

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:	22.2°C		+45 97 10 06 10 (CIV: AIS/ARO/ADO)
4. MAG VAR:	2.0°E (DEC 2014)	FAX:	+45 97 10 06 65 (CIV: AIS/ARO/ADO)
Annual change:	Increasing 15'	E-mail:	hw-ktp-wingops@mil.dk (MIL)
5. AD ADM - MIL:	Flyvestation Karup	AFS:	EKKAZTZX (MIL)
AD address - MIL:	Flyvestation Karup (Karup Air Base) Kølvrå DK-7470 Karup J	Internet:	EKKAYOYP (CIV)
		6. Types of traffic permitted:	www.krp.dk (CIV) IFR/VFR

7. Remarks: NIL

3. Operational Hours

1. AD:	PPR, see item 23 MON-FRI 0500-1700 (0400-1600) SAT-SUN CLSD	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:	NIL	7. Remarks:	a. Frequency used for handling: 131.550 - call sign "Karup Airport Office"
4. De-icing facilities:	De-icing/Anti-icing fluid and equipment		b. Handling of civil aircraft and passengers and other services is available by arrangement with the civil airport office (ADO).

5. Passenger Facilities

1. Hotels:	Hotels within 20-30 KM	4. Medical facilities:	Hospital in Herning, Viborg, Skive and Holstebro
2. Restaurants:	NIL	5. Bank:	NIL
3. Transportation:	Taxi, busses to/from Viborg, pre-arranged Airport-taxi and Limo-service	Post Office:	NIL
		6. Tourist Office:	NIL

7. Remarks: NIL

6. Rescue and Firefighting 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: NIL

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

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/Positions Data

1. Apron surface and strength:	CIV APRON, Asphalt, PCN 55 F/B/X/T APRON N, Concrete, PCN 81 F/A/W/T APRON NE, Concrete, PCN 115 R/D/W/T	TWY S1: 12 M concrete, PCN 101 R/C/W/T TWY S2: 12 M concrete, PCN 120 R/C/W/T TWY W: 22.5 M between THR 09 L/R, otherwise 15 M, asph./concr., PCN 94 F/A/W/T TWY X: 12 M, asph./concr., PCN 65 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 F: 10 M, asph./concr., PCN 74 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: At apron 160 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:	Aircraft stand ID signs and taxi guide lines	RWY 09L/27R: THR, RWY NR, 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,
2. RWY and TWY markings:	RWY 09R/27L: THR, RWY NR, TDZ, centre line, side stripes	-
3. Stop bars:		-
4. Remarks:	Marshaller assistance, see item 20 - Local Aerodrome 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

11. Meteorological Information Provided

1. Associated MET Office:	Danish Meteorological Institute (DMI)/ Defence Weather and Warnings (MVV) TEL +45 72 84 14 41 / +45 72 84 14 42	6. Flight documentation: Language(s) used: Charts and other information available:	Charts. Abbreviated plain language texts. English and Danish.
2. Hours of service:	H24	7. Charts and other information available:	Significant weather chart Surface analysis/24hour forecast chart Prognostic upper air chart
3. Office responsible for TAF preparation: Periods of validity:	Danish Meteorological Institute (DMI) Defence Weather and Warnings (MVV) 24 hours	8. Supplementary equipment available:	-
4. Type of landing forecast: Interval of issuance:	TREND MON-THU 0600-1430 (0500-1330) FRI 0600-1230 (0500-1130) EXC HOL	9. ATS units provided with information:	-
5. Briefing/Consultation provided:	Self briefing northavimet.com and telephone consultation	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/-

AIP DENMARK

Karup / Midtjyllands Lufthavn

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
<u>RWY 09R</u>				2929 M	-
<u>TWY W</u>	2929 M	2929 M	2929 M		
<u>TWY X</u>	2470 M	2470 M	2470 M		
INT with RWY 03/21	1254 M	1254 M	1254 M		
<u>RWY 27L</u>				2929 M	-
<u>THR</u>	2929 M	2929 M	2929 M		
<u>TWY E1</u>	2794 M	2794 M	2794 M		
INT with RWY 03/21	1722 M	1722 M	1722 M		
<u>RWY 09L</u>				2992 M	-
<u>TWY W</u>	2992 M	2992 M	2992 M		
<u>TWY X</u>	2553 M	2553 M	2553 M		
INT with RWY 03/21	1195 M	1195 M	1195 M		
<u>RWY 27R</u>				2992 M	-
<u>TWY E</u>	2992 M	2992 M	2992 M		
INT with RWY 03/21	1840 M	1840 M	1840 M		
<u>RWY 03</u>	880 M	880 M	880 M	880 M	-
<u>RWY 21</u>	880 M	880 M	880 M	880 M	-
<u>RWY 14</u>	693 M	693 M	693 M	693 M	-
<u>RWY 32</u>	693 M	693 M	693 M	693 M	-
<u>RWY 09 (grass)</u>	-	850 M	-	850 M	-
<u>RWY 27 (grass)</u>	-	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, 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	
5. Remarks: NIL			

16. Helicopter Landing Area

NIL

17. Air Traffic Services 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. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	KARUP APPROACH	120.430 269.275	H24	DOC: FL 250/50 NM MIL
TWR	KARUP TOWER	119.580 353.575 257.800 121.500	H24	DOC: 4000 FT/25 NM MIL MIL Emergency. If no contact, call COPENHAGEN CONTROL
ATIS	KARUP AIRPORT INFORMATION	120.580	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	KAP	108.300 MHZ	HO	56 17 50.95N 009 07 45.29E		ILS class I/D/4
GP 09R		334.100 MHZ	H24	56 17 45.81N 009 04 55.93E		Angle 3.0°, RDH 50 FT
DME 09R	KAP	CH 20X	H24	56 17 45.81N 009 04 55.93E	187 FT	
TACAN 4°E (2023)	KAR	CH 37x	H24	56 17 48.03N 009 00 30.95E	172.8 FT	DOC FL 500/200 NM
LOC 27L CAT II	KR	108.150 MHZ	HO	56 17 49.60N 009 04 16.19E		ILS class II/D/4
GP 27L		334.550 MHZ	H24	56 17 46.69N 009 07 10.25E		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 Aerodrome 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 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 Procedures

Noise abatement procedures for all jet aircraft and for propeller and turboprop aircraft MTOW above 5700 KG for departure 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 a destination other 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:

- MORHA when RWY 09R is expected runway in use
- VOCAT when RWY 27L 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
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 10 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.
Taxiing aircraft can expect to be instructed to hold at CATII holding positions E or S for RWY 27L.
- 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 Left".

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

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departure

Climb straight ahead to at least 850 FT MSL before turn is commenced. If departing from RWY 09R/L, see para. 21 (Noise abatement procedures).

3. Reduced Visibility Operations

3.1 ATC will apply special safeguards and procedures for movement on the maneuvering area during conditions of reduced visibility

3.2 Criteria for activation of Reduced Visibility Operation Procedures

ATC will activate Reduced Visibility Operation Procedures if the reported visibility is 3000 M or less or if parts of the maneuvering area not visually observ-

able from the tower cabin. Activation will not be reported to aircraft.

3.3 The following procedures will apply during conditions of reduced visibility ATC will limit movement of vehicles and aircraft to only one on each taxiway segment and/or RWY unless

- ATC can visually observe involved aircraft/vehicles
- Per request from ATC, that the trailing aircraft/vehicle reports that it has the preceding aircraft in sight, until such time that they have passed each other and/or are no longer present on the same runway/taxiway segment. Pilots shall report if visual contact is inadvertently lost.
- Pilots will be instructed to report clear of runways or the maneuvering area.

4. Low Visibility Operations (LVO)

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

4.2 Criteria for activation of LVO procedures

Low Visibility Operation Procedures are activated by ATC and will normally be introduced at RVR less than 800 M and/or a cloud base of 300 FT, however no later than an RVR of 550 M or less and/or a cloud base of less than 200 FT.

4.3 Pilots will be informed when Low Visibility Operation Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Operation Procedures are cancelled.

4.4 The following procedures will apply during Low Visibility Operation Procedures:

a. ATC Procedures

When RVR is below 550 M ATC will allow only one aircraft on the maneuvering area. If marshalling is required the aircraft will be instructed to hold position until such time that the marshaller has either arrived at the aircraft or left the maneuvering area.

b. Pilot Procedures

Pilots shall on their own initiative report "runway vacated and established on...." when the entire aircraft has left the runway and is clear of the holding position for that runway.

5. Reduced Runway Separation

5.1 ATC will not apply reduced runway separation involving civilian flights.

6. VFR Flights

6.1 VFR reporting points, VFR holdings and VFR routes are established, see ANC 1:500 000.

7. **Remarks:** NIL.

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 Use of Area ØST and Area VEST for gliding requires permission from Karup ATC and continuous monitoring of Karup Approach on FREQ 120.430 MHz.

5.3 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 airspace class D.

5.4 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: NIL.

24. Aeronautical Charts Related to an Aerodrome

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

25. Visual Segment Surface (VSS) Penetration

Instrument Flight Procedure	Procedure Minima affected	Remarks
ILS or LOC RWY 09R	No Penetration	NIL
RNP RWY 09R	No Penetration	NIL
ILS or LOC RWY 27L	No Penetration	NIL
RNP RWY 27L	No Penetration	NIL