1. Aerodrome Location Indicator and Name: EKYT - Aalborg (CIV / MIL)

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	57 05 34.04N 009 50 56.99E On RWY 08R/26L, 836 M from THR 08R
2.	Distance and direction from city:	3.5 NM NW of Aalborg
3.	ELEV: REF temperature:	8 FT 21°C
4.	MAG VAR: Annual change:	4°E (OCT 2023) Increasing: 12'
5.	AD ADM: AD address: TEL: FAX: E-mail: Internet: AFS: SITA:	Aalborg Lufthavn a.m.b.a Ny Lufthavnsvej 100 DK-9400 Nørresundby +45 98 17 11 44 (AD) +45 98 17 36 84 (AD/ARO/Briefing) aalborg.airport@aal.dk www.aal.dk EKYTZPZX AALAPXH
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: Height references EGM96 (Earth Gravitational Model 1996).

3. Operational Hours

1.	AD:	Daily 0500-2230 (0400-2130)
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:	H24
7.	ATS:	H24 (H24)
8.	Fuelling:	Jet A1 - daily 0500-2100 (0400-2000) - SAT 0500-2000 (0400-1900) - SUN 0500-2100 (0400-2000) For fuel outside opening hours, contact Aalborg Airport Office. Please note that an extra fee will be charged.
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	As AD

12. Remarks: Outside stated hours PPR for non-scheduled flight shall be submitted to airport office not later than 2100 (2000), and for ambulance flights 1 HR PN. (Please note that an extra fee will be charged).

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1. Oil: Nil
3.	Fuelling facilities and capacity:	Jet A1: 1800 L/MIN
4.	De-icing facilities:	De-icing fluid and equipment. For details see item 20. Local aerodrome regulations.
5.	Hangar space for visiting aircraft:	Yes
6.	Repair facilities for visiting aircraft:	Minor repairs only
7.	Remarks:	a. Frequency used for handling: 131.555 - call sign "Aalborg Handling" b. Hydraulic oil not available

5. Passenger Facilities

1.	Hotels:	Yes
2.	Restaurants:	Yes
3.	Transportation:	Taxi, bus and train
4.	Medical facilities:	Hospital in Aalborg
5.	Bank and Post Office:	ATM in terminal (Major credit cards accepted). Bank and Post office in town
6.	Tourist Office:	In Aalborg TEL +45 99 31 75 00 E-mail info@visitaalborg.com

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 7 and boats
2.	Rescue equipment:	2 boats, and 8 rafts of 25 persons
3.	Capability for removal of disabled aircraft:	Capable of removing B737 & A321 without special arrangements. Rescue crane, jacks, and skids.

Registered Owner or Aircraft Operator retains complete responsibility for the removal of the disabled aircraft. All Airline Operators at EKYT are expected to have aircraft recovery plans. If removal of disabled aircraft is needed assistance can be requested by contacting Airport Office at +45 96 35 77 50 or e-mail aalborg.airport@aal.dk.

4. Remarks: Principal extinguishing agent, Foam performance level C, 25.000 litres of water.
Complementary extinguishing agent available (550 KG dry chemical powder).
CAT 9 available with 24 HR PPR, please write to aalborg.airport@aal.dk.

7. Runway Surface Condition Assessment and Reporting, and Snow Plan

1.	Type of clearing equipment:	Snowploughs, sweepers, spreaders and snow-blower. Chemicals: KFOR and NAFO
2.	Clearance priorities:	1. Apron in front of Fire and Rescue station 2. Main RWY and TWY C 3. Apron 4. South parallel RWY and TWY A and E 5. TWY B and D

3. Remarks: Information on snow clearance published from November to April in SNOWTAM. See also Snow Plan in AD 1.2.

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength:
   - Stand 1: PCN 42/F/D/W/T Asphalt
   - Stand 2-3: PCN 52/R/D/W/T Concrete
   - Stand 4-5: PCN 57/R/D/W/T Concrete
   - Dolphin Apron: PCN 74 R/D/W/T Concrete
   - Stand 6-8: PCN 71/R/D/W/T Concrete
   - Stand 10: PCN 52/F/D/W/T Asphalt
   - Other parts of apron: PCN 39/R/D/X/U Other
2. Taxiway width, surface and strength:
   - TWY A, C, D, E and G: 23 M
   - TWY B and H: 15 M
   - TWY F, N, J and K: 14 M
   - TWY M and L: 12 M
   - TWY GA1 and GA2: 20 M

   All taxiways: PCN 52/F/D/W/T Concrete/Asphalt Composite construction
3. ACL and ELEV: At civil apron 8 FT
4. VOR checkpoints: -
   INS checkpoints: See Aircraft Parking/Docking Chart

5. Remarks: 1. Dolphin Apron unsuitable for fighter jets and jet aircraft with low hanging engines due to risk of FOD (foreign object damage) ingestion.
   2. TWY B + J not to be used during night operation due to no TWY edge lights.

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 aerodrome regulations and Aircraft Parking/Docking Chart
2. RWY and TWY markings:
   - RWY 08L/26R: RWY NR, THR, TDZ, centre line, edge and RWY end as appropriate marked and lighted.
   - RWY 08R/26L: RWY NR, THR, centre line, edge and RWY end as appropriate marked. THR, edge and RWY end lighted.
   - TWY: Centre line, side stripes and holding positions marked. Edge light on TWY A, C, D, E, F, G, K and N.
3. Stop bars: -

4. Remarks: LED Lights:
   All lights associated with RWY 08L and 26R, except PAPI
   RWY edge 08R and 26L
   TWY A, D, E, F, G, H, K, N

10. Aerodrome Obstacles

Note: Obstacles for Area 2, 3 and 4 are pending.
Height references DVR90 (EGM96 pending).

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
10640	Antenna	57 07 17.07N 009 51 34.23E	211	179	Lighted	
8176	Antenna	57 04 09.99N 009 56 00.48E	253	131	None	
000445	Building	57 03 47.68N 009 53 50.51E	181	180	Lighted	
9000-064	Terrain	57 04 40.48N 009 54 42.70E	166	0	None	
10661	Antenna	57 04 21.34N 009 54 47.19E	165	129	Lighted	
009151	Building	57 05 33.93N 009 56 12.85E	165	65	None	
219192	Antenna	57 04 24.12N 009 53 09.57E	157	145	None	
237537	Building	57 03 56.00N 009 54 00.00E	238	229	Lighted	

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Tabular data pending.						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Aalborg, Nordjyllandsværket 1	Chimney	57 04 31N 010 02 26E	565	558	LIH FLG W	
Frejlev	Mast	57 00 13N 009 49 29E	854	680	LIH FLG W	
Nibe	Mast	56 58 45N 009 45 51E	1222	1051	LIH FLG W	

11. Meteorological Information Provided

1.	Associated MET Office:	Danish Meteorological Institute (DMI)/ Defence Weather and Warnings (MVV) TEL +45 72 84 14 41 / +45 72 84 14 42	6.	Flight documentation:	Charts. Abbreviated plain language texts.
				Language(s) used:	English and Danish
2.	Hours of service:	H24	7.	Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
	Outside Hours:	-			
3.	Office responsible for TAF preparation:	Danish Meteorological Institute (DMI)/ Defence Weather and Warnings(MVV).	8.	Supplementary equipment available:	-
	Periods of validity:	24 hours			
4.	Type of landing forecast:	NIL	9.	ATS units provided with information:	Aalborg Tower, Aalborg Approach
	Interval of issuance:	-	10.	Additional information (limitation of service, etc.):	-
5.	Briefing/Consultation provided:	Self briefing northavimet.com and telephone consultation			

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
08L	083.3° GEO 079.3° MAG	2650 x 45 M	PCN 66/F/D/W/T Concrete/Asphalt Composite construction	57 05 37.37N 009 50 00.30E	6 FT / 7 FT
26R	263.3° GEO 259.3° MAG	2650 x 45 M	PCN 66/F/D/W/T Concrete/Asphalt Composite construction	57 05 47.43N 009 52 36.63E	8 FT / 8 FT
08R	083.3° GEO 079.3° MAG	2551 x 23 M	PCN 52/F/D/X/U Asphalt	57 05 30.87N 009 50 07.68E	6 FT/-
26L	263.3° GEO 259.3° MAG	2551 x 23 M	PCN 52/F/D/X/U Asphalt	57 05 40.52N 009 52 38.07E	8 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA	Obstacle-free zone
08L	less than 1 %	-	-	2770 x 300 M	240 x 90 M	-
26R	less than 1 %	-	-	2770 x 300 M	240 x 90 M	-
08R	less than 1 %	-	-	2669 x 300 M	30 x 90 M	-
26L	less than 1 %	-	-	2669 x 300 M	30 x 90 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
08L	4E	PA-1
08R	2B	NINST
26L	2B	NINST
26R	4E	PA-3

Strip Surface: Aerodrome strip are grass areas with few remains of old concrete infrastructure.

Arrester cables

Arrester cables for military aircraft may be suspended across:
- RWY 08L, 450 M prior to runway end
- RWY 26R, 450 M prior to runway end
- RWY 08R, 450 M prior to runway end
- RWY 26L, 450 M prior to runway end

Cables disengaged in approach end.

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 08L				2650 M	-
TWY E/F	2650 M	2650 M	2650 M		
TWY G	2151 M	2151 M	2151 M		
TWY D	2090 M	2090 M	2090 M		
TWY C	1243 M	1243 M	1243 M		
TWY H	1240 M	1240 M	1240 M		
RWY 26R				2650 M	-
TWY A/K	2650 M	2650 M	2650 M		
TWY J	2116 M	2116 M	2116 M		
TWY B	2082 M	2082 M	2082 M		
TWY H	1449 M	1449 M	1449 M		
TWY C	1449 M	1449 M	1449 M		

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 08R TWY E	2551 M	2551 M	2551 M	2551 M	-
RWY 26L TWY A	2551 M	2551 M	2551 M	2551 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
08L	470 M White LIH	Green	3.00° 60 FT	-	2650 M 15 M White (0 - 1750 M) White/red (1750 - 2350 M) Red (from 2350 M) LIH	2650 M 60 M White LIH	Red	-
26R	CAT II/III 900 M LIH	Green	3.00° 51 FT	900 M White	2650 M 15 M White (0 - 1750 M) White/red (1750 - 2350 M) Red (from 2350 M) LIH	2650 M 60 M White LIH	Red	-
08R	150 M White LIL Crossbar 150 M from THR	Green	3.00°	-	-	2550 M 45 M Yellow LIL	Red	-
26L	150 M White LIL Crossbar 150 M from THR	Green	3.00°	-	-	2550 M 45 M Yellow LIL	Red	-

Remarks: 1.LED Lights: All lights associated with RWY 08L and 26R, except PAPI
RWY edge 08R and 26L
2. On RWY 08L/26R the distance between RWY edge marking and RWY edge lights are wider than standard, this can result in an optical illusion that 08L/26R are shorter than it in fact is.
3. Pilots are advised that the PAPI on RWY 26R is designed for aircraft up to code 4C.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: -
2. LDI location and LGT: -
   Anemometer location and LGT: -
3. TWY edge and centre line LGT: Blue edge, LIL.
   RGL for RWY 08L/26R
4. Secondary power supply/switch-over time: Yes, switch-over time CAT II/III MAX 1 SEC, switch-over time during departures with RVR less than 800M MAX 1 SEC, otherwise MAX 15 SEC

5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits: AALBORG CTR
   57 08 38N 009 33 55E - 57 08 58N 009 39 55E - 57 12 28N 009 46 25E - 57 12 58N 009 53 55E - 57 10 28N 010 01 25E - 57 10 48N 010 06 55E - 57 02 48N 010 08 55E - 57 02 28N 010 03 15E - 56 58 58N 009 56 45E - 56 58 28N 009 49 10E - 57 01 08N 009 41 25E - 57 00 48N 009 35 55E - 57 08 38N 009 33 55E
2. Vertical limits: 1500 FT MSL/GND
3. Airspace classification: D
4. ATS unit call sign: AALBORG TOWER
   Language(s): EN, DA
5. Transition altitude: 3000 FT MSL

6. Remarks: NIL

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	AALBORG	123.980	H24	DOC: FL 250/60 NM
	APPROACH	362.450		MIL
ARR	AALBORG	120.705	H24	DOC: FL 150/40 NM
	ARRIVAL	315.000		MIL
TWR	AALBORG	118.305	H24	DOC: 4000 FT/25 NM
	TOWER	353.525		MIL
		257.800		MIL
		121.500		Emergency
		243.000		Emergency

Service	CS	Channels/ Frequencies	HR	Remarks
ATIS	AALBORG AIRPORT INFORMATION	120.480	H24	DOC: FL 200/60 NM Language: EN
PSR		2750/2855		DOC: FL 250/50 NM Radar 4
MSSR		1030		DOC: FL 450/250 NM Radar 4
	AALBORG APP/TWR			Radar 4/ From multi radar track from ACC København

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 26R CAT III	YT	111.550 MHZ	HO	57 05 35.99N 009 49 38.82E		ILS class III/E/4
GP 26R		332.750 MHZ	HO	57 05 50.27N 009 52 17.47E		Angle 3.00°, RDH 51 FT
DME 26R	YT	CH 52y	HO	57 05 50.27N 009 52 17.47E	18.7 FT	FREQ paired with LOC 26R
VOR 4°E 2022	AAL	116.700 MHZ	H24	57 06 13.39N 009 59 44.08E		DOC: FL 500/100 NM DME INFO from TACAN AAL
TACAN 4°E 2023	AAL	CH 114x	H24	57 06 14.16N 009 59 34.11E	56.8 FT	DOC: FL 500/200 NM
LOC 08L CAT I	AE	109.900 MHZ	HO	57 05 49.02N 009 53 01.40E		ILS class I/E/4
GP 08L		333.800 MHZ	HO	57 05 42.71N 009 50 17.44E		Angle 3.00°, RDH 54 FT
DME 08L	AE	CH 36x	HO	57 05 42.71N 009 50 17.44E	32.8 FT	FREQ paired with LOC 08L

20. Local Aerodrome Regulations

1. Parking

1.1 TWR will inform aircraft stand or parking area for arriving civil flights. Parking guidance by ground crew is compulsory for all stands and GA Parking. ACFT entering a stand must not proceed unless ground crew is present providing guidance for the AFCT.

Parking stand 1, 2, 3, 4, 5, 6, 7, 8, 10, 11 and 12 are marked with number, guidelines and stop lines.

Unless otherwise instructed by the marshaller, all A/C has to follow the taxiway marking (guidelines) on the apron.

Aircraft A330 series and larger will be parked with marshaller assistance.

General Aviation parking and other parking areas are not marked. Due to security regulations, General Aviation pilots and passengers are not allowed to leave the aircraft unless a marshaller is present. Therefore all aircraft parked at the General Aviation parking area and refuelling area, must contact the Airport Office (ARO) on frequency 131.555 for marshaller assistance. As marshaller can be occupied elsewhere, some waiting time can be expected. Therefore contact the Airport Office (if possible) during approach.

All crew and airline staff (who are not flying as regular passengers, for example technicians) needs to wear high visibility wests on the apron.

Refuelling is not permitted without advising the Airport Office.

2. Taxiing

2.1 Taxiing with ICAO code letter D and E shall take place via the route shown on the chart AD 2 - EKYT GMC.

3. Flight Plan

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

4. Exit from stand

In general:

To minimize blast on terminal, reduce power to idle after break away.

Call Aalborg TWR (118.305 MHz) for start up, ATC clearance and taxi instructions. Taxi instructions from Aalborg Tower does not overrule instructions given by the marshaller/Airport Office regarding movement on apron.

Aircraft requiring push-back requests push back directly to the push back truck when ready.

Unless otherwise instructed by the marshaller, all A/C have to follow the taxiway marking (guidelines) on the apron.

Push back is compulsory for departing A/C from stand 2-5 for aircraft type A319/320/321, B737-3/5/7/9 and MD80/90, if similar or larger A/C is parked on the stand to the right.

Exit from any stand by self-manoeuvring:

Pilots shall contact Airport Office (ARO) on frequency 131.555 at EOBT minus 15 minutes.

No aircraft may exit any stand by self-manoeuvring unless an "all clear" signal (thumbs up) is given by ground crew or marshaller.

Stand 1-2:

Smaller Category C and all Category B aircraft (if parked at the E190, ATR, or CRJ marking) are allowed to leave the stand by self-manoeuvring with a right turn, regardless of aircraft parked in front of the North Flying hangar or on stand 1.

Stand 3-7:

Smaller category C and all category B Aircraft (when parked at the marking) are allowed to leave the stand by self-manoeuvring with a left or a right turn. The side to which the A/C turns has to be free from any other A/C.

Stand 8:

Smaller category C and all category B Aircraft (when parked at the marking) are allowed to leave the stand by self-manoeuvring with a right turn if stand 7 is free from any other A/C.

Stand 10:

Stand 10 is vacated by self-manoeuvring with a left turn.

Stand 11:

Category C Aircraft (and lower) are allowed to leave the stand by self-manoeuvring with a left turn onto TWY GA2.

Stand 12:

Category C Aircraft (and lower) are allowed to leave the stand by self-manoeuvring with a left turn onto TWY GA2 if stand 11 is free from any other A/C. Otherwise push-back are mandatory.

5. 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 air temperature (OAT) is below -10°C or above +25°C APU may be used as follows, unless otherwise instructed by marshaller:

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

Engine start up for maintenance/test purpose on civil apron must be assigned by ATS reporting office (VHF 131.555 MHz). For all other locations contact Aalborg TWR (VHF 118.305 MHz).

6. De-icing

De-icing and anti-icing

When ready for de-icing, request de-icing/anti-icing at Aalborg Airport Office/ Aalborg Handling frequency 131.555MHz. De-icing will take place on the stand. Aircraft will be pushed APRX 1 M before start of de-icing. Information about treatment and consumption of fluid to be obtained from the sprayer of the de-icing vehicle. De-icing will be done in the order de-icing is requested, however the sprayer of the de-icing vehicle may change the order in accordance to the scheduled time of departure of the A/C. This in order to ensure as

smooth an operation as possible.

7. Non-Schengen flights

Aalborg Airport does not have H24 customs and immigrations, and therefore Aalborg Airport must be notified of all non-Schengen flights, either via the slot coordination (www.online-coordination.com) or via e-mail (aalborg.airport@aal.dk). Detailed PAX list must be sent to: njyl-graensekontrol@Politi.dk. If Aalborg Airport is not notified in due time (at least 3 hours prior arrival/departure) delays can be expected as immigrations has to be present prior to boarding and de-boarding of passengers and crew.

8. Removal of disabled aircraft from the runway

In case an aircraft is damaged on the runway, it is the duty and responsibility of the owner or user of the 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 reasonable dispatch of the traffic, he shall be entitled to have the aircraft removed for the account of the owner or user. Aalborg Airport is in some cases able to remove the aircraft free of charge (light aircraft only), but in such case, the owner or PIC has to sign a document stating that Aalborg Airport cannot be held responsible for any damage applied to the aircraft during removal.

9. Practice and training approaches - use of runways

9.1 Aircraft with MTOW > 5.700KG
Practice and training approaches is allowed with prior permission (PPR) obtained from the Airport Office (+45 96 35 77 50).
9.2 Aircraft with MTOW < 5.700KG
Practice and training approaches is allowed weekdays 0600-1800 (0500-1700) and Saturdays 1000-1800 (0900-1700).
Practice and training approaches is allowed on Sundays and legal holidays as follows:

• For local based operators between 1000-1800 (0900-1700).

• 1 Approach/Touch-and-go for non-local based operators between 1000-1800 (0900-1700).

9.3 Technical test flights necessary for the purpose of ascertaining the airworthiness of an aircraft during flight, use of the runway system at the aerodrome is allowed. See also AD 2.21 - Noise Abatement Procedures.

10. Civilian aircraft departing from TWY H, J and G

Remaining take-off distance signs 08L/26R from TWY H, TWY J and TWY G are not available, contact TWR for information.

11. Communication with Aalborg Handling

Contact with Aalborg Handling on FREQ 131.555 are limited to 20 NM from AD.

21. Noise Abatement Procedures

1. General Provisions

1.1 The noise abatement provisions may be deviated, if the Air Traffic Controller or the Pilot-in-Command judges it necessary for safety reasons.

1.2 Violation of the noise abatement provisions can be punished in pursuance of the Regulation for Civil Aviation BL 3-40 "Abatement of Noise from Controlled Aerodromes".

2. Jet aircraft

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

2.2 Take-off restrictions IFR jet aircraft:
2.2.1 RWY 08L/R:
a. Turn must not be commenced until having passed 2 NM on radial 259 of AAL VOR/DME.

2.2.2 RWY 26L/R:
a. Turn to the South must not be commenced until having passed 2000 FT

3. Propeller and turboprop aeroplanes

3.1 No restrictions.

4. Helicopters

4.1 No restrictions.

5. Reporting

5.1 Reporting by the Air Navigation Services Aalborg to the Danish CAA.

5.1.1 The Air Navigation Services Aalborg shall notify the Danish CAA of every clearance deviating from the above mentioned provisions.

5.1.2 The Air Navigation Services Aalborg shall notify the Danish CAA of every clearance according to the provision in item 1.1.

5.1.3 The Air Navigation Services Aalborg shall notify the Danish CAA of every operation where it is observed, that it is carried out contrary to the clearance issued according to the provisions in item 2.2 on take-off restrictions.

5.2 Aalborg Lufthavn (Aalborg Airport) reporting to the Danish CAA..

5.2.1 Aalborg Lufthavn (Aalborg Airport) shall notify the Danish CAA when it has been ascertained that school or training flights have taken place against the provision in item 2.3.

5.3 The Danish CAA follow-up of reports.

5.3.1 The Danish CAA will make further investigation based on the received reports. The investigation will include an evaluation of whether liability to punishment shall be exercised according to Regulations for Civil Aviation BL 3-40.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC Copenhagen to AAL VOR, BAKIT or GIPUG.

1.2 Radio Communication failure.

Navigation aid designated for radio communication failure during IMC for arriving aircraft is VOR/DME AAL.

2. IFR Departure

2.1 Standard Instrument Departures.

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures.

RWY 08L/R and 26R/L: Climb straight ahead to at least 600 FT MSL before turn is commenced. See also "Noise Abatement Procedures", item 21.

2.3 Unless otherwise instructed, when airborne contact Aalborg Approach on 123.980 MHZ (IFR flights only).

3. Low Visibility Procedures

3.1 ATC will apply special safeguards and procedures during conditions of low visibility.

3.2 Criteria for activation of LVP

Low Visibility Procedures are prompted by ATC and will normally be introduced when the RVR is less than 550M or when ceiling is below 200FT.

3.3 Pilots will be informed when Low Visibility Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Procedures are cancelled.

3.4 The following procedures will apply during Low Visibility Procedures:

a. ATC Procedures

When RVR is below 550M ATC can only allow one aircraft on the maneuvering area at a time.

b. Pilot Procedures

Marshaller Service with Low Visibility Procedures in operation.

On request marshaller service to or from runway is available due to the lack of centerline lights on taxiways and RWY 08R/26L. Request for marshaller service must be stated to Aalborg Tower on 118.305 MHz.

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

4. Precision Approach. Category II/III Operations

4.1 The operations during CAT II/III approaches are subject to the following procedures and conditions.

a. ATC procedures.

The minimum distance between an aircraft on final approach carrying out a Category II/III ILS approach and any other preceding aircraft will not be less than 5 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/III ILS approach are to use the following phrase: "Request ILS Category II/III approach runway 26R".

Above mentioned request shall be made on first contact with AALBORG APPROACH.

c. Information given during final approach:

Aircraft will be allowed to continue the approach if a change to secondary power supply occur for electronic and visual aids when the aircraft has passed FAF. Aircraft will be informed thereof.

5. Reduced Runway Separation Minima

5.1 With reference to the AIP AD 1.1 section, pt. 8.4, reduced runway separation minima at EKYT are approved for aircraft classified as Category 1, Category 2 and Category 3.

5.2 At RWY 08L/26R and RWY 08R/26L the following reduced runway separation minima distances shall be applied between aircraft when succeeding landing aircraft crosses the threshold or succeeding departing aircraft initiates the take off roll.

- 600M between preceding category 1 or 2 and succeeding Category 1
- 1500M between preceding category 1 or 2 and succeeding Category 2
- 2400M if either preceding or succeeding aircraft is Category 3

5.3 Reduced runway separation will not be used between departing and preceding landed aircraft.

5.4 Traffic information will be given to succeeding aircraft.

6. VFR Flights

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

23. Additional Information

1. MIL jet aircraft

1.1 MIL jet aircraft execute right hand pattern to RWY 26R

2. Parachuting

2.1 Parachuting may take place.

3. Civil Use of Military Air Base

3.1. The civil aerodrome operator Aalborg Airport controls and operates the civil and military facilities based on underlying agreements with defence authorities and complies with EU Regulation No 139/2014.

3.2. Only the civil aerodrome operator is subject to oversight conducted by the civil aviation authority.

4. Non-standard military signs and markings

4.1 For military purpose Illuminated Runway Distance Markers (IRDM) are located along RWY 08L/26R and 08R/26L (both sides). Markers indicate RWY DIST remaining in thousands of feet in white on a black background.

4.2 Non-standard yellow markings (brackets) are established on RWY 08R/26L for C-130 training purposes.

5. Birds and wildlife

5.1 Aalborg Air base/Aalborg airport experiences large bird activity in particular periods and time intervals, in the western part of the air base/airport area. The bird activity is usually concentrated over the water (The Limfjord) around dawn and the late afternoon hours. Crews are encouraged to raise awareness of birds during mentioned periods. Crews are also encouraged not to use intersection take-off from RWY 26R/L during mentioned periods due to increased risk of bird strike.

5.2 Due to high bird intensity full runway length is recommended for take-off from RWY 26R for all turboprop and jet aircraft in the period from 01 SEP to 30 APR.

6. Fuelling with passengers on board

6.1 If fuelling takes place with passengers on board, or during embarking/disembarking cockpit crew shall monitor handling FREQ 131.555.

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Aerodrome Ground Movement Chart - ICAO	GMC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 08L
Precision Approach Terrain Chart - ICAO	PATC 26R
Instrument Approach Chart - ICAO	ILS or LOC RWY 08L RNP RWY 08L - 1 RNP RWY 08L - 2 ILS or LOC RWY 26R - 1 (CAT I+II+III) ILS or LOC RWY 26R - 2 (CAT I+II+III) RNP RWY 26R - 1 RNP RWY 26R - 2
Other charts	Hot Spots

Note:
AOC 26R is not published, as there are no obstacles in the take-off flight path area.

25. Visual Segment Surface (VSS) Penetration

Data pending.