

AD 2. AERODROMES

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, 835 M from THR 08R	5. AD ADM:	Aalborg Lufthavn a.m.b.a
2. Distance and direction from city:	3.5 NM NW of Aalborg	AD address:	Lufthavnsvej 100 DK-9400 Nørresundby
3. ELEV:	10 FT	TEL:	+45 98 17 11 44 (AD)
REF temperature:	19.3°C	FAX:	+45 99 33 17 75 (TWR/APP) +45 98 17 36 84 (AD/ARO/Briefing) +45 99 33 17 79 (TWR/APP)
4. MAG VAR:	2.9°E (JUN 2018)	E-mail:	aalborg.airport@aal.dk
Annual change:	Increasing: 10'	Internet:	www.aal.dk
		AFS:	EKYTZPZX
		SITA:	AALAPXH
		6. Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1. AD:	Daily 0500-2230 (0400-2130)	7. ATS:	H24 (H24)
2. Customs and immigration:	The airport is open for traffic to/from all States. Hours for customs clearance and immigration as for AD.	8. Fuelling:	100LL - H24 Jet A1 - daily 0430-2100 (0330-2000) - SAT 0430-2000 (0330-1900) - SUN 0430-2100 (0330-2000) For fuel outside opening hours, contact Aalborg Airport Office. Please note that an extra fee will be charged.
3. Health and sanitation:	NIL	9. Handling:	As AD
4. AIS Briefing Office:	As AD	10. Security:	As AD
5. ATS Reporting Office (ARO):	As AD	11. De-icing:	As AD
6. MET Briefing Office:	H24		

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 to TWR, TEL: +45 99 33 17 75 (Please note that an extra fee will be charged).

4. Handling Services and Facilities

1. Cargo-handling facilities:	Yes	5. Hangar space for visiting aircraft:	Yes
2. Fuel and oil types:	Fuel: 100LL. Jet A1. Oil: Nil	6. Repair facilities for visiting aircraft:	Minor repairs only
3. Fuelling facilities and capacity:	100LL: 150 L/MIN Jet A1: 1800 L/MIN	7. Remarks:	a. Frequency used for handling: 131.550 - call sign "Aalborg Handling" b. Hydraulic oil not available
4. De-icing facilities:	De-icing fluid and equipment. For details see item 20. Local Traffic Regulations.		

5. Passenger Facilities

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

7. Remarks: NIL

6. Rescue and Fire Fighting Services

1. AD category for fire fighting:	CAT 7 and boats	3. Capability for removal of disabled aircraft:	Rescue crane and jacks
2. Rescue equipment:	2 boats, and 8 rafts of 25 persons		
4. Remarks:	Complementary extinguishing agent available (200 KG dry chemical powder). CAT 9 available with 24 HR PPR, please write to aalborg.airport@aal.dk .		

7. Seasonal Availability - Clearing

1. Type of clearing equipment:	Snowploughs, sweepers and spreaders. Snowblower	2. Clearance priorities:	1. RWY 08L/26R, RWY 08R/26L and associated TWY to APRON 2. ACFT stands
3. Remarks:	RWY's and TWY's de-iced and anti-iced with KFOR and NAFO. APRON anti-iced with UREA. Information on snow clearance published from November to April in SNOWTAM. See also the snow plan in section AD 1.2		

8. Aprons, Taxiways and Check Locations Data

1.	Apron surface and strength:	Stand 1 PCN 42/F/D/W/T Asphalt	Stand 6-8 PCN 71/R/D/W/T Concrete	surface and strength:	TWY B and H: 15 M TWY C, D, E and G: 22 M TWY F, N, J and K: 14 M TWY M and L: 12 M TWY GA1: 20 M TWY GA2: 17 M
		Stand 2-3 PCN 52/R/D/W/T Concrete	Stand 10 PCN 52/F/D/W/T Asphalt		
		Stand 4-5 PCN 57/R/D/W/T Concrete	Other parts of apron: PCN 39/R/D/X/U Other		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
2.	Taxiway width,	TWY A: 23 M			
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5.	Remarks: NIL				

9. Surface Movement Guidance and Control System and Markings

1.	Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system:	See item 20 - Local Traffic Regulations and Aircraft Parking/Docking Chart			RWY 08R/26L: RWY NR, THR, centre line, edge and RWY end as appropriate marked. THR, edge and RWY end lighted.
2.	RWY and TWY markings:	RWY 08L/26R: RWY NR, THR, TDZ, centre line, edge and RWY end as appropriate marked and 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: NIL				

10. Aerodrome Obstacles

Obstacles for Area 2 and 3 are not provided

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	Lighted	
000445	Building	57 03 47.68N 009 53 50.51E	181	180	None	
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	Lighted	
219192	Antenna	57 04 24.12N 009 53 09.57E	157	145	Lighted	
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:	Central Forecasting Office TEL +45 39 15 72 72	6. Flight documentation:	Charts. Abbreviated plain language texts.
2. Hours of service:	H24	Language(s) used:	English and Danish
3. Office responsible for TAF preparation:	Central Forecasting Office	7. Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
4. Periods of validity:	24 hours	8. Supplementary equipment available:	-
5. Type of landing forecast:	NIL	9. ATS units provided with information:	Aalborg Tower, Aalborg Approach
6. Interval of issuance:	-	10. Additional information (limitation of service, etc.):	-
7. Briefing/Consultation provided:	Self briefing 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 080.4° MAG	2650 x 45 M	PCN 66/F/D/W/T Concrete/Asphalt Composite construction	57 05 37.37N 009 50 00.30E	7 FT / 8 FT
26R	263.3° GEO 260.4° MAG	2650 x 45 M	PCN 66/F/D/W/T Concrete/Asphalt Composite construction	57 05 47.43N 009 52 36.63E	10 FT / 10 FT
08R	083.3° GEO 080.4° MAG	2549 x 22.5 M	PCN 52/F/D/X/U Asphalt	57 05 30.87N 009 50 07.68E	7 FT/-
26L	263.3° GEO 260.4° MAG	2549 x 22.5 M	PCN 52/F/D/X/U Asphalt	57 05 40.52N 009 52 38.07E	10 FT/-

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

Remarks: Runway classification	RWY NR	RUNWAY CODE	TYPE
	08L	4C	PA-1
	08R	2B	NINST
	26L	2B	NINST
	26R	4C	PA-3

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 08L TWY E/F	2650 M	2650 M	2650 M	2650 M	-
TWY D/G	2070 M	2070 M	2070 M		
TWY C/H	1220 M	1220 M	1220 M		
RWY 26R TWY A/K	2650 M	2650 M	2650 M	2650 M	-
TWY B/J	2070 M	2070 M	2070 M		
TWY C/H	1430 M	1430 M	1430 M		
RWY 08R TWY E	2549 M	2549 M	2549 M	2549 M	-
RWY 26L TWY A	2549 M	2549 M	2549 M	2549 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	2.75° 37 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° 50 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	2.75°	-	-	2550 M LIL	Red	-
26L	150 M White LIL Crossbar 150 M from THR	Green	2.75°	-	-	2550 M LIL	Red	-

Remarks: NIL

15. Other Lighting and Secondary Power Supply

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

16. Helicopter Landing Area

1. Coordinates TLOF:	PSN center 57 05 12.3N 009 51 50.8E	available:	
2. TLOF elevation:	8 FT	6. APP and FATO lighting:	NIL
3. TLOF and FATO area dimensions, surface, strenght, marking:	Diameter 25 M, Concrete, 3000 KG, White edge and white letter "H"	7. Remarks:	Approved for VMC operations day and night. Only HEMS operations allowed. Air taxiway and air transit route equipped with yellow centreline lights
4. True BRG of FATO:	188.5° MAG to 030.0° MAG clockwise		
5. Declared distance	NIL		

17. ATS 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: Language(s):	AALBORG TOWER EN, DA
		5. Transition altitude:	3000 FT MSL

6. Remarks: NIL

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	AALBORG APPROACH	123.975 309.950	H24	DOC: FL 250/60 NM MIL
ARR	AALBORG ARRIVAL	120.700 315.500	H24	DOC: FL 150/40 NM MIL
TWR	AALBORG TOWER	118.300 284.775 257.800 121.500 243.000	H24	DOC: 4000 FT/25 NM MIL MIL Emergency Emergency
ATIS	AALBORG AIRPORT INFORMATION	120.475	H24	DOC: FL 200/60 NM Language: EN

Service	CS	Channels/ Frequencies	HR	Remarks
PSR MSSR	AALBORG APP/TWR	2750/2855 1030		DOC: FL 250/50 NM Radar 4 DOC: FL 450/250 NM Radar 4 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 35.97N 009 49 38.62E		ILS class III/E/4
GP 26R		332.750 MHZ	HO	57 05 50.27N 009 52 17.47E		Angle 3.00°, RDH 50 FT
DME 26R	YT	CH 52y	HO	57 05 50.27N 009 52 17.47E	18.7 FT	FREQ paired with LOC 26R
VOR 3°E 2016	AAL	116.700 MHZ	H24	57 06 13.39N 009 59 44.08E		DOC: FL 500/100 NM DME INFO from TACAN AAL
TACAN 2°E 2016	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 42.19N 009 50 13.42E		Angle 2.75°, RDH 37 FT
DME 08L	AE	CH 36x	HO	57 05 41.90N 009 50 13.60E	18.7 FT	FREQ paired with LOC 08L

20. Local Traffic Regulations

1. Parking

TWR will inform aircraft stand or parking area for arriving civil flights.

Aircraft shall normally park without marshaller assistance. Marshaller assistance can be obtained from Aalborg Airport Office on frequency 131.550.

When taxiing onto a stand with marshaller assistance the pilot-in-command must ignore handsignals from ground personnel other than authorized marshalls.

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

Unless otherwise instructed by the Marshall, 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 Marshall is present. Therefore all aircraft parked at the General Aviation parking area and refuelling area, must contact the Airport Office (ARO) on frequency 131.550 for Marshall assistance. As Marshall 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 vests on the apron.

Refuelling is not permitted without advising the Airport Office.

2. Flight Plan

1.1 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.

3. Exit from stand

In general:

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

Call Aalborg TWR (118.300 MHz) for start up and ATC clearance. Taxi instructions from Aalborg Tower does not overrule instructions given by the marshal / 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 Marshall, all A/C has 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.

Stand 1-2:

Smaller category C and all category B Aircraft (if parked at the ATR, CRJ, F70 marking) are allowed to leave the stand by self-maneuvring with a right turn if the right regardless of A/C parked in front of the North Flying hangar or on stand 1.

Stand 3:

Smaller category C and all category B Aircraft (if parked at the ATR, CRJ, F70 marking) are allowed to leave the stand by self-maneuvring 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 4-7:

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

Stand 10:

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

Stand 11:

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

Stand 12:

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

4. 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 marshal:

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

Engine start up for maintenance/ test purpose may only take place on test sites assigned by ATS reporting office (VHF 131.550 Mhz).

5. De-icing

De-icing and anti-icing

When ready for de-icing, request de-icing/anti-icing at Aalborg Airport Office/ Aalborg Handling frequency 131,550. 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.

6. 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). 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.

7. 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.

8. School and training flights / Technical test flights - use of runways.

8.1 School and training flights with A/C with MTOW > 5.700 KG will only be allowed if prior permission (PPR) has been obtained from the Airport Office. Permission will only be granted in very special cases and will not be granted

for flights in weekends, holiday periods and evening/night times.

8.2 School and training flights in order to maintain the privileges of the certificate (PC and OPC) with A/C with MTOW between 5.700 KG and 20.000 KG is allowed weekdays and Saturdays from 0600 - 1800 (0500 - 1700). Permission will not be granted for such flights within the following periods: 1800-0600 (1700 - 0500) and on Sundays and legal holidays.

8.3 School and training flights with A/C with MTOW < 5.700 KG is allowed weekdays and Saturdays from 0600-1800 (0500-1700). Permission will not be granted for such flights within the following periods: 1800-0600 (1700-0500) and on Sundays and legal holidays. (see notes).

Note 1: On Sundays and legal holidays permission will only be granted to local based operators, and only between 0600-1800 (0500-1700).

Note 2: Other school flights are allowed to commence 1 Approach/Touch and go between 0600-1800 (0500-1700).

8.4 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.

21. Noise Abatement Provisions

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:

2.2.1 RWY 08L/R:

a. Turn must not be commenced until having passed 2 NM on radial 262 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 Transport Authority.

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

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

5.1.3 The Air Navigation Services Aalborg shall notify the Danish Transport Authority 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 Transport Authority.

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

5.3 The Danish Transport Authority follow-up of reports.

5.3.1 The Danish Transport Authority 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.

1.3 Low visibility Procedures (LVP) for CAT II/III operations and Low Visibility departures are established (LVTO).

1.4 Low Visibility Procedures are prompted by ATC and will normally be introduced when the ceiling is 200 FT or less and/or RVR 800 M or less.

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

1.6 CAT II/III holding points are at all RWY entries equipped with internally illuminated boards and runway guard lights. Aircraft are to stop and wait short of stopline unless otherwise instructed and clearance to continue is received by RTF from ATC.

1.7 Pilots should on own initiative report "runway vacated" when the aircraft is fully clear of the runway.

1.8 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.

1.9 Pilot procedures.

Pilots who intend to carry out a Category II/III ILS approach are to use the following phrase: "Request Category II/III ILS approach runway 26R".

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

1.10 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 118,3MHz.

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 Provisions", item 21.

2.3 Unless otherwise instructed, when airborne contact Aalborg Approach on 123.975 MHz (IFR flights only).

3. VFR Flights

3.1 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. Arrestor Cables

2.1 Arrestor 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.

3. Parachuting

3.1 Parachuting may take place.

4. Large aircraft operations

4.1 Aalborg Airport is designed as a 4C Airport, we have implemented procedures and equipment to handle aircraft up to 4E. Operation with larger than 4C aircraft please contact Aalborg Airport on aalborg.airport@aal.dk

5. Civil Use of Military Air Base

5.1 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.

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

6. Birds and wildlife

6.1 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.

6.2 Aalborg Air base/Aalborg airport has installed permanent Bird Radar on the airfield. Information and data from this device can be obtained via;

- Bird Activity at EKYT www.birdrisk.com
- Instructions in how to interpret data from radar www.ascendxyz.com/ekyt_radar/

24. Charts related to the Aerodrome

Chart type

Aerodrome Chart - ICAO
Aircraft Parking/Docking Chart - ICAO
Helipoint Chart - ICAO
Aerodrome Obstacle Chart - ICAO Type A
Precision Approach Terrain Chart - ICAO
Instrument Approach Chart - ICAO

Chart title

ADC
APDC
HELC
AOC-A 08L
PATC 26R
ILS or LOC RWY 08L (ACFT CAT A/B)
ILS or LOC RWY 08L (ACFT CAT C/D)
RNAV (GNSS) RWY 08L - 1
RNAV (GNSS) RWY 08L - 2
ILS or LOC RWY 26R (CAT I+II+III) (ACFT CAT A/B)
ILS or LOC RWY 26R (CAT I+II+III) (ACFT CAT C/D)
RNAV (GNSS) RWY 26R - 1
RNAV (GNSS) RWY 26R - 2
VOR RWY 26R (ACFT CAT A/B)
VOR RWY 26R (ACFT CAT C/D)

Note:

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