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Revision Letter For Cycle 01-2014

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General Information

Location: Copenhagen Dnk
IATA Code: CPH
Lat/Long: N55° 37.1' E012° 39.4'
Elevation: 17 ft

Airport Use: Public
Magnetic Variation: 3.0°E

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

Sunrise: 0736 Z
Sunset: 1454 Z,

Runway Information

Runway: 04L
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1870 ft

Runway: 04R
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline

Runway: 12
Length x Width: 7759 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, REIL

Runway: 22L
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22R
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 30
Length x Width: 7759 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 8 ft
Lighting: Edge, ALS
Displaced Threshold: 886 ft
Stopway: 984 ft

Communication Information

ATIS 122.85 Departure Service
ATIS 122.75 Arrival Service
Kastrup Tower 121.825
Kastrup Tower 119.9
Kastrup Tower 119.35
Kastrup Tower 118.7
Kastrup Tower 118.575
Kastrup Tower 118.1
Kastrup Apron Ramp/Taxi Control 121.725
Kastrup Apron Ramp/Taxi Control 121.9 Departure Service
Kastrup Apron Ramp/Taxi Control 121.625 Arrival Service
Kastrup Final Approach Control 120.2
Copenhagen Approach Control 119.8
Kastrup Arrival Control 118.45
Kastrup Departure Control 124.975
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Airport Office Operations 131.4

1. GENERAL

1.1. ATIS

D-ATIS Arrival 122.75
D-ATIS Departure 122.85

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

Propeller ACFT as well as turboprop ACFT with take-off weight of 11000 KGS or more and all jet ACFT should avoid overflying Greater Copenhagen (within KAS 15 DME) 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 RUNWAY SYSTEM**1.2.2.1. RUNWAY RESTRICTIONS (BETWEEN 0600-2300LT)**

Propeller & turboprop ACFT with take-off weight of 11000 KGS 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 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.

Depending on the time of operation, certain types of ACFT are due to their noise characteristics only allowed to take-off from RWY 04R and land on RWY 04L.

When RWY 22L/R is in use between 0700-2200LT, 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.

Depending on the time of operation, certain types of ACFT are due to their noise characteristics only allowed to take-off from RWY 22R and land on RWY 22L.

When RWY 22L/R is in use between 2200-2300LT and 0600-0700LT, RWY 22L shall be used for take-off and landing.

RWY 22R may, however, be used between 2200-2300LT and 0600-0700LT when:

- RWY 22L is used for ILS CAT II & 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;
- regard of capacity makes it necessary to use parallel operations on RWY 22L/R.

Certain types of ACFT are, due to their noise characteristics, only allowed to use RWY 22L.

RWYs 12 & 30 may be used when:

- the crosswind component on the preferential RWYs exceeds 15 KT.
- the friction coefficient is below 0.3 on any part 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.

When wind conditions permit so, RWY 12 shall be used for take-off in preference to RWY 30.

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

If a preferential RWY is RWY in use irrespective that the crosswind component exceeds 15 KT, a request to use RWY 12 or RWY 30 will be complied with.

If a preferential RWY is not RWY in use due to the crosswind component exceeding 15 KT, a request to use a preferential RWY will be complied with if the handling of the other traffic so permits.

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

1. GENERAL

1.2.2.2. RUNWAY RESTRICTIONS (BETWEEN 2300-0600LT)

Propeller & turboprop ACFT with take-off weight of 11000 KGS or more and all jets:
When RWY 22L/R is in use, RWY 22L shall be used for take-off and landing.

RWY 22R may, however, be used when:

- RWY 22L is used for CAT II & 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.

All ACFT:

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.

The Pilot-in-Command shall as soon as possible submit a written report to the Civil Aviation Administration stating the reasons for using RWY 12/30.

The Civil Aviation Administration will make further investigation based on the reports from the Pilot-in-Command and the ATC.

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 85 dB (80 dB from Jan 1st 2005) in six Noise monitoring point positions (1, 5, 6, 7, 8, 9) in the surrounding residential areas.

Exempted are:

- 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 Københavns Lufthavne A/S (Copenhagen APTs) between 2300-0600LT. An advance approval may be obtained for a period of about six months if the ACFT used is noise certificated in accordance with ICAO Annex 16, Chapters 2, 3 or 5, or 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 (for jets or ACFT with take-off weight of 11000 KGS or more only as an exception) if the operator obtains a permit by the APT Office either based on documentation stating that the ACFT is noise certificated or based on the knowledge of the Københavns 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.
- Visual approach will not be permitted between 2200-0700LT if single RWY operations are in use, i.e. take-offs and landings on same RWY.

1. GENERAL

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.

1.4. TAXI PROCEDURES

ACFT must not perform powered U-turns on TWYs in the apron areas.

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.

Towing is mandatory when moving jet ACFT between the northern part of the APT and Area South.

Only when taxiing to or from RWY in use code B and C jet ACFT are allowed to taxi under own power on TWYs N1, N2 and on southern end of TWY C. TWY N2 is to be used by towing only for ACFT larger than code C.

Taxiing on TWY W is limited to MAX 10 KT for ACFT code E.

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 or Tower.

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 Taxi Routings refer to 10-9 charts.

1.4.1. APRON NORTH

At stands F90 thru F98 daily 2300-0600LT (F27: 2200-0700LT): Main engines are not to be used.

At 2200-0700LT jet ACFT operations under own power are not allowed.

ACFT on parking area E60 engines must be used only up to 2 min prior to departure.

1. GENERAL

1.4.2. APRON WEST

Refuelling on stands RI, RII and RIII is prohibited.

1.4.3. TAXI LIMITATIONS FOR JET ACFT

Insufficient safety clearance may prevent large ACFT from using certain TWYs. Taxi routings given by KASTRUP Tower/KASTRUP Apron must be strictly adhered to.

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.

Stands G110 and G111 available for helicopters.

1.5.2. DOCKING GUIDANCE SYSTEM

Some stands are equipped with AGNIS and PAPA. Exceptions are listed below:

APIS:	Stands A4, A6 thru A9, A11, A12, A14 thru A18, B2 thru B7, B9, B10, B15 thru B17, B19, C10, C27, C28, C29, C33 thru C40, D4, F1, F4, F5 and F7 thru F9.
SAFEDOCK:	Stands A19 thru A23, C26, C30, C32, D1 thru D3, H102 and H105.
Centerline with yellow stop marking:	Stands A25 thru A28, A50, E76 thru E78, F89 thru F98, G110 thru G114, G120 thru G137, H101, H103, H104, H106, H107 and W1.
Marshaller compulsory:	Stands C47, C49, E60, E70 thru E75, G15 thru G19, RI, RII and RIII.

1.5.3. USE OF AUXILIARY POWER UNIT (APU)

Start-up of APU during refuelling is allowed only if the aircraft's APU unit is located outside the Fuelling Zones.

APU may be used:

- 5 minutes after "On Block".
- 5 minutes before estimated "Off Block" time.

Exemptions:

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

Information about outside temperature and state of airport power and airconditioning equipment must be obtained from Airside Operations FREQ 131.400 MHZ.

For aircraft types A300, A310, A330, A340, B747, B767, B777, DC10, MD11 and L1011, APU may be used:

- 10 minutes after "On Block";
- 45 minutes before estimated "Off Block" time.

For other aircraft types, APU may be used:

- 5 minutes after "On Block";
- 15 minutes before estimated "Off Block" time.

1.6. OTHER INFORMATION

Ships up to 115' may obstruct. ACFT will be informed about ships with height of more than 115' before take-off on RWYs 04R and 12.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. LANDING RESTRICTIONS

Propeller & turboprop ACFT with take-off weight of 11000 KGS 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 & 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. Vacated RWY reports must not be given before established on:

- TWY A when landing RWY 04L
- TWY B when landing RWY 22L

During CAT III vacate via TWY B1, B3 or B4 only.

2.3. TAXI PROCEDURES

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

Code D and E ACFT must enter stand B10 via TWYs Z and M.

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

Between 2200-0500LT ACFT bound for stands A30 thru A34 must be towed onto the stand.

Arriving ACFT must stop at the NIGHT STOP position on TWY V.

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

In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (SVD, ALM, CDA, LUGAS, ROSBI). Descend to FL80 (FL100 for SVD) in the holding pattern. If already at a lower level, maintain that level. From the primary holding pattern proceed via SVD, ALM, CDA, KOR or TNO direct to KAS. Maintain FL80 (FL100 via SVD) or last assigned and acknowledged level or altitude.

If radio communication failure occur after passing over or abeam the primary holding fix proceed direct to KAS. Maintain FL80 (FL100 via SVD) or last assigned and acknowledged level or altitude.

From KAS perform the appropriate instrument approach procedure.

2. ARRIVAL

2.4.2. LOST COMMUNICATION PROCEDURE DURING MISSED APPROACH

In case of radio communication failure during a missed approach, climb to 3000' according to the Missed Approach Procedure, maintain 3000' and track for three minutes, then turn LEFT to KAS for a new approach.

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.

3. DEPARTURE

3.1. DE-ICING

Request for deicing shall be made as early as possible to Clearance Delivery or Kastrup Apron. Departing ACFT shall obtain push-back or start-up approval and taxi instruction. Number in the deicing queue will be provided by Kastrup Apron when reporting ready for push-back/taxi.

At the platforms, the following frequencies are to be used:

TWY A: 130.65 123.4

TWY B: 131.65

TWY V: 131.97

Before moving away from the platform ACFT shall wait for "all clear signal" (thumb up) and taxi clearance.

The platforms 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 & TAXI PROCEDURES

3.2.1. GENERAL

On Apron North, departing ACFT shall obtain push-back approval and taxi instruction. However, ACFT leaving stand by own power shall obtain taxi instruction only, except in de-icing situations, where ACFT shall obtain start-up approval as well.

In other areas, all departing ACFT shall obtain push-back or start-up approval and taxi instruction.

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 manoeuvre immediately.

Engine start-up of ACFT larger than code C is at designated start-up positions on the TWYs only.

ACFT pushing back from stands A4, A6, A8, A18 thru A22 and B2 must not start the engines until the ACFT is placed at a designated start-up position on the TWY, properly aligned with the centerline.

Between 2200-0500LT ACFT departing stands A30 thru A34 must not start up engines until the ACFT is placed at position Z4.

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

3. DEPARTURE

3.2.2. 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. However, code D and E ACFT are not allowed to perform engine start-up until after the ACFT has been towed onto its assigned start-up position on the apron.

For simultaneous push-backs directions will be given by KASTRUP Apron.

3.2.3. 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 FL 70.

3.4. NOISE ABATEMENT PROCEDURES

TAKE-OFF RESTRICTIONS

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

Propeller & turboprop ACFT with take-off weight less than 11000 KGS between 2300-0600LT:

- RWY 22L: Turn must not be commenced until having passed KAS 2 DME (LARSO).
- RWY 22R: Turn must not be commenced until having passed KAS 2 DME (RUBAT).

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

- RWY 22L: Take-off shall be carried out from position V1 or V2/1. Turn must not be commenced until having passed KAS 2 DME (LARSO).
- RWY 22R: Turn must not be commenced until having passed KAS 2 DME (RUBAT).
- RWY 12: Position K1/F1 must not be used for take-off. Take-off for jet ACFT shall be carried out from position K3, additionally the following apply:
 - ACFT types A330-200/-300, A340-200/-300, B747 (all versions), B767-400, B777-200, DC10 (all versions), IL86, IL96-300, L1011 (all versions) and MD11 shall take-off from position K3 and taxi via K2 or via F2 and F1;
 - ACFT types A340-500/-600, AN124, AN225, B777-300 and C5/L500 Galaxy shall take-off from position K3 and taxi via F2 and F1.

Take-off for propeller & turboprop ACFT from position K2, K3 or D. However, ACFT type AN22 planned to take-off from position K2 or K3 shall taxi via K2 or F2 or F1. Turns must not be commenced until having passed KAS R-078.

- RWY 30: Take-off shall be commenced from position G1. Jet ACFT must arrange take-off in such a way, that maximum sound pressure level at Noise monitoring point No.10 (approx. 1.9 NM/3.5 KM from the beginning of RWY 30) does not exceed 110 PNdb. Turns must not be commenced until having passed KAS R-358.

If take-off is planned from RWY 04L/R, 22L/R or RWY 12 from position K2, K3 or D and can not be carried out (due to changes in weather or RWY conditions occurring not more than 1 hour prior planned take-off time) take-off is allowed on:

- RWY 12 from position 12-X or K2 between 0600-2300LT;
- RWY 30 between 0700-2200LT irrespective that the maximum sound pressure level exceeds 110 PNdb at Noise monitoring point No.10.

3. DEPARTURE

3.5. LOST COMMUNICATION

In case of radio communication failure climb to level assigned to the SID. Maintain until the departure designation point (ASTOS, KEMAX, SIMEG, BALOX, BETUD, NEXEN, KOPEX, LANGO, ODN, MIKSI, 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 min prior to EOBT or CTOT, whichever is later.

Latest time for obtaining clearance is 10 min after EOBT or CTOT, whichever is later.

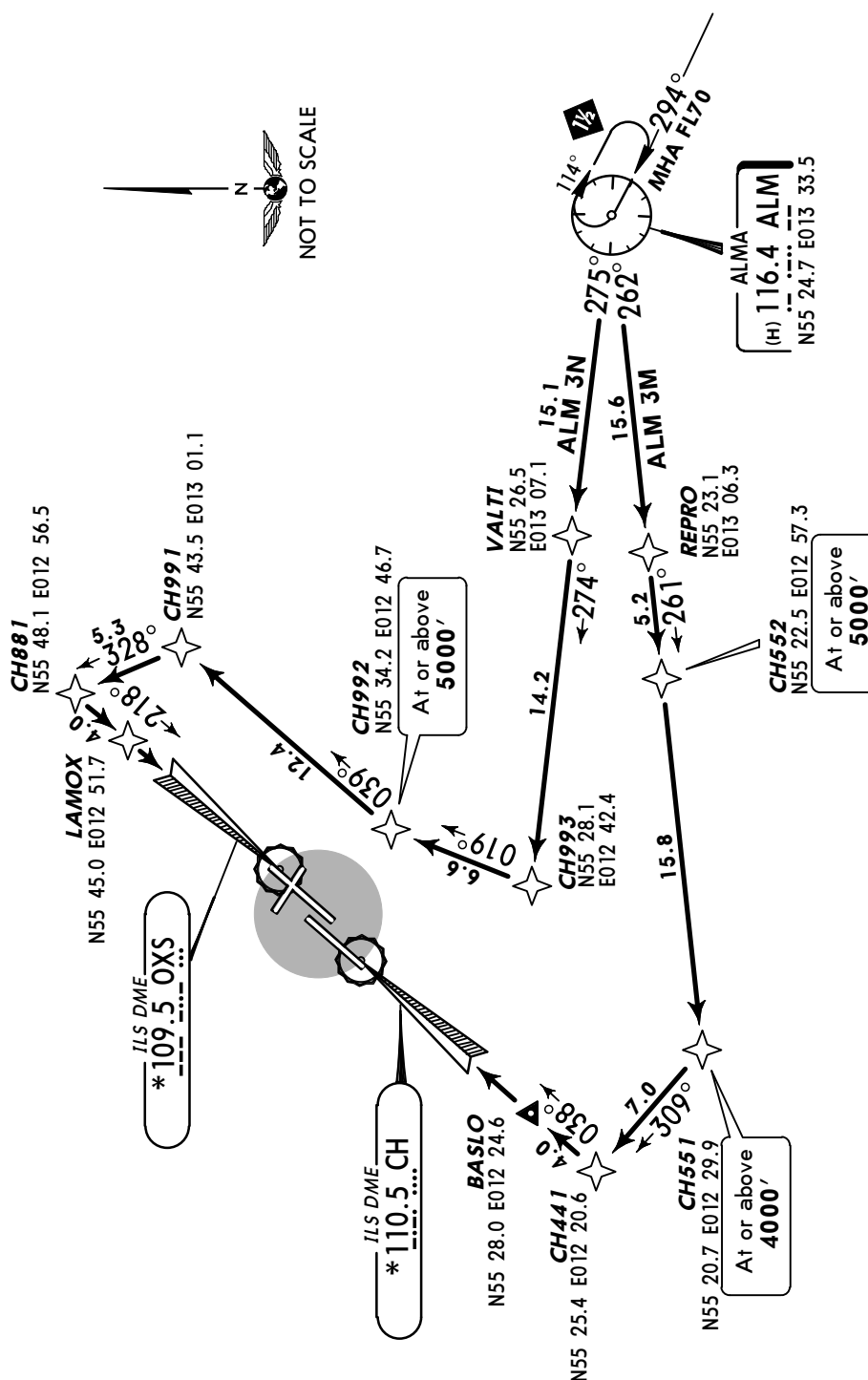
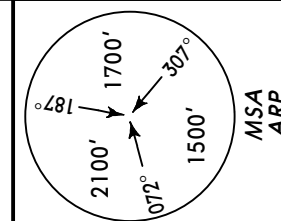
The cockpit acknowledgement of the clearance has to be sent via datalink within 5 min after receiving the clearance.

D-ATIS
122.75Apt Elev
17'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. At first contact with APPROACH state type of aircraft.
2. At initial contact with FINAL state only callsign
3. Descend as cleared.

ALM 3M, ALM 3N
RWYS 04L, 22L P-RNAV ARRIVALS
P-RNAV APPROVAL REQUIRED
BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



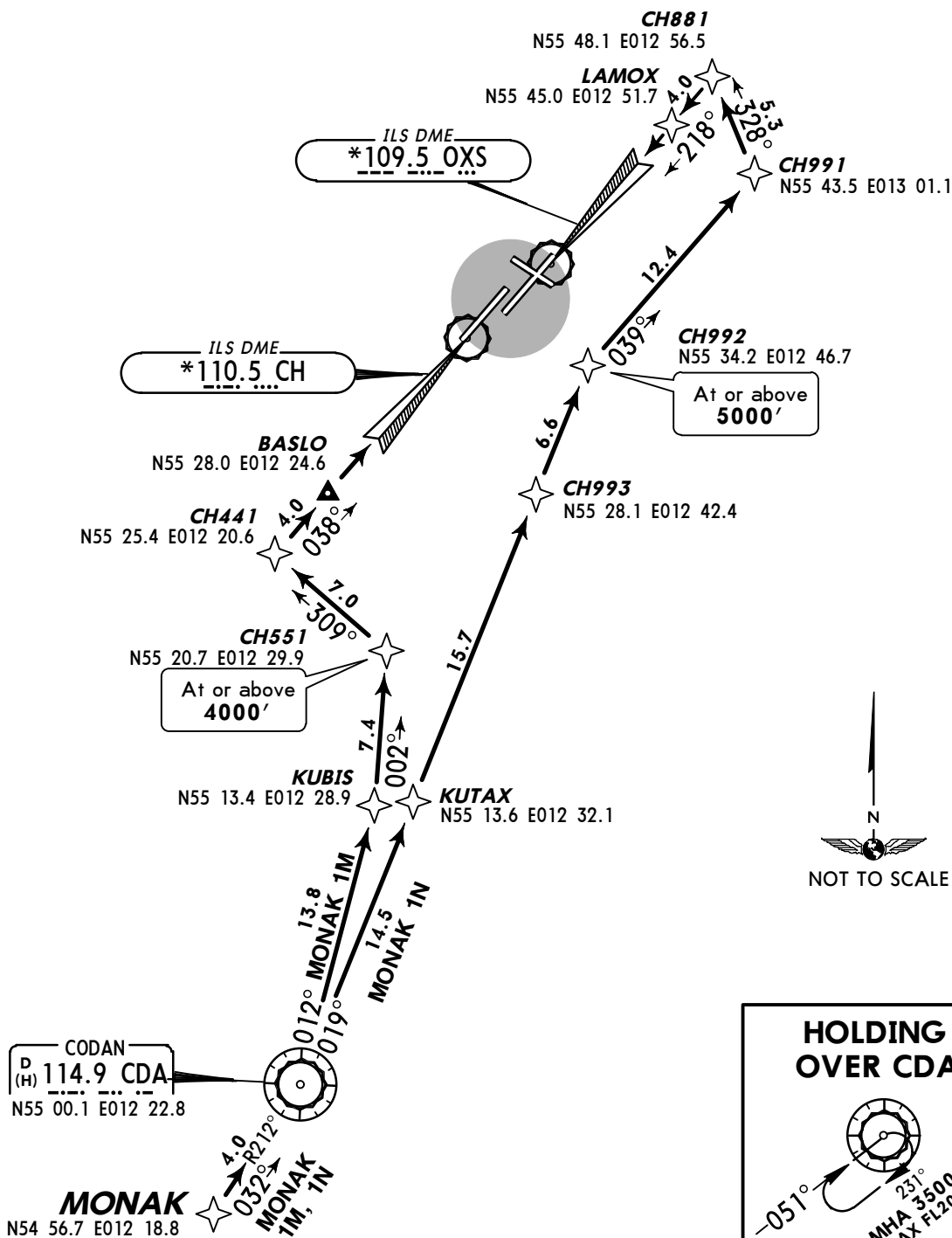
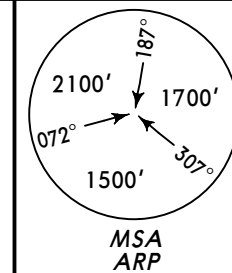
STAR	RWY	ROUTING
ALM 3M	04L	ALM - REPRO - CH552 (5000'+) - CH551 (4000'+) - CH441 - ILS 04L.
ALM 3N	22L	ALM - VALTI - CH993 - CH992 (5000'+) - CH991 - CH881 - ILS 22L.

D-ATIS
122.75Apt Elev
17'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. At first contact with APPROACH state type of aircraft.
2. At initial contact with FINAL state only call sign
3. Descend as cleared.

MONAK 1M [MONA1M], MONAK 1N [MONA1N]
RWYS 04L, 22L P-RNAV ARRIVALS
P-RNAV APPROVAL REQUIRED
BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



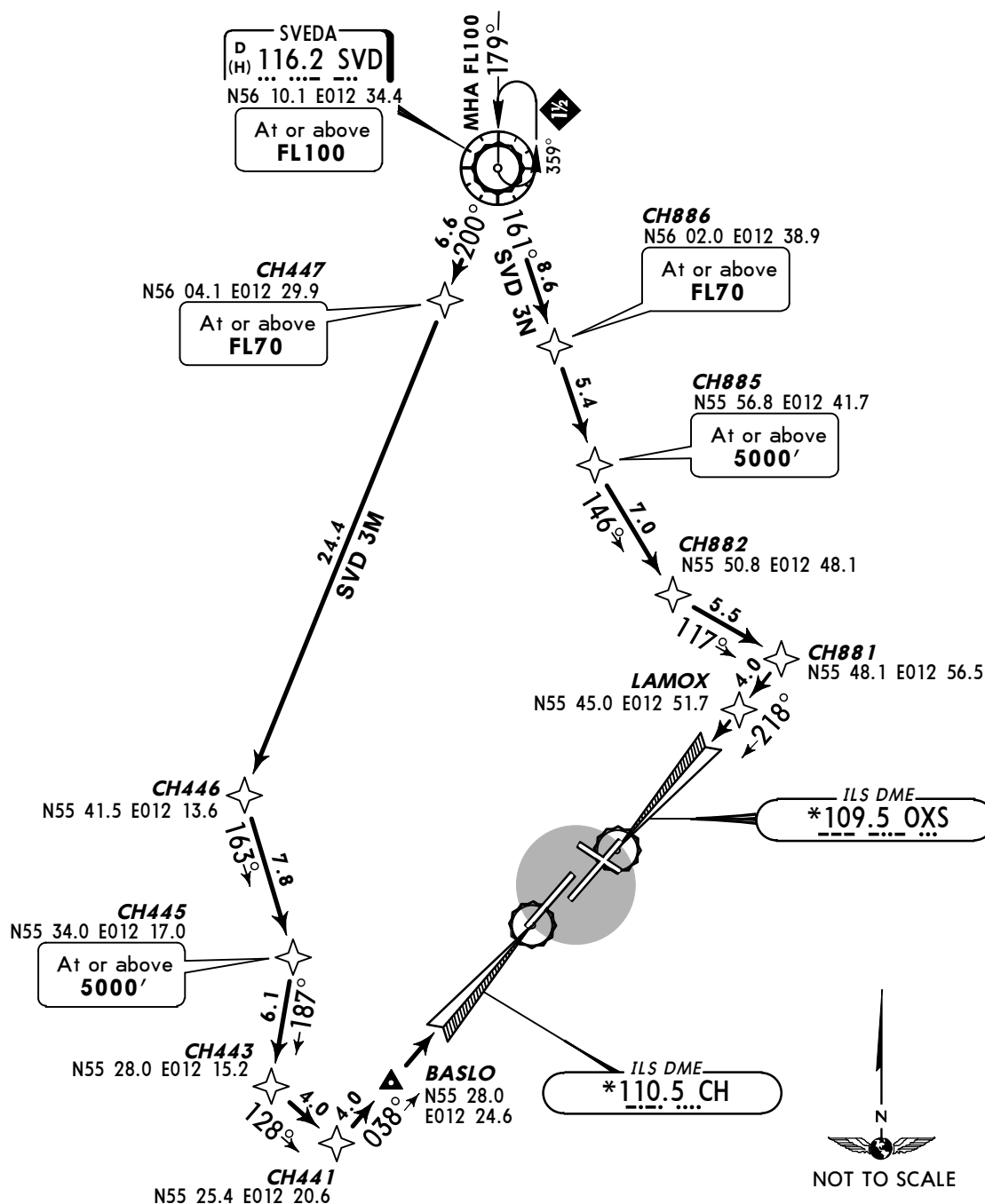
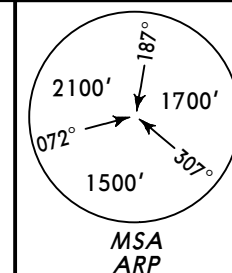
STAR	RWY	ROUTING
MONAK 1M	04L	MONAK - CDA - KUBIS - CH551(4000'+) - CH441 - ILS 04L.
MONAK 1N	22L	MONAK - CDA - KUTAX - CH993 - CH992 (5000'+) - CH991 - CH881 - ILS 22L.

D-ATIS
122.75Apt Elev
17'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. At first contact with APPROACH state type of aircraft.
2. At initial contact with FINAL state only callsign
3. Descend as cleared.

SVD 3M, SVD 3N
RWYS 04L, 22L P-RNAV ARRIVALS
P-RNAV APPROVAL REQUIRED
BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



STAR	RWY	ROUTING
SVD 3M	04L	SVD (FL100+) - CH447 (FL70+) - CH446 - CH445 (5000'+) - CH443 - CH441 - ILS 04L.
SVD 3N	22L	SVD (FL100+) - CH886 (FL70+) - CH885 (5000'+) - CH882 - CH881 - ILS 22L.

D-ATIS
122.75

Apt Elev
17'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. Domestic traffic may flight plan to join this arrival at TNO.
 2. At first contact with APPROACH state type of aircraft.
 3. At initial contact with FINAL state only callsign
 4. Descend as cleared.

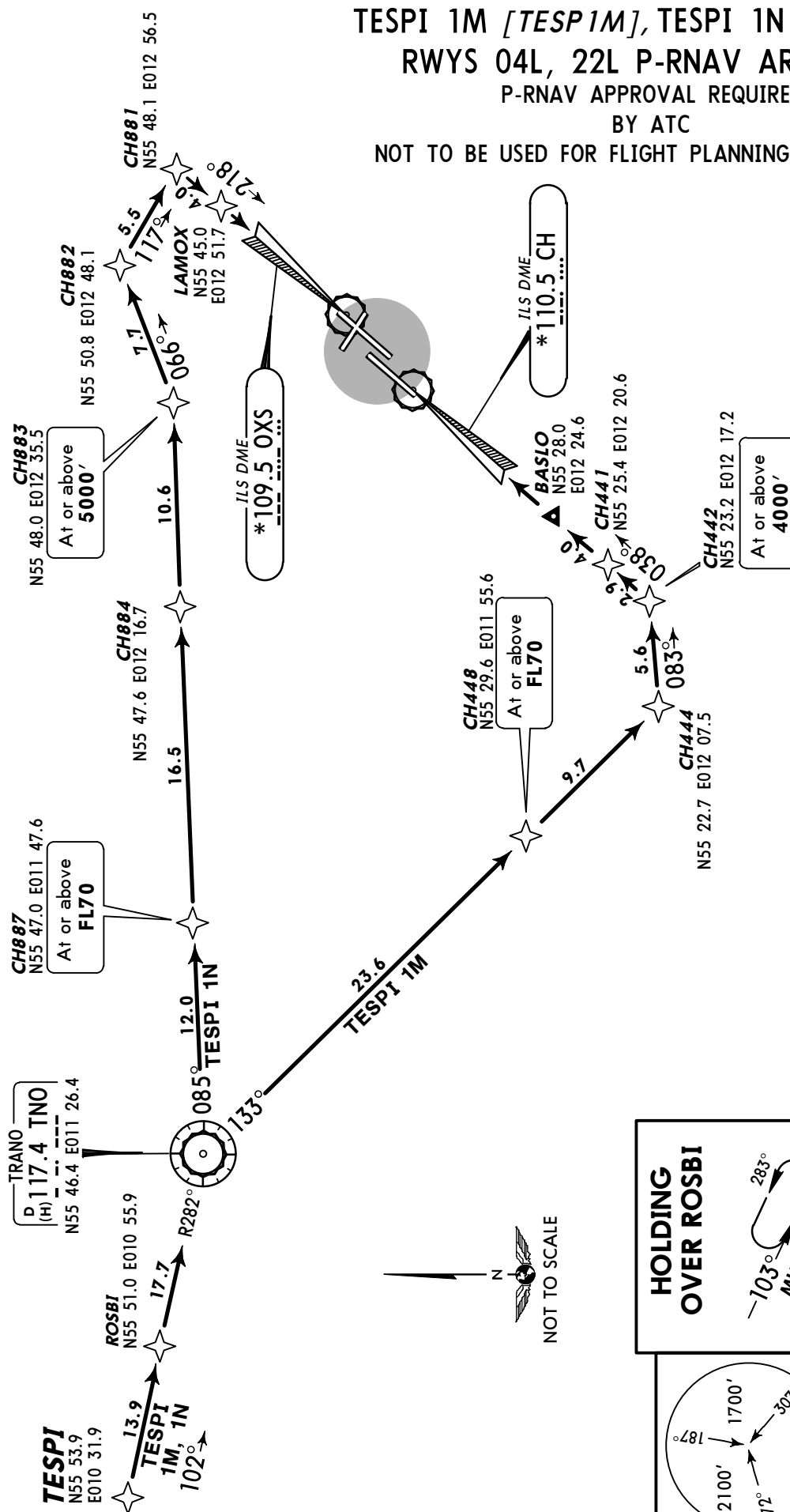
TESPI 1M [TESP1M], TESPI 1N [TESP1N]

RWYS 04L, 22L P-RNAV ARRIVALS

P-RNAV APPROVAL REQUIRED

BY ATC

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



ROUTING	
TESPI 1M	TESPI - ROSBI - TNO - CH448 - CH444 - CH442 (4000'+) - CH441 - ILS 04L.
TESPI 1N	TESPI - ROSBI - TNO - CH887 (FL70+) - CH884 - CH883 (5000'+) - CH882 - CH881 - ILS 22L.

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ALM 3A

RWY 04R ARRIVAL

ALM 1B

RWY 12 ARRIVAL

ALM 1C

RWY 22R ARRIVAL

ALM 1D

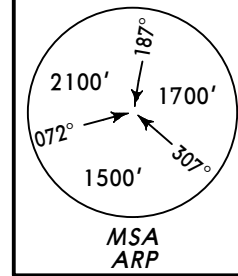
RWY 30 ARRIVAL

ALM 1E

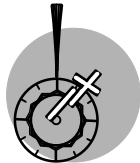
RWY 04L ARRIVAL

ALM 1F

RWY 22L ARRIVAL



KASTRUP
D (H) 112.5 KAS
N55 35.4 E012 36.8



DESAS
N55 36.8 E013 09.6
At 5000'

084° D18.6

VENOM
N55 29.1 E013 07.8
(KAS D18.7)

At 5000'

STURUP
D (H) 113.0 SUP
N55 32.1 E013 22.8

ALM 3A, 1C, 1E, 1F
ALM 1D

VEGUD
N55 21.8 E013 12.0
(KAS D24.2)
At 5000'

ALMA
(H) 116.4 ALM
N55 24.7 E013 33.5



① MAX 250 KT

Estimated track miles
ALM 3A, 1E: 62 NM
ALM 1B: 63 NM
ALM 1C, 1F: 54 NM
ALM 1D: 55 NM

D-ATIS
122.75

Apt Elev
17'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. At first contact with APPROACH state type of aircraft.
2. At initial contact with FINAL state only callsign
3. Descend as cleared.

MONAK 1A [MONA1A]
RWY 04R ARRIVAL

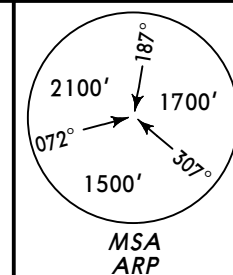
MONAK 1B [MONA1B]
RWY 12 ARRIVAL

MONAK 1C [MONA1C]
RWY 22R ARRIVAL

MONAK 1D [MONA1D]
RWY 30 ARRIVAL

MONAK 1E [MONA1E]
RWY 04L ARRIVAL

MONAK 1F [MONA1F]
RWY 22L ARRIVAL



NOT TO SCALE

MAX 250 KT

KUBIS
N55 13.4 E012 28.9

MONAK 1B
At or below
FL100

MONAK 1D
At or below
FL80

Estimated track miles
MONAK 1A, 1E: 67 NM
MONAK 1B, 1C, 1F: 70 NM
MONAK 1D: 61 NM

NEKSO
N55 13.9 E012 39.0

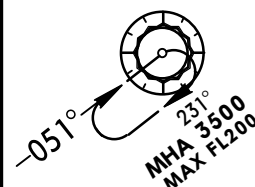
MONAK 1A, 1E
At or below
FL80

MONAK 1C, 1F
At or below
FL100

CODAN
D (H) 114.9 CDA
N55 00.1 E012 22.8

MONAK
N54 56.7 E012 18.8

HOLDING
OVER CDA



D-ATIS
122.75Apt Elev
17'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. At first contact with APPROACH state type of aircraft.
2. At initial contact with FINAL state only callsign
3. Descend as cleared.

SVD 1A
RWY 04R ARRIVAL

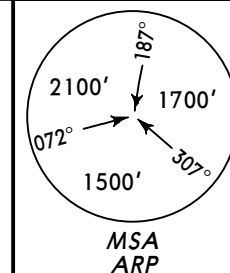
SVD 1B
RWY 12 ARRIVAL

SVD 1C
RWY 22R ARRIVAL

SVD 1D
RWY 30 ARRIVAL

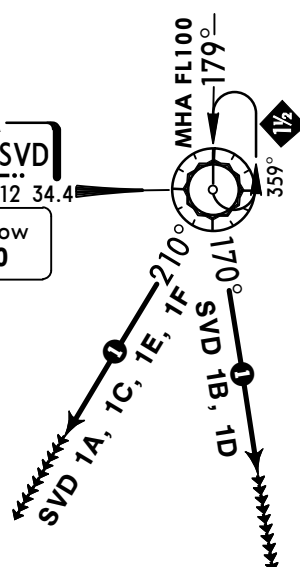
SVD 1E
RWY 04L ARRIVAL

SVD 1F
RWY 22L ARRIVAL



SVEDA
D (H) 116.2 SVD
N56 10.1 E012 34.4
At or below
FL110

1 MAX 250 KT

**Estimated track miles**

SVD 1A, 1E: 66NM

SVD 1B: 52NM

SVD 1C, 1F: 53NM

SVD 1D: 60NM



NOT TO SCALE



D-ATIS
122.75Apt Elev
17'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. Domestic traffic may flight plan to join this arrival at TNO.
2. At first contact with APPROACH state type of aircraft.
3. At initial contact with FINAL state only callsign.
4. Descend as cleared.

TESPI 1A [TESP1A]
RWY 04R ARRIVAL

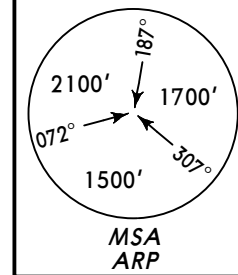
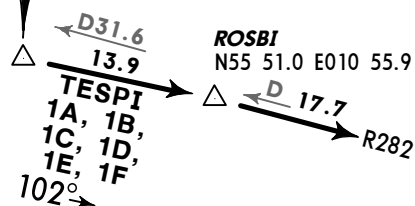
TESPI 1B [TESP1B]
RWY 12 ARRIVAL

TESPI 1C [TESP1C]
RWY 22R ARRIVAL

TESPI 1D [TESP1D]
RWY 30 ARRIVAL

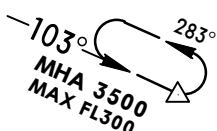
TESPI 1E [TESP1E]
RWY 04L ARRIVAL

TESPI 1F [TESP1F]
RWY 22L ARRIVAL

**TESPI**N55 53.9
E010 31.9**Estimated track miles**

TESPI 1A, 1E: 99NM
TESPI 1B: 82NM
TESPI 1C, 1F: 98NM
TESPI 1D: 106NM

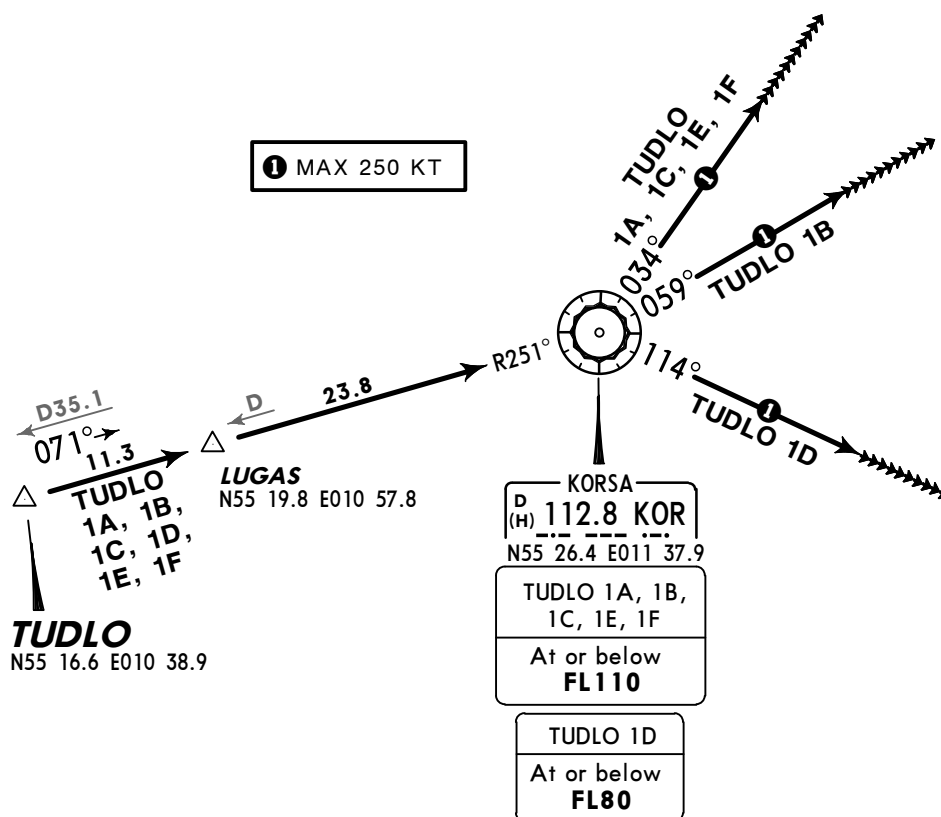
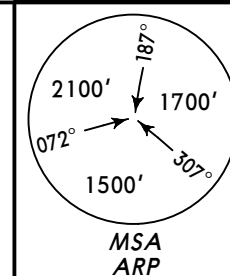
TRANO
D (H) 117.4 TNO
N55 46.4 E011 26.4
At or below
FL120

1 MAX 250 KT**HOLDING
OVER ROSBI**

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

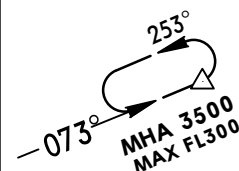
1. Domestic traffic may flight plan to join this arrival at KOR.
2. At first contact with APPROACH state type of aircraft.
3. At initial contact with FINAL state only callsign.
4. Descend as cleared.

TUDLO 1F [*TUDL1F*]
RWY 22L ARRIVAL



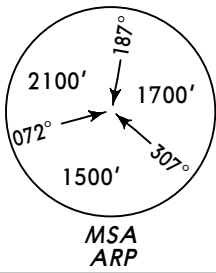
Estimated track miles
TUDLO 1A, 1B, 1E: 83NM
TUDLO 1C, 1F: 98NM
TUDLO 1D: 94NM

HOLDING OVER LUGAS



D-ATIS
122.75Apt Elev
17'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. At first contact with APPROACH state type of aircraft.
2. At initial contact with FINAL state only callsign
3. Descend as cleared.



ABEGI, ADOVI, BASLO, DOPEM EPOXO, ERPUK, LAMOX, ULTIS DIRECT ARRIVALS

①
(Rwys 22 L/R)
ABEGI
N55 50.5 E012 47.3 ▲

①
(Rwys 12, 22 L/R, 30)
LAMOX
N55 45.0 E012 51.7 ▲

①
(Rwys 22 L/R)
ADOVI
N55 43.3 E013 01.9 ▲

①
(Rwy 12)
EPOXO
N55 42.9 E012 23.5 ▲

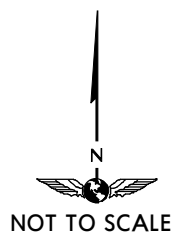


①
(Rwys 22L/R, 30)
ULTIS
N55 32.5 E012 51.8 ▲

①
(Rwys 04L/R)
ERPUK
N55 29.7 E012 14.5 ▲

①
(Rwys 04L/R, 12, 30)
BASLO
N55 28.0 E012 24.6 ▲

①
(Rwys 04L/R)
DOPEM
N55 22.5 E012 29.0 ▲



① If traffic permits and in order to expedite traffic, direct routing to mentioned waypoints may occur. Cross 15 NM before reaching waypoint cleared to at or below FL80.

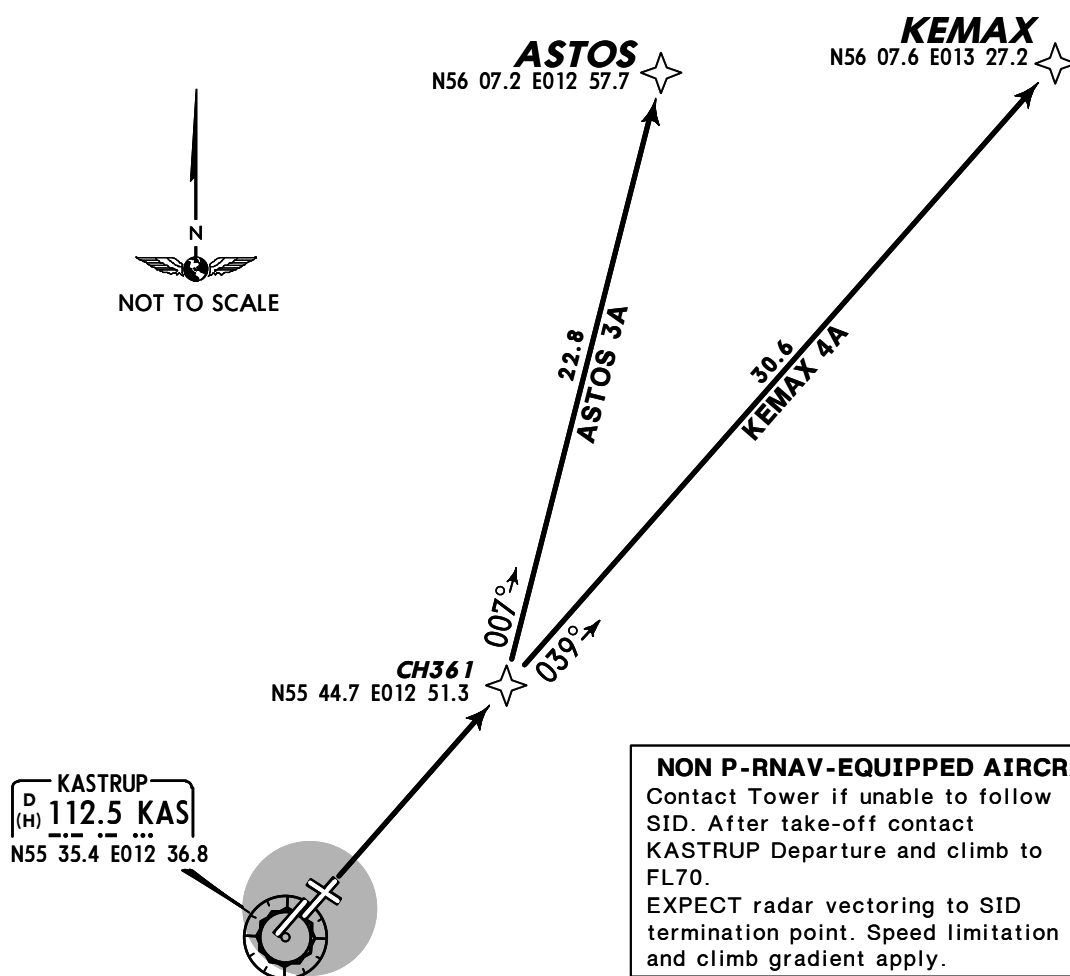
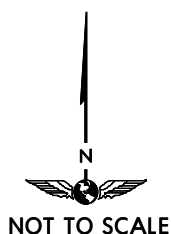
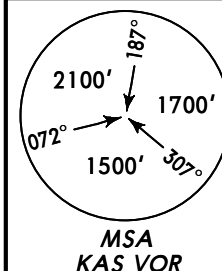
RNAV SID DESIGNATION	REFER TO CHART
ASTOS 3A, KEMAX 4A	10-3B
ASTOS 3B, KEMAX 4B	10-3C
ASTOS 3C, KEMAX 4C	10-3D
ASTOS 3D, KEMAX 4D	10-3E
ASTOS 1E, KEMAX 1E	10-3F
ASTOS 1F, KEMAX 1F	10-3G
BALOX 4A, SIMEG 7A	10-3H
BALOX 4B, SIMEG 7B	10-3J
BALOX 4C, SIMEG 8C	10-3K
BALOX 4D, SIMEG 7D	10-3L
BALOX 1E, SIMEG 1E	10-3M
BALOX 1F, SIMEG 1F	10-3N
BETUD 1A, NEXEN 1A	10-3P
BETUD 1B, NEXEN 1B	10-3Q
BETUD 1C, NEXEN 1C	10-3S
BETUD 1D, NEXEN 1D	10-3T
BETUD 1E, NEXEN 1E	10-3U
BETUD 1F, NEXEN 1F	10-3V
KOPEX 1A, LANGO 1A	10-3V1
KOPEX 1B, LANGO 1B	10-3V2
KOPEX 1C, LANGO 1C	10-3V3
KOPEX 1D, LANGO 1D	10-3V4
KOPEX 1E, LANGO 1E	10-3V5
KOPEX 1F, LANGO 1F	10-3V6
MIKSI 1A, ODN 1A	10-3V7
MIKSI 1B, ODN 1B	10-3V8
MIKSI 1C, ODN 1C	10-3W
MIKSI 1D, ODN 1D	10-3X
MIKSI 1E, ODN 1E	10-3X1
MIKSI 1F, ODN 1F	10-3X2
GOLGA 1A, VEDAR 2A	10-3X3
GOLGA 1B, VEDAR 1B	10-3X4
GOLGA 1C, VEDAR 1C	10-3X5
GOLGA 1D, VEDAR 1D	10-3X6
GOLGA 1E, VEDAR 1E	10-3X7
GOLGA 1F, VEDAR 1F	10-3X8

KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**ASTOS 3A [ASTO3A]
KEMAX 4A [KEMA4A]
RWY 04R P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70

**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

Direct distance from
Kastrup Apt to:
CH361 10 NM

These SIDs require a minimum climb gradient of
401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

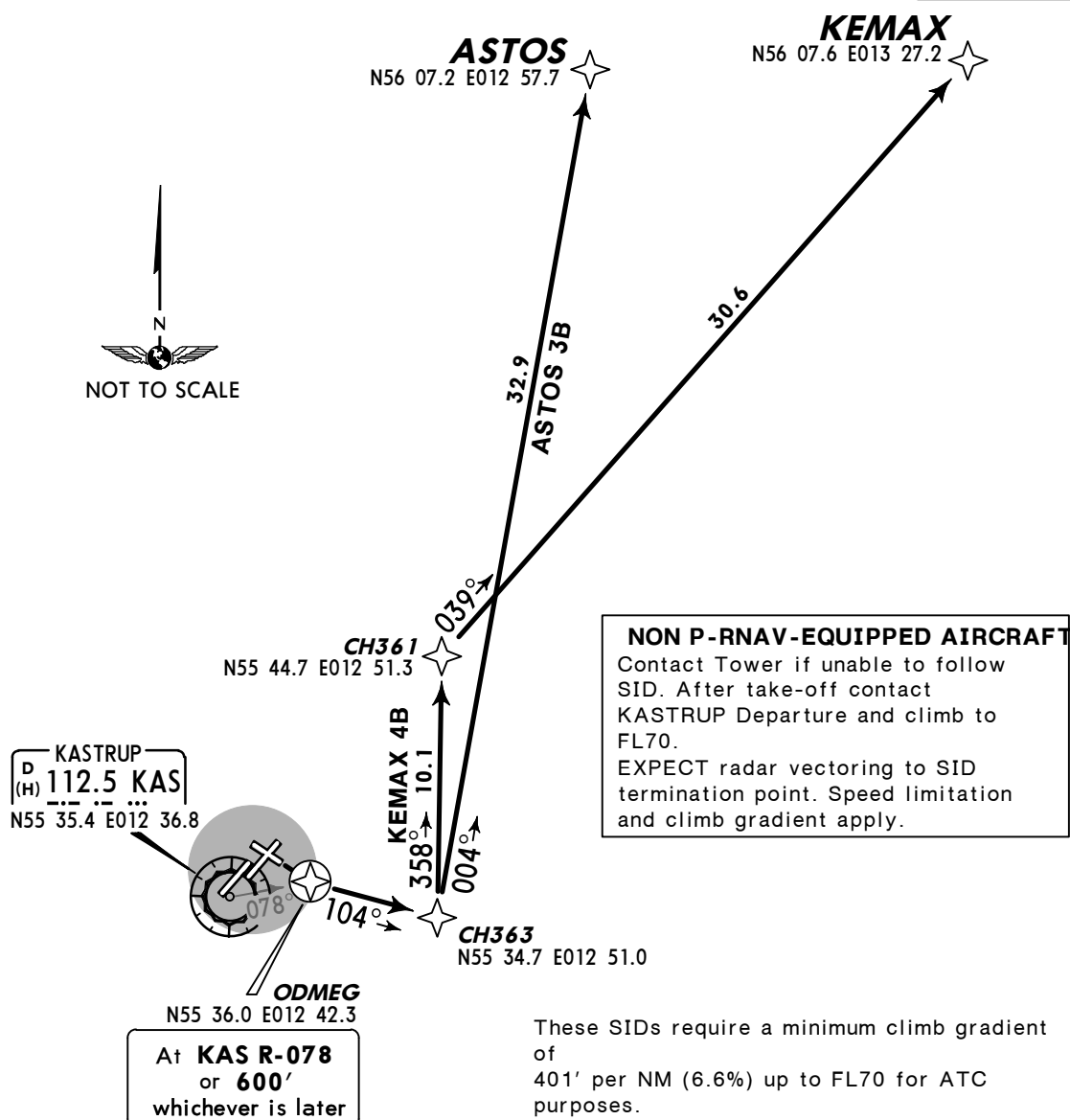
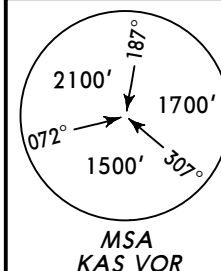
SID	ROUTING
ASTOS 3A PROP ONLY	Climb on extended runway centerline to 1700' - CH361 - ASTOS.
KEMAX 4A JET ONLY	Climb on extended runway centerline to 1700' - CH361 - KEMAX.

Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 1700' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

KASTRUP
Departure (R)
120.25

Apt Elev
17'

**ASTOS 3B [ASTO3B]
KEMAX 4B [KEMA4B]
RWY 12 P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **4000'**

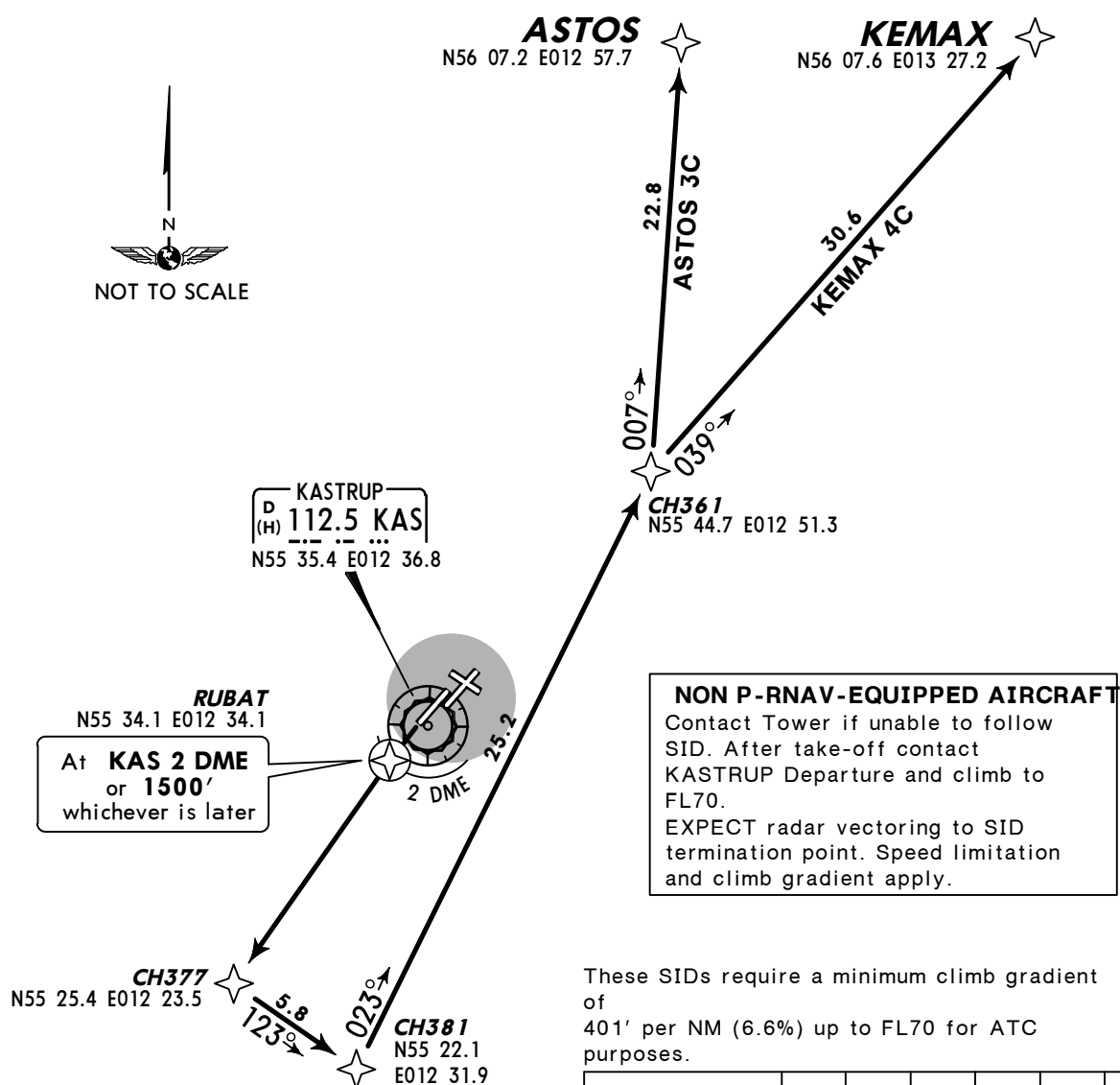
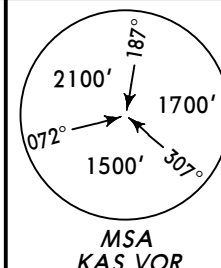
SID	ROUTING
ASTOS 3B PROP ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, climb on 104° track to 1700' - CH363 - ASTOS.
KEMAX 4B JET ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, climb on 104° track to 1700' - CH363 - CH361 - KEMAX.

- Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 1500' (MSA).
 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
 4. When instructed for line-up, squawk assigned SSR code.
 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

KASTRUP
Departure (R)
124.97

Apt Elev
17'

**ASTOS 3C [ASTO3C]
KEMAX 4C [KEMA4C]
RWY 22R P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70



Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

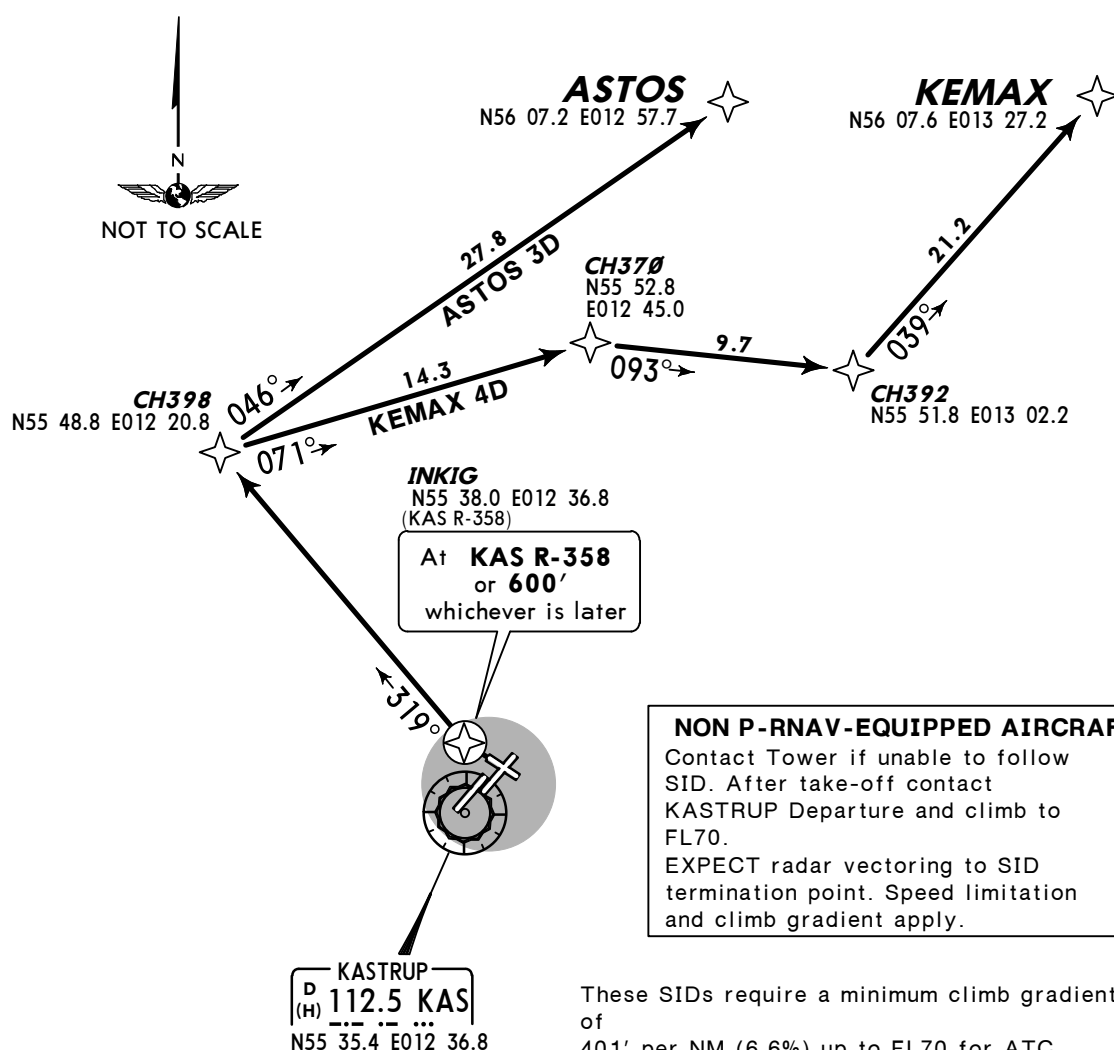
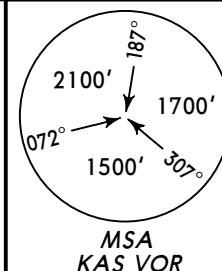
SID	ROUTING
ASTOS 3C PROP ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - CH377 - CH381 - CH361 - ASTOS.
KEMAX 4C JET ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - CH377 - CH381 - CH361 - KEMAX.

KASTRUP
Departure (R)
120.25

Apt Elev
17'

- Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 2100' (MSA).
 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
 4. When instructed for line-up, squawk assigned SSR code.
 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**ASTOS 3D [ASTO3D]
KEMAX 4D [KEMA4D]
RWY 30 P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70



NON P-RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **4000'**

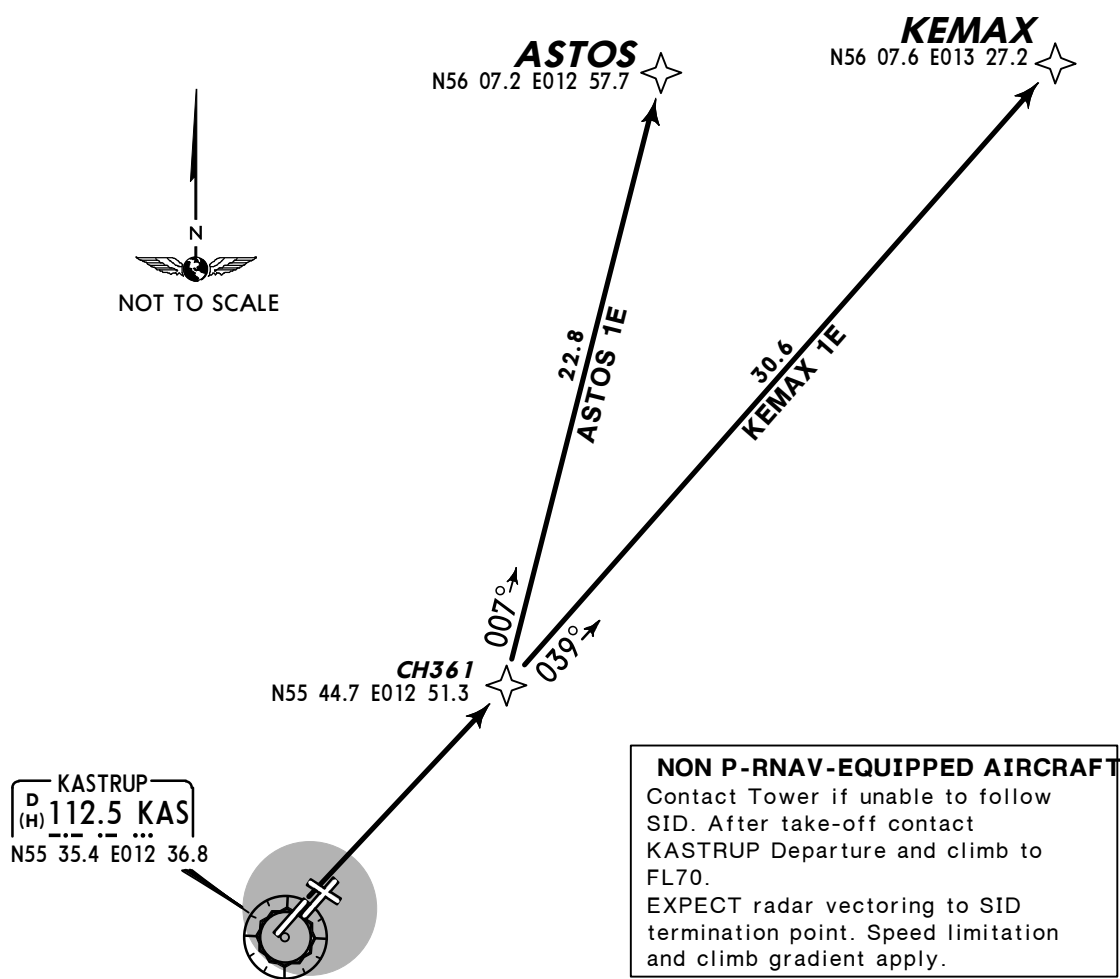
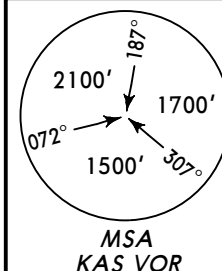
SID	ROUTING
ASTOS 3D PROP ONLY	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn RIGHT, climb on 319° track to 2100' - CH398 - ASTOS.
KEMAX 4D JET ONLY	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn RIGHT, climb on 319° track to 2100' - CH398 - CH370 - CH392 - KEMAX.

KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**ASTOS 1E [ASTO1E]
KEMAX 1E [KEMA1E]
RWY 04L P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70



Direct distance from
Kastrup Apt to:
CH361 **10 NM**

These SIDs require a minimum climb gradient of
401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

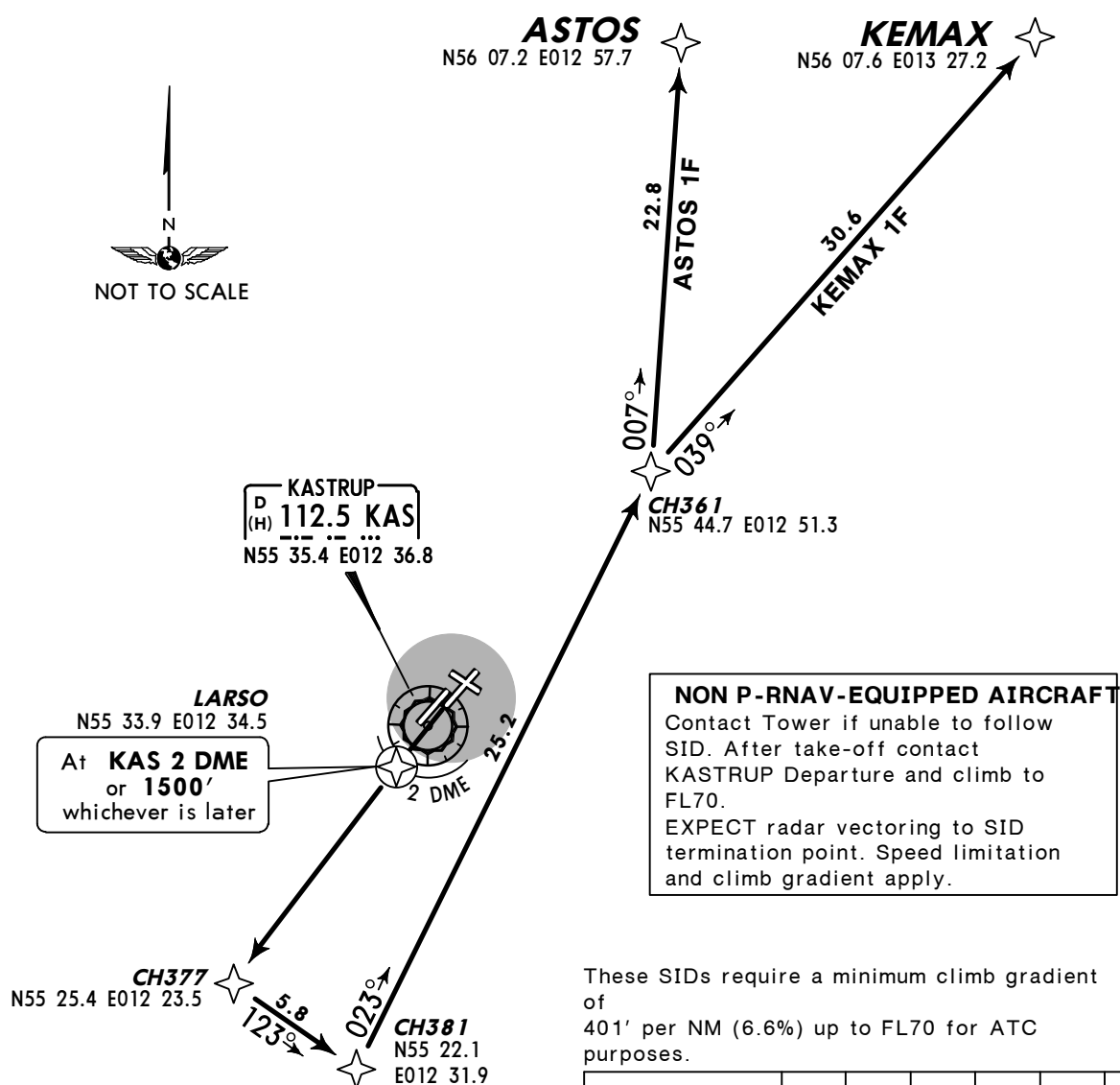
If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
ASTOS 1E PROP ONLY	Climb on extended runway centerline to 1700' - CH361 - ASTOS.
KEMAX 1E JET ONLY	Climb on extended runway centerline to 1700' - CH361 - KEMAX.

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1500' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

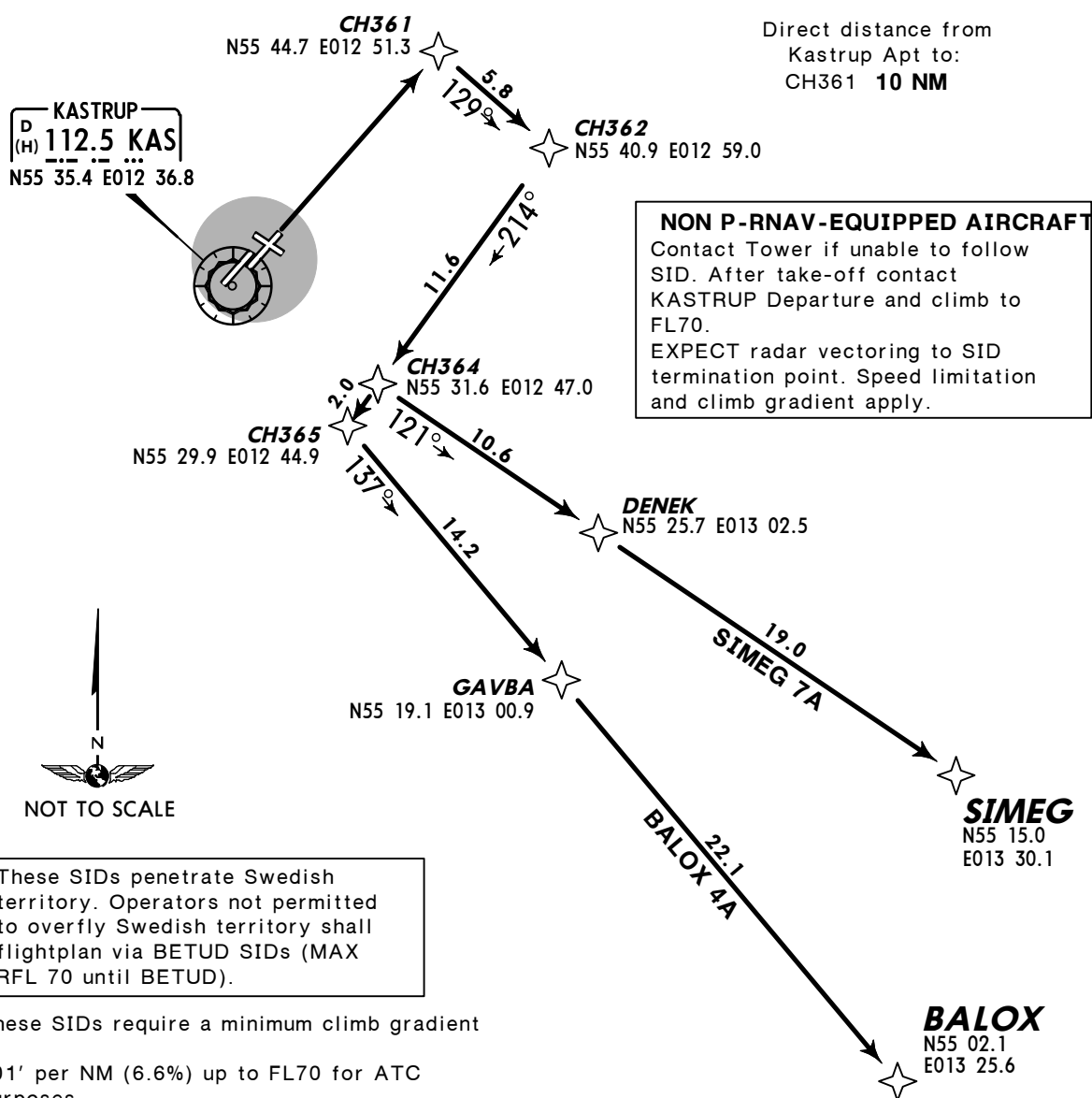
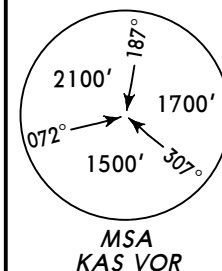
SID	ROUTING
ASTOS 1F PROP ONLY	Climb on extended runway centerline to KAS 2 DME (LARSO) or 1500', whichever is later - CH377 - CH381 - CH361 - ASTOS.
KEMAX 1F JET ONLY	Climb on extended runway centerline to KAS 2 DME (LARSO) or 1500', whichever is later - CH377 - CH381 - CH361 - KEMAX.

KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

BALOX 4A [BALO4A]
SIMEG 7A [SIME7A]
RWY 04R P-RNAV DEPARTURES
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70



Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

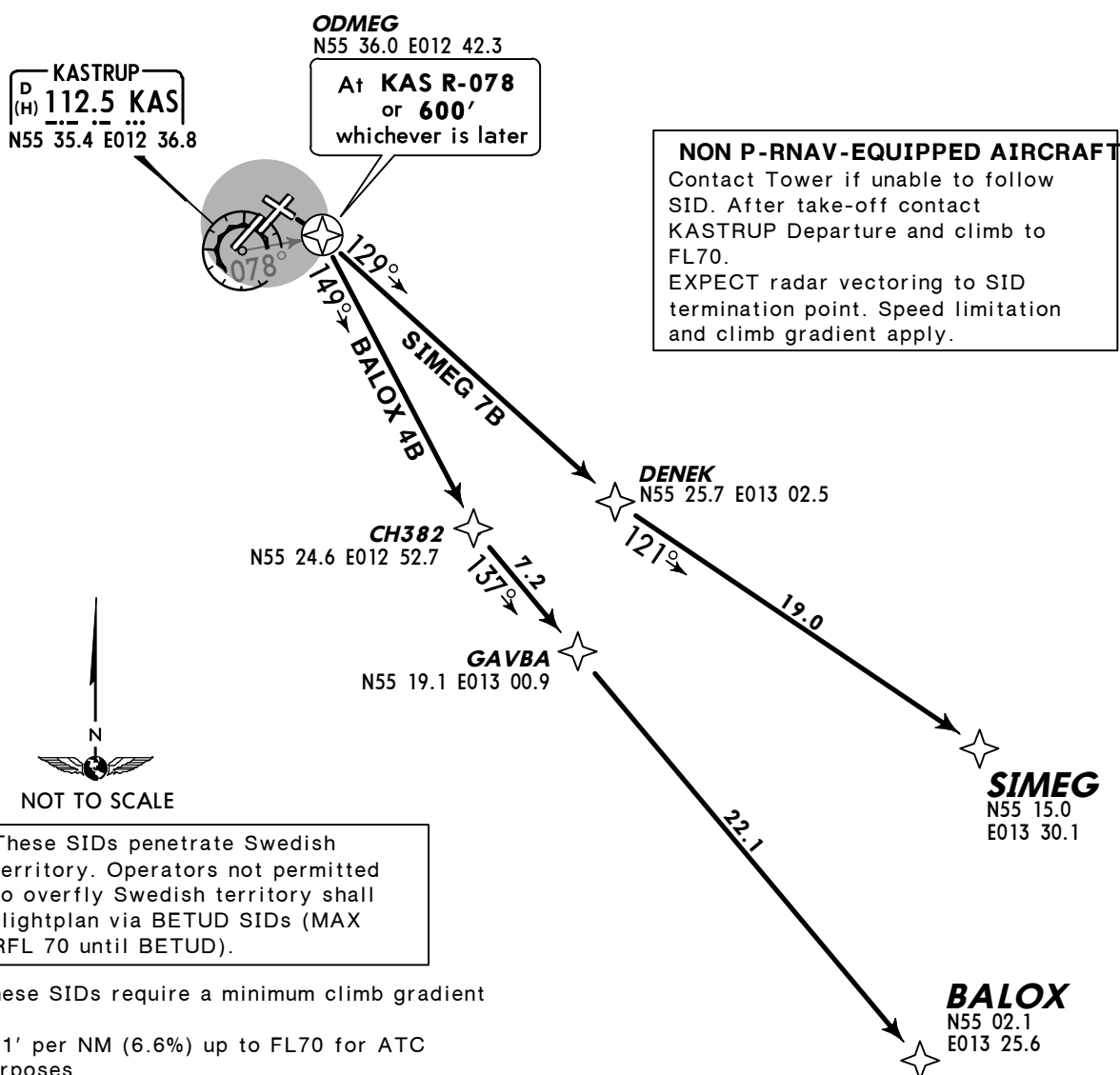
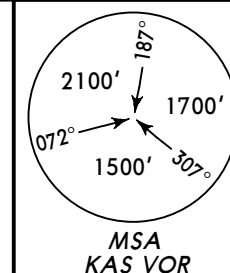
SID	ROUTING
BALOX 4A PROP ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH365 - GAVBA - BALOX.
SIMEG 7A JET ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH364 - DENEK - SIMEG.

KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**BALOX 4B [BALO4B]
SIMEG 7B [SIME7B]
RWY 12 P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70



Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **4000'**

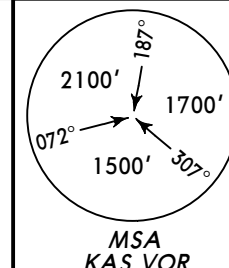
SID	ROUTING
BALOX 4B PROP ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, climb on 149° track to 1700' - CH382 - GAVBA - BALOX.
SIMEG 7B JET ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, climb on 129° track to 1700' - DENEK - SIMEG.

- Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 1500' (MSA).
 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
 4. When instructed for line-up, squawk assigned SSR code.
 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

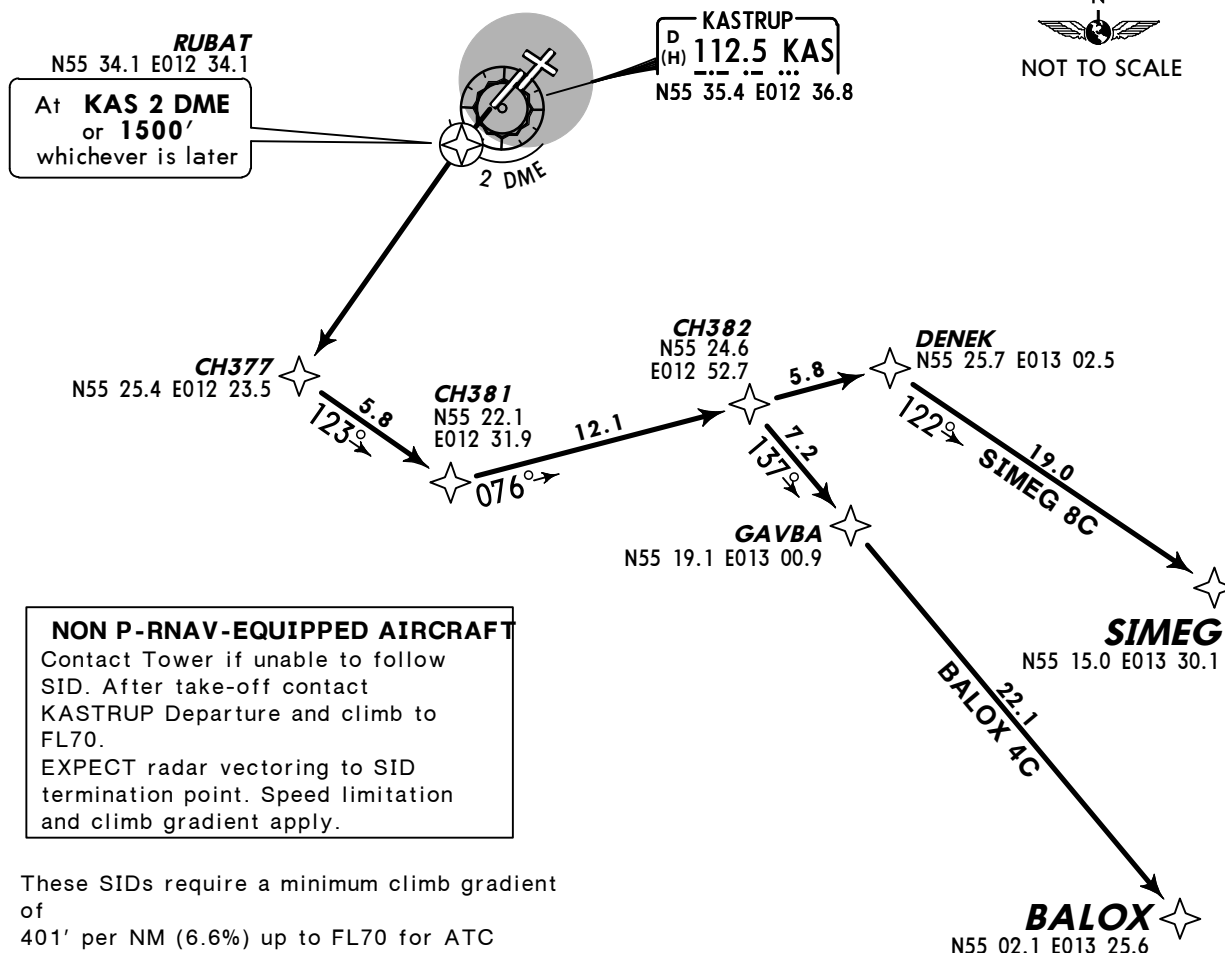
KASTRUP
Departure (R)
124.97

Apt Elev
17'

**BALOX 4C [BALO4C]
SIMEG 8C [SIME8C]
RWY 22R P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~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 RFL 70 until BETUD).



NON P-RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

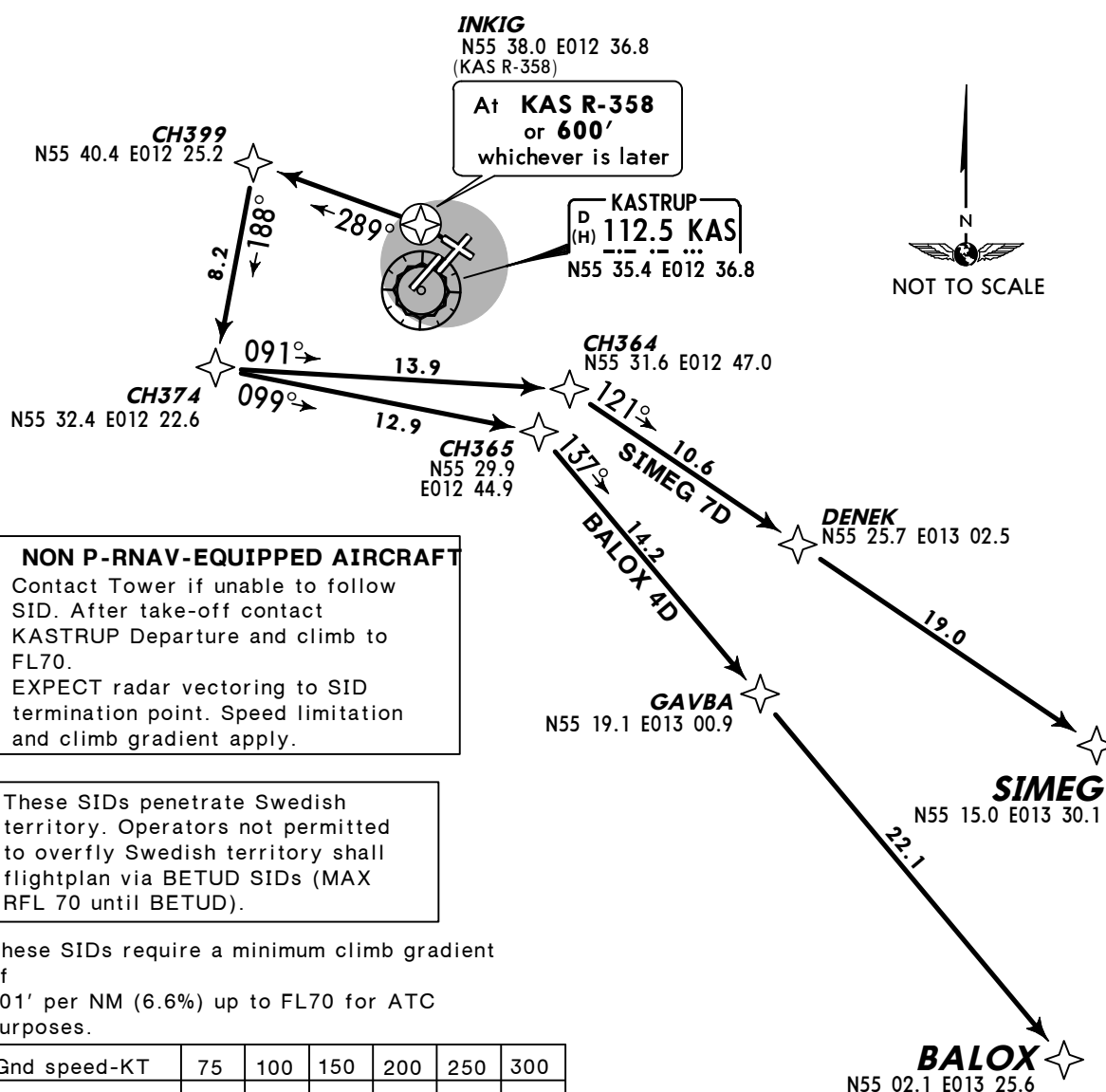
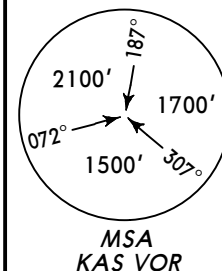
Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
BALOX 4C PROP ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - CH377 - CH381 - CH382 - GAVBA - BALOX.
SIMEG 8C JET ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - CH377 - CH381 - DENEK - SIMEG.

KASTRUP
Departure (R)
124.97Apt Elev
17'

- Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 2100' (MSA).
 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
 4. When instructed for line-up, squawk assigned SSR code.
 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**BALOX 4D [BALO4D]
SIMEG 7D [SIME7D]
RWY 30 P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70

**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs penetrate Swedish territory. Operators not permitted to overfly Swedish territory shall flightplan via BETUD SIDs (MAX RFL 70 until BETUD).

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance 4000'

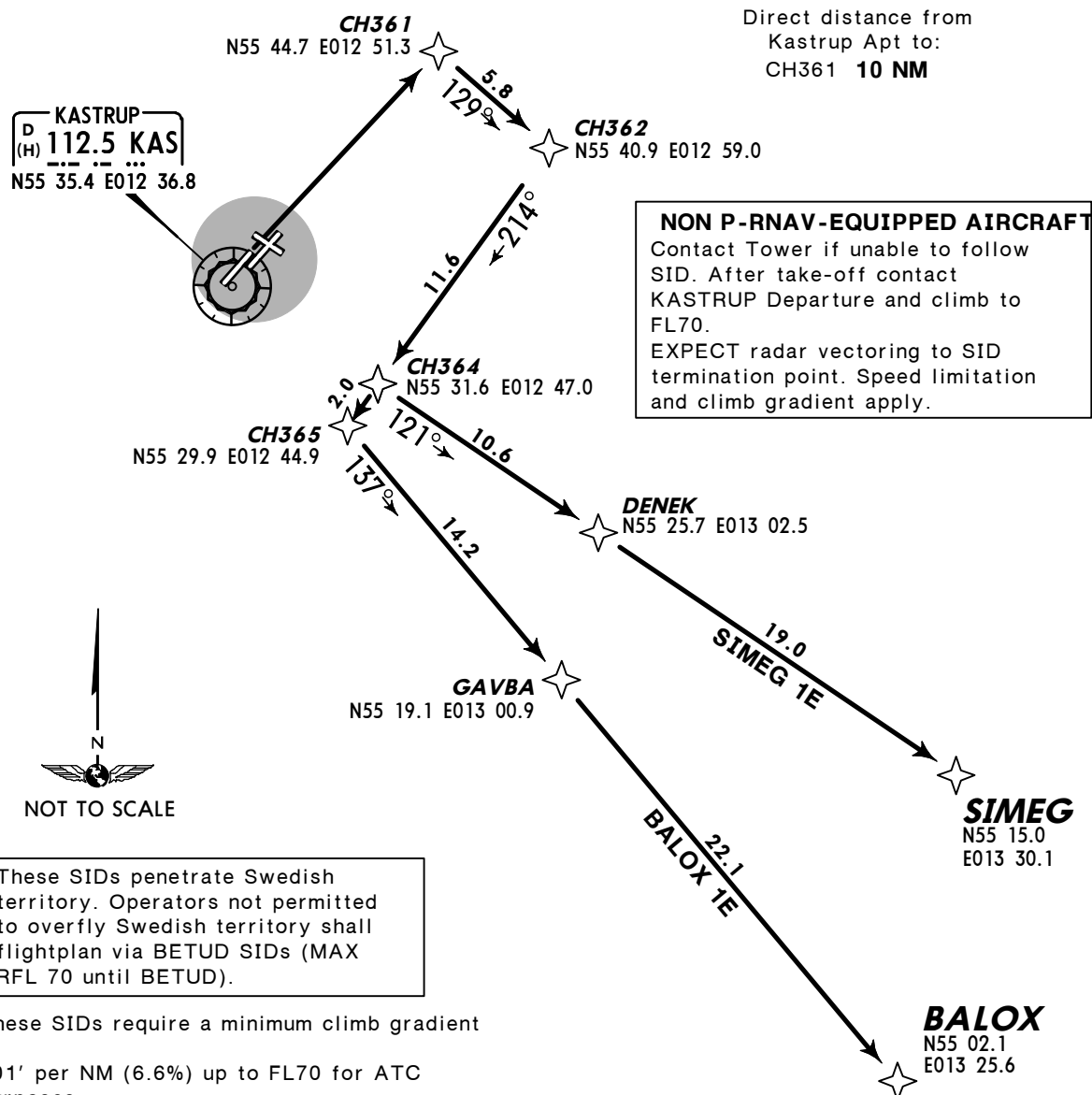
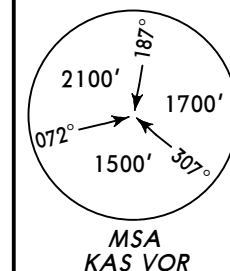
SID	ROUTING
BALOX 4D PROP ONLY	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn LEFT, climb on 289° track to 2100' - CH399 - CH374 - CH365 - GAVBA - BALOX.
SIMEG 7D JET ONLY	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn LEFT, climb on 289° track to 2100' - CH399 - CH374 - CH364 - DENEK - SIMEG.

KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**BALOX 1E [BALO1E]
SIMEG 1E [SIME1E]
RWY 04L P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~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 RFL 70 until BETUD).

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
BALOX 1E PROP ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH365 - GAVBA - BALOX.
SIMEG 1E JET ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH364 - DENEK - SIMEG.

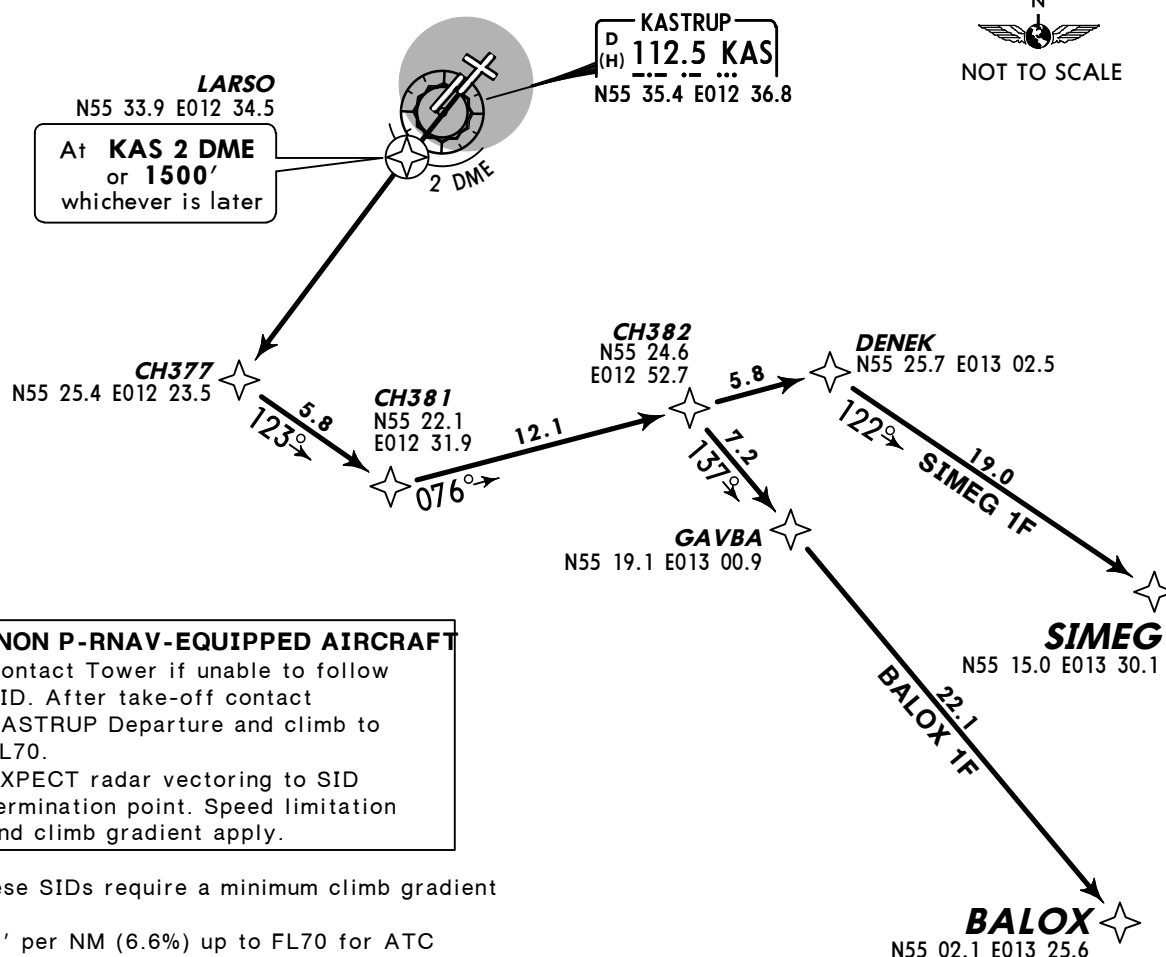
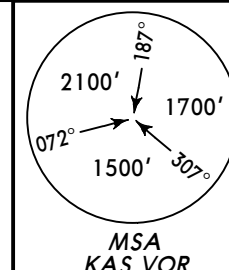
KASTRUP
Departure (R)
124.97

Apt Elev
17'

- Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 1500' (MSA).
 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
 4. When instructed for line-up, squawk assigned SSR code.
 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**BALOX 1F [BALO1F]
SIMEG 1F [SIME1F]
RWY 22L P-RNAV DEPARTURES
P-RNAV APPROVAL REQUIRED
~~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 RFL 70 until BETUD).



NON P-RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
BALOX 1F PROP ONLY	Climb on extended runway centerline to KAS 2 DME (LARSO) or 1500', whichever is later - CH377 - CH381 - CH382 - GAVBA - BALOX.
SIMEG 1F JET ONLY	Climb on extended runway centerline to KAS 2 DME (LARSO) or 1500', whichever is later - CH377 - CH381 - DENEK - SIMEG.

KASTRUP
Departure (R)
124.97

Apt Elev
17'

Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 1700' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

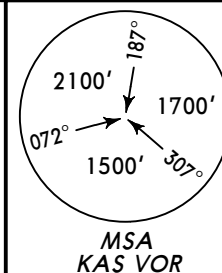
BETUD 1A [BETU1A]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1A [NEXE1A]

RWY 04R P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

~~SPEEDS~~ MAX 250 KT AT OR BELOW FL70

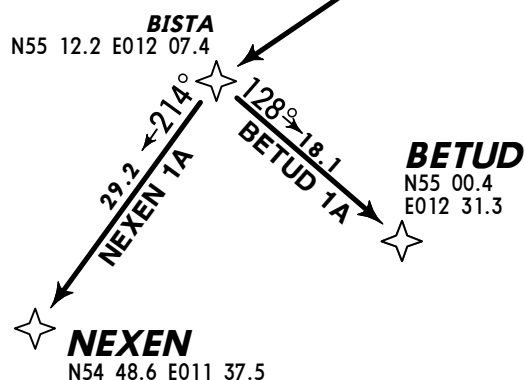


KASTRUP
D (H) 112.5 KAS
N55 35.4 E012 36.8

NON P-RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

Direct distance from
Kastrup Apt to:
CH361 10 NM



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
BETUD 1A	Climb on extended runway centerline to 1700' - BISTA - BETUD. CH361 - CH362 - CH366 -
NEXEN 1A JET ONLY	Climb on extended runway centerline to 1700' - BISTA - NEXEN. CH361 - CH362 - CH366 -

KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

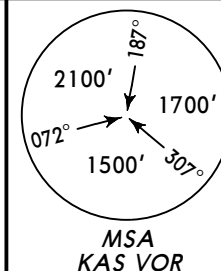
BETUD 1B [BETU1B]

ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES

FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1B [NEXE1B]**RWY 12 P-RNAV DEPARTURES**

P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70

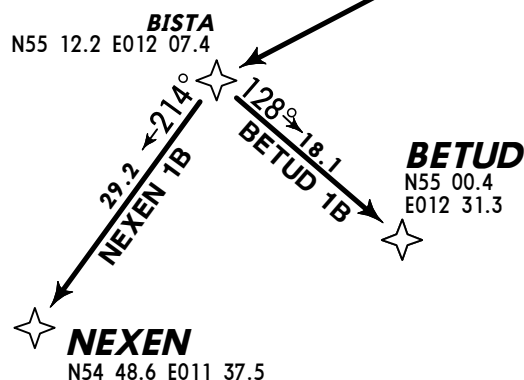
KASTRUP
D (H) 112.5 KAS
N55 35.4 E012 36.8

ODMEG
N55 36.0 E012 42.3

At **KAS R-078**
or **600'**
whichever is later

NON P-RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow
SID. After take-off contact
KASTRUP Departure and climb to
FL70.
EXPECT radar vectoring to SID
termination point. Speed limitation
and climb gradient apply.



These SIDs require a minimum climb gradient of
401' per NM (6.6%) up to FL70 for ATC
purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first
contact.

Initial climb clearance 4000'

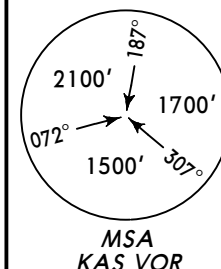
SID	ROUTING
BETUD 1B	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, climb on 164° track to 1700' - CH396 - BISTA - BETUD.
NEXEN 1B JET ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, climb on 164° track to 1700' - CH396 - BISTA - NEXEN.

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1500' (MSA)
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

KASTRUP
Departure (R)
124.97

Apt Elev
17'



BETUD 1C [BETU1C]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1C [NEXE1C]

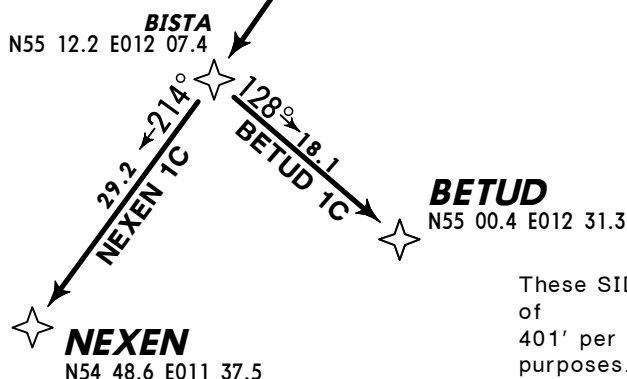
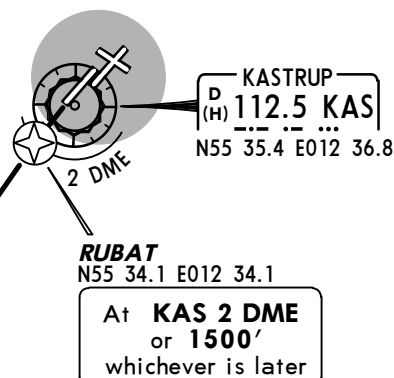
RWYS 22R P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70

NON P-RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow
SID. After take-off contact
KASTRUP Departure and climb to
FL70.
EXPECT radar vectoring to SID
termination point. Speed limitation
and climb gradient apply.



These SIDs require a minimum climb gradient
of
401' per NM (6.6%) up to FL70 for ATC
purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first
contact.

Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
BETUD 1C	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - BISTA - BETUD.
NEXEN 1C JET ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - BISTA - NEXEN.

KASTRUP
Departure (R)
124.97Apt Elev
17'

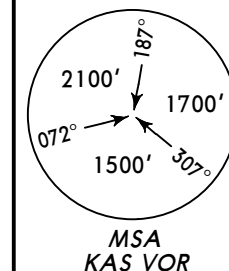
Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 2100' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures.

Strict adherence during initial climb-out is mandatory (refer to 10-4).

BETUD 1D [BETUID]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1D [NEXE1D]



RWY 30 P-RNAV DEPARTURES
P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70

NON P-RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

CH399
N55 40.4 E012 25.2

INKIG
N55 38.0 E012 36.8
(KAS R-358)

At **KAS R-358**
or **600'**
whichever is later

CH374
N55 32.4 E012 22.6

KASTRUP
D (H) **112.5 KAS**
N55 35.4 E012 36.8



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

BISTA
N55 12.2 E012 07.4

NEXEN 1D
29.2 214°

BETUD 1D
128 18.1

BETUD
N55 00.4 E012 31.3

NEXEN
N54 48.6 E011 37.5

Initial climb clearance **4000'**

SID	ROUTING
BETUD 1D	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn LEFT, climb on 289° track to 2100' - CH339 - CH374 - BISTA - BETUD.
NEXEN 1D JET ONLY	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn LEFT, climb on 289° track to 2100' - CH339 - CH374 - BISTA - NEXEN.

KASTRUP
Departure (R)
124.97

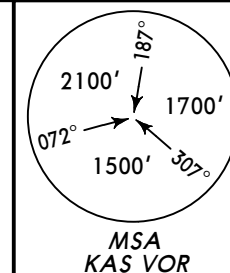
Apt Elev
17'

Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 1700' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

BETUD 1E [BETU1E]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1E [NEXE1E]

RWY 04L P-RNAV DEPARTURES
P-RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT AT OR BELOW FL70

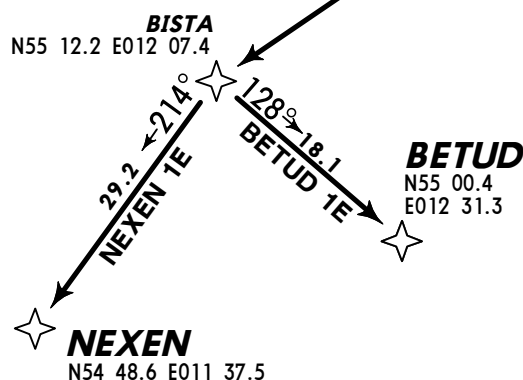


KASTRUP
D (H) 112.5 KAS
N55 35.4 E012 36.8

NON P-RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

Direct distance from
Kastrup Apt to:
CH361 10 NM



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
BETUD 1E	Climb on extended runway centerline to 1700' - BISTA - BETUD. CH361 - CH362 - CH366 -
NEXEN 1E JET ONLY	Climb on extended runway centerline to 1700' - BISTA - NEXEN. CH361 - CH362 - CH366 -

Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 1500' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures.
Strict adherence during initial climb-out is mandatory (refer to 10-4).

KASTRUP
Departure (R)
124.97

Apt Elev
17'

BETUD 1F [BETU1F]

ONLY AVAILABLE FOR OPERATORS NOT PERMITTED

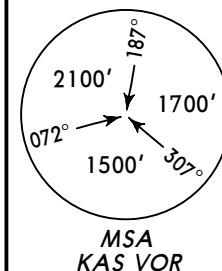
TO OVERFLY SWEDISH TERRITORY

GENERALLY SID BALOX OR SIMEG APPLIES

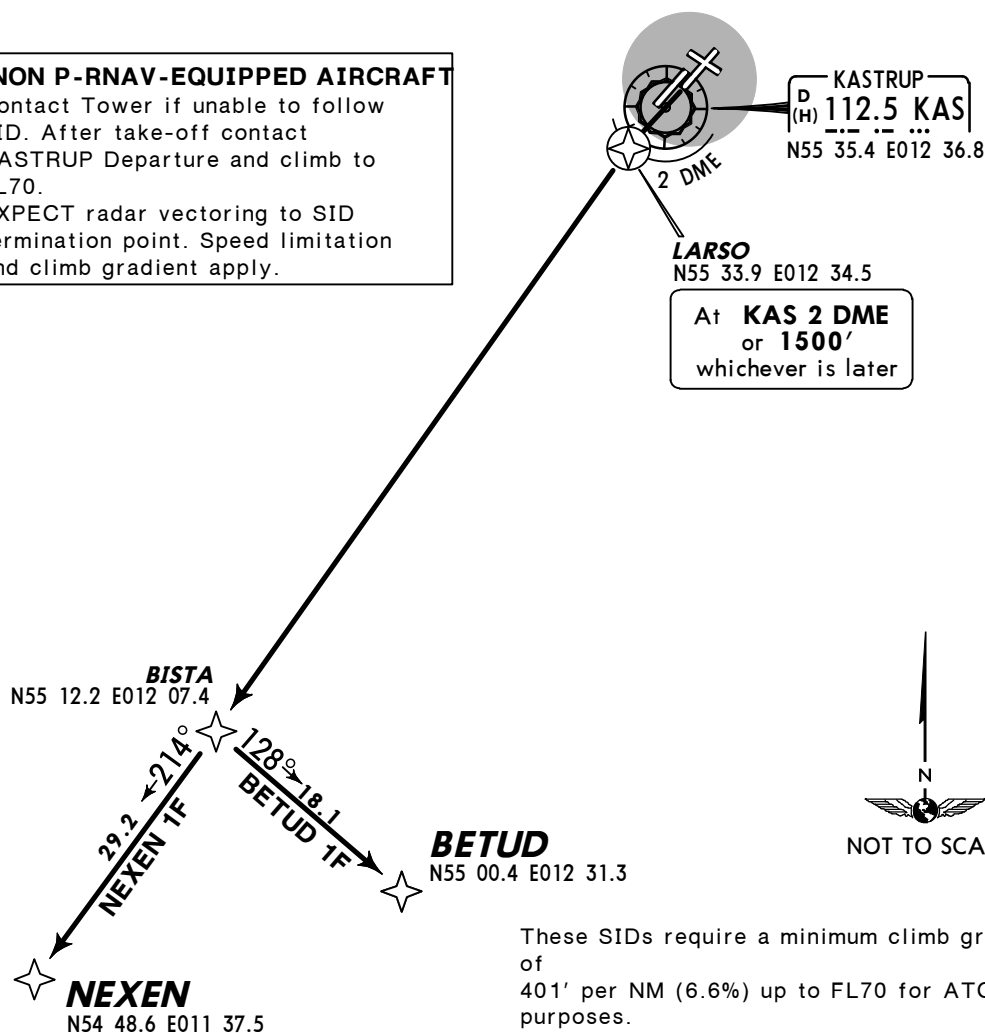
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1F [NEXE1F]**RWY 22L P-RNAV DEPARTURES**

P-RNAV APPROVAL REQUIRED

~~SPEEDS~~ MAX 250 KT AT OR BELOW FL70**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70.
EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
BETUD 1F	Climb on extended runway centerline to KAS 2 DME (LARSO) or 1500', whichever is later - BISTA - BETUD.
NEXEN 1F JET ONLY	Climb on extended runway centerline to KAS 2 DME (LARSO) or 1500', whichever is later - BISTA - NEXEN.

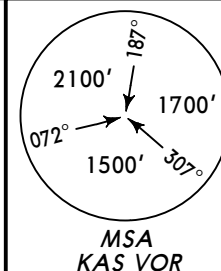
KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.

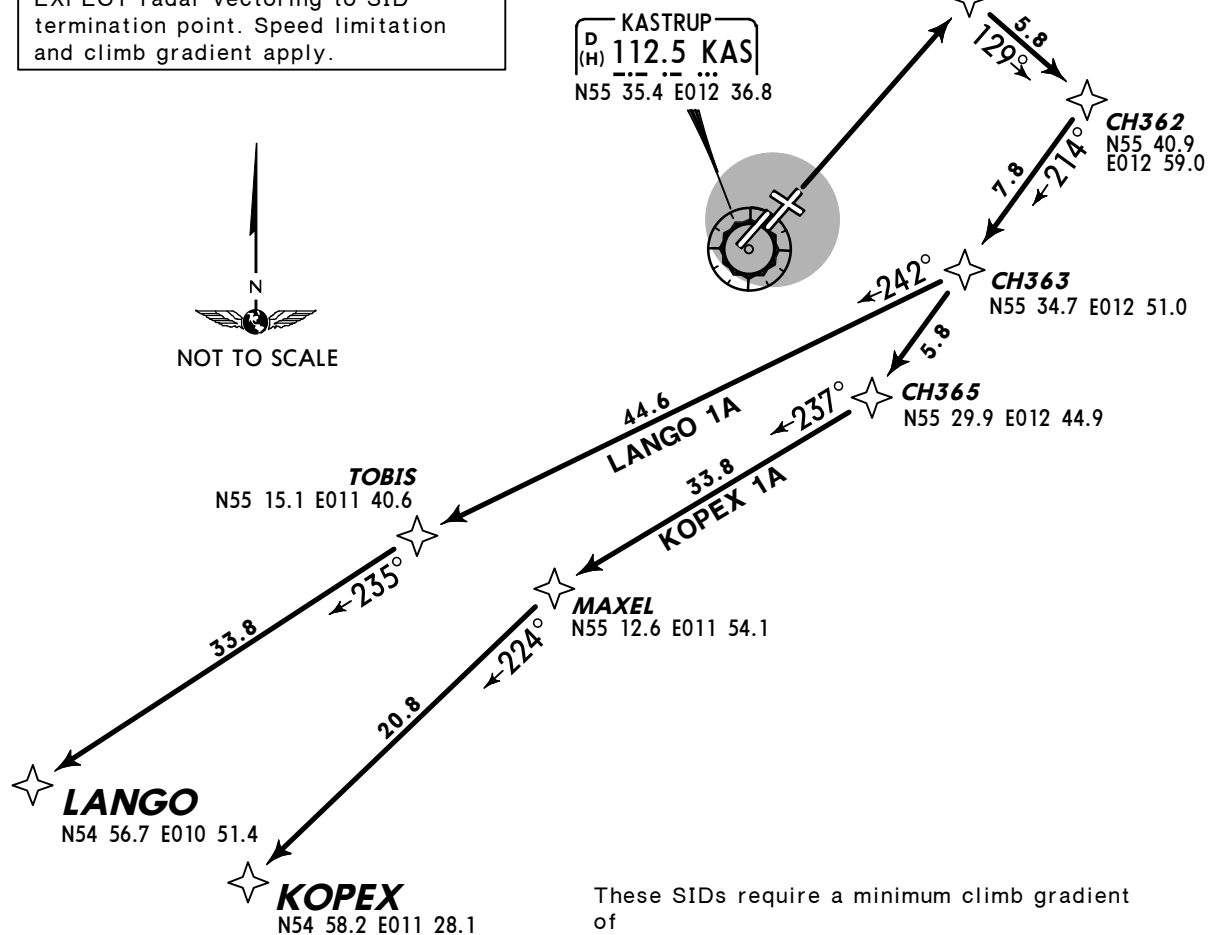
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**KOPEX 1A [KOPE1A]
LANGO 1A [LANG1A]
RWY 04R P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70

**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

Direct distance from
Kastrup Apt to:
CH361 **10 NM**



These SIDs require a minimum climb gradient of
401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

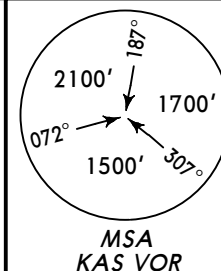
SID	ROUTING
KOPEX 1A PROP ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH365 - MAXEL - KOPEX.
LANGO 1A JET ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH363 - TOBIS - LANGO.

KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

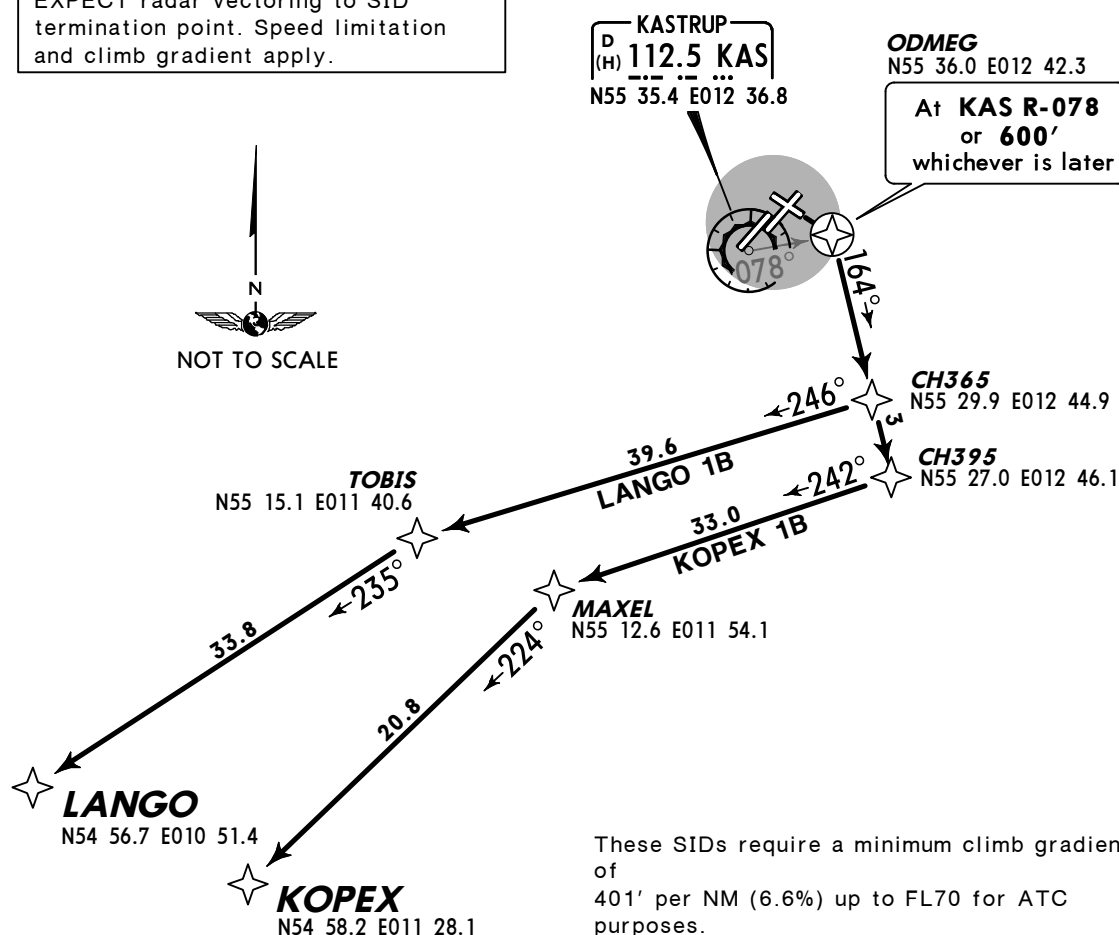
1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**KOPEX 1B [KOPE1B]
LANGO 1B [LANG1B]
RWY 12 P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70.

EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance 4000'

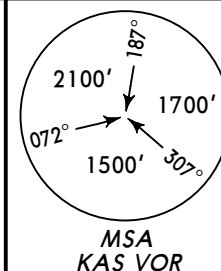
SID	ROUTING
KOPEX 1B PROP ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, climb on 164° track to 1700' - CH395 - MAXEL - KOPEX.
LANGO 1B JET ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, climb on 164° track to 1700' - CH365 - TOBIS - LANGO.

KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

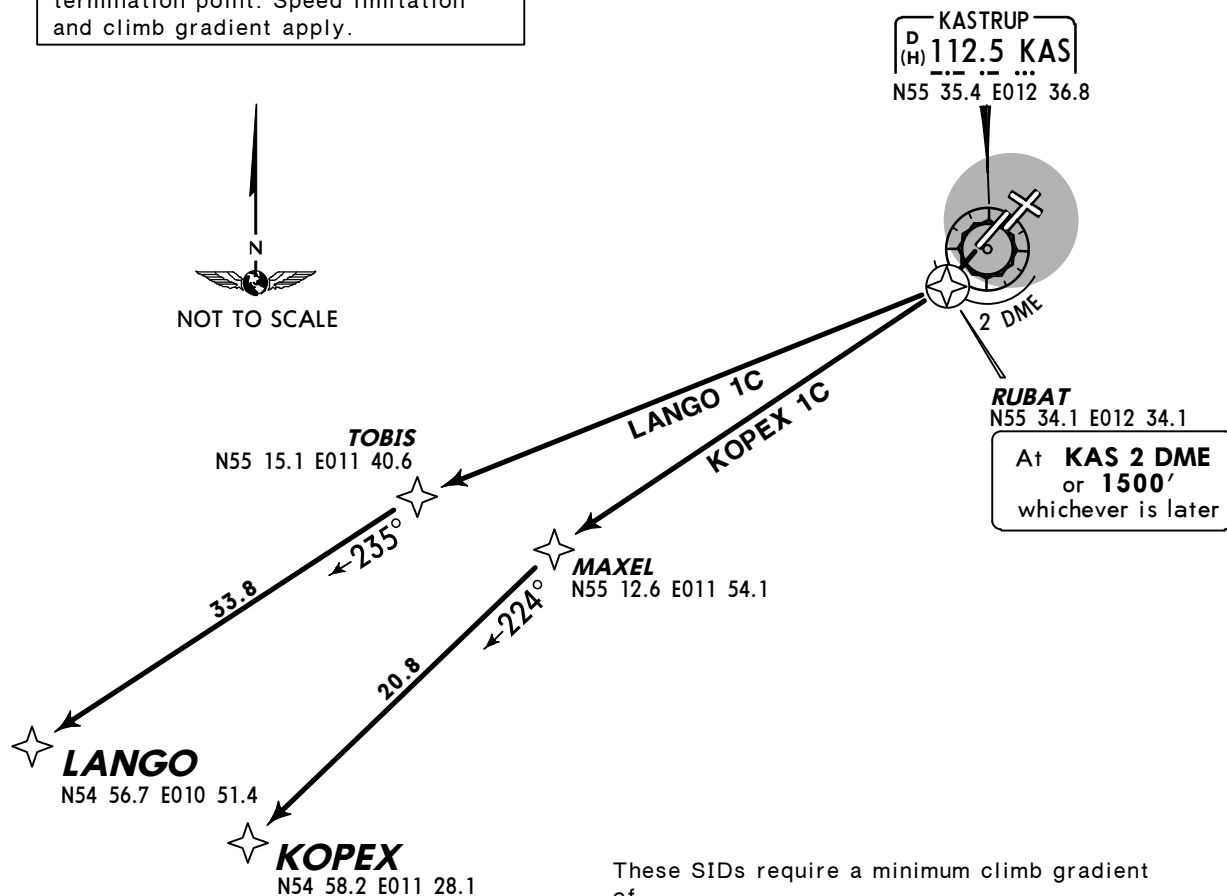
1. Conventional navigation to 1500' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**KOPEX 1C [KOPE1C]
LANGO 1C [LANG1C]
RWY 22R P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70

**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70.

EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

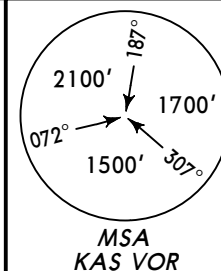
SID	ROUTING
KOPEX 1C PROP ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - MAXEL - KOPEX.
LANGO 1C JET ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - TOBIS - LANGO.

KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

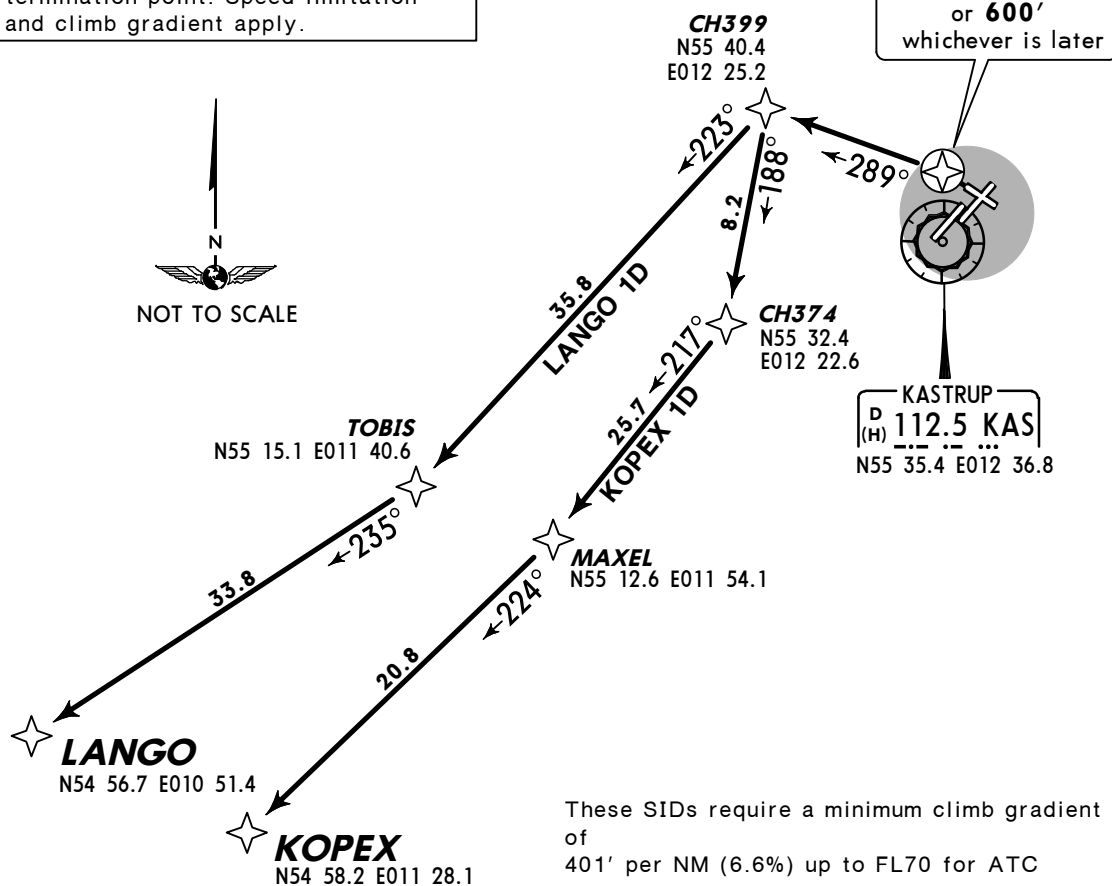
1. Conventional navigation to 2100' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**KOPEX 1D [KOPE1D]
LANGO 1D [LANG1D]
RWY 30 P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70.

EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance 4000'

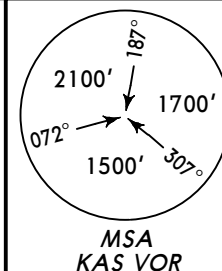
SID	ROUTING
KOPEX 1D PROP ONLY	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn LEFT, climb on 289° track to 2100' - CH399 - CH374 - MAXEL - KOPEX.
LANGO 1D JET ONLY	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn LEFT, climb on 289° track to 2100' - CH399 - TOBIS - LANGO.

KASTRUP
Departure (R)
124.97Apt Elev
17'

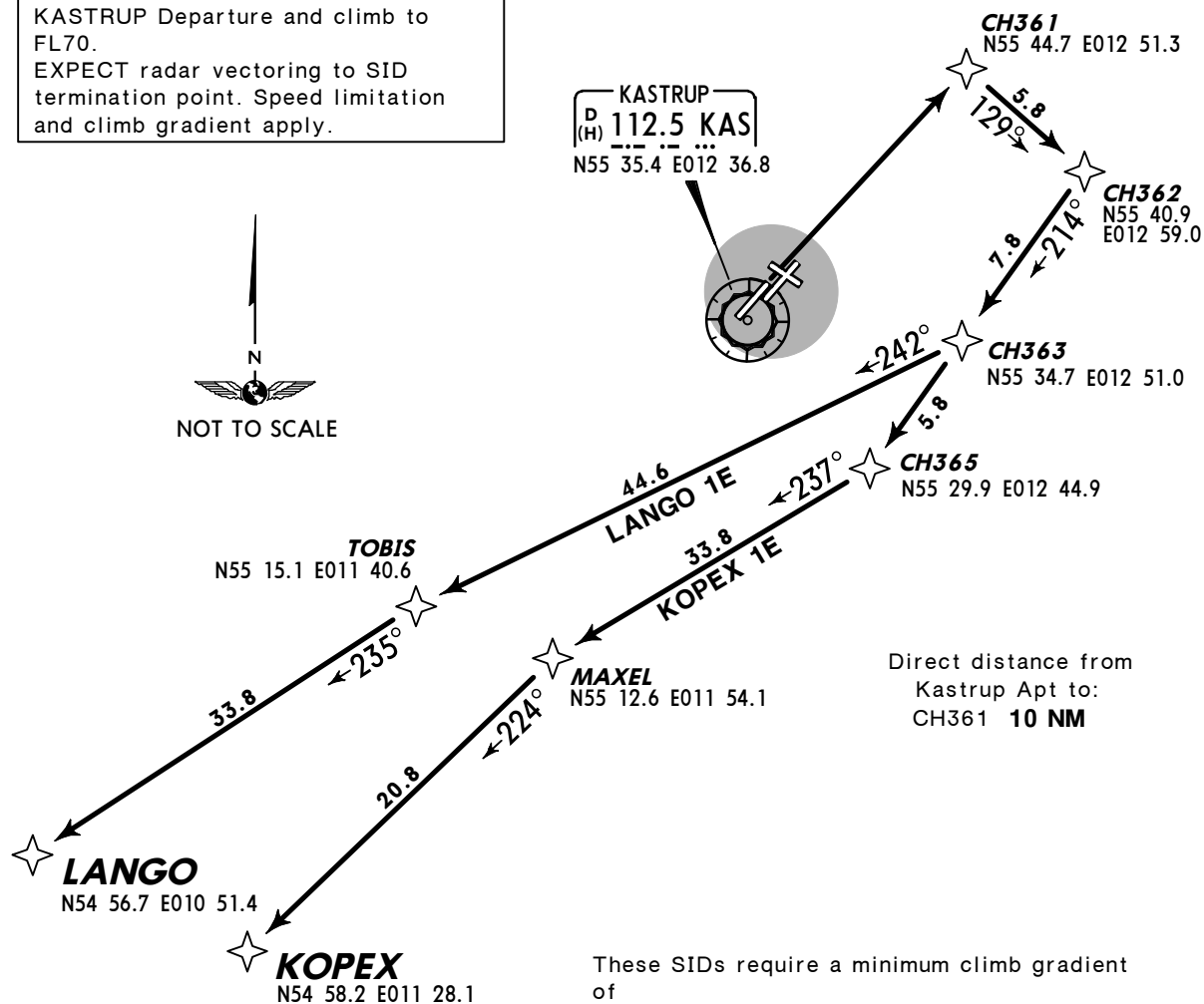
Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**KOPEX 1E [KOPE1E]
LANGO 1E [LANG1E]
RWY 04L P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70

**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70.
EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

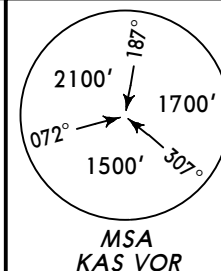
SID	ROUTING
KOPEX 1E PROP ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH365 - MAXEL - KOPEX.
LANGO 1E JET ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH363 - TOBIS - LANGO.

KASTRUP
Departure (R)
124.97Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

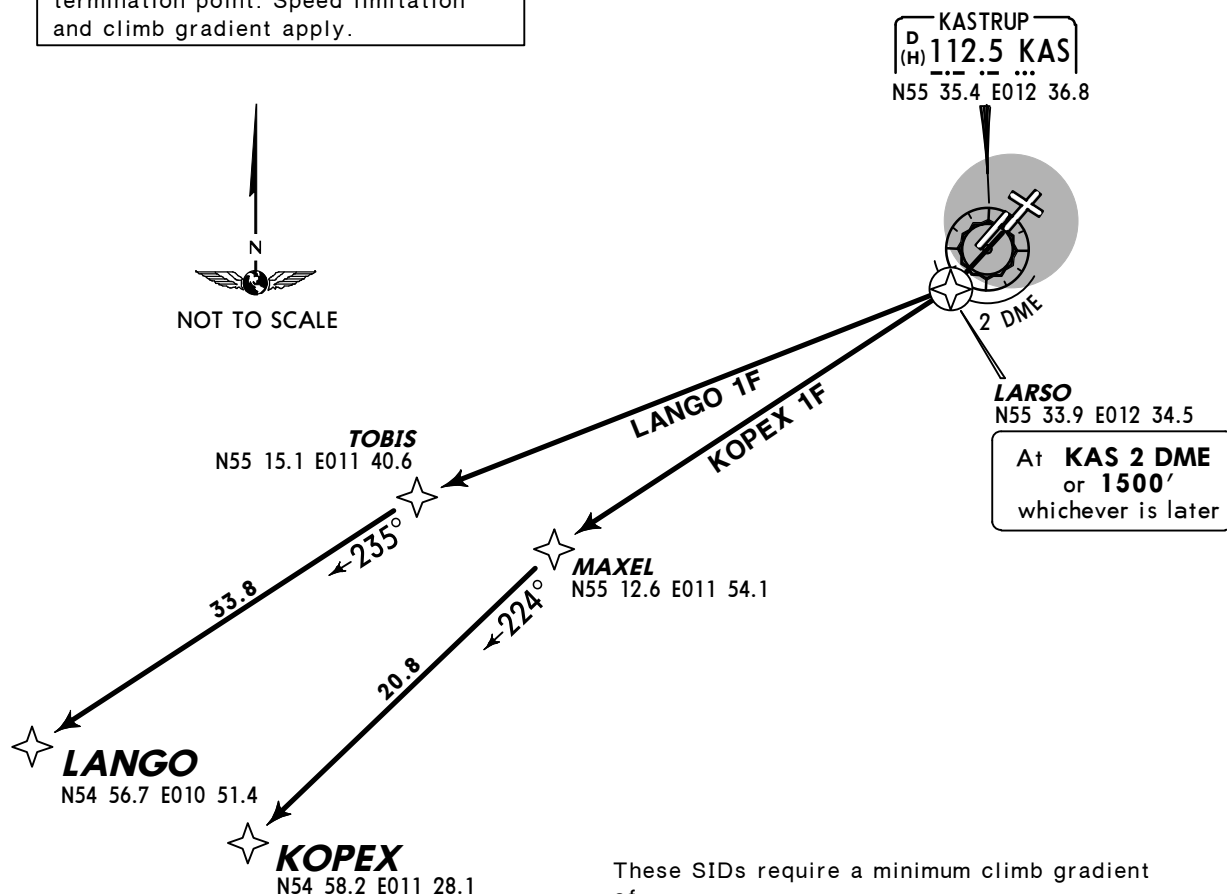
1. Conventional navigation to 1500' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

KOPEX 1F [KOPE1F]
LANGO 1F [LANG1F]
RWY 22L P-RNAV DEPARTURES
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70

**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70.

EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
KOPEX 1F PROP ONLY	Climb on extended runway centerline to KAS 2 DME (LARSO) or 1500', whichever is later - MAXEL - KOPEX.
LANGO 1F JET ONLY	Climb on extended runway centerline to KAS 2 DME (LARSO) or 1500', whichever is later - TOBIS - LANGO.

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

SPEED: MAX 250 KT AT OR BELOW FL70

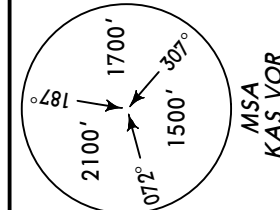
If unable to comply advise Tower on first contact.



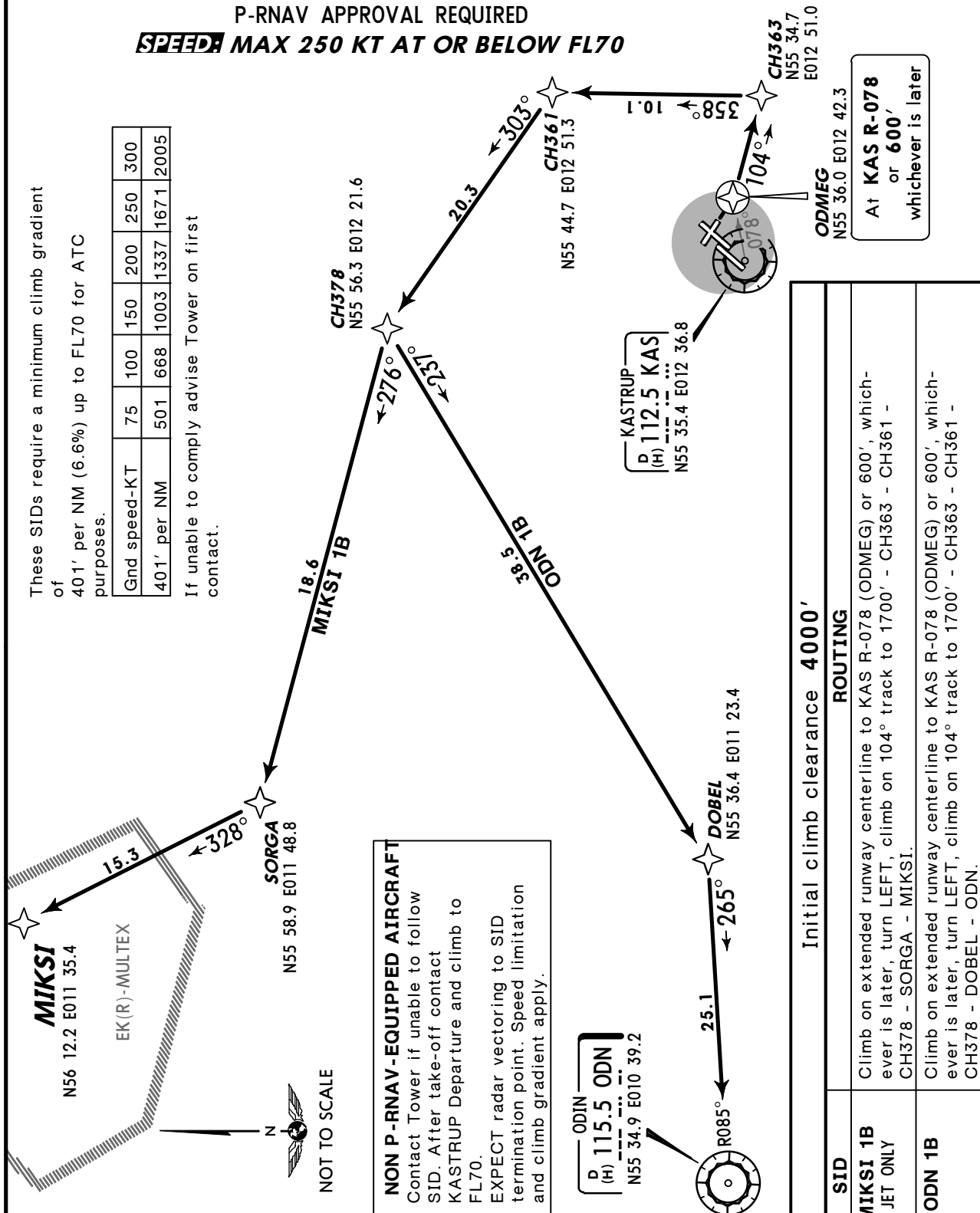
Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

SPEED: MAX 250 KT AT OR BELOW FL70



If unable to comply advise Tower on first contact.



Initial climb clearance 4000'	
SID	ROUTING
MIKSI 1B JET ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, climb on 104° track to 1700' - CH363 - CH361 - CH378 - SORGA - MIKSI.
ODN 1B	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, climb on 104° track to 1700' - CH363 - CH361 - CH378 - DOBEL - ODN.

KASTRUP
Departure (R)
120.25Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1500' (MSA).
2. After take-off remain Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

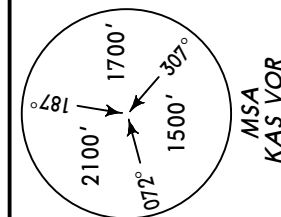
MIKSI 1C [MIKS1C]

NOT AVAILABLE DURING ACTIVITY OF EK(R)-MULTEX
ALTERNATE SID GOLGA APPLIES IRRESPECTIVELY TYPE OF ACFT

ODN 1C

RWY 22R P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

~~SPEEDS~~ MAX 250 KT AT OR BELOW FL70

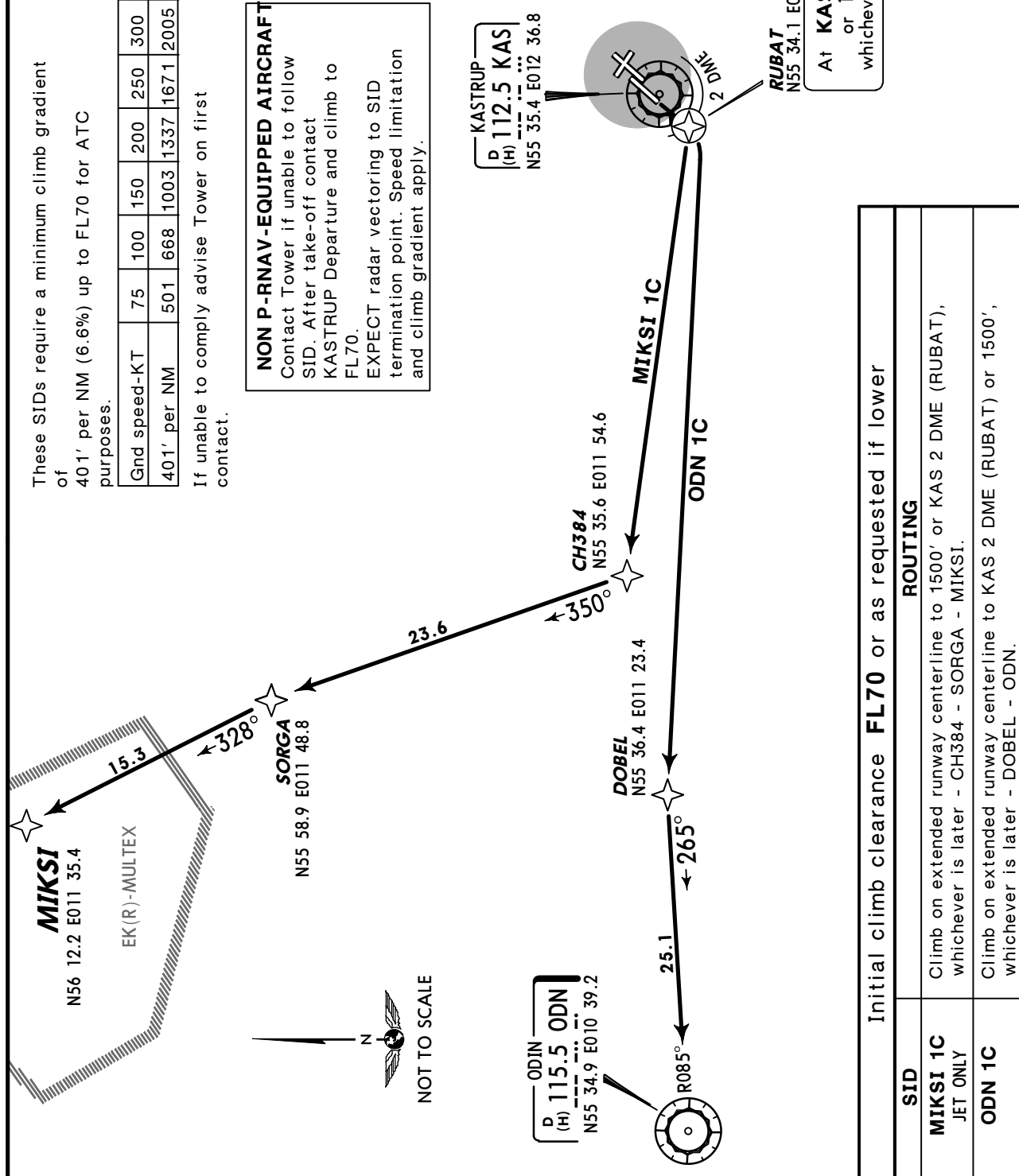
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

NON P-RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70.
EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.



KASTRUP
Departure (R)
120.25Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 2100' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

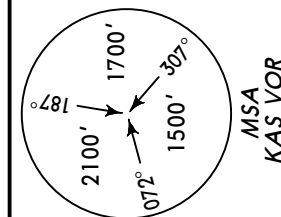
MIKSI 1D [MIKS1D]

NOT AVAILABLE DURING ACTIVITY OF EK(R)-MULTEX
ALTERNATE SID GOLGA APPLIES IRRESPECTIVELY TYPE OF ACFT

ODN 1D

RWY 30 P-RNAV DEPARTURES

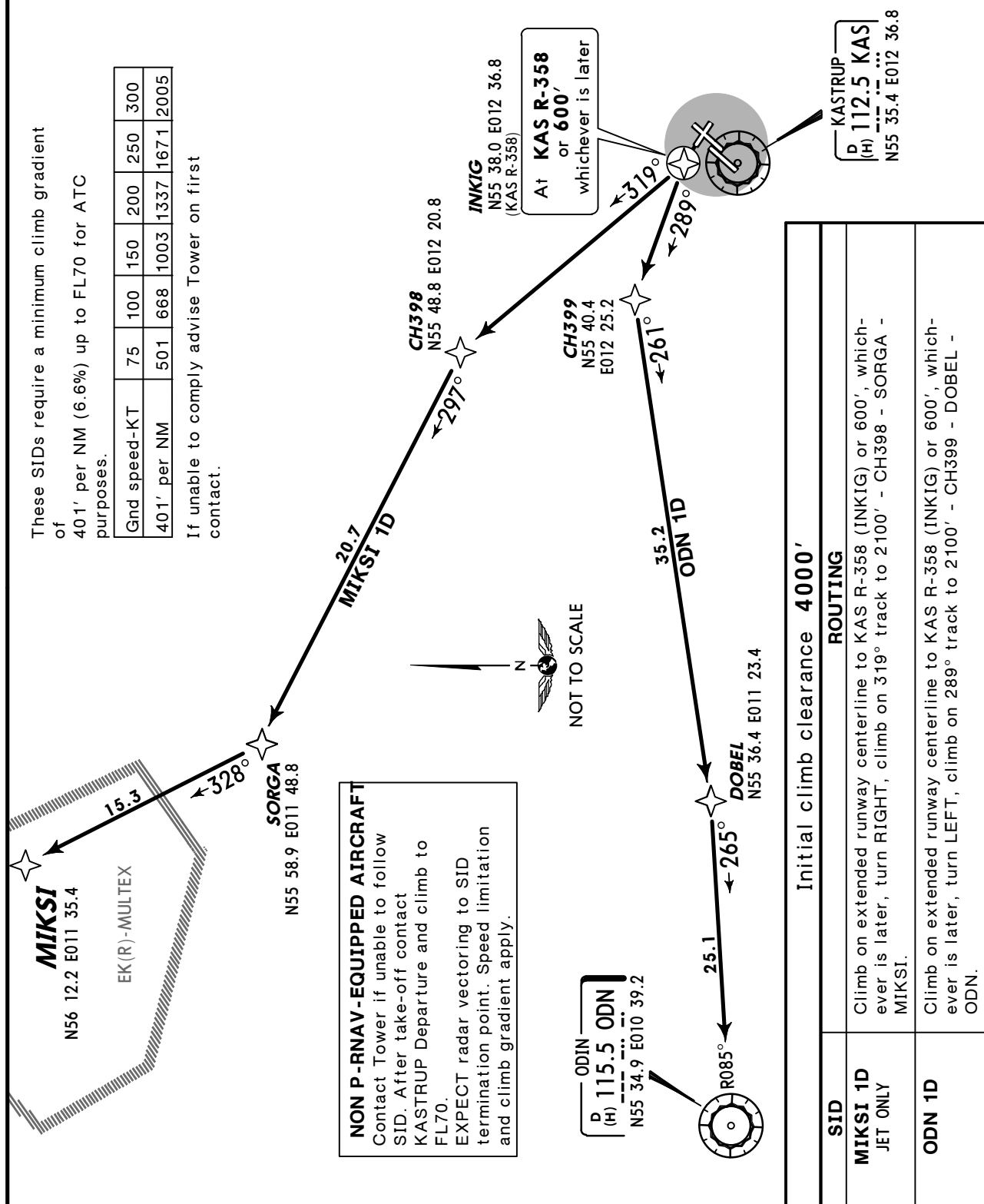
P-RNAV APPROVAL REQUIRED

SPEED: MAX 250 KT AT OR BELOW FL70

These SIDs require a minimum climb gradient of 40:1' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.



KASTRUP
Departure (R)
120.25Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

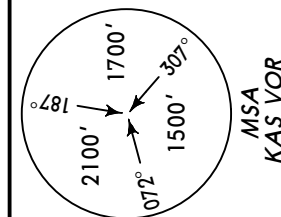
MIKSI 1E [MIKS1E]

NOT AVAILABLE DURING ACTIVITY OF EK(R)-MULTEX
ALTERNATE SID GOLGA APPLIES IRRESPECTIVELY TYPE OF ACFT

ODN 1E

RWY 04L P-RNAV DEPARTURES

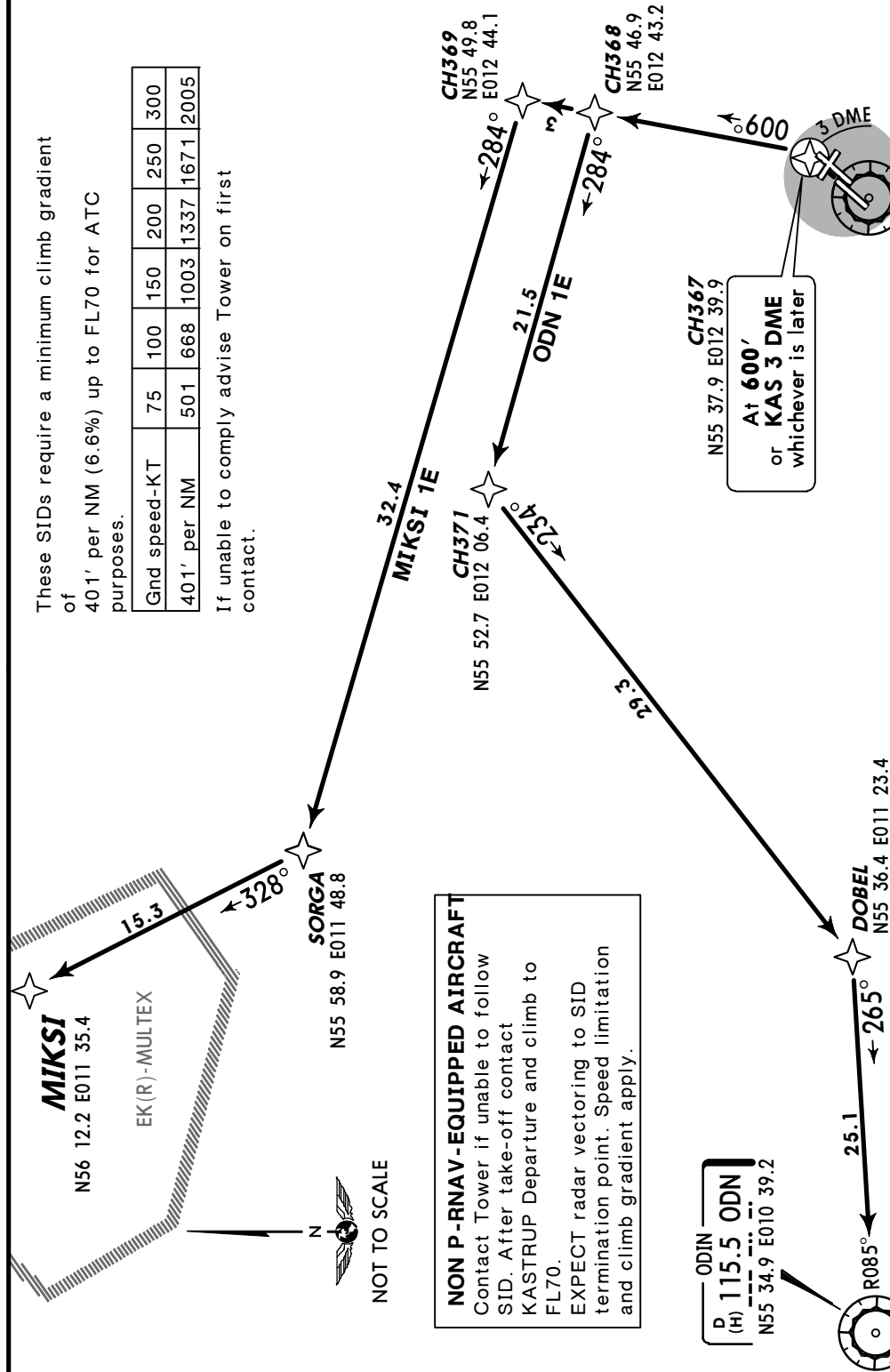
P-RNAV APPROVAL REQUIRED

~~SPEEDS~~ MAX 250 KT AT OR BELOW FL70

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.



NON P-RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

Initial climb clearance **FL70** or as requested if lower

ROUTING

SID

MIKSI 1E
JET ONLY

Climb on extended runway centerline to 600' or KAS 3 DME (CH367), whichever is later, turn LEFT, climb on 009° track to 1700' - SORGA - MIKSI.

ODN 1E

Climb on extended runway centerline to 600' or KAS 3 DME (CH367), whichever is later, turn LEFT, climb on 009° track to 1700' - CH368 - CH371 - DOBEL - ODN.

KASTRUP
Departure (R)
120.25Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1500' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

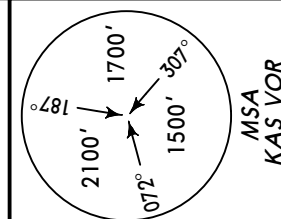
MIKSI 1F [MIKS1F]

NOT AVAILABLE DURING ACTIVITY OF EK(R)-MULTEX
ALTERNATE SID GOLGA APPLIES IRRESPECTIVELY TYPE OF ACFT

ODN 1F

RWY 22L P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

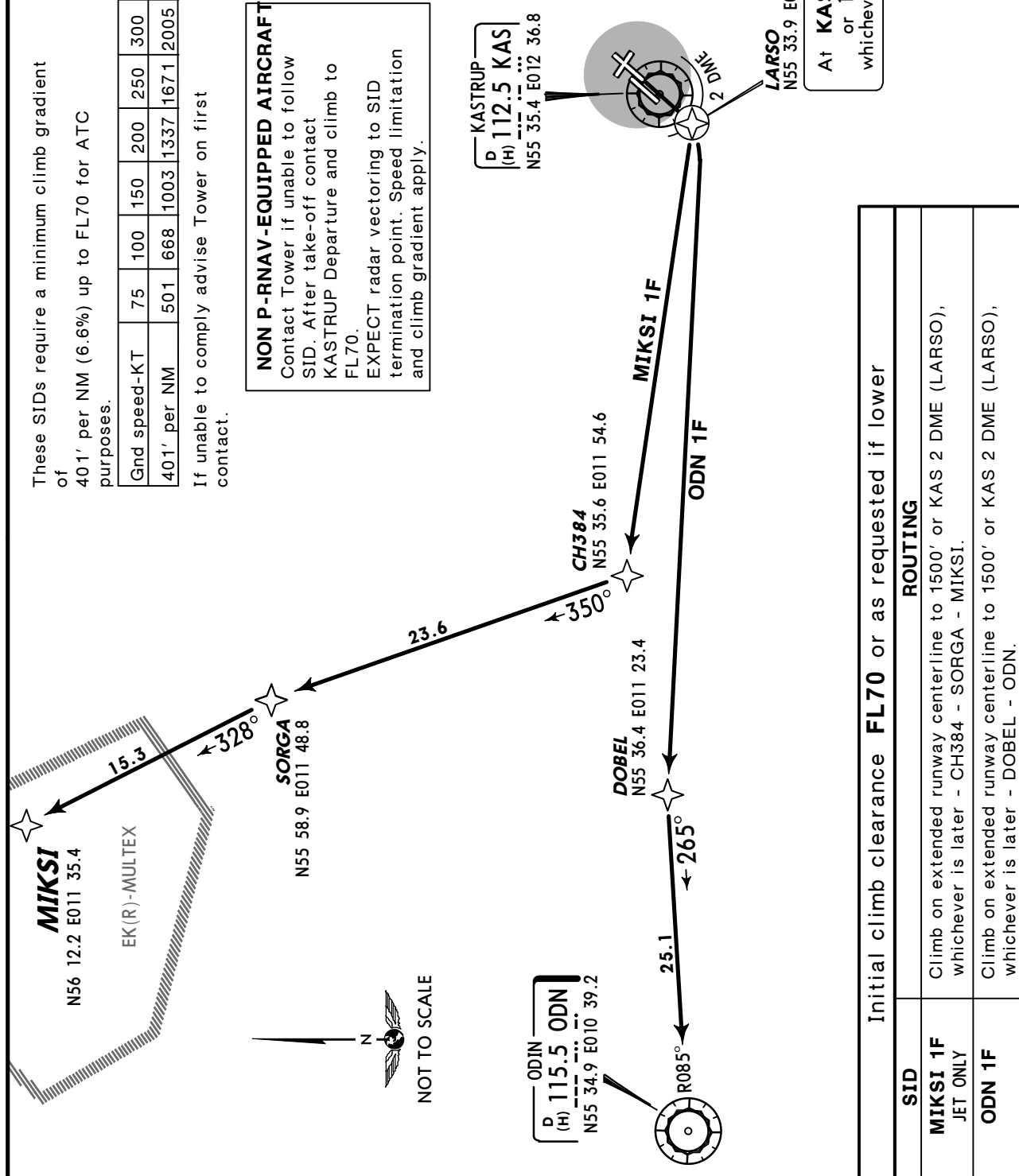
~~SPEEDS~~ MAX 250 KT AT OR BELOW FL70

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

NON P-RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70.
EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.



Initial climb clearance FL70 or as requested if lower

ROUTING

SID

MIKSI 1F
JET ONLY
Climb on extended runway centerline to 1500' or KAS 2 DME (LARSO), whichever is later - CH384 - SORGA - MIKSI.

ODN 1F
Climb on extended runway centerline to 1500' or KAS 2 DME (LARSO), whichever is later - DOBEL - ODN.

KASTRUP
Departure (R)
120.25Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 1A [GOLG1A]

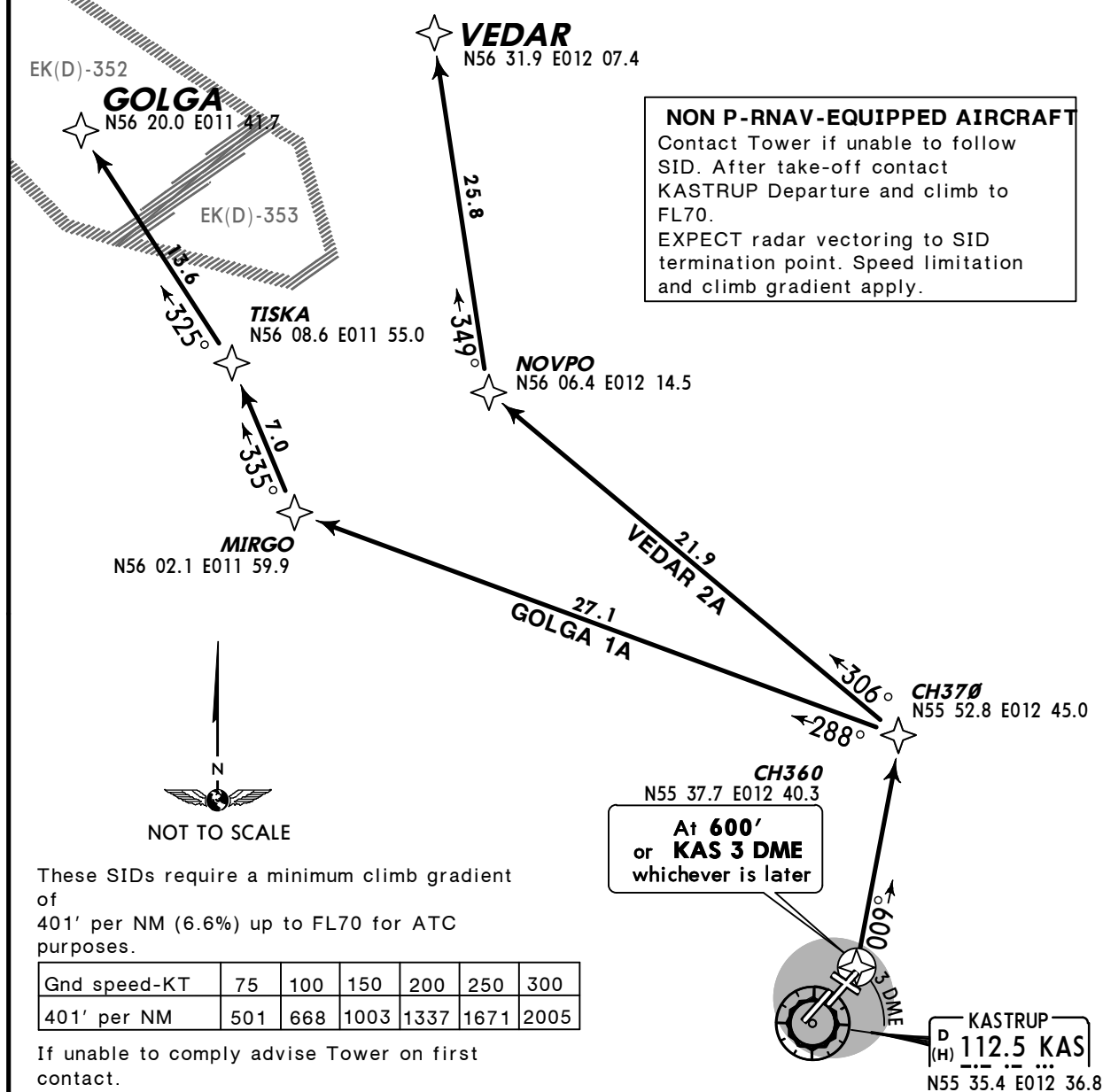
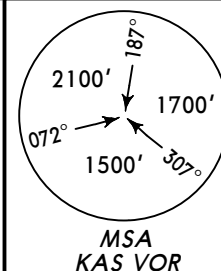
NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(D)-353
ALTERNATE SID MIKSI APPLIES IRRESPECTIVELY TYPE OF ACFT

VEDAR 2A [VEDA2A]

NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR
ALTERNATE IS SID GOLGA AND MISKI

RWY 04R P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
GOLGA 1A PROP ONLY	Climb on extended runway centerline to 600' or KAS 3 DME (CH360), whichever is later, turn LEFT, climb on 009° track to 1700' - CH370 - MIGRO - TISKA - GOLGA.
VEDAR 2A	Climb on extended runway centerline to 600' or KAS 3 DME (CH360), whichever is later, turn LEFT, climb on 009° track to 1700' - CH370 - NOVPO - VEDAR.

KASTRUP
Departure (R)
120.25Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 1B [GOLG1B]

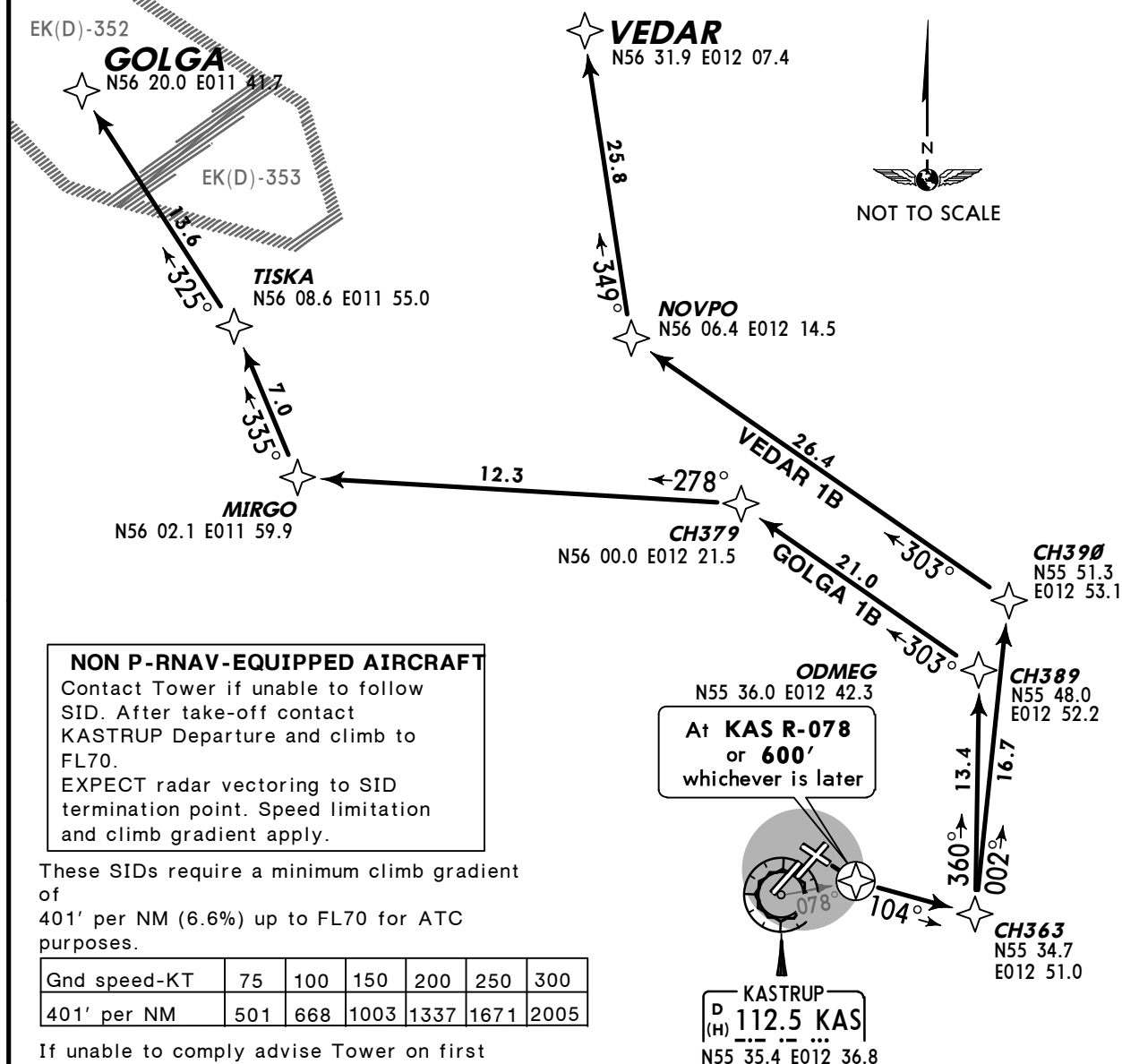
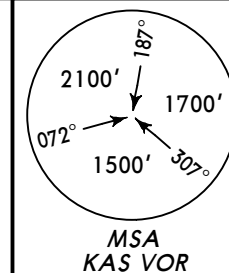
NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(D)-353
ALTERNATE SID MIKSI APPLIES IRRESPECTIVELY TYPE OF ACFT

VEDAR 1B [VEDA1B]

NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR
ALTERNATE IS SID GOLGA AND MISKI

RWY 12 P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70. EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **4000'**

SID	ROUTING
GOLGA 1B PROP ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, climb on 104° track to 1700' - CH363 - CH389 - CH379 - MIRGO - TISKA - GOLGA.
VEDAR 1B	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, climb on 104° track to 1700' - CH363 - CH390 - NOVPO - VEDAR.

KASTRUP
Departure (R)
120.25Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 1500' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 1C [GOLG1C]

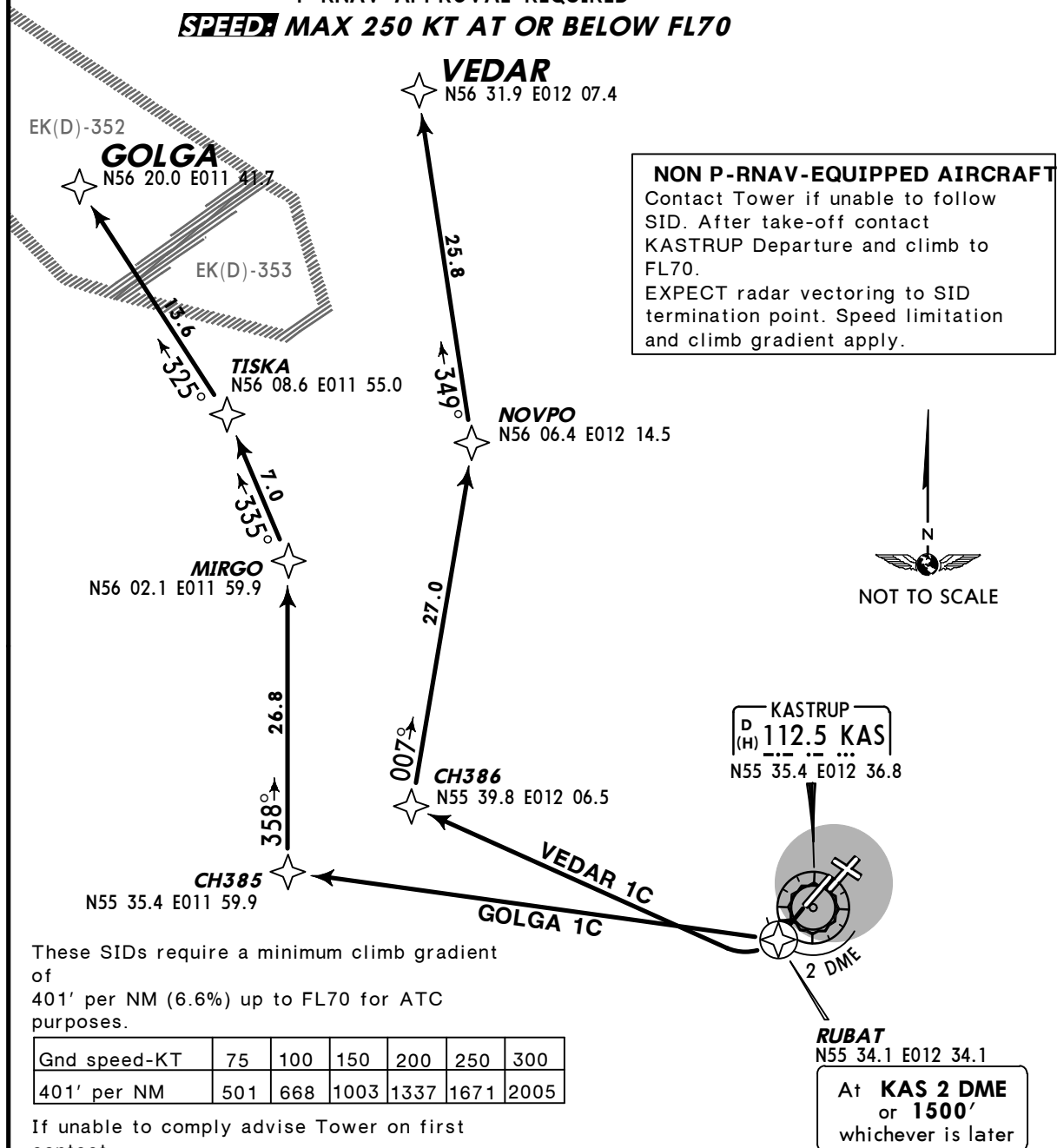
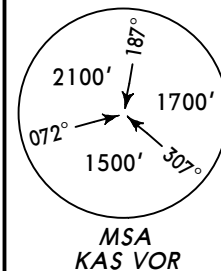
NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(D)-353
ALTERNATE SID MIKSI APPLIES IRRESPECTIVELY TYPE OF ACFT

VEDAR 1C [VEDA1C]

NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR
ALTERNATE IS SID GOLGA AND MISKI

RWY 22R P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
GOLGA 1C PROP ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - CH385 - MIRGO - TISKA - GOLGA.
VEDAR 1C	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - CH386 - NOVPO - VEDAR.

KASTRUP
Departure (R)
120.25Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

1. Conventional navigation to 2100' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 1D [GOLG1D]

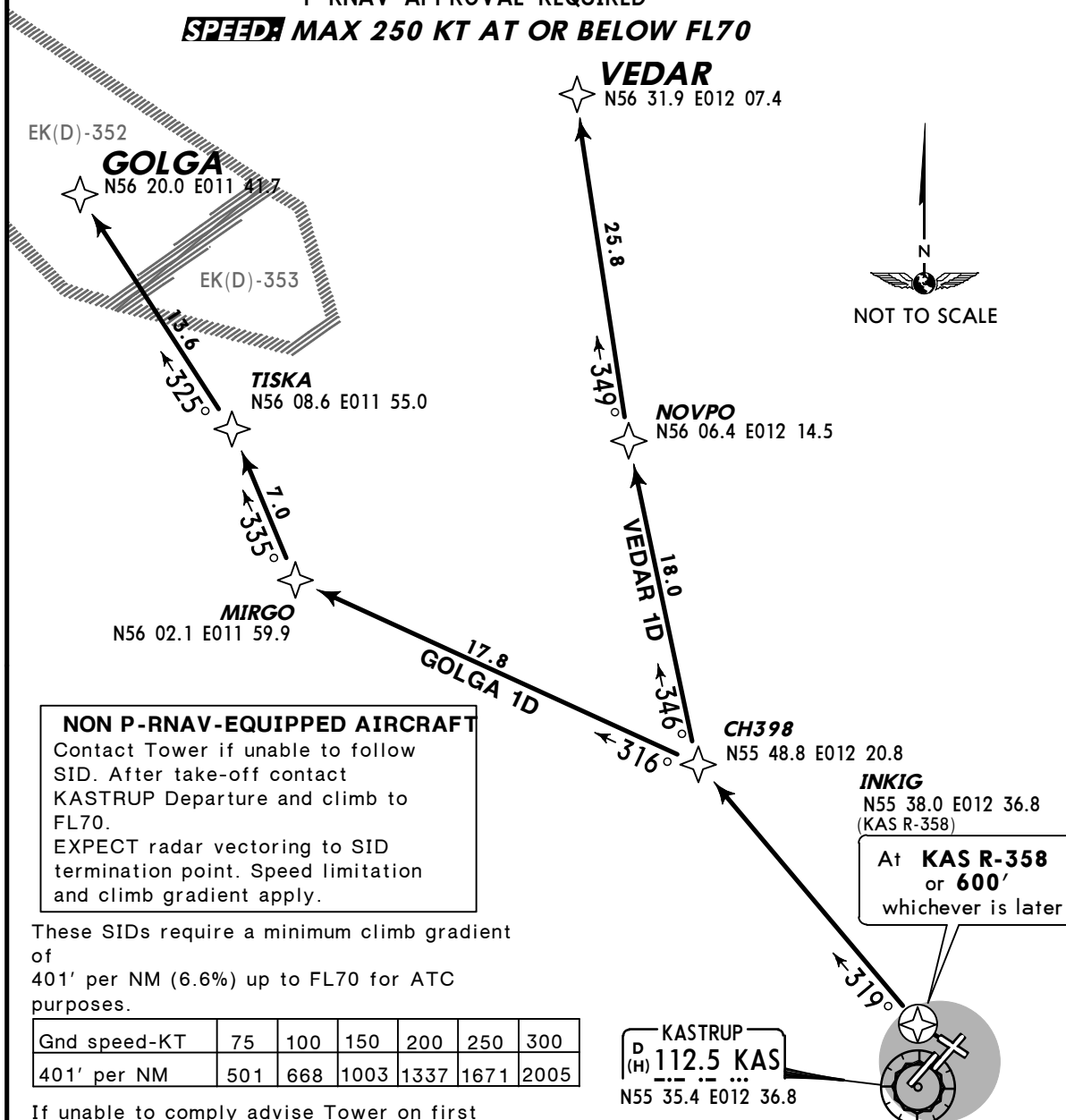
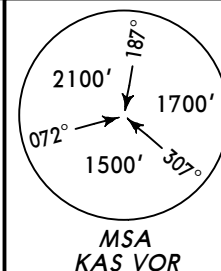
NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(D)-353
ALTERNATE SID MIKSI APPLIES IRRESPECTIVELY TYPE OF ACFT

VEDAR 1D [VEDA1D]

NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR
ALTERNATE IS SID GOLGA AND MISKI

RWY 30 P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70**NON P-RNAV-EQUIPPED AIRCRAFT**

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to FL70.

EXPECT radar vectoring to SID termination point. Speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance **4000'**

SID	ROUTING
GOLGA 1D PROP ONLY	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn RIGHT, climb on 319° track to 2100' - CH398 - MIRGO - TISKA - GOLGA.
VEDAR 1D	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn RIGHT, climb on 319° track to 2100' - CH398 - NOVPO - VEDAR.

KASTRUP
Departure (R)
120.25Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

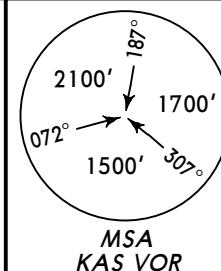
1. Conventional navigation to 1700' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 1E [GOLG1E]

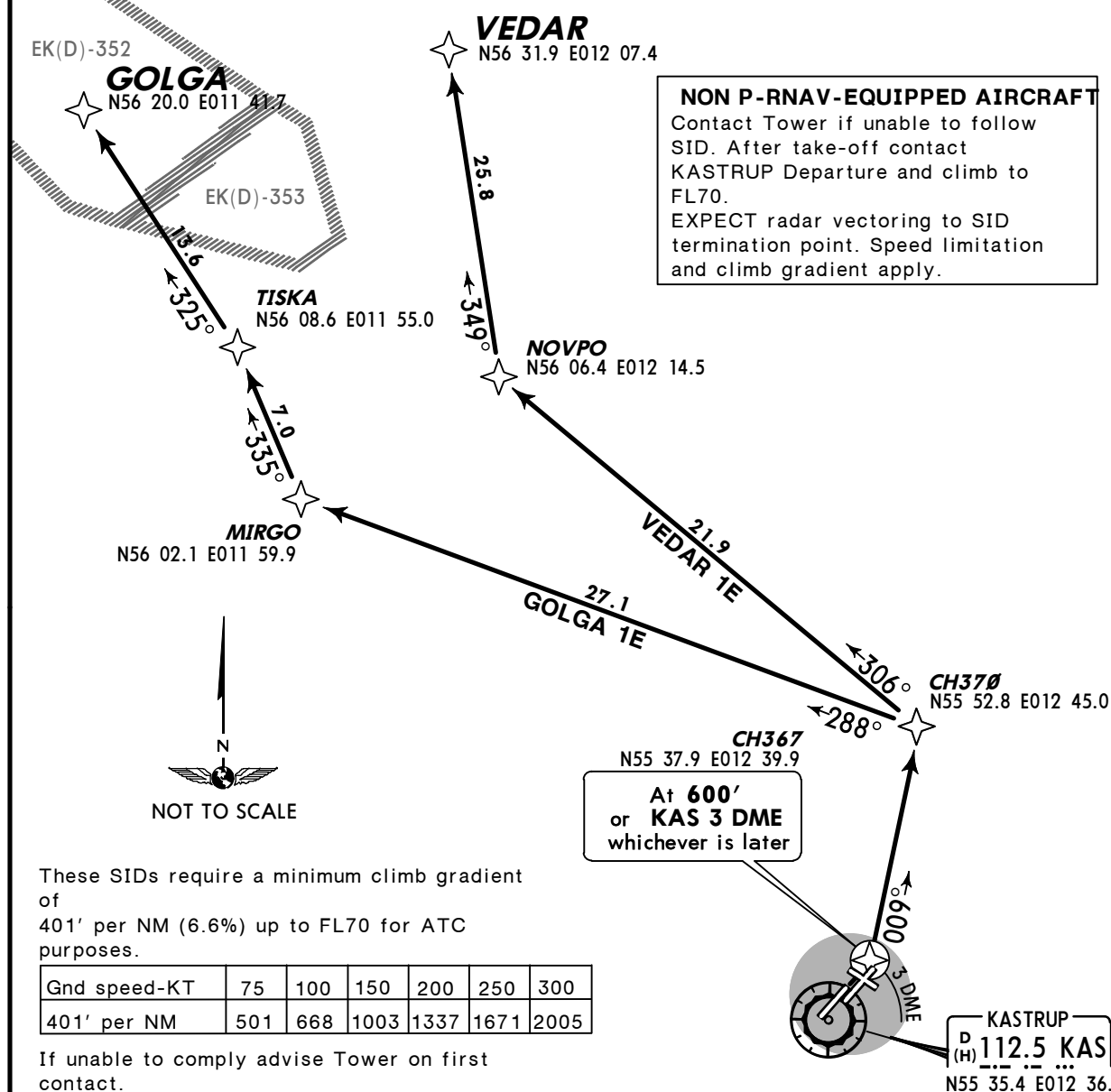
NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(D)-353
ALTERNATE SID MIKSI APPLIES IRRESPECTIVELY TYPE OF ACFT

VEDAR 1E [VEDA1E]

NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR
ALTERNATE IS SID GOLGA AND MISKI

**RWY 04L P-RNAV DEPARTURES**

P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
GOLGA 1E PROP ONLY	Climb on extended runway centerline to 600' or KAS 3 DME (CH367), whichever is later, turn LEFT, climb on 009° track to 1700' - CH370 - MIGRO - TISKA - GOLGA.
VEDAR 1E	Climb on extended runway centerline to 600' or KAS 3 DME (CH367), whichever is later, turn LEFT, climb on 009° track to 1700' - CH370 - NOVPO - VEDAR.

KASTRUP
Departure (R)
120.25Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

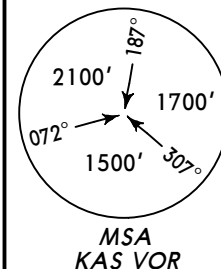
1. Conventional navigation to 1500' (MSA).
2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic.
4. When instructed for line-up, squawk assigned SSR code.
5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

GOLGA 1F [GOLG1F]

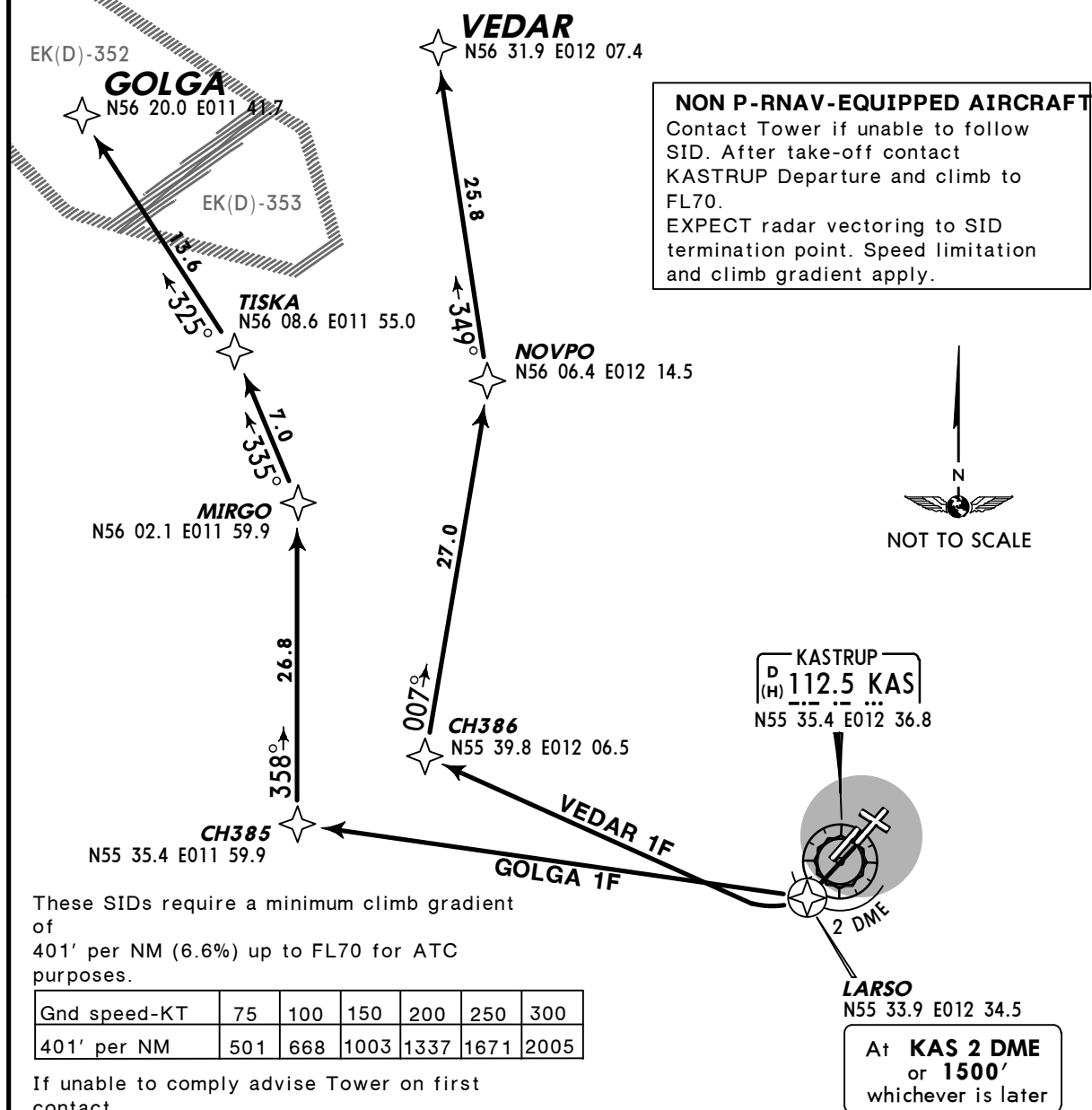
NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(D)-353
ALTERNATE SID MIKSI APPLIES IRRESPECTIVELY TYPE OF ACFT

VEDAR 1F [VEDA1F]

NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR
ALTERNATE IS SID GOLGA AND MISKI

**RWY 22L P-RNAV DEPARTURES**

P-RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT AT OR BELOW FL70Initial climb clearance **FL70** or as requested if lower

SID	ROUTING
GOLGA 1F PROP ONLY	Climb on extended runway centerline to KAS 2 DME (LARSO) or 1500', whichever is later - CH385 - MIRGO - TISKA - GOLGA.
VEDAR 1F	Climb on extended runway centerline to KAS 2 DME (LARSO) or 1500', whichever is later - CH386 - NOVPO - VEDAR.

NOISE ABATEMENT

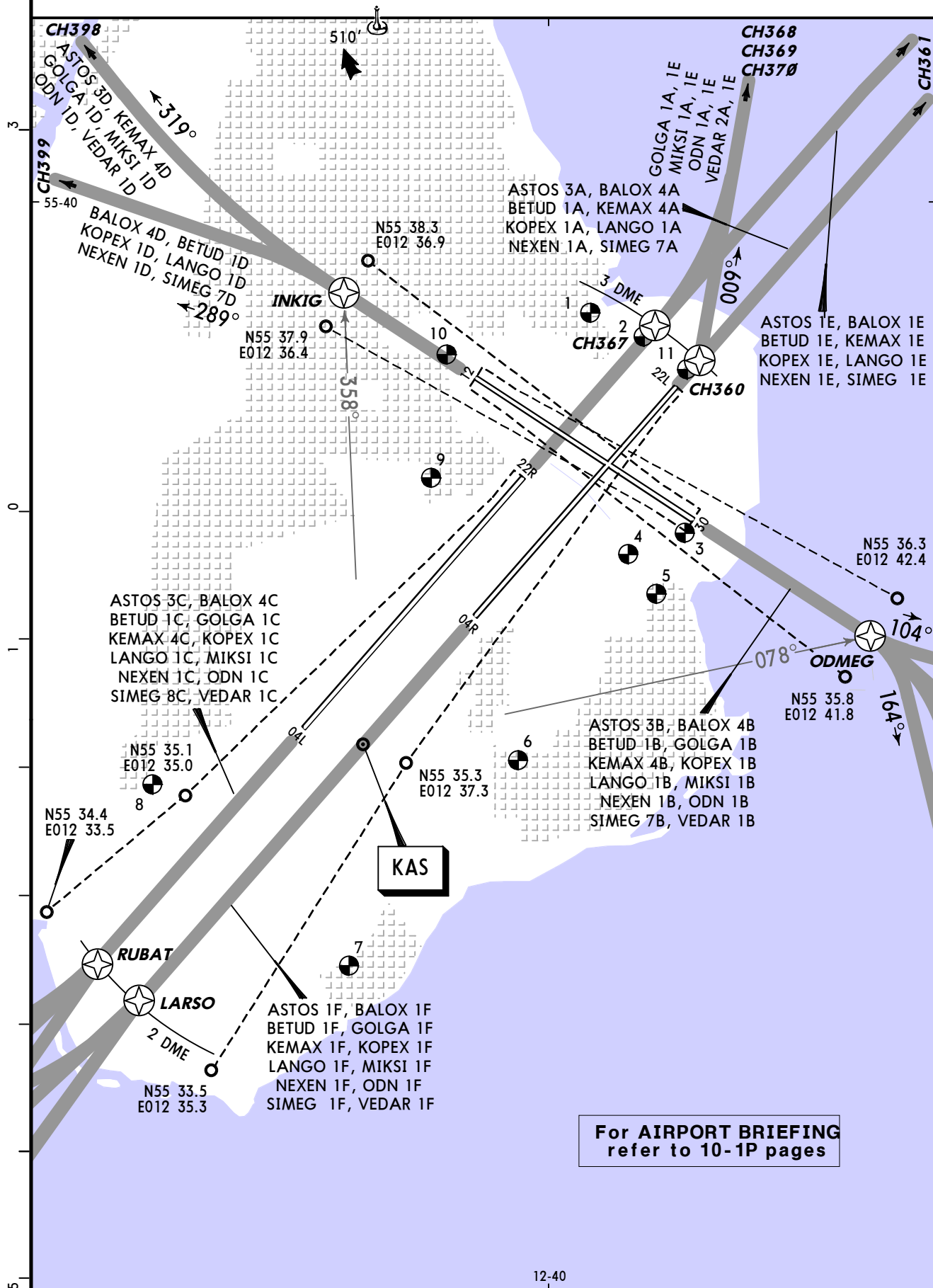
Apt Elev
17'



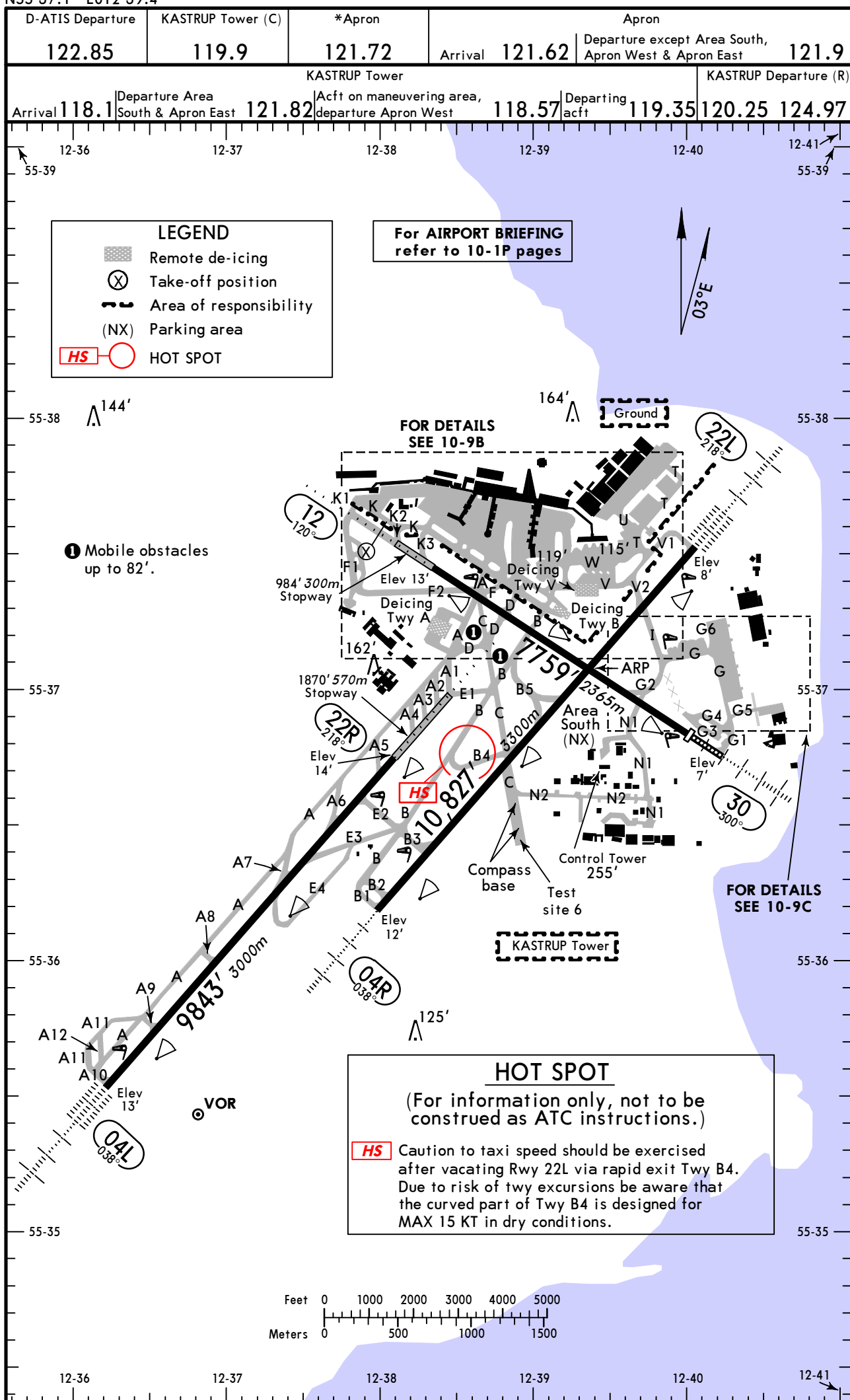
Noise monitoring point

N55 35.3
E012 37.3

Sector boundary



For AIRPORT BRIEFING
refer to 10-1P pages

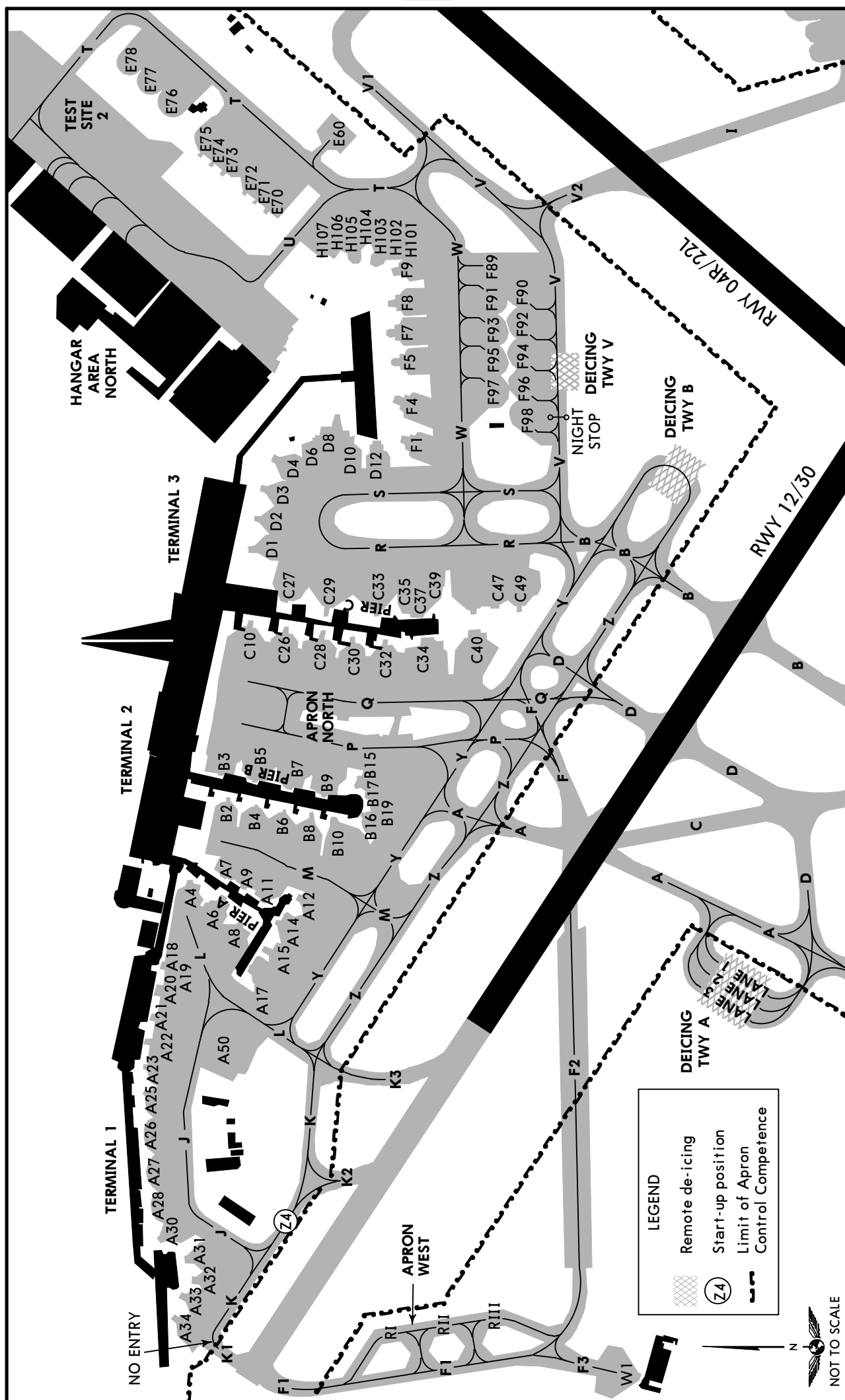


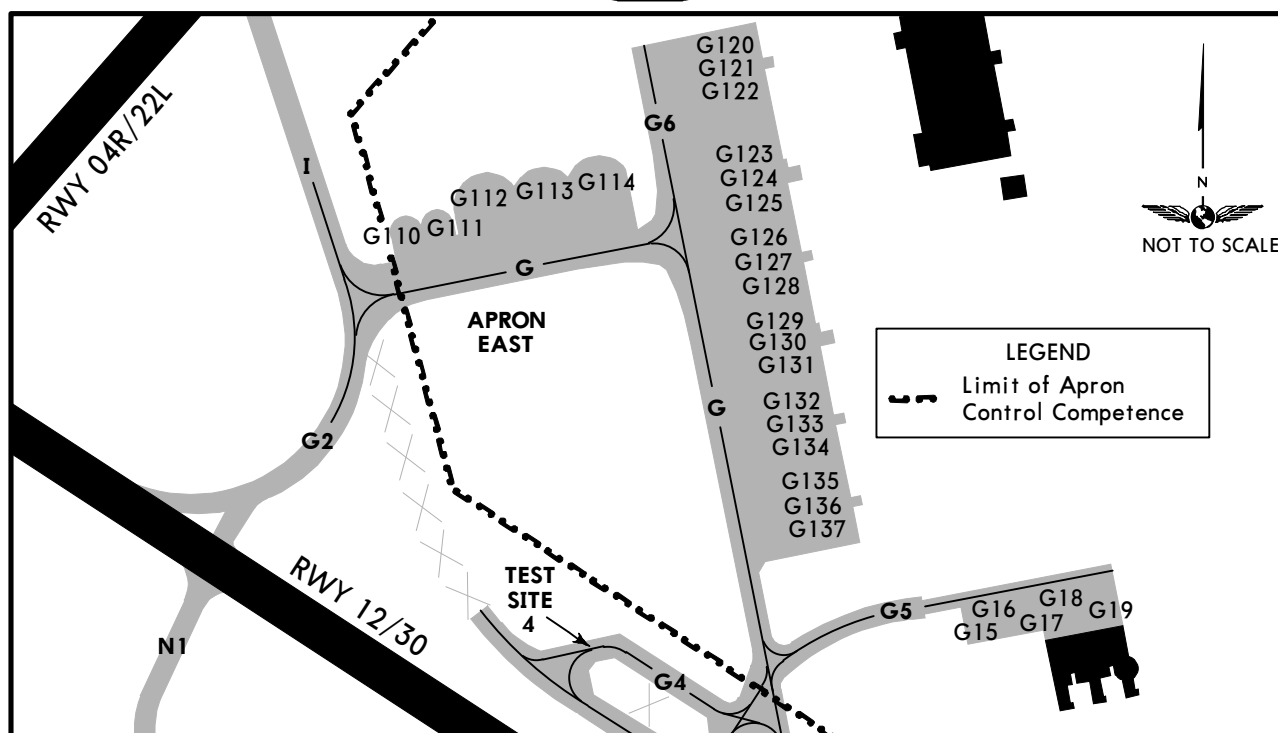
ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		Threshold	Glide Slope			
04L	HIRL (60m)CL (15m) HIALS-II TDZ PAPI-L (3.0°) 2 RVR		8904' 2714m	3	148'	45m
22R	HIRL (60m)CL (15m) HIALS REIL PAPI-R (3.0°) RVR		8748' 2666m			
1 Antiskid layer 2 HST-E3, A6, A7 3 TAKE-OFF RUN AVAILABLE RWY 04L: From twy A10 int 9843' (3000m) twy E4 int 4216' (1285m) RWY 22R: From twy A1/E1 int 11,811' (3600m) twy A2 int 11,483' (3500m) twy A3 int 11,073' (3375m) twy A4 int 10,646' (3245m) twy A5 int 9514' (2900m)						
04R	HIRL (30m)CL (15m) HIALS PAPI-L (3.0°) RVR		9662' 2945m	6	148'	45m
22L	HIRL (30m)CL (15m) HIALS-II TDZ PAPI-L (3.0°) 5 RVR		9774' 2979m			
4 Antiskid layer 5 HST-B4 6 TAKE-OFF RUN AVAILABLE RWY 04R: From twy B1 int 10,827' (3300m) twy B2 int 10,515' (3205m) twy B3 int 9170' (2795m) twy B4/C int 6365' (1940m) RWY 22L: From twy V1 int 10,827' (3300m) twy V2 int 9088' (2770m)						
12	HIRL (30m) HIALS REIL PAPI-R (3.0°) RVR		6824' 2080m	9	148'	45m
30	HIRL (30m) HIALS PAPI-L (3.0°) RVR	8 7858' 2395m	8 6173' 1882m			
7 Antiskid layer 8 Includes Stopway rwy 30 9 TAKE-OFF RUN AVAILABLE RWY 12: From posn X 9186' (2800m) twy K2 int 8842' (2695m) twy K3 int 8153' (2485m) twy D int 5906' (1800m) RWY 30: From twy G1 int 7759' (2365m)						

Standard**TAKE-OFF ①**

	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

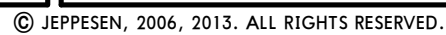
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

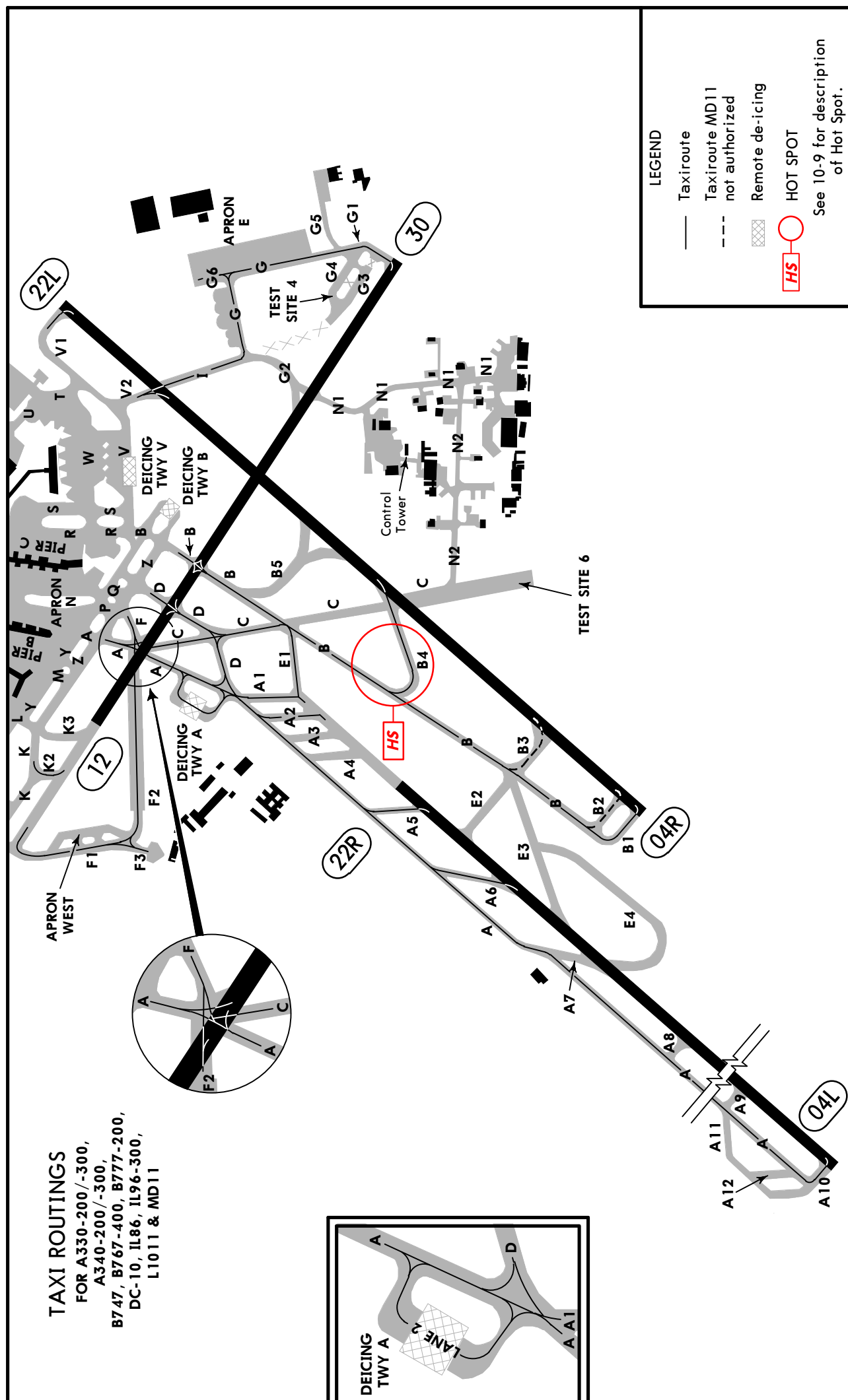


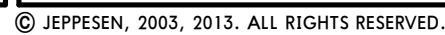


INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A4, A6	N55 37.7 E012 38.5	D1	N55 37.6 E012 39.1
A7	N55 37.7 E012 38.6	D2 thru D4	N55 37.6 E012 39.2
A8	N55 37.7 E012 38.5	D6 thru D10	N55 37.6 E012 39.3
A9	N55 37.7 E012 38.6	D12	N55 37.5 E012 39.3
A11	N55 37.6 E012 38.6	E60	N55 37.6 E012 39.8
A12, A14, A15	N55 37.6 E012 38.5	E70, E71	N55 37.6 E012 39.7
A17	N55 37.6 E012 38.4	E72 thru E74	N55 37.7 E012 39.7
A18 thru A21	N55 37.7 E012 38.4	E75, E76	N55 37.7 E012 39.8
A22, A23	N55 37.7 E012 38.3	E77	N55 37.7 E012 39.9
A25, A26	N55 37.7 E012 38.2	E78	N55 37.8 E012 39.9
A27, A28	N55 37.7 E012 38.1	F1, F4	N55 37.5 E012 39.3
A30, A31	N55 37.7 E012 38.0	F5	N55 37.5 E012 39.4
A32 thru A34	N55 37.7 E012 37.9	F7, F8	N55 37.5 E012 39.3
A50	N55 37.7 E012 38.3	F9	N55 37.5 E012 39.6
B2	N55 37.7 E012 38.7	F89	N55 37.4 E012 39.6
B3	N55 37.7 E012 38.8	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
B5	N55 37.6 E012 38.8	F98	N55 37.4 E012 39.3
B6	N55 37.6 E012 38.7	G15 thru G17	N55 36.9 E012 40.5
B7	N55 37.6 E012 38.8	G18, G19	N55 36.9 E012 40.6
B8, B9	N55 37.6 E012 38.7	G110, G111	N55 37.1 E012 39.9
B10	N55 37.6 E012 38.6	G112, G113	N55 37.2 E012 40.0
B15 thru B19	N55 37.5 E012 38.7	G114	N55 37.2 E012 40.1
C10	N55 37.7 E012 38.9	G120 thru G123	N55 37.2 E012 40.2
C26	N55 37.6 E012 38.9	G124	N55 37.2 E012 40.3
C27	N55 37.6 E012 39.1	G125	N55 37.2 E012 40.2
C28	N55 37.6 E012 38.9	G126 thru G131	N55 37.1 E012 40.3
C29	N55 37.6 E012 39.0	G132 thru G137	N55 37.0 E012 40.3
C30	N55 37.6 E012 38.9	H101 thru H103	N55 37.5 E012 39.6
C32	N55 37.5 E012 38.9	H104 thru H107	N55 37.6 E012 39.6
C33	N55 37.5 E012 39.0	R I, R II	N55 37.5 E012 37.9
C34	N55 37.5 E012 38.9	R III	N55 37.4 E012 37.9
C35 thru C39	N55 37.5 E012 39.0	W1	N55 37.3 E012 37.8
C40	N55 37.5 E012 38.9		
C47, C49	N55 37.4 E012 39.0		



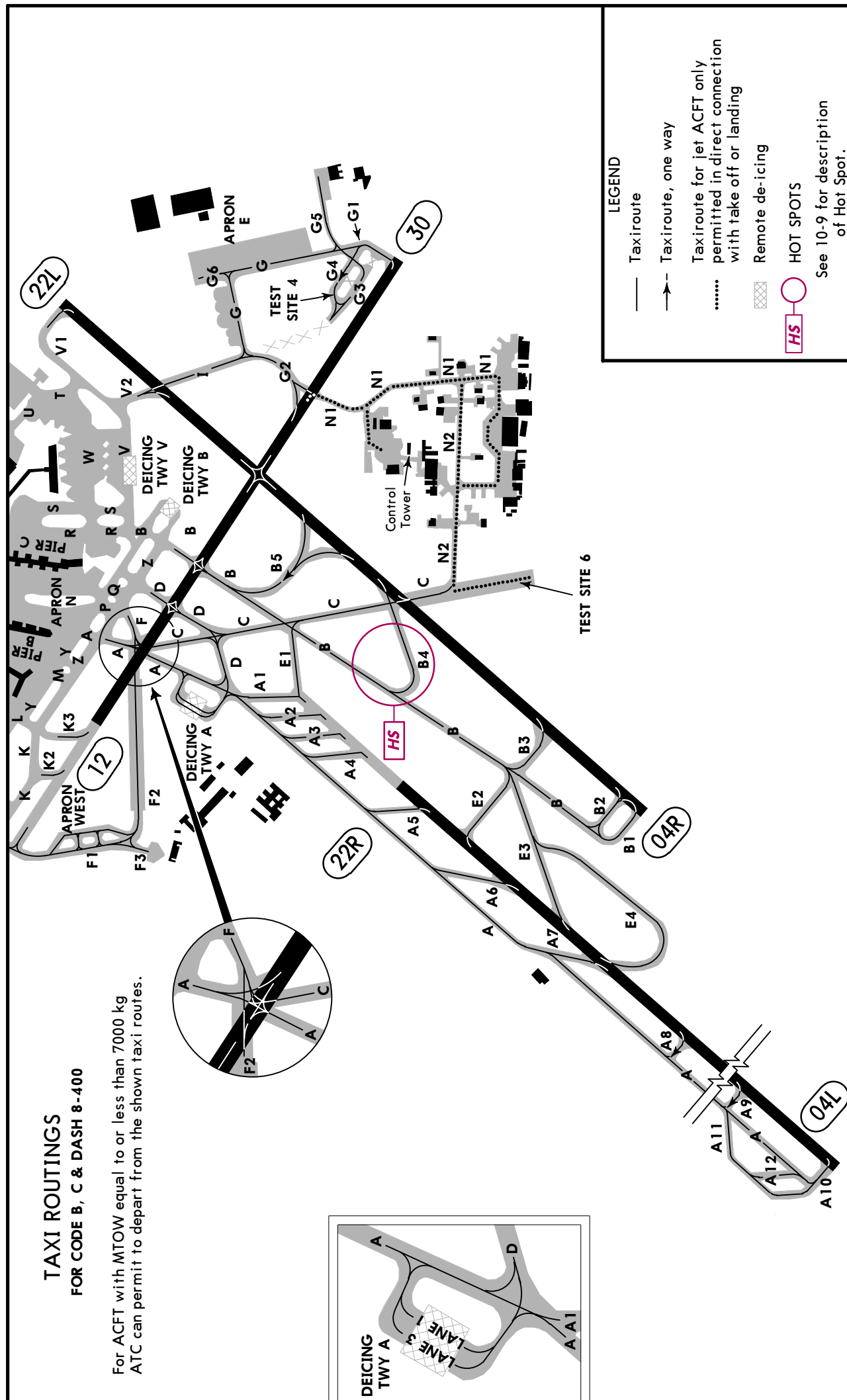
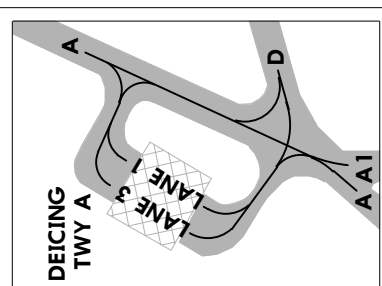
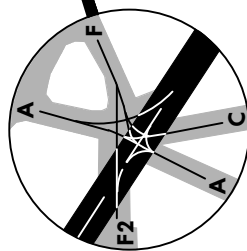




TAXI ROUTINGS

FOR CODE B, C & DASH 8-400

For ACFT with MTOW equal to or less than 7000 kg
ATC can permit to depart from the shown taxi routes.



LEGEND

Taxiroute

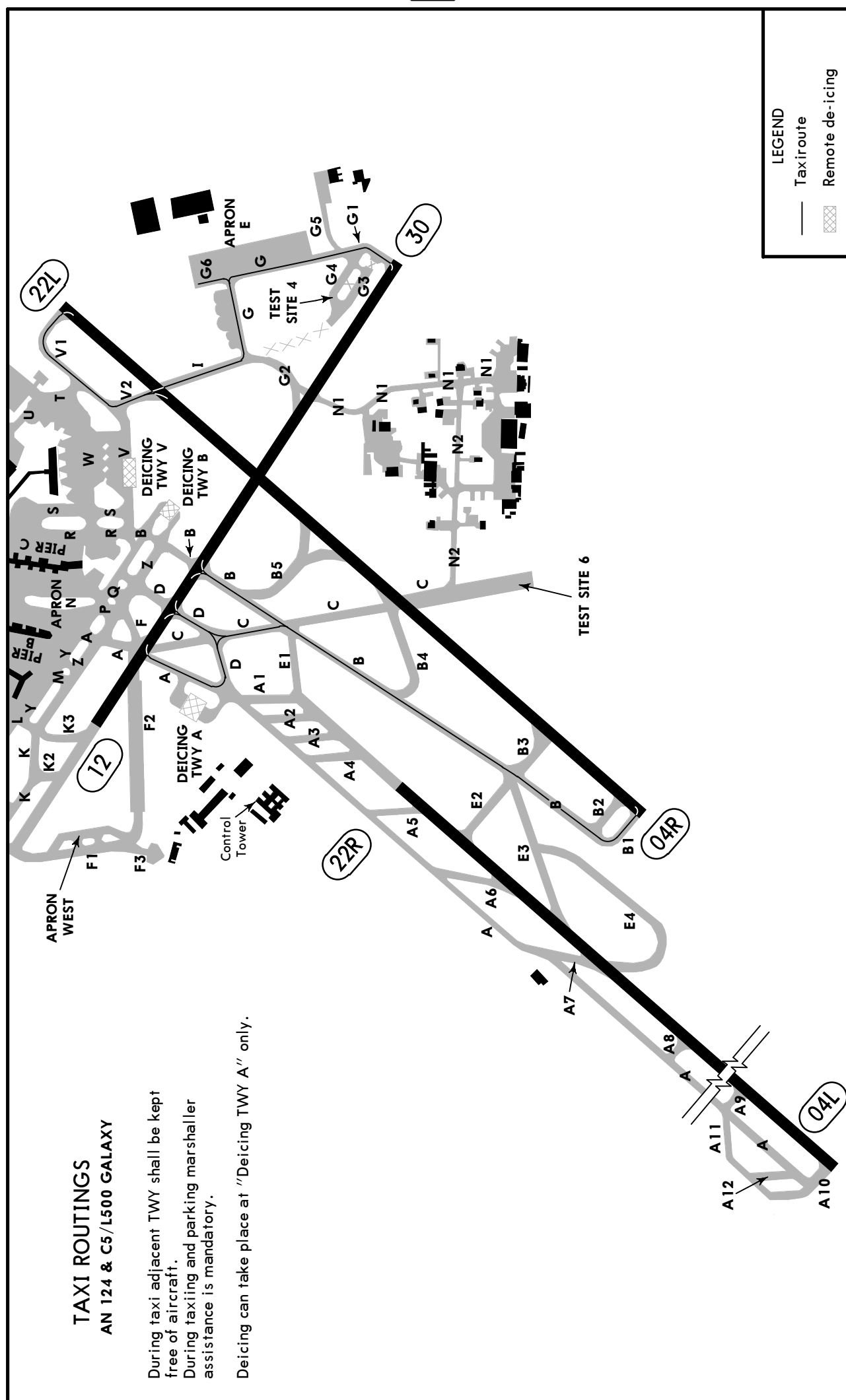
Taxiroute, one way

Taxiroute for jet ACFT only
permitted in direct connection
with take off or landing

Remote de-icing

HOT SPOTS

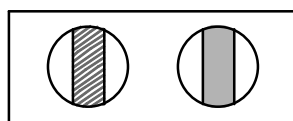
See 10-9 for description
of Hot Spot.



DOCKING GUIDANCE SYSTEMS

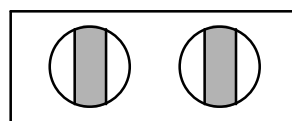
AGNIS - Azimuth Guidance Nose-In System

AGNIS Indications:



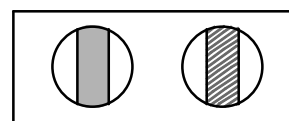
RED GREEN

Adjust RIGHT
towards GREEN



GREEN GREEN

OK

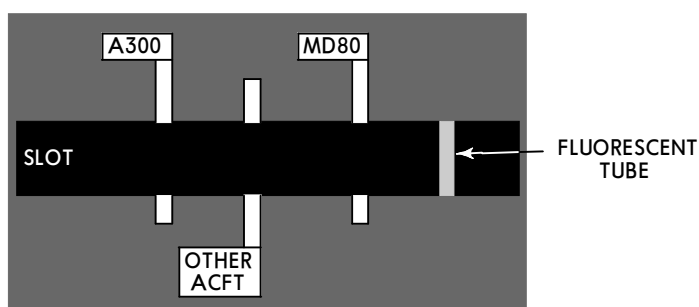


GREEN RED

Adjust LEFT
towards GREEN

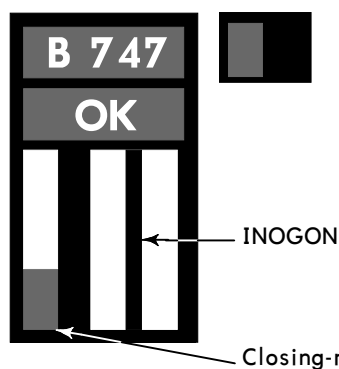
AGNIS must be used from left-hand cockpit seat only.
The seat must be in neutral position.

PAPA - Parallax Aircraft Parking Aid



Stop when the appropriate acft type marking on the PAPA front plate is aligned with the rear light-tube.
When AGNIS/PAPA are switched off, stand is not cleared for entry.

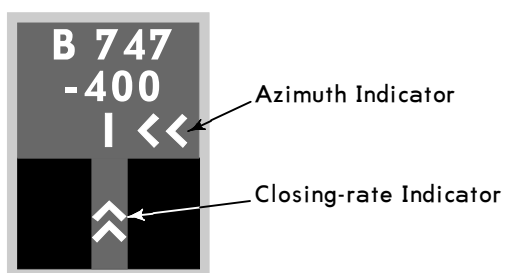
APIS - Aircraft Parking and Information System



Closing-rate Indicator

Check for correct acft type on upper display.
Adjust according to indications of INOGON display.
Slow down and stop according to closing-rate Indicator on display.
Display automatically shut down after some seconds.

SAFEDOCK



Azimuth Indicator

Closing-rate Indicator

Check for correct acft type on upper display.
Adjust according to horizontal red arrows on display.
Slow down and stop as indicated by vertical closing-rate Indicator.
Display automatically shut down after a short time or when bridge autolevel is turned on.
Display will remain in operation in case the acft has overshoot parking position.

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04L	CAT 2 ILS DME	113' (100')	RA 102' - 300m
	ILS DME	215' (202')	550m / 1000m
	LOC	430' (417')	800m / 1000m
04R	ILS	212' (200')	500m / 1000m
	LOC	430' (418')	800m / 1000m
	VOR DME	430' (418')	800m / 1000m
12	ILS DME	213' (200')	500m / 1000m
	LOC	430' (417')	800m / 1000m
22L	CAT 2 ILS DME	108' (100')	RA 101' - 300m
	ILS DME	208' (200')	500m / 1000m
	LOC	400' (392')	800m / 1000m
	VOR DME	420' (412')	800m / 1000m
22R	ILS DME	214' (200')	500m / 1000m
	LOC	400' (386')	800m / 1000m
30	ILS DME	208' (200')	500m / 1000m
	LOC	420' (412')	800m / 1000m

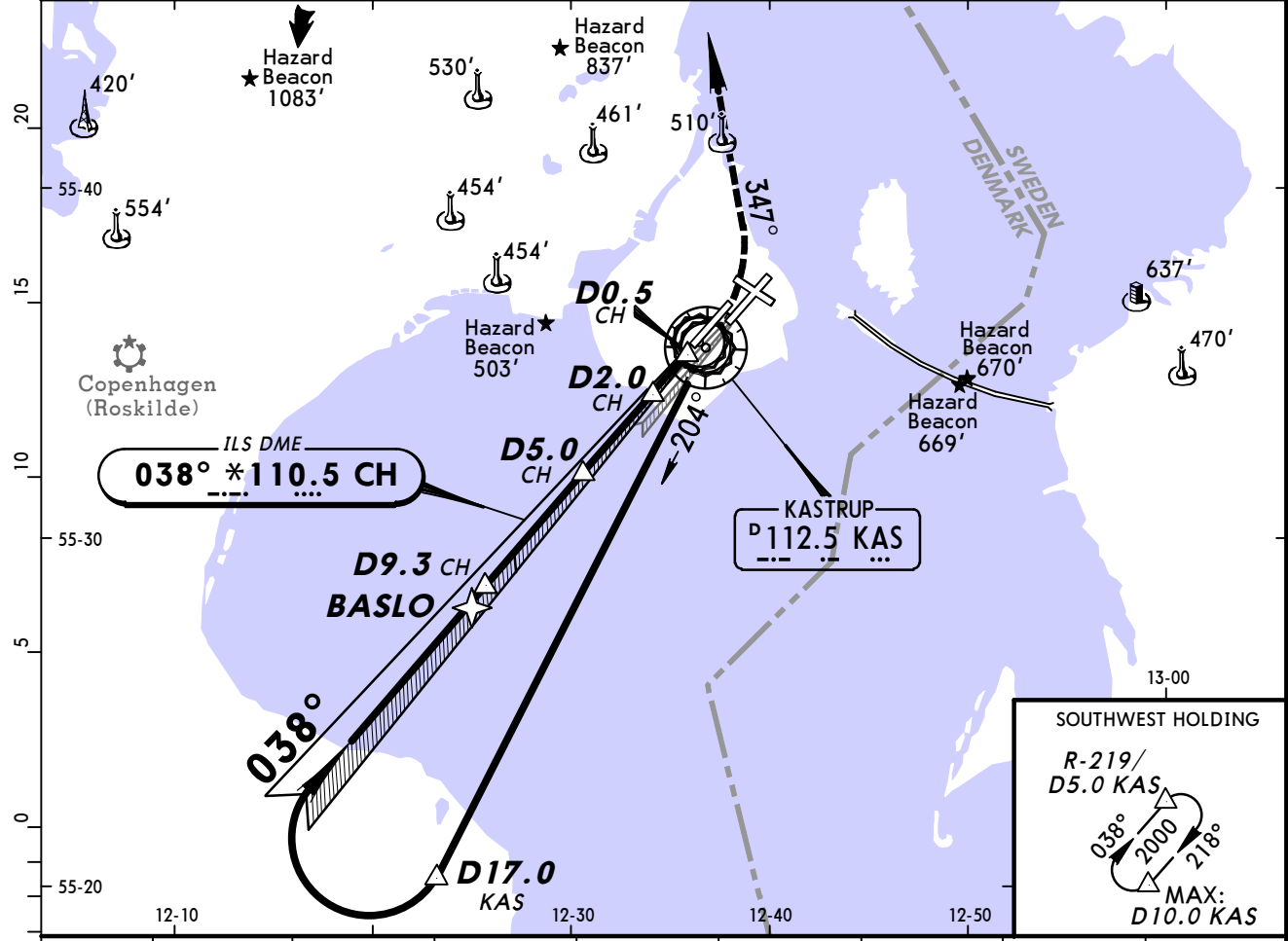
CIRCLE-TO-LAND	MDA(H)	VIS
	550' (533')	1000m

TAKE-OFF RWY 04L/R, 12, 22L/R, 30				
LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

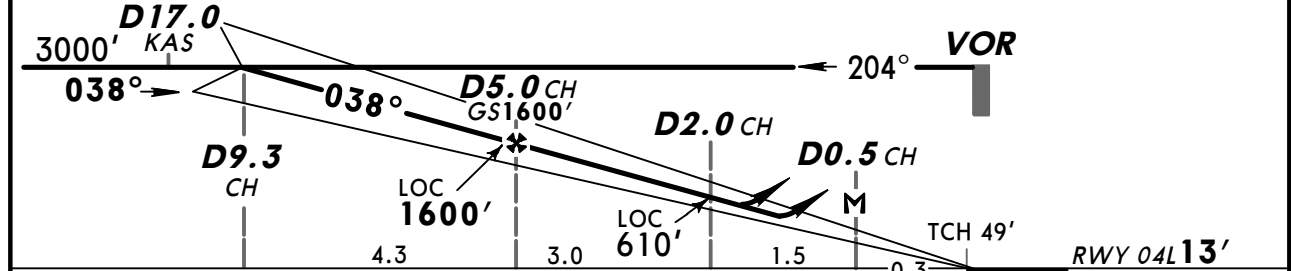
❷ Without LVP 400m are stipulated.

❸ Or rejected take-off distance whichever is the greater.

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.75	118.45	119.8	120.2	118.1	121.62
LOC CH *110.5	Final Apch Crs 038°	GS D5.0 CH 1600' (1587')	ILS DA(H) Refer to Minimums	Apt Elev 17' RWY 13'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto 347° climbing to 3000' and inform ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' Dependent parallel apch auth with rwy 04R. For further instructions refer to 10-1P pages.					MSA KAS VOR



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



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or									
LOC Descent Angle	3.00°	377	485	539	647	755	862		
MAP at D0.5 CH									

Standard STRAIGHT-IN LANDING RWY 04L					CIRCLE-TO-LAND		
DA(H) A: 215' (202') B: 227' (214')		C: 235' (222') D: 246' (233')		LOC (GS out) DA(H) 430' (417')	1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12		
FULL		Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS
A					100	550' (533')	1500m
B				RVR 1500m	135	580' (563')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	180	1 780' (763')	2400m
D				RVR 1900m	205	1 780' (763')	3600m

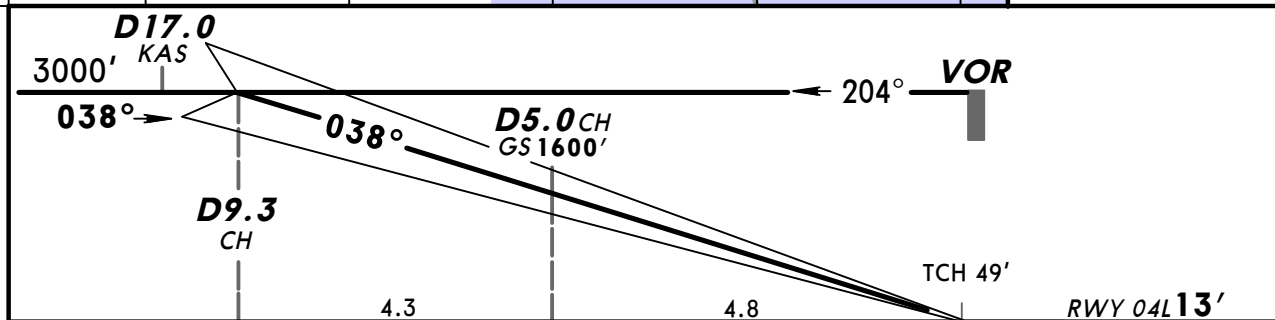
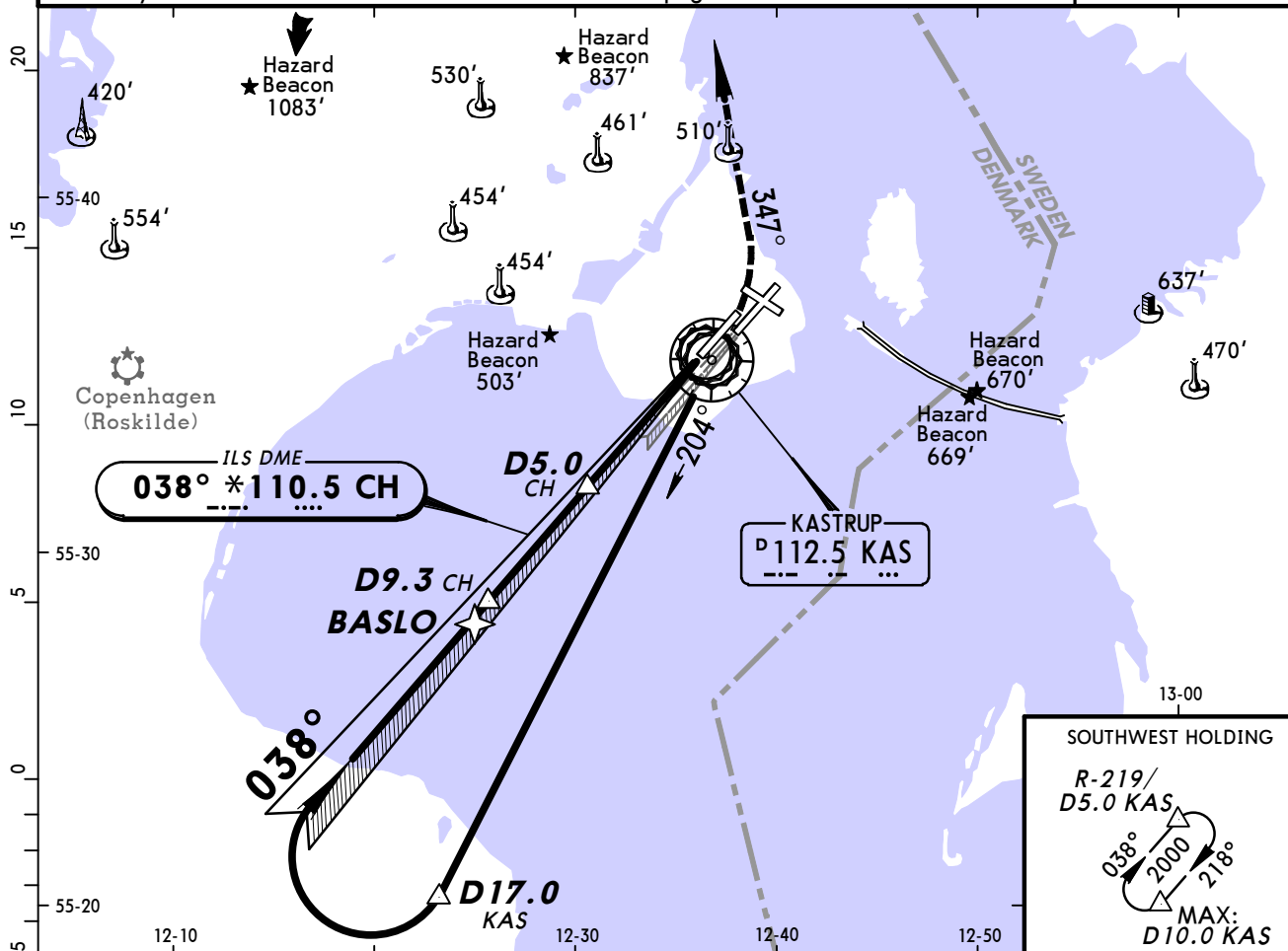
EKCH/CPH
KASTRUP

17 SEP 10
Eff 23 Sep

11-1A

COPENHAGEN, DENMARK
CAT II ILS DME Rwy 04L

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.75	118.45	119.8	120.2	118.1	121.62
LOC CH *110.5	Final Apch Crs 038°	GS D5.0 CH 1600' (1587')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 17' RWY 13'	MSA KAS VOR
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto 347° climbing to 3000' and inform ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' 1. Special Aircrew & Aircraft Certification Required. 2. Dependent parallel apch auth with rwy 04R. For further instructions refer to 10-1P pages.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		
GS	3.00°	377	485	539	647	755	862	500'	347°
								↑	LT

Standard			STRAIGHT-IN LANDING RWY 04L		
AB	C	D	CAT II ILS		
RA 102'	RA 106'	RA 120'			
DA(H) 113' (100')	DA(H) 117' (104')	DA(H) 131' (118')			

RVR 300m 1

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Bearings.

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BRIEFING STRIP

PANS OPS 4

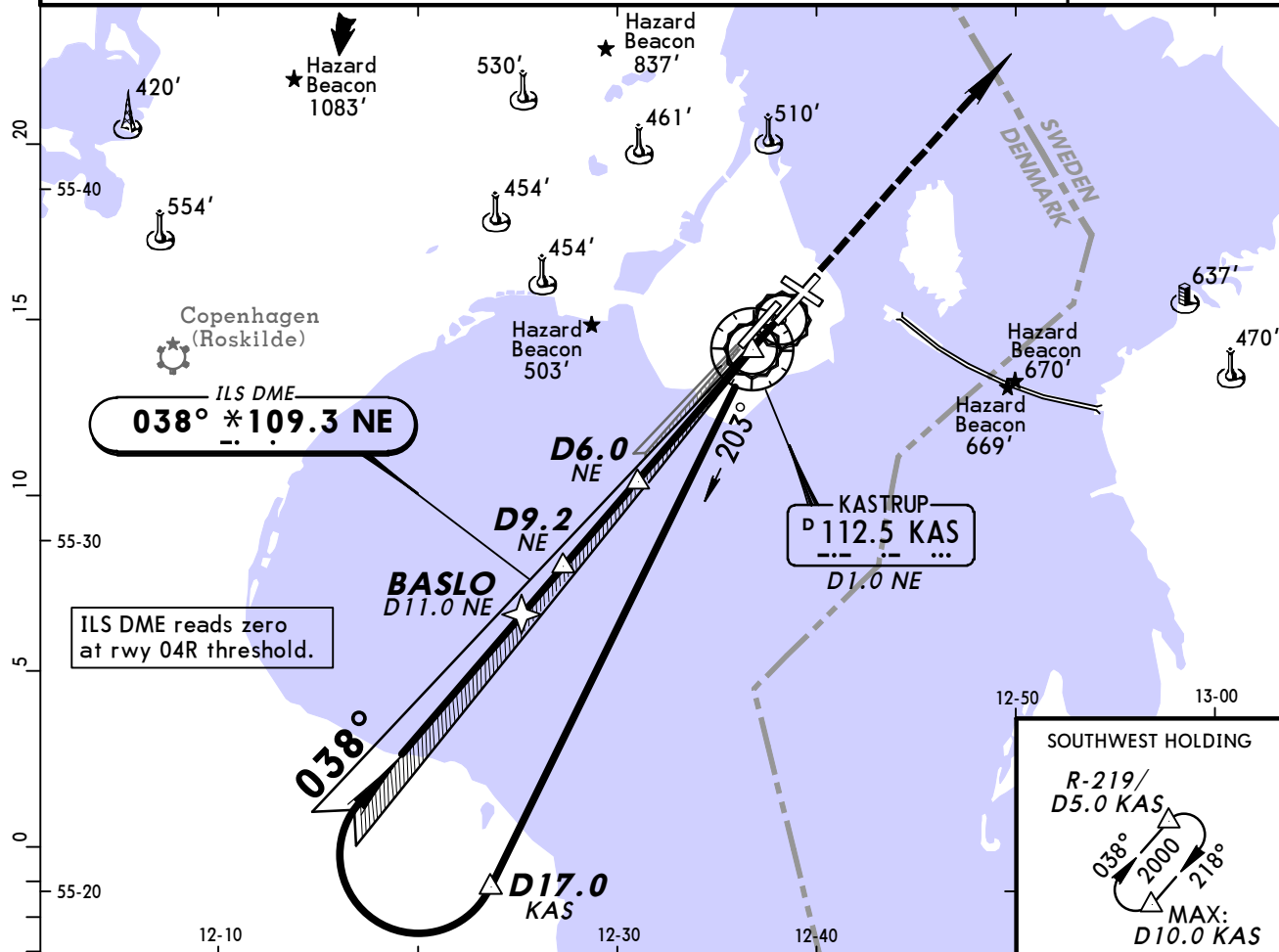
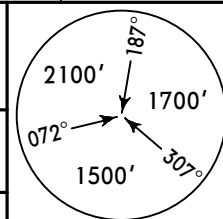
EKCH/CPH
KASTRUP

JEPPesen
10 DEC 10 **11-2** **Eff 16 Dec**

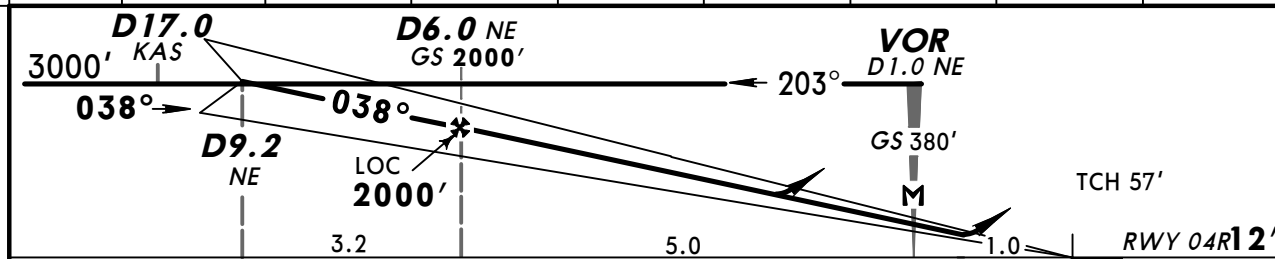
COPENHAGEN, DENMARK
ILS DME Rwy 04R

BRIEFING STRIP

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.75	118.45	119.8	120.2	118.1	121.62
LOC NE *109.3	Final Aptch Crs 038°	GS D6.0 NE 2000' (1988')	ILS DA(H) Refer to Minimums	Apt Elev 17' RWY 12'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' Dependent parallel apch auth with rwy 04L. For further instructions refer to 10-1P pages.					MSA KAS VOR



LOC (GS out)	NE DME	8.0	7.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2620'	2300'	1670'	1350'	1030'	710'	390'



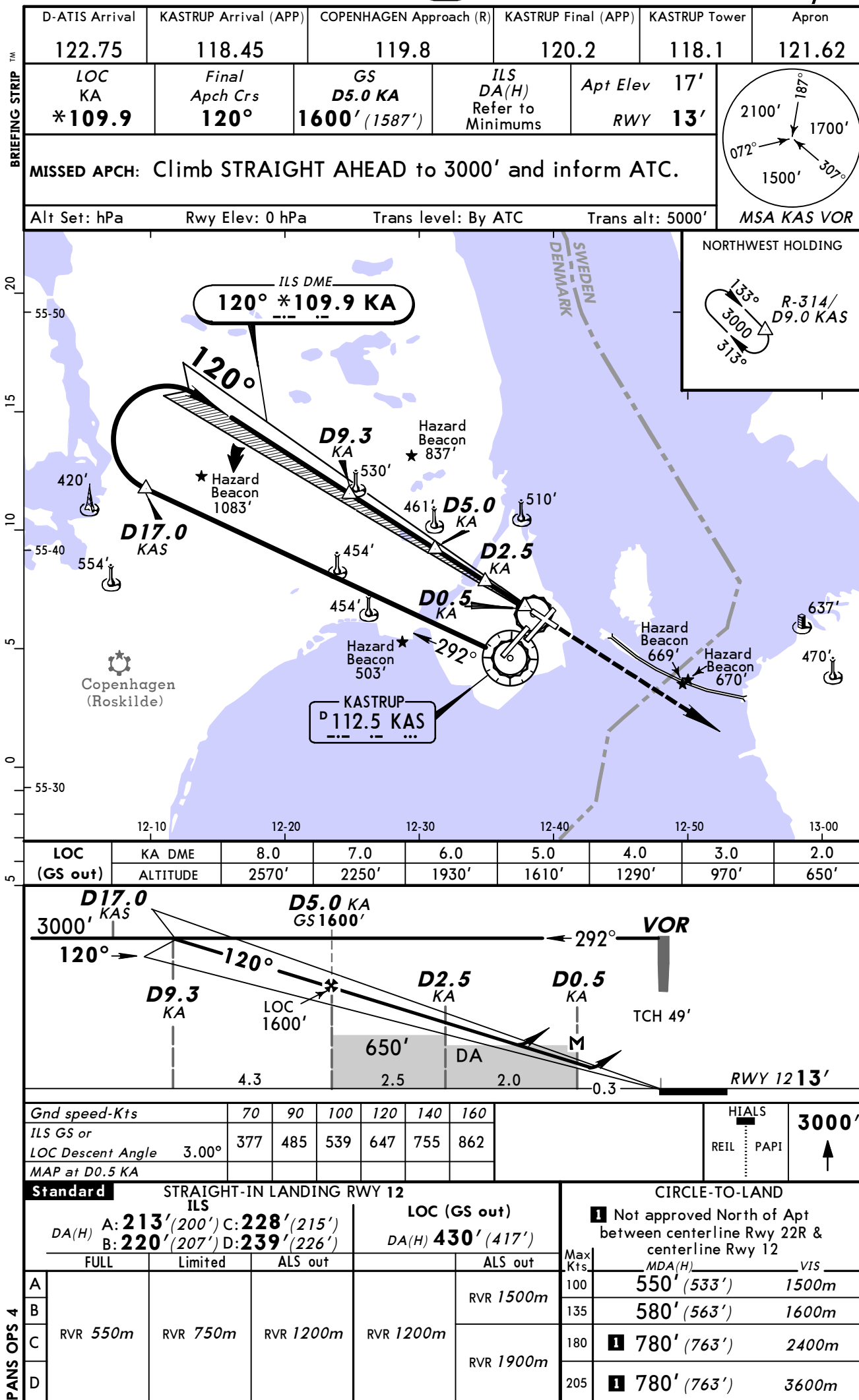
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or	377	485	539	647	755	862	
LOC Descent Angle	3.00°						
MAP at VOR/D1.0 NE							

STRAIGHT-IN LANDING RWY 04R				CIRCLE-TO-LAND			
ILS		LOC (GS out)		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12		MDA(H) VIS	
DA(H) ABC: 212' (200')		DA(H) 430' (418')					
D: 215' (203')							
FULL	Limited	ALS out	ALS out	Max Kts			
A				100	550' (533')	1500m	
B				135	580' (563')	1600m	
C	RVR 550m	RVR 750m	RVR 1200m	180	780' (763')	2400m	
D				205	780' (763')	3600m	

PANS OPS 4

CHANGES: Procedure.

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EKCH/CPH
KASTRUP

17 SEP 10

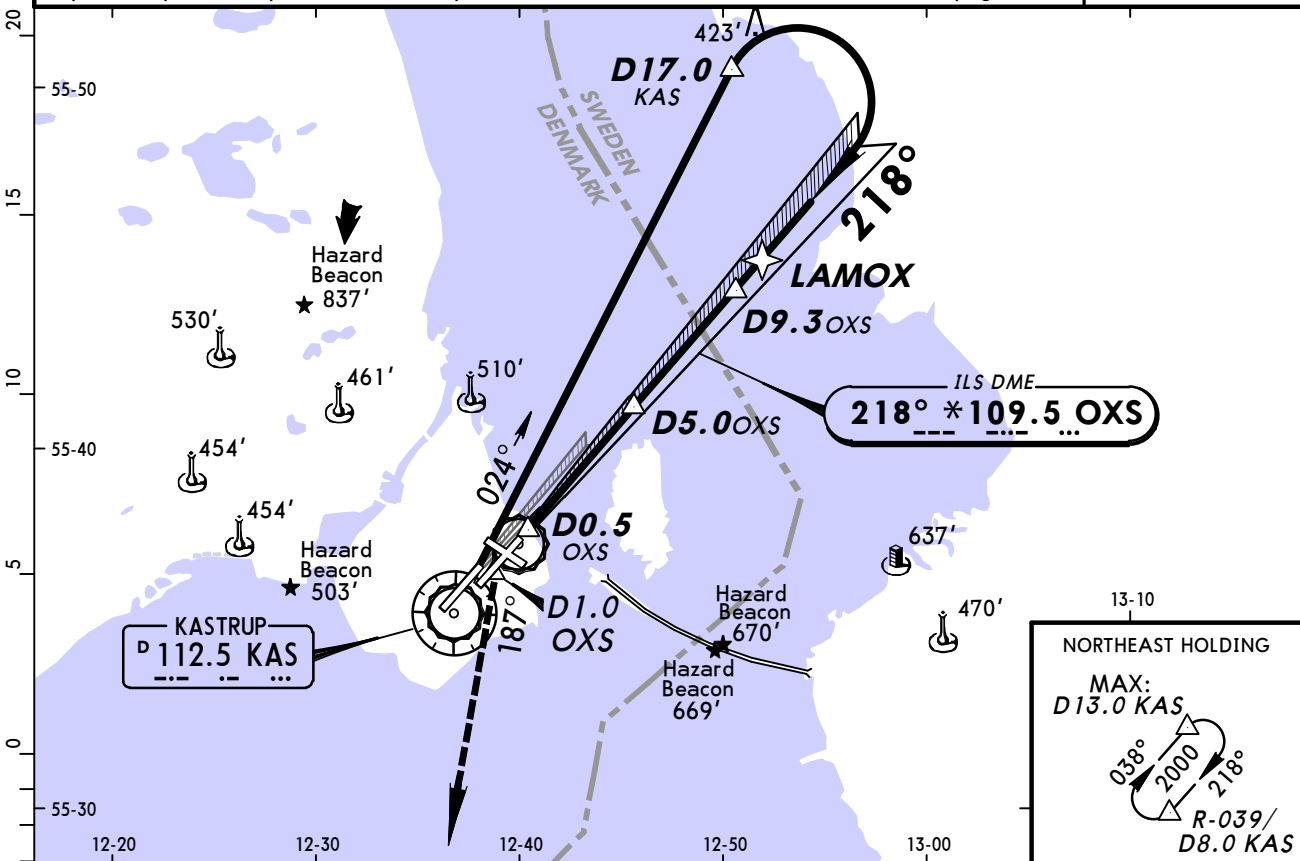
11-4

Eff 23 Sep

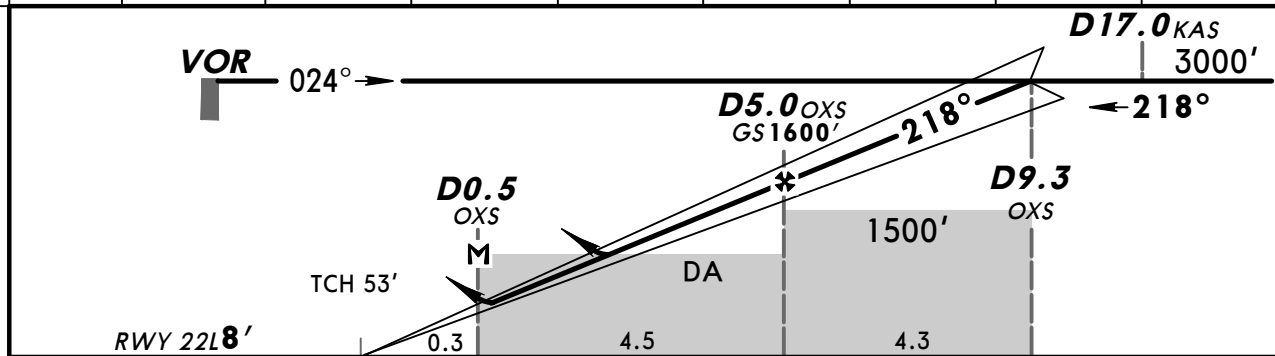
COPENHAGEN, DENMARK
ILS DME Rwy 22L

BRIEFING STRIP

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.75	118.45	119.8	120.2	118.1	121.62
LOC OXS *109.5	Final Aptch Crs 218°	GS D5.0 OXS 1600' (1592')	ILS DA(H) 208' (200')	Apt Elev 17' RWY 8'	
MISSED APCH: Climb STRAIGHT AHEAD to 500' or D1.0 OXS after OXS DME, whichever is later, then turn LEFT onto 187° climbing to 3000' and inform ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' Dependent parallel apch auth with rwy 22R. For further instructions refer to 10-1P pages.					MSA KAS VOR



LOC (GS out)	OXS DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	650'	970'	1290'	1610'	1930'	2250'	2570'



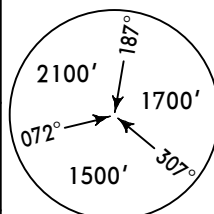
Gnd speed-Kts	70	90	100	120	140	160
ILS GS or	377	485	539	647	755	862
LOC Descent Angle	3.00°					
MAP at D0.5 OXS						

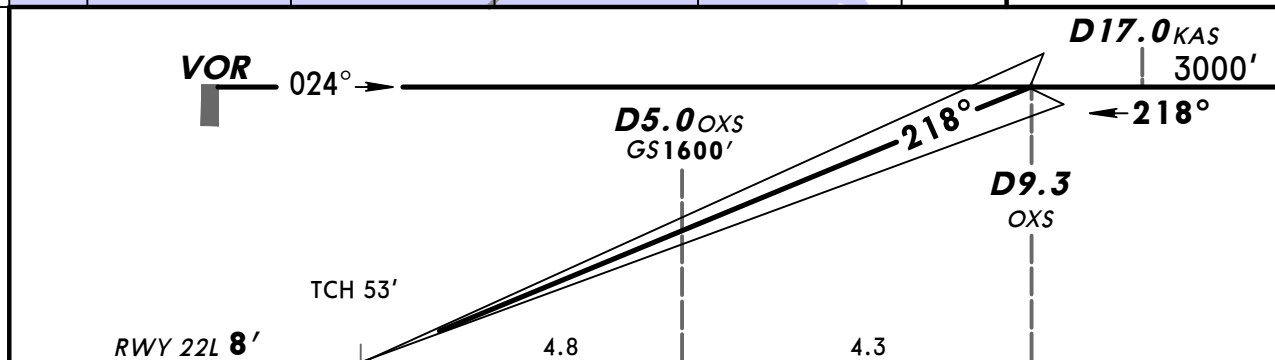
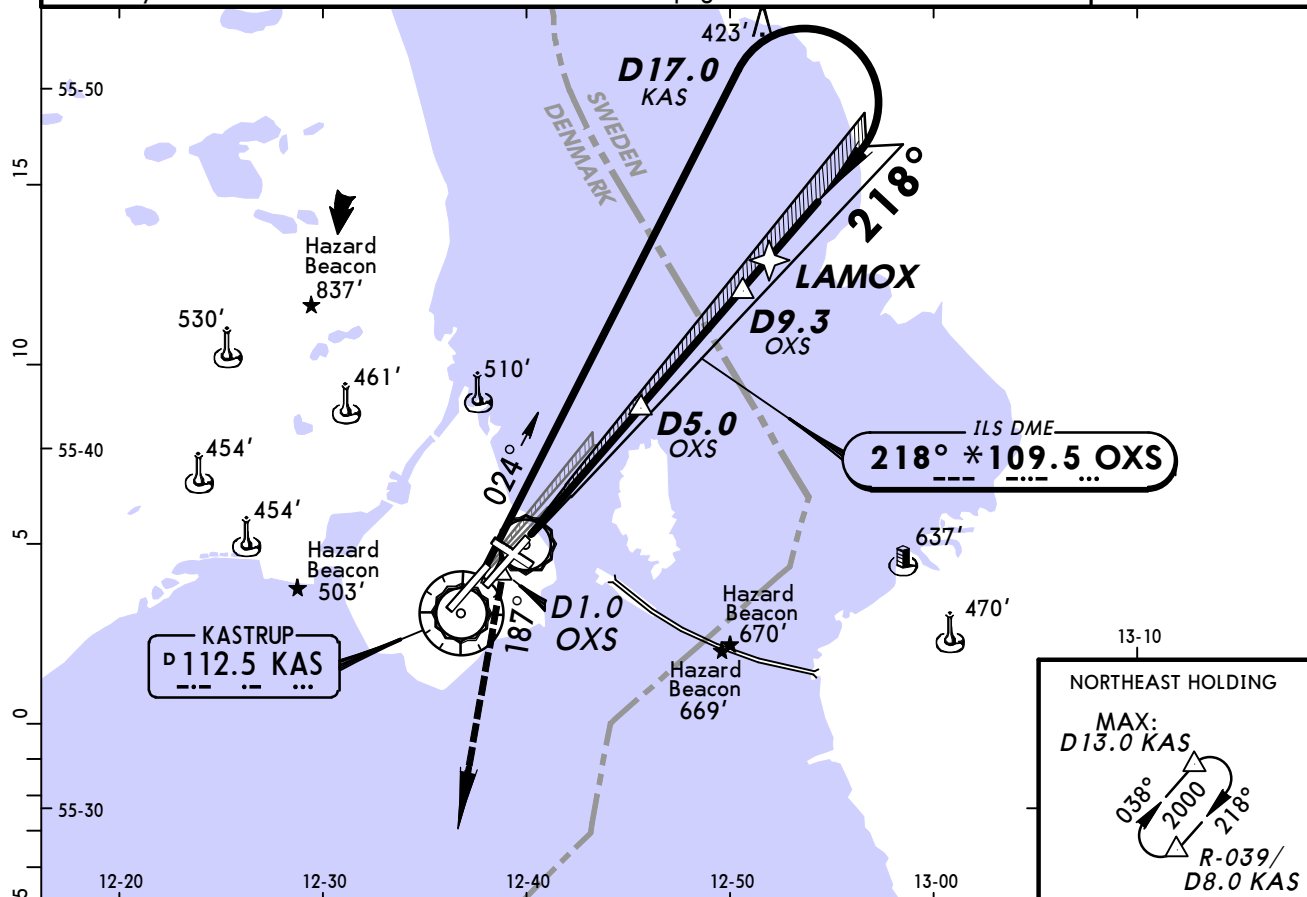
STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND	
ILS			LOC (GS out)	1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
DA(H) 208' (200')			DA(H) 400' (392')	Max Kts	MDA(H) VIS
FULL	Limited	ALS out	ALS out		
A				100	550' (533') 1500m
B			RVR 1500m	135	580' (563') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	780' (763') 2400m
D			RVR 1800m	205	780' (763') 3600m

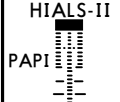
CHANGES: Bearings.

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BRIEFING STRIP™

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)		KASTRUP Final (APP)	KASTRUP Tower	Apron
122.75	118.45	119.8		120.2	118.1	121.62
LOC OXS *109.5	Final Apch Crs 218°	GS D5.0 OXS 1600' (1592')	CAT II ILS RA 101' DA(H) 108' (100')	Apt Elev 17' RWY 8'	 MSA KAS VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 500' or D1.0 OXS after OXS DME, whichever is later, then turn LEFT onto 187° climbing to 3000' and inform ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' 1. Special Aircrew & Aircraft Certification Required. 2. Dependent parallel apch auth with rwy 22R. For further instructions refer to 10-1P pages.						



Gnd speed-Kts	70	90	100	120	140	160		500' D1.0 OXS ↑ whichever is later ↑
GS	3.00°	377	485	539	647	755		

Standard

STRAIGHT-IN LANDING RWY 22L

CAT II ILS

ABCD

RA 101'

DA(H) 108' (100')

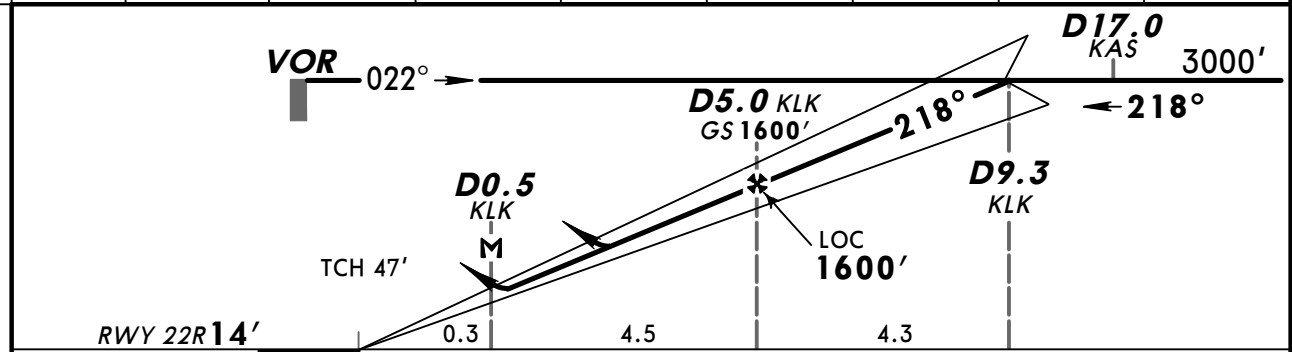
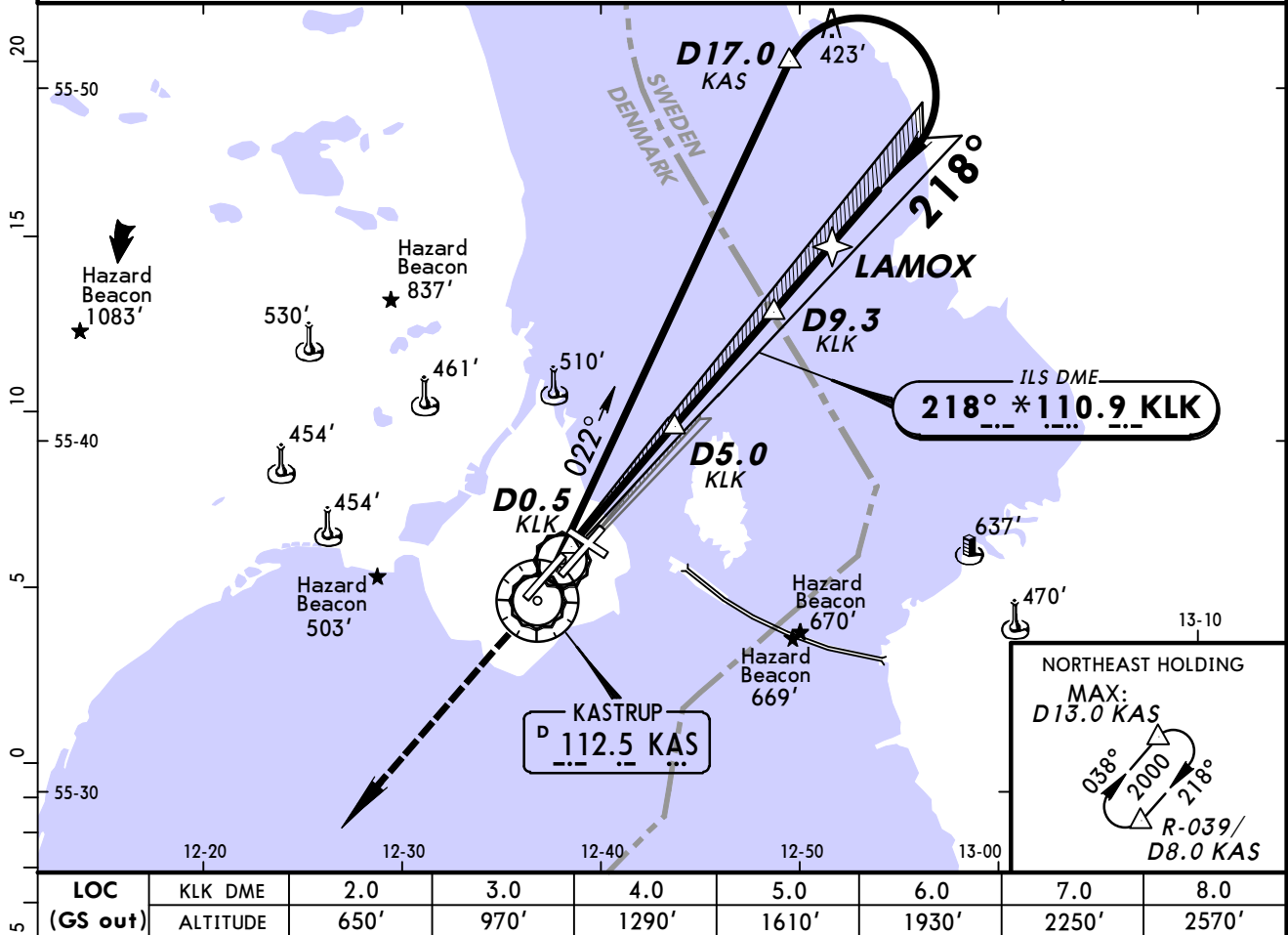
RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Bearings.

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D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.75	118.45	119.8	120.2	118.1	121.62
LOC KLK *110.9	Final Apch Crs 218°	GS D5.0 KLK 1600' (1586')	ILS DA(H) Refer to Minimums	Apt Elev 17' RWY 14'	 MSA KAS VOR
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' Dependent parallel apch auth with rwy 22L. For further instructions refer to 10-1P pages.					

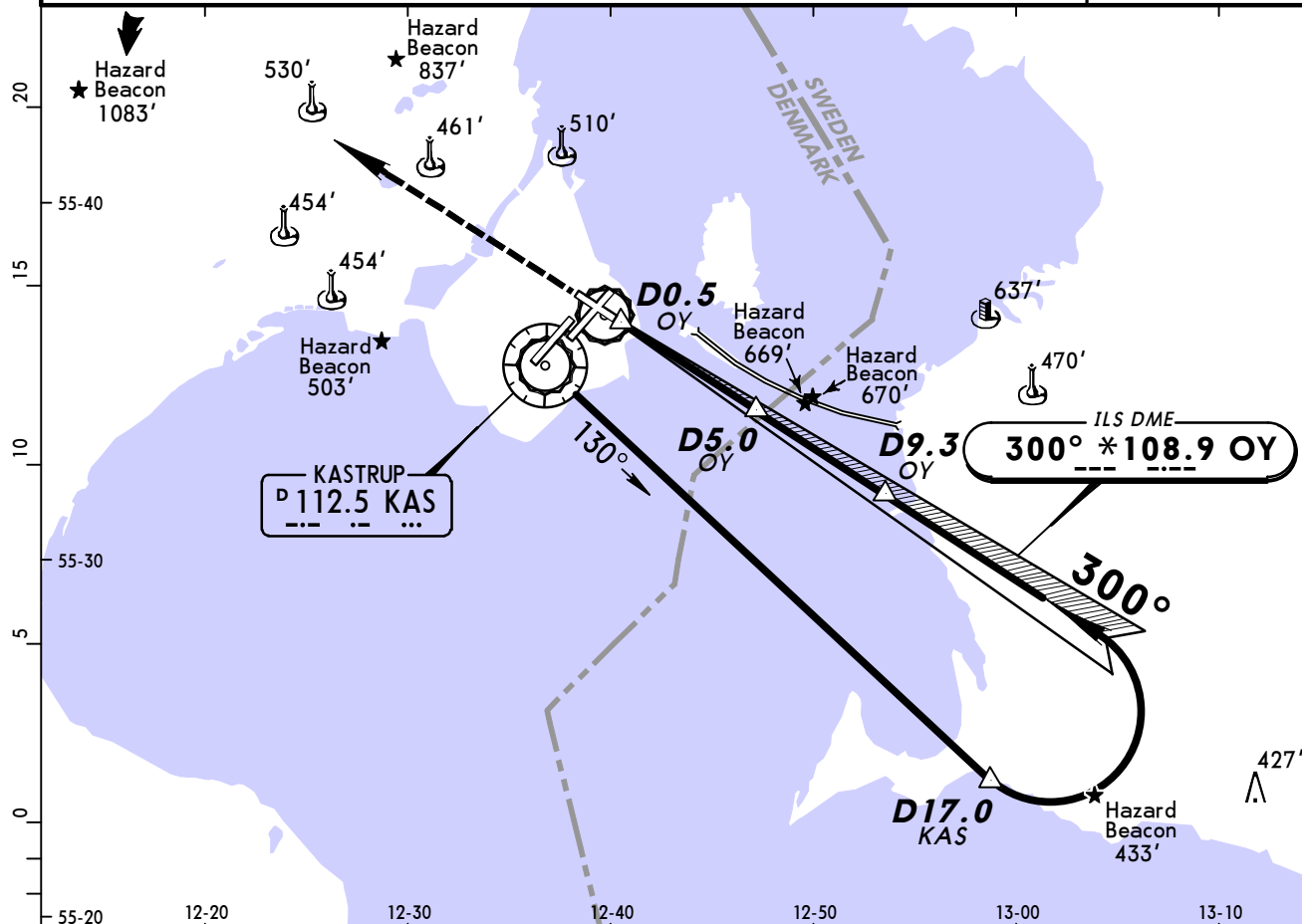


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 3000'
ILS GS or	377	485	539	647	755	862	
LOC Descent Angle	3.00°						
MAP at D0.5 KLK							

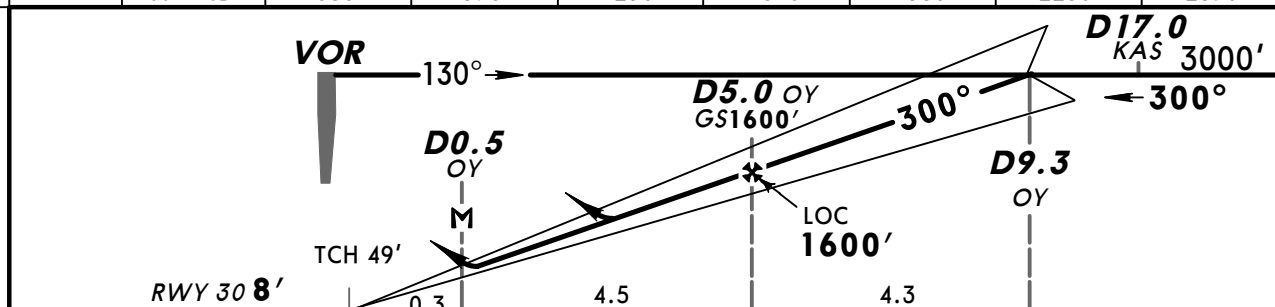
PANS OPS 4	STRAIGHT-IN LANDING RWY 22R				CIRCLE-TO-LAND			
	ILS			LOC (GS out)	Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12 MDA(H) VIS			
	DA(H)	C: 220' (206')	AB: 214' (200')	D: 230' (216')	DA(H) 400' (386')	Max Kts		
	FULL	Limited	ALS out		ALS out			
	A					100	550' (533')	1500m
	B				RVR 1500m	135	580' (563')	1600m
	C	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	180	780' (763')	2400m
	D				RVR 1800m	205	780' (763')	3600m

BRIEFING STRIP

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.75	118.45	119.8	120.2	118.1	121.62
LOC OY *108.9	Final Apch Crs 300°	GS D5.0 OY 1600' (1592')	ILS DA(H) Refer to Minimums	Apt Elev 17' RWY 8'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	MSA KAS VOR	



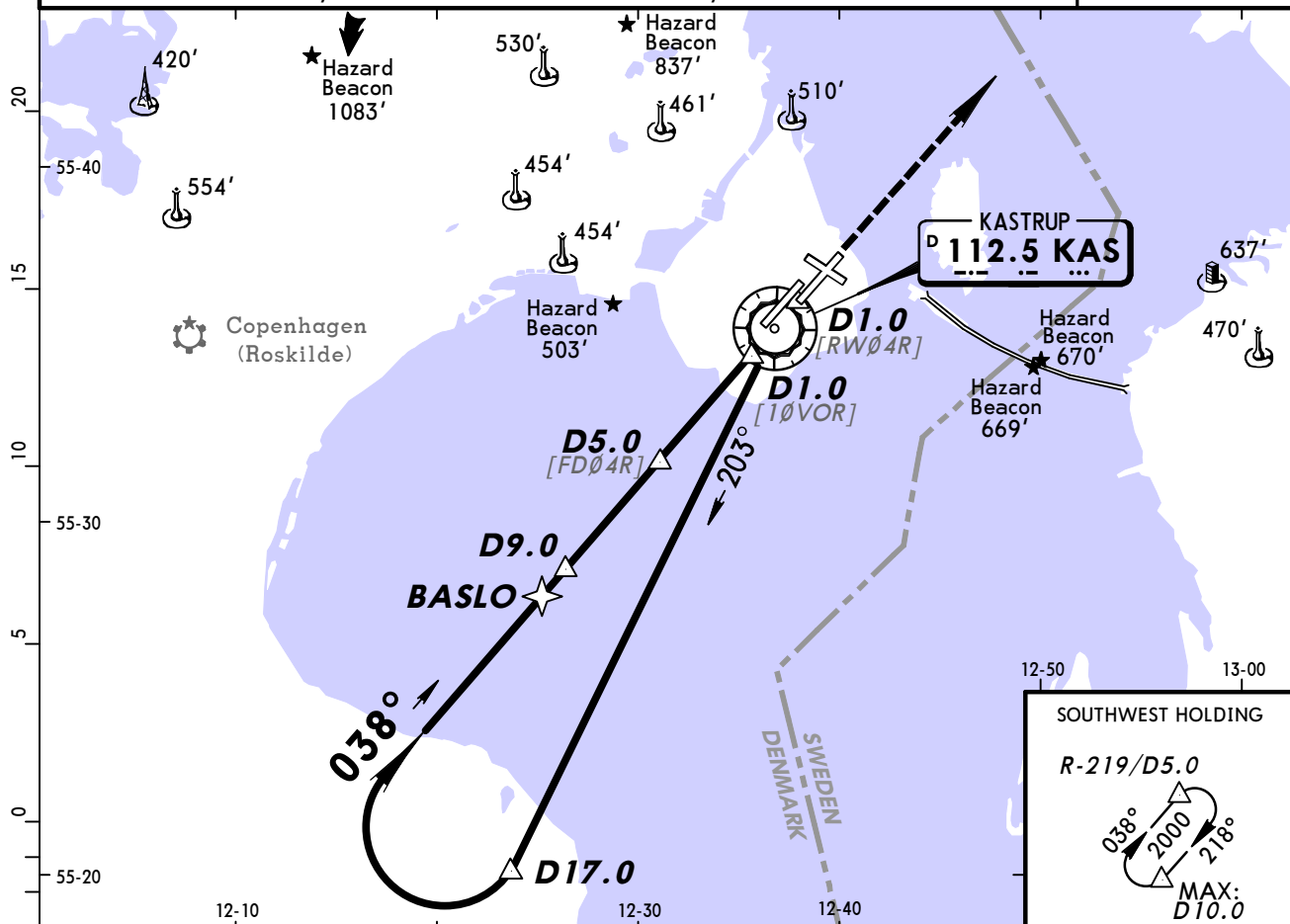
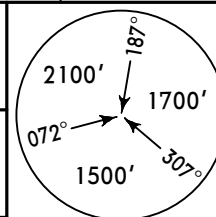
LOC (GS out)	OY DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE		650'	970'	1290'	1610'	1930'	2250'	2570'



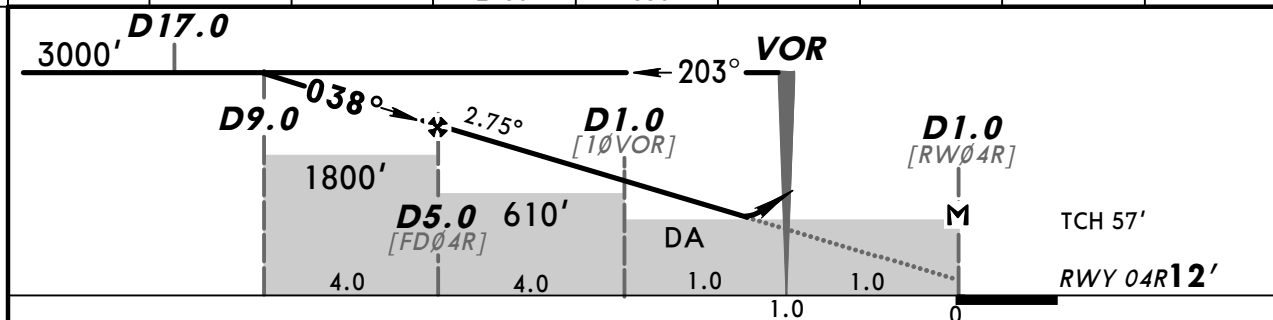
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or	377	485	539	647	755	862	
LOC Descent Angle 3.00°							
MAP at D0.5 OY							

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
ILS				LOC (GS out)			
DA(H) A: 208' (200') C: 222' (214') B: 214' (206') D: 233' (225')				DA(H) ABC: 420' (412') D: 430' (422')			
FULL Limited ALS out				ALS out			
A						Max Kts	
B						100	550' (533') 1500m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	135	580' (563') 1600m
D				RVR 1300m	RVR 2000m	180	780' (763') 2400m
						205	780' (763') 3600m

BRIEFING STRIP TM



KAS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2720'	2420'	2130'	1830'	1540'	1240'	950'	650'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		3000'
<i>Descent Angle 2.75°</i>	340	438	486	584	681	778		
<i>MAP at D1.0 after VOR</i>								

Standard	STRAIGHT-IN LANDING RWY 04R
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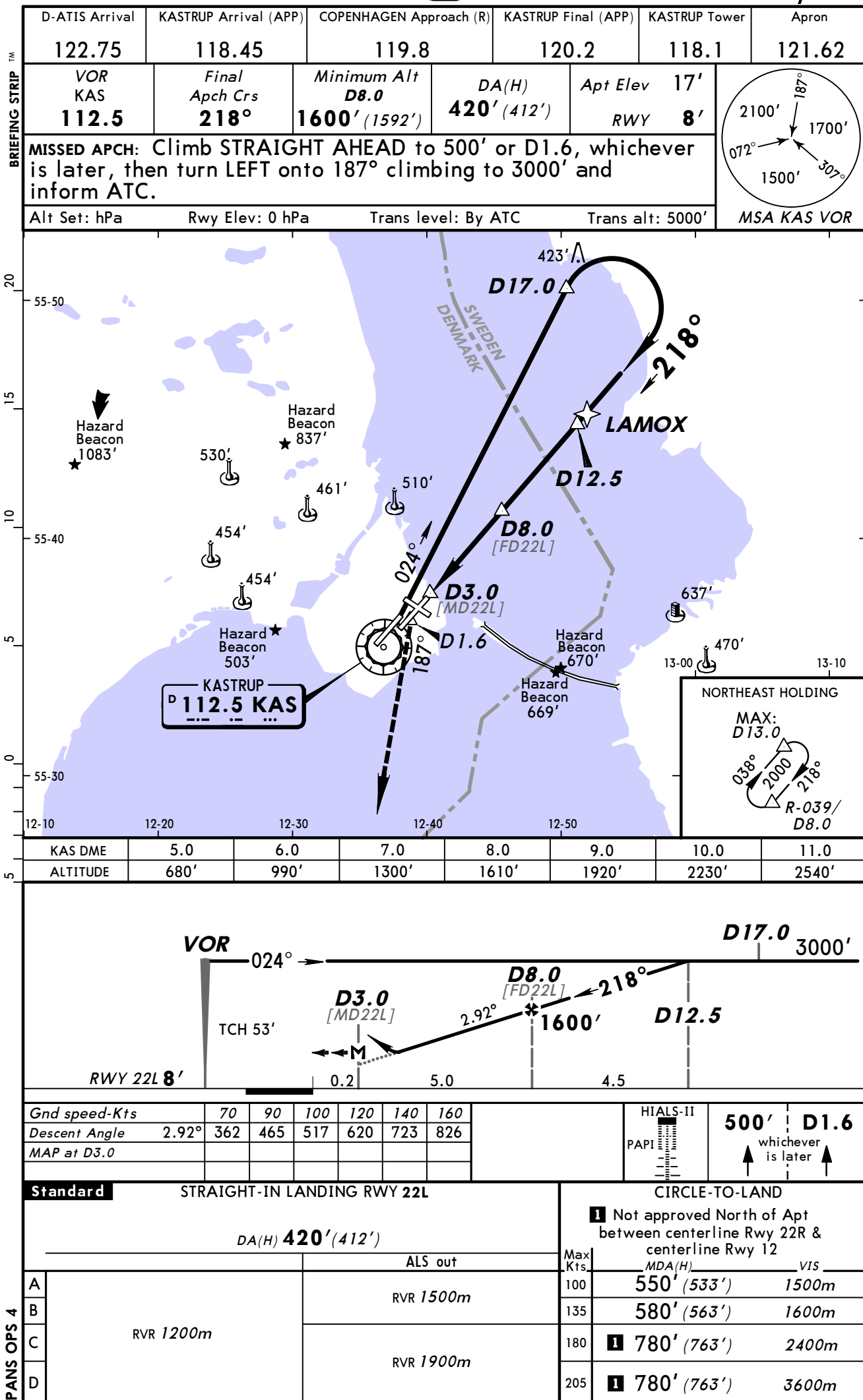
CIRCLE-TO-LAND

1 Not approved North of Apt
between centerline Rwy 22R &
centerline Rwy 12

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1200m	RVR 1500m	100	550' (533')	1500m
B			135	580' (563')	1600m
C		RVR 1900m	180	1 780' (763')	2400m
D			205	1 780' (763')	3600m

CHANGES: Bearings.

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COPENHAGEN, (KASTRUP - EKCH)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EKCH