

List of pages in this Trip Kit

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- Terminal Charts For EKAH
- Revision Letter For Cycle 16-2023
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- Notebook

General Information

Location: AARHUS DNK
ICAO/IATA: EKAH / AAR
Lat/Long: N56° 18.00', E010° 37.14'
Elevation: 82 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0412 Z
Sunset: 1825 Z

Runway Information

Runway: 10L
Length x Width: 9111 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 79 ft
Lighting: Edge

Runway: 10R
Length x Width: 8865 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 81 ft
Lighting: Edge, ALS, Centerline
Stopway: 738 ft

Runway: 28L
Length x Width: 8865 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 75 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 902 ft

Runway: 28R
Length x Width: 9111 ft x 75 ft
Surface Type: asphalt

TDZ-Elev: 78 ft
Lighting: Edge

Communication Information

ATIS: 121.150
Aarhus Tower: 118.525
Aarhus Approach: 119.275
Aarhus Handling Operations: 131.610
Aarhus Airport Office Operations: 131.550

EKAH/AAR

Apt Elev 82'
N56 18.0 E010 37.1

JEPPesen

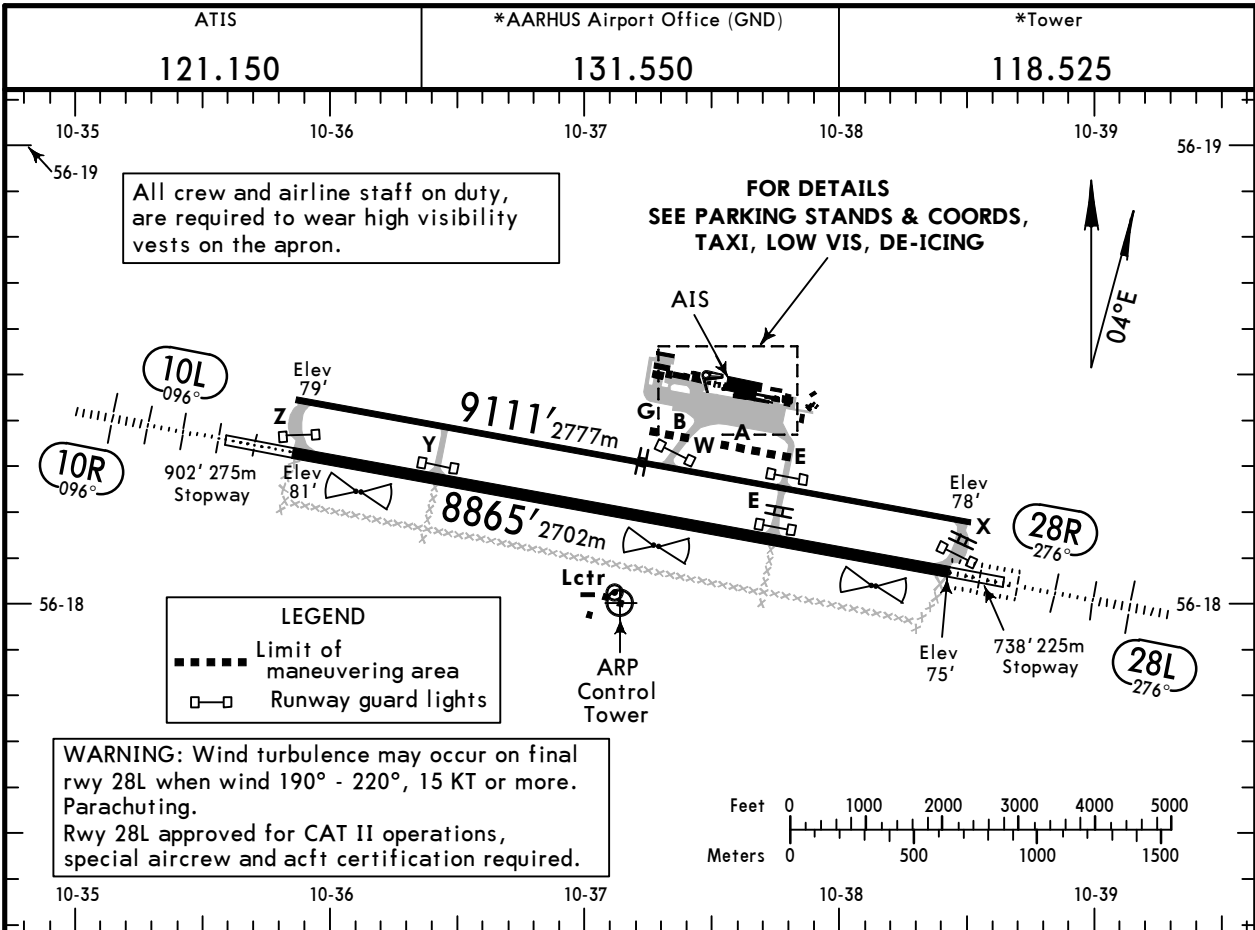
4 AUG 23

10-9

Eff 10 Aug

AARHUS, DENMARK

AARHUS



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
10L	RL (60m) PAPI-L (angle 3.00°)			3	75' 23m
28R					
10R	HIRL (60m) CL (15m) ① HIALS PAPI-L ② RVR		7665' 2336m		148' 45m
28L	HIRL (60m) CL (15m) ① HIALS-II TDZ PAPI-L ② RVR		7838' 2389m		

① length 900m

② (angle 2.75°)

③ TAKE-OFF RUN AVAILABLE

RWY 10L:

from rwy head 9111' (2777m)
twy Y int 7142' (2177m)
twy W int 4144' (1263m)
twy E int 2566' (782m)

RWY 28R:

from rwy head 9111' (2777m)
twy E int 6617' (2017m)
twy W int 5125' (1562m)

RWY 10R:

from rwy head 8865' (2702m)
twy Y int 6982' (2128m)

RWY 28L:

from rwy head 8865' (2702m)
twy E int 6588' (2008m)

Std/State

TAKE-OFF

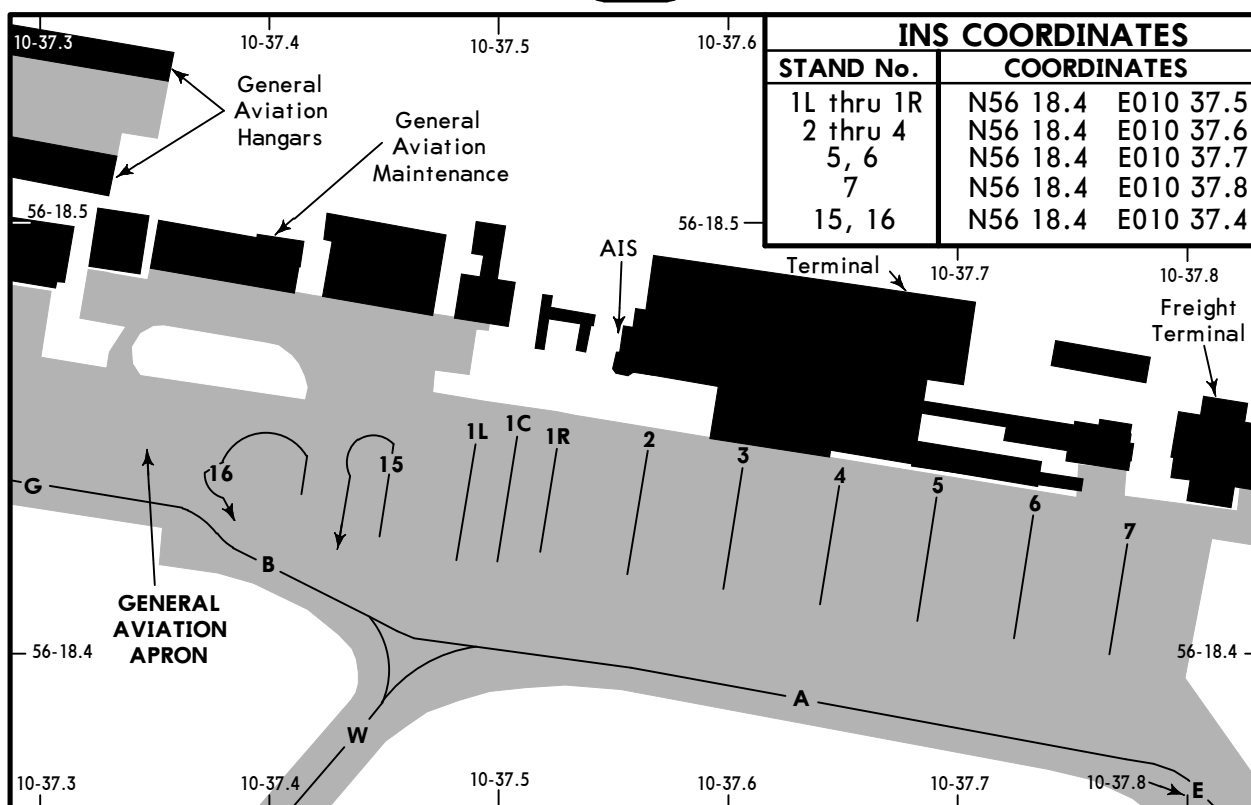
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						DAY	NIGHT
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL				
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA

OMNIDIRECTIONAL IFR DEPARTURE PROCEDURE

Climb STRAIGHT AHEAD to minimum turning altitude 700'.

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4 AUG 23

10-9A
Eff 10 Aug
AARHUS


TAXIING AND PARKING

TWR will inform ACFT stand or parking area for arriving flights.

ACFT will normally park without marshaller assistance following guidance from A-VDGS (Advanced Visual Docking Guidance System). Parking stands 1 to 7 are marked with number, guidelines and stoplines, and are all equipped with A-VDGS. Unless otherwise instructed by marshaller, all ACFT are obligated to follow the guidelines on the apron.

All ACFT larger than CAT C requires marshaller.

Exit from stand:

In general, all exit from stands are done by push-back. If self-maneuvering exits are agreed upon departure with "Aarhus Airport Office", this can only be performed with marshaller assistance.

ACFT report ready for departure and push-back to TWR. Approval for engine start-up and/or push-back will be issued by the dispatcher or by the push-back driver.

To minimize blast on APRON, use minimum thrust during break away and taxi.

ACFT with MTOM below 5700 kg and a wingspan not wider than 49'/15m, shall normally park in the GENERAL AVIATION area. Engine warm-up prior to departure for ACFT with MTOM below 5700 kg, will take place in the GENERAL AVIATION warm-up area on TWY G or at the holding point for RWY in use, as instructed by TWR.

On ACFT stands 1 thru 7, 15 and 16 parking may take place without marshaller assistance.

However, marshaller assistance is required for all CAT D and E ACFT, or when a stand is used by more than one ACFT at the same time.

All ACFT stands are equipped with a stand number and a yellow STOP marking, extending left from the yellow stand centre line.

On ACFT stands 1 thru 7, an A-VDGS is installed-giving ACFT azimuth and stopping guidance.

If the docking guidance system on assigned stand is not displaying correct type of ACFT, pilot in command is required to stop the ACFT and contact "Aarhus Airport Office".

LOW VISIBILITY PROCEDURES

Low Visibility Procedures become effective when ceiling is 200' or less and/or RVR 800m or less.

Pilots who intend to carry out a CAT II ILS approach are to use following phrase:

"Request CAT II ILS approach runway 28L". This request shall be made to COPENHAGEN CONTROL and confirmed on first contact with AARHUS APPROACH.

DE-ICING

De-icing/Anti-icing can be requested from AARHUS Airport Office and can be performed on all available parking stands. Information about treatment and consumption of fluid to be obtained from supervisor or from AARHUS Airport Office.

DOCKING GUIDANCE

Stands 2 and 3 equipped with a parking system of the type "Inogon Docking Guidance" which gives azimuth and stopping guidance.

USE OF AUXILIARY POWER UNIT (APU)

Use of APU on aircraft stands shall be limited as far as possible.

APU may be used:

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

Exemptions:

When the outside temperature (OAT) is below -10 degrees C or above +25 degrees C, APU may be used as follows, unless otherwise instructed by marshaller:

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

EKAH/AAR

COPTER		
STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
10R		
① ILS	281' (200')	R550m / R1000m
LOC	480' (399')	R800m / R1000m
① RNP (LPV)	281' (200')	R550m / R1000m
RNP (LNAV/VNAV)	361' (280')	R800m / R1000m
RNP (LNAV)	480' (399')	R800m / R1000m
NDB	590' (509')	R800m / R1000m
28L		
CAT II ILS	RA 99' 175' (100')	R300m
① ILS	275' (200')	R550m / R1000m
LOC	480' (405')	R800m / R1000m
① RNP (LPV)	275' (200')	R550m / R1000m
RNP (LNAV/VNAV)	365' (290')	R800m / R1000m
RNP (LNAV)	480' (405')	R800m / R1000m
NDB	480' (405')	R800m / R1000m

① With coupled autopilot, otherwise: R800m.

CIRCLE-TO-LAND	MDA(H)	VIS
	570' (488')	V800m
After NDB 10R	590' (508')	V800m

TAKE-OFF RWY 10L/R, 28L/R			
② Low Visibility Procedures required			No markings (NIGHT)
② Approval for Low Visibility Take-off required			
RL or FATO lights & RCLM & RVR	RL or FATO lights & RCLM	No lights & no markings (DAY)	
R150m	R200m	③ R250m	V800m

② Otherwise: R/V400m

③ Or rejected take-off distance whichever is the greater.

EKAH/AAR
AARHUS

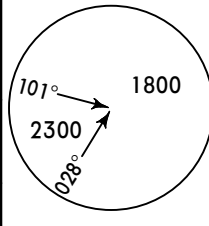
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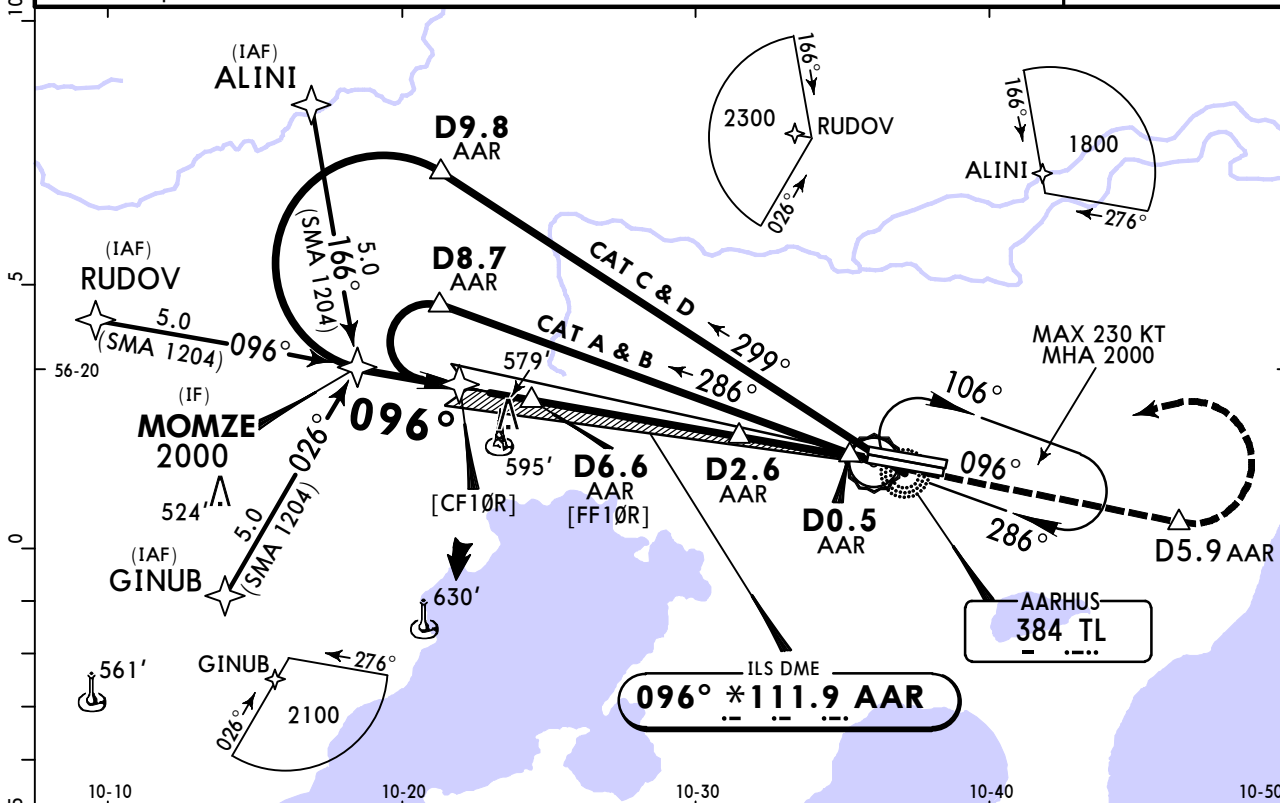
4 AUG 23

11-1

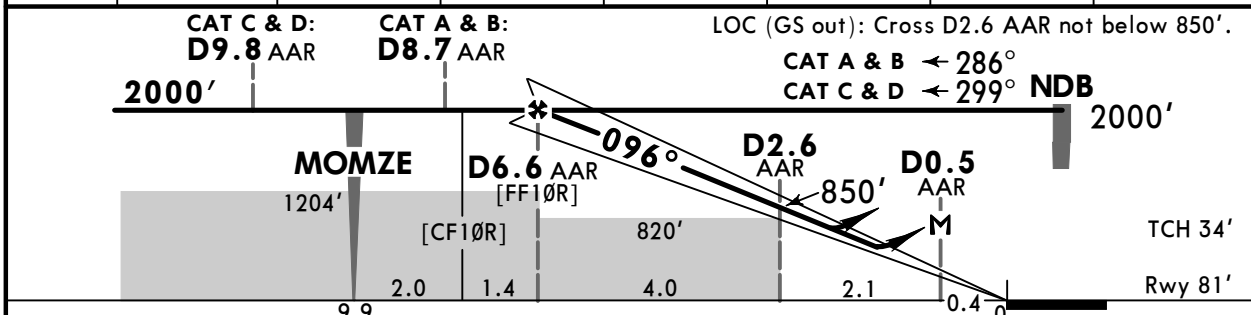
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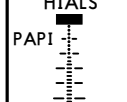
AARHUS, DENMARK
ILS Rwy 10R

BRIEFING STRIP™	ATIS		*AARHUS Approach (R)		*AARHUS Tower (R)		*Ground	
	121.150		119.275		118.525		131.550	
	LOC AAR *111.9	Final Apch Crs 096°	D6.6 AAR 2000' (1919')	ILS DA(H) 281' (200')	Apt Elev 82' Rwy 81'			
	MISSED APCH: Climb on track 096° to 2000'. At D5.9 AAR turn LEFT direct to NDB and hold.							
	Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 3000'							
	1. DME required. 2. Procedure restricted to MAX 250 KT.							
					MSA TL NDB			



LOC (GS out)	AAR DME	6.0	5.0	4.0	3.0	2.0	1.0
	DIST to THR	5.86	4.86	3.86	2.86	1.86	0.86
	ALTITUDE	1840'	1550'	1260'	965'	675'	385'



Gnd speed-Kts	70	90	100	120	140	160	
GS 2.75°	340	438	486	584	681	778	
MAP at D0.5 AAR							

Std/State	ILS	STRAIGHT-IN LANDING	LOC (GS out)	CIRCLE-TO-LAND
	DA(H) 281' (200')	CDFA	DA/MDA(H) 480' (399')	
	ALS out		ALS out	Max Kts
A				100
B	R550m	R1200m	R1100m	135
C				180
D				205

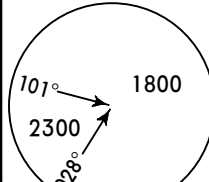
1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

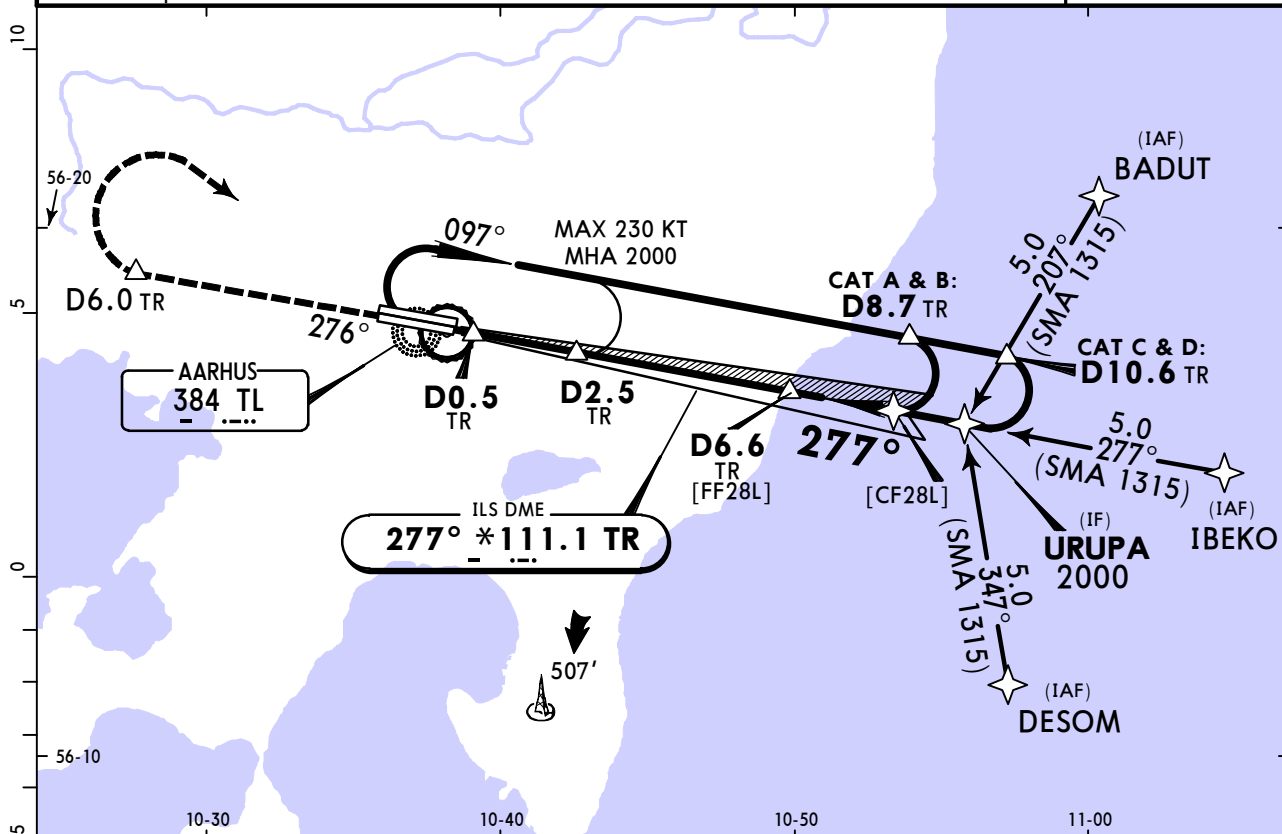
EKAH/AAR
AARHUS

JEPPESSEN
4 AUG 23 **11-2** **Eff 10 Aug**

AARHUS, DENMARK
ILS Rwy 28L

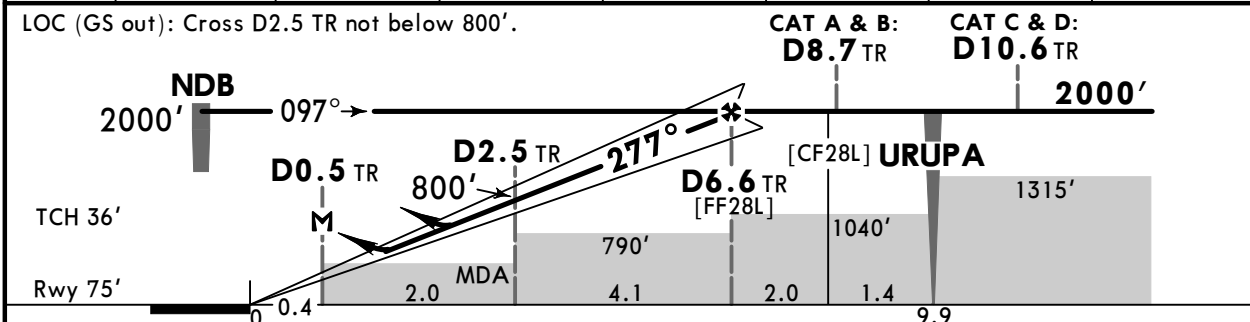
BRIEFING STRIP TM

ATIS 121.150		*AARHUS Approach (R) 119.275		*AARHUS Tower (R) 118.525		*Ground 131.550	
LOC TR *111.1	Final Apch Crs 277°	D6.6 TR 2000' (1925')	ILS DA(H) 275' (200')	Apt Elev 82' Rwy 75'			
MISSED APCH: Climb on track 276° to 2000'. At D6.0 TR turn RIGHT direct to NDB and hold.							
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 3000'							
1. DME required. 2. Procedure restricted to MAX 250 KT.							
					MSA TL NDB		



LOC (GS out)	TR DME	1.0	2.0	3.0	4.0	5.0	6.0
	DIST to THR	0.87	1.87	2.87	3.87	4.87	5.87
	ALTITUDE	385'	675'	965'	1260'	1550'	1840'

LOC (GS out): Cross D2.5 TR not below 800'.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 
GS	2.75°	340	438	486	584	681	
MAP at D0.5 TR							
Timing not authorized for defining the MAP.							

Std/State		STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
ILS		CDFA		DA(H) 275' (200')		DA(MDA)(H) 480' (405')	
TDZ or CL out		ALS out		TDZ or CL out		ALS out	
A	R550m	R550m	R1200m	R1200m	R1200m	R1500m	Max Kts 100 570' (488') V1500m
B							135 680' (598') V1600m
C							180 1060' (978') V2400m
D							205 1180' (1098') V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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AARHUS, DENMARK
RNP Rwy 10R

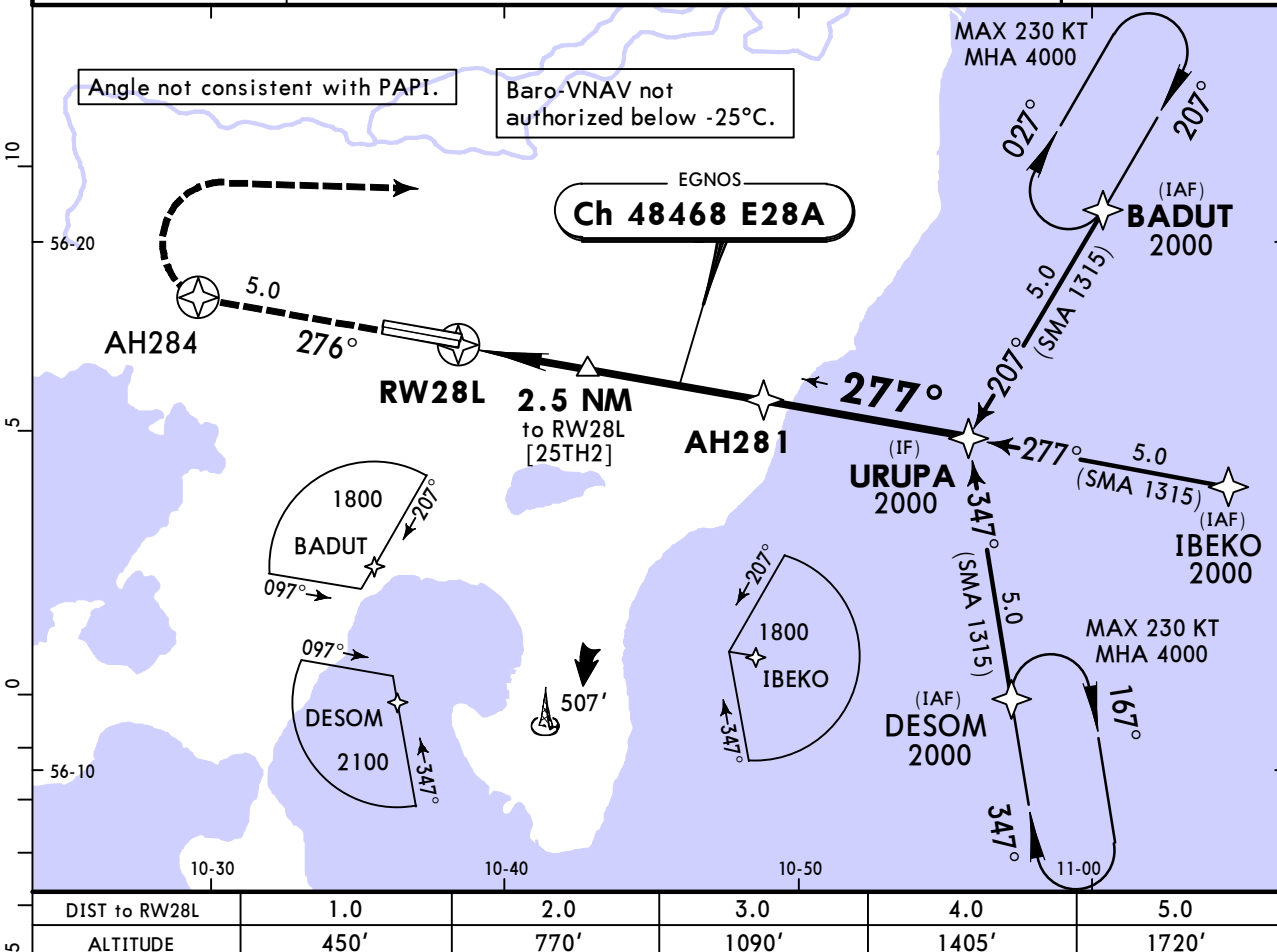
EKAH/AAR
AARHUS

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4 AUG 23 **(12-2)** **Eff 10 Aug**

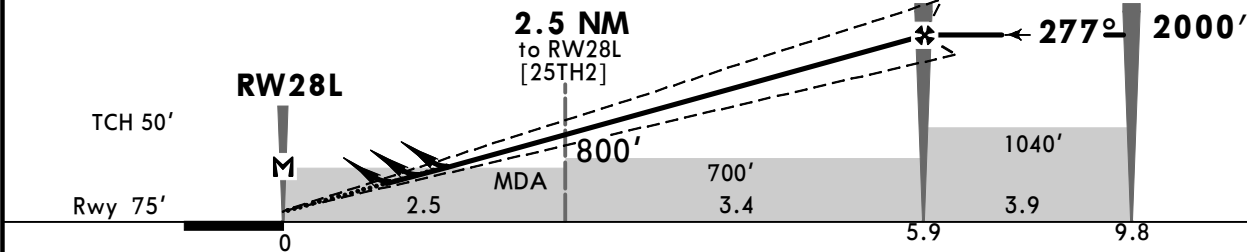
AARHUS, DENMARK
RNP Rwy 28L

BRIEFING STRIP

ATIS		*AARHUS Approach (R)		*AARHUS Tower (R)		*Ground			
121.150		119.275		118.525		131.550			
EGNOS Ch 48468 E28A	Final Apch Crs 277°	AH281 2000' (1925')	LPV DA(H) 275' (200')	Apt Elev 82'	Rwy 75'	TAA 25 NM IF			
MISSED APCH: Climb STRAIGHT AHEAD to AH284, then turn RIGHT to BADUT to hold at 4000'.									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC				Trans alt: 3000'	
RNP APCH and RNP 1		Procedure restricted to 250 KT.							



LNAV: Cross D2.5 NM to RW28L not below 800'.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28L						
Timing not authorized for defining the MAP.						

Std/State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
1 LPV		LNAV/VNAV				LNAV CDFA	
DA(H) 275' (200')		A: 365' (290') C: 385' (310') B: 375' (300') D: 395' (320')				2 DA/MDA(H) 480' (405')	
	TDZ/CL out	ALS out	TDZ/CL out	ALS out	ALS out	Max Kts	MDA(H)
A			R650m	3 R650m		100	570' (488') V1500m
B	R550m	3 R550m	R1200m		R1400m	135	680' (598') V1600m
C			R700m	3 R700m	R1200m	180	1060' (978') V2400m
D						205	1180' (1098') V3600m

1 LPV (VAL 35m) 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 4 TDZ or CL out: R1200m.

EKAH/AAR
AARHUS

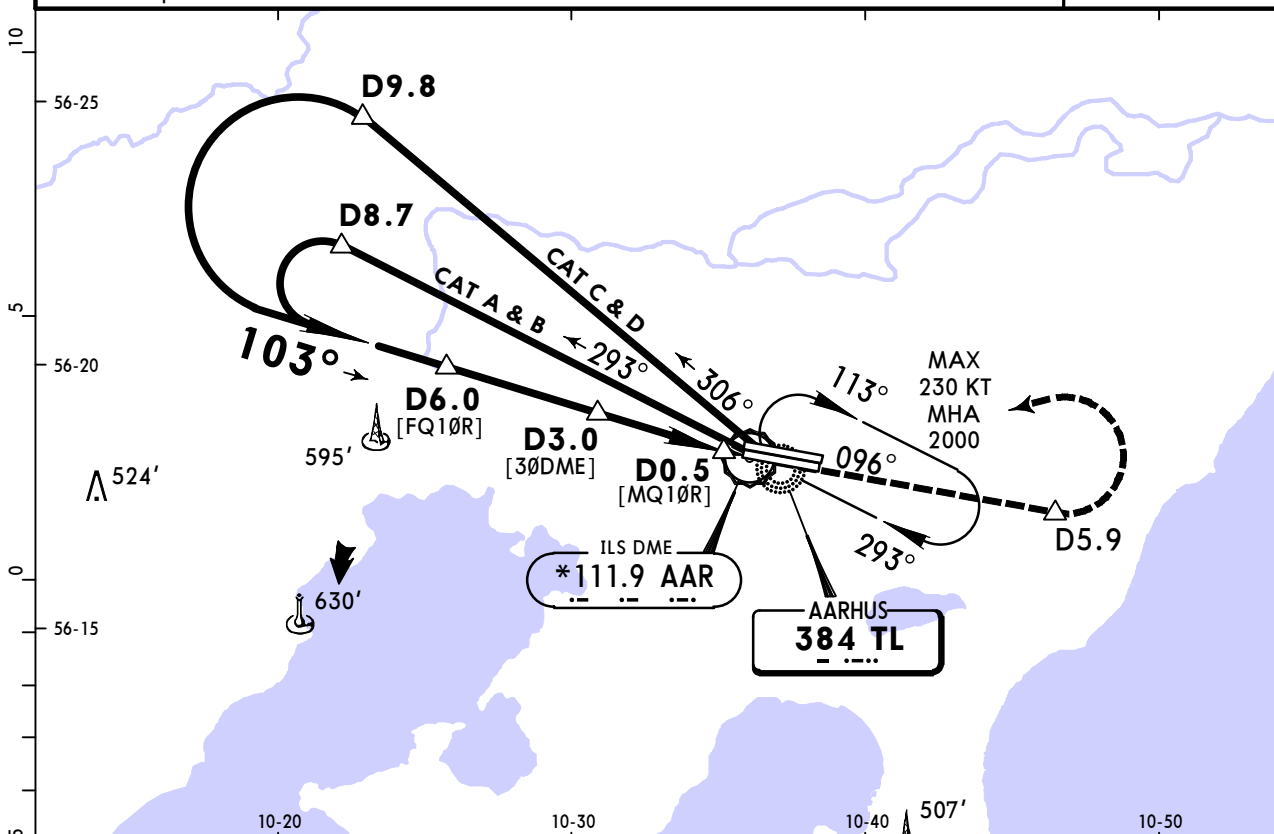
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4 AUG 23 **(16-1)** **Eff 10 Aug**

AARHUS, DENMARK
NDB Rwy 10R

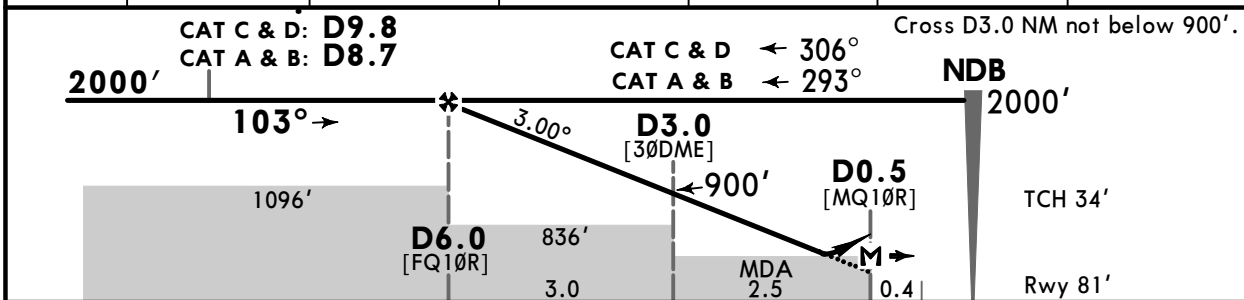
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BRIEFING STRIP

ATIS		*AARHUS Approach (R)		*AARHUS Tower (R)		*Ground	
121.150		119.275		118.525		131.550	
NDB TL 384	Final Apch Crs 103°	D6.0 2000' (1919')	DA/MDA(H) 590' (509')	Apt Elev 82' Rwy 81'	107° 1800 2300 028°		
MISSED APCH: Turn LEFT climbing on 096° to 2000'. At D5.9 turn LEFT inbound NDB and hold. Do not turn before MAP.							
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 3000'			
1. DME required. 2. Procedure restricted to MAX 250 KT.							
			MSA TL NDB				



AAR DME	6.0	5.0	4.0	3.0	2.0	1.0
DIST to THR	5.86	4.86	3.86	2.86	1.86	0.86
ALTITUDE	2000'	1680'	1360'	1045'	725'	405'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5						
Timing not authorized for defining the MAP.						

Std/State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		CDFA			
		1 DA/MDA(H) 590' (509')			
		ALS out		Max Kts	MDA(H)
A	R1500m			100	590' (508') V1500m
B				135 680' (598') V1600m	
C	R1600m	R2400m		180	1060' (978') V2400m
D				205 1180' (1098') V3600m	
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.					

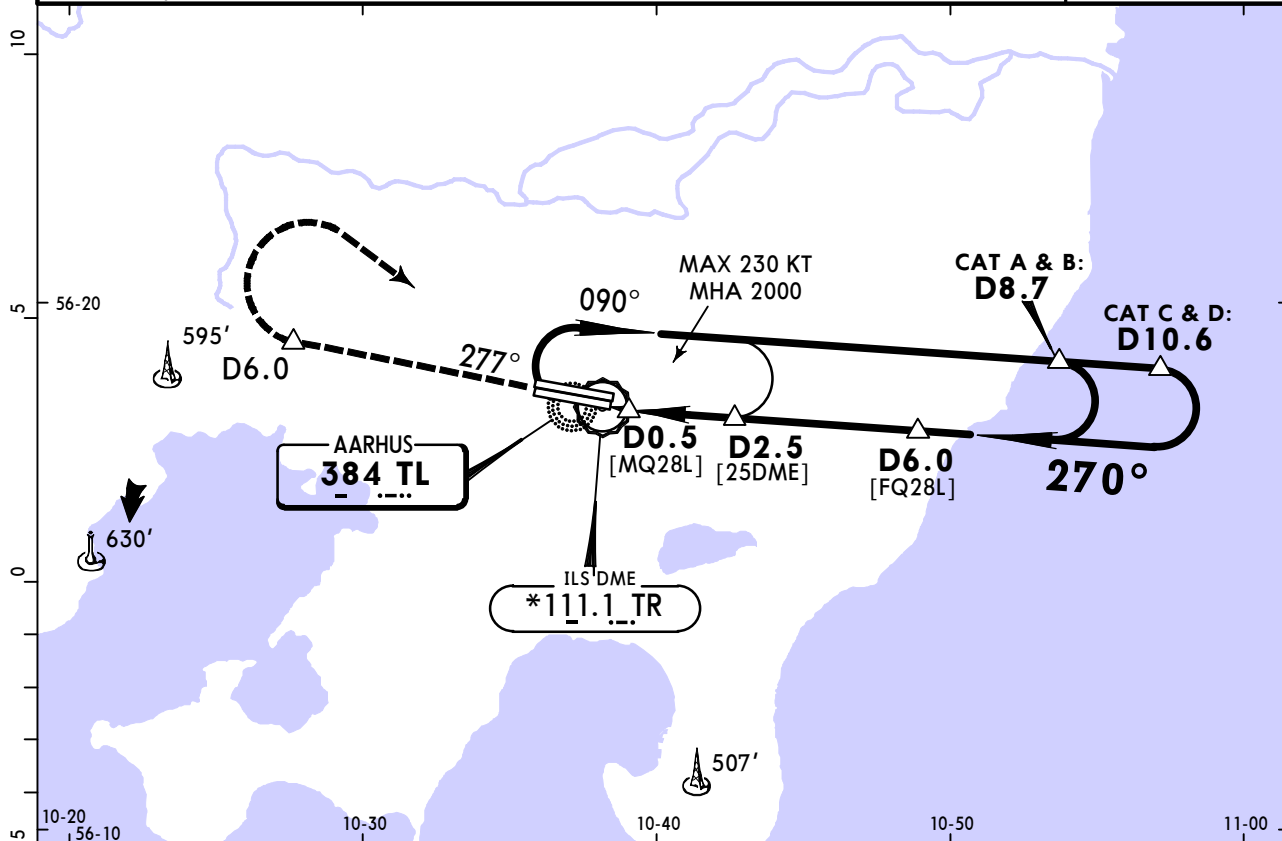
EKAH/AAR
AARHUS

JEPPESSEN
4 AUG 23 16-2 Eff 10 Aug

AARHUS, DENMARK
NDB Rwy 28L

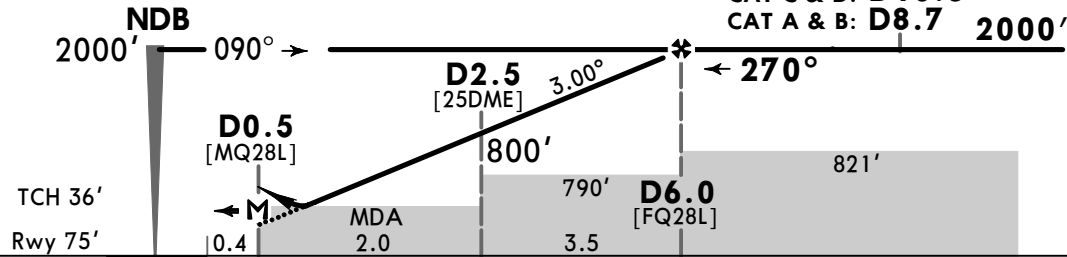
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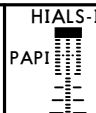
ATIS 121.150		*AARHUS Approach (R) 119.275		*AARHUS Tower (R) 118.525		*Ground 131.550				
NDB TL 384	Final Apch Crs 270°	D6.0 2000' (1925')	DA/MDA(H) Refer to Minimums	Apt Elev 82' Rwy 75'	107° 2300 028° 1800 MSA TL NDB					
MISSED APCH: Turn RIGHT climbing on 277° to 2000'. At D6.0 turn RIGHT inbound NDB and hold. Do not turn before MAP.										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC				Trans alt: 3000'		
1. DME required. 2. Procedure restricted to MAX 250 KT.										



TR DME	1.0	2.0	3.0	4.0	5.0	6.0
DIST to THR	0.86	1.86	2.86	3.86	4.86	5.86
ALTITUDE	400'	720'	1040'	1355'	1675'	2000'

Cross D2.5 NM not below 800'.



Gnd speed-Kts	70	90	100	120	140	160		MAX 250 KT	2000' on 277° RT
Descent Angle	3.00°	372	478	531	637	743			
MAP at D0.5									

Timing not authorized for defining the MAP.

Std/State			STRAIGHT-IN LANDING CDFA			CIRCLE-TO-LAND		
			DA/MDA(H) ABC: 480' (405') D: 500' (425')					
			TDZ or CL out		ALS out	Max Kts	MDA(H)	
A	R1200m				R1500m	100	570' (488')	V1500m
B					R1500m	135	680' (598')	V1600m
C					R1900m	180	1060' (978')	V2400m
D	R1300m				R2000m	205	1180' (1098')	V3600m

VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, procedure revised, new EASA.

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Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
AARHUS, (AARHUS - EKAH)				
REV	AIRPORT, AIRPORT INFO, TA...	10-9	04 Aug 2023	10 Aug 2023
REV	PARKING STANDS & COORDS, ...	10-9A	04 Aug 2023	10 Aug 2023
REV	EASA AIR OPS COPTER MNMS	10-9Y	04 Aug 2023	10 Aug 2023
DEL	ILS DME RWY 10R	11-1	04 Aug 2023	10 Aug 2023
ADD	ILS RWY 10R	11-1	04 Aug 2023	10 Aug 2023
DEL	ILS DME RWY 28L	11-2	04 Aug 2023	10 Aug 2023
ADD	ILS RWY 28L	11-2	04 Aug 2023	10 Aug 2023
DEL	CAT II ILS DME RWY 28L	11-2A	04 Aug 2023	10 Aug 2023
ADD	CAT II ILS RWY 28L	11-2A	04 Aug 2023	10 Aug 2023
DEL	RNAV (GNSS) RWY 10R	12-1	04 Aug 2023	10 Aug 2023
ADD	RNP RWY 10R	12-1	04 Aug 2023	10 Aug 2023
DEL	RNAV (GNSS) RWY 28L	12-2	04 Aug 2023	10 Aug 2023
ADD	RNP RWY 28L	12-2	04 Aug 2023	10 Aug 2023
DEL	NDB DME RWY 10R	16-1	04 Aug 2023	10 Aug 2023
ADD	NDB RWY 10R	16-1	04 Aug 2023	10 Aug 2023
DEL	NDB DME RWY 28L	16-2	04 Aug 2023	10 Aug 2023
ADD	NDB RWY 28L	16-2	04 Aug 2023	10 Aug 2023

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EKAH