

EKKA - KARUP AIR BASE**1. AERODROME LOCATION INDICATOR AND NAME**

EKKA – HELICOPTER WING KARUP

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	561750.85N 0090728.66E THR RWY 27L
2	Direction and distance from (city)	233° / 13.5 NM from Viborg 032° / 11.0 NM from Herning
3	AD ELEV REF temperature	171 FT AMSL 21.8°C (2018-2022).
4	MAG VAR Annual change	4.0° E (JAN 2023) Increasing 12' / 0.20° E
5	AD administration Postal address Telephone Telefax AFTN Email	Helicopter Wing Karup Herningvej 30, Kølvrå DK-7470 Karup J +45 72 84 31 11 N/A EKKAZPZX/EKKAZPZP wkar-wingops@mil.dk
6	Types of traffic permitted	IFR/VFR

3. OPERATIONAL HOURS

1	AD administration	MON - TUE 0630-1430 (0530-1330) WED - THU 0630-1400 (0530-1300) FRI 0630-1230 (0530-1130)
2	Customs and immigration	As AD administration
3	Health and sanitation	Medical service AVBL
4	AIS briefing office	As AD administration
5	ATS reporting office	As AD administration
6	MET briefing office	H24
7	ATS	H24
8	Fuelling	As AD administration
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration. Limited capacity.
12	Remarks	PPR 24 HR for landing. Weekends and holidays closed.

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	YES
2	Fuel/oil types	F34 (JET A) F18 (limited capacity), F40/ O-123, O-128, O-133, O-134, O-136, O-148, O-149, H-515
3	Fuelling facilities/capacity	Outside operational hours limited capacity (20.000 litres) F34
4	Oxygen	LOX
5	De-icing facilities	Yes
6	Hangar space for visiting aircraft	NIL
7	Repair facilities for visiting aircraft	YES (See AD 2.1-1 Para 3)
8	Remarks	

5. PASSENGER FACILITIES

1	Hotels	Limited MIL accommodation on base, hotels in Viborg and Herning
2	Restaurants	Cafeteria on base
3	Transportation	Buses near main gate
4	Medical facilities	Infirmery on base, hospitals in Viborg and Herning.
5	Bank and post office	In Karup, 3 km
6	Tourist office	NIL
7	Remarks	

6. RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6. CAT 7 on request, PPR 24H in advance.
2	Rescue equipment	Compliant with CAT
3	Capability for removal of disabled aircraft	Limited
4	Remarks	

7. SEASONAL AVAILABILITY - CLEARING

1	Seasonal availability	All seasons
2	Clearance/removal equipment	Yes
3	Remarks	Caution advised in winter during ice conditions. See snow plan in section AD 1.2-2

8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Aprons surface and strength	Apron N: Concrete, PCN 81 F/A/W/T Apron NE: Concrete, PCN 115 R/D/W/T Others: Concrete/asphalt PCN 14 - 120
2	Taxiway width, surface and strength	TWY S: 40-45 ft, Asph./concr. PCN 120 F/A/W/T TWY W: 75 ft between THR 09 L/R, otherwise 50 ft. Asph./concr. PCN 94 F/A/W/T TWY X: 40 ft, Asph./concr. PCN 65 F/A/W/T TWY E: 40-75 ft, Asph./concr. PCN 119 F/A/W/T TWY E1: 40 ft, Concrete, PCN 120 F/A/W/T TWY C: 45 ft, Asph./concr. PCN 93 F/A/W/T TWY P: 60 ft, Asph./concr. PCN 118 F/A/W/T TWY F: 35 ft, Asph./concr. PCN 74 F/A/W/T
3	ACL location and elevation	Nil
4	VOR/INS checkpoints	Nil
5	Remarks	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft signs	TWY ID signs established. Taxi guidelines available. Visual docking/parking system not avbl
2	RWY and TWY markings and LGT	RWY day marking: 09R/27L: THR, RWY designator, TDZ, CL, EDGE. 09L/27R: THR, RWY designator, CL. 03/21: THR, RWY designator, CL, EDGE. 14/32: THR, RWY designator, CL, EDGE. RWY LGT: See Item 2.14 TWY day marking: Yellow centerline and holding positions TWY lgt: See Item 2.15
3	Stop bars	RGL only
4	Remarks	

10. AERODROME OBSTACLES

Obstacles for Area 2 and 3 are not provided								
Obstacles penetrating obstacle limiting surfaces								
OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
55394	Antenna	56 16 41.81N	009 07 00.58E	374	196		Inner horizontal	72.36
99628	Antenna	56 16 48.00N	009 06 59.94E	328	151		Inner horizontal	26.36

11. METEOROLOGICAL INFORMATION PROVIDED

See GEN 3.5.

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	Directions	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation
					TDZ elevation
1	2	3	4	5	6
09R	089.3°T 085.3°M	9607 x 150 ft or 2928 x 45 M	PCN 75 F/C/W/T asphalt/concrete Composite constr.	561749.74N 0090438.39E	THR 154.00
	269.3°T 265.3°M			561750.85N 0090728.66E	TDZ 160.00
27L					THR 170.00
					TDZ 170.00
09L	089.3°T 085.3°M	9816 x 75 ft or 2992 x 23 M	PCN 120 F/B/W/T asphalt/concrete Composite constr.	561756.70N 0090439.44E	THR 155.00
27R	269.3°T 265.3°M			561757.84N 0090733.43E	-
					THR 171.00
					-

	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
	7	8	9	10	11	12
09R	Less than 1%	755x150 FT / 230 x 45 M	NIL	10001 x 984 ft / 3048 x 300 M	NIL	
27L		745x150 FT / 227 x 45 M		10001 x 984 ft / 3048 x 300 M		
09L		573x75 FT / 175 x 23 M		10210 x 984 ft / 3112 x 300 M		
27R		466x75 FT / 142 x 23 M		10210 x 984 ft / 3112 x 300 M		

12.1 Runway Physical Characteristics Other Runways

RWY design.	TRUE BRG	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation
					TDZ elevation
1	2	3	4	5	6
03	034°	2889 x 50 ft or 880 x 15 M	PCN 90 F/C/W/T asphalt/concrete Composite constr.	561753.78N 0090619.75E	N/A
21	214°			561817.29N 0090648.64E	N/A
14	134°	2273 x 75 ft or 693 X 23 M	PCN 101 F/C/W/T asphalt/concrete Composite constr.	561809.92N 0090645.99E	N/A
32	314°			561754.26N 0090714.80E	N/A
09	089°	2789 X 147 FT or 850 x 45 M	Grass	N/A	N/A
27	269°			N/A	N/A
					N/A
					N/A

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
09R	9607 ft / 2928 M	9607 ft / 2928 M	10362 ft / 3158 M	9607 ft / 2928 M	
27L	9607 ft / 2928 M	9607 ft / 2928 M	10352 ft / 3155 M	9607 ft / 2928 M	
09L	9816 ft / 2992 M	9816 ft / 2992 M	10389 ft / 3167 M	9816 ft / 2992 M	
27R	9816 ft / 2992 M	9816 ft / 2992 M	10282 ft / 3134 M	9816 ft / 2992 M	
03/21	2889 ft / 880 M	2889 ft / 880 M	2889 ft / 880 M	2889 ft / 880 M	
14/32	2273 ft / 693 M	2273 ft / 693 M	2273 ft / 693 M	2273 ft / 693 M	
09/27 grass	2789 ft / 850 M	2789 ft / 850 M	2789 ft / 850 M	2789 ft / 850 M	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LIGHT	THR LIGHT	PAPI	TDZ LIGHT	RWY CL LIGHT	RWY EDGE LIGHT	RWY END LIGHT	SWY LIGHT	Rem.
	Type Length Intensity	Colour WBAR	Angle MEHT	Length	Length Spacing Colour Intensity	Length Spacing Colour Intensity	Colour WBAR	Length Colour	
09R	NATO STD 2953 ft / 900 M White LIH	GREEN LIH	3.00° Left side only		9607 ft / 2928 M 49 ft / 15 M White. From 2000-2600 M Red/White. From 2600 M Red. LIH	9607 ft / 2928 M 197 ft / 60 M White LIH	RED LIH	LIH	
27L	CAT II 2953 ft / 900 M LIH	GREEN LIH	3.00° Left side only	2953 ft / 900 M LIH	9607 ft / 2928 M 49 ft / 15 M White. From 2000-2600 M Red/White. From 2600 M Red. LIH	9607 ft / 2928 M 197 ft / 60 M White LIH	RED LIH	LIH	
09L		GREEN LIL	2.75°			9816 ft / 2992 M 197 ft / 60 M Yellow LIH	RED LIL		
27R		GREEN LIL	2.75°			9816 ft / 2992 M 197 ft / 60 M Yellow LIH	RED LIL		

03						BLUE			
21						BLUE			
14						BLUE			
32						BLUE			
09									
GRASS									
27									
GRASS									

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	NIL
2	LDI indication and LGT Anemometer location and LGT	NIL E and W end of RWY 27L/09R near GP antenna
3	TWY edge and centreline lighting	Blue edge light
4	Secondary power supply switch-over time	15 Sec. During Cat II operation 1 Sec. on RWY 27L.
5	Remarks	

16. HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	56 18.07'N 009 05.38'E
2	TLOF and/or FATO elevation	155 ft AMSL
3	TLOF and FATO area dimensions, surface, strength, marking	30 x 30 m, asphalt, PCN 29 F/C/W/T, white "H"
4	True and MAG BRG of FATO	089.4 / 269.4° True, 087.4 / 267.4° MAG
5	Declared distance available	N/A
6	APP and FATO lighting	N/A
7	Remarks	Dimensioned for EH-101

17. ATS AIRSPACE

1	Designation and lateral limits	KARUP CTR From 562138N 0085025E - 562138N 0085555E - 562448N 0090255E - 562628N 0091755E - 562158N 0092255E - 561358N 0092255E - 561358N 0091725E - 561048N 0091025E - 561048N 0090555E - 561248N 0090255E - 561248N 0085755E - 561328N 0085555E - 561328N 0085025E TO 562138N 0085025E.
2	Vertical limits	GND - 1.500 FT MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	KARUP TOWER EN, DA
5	Transition altitude	3.000 FT
6	Remarks	For description of KA TMA see ENR 2.1-5

18. ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	KARUP APPROACH	120.430 269.275	H24	FL 250/50 NM
TWR	KARUP TOWER	119.580 121.500++ 353.575 257.800 243.000++	H24 H24 H24 H24 H24	4000 FT/25 NM FL 250/50 NM 4000 FT/25 NM
ATIS	KARUP AIRPORT INFORMATION	120.580	H24	DOC: FL 200/60 NM Language: EN
ARR	KARUP ARRIVAL	121.500++ 340.575+ 344.000+ 243.000++	MON-THU 0630-1430 0630-1230	
RESERVED		122.105 360.650 385.400	On request	4000 FT/25 NM 4000 FT/25 NM

+ As required ++ Emergency

19. RADIO NAVIGATION AND LANDING AIDS

Type of aid Cat of ILS/MLS (Variation)	ID	Frequency Mhz	Hours of opera- tion	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
TACAN 4°E (2023)	KAR	CH 37x	H 24	561748.03N 0090030.95E	Coverage FL500/200NM
TAR/SSR		Wave length 10cm	H 24	561729.46N 0090626.22E	Max. range 60 NM, 40.000FT
LOC 27L CAT II	KR	108.15		561749.60N 0090416.19E	
ILS GP 27L		334.55		561746.69N 0090710.25E	Angle 3.00° , RDH 50 FT
DME 27L	KR	CH 18Y	H 24	561746.69N 0090710.25E	Freq. paired with LOC 27L Collocated with GP 27L
LOC 09R CAT I	KAP	108.30		561750.95N 0090745.29E	
DME 09R	KAP	CH 20x	H 24	561745.81N 0090455.93E	
ILS GP 09R		334.10		561745.81N 0090455.93E	Angle 3.00° , RDH 50 FT

20. LOCAL AERODROME REGULATIONS

1. Parachuting is frequently carried out at:
Skive aerodrome, pos: 563301N 091023E.
Viborg aerodrome, pos: 562436N 092433E.
See also ENR 5.5 Aerial Sporting and recreational facilities.
2. Local ATS Area established and described in ENR 2.1-3
The area is primarily used for arriving and departing military flights and special flights.
3. RDAF Flying School
Intensive light aircraft basic training activity Monday-Friday 0800-1530 local time.
Training areas for School flights is established in the northern and southern part of Karup TMA. School flights in traffic circuit for RWY 09/27 grass at 1.000 ft, south of runways.
4. Shooting range, located approx. 1 NM N of RWY's. Activity all weekdays, safe altitude 850ft.
5. Outside operational hours glider activity may be expected from:
Herning aerodrome: 561105N 0090235E.
Viborg aerodrome: 562436N 0092433E.
Nørre Felding glider site: 561758N 0083455E.

See also chart AD 2 EKKA - Glider Areas in TMA.
6. RWY 03/21 and RWY 14/32 are available for take-off and landing during daytime only.

21. NOISE ABATEMENT PROCEDURES

1. 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:
VMC: Avoid overflying the towns/villages Karup and Kølvrå below 2000 feet MSL.
IMC: Turn must not be commenced before DME KAR (CH 37x) 6.5 NM (or DME KAP (CH20y) 4.0 NM) or 2000 feet AMSL, whichever comes first.
2. Afterburner/reheat must be cut off before reaching the Northeast/Southwest going main road (Viborg - Herning) just east of the airfield.

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:
 - 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 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 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 3000m or less or if parts of the maneuvering area are not visually observable 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 550m 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 may apply reduced runway separation involving only military VFR-flights on all runways.

5.2 Traffic information will be given to succeeding aircraft.

5.3 Phraseology for aircraft other than fighter jets and transport aircraft will be "LAND AFTER PRECEDING LANDING".

5.5 Reduced runway separation will not be used between departing and preceding landed aircraft.

6. VFR Flights

6.1 VFR reporting points, VFR holdings and VFR routes are established, see LFC 1:500000.

23. ADDITIONAL INFORMATION

NIL

24. CHARTS RELATED TO EKKA

Aerodrome Chart

Aerodrome Obstacle Chart 09R

Precision Approach Terrain Chart 27L

Visual Approach Chart

Glider areas in TMA

ILS or LOC RWY 09R

COPTER ILS or LOC 09R

COPTER TACAN RWY 09R

HPMA TACAN RWY 09R

RNP RWY 09R

ILS or LOC RWY 27L

COPTER ILS or LOC 27L

COPTER TACAN RWY 27L

HPMA TACAN RWY 27L

RNP RWY 27L



Helicopter Wing Karup



PRIOR PERMISSION REQUIRED (PPR) REQUEST FORM FOR EKKA

***** PPR to be submitted NLT 24 HRS prior to ETA *****

To: Air Base Karup C/o Helicopter Wing Karup Wing Operation Center Herningvej 30 DK-7470 Karup J.	Phone: +45 72 84 31 11 AFTN: EKKAZPZX E-mail: hw-ktp-wingops@mil.dk
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APPLICANTS DETAILS

Name of Requesting Unit / Operator	
Address	
Postal Code	
Nation	
Phone	
AFTN Address	
Email Address	

FLIGHT DETAILS

Aircraft Type	Aircraft Reg.	Callsigns	/
Route (ICAO)	-	-	-
1. ETA (UTC)/ Date	PAX IN	Cargo IN	
1. ETD (UTC)/ Date	PAX OUT	Cargo OUT	
2. ETA (UTC)/ Date	PAX IN	Cargo IN	
2. ETD (UTC)/ Date	PAX OUT	Cargo OUT	
Dangerous cargo	Specify:		
Purpose of Flight			
When "Other purpose" - State Reason:			

REQUEST OF SERVICES

Firefighting Category CIV*)	Firefighting Category MIL*)
Marshalling	Remarks
Parking	Remarks
Ground Power Unit	Remarks 45 KvA 100 KvA
Fuel **)	Quantity: Type:
Hangar Space	Remarks
Toilet Service	Remarks
Cleaning	Remarks
Water	Remarks
De-icing	Remarks
Crew Transport	No. of crew: To:
Flight Plan (AFTN)	NOTAM
TAF METAR SIGWX	Height Winds
Other Services	

*) Mandatory. **) Fuel payment by NATO REQUEST (NAREQ) and billing.

This PPR Request Form is available on <http://www.flv.dk/milaim/pprekka.doc> or contact Wing Operation Center, phone +45 72 84 31 11. Link to MILAIP on EKKA: <http://www.flv.dk/milaim/>

Delays may cause landing permission withdrawn or have consequences for requested services. See OPERATIONAL HOURS, EKKA AD 2.1-1

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