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General Information

Location: COPENHAGEN DNK
ICAO/IATA: EKCH / CPH
Lat/Long: N55° 37.07', E012° 39.36'
Elevation: 17 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0226 Z
Sunset: 1953 Z

Runway Information

Runway: 04L
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1873 ft

Runway: 04R
Length x Width: 10833 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline

Runway: 12
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1427 ft

Runway: 22L
Length x Width: 10833 ft x 148 ft
Surface Type: asphalt

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TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22R
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 1969 ft

Runway: 30
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 8 ft
Lighting: Edge, ALS
Displaced Threshold: 886 ft
Stopway: 984 ft

Communication Information

ATIS: 122.755 Arrival Service
ATIS: 122.855 Departure Service
Kastrup Tower: 121.830
Kastrup Tower: 118.705
Kastrup Tower: 118.580
Kastrup Tower: 118.105
Kastrup Tower: 119.355
Kastrup Apron Ramp/Taxi: 121.905
Kastrup Apron Ramp/Taxi: 121.730
Kastrup Apron Ramp/Taxi: 121.630
Kastrup Clearance Delivery: 119.905
Kastrup Final Approach: 120.205
Copenhagen Approach: 118.455
Copenhagen Approach: 119.805
Kastrup Departure: 124.980
Kastrup Departure: 120.255
De-Icing Operations: 131.980
De-Icing Operations: 131.655
Airside Operations: 131.405
De-Icing Operations: 130.655
De-Icing Operations: 123.405

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 122.755
D-ATIS Departure 122.855

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Propeller ACFT as well as turboprop ACFT with take-off weight of 11000kg or more and all jet ACFT should avoid overflying Greater Copenhagen (within KAS 15DME) below 2500' (jet) or 1500' (prop). In case of special meteorological conditions (e.g. CB's significant wind variations) in the approach and take-off sectors, the ATC can at its discretion or on request from the Pilot-in-Command deviate from the restrictions stated below.

1.2.2. PREFERENTIAL RWY SYSTEM

1.2.2.1. RWY RESTRICTIONS (BETWEEN 0600-2300LT)

Propeller and turboprop ACFT with take-off weight of 11000kg or more and all jets:

RWYs 04L/R and 22L/R are the preferential RWYs and shall be used for take-off and landing to the greatest possible extent.

When RWY 04L/R is in use, RWY 04R shall be used for take-off and RWY 04L for landing unless one of the RWYs cannot be used due to snow clearance, disabled ACFT, work on the RWY or RWY conditions. However, ATC can make use of parallel operations.

When RWY 22L/R is in use, RWY 22R shall be used for take-off and RWY 22L for landing unless one of the RWYs can not be used due to snow clearance, disabled ACFT, work on the RWY or RWY conditions. However, ATC can make use of parallel operations when regard of capacity makes it necessary.

RWYs 12 and 30 may be used when:

- the crosswind component on the preferential RWYs exceeds 15 KT;
- reported RWY CC lower than 5 on any third of the preferential RWYs;
- the meteorological conditions are below minima for landing on the preferential RWYs;
- the preferential RWYs can not be used due to snow clearance, disabled ACFT, work on the RWYs or TWYs or due to RWY conditions.

RWY 30 may, however, be used for landing without restrictions.

A request for permission to deviate from a clearance will be complied with if the Pilot-in-Command claims safety reasons.

1.2.2.2. RWY RESTRICTIONS FOR HELICOPTERS (BETWEEN 0600-2300LT)

Take-off shall be commenced from designated RWY take-off positions, except for RWY 30 where take-off from PSN TWY G2 is permitted.

Departures shall be performed in RWY direction, except for RWY 22L and RWY 30, where departure in RWY direction 04 and 12 respectively is permitted.

Departure shall be performed with climb on RWY track to 600' MIM before turn.

Landing shall take place at RWYs only.

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1. GENERAL

1.2.2.3. RWY RESTRICTIONS (BETWEEN 2300-0600LT)

When RWY 04L/R is in use, RWY 04R shall be used for take-off and RWY 04L for landing unless it cannot be used due to snow clearance, disabled ACFT, work on the RWY or RWY conditions.

When RWY 22L/R is in use, RWY 22L shall be used for take-off and landing unless:

- RWY 22L is used for CAT II and III approaches;
- RWY 22L can not be used for take-off due to snow clearance, disabled ACFT, work on the RWY or RWY conditions;
- an extraordinary traffic situation causes delays of more than 1 hour.

RWYs 12 and 30 are closed for take-off and landing.

RWY 30 may, however, be used for landings when:

- the crosswind component on the preferential RWYs exceeds 15 KT;
- the preferential RWYs can not be used due to snow clearance, disabled ACFT, work on the RWYs etc.

Furthermore RWYs 12 and 30 may, however, be used in the following cases:

- for take-off and landing by vital flights such as ambulance and transplantation flights if the preferential RWYs are not available;
- for alternate landings, when the preferential RWYs are no longer available after the flight has commenced and the use of any other alternate APT is not possible;
- for landing in such cases where the aeroplane during flight has experienced reduced airworthiness and the Pilot-in-Command judges it necessary to land;
- for landings when the Pilot-in-Command declares an emergency situation.

1.2.2.4. RWY RESTRICTIONS FOR HELICOPTERS (BETWEEN 2300-0600LT)

APT closed for helicopters.

1.2.2.5. RWY RESTRICTIONS FOR HELICOPTERS (BETWEEN 0600-2300LT)

Take-off and Landings exempted from 1.2.2.2.

In case of special meteorological conditions in the approach and take-off sectors, Pilot-in-Command can request deviations from above provisions for safety reasons.

Take-off and Landings exempted from 1.2.2.2. and 1.2.2.4.

- Vital flights, such as SAR, Hospital, Head of State, Medevac or Humanitarian flights.
- Flights in connection with security control.
- Landings where the Pilot-in-Command declares an emergency or urgency situation.

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1. GENERAL

1.2.3. NIGHTTIME RESTRICTIONS

All ACFT:

- Between 2300-0600LT take-off and landings shall be arranged in such a way that the maximum A-weighted sound pressure level does not exceed 80 dB in six Noise monitoring point positions (1, 5, 6, 7, 8, 9) in the surrounding residential areas.

  RWY 04R:

  Unless otherwise instructed by ATC, take-off with light or medium ACFT must, when possible, be commenced from TWY B3 or B4.

  Exempted are:

  - until 0100LT delayed flights with scheduled take-off or landing before 2300LT;
  - early arriving flights with scheduled landing after 0600LT.

  Violations of the maximum A-weighted sound pressure level will be accepted if caused by:

  - flight safety conditions;
  - RWY utilization due to work on the RWY, CAT II and III landings and other special weather conditions;
  - meteorological conditions which according to an evaluation by the Civil Aviation Administration has influenced the sound transmission.
- Take-off requires an advance approval of the Kobenhavns Lufthavne A/S (Copenhagen APTs) between 2300-0600LT. An advance approval may be obtained for a period of about 6 months if the applicant has demonstrated that the take-off can be carried out in such a way that the demands stated above are complied with.

  If no advance approval exists, take-off may take place if the operator obtains a permit by APT Coordination Denmark A/S either based on documentation stating that the ACFT is noise certificated or based on the knowledge of the Kobenhavns Lufthavne A/S (Copenhagen APTs) that corresponding ACFT have the ability to comply with demands stated above.
- Between 2300-0100LT no advance approval is required if the take-off takes place in the said interval as a result of delay.
- For landing no advance approval is required.

1.3. USE OF MODE S TRANSPONDER

ACFT are asked to ensure that the transponders are able to operate according to ICAO specifications when the ACFT is on the ground.

Flight crew are requested to select the assigned mode A (squawk) code and activate the mode S transponder:

- from commencement of push-back or taxi, whichever comes first;
- after landing, until ACFT is fully parked on stand. After parking, mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with a mode S transponder that has an ACFT identification feature should also select the ACFT identification (item 7 of ICAO flight plan) before activating transponder.

Flight crews of ACFT not equipped with a mode S transponder must squawk assigned SSR-code only when instructed to line up on the RWY. Upon vacating RWY after landing, flight crews on these ACFT shall switch off the transponder. At departure, flight crews of ACFT not equipped with a mode S transponder are requested to state "No mode S transponder" to KASTRUP Apron at first contact.

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1. GENERAL

1.4. TAXI PROCEDURES

In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for manoeuvring to and from stands is not permitted.

When marshaller assistance is compulsory for the particular ACFT stand in question, the pilot will be advised by the ATS-unit.

ACFT movements must never coincide on adjacent ACFT stands with overlapping safety lines. ACFT must not simultaneously taxi into and/or taxi out/push-back from any two adjacent stands.

Taxi-out or push-back from ACFT stands must not be executed without approval from KASTRUP Apron on frequency 121.905.

Initial call regarding ACFT relocation to Apron Arrival.

Crossing of activated stopbars is prohibited. Traffic may proceed only after ATC clearance and when the stopbar light is switched off.

If the stopbar is out of service contingency measures are in force:

- Alternative taxi route where the stopbar is working will be used first of all.
- If no alternative taxi route is available a Follow-me will be used, with RTF-confirmation to cross the stopbar with the information stopbar is out of service.
- If no Follow-me is available, the RTF-confirmation to cross the stopbar with the information stopbar is out of service.

For Permitted Taxi Routes refer to 10-9 charts.

1.5. PARKING INFORMATION

1.5.1. GENERAL

ACFT entering a stand must not proceed unless:

- The Docking Guidance System is operational and ready, displaying the correct ACFT type; or
- A marshaller is present, providing guidance for the ACFT onto the stand.

  The marshaller is easily recognizable by wearing bright red hi-vis clothing and yellow/orange bats. The marshaller also drives the Follow-me car.

  During the stand-entry and parking phase the pilot should ignore hand signalling by any other ground staff present at the stand or in the loading bridge.

A Follow-me car will be provided for code letter D and E ACFT when entering the stands E71, E74, E83, E86 and E89. In case ACFT have to stop during entering the stands, towing to on block can be expected.

Stands G110 and G111 available for helicopters.

1.5.2. DOCKING GUIDANCE SYSTEM

APIS++:	Stands A4, A6, A8, A12, A14, A15, A17, A21, A22, A23, A25, A26, A27, A30, A33, A34, B4, B6 thru B10, B15, B17, B19, C27 thru C30, C32 thru C37, C39, E20, E22, E24, E25, E27, E29, E31, E33, E35, E36, E70 thru E75, E82 thru E90, F1, F4, F5, F7 thru F9, H102 and H105.
Centerline with yellow stop marking:	Stands A28, A31, A32, A50, E76 thru E78, F89 thru F98, G110 thru G114, G120 thru G137, H101, H103, H104, H106 and W1.
Marshaller compulsory:	Stands G15 thru G19, RI, RII and RIII.
ApronVision:	Stands A7, A9, A11, A18 thru A20, D1 thru D4 and G117 thru G119.

For DGS graphics refer to 10-9 charts.

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1. GENERAL

1.5.3. USE OF AUXILIARY POWER UNIT (APU)

Use of APU on ACFT stands shall be limited as much as possible.

Start-up of APU during refuelling is allowed only if the ACFT's APU unit is located outside the fuelling zones.

APU may be used:
- 5 minutes after "On Block";
- 5 minutes before Target Off-Block Time (TOBT).

Exemptions:

When the Outside Air Temperature (OAT) is below -10°C or above +25°C or if the APT supply of power/air conditioning is unserviceable, the following conditions apply:

Information about outside temperature and state of APT power and air conditioning equipment must be obtained from Airside Operations FREQ 131.405 MHZ.

For ACFT types A300, A310, A330, A340, A350, A380, B747, B767, B777, B787, DC10, MD11 and L1011, APU may be used:
- 10 minutes after "On Block";
- 45 minutes before TOBT.

For other ACFT types, APU may be used:
- 5 minutes after "On Block";
- 15 minutes before TOBT.

Operators should not expect dispensation from the APU regulations to be granted.

1.6. OTHER INFORMATION

Tall ships or objects being towed may be expected in the ships fairway Drogden East of the APT, which may affect the obstacle limitation surfaces for RWYs 22L, 22R and 30 or the departure sectors of RWYs 04R, 04L and 12.

If departing ACFT from RWY 04R or 12 in IMC-conditions are unable to climb with at least 400' per NM according to the SID, the RWY affected will be closed for these ACFT if such ships or objects with a height of more than 115' MSL are expected in the fairway during take-off. If ships or objects with a height of more than 180' MSL are expected in the fairway, the RWY will be closed for take-off during passage.

If departing ACFT from RWY 04L in IMC-conditions are unable to climb with at least 400' per NM according to SID, the RWY will be closed for these ACFT if ships or objects with a height of more than 175' MSL are expected in the fairway during take-off.

If departing ACFT from RWY 04R or 12 in VMC-conditions are unable to climb with at least 400' per NM according to the SID, KASTRUP TWR will inform the ACFT if ships or objects with a height of more than 115' MSL are expected in the fairway during take-off.

If departing ACFT from RWY 04L in VMC-conditions are unable to climb with at least 400' per NM according to SID, KASTRUP TWR will inform the ACFT if ships or objects with a height of more than 175' MSL are expected in the fairway during take-off.

During the time of passage of the approach sectors RWY 22L or 30, with ships or objects being towed with a height of more than 180' MSL, the RWY affected will be closed for landing ACFT.

During the time of passage of the approach sector RWY 22R with ships or objects being towed with a height of more than 295' MSL, RWY 22R will be closed for landing and RWY 04L will be closed for take-off.

If an emergency situation during landing or take-off should occur, Kastrup TWR will as far as possible inform the ACFT if such ships or objects are expected in the fairway during landing or take-off.

Holding ACFT on HP A1-A4 and E1 may infringe the approach/take-off surface for RWY 22R/04L.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. LANDING RESTRICTIONS

Propeller and turboprop ACFT with take-off weight of 11000kg or more and all jets:

- RWY 04L/R: Visual approaches must be performed within the sector shown on chart 10-4.

  Visual approaches crossing the sector boundaries will be investigated by the authorities.

2.1.2. REVERSE THRUST

Use of more than idle reverse thrust is allowed only for safety reasons.

With respect to propeller and turboprop ACFT idle reverse refers to propeller in beta range and engine at idle power.

2.2. CAT II/III OPERATIONS

RWY 04L approved for CAT II operations, RWY 22L approved for CAT II/III operations; special aircrew and ACFT certification required.

Pilots who intend to carry out a CAT II/III ILS approach are to use the following phrase:

"Request Category II (or III) ILS approach RWY ... (mention RWY number)".

Above mentioned request shall be made to either MALMO Control or to COPENHAGEN Control and confirmed on first contact with COPENHAGEN Approach.

2.3. TAXI PROCEDURES

Multi-engine propeller ACFT shall enter stand with one engine operating only.

Taxiing onto stands B10, B15 and B17 is with Follow-me car while crossing the service road.

For Taxi Routings refer to 10-9 charts.

KASTRUP Tower will give permission to cross RWY 12/30. Depending on parking stand KASTRUP Tower will allocate traffic to the western or eastern part of APT.

2.4. LOST COMMUNICATION

2.4.1. LOST COMMUNICATION PROCEDURE DURING ARRIVAL

Squawk 7600.
If possible, call Supervisor EKDK +45 32 48 19 33. Use telephone connection to mitigate communication failure only. All telephone calls will be automatically recorded. If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.

In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (ERNOV, LUGAS, OLPIB, ROSBI, TIDVU). Descend to FL080 (FL100 for ERNOV) in the holding pattern. If already at a lower level, maintain that level. From the primary holding pattern proceed via ERNOV, KOR, OLPIB, TIDVU or TNO direct to KASFI. Maintain FL080 (FL100 via ERNOV) or last cleared and acknowledged level or altitude.

If radio communication failure occur during vectoring or after passing over or abeam the primary holding fix, proceed direct to KASFI. Maintain FL080 (FL100 via ERNOV) or last cleared and acknowledged level or altitude.

When distance to KASFI is 15 NM or less descend to 5000.

After KASFI descend to 3000 and proceed direct relevant IAF for RWY in use for landing as listed below:

- RWYs 04L/R:
  - DOPEM for entry via ERNOV, LUGAS and ROSBI.
  - ERPUK for entry via OLPIB and TIDVU.
- RWY 12:
  - AGTIC for entry via ERNOV and TIDVU.
  - FEDJO for entry via LUGAS, OLPIB and ROSBI.
- RWYs 22L/R:
  - ABEGI for entry via OLPIB and TIDVU.
  - ADOVI for entry via ERNOV, LUGAS and ROSBI.
- RWY 30:
  - COPHO for entry via ERNOV.
  - HOFFO for entry via LUGAS, OLPIB, ROSBI and TIDVU.

From IAF perform the appropriate instrument approach procedure.
If radio communication failure occurs after passing IAF continue approach procedure.

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2. ARRIVAL

2.5. OTHER INFORMATION

2.5.1. DEPENDENT PARALLEL APPROACHES RWYs 04L/22R AND 04R/22L

Decision concerning applicable RWY will be passed by Approach Control to ACFT not later than on intermediate approach. Expect dependent parallel operations between 0500-2200LT if VIS is 800m or more. RWYs 04L and 22L can be expected, or as directed.

2.5.2. IFR VISUAL APPROACH

In case of missed approach, follow the corresponding RWY ILS missed approach procedure.

3. DEPARTURE

3.1. DE-ICING

In weather conditions where de-icing might be relevant, Clearance Delivery (119.905) shall be informed as early as possible whether de-icing is needed or not.

De-icing and anti-icing of ACFT may take place only in the following areas and frequencies are to be used:

De-icing Twy A, Lane 1+2: 123.405
De-icing Twy A, Lane 3: 130.655
De-icing Twy B: 131.655
De-icing Twy V: 131.980

Stop systems:
- For de-icing Twy A: Yellow stop markings.
- For de-icing Twy B: De-icing traffic light showing green, amber or red light.
- For de-icing Twy V: INOGON (stop abeam INOGON) for ICAO code letter C and D ACFT.
  Yellow stop marking for ICAO code letter A and B ACFT.

Post de-icing procedures:
- De-icing Twy A & B: After receiving "all clear signal" (thumbs up) from the ground crew, taxi forward on the de-icing area and stop before the illuminated stop line to complete the post de-icing procedures and checklists. When ready to exit, call ATC for taxi clearance.
- De-icing Twy V: Before taxiing away from the area, ACFT shall receive "all clear signal" (thumbs up) from ground crew and ATC taxi clearance.

The de-icing areas are covered by a special friction surface, but still the braking action may be reduced due to de-icing fluid.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.2.1. GENERAL

KASTRUP Tower will give permission to cross RWY 12/30.

3.2.2. APT COLLABORATIVE DECISION MAKING (A-CDM)

3.2.2.1. TARGET OFF-BLOCK TIME (TOBT) AND TARGET START-UP APPROVAL (TSAT) REQUIREMENTS

Irrespective of the TSAT, the ACFT must be ready for departure at the TOBT ±5 minutes as the TSAT may be revised forward at short notice. Any time the TOBT or TSAT can not be met, or an earlier departure is required, the TOBT must be updated expeditiously by the airline operator/ground handler.

3.2.2.2. ATC CLEARANCE DELIVERY

Departing ACFT shall contact Clearance Delivery on 119.905 prior to TOBT in order to obtain ATC clearance. Clearance is available from TOBT -30 minutes. At initial contact ACFT type and de-icing need shall be stated.

3.2.2.3. START AND PUSH-BACK/TAXI CLEARANCE

Pilots must report/be ready for start and push-back/taxi at TOBT ±5 minutes to KASTRUP Apron on frequency 121.905, all aprons.

ACFT leaving the stand by own power shall obtain taxi instruction only, except in de-icing situations, where the ACFT shall obtain start-up approval. Permission to push-back or taxi out from a stand or position must not be requested unless the tractor/ACFT is ready to perform the maneuver immediately.

Await activation of squawk until taxi or push-back clearance has been obtained.

3.2.2.4. DEPARTURE CLEARANCE

Departure Clearance should be requested via Data Link Departure Clearance (DCL) at TOBT -30 minutes. If DCL is not available, Departure Clearance shall be requested via RTF/Clearance Delivery on 119.905 at TOBT -30 minutes.

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3. DEPARTURE

3.2.3. JET ACFT

On nose-in/push-back stands, jet engine start-up must take place after push-back has been initiated only, unless APU is unserviceable or ACFT is not fitted with APU.

3.2.4. PROPELLER ACFT

During start-up of multi-engine propeller ACFT noise should be reduced as much as possible.

On nose-in/push-back stands, one engine only must be started on the stand. Start-up of remaining engines after push-back.

On turn-in/turn-out stands one engine only should be started on the stand.

3.3. SPEED RESTRICTIONS

MAX 250 KT at or below FL070.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. TAKE-OFF RESTRICTIONS

Propeller and turboprop ACFT with MTOM of 11000kg or more (between 2300-0600LT irrespective of weight) and all jets:

Departures crossing the sector boundaries shown on chart 10-4 will be investigated by the authorities.

- RWY 12: Take-off shall be commenced from TWY K3.

  When instructed by ATC:
  - Propeller and turboprop ACFT are allowed to commence take-off from TWY K2 or D.
  - Jet ACFT are allowed to commence take- off from position 12-X or TWY K2.

  Turns must not be commenced until having passed SEZAC.
- RWY 22L: Take-off shall be commenced from TWY V1 or V2. Turn must not be commenced until having passed LEVDO (KAS 2 DME).
- RWY 22R: Turn must not be commenced until having passed RUBAT (KAS 2 DME).
- RWY 30: Take-off shall be commenced from position G1. Turns must not be commenced until having passed BAFIQ.

Valid only between 2300-0600LT:

- RWY 04R: Take-off with light and medium fixed-wing ACFT must, when possible, be commenced from TWY B3 or B4, unless otherwise instructed by ATC.

3.5. LOST COMMUNICATION

In case of radio communication failure climb to level assigned to the SID. Maintain until the departure designation point (SALLO, KEMAX, SIMEG, BETUD, NEXEN, KOPEX, LANGO, ODDON, GOLGA or VEDAR). Then climb to the FL stated in the flight plan. In case of radio failure under radar vectoring, ACFT shall as quickly as possible revert to the assigned SID.

3.6. OTHER INFORMATION

3.6.1. DATALINK DEPARTURE CLEARANCE (DCL)

Earliest time for obtaining predeparture clearance via datalink (ACARS) is 30 minutes prior to TOBT.

Latest time for obtaining clearance is at TOBT.

The cockpit acknowledgement of the clearance has to be sent via datalink within 5 minutes after receiving the clearance.

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COPENHAGEN, DENMARK

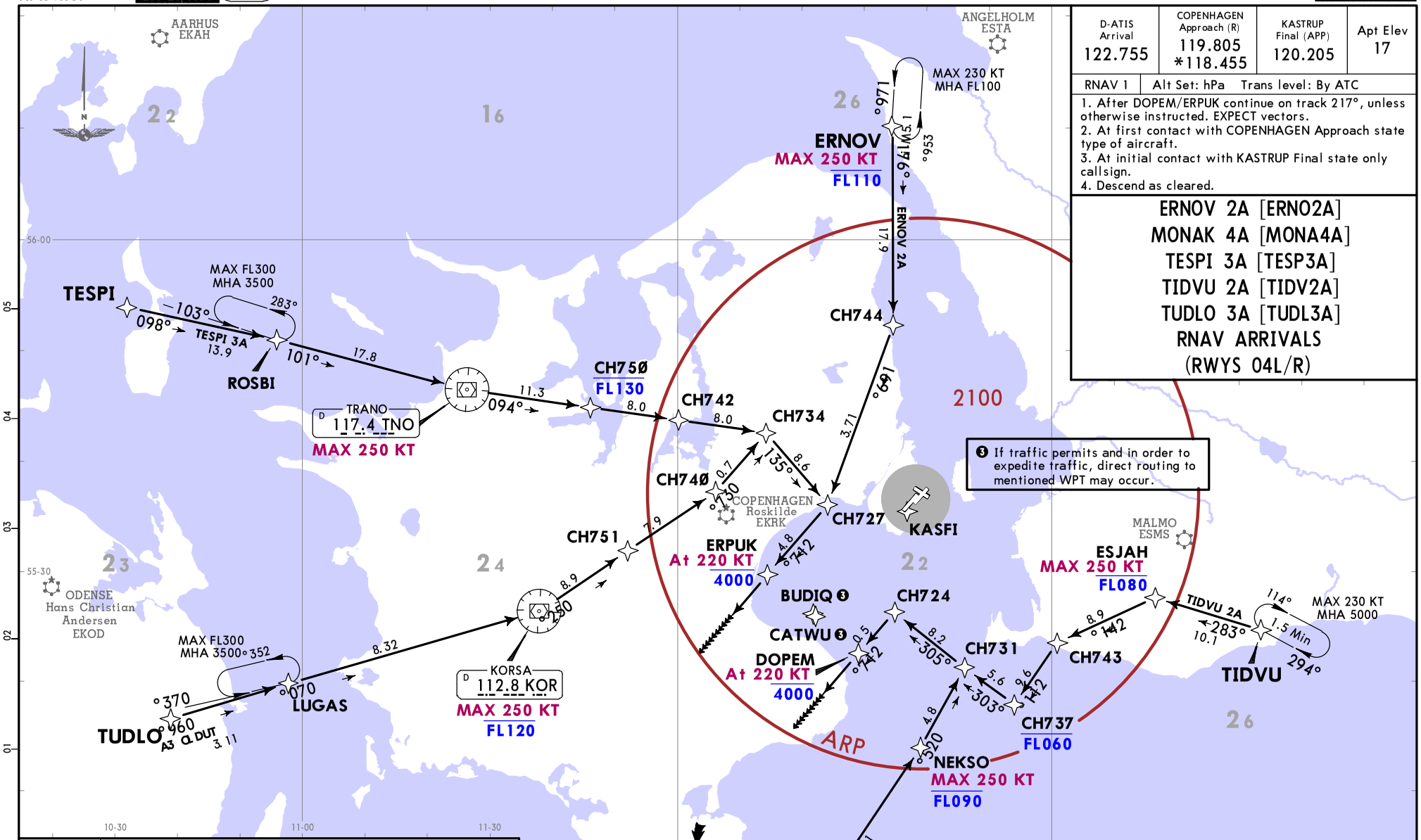
RNAV STAR

D-ATIS Arrival	COPENHAGEN Approach (R)	KASTRUP Final (APP)	Apt Elev
122.755	119.805 *118.455	120.205	17

RNAV 1 | Alt Set: hPa | Trans level: By ATC

1. After DOPEM/ERPUK continue on track 217°, unless otherwise instructed. EXPECT vectors.
2. At first contact with COPENHAGEN Approach state type of aircraft.
3. At initial contact with KASTRUP Final state only callsign.
4. Descend as cleared.

ERNOV 2A [ERNO2A]
MONAK 4A [MONA4A]
TESPI 3A [TESP3A]
TIDVU 2A [TIDV2A]
TUDLO 3A [TUDL3A]
RNAV ARRIVALS
(RWYS 04L/R)



STAR	ROUTING
ERNOV 2A	ERNOV (K250-; FL110-) - CH744 - CH727 - ERPUK (K220; 4000-) - RADAR vectoring.
MONAK 4A	MONAK - OLPIB - NEKSO (K250-; FL090-) - CH731 - CH724 - DOPEM (K220; 4000-) - RADAR vectoring.
TESPI 3A ❶	TESPI - ROSBI - TNO VOR (K250-) - CH750 (FL130-) - CH742 - CH734 - CH727 - ERPUK (K220; 4000-) - RADAR vectoring.
TIDVU 2A	TIDVU - ESJAH (K250-; FL080-) - CH743 - CH737 (FL060-) - CH731 - CH724 - DOPEM (K220; 4000-) - RADAR vectoring.
TUDLO 3A ❷	TUDLO - LUGAS - KOR VOR (K250-; FL120-) - CH751 - CH740 - CH734 - CH727 - ERPUK (K220; 4000-) - RADAR vectoring.

❶ Domestic traffic may flight plan to join this arrival at TNO VOR.
❷ Domestic traffic may flight plan to join this arrival at KOR VOR.

CHANGES: Procedure MONAK 3A renumbered 4A, general note 1 revised, CDA VOR replaced with waypoint OLPIB, waypoint BASLO withdrawn, waypoints BUDIQ & CATWU established.

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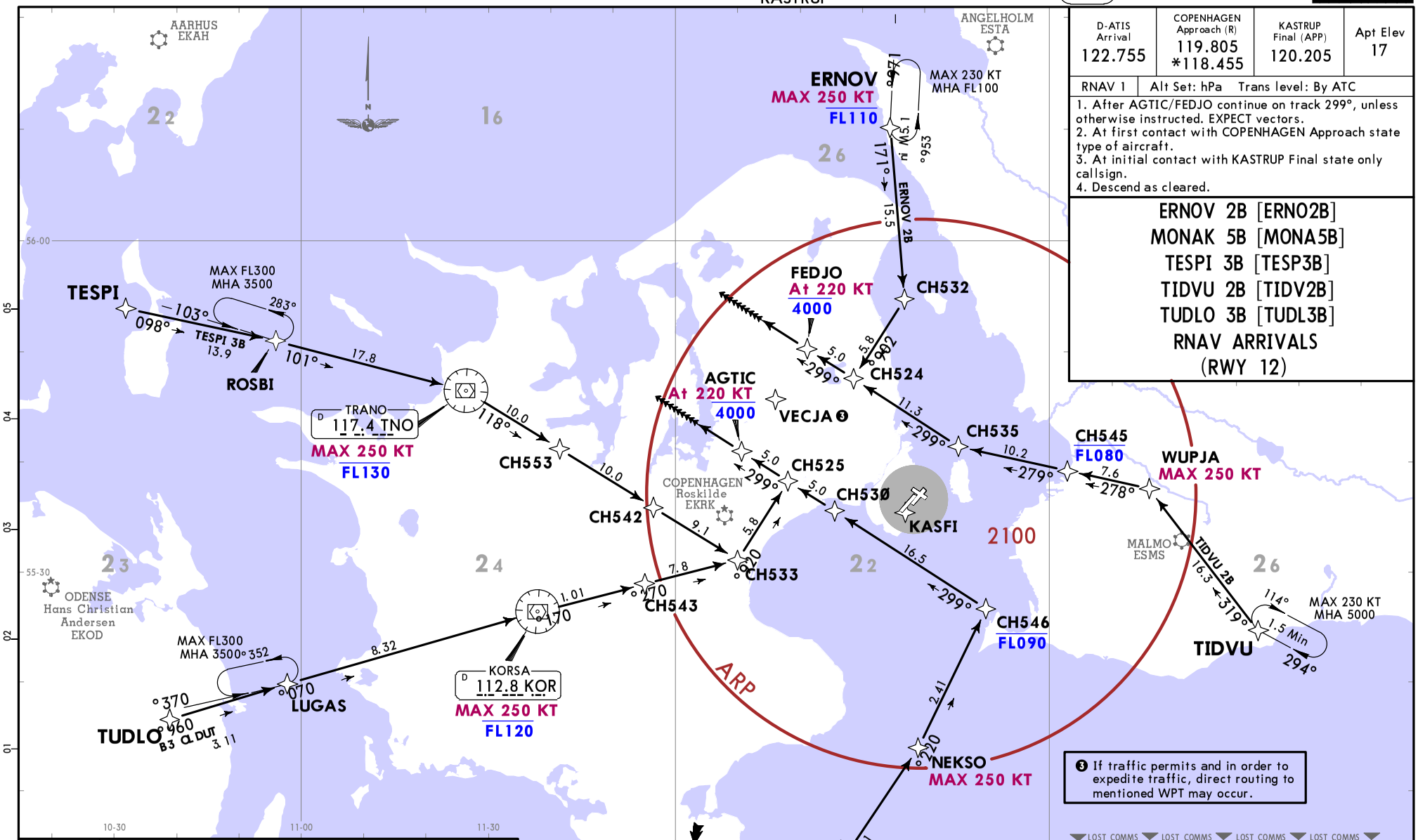
D-ATIS Arrival	COPENHAGEN Approach (R)	KASTRUP Final (APP)	Apt Elev
122.755	119.805 *118.455	120.205	17

RNAV 1 | Alt Set: hPa | Trans level: By ATC

1. After AGTIC/FEDJO continue on track 299°, unless otherwise instructed. EXPECT vectors.
2. At first contact with COPENHAGEN Approach state type of aircraft.
3. At initial contact with KASTRUP Final state only callsign.
4. Descend as cleared.

ERNOV 2B [ERNO2B]
MONAK 5B [MONA5B]
TESPI 3B [TESP3B]
TIDVU 2B [TIDV2B]
TUDLO 3B [TUDL3B]
RNAV ARRIVALS
(RWY 12)



STAR	ROUTING
ERNOV 2B	ERNOV (K250-; FL110-) - CH532 - CH524 - FEDJO (K220; 4000-) - RADAR vectoring.
MONAK 5B	MONAK - OLPIB - NEKSO (K250-) - CH546 (FL090-) - CH53Ø - CH525 - AGTIC (K220; 4000-) - RADAR vectoring.
TESPI 3B ❶	TESPI - ROSBI - TNO VOR (K250-; FL130-) - CH553 - CH542 - CH533 - CH525 - AGTIC (K220; 4000-) - RADAR vectoring.
TIDVU 2B	TIDVU - WUPJA (K250-) - CH545 (FL080-) - CH535 - CH524 - FEDJO (K220; 4000-) - RADAR vectoring.
TUDLO 3B ❷	TUDLO - LUGAS - KOR VOR (K250-; FL120-) - CH543 - CH533 - CH525 - AGTIC (K220; 4000-) - RADAR vectoring.

❶ Domestic traffic may flight plan to join this arrival at TNO VOR.
❷ Domestic traffic may flight plan to join this arrival at KOR VOR.

OLPIB
MAX FL190
MHA 3500

❸ If traffic permits and in order to expedite traffic, direct routing to mentioned WPT may occur.

LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.

Approximate track miles to THR can be deducted from the last 2 digits in the alpha numeric waypoint names (e.g. CH632 equals approximate 32 NM to THR).

CHANGES: Procedure MONAK 4B renumbered 5B, general note 1 revised, CDA VOR replaced with waypoint OLPIB, waypoint EXOPO withdrawn, waypoint VECJA established.

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COPENHAGEN, DENMARK

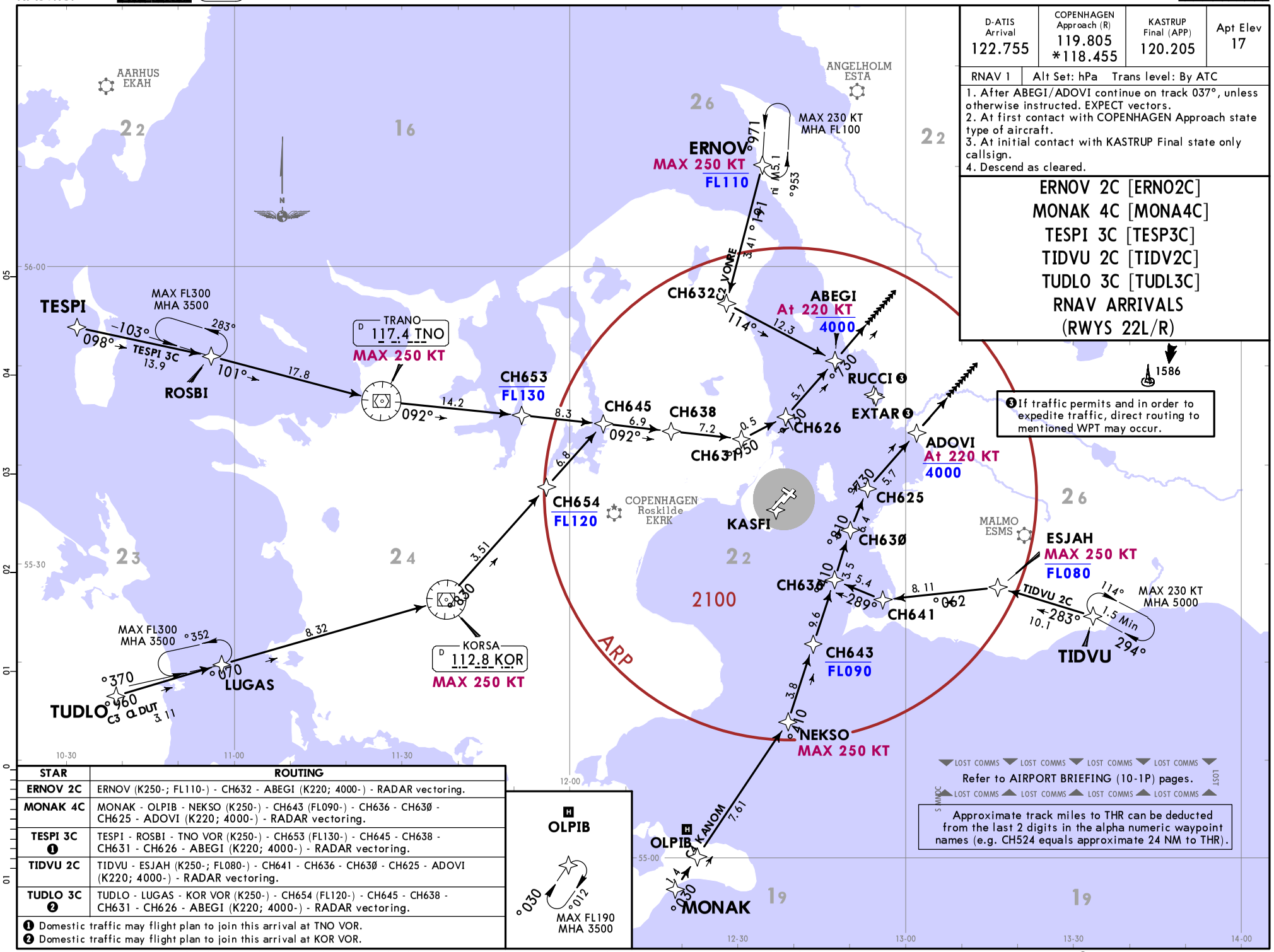
RNAV STAR

D-ATIS Arrival	COPENHAGEN Approach (R)	KASTRUP Final (APP)	Apt Elev
122.755	119.805 *118.455	120.205	17

RNAV 1 | Alt Set: hPa | Trans level: By ATC

1. After ABEGI/ADOVI continue on track 037°, unless otherwise instructed. EXPECT vectors.
2. At first contact with COPENHAGEN Approach state type of aircraft.
3. At initial contact with KASTRUP Final state only callsign.
4. Descend as cleared.

ERNOV 2C [ERNO2C]
MONAK 4C [MONA4C]
TESPI 3C [TESP3C]
TIDVU 2C [TIDV2C]
TUDLO 3C [TUDL3C]
RNAV ARRIVALS
(RWYS 22L/R)



STAR	ROUTING
ERNOV 2C	ERNOV (K250-; FL110-) - CH632 - ABEGI (K220; 4000-) - RADAR vectoring.
MONAK 4C	MONAK - OLPIB - NEKSO (K250-) - CH643 (FL090-) - CH636 - CH63Ø - CH625 - ADOVI (K220; 4000-) - RADAR vectoring.
TESPI 3C ❶	TESPI - ROSBI - TNO VOR (K250-) - CH653 (FL130-) - CH645 - CH638 - CH631 - CH626 - ABEGI (K220; 4000-) - RADAR vectoring.
TIDVU 2C	TIDVU - ESJAH (K250-; FL080-) - CH641 - CH636 - CH63Ø - CH625 - ADOVI (K220; 4000-) - RADAR vectoring.
TUDLO 3C ❷	TUDLO - LUGAS - KOR VOR (K250-) - CH654 (FL120-) - CH645 - CH638 - CH631 - CH626 - ABEGI (K220; 4000-) - RADAR vectoring.

❶ Domestic traffic may flight plan to join this arrival at TNO VOR.
❷ Domestic traffic may flight plan to join this arrival at KOR VOR.

CHANGES: Procedure MONAK 3C renumbered 4C, general note 1 revised, CDA VOR replaced with waypoint OLPIB, waypoint LAMOX withdrawn, waypoints EXTAR & RUCCI established.

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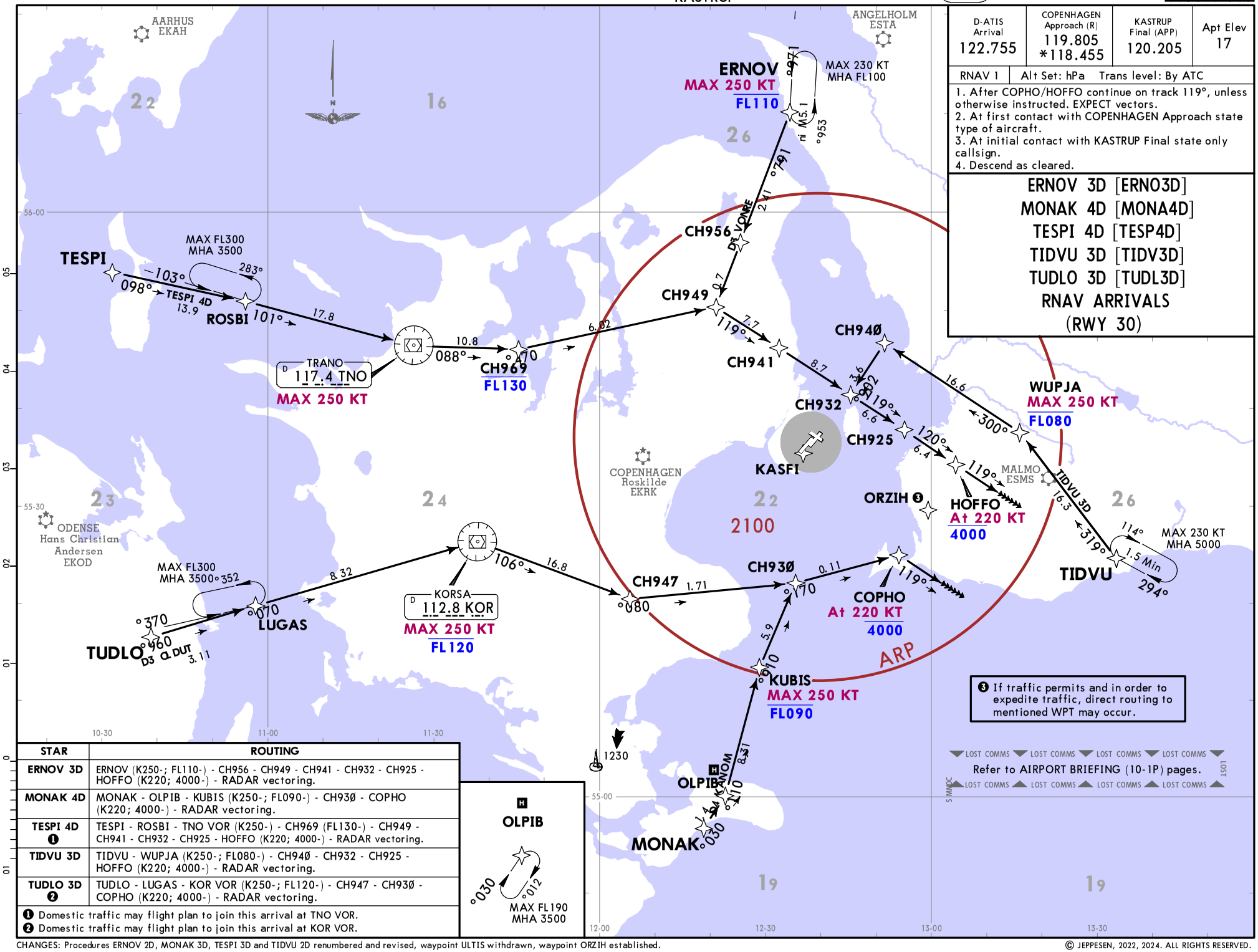
D-ATIS Arrival	COPENHAGEN Approach (R)	KASTRUP Final (APP)	Apt Elev
122.755	119.805 *118.455	120.205	17

RNAV 1 | Alt Set: hPa | Trans level: By ATC

1. After COPHO/HOFFO continue on track 119°, unless otherwise instructed. EXPECT vectors.
2. At first contact with COPENHAGEN Approach state type of aircraft.
3. At initial contact with KASTRUP Final state only callsign.
4. Descend as cleared.

ERNOV 3D [ERNO3D]
MONAK 4D [MONA4D]
TESPI 4D [TESP4D]
TIDVU 3D [TIDV3D]
TUDLO 3D [TUDL3D]
RNAV ARRIVALS
(RWY 30)



STAR	ROUTING
ERNOV 3D	ERNOV (K250-; FL110-) - CH956 - CH949 - CH941 - CH932 - CH925 - HOFFO (K220; 4000-) - RADAR vectoring.
MONAK 4D	MONAK - OLPIB - KUBIS (K250-; FL090-) - CH930 - COPHO (K220; 4000-) - RADAR vectoring.
TESPI 4D ❶	TESPI - ROSBI - TNO VOR (K250-) - CH969 (FL130-) - CH949 - CH941 - CH932 - CH925 - HOFFO (K220; 4000-) - RADAR vectoring.
TIDVU 3D	TIDVU - WUPJA (K250-; FL080-) - CH940 - CH932 - CH925 - HOFFO (K220; 4000-) - RADAR vectoring.
TUDLO 3D ❷	TUDLO - LUGAS - KOR VOR (K250-; FL120-) - CH947 - CH930 - COPHO (K220; 4000-) - RADAR vectoring.

❶ Domestic traffic may flight plan to join this arrival at TNO VOR.
❷ Domestic traffic may flight plan to join this arrival at KOR VOR.

CHANGES: Procedures ERNOV 2D, MONAK 3D, TESPI 3D and TIDVU 2D renumbered and revised, waypoint ULTIS withdrawn, waypoint ORZIH established.

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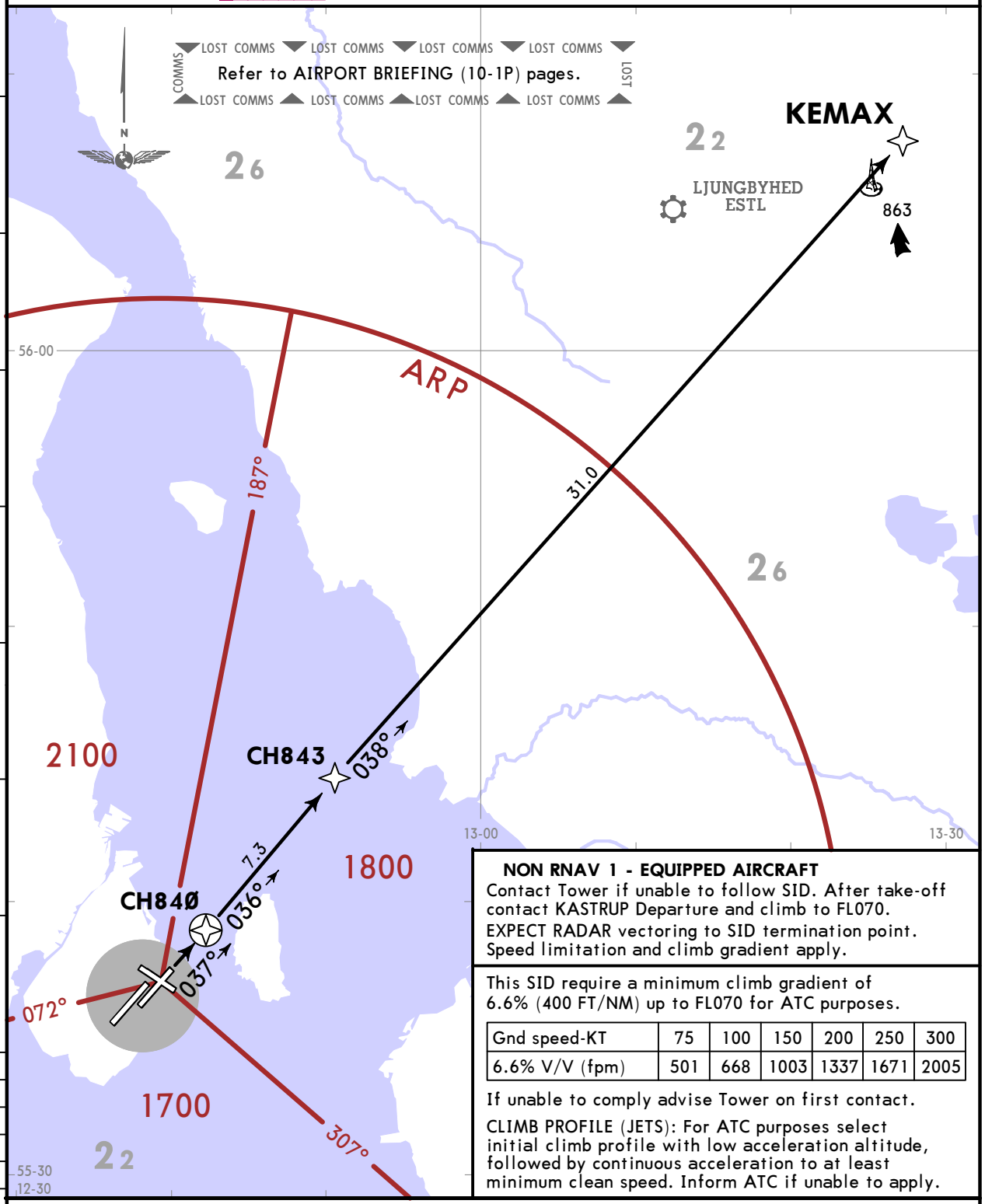
KASTRUP Departure (R) 124.980	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

KEMAX 5A RNAV DEPARTURE [KEMA5A] (RWY 04R)

SPEED: MAX 250 KT AT OR BELOW FL070



NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070.
EXPECT RADAR vectoring to SID termination point.
Speed limitation and climb gradient apply.

This SID require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

ROUTING

Track extended runway centerline to CH84Ø - CH843 - KEMAX.

CHANGES: General note 4 established.

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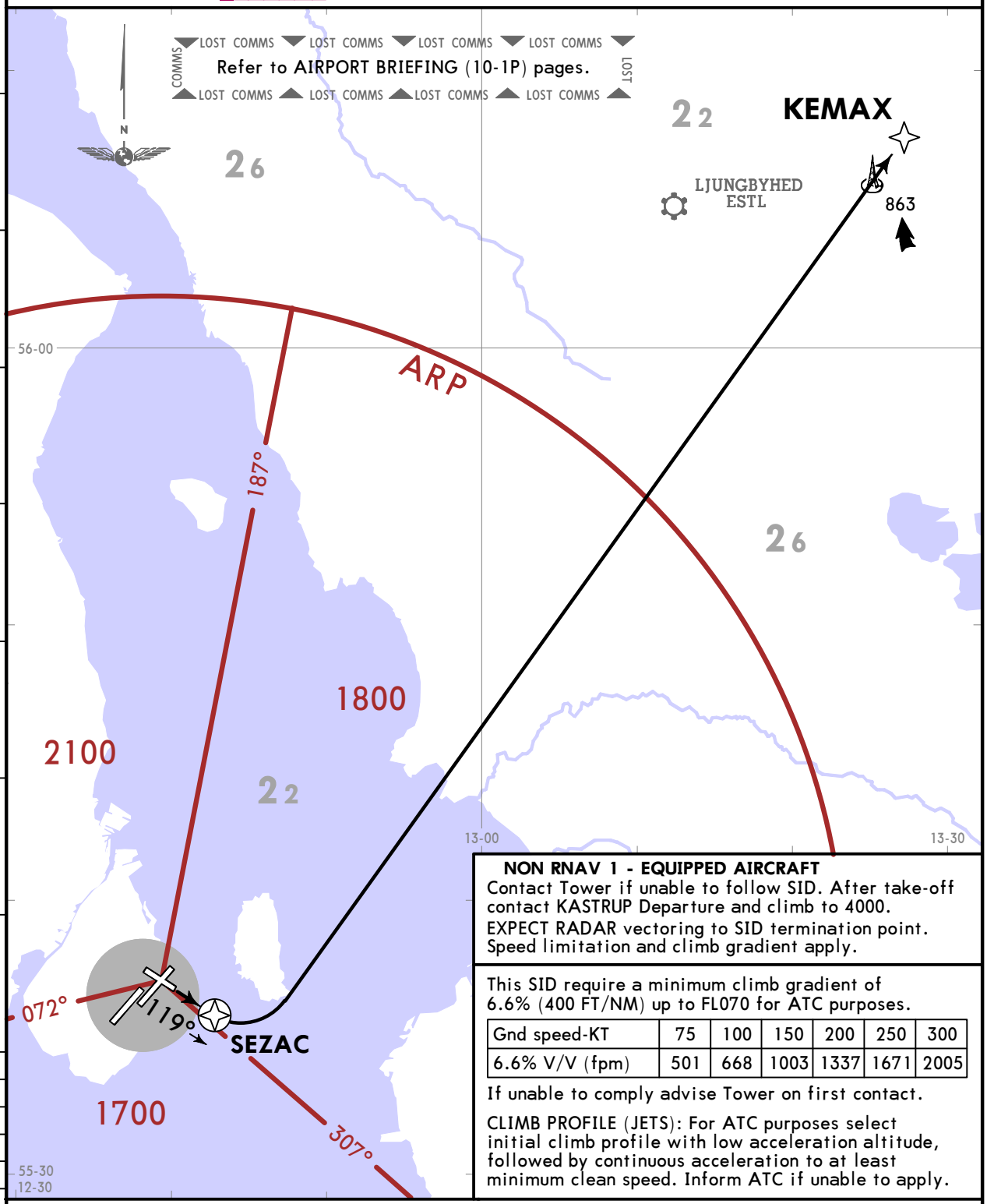
KASTRUP Departure (R) 120.255	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

KEMAX 6B RNAV DEPARTURE [KEMA6B]
(RWY 12)

SPEED: MAX 250 KT AT OR BELOW FL070



NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to 4000.
EXPECT RADAR vectoring to SID termination point.
Speed limitation and climb gradient apply.

This SID require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **4000**

ROUTING

Track extended runway centerline to SEZAC - KEMAX.

CHANGES: General note 4 established.

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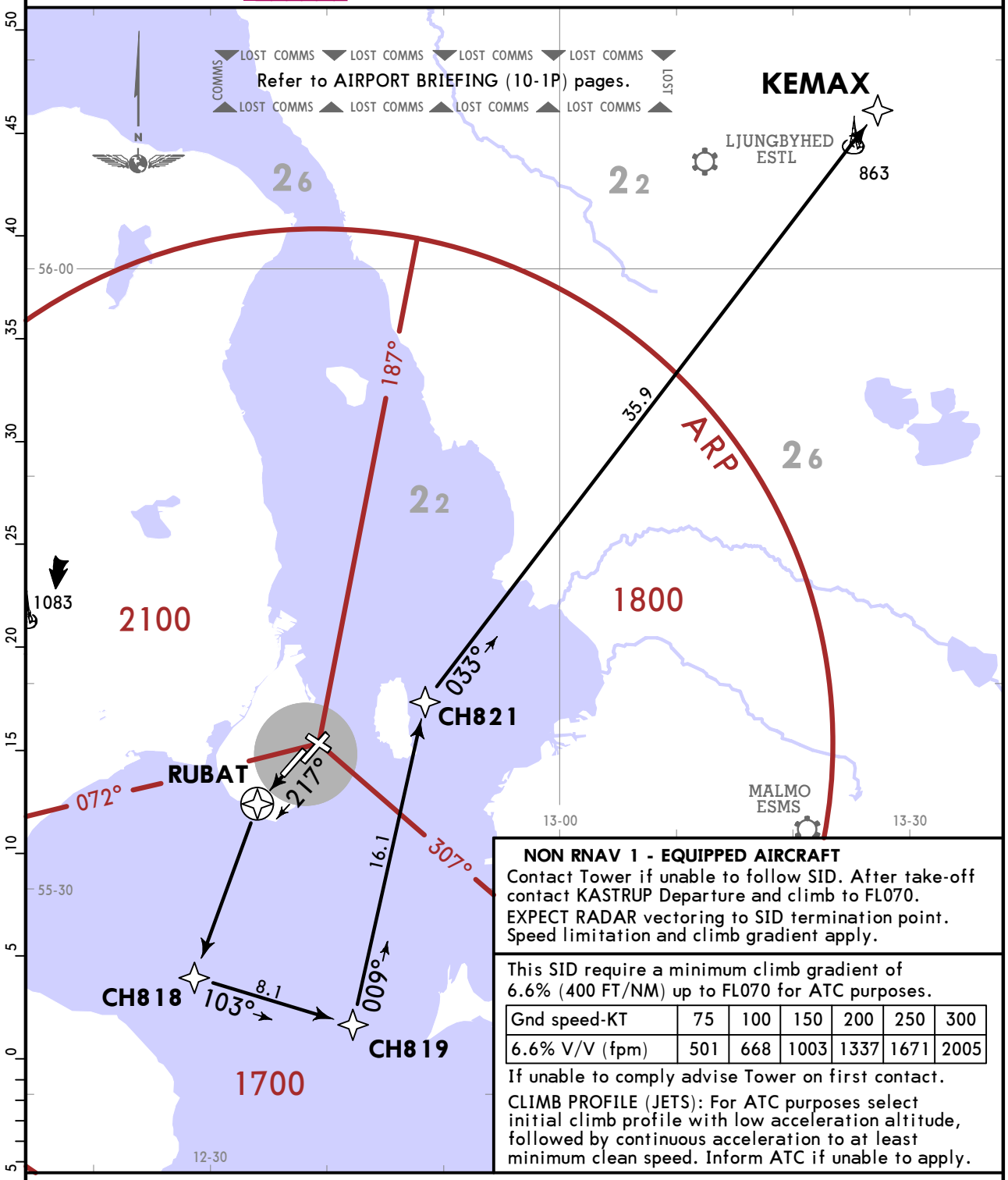
KASTRUP Departure (R) 124.980	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

KEMAX 5C RNAV DEPARTURE
[KEMA5C]
(RWY 22R)

SPEED: MAX 250 KT AT OR BELOW FL070



NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070.
EXPECT RADAR vectoring to SID termination point.
Speed limitation and climb gradient apply.

This SID require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

ROUTING

Track to RUBAT - CH818 - CH819 - CH821 - KEMAX.

CHANGES: General note 4 established.

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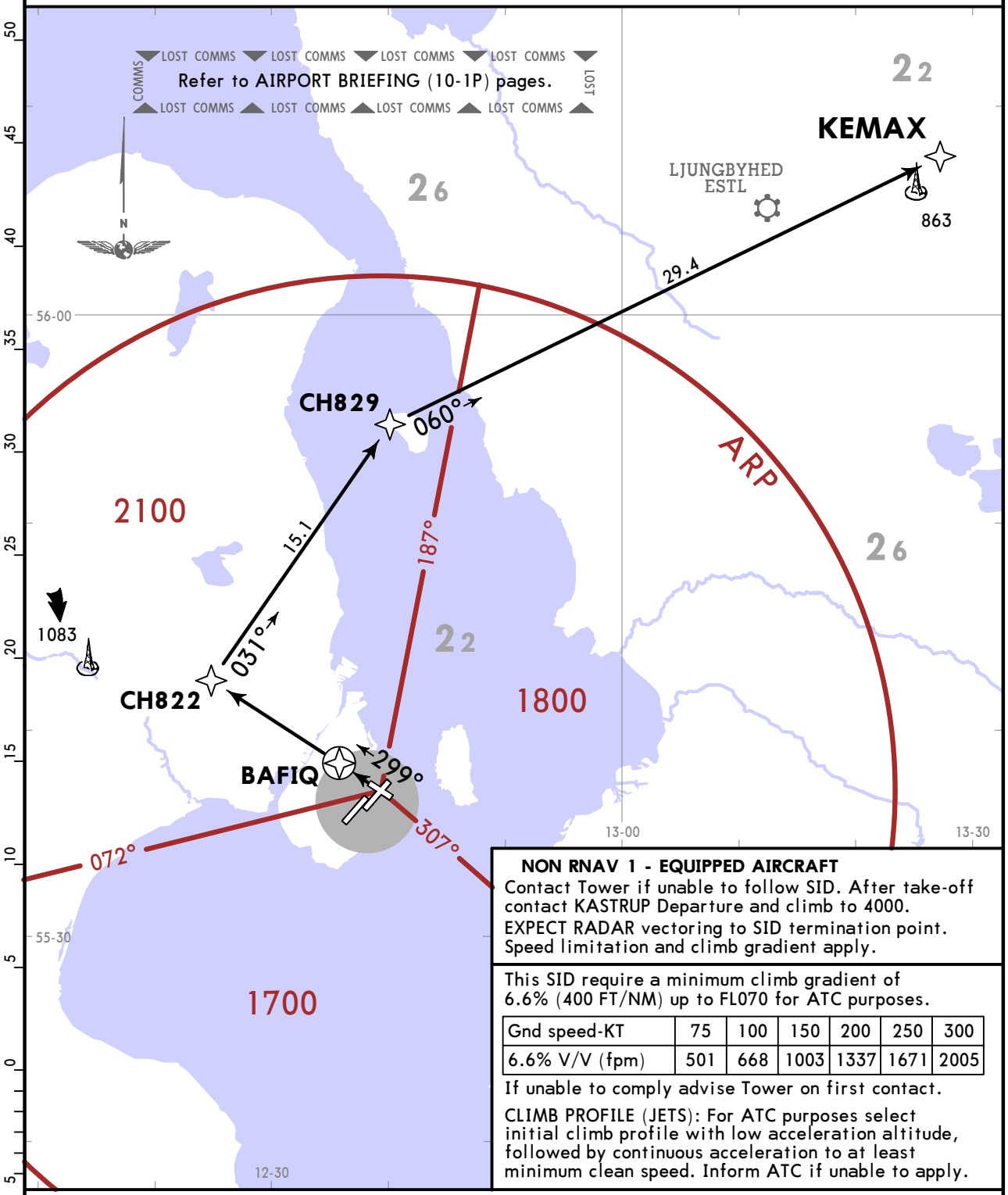
KASTRUP Departure (R) 120.255	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

KEMAX 6D RNAV DEPARTURE [KEMA6D]
(RWY 30)

SPEED: MAX 250 KT AT OR BELOW FL070



NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to 4000.
EXPECT RADAR vectoring to SID termination point.
Speed limitation and climb gradient apply.

This SID require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **4000**

ROUTING

Track extended runway centerline to BAFIQ - CH822 - CH829 - KEMAX.

CHANGES: General note 4 established.

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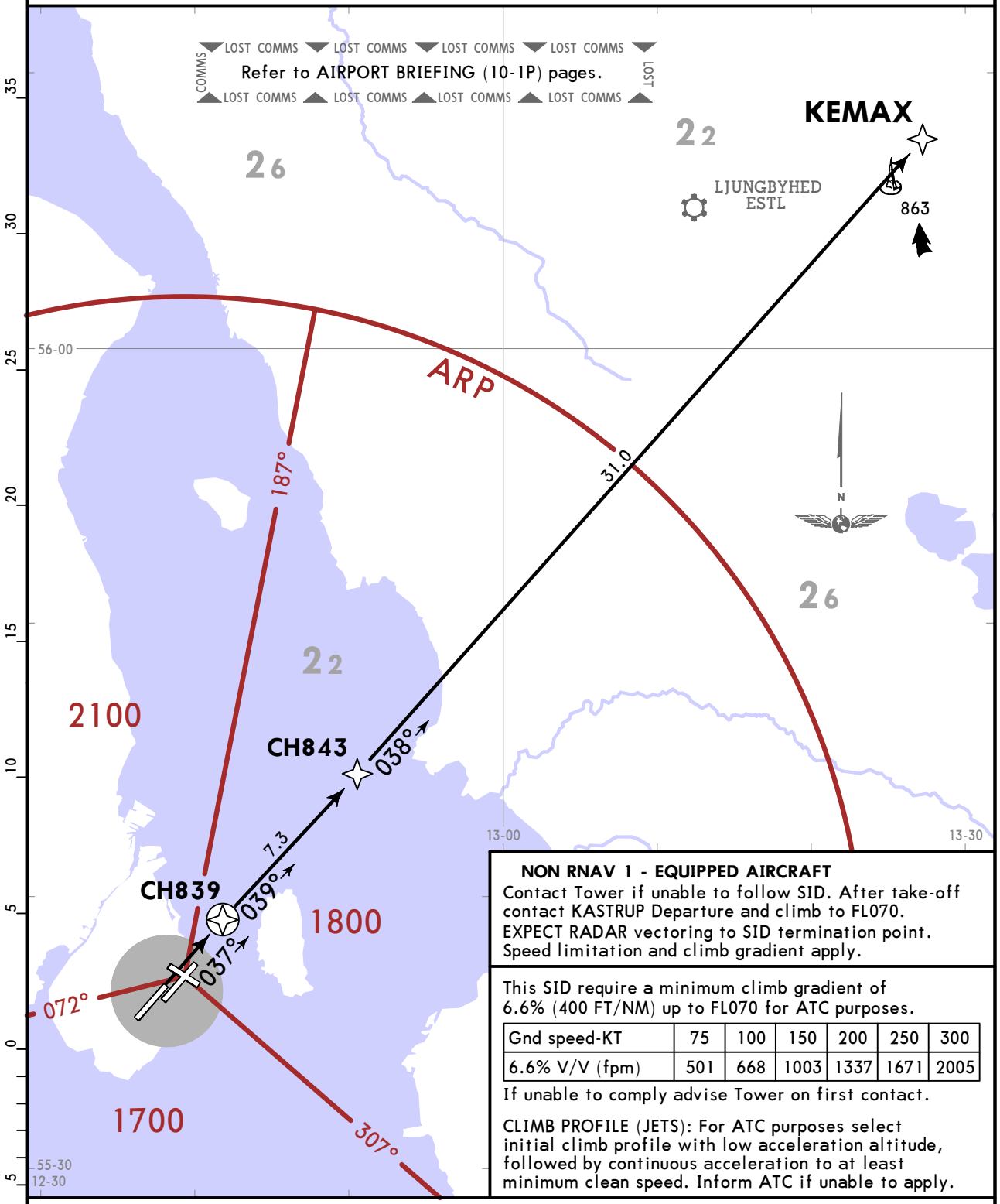
KASTRUP Departure (R) 124.980	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

KEMAX 2E RNAV DEPARTURE [KEMA2E] (RWY 04L)

SPEED: MAX 250 KT AT OR BELOW FL070



NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

This SID require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

ROUTING

Track extended runway centerline to CH839 - CH843 - KEMAX.

CHANGES: General note 4 established.

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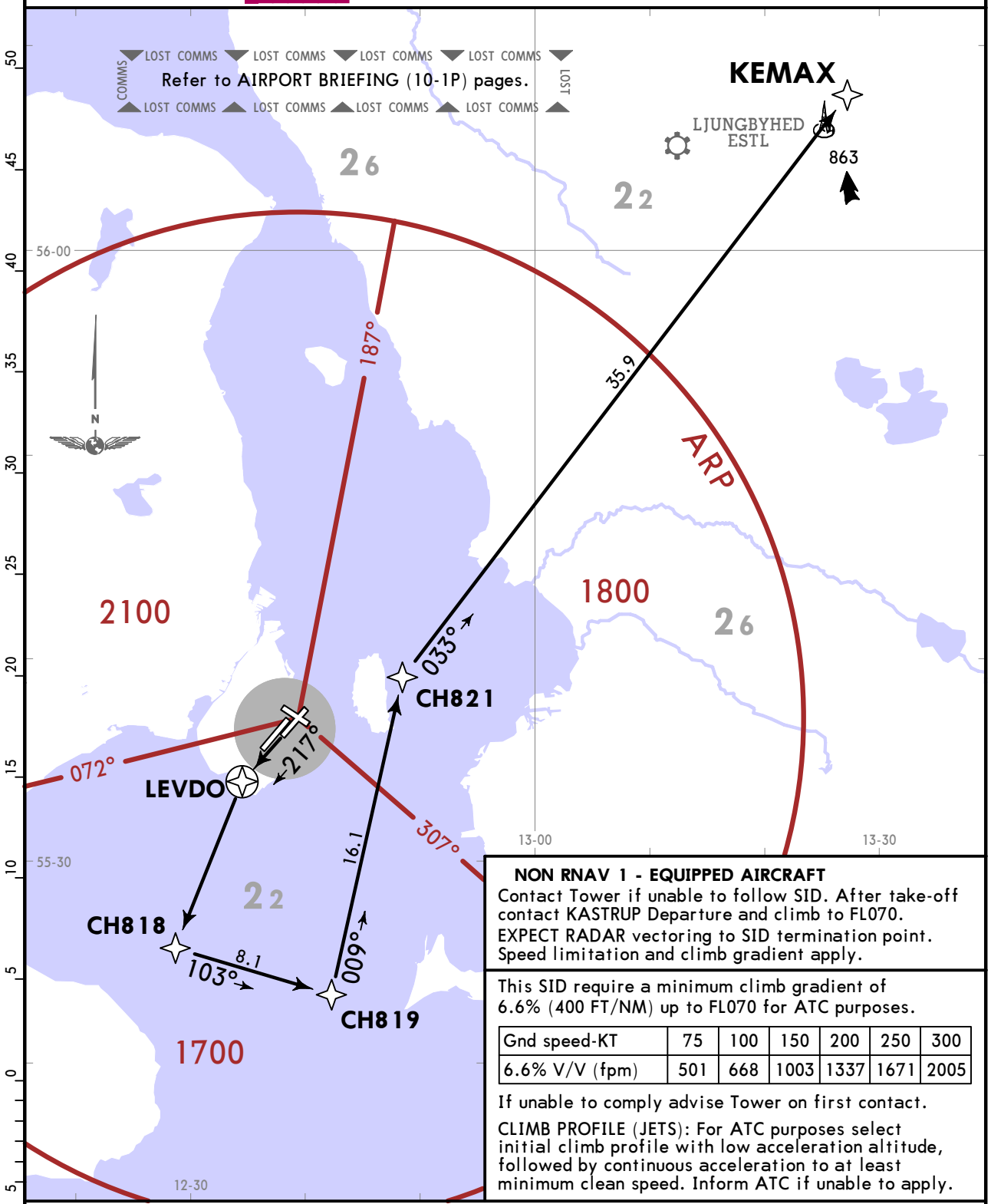
KASTRUP Departure (R) 124.980	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

KEMAX 2F RNAV DEPARTURE [KEMA2F] (RWY 22L)

SPEED: MAX 250 KT AT OR BELOW FL070



NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070.
EXPECT RADAR vectoring to SID termination point.
Speed limitation and climb gradient apply.

This SID require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

ROUTING

Track to LEVDO - CH818 - CH819 - CH821 - KEMAX.

CHANGES: General note 4 established.

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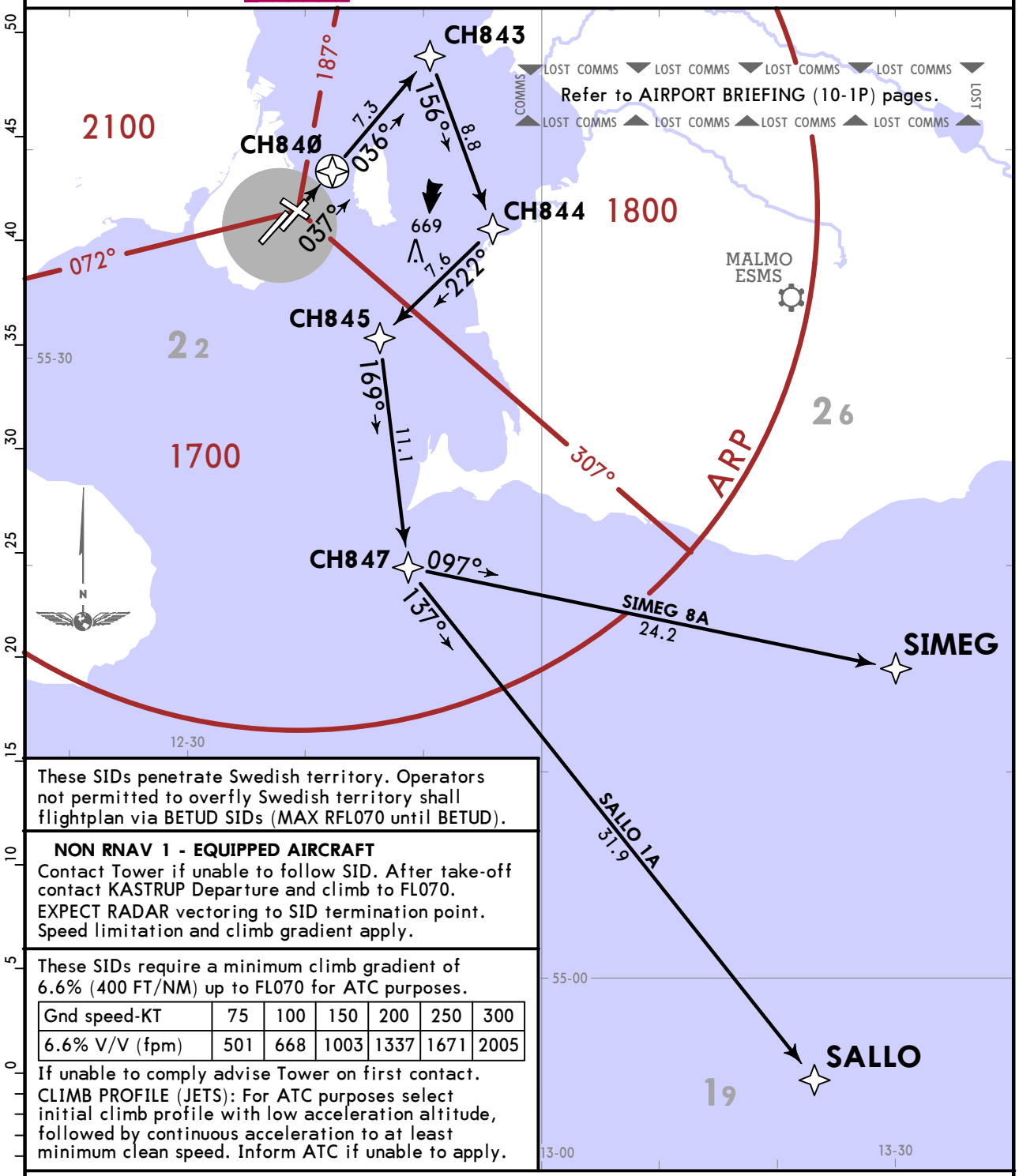
KASTRUP Departure (R) 124.980	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

SALLO 1A [SALO1A], SIMEG 8A [SIME8A]
RNAV DEPARTURES
(RWY 04R)

SPEED: MAX 250 KT AT OR BELOW FL070



These SIDs penetrate Swedish territory. Operators not permitted to overfly Swedish territory shall flightplan via BETUD SIDs (MAX RFL070 until BETUD).

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070.
EXPECT RADAR vectoring to SID termination point.
Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.
CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

SID	ROUTING
SALLO 1A	Track extended runway centerline to CH84Ø - CH843 - CH844 - CH845 - CH847 - SALLO.
SIMEG 8A	Track extended runway centerline to CH84Ø - CH843 - CH844 - CH845 - CH847 - SIMEG.

CHANGES: General note 4 established.

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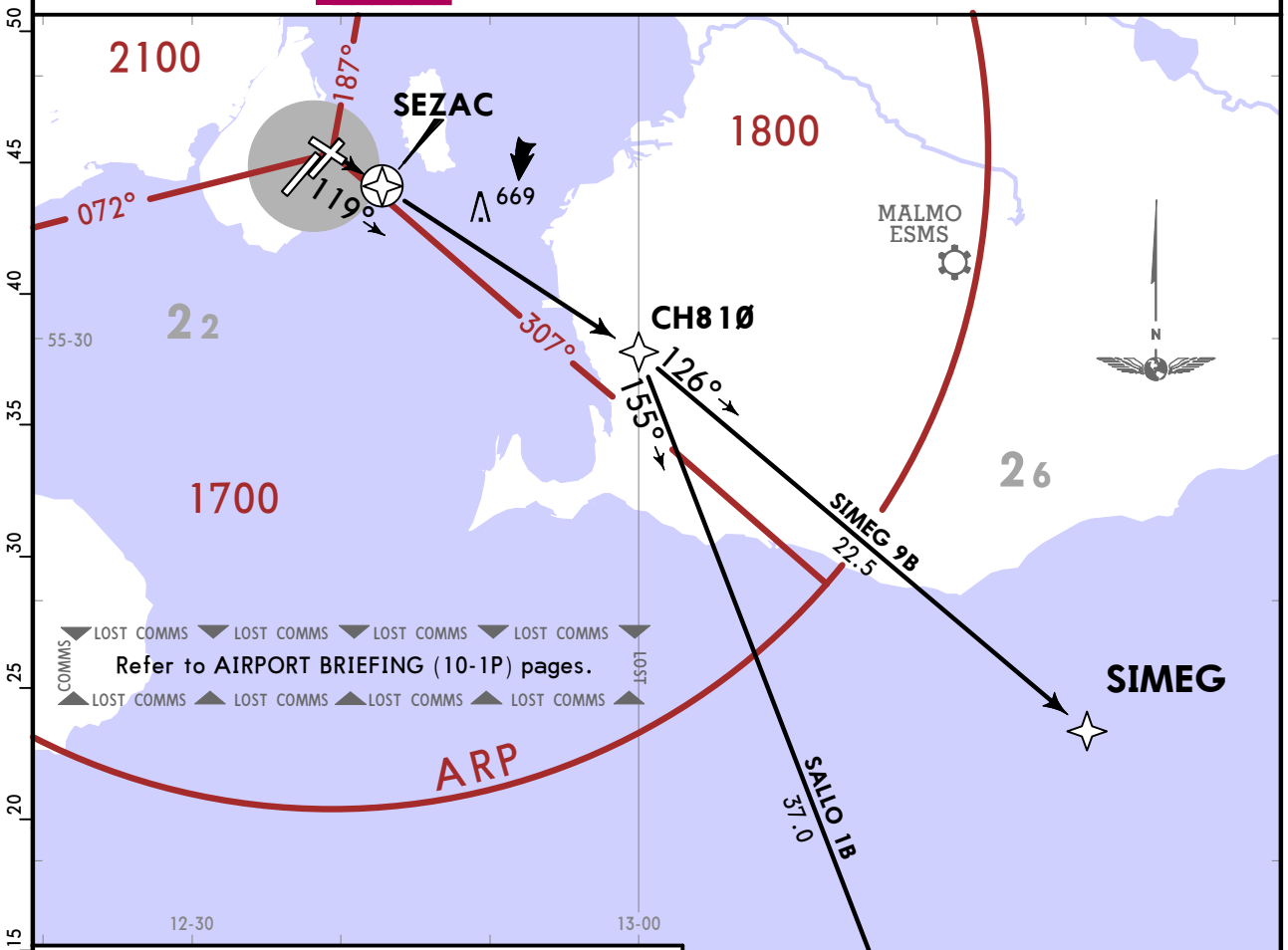
KASTRUP Departure (R) 124.980	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

SALLO 1B [SALO1B], SIMEG 9B [SIME9B]
RNAV DEPARTURES
(RWY 12)

SPEED: MAX 250 KT AT OR BELOW FL070



These SIDs penetrate Swedish territory. Operators not permitted to overfly Swedish territory shall flightplan via BETUD SIDs (MAX RFL070 until BETUD).

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to 4000. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **4000**

SID	ROUTING
SALLO 1B	Track extended runway centerline to SEZAC - CH81Ø - SALLO.
SIMEG 9B	Track extended runway centerline to SEZAC - CH81Ø - SIMEG.

CHANGES: General note 4 established.

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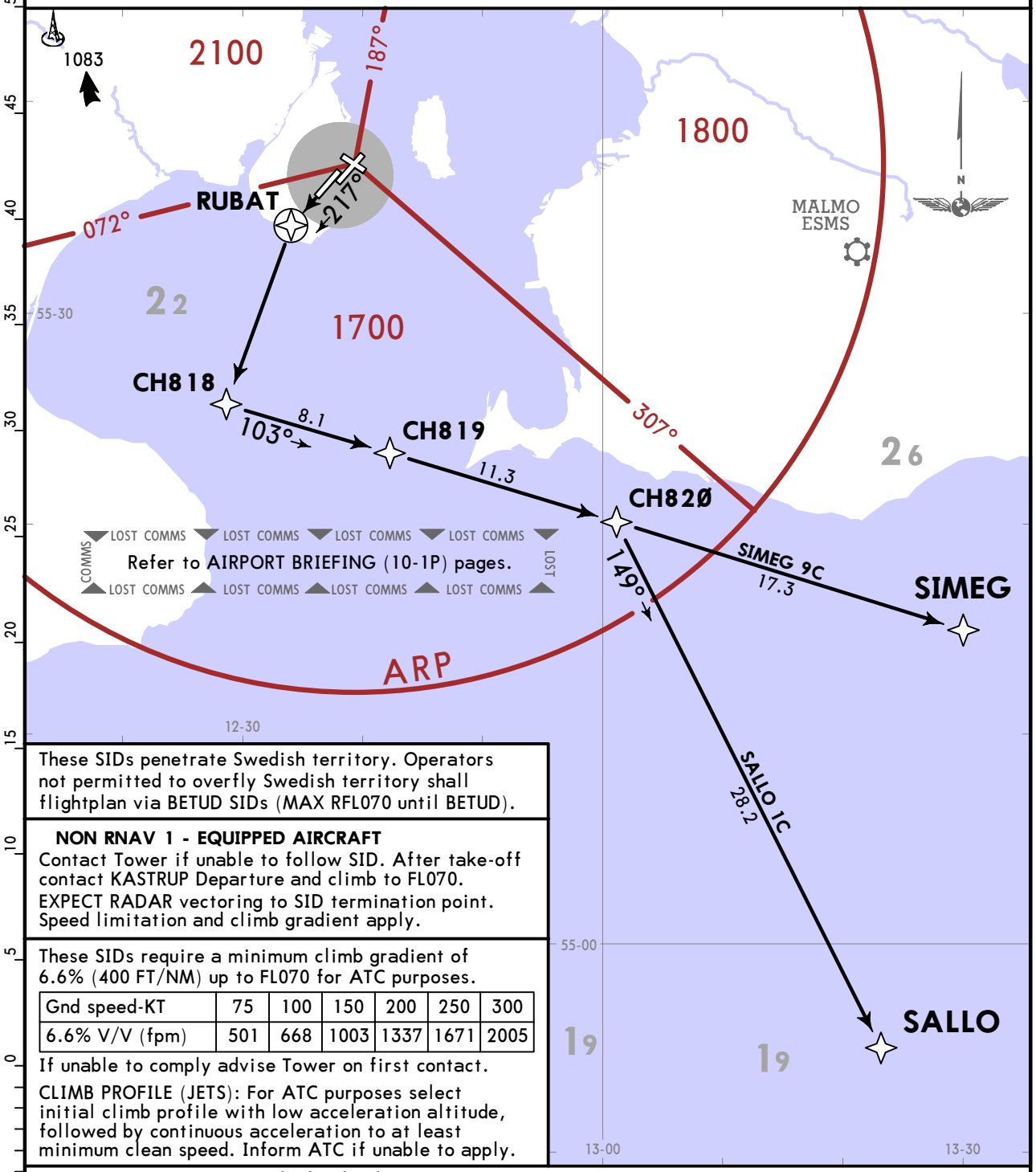
KASTRUP Departure (R) 124.980	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

SALLO 1C [SALO1C], SIMEG 9C [SIME9C]
RNAV DEPARTURES
(RWY 22R)

SPEED: MAX 250 KT AT OR BELOW FL070



These SIDs penetrate Swedish territory. Operators not permitted to overfly Swedish territory shall flightplan via BETUD SIDs (MAX RFL070 until BETUD).

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

SID	ROUTING
SALLO 1C	Track to RUBAT - CH818 - CH819 - CH82Ø - SALLO.
SIMEG 9C	Track to RUBAT - CH818 - CH819 - CH82Ø - SIMEG.

CHANGES: General note 4 established.

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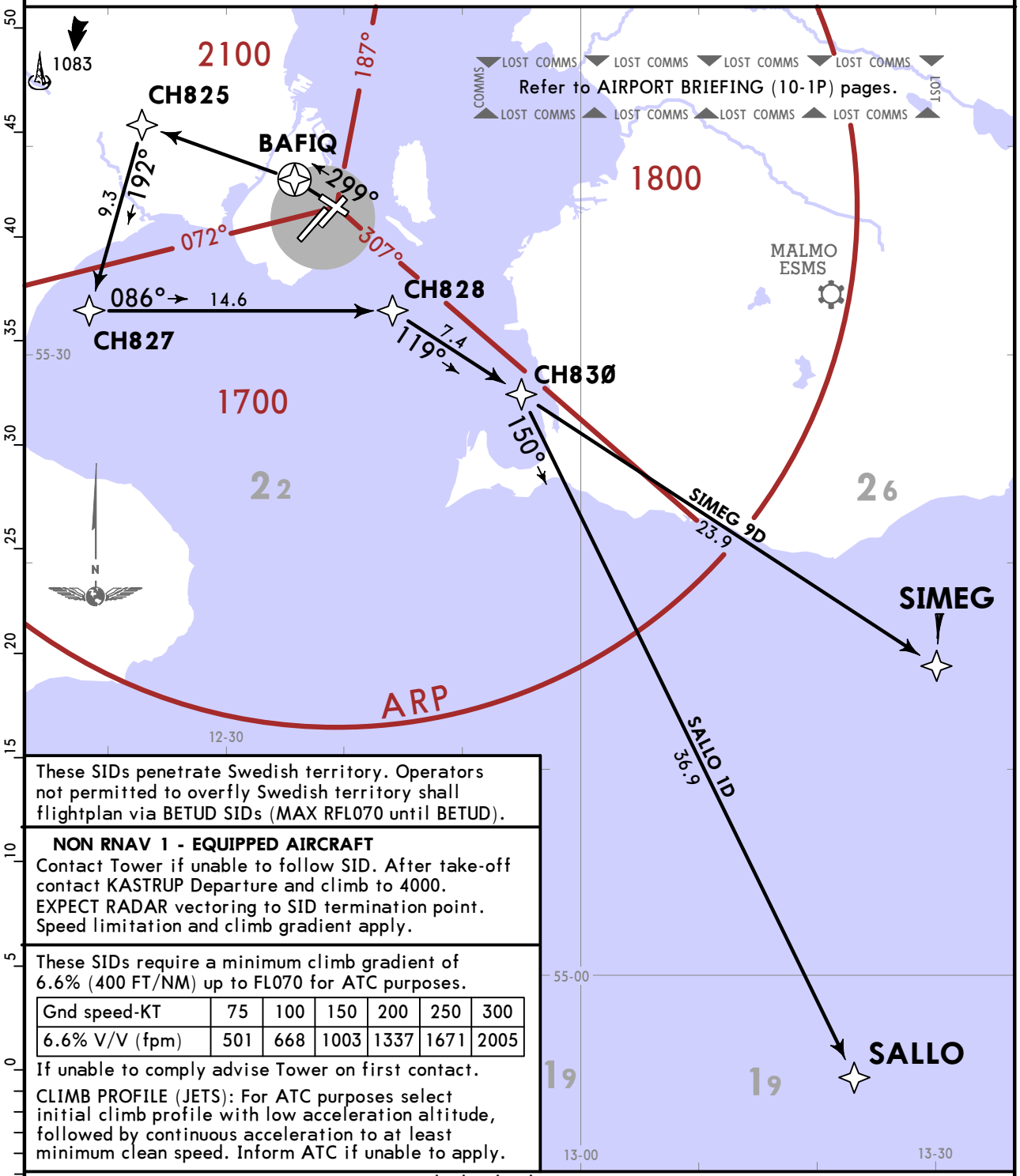
KASTRUP Departure (R) 124.980	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

SALLO 1D [SALO1D], SIMEG 9D [SIME9D]
RNAV DEPARTURES
(RWY 30)

SPEED: MAX 250 KT AT OR BELOW FL070



These SIDs penetrate Swedish territory. Operators not permitted to overfly Swedish territory shall flightplan via BETUD SIDs (MAX RFL070 until BETUD).

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to 4000. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **4000**

SID	ROUTING
SALLO 1D	Track extended runway centerline to BAFIQ - CH825 - CH827 - CH828 - CH83Ø - SALLO.
SIMEG 9D	Track extended runway centerline to BAFIQ - CH825 - CH827 - CH828 - CH83Ø - SIMEG.

CHANGES: General note 4 established.

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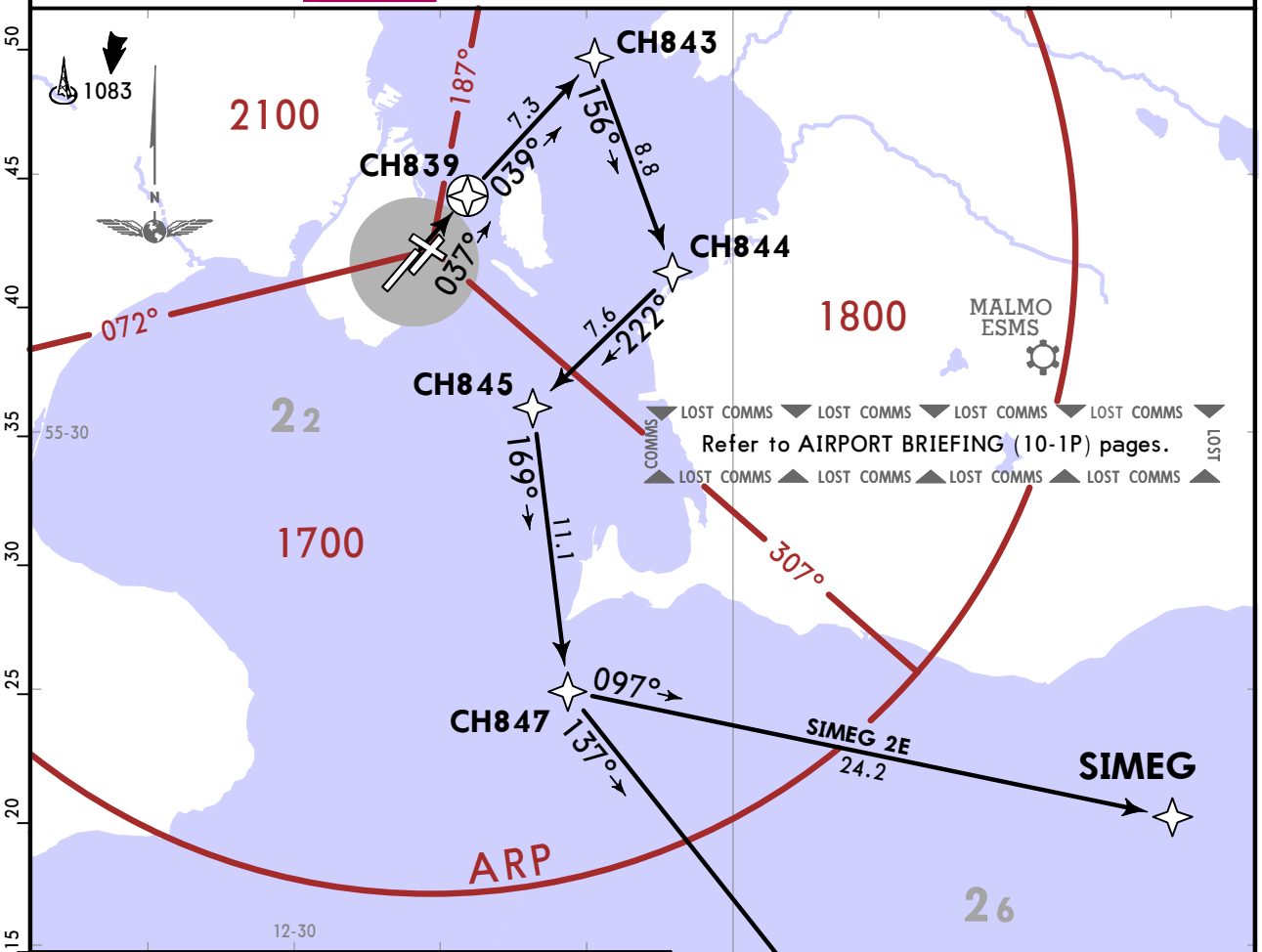
KASTRUP Departure (R) 124.980	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

SALLO 1E [SALO1E], SIMEG 2E [SIME2E] RNAV DEPARTURES (RWY 04L)

SPEED: MAX 250 KT AT OR BELOW FL70



These SIDs penetrate Swedish territory. Operators not permitted to overfly Swedish territory shall flightplan via BETUD SIDs (MAX RFL070 until BETUD).

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

SID	ROUTING
SALLO 1E	Track extended runway centerline to CH839 - CH843 - CH844 - CH845 - CH847 - SALLO.
SIMEG 2E	Track extended runway centerline to CH839 - CH843 - CH844 - CH845 - CH847 - SIMEG.

CHANGES: General note 4 established.

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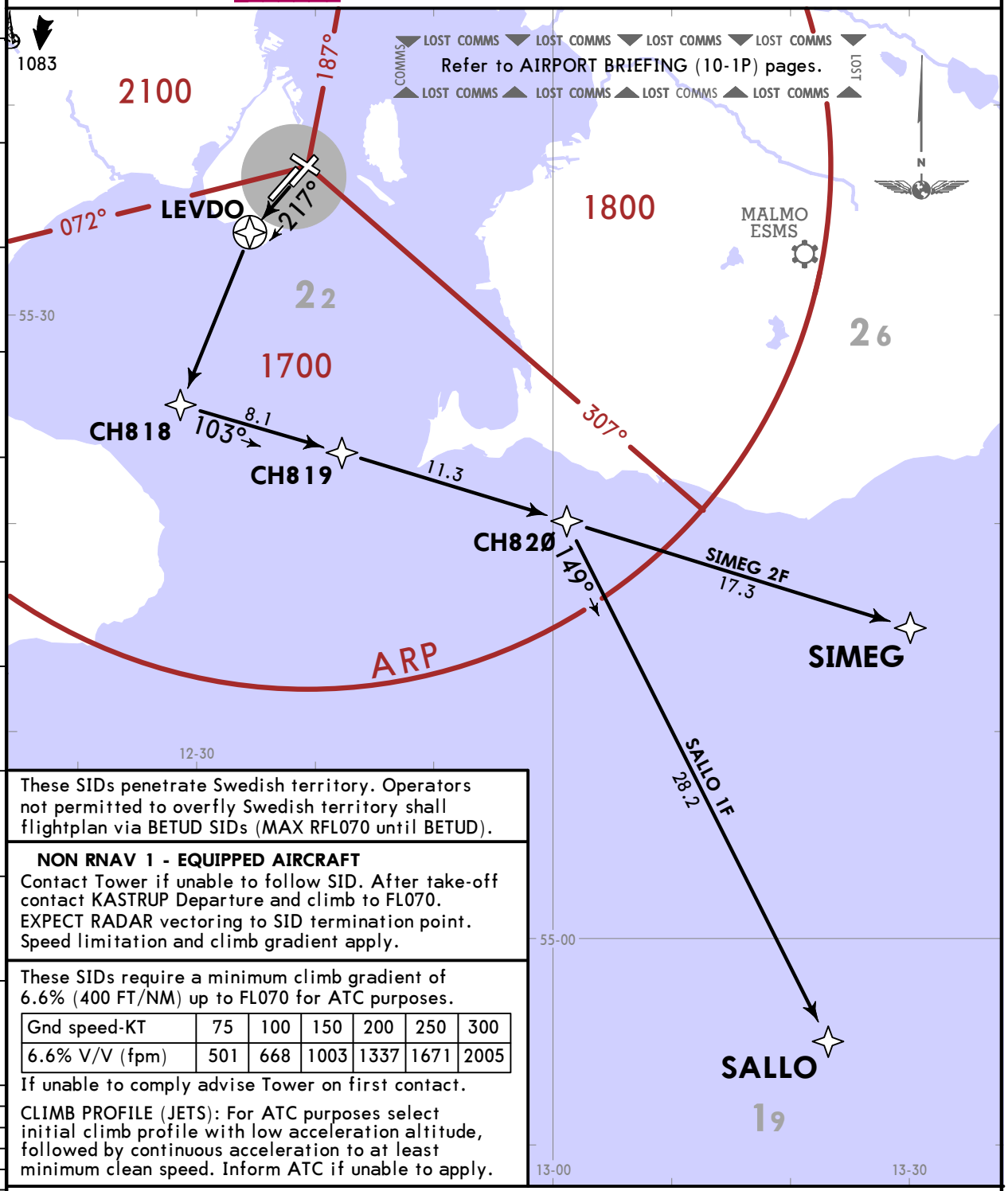
KASTRUP Departure (R) 124.980	RNAV 1 GNSS required	Trans alt: 5000
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).	

SALLO 1F [SALO1F], SIMEG 2F [SIME2F] RNAV DEPARTURES (RWY 22L)

SPEED: MAX 250 KT AT OR BELOW FL070



These SIDs penetrate Swedish territory. Operators not permitted to overfly Swedish territory shall flightplan via BETUD SIDs (MAX RFL070 until BETUD).

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continuous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

SID	ROUTING
SALLO 1F	Track to LEVDO - CH818 - CH819 - CH820 - SALLO.
SIMEG 2F	Track to LEVDO - CH818 - CH819 - CH820 - SIMEG.

CHANGES: General note 4 established.

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COPENHAGEN, DENMARK

RNAV SID

KASTRUP Departure (R)	Apt Elev
124.980	17

Trans alt: 5000

RNAV 1 GNSS required

1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure.
2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
3. When instructed for line-up, squawk assigned SSR code.
4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

BETUD 2A [BETU2A]
KOPEX 2A [KOPE2A]
LANGO 2A [LANG2A]
NEXEN 2A [NEXE2A]
RNAV DEPARTURES
(RWY 04R)

SPEED: MAX 250 KT AT OR BELOW FL070

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact. CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

SID	ROUTING
BETUD 2A ❶	Track extended runway centerline to CH840 - CH843 - CH844 - CH845 - BISTA - BETUD.
KOPEX 2A PROP ONLY	Track extended runway centerline to CH840 - CH843 - CH844 - CH845 - CH846 - MAXEL - KOPEX.
LANGO 2A JET ONLY	Track extended runway centerline to CH840 - CH843 - CH844 - CH845 - CH848 - TOBIS - LANGO.
NEXEN 2A JET ONLY	Track extended runway centerline to CH840 - CH843 - CH844 - CH845 - BISTA - NEXEN.

❶ Only available for operators not permitted to overfly Swedish territory. Generally SID SALLO or SIMEG applies. Flight planning is restricted to at or below FL070 until BETUD.

CHANGES: General note 4 established.

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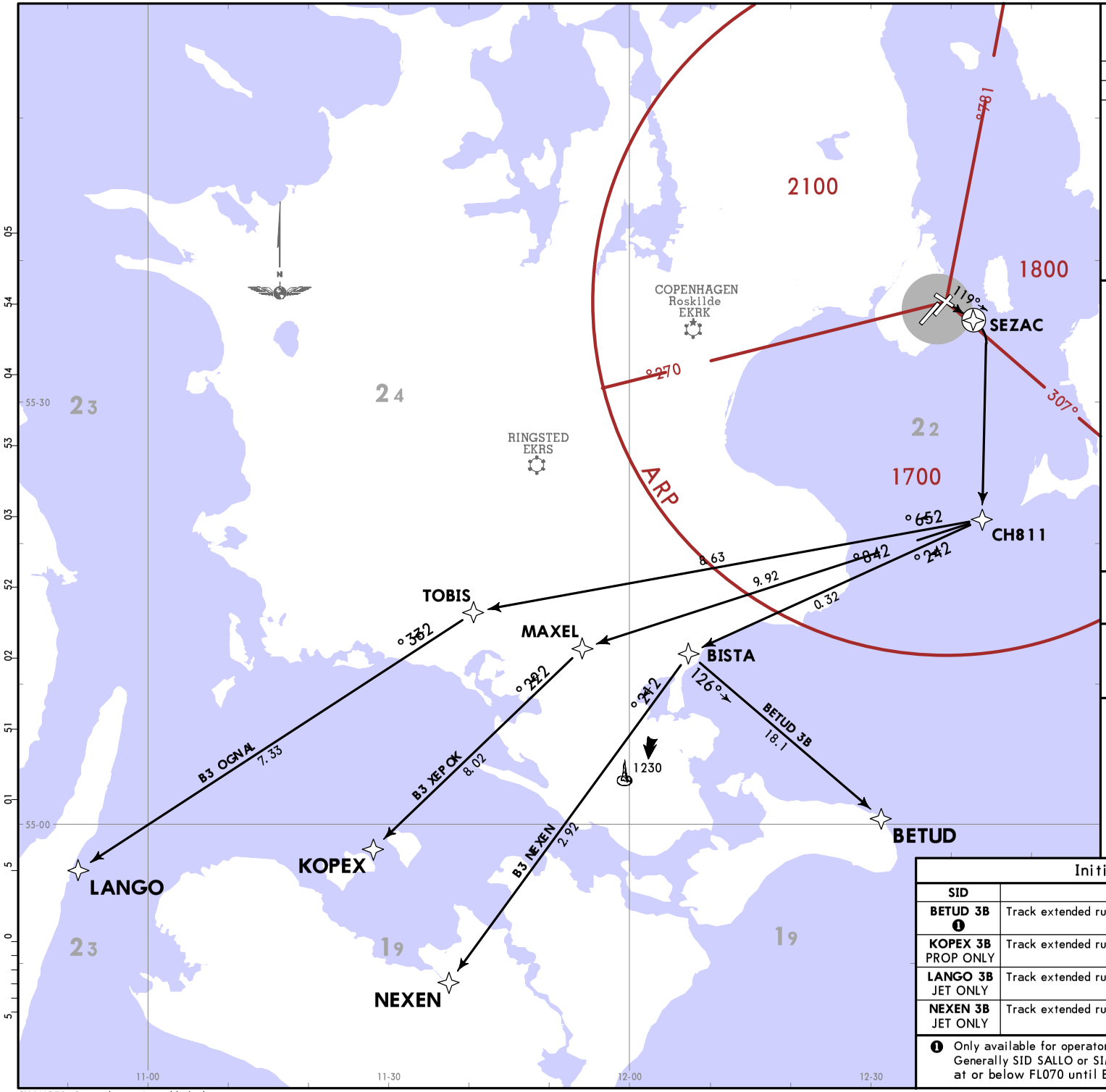

KASTRUP Departure (R) 124.980	Apt Elev 17

Trans alt: 5000

RNAV 1 GNSS required

1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure.
2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
3. When instructed for line-up, squawk assigned SSR code.
4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

BETUD 3B [BETU3B]
KOPEX 3B [KOPE3B]
LANGO 3B [LANG3B]
NEXEN 3B [NEXE3B]
RNAV DEPARTURES
(RWY 12)

SPEED: MAX 250 KT AT OR BELOW FL070

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to 4000. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact. CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **4000**

SID	ROUTING
BETUD 3B ❶	Track extended runway centerline to SEZAC - CH811 - BISTA - BETUD.
KOPEX 3B PROP ONLY	Track extended runway centerline to SEZAC - CH811 - MAXEL - KOPEX.
LANGO 3B JET ONLY	Track extended runway centerline to SEZAC - CH811 - TOBIS - LANGO.
NEXEN 3B JET ONLY	Track extended runway centerline to SEZAC - CH811 - BISTA - NEXEN.

❶ Only available for operators not permitted to overfly Swedish territory. Generally SID SALLO or SIMEG applies. Flight planning is restricted to at or below FL070 until BETUD.

CHANGES: General note 4 established.

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COPENHAGEN, DENMARK

RNAV SID

KASTRUP Departure (R)	Apt Elev
124.980	17

Trans alt: 5000

RNAV 1 GNSS required

1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure.
2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
3. When instructed for line-up, squawk assigned SSR code.
4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

BETUD 2C [BETU2C]
KOPEX 2C [KOPE2C]
LANGO 2C [LANG2C]
NEXEN 2C [NEXE2C]
RNAV DEPARTURES
(RWY 22R)

SPEED: MAX 250 KT AT OR BELOW FL070

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.
CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

SID	ROUTING
BETUD 2C ❶	Track to RUBAT - BISTA - BETUD.
KOPEX 2C PROP ONLY	Track to RUBAT - MAXEL - KOPEX.
LANGO 2C JET ONLY	Track to RUBAT - TOBIS - LANGO.
NEXEN 2C JET ONLY	Track to RUBAT - BISTA - NEXEN.

❶ Only available for operators not permitted to overfly Swedish territory. Generally SID SALLO or SIMEG applies. Flight planning is restricted to at or below FL070 until BETUD.

CHANGES: General note 4 established.

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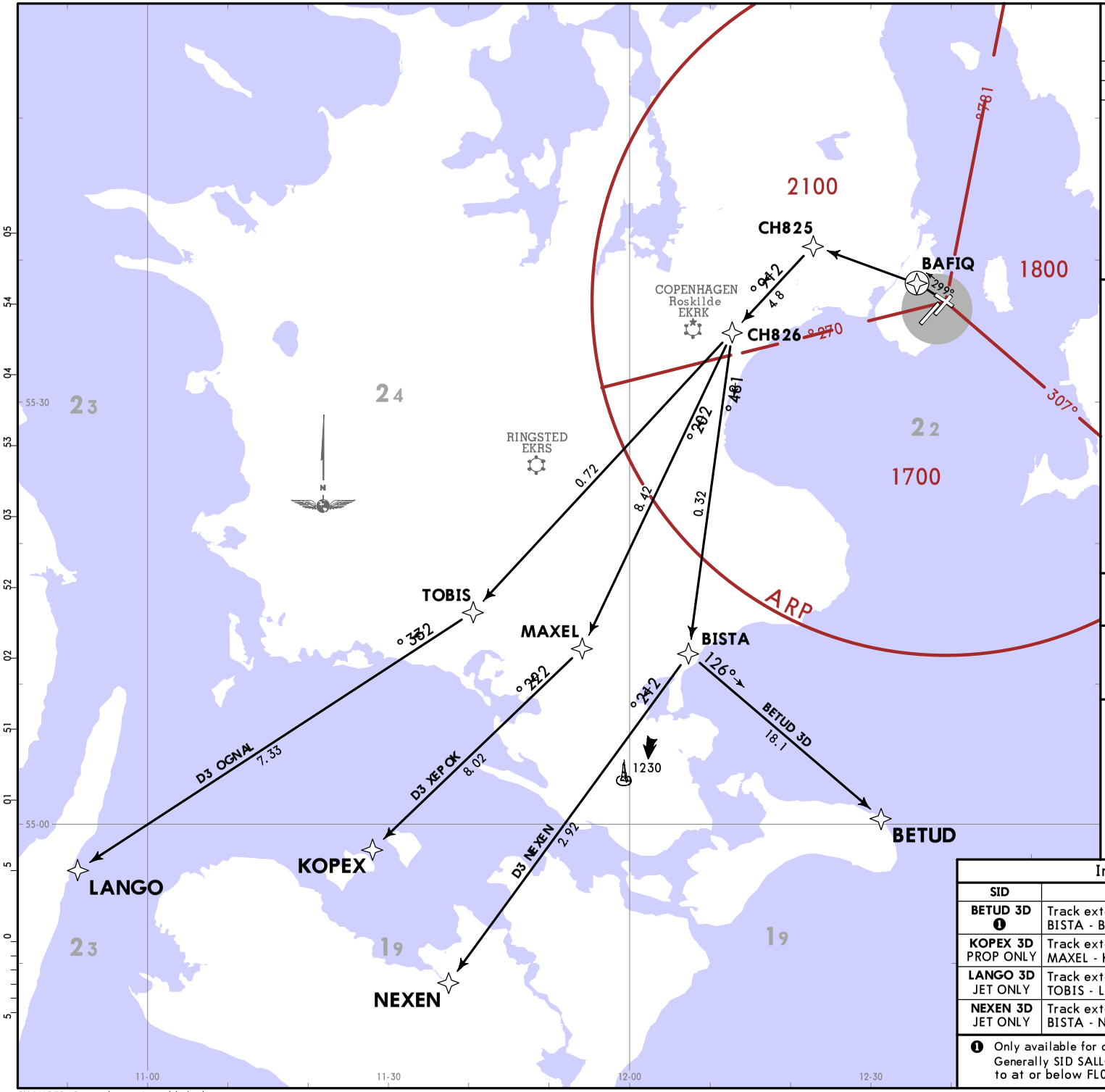

KASTRUP Departure (R)	Apt Elev
124.980	17

Trans alt: 5000

RNAV 1 GNSS required

1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure.
2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
3. When instructed for line-up, squawk assigned SSR code.
4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

BETUD 3D [BETU3D]
KOPEX 3D [KOPE3D]
LANGO 3D [LANG3D]
NEXEN 3D [NEXE3D]
RNAV DEPARTURES
(RWY 30)

SPEED: MAX 250 KT AT OR BELOW FL070

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Refer to AIRPORT BRIEFING (10-1P) pages.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to 4000. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact. CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **4000**

SID	ROUTING
BETUD 3D ❶	Track extended runway centerline to BAFIQ - CH825 - CH826 - BISTA - BETUD.
KOPEX 3D PROP ONLY	Track extended runway centerline to BAFIQ - CH825 - CH826 - MAXEL - KOPEX.
LANGO 3D JET ONLY	Track extended runway centerline to BAFIQ - CH825 - CH826 - TOBIS - LANGO.
NEXEN 3D JET ONLY	Track extended runway centerline to BAFIQ - CH825 - CH826 - BISTA - NEXEN.

❶ Only available for operators not permitted to overfly Swedish territory. Generally SID SALLO or SIMEG applies. Flight planning is restricted to at or below FL070 until BETUD.

CHANGES: General note 4 established.

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KASTRUP Departure (R)	Apt Elev
124.980	17

Trans alt: 5000

RNAV 1 GNSS required

1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure.
2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
3. When instructed for line-up, squawk assigned SSR code.
4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

BETUD 2E [BETU2E]
KOPEX 2E [KOPE2E]
LANGO 2E [LANG2E]
NEXEN 2E [NEXE2E]
RNAV DEPARTURES
(RWY 04L)

SPEED: MAX 250 KT AT OR BELOW FL070

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Refer to AIRPORT BRIEFING (10-1P) pages.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact. CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

SID	ROUTING
BETUD 2E ❶	Track extended runway centerline to CH839 - CH843 - CH844 - CH845 - BISTA - BETUD.
KOPEX 2E PROP ONLY	Track extended runway centerline to CH839 - CH843 - CH844 - CH845 - CH846 - MAXEL - KOPEX.
LANGO 2E JET ONLY	Track extended runway centerline to CH839 - CH843 - CH844 - CH845 - CH848 - TOBIS - LANGO.
NEXEN 2E JET ONLY	Track extended runway centerline to CH839 - CH843 - CH844 - CH845 - BISTA - NEXEN.

❶ Only available for operators not permitted to overfly Swedish territory. Generally SID SALLO or SIMEG applies. Flight planning is restricted to at or below FL070 until BETUD.

CHANGES: General note 4 established.

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KASTRUP Departure (R)	Apt Elev
124.980	17

Trans alt: 5000

RNAV 1 GNSS required

1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure.
2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
3. When instructed for line-up, squawk assigned SSR code.
4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

BETUD 2F [BETU2F]
KOPEX 2F [KOPE2F]
LANGO 2F [LANG2F]
NEXEN 2F [NEXE2F]
RNAV DEPARTURES
(RWY 22L)

SPEED: MAX 250 KT AT OR BELOW FL070

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.
CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070**
or as requested if lower

SID	ROUTING
BETUD 2F ❶	Track to LEVDO - BISTA - BETUD.
KOPEX 2F PROP ONLY	Track to LEVDO - MAXEL - KOPEX.
LANGO 2F JET ONLY	Track to LEVDO - TOBIS - LANGO.
NEXEN 2F JET ONLY	Track to LEVDO - BISTA - NEXEN.

❶ Only available for operators not permitted to overfly Swedish territory. Generally SID SALLO or SIMEG applies. Flight planning is restricted to at or below FL070 until BETUD.

CHANGES: General note 4 established.

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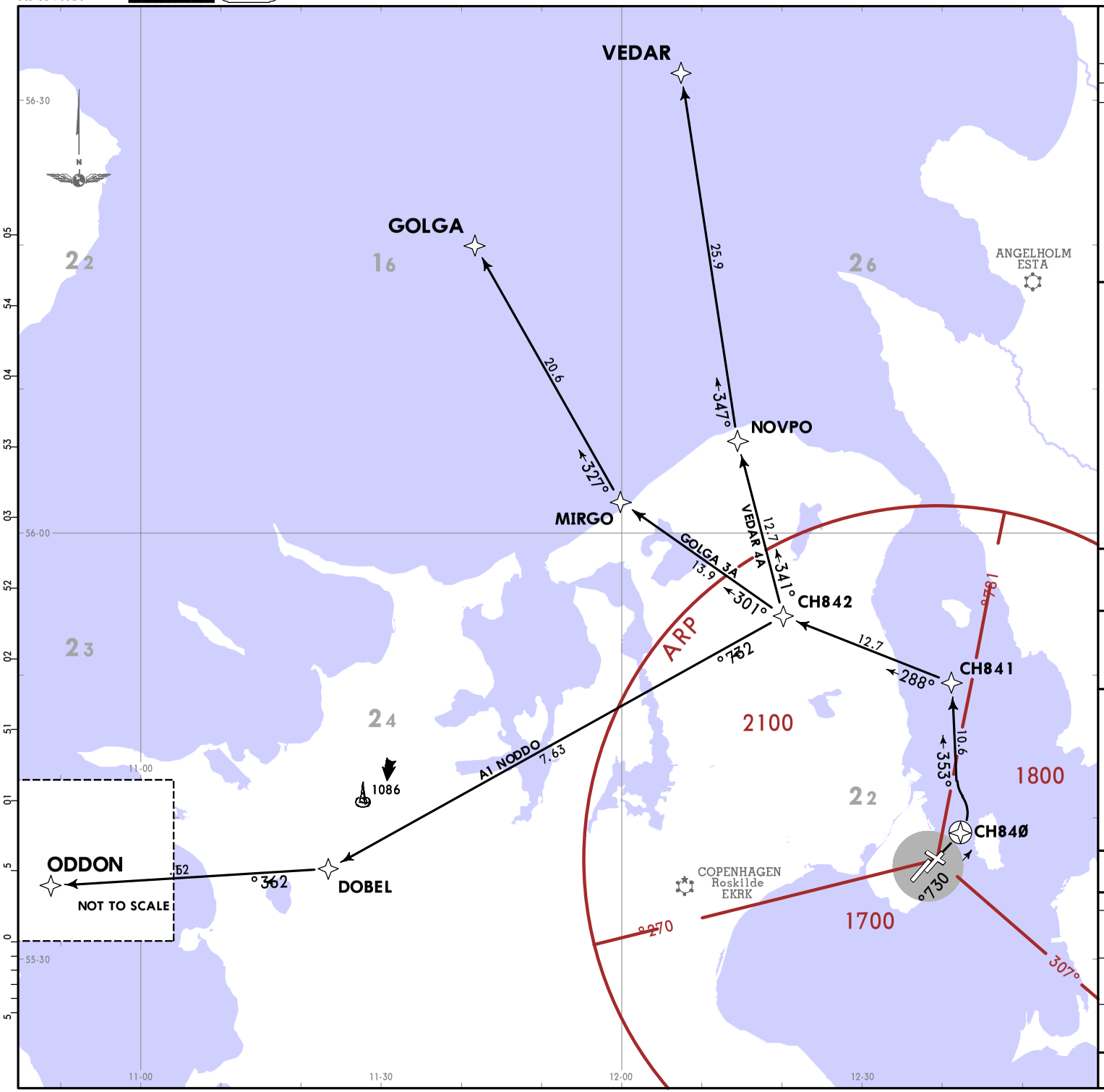
COPENHAGEN, DENMARK

RNAV SID



KASTRUP Departure (R)	Apt Elev
120.255	17

Trans alt: 5000

RNAV 1 GNSS required

1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure.
2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
3. When instructed for line-up, squawk assigned SSR code.
4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 3A [GOLG3A]
ODDON 1A [ODON1A]
VEDAR 4A [VEDA4A]
RNAV DEPARTURES
(RWY 04R)

SPEED: MAX 250 KT AT OR BELOW FL070

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact. CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070**
or as requested if lower

SID	ROUTING
GOLGA 3A	Track extended runway centerline to CH84Ø - CH841 - CH842 - MIRGO - GOLGA.
ODDON 1A	Track extended runway centerline to CH84Ø - CH841 - CH842 - DOBEL - ODDON.
VEDAR 4A ❶	Track extended runway centerline to CH84Ø - CH841 - CH842 - NOVPO - VEDAR.

❶ Not available for traffic re-entering EKDK FIR beyond VEDAR. Alternate is SID GOLGA.

CHANGES: Procedure ODN 3A renamed ODDON 1A, ODN VOR replaced with waypoint ODDON.

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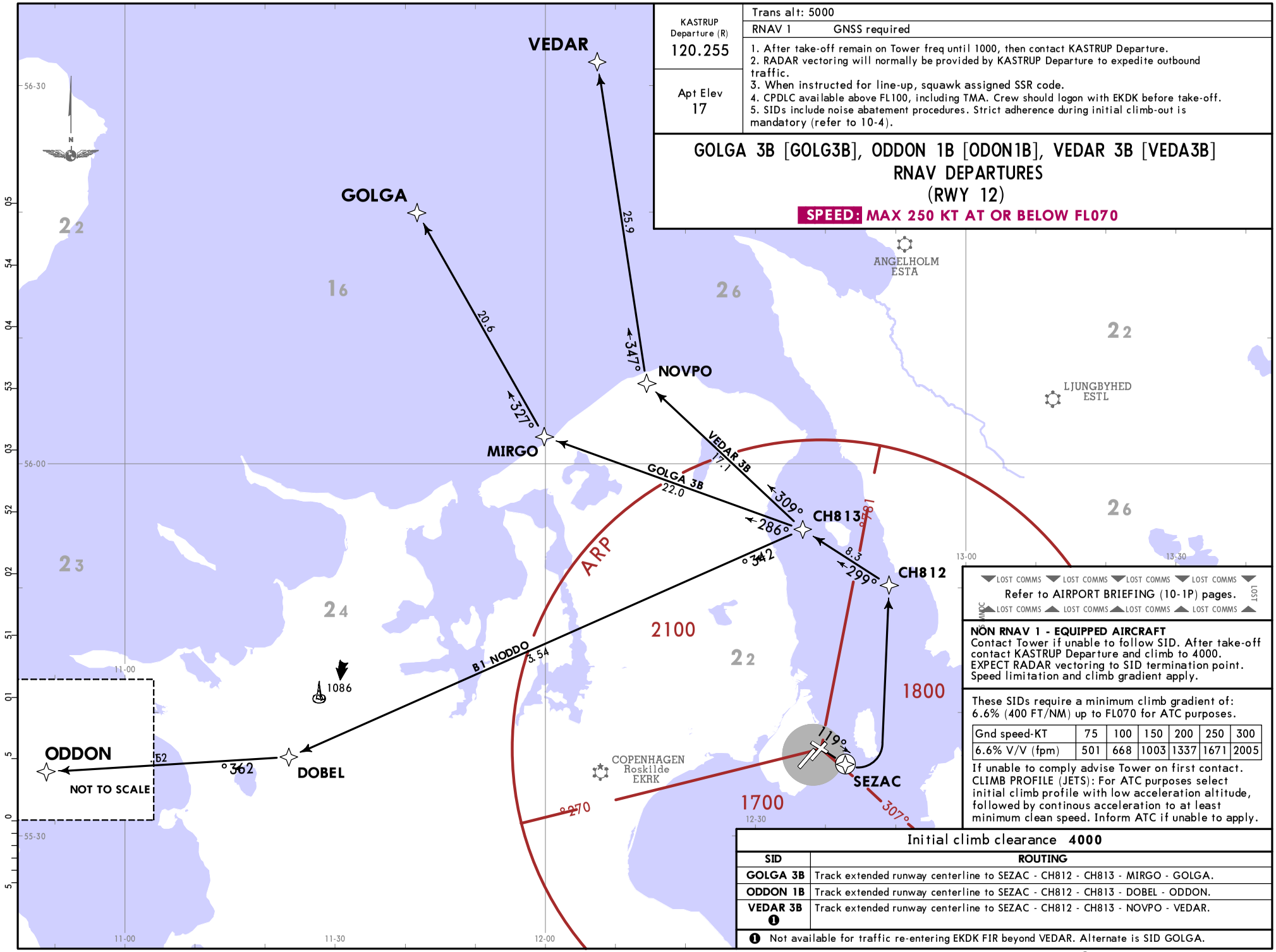
KASTRUP Departure (R) 120.255	Trans alt: 5000
	RNAV 1 GNSS required
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 3B [GOLG3B], ODDON 1B [ODON1B], VEDAR 3B [VEDA3B] RNAV DEPARTURES (RWY 12)

SPEED: MAX 250 KT AT OR BELOW FL070



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to 4000. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact. CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **4000**

SID	ROUTING
GOLGA 3B	Track extended runway centerline to SEZAC - CH812 - CH813 - MIRGO - GOLGA.
ODDON 1B	Track extended runway centerline to SEZAC - CH812 - CH813 - DOBEL - ODDON.
VEDAR 3B ❶	Track extended runway centerline to SEZAC - CH812 - CH813 - NOVPO - VEDAR.

❶ Not available for traffic re-entering EKDK FIR beyond VEDAR. Alternate is SID GOLGA.

CHANGES: Procedure ODN 3B renamed ODDON 1B, ODN VOR replaced with waypoint ODDON.

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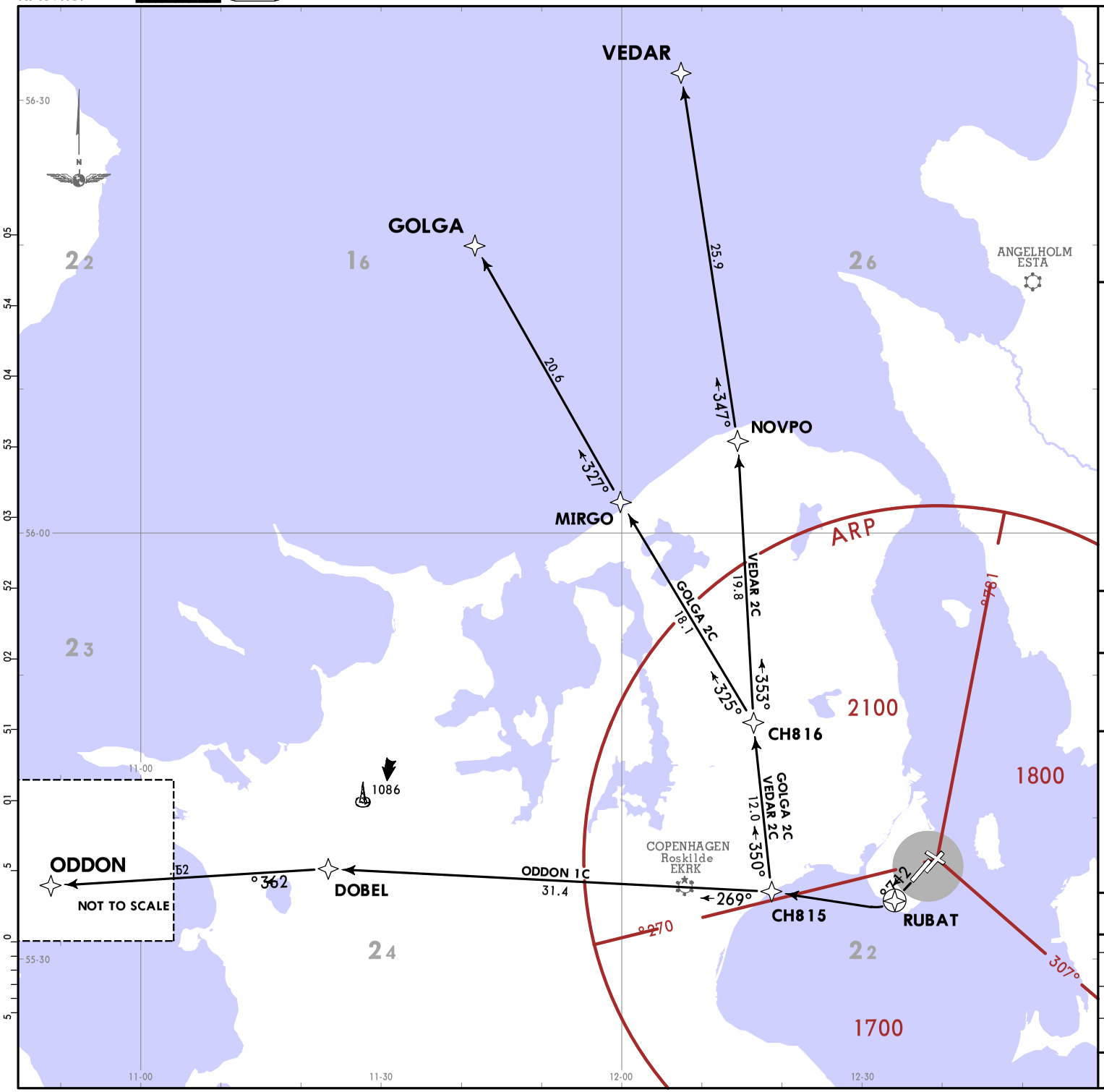
COPENHAGEN, DENMARK

RNAV SID



KASTRUP Departure (R)	Apt Elev
120.255	17

Trans alt: 5000

RNAV 1 GNSS required

1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure.
2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
3. When instructed for line-up, squawk assigned SSR code.
4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 2C [GOLG2C]
ODDON 1C [ODON1C]
VEDAR 2C [VEDA2C]
RNAV DEPARTURES
(RWY 22R)

SPEED: MAX 250 KT AT OR BELOW FL070

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact. CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

SID	ROUTING
GOLGA 2C	Track to RUBAT - CH815 - CH816 - MIRGO - GOLGA.
ODDON 1C	Track to RUBAT - CH815 - DOBEL - ODDON.
VEDAR 2C ❶	Track to RUBAT - CH815 - CH816 - NOVPO - VEDAR.

❶ Not available for traffic re-entering EKDK FIR beyond VEDAR. Alternate is SID GOLGA.

CHANGES: Procedure ODN 2C renamed ODDON 1C, ODN VOR replaced with waypoint ODDON.

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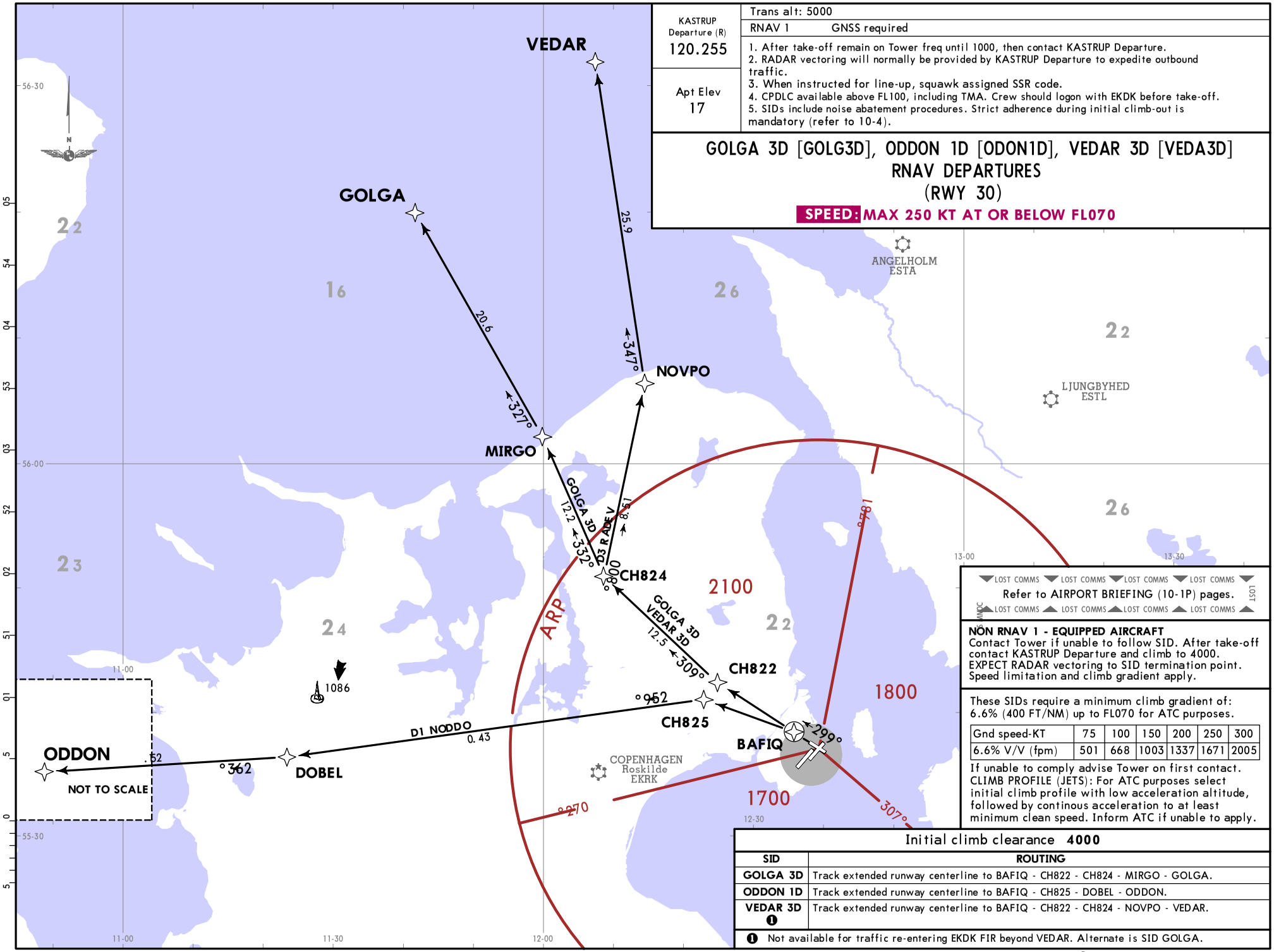
KASTRUP Departure (R) 120.255	Trans alt: 5000
	RNAV 1 GNSS required
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 3D [GOLG3D], ODDON 1D [ODON1D], VEDAR 3D [VEDA3D] RNAV DEPARTURES (RWY 30)

SPEED: MAX 250 KT AT OR BELOW FL070



NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to 4000. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact. CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **4000**

SID	ROUTING
GOLGA 3D	Track extended runway centerline to BAFIQ - CH822 - CH824 - MIRGO - GOLGA.
ODDON 1D	Track extended runway centerline to BAFIQ - CH825 - DOBEL - ODDON.
VEDAR 3D ❶	Track extended runway centerline to BAFIQ - CH822 - CH824 - NOVPO - VEDAR.

❶ Not available for traffic re-entering EKDK FIR beyond VEDAR. Alternate is SID GOLGA.

CHANGES: Procedure ODN 3D renamed ODDON 1D, ODN VOR replaced with waypoint ODDON.

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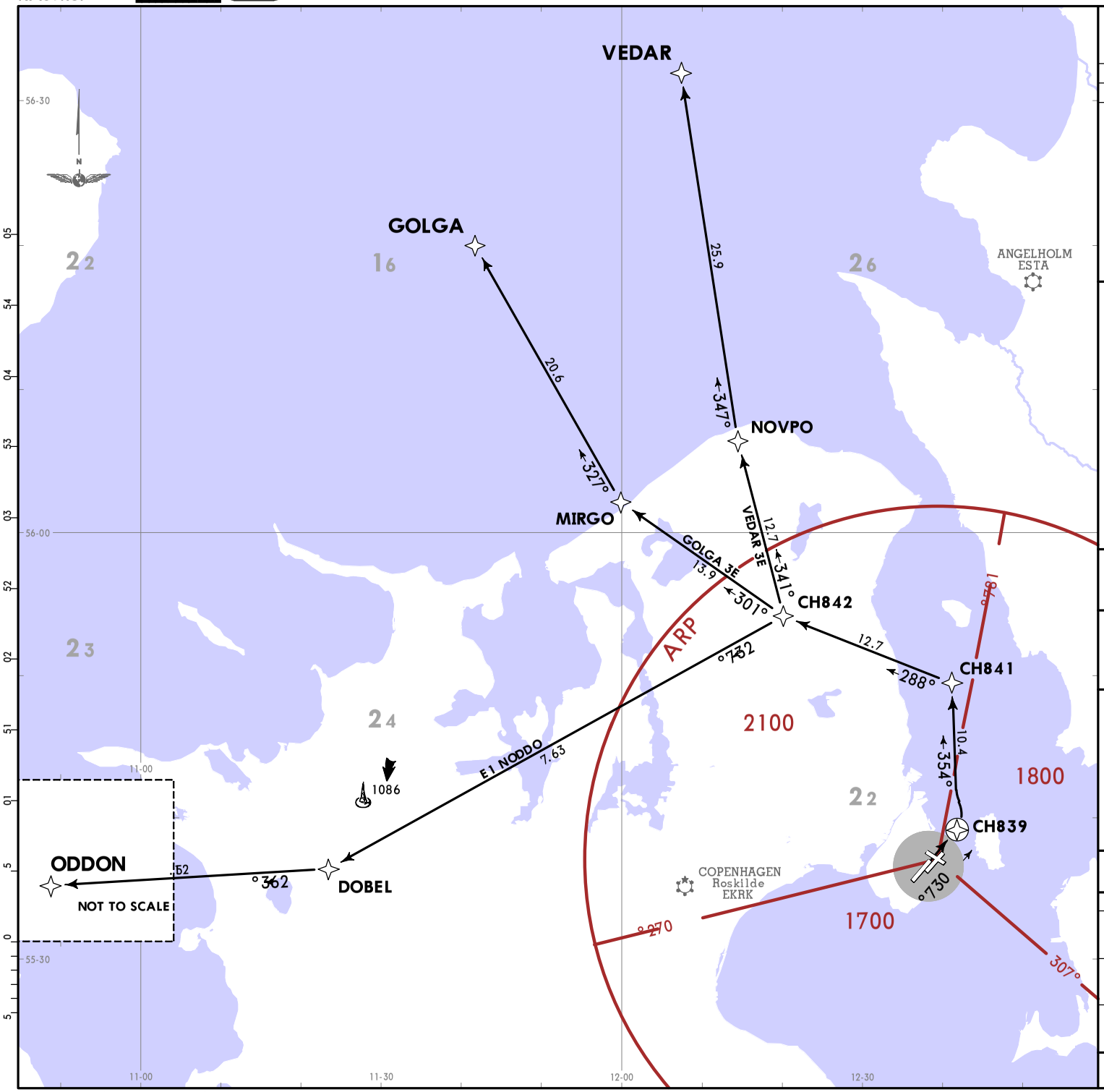
COPENHAGEN, DENMARK

RNAV SID



KASTRUP Departure (R)	Apt Elev
120.255	17

Trans alt: 5000

RNAV 1 GNSS required

1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure.
2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
3. When instructed for line-up, squawk assigned SSR code.
4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 3E [GOLG3E]
ODDON 1E [ODON1E]
VEDAR 3E [VEDA3E]
RNAV DEPARTURES
(RWY 04L)

SPEED: MAX 250 KT AT OR BELOW FL070

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact. CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070**
or as requested if lower

SID	ROUTING
GOLGA 3E	Track extended runway centerline to CH839 - CH841 - CH842 - MIRGO - GOLGA.
ODDON 1E	Track extended runway centerline to CH839 - CH841 - CH842 - DOBEL - ODDON.
VEDAR 3E ❶	Track extended runway centerline to CH839 - CH841 - CH842 - NOVPO - VEDAR.

❶ Not available for traffic re-entering EKDK FIR beyond VEDAR. Alternate is SID GOLGA.

CHANGES: Procedure ODN 3E renamed ODDON 1E, ODN VOR replaced with ODDON waypoint.

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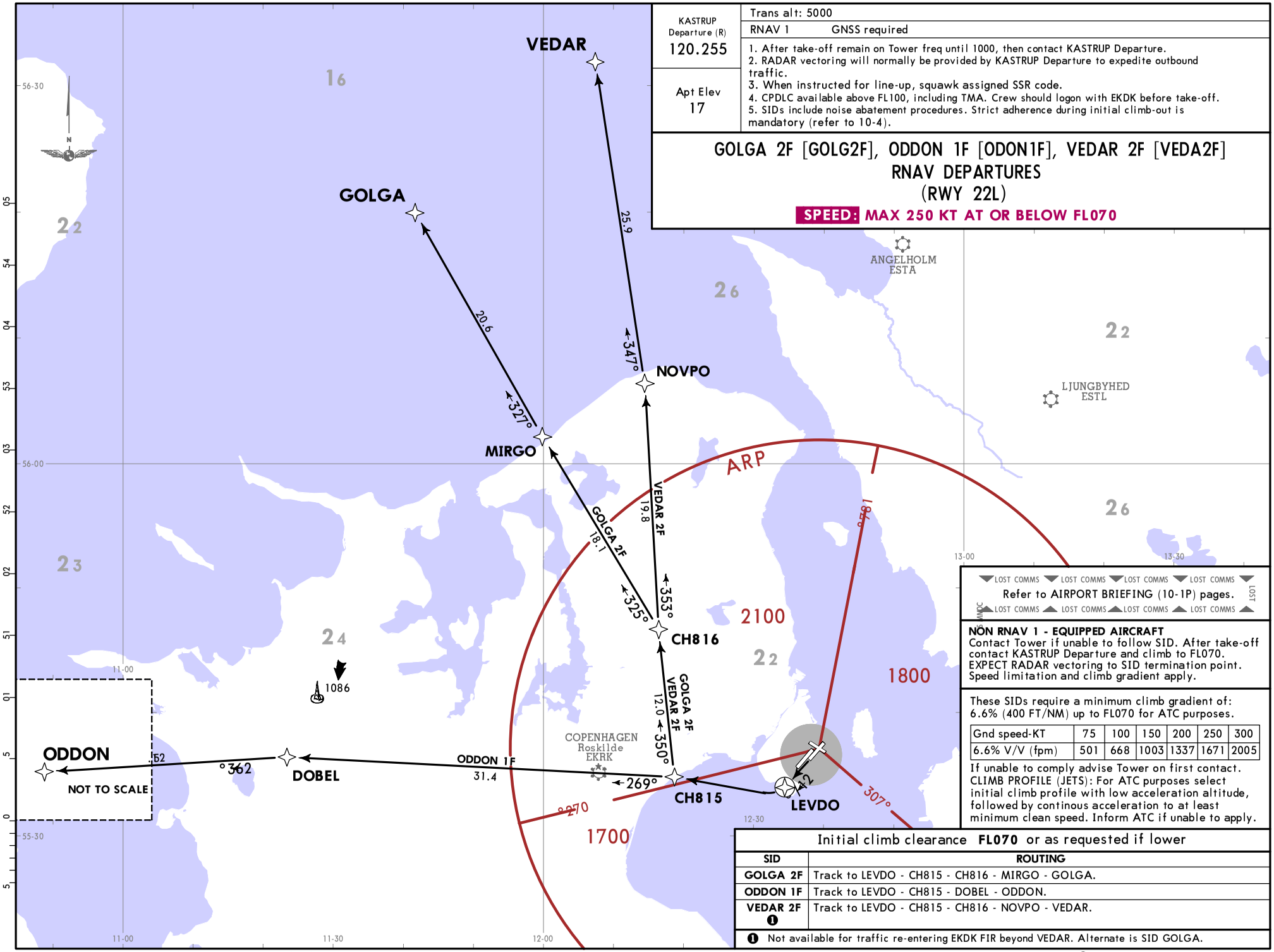
KASTRUP Departure (R) 120.255	Trans alt: 5000
	RNAV 1 GNSS required
Apt Elev 17	1. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 2. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 3. When instructed for line-up, squawk assigned SSR code. 4. CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 2F [GOLG2F], ODDON 1F [ODON1F], VEDAR 2F [VEDA2F] RNAV DEPARTURES (RWY 22L)

SPEED: MAX 250 KT AT OR BELOW FL070



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

NON RNAV 1 - EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL070. EXPECT RADAR vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of: 6.6% (400 FT/NM) up to FL070 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.
CLIMB PROFILE (JETS): For ATC purposes select initial climb profile with low acceleration altitude, followed by continous acceleration to at least minimum clean speed. Inform ATC if unable to apply.

Initial climb clearance **FL070** or as requested if lower

SID	ROUTING
GOLGA 2F	Track to LEVDO - CH815 - CH816 - MIRGO - GOLGA.
ODDON 1F	Track to LEVDO - CH815 - DOBEL - ODDON.
VEDAR 2F ❶	Track to LEVDO - CH815 - CH816 - NOVPO - VEDAR.

❶ Not available for traffic re-entering EKDK FIR beyond VEDAR. Alternate is SID GOLGA.

CHANGES: Procedure ODN 2F renamed ODDON 1F, ODN VOR replaced with waypoint ODDON.

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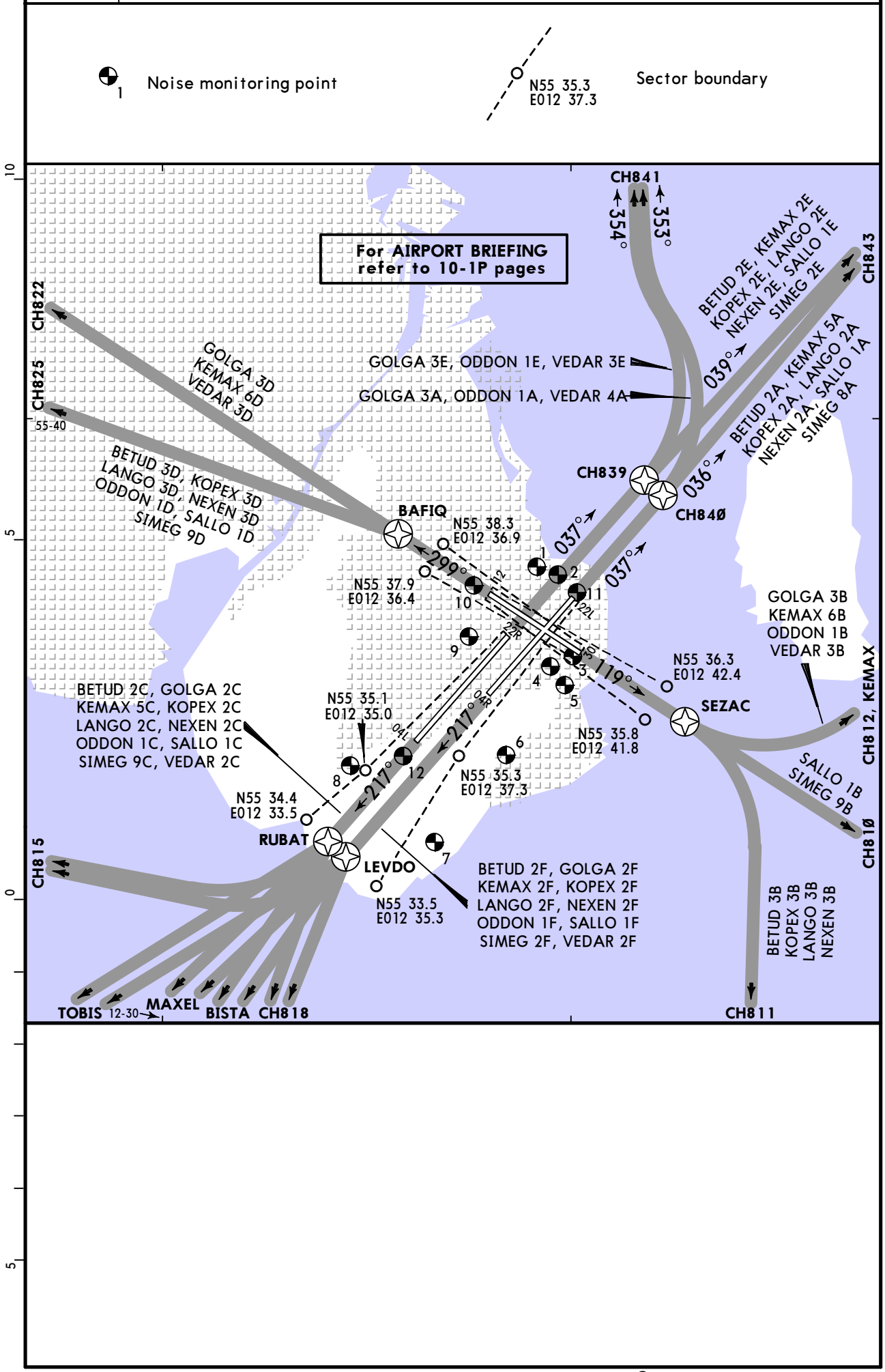
Apt Elev
17

NOISE ABATEMENT



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EKCH/CPH

Apt Elev 17′
N55 37.1 E012 39.4

JEPPESEN

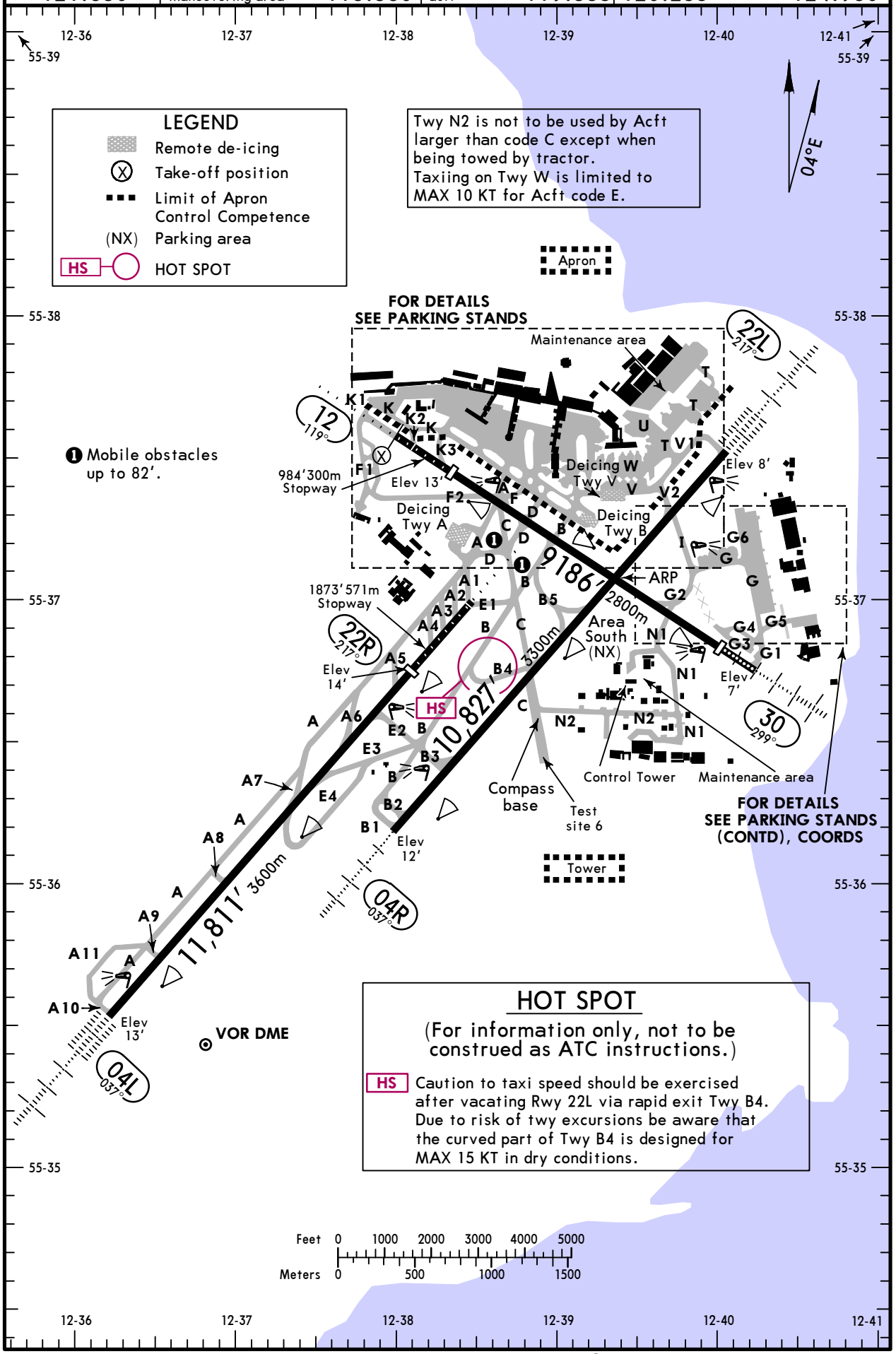
16 AUG 24 (10-9)

COPENHAGEN, DENMARK

KASTRUP

D-ATIS Departure	KASTRUP Clearance	Apron	
122.855	119.905	121.905	*121.730

Tower				KASTRUP Departure	
121.830	Acft on maneuvering area 118.580	Departing acft 119.355		120.255	124.980



CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04L ❶ 22R	❷HIRL(60m) ❷CL(15m) ❸HIALS-II ❷TDZ PAPI-L (angle 3.0°) ❹	OFZ RVR	9843' 3000m	8931' 2722m	❺	148' 45m
	❷HIRL(60m) ❷CL(15m) ❷❸HIALS ❷REIL PAPI-R (angle 3.0°)	OFZ RVR				

❶ Antiskid layer
❷ LED lights
❸ Length 900m
❹ HST-E3, A6, A7
❺ TAKE-OFF RUN AVAILABLE

RWY 04L:
From twy A10 int 9843' (3000m)

RWY 22R:
From twy A1/E1 int 11,716' (3571m)
twy A2 int 11,447' (3489m)
twy A3 int 11,027' (3361m)
twy A4 int 10,610' (3234m)
twy A5 int 9478' (2889m)

04R ❻ 22L	❼HIRL(60m) ❼CL(15m) ❽HIALS PAPI-L (angle 3.0°)	OFZ RVR	10,833' 3302m	9800' 2987m	❿	148' 45m
	❼HIRL(60m) ❼CL(15m) ❾HIALS-II ❼TDZ PAPI-L (angle 3.0°) ❿	OFZ RVR				

❻ Antiskid layer
❼ LED lights
❽ Length 720m
❾ Length 840m
❿ HST-B4
⓫ TAKE-OFF RUN AVAILABLE

RWY 04R:
From twy B1 int 10,833' (3302m)
twy B2 int 10,509' (3203m)
twy B3 int 9177' (2797m)
twy B4/C int 6368' (1941m)

RWY 22L:
From twy V1 int 10,833' (3302m)
twy V2 int 9144' (2787m)

12 ⓬ 30	HIRL (30m) ⓭HIALS ⓮REIL PAPI-R (angle 3.0°)	OFZ RVR	7759' 2365m	6847' 2087m	⓯	148' 45m
	HIRL (30m) ⓭HIALS PAPI-L (angle 3.0°)	OFZ RVR	6873' 2095m	5961' 1817m	⓯ ⓰	

⓬ Antiskid layer
⓭ Length 900m
⓮ LED lights
⓯ TAKE-OFF RUN AVAILABLE

RWY 12:
From posn X 9186' (2800m)
twy K2 int 8855' (2699m)
twy K3 int 8136' (2480m)
twy D int 5909' (1801m)

RWY 30:
From twy G1 int 7759' (2365m)

⓰ Additional 984'/300m available as stopway.

Std/State TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR (DAY)	RCLM & RVR & RL or CL (NIGHT)	DAY	NIGHT	DAY	NIGHT
❶R125m	R150m	R300m		R/V400m		R/V500m	NA

❶ RWY 22L: R75m with approved lateral guidance system.

CHANGES: Rwy 22L approach lightning length, Rwy 22R TORA int.

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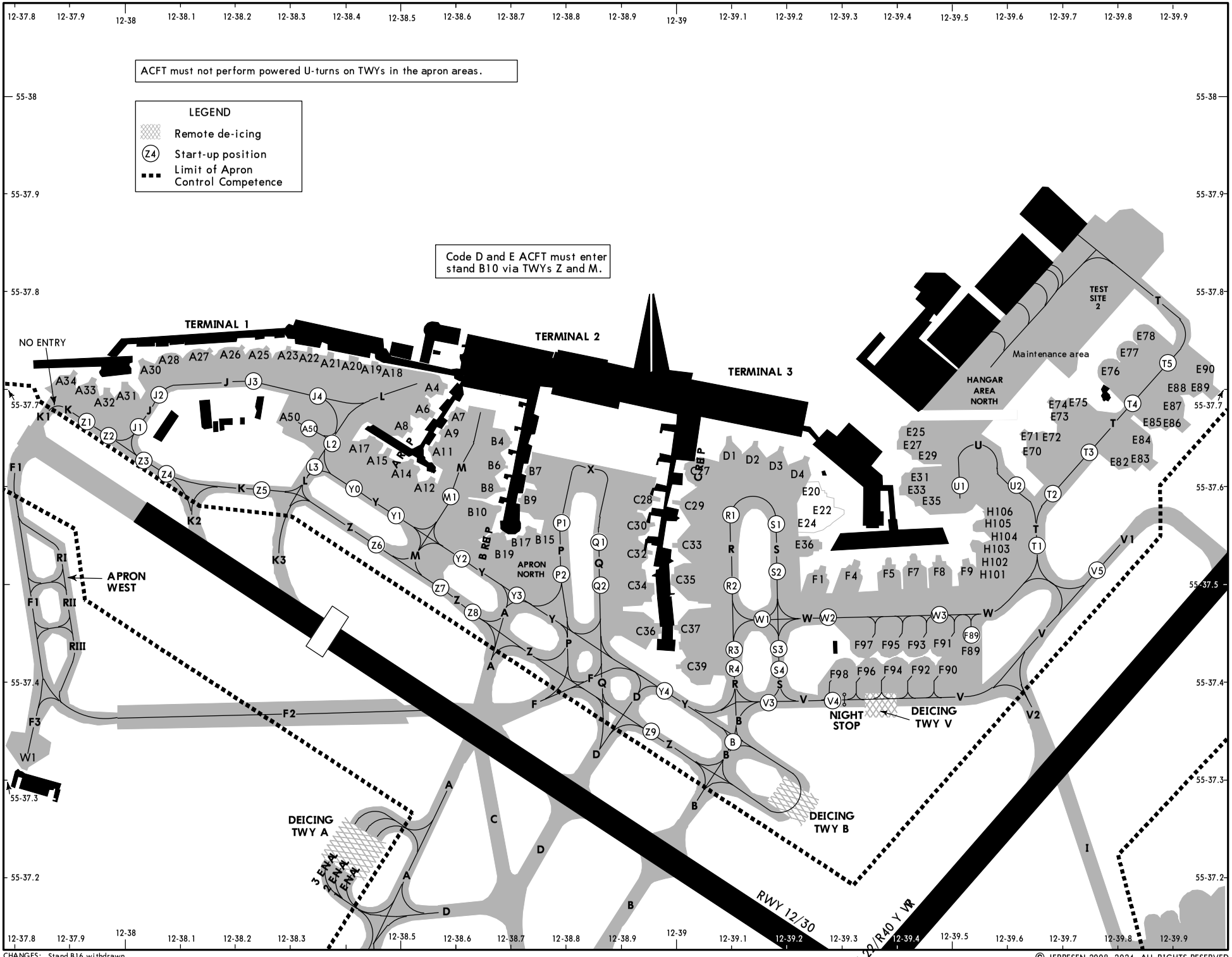

CHANGES: Stand B16 withdrawn.

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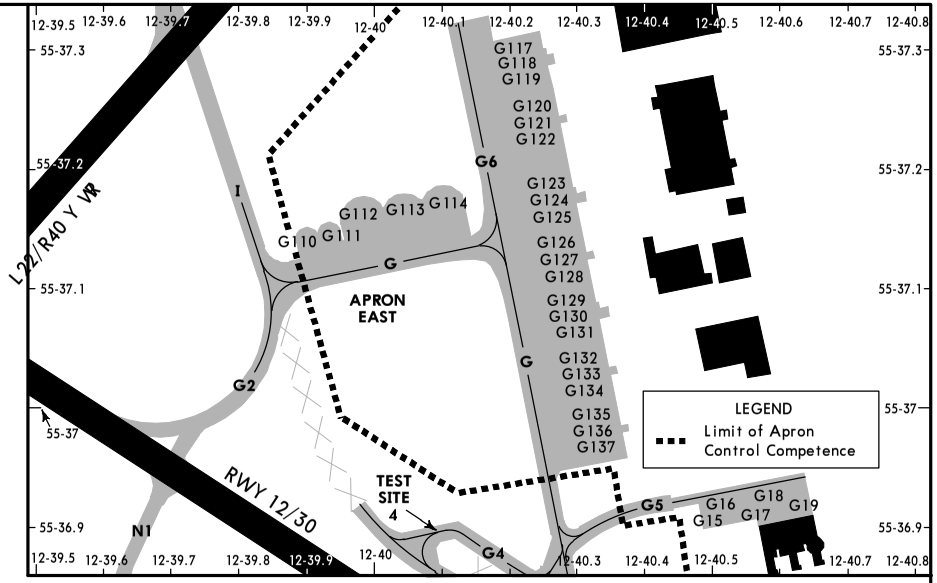
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A4, A6	N55 37.7 E012 38.5	E70 thru E72	N55 37.6 E012 39.7
A7	N55 37.7 E012 38.6	E73, E74	N55 37.7 E012 39.7
A8	N55 37.7 E012 38.5	E75, E76	N55 37.7 E012 39.8
A9	N55 37.7 E012 38.6	E77	N55 37.7 E012 39.9
A11	N55 37.6 E012 38.6	E78	N55 37.8 E012 39.9
A12, A14, A15	N55 37.6 E012 38.5	E82 thru E84	N55 37.6 E012 39.9
A17	N55 37.6 E012 38.4	E85 thru E87	N55 37.7 E012 39.9
A18 thru A21	N55 37.7 E012 38.4	E88 thru E90	N55 37.7 E012 40.0
A22, A23	N55 37.7 E012 38.3	F1, F4	N55 37.5 E012 39.3
A25, A26	N55 37.7 E012 38.2	F5	N55 37.5 E012 39.4
A27, A28	N55 37.7 E012 38.1	F7, F8	N55 37.5 E012 39.5
A30, A31	N55 37.7 E012 38.0	F9	N55 37.5 E012 39.6
A32 thru A34	N55 37.7 E012 37.9	F89	N55 37.4 E012 39.6
A50	N55 37.7 E012 38.3	F90 thru F93	N55 37.4 E012 39.5
B4	N55 37.7 E012 38.7	F94 thru F97	N55 37.4 E012 39.4
B6	N55 37.6 E012 38.7	F98	N55 37.4 E012 39.3
B7	N55 37.6 E012 38.8	G15 thru G17	N55 36.9 E012 40.5
B8, B9	N55 37.6 E012 38.7	G18, G19	N55 36.9 E012 40.6
B10	N55 37.6 E012 38.6	G110, G111	N55 37.1 E012 39.9
B15 thru B19	N55 37.5 E012 38.7	G112, G113	N55 37.2 E012 40.0
C27	N55 37.6 E012 39.1	G114	N55 37.2 E012 40.1
C28	N55 37.6 E012 38.9	G117 thru G119	N55 37.3 E012 40.2
C29	N55 37.6 E012 39.0	G120 thru G123	N55 37.2 E012 40.2
C30	N55 37.6 E012 38.9	G124	N55 37.2 E012 40.3
C32	N55 37.5 E012 38.9	G125	N55 37.2 E012 40.2
C33	N55 37.5 E012 39.0	G126 thru G131	N55 37.1 E012 40.3
C34	N55 37.5 E012 38.9	G132 thru G137	N55 37.0 E012 40.3
C35	N55 37.5 E012 39.0	H101 thru H103	N55 37.5 E012 39.6
C36	N55 37.5 E012 38.9	H104 thru H106	N55 37.6 E012 39.6
C37	N55 37.5 E012 39.0	R I, R II	N55 37.5 E012 37.9
C39	N55 37.4 E012 39.0	R III	N55 37.4 E012 37.9
D1	N55 37.6 E012 39.1	W1	N55 37.3 E012 37.8
D2 thru D4	N55 37.6 E012 39.2		
E20, E22, E24	N55 37.6 E012 39.3		
E25	N55 37.7 E012 39.4		
E27	N55 37.6 E012 39.4		
E29	N55 37.6 E012 39.5		
E31, E33	N55 37.6 E012 39.4		
E35	N55 37.6 E012 39.5		
E36	N55 37.5 E012 39.3		



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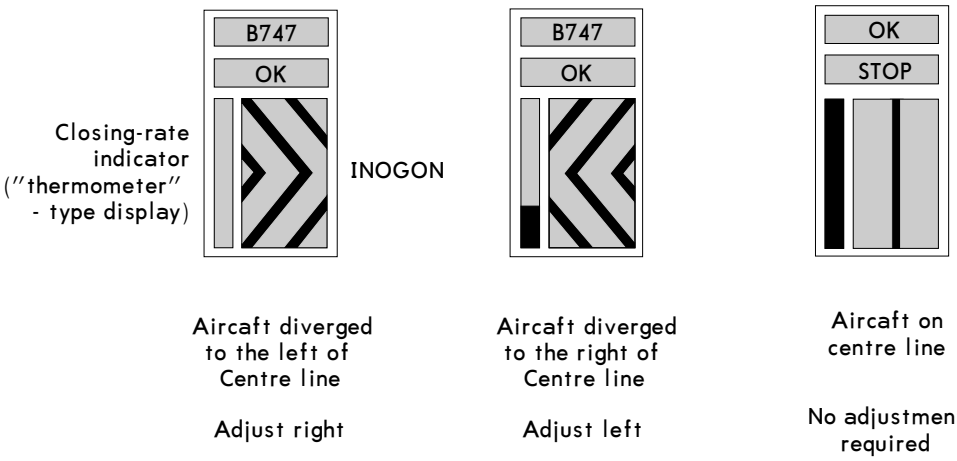
VISUAL DOCKING GUIDANCE SYSTEM

Pilot instructions for APIS++ and ApronVision:

1. Before entering stand, check for correct aircraft type on upper display.
2. Follow stand lead-in line and adjust according to the direction of the INOGON centre line beacon.
3. Aircraft type is shown flashing while aircraft enters the stand.
4. At a distance of 15 metres, the DGS starts the countdown. This is displayed both graphically and as a countdown in metres.
5. If the DGS does not start the countdown, or shows a stop and error code, the aircraft must be brought to a stop and marshaller must be called.
6. If the speed exceeds 12km/h the DGS will show "slowdown". The speed of the aircraft must be reduced until the information disappears.
7. Whent stop positions is reached the display indicates "STOP". If the aircraft is parked correctly the display indicates "STOP/OK".
8. If aircraft overshoots correct parking position, "TOO FAR" is indicated on the display. The jet bridge can only be driven in manual mode as there is a risk that the aircraft engine as come too close to the jet bridge.
9. Display automatically shut down after some seconds. The DGS will then display various information, e.g., information for the baggage operators or Target off-Block Time (TOBT).

APIS++ (A-VDGS):



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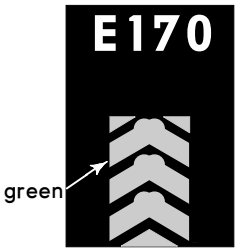
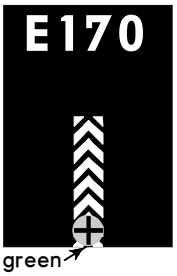
VISUAL DOCKING GUIDANCE SYSTEM (CONTD)

ApronVision A-VDGS

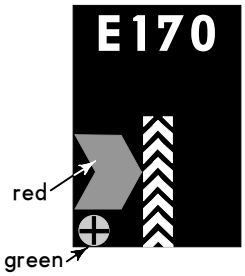
PILOT INSTRUCTIONS

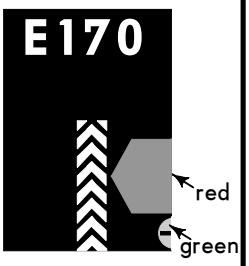


VDGS is active and waiting for aircraft to enter the stand.

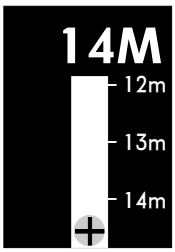


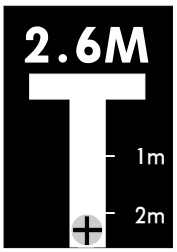
The VDGS has captured the aircraft and is giving guidance. Please follow the instructions on screen.

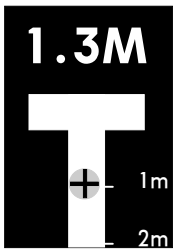




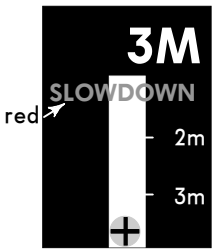
When the nosewheel position goes to far outside the centerline a red arrow will guide you back.



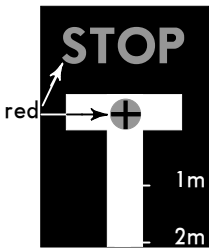




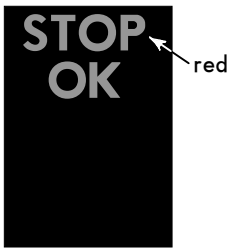
The last 15 meters from the stop, the distance is shown graphically on the screen. Both as a countdown and the position of the nosewheel.



Speed is too high, please reduce speed.



You have reached the stop position.



The aircraft has stopped within the correct position.

WARNING: Stop the aircraft if the display shows "STOP"
Wrong aircraft type/series
Led display is deactivated.

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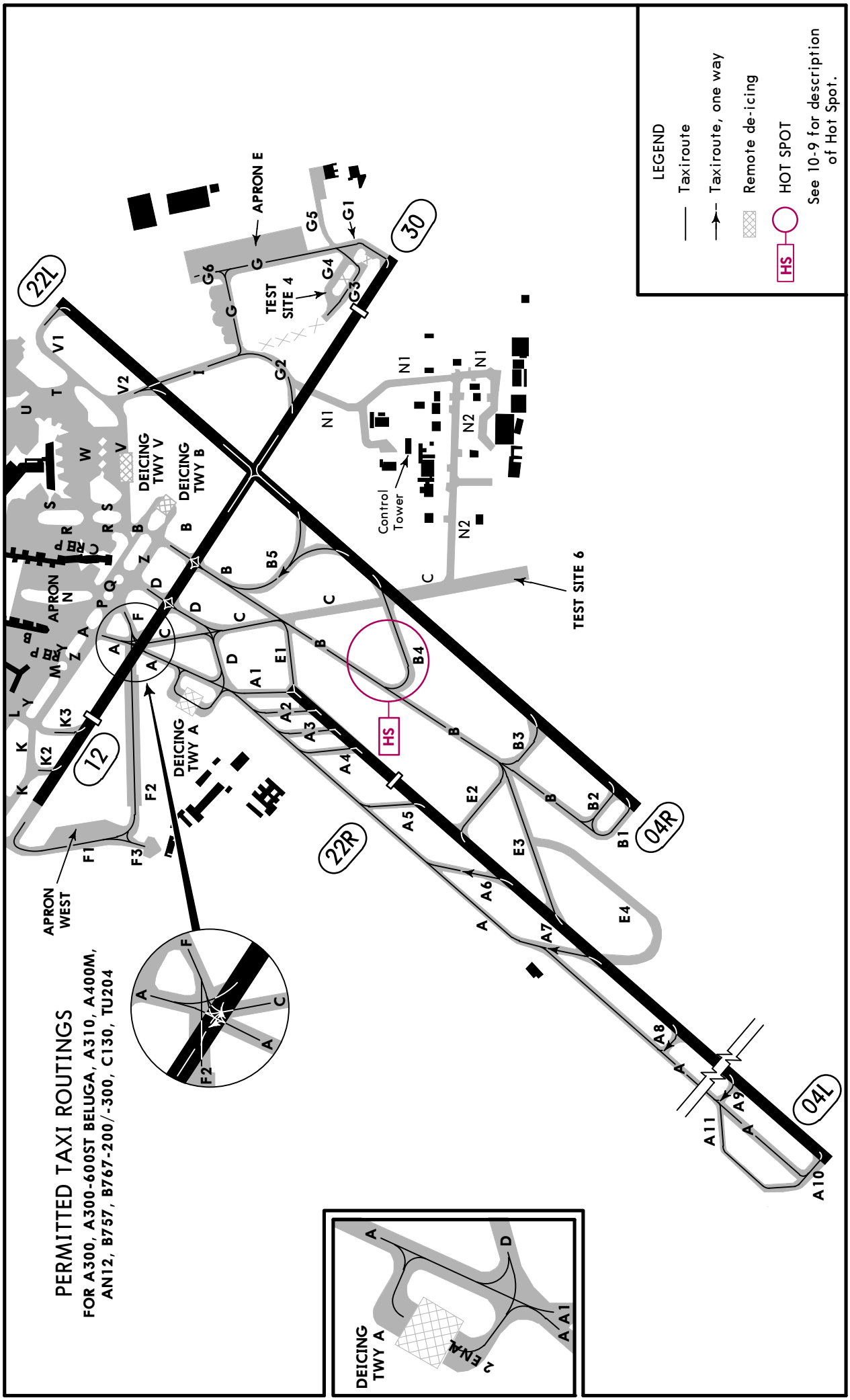

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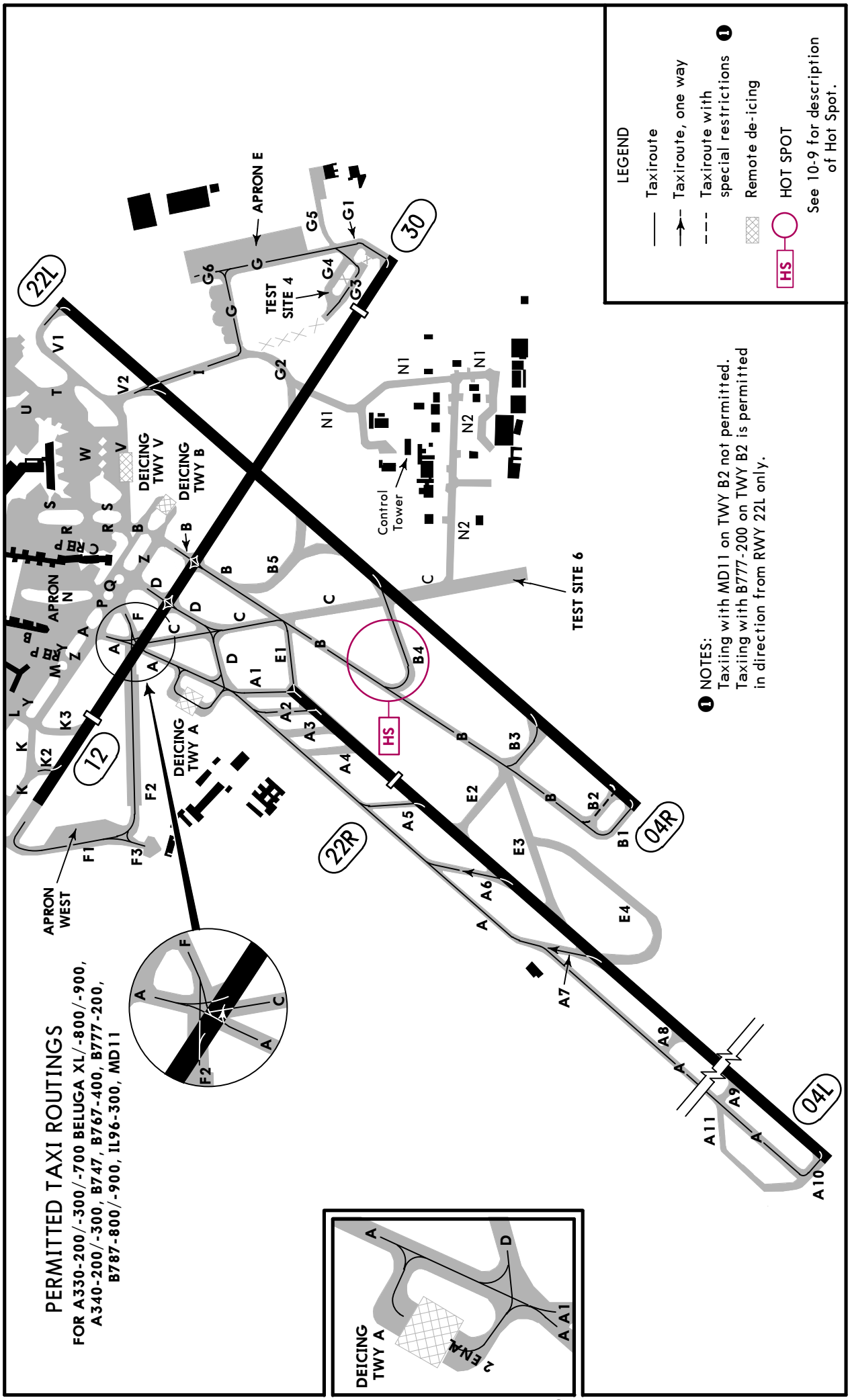

CHANGES: Taxiroute B3 extended to Rwy 04R/22L.

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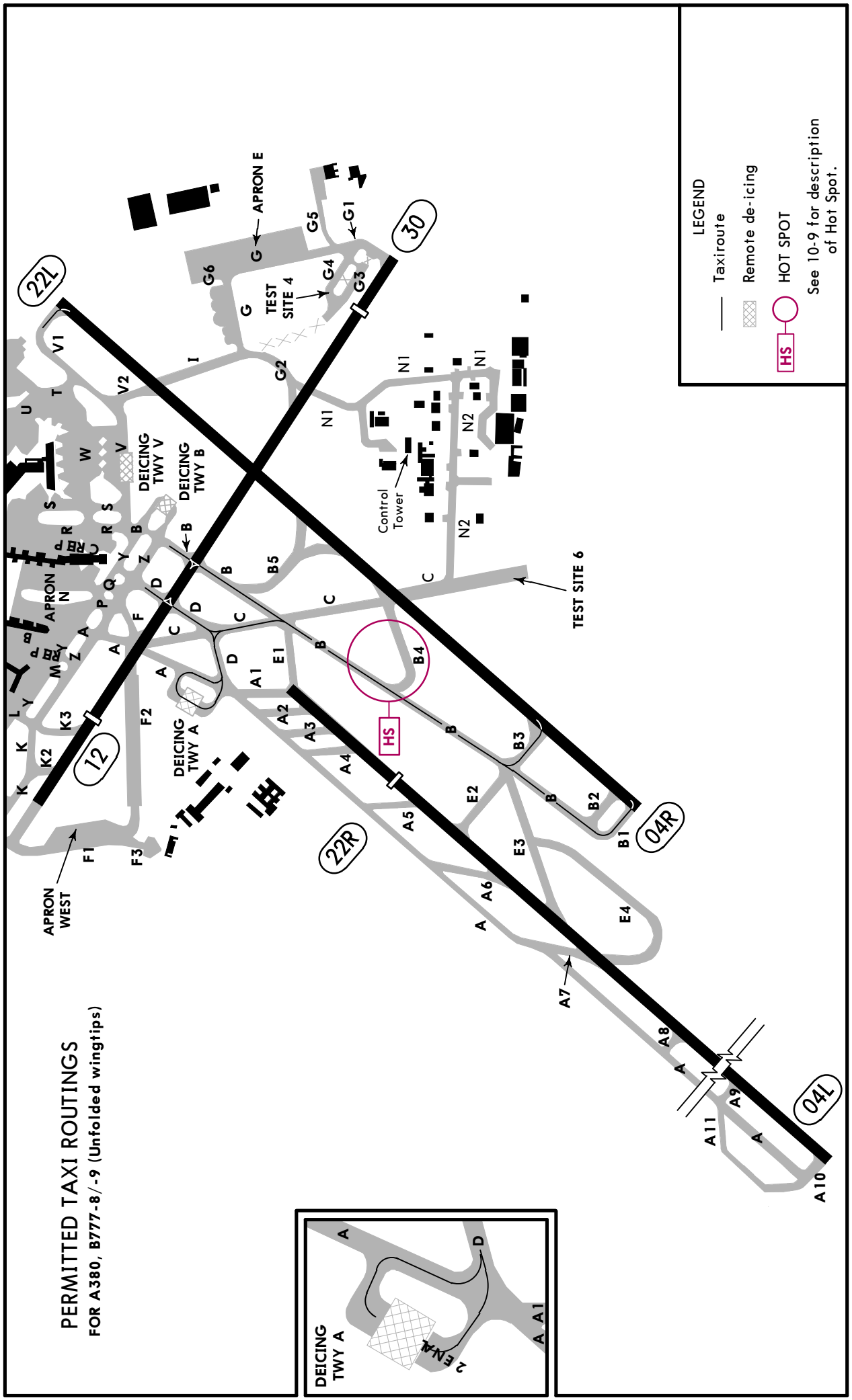

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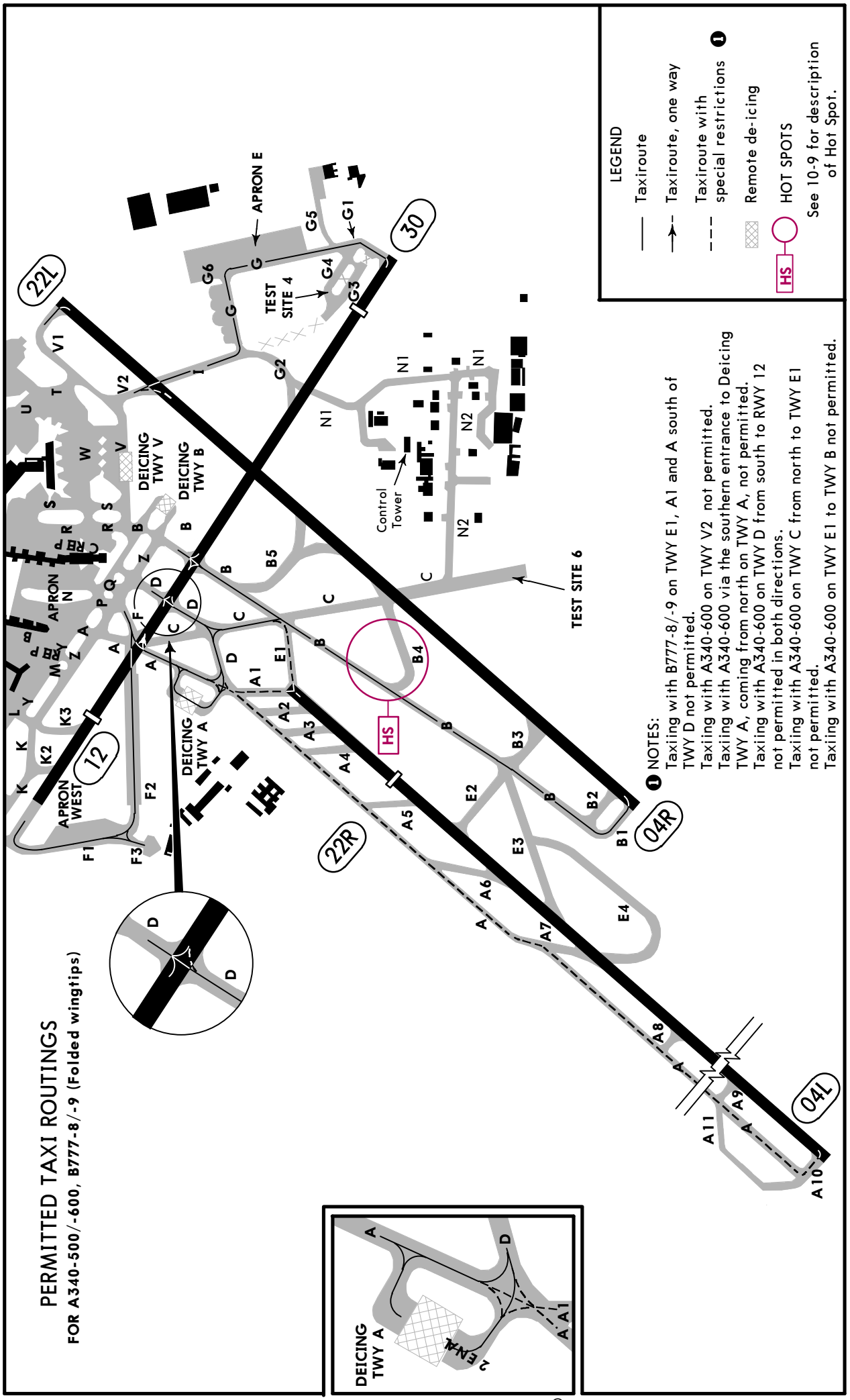
PERMITTED TAXI ROUTINGS

FOR A340-500/-600, B777-8/-9 (Folded wingtips)



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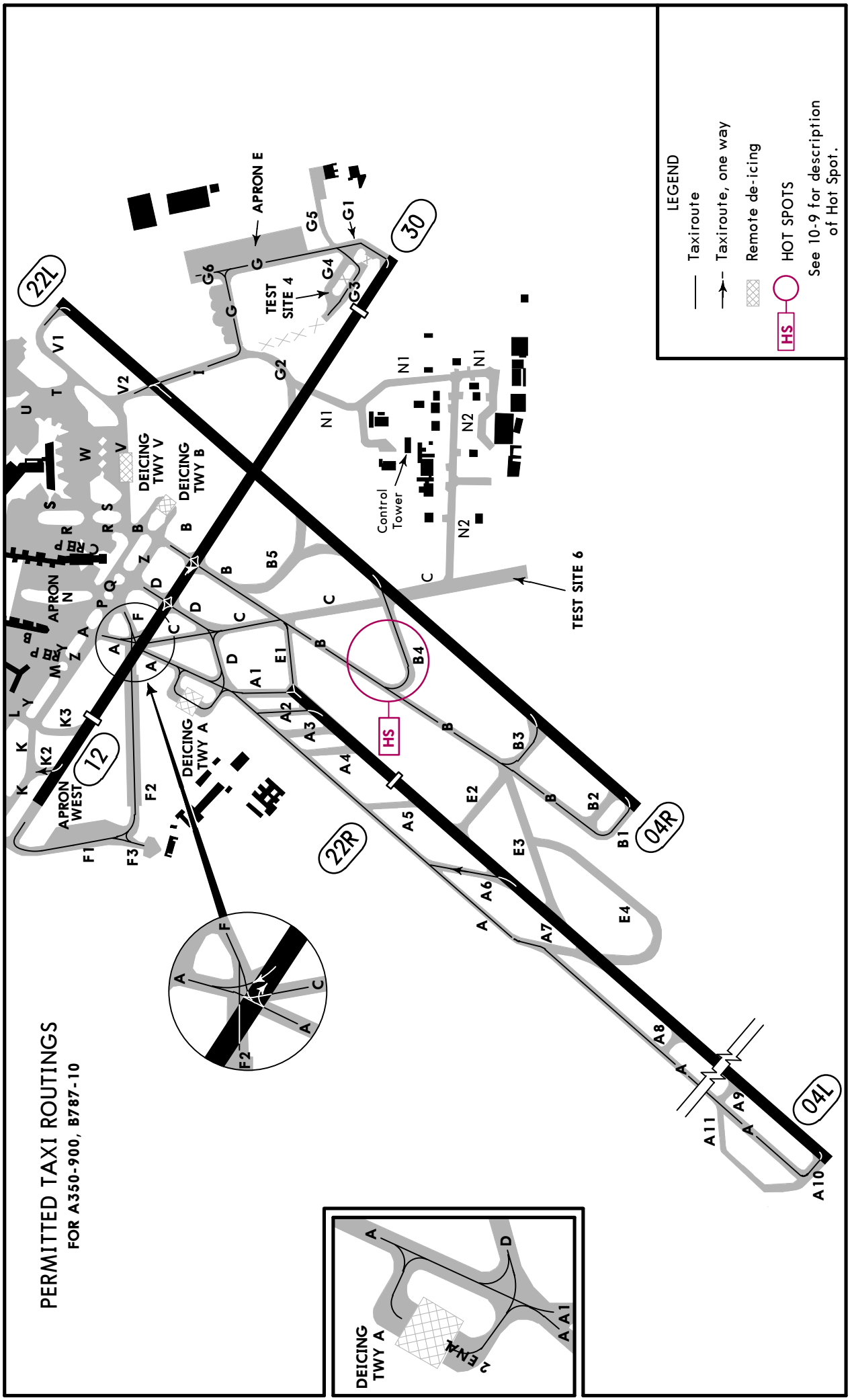

CHANGES: Permitted ACFT, taxiroutes, note removed, buildings, apron reshaped.

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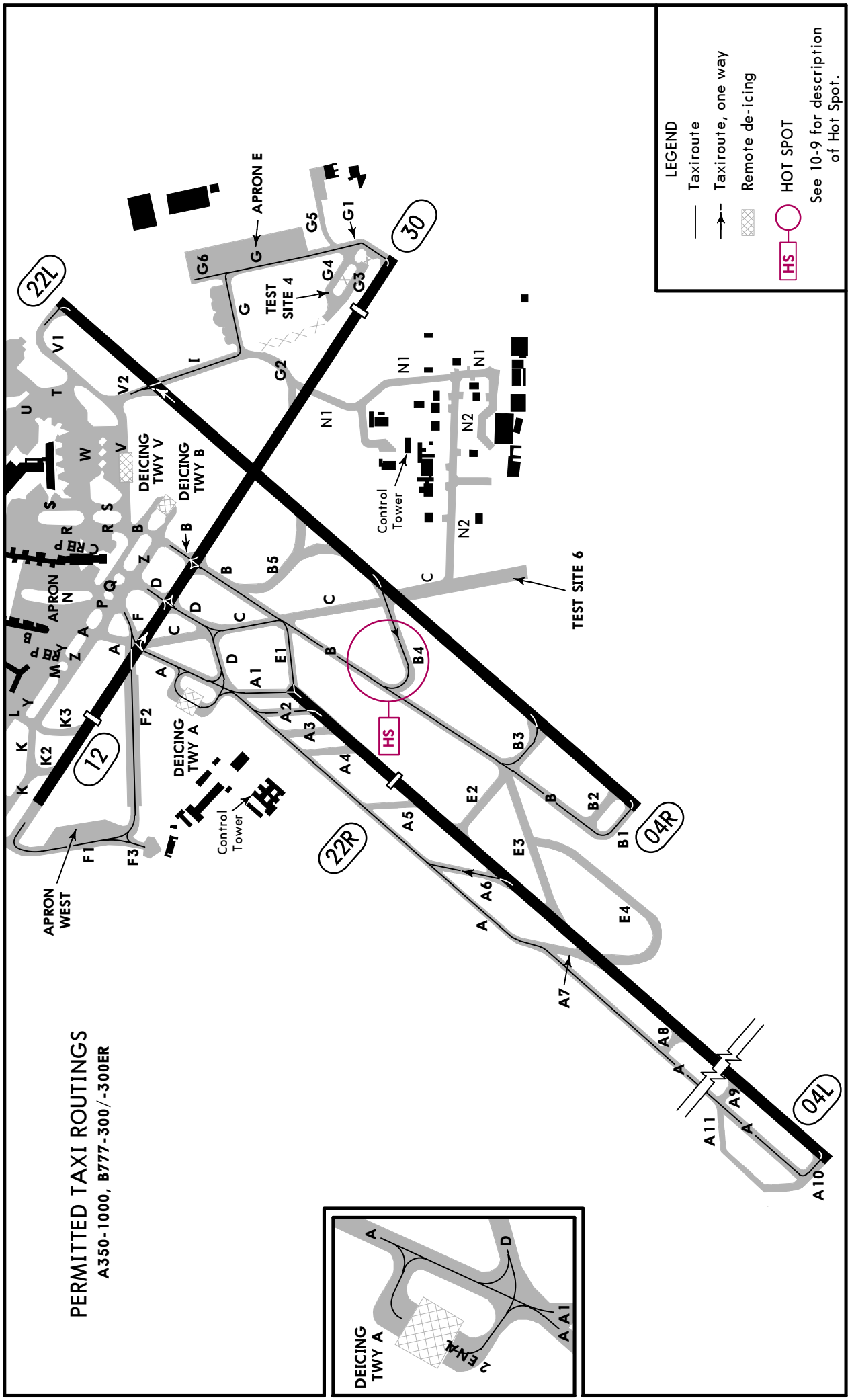

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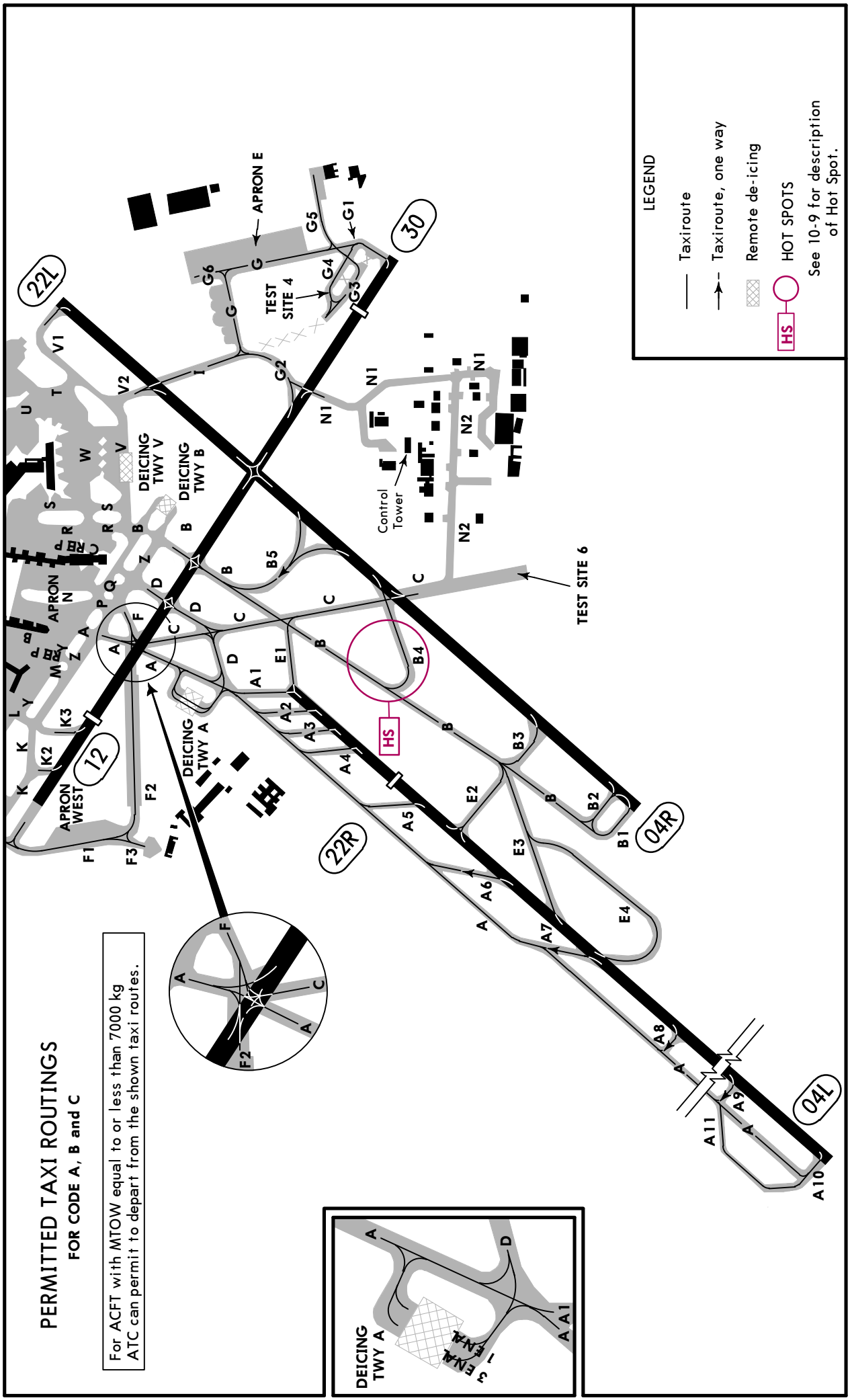

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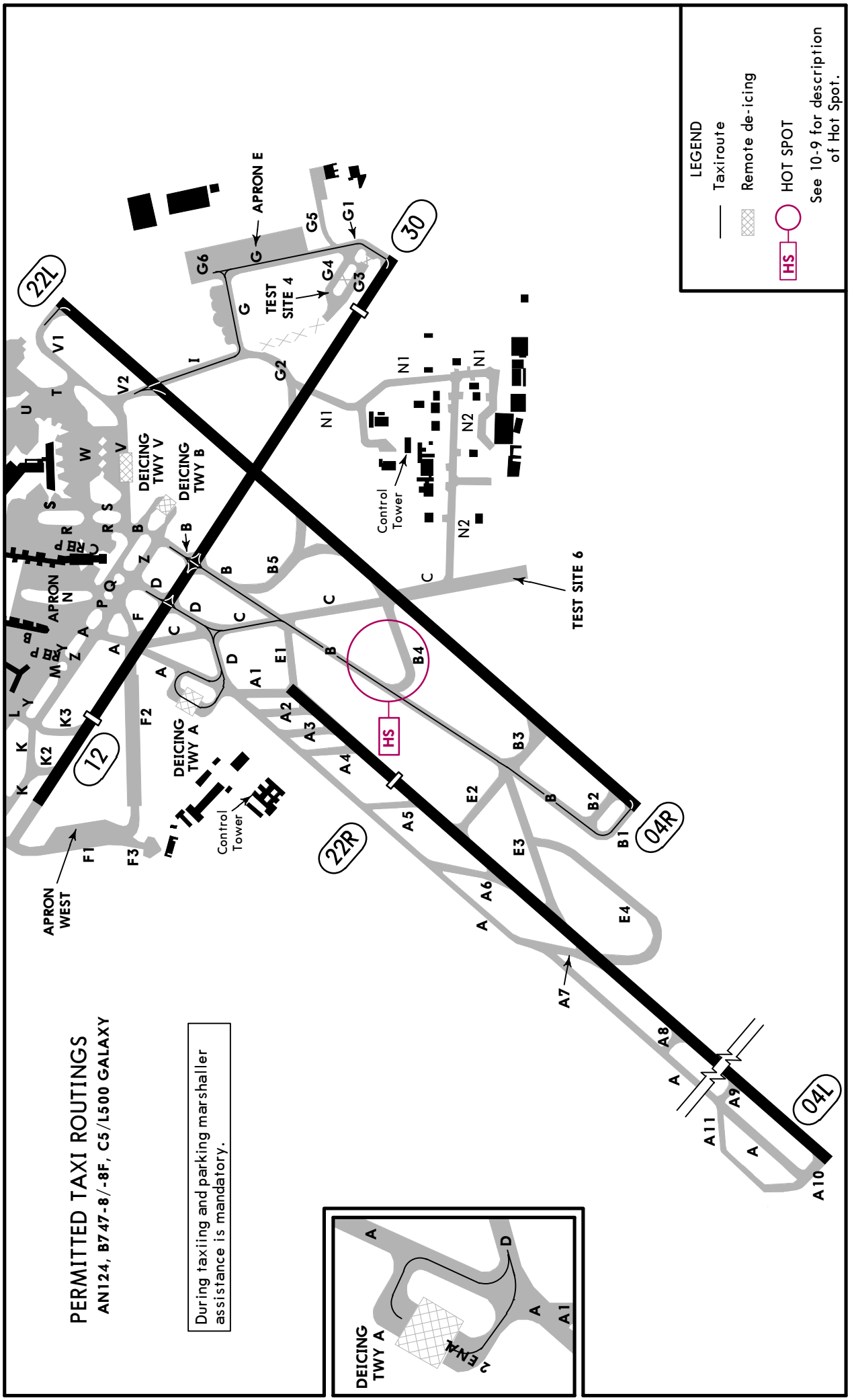

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COPTER

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04L	CAT 2 ILS	113′ (100′)	RA 102′ - R300m
	❶ ILS	213′ (200′)	R550m / R1000m
	LOC	420′ (407′)	R800m / R1000m
	❶ RNP (LPV)	213′ (200′)	R550m / R1000m
	❷ RNP (LNAV/VNAV)	263′ (250′)	R800m / R1000m
	RNP (LNAV)	420′ (407′)	R800m / R1000m
04R	❶ ILS	212′ (200′)	R550m / R1000m
	LOC	580′ (568′)	R800m / R1000m
	❶ RNP (LPV)	212′ (200′)	R550m / R1000m
	❷ RNP (LNAV/VNAV)	270′ (258′)	R800m / R1000m
	RNP (LNAV)	580′ (568′)	R800m / R1000m
12	❶ ILS	213′ (200′)	R550m / R1000m
	LOC	790′ (777′)	R800m / R1000m
	❶ RNP (LPV)	213′ (200′)	R550m / R1000m
	❷ RNP (LNAV/VNAV)	343′ (330′)	R800m / R1000m
	RNP (LNAV)	790′ (777′)	R800m / R1000m
22L	CAT 2 ILS	108′ (100′)	RA 101′ - R300m
	❶ ILS	208′ (200′)	R550m / R1000m
	LOC	510′ (502′)	R800m / R1000m
	❶ RNP (LPV)	208′ (200′)	R550m / R1000m
	❷ RNP (LNAV/VNAV)	320′ (312′)	R800m / R1000m
	RNP (LNAV)	510′ (502′)	R800m / R1000m
22R	❶ ILS	214′ (200′)	R550m / R1000m
	LOC	450′ (436′)	R800m / R1000m
	❶ RNP (LPV)	214′ (200′)	R550m / R1000m
	❷ RNP (LNAV/VNAV)	353′ (339′)	R800m / R1000m
	RNP (LNAV)	450′ (436′)	R800m / R1000m
30	❶ ILS	208′ (200′)	R550m / R1000m
	LOC	510′ (502′)	R800m / R1000m
	❶ RNP (LPV)	208′ (200′)	R550m / R1000m
	❷ RNP (LNAV/VNAV)	398′ (390′)	R800m / R1000m
	RNP (LNAV)	510′ (502′)	R800m / R1000m

❶ With coupled autopilot, otherwise: R800m.
❷ Not to be used below -25°C or above 61°C.

CIRCLE-TO-LAND	MDA(H)	VIS
	580′ (563′)	V800m
After ILS or LOC Rwy 30, RNP Rwy 04R/22L/30	560′ (543′)	V800m
After RNP Rwy 04L/22R	590′ (573′)	V800m
After ILS or LOC Rwy 12, RNP Rwy 12	790′ (773′)	V800m

TAKE-OFF RWY 04L/R, 12, 22L/R, 30

❸ Low Visibility Procedures required			No markings (NIGHT)
❸ Approval for Low Visibility Take-off required			
RL or FATO lights & RCLM & RVR	RL or FATO lights & RCLM	No lights & no markings (DAY)	
R150m	R200m	❹ R250m	V800m

❸ Otherwise: R/V400m.
❹ Or rejected take-off distance whichever is the greater.

CHANGES: Rwy 12 LOC DA/MDA(H), RNP Rwy 12 circling MDA(H).

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EKCH/CPH
KASTRUP

JEPPESEN

15 NOV 24 (11-1) Eff 28 Nov

COPENHAGEN, DENMARK
ILS or LOC Rwy 04L

BRIEFING STRIP TM

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

LOC CH	Final Apch Crs	CH4LF	ILS DA(H)	Apt Elev 17′
*110.5	037°	2000′(1987′)	213′(200′)	Rwy 13′

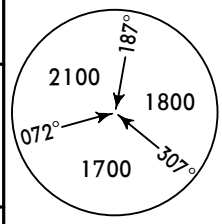
MISSED APCH: Climb STRAIGHT AHEAD to 500′. Turn LEFT and track 343° climbing to 3000′. Inform ATC.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed approach procedure. Maintain 3000′ and track for 3 min, then turn LEFT to ERPUK for new apch.

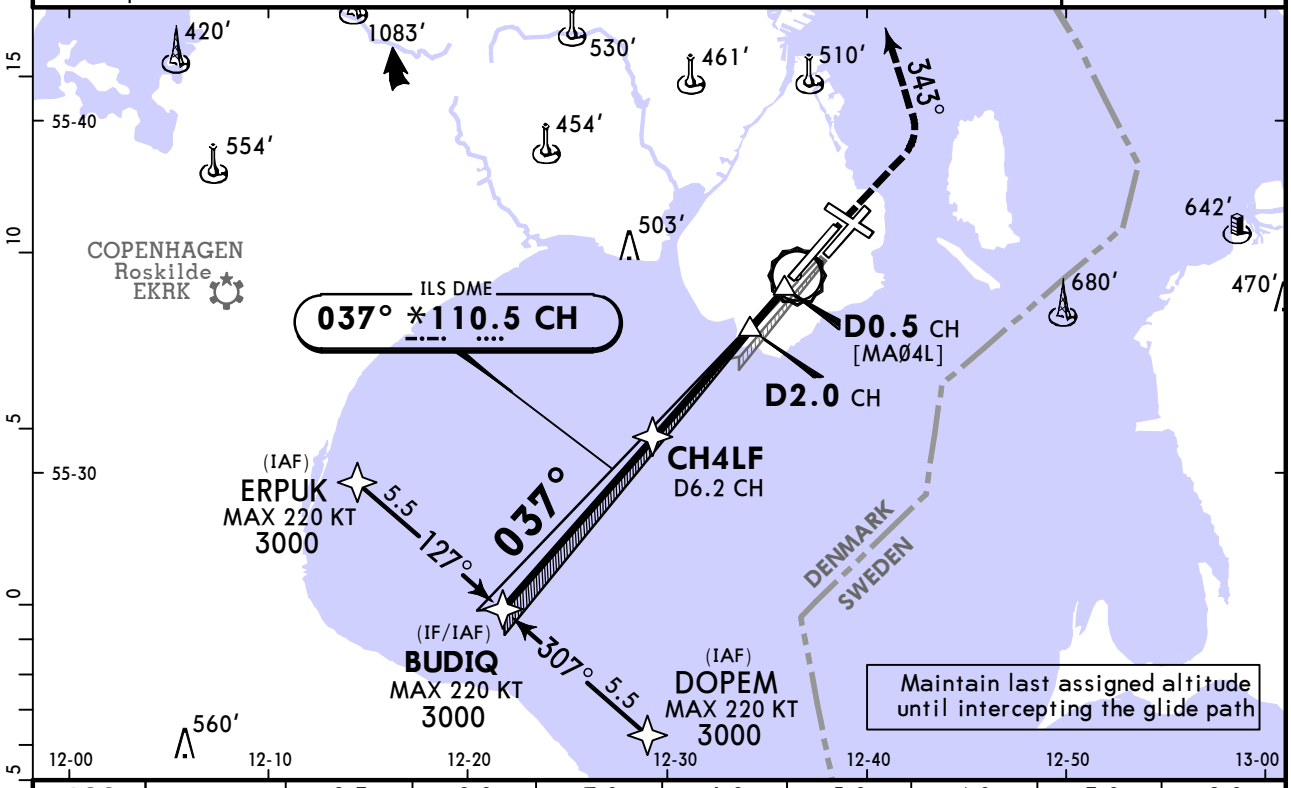
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

RNAV1 GNSS or Radar vectoring required for transition.

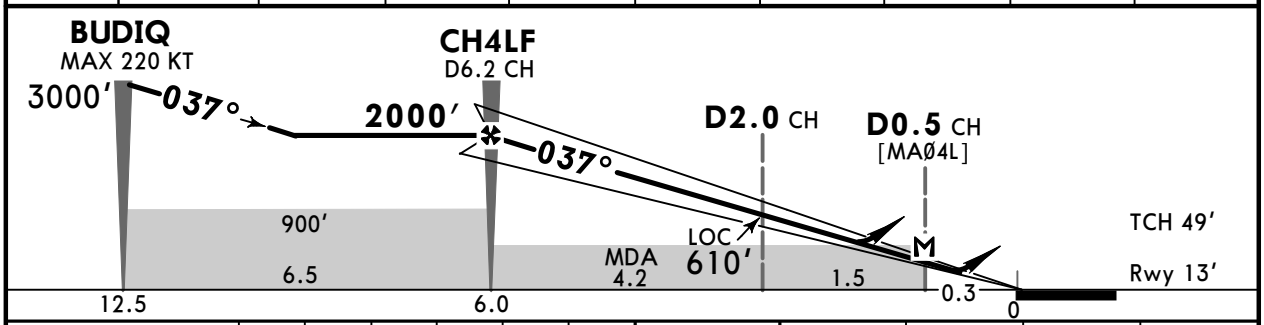
DME required.



MSA ARP



LOC (GS out)	CH DME	9.3	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3000′	2580′	2260′	1940′	1620′	1300′	980′	660′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 CH							

HIALS-II
PAPI

500′	343°	3000′
↑	LT	↑

Std/State

STRAIGHT-IN LANDING

	ILS DA(H) 213′(200′) TDZ or CL out	ILS DA(H) 213′(200′) ALS out	LOC (GS out) CDFA [2] DA/MDA(H) 420′(407′) TDZ or CL out	LOC (GS out) CDFA [2] DA/MDA(H) 420′(407′) ALS out
A	R550m	[1] R550m	R1200m	R1500m
B				
C				R1900m
D				

CIRCLE-TO-LAND

[3] Not approved North of aerodrome between centerline Rwy 04L & centerline Rwy 12

Max Kts	MDA(H)	
100	580′(563′)	V1500m
135	590′(573′)	V1600m
180	[3] 1010′(993′)	V2400m
205	[3] 1010′(993′)	V3600m

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

[2] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure completely revised.

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EKCH/CPH
KASTRUP

JEPPESEN

15 NOV 24 (11-1A) Eff 28 Nov

COPENHAGEN, DENMARK
CAT II ILS Rwy 04L

BRIEFING STRIP™

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

LOC CH	Final Apch Crs	CH4LF	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 17′ Rwy 13′
*110.5	037°	2000′ (1987′)		

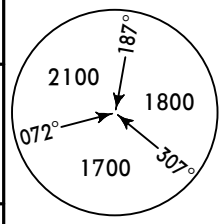
MISSED APCH: Climb STRAIGHT AHEAD to 500′. Turn LEFT and track 343° climbing to 3000′. Inform ATC.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed approach procedure. Maintain 3000′ and track for 3 min, then turn LEFT to ERPUK for new apch.

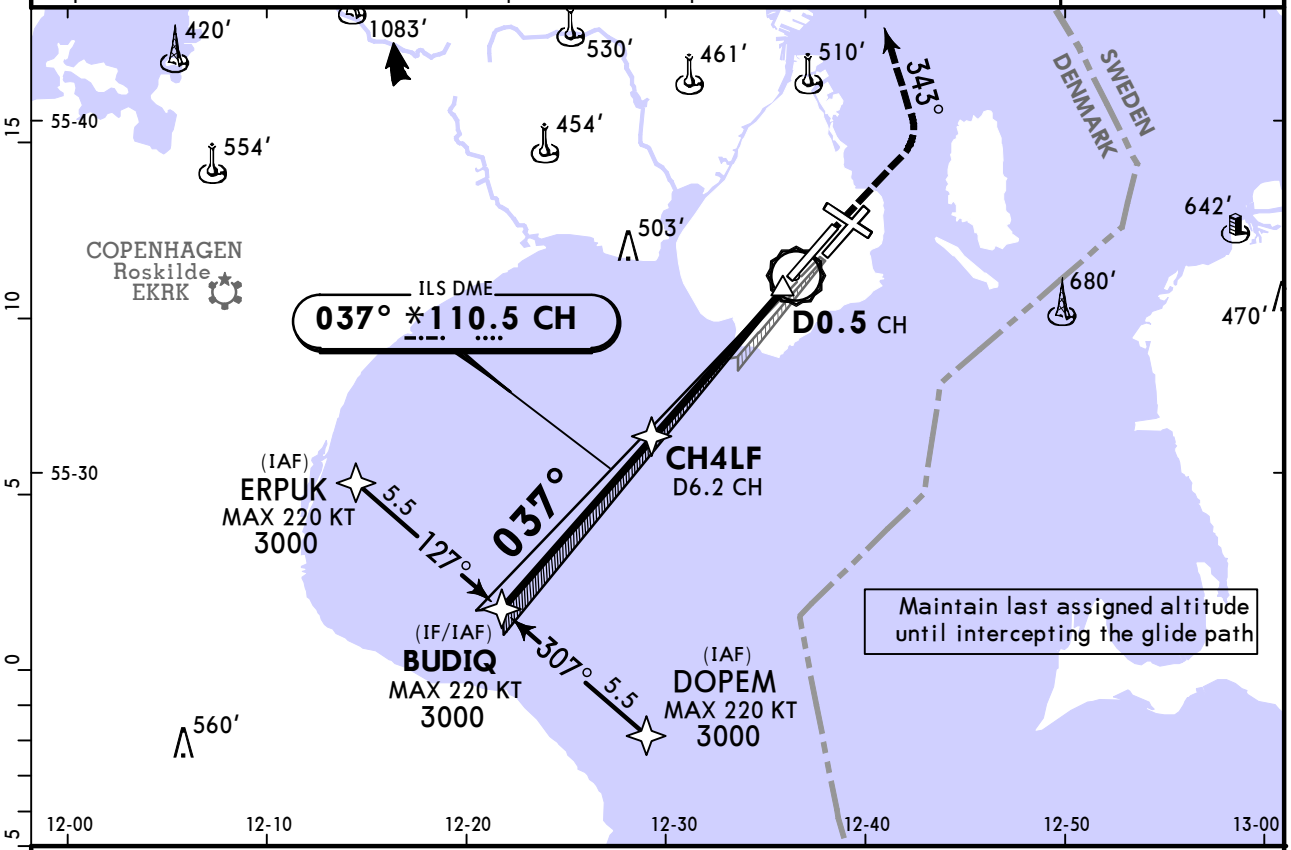
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

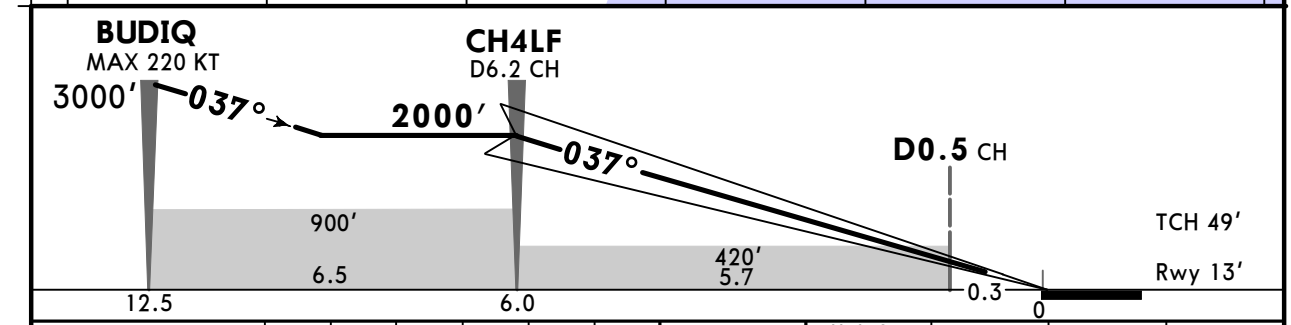
RNAV1 GNSS or Radar vectoring required for transition.

1.Special Aircrew and Acft Certification required. 2. DME required.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

500′ | 343° LT | 3000′

Std/State

STRAIGHT-IN LANDING

CAT II ILS

RA 102′	RA 106′	RA 120′
DA(H) AB: 113′ (100′)	DA(H) C: 117′ (104′)	DA(H) D: 131′ (118′)

1 R300m

PANS OPS

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Procedure completely revised.

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EKCH/CPH KASTRUP

JEPPESEN 17 JAN 25 (11-2) Eff 23 Jan

COPENHAGEN, DENMARK ILS or LOC Rwy 04R

BRIEFING STRIP ™

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

LOC NE	Final Apch Crs	CH4RF	ILS DA(H)	Apt Elev 17′
*109.3	037°	2000′(1988′)	212′(200′)	Rwy 12′

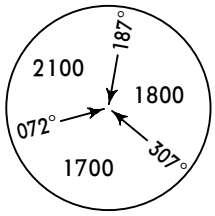
MISSED APCH: Climb STRAIGHT AHEAD to 3000′. Inform ATC.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed approach procedure. Maintain 3000′ and track for 3 min, then turn RIGHT to DOPEM for new apch.

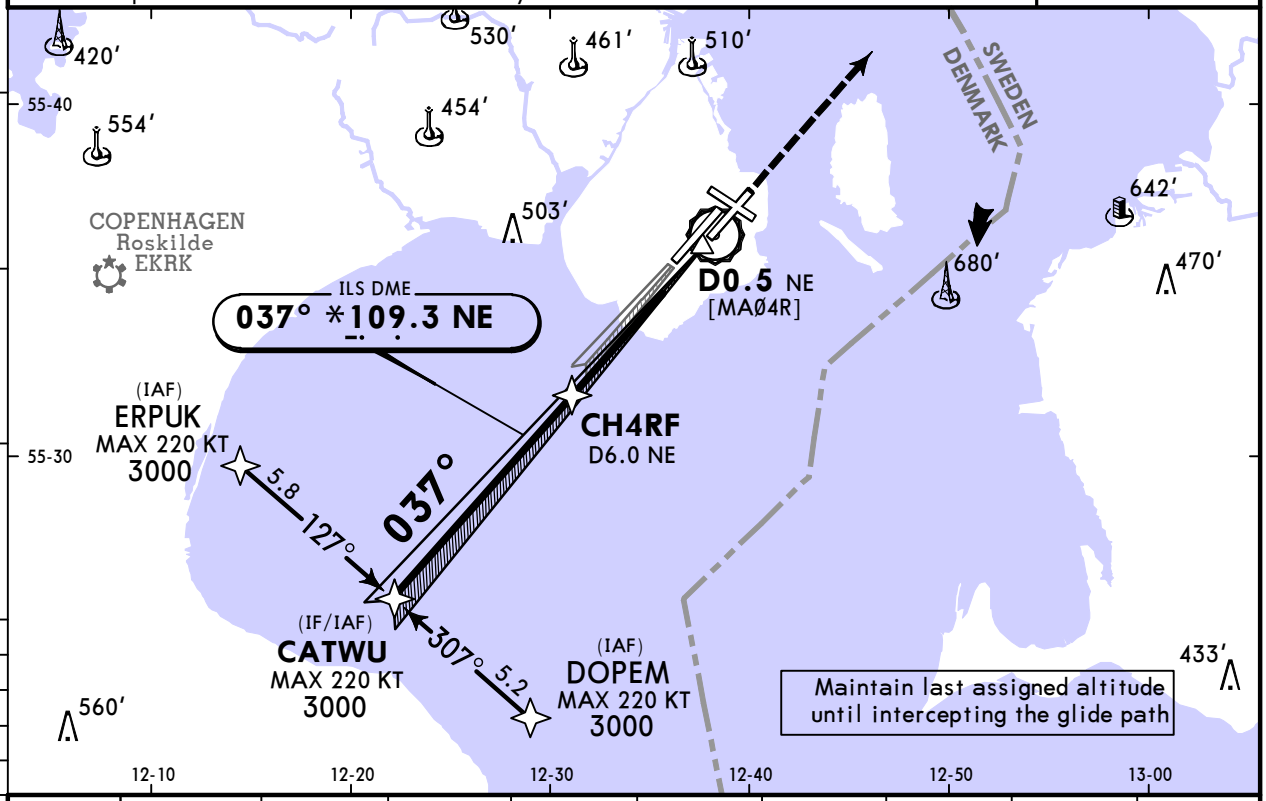
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

RNAV1 GNSS or Radar vectoring required for transition.

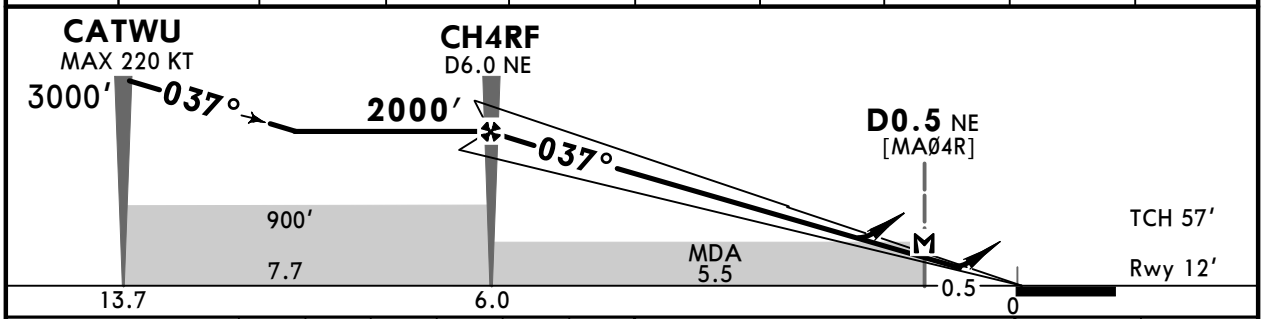
1. DME required. 2. ILS DME reads zero at Rwy 04R threshold.



MSA ARP



LOC (GS out)	NE DME	9.2	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3000′	2620′	2300′	1980′	1670′	1350′	1030′	710′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 NE							

HIALS PAPI 3000′

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 212′(200′)		LOC (GS out) CDFA [2] DA/MDA(H) 580′(568′)	
		ALS out		ALS out
A	[1] R550m	R1200m	R1500m	
B				
C			R1900m	R2400m
D				

CIRCLE-TO-LAND

[3] Not approved North of aerodrome between centerline Rwy 04L & centerline Rwy 12

Max Kts	MDA(H)	
100	580′(563′)	V1500m
135	590′(573′)	V1600m
180	[3] 1010′(993′)	V2400m
205	[3] 1010′(993′)	V3600m

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
[2] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Distances.

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EKCH/CPH KASTRUP

JEPPESEN 17 JAN 25 (11-3) Eff 23 Jan

COPENHAGEN, DENMARK ILS or LOC Rwy 12

BRIEFING STRIP ™

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

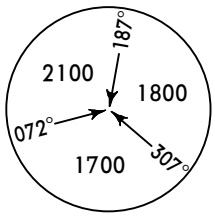
LOC KA	Final Apch Crs	CH12F	ILS DA(H)	Apt Elev 17′
*109.9	119°	3000′ (2987′)	213′ (200′)	Rwy 13′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′. Inform ATC.
MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed approach procedure. Maintain 3000′ and track for 3 min, then turn LEFT to FEDJO for new apch.

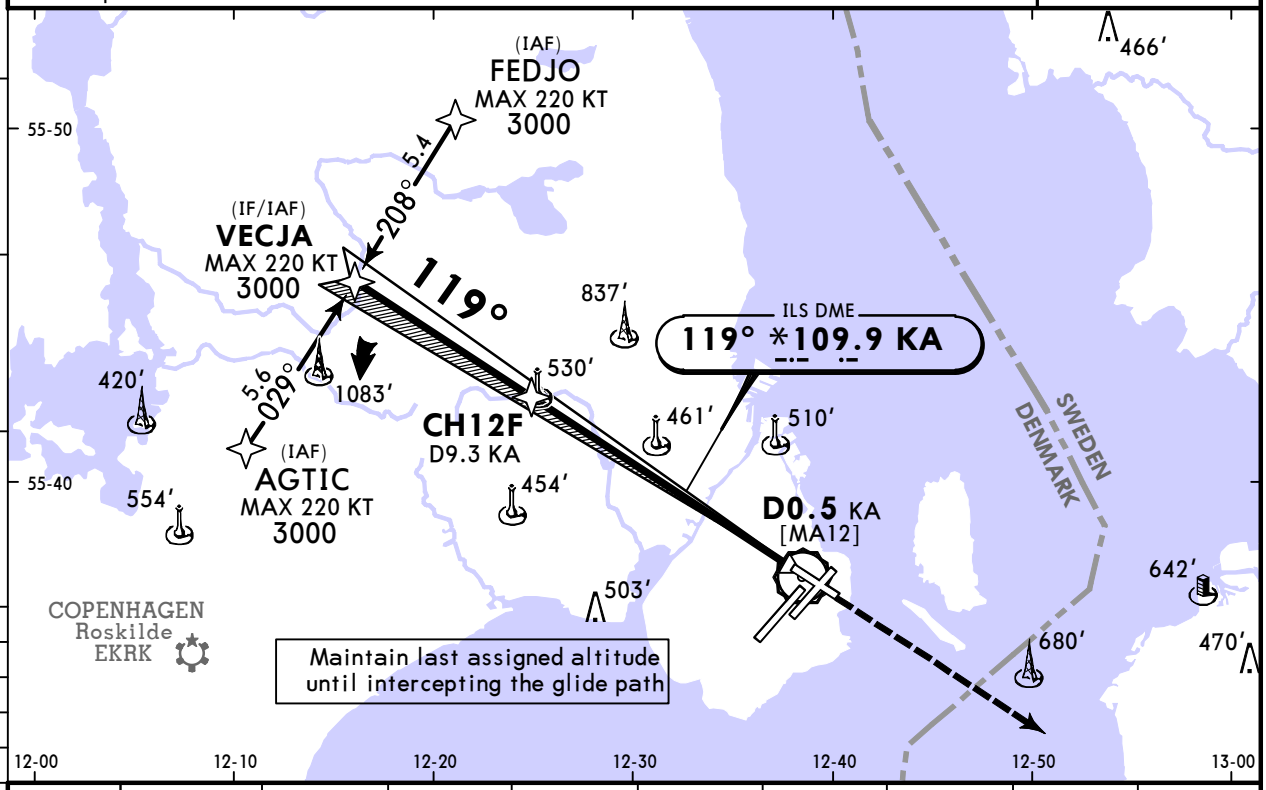
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

RNAV1 GNSS or Radar vectoring required for transition.

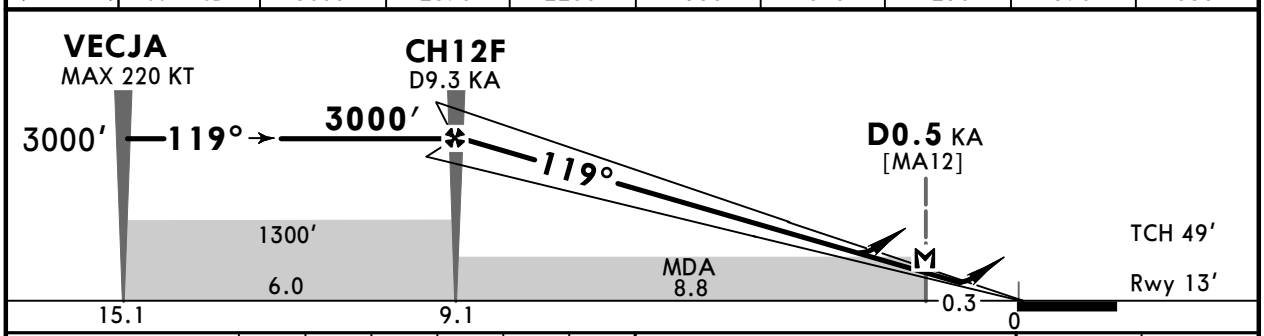
DME required.



MSA ARP



LOC (GS out)									
	KA DME	9.3	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3000′	2570′	2250′	1930′	1610′	1290′	970′	650′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 KA							

HIALS REIL PAPI 3000′

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 213′ (200′)	ALS out	LOC (GS out) CDFA [2] DA/MDA(H) 790′ (777′)	ALS out
A	[1] R550m	R1200m	R1500m	
B				
C			R2400m	
D				

CIRCLE-TO-LAND

[3] Not approved North of aerodrome between centerline Rwy 04L & centerline Rwy 12

Max Kts	MDA(H)	
100	790′ (773′)	V1500m
135	790′ (773′)	V1600m
180	[3] 1010′ (993′)	V2400m
205	[3] 1010′ (993′)	V3600m

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
[2] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

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EKCH/CPH KASTRUP

JEPPESEN 15 NOV 24 (11-4) Eff 28 Nov

COPENHAGEN, DENMARK ILS or LOC Rwy 22L

BRIEFING STRIP ™

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

LOC OXS	Final Apch Crs	CH2LF	ILS DA(H)	Apt Elev 17′
*109.5	217°	2000′(1992′)	208′(200′)	Rwy 8′

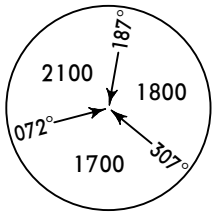
MISSED APCH: Climb STRAIGHT AHEAD to 500′ or D1.0 OXS past OXS DME, whichever is later. Turn LEFT and track 183° climbing to 3000′. Inform ATC.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed approach procedure. Maintain 3000′ and track for 3 min, then turn LEFT to ADOVI for new apch.

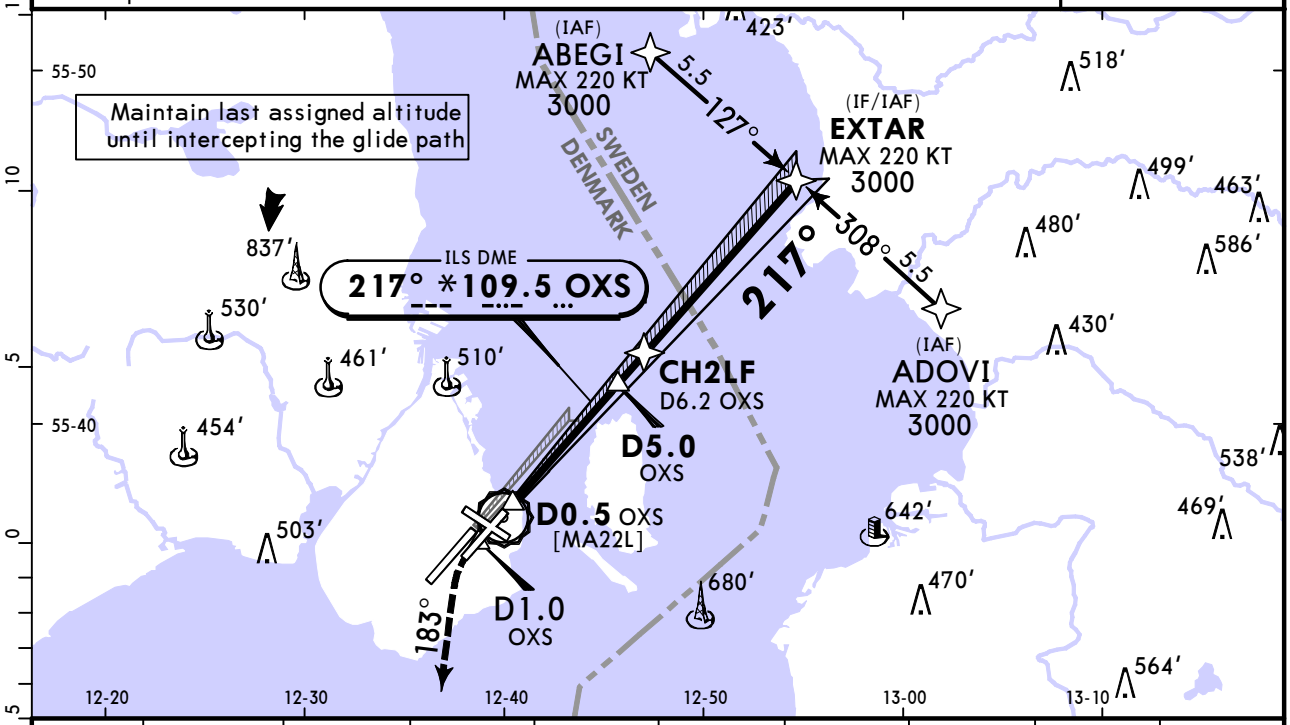
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

RNAV1 GNSS or Radar vectoring required for transition.

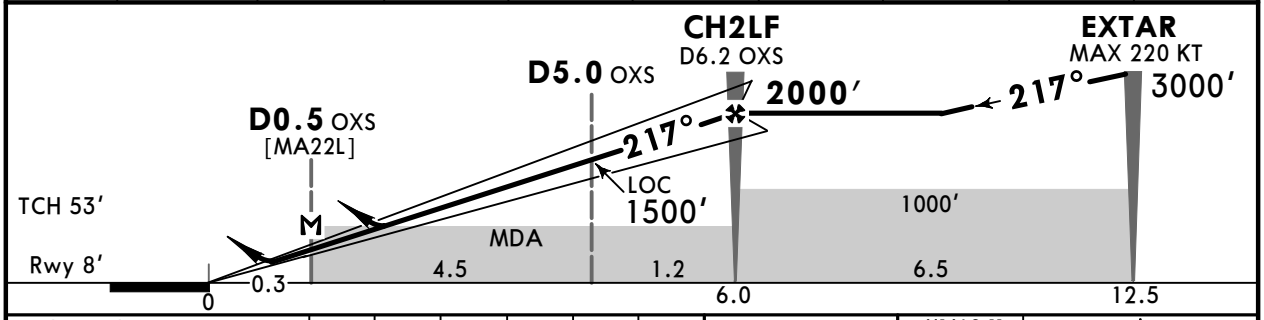
DME required.



MSA ARP



LOC (GS out)	OXS DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.3
	ALTITUDE	650′	970′	1290′	1600′	1930′	2250′	2570′	3000′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 OXS							

HIALS-II
PAPI

500′ D1.0 OXS whichever is later

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 208′(200′) TDZ or CL out	ILS DA(H) 208′(200′) ALS out	LOC (GS out) CDFA [2] DA/MDA(H) 510′(502′) TDZ or CL out	LOC (GS out) CDFA [2] DA/MDA(H) 510′(502′) ALS out
A	R550m	R1200m	R1500m	
B				
C				
D			R1600m	R2400m
D_L				

CIRCLE-TO-LAND

[3] Not approved North of aerodrome between centerline Rwy 22R & centerline Rwy 12

Max Kts	MDA(H)	
100	580′(563′)	V1500m
135	590′(573′)	V1600m
180	[3] 1010′(993′)	V2400m
205	[3] 1010′(993′)	V3600m
D_L		

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

[2] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure completely revised.

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EKCH/CPH
KASTRUP

JEPPESEN

15 NOV 24
Eff 28 Nov
(11-4A)

COPENHAGEN, DENMARK
CAT II/III ILS Rwy 22L

BRIEFING STRIP ™

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

LOC OXS	Final Apch Crs	CH2LF	CAT III ILS	CAT II ILS	Apt Elev 17′
*109.5	217°	2000′(1992′)	Refer to Minimums	RA 101′ DA(H) 108′(100′)	Rwy 8′

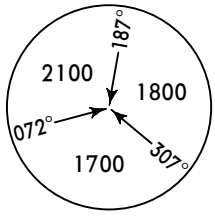
MISSED APCH: Climb STRAIGHT AHEAD to 500′ or D1.0 OXS past OXS DME, whichever is later. Turn LEFT and track 183° climbing to 3000′. Inform ATC.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed approach procedure. Maintain 3000′ and track for 3 min, then turn LEFT to ADOVI for new apch.

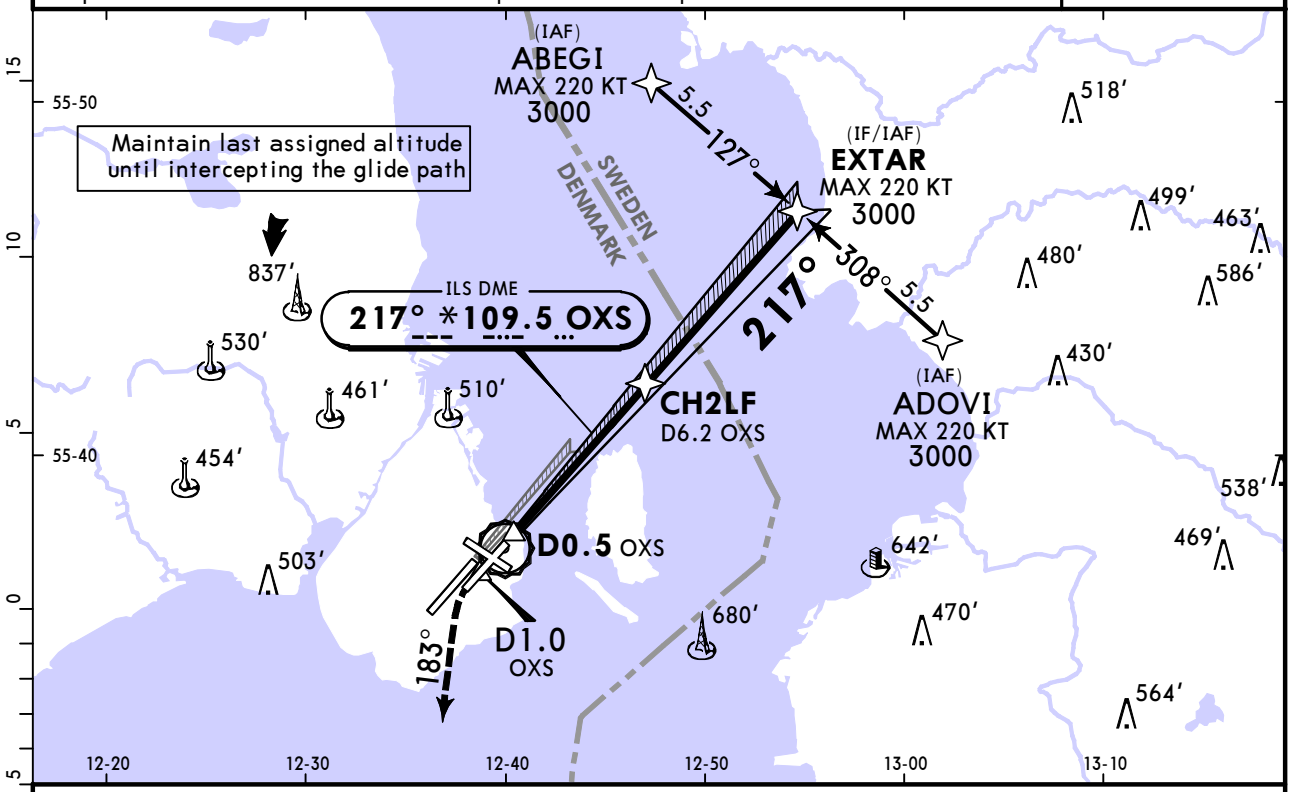
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

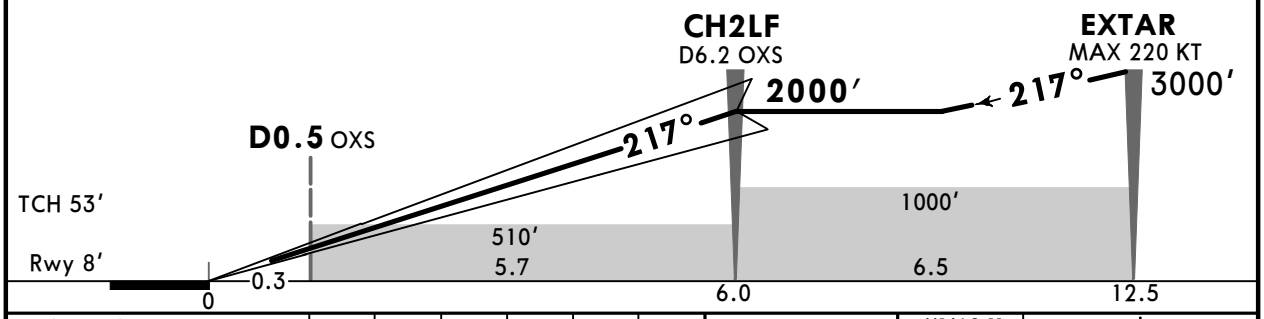
RNAV1 GNSS or Radar vectoring required for transition.

1. Special Aircrew & Acft Certification required. 2. DME required.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

500′ D1.0 OXS
whichever is later

Std/State

STRAIGHT-IN LANDING

CAT III ILS	[1] CAT II ILS RA 101′ DA(H) 108′(100′)
R75m	[2] R300m

PANS OPS

[1] D_L: DA(H) 108′(100′), RA 101′. [2] CAT D/D_L requires autoland or HUDLS, otherwise: R350m.

CHANGES: Procedure completely revised.

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EKCH/CPH KASTRUP

JEPPESEN 15 NOV 24 (11-5) Eff 28 Nov

COPENHAGEN, DENMARK ILS or LOC Rwy 22R

BRIEFING STRIP™

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

LOC KLK	Final Apch Crs	CH2RF	ILS DA(H)	Apt Elev 17′
*110.9	217°	2000′ (1986′)	214′ (200′)	Rwy 14′

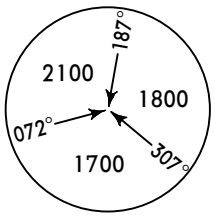
MISSED APCH: Climb STRAIGHT AHEAD to 3000′. Inform ATC.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed approach procedure. Maintain 3000′ and track for 3 min, then turn RIGHT to ABEGI for new apch.

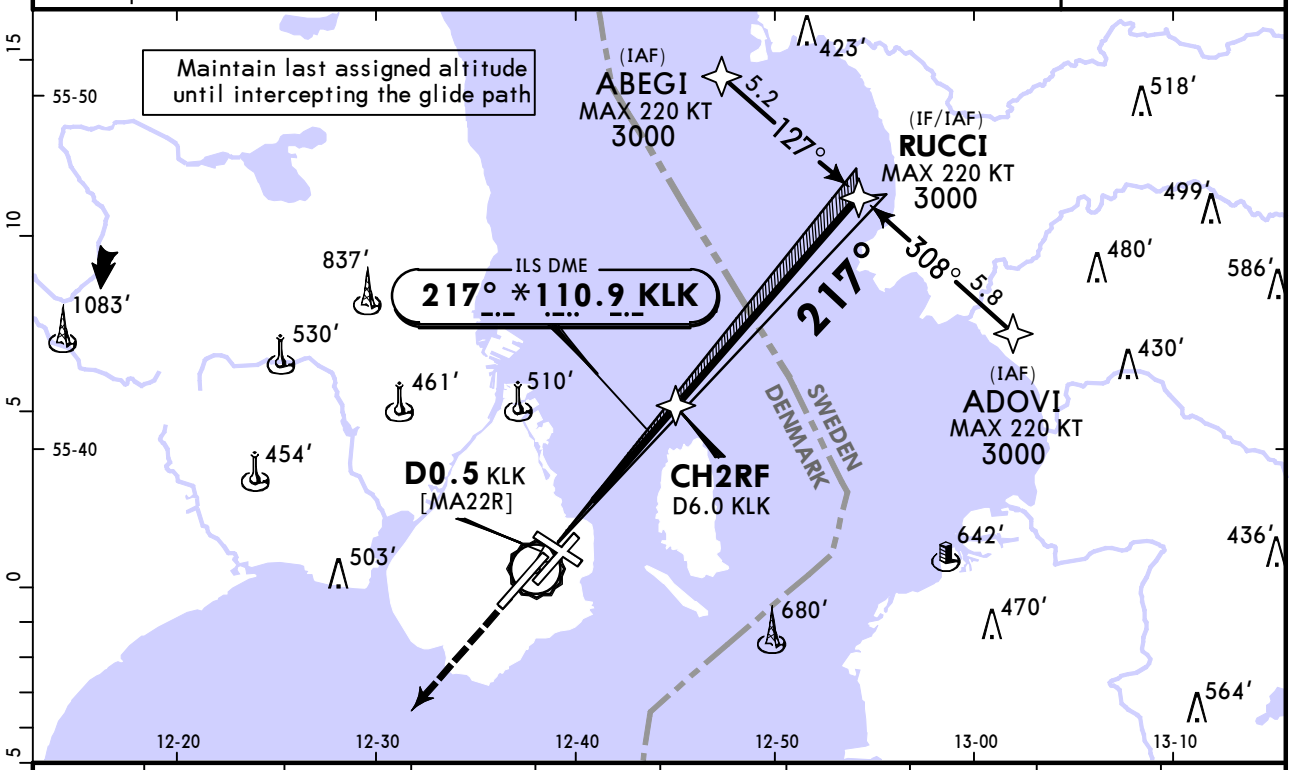
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000′

RNAV1 GNSS or Radar vectoring required for transition.

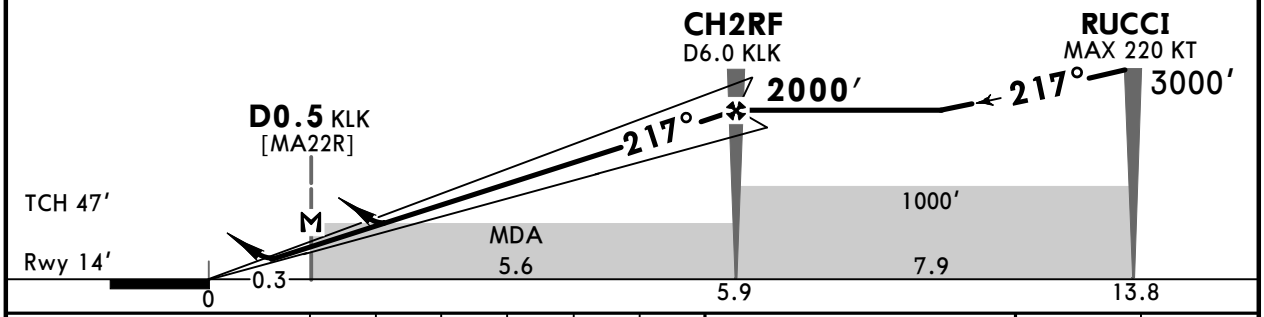
DME required.



MSA ARP



LOC (GS out)	KLK DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.3
	ALTITUDE	650′	970′	1290′	1610′	1930′	2250′	2570′	3000′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 KLK							

HIALS REIL PAPI 3000′

Std/State

STRAIGHT-IN LANDING

	ILS DA(H) 214′(200′)		LOC (GS out) CDFA [2] DA/MDA(H) 450′(436′)	
		ALS out		ALS out
A	[1] R550m	R1200m	R1300m	R1500m
B				
C				R2000m
D				

CIRCLE-TO-LAND

[3] Not approved North of aerodrome between centerline Rwy 22R & centerline Rwy 12

Max Kts	MDA(H)	
100	580′ (563′)	V1500m
135	590′ (573′)	V1600m
180	[3] 1010′ (993′)	V2400m
205	[3] 1010′ (993′)	V3600m

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
[2] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure completely revised.

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EKCH/CPH KASTRUP

JEPPESEN 15 NOV 24 (11-6) Eff 28 Nov

COPENHAGEN, DENMARK ILS or LOC Rwy 30

BRIEFING STRIP ™

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

LOC OY	Final Apch Crs	CH3ØF	ILS DA(H)	Apt Elev 17′
*108.9	299°	3000′(2992′)	208′(200′)	Rwy 8′

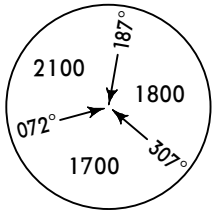
MISSED APCH: Climb STRAIGHT AHEAD to 3000′. Inform ATC.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed approach procedure. Maintain 3000′ and track for 3 min, then turn RIGHT to HOFFO for new apch.

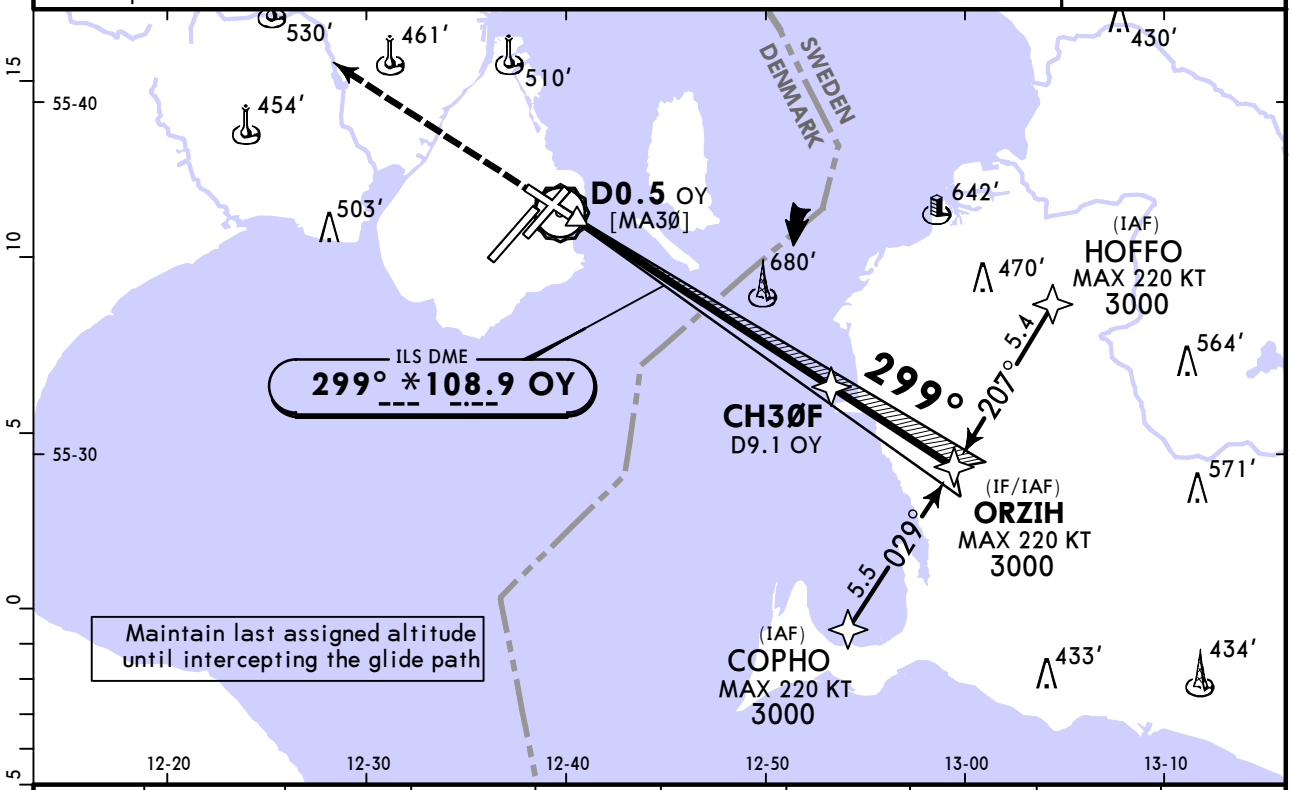
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′

RNAV1 GNSS or Radar vectoring required for transition.

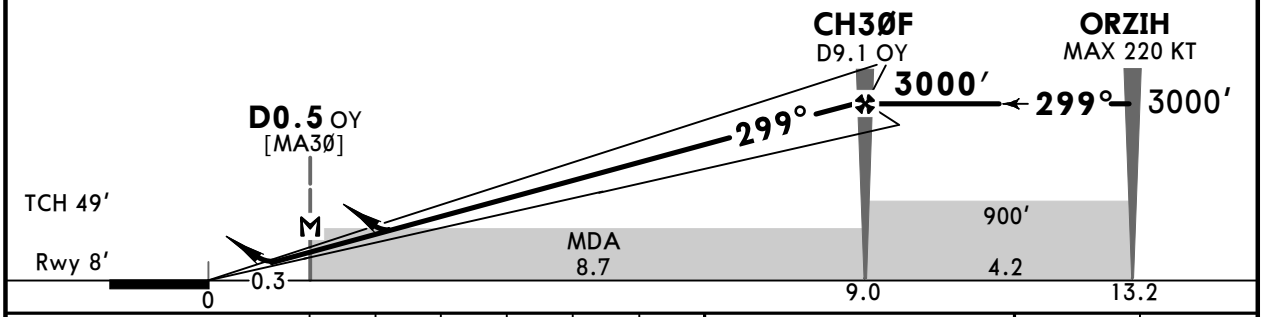
DME required.



MSA ARP



LOC (GS out)	OY DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.3
	ALTITUDE	650′	970′	1290′	1610′	1930′	2250′	2570′	3000′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 OY							

HIALS PAPI 3000′

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 208′(200′)		LOC (GS out) CDFA [2] DA/MDA(H) 510′(502′)	
		ALS out		ALS out
A	[1] R550m	R1200m	R1500m	
B				
C			R1600m	R2400m
D				

CIRCLE-TO-LAND

[3] Not approved North of aerodrome between centerline Rwy 22R & centerline Rwy 12

Max Kts	MDA(H)	
100	560′(543′)	V1500m
135	590′(573′)	V1600m
180	[3] 1010′(993′)	V2400m
205	[3] 1010′(993′)	V3600m

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
[2] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure completely revised.

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EKCH/CPH
KASTRUP

JEPPESEN

17 JAN 25 (12-1) Eff 23 Jan

COPENHAGEN, DENMARK
RNP Rwy 04L

BRIEFING STRIP ™

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

EGNOS	Final Apch Crs	CH4LF	LPV DA(H)	Apt Elev 17′
Ch 79832 E04A	037°	2000′ (1987′)	213′ (200′)	Rwy 13′

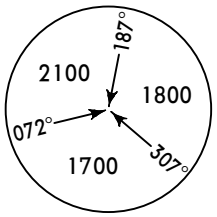
MISSED APCH: Climb STRAIGHT AHEAD until passing CH4L1 then turn LEFT and climb inbound CH4L2 to 3000′. Inform ATC and expect radar vectors. If passing CH4L2, continue track 343°.

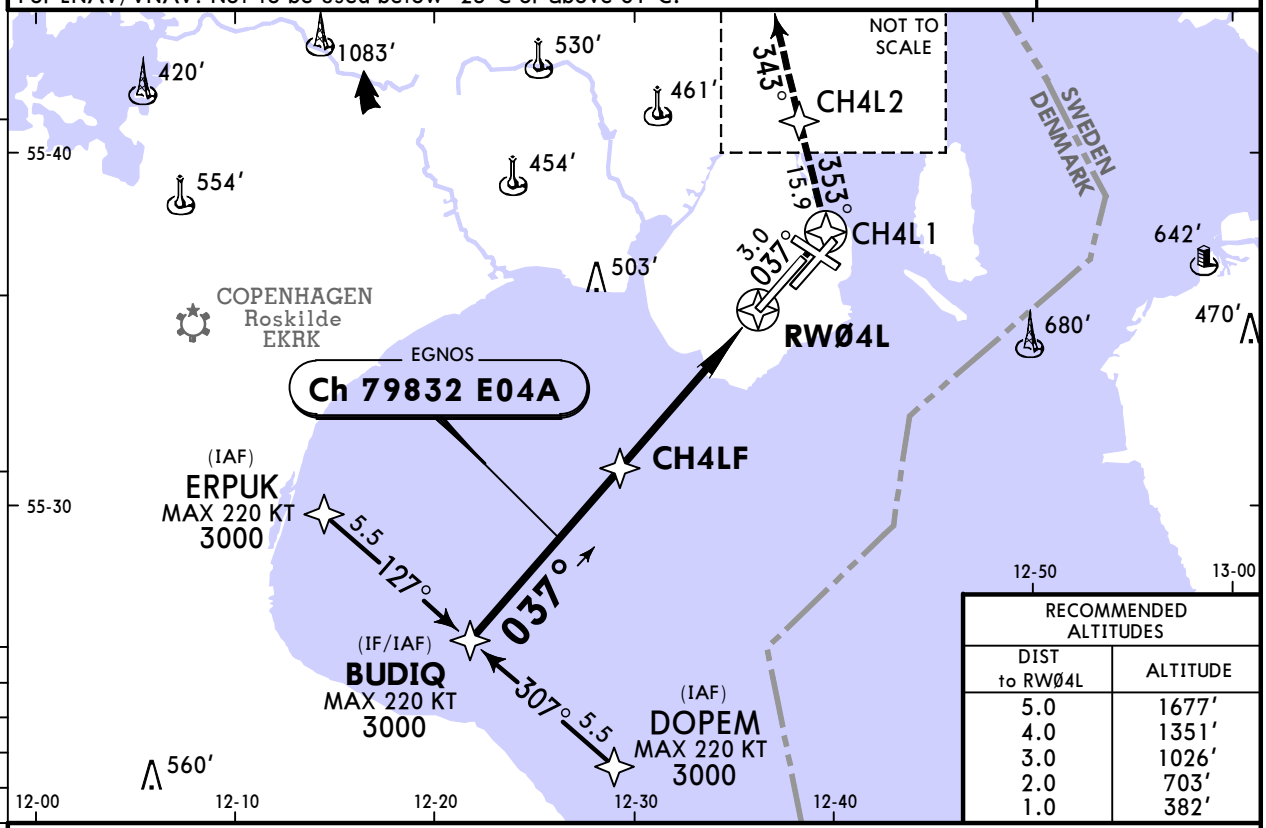
MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed apch proc. Maintain 3000′ and track for 3 min, then turn LEFT to ERPUK for new approach.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

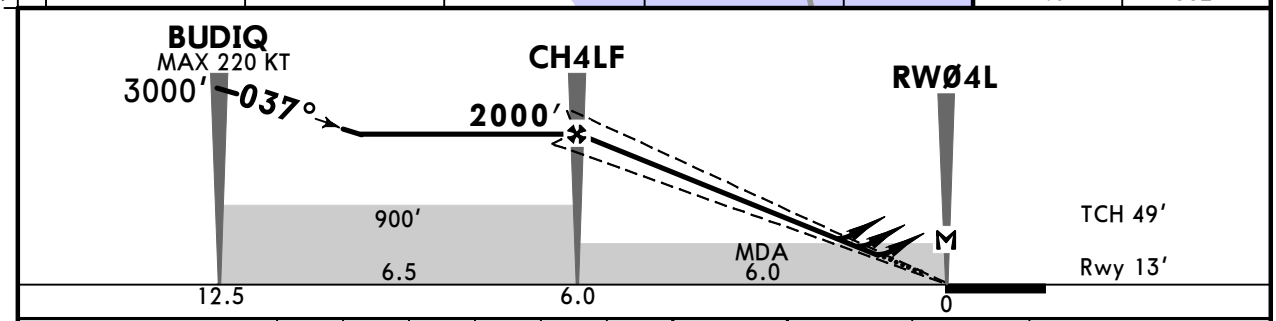
For LNAV/VNAV: Not to be used below -25°C or above 61°C.

MSA ARP





RECOMMENDED ALTITUDES	
DIST to RWØ4L	ALTITUDE
5.0	1677′
4.0	1351′
3.0	1026′
2.0	703′
1.0	382′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4L							

HIALS-II PAPI

CH4L1 | 3000′ LT to CH4L2

Std/State

STRAIGHT-IN LANDING

	1 LPV DA(H) 213′ (200′)			LNAV/VNAV DA(H) 263′ (250′)			LNAV CDFA 3 DA/MDA(H) 420′ (407′)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	2 R550m	R1200m	R550m	2 R550m	R1300m	R1200m		R1500m
B									
C									R1900m
D									

CIRCLE-TO-LAND

CAT C and D not approved North of aerodrome between centerline Rwy 22R and centerline Rwy 12

Max Kts	MDA(H)	
100	590′ (573′)	V1500m
135	600′ (583′)	V1600m
180	1010′ (993′)	V2400m
205	1010′ (993′)	V3600m

PANS OPS

1 LPV (VAL 35m). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed approach course added.

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EKCH/CPH KASTRUP

JEPPESEN 17 JAN 25 (12-2) Eff 23 Jan

COPENHAGEN, DENMARK RNP Rwy 04R

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

EGNOS	Final Apch Crs	CH4RF	LPV DA(H)	Apt Elev 17′
Ch 87916 E04B	037°	2000′(1988′)	212′(200′)	Rwy 12′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ inbound CH4R1. Inform ATC and expect radar vectors. If passing CH4R1, continue track 037°.

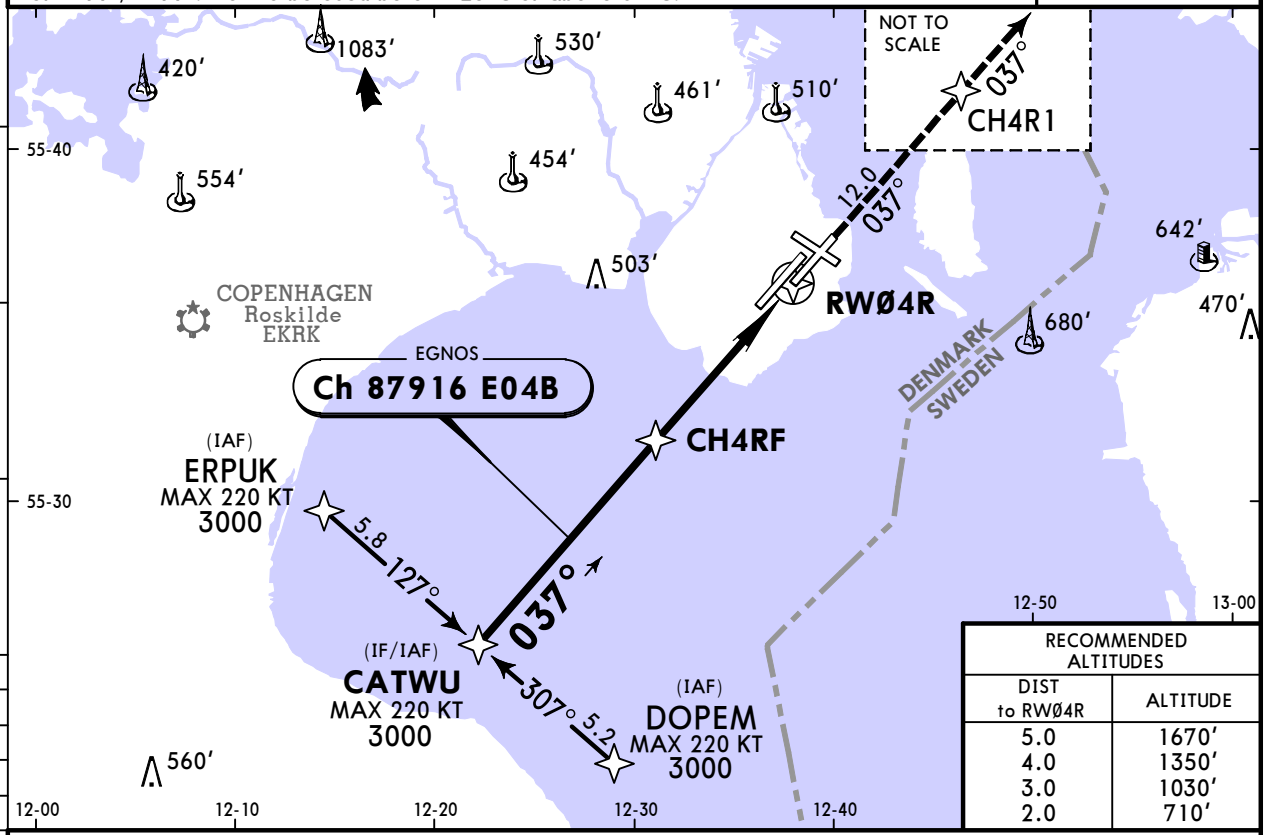
MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed apch proc. Maintain 3000′ and track for 3 min, then turn RIGHT to DOPEM for new approach.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

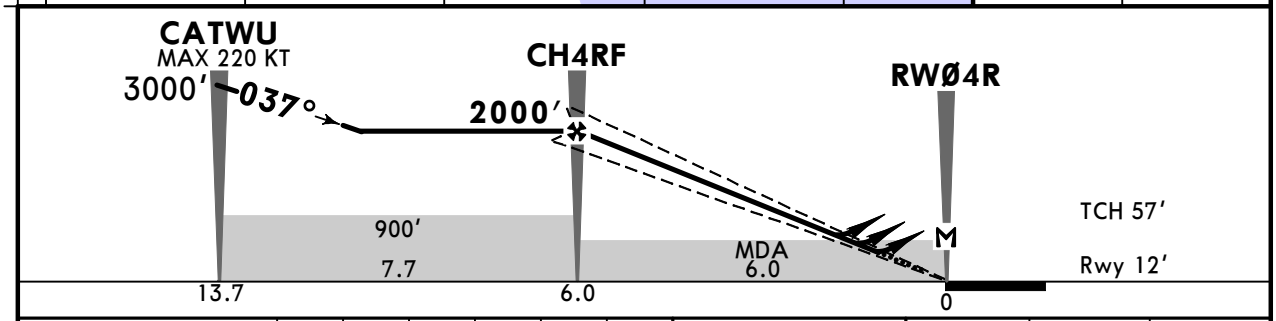
For LNAV/VNAV: Not to be used below -25°C or above 61°C.

MSA ARP: 2100 (187°), 1800 (072°), 1700 (307°)

BRIEFING STRIP ™



RECOMMENDED ALTITUDES	
DIST to RWØ4R	ALTITUDE
5.0	1670′
4.0	1350′
3.0	1030′
2.0	710′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4R							

HIALS, PAPI — 3000′ — CH4R1

Std/State

STRAIGHT-IN LANDING

	1 LPV		LNAV/VNAV		LNAV	
	DA(H) 212′(200′)		DA(H) A: 270′(258′) B: 280′(268′) C: 300′(288′) D/DL: 330′(318′)		3 DA/MDA(H) CDFA 580′(568′)	
		ALS out		ALS out		ALS out
A	2 R550m	R1200m	2 R600m	R1300m	R1500m	
B						
C			2 R650m	R1400m	R1900m	R2400m
D			2 R700m			
DL						

CIRCLE-TO-LAND

CAT C and D/DL not approved North of aerodrome between centerline Rwy 22R and centerline Rwy 12

Max Kts	MDA(H)	
100	560′(543′)	V1500m
135	590′(573′)	V1600m
180	1010′(993′)	V2400m
205	1010′(993′)	V3600m
DL		

PANS OPS

1 LPV (VAL 35m). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

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EKCH/CPH KASTRUP

JEPPESEN 6 DEC 24 (12-3)

COPENHAGEN, DENMARK RNP Rwy 12

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

BRIEFING STRIP ™

EGNOS	Final Apch Crs	CH12F	LPV DA(H)	Apt Elev 17′
Ch 63468 E12A	119°	3000′(2987′)	213′(200′)	Rwy 13′

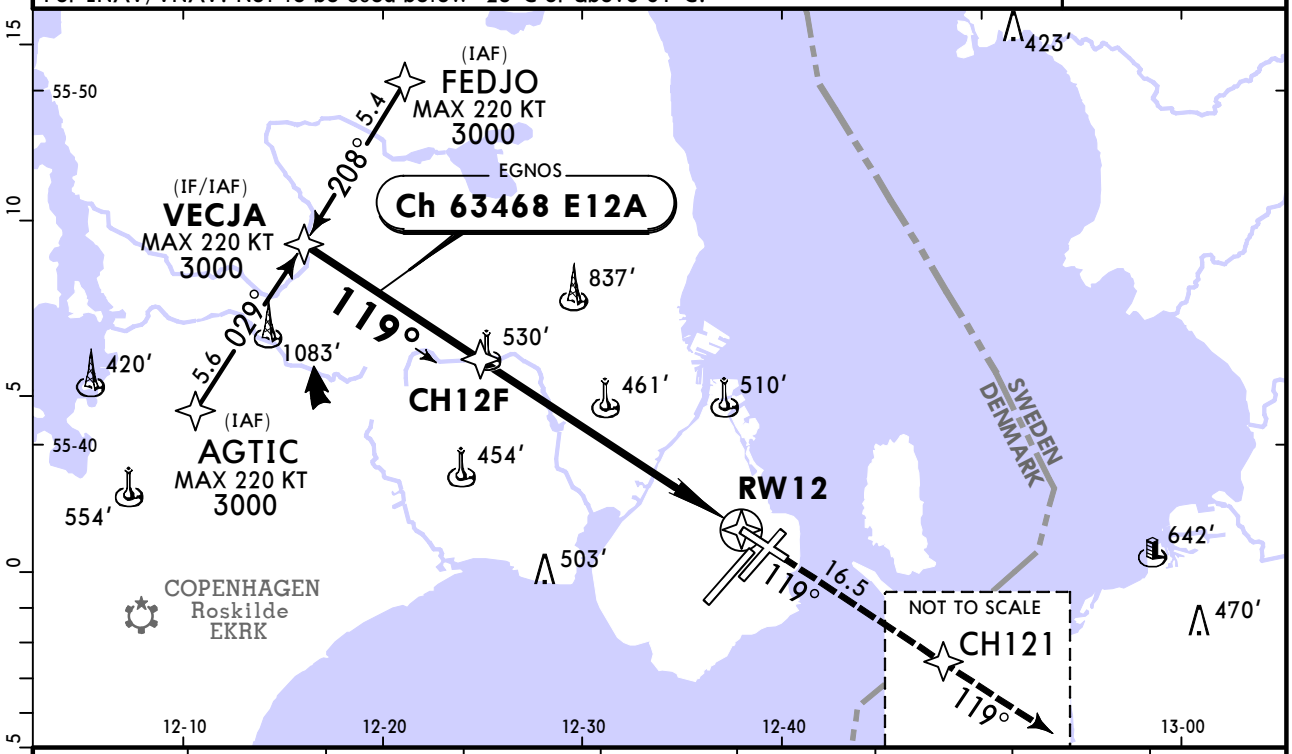
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ inbound CH121. Inform ATC and expect radar vectors. If passing CH121, continue track 119°.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed apch proc. Maintain 3000′ and track for 3 min, then turn LEFT to FEDJO for new approach.

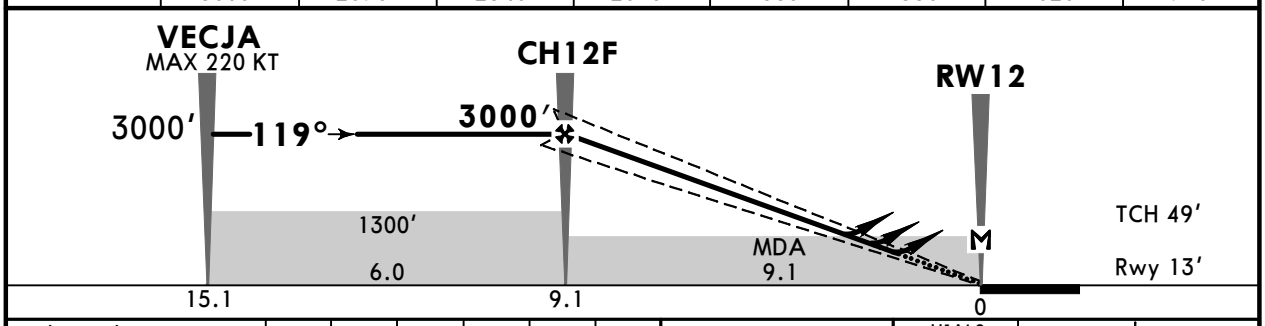
RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

For LNAV/VNAV: Not to be used below -25°C or above 61°C.

MSA ARP: 2100 (187°), 1800 (072°), 1700 (307°)



DIST to RW12	9.1	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3000′	2670′	2340′	2010′	1680′	1350′	1020′	710′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW12							

HIALS | REIL | PAPI

3000′ to CH121

Std/State STRAIGHT-IN LANDING

	1 LPV		LNAV/VNAV		LNAV	
	DA(H) 213′(200′)	ALS out	DA(H) A: 343′(330′) C: 363′(350′) B: 353′(340′) D: 373′(360′)	ALS out	3 CDFA DA/MDA(H) 790′(777′)	ALS out
A	2 R550m	R1200m	R800m	R1500m	R1500m	
B						
C			R900m	R1600m	R2400m	
D						

CIRCLE-TO-LAND

CAT C and D not approved North of aerodrome between centerline Rwy 22R and centerline Rwy 12

Max Kts	MDA(H)	
100	790′(773′)	V1500m
135	790′(773′)	V1600m
180	1010′(993′)	V2400m
205	1010′(993′)	V3600m

PANS OPS

1 LPV (VAL 35m). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Cat A and B circling MDA(H).

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EKCH/CPH
KASTRUP

JEPPESEN

6 DEC 24 (12-4)

COPENHAGEN, DENMARK
RNP Rwy 22L

BRIEFING STRIP ™

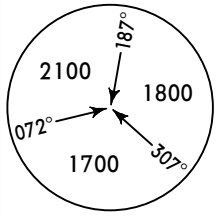
D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

EGNOS	Final Apch Crs	CH2LF	LPV DA(H)	Apt Elev 17′
Ch 48570 E22A	217°	2000′(1992′)	208′(200′)	Rwy 8′

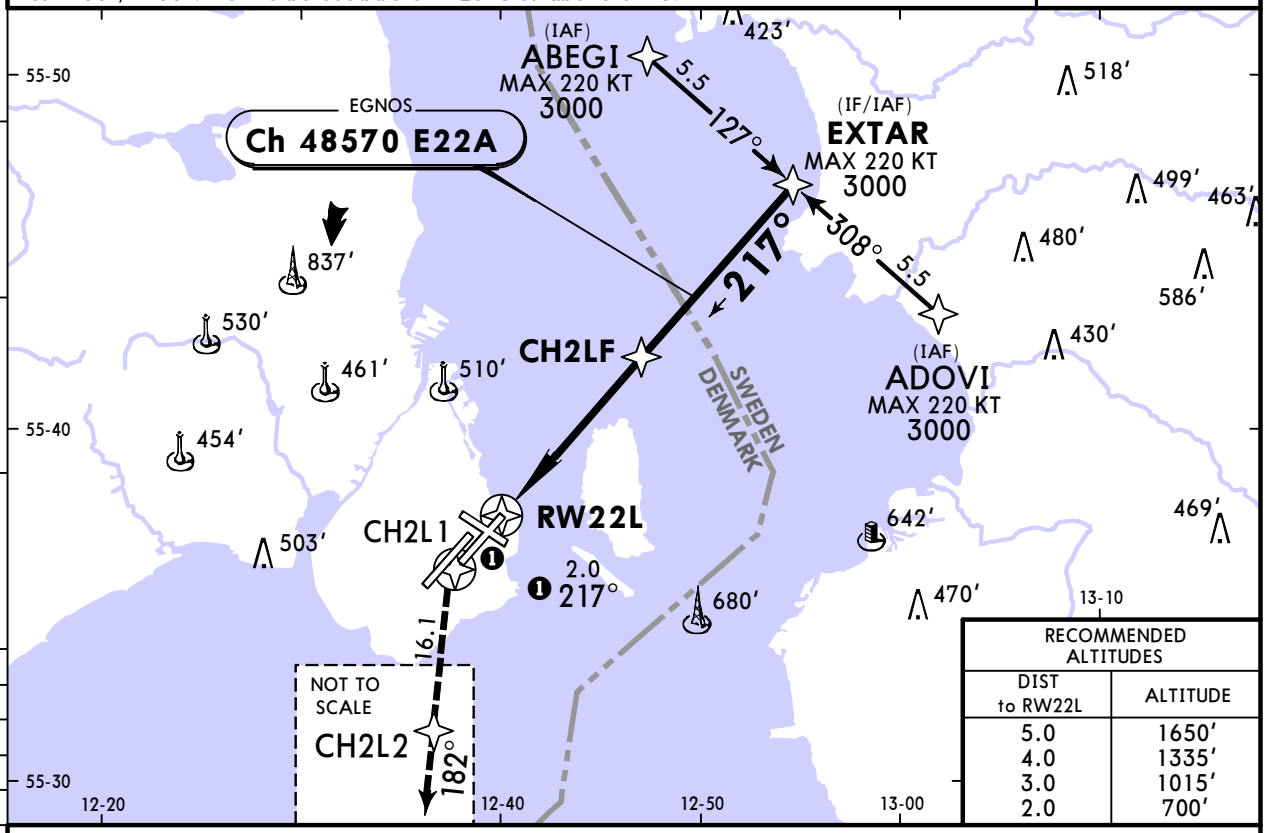
MISSED APCH: Climb STRAIGHT AHEAD to CH2L1, turn LEFT and track to CH2L2, climbing to 3000′. Inform ATC and expect radar vectoring. If passing CH2L2, continue track 182°.
MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed apch proc. Maintain 3000′ and track for 3 min, then turn LEFT to ADOVI for new approach.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

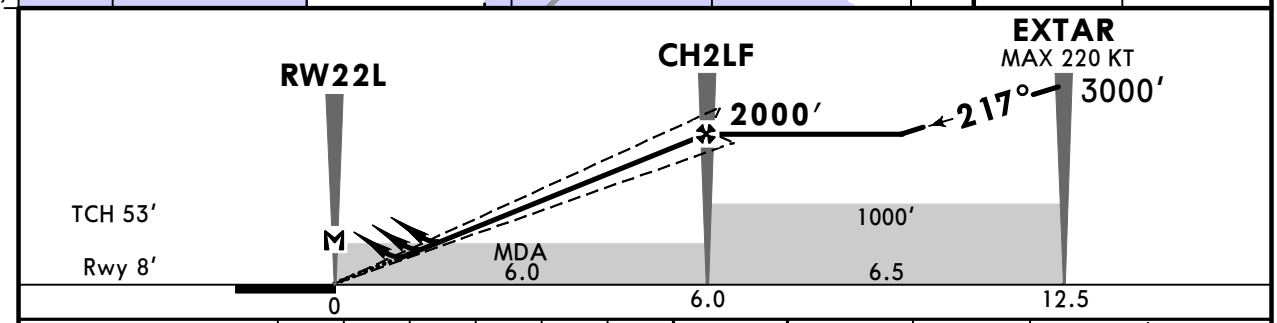
For LNAV/VNAV: Not to be used below -25°C or above 61°C.



MSA ARP



RECOMMENDED ALTITUDES	
DIST to RW22L	ALTITUDE
5.0	1650′
4.0	1335′
3.0	1015′
2.0	700′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW22L							

HIALS-II
PAPI

CH2L1 | 3000′ LT to CH2L2

Std/State

STRAIGHT-IN LANDING

	1 LPV			LNAV/VNAV			3 LNAV CDFA		
	DA(H) 208′(200′)			DA(H) A:320′(312′) C:340′(332′) B:330′(322′) D/DL:350′(342′)			DA/MDA(H) 510′(502′)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	2 R550m	R1200m	R700m	2 R700m	R1400m	R1500m		
B				R800m		R1500m			
C							R1600m	R2400m	
D				R900m		R1600m			
DL									

CIRCLE-TO-LAND

CAT C and D/DL not approved North of aerodrome between centerline Rwy 22R and centerline Rwy 12

Max Kts	MDA(H)
100	560′(543′) V1500m
135	590′(573′) V1600m
180	1010′(993′)V2400m
205	1010′(993′)V3600m
DL	

PANS OPS

1 LPV (VAL 35m). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

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EKCH/CPH KASTRUP

JEPPESEN 15 NOV 24 (12-5) Eff 28 Nov

COPENHAGEN, DENMARK RNP Rwy 22R

BRIEFING STRIP ™

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

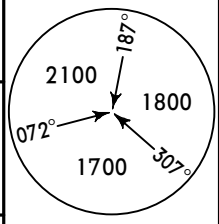
EGNOS	Final Apch Crs	CH2RF	LPV DA(H)	Apt Elev 17′
Ch 65172 E22B	217°	2000′(1986′)	214′(200′)	Rwy 14′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′. Inform ATC and expect radar vectors. If passing CH2R1, continue track 217°.

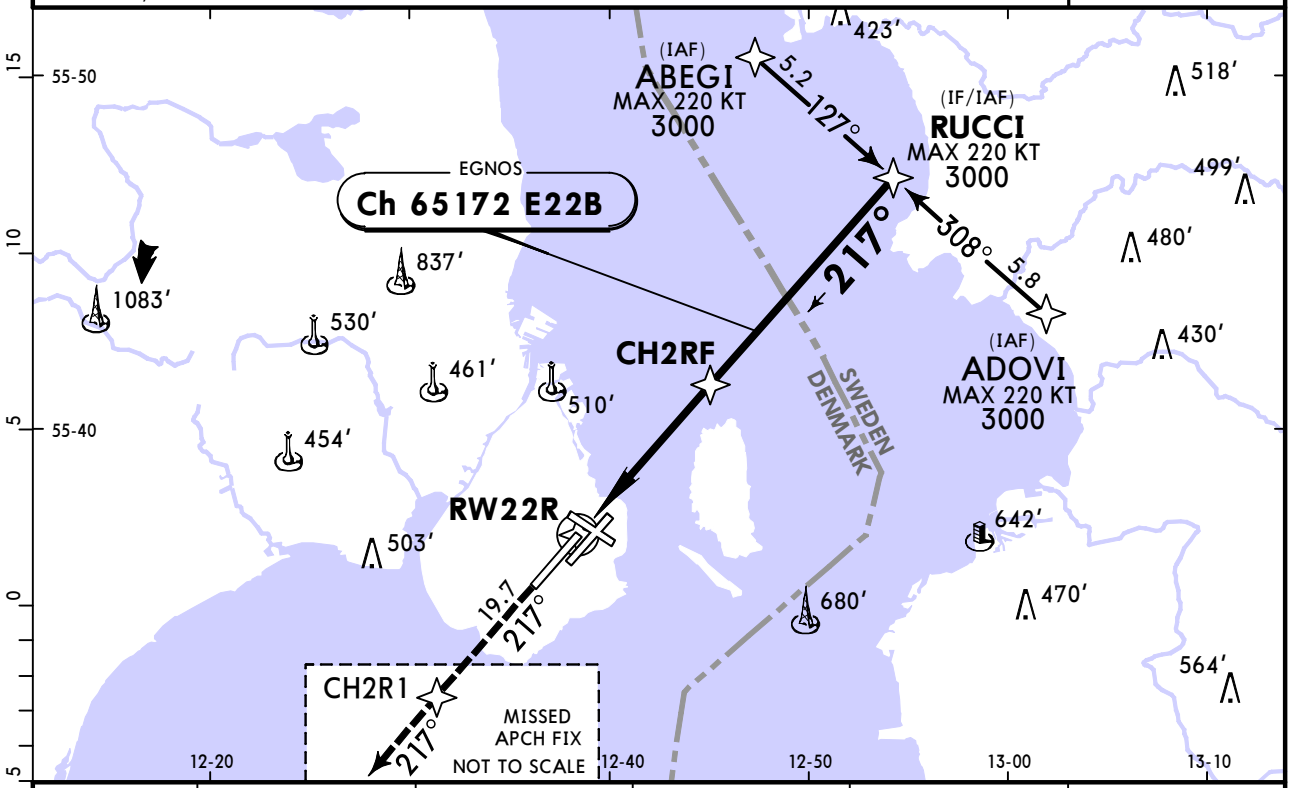
MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed apch proc. Maintain 3000′ and track for 3 min, then turn LEFT to ADOVI for new approach.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

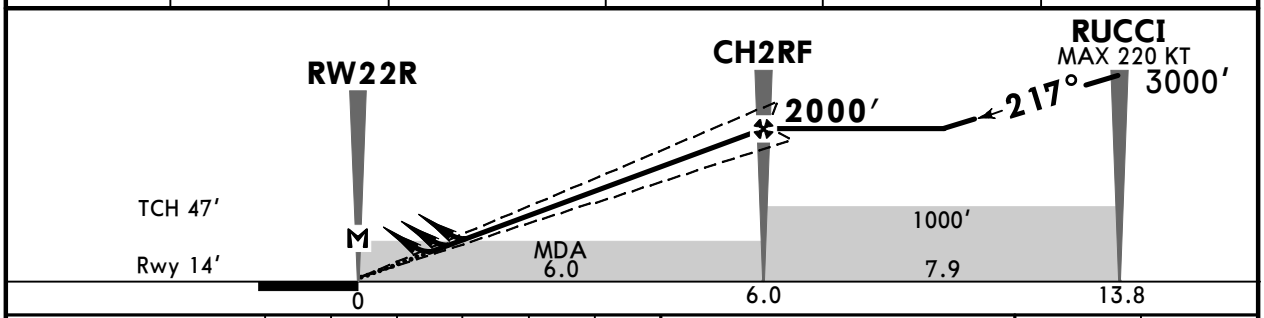
For LNAV/VNAV: Not to be used below -25°C or above 61°C.



MSA ARP



DIST to RW22R	1.0	2.0	3.0	4.0	5.0
ALTITUDE	382′	703′	1026′	1351′	1677′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW22R							

HIALS REIL PAPI 3000′

Std/State

STRAIGHT-IN LANDING

	1 LPV		LNAV/VNAV		LNAV	
	DA(H) 214′(200′)		DA(H) A: 353′(339′) C: 373′(359′) B: 363′(349′) D: 383′(369′)		3 CDFA DA/MDA(H) 450′(436′)	
		ALS out		ALS out		ALS out
A	2 R550m	R1200m	R800m	R1500m	R1300m	R1500m
B			R900m			
C				R1600m		R2000m
D			R1000m	R1700m		

CIRCLE-TO-LAND

CAT C and D not approved North of aerodrome between centerline Rwy 22R and centerline Rwy 12

Max Kts	MDA(H)	
100	590′(573′)	V1500m
135	600′(583′)	V1600m
180	1010′(993′)	V2400m
205	1010′(993′)	V3600m

PANS OPS

1 LPV (VAL 35m). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Minimums, SMA, bearing, distances, missed apch text.

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EKCH/CPH KASTRUP

JEPPESEN

15 NOV 24 (12-6) Eff 28 Nov

COPENHAGEN, DENMARK RNP Rwy 30

BRIEFING STRIP™

D-ATIS Arrival	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.755	119.805	*118.455	120.205	118.105	121.630

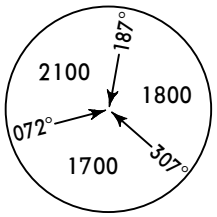
EGNOS	Final Apch Crs	CH3ØF	LPV DA(H)	Apt Elev 17′
Ch 91971 E30A	299°	3000′ (2992′)	208′ (200′)	Rwy 8′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ inbound CH3Ø1. Inform ATC and expect radar vectoring. If passing CH3Ø1, continue track 299°.

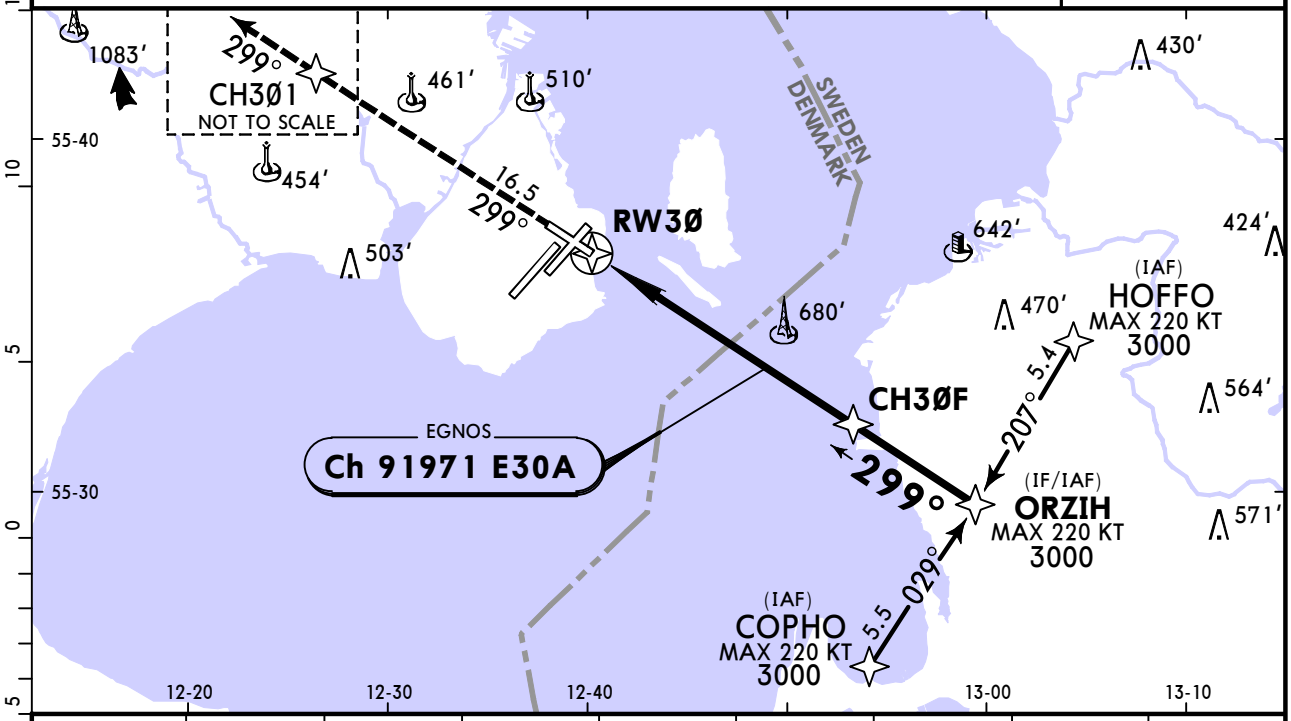
MISSED APCH WITH COMM FAILURE: Climb to 3000′ according to missed apch proc. Maintain 3000′ and track for 3 min, then turn RIGHT to HOFFO for new approach.

RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

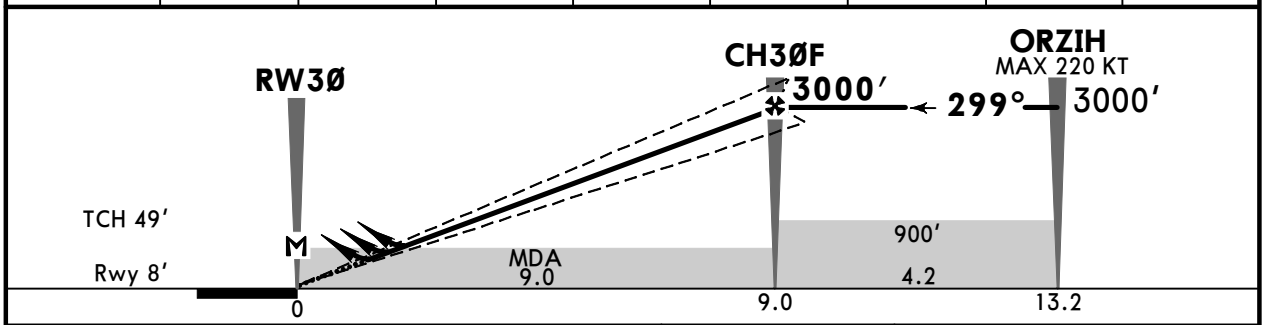
For LNAV/VNAV: Not to be used below -25°C or above 61°C.



MSA ARP



DIST to RW3Ø	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	700′	1020′	1350′	1670′	2000′	2330′	2670′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW3Ø							

HIALS PAPI 3000′ CH3Ø1

Std/State

STRAIGHT-IN LANDING

	1 LPV		LNAV/VNAV		LNAV	
	DA(H) 208′ (200′)		DA(H) A: 398′ (390′) C: 408′ (400′) B: 408′ (400′) D: 418′ (410′)		CDFA 3 DA/MDA(H) 510′ (502′)	
		ALS out		ALS out		ALS out
A	2 R550m	R1200m	R1100m	R1500m	R1500m	
B						
C				R1800m	R1600m	R2400m
D			R1200m	R1900m		

CIRCLE-TO-LAND

CAT C and D not approved North of aerodrome between centerline Rwy 22R and centerline Rwy 12

Max Kts	MDA(H)	
100	560′ (543′)	V1500m
135	590′ (573′)	V1600m
180	1010′ (993′)	V2400m
205	1010′ (993′)	V3600m

PANS OPS

1 LPV (VAL 35m). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Mnms, SMA, recommended alt, waypoint, bearing, distance, MA text.

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Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

COPENHAGEN, (KASTRUP - EKCH)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EKCH

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-9C) PARKING STANDS (CONTD), COORDS - On Apron East marshaller assistance is mandatory for parking of all aircraft, except on stands G117, G118 and G119 (on these stands DGS is provided). (Based on SUP 005-25)