1. Aerodrome Location Indicator and Name: EKVJ - Stauning

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 59 24.44N 008 21 14.06E Centre of RWY
2.	Distance and direction from city:	7 NM SSE of Ringkøbing
3.	ELEV: REF temperature:	17 FT 21°C
4.	MAG VAR: Annual change:	3° E (JAN 2020) Increasing 12’
5.	AD ADM: AD address:	Vestjyllands Lufhavn ApS Stauning Airport Lufthavnsvej 6 DK-6900 Skjern
	TEL: FAX: E-mail: AFS:	+45 97 36 90 44 NIL ekvj@ekvj.eu EKVJ
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	MON-FRI 0700-2100 (0600-2000) SAT, SUN, HOL 0900-2100 (0800-2000)
2.	Customs and immigration:	The aerodrome is open for traffic to/from all states. Customs clearance and immigration PN 1 HR before ARO closing time.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	As ARO
5.	ATS Reporting Office (ARO):	MON-FRI 0700-1300 (0600-1200) SAT, SUN, HOL CLSD
6.	MET Briefing Office:	As ARO
7.	ATS:	As ARO
8.	Fuelling:	As ARO
9.	Handling:	NIL
10.	Security:	NIL
11.	De-icing:	NIL

12. Remarks: PPR 1 HR PN for AFIS outside ARO service hours. PPR must be submitted not later than 1 HR before ARO closing time.
IFR traffic is not permitted outside AFIS service hours.
Self-service AVBL for aircraft MTOW BLW 2000KG VFR outside opening hours.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	NIL
2.	Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: NIL
3.	Fuelling facilities and capacity:	100LL: 80 L/MIN Jet A1: 220 L/MIN
4.	De-icing facilities:	NIL
5.	Hangar space for visiting aircraft:	NIL
6.	Repair facilities for visiting aircraft:	Yes

7. Remarks: Crew rest: yes, in terminal.

5. Passenger Facilities

1.	Hotels:	Hotels in town
2.	Restaurants:	In Ringkøbing, Stauning
3.	Transportation:	Taxi
4.	Medical facilities:	Hospital in Ringkøbing
5.	Bank and Post Office:	In Ringkøbing
6.	Tourist Office:	In Ringkøbing TEL +45 70 22 70 01

7 Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	NIL
2.	Rescue equipment:	NIL
3.	Capability for removal of disabled aircraft:	NIL

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

3. Remarks: AD available all seasons

8. Aprons, Taxiways and Check Locations/Positions Data

1.	Apron surface and strength:	Asphalt, PCN 21/F/A/Y/T
2.	Taxiway width, surface and strength:	15 M, asphalt, PCN 21/F/A/Y/T
3.	ACL and ELEV:	At apron 16 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:	-	
2.	RWY and TWY markings:	RWY 09/27: THR, RWY NR, centre line, side stripes TWY: Centre line, side stripes, holding position	
3.	Stop bars:	-	

4. Remarks: NIL

10. Aerodrome Obstacles

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Velling 1	Wind turbine	56 01 22N 008 19 06E	660	656	LIH FLG W	

Obstacles penetrating take-off flight path area obstacle identification surface

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

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Velling 2	Wind turbine	56 01 44N 008 19 00E	660	656	Day: LIM FLG W Night: LIM FLG R	

11. Meteorological Information Provided

1.	Associated MET Office:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) TEL +45 39 15 72 72
2.	Hours of service: Outside Hours:	H24
3.	Office responsible for TAF preparation: Periods of validity:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) 9 hours
4.	Type of landing forecast: Interval of issuance:	NIL
5.	Briefing/Consultation	Self briefing (northavimet.com) 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
09	092.4° GEO 089.4° MAG	1450 x 30 M	PCN 21/F/A/Y/T Asphalt	55 59 25.46N 008 20 32.31E	16 FT/-
27	272.5° GEO 269.5° MAG	1450 x 30 M	PCN 21/F/A/Y/T Asphalt	55 59 23.45N 008 21 55.86E	13 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	RESA dimensions	Strip dimensions	Obstacle-free zone
09	0.08 %	251 x 30 M	251 x 150 M	90 x 60 M	1570 x 150 M	-
27	0.08 %	251 x 30 M	251 x 150 M	90 x 60 M	1570 x 150 M	-

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
09	2C	NONP
27	2C	NONP

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
09	1199 M	1450 M	1450 M	1199 M	-
27	1199 M	1450 M	1450 M	1199 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
09	420 M White LIH	Green	3°	-	-	1199 M 60 M White LIH	Red	251 M Red
27	420 M White LIH	Green	3°	-	-	1199 M 60 M White LIH	Red	251 M Red

Remarks: A system to activate the RWY lighting etc. outside the hours of service by VHF radio signals is established. Further details to be obtained from the AD.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: ABN on ADM BLDG, FLG W EV 2.5 SEC, operating when aircraft are expected at night or in poor visibility by day
2. LDI location and LGT: -
   Anemometer location and LGT: -
3. TWY edge and centre line LGT: TWY C: Blue edge LIL, RGL
4. Secondary power supply/switch-over time: Yes, switch-over time MAX 15 SEC
5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits: STAUNING FIZ/RMZ
   56 01 28N 008 20 55E - 56 01 13N 008 33 10E - 55 57 13N 008 32 55E - 55 57 28N 008 20 35E - along an arc of a circle, radius 2 NM centered at 55 59 28N 008 20 45E to 56 01 28N 008 20 55E.
2. Vertical limits: 3500 FT MSL/GND
3. Airspace classification: G
4. ATS unit call sign: Language(s): STAUNING INFORMATION EN, DA
5. Transition altitude: 3000 FT MSL
6. Remarks: Designated as Radio Mandatory Zone REF ENR 1.4 item 3.

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
AFIS	STAUNING INFORMATION	121.405	As ARO	DOC: 4000 FT/25 NM

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
L	AU	346 KHZ	H24	55 59 27.58N 008 19 06.09E		DOC 15 NM
LOC 27	SVJ	110.100 MHZ	H24	55 59 25.78N 008 20 17.88E		
MM 27		75 MHZ	H24	55 59 20.61N 008 23 27.61E		
L	VJ	328 KHZ	H24	55 59 19.13N 008 25 27.97E		DOC 15 NM

20. Local Aerodrome Regulations

1. Within ARO hours visual circuits are to be performed south of the field.
2. Overflying the summerhouse area west of the Aerodrome should be avoided in connection with TKOF and LDG.
3. Overflying the towns within FIZ should be avoided.
4. VFR operations with VIS below 3000 M requires AFIS operational.
5. Due to obstacles (Velling windmills) it is prohibited to approach EKVJ VFR, overflying the area between 300 DEG and 360 DEG, marked on the VAC chart published in VFG DENMARK.

21. Noise Abatement Procedures

NIL

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to STAUNING HOLDING.

1.2 Instrument approach procedures are in airspace classified G below 3500 FT MSL.

1.3 Radio communication failure

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

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

RWY 09/27: Climb straight ahead to at least 600 FT MSL before turn is commenced.

2.3 Procedures are in airspace classified G below 3500 FT MSL.

3. VFR Flights

3.1 VFR reporting points and VFR routes are established, see ANC 1:500 000 - Denmark.

23. Additional Information

NIL

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Instrument Approach Chart - ICAO	NDB CIRCLING A NDB CIRCLING B RNP RWY 09 - 1 RNP RWY 09 - 2 LOC 27 (ACFT CAT A / B) LOC 27 (ACFT CAT C) RNP RWY 27 - 1 RNP RWY 27 - 2 NDB 27 (ACFT CAT A / B) NDB 27 (ACFT CAT C)

25. Visual Segment Surface (VSS) Penetration

Data pending.