NOT FOR OPERATIONAL USE

VATSIM SCANDINAVIA

Charts Aarhus Airport

EKAH / AAR

Essential charts only. For all charts go to www.aim.naviair.dk

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VATSIM SCANDINAVIA

Aarhus Airport EKAH / AAR

Elevation	Transition Altitude	Runways	Charts
82’	3000’	28/10L + R	aim.naviair.dk

Runway 28L	DIRECT POINTS	Runway 10R
ARDEK DESOM BADUT IBEKO		GIPIN ALINI GINUB RUDOV

GENERAL

- Main runways for landing 28L/10R. Runway 28R/10L is ONLY used for light aircrafts
- If EKAH_APP or TWR is not online, the airport IS STILL controlled by EKDK_CTR

ARRIVAL

- No STARs available. Expect a “Direct point” see above and refer to charts for exact location
- ILS ONLY avaiable to 28L/10R
- You may be offered a tailwind approach for a straight in landing

Parking

- Vacating to the south is NOT allowed due to millitary area.
- Expect to park stand 4 if you come from outside of the schengen area

Departure

- At first contact ask for STARTUP ONLY. Your clearance should be requested on taxiout!
- No SIDs available for EKAH. Expect a radar vector or flying direct to a fix after departure
- After departure execute the departing turn no EARLIER than 400’ AGL
- Initial climb varies. Climb as instructed by ATC. Normally expect FL60

AERODROME CHART - ICAO

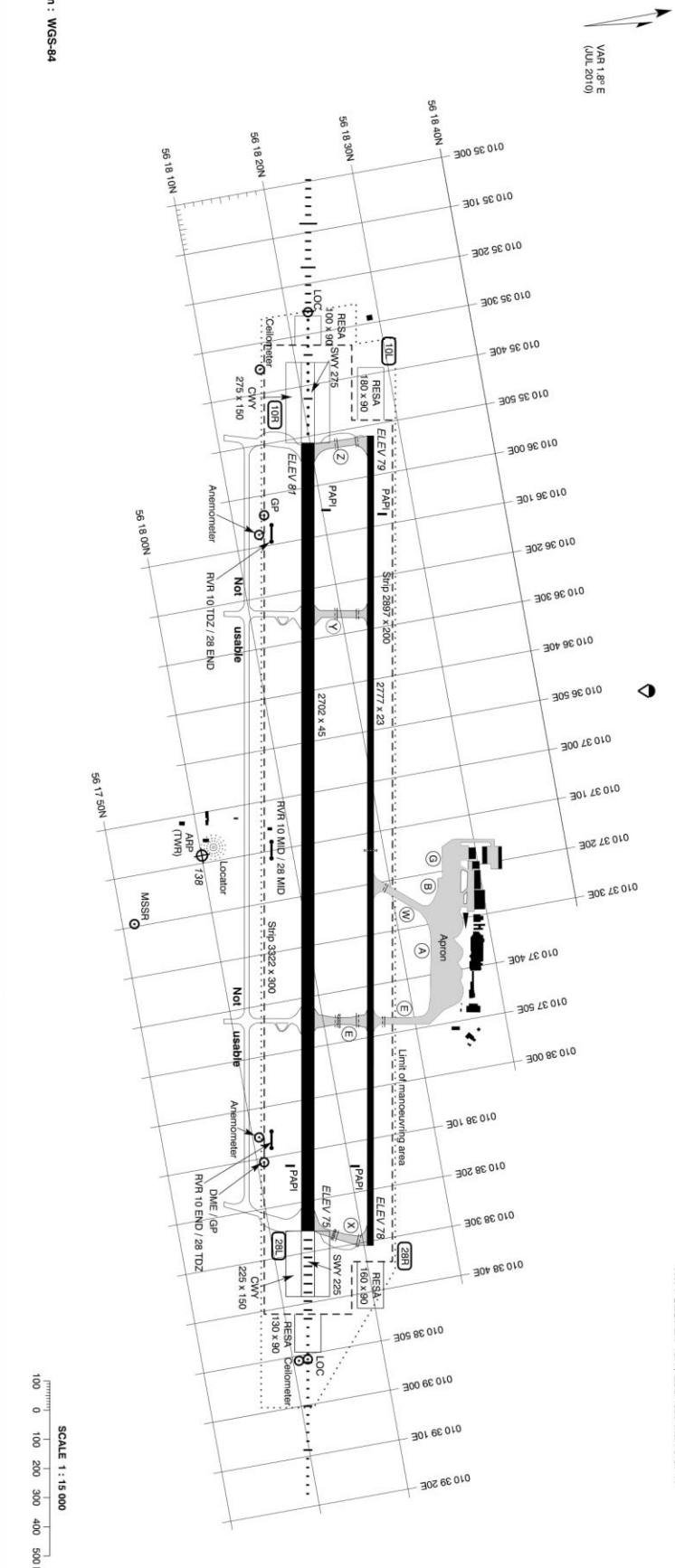
ARP : 56 18 00.06N 010 37 08.43E (TWR)

AD ELEV : 82 FT

ELEV in FT
Dimensions / Distances in M

Aarhus APP : 119.275
Aarhus TWR : 118.525

AD 2 - EKAH
ADC
Aarhus



Changes : New buildings added and apron changed.

RUNWAYS

NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances				APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable)							
					PSN TWY	TORA	TODA	ASDA	LDA	APCH	THR	TDZ	PAPI	Centre line	Edge	End	SWY
10R	100.3° GEO 098.5° MAG	56 18 19.77N 010 35 51.24E	Asphalt Concrete PCN 76 R / B / X / U	THR RWY NR TDZ Centre line Side stripes	Z Y	2702 2128	2927 2353	2927 2353	2702	900 M White	Green		2.75°	2702 M 15 M Standard colour	2702 M White	Red	225 M Red
28L	280.3° GEO 278.5° MAG	56 18 04.17N 010 38 25.84E			X E	2702 2008	2977 2283	2977 2283	2702	900 M CAT II	Green	900 M White	2.75°	2702 M 15 M Standard colour	2702 M White	Red	275 M Red
10L	100.3° GEO 098.5° MAG	56 18 26.76N 010 35 52.07E	Asphalt Concrete PCN 120 F / B / W / T	THR RWY NR Aiming point Centre line Side stripes TDZ	Z Y W E	2777 2177 1263 782	2777 2177 1263 782	2777 2177 1263 782	2777	Green LIL	Green LIL		3.00°	2777 M White LIL	2777 M White LIL	Red LIL	
28R	280.3° GEO 278.5° MAG	56 18 10.71N 010 38 30.95E			X E W	2777 2017 1562	2777 2017 1562	2777 2017 1562		Green LIL			3.00°		2777 M White LIL	Red LIL	

OTHER : Secondary power supply : Yes, switch-over time CAT II 1 SEC.

OBSTACLES : All obstacles are marked by day and night

TAXIWAYS

Width : A, B, E, W, X, Y, Z : 23 M.
G : 15 M.

Pavement : A, B, E, G, W, Y : Asphalt
X, Z : Asphalt / Concrete

Strength : E, W, Y : PCN 120 / F / B / W / T
A, B : PCN 76 / F / B / X / U
X : PCN 76 / R / B / X / T
Z : PCN 30 / R / B / X / U
G : PCN 76 / R / B / X / U

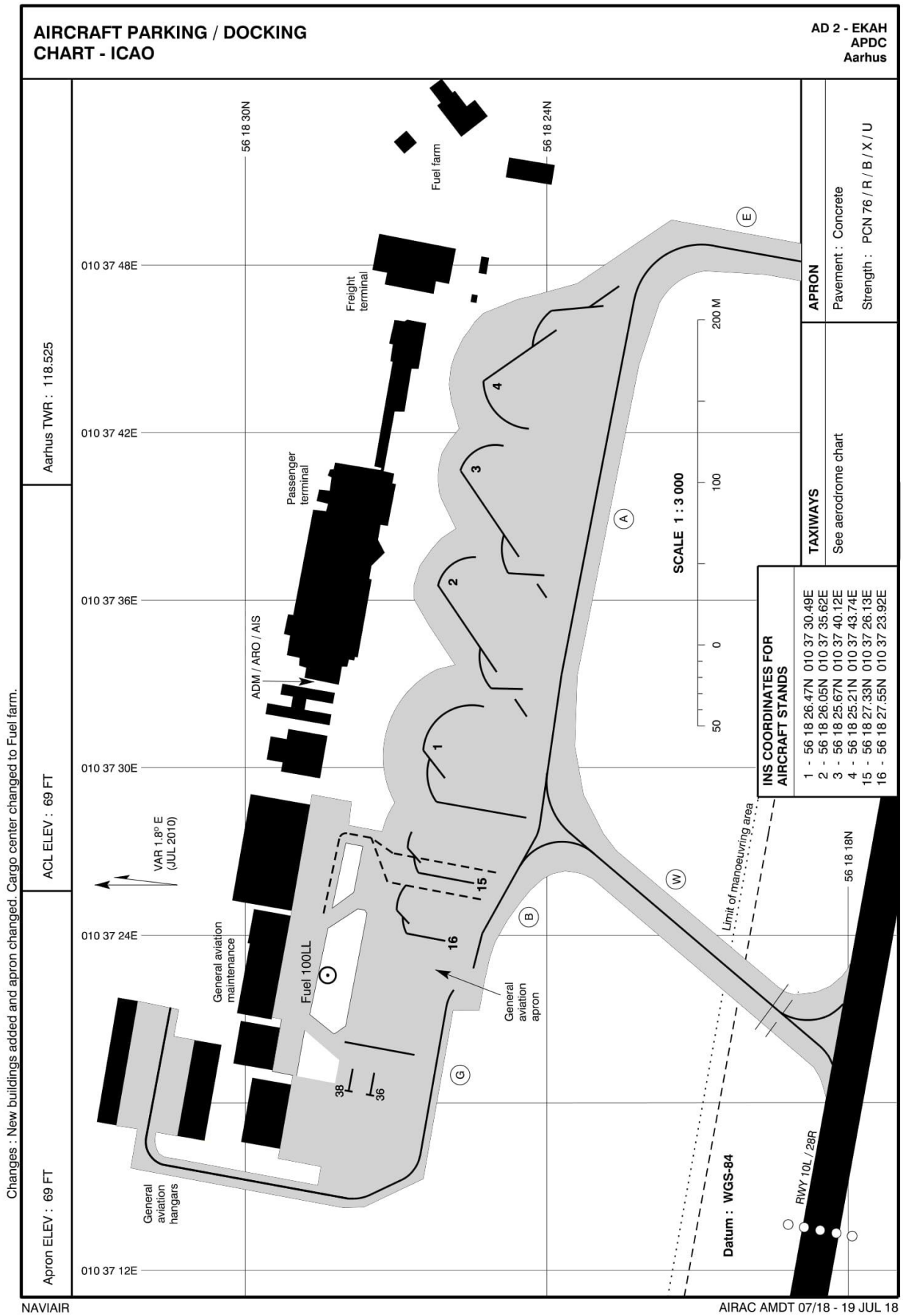
Day marking : Centre line, Holding position

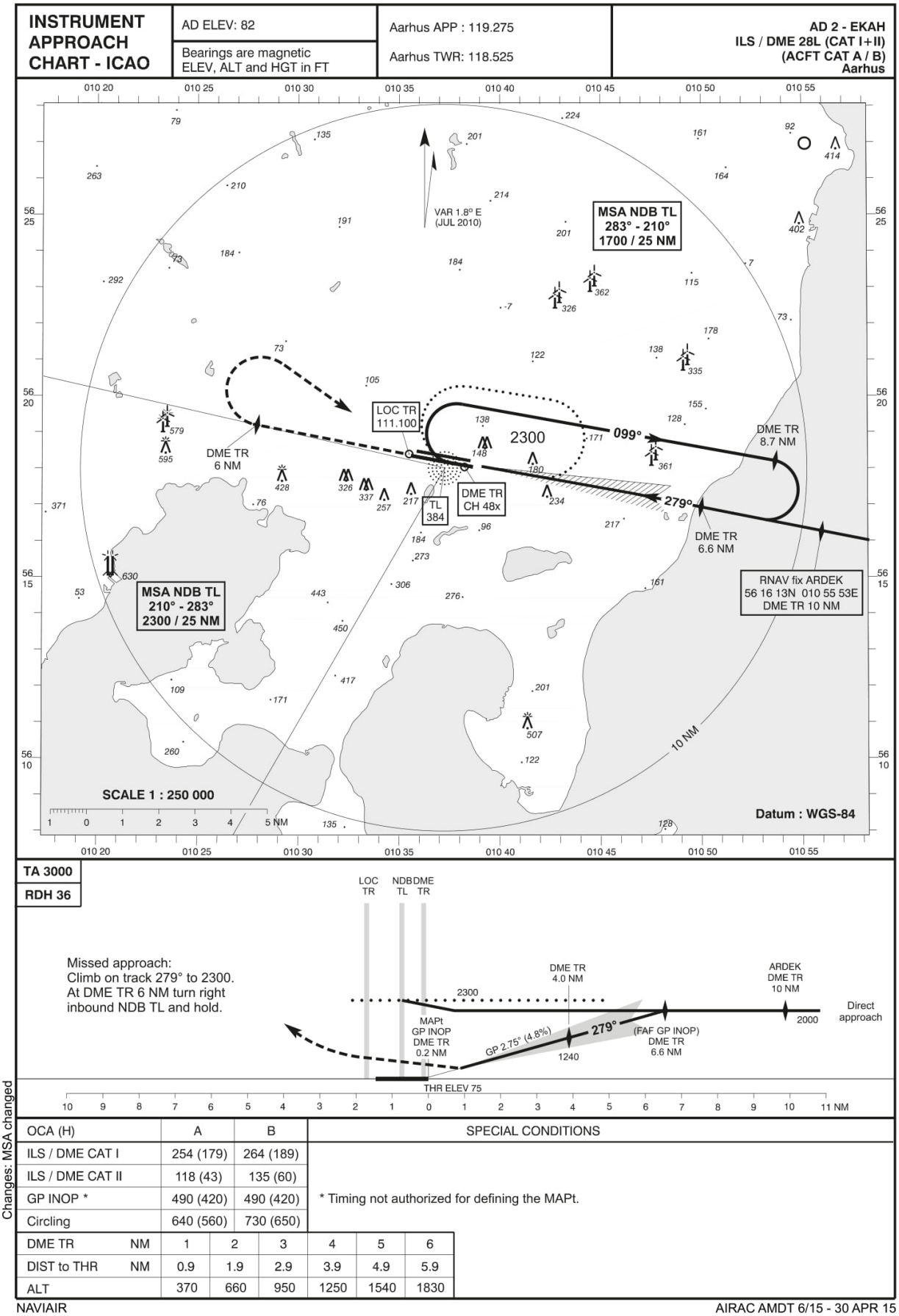
Lighting : Blue edge LIL, RGL for RWY 10R / 28L at holding PSN TWY Z, Y, E and X, and RWY 10L / 28R north of RWY at holding PSN TWY E and W.
Centre line standard colour on TWY E.

Taxiing guidance system : Sign boards

NAVIAIR

AIRAC AMDT 07/18 - 19 JUL 18



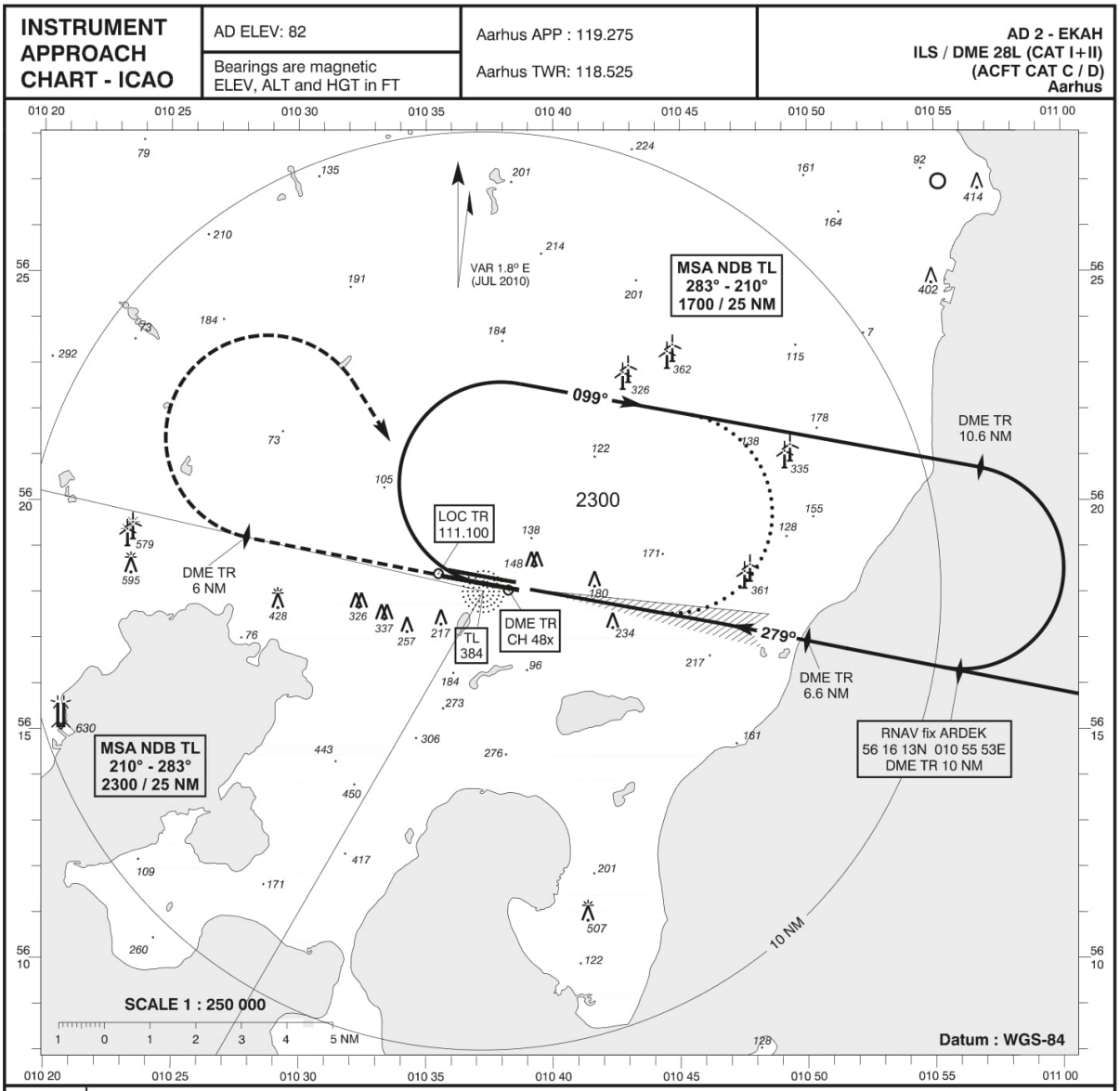


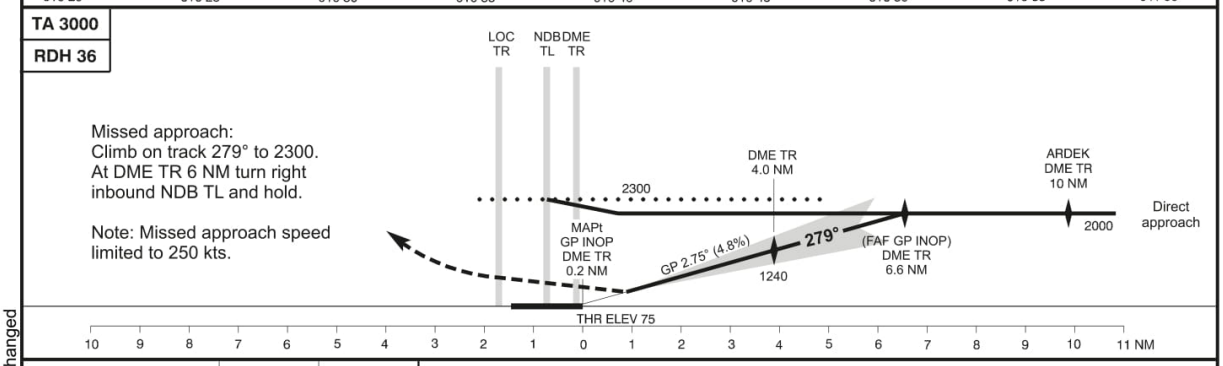
OCA (H)	A	B	SPECIAL CONDITIONS
ILS / DME CAT I	254 (179)	264 (189)	
ILS / DME CAT II	118 (43)	135 (60)	
GP INOP *	490 (420)	490 (420)	* Timing not authorized for defining the MAPt.
Circling	640 (560)	730 (650)	

DME TR NM	1	2	3	4	5	6
DIST to THR NM	0.9	1.9	2.9	3.9	4.9	5.9
ALT	370	660	950	1250	1540	1830

NAVIAIR

AIRAC AMDT 6/15 - 30 APR 15





Changes: MSA changed

OCA (H)	C	D	SPECIAL CONDITIONS
ILS / DME CAT I	273 (198)	283 (208)	
ILS / DME CAT II	148 (73)	161 (86)	
GP INOP *	490 (420)	490 (420)	* Timing not authorized for defining the MAPt.
Circling	970 (890)	970 (890)	

DME TR NM	1	2	3	4	5	6
DIST to THR NM	0.9	1.9	2.9	3.9	4.9	5.9
ALT	370	660	950	1250	1540	1830

NAVIAIR AIRAC AMDT 6/15 - 30 APR 15

INSTRUMENT APPROACH CHART - ICAO

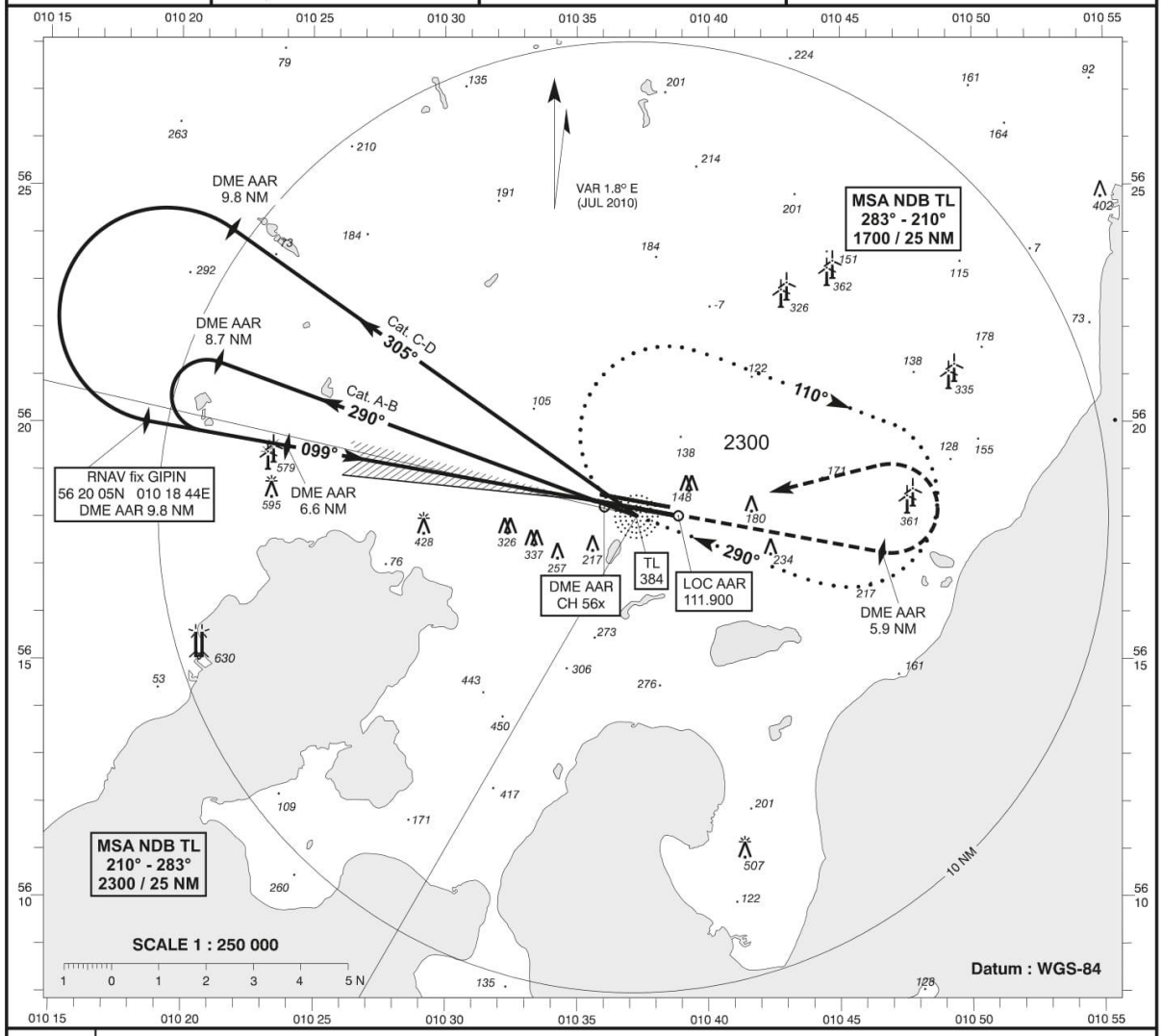
AD ELEV : 82

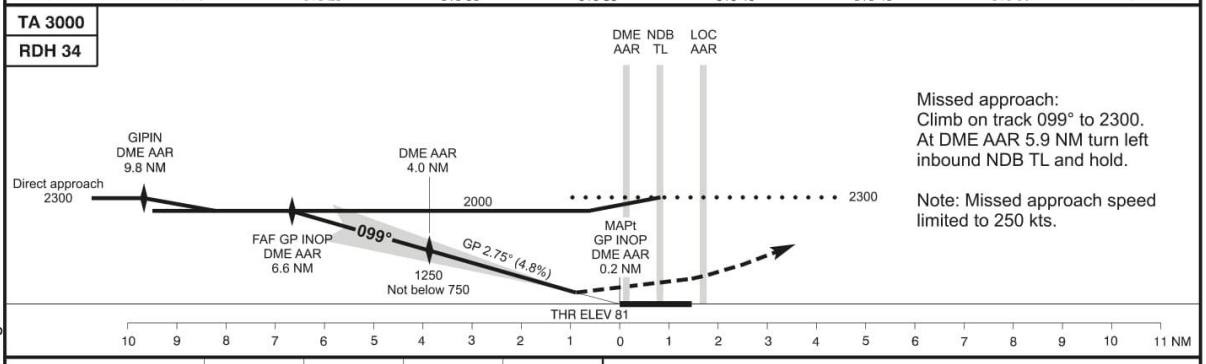
Bearings are magnetic
ELEV, ALT and HGT in FT

Aarhus APP : 119.275

Aarhus TWR: 118.525

AD 2 - EKAH
ILS/DME 10R
Aarhus





Missed approach:
Climb on track 099° to 2300.
At DME AAR 5.9 NM turn left inbound NDB TL and hold.

Note: Missed approach speed limited to 250 kts.

Changes: MSA changed

OCA (H)	A	B	C	D
ILS	261 (180)	271 (190)	280 (199)	290 (209)
GP INOP *	480 (400)	480 (400)	480 (400)	480 (400)
Circling	640 (560)	730 (650)	970 (890)	970 (890)

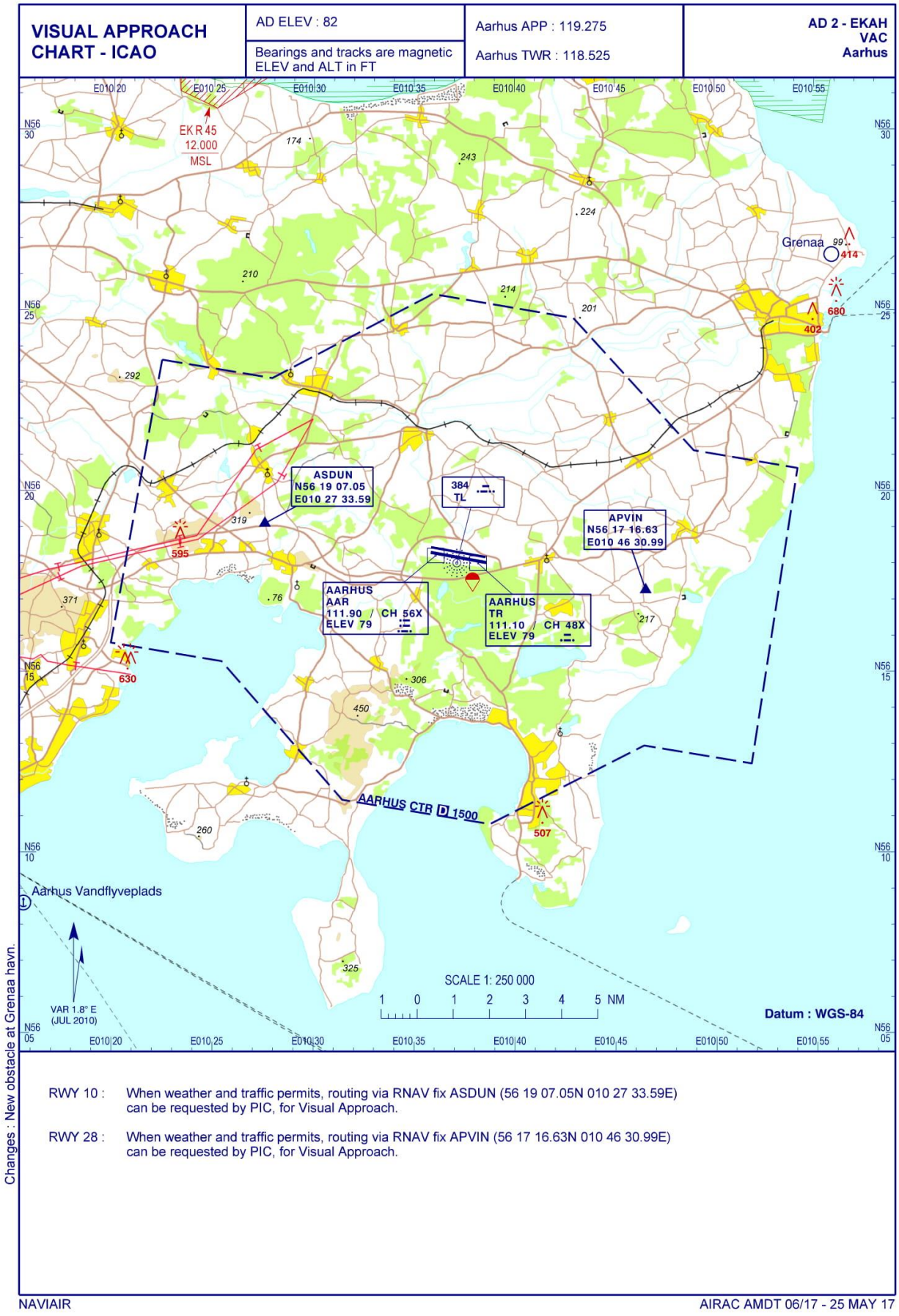
DME AAR NM	1	2	3	4	5	6
DIST to THR NM	0.8	1.8	2.8	3.8	4.8	5.8
ALT	370	660	950	1250	1540	1830

SPECIAL CONDITIONS

* Pass DME AAR 4.0 NM not below 750
Timing not authorized for defining MAPt.

NAVIAIR

AIRAC AMDT 6/15 - 30 APR 15



1. Aerodrome Location Indicator: EKAH - Aarhus

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	56 18 00.06N 010 37 08.43E TWR
2.	Distance and direction from city:	19.4 NM NE of Aarhus
3.	ELEV: REF temperature:	82 FT 19.6°C
4.	MAG VAR: Annual change:	1.8°E (JUL 2010) Increasing: 10'
5.	AD ADM: AD address:	Aarhus Lufthavn A/S Aarhus Airport Ny Lufthavnsvej 24 DK-8560 Kolind
	TEL:	+45 87 75 70 00 +45 87 75 70 50 (Airport Office)
	FAX:	+45 87 75 70 30 (Administration) +45 87 75 70 52 (Airport Office) +45 87 75 72 08 (Traffic Office)
	E-mail:	info@aar.dk
	AFS:	EKAH
6.	Types of traffic permitted :	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	Daily 0500-2100 (Daily 0400-2000)
2.	Customs and immigration:	The airport is open for traffic to/from all states. Hours for customs clearance and immigration as for AD.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As AD
5.	ATS Reporting Office (ARO):	As AD
6.	MET Briefing Office:	As AD
7.	ATS:	As AD
8.	Fuelling:	As AD
9.	Handling:	As per agreement
10.	Security:	As per agreement
11.	De-icing:	As per agreement

12. Remarks: Outside stated hours PPR for non-scheduled traffic, and PN for scheduled traffic.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: NIL
3.	Fuelling facilities and capacity:	100 LL self-service 75L/MIN Jet A1 1000L/MIN
4.	De-icing facilities:	Yes. For details about de-icing and anti-icing, see item 20 Local Traffic Regulations
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	Minor repairs only
7.	Remarks:	a. Frequency used for handling: 131.550 - call sign "Aarhus Airport Office". b. Frequency used for handling of passengers and other services: 131.610 - call sign "Aarhus Handling".

5. Passenger Facilities

1.	Hotels:	Hotels in town
2.	Restaurants:	Yes
3.	Transportation:	Taxi and bus
4.	Medical facilities:	Hospitals in Randers and Aarhus
5.	Bank and Post Office:	Cash dispenser only (Major credit cards accepted)
6.	Tourist Office:	In Aarhus TEL +45 89 40 67 00

7 Remarks: NIL

6. Rescue and Fire Fighting Services

1.	AD category for for fire fighting:	Basic CAT 5 available 0530-2030 (0430-1930). For scheduled passenger flights, category will be adapted to aircraft type up to CAT 7. Outside AD hours, category provided to commercial flights with passengers according to Aircraft category.CAT 8 and 9 available on request no later than 8 hours before flight. CAT 8 - 9 subject to additional charge.
2.	Rescue equipment:	-
3.	Capability for removal of disabled aircraft:	-

4. Remarks: CAT 5 may be used for short periods. TWR will inform the concerning aircrafts.

7. Seasonal Availability - Clearing

1.	Type of clearing equipment:	See snow plan in section AD 1.2
2.	Clearance priorities:	See snow plan in section AD 1.2

3. Remarks: AD available all seasons

8. Aprons, Taxiways and Check Locations Data

1.	Apron surface and strength:	Concrete PCN 76/R/B/X/U
2.	Taxiway width, surface and strength:	TWY A, B: 23 M, Asphalt, PCN 76/F/B/X/U TWY E, W, Y: 23 M, Asphalt, PCN 120/F/B/W/T TWY X: 23 M, Concrete/Asphalt, PCN 76/R/B/X/T TWY G: 15 M, Asphalt, PCN 76/R/B/X/U TWY Z: 23 M, Concrete/Asphalt, PCN 30/R/B/X/U
3.	ACL and ELEV:	At apron 69 FT
4.	VOR checkpoints: INS checkpoints:	- See Aircraft Parking/Docking Chart

5. Remarks: NIL

9. Surface Movement Guidance and Control System and Markings

1.	Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system:	See item 20, Local Traffic Regulations and Aircraft Parking/Docking Chart			RWY 10L/28R: THR, RWY NR, centre line, side stripes TWY: Centre line, holding position, sign boards. Guard lights for RWY 10R/28L at holding PSN TWY Z, Y, E, and X Guard lights for RWY 10L/28R at holding PSN TWY E and W
2.	RWY and TWY markings:	RWY 10R/28L: THR, RWY NR,Aiming point, TDZ, centre line, side stripes	3.	Stop bars:	TWY X, E and on RWY 10L/28R west of TWY W

4. Remarks: For taxiing to and from stands, see item 20 - Local Traffic Regulations

10. Aerodrome Obstacles

In approach/TKOF areas			In circling area and at AD	
a	b	c	a	b
RWY/ Area affected	Obstacle type Elevation Markings/LGT	PSN	Obstacle type Elevation Markings/LGT	PSN
-			-	

Remarks: All obstacles are marked by day and night

11. Meteorological Information Provided

1.	Associated MET Office:	Central Forecasting Office TEL +45 39 15 72 72	6.	Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts English and Danish
2.	Hours of service: Outside Hours:	H24		Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
3.	Office responsible for TAF preparation: Periods of validity:	Central Forecasting Office 9, 18/24 hours	8.	Supplementary equipment available:	-
4.	Type of landing forecast: Interval of issuance:	NIL -	9.	ATS units provided with information:	Aarhus Tower, Aarhus Approach
5.	Briefing/Consultation provided:	Self briefing and telephone consultation	10.	Additional information (limitation of service, etc.):	-

12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
10R	100.3° GEO 098.5° MAG	2702 x 45 M	PCN 76/R/B/X/U Asphalt/Concrete	56 18 19.77N 010 35 51.24E	81 FT/-
28L	280.3° GEO 278.5° MAG	2702 x 45 M	PCN 76/R/B/X/U Asphalt/Concrete	56 18 04.17N 010 38 25.84E	75 FT/-
10L	100.3° GEO 098.5° MAG	2777 x 23 M	PCN 120/F/B/W/T Asphalt/Concrete	56 18 26.76N 010 35 52.07E	79 FT/-
28 R	280.3° GEO 278.5° MAG	2777 x 23 M	PCN 120/F/B/W/T Asphalt/Concrete	56 18 10.71N 010 38 30.95E	78 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions
10R	less than 0.07 %	225 M	-	3322 x 300 M	130 x 90 M
28L	less than 0.07 %	275 M	-	3322 x 300 M	100 x 90 M
10L	less than 0.02 %	-	-	2897 x 200 M	160 x 90 M
28R	less than 0.02 %	-	-	2897 x 200 M	180 x 90 M

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE	RWY NR	RUNWAY CODE	TYPE
10R	4E	PA-1	10L	2B	NINST
28L	4E	PA-2	28R	2B	NINST

Take off not to be commenced on stopways.

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 10R				2702 M	-
TWY Z	2702 M	2927 M	2927 M		
TWY Y	2128 M	2353 M	2353 M		
RWY 28L				2702 M	-
TWY X	2702 M	2977 M	2977 M		
TWY E	2008 M	2283 M	2283 M		
RWY 10L				2777 M	-
TWY Z	2777 M	2777 M	2777 M		
TWY Y	2177 M	2177 M	2177 M		
TWY W	1263 M	1263 M	1263 M		
TWY E	782 M	782 M	782 M		
RWY 28R				2777 M	-
TWY X	2777 M	2777 M	2777 M		
TWY E	2017 M	2017 M	2017 M		
TWY W	1562 M	1562 M	1562 M		

14. Approach and Runway Lighting

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT: Length	RWY centre line LGT: Length Spacing Colour, Intensity	RWY edge LGT: Length Spacing Colour Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
10R	900 M White LIH	Green	2.75°	-	2702 M 15 M Standard colour LIH	2702 M White LIH	Red	225 M Red
28L	CAT II 900 M LIH	Green	2.75°	900 M White	2702 M 15 M Standard colour LIH	2702 M White LIH	Red	275 M Red
10L	-	Green	3.00°	-	-	2777 M White LIL	Red	-
28R	-	Green	3.00°	-	-	2777 M White LIL	Red	-

Remarks: NIL

15. Other Lighting and Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: NIL
2. LDI location and LGT: -
   Anemometer location and LGT: -
3. TWY edge and centre line LGT: Blue edge LIL. RGL for RWY 10R/28L at holding PSN TWY Z, Y, E and X. RGL 10L/28R north of runway at holding PSN TWY E and W. Centre line standard colour on TWY E.
4. Secondary power supply/ switch-over time: Yes, switch-over time CAT II 1 SEC.
5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. ATS Airspace

1. Designation and lateral limits: AARHUS CTR
   56 23 38N 010 22 25E - 56 23 08N 010 27 55E - 56 25 28N 010 35 55E - 56 24 48N 010 42 56E - 56 21 08N 010 48 56E - 56 20 38N 010 54 06E - 56 12 28N 010 51 46E - 56 12 58N 010 46 26E - 56 10 48N 010 38 46E - 56 11 28N 010 31 26E - 56 15 18N 010 25 25E - 56 15 48N 010 19 55E - 56 23 38N 010 22 25E.
2. Vertical limits: 1500 FT MSL/GND
3. Airspace classification: D
4. ATS unit call sign: AARHUS TOWER
   Language(s): EN, DA
5. Transition altitude: 3000 FT MSL
6. Remarks: NIL

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
TWR	AARHUS TOWER	118.525 121.500	As AD	DOC: 4000 FT/25 NM Emergency FREQ
APP	AARHUS APP	119.275	As AD	DOC: FL150/40 NM
MSSR	AARHUS APP/TWR	1030		DOC: FL 450/250 NM Radar 7

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LLZ 10R CAT I	AAR	111.900 MHZ	HO	56 18 01.63N 010 38 51.01E		ILS class I/D/4
GP 10R		331.100 MHZ	H24	56 18 13.57N 010 36 03.90E		Angle 2.75°, RDH 34 FT
DME 10R	AAR	CH 56X	H24	56 18 13.79N 010 36 03.97E	78.8 FT	FREQ paired with LLZ 10R Colocated with GP 10R
L	TL	384 KHZ	H24	56 18 01.46N 010 37 07.22E		Coverage 20 NM
LLZ 28L CAT II	TR	111.100 MHZ	HO	56 18 22.36N 010 35 25.62E		ILS class II/D/4
GP 28L		331.700 MHZ	H24	56 18 00.76N 010 38 10.81E		Angle 2.75°, RDH 36 FT
DME 28L	TR	CH 48x	H24	56 18 00.99N 010 38 10.84E	79.3 FT	FREQ paired with LLZ 28L Colocated with GP 28L

20. Local Traffic Regulations

1. Taxiing and parking

1.1 TWR will allocate aircraft stand, and give instructions for taxiing and parking. Request for marshaller assistance for taxiing and/or parking shall be submitted to TWR.

1.2 TWY B approved for aircraft up to ICAO type D. TWY G approved for aircraft up to ICAO type B. TWY Z only approved with PPR for aircraft with MTOM of 40 tonnes or more.

1.3 On TWY A, B and G the turning points for parking are marked by arrows with the aircraft stand number. If marshaller assistance is required for parking, the aircraft shall wait at the turning point - for the GENERAL AVIATION areas at turning point 15.

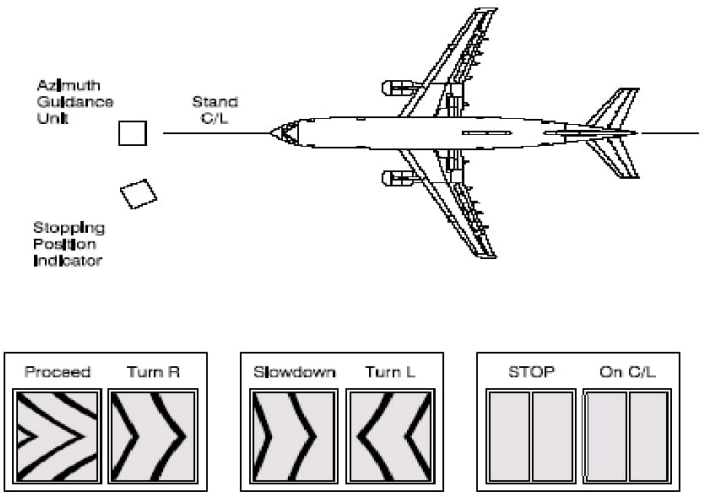
1.4 Aircraft with MTOM below 5700 KG - and a wing span not wider than 15 M - shall normally park in the areas for GENERAL AVIATION.

1.5 On aircraft stands 1, 2, 3, 4, 15 and 16 parking may take place without marshaller assistance. However, marshaller assistance is required for all type E aircraft, or when a stand is used of more than one aircraft at the same time.

1.6 All aircraft stands are equipped with a stand number, and a yellow stop marking extending left from the stand centre line.

On aircraft stands 2 and 3 a parking system of the type "Inogon Docking Guidance" have been established - giving azimuth and stopping guidance

INOGON Docking Guidance



2. De-icing and anti-icing of aircraft

De-icing and anti-icing of aircraft may take place on all parking stands, and can be requested via "Aarhus Airport Office" on frequency 131.550.

Information about treatment and consumption of fluid to be obtained from supervisor or from "Aarhus Airport Office" on frequency 131.550.

3 School Flights

Prior permission required (PPR) for all school flights, TEL +45 87 75 70 50.

4. Flight Plan

For all departing flights a complete flight plan or an abbreviated flight plan shall be submitted to the ATS reporting office at Aarhus before taxiing.

5. Removal of disabled aircraft from runway

In case an aircraft is damaged on a runway, it is the duty of the owner or user of such aircraft to ensure that it is removed as soon as possible. E.g. in case of punctures, it may be necessary that an aircraft - before replacement of wheels has taken place - moves away from the runway under its own power.

If a damaged aircraft is not removed from the runway as quickly as the Duty Airport Manager consider it necessary for a reasonable dispatch of the traffic, he shall be entitled to have the aircraft removed for the account of the owner or user.

6. Engine run-up

Engine run-up test may take place at GA-area.

7. Use of auxiliary power unit (APU)

Use of APU on aircraft stands shall be limited as far as possible.

APU may be used:

- 5 minutes after on block
- 5 minutes before leaving apron

Exemptions:
When the outside temperature (OAT) is below -10 degrees C or above +25 degrees C, APU may be used as follows, unless otherwise instructed by marshaller:

- 5 minutes after on block
- 15 minutes before leaving apron

21. Noise Abatement Procedures

NIL

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to GIPIN or ARDEK.

1.2 Radio communication failure

Navigation aid designated for radio communication failure during IMC for arriving aircraft is

- L TL when RWY 10R is expected runway in use.
- L TL when RWY 28L is expected runway in use.

1.3 Precision Approach. Category II Operations RWY 28L

The operations are subject to the following procedures and conditions:

a. ATC procedures.

ATC will apply special safeguards and procedures during Category II operations. These procedures will only be introduced when the ceiling is 200 FT or less and/or RVR 800 M or less.

The minimum distance between an aircraft on final approach carrying out a Category II ILS approach and any other preceding aircraft will for Category II not be less than 6 NM.The separation must be established at the latest when preceding aircraft passes THR.

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

b. Pilot procedures.

Pilots who intend to carry out a Category II ILS approach are to use the following phrase:

"Request Category II ILS approach runway 28L".

Above mentioned request shall be made to COPENHAGEN CONTROL and confirmed on first contact with AARHUS APPROACH.

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established. At initial contact with TWR state prefered take-off position.

2.2 Omnidirectional departures

RWY 10R/L and 28L/R: Climb straight ahead to at least 700 FT MSL before turn is commenced.

3. VFR Flights

3.1 VFR reporting points, VFR holdings and VFR routes are established, see ANC 1:500 000.

23. Additional Information

Parachuting may take place

24. Charts Related to the Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 10R
	AOC-A 28L
Precision Approach Terrain Chart - ICAO	PATC 28L
Instrument Approach Chart - ICAO	RNAV (GNSS) 10R-1
	RNAV (GNSS) 10R-2
	RNAV (GNSS) 28L-1
	RNAV (GNSS) 28L-2
	ILS/DME 10R
	NDB/DME 10R
	ILS/DME 28L (CAT I+II)(ACFT CAT A/B)
	ILS/DME 28L (CAT I+II)(ACFT CAT C/D)
	NDB/DME 28L (ACFT CAT A/B)
	NDB/DME 28L (ACFT CAT C/D)
Visual Approach Chart - ICAO	VAC