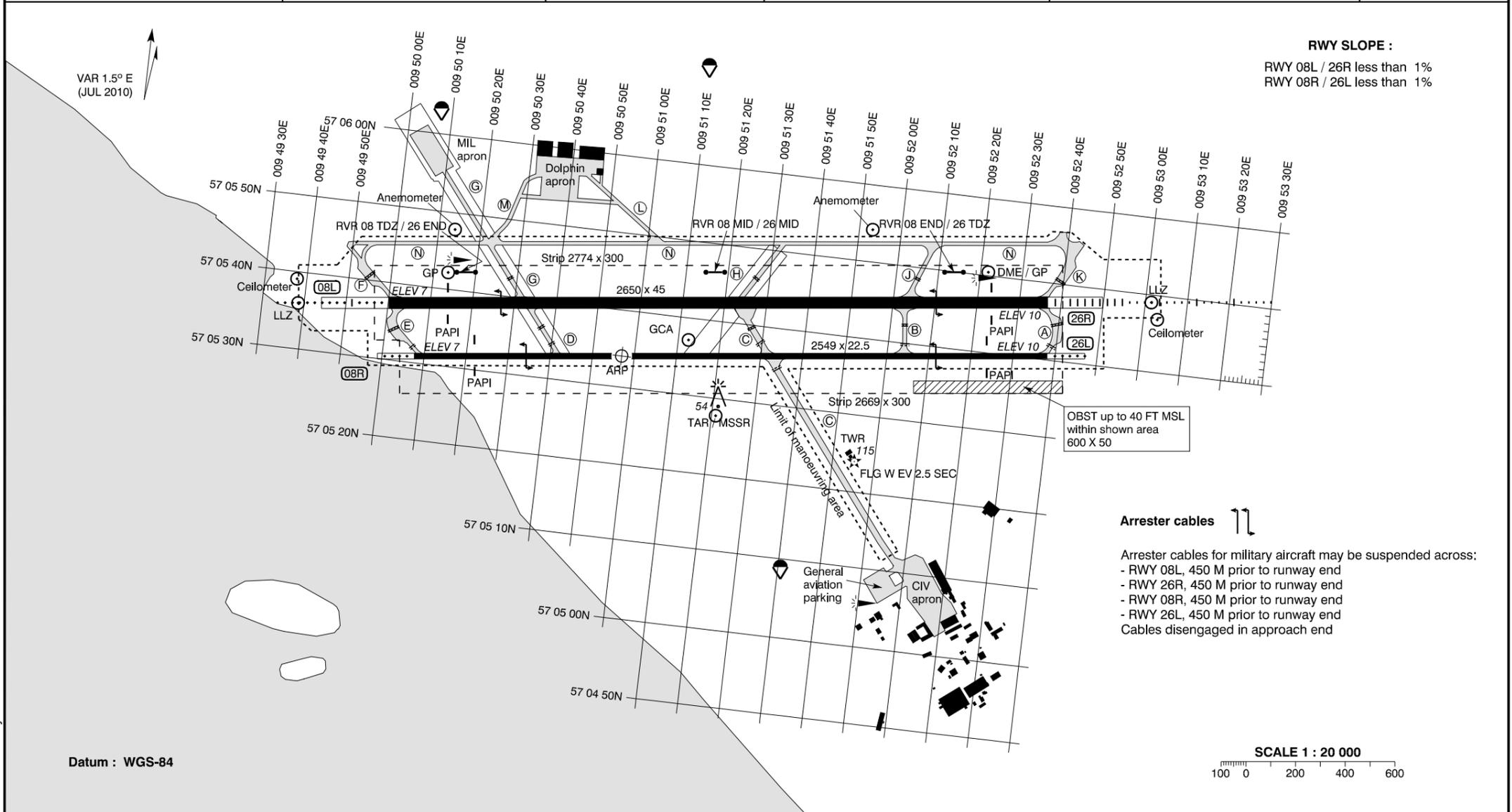


AERODROME CHART - ICAO	ARP : 57 05 34.04N 009 50 56.99E	AD ELEV : 10 FT	ELEV in FT Dimensions / Distances in M	Aalborg APP : 123.975 309.950 Aalborg TWR : 118.300 284.775 ATIS : 120.475	AD 2 - EKYT ADC (CIV / MIL) Aalborg
-------------------------------	-------------------------------------	-----------------	---	--	--



Changes : RWY length and threshold coordinates updated after re-survey.

RUNWAYS														TAXIWAYS						
NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances				APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable)							Width :	Pavement :	Strength :	Day marking :	Lighting :
					PSN TWY	TORA	TODA	ASDA	LDA	APCH	THR	TDZ	PAPI	Centre line	Edge					
08L	083.3° GEO 081.8° MAG	57 05 37.37N 009 50 00.30E	Concrete / Asphalt PCN 64 R / D / X / U	THR RWY NR TDZ Centre line Side stripes	E/F D/G C/H	2650 2070 1220	2650 2070 1220	2650 2070 1220	2650	470 M White	Green		2.75°	2650 M 15 M Standard colour	2650 M White	Red	Concrete / Asphalt	PCN 52 / R / D / X / U Composite construction	Centre line, Side stripes, Holding position	TWY A, TWY C, TWY D, TWY E: Blue edge RGL for RWY 08L / 26R
26R	263.3° GEO 261.8° MAG	57 05 47.43N 009 52 36.63E	Composite construction		A/K B/J C/H	2650 2070 1430	2650 2070 1430	2650 2070 1430	2650	900 M CAT II	Green	900 M White	2.75°	2650 M 15 M Standard colour	2650 M White	Red				
08R	083.3° GEO 081.8° MAG	57 05 30.87N 009 50 07.68E	Asphalt PCN 52 F / D / X / U	THR RWY NR Centre line Side stripes	E	2549	2549	2549	2549	150 M White LIL, Cross-bar 150 M from THR	Green LIL		2.75°		2550 M LIL	Red LIL				
26L	263.3° GEO 261.8° MAG	57 05 40.52N 009 52 38.07E			A	2549	2549	2549	2549	150 M White LIL, Cross-bar 150 M from THR	Green LIL		2.75°		2550 M LIL	Red LIL				

OTHER : Secondary power supply : Yes, switch-over time CAT II MAX 1 SEC, otherwise MAX 15 SEC

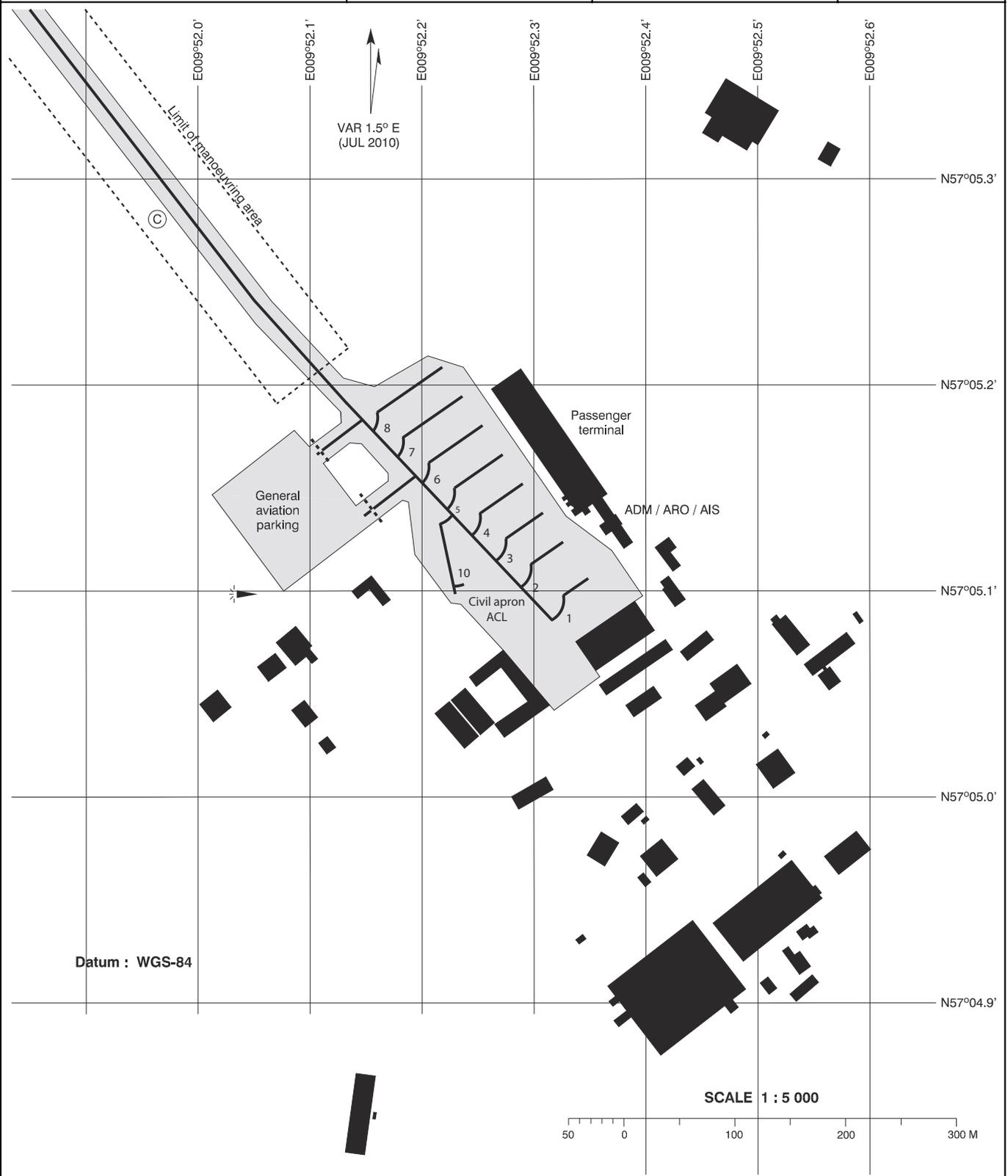
OBSTACLES : All obstacles are marked by day and night

**AIRCRAFT PARKING / DOCKING
CHART - ICAO**

CIV apron ELEV : 8 FT

Aalborg TWR : 118.300 284.775
ATIS : 120.475

**AD 2 - EKYT
APDC
(CIV / MIL)
Aalborg**



Changes: INS coordinates for aircraft stands added

TAXIWAYS

See Aerodrome chart

CIV APRON

Pavement: Concrete / Asphalt

Strength: In front of passenger terminal:
PCN 42 / R / D / X / U
Other parts of apron:
PCN 39 / R / D / X / U
Composite construction

INS COORDINATES FOR AIRCRAFT STANDS

1	- 57 05 07.51N	009 52 18.78E
2	- 57 05 08.84N	009 52 16.73E
3	- 57 05 09.80N	009 52 14.88E
4	- 57 05 10.92N	009 52 13.47E
5	- 57 05 12.03N	009 52 12.05E
6	- 57 05 13.15N	009 52 10.63E
7	- 57 05 14.27N	009 52 09.21E
8	- 57 05 15.39N	009 52 07.80E
10	- 57 05 07.20N	009 52 11.88E

AD 2. AERODROMES**1. Aerodrome Location Indicator and Name:****EKYT - Aalborg****2. Aerodrome Geographical and Administrative Data**

1. ARP PSN and site at AD:	57 05 34.04N 009 50 56.99E	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
3. ELEV:	10 FT	TEL:	DK-9400 Nørresundby +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:	1.5°E (JUL 2010)	E-mail:	aalborg.airport@aal.dk
Annual change:	Increasing: 10'	AFS:	EKYT
		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 -self-service only - daily 0500-2230 (0400-2130). Jet A1 - daily 0500-2100 (0400-2000). - SAT 0500-2000 (0400-1900) 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:	Daily 0500-2100 (0400-2000)	10. Security:	As AD
5. ATS Reporting Office (ARO):	Daily 0500-2100 (0400-2000)	11. De-icing:	As AD
6. MET Briefing Office:	As AD		

12. Remarks: Outside stated hours PPR submitted to airport office not later than 2100 (2000), and for ambulance flights 1 HR PN to TWR, TEL: +45 99 33 17 75

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: 300 L/MIN Jet A1: 900 L/MIN	7. Remarks:	a. Frequency used for handling: 131.550 - call sign "Aalborg Handling" b. Hydraulic oil not available c. Jet A1 Daily 0500-2100 (0400-2000)
4. De-icing facilities:	De-icing fluid and equipment		

5. Passenger Facilities

1. Hotels:	Hotels in town	5. Bank and Post Office:	Cash dispenser only (Major credit cards accepted)
2. Restaurants:	Yes	6. Tourist Office:	In Aalborg TEL +45 98 12 60 22 +45 98 12 63 55 FAX +45 98 16 69 22
3. Transportation:	Taxi. Bus in connection with regular scheduled TFC		
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:	-
2. Rescue equipment:	-		

4. Remarks: Rescue and fire fighting services available within AD hours except for the first 30 minutes.

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:	Concrete/Asphalt In front of passenger terminal: PCN 42/R/D/X/U Other parts of apron: PCN 39/R/D/X/U Composite construction	Concrete/Asphalt TWY C: PCN 42/R/D/X/U Other TWY: PCN 39/R/D/X/U Composite construction
2. Taxiway width, surface and strength:	TWY A: 23 M TWY B: 15 M TWY C, D, and E: 22 M	
3. ACL and ELEV:		At civil apron 8 FT
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:	See item 20 - Local Traffic Regulations and Aircraft Parking/Docking Chart	2. RWY and TWY markings:	RWY 08L/26R: THR, RWY NR, TDZ, centre line, side stripes RWY 08R/26L: THR, RWY NR, centre line, side stripes TWY: Centre line, side stripes, holding position
4. Remarks:	NIL		
3. Stop bars:			-

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:	Charts. Abbreviated plain language texts.
2. Hours of service: Outside Hours:	H24 -	Language(s) used:	English and Danish
3. Office responsible for TAF preparation: Periods of validity:	Central Forecasting Office 24 hours	7. Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
4. Type of landing forecast: Interval of issuance:	NIL -	8. Supplementary equipment available:	-
5. Briefing/Consultation provided:	Self briefing and telephone consultation	9. ATS units provided with information:	Aalborg Tower, Aalborg Approach
		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
08L	083.3° GEO 081.8° MAG	2650 x 45 M	PCN 64/R/D/X/U Concrete/Asphalt Composite construction	57 05 37.37N 009 50 00.30E	7 FT/-
26R	263.3° GEO 261.8° MAG	2650 x 45 M	PCN 64/R/D/X/U Concrete/Asphalt Composite construction	57 05 47.43N 009 52 36.63E	10 FT/-
08R	083.3° GEO 081.8° 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 261.8° 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 %	-	-	2774 x 300 M	-
26R	less than 1 %	-	-	2774 x 300 M	-
08R	less than 1 %	-	-	2669 x 300 M	-
26L	less than 1 %	-	-	2669 x 300 M	-

AIP DENMARK

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

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 08L				2650 M	-
TWY E/F	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				2650 M	-
TWY A/K	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				2549 M	-
TWY E	2549 M	2549 M	2549 M		
RWY 26L				2549 M	-
TWY A	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°	-	2650 M 15 M Standard colour LIH	2650 M 60 M White LIH	Red	-
26R	CAT II 900 M LIH	Green	2.75°	900 M White	2650 M 15 M Standard colour 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

- | | | | |
|--|---|--|--|
| <p>1. ABN/IBN location, characteristics and hours of operation:</p> <p>2. LDI location and LGT:
Anemometer location and LGT:</p> | <p>ABN on TWR BLDG, FLG W every 2.5 SEC, operating when aircraft are expected at night or in poor visibility by day</p> <p>-</p> <p>-</p> | <p>3. TWY edge and centre line LGT:</p> <p>4. Secondary power supply/switch-over time:</p> | <p>Blue edge, LIL.
RGL for RWY 08L/26R</p> <p>Yes, switch-over time CAT II MAX 1 SEC, otherwise MAX 15 SEC</p> |
|--|---|--|--|

5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. ATS Airspace

- | | | |
|--|---|---|
| <p>1. Designation and lateral limits:</p> <p>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.</p> | <p>2. Vertical limits:</p> <p>3. Airspace classification:</p> <p>4. ATS unit call sign:
Language(s):</p> <p>5. Transition altitude:</p> | <p>1500 FT MSL/GND
D
AALBORG TOWER
EN, DA
3000 FT MSL</p> |
|--|---|---|

6. Remarks: NIL

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
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
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
LLZ 26R CAT II	YT	109.900 MHZ	HO	57 05 35.97N 009 49 38.62E		ILS class II/D/4
GP 26R		333.800 MHZ	HO	57 05 50.45N 009 52 21.82E		Angle 2.75°, RDH 35 FT
DME 26R	YT	CH 36x	HO	57 05 50.20N 009 52 21.87E	18.7 FT	FREQ paired with LLZ 08L and 26R
VOR 1°E 2008	AAL	116.700 MHZ	H24	57 06 13.39N 009 59 44.08E		DOC: FL 500/100 NM DME INFO from TACAN AAL
TACAN 1°E 2008	AAL	CH 114x	H24	57 06 14.16N 009 59 34.11E	56.8 FT	DOC FL 500/200 NM
LLZ 08L CAT I	AE	109.900 MHZ	HO	57 05 49.02N 009 53 01.40E		ILS class I/D/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 50.20N 009 52 21.87E	18.7 FT	FREQ paired with LLZ 08L and 26R
L	GL	398 KHZ	H24	57 05 03.80N 009 40 53.20E		DOC 20 NM

20. Local Traffic Regulations

1. Parking

TWR will allocate 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. Parking stand 1, 2, 3, 4, 5, 6, 7, 8 and 10 are marked with number, guidelines and stoplines. 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: Aircraft taxiing on the apron has to coordinate this with Aalborg Tower (118.300 MHz) before commencing taxi. To minimize blast on terminal, reduce power to idle after break away.

Aircraft leaving the stand, by own power shall obtain start up approval and taxi instruction from Aalborg Tower (118.300 MHz). Aircraft requiring push-back shall obtain push-back approval from Aalborg Tower (118.300 MHz). Aircraft has to be connected to push-back truck and in contact with driver of push-back truck before requesting push-back approval from the tower. 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

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 marshall:

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

Engine run-ups 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. 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.

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.

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

2.3 School and training flights with A/C with MTOW > 20.000 kg. will only be allowed if prior permission (PPR) has been obtained from the Airport Office. Permission will only be given, in very special cases and will never be given for flights in weekends, holiday periods and evening/night times.

School- and training flights are not allowed outside normal opening hours 2230-0500 (2130-0400)

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 KØBENHAVN to AALBORG HOLDING.

1.2 Radio Communication failure

Navigation aid designated for radio communication failure during IMC for arriving aircraft is VOR/DME AAL.

1.3 Precision Approach. Category II Operations

The operations are subject to the following procedures and conditions:

a. ATC procedures.

ATC will apply special safeguards and procedures during Category II operations. These procedures will only be introduced when the ceiling is 200 FT or less and/or RVR 800 M or less.

The minimum distance between an aircraft on final approach carrying out a Category II 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.

b. Pilot procedures.

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

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

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.

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. Aircraft established in EGHOLM VFR holding, must not hold north of the coastline west of Aalborg City.

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.

24. Charts related to the Aerodrome**Chart type**

Aerodrome Chart-ICAO

Aircraft Parking/Docking Chart-ICAO

Precision Approach Terrain Chart-ICAO

Instrument Approach Chart-ICAO

Chart title

ADC

APDC

PATC 26R

ILS RWY 08L

NDB RWY 08L

ILS RWY 26R (CAT I+II)

VOR RWY 26R