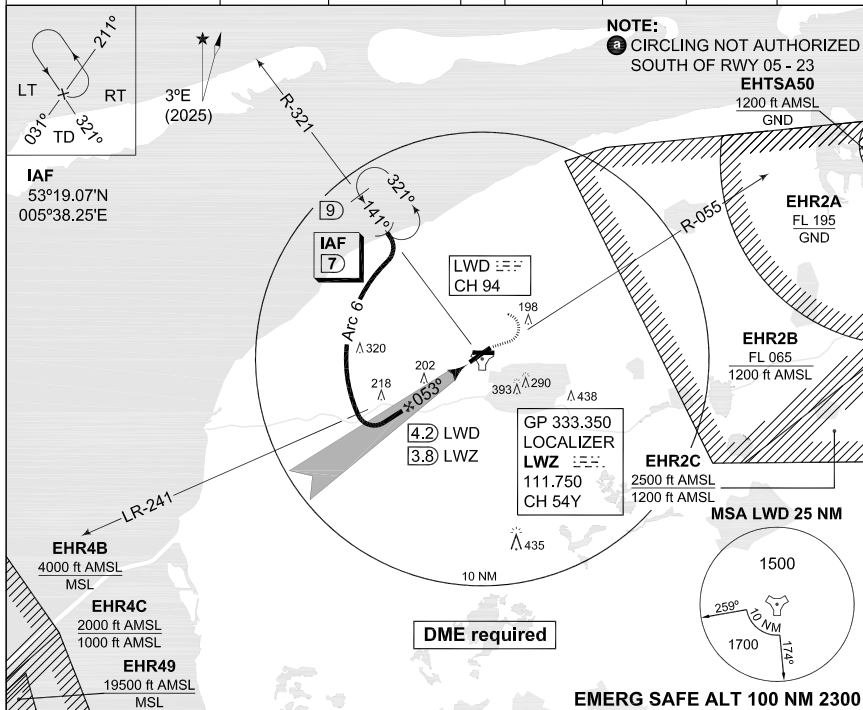
LEEWARDEN (EHLW)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 4

COPTER ILS or LOC 053 LEEWARDEN (EHLW)

DUTCH MIL 259.250 128.355	RAPCON NORTH 284.475 132.030	LEEWARDEN TWR 344.850 120.705	GND CTL 362.525
LOCALIZER / DME LWZ 111.750 / CH 54Y	APP COURSE 053°	GS INTCEPT ALT 1200 FT	GS 3° DA 204 THR ELEV 4 ALS 660 m LDA 8036 FT



CATEGORY	H
S-ILS 053	204-400 200 (200-0.4/0.8)
S-LOC 053	350-400 346 (400-0.4/0.8)
CIRCLING a	500-1900 496 (500-1.9)

COPTER ILS or LOC 053

53°13.52'N
005°45.15'E

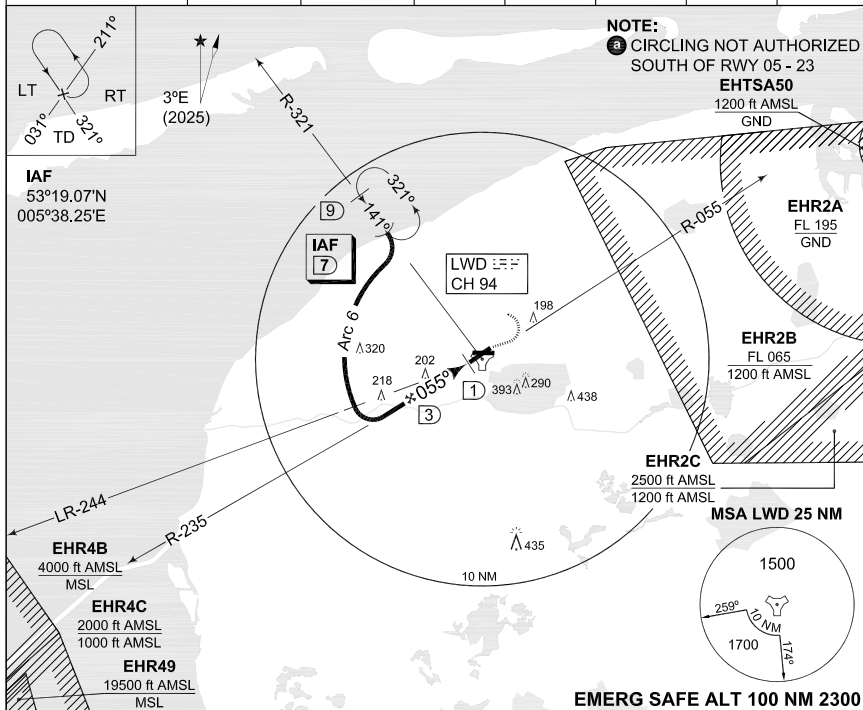
LEEWARDEN (EHLW)

MIPS
INSTRUMENT APPROACH CHART

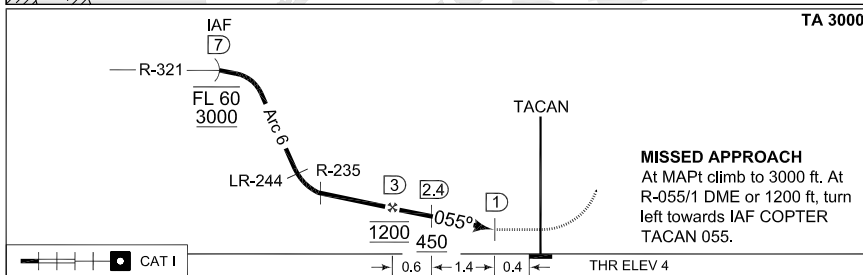
COPTER TACAN 055
LEEUWARDEN (EHLW)

AD ELEV 4

DUTCH MIL		RAPCON NORTH		LEEUWARDEN TWR		GND CTL		
259.250	128.355	284.475	132.030	344.850	120.705	362.525		
TACAN		APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94		055°	1200 FT		380	4	660 m	8036 FT



EMERG SAFE ALT 100 NM 2300



TA 3000

CATEGORY	A
COPTER TACAN 055	380-400 376 (400-0.4/0.8)
CIRCLING	500-1900 496 (500-1.9)

COPTER TACAN 055

53°13.52'N
005°45.15'E

LEEUWARDEN (EHLW)

CHANGES: MAG VAR

RNLAF 04 SEP 2025

PANS OPS INSTRUMENT APPROACH CHART

RNP Y RWY 05
LEEWARDEN (EHLW)

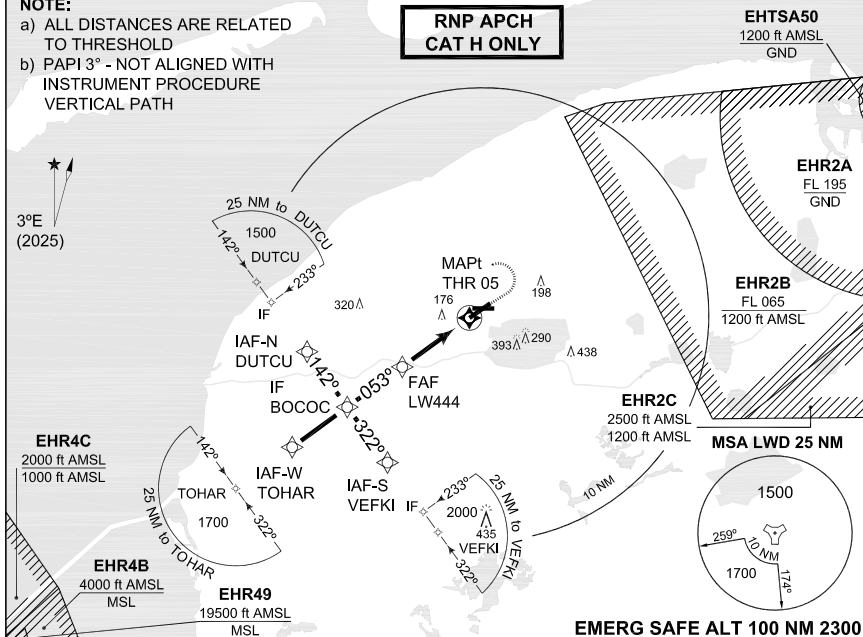
AD ELEV 4

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEWARDEN TWR 344.850 120.705		GND CTL 362.525	
EGNOS CHANNEL 67430 E05A	APP COURSE 053°	FAF ALT 1500 FT	Descent GR 6.5% / 3.72°	MDA 380	DA 204	THR ELEV 4	LDA 8036 FT

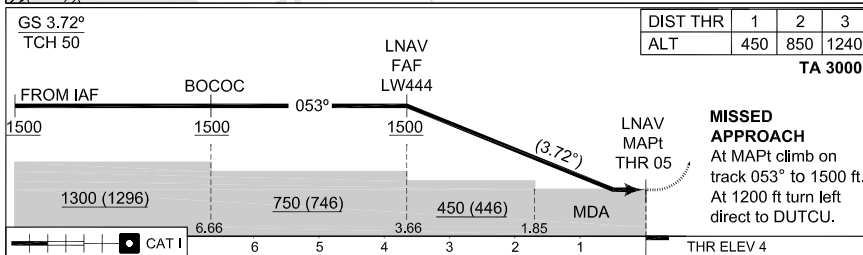
NOTE:

- ALL DISTANCES ARE RELATED TO THRESHOLD
- PAPI 3° - NOT ALIGNED WITH INSTRUMENT PROCEDURE VERTICAL PATH

RNP APCH CAT H ONLY



EMERG SAFE ALT 100 NM 2300



DIST THR	1	2	3
ALT	450	850	1240

TA 3000

MISSED APPROACH

At MAPt climb on track 053° to 1500 ft. At 1200 ft turn left direct to DUTCU.

CATEGORY		H	
MIPS	DA(H) LPV	204-400 200 (200-0.4/1.2)	
	DA(H) LNAV / VNAV	N.A.	
	MDA(H) LNAV	380-1300 376 (400-1.3/1.7)	
IAF-N	DUTCU	53°11.83'N	005°32.32'E
IAF-W	TOHAR	53°07.66'N	005°31.07'E
IAF-S	VEFKI	53°06.90'N	005°38.00'E
MAPt	THR05	53°13.15'N	005°44.27'E

RNP Y RWY 05

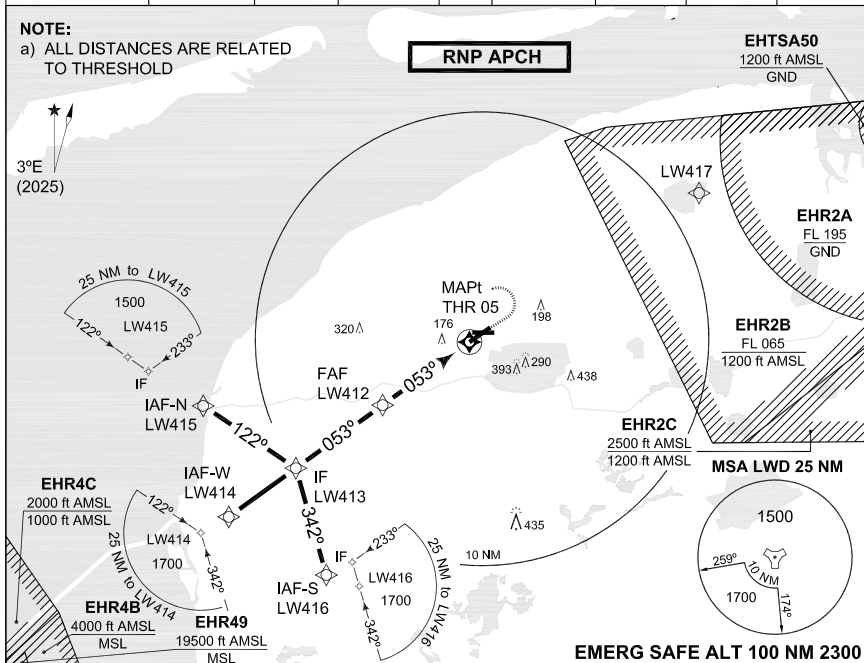
53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

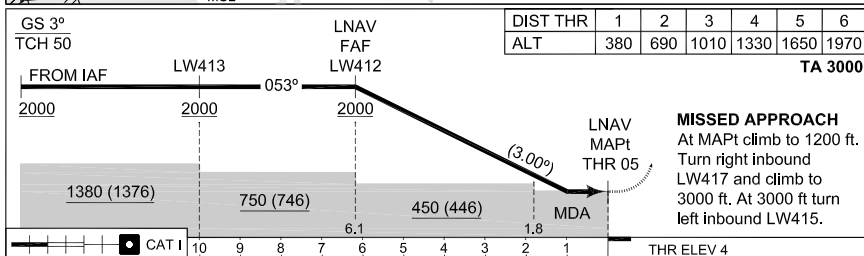
PANS OPS INSTRUMENT APPROACH CHART

RNP Z RWY 05
LEEWARDEN (EHLW)

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEWARDEN TWR 344.850 120.705		GND CTL 362.525		
EGNOS CHANNEL	APP COURSE 053°	FAF ALT 2000 FT	Descent GR 5.24% / 3°	MDA 380	DA SEE CAT	THR ELEV 4	ALS 660 m	LDA 8036 FT



EMERG SAFE ALT 100 NM 2300



CATEGORY		A		B		C		D	
MIPS	DA(H) LPV	N.A.							
	DA(H) LNAV / VNAV	N.A.							
	MDA(H) LNAV	380-1300 376 (400-1.3/1.7)							
IAF-N	LW415	53°10.34'N	005°23.82'E	FAF	LW412	53°09.68'N	005°35.91'E		
IAF-W	LW414	53°04.61'N	005°23.80'E	MAPt	THR05	53°13.15'N	005°44.27'E		
IAF-S	LW416	53°02.64'N	005°32.72'E	MATF	LW417	53°23.00'N	006°10.44'E		
IF	LW413	53°07.47'N	005°30.61'E						

RNP Z RWY 05

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

CHANGES: MAG VAR

RNLAF 04 SEP 2025

MIPS
INSTRUMENT APPROACH CHART

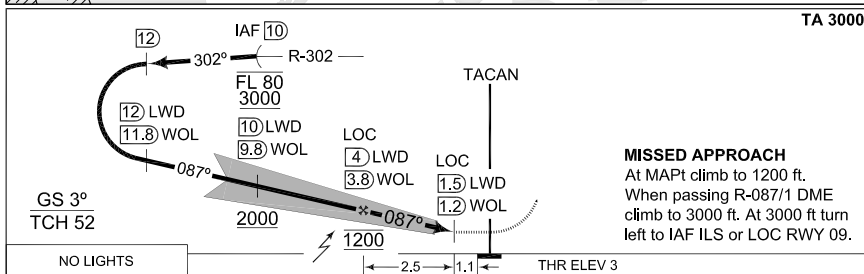
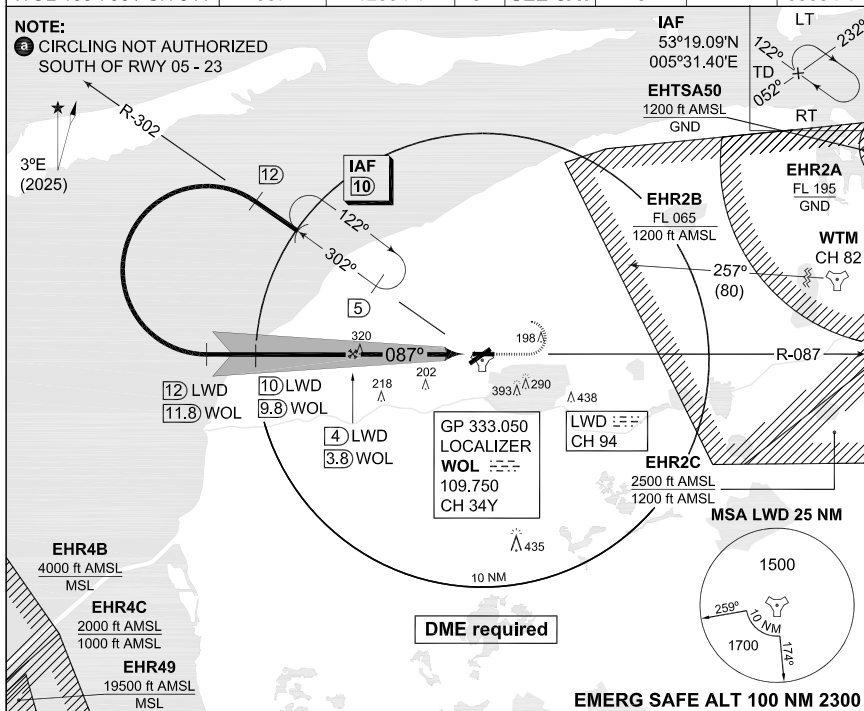
AD ELEV 4

ILS or LOC RWY 09
LEEWARDEN (EHLW)

DUTCH MIL		RAPCON NORTH		LEEWARDEN TWR		GND CTL		
259.250 128.355		284.475 132.030		344.850 120.705		362.525		
LOCALIZER / DME		APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
WOL 109.750 / CH 34Y		087°	1200 FT	3°	SEE CAT	3	-	6368 FT

NOTE:

ⓐ CIRCLING NOT AUTHORIZED
SOUTH OF RWY 05 - 23



CATEGORY	A	B	C	D	E	H
S-ILS 09	221-1600 218 (300-1.6/1.6)	231-1600 228 (300-1.6/1.6)	240-1600 237 (300-1.6/1.6)	250-1600 247 (300-1.6/1.6)	268-1600 265 (300-1.6/1.6)	205-800 202 (300-0.8/0.8)
S-LOC 09	430-1600 427 (500-1.6/1.6)	430-2000 427 (500-2.0/2.0)	430-2400 427 (500-2.4/2.4)	430-2400 427 (500-2.4/2.4)	430-800 427 (500-0.8/0.8)	N.A.
CIRCLING ⓐ	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)	N.A.

ILS or LOC RWY 09

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

CHANGES: MAG VAR

RNLAF 04 SEP 2025

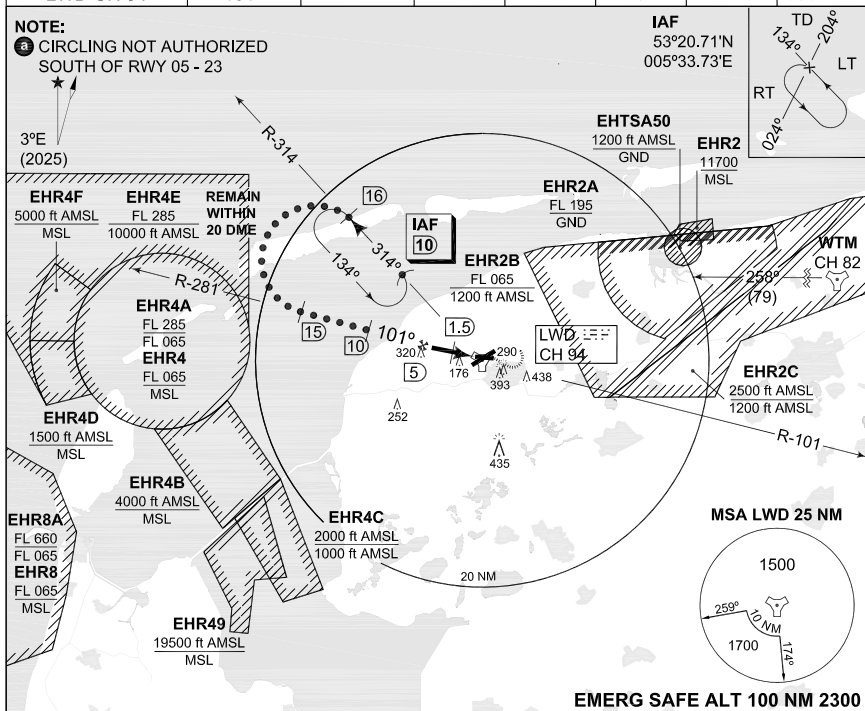
MIPS
INSTRUMENT APPROACH CHART

HI-TACAN RWY 09
LEEWARDEN (EHLW)

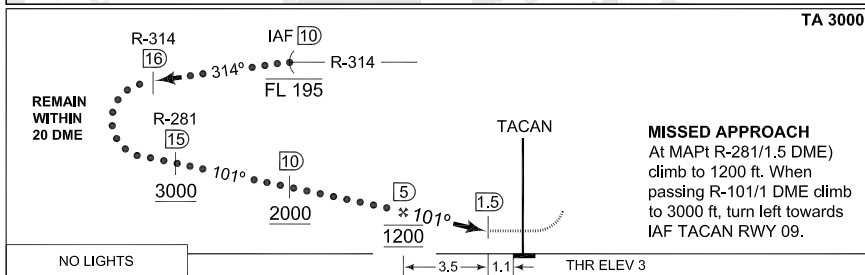
AD ELEV 4

DUTCH MIL 259.250 128.355	RAPCON NORTH 284.475 132.030	LEEWARDEN TWR 344.850 120.705	GND CTL 362.525
TACAN LWD CH 94	APP COURSE 101°	FAF ALT 1200 FT	Descent GR
		MDA 440	THR ELEV 3
		ALS -	LDA 6368 FT

NOTE:
ⓐ CIRCLING NOT AUTHORIZED
SOUTH OF RWY 05 - 23



EMERG SAFE ALT 100 NM 2300



MISSED APPROACH
At MAPt R-281/1.5 DME) climb to 1200 ft. When passing R-101/1 DME climb to 3000 ft, turn left towards IAF TACAN RWY 09.

CATEGORY		C	D	E
MIPS		MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
	S-TACAN 09	440-2000 437 (500-2.0/2.0)	440-2400 437 (500-2.4/2.4)	
	CIRCLING 	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

HI-TACAN RWY 09

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

CHANGES: MAG VAR

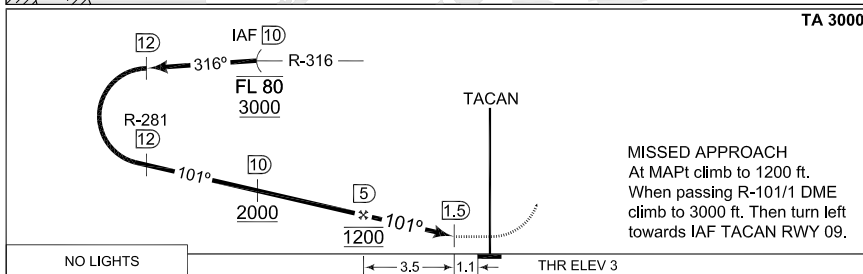
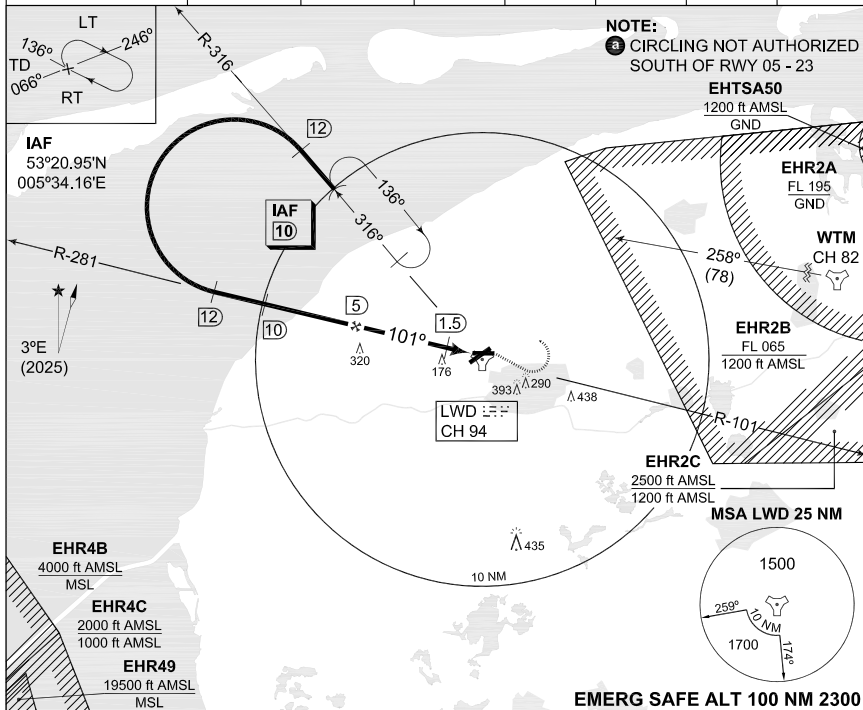
RNLAF 04 SEP 2025

MIPS INSTRUMENT APPROACH CHART

**TACAN RWY 09
LEEWARDEN (EHLW)**

AD ELEV 4

DUTCH MIL		RAPCON NORTH		LEEWARDEN TWR		GND CTL	
259.250	128.355	284.475	132.030	344.850	120.705	362.525	
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	101°	1200 FT		440	3	-	6368 FT



CATEGORY	A	B	C	D	E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-TACAN 09	440-1600 437 (500-1.6/1.6)	440-2000 437 (500-2.0/2.0)	440-2400 437 (500-2.4/2.4)		
CIRCLING ③	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

TACAN RWY 09

53°13.52'N
005°45.15'E

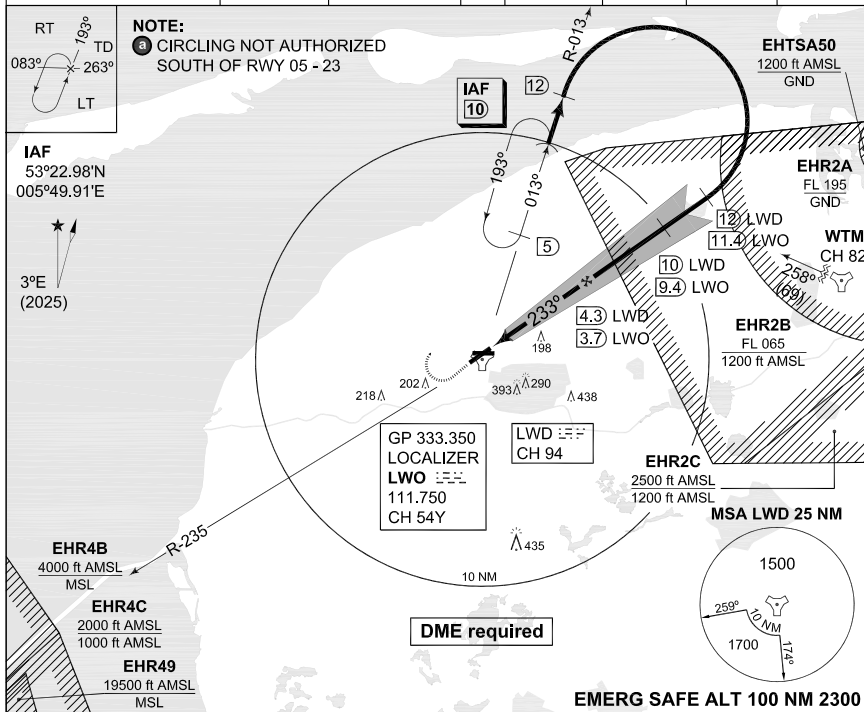
LEEWARDEN (EHLW)

MIPS INSTRUMENT APPROACH CHART

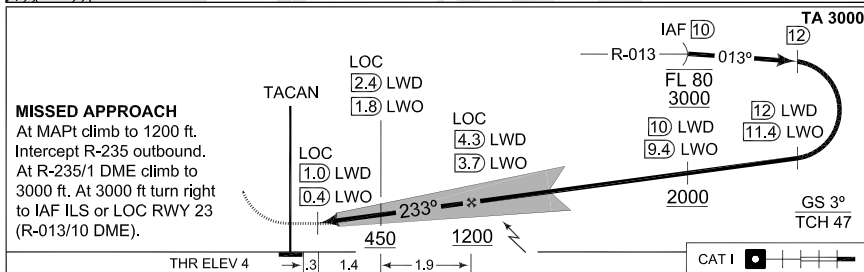
AD ELEV 4

ILS or LOC RWY 23
LEEWARDEN (EHLW)

DUTCH MIL 259.250 128.355	RAPCON NORTH 284.475 132.030	LEEWARDEN TWR 344.850 120.705	GND CTL 362.525
LOCALIZER / DME LWO 111.750 / CH 54Y	APP COURSE 233°	GS INTCEPT ALT 1200 FT	GS 3° DA THR ELEV 4 ALS 720 m LDA 7863 FT



EMERG SAFE ALT 100 NM 2300



CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APAT-1				
S-ILS 23	217-800 213 (300-0.8/1.6)	227-800 223 (300-0.8/1.6)	237-800 233 (300-0.8/1.6)	247-800 243 (300-0.8/1.6)	265-800 262 (300-0.8/1.6)
S-LOC 23	340-800 336 (400-0.8/1.6)	340-1200 336 (400-1.2/1.6)	340-1200 336 (400-1.2/1.6)	340-1200 336 (400-1.2/2.0)	
CIRCLING ③	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

ILS or LOC RWY 23

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

MIPS AD ELEV 4 HI-TACAN RWY 23
LEEWARDEN (EHLW)
INSTRUMENT APPROACH CHART

AD FI FV 4

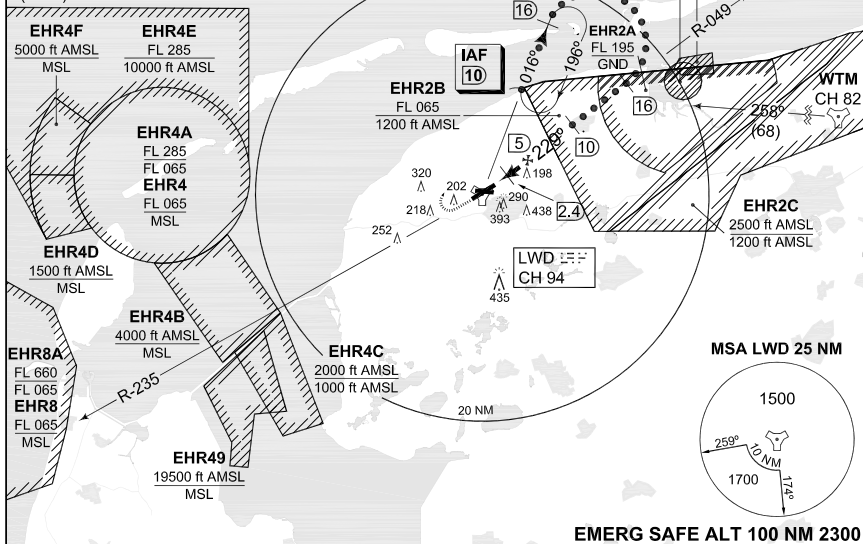
HI-TACAN RWY 23
LEEUWARDEN (EHLW)

DUTCH MIL		RAPCON NORTH		LEEWARDEN TWR		GND CTL	
259.250	128.355	284.475	132.030	344.850	120.705	362.525	
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	229°	1200 FT		380	4	720 m	7863 FT

NOTE:

a CIRCLING NOT AUTHORIZED
SOUTH OF RWY 05 - 23

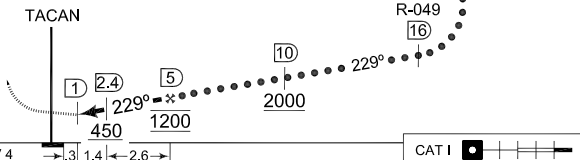
3°E
(2025)



EMERG SAFE ALT 100 NM 2300

MISSED APPROACH

At MAPt climb to 1200 ft.
Intercept R-235 outbound.
At R-235/1 DME climb to
3000 ft. At 3000 ft turn right
to IAF TACAN RWY 23.



CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 23	380-1200 376 (400-1.2/1.6)	380-1200 376 (400-1.2/2.0)	
CIRCLING 	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

CHANGES: MAG VAR

HI-TACAN RWY 23

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

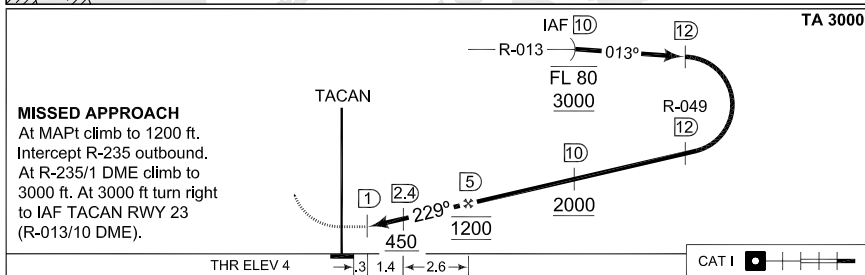
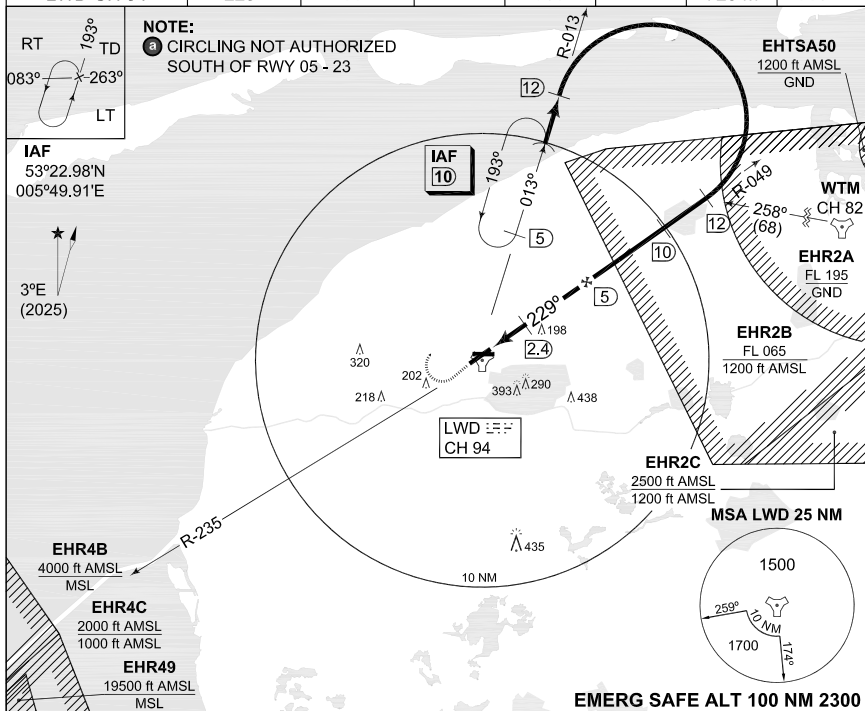
RNLAF 04 SEP 2025

MIPS
INSTRUMENT APPROACH CHART

TACAN RWY 23
LEEWARDEN (EHLW)

AD ELEV 4

DUTCH MIL	RAPCON NORTH	LEEWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525
TACAN	APP COURSE	FAF ALT	Descent GR
LWD CH 94	229°	1200 FT	MDA
			380
		THR ELEV	ALS
		4	720 m
			LDA
			7863 FT



CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 23	380-800 376 (400-0.8/1.6)	380-1200 376 (400-1.2/1.6)	380-1200 376 (400-1.2/2.0)		
CIRCLING	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

TACAN RWY 23

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

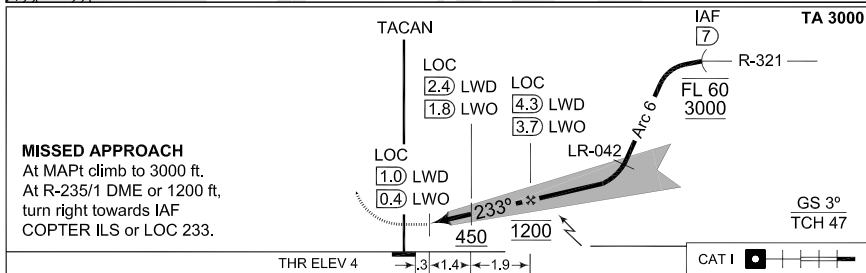
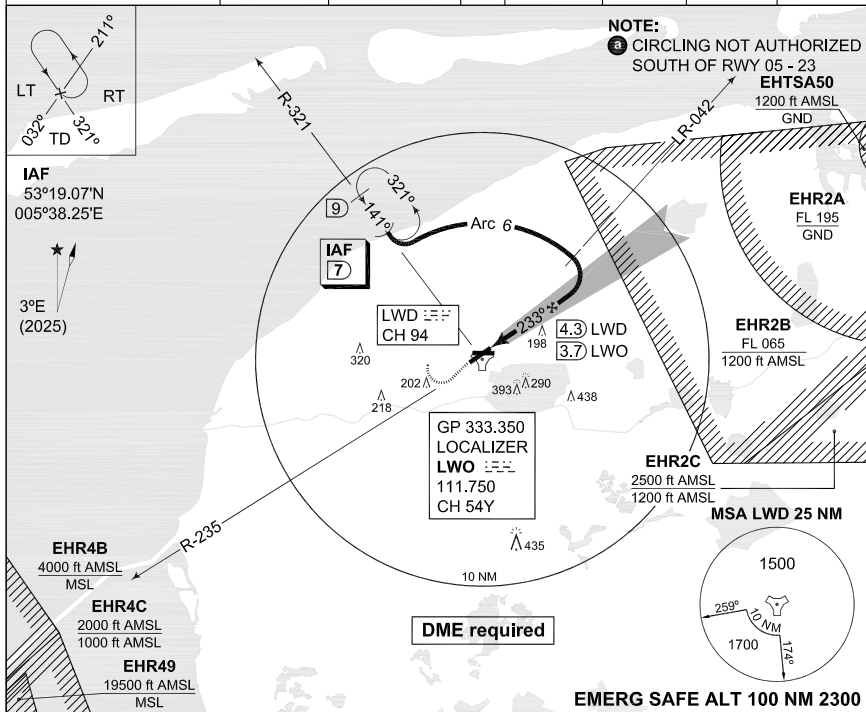
CHANGES: MAG VAR

RNLAF 04 SEP 2025

MIPS
INSTRUMENT APPROACH CHART

COPTER ILS or LOC 233
LEEWARDEN (EHLW)

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEWARDEN TWR 344.850 120.705		GND CTL 362.525	
LOCALIZER / DME LWO 111.750 / CH 54Y		APP COURSE 233°		GS INTCEPT ALT 1200 FT		THR ELEV 4	
				GS 3°		DA 204	
						ALS 720 m	
						LDA 7863 FT	



CATEGORY	H
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1	
S-ILS 233	204-400 200 (200-0.4/0.8)
S-LOC 233	340-400 336 (400-0.4/0.8)
CIRCLING a	500-1900 496 (500-1.9)

COPTER ILS or LOC 233

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

CHANGES: MAG VAR

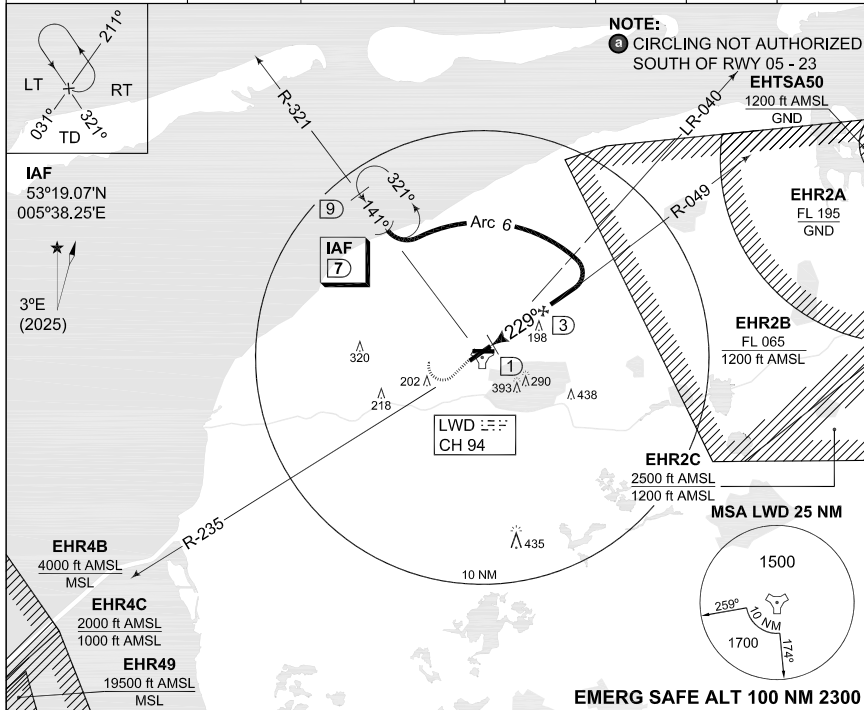
RNLAF 04 SEP 2025

MIPS
INSTRUMENT APPROACH CHART

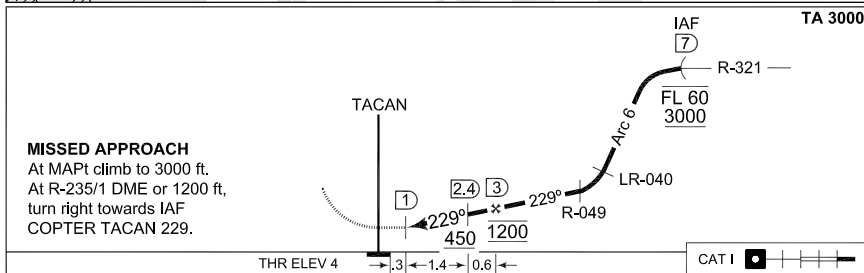
COPTER TACAN 229
LEEWARDEN (EHLW)

AD ELEV 4

DUTCH MIL 259.250 128.355	RAPCON NORTH 284.475 132.030	LEEWARDEN TWR 344.850 120.705	GND CTL 362.525
TACAN LWD CH 94	APP COURSE 229°	FAF ALT 1200 FT	Descent GR
		MDA 380	THR ELEV 4
		ALS 720 m	LDA 7863 FT



EMERG SAFE ALT 100 NM 2300



MISSED APPROACH
At MAPt climb to 3000 ft.
At R-235/1 DME or 1200 ft,
turn right towards IAF
COPTER TACAN 229.

CATEGORY	A
COPTER TACAN 229	380-400 376 (400-0.4/0.8)
CIRCLING (a)	500-1900 496 (500-1.9)

COPTER TACAN 229

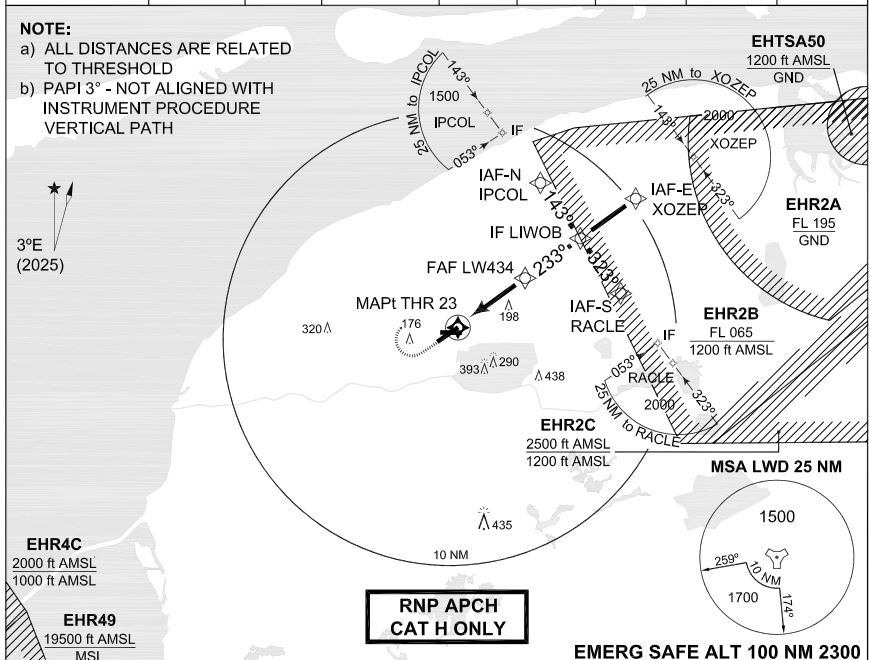
53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

PANS OPS INSTRUMENT APPROACH CHART AD ELEV 4 RNP Y RWY 23
LEEUWARDEN (EHLW)

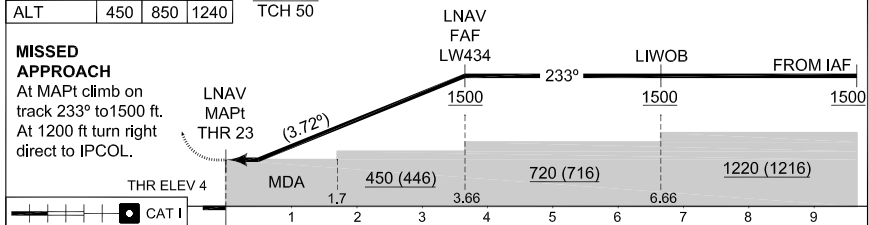
DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEWARDEN TWR 344.850 120.705		GND CTL 362.525	
EGNOS CHANNEL 92974 E23A	APP COURSE 233°	FAF ALT 1500 FT	Descent GR 6.5% / 3.72°	MDA 370	DA 204	THR ELEV 4	ALS LDA 720 m 7863 FT

- a) ALL DISTANCES ARE RELATED TO THRESHOLD
- b) PAPI 3° - NOT ALIGNED WITH INSTRUMENT PROCEDURE VERTICAL PATH



DIST THR	1	2	3	GS 3.72°	TA 3000
ALT	450	850	1240	TCH 50	NAV

At MAPt climb on track 233° to 1500 ft. At 1200 ft turn right direct to IPCOL.



MIPS	CATEGORY		H					
	DA(H)	LPV	204-400 200 (200-0.4/1.2)					
	DA(H)	LNAV / VNAV	N.A.					
	MDA(H)	LNAV	370-1000 366 (400-1.0/1.7)					
IAF-N	IPCOL	53°20.12'N	005°52.34'E	IF	LIWOB	53°17.65'N	005°55.18'E	
IAF-E	XOZEP	53°19.35'N	005°59.30'E	FAF	LW434	53°15.95'N	005°51.06'E	
IAF-S	RACLE	53°15.18'N	005°58.00'E	MAPt	THR23	53°13.88'N	005°46.04'E	

LEEWARDEN (EHLW)

PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 4

RNP Z RWY 23
LEEWARDEN (EHLW)

Table with 4 columns: DUTCH MIL, RAPCON NORTH, LEEUWARDEN TWR, GND CTL. Rows contain numerical values for various parameters like 259.250, 128.355, 284.475, 132.030, etc.

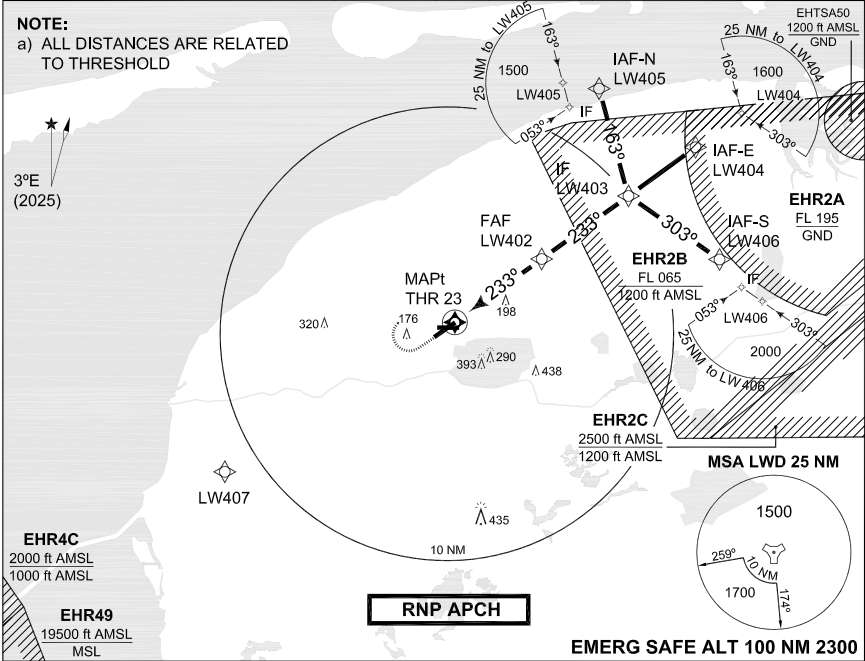


Table with 7 columns: DIST THR, 1, 2, 3, 4, 5, 6. Rows contain values for ALT (370, 690, 1010, 1330, 1650, 1970), GS 3°, and TCH 50.

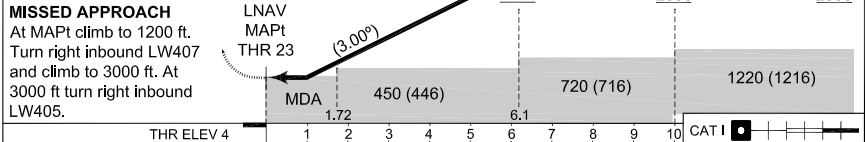


Table with 4 columns: CATEGORY, A, B, C, D. Rows contain values for DA(H) LPV, DA(H) LNAV / VNAV, MDA(H) LNAV, and various coordinates and altitudes.

RNP Z RWY 23 53°13.52'N 005°45.15'E LEEUWARDEN (EHLW)

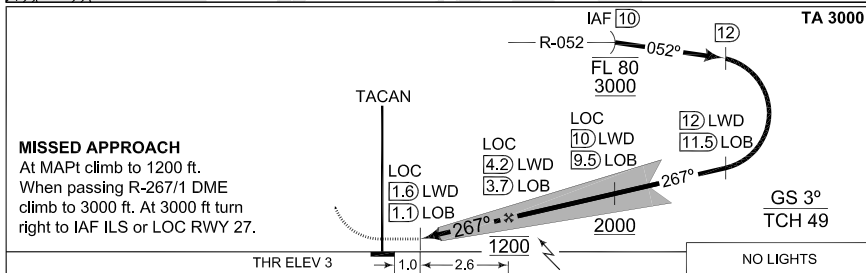
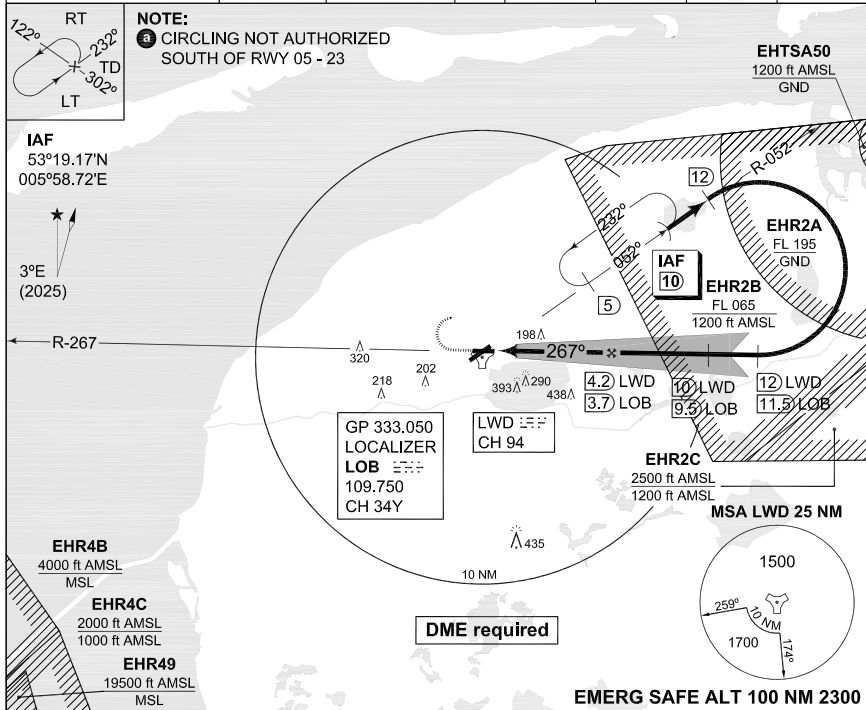
CHANGES: MAG VAR

RNLAF 04 SEP 2025

MIPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 27
LEEWARDEN (EHLW)

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEWARDEN TWR 344.850 120.705		GND CTL 362.525		
LOCALIZER / DME LOB 109.750 / CH 34Y		APP COURSE 267°	GS INTCEPT ALT 1200 FT	GS 3°	DA SEE CAT	THR ELEV 3	ALS -	LDA 6561 FT



CATEGORY	A	B	C	D	E	H
S-ILS 27	203-1600 200 (200-1.6/1.6)	211-1600 208 (300-1.6/1.6)	220-1600 217 (300-1.6/1.6)	230-1600 227 (300-1.6/1.6)	240-1600 237 (300-1.6/1.6)	203-800 200 (200-0.8/0.8)
S-LOC 27	360-1600 357 (400-1.6/1.6)			360-2000 357 (400-2.0/2.0)		360-800 357 (400-0.8/0.8)
CIRCLING ①	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)	N.A.

ILS or LOC RWY 27

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

CHANGES: MAG VAR

RNLAF 04 SEP 2025

MIPS
INSTRUMENT APPROACH CHART

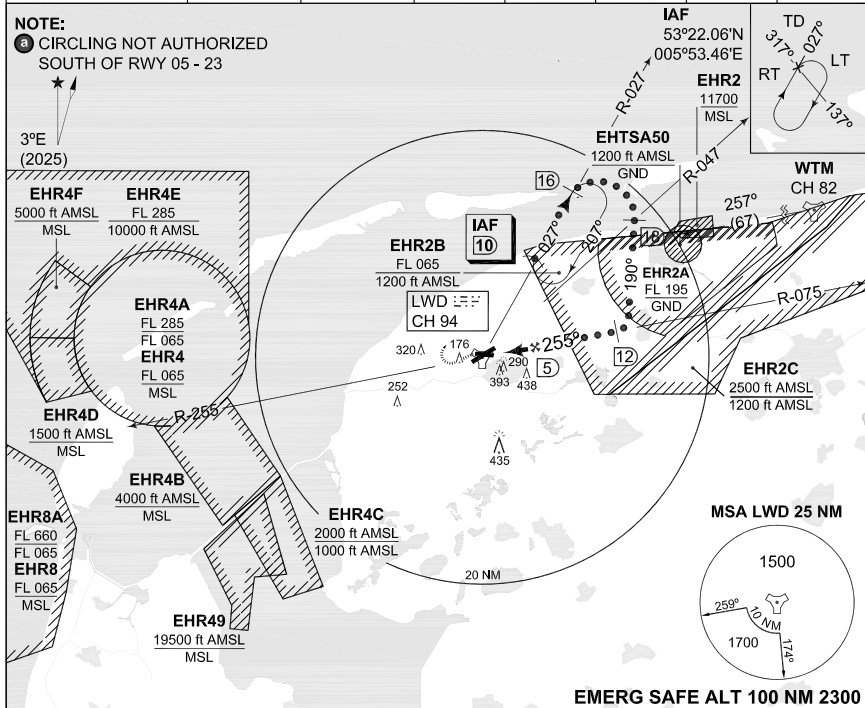
HI-TACAN RWY 27
LEEWARDEN (EHLW)

AD ELEV 4

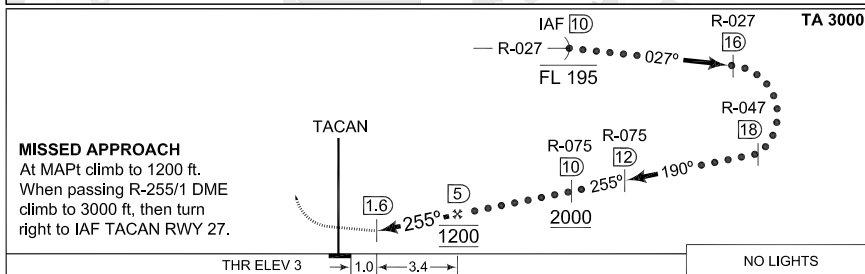
DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEWARDEN TWR 344.850 120.705		GND CTL 362.525		
TACAN LWD CH 94		APP COURSE 255°	FAF ALT 1200 FT	Descent GR	MDA 390	THR ELEV 3	ALS -	LDA 6561 FT

NOTE:

- ③ CIRCLING NOT AUTHORIZED
SOUTH OF RWY 05 - 23



EMERG SAFE ALT 100 NM 2300



MISSED APPROACH

At MAPt climb to 1200 ft.
When passing R-255/1 DME
climb to 3000 ft, then turn
right to IAF TACAN RWY 27.

CATEGORY	C	D	E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1			
S-TACAN 27	390-1600 387 (400-1.6/1.6)	390-2000 387 (400-2.0/2.0)	
CIRCLING ③	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

HI-TACAN RWY 27

53°13.52'N
005°45.15'E

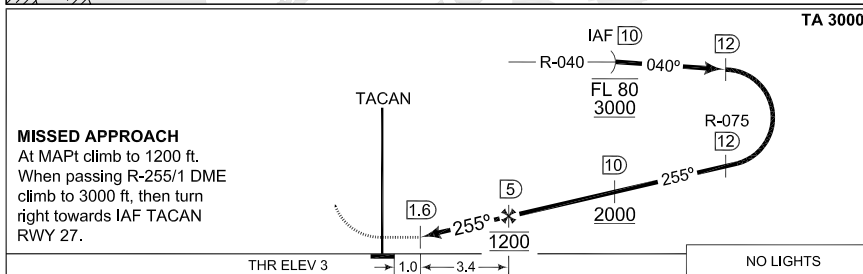
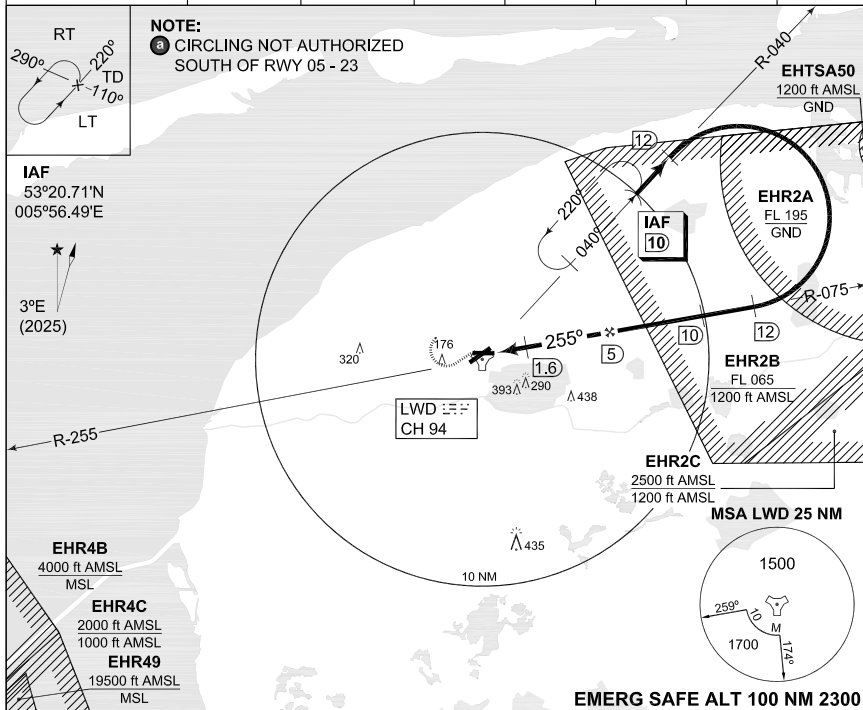
LEEWARDEN (EHLW)

MIPS
INSTRUMENT APPROACH CHART

TACAN RWY 27
LEEWARDEN (EHLW)

AD ELEV 4

DUTCH MIL	RAPCON NORTH	LEEWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525
TACAN	APP COURSE	FAF ALT	Descent GR
LWD CH 94	255°	1200 FT	MDA
			THR ELEV
			ALS
			LDA
			6561 FT



CATEGORY	A	B	C	D	E
S-TACAN 27	390-1600 387 (400-1.6/1.6)			390-2000 387 (400-2.0/2.0)	
CIRCLING ③	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

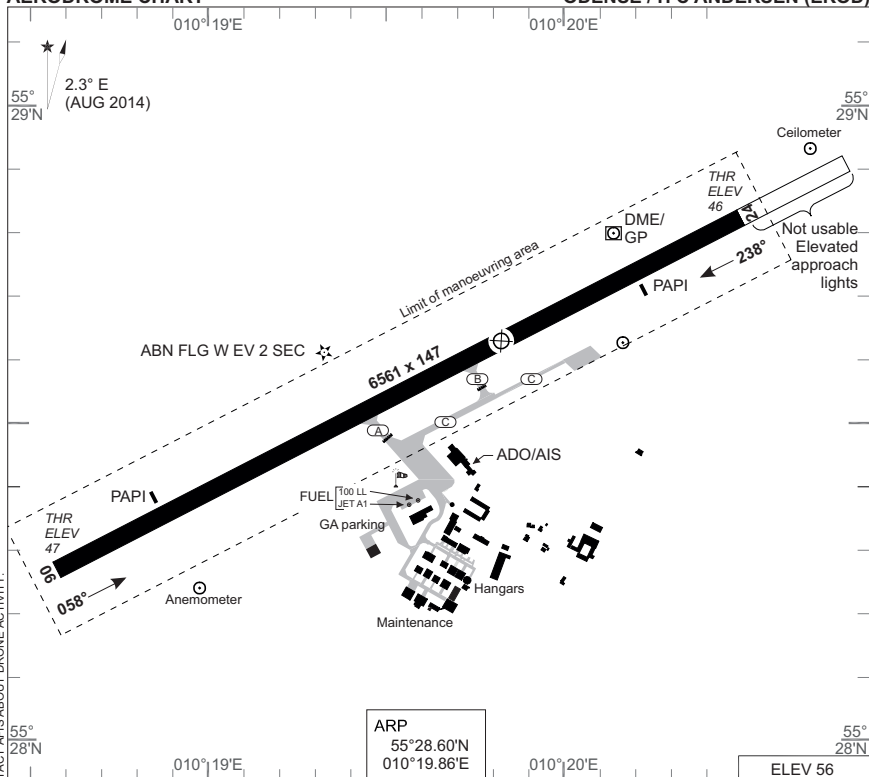
TACAN RWY 27

53°13.52'N
005°45.15'E

LEEWARDEN (EHLW)

AERODROME CHART

ODENSE / H C ANDERSEN (EKOD)



RWY	PCN	DECLARED DISTANCES				PAPI	THR ELEV	THR PSN
		TORA	TODA	ASDA	LDA			
06		6561	6561	6561	6561	3°	47	55°28.25'N 010°18.79'E
A	50 R/D/X/U	3628	3628	3628				
B		2650	2650	2650				
24		6561	6561	6561	6561	3°	46	55°28.79'N 010°20.43'E
B	50 R/D/X/U	3959	3959	3959				
A		2998	2998	2998				

ODENSE INFORMATION 119.530

FLIGHT PROCEDURES

1. IFR Arrival

- 1.1 Aircraft will normally be cleared by ACC KØBENHAVN to OD24F HOLDING.
 1.2 Navigation aid designated for radio communication failure during IMC for arriving aircraft is NDB FE.

2. IFR Departure

- 2.1 Standard Instrument Departures (SID) have not been established.
 2.2 Omnidirectional departures:
 RWY 06/24: Climb straight ahead to at least 700 FT MSL before turn is commenced.

3. Helicopter

- 3.1 Within AFIS operating hours, contact AFIS before commencing hovertaxi for information regarding drone activity.

PAR	SRA	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
		INTENTIONALLY LEFT BLANK								
		INTENTIONALLY LEFT BLANK								

AERODROME CHART

ODENSE / H C ANDERSEN (EKOD)

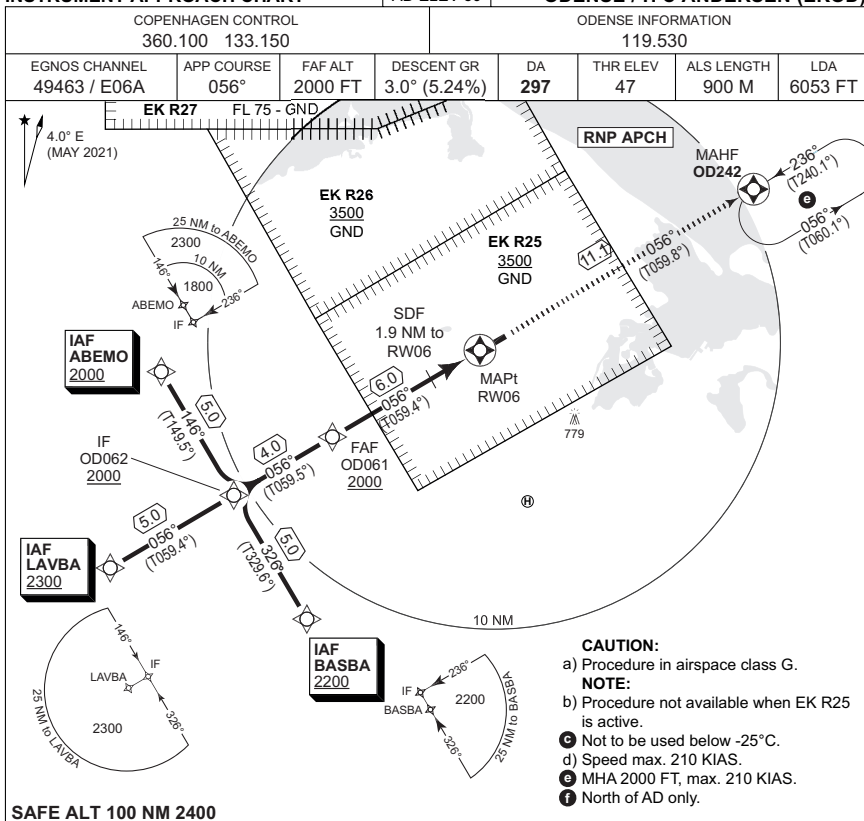
CHANGES: PARAGRAPH 3. ADDED, BEFORE HOVERTAXI, HELICOPTERS TO CONTACT AFIS ABOUT DRONE ACTIVITY.

AIR COMMAND DENMARK - MIL AIM 30 OCT 2025

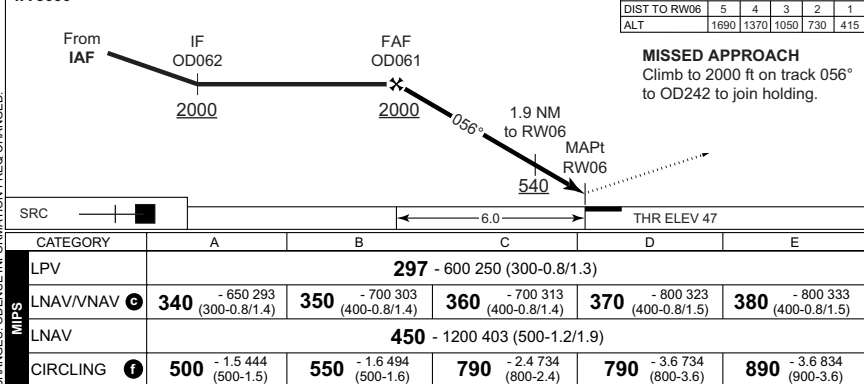
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 56

RNP RWY 06
ODENSE / H C ANDERSEN (EKOD)



TA 3000



RNP RWY 06

55°28.60'N
010°19.86'E

ODENSE / H C ANDERSEN (EKOD)

CHANGES: ODENSE INFORMATION FREQ CHANGED.

AIR COMMAND DENMARK - MIL AIM 13 JUN 2024

EKOD RNP RWY 06 waypoint coordinates:**RWY 06 from ABEMO (Initial LEFT) APPROACH RNP**

		CODING	DISPLAY
ABEMO	IAF	55 27 31.03N 009 59 14.01E	55°27.517'N 009°59.233'E
OD062	IF	55 23 13.00N 010 03 41.13E	55°23.217'N 010°03.685'E
OD061	FAF	55 25 14.28N 010 09 44.17E	55°25.238'N 010°09.736'E
RW06	MAPt	55 28 14.82N 010 18 47.44E	55°28.247'N 010°18.791'E
OD242	MAHF	55 33 47.32N 010 35 36.95E	55°33.789'N 010°35.616'E

RWY 06 from BASBA (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
BASBA	IAF	55 18 54.81N 010 08 07.28E	55°18.913'N 010°08.121'E
OD062	IF	55 23 13.00N 010 03 41.13E	55°23.217'N 010°03.685'E
OD061	FAF	55 25 14.28N 010 09 44.17E	55°25.238'N 010°09.736'E
RW06	MAPt	55 28 14.82N 010 18 47.44E	55°28.247'N 010°18.791'E
OD242	MAHF	55 33 47.32N 010 35 36.95E	55°33.789'N 010°35.616'E

RWY 06 from LAVBA (Initial CENTER) APPROACH RNP

		CODING	DISPLAY
LAVBA	IAF	55 20 40.98N 009 56 08.20E	55°20.683'N 009°56.137'E
OD062	IF	55 23 13.00N 010 03 41.13E	55°23.217'N 010°03.685'E
OD061	FAF	55 25 14.28N 010 09 44.17E	55°25.238'N 010°09.736'E
RW06	MAPt	55 28 14.82N 010 18 47.44E	55°28.247'N 010°18.791'E
OD242	MAHF	55 33 47.32N 010 35 36.95E	55°33.789'N 010°35.616'E

Threshold coordinates RWY 06

	CODING	DISPLAY
RWY 06	55 28 14.82N 010 18 47.44E	55°28.247'N 010°18.791'E

MIPS INSTRUMENT APPROACH CHART

AD ELEV 56

ILS or LOC RWY 24
ODENSE / H C ANDERSEN (EKOD)

COPENHAGEN CONTROL 360.100 133.150				ODENSE INFORMATION 119.530			
LOC/DME OD 108.35/CH20y	APP COURSE 236°	GS INTCP ALT 2000 FT	GS 3.00°	DA 246	THR ELEV 46	ALS LENGTH 900 M	LDA 6053 FT

CAUTION:

a) Procedure in airspace class G.

NOTE:

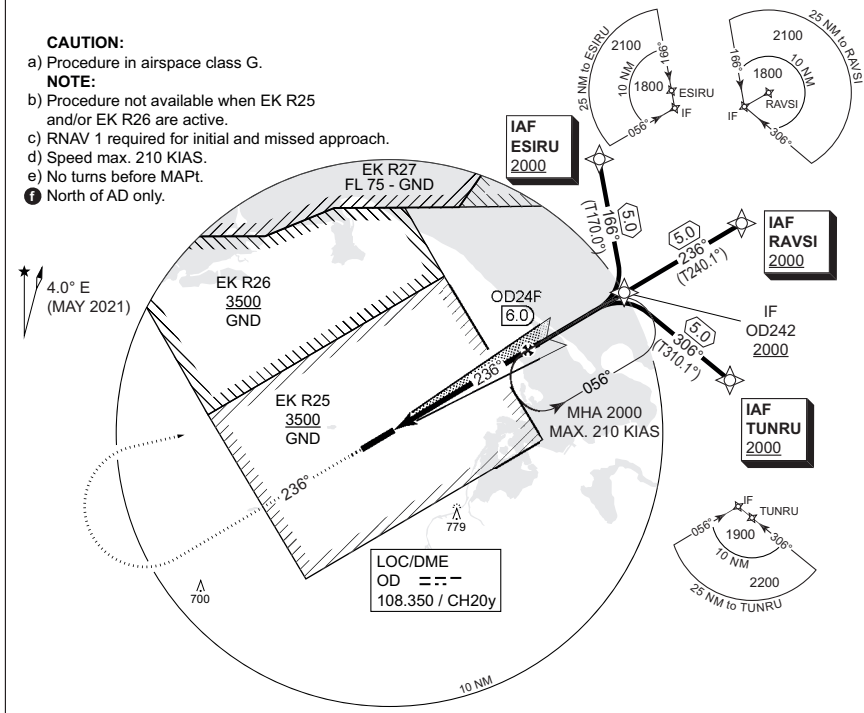
b) Procedure not available when EK R25 and/or EK R26 are active.

c) RNAV 1 required for initial and missed approach.

d) Speed max. 210 KIAS.

e) No turns before MAPt.

f) North of AD only.

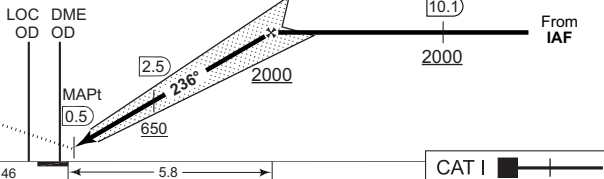


CDFA: 3.00° / 5.24%

DME OD	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
ALT	690	1010	1320	1640	1960

MISSED APPROACH:

Climb straight ahead until 2000 FT, then turn right climbing to 3000 FT and hold at OD24F.



CATEGORY	A	B	C	D	E
S-ILS 24			246 - 550 200 (200-0.8/1.2)		
S-LOC 24			380 - 800 334 (400-0.8/1.5)		
CIRCLING f	500 - 1.5 444 (500-1.5)	550 - 1.6 494 (500-1.6)	790 - 2.4 734 (800-2.4)	790 - 3.6 734 (800-3.6)	890 - 3.6 834 (900-3.6)

ILS or LOC RWY 24

55°28.60'N
010°19.86'E

ODENSE / H C ANDERSEN (EKOD)

CHANGES: ODENSE INFORMATION FREQ CHANGED.

AIR COMMAND DENMARK - MIL AIM 13 JUN 2024

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 56

RNP RWY 24

ODENSE / H C ANDERSEN (EKOD)

COPENHAGEN CONTROL
360.100 133.150ODENSE INFORMATION
119.530EGNOS CHANNEL
67257 / E24AAPP COURSE
236°FAF ALT
2000 FTDESCENT GR
3.0° (5.24%)DA
296THR ELEV
46ALS LENGTH
900 MLDA
6053 FT**CAUTION:**

a) Procedure in airspace class G.

NOTE:

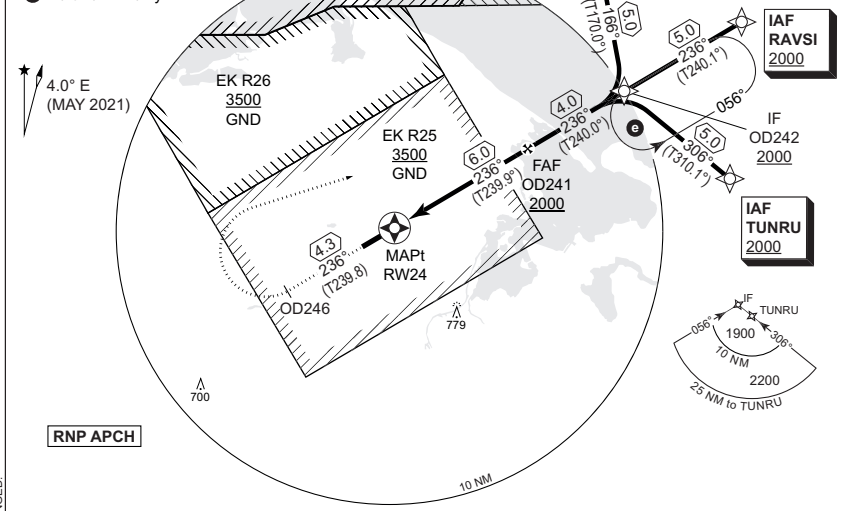
b) Procedure not available when EK R25 and/or EK R26 are active.

c) Not to be used below -25°C.

d) Speed max. 210 KIAS.

e) MHA 2000 FT, max. 210 KIAS.

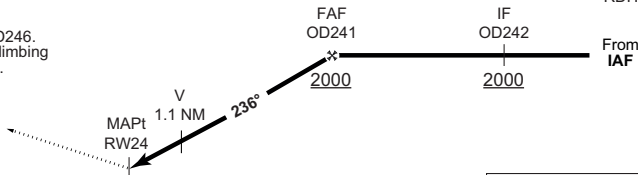
f) North of AD only.



RNP APCH

CDFA: 3.00° / 5.24%

DIST RW24	1	2	3	4	5
ALT	415	730	1050	1370	1690

TA 3000
GS 3.0°
RDH 50**MISSED APPROACH:**Climb on track 236° to OD246.
Turn right direct OD242 climbing to 2000 FT to join holding.

THR ELEV 46

6.0

CAT I

CATEGORY	A	B	C	D	E
LPV	296 - 600 250 (300-0.8/1.3)				
LNAV/VNAV c	340 - 650 294 (300-0.8/1.4)	350 - 700 304 (400-0.8/1.4)	360 - 700 314 (400-0.8/1.4)	370 - 800 324 (400-0.8/1.5)	380 - 800 334 (400-0.8/1.5)
LNAV	450 - 1200 404 (500-1.2/1.9)				
CIRCLING f	500 - 1.5 444 (500-1.5)	550 - 1.6 494 (500-1.6)	790 - 2.4 734 (800-2.4)	790 - 3.6 734 (800-3.6)	890 - 3.6 834 (900-3.6)

RNP RWY 24

55°28.60'N
010°19.86'E

ODENSE / H C ANDERSEN (EKOD)

EKOD RNP RWY 24 waypoint coordinates:**RWY 24 from TUNRU (Initial LEFT) APPROACH RNP**

		CODING	DISPLAY
TUNRU	IAF	55 30 34.74N 010 42 21.25E	55°30.579'N 010°42.354'E
OD242	IF	55 33 47.32N 010 35 36.95E	55°33.789'N 010°35.616'E
OD241	FAF	55 31 47.33N 010 29 31.28E	55°31.789'N 010°29.521'E
RW24	MAPt	55 28 47.38N 010 20 25.78E	55°28.790'N 010°20.430'E
OD242	MAHF	55 33 47.32N 010 35 36.95E	55°33.789'N 010°35.616'E

RWY 24 from ESIRU (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
ESIRU	IAF	55 38 42.17N 010 34 04.84E	55°38.703'N 010°34.081'E
OD242	IF	55 33 47.32N 010 35 36.95E	55°33.789'N 010°35.616'E
OD241	FAF	55 31 47.33N 010 29 31.28E	55°31.789'N 010°29.521'E
RW24	MAPt	55 28 47.38N 010 20 25.78E	55°28.790'N 010°20.430'E
OD242	MAHF	55 33 47.32N 010 35 36.95E	55°33.789'N 010°35.616'E

RWY 24 from RAVSI (Initial CENTER) APPROACH RNP

		CODING	DISPLAY
RAVSI	IAF	55 36 16.88N 010 43 14.91E	55°36.281'N 010°43.249'E
OD242	IF	55 33 47.32N 010 35 36.95E	55°33.789'N 010°35.616'E
OD241	FAF	55 31 47.33N 010 29 31.28E	55°31.789'N 010°29.521'E
RW24	MAPt	55 28 47.38N 010 20 25.78E	55°28.790'N 010°20.430'E
OD242	MAHF	55 33 47.32N 010 35 36.95E	55°33.789'N 010°35.616'E

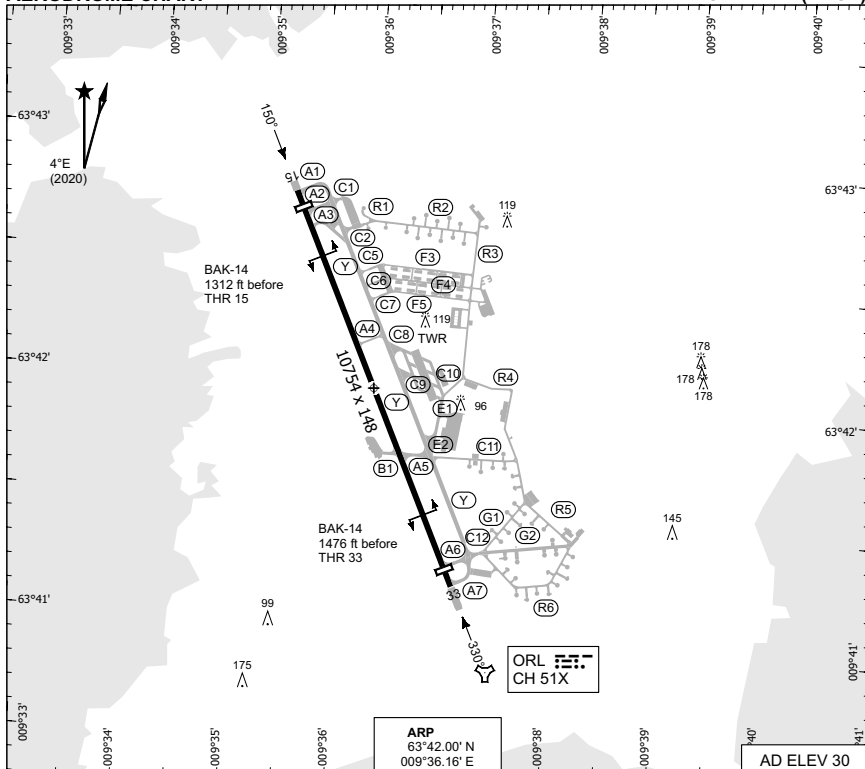
Threshold coordinates RWY 24

		CODING	DISPLAY
RWY 24		55 28 47.38N 010 20 25.78E	55°28.790'N 010°20.430'E

MIPS

AERODROME CHART

OERLAND(ENOL)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
15	120/F/B/W/T	10754	10754	11060	10308	3.0°	20	63°42.73 N - 009°35.37' E
33	120/F/B/W/T	10754	10754	10869	10292	3.3°	30	63°41.28 N - 009°36.96' E

ATIS 119.330
OERLAND TWR 118.705 308.850

PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGE FREQUENCIES

RNGAF 25 DEC 2025

AERODROME CHART

OERLAND(ENOL)

MIPS

INSTRUMENT DEPARTURE CHART

AD ELEV 30

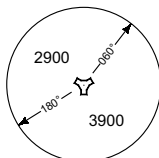
HPMA SID RWY 15 / 33

OERLAND(ENOL)

ATIS 119.330		OERLAND TWR 118.705 308.850			OERLAND APP 118.255 268.200				POLARIS CONTROL S 125.705 N 118.555			
		RWY	CLIMB AT	GS (kt)	60	120	180	240	300	360	to	reason
		15/33	8.75% 5.0°	V/V (fpm)	532	1064	1595	2127	2659	3190	7000	HPMA

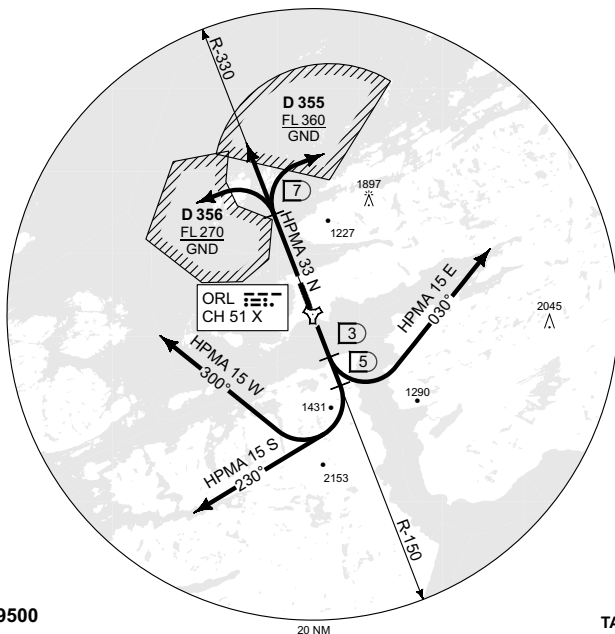


MSA ORL 25 NM



SAFE ALT 100 NM 9500

TA 7000



HPMA 15 W

- Climb at 5° on R-150 ORL to DME 5 ORL. Turn right HDG 300°.
- Climb to 7000 FT. Further turn and climb in accordance with ATC clearance.
- Maximum 300 KIAS up to 7000 FT.

HPMA 15 S

- Climb at 5° on R-150 ORL to DME 5 ORL. Turn right HDG 230°.
- Climb to 7000 FT. Further turn and climb in accordance with ATC clearance.
- Maximum 300 KIAS up to 7000 FT.

HPMA 15 E

- Climb at 5° on R-150 ORL to DME 3 ORL. Turn left HDG 030°.
- Climb to 7000 FT. Further turn and climb in accordance with ATC clearance.
- Maximum 300 KIAS up to 7000 FT.

HPMA 33 N

- Climb at 5° on R-330 ORL to DME 7 ORL. Cross DME 7 ORL at 2000 FT or above.
- Climb to 7000 FT. Further turn and climb in accordance with ATC clearance.
- Maximum 300 KIAS up to 7000 FT.

HPMA SID RWY 15 / 33

63°42.00' N
009°36.16' E

OERLAND(ENOL)

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 30

ILS M or LOC M RWY 15

OERLAND(ENOL)

INSTRUMENT APPROACH SUMMARY		OERLAND ARR		OERLAND APP		OERLAND TWR	
ATIS 119.330		126.205 278.650		118.255 268.200		118.705 308.850	
LOC/DME OL 109.300 / CH 30X	APP COURSE 150°	GS INTCP ALT 2000	GS 3.0° DA See CAT	THR ELEV 20	ALS-LENGTH 720 m	LDA 10308	

CAUTION:

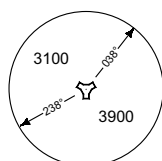
- CIRCLING NOT AUTHORIZED
EAST OF RWY 15 / 33.

NOTE:

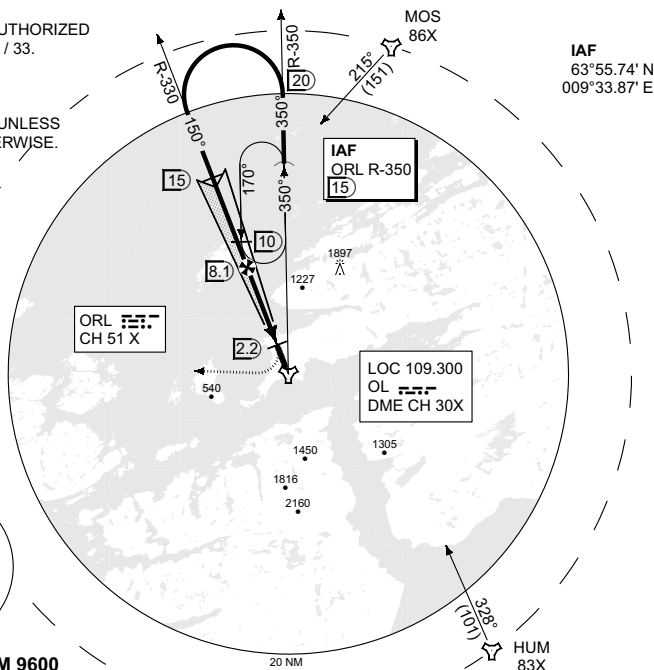
- b) DME REQUIRED.
c) DME FROM ORL UNLESS
INDICATED OTHERWISE.



MSA ORL 25 NM



SAFE ALT 100 NM 9600



TA 7000

LEFT TURN
AT 20

IAF 15

R-350

4000

15

R-330

INTCPT LOC

3000

150°

GS 3.0°

RDH 52

CAT I

+ + + + +

2000

6.1

THR ELEV 20

OL 6.2

OL 4

OL 1.1

OL 0.3

OL 0.3

OL 0.3

OL 0.3

OL 0.3

GP INOP (CDFA 3.0° / 5.24%)

DME ORL (NM)	8	7	6	5	4	3	2	1
THR 15 (NM)	5.9	4.9	3.9	2.9	1.9	0.9	-	-
ALT	1960	1640	1320	1010	690	370	-	-

TACAN
ORL

MISSED APPROACH

Climb rwy hdg to 400 ft,
then right turn (max 200 kts)
to hdg 263° climbing to
3000ft.

CHANGE FREQUENCIES

MIPS

ILS M or LOC M RWY 15

63°42.00' N
009°36.16' E

OERLAND(ENOL)

RNGAF 25 DEC 2025

MIPS

INSTRUMENT APPROACH CHART

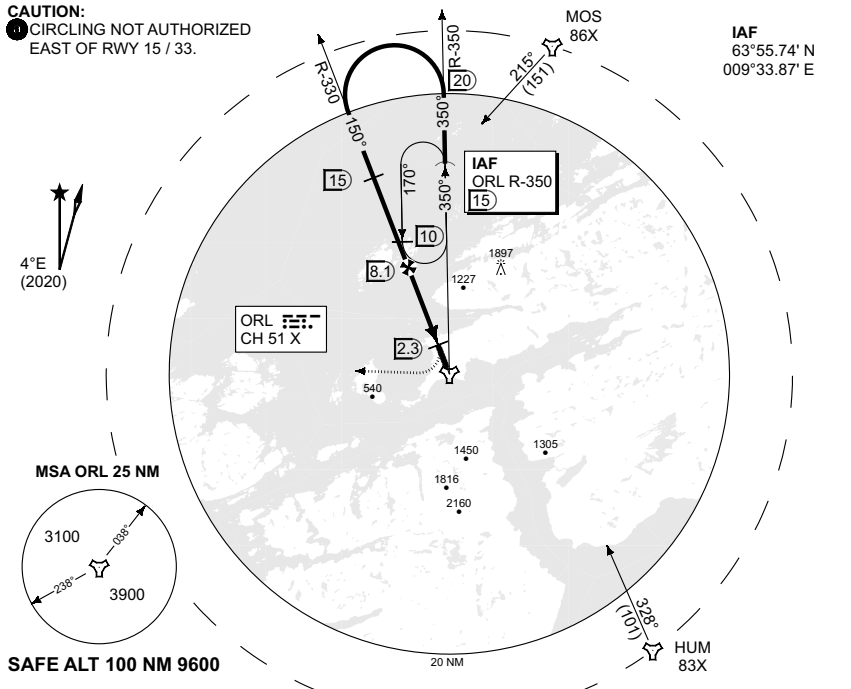
AD ELEV 30

TACAN RWY 15
OERLAND(ENOL)

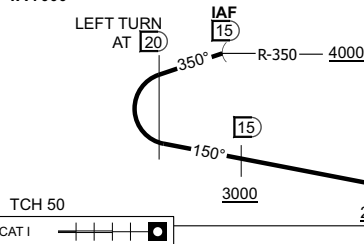
ATIS 119.330		OERLAND ARR 126.205 278.650		OERLAND APP 118.255 268.200		OERLAND TWR 118.705 308.850	
TACAN ORL CH 51X	APP COURSE 150°	FAF ALT 2000	Descent GR 5.27% (3.0°)	MDA 370	THR ELEV 20	ALS-LENGTH 720 m	LDA 10308

CAUTION:

- CIRCLING NOT AUTHORIZED
EAST OF RWY 15 / 33.



TA 7000



CDFA 5.27% / 3.0°								
DME ORL (NM)	8	7	6	5	4	3	2	1
THR 15 (NM)	5.9	4.9	3.9	2.9	1.9	-	-	-
ALT	1970	1650	1330	1010	690	-	-	-

TACAN

ORL

MISSED APPROACH

At MAPt turn right
(max 250 kts) to hdg 263°
climbing to 3000ft.

CAT I

CATEGORY	B	C	D	E
----------	---	---	---	---

S-TAC

370 - 0.9 350
(400 - 0.9/1.6)

●

CIRCLING

560 - 2.4 530
(600 - 2.4)

990 - 4.5 960
(1000 - 4.5)

1000 - 4.5 970
(1000 - 4.5)

1980 - 5.0 1950
(2000 - 5.0)

TACAN RWY 15

63°42.00' N
009°36.16' E

OERLAND(ENOL)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 30

TACAN RWY 15Y
OERLAND (ENOL)

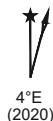
ATIS		OERLAND ARR		OERLAND APP		OERLAND TWR	
119.330		126.205 278.650		118.255 268.200		118.705 308.850	
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
ORL CH 51X	152°	2000	5.3% (3.0°)	370	20	N/A	9022

WARNING:

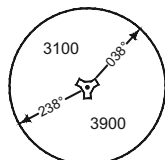
- a) LANDING THR ON TWY Y,
TWY WIDTH 108 FT.

NOTE:

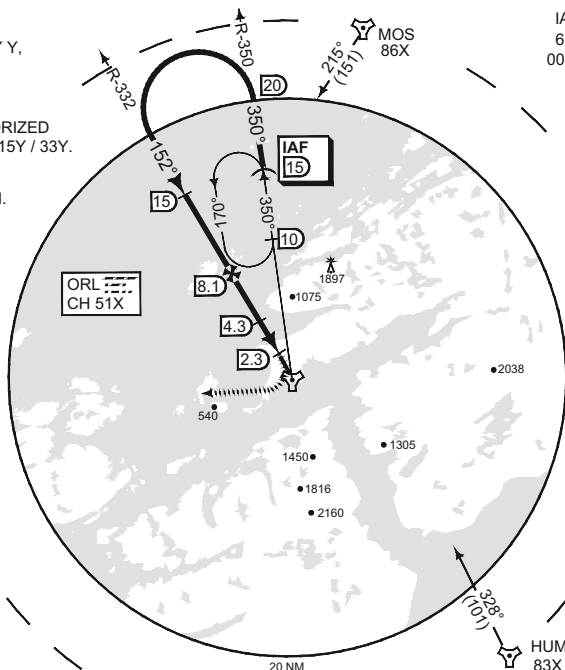
- CIRCLING NOT AUTHORIZED
NORTHEAST OF RWY 15Y / 33Y.
- c) MISSED APPROACH
MAX 250 KIAS IN TURN.
- d) FINAL OFFSET
2° NORTH.



MSA ORL 25 NM



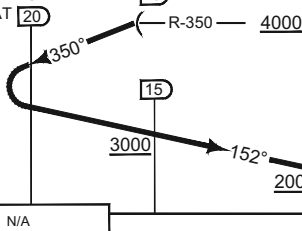
SAFE ALT 100 NM 9500



IAF
63°55.79' N
009°33.87' E

LEFT TURN
AT 20

IAF 15



DME ORL	8	7	6	5	4	3
ALT	1970	1660	1340	1020	700	380

TA 7000

TACAN

MISSED APPROACH

At MAP turn right to HDG
263° climbing to 3000 ft.
Max 250 KIAS in turn.

N/A

THR ELEV 20

CHANGES FREQUENCIES	CATEGORY	B	C	D	E
MIPS	S-TAC 15Y	370 - 1.6 350 (400 - 1.6)			
●	CIRCLING	560 - 2.4 530 (600 - 2.4)	990 - 4.5 960 (1000 - 4.5)	990 - 4.5 960 (1000 - 4.5)	1980 - 5.0 1950 (2000 - 5.0)

TACAN RWY 15Y

63°42.00' N
009°36.16' E

OERLAND (ENOL)

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 30

HPMA ILS or LOC RWY 33

OERLAND(ENOL)

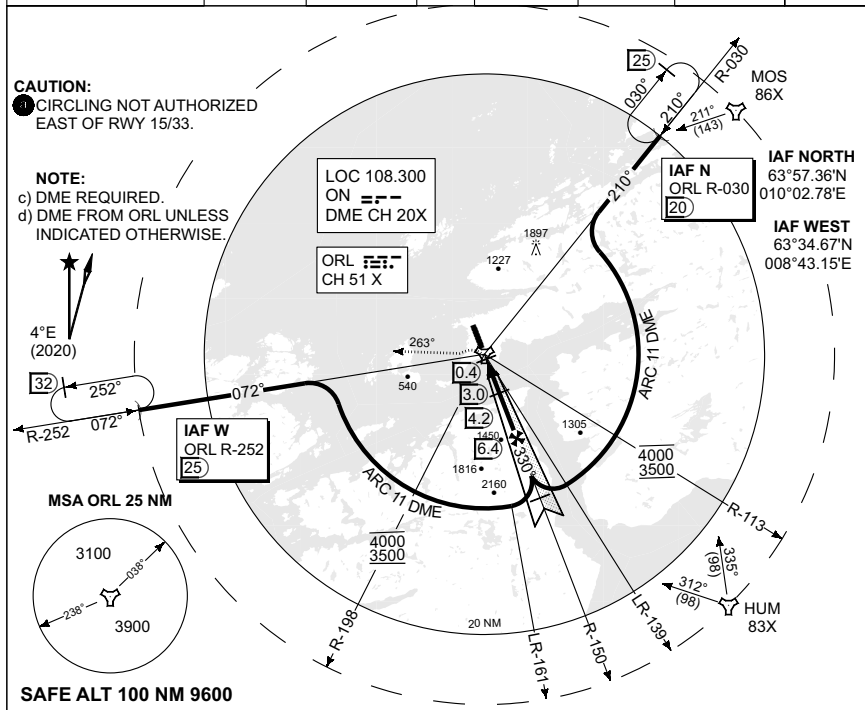
ATIS 119.330	OERLAND ARR 126.205 278.650	OERLAND APP 118.255 268.200	OERLAND TWR 118.705 308.850
ILS/DME ON 108.300 / CH 20X	APP COURSE 330°	GS INTCP ALT 2500	GS 3.3°
		DA 230	THR ELEV 30
		ALS-LENGTH 450 m	LDA 10292

CAUTION:

1. CIRCLING NOT AUTHORIZED
EAST OF RWY 15/33.

NOTE:

- c) DME REQUIRED.
d) DME FROM ORL UNLESS
INDICATED OTHERWISE.



SAFE ALT 100 NM 9600

GP INOP (CDFA 3.3° / 5.77%)								
DME ORL (NM)	1	2	3	4	5	6	7	8
THR 33 (NM)	1.5	2.5	3.5	4.5	5.5	6.5	-	-
ALT	600	950	1300	1650	2000	2350	-	-

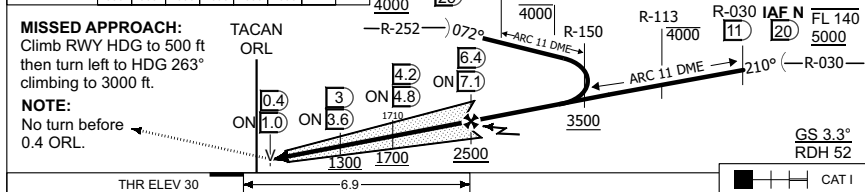
TA 7000

MISSED APPROACH:

Climb RWY HDG to 500 ft
then turn left to HDG 263°
climbing to 3000 ft.

NOTE:

No turn before
0.4 ORL.



CATEGORY	HPMA
S-ILS	230 - 0.8 200 (200 - 0.8/1.2)
S-LOC	380 - 1.2 350 (400 - 1.2/1.5)
1. CIRCLING	630 - 3.2 600 (600 - 3.2)

HPMA ILS or LOC RWY 33

63°42.00' N
009°36.16' E

OERLAND(ENOL)

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 30

ILS M or LOC M RWY 33

OERLAND (ENOL)

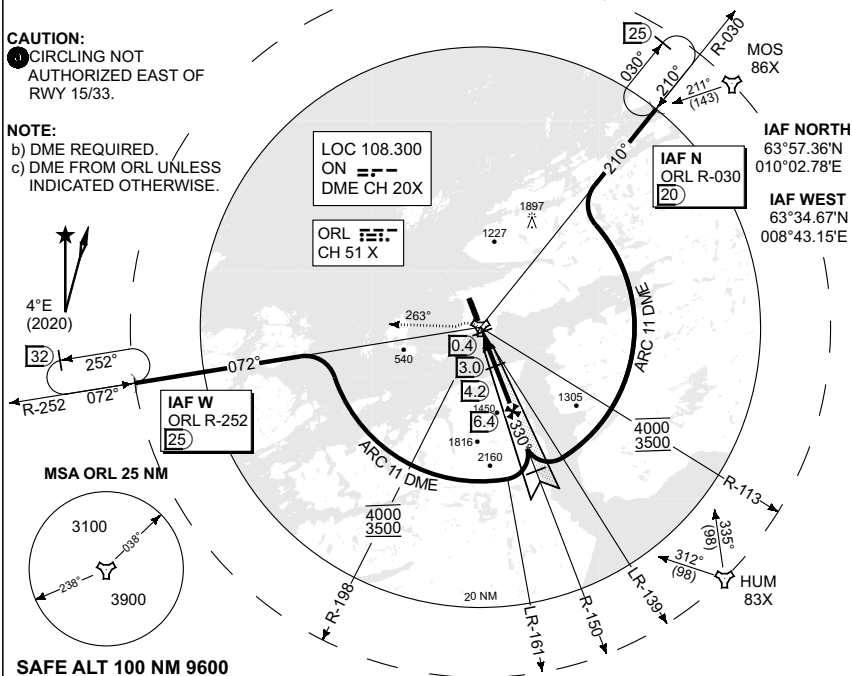
ATIS 119.330		OERLAND ARR 126.205 278.650		OERLAND APP 118.255 268.200		OERLAND TWR 118.705 308.850		
ILS/DME ON 108.300 / CH 20X		APP COURSE 330°	GS INTCP ALT 2500	GS 3.3°	DA See CAT	THR ELEV 30	ALS-LENGTH 450 m	LDA 10292

CAUTION:

- ① CIRCLING NOT
AUTHORIZED EAST OF
RWY 15/33.

NOTE:

- b) DME REQUIRED.
c) DME FROM ORL UNLESS
INDICATED OTHERWISE.



SAFE ALT 100 NM 9600

GP INOP (CDFA 3.3° / 5.77%)								TA 7000	
DME ORL (NM)	1	2	3	4	5	6	7	8	
THR 33 (NM)	1.5	2.5	3.5	4.5	5.5	6.5	-	-	
ALT	600	950	1300	1650	2000	2350	-	-	

MISSED APPROACH:
Climb RWY HDG to 500 ft
then turn left to HDG 263°
climbing to 3000 ft.

NOTE:
No turn before
0.4 ORL.

TACAN ORL

THR ELEV 30

6.9

CAT I

CATEGORY	B	C	D	E
S-ILS	234 - 0.8 204 (300 - 0.8/1.2)	243 - 0.8 213 (300 - 0.8/1.2)	254 - 0.8 224 (300 - 0.8/1.2)	274 - 0.8 244 (300 - 0.8/1.2)
S-LOC	380 - 1.2 350 (400 - 1.2/1.6)			
① CIRCLING	560 - 2.4 530 (600 - 2.4)	990 - 4.5 960 (1000 - 4.5)	1000 - 4.5 970 (1000 - 4.5)	1980 - 5.0 1950 (2000 - 5.0)

ILS M or LOC M RWY 33

63°42.00' N
009°36.16' E

OERLAND(ENOL)

MIPS

INSTRUMENT APPROACH CHART

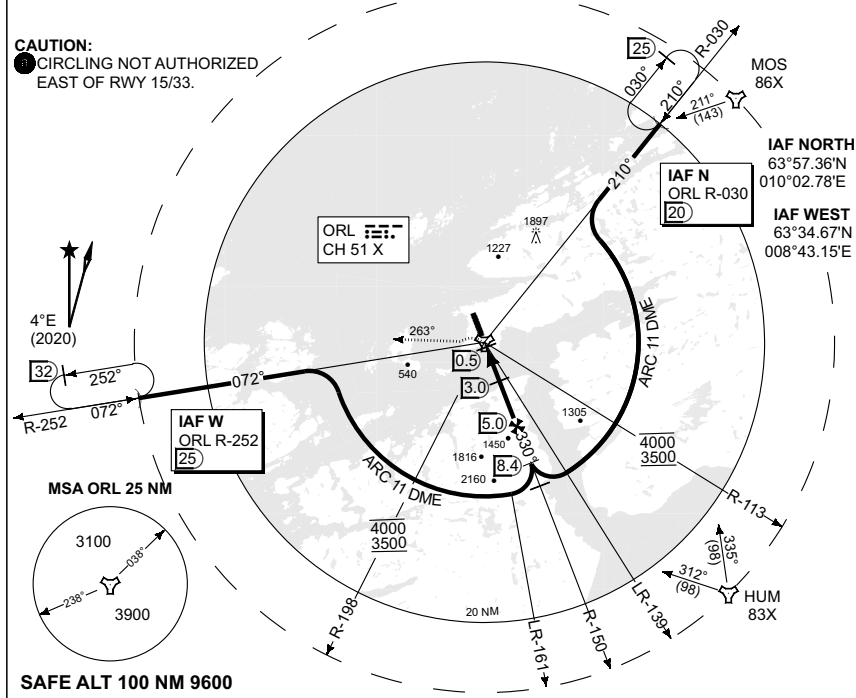
AD ELEV 30

TACAN RWY 33
OERLAND(ENOL)

ATIS 119.330		OERLAND ARR 126.205 278.650		OERLAND APP 118.255 268.200		OERLAND TWR 118.705 308.850	
TACAN ORL CH 51X	APP COURSE 330°	FAF ALT 2100	Descent GR 6.1% (3.5°)	MDA 440	THR ELEV 30	ALS-LENGTH 450 m	LDA 10292

CAUTION:

- ① CIRCLING NOT AUTHORIZED
EAST OF RWY 15/33.

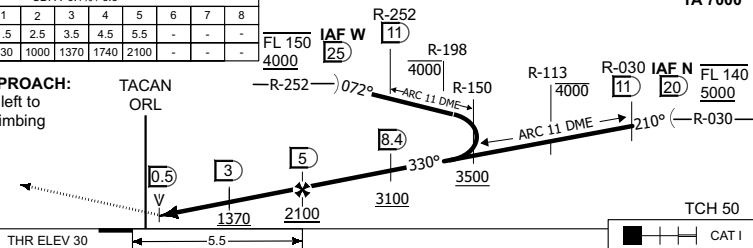


CDFA 6.1% / 3.5°								
DME ORL (NM)	1	2	3	4	5	6	7	8
THR 33 (NM)	1.5	2.5	3.5	4.5	5.5	-	-	-
ALT	630	1000	1370	1740	2100	-	-	-

TA 7000

MISSED APPROACH:

At Mapt turn left to
HDG 263° climbing
to 3000 ft.

TACAN
ORL

TCH 50

CAT I

CATEGORY	B	C	D	E
S-TAC	440 - 1.5 410 (500 - 1.5/1.9)			
① CIRCLING	560 - 2.4 530 (600 - 2.4)	990 - 4.5 960 (1000 - 4.5)	1000 - 4.5 970 (1000 - 4.5)	1980 - 5.0 1950 (2000 - 5.0)

TACAN RWY 33

63°42.00' N
009°36.16' E

OERLAND(ENOL)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 30

TACAN RWY 33Y
OERLAND (ENOL)

ATIS 119.330		OERLAND ARR 126.205 278.650		OERLAND APP 118.255 268.200		OERLAND TWR 118.705 308.850	
TACAN ORL CH 51X	APP COURSE 319°	FAF ALT 2100	Descent GR 6.1% (3.5°)	MDA SEE CAT	THR ELEV 29	ALS LENGTH N/A	LDA 9022

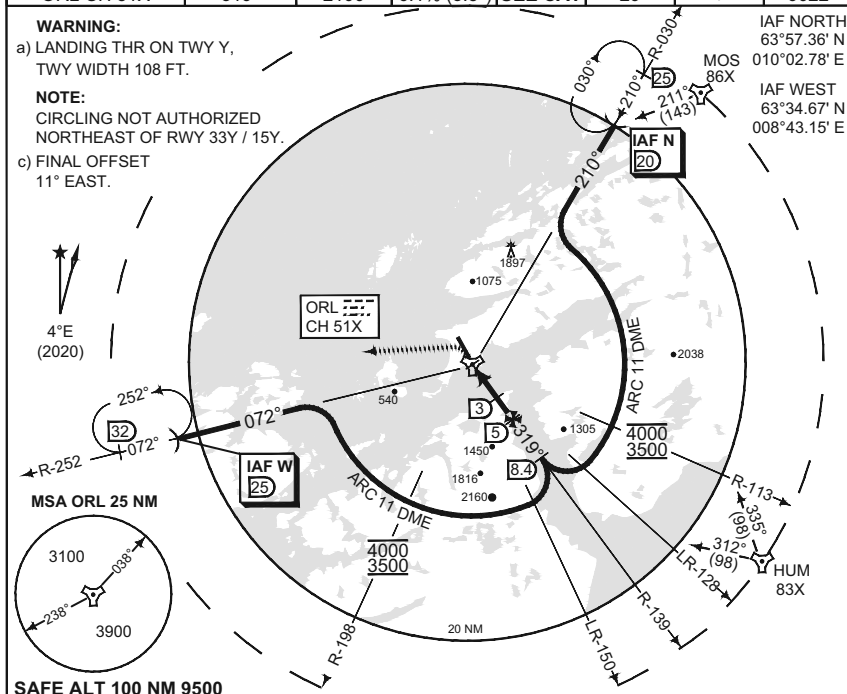
WARNING:

- a) LANDING THR ON TWY Y,
TWY WIDTH 108 FT.

NOTE:

CIRCLING NOT AUTHORIZED
NORTHEAST OF RWY 33Y / 15Y.

- c) FINAL OFFSET
11° EAST.

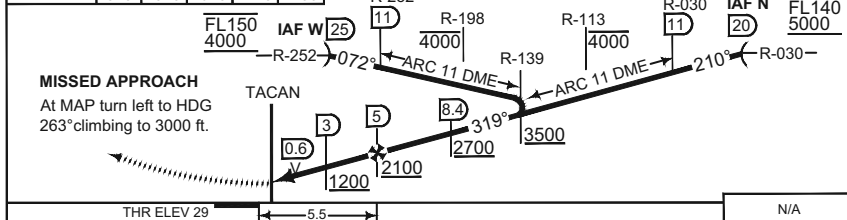


SAFE ALT 100 NM 9500

DME ORL	1	2	3	4	5	TA 7000
ALT	640	1010	1370	1740	2100	FL140 5000

MISSED APPROACH

At MAP turn left to HDG
263° climbing to 3000 ft.

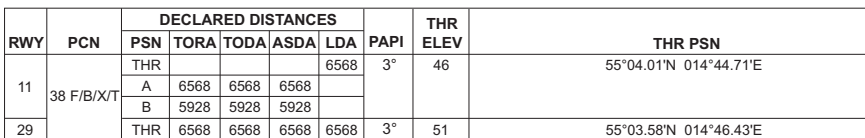


CHANGES FREQUENCIES	CATEGORY	B	C	D	E
MIPS	S-TAC 33Y	490 - 2.2	461 (500 - 2.2)		510 - 2.3 481 (500 - 2.3)
	CIRCLING	560 - 2.4 530 (600 - 2.4)	990 - 4.5	960 (1000 - 4.5)	1980 - 5.0 1950 (2000 - 5.0)

TACAN RWY 33Y

63°42.00' N
009°36.16' E

OERLAND (ENOL)

ROENNE (EKRN)

RWY 29: Climb straight ahead to at least 500 FT MSL before turn is commenced. Procedure design gradient 4.5% up to 800 FT MSL, due to cranes 525 FT, 2.1 NM NW from THR.

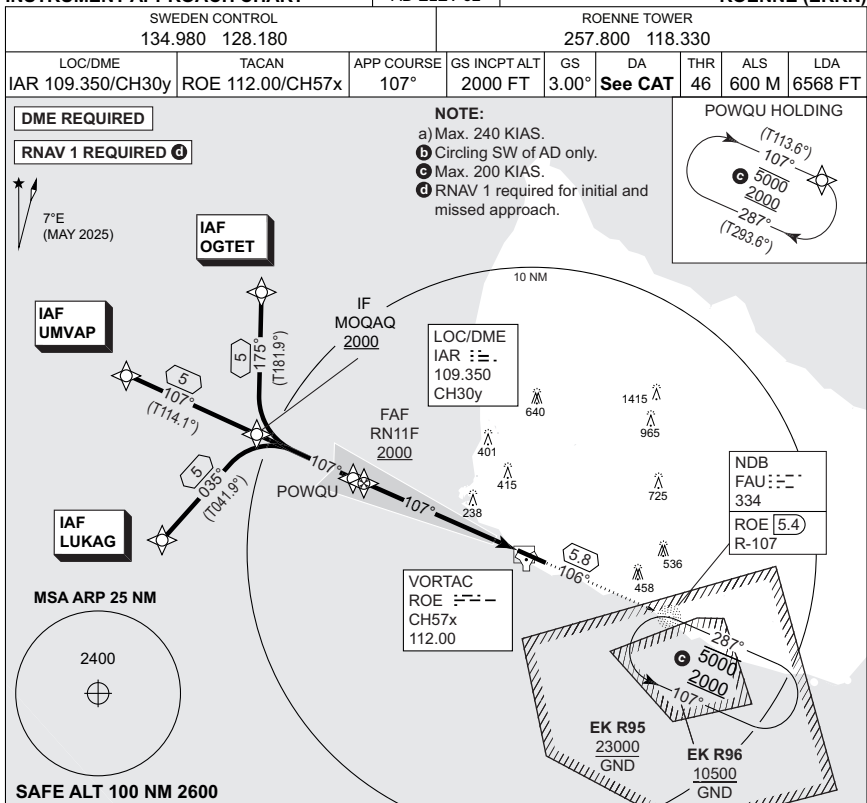
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	NOT AVAILABLE								
SRA	NOT AVAILABLE								

ROENNE (EKRN)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 52

ILS or LOC RWY 11
ROENNE (EKRN)



TA 5000 GS 3.00° RDH 55		IF MOQAQ ROE 10.6 IAR 10.3		FAF/FAP RN11F ROE 6.3 IAR 6.0		VORTAC ROE		NDB FAU	
From IAF		2000		2000		650			
CAT I		6.0		THR ELEV 46					

ILS or LOC RWY 11

55°03.80'N
014°45.58'E

ROENNE (EKRN)

CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 52

ILS or LOC RWY 29
ROENNE (EKRN)SWEDEN CONTROL
134.980 128.180ROENNE TOWER
257.800 118.330

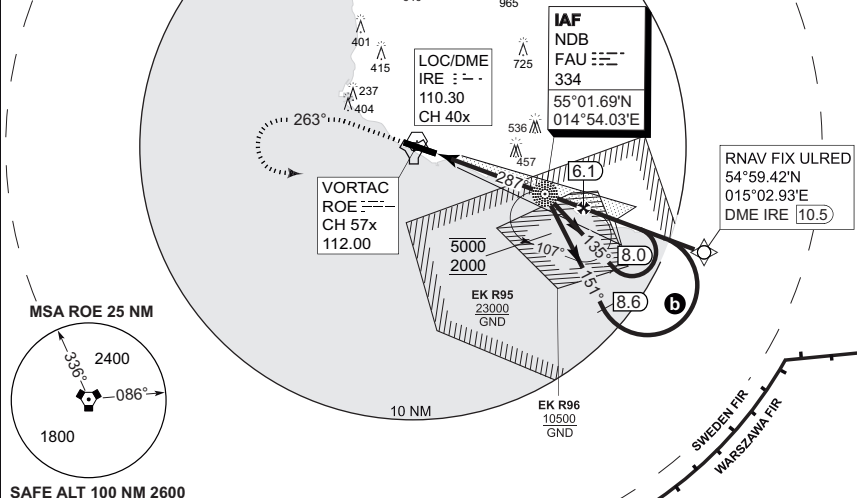
LOC/DME	VORTAC	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS length	LDA
IRE 110.30/CH40x	ROE 112.00/CH 57x	287°	2000 FT	3.0°	251	51	900 M	6568 FT

NOTES:

a CIRCLING SOUTH OF AERODROME ONLY**b** BASE TURN FAU OUTBOUND:

CAT. A-B 135°

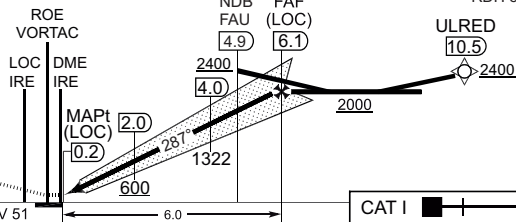
CAT. C-E 151° - MAX SPEED 220 KIAS

DME REQUIRED7.0°E
(MAY 2025)

LOC CDFA 3.00° / 5.2%					
DME IRE	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
ALT	690	1010	1330	1640	1960

MISSED APPROACH

Climb to minimum 700 ft, turn left and climb on track 263° to 2000 ft. Turn left to FAU NDB (ROE R-107, IRE DME 4.9) and hold.



CATEGORY	A	B	C	D	E
S-ILS 29			251 - 550 200 (200-0.8/1.2)		
S-LOC 29			400 - 900 349 (400-0.9/1.6)		
CIRCLING a	500 - 1.5 450 (500-1.5)	700 - 2.3 650 (700-2.3)	800 - 2.7 750 (800-2.7)	800 - 3.6 750 (800-3.6)	900 - 3.6 850 (900-3.6)

ILS or LOC RWY 29

55 03.80°N
014 45.58°E

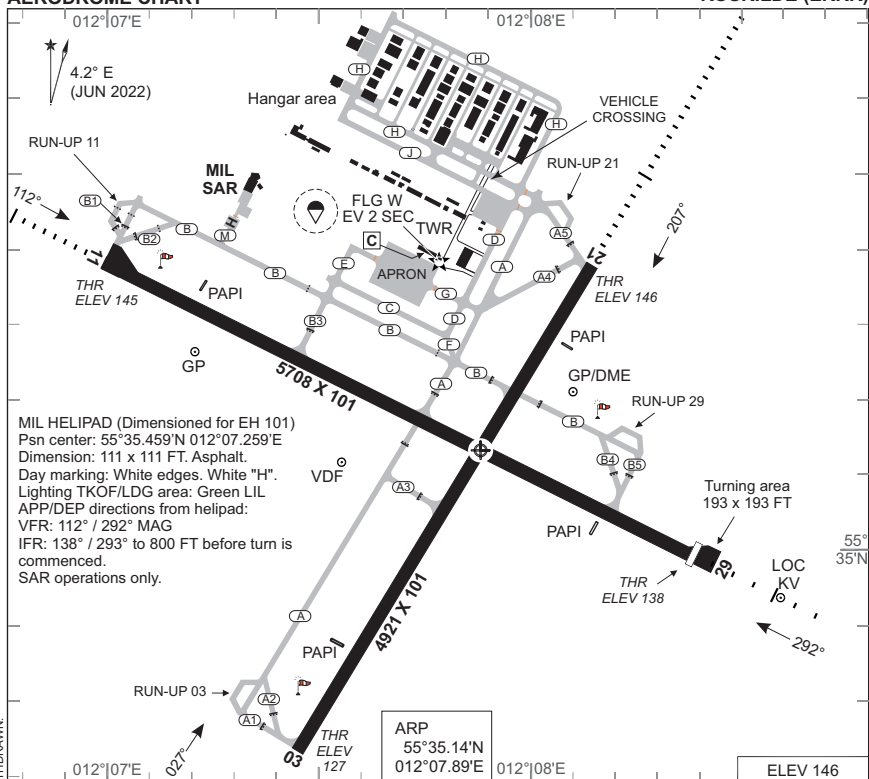
ROENNE (EKRN)

CHANGES: VAR. DIRECTIONS AND HOLDING ALTITUDE CHANGED

AIR COMMAND DENMARK - MIL. AIM 19 FEB 2025

AERODROME CHART

ROSKILDE (EKRK)



RWY	PCN	DECLARED DISTANCES					THR ELEV	RWY LIGHTING						THRPSN
		PSN	TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE	END	
03	30F/C/X/T	A1/2	4921	4921	4921	4921	127	LIH	3°			LIH	LIH	55°34.70'N 012°07.43'E
		A3	2483	2483	2483									
21		A4/5	4921	4921	4921	4921	146	LIH	3°			LIH	LIH	55°35.40'N 012°08.16'E
		B	3664	3664	3664									
11		B1/2	5708	5708	5902	5708	145	LIH	3°			LIH	LIH	55°35.40'N 012°06.94'E
		B3	3864	3864	4058									
36F/C/X/T		A	2673	2673	2867									
			5902	5902	5902	5708	138	LIH	3°			LIH	LIH	55°34.98'N 012°08.42'E
29		B4/5	4921	4921	4921									
		A	3070	3070	3070									

ROSKILDE ATIS 123.805
 ROSKILDE TWR 118.905 (119.655)
 ROSKILDE APP 125.530
 ROSKILDE HANDLING 131.555 (Handling, FPL etc.)
 COPENHAGEN INFORMATION 127.080 (Civil)

TAXI REGULATIONS
 Incoming traffic shall taxi via TWY C and TWY D, and outgoing traffic via TWY A and TWY B unless otherwise instructed by ATC.

AERODROME CHART

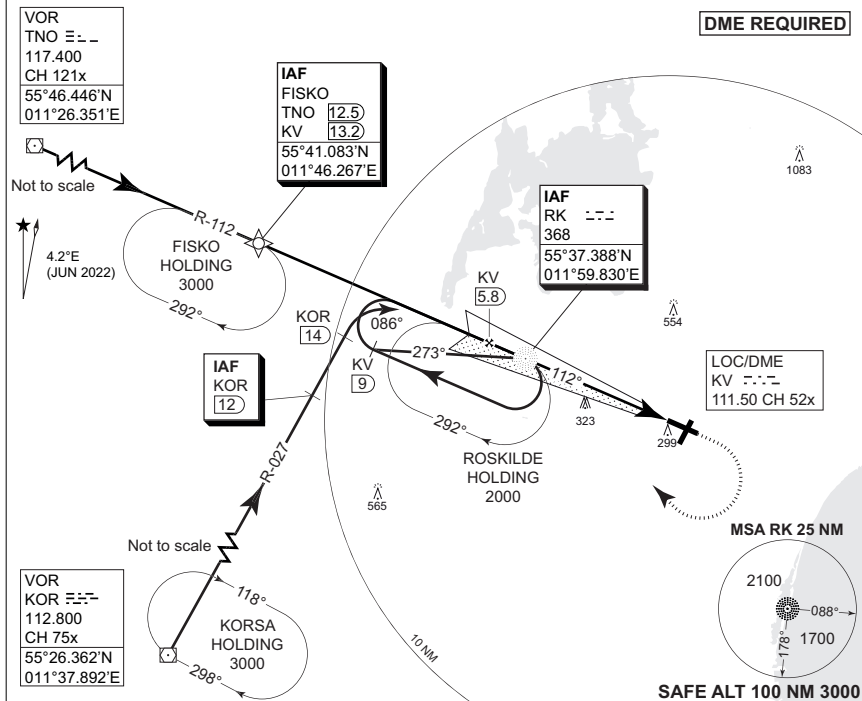
ROSKILDE (EKRK)

INSTRUMENT APPROACH CHART

ILS or LOC RWY 11 (CAT A-B)
ROSKILDE (EKRK)

COPENHAGEN APPROACH 119.805		ROSKILDE ATIS 123.805		ROSKILDE APPROACH 125.530		ROSKILDE TOWER 118.905 119.655	
LOC/DME KV 111.50 CH 52x	APP COURSE 112°	GS INTCP ALT 2000 FT	GS 3.00°	DA 345	THR ELEV 145 FT	ALS LENGTH 900 M	LDA 5708 FT

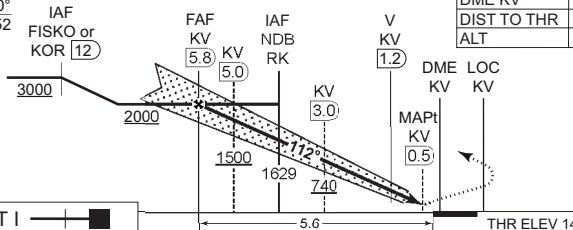
DME REQUIRED



TA 5000
GS 3.0°
RDH 52

LOC ONLY CDFA 3.0° / 5.3%

DME KV	5	4	3	2	1
DIST TO THR	4.8	3.8	2.8	1.8	0.8
ALT	1740	1420	1100	780	460



MISSED APPROACH

Climb to 500 FT then right turn climbing to 2000 FT to NDB RK.

CAT I

THR ELEV 145

CATEGORY		A	B
MIPS	S-ILS 11	345 - 550 200 (200-0.8/1.2)	
	S-LOC 11	520 - 1000 375 (400-1.0/1.7)	
	CIRCLING	610 - 1.5 464 (500-1.5)	850 - 1.6 704 (800-1.6)

ILS or LOC RWY 11 (CAT A-B)

55°35.13'N
012°07.89'E

ROSKILDE (EKRK)

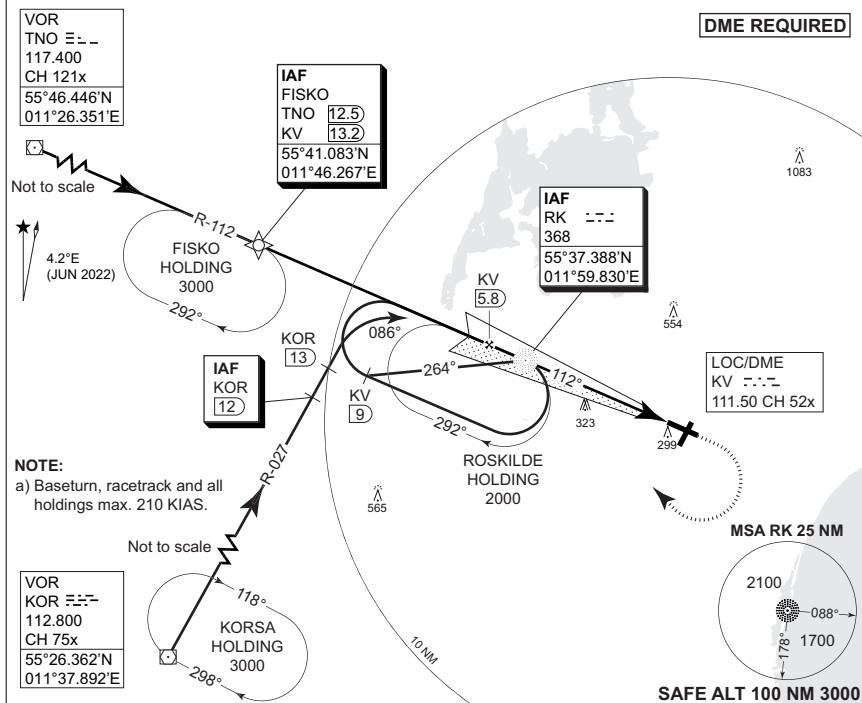
CHANGES: ATC FREQ CHG.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

INSTRUMENT APPROACH CHART

ILS or LOC RWY 11 (CAT C-E)
ROSKILDE (EKRK)

COPENHAGEN APPROACH		ROSKILDE ATIS		ROSKILDE APPROACH		ROSKILDE TOWER	
119.805		123.805		125.530		118.905 119.655	
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KV 111.50 CH 52x	112°	2000 FT	3.00°	SEE CAT	145 FT	900 M	5708 FT



TA 5000

GS 3.0°

RDH 52

IAF

FISCO or KOR

(12)

FAF

KV

(5.8)

IAF

NDB

RK

V

KV

(1.2)

DME

KV

LOC

KV

3000

2000

1500

1629

740

112°

MAPt

KV

(0.5)

5.6

THR ELEV 145

LOC ONLY CDFA 3.0° / 5.3%

DME KV	5	4	3	2	1
DIST TO THR	4.8	3.8	2.8	1.8	0.8
ALT	1740	1420	1100	780	460

MISSED APPROACH

Climb to 500 FT then right turn climbing to 2000 FT to NDB RK.

MAX IAS 185 KT until turn completed.

CAT I

CATEGORY		C	D	E
MPS	S-ILS 11 (MACG 2.5%)	439 - 650 294 (300-0.8/1.4)	449 - 700 304 (400-0.8/1.4)	467 - 800 322 (400-0.8/1.5)
	S-ILS 11 (MACG 5.0%)	345 - 550 200 (200-0.8/1.2)		
	S-LOC 11	520 - 1000 375 (400-1.0/1.7)		
	CIRCLING	950 - 2400 804 (900-2.4)	950 - 3600 804 (900-3.6)	1050 - 3600 904 (1000-3.6)

ILS or LOC RWY 11 (CAT C-E)

55°35.13'N
012°07.89'E

ROSKILDE (EKRK)

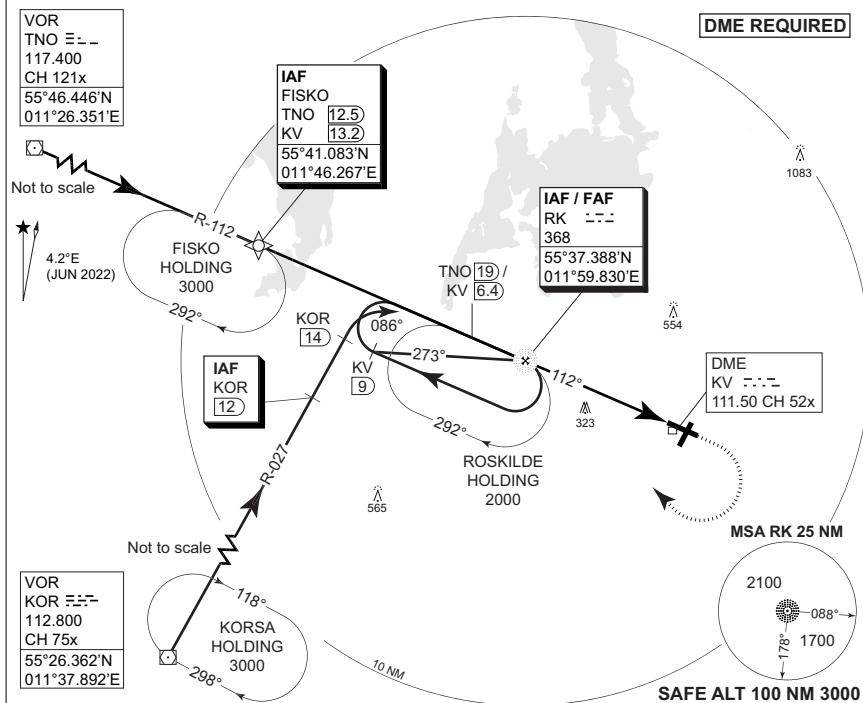
MIPS

INSTRUMENT APPROACH CHART

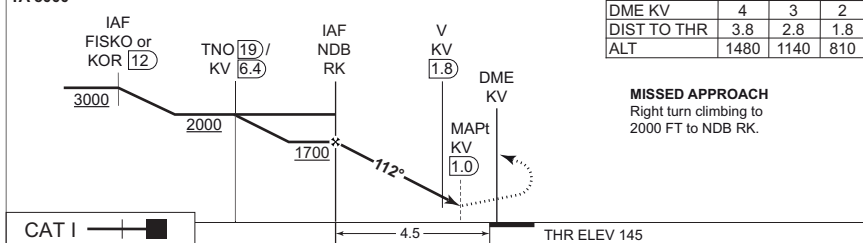
AD ELEV 146

NDB RWY 11 (CAT A-B)
ROSkilde (EKRK)

COPENHAGEN APPROACH			ROSKILDE ATIS		ROSKILDE APPROACH			ROSKILDE TOWER	
119.805			123.805		125.530			118.905 119.655	
NDB	DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA	
RK 368	KV CH 52x	112°	1700 FT	3.2° (5.51%)	740	145 FT	900 M	5708 FT	



TA 5000



CATEGORY		A	B
S-NDB 11		740 - 1500 595 (600-1.5/2.7)	
CIRCLING		740 - 1.5 594 (600-1.5)	850 - 1.6 704 (800-1.6)

NDB RWY 11 (CAT A-B)

55°35.13'N
012°07.89'E

ROSkilde (EKRK)

CHANGES: ATC FREQ CHG.

MIPS

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

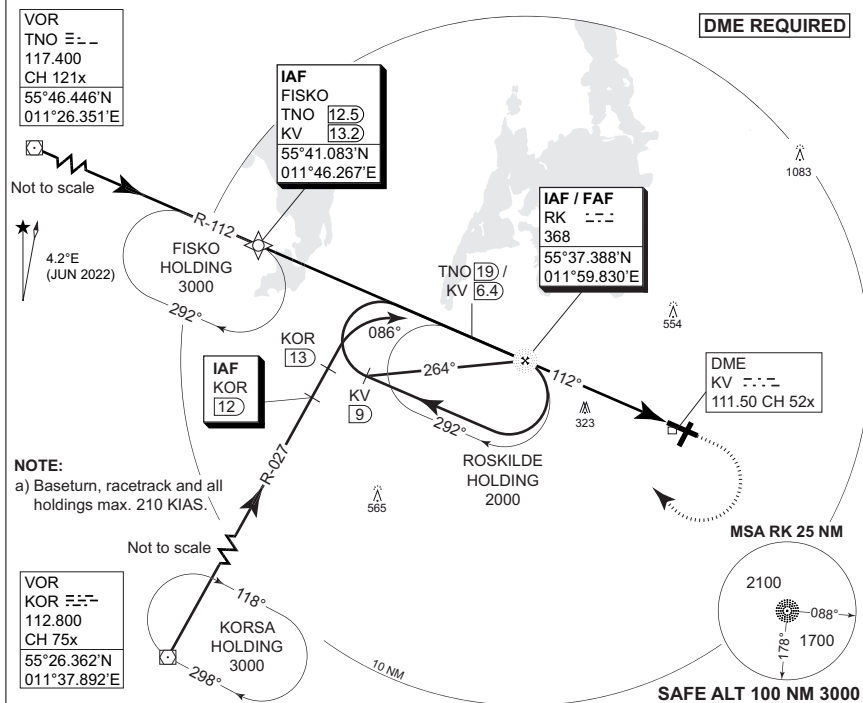
MIPS

INSTRUMENT APPROACH CHART

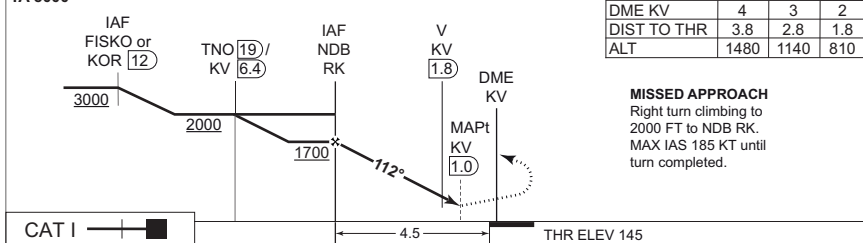
AD ELEV 146

NDB RWY 11 (CAT C-E)
ROSkilde (EKRK)

COPENHAGEN APPROACH 119.805			ROSKILDE ATIS 123.805		ROSKILDE APPROACH 125.530			ROSKILDE TOWER 118.905 119.655	
NDB RK 368	DME KV CH 52x	APP COURSE 112°	FAF ALT 1700 FT	DESCENT GR 3.2° (5.51%)	MDA 740	THR ELEV 145 FT	ALS LENGTH 900 M	LDA 5708 FT	



TA 5000



CATEGORY	C	D	E
S-NDB 11	740 - 2000 595 (600-2.0/2.7)		
CIRCLING	950 - 2400 804 (900-2.4)	950 - 3600 804 (900-3.6)	1050 - 3600 904 (1000-3.6)

NDB RWY 11 (CAT C-E)

55°35.13'N
012°07.89'E

ROSKILDE (EKRK)

CHANGES: ATC FREQ CHG.

MIPS

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

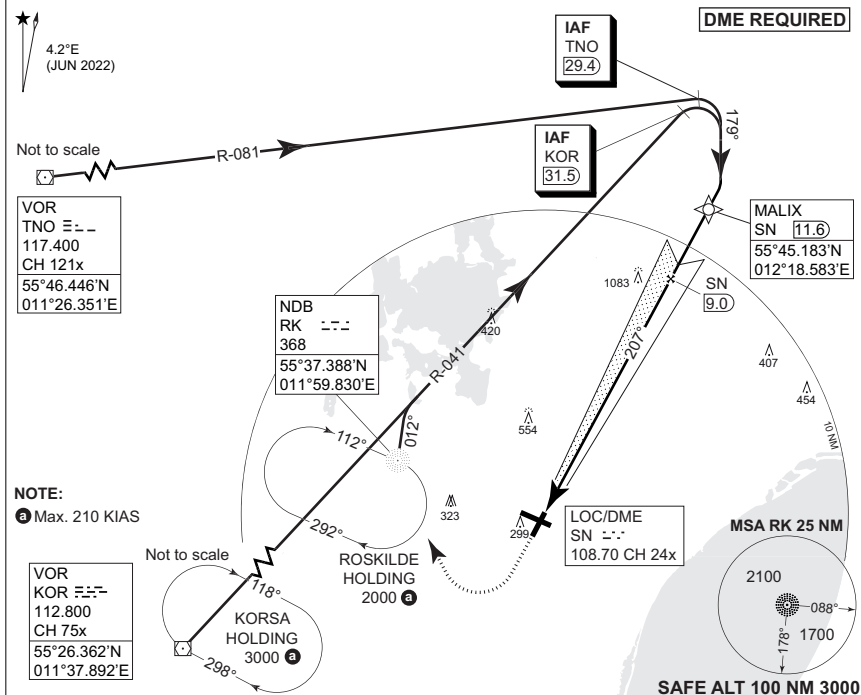
MIPS

INSTRUMENT APPROACH CHART

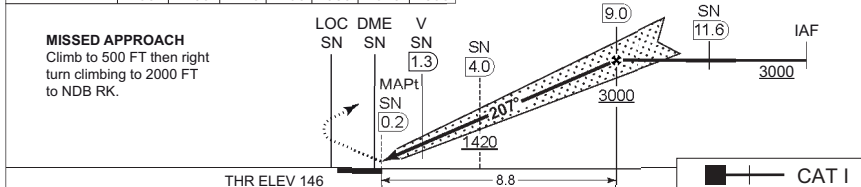
AD ELEV 146

ILS or LOC RWY 21
ROSkilde (EKRK)

COPENHAGEN APPROACH 119.805		ROSKILDE ATIS 123.805		ROSKILDE APPROACH 125.530		ROSKILDE TOWER 118.905 119.655	
LOC/DME SN 108.70 CH 24x	APP COURSE 207°	GS INTCP ALT 3000 FT	GS 3.00°	DA 346	THR ELEV 146 FT	ALS LENGTH 900 M	LDA 4921 FT



LOC ONLY CDFA 3.0° / 5.2%								
DME SN	2	3	4	5	6	7	8	
DIST TO THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	
ALT	780	1100	1420	1730	2050	2370	2680	



CATEGORY	A	B	C	D	E
S-ILS 21	346 - 550 200 (200-0.8/1.2)				
S-LOC 21	540 - 1100 394 (400-1.1/1.8)				
CIRCLING	610 - 1.5 464 (500-1.5)	850 - 1.6 704 (800-1.6)	950 - 2.4 804 (900-2.4)	950 - 3.6 804 (900-3.6)	1050 - 3.6 804 (1100-3.6)

ILS or LOC RWY 21

55°35.13'N
012°07.89'E

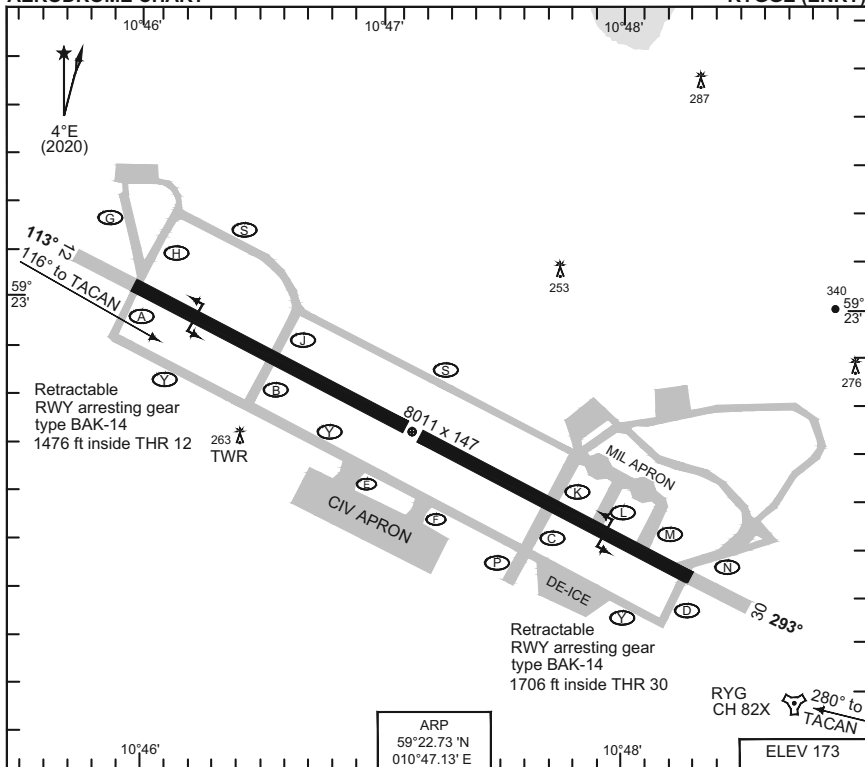
ROSkilde (EKRK)

CHANGES: ATC FREQ CHG.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

AERODROME CHART

RYGGE (ENRY)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
12	85 F/C/X/T	8011	8011	8822	8011	3.0°	168	59°23.02' N - 010°45.97' E
30	85 F/C/X/T	8011	8011	8208	8011	3.0°	169	59°22.43' N - 010°48.28' E

ATIS 136.180
 RYGGE GND 121.705
 RYGGE TWR 119.505 122.100 308.850 257.800

AERODROME CHART

RYGGE (ENRY)

**SID EAST
RYGGE (ENRY)**

		TA 7000
CHANGES FREQUENCIES	SID EAST RWY 12	- Climb RWY track to 1000 ft or RYG 2 DME, whichever occurs first, then turn left to intercept R-068 outbound to 18 DME. Maximum 250 KIAS. Cross 10 DME at 3000 ft. Follow ATC instruction. - Minimum climb gradient 4.6% (2.7°) to 3000 ft.
	SID EAST RWY 30	- Climb RWY track to 1000 ft or RYG 3.2 DME, whichever occurs first, then turn right to intercept R-068 outbound to 18 DME. Maximum 250 KIAS. Cross 10 DME at 3000 ft. Follow ATC instruction. - Minimum climb gradient 5.5% (3.2°) to 3000 ft.

RYGGE (ENRY)

CHANGES: FREQUENCIES

RNOAF 20 MAR 2025

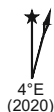
MIPS INSTRUMENT DEPARTURE CHART

**SID WEST
RYGGE (ENRY)**

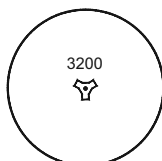
ATIS 136.180	RYGGE TWR 119.505 122.100 308.850				FARRIS APP 124.355 134.055					
POLARIS CONTROL 125.055	AD ELEV 173	RWY 12	GS (kt) V/V (fpm)	FROM-TO DER-4000	60 330	120 660	180 990	240 1320	300 1650	REASON
		30	V/V (fpm)	DER-4000	220	440	660	880	1100	ATC

WARNING:

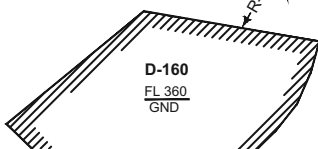
- CLOSE-IN OBSTACLES
RISING TERRAIN/VEGETATION
FROM DER RWY 30 TO 0.4 NM NW
MUST BE AVOIDED VISUALLY.



MSA RYG 25 NM



SAFE ALT 100 NM 8300



D-160
FL 360
GND

SWEDEN

TA 7000

SID WEST
RWY 12

- Climb RWY track to 1000 ft or 2 DME RYG, whichever occurs first, then turn right to intercept R-203 outbound to 20 DME. Maximum 250 KIAS. Cross 10 DME at 4000 ft. Follow ATC instruction.
- Minimum climb gradient 5.4% (3.1°) to 4000 ft.

● SID WEST
RWY 30

- Climb RWY track to 1000 ft or RYG 3.8 DME, whichever occurs first, then turn left to intercept R-203 outbound to 20 DME. Maximum 250 KIAS. Cross 10 DME at 4000 ft. Follow ATC instruction.
- Minimum climb gradient 3.6% (2.1°) to 4000 ft.

CHANGES/FREQUENCIES

RYGGE SID WEST

59°22.73' N
010°47.13' E

RYGGE (ENRY)

ENR-20 MAR 2025

MIPS INSTRUMENT APPROACH CHART

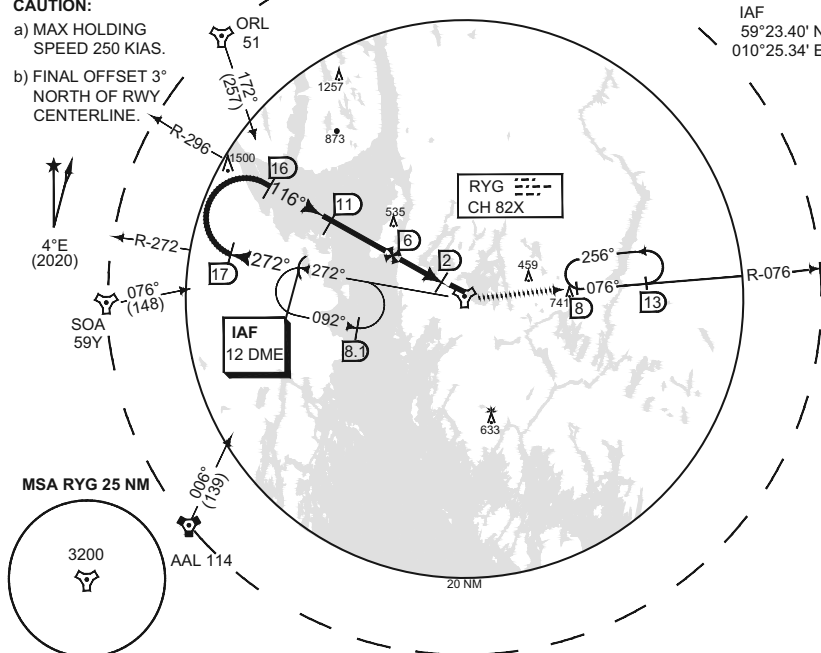
AD ELEV 173

**TACAN RWY 12
RYGGE (ENRY)**

ATIS		RYGGE GND		RYGGE TWR			FARRIS APP (WEST)		FARRIS APP (EAST)		
136.180		121.705		119.505 122.100 308.850			134.055		124.355		
TACAN		APP COURSE		FAF ALT		Descent GR		MDA		THR ELEV	
RYG CH 82X		116°		1600		5.2%(3.0°)		610		168	
										900 m	
										8011	

CAUTION:

- a) MAX HOLDING
SPEED 250 KIAS.
- b) FINAL OFFSET 3°
NORTH OF RWY,
CENTERLINE. ➤



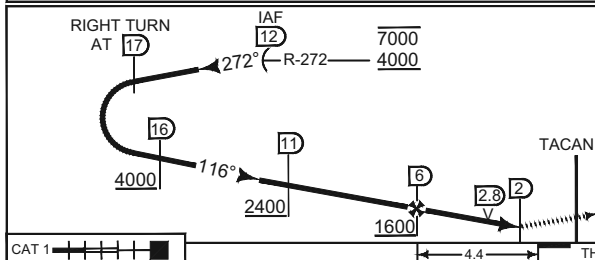
SAFE ALT 100 NM 8300

DME	5	4	3
ALT RYG	1290	980	660

TA 7000

MISSED APPROACH

At RYG 2 DME climb 116°.
Passing 1000 ft turn left
to intercept R-076 outbound
and climb to 4000 ft.
Enter holding at R-076/13 DME.



CATEGORY		A	B	C	D	E
MPS	S-TAC 12	610 - 1400 442 (400-1.4/2.1)				
	CIRCLING	670 - 2.3 497 (500-2.3)	680 - 2.4 507 (600-2.4)	860 - 3.2 687 (700-3.2)	910 - 3.6 737 (800-3.6)	1150 - 4.5 977 (1000-4.5)

CHANGES: EDITORIALS.

2026 FEB 19 AF No. 2

TACAN RWY 12

59°22.73' N
010°47.13' E

RYGGE (ENRY)

MIPS INSTRUMENT APPROACH CHART

HPMA ILS or LOC RWY 30
RYGGE (ENRY)

AD ELEV 173

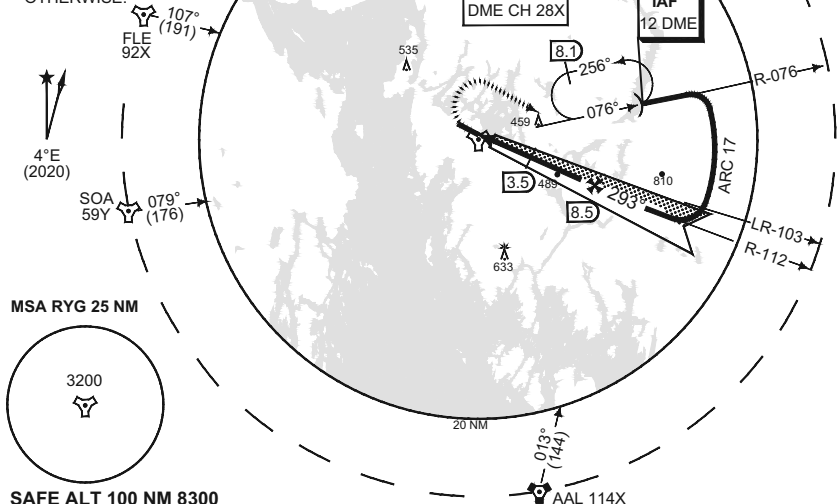
ATIS 136.180	RYGGE GND 121.705	RYGGE TWR 119.505 122.100 308.850	FARRIS APP (WEST) 134.055	FARRIS APP (EAST) 124.355
ILS/DME RY 109.100 / CH 28X	APP COURSE 293°	GS INTCP ALT 3000	GS 3.0°	DA 388
			THR ELEV 169	ALS 720 m
				LDA 8011

CAUTION:

- a) MAX HOLDING SPEED
250 KIAS.

NOTE:

- b) DME REQUIRED.
c) DME FROM RYG TAC
UNLESS INDICATED
OTHERWISE.

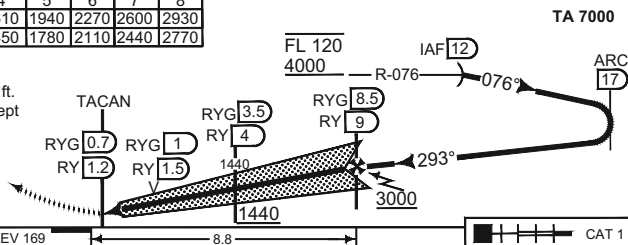


DME	2	3	4	5	6	7	8
ALT RYG	960	1290	1610	1940	2270	2600	2930
ALT RY	800	1130	1450	1780	2110	2440	2770

MISSED APPROACH

Climb RWY track to 1000 ft.
Then turn right and intercept
R-076 outbound to IAF.
Climb to 4000 ft and hold.

GS 3.0°
RDH 51



CATEGORY	HPMA
S-ILS 30	388 - 550 219 (300-0.8/1.2)
S-LOC 30	610 - 1400 441 (500-1.4/2.1)
CIRCLING	730 - 3.2 557 (600-3.2)

HPMA ILS or LOC RWY 30

58°22.73' N
010°47.13' E

RYGGE (ENRY)

CHANGES: FREQUENCIES

RYGGE 20 MAR 2025

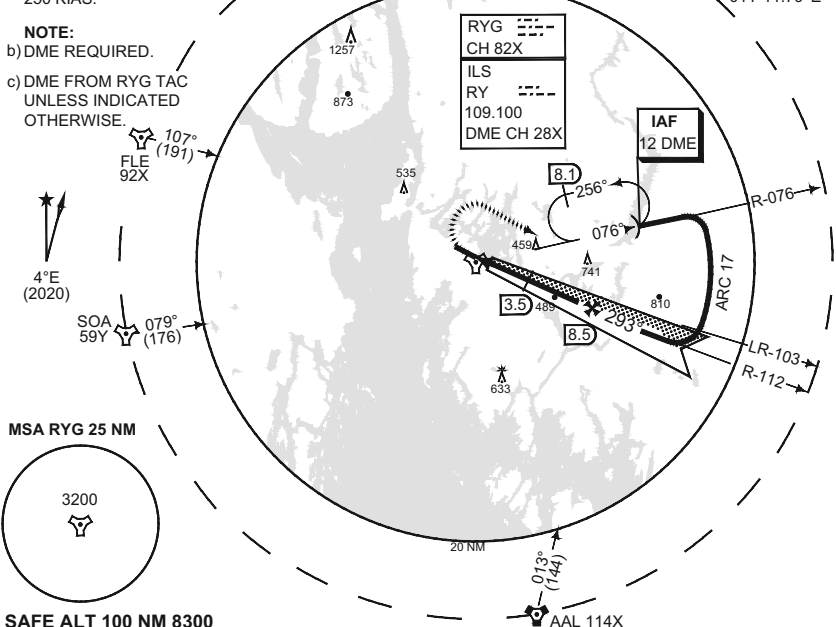
ILS M or LOC M RWY 30
RYGGE (ENRY)

ATIS 136.180		RYGGE GND 121.705		RYGGE TWR 119.505 122.100 308.850			FARRIS APP (WEST) 134.055		FARRIS APP (EAST) 124.355		
ILS/DME RY 109.100 / CH 28X		APP COURSE 293°		GS INTCP ALT 3000		DA 3.0° SEE CAT		THR ELEV 169		ALS LDA 720 m 8011	

a) MAX HOLDING SPEED
250 KIAS.

b) DME REQUIRED. /
c) DME FROM RYG TAC
UNLESS INDICATED
OTHERWISE.

IAF
59°24.23' N
011°11.79' E

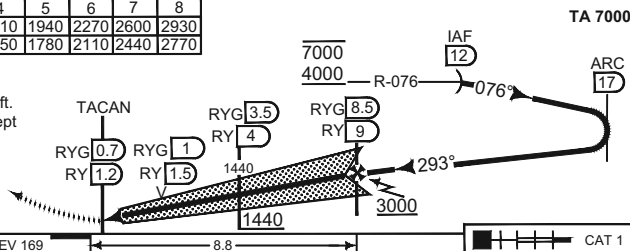


SAFE ALT 100 NM 8300

DME	2	3	4	5	6	7	8
ALT RYG	960	1290	1610	1940	2270	2600	2930
ALT RY	800	1130	1450	1780	2110	2440	2770

Climb RWY track to 1000 ft.
Then turn right and intercept
R-076 outbound to IAF.
Climb to 4000 ft and hold.

GS 3.0°
RDH 51



CATEGORY		A	B	C	D	E
MIPS	S-ILS 30	377 - 550 208 (300-0.8/1.2)	385 - 550 216 (300-0.8/1.2)	391 - 550 222 (300-0.8/1.2)	401 - 550 232 (300-0.8/1.2)	419 - 550 250 (300-0.8/1.3)
	S-LOC 30	610 - 1400 441 (500-1.4/2.1)				
	CIRCLING	670 - 2.3 497 (500-2.3)	670 - 2.3 497 (500-2.3)	860 - 3.2 687 (700-3.2)	880 - 3.6 707 (800-3.6)	1120 - 4.3 947 (1000-4.3)

ILS M or LOC M RWY 30

59°22.73' N
010°47.13' E

RYGGE (ENRY)

MIPS INSTRUMENT APPROACH CHART

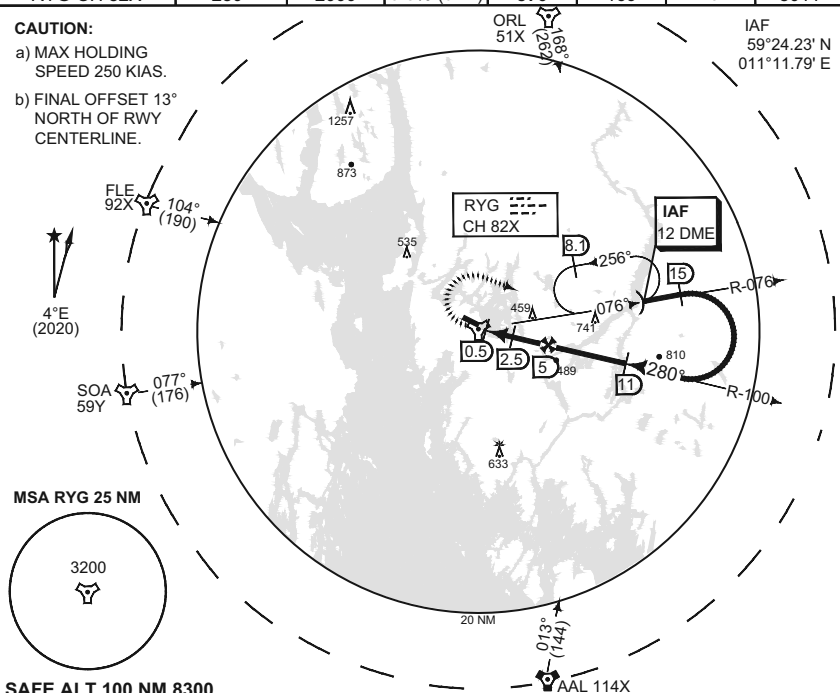
AD ELEV 173

TACAN RWY 30
RYGGE (ENRY)

ATIS 136.180	RYGGE GND 121.705	RYGGE TWR 119.505 122.100	308.850	FARRIS APP (WEST) 134.055	FARRIS APP (EAST) 124.355
TACAN RYG CH 82X	APP COURSE 280°	FAF ALT 2000	Descent GR 5.6% (3.2°)	MDA 570	THR ELEV 169
				ALS 720 m	LDA 8011

CAUTION:

- MAX HOLDING
SPEED 250 KIAS.
- FINAL OFFSET 13°
NORTH OF RWY
CENTERLINE.



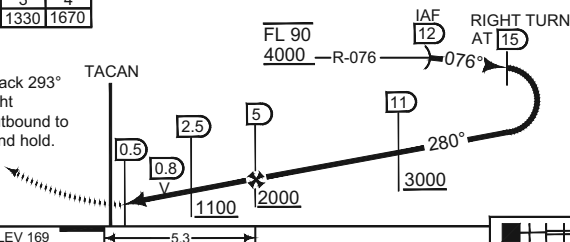
SAFE ALT 100 NM 8300

DME	1	2	3	4
ALT RYG	660	990	1330	1670

TA 7000

MISSED APPROACH

At 0.5 DME climb on track 293° to 1000 ft, then turn right and intercept R-076 outbound to IAF. Climb to 4000 ft and hold.



CATEGORY	A	B	C	D	E
S-TAC 30	570 - 1200 401 (500-1.2/1.9)				
CIRCLING	670 - 2.3 497 (500-2.3)	680 - 2.4 507 (600-2.4)	860 - 3.2 687 (700-3.2)	910 - 3.6 737 (800-3.6)	1150 - 4.5 977 (1000-4.5)

TACAN RWY 30

59°22.73' N
010°47.13' E

RYGGE (ENRY)

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR C CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

SKRYDSTRUP (EKSP)

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

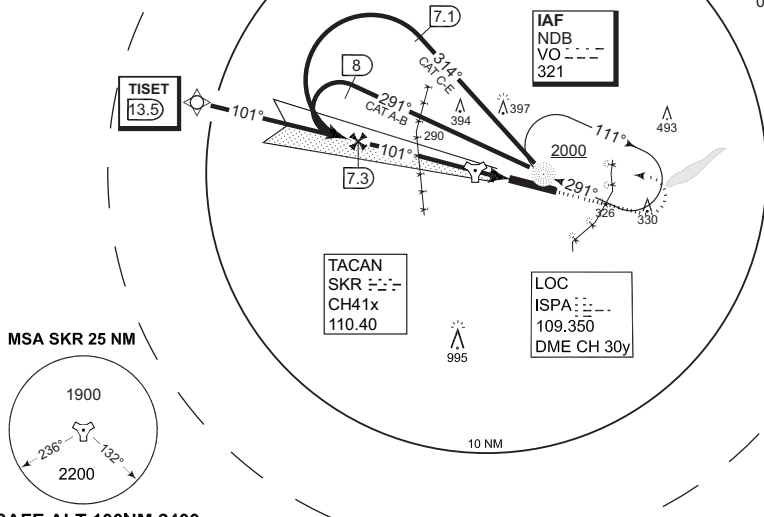
ADF AND DME REQUIRED

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

★
4.0°E
(JAN 2023)

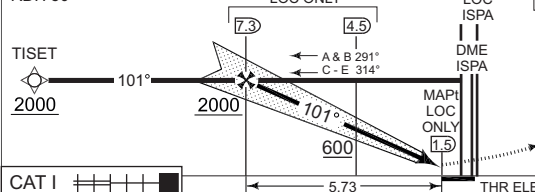


SAFE ALT 100NM 2400

TA 3000
GS 3.00°
RDH 50

NDB VO
LOC ISPA
DME ISPA

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



MISSED APPROACH

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

CATEGORY	A	B	C	D	E
S-ILS 10L			326	-550 200 (200-0.8/1.2)	
S-LOC 10L			410	-750 284 (300-0.8/1.4)	
CIRCLING	630 -1.5 489 (500-1.5)	700 -1.6 559 (600-1.6)	800 -2.4 659 (700-2.4)	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 19 FEB 2028

MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 10L
SKRYDSTRUP (EKSP)

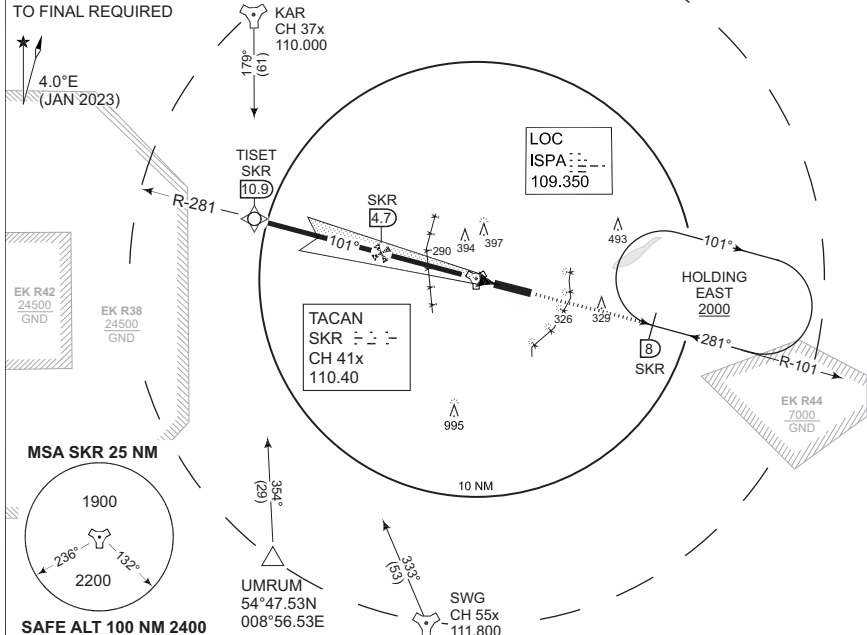
COPENHAGEN CONTROL 360.100 133.155		SKRYDSTRUP ATIS 133.905		SKRYDSTRUP APPROACH 280.750 124.105			SKRYDSTRUP TOWER 286.375 118.280	
TACAN SKR 110.40/CH 41x	LOC ISPA 109.35	APP COURSE 101 °	FAP/FAF ALT 2000 FT	GS 3.00°	DA 326	THR 126	ALS length 900 M	LDA 9863 FT

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

DME REQUIRED

TISET
55° 16.63'N
008° 54.41'E

NOTE: RADAR VECTORS
TO FINAL REQUIRED

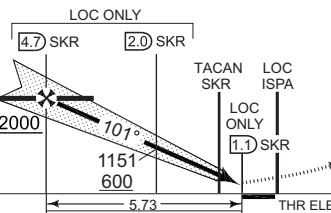


TA 3000
GS 3.00°
RDH 50

TISET SKR
10.9
2000

CAT I

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)

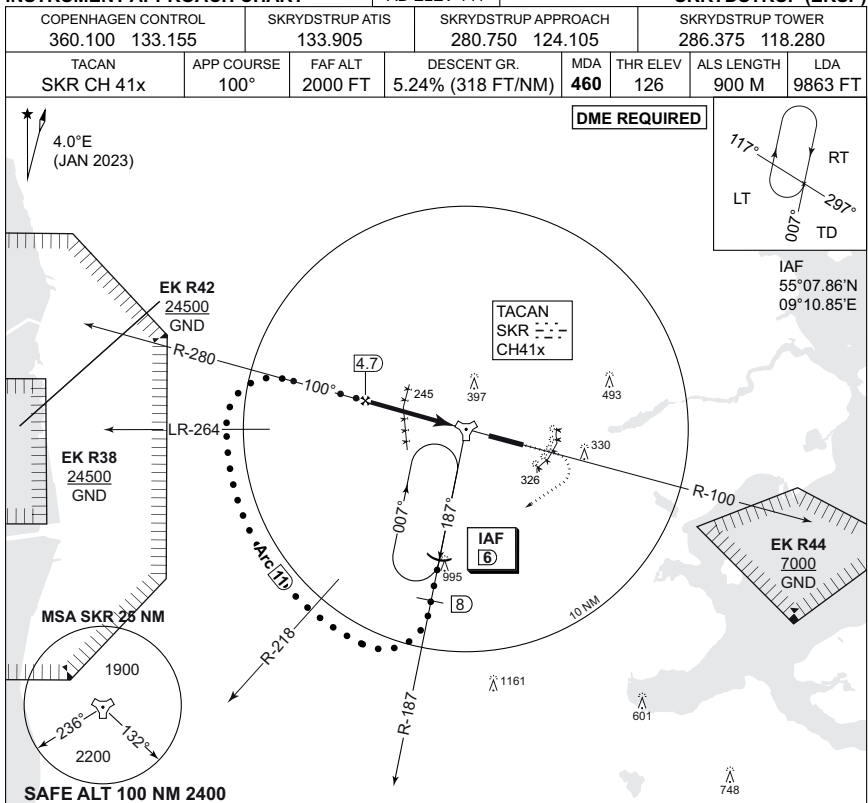
CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028

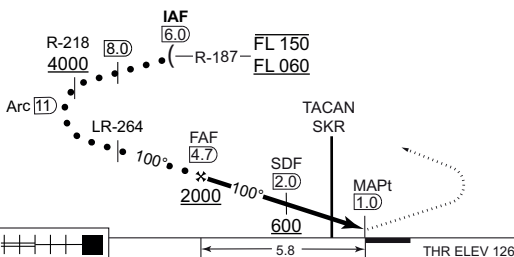
MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

HPMA TACAN RWY 10L SKRYDSTRUP (EKSP)



TA 3000



MISSED APPROACH

Climb on SKR R-100 to FL 60. When passing 2000 ft turn right inbound IAF (SKR R-187 DME 6)

CAT I

HPMA	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.

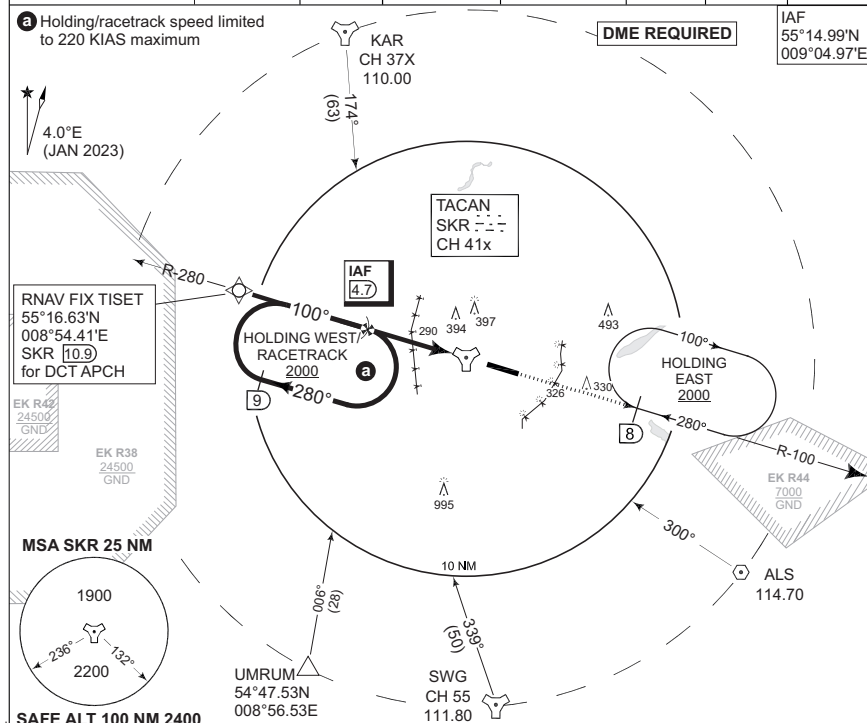
AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

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



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 19 FEB 2028

MIPS INSTRUMENT APPROACH CHART

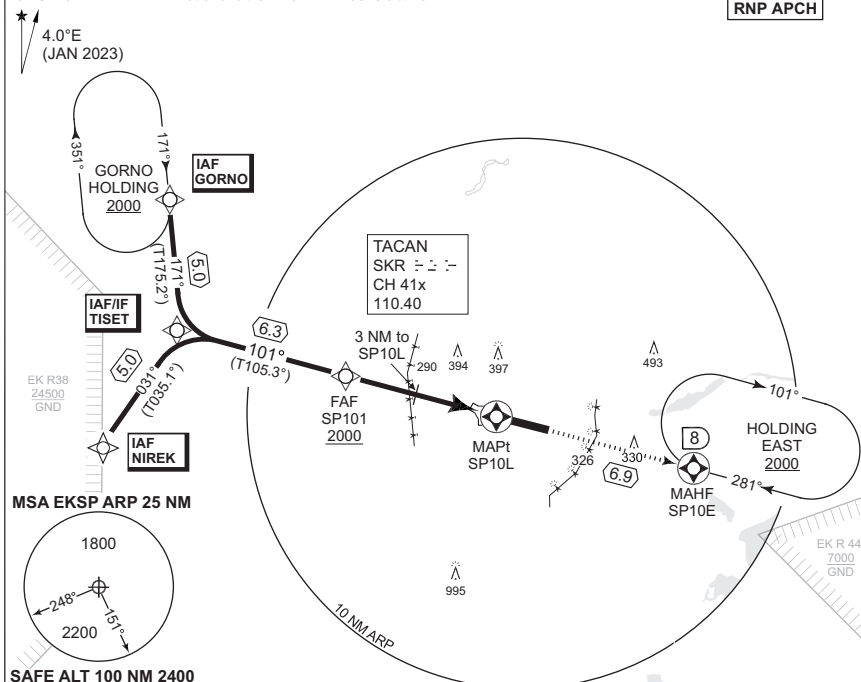
AD ELEV 141

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%)	MDA See CAT	THR ELEV 126	ALS LENGTH 900 M	LDA 9863 FT

CAUTION: IAF NIREK not available when EK R38 is active

RNP APCH

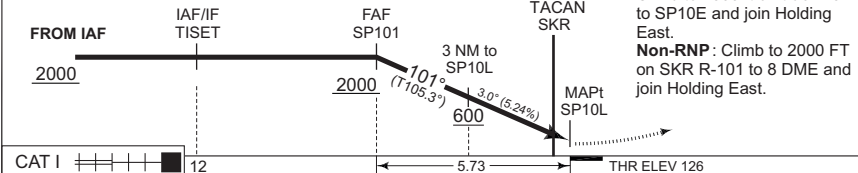


SAFE ALT 100 NM 2400

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

TA 3000
TCH 50

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



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

RNP RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028

EKSP RNP RWY 10L waypoint coordinates:**RWY 10L from GORNO (Initial LEFT) APPROACH RNP**

		CODING		DISPLAY
GORNO	IAF	55 21 36.42N	008 53 40.61E	55 21.607N 008 53.677E
TISET	IF	55 16 38.04N	008 54 24.63E	55 16.634N 008 54.411E
SP101	FAF	55 14 59.49N	009 04 58.83E	55 14.992N 009 04.981E
SP10L	MAPt	55 13 28.56N	009 14 38.19E	55 13.476N 009 14.637E
SP10E	MAHF	55 11 41.35N	009 26 14.79E	55 11.689N 009 26.247E

RWY 10L from NIREK (Initial RIGHT) APPROACH RNP

		CODING		DISPLAY
NIREK	IAF	55 12 32.90N	008 49 23.52E	55 12.548N 008 49.392E
TISET	IF	55 16 38.04N	008 54 24.63E	55 16.634N 008 54.411E
SP101	FAF	55 14 59.49N	009 04 58.83E	55 14.992N 009 04.981E
SP10L	MAPt	55 13 28.56N	009 14 38.19E	55 13.476N 009 14.637E
SP10E	MAHF	55 11 41.35N	009 26 14.79E	55 11.689N 009 26.247E

Threshold coordinates RWY 10L

		CODING	DISPLAY
RWY 10L		55 13 28.56N 009 14 38.19E	55 13.476N 009 14.637E

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

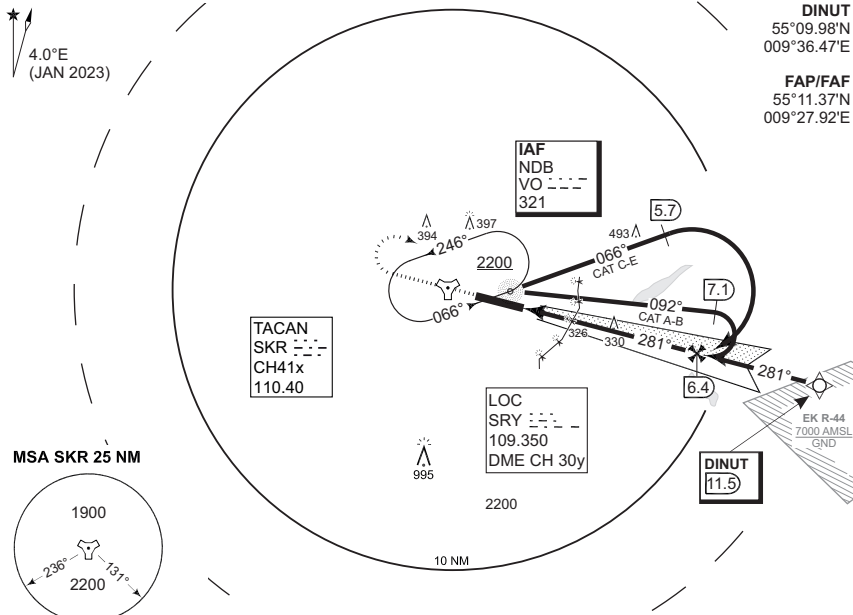
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

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

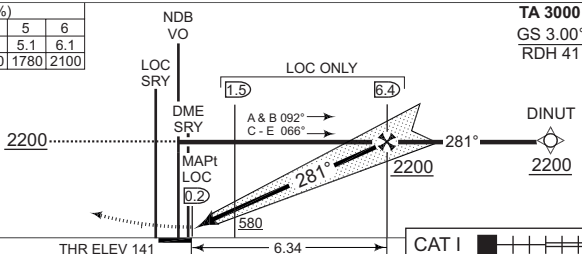


SAFE ALT 100NM 2400

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.



TA 3000
GS 3.00°
RDH 41

MPS	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

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED. CAT D CIRCLING MINIMA RAISED

AIR COMMAND DENMARK - MIL AIM 19 FEB 2028

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	

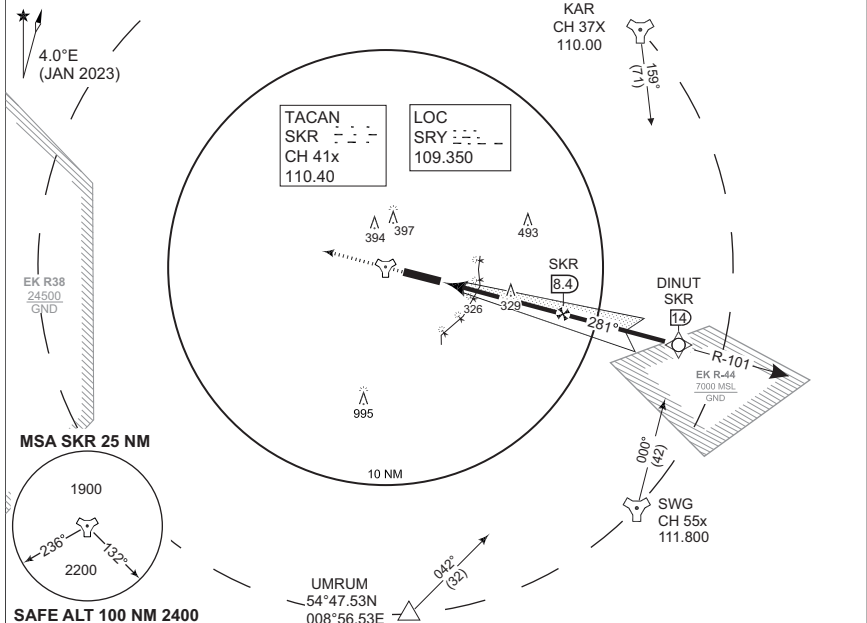
CAUTION:

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



SAFE ALT 100 NM 2400

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 283° 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.

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)

ILS or LOC Z RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: MAG VAR CORRECTED.

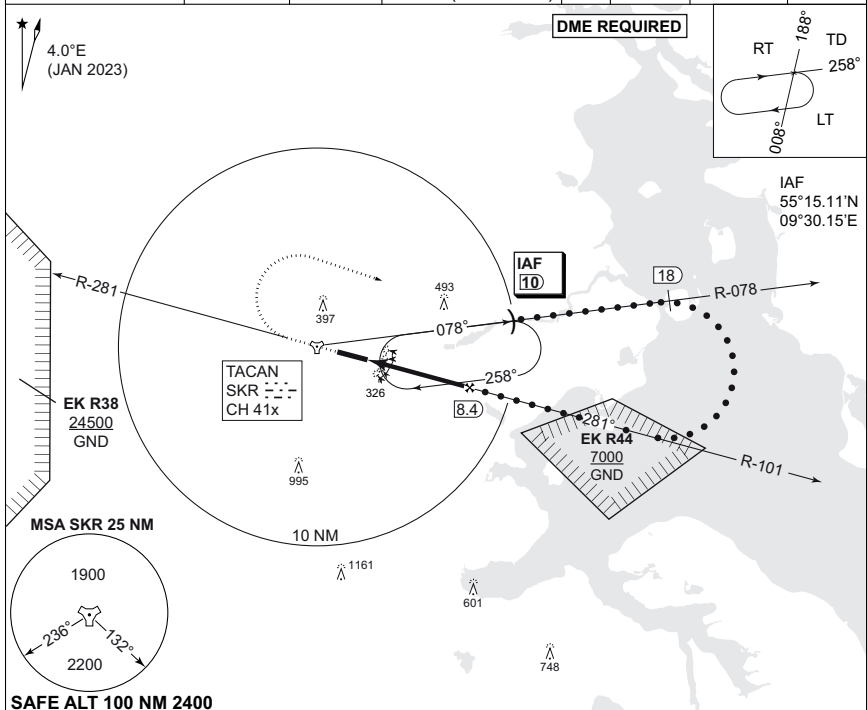
AIR COMMAND DENMARK - MIL AIM 19 FEB 2028

MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

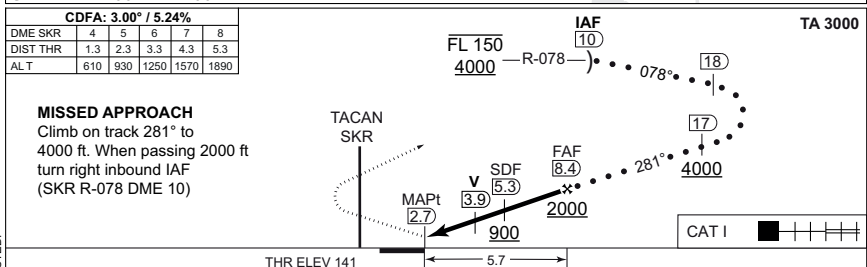
HPMA TACAN RWY 28R
SKRYDSTRUP (EKSP)

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. 5.24% (318 FT/NM)		MDA 580	THR ELEV 141	LDA 9863 FT



SAFE ALT 100 NM 2400

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
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 A1M 19 FEB 2026

TACAN RWY 28R
SKRYDSTRUP (EKSP)

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.

TACAN SKR



TACAN RWY 28R	55°13.53'N 009°15'84"E	SKRYDSTRUP (EKSP)
---------------	---------------------------	-------------------

CHANGES: MAG VAR CORRECTED.

AIR COMMAND DENMARK - MIL AIM 19 FEB 2026

MIPS INSTRUMENT APPROACH CHART

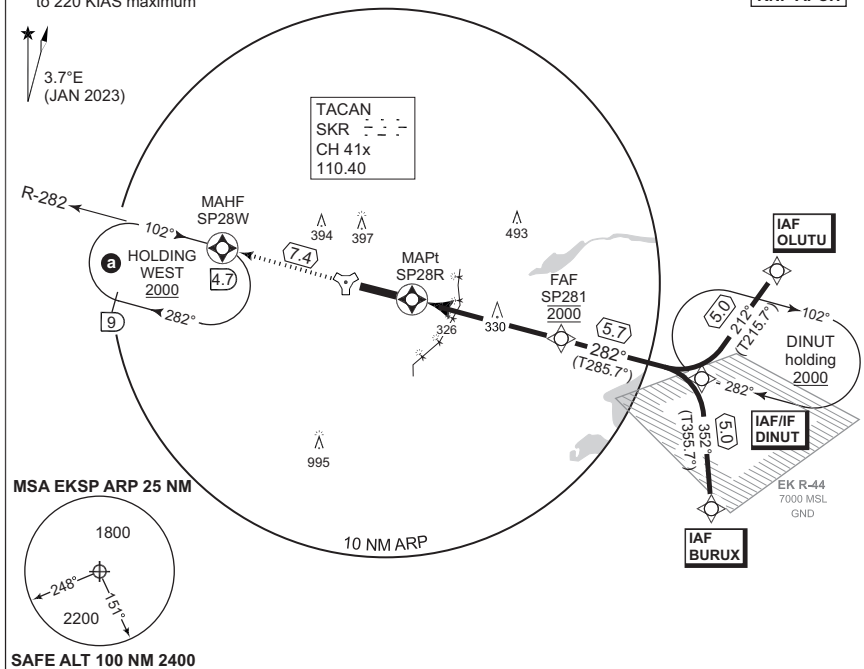
AD ELEV 141

RNP 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	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

RNP APCH

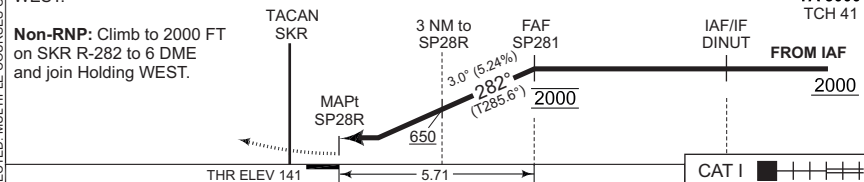


MISSED APPROACH RNP
Climb to 2000 ft on track 282° to SP28W and join Holding WEST.

Non-RNP: Climb to 2000 FT on SKR R-282 to 6 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)

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 19 FEB 2026

EKSP RNP RWY 28R waypoint coordinates:

RWY 28R from BURUX (Initial LEFT) APPROACH RNP

		CODING		DISPLAY
BURUX	IAF	55 05 00.81N	009 37 08.16E	55 05.014N 009 37.136E
DINUT	IAF/IF	55 09 59.00N	009 36 29.00E	55 09.983N 009 36.483E
SP281	FAF	55 11 31.71N	009 26 54.61E	55 11.529N 009 26.910E
SP28R	MAPt	55 13 02.67N	009 17 22.11E	55 13.045N 009 17.369E
SP28W	MAHF	55 14 59.44N	009 04 59.24E	55 14.991N 009 04.987E

RWY 28R from OLUTU (Initial RIGHT) APPROACH RNP

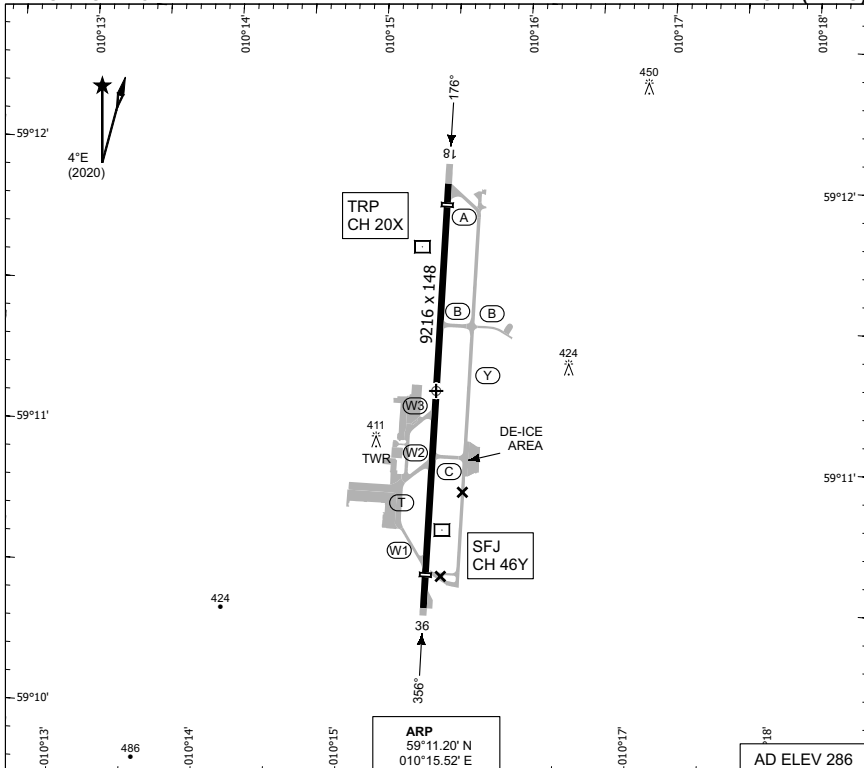
		CODING		DISPLAY
OLUTU	IAF	55 14 02.63N	009 41 35.27E	55 14.044N 009 41.588E
DINUT	IAF/IF	55 09 59.00N	009 36 29.00E	55 09.983N 009 36.483E
SP281	FAF	55 11 31.71N	009 26 54.61E	55 11.529N 009 26.910E
SP28R	MAPt	55 13 02.67N	009 17 22.11E	55 13.045N 009 17.369E
SP28W	MAHF	55 14 59.44N	009 04 59.24E	55 14.991N 009 04.987E

Threshold coordinates RWY 28R

		CODING	DISPLAY
RWY 28R		55 13 02.67N 009 17 22.11E	55 13.045N 009 17.369E

MIPS AERODROME CHART

TORP(ENTO)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
18	45/F/B/X/U	8494	8494	9380	8035	3.0°	282	59°11.86' N - 010°15.50' E
36	45/F/B/X/U	8757	8757	9642	8035	3.0°	255	59°10.54' N - 010°15.53' E

ATIS 119.080
TORP GND 126.180
TORP TWR 118.655

PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

AERODROME CHART

TORP(ENTO)

CHANGE: PERIODIC REVIEW

RNAV 30 OCT 2025

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 286

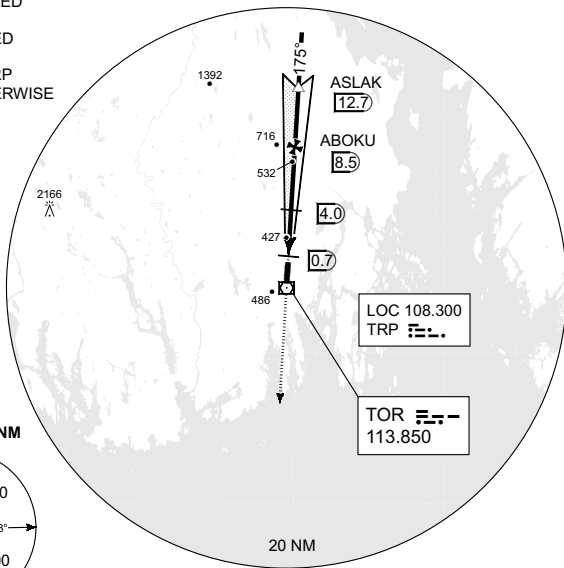
ILS M or LOC M RWY 18

TORP(ENTO)

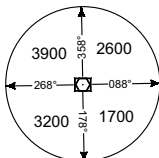
ATIS 119.080	FARRIS APP 134.055 275.400	TORP TWR 118.655	GND 126.180
LOC/DME TRP 108.300/CH 20X	APP COURSE 175°	GS INTCP ALT 3000	GS 3.0°
		DA See CAT	THR ELEV 282
		ALS-LENGTH 900 m	LDA 8035

NOTE:

- a) RADAR VECTORS TO FINAL REQUIRED
- b) DME REQUIRED
- c) DME FROM TRP UNLESS OTHERWISE INDICATED



MSA TOR 25 NM

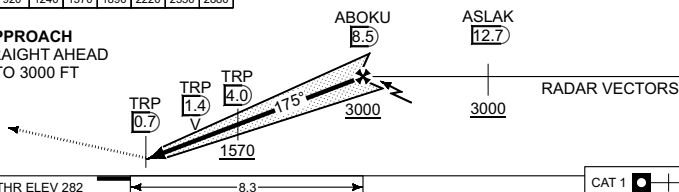


SAFE ALT 100 NM 8300

GP INOP (CDFA 3.0 / 5.24%)							
DME TRP (NM)	2	3	4	5	6	7	8
TRP 18 (NM)	1.8	2.8	3.8	4.8	5.8	6.8	7.8
ALT	920	1240	1570	1890	2220	2550	2880

TA 7000

MISSED APPROACH
CLIMB STRAIGHT AHEAD
HDG 175° TO 3000 FT

GS 3.0°
RDH 53

THR ELEV 282

8.3

CAT 1

CATEGORY	C	D	E
S-ILS	482 - 0.8 200 (200 - 0.8/1.2)	487 - 0.8 205 (300 - 0.8/1.2)	506 - 0.8 224 (300 - 0.8/1.2)
S-LOC		730 - 1.4 448 (500 - 1.4/2.1)	
CIRCLING	970 - 3.2 684 (700 - 3.2)	1000 - 3.3 714 (800 - 3.3)	1320 - 5.0 1034 (1100 - 5.0)

ILS M or LOC M RWY 18

59°11.20' N
010°15.52' E

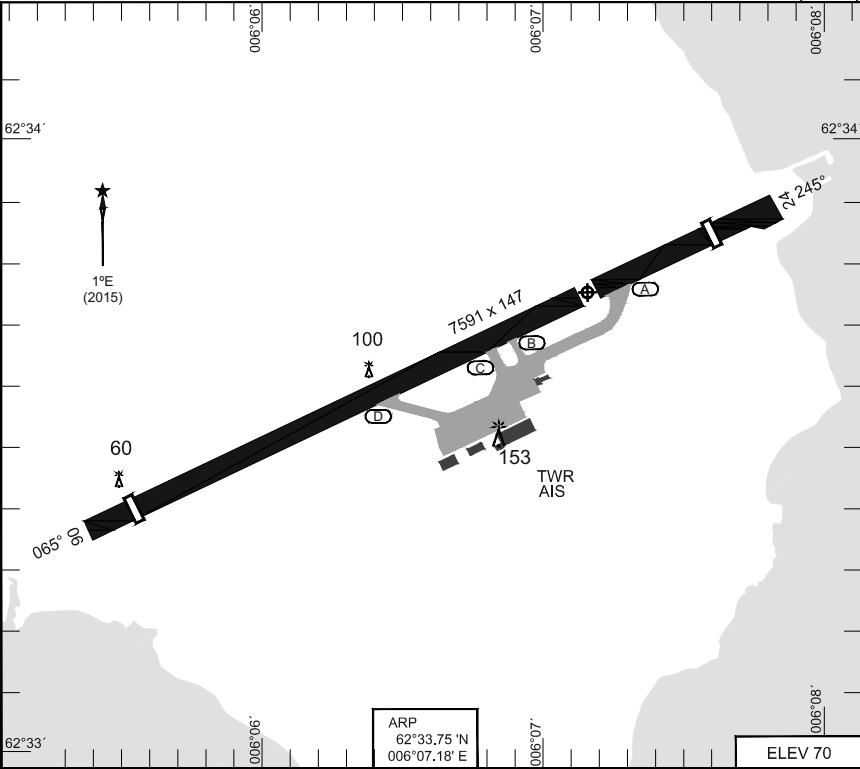
TORP(ENTO)

CHANGE COMPLETE REVISION

RNGAF 30 OCT 2025

AERODROME CHART

VIGRA (ENAL)



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI	TDZE	THR PSN
07	40 F/C/X/U	7099	7099	7591	6607		3.0°	67	62°33.39' N - 006°05.55' E
25	40 F/C/X/U	7591	7591	7739	6833		3.0°	69	62°33.84' N - 006°07.59' E

ATIS	128.650
VIGRA TWR	118.100

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

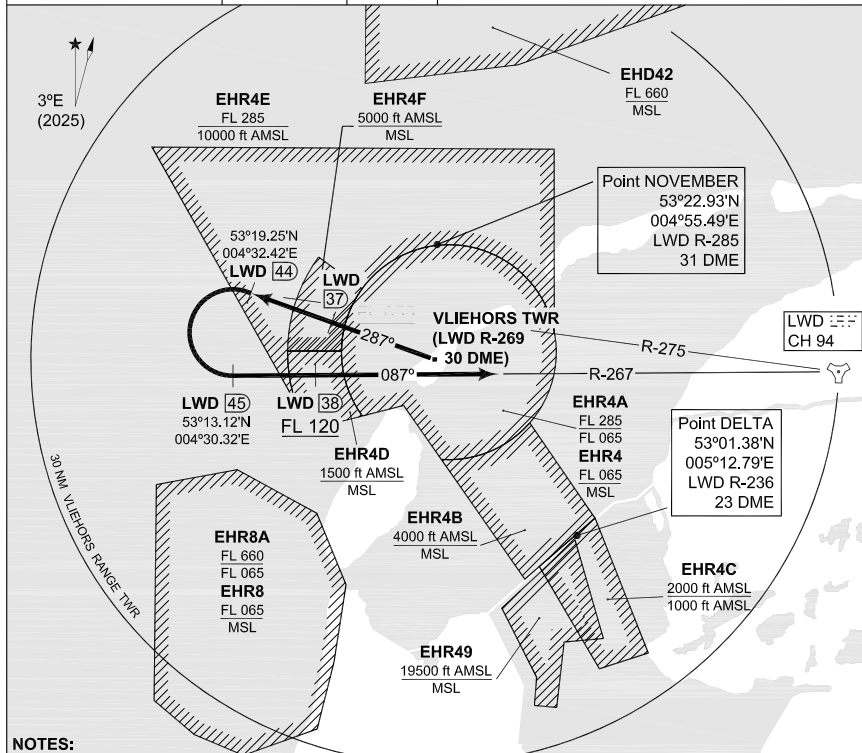
AERODROME CHART

VIGRA (ENAL)

CHANGES: EDITORIAL

RNOAF 08 AUG 2024

CORNFIELD 291.650	DUTCH MIL INFO 341.600 132.350		



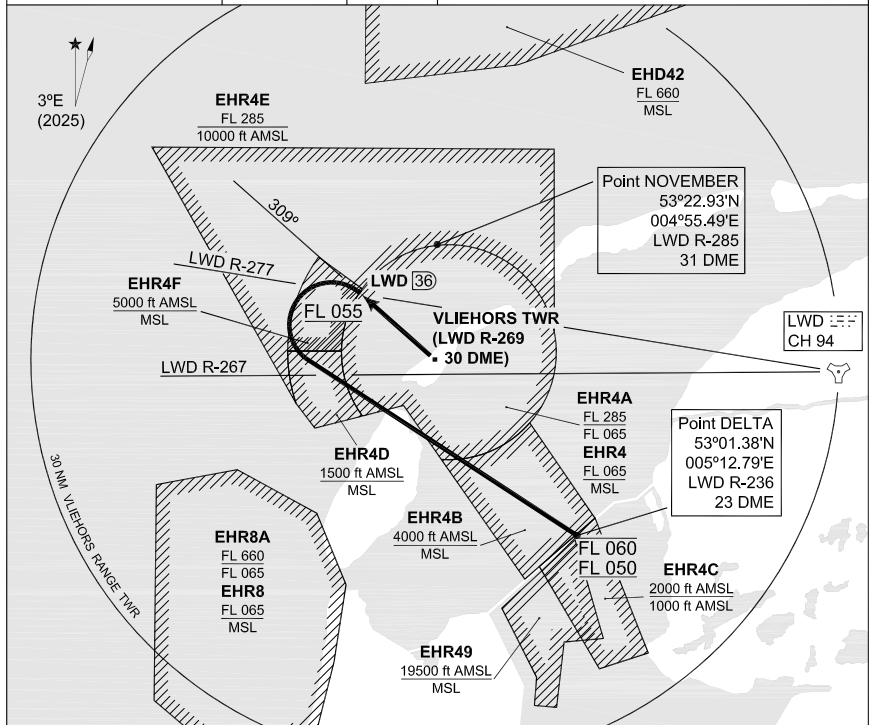
- Upper limit of Vliehors Range FL 285.
- GCA/TACAN traffic into EHLW may cross at or near point Delta at or above 2000 ft AMSL.

VL 1 TEARDROP IFR DEPARTURE	Following final delivery, proceed outbound on heading 287° from the tower, climbing to FL 120 or above. At 37 DME from LWD TACAN, FL 055 has to be reached. Proceed outbound to 15 NM from the range (LWD TACAN R-275/44 DME) and turn left to intercept LWD R-267 inbound. When cleared to leave the range frequency and established on the departure, contact Dutch MIL. Flight members will follow in sequence. When contact with Dutch Mil and at FL 120 or above, it is permitted to turn inbound before reaching LWD R-275/44 DME.
IMMELMANN IFR DEPARTURE	Departing aircraft may perform an Immelmann manoeuvre (under VMC only) to become established inbound on LWD R-267. Further see above.
LOW LEVEL IFR DEPARTURE (Northern based FRG acft only)	Leave via point NOVEMBER to 53°42'N 006°52'E at 3000 ft AMSL (day) or 2000 ft AMSL (night). Stay clear of all islands by 2 NM and do not leave the Range airspace until cleared by Dutch MIL.
HIGH LEVEL IFR DEPARTURE	To leave the Vliehors Range between 20000 ft and FL 285, stay within the lateral limits of the Range until cleared by Dutch Mil (CH 6). Only when proceeding inbound the EHD01-09 a direct call to 'Bandbox Main' is approved. Also stay within the lateral limits of the Range until cleared by 'Bandbox'.

MIPS
SPECIAL DEPARTURE CHART

VL 2
VLIEHORS RANGE

CORNFIELD 291.650	DUTCH MIL INFO 341.600 132.350		



NOTES:

- Upper limit of Vliehors Range FL 285.
- GCA/TACAN traffic into EHLW may cross at or near point Delta at or above 2000 ft AMSL.

VL 2 TEARDROP IFR DEPARTURE	Following final delivery, proceed outbound on heading 309° from the tower, climbing to max. FL 060. When passing LWD R-277 FL 055 has to be reached and turn left inbound point DELTA (LWD TACAN R-236/23 DME). Contact Dutch Mil when established on the departure and cleared to leave the range frequency. Contact with Dutch Mil shall be established within the boundary of the EHR4. Flight members will follow in sequence.
IMMELMANN IFR DEPARTURE	Departing aircraft may perform an Immelmann manoeuvre (under VMC only) to become established inbound on LWD R-267. Further see above.
LOW LEVEL IFR DEPARTURE (Northern based FRG acft only)	Leave via point NOVEMBER to 53°42'N 006°52'E at 3000 ft AMSL (day) or 2000 ft AMSL (night). Stay clear of all islands by 2 NM and do not leave the Range airspace until cleared by Dutch Mil.
HIGH LEVEL IFR DEPARTURE	To leave the Vliehors Range between 20000 ft and FL 285, stay within the lateral limits of the Range until cleared by Dutch Mil (CH 6). Only when proceeding inbound the EHD01-09 a direct call to 'Bandbox Main' is approved. Also stay within the lateral limits of the Range until cleared by 'Bandbox'.

CHANGES: MAG VAR

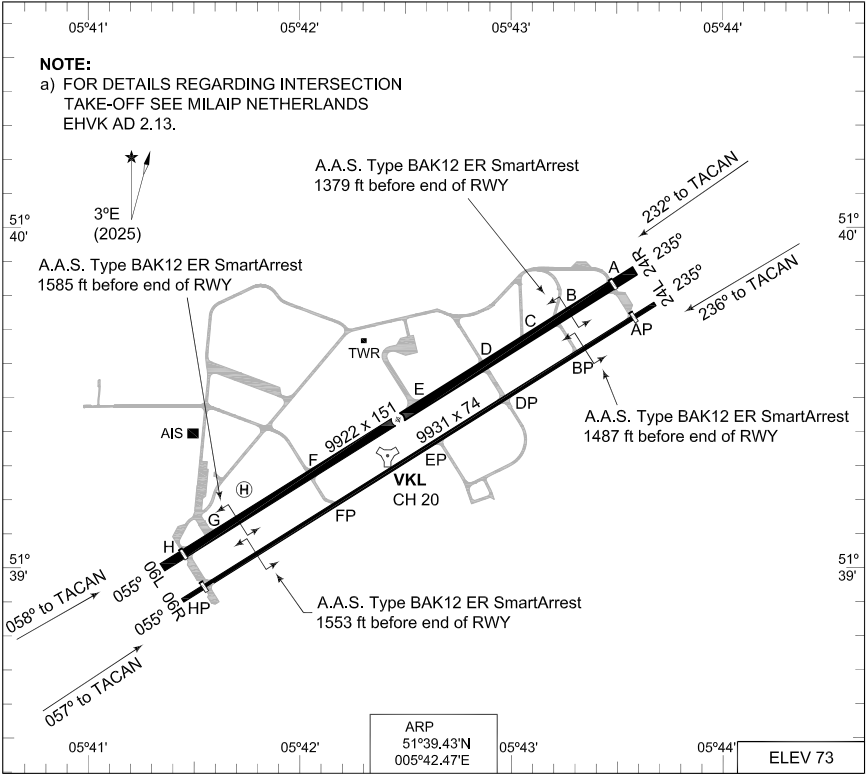
VL 2

VLIEHORS RANGE

RNLAF 04 SEP 2025

MIPS
AERODROME CHART

VOLKEL (EHVK)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
24R	30 R/B/W/T	9922	9922	9922	9498	3.0°	62	51°39.83'N 005°43.49'E
06L	30 R/B/W/T	9922	9922	9922	9500	3.0°	72	51°39.04'N 005°41.45'E
24L	27 R/B/W/T	9931	9931	9931	9487	3.0°	62	51°39.73'N 005°43.58'E
06R	27 R/B/W/T	9931	9931	9931	9485	3.0°	73	51°38.94'N 005°41.55'E

* SWY 24L PCN 16 R/B/W/T, SWY 06R 17 R/B/W/T				
VOLKEL TWR	291.100	136.080	(Ground Control)	386.775
VOLKEL ARRIVAL	291.200			
RAPCON SOUTH	388.525	123.180		

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	24R					ABCDE	MIPS	460-1100 398 (400-1.1/1.8)
	MIPS	24L					ABCDE	MIPS	460-1400 398 (400-1.4/1.8)
	MIPS	06L					ABCDE	MIPS	460-1100 388 (400-1.1/1.8)
	MIPS	06R					ABCDE	MIPS	460-1400 387 (400-1.4/1.8)

AERODROME CHART

VOLKEL (EHVK)

CHANGES: MAG VAR

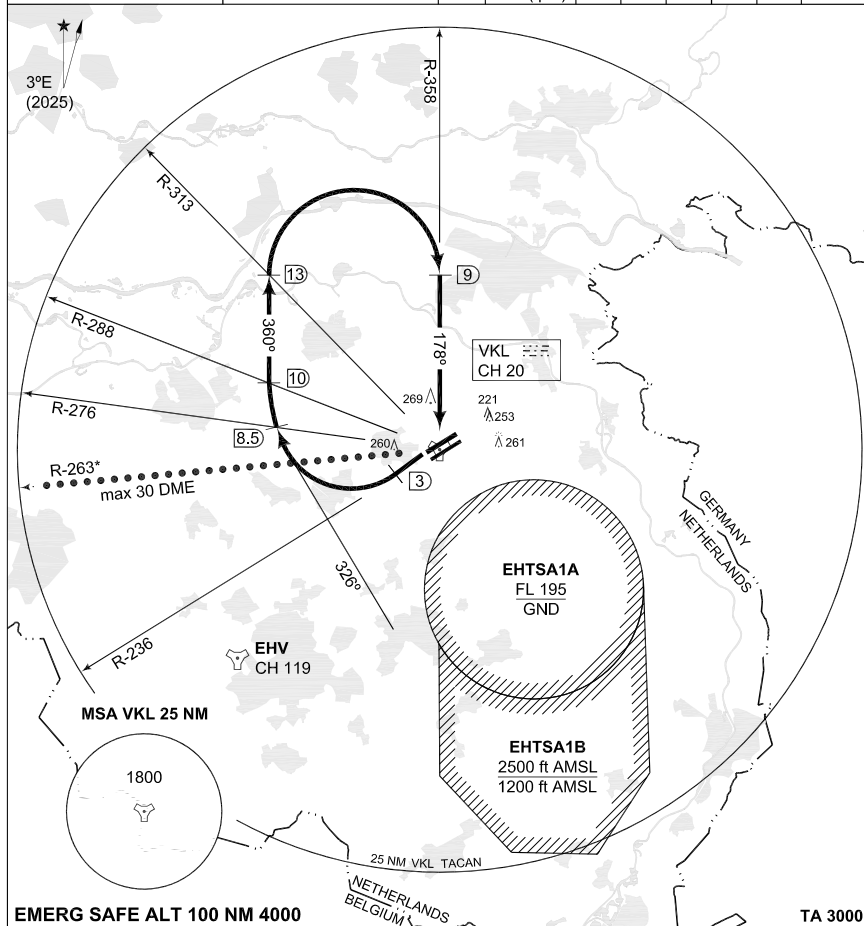
RNLASF 19 FEB 2026

MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 73

VK1
VOLKEL (EHVK)

GND CTL	VOLKEL TWR	RAPCON SOUTH				DUTCH MIL			
386.775	291.100 136.080	388.525	123.180	336.325	125.930				
		RWY	Knots	120	180	240	300	360	to
		24	V/V (fpm)	540	810	1070	1340	1610	400 ft



EMERG SAFE ALT 100 NM 4000

TA 3000

VOLKEL 1
(RWY 24)

- Climb straight ahead to 3 DME from Volkkel TACAN.
- Turn right, heading 326°.
- When passing R-276 turn right, heading 360°.
- When passing R-313 turn right (remain within 20 DME) to intercept R-358 inbound.
- * Afterburner climb not approved until cleared by ATC. When cleared climb on R-263 outbound max. to 30 DME.

NOTE:

Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft.

CHANGES: MAG VAR

VK1

51°39.43"N
005°42.47"E

VOLKEL (EHVK)

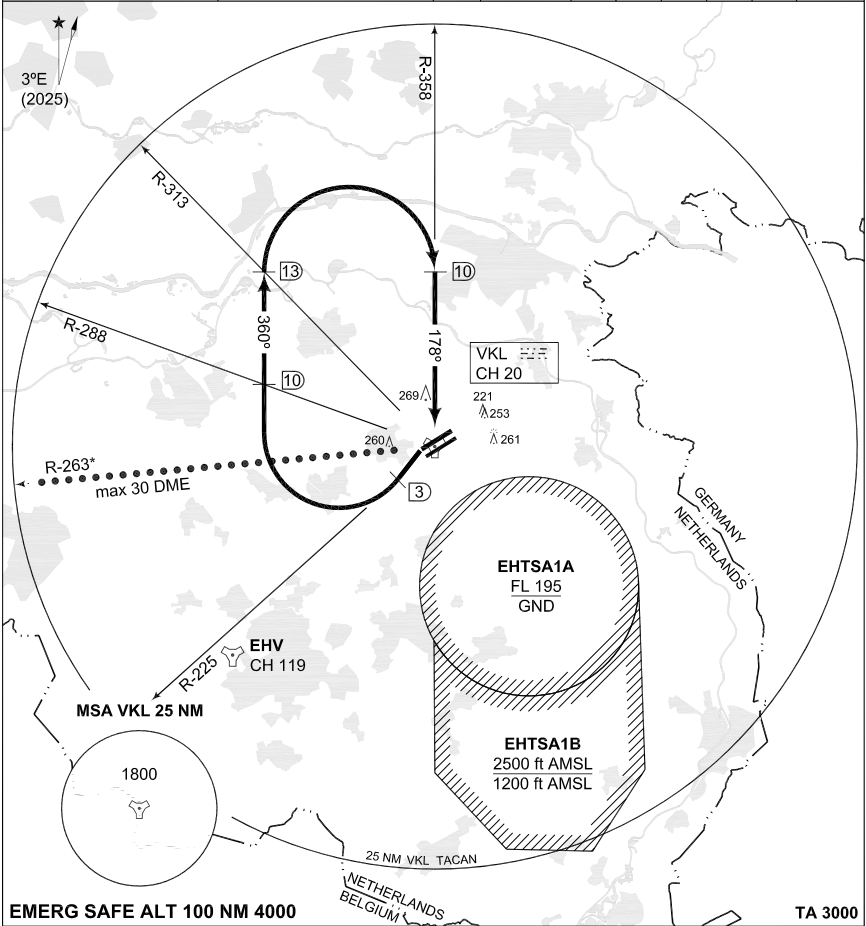
RNLASF 19 FEB 2026

MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 73

VK2
VOLKEL (EHVK)

GND CTL 386.775		VOLKEL TWR 291.100 136.080		RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
				RWY	Knots	120	180	240	300	360	to
				24	V/V (fpm)	540	810	1070	1340	1610	400 ft



EMERG SAFE ALT 100 NM 4000		TA 3000	
VOLKEL 2 (RWY 24)		- Climb and turn left to intercept R-225. - At 3 DME turn right, heading 360°. - When passing R-313 turn right (remain within 20 DME) to intercept R-358 inbound. * Afterburner climb not approved until cleared by ATC. When cleared climb on R-263 outbound max. to 30 DME.	
NOTE:		Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft.	

VK2

51°39.43'N
005°42.47'E

VOLKEL (EHVK)

CHANGES: MAG VAR

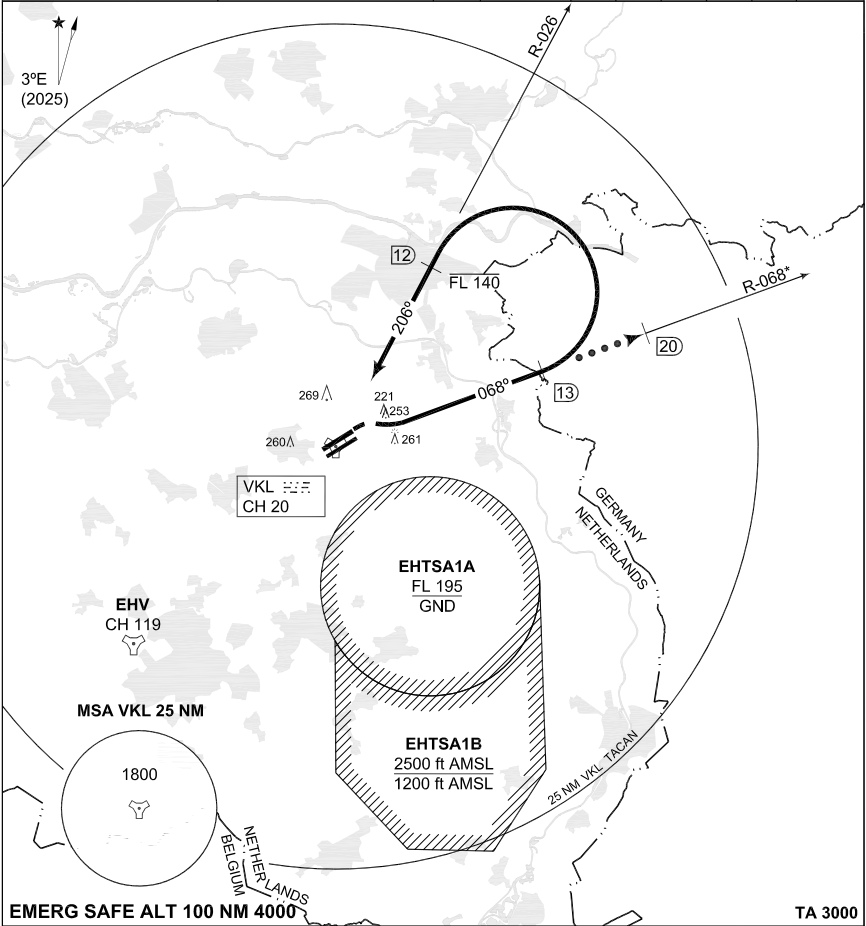
RNLASF 19 FEB 2026

MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 73

VK3
VOLKEL (EHVK)

GND CTL 386.775		VOLKEL TWR 291.100 136.080		RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
				RWY	Knots	120	180	240	300	360	to
				06	V/V (fpm)	1440	2160	2880	3600	4320	100 ft



VOLKEL 3 (RWY 06)		- Intercept and proceed outbound on R-068 from Volkkel TACAN, climb to FL 140. - At 13 DME turn left (remain within 20 DME) to intercept R-026 inbound. - When passing 12 DME on R-026 inbound continue climb. * Afterburner climb not approved until cleared by ATC. When cleared climb on R-068 outbound max. to 20 DME.
NOTE:		- Departure end crossing height: RWY 06L: 17 ft; RWY 06R: 23 ft.

VK3

51°39.43'N
005°42.47'E

VOLKEL (EHVK)

CHANGES: MAG VAR

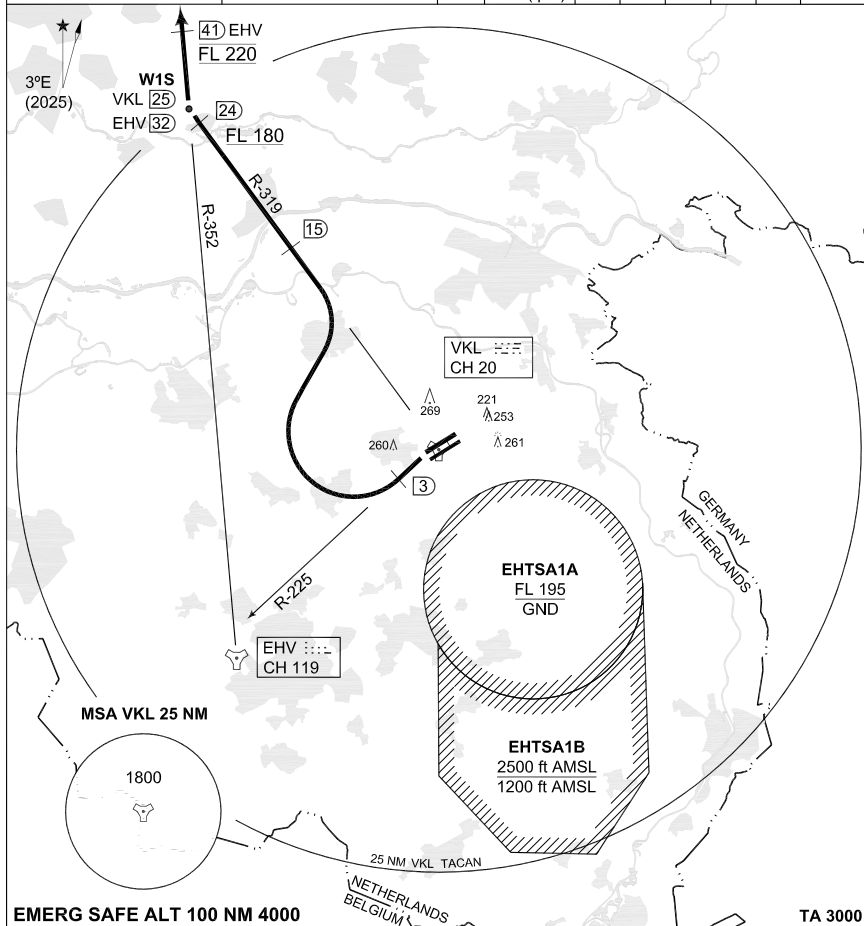
RNLASF 19 FEB 2025

MIPS
INSTRUMENT DEPARTURE CHART

VK6
VOLKEL (EHVK)

AD ELEV 73

GND CTL 386.775	VOLKEL TWR 291.100 136.080	RAPCON SOUTH 388.525 123.180		DUTCH MIL 336.325 125.930	
		RWY 24	Knots V/V (fpm)	120 540	180 810
				240 1070	300 1340
				360 1610	to 400 ft



VOLKEL 6 (RWY 24)	- Climb and turn left to intercept R-225. - At 3 DME turn right to intercept R-319 outbound. - Cross R-319 outbound, 24 DME at FL 180 or above. - At 24 DME turn right to intercept EHV R-352. - Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.
NOTES:	- Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft. - If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.

VK6

51°39.43'N
005°42.47'E

VOLKEL (EHVK)

CHANGES: MAG VAR

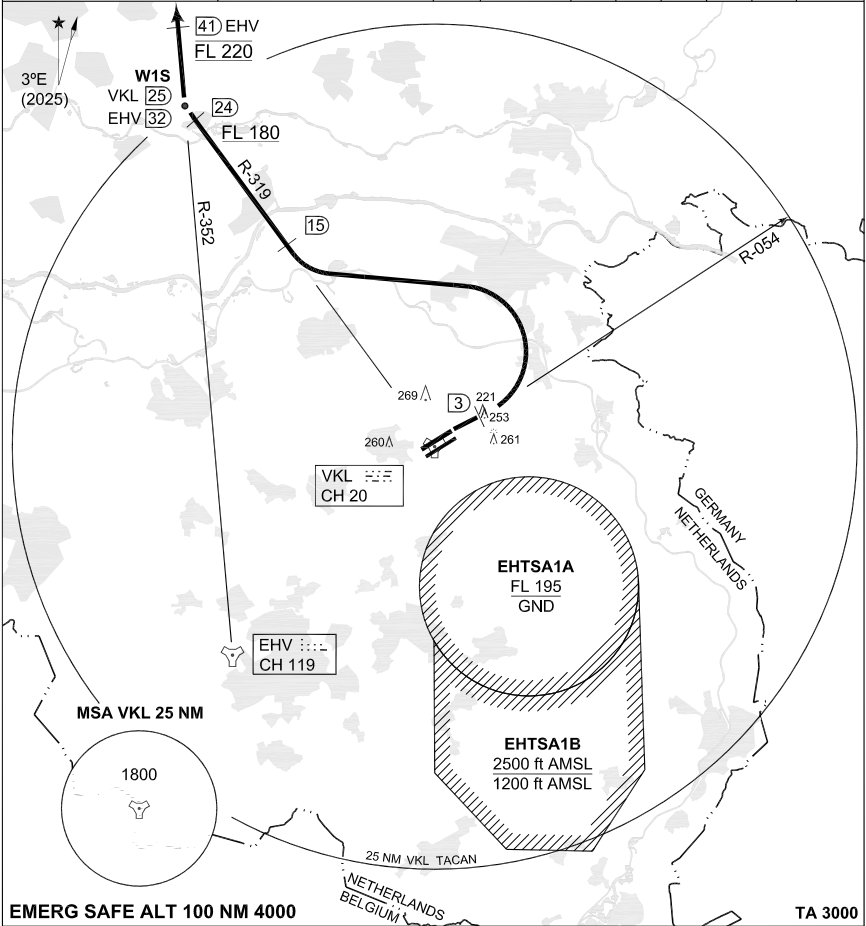
RNLASF 19 FEB 2026

MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 73

VK7
VOLKEL (EHVK)

GND CTL 386.775		VOLKEL TWR 291.100 136.080		RAPCON SOUTH 388.525 123.180			DUTCH MIL 336.325 125.930				
				RWY	Knots	120	180	240	300	360	to
				06	V/V (fpm)	1440	2160	2880	3600	4320	100 ft



EMERG SAFE ALT 100 NM 4000

TA 3000

VOLKEL 7
(RWY 06)

- Climb straight ahead to 3 DME from Volkol TACAN.
- Turn left to intercept R-319 outbound.
- Cross R-319 outbound, 24 DME at FL 180 or above.
- At 24 DME turn right to intercept EHV R-352.
- Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.

NOTE:

- Departure end crossing height: RWY 06L: 17 ft; RWY 06R: 23 ft.
- If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.

CHANGES: MAG VAR

RNLASF 19 FEB 2026

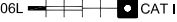
VK7

51°39.43'N
005°42.47'E

VOLKEL (EHVK)

**ILS or LOC RWY 06L
VOLKEL (EHVK)**

IAF
51°48.43'N
005°32.51'E

(b) (c)**VOLKEL (EHVK)**

MIPS
INSTRUMENT APPROACH CHART

TACAN RWY 06L/06R
VOLKEL (EHVK)

AD ELEV 73

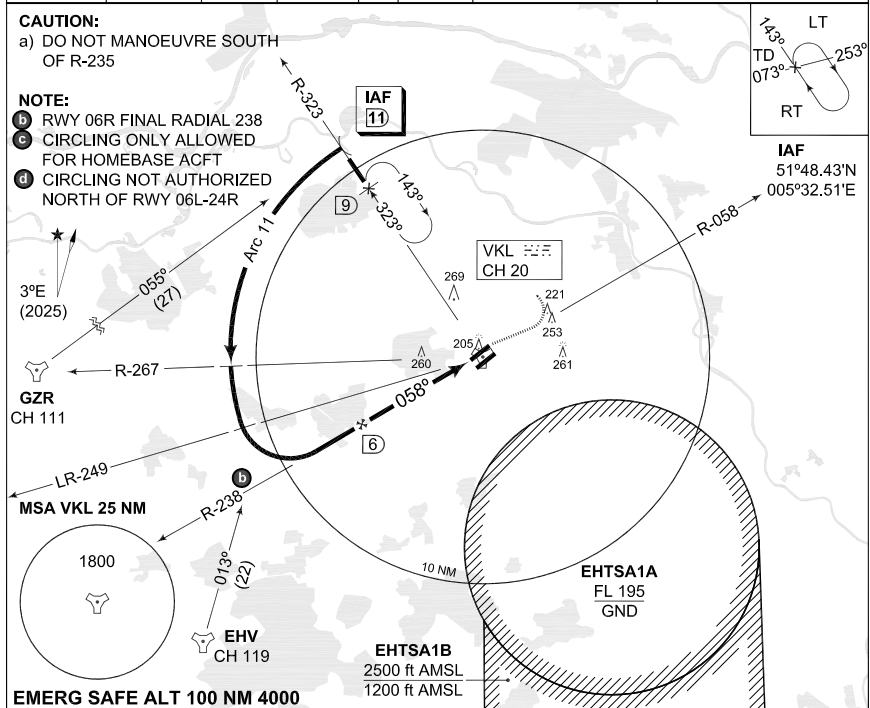
DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		VOLKEL TWR 291.100 136.080		GND CTL 386.775
TACAN VKL CH 20	APP COURSE 058°	FAF ALT 1500 FT	Descent GR	DA 430	THR ELEV 72	ALS 06L-880 m/06R-420m
						LDA 06L-9500 FT/06R-9485 FT

CAUTION:

a) DO NOT MANOEUVRE SOUTH
OF R-235

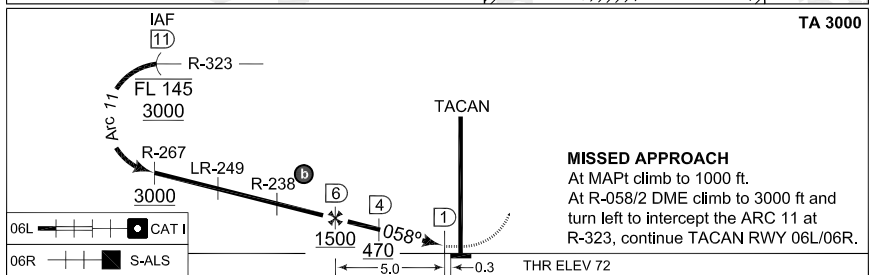
NOTE:

- b) RWY 06R FINAL RADIAL 238
- c) CIRCLING ONLY ALLOWED
FOR HOMEBASE ACFT
- d) CIRCLING NOT AUTHORIZED
NORTH OF RWY 06L-24R



EMERG SAFE ALT 100 NM 4000

TA 3000



MISSED APPROACH

At MAPt climb to 1000 ft.
At R-058/2 DME climb to 3000 ft and
turn left to intercept the ARC 11 at
R-323, continue TACAN RWY 06L/06R.

CATEGORY	A	B	C	D	E
S-TAC 06L	430-800 358 (400-0.8/1.6)		430-1200 358 (400-1.2/1/6)	430-1200 358 (400-1.2/2.0)	
S-TAC 06R	430-1200 358 (400-1.2/1.6)			430-1600 358 (400-1.6/2.0)	
CIRCLING	500-1900 427 (500-1.9)	570-2800 497 (500-2.8)	790-3700 717 (800-3.7)	790-4600 717 (800-4.6)	890-6500 817 (900-6.5)

TACAN RWY 06L/06R

51°39.43'N
005°42.47'E

VOLKEL (EHVK)

MIPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 24R
VOLKEL (EHVK)

AD ELEV 73

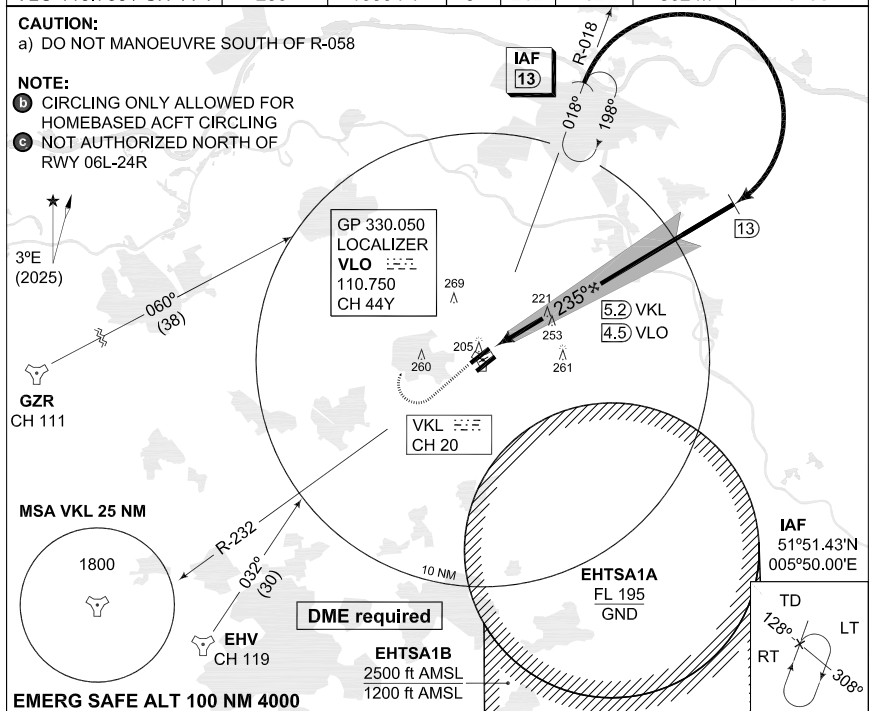
DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	VOLKEL TWR 291.100 136.080		GND CTL 386.775	
LOCALIZER / DME VLO 110.750 / CH 44 Y	APP COURSE 235°	GS INTCP ALT 1500 FT	GS 3°	DA 262	THR ELEV 62
			ALS 852 m	LDA 24R-9498 FT	

CAUTION:

a) DO NOT MANOEUVRE SOUTH OF R-058

NOTE:

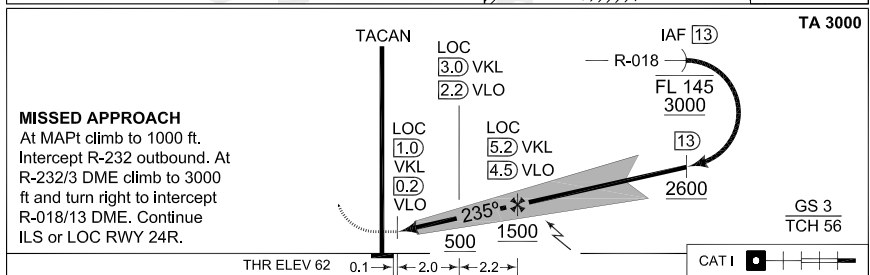
- b) CIRCLING ONLY ALLOWED FOR HOMEBASED ACFT CIRCLING
- c) NOT AUTHORIZED NORTH OF RWY 06L-24R



EMERG SAFE ALT 100 NM 4000

MISSED APPROACH

At MAPt climb to 1000 ft.
Intercept R-232 outbound. At R-232/3 DME climb to 3000 ft and turn right to intercept R-018/13 DME. Continue ILS or LOC RWY 24R.



CATEGORY	A	B	C	D	E
S-ILS 24R	262-800 200 (200-0.8/1.6)				
S-LOC 24R	440-800 378 (400-0.8/1.6)	440-1200 378 (400-1.2/1.6)	440-1200 378 (400-1.2/2.0)		
CIRCLING	500-1900 427 (500-1.9)	570-2800 497 (500-2.8)	790-3700 717 (800-3.7)	790-4600 717 (800-4.6)	890-6500 817 (900-6.5)

ILS or LOC RWY 24R

51°39.43'N
005°42.47'E

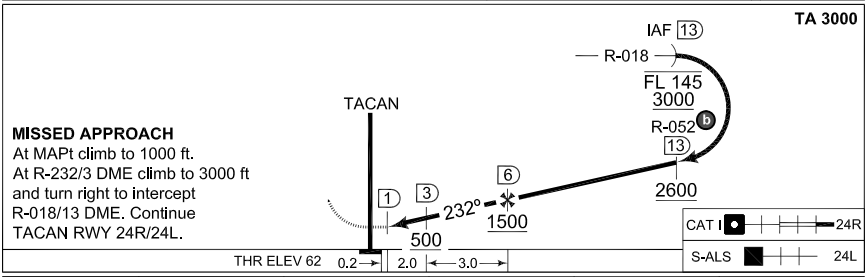
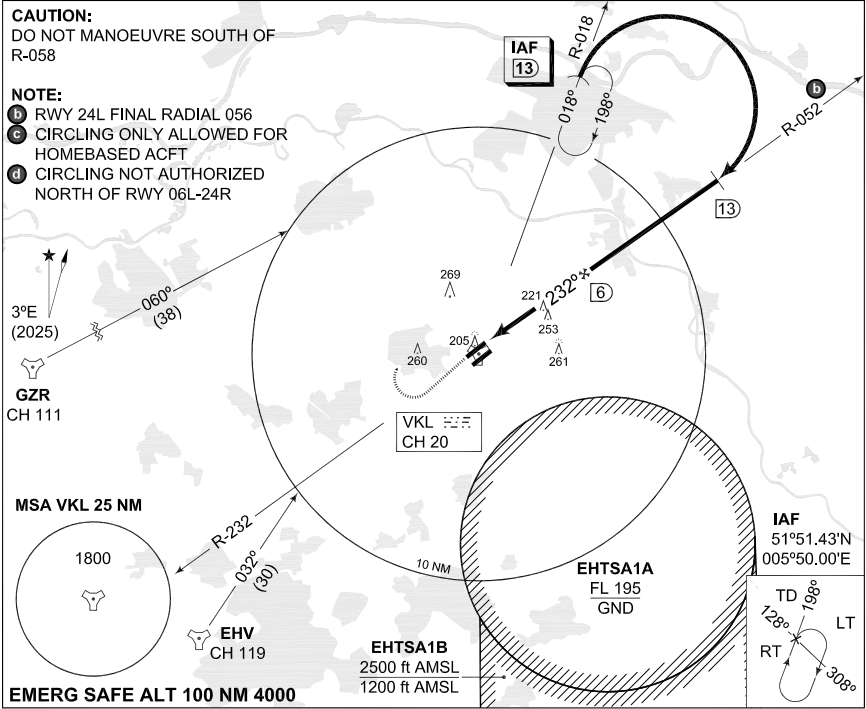
VOLKEL (EHVK)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 73

TACAN RWY 24R/24L
VOLKEL (EHVK)

DUTCH MIL		RAPCON SOUTH		VOLKEL TWR		GND CTL
336.325 125.930		388.525 123.180		291.100 136.080		386.775
TACAN	APP COURSE	FAF ALT	Descent GR	DA	THR ELEV	ALS
VKL CH 20	232°	1500 FT		440	62	24R-852 m / 24L-423 m
						LDA
						24R-9498FT/24L-9487FT



CATEGORY	A	B	C	D	E
S-TACAN 24R	440-800 378 (400-0.8/1.6)		440-1200 378 (400-1.2/1.6)	440-1200 378 (400-1.2/2.0)	
S-TACAN 24L		440-1200 378 (400-1.2/1.6)		440-1600 378 (400-1.6/2.0)	
CIRCLING	500-1900 427 (500-1.9)	570-2800 497 (500-2.8)	790-3700 717 (800-3.7)	790-4600 717 (800-4.6)	890-6500 817 (900-6.5)

TACAN RWY 24R/24L

VOLKEL (EHVK)

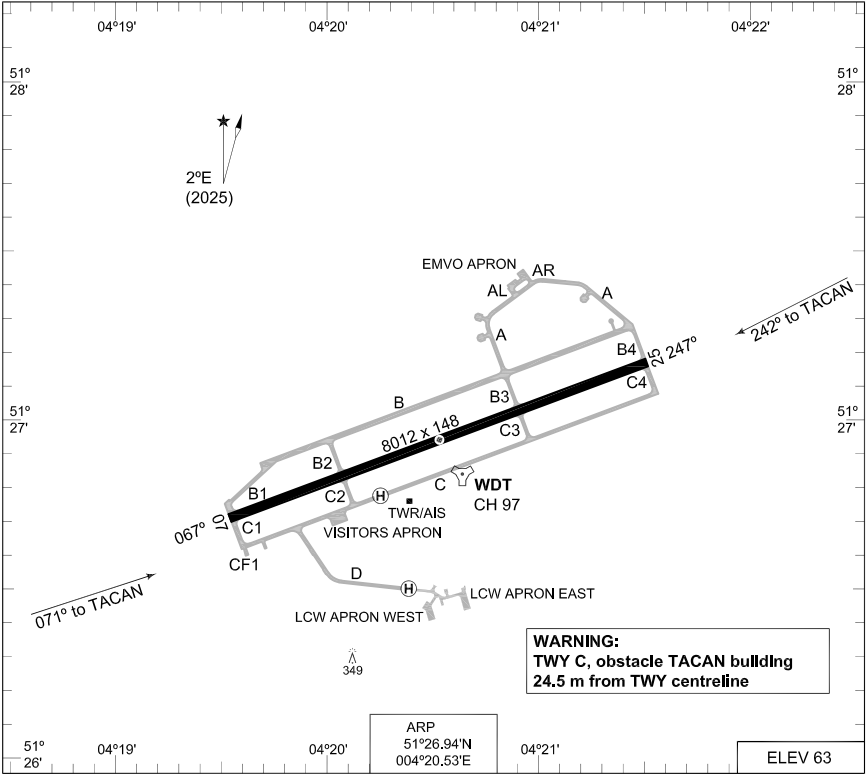
51°39.43'N
005°42.47'E

CHANGES: MAG VAR

RNLASF 19 FEB 2026

MIPS
AERODROME CHART

WOENS DreCHT (EHWO)



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
25	51 R/C/W/T	564 R/C/W/T	8012	8012	8208	8012	3.0°	63	51°27.17'N 004°21.51'E
07	51 R/C/W/T	564 R/C/W/T	8012	8012	8208	8012	3.0°	39	51°26.71'N 004°19.54'E
GROUND CONTROL			356.875	121.680					
WOENS DRECHT TWR			339.000	120.430					
RAPCON WEST			399.725	123.580					
WOENS DRECHT ARRIVAL			370.650						
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	25					AB	MIPS	450 -1100 387 (400-1.1)
							CDE		450 -1200 387 (400-1.2)
	MIPS	07					AB	MIPS	600 -1600 561 (600-1.6)
							C		600 -2400 561 (600-2.4)
							D		600 -2800 561 (600-2.8)
							E		600 -3200 561 (600-3.2)

AERODROME CHART

WOENS DreCHT (EHWO)

CHANGES: MAG VAR

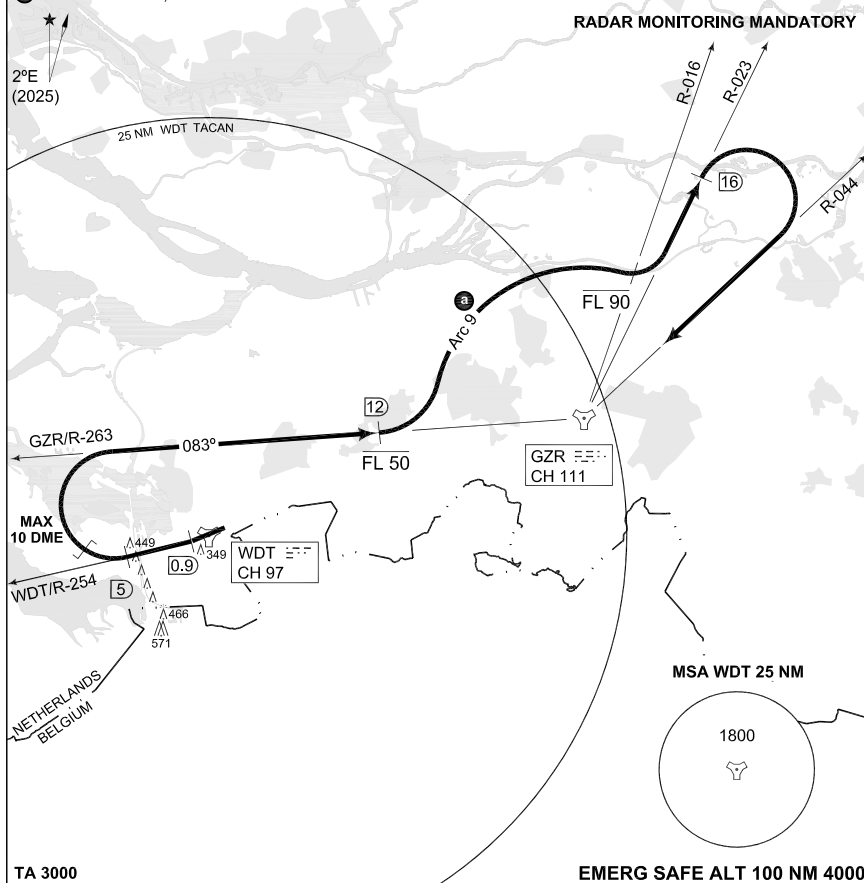
RNLASF 19 FEB 2026

INSTRUMENT DEPARTURE CHART

WOENSDRECHT (EHWO)

GND CTL		WOENS DRECHT TWR		RAPCON WEST				DUTCH MIL			
356.875	121.680	339.000	120.430	399.725 123.580				336.325 125.930			
				RWY	Knots	120	180	240	300	360	to
				25	V/V (fpm)	360	540	720	900	1080	114 ft

a WHEN IN ARC 9, DO NOT EXCEED 10 DME



CAUTION: Dep end crossing height 78 ft due to obstacle left of centerline. TORA 8014.

- At 0.9 DME intercept R-254 outbound, level off at FL 50.
- At 5 DME intercept GZR R-263 inbound.
- At R-263/12 DME climb to FL 90.
- Turn left to intercept Arc 9. **a**
- Intercept R-023 outbound, when crossing GZR R-016 continue climb.
- At 16 DME turn right to intercept R-044 inbound.

Departure will be controlled by Rapcon West.

WOENSDRECHT (EHWO)

RNLASF 19 FEB 2026

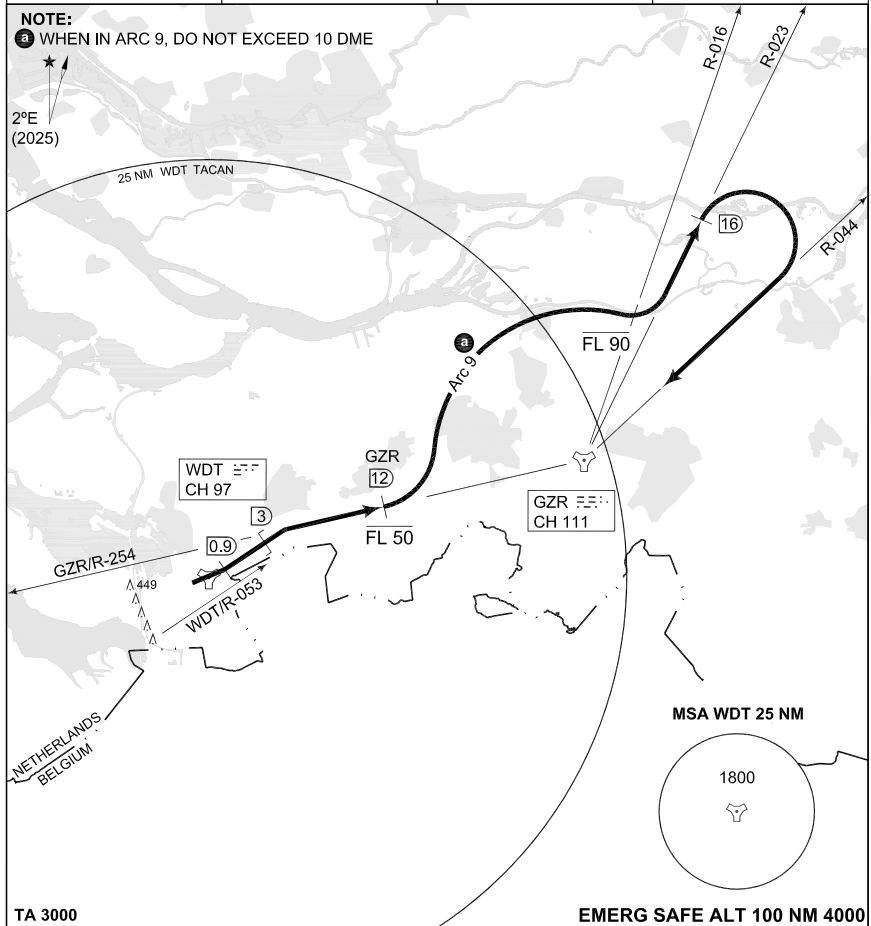
INSTRUMENT DEPARTURE CHART

AD ELEV 63

WO3
WOENSDRECHT (EHWO)

GND CTL 356.875 121.680	WOENSDRECHT TWR 339.000 120.430	RAPCON WEST 399.725 123.580	DUTCH MIL 336.325 125.930

a WHEN IN ARC 9, DO NOT EXCEED 10 DME



WOENSDRECHT 3
(RWY 07)

- At 0.9 DME turn left to intercept WDT R-053 outbound.
- At 3 DME intercept GZR R-254 inbound, level off at FL 50.
- At GZR R-254/12 DME climb to FL 90.
- Turn left to intercept Arc 9. 
- Intercept GZR R-023 outbound, when crossing GZR R-016 continue climb.
- At 16 DME turn right to intercept R-044 inbound.

NOTE:

Departure will be controlled by Rapcon West.

CHANGES: MAG VAR

RNLSF 19 FEB 2026

WO3

51°26.94'N
004°20.53'E

WOENSDRECHT (EHWO)

**ILS or LOC RWY 07
WOENS DRECHT (EHWO)**

Diagram illustrating a missed approach procedure for a runway. The diagram shows a curved approach path starting from a GS 3° TCH 54 glide slope, passing through various altitudes (2000, 1500, 1000) and distances (1.3, 2.6, 0.5). Key altitudes and distances are marked: 2000 ft at 1.3 miles, 1500 ft at 0.7 miles, and 1000 ft at 0.5 miles. The diagram also shows a missed approach climb to 3000 ft and a turn left to IAF. The diagram includes labels for various altitudes (FL 50, 3000, 2000, 1500, 1000, 3000), distances (1.3, 2.6, 0.5), and headings (067°). The diagram also includes labels for various altitudes (FL 50, 3000, 2000, 1500, 1000, 3000), distances (1.3, 2.6, 0.5), and headings (067°).

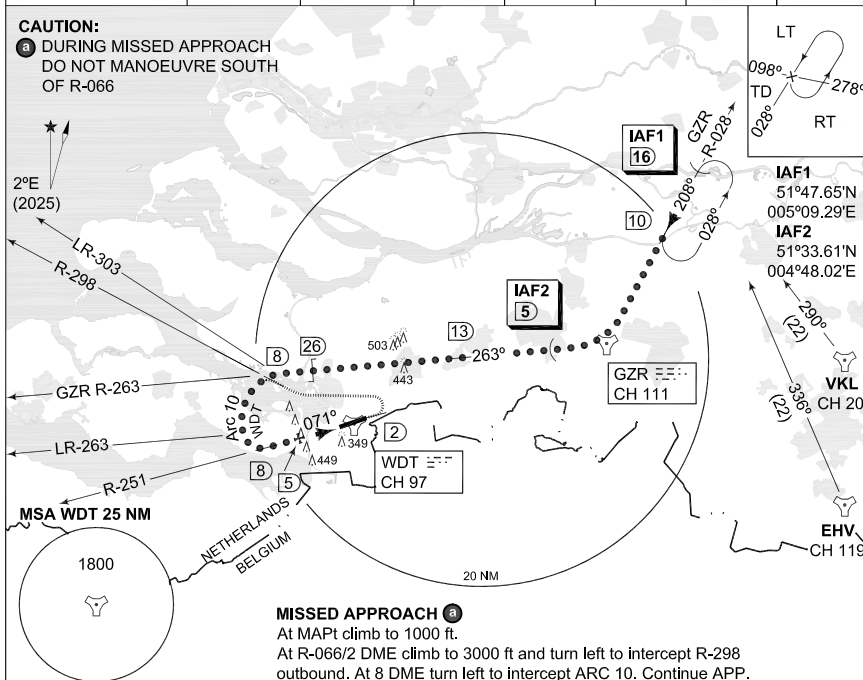
CATEGORY		A	B	C	D	E
MIPS	S-ILS 07	239 -800 200 (200-0.8)	246 -1200 207 (300-1.2)	256 -1200 217 (300-1.2)	266 -1200 227 (300-1.2)	N.A.
	S-LOC 07	480 -1600 441 (500-1.6)		480 -2000 441 (500-2.0)	480 -2400 441 (500-2.4)	N.A.

WOENSDRECHT (EHWO)

**HI-TACAN RWY 07
WOENS DRECHT (EHWO)**

DUTCH MIL		RAPCON WEST		WOENSDRECHT TWR		GND	
336.325	125.930	399.725	123.580	339.000	120.430	356.875	121.680
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	071°	1200 FT		600	39	420 m	8012 FT

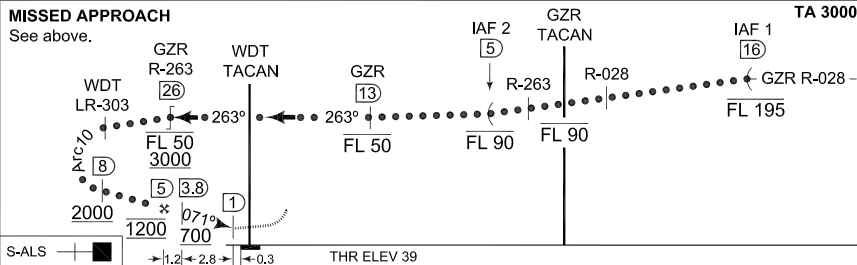
**a DURING MISSED APPROACH
DO NOT MANOEUVRE SOUTH
OF R-066**



EMERG SAFE ALT 100 NM 4000

MISSED APPROACH

See above.



CATEGORY		A	B	C	D	E
MIPS	S-TACAN 07	600-1600 561 (600-1.6)		600-2400 561 (600-2.4)	600-2800 561 (600-2.8)	600-3200 561 (600-3.2)
	CIRCLING	NOT AUTHORIZED				

HI-TACAN RWY 07

51°26.94'N
004°20.53'E

WOENSDRECHT (EHWO)

MIPS
INSTRUMENT APPROACH CHART

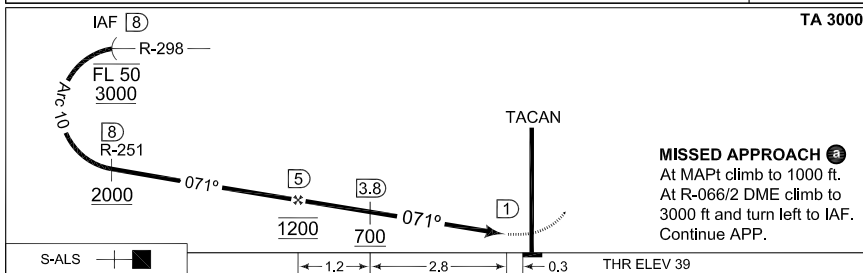
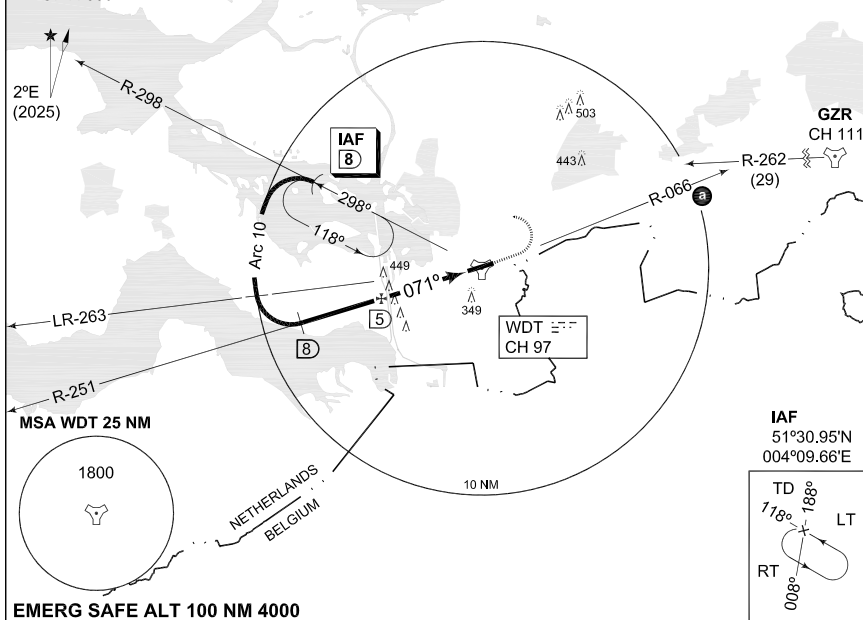
TACAN RWY 07
WOENSDRECHT (EHWO)

AD ELEV 63

DUTCH MIL		RAPCON WEST		WOENSDRECHT TWR		GND	
336.325	125.930	399.725	123.580	339.000	120.430	356.875	121.680
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	071°	1200 FT		600	39	420 m	8012 FT

CAUTION:

- a** DURING MISSED APPROACH
DO NOT MANOEUVRE SOUTH
OF R-066



CATEGORY	A	B	C	D	E
S-TACAN 07	600-1600 561 (600-1.6)		600-2400 561 (600-2.4)	600-2800 561 (600-2.8)	600-3200 561 (600-3.2)
CIRCLING	NOT AUTHORIZED				

TACAN RWY 07

51°26.94'N
004°20.53'E

WOENSDRECHT (EHWO)

CHANGES: MAG VAR

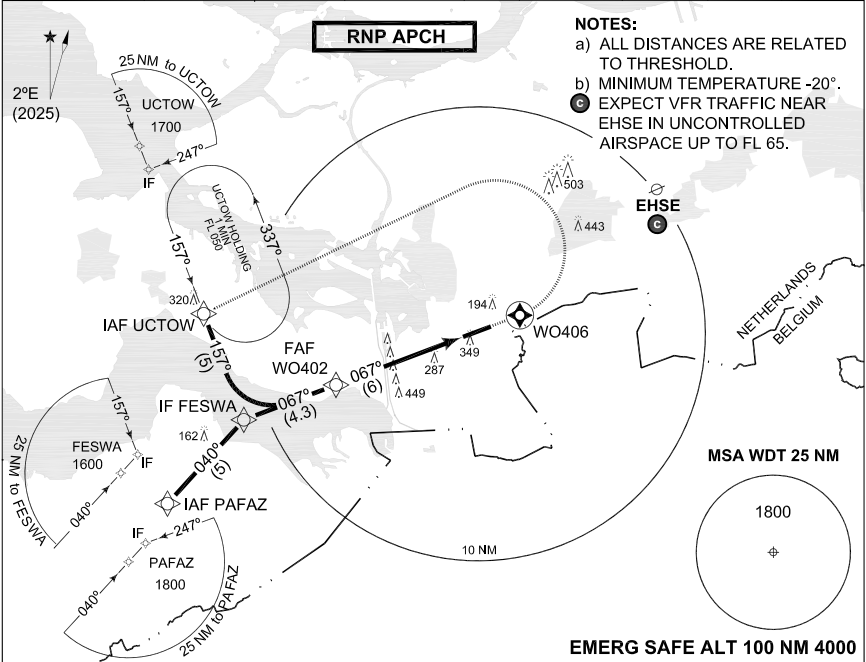
RNLASF 19 FEB 2026

PANS OPS
INSTRUMENT APPROACH CHART

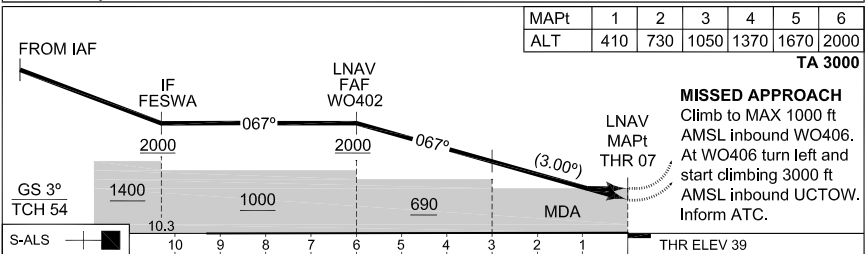
AD ELEV 63

RNP RWY 07
WOENDSRECHT (EHWO)

DUTCH MIL		RAPCON WEST		WOENDSRECHT TWR		GND CTL		ATIS*
336.325 125.930		399.725 123.580		339.000 120.430		356.875 121.680		
EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
99205 E07A	067°	2000 FT	5.24% / 3.0°	600	SEE CAT	39	420 m	8012 FT



EMERG SAFE ALT 100 NM 4000



EUROPS	CATEGORY		A	B	C	D	
	DA(H)	LPV	260-800 221 (300-0.8/1.2)	270-800 231 (300-0.8/1.2)	280-800 241 (300-0.8/1.3)	289-800 250 (300-0.8/1.3)	
	DA(H)	LNAV / VNAV	481-1700 442 (500-1.7/2.0)	491-1700 452 (500-1.7/2.1)	501-1800 462 (500-1.8/2.2)	511-1800 472 (500-1.8/2.2)	
	MDA(H)	LNAV	600-2200 561 (600-2.2/2.6)				
IAWP	UCTOW	51°27.72'N	004°01.26'E	FAWP	WO402	51°24.59'N	004°10.59'E
IAWP	PAFAZ	51°19.35'N	003°58.74'E	MAWP	THR 07	51°26.71'N	004°19.54'E
IWP	FESWA	51°23.05'N	004°04.10'E	MATWP	WO406	51°27.65'N	004°23.56'E

RNP RWY 07

51°26.94'N
004°20.53'E

WOENDSRECHT (EHWO)

CHANGES: MAG VAR

RNLASF 19 FEB 2026

MIPS INSTRUMENT APPROACH CHART

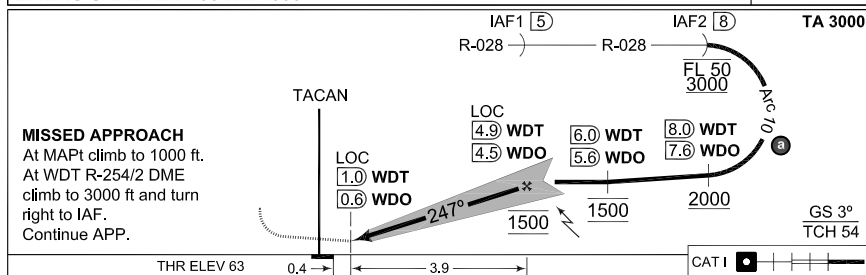
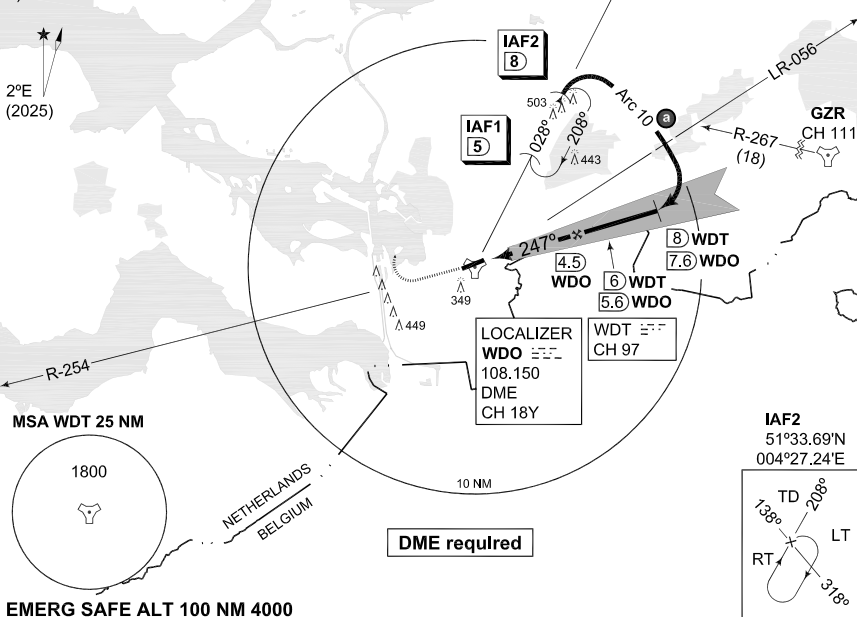
AD ELEV 63

ILS or LOC RWY 25
WOENDSRECHT (EHWO)

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENDSRECHT TWR 339.000 120.430		GND 356.875 121.680		
TACAN / LOCALIZER / DME WDT CH 97/WDO 108.150/CH 18Y		APP COURSE 247°	GS INTCP ALT 1500 FT	GS 3°	DA SEE CAT	THR ELEV 63	ALS 900 m	LDA 8012 FT

CAUTION:

- a) WHEN TURNING TOWARDS THE ARC,
DO NOT EXCEED 10 DME.
b) RADAR MONITORING MANDATORY



CATEGORY	A	B	C	D	E
S-ILS 25		263-800 200 (200-0.8)		268-800 205 (300-0.8)	N.A.
S-LOC 25		440-800 377 (400-0.8)		440-1200 377 (400-1.2)	N.A.

ILS or LOC RWY 25

51°26.94'N
004°20.53'E

WOENDSRECHT (EHWO)

MIPS
INSTRUMENT APPROACH CHART

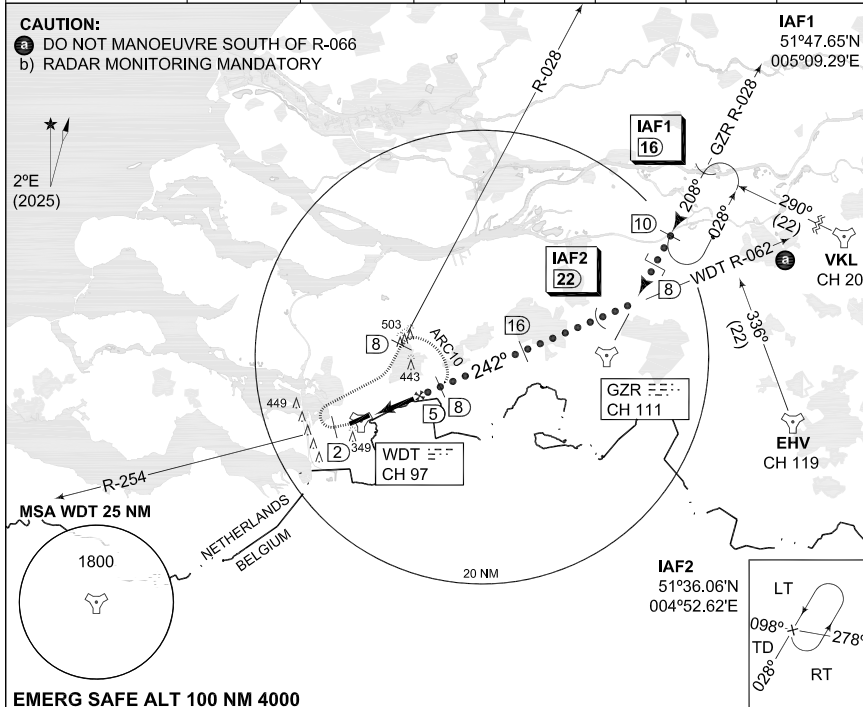
HI-TACAN RWY 25
WOENS DRECHT (EHWO)

AD ELEV 63

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	WOENS DRECHT TWR 339.000 120.430	GND 356.875 121.680
TACAN WDT CH 97	APP COURSE 242°	FAF ALT 1200 FT	Descent GR
		MDA 440	THR ELEV 63
		ALS 900 m	LDA 8012 FT

CAUTION:

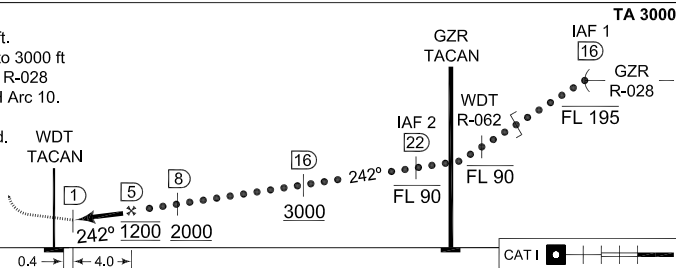
- a) DO NOT MANOEUVRE SOUTH OF R-066
- b) RADAR MONITORING MANDATORY



EMERG SAFE ALT 100 NM 4000

MISSED APPROACH

At MAPt climb to 1000 ft.
At R-254/2 DME climb to 3000 ft
and turn right. Intercept R-028
outbound. Intercept R/H Arc 10.
Descent to 2000 ft.
Intercept R-062 inbound.
Continue APP.



CATEGORY	A	B	C	D	E
MPS	S-TACAN 25	440-800 377 (400-0.8)			440-1200 377 (400-1.2)
	CIRCLING	NOT AUTHORIZED			

HI-TACAN RWY 25

51°26.94'N
004°20.53'E

WOENS DRECHT (EHWO)

MIPS
INSTRUMENT APPROACH CHART

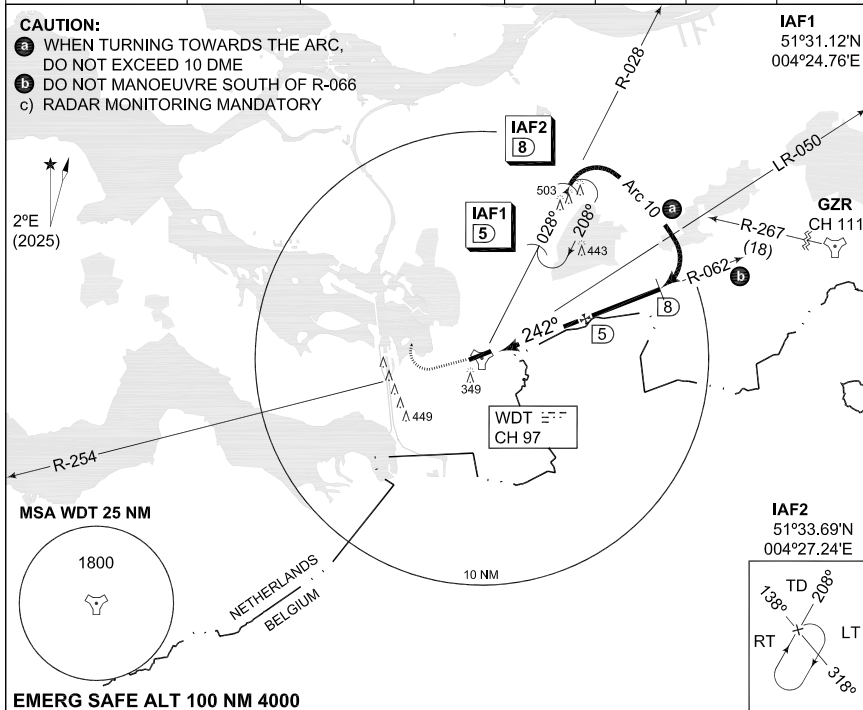
TACAN RWY 25
WOENS DreCHT (EHWO)

AD ELEV 63

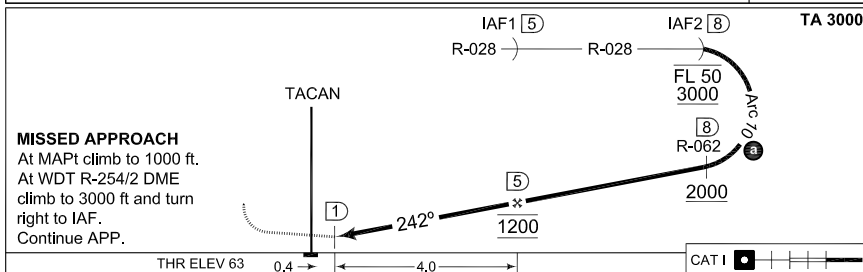
DUTCH MIL		RAPCON WEST		WOENS DRECHT TWR		GND		
336.325	125.930	399.725	123.580	339.000	120.430	356.875	121.680	
TACAN		APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97		242°	1200 FT		440	63	900 m	8012 FT

CAUTION:

- a WHEN TURNING TOWARDS THE ARC, DO NOT EXCEED 10 DME
- b DO NOT MANOEUVRE SOUTH OF R-066
- c RADAR MONITORING MANDATORY



EMERG SAFE ALT 100 NM 4000



MISSED APPROACH

At MAPt climb to 1000 ft.
At WDT R-254/2 DME climb to 3000 ft and turn right to IAF.
Continue APP.

CATEGORY		A	B	C	D	E
MIPS	S-TACAN 25	440-800 377 (400-0.8)			440-1200 377 (400-1.2)	
	CIRCLING	NOT AUTHORIZED				

TACAN RWY 25

51°26.94'N
004°20.53'E

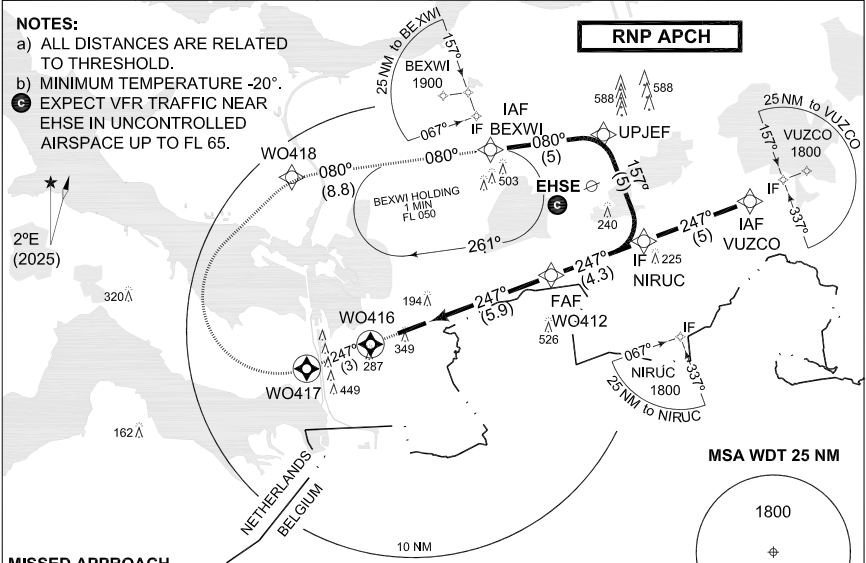
WOENS DreCHT (EHWO)

PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 63

RNP RWY 25
WOENDSRECHT (EHWO)

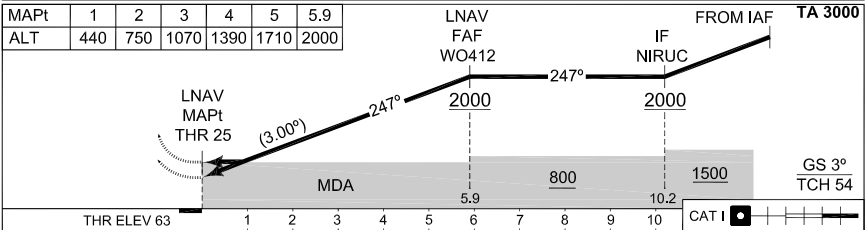
DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENDSRECHT TWR 339.000 120.430		GND CTL 356.875 121.680		ATIS*
EGNOS CHANNEL 51845 E25A	APP COURSE 247°	FAF ALT 2000 FT	Descent GR 5.24% / 3.0°	MDA SEE CAT	DA SEE CAT	THR ELEV 63	ALS 900 m	LDA 8012 FT



MISSED APPROACH

Climb to MAX 1000 ft AMSL to WO416. Climb to 3000 ft AMSL to WO417. At WO417 turn right to WO418 and proceed to BEXWI. Inform ATC.

EMERG SAFE ALT 100 NM 4000



EU-OPS	CATEGORY		A		B		C		D	
	DA(H)	LPV	284	-550 221 (300-0.8/1.2)	294	-550 231 (300-0.8/1.2)	303	-550 240 (300-0.8/1.2)	313	-550 250 (300-0.8/1.3)
	DA(H) LNAV / VNAV		321	-600 258 (300-0.8/1.3)	331	-600 268 (300-0.8/1.3)	352	-650 289 (300-0.8/1.4)	379	-700 316 (400-0.8/1.4)
	MDA(H) LNAV		440-1000 377 (400-1.0/1.7)				450-1100 387 (400-1.1/1.8)		470-1200 407 (500-1.2/1.9)	
IAWP	VUZO	51°32.51'N	004°44.39'E	MAWP	THR25	51°27.17'N	004°21.52'E			
IAWP	BEXWI	51°34.79'N	004°26.14'E	MATWP	WO416	51°26.25'N	004°17.60'E			
WP	UPJEF	51°35.44'N	004°34.09'E	MATWP	WO417	51°25.19'N	004°13.12'E			
IWP	NIRUC	51°30.76'N	004°36.89'E	MATWP	WO418	51°33.61'N	004°12.09'E			
FAWP	WO412	51°29.25'N	004°30.37'E	MAHF	BEXWI	51°34.79'N	004°26.14'E			

RNP RWY 25

51°26.94'N
004°20.53'E

WOENDSRECHT (EHWO)

CHANGES: MAG VAR

RNLASF 19 FEB 2025

INSTRUMENT DEPARTURE OR APPROACH PROCEDURE CHARTS

RATE OF CLIMB/DESCENT TABLE

A rate of climb/descent table (ft per min.) is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions.

CLIMB / DESCENT			Ground Speed (knots)										
ANGLE	PERCENT	FT/NM	60	90	120	150	180	210	240	270	300	330	360
1.5	2.6%	160	160	240	320	400	480	560	640	720	800	880	960
2.0	3.5%	220	220	320	430	530	640	750	850	960	1060	1170	1280
2.5	4.4%	270	270	400	530	670	800	930	1070	1200	1330	1460	1600
3.0	5.2%	320	320	480	640	800	960	1120	1280	1440	1600	1760	1910
3.5	6.1%	380	380	560	750	930	1120	1300	1490	1680	1860	2050	2230
4.0	7.0%	430	430	640	850	1070	1280	1490	1700	1920	2130	2340	2550
4.5	7.9%	480	480	720	960	1200	1440	1680	1920	2160	2390	2630	2870
5.0	8.7%	540	540	800	1070	1330	1600	1860	2130	2400	2660	2930	3190
5.5	9.6%	590	590	880	1170	1470	1760	2050	2340	2640	2930	3220	3510
6.0	10.5%	640	640	960	1280	1600	1920	2240	2560	2880	3200	3520	3840
6.5	11.4%	700	700	1040	1390	1730	2080	2430	2770	3120	3470	3810	4160
7.0	12.3%	750	750	1120	1500	1870	2240	2620	2990	3360	3730	4110	4480
7.5	13.2%	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	14.1%	860	860	1280	1710	2140	2570	2990	3420	3850	4270	4700	5130
8.5	14.9%	910	910	1370	1820	2270	2730	3180	3640	4090	4540	5000	5450
9.0	15.8%	970	970	1450	1930	2410	2890	3370	3850	4330	4820	5300	5780
9.5	16.7%	1020	1020	1530	2040	2550	3050	3560	4070	4580	5090	5600	6100
10.0	17.6%	1080	1080	1610	2150	2680	3220	3750	4290	4830	5360	5900	6430

