

## List of pages in this Trip Kit

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Revision Letter For Cycle 15-2020

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## General Information

Location: COPENHAGEN DNK  
ICAO/IATA: EKCH / CPH  
Lat/Long: N55° 37.1', E012° 39.4'  
Elevation: 17 ft

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

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

Sunrise: 0300 Z  
Sunset: 1931 Z

## Runway Information

Runway: 04L  
Length x Width: 11811 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 13 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 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: 9186 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 13 ft  
Lighting: Edge, ALS, REIL  
Displaced Threshold: 1427 ft

Runway: 22L  
Length x Width: 10827 ft x 148 ft  
Surface Type: asphalt

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

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

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

## Communication Information

ATIS: 122.750 Arrival Service  
ATIS: 122.850 Departure Service  
Kastrup Tower: 121.825  
Kastrup Tower: 119.350  
Kastrup Tower: 118.700  
Kastrup Tower: 118.100  
Kastrup Tower: 118.575  
Kastrup Apron Ramp/Taxi: 121.625  
Kastrup Apron Ramp/Taxi: 121.725  
Kastrup Apron Ramp/Taxi: 121.900  
Kastrup Clearance Delivery: 119.900  
Copenhagen Approach: 119.805  
Kastrup Final Approach: 120.205  
Kastrup Arrival: 118.455  
Kastrup Departure: 120.255  
Kastrup Departure: 124.980  
De-icing Operations: 123.400  
Airside Operations: 131.400  
De-icing Operations: 131.975  
De-icing Operations: 130.650  
De-icing Operations: 131.650

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25 SEP 15

10-1P

COPENHAGEN, DENMARK

AIRPORT BRIEFING

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## 1. GENERAL

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### 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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## 1. GENERAL

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### 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 AUG 17

10-1P2

COPENHAGEN, DENMARK

AIRPORT BRIEFING

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## 1. GENERAL

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### 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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COPENHAGEN, DENMARK

AIRPORT BRIEFING

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## 1. GENERAL

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### 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

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

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

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

Taxi-out or push-back from ACFT stands must not be executed without approval from KASTRUP Apron 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 taxiroute where the stopbar is working will be used first of all.
- If no alternative taxiroute 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.

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17 JAN 20

10-1P4

Eff 30 Jan

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 signaling by any other ground staff present at the stand or in the loading bridge.

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

Stands G110 and G111 available for helicopters.

#### 1.5.2. DOCKING GUIDANCE SYSTEM

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

#### 1.5.3. USE OF AUXILIARY POWER UNIT (APU)

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

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

APU may be used:

- 5 minutes after "On Block";
- 5 minutes before Target Off-Block Time (TOBT).

##### Exemptions:

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

Information about outside temperature and state of APT power and air conditioning equipment must be obtained from Airside Operations FREQ 131.400 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 TOBT.

For other ACFT types, APU may be used:

- 5 minutes after "On Block";
- 15 minutes before TOBT.

### 1.6. OTHER INFORMATION

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



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## 2. ARRIVAL

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### 2.1. NOISE ABATEMENT PROCEDURES

#### 2.1.1. LANDING RESTRICTIONS

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

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

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

#### 2.1.2. REVERSE THRUST

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

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

### 2.2. CAT II/III OPERATIONS

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

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

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

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

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.

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

For Taxi Routings refer to 10-9 charts.

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

### 2.4. LOST COMMUNICATION

#### 2.4.1. LOST COMMUNICATION PROCEDURE DURING ARRIVAL

In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (CDA, ERNOV, LUGAS, ROSBI, TIDVU). Descend to FL 80 (FL 100 for ERNOV) in the holding pattern. If already at a lower level, maintain that level. From the primary holding pattern proceed via CDA, ERNOV, KOR, TIDVU or TNO direct to KAS. Maintain FL 80 (FL 100 via ERNOV) 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 FL 80 (FL 100 via ERNOV) or last assigned and acknowledged level or altitude.

From KAS perform the appropriate instrument approach procedure.

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COPENHAGEN, DENMARK

31 AUG 18

10-1P6

Eff 13 Sep

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 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 3 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.

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COPENHAGEN, DENMARK

31 AUG 18

10-1P7

Eff 13 Sep

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:

Platform A, Lane 1+2:	123.4
Platform A, Lane 3:	130.650
Platform B:	131.650
Platform 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 AND TAXI PROCEDURES

##### 3.2.1. GENERAL

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

##### 3.2.2. APT COLLABORATIVE DECISION MAKING (A-CDM)

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

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

###### 3.2.2.2. ATC CLEARANCE DELIVERY

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

###### 3.2.2.3. START AND PUSH-BACK/TAXI CLEARANCE

Pilots must report/be ready for start and push-back/taxi at TOBT  $\pm 5$  minutes.

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

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

###### 3.2.2.4. DEPARTURE CLEARANCE

Departure Clearance should be requested via Data Link Departure Clearance (DCL) at TOBT -30 minutes. If DCL is not available, Departure Clearance shall be requested via RTF/Clearance Delivery on 119.9 at TOBT -30 minutes.

EKCH/CPH  
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COPENHAGEN, DENMARK

30 SEP 16

10-1P8

Eff 13 Oct

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 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 (LEVDO).
- 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.

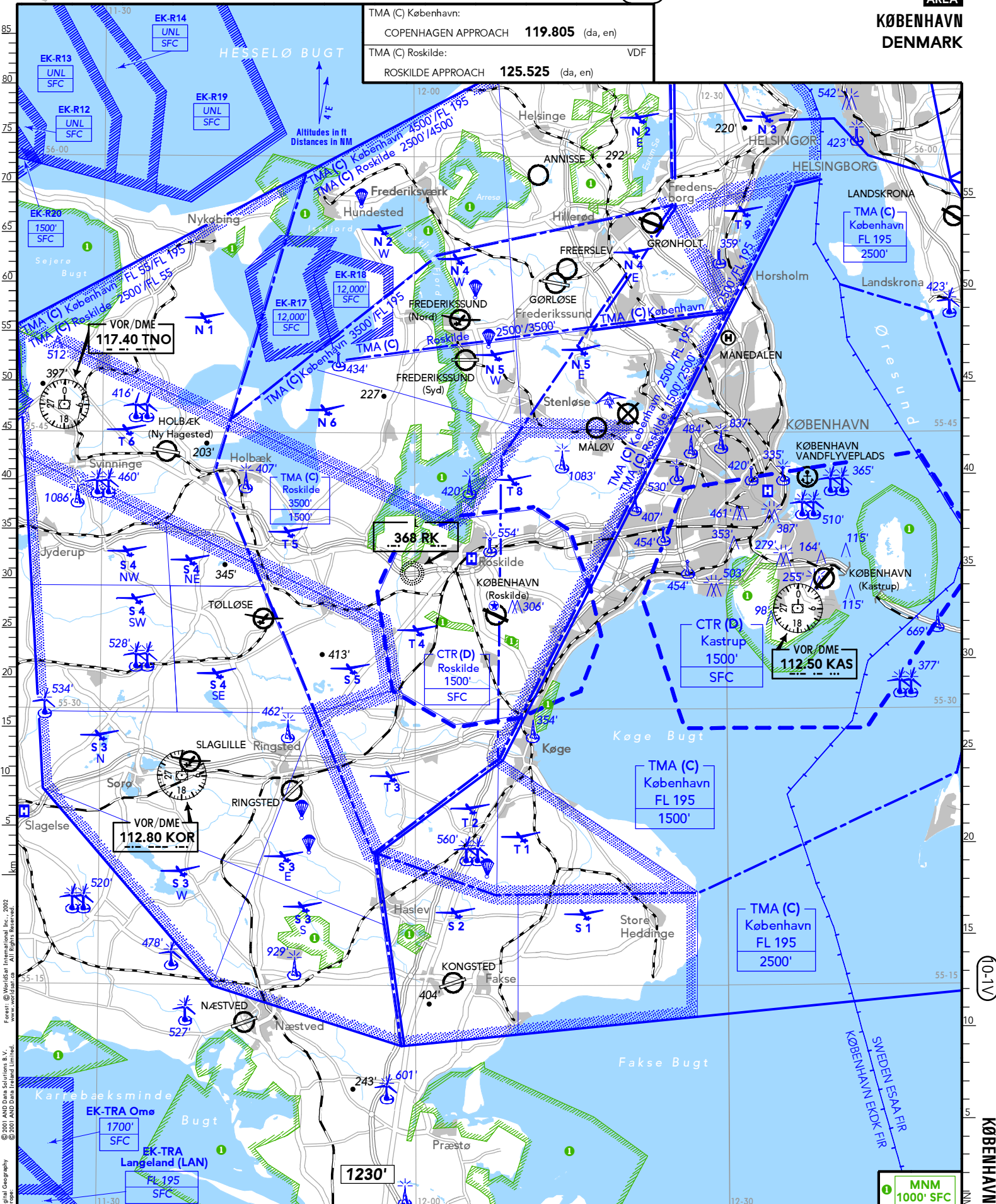
#### 3.6. OTHER INFORMATION

##### 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.



TMA (C) København:  
 COPENHAGEN APPROACH **119.805** (da, en)  
 TMA (C) Roskilde:  
 ROSKILDE APPROACH **125.525** (da, en) VDF

VOR/DME  
**117.40 TNO**

VOR/DME  
**112.50 KAS**

VOR/DME  
**112.80 KOR**

TMA (C)  
 København  
 FL 195  
 1500'

TMA (C)  
 København  
 FL 195  
 2500'

**368 RK**

**1230'**

**MNM**  
 1000' SFC

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### VFR Flights within the COPENHAGEN AREA

The COPENHAGEN AREA consists of TMA (C) København and TMA (C) Roskilde.

### SSR Transponder Requirements

ACFT performing VFR flights within airspace (C) and above 3000' shall be equipped with SSR transponder with 4096 codes in mode A/3 and mode C with automatic transmission of pressure altitude information. Exemption from this requirement may for individual flights be granted by the appropriate ATC unit.

### Gliding & Hang Gliding within Copenhagen Area

Gliding & Hang Gliding areas within Copenhagen Area airspace (C) have been established as depicted on KØBENHAVN 10-V.

Within TMA (C) Roskilde & TMA (C) København:

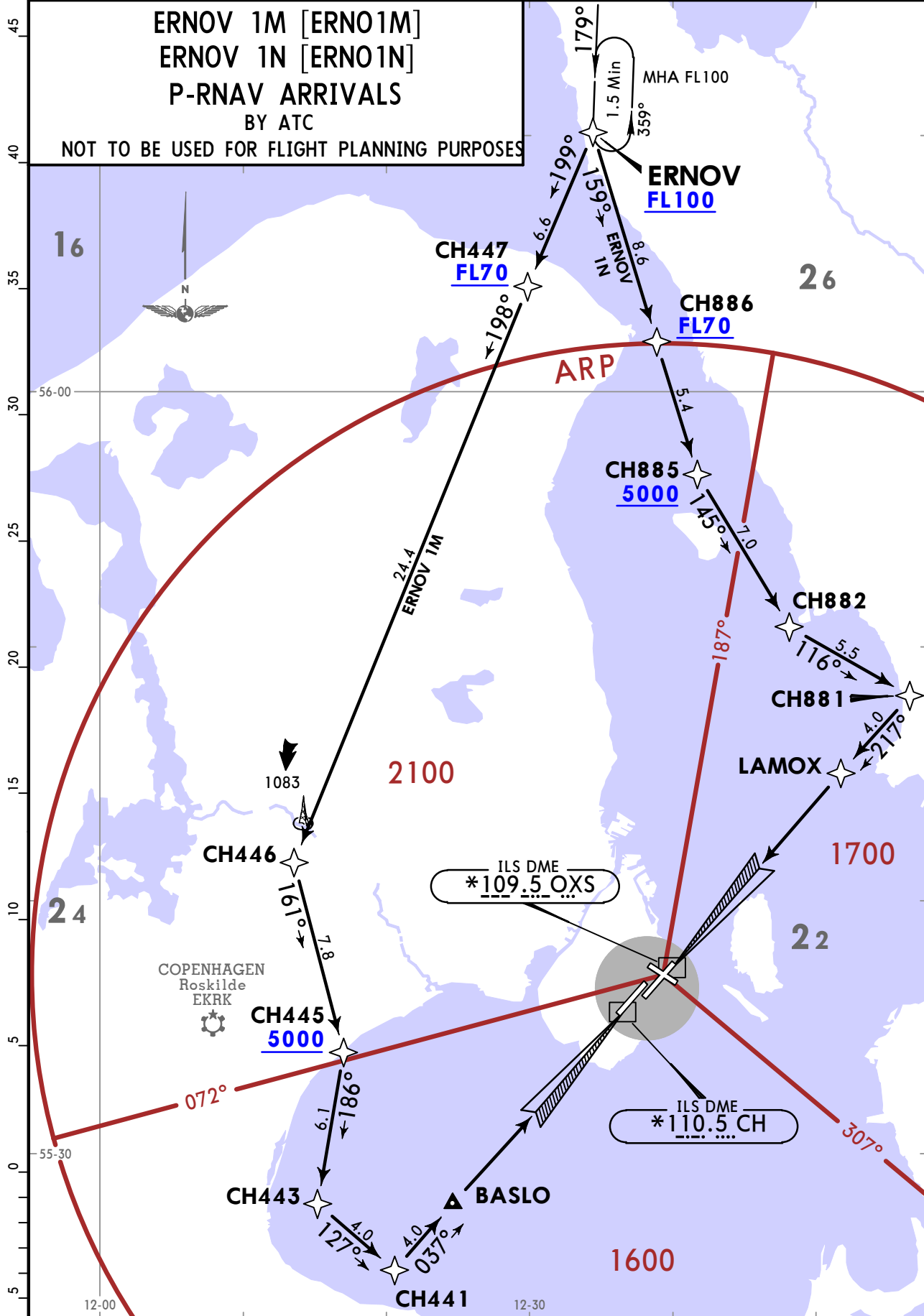
N 1	2500'/5000'
N 2	2500'/5000'
N 3	2500'/5000'
N 4	2500'/4000'
N 5	1500'/4000'
N 6	1500'/3000'
S 1	2500'/5000'
S 2	2500'/5000'
S 3	2500'/5000'
S 4	2500'/5000'
S 5	1500'/3000'
T 1	1500'/3000'
T 2	1500'/3000'
T 3	1500'/3000'
T 4	1500'/3000'
T 5	1500'/3000'
T 6	2500'/5000'
T 8	1500'/3000'
T 9	2500'/3000'

# EKCH/CPH KASTRUP

**JEPPESEN COPENHAGEN, DENMARK**  
26 OCT 18 **10-2** **Eff 8 Nov** **RNAV STAR**

D-ATIS **122.750** Apt Elev **17** Alt Set: hPa Trans level: By ATC  
**1. P-RNAV APPROVAL REQUIRED.**  
 2. At first contact with APPROACH state type of aircraft.  
 3. At initial contact with FINAL state only call sign 4. Descend as cleared.

**ERNOV 1M [ERNO1M]**  
**ERNOV 1N [ERNO1N]**  
**P-RNAV ARRIVALS**  
 BY ATC  
**NOT TO BE USED FOR FLIGHT PLANNING PURPOSES**



STAR	RWY	ROUTING
ERNOV 1M	04L	ERNOV (FL100+) - CH447 (FL70+) - CH446 - CH445 (5000+) - CH443 - CH441 - ILS 04L.
ERNOV 1N	22L	ERNOV (FL100+) - CH886 (FL70+) - CH885 (5000+) - CH882 - CH881 - ILS 22L.

**EKCH/CPH**  
KASTRUP

**JEPPESSEN COPENHAGEN, DENMARK**  
26 OCT 18 (10-2A) Eff 8 Nov **RNAV STAR**

D-ATIS  
**122.750**

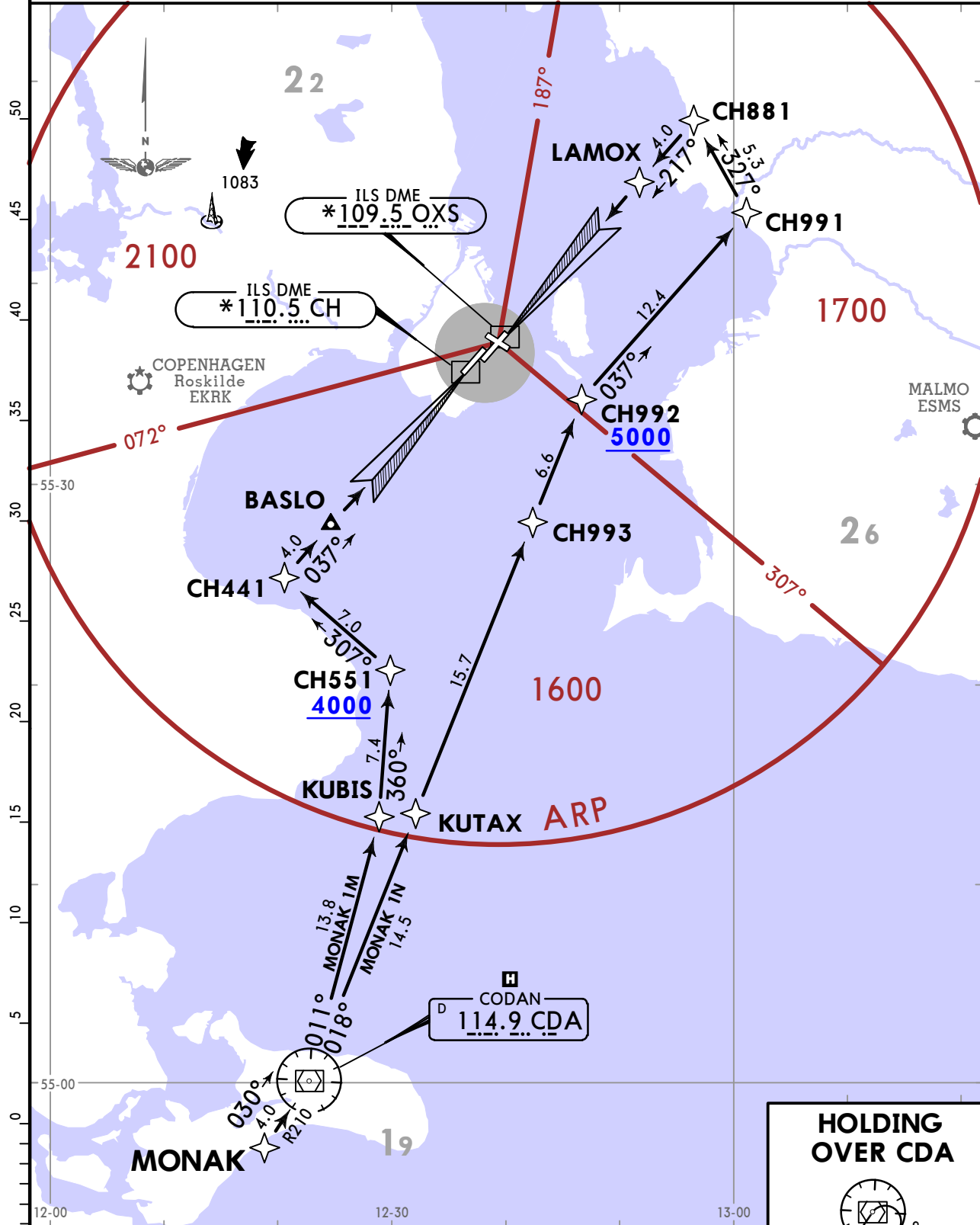
Apt Elev  
**17**

Alt Set: hPa Trans level: By ATC

- P-RNAV APPROVAL REQUIRED**
- At first contact with APPROACH state type of aircraft.
- At initial contact with FINAL state only callsign.
- Descend as cleared.

**MONAK 1M [MONA1M], MONAK 1N [MONA1N]**  
**P-RNAV ARRIVALS**  
BY ATC

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



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

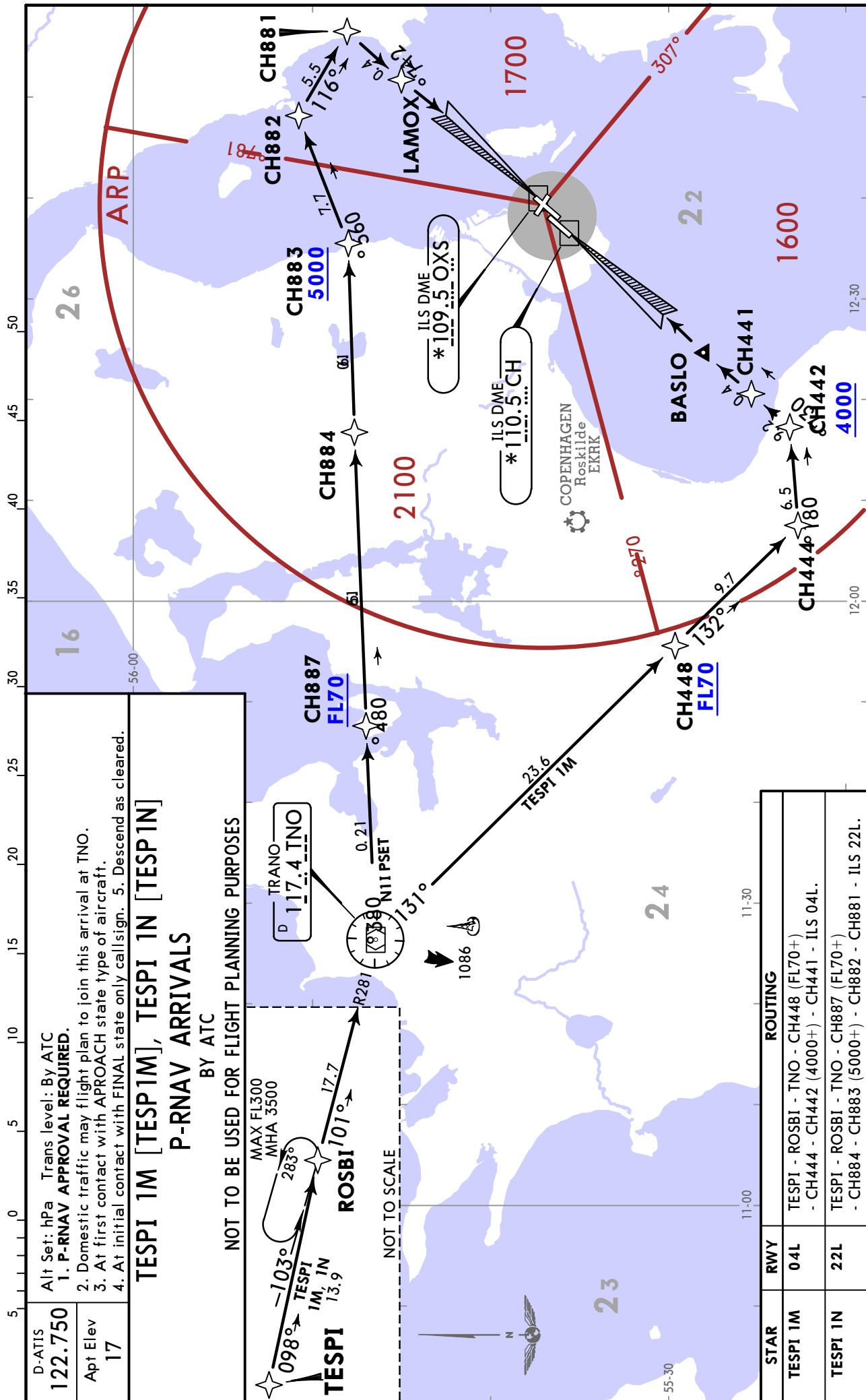
**HOLDING OVER CDA**

MAX FL200  
MHA 3500



EKCH/CPH  
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK  
9 NOV 18 10-2B  
RNAV STAR

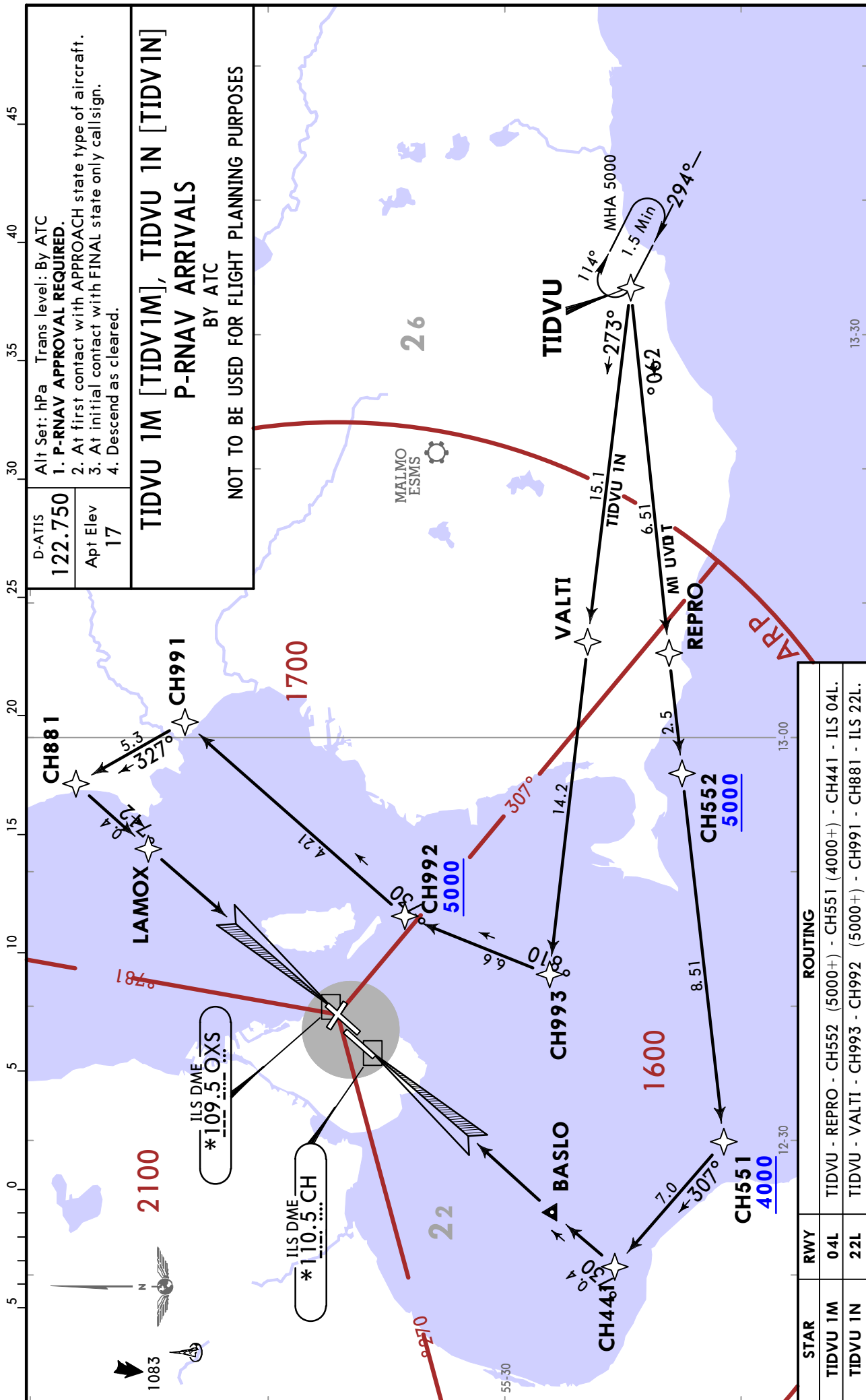


CHANGES: None.

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**EKCH/CPH**  
KASTRUP

**JEPPESSEN COPENHAGEN, DENMARK**  
9 NOV 18 (10-2C) **RNAV STAR**



D-ATIS  
**122.750**  
Apt Elev  
17

Alt Set: hPa Trans level: By ATC  
**1. P-RNAV APPROVAL REQUIRED.**  
2. At first contact with APPROACH state type of aircraft.  
3. At initial contact with FINAL state only call sign.  
4. Descend as cleared.

**TIDVU 1M [TIDV1M], TIDVU 1N [TIDV1N]**  
**P-RNAV ARRIVALS**  
BY ATC

**NOT TO BE USED FOR FLIGHT PLANNING PURPOSES**

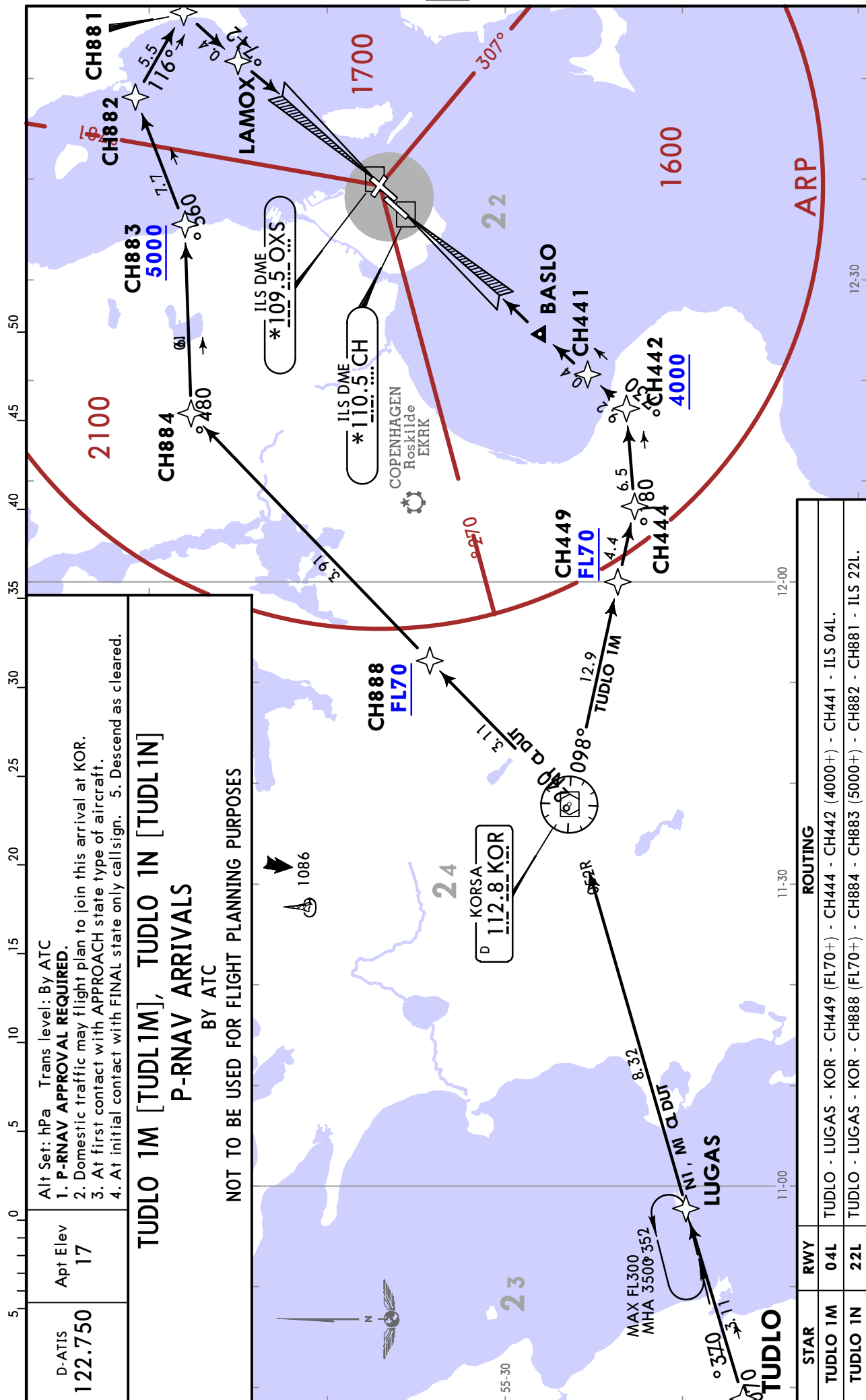
STAR	RWY	ROUTING
TIDVU 1M	04L	TIDVU - REPRO - CH552 (5000+) - CH551 (4000+) - CH441 - ILS 04L.
TIDVU 1N	22L	TIDVU - VALTI - CH992 (5000+) - CH991 - CH881 - ILS 22L.

CHANGES: TIDVU, MHA lowered.

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**EKCH/CPH**  
KASTRUP

**JEPPESSEN COPENHAGEN, DENMARK**  
26 OCT 18 **10-2D** Eff 8 Nov **RNAV STAR**



Alt Set: hPa Trans level: By ATC  
**1. P-RNAV APPROVAL REQUIRED.**  
 2. Domestic traffic may flight plan to join this arrival at KOR.  
 3. At first contact with APPROACH state type of aircraft.  
 4. At initial contact with FINAL state only call sign. 5. Descend as cleared.

**TUDLO 1M [TUDL1M], TUDLO 1N [TUDL1N]**  
**P-RNAV ARRIVALS**  
 BY ATC

**NOT TO BE USED FOR FLIGHT PLANNING PURPOSES**

D-ATIS	Apf Elev
122.750	17

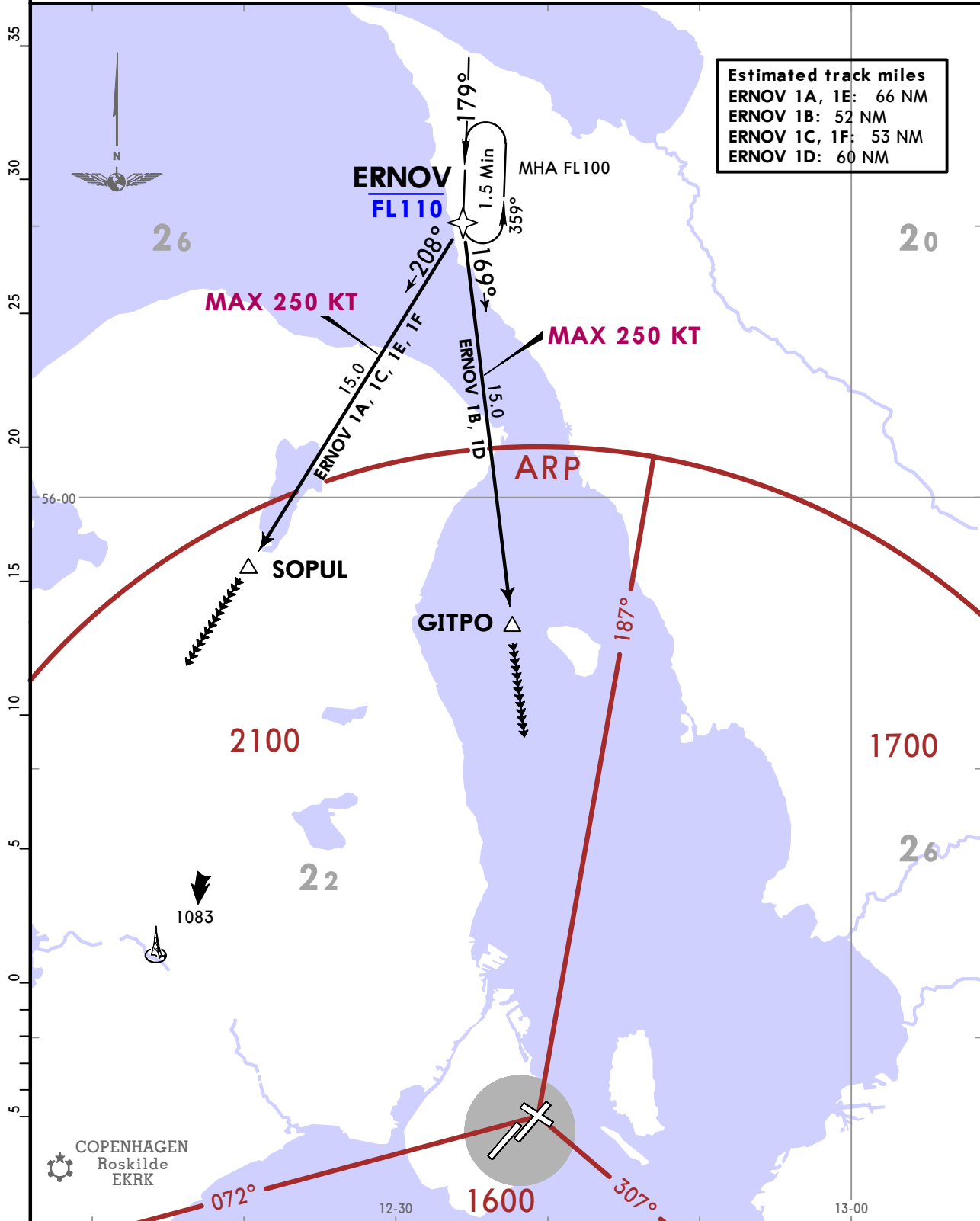
STAR	RWY	ROUTING
TUDLO 1M	04L	TUDLO - LUGAS - KOR - CH449 (FL70+) - CH444 - CH442 (4000+) - CH441 - ILS 04L.
TUDLO 1N	22L	TUDLO - LUGAS - KOR - CH888 (FL70+) - CH884 - CH883 (5000+) - CH882 - CH881 - ILS 22L.

**EKCH/CPH**  
KASTRUP

**JEPPESEN COPENHAGEN, DENMARK**  
26 OCT 18 (10-2E) Eff 8 Nov **STAR**

D-ATIS <b>122.750</b>	Apt Elev <b>17</b>	Alt Set: hPa Trans level: By ATC 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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<b>ERNOV 1A [ERNO1A]</b> RWY 04R ARRIVAL	<b>ERNOV 1D [ERNO1D]</b> RWY 30 ARRIVAL
<b>ERNOV 1B [ERNO1B]</b> RWY 12 ARRIVAL	<b>ERNOV 1E [ERNO1E]</b> RWY 04L ARRIVAL
<b>ERNOV 1C [ERNO1C]</b> RWY 22R ARRIVAL	<b>ERNOV 1F [ERNO1F]</b> RWY 22L ARRIVAL

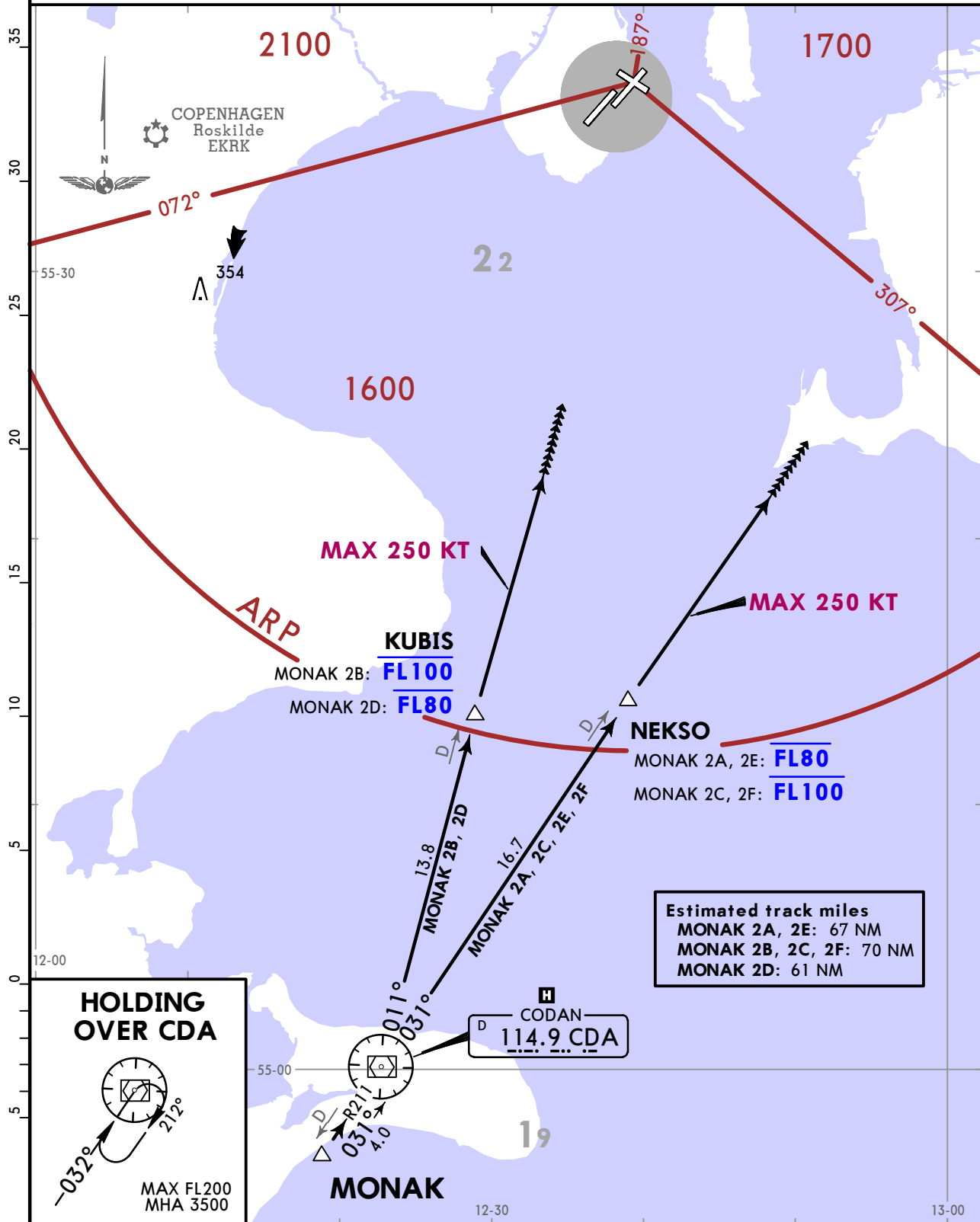


**EKCH/CPH**  
KASTRUP

**JEPPESSEN COPENHAGEN, DENMARK**  
26 OCT 18 **10-2F** **Eff 8 Nov** **STAR**

D-ATIS <b>122.750</b>	Apt Elev <b>17</b>	Alt Set: hPa Trans level: By ATC 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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<b>MONAK 2A [MONA2A]</b> RWY 04R ARRIVAL	<b>MONAK 2D [MONA2D]</b> RWY 30 ARRIVAL
<b>MONAK 2B [MONA2B]</b> RWY 12 ARRIVAL	<b>MONAK 2E [MONA2E]</b> RWY 04L ARRIVAL
<b>MONAK 2C [MONA2C]</b> RWY 22R ARRIVAL	<b>MONAK 2F [MONA2F]</b> RWY 22L ARRIVAL

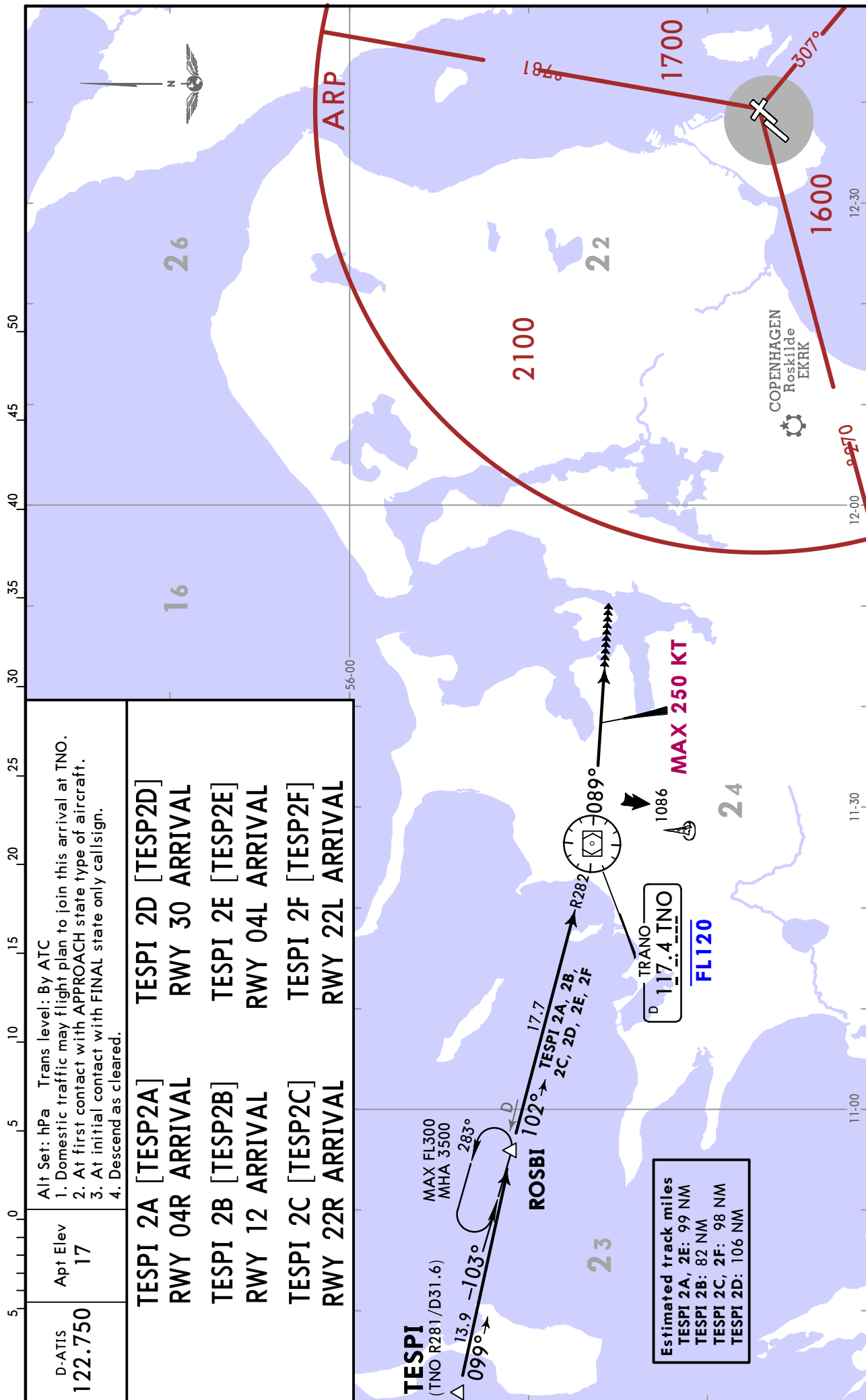


CHANGES: None.

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**EKCH/CPH**  
KASTRUP

**JEPPESSEN COPENHAGEN, DENMARK**  
26 OCT 18 (10-2G) Eff 8 Nov **STAR**



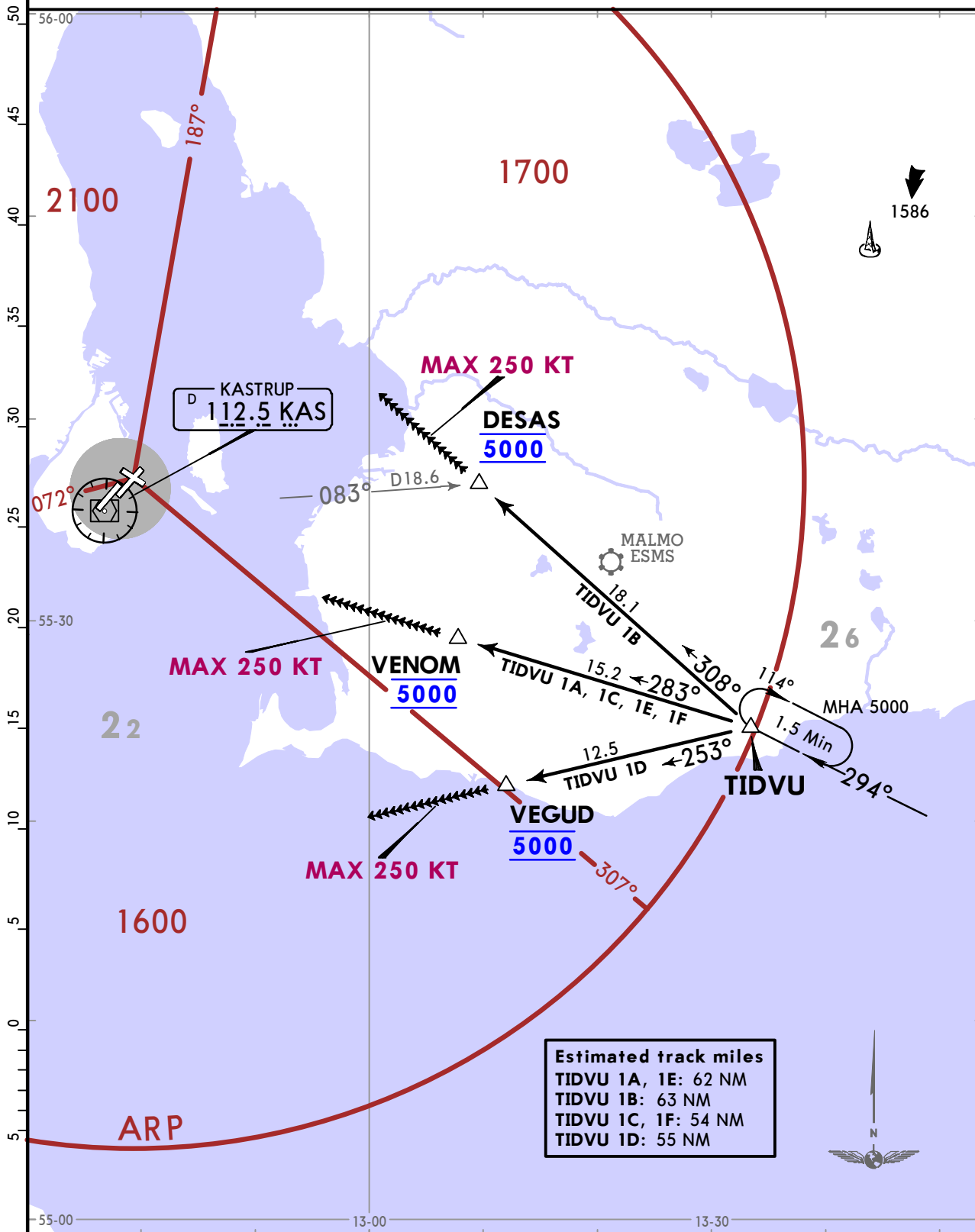
**EKCH/CPH**  
KASTRUP

**JEPPESEN COPENHAGEN, DENMARK**  
9 NOV 18 (10-2H) **STAR**

D-ATIS <b>122.750</b>	Apt Elev <b>17</b>	Alt Set: hPa Trans level: By ATC 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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**TIDVU 1A [TIDV1A]**  
**RWY 04R ARRIVAL**  
**TIDVU 1B [TIDV1B]**  
**RWY 12 ARRIVAL**  
**TIDVU 1C [TIDV1C]**  
**RWY 22R ARRIVAL**

**TIDVU 1D [TIDV1D]**  
**RWY 30 ARRIVAL**  
**TIDVU 1E [TIDV1E]**  
**RWY 04L ARRIVAL**  
**TIDVU 1F [TIDV1F]**  
**RWY 22L ARRIVAL**

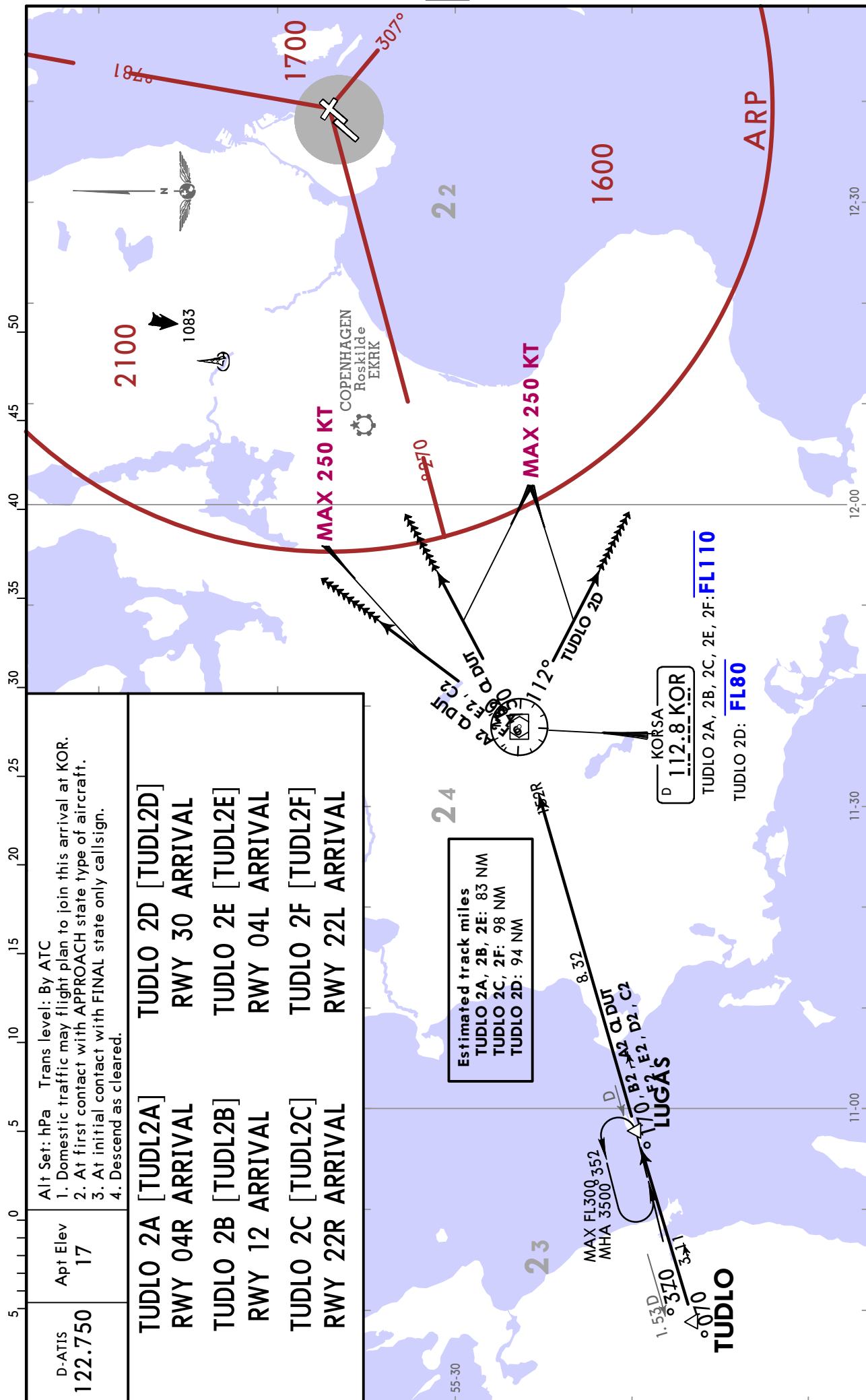


EKCH/CPH  
KASTRUP

JEPPESSEN  
9 NOV 18 (10-2J)

COPENHAGEN, DENMARK

STAR



CHANGES: None.

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EKCH/CPH  
KASTRUP

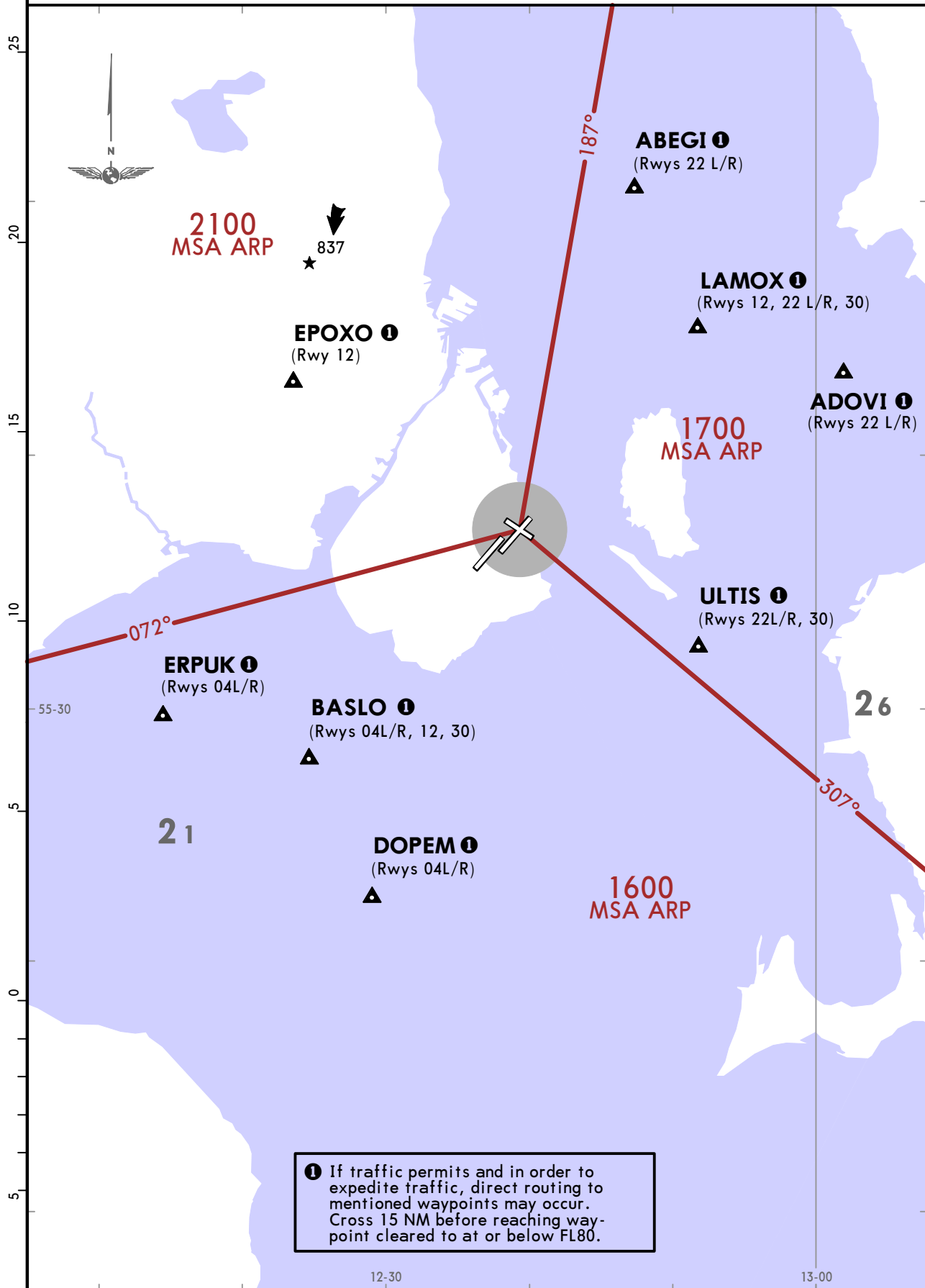
JEPPESEN COPENHAGEN, DENMARK

2 JUN 17 (10-2K)

ARRIVAL

D-ATIS 122.750	Apt Elev 17	Alt Set: hPa Trans level: By ATC 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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ABEGI, ADOVI, BASLO, DOPEM  
EPOXO, ERPUK, LAMOX, ULTIS  
DIRECT ARRIVALS



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

EKCH/CPH  
KASTRUP

**JEPPESEN**  
24 NOV 17

COPENHAGEN, DENMARK

10-3

Eff 7 Dec

RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
ASTOS 3A, KEMAX 4A	10-3B
ASTOS 4B, KEMAX 5B	10-3C
ASTOS 3C, KEMAX 4C	10-3D
ASTOS 4D, KEMAX 5D	10-3E
ASTOS 1E, KEMAX 1E	10-3F
ASTOS 1F, KEMAX 1F	10-3G
BALOX 4A, SIMEG 7A	10-3H
BALOX 5B, SIMEG 8B	10-3J
BALOX 4C, SIMEG 8C	10-3K
BALOX 5D, SIMEG 8D	10-3L
BALOX 1E, SIMEG 1E	10-3M
BALOX 1F, SIMEG 1F	10-3N
BETUD 1A, NEXEN 1A	10-3P
BETUD 2B, NEXEN 2B	10-3Q
BETUD 1C, NEXEN 1C	10-3S
BETUD 2D, NEXEN 2D	10-3T
BETUD 1E, NEXEN 1E	10-3U
BETUD 1F, NEXEN 1F	10-3V
KOPEX 1A, LANGO 1A	10-3V1
KOPEX 2B, LANGO 2B	10-3V2
KOPEX 1C, LANGO 1C	10-3V3
KOPEX 2D, LANGO 2D	10-3V4
KOPEX 1E, LANGO 1E	10-3V5
KOPEX 1F, LANGO 1F	10-3V6
MIKSI 2A, ODN 2A	10-3V7
MIKSI 2B, ODN 2B	10-3V8
MIKSI 1C, ODN 1C	10-3W
MIKSI 2D, ODN 2D	10-3X
MIKSI 2E, ODN 2E	10-3X1
MIKSI 1F, ODN 1F	10-3X2
GOLGA 2A, VEDAR 3A	10-3X3
GOLGA 2B, VEDAR 2B	10-3X4
GOLGA 1C, VEDAR 1C	10-3X5
GOLGA 2D, VEDAR 2D	10-3X6
GOLGA 2E, VEDAR 2E	10-3X7
GOLGA 1F, VEDAR 1F	10-3X8

**EKCH/CPH**  
**KASTRUP**

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 (10-3B) Eff 6 Dec **RNAV SID**

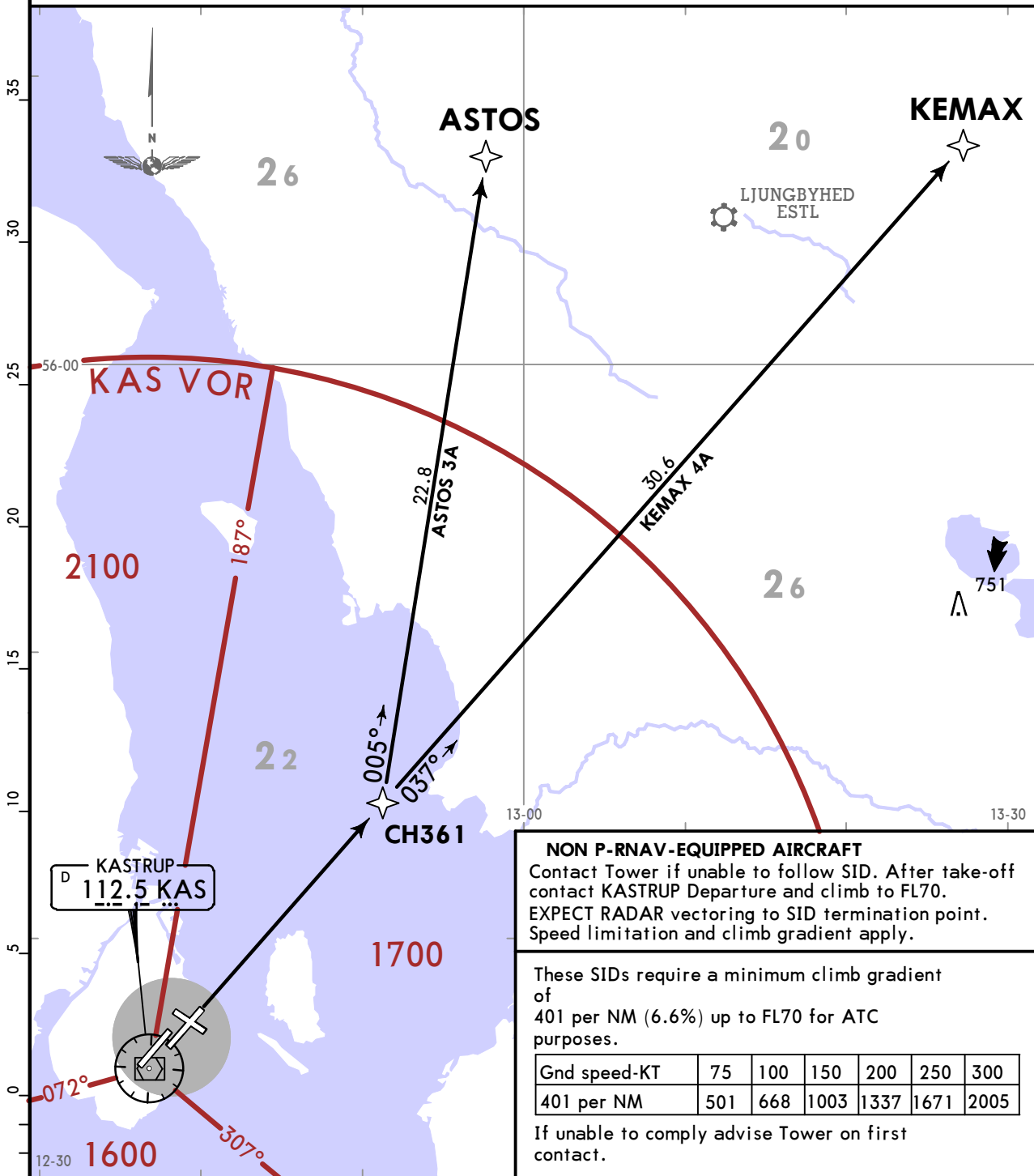
KASTRUP  
Departure (R)  
**124.980**

Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV APPROVAL REQUIRED.**  
2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. 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**

**SPEED: MAX 250 KT AT OR BELOW FL70**



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

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

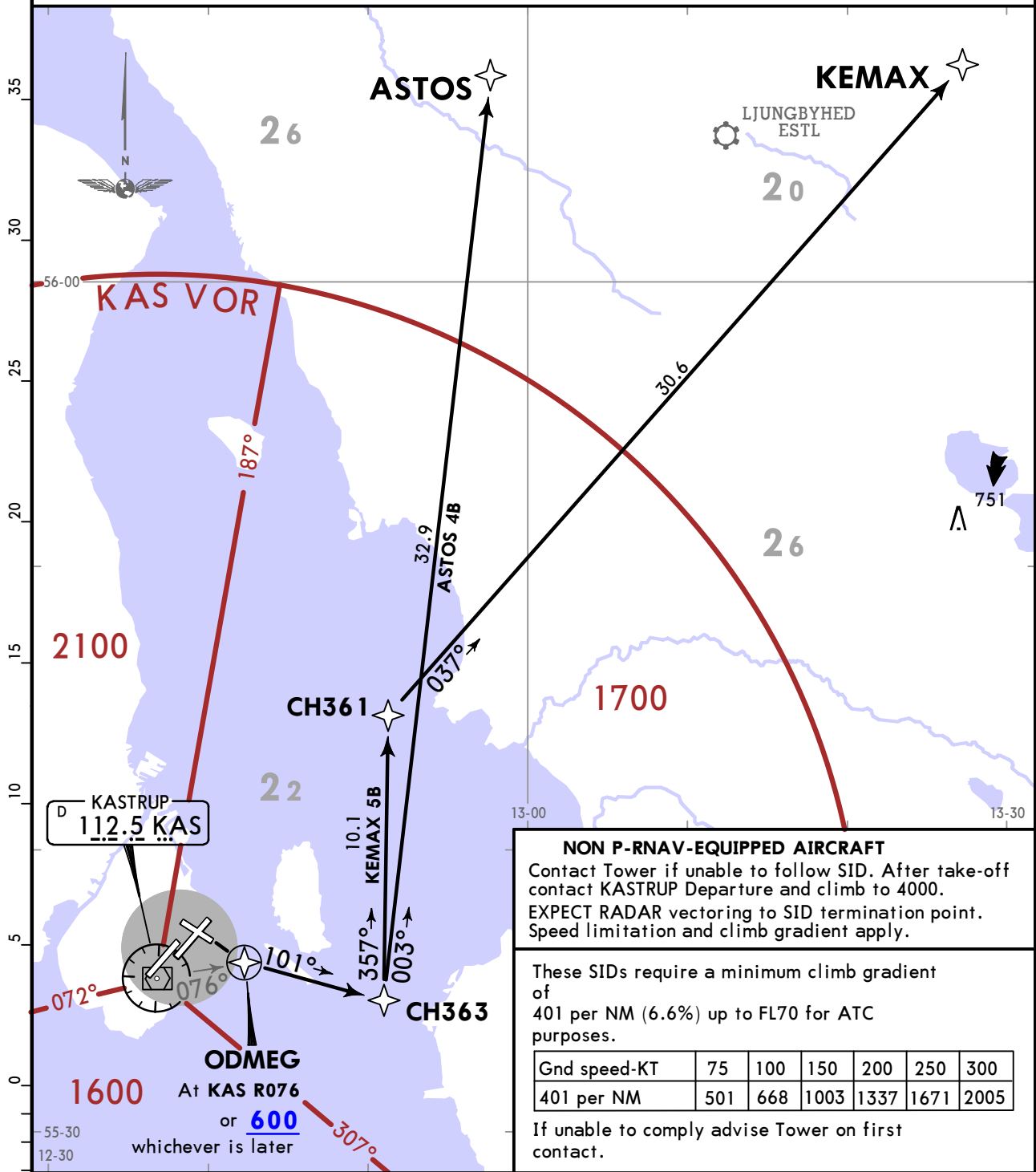
**EKCH/CPH**  
**KASTRUP**

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 **(10-3C)** **Eff 6 Dec** **RNAV SID**

KASTRUP Departure (R) <b>120.255</b>	Trans alt: 5000 <b>1. P-RNAV APPROVAL REQUIRED.</b> 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).
Apt Elev <b>17</b>	

**ASTOS 4B [ASTO4B]**  
**KEMAX 5B [KEMA5B]**  
**RWY 12 P-RNAV DEPARTURES**

**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 4000. 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
<b>ASTOS 4B</b> PROP ONLY	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn LEFT, climb on 101° track to 1700 - CH363 - ASTOS.
<b>KEMAX 5B</b> JET ONLY	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn LEFT, climb on 101° track to 1700 - CH363 - CH361 - KEMAX.

**EKCH/CPH**  
**KASTRUP**

**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **(10-3D)** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**124.980**

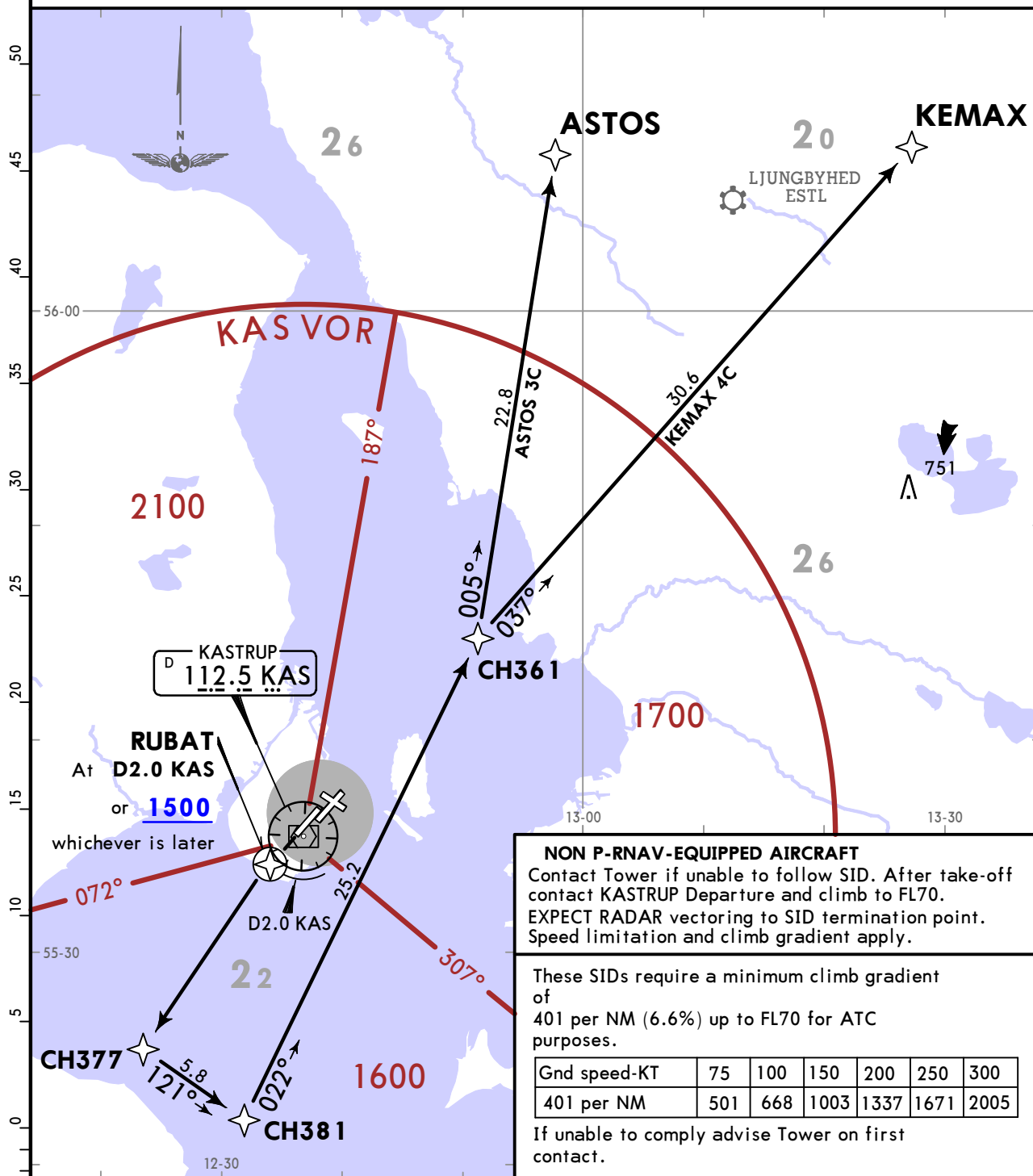
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Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV APPROVAL REQUIRED.**  
 2. Conventional navigation to 1500 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up squawk assigned SSR code. 6. SIDs included 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**

**SPEED: MAX 250 KT AT OR BELOW FL70**



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

SID	ROUTING
<b>ASTOS 3C</b> PROP ONLY	Climb on extended runway centerline to D2.0 KAS (RUBAT) or 1500, whichever is later - CH377 - CH381 - CH361 - ASTOS.
<b>KEMAX 4C</b> JET ONLY	Climb on extended runway centerline to D2.0 KAS (RUBAT) or 1500, whichever is later - CH377 - CH381 - CH361 - KEMAX.

**EKCH/CPH**  
**KASTRUP**

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 **(10-3E)** **Eff 6 Dec** **RNAV SID**

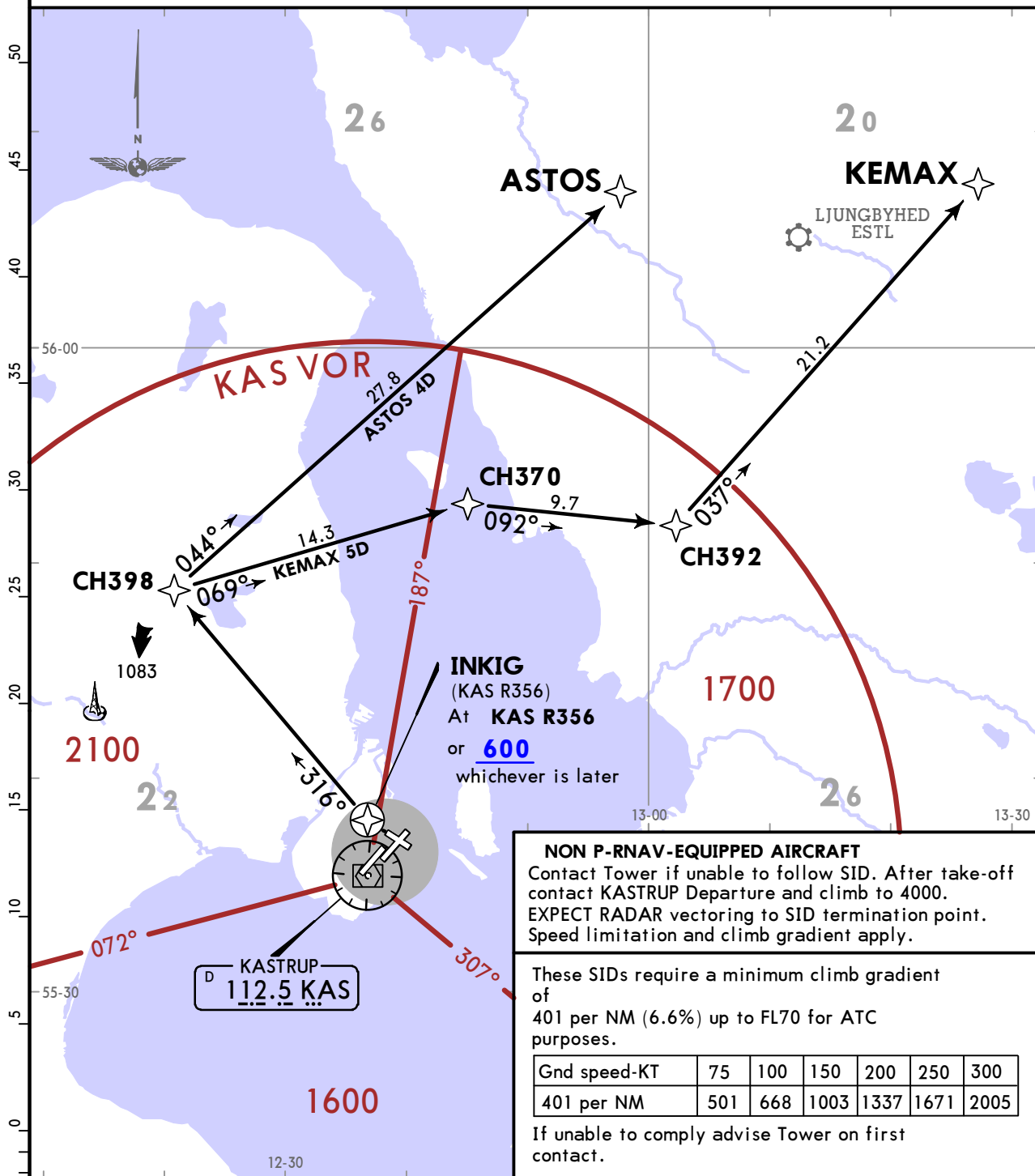
KASTRUP  
Departure (R)  
**120.255**

Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV APPROVAL REQUIRED.**  
 2. Conventional navigation to 2100 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up squawk assigned SSR code. 6. SIDs included noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**ASTOS 4D [ASTO4D]**  
**KEMAX 5D [KEMA5D]**  
**RWY 30 P-RNAV DEPARTURES**

**SPEED: MAX 250 KT AT OR BELOW FL70**



Initial climb clearance **4000**

SID	ROUTING
<b>ASTOS 4D</b> PROP ONLY	Climb on extended runway centerline to KAS R356 (INKIG) or 600, whichever is later, turn RIGHT, climb on 316° track to 2100 - CH398 - ASTOS.
<b>KEMAX 5D</b> JET ONLY	Climb on extended runway centerline to KAS R356 (INKIG) or 600, whichever is later, turn RIGHT, climb on 316° track to 2100 - CH398 - CH370 - CH392 - KEMAX.

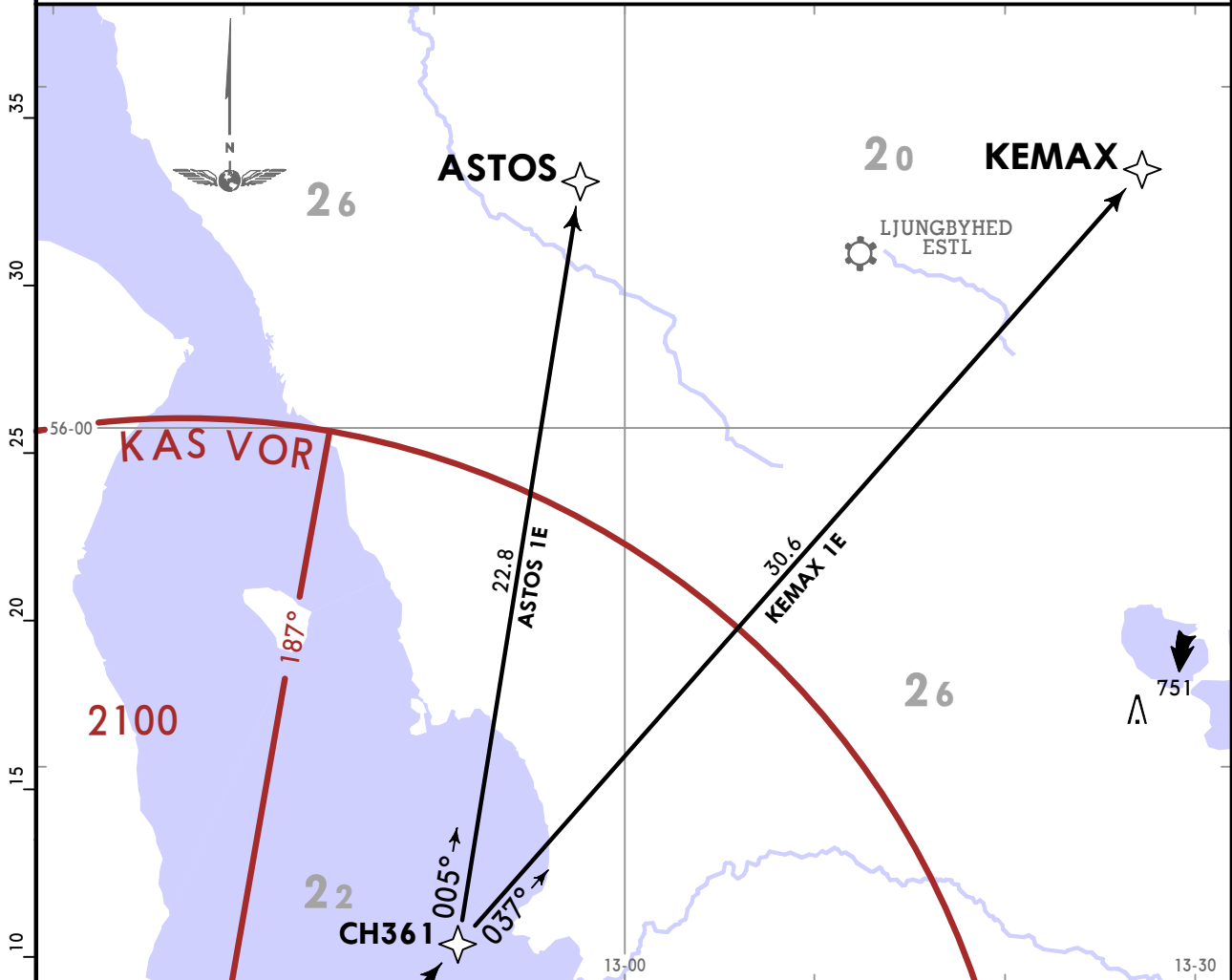
**EKCH/CPH**  
KASTRUP

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3F** **Eff 6 Dec** **RNAV SID**

KASTRUP Departure (R) <b>124.980</b>
Apt Elev <b>17</b>

Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. 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**  
**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
<b>ASTOS 1E</b> PROP ONLY	Climb on extended runway centerline to 1700 - CH361 - ASTOS.
<b>KEMAX 1E</b> JET ONLY	Climb on extended runway centerline to 1700 - CH361 - KEMAX.

**EKCH/CPH**  
**KASTRUP**

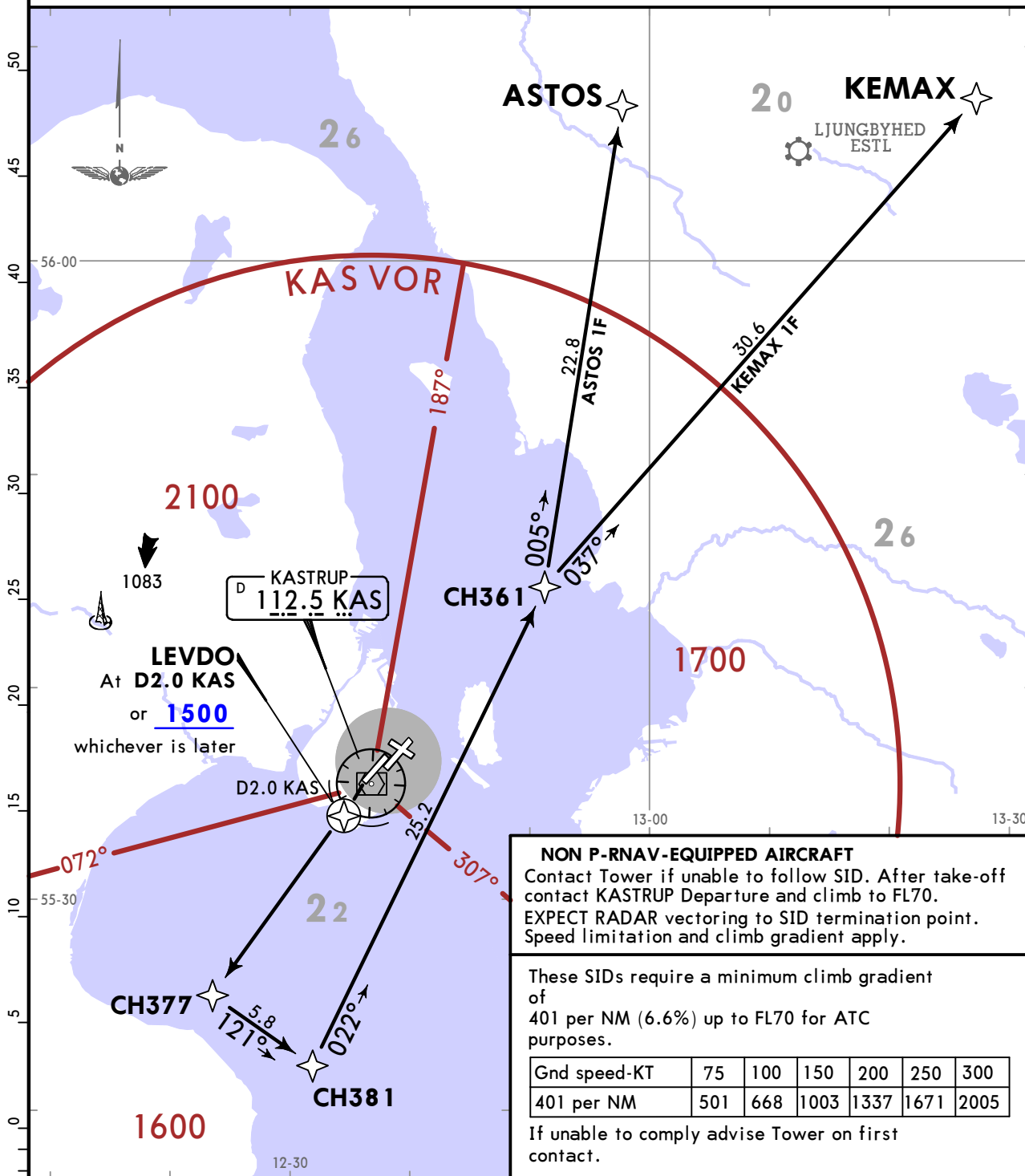
**JEPPESSEN COPENHAGEN, DENMARK**  
 23 NOV 18 **(10-3G)** **Eff 6 Dec** **RNAV SID**

KASTRUP  
 Departure (R)  
**124.980**  
 Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1500 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. 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**

**SPEED: MAX 250 KT AT OR BELOW FL70**



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

SID	ROUTING
<b>ASTOS 1F</b> PROP ONLY	Climb on extended runway centerline to D2.0 KAS (LEVDO) or 1500, whichever is later - CH377 - CH381 - CH361 - ASTOS.
<b>KEMAX 1F</b> JET ONLY	Climb on extended runway centerline to D2.0 KAS (LEVDO) or 1500, whichever is later - CH377 - CH381 - CH361 - KEMAX.



**EKCH/CPH**  
**KASTRUP**

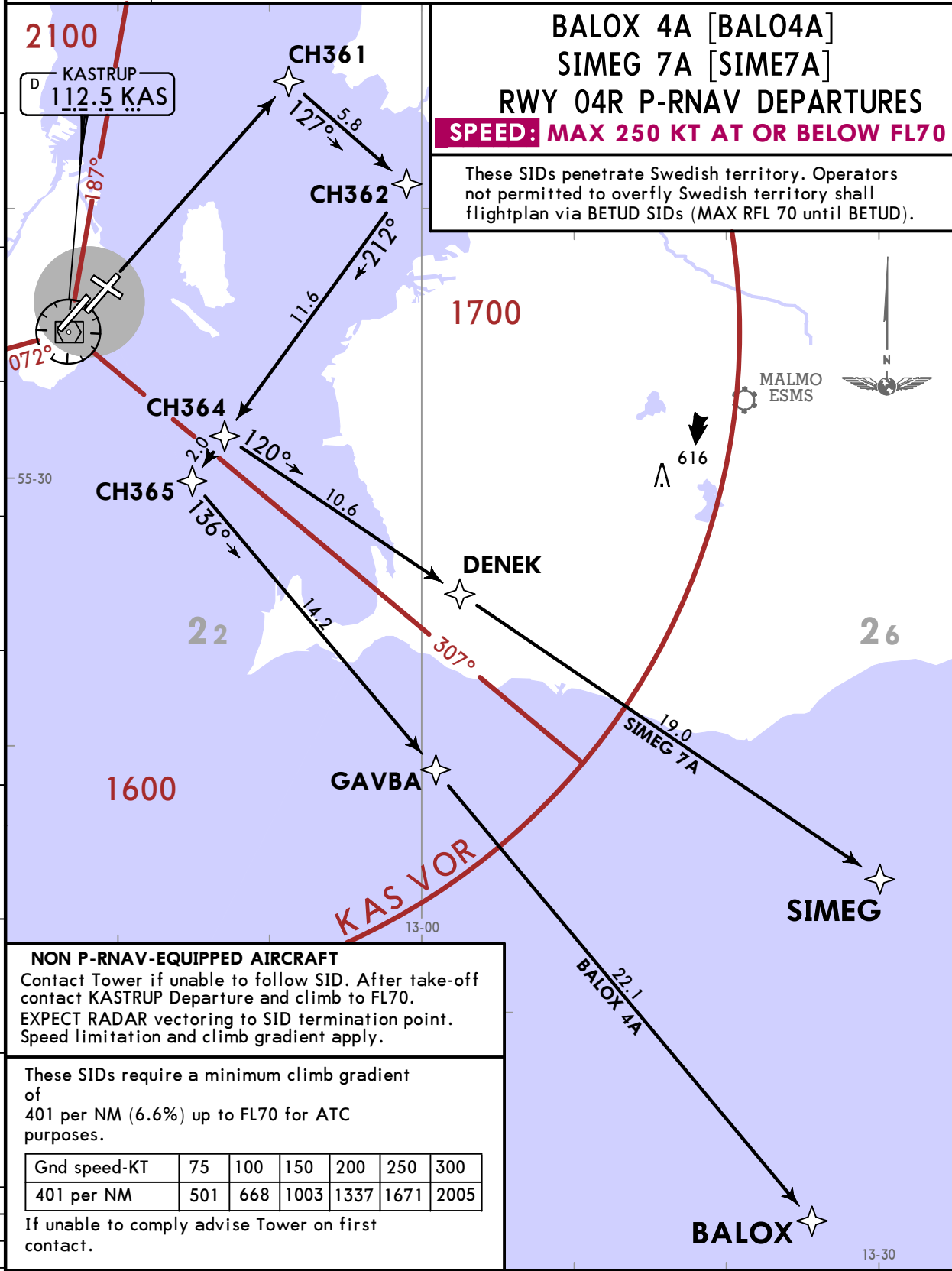
**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 **(10-3H)** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**124.980**

Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

45  
40  
35  
30  
25  
20  
15  
10  
5  
0  
5



**BALOX 4A [BALO4A]**  
**SIMEG 7A [SIME7A]**  
**RWY 04R P-RNAV DEPARTURES**  
**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

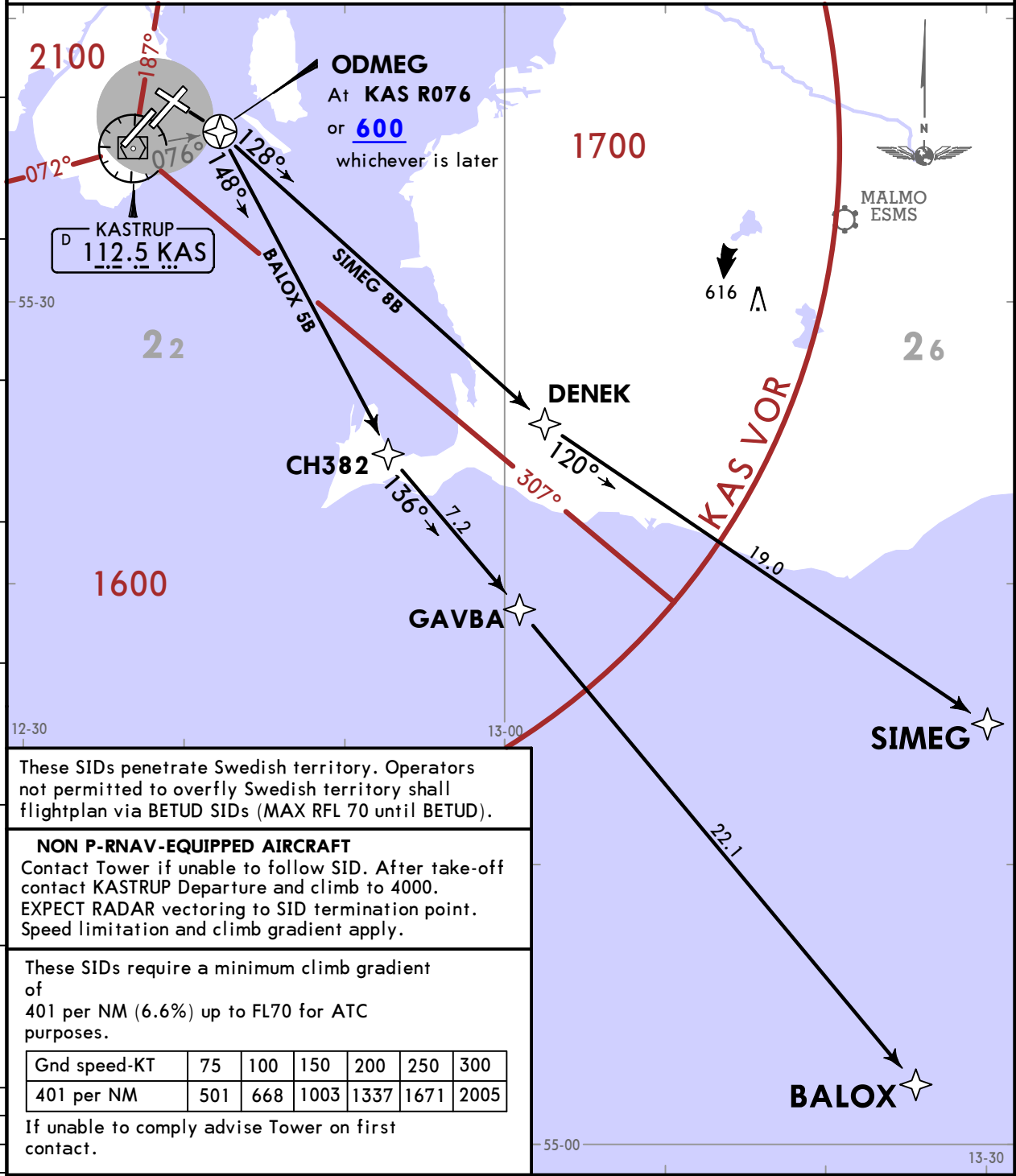
SID	ROUTING
<b>BALOX 4A</b> PROP ONLY	Climb on extended runway centerline to 1700 - CH361 - CH362 - CH365 - GAVBA - BALOX.
<b>SIMEG 7A</b> JET ONLY	Climb on extended runway centerline to 1700 - CH361 - CH362 - CH364 - DENEK - SIMEG.

**EKCH/CPH**  
KASTRUP

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 (10-3J) Eff 6 Dec **RNAV SID**

KASTRUP Departure (R) <b>124.980</b>  Apt Elev <b>17</b>	Trans alt: 5000 <b>1. P-RNAV approval required.</b> 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).
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**BALOX 5B [BALO5B]**  
**SIMEG 8B [SIME8B]**  
**RWY 12 P-RNAV DEPARTURES**  
**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 4000. 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
<b>BALOX 5B</b> PROP ONLY	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn RIGHT, climb on 148° track to 1700 - CH382 - GAVBA - BALOX.
<b>SIMEG 8B</b> JET ONLY	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn RIGHT, climb on 128° track to 1700 - DENEK - SIMEG.

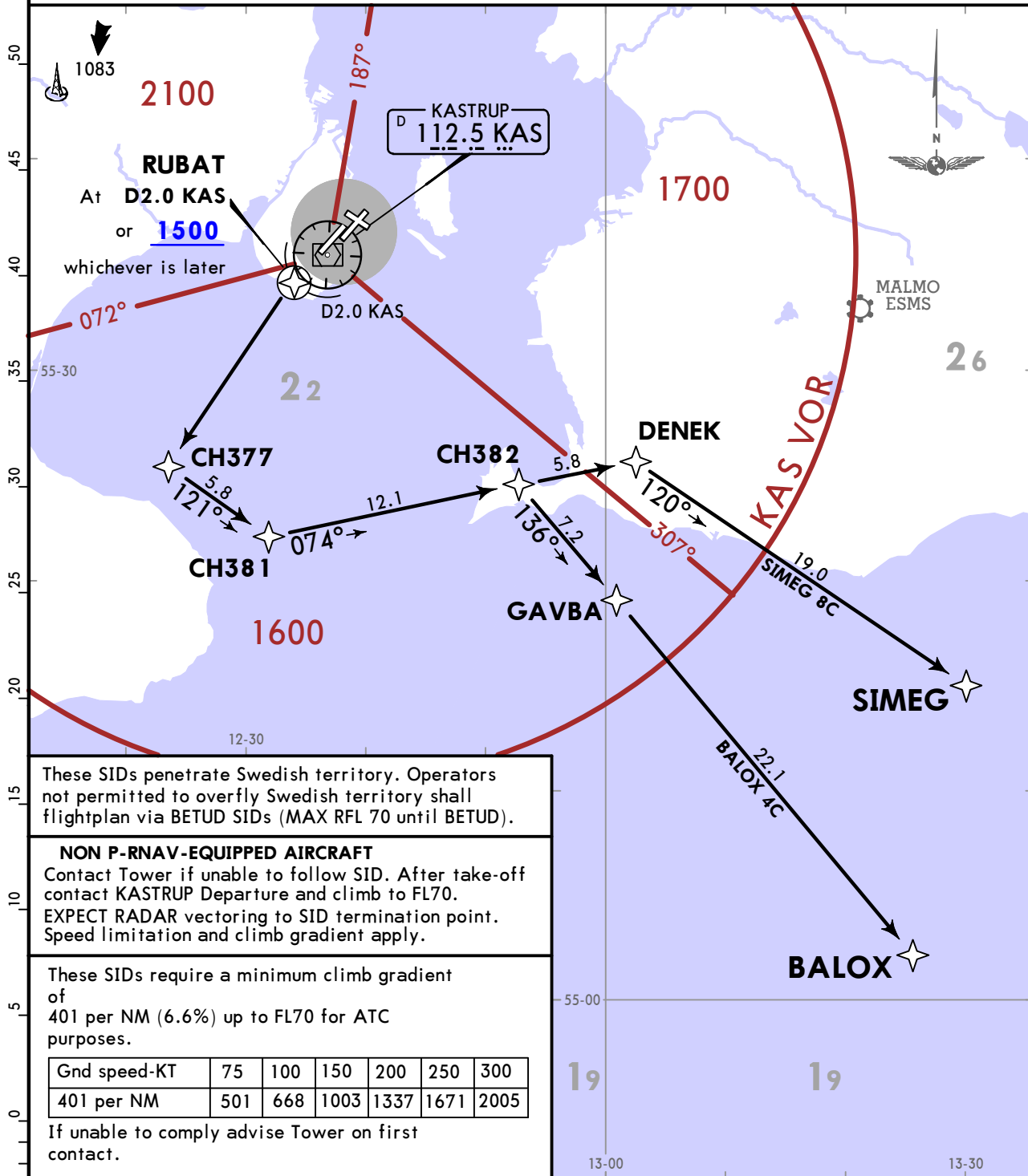
**EKCH/CPH**  
KASTRUP

**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **(10-3K)** **Eff 6 Dec** **RNAV SID**

KASTRUP Departure (R) <b>124.980</b>
Apt Elev <b>17</b>

Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1500 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**BALOX 4C [BALO4C]**  
**SIMEG 8C [SIME8C]**  
**RWY 22R P-RNAV DEPARTURES**  
**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
<b>BALOX 4C</b> PROP ONLY	Climb on extended runway centerline to D2.0 KAS (RUBAT) or 1500, whichever is later - CH377 - CH381 - CH382 - GAVBA - BALOX.
<b>SIMEG 8C</b> JET ONLY	Climb on extended runway centerline to D2.0 KAS (RUBAT) or 1500, whichever is later - CH377 - CH381 - DENEK - SIMEG.

**EKCH/CPH**  
KASTRUP

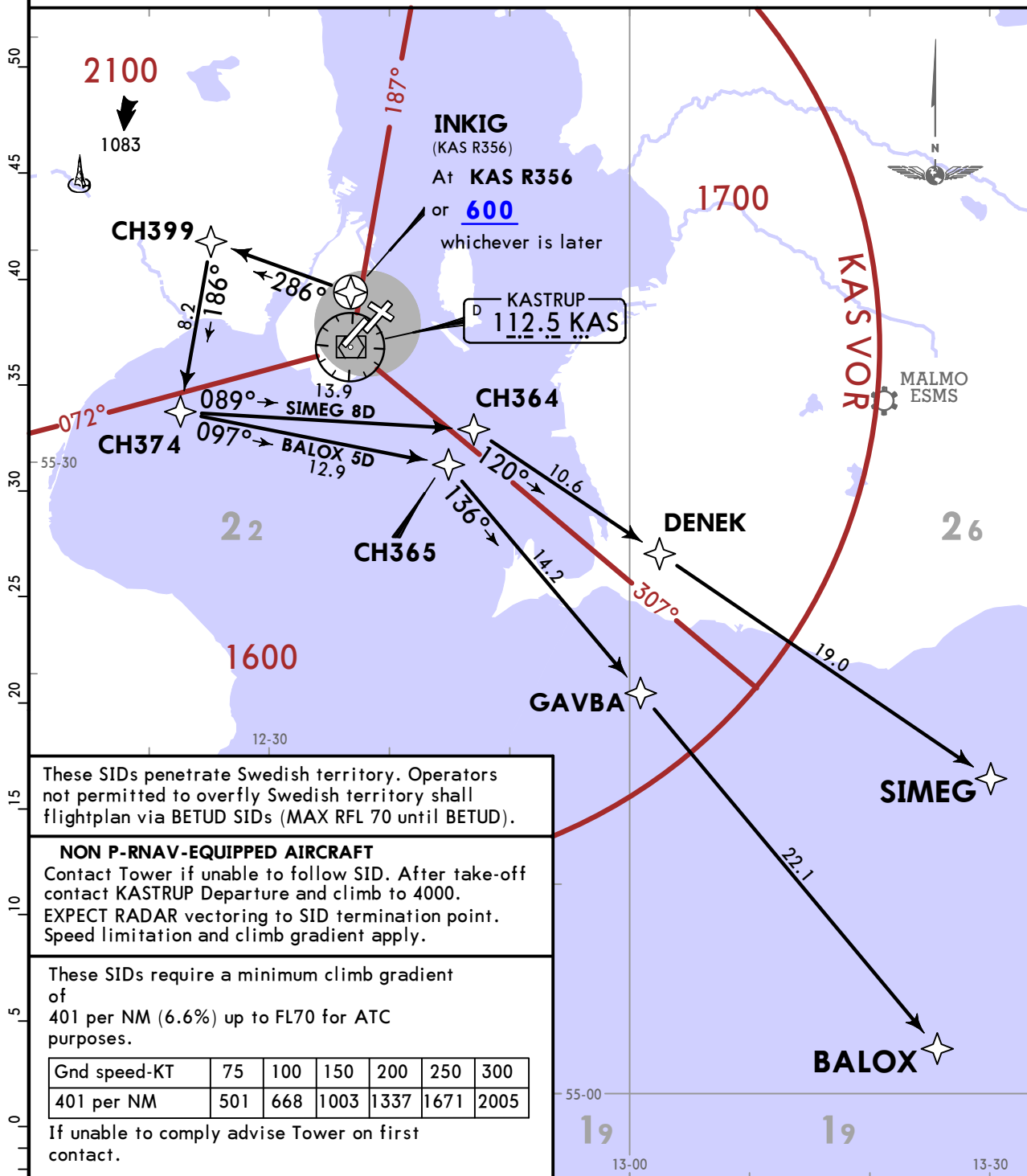
**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3L** Eff 6 Dec **RNAV SID**

KASTRUP Departure (R) <b>124.980</b>
Apt Elev <b>17</b>

Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 2100 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**BALOX 5D [BALO5D]**  
**SIMEG 8D [SIME8D]**  
**RWY 30 P-RNAV DEPARTURES**

**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 4000. 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
<b>BALOX 5D</b> PROP ONLY	Climb on extended runway centerline to KAS R356 (INKIG) or 600, whichever is later, turn LEFT, climb on 286° track to 2100 - CH399 - CH374 - CH365 - GAVBA - BALOX.
<b>SIMEG 8D</b> JET ONLY	Climb on extended runway centerline to KAS R356 (INKIG) or 600, whichever is later, turn LEFT, climb on 286° track to 2100 - CH399 - CH374 - CH364 - DENEK - SIMEG.

# EKCH/CPH KASTRUP

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 (10-3M) Eff 6 Dec **RNAV SID**

KASTRUP  
Departure (R)  
**124.980**  
Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. 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**  
**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
<b>BALOX 1E</b> PROP ONLY	Climb on extended runway centerline to 1700 - CH361 - CH362 - CH365 - GAVBA - BALOX.
<b>SIMEG 1E</b> JET ONLY	Climb on extended runway centerline to 1700 - CH361 - CH362 - CH364 - DENEK - SIMEG.

**EKCH/CPH**  
**KASTRUP**

**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **(10-3N) Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**124.980**  
Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
2. Conventional navigation to 1500 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**BALOX 1F [BALO1F]**  
**SIMEG 1F [SIME1F]**  
**RWY 22L P-RNAV DEPARTURES**

**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
<b>BALOX 1F</b> PROP ONLY	Climb on extended runway centerline to D2.0 KAS (LEVDO) or 1500, whichever is later - CH377 - CH381 - CH382 - GAVBA - BALOX.
<b>SIMEG 1F</b> JET ONLY	Climb on extended runway centerline to D2.0 KAS (LEVDO) or 1500, whichever is later - CH377 - CH381 - DENEK - SIMEG.

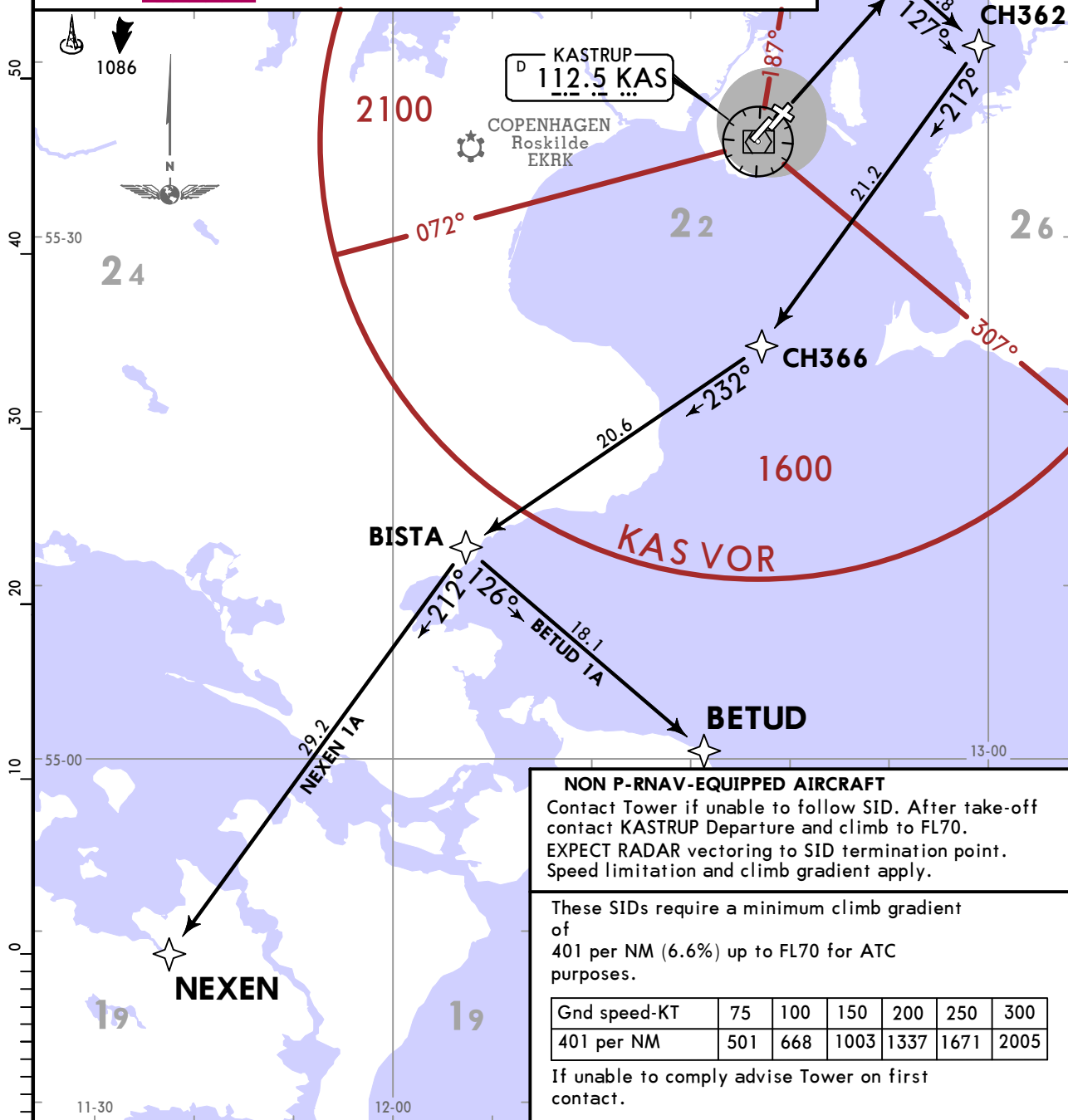
**EKCH/CPH**  
**KASTRUP**

**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3P** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**124.980**  
Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. 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  
**SPEED: MAX 250 KT AT OR BELOW FL70**



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

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

**EKCH/CPH**  
**KASTRUP**

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 (10-3Q) Eff 6 Dec **RNAV SID**

KASTRUP Departure (R) <b>124.980</b>
Apt Elev <b>17</b>

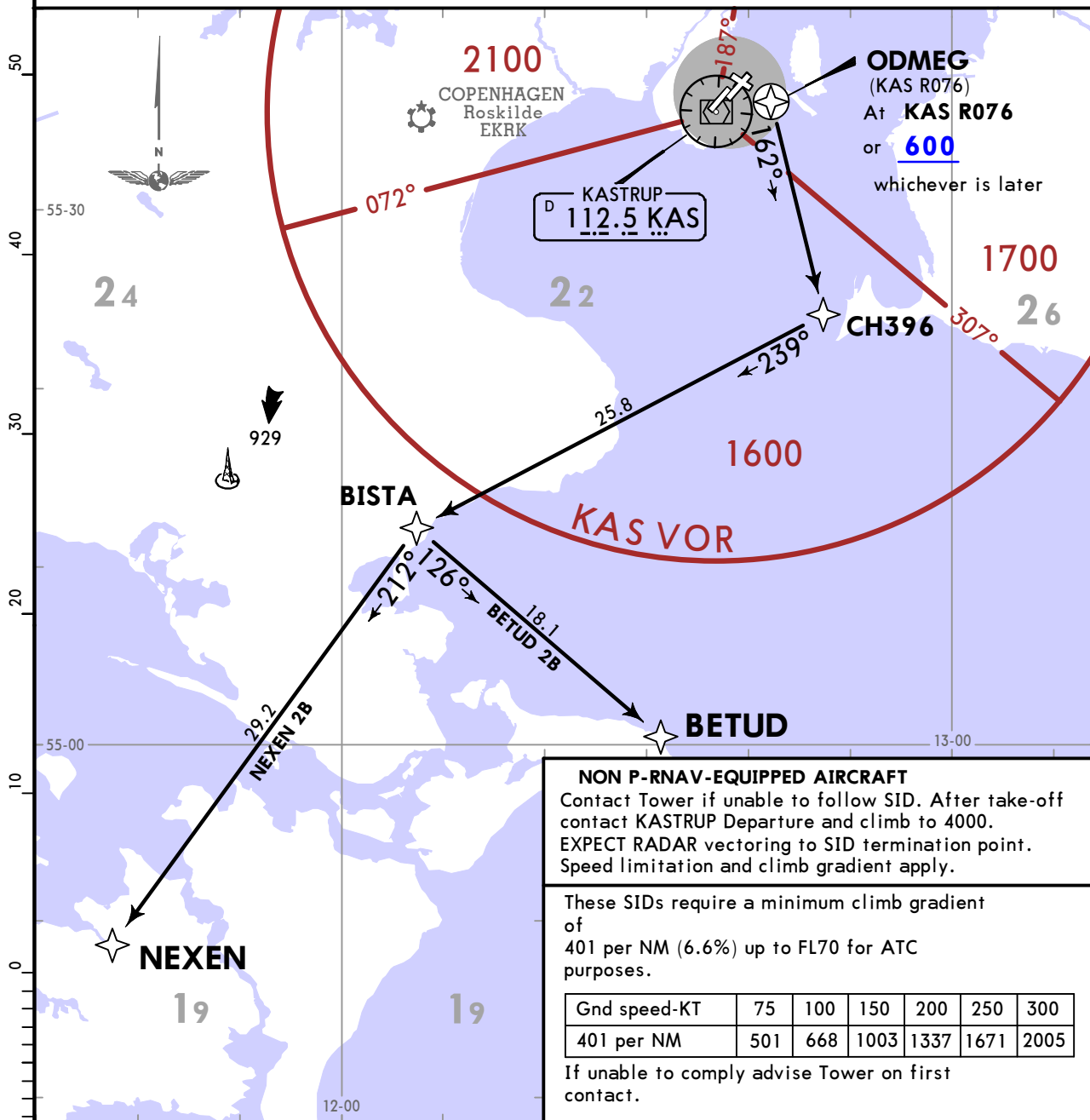
Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**BETUD 2B [BETU2B]**  
 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 2B [NEXE2B]**

**RWY 12 P-RNAV DEPARTURES**

**SPEED: MAX 250 KT AT OR BELOW FL70**



Initial climb clearance **4000**

SID	ROUTING
<b>BETUD 2B</b>	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn RIGHT, climb on 162° track to 1700 - CH396 - BISTA - BETUD.
<b>NEXEN 2B JET ONLY</b>	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn RIGHT, climb on 162° track to 1700 - CH396 - BISTA - NEXEN.



**EKCH/CPH**  
KASTRUP

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3S** Eff 6 Dec

**RNAV SID**

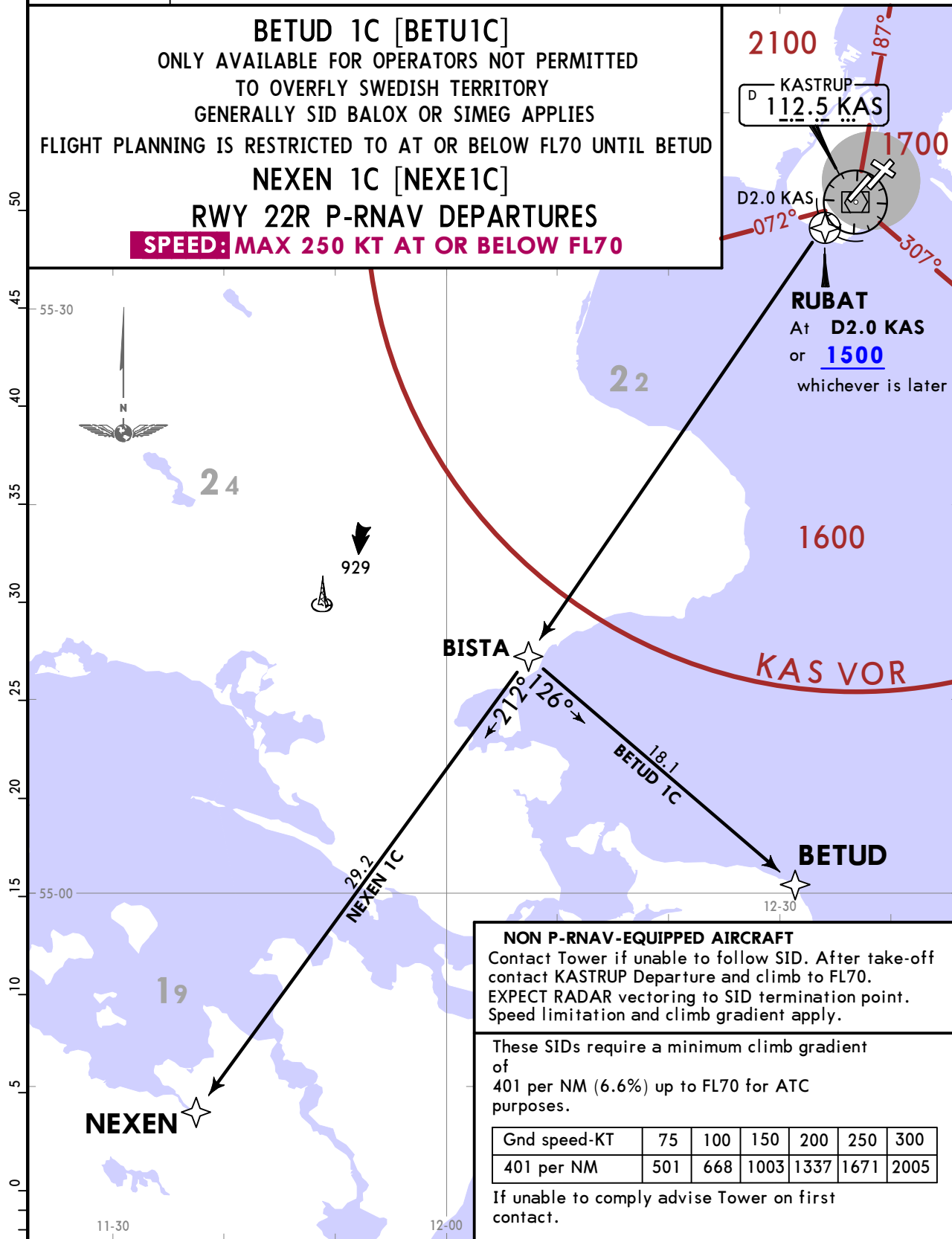
KASTRUP  
Departure (R)  
**124.980**

Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
2. Conventional navigation to 1500 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

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

**NEXEN 1C [NEXE1C]**  
RWY 22R P-RNAV DEPARTURES  
**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
<b>BETUD 1C</b>	Climb on extended runway centerline to D2.0 KAS (RUBAT) or 1500, whichever is later - BISTA - BETUD.
<b>NEXEN 1C</b> JET ONLY	Climb on extended runway centerline to D2.0 KAS (RUBAT) or 1500, whichever is later - BISTA - NEXEN.

**EKCH/CPH**  
**KASTRUP**

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 **(10-3T)** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**124.980**  
Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
2. Conventional navigation to 2100 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**BETUD 2D [BETU2D]**  
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 2D [NEXE2D]**  
**RWY 30 P-RNAV DEPARTURES**  
**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 4000.  
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
<b>BETUD 2D</b>	Climb on extended runway centerline to KAS R356 (INKIG) or 600, whichever is later, turn LEFT, climb on 286° track to 2100 - CH399 - CH374 - BISTA - BETUD.
<b>NEXEN 2D JET ONLY</b>	Climb on extended runway centerline to KAS R356 (INKIG) or 600, whichever is later, turn LEFT, climb on 286° track to 2100 - CH399 - CH374 - BISTA - NEXEN.

EKCH/CPH  
KASTRUP

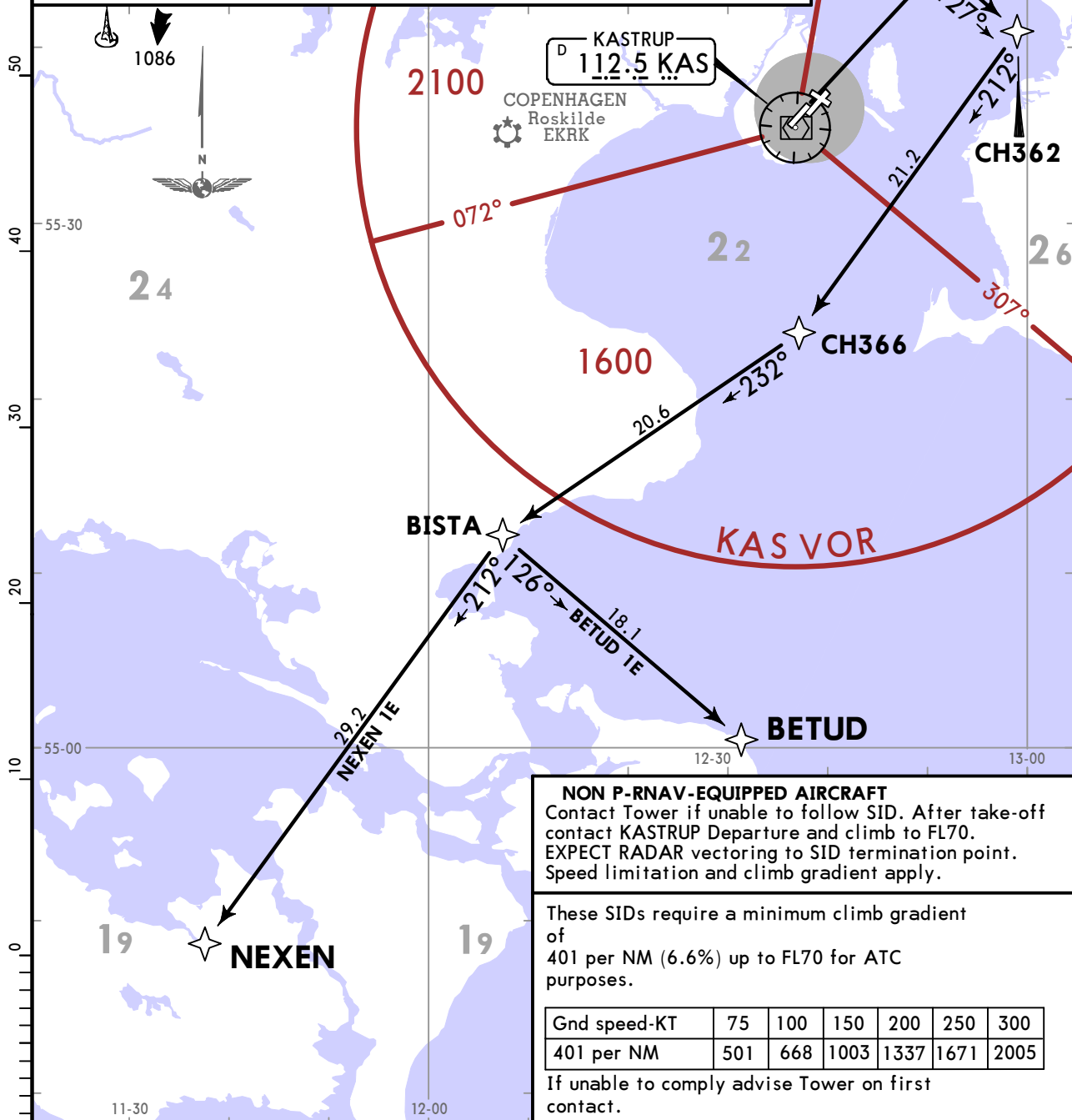
**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **(10-3U) Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**124.980**

Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**BETUD 1E [BETU1E]**  
 ONLY AVAILABLE FOR OPERATORS NOT PERMITTED TO OVERFLY SWEDISH TERRITORY  
 GENERALLY SID BALOX OR SIMEG APPLIES  
 FLIGHT PLANNING IS RESTRICTED TO AT OR BELOW FL70 UNTIL BETUD  
**NEXEN 1E [NEXE1E]**  
 RWY 04L P-RNAV DEPARTURES  
**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
<b>BETUD 1E</b>	Climb on extended runway centerline to 1700 - CH361 - CH362 - CH366 - BISTA - BETUD.
<b>NEXEN 1E JET ONLY</b>	Climb on extended runway centerline to 1700 - CH361 - CH362 - CH366 - BISTA - NEXEN.

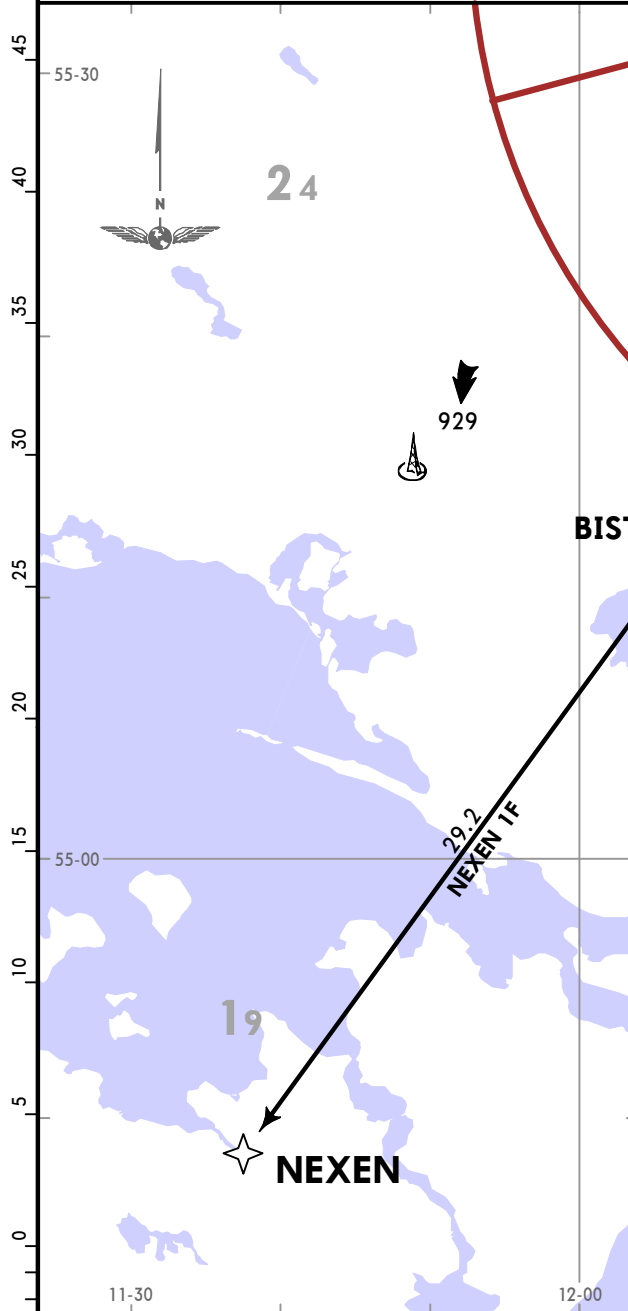
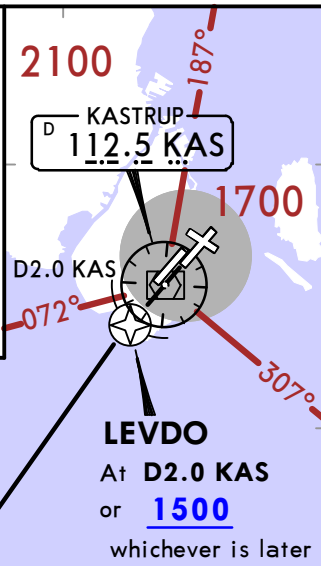
**EKCH/CPH**  
KASTRUP

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3V** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**124.980**  
Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
2. Conventional navigation to 1500 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. 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  
**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
<b>BETUD 1F</b>	Climb on extended runway centerline to D2.0 KAS (LEVDO) or 1500, whichever is later - BISTA - BETUD.
<b>NEXEN 1F</b> JET ONLY	Climb on extended runway centerline to D2.0 KAS (LEVDO) or 1500, whichever is later - BISTA - NEXEN.

EKCH/CPH  
KASTRUP

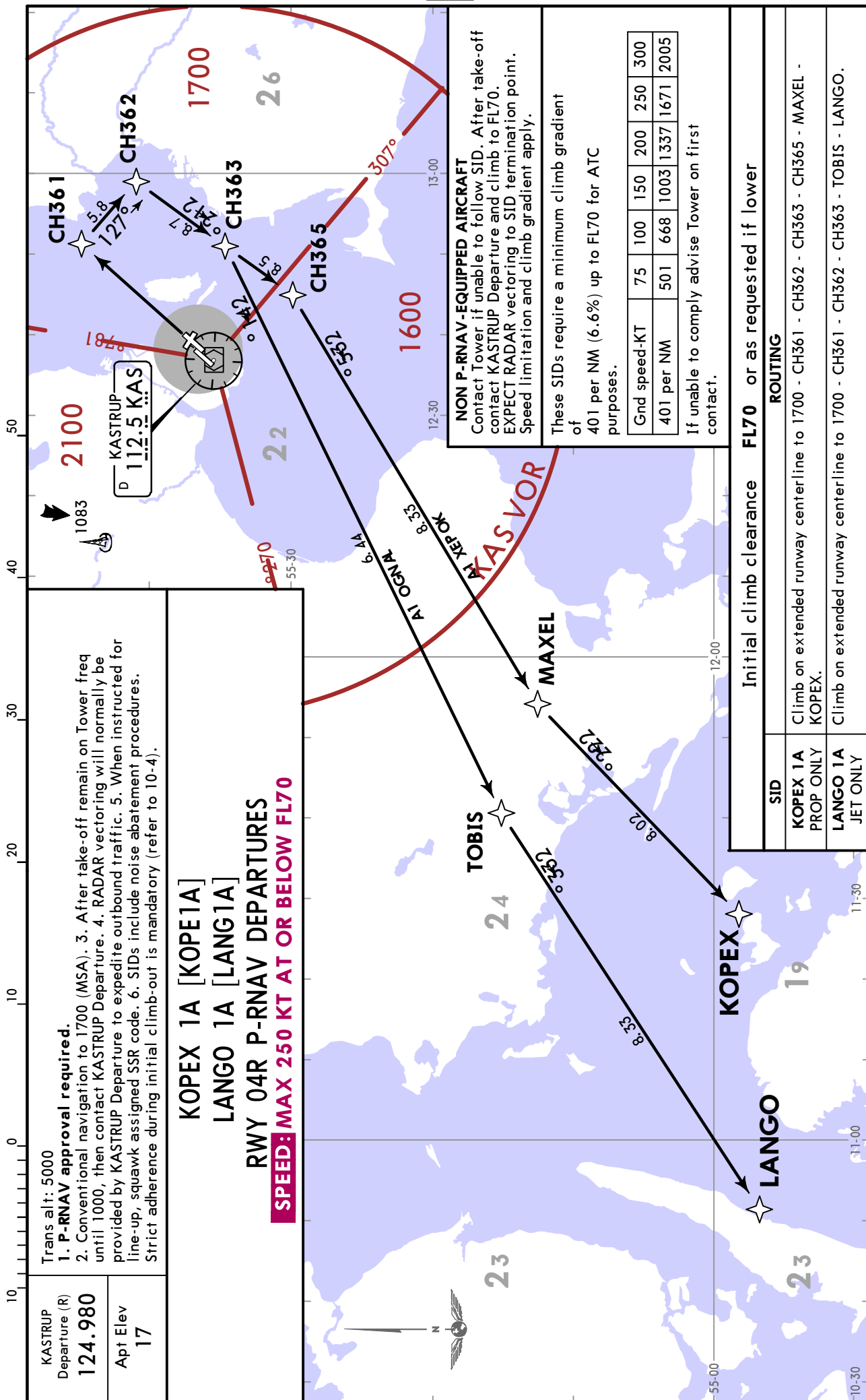
23 NOV 18

10-3V1

Eff 6 Dec

JEPPESSEN COPENHAGEN, DENMARK

RNAV SID



EKCH/CPH  
KASTRUP

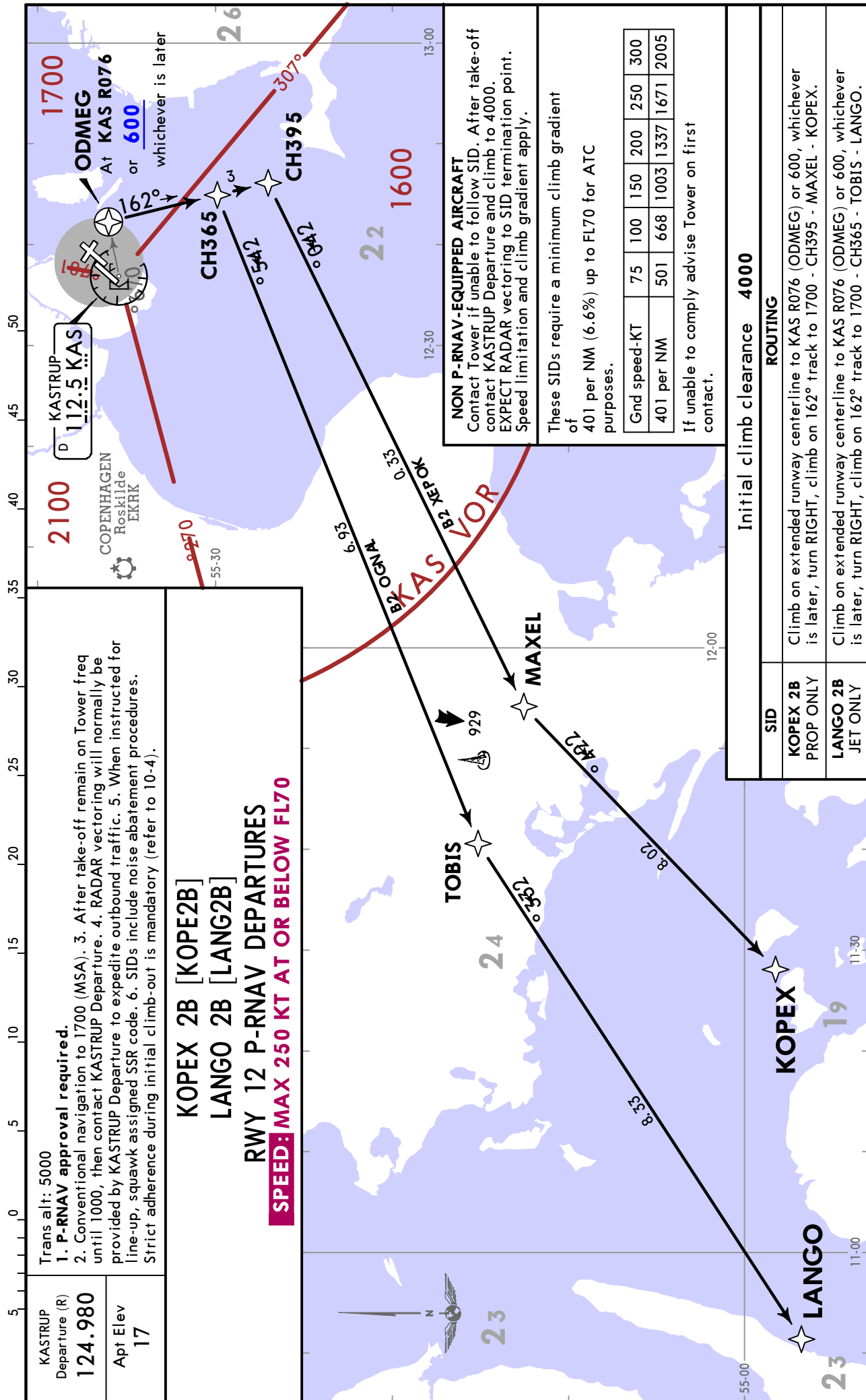
23 NOV 18

10-3V2

Eff 6 Dec

COPENHAGEN, DENMARK

RNAV SID



Trans alt: 5000

**1. P-RNAV approval required.**

2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**KOPEX 2B [KOPE2B]**  
**LANGO 2B [LANG2B]**

**RWY 12 P-RNAV DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL70**

KASTRUP  
Departure (R)  
**124.980**

Apt Elev  
17

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

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

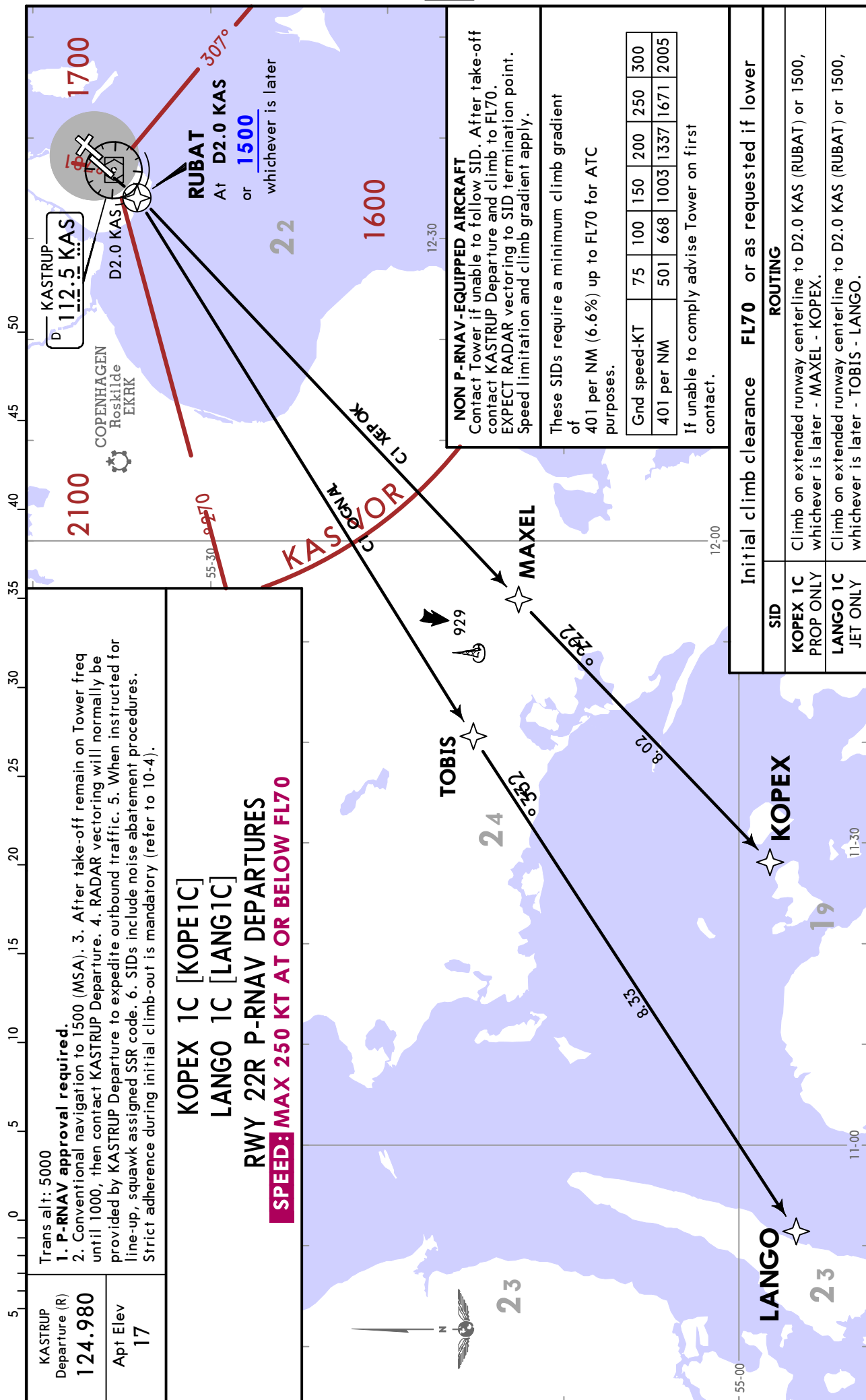
Grnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

Initial climb clearance		<b>4000</b>
<b>ROUTING</b>		
<b>SID</b>		
<b>KOPEX 2B</b> PROP ONLY	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn RIGHT, climb on 162° track to 1700 - CH395 - MAXEL - KOPEX.	
<b>LANGO 2B</b> JET ONLY	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn RIGHT, climb on 162° track to 1700 - CH365 - LANGO.	

EKCH/CPH  
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK  
23 NOV 18 10-3V3 Eff 6 Dec RNAV SID



EKCH/CPH  
KASTRUP

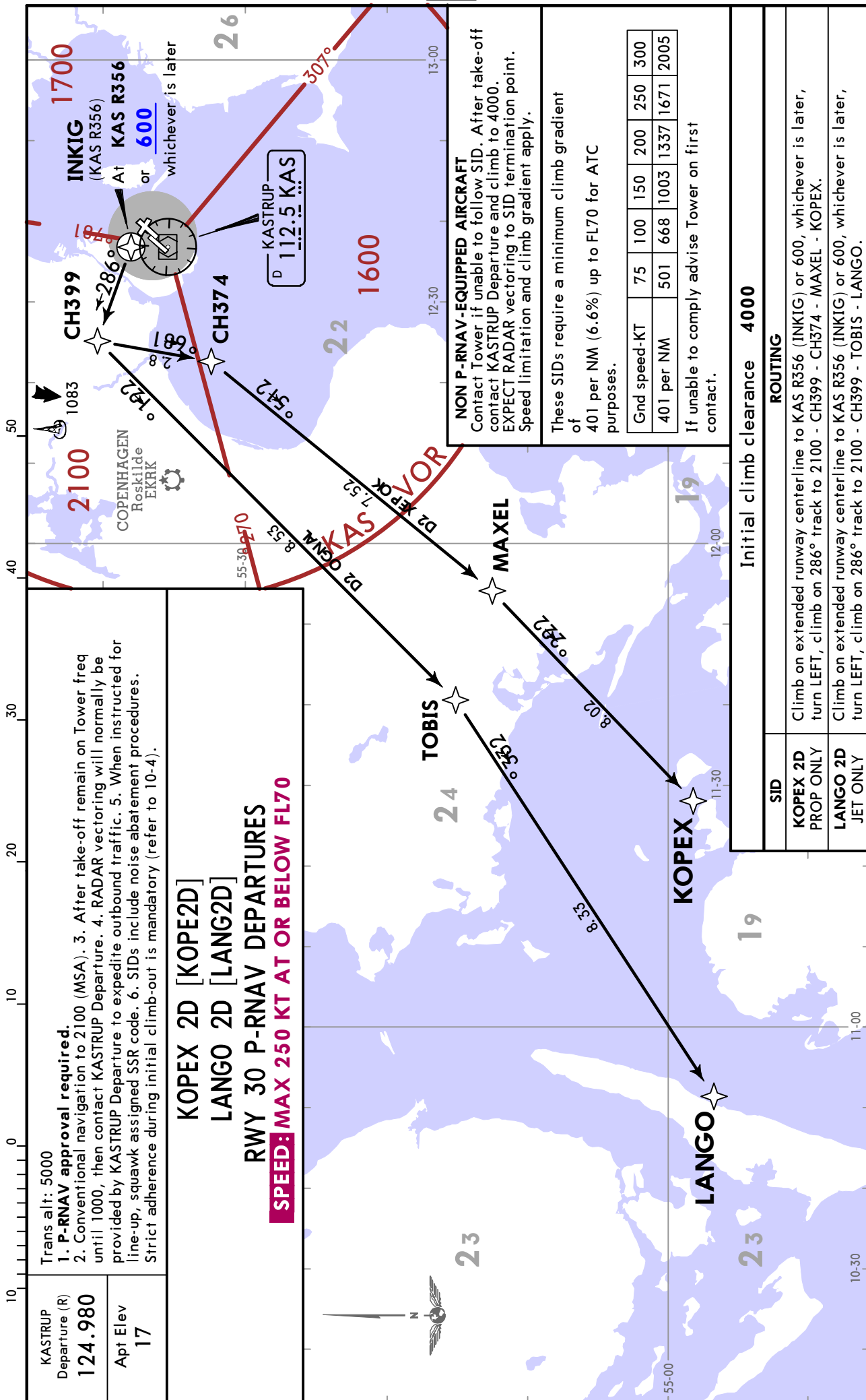
23 NOV 18

10-3V4

Eff 6 Dec

JEPPESSEN COPENHAGEN, DENMARK

RNAV SID





EKCH/CPH  
KASTRUP

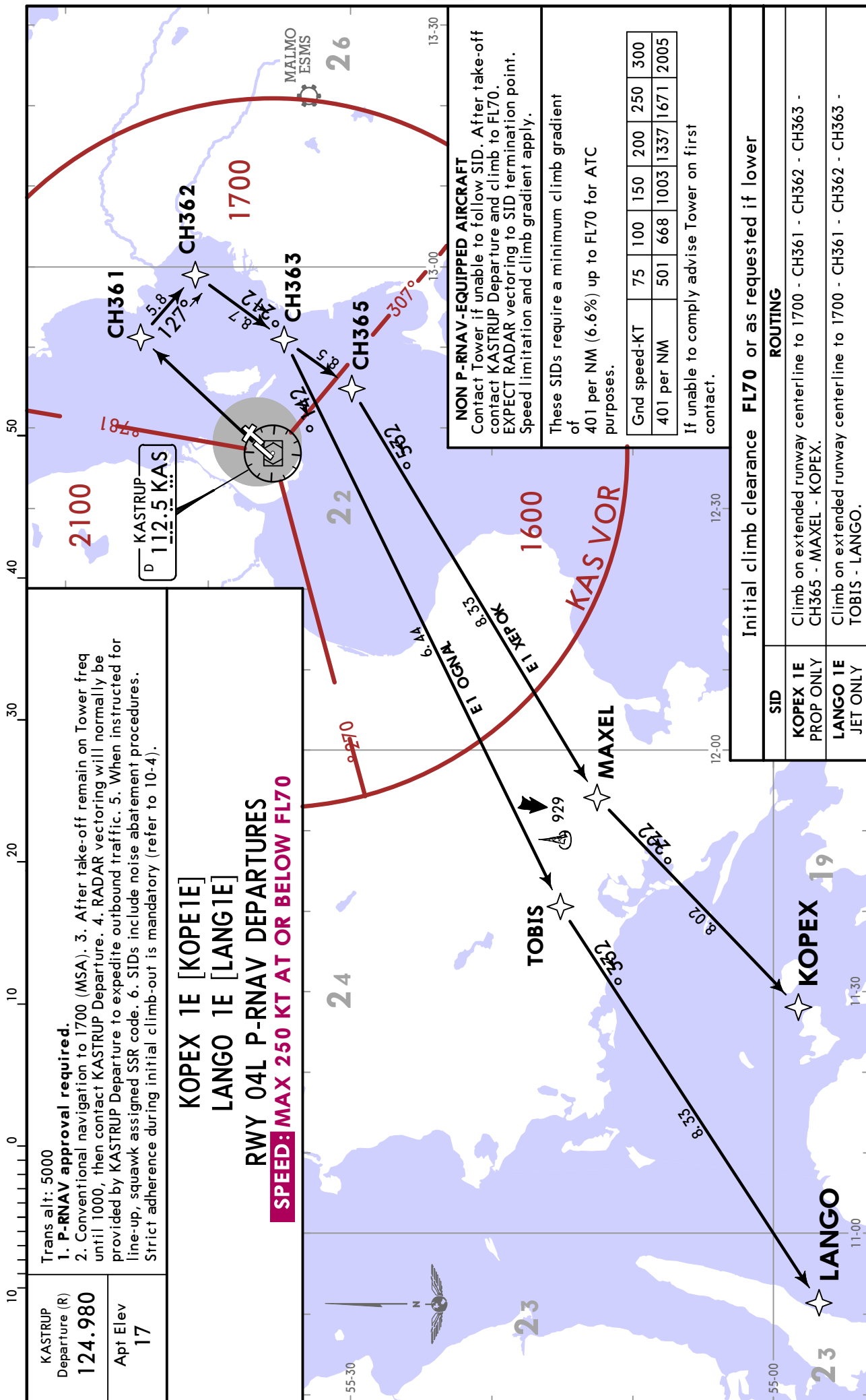
23 NOV 18

10-3V5

Eff 6 Dec

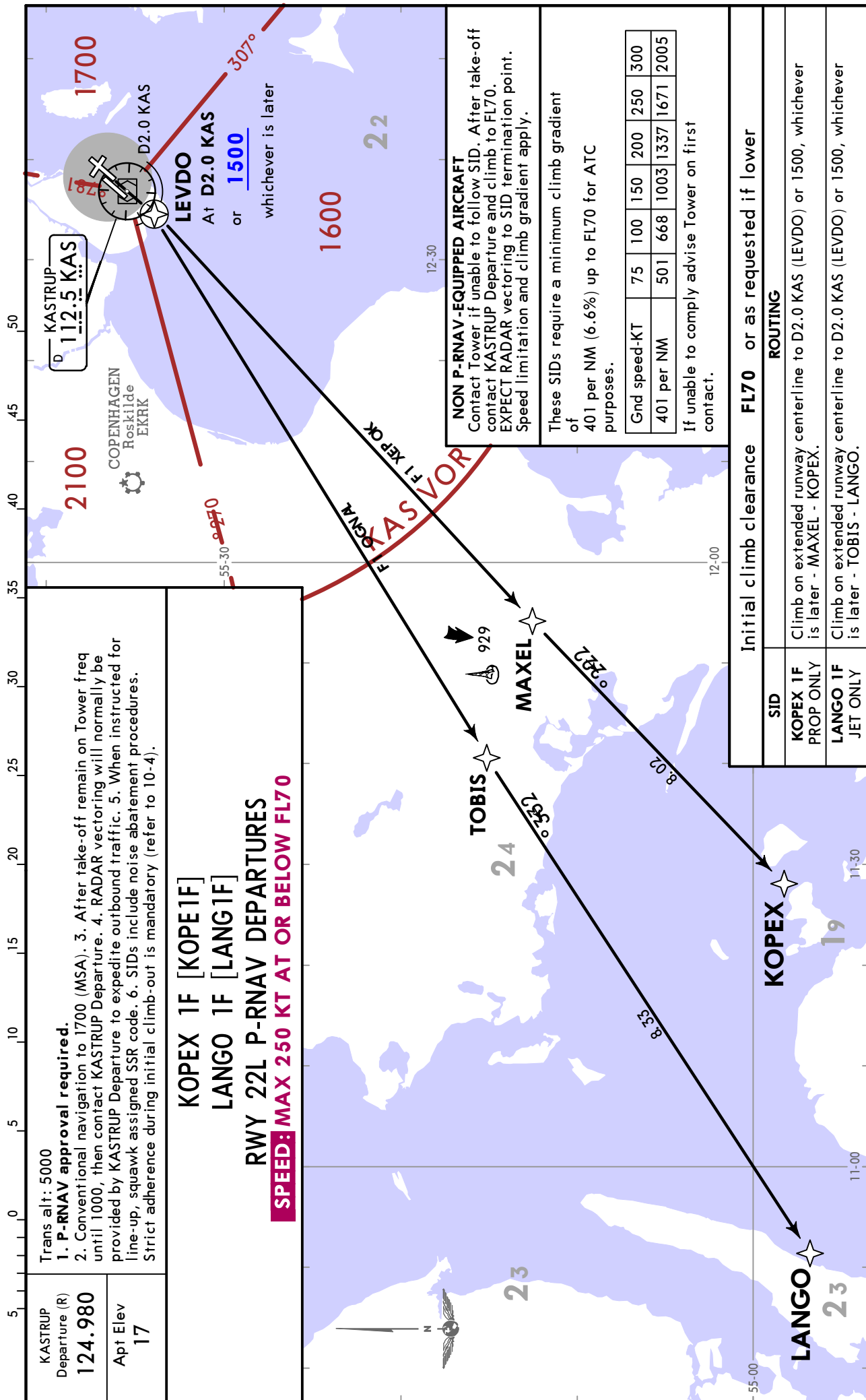
JEPPESSEN COPENHAGEN, DENMARK

RNAV SID



EKCH/CPH  
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK  
23 NOV 18 10-3V6 Eff 6 Dec RNAV SID



Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. 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**  
**SPEED: MAX 250 KT AT OR BELOW FL70**

KASTRUP Departure (R)	<b>124.980</b>
Apt Elev	17

**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.

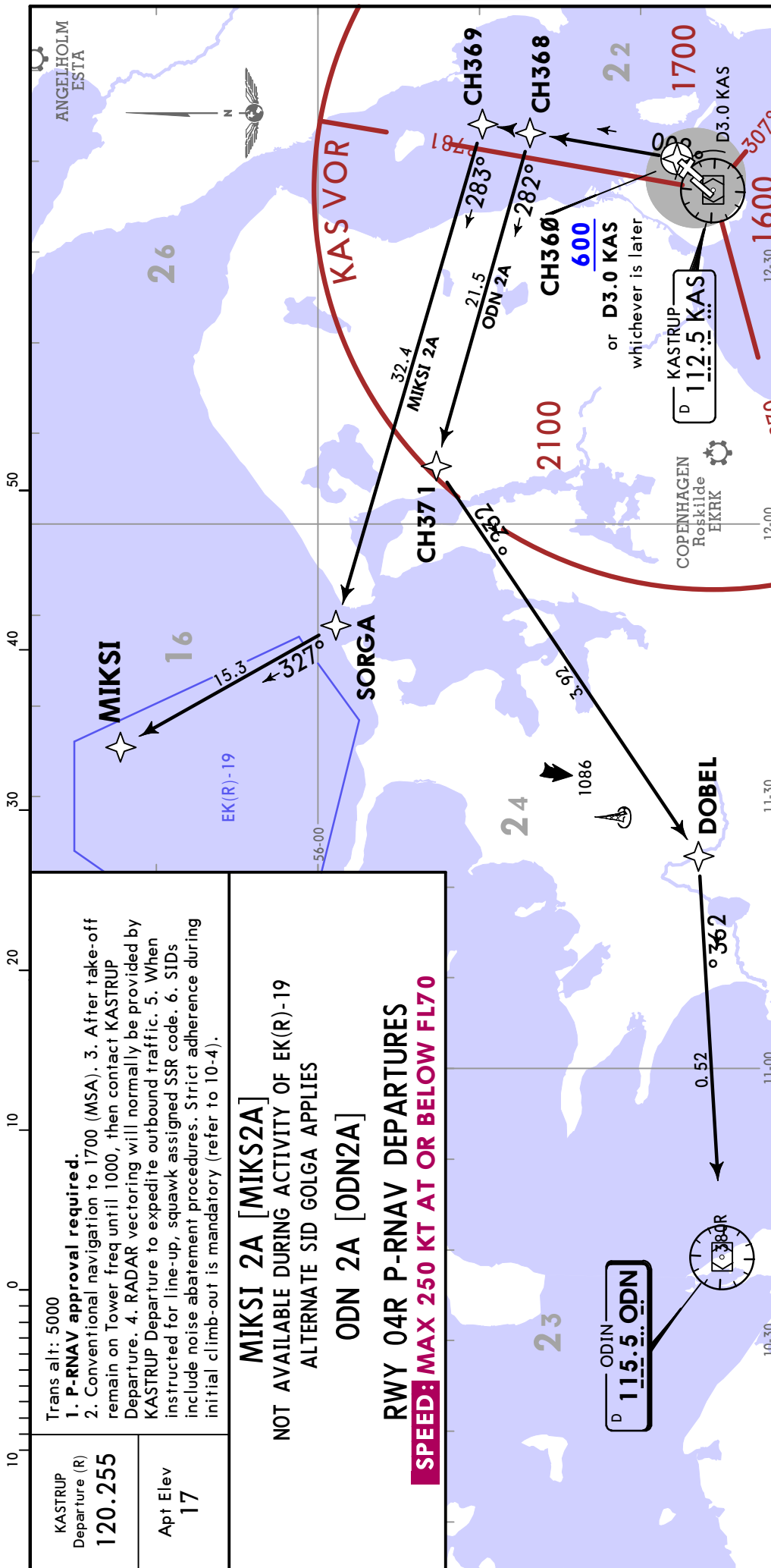
Grnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

SID	Initial climb clearance	FL70 or as requested if lower
	ROUTING	
<b>KOPEX 1F PROP ONLY</b>	Climb on extended runway centerline to D2.0 KAS (LEVDO) or 1500, whichever is later - MAXEL - KOPEX.	
<b>LANGO 1F JET ONLY</b>	Climb on extended runway centerline to D2.0 KAS (LEVDO) or 1500, whichever is later - TOBIS - LANGO.	

EKCH/CPH  
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK  
23 NOV 18 (10-3V7) Eff 6 Dec **RNAV SID**



Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**MIKSI 2A [MIKS2A]**  
 NOT AVAILABLE DURING ACTIVITY OF EK(R)-19  
 ALTERNATE SID GOLGA APPLIES  
**ODN 2A [ODN2A]**  
**RWY 04R P-RNAV DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL70**

<b>KASTRUP</b> Departure (R) <b>120.255</b>
Apt Elev 17
<b>Initial climb clearance FL70 or as requested if lower</b>
<b>ROUTING</b>
<b>MIKSI 2A</b> JET ONLY Climb on extended runway centerline to 600 or D3.0 KAS (CH360), whichever is later, turn LEFT, climb on 008° track to 1700 - CH369 - SORGA - MIKSI.
<b>ODN 2A</b> Climb on extended runway centerline to 600 or D3.0 KAS (CH360), whichever is later, turn LEFT, climb on 008° track to 1700 - CH368 - CH371 - DOBEL - ODN.

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

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

If unable to comply advise Tower on first contact.

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

EKCH/CPH  
KASTRUP

23 NOV 18

10-3V8

Eff 6 Dec

JEPPESEN COPENHAGEN, DENMARK

RNAV SID



Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**MIKSI 2B [MIKS2B]**  
 NOT AVAILABLE DURING ACTIVITY OF EK(R)-19  
 ALTERNATE SID GOLGA APPLIES  
**ODN 2B [ODN2B]**  
**RWY 12 P-RNAV DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL70**

SID	ROUTING
<b>MIKSI 2B</b> JET ONLY	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn LEFT, climb on 101° track to 1700 - CH363 - CH361 - CH378 - SORGA - MIKSI.
<b>ODN 2B</b>	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn LEFT, climb on 101° track to 1700 - CH363 - CH361 - CH378 - DOBEL - ODN.

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

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

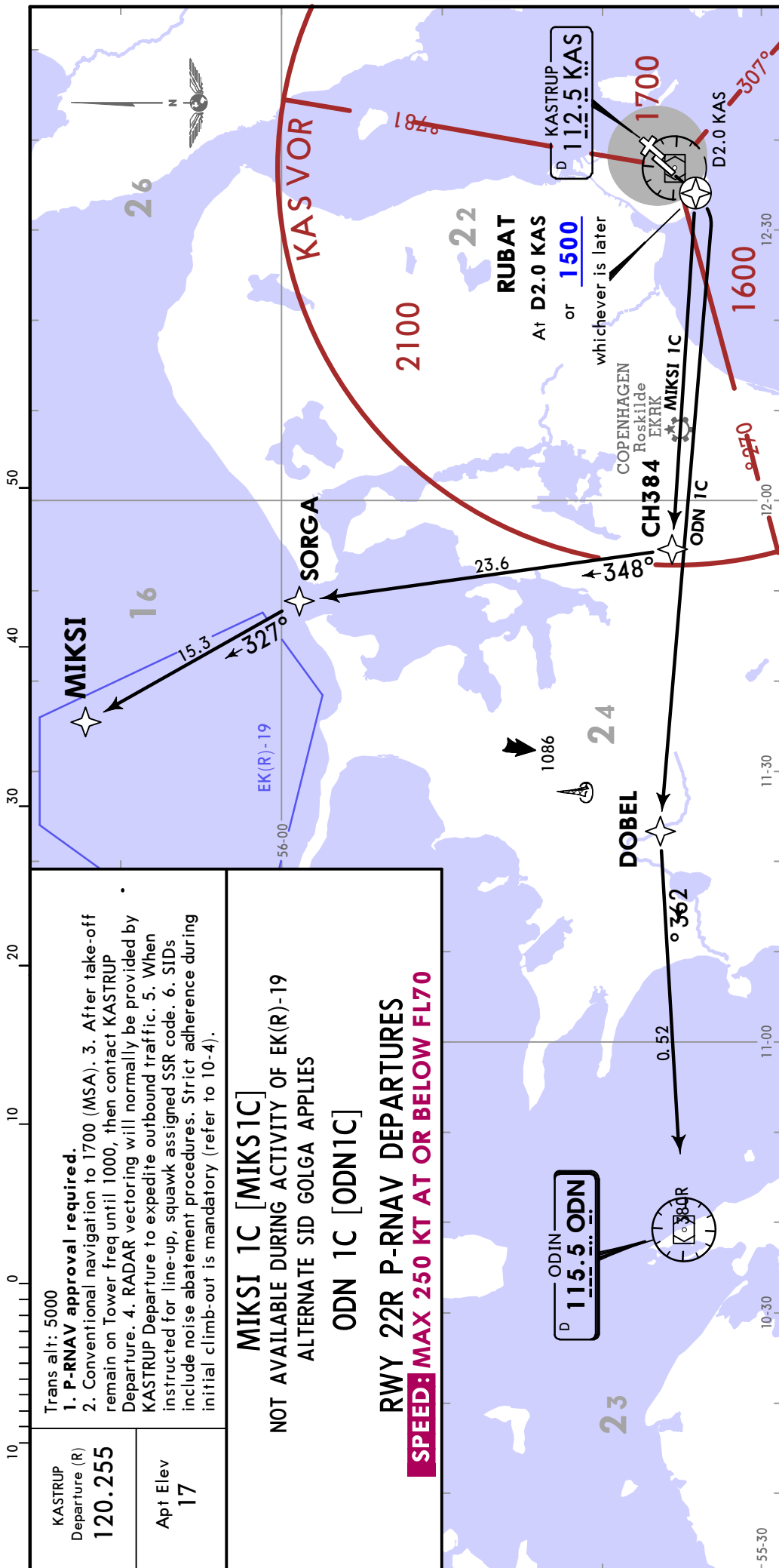
If unable to comply advise Tower on first contact.

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

EKCH/CPH  
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK  
23 NOV 18 10-3W Eff 6 Dec

RNAV SID



Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**MIKSI 1C [MIKSI1C]**  
 NOT AVAILABLE DURING ACTIVITY OF EK(R)-19  
 ALTERNATE SID GOLGA APPLIES  
**ODN 1C [ODN1C]**  
**RWY 22R P-RNAV DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL70**

<b>Initial climb clearance</b>	<b>FL70</b> or as requested if lower
<b>SID</b>	<b>ROUTING</b>
<b>MIKSI 1C</b> JET ONLY	Climb on extended runway centerline to 1500 or D2.0 KAS (RUBAT), whichever is later - CH384 - SORGA - MIKSI.
<b>ODN 1C</b>	Climb on extended runway centerline to D2.0 KAS (RUBAT) or 1500, whichever is later - DOBEL - ODN.

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

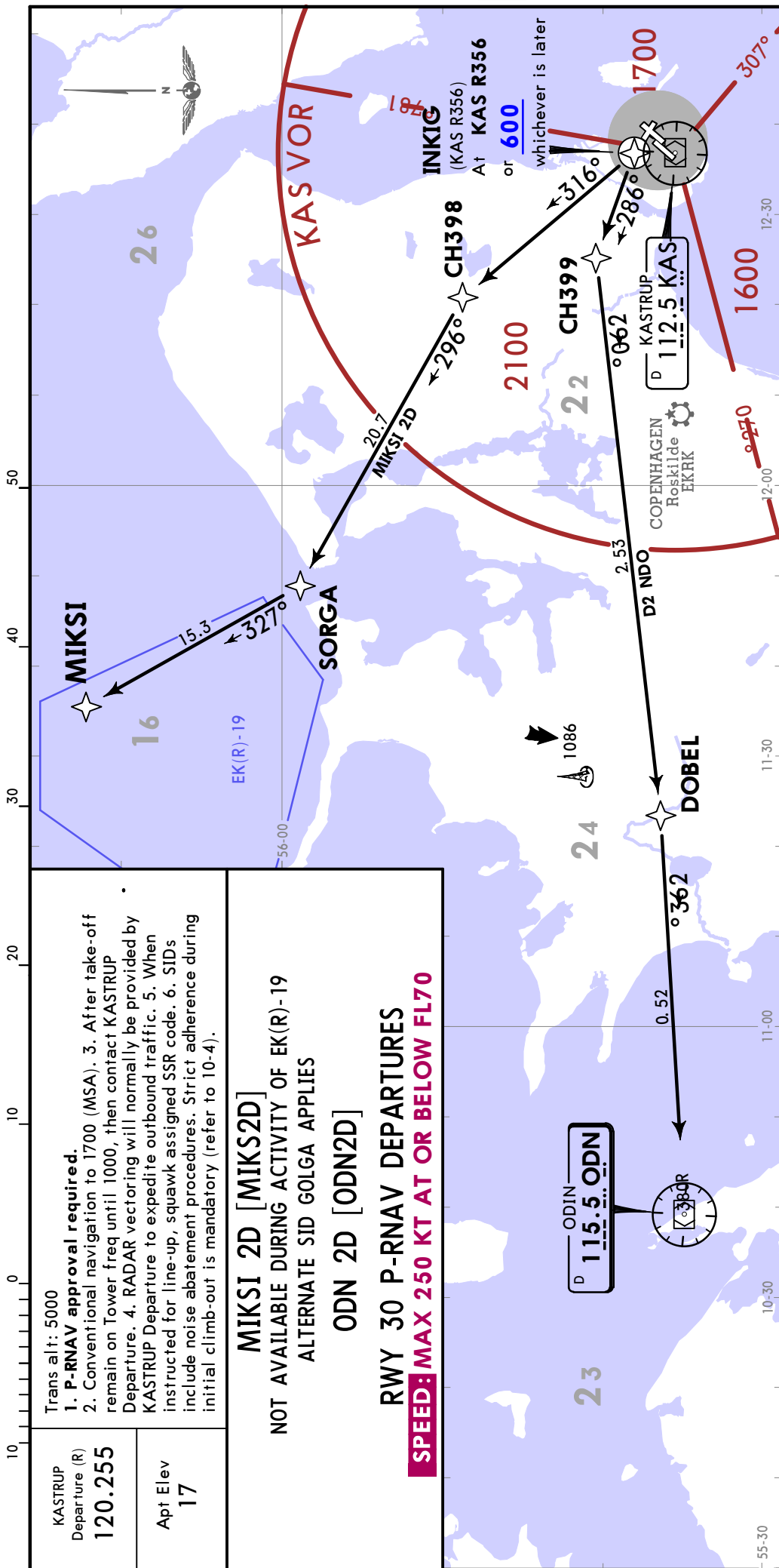
Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005

If unable to comply advise Tower on first contact.

**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.

**EKCH/CPH**  
KASTRUP

**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 (10-3X) Eff 6 Dec **RNAV SID**



Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**MIKSI 2D [MIKS2D]**  
 NOT AVAILABLE DURING ACTIVITY OF EK(R)-19  
 ALTERNATE SID GOLGA APPLIES  
**ODN 2D [ODN2D]**  
**RWY 30 P-RNAV DEPARTURES**  
**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 4000. 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.

SID	Initial climb clearance	ROUTING
<b>MIKSI 2D</b> JET ONLY	<b>4000</b>	Climb on extended runway centerline to KAS R356 (INKIG) or 600, whichever is later, turn RIGHT, climb on 316° track to 2100 - CH398 - SORGA - MIKSI.
<b>ODN 2D</b>	<b>4000</b>	Climb on extended runway centerline to KAS R356 (INKIG) or 600, whichever is later, turn LEFT, climb on 286° track to 2100 - CH399 - DOBEL - ODN.

EKCH/CPH  
KASTRUP

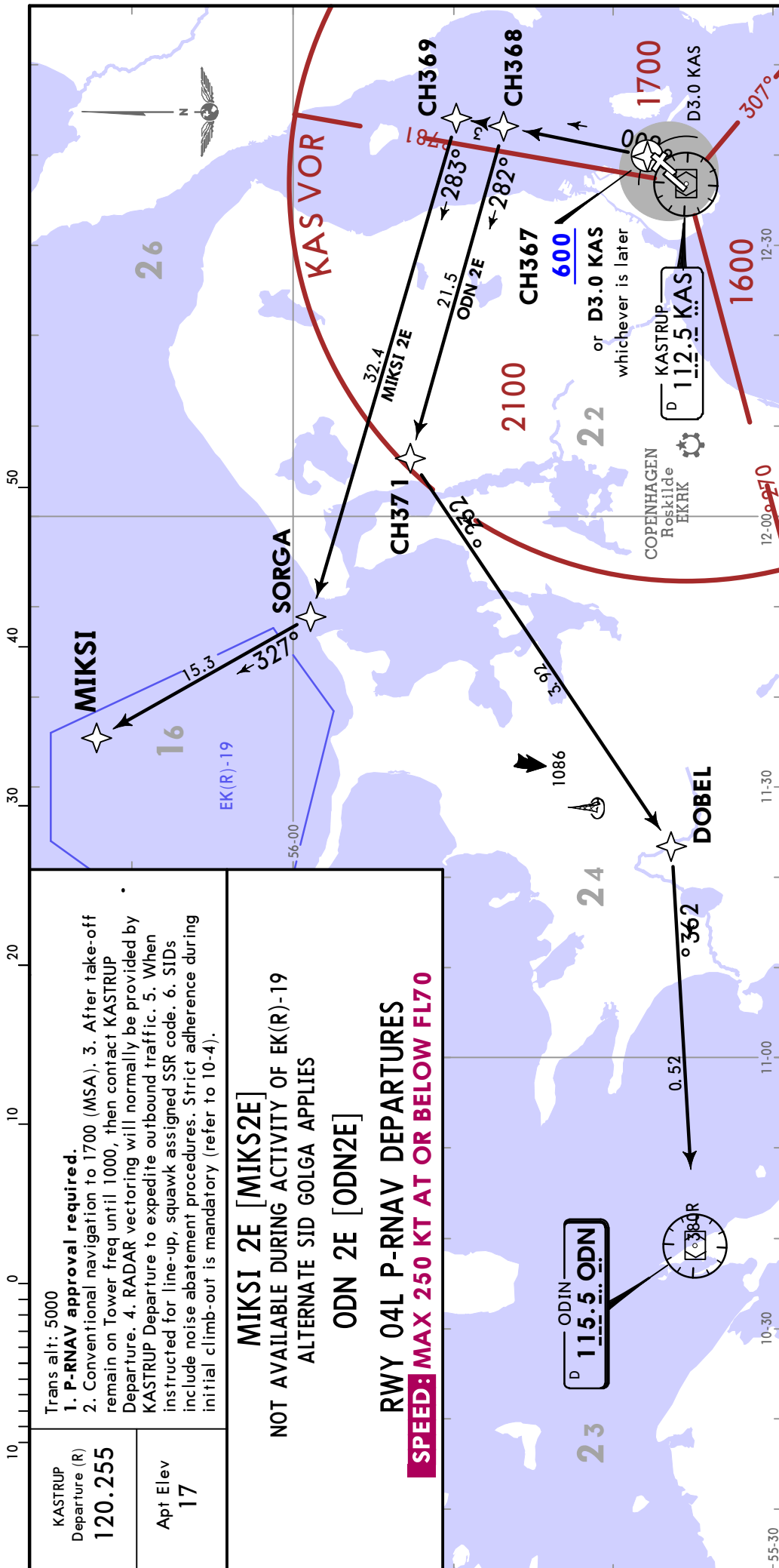
23 NOV 18

10-3X1

Eff 6 Dec

JEPPESEN COPENHAGEN, DENMARK

RNAV SID



Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**MIKSI 2E [MIKS2E]**  
 NOT AVAILABLE DURING ACTIVITY OF EK(R)-19  
 ALTERNATE SID GOLGA APPLIES  
**ODN 2E [ODN2E]**  
**RWY 04L P-RNAV DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL70**

SID	ROUTING
<b>MIKSI 2E</b> JET ONLY	Climb on extended runway centerline to 600 or D3.0 KAS (CH367), whichever is later, turn LEFT, climb on 008° track to 1700 - CH369 - SORGA - MIKSI.
<b>ODN 2E</b>	Climb on extended runway centerline to 600 or D3.0 KAS (CH367), whichever is later, turn LEFT, climb on 008° track to 1700 - CH368 - CH371 - DOBEL - ODN.

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

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

If unable to comply advise Tower on first contact.

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

EKCH/CPH  
KASTRUP

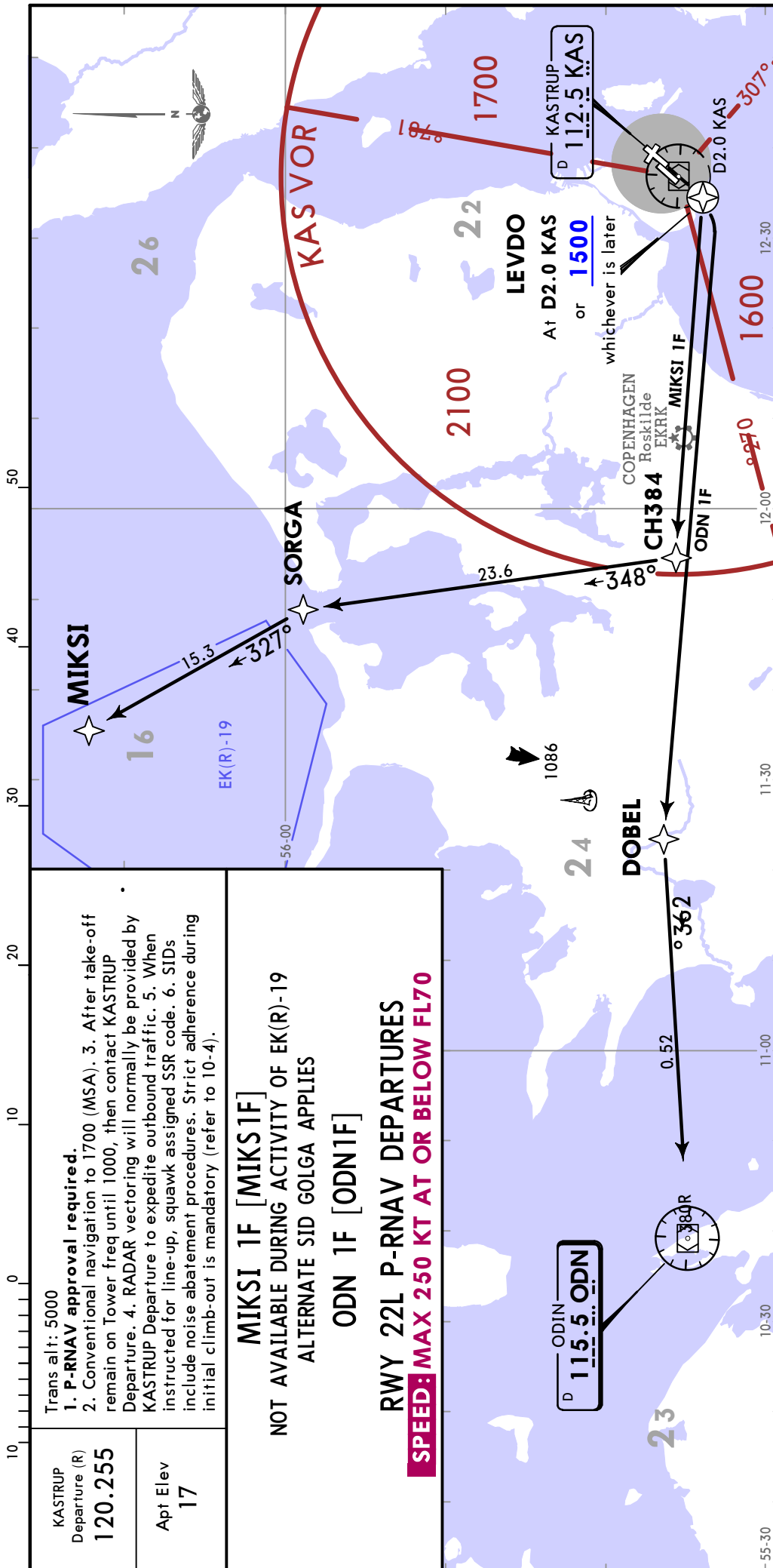
23 NOV 18

10-3X2

Eff 6 Dec

JEPPESEN COPENHAGEN, DENMARK

RNAV SID



Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**MIKSI 1F [MIKSI 1F]**  
 NOT AVAILABLE DURING ACTIVITY OF EK(R)-19  
 ALTERNATE SID GOLGA APPLIES  
**ODN 1F [ODN1F]**  
**RWY 22L P-RNAV DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL70**

<b>Initial climb clearance</b>	<b>FL70</b> or as requested if lower
<b>SID</b>	<b>ROUTING</b>
<b>MIKSI 1F</b> JET ONLY	Climb on extended runway centerline to 1500 or D2.0 KAS (LEVDO), whichever is later - CH384 - SORGA - MIKSI.
<b>ODN 1F</b>	Climb on extended runway centerline to 1500 or D2.0 KAS (LEVDO), whichever is later - DOBEL - ODN.

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

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

If unable to comply advise Tower on first contact.

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



**EKCH/CPH**  
**KASTRUP**

**JEPPESEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3X3** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**120.255**

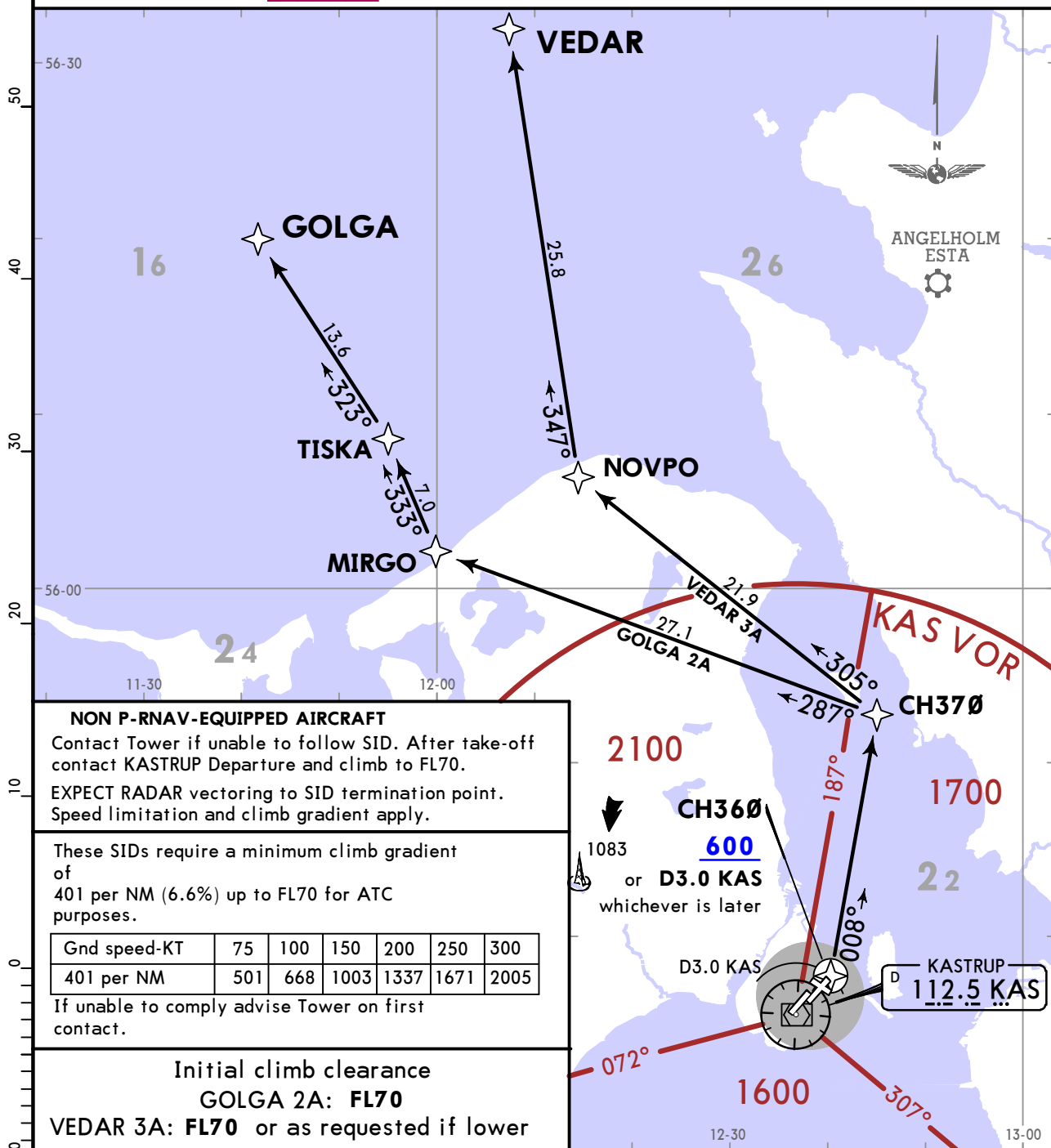
Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**GOLGA 2A [GOLG2A]**  
ONLY AVAILABLE FL70 AND ABOVE

**VEDAR 3A [VEDA3A]**  
NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR  
ALTERNATE IS SID GOLGA AND MISKI

**RWY 04R P-RNAV DEPARTURES**  
**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  
**GOLGA 2A: FL70**  
**VEDAR 3A: FL70** or as requested if lower

SID	ROUTING
<b>GOLGA 2A</b>	Climb on extended runway centerline to 600 or D3.0 KAS (CH360), whichever is later, turn LEFT, climb on 008° track to 1700 - CH370 - MIRGO - TISKA - GOLGA.
<b>VEDAR 3A</b>	Climb on extended runway centerline to 600 or D3.0 KAS (CH360), whichever is later, turn LEFT, climb on 008° track to 1700 - CH370 - NOVPO - VEDAR.

**EKCH/CPH**  
**KASTRUP**

**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3X4** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**120.255**

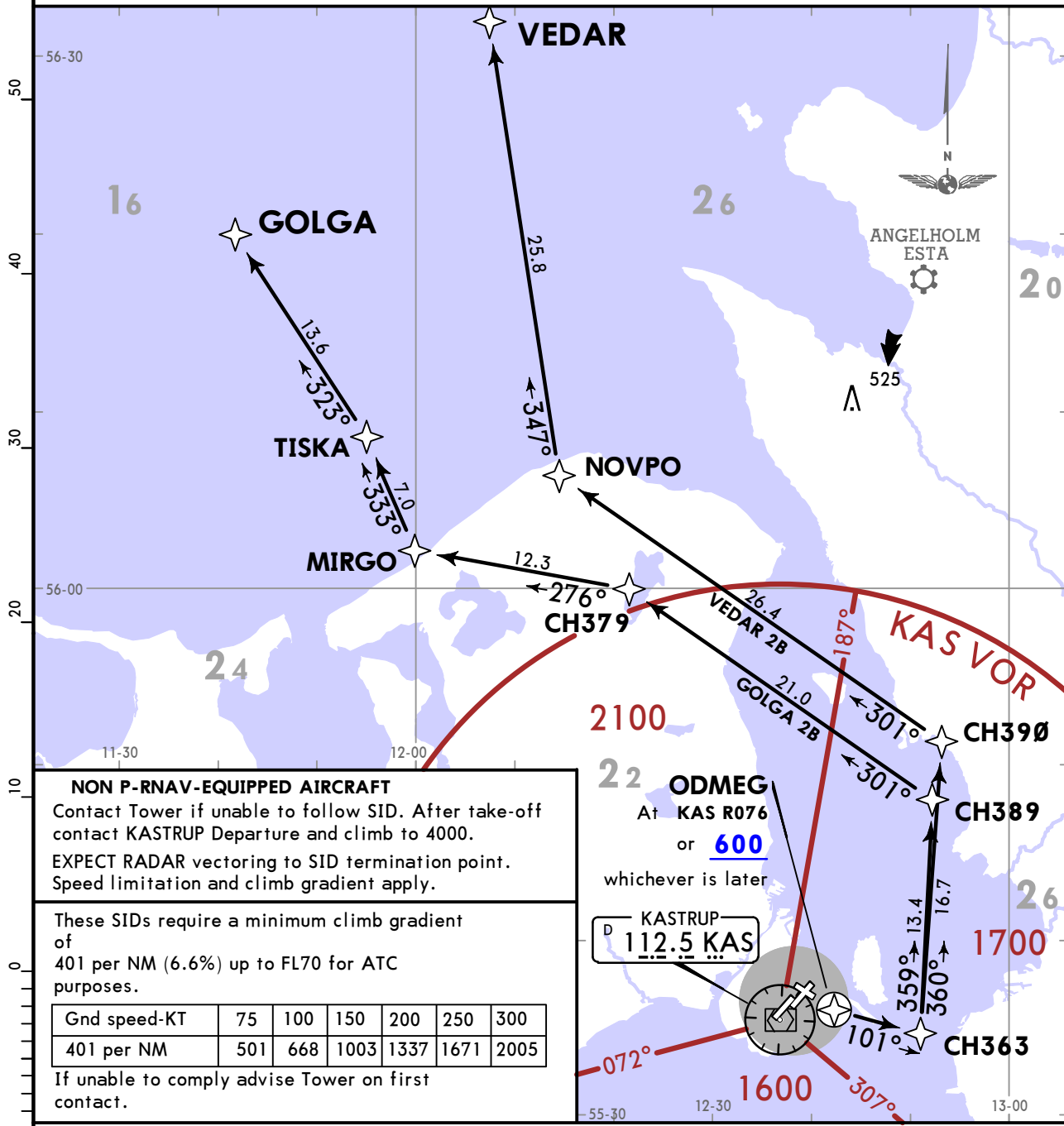
Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**GOLGA 2B [GOLG2B]**  
ONLY AVAILABLE FL70 AND ABOVE

**VEDAR 2B [VEDA2B]**  
NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR  
ALTERNATE IS SID GOLGA AND MISKI

**RWY 12 P-RNAV DEPARTURES**  
**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 4000. 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
<b>GOLGA 2B</b>	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn LEFT, climb on 101° track to 1700 - CH363 - CH389 - CH379 - MIRGO - TISKA - GOLGA.
<b>VEDAR 2B</b>	Climb on extended runway centerline to KAS R076 (ODMEG) or 600, whichever is later, turn LEFT, climb on 101° track to 1700 - CH363 - CH390 - NOVPO - VEDAR.

**EKCH/CPH**  
KASTRUP

**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3X5** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**120.255**

Apt Elev  
17

Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**GOLGA 1C [GOLG1C]**  
ONLY AVAILABLE FL70 AND ABOVE

**VEDAR 1C [VEDA1C]**  
NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR  
ALTERNATE IS SID GOLGA AND MISKI

**RWY 22R P-RNAV DEPARTURES**  
**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.

Initial climb clearance  
**GOLGA 1C: FL70**  
**VEDAR 1C: FL70** or as requested if lower

SID	ROUTING
<b>GOLGA 1C</b>	Climb on extended runway centerline to D2.0 KAS (RUBAT) or 1500, whichever is later - CH385 - MIRGO - TISKA - GOLGA.
<b>VEDAR 1C</b>	Climb on extended runway centerline to D2.0 KAS (RUBAT) or 1500, whichever is later - CH386 - NOVPO - VEDAR.

**EKCH/CPH**  
**KASTRUP**

**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3X6** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**120.255**

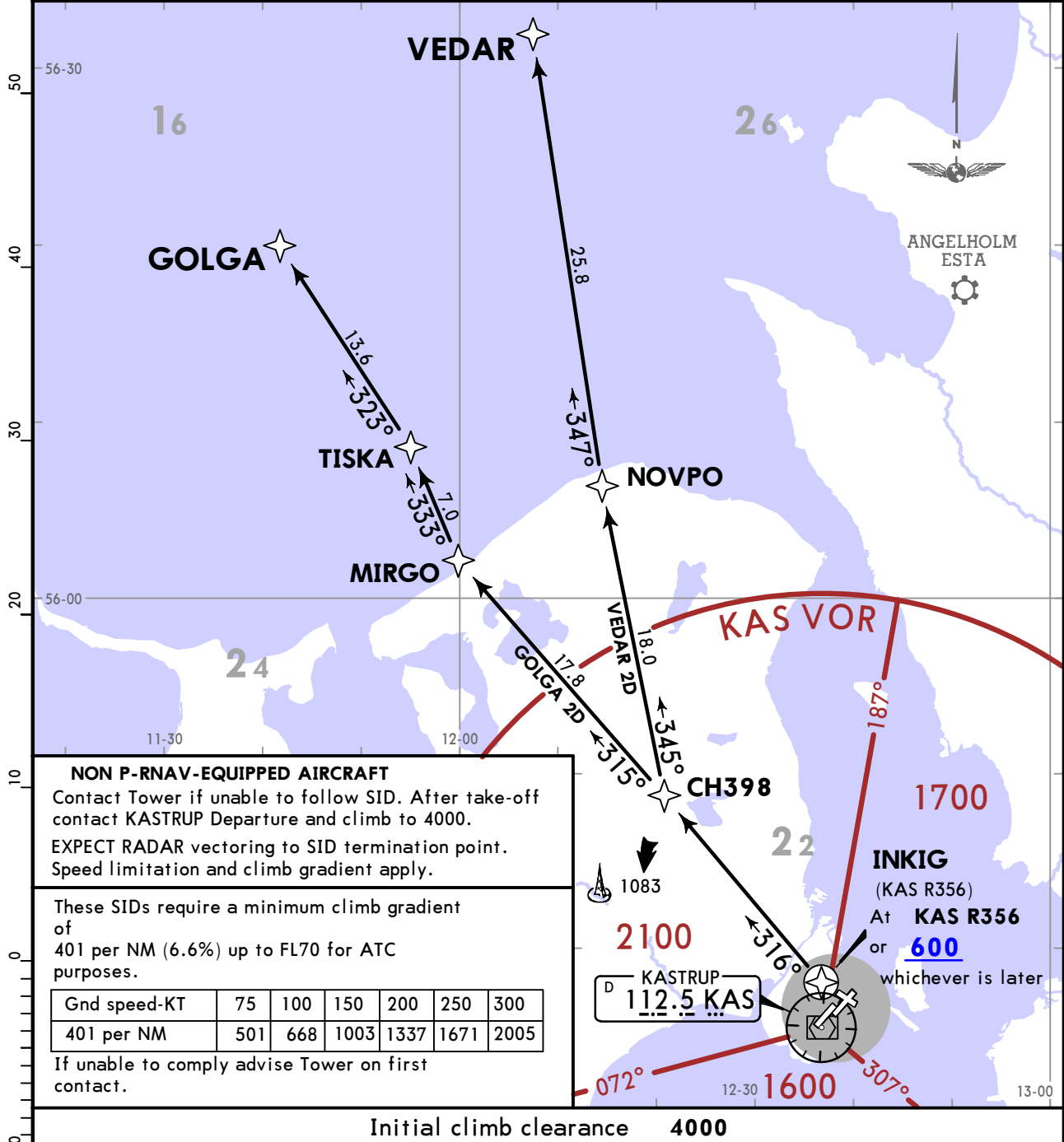
Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**GOLGA 2D [GOLG2D]**  
ONLY AVAILABLE FL70 AND ABOVE

**VEDAR 2D [VEDA2D]**  
NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR  
ALTERNATE IS SID GOLGA AND MISKI

**RWY 30 P-RNAV DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL70**



SID	ROUTING
<b>GOLGA 2D</b>	Climb on extended runway centerline to KAS R356 (INKIG) or 600, whichever is later, turn RIGHT, climb on 316° track to 2100 - CH398 - MIRGO - TISKA - GOLGA.
<b>VEDAR 2D</b>	Climb on extended runway centerline to KAS R356 (INKIG) or 600, whichever is later, turn RIGHT, climb on 316° track to 2100 - CH398 - NOVPO - VEDAR.

**EKCH/CPH**  
**KASTRUP**

**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3X7** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**120.255**

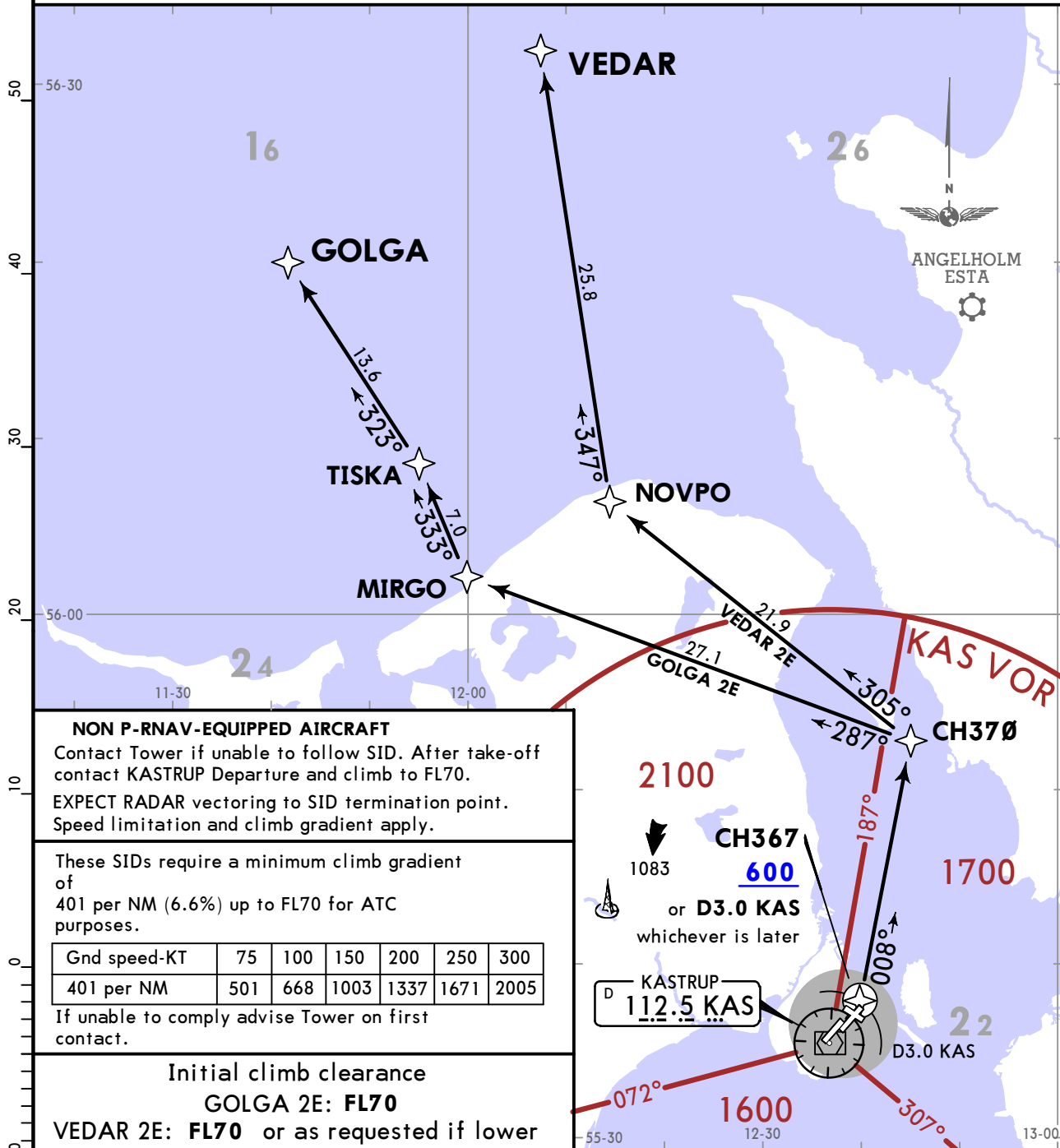
Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**GOLGA 2E [GOLG2E]**  
ONLY AVAILABLE FL70 AND ABOVE

**VEDAR 2E [VEDA2E]**  
NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR  
ALTERNATE IS SID GOLGA AND MISKI

**RWY 04L P-RNAV DEPARTURES**  
**SPEED: MAX 250 KT AT OR BELOW FL70**



SID	ROUTING
<b>GOLGA 2E</b>	Climb on extended runway centerline to 600 or D3.0 KAS (CH367), whichever is later, turn LEFT, climb on 008° track to 1700 - CH370 - MIRGO - TISKA - GOLGA.
<b>VEDAR 2E</b>	Climb on extended runway centerline to 600 or D3.0 KAS (CH367), whichever is later, turn LEFT, climb on 008° track to 1700 - CH370 - NOVPO - VEDAR.

**EKCH/CPH**  
KASTRUP

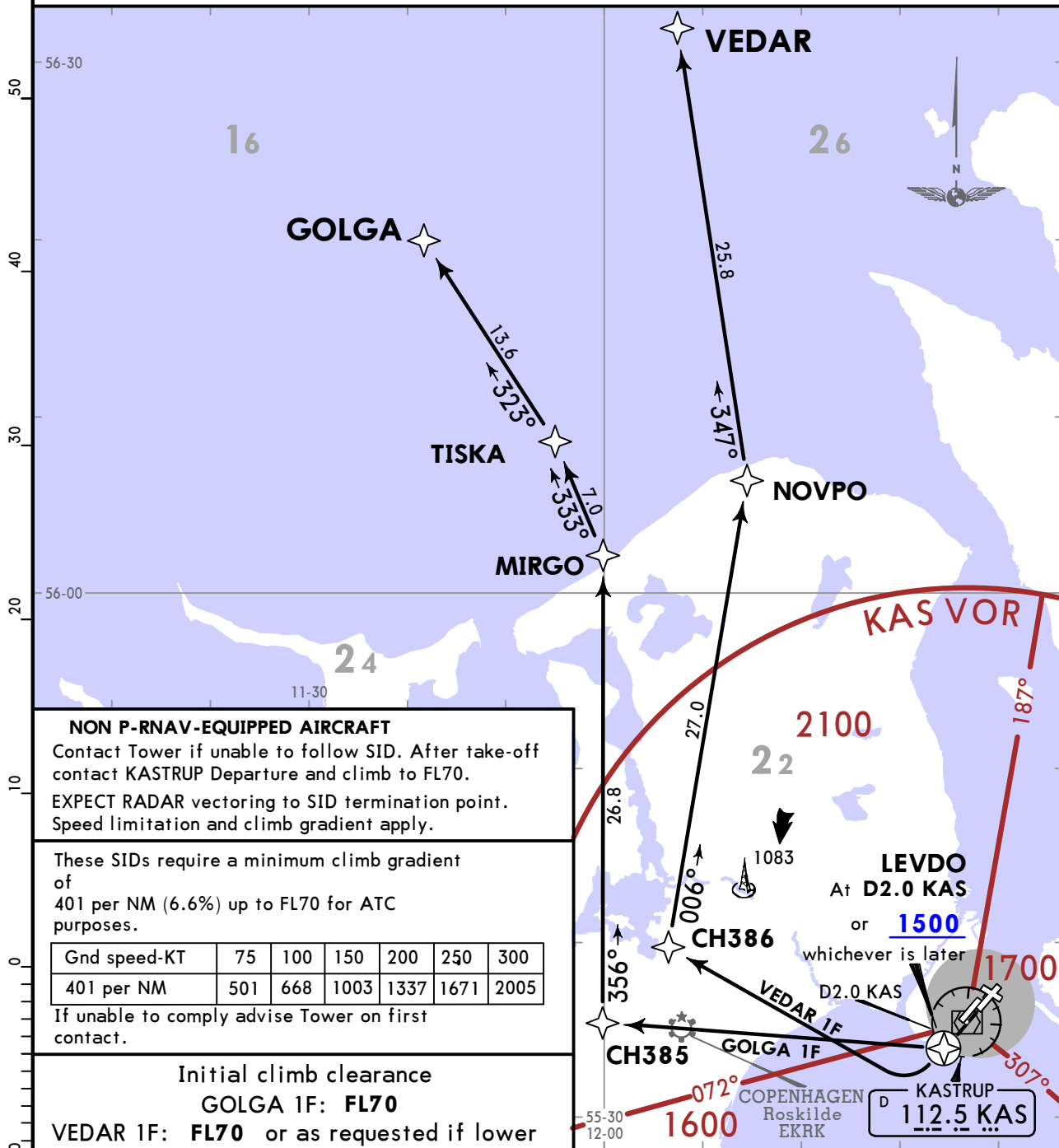
**JEPPESSEN COPENHAGEN, DENMARK**  
23 NOV 18 **10-3X8** **Eff 6 Dec** **RNAV SID**

KASTRUP  
Departure (R)  
**120.255**

Apt Elev  
**17**

Trans alt: 5000  
**1. P-RNAV approval required.**  
 2. Conventional navigation to 1700 (MSA). 3. After take-off remain on Tower freq until 1000, then contact KASTRUP Departure. 4. RADAR vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 5. When instructed for line-up, squawk assigned SSR code. 6. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory (refer to 10-4).

**GOLGA 1F [GOLG1F]**  
 ONLY AVAILABLE FL70 AND ABOVE  
**VEDAR 1F [VEDA1F]**  
 NOT AVAILABLE FOR TRAFFIC RE-ENTERING EKDK FIR BEYOND VEDAR  
 ALTERNATE IS SID GOLGA AND MISKI  
**RWY 22L P-RNAV DEPARTURES**  
**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

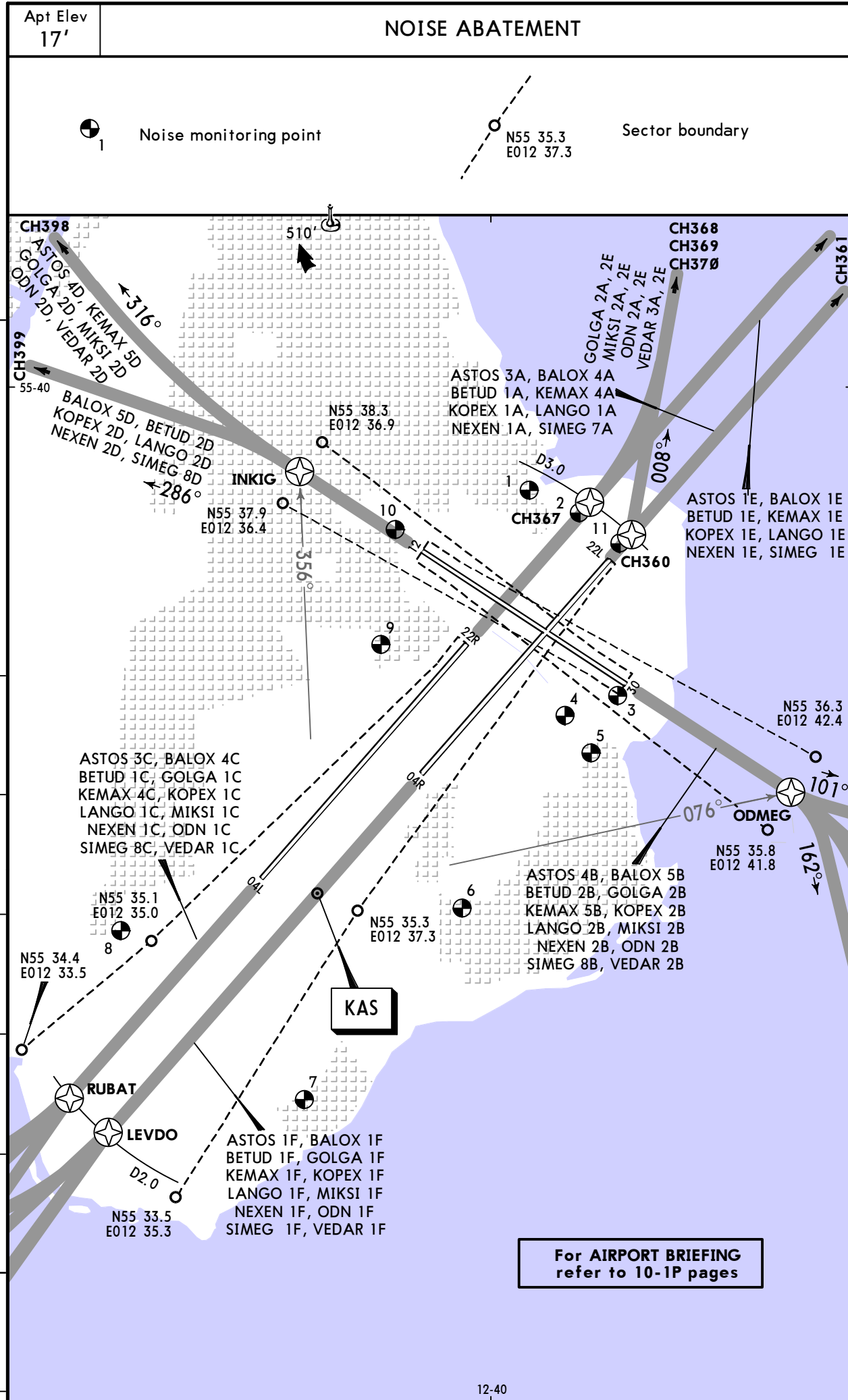
If unable to comply advise Tower on first contact.

**Initial climb clearance**  
**GOLGA 1F: FL70**  
**VEDAR 1F: FL70** or as requested if lower

SID	ROUTING
<b>GOLGA 1F</b>	Climb on extended runway centerline to D2.0 KAS (LEVDO) or 1500, whichever is later - CH385 - MIRGO - TISKA - GOLGA.
<b>VEDAR 1F</b>	Climb on extended runway centerline to D2.0 KAS (LEVDO) or 1500, whichever is later - CH386 - NOVPO - VEDAR.

# EKCH/CPH KASTRUP

**NOISE**



CHANGES: RNAV SIDs renumbered & revised.

# EKCH/CPH

Apt Elev 17'  
N55 37.1 E012 39.4

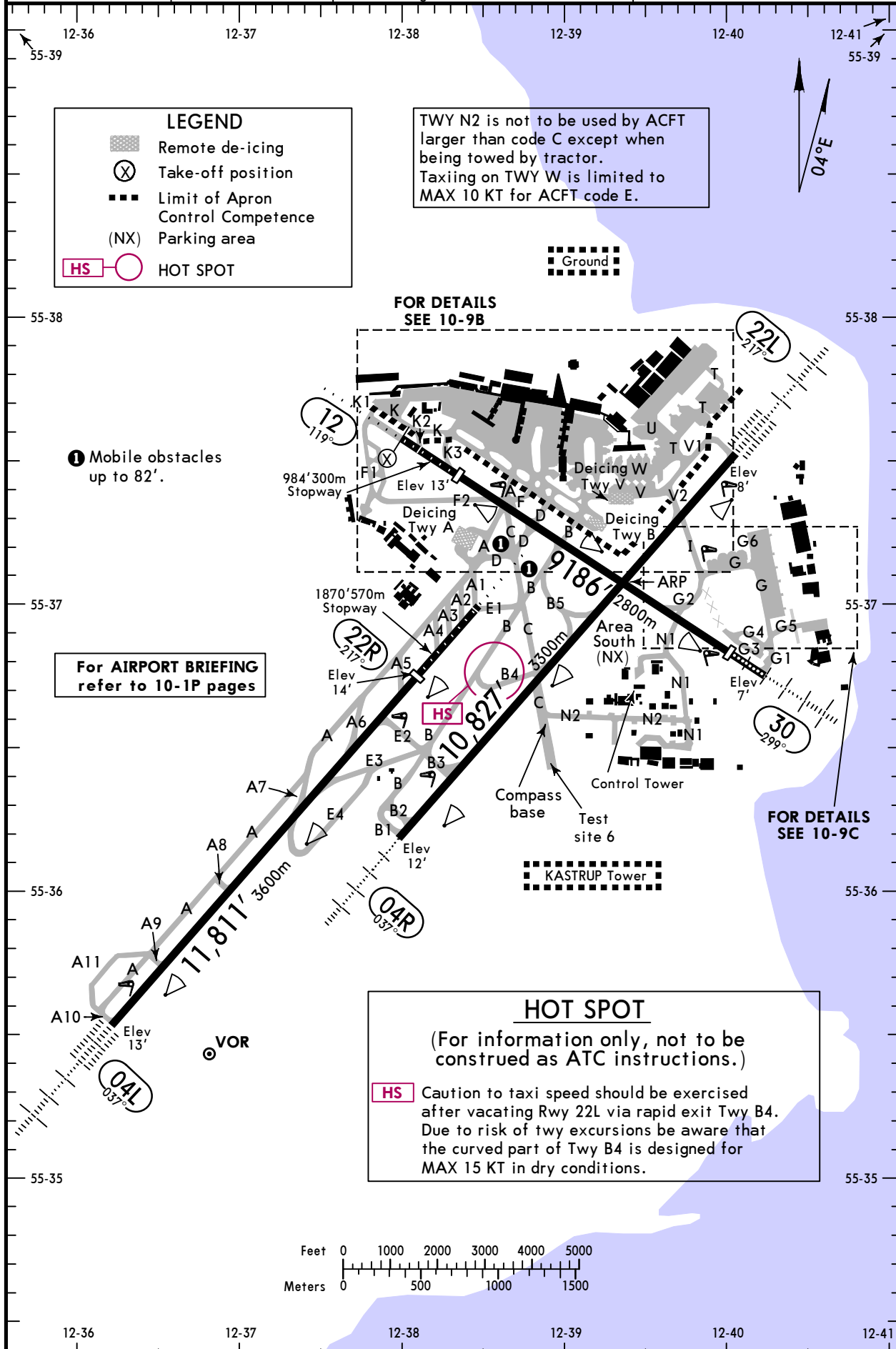
# JEPPESSEN COPENHAGEN, DENMARK

2 AUG 19 (10-9) Eff 15 Aug

KASTRUP

D-ATIS Departure <b>122.850</b>	Clearance Departure Apron South, West & Area South <b>119.9</b>	*Apron <b>121.725</b>	Apron Arrival <b>121.625</b> Departure Apron North <b>121.9</b>
------------------------------------	--	--------------------------	---

KASTRUP Tower			
Arrival <b>118.1</b>	<b>121.825</b>	Acft on maneuvering area <b>118.575</b>	Departing acft <b>119.350</b>



CHANGES: Twy A12 withdrawn.

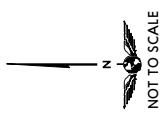


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**JEPPesen** COPENHAGEN, DENMARK  
2 AUG 19 **10-9A** Eff 15 Aug KASTRUP

ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		LANDING BEYOND				
		Threshold	Glide Slope			
04L ① 22R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) ② RVR HIRL (60m) CL (15m) HIALS REIL PAPI-R (3.0°) RVR	9843' 3000m	8931' 2722m	③	148' 45m	
① Antiskid layer ② HST-E3, A6, A7 ③ TAKE-OFF RUN AVAILABLE RWY 04L: From twy A10 int 9843' (3000m) RWY 22R: From twy A1/E1 int 11,811' (3600m) twy A2 int 11,483' (3500m) twy A3 int 11,073' (3375m) twy A4 int 10,646' (3245m) twy A5 int 9514' (2900m)						
04R ④ 22L	HIRL (30m) CL (15m) HIALS PAPI-L (3.0°) RVR HIRL (30m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) ⑤ RVR		9794' 2985m	⑥	148' 45m	
④ Antiskid layer ⑤ HST-B4 ⑥ TAKE-OFF RUN AVAILABLE RWY 04R: From twy B1 int 10,827' (3300m) twy B2 int 10,515' (3205m) twy B3 int 9170' (2795m) twy B4/C int 6365' (1940m) RWY 22L: From twy V1 int 10,827' (3300m) twy V2 int 9088' (2770m)						
12 ⑦ 30	HIRL (30m) HIALS REIL PAPI-R (3.0°) RVR HIRL (30m) HIALS PAPI-L (3.0°) RVR	7759' 2365m	6847' 2087m	⑨	148' 45m	
		⑧ 7858' 2395m	⑧ 6946' 2117m			
⑦ Antiskid layer ⑧ Includes Stopway rwy 30 ⑨ TAKE-OFF RUN AVAILABLE RWY 12: From posn X 9186' (2800m) twy K2 int 8842' (2695m) twy K3 int 8153' (2485m) twy D int 5906' (1800m) RWY 30: From twy G1 int 7759' (2365m)						

Standard TAKE-OFF						
Low Visibility Take-off						
	HIRL (spacing 60m or less), CL (spacing 15m or less) & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						
① RWY 22L: RVR 75m with approved guidance system or HUD/HUDLS.						



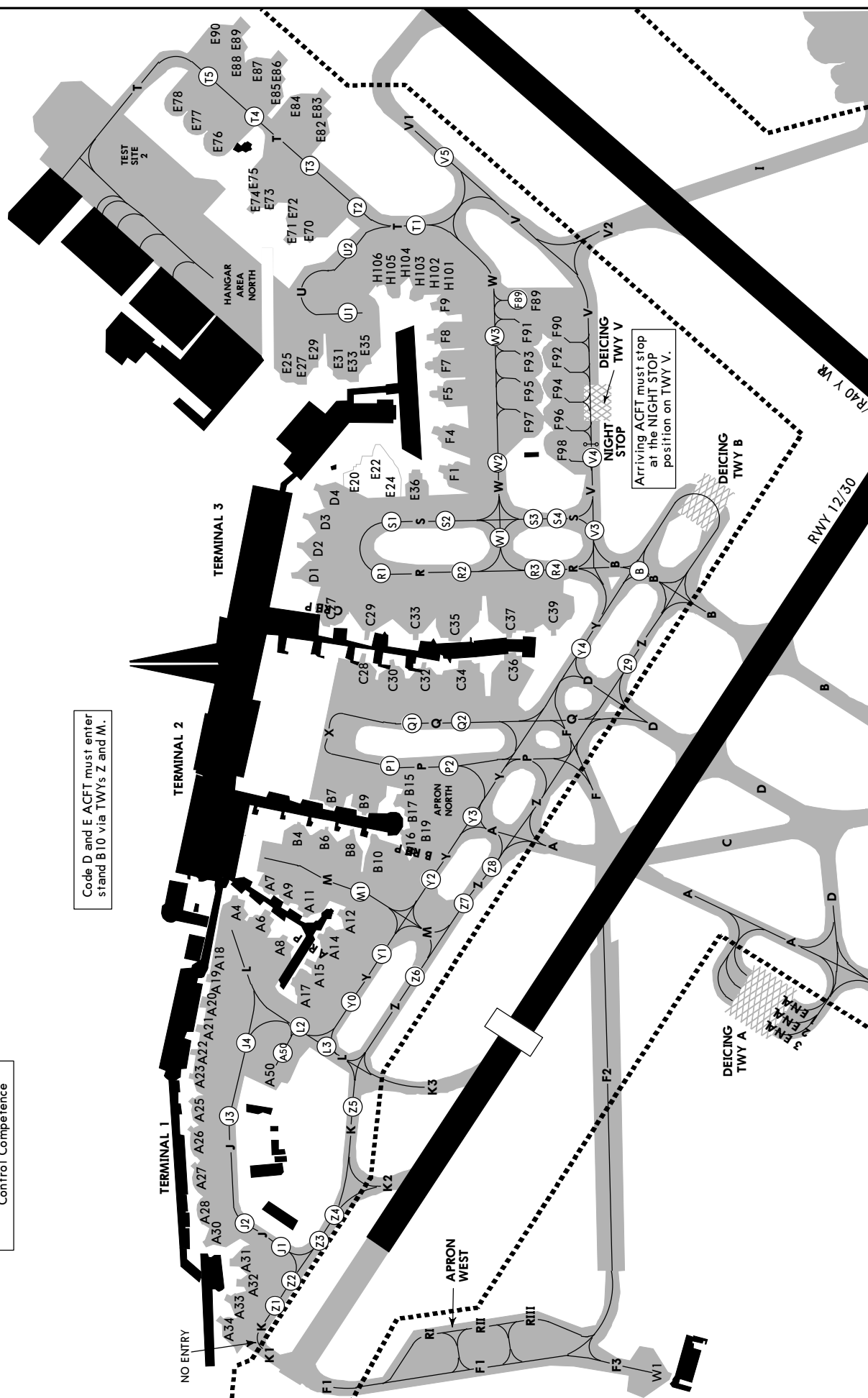
ACFT must not perform powered U-turns on TWYs in the apron areas.

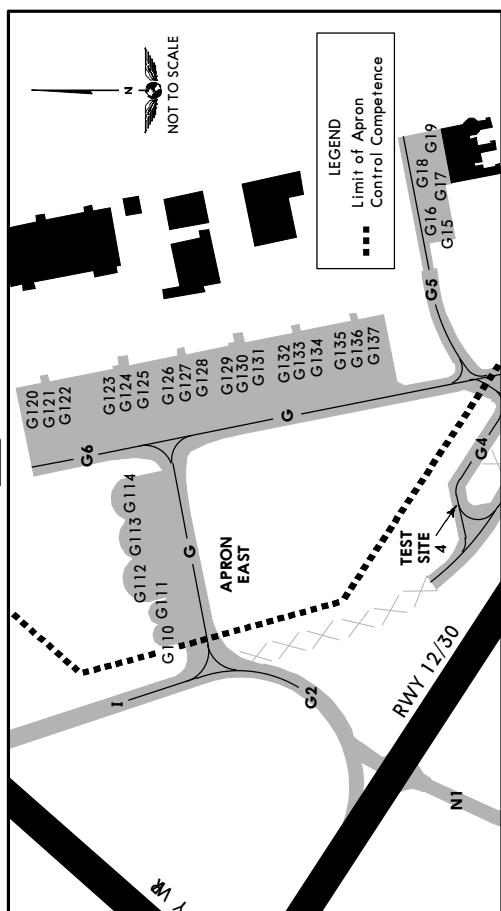
**LEGEND**

- Remote de-icing
- Start-up position
- Limit of Apron
- Control Competence

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

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

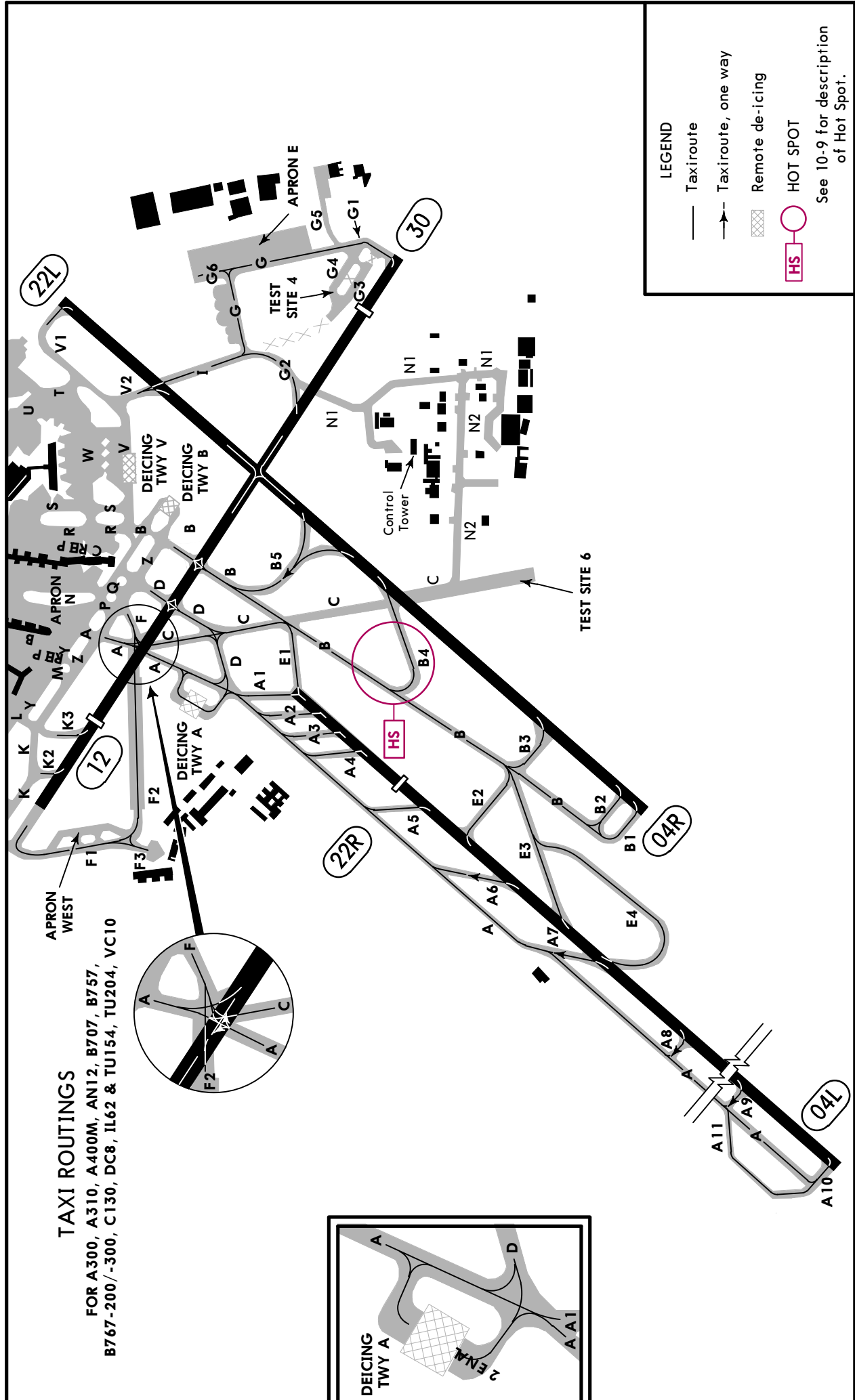




INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A4, A6	N55 37.7 E012 38.5	E27	N55 37.6 E012 39.4
A7	N55 37.7 E012 38.6	E29	N55 37.6 E012 39.5
A8	N55 37.7 E012 38.5	E31, E33	N55 37.6 E012 39.4
A9	N55 37.7 E012 38.6	E35	N55 37.6 E012 39.5
A11	N55 37.6 E012 38.6	E36	N55 37.5 E012 39.3
A12,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

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**JEPPESSEN COPENHAGEN, DENMARK**  
 2 AUG 19 (10-9D) Eff 15 Aug  
 KASTRUP



**TAXI ROUTINGS**

FOR A300, A310, A400M, AN12, B707, B757, B767-200/-300, C130, DC8, IL62 & TU154, TU204, VC10

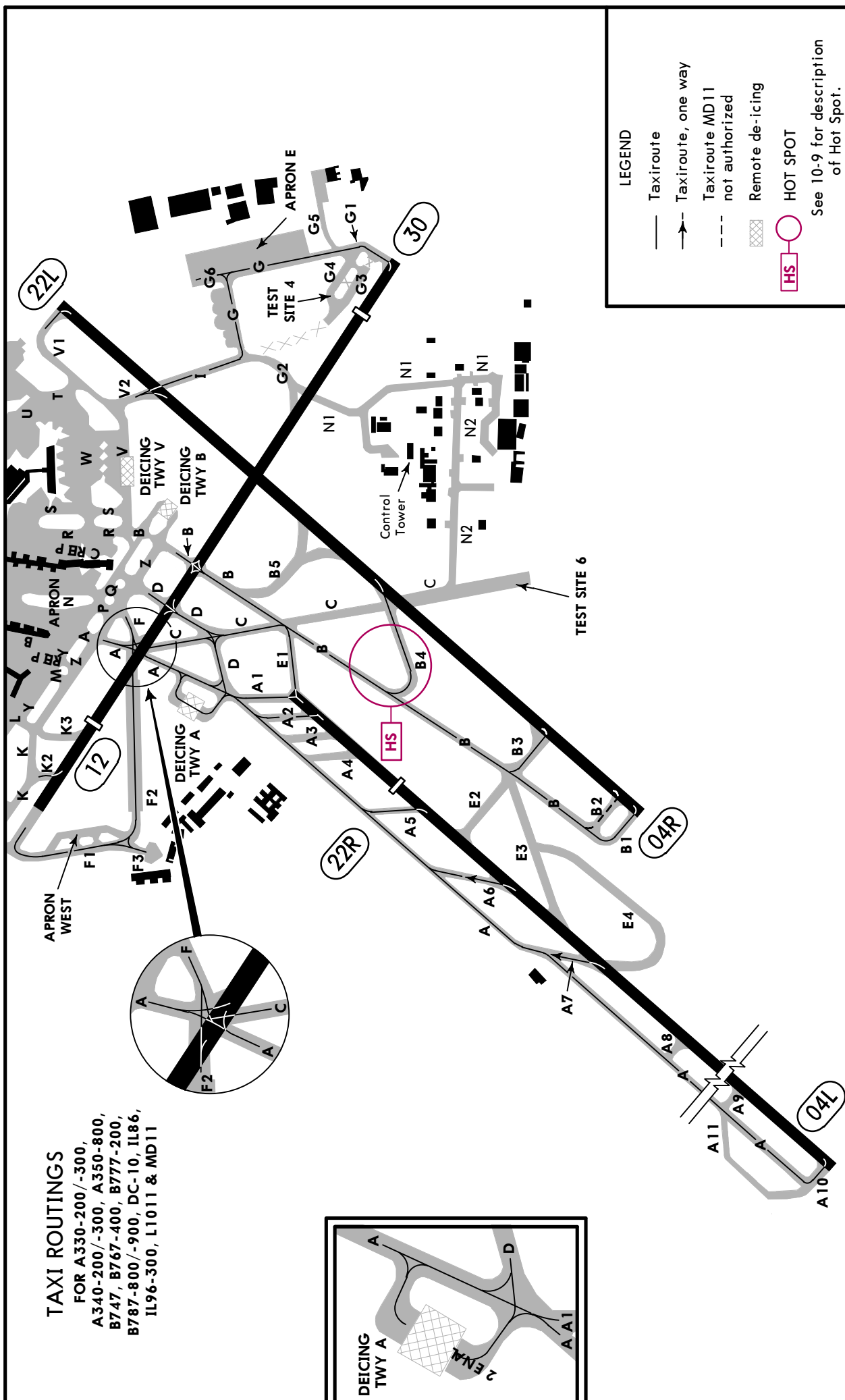
- LEGEND**
- Taxiroute
  - Taxiroute, one way
  - ▨ Remote de-icing
  - HS HOT SPOT
- See 10-9 for description of Hot Spot.

EKCH/CPH

JEPPESSEN COPENHAGEN, DENMARK

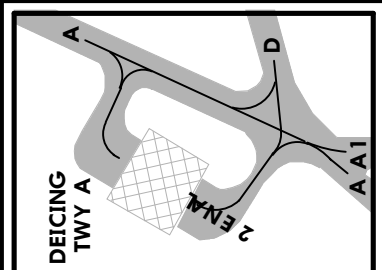
2 AUG 19 10-9E Eff 15 Aug

KASTRUP



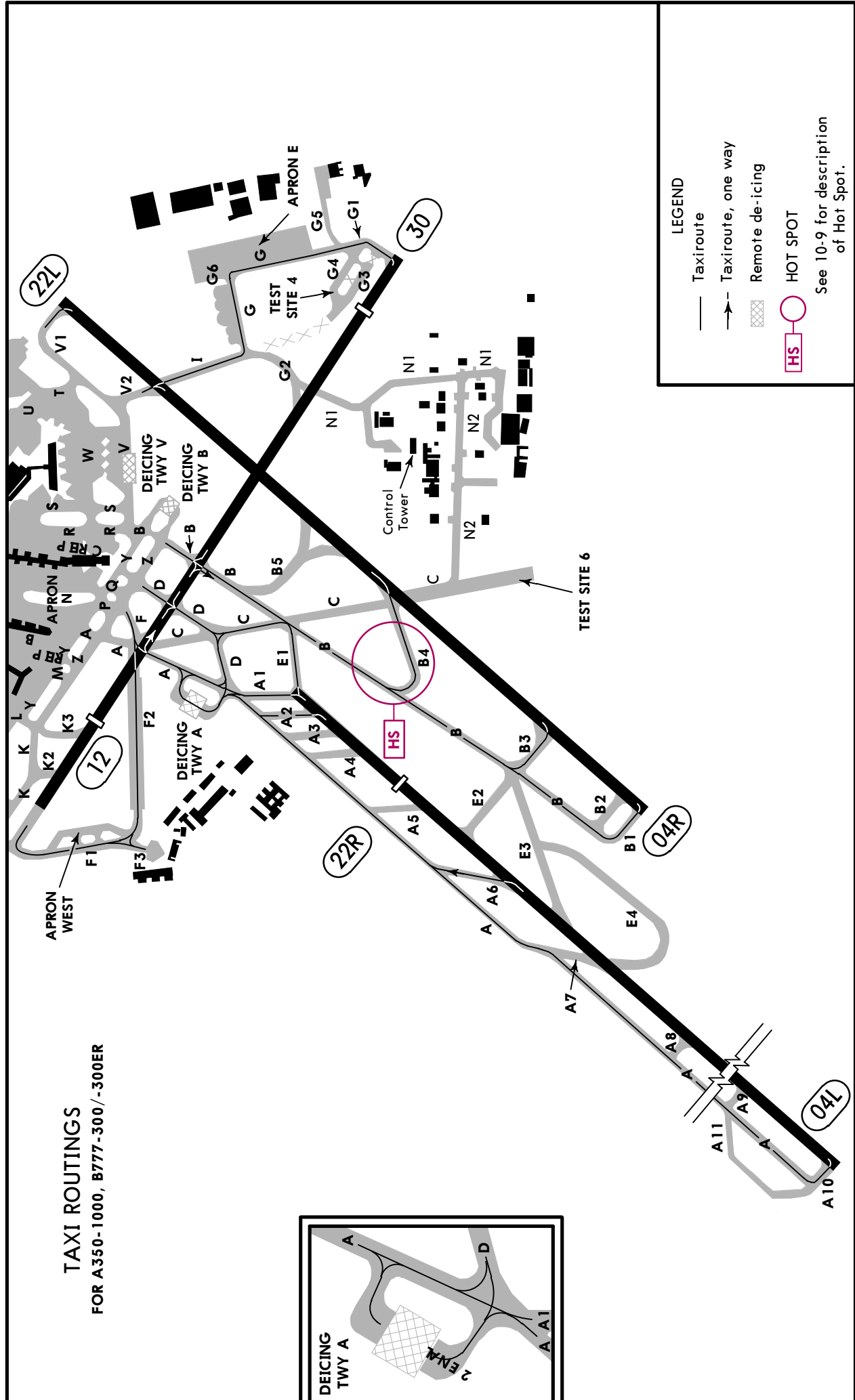
**TAXI ROUTINGS**

FOR A330-200/-300,  
 A340-200/-300, A350-800,  
 B747, B767-400, B777-200,  
 B787-800/-900, DC-10, IL86,  
 IL96-300, L1011 & MD11



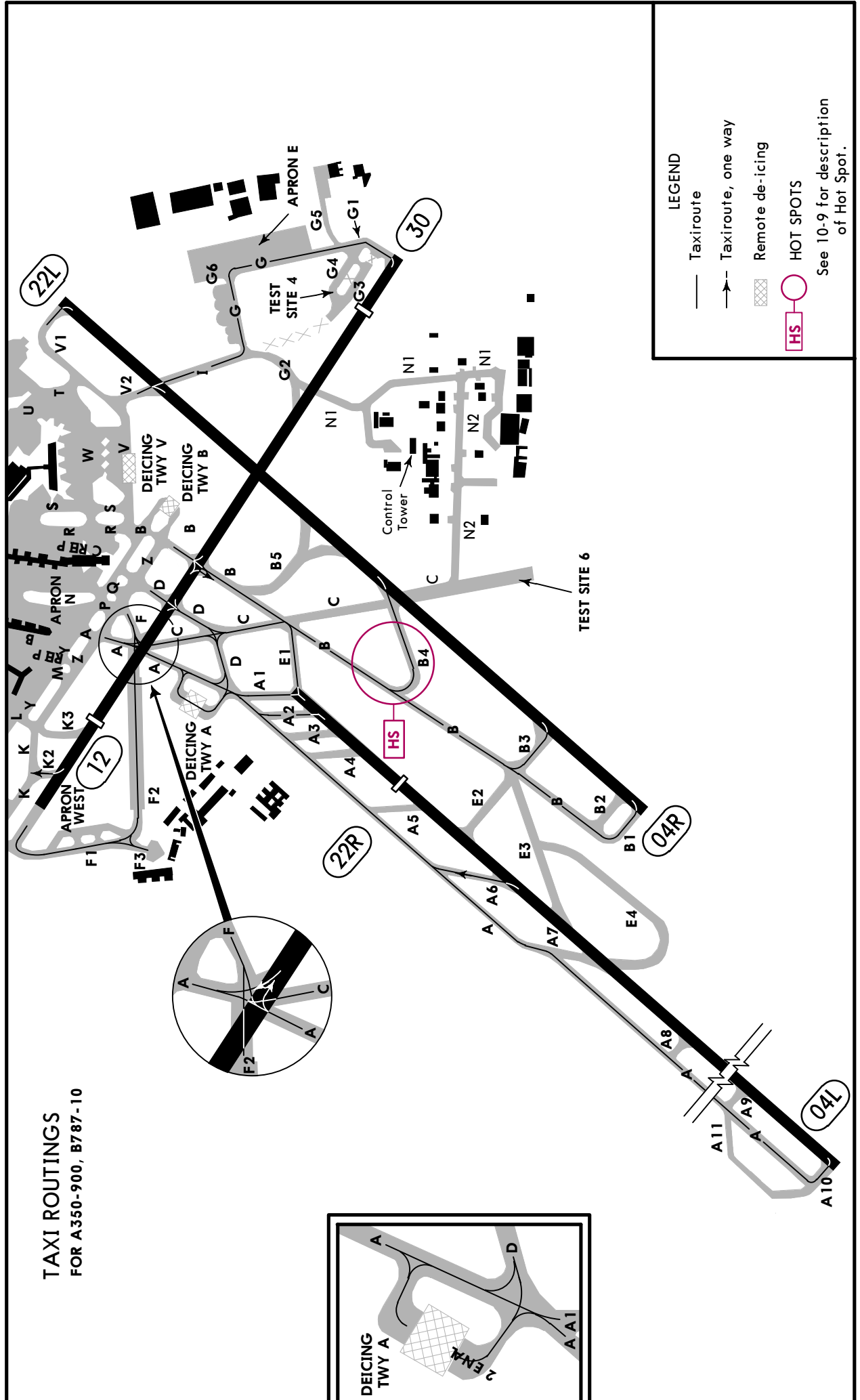
EKCH/CPH

**JEPPESSEN** COPENHAGEN, DENMARK  
2 AUG 19 (10-9F) Eff 15 Aug  
KASTRUP

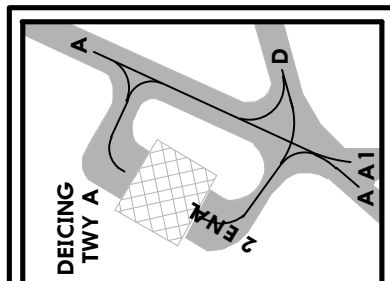


EKCH/CPH

JEPPESSEN COPENHAGEN, DENMARK  
2 AUG 19 10-9G Eff 15 Aug  
KASTRUP

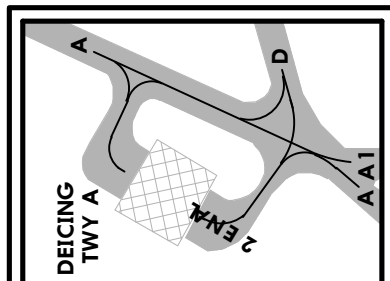
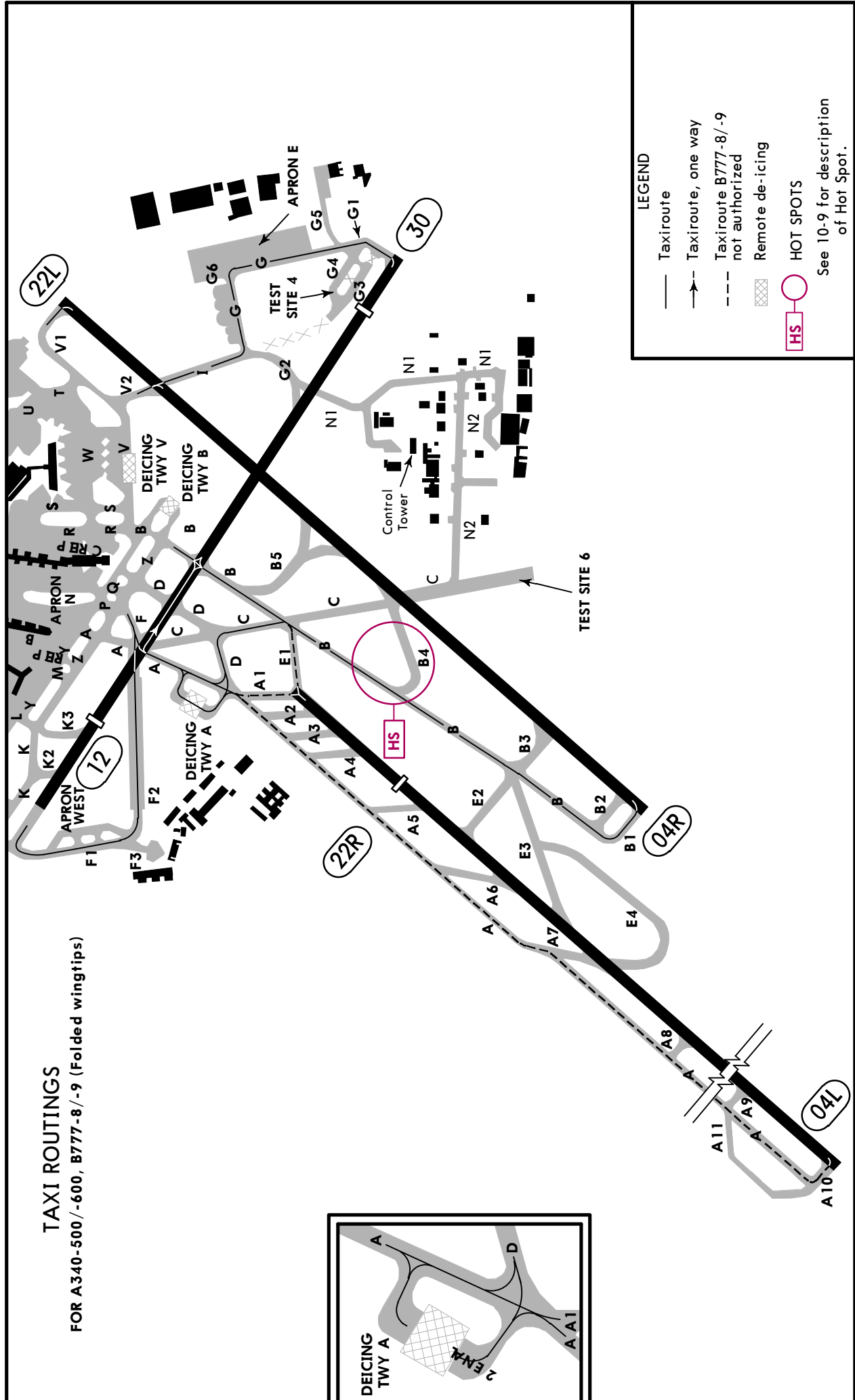


TAXI ROUTINGS  
FOR A350-900, B787-10



EKCH/CPH

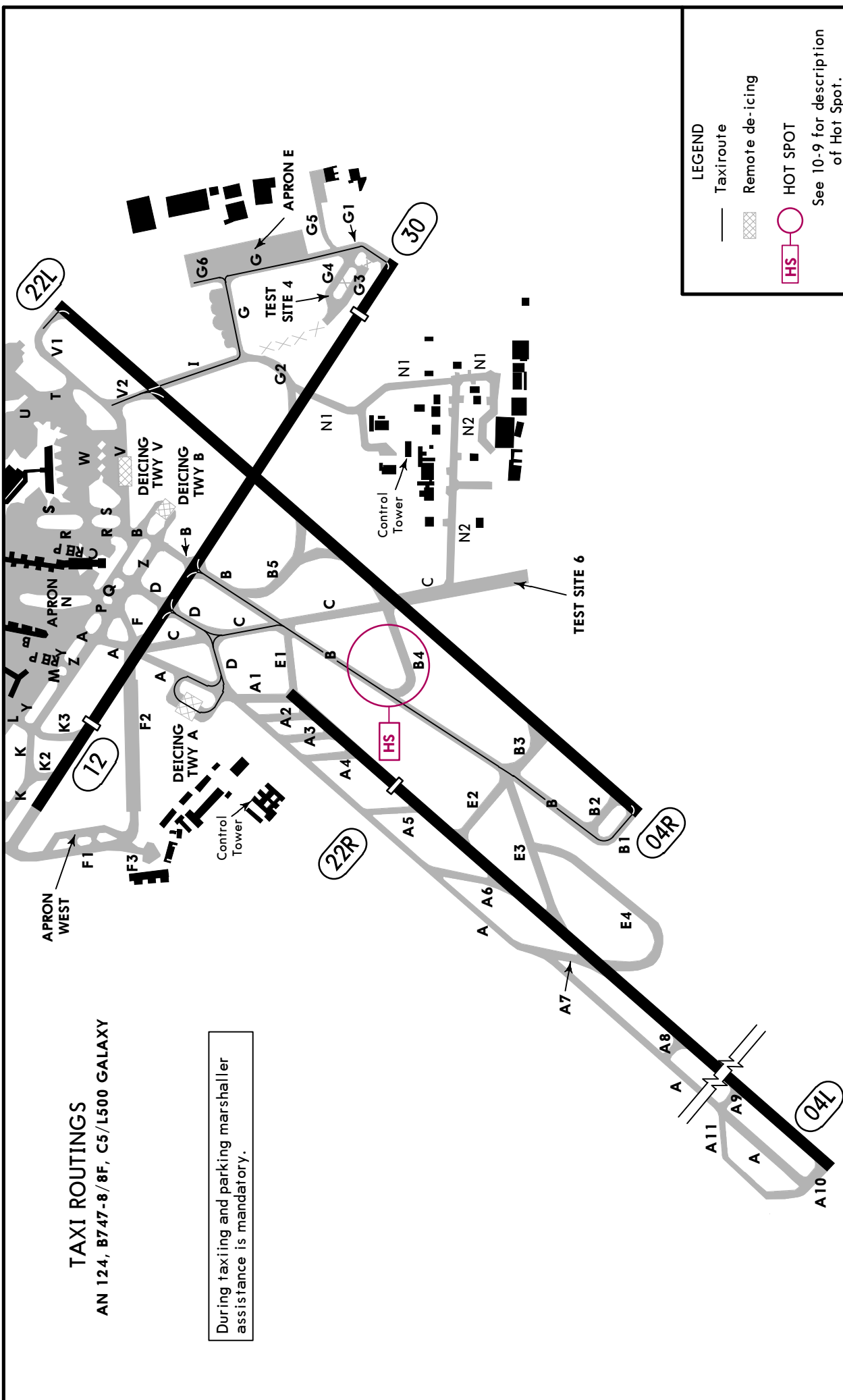
JEPPESSEN COPENHAGEN, DENMARK  
2 AUG 19 (10-9H) Eff 15 Aug  
KASTRUP





EKCH/CPH

**JEPPESSEN COPENHAGEN, DENMARK**  
 2 AUG 19 (10-9J) Eff 15 Aug  
 KASTRUP

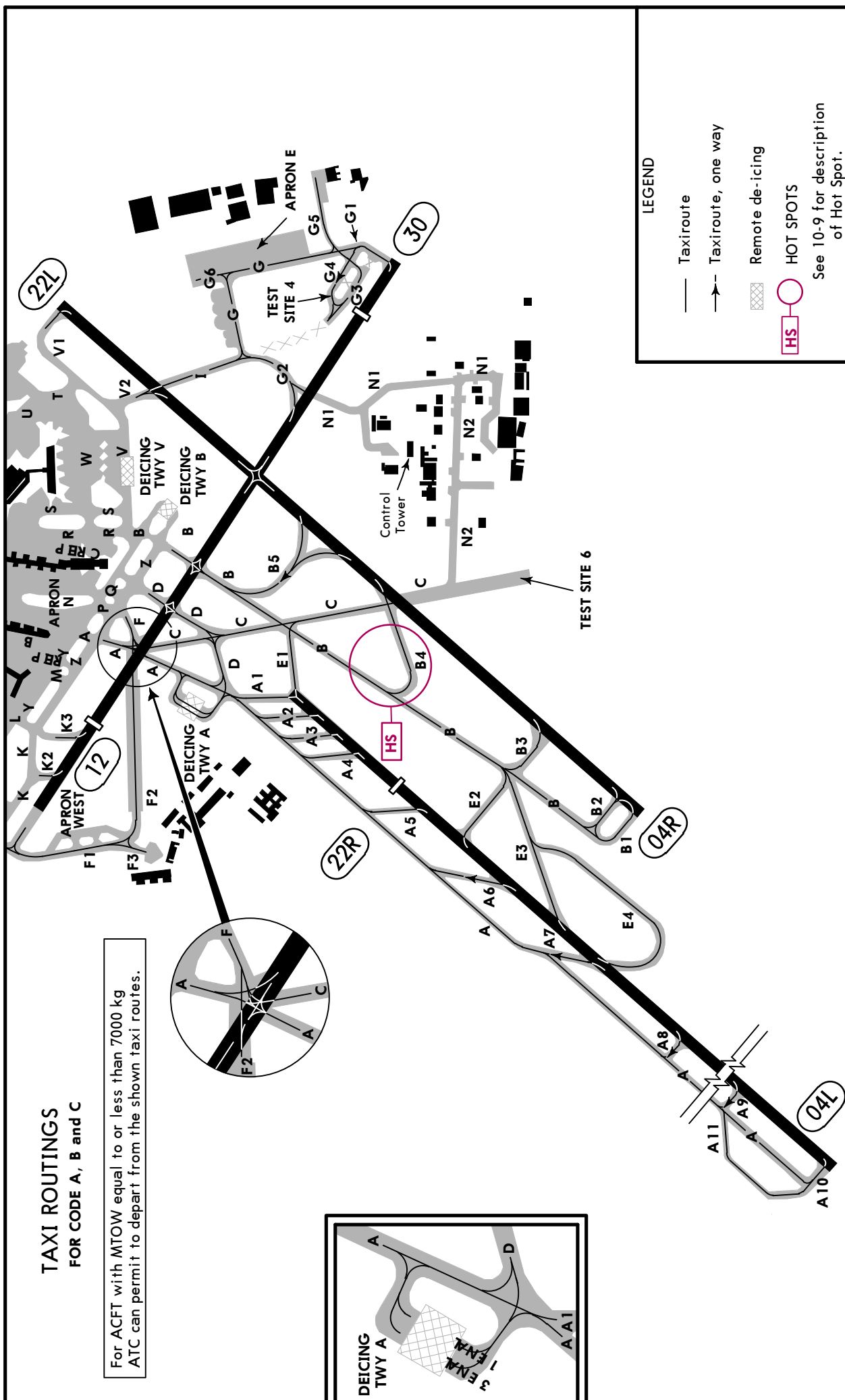


EKCH/CPH

JEPPESSEN COPENHAGEN, DENMARK

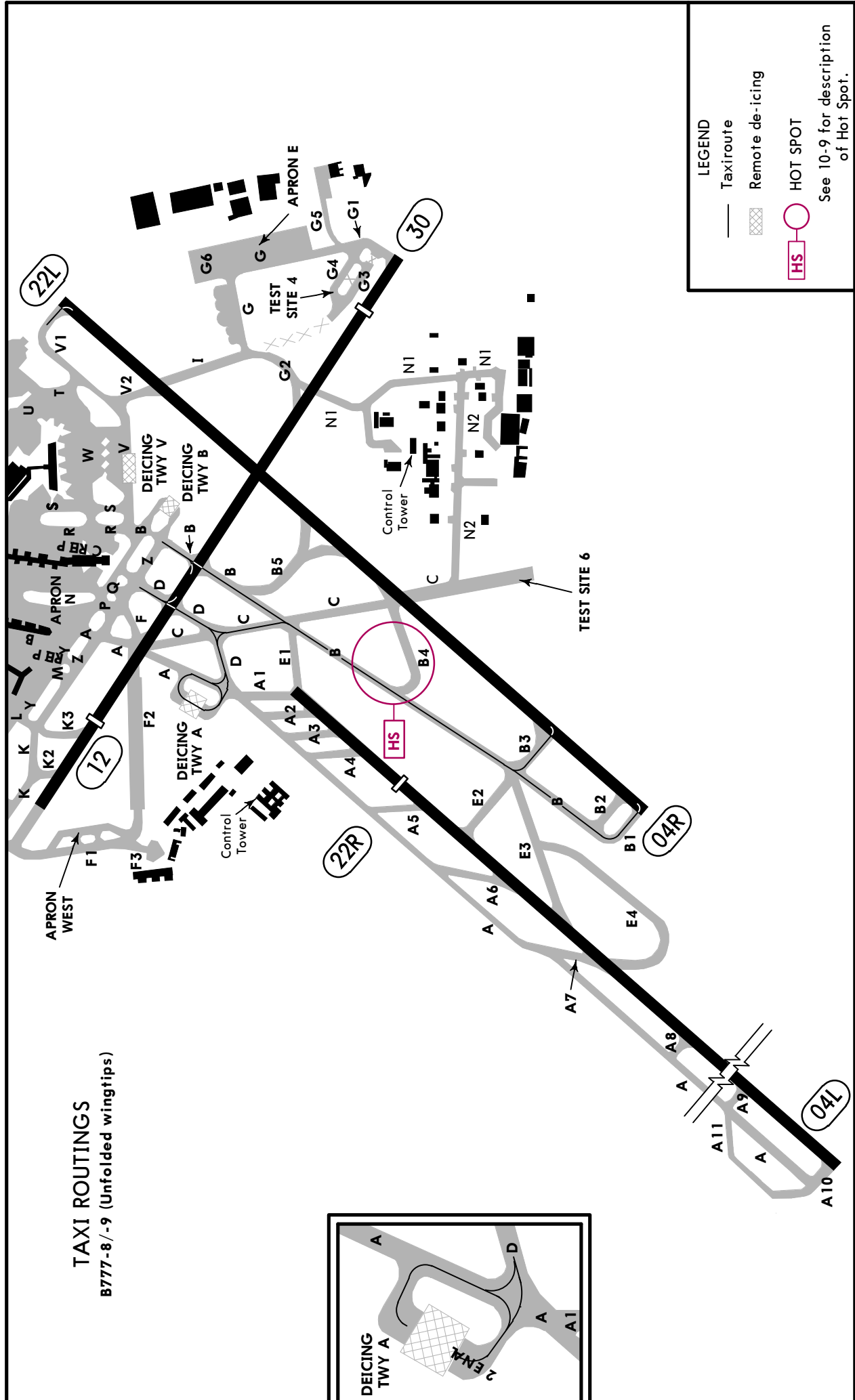
1 NOV 19 (10-9K) Eff 7 Nov

KASTRUP



EKCH/CPH

JEPPesen COPENHAGEN, DENMARK  
1 NOV 19 10-9L Eff 7 Nov KASTRUP



CHANGES: None.

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EKCH/CPH



**STD 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	500' (492')	1000m / 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 ①				
RL/FATO LTS, RCLM & RVR info	RL/FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ②	800m

① Without Low Visibility Take-off approval 400m are stipulated.

② Or rejected take-off distance whichever is the greater.

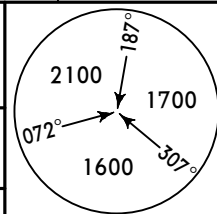
# EKCH/CPH KASTRUP

**JEPPESSEN**  
7 DEC 18 (11-1)

# 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	119.805	120.205	118.1	121.625

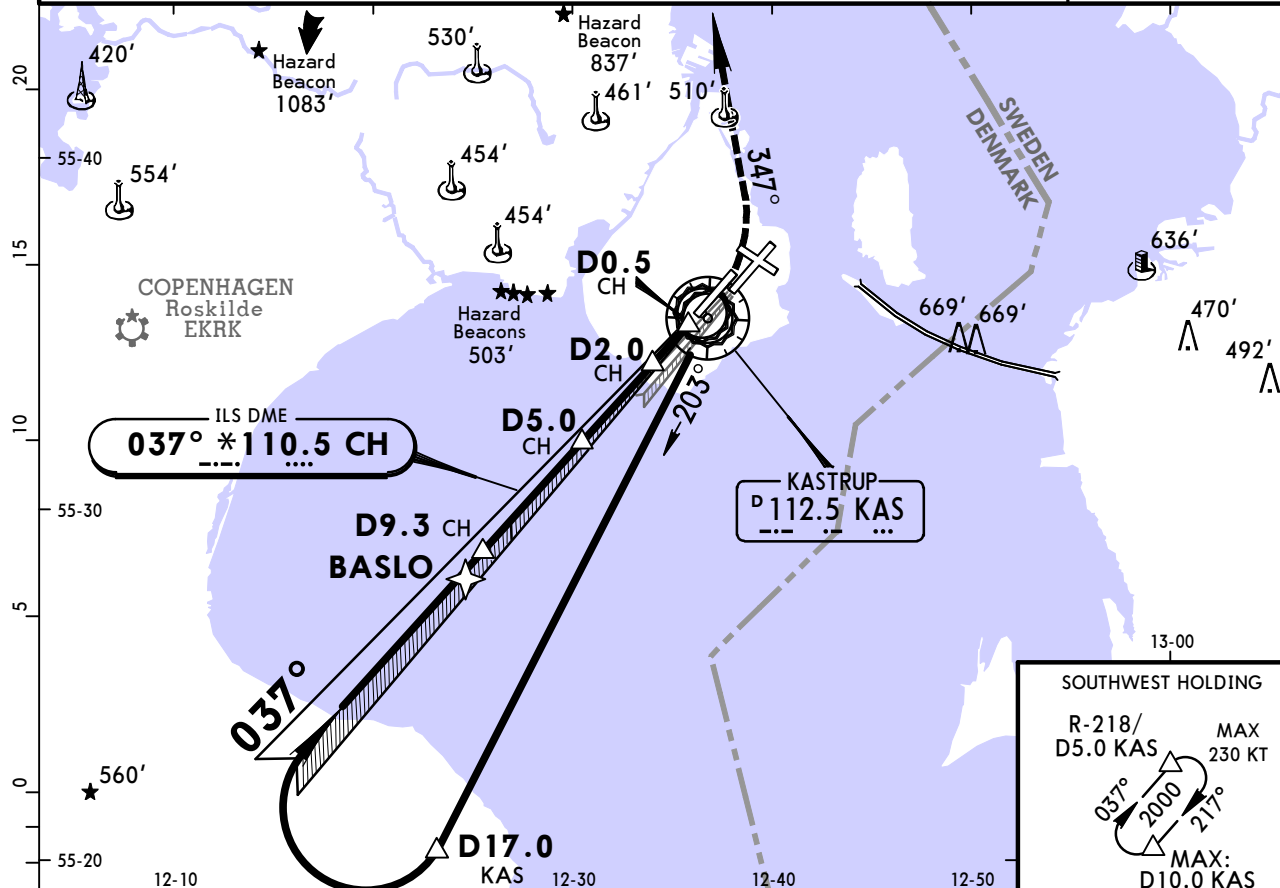
LOC CH <b>*110.5</b>	Final Apch Crs <b>037°</b>	GS <b>D5.0 CH</b> 1600' (1587')	ILS DA(H) Refer to Minimums	Apt Elev 17' Rwy 13'
-------------------------	-------------------------------	---------------------------------------	--------------------------------	-------------------------



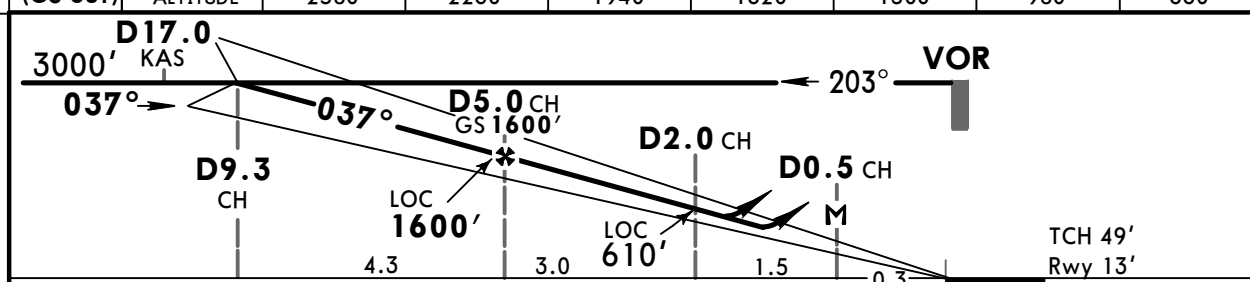
**MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto 347° climbing to 3000' and inform ATC.**

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

MSA KAS VOR



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	500'	347°	3000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	← LT
MAP at D0.5 CH										

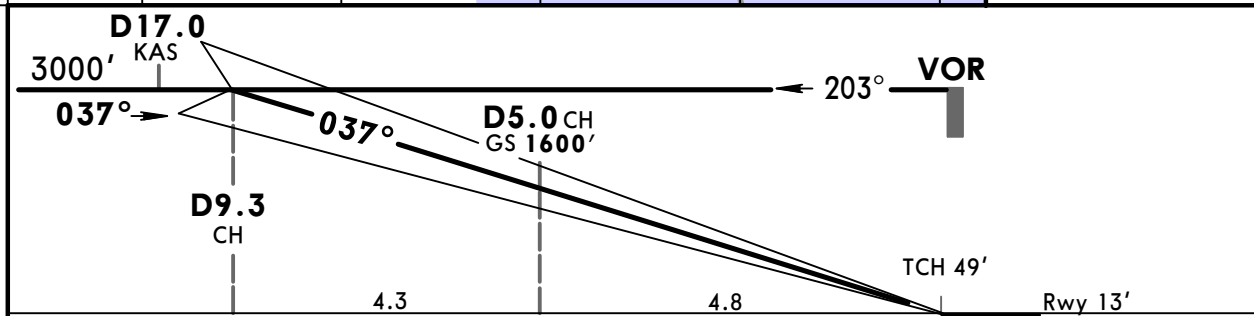
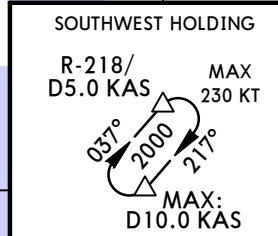
<b>PANS OPS</b>	<b>Standard STRAIGHT-IN LANDING RWY 04L</b>				<b>CIRCLE-TO-LAND</b>			
	ILS DA(H) A: 215' (202') C: 235' (222')		LOC (GS out) CDFA 430' (417')		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12			
	B: 227' (214') D: 246' (233')		DA/MDA(H)		Max Kts		MDA(H) VIS	
	FULL	TDZ or CL out	ALS out	ALS out	100	550' (533')	1500m	
	A				135	580' (563')	1600m	
B	RVR 550m	RVR 550m 2	RVR 1200m	RVR 1200m	180	780' (763')	2400m	
C					205	780' (763')	3600m	
D								
2 W/o HUD/AP/FD: RVR 750m								

# EKCH/CPH KASTRUP

7 DEC 18 **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	119.805	120.205	118.1	121.625
LOC CH <b>*110.5</b>	Final Apch Crs <b>037°</b>	GS <b>D5.0 CH</b> 1600' (1587')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 17' Rwy 13'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto 347° climbing to 3000' and inform ATC.</b>					
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: By ATC      Trans alt: 5000' 1. Special Aircrew & Aircraft Certification Required. 2. Dependent parallel apch auth with rwy 04R. For further instructions refer to 10-1P pages.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	500'	347°	3000'
GS	3.00°	372	478	531	637	743		849	↑	LT

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

RVR 300m

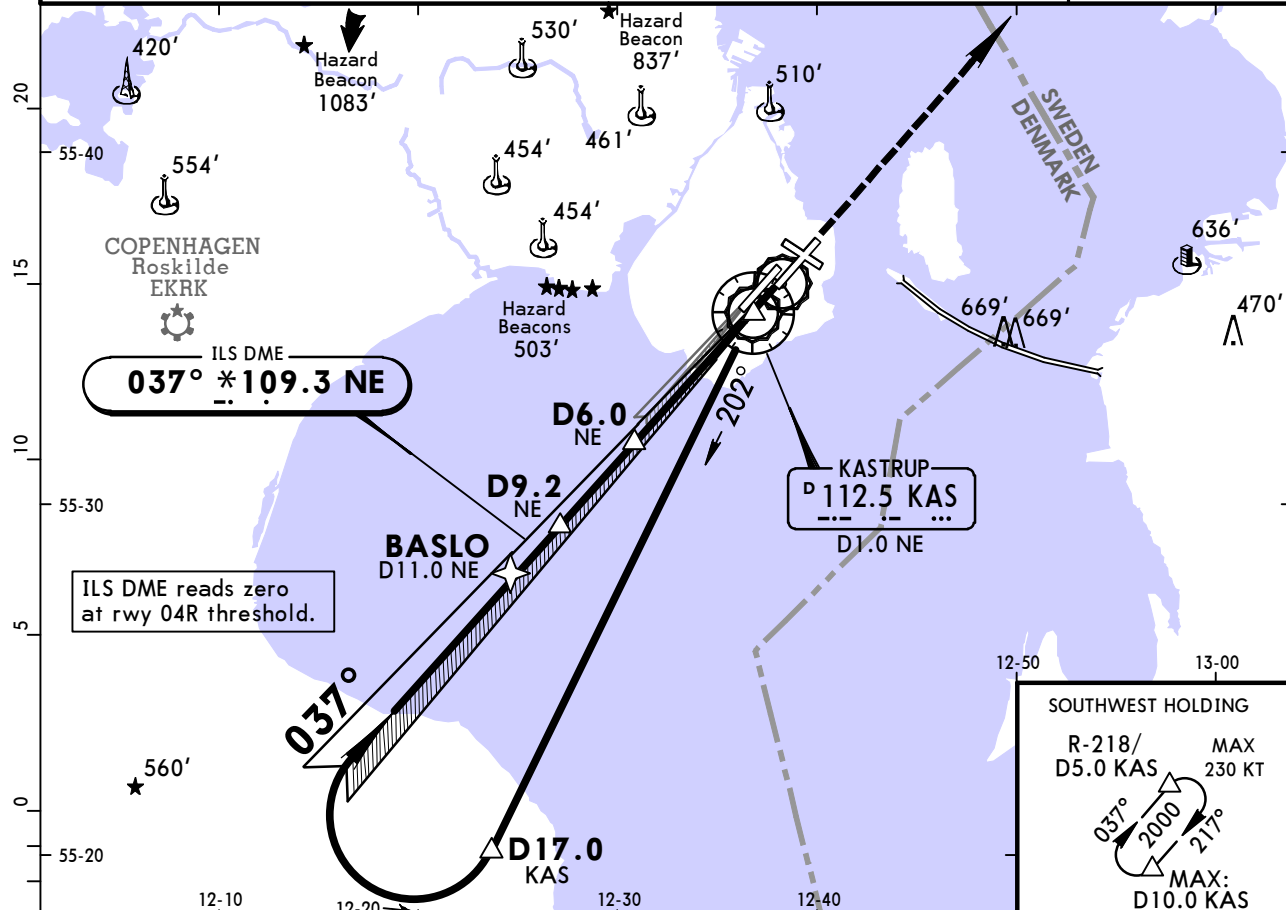
PANS OPS

# EKCH/CPH KASTRUP

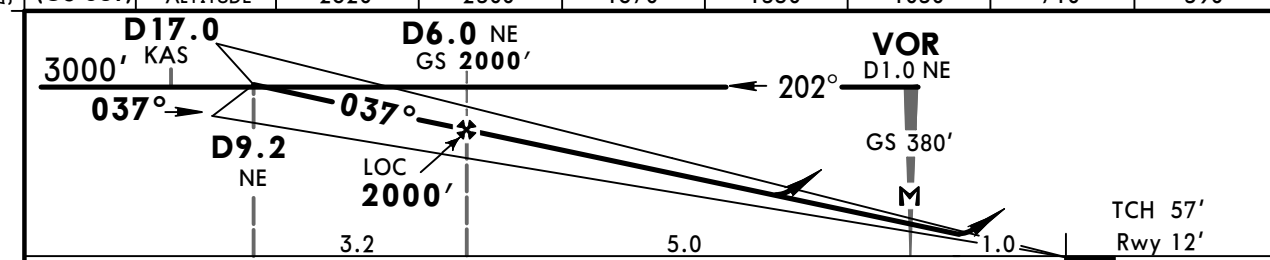
**JEPPESSEN**  
7 DEC 18 **(11-2)**

# COPENHAGEN, DENMARK ILS DME Rwy 04R

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.805	120.205	118.1	121.625
LOC NE *109.3	Final Apch Crs 037°	GS D6.0 NE 2000' (1988')	ILS DA(H) Refer to Minimums	Apt Elev 17' Rwy 12'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.</b>					
Alt Set: hPa			Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'
Dependent parallel apch auth with rwy 04L. For further instructions refer to 10-1P pages.					MSA KAS VOR



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



Gnd speed-Kts	70	90	100	120	140	160		3000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at VOR/D1.0 NE								

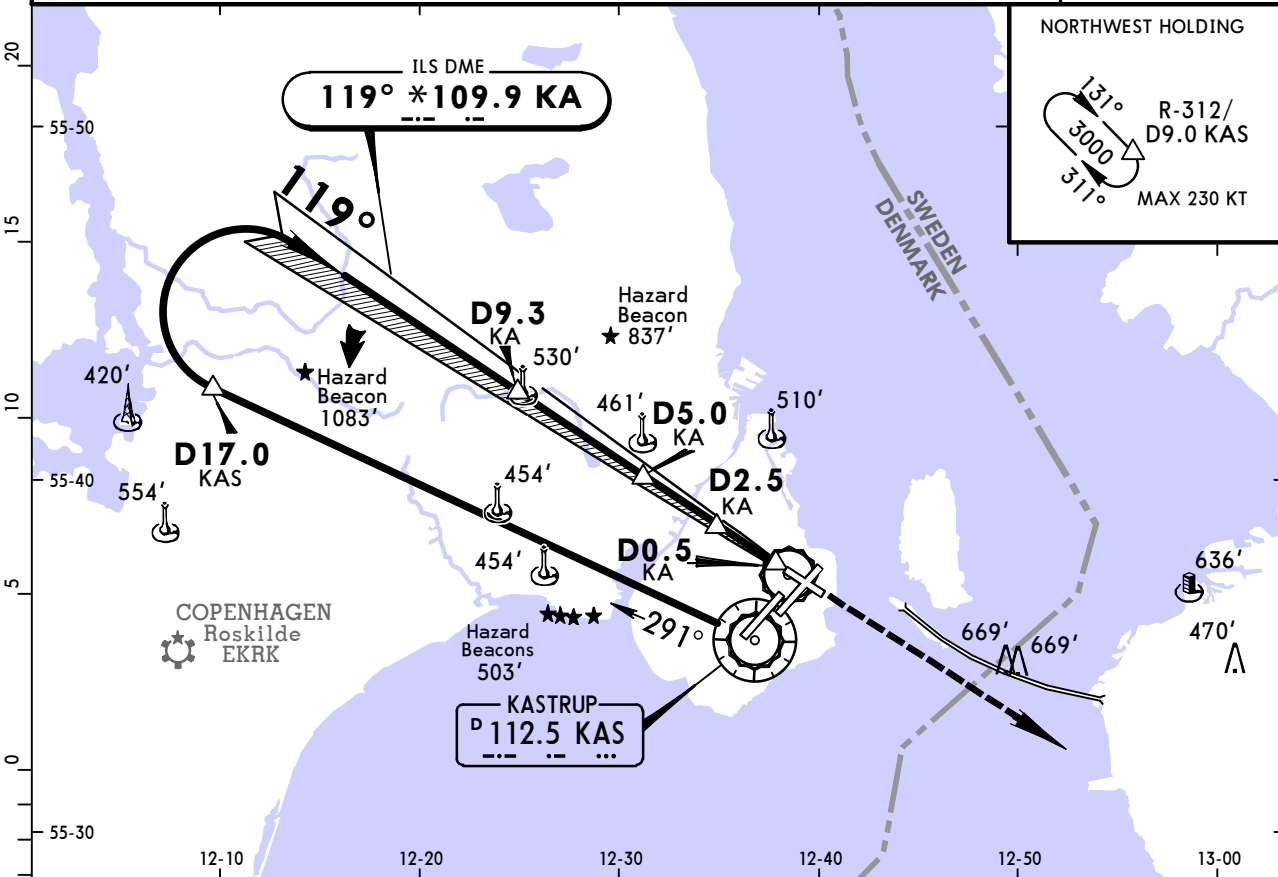
PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 04R				CIRCLE-TO-LAND			
	ILS DA(H) ABC: 212' (200') D: 215' (203')		LOC (GS out) CDFA DA/MDA(H) 430' (418')		<b>1</b> Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12 MDA(H) _____ VIS _____			
	FULL		ALS out		Max Kts			
	A				100	550' (533')	1500m	
	B				135	580' (563')	1600m	
C	RVR 550m <b>2</b>	RVR 1200m	RVR 1200m	180	<b>1</b> 780' (763')	2400m		
D				205	<b>1</b> 780' (763')	3600m		
<b>2</b> W/o HUD/AP/FD: RVR 750m								

**EKCH/CPH**  
**KASTRUP**

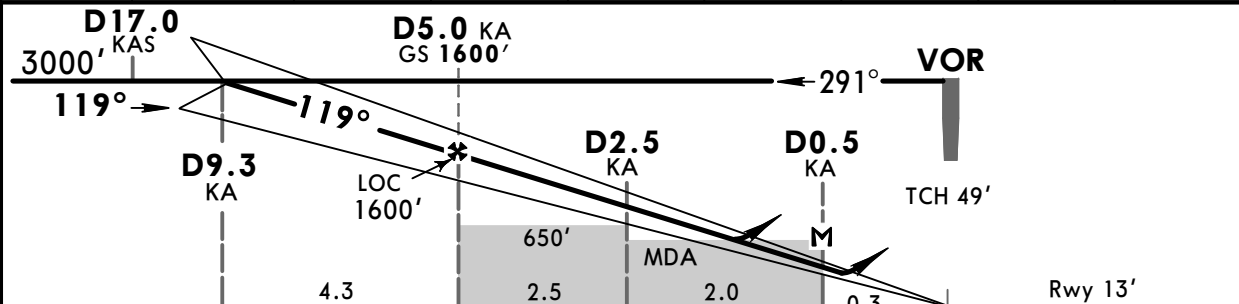
**JEPPESSEN**  
7 DEC 18 **(11-3)**

**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	119.805	120.205	118.1	121.625
LOC KA *109.9	Final Apch Crs 119°	GS D5.0 KA 1600' (1587')	ILS DA(H) Refer to Minimums	Apt Elev 17' Rwy 13'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.</b>					
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		
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.5 KA								

<b>Standard</b> STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
ILS DA(H) A: 213'(200') C: 228'(215') B: 220'(207') D: 239'(226')		LOC (GS out) CDFA DA/MDA(H) 430'(417')		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
FULL		ALS out		Max Kts	MDA(H) VIS
A				100	550'(533') 1500m
B				135	580'(563') 1600m
C	RVR 550m 2	RVR 1200m	RVR 1200m	180	1 780'(763') 2400m
D				205	1 780'(763') 3600m

PANS OPS

2 W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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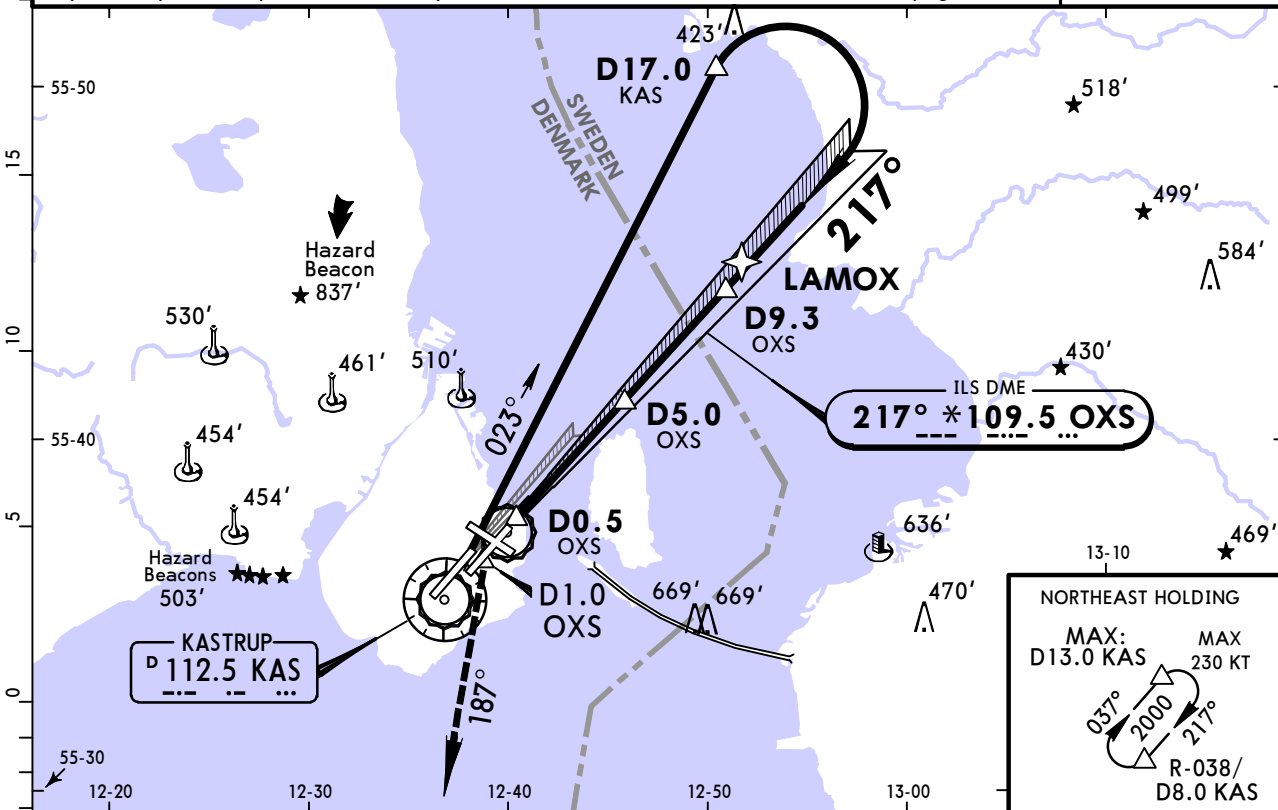


**EKCH/CPH**  
**KASTRUP**

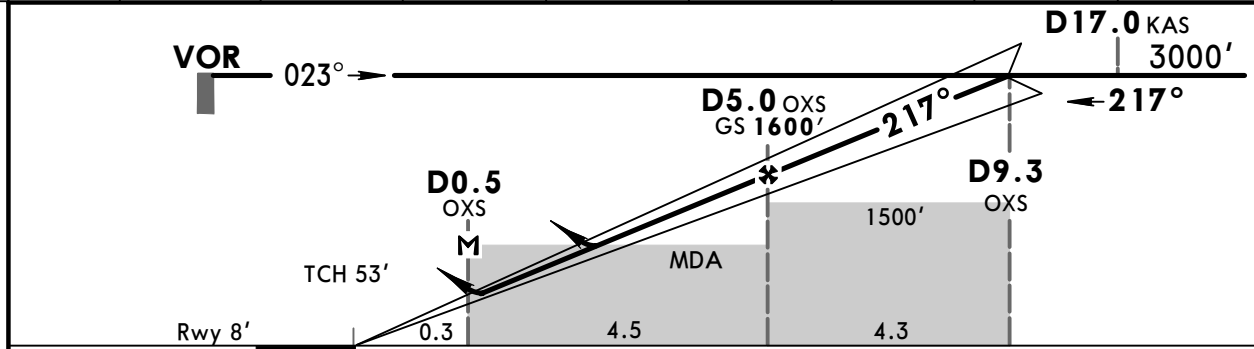
**JEPPESSEN**  
7 DEC 18 **(11-4)**

**COPENHAGEN, DENMARK**  
**ILS DME Rwy 22L**

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.805	120.205	118.1	121.625
LOC OXS <b>*109.5</b>	Final Apch Crs <b>217°</b>	GS <b>D5.0 OXS</b> 1600' (1592')	ILS DA(H) <b>208' (200')</b>	Apt Elev 17' Rwy 8'	
<b>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.</b>					
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.					



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



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

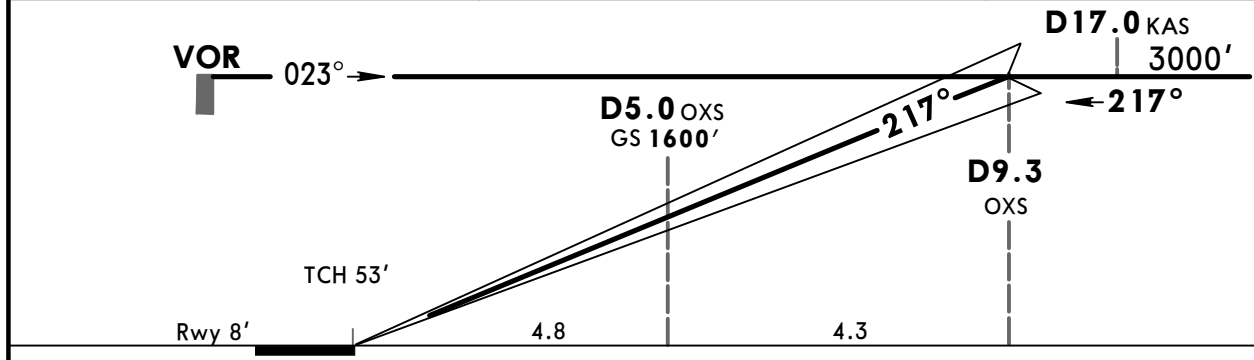
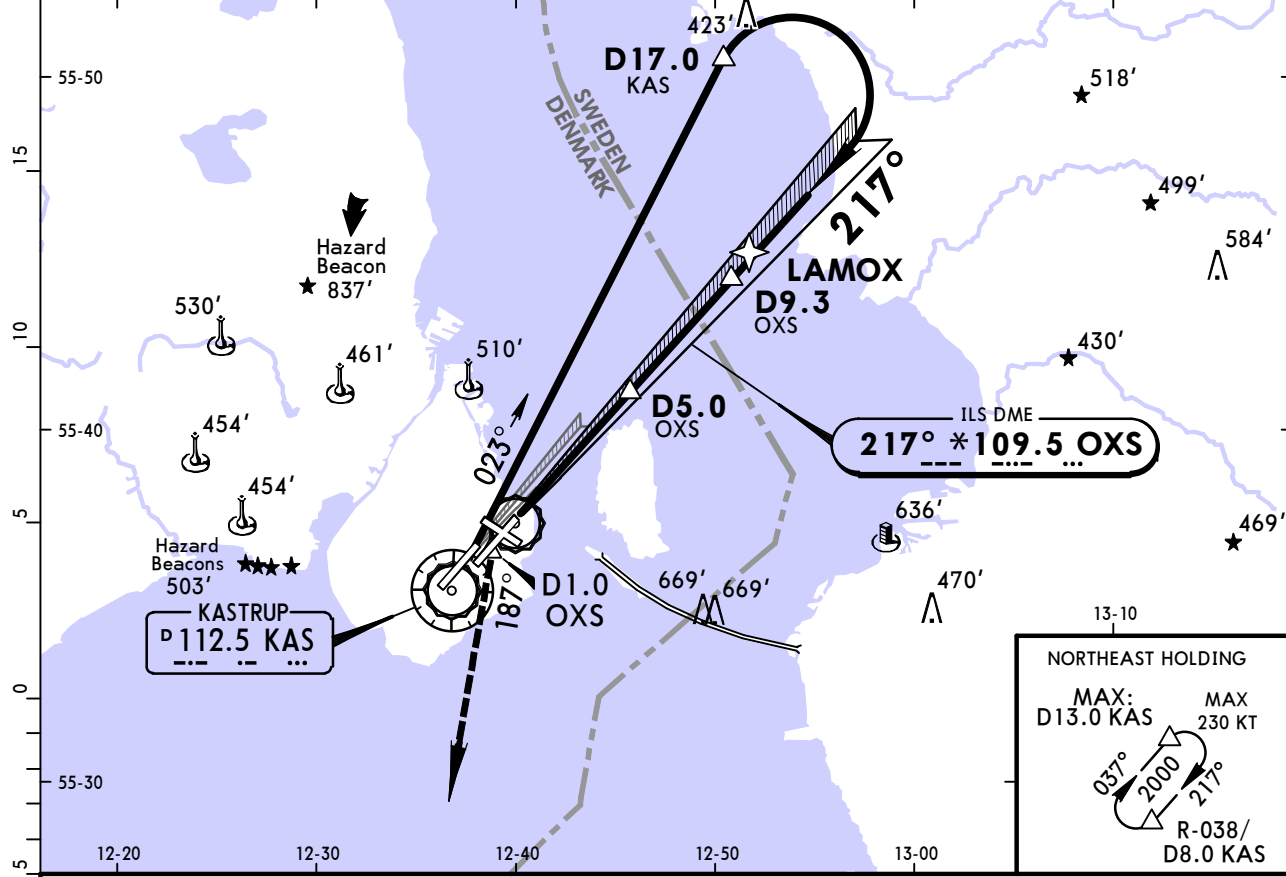
<b>PANS OPS</b>	<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 22L</b>		<b>LOC (GS out)</b>		<b>CIRCLE-TO-LAND</b>	
					<b>ILS</b>		<b>CDFA</b>		<b>1</b> Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
	DA(H) <b>208' (200')</b>		DA(MDA)(H) <b>400' (392')</b>						Max Kts	
	FULL	TDZ or CL out	ALS out	ALS out					MDA(H)	VIS
	A								100	550' (533')
B								135	580' (563')	1600m
C	RVR 550m	RVR 550m <b>2</b>	RVR 1200m	RVR 1100m				180	<b>1</b> 780' (763')	2400m
D								205	<b>1</b> 780' (763')	3600m

**2** W/o HUD/AP/FD: RVR 750m

# EKCH/CPH KASTRUP

# JEPPESSEN COPENHAGEN, DENMARK 7 DEC 18 (11-4A) CAT II/III ILS DME Rwy 22L

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.805	120.205	118.1	121.625
LOC OX *109.5	Final Apch Crs 217°	GS D5.0 OXS 1600' (1592')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 17' Rwy 8'	<p>MSA KAS VOR</p>
<b>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.</b>					
Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: By ATC    Trans alt: 5000' 1. Special Aircrew & Aircraft Certification Required. 2. Dependent parallel apch auth with rwy 22R. For further instructions refer to 10-1P pages.					



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

<b>Standard</b>		<b>STRAIGHT-IN LANDING RWY 22L</b>	
CAT IIIA ILS I DH 50'	CAT II ILS ABCD RA 101' DA(H) 108' (100')	RVR 200m	RVR 300m
CAT IIIB: MIM RVR 75m			

PANS OPS

# EKCH/CPH KASTRUP

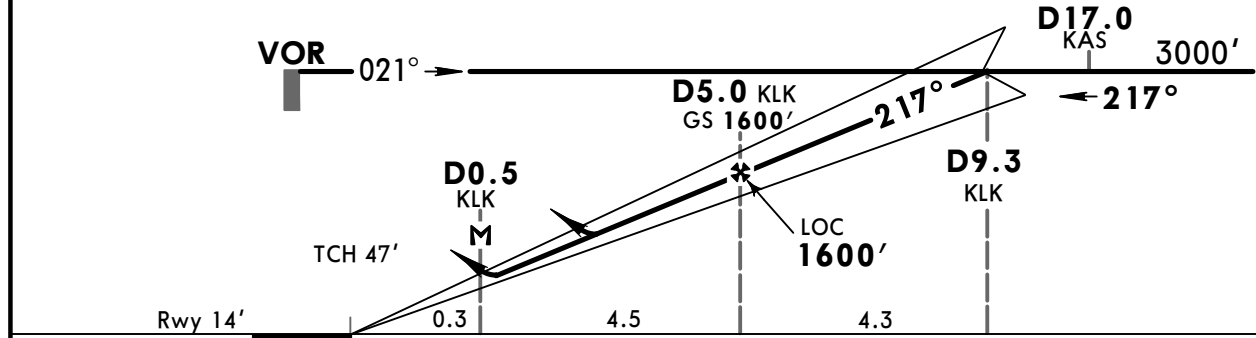
**JEPPESSEN**  
7 DEC 18 **(11-5)**

# 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	119.805	120.205	118.1	121.625
LOC KLK * <b>110.9</b>	Final Apch Crs <b>217°</b>	GS <b>D5.0 KLK</b> 1600' (1586')	ILS DA(H) Refer to Minimums	Apt Elev 17' Rwy 14'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.</b>					
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		<b>3000'</b>
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.5 KLK								

PANS OPS	STRAIGHT-IN LANDING RWY 22R				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		<b>1</b> Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
	DA(H) AB: <b>214'</b> (200')	C: <b>220'</b> (206')	D: <b>230'</b> (216')	DA/MDA(H) <b>400'</b> (386')	Max Kts	MDA(H) VIS
	FULL	ALS out	ALS out	ALS out		
A				100	<b>550'</b> (533') 1500m	
B				135	<b>580'</b> (563') 1600m	
C	RVR 550m <b>2</b>	RVR 1200m	RVR 1100m	180	<b>1</b> <b>780'</b> (763') 2400m	
D				205	<b>1</b> <b>780'</b> (763') 3600m	

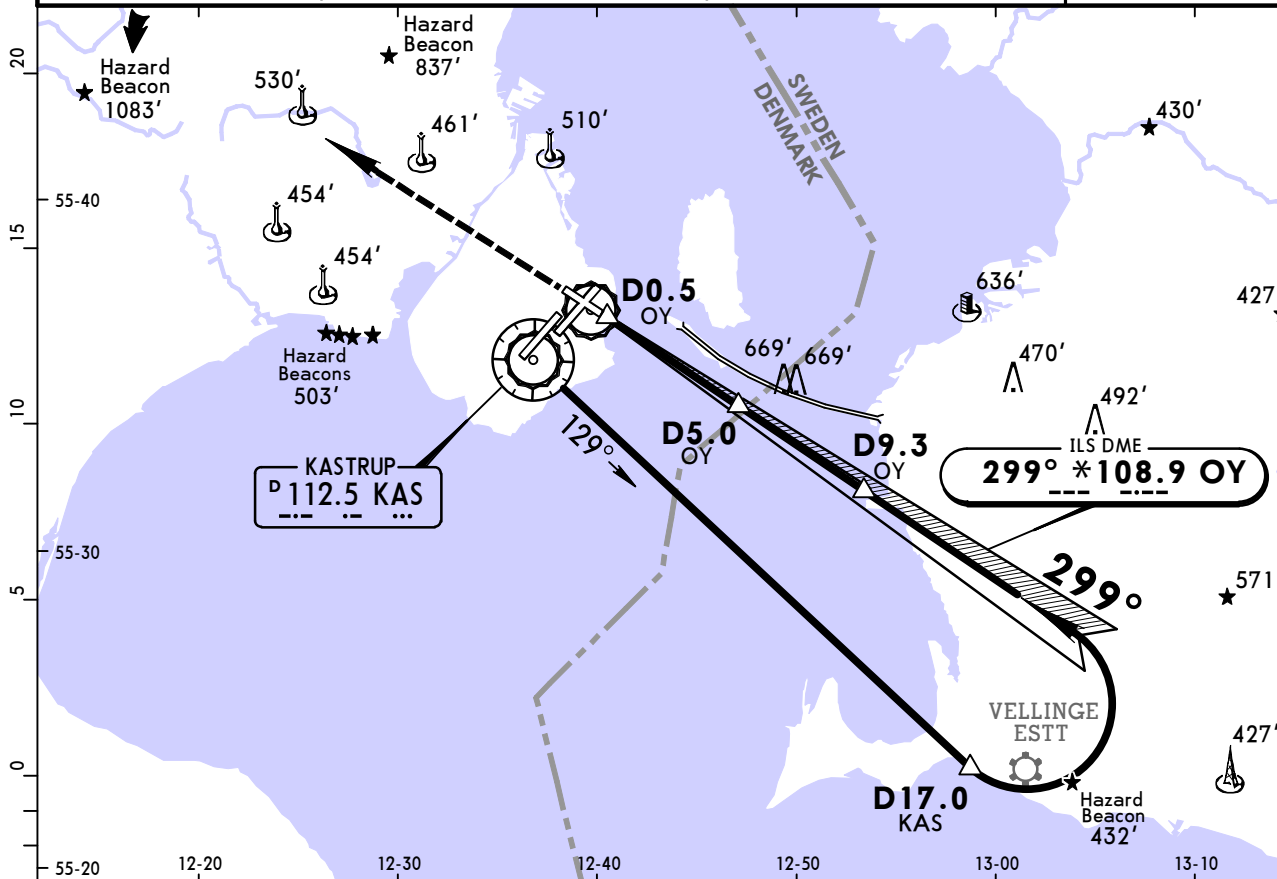
**2** W/o HUD/AP/FD: RVR 750m

**EKCH/CPH**  
**KASTRUP**

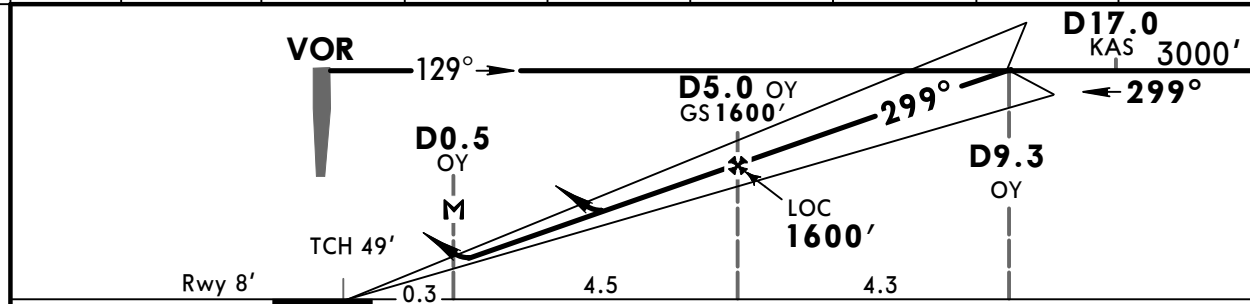
**JEPPESEN**  
7 DEC 18 **(11-6)**

**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	119.805	120.205	118.1	121.625
LOC OY <b>*108.9</b>	Final Apch Crs <b>299°</b>	GS <b>D5.0 OY</b> 1600' (1592')	ILS DA(H) Refer to Minimums	Apt Elev 17' Rwy 8'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.</b>					
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		3000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.5 OY								

<b>PANS OPS</b>	<b>Standard</b> STRAIGHT-IN LANDING RWY 30 ILS				CIRCLE-TO-LAND	
	DA(H) A: <b>208'</b> (200') C: <b>222'</b> (214')		DA/MDA(H) ABC: <b>420'</b> (412') D: <b>430'</b> (422')		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
	FULL		ALS out		Max Kts	MDA(H) VIS
	A	RVR 550m 2	RVR 1200m	RVR 1200m	100	550' (533') 1500m
	B			RVR 1500m	135	580' (563') 1600m
C			RVR 1900m	180	1 780' (763') 2400m	
D			RVR 2000m	205	1 780' (763') 3600m	

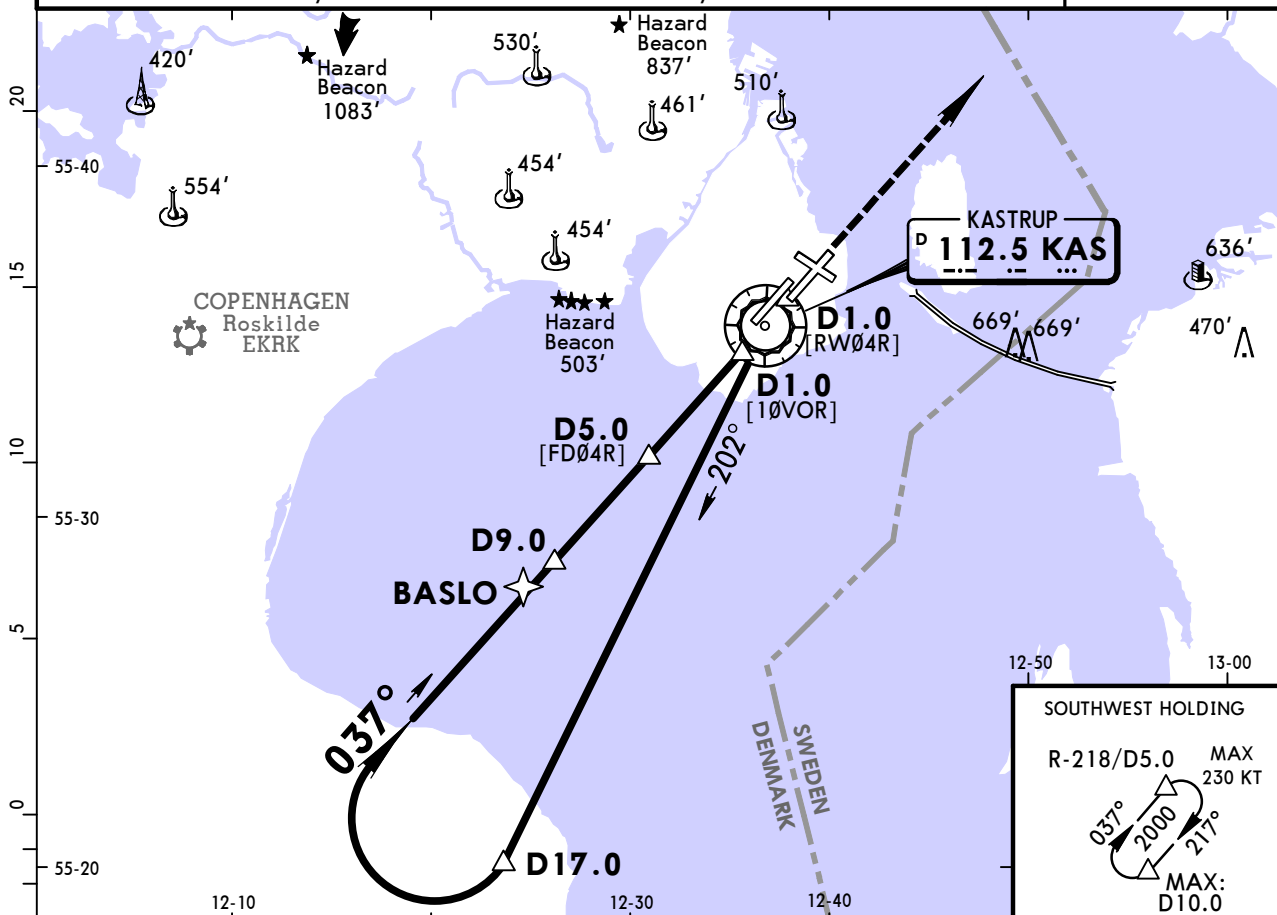
2 W/o HUD/AP/FD: RVR 750m

**EKCH/CPH**  
**KASTRUP**

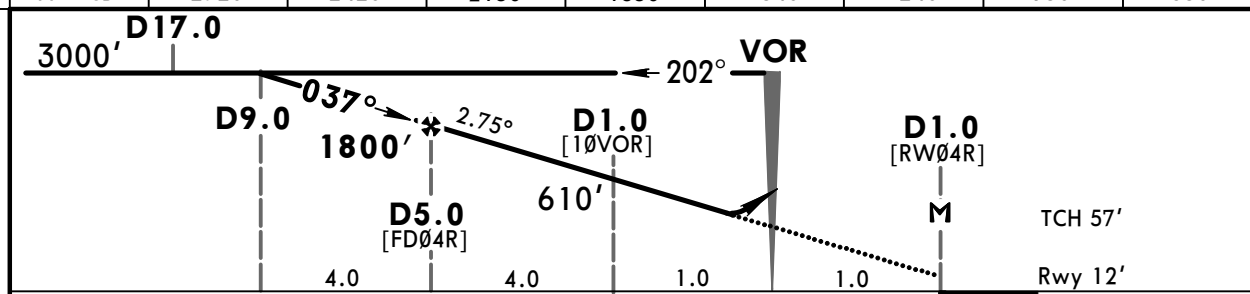
**JEPPESEN**  
7 DEC 18 (13-1)

**COPENHAGEN, DENMARK**  
**VOR DME Rwy 04R**

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.805	120.205	118.1	121.625
VOR KAS <b>112.5</b>	Final Apch Crs <b>037°</b>	Minimum Alt <b>D5.0</b> 1800' (1788')	DA/MDA(H) <b>430'</b> (418')	Apt Elev 17' Rwy 12'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.</b>					
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		<b>3000'</b>
Descent Angle	2.75°	340	438	486	584	681		
MAP at D1.0 after VOR								

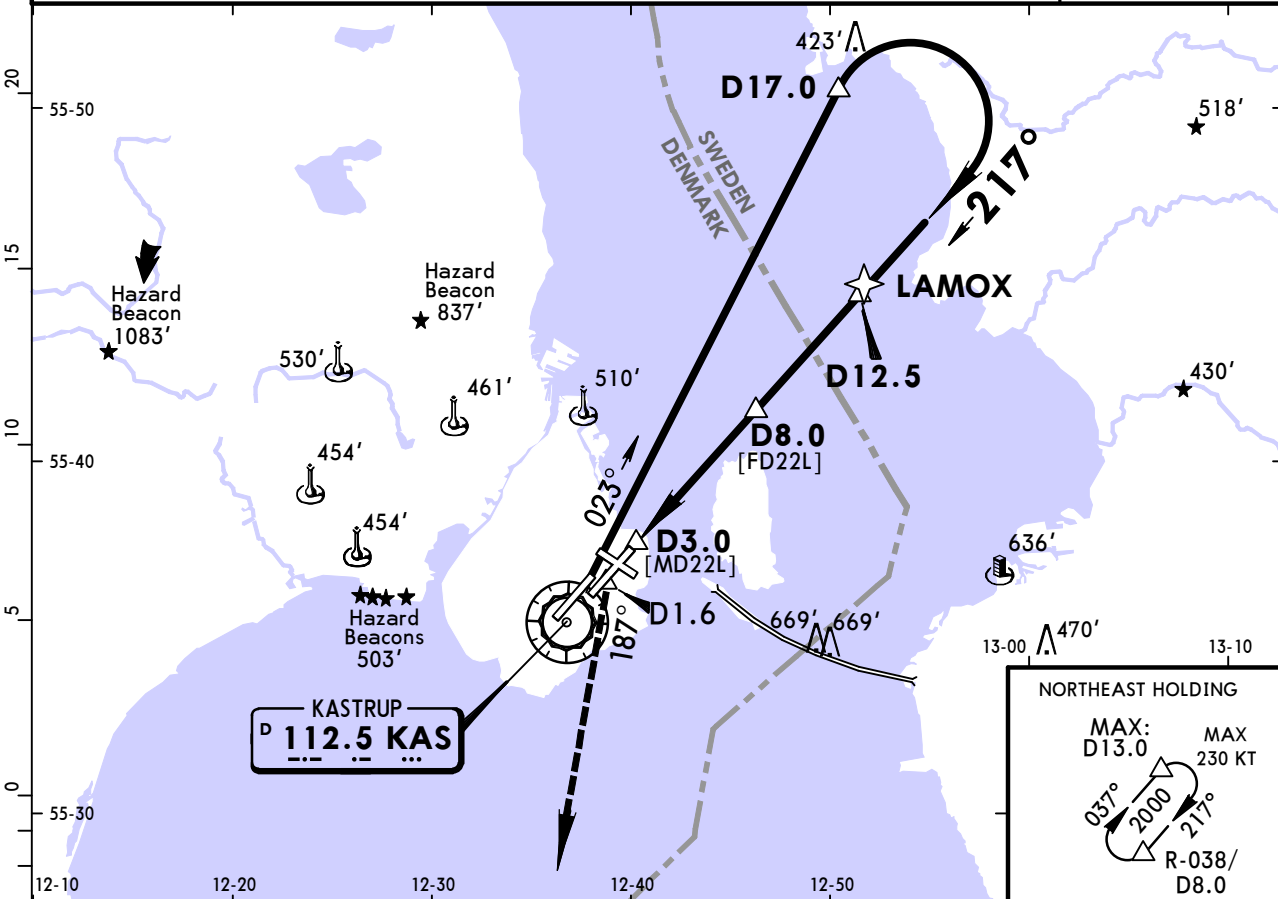
<b>PANS OPS</b>	<b>Standard</b> STRAIGHT-IN LANDING RWY 04R			CIRCLE-TO-LAND		
	CDFA			<b>1</b> Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12		
	DA/MDA(H) <b>430'</b> (418')			Max Kts	MDA(H)	VIS
	A	ALS out		100	<b>550'</b> (533')	1500m
	B	RVR 1500m		135	<b>580'</b> (563')	1600m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

# EKCH/CPH KASTRUP

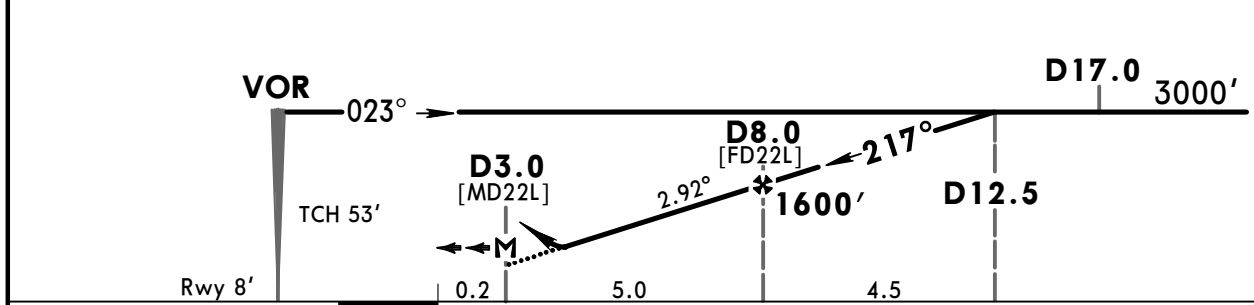
**JEPPESEN**  
7 DEC 18 **(13-2)**

# COPENHAGEN, DENMARK VOR DME Rwy 22L

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Apron
122.750	118.45	119.805	120.205	118.1	121.625
VOR KAS <b>112.5</b>	Final Aptch Crs <b>217°</b>	Minimum Alt <b>D8.0</b> 1600' (1592')	DA/MDA(H) <b>500'</b> (492')	Apt Elev 17' Rwy 8'	
<b>MISSED APCH:</b> 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	826	
MAP at D3.0							500'   D1.6 whichever is later

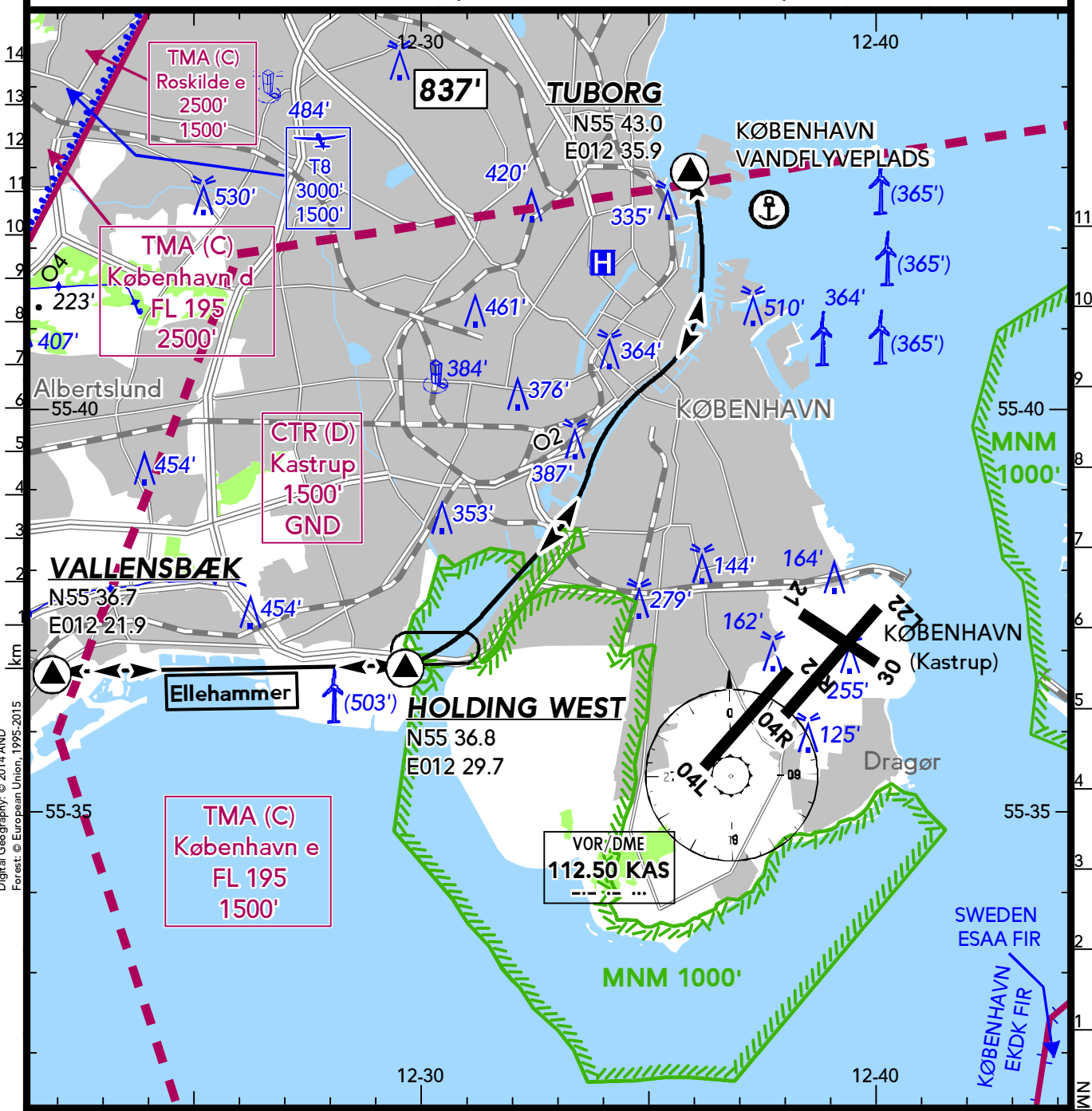
<b>PANS OPS</b>	<b>Standard</b>		<b>STRAIGHT-IN LANDING RWY 22L</b>		<b>CIRCLE-TO-LAND</b>	
	CDFA				<b>1</b> Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
	DA/MDA(H) <b>500'</b> (492')				Max Kts	MDA(H)   VIS
	A	ALS out		100	<b>550'</b> (533')	1500m
	B	RVR 1500m		135	<b>580'</b> (563')	1600m
C	RVR 1500m		180	<b>1</b> <b>780'</b> (763')	2400m	
D	RVR 2300m		205	<b>1</b> <b>780'</b> (763')	3600m	

**EKCH**  
KASTRUP

20 SEP 19 **19-1**

**KØBENHAVN**  
DENMARK

BRIEFING STRIP™	LOCATION Elev 17' /5m N55 37.1 E012 39.4	FIS COPENHAGEN INFORMATION 127.075	VAR 4°E
	ATIS ATIS 122.850 <sup>(1)</sup> (en) 122.750 <sup>(2)</sup> (en)	AIRSPACE COPENHAGEN APPROACH 119.805 <sup>(3)</sup>	
APPROACH			
KASTRUP ARRIVAL 118.455 <sup>(4)</sup>			
KASTRUP DEPARTURE 124.980 <sup>(4)</sup>		120.255 <sup>(4)</sup>	
KASTRUP FINAL 120.205 <sup>(5)</sup> (da, en)			
TOWER			
KASTRUP TOWER 118.575 (da, en)		121.825 (da, en) 118.700 <sup>(6)</sup> (da, en)	
		118.100 <sup>(7)</sup> (da, en) 119.350 <sup>(8)</sup> (da, en)	
AIRSIDE OPERATIONS 131.400			
(1) 60 NM / FL 200, DEP (2) ARR (3) København TMA (4) 50 NM / FL 250 (5) 40 NM / FL 150			
(6) 25 NM / 4000' (7) 25 NM / 4000', ARR (8) 25 NM / FL 100, DEP			



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Forest: © European Union, 1995-2015

EKCH

KØBENHAVN

KASTRUP

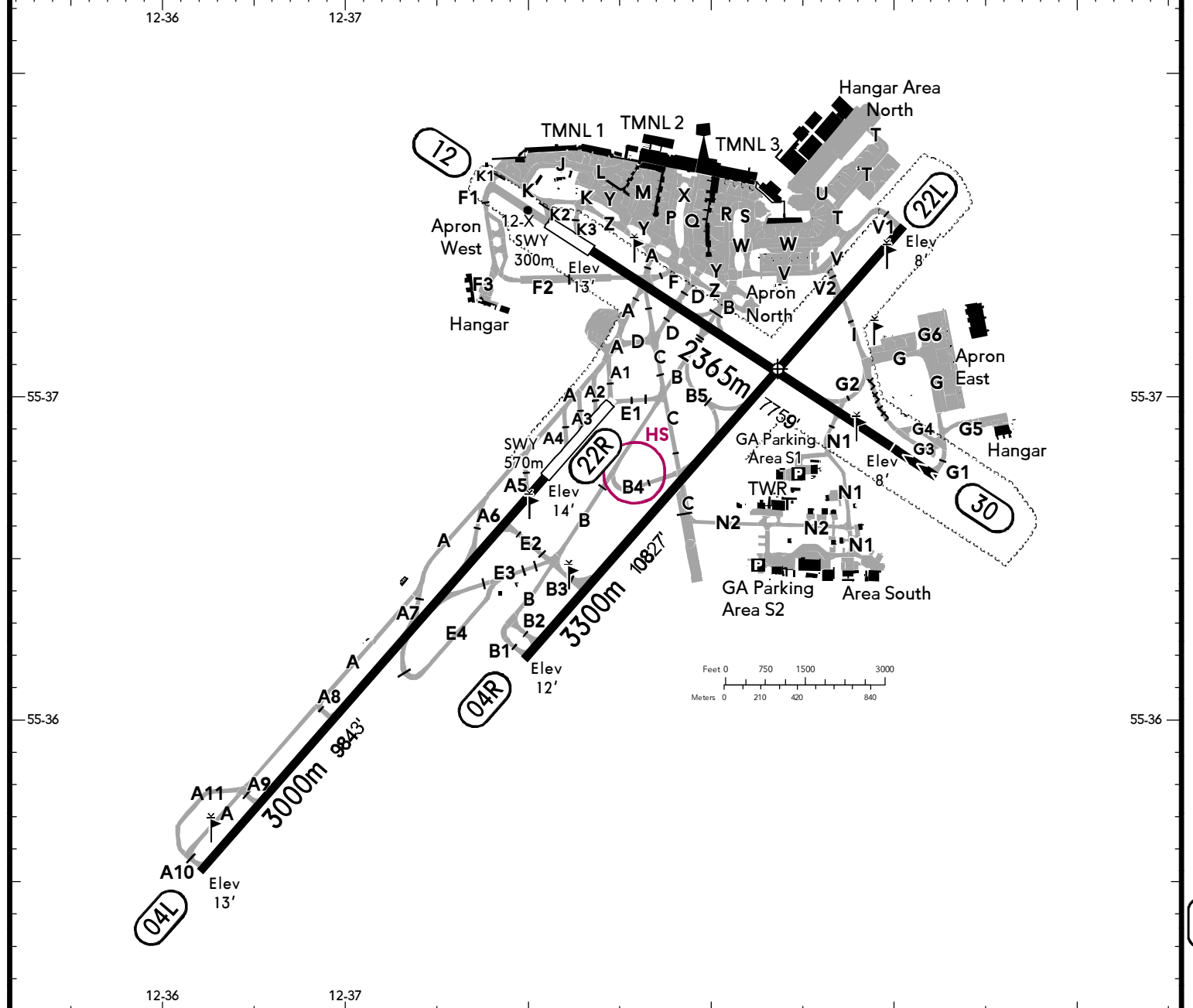
20 SEP 19 (19-2)

DENMARK

LOCATION Elev 17' /5m N55 37.1 E012 39.4	ATIS ATIS 122.850 <sup>(1)</sup> (en) 122.750 <sup>(2)</sup> (en)	TOWER	CLEARANCE DELIVERY 119.900 <sup>(3)</sup> (da, en)		
		KASTRUP APRON	121.725 (da, en)	121.625 <sup>(4)</sup> (da, en)	121.900 <sup>(5)</sup> (da, en)
		KASTRUP TOWER	118.575 (da, en)	121.825 (da, en)	118.700 <sup>(6)</sup> (da, en)
			118.100 <sup>(7)</sup> (da, en)	119.350 <sup>(8)</sup> (da, en)	

AIRSIDE OPERATIONS 131.400	ADMITTED AIRCRAFT
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<sup>(1)</sup> 60 NM / FL 200, DEP    <sup>(2)</sup> ARR    <sup>(3)</sup> Start up & taxi instruction (Apron South, West & Area South)    <sup>(4)</sup> 60 NM / FL 200, ARR  
<sup>(5)</sup> Start up & taxi instruction (Apron North)    <sup>(6)</sup> 25 NM / 4000'    <sup>(7)</sup> 25 NM / 4000', ARR    <sup>(8)</sup> 25 NM / FL 100, DEP



ALS - PAPI 04L (3.0°), 22R (3.0°), 04R (3.0°), 22L (3.0°), 12 (3.0°), 30 (3.0°) - THRL - RL - RCLL (EXC 12/30) - TWYL - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
04R (037°) 22L (217°)	3300 x 45 Asphalt	3300	3300	PCN 80/F/C/X/U	☞
04L (037°) 22R (217°)	3000 x 45 Asphalt	3000	3000	PCN 80/F/C/X/U	☞
12 (119°) 30 (299°) Ⓢ	2365 x 45 Paved	2365	2365 2395	PCN 80/F/C/X/U	☞

Ⓢ LDA incl. SWY



**EKCH**  
**KASTRUP**

20 SEP 19

**19-3**

**KØBENHAVN**  
**DENMARK**

**Intersection TKOF**

RWY	PSN	TORA (m)
04L	A10	3000
22R	A1/E1	3600
	A2	3500
	A3	3375
	A4	3245
	A5	2900
04R	B1	3300
	B2	3205
	B3	2795
	B4/C	1940
22L	V1	3300
	V2	2770
12	12-X	2800
	K2	2695
	K3	2485
	D	1800
30	G1	2365

NOTE: Refer to København (EKCH) Area Information.

NOTE: TWY in front of RWY 12 shall not be used for TKOF.

**CAUTION: Various wind farms in closer and more distant vicinity of AD.**

**Tall ships or objects being towed may be expected in the ships fairway Drogden east of AD, which may affect the OBST limitation surfaces for RWY 22L, 22R & RWY 30 or the DEP sectors RWY 04R, 04L & RWY 12.**

**If ships or objects being towed with a height of more than 115' KASTRUP TOWER is notified 30 MIN prior to their intended passage through the fairway Drogden.**

**During the time of passage of the approach sectors RWY 22L/30, with ships or objects being towed with a height of more than 164', the RWY affected will be closed for landing ACFT.**

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

**If an emergency situation during LDG or TKOF should occur, KASTRUP TOWER will as far as possible inform the ACFT if such ships or objects are expected in the fairway during LDG or TKOF.**

**RWY Incursion Hot Spots**

**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.

**General**

Crossing of a lit stop bar is prohibited. Traffic may proceed only with explicit clearance from ATC and only after the stop bar has been switched off.

During parallel RWY operations two RWY controllers

(KASTRUP TOWER) are active. During single RWY operations special rules & areas will be in force.

Non-scheduled public air traffic with HEL PPR.

School and training flights PPR.

At København (Kastrup) a number of local regulations apply. The regulations are collected in a manual which is available at the AIS Briefing Office and at the Airport Office.

**Taxiing & Parking**

ARR: follow the standard taxi routes to RWY 04L & 22L depending on RWY in use, according to standard taxi route 04L or 22L.

Standard taxi routes RWY in use for LDG 04L (if not otherwise instructed by ATC):

- remain on LDG frequency until instructed by ATC,
- expect left turn of via TWY A (A7-A1) to hold short of RWY 30.

Standard taxi routes RWY in use for LDG 22L (if not otherwise instructed by ATC):

- remain on LDG frequency until instructed by ATC,
- expect right turn of via TWY B5 to hold short of TWY B or right turn of via TWY B1-B4 to hold short of TWY C,
- RWY 30 AVBL on request,
- TWY B2 not AVBL during CAT III operation.

In the apron areas minimum engine-power shall be used as far as possible.

Start up of multi-engine propeller ACFT must always be executed in such a way that the noise around the ACFT is reduced as much as possible:

- on nose in/push-back stands, one engine only must be started on the stand. Start up of the remaining engines shall wait until after push-back;
- on turn-in/turn-out stands, it is requested to start one engine only on the stand.

Anti-collision lights must be activated whenever engines are operating.

Multi engine propeller ACFTs are requested to enter stand with one engine operating only.

Permission to taxi-out from a stand or position must not be requested unless the tractor/ACFT is ready to perform the manoeuvre immediately.

**Marshaller Assistance**

Marshaller assistance can be requested via KASTRUP TOWER or APRON.

Marshaller assistance is compulsory, after instruction from ATC, for GA ACFTs during taxiing.

**HEL Operations**

AD closed to HEL between 2300LT and 0600LT.

Parking of HEL shall take place on stands G110 & G111.

TKOF shall be commenced from designated RWY TKOF positions, EXC for RWY 30 where TKOF from PSN TWY G2 is permitted.

DEP must be performed in RWY direction, EXC for RWY 22L and RWY 30, where DEP in RWY direction 04 and 12

**EKCH**  
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19-3A

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**DENMARK**

respectively is permitted.

DEP shall be performed with climb on RWY track to MNM  
ALT 600' before turn is commenced.

LDG shall take place at RWYs only.

## Chart changes since cycle 14-2020

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

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

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport EKCH

### Chart Change Notices for Country DNK

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

EFF 16 AUG 18 SKRYDSTRUP LOCAL ATS AREA (FIS) contact frequency chgd from 127.475 to 124.100.

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

VOR 'VES' perm withdrawn.