

1. Aerodrome Location Indicator and Name:

EKAH - Aarhus

2. Aerodrome Geographical and Administrative Data

1. ARP PSN and site at AD:	56 18 00.06N 010 37 08.43E	AD address:	Aarhus Airport Ny Lufthavnsvej 24 DK-8560 Kolind
2. Distance and direction from city:	19.4 NM NE of Aarhus	TEL:	+45 87 75 70 00 +45 87 75 70 50 (Airport Office)
3. ELEV:	82 FT	E-mail:	aro@aar.dk
REF temperature:	22°C	AFS:	EKAH
4. MAG VAR:	4°E (APR 2022)	6. Types of traffic permitted:	IFR/VFR
Annual change:	Increasing: 12'		
5. AD ADM:	Aarhus Lufthavn A/S		

7. Remarks: NIL

3. Operational Hours

1. AD:	Daily 0500-2100 (Daily 0400-2000)	6. MET Briefing Office:	As AD
2. Customs and immigration:	The airport is open for traffic to/from all states. Hours for customs clearance and immigration as for AD.	7. ATS:	As AD
3. Health and sanitation:	NIL	8. Fuelling:	As AD
4. AIS Briefing Office:	As AD	9. Handling:	As per agreement
5. ATS Reporting Office (ARO):	As AD	10. Security:	As per agreement
		11. De-icing:	As per agreement

12. Remarks: Outside stated hours PPR for non-scheduled traffic, and PN for scheduled traffic.

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:	100 LL self-service 75L/MIN Jet A1 1000L/MIN	7. Remarks:	a. Frequency used for handling: 131.555 - call sign "Aarhus Airport Office". b. Frequency used for handling of passengers and other services: 131.610 - call sign "Aarhus Handling".
4. De-icing facilities:	Yes. For details about de-icing and anti-icing, see item 20. Local Aerodrome Regulations		

5. Passenger Facilities

1. Hotels:	Hotel in the airport	5. Bank and Post Office:	NIL
2. Restaurants:	Yes	6. Tourist Office:	In Aarhus TEL +45 87 31 50 10
3. Transportation:	Taxi and bus		
4. Medical facilities:	Hospitals in Randers and Aarhus		

7. Remarks: NIL

6. Rescue and Firefighting Services

1. AD category for fire fighting:	CAT 7 available 0530-2030 (0430-1930). Outside AD hours, category provided to commercial flights according to Aircraft category up to CAT 7. CAT 8 and 9 available on request no later than 8 hours before flight. CAT 8 - 9 subject to additional charge.	2. Rescue equipment:	-
		3. Capability for removal of disabled aircraft:	-

4. Remarks: NIL

7. Runway Surface Condition Assessment and Reporting, and Snow Plan

1. Type of clearing equipment:	4 snowploughs, 4 sweepers, 1 snowblower and 2 runway deicers. Chemicals: KFOR	2. Clearance priorities:	1. RWY in use and associated access roads for Fire and Rescue 2. Taxiways from apron to runway in use 3. Apron 4. Other runways and access roads for Fire and Rescue 5. Other areas

3. Remarks: Information on snow clearance published from November to April in SNOWTAM. See also Snow Plan in AD 1.2.

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength:	Concrete PCN 76/R/B/X/U	3. ACL and ELEV:	TWY G: 10 M, Asphalt, PCN 76/R/B/X/U TWY Z: 23 M, Asphalt, PCN 76/R/B/X/U
2. Taxiway width, surface and strength:	TWY A, B: 23 M, Asphalt, PCN 76/F/B/X/U TWY E, W, Y: 23 M, Asphalt, PCN 120/F/B/W/T TWY T: 23 M, Concrete/Asphalt, PCN 76/R/B/X/T	4. VOR checkpoints: INS checkpoints:	At apron 69 FT - 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 Aerodrome Regulations and Aircraft Parking/Docking Chart	RWY 10L/28R: THR, RWY NR, centre line, side stripes TWY: Centre line, holding position, sign boards. Guard lights for RWY 10R/28L at holding PSN
2. RWY and TWY markings:	RWY 10R/28L: THR, RWY NR, Aiming point, TDZ, centre line, side stripes	TWY Z, Y, E, and T Guard lights for RWY 10L/28R at holding PSN TWY E and W
3. Stop bars:		TWY T, E and on RWY 10L/28R west of TWY W
4. Remarks: For taxiing to and from stands, see item 20. Local Aerodrome Regulations		

10. Aerodrome Obstacles

Area 2

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Data pending						

Area 3

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Data pending						

11. Meteorological Information Provided

1. Associated MET Office:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) 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: Interval of issuance:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) 9, 18/24 hours 3 hours	8. Supplementary equipment available:	-
4. Type of landing forecast: Interval of issuance:	NIL	9. ATS units provided with information:	Aarhus Tower, Aarhus Approach
5. Briefing/Consultation provided:	- Self briefing northavimet.com 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
10R	100.3° GEO 096.3° MAG	2704 x 45 M	PCN 76/R/B/X/U Asphalt/Concrete	56 18 19.77N 010 35 51.24E	81 FT/-
28L	280.3° GEO 276.3° MAG	2704 x 45 M	PCN 76/R/B/X/U Asphalt/Concrete	56 18 04.17N 010 38 25.84E	75 FT/-
10L	100.3° GEO 096.3° MAG	2781 x 23 M	PCN 120/F/B/W/T Asphalt/Concrete	56 18 26.76N 010 35 52.07E	79 FT/-
28 R	280.3° GEO 276.3° MAG	2781 x 23 M	PCN 120/F/B/W/T Asphalt/Concrete	56 18 10.71N 010 38 30.95E	78 FT/-
RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions
10R	less than 0.07 %	222 M	222 X 150 M	3322 x 300 M	130 x 90 M
28L	less than 0.07 %	286 M	286 X 150 M	3322 x 300 M	100 x 90 M
10L	less than 0.02 %	-	-	2897 x 200 M	160 x 90 M
28R	less than 0.02 %	-	-	2897 x 200 M	180 x 90 M

Remarks: Runway classification

RWY NR

RUNWAY CODE

TYPE

RWY NR

RUNWAY CODE

TYPE

10R

4E

PA-1

10L

2B

NINST

28L

4E

PA-2

28R

2B

NINST

Take off not to be commenced on stopways.

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
<u>RWY 10R</u>				2704 M	-
TWY Z	2704 M	2926 M	2926 M		
TWY Y	2135 M	2357 M	2357 M		
<u>RWY 28L</u>				2704 M	-
TWY T	2704 M	2990 M	2990 M		
TWY E	2000 M	2286 M	2286 M		
<u>RWY 10L</u>				2781 M	-
TWY Z	2781 M	2781 M	2781 M		
TWY Y	2188 M	2188 M	2188 M		
TWY W	1285 M	1285 M	1285 M		
TWY E	791 M	791 M	791 M		
<u>RWY 28R</u>				2781 M	-
TWY T	2781 M	2781 M	2781 M		
TWY E	2012 M	2012 M	2012 M		
TWY W	1556 M	1556 M	1556 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
10R	900 M White LIH	Green	2.75°	-	2704 M 15 M Standard colour LIH	2704 M 60 M White/Yellow LIH	Red	225 M Red
28L	CAT II 900 M LIH	Green	2.75°	900 M White	2704 M 15 M Standard colour LIH	2704 M 60 M White/Yellow LIH	Red	275 M Red
10L	-	Green	3.00°	-	2781 M	2781 M 45 M White/Yellow LIL	Red	-
28R	-	Green	3.00°	-	2781 M	2781 M 45 M White/Yellow LIL	Red	-

Remarks: NIL

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation:	NIL	3. TWY edge and centre line LGT:	Blue edge LIL. RGL for RWY 10R/28L at holding PSN TWY Z, Y, E and T. RGL 10L/28R north of runway at holding PSN TWY E and W. Centre line standard colour on TWY E.
2. LDI location and LGT:	-	4. Secondary power supply/switch-over time:	Yes, switch-over time for CAT II APCH and TKOF with RVR <800 M 1 SEC, for other operations 15 SEC.
Anemometer location and LGT:	-		
5. Remarks: NIL			

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits:	AARHUS CTR 56 23 38N 010 22 25E - 56 23 08N 010 27 55E - 56 25 28N 010 35 55E - 56 24 48N 010 42 56E - 56 21 08N 010 48 56E - 56 20 38N 010 54 06E - 56 12 28N 010 51 46E - 56 12 58N 010 46 26E - 56 10 48N 010 38 46E - 56 11 28N 010 31 26E - 56 15 18N 010 25 25E - 56 15 48N 010 19 55E - 56 23 38N 010 22 25E.	2. Vertical limits:	1500 FT MSL/GND
		3. Airspace classification:	D
		4. ATS unit call sign:	AARHUS TOWER
		Language(s):	EN, DA
		5. Transition altitude:	3000 FT MSL
		6. Hours of applicability:	As ATS

7. Remarks: Aarhus TMA and CTR may be established outside published AD hours of operations. REF ENR 1.1, chapter 6: As TMA, CTR and FIZ are not established H24, information as to whether the area concerned is established shall be obtained from ATS-unit ACC København (callsign Copenhagen Control or Copenhagen Information).

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
TWR	AARHUS TOWER	118.530 121.500	As AD	DOC: 4000 FT/25 NM Emergency FREQ
APP	AARHUS APP	119.280	As AD	DOC: FL250/60 NM
ATIS	AARHUS AIRPORT INFORMATION	125.155	H24	Aarhus TMA and CTR may be established outside published AD hours of operations. REF ENR 1.1, chapter 6: As TMA, CTR and FIZ are not established H24, information as to whether the area concerned is established shall be obtained from ATS-unit ACC København (Callsign Copenhagen Control or Copenhagen Information).

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 10R CAT I	AAR	111.900 MHZ	HO	56 18 01.63N 010 38 51.01E		ILS class I/D/4
GP 10R		331.100 MHZ	H24	56 18 13.57N 010 36 03.90E		Angle 2.75°, RDH 34 FT
DME 10R	AAR	CH 56X	H24	56 18 13.79N 010 36 03.97E	78.8 FT	FREQ paired with LOC 10R Colocated with GP 10R
L	TL	384 KHZ	H24	56 18 01.46N 010 37 07.22E		Coverage 20 NM
LOC 28L CAT II	TR	111.100 MHZ	HO	56 18 22.36N 010 35 25.62E		ILS class II/D/4
GP 28L		331.700 MHZ	H24	56 18 00.76N 010 38 10.81E		Angle 2.75°, RDH 36 FT
DME 28L	TR	CH 48X	H24	56 18 00.99N 010 38 10.84E	79.3 FT	FREQ paired with LOC 28L Colocated with GP 28L

20. Local Aerodrome Regulations

1. Taxiing and parking

- 1.1 TWR will inform ACFT stand or parking area for arriving flights.
- 1.2 ACFT will normally park without marshaller assistance following guidance from A-VGDS (Advanced Visual Docking Guidance System). Parking stands 1 to 7 are marked with number, guidelines and stoplines, and are all equipped with A-VGDS.
- Mandatory marshalling on all other parking stands and areas. Unless otherwise instructed by marshaller, all ACFT are obligated to follow the taxi markings (guidelines) on the apron.
- All crew and airline staff on duty, are required to wear high visibility vests on the apron.
- 1.3 Exit from stand
- In general, all exit from stands are done by pushback. If self-maneuvering exits are agreed upon departure with "Aarhus Airport Office" on FREQ 131.555, this can only be performed with marshaller assistance.
- ACFT report ready for departure and pushback to TWR on FREQ 118.530. Approval for engine startup and/or pushback will be issued by the dispatcher or by the pushback driver.
- Expect pushback facing upwind due to health issues for ground personnel. To minimize blast on APRON, use minimum thrust during break away and taxi.
- 1.4 ACFT with MTOM below 5700 KG and a wing span not wider than 15 M, 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.
- 1.5 On ACFT stands 1C, 2, 3, 4, 5, 6, 7, parking without marshaller assistance may take place following guidance from A-VGDS (Advanced Visual Docking Guidance System). Marshaller assistance is required for all ICAO type D and E ACFT.
- On ACFT stands 15 and 16 no parking may take place without marshaller assistance.
- Marshaller assistance is required when a stand is used by more than one ACFT at the same time.
- Marshaller assistance is compulsory for all other stands and GA Parking.
- 1.6 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, 2, 3, 4, 5, 6 and 7, an A-VGDS 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" on FREQ 131.555.

2. De-icing and anti-icing of aircraft

De-icing and anti-icing of aircraft may take place on all parking stands, and can be requested via "Aarhus Airport Office" on FREQ 131.555.

Information about treatment and consumption of fluid to be obtained from supervisor or from "Aarhus Airport Office" on FREQ 131.555.

3 School Flights

Prior permission required (PPR) for all school flights, TEL +45 87 75 70 50.

4. Flight Plan

For all departing flights a complete flight plan or an abbreviated flight plan shall be submitted to the ATS reporting office at Aarhus before taxiing.

5. Removal of disabled aircraft from runway

In case an aircraft is damaged on a runway, it is the duty of the owner or user of such 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 a reasonable dispatch of the traffic, he shall be entitled to have the aircraft removed for the account of the owner or user.

6. Engine run-up

Engine run-up test may take place at GA-area.

7. 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

21. Noise Abatement Procedures

NIL

22. Flight Procedures

1. IFR Arrival

- 1.1 Aircraft will normally be cleared by ACC KØBENHAVN to MOMZE or URUPA.
- 1.2 Radio communication failure
- Navigation aid designated for radio communication failure during IMC for arriving aircraft is
- L TL when RWY 10R is expected runway in use.
 - L TL when RWY 28L is expected runway in use.

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established. At initial contact with TWR state preferred take-off position.

2.2 Omnidirectional departures

RWY 10R/L and 28L/R: 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.

4. Low Visibility Procedures

- 4.1 ATC will apply special safeguards and procedures during conditions of low visibility.

4.2 Low visibility procedures are prompted by ATC and will normally be introduced when the RVR is less than 550 M or during CAT II approaches.

4.3 Pilots will be informed when low visibility procedures are in operation by ATIS and/or RTF. Pilots will be informed by RTF when low visibility procedures are cancelled.

4.4 ATC will apply special procedures to ensure separation between traffic on the maneuvering area.

4.5 Category II ILS approaches

4.5 a) The minimum distance between an aircraft on final approach carrying out a CAT II ILS APCH and any other proceeding aircraft is 6 NM. The separation must exist when proceeding aircraft passes THR.

4.5 b) Departing aircraft must have commenced take-off run before arriving aircraft, performing a CAT II ILS APCH, has left 2000 FT on final approach.

4.5 c) Pilots who intend to carry out a CAT II ILS APCH are to use the following phrase: "Request category II ILS approach runway 28L".

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

4.5 d) Pilots performing CAT II ILS APCH will be informed in case of change to secondary power supply for electronic and visual aids.

5. Reduced Runway Separation Minima

5.1 With reference to AIP AD 1.1 section 8.4, reduced runway separation minima are approved for aircraft classified as category 1 or category 2.

5.2 The following reduced runway separation minima apply between aircraft and must exist when a succeeding landing aircraft has crossed the threshold or a succeeding departing aircraft commences the take-off run.

5.2 a) 600 M between preceding category 1/2 and succeeding category 1.

5.2 b) 1500 M between preceding category 1/2 and succeeding category 2.

5.3 ATC will provide traffic information to succeeding aircraft when reduced runway separation is applied.

23. Additional Information

1. Gliding

- 1.1 Glider Area within Aarhus CTA/TMA, see AD 2 - EKAH - GLIDER AREA IN TMA
- 1.2 Glider area will be activated on request by Aarhus Approach according to agreement between Aarhus ATC and Dansk Svæveflyver Union (DSvU).
- 1.3 VFR traffic may obtain information about active glider area on the TOWER/APPROACH frequency and will receive traffic information according to airspace classification.
- 1.4 IFR traffic will be separated from any active glider area.

Note: Gliding may take place below the area, whether the area is active or not.

2. Remarks

- 2.1 Turbulence warning: Expect turbulence on final 28L at wind directions 190 - 220° and wind speed exceeding 15 KT.
- 2.2 Parachuting may take place.

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 10R AOC-A 28L
Precision Approach Terrain Chart - ICAO	PATC 28L
Instrument Approach Chart - ICAO	ILS RWY 10R RNP RWY 10R-1 RNP RWY 10R-2 NDB RWY 10R ILS RWY 28L (CAT I + II) RNP RWY 28L-1 RNP RWY 28L-2 NDB RWY 28L
Visual Approach Chart - ICAO	VAC
Other charts	GLIDER AREA IN TMA

25. Visual Segment Surface (VSS) Penetration

Data pending.