

# Charts Sonderborg Airport

## *EKSB / SBG*

*Essential charts only. For all charts go to [www.aim.naviair.dk](http://www.aim.naviair.dk)*

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Sonderborg Airport

EKSB / SBG

Elevation	Transition Altitude	Runways	Charts
24'	3000'	14/32	aim.naviar.dk
Runway 32		<u>DIRECT POINTS</u>	Runway 14
LIBRI ALS (Alsie)			BUKAL KELEP LONPA

### GENERAL

- One runway 32/14 used for takeoff and landings. Runway 32 is preferred for landing
- Short and narrow runway (30 metres)
- UNCONTROLLED AIRSPACE! ATC only provides traffic and weather information.
- NO Landing, Takeoff, Taxi or Startup clearances supplied!

### ARRIVAL

- No STARs available. Expect direct to ALS for runway 32, then by "Full procedure", vectors or visual approach
- No ILS approach for Runway 14. Expect RNAV or NDB approach. Expect direct to a "Direct point". Look at the table above and refer to the chart for exact position of the points.

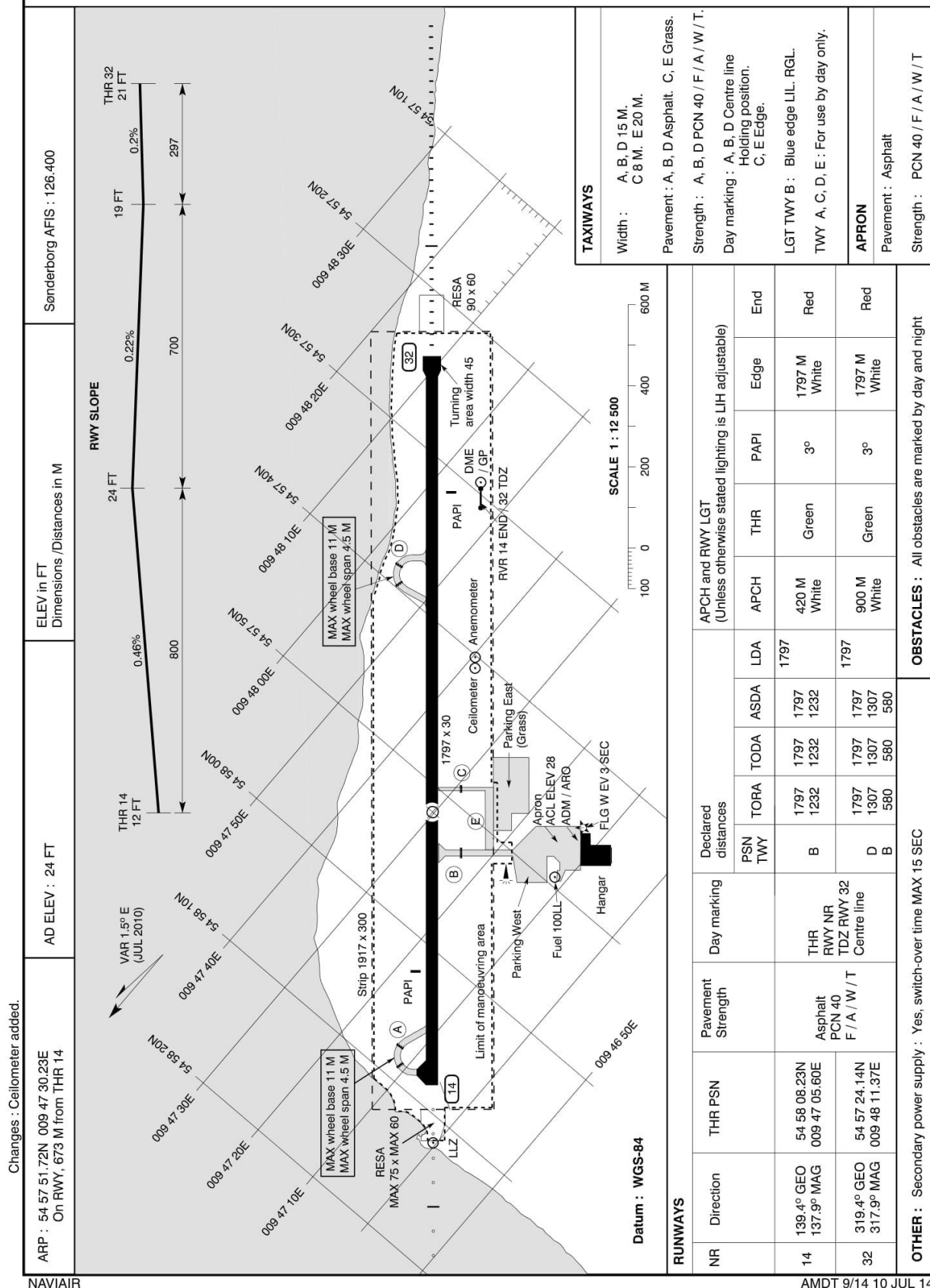
### Parking

- No official parking spots. Park on the yellow line parallel to the terminal (Turboprop)
- For Jet aircrafts park on the spots next to the taxiways

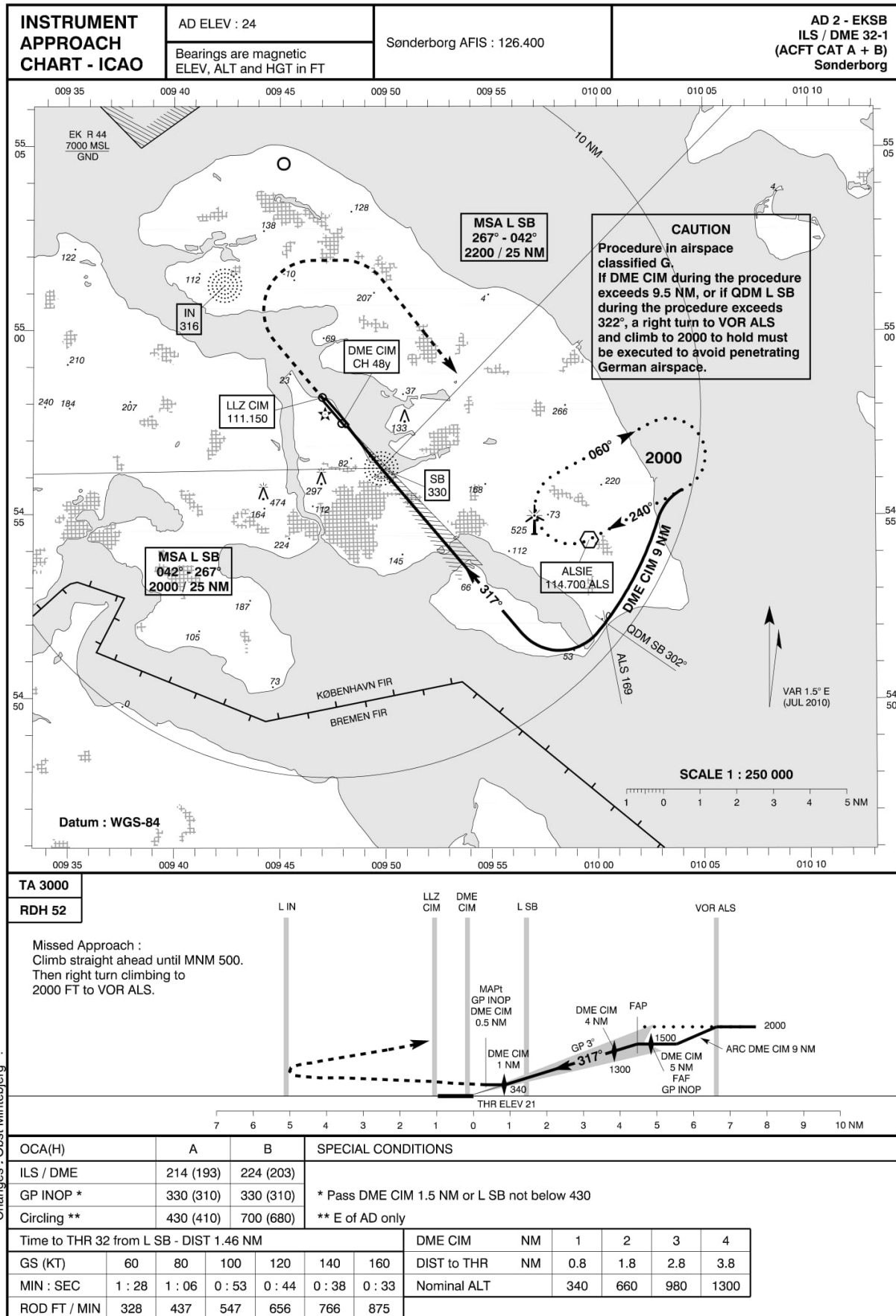
### Departure

- At first contact ask for "Weather information" and "Runway in use". No startup or taxi clearance is needed. Airspace is uncontrolled.
- When backtracking the runway report "Ready to copy ATC clearance"
- No SIDs. Expect direct to a fix or a radar vector after departure
- "Omnidirectional departure": Climb straight ahead until 600' then turn in any direction

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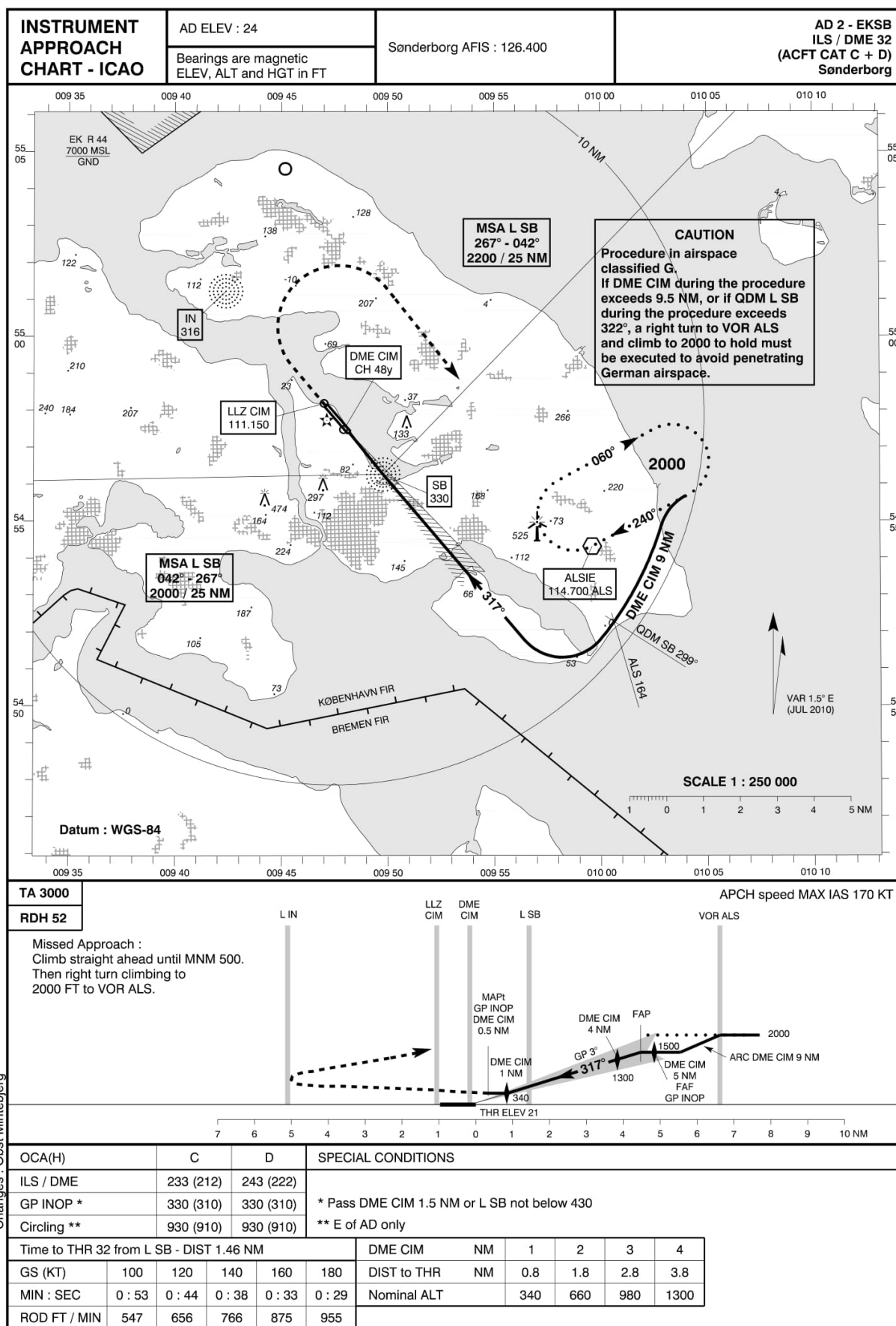


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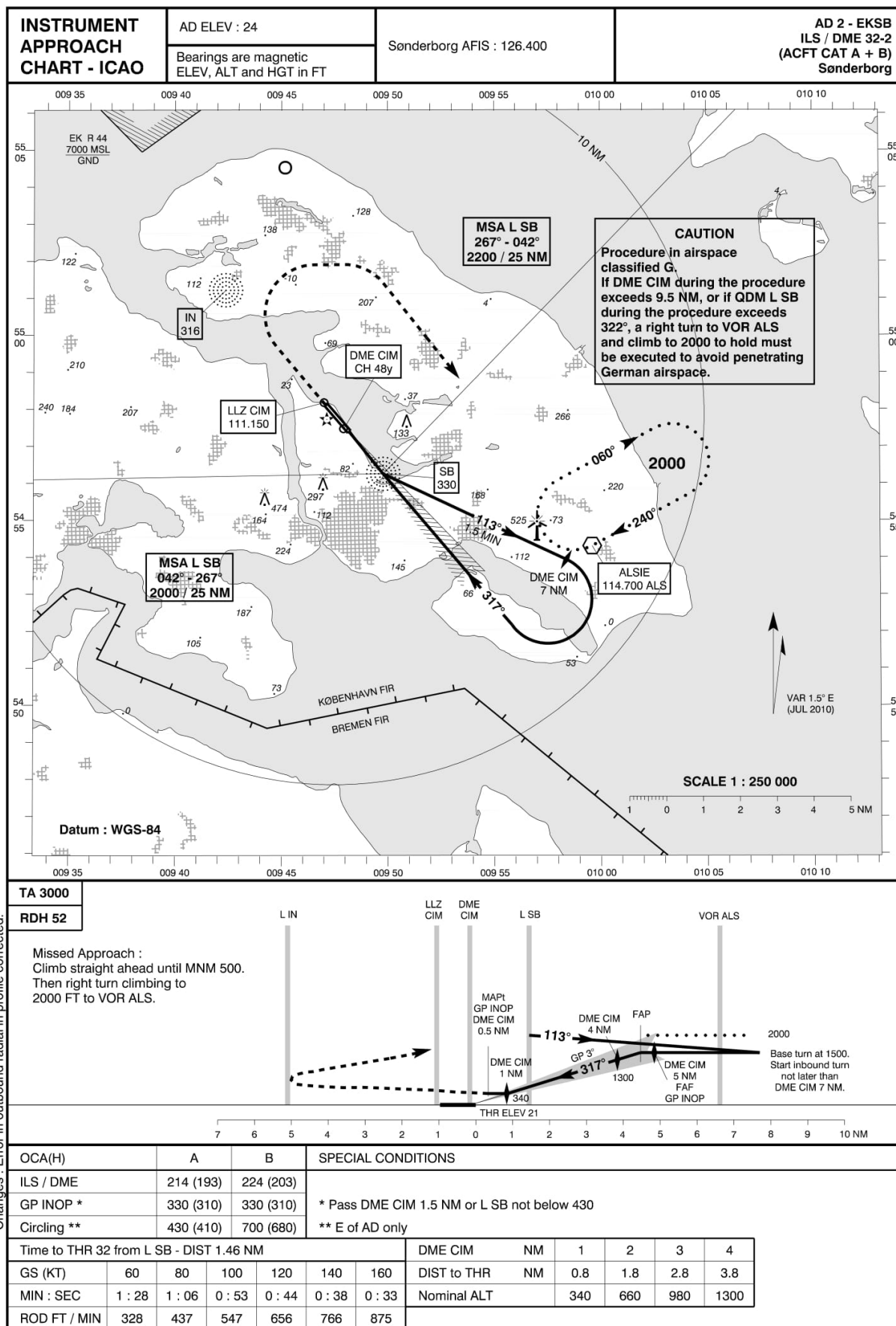
Trafikstyrelsen/Danish Transport Authority

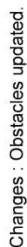
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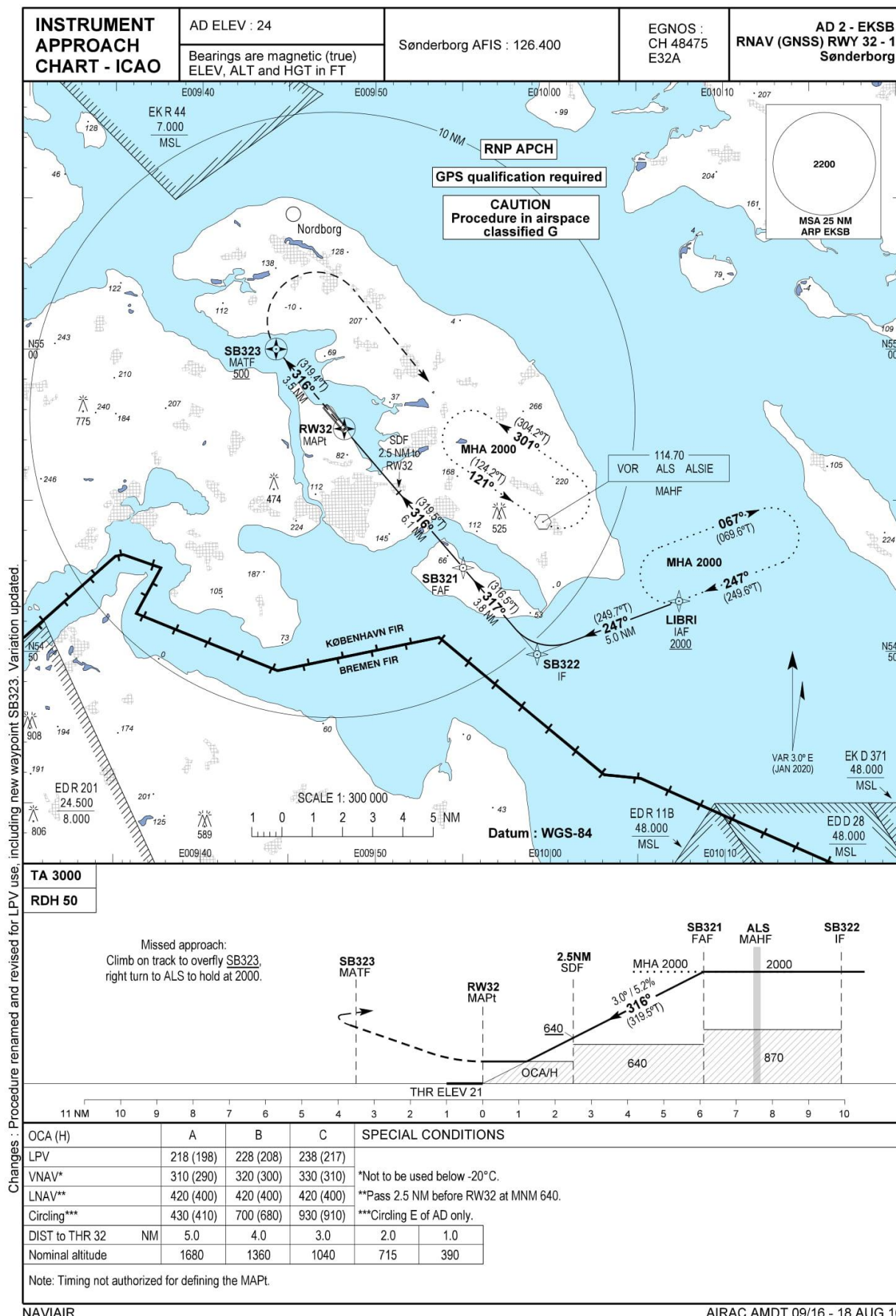


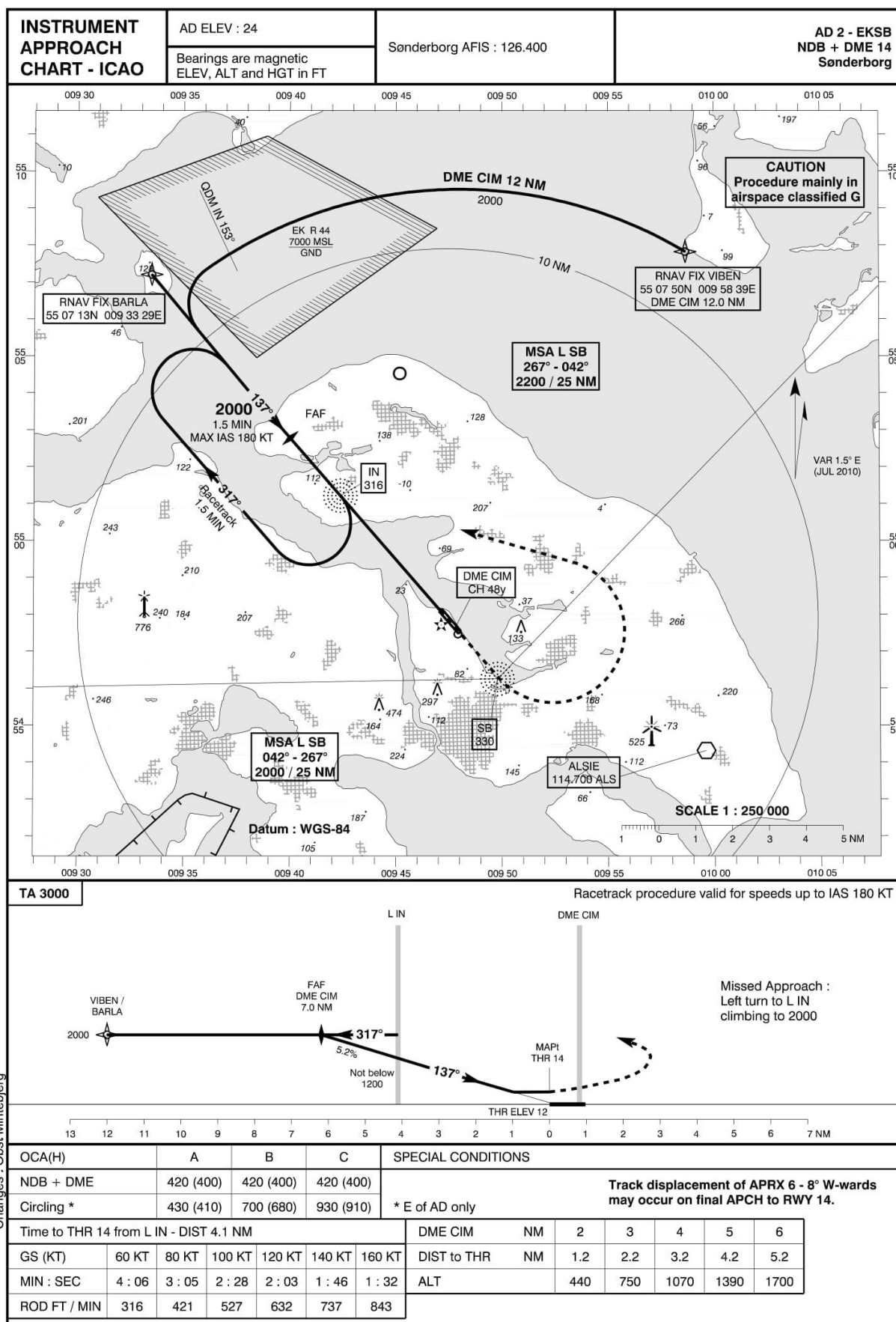
Trafikstyrelsen/Danish Transport Authority

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**1. Aerodrome Location Indicator and Name:** **EKSB - Sønderborg**

**2. Aerodrome Geographical and Administrative Data**

1. ARP PSN and site at AD:	54 57 51.72N 009 47 30.23E On RWY, 673 M from THR 14	5. AD ADM: AD address:	Sønderborg Lufthavn Lufthavnsvej 1 DK - 6400 Sønderborg
2. Distance and direction from city:	3 NM N of Sønderborg	TEL:	+45 74 42 21 30 (airport) +45 73 42 21 70 (AFIS)
3. ELEV: REF temperature:	24 FT -	FAX:	+45 74 42 11 21
4. MAG VAR: Annual change:	1.5° E (JUL 2010) Increasing 10'	E-mail: AFS:	handling@eksb.dk EKSB
		6. Types of traffic permitted :	IFR/VFR

7. Remarks: NIL

**3. Operational Hours**

1. AD:	MON-FRI: 0600-2145 (0500-2045) SAT: 0630-1600 (0530-1500) SUN: 1000-1915 (0900-1815) Other times PPR - submitted not later than 1 hour before closing time	4. AIS Briefing Office:	As AD
2. Customs and immigration:	The airport is open for traffic to/from all States. Hours for customs clearance and immigration as for AD. PN 1 HR.	5. ATS Reporting Office (ARO):	As AD
3. Health and sanitation:	NIL	6. MET Briefing Office:	As AD
		7. ATS:	As AD
		8. Fuelling:	As AD
		9. Handling:	As AD
		10. Security:	As AD
		11. De-icing:	as AD

12. Remarks: Self briefing is available in the terminal building

**4. Handling Services and Facilities**

1. Cargo-handling facilities:	Yes	4. De-icing facilities:	Yes, from 01 NOV to 30 APR.
2. Fuel and oil types:	Fuel: 100 LL. Jet A1 Oil: No	5. Hangar space for visiting aircraft:	No
3. Fuelling facilities and capacity:	100LL: 200 L/MIN Jet A1: 300 L/MIN	6. Repair facilities for visiting aircraft:	Minor repairs only

7. Remarks: NIL

**5. Passenger Facilities**

1. Hotels:	Hotels in town	5. Bank and Post Office:	In Sønderborg
2. Restaurants:	No	6. Tourist Office:	In Sønderborg
3. Transportation:	Taxi and bus	TEL	+45 74 42 35 55
4. Medical facilities:	Hospital in Sønderborg	FAX	+45 74 42 57 47

7. Remarks: NIL

**6. Rescue and Fire Fighting Services**

1. AD category for fire fighting:	CAT 5 and boat available for scheduled flights. CAT 7 available on request. For other flights, PPR shall be obtained at least 2 hours before the flight concerned.	2. Rescue equipment:	-
		3. Capability for removal of disabled aircraft:	-

4. Remarks: NIL

**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
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3. Remarks: AD available all seasons

**8. Aprons, Taxiways and Check Locations Data**

1. Apron surface and strength:	Asphalt, PCN 40/F/A/W/T	3. ACL and ELEV:	At apron 28 FT
Taxiway width surface and strength:	TWY A, B, D: 15 M, asphalt, PCN 40/F/A/W/T TWY C: 8 M, grass TWY E: 20 M, grass	4. VOR checkpoints:	-
		INS checkpoints:	See Aerodrome Chart

5. Remarks: NIL

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### 9. Surface Movement Guidance and Control System and Markings

1. Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system:	-	2. RWY and TWY markings:	RWY 14/32: THR, RWY NR, TDZ RWY 32, centre line TWY A, B, D: Centre line, holding position TWY C, E: Edge
		3. Stop bars:	-

4. Remarks: TWY C and E: For use day only.

### 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	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:	Central Forecasting Office 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 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
14	139.4° GEO 137.9° MAG	1797 x 30 M	PCN 40/F/A/W/T Asphalt	54 58 08.23N 009 47 05.60E	12 FT/-
32	319.4° GEO 317.9° MAG	1797 x 30 M	PCN 40/F/A/W/T Asphalt	54 57 24.14N 009 48 11.37E	21 FT/-
RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	Obstacle-free zone
14	0.15%	-	-	1917 x 300 M	-
32	0.15%	-	-	1917 x 300 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
14	3C	NONP
32	3C	PA-1

### 13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 14	1797 M	1797 M	1797 M	1797 M	-
TWY B	1232 M	1232 M	1232 M		
RWY 32	1797 M	1797 M	1797 M	1797 M	-
TWY D	1307 M	1307 M	1307 M		
TWY B	580 M	580 M	580 M		

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## 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
14	420 M White LIH	Green	3°	-	-	1797 M White LIH	Red	-
32	900 M White LIH	Green	3°	-	-	1797 M White LIH	Red	-

Remarks: NIL

## 15. Other Lighting and Secondary Power Supply

- |  |  |   |   |
|--|--|---|---|
| 1. ABN/IBN location, characteristics and hours of operation: | ABN On TWR, FLG W EV 2.5 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, TWY B, TWY D. RGL at holding position TWY B |
| 2. LDI location and LGT:                                     | -  | 4. Secondary power supply/switch-over time: | Yes, switch-over time MAX 15 SEC                                    |
| Anemometer location and LGT:                                 | -  |   |   |
| 5. Remarks: Blue edge LGT at turning area THR 32             |  |   |   |

## 16. Helicopter Landing Area

NIL

## 17. ATS Airspace

- |    |   |  |    |                                     |                           |
|----|---|--|----|-------------------------------------|---------------------------|
| 1. | Designation and lateral limits:                                 | SØNDERBORG TIZ/RMZ<br>54 51 21N 009 52 18E - 55 01 29N 009 37 07E -<br>55 03 46N 009 48 02E - 54 55 22N 010 00 26E -<br>54 51 21N 009 52 18E | 3. | Airspace classification:            | G                         |
| 2. | Vertical limits:  | 3500 FT MSL/GND  | 4. | ATS unit call sign:<br>Language(s): | SØNDERBORG AFIS<br>EN, DA |
|    |   |  | 5. | Transition altitude:                | 3000 FT MSL               |
| 6. | Remarks: Designated as Radio Mandatory Zone REF ENR 1.4 item 3. |  |    |                                     |                           |

## 18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
AFIS	SØNDERBORG AFIS	126.400	As AD	DOC: FL 100/40 NM
	SØNDERBORG AFIS	121.500		Emergency Radar track from radar 5

## 19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
L	IN	316 KHZ	H24	55 01 13.86N 009 42 23.16E		Coverage 15 NM. Caution is advised when using L IN, as track displacement of APRX 6 - 8° westwards may occur on final APCH to RWY 14
LLZ 32 CAT I	CIM	111.150 MHZ	H24	54 58 11.72N 009 47 00.39E		ILS class I/D/4
GP 32		331.550 MHZ	H24	54 57 29.18N 009 47 54.97E		Angle 3°, RDH 52 FT
DME 32	CIM	CH 48y	H24	54 57 29.39N 009 47 55.03E		FREQ paired with LLZ Collocated with GP
L	SB	330 KHZ	H24	54 56 16.21N 009 49 47.08E		Coverage 15 NM
VOR (3°E 2016)	ALS	114.700 MHZ	H24	54 54 19.49N 009 59 36.16E		DOC FL 500/60 NM, 80 NM 313°- 063° MAG and 80 NM 198°- 243° MAG

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### 20. Local Traffic Regulations

#### 1. PPR for certain operations.

- 1.1 PPR for sightseeing flights daily 1900-0700 Danish time.  
1.2 PPR for acrobatic flights, UL-flights and parachute dropping flights in the period FRI 1900 - MON 0700 Danish time and daily 1900-0700 in

the period MON 1900 - FRI 0700 Danish time.

- 1.3 Traffic circuits NE of RWY 14/32 only.  
1.4 Parachuting may take place

### 21. Noise Abatement Procedures

#### Noise Abatement Provisions

PPR for take-off with jet aeroplanes in the period 2200-0700 Danish time. Permission to be obtained from the Airport Office.

### 22. Flight Procedures

#### 1. IFR Arrival

- 1.1 Aircraft will normally be cleared by ACC KØBENHAVN to ALSIE HOLDING.  
1.2 Radio communication failure  
Navigation aid designated for radio communication failure during IMC for arriving aircraft is VOR ALS.

#### 2. IFR Departure

- 2.1 Standard Instrument Departures  
Standard Instrument Departures (SID) have not been established.  
2.2 Omnidirectional departures  
RWY 14/32: Climb straight ahead to at least 600 FT MSL before turn is commenced.

#### 3. Primary Holding for Sønderborg

HOLDING NAME FACILITY OR FIX	INBOUND TRACK (MAG)	TURN	MAX IAS (KT)	MNM/MAX LEVEL TIME	ENTRY PROCEDURE
ALSIE ALS VOR 55 54 19.49N 009 59 36.16E	242	RIGHT	180	2000 FT MSL/3000 FT MSL 1 MIN	OMNI-DIRECTIONAL

#### 4. Secondary holding for Sønderborg

HOLDING NAME FACILITY OR FIX	INBOUND TRACK (MAG)	TURN	MAX IAS (KT)	MNM/MAX LEVEL TIME	ENTRY PROCEDURE
L IN 55 01 13.86N 009 42 23.16E	139	RIGHT	180	2000 FT MSL/3000 FT MSL 1.5 MIN	OMNI-DIRECTIONAL
L SB 54 56 16.21N 009 49 47.08E	320	LEFT	180	2000 FT MSL DME based Outbound DME CIM 7.5 NM	OMNI-DIRECTIONAL

#### 5. VFR Flights

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

- 5.2 Traffic circuits NE of RWY only.

### 23. Additional Information

NIL

### 24. Charts Related to the Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Instrument Approach Chart - ICAO	RNAV (GNSS) RWY 14 - 1 RNAV (GNSS) RWY 14 - 2 RNAV (GNSS) RWY 32 - 1 RNAV (GNSS) RWY 32 - 2 NDB+DME 14 NDB 14 (ACFT CAT A+B) NDB 14 (ACFT CAT C) ILS/DME 32-1 (ACFT CAT A+B) ILS/DME 32-2 (ACFT CAT A+B) ILS/DME 32 (ACFT CAT C+D) NDB 32