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Revision Letter For Cycle 13-2016

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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: 0225 Z
Sunset: 1956 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: 121.825
Kastrup Tower: 119.900
Kastrup Tower: 119.350
Kastrup Tower: 118.700
Kastrup Tower: 118.575
Kastrup Tower: 118.100
Kastrup Apron Ramp/Taxi: 121.625 Arrival Service
Kastrup Apron Ramp/Taxi: 121.900 Departure Service
Kastrup Apron Ramp/Taxi: 121.725
Kastrup Final Approach: 120.200
Copenhagen Approach: 119.800
Kastrup Arrival: 118.450
Kastrup Departure: 124.975
Kastrup Departure: 120.250
Airport Office Operations: 131.400

EKCH/CPH
KASTRUP

25 SEP 15

JEPPesen

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

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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

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(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

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(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.

EKCH/CPH

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JEPPesen

20 MAY 16

10-1P4

Eff 26 May

COPENHAGEN, DENMARK

AIRPORT BRIEFING

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, R1, R11 and R111.

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

EKCH/CPH
KASTRUP

20 MAY 16

JEPPesen

10-1P5

Eff 26 May

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.

EKCH/CPH
KASTRUP

20 MAY 16

JEPPESSEN

10-1P6

Eff 26 May

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
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JEPPESEN
20 MAY 16 (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 on 119.9.

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

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

3.2.2. APT COLLABORATIVE DECISION MAKING (A-CDM)

APT operates according to A-CDM standards. As a consequence all departures must submit a correct Target Off-Block Time (TOBT) either by the ACFT operator or by the handling agent. If the TOBT cannot be met within the ± 5 minutes time frame, the TOBT must be updated. Failing to do so can affect the departure sequence and subsequently cause a delay. ATC will if necessary inform of a Targeted Start-Up Approval Time (TSAT) when contacting ATC at TOBT ± 5 min.

3.2.2.1. DEPARTING ACFT

At TOBT ± 5 min, departing ACFT shall obtain start-up, push-back approval and taxi instruction on relevant frequencies.

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

If a TSAT is provided by ATC, the ACFT shall be ready for push-back/taxi at TSAT, and able to perform the manoeuvre at TSAT. Otherwise a new TOBT is required. In deicing situations inform Clearance delivery on 119.9 whether deicing is needed or not.

Await activation of squawk until taxi or push-back clearance, whichever comes first, has been obtained.

3.2.2.2. ATC CLEARANCE DELIVERY

Departing ACFT shall contact Clearance Delivery on 119.9 prior to TOBT in order to obtain ATC clearance. Clearance is available from TOBT -30 min. At initial contact ACFT type shall be stated.

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KASTRUP

JEPPESEN
20 MAY 16

(10-1P8)

COPENHAGEN, DENMARK
Eff 26 May

AIRPORT BRIEFING

3. DEPARTURE

3.2.3. JET ACFT

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

3.2.4. PROPELLER ACFT

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

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

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

3.3. SPEED RESTRICTIONS

MAX 250 KT at or below 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.

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 TOBT.

Latest time for obtaining clearance is at TOBT.

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

EKCH/CPH
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25 MAY 12

10-2

Eff 31 May

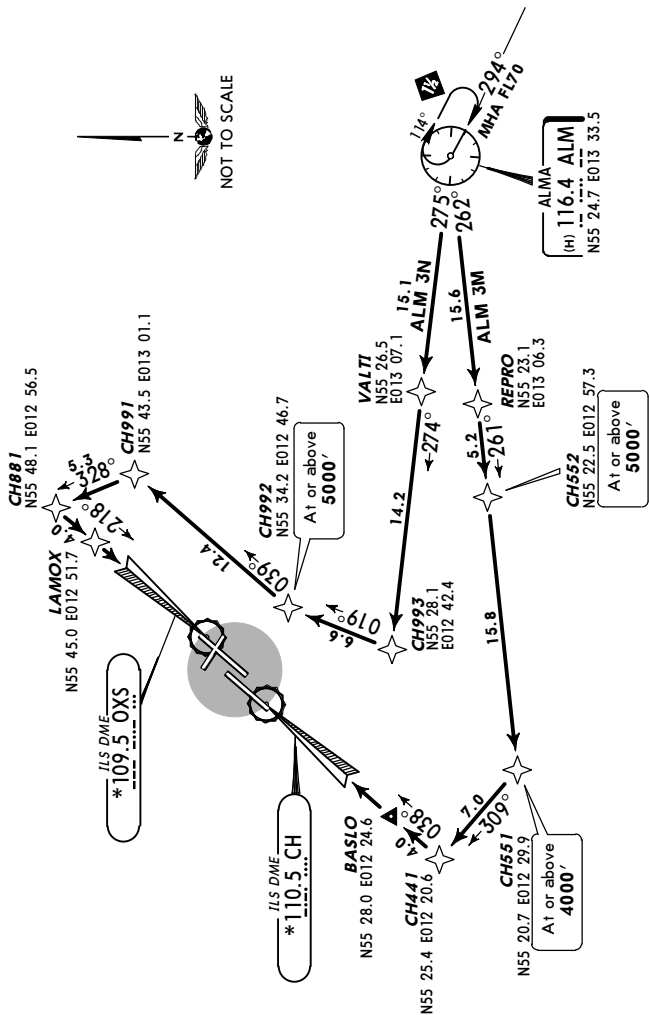
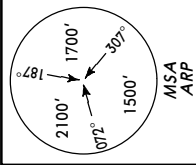
COPENHAGEN, DENMARK
RNAV STAR

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.

JEPPESSEN
COPENHAGEN, DENMARK

25 MAY 12

10-2A

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 call sign
3. Descend as cleared.

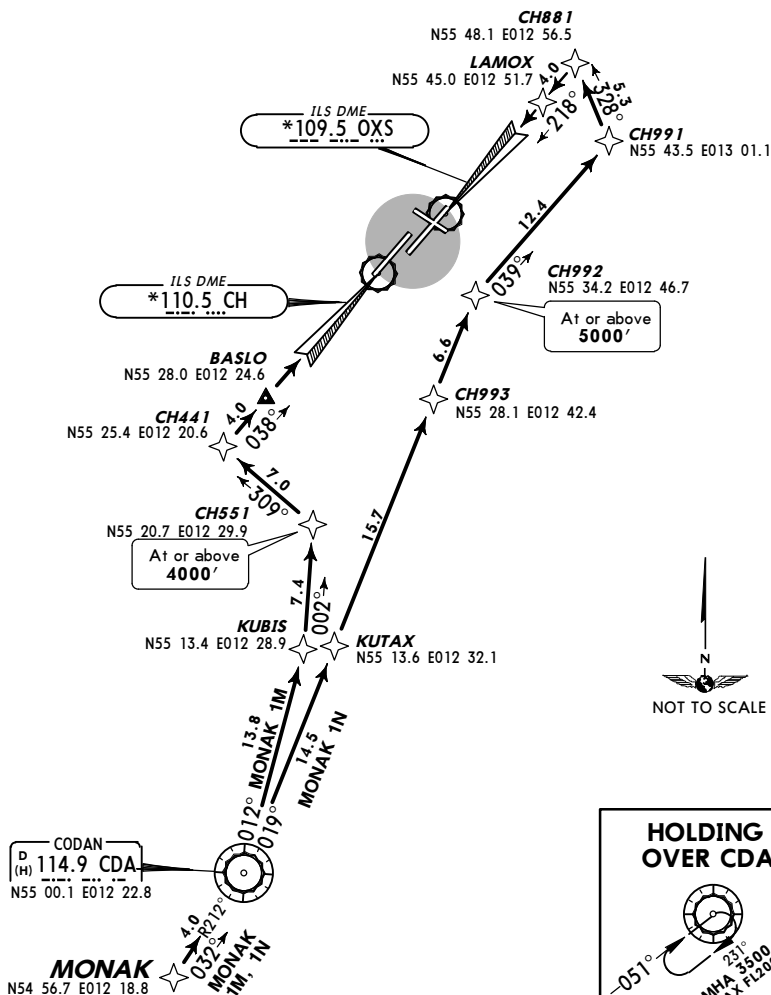
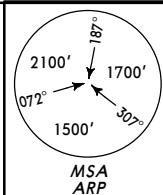
MONAK 1M [MONA1M], MONAK 1N [MONA1N]

RWYS 04L, 22L P-RNAV ARRIVALS

P-RNAV APPROVAL REQUIRED

BY ATC

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



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

EKCH/CPH
KASTRUP



JEPPESSEN

COPENHAGEN, DENMARK

25 MAY 12

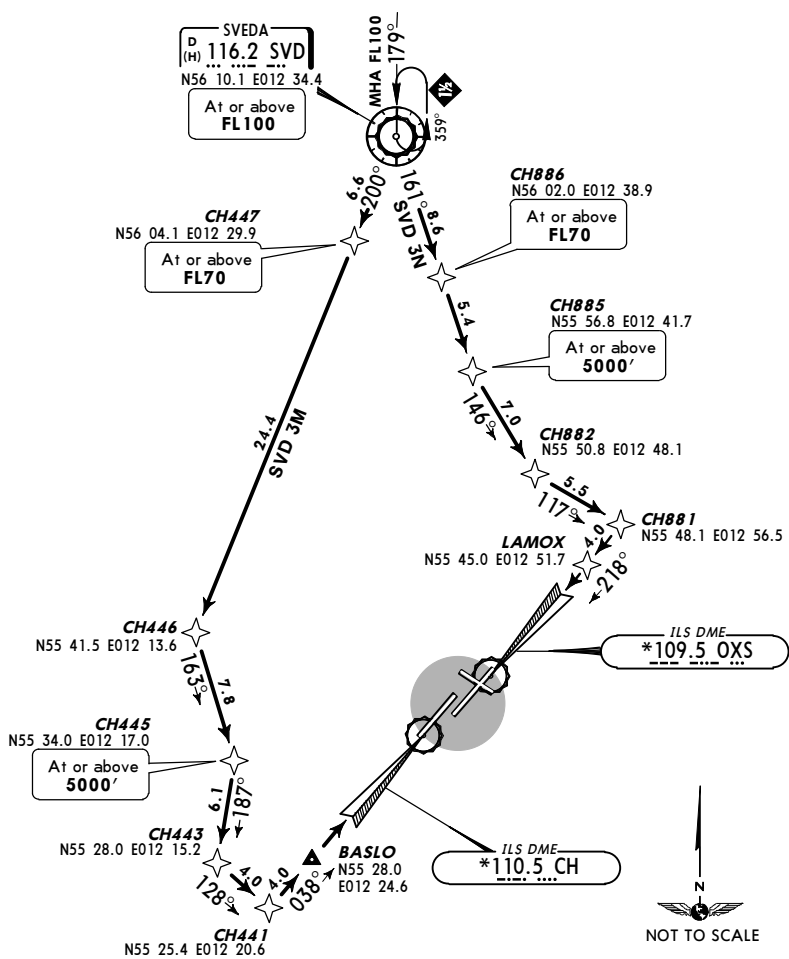
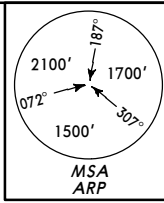
10-2B

Eff 31 May

RNAV STAR

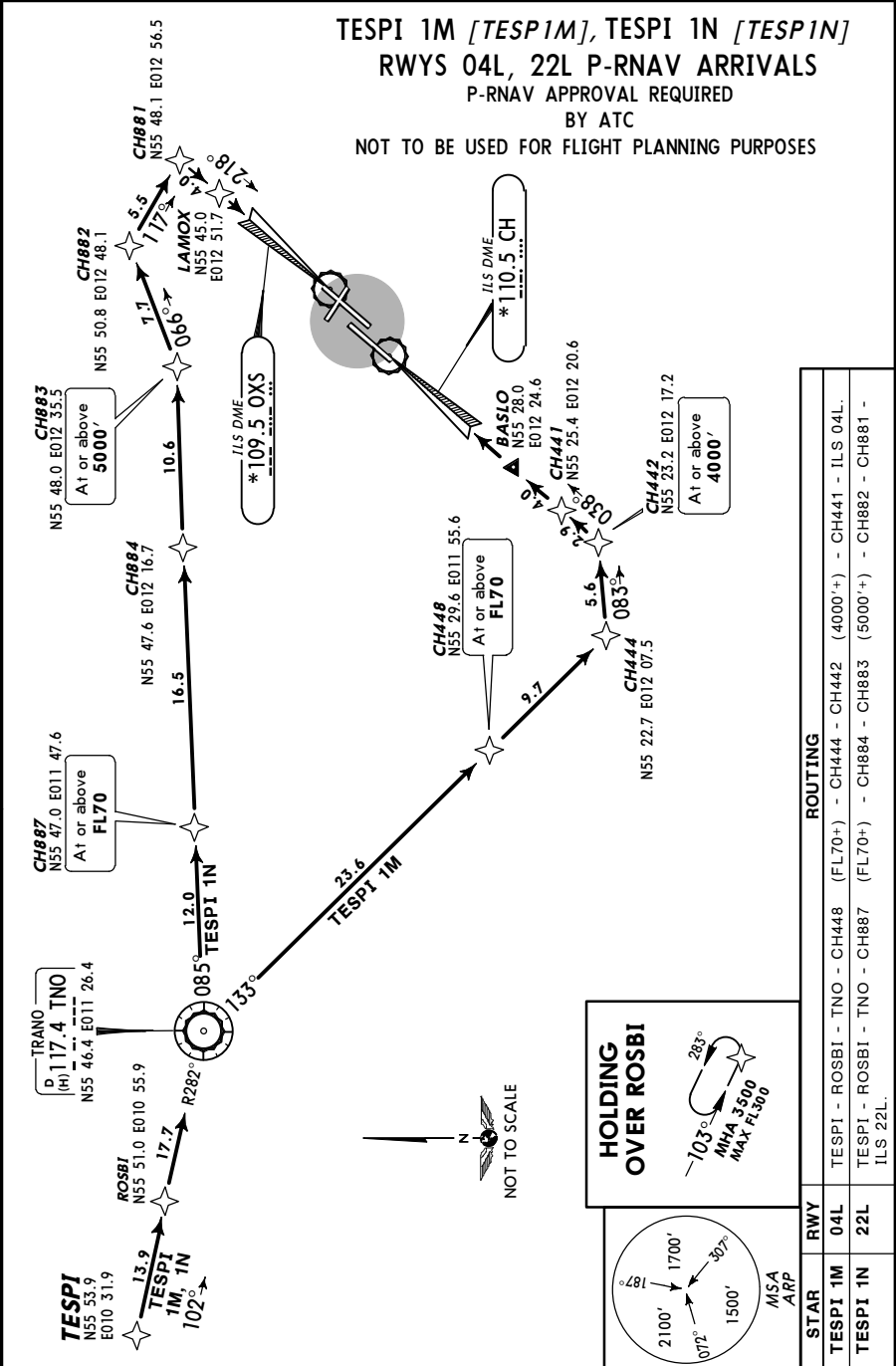
D-ATIS 122.75	Apt Elev 17'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. At first contact with APPROACH state type of aircraft. 2. At initial contact with FINAL state only call sign 3. Descend as cleared.
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SVD 3M, SVD 3N
RWYS 04L, 22L P-RNAV 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.

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 call sign 4. Descend as cleared.
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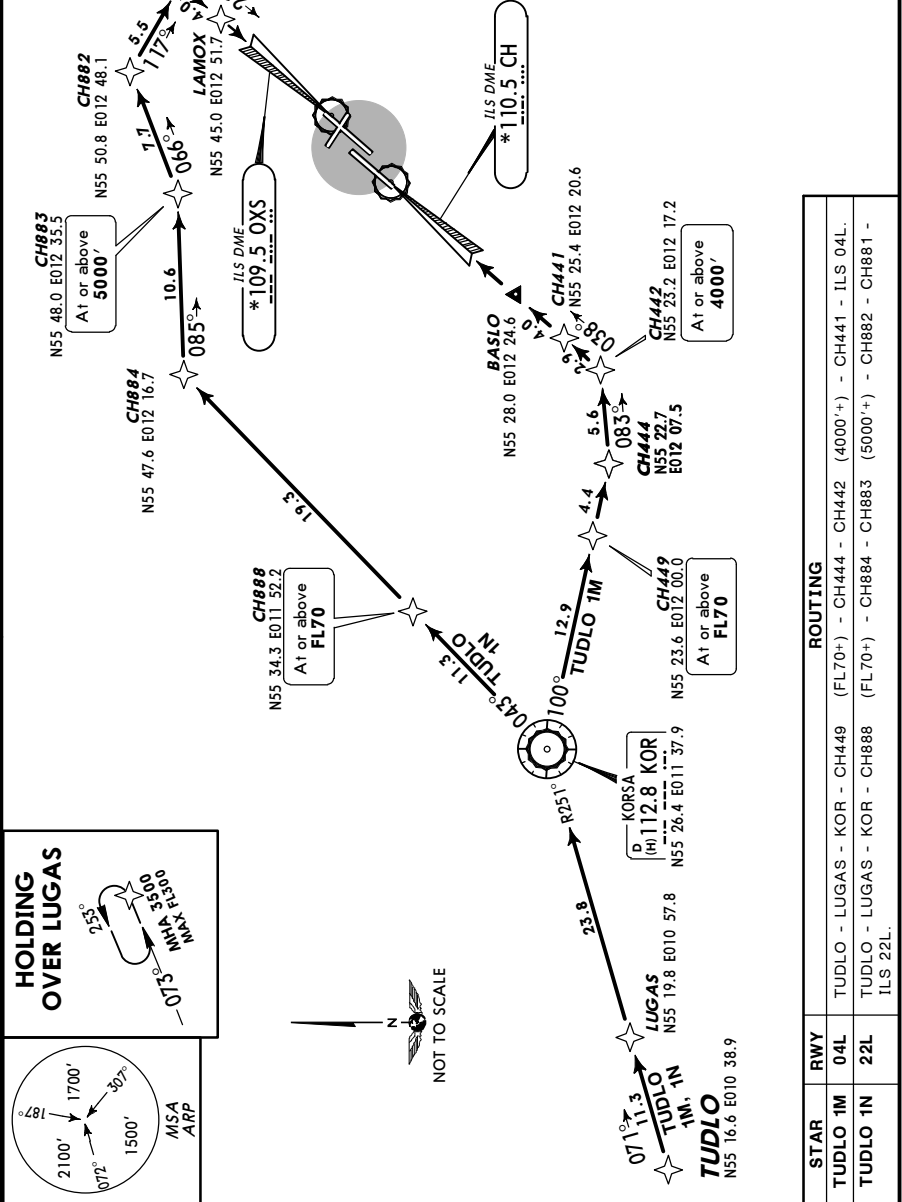


EKCH/CPH
KASTRUP

JEPPesen COPENHAGEN, DENMARK
25 MAY 12 (10-2D) 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 call sign 4. Descend as cleared.
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TUDLO 1M [TUDL1M], TUDLO 1N [TUDL1N]
RWYS 04L, 22L P-RNAV ARRIVALS
P-RNAV APPROVAL REQUIRED
BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

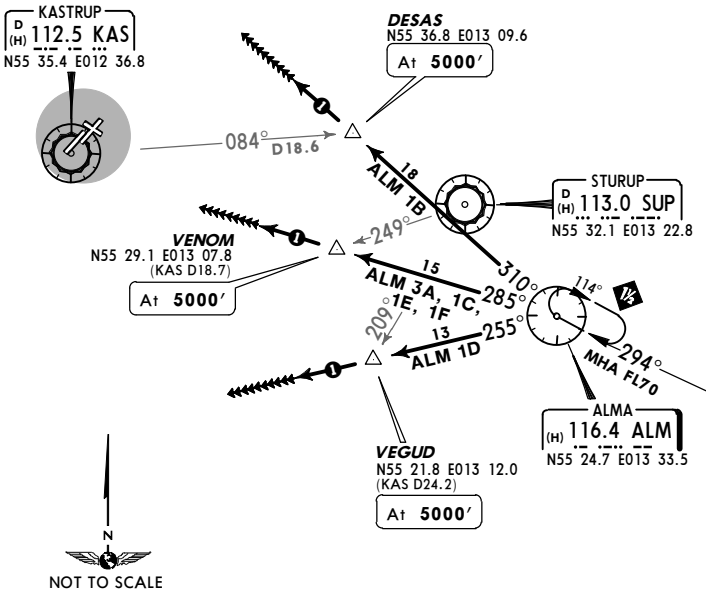
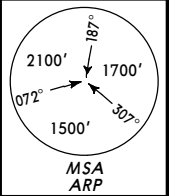


EKCH/CPH
KASTRUP

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 call sign 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



EKCH/CPH
KASTRUP

JEPPesen
25 MAY 12 10-2F

COPENHAGEN, DENMARK
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.

MONAK 1A [MONA1A]
RWY 04R ARRIVAL

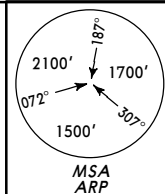
MONAK 1B [MONA1B]
RWY 12 ARRIVAL

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

KUBIS
N55 13.4 E012 28.9

MONAK 1B
At or below
FL100

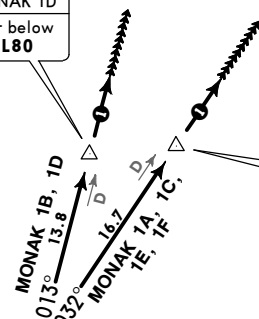
MONAK 1D
At or below
FL80

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

NEKSO
N55 13.9 E012 39.0

MONAK 1A, 1E
At or below
FL80

MONAK 1C, 1F
At or below
FL100



CODAN
D (H) 114.9 CDA
N55 00.1 E012 22.8

MONAK
N54 56.7 E012 18.8

HOLDING
OVER CDA

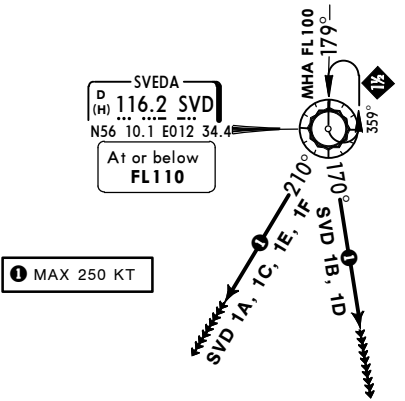
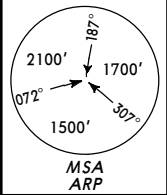


EKCH/CPH
KASTRUP

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



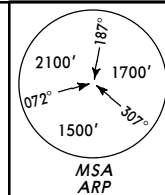
EKCH/CPH
KASTRUP

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 call sign.
4. Descend as cleared.



TESPI 1A [TESPIA]
RWY 04R ARRIVAL

TESPI 1B [TESPIB]
RWY 12 ARRIVAL

TESPI 1C [TESPIC]
RWY 22R ARRIVAL

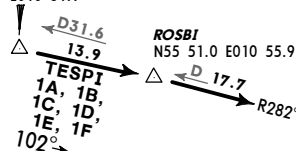
TESPI 1D [TESPID]
RWY 30 ARRIVAL

TESPI 1E [TESPIE]
RWY 04L ARRIVAL

TESPI 1F [TESPIF]
RWY 22L ARRIVAL

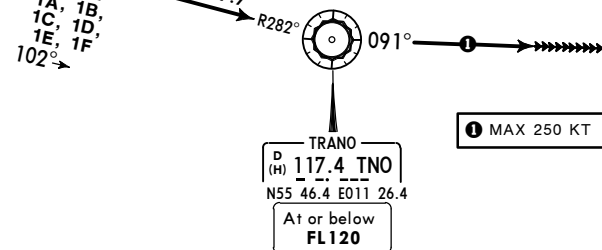
TESPI

N55 53.9
E010 31.9



Estimated track miles

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



1 MAX 250 KT

HOLDING OVER ROSBI



EKCH/CPH
KASTRUP

JEPPESSEN
25 MAY 12 (10-2K)

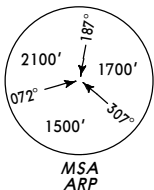
COPENHAGEN, DENMARK
Eff 31 May

ARRIVAL

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 call sign
3. Descend as cleared.



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

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

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

①
(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

16 SEP 11

JEPPesen

(10-3)

Eff 22 Sep**COPENHAGEN, DENMARK****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

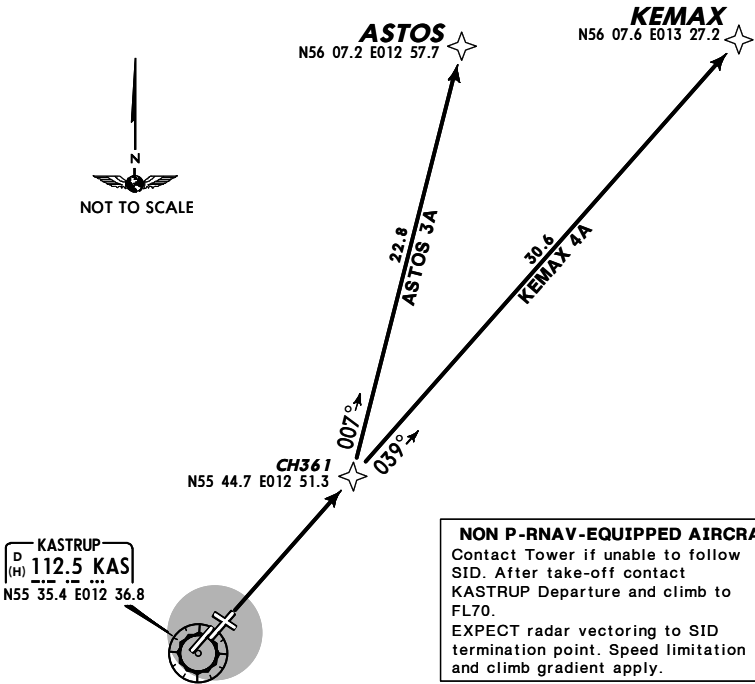
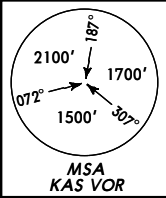
KASTRUP
Departure (R)
124.97

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
MAX 250 KT AT OR BELOW FL70



Direct distance from
Kastrup Apt to:
CH361 10 NM

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

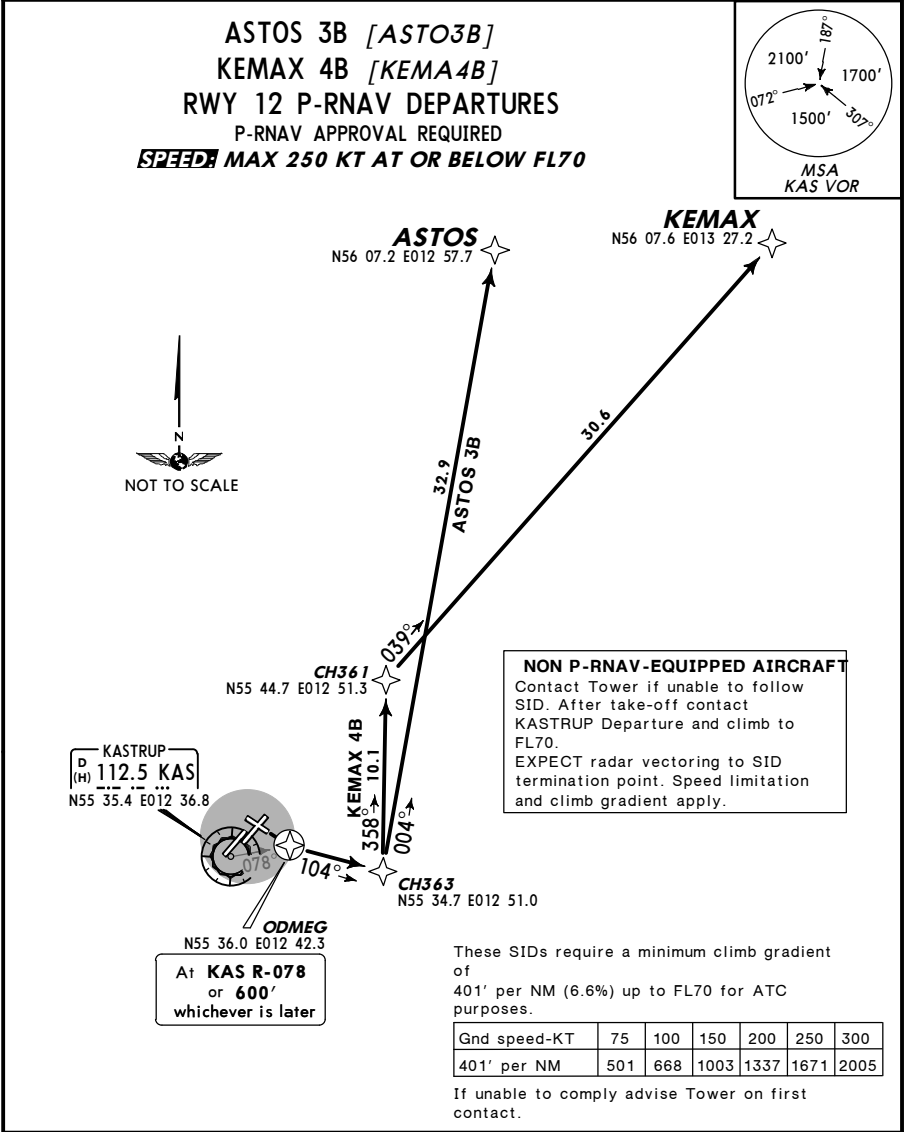
Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

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

SID	ROUTING	
ASTOS 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.

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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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 - KEMAX.

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11 (10-3D)

COPENHAGEN, DENMARK
Eff 22 Sep

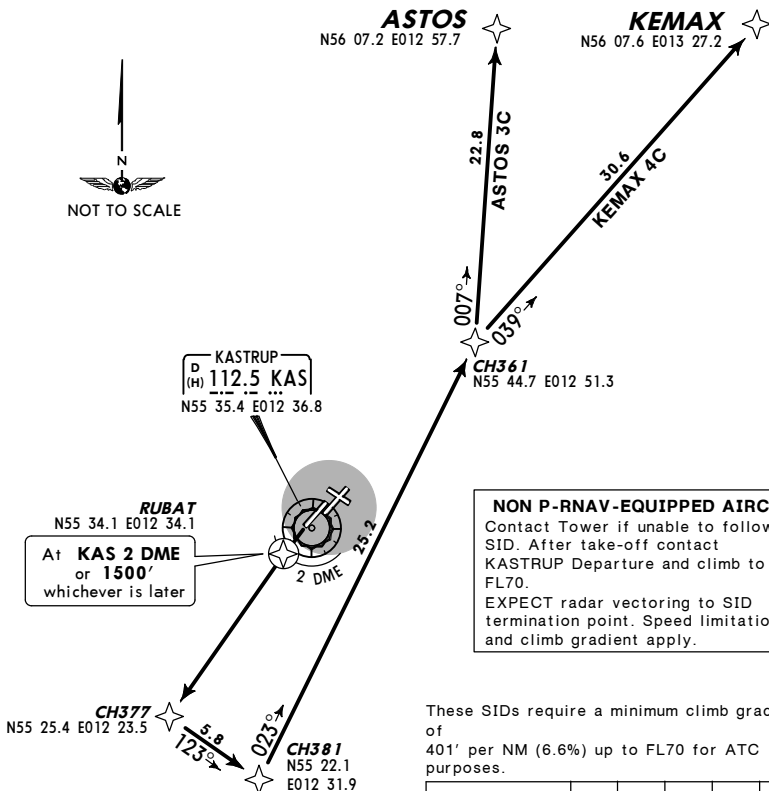
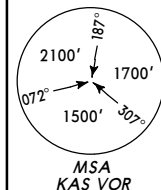
RNAV SID

KASTRUP
Departure (R)
124.97

Apt Elev
17'

- Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 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



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

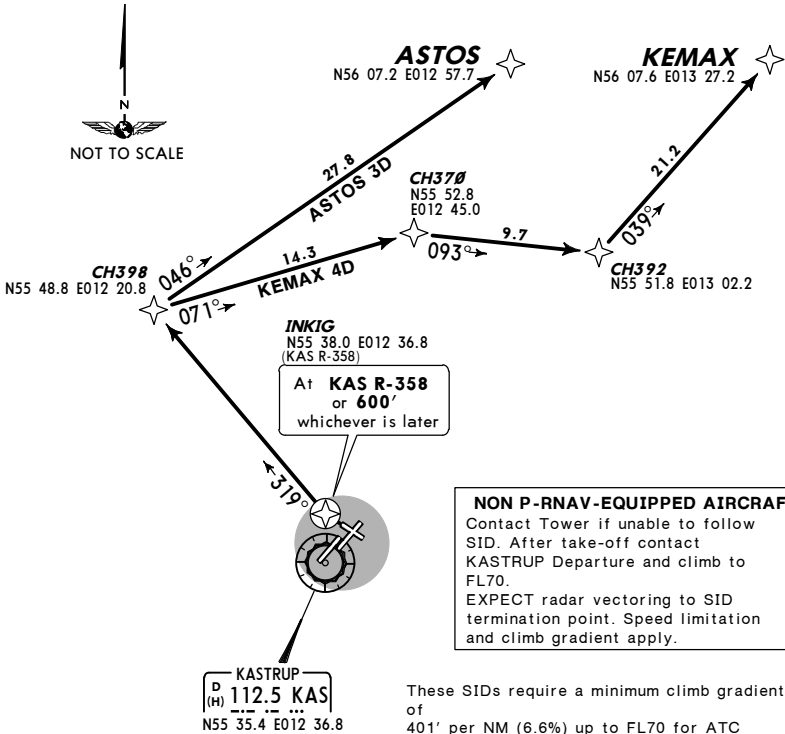
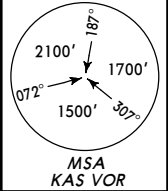
SID	ROUTING
ASTOS 3C PROP ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - CH377 - CH381 - CH361 - ASTOS.
KEMAX 4C JET ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - CH377 - CH381 - CH361 - KEMAX.

EKCH/CPH
KASTRUP

JEPPESEN COPENHAGEN, DENMARK
16 SEP 11 (10-3E) Eff 22 Sep 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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ASTOS 3D [ASTO3D]
KEMAX 4D [KEMA4D]
RWY 30 P-RNAV DEPARTURES
P-RNAV APPROVAL REQUIRED
SPEED MAX 250 KT AT OR BELOW FL70



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

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

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

If unable to comply advise Tower on first contact.

Initial climb clearance **4000'**

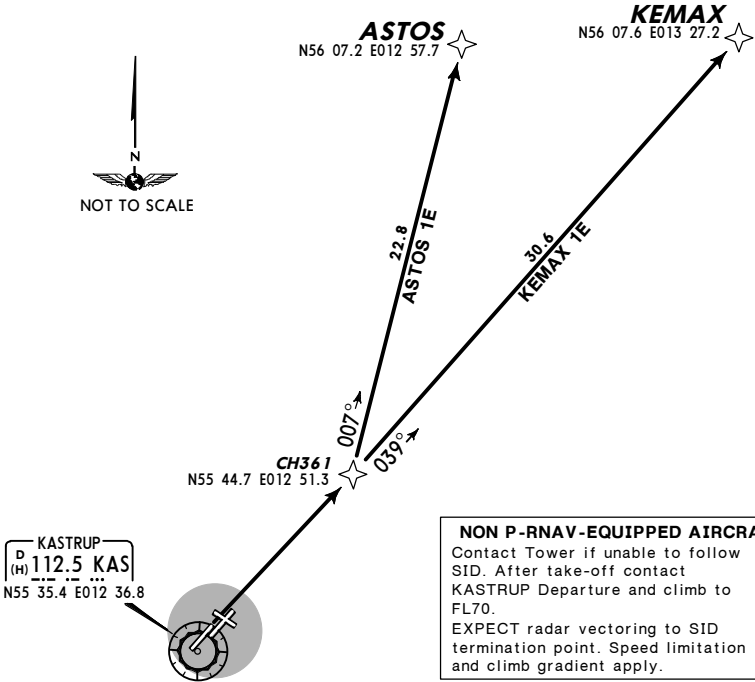
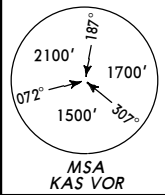
SID	ROUTING
ASTOS 3D PROP ONLY	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn RIGHT, climb on 319° track to 2100' - CH398 - ASTOS.
KEMAX 4D JET ONLY	Climb on extended runway centerline to KAS R-358 (INKIG) or 600', whichever is later, turn RIGHT, climb on 319°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

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
~~FEEL~~ **MAX 250 KT AT OR BELOW FL70****



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

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

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

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

If unable to comply advise Tower on first contact.

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

SID	ROUTING	
ASTOS 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

JEPPESSEN
16 SEP 11 (10-3G)

COPENHAGEN, DENMARK
Eff 22 Sep

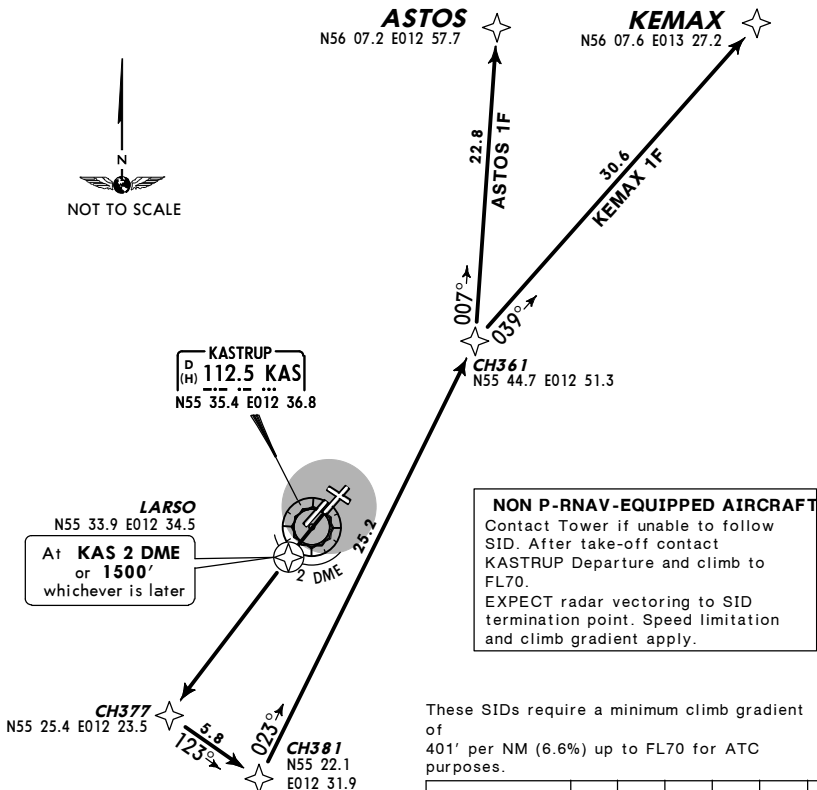
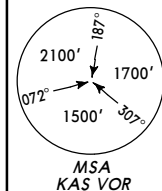
RNAV SID

KASTRUP
Departure (R)
124.97

Apt Elev
17'

- Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 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



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

If unable to comply advise Tower on first contact.

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

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

EKCH/CPH
KASTRUP

JEPPESSEN
16 SEP 11 (10-3H)

Eff 22 Sep

COPENHAGEN, DENMARK

RNAV SID

KASTRUP
Departure (R)
124.97

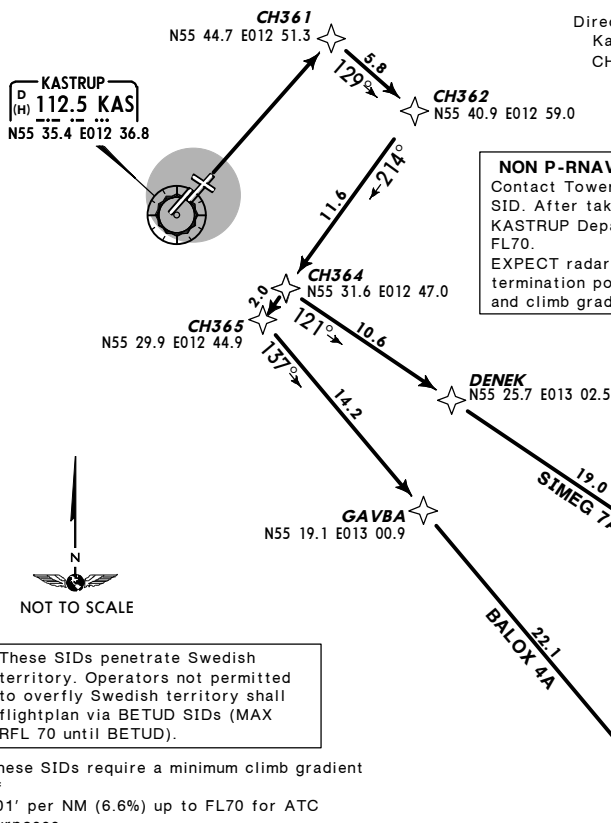
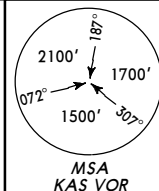
Apt Elev
17'

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
GAVBA - BALOX.

1700' - CH361 - CH362 - CH365 -

SIMEG 7A
JET ONLY

Climb on extended runway centerline to
DENEK - SIMEG.

1700' - CH361 - CH362 - CH364 -

EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3J) Eff 22 Sep RNAV SID

KASTRUP
Departure (R)
124.97

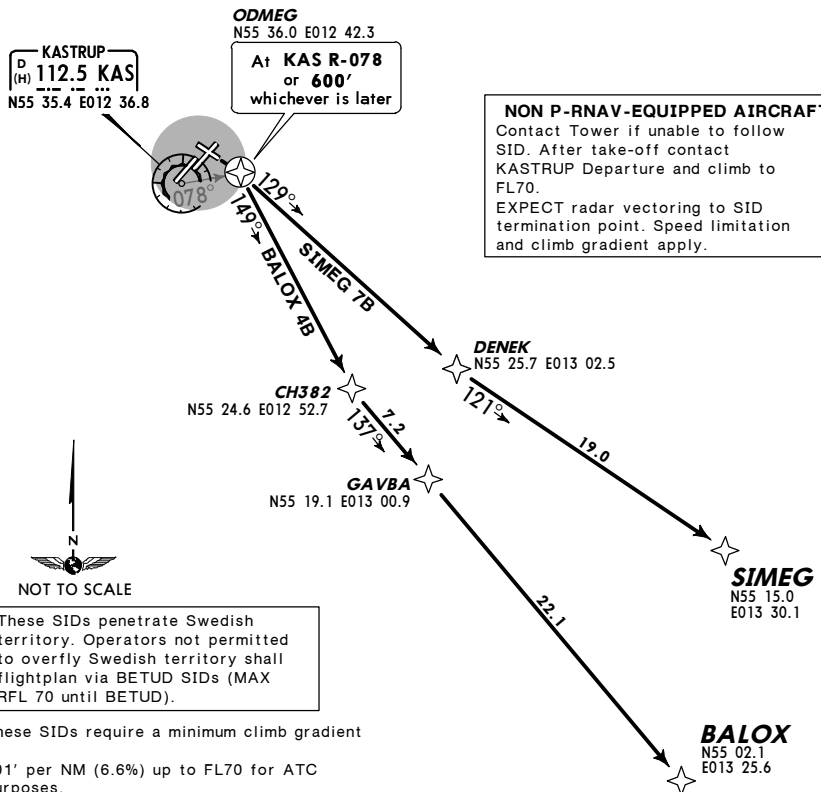
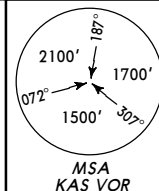
Apt Elev
17'

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).

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

P-RNAV APPROVAL REQUIRED

SPEED MAX 250 KT AT OR BELOW FL70



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

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

If unable to comply advise Tower on first contact.

Initial climb clearance **4000'**

SID

ROUTING

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

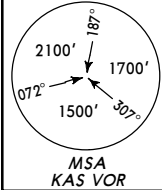
Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, climb on 129° track to 1700' - DENEK - SIMEG.

EKCH/CPH
KASTRUP

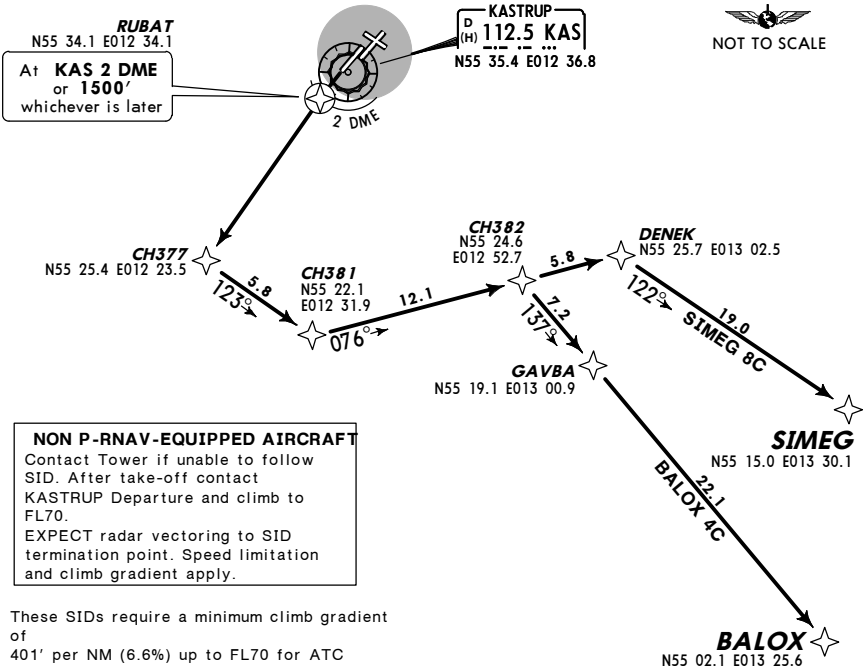
JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3K) Eff 22 Sep RNAV SID

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
16 SEP 11

(10-3L)

Eff 22 Sep

COPENHAGEN, DENMARK
RNAV SID

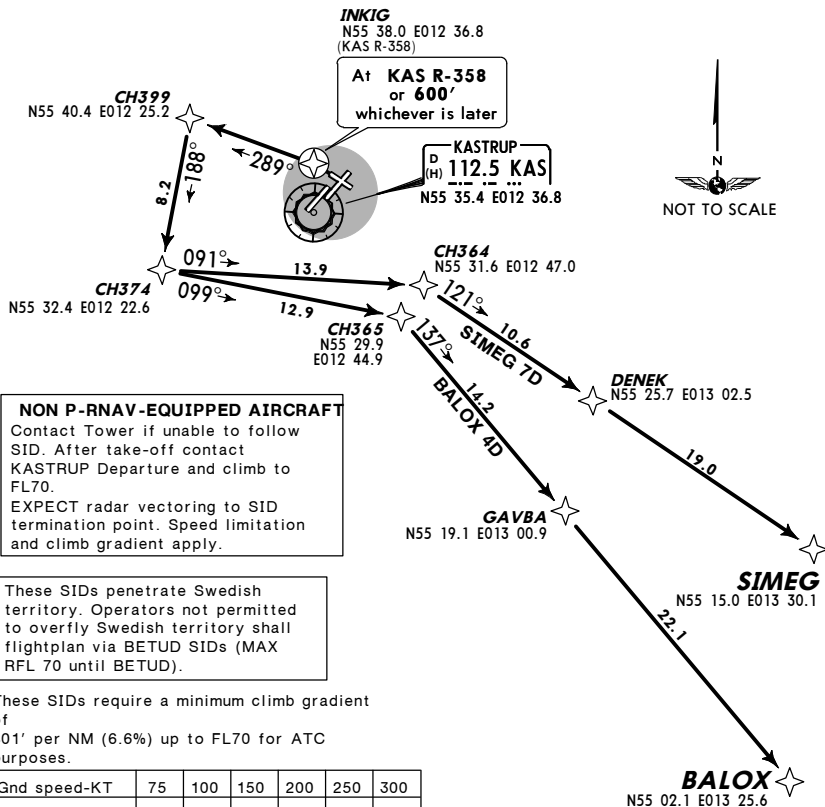
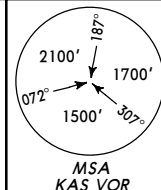
KASTRUP
Departure (R)
124.97

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).

BALOX 4D [BALO4D]
SIMEG 7D [SIME7D]
RWY 30 P-RNAV DEPARTURES
P-RNAV APPROVAL REQUIRED

SPEED MAX 250 KT AT OR BELOW FL70



These SIDs require a minimum climb gradient of 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)

COPENHAGEN, DENMARK
Eff 22 Sep

RNAV SID

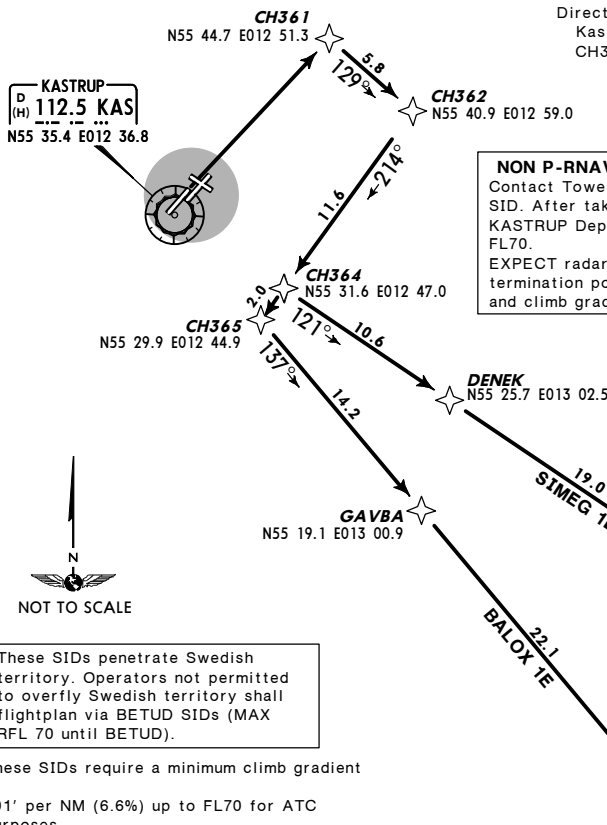
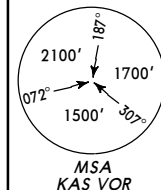
KASTRUP
Departure (R)
124.97

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).

BALOX 1E [BALO1E]
SIMEG 1E [SIME1E]
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 penetrate Swedish territory. Operators not permitted to overfly Swedish territory shall flightplan via BETUD SIDs (MAX RFL 70 until BETUD).

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

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

If unable to comply advise Tower on first contact.

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

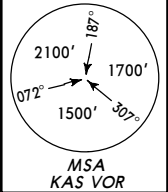
SID	ROUTING
BALOX 1E PROP ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH365 - GAVBA - BALOX.
SIMEG 1E JET ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH364 - DENEK - SIMEG.

EKCH/CPH
KASTRUP

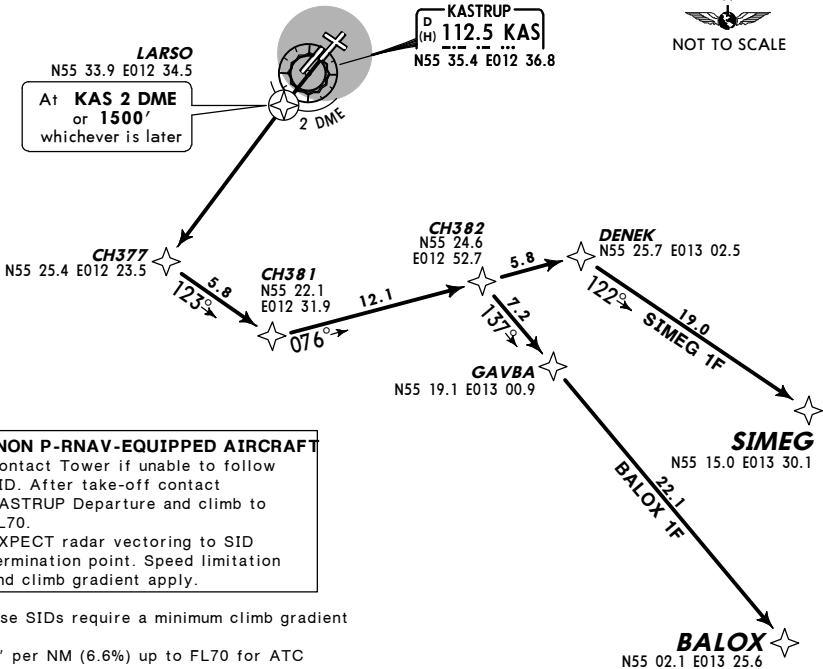
JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3N) Eff 22 Sep RNAV SID

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).



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
16 SEP 11 (10-3P)

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 1A [BETU1A]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES

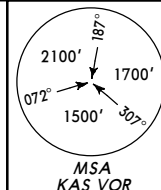
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1A [NEXE1A]

RWY 04R P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

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

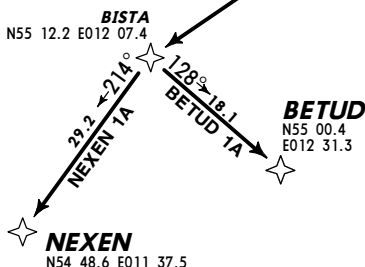


KASTRUP
D (H) 112.5 KAS
N55 35.4 E012 36.8

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

EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3Q) 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).

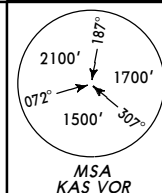
BETUD 1B [BETU1B]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1B [NEXE1B]

RWY 12 P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

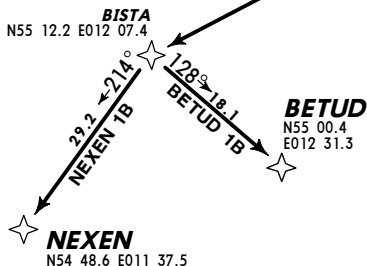
SPEED MAX 250 KT AT OR BELOW FL70



KASTRUP
(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

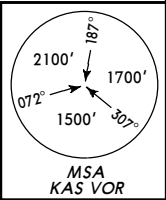
Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, climb on 164° track to 1700' - CH396 - BISTA - NEXEN.

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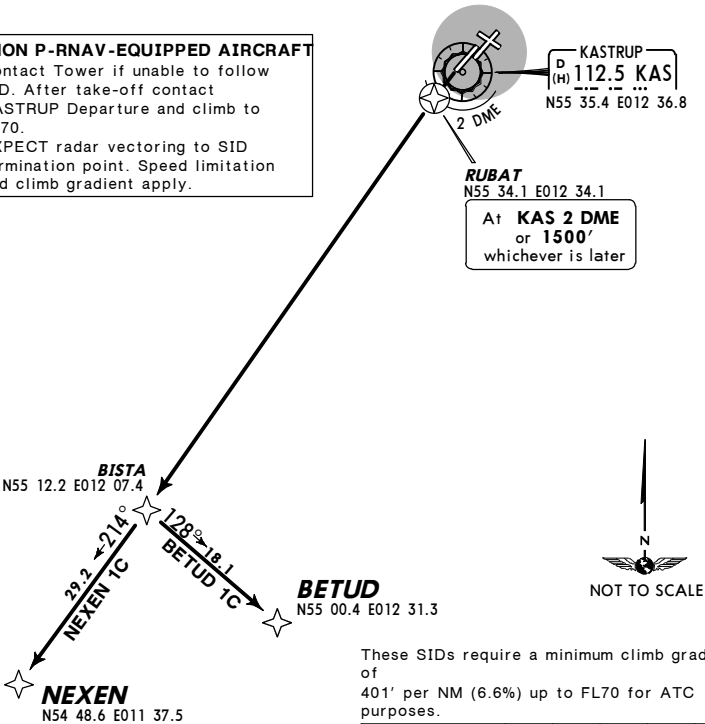
BETUD 1C [BETU1C]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

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.

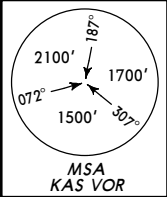
Initial climb clearance FL70 or as requested if lower	
SID	ROUTING
BETUD 1C	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - BISTA - BETUD.
NEXEN 1C JET ONLY	Climb on extended runway centerline to KAS 2 DME (RUBAT) or 1500', whichever is later - BISTA - NEXEN.

EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3T) Eff 22 Sep RNAV SID

KASTRUP Departure (R) 124.97	<i>Apt Elev</i> 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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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

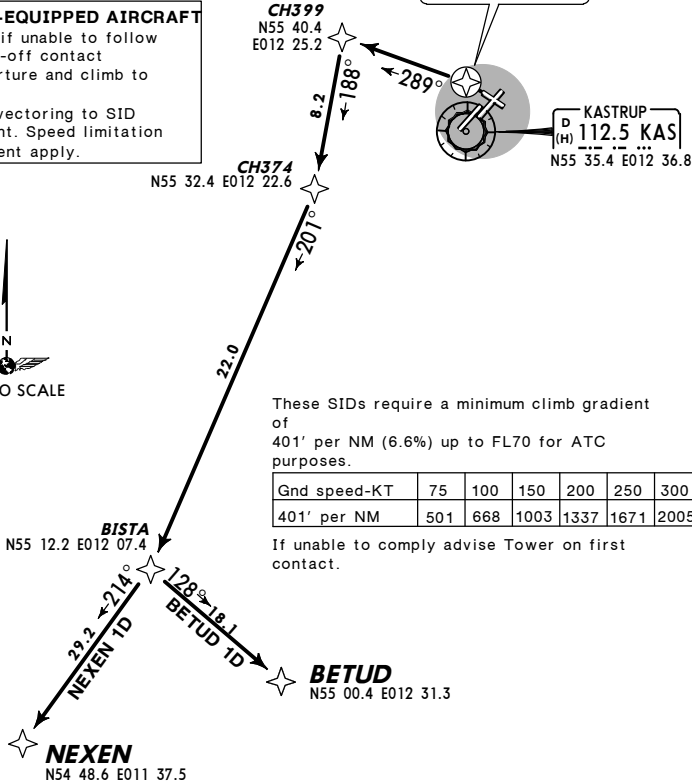


NEXEN 1D [NEXE1D]
RWY 30 P-RNAV DEPARTURES
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT AT OR BELOW FL70

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.



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

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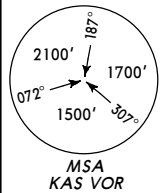
BETUD 1E [BETU1E]
ONLY AVAILABLE FOR OPERATORS NOT PERMITTED
TO OVERFLY SWEDISH TERRITORY
GENERALLY SID BALOX OR SIMEG APPLIES
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1E [NEXE1E]

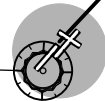
RWY 04L P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

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

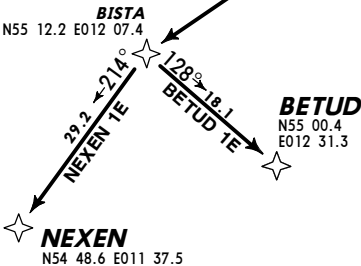


D KASTRUP
(H) 112.5 KAS
N55 35.4 E012 36.8



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

Direct distance from
Kastrup Apt to:
CH361 10 NM



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

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

If unable to comply advise Tower on first
contact.

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

EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3V) 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).

BETUD 1F [BETU1F]

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

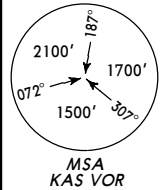
FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD

NEXEN 1F [NEXE1F]

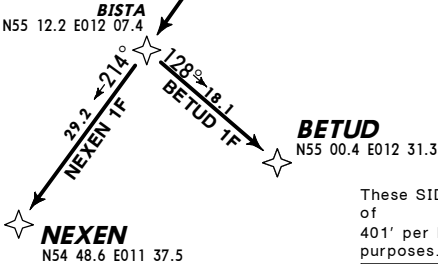
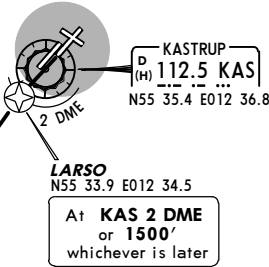
RWY 22L P-RNAV DEPARTURES

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

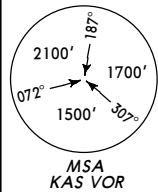
JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3V1) Eff 22 Sep RNAV SID

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).

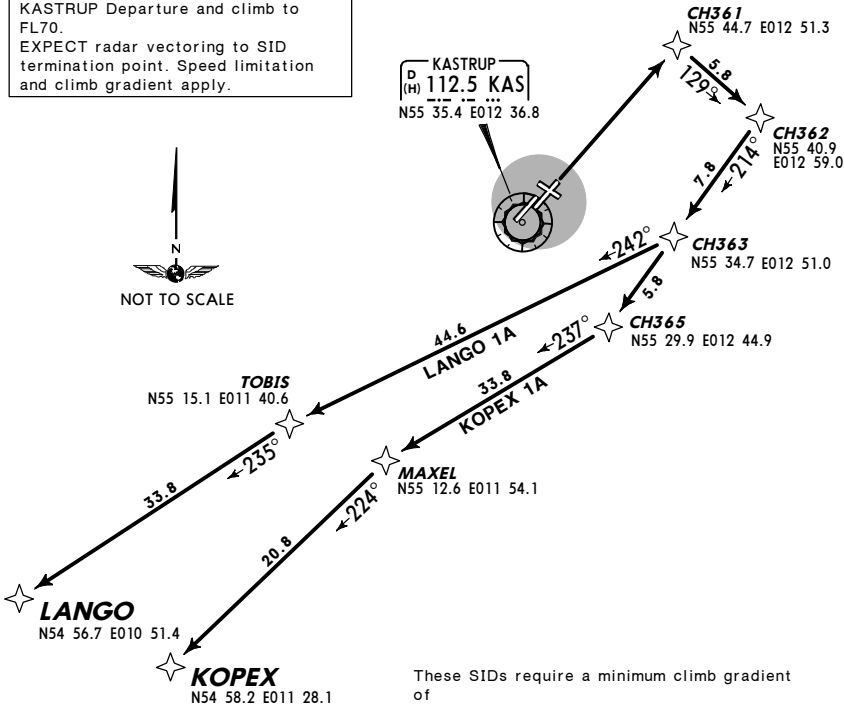
KOPEX 1A [KOPE1A]
LANGO 1A [LANG1A]
RWY 04R P-RNAV DEPARTURES
P-RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT AT OR BELOW FL70



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

EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3V2) Eff 22 Sep RNAV SID

KASTRUP
Departure (R)
124.97

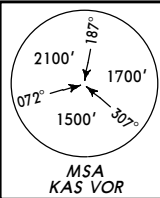
Apt Elev
17'

Trans level: By ATC Trans alt: 5000'

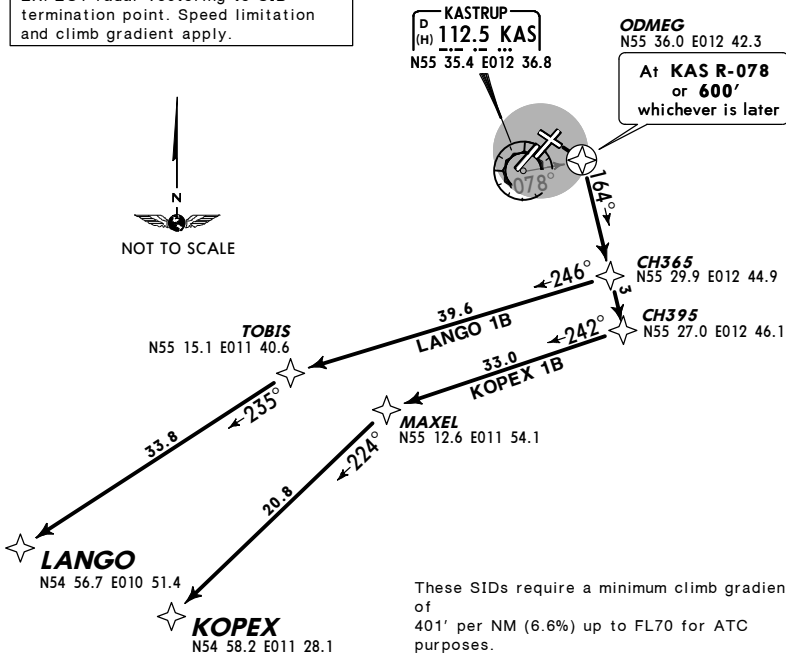
1. Conventional navigation to 1700' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.

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).

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.



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

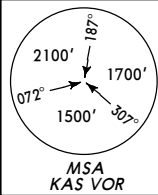
JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3V3) Eff 22 Sep RNAV SID

KASTRUP
Departure (R)
124.97

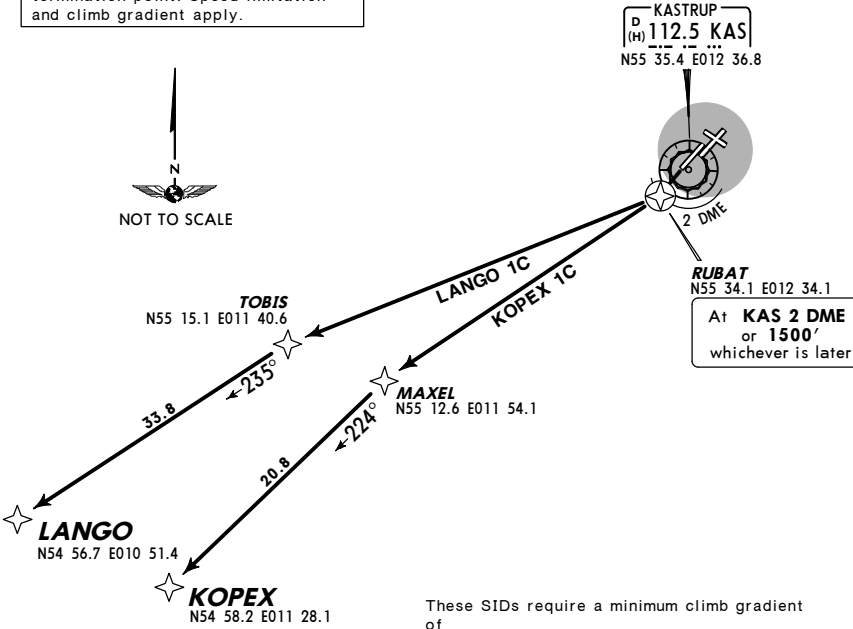
Apt Elev
17'

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).

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

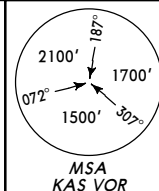
JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3V4) Eff 22 Sep RNAV SID

KASTRUP
Departure (R)
124.97

Apt Elev
17'

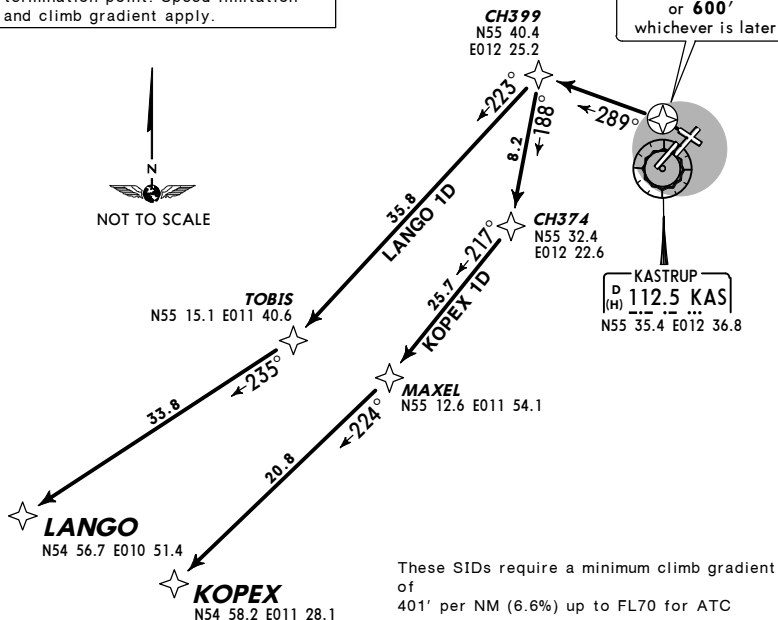
Trans level: By ATC Trans alt: 5000'
1. Conventional navigation to 2100' (MSA). 2. After take-off remain on Tower freq until 1000', then contact KASTRUP Departure.
3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned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

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

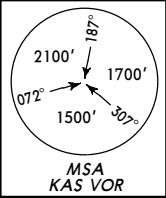
JEPPESSEN COPENHAGEN, DENMARK
16 SEP 11 (10-3V6) Eff 22 Sep RNAV SID

KASTRUP
Departure (R)
124.97

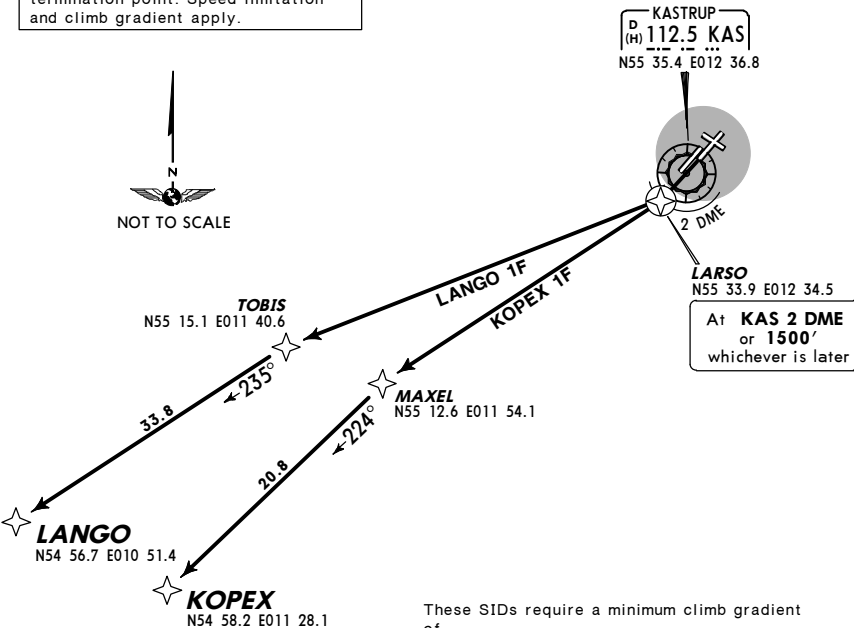
Apt Elev
17'

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).

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.

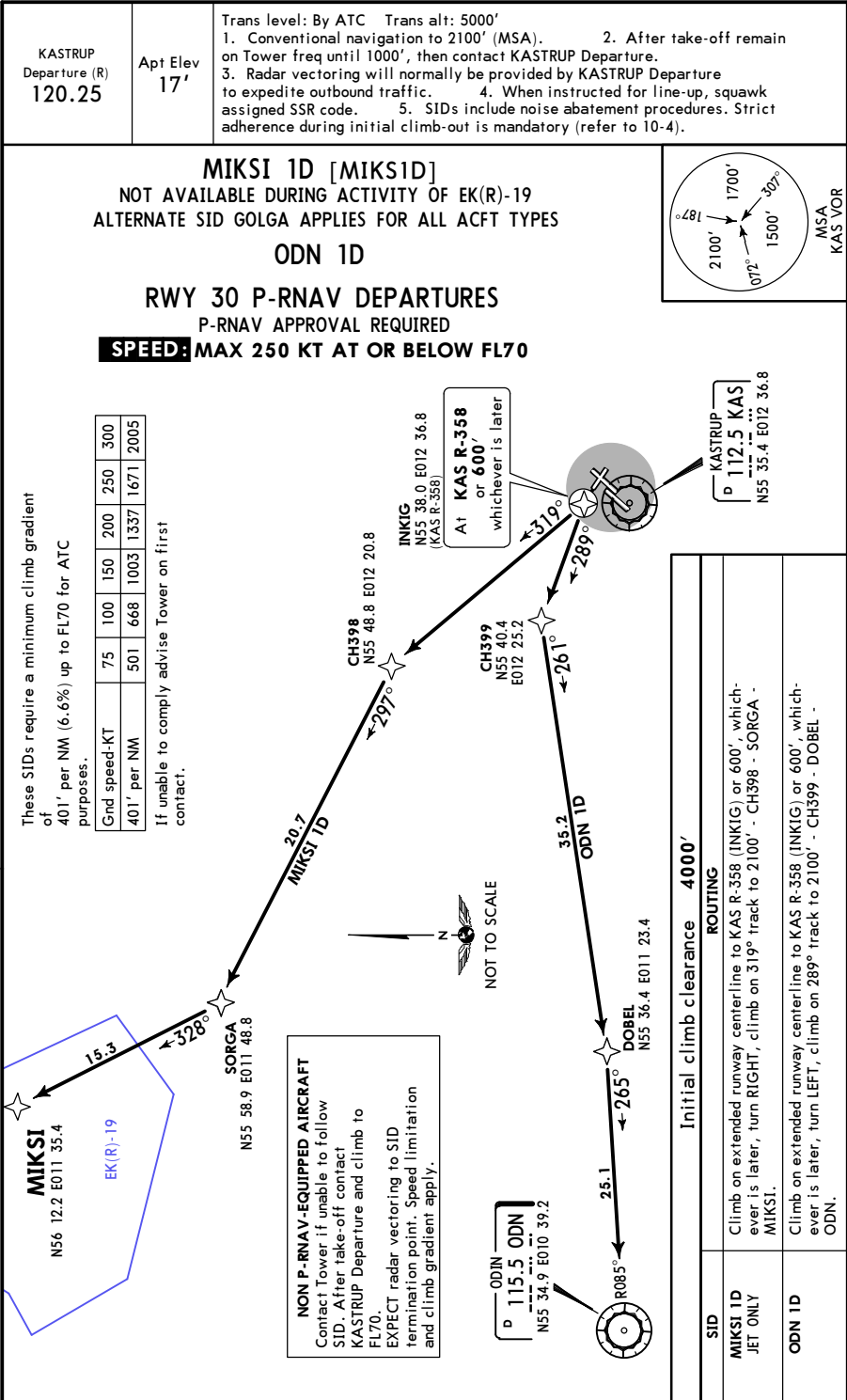
Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

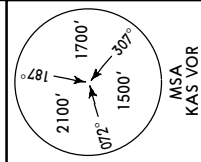
Initial climb clearance **FL70** or as requested if lower

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.

EKCH/CPH
KASTRUP



ODN 1E Climb on extended runway centerline to 600' or KAS 3 DME (CH367), whichever is later, turn LEFT, climb on 009° track to 1700' - CH368 - CH371 - DOBEL - ODN.



EKCH/CPH
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK
25 MAR 16 (10-3X3) Eff 31 Mar **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 1A [GOLG1A]

NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(R)-53
ALTERNATE SID MIKSI APPLIES IRRESPECTIVELY TYPE OF ACFT

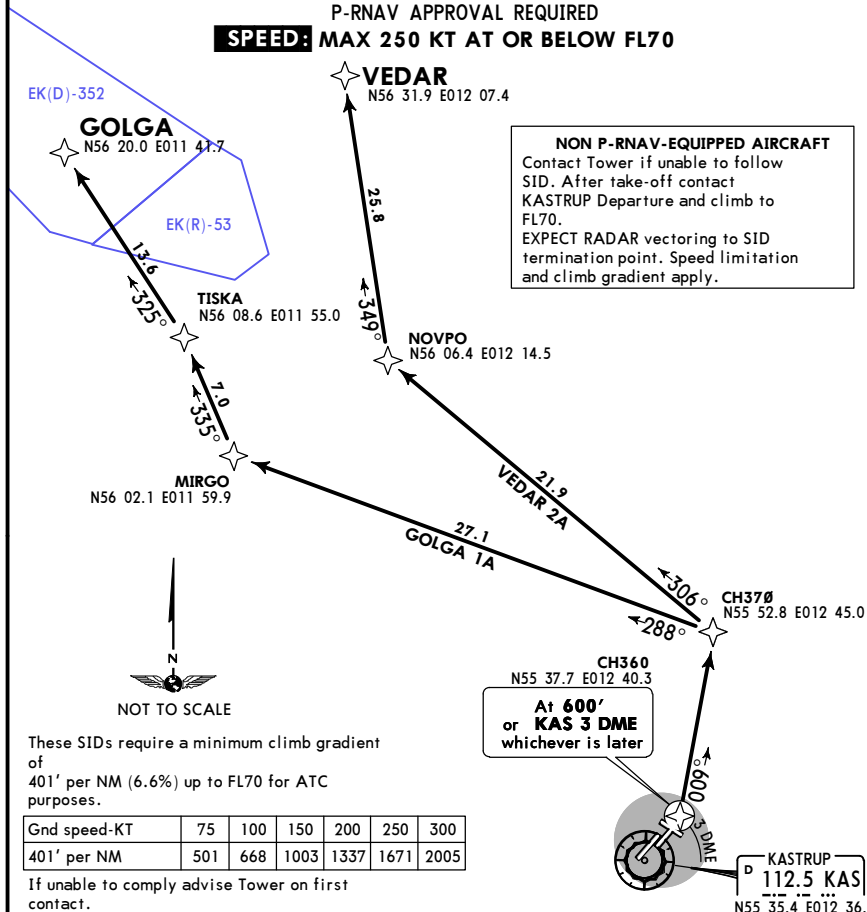
VEDAR 2A [VEDA2A]

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

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 COPENHAGEN, DENMARK
25 MAR 16 (10-3X4) Eff 31 Mar 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 1B [GOLG1B]

NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(R)-53
ALTERNATE SID MIKSI APPLIES IRRESPECTIVELY TYPE OF ACFT

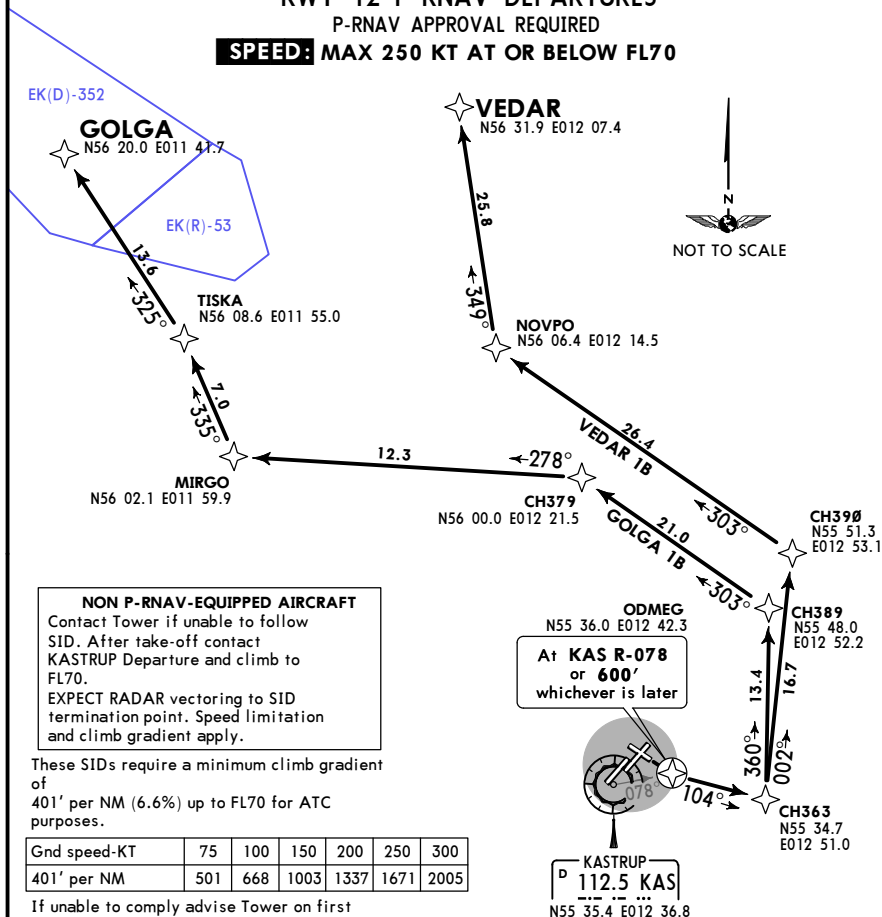
VEDAR 1B [VEDA1B]

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

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

JEPPESSEN COPENHAGEN, DENMARK
25 MAR 16 (10-3X5) Eff 31 Mar 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).

GOLGA 1C [GOLG1C]

NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(R)-53
ALTERNATE SID MIKSI APPLIES IRRESPECTIVELY TYPE OF ACFT

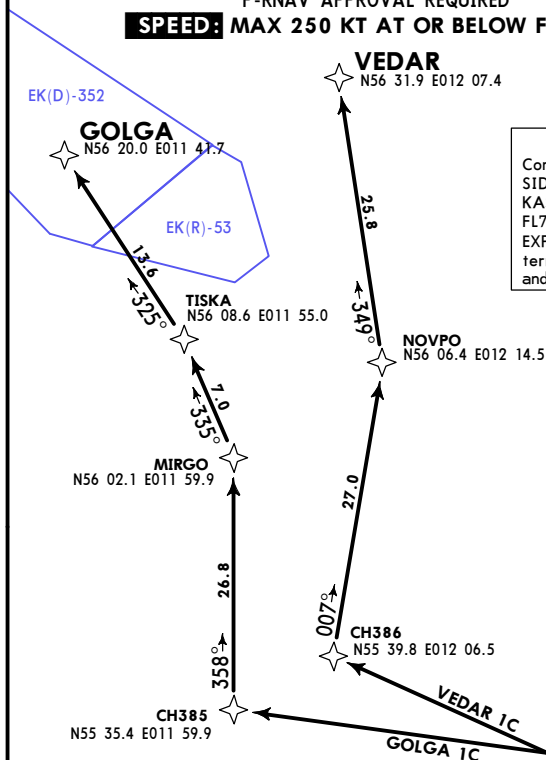
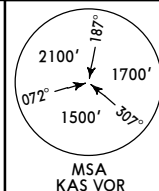
VEDAR 1C [VEDA1C]

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

RWY 22R P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

SPEED: MAX 250 KT AT OR BELOW FL70



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

GOLGA 1C

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 COPENHAGEN, DENMARK
25 MAR 16 (10-3X6) Eff 31 Mar **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).

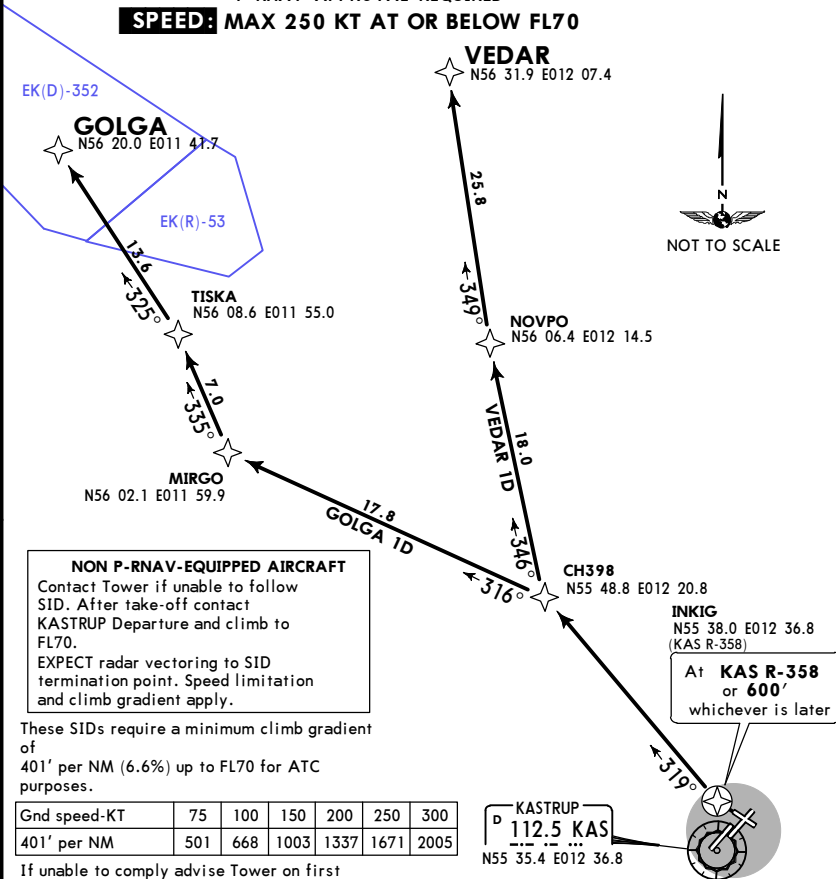
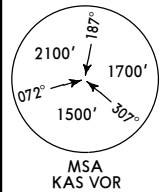
GOLGA 1D [GOLG1D]
NOT AVAILABLE DURING ACTIVITY OF EK(D)-352 & EK(R)-53
ALTERNATE SID MIKSI APPLIES IRRESPECTIVELY TYPE OF ACFT

VEDAR 1D [VEDA1D]
NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR
ALTERNATE IS SID GOLGA AND MISKI

RWY 30 P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

SPEED: MAX 250 KT AT OR BELOW FL70



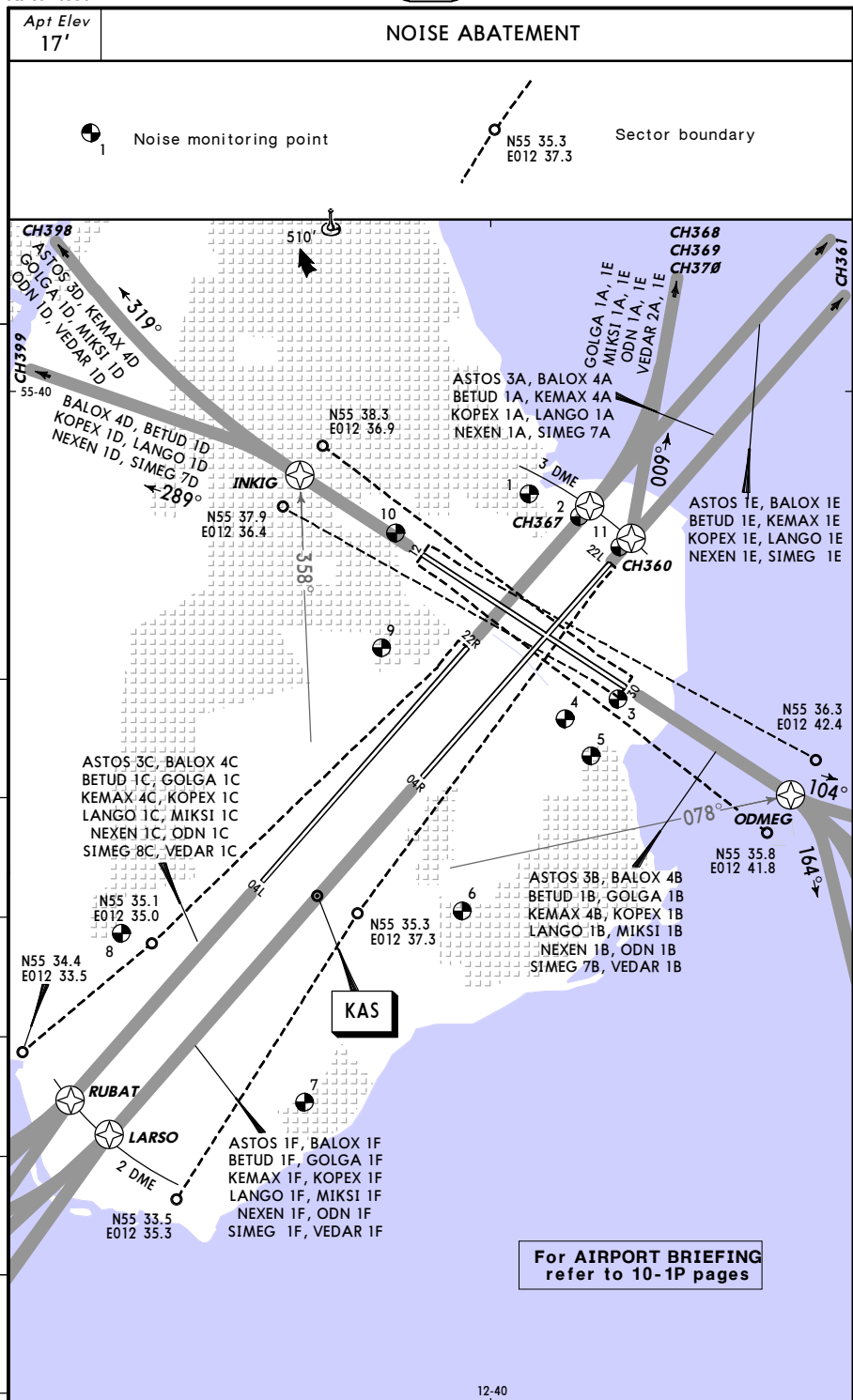
Initial climb clearance **4000'**

SID	ROUTING
GOLGA 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 - 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 COPENHAGEN, DENMARK
16 SEP 11 10-4 Eff 22 Sep

NOISE



EKCH/CPH

Apt Elev 17'
N55 37.1 E012 39.4



JEPPESSEN

COPENHAGEN, DENMARK

20 MAY 16

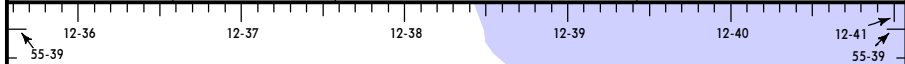
10-9

Eff 26 May

KASTRUP

D-ATIS Departure	KASTRUP Tower (C)	*Apron	Apron
122.850	Departure Apron South, West & Area South 119.9	121.725	Arrival 121.625 Departure Apron North 121.9

KASTRUP Tower			
Arrival 118.1	121.825	Acft on maneuvering area 118.575	Departing acft 119.350



LEGEND

- Remote de-icing
- Take-off position
- Area of responsibility
- (NX) Parking area
- HS** HOT SPOT

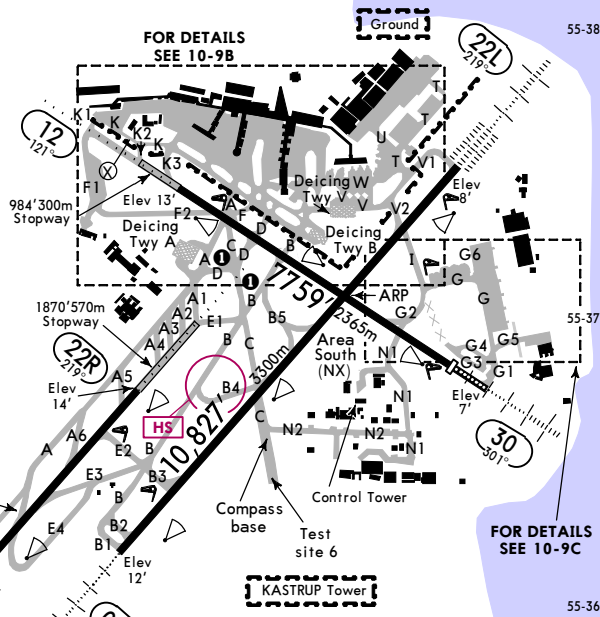
For AIRPORT BRIEFING refer to 10-1P pages



1 Mobile obstacles up to 82'.

FOR DETAILS SEE 10-9B

Ground

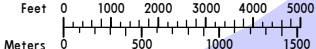


FOR DETAILS SEE 10-9C

HOT SPOT

(For information only, not to be construed as ATC instructions.)

HS Caution to taxi speed should be exercised after vacating Rwy 22L via rapid exit Twy B4. Due to risk of twy excursions be aware that the curved part of Twy B4 is designed for MAX 15 KT in dry conditions.



EKCH/CPH



JEPPESSEN

COPENHAGEN, DENMARK

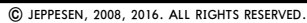
20 MAY 16

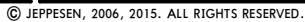
10-9A

Eff 26 May

KASTRUP

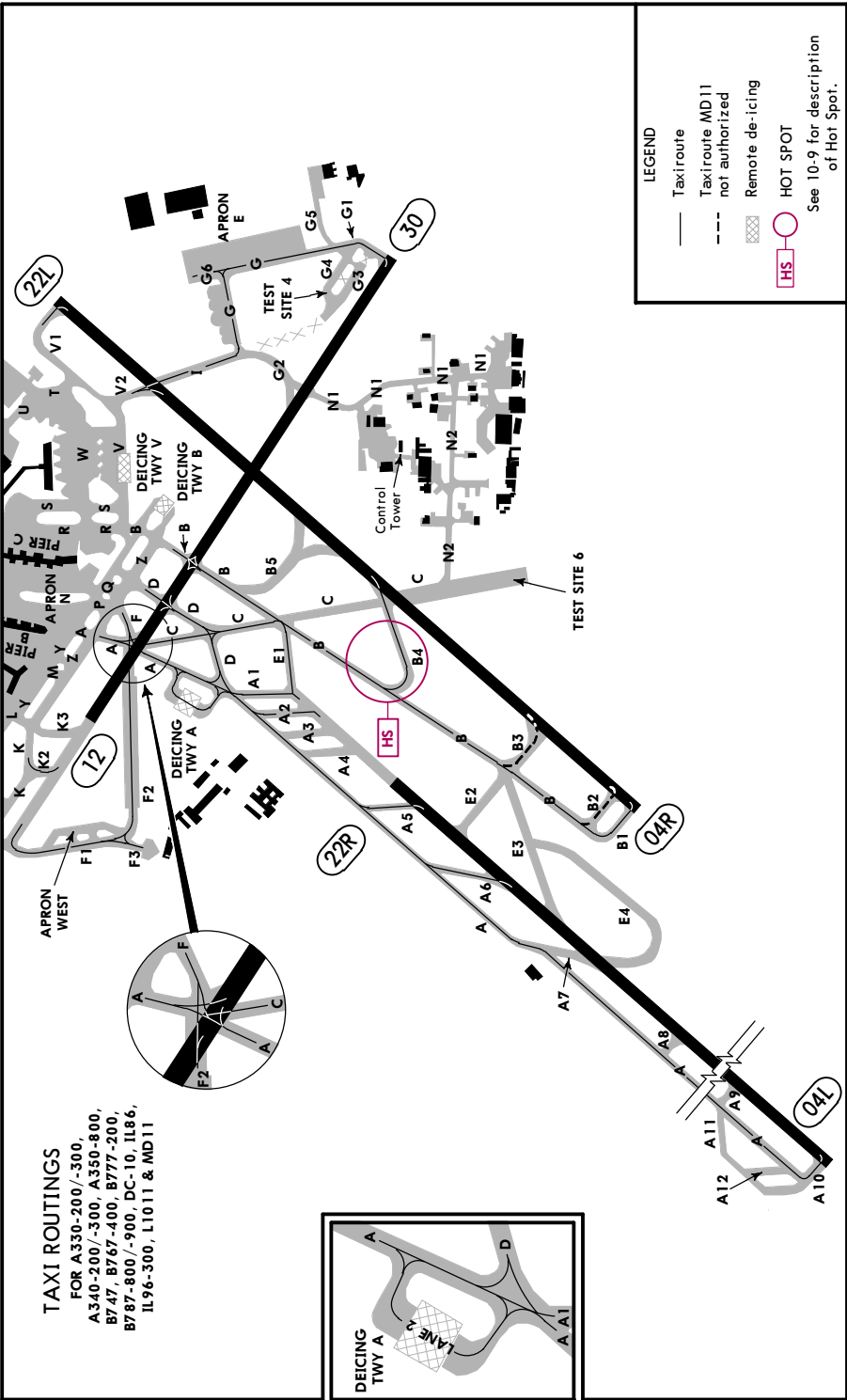
ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
04L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) ② RVR						8904' 2714m	③	148' 45m
①	22R HIRL (60m) CL (15m) HIALS REIL PAPI-R (3.0°) RVR						8748' 2666m		
① Antiskid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

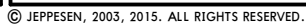


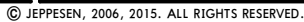


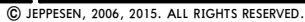
EKCH/CPH

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









EKCH/CPH

JEPPesen

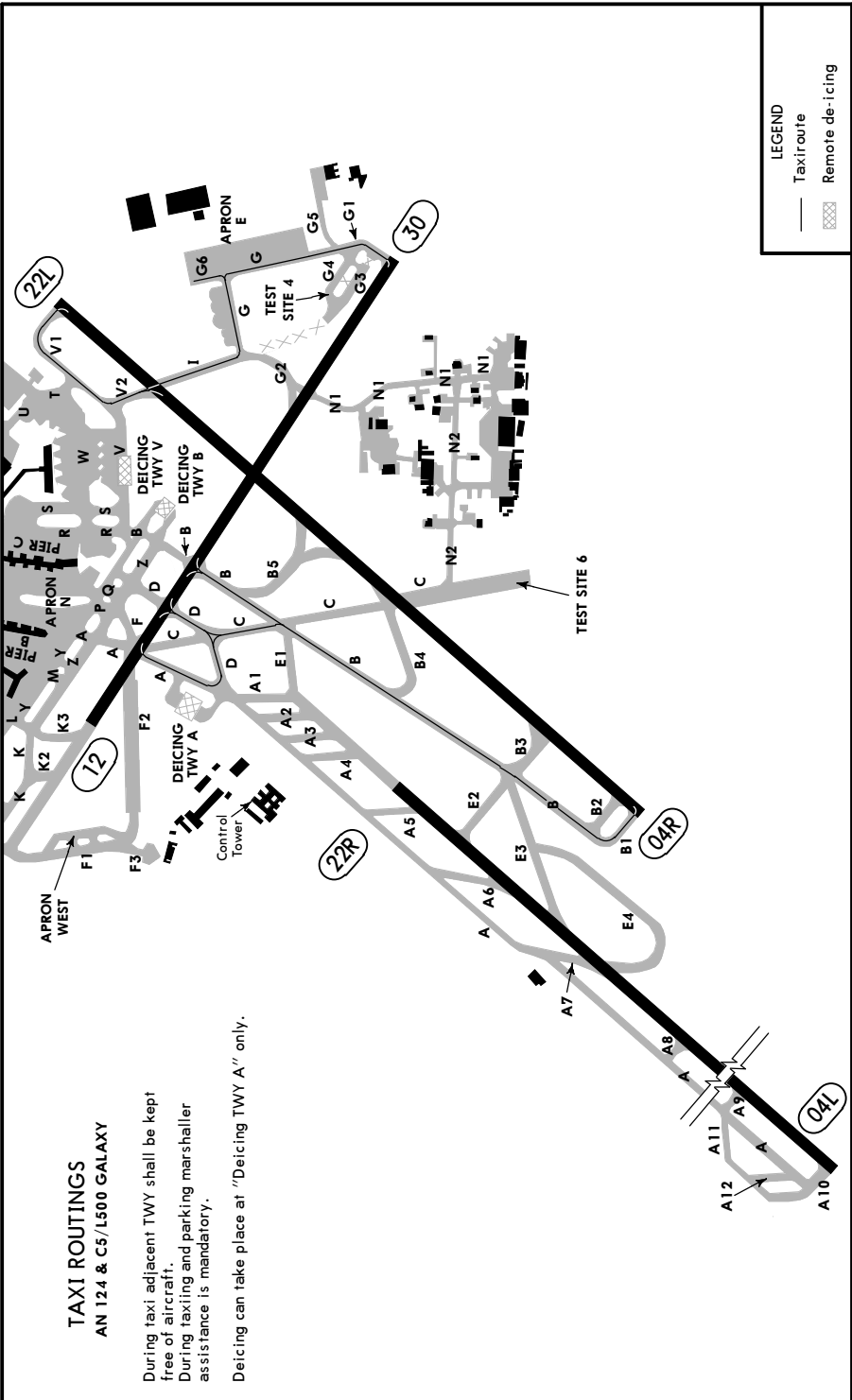
COPENHAGEN, DENMARK

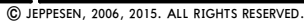
30 OCT 15

10-9J

Eff 12 Nov

KASTRUP





EKCH/CPH

JEPPesen

COPENHAGEN, DENMARK

30 OCT 15

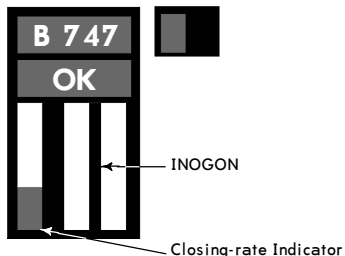
(10-9L)

Eff 12 Nov

KASTRUP

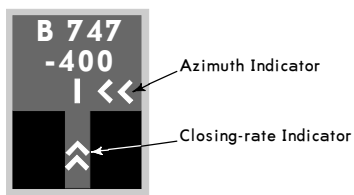
DOCKING GUIDANCE SYSTEMS

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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KASTRUP

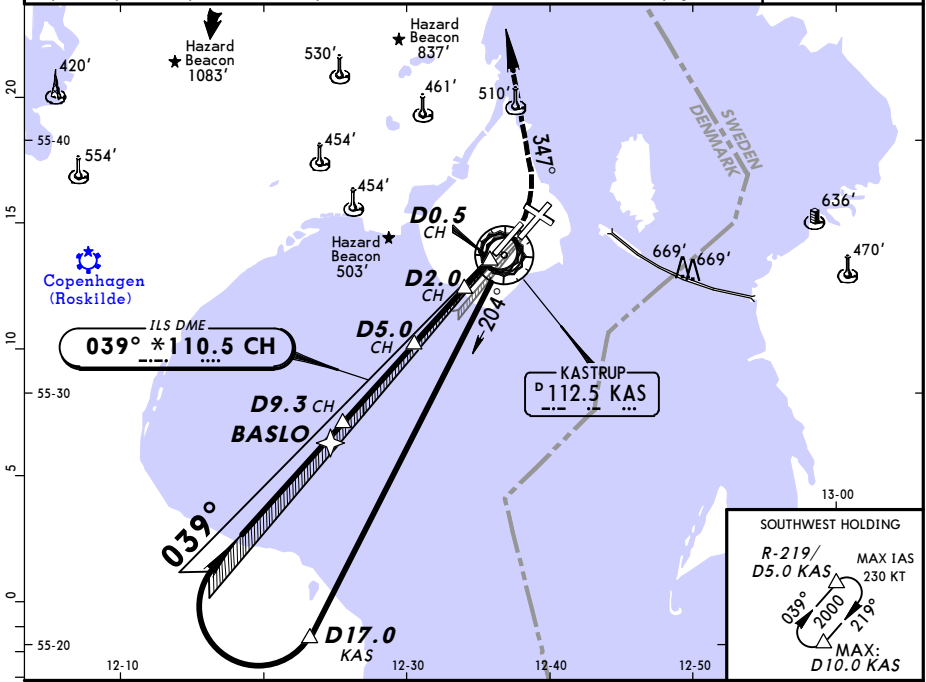
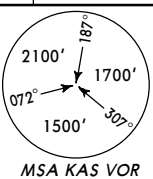
20 FEB 15 11-1 Eff 5 Mar

COPENHAGEN, DENMARK
ILS DME Rwy 04L

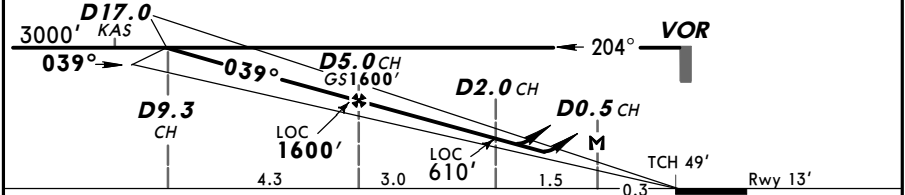
D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.8	120.2	118.1	121.625
LOC CH *110.5	Final Apch Crs 039°	GS D5.0 CH 1600' (1587')	ILS DA(H) Refer to Minimums	Apt Elev 17' Rwy 13'	

MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto 347° climbing to 3000' and inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'
Dependent parallel apch auth with rwy 04R. For further instructions refer to 10-1P pages.



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	HIALS-II PAPI	500' ↑ 347° ← LT 3000' ↑
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.5 CH								
Standard								

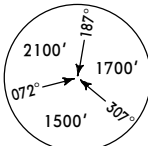
STRAIGHT-IN LANDING RWY 04L				LOC (GS out)		CIRCLE-TO-LAND	
DA(H) A: 215' (202') C: 235' (222') B: 227' (214') D: 246' (233')		LOC (GS out) DA(H) 430' (417')		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12			
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A				100	550'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

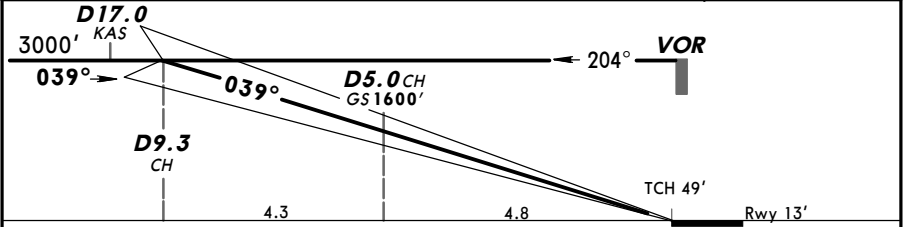
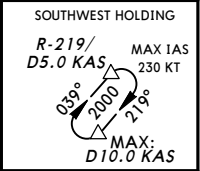
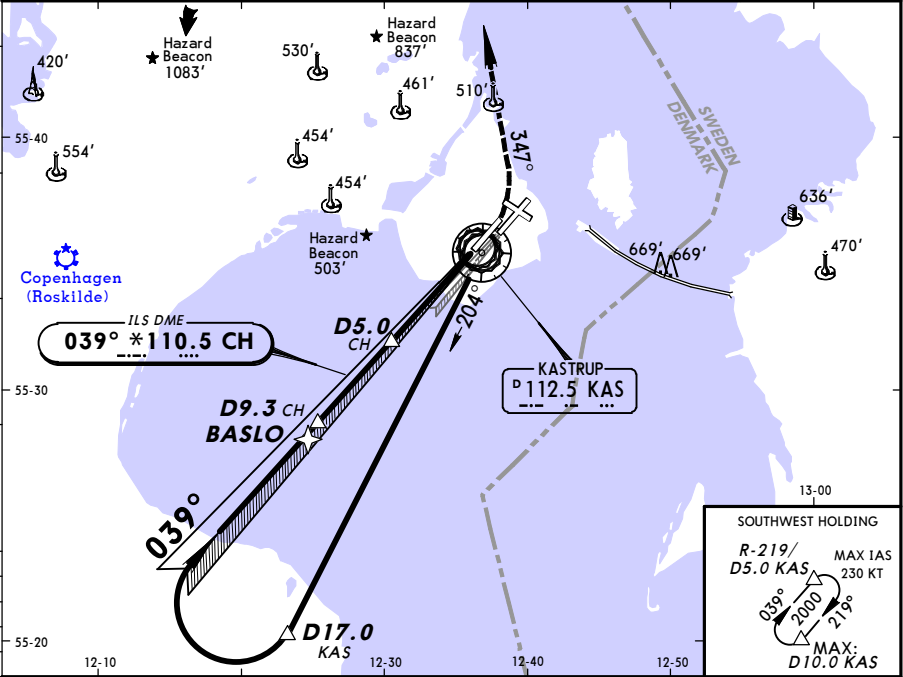
EKCH/CPH
KASTRUP

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.						
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.						
MSA KAS VOR						



Gnd speed-Kts	70	90	100	120	140	160		500'	347°	3000'
GS	3.00°	372	478	531	637	743		↑	LT	↑

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

RVR 300m

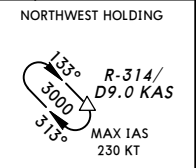
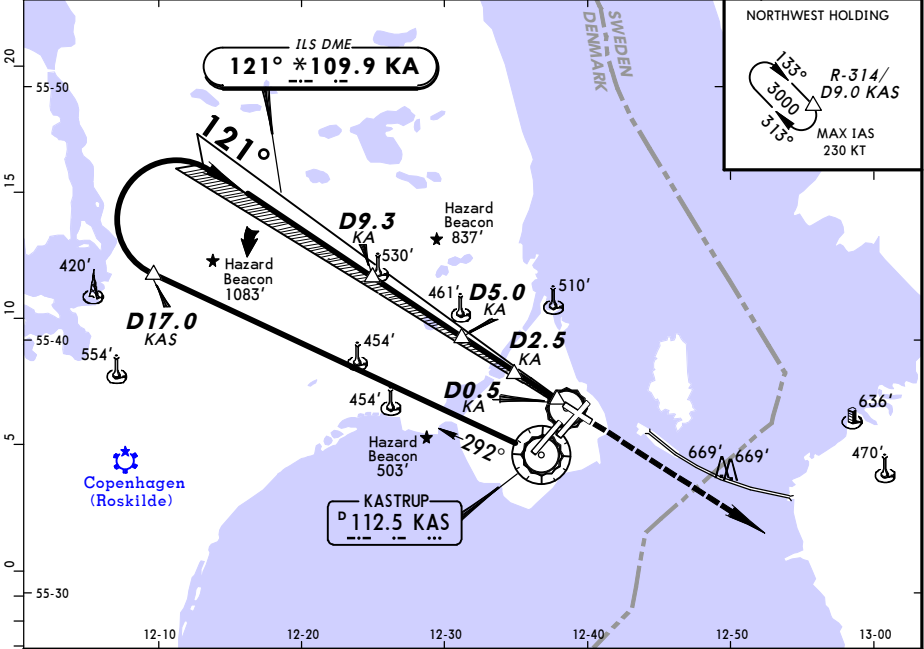
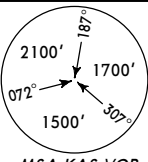
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

EKCH/CPH
KASTRUP

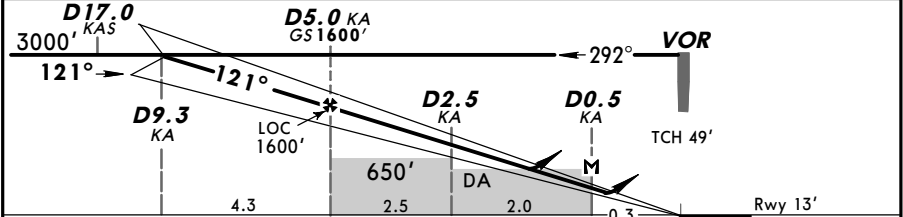
JEPPESSEN
20 FEB 15 11-3 Eff 5 Mar

COPENHAGEN, DENMARK
ILS DME Rwy 12

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 KA *109.9	Final Apch Crs 121°	GS D5.0 KA 1600' (1587')	ILS DA(H) Refer to Minimums	Apt Elev 17' Rwy 13'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	MSA KAS VOR	



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS		3000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	REIL	PAPI	↑
MAP at D0.5 KA									

Standard STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
ILS				Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12			
LOC (GS out)				DA(H)			
A: 213' (200') C: 228' (215') B: 220' (207') D: 239' (226')				DA(H) 430' (417')			
FULL Limited ALS out				ALS out			
A					Max Kts	MDA(H)	VIS
B					100	550' (533')	1500m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	135	580' (563')	1600m
D					180	780' (763')	2400m
					205	780' (763')	3600m

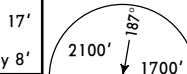
CHANGES: Bearings.

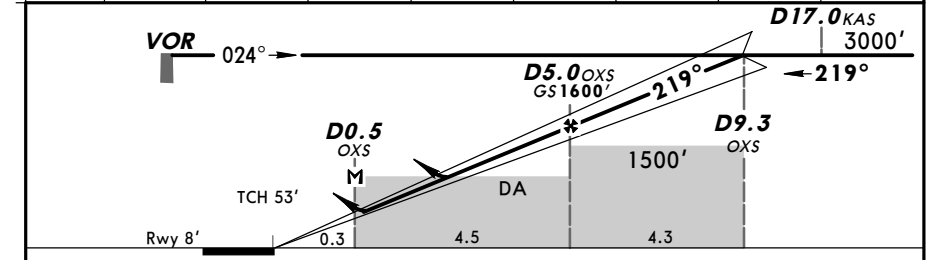
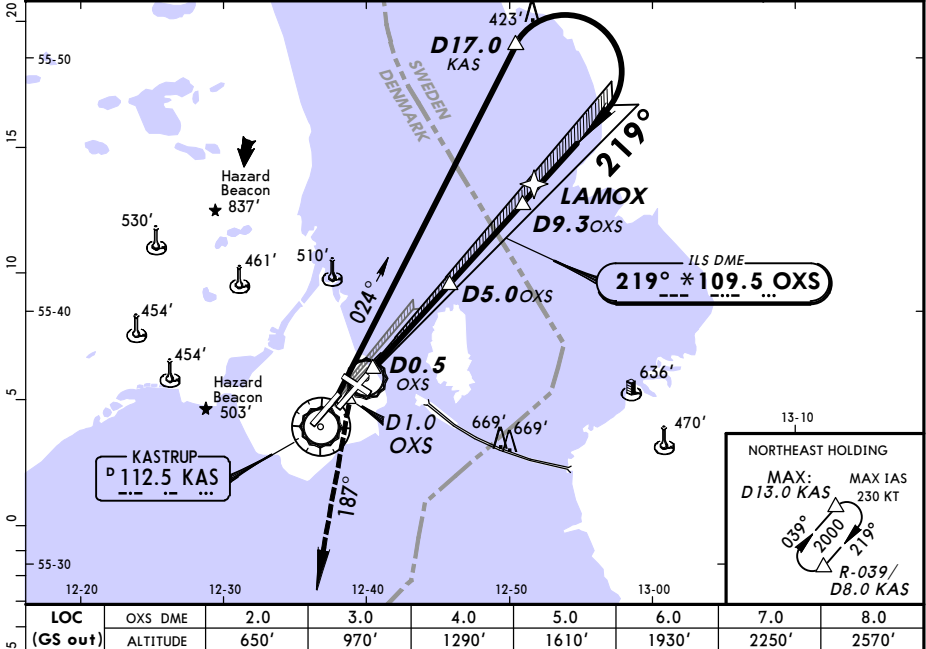
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KASTRUP

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20 FEB 15 11-4 Eff 5 Mar

COPENHAGEN, DENMARK
ILS DME Rwy 22L

BRIEFING STRIP™	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 OXs *109.5	Final Apch 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	



Gnd speed-Kts		70	90	100	120	140	160			HIALS-II		500'		D1.0		
ILS GS or										PAPI		↑		↑		
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)				1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12						
DA(H) 208' (200')						DA(H) 400' (392')										
FULL		Limited		ALS out				ALS out		Max Kts		MDA(H)		VIS		
A										100	550' (533')		1500m			
B									RVR 1500m	135	580' (563')		1600m			
C	RVR 550m	RVR 750m	RVR 1200m							180	1 780' (763')		2400m			
D									RVR 1800m	205	1 780' (763')		3600m			

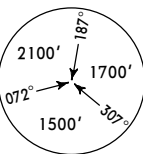
CHANGES: Bearings.

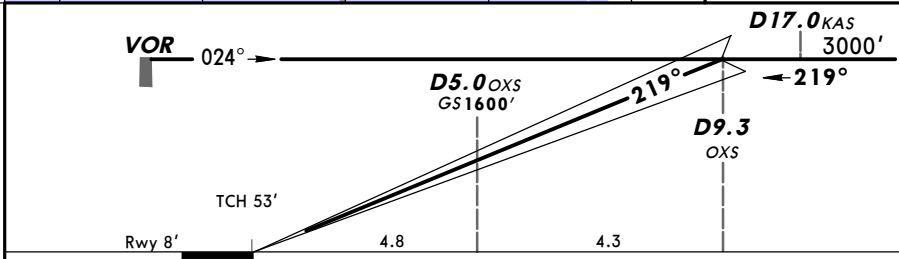
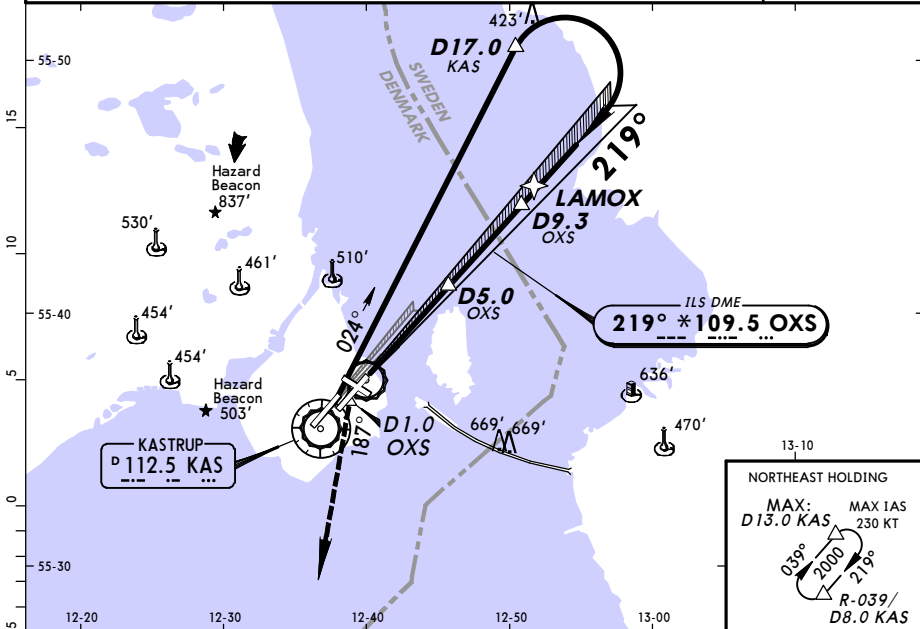
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20 FEB 15
Eff 5 Mar 11-4A

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 OXs *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.					MSA KAS VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	500'	D1.0 OXS
GS	3.00°	372	478	531	637	743	849	PAPI	↑	↑
									↑	↑
									↑	↑

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.
CHANGES: Bearings.
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EKCH/CPH
KASTRUP

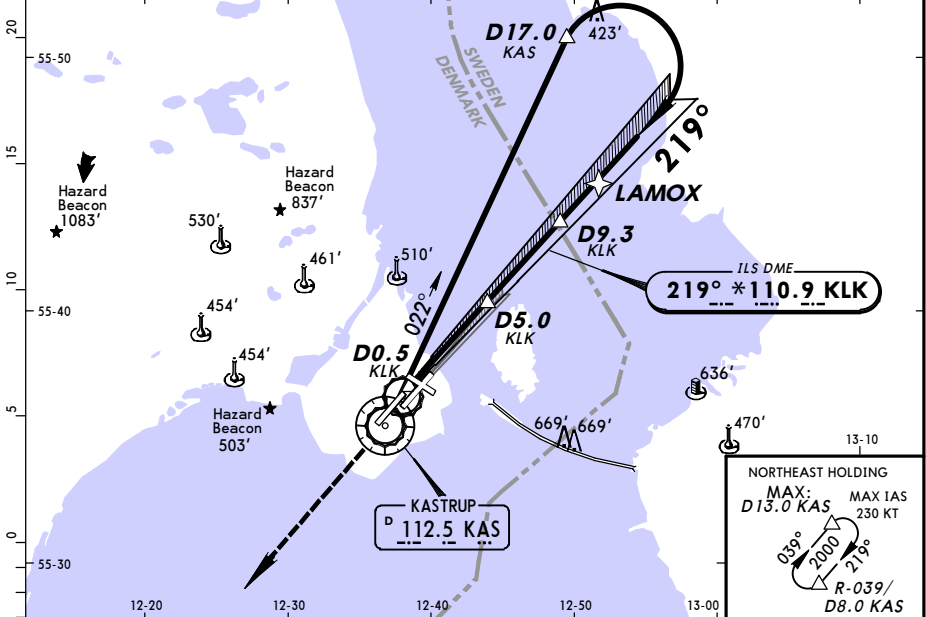
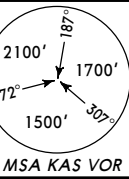
JEPPESSEN
20 FEB 15 11-5 Eff 5 Mar

COPENHAGEN, DENMARK
ILS DME Rwy 22R

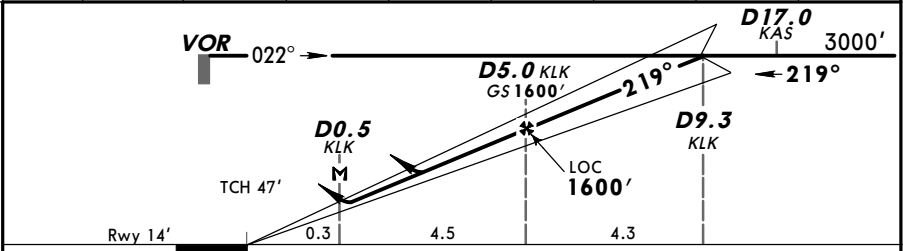
D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.8	120.2	118.1	121.625
LOC KLK *110.9	Final Apch Crs 219°	GS D5.0 KLK 1600' (1586')	ILS DA(H) Refer to Minimums	Apt Elev 17' Rwy 14'	

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.



LOC (GS out)	KLK 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 KLK								

STRAIGHT-IN LANDING RWY 22R				LOC (GS out)		CIRCLE-TO-LAND	
DA(H) C: 220' (206')		DA(H) 400' (386')		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12			
AB: 214' (200') D: 230' (216')							
FULL		Limited		ALS out			
A							
B							
C							
D							

CHANGES: Bearings.

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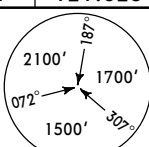
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KASTRUP

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20 FEB 15 11-6 Eff 5 Mar

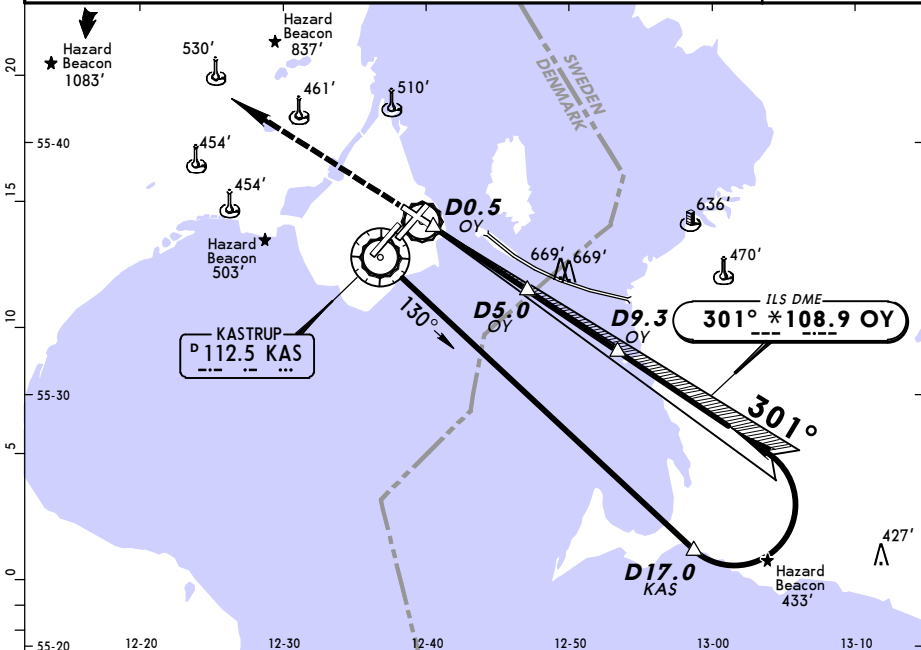
COPENHAGEN, DENMARK
ILS DME Rwy 30

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 OY *108.9	Final Apch Crs 301°	GS D5.0 OY 1600' (1592')	ILS DA(H) Refer to Minimums	Apt Elev 17' Rwy 8'	

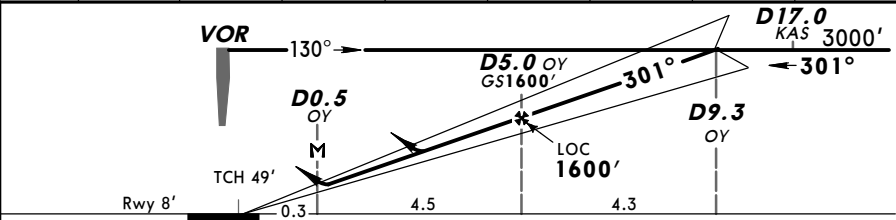
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.



Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' MSA KAS VOR



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.5 OY							

Standard			STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		
ILS			LOC (GS out)			Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12		
DA(H)			A: 208' (200') C: 222' (214') D: 233' (225')			Max Kts		
FULL			B: 214' (206') D: 233' (225')			MDA(H)		
Limited			ALS out			VIS		
A			RVR 1200m			100		
B			RVR 1500m			135		
C			RVR 1900m			180		
D			RVR 2000m			205		

EKCH/CPH
KASTRUP

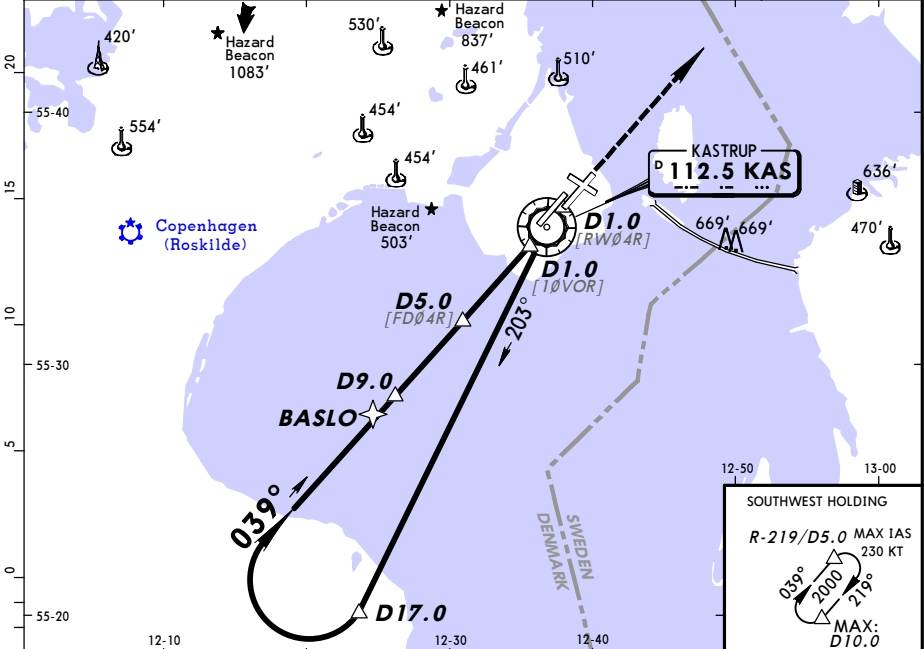
JEPPESSEN
20 FEB 15 (13-1) Eff 5 Mar

COPENHAGEN, DENMARK
VOR DME Rwy 04R

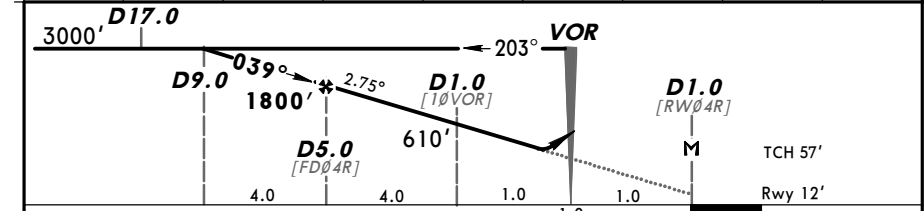
ING STRIP TM

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
VOR KAS 112.5	Final Apch Crs 039°	Minimum Alt D5.0 1800' (1788')	DA(H) 430' (418')	Apt Elev 17' Rwy 12'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.					

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	MSA KAS VOR
--------------	-----------------	---------------------	------------------	-------------



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



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

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 04R				1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12			
DA(H) 430' (418')				Max Kts	MDA(H)	VIS	
ALS out				100	550' (533')	1500m	
RVR 1500m				135	580' (563')	1600m	
RVR 1200m				180	780' (763')	2400m	
RVR 1900m				205	780' (763')	3600m	

PANS OPS

CHANGES: Bearings.

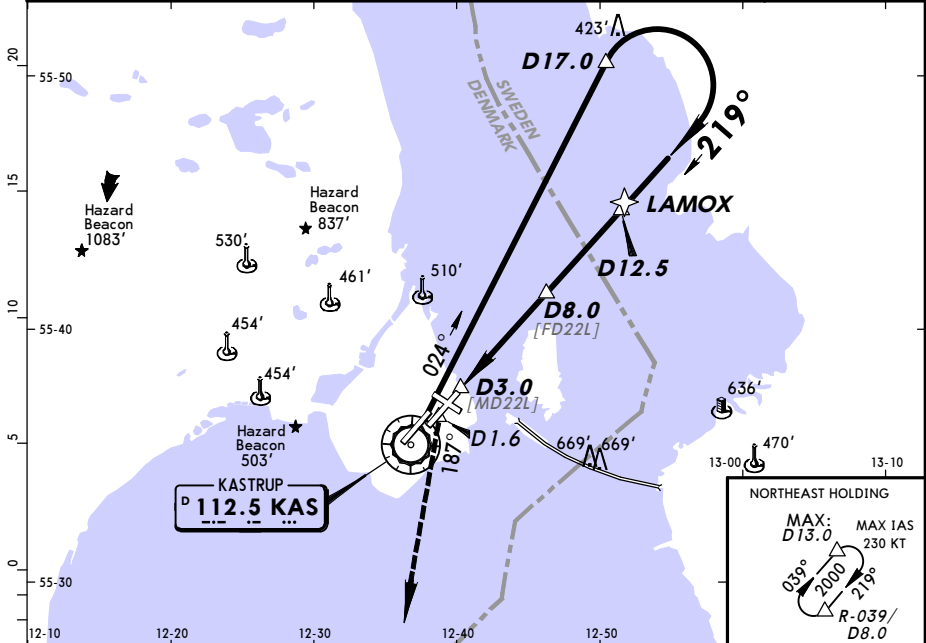
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EKCH/CPH
KASTRUP

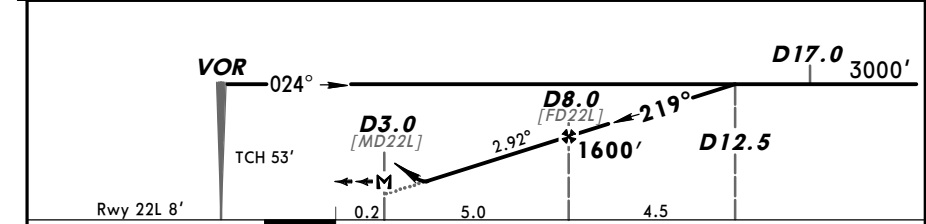
JEPPesen
20 FEB 15 13-2 Eff 5 Mar

COPENHAGEN, DENMARK
VOR DME Rwy 22L

BRIEFING STRIP™	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
	VOR KAS 112.5	Final Apch Crs 219°	Minimum Alt D8.0 1600' (1592')	DA(H) 420' (412')	Apt Elev 17' Rwy 8'	
	MISSED APCH: Climb STRAIGHT AHEAD to 500' or D1.6, 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'	MSA KAS VOR	



KAS DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	680'	990'	1300'	1610'	1920'	2230'	2540'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	2.92°	362	465	517	620	723	826
MAP at D3.0							

HIALS-II

PAP1

Standard STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND	
DA(H) 420' (412')				1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
RVR 1200m		ALS out		Max Kts	MDA(H) VIS
		RVR 1500m		100	550' (533') 1500m
RVR 1200m		RVR 1900m		135	580' (563') 1600m
				180	780' (763') 2400m
				205	780' (763') 3600m

PANS OPS

CHANGES: Bearings.

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Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
COPENHAGEN, (KASTRUP - EKCH)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EKCH