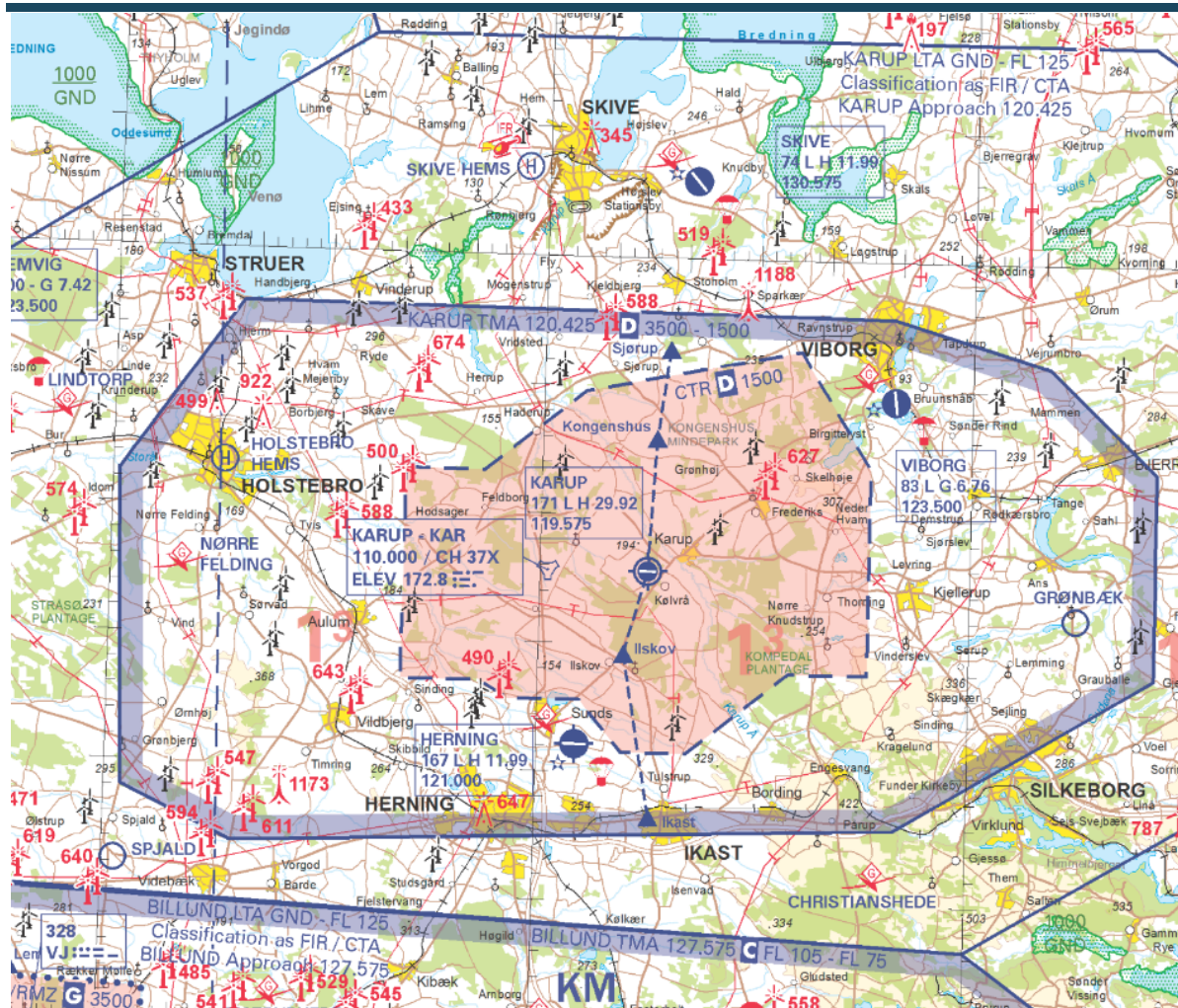


Karup Airport (EKKA)



Charts

by VATSIM-Scandinavia

Elevation 171'	Transition Altitude 3000'	More Charts aim.naviair.dk	TWR 119.575	APP 120.425	ACC Copenhagen 126.050 / 121.375
<div>EKKA Quick Reference notes</div>					
Direct pointsRunway 09R →			← Runway 27LDirect points		
REVBO (BAMRU,EBISO)	ILS KAP 108.30/086			ILS KR 108.15/266	RIKSU (LIRGO,GIROG)
<div>GENERAL</div> <ul style="list-style-type: none">Two Runways. Only 27L/09R used for commercial traffic. 27R/09L is for VFR only					
<div>Arrival</div> <ul style="list-style-type: none">No STARs available. Arrival via “Direct points as described aboveSouthern part of airport is owned by military. Do not taxi south of Runway 27L/09R					
<div>Taxi & Parking</div> <ul style="list-style-type: none">Expect to park on stand 1-5Expect taxi via Runway 03 when landing on 27L, and departing on 09R					
<div>Departure</div> <ul style="list-style-type: none">No SIDs in Karup. Expect to be cleared via flightplan.Expect initial climb FL60Turn can be executed in any direction after passing 850'					

AERODROME CHART - ICAO

ARP : 56 17 50.85N 009 07 28.66E
THR RWY 27L

AD ELEV : 171 FT

ELEV in FT
Dimensions / Distances in M

Karup APP : 120.425 292.750
Karup TWR : 119.575 241.650

AD 2 - EKKA
ADC
(MIL AD, PPR)
Karup / Midtjyllands Lufthavn

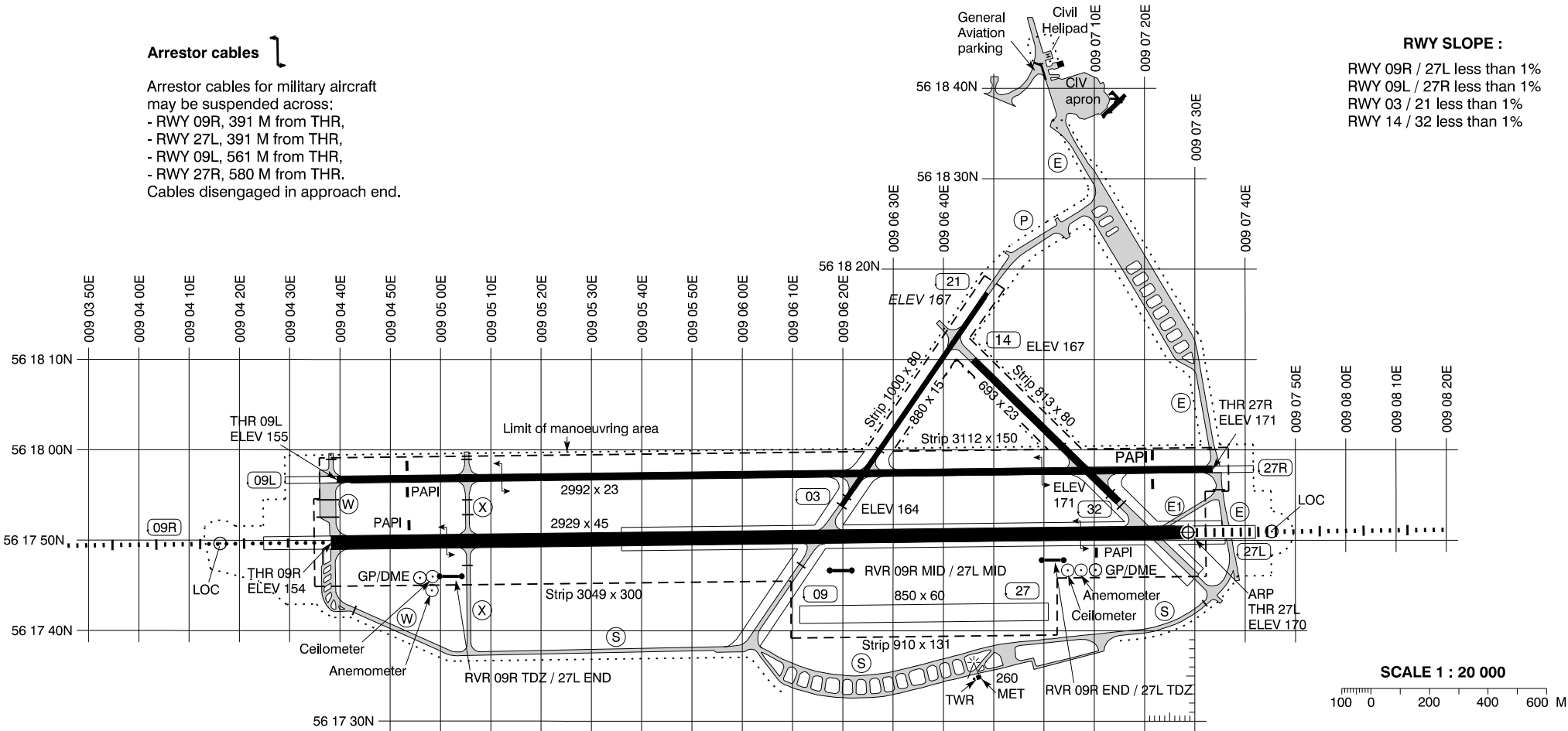
VAR 2.0° E
(DEC 2014)

Arrestor cables

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.

RWY SLOPE :

RWY 09R / 27L less than 1%
RWY 09L / 27R less than 1%
RWY 03 / 21 less than 1%
RWY 14 / 32 less than 1%



RUNWAYS

TAXIWAYS

NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances * intersection with RWY					APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable)						
					PSN TWY	TORA	TODA	ASDA	LDA	APCH	THR	TDZ	PAPI	Centre line	Edge	End
09R	089.3° GEO 087.3° MAG	56 17 49.74N 009 04 38.39E	Asphalt / concrete comp. constr. PCN 75 F / C / W / T	THR, RWY NR TDZ Centre line Side stripes	W X *03/21	2929 2470 1254	2929 2470 1254	2929 2470 1254	2929	900 M White	Green		3.00°	2929 M 15 M Standard colour	2929 M 60 M White	Red
27L	269.3° GEO 267.3° MAG	56 17 50.85N 009 07 28.66E			THR E1 *03/21	2929 2794 1722	2929 2794 1722	2929 2794 1722	2929	900 M CAT II	Green	900 M White	3.00°	2929 M 15 M Standard colour	2929 M 60 M White	Red
09L	089.3° GEO 087.3° MAG	56 17 56.70N 009 04 39.44E	Asphalt / concrete comp. constr. PCN 120 F / B / W / T	THR, RWY NR Centre line Side stripes	W X *03/21	2992 2553 1195	2992 2553 1195	2992 2553 1195	2992		Green LIL		2.75°		2992 M 60 M Yellow LIL	Red LIL
27R	269.3° GEO 267.3° MAG	56 17 57.84N 009 07 33.43			E *03/21	2992 1840	2992 1840	2992 1840	2992		Green LIL		2.75°		2992 M 60 M Yellow LIL	Red LIL
03	034.3° GEO 032.4° MAG	56 17 53.78N 009 06 19.75E	Asphalt / concrete comp. constr. PCN 90 F / C / W / T	THR, RWY NR Centre line Side stripes		880	880	880	880						Blue TWY LIL	
21	214.3° GEO 212.4° MAG	56 18 17.29N 009 06 48.64E				880	880	880	880						Blue TWY LIL	
14	134.3° GEO 132.4° MAG	56 18 09.92N 009 06 45.99E	Asphalt / concrete comp. constr. PCN 101 F / C / W / T	THR, RWY NR Centre line Side stripes		693	693	693	693						Blue TWY LIL	
32	314.3° GEO 312.4° MAG	56 17 54.26N 009 07 14.80E				693	693	693	693						Blue TWY LIL	

OTHER : RWY 09 : Direction 089.0° GEO / 087.0° MAG, Grass, TODA 850, LDA 850
RWY 27 : Direction 269.0° GEO / 267.0° MAG, Grass, TODA 850, LDA 850

Secondary power supply : Yes, RWY 09R / 27L switch-over time 1 SEC during CAT II operations, otherwise 15 SEC. RWY 09L / 27R switch-over time 15 SEC

Width :
TWY C : 13.5 M
TWY E : 12-22.5 M
TWY E1 : 12 M
TWY P : 18 M
TWY S : 12-13.5 M
TWY W : 22.5 M betw. THR 09L/R, otherwise 15 M
TWY X : 12 M

Pavement :
TWY E1 : Concrete
All other : Asphalt / Concrete

Strength :
TWY E1 and S : PCN 120 F / A / W / T
TWY E : PCN 119 F / A / W / T
TWY C : PCN 93 F / A / W / T
TWY P : PCN 118 F / A / W / T
TWY W : PCN 94 F / A / W / T
TWY X : PCN 65 F / A / W / T

Day marking : Yellow centre line, Holding positions

Lighting :
Blue edge
RGL for RWY 09R / 27L

AD 2 - EKKA
APDC
(MIL AD, PPR)
Karup / Midtjyllands Lufthavn



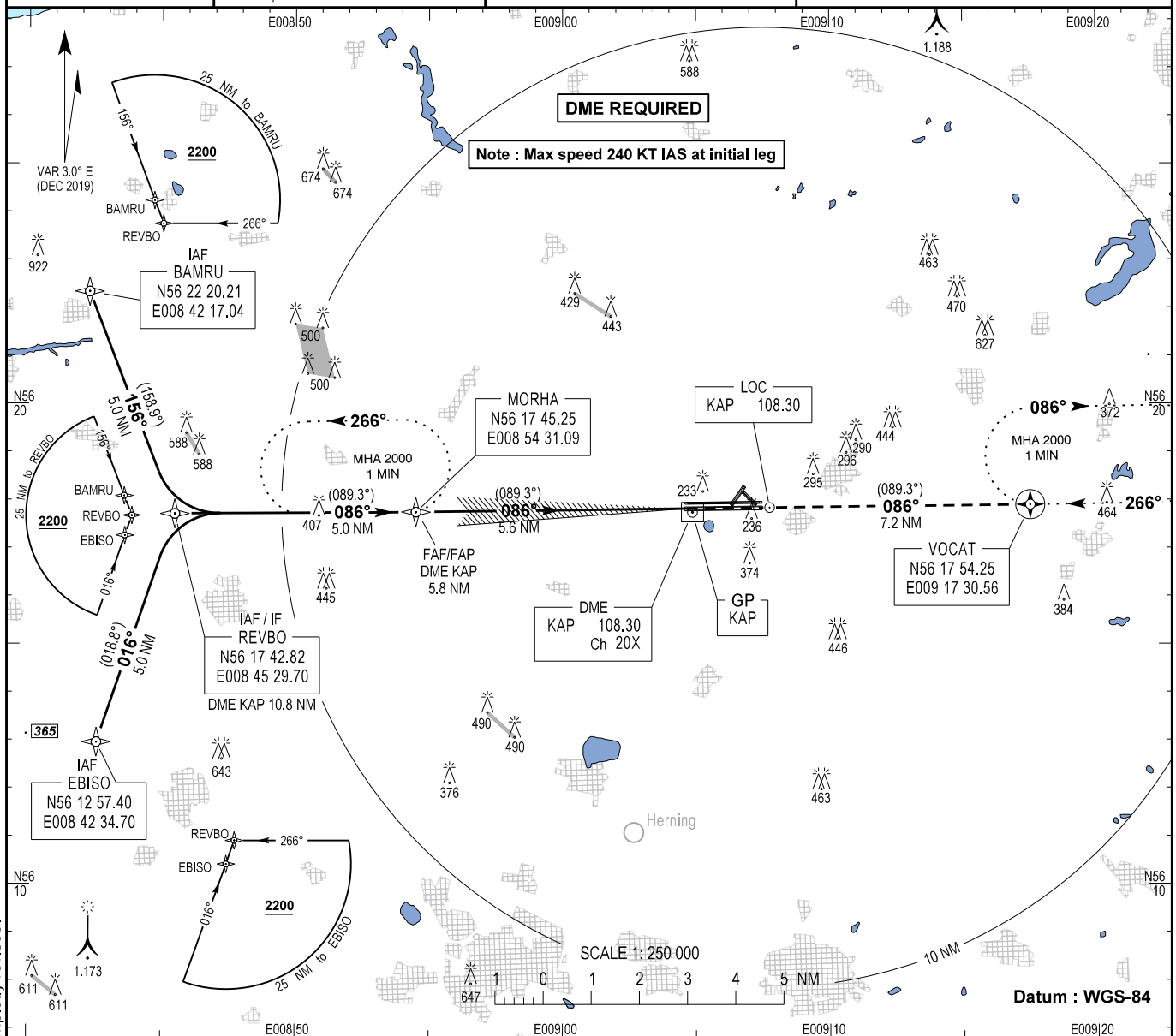
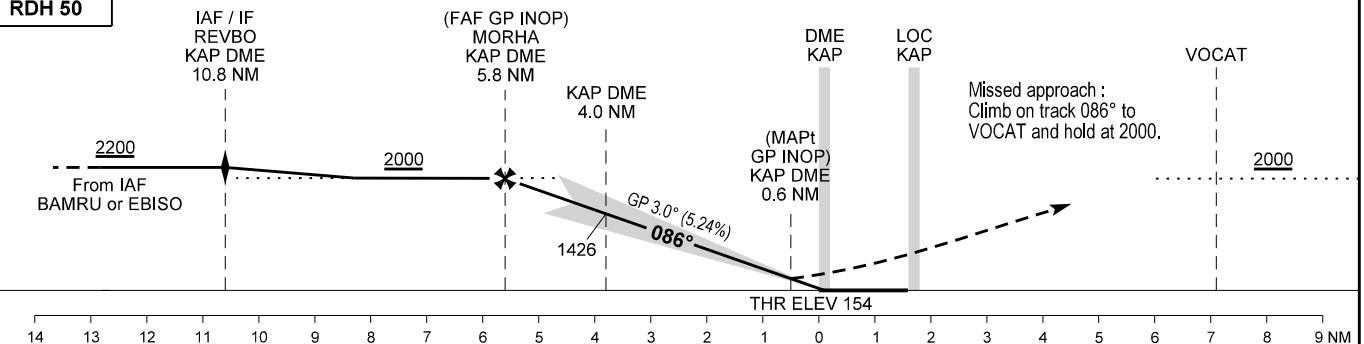
TAXIWAYS	CIV APRON	INS COORDINATES FOR AIRCRAFT STANDS
See Aerodrome chart	Pavement: Asphalt Strength: PCN 55 F / B / X / T	1 - 56 18 38.50N 009 07 11.85E 1A - 56 18 38.62N 009 07 11.74E 2 - 56 18 40.56N 009 07 09.88E 2A - 56 18 40.46N 009 07 09.95E 3/3A - 56 18 40.25N 009 07 05.88E 4/4A - 56 18 39.38N 009 07 03.83E 5 - 56 18 37.22N 009 07 08.45E

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV : 171

Bearings are magnetic (True)
ELEV, ALT and HGT in FTKarup APP : 120.425 292.750
Karup TWR : 119.575 241.650
ATIS : 120.575**AD 2 - EKKA**
ILS or LOC RWY 09R
(MIL AD, PPR)
Karup / Midtjyllands Lufthavn

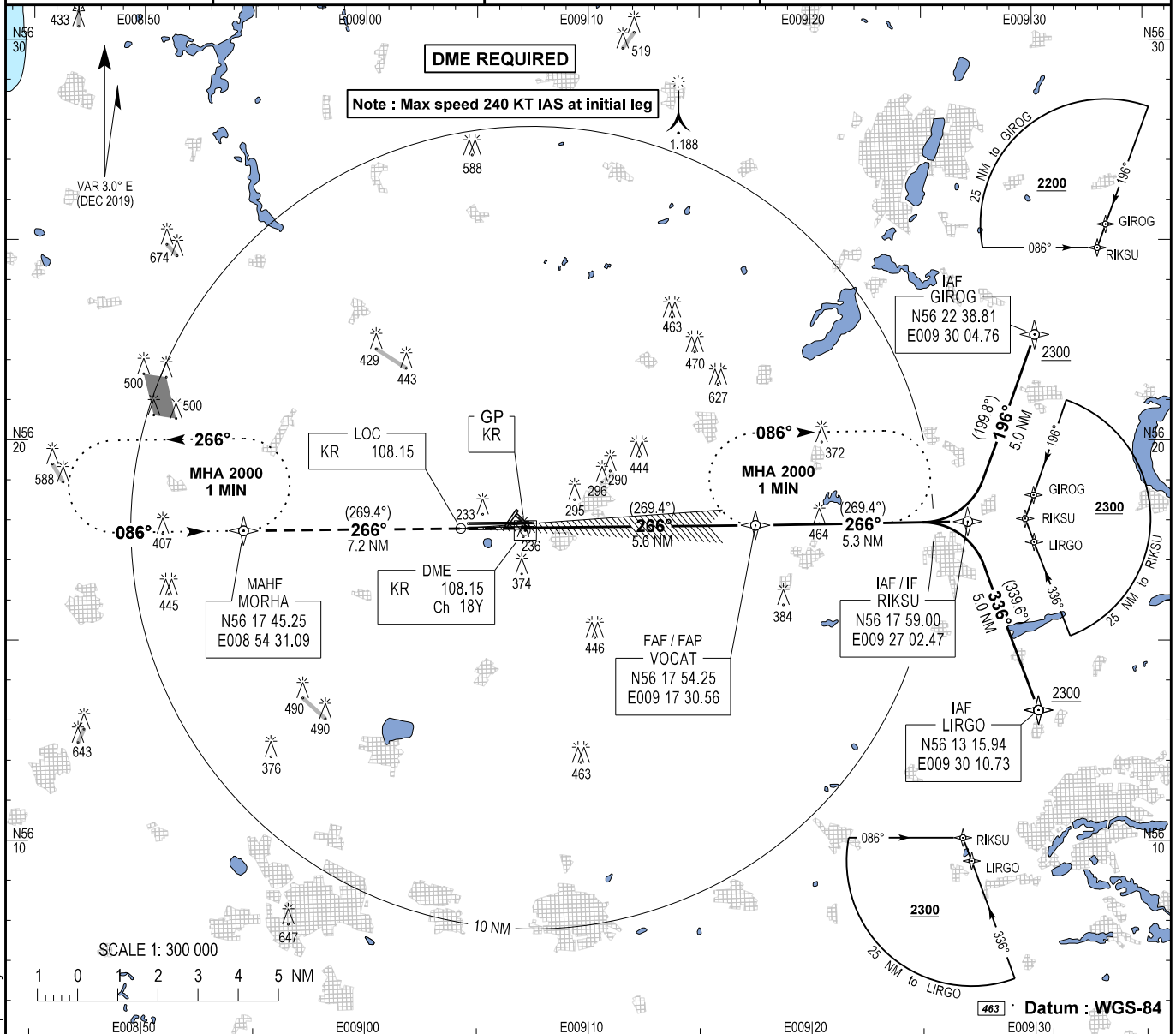
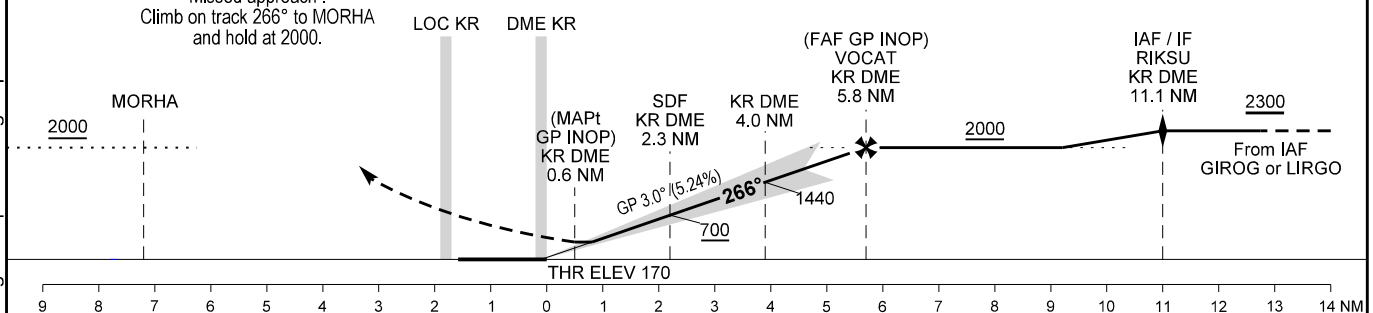
Changes : New glideslope with 3° glidepath. Procedure completely revised.

**TA 3000****RDH 50**

OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS	288 (134)	300 (146)	308 (154)	318 (164)	
GP INOP *	470 (320)				* Timing not authorized for defining MAPt
Circling	670 (499)		840 (669)	860 (689)	
DIST KAP DME (NM)	5	4	3	2	1
DIST to THR (NM)	4.8	3.8	2.8	1.8	0.8
ALT	1750	1430	1110	790	470

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV : 171

Bearings are magnetic (True)
ELEV, ALT and HGT in FTKarup APP : 120.425 292.750
Karup TWR : 119.575 241.650
ATIS : 120.575**AD 2 - EKKA**
ILS or LOC RWY 27L
(MIL AD, PPR)
Karup / Midtjyllands Lufthavn**DME REQUIRED****Note : Max speed 240 KT IAS at initial leg****TA 3000****RDH 50**Missed approach :
Climb on track 266° to MORHA
and hold at 2000.

OCA (H)	A	B	C	D
ILS CAT I	300 (130)	313 (142)	321 (150)	331 (161)
ILS CAT II	218 (48)	229 (59)	242 (72)	253 (83)
GP INOP *	480 (310)			
Circling	670 (499)		840 (669)	860 (689)

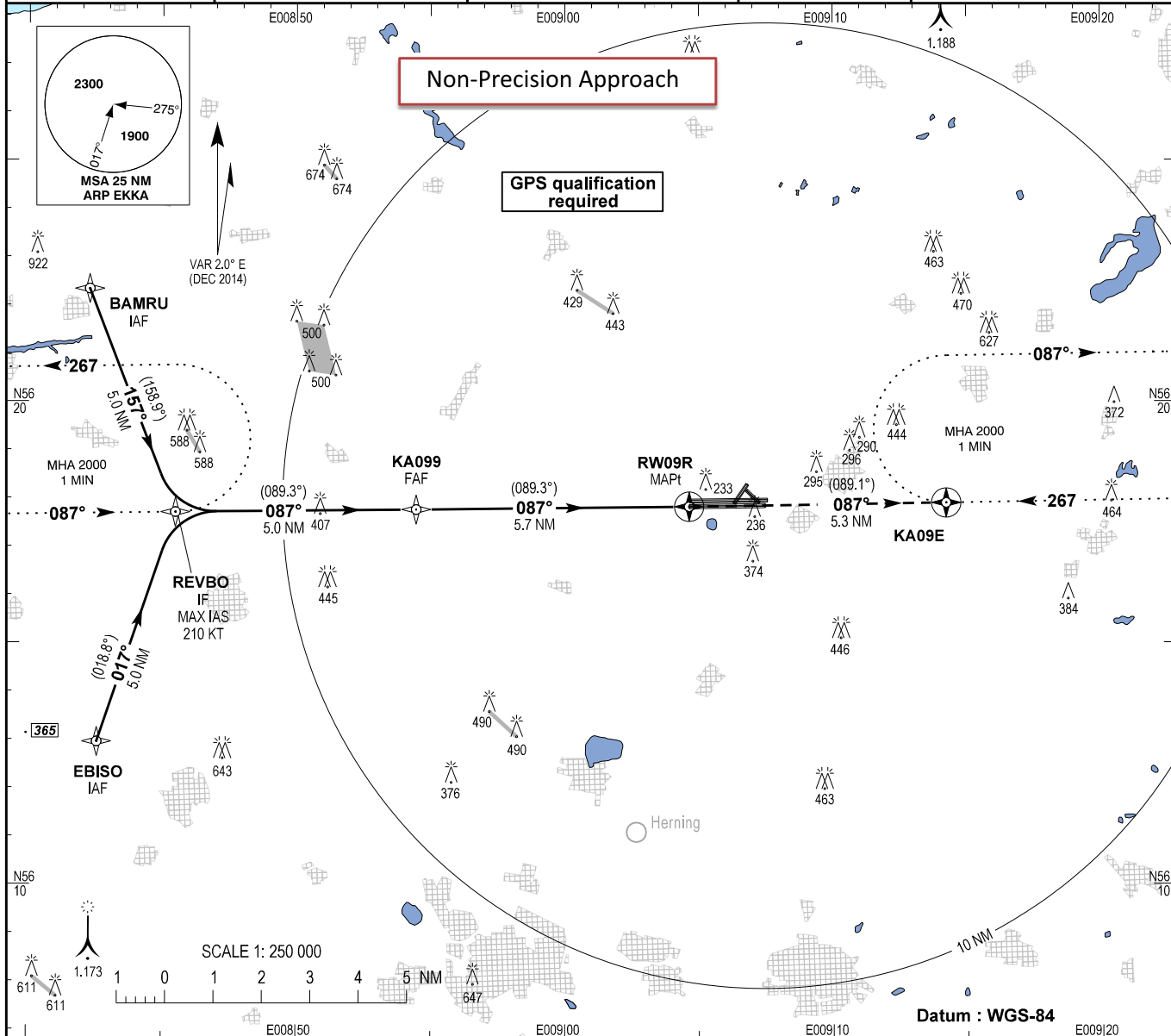
SPECIAL CONDITIONS

* Timing not authorized for defining MAPt

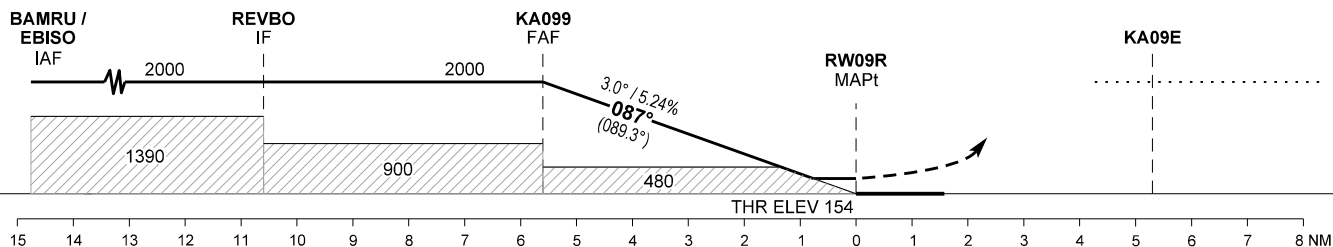
DME KR (NM)	5	4	3	2	1
DIST to THR (NM)	4.8	3.8	2.8	1.8	0.8
ALT	1760	1440	1120	810	490

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV : 171

Bearings are magnetic (True)
ELEV, ALT and HGT in FTKarup APP : 120.425 292.750
Karup TWR : 119.575 241.650
ATIS : 120.575EGNOS Channel :
46175**AD 2 - EKKA**
RNAV (GNSS) RWY 09R - 1
(MIL AD, PPR)
Karup / Midtjylland Lufthavn**Non-Precision Approach****GPS qualification
required****TA 3000****TCH 41.5**Missed approach :
Climb on track to overfly KA09E
and hold at 2000 FT.

RW09R - KA09E (A2000+, HM)



OCA (H)	A	B	C	D
LPV	337 (183)	349 (195)	357 (203)	368 (214)
LNAV/VNAV*	400 (250)	400 (250)	400 (250)	400 (250)
LNAV**	490 (340)	490 (340)	490 (340)	490 (340)
Circling	670 (500)	820 (650)	1060 (890)	1060 (890)

SPECIAL CONDITIONS

* Not to be used below -25°C

** Timing not authorized for defining MAPt

PAPI 3.0° - not aligned with instrument procedure vertical path

DIST to RW09R	1	2	3	4	5
Nominal Altitude	520	830	1150	1470	1790

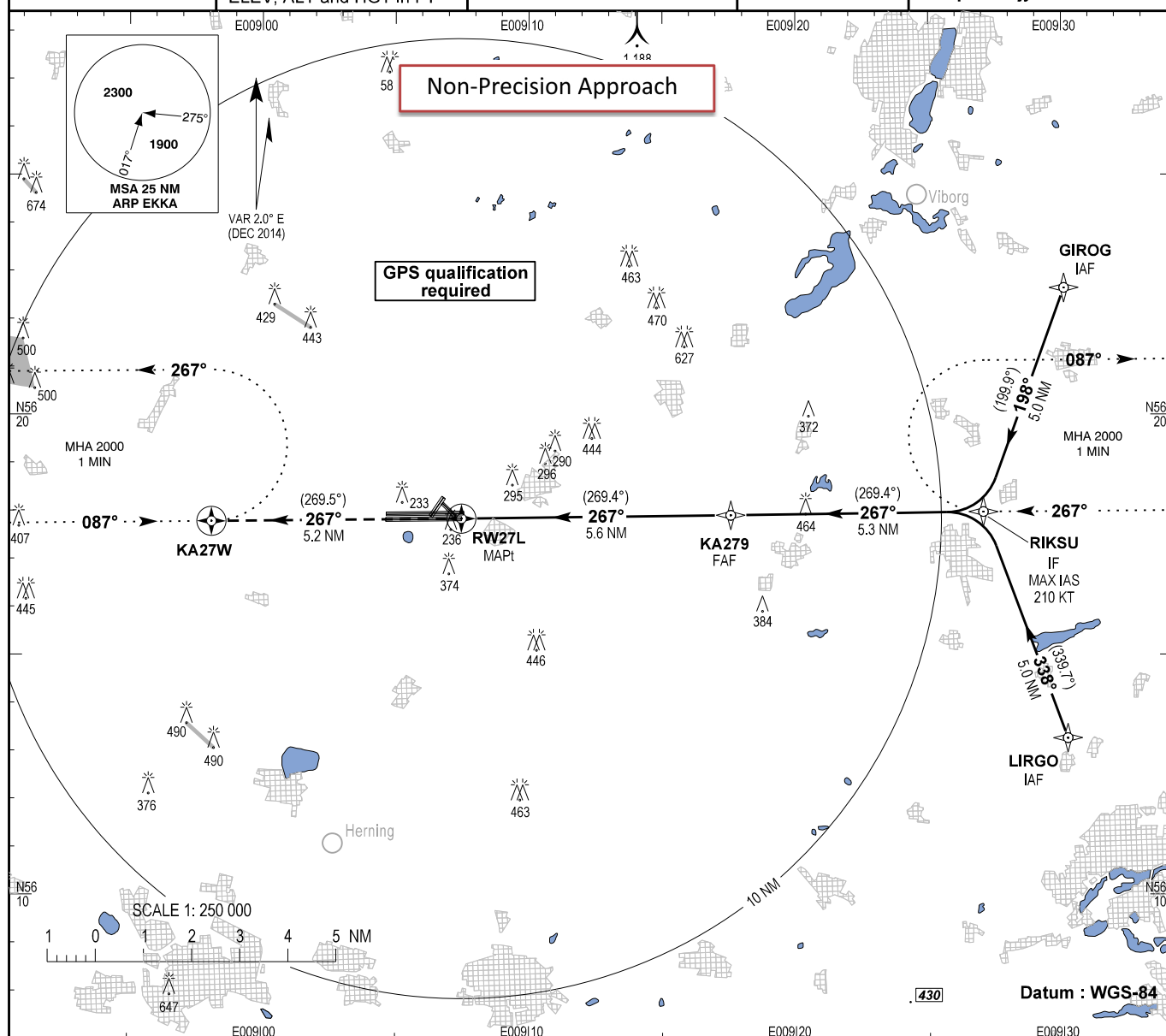
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AIRAC AMDT 01/20 - 30 JAN 20

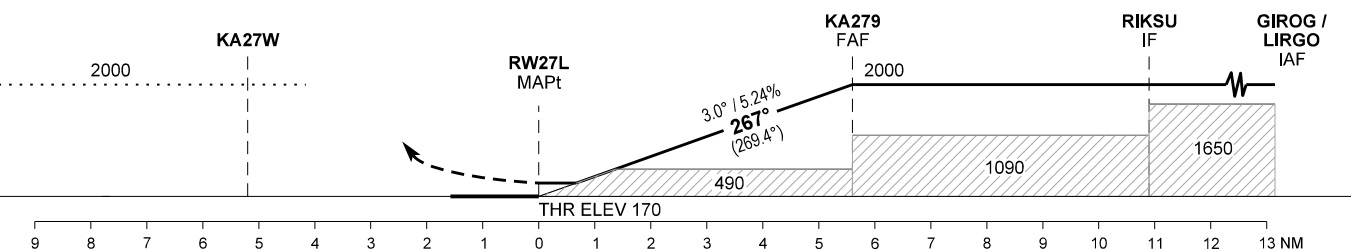
Changes : PAPI angle changed, in note.

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV : 171

Bearings are magnetic (True)
ELEV, ALT and HGT in FTKarup APP : 120.425 292.750
Karup TWR : 119.575 241.650
ATIS : 120.575EGNOS Channel :
54104**AD 2 - EKKA**
RNAV (GNSS) RWY 27L - 1
(MIL AD, PPR)
Karup / Midtjyllands Lufthavn**TA 3000****TCH 39.3**Missed approach :
Climb on track to overfly KA27W
and hold at 2000 FT.

RW27L - KA27W (A2000+, HM)



OCA (H)	A	B	C	D
LPV	366 (196)	378 (208)	386 (216)	397 (227)
LNAV/VNAV*	500 (330)	500 (330)	500 (330)	500 (330)
LNAV**	510 (340)	510 (340)	510 (340)	510 (340)
Circling	670 (500)	820 (650)	1060 (890)	1060 (890)

DIST to RW27L	1	2	3	4	5
Nominal Altitude	530	850	1170	1490	1800

SPECIAL CONDITIONS

* Not to be used below -25°C

** Timing not authorized for defining MAPt

PAPI 3.0° - not aligned with instrument procedure vertical path

Changes : PAPI angle changed, in note.