Bilag ordliste

Version 160308

Følgende forkortelse kan finde anvendelse i prøvens spørgsmål:

TN	Sand Nord / geografisk nord (True North)
TT	Kurs over jorden i forhold til TN
TH	Styret kurs, med reference til TN
MN	Magnetisk nord
MT	Kurs over jorden i forhold til MN
MH	Styret kurs, med reference til MN
CN	Kompas nord /compass north
CT	Kurs over Jorden I forhold til CN
CH	Styret kurs, med reference til CN
WCA	Vindkorrektionsvinklen (Wind Correction Angle)
GS	Hastighed over Jorden (Ground Speed)
KT	Knob (Nautiske mil per time)
MPH	Miles per Hour (Statute mil per time)
V[*]	Signifikant hastighed, [*] markerer associeret signifikante begivenhed, fx V_1, Vx, Vr, ol.
TAS	Egenhastighed (True Air Speed)
CAS	Kalibreret hastighed (Calibrated Air Speed)
IAS	Indikeret hastighed (Indicated Air Speed)
Va	Manøvrehastighed (Design Manoeuvring Speed)
Vo	Manøvrehastighed (Maximum Operating Manoeuvring Speed)

Bilag 01 03 01

A

B

C

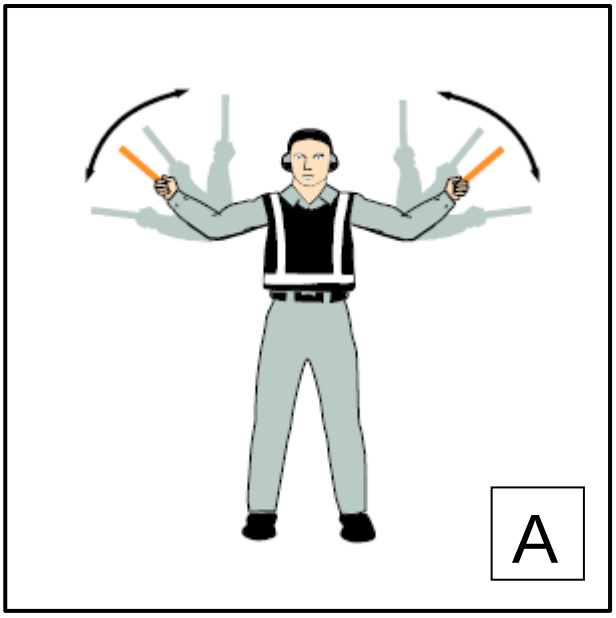
D

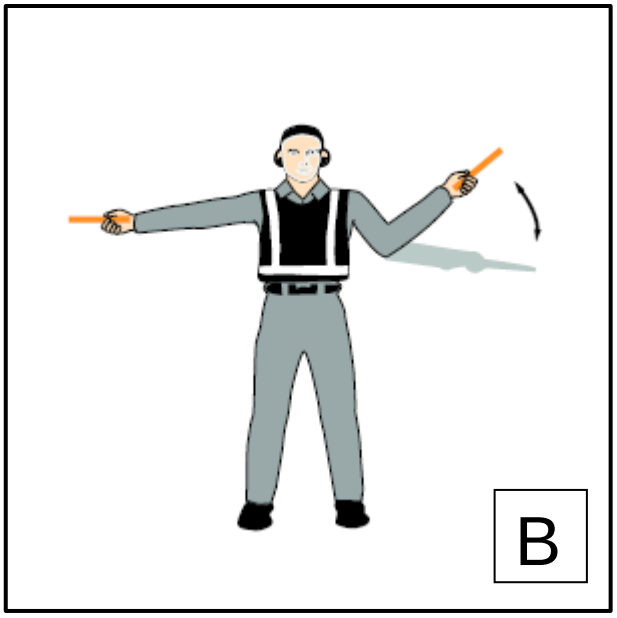
Bilag 01 10 01

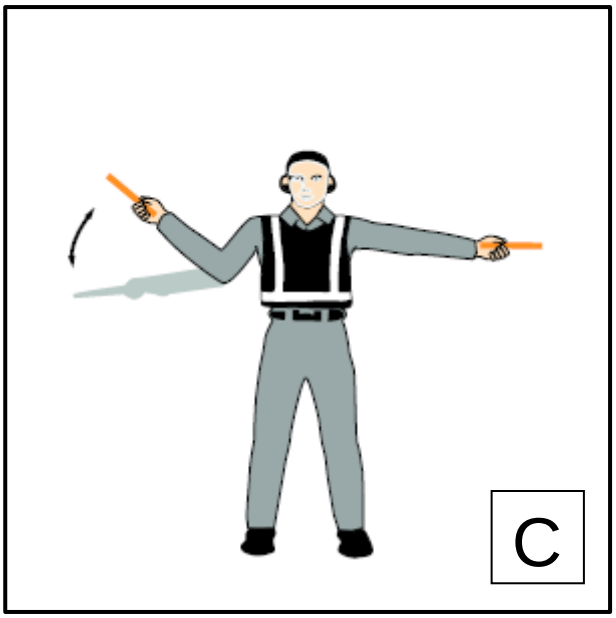
Version 140916

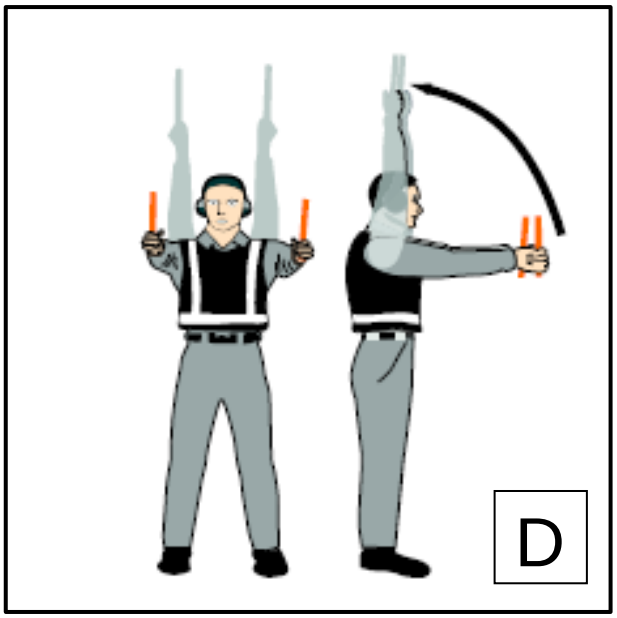
Bilag 01 10 02

Version 140916



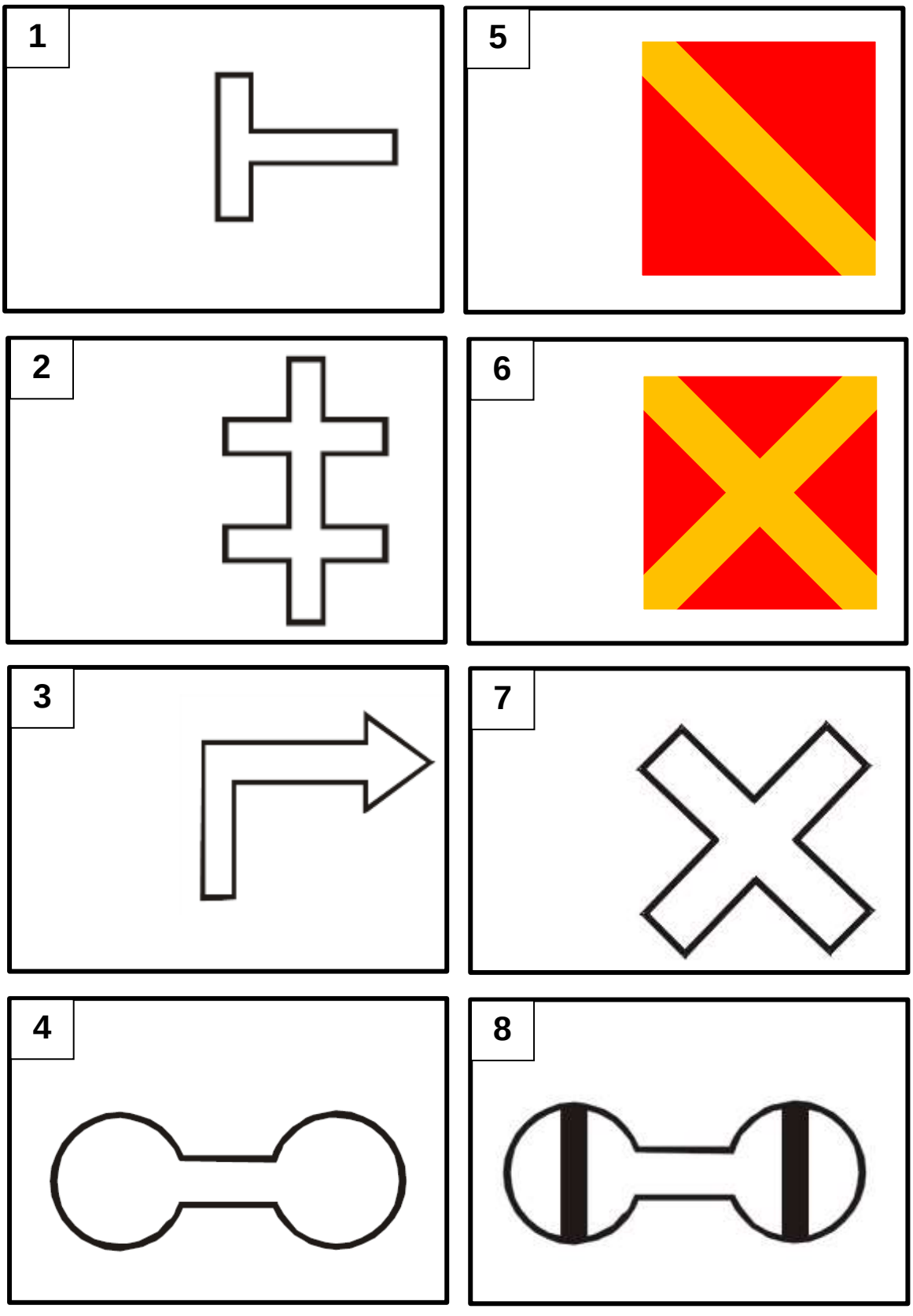




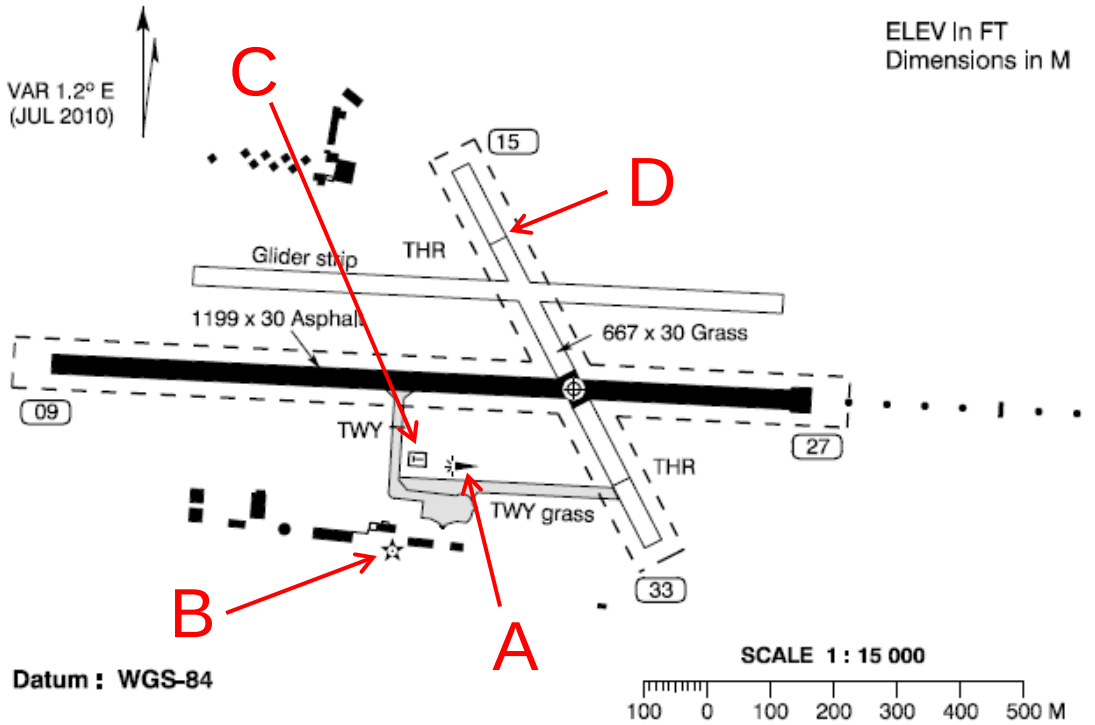


Bilag 01 10 03

Version 151208



Aerodrome Chart - **EKHG** — **Hernlng**



RWY	Direction	THR PSN	TORA	TODA	ASDA	LDA	Strength
09	092.8° GEO 091.6° MAG	56 11 06.37N 009 01 52.27E	1199	1199	1199	1199	PCN 11 / F / B / Y / T
27	272.8° GEO 271.6° MAG	56 11 04.51N 009 03 01.70E					
15	152.9 ° GEO 151.7 ° MAG	56 11 12.67N 009 02 33.08E	557	557	667	537	-
33	332.9 ° GEO 331.7 ° MAG	56 11 00.37N 009 02 44.35E	537	537	667	557	

Changes : RWY extended.

RWY day marking 09 / 27 : THR, RWY NR, Centre line, Edge.
RWY day marking 15 / 33 : THR, Edge.
Lighting RWY 09 / 27 : ALS 27, THR, Edge, End.
A system to activate the RWY lighting etc. outside the hours of service by VHF radio signals is established. Further details to be obtained from the AD.
Secondary power supply : NIL.
All OBST are marked by day and night.

TAXIWAY from Apron to RWY 09 / 27
Width : 15 M
Pavement : Asphalt
Strength : PCN 11 / F / B / Y / T
Day marking : Centre line, Holding position.
Lighting : Blue edge

RWY slope : -

Bilag 01 26 02 v 150623

Version 150623

A

B

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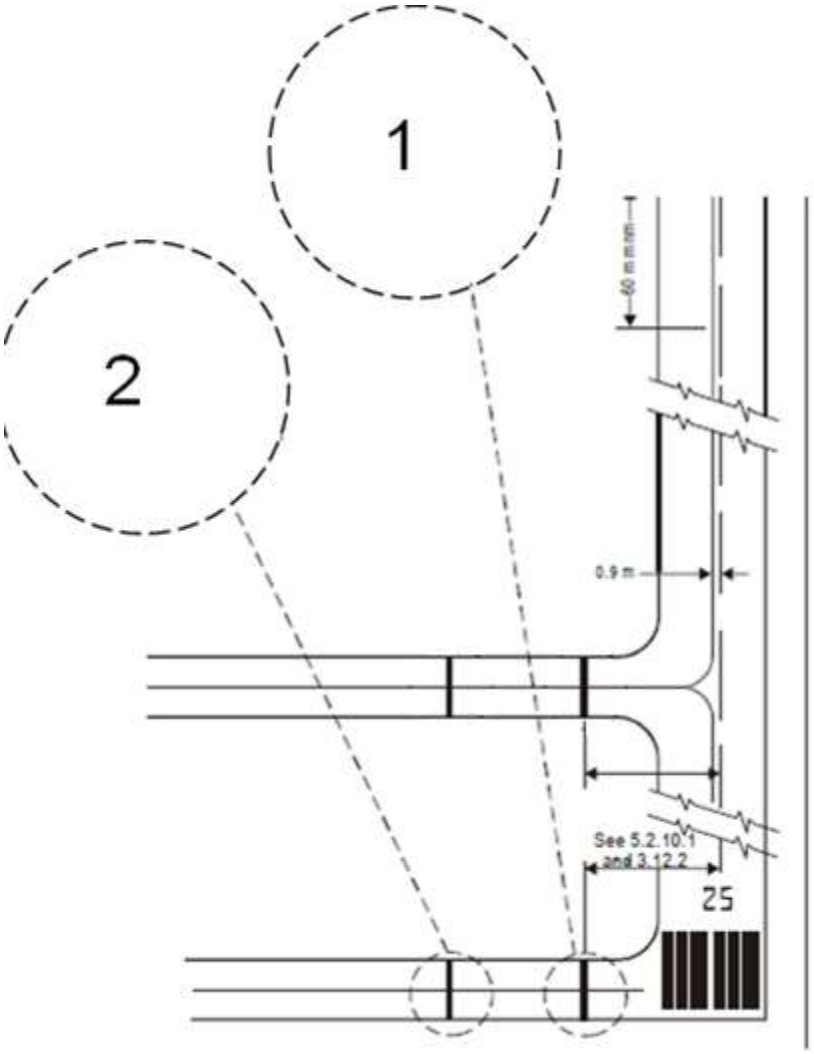


Bilag 01 35 01

Version 140919

Trafikstyrelsen
Danish Transport Authority

Solopgang/solnedgangstabel

- Tidspunkter er angivet i UTC
- TWIL = Tusmørke
- SS / SR = Sunset / Sunrise

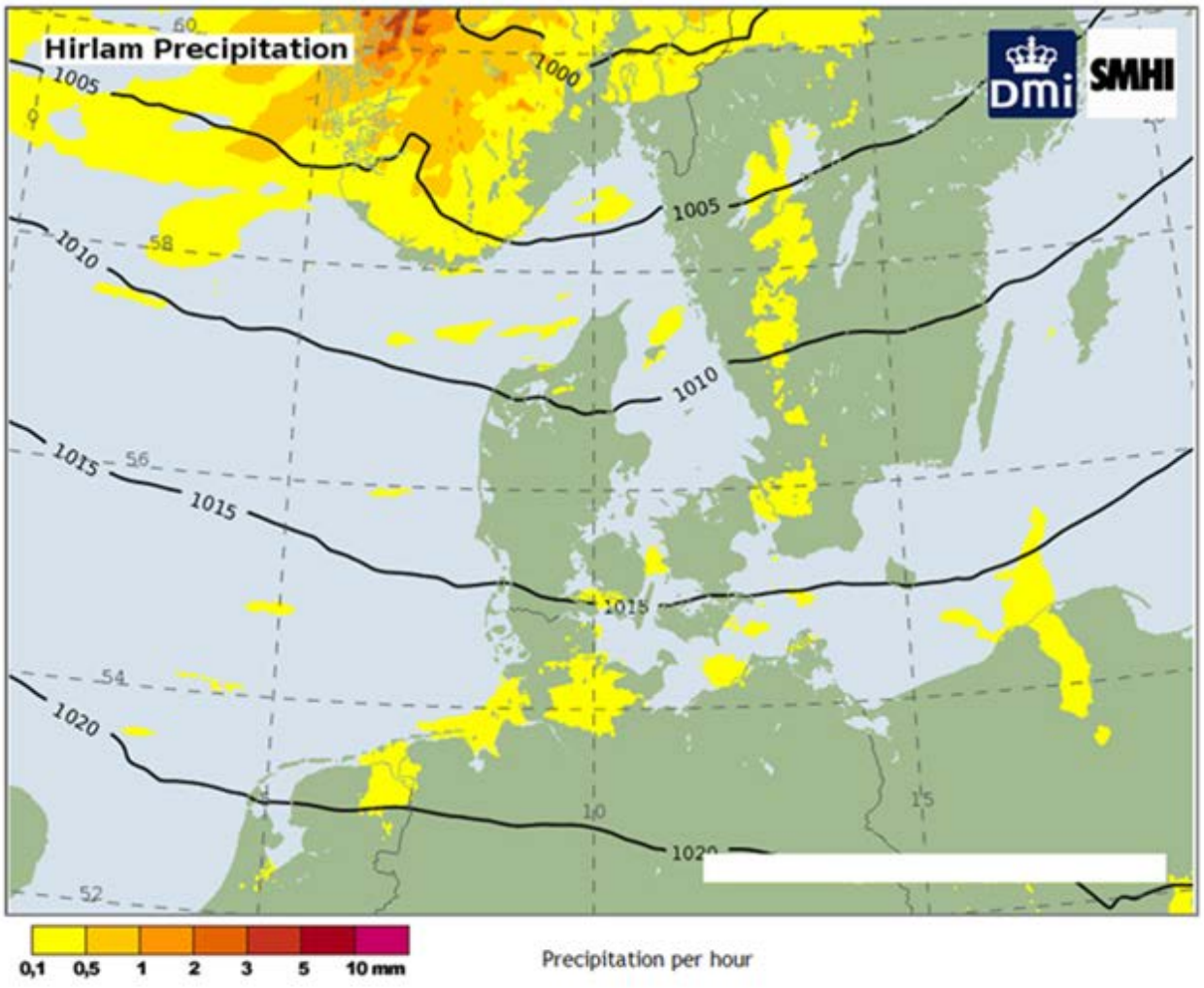
MONTH/DAT		TWIL FROM	SR	SS	TWIL TO
JAN	1	0709	0757	1458	1545
-	3	0709	0756	1500	1547
-	5	0708	0755	1503	1550
-	7	0707	0754	1506	1553
-	9	0706	0752	1509	1555
-	11	0705	0751	1513	1558
-	13	0703	0749	1516	1602
-	15	0701	0746	1520	1605
-	17	0659	0744	1524	1608
-	19	0657	0741	1528	1612
-	21	0655	0738	1532	1615
-	23	0652	0735	1536	1619
-	25	0649	0732	1540	1623
-	27	0646	0729	1544	1627
-	29	0643	0725	1549	1631
-	31	0640	0722	1553	1635
FEB	2	0637	0718	1557	1639
-	4	0633	0714	1602	1643
-	6	0629	0710	1606	1647
-	8	0625	0705	1611	1651
-	10	0621	0701	1615	1655
-	12	0617	0657	1620	1659
B -	14	0613	0652	1624	1703
-	16	0609	0647	1629	1707
-	18	0604	0643	1633	1712
-	20	0600	0638	1637	1716
-	22	0555	0633	1642	1720
-	24	0550	0628	1646	1724
-	26	0546	0623	1650	1728
-	28	0541	0618	1655	1733
MAR	2	0536	0613	1659	1737
-	4	0531	0608	1703	1741
-	6	0526	0603	1708	1745
-	8	0521	0558	1712	1749
-	10	0515	0552	1716	1753
-	12	0510	0547	1720	1758
-	14	0505	0542	1725	1802
-	16	0500	0537	1729	1806
A -	18	0454	0531	1733	1810
-	20	0449	0526	1737	1814
-	22	0443	0521	1741	1819
-	24	0438	0515	1745	1823
-	26	0433	0510	1750	1827
-	28	0427	0505	1754	1832
-	30	0422	0459	1758	1836

MONTH/DAT		TWIL FROM	SR	SS	TWIL TO
APR	1	0416	0454	1802	1840
-	3	0411	0449	1806	1845
-	5	0405	0444	1810	1849
-	7	0359	0438	1814	1853
-	9	0354	0433	1818	1858
-	11	0348	0428	1823	1902
-	13	0343	0423	1827	1907
-	15	0337	0418	1831	1912
-	17	0332	0413	1835	1916
-	19	0326	0408	1839	1921
-	21	0321	0403	1843	1925
-	23	0315	0358	1847	1930
-	25	0310	0353	1852	1935
-	27	0305	0348	1856	1939
-	29	0259	0343	1900	1944
MAY	1	0254	0339	1904	1949
-	3	0249	0334	1908	1954
-	5	0244	0330	1912	1959
-	7	0238	0325	1916	2004
-	9	0233	0321	1920	2008
-	11	0228	0317	1924	2013
-	13	0224	0313	1928	2018
-	15	0219	0309	1932	2022
-	17	0214	0306	1935	2027
-	19	0210	0302	1939	2032
-	21	0206	0259	1943	2036
-	23	0201	0255	1946	2041
-	25	0157	0252	1949	2045
-	27	0154	0250	1953	2049
-	29	0150	0247	1956	2053
-	31	0147	0245	1959	2057
JUN	2	0144	0242	2001	2101
-	4	0141	0240	2004	2104
-	6	0138	0239	2006	2107
-	8	0136	0237	2008	2110
-	10	0134	0236	2010	2113
-	12	0132	0235	2012	2115
-	14	0131	0234	2013	2117
-	16	0130	0234	2015	2118
-	18	0130	0234	2016	2120
-	20	0130	0234	2016	2120
-	22	0130	0234	2017	2121
-	24	0131	0235	2017	2121
-	26	0132	0236	2017	2120
-	28	0134	0237	2016	2119
-	30	0136	0238	2015	2118

HIRLAM MODEL DATA - Danish area

See also Swedish area , Northern Europe and Atlantic info , Show meteogram

Precipitation | Surface Wind | 950 hPa Wind | 925 hPa Wind | 850 hPa Wind
700 hPa Wind | Icing SFC-3.000FT | Icing 3.000-5.000FT | Icing 5.000-10.000FT | Icing 10.000-15.000FT



10 11 12 13 14 15 16 17 18 19 20 21 22 23 Sep.26 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 Sep.27 00 01 02 03 04 05 06 07 08 09 10 11 12

Bilag 03 13 01

Version 140925

TAF

ekbi 251130z 2512/2612 28012kt 9999 sct030 tempo 2518/2522 4000 -radz br bkn012 tempo 2522/2608 1200 br bkn003 tempo 2608/2612 2000 br bkn008=

ekrn 251140z 2512/2521 28018kt 9999 sct025 tempo 2512/2515 28020g32kt shra bkn020cb prob40 2512/2515 tsra=

ekeb 251140z 2512/2521 28012kt 9999 sct030 becmg 2518/2520 bkn012 tempo 2520/2521 bkn008=

ekka 251130z 2512/2612 25012kt 9999 sct020 bkn060 becmg 2517/2519 6000 bkn012 tempo 2519/2524 2500 br bkn004 tempo 2600/2608 1500 -radz br bkn003 fm260800 23010kt 9999 bkn020 tempo 2608/2611 4000 -ra br bkn008=

ekvd 251200z 2512/2516 29013kt 9999 sct025=

ekch 251130z 2512/2612 27012kt 9999 sct030 tempo 2512/2516 26015g28kt fm 252100 23010kt 9999 few006 ovc020 tempo 2600/2607 4000 -radz br bkn005 tempo 2607/2609 bkn009 tempo 2609/2612 bkn012=

ekrk 251140z 2512/2521 27015kt 9999 sct030 tempo 2512/2514 27015g25kt=

ekod 251200z 2512/2518 27016kt 9999 sct025=

eksn 250900z 2509/2515 30012kt 9999 sct025 tempo 2509/2515 30015g25kt=

ekvj 250900z 2509/2515 30015kt 9999 sct025 tempo 2509/2515 30015g25kt=

eksb 251200z 2512/2521 26012kt 9999 sct030 tempo 2519/2521 bkn012=
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ekgf 250900z 2509/2518 26022kt 9999 sct025 tempo 2512/2518 -ra bkn012=

eksp 251130z 2512/2612 27015kt 9999 sct020 bkn100 tempo 2512/2517 28015g25kt -shra sct020tcu becmg 2517/2520 23010kt 5000 -ra bkn012 tempo 2520/2609 2000 -radz bkn004 becmg 2609/2611 26018kt 9999 nsw bkn016=

ekyt 250830z 2509/2606 29012kt 9999 few030 bkn120 becmg 2517/2520 21006kt 6000 bkn012 tempo 2520/2522 3000 -dzra br bkn005 tempo 2522/2606 2000 -dzra br bkn004=

ekah 251130z 2512/2612 28015kt 9999 sct030 tempo 2520/2524 4000 -radz br bkn010 tempo 2600/2608 1200 br bkn003 tempo 2608/2612 2000 br bkn008=

METAR

ekbi 251120z 28014kt 9999 sct020 few025tcu bkn050 14/09 q1010=
ekrn 251150z auto 28018g29kt 9999ndv -shra few027/// bkn067/// bkn130/// 12/09 q1017=
ekeb 251150z auto 28012kt 250v310 9999ndv few040/// bkn070/// 15/09 q1011=
ekka 251150z auto 28014kt 9999ndv few028/// bkn050/// bkn140/// 14/10 q1010 nosig=
ekvd 251050z 30013kt 9999 few030 bkn055 13/10 q1010=
ekch 251150z 30017kt 260v330 9999 few030 bkn035 15/08 q1008 nosig=
ekrk 251150z auto 29017kt 9999ndv few028/// sct040/// bkn065/// 15/09 q1009=
ekod 251050z 26016kt 9999 sct020cb bkn050 12/// q1010=
eksn 251150z 29014kt 9999 few025 14/07 q1007=
ekvj 251150z 30014kt 9999 sct025 bkn100 14/12 q1011=
ekgf 251150z 26024kt 9999 sct012 sct017 13/11 q1012=
eksp 251150z 28013kt 9999 few030 bkn052 14/09 q1011 tempo 29016g26kt=
ekyt 251150z 28016kt 9999 few030 16/09 q1007 nosig=
ekah 251150z auto 30019kt 9999ndv few031/// bkn053/// 15/06 q1009=

DMI Copenhagen 5/5 OPMETSRV1

050900 TAF-FC AMD ekgf 051046z 0510/0518 19025kt 0300 -dzra fg bkn001 tempo 0510/0513 3000 shra sct004 bkn020cb becmg 0513/0515 9999 nsw bkn005 becmg 0515/0517 sct020=

050900 TAF-FC eksn 050904z 0509/0515 12018kt 9999 bkn030 tempo 0509/0512 12022g32kt 4000 ra bkn008 tempo 0512/0515 12022g32kt 4000 br bkn008=

050800 TAF-FT ekyt 050822z 0509/0606 12020kt 8000 sct015 bkn150 tempo 0509/0515 12025g36kt 4000 ra bkn008 tempo 0515/0519 2500 shra tsra bkn008 bkn020cb becmg 0518/0520 23015kt tempo 0520/0523 24015g28kt=

050900 TAF-FC AMD ekvj 051101z 0511/0515 19018kt 8000 bkn030 tempo 0511/0512 bkn010 tempo 0513/0515 19022g32kt 2500 +shra tsra bkn008 bkn020cb=

050800 TAF-FT AMD ekka 051105z 0509/0606 15010kt 9000 bkn008 becmg 0512/0514 21012kt sct015 bkn150 tempo 0514/0519 22015g30kt 2500 shra tsra few008 bkn020cb=

050500 TAF-FT AMD ekah 051037z 0510/0606 13018kt 9999 bkn030 tempo 0510/0513 4000 ra br bkn008 tempo 0514/0516 ra becmg 0516/0518 21015kt tempo 0516/0519 2800 +shra tsra bkn008 bkn030cb tempo 0519/0522 bkn008=

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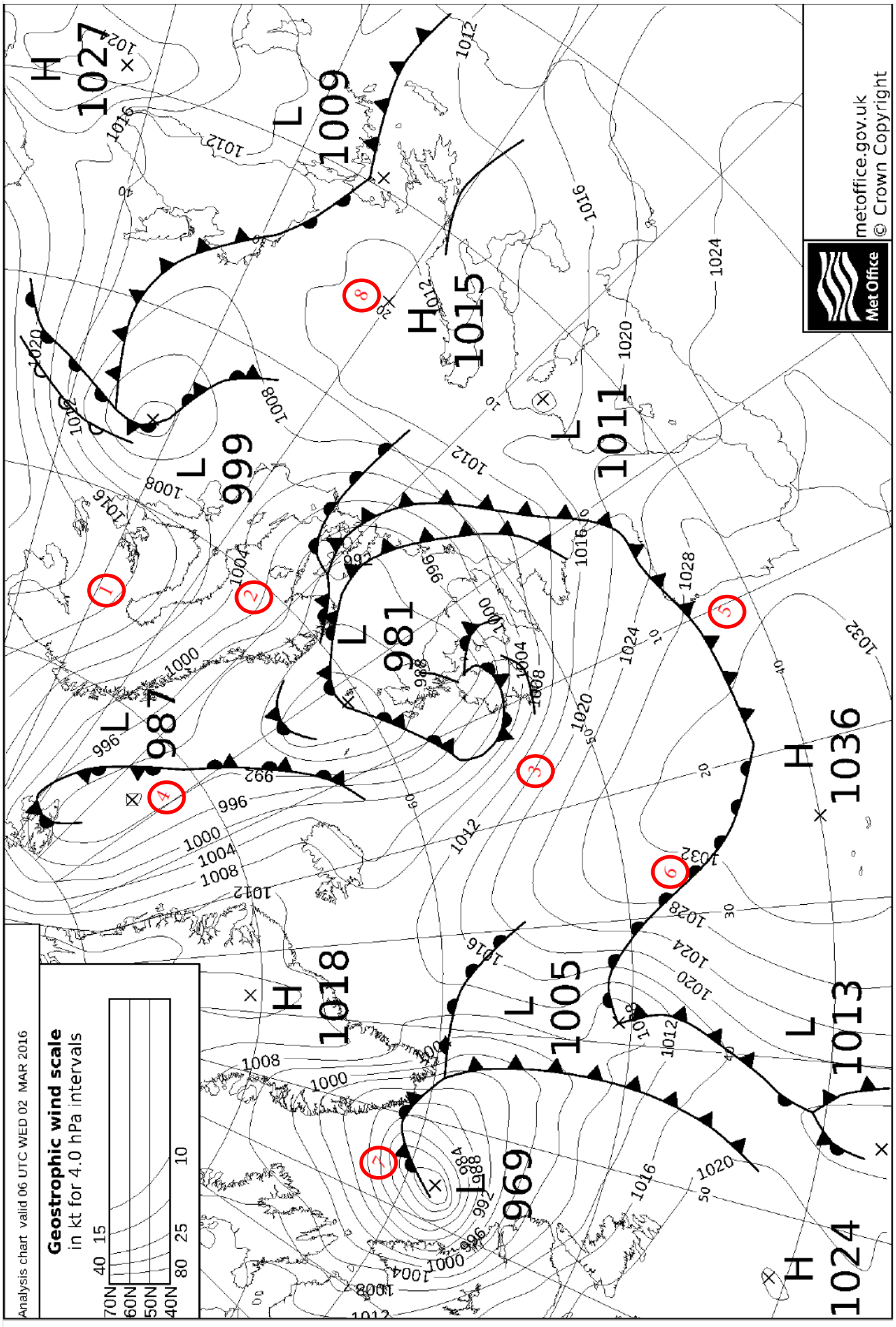
Bilag 03 89 02

Version 160308



CRUISE PERFORMANCE

CONDITIONS:
2550 Pounds
Recommended Lean Mixture At All Altitudes (Refer to Section 4, Cruise)

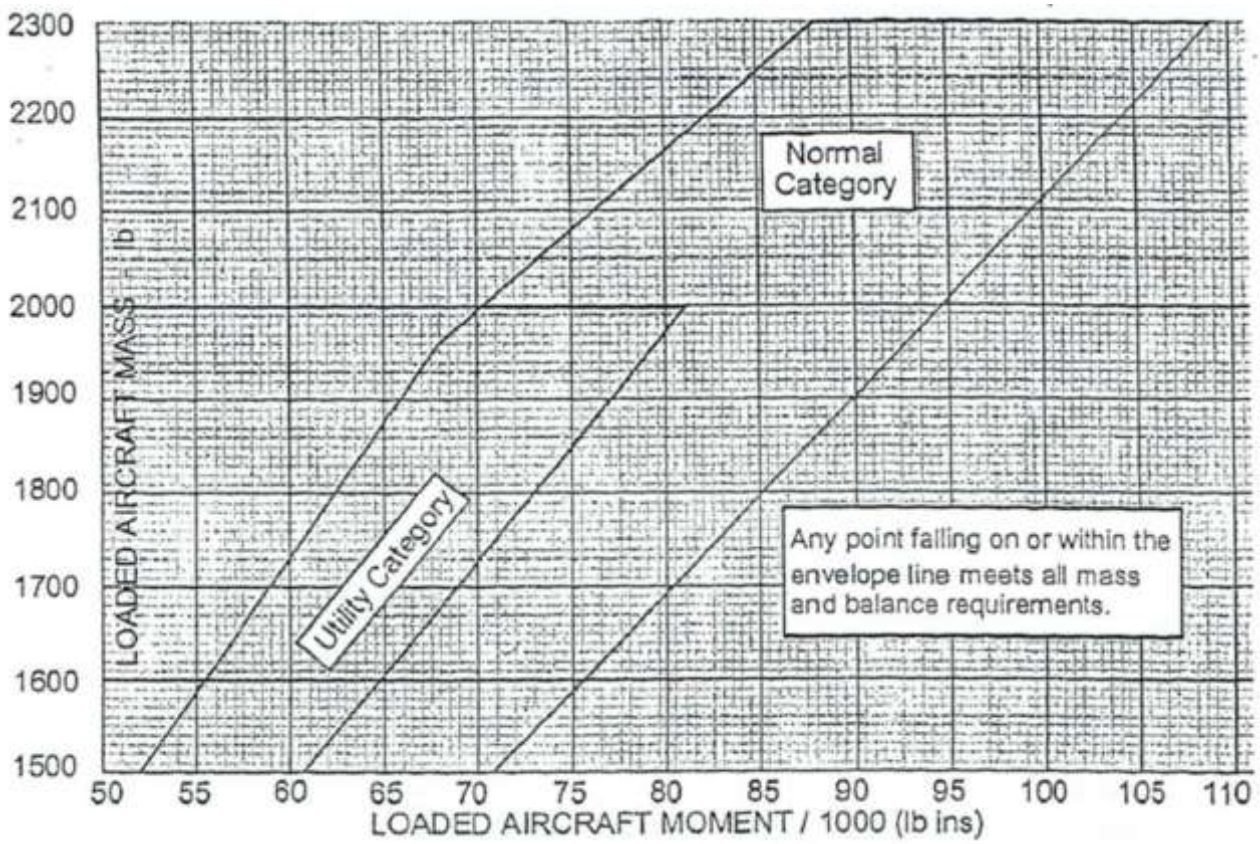
PRESS ALT FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20°C ABOVE STANDARD TEMP		
		% MCP	KTAS	GPH	% MCP	KTAS	GPH	% MCP	KTAS	GPH
2000	2550	83	117	11.1	77	118	10.5	72	117	9.9
	2500	78	115	10.6	73	115	9.9	68	115	9.4
	2400	69	111	9.6	64	110	9.0	60	109	8.5
	2300	61	105	8.6	57	104	8.1	53	102	7.7
	2200	53	99	7.7	50	97	7.3	47	95	6.9
	2100	47	92	6.9	44	90	6.6	42	89	6.3
4000	2600	83	120	11.1	77	120	10.4	72	119	9.8
	2550	79	118	10.6	73	117	9.9	68	117	9.4
	2500	74	115	10.1	69	115	9.5	64	114	8.9
	2400	65	110	9.1	61	109	8.5	57	107	8.1
	2300	58	104	8.2	54	102	7.7	51	101	7.3
	2200	51	98	7.4	48	96	7.0	45	94	6.7
	2100	45	91	6.6	42	89	6.4	40	87	6.1
6000	2650	83	122	11.1	77	122	10.4	72	121	9.8
	2600	78	120	10.6	73	119	9.9	68	118	9.4
	2500	70	115	9.6	65	114	9.0	60	112	8.5
	2400	62	109	8.6	57	108	8.2	54	106	7.7
	2300	54	103	7.8	51	101	7.4	48	99	7.0
	2200	48	96	7.1	45	94	6.7	43	92	6.4

NOTE

Maximum cruise power using recommended lean mixture is 75% MCP. Values above 75% MCP are shown in table for interpolation purposes only. Operations above 75% MCP must use full rich mixture.

Mass and balance calculation.

ITEM	Mass(lb)	Arm(in)	Moment
Aircraft	1500	37,5	56250
Pilot	160	40	6400
Fuel	140	41	5740
Passengers	320	45	14400
Baggage	40	48	1920
Total	**2160**	**39,22**	**84710**



Bilag 07 26 01

Version 150806

Visual Approach Chart - **EKSP**

Vojens / Skrydstrup

AD ELEV : 141

ARP : 55 13 31.99N 009 15 50.15E

Skrydstrup Approach : 127.475 (FL 250 / 50 NM)
Skrydstrup Tower : 128.325 (4000 FT / 25 NM)
121.500 Emergency
ATIS : 133.900

LLZ 28R : 109.350

FIS : Skrydstrup Approach 127.475

Scale 1 : 250 000 Datum : WGS-84 ELEV In FT

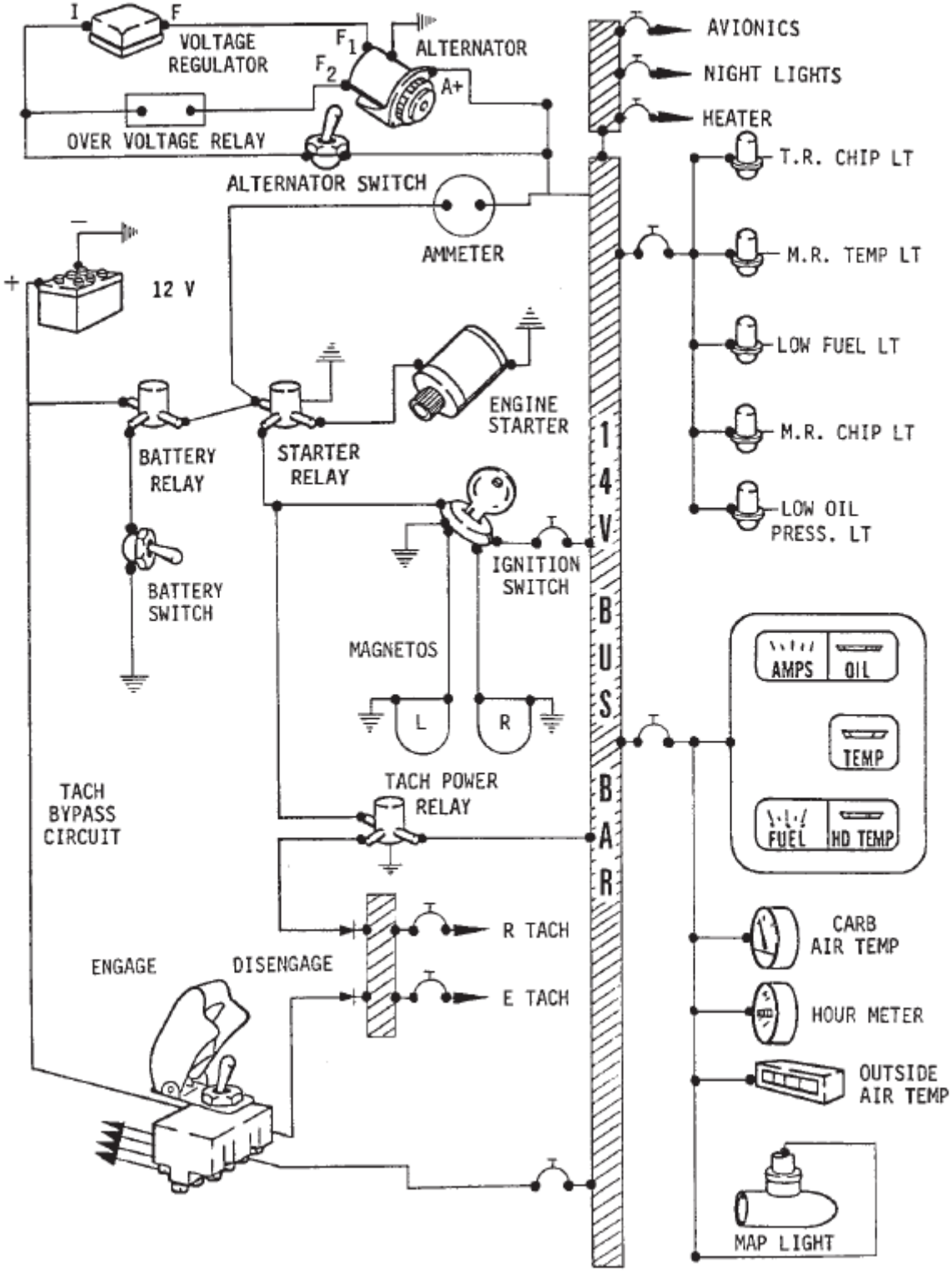
 AMDT 10/11

Bilag 07 32 01

Version 160308

Designation	Type	PSN (WGS-84)	ELEV (FT)	HGT AGL (FT)	OBST LGT Type/Colour
Saltum 2	6 Wind-turbines	57 15 32N 009 39 49E - 57 15 24N 009 40 02E - 57 15 16N 009 40 16E - 57 15 08N 009 40 30E - 57 15 00N 009 40 43E - 57 14 52N 009 40 57E	506	492	LIL F R
Samsø, Tranebjerg	Mast	55 51 22N 010 32 44E *	365	350	LIL F R
Skamlebæk	Tower	55 49 45N 011 25 21E *	512	273	No
Skanderborg	Mast	56 02 21N 010 00 43E *	785	345	No
Skive	Mast	56 34 08N 009 02 45E *	345	342	LIL F R
Skjern	3 Wind-turbines	55 57 41N 008 33 30E	440	410	LIL F R
Skærbækværket	Chimneys	55 30 41N 009 36 55E * 55 30 41N 009 36 43E *	403 403	394 394	LIL F R LIL F R
Snoghøj	Mast	55 31 34N 009 42 51E	417	345	No
Sprogø	7 Wind-turbines	55 20 28N 010 56 22E - 55 20 47N 010 58 52E	378	378	LIM FLG W at turbines placed in row end. LIL F R on turbines in between
Stigsnæs	Chimney	55 12 29N 011 15 07E *	434	427	No
Storebælt	Two bridge towers	55 20 25N 011 01 24E * 55 20 37N 011 02 54E *	883 883	883 883	LIH FLG W LIH FLG W
St. Røttinge	3 Wind-turbines	55 08 36N 011 57 56E 55 08 45N 011 57 43E 55 08 53N 011 57 31E	601	492	LIL F R
Studstrupværket	Chimney	56 15 05N 010 20 45E *	630	623	LIH FLG W
Svoldrup kær	6 Wind-turbines	56 46 24N 009 22 29E - 56 46 23N 009 24 58E	479	415	LIL F R
Søllested	3 Wind-turbines	54 50 24N 011 18 09E - 54 50 06N 011 18 00E - 54 50 18N 011 18 00E	492	459	LIL F R
Sønder Højrup	Mast	55 17 00N 010 28 31E *	1014	726	LIH FLG W
Søsterhøj	Tower with mast	56 05 55N 010 13 01E *	1050	709	LIH FLG W
Taasinge	2 Wind-turbines	54 57 59N 010 35 01E - 54 58 09N 010 34 36E	454	417	LIL F R

ELECTRICAL SYSTEM (cont'd)

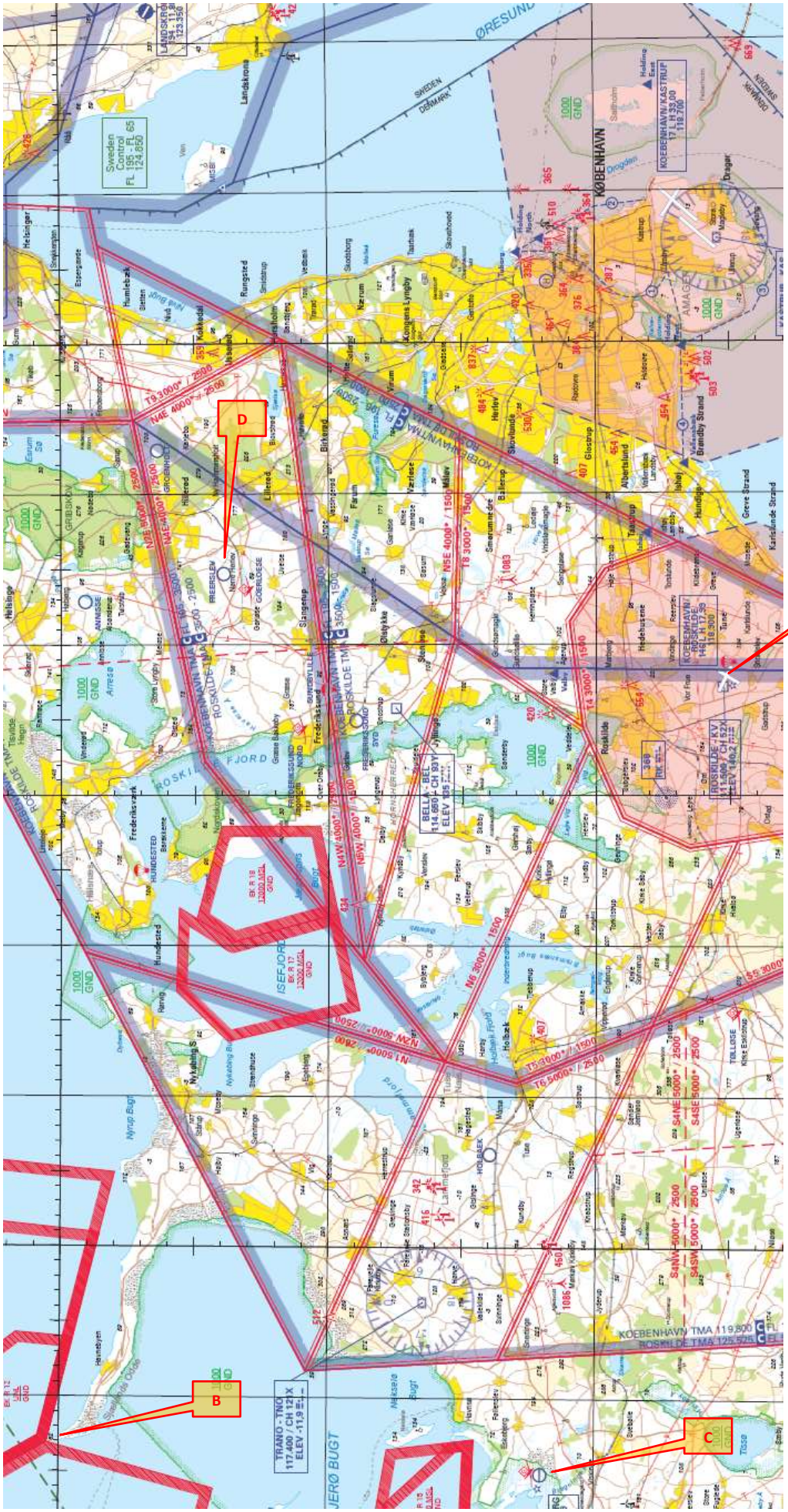


Bilag 09 27 01

Version 150806

Bilag 09 32 01

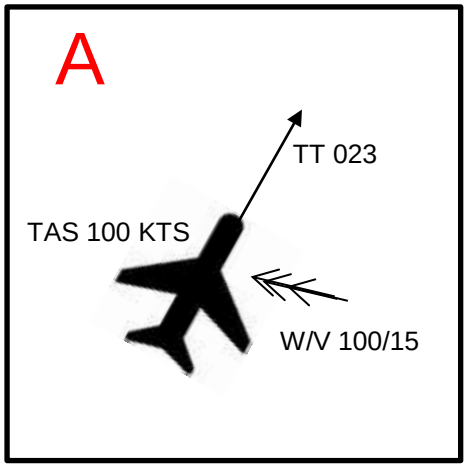
Version 151208

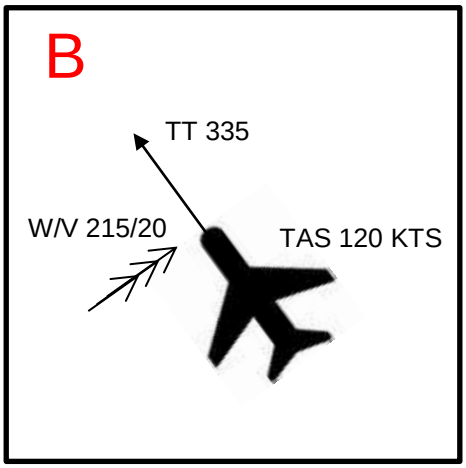


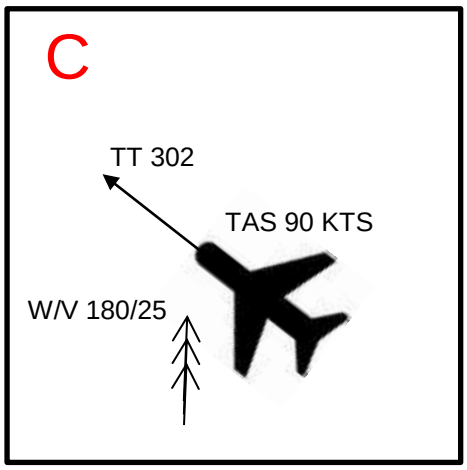
Bilag 09 51 01

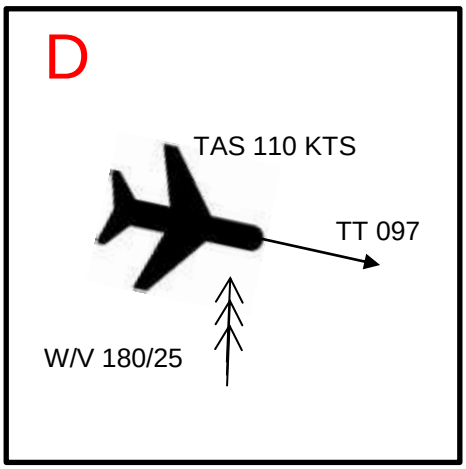
Version 150709

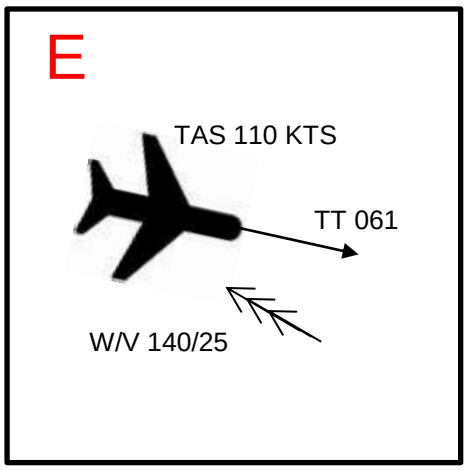
TT: Geografisk kurs over jorden (true track).
TAS: Sand flyvehastighed.
W/V: Vindretning/vindhastighed (°/KTS).

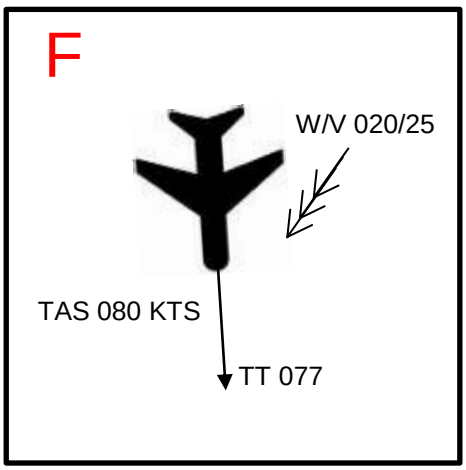












Bilag 09 63 01

Version 151015

Trafikstyrelsen
Danish Transport Authority

Visual Approach Chart - EKRK

København / Roskilde

AD ELEV : 146

ARP : 55 35 08.04N 012 07 53.14E

Roskilde Approach : 125.525 (VDF) (FL 150 / 50 NM)
Roskilde Tower: 118.900 (VDF) (4000 FT / 25 NM)
119.650 (VDF) (4000 FT / 25 NM)
121.500 Emergency
ATIS : 123.800
Roskilde Handling : 131.550

FIS : Copenhagen Information 127.075

LLZ 11 : 111.500
LLZ 21 : 108.700

Scale 1 : 250 000 Datum : WGS-84 ELEV In FT

AMDT 12/10

ENR 4 RADIO NAVIGATION AIDS

ENR 4 RADIONAVIGATIONS-HJÆLPEMIDLER

ENR 4.1 Radio Navigation Aids

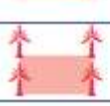
ENR 4.1 Radionavigations-hjælpemidler

Station (VAR)	ID	Channel/ FREQ	HR	PSN	DME ELEV	Remarks
Aalborg						
VOR (1°E 2008)	AAL	116.700	H24	57 06 13.39N 009 59 44.08E		DOC: FL 500/100NM. DME information from/fra TACAN AAL.
TACAN (1°E 2008)	AAL	CH 114x	H24	57 06 14.16N 009 59 34.11E	56.8	DOC: FL500/200NM
L	GL	398	H24	57 05 03.80N 009 40 53.20E		DOC: 20NM
Aarhus						
L	TL	384	H24	56 18 01.46N 010 37 07.22E		DOC: 20NM
Alsie						
VOR (1°E 2008)	ALS	114.700	H24	54 54 19.49N 009 59 36.16E		DOC: FL 500/60 NM (80 NM 312°-062° MAG and/og 80NM 197°-242° MAG)
Bella						
DME	BEL	114.65 CH 93Y	H24	55 47 28.45N 012 05 44.74E	135	DOC: FL 195 - 1500 FT/60 NM
Billund						
L	GE	395	H24	55 44 10.21N 009 01 06.90E		DOC: 15 NM
NDB	LO	341	H24	55 44 40.13N 009 16 46.81E		DOC: 40 NM
Bornholm/ Rønne						
VOR (3°E 2008)	ROE	112.000	H24	55 03 56.08N 014 45 31.29E		DOC: FL 500/80 NM (150 NM 018°-153° MAG). DME INFO from/fra TACAN ROE
TACAN (3°E 2008)	ROE	CH 57x	H24	55 03 42.73N 014 45 21.07E		DOC: FL 500/80 NM
L	FAU	334	H24	55 01 41.49N 014 54 01.79E	78.6	DOC: 20 NM
Codan						
VOR/DME (2°E 2008)	CDA	114.900 CH 96x	H24	55 00 05.40N 012 22 45.16E	90.2	DOC: FL 500/60 NM
Donna						
L	DON	355	H24	55 28 08.54N 005 07 59.03E		DOC: 25NM
Esjerg						
L	HP	376	H24	55 30 41.17N 008 24 45.79E		DOC: 30NM
L	EJ	400.5	H24	55 32 28.51N 008 41 59.11E		DOC: 20NM

Bilag 09 74 01

Version 151208

AIR NAVIGATION OBSTACLES (TAB. 1)

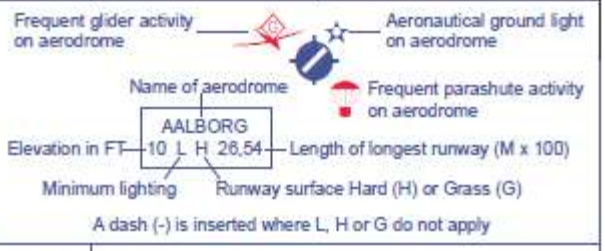
	Obstacle and group. Lighted
	Obstacle and group
	Obstacle with flare stack. Avoid overflying below 2.000 FT
	Exceptional high obstacle - Lighted and Unlighted. Hight of 1000 ft aboveGND or more.
	Exceptional high obstacle - group in line. Lighted
	Wind turbine and group. Lighted
	Wind turbines - group in line. Lighted
	Wind turbines - group in major area. Lighted

AERODROMES (TAB. 2)

	Civil
	Joint Civil and Military
	Aerorome with no facilities

Direction of longest runway

Runway pattern of the aerodrome may be shown in lieu of the aerodrome symbol



	Heliport
	Glider site
	Hang glider site
	Parachuting takes place frequently

RADIO FACILITIES (TAB. 3)

	NDB Non-Directional Radio Beacon
	TACAN Tactical Air Navigation System
	DME Distance Measuring Equipment
	VOR VHF Omnidirectional Radio Range
	VOR / TAC
	VOR /DME

MAXIMUM ELEVATION FIGURES (TAB. 4)

The figures shown within each 30' quadrangle indicate either -
1. the highest terrain elevation plus 328 FT, -
or
2. the elevation of highest man-made obstacle – whichever is highest -
increased to the nearest higher 100 FT level.

Example:
Terrain elevation 315 FT
+328 FT .....

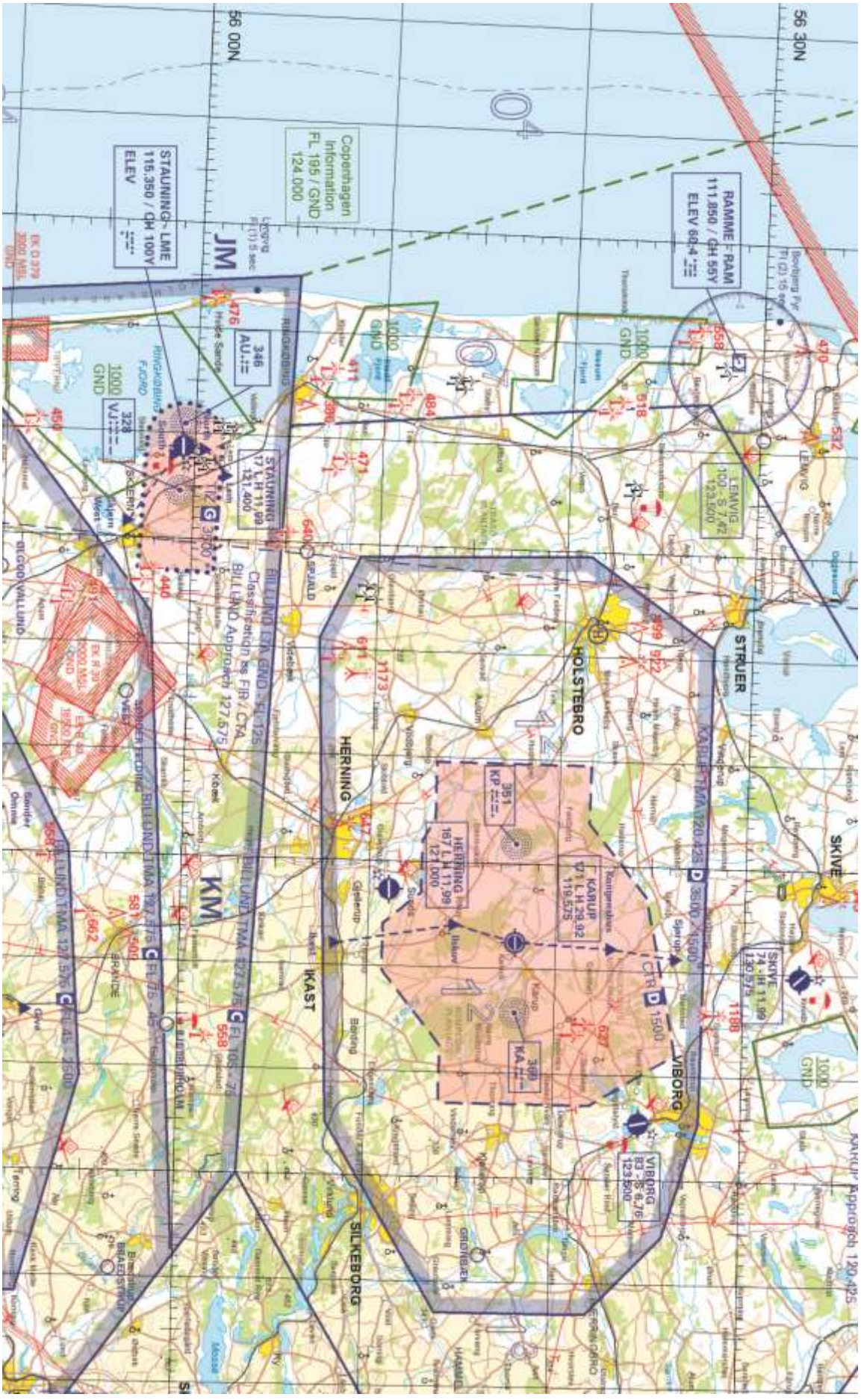
Obstacle elevation 932 FT .....

LIGHTS (TAB. 5)

	Aeronautical ground light
	Maritime light
Gp	Group
Fl	Flashing
LFl	Long Flashing
Occ	Occulting
Iso	Isophase
F	Fixed
Alt	Alternating
W	White

Bilag 09 75 01

Version 151015



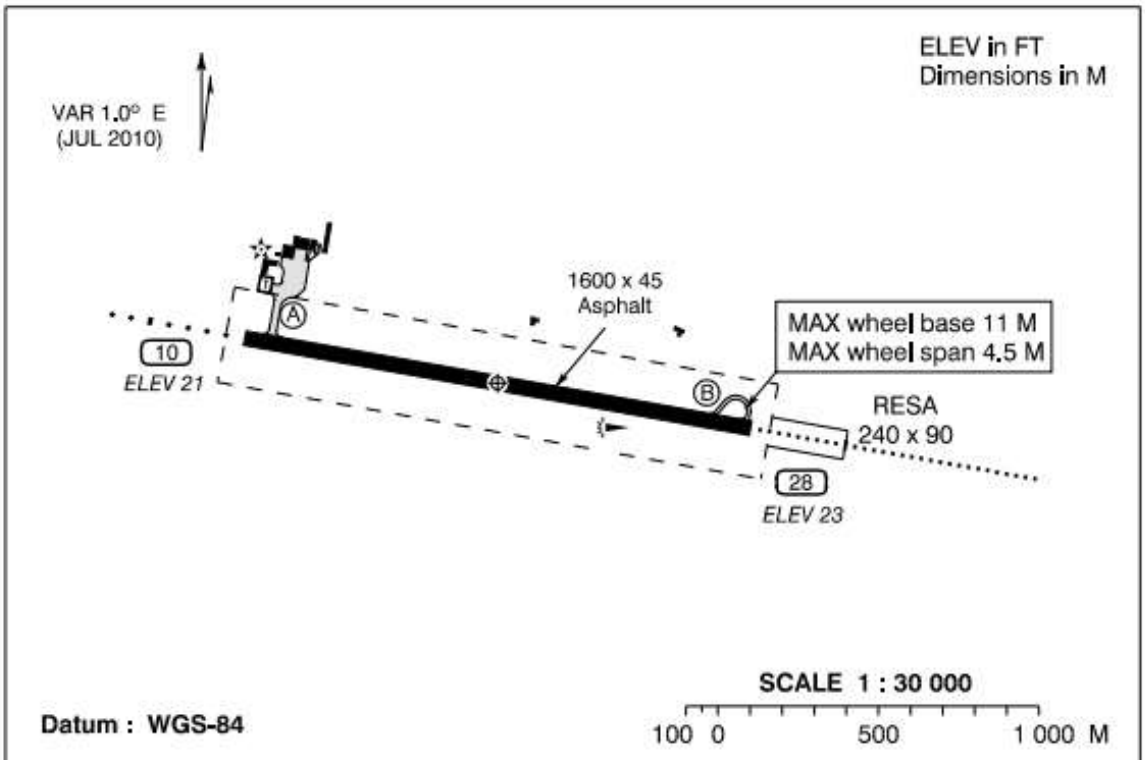
Bilag 09 75 02

Version 151015

Bilag 71 03 01

Version 151015

Aerodrome Chart - **EKTS** — **Thisted**



Datum : WGS-84

RWY	Direction	THR PSN	TORA	TODA	ASDA	LDA	Strength
10	100.1° GEO 099.1° MAG	57 04 12.21N 008 41 32.07E	1600	1600	1600	1600	PCN 25 / F / A / X / T
28	280.1° GEO 279.1° MAG	57 04 03.14N 008 43 05.54E					

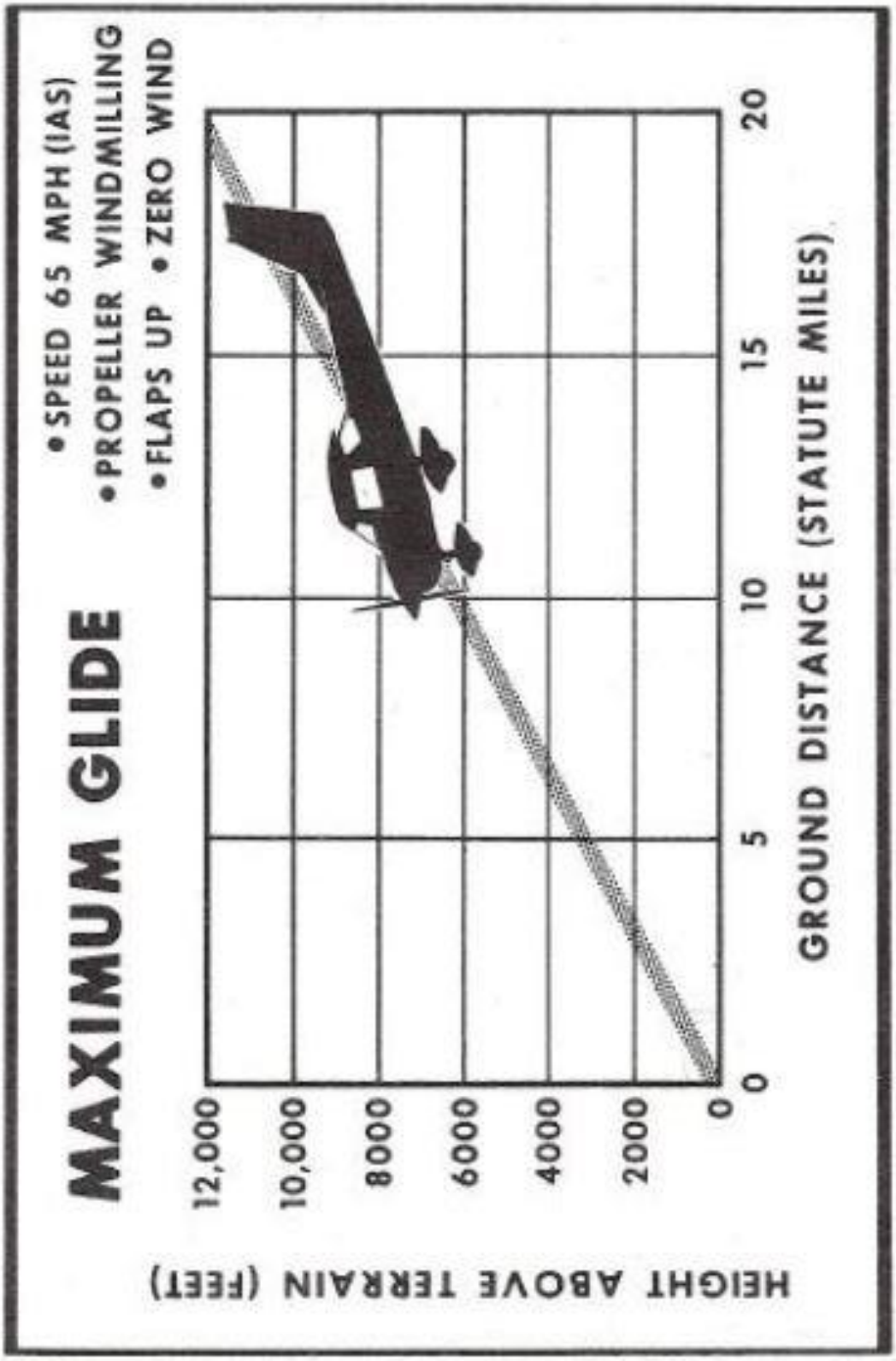
RWY day marking : THR, RWY NR, TDZ 28, Centre line, Edge.
RWY lighting : ALS, THR, Edge, End.
Secondary power supply : Yes, switch-over time MAX 15 SEC.
All OBST are marked by day and night.

TAXIWAYS
Width : A 23 M. B 15 M.
Pavement : Asphalt
Strength : PCN 25 / F / A / X / T
Day marking : A : Centre line, Edge, Holding position.
B : Centre line, Holding position.
Lighting : A : Blue edge LIL. RGL

RWY slope : Less than 0.1 %.

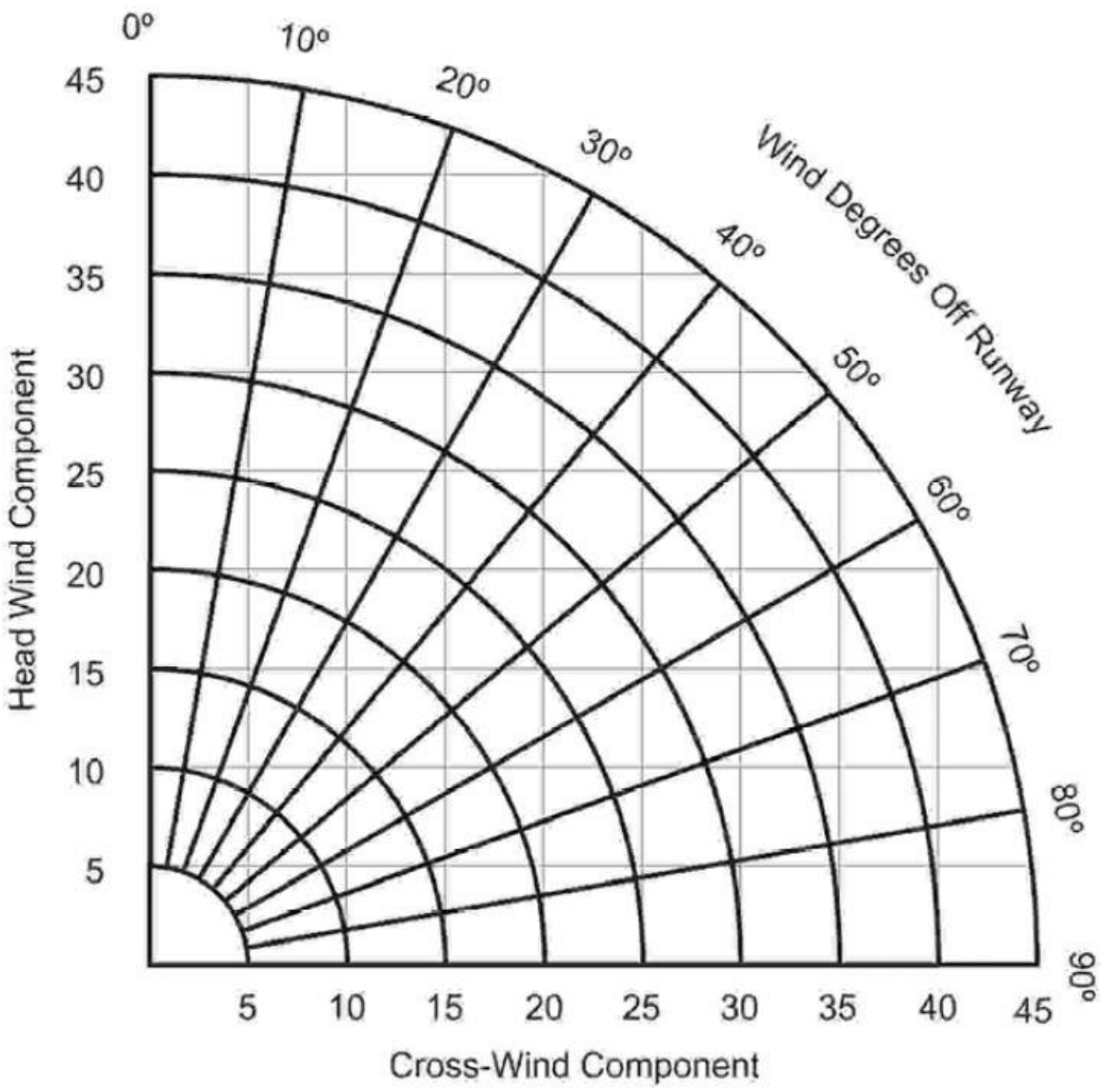
Changes : VAR.

AMDT 10/10


MAXIMUM GLIDE
• SPEED 65 MPH (IAS)
• PROPELLER WINDMILLING
• FLAPS UP • ZERO WIND
HEIGHT ABOVE TERRAIN (FEET)
12,000
10,000
8000
6000
4000
2000
0
0
5
10
15
20
GROUND DISTANCE (STATUTE MILES)

Bilag 71 06 01

Version 160308



Bilag 71 06 02

Version 160308

TAKE OFF DISTANCE (IN FEET)

CONDITIONS:

Zero Wind
Paved, Level, Dry Runway
Full Throttle Prior to Brake Release
Flaps Up

NOTES:

1. Maximum performance technique as specified.
2. Prior to takeoff from fields above 5000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
3. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
4. Where distance value has been deleted, climb performance after lift-off is less than 150 fpm at takeoff speed.
5. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

	TAKEOFF SPEED KIAS			0°C		10°C		20°C		30°C		40°C	
WEIGHT LBS	LIFT OFF	AT 50 FT	PRESS ALT FT	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
1600	53	60	S.L.	655	1245	710	1335	765	1435	820	1540	880	1650
			1000	720	1365	775	1465	835	1575	900	1690	970	1815
			2000	790	1500	855	1615	920	1735	990	1865	1065	2005
			3000	870	1650	935	1780	1010	1915	1090	2065	1170	2225
			4000	955	1820	1030	1965	1115	2125	1200	2290	1290	2475
			5000	1050	2015	1140	2185	1230	2360	1325	2555	1430	2770
			6000	1160	2245	1255	2435	1360	2640	1465	2870	1580	3120
			7000	1285	2510	1390	2730	1505	2970	1625	3240	—	—
			8000	1420	2820	1540	3080	1670	3370	—	—	—	—

STARTDISTANCE (I FOD)

Forudsætninger:

Ingen vind
Asfalteret, vandret og tørt underlag
Fuld gas før bremsen løses
Flaps indfældet

Noter:

1. Maksimal ydelses teknik som specificeret.
2. Før start fra baner over 5000 fods højde, skal blandingshåndtag magres så maksimale omdrejninger opnås ved fuld gas under statisk opvarmning.
3. Afkort distancer med 10% for hver 9 knob modvind. Ved operation i medvind op til 10 knob, forøg distancer med 10% for hver knob.
4. Hvor distance værdier er slettet af tabellen, vil stigeevne efter rotation være mindre end 150 FPM ved start hastigheden.
5. Ved operation på tør græsbane, forøg distancer med 15% af startløbsværdien.

Tabel 1
Standardmasser for passagerer i luftfartøjer med 20 eller flere passagersæder

Antal passagersæder	20 eller flere		30 eller flere
	Mænd	Kvinder	Uanset køn
Alle flyvninger.	88 kg	70 kg	84 kg
Børn fra 2 til 12 år	35 kg		35 kg

3.2.3 For luftfartøjer med 19 eller færre passagersæder er standardmasserne som angivet i Tabel 2.

3.2.4 For luftfartøjer med mindre end 6 passagersæder kan massen som alternativ bestemmes efter passagerernes egne oplysninger eller efter et skøn.

3.2.5 På flyvninger, hvor der ikke medføres håndbagage i kabinen, eller hvor der er taget hensyn til håndbagagen separat, kan de masser, der er angivet i tabel 2 for mænd og kvinder fratrækkes 6 kg. Personlige effekter, såsom beklædning, paraplyer og stokke, håndtasker og lignende, kameraer og kikkerter samt en begrænset mængde læsestof betragtes i denne forbindelse ikke som håndbagage.

Tabel 2
Standardmasser for passagerer i luftfartøjer med 19 eller færre passagersæder

Antal passagersæder	1 - 5	6 - 9	10 - 19
Mænd	104 kg	96 kg	92 kg
Kvinder	86 kg	78 kg	74 kg
Børn fra 2 til 12 år	35 kg	35 kg	35 kg

3.2.6 I standardmasserne for passagerer, jf. tabel 1 og tabel 2, er følgende inkluderet:

a. Massen af børn under 2 år anbragt på skødet af en voksen eller i en speciel barnelift. Børn under 2 år, der har eget passagersæde, betragtes massemæssigt som et barn mellem 2 og 12 år.

b. Håndbagage.

3.2.7 Hvis det skønnes, at der foreligger væsentlig overskridelse af standardmasserne for passagerer, skal samtlige personer og håndbagage vejes, og massen skal anvendes i beregningerne.

3.3 Bagage

3.3.1 Ved flyvning med luftfartøjer med mindre end 20 passagersæder skal fartøjschefen anvende den aktuelle bagagemasse.

3.3.2 Ved flyvning med luftfartøjer med 20 eller flere passagersæder kan fartøjschefen anvende standardmasserne i tabel 3 for hvert stykke bagage.

Tabel 3
Standardmasser for bagage for luftfartøjer med 20 eller flere passagersæder

Flyvningens art	Bagagevægt pr. stk.
Indenrigsflyvninger	11 kg
Flyvninger inden for Europaområdet	13 kg
Interkontinentale flyvninger	15 kg
Øvrige flyvninger	13 kg

Anm.: Ved anvendelse af tabel 3 skal begrebet flyvning inden for Europaområdet forstås som flyvning, bortset fra indenrigsflyvning, der udføres inden for et areal, der er afgrænset af følgende punkter:

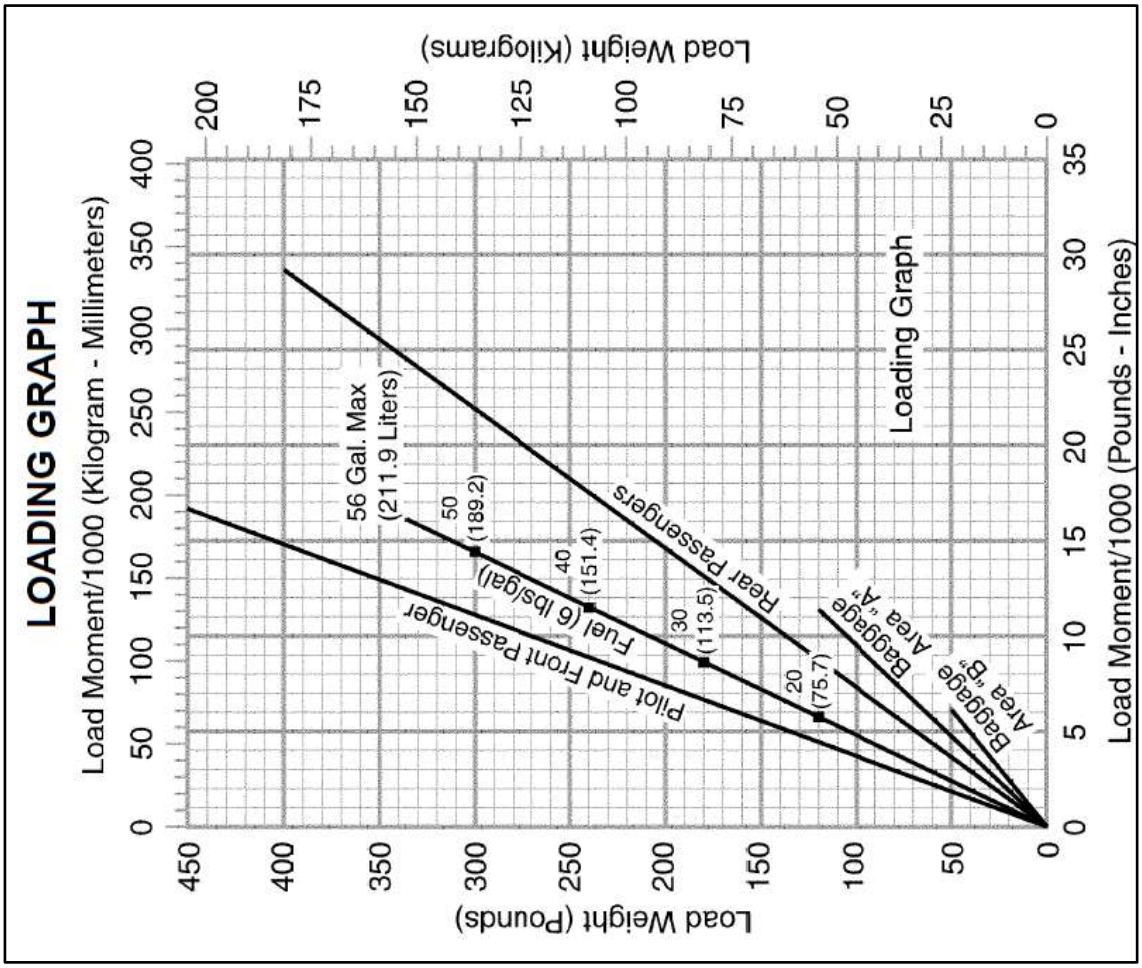
N7200	*E04500*
N4000	*E04500*
N3500	*E03700*
N3000	*E03700*
N3000	*W00600*
N2700	*W00900*
N2700	*W03000*
N6700	*W03000*
N7200	*W01000*
N7200	*E04500*

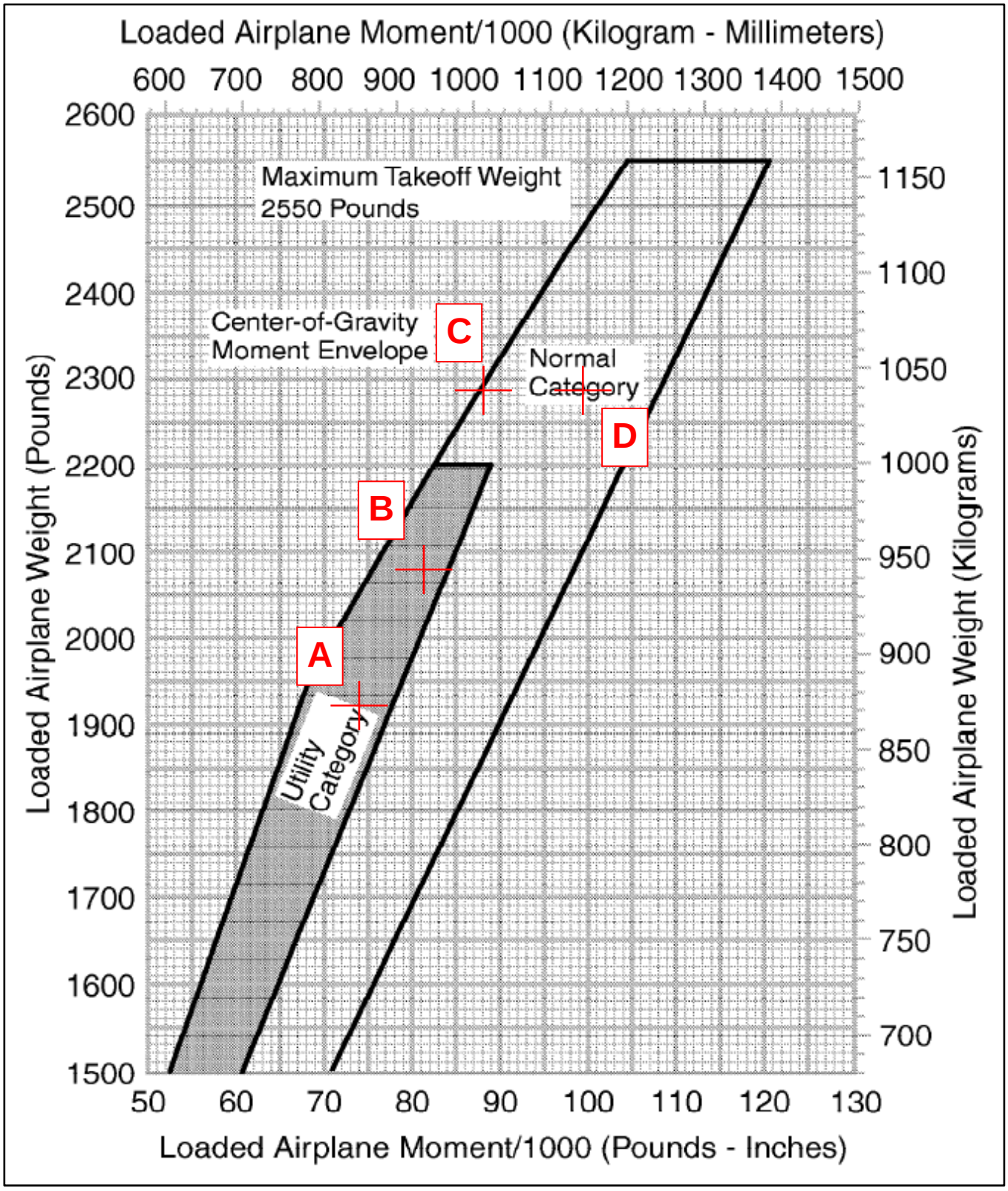
Se i øvrigt figur 1.

Bilag 71 14 01 **OBS, der er 2 sider !**

Version 141106

ITEM DESCRIPTION	YOUR AIRPLANE Weight (Lbs.)	YOUR AIRPLANE Moment (Lb-ins. /1000)
1. Basic Empty Weight (Use the data pertaining to your airplane as it is presently equipped. Includes unusable fuel and full oil)	1650	62.9
2. Usable Fuel (At 6 Lbs./Gal.)		
Standard Fuel 53 Gallons Maximum		
3. Pilot and Front Passenger (FS 32 to 50)		
4. Rear Passengers (FS 74)		
5.* Baggage "A" (FS 82 to 108) 120 Pounds Maximum		
6.* Baggage "B" (FS 108 to 142) 50 Pounds Maximum		
7. **RAMP WEIGHT AND MOMENT**		
8. **TAKEOFF WEIGHT AND MOMENT**		



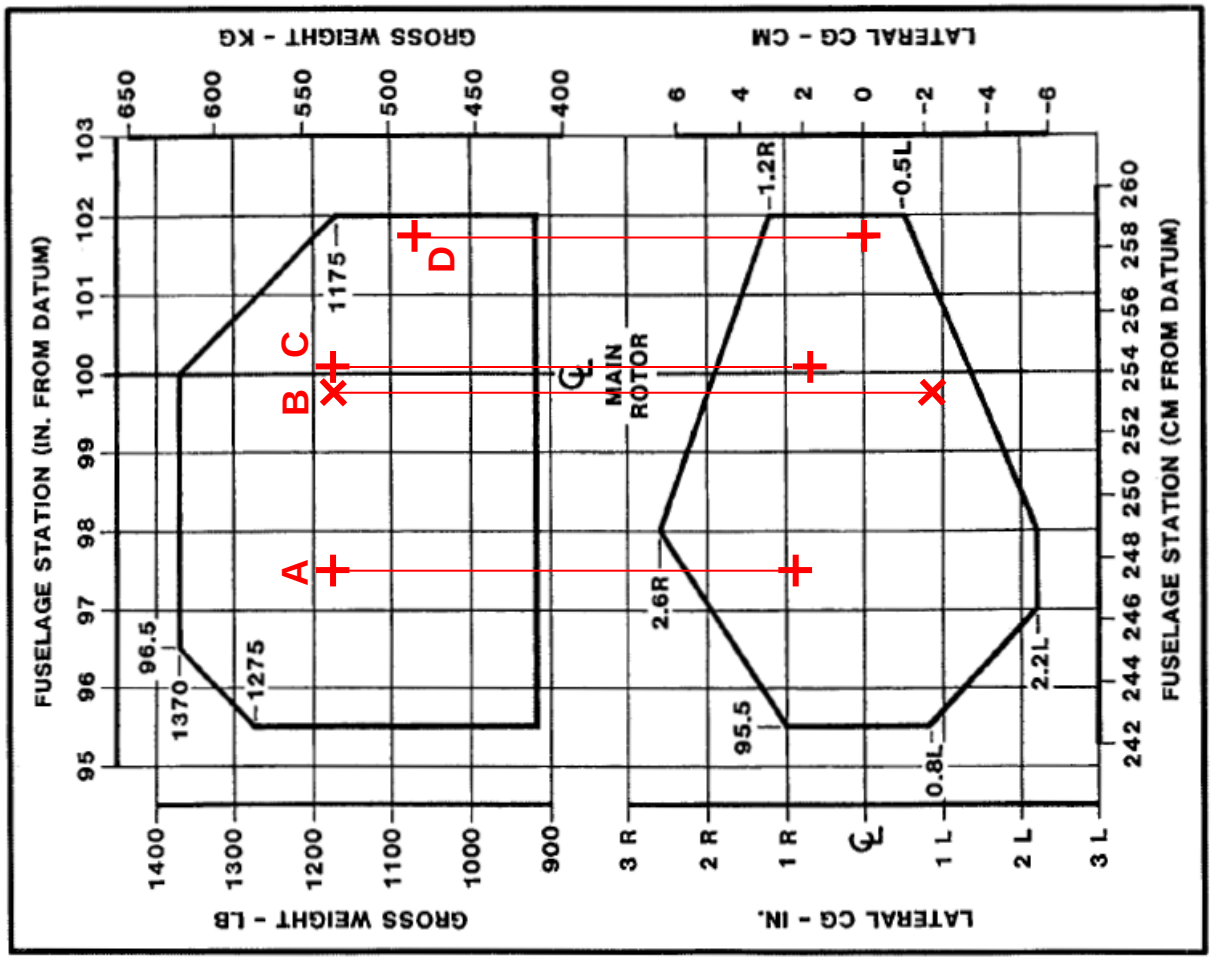

Loaded Airplane Moment/1000 (Kilogram - Millimeters)
600 700 800 900 1000 1100 1200 1300 1400 1500
2600
2500
2400
2300
2200
2100
2000
1900
1800
1700
1600
1500
Loaded Airplane Weight (Pounds)
1150
1100
1050
1000
950
900
850
800
750
700
Loaded Airplane Weight (Kilograms)
Maximum Takeoff Weight
2550 Pounds
Center-of-Gravity
Moment Envelope
C
Normal
Category
D
B
A
Utility
Category
50 60 70 80 90 100 110 120 130
Loaded Airplane Moment/1000 (Pounds - Inches)

Bilag 71 14 02

Version 150409

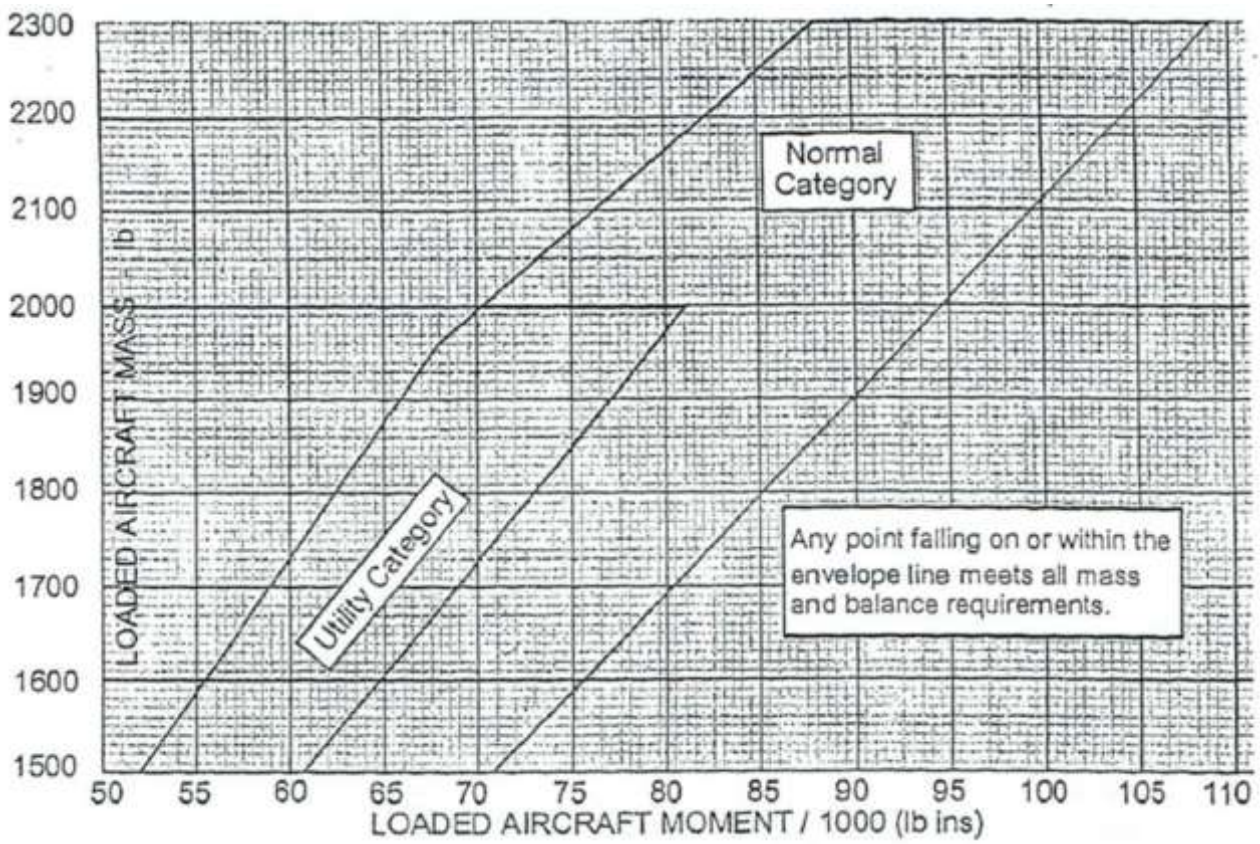
Item	Weight (lb)	Location		Moment	
		Long. Arm (in.)	Lat. Arm (in.) + = Right Side	Long. (in.-lb)	Lat. (in.-lb)
Basic empty weight	880	104.0	−0.1	91,520	−88
Remove right door	−5.2	77.5	21.0	−403	−109
Remove left door		77.5	−21.0		
Remove cyclic		68.0	−8.0		
Remove collective		80.7	−19.5		
Remove pedals (both)		46.5	−9.5		
Right seat pilot and baggage		78.0	10.7		
Left seat passenger and baggage		78.0	−9.3		
Zero usable fuel weight and CG*		97.0	0.1		
Usable main fuel at 6 lb/gal.		108.6	−11.0		
Usable aux fuel at 6 lb/gal.		103.8	11.2		
Takeoff Gross Weight and CG*		98.1	−0.3		

* CG location (arm) for loaded helicopter is determined by dividing total moment by total weight.



Mass and balance calculation.

ITEM	Mass(lb)	Arm(in)	Moment
Aircraft	1500	37,5	56250
Pilot	160	40	6400
Fuel	140	41	5740
Passengers	320	45	14400
Baggage	40	48	1920
Total	**2160**	**39,22**	**84710**



SHORT FIELD TAKEOFF DISTANCE AT 2550 POUNDS

CONDITIONS:

Flaps 10°
Full Throttle Prior to Brake Release
Paved, level, dry runway

Zero Wind
Lift Off: 51 KIAS
Speed at 50 Ft: 56 KIAS

Press Alt In Feet	0°C		10°C		20°C		30°C		40°C	
	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst
S. L.	860	1465	925	1575	995	1690	1070	1810	1150	1945
1000	940	1600	1010	1720	1090	1850	1170	1990	1260	2135
2000	1025	1755	1110	1890	1195	2035	1285	2190	1380	2355
3000	1125	1925	1215	2080	1310	2240	1410	2420	1515	2605
4000	1235	2120	1335	2295	1440	2480	1550	2685	1660	2880
5000	1355	2345	1465	2545	1585	2755	1705	2975	1825	3205
6000	1495	2605	1615	2830	1745	3075	1875	3320	2010	3585
7000	1645	2910	1785	3170	1920	3440	2065	3730	2215	4045
8000	1820	3265	1970	3575	2120	3880	2280	4225	2450	4615

NOTE

- Short field technique as specified in Section 4.
- Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
- Decrease distances 10% for each 9 knots headwind. For operation with tail winds up to 10 knots, increase distances by 10% for each 2 knots.
- For operation on dry grass runway, increase distances by 15% of the "ground roll" figure.

CRUISE PERFORMANCE

CONDITIONS:
2550 Pounds
Recommended Lean Mixture At All Altitudes (Refer to Section 4, Cruise)

PRESS ALT FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20°C ABOVE STANDARD TEMP		
		% MCP	KTAS	GPH	% MCP	KTAS	GPH	% MCP	KTAS	GPH
2000	2550	83	117	11.1	77	118	10.5	72	117	9.9
	2500	78	115	10.6	73	115	9.9	68	115	9.4
	2400	69	111	9.6	64	110	9.0	60	109	8.5
	2300	61	105	8.6	57	104	8.1	53	102	7.7
	2200	53	99	7.7	50	97	7.3	47	95	6.9
	2100	47	92	6.9	44	90	6.6	42	89	6.3
4000	2600	83	120	11.1	77	120	10.4	72	119	9.8
	2550	79	118	10.6	73	117	9.9	68	117	9.4
	2500	74	115	10.1	69	115	9.5	64	114	8.9
	2400	65	110	9.1	61	109	8.5	57	107	8.1
	2300	58	104	8.2	54	102	7.7	51	101	7.3
	2200	51	98	7.4	48	96	7.0	45	94	6.7
	2100	45	91	6.6	42	89	6.4	40	87	6.1
6000	2650	83	122	11.1	77	122	10.4	72	121	9.8
	2600	78	120	10.6	73	119	9.9	68	118	9.4
	2500	70	115	9.6	65	114	9.0	60	112	8.5
	2400	62	109	8.6	57	108	8.2	54	106	7.7
	2300	54	103	7.8	51	101	7.4	48	99	7.0
	2200	48	96	7.1	45	94	6.7	43	92	6.4

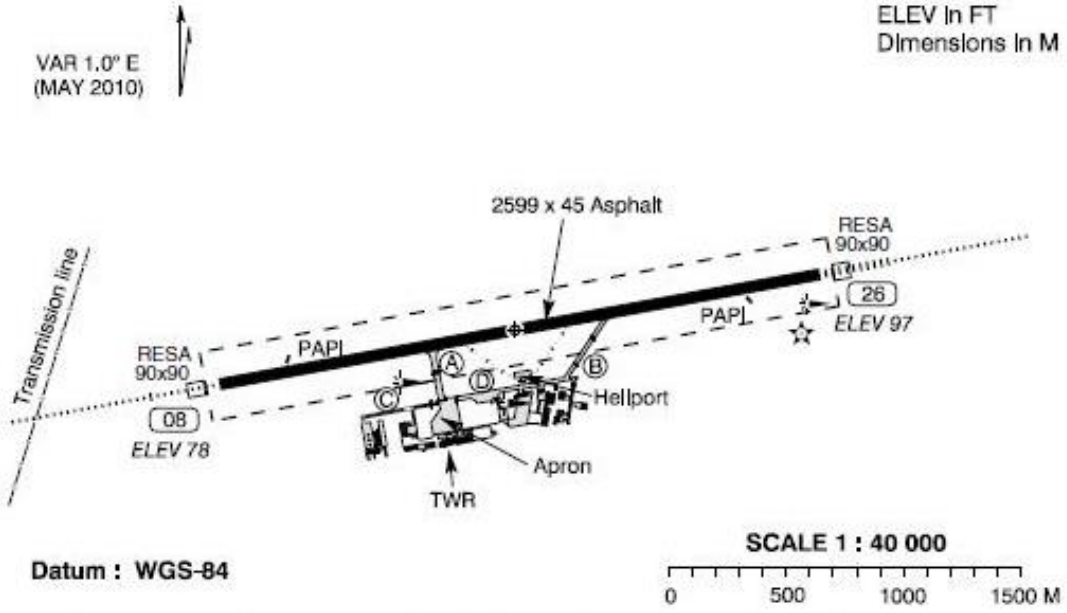
NOTE

Maximum cruise power using recommended lean mixture is 75% MCP. Values above 75% MCP are shown in table for interpolation purposes only. Operations above 75% MCP must use full rich mixture.

Bilag 73 02 01

Version 141106

Aerodrome Chart - **EKEB** — **Esbjerg**



RWY	Direction	THR PSN	PSN TWY	TORA	TODA	ASDA	LDA	Strength
08	079.5° GEO 078.5° MAG	55 31 25.84N 008 32 00.56E	 A B	2599 1695 945	2599 1695 945	2599 1695 945	2599	PCN 60 / F / A / W / T
26	259.5° GEO 258.5° MAG	55 31 41.16N 008 34 26.23E	 B A	2599 1679 929	2599 1679 929	2599 1679 929	2599	

RWY day marking : THR, RWY NR, TDZ, Centre line, Edge.
RWY lighting : PAPI, ALS, THR, TDZ 26, Centre line, Edge, End.
Secondary power supply : Yes, switch-over time 10 SEC.

TAXIWAYS

Width: TWY A : 23 M
TWY B, D and F : 15 M
TWY C and I : 7.5 M
TWY E : 6 M
Pavement : Asphalt, (TWY F concrete).
Strength :
TWY A : PCN 60 / F / A / W / T
TWY B, C, D, E and I : PCN 60 / F / B / X / T
TWY F : Unlimited
Day marking : Centre line, Edge, Holding positions.
Lighting : Blue edge. RGL on A and B

RWY slopes : Less than 0.3 %.

Changes: Stopline added to TWY C. New apron added on TWY C.

Bilag 73 04 01

Version 141106

VFR Flight Guide
Denmark

AD 2. EKLS - 3
16 DEC 10

Visual Approach Chart - **EKLS**

Læsø

AD ELEV : 25

ARP : 57 16 38.02N 011 00 00.30E

Læsø Radio : 123.175 (DA)
by arrangement only

FIS : Copenhagen Information 129.475

Scale 1 : 250 000 Datum : WGS-84 ELEV in FT

Changes : VAR.

AMDT 16/10

EKAH (AARHUS)
B2274/14 NOTAMN Q) EKDK/QMKLT/IV/M /A /000/999/5618N01037E005 A) EKAH B) 1411010500 C) 1503311200EST E) GRASS PARKING CLOSED.

EKBI (BILLUND)
A2194/14 NOTAMN Q) EKDK/QLBAS/V /M /A /000/999/5544N00909E005 A) EKBI B) 1410010600 C) 1412011500 E) ABN OUT OF SERVICE

EKDK (KOEBENHAVN FIR)
A1221/14 NOTAMR A1220/14 Q) EKDK/QNMAS/IV/BO /E /000/999/5536N00818E025 A) EKDK B) 1406110632 C) 1412311200EST E) VESTA VOR VES FREQ 116.6 MHZ OUT OF SERVICE.

A1998/14 NOTAMN Q) EKDK/QPKLT/V /NBO/E /000/999/5613N00858E005 A) EKDK B) 1409100925 C) 1412312359EST E) VISUAL APPROACH CHARTS IN VFR FLIGHT GUIDE (VFG) CURRENTLY NOT UPDATED. USE FOR INFORMATIONAL PURPOSE ONLY. FOR UPDATED CHARTS REF. TO CHARTS ANC DENMARK 1:500.000 AND ANCS COPENHAGEN AREA 1:250.000 WITH HAND-AMENDMENTS FOUND IN SECTION GEN 0.5.2 OF THE VFG. FURTHER INFORMATION ABOUT THE ISSUE CAN BE FOUND IN AIC DENMARK SERIES A NUMBER 3/14.

B2312/14 NOTAMN Q) EKDK/QRMCA/IV/BO /W /010/195/5537N00812E015 A) EKDK B) 1411111715 C) 1411112235 D) 1715-1835 AND 2115-2235 E) INCREASED MIL FLYING ACTIVITY WILL TAKE PLACE WITHIN AREA CENTRED AT 5537N00812E OKSBOEL WITH A RADIUS OF 15 NM. REF MIL NOTAM M0413/14 F) 1000FT AMSL G) FL195

EKKA (KARUP)
B2128/14 NOTAMN Q) EKDK/QFAAH/IV/NBO/A /000/999/5618N00907E005 A) EKKA B) 1410260001 C) PERM E) OPENING HOURS FOR CIVIL PART OF AIRPORT: MONDAY-THURSDAY 0530-2130 FRIDAY 0530-1900 SATURDAY 0700-1100 SUNDAY 1600-2200 PPR IS STILL MANDATORY BOTH INSIDE AND OUTSIDE OPENING HOURS. CONTACT AIRPORT OFFICE.

EKOD (ODENSE/HANS CHRISTIAN ANDERSEN)
B1495/14 NOTAMR B1415/14 Q) EKDK/QCAAS/IV/B /AE/000/999/5529N01020E100 A) EKOD B) 1407311431 C) 1412221400EST E) VHF TRANSMITTER FREQ 121.500 MHZ OUT OF SERVICE.

B1504/14 NOTAMR B0228/14 Q) EKDK/QMRAW/IV/NBO/A /000/999/5529N01020E005 A) EKOD B) 1408011145 C) PERM E) RWY 13/31 GRASS CLOSED.

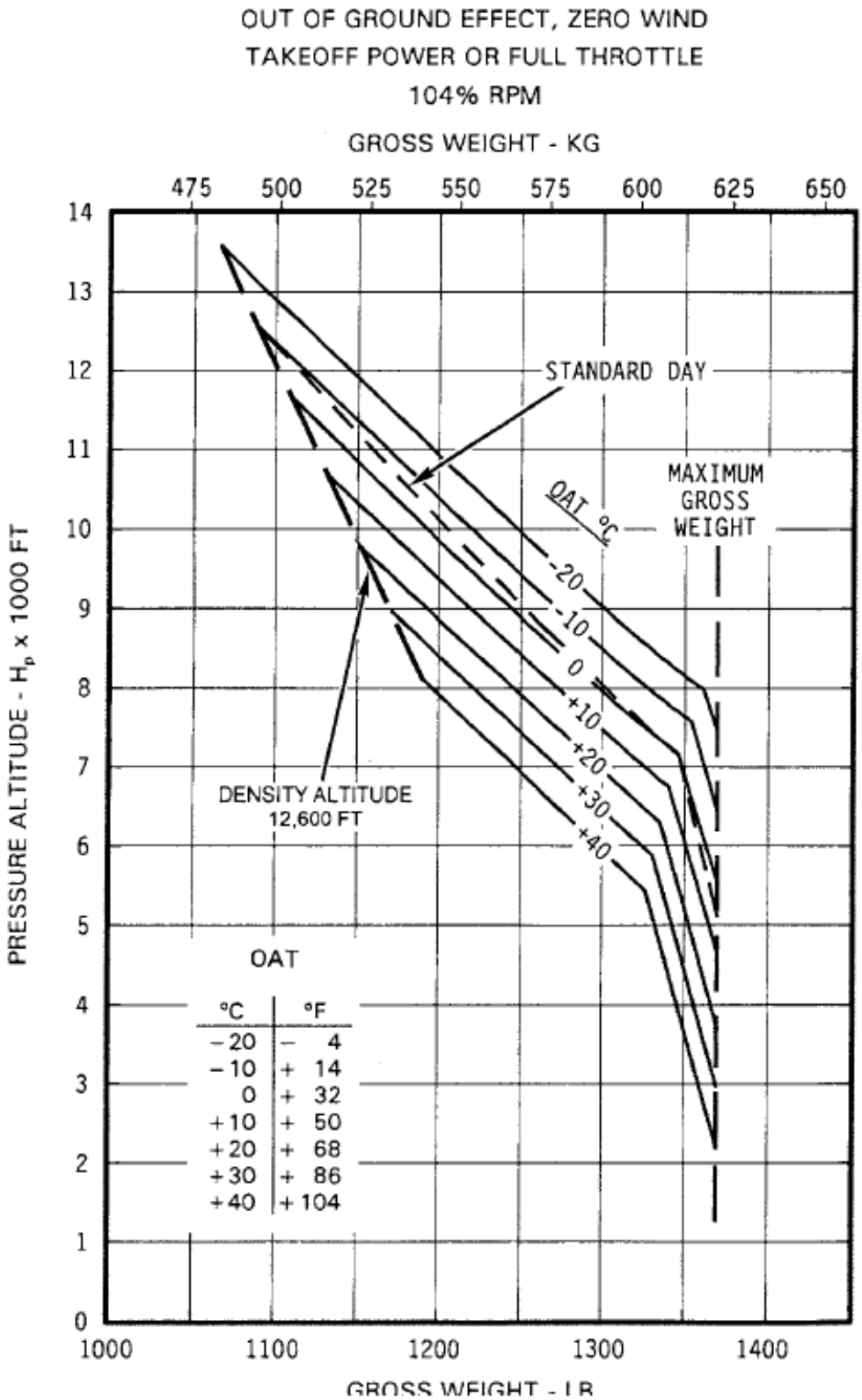
EKSS (SAMSOE)
D1241/14 NOTAMN Q) EKDK/QFAAP/IV/NBO/A /000/999/5553N01037E005 A) EKSS B) 1410220710 C) 1412312359 E) AERODROME AVBL PPR DUE TO RWY CONDITIONS. PHONE + 45 4016 4044.

Bilag 73 12 01

Version 150413

METAR **eksn** 061250z 06010kt 9999 sct011 bkn014 04/03 q1011=
METAR **ekyt** 061320z 03008kt 9999 few006 bkn012 05/04 q1010=
METAR **ekvj** 061250z 07003kt 6000 -dz bkn008 07/05 q1010=
METAR **ekka** 061320z 02007kt 3500 -dz ovc004 06/05 q1009 nosig=
METAR **ekah** 061320z auto 01004kt 350v050 5000ndv ovc004/// 07/05 q1009=
METAR **ekeb** 061320z auto 00000kt 9999ndv ovc007/// 07/06 q1009=
METAR **ekbi** 061320z 35003kt 9999 bkn009 07/05 q1009=
METAR **ekvd** 061250z 27002kt 9999 bkn011 08/06 q1009=
METAR **eksp** 061320z 28006kt 9999 few014 bkn018 07/06 q1009 tempo 3000 -dz bkn009=
METAR **eksb** 061250z 28004kt 230v310 9999 sct010 bkn015 08/06 q1009=
METAR **ekod** 061320z 31006kt 9999 sct008 bkn012 bkn028 07/07 q1009=
METAR **ekrk** 061320z auto 27006kt 6000ndv few001/// bkn003/// ovc005/// 08/08 q1007=
METAR **ekch** 061320z 29004kt 250v320 9999 bkn004 09/09 q1007 tempo bkn006=
METAR **ekrn** 061320z auto 25017kt 9999ndv bkn012/// 11/08 q1008=

TAF-FC **eksn** 061200z 0612/0616 06012kt 9999 bkn015 tempo 0612/0616 bkn012=
TAF-FT **ekyt** 061130z 0612/0712 06007kt 9999 bkn012 tempo 0612/0618 6000 -radz bkn015 tempo 0618/0708 3000 br bkn008=
TAF-FC **ekvj** 061200z 0612/0616 04006kt 9999 bkn008 tempo 0612/0616 sct010 bkn012=
TAF-FT **ekka** 061130z 0612/0712 04006kt 2500 -radz bkn004 tempo 0612/0618 8000 bkn015 tempo 0620/0706 0800 fg bkn002 becmg 0621/0623 12004kt becmg 0706/0708 15008kt 9999 nsw sct020=
TAF-FT **ekah** 061125z 0612/0712 05006kt 9999 bkn008 tempo 0612/0615 dz bkn004 becmg 0615/0617 bkn015 tempo 0617/0703 bkn012 tempo 0703/0707 1200 br=
TAF-FC **ekeb** 061125z 0612/0621 03003kt 9999 bkn008 tempo 0612/0615 bkn015 becmg 0615/0617 bkn020=
TAF-FT **ekbi** 061125z 0612/0712 03008kt 9999 bkn008 tempo 0612/0616 bkn012 becmg 0616/0619 bkn015 tempo 0620/0707 1200 br becmg 0710/0712 14010kt=
TAF-FC **ekvd** 061200z 0612/0616 35003kt 9999 bkn009 tempo 0612/0616 bkn012=
TAF-FT COR eksp 061220z 0612/0712 28005kt 9999 bkn012 tempo 0612/0616 3000 -dz br bkn006 tempo 0616/0620 3000 br bkn008 becmg 0620/0708 0800 fg vv002 becmg 0708/0710 15012kt sct020=
TAF-FC **eksb** 061200z 0612/0621 32006kt 9999 bkn008 tempo 0612/0615 bkn015 becmg 0615/0617 bkn020 tempo 0619/0621 1200 br=
TAF-FC **ekod** 061200z 0612/0617 35008kt 9999 bkn008 tempo 0612/0617 sct010 bkn015=
TAF-FC AMD ekrk 061335z 0613/0621 28004kt 5000 br sct002 bkn004 tempo 0613/0619 2000 sct004 bkn012 becmg 0619/0621 2000 sct004 bkn015=
TAF-FT **ekch** 061125z 0612/0712 02005kt 8000 bkn006 tempo 0612/0618 4000 radz br bkn004 tempo 0618/0623 2500 br sct008 bkn015 becmg 0623/0701 23005kt sct020 tempo 0623/0707 2000 br=
TAF-FC **ekrn** 061125z 0612/0621 25012kt 9000 sct008 bkn025 tempo 0612/0621 bkn008=

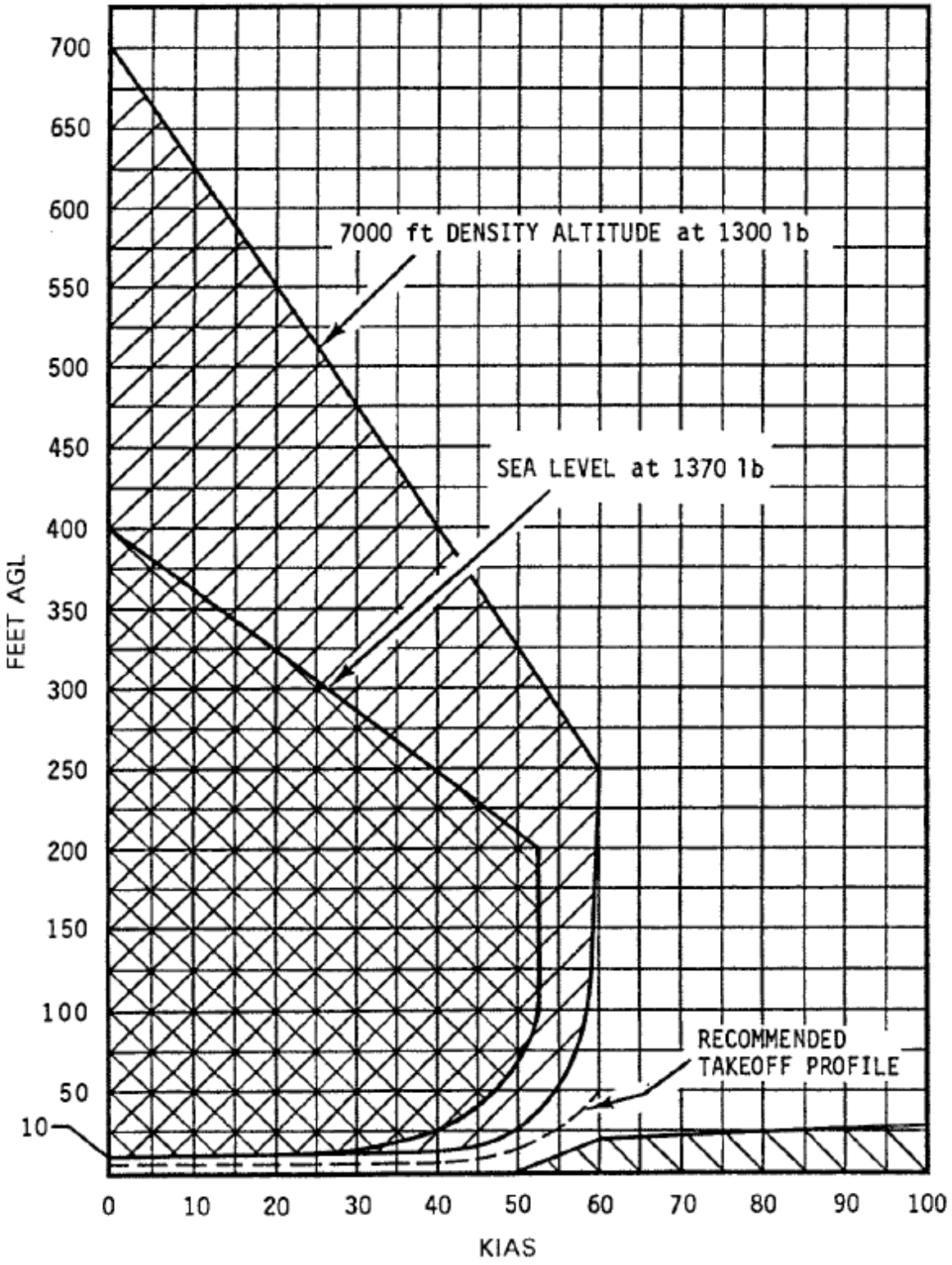


R22 BETA II
O-360-J2A ENGINE

OGE HOVER CEILING VS. GROSS WEIGHT

DEMONSTRATED CONDITIONS:
SMOOTH HARD SURFACE
WIND CALM
103-104% RPM

AVOID OPERATION IN SHADED AREAS



HEIGHT - VELOCITY DIAGRAM

Bilag 04 02 01

Version 100513

Trafik-, Bygge- og Boligstyrelsen
Danish Transport, Construction and Housing Authority

VFR Flight Guide
Denmark

AD 2. EKYT - VAC
24 MAY 18

Visual Approach Chart - EKYT

Aalborg (CIV/MIL)

AD ELEV : 10

ARP : 57 05 34.04N 009 50 56.99E

Aalborg Approach : 123.975 (FL 250 / 60 NM)
Aalborg Arrival : 120.700 (FL 150 / 40 NM)
Aalborg Tower : 118.300 (4000 FT / 25 NM)
121.500 Emergency
ATIS : 120.475
Aalborg Handling : 131.550

FIS : Aalborg Approach 123.975

LOC 08L : 109.900
LOC 26R : 111.550

CAUTION
Airspaces above 1500 FT, including TMA with airspace class D, not shown on chart.
Refer to ANC 1:500.000 DENMARK for further info.

Scale 1 : 250 000 Datum : WGS-84 ELEV in FT

NAVIAIR

AIRAC AMDT 05/18

Bilag 04 02 02

Version 100513

Trafik-, Bygge- og Boligstyrelsen
Danish Transport, Construction and Housing Authority

VFR Flight Guide
Denmark

AD 2. EKSN - VAC
21 JUN 18

Visual Approach Chart - EKSN

Sindal

AD ELEV : 92

ARP : 57 30 12.69N 010 13 45.74E

Sindal AFIS : 118.750 (4000 FT / 25 NM)

FIS : Aalborg Approach 123.975

LOC 26 : 110.150

Scale 1 : 250 000 Datum : WGS-84 ELEV In FT

VFR Flight Guide
Denmark

AD 2. EKAH - 5
02 MAR 17

Visual Approach Chart - EKAH

Aarhus

AD ELEV : 82

ARP : 56 18 00.06N 010 37 08.43E

Aarhus Approach : 119.275 (FL 150 / 40 NM)
Aarhus Tower : 118.525 (4000 FT / 25 NM)
121.500 Emergency
Aarhus handling : 131.550

FIS : Aarhus Approach 119.275

LOC 10R : 111.900
LOC 28L : 111.100

Bilag 04 02 04

Version 100513

Trafik-, Bygge- og Boligstyrelsen
Danish Transport, Construction and Housing Authority

VFR Flight Guide
Denmark

AD 2. EKEB - VAC
08 NOV 18

Visual Approach Chart - EKEB

Esbjerg

AD ELEV : 97

ARP : 55 31 33.39N 008 33 12.25E

Billund Approach :	127.575	(FL 250 / 50 NM)
Esbjerg AFIS :	120.150	(FL 100 / 40 NM)
	121.500	Emergency
Esbjerg Handling :	131.550	
LOC 08 :	109.100	
LOC 26 :	110.150	

FIS : Billund Approach 127.575
Skrydstrup Approach 124.100
Copenhagen Information 124.000
129.475

CAUTION
Airspaces above 1500 FT, including TMA's with airspace class C and D, not shown on chart.
Refer to ANC 1:500.000 DENMARK for further info.

Scale 1 : 250 000 Datum : WGS-84 ELEV In FT

NAVIAIR AIRAC AMDT 11/18

VFR Flight Guide
Denmark

AD 2. EKRK - VAC
21 JUN 18

Visual Approach Chart - EKRK

København / Roskilde

AD ELEV : 146

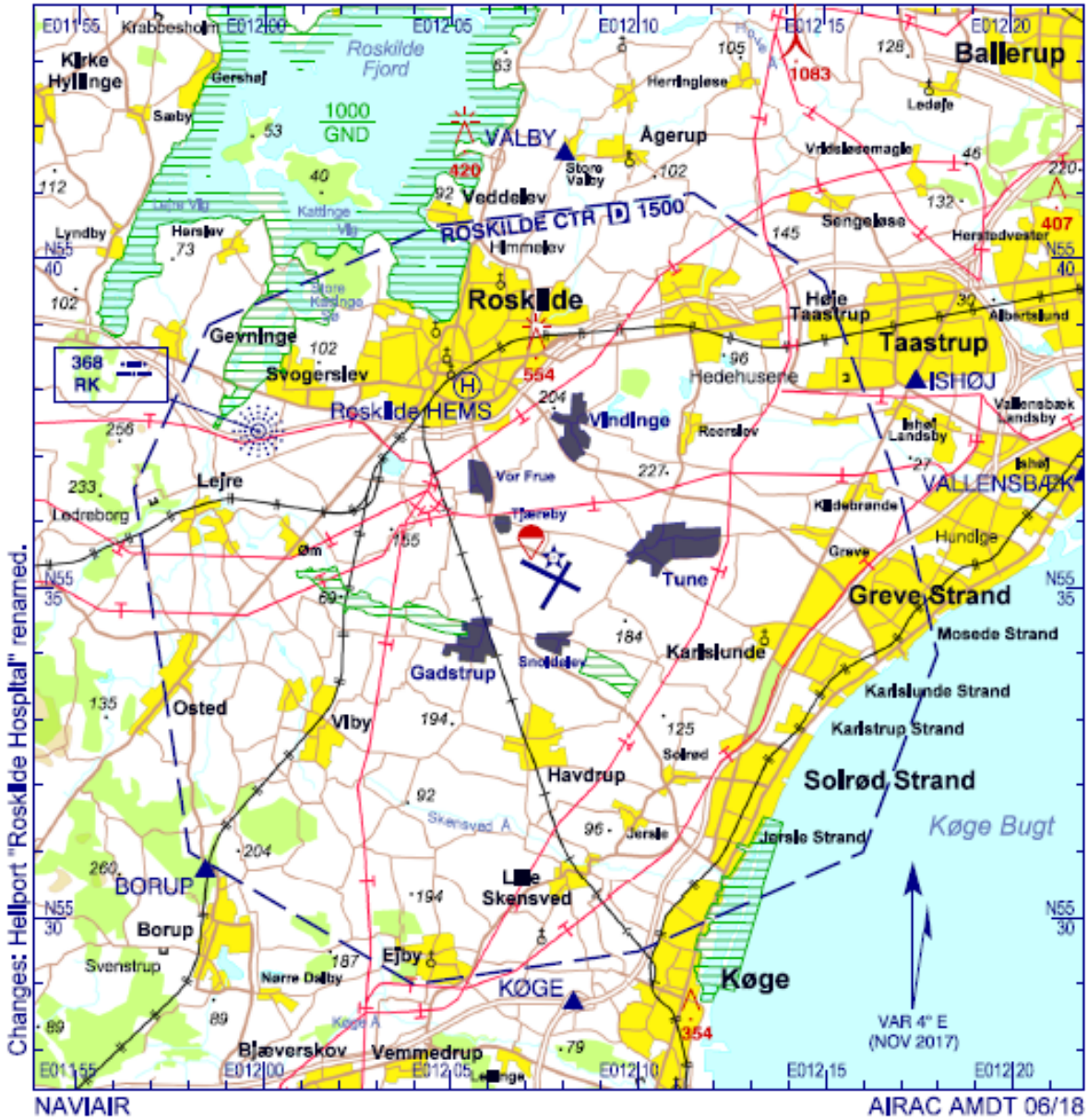
ARP : 55 35 08.04N 012 07 53.14E

Roskilde Approach :	125.525 (VDF) (FL 150 / 50 NM)	FIS : Copenhagen Information 127.075
Roskilde Tower :	118.900 (VDF) (4000FT / 25 NM)	
	119.650 (VDF) (4000FT / 25 NM)	
	121.500 Emergency	
ATIS :	123.800	
Roskilde Handling :	131.550	

LOC 11 : 111.500
LOC 21 : 108.700

CAUTION
Airspaces above 1500 FT, including TMA's with airspace class C, not shown on chart.
Refer to ANC 1:250 000 COPENHAGEN AREA or ANC 1:500 000 DENMARK for further info.

Scale 1 : 250 000 Datum : WGS-84 ELEV In FT



NAVIAIR

AIRAC AMDT 06/18

Bilag 04 09 01

Version 100513

Trafik-, Bygge- og Boligstyrelsen
Danish Transport, Construction and Housing Authority

VFR Flight Guide
Denmark

AD 2, EKBI - VAC
25 APR 19

VIsual Approach Chart - EKBI

BIllund

AD ELEV : 247

ARP : 55 44 25.16N 009 09 06.40E

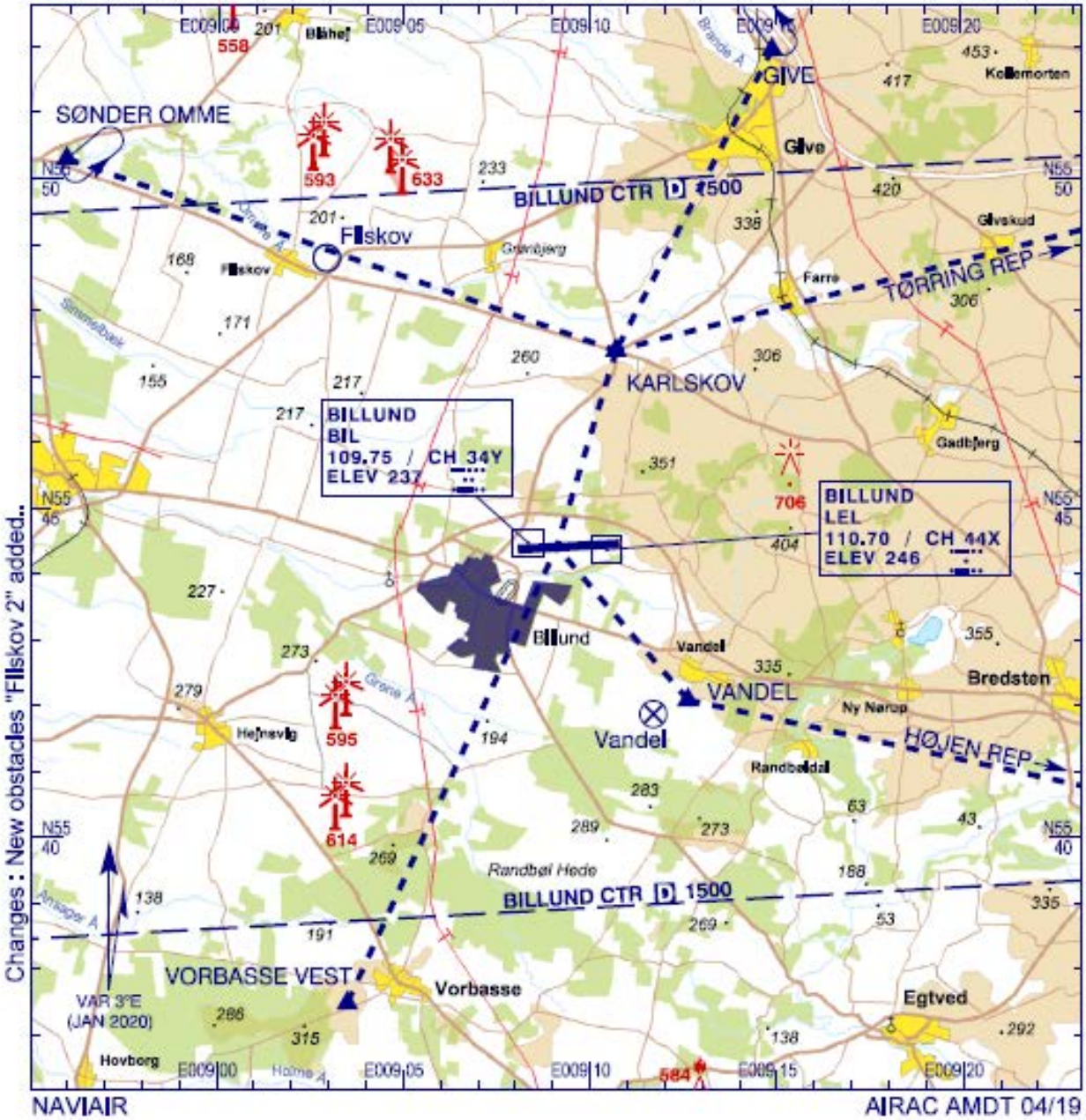
BIlund Approach	:	127.575	(FL 250 / 50 NM)
BIlund Arrival	:	119.250	(FL 100 / 50 NM)
BIlund Tower	:	119.000	(4000 FT / 25 NM)
	:	121.500	Emergency
BIlund Handling	:	131.900	
ATIS	:	118.775	

FIS : BIlund Approach 127.575

LOC 09 : 109.750
LOC 27 : 110.700

CAUTION
Airspaces above 1500 FT, including TMA's with airspace class C, not shown on chart.
Refer to ANC 1:500.000 DENMARK for further Info.

Scale 1 : 250 000 Datum : WGS-84 ELEV In FT



NAVIAIR

AIRAC AMDT 04/19