1. Aerodrome Location Indicator and Name: EKCH - København/Kastrup

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 37 04.50N 012 39 21.50E INT RWY 04R/22L and RWY 12/30
2.	Distance and direction from city:	4.4 NM SSE of Copenhagen
3.	ELEV: REF temperature:	17 FT 22°C
4.	VAR: Annual change:	5° E (MAY 2025) Increasing 0,16'
5.	AD ADM: AD address:	Københavns Lufthavne A/S København/Kastrup Airport Lufthavnsboulevarden 6 P.O. Box 74 DK-2770 Kastrup
	TEL:	+45 32 31 24 72 (Airport) +45 32 47 82 72 (AIS/ARO) +45 32 48 19 00 (TWR/APP)
	E-mail: AFS:	traatwr@cph.dk EKCHYDYX, only by appointment.
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	Aerodrome operator:	H24 (H24)
2.	Customs and immigration:	The airport is open for traffic to/from all states. Hours for customs and immigration H24 (H24)
3.	Health and sanitation:	H24 (H24)
4.	AIS Briefing Office:	NIL
5.	ATS Reporting Office (ARO):	NIL
6.	MET Briefing Office:	NIL
7.	ATS:	H24 (H24)
8.	Fuelling:	H24 (H24)
9.	Handling:	H24 (H24)
10.	Security:	H24 (H24)
11.	De-icing:	H24 (H24)

12. Remarks: At the Airport Office (H24), adjacent to Terminal 2 (see APDC), a PC for self-briefing is available, along with direct phonelines to AIS and MET.
MET Briefing Office: See AD 2.11 Meteorological Information Provided and GEN 3.5.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1 Oil: All
3.	Fuelling facilities and capacity:	Fuel hydrant system. Fuelling by dispenser is available for Jet aircraft on most apron stands. Fixed self-service fuelling facility available in Maintenance Area South for code A/B jet aircraft.
4.	De-icing facilities:	Yes. For details see item 20 Local Aerodrome Regulations
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	Yes

7. Remarks:
1. Airside Operations FREQ 131.405
2. In Maintenance Area South aircraft refuelling and de-fuelling is allowed only
- in hangars with a fuelimpenetrable floor coating and with outlet to a fuel separator, or
- in the designated fuelling area around the fuel facility in front of Hangar 141.
The fuel valve and vent openings of the aircraft must be kept within the area boundaries during fuelling
3. All operators, including military flights, executive, private and general aviation, must take prior arrangements with a handling agent for transportation of crew and passengers between aircraft and terminal as well as prior arrangements with a deicing provider for anti- and deicing of aircraft.

5. Passenger Facilities

1.	Hotels:	Yes
2.	Restaurants:	Yes
3.	Transportation:	Buses (public and free terminal buses), metro, taxis, trains and car rental companies (Avis/Budget, Enterprise, Europcar, GreenMobility, Hertz, Sixt and SwipeNgo).
4.	Medical facilities:	Hospitals in town
5.	Bank and Post Office:	Bank. No post office at aerodrome.
6.	Tourist Office:	In Copenhagen TEL +45 70 22 24 42

7. Remarks: NIL

6. Rescue and Firefighting Services

1. AD category for fire fighting: CAT 9

2. Rescue equipment:

Crashtender 1 (SK1) and Crashtender 2 (SK2):
Extinguisher Agent Capacity:
Water: 12.500 L
Foam: 1.500 L Solberg, Re-healing RF 3X6
Complementary agent: Powder: 225 kg

Crashtender 3 (SK3):
Extinguisher Agent Capacity:
Water: 12.000 L
Foam: 1.200 L Solberg, Re-healing RF 3X6
Complementary agent: Powder: 225 kg

Crashtender 4 (SK4):
Extinguisher Agent Capacity:
Water: 12.000 L
Foam: 1.200 L Solberg, Re-healing RF 3X6
Complementary agent: CO2: 2 x 30 kg

Sea Rescue:
2 Sea rescue boats and floating devices for up to 650 persons.

3. Capability for removal of disabled aircraft:

EKCH has no independent capacity to remove aircraft, but the Aerodrome Coordinator for the removal of disabled aircraft can establish contact with the Scandinavian Airlines Technical Department, which has equipment stationed at EKCH for the removal of aircraft up to wingspan of 80 M, including Airbus A-380-800 / Boeing B-747-800.

- Lifting with airbags (for wingspan wider than 52 M, nose gear only)
- Wheel Jacking
- Emergency Pulling
- Emergency towing
- Lifting with crane
- Moving on flatbed trailer(s)

Contact information regarding coordination with CPH: Security Operational Center (SOC), TEL: +45 32 31 35 00, e-mail: secoc@cph.dk

4. Remarks: Registered owner or aircraft operator retains complete responsibility for the removal of disabled aircraft and are obligated to have disabled aircraft removal plans which include coordination with Copenhagen Airports A/S (hereafter CPH).

CPH has a Disabled Aircraft Removal Coordinator (DARC) function available H24,which on request is able to assist with the removal of disabled aircraft at the registered owner or aircraft operators' expense and responsibility.

Registered owner or aircraft operators' failure to remove a disabled aircraft may lead to claims for compensation for loss of airport operation.

If registered owner or aircraft operator isn't able to or rejects to remove a disabled aircraft, CPH may (including for visual reasons) initiate removal of the disabled aircraft at the registered owner or aircraft operators' expense and responsibility.

7. Runway Surface Condition Assessment and Reporting, and Snow Plan

1. Type of clearing equipment: Mechanical snow clearing with Runway Sweepers, Snowblowers, Spray trucks, Tractor-mounted broom / plough / sprayer (Chemicals), Truck-mounted plough / chemical spreader and Frontloader.
Chemicals: KFOR and NAFO

2. Clearance priorities:
1. Active runways and access roads from the fire station to runway in use
2. Taxiways towards the active runways
3. Aprons
4. Other runways and access roads for rescue purposes
5. Other areas

3. Remarks: AD available all seasons. Specially prepared winter runways not available. Runways de-iced/anti-iced with KFOR and NAFO.
See also Runway Surface Condition Assessment and Reporting, and Snow Plan in AD 1.2.

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength:
Taxi lanes:
Asphalt, PCN 80/F/C/X/U.
Stands:
Concrete. The strength of the individual stand is incorporated in the stand type scheme, which is used for allocating stands.

2. Taxiway width, surface and strength:
Taxiways except TWY N1 and N2:
23 M, concrete or asphalt, PCN 80/F/C/X/U.
TWY N1:
21 M, asphalt, PCN 40/F/C/X/U.
TWY N2:
20 M, asphalt, PCN 40/F/C/X/U.

3. ACL and ELEV: NIL

4. VOR checkpoints: NIL

5. INS checkpoints: See Aircraft Parking/Docking Charts

6. Remarks: Magnetic compass deviations may be registered on some aircraft stands while parked due to live electrical cables beneath the apron surface. These deviations should be disregarded.

9. Surface Movement Guidance and Control System and Markings

1. Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system: See item 20 - Local Aerodrome Regulations and Aircraft Parking/Docking charts

2. RWY and TWY markings:
All runways:
THR, RWY NR, TDZ, centre line, side stripes
TWY:
Centre line, side stripes (where deemed necessary), holding positions, sign boards

3. Stop bars: See Aerodrome Chart and Aircraft Parking/Docking Charts

4. Remarks: Due to EASA regulations regarding enhanced conspicuity on runway-holding position markings (CS ADR-DSN.L.575) and enhanced taxiway centre line markings (CS ADR-DSN.L.570), pilots could notice a gradual change in the design.

Reduced clearance distances apply around aircraft stand C28.

10. Aerodrome Obstacles

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
EKCH_ATC TWR POINT_0	Control tower	55 36 42.4N 012 39 27.3E	253	242	Day: LIM FLG W Night: LIM FLG R	NIL
Additional tabular data pending						

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Tabular data pending						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
NIL						

Remarks:

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

   Ships or objects being towed with a height of more than 115 FT MSL shall notify KASTRUP TOWER via Sound VTS 30 minutes prior to their intended passage through the fairway.

   If departing aircraft from RWY 04R or RWY 12 in IMC-conditions are unable to climb with at least 400 FT/NM according to the SID, the runway affected will be closed for these aircraft if such ships or objects with a height of more than 115 FT MSL are expected in the fairway during take-off, see AOC-A 04R and AOC-A 12. If ships or objects with a height of more than 180 FT MSL are expected in the fairway, the runway will be closed for take-off during passage. If departing aircraft from RWY 04L in IMC-conditions are unable to climb with at least 400FT/NM according to SID, the runway will be closed for these aircraft if ships or objects with a height of more than 175 FT MSL are expected in the fairway during take-off.

   If departing aircraft from RWY 04R or RWY 12 in VMC-conditions are unable to climb with at least 400 FT/NM according to the SID, Kastrup TWR will inform the aircraft if ships or objects with a height of more than 115 FT MSL are expected in the fairway during take-off, See AOC-A 04R and AOC- A 12. If departing aircraft from RWY 04L in VMC-conditions are unable to climb with at least 400FT/NM according to SID, Kastrup TWR will inform the aircraft if ships or objects with a height of more than 175 FT MSL are expected in the fairway during take-off.

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

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

   If an emergency situation during landing or take-off should occur, Kastrup TWR will as far as possible inform the aircraft if such ships or objects are expected in the fairway during landing or take-off.
2. Holding aircraft on holding positions A1-A4 and E1 may infringe the approach/take off surface for RWY 22R/04L.

11. Meteorological Information Provided

1.	Associated MET Office:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) TEL +45 39 15 72 72
2.	Hours of service:	H24
3.	Office responsible for TAF preparation:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV)
	Periods of validity: Interval of issuance	24 hours 3 hours
4.	Type of landing forecast:	TREND
	Interval of issuance:	30 MIN
5.	Briefing/Consultation provided:	Self briefing (www.northavimet.com) and telephone consultation
6.	Flight documentation:	Charts. Abbreviated plain language texts.
	Language(s) used:	English and Danish
7.	Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
8.	Supplementary equipment available:	NIL
9.	ATS units provided with information:	APP/TWR, ACC København and Copenhagen Information
10.	Additional information (limitation of service, etc.):	NIL

12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
04L	041.2° GEO 036.2° MAG	3001 x 45 M	PCN 80/F/C/X/U. Asphalt	55 35 31.92N 012 36 12.73E	13 FT/Data pending
22R	221.2° GEO 216.2° MAG	3571 x 45 M	PCN 80/F/C/X/U. Asphalt	55 36 44.92N 012 38 05.61E	14 FT/Data pending
04R	041.2° GEO 036.2° MAG	3302 x 45 M	PCN 80/F/C/X/U Asphalt	55 36 11.16N 012 37 58.97E	12 FT/Data pending
22L	221.2° GEO 216.2° MAG	3302 x 45 M	PCN 80/F/C/X/U Asphalt	55 37 31.48N 012 40 03.29E	8 FT/Data pending
12	123.2° GEO 118.2° MAG	2800 x 45 M	PCN 80/F/C/X/U. Asphalt/Concrete	55 37 26.94N 012 38 20.82E	13 FT/Data pending
30	303.2° GEO 298.2° MAG	2365 x 45 M	PCN 80/F/C/X/U. Asphalt/Concrete	55 36 49.87N 012 40 01.01E	8 FT/Data pending

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Obstacle-free zone
04L	Data pending	570 x 45 M	NIL	3690 x 300 M	90 x 90 M	AVBL
22R	Data pending	NIL	NIL	3690 x 300 M	90 x 90 M	NIL
04R	Data pending	NIL	NIL	3422 x 300 M	90 x 150 M	NIL
22L	Data pending	NIL	NIL	3422 x 300 M	90 x 150 M	AVBL
12	Data pending	NIL	NIL	2920 x 300 M	90 x 90 M	NIL
30	Data pending	300 x 45 M	NIL	2920 x 300 M	220 x 90 M	NIL

Remarks:

Runway classification

RWY NR	RUNWAY CODE	TYPE
04L	4E	PA-2
04R	4E	PA-1
12	4E	PA-1
22L	4E	PA-3B
22R	4E	PA-1
30	4E	PA-1

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 04L				3001 M	NIL
TWY A10	3001 M	3001 M	3571 M		
RWY 22R				3001 M	NIL
TWY A1/E1	3571 M	3571 M	3571 M		
TWY A2	3489 M	3489 M	3489 M		
TWY A3	3362 M	3362 M	3362 M		
TWY A4	3234 M	3234 M	3234 M		
TWY A5	2889 M	2889 M	2889 M		
RWY 04R				3302 M	NIL
TWY B1	3302 M	3302 M	3302 M		
TWY B2	3203 M	3203 M	3203 M		
TWY B3	2797 M	2797 M	2797 M		
TWY B4/C	1941 M	1941 M	1941 M		
RWY 22L				3302 M	NIL
TWY V1	3302 M	3302 M	3302 M		
TWY V2	2787 M	2787 M	2787 M		
RWY 12				2365 M	NIL
PSN 12-X	2800 M	2800 M	2800 M		
TWY K2	2699 M	2699 M	2699 M		
TWY K3	2481 M	2481 M	2481 M		
TWY D	1798 M	1798 M	1798 M		
RWY 30				2095 M	300 M SWY AVBL
TWY G1	2365 M	2365 M	2665 M		

14. Approach and Runway Lighting

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT Length	RWY centre line LGT: Length Spacing Intensity	RWY edge LGT: Length Colour Spacing Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
04L	CAT II 900 M LIH	Green NIL	3° 61 FT	900 M White	3001 M 15 M LIH	2401 M White 600 M Yellow 60 M LIH	Red NIL	570 M Red
22R	900 M White LIH	Green Yes	3° 59 FT	NIL	3571 M 15 M LIH	570 M Red 2401 M White 600M Yellow 60 M LIH	Red NIL	NIL
04R	720 M White LIH	Green NIL	3° 57 FT	NIL	3302 M 15 M LIH	2702 M White 600 M Yellow 60 M LIH	Red NIL	NIL
22L	CAT II and III 840 M LIH	Green NIL	3° 60 FT	900 M White	3302 M 15 M LIH	2702 M White 600 M Yellow 60 M LIH	Red NIL	NIL
12	900 M White LIH	Green NIL	3° 49 FT	NIL	NIL	435 M Red 1765 M White 600 M Yellow 30 M LIH	Red NIL	NIL
30	900 M White LIH	Green NIL	3° 60 FT	NIL	NIL	270 M Red 1495 M White 600 M Yellow 30 M LIH	Red NIL	300 M Red

Remarks:

RWY 04L, RWY 04R and RWY 22L: PAPI configuration do not meet required minimum wheel clearance for all types of Boeing 747. GP (ILS) AVBL.

RWY 04L: LED used in the full length of THR, TDZ, RWY centre line, RWY edge, RWY end and SWY lights.

RWY 22R: LED used in the full length of Approach, THR, RWY centre line, RWY edge, RWY end lights and THIL (THIL FLG W).

RWY 04R: LED used in the full length of THR, RWY centre line, RWY edge and RWY end lights.

RWY 22L: LED used in the full length of THR, TDZ, RWY centre line, RWY edge and RWY end lights.

RWY 12: LED used in the full length of THR lights and THIL (THIL FLG W).

RWY 30: LED used in the full length of THR, RWY end and SWY lights.

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: NIL
2. LDI location and LGT: NIL

   Anemometer location and LGT: 1 anemometer APRX 300 M S of THR RWY 04L and 1 anemometer APRX 100 M N of aircraft stand G110 (at Apron East). Both lighted.
3. TWY edge and centre line LGT: Edge blue LIL, centre line green. Centre line on exit taxiways within ILS critical/sensitive areas and centre line within 60 M from RWY centre line - alternately green and yellow. RGL.
4. Secondary power supply/switch-over time: Yes, all RWY switch-over time 1 SEC at RVR below 800 M, otherwise MAX 15 SEC.
5. Remarks: NIL

16. Helicopter Landing Area

NIL

17. Air Traffic Services Airspace

1. Designation and lateral limits: KASTRUP CTR
   55 43 56N 012 48 34E - FIR boundary
   55 36 49N 012 52 49E - 55 28 58N 012 43 56E -
   55 28 58N 012 25 56E - 55 35 58N 012 21 56E -
   55 41 58N 012 25 56E - 55 43 56N 012 48 34E.
2. Vertical limits: 1500 FT MSL/GND
3. Airspace classification: D
4. ATS unit call sign: KASTRUP TOWER
   Language(s): EN, DA
5. Transition altitude: 5000 FT MSL
6. Hours of applicability H24

7. Remarks: For ACFT with DEP or DEST EKCH, voice communication BTN ACFT and ATC shall be in the English language.

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
		121.500		Emergency
		243.000		MIL Emergency
APP	COPENHAGEN APPROACH	119.805	H24	DOC: FL 250/50 NM
		118.455		DOC: FL 250/50 NM
FINAL	KASTRUP FINAL	120.205	H24	DOC: FL 150/40 NM
DEP	KASTRUP DEPARTURE	120.255	H24	DOC: FL 250/50 NM
		124.980		DOC: FL 250/50 NM
TWR	KASTRUP TOWER	118.105	H24	DOC: 4000 FT/25 NM ARR
		119.355	H24	DOC: FL 100/25 NM DEP
		118.705	H24	DOC: 4000 FT/25 NM VFR traffic within Kastrup CTR.
		121.830	H24	DOC: 1000 FT/5 NM
		118.580	H24	DOC: 4000 FT/25 NM Manoeuvring Area.
CLEARANCE DELIVERY	CLEARANCE DELIVERY	119.905	H24	DOC: 4000 FT/25 NM Departure Clearance shall be requested at TOBT - 30 minutes.
APRON	KASTRUP APRON	121.630	H24	ARR
		121.905	H24	Request for push-back/start up and taxi instruction for aircraft on all Aprons and in Maintenance Area South at TOBT +/- 5 min.
		121.730	HO	
ATIS	KASTRUP ARRIVAL INFORMATION	122.755	H24	DOC: FL 200/60 NM Language: EN
ATIS	KASTRUP DEPARTURE INFORMATION	122.855	H24	DOC: FL 200/60 NM Language: EN

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Frequency/ Channel	HR	PSN	DME ELEV (FT)	Remarks
DME	KAS	112.500 MHZ CH 72X	H24	55 35 25.87N 012 36 48.97E	28.9	DOC FL 500/60 NM
LOC 04L CAT II (5'E/2025)	CH	110.500 MHZ	HO	55 37 05.09N 012 38 36.82E		ILS class II/E/3
GP 04L		329.600 MHZ	H24	55 35 35.71N 012 36 29.97E		Angle 3°. RDH 49 FT
DME 04L	CH	CH 42X	H24	55 35 35.75N 012 36 29.85E	53.7	FREQ paired with LOC. Collocated with GP 04L
DME 04R	NE	CH 30X	H24	55 36 16.62N 012 38 16.24E	13.0	FREQ paired with LOC. Collocated with GP 04R Reads zero at threshold
LOC 04R CAT I (5'E/2025)	NE	109.300 MHZ	HO	55 37 40.66N 012 40 17.50E		ILS class I/D/2
GP 04R		332.000 MHZ	H24	55 36 16.40N 012 38 16.32E		Angle 3°, RDH 57 FT
LOC 12 CAT I (5'E/2025)	KA	109.900 MHZ	HO	55 36 34.87N 012 40 41.51E		ILS class I/D/2
GP 12		333.800 MHZ	H24	55 37 17.82N 012 38 29.81E		Angle 3°, RDH 49 FT
DME 12	KA	CH 36X	H24	55 37 17.90N 012 38 29.85E	51.3	FREQ paired with LOC. Collocated with GP 12
LOC 22L CAT III (5'E/2025)	OXS	109.500 MHZ	HO	55 36 03.30N 012 37 46.81E		ILS class III/E/4
GP 22L		332.600 MHZ	H24	55 37 20.46N 012 39 57.61E		Angle 3°, RDH 53 FT
DME 22L	OXS	CH 32X	H24	55 37 20.67N 012 39 57.27E	6.9	FREQ paired with LOC. Collocated with GP 22L
LOC 22R CAT I (5'E/2025)	KLK	110.900 MHZ	HO	55 35 23.37N 012 35 59.51E		ILS class I/D/2
GP 22R		330.800 MHZ	H24	55 36 34.85N 012 38 01.43E		Angle 3°, RDH 47 FT
DME 22R	KLK	CH 46X	H24	55 36 35.03N 012 38 01.09E	13.6	FREQ paired with LOC. Collocated with GP 22R
LOC 30 CAT I (5'E/2025)	OY	108.900 MHZ	HO	55 37 40.28N 012 37 44.73E		ILS class I/D/2
GP 30		329.300 MHZ	H24	55 36 50.89N 012 39 42.61E		Angle 3°, RDH 49 FT
DME 30	OY	CH 26X	H24	55 36 51.09N 012 39 42.89E	9.0	FREQ paired with LOC Collocated with GP 30
VOR/DME (5'E/2026)	KOR	112.800 MHZ CH 75X	H24	55 26 21.71N 011 37 53.51E	136.2	DOC FL 500/80 NM
VOR/DME (5'E/2026)	TNO	117.400 MHZ CH 121X	H24	55 46 26.74N 011 26 21.08E	- 11.9	DOC FL 500/60 NM

20. Local Aerodrome Regulations

1. Regulation of traffic. Provisions.

1.1 The provisions detailed concern measures to ensure that the traffic flow does not exceed the capacity of the airport facilities as laid down by Copenhagen Airports (CPH).

1.2 Programmes for all scheduled route and charter operations shall be forwarded to Airport Coordination Denmark A/S (ACD), who has been appointed by the Ministry of Transport and Energy to perform the slot coordination at København/Kastrup.

The programmes shall be forwarded according to deadlines stipulated in the IATA Scheduling Procedures Guide (SPG) - deadline normally in the middle of May for the following winterseason and in the middle of October for the following summerseason.

1.3 The following shall be approved by ACD:

a. Changes to seasonal programmes (cf. para. 1.2).
b. Request for and changes to individual flights. Cancellation of an individual flight shall be notified. (Route, charter as well as other traffic inclusive).

Contact concerning the above shall be made to ACD within the office hours and, if possible, not later than the day before the flight is to be carried out.

Office hours: MON-FRI within hours 0800-1400 (0700-1300).
(Office is closed SAT/SUN/HOL)

Address: ACD
Vilhelm Lauritsen Terminal
Vilhelm Lauritsens Alle 1
Copenhagen Airport West
DK-2770 Kastrup
TEL: +45 32 31 42 82
FAX: +45 32 31 42 81
SITA: CPHACXH
E-mail: acd@airportcoordination.dk

Outside office hours of ACD, contact concerning the above shall be made to Copenhagen Airports.

Address: Copenhagen Airports A/S
Airside Operation
P.O. Box 74
DK-2770 Kastrup
TEL: +45 32 31 24 72
E-mail: traatwr@cph.dk
AFTN: EKCHYDYX
SITA: CPHAPYD

1.4 Exempted from the provisions given in para.1.3 are the following categories of traffic:

Ambulance flights, search and rescue operations, inspection flights by The Danish CAA and flights for foreign state representatives.

In special cases CPH may exempt other individual flights from the provisions in para. 1.3.

1.5 Any request for approval of traffic shall contain the following information:

a. Owner/operator.
b. Type of aircraft and registration/call sign.
c. Arrival date and time, Departure date and time, Origin and Destination.

Other details significant for the evaluation of the request shall be provided if so required.

2. Helicopter. Non-scheduled public air traffic.

2.1 Non-scheduled public air traffic with helicopters is permitted only after prior approval by Copenhagen Airports (CPH).

2.2 Contact concerning the above shall be made via the handling company or directly to Airside Operations at CPH and, if possible, not later than the day before the flight is to be carried out.

Address: Copenhagen Airports A/S
Airside Operation
P.O. Box 74
DK-2770 Kastrup
TEL: +45 32 31 24 72
E-mail: traatwr@cph.dk
AFTN: EKCHYDYX
SITA: CPHAPYD

2.3 Any request for approval of traffic shall contain the following information:
a. Owner/Operator
b. Type of helicopter and registration/call sign
c. Arrival date and time, Departure date and time, Origin and Destination.

Other details significant for the evaluation of the request shall be provided if so required.

3. School and training flights, and technical test flights.

3.1 School and training flights must be made only after permission thereto has been obtained from:

Copenhagen Airports A/S
Airside Operation
P.O. Box 74
DK-2770 Kastrup

3.2 Permission for such flights will not be granted within the following periods: 1800-0600 (1700-0500), and on Sundays and public holidays.

3.3 For school and training flights and such technical test flights necessary for the purpose of ascertaining the airworthiness of an aircraft during flight, use of the runway system at København/Kastrup is restricted as follows:

RWY 04 and 22 may be used for take-off and landing;
RWY 12 may be used for take-off only; *)
RWY 30 may be used for landing only.

*) For technical test flights runway 12 may be used for landing, if necessary, provided the test flight has proved the aircraft to be airworthy.

See also "Noise Abatement Procedures", item 21.

4. Local Regulations.

4.1 At København/Kastrup a number of local regulations apply. The regulations are available at: https://cphnow.service-now.com/public_kb?id=kb_article_view&sysparm_article=KB0010975

4.2 Among other subjects, the following of importance for the operation of aircraft on aprons are being mentioned:

a) The meaning of markings and signs.
b) Information about aircraft stands including docking guidance systems.
c) Information about taxiing from aircraft stands including taxi clearance.
d) Limitations in the operation of large aircraft including limitations in use of own power for taxiing.
e) Helicopter operations.
f) Marshaller assistance and towing assistance.
g) Use of engine power exceeding idle power.
h) Engine start-up and use of APU.
i) Fuel spillage.
j) Precautions during extreme weather conditions.

Further information about the regulations can be obtained from Ground Coordinator on Airside Operations FREQ 131.405.

4.3 Flight crewmembers must wear high-visibility clothing while making external pre-flight inspection of their aircraft.

The high-visibility clothing and coverage must at a minimum cover the upper part of the body.

High-visibility clothing worn on the upper part of the body must be closed.

The color of the high-visibility clothing must be fluorescent yellow, orange or red.

4.4 Re-/defueling of aircraft at EKCH

Air operators wishing to carry out refuelling or defuelling of aircraft fuel at EKCH shall have established procedures in accordance with Commission Regulation (EU) No. 965/2012, CAT.OP.MPA.200, including the applicable Acceptable Means of Compliance (AMC).
Upon request, operators, fuel suppliers and ground handlers shall provide CPH with documentation of the applied procedures. If CPH assesses that the procedures do not comply with the applicable requirements, CPH may deny the performance of refuelling or defuelling until proper documentation is provided.

4.5 When a local regulation is of importance to the safe operation of aircraft on the apron the information will be given to each aircraft from KASTRUP TWR or KASTRUP APRON.

4.6 The "Local Regulations" are published and updated by:

Copenhagen Airports A/S
Operational Compliance
P.O. Box 74
DK-2770 Kastrup.

5. Taxiing, parking, start up and deicing.

5.1 Marshaller assistance

The pilot may NOT proceed into an aircraft stand unless:

a) The Docking Guidance System is operational and ready, displaying the correct Aircraft type, or
b) A CPH Marshaller is present, providing guidance for the Aircraft onto the Stand. The CPH Marshaller are easily recognizable by wearing bright red hi-vis clothing and yellow/orange bats. The CPH marshallers also drive the FOLLOW ME vehicles.

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

When marshaller assistance is compulsory for the particular Aircraft stand in question, the Pilot will be advised by the ATS-Unit.

Otherwise, Pilots should notice that in general Marshaller assistence for Taxi and Stand entry guidance will be available only ON REQUEST. The marshaller assistance is free of charge.

5.2 Taxiing

It is the responsibility of the taxiing pilot to maintain a safe distance to other aircraft and obstacles.

Particular attention should be given when passing other aircraft at taxiway intersections, at holding positions and when entering an aircraft parking stand.

Between runways and taxiways, on taxiways, aircraft must follow the yellow guidelines. However, aircraft with MTOM of 7,000 KGS and below may deviate from the guidelines as per instruction from ATC or the Marshaller.

Aircraft must not perform powered U-turns on taxiways in the apron areas.

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

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

The shoulder width of some taxiways does not conform fully with the ICAO recommendations. Due to insufficient width in some curves the use of those particular taxiways is therefore restricted to certain aeroplane types.

Approved taxi routes - complying with ICAO recommendations - for certain types of aeroplanes are shown on the Ground Movement Charts. However, the approved taxi routes for A380, AN124 and C5 do not fully comply with ICAO recommendations for ICAO Code F aircraft due to insufficient runway, taxiway and shoulder width. But when following the permitted taxi routes the wing tip clearance will comply with the recommendations.

TWY A1, A2 and E1 shall not be used by aeroplanes larger than ICAO code letter C when an aircraft is on final approach RWY 22R.

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

A speed-limit of maximum 10KT applies for ICAO code letter E aeroplanes when taxiing on TWY W.

Aircraft movements must never coincide on adjacent aircraft stands with overlapping safety lines. Aircraft must not simultaneously taxi into and/or taxi out/pushback from any two adjacent stands.

Taxi-out or push-back from aircraft stands must not be executed without approval from KASTRUP APRON on FREQ 121.905.

Aircraft relocation: Initial call regarding aircraft relocation to APRON ARRIVAL.

Whenever operationally feasible, all multi-engine aircraft are requested to shut down as many engines as possible while taxiing and holding on the ground.

This in order to reduce the high emission of nanoparticles from jet engines due to combustion of fossil fuel. The active cooperation of the flight crews involved is appreciated.

5.3 Parking

When taxiing onto a stand with marshaller assistance the pilot-in-command must ignore handsignals from ground personnel other than authorized marshallers.

Some stands are provided with guide-markings on the surface, intended for parking into the wind of certain aircraft types. Marshaller assistance is compulsory when using these markings.

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

In strong crosswind conditions, requests for parking into the wind will be approved only for certain aircraft types and under provision that:

- the aircraft owner/operator can substantiate either a technical, structural or operational need for such parking, and
- the aircraft stand is designated for such parking.

For approval contact KASTRUP APRON.

When an aircraft has stopped "on-block" the main engines must be shut down and simultaneously high intensity strobelights, logo lights and floodlights that may effect the vision of other pilots, drivers or others in the vicinity, must be switched off. Transponder must be switched off or set to standby.

During handling of propeller aircraft, propeller must be secured against movement.

Securing the propeller must be visibly marked.

ICAO code letter D and E aeroplanes must enter stand B10 via TWY Z and TWY M.

Aircraft taxiing onto stands B10, B15 and B17 must be accompanied by a FOLLOW ME vehicle while crossing the service road.

On Apron East marshaller assistance is mandatory for parking of all aircraft, except on stands G117, G118 and G119 (on these stands DGS is provided).
On Apron West marshaller assistance is mandatory for parking of all aircraft.

On stand E71, E74, E83, E86 and E89, a Follow Me car will be provided for Code letter D and E aircraft when entering the stands. DGS is provided on the stands. ACFT should use minimum power setting entering the stands. In case ACFT have to stop during entering the stands, towing to on block can be expected.

Parking of Helicopters shall take place on stands G110 and G111. The stands are available weekdays 0600-2200 (0500-2100). PPR for use of other stands. If possible, the rotors must be stopped while passengers embark and disembark. If not, the ground staff must ensure that passengers are kept at a safe distance from engine intakes, exhausts and turning rotors.

Parking systems

For details of the Docking Guidance Systems (DGS), and of the systems in use on the individual stands, see paragraph 7. Docking Guidance Systems (DGS).

If the automatic DGS is switched off or has failed, the aircraft stand is not ready for entry. During start up the stand area is automatically scanned for obstacles by the system. If the aircraft has entered the stand - partially or fully - at this time, the scan process is likely to fail, and the system will display "FAIL". In this case a marshaller must be called to guide the aircraft correctly onto the stand. All stands are marked with guidelines on the surface.

Re-/defueling of aircraft with passengers embarking, on board, or disembarking the aircraft may only be carried out at Copenhagen Airport if the operator has an operational procedure that comply with the conditions set out in Regulation 965/2012, CAT.OP.MPA.195, including the AMC1 to CAT.OP.MPA.195. Upon request the operator shall provide CPH with documentation of the procedure. If CPH finds that the conditions set out in Regulation 965/2012, CAT.OP.MPA.195, including the AMC1 to CAT.OP.MPA.195 are not complied with, CPH may with immediate effect forbid the operator to perform re-/defueling with passengers embarking, on board or disembarking the aircraft until the operator has demonstrated that the conditions are complied with.

Discharging of water on aircraft stands and taxiways is not allowed. If the maintenance manuals dictate to drain or release water, for example to prevent freezing of pipes or tanks on aircraft, containers to collect water must be used.

5.4 Push-back/Start up

5.4.1 Airport Collaborative Decision Making (A-CDM)
Copenhagen/Kastrup operates according to A-CDM standards.
A continuous and fully automatic data exchange with the Network Manager Operations Center (NMOC) is established.

This data transfer will enable highly accurate early predictions of landing and departure times, which allow for more accurate and efficient calculation of the CTOT (when applicable) due to the use of local target take-off times (TTOT). The basic NMOC procedures continue to apply but NMOC will take the local TTOT into consideration for CTOT calculation and will try to adjust it accordingly.

5.4.2 Advanced Network Integrated-Airport (ANI-Airport)
Copenhagen Airport is a coordinated airport, an ANI-Airport (Advanced Network Integrated-Airport) in addition to being A–CDM (Airport – Collaborative Decision Making).

An ANI-Airport is an airport that has fully adopted the A-CDM concept by providing the full set of DPI messages (Departure Planning Information – P-DPI (Predicted – Departure Planning Information), E-DPI (Early – Departure Planning Information), T-DPI-t (Target – Departure Planning Information – Target), T-DPI-s (Target – Departure Planning Information - Sequenced), A-DPI (ATC-Departure Planning Information) and C-DPI (Cancel – Departure Planning Information)) and that also provides API (Arrival Planning Information) messages to NMOC (Network Manager Operations Center).

A permanent and fully automatic data exchange with the NMOC is established to share these DPI and API messages.

This data transfer will enable highly accurate early predictions of landing and departure times, allowing thus a more accurate and efficient calculation of slot allocation. The basic NMOC procedures continue to apply but NMOC will take the local TTOT (Target Take Off Time) into consideration for CTOT (Calculated Take Off Time) calculation and will try to adjust it accordingly.

In sequenced/nominal mode, updating the TOBT and therefore EOBT according to TOBT is entirely beneficial for airlines which benefit from a more optimised calculation of the CTOT.

DPI and API messages include TOBT, TSAT (Target Start Approval Time), TTOT as well as information on the arrival or departure flights and airport resources.

With the introduction of P-DPI and G-API (General – Arrival Planning Information) messages exchanged with Network Manager Systems, those messages may impact the ATFM (air traffic flow management) Network earlier than the start of A-CDM (EOBT -3 HR) and up to 48 HR before EOBT, and these data may be used for ATFM purposes.

Definitions
TOBT (Target off-Block Time) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, pushback vehicle available and ready to start-up & push-back/taxi immediately upon receipt of ATC clearance. TOBT is displayed on DGS 30 minutes prior to the TOBT.
TSAT (Target Startup Approval Time) - The time provided by ATC that an aircraft can expect start-up & push-back/taxi approval. TSAT is displayed on the automatic DGS when pilot has called for start/push-back.

TOBT and TSAT requirements
Irrespective of the TSAT, the aircraft must be ready for departure at the TOBT +/- 5 minutes as the TSAT may be revised forward at short notice.
Any time the TOBT or TSAT cannot be met, or an earlier departure is required, the TOBT must be updated expeditiously by the airline operator/ground handler.

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 (119.905) at TOBT - 30 minutes.

Start & Push-back/Taxi Clearance
Pilots must report/be ready for start & push-back/taxi at TOBT +/- 5 minutes to KASTRUP APRON on FREQ 121.905, All Aprons.
ATC will approve start & push-back/taxi or advise the pilots of the current TSAT.
Aircraft leaving the stand by own power shall obtain taxi instruction only, except in deicing situations, where the aircraft shall obtain start up approval as well.
Permission to push-back or taxi-out from a stand or position must not be requested unless the tractor/aircraft is ready to perform the manoeuvre immediately.
Await activation of squawk until push-back or taxi clearance has been obtained.

5.4.3 Jet aircraft
On nose-in/push-back stands, jet engine start-up must take place only after permission has been obtained from the ground personnel, unless APU is unserviceable or the aircraft is not fitted with APU.

5.4.4 Propeller aircraft
Start up of multi-engine propeller aeroplane must always be executed in such a way that the noise around the aeroplane is reduced as much as possible.

a. 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.
b. On turn-in/turn-out stands, it is requested to start one engine only on the stand.

Other regulations

5.5 Use of auxiliary power unit (APU)

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

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

Note: Unless otherwise stated by the aircraft manufacturer or the airline operator, a Fuelling Zone is defined as a circular area with radius 3 M, surrounding any filling and venting points on the aircraft and fuelling equipment.

Note: The noise abatement provisions for Copenhagen Airport, Kastrup are established in pursuance of § 82 of the Danish Air Navigation Act, cf. Consolidation Act. no. 1036 of 28 August 2013, and Regulations for Civil Aviation, "Bestemmelser for Civil Luftfart" (BL), BL 3-40, Regulations on the abatement of noise from controlled aerodromes, Edition 2, 17 March 2003.

APU may be used:

- 5 minutes after "On Block".
- 5 minutes before Target Off-block Time.

Exemptions:

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

Information about outside temperature and state of airport power and airconditioning equipment must be obtained from Airside Operations FREQ 131.405 MHZ.

For aircraft 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 Target Off-block Time.

For other aircraft types, APU may be used:

- 5 minutes after "On Block".
- 15 minutes before Target Off-block Time.

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

5.6 Deicing of aircraft

Deicing and antiicing of aircraft may take place only in the following areas:

- Deicing TWY A,
- Deicing TWY B, and
- Deicing TWY V.

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

In the areas, the following channels, stop systems and post icing procedures shall be used:

- For Deicing TWY A, LANE 1, 2 + 3:
  - Channel Lane 1 + 2: 123.405.
  - Channel Lane 3: 130.655.
  - Operational hours: HO
  - Stop system: Yellow stop markings.
  - Post deicing procedure:
    After receiving the "all clear" signal (thumbs up) from the ground crew, taxi forward in the deicing area and stop before the illuminated stop line to complete the post deicing procedures and checklists. When ready to exit the deicing area, call ATC for taxi clearance.

- For Deicing TWY B, LANE 1 + 2:
  - Channel Lane 1: 131.690.
  - Operational hours Lane 1: HJ
  - Channel Lane 2: 131.655.
  - Operational hours Lane 2: Civil twilight (see GEN 2.7)
  - Not operational during LVP.
  - Stop system: Yellow stop markings.
  - Post deicing procedure:
    Aircraft shall remain at the de-/anti-icing position until:
    - an "all clear" signal has been received from the ground crew; and
    - taxi clearance has been issued by ATC,

and

- For Deicing TWY V:
  - Channel: 131.980.
  - Operational hours: HO
  - Stop system: INOGON (stop abeam INOGON) for ICAO code letter C and D aircraft. Yellow stop marking for ICAO code letter A and B aircraft.
  - Post deicing procedure:
    Before taxiing away from the area, aircraft shall receive the "all clear" signal (thumbs up) from the ground crew and ATC taxi clearance.

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

5.7 Transponder Operating Procedures

5.7.1 Introduction
At EKCH, an advanced surface movement guidance and control system is in operation which utilises Mode S transponder signals. Aircraft operators shall ensure that Mode S transponders can be operated when the aircraft is on the ground in accordance with ICAO Annex 10, Volume IV.

5.7.2 Operation of Mode S transponders when the aircraft is on the ground
Pilots operating at EKCH shall:
- Enter the aircraft identification in ICAO format (as in Item 7 of the flight plan) before activating the transponder.
- Select the assigned Mode A (squawk) code and make sure that the transponder is set to AUTO or ON (e.g., set mode XPDR), not mode STBY:
  - From the commencement of push-back or taxiing, whichever comes first;
  - Continuously after landing until the aircraft is fully parked on stand.
- When the aircraft is fully parked on stand, select Mode A code 2000 before switching the transponder to OFF or STBY.

For the Mode S call sign, the flight crew shall use the ICAO-defined format (e.g., SAS589) when entering the aircraft identification.

To ensure that the performance of systems based on SSR frequencies is not compromised:
- Traffic alert and collision avoidance system TCAS/ACAS shall not be activated before reaching the runway-holding position for departure.
- After landing, TCAS/ACAS shall be deactivated as soon as practical after vacating the runway.

Aircraft taxiing without a flight plan shall select Mode A code 2000.

5.7.3 Aircraft without Mode S transponder
- Squawk the assigned SSR code ONLY when instructed to line up.
- After landing, switch OFF the transponder as soon as practical after vacating the runway.
- At departure, state “No Mode S transponder” to Kastrup Apron on first contact.

5.8 A380 Operations.

Take-off and landing with A388 is only permitted on RWY 04R and RWY 22L.The overall width of runway + shoulders is 68 M.
Exceeding idle power on outer engines shall not take place during taxiing, including taxiing on runways.
Take-off thrust shall only be applied on the outer engines during the take-off run after reaching a ground speed above 40 knots.

5.9 B778 and B779 Operations.

Take-off and landing with B778 or B779 is only permitted on RWY 04R and RWY 22L.

6. Maintenance Areas.

Maintenance Areas are not covered by EU regulation 139/2014.

CPH has two maintenance areas. Maintenance Area North situated in the north-eastern part of the airport and Maintenance Area South situated in the southern part.

Maintenance Area North: When entering the area from TWY T a sign informs that you are now moving into a Maintenance Area. CPH is not responsible for aircraft movements and parking positions in the area.

Maintenance Area South: When entering the area from TWY N1 and TWY N2 a sign informs that you are now moving into a Maintenance Area. The taxiways have no centreline lights. Instead of centreline lights reflectors are embedded in the pavement on TWY N2 and on most of TWY N1. TWY N1 and TWY N2 have no TWY edge LGT AVBL, but are both provided with side stripe markings and centreline markings made in reflective materials to enhance visibility.

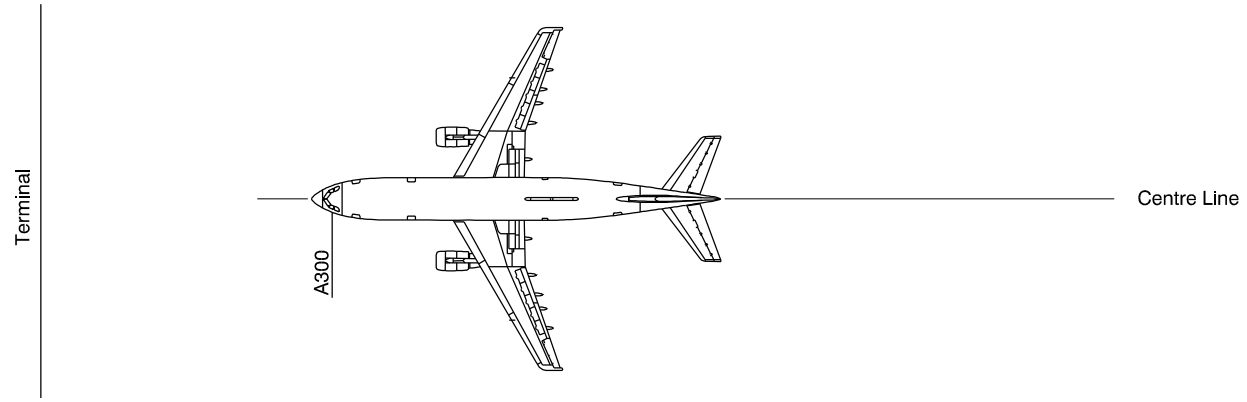
Marshaller assistance on TWY N1 and TWY N2 AVBL on REQ. The distance from the main gears of large aircraft to taxiway edges does not fully comply with EU regulation 139/2014.

CPH is not responsible for aircraft movements and parking positions in the area.

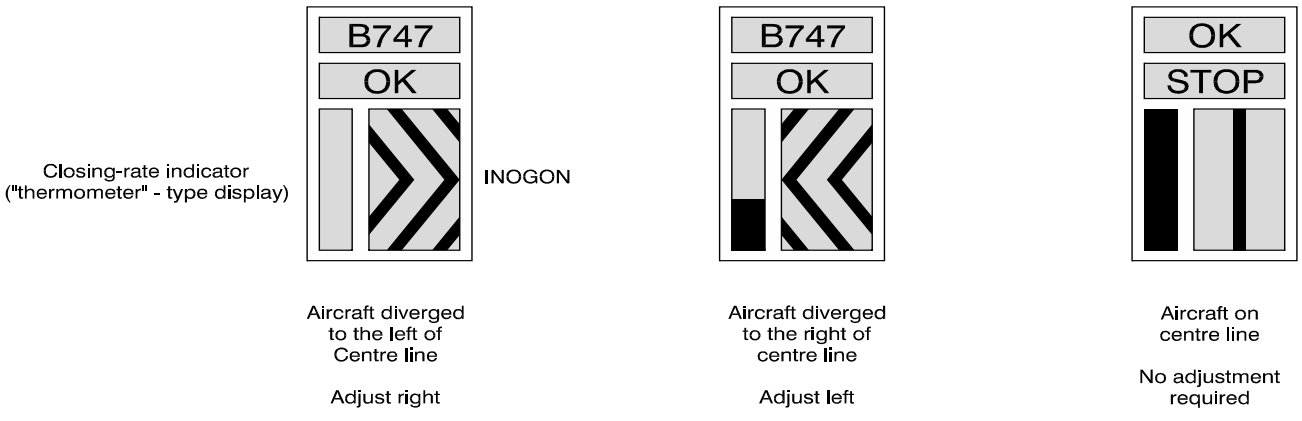
7. Docking Guidance Systems (DGS)

Docking Guidance System	Azimuth Guidance	Stopping Guidance	Remarks
Marshaller	Adjust according to the marshallers hand signals (REF ICAO Annex 2 and BL 7-11)	Stop according to the marshallers hand signal (REF ICAO Annex 2 and BL 7-11)	Normally used for turn-in/turn-out parking and on special request only
Yellow guide & stop line on the surface	Use yellow centre line for directional guidance while moving into the stand	Stop when cockpit seat is positioned abeam yellow stop line extending left from the stand centre line	Usually, the aeroplane type is painted along the stop line on the surface
APIS++ (A-VDGS)	Adjust according to the indications of the INOGON display	Slow down and stop according to the vertical closing-rate indicator on the APIS++ display	When APIS++ is switched off or displays "STOP" or "FAIL" the stand is not cleared for entry
ApronVision (A-VDGS)	Adjust according to the indication on the display. A red arrow will guide the direction	The last 15 metres from the STOP position the distance is shown graphically on the display. Both as a countdown and position of the nosewheel as a cross in a green ball	In case of various errors, the ApronVision will display STOP together with an error message/code. In those cases, the aircraft must be brought to an immediate halt and marshaller must be called to complete the docking. The pilot may only enter the stand if the correct aircraft is listed in the ApronVision. If there are deviations, marshaller must be called

YELLOW GUIDE- & STOP LINE ON SURFACE



APIS++ (A-VDGS)



PILOT INSTRUCTIONS

ApronVision A-VDGS

VDGS is active and waiting for aircraft to enter the stand



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



When the nose-wheel position goes to far outside the centerline a red arrow will guide you back



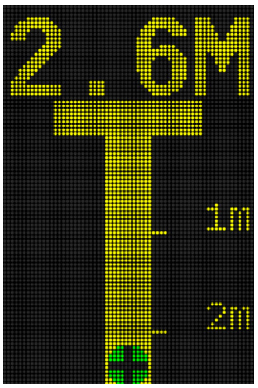


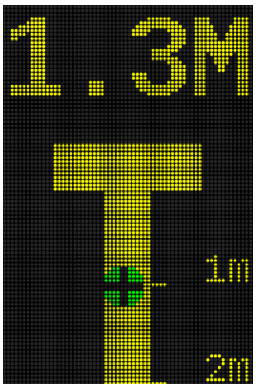
Speed is too high, please reduce speed

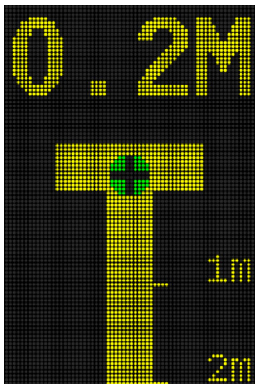


The last 15 meters from the stop, the distance is shown graphically on the screen. Both as a count-down and the position of the nosewheel









You have reached the stop position



The aircraft has stopped within the correct position



WARNING

Stop the aircraft if the display shows: **STOP**

- Wrong aircraft type/series
- Led display is deactivated.

Pilot instructions for APIS++ and ApronVision:

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

Aircraft stand number	Docking guidance system
A4	ApronVision
A6	ApronVision
A7	ApronVision
A8	ApronVision
A9	ApronVision
A11	ApronVision
A12	ApronVision
A14	ApronVision
A15	ApronVision
A17	ApronVision
A18	ApronVision
A19	ApronVision
A20	ApronVision
A21	ApronVision
A22	ApronVision
A23	ApronVision
A25	APIS++
A26	APIS++
A27	APIS++
A28	Centreline/Stop Marking
A30	APIS++
A31	Centreline/Stop Marking
A32	Centreline/Stop Marking
A33	APIS++
A34	APIS++
A50	Centreline/Stop Marking
B4	ApronVision
B6	ApronVision
B7	ApronVision
B8	ApronVision
B9	APIS++
B10	ApronVision
B15	APIS++
B17	APIS++
B19	APIS++
C27	APIS++
C28	APIS++
C29	APIS++
C30	APIS++
C32	APIS++
C33	APIS++
C34	APIS++
C35	APIS++
C36	APIS++
C37	APIS++
C39	APIS++
D1	ApronVision
D2	ApronVision
D3	ApronVision
D4	ApronVision
E20	APIS++
E22	APIS++
E24	APIS++
E25	APIS++
E27	APIS++
E29	APIS++
E31	APIS++
E33	APIS++
E35	APIS++
E36	APIS++
E70	MARSHALLER
E71	APIS++
E72	APIS++
E73	APIS++
E74	APIS++
E75	APIS++
E76	Apronvision
E77	Apronvision

Aircraft stand number	Docking guidance system
E78	Apronvision
E82	APIS++
E83	APIS++
E84	APIS++
E85	APIS++
E86	APIS++
E87	APIS++
E88	APIS++
E89	APIS++
E90	APIS++
F1	APIS++
F4	APIS++
F5	APIS++
F7	APIS++
F8	APIS++
F9	APIS++
F89	Centreline/Stop Marking
F90	Centreline/Stop Marking
F91	Centreline/Stop Marking
F92	Centreline/Stop Marking
F93	Centreline/Stop Marking
F94	Centreline/Stop Marking
F95	Centreline/Stop Marking
F96	Centreline/Stop Marking
F97	Centreline/Stop Marking
F98	Centreline/Stop Marking
G15	MARSHALLER
G16	MARSHALLER
G17	MARSHALLER
G18	MARSHALLER
G19	MARSHALLER
G110	MARSHALLER
G111	MARSHALLER
G112	MARSHALLER
G113	MARSHALLER
G114	MARSHALLER
G117	ApronVision
G118	ApronVision
G119	ApronVision
G120	MARSHALLER
G121	MARSHALLER
G122	MARSHALLER
G123	MARSHALLER
G124	MARSHALLER
G125	MARSHALLER
G126	MARSHALLER
G127	MARSHALLER
G128	MARSHALLER
G129	MARSHALLER
G130	MARSHALLER
G131	MARSHALLER
G132	MARSHALLER
G133	MARSHALLER
G134	MARSHALLER
G135	MARSHALLER
G136	MARSHALLER
G137	MARSHALLER
H101	Centreline/Stop Marking
H102	APIS++
H103	Centreline/Stop Marking
H104	Centreline/Stop Marking
H105	APIS++
H106	Centreline/Stop Marking
RI	MARSHALLER
RII	MARSHALLER
RIII	MARSHALLER
W1	MARSHALLER

21. Noise Abatement Procedures

1. Noise abatement provisions

1.1 General provisions.

1.1.1 Deviations from the Noise abatement provisions are permitted when necessary in connection with:

a. Ambulance flights, including HOSP and MEDEVAC.
b. Flights for the National Police.
c. Search and rescue flights.
d. Environmental and surveillance flights.
e. Flights in connection with the assertion of sovereignty.
f. Flights in connection with humanitarian efforts.

Introduction

Noise Abatement Provisions for Copenhagen Airport Kastrup:

The provisions are divided into three parts:

I. Rules for use of the runway system

II. Take-off and landing restrictions

III. Reporting

As regards engine run-ups and use of APU, see Local Regulations for Copenhagen Airport, Kastrup and AIP Denmark AD 2 - EKCH-6/8 - 20. Local Aerodrome Regulations.

Note: The noise abatement provisions for Copenhagen Airport, Kastrup are established in pursuance of § 82 of the Danish Air Navigation Act, cf. Consolidation Act. no. 1036 of 28 August 2013, and Regulations for Civil Aviation, "Bestemmelser for Civil Luftfart" (BL), BL 3-40, Regulations on the abatement of noise from controlled aerodromes, Edition 2, 17 March 2003.

Chapter 7 of BL 3-40 reads as follows:
"7. Punishment

7.1 Violation of Chapter 4 in this BL is punishable with fine under Subsection 9 of Section 149 of the Danish Air Navigation Act if the violation can be set against the person in question as intentional or grossly negligent.

7.2 Penalty may be imposed on companies, etc. (legal persons) for violation of noise regulations even though the violation cannot be set against the legal person or a person attached to the legal person as wilful or negligent. Similarly an owner of a one-man company may be punished with fine even though the violation cannot be set against the owner as wilful or negligent. No alternative sentence is laid down for penalty"

Part I

Rules for the use of the runway system

The below provisions for use of the runway system are valid for all fixed-winged aircraft. Regarding provisions for helicopters see Part II, Chapter 3: Noise abatement provisions for helicopters.

1. General rules

1.1 RWY 04L/R and 22L/R are preferential runways.

1.2 The preferential runways shall be used to the greatest extent possible

2. Use of the runway system in the period 0600-2300, Danish time.

2.1 For propeller and turboprop aeroplanes with an MTOM below 11000 kg there are no restrictions for use of the runway system in this period.

2.2 For jet aeroplanes, irrespective of weight, and for propeller and turboprop aeroplanes with an MTOM of 11000 kg or above, the following provisions shall apply:

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

Note: Exempted from this provision are aircraft which due to their size are not able to use RWY 04L/22R.

2.2.2 When the runway in use is RWY 22L/R, RWY 22R shall be used for take-off and RWY 22L for landing unless one of the runways cannot be used due to snow clearance, disabled aircraft, work on the runway, or runway conditions. However, ATC can make use of parallel operations.

Note: Exempted from this provision are aircraft which due to their size are not able to use RWY 04L/22R.

2.2.3 RWY 12 and RWY 30 may be used when one or both of the preferential runways cannot be used due to

a. the crosswind component on the preferential runways exceeding 15 KT,
b. reported RWYCC lower than 5 on any third of the preferential runways,
c. the meteorological conditions being below minima for landing on the preferential runways,
d. snow clearance,
e. disabled aircraft,
f. work on runways or taxiways,
g. in connection with inspection or test of landing systems and procedure validation flights or
h. the condition of the runways.

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

2.2.5 A request for permission to deviate from the above provisions will be granted if the pilot-in-command claims safety reasons.

3. Use of the runway system in the period 2300-0600, Danish time

3.1 The following provisions shall apply to all aeroplanes:

3.1.1 Take-off may take place only if an advance approval has been issued by Københavns Lufthavne A/S (Copenhagen Airports) - see Part II, item 2.3.

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

Note: Exempted from this provision are aircraft which due to their size are not able to use RWY 04L/22R.

3.1.3 When the runway in use is RWY 22L/R, RWY 22L shall be used for take-off and landing unless it cannot be used due to snow clearance, disabled aircraft, work on the runway, runway conditions, when RWY22L is used for ILS CAT II+III approaches or when an extraordinary traffic situation causes delays of more than one hour.

3.1.4 RWY 12 and RWY 30 are closed for take-off and landing, however, RWY 30 may be used for landings when the crosswind component on the preferential runways exceeds 15 KT or the preferential runways are not available due to disabled aircraft, snow clearance, work on the runways, etc.

3.1.5 RWY 12 and RWY 30 may, however, be used in the following cases:

a. For take-off and landing by vital flights such as ambulance and transplantation flights and similar flights if RWY 04L/R - 22L/R are not available ;
b. For landing in case Copenhagen Airport, Kastrup is planned as alternate airport and RWY 04L/R - 22L/R are no longer available after the flight has commenced and the use of any other alternate airport is not possible;
c. For landing in case the aeroplane has experienced reduced airworthiness during flight, and the pilot-in-command estimates it necessary to land;
d. For landing when the pilot-in-command declares an emergency situation.

Part II

Take-off and landing restrictions

In case of special meteorological conditions such as CBs, significant wind variations etc. in the approach and take-off sectors, the ATC may, at its own or upon request from the pilot-in-command, deviate from the provisions in part II, if deemed necessary for safety reasons.

The restrictions are divided into three parts:
1. Restrictions valid for jet aeroplanes, irrespective of weight, and for propeller and turboprop aeroplanes with an MTOM of 11000 kg or above
2. Restrictions in the period 2300-0600 Danish time, valid for all fixed-winged aeroplanes irrespective of weight
3. Noise abatement provisions for helicopters

1. Restrictions valid for jet aeroplanes, irrespective of weight, and for propeller and turboprop aeroplanes with an MTOM of 11000 kg or above

1.1 Landing restrictions

1.1.1 In connection with approach to landing (unless when using of RWY12), the following minimum heights over Greater Copenhagen (within 15 NM to DME KAS) shall be observed:

Propeller and turboprop aeroplanes: 1500 FT
Jet aeroplanes ..... : 2500 FT

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

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

1.1.3 Visual approach to RWY 04L/04R must be performed within the sector shown on page AD 2 EKCH Noise Monitoring System. Note: Visual approaches crossing the sector boundaries will be investigated by the authorities.

1.2 Take-off restrictions

1.2.1 RWY 22L:

1.2.1.a Take-off shall be commenced from TWY V1 or V2.

1.2.1.b Departure shall be performed with climb on RWY track to LEVDO, 55 33 55.70N 012 34 29.80E (cross DME KAS 2.0) before turn is commenced.
Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities

1.2.2 RWY 22R:

1.2.2.a Departures shall be performed with climb on RWY track to RUBAT, 55 34 08.50N 012 34 03.90E (cross DME KAS 2.0) before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities.

1.2.3 RWY 12:

1.2.3.a Take-off shall be commenced from TWY K3.

1.2.3.b When instructed from ATC, propeller and turboprop aeroplanes are allowed to commence take-off from TWY K2 or TWY D.

1.2.3.c When instructed from ATC, jet aeroplanes are allowed to commence take-off from take-off position 12-X or TWY K2.

1.2.3.d Departure must be performed with climb on RWY track to SEZAC, 55 35 48.03N 012 42 48.07E before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities

1.2.4 RWY 30:

1.2.4.a Take-off shall be commenced from TWY G1.

1.2.4.b Departure must be performed with climb on RWY track to BAFIQ, 55 38 23.98N 012 35 46.56E before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities.

2. Restrictions in the period 2300-0600 Danish time, valid for all fixed-winged aeroplanes irrespective of weight

2.1 During the night period (2300-0600, Danish time) the landing and take-off restrictions stated in the above chapter 1 are valid for all fixed-winged aeroplanes, irrespective of weight

2.1.1 RWY 04R:
Unless otherwise instructed by ATC, take-off with light or medium aircraft must, when possible, be commenced from TWY B3 or B4.

2.2 Limitations in the maximum sound pressure level

2.2.1 Take-off and landing shall be arranged so that the maximum A-weighted sound pressure level does not exceed 80 dB(A) in six measuring positions in the surrounding residential areas. The measuring positions 1, 5, 6, 7, 8, and 9 are shown on the map AD 2 EKCH Noise Monitoring System.

2.2.2 Early arriving flights with scheduled landing after 0600 Danish time are exempted from the provision above. Delayed flights with scheduled take-off and landing before 2300 Danish time are exempted from the provision above in the period 2300-0100 Danish Time.

2.2.3 Violations of the maximum A-weighted sound pressure level will be accepted if caused by flight safety conditions, runway utilization (due do work on the runway, category II and III landings, and other special weather conditions), and meteorological conditions which according to an evaluation made by the Danish CAA have influenced on the sound transmission.

2.3 Advance approval for take-offs in the night period

2.3.1 Take-off may only take place if an advance approval has been issued by Københavns Lufthavne A/S (Copenhagen Airports). Advance approval may be obtained for periods of about 6 months, provided that the applicant has demonstrated that take-off can be carried out in such a way that the maximum A-weighted sound pressure level does not exceed 80 dB in six measuring positions in the surrounding residential areas or based on the knowledge of Københavns Lufthavne A/S (Copenhagen Airports) that corresponding aeroplanes have the ability to comply with this requirement. The measuring positions 1, 5, 6, 7, 8, and 9 are shown on the map AD2 EKCH Noise monitoring System.

2.3.2 If no advance approval exists, take-off may exceptionally take place if the operator obtains a permission from the ACD (for contact information see AIP Denmark AD 2 - EKCH 20. Local Aerodrome Regulations, Item 1.3) either based on noise certification documentation or based on the knowledge of Københavns Lufthavne A/S (Copenhagen Airports) that corresponding aeroplanes have the ability to comply with noise requirement mentioned in 2.2.

2.3.3 In the period 2300-0100, Danish time, no advance approval is required if take-off takes place in the said interval as a result of a delay.

2.3.4 For landing, no advance approval is required.

3. Noise abatement provisions for helicopters

3.1 Deviations from the provisions in items 3.2 and 3.3 are permitted in connected with:

a. Take-off and landing for vital flights, such as Search And Rescue, Hospital, Head of State, Medevac or Humanitarian flights.
b. Take-off and landing in connection with security control of the airport area.
c. Landing, where the pilot-in-command declares an emergency or urgency situation.

3.2 Use of the runway system in the period 0600-2300, Danish time

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

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

3.2.3 Departure shall be performed with climb on RWY track to a minimum altitude of 600 ft before turn is commenced.

3.2.4 Landing shall take place at runways only.

3.3 Use of the runway system in the period 2300-0600, Danish time

3.3.1 The airport is closed for helicopter traffic.

Part III Reporting

1. ATC KØBENHAVN's reporting to the Danish CAA

1.1 The ATC KØBENHAVN shall notify the Danish CAA of

a. every clearance according to the provisions in Part I, cf. items 2.2.5, 3.1.5 and Part 2, special meteorological conditions such as CBs, significant wind variations etc. and safety reasons, and emergency situations, etc cf. items 3.1.
b. every clearance deviating from the provisions listed in Part I and II,
c. when observed that a pilot-in-command has misunderstood or did not follow the instructions related to the above noise abatement provisions for Copenhagen Airport, Kastrup.

2. Københavns Lufthavne A/S (Copenhagen Airports) reporting to the Danish CAA

2.1 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA if:

a. an aeroplane causes a noise level above the one allowed, cf. Part II, item 2.2.
b. an aeroplane takes off within the period 2300-0600, Danish time without having the necessary advance approval, cf. Part II, item 2.3.
c. an aeroplane after take-off from RWY 12, 22L/R or 30 crosses the sector boundaries shown on page AD 2 EKCH Noise Monitoring System, cf. Part II, items 1.2.1.b, 1.2.2.a, 1.2.3.d and 1.2.4.b.
d. an aeroplane during landing on RWY 04L/R crosses the sector boundaries shown on page AD 2 EKCH Noise Monitoring System, cf. Part II, item 1.2.3 .
e. an aeroplane has been observed to use reverse thrust exceeding idle reverse, cf. Part II, item 1.1.2.
f. a helicopter has been observed to deviate from the provisions in Part II, item 3.2.3.

3. The Danish CAA's follow up on the reports

3.1 The Danish CAA will make further investigations based on the above listed reports from ATC KØBENHAVN and Københavns Lufthavne A/S (Copenhagen Airports).

22. Flight Procedures

1. IFR Arrival

1.1 Flight planning

IFR traffic to København/Kastrup shall be planned via the appropriate STAR. Holdings are described in item 1.5.

Note:
a. LUGAS holding is designed for entry via significant point TUDLO.
b. ROSBI holding is designed for entry via significant point TESPI.

Traffic arriving via STAR MONAK shall flight plan via GESKA*, NIKDA or KOSEB.

STAR ERNOV and STAR TIDVU are inside Swedish territory. Operators not permitted to overfly Swedish territory shall file via a routing outside Swedish territory.

Traffic via BAVTA shall flight plan via L983 to TUDLO. Routing BAVTA - T56 to TESPI is on ATC discretion only.

Traffic departing from aerodromes in København, Roskilde or Malmö TMA may plan routing direct KASFI.

Arriving aircraft certified for RNAV 1 operations may be assigned a RNAV 1 STAR. Aircraft not certified for RNAV 1 operations will be assigned radar vectors.

1.2 Filing of Flight Plan

Flight plan shall not include description of STAR.

1.3 Emergency situations

RWY 04L/22R are normally not in use for emergency situations.

1.4 Performance/Level(s) Restrictions:

Level(s) specified as level restrictions at waypoints of RNAV 1 STAR´s, do not constitute authorisation to descend to the level(s) specified. ATC will issue explicit level clearances. Published level restrictions, which are within range of cleared level shall be complied with. If - due to unexpected ATC speed restrictions - unable to comply with level restrictions, advise ATC as soon as possible.

Level restrictions:

*Traffic via GESKA MAX FL280, 25 NM prior to GESKA.

1.5 Primary Holdings for København/Kastrup

Holding name Facility or Fix	Inbound track (MAG)	Turn	MAX IAS (KT)	MNM/MAX level Time	Entry procedure
TIDVU 55 24 40.7N 013 33 27.1E	293	Right	230	5000 FT MSL/- 1.5 MIN	Omni-directional
OLPIB 55 00 05.40N 012 22 45.16E	029	Right	230	3500 FT MSL/FL140 1 MIN	Omni-directional
	029	Right	240	FL150/FL190 1.5 MIN	Omni-directional
LUGAS VOR/DME KOR 249/23.8NM 55 19 47N 010 57 47E	072	Left	230	3500 FT MSL/FL140 1 MIN	Direct entry via TUDLO*
	072	Left	240	FL150/FL200 1.5 MIN	Direct entry via TUDLO*
	072	Left	265	FL210/FL300 1.5 MIN	Direct entry via TUDLO*
ROSBI VOR/DME TNO 281/17.7NM 55 50 58N 010 55 55E	102	Left	230	3500 FT MSL/FL140 1 MIN	Direct entry via TESPI**
	102	Left	240	FL150/FL200 1.5 MIN	Direct entry via TESPI**
	102	Left	265	FL210/FL300 1.5 MIN	Direct entry via TESPI**
ERNOV 56 10 07.9N 012 34 25.6E	178	Left	230	FL 100/- 1.5 MIN	Omni-directional

Notes: *) TUDLO: VOR/DME KOR 249/35.1 NM (55 16 33N 010 38 52E)
**) TESPI: VOR/DME TNO 279/31.6 NM (55 53 54N 010 31 52E)

1.6 Final Approach RWY 04L and 22L. Radar Separation

For final approach to RWY 04L and RWY 22L a minimum radar separation of 2.5 NM may be used between aircraft on final approach within 10NM from the threshold.

The procedure may be used provided that

- The approach radar is operative
- Braking action is reported good and runway occupancy time is not adversely affected by slush, snow, ice or the like.
- Runway turn-off points are visible from the TWR or by use of SMR.
- The wake turbulence separation minima are met.
- Aircraft approach speed is closely monitored by the controller.
- Pilots have been advised to vacate the runway rapidly.

1.7 Dependent Parallel Approaches

Dependent parallel approaches will be performed to runways 04L/04R or 22L/22R.

When weather and runway conditions permit RWY 04L (22L) can be expected if not otherwise instructed by ATC.

The procedures may be expected daily 0500-2200 (0400-2100) if visibility is 800 M or more.

The procedures are as follows:

a. Decision concerning applicable runway will be passed by approach control to the individual aircraft at the latest on intermediate approach.
b. A minimum of 1000 FT vertical or a minimum of 3 NM radar separation will be provided between aircraft until they are established on parallel ILS's.
c. Minimum radar separation provided to aircraft established on the localizer course will be 3 NM between aircraft on the same localizer course (with additional longitudinal separation as required for wake turbulence), and 2,5 NM between successive aircraft established on parallel ILS's.

   The minima mentioned above may be reduced when:
   - adequate separation can be provided by the aerodrome controller when each aircraft is continuously visible to the controller, or
   - each aircraft is continuously visible to pilots-in-command of the other aircraft concerned and the pilots thereof report that they can maintain their own separation, or
   - of the succeeding aircraft reports that he has the preceding aircraft in sight and can maintain separation.
d. Additional longitudinal separation will not be provided for wake turbulence reasons, between aircraft on final approach to 04R/22R following aircraft on final approach 04L/22L.

1.8 Precision Approach. Category II/III Operations

The operations are subject to the following procedures and conditions:

a. ATC procedures
   CAT II approaches to RWY 04L and CAT II/III approaches to RWY 22L will under normal conditions be allowed only if the runway is not used for departures.
b. Pilot procedures
   Pilots who intend to carry out a Category II/III ILS approach are to use the following phrase:
   "Request Category II (or III) ILS approach runway ..... (mention runway number)".
   Above mentioned request shall be made to either MALMO CONTROL or to COPENHAGEN CONTROL and confirmed on first contact with COPENHAGEN APPROACH.
c. Information given during final approach:
   Change to secondary power supply for electronic and visual aids, if the aircraft has passed DME CH 5 NM for RWY 04L and DME OXS 5 NM for RWY 22L.

1.9 IFR Visual Approach

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

1.10 ILS facilities. False signals

During testing of ILS-facilities, false signals are likely to be received by approaching aircraft, but should be disregarded. Special warnings will be issued via ATIS.

1.11 Communication after landing

After landing, remain on KASTRUP TOWER until otherwise instructed by ATC.

2. IFR DEPARTURE

2.1 Standard Instrument Departures

Departing aircraft certified for RNAV 1 operations will be assigned a RNAV 1 (GNSS required) SID. Aircraft not certified for RNAV 1 operations will be assigned a detailed departure clearance.
SIDs are described on pages EKCH SID RWY 04L, RWY 04R, RWY 22L, RWY 22R, RWY 12 and RWY 30.

For aircraft not following SID, minimum turning altitude after take-off is 600 FT, unless further restricted by noise abatement procedures for the relevant runway (see SID pages).

2.2 Flight planning

Flight planning shall be via an appropriate SID.

Note:

a. SID KOPEX only for propeller ACFT.
b. SID NEXEN and LANGO only for jet ACFT.
c. SID SIMEG and SALLO penetrates Swedish territory. Operators not permitted to overfly Swedish territory shall flightplan via SID BETUD. MAX requested FL 70 until BETUD.
d. SID VEDAR not AVBL for traffic re-entering København FIR beyond VEDAR. Alternate is SID GOLGA.

For destinations within København, Roskilde or Malmö TMA flights may be planned direct between aerodromes.

2.3 Climb profile / Climb gradient

Climb Gradient: MNM 400 FT/NM (6.6%) up to FL 70 for ATC purposes.
At first contact with TWR state if unable to comply.

For ATC purposes, operators of jet aircraft should select an initial climb profile with a low acceleration altitude, followed by a continuous acceleration to at least minimum clean speed. Operators of jet aircraft not applying such profile shall inform ATC.

2.4 Filing of Flight Plan

For destinations outside København, Roskilde or Malmö TMA the SID termination point shall be stated as the first route point in the flight plan, followed by:
a. the designator of the ATS route to join, or
b. DCT to the next significant point.

For destinations within København, Roskilde or Malmö TMA, state DCT or other specified routing.

2.5 ATC clearance delivery

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

2.6 Level restrictions

SIDs may include a published initial cleared level and may also include level restrictions at specific significant points.
Cleared levels, issued explicit by ATC, shall override the published cleared level.

23. Additional Information

KASTRUP APRON

1. Aircraft movements on Apron North requires prior permission from Kastrup Apron. A permission obtained from Kastrup Apron is to be treated in content like an instruction and is to be observed.
2. During peek hours 3 units may be active to control the traffic on Apron North:
   Sequence planner.
   Outbound position (controls all of the outbound traffic)
   Inbound position (controls all of the inbound traffic)
   Each of the positions is responsible for its own traffic and will provide apron service on the corresponding frequency.
3. KASTRUP APRON will provide taxi-instructions in Apron North until the area of responsibility. (See Area of Responsibility Chart).
4. During periods with low traffic intensity one or two positions may be responsible for all three area, but apron service will be provided on three separated frequencies simultaneously. The frequencies will be combined by ATC.

KASTRUP TOWER

1. During parallel runway operations two runwaycontrollers, call-sign "KASTRUP TOWER", are active each with their own runway and area of responsibility (See Area of Responsibility Chart).

Note: During single runway operations special rules and areas will be in force.

2. Normally one ground controller, call-sign "KASTRUP TOWER", is active with his own area of responsibility. (See Area of Responsibility). All in- and outbound traffic can expect to be instructed to change to this ground controller, call-sign "KASTRUP TOWER" from "KASTRUP APRON" or from another "KASTRUP TOWER". Pilots shall not change frequency without ATC instructions.
3. During periods with low traffic intensity one runwaycontroller may be responsible for all areas, therefore all frequencies will be combined by ATC.

Arrival

For permitted taxiroutes, depending on aircraft type, see GMC-1 to GMC-8.

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 the aerodrome.

Departure

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

a Ref: PANS-RAC, Doc 4444. Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services.
Thirteenth Edition Part V - Aerodrome Control Service.
AIP GEN 1.7-3 Item 4.7.
Bullet 4 is not applicable and permission will not be granted.

Stop Bars

Stop bars are used H24 at all runways - active as well as inactive.

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.

If a stop bar is out of service the following contingency measures are in force:

If the stop bar cannot be switched off:
a. An alternative taxi route where the stop bars are functioning will be used primarily.
b. If an alternative taxi route is not available, ATC will place a Follow Me car ahead of the aircraft with the explanation that the stop bar is out of service and that ATC will confirm by RTF when to cross the stop bar.
c. If a Follow Me car is not available, ATC will confirm by RTF when to cross the stop bar with the explanation that the stop bar is out of service.

If the stop bar cannot be switched on:
d. When visibility is above 3000 metres the runway can stay in operation.
e. When visibility is below 3000 metres the runway can only be used with an airport vehicle guarding the inoperative stop bar until a physical barrier has been established across the taxiway.

ATIS (ARR and DEP) and DEP clearances via datalink

1.1 ATIS (ARR and DEP) and DEP clearances (DCL) via datalink (ARINC/SITA) are available. Aircraft equipped with ACARS compliant with ARINC 623 Protocol will be able to use the datalink service. If unsuccessful, request DCL by voice from ATC.

1.2 Earliest time for obtaining predeparture clearance via datalink (ACARS) is 30 minutes prior to TOBT. Latest time for obtaining clearance is at TOBT. The cockpit acknowledgement of the clearance has to be sent via datalink within 5 minutes after receiving the clearance.

Limitations in ATIS

1.1 To keep the length of the ATIS broadcast within the recommended 30 seconds the following apply:

a. Flow restrictions will not be broadcast. The pilot-in-command must consult the Airport Briefing Office to obtain information about valid flow restrictions.
b. Information about variation in wind direction will be broadcast only if the mean wind velocity is 6 KT or more.
c. Information about ice and snow conditions on taxiways and parking areas will be collected into a general information based on the worst values for the area

Gliding and Hang Gliding

1.1 Gliding not allowed at AD.

Flights in patterns or lanes (e.g.photoflights) with a duration of more than 15 minutes.

1. Do not expect permission to execute the flight inside EKCH CTR's lateral limitations below 4000FT.
2. Do not expect permission to execute the flight in the part of EKCH TMA and EKRK TMA with the lower limit at 1500FT in the following hours:

a. Monday to Friday 06 - 10 Danish time and 17 - 22 Danish time
b. Sunday 17 - 22 Danish time.

3. Are expected to be executed at altitudes of 1000FT or FL, e.g. 5000FT, 6000FT, FL 70 etc. within Copenhagen Area.
4. Might be repositioned or cancelled by WS-ATCC (Watch Supervisor Air Traffic Control Center) in coordination with ATC EKCH TWR, EKCH APP and EKRK TWR/APP, on the day for the flight due to the actual traffic situation.

Bird concentrations at the aerodrome

Airport surroundings.

The area north of the airport is built up with suburbs and Copenhagen City is located further north. A smaller suburban area is located southeast of the airport. These residential areas, together with other built-up and developed areas (industry, service businesses, infrastructure), constitute 58% of the land area within the 13 KM ICAO defined zone.

To the south, approximately ten square kilometers of agricultural land borders the airport. Southwest of the airport are two larger forest areas. To the west, the large wetland Kalvebod Fælled (14 square kilometers) is located, and similarly large wetlands is Saltholm and Peberholm, separated to the east by The Sound (Øresund). Both areas are protected and serve as bird sanctuaries.

Birds at the airport

The most common birds hit by aircraft are kestrel, swallows, swift and skylark. They have all a very low severity according to the annual Risk Assessment Matrix.

Corvids occur in flocks all year round, and in some years, starlings appear in large numbers in the summer months.

At sunrise and sunset, there is a movement of gulls from the night-roosting site on Saltholm and Peberholm to a large foraging area north and west of the airport.

Tens of thousands of geese migrate over the airport, particularly in OCT - NOV and again in APR - MAY. Resting and wintering geese stay in the fields near the airport.

In JUL - AUG there is a daily feeding migration of wood pigeons over runway 04L-22R.

The Wildlife Controller reports to TWR about special bird occurrences and, if necessary, informs about which information should be broad-cast on ATIS.

When broadcast is no longer needed, the Wildlife Controller requests TWR to remove a given information from ATIS.

Mitigation of birds

Two Wildlife Controllers are performing active wildlife control at the airfield H24, using mainly pyrotechnique, broadcasting distress call of selected birds and shotgun. The take-off runway is continuous monitored during daylight.

Bird strikes during takeoff and landing should be notified to TWR via radio, after which a Wildlife Controller will inspect the runway for bird remains.

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
	APDC South
Aerodrome Ground Services Charts	Area of Responsibility
Aerodrome Ground Movement Chart	GMC-1 GMC-2 GMC-3 GMC-4 GMC-5 GMC-6 GMC-7 GMC-8
Aerodrome Obstacle Chart - ICAO type A	AOC-A RWY 04L AOC-A RWY 04R AOC-A RWY 22L AOC-A RWY 22R AOC-A RWY 12 AOC-A RWY 30
Precision Approach Terrain Chart - ICAO	PATC 04L PATC 22L
Standard Departure Chart - Instrument - ICAO	RNAV SID RWY 04 L - 1 RNAV SID RWY 04 L - 2 RNAV SID RWY 04 L - 3 RNAV SID RWY 04 L - 4 RNAV SID RWY 04 L - 5 RNAV SID RWY 04 R - 1 RNAV SID RWY 04 R - 2 RNAV SID RWY 04 R - 3 RNAV SID RWY 04 R - 4 RNAV SID RWY 04 R - 5 RNAV SID RWY 22 L - 1 RNAV SID RWY 22 L - 2 RNAV SID RWY 22 L - 3 RNAV SID RWY 22 L - 4 RNAV SID RWY 22 L - 5 RNAV SID RWY 22 R - 1 RNAV SID RWY 22 R - 2 RNAV SID RWY 22 R - 3 RNAV SID RWY 22 R - 4 RNAV SID RWY 22 R - 5 RNAV SID RWY 12 - 1 RNAV SID RWY 12 - 2 RNAV SID RWY 12 - 3 RNAV SID RWY 12 - 4 RNAV SID RWY 12 - 5 RNAV SID RWY 30 - 1 RNAV SID RWY 30 - 2 RNAV SID RWY 30 - 3 RNAV SID RWY 30 - 4 RNAV SID RWY 30 - 5
Standard Arrival Chart - Instrument - ICAO	RNAV STAR RWY 04 L / R - 1 RNAV STAR RWY 04 L / R - 2 RNAV STAR RWY 04 L / R - 3 RNAV STAR RWY 22 L / R - 1 RNAV STAR RWY 22 L / R - 2 RNAV STAR RWY 22 L / R - 3 RNAV STAR RWY 12 - 1 RNAV STAR RWY 12 - 2 RNAV STAR RWY 12 - 3 RNAV STAR RWY 30 - 1 RNAV STAR RWY 30 - 2 RNAV STAR RWY 30 - 3
Instrument Approach Chart	ILS or LOC RWY 04L - 1 (CAT I+II) ILS or LOC RWY 04L - 2 (CAT I+II) RNP RWY 04L - 1 RNP RWY 04L - 2 RNP RWY 04L - 3 ILS or LOC RWY 04R - 1 ILS or LOC RWY 04R - 2 RNP RWY 04R - 1 RNP RWY 04R - 2 RNP RWY 04R - 3 ILS or LOC RWY 22L - 1 (CAT I+II+III) ILS or LOC RWY 22L - 2 (CAT I+II+III)

	RNP RWY 22L - 1 RNP RWY 22L - 2 RNP RWY 22L - 3 ILS or LOC RWY 22R - 1 ILS or LOC RWY 22R - 2 RNP RWY 22R - 1 RNP RWY 22R - 2 RNP RWY 22R - 3 ILS or LOC RWY 12 - 1 ILS or LOC RWY 12 - 2 RNP RWY 12 - 1 RNP RWY 12 - 2 RNP RWY 12 - 3 ILS or LOC RWY 30 - 1 ILS or LOC RWY 30 - 2 RNP RWY 30 - 1 RNP RWY 30 - 2 RNP RWY 30 - 3
Other charts	Noise Monitoring System

25. Visual Segment Surface (VSS) Penetration

RWY 04L		
Instrument Flight Procedure	**Procedure Minima affected**	**Remarks**
Not applicable		

RWY 22R		
Instrument Flight Procedure	**Procedure Minima affected**	**Remarks**
Not applicable		

RWY 04R		
Instrument Flight Procedure	**Procedure Minima affected**	**Remarks**
Not applicable		

RWY 22L		
Instrument Flight Procedure	**Procedure Minima affected**	**Remarks**
Not applicable		

RWY 12		
Instrument Flight Procedure	**Procedure Minima affected**	**Remarks**
Not applicable		

RWY 30		
Instrument Flight Procedure	**Procedure Minima affected**	**Remarks**
Not applicable		