

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 12 14 00 +45 75 16 08 89
2. Distance and direction from city:	5 NM NE of Esbjerg	TEL:	+45 76 12 14 00
3. ELEV: REF temperature:	97 FT 19.4°	FAX:	+45 75 16 08 89
4. MAG VAR: Annual change:	1.0° E (MAY 2010) Increasing 10'	E-mail:	-
		AFS:	EKEB
		6. Types of traffic permitted :	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1. AD:	MON-FRI 0600-2100 (0500-2000) SAT 0800-1700 (0700-1600) SUN 0800-1900 (0700-1800)	Office (ARO):	Submission of flight plan to Briefing EKCH TEL: +45 32 47 82 72 FAX: +45 32 50 02 86 URL: www.naviair.dk
2. Customs and immigration:	The airport is open for traffic to/from all States. Hours for customs clearance and immigration as for AD	6. MET Briefing Office:	As AD
3. Health and sanitation:	NIL	7. Fuelling:	As AD
4. AIS Briefing Office:	As AD	8. Handling:	As AD
5. ATS Reporting	As AD	9. Security:	As AD
		10. De-icing:	As AD

12. Remarks: Outside stated AD hours PPR

4. Handling Services and Facilities

1. Cargo-handling facilities:	Yes	5. Hangar space for visiting aircraft:	No
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: 800 L/MIN Jet A1: 800-2000 L/MIN	7. Remarks:	a. Frequency used for handling: 131.550 - call sign "Esbjerg Handling" b. Oxygen and nitrogen available
4. De-icing facilities:	De-icing fluid and equipment		

5. Passenger Facilities

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

7. Remarks: NIL

6. Rescue and Fire Fighting Services

1. AD category for fire fighting:	CAT 5. MON - FRI 0600-1700, EXC HOL (MON - FRI 0500-1600, EXC HOL) 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: 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 |
|--------------------------------|---------------------------------|--------------------------|---------------------------------|

3. Remarks: AD available all seasons

8. Aprons, Taxiways and Check Locations Data

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

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: | - | 2. RWY and TWY markings: | RWY 08/26:
THR, RWY NR, TDZ, centre line, side stripes
TWY:
Centre line, side stripes, holding position.
Holding position on TWY F dimensioned for helicopter type SK61 |
| | | 3. Stop bars: | - |

4. Remarks: At Helicopter Apron marking dimensioned for type SK61.

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 (VTC)
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.): | - |

AIP DENMARK

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 078.5° 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 258.5° 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	Obstacle-free zone
08	0.22 %	-	-	2719 x 300 M	-
26	0.22 %	-	-	2719 x 300 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
08	4D	PA-1
26	4D	PA-1

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 08	2599 M	2599 M	2599 M	2599 M	
TWY A	1695 M	1695 M	1695 M		
TWY B	945 M	945 M	945 M		
RWY 26	2599 M	2599 M	2599 M	2599 M	
TWY B	1679 M	1679 M	1679 M		
TWY A	929 M	929 M	929 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 Standard colour LIH	2599 M White LIH	Red	-
26	CAT II 900 M LIH	Green	3°	900 M White	2599 M 30 M Standard colour LIH	2599 M White LIH	Red	-

Remarks: NIL

15. Other Lighting and Secondary Power Supply

- ABN/IBN location, characteristics and hours of operation: ABN 55 31 34N 008 34 23E *
At AD, FLG W EV 2 SEC. Operating when air craft are expected at night or in poor visibility by day
- LDI location and LGT: -

Anemometer location and LGT: -
- TWY edge and centre line LGT: Blue edge LIL on TWY A.
RGL at holding position TWY A and B
- 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
- Remarks: NIL

16. Helicopter Landing Area

Heliport dimension: 69 x 23 M (Dimensioned for type S61)
Pavement: Concrete
Strength: Unlimited

Day marking: White "H"

Lighting TKOF/LDG area and hoverlanes: Yellow LIL

17. ATS Airspace

- | | | | |
|------------------------------------|---|-----------------------------|--|
| 1. Designation and lateral limits: | ESBJERG TIZ
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. | 3. Airspace classification: | TIZ: G* |
| 2. Vertical limits: | 1500 FT MSL/GND | 4. ATS unit call sign: | TIZ: ESBJERG AFIS
Language(s): EN, DA |
| | | 5. Transition altitude: | 3000 FT MSL |

6. Remarks: NIL

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
AFIS	ESBJERG AFIS	120.150 121.500	See Operational Hours	DOC: FL 100/40 NM.
MSSR		1030		DOC: FL 450/250 NM Radar 3
	ESBJERG AFIS			Radar track from Radar 3

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LLZ 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 24N 008 32 18E		
L	HP	376 KHZ	H24	55 30 41.17N 008 24 45.79E		DOC 30 NM.
LLZ 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 43N 008 34 06E		
L	EJ	400.5 KHZ	H24	55 32 28.51N 008 41 59.11E		DOC 20 NM.

20. Local Traffic 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 76 12 14 25.

21. Noise Abatement Provisions

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 HP HOLDING or EJ HOLDING.

1.2 Radio communication failure

Navigation aid designated for radio communication failure during IMC for arriving aircraft is

- L HP when RWY 08 is expected runway in use
- L EJ when RWY 26 is expected runway in use

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 at least 700 FT MSL 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 - PEGAM

Route B (west): Airport - HP - PEGAM

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

Route D (north): Airport - Alslev - Billum

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): PEGAM - North around Nordby - Måde - Airport

Route B (west): PEGAM - HP - Airport

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

Route D (north): Billum - Alslev - Airport

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 TIZ, 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 AFIS.

4. Charts Related to the Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
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 08
	HEL SID 26
Instrument Approach Chart - ICAO	ILS/DME 08 (ACFT CAT A/B)
	ILS/DME 08 (ACFT CAT C/D)
	NDB 08 (ACFT CAT A/B)
	NDB 08 (ACFT CAT C/D)
	ILS/DME 26 (ACFT CAT A)
	ILS/DME 26 (ACFT CAT B)
	ILS 26/DME (ACFT CAT C/D)
	NDB 26 (ACFT CAT A)
	NDB 26 (ACFT CAT B)
	NDB 26 (ACFT CAT C/D)