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Revision Letter For Cycle 01-2016

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General Information

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

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 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: 0734 Z
Sunset: 1500 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: 122.850 Departure Service

ATIS: 122.750 Arrival Service

Kastrup Tower: 118.700

Kastrup Tower: 118.575

Kastrup Tower: 118.100

Kastrup Tower: 119.350

Kastrup Tower: 119.900

Kastrup Tower: 121.825

Kastrup Apron Ramp/Taxi: 121.900 Departure Service

Kastrup Apron Ramp/Taxi: 121.725

Kastrup Apron Ramp/Taxi: 121.625 Arrival Service

Kastrup Final Approach: 120.200

Copenhagen Approach: 119.800

Kastrup Arrival: 118.450

Kastrup Departure: 120.250

Kastrup Departure: 124.975

Airport Office Operations: 131.400

EKCH/CPH
KASTRUP

JEPPesen

25 SEP 15

10-1P

COPENHAGEN, DENMARK
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 122.750

D-ATIS Departure 122.850

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 15DME) below 2500' (jet) or 1500' (prop). In case of special meteorological conditions (e.g. CB's significant wind variations) in the approach and take-off sectors, the ATC can at its discretion or on request from the Pilot-in-Command deviate from the restrictions stated below.

1.2.2. PREFERENTIAL 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 cannot be used due to snow clearance, disabled ACFT, work on the RWY or RWY conditions. However, ATC can make use of parallel operations.

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

RWYs 12 & 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.

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

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

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

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

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

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

Landing shall take place at RWYs only.

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25 SEP 15 (10-1P1)

COPENHAGEN, DENMARK
AIRPORT BRIEFING

1. GENERAL

1.2.2.3. RUNWAY RESTRICTIONS (BETWEEN 2300-0600LT)

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

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

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

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

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

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

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

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

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

Airport closed for helicopters.

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

Take-off and Landings exempted from 1.2.2.2.

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

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

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

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25 SEP 15 (10-1P2)

COPENHAGEN, DENMARK
AIRPORT BRIEFING

1. GENERAL

1.2.3. NIGHTTIME RESTRICTIONS

ALL ACFT:

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

Exempted are:

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

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

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

If no advance approval exists, take-off may take place if the operator obtains a permit by Airport Coordination Denmark A/S either based on documentation stating that the ACFT is noise certificated or based on the knowledge of the Kobenhavns Lufthavne A/S (Copenhagen APTs) that corresponding ACFT have the ability to comply with demands stated above.

- Between 2300-0100LT no advance approval is required if the take-off takes place in the said interval as a result of delay.
- For landing no advance approval is required.

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25 SEP 15

10-1P3

COPENHAGEN, DENMARK

AIRPORT BRIEFING

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.

TWY N2 is not to be used by ACFT larger than code C except when being towed by tractor.

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. GENERAL

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

APIS:	Stands A4, A6 thru A9, A11, A12, A14, A15, A17, A18, B2 thru B10, B15 thru B17, B19, C10, C27 thru C29, C33 thru C37, C39, D4, D6, D8, D10, D12, 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, A30 thru A34, A50, E76 thru E78, F89 thru F98, G110 thru G114, G120 thru G137, H101, H103, H104, H106, H107 and W1.
Marshaller compulsory:	Stands E60, E70 thru E75, G15 thru G19, RI, RII and RIII.

1.5.3. USE OF AUXILIARY POWER UNIT (APU)

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

Start-up of APU during refuelling is allowed only if the 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.

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25 SEP 15

10-1P5

COPENHAGEN, DENMARK
AIRPORT BRIEFING

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.

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.

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KASTRUP

JEPPESEN

25 SEP 15

10-1P6

COPENHAGEN, DENMARK
AIRPORT BRIEFING

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.

EKCH/CPH
KASTRUP

JEPPesen

25 SEP 15

10-1P7

COPENHAGEN, DENMARK
AIRPORT BRIEFING

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.

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

TWY A: 130.650 123.4

TWY B: 131.650

TWY V: 131.975

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.

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

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.

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.

EKCH/CPH
KASTRUP

JEPPESEN

25 SEP 15

10-1P8

COPENHAGEN, DENMARK

AIRPORT BRIEFING

3. DEPARTURE

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.

- RWY 12: Take-off shall be carried out from TWY K3.
By ATC: take-off for propeller & turboprop ACFT from TWY K2 or D.
Turns must not be commenced until having passed KAS R-078.
Take-off for Jet ACFT from position 12-X or TWY K2.
- RWY 22L: Take-off shall be commenced from position V1 or V2. 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 30: Take-off shall be commenced from position G1. Turns must not be commenced until having passed KAS R-358.

EKCH/CPH
KASTRUP

JEPPESEN

25 SEP 15

10-1P9

COPENHAGEN, DENMARK
AIRPORT BRIEFING

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.

EKCH/CPH
KASTRUP

25 MAY 12

10-2

Eff 31 May

COPENHAGEN, DENMARK

RNAV STAR

D-ATIS
122.75

Apt Elev
17'

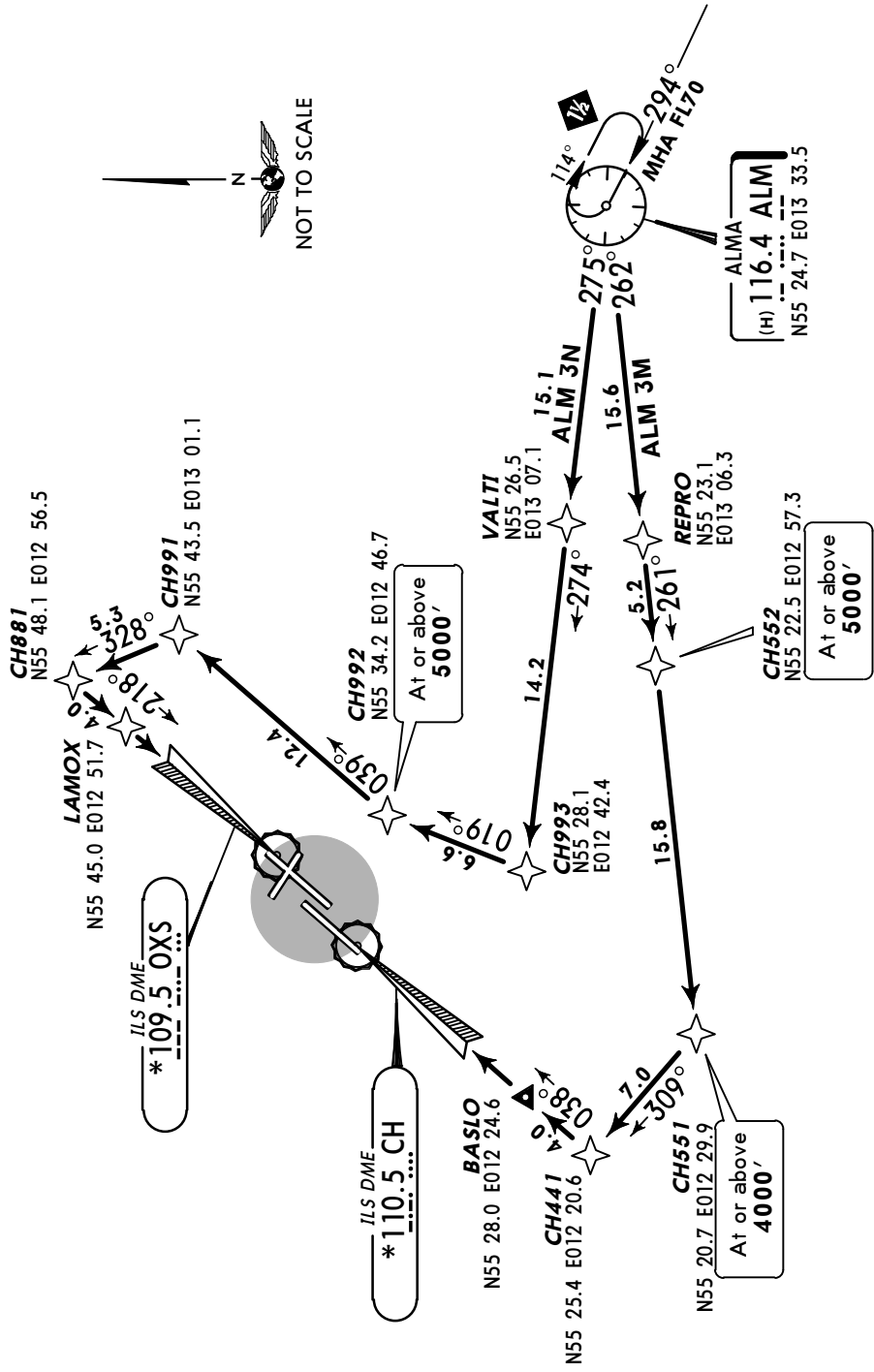
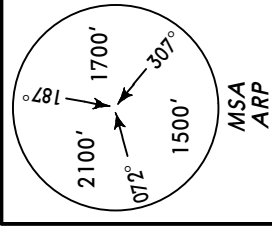
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. At first contact with APPROACH state type of aircraft.
2. At initial contact with FINAL state only callsign
3. Descend as cleared.

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.

EKCH/CPH
KASTRUP

JEPPESEN
25 MAY 12

10-2A

Eff 31 May

COPENHAGEN, DENMARK

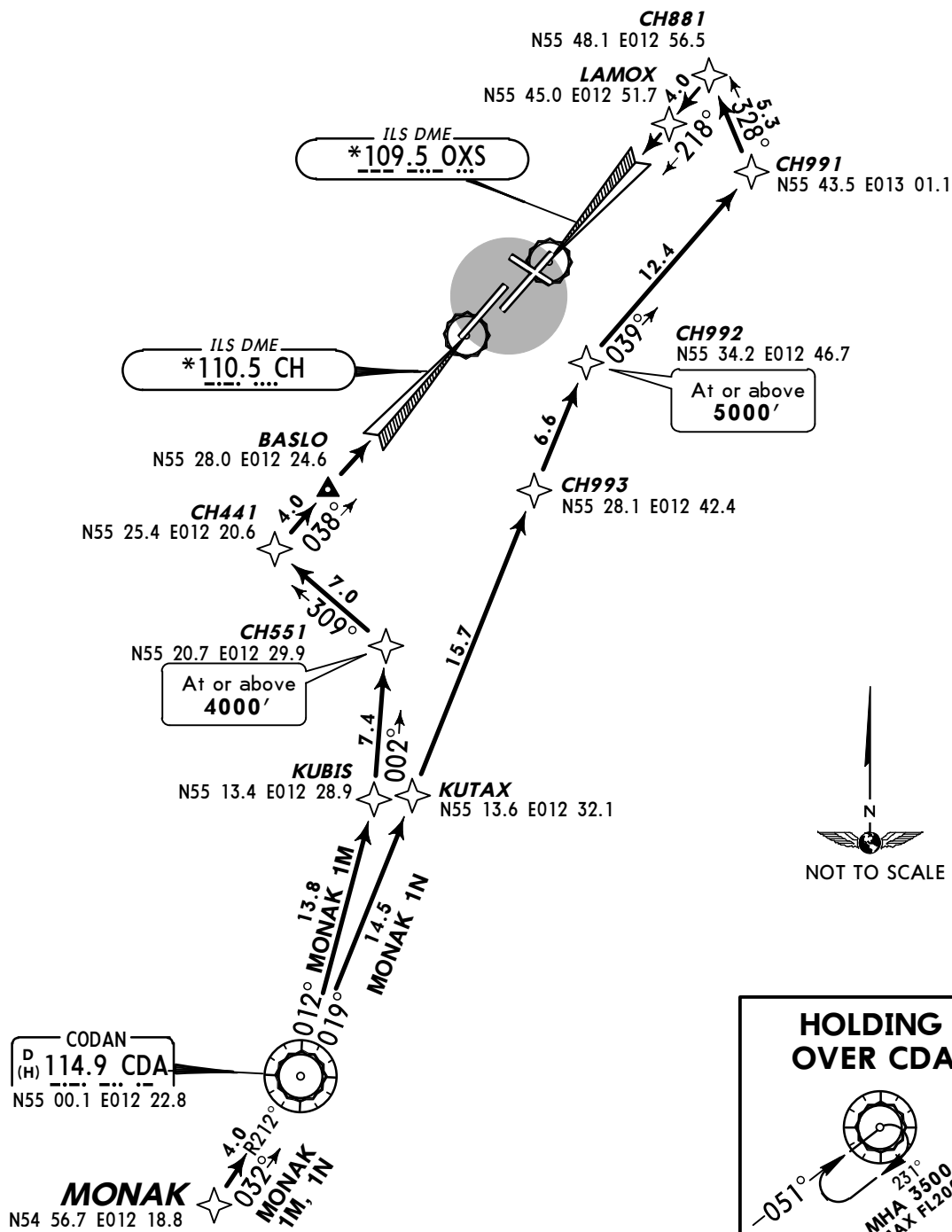
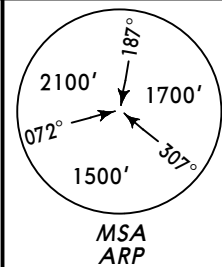
RNAV STAR

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 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



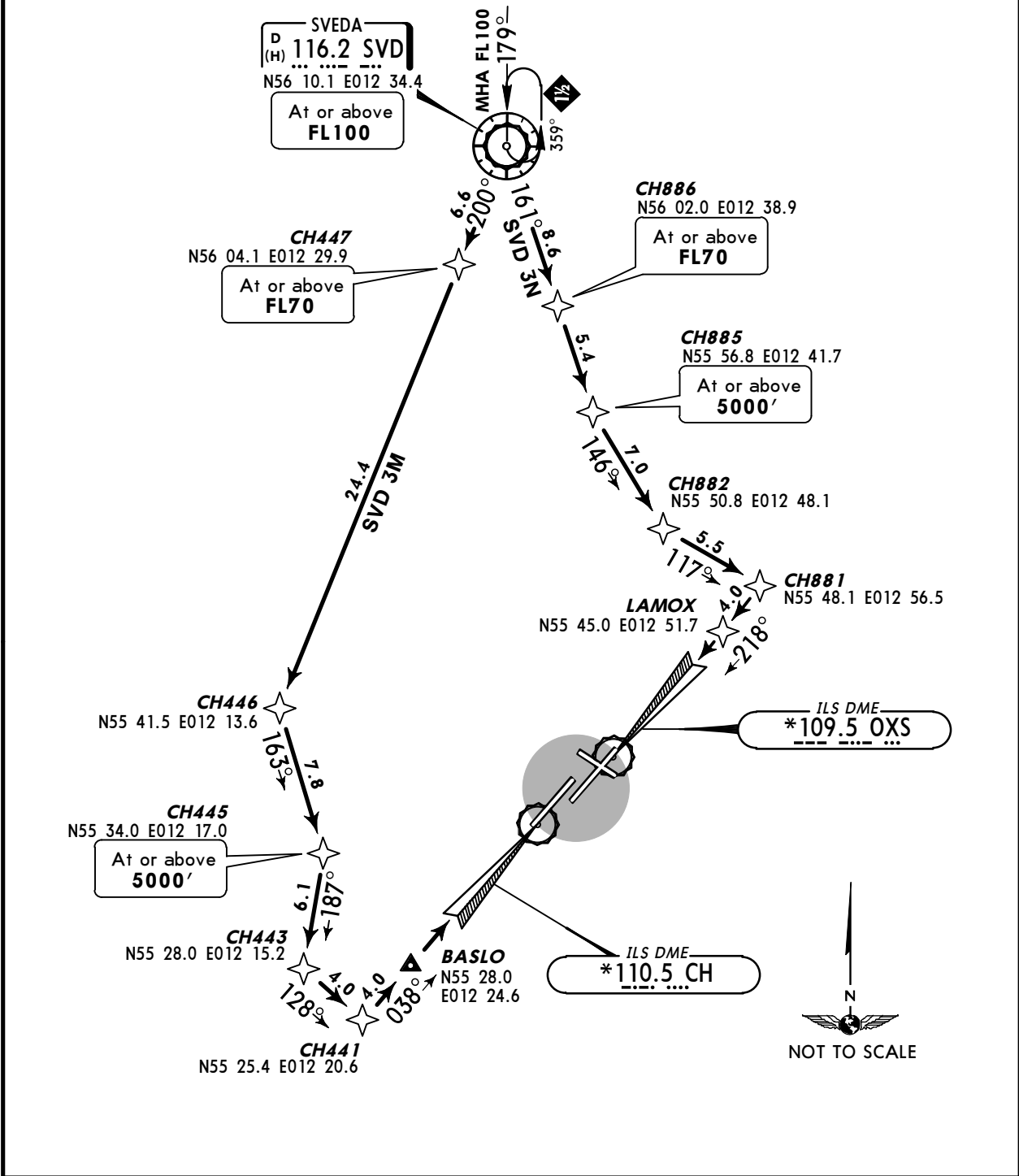
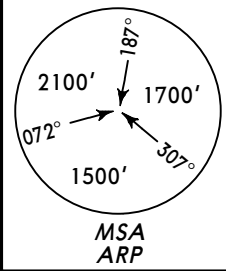
STAR	RWY	ROUTING
MONAK 1M	04L	MONAK - CDA - KUBIS - CH551(4000'+) - CH441 - ILS 04L.
MONAK 1N	22L	MONAK - CDA - KUTAX - CH993 - CH992 (5000'+) - CH991 - CH881 - ILS 22L.

EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
25 MAY 12 10-2B Eff 31 May RNAV STAR

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.
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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.

EKCH/CPH
KASTRUP

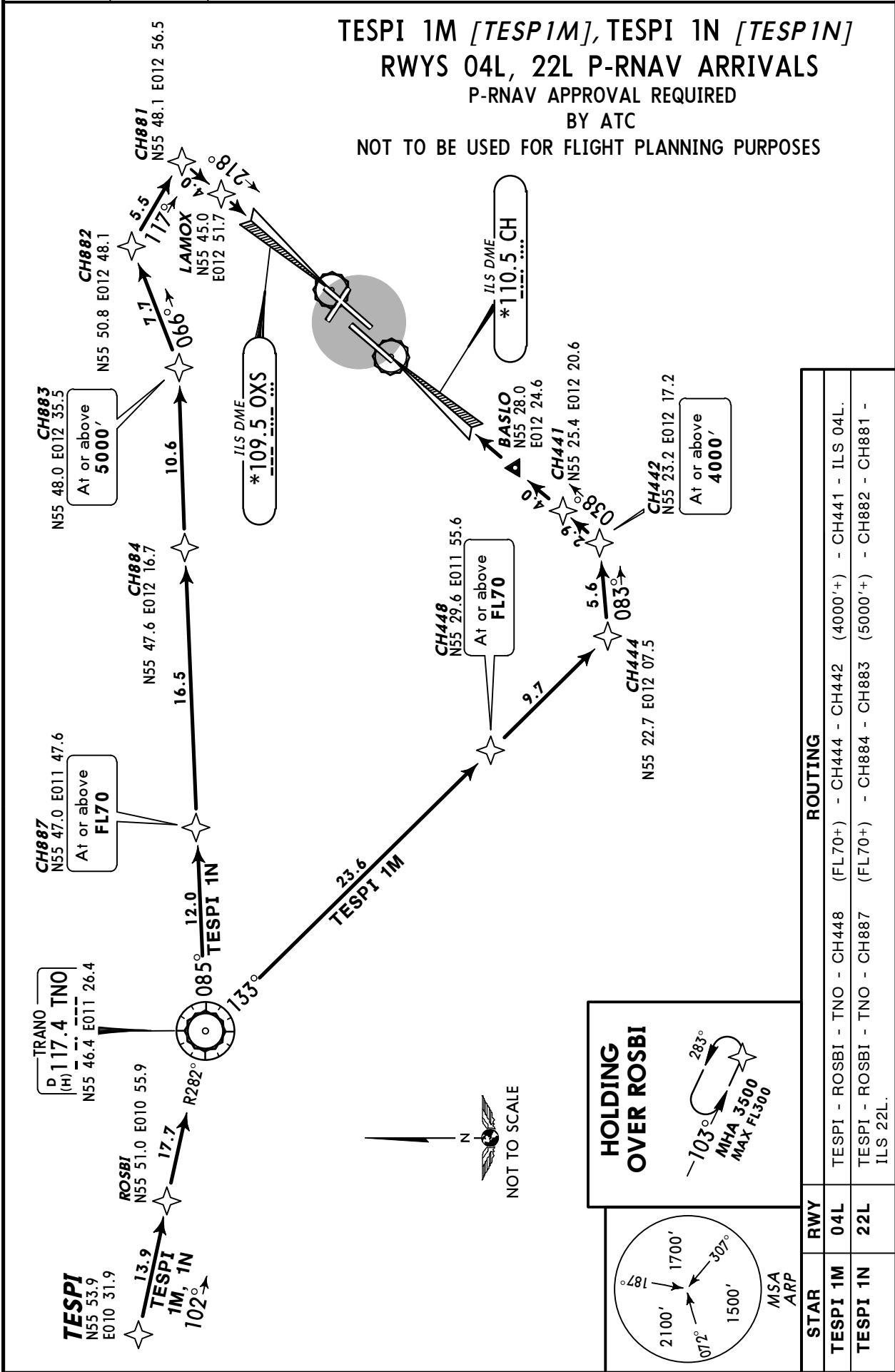
JEPPesen
25 MAY 12 10-2C

COPENHAGEN, DENMARK

Eff 31 May

RNAV STAR

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.
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EKCH/CPH
KASTRUP

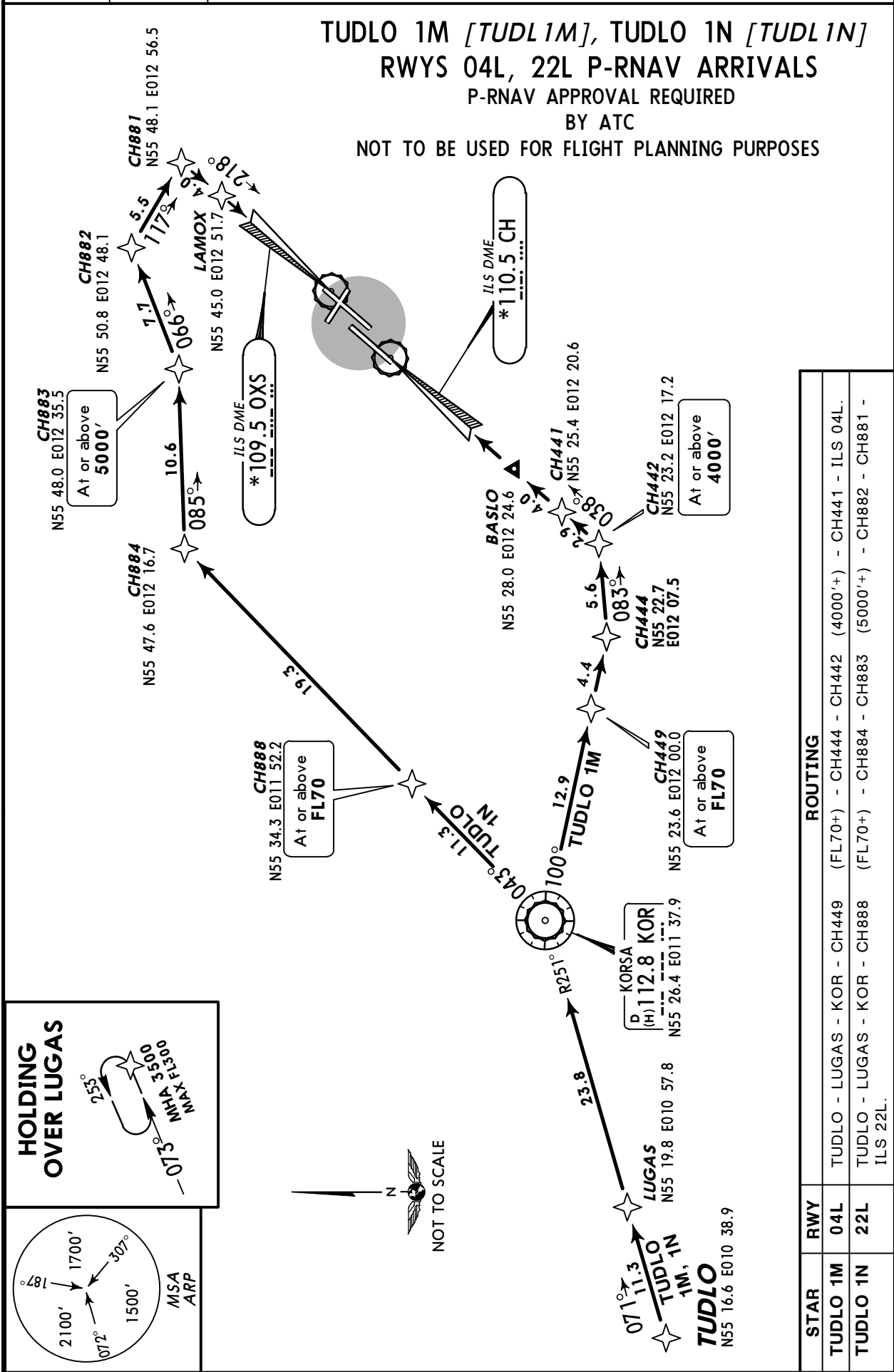
JEPPESSEN
25 MAY 12 10-2D

COPENHAGEN, DENMARK

Eff 31 May

RNAV STAR

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 KOR. 2. At first contact with APPROACH state type of aircraft. 3. At initial contact with FINAL state only callsign 4. Descend as cleared.
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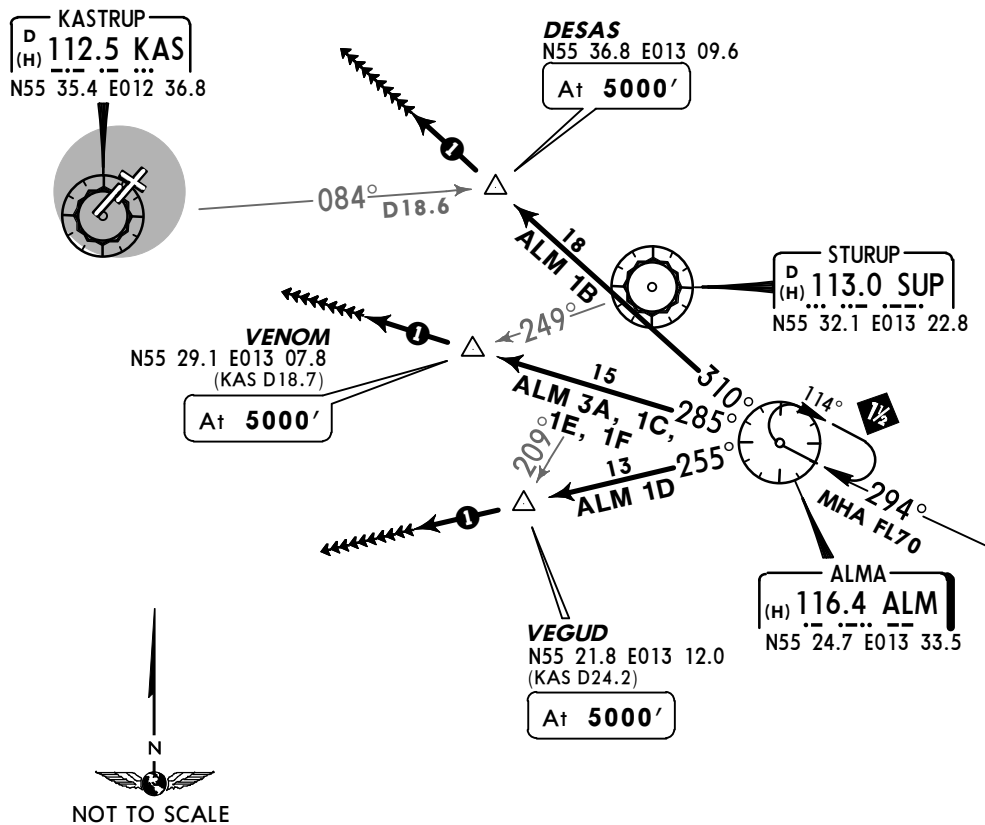
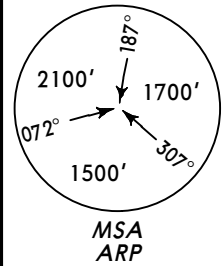


EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
25 MAY 12 10-2E Eff 31 May STAR

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.
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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



1 MAX 250 KT

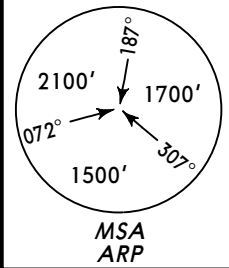
Estimated track miles
ALM 3A, 1E: 62 NM
ALM 1B: 63 NM
ALM 1C, 1F: 54 NM
ALM 1D: 55 NM

EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
25 MAY 12 10-2F Eff 31 May STAR

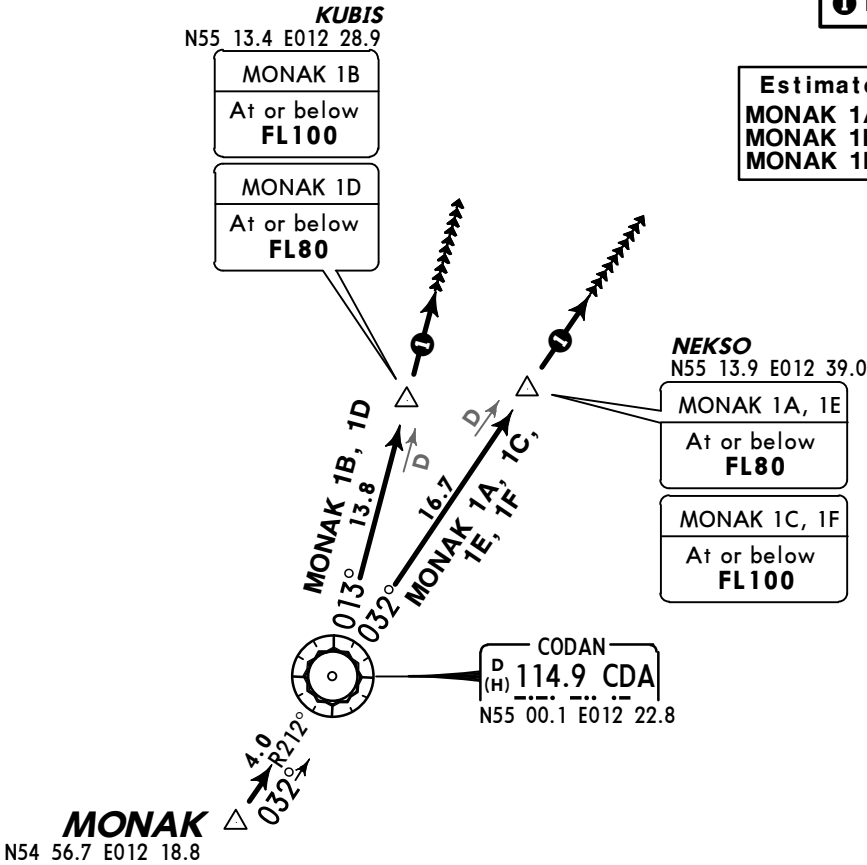
D-ATIS 122.75	Apt Elev 17'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. At first contact with APPROACH state type of aircraft. 2. At initial contact with FINAL state only callsign 3. Descend as cleared.
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MONAK 1A [MONA1A]
RWY 04R ARRIVAL
MONAK 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



1 MAX 250 KT

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



EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
25 MAY 12 10-2G Eff 31 May STAR

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.
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SVD 1A
RWY 04R ARRIVAL

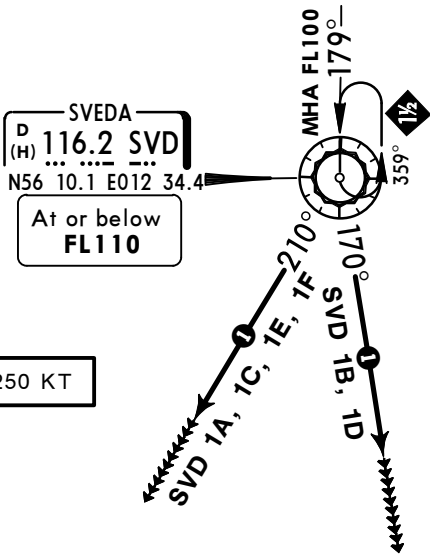
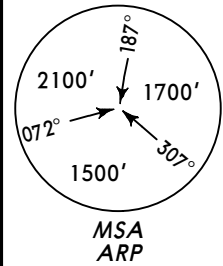
SVD 1B
RWY 12 ARRIVAL

SVD 1C
RWY 22R ARRIVAL

SVD 1D
RWY 30 ARRIVAL

SVD 1E
RWY 04L ARRIVAL

SVD 1F
RWY 22L ARRIVAL



Estimated track miles	
SVD 1A, 1E:	66NM
SVD 1B:	52NM
SVD 1C, 1F:	53NM
SVD 1D:	60NM

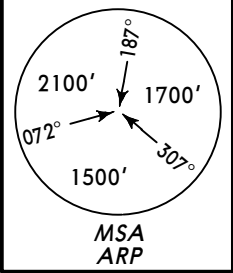


EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
25 MAY 12 10-2H Eff 31 May STAR

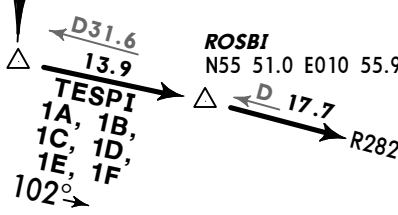
D-ATIS 122.75	Apt Elev 17'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Domestic traffic may flight plan to join this arrival at TNO. 2. At first contact with APPROACH state type of aircraft. 3. At initial contact with FINAL state only callsign. 4. Descend as cleared.
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TESPI 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

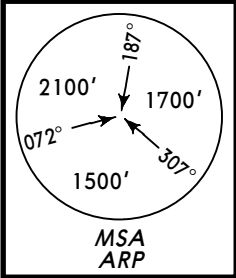
HOLDING
OVER ROSBI



EKCH/CPH
KASTRUP

 **JEPPESSEN** **COPENHAGEN, DENMARK**
25 MAY 12 **10-2K** **Eff 31 May** **ARRIVAL**

D-ATIS 122.75	<i>Apt Elev</i> 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.
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**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
(Rwy 12)
EPOXO
N55 42.9 E012 23.5 

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

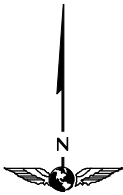


1
(Rwys 04L/R)
ERPUK
N55 29.7 E012 14.5 

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

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

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



NOT TO SCALE

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.

EKCH/CPH
KASTRUP
 **JEPPESEN**
16 SEP 11
COPENHAGEN, DENMARK

10-3

Eff 22 Sep**RNAV SID**

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

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3B

Eff 22 Sep

COPENHAGEN, DENMARK

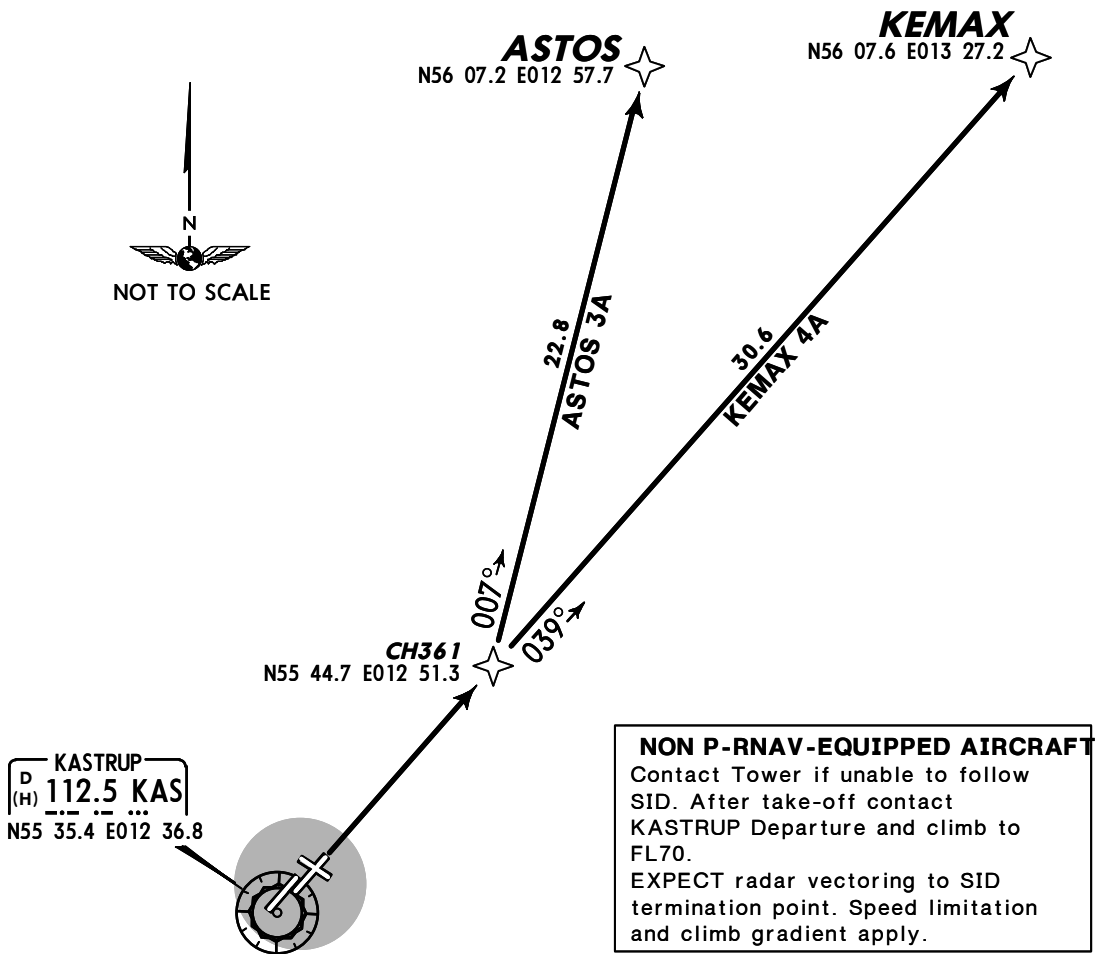
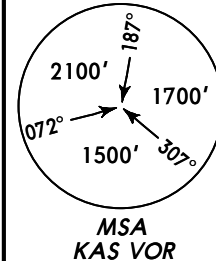
RNAV SID

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).

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



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

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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3C

Eff 22 Sep

COPENHAGEN, DENMARK

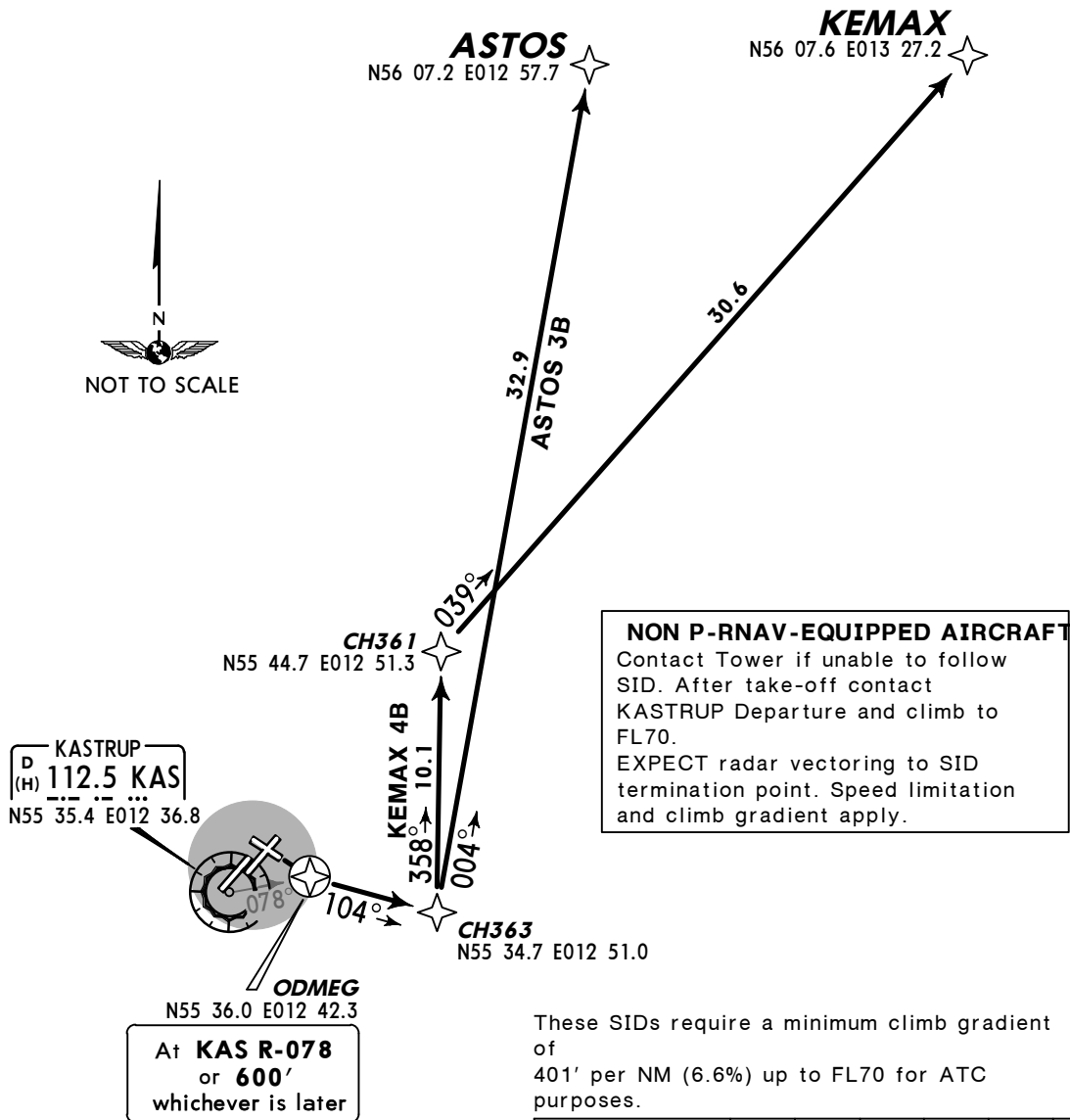
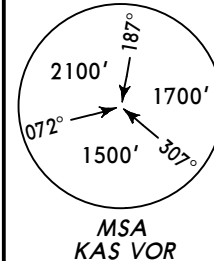
RNAV SID

KASTRUP
Departure (R)
120.25

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).

ASTOS 3B [ASTO3B]
KEMAX 4B [KEMA4B]
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
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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3D

Eff 22 Sep

COPENHAGEN, DENMARK

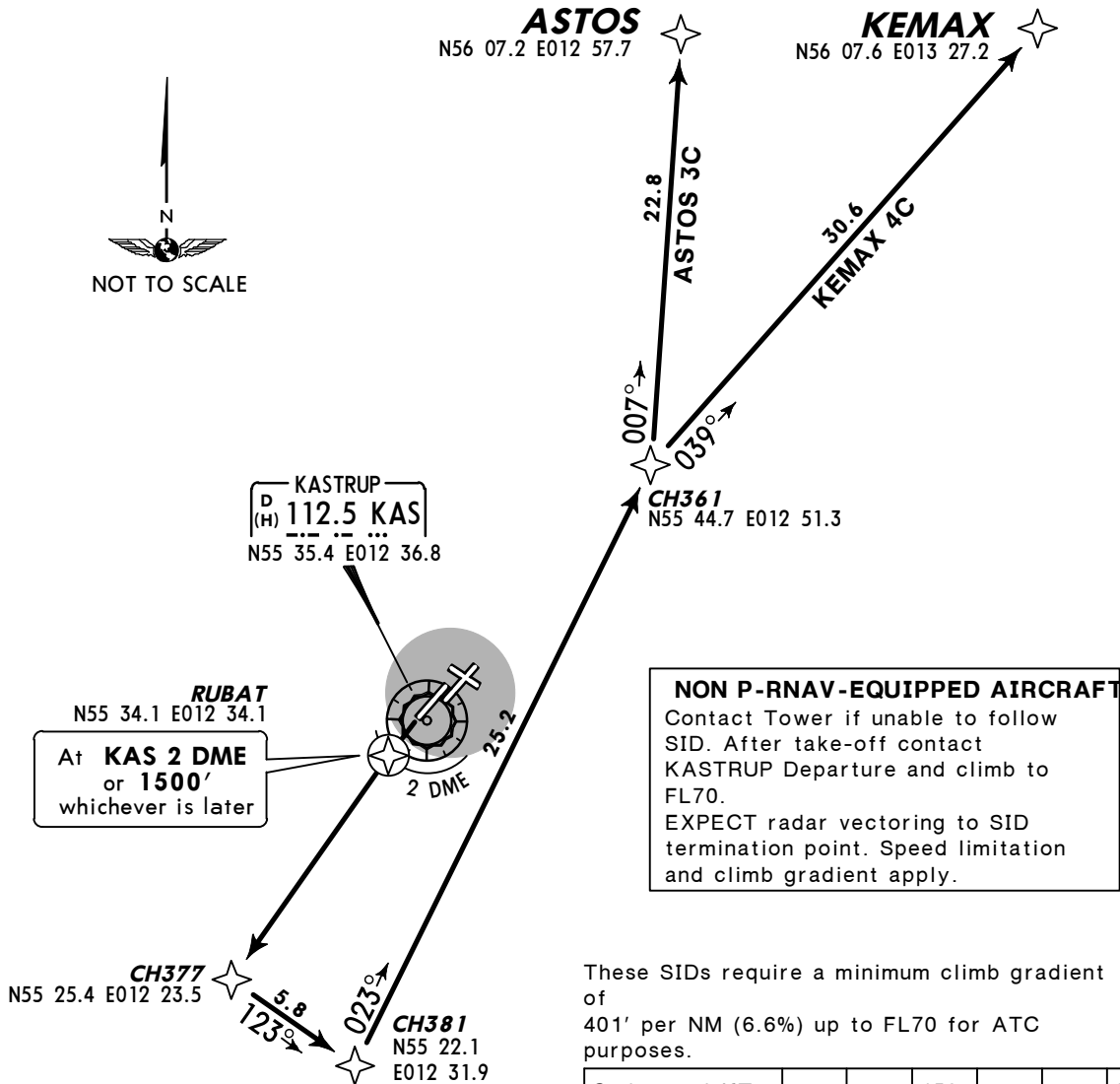
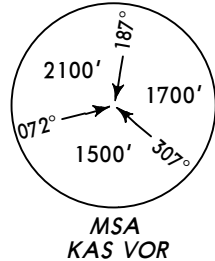
RNAV SID

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).

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



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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3F

Eff 22 Sep

COPENHAGEN, DENMARK

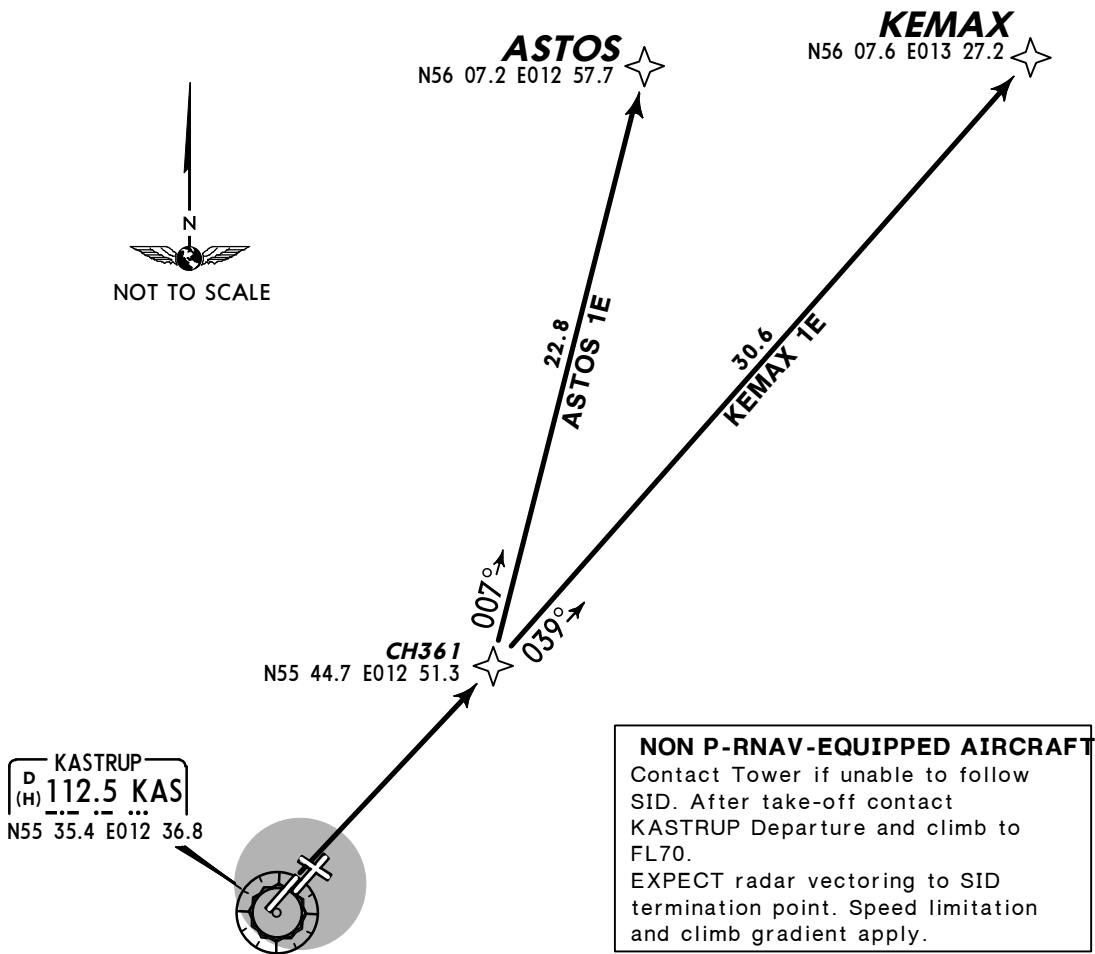
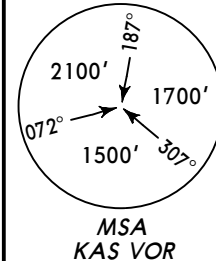
RNAV SID

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).

ASTOS 1E [ASTO1E]
KEMAX 1E [KEMA1E]
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.

Direct distance from
Kastrup Apt to:
CH361 10 NM

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.

EKCH/CPH
KASTRUP

16 SEP 11

10-3G

Eff 22 Sep

COPENHAGEN, DENMARK

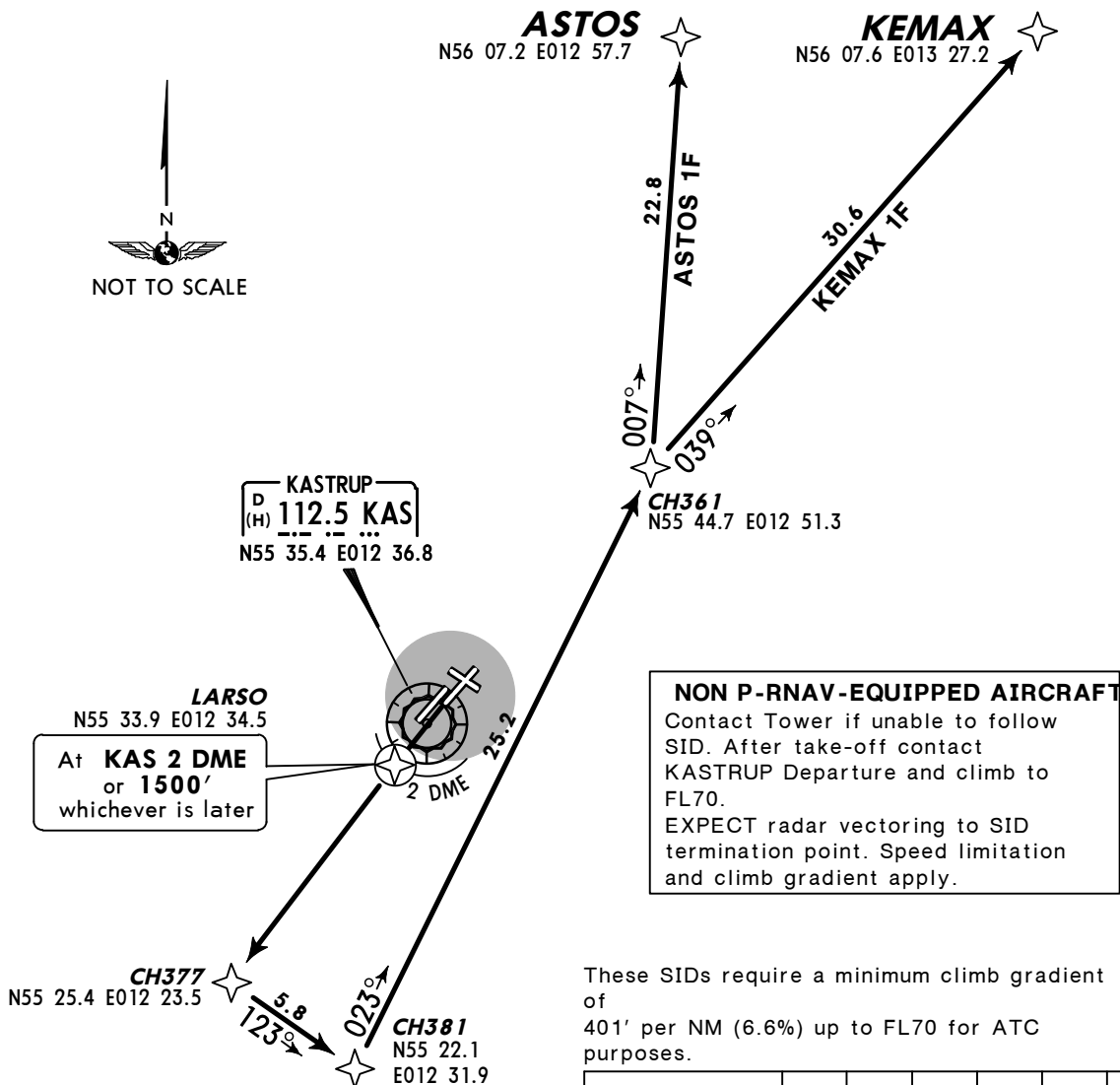
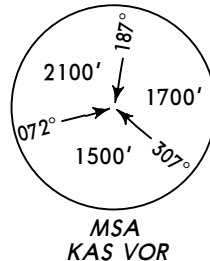
RNAV SID

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).

**ASTOS 1F [ASTO1F]
KEMAX 1F [KEMA1F]
RWY 22L P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70



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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3H

Eff 22 Sep

COPENHAGEN, DENMARK

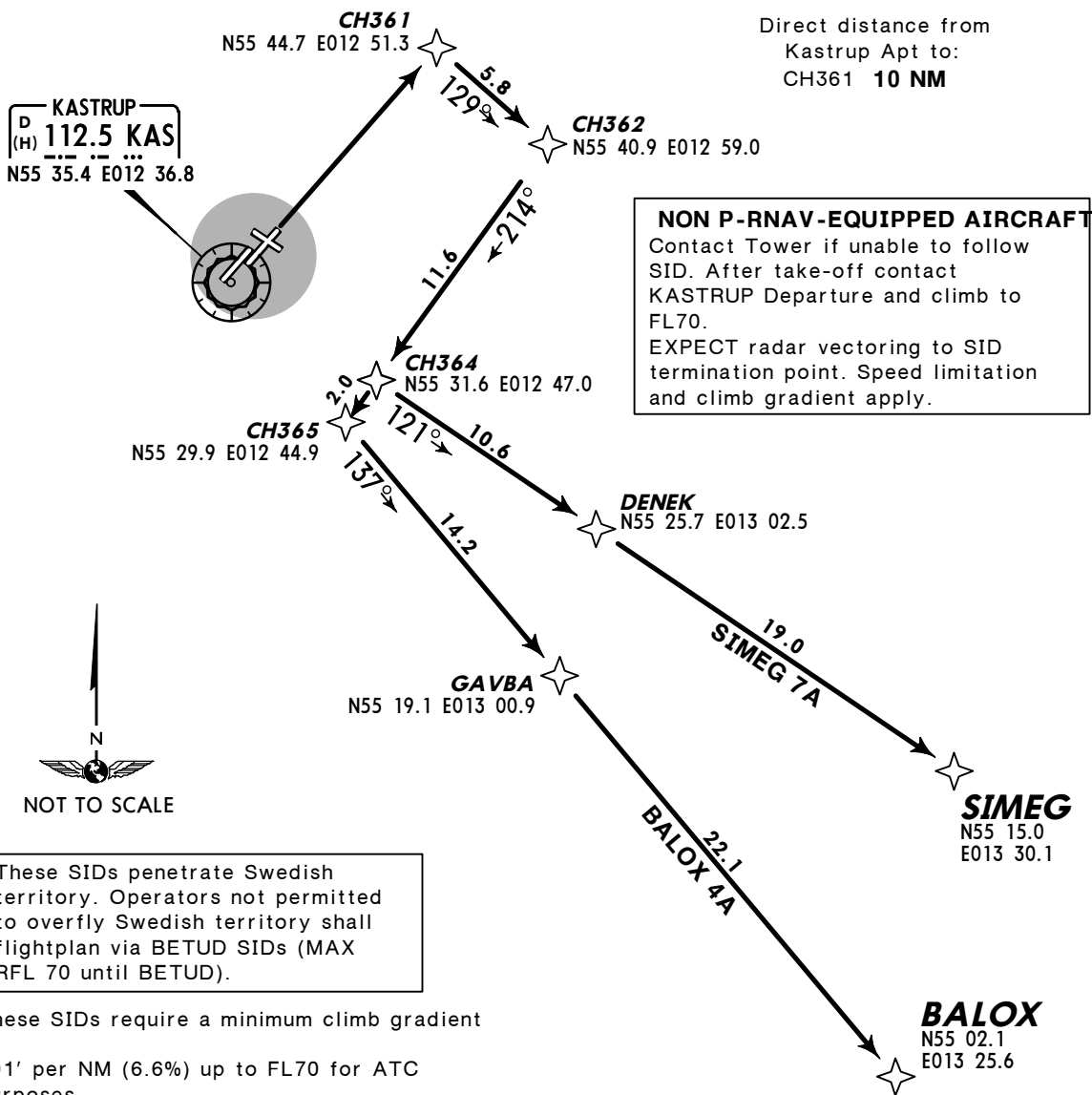
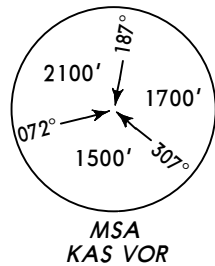
RNAV SID

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).

**BALOX 4A [BALO4A]
SIMEG 7A [SIME7A]
RWY 04R 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 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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3J

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

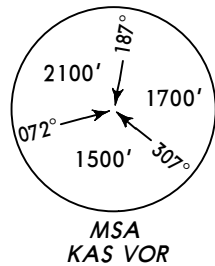
KASTRUP
Departure (R)
124.97

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).

**BALOX 4B [BALO4B]
SIMEG 7B [SIME7B]
RWY 12 P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED

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



KASTRUP
(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 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'**

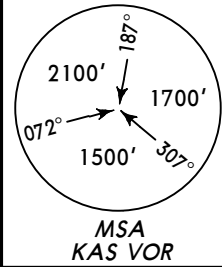
SID	ROUTING
BALOX 4B PROP ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, climb on 149° track to 1700' - CH382 - GAVBA - BALOX.
SIMEG 7B JET ONLY	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, climb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

EKCH/CPH
KASTRUP

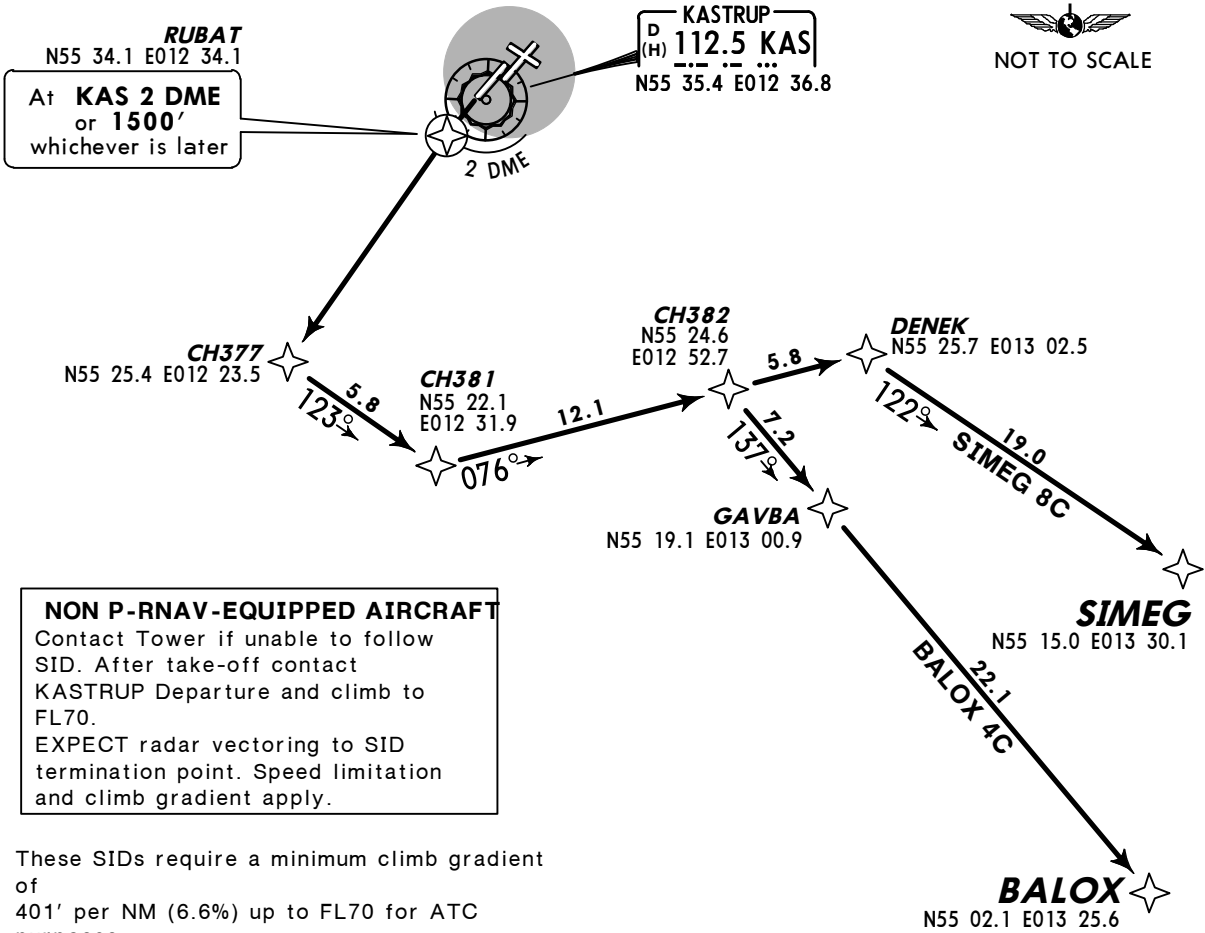
JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 10-3K Eff 22 Sep RNAV SID

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).
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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.

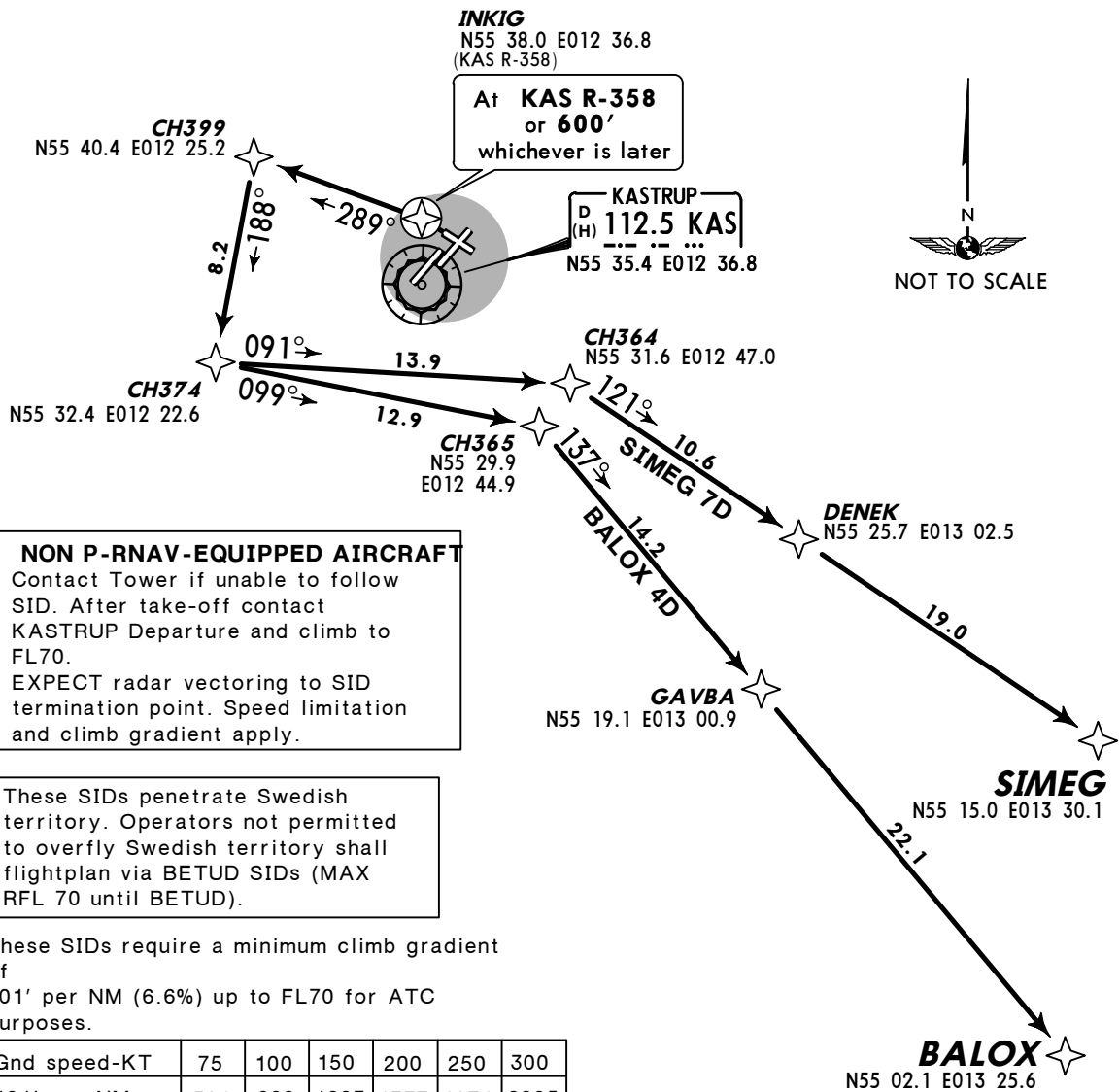
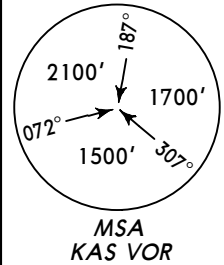
Initial climb clearance FL70 or as requested if lower	
SID	ROUTING
BALOX 4C PROP ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - CH377 - CH381 - CH382 - GAVBA - BALOX.
SIMEG 8C JET ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - CH377 - CH381 - DENEK - SIMEG.

EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 10-3L Eff 22 Sep RNAV SID

KASTRUP Departure (R) 124.97	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).
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BALOX 4D [BALO4D]
SIMEG 7D [SIME7D]
RWY 30 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 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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3M

Eff 22 Sep

COPENHAGEN, DENMARK

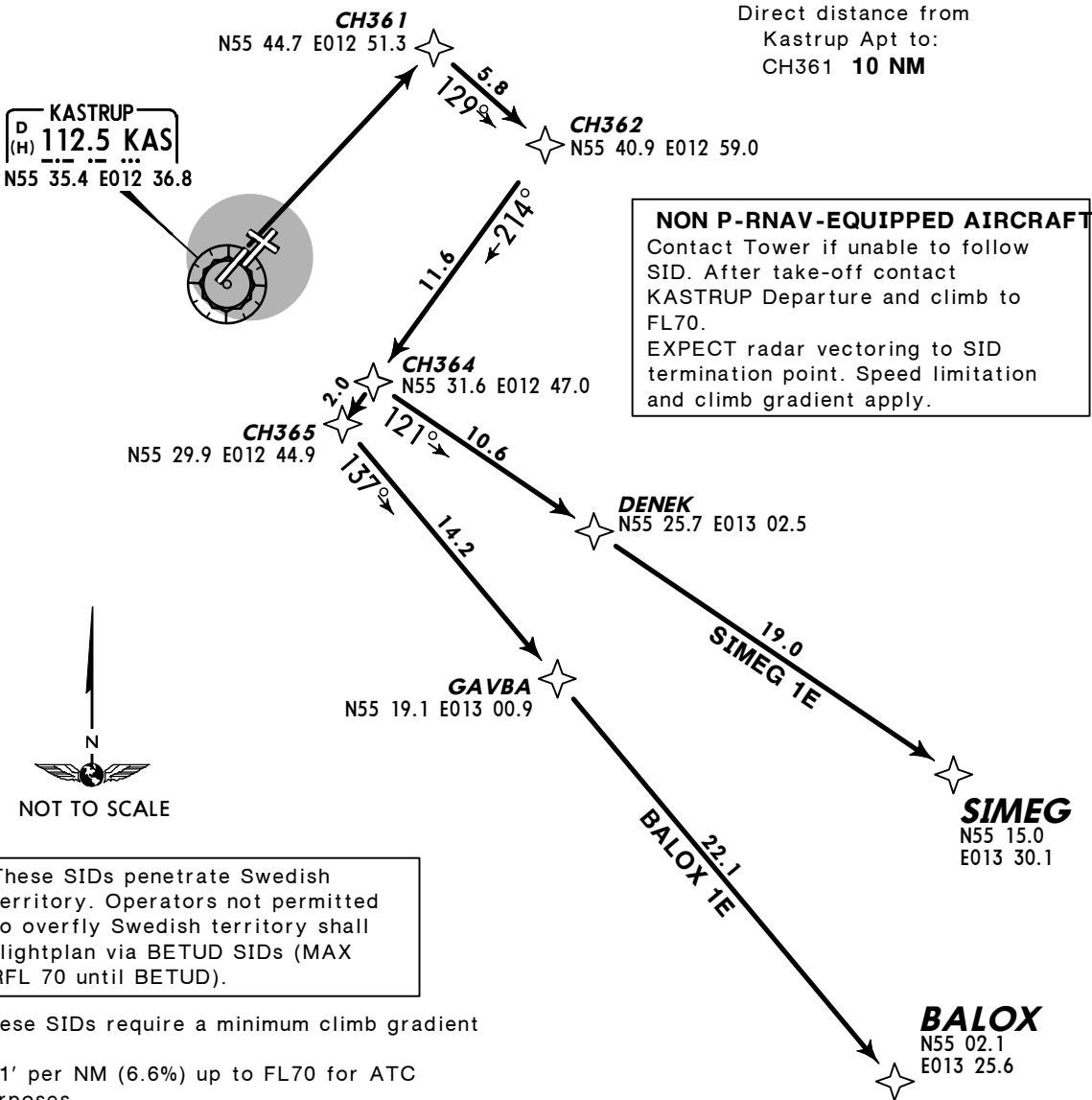
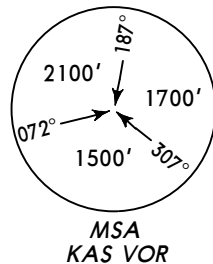
RNAV SID

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).

**BALOX 1E [BALO1E]
SIMEG 1E [SIME1E]
RWY 04L 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.

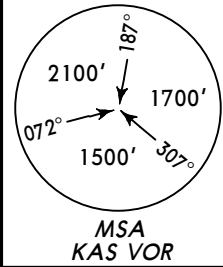
Initial climb clearance FL70 or as requested if lower	
SID	ROUTING
BALOX 1E PROP ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH365 - GAVBA - BALOX.
SIMEG 1E JET ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH364 - DENEK - SIMEG.

EKCH/CPH
KASTRUP

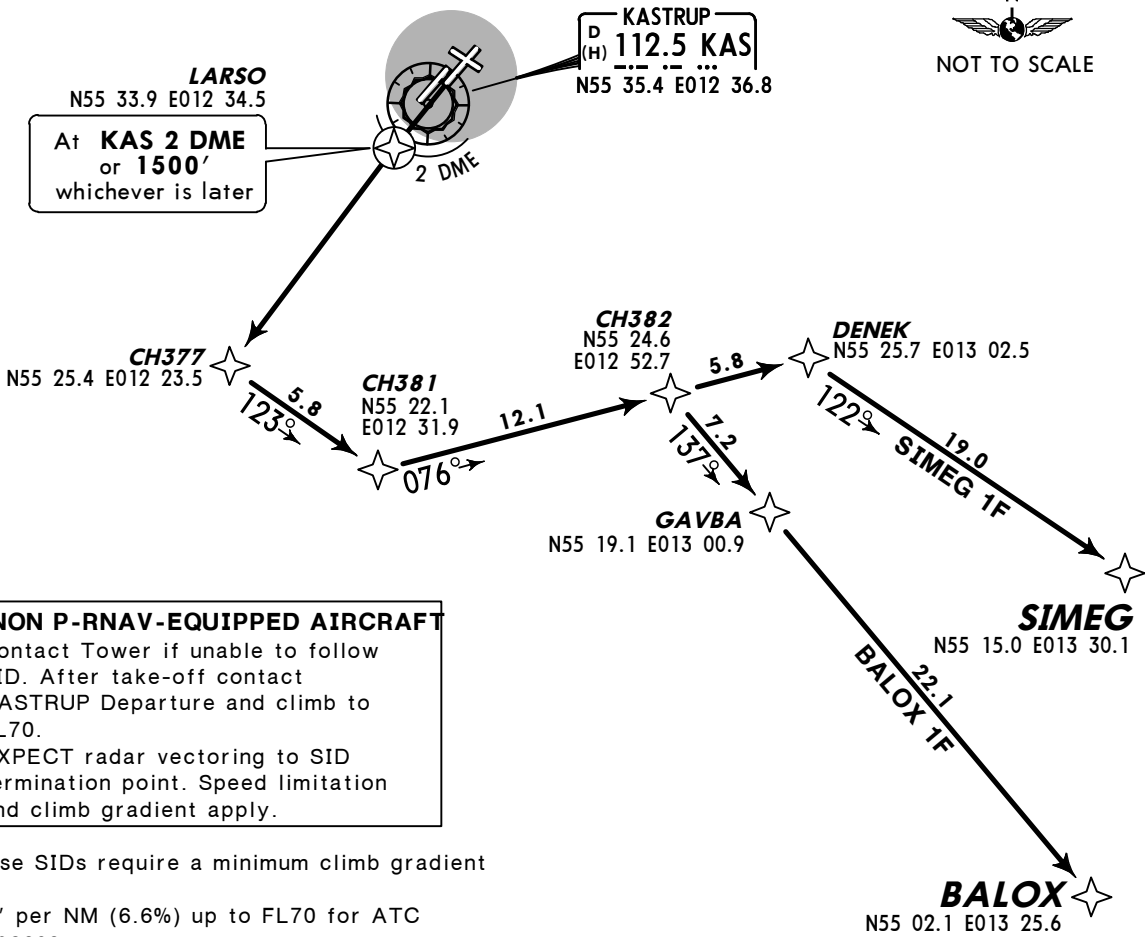
JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 10-3N Eff 22 Sep RNAV SID

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).
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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

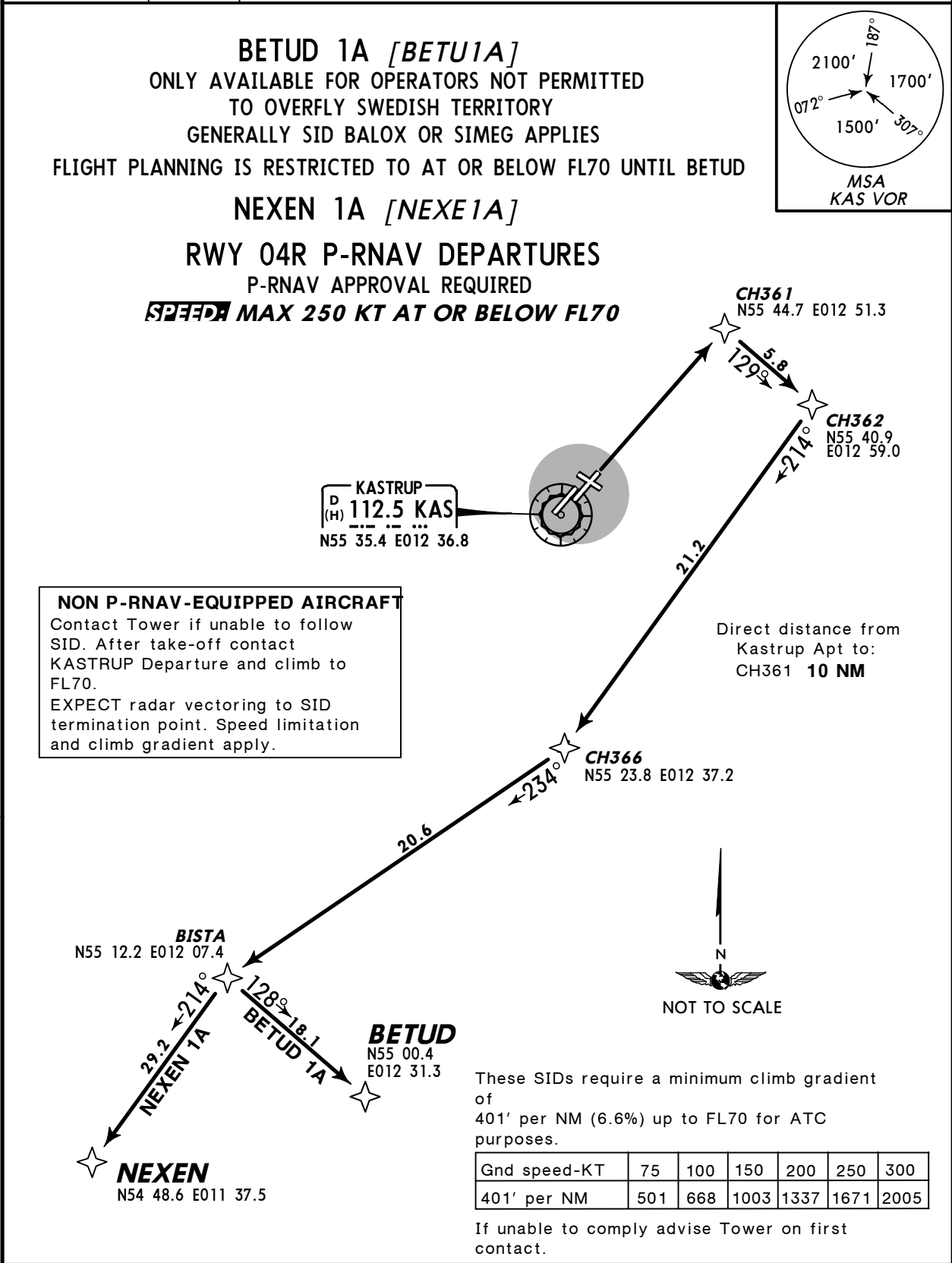
If unable to comply advise Tower on first contact.

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.

EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 10-3P Eff 22 Sep RNAV SID

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).
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Initial climb clearance FL70 or as requested if lower		
SID	ROUTING	
BETUD 1A	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH366 - BISTA - BETUD.	
NEXEN 1A JET ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH366 - BISTA - NEXEN.	

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3Q

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

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 1B [BETU1B]

ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY

GENERALLY SID BALOX OR SIMEG APPLIES

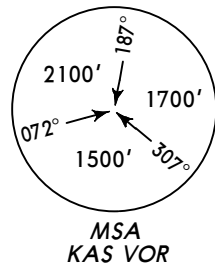
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1B [NEXE1B]

RWY 12 P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

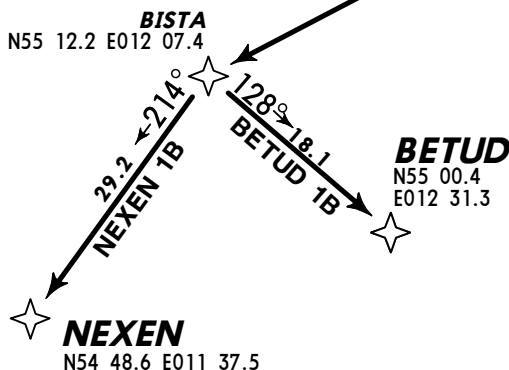
~~SPEED~~ MAX 250 KT AT OR BELOW FL70



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.

EKCH/CPH
KASTRUP

JEPPesen
16 SEP 11

10-3S

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

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).

BETUD 1C [BETU1C]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES

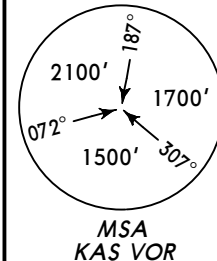
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1C [NEXE1C]

RWYS 22R P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

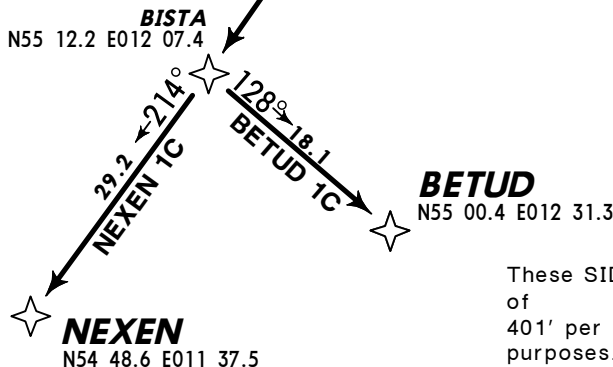
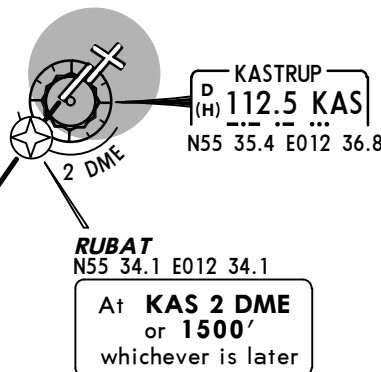
~~SPEED~~ MAX 250 KT AT OR BELOW FL70



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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3T

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

KASTRUP
Departure (R)
124.97

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).

BETUD 1D [BETU1D]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES

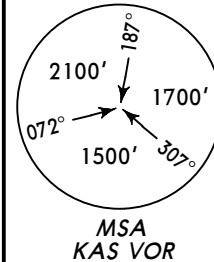
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1D [NEXE1D]

RWY 30 P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

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



INKIG
N55 38.0 E012 36.8
(KAS R-358)

At **KAS R-358**
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.

CH399
N55 40.4 E012 25.2

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

NEXEN
N54 48.6 E011 37.5

BETUD
N55 00.4 E012 31.3

Initial climb clearance **4000'**

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

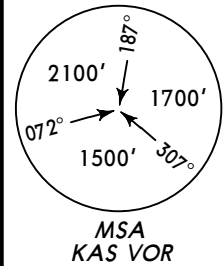
EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 10-3U Eff 22 Sep RNAV SID

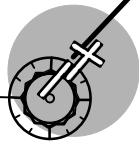
KASTRUP Departure (R) 124.97	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1700' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 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).
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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
~~SPEED~~ MAX 250 KT AT OR BELOW FL70

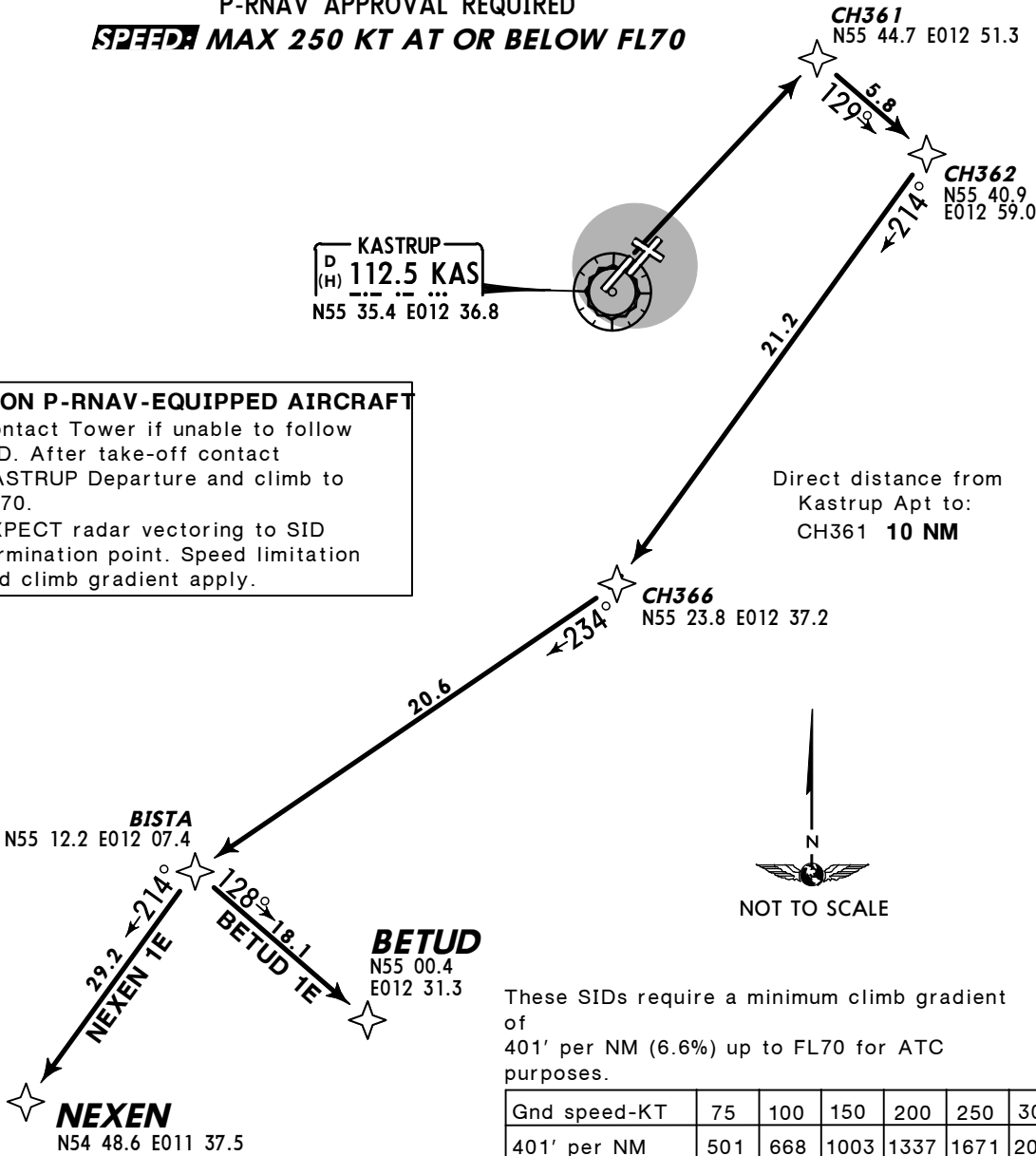


KASTRUP
D (H) 112.5 KAS
N55 35.4 E012 36.8



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

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3V

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

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).

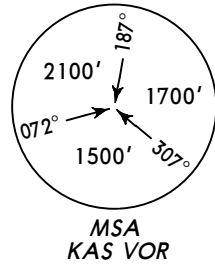
BETUD 1F [BETU1F]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1F [NEXE1F]

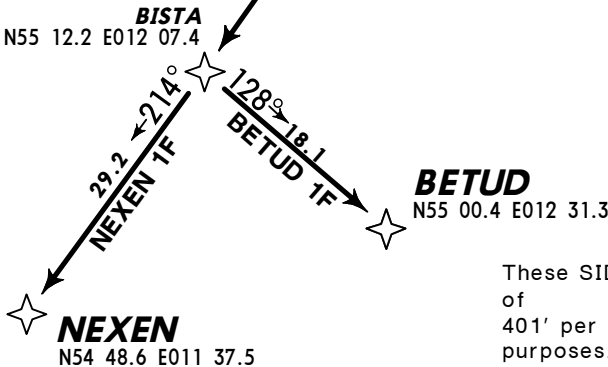
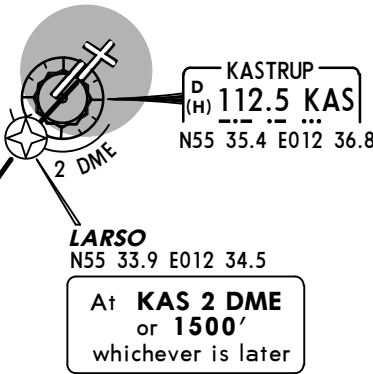
RWY 22L P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

~~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 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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3V2

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

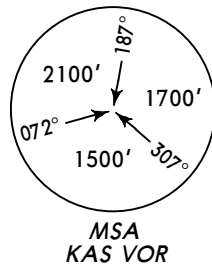
KASTRUP
Departure (R)
124.97

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).

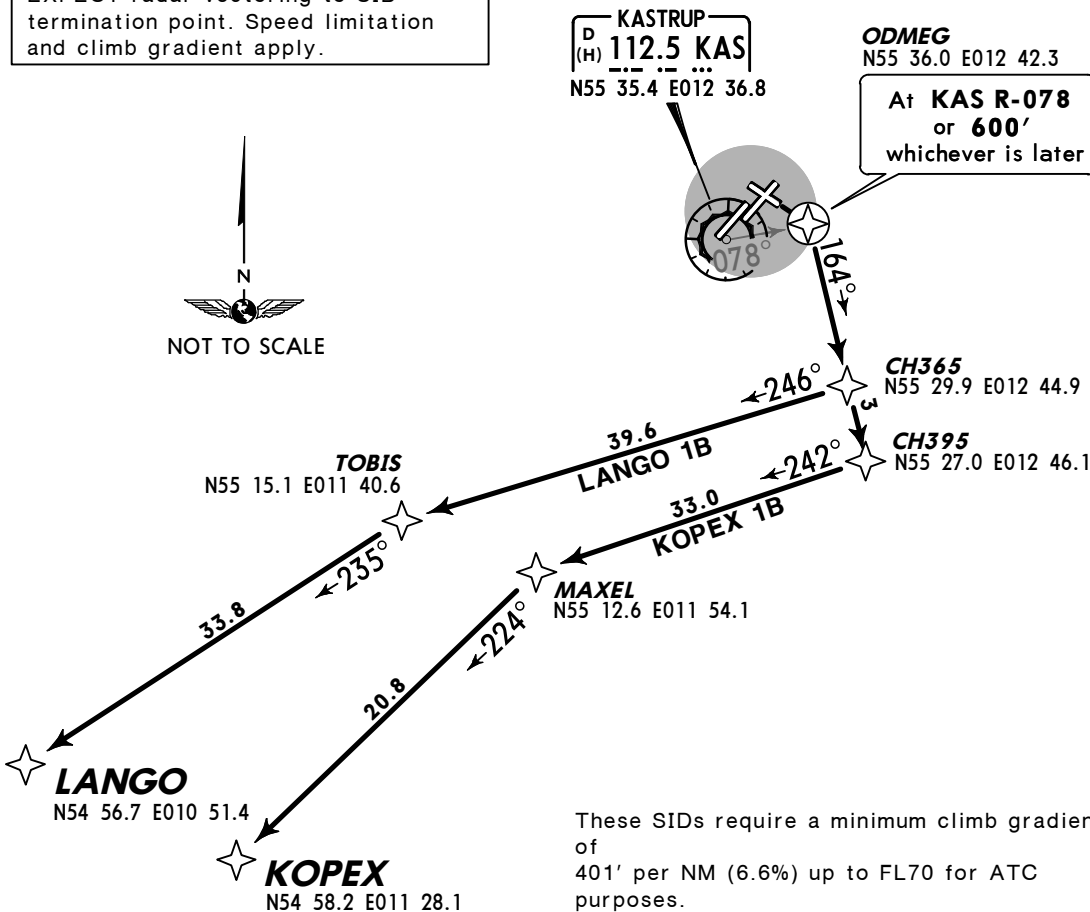
**KOPEX 1B [KOPE1B]
LANGO 1B [LANG1B]
RWY 12 P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED

~~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 **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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3V3

Eff 22 Sep

COPENHAGEN, DENMARK

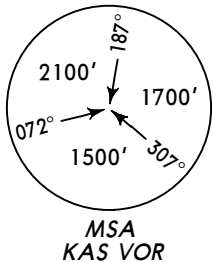
RNAV SID

KASTRUP
Departure (R)
124.97

Apt Elev
17'

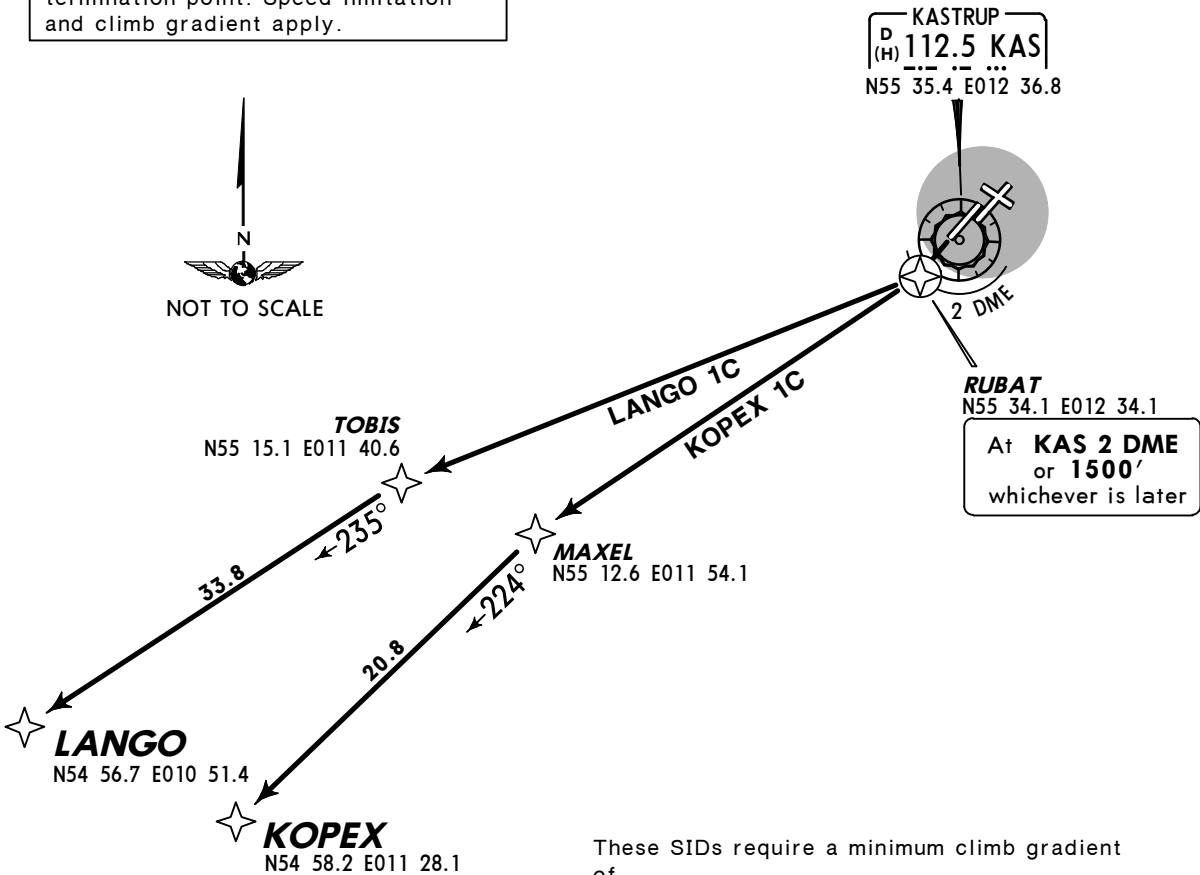
Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 1500' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned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

**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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3V4

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

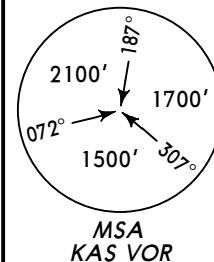
KASTRUP
Departure (R)
124.97

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).

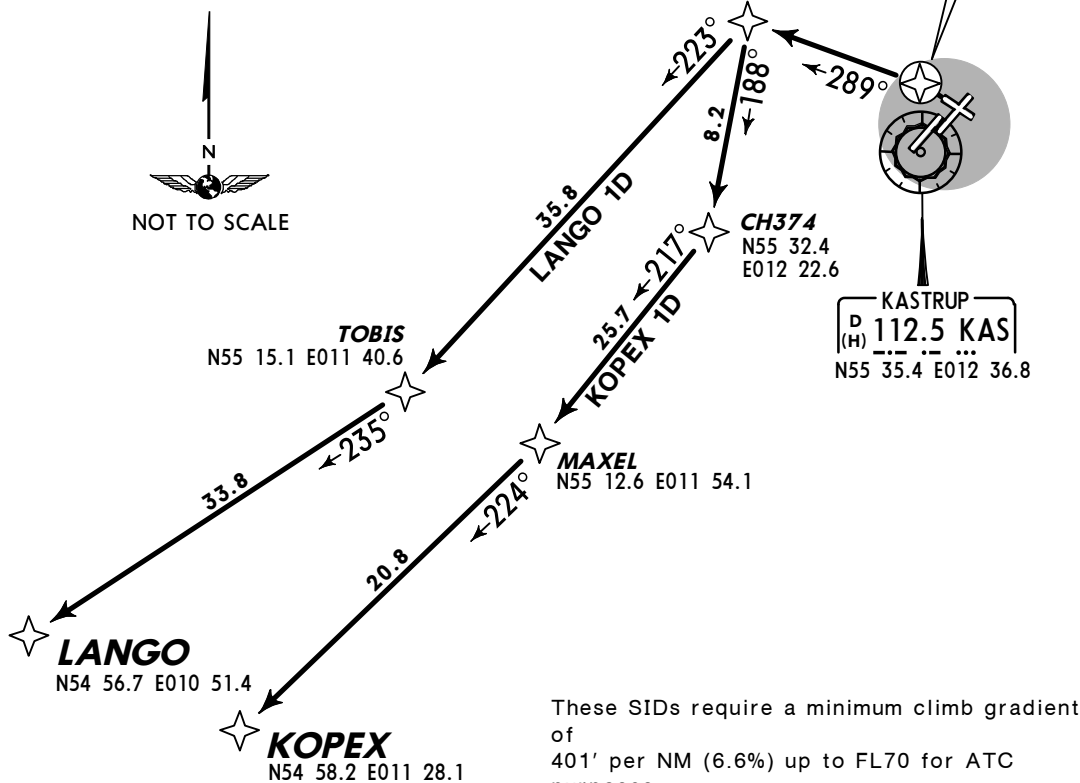
**KOPEX 1D [KOPE1D]
LANGO 1D [LANG1D]
RWY 30 P-RNAV DEPARTURES**
P-RNAV APPROVAL REQUIRED

~~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.

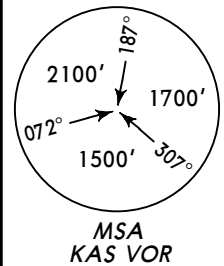
EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11 10-3V5

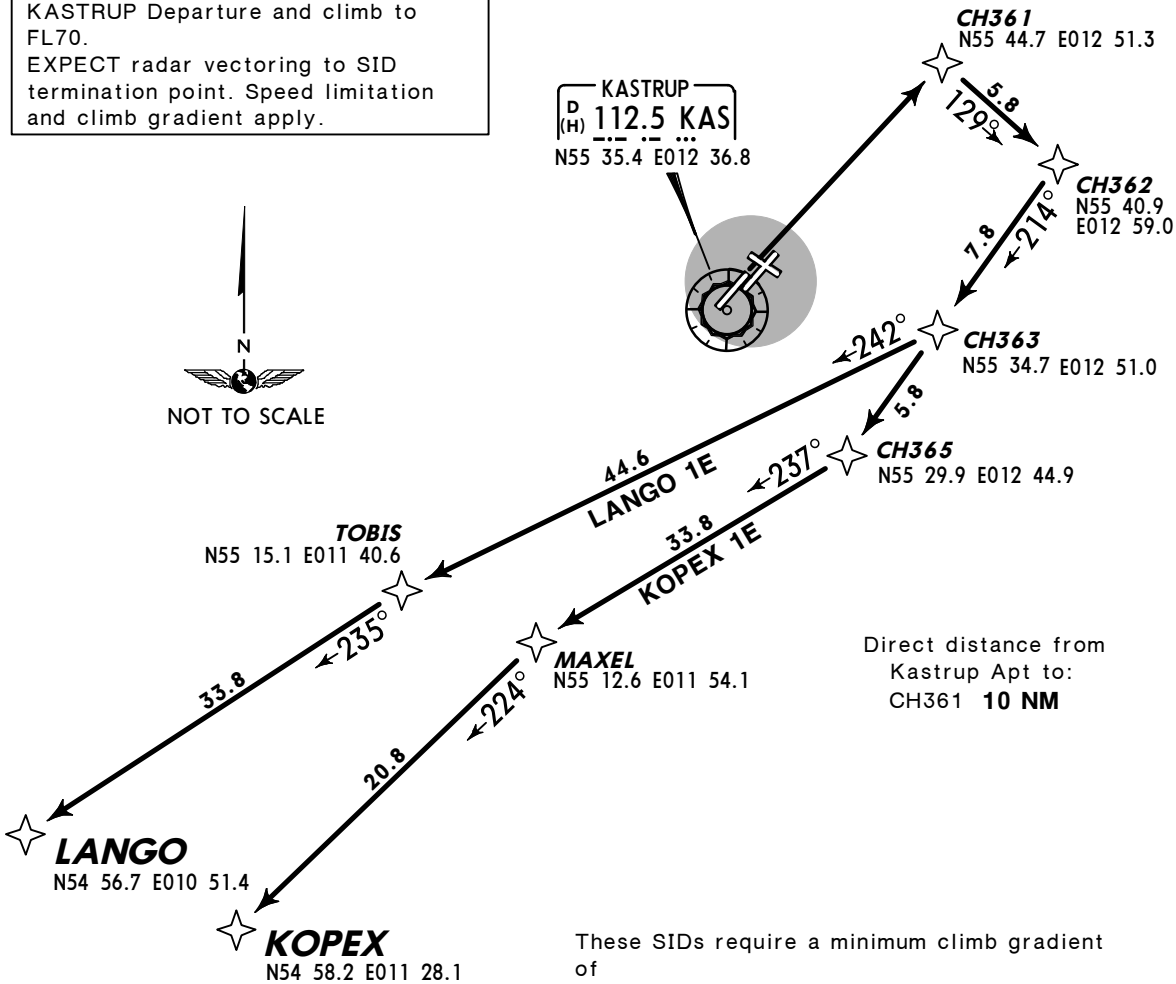
COPENHAGEN, DENMARK
Eff 22 Sep
RNAV SID

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).
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KOPEX 1E [KOPE1E]
LANGO 1E [LANG1E]
RWY 04L 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.



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 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.

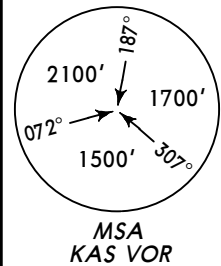
EKCH/CPH
KASTRUP

JEPPesen
16 SEP 11 10-3V6 Eff 22 Sep

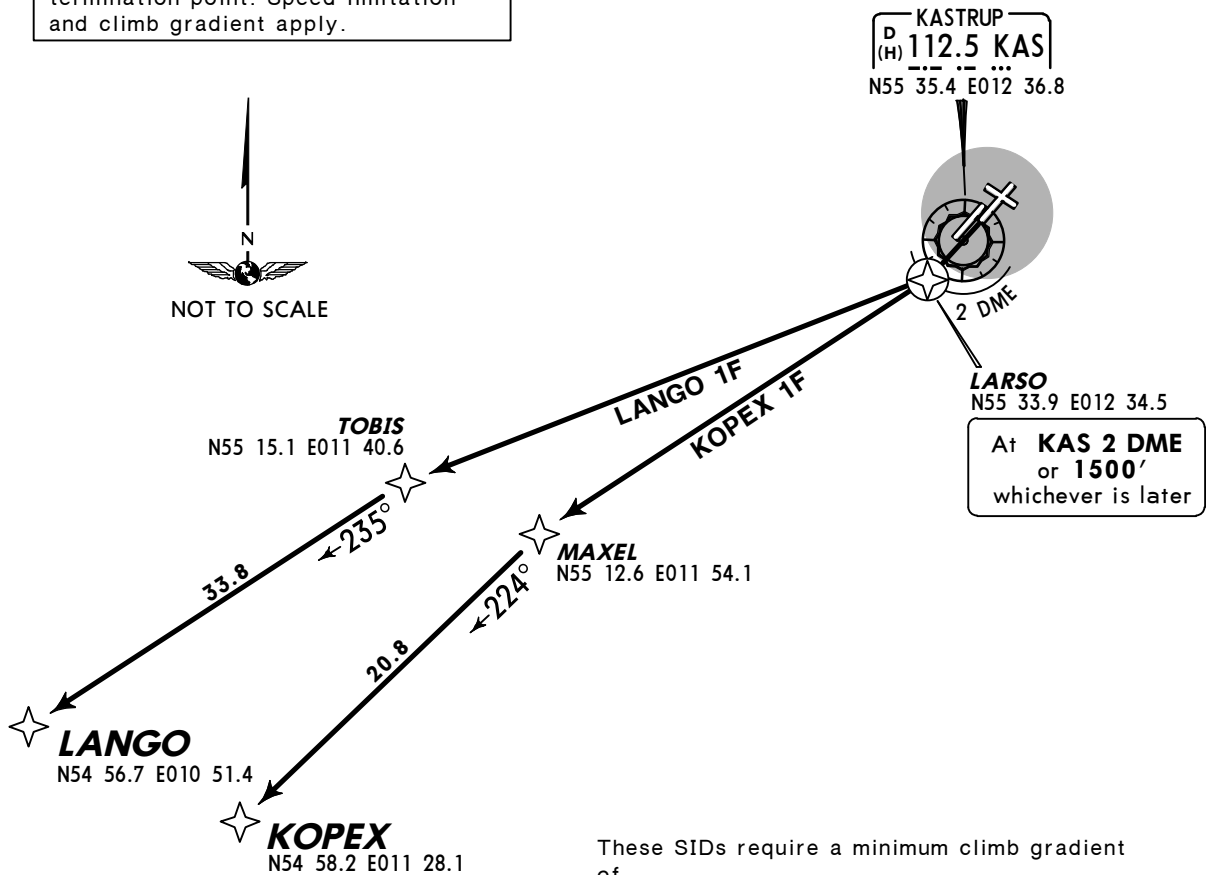
COPENHAGEN, DENMARK
RNAV SID

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).
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KOPEX 1F [KOPE1F]
LANGO 1F [LANG1F]
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
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.

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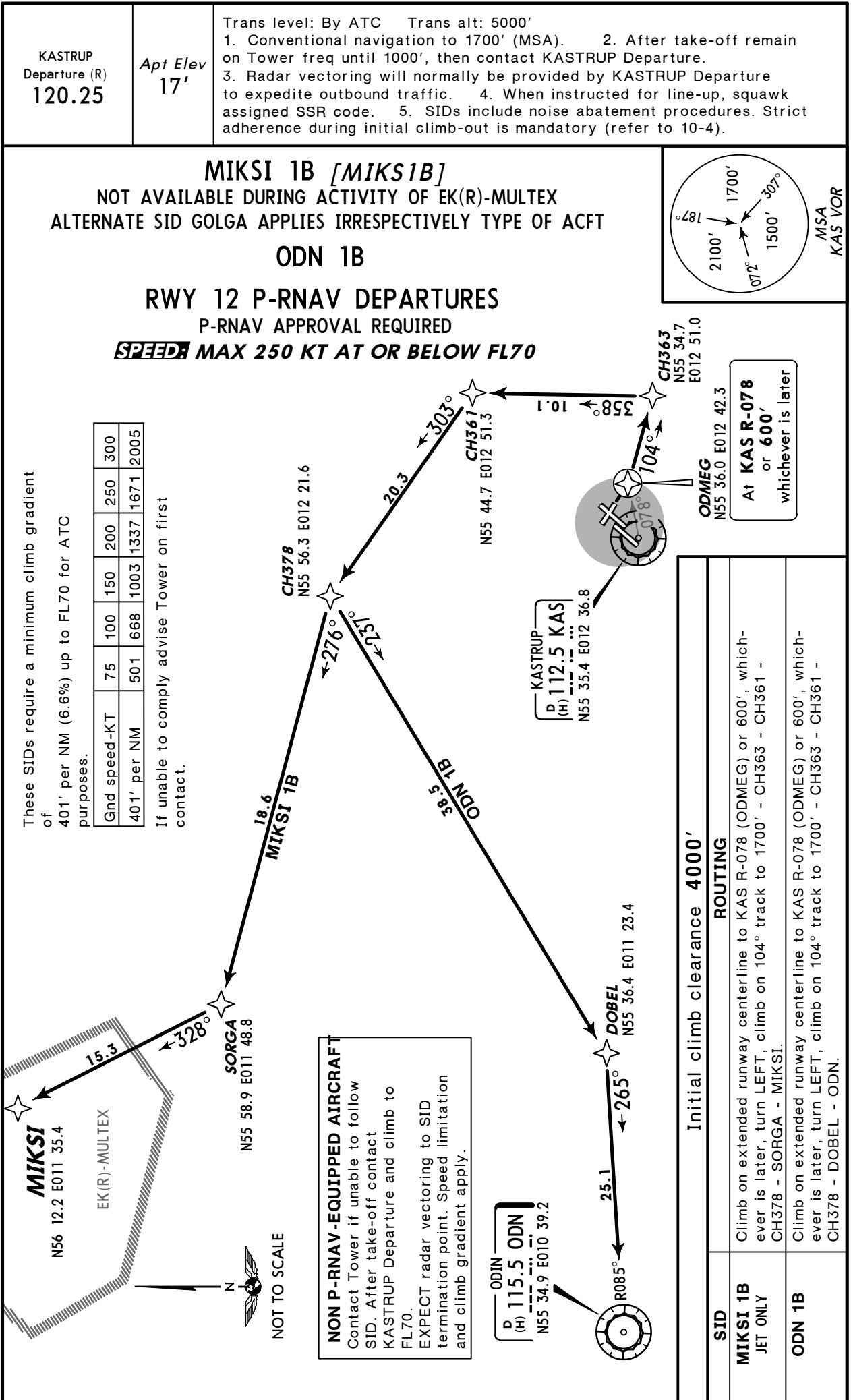
EKCH/CPH
KASTRUP

16 SEP 11 10-3V8

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID



EKCH/CPH
KASTRUP

16 SEP 11

10-3W

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

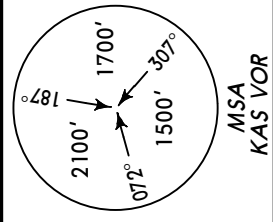
KASTRUP Departure (R) 120.25	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1500' (MSA). 2. After take-off remain Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. 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).
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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

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

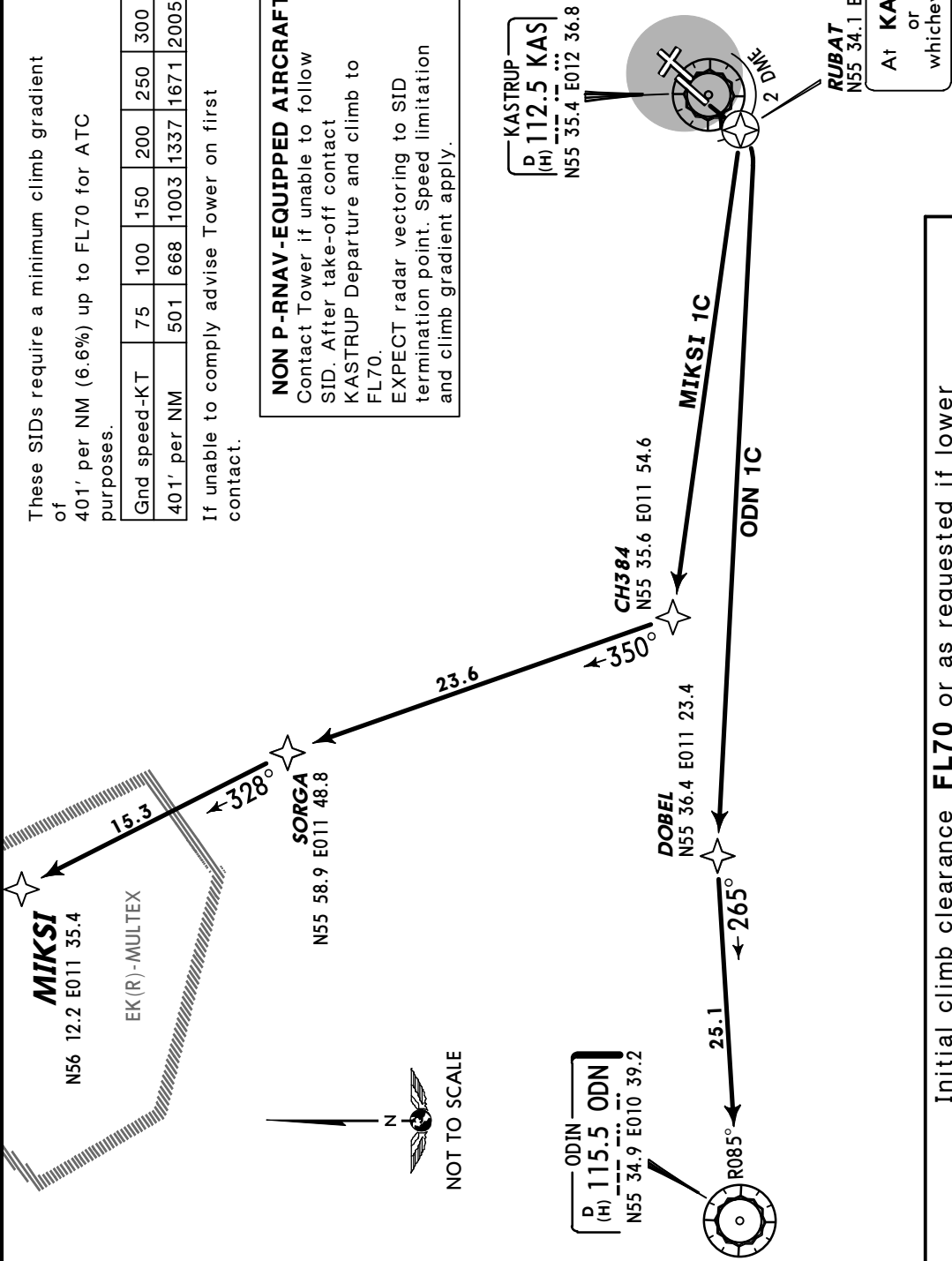


These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

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.

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

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

EKCH/CPH
KASTRUP

16 SEP 11 10-3X2

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

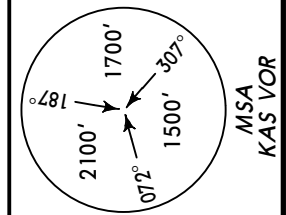
KASTRUP Departure (R) 120.25	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1500' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 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).
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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

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

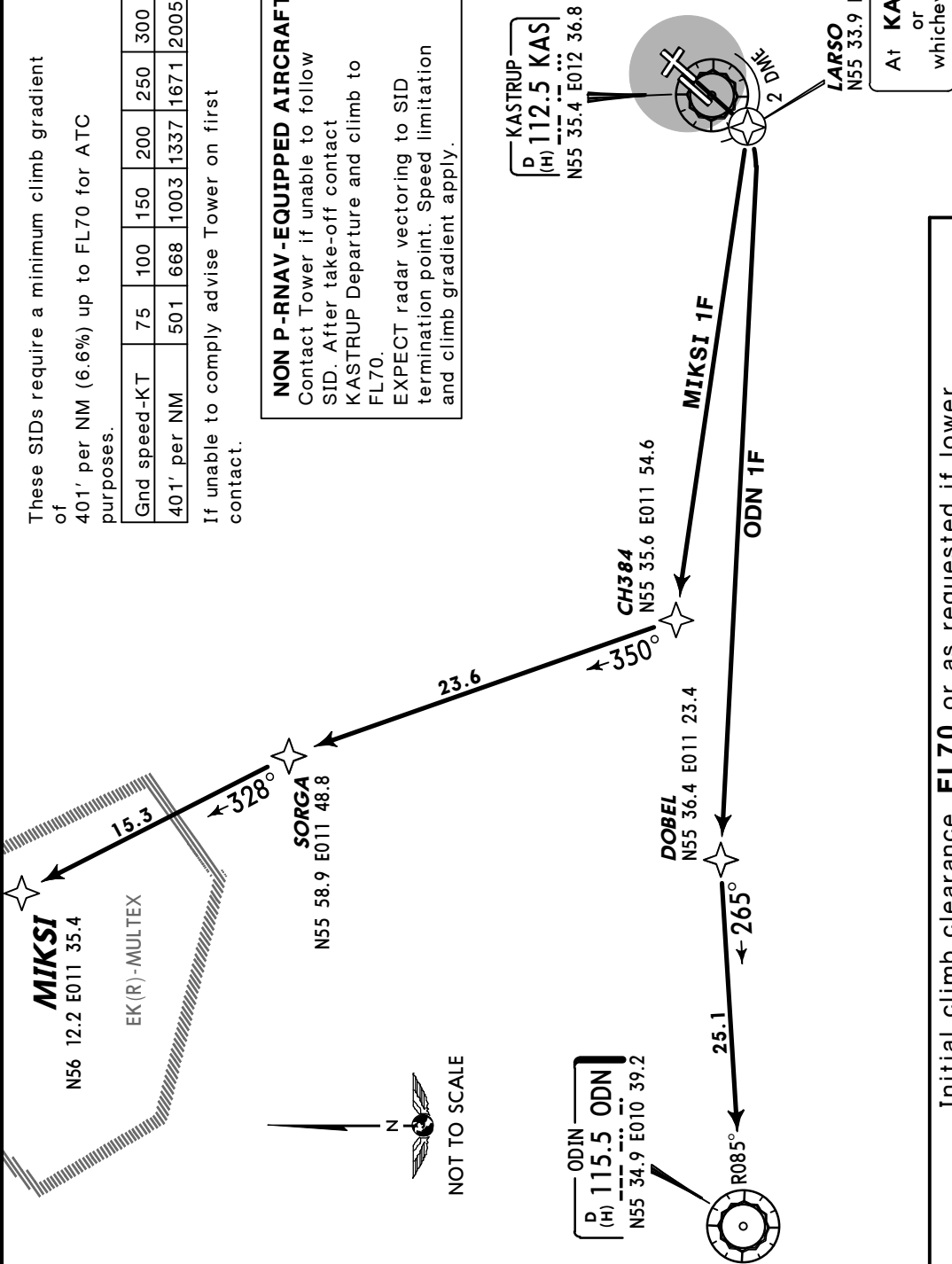


These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

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.

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	
SID	ROUTING
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.

EKCH/CPH
KASTRUP

JEPPESSEN
21 NOV 14 (10-3X3)

COPENHAGEN, DENMARK
RNAV SID

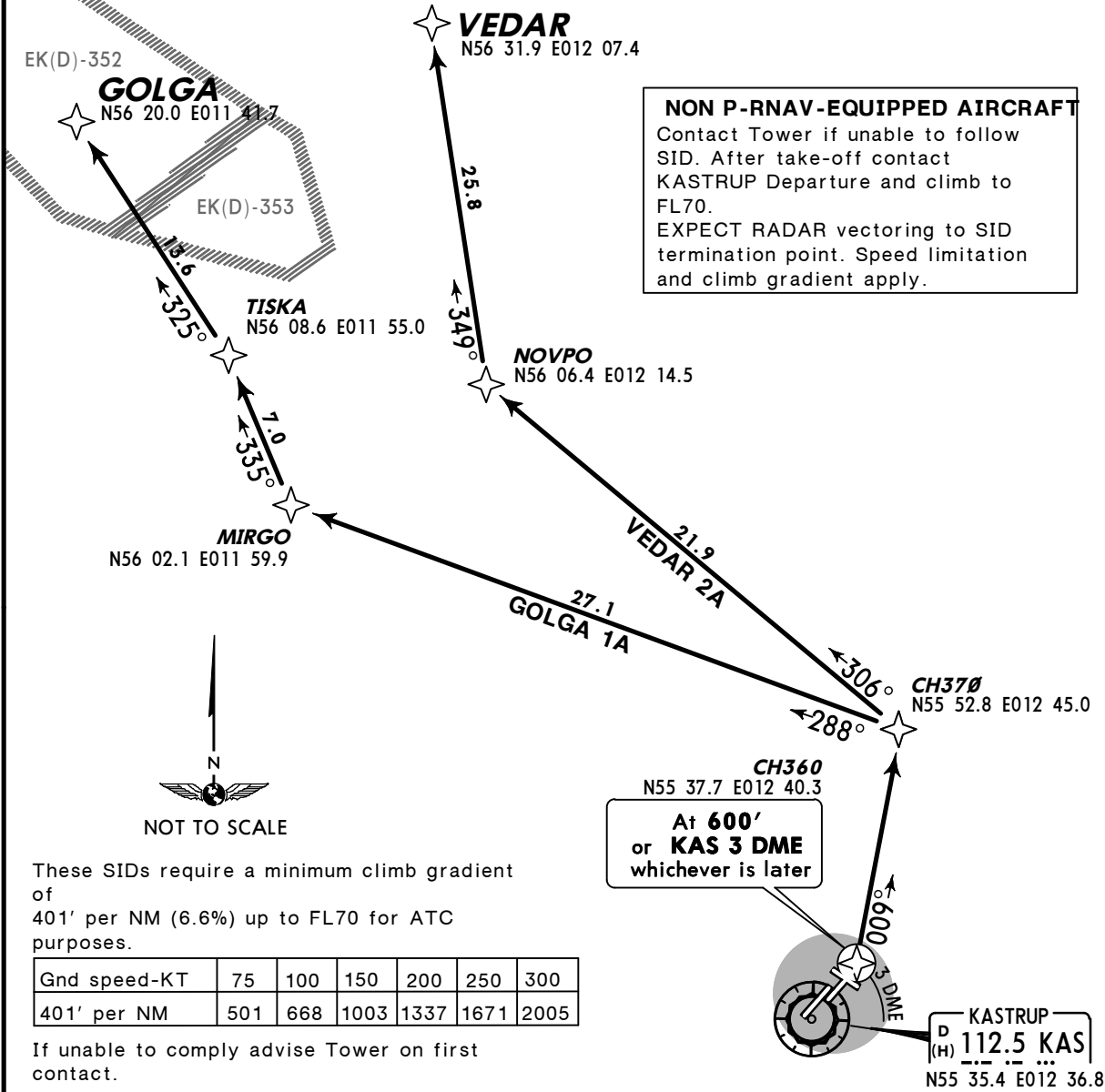
KASTRUP Departure (R) 120.25	<i>Apt Elev</i> 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1700' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure. 3. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 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).
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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 FL70



Initial 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 - MIRGO - 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.

EKCH/CPH
KASTRUP

JEPPESSEN
21 NOV 14 10-3X4

COPENHAGEN, DENMARK
RNAV SID

KASTRUP Departure (R) 120.25	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).
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GOLGA 1B [GOLG1B]

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

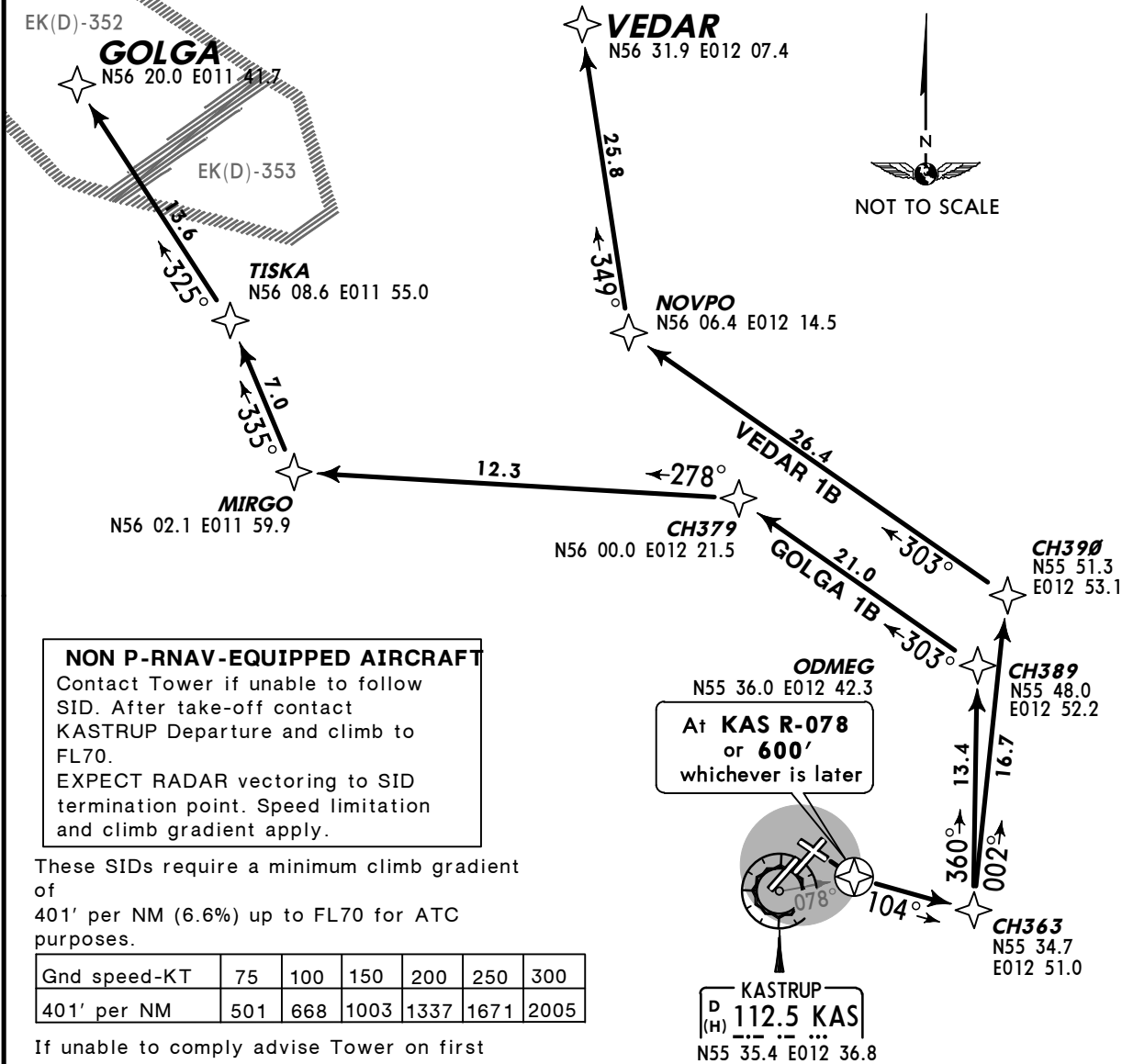
VEDAR 1B [VEDA1B]

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



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.

EKCH/CPH
KASTRUP

JEPPESEN
16 SEP 11 10-3X5 Eff 22 Sep

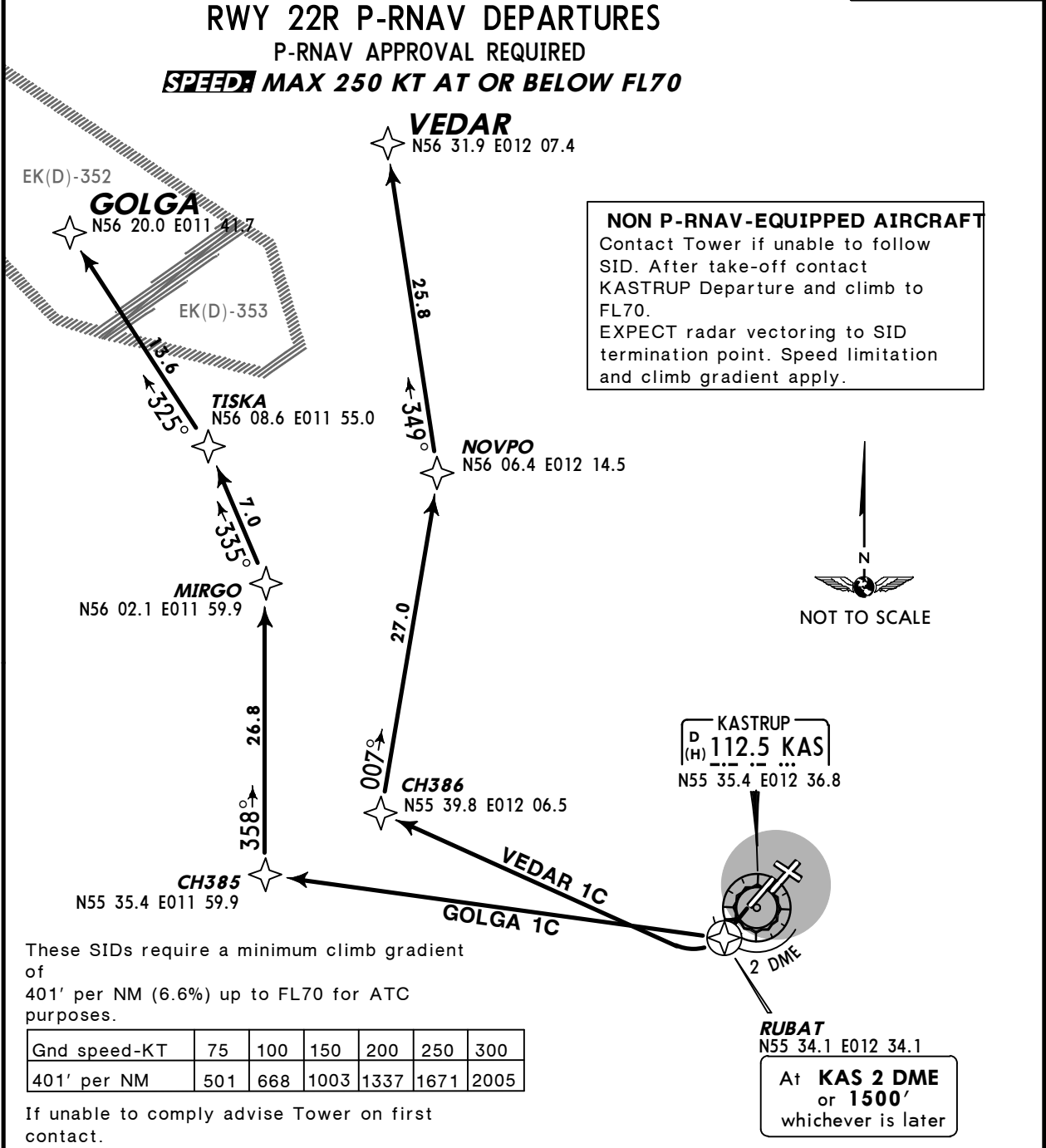
COPENHAGEN, DENMARK
RNAV SID

KASTRUP Departure (R) 120.25	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).
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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
~~SPEEDS~~ MAX 250 KT AT OR BELOW FL70



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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11 10-3X6 Eff 22 Sep

COPENHAGEN, DENMARK
RNAV SID

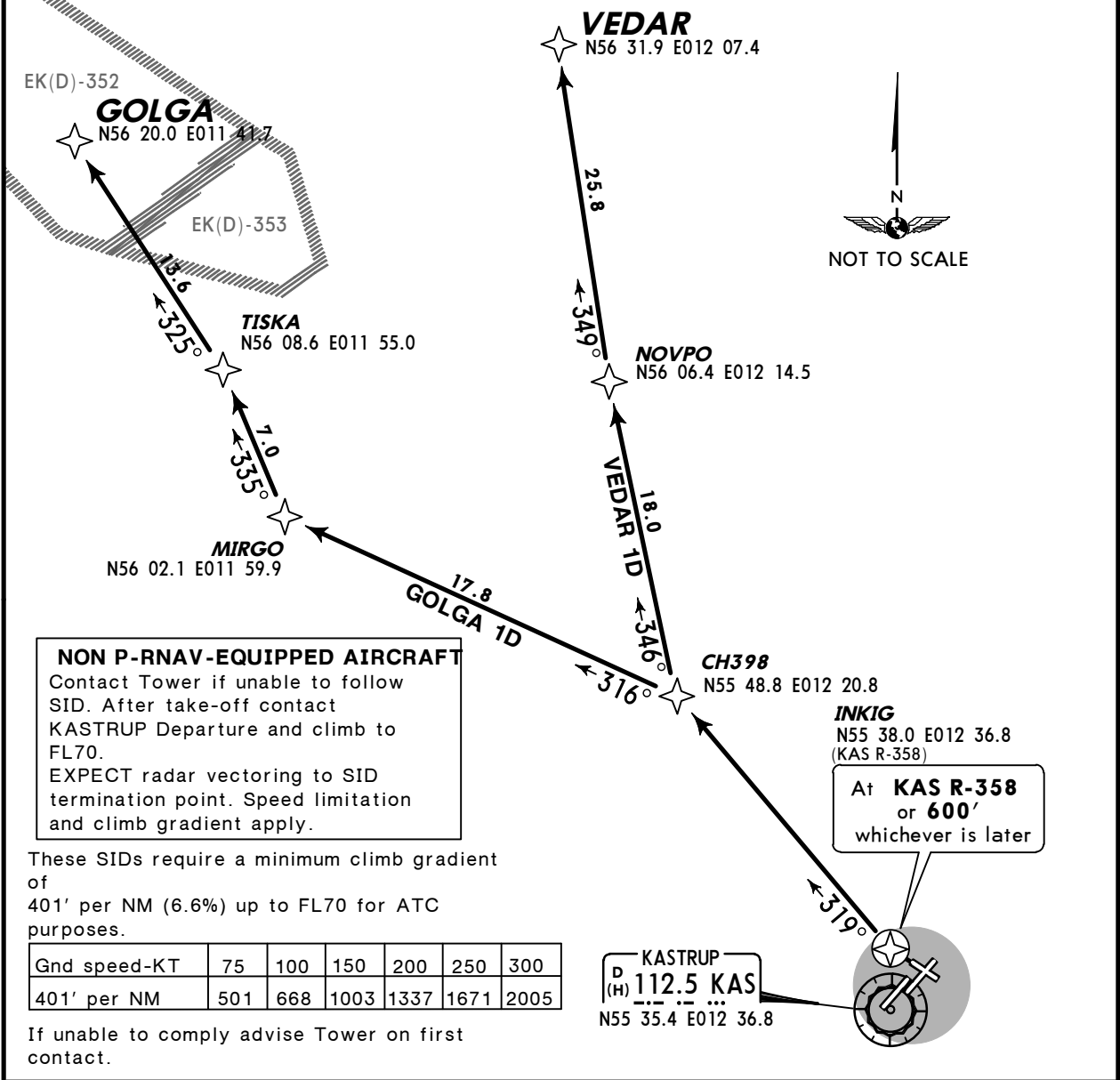
KASTRUP Departure (R) 120.25	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 2100' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 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).
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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

MSA
KAS VOR

RWY 30 P-RNAV DEPARTURES
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70



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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11

10-3X7

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

KASTRUP
Departure (R)
120.25

Apt Elev
17'

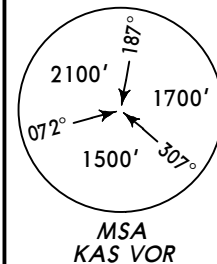
Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 1700' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned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

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]

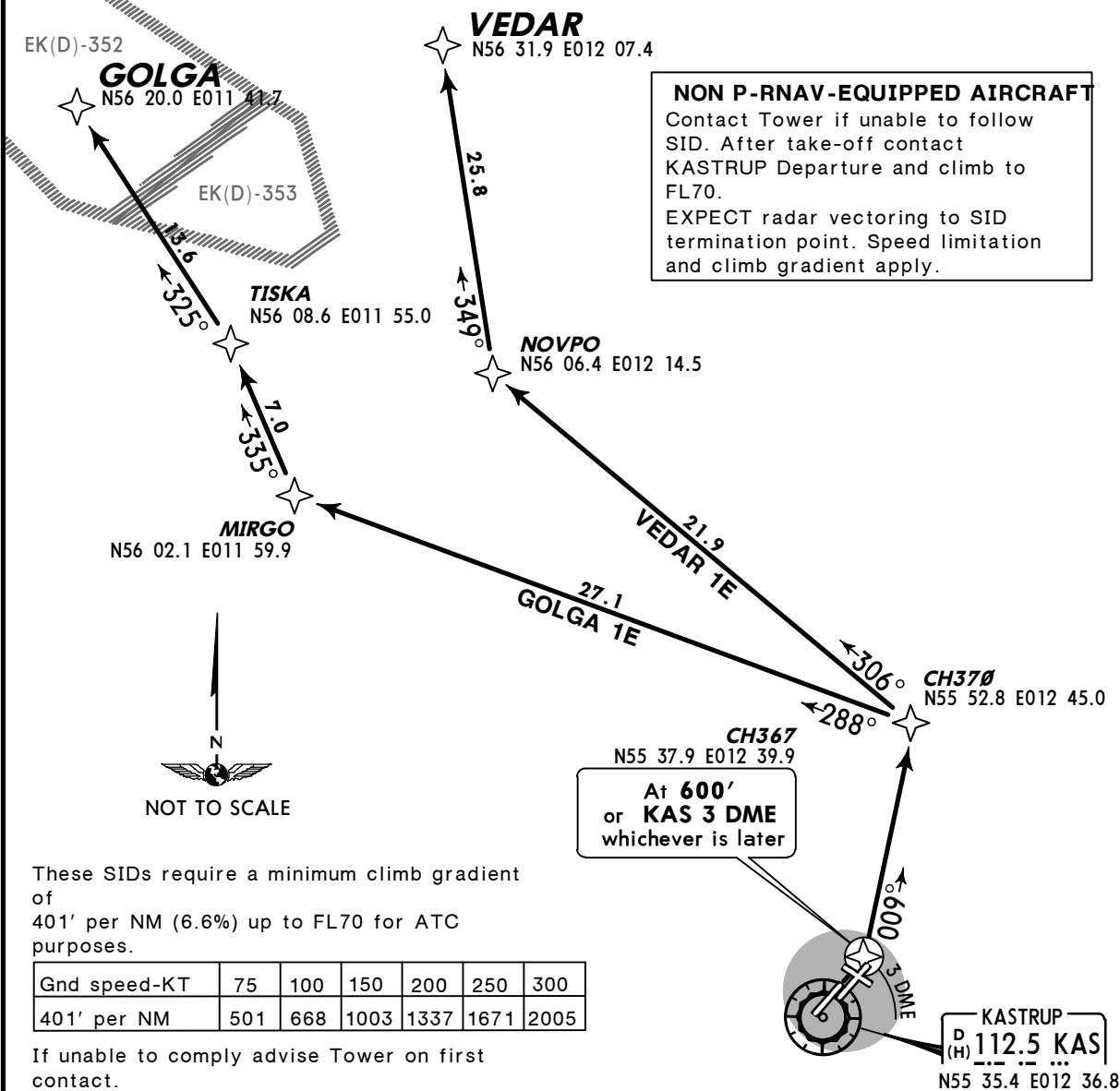
NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR
ALTERNATE IS SID GOLGA AND MISKI



RWY 04L P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

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

EKCH/CPH
KASTRUP

KASTRUP Departure (R) 120.25	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).
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GOLGA 1F [GOLG1F]

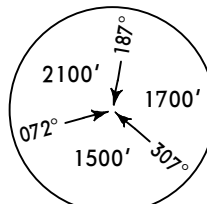
NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(D)-353

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

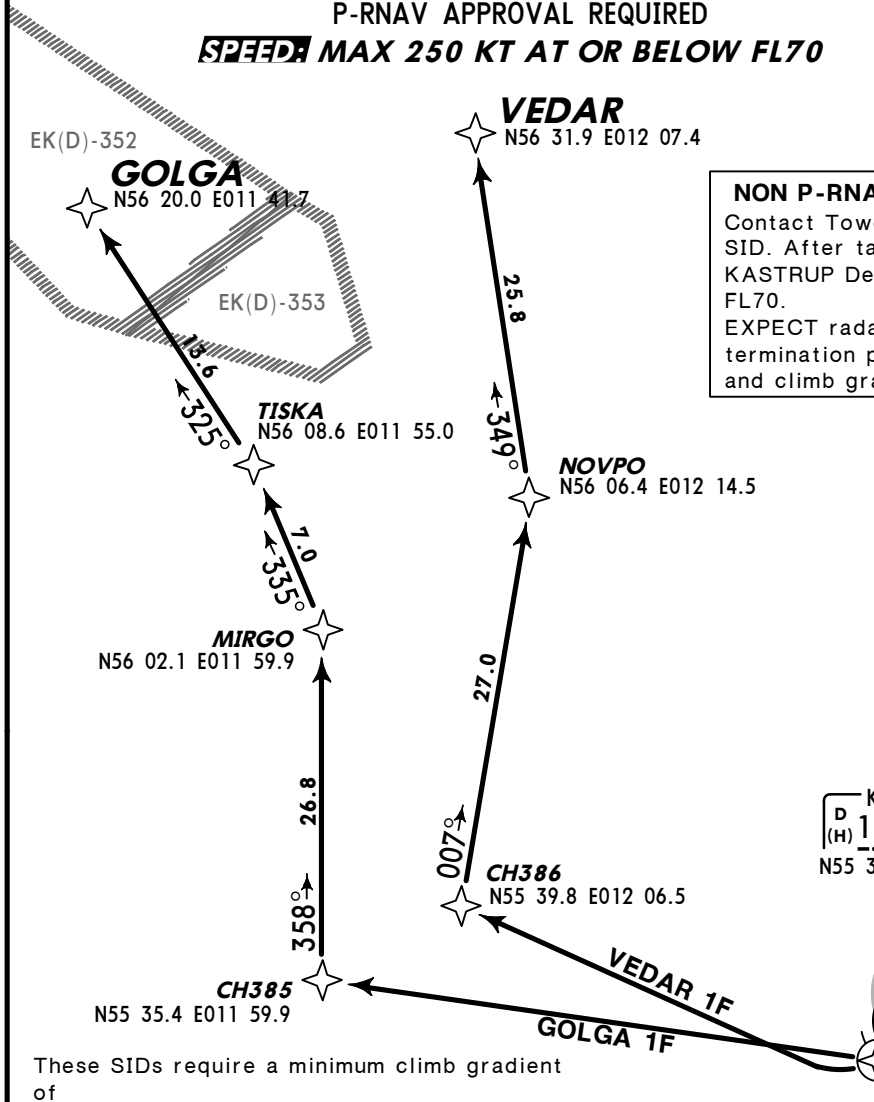


MSA
KAS VOR

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.



NOT TO SCALE

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

LARSO
N55 33.9 E012 34.5

At **KAS 2 DME**
or **1500'**
whichever is later

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.

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.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11 10-4

COPENHAGEN, DENMARK

Eff 22 Sep

NOISE

Apt Elev
17'

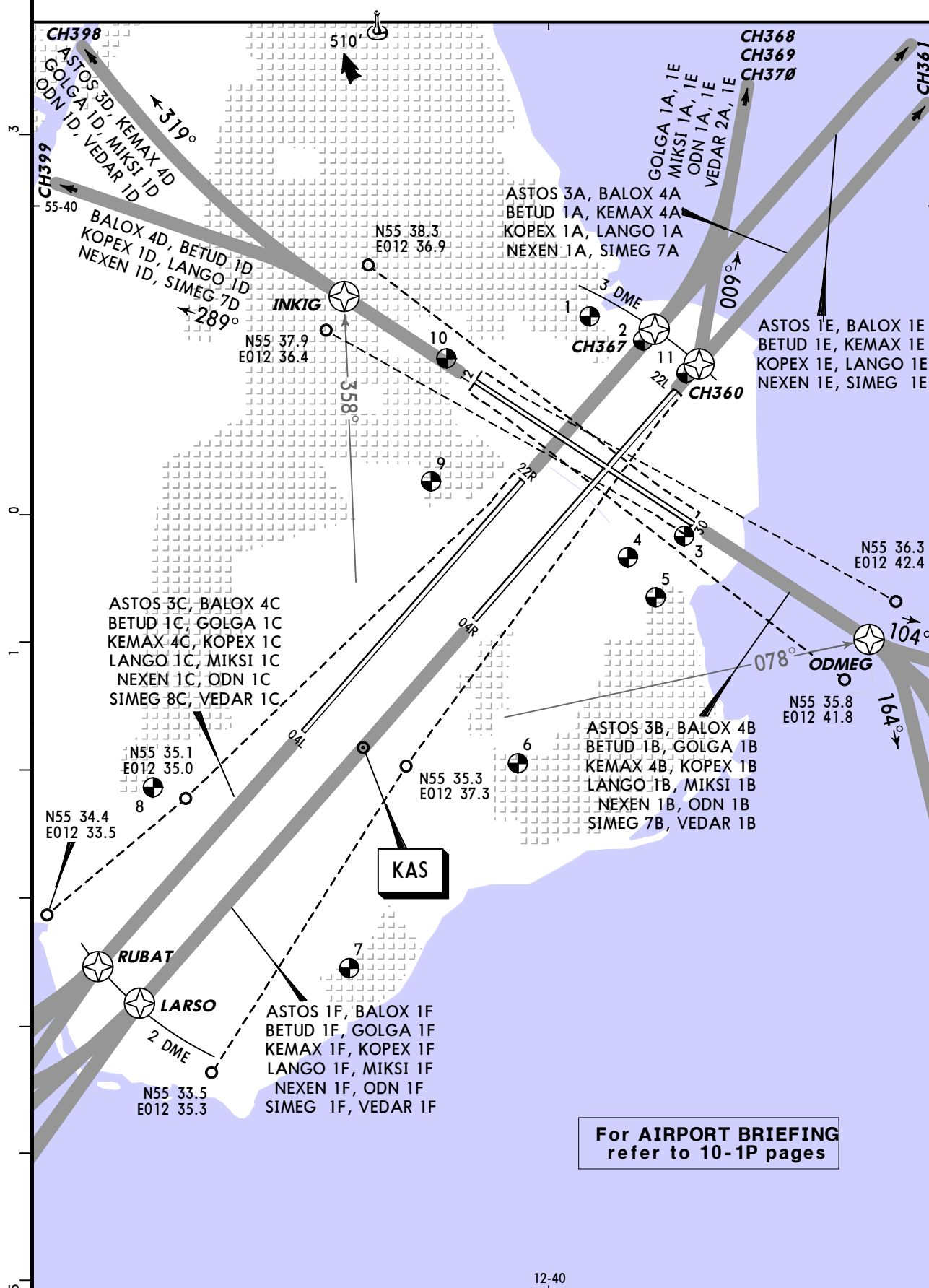
NOISE ABATEMENT



Noise monitoring point

N55 35.3
E012 37.3

Sector boundary



CHANGES: RNAV SIDs completely revised.

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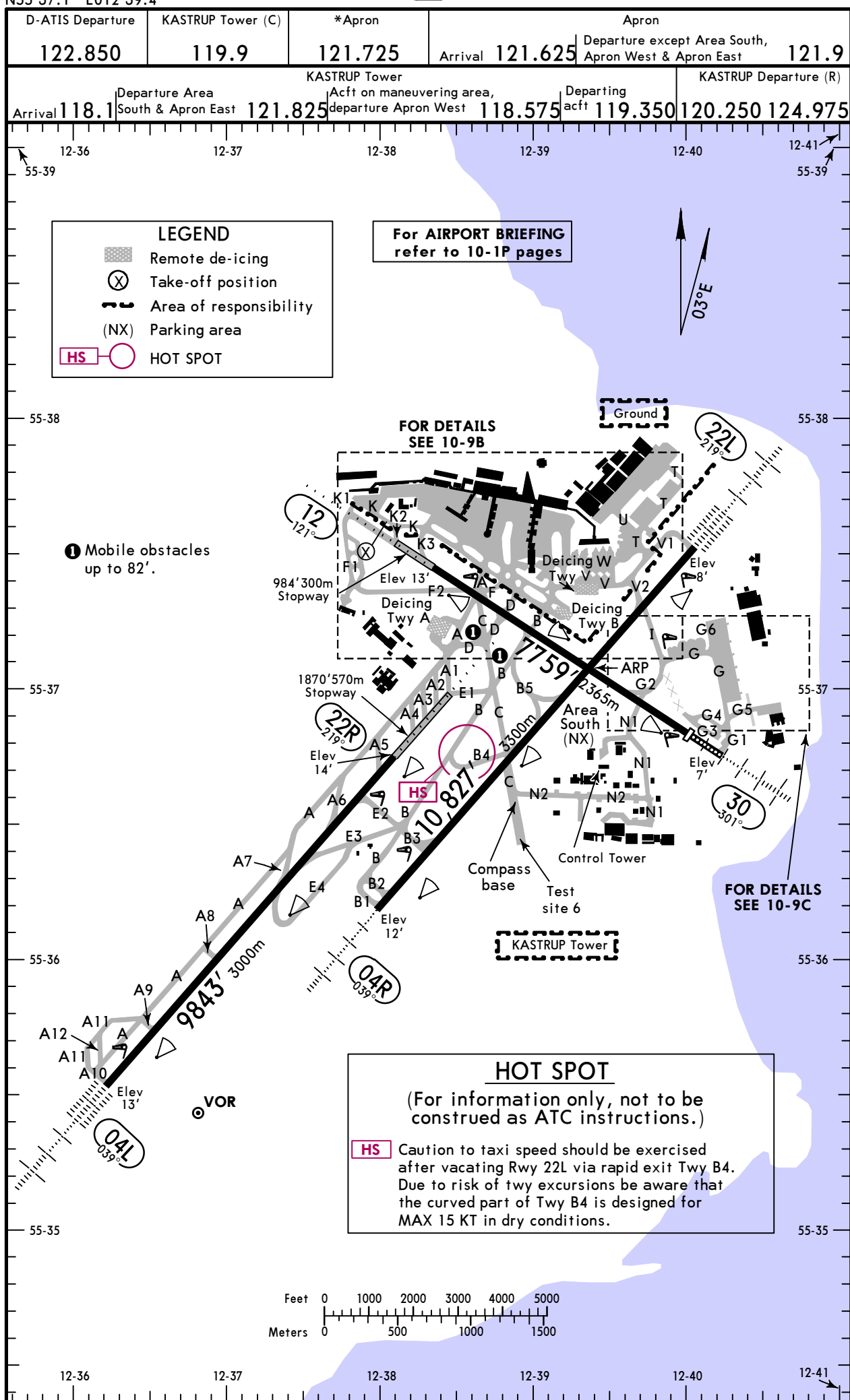
EKCH/CPH

Apt Elev 17'
N55 37.1 E012 39.4

JEPPesen COPENHAGEN, DENMARK

7 AUG 15 10-9 Eff 20 Aug

KASTRUP



CHANGES: Compass base withdrawn.

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EKCH/CPH



JEPPESSEN

COPENHAGEN, DENMARK

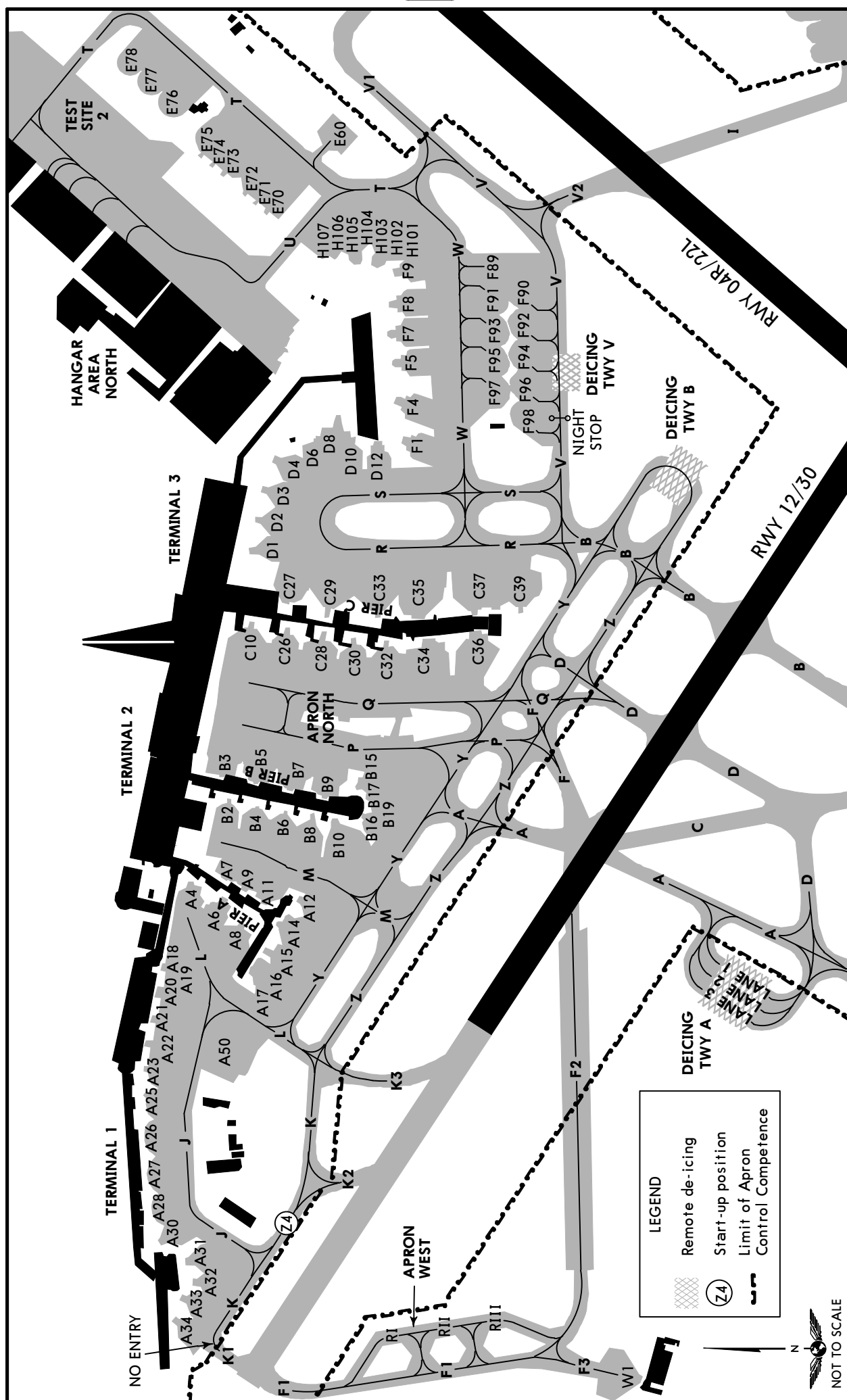
7 AUG 15

10-9A

Eff 20 Aug

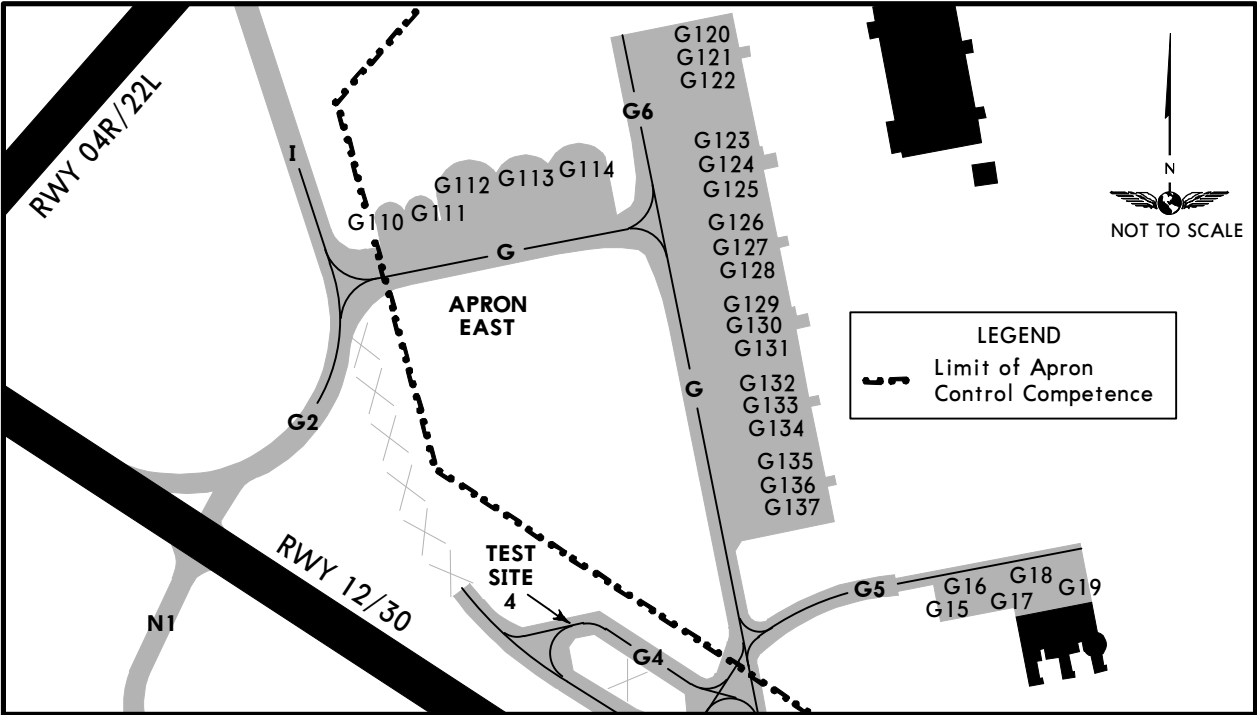
KASTRUP

ADDITIONAL RUNWAY INFORMATION									
RWY		USABLE LENGTHS				TAKE-OFF	WIDTH		
		LANDING BEYOND							
		Threshold	Glide Slope						
04L ① 22R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) ② RVR		8904' 2714m		③	148' 45m			
	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 ④ 22L	HIRL (30m) CL (15m) HIALS PAPI-L (3.0°) RVR		9662' 2945m		⑥	148' 45m			
	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 ⑦ 30	HIRL (30m) HIALS REIL PAPI-R (3.0°) RVR		6824' 2080m		⑨	148' 45m			
	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)									



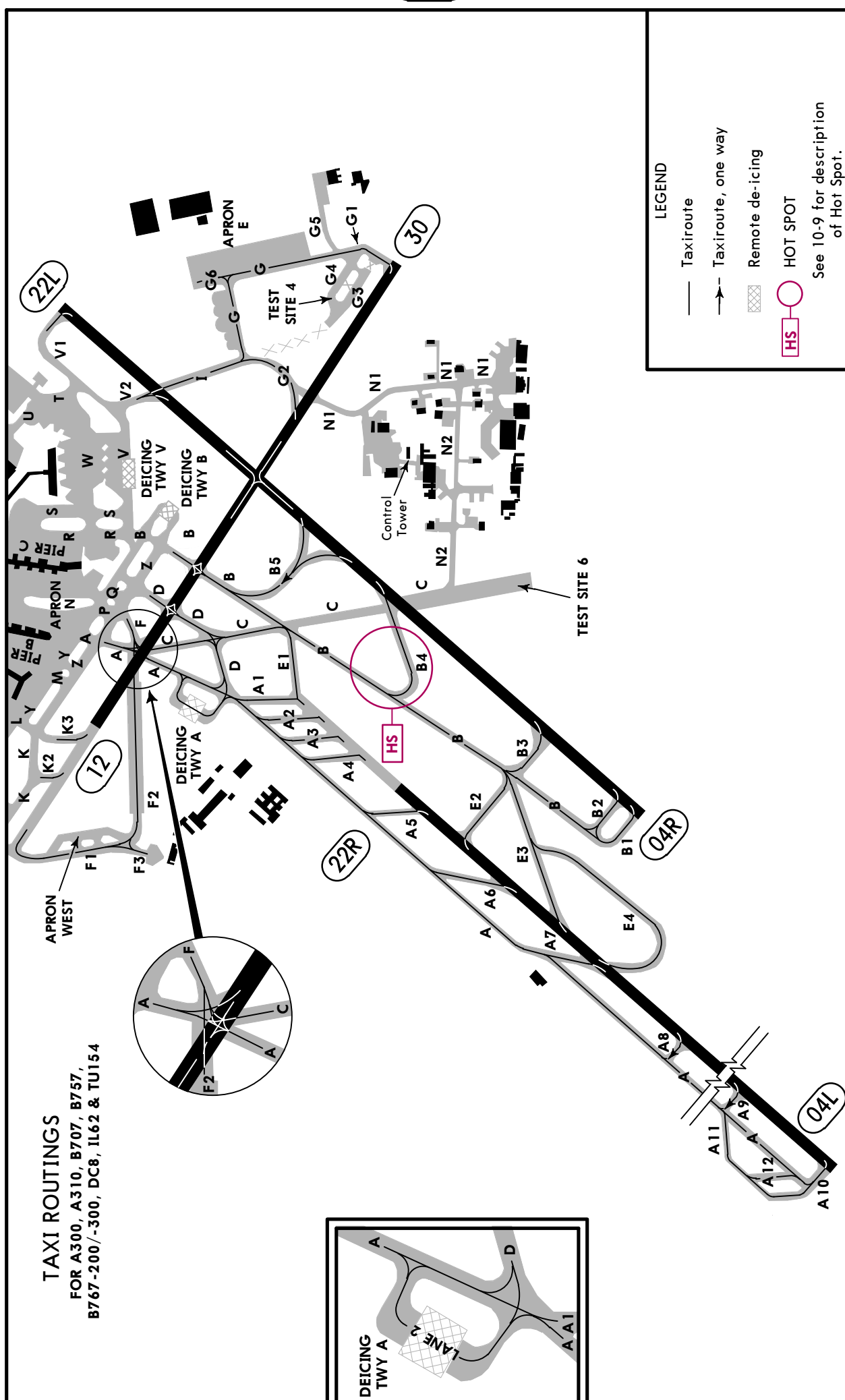
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JEPPesen COPENHAGEN, DENMARK
7 AUG 15 **(10-9C)** **Eff 20 Aug** KASTRUP



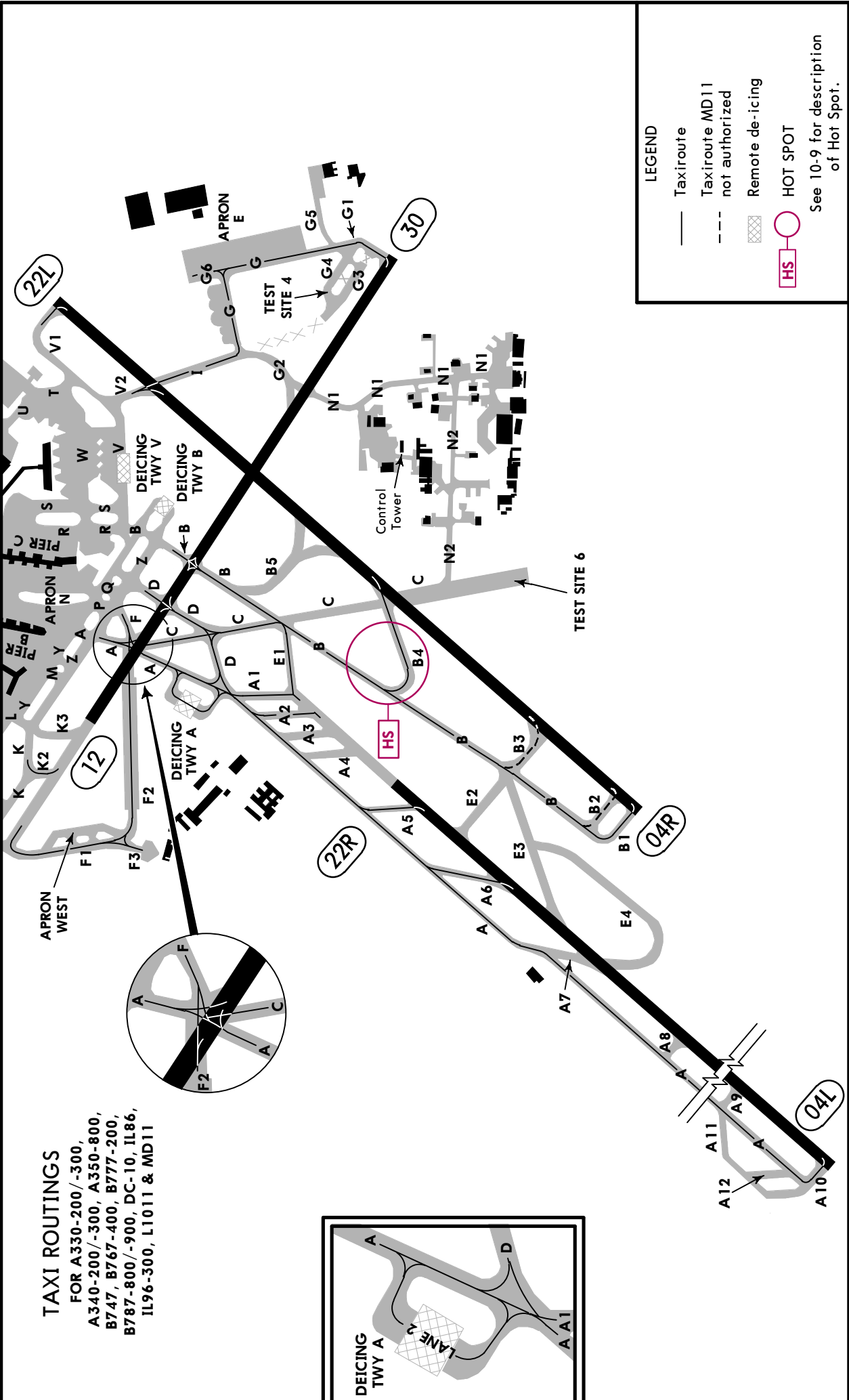
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A4, A6	N55 37.7 E012 38.5	C39	N55 37.4 E012 39.0
A7	N55 37.7 E012 38.6	D1	N55 37.6 E012 39.1
A8	N55 37.7 E012 38.5	D2 thru D4	N55 37.6 E012 39.2
A9	N55 37.7 E012 38.6	D6, D8, D10	N55 37.6 E012 39.3
A11	N55 37.6 E012 38.6	D12	N55 37.5 E012 39.3
A12, A14, A15	N55 37.6 E012 38.5	E60	N55 37.6 E012 39.8
A16, A17	N55 37.6 E012 38.4	E70, E71	N55 37.6 E012 39.7
A18 thru A21	N55 37.7 E012 38.4	E72 thru E74	N55 37.7 E012 39.7
A22, A23	N55 37.7 E012 38.3	E75, E76	N55 37.7 E012 39.8
A25, A26	N55 37.7 E012 38.2	E77	N55 37.7 E012 39.9
A27, A28	N55 37.7 E012 38.1	E78	N55 37.8 E012 39.9
A30, A31	N55 37.7 E012 38.0	F1, F4	N55 37.5 E012 39.3
A32 thru A34	N55 37.7 E012 37.9	F5	N55 37.5 E012 39.4
A50	N55 37.7 E012 38.3	F7, F8	N55 37.5 E012 39.5
B2	N55 37.7 E012 38.7	F9	N55 37.5 E012 39.6
B3	N55 37.7 E012 38.8	F89	N55 37.4 E012 39.6
B4	N55 37.7 E012 38.7	F90 thru F93	N55 37.4 E012 39.5
B5	N55 37.6 E012 38.8	F94 thru F97	N55 37.4 E012 39.4
B6	N55 37.6 E012 38.7	F98	N55 37.4 E012 39.3
B7	N55 37.6 E012 38.8	G15 thru G17	N55 36.9 E012 40.5
B8, B9	N55 37.6 E012 38.7	G18, G19	N55 36.9 E012 40.6
B10	N55 37.6 E012 38.6	G110, G111	N55 37.1 E012 39.9
B15 thru B19	N55 37.5 E012 38.7	G112, G113	N55 37.2 E012 40.0
C10	N55 37.7 E012 38.9	G114	N55 37.2 E012 40.1
C26	N55 37.6 E012 38.9	G120 thru G123	N55 37.2 E012 40.2
C27	N55 37.6 E012 39.1	G124	N55 37.2 E012 40.3
C28	N55 37.6 E012 38.9	G125	N55 37.2 E012 40.2
C29	N55 37.6 E012 39.0	G126 thru G131	N55 37.1 E012 40.3
C30	N55 37.6 E012 38.9	G132 thru G137	N55 37.0 E012 40.3
C32	N55 37.5 E012 38.9	H101 thru H103	N55 37.5 E012 39.6
C33	N55 37.5 E012 39.0	H104 thru H107	N55 37.6 E012 39.6
C34	N55 37.5 E012 38.9	R I, R II	N55 37.5 E012 37.9
C35	N55 37.5 E012 39.0	R III	N55 37.4 E012 37.9
C36	N55 37.5 E012 38.9	W1	N55 37.3 E012 37.8
C37	N55 37.5 E012 39.0		



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JEPPesen COPENHAGEN, DENMARK
7 AUG 15 10-9E Eff 20 Aug KASTRUP

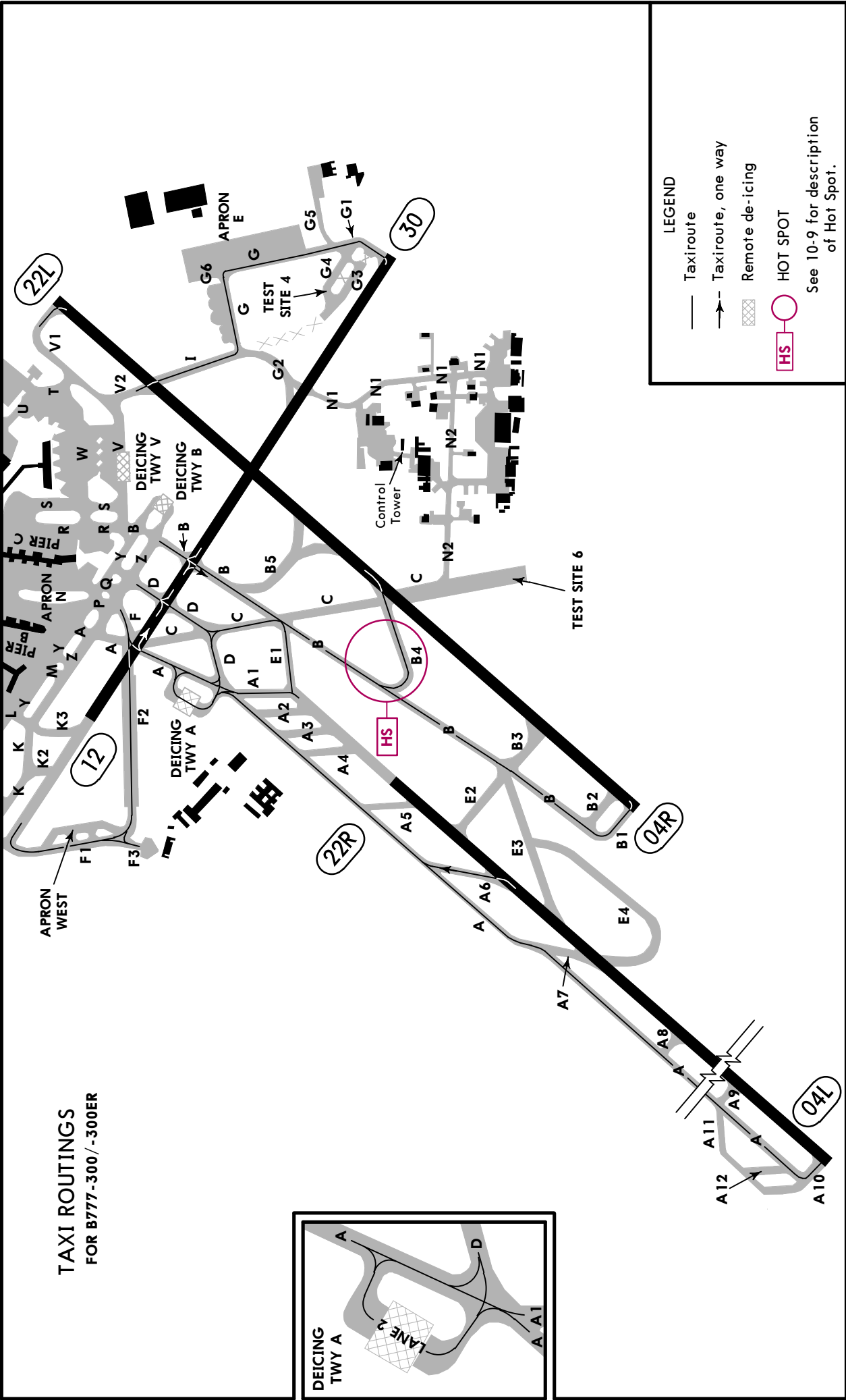


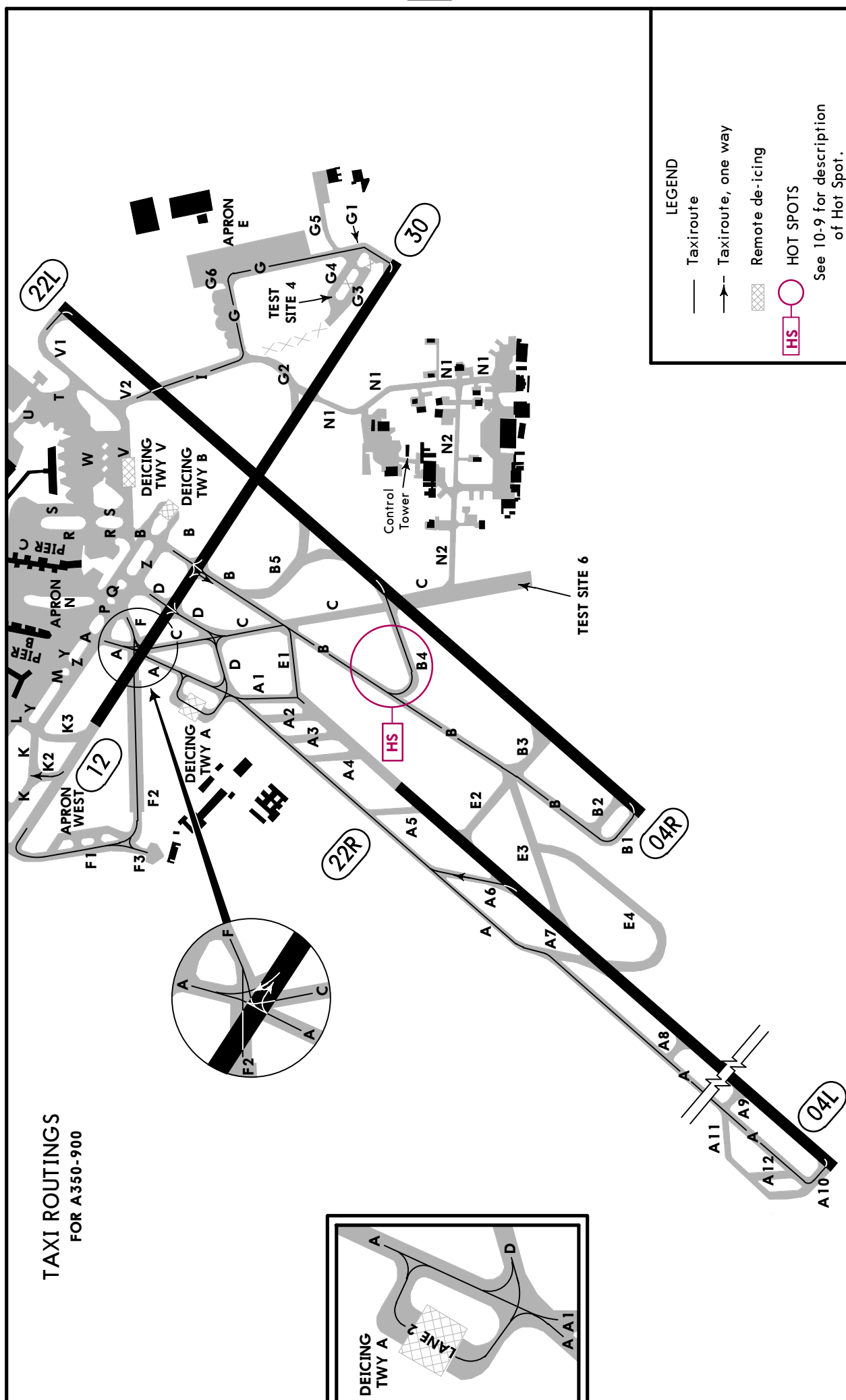
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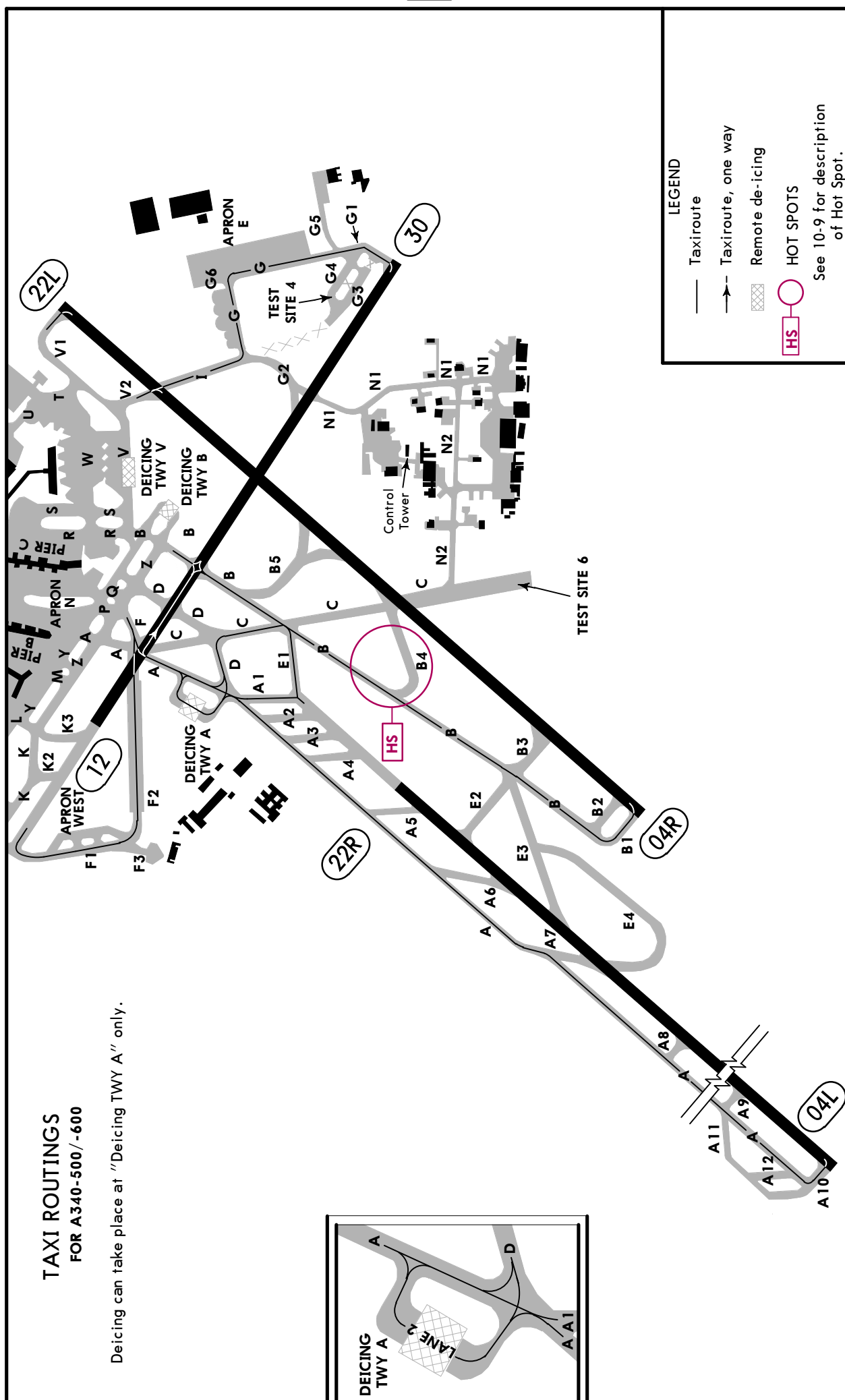
JEPPesen
30 OCT 15 10-9F Eff 12 Nov

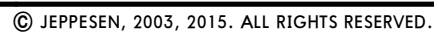
COPENHAGEN, DENMARK

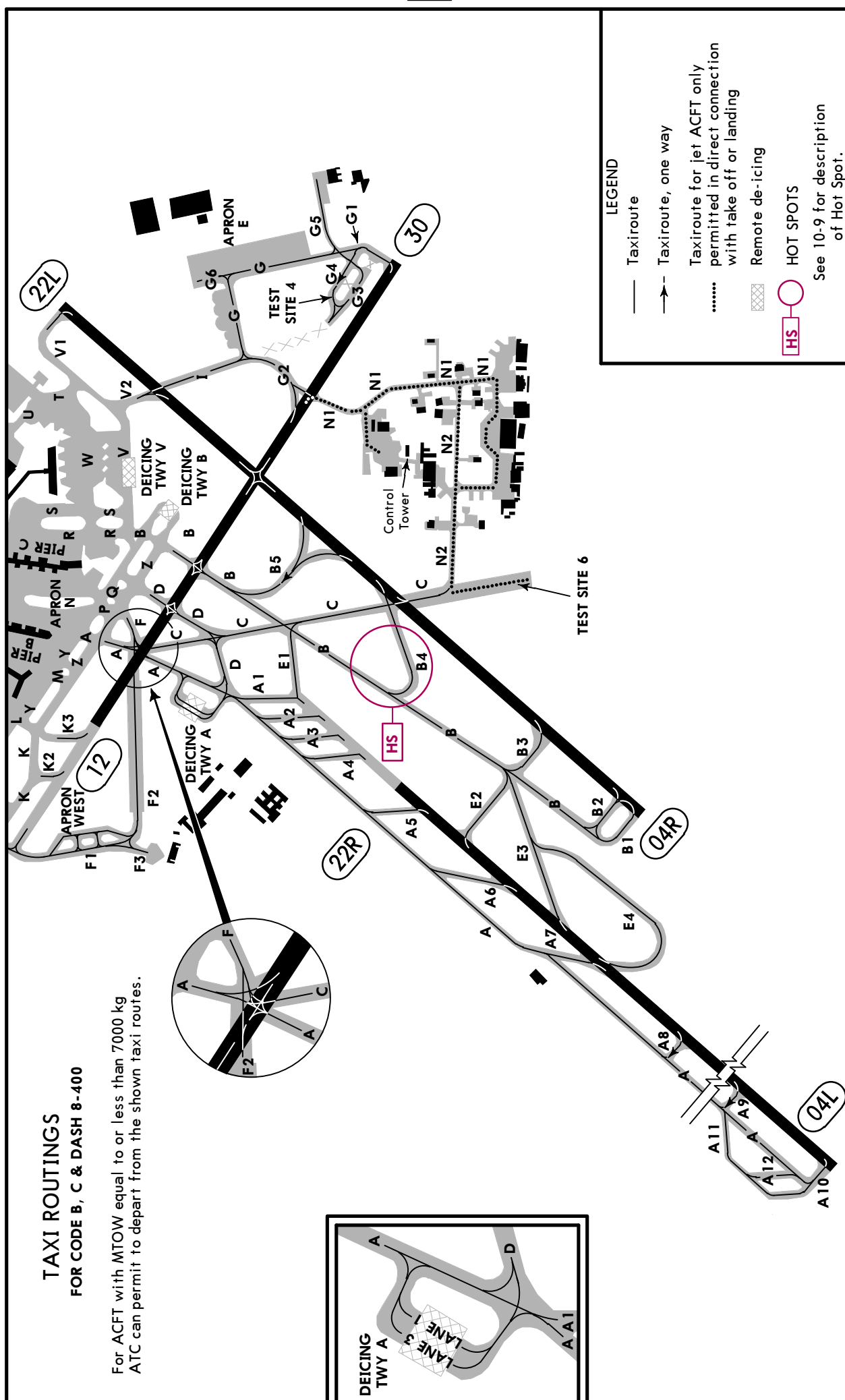
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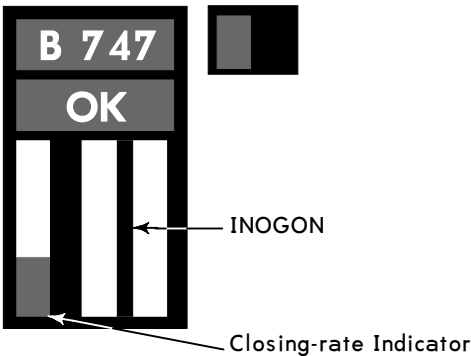


Eff 12 Nov



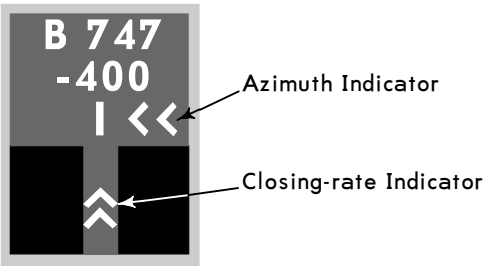
DOCKING GUIDANCE SYSTEMS

APIS - Aircraft Parking and Information System



Check for correct acft type on upper display.
Adjust according to indications of INOCON display.
Slow down and stop according to closing-rate Indicator on display.
Display automatically shut down after some seconds.
When system is switched off or displays "STOP" or "FAIL" the stand is not cleared for entry.

SAFEDOCK



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.
When system is switched off or displays "STOP" or "FAIL" the stand is not cleared for entry.

EKCH/CPH



2 JUN 06
Eff 8 Jun

10-9Y

JAA COPTER MINIMUMS

COPENHAGEN, DENMARK
KASTRUP

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.

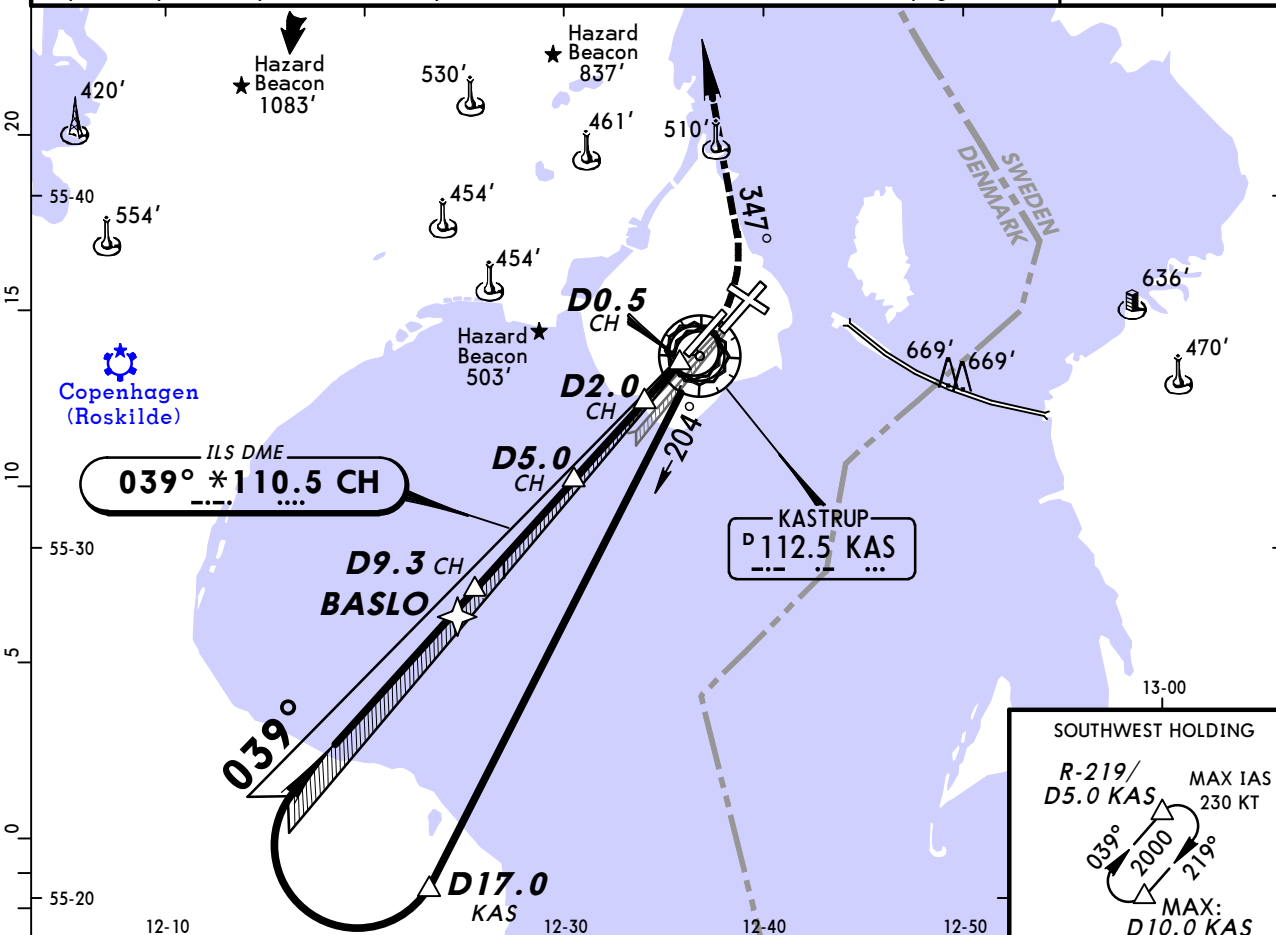
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20 FEB 15 **(11-1)**

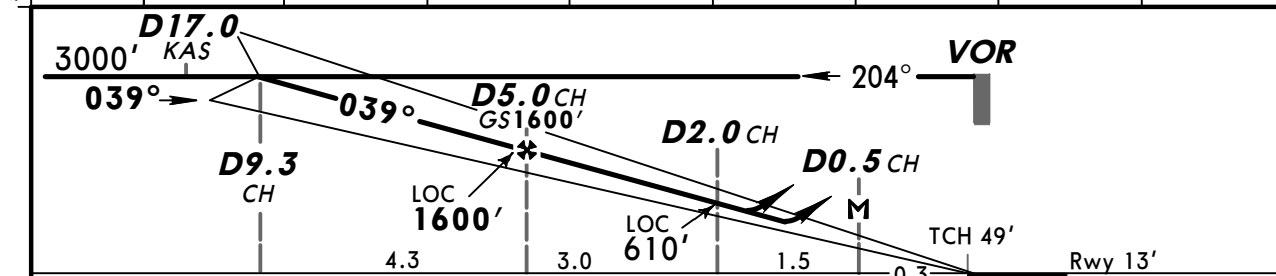
COPENHAGEN, DENMARK
ILS DME Rwy 04L

Eff 5 Mar

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.8	120.2	118.1	121.625
LOC CH	Final Apch Crs	GS D5.0 CH	ILS DA(H) Refer to Minimums	Apt Elev 17'	
*110.5	039°	1600' (1587')		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°	372	478	531	637	743	849		
MAP at D0.5 CH									

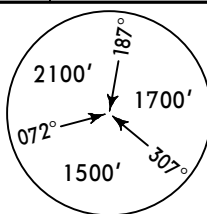
STRAIGHT-IN LANDING RWY 04L					CIRCLE-TO-LAND		
ILS					1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12		
DA(H) A: 215' (202') C: 235' (222') B: 227' (214') D: 246' (233')					Max Kts MDA(H) VIS		
FULL Limited ALS out					550' (533') 1500m		
ALS out					580' (563') 1600m	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

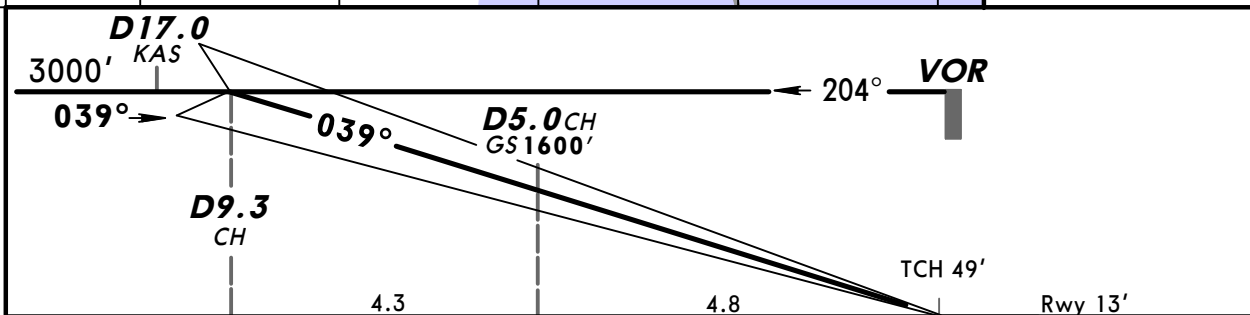
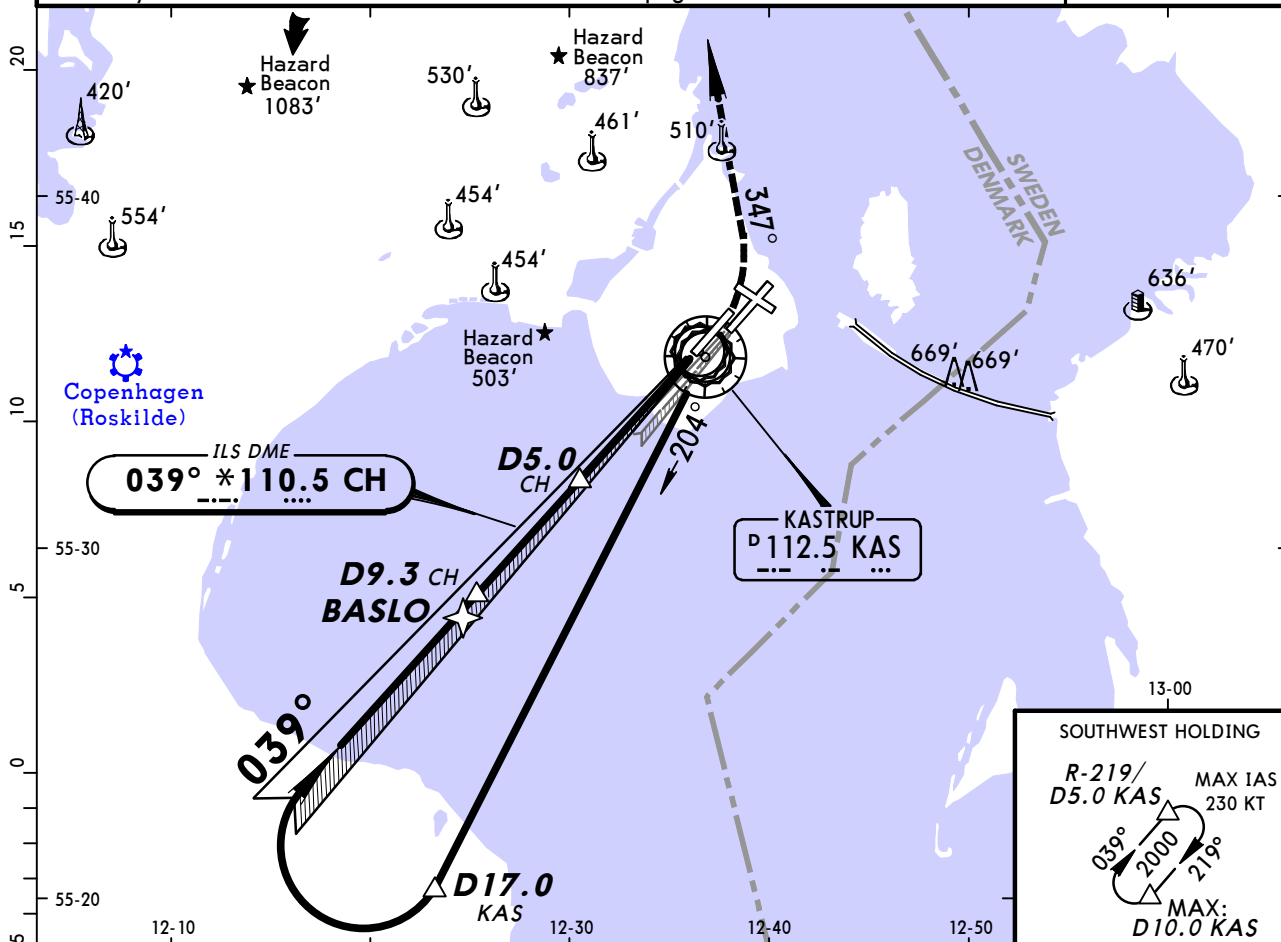
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KASTRUP

JEPPESSEN
20 FEB 15
Eff 5 Mar

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
122.750	118.45	119.8	120.2	118.1	121.625
LOC CH *110.5	Final Apch Crs 039°	GS D5.0 CH 1600' (1587')	CAT II ILS RA/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.					MSA KAS VOR
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	500'	347°	3000'
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	↑

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

RVR 300m					
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.					

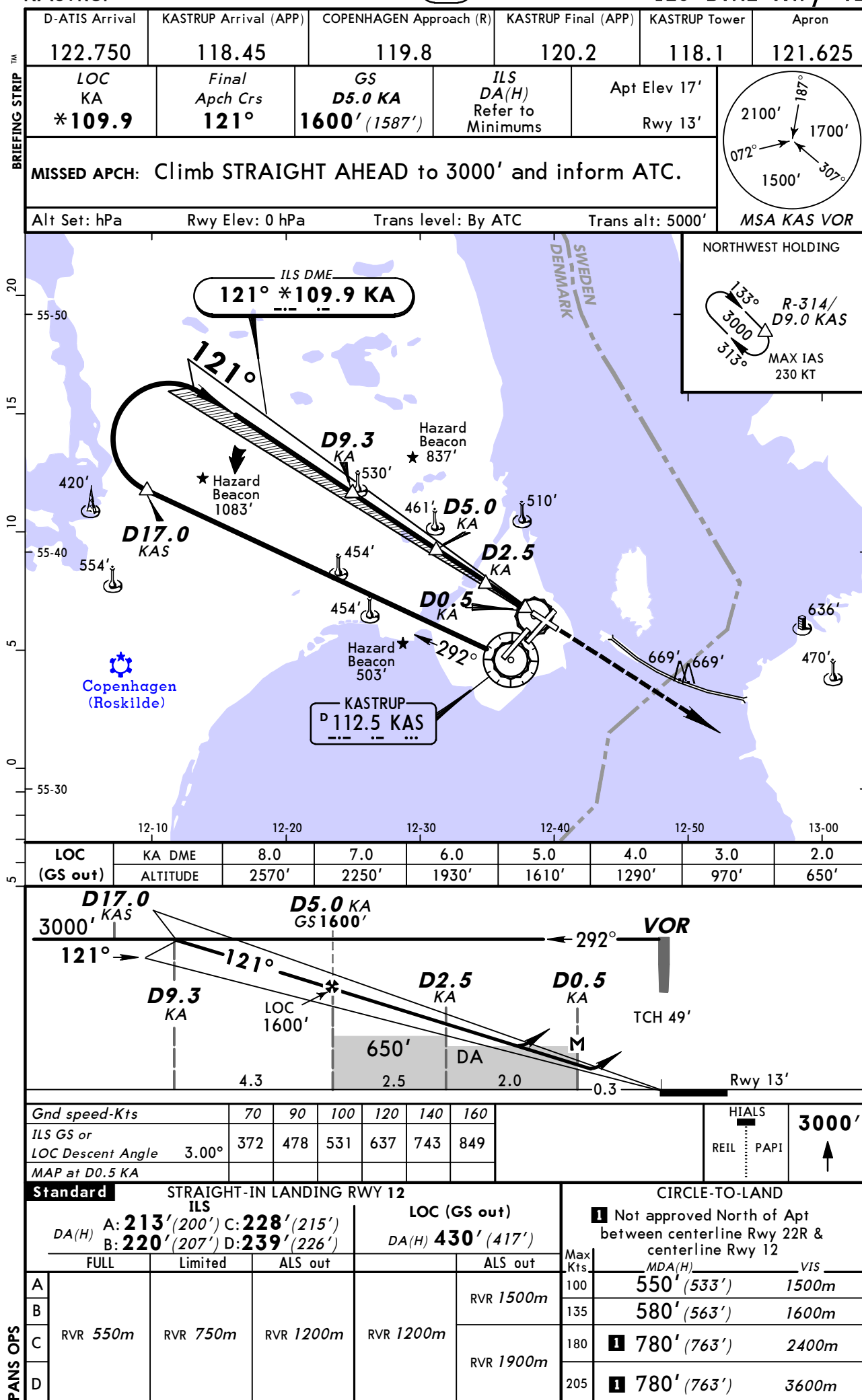
CHANGES: Bearings.

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20 FEB 15 **11-3** **Eff 5 Mar**

COPENHAGEN, DENMARK
ILS DME Rwy 12

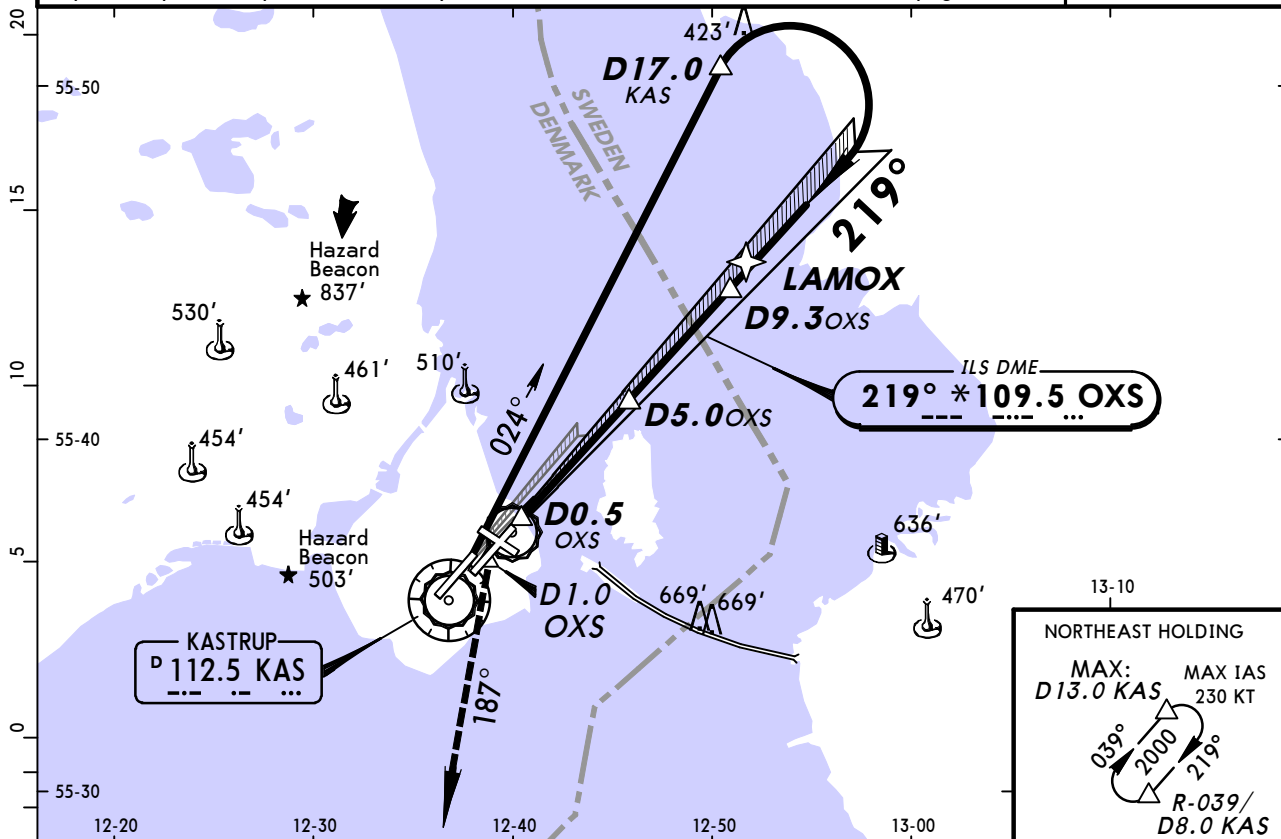


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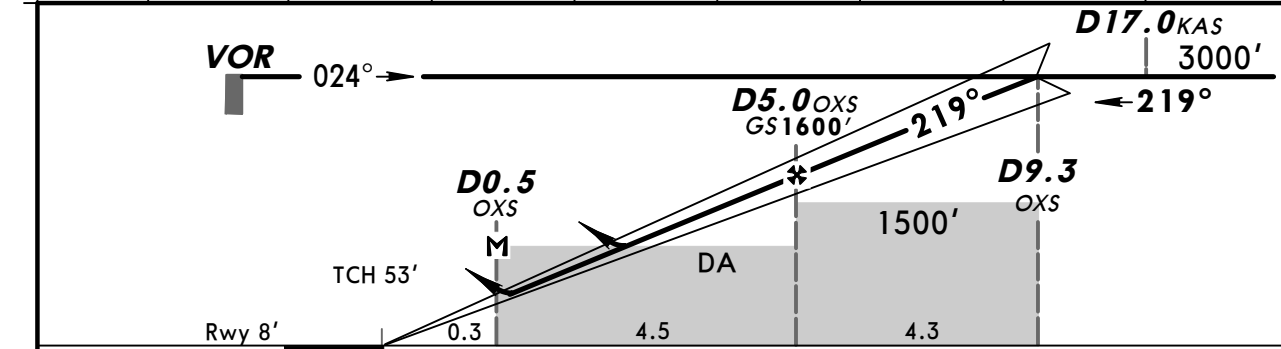
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20 FEB 15 **11-4** **Eff 5 Mar**

COPENHAGEN, DENMARK
ILS DME Rwy 22L

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.8	120.2	118.1	121.625
LOC OX *109.5	Final Aptch Crs 219°	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)	OX	DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE		650'	970'	1290'	1610'	1930'	2250'	2570'



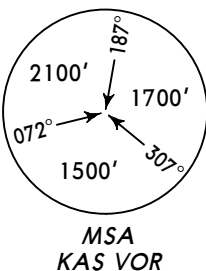
Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at D0.5 OXS									

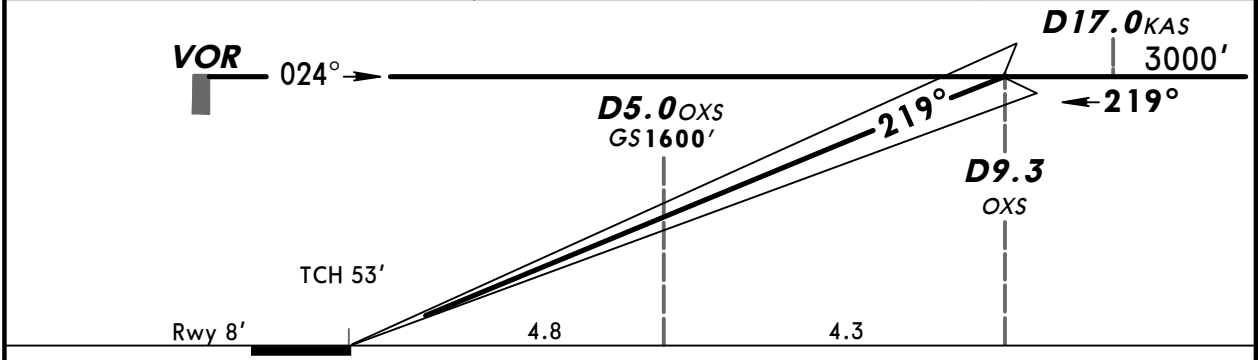
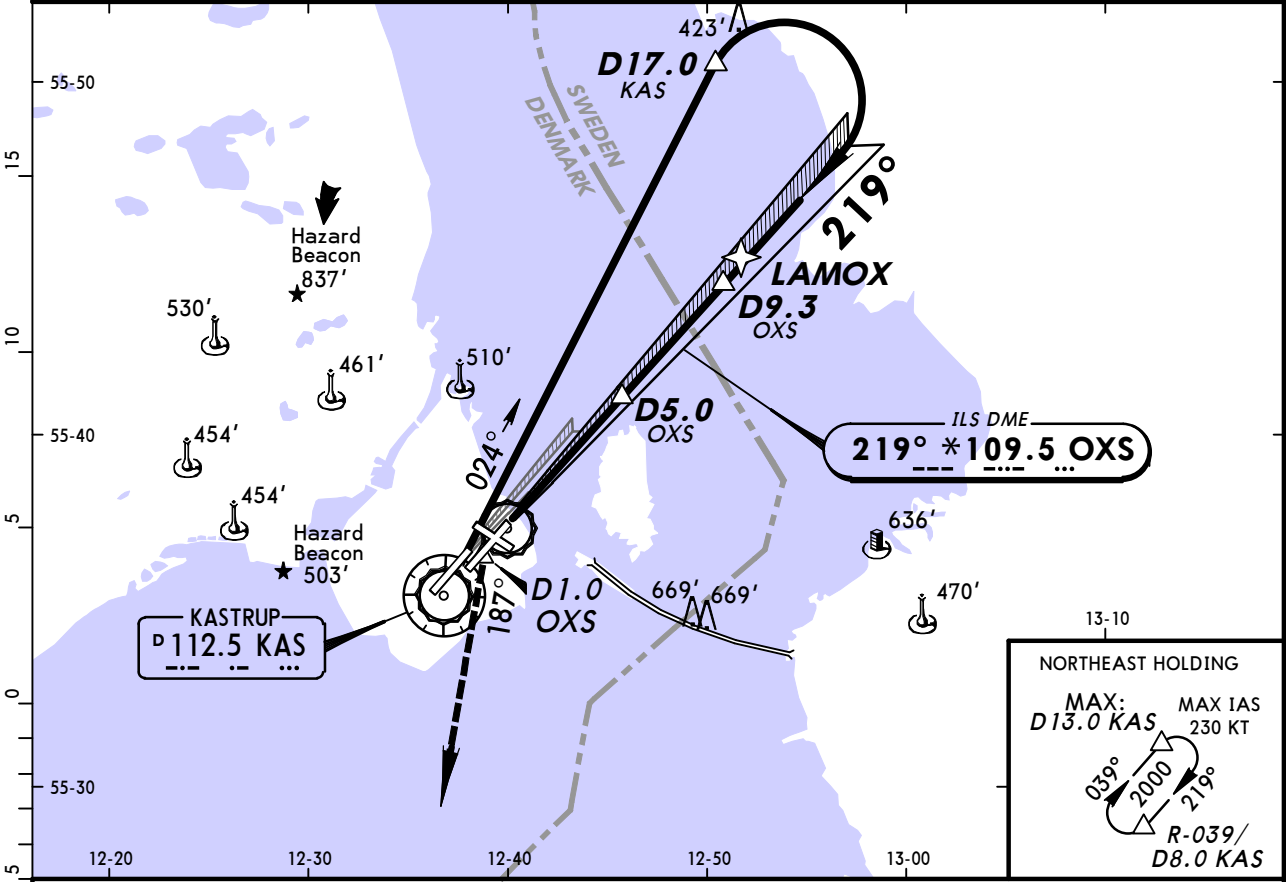
Standard				STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12			
DA(H) 208' (200')				DA(H) 400' (392')				MDA(H) VIS			
FULL				Limited				ALS out			
A				B				C			
RVR 550m				RVR 750m				RVR 1200m			
RVR 1100m				RVR 1500m				RVR 1800m			
100				135				180			
550' (533')				580' (563')				780' (763')			
1500m				1600m				2400m			
205				780' (763')				3600m			

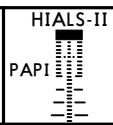
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20 FEB 15
Eff 5 Mar 11-4A

COPENHAGEN, DENMARK
CAT II ILS DME Rwy 22L

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.8	120.2	118.1	121.625
LOC OX *109.5	Final Apch Crs 219°	GS D5.0 OXS 1600' (1592')	CAT II ILS RA 101' DA(H) 108' (100')	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' 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°	372	478	531	637	743		

Standard STRAIGHT-IN LANDING RWY 22L
CAT II ILS
ABCD
RA 101'
DA(H) 108' (100')

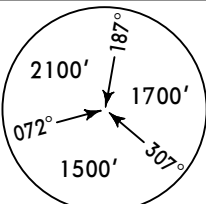
RVR 300m 

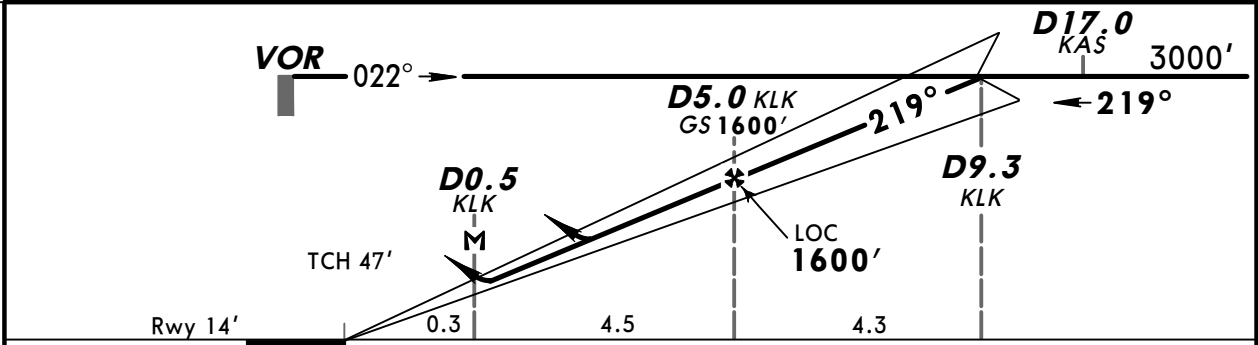
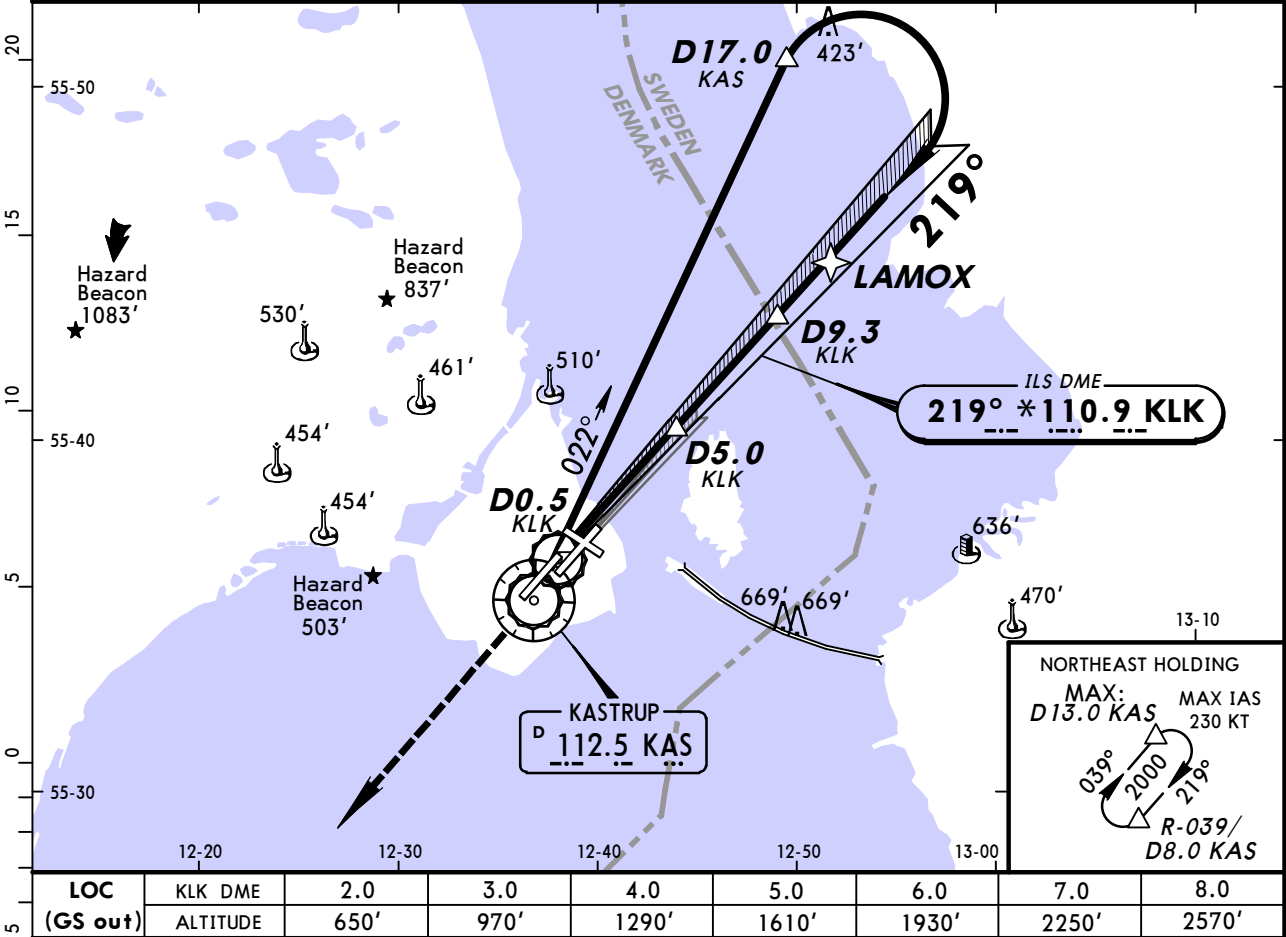
 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

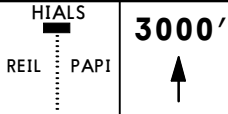
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JEPPESEN
20 FEB 15 11-5 Eff 5 Mar

COPENHAGEN, DENMARK
ILS DME Rwy 22R

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.8	120.2	118.1	121.625
LOC KLK *110.9	Final Aptch Crs 219°	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	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.5 KLK							

Standard STRAIGHT-IN LANDING RWY 22R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
DA(H) AB: 214' (200') C: 220' (206') D: 230' (216')		DA(H) 400' (386')		Max Kts MDA(H) VIS	
FULL	Limited	ALS out	ALS out	100	550' (533') 1500m
A				135	580' (563') 1600m
B				180	780' (763') 2400m
C	RVR 550m	RVR 750m	RVR 1200m	205	780' (763') 3600m
D					

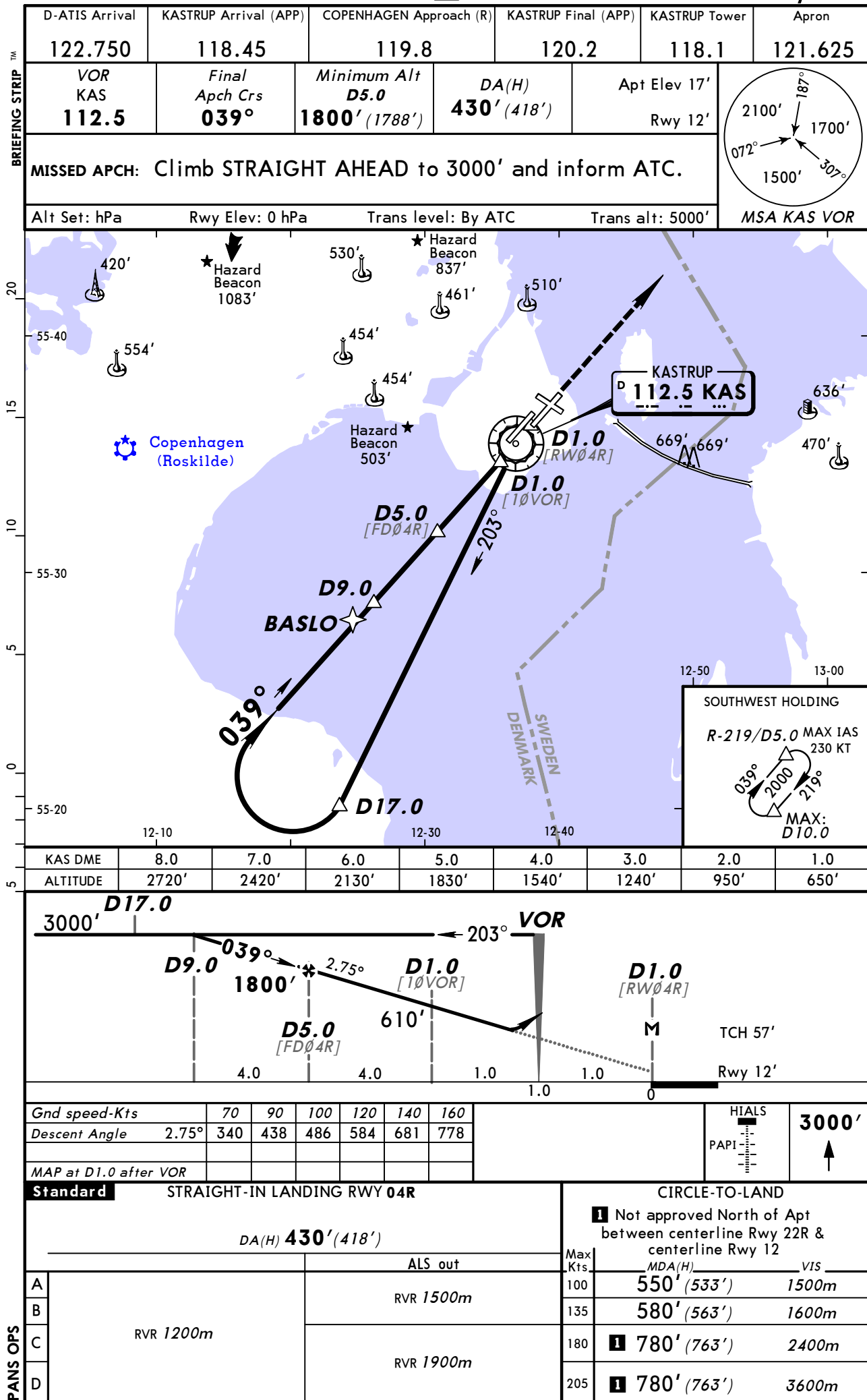
CHANGES: Bearings.

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20 FEB 15 **(13-1)** **Eff 5 Mar**

COPENHAGEN, DENMARK
VOR DME Rwy 04R

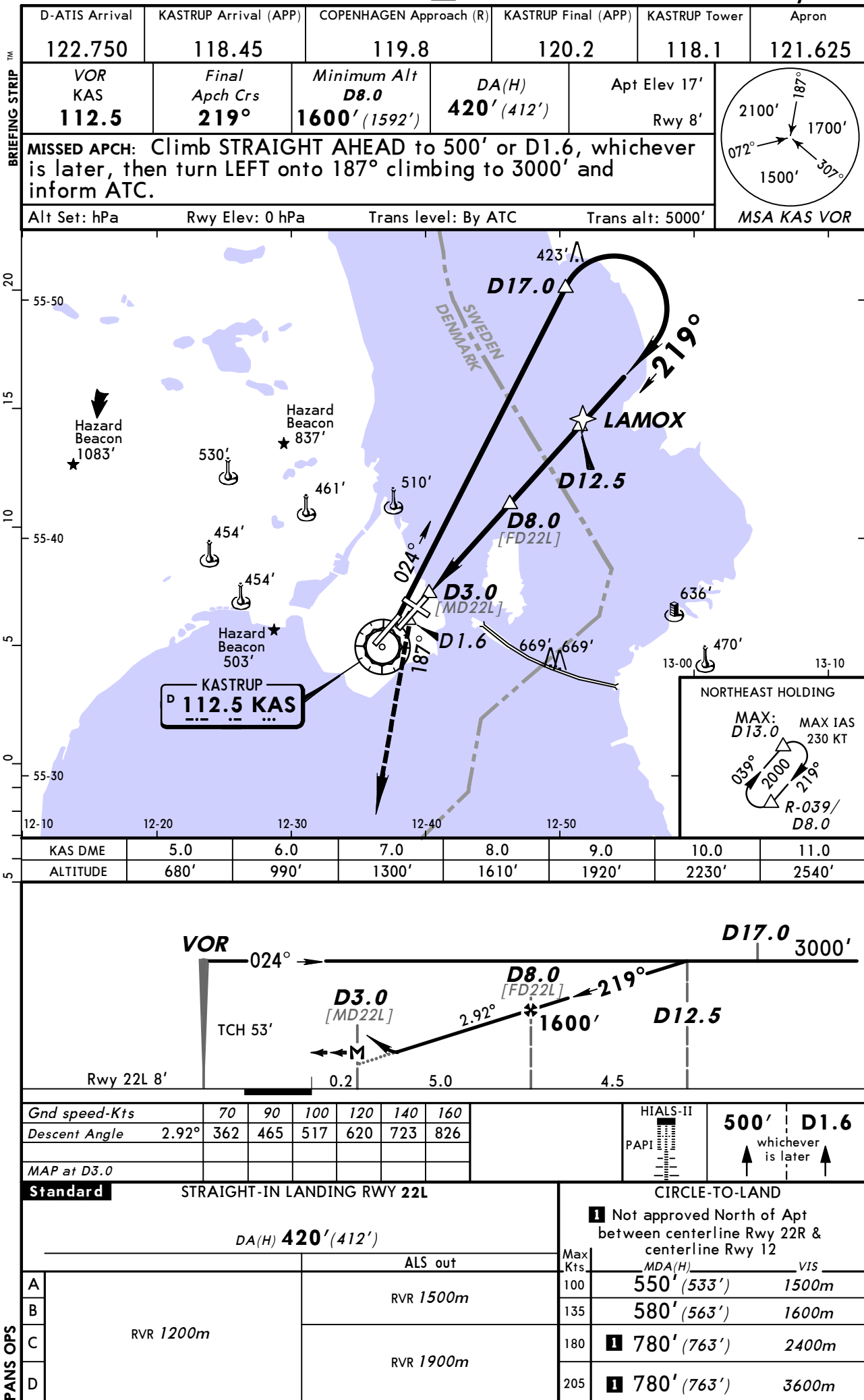


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JEPPESSEN
20 FEB 15 **13-2**

Eff 5 Mar

COPENHAGEN, DENMARK
VOR DME Rwy 22L



COPENHAGEN, (KASTRUP - EKCH)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EKCH