

1. Aerodrome Location Indicator and Name:**EKKA - Karup / Midtjyllands Lufthavn (MIL/CIV)****2. Aerodrome Geographical and Administrative Data**

1. ARP PSN and site at AD:	56 17 50.85N 009 07 28.66E THR RWY 27L	AD ADM - CIV:	Midtjyllands Lufthavn a.m.b.a
2. Distance and direction from city:	10 NM NNE of Herning	AD address - CIV:	Midtjyllands Lufthavn N.O. Hansensvej 4 DK-7470 Karup J
3. ELEV:	171 FT	TEL:	+45 72 84 31 11 (MIL)
REF temperature:	-	ARO when AD is CLSD	+45 97 10 06 10 (CIV: AIS/ARO/ADO)
4. MAG VAR:	2.0°E (DEC 2014)	FAX:	+45 40 62 22 06 (CIV ARO "on-call")
Annual change:	Increasing 15'	E-mail:	+45 97 10 06 65 (CIV: AIS/ARO/ADO)
5. AD ADM - MIL:	Flyvestation Karup	AFS:	hw-ktp-wingops@mil.dk (MIL)
AD address - MIL:	Flyvestation Karup (Karup Air Base) Kølvrå DK-7470 Karup J	Internet:	EKKAZTZX (MIL) EKKAYOYP (CIV) www.krp.dk (CIV)
		6. Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1. AD:	PPR, see item 23 MON-THU 0530-2230 (0430-2130) FRI 0600-2230 (0500-2130) SAT 0700-1830 (0600-1730) SUN 0600-2230 (0500-2130)	5. ATS Reporting Office (ARO):	H24 (H24)
2. Customs and immigration:	The airport is open for traffic to/from all states. HR for customs clearance and immigration as for AD.	6. MET Briefing Office:	As AD
3. Health and sanitation:	NIL	7. ATS:	H24 (H24)
4. AIS Briefing Office:	As ARO	8. Fuelling:	Jet A1 and AVGAS 100 LL by arrangement with CIV AD
		9. Handling:	As AD
		10. Security:	As AD
		11. De-icing:	As AD

12. Remarks: Service hours of airport office (ADO) same as ARO.

4. Handling Services and Facilities

1. Cargo-handling facilities:	Yes	5. Hangar space for visiting aircraft:	No
2. Fuel and oil types:	Jet A1 AVGAS 100 LL Oil: EE 20W-50/EE 80/Turbo 2380	6. Repair facilities for visiting aircraft:	Minor repairs only
3. Fuelling facilities and capacity:	AVGAS 100 LL 50 L/MIN, available on General Aviation parking only.	7. Remarks:	a. Frequency used for handling: 131.550 - call sign "Karup Airport Office" b. Handling of civil aircraft and passengers and other services is available by arrangement with the civil airport office (ADO).
4. De-icing facilities:	De-icing/Anti-icing fluid and equipment		

5. Passenger Facilities

1. Hotels:	Hotels within 20-30 KM	5. Bank	ATM
2. Restaurants:	Yes, in civil terminal	Post Office:	In Karup (At Super Brugsen)
3. Transportation:	Taxi, busses to/from Viborg, pre-arranged Airport-taxi and Limo-service	6. Tourist Office:	In Karup TEL +45 97 10 11 66 FAX +45 97 10 29 77
4. Medical facilities:	Hospital in Herning, Viborg, Skive and Holstebro		

7. Remarks: NIL

6. Rescue and Fire Fighting Services

1. AD category for fire fighting:	CAT 5 generally, CAT 6 or 7 on request, PPR at least 3 HR before use	3. Capability for removal of disabled aircraft:	-
2. Rescue equipment:	-		

4. Remarks: The civil aerodrome operator does not comply with ADR.OPS.B.010 Rescue and firefighting services of Regulation (EU) No 139/2014.

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:	Asphalt, PCN 55/F/B/X/T			TWY W: 22.5 M between THR 09 L/R, otherwise 15 M, asph./concr., PCN 94 F/A/W/T
2. Taxiway width, surface and strength:	TWY C: 13.5 M, asph./concr., PCN 93 F/A/W/T TWY E: 12-22.5 M, asph./concr., PCN 119 F/A/W/T TWY E1: 12 M, concrete, PCN 120 F/A/W/T TWY P: 18 M, asph./concr., PCN 118 F/A/W/T TWY S: 12-13.5 M, asph./concr., PCN 120 F/A/W/T	3. ACL and ELEV:		TWY X: 12 M, asph./concr., PCN 65 F/A/W/T
		4. VOR checkpoints:	-	At apron 160 FT
		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:	Aircraft stand ID signs and taxi guide lines			RWY 09L/27R: THR, RWY NR, centre line, side stripes
2. RWY and TWY markings:	RWY 09R/27L: THR, RWY NR, TDZ, centre line, side stripes			RWY 03/21: THR, RWY NR, centre line, side stripes RWY 14/32: THR, RWY NR, centre line, side stripes TWY Yellow centre line, holding positions,
		3. Stop bars:	-	-

4. Remarks: Marshaller assistance, see item 20 - Local Traffic Regulations

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. The civil aerodrome operator does not comply with ADR.OR.B.025(a)(1)(ii) Obstacle limitation and protection surfaces of Regulation (EU) No 139/2014.

11. Meteorological Information Provided

1. Associated MET Office:	Karup TEL +45 97 10 15 50 ext. 3056	5. Briefing/Consultation provided:	Self briefing and telephone consultation
2. Hours of service:	MON-THU 0500-1430 (0400-1330) FRI 0500-1300 (0400-1200) EXC HOL	6. Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts. English and Danish
Outside Hours:	MET Centre Karup TEL +45 97 10 17 95	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:	Karup within hours of service, otherwise MET Centre Karup 9 hours	8. Supplementary equipment available:	-
4. Type of landing forecast: Interval of issuance:	TREND Period of issuance MON-THU 0600-1400 (0500-1300) FRI 0600-1230 (0500-1130) EXC HOL	9. ATS units provided with information:	-
		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
09R	089.3° GEO 087.3° MAG	2929 x 45 M	PCN 75 F/C/W/T Asphalt/Concrete Composite constr.	56 17 49.74N 009 04 38.39E	154 FT / 160 FT
27L	269.3° GEO 267.3° MAG	2929 x 45 M	PCN 75 F/C/W/T Asphalt/Concrete Composite constr.	56 17 50.85N 009 07 28.66E	170 FT / 170 FT
09L	089.3° GEO 087.3° MAG	2992 x 23 M	PCN 120 F/B/W/T Asphalt/Concrete Composite constr.	56 17 56.70N 009 04 39.44E	155 FT/-
27R	269.3° GEO 267.3° MAG	2992 x 23 M	PCN 120 F/B/W/T Asphalt/Concrete Composite constr.	56 17 57.84N 009 07 33.43E	171 FT/-
03	034.3° GEO 032.4° MAG	880 x 15 M	PCN 90 F/C/W/T Asphalt/Concrete Composite constr.	56 17 53.78N 009 06 19.75E	164 FT/-
21	214.3° GEO 212.4° MAG	880 x 15 M	PCN 90 F/C/W/T Asphalt/Concrete Composite constr.	56 18 17.29N 009 06 48.64E	167 FT/-
14	134.3° GEO 132.4° MAG	693 x 23 M	PCN 101 F/C/W/T Asphalt/Concrete Composite constr.	56 18 09.92N 009 06 45.99E	167 FT/-
32	314.3° GEO 312.4° MAG	693 x 23 M	PCN 101 F/C/W/T Asphalt/Concrete Composite constr.	56 17 54.26N 009 07 14.80E	171 FT/-

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
09	089.0° GEO 087.0° MAG	850 x 60 M	Grass	-	-
27	269.0° GEO 267.0° MAG	850 x 60 M	Grass	-	-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	Obstacle-free zone
09R	less than 1 %	-	-	3049 x 300 M	-
27L	less than 1 %	-	-	3049 x 300 M	-
09L	less than 1 %	-	-	3112 x 150 M	-
27R	less than 1 %	-	-	3112 x 150 M	-
03	less than 1 %	-	-	1000 x 80 M	-
21	less than 1 %	-	-	1000 x 80 M	-
14	less than 1 %	-	-	813 x 80 M	-
32	less than 1 %	-	-	813 x 80 M	-
09	-	-	-	910 x 131 M	-
27	-	-	-	910 x 131 M	-

Remarks: Runway classification	RWY NR	RUNWAY CODE	TYPE
	03	2A	NINST
	09	2C	NINST
	09L	2B	NINST
	09R	4D	PA-1
	14	1A	NINST
	21	2A	NINST
	27L	4D	PA-2
	27R	2B	NINST
	27	2C	NINST
	32	1A	NINST

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 09R				2929 M	-
TWY W	2929 M	2929 M	2929 M		
TWY X	2470 M	2470 M	2470 M		
INT with RWY 03/21	1254 M	1254 M	1254 M		
RWY 27L				2929 M	-
THR	2929 M	2929 M	2929 M		
TWY E1	2794 M	2794 M	2794 M		
INT with RWY 03/21	1722 M	1722 M	1722 M		
RWY 09L				2992 M	-
TWY W	2992 M	2992 M	2992 M		
TWY X	2553 M	2553 M	2553 M		
INT with RWY 03/21	1195 M	1195 M	1195 M		
RWY 27R				2992 M	-
TWY E	2992 M	2992 M	2992 M		
INT with RWY 03/21	1840 M	1840 M	1840 M		
RWY 03	880 M	880 M	880 M	880 M	-
RWY 21	880 M	880 M	880 M	880 M	-
RWY 14	693 M	693 M	693 M	693 M	-
RWY 32	693 M	693 M	693 M	693 M	-
RWY 09 (grass)	-	850 M	-	850 M	-
RWY 27 (grass)	-	850 M	-	850 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
09R	White 900 M LIH	Green	3.0°	-	2929 M 15 M Standard colour LIH	2929 M 60 M White LIH	Red	-
27L	CAT II 900 M LIH	Green	3.0°	900 M White	2929 M 15 M Standard colour LIH	2929 M 60 M White LIH	Red	-

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
09L	-	Green LIL	2.75°	-	-	2992 M 60 M Yellow LIL	Red LIL	-
27R	-	Green LIL	2.75°	-	-	2992 M 60 M Yellow LIL	Red LIL	-
03	-	-	-	-	-	Blue LIL	-	-
21	-	-	-	-	-	Blue LIL	-	-
14	-	-	-	-	-	Blue LIL	-	-
32	-	-	-	-	-	Blue LIL	-	-

Remarks: RWY 03/21 and 14/32 available for taxiing only at night

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 09R/27L
2. LDI location and LGT:	-	4. Secondary power supply/switch-over time:	Yes, RWY 09R/27L switch-over time 1 SEC during CAT II operations, otherwise 15 SEC. RWY 09L/27R switch-over time 15 SEC.
Anemometer location and LGT:		E and W end of RWY 27L/09R near GP antenna	
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5. Remarks:	NIL		

16. Helicopter Landing Area

1. Strip:	23 x 23 M. PSN center 56 18 43.58N 009 07 00.81E	4. Markings:	Day and night marked with green LIL. White edges/white "H".
2. FATO/TLOF:	13 x 13 m concrete tiles.	5. Remarks:	Approved for VMC operations day and night. PPR for public use
3. APP/DEP directions:	073,6°- 287,2° MAG.		

17. ATS Airspace

1. Designation and lateral limits:	KARUP CTR 56 21 38N 008 50 25E - 56 21 38N 008 55 55E - 56 24 48N 009 02 55E - 56 26 28N 009 17 55E - 56 21 58N 009 22 55E - 56 13 58N 009 22 55E - 56 13 58N 009 17 25E - 56 10 48N 009 10 25E - 56 10 48N 009 05 55E - 56 12 48N 009 02 55E - 56 12 48N 008 57 55E - 56 13 28N 008 55 55E - 56 13 28N 008 50 25E - 56 21 38N 008 50 25E.	2. Vertical limits:	1500 FT MSL/GND
		3. Airspace classification:	D
		4. ATS unit call sign: Language(s):	KARUP TOWER EN, DA
		5. Transition altitude:	3000 FT MSL

6. Remarks: NIL

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	KARUP APPROACH	120.425 292.750	H24	DOC: FL 250/50 NM MIL
TWR	KARUP TOWER	119.575 241.650 121.500	H24	DOC: 4000 FT/25 NM MIL Emergency. If no contact, call COPENHAGEN CONTROL
ATIS	KARUP AIRPORT INFORMATION	120.575	H24	DOC: FL200/60NM Language: EN

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 09R CAT I GP 09R	KAP	108.300 MHZ 334.100 MHZ	HO H24	56 17 50.95N 009 07 45.29E 56 17 45.81N 009 04 55.93E		ILS class I/D/4 Angle 3.0°, RDH 50 FT
DME 09R	KAP	CH 20X	H24	56 17 45.81N 009 04 55.93E	187 FT	
TACAN 2°E (2014)	KAR	CH 37x	H24	56 17 48.03N 009 00 30.95E	172.8 FT	DOC FL 500/200 NM
LOC 27L CAT II GP 27L	KR	108.150 MHZ 334.550 MHZ	HO H24	56 17 49.60N 009 04 16.19E 56 17 46.69N 009 07 10.25E		ILS class II/D/4 Angle 3.00°, RDH 50 FT
DME 27L	KR	CH 18y	H24	56 17 46.69N 009 07 10.25E	203 FT	FREQ paired with LOC Collocated with GP 27L

20. Local Traffic Regulations**1. Parking**

1.1 TWR will allocate aircraft stand. For aircraft operating within the service hours of ADO request for marshaller assistance shall be submitted to TWR. For aircraft with planned operation outside the service hours of ADO, the request shall be submitted together with the application for use of the Air Base.

Due to Security regulations, General Aviation pilots and passengers are not allowed to leave the aircraft, unless a Marshall is present or other information is given from Airport Office (ARO). Therefore all aircraft parked at the General Avia-

tion parking 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.

2. RWY 03/21 and RWY 14/32

2.1 The runways are available for take-off and landing during daytime only.

21. Noise Abatement Provisions

Noise abatement procedures for departures or missed approach RWY 09L and 09R:

IMC: Turn must not be commenced before DME KAR (CH 37x) 6.5 NM

(or DME KAP (CH 20y) 4.0 NM) or 2000 FT AMSL, whichever comes first.
VMC: Avoid overflying the towns/villages Karup and Kølvrå below 2000 FT MSL.

22. Flight Procedures**1. IFR Arrival**

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to REVBO, RIKSU or TACAN KAR. Aircraft with other destination than Karup inside LTA KARUP will be cleared direct destination.

1.2 Radio communication failure

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

- VOCAT when RWY 27L is expected runway in use
- MORHA when RWY 09R is expected runway in use

1.3 Use of ILS for approach in VMC

When ILS is intended used for approach in VMC, ATC must be advised at least 5 minutes before beginning the approach, as the critical areas in front of the ILS facilities normally may be expected only to be kept free of disturbing objects in IMC.

1.4 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 27 L".

2. IFR Departure**2.1 Standard Instrument Departures**

Standard Instrument Departures (SID) have not been established.

2.2 RWY 09R/L. Noise abatement/omnidirectional departure instructions

Climb straight ahead to at least 850 FT MSL before turn is commenced, however not before reading TACAN KAR radial 089/DME 6 NM.

For aircraft without DME equipment, turn must not be commenced before 2000 FT MSL has been reached.

2.3 RWY 27L/R. Omnidirectional departures

Climb straight ahead to at least 850 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.

4. Remarks: The civil aerodrome operator does not comply with ADP.OR.B.025(a)(1)(iii) Flight procedures of Regulation (EU) No 139/2014.

23. Additional Information**1. Use of Karup Air Base**

1.1 PPR for use of Karup Air Base. Application on regular use of Karup Air Base shall be submitted to Tactical Air Command, Denmark via:

Karup / Midtjyllands Airport, Airport Office

TEL: +45 97 10 06 10 - FAX: +45 97 10 06 65

1.2 Request on permission for individual flights to use the military Karup Air Base, inside the civilian Karup Airport ARO hours can be made by phone or telefax, as late as date-of-flight, by submitting the request to:

Karup / Midtjyllands Airport, Airport Office

TEL: +45 97 10 06 10 - FAX: +45 97 10 06 65

1.3 If the requested flight will be conducted outside the civilian Karup Airport ARO hours, the request has to be submitted no later than one hour prior to closing time.

1.4 For civil flights the air base and civil terminal are available only within published AD hours, see item 4.

2. RDAF flying school

2.1 Intensive light aircraft basic training activity will take place daily 0700-1430 (daily 0600-1330).

3. Arrestor cables

3.1 Arrestor cables for military aircraft may be suspended across:

- RWY 09R, 391 M from THR.
 - RWY 27L, 391 M from THR.
 - RWY 09L, 561 M from THR.
 - RWY 27R, 580 M from THR.
- Cables disengaged in approach end.

4. Shooting Range

4.1 Shooting range located APRX 1 NM N of RWY's. Activity weekdays. Safe altitude 850 FT MSL.

5. Gliding

5.1 Glider areas within Karup TMA/CTR, see AD 2. EKKA Glider Areas in TMA/CTR.

5.2 VFR flights may obtain information as to whether a glider area is active on the relevant TOWER/APPROACH frequency.

A request for a clearance to pass an active area will normally be complied with, but VFR flights which have been cleared to pass an active area will not receive traffic information and advice to avoid collision as prescribed for air-space class D.

5.3 IFR-flights will be separated from active glider areas. However, if an area is allocated for an individual flight, IFR flights will be separated from such flight only and not from the whole area.

Note: Observe the fact, that gliding may take place above and below the areas in airspace class E and G, whether the areas are active or not.

6. Remarks:

6.1 Karup Airport (open to public use) operates on military facilities, based on underlying agreements with defense authorities.

6.2. The civil aerodrome operator Midtjyllands Lufthavn a.m.b.a operates and controls solely the civil apron area.

6.3. The civil apron comply with the Certification Specifications to Regulation (EU) No 139/2014.

6.4. The civil aerodrome operator partially comply with Regulation (EC) No 216/2008 and Regulation (EU) No 139/2014 with deviations due to military facilities and services, cf. art. 1(3) of Regulation (EC) No 216/2008.

6.5. The civil aerodrome operator does not comply with ADR.OR.B.025(a)(1)(ii) Obstacle limitation and protection surfaces of Regulation (EU) No 139/2014.

6.6. The civil aerodrome operator does not comply with ADR.OR.B.025(a)(1)(iii) Flight procedures of Regulation (EU) No 139/2014.

6.7. The civil aerodrome operator does not comply with ADR.OPS.B.010 Rescue and firefighting services of Regulation (EU) No 139/2014.

6.8. The civil aerodrome operator does not comply with ADR.OPS.B.020 Wild-life strike hazard reduction of Regulation (EU) No 139/2014.

6.9. Only the civil aerodrome operator and apron is subject to oversight conducted by the Competent Authority, cf. ADR.AR.C.005 of Regulation (EU) No 139/2014.

24. Charts Related to the Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Heliport Chart - ICAO	HELC
Precision Approach Terrain Chart - ICAO	PATC 27L
Instrument Approach Chart - ICAO	ILS or LOC RWY 09R
	RNAV (GNSS) RWY 09R - 1
	RNAV (GNSS) RWY 09R - 2
	ILS or LOC RWY 27L
	RNAV (GNSS) RWY 27L - 1
	RNAV (GNSS) RWY 27L - 2
Other Charts	Glider Areas in TMA/CTR