1. Aerodrome Location Indicator and Name: EKKA - Karup

(CIV/MIL AD, PPR - see AD 1.1 item 3)

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	56 17 50.85N 009 07 28.66E THR RWY 27L
2.	Distance and direction from city:	10 NM NNE of Herning
3.	ELEV: REF temperature:	171 FT -
4.	MAG VAR: Annual change:	0.1°W (NOV 2000) Decreasing 7'
5.	AD ADM - MIL: AD address - MIL:	Flyvestation Karup Flyvestation Karup (Karup Air Base) Kølvrå DK-7470 Karup J
	AD ADM - CIV: AD address - CIV:	Karup Lufthavn a.m.b.a Karup Airport N.O. Hansensvej 4 DK-7470 Karup J
	TEL:	+45 99 62 49 20 (MIL) +45 97 10 06 10 (CIV: AIS/ARO/ADO)
	ARO when AD is CLSD	+45 97 10 09 95 (CIV ARO "on-call")
	FAX:	+45 99 62 49 31 (MIL) +45 97 10 06 65 (CIV: AIS/ARO/ADO)
	E-mail:	-
	AFS:	EKKAZPZX (MIL) EKKAYOYP (CIV)
	Internet:	www.krp.dk (CIV)
6.	Types of traffic permitted :	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	**PPR, see AD 1.1 item 3** MON-FRI 0530-2230 (0430-2130) SAT 0530-1800 (0430-1700) SUN 1200-2230 (1100-2130) HOL Contact Civil ARO
2.	Customs and immigration:	The airport is open for traffic to/from all States. Hours for customs clearance and immigration as for AD.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As ARO
5.	ATS Reporting Office (ARO):	H 24 (H 24)
6.	MET Briefing Office:	As AD
7.	ATS:	H24 (H24)
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
2.	Fuel and oil types:	Jet A1 AVGAS 100 LL Oil: EE 20W-50/EE 80/Turbo 2380
3.	Fuelling facilities and capacity:	AVGAS 100 LL 50 L/MIN, available on General Aviation parking only
4.	De-icing facilities:	De-icing/Anti-icing fluid and equipment
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	Minor repairs 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).

5. Passenger Facilities

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

7 Remarks: NIL

6. Rescue and Fire Fighting Services

1. AD category for fire fighting:
   Mon - Fri Daily 0530 - 1645 CAT 6
   Mon - Fri Daily 1645 - 0530 CAT 5
   Fri - Mon Daily 1645 - 0530 CAT 5
2. Rescue equipment: -
3. Capability for removal of disabled aircraft: -
4. Remarks: NIL

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
2. Taxiway width, surface and strength:
   TWY E: 12-22.5M.
   TWY P: 18 M.
   TWY W between THR 09 L/R 22.5 M, otherwise 15 M.
   TWY E1, S, X: 12 M.
   Asphalt.
   TWY E north of TWY P and TWY P: LCN 65.
   TWY E south of TWY P: LCN 45
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
2. RWY and TWY markings:
   RWY 09R/27L:
   THR, RWY NR, TDZ, centre line, side stripes

   RWY 09L/27R:
   THR, RWY NR, centre line, side stripes

   RWY 04/22:
   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

11. Meteorological Information Provided

1.	Associated MET Office:	Karup TEL +45 97 10 15 50 ext. 3056
2.	Hours of service:	MON-THU 0500-1430 (0400-1330) FRI 0500-1300 (0400-1200) EXC HOL
	Outside Hours:	MET Centre Karup TEL +45 97 10 17 95
3.	Office responsible for TAF preparation:	Karup within hours of service, otherwise MET Centre Karup
	Periods of validity:	9 hours
4.	Type of landing forecast:	TREND
	Interval of issuance:	Period of issuance MON-THU 0600-1400 (0500-1300) FRI 0600-1230 (0500-1130) EXC HOL
5.	Briefing/Consultation provided:	Self briefing and telephone consultation
6.	Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts. English and Danish
7.	Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
8.	Supplementary equipment available:	-
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	089.4° GEO 089.5° MAG	2929 x 45 M	LCN 65 Concrete/Asphalt	56 17 49.74N 009 04 38.39E	154 FT/-
27L	269.4° GEO 269.5° MAG	2929 x 45 M	LCN 65 Concrete/Asphalt	56 17 50.85N 009 07 28.66E	170 FT/-
09L	089.4° GEO 089.5° MAG	2992 x 23 M	LCN 45 Asphalt	56 17 56.70N 009 04 39.44E	155 FT/-
27R	269.4° GEO 269.5° MAG	2992 x 23 M	LCN 45 Asphalt	56 17 57.84N 009 07 33.43E	171 FT/-
04	034.1° GEO 034.2° MAG	859 x 15 M	LCN 65 Concrete/Asphalt	56 17 54N 009 06 20E *	164 FT/-
22	214.1° GEO 214.2° MAG	859 x 15 M	LCN 65 Concrete/Asphalt	56 18 17N 009 06 48E *	167 FT/-
14	135.0° GEO 135.1° MAG	656 x 22.5 M	LCN 50 Concrete/Asphalt	56 18 10N 009 06 47E *	167 FT/-
32	315.0° GEO 315.1° MAG	656 x 22.5 M	LCN 50 Concrete/Asphalt	56 17 55N 009 07 14E *	171 FT/-
09	089.0° GEO 089.1° MAG	850 x 60 M	Grass	-	-
27	269.0° GEO 269.1° 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	-
04	less than 1 %	-	-	979 x 80 M	-
22	less than 1 %	-	-	979 x 80 M	-
14	less than 1 %	-	-	776 x 80 M	-
32	less than 1 %	-	-	776 x 80 M	-
09	-	-	-	910 x 131 M	-
27	-	-	-	910 x 131 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
04	2A	NINST
09	2C	NINST
09L	2B	NINST
09R	4D	PA-1
14	1A	NINST
22	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 04/22	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 04/22	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 04/22	1195 M	1195 M	1195 M		
RWY 27R				2992 M	
TWY E	2992 M	2992 M	2992 M		-
INT with RWY 04/22	1840 M	1840 M	1840 M		
RWY 04	859 M	859 M	859 M	859 M	-
RWY 22	859 M	859 M	859 M	859 M	-
RWY 14	656 M	656 M	656 M	656 M	-
RWY 32	656 M	656 M	656 M	656 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	2.75°	-	2929 M 15 M Standard colour LIH	2929 M White LIH	Red	-
27L	CAT II 900 M LIH	Green	2.75°	900 M White	2929 M 15 M Standard colour LIH	2929 M White LIH	Red	-
09L	-	Green LIL	2.75°	-	-	2992 M Yellow LIL	Red LIL	-
27R	-	Green LIL	2.75°	-	-	2992 M Yellow LIL	Red LIL	-
04	-	-	-	-	-	Blue LIL	-	-
22	-	-	-	-	-	Blue LIL	-	-
14	-	-	-	-	-	Blue LIL	-	-
32	-	-	-	-	-	Blue LIL	-	-

Remarks: RWY 04/22 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: -

2. LDI location and LGT: -

   Anemometer location and LGT: -

3. TWY edge and centre line LGT: Blue edge LIL
   RGL for RWY 09R/27L

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.

5. Remarks: NIL

16. Helicopter Landing Area

NIL

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: KARUP TOWER
Language(s): EN, DA

5. Transition altitude: 3000 FT MSL

6. Remarks: NIL

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
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
LLZ 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 44.99N 009 04 52.08E		Angle 2.75°, RDH 38 FT
DME 09R	KAP	CH 20X	H24	56 17 45.22N 009 04 52.04E		
L	KP	351 KHZ	H24	56 17 47.51N 008 58 06.53E		DOC 25 NM
TACAN 0.1°W (NOV 2000)	KAR	CH 37x	H24	56 17 48.03N 009 00 30.95E	172.8 FT	DOC FL 500/200 NM
LLZ 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 46.82N 009 07 15.16E		Angle 2.75°, RDH 36 FT
DME 27L	KR	CH 18y	H24	56 17 46.98N 009 07 15.12E	175.7 FT	FREQ paired with LLZ Collocated with GP 27L
L	KA	369 KHZ	H24	56 17 54.42N 009 14 13.05E		DOC 20 NM

20. Local Traffic Regulations

1. Use of Karup Air Base hours.

2. Parking

2.1 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

3. RWY 04/22 and RWY 14/32

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

4. Shooting Range

4.1 Shooting range located APRX 1 NM N of RWY's. Activity weekdays. Safe altitude 800 FT MSL.

21. Noise Abatement Provisions

1.1 Noise abatement procedures for departures or missed approach RWY 09L and 09R:
VMC: Avoid overflying the towns/villages Karup and Kølvrå below 2000 FT MSL.
IMC: Turn must not be commenced before KAP DME 4.0 or 2000 FT MSL.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to KA HOLDING or KP HOLDING.

1.2 Radio communication failure

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

- L KA when RWY 27L is expected runway in use
- L KP 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 800 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 800 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.

23. Additional Information

1. RDAF flying school

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

2. Arrester cables

2.1 Arrester cables for military aircraft may be suspended across:

- RWY 09R, 391 M prior to runway end
- RWY 27L, 391 M prior to runway end
- RWY 27R, 235 M prior to runway end.

Cables disengaged in approach end.

3. Gliding

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

3.2 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 airspace class D.

3.3 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.

24. Charts Related to the 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 09R
	ILS/DME 27L (CAT I+II)
	NDB+DME 27L
Other Charts	Glider Areas in TMA/CTR