

AIP DENMARK

1. Aerodrome Location Indicator and Name:**EKEB - Esbjerg****2. Aerodrome Geographical and Administrative Data**

1. ARP PSN and site at AD:	55 31 33.39N 008 33 12.25E Centre of RWY	5. AD ADM: AD address:	Esbjerg Lufthavn Esbjerg Airport John Tranums vej 20 DK-6705 Esbjerg Ø +45 76 16 90 00
2. Distance and direction from city:	5 NM NE of Esbjerg	TEL:	-
3. ELEV:	97 FT	FAX:	-
REF temperature:	22°C	E-mail:	ebj@esbjergkommune.dk
4. MAG VAR:	3° E (JAN 2020)	AFS:	EKEB
Annual change:	Increasing 9'	6. Types of traffic permitted:	IFR/VFR
7. Remarks:	NIL		

3. Operational Hours

1.	AD:	MON-FRI 0600-2000 (0500-1900) SAT 0700-1100 (0600-1000) SUN 1230-1630 (1130-1530)	TEL: +45 32 47 82 72 FAX: - URL: www.naviair.dk
2.	Customs and immigration:	The airport is open for traffic to/from all states. HR for customs clearance and immigration as for AD	6. MET Briefing Office: As AD
3.	Health and sanitation:	NIL	7. ATS: As AD
4.	AIS Briefing Office:	As AD	8. Fuelling: As AD
5.	ATS Reporting Office (ARO):	As AD Submission of flight plan to Briefing EKCH	9. Handling: As AD
			10. Security: As AD
			11. De-icing: As AD
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12.	Remarks: Outside stated AD hours one hour PPR		

4. Handling Services and Facilities

1. Cargo-handling facilities:	Yes.	5. Hangar space for visiting aircraft:	No
2. Fuel and oil types:	Fuel: Jet A1 Oil: NIL	6. Repair facilities for visiting aircraft:	Minor repairs only
3. Fuelling facilities and capacity:	Jet A1: 1000 L/MIN	7. Remarks:	a. Frequency used for handling: 131.555 - call sign "Esbjerg Handling" b. Limitations to payment options for fuel: Only by Shell Carnet card or Shell Fuel & Fly.
4. De-icing facilities:	De-icing and anti-icing available from 01 NOV - 31 MAR.		

5. Passenger Facilities

1. Hotels:	Hotels in town	4. Medical facilities:	Hospital in Esbjerg
2. Restaurants:	Yes	5. Bank and Post Office:	NIL
3. Transportation:	Taxi	6. Tourist Office:	In Esbjerg TEL +45 75 12 55 99 FAX +45 75 12 27 67
7. Remarks:	NIL		

6. Rescue and Firefighting Services

1. AD category for fire fighting:	CAT 5 as AD. However, CAT 7 will be established according to relevant type of aircraft, (1 HR PPR for non-scheduled traffic) Outside said hours of services available on PPR, submitted within AD hours.	2. Rescue equipment:	-
		3. Capability for removal of disabled aircraft:	-
4. Remarks:	1. Removal of disabled aircraft from the runway: In case an aircraft is damaged on the runway, it is the duty of the owner or user of such aircraft to ensure that it is removed as soon as possible. Airport contact telephone nr +45 76 16 90 30. 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.		

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

1. Type of clearing equipment:	Snowplough and sweeper. Chemicals: KFOR and NAFO.	2. Clearance priorities:	1. Active runway 2. Taxiway A 3. Aprons 4. Other taxiways 5. Other areas
3. Remarks:	AD available all seasons. See also Rescue and Fire Fighting Services and Runway Surface Condition Assessment and Reporting and Snow Plan in section AD 1.2		

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength:	TWY E: 6 M, asphalt, PCN 60/F/B/X/T
Apron 1: Asphalt, PCN 60/R/A/W/T.	3. ACL and ELEV:
Apron 2: Asphalt, PCN 19/F/D/X/T	At apron 1 and apron 2: 92 FT
Apron 4: Concrete, strength unlimited	At apron 4: 95 FT
2. Taxiway width, surface and strength:	4. VOR checkpoints:
TWY A: 23 M, asphalt, PCN 60/F/A/W/T.	INS checkpoints: See Aircraft Parking/Docking Chart
TWY B, D: 15 M, asphalt, PCN 60/F/B/X/T.	
TWY C, I: 7.5 M, asphalt, PCN 60/F/B/X/T.	

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:	-	TWY: Centre line, side stripes, holding position.
2. RWY and TWY markings:	RWY 08/26: THR, RWY NR, TDZ, centre line, side stripes	3. Stop bars: -

4. Remarks: NIL

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:	Danish Meteorological institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) 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	7. 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:	Danish Meteorological institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) 9 hours	8. Supplementary equipment available:	-
4. Type of landing forecast: Interval of issuance:	NIL -	9. ATS units provided with information:	-
5. Briefing/Consultation provided:	Self briefing northhavimet.com 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
08	079.5° GEO 077° MAG	2599 x 45 M	PCN 60/F/A/W/T Asphalt	55 31 25.84N 008 32 00.56E	78 FT/-
26	259.5° GEO 257° MAG	2599 x 45 M	PCN 60/F/A/W/T Asphalt	55 31 41.16N 008 34 26.23E	97 FT/-
RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions
08	0.22%	-	-	2719 x 300 M	90 x 90 M
26	- 0.22%	-	-	2719 x 300 M	90 x 90 M

Remarks: Runway classification	RWY NR	RUNWAY CODE	TYPE
	08	4D	PA-1
	26	4D	PA-1

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13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 08	2599 M	2599 M	2599 M	2599 M	
TWY A	1670 M	1670 M	1670 M		
TWY B	921 M	921 M	921 M		
RWY 26	2599 M	2599 M	2599 M	2599 M	
TWY B	1649 M	1649 M	1649 M		
TWY A	905 M	905 M	905 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
08	900 M White LIH	Green	3°	-	2599 M 30 M White FM 1700 - 2300 M Red/White FM 2300 M Red LIH	2599 M 60 M White FM 2000 M Yellow LIH	Red	-
26	CAT II 900 M LIH	Green Yes	3°	900 M White	2599 M 30 M White FM 1700 - 2300 M Red/White FM 2300 M Red LIH	2599 M 60 M White FM 2000 M Yellow LIH	Red	-

Remarks: RWY 08: LED used in the full length of THR, RWY centre line and RWY end lights.
RWY 26: LED used in the full length of THR, TDZ, RWY centre line and RWY end lights.

15. Other Lighting, Secondary Power Supply

- | | | | |
|--|---|---|---|
| 1. ABN/IBN location, characteristics and hours of operation: | ABN 55 31 34N 008 34 23E *
At AD, FLG W EV 2 SEC. Operating when aircraft are expected at night or in poor visibility by day | 3. TWY edge and centre line LGT: | Blue edge LIL on TWY A, B, C and D
RGL at holding position TWY A and B |
| 2. LDI location and LGT: | - | 4. Secondary power supply/switch-over time: | Yes, switch-over time MAX 10 SEC.
Take-off's with runway visual range (RVR) less than 800M, switch-over time MAX 1 SEC |
| Anemometer location and LGT: | - | | |
| 5. Remarks: | NIL | | |

16. Helicopter Landing Area

Helipad dimension: 69 x 23 M Pavement: Concrete Strength: Unlimited	Day marking: White "H" Lighting TKOF/LDG area :Green LIL. Hoverlanes: Yellow LIL Remarks: Helicopter landing area for VMC use only
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17. Air Traffic Services Communication Airspace

- | | | | |
|------------------------------------|--|-----------------------------|---|
| 1. Designation and lateral limits: | ESBJERG FIZ/RMZ
A.
55 32 41N 008 05 52E - 55 33 23N 008 18 08E -
55 36 28N 008 27 25E - 55 37 28N 008 34 55E -
55 35 49N 008 51 26E - 55 32 39N 008 57 15E -
55 27 22N 008 57 12E - 55 24 20N 007 59 57E -
55 32 41N 008 05 52E.
B.
55 33 23N 008 18 08E - 55 36 28N 008 27 25E -
55 37 28N 008 34 55E - 55 36 33N 008 44 11E -
55 26 53N 008 47 20E - 55 25 30N 008 20 46E -
55 33 23N 008 18 08E. | 2. Vertical limits: | A.
3500 FT MSL/1500 FT MSL
B.
1500 FT MSL/GND
G |
| | | 3. Airspace classification: | G |
| | | 4. ATS unit call sign: | ESBJERG INFORMATION |
| | | Language(s): | EN, DA |
| | | 5. Transition altitude: | 3000 FT MSL |
| 6. Remarks: | Designated as Radio Mandatory Zone REF ENR 1.4 item 3. | | |

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
AFIS	ESBJERG INFORMATION	120.155	See Operational Hours	DOC: FL 100/40 NM
MSSR		121.500 1030		Emergency DOC: FL 450/250 NM Radar 3 Radar track from Radar 3
	ESBJERG INFORMATION			

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 08 CAT I	OO	109.100 MHZ	HO	55 31 42.18N 008 34 36.00E		ILS class I/D/3
GP 08		331.400 MHZ	H24	55 31 23.71N 008 32 17.81E		Angle 3°, RDH 49 FT
DME 08	OO	CH28X	H24	55 31 23.71N 008 32 17.81E		
LOC 26 CAT I	ES	110.150 MHZ	HO	55 31 23.49N 008 31 38.22E		ILS class I/E/4.
GP 26		334.250 MHZ	H24	55 31 42.95N 008 34 05.54E		Angle 3°, RDH 51 FT.
DME 26	ES	CH38Y	H24	55 31 42.95N 008 34 05.54E		

20. Local Aerodrome Regulations

1. School and training flights

1.1 School and training flights are permitted daily 0700-2200 Danish time. However, PPR is required for all IFR school and training flights and for flights with jet aircraft having a MTOM above 20.000 KG - TEL + 45 75 46 87 00.

2. Right turns

With reference to the general rules of the air in the vicinity of an aerodrome, aircraft may execute right turns when approaching for landing and after taking off, if it does not endanger other air traffic and provided that the pilot reports his/her intentions to the AFIS-unit, before a right turn is initiated or, when departing, before take-off.

3. 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

1. School and training flights with jet aircraft will be permitted only if they comply with the requirements in ICAO Annex 16, chapter 3 regarding noise certification.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to TOMMO HOLD-ING.

1.2 Radio communication failure

Navigation fix designated for radio communication failure during IMC for arriving aircraft is TOMMO.

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have been established for helicopters with one of the helicopter decks in the North Sea as destination.

2.2 Omnidirectional departures

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

3. VFR Flights

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

3.2 VFR departure to helicopter decks in the North Sea.

- Route A (south): Airport-Måde-north around Nordby-DINOK
- Route B (west): Airport-Sædding-PEGAM

Route C (northwest): Airport-north around Bryndum-Marbæk (lake)-Grenen

Route D (north): Airport-Alslev-Billum

Route B only AVBL for DEP RWY 26. Route A and D are preferential routes. Climb out: MAX IAS 085 KT and MNM climb gradient 1000 FT/MIN until 2000 FT MSL. If unable advise ATC.

3.3 VFR arrival from helicopter decks in the North Sea.

Route A (south): DINOK-North around Nordby-Måde-Airport

Route B (west): PEGAM-Sædding-Airport

Route C (northwest): Grenen-Marbæk (lake)-north around Bryndum-Airport

Route D (north): Billum-Alslev-Airport

Route B only AVBL for ARR RWY 08. Route C and D are preferential routes. Approach height MNM 2000 FT MSL. Descent angle 6° (500 FT/MIN). If unable advise ATC.

3.4 VFR flights to Horns Rev windmill farm.

Route C (see 3.2 and 3.3.) is the preferential route but MNM 2000 FT do not apply.

23. Additional Information

1. Gliding

1.1 A gliding area is established within Esbjerg FIZ/RMZ, see chart AD 2. EKBI Glider Areas in TMA/CTR.

1.2 VFR flights may obtain information whether the gliding area is active from Esbjerg Information.

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Heliport Chart - ICAO	HELC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 08 AOC-A 26
Precision Approach Terrain chart - ICAO	PATC 26
Standard Departure Chart - Instrument - ICAO	HEL SID RNP RWY 08 - 1 HEL SID RNP RWY 08 - 2 HEL SID RNP RWY 26 - 1 HEL SID RNP RWY 26 - 2
Instrument Approach Chart - ICAO	EKHR RNP 267 - 1 EKHR RNP 267 - 2 EKHN RNP 317 - 1 EKHN RNP 317 - 2 ILS or LOC Z RWY 08 - 1 ILS or LOC Z RWY 08 - 2 ILS or LOC Y RWY 08 - 1 ILS or LOC Y RWY 08 - 2 RNP RWY 08 - 1 RNP RWY 08 - 2 RNP RWY 08 - 3 ILS or LOC Z RWY 26 - 1 ILS or LOC Z RWY 26 - 2 ILS or LOC Y RWY 26 - 1 ILS or LOC Y RWY 26 - 2 RNP RWY 26 - 1 RNP RWY 26 - 2 RNP RWY 26 - 3
Other charts	HEL VFR ARR 08 / DEP 26 HEL VFR ARR 26 / DEP 08

25. Visual segment surface (VSS) penetration

Instrument Flight Procedure	Procedure Minima affected	Remarks
ILS or LOC RWY 08	No Penetration	
RNP RWY 08	No Penetration	
ILS or LOC RWY 26	No Penetration	
RNP RWY 26	No Penetration	