DENMARK

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AIP
AIRAC AMDT 12/25

Publication Date
16 OCT 2025

Effective Date: 27 NOV 2025

The enclosed pages shall be inserted in the AIP on the effective date

This AIRAC AMDT contains the following changes:

GEN 0.5 - Changes to VFR reporting points at Billund.

GEN 3.1 - Change in description regarding numbering procedure of SNOWTAM.
- Available publications withdrawn from København/Kastrup. Self briefing instead available at ARO.

GEN 4.1 - Change of Aerodrome Charges at KØBENHAVN/KASTRUP and KØBENHAVN/ROSKILDE.

ENR 1.10 - Ærø (EKAE) withdrawn from subsection 5. VFR-Flights between certain Danish and German border aerodromes.

ENR 4.4 - Changes to VFR reporting points at Billund.

ENR 5.5 - "Billund CTR" in subsection 1, Glider Areas G3 - AREA HEDENSTED and G7 - AREA OUTRUP withdrawn.

AD 2 - EKBI
- Obstacle "PTZ 1" withdrawn from subsection 10. Aerodrome Obstacles.
- New frequency for DE-ICING SOUTH added in subsection 18. Air Traffic Services Communication Facilities.
- Changes to subsection 20. Local Aerodrome Regulations regarding parking, push back, de-icing and safety reporting.
- Obstacle "PTZ 1" withdrawn from VAC.
- Chart identification, VFR Reporting Points and VFR routes changed, glider areas G3 and G7 withdrawn on AD 2 - EKBI GLIDER AREAS IN TMA.
- Editorial changes.

AD 2 - EKCH
- Change of Rescue equipment and Capability for removal of disabled aircraft in subsection 6. Rescue and Firefighting Services.
- Change of Remarks in subsection 6. Rescue and Firefighting Services.
- Remark regarding obstacle marking in subsection 10. Aerodrome Obstacles withdrawn.
- Sub-subsection 5. Removal of damaged aircraft in subsection 20. Local Aerodrome Regulations withdrawn.
- Depiction of RESA RWY 04L/22R and 12/30 corrected on ADC and APDC. Text note "OBSTACLES" withdrawn on ADC.
- All RNAV STAR, ILS or LOC and RNP procedures revised. New 5LNC WPT EQJET, LICXI, ODLAQ, TEBAQ, VOCXI and ZAQQI added. New alphanumeric WPT CH513, CH609, CH610, CH709, CH710 and CH713 added.
- Editorial changes.

AD 2 - EKRK
- Change of Remarks in subsection 10. Aerodrome Obstacles.
- Textnote "OBSTACLES" withdrawn on ADC.

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With this AMDT, information previously published by the following NOTAM have been incorporated in AIP Denmark:

A2424/25.

The NOTAM concerned will be cancelled on the effective date of this AIP AIRAC AMDT.

With this AMDT, information published by following AIP Supplements have been incorporated in AIP Denmark:

NIL.

GEN 0.2 Record of AIP Amendments

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11/24	19 SEP 2024	31 OCT 2024	AIM
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Aalborg

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Kolding/Vamdrup

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RNAV SID RWY 04L - 1 . . . . . 28 NOV 24
RNAV SID RWY 04L - 2 . . . . . 28 NOV 24
RNAV SID RWY 04L - 3 . . . . . 28 NOV 24
RNAV SID RWY 04L - 4 . . . . . 28 NOV 24
RNAV SID RWY 04L - 5 . . . . . 28 NOV 24
RNAV SID RWY 04R - 1 . . . . . 28 NOV 24
RNAV SID RWY 04R - 2 . . . . . 28 NOV 24
RNAV SID RWY 04R - 3 . . . . . 28 NOV 24
RNAV SID RWY 04R - 4 . . . . . 28 NOV 24
RNAV SID RWY 04R - 5 . . . . . 28 NOV 24
RNAV SID RWY 22L - 1 . . . . . 28 NOV 24
RNAV SID RWY 22L - 2 . . . . . 28 NOV 24
RNAV SID RWY 22L - 3 . . . . . 28 NOV 24
RNAV SID RWY 22L - 4 . . . . . 28 NOV 24
RNAV SID RWY 22L - 5 . . . . . 28 NOV 24
RNAV SID RWY 22R - 1 . . . . . 28 NOV 24
RNAV SID RWY 22R - 2 . . . . . 28 NOV 24
RNAV SID RWY 22R - 3 . . . . . 28 NOV 24
RNAV SID RWY 22R - 4 . . . . . 28 NOV 24
RNAV SID RWY 22R - 5 . . . . . 28 NOV 24
RNAV SID RWY 12 - 1 . . . . . 28 NOV 24
RNAV SID RWY 12 - 2 . . . . . 28 NOV 24
RNAV SID RWY 12 - 3 . . . . . 28 NOV 24
RNAV SID RWY 12 - 4 . . . . . 28 NOV 24
RNAV SID RWY 12 - 5 . . . . . 28 NOV 24
RNAV SID RWY 30 - 1 . . . . . 28 NOV 24
RNAV SID RWY 30 - 2 . . . . . 28 NOV 24
RNAV SID RWY 30 - 3 . . . . . 28 NOV 24
RNAV SID RWY 30 - 4 . . . . . 28 NOV 24
RNAV SID RWY 30 - 5 . . . . . 23 JAN 25
RNAV STAR RWY 04 L / R - 1 . . . . . 27 NOV 25
RNAV STAR RWY 04 L / R - 2 . . . . . 27 NOV 25
RNAV STAR RWY 04 L / R - 3 . . . . . 27 NOV 25
RNAV STAR RWY 22 L / R - 1 . . . . . 27 NOV 25
RNAV STAR RWY 22 L / R - 2 . . . . . 27 NOV 25
RNAV STAR RWY 22 L / R - 3 . . . . . 27 NOV 25
RNAV STAR RWY 12 - 1 . . . . . 28 NOV 24
RNAV STAR RWY 12 - 2 . . . . . 27 NOV 25
RNAV STAR RWY 12 - 3. . . . . 28 NOV 24
RNAV STAR RWY 30 - 1 . . . . . 28 NOV 24
RNAV STAR RWY 30 - 2 . . . . . 27 NOV 25
RNAV STAR RWY 30 - 3 . . . . . 28 NOV 24
ILS or LOC RWY 04L - 1 (CAT I+II) . . . . . 27 NOV 25
ILS or LOC RWY 04L - 2 (CAT I+II) . . . . . 27 NOV 25
RNP RWY 04L - 1 . . . . . 27 NOV 25
RNP RWY 04L - 2 . . . . . 27 NOV 25
RNP RWY 04L - 3 . . . . . 27 NOV 25
ILS or LOC RWY 04R - 1 . . . . . 27 NOV 25
ILS or LOC RWY 04R - 2 . . . . . 27 NOV 25
RNP RWY 04R - 1 . . . . . 27 NOV 25
RNP RWY 04R - 2 . . . . . 27 NOV 25
RNP RWY 04R - 3 . . . . . 27 NOV 25
ILS or LOC RWY 22L - 1 (CAT I+II+III) . . . . . 27 NOV 25
ILS or LOC RWY 22L - 2 (CAT I+II+III) . . . . . 27 NOV 25
RNP RWY 22L - 1 . . . . . 27 NOV 25
RNP RWY 22L - 2 . . . . . 27 NOV 25
RNP RWY 22L - 3 . . . . . 27 NOV 25
ILS or LOC RWY 22R - 1 . . . . . 27 NOV 25
ILS or LOC RWY 22R - 2 . . . . . 27 NOV 25
RNP RWY 22R - 1 . . . . . 27 NOV 25
RNP RWY 22R - 2 . . . . . 27 NOV 25
RNP RWY 22R - 3 . . . . . 27 NOV 25
ILS or LOC RWY 12 - 1 . . . . . 27 NOV 25
ILS or LOC RWY 12 - 2 . . . . . 27 NOV 25
RNP RWY 12 - 1 . . . . . 27 NOV 25
RNP RWY 12 - 2 . . . . . 27 NOV 25
RNP RWY 12 - 3 . . . . . 27 NOV 25
ILS or LOC RWY 30 - 1 . . . . . 27 NOV 25
ILS or LOC RWY 30 - 2 . . . . . 27 NOV 25
RNP RWY 30 - 1 . . . . . 27 NOV 25
RNP RWY 30 - 2 . . . . . 27 NOV 25
RNP RWY 30 - 3 . . . . . 27 NOV 25
NOISE MONITORING SYSTEM . . . . . 30 OCT 25

København/Roskilde

EKRK - 1 . . . . . 04 SEP 25
EKRK - 2 . . . . . 27 NOV 25
EKRK - 3 . . . . . 30 OCT 25
EKRK - 4 . . . . . 02 OCT 25
EKRK - 5 . . . . . 04 SEP 25
EKRK - 6 . . . . . 23 JAN 25
EKRK - 7 . . . . . 02 OCT 25
ADC . . . . . 27 NOV 25
APDC . . . . . 30 OCT 25
HELC . . . . . 04 SEP 25
GMC - 1 . . . . . 04 SEP 25
GMC - 2 . . . . . 04 SEP 25
GMC - 3 . . . . . 04 SEP 25
GMC - 4 . . . . . 04 SEP 25
AOC-A RWY 03 . . . . . 30 OCT 25
AOC-A RWY 11 . . . . . 23 JAN 25
AOC-A RWY 21 . . . . . 23 JAN 25
AOC-A RWY 29 . . . . . 30 OCT 25
IFR DEP - 1 . . . . . 28 NOV 24
IFR DEP - 2 . . . . . 28 NOV 24
IFR DEP - 3 . . . . . 28 NOV 24
IFR DEP - 4 . . . . . 28 NOV 24
RNAV (GNSS) RWY 03 - 1 . . . . . 30 NOV 23
RNAV (GNSS) RWY 03 - 2 . . . . . 29 MAR 18
ILS RWY 11 (ACFT CAT A+B) . . . . . 30 NOV 23
ILS RWY 11 (ACFT CAT C+D) . . . . . 30 NOV 23
RNAV (GNSS) RWY 11 - 1 (ACFT CAT A+B) . . . . . 30 NOV 23
RNAV (GNSS) RWY 11 - 2 (ACFT CAT A+B) . . . . . 01 MAR 18
RNAV (GNSS) RWY 11 - 1 (ACFT CAT C+D) . . . . . 30 NOV 23
RNAV (GNSS) RWY 11 - 2 (ACFT CAT C+D) . . . . . 01 MAR 18
NDB RWY 11 (ACFT CAT A+B) . . . . . 30 NOV 23
NDB RWY 11 (ACFT CAT C+D) . . . . . 30 NOV 23
ILS RWY 21 . . . . . 23 JAN 25
RNAV (GNSS) RWY 29 - 1 . . . . . 30 NOV 23
RNAV (GNSS) RWY 29 - 2 . . . . . 01 MAR 18
Noise Abatement Procedures . . . . . 04 SEP 25

Odense / Hans Christian Andersen Airport

EKOD - 1 . . . . . 02 OCT 25
EKOD - 2 . . . . . 02 OCT 25
EKOD - 3 . . . . . 02 OCT 25
EKOD - 4 . . . . . 30 OCT 25
EKOD - 5 . . . . . 02 OCT 25
ADC . . . . . 20 MAR 25
APDC . . . . . 13 JUN 24
AOC-A 06 . . . . . 10 SEP 20
AOC-A 24 . . . . . 10 SEP 20
RNP RWY 06 - 1 . . . . . 13 JUN 24
RNP RWY 06 - 2 . . . . . 23 MAR 23
ILS or LOC RWY 24 - 1 (CAT I) . . . . . 07 AUG 25
ILS or LOC RWY 24 - 2 (CAT I) . . . . . 22 FEB 24
RNP RWY 24 - 1 . . . . . 13 JUN 24
RNP RWY 24 - 2 . . . . . 23 MAR 23

Stauning

EKVJ - 1 . . . . . 30 OCT 25
EKVJ - 2 . . . . . 30 OCT 25

EKVJ - 3 . . . . . 30 OCT 25
EKVJ - 4 . . . . . 30 OCT 25
ADC . . . . . 05 SEP 24
APDC . . . . . 05 SEP 24
NDB CIRCLING A. . . . . 15 MAY 25
NDB CIRCLING B. . . . . 15 MAY 25
RNP RWY 09 - 1 . . . . . 15 MAY 25
RNP RWY 09 - 2 . . . . . 23 MAR 23
LOC 27 (ACFT CAT A / B) . . . . . 15 MAY 25
LOC 27 (ACFT CAT C) . . . . . 15 MAY 25
RNP RWY 27 - 1 . . . . . 15 MAY 25
RNP RWY 27 - 2 . . . . . 23 MAR 23
NDB 27 (ACFT CAT A / B) . . . . . 15 MAY 25
NDB 27 (ACFT CAT C) . . . . . 15 MAY 25

Sønderborg

EKSB - 1 . . . . . 02 OCT 25
EKSB - 2 . . . . . 02 OCT 25
EKSB - 3 . . . . . 02 OCT 25
EKSB - 4 . . . . . 02 OCT 25
EKSB - 5. . . . . 02 OCT 25
ADC . . . . . 20 FEB 25
RNP RWY 14 - 1 . . . . . 13 JUN 24
RNP RWY 14 - 2 . . . . . 20 MAY 21
ILS or LOC RWY 32 . . . . . 15 JUN 23
RNP RWY 32 - 1 . . . . . 13 JUN 24
RNP RWY 32 - 2 . . . . . 20 MAY 21

Vojens/Skrydstrup

EKSP - 1 . . . . . 30 OCT 25
EKSP - 2 . . . . . 30 OCT 25
EKSP - 3 . . . . . 07 AUG 25
EKSP - 4 . . . . . 07 AUG 25
EKSP - 5 . . . . . 30 OCT 25
EKSP - 6 . . . . . 30 OCT 25
EKSP - 7 . . . . . 30 OCT 25
ADC . . . . . 23 JAN 25
ILS RWY 10L (ACFT CAT A / B) . . . . . 07 AUG 25
ILS RWY 10L (ACFT CAT C / D) . . . . . 07 AUG 25
ILS RWY 28R (ACFT CAT A / B) . . . . . 07 AUG 25
ILS RWY 28R (ACFT CAT C / D) . . . . . 07 AUG 25
GLIDER AREAS IN TMA / CTR . . . . . 07 AUG 25

AD 3

3.1 - 1 . . . . . 05 SEP 24
3.1 - 2 . . . . . 05 SEP 24

ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Correct length of longest runway (M x 100) at label KØBENHAVN/KASTRUP from 36.00 to 35.71.	AIRAC AMDT 08/25
ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Add symbol for "Obstacles and group. Lighted", København, Nordhavn, 2 cranes, ELEV 358 FT MSL. PSN 55 43 28N 012 38 01E - 55 43 23N 012 38 15E.	AIRAC AMDT 08/25
ICAO ANC Denmark 1:500 000 Edition 45	Add symbol for "Heliport", SHS AABENRAA HEMS (Private heliport) at PSN 55 03 39N 009 22 42E.	AIRAC AMDT 09/25
ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Change Sweden Control FREQ from 133.805 to 124.855.	AIRAC AMDT 10/25
ICAO ANC Denmark 1:500 000 Edition 45	Change RØNNE TMA FREQ from 133.805 to 124.855 and correct RØNNE TMA FREQ from 118.325 to 118.330.	AIRAC AMDT 10/25
ICAO ANC Denmark 1:500 000 Edition 45	Add symbol for "Heliport", AALBORG HOSPITALSBYEN HEMS (Private heliport) at PSN 57 00 33N 009 59 55E.	AIRAC AMDT 11/25
ICAO ANC Denmark 1:500 000 Edition 45	Change ELEV 667 FT MSL to ELEV 909 FT MSL for "Windturbines - group in line. Lighted" and "Obstacles. Lighted" at Høvsøre, PSN 56 27 12N 008 09 07E - 56 26 56N 008 09 06E 56 26 41N 008 09 04E - 56 26 25N 008 09 03E - 56 26 10N 008 09 02E 56 27 08N 008 08 46E - 56 27 16N 008 08 36E - 56 26 56N 008 08 33E 56 26 42N 008 08 32E - 56 26 29N 008 08 32E - 56 26 15N 008 08 31E 56 27 07N 008 08 59E - 56 26 16N 008 08 55E.	AIRAC AMDT 11/25
ICAO ANC Denmark 1:500 000 Edition 45	Remove the following "VFR Reporting Point": Højen at PSN 55 39 50N 009 30 44E. Sønder Omme at PSN 55 50 18N 008 55 55E. Tørring at PSN 55 50 16N 009 30 33E. Vorbasse Vest at PSN 55 37 30N 009 03 30E. Change PSN of the following "VFR Reporting Point": Give from PSN 55 51 58N 009 14 55E to 55 50 22N 009 10 42E. Vandel from PSN 55 42 06N 009 12 38E to 55 41 30N 009 10 30E. Add the following "VFR Reporting Point": Vorbasse at PSN 55 38 24N 009 04 14E. Egtved at PSN 55 37 36N 009 17 52E.	AIRAC AMDT 12/25

GEN 3 SERVICES

GEN 3.1 Aeronautical Information Services

1. Organisation of the Danish AIM

1.1 The Aeronautical Information Service (AIS) is a service within the Aeronautical Information Management (AIM), which is provided by Naviair on behalf of the Danish CAA. AIM consists of an AIM Headquarter and an international NOTAM office (NOF).

1.2 AIM Headquarters:

NAVIAIR
Aeronautical Information Management
Naviair Allé 1
DK-2770 Kastrup
Denmark

TEL:	+45 3247 8221
	E-mail: aim@naviair.dk
Internet:	https://aim.naviair.dk/
Opening hours:	Weekdays, during normal office hours.

1.3 International NOTAM Office (NOF):

AIS Briefing Naviair
Naviair Allé 1
DK-2770 Kastrup
Denmark

TEL:	+45 32 47 82 72
	E-mail:fpc@naviair.dk
Internet:	https://briefing.naviair.dk
AFS:	EKCHYNYX
Opening hours:	H24

1.4 Applicable ICAO documents

The services are provided in accordance with the Standards and Recommended Practices provided in the following ICAO documents

Annex 4	Aeronautical Charts
Annex 15	Aeronautical Information Services
DOC 8126	Aeronautical Information Services Manual
DOC 8400	ICAO Abbreviations and Codes
DOC 8697	Aeronautical Chart Manual
DOC 9674	World Geodetic System - 1984 (WGS-84) Manual

Differences from the International Standards and Recommended Practices are detailed in GEN 1.7.

2. Area of Responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Denmark and for the airspace over the high seas encompassed by København Flight Information Region (FIR).

3. Aeronautical Publications

3.1 Aeronautical information for IFR operations are provided in the form of an Integrated Aeronautical Information Package consisting of the following elements:

- AIP Denmark
- Amendment service to the AIP
- Supplement to the AIP
- NOTAM and Pre-flight Information Bulletins
- Aeronautical Information Circulars (AIC)
- Checklist of valid NOTAM and list of latest issued publications.

The elements of the package are distributed on the internet. The Internet address is: https://aim.naviair.dk/ or www.ead.eurocontrol.int. NOTAM are issued via the Aeronautical Fixed Service (AFS).

3.2 AIP Denmark

AIP Denmark is a basic document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration changes essential for air navigation.

Note: In addition to the AIP, a separate VFR Flight Guide (VFG) is produced. It is published in both Danish and English and contains besides the aerodromes included in the AIP also minor VMC aerodromes.

3.3 Amendment Service to the AIP

Amendments Service to the AIP are made by means of replacement sheets using AIP AIRAC Amendment (AIP AIRAC AMDT) issued in accordance with the AIRAC system which incorporates operationally significant permanent changes to the AIP on the indicated AIRAC effective dates. AIP AIRAC AMDT also contains information usually published by AMDT, as AMDT are not published in Denmark.

A brief description of the AIP subjects affected by the amendment is given on the amendment cover sheet. New information on the reprinted pages is annotated in the left margin (or immediately to the left of the change) by a vertical line.

Each AIP page and each page introduced by an AIP AIRAC AMDT, including the amendment cover sheet, are dated. The publication date and the AIRAC effective date is stated. Each cover sheet includes references to NOTAM, AIC and SUP, if any, which have been incorporated in the AIP.

Each AIP AIRAC AMDT are allocated separate serial numbers which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AIRAC AMDT 03/18.

3.4 Supplement to the AIP

Temporary changes of long duration (three months or longer) and information of short duration which consists of extensive text and/or graphics and supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system, and are identified clearly by the acronym AIP AIRAC SUP.

Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. AIP SUP 01/18; AIP AIRAC SUP 01/18.

An AIP Supplement is kept in the AIP as long as some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Furthermore a NOTAM will be used to activate the supplement.

3.5 NOTAM and Pre-flight Information Bulletin

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. NOTAM is prepared in accordance with ICAO Annex 15.

NOTAM are issued for København FIR and are distributed in 5 series, identified by the letters A, B, C, D and S.

Series A:

1. Information about the following aerodromes:
   EKBI, EKCH and EKYT.
   The aerodromes are international, approved for operations in both IMC and VMC.
2. General Rules.
3. En Route Navigation and Communication Facilities.
4. Navigational warnings and airspace restrictions with upper limit above FL 195.

Series B:

1. Information about the following aerodromes:
   EKAH, EKEB, EKKA, EKOD, EKRK, EKRN, EKSB, EKSP, EKVD and EKVJ.
2. Navigational warnings and airspace restrictions with upper limit above 3500FT MSL, but not above FL 195.

Series C:

1. Information about aerodromes not mentioned in Series A or B (except for heliports).
2. New established en-route obstacles and malfunctioning en-route obstacle lightning.
3. Navigational warnings and airspace restrictions with upper limit not above 3500FT MSL.

Series D:

1. Information about heliports.

Note: Navigational warnings and airspace restrictions affecting traffic to or from an aerodrome or heliport will be published in the same series as the aerodrome or heliport.

Series S (SNOWTAM):

1. Information concerning snow, slush, ice or standing water associated with snow, and slush and ice in the movement areas. SNOWTAM are prepared in accordance with ICAO Annex 15, Appendix 2, and are issued by the individual aerodrome directly, with separate serial numbers. Details are given in the Snow plan in the Aerodrome (AD) part. SNOWTAM is numbered successively each year with number 1 from 1 JAN.

Pre-flight Information Bulletins (PIB), which contain a recapitulation of current NOTAM and other information of urgent character for the operator/flight crew, are available from AIS Briefing Naviair and AIS units on some other aerodromes.

3.6 Aeronautical Information Circulars (AIC)

AIC contains

- Long-term forecasts about major changes in legislation, regulations, procedures and facilities.
- Information of explanatory or advisory nature affecting flight safety.
- Information concerning administrative matters.

AIC are issued in two series, A and B.

- AIC Series A contains information affecting both international and national aviation.
- AIC Series B contains information affecting national aviation only (in Danish).

Each AIC is numbered consecutively within each series on a calendar year basis. The year indicated by two digits is a part of the serial number, e.g. AIC A 1/98; AIC B 1/98.

3.7 Checklist of valid NOTAM and list of latest issued publications

- A checklist of valid NOTAM is issued every month via AFS.
- A list of latest publications is issued via AFS when the publications are mailed.

4. AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., changes will - whenever possible - be issued on predetermined dates according to the AIRAC system.

This type of information will be published as an AIP AIRAC AMDT or an AIP AIRAC SUP. If an AIRAC AMDT or a AIRAC SUP cannot be produced due to lack of time, NOTAM will be issued.

The table below indicates AIRAC effective dates for the coming years. AIRAC will be issued so that the information will be received not later than 28 days, and for major changes not later than 56 days, before the effective date. Notification about AIRAC AMDT will be issued by NOTAM not later than 28 days before the day concerned.

Schedule of AIRAC Effective Dates

AIRAC Dates 2025	AIRAC Dates 2026	AIRAC Dates 2027	AIRAC Dates 2028
Effective Date	**Effective Date**	**Effective Date**	**Effective Date**
23 JAN	22 JAN	21 JAN	20 JAN
20 FEB	19 FEB	18 FEB	17 FEB
20 MAR	19 MAR	18 MAR	16 MAR
17 APR	16 APR	15 APR	13 APR
15 MAY	14 MAY	13 MAY	11 MAJ
12 JUN	11 JUN	10 JUN	08 JUN
10 JUL	09 JUL	08 JUL	06 JUL
07 AUG	06 AUG	05 AUG	03 AUG
04 SEP	03 SEP	02 SEP	31 AUG
02 OCT	01 OCT	30 SEP	28 SEP
30 OCT	29 OCT	28 OCT	26 OCT
27 NOV	26 NOV	25 NOV	23 NOV
25 DEC	24 DEC	23 DEC	21 DEC

5. Pre-flight Information Service at Aerodromes/Heliports

Pre-flight publications are available at aerodromes/heliports as detailed overleaf.

Where marked by an asterisk (*) NOTAM by AFS are not available.

Aerodrome/Heliport	Publications from
Aalborg	Denmark
Aarhus	Denmark Other: Self-service via internet EAD PRO with access to AIP and chart data from all EAD countries
Billund	Denmark, Germany*, Norway*, Sweden* Other: Jeppesen Route Manual: Europe-Mediterranean, Eastern Europe Bottlang Airfield Manual: Europe
Bornholm/Rønne	Denmark, Germany*, Sweden Other: Self-service via Internet The Airport Handbook/Flygplatshandboken: Scandinavia, Finland, Estonia
Esbjerg	Denmark Other: KDA Airfield Manual: Denmark
Karup / Midtjyllands Lufthavn	Denmark
Kolding/Vamdrup	Denmark Other: Bottlang Airfield Manual: Austria, Belgium, Denmark, Finland, France, Germany, Ireland, Luxembourg, Netherlands, Norway, Sweden, Switzerland, United Kingdom KDA Airfield Manual, Denmark
København/Kastrup	NIL (Self briefing available at ARO).
København/Roskilde	Access to EAD with AIP informations from all countries fully migrated with EAD. NOTAM worldwide can be retrieved from EAD. Other: Self-service via Internet. Jeppesen Route Manual: Western- and eastern Europe (Electronic publication)
Odense / Hans Christian Andersen Airport	Denmark, Germany*, Sweden* Other: KDA Airfield Manual, Denmark
Stauning	Denmark Other: Bottlang Airfield Manual: Austria, Belgium, Denmark, Finland, France, Germany, Ireland, Netherlands, Norway, Sweden, Switzerland, United Kingdom
Sønderborg	Denmark Other: Bottlang Airfield Manual: Denmark, Finland, Germany, Norway, Sweden.
Vojens/Skrydstrup	Denmark

6. Basic Topographic and Terrain data

Digital topographic and terrain basic data may be obtained from:

Styrelsen for Dataforsyning og Infrastruktur
Sankt Kjelds Plads 11
DK-2100 København Ø
Denmark
TEL: +45 7254 5500
Email: sdfi@sdfi.dk
Website: https://sdfi.dk/
Office hours: MON-THU 08:30-16:00, FRI 08:30-15:00.
Office hours are stated in local time.

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodrome/Heliport Charges

1. Take-off charges are stated below.
2. 25% Value Added Tax (VAT) will be added to the charges for domestic flights unless otherwise indicated.
3. As regards other charges please contact the aerodrome in question.
4. Heliports available for public air transport are not established in Denmark.

AERODROME	Maximum Take-off Mass (KG)	For every 1000 KG commenced		Minimum Charge		Remarks
		Domestic Flights (DKK)	International Flights (DKK)	Domestic Flights (DKK)	International Flights (DKK)	
AALBORG	<=2.000	-	-	55.00	55.00	-
	>2.000	30.00	30.00	140.00	140.00	
AARHUS	<=1.500	-	-	80.00	80.00	-
	>1.500	31.50	31.50	160.00	160.00	
BILLUND	<=2.000	-	-	700.00	700.00	-
	>2.000	55.50	55.50	700.00	700.00	
BORNHOLM/ RØNNE	<=2.000	-	-	66.00	66.00	-
	>2.000	36.00	36.00	168.00	168.00	
ESBJERG	<=2.000	-	-	125.00	125.00	-
	>2.000 <=22.000	62.00	62.00	-	-	
	>22.000	30.00	30.00	-	-	
KARUP / MIDTJYLLANDS LUFTHAVN	<=2.000	-	-	55.00	55.00	-
	>2.000	30.00	30.00	140.00	140.00	
KOLDING/ VAMDRUP	<=2.000	40.00	40.00	80.00	80.00	-
	>=2.000	40.00	40.00	120.00	120.00	
KØBENHAVN/ KASTRUP	See link: https://www.cph.dk/en/cph-business/aviation/charges-and-slot					NIL
KØBENHAVN/ ROSKILDE	See link: https://www.rke.dk/en/pilot-info/charges					NIL
ODENSE / HANS CHRISTIAN ANDERS-EN AIRPORT	<=2.000	-	-	76.00	76.00	-
	>2.000	42.00	42.00	190.00	190.00	
STAUNING	<=2.000	80.00	80.00	80.00	80.00	-
	>2.000	50.00	50.00	200.00	200.00	
SØNDERBORG	<=1.999	-	-	86.00	86.00	-
	>=2.000	42.00	42.00	187.00	187.00	
VOJENS/ SKRYDSTRUP	<=2.000	-	-	140.00	140.00	-
	>2.000	40.00	40.00	140.00	140.00	

ENR 1.10 Flight Planning

1. Submission of a flight plan

1.1 A flight plan shall be submitted to ATS in accordance with Commission Regulation (EU) No 923/2012, on the basis of ICAO Annex 2, and ICAO Doc 7030/EUR prior to operating:

1) Any IFR flight performed in airspace class C, D, E and G
2) Any VFR flight when:
   a. performed in airspace class C and D
   b. crossing the boundaries of København FIR and the Danish territorial waters, except as detailed in para. 6
   c. crossing a FIZ
   d. alerting service is required for a specific part of the route
   e. performing a VFR-NIGHT flight (See ENR 1.2)

1.2 No flight plans shall be filed via the airspace København FIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for København FIR and any reference to them shall be made via: https://www.nm.eurocontrol.int/RAD/index.html.

1.3 For all IFR flights, including the IFR portions of mixed IFR/VFR flights, entering, overflying or departing the Integrated Initial Flight Plan Processing System Zone (IFPZ), a flight plan shall be submitted to IFPS either directly or via the Air Traffic Services Reporting Office (ARO) serving the aerodrome of departure. Flight plans and associated messages shall be addressed only to the two IFPS addresses for that portion of the flight within the IFPZ. The IFPS addresses to be included in flight plans and associated messages submitted by operators that intend to fly into or through the IFPZ are as follows:

	IFPS Unit Addresses	
Network	IFPU1 Haren, Belgium	IFPU2 Brétigny, France
AFTN	EUCHZMFP	EUCBZMFP
SITA	BRUEP7X	PAREP7X

1.4 IFPS will ensure distribution of the accepted flight plan to all relevant ATS units within their area of responsibility. Flight plan message originators filing to IFPS are responsible for ensuring that the flight plan and any modifications made thereto are addressed to all the relevant ATS units outside the IFPZ. In order to ensure consistency between the flight plan data distributed within the IFPZ and that distributed outside the IFPZ, the Network Manager Operations Centre (NMOC) has established a "re-addressing function". The "re-addressing function" is intended primarily for flights originating within the IFPZ and proceeding outside the IFPZ.

Note: Detailed procedures and information applicable to flight plan addressing and distribution are contained in the EUROCONTROL IFPS Users Manual section of the Network Operations Handbook.

1.5 Flight plans for flights which may be subject to ATFM shall be submitted at least 3 hours before the EOBT.

2. Contents of a flight plan

2.1 The rules in ICAO PANS-ATM (Doc 4444) and ICAO Regional Supplementary Procedures (Europe), Doc 7030/EUR (See ENR 1.8) shall apply, with the following special Precision, ref Commission Regulation (EU) 923/2012 (SERA).

For IFR arrivals, the published STAR starting point shall be inserted. If no STAR starting point has been established for an airport, a point within 100 NM from the airport shall be inserted.
For IFR departure, the published SID termination point shall be inserted followed by the designator of an ATS route or DCT. If no SID termination point has been established for an airport, a point within 100 NM from the airport shall be inserted.
For IFR flights within Danish FIR there may be exceptions. For exceptions, consult the Route Availability Documents (RAD).

2.2 The EUR RVSM flight planning requirements for the completion of the ICAO Flight Plan Form and the Repetitive Flight Plan are contained in Commission Regulation (EU) No 923/2012 (SERA) on the basis of ICAO Doc 7030/EUR.
Furthermore the following will apply:

In addition to military oper-ations, operators of customs or police aircraft shall insert the letter M in item 8 of the ICAO Flight Plan Form.

Note: For aircraft operators planning flights where GPS is used as navigation aid, Eurocontrol is providing information on the Internet for making RAIM prediction.

The address is: http://augur.eurocontrol.int/

Aircraft operators without access to the Internet may obtain information from the Central ATS Briefing Office, Denmark:

TEL +45 32 47 82 72.

3. Modification of Estimated Off Block Time (EOBT)

For Airspace Users operating IFR. Reference Network Operations Handbook.

3.1 Introduction

It is a prime requirement for both ATC and ATFM, that the EOBT of a flight shall be an accurate EOBT. This applies to all flights, whether subject to ATFM or not. These procedures are to enable an AO to meet this requirement whenever they know that the EOBT of a flight will require modification.

The ICAO requirement is that delays in excess of thirty (30) minutes should be communicated (cf. para. 4.4.2.1.2. ICAO Doc. 4444). This requirement is mandatory. For flights, which are departing, arriving or over-flying states within the IFPS-zone the requirement is that any change (+ or -) in an EOBT of more than 15 minutes shall be communicated.

There are two categories of flights concerned: those, which have an ATFM slot, issued by the NMOC, and those who have not.

An AO should not modify the EOBT to a later time simply as a result of an ATFM delay. The EOBT is changed only if the original EOBT established by the AO cannot be met by the AO.

3.2 Procedure for Modifying the EOBT of a Flight Not Having Received an ATFM Slot.

Procedure:

i) To amend the EOBT to a later time, a DLA (or CHG) message shall be sent to IFPS.
ii) To amend the EOBT to an earlier time, a CNL message shall be sent to IFPS followed five minutes later by a new flight plan with the new EOBT indicated.

Note: The replacement flight plan procedure shall not be used.

3.3 Procedure for Modifying the EOBT of a Flight, Which Has Received an ATFM Slot.

AOs should note that an EOBT should not be modified simply in response to any possible delay due to an ATFM slot. If the EOBT established by the AO can no longer be met for reasons other than ATFM, then:

If the EOBT of a flight has changed or is no longer realistic then the following procedure shall be used:

- If a flight has an ATFM slot (CTOT) which cannot be met, then the AO shall send a DLA (or CHG) message to IFPS with the new EOBT of the flight. This may trigger a revised CTOT.

- If a flight has an ATFM slot (CTOT) with some delay and the AO is aware that the original EOBT cannot be met but the existing CTOT is acceptable then a DLA (or CHG) message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT with a worse delay, the following formula shall be used:
- Take the current CTOT, minus the taxitime, minus 10 minutes and send the new EOBT, which must not be after this time e.g. EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxitime is say 15 minutes. 1100 - 15, minus 10 = 1035. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT.
  However, as Network Operations systems are continuously seeking to give zero delay, the CTOT of the flight will never be earlier than the new EOBT plus the taxitime.
- If a flight has had an ATFM slot (CTOT) but now receives an SLC (Slot Cancellation Message) but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA (or CHG) message. ATC/ATFM will now have the "true" EOBT of the flight.
  Some states outside the IFPS zone still require AOs to update the EOBT regardless of why the flight's original EOBT may have changed. AOs should bear in mind the formula explained above when doing this. Where it is known that ATC send departure messages (DEP) for all flights, then this DEP message will suffice.

It is not possible to amend the EOBT to an earlier time than the EOBT given in the flight plan, however, if a flight is ready to go off blocks earlier than the current EOBT, then there are two options available:

i) The AO may ask the local ATC Unit (TWR) or the FMP to send a Ready (REA) message. In this case, the flight is considered as “ready to depart” from the filing time of the REA message.
ii) The AO may contact Central Flow Help Desk who have the possibility to input an earlier EOBT into the TACT system (max - 30 minutes). Each case is treated on its merits and may be refused if it is considered that "abuse" is involved.

3.4 As Flight Activation Monitoring (FAM) has been activated for København FIR, and the ETFMS expects flights to be airborne, based on the filed EOBT or the ATFM slot departure time issued by the ETFMS (CTOT).

Those flights that are not notified as being airborne through ATC messages within 15 minutes of the Estimated Take-Off Time (ETOT) (ETOT = EOBT + taxi-time) or CTOT will receive a Flight Suspension (FLS) message from ETFMS and will remain suspended until a DLA (or CHG) message has been received. The comment **'NOT REPORTED AS AIRBORNE'** will be identified in the text.

Unless an aircraft is taxiing it is the responsibility of the AO to send a DLA (or CHG) message. If a flight is suspended during the taxiing phase then ATC will be responsible for sending a DLA message. ETFMS will then respond with a De-Suspension Message (DES) or Slot Revision Message (SRM) depending whether the flight is non-regulated or regulated, respectively.

If the flight is already airborne, no action is required upon receipt of a FLS.

4. Abbreviated flight plan

4.1 An abbreviated flight plan can be used for flights within København FIR and Rønne TMA (in Sweden FIR) in the following cases:

- When the flight is conducted within airspace class C and D,
- When the flight is conducted within a FIZ/RMZ,
- Where alerting service is required for a specific part of a route.

An abbreviated flight plan cannot be submitted for flights intended to perform flying at night.

4.2 The abbreviated flight plan shall, depending on the situation, contain the necessary details to obtain the service required.

Mandatory information to be submitted are:

- aircraft call sign,
- aircraft type,
- flight rules (IFR/VFR),
- cruising speed,
- requested level,
- route,
- ETA (for arriving aircraft only), and
- persons on board.

Note 1: Alerting service is provided only for the specified part of the route.

Note 2: Unless departing from a controlled aerodrome or an aerodrome where AFIS is provided, an abbreviated flight plan can be submitted only when in the air.

5. VFR-Flights between certain Danish and German border aerodromes

Note: For VFR-flight between the under item 5.1 listed Danish and German aerodromes, a special arrangement has been established regarding submission and exchanging of flight plan information due to practical considerations and temporal relations.

5.1 VFR flights performed within the daily periods for VFR flights are exempted from the obligation to file a regular ICAO flight plan between the Danish aerodrome:

Sønderborg (EKSB)

and the German aerodromes:

Flensburg/Schäferhaus (EDXF)
Heide-Büsum (EDXB)
Husum (EDXJ)
Kiel-Holtenau (EDHK)
Leck (EDXK)
Rendsburg/Schachtholm (EDXR)
St. Michaelisdonn (EDXM)
Westerland/Sylt (EDXW)
Wyk auf Föhr (EDXY)

5.2 The flights may be conducted under the following conditions:

5.2.1 The pilot-in-command shall submit the following flight plan information to the ATS-unit at the aerodrome of departure:

- aircraft identification and type,
- departure aerodrome and estimated off-block time,
- destination and estimated elapsed time,
- endurance,
- number of persons on board, and
- name of pilot-in-command.

The above-mentioned information may be submitted over radio.

5.2.2 The flight plan information and the actual time of departures are being exchanged by and between the ATS-units on the aerodromes of departure and destination without being communicated to the respectively Danish and German Area Control Centres.

5.2.3 The flights are considered overdue if they are not arrived at the destination within 10 minutes after the estimated times of arrival based on the flight plan information given by the pilots.

5.2.3.1 Overdue aircraft ref. item 5.2.3 which have not reported change to the in item 5.2.1 submitted 'estimated elapsed time', may lead to effectuation of search and rescue service.

5.2.4 The flights shall be conducted in accordance with the respective national Danish and German VFR-procedures.

6. Exception for compulsory submission of flight plan - VFR

6.1 Normally flight plan is compulsory for flight over international waters and when crossing the boundary to another country. However, the Danish CAA has determined that submission of flight plan is not compulsory for VFR flights exclusively flying within the area shown on the chart on the ANC 1:500 000 - Denmark, reverse.

6.1.1 If alerting service is wanted for a VFR-flight within the above mentioned areas, a flight plan must be submitted as stated in the preceding paragraphs.

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E= Horizontal Entry Point X= Horizontal Exit Point A= Arrival Connecting Point D= Departure Connecting Point I = Intermediate Point	Remarks / Usage
VAXIT	563215N 0050000E	N581, P15, P60	(I)	
VEDAR	563154N 0120725E	L997, EKCH SID	(DI)	(D): EKCH, EKRK
VESUV	554300N 0044501E	KY874, KY886		
WOZNI	552809N 0050759E	KY875. KY886, KY888		

2. VFR Reporting Points near Aerodromes

AD	REP	PSN
Aalborg	Biersted Hasseris Svenstrup Vildmosen	57 09 19N 009 49 24E 57 02 07N 009 49 55E 56 57 38N 009 51 55E 57 13 01N 009 50 13E
Aarhus	Ebeltoft Grenaa Knebel Langsø Nødager Ryomgård	56 09 58N 010 40 26E 56 22 28N 010 50 56E 56 13 28N 010 26 56E 56 15 58N 010 36 56E 56 20 28N 010 37 26E 56 23 18N 010 26 55E
Billund	Egtved Give Karlskov Vandel Vorbasse	55 37 36N 009 17 52E 55 50 22N 009 10 42E 55 47 24N 009 10 42E 55 41 30N 009 10 30E 55 38 24N 009 04 14E
Bornholm/Rønne	Dueodde Hasle	54 59 28N 015 05 01E 55 11 38N 014 42 36E
Esbjerg	Gørding Skads Store Darum Varde Vester Nebel Dorid	55 28 23N 008 49 20E 55 30 40N 008 33 46E 55 24 53N 008 37 45E 55 37 28N 008 30 55E 55 32 26N 008 32 38E 55 31 10N 008 00 00E
Karup / Midtjyllands Lufthavn	Ikast Ilskov Kongenshus Sjørup	56 08 18N 009 07 55E 56 13 58N 009 06 46E 56 23 00N 009 07 56E 56 26 28N 009 08 45E
København/Kastrup	Holding West Tuborg Vallensbæk	55 36 48N 012 29 41E 55 42 58N 012 35 56E 55 36 43N 012 21 56E
København/Roskilde	Borup Ishøj Køge Valby	55 30 43N 011 58 26E 55 38 08N 012 17 21E 55 28 43N 012 08 16E 55 41 36N 012 08 02E
Odense / Hans Christian Andersen Airport	Bogense Lindø Lumby Stensby Vissenbjerg	55 34 40N 010 11 00E 55 27 25N 010 33 00E 55 28 00N 010 22 00E 55 30 00N 010 18 00E 55 24 05N 010 08 10E
Stauning	Lem North Skjern West South	56 01 48N 008 23 55E 56 00 36N 008 21 30E 55 56 38N 008 28 25E 55 59 00N 008 22 06E
Sønderborg	Bovrup Broager Bøjden Fynshav Gelting Nordborg Ærø North	54 59 33N 009 35 26E 54 54 18N 009 40 36E 55 04 40N 010 04 25E 54 59 45N 009 58 24E 54 45 16N 009 53 44E 55 03 58N 009 48 26E 54 57 58N 010 11 56E

ENR 5.5 Aerial Sporting and Recreational Activities

1. Gliding/Hang-gliding

1.1 General

Gliding/hang-gliding may take place from a great number of public and private aerodromes or special glider/hang-glider sites.

The aerodromes and the glider/hang-glider sites are shown on the ANC 1:500 000 Denmark and other relevant aeronautical charts.

1.2 Caution. Use of Cable Launching

Cable launching may take place at some sites up to a height of 2500 FT AGL. The cable forms an almost invisible obstacle during launch as well as when falling to the ground. After release, the cable will fall to the ground in the direction with the wind, away from the winch. Normally the cable will fall within the limit of the site, but situations may occur where the cable will fall outside the site.

Collision with the cable may cause damage to an aircraft, in worst case be fatal. A safety distance of 1 NM from the position of the site will be sufficient.

Glider/hang-glider sites where cable launch may take place are listed in Table 1 and 2.

1.3 Gliding/Hang-gliding in Airspace Class E and G.

Gliding/hang-gliding in airspace Class E and G will normally not be known by ATS. However, in case of intensive activity such as competition and the like, NOTAM will be issued if the Danish Transport Authority has been informed thereof.

1.4 Glider/Hang-glider Areas in Airspace Class C and D

1.4.1 Areas and allocation

Areas within which gliding/hang-gliding may take place on special conditions have been established in København TMA, Roskilde TMA and Billund TMA (airspace class C), in Aarhus TMA/CTR and Karup TMA/CTR (airspace class D).

The areas may be allocated on all days to flying clubs or to individual flights. For intensive activity the areas will be allocated to flying clubs only. Allocation of the areas will always be based on an evaluation of the actual traffic situation in the area concerned. For areas within København TMA and Roskilde TMA the actual upper limit will be determined through coordination with Roskilde Approach and based on the actual weather situation in the area concerned. Within København TMA individual flights may also be permitted to operate outside the glider areas in airspace class C.

1.4.2 Location of glider/hang-glider areas

The areas in København TMA and Roskilde TMA are shown on the ANC 1:250 000 Copenhagen Area. For location of areas in Aarhus TMA/CTR, Billund TMA and Karup TMA/CTR see the chart in the relevant aerodrome section.

Detailed description of the areas are listed in Table 3.

1.4.3 Conditions for flights other than gliding/hang-gliding

a) IFR-flights

IFR-flights will be separated from active glider/hang-glider areas. Howevever, if an area is allocated for an individual flight, IFR-flights will be separated from such flight only and not from the whole area.

b) VFR flights

VFR-flights may obtain information as to whether a glider/hang-glider area is active from the appropriate ATS unit on the relevant TOWER or APPROACH frequency.

A request for a clearance to pass an active area will normally be complied with, but VFR-flights which have been cleared to pass an active area will not receive traffic information and advice to avoid collision as prescribed for airspace Class C and D.

2. Parachuting

2.1 General

Parachuting may take place at many locations throughout the country. Locations, known by the Danish Transport Authority, as being frequently used are listed in table 4.

2.2 NOTAM about Parachuting

NOTAM about parachuting will be issued only in cases of a special and intensive activity and if the Danish Transport Authority has been informed thereof in advance.

Table 1. Glider Sites with Cable Launch

Site	PSN WGS 84	Remarks
Arnborg EKAB	56 00 43N 009 00 45E *	
Bolhede EKBH	55 37 57N 008 45 15E *	
Ejstruphede EKVE	56 01 16N 008 41 28E *	
Frederikssund Nord	55 51 08N 012 04 26E *	
Gesten EKGE	55 33 03N 009 11 05E *	ACFT towing gliders turns right after TKOF RWY 10
Gørløse EKGL	55 53 08N 012 13 41E *	
Hammer EKHM	55 54 25N 009 27 13E *	
Herning EKHG	56 11 05N 009 02 40E	
Kalundborg EKKL	55 42 00N 011 15 00E	
Kongsted EKKS	55 15 08N 012 03 46E *	
Lemvig EKLV	56 30 11N 008 18 42E	
Lindtorp	56 23 48N 008 26 31E *	
Lolland Falster / Maribo EKMB	54 41 58N 011 26 24E	
Morsø EKNM	56 49 28N 008 47 11E	
Nørre Felding	56 17 58N 008 34 55E *	Traffic circuits are taking place W of the site
Rødekro	55 04 43N 009 18 05E *	
Silkeborg/ Christianshede EKCR	56 06 18N 009 23 34E *	
Skive EKSV	56 33 01N 009 10 23E	
Slaglille EKSL	55 27 08N 011 38 41E *	
Sæby/Ottestrup EKSA	57 20 48N 010 24 25E *	
True Svæveflyvebane EKAS	56 10 43N 010 04 35E *	
Tølløse EKTO	55 34 53N 011 45 36E *	Traffic circuits are taking place N of the site
Vesthimmerland EKVH	56 50 49N 009 27 31E	
Vojens / Skrydstrup EKSP	55 13 32N 009 15 50E	
Vøjstrup EKFS	55 14 52N 010 12 15E *	

Table 2. Hang-glider Sites with Cable Launch

Site	PSN WGS 84	Remarks
Alstrup	54 53 17N 011 44 43E	Cable MAX HGT 2500 FT MSL
Bjedstrup	56 04 12N 009 51 57E *	Cable MAX HGT 2000 FT MSL
(Det tidligere) Flyvestation Værløse	55 46 17N 012 18 24E	Cable MAX HGT 1500 FT MSL
Fasterholt	56 00 10.2N 009 05 34.8E	Cable MAX HGT 2000 FT MSL
Heden Optrækseplads	55 15 00N 010 21 05E *	Cable MAX HGT 2000 FT MSL
Rønbjerg	56 53 40N 009 11 19E *	Cable MAX HGT 2000 FT MSL
Skivum	56 52 03N 009 36 06E *	Cable MAX HGT 2000 FT MSL
Tølløse EKTO	55 34 53N 011 45 36E *	Cable MAX HGT 1500 FT MSL

Table 3. Glider Areas

Designator Lateral Limits	Vertical Limits	ATS-unit Remarks
Within Aarhus TMA/CTR		
AARHUS WEST 56 09 58N 010 16 25E – 56 12 58N 010 06 25E – 56 17 28N 010 00 25E – 56 25 28N 010 02 55E – 56 28 48N 010 10 55E – 56 29 48N 010 22 25E – 56 20 40N 010 12 53E – 56 09 58N 010 16 25E.	FL 60 1500 FT MSL	AARHUS APPROACH
Within Billund TMA/CTR		
G1A - AREA BRANDE 1 55 58 00.0N 008 37 00.0E - 55 58 39.0N 008 55 36.5E - 55 54 00.0N 008 59 24.0E - 55 50 33.1N 008 47 55.4E - 55 58 00.0N 008 37 00.0E.	FL 70 FL 45	BILLUND APPROACH
G1B - AREA BRANDE 2 55 58 39.0N 008 55 36.5E - 55 59 27.8N 009 21 03.9E - 55 54 51.5N 009 21 02.1E - 55 54 00.0N 008 59 24.0E - 55 58 39.0N 008 55 36.5E.	FL 70 FL 45	BILLUND APPROACH
G1C - AREA BRANDE 3 55 59 27.8N 009 21 03.9E - 55 59 57.4N 009 38 01.4E 55 53 32.8N 009 29 25.8E - 55 54 51.5N 009 21 02.1E 55 59 27.8N 009 21 03.9E.	FL 70 FL 45	BILLUND APPROACH
G2 - AREA HORSENS 55 59 57.4N 009 38 01.4E - 55 52 57.8N 009 54 55.5E - 55 51 38.7N 009 41 27.6E - 55 53 32.8N 009 29 25.8E - 55 59 57.4N 009 38 01.4E.	FL 70 FL 45	BILLUND APPROACH
G4A - AREA KOLDING 55 33 46.8N 009 17 34.1E - 55 34 17.5N 009 35 10.7E - 55 29 07.3N 009 35 06.9E - 55 28 20.0N 009 17 31.6E - 55 33 46.8N 009 17 34.1E	FL 70 FL 45	BILLUND APPROACH
G4B - AREA LILLEBÆLT 55 34 17.5N 009 35 10.7E - 55 34 19.5N 009 36 23.3E 55 34 13.5N 009 54 55.5E - 55 29 57.7N 009 54 55.5E 55 29 07.3N 009 35 06.9E - 55 34 17.5N 009 35 10.7E.	FL 70 FL 45	BILLUND APPROACH
G5 - AREA GESTEN 55 33 06.5N 008 56 24.5E - 55 33 46.8N 009 17 34.1E - 55 28 20.0N 009 17 31.6E - 55 27 22.0N 008 57 12.0E - 55 32 38.7N 008 57 15.4E - 55 33 06.5N 008 56 24.5E.	FL 70 FL 45	BILLUND APPROACH
G6 - AREA BRAMMING 55 34 39.6N 008 21 58.1E - 55 36 27.7N 008 27 25.3E - 55 37 27.7N 008 34 55.3E - 55 35 48.7N 008 51 26.4E - 55 32 38.7N 008 57 15.4E - 55 27 22.0N 008 57 12.0E - 55 26 30.0N 008 39 55.1E - 55 34 39.6N 008 21 58.1E.	FL 70 FL 45	BILLUND APPROACH
G10 - AREA GESTEN NORD 55 38 46.4N 009 04 36.8E - 55 39 04.4N 009 14 11.3E - 55 33 46.8N 009 17 34.1E - 55 33 16.0N 009 01 13.8E - 55 38 46.4N 009 04 36.8E.	FL 60 2500 FT MSL	BILLUND APPROACH
G11 - AREA VORBASSE 55 38 19.9N 008 51 10.4E - 55 38 46.4N 009 04 36.8E - 55 33 16.0N 009 01 13.8E - 55 33 06.5N 008 56 24.5E - 55 35 48.7N 008 51 26.4E - 55 38 19.9N 008 51 10.4E.	FL 50 2500 FT MSL	BILLUND APPROACH
G12 - AREA BOLHEDE 55 40 00.0N 008 41 00.0E - 55 40 16.6N 008 49 01.4E - 55 38 16.0N 008 49 14.3E - 55 38 19.9N 008 51 10.4E - 55 35 48.7N 008 51 26.4E - 55 36 51.6N 008 40 59.6E - 55 40 00.0N 008 41 00.0E.	FL 70 2500 FT MSL/GND	BILLUND APPROACH

Designator Lateral Limits	Vertical Limits	ATS-unit Remarks
G13 - AREA BOLHEDE VEST 55 40 00.0N 008 41 00.0E - 55 36 51.6N 008 40 59.6E - 55 37 17.1N 008 36 43.0E - 55 39 50.3N 008 36 25.9E - 55 40 00.0N 008 41 00.0E.	FL 70 2500 FT MSL	BILLUND APPROACH
G14 - AREA HAMMER 55 54 51.5N 009 21 02.1E - 55 52 26.9N 009 36 24.0E - 55 50 31.7N 009 29 42.0E - 55 50 12.7N 009 18 50.9E - 55 54 51.5N 009 21 02.1E.	FL 50 2500 FT MSL	BILLUND APPROACH
G17 - AREA TARM NORD 55 58 00.0N 008 37 00.0E - 55 50 33.1N 008 47 55.4E - 55 49 27.1N 008 17 46.4E - 55 58 00.0N 008 37 00.0E.	FL 70 FL 45	BILLUND APPROACH
Within Karup TMA/CTR		
HERNING From 56 11 05N 008 59 38E - along an arc of a circle, radius 1.7 NM centered at 56 11 05N 009 02 40E to 56 11 05N 009 05 43E - 56 07 35N 009 05 44E - 56 07 28N 008 59 38E - 56 11 05N 008 59 38E.	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR
NØRRE FELDING From 56 19 40N 008 34 55E - along an arc of a circle, radius 1.7 NM centered at 56 17 58N 008 34 55E to 56 16 16N 008 34 55E - 56 16 16N 008 30 44E - 56 19 40N 008 30 31E - 56 19 40N 008 34 55E - 56 17 58N 008 34 55E.	3500 FT MSL 1500 FT MSL	KARUP APPROACH
VEST (WEST) Consisting of that part of KARUP TMA/CTR which is not included in ØST (EAST).	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR
VIBORG From 56 24 36N 009 29 25E - along an arc of a circle, radius 2.7 NM centered at 56 24 36N 009 24 34E to 56 23 21N 009 20 15E - 56 27 50N 009 20 16E - 56 27 48N 009 24 25E - 56 26 58N 009 29 25E - 56 24 36N 009 29 25E.	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR
ØST (EAST) 56 23 28N 008 59 25E - 56 21 58N 009 19 55E - 56 21 58N 009 42 55E - 56 13 58N 009 42 55E - 56 10 26N 009 32 17E - 56 14 28N 008 59 55E - 56 23 28N 008 59 25E.	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR
Within Roskilde and København TMA		
N1 55 59 06N 011 49 33E - 55 45 38N 011 42 21E - 55 50 48N 011 21 46E - 55 59 06N 011 49 33E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N2 56 09 23N 012 24 46E - 55 57 18N 012 24 56E - 55 54 38N 012 02 16E - 55 45 38N 011 42 21E - 55 59 06N 011 49 33E - 56 09 23N 012 24 46E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N2 subdivision		
East (E) 56 09 23N 012 24 46E - 55 57 18N 012 24 56E - 55 55 27N 012 09 09E - 56 04 33N 012 08 06E - 56 09 23N 012 24 46E	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
West (W) 56 04 33N 012 08 06E - 55 55 27N 012 09 09E - 55 54 38N 012 02 16E - 55 45 38N 011 42 21E - 55 59 06N 011 49 33E - 56 04 33N 012 08 06E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1

Designator Lateral Limits	Vertical Limits	ATS-unit Remarks
N3 56 09 51N 012 26 24E - FIR Boundary - 55 58 52N 012 39 07E - 55 57 18N 012 24 56E - 56 09 23N 012 24 46E - 56 09 51N 012 26 24E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N4 55 57 18N 012 24 56E - 55 51 44N 012 30 16E - 55 48 39N 011 49 01E - 55 54 38N 012 02 16E - 55 57 18N 012 24 56E.	4000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N4 subdivision		
East (E) 55 57 18N 012 24 56E - 55 51 44N 012 30 16E - 55 50 46N 012 17 01E - 55 57 18N 012 24 56E.	4000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
West (W) 55 57 18N 012 24 56E - 55 50 46N 012 17 01E - 55 48 39N 011 49 01E - 55 54 38N 012 02 16E - 55 57 18N 012 24 56E.	4000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N5 55 51 44N 012 30 16E - 55 45 05N 012 24 09E - 55 45 17N 012 10 19E - 55 48 39N 011 49 01E - 55 51 44N 012 30 16E.	4000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N5 subdivision		
East (E) 55 51 44N 012 30 16E - 55 45 05N 012 24 09E - 55 45 17N 012 10 19E - 55 50 46N 012 17 01E - 55 51 44N 012 30 16E.	4000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
West (W) 55 50 46N 012 17 01E - 55 45 17N 012 10 19E - 55 48 39N 011 49 01E - 55 50 46N 012 17 01E.	4000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
N6 55 45 17N 012 10 19E - 55 40 30N 012 04 30E - 55 40 15N 012 03 28E - 55 45 38N 011 42 21E - 55 48 39N 011 49 01E - 55 45 17N 012 10 19E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S1 55 19 58N 012 26 56E - 55 13 17N 012 26 56E - 55 12 21N 012 10 00E - 55 19 59N 012 10 00E - 55 19 58N 012 26 56E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S2 55 19 59N 012 10 00E - 55 12 21N 012 10 00E - 55 11 43N 011 58 46E - 55 22 14N 011 56 17E - 55 19 59N 012 07 56E - 55 19 59N 012 10 00E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S3 55 29 47N 011 24 08E - 55 29 47N 011 50 44E - 55 22 14N 011 56 17E - 55 11 43N 011 58 46E - 55 14 58N 011 40 51E - 55 25 38N 011 24 36E - 55 29 47N 011 24 08E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S3 subdivision		
North (N) 55 29 47N 011 50 44E - 55 21 05N 011 44 55E - 55 25 38N 011 24 36E - 55 29 47N 011 24 08E - 55 29 47N 011 50 44E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1

Designator Lateral Limits	Vertical Limits	ATS-unit Remarks
East (E) 55 29 47N 011 50 44E - 55 22 14N 011 56 17E - 55 18 18N 011 57 13E - 55 21 05N 011 44 55E - 55 29 47N 011 50 44E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
South (S) 55 18 18N 011 57 13E - 55 11 43N 011 58 46E - 55 14 58N 011 40 51E - 55 21 05N 011 44 55E - 55 18 18N 011 57 13E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
West (W) 55 21 05N 011 44 55E - 55 14 58N 011 40 51E - 55 25 38N 011 24 36E - 55 21 05N 011 44 54E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S4 55 43 36N 011 22 35E - 55 37 04N 011 47 56E - 55 33 33N 011 47 56E - 55 29 47N 011 50 44E - 55 29 47N 011 24 08E - 55 43 36N 011 22 35E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S4 subdivision		
North West (NW) 55 43 36N 011 22 35E - 55 40 07N 011 36 11E - 55 36 38N 011 36 36E - 55 36 38N 011 23 22E - 55 43 36N 011 22 35E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
North East (NE) 55 40 07N 011 36 11E - 55 37 04N 011 47 56E - 55 36 38N 011 47 56E - 55 36 38N 011 36 36E - 55 40 07N 011 36 11E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
South East (SE) 55 36 38N 011 36 36E - 55 36 38N 011 47 56E - 55 33 33N 011 47 56E - 55 29 47N 011 50 44E - 55 29 48N 011 37 24E - 55 36 38N 011 36 36E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
South West (SW) 55 36 38N 011 23 22E - 55 36 38N 011 36 36E - 55 29 48N 011 37 24E - 55 29 47N 011 24 08E - 55 36 38N 011 23 22E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
S5 55 37 04N 011 47 56E - 55 34 42N 011 56 59E - 55 31 00N 011 58 00E - 55 29 47N 011 50 44E - 55 33 33N 011 47 56E - 55 37 04N 011 47 56E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T1 55 27 23N 012 08 06E - 55 19 58N 012 26 56E - 55 19 59N 012 07 56E - 55 27 23N 012 08 06E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T2 55 27 23N 012 08 06E - 55 19 59N 012 07 56E - 55 22 14N 011 56 17E - 55 27 23N 012 08 06E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T3 55 29 30N 012 10 00E - 55 27 23N 012 08 06E - 55 22 14N 011 56 17E - 55 29 47N 011 50 43E - 55 31 00N 011 58 00E - 55 29 00N 012 04 00E - 55 29 30N 012 10 00E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T4 55 41 00N 012 11 30E - 55 39 40N 012 15 00E - 55 36 56N 012 16 44E - 55 29 30N 012 10 00E - 55 29 00N 012 04 00E - 55 31 00N 011 58 00E - 55 36 30N 011 56 30E - 55 39 00N 011 58 30E - 55 40 30N 012 04 30E - 55 41 00N 012 11 30E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1

Designator Lateral Limits	Vertical Limits	ATS-unit Remarks
T5 55 40 15N 012 03 28E - 55 39 00N 011 58 30E - 55 36 30N 011 56 30E - 55 34 42N 011 56 59E - 55 37 54N 011 44 43E - 55 42 58N 011 40 56E - 55 45 38N 011 42 21E - 55 40 15N 012 03 28E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T6 55 45 38N 011 42 21E - 55 42 58N 011 40 56E - 55 37 54N 011 44 43E - 55 43 36N 011 22 35E - 55 50 48N 011 21 46E - 55 45 38N 011 42 21E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T8 55 45 05N 012 24 09E - 55 36 56N 012 16 44E - 55 39 40N 012 15 00E - 55 41 00N 012 11 30E - 55 40 30N 012 04 30E - 55 45 17N 012 10 19E - 55 45 05N 012 24 09E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
T9 55 58 35N 012 36 36E - 55 51 44N 012 30 16E - 55 57 18N 012 24 56E - 55 58 35N 012 36 36E.	3000* FT MSL 2500 FT MSL	ROSKILDE APPROACH * See ENR 5.5 item 1.4.1
Within Skrydstrup TMA/CTR		
RØDEKRO 55 08 00N 009 06 30E - 55 07 40N 009 27 00E- 55 00 40N 009 26 34E - 55 04 35N 009 06 01E- 55 08 00N 009 06 30E.	3500 FT MSL 1500 FT MSL*/GND**	SKRYDSTRUP APPROACH *) Outside CTR **) Within CTR

Table 4. Parachuting Sites

4.1 Parachuting at Public Aerodromes

Aalborg	(EKYT)
Aarhus	(EKAH)
Bornholm/Rønne	(EKRN)
Esbjerg	(EKEB)
Herning	(EKHG)
Kolding/Vamdrup	(EKVD)
Kruså-Padborg	(EKPB)
København/Roskilde	(EKRK)
Lolland-Falster/Maribo	(EKMB)
Læsø	(EKLS)
Odense / Hans Christian Andersen Airport	(EKOD)
Samsø	(EKSS)
Sindal	(EKSN)
Skive	(EKSV)
Stauning	(EKVJ)
Tønder	(EKTD)
Vesthimmerland	(EKVH)
Viborg	(EKVB)

4.2 Parachuting at Private Aerodromes

Lindtorp	
Varde	(EKVA)

4.3 Parachuting at other locations

Aversi (NW of Haslev)	PSN 55 21N 011 50E
Biersted (N of Aalborg AD)	PSN 57 09N 009 49E
Gilleleje (W of town)	PSN 56 06N 012 16E
Hundested (E of town)	PSN 55 57N 011 55E
Kalundborg (SW of town)	PSN 55 40N 011 02E
Sundbylille (E of Frederikssund)	PSN 55 50N 012 07E
Tolstrup (S of Ringsted AD)	PSN 55 25N 011 49E
Turebyholm (NW of Karise)	PSN 55 20 37N 012 06 30E

1. Aerodrome Location Indicator and Name: EKBI - Billund

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 44 25.16N 009 09 06.40E On RWY, 1075 M from THR 09
2.	Distance and direction from city:	1 NM NE of Billund
3.	ELEV: REF temperature:	247 FT 22°C
4.	MAG VAR: Annual change:	3.0°E (JAN 2020) Increasing: 10'
5.	AD ADM:	Billund Lufthavn A/S

	AD address:	Billund Airport Passagerterminalen 10 DK-7190 Billund
	TEL:	+45 76 50 50 50
	ATIS ARR TEL:	+45 76 50 50 79
	ATIS DEP TEL:	+45 76 50 50 78
	E-mail:	info@bll.dk (Billund Airport) briefing@bll.dk (Operational requests)
	Website:	bll.dk
	AFS:	EKBI
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	AD:	H24
2.	Customs and immigration:	The airport is open for traffic to/from all states. H24. E-mail: toldbillund@toldst.dk TEL: +45 72 38 05 40
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	H24
5.	ATS Reporting Office (ARO):	H24
6.	MET Briefing Office:	H24
7.	ATS:	H24
8.	Fuelling:	As per agreement
9.	Handling:	As per agreement
10.	Security:	As AD
11.	De-icing:	As per agreement

12. Remarks: NIL

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1 Oil: NIL
3.	Fuelling facilities and capacity:	Jet A1: 2900 L/MIN, gravity refuelling possible. Payment: Only accepted with carnet fuel cards from Air BP or DCC & Shell Aviation Denmark.
4.	De-icing facilities:	Yes. For details about de-icing, see item 20. Local Aerodrome Regulations
5.	Hangar space for visiting aircraft:	Via FBOs (Fixed Base Operator)
6.	Repair facilities for visiting aircraft:	As per agreement

7. Remarks:

a. "Billund Marshaller": FREQ 131.505 MHz
b. Frequencies used for handling: 131.905 MHz call sign "Billund Handling"
c. For commercial air traffic embarking and disembarking passengers, cargo and mail shall take place on the Aprons.
d. Apron North: C-SRA established permanently.
Apron South: Demarcated area established permanently. Other security restricted areas (dynamic C-SRA or SRA) are established when required.
Passenger commercial air traffic with MTOM below 15.000 kg must depart at least from demarcated area.
Passenger commercial air traffic with MTOM 15.000 kg or above must depart from C-SRA.
Cargo air traffic must depart at least from SRA, when departing with secured cargo.
Arriving passenger and cargo air traffic must land at least to demarcated area.
Non-commercial air traffic*) with MTOM below 45.500 kg must depart at least from demarcated area.
Non-commercial air traffic with MTOM 45.500 kg or above must depart from C-SRA
Arriving non-commercial air traffic must land at least to demarcated area.
Billund Airport accepts air traffic to Apron South with a maximum of 19 passengers. Air traffic with more than 19 passengers shall be handled from Apron North unless special agreement has been made with Billund Airport.
*) Rules for non-commercial air traffic includes SPO-, EMS-, HEMS- and ATO-operations.
e. All operators, commercial and private, must make prior arrangements with a handling agent for services and/or parking at Billund Airport. All aircraft above 3.500KG MTOM require slot coordination via Airport Coordination Denmark A/S (ACD): www.airportcoordination.com. For business traffic, taxi flights and general aviation Prior Permission Required (PPR) is mandatory via a Fixed Base Operator (FBO):https://www.bll.dk/om-lufthavnen/aviation/business-and-general-aviation.
Requests for military flights, calibration flights and other requests can be directed to Billund Airport: briefing@bll.dk
For flights within Schengen the following exemptions apply: Operators with residency at Billund Airport and intention to park directly at own apron/premises, aircraft with prior arrangement with a proprietor for parking at their apron/premises, aircraft in distress or urgency, flights engaged in Search and Rescue.

5. Passenger Facilities

1.	Hotels:	Yes
2.	Restaurants:	Yes
3.	Transportation:	Taxi, bus and rental car
4.	Medical facilities:	University Hospitals in Aarhus and Odense. Hospitals in Grindsted, Kolding and Vejle.
5.	Bank and Post Office:	Currency exchange at airport. ATM machine available. Bank and Post Office in town.
6.	Tourist Office:	visitbillund.dk
7	Remarks:	NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	CAT 7. CAT 8 available with PPR	3.	Capability for removal of disabled aircraft:	Yes
2.	Rescue equipment:	-			

4. NIL

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

1.	Type of clearing equipment:	Mechanical snow clearing with plough and sweeper. Chemicals: KFOR and NAFO.	2.	Clearance priorities:	1. Active runway, access roads from the fire station to runway in use and HEMS 2. Taxiways towards the active runway 3. Apron(s) 4. Other access roads and other areas

3. Remarks: AD available all seasons. Information on snow clearance published from November to April in SNOWTAM. See also Snow Plan in AD 1.2.

8. Aprons, Taxiways and Check Locations/Positions Data

1.	Apron surface and strength:	Apron North: Semi-flexible pavement (Densiphalt) PCN 110/F/C/W/T. Apron North Remote Parking: Semi-flexible pavement (Densiphalt) PCN 90/F/C/W/T. Apron South: Concrete PCN 110/R/A/X/T. De-icing pad Apron North: Semi-flexible pavement (Densiphalt) PCN 90/F/C/W/T.			Secondary TWY G, G2: 12 M, asphalt. TWY M: 23 M, Asphalt,PCN 65,F/A/W/T. TWY H: Air transit route/air taxiway, 288 M/57 M, grass.
2.	Taxiway width, surface and strenght:	TWY A, B, C: 23 M, asphalt, PCN 110/F/A/X/T. TWY J, K, S: 23 M, asphalt, PCN 90/F/C/W/T TWY D, F, N: 23 M, asphalt, PCN 70/F/C/W/T.	3.	ACL and ELEV:	Apron North: 232 FT Apron South: 215 FT
			4.	VOR checkpoints: INS checkpoints:	NIL See Aircraft Parking/Docking Chart

5. Remarks: From TWY B to TWY C eastbound: No centerline light.
From TWY M to TWY K eastbound: Day marking only for aircraft ICAO code letter C.
TWY G and TWY G2 (secondary taxiways) to be used by aircraft ICAO code letter A and B only.

9. Surface Movement Guidance and Control System and Markings

1.	Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system:	Aircraft stands are numbered according to APDC. Taxi guide lines and stop lines on all stands. AGNIS/Docking mirror on stands 26, 29, 31, 32, 34, 35 and 38.	2.	RWY and TWY markings:	RWY 09/27: THR, RWY NR, Aiming Point, TDZ, centre line, side stripes. TWY: Centre line, holding positions at all TWY/RWY intersections marked. Side stripes where deemed necessary.
			3.	Stop bars:	Where appropriate

4. Remarks: NIL.

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
NIL						

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. See AD 2 – EKBI AOC A 09 and AD 2 – EKBI AOC-A 27						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
EKBI 5	Antenna	55 44 58N 009 08 46E	391	148	NIL	Permanent

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: Periods of validity: Interval of issuance:	Danish Meteorological Institute (DMI)/ Civil Weather Forecasts and Warnings (CVV) 24 hours 3 hours
4.	Type of landing forecast:	NIL
5.	Briefing/Consultation provided:	Self briefing northavimet.com and telephone consultation with associated MET office
6.	Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts 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:	Billund Approach/Tower
10.	Additional information (limitation of service, etc.):	-

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
09	086.8° GEO 083.8° MAG	3101 x 45 M	PCN 110/F/A/X/T Asphalt	55 44 23.26N 009 08 05.35E	215 FT/-
27	266.8° GEO 263.8° MAG	3101 x 45 M	PCN 110/F/A/X/T Asphalt	55 44 28.22N 009 10 45.66E	244 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	Obstacle-free zone
09	0.32%			3220 x 280 M	Available
27	-0.32%			3220 x 280 M	Available

Remarks: Runway classification

RWY NR	RUNWAY CODETYPE
09	4EPA-3B
27	4EPA-3B

Turning area at both ends of runway - width 72 M (including connecting taxiways north of runway)

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 09				2951 M	-
TWY D	3101 M	3101 M	3101 M		
TWY A	2887 M	2887 M	2887 M		
TWY B	2350 M	2350 M	2350 M		
TWY F	2323 M	2323 M	2323 M		
TWY C	2033 M	2033 M	2033 M		
RWY 27				2951 M	-
TWY K	2951 M O/R 3101 M	2951 M O/R 3101 M	3101 M		
TWY M	2172 M	2172 M	2322 M		
PSN Y	1551 M	1551 M	1701 M		
TWY C	1048 M	1048 M	1198 M		
TWY B	693 M	693 M	843 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, Colour, Intensity	RWY edge LGT: Length, Spacing, Colour, Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
09	CAT II and III 900 M LIH	Green	3° 52 FT	900 M White	3101 M 15 M White; FM 2200 M - 2800 M Red/White; FM 2800 M Red; LIH	3101 M 60 M White; FM 0 M - 150 M Red; FM 150 M - 2500 M White; FM 2500 M - 3101 M Yellow; LIH	Red	-
27	CAT II and III 900 M LIH	Green	3° 51 FT	900 M White	3101 M 15 M White FM 2200 M - 2800 M Red/White; FM 2800 M Red; LIH	3101 M 60 M White; FM 0 M - 150 M Red; FM 150 M - 2500 M White; FM 2500 M - 3101 M Yellow; LIH	Red	-

Remarks: NIL

15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: -
2. LDI location and LGT: -
   Anemometer location and LGT: -
3. TWY edge and centre line LGT: Blue edge LIL only on TWY G. Centre line LGT on TWY A, B, C, D, F, H, J, K, M, N, S, STOP bars and RGL.
4. Secondary power-supply/switch-over time: Switch-over time CAT II and III MAX 1 SEC, switch-over time during departures with RVR less than 800M MAX 1 SEC, otherwise MAX 15 SEC.

5.Remarks: NIL

16. Helicopter Landing Area

1. Coordinates TLOF: PSN center 55 44 14.97N 009 10 12.12E
2. TLOF elevation: 243 FT
3. TLOF and FATO area dimensions, surface, strenght, marking: Diameter 17 M, Concrete, 6800 KG, White edge and white letter "H"
4. True BRG of FATO: 303.03° to 095.03° clockwise
5. Declared distance available: NIL
6. APP and FATO lighting: Green edge.
7. Remarks: Approved for VMC operations day and night. Only HEMS operations allowed. Air taxiway and air transit route equipped with centreline lights, runway guard lights and stopbar.

17. Air Traffic Services Airspace

1. Designation and lateral limits: BILLUND CTR
55 50 31.7N 009 29 42.0E -
55 39 33.7N 009 30 40.8E -
55 38 16.0N 008 49 14.3E -
55 49 13.6N 008 48 03.9E -
55 50 31.7N 009 29 42.0E.
2. Vertical limits: 1500 FT MSL/GND
3. Airspace classification: D
4. ATS unit call sign: BILLUND TOWER
Language(s): EN, DA
5. Transition altitude: 3000 FT MSL

6. Remarks: NIL

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	BILLUND APPROACH	127.580	H24	DOC: FL 250/50 NM
ARR	BILLUND ARRIVAL	119.255	H24	DOC: FL 200/50 NM
TWR	BILLUND TOWER	ARR 119.005 DEP 129.505 121.500	H24	DOC: 4000 FT/25 NM ARR DOC: 4000 FT/25 NM DEP Emergency
PSR		2833/2757	H24	
MSSR		1030	H24	Multi Radar track from ACC Copenhagen
ATIS	BILLUND ARRIVAL INFORMATION	118.780	H24	DOC: FL 200/60 NM Language: EN Phone number: +45 76 50 50 79
ATIS	BILLUND DEPARTURE INFORMATION	129.105	H24	DOC: 1000 FT/5 NM Language: EN Phone number: +45 76 50 50 78
DE-ICING	BILLUND DE-ICING	131.805	HO	
DE-ICING	DE-ICING SOUTH	131.410	HO	Only with prior arrangement.

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
LOC 09 CAT III	BIL	109.750 MHZ	HO	55 44 28.92N 009 11 09.05E		ILS class III/E/4
GP 09		333.050 MHZ	H24	55 44 28.74N 009 08 20.83E		Angle 3°, RDH 50 FT
DME09	BIL	CH 34y	H24	55 44 28.74N 009 08 20.83E	237 FT	FREQ paired with LOC Collocated with GP
LOC 27 CAT III	LEL	110.700 MHZ	HO	55 44 22.51N 009 07 42.03E		ILS class III/E/4
GP 27		330.200 MHZ	H24	55 44 22.62N 009 10 27.31E		Angle 3°, RDH 49 FT
DME 27	LEL	CH 44x	H24	55 44 22.80N 009 10 27.17E	246 FT	FREQ paired with LOC Collocated with GP
VOR (4°E 2022)	ALS	114.700 MHZ	H24	54 54 19.49N 009 59 36.16E		DOC FL 500/60 NM, 80 NM 313°- 063° MAG and 80 NM 198°- 243° MAG

20. Local Aerodrome Regulations

1. Taxiing

1.1 Taxiing shall take place via the routes shown on the charts: AD 2 - EKBI GMC - 1, 2 and 3.

1.2 Aircraft - with MTOM above 5700 KG - taxiing by its own power are allowed only in connection with take-off and landing, otherwise such aircraft shall be towed.

1.3 ACFT with MTOM 40 t or above: 180 degree turns are only permitted in the designated turning areas at each end of the RWY, unless other instructions are received from ATC.

1.4 Permission to enter Apron South via intermediate holding position west of Stand 1 must be obtained from Billund TWR FREQ 129.505 MHz.

2. Parking

2.1 Entry on aircraft stands require marshaller guidance, except stands established with AGNIS and mirror, where only Marshaller presence is required.

All aircraft must park nose-in on stands and exit the stand using pushback.

2.2 All operators, commercial and private, must make prior arrangements with a handling agent for services and/or parking - see item 4. Handling Services and Facilities.

3. Start up and push back

3.1 For ACFT with MTOM above 5700 KG, engine start up and pushback may take place only by assistance from a signalman (according to Marshalling Signals, EU923/2012 Appendix 1) or during single pushback via communication with driver on towing truck.

ACFT on nose-in parking must not start up engines before commencing pushback. Approval for engine start up and/or pushback will be issued by the signalman or by the driver on towing truck.

3.2 In case of "Push & hold" to SE corner of Apron North, the pilot must require jetblast area monitoring via camera from "Billund Marshaller" on 131.505 MHz or a signalman before engine start

4. Use of auxiliary power unit (APU)

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

APU may be used:

- 5 minutes after on block.
- 5 minutes before leaving apron.

Exemptions:

When the outside air temperature (OAT) is below –10°C or above +25°C APU may be used as follows, unless otherwise instructed by marshaller:

- 5 minutes after on block.
- 15 minutes before leaving apron.

For additional use of APU contact Marshaller on FREQ 131.505 MHZ

5. Engine test

Prior approval is required by Billund Marshaller for engine test. Contact Marshaller on FREQ 131,505 MHz or phone +45 76 50 53 21.

6. De-icing of aircraft

De-icing can be expected on de-icing pad, Apron North from OCT 01 to APR 30. Request de-icing at Billund Handling FREQ 131.905 MHz. When requesting ATC clearance please report, if de-icing has been requested.

Information about treatment and consumption of fluid to be obtained from the de-icing supervisor on FREQ 131.805 MHz, callsign "Billund De-icing".

Only with prior arrangement, de-icing available on Apron South, FREQ 131.410 MHz, callsign “De-icing South”.

For VHF communication between the aircraft and Billund De-icing, the aircraft registration shall be used as callsign.

7. Removal of disabled aircraft from the runway

In case an aircraft is damaged on the runway, it is the duty of the owner or user of such aircraft to ensure that it is removed as soon as possible. E.g. in case of punctures, it may be necessary that an aircraft - before replacement of wheels has taken place - moves away from the runway under its own power:

- If a damaged aircraft is not removed from the runway as quickly as considered necessary for reasonable dispatch of the traffic, the aircraft will be removed on the account of the owner or user.

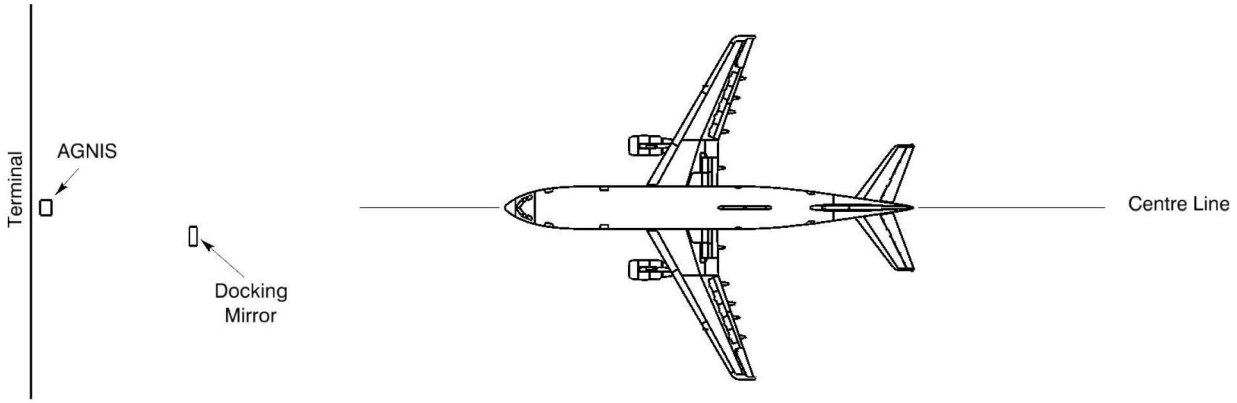
8. Safety Reporting

Billund Aerodrome operates a Safety Reporting System which is open to all operators and organisations providing services at the Airport.

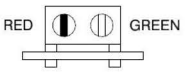
External reporting can be submitted via: https://bll.asqs.net/modules/sms/main/sms_enter_report_anonymous.php?t=Reporting_Billund_Airport

Login using password: EKBI#IQSMS_2025

AGNIS / Docking Mirror

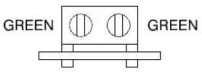


AGNIS gives azimuth guidance.



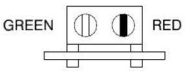
Aircraft diverged to the left of centre line

Adjust right - towards green



Aircraft on centre line

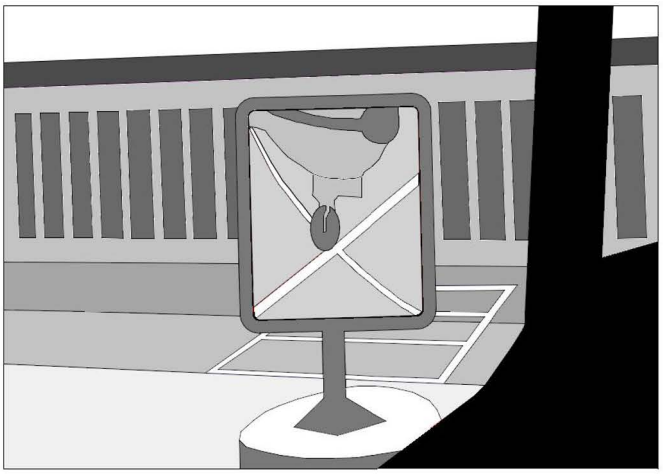
No adjustment required



Aircraft diverged to the right of centre line

Adjust left - towards green

The Docking Mirror shows the pilot when the nose wheel is on the stop line.



24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Heliport Chart - ICAO	HELC
Aerodrome Ground Movement Chart - ICAO	GMC - 1 GMC - 2 GMC - 3
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 09 AOC-A 27
Precision Approach Terrain Chart - ICAO	PATC 09 PATC 27
Standard Departure Chart - Instrument - ICAO	SID (P-RNAV) RWY 09 - 1 SID (P-RNAV) RWY 09 - 2 SID (P-RNAV) RWY 09 - 3 SID (P-RNAV) RWY 27 - 1 SID (P-RNAV) RWY 27 - 2 SID (P-RNAV) RWY 27 - 3
Instrument Approach Chart - ICAO	ILS or LOC Z RWY 09 - 1 (CAT I+II+III) ILS or LOC Z RWY 09 - 2 (CAT I+II+III) ILS or LOC Y RWY 09 - 1 (CAT I+II+III) ILS or LOC Y RWY 09 - 2 (CAT I+II+III) RNP RWY 09 - 1 RNP RWY 09 - 2 ILS or LOC Z RWY 27 - 1 (CAT I+II+III) ILS or LOC Z RWY 27 - 2 (CAT I+II+III) ILS or LOC Y RWY 27 - 1 (CAT I+II+III) ILS or LOC Y RWY 27 - 2 (CAT I+II+III) RNP RWY 27 - 1 RNP RWY 27 - 2
	VAC
Other charts	Glider Areas in TMA

25. Visual Segment Surface (VSS) Penetration

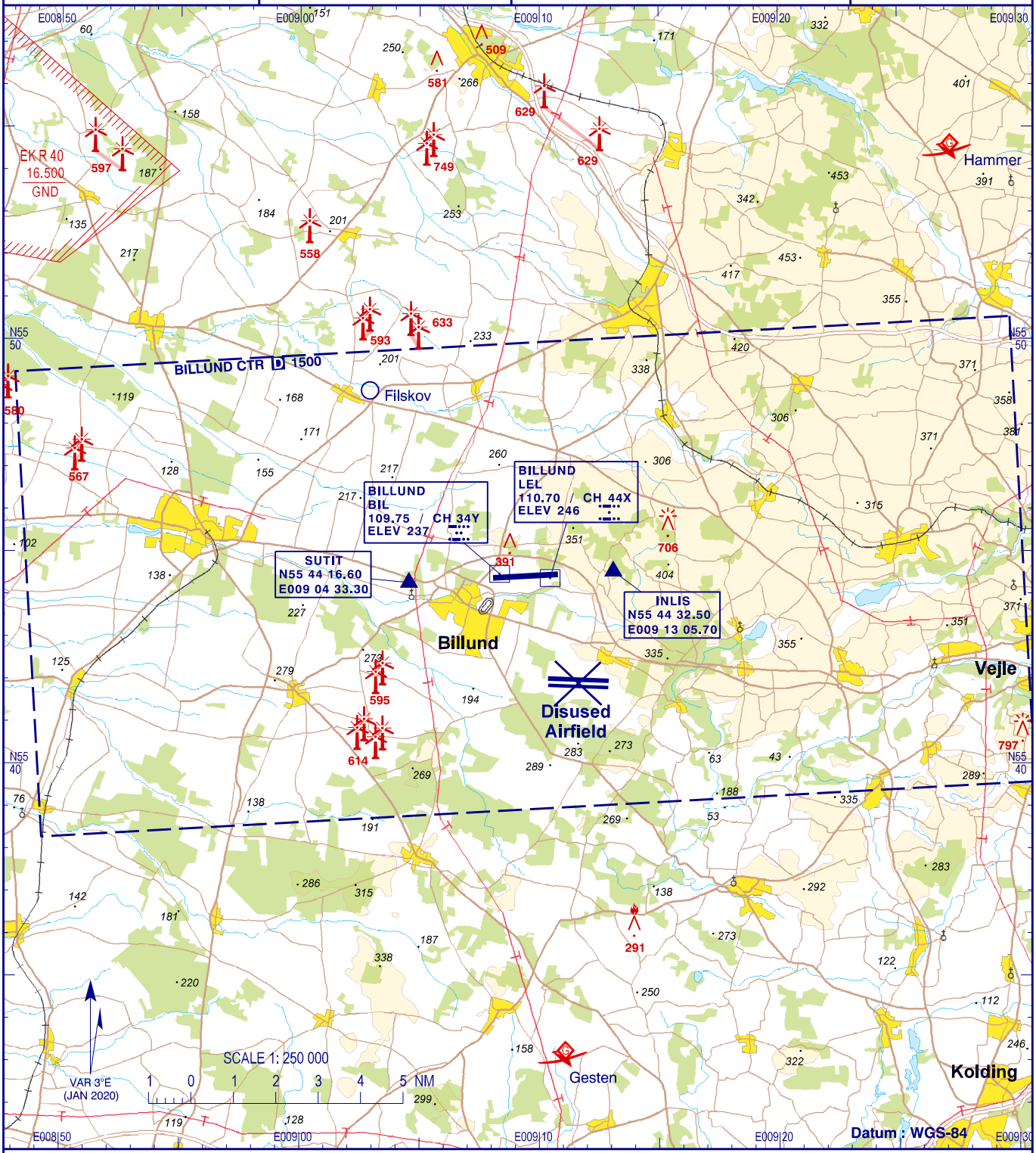
Data pending.

VISUAL APPROACH CHART - ICAO

AD ELEV : 247

Bearings and tracks are magnetic
ELEV and ALT in FT

Billund APP : 127.580
Billund TWR : 119.005 (ARR)
129.505 (DEP)
ATIS : 118.780 (ARR) 129.105 (DEP)

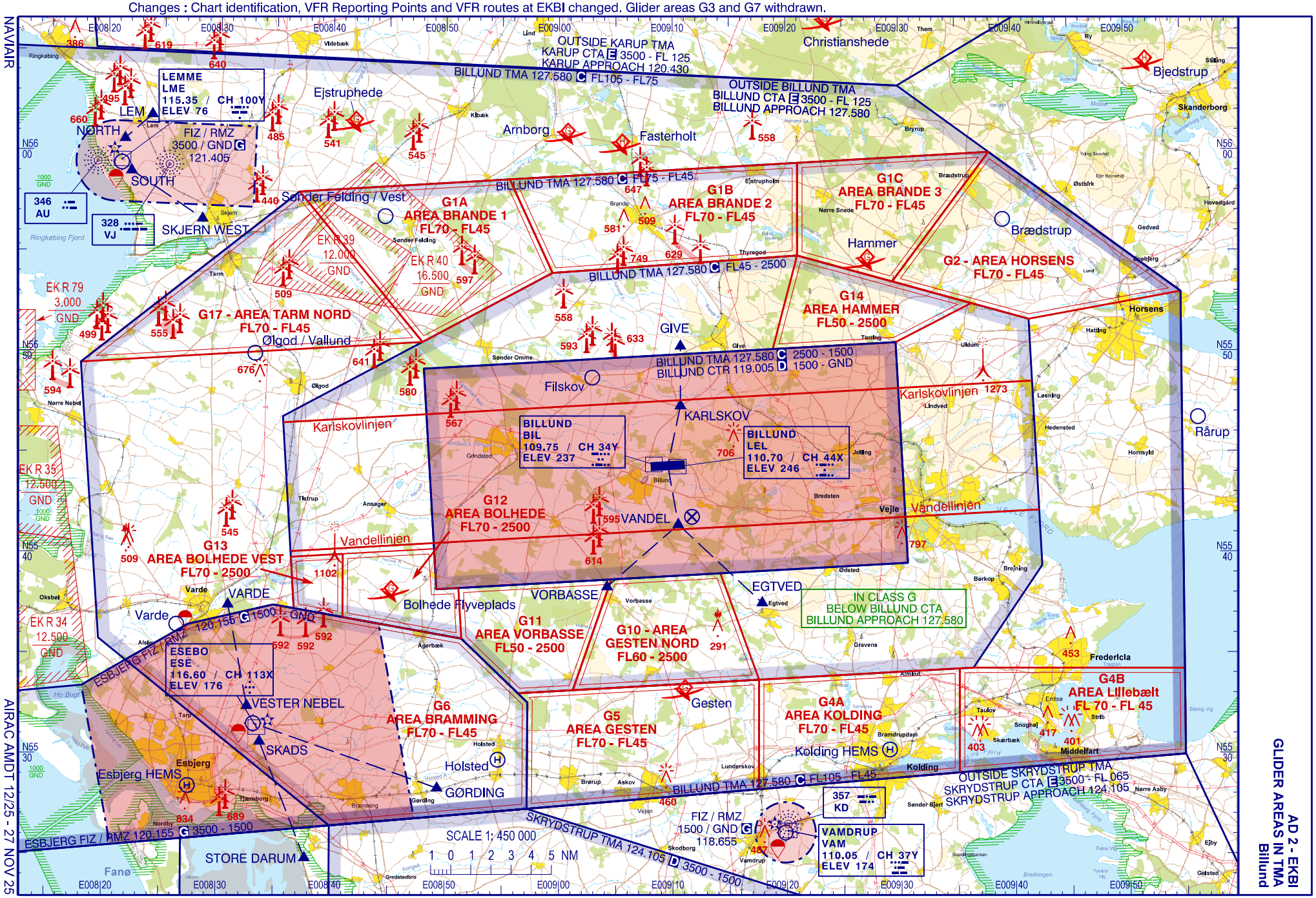


RWY 09 : Visual approach from the south shall be executed with baseturn west of RNAV fix SUTIT (55 44 16.60N 009 04 33.30E)

RWY 27 : Visual approach from the south shall be executed with baseturn east of RNAV fix INLIS (55 44 32.50N 009 13 05.70E)

Changes : OBST PTZ 1, 369 FT, at EKBI withdrawn.

Changes : Chart identification, VFR Reporting Points and VFR routes at EKBI changed. Glider areas G3 and G7 withdrawn.



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 23°C
4.	MAG VAR: Annual change:	4° E (JUL 2017) Increasing 9'
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 EKCH
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:	H24 (H24)
5.	ATS Reporting Office (ARO):	H24 (H24)
6.	MET Briefing Office:	H24 (H24)
7.	ATS:	H24 (H24)
8.	Fuelling:	H24 (H24)
9.	Handling:	H24 (H24)
10.	Security:	H24 (H24)
11.	De-icing:	H24 (H24)

12. Remarks: ATS Reporting Office (ARO): ARO is available as self briefing, located at the Airport Office, adjacent to Terminal 2 (see APDC).
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:	Train, bus and taxi
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 A380-800 / 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.

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 HP 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 037.2° 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 217.2° 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 037.2° 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 217.2° 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 119.2° 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 299.2° 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
DEICING TWY A, LANE 1 + 2		123.405	HO	
DEICING TWY A, LANE 3		130.655	HO	
DEICING TWY B		131.655	HO	
DEICING TWY V		131.980	HO	

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	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	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	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	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	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	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 (4°E 2022)	KOR	112.800 MHZ CH 75X	H24	55 26 21.71N 011 37 53.51E	136.2	DOC FL 500/80 NM
VOR/DME (4°E 2022)	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 collected in a manual which is available from the AIS-C and at the Airport Office.

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 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.

4.4 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 available on request only.
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:
  • Channel: 130.655/123.405.
  • 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:
  • Channel: 131.655.
  • Stop system: Deicing traffic light showing green, amber or red light.
  • 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,

and

- For Deicing TWY V:
  • Channel: 131.980.
  • 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 Aircraft with mode S transponder.
Copenhagen Airport, Kastrup (EKCH) has installed a surface movement guidance and control system utilising transponder mode S signals. Aircraft operators are asked to ensure that the transponders are able to operate according to ICAO specifications when the aircraft is on the ground (Annex 10, volume IV, 3.1.2.8.5.3 and 3.1.2.10.3.10).

Flight crew are required 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 the aircraft is fully parked on stand. After parking the mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of aircraft equipped with a mode S transponder that has an aircraft identification feature should also select the aircraft identification (Idem 7 of the ICAO flight plan) before activating transponder.

Aircraft without mode S transponder.

Flight crews of aircraft not equipped with a mode S transponder must squawk assigned SSR-code ONLY when instructed to line up on the runway. Upon vacating the runway after landing flight crews on these aircraft SHALL switch off the transponder. At departure flight crews of aircraft not equipped with a mode S transponder are requested to state "No mode S transponder" to "Kastrup Apron" at 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.

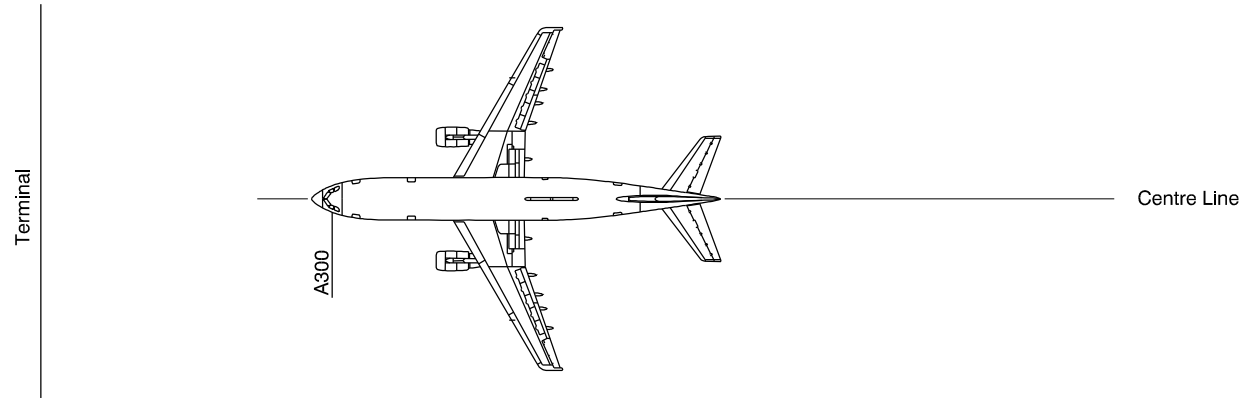
Marshaller assistance on TWY N1 and TWY N2 AVBL on REQ. The distance from the main gears of large aircraft to taxiway edges does not fully comply with EU regulation 139/2014.

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

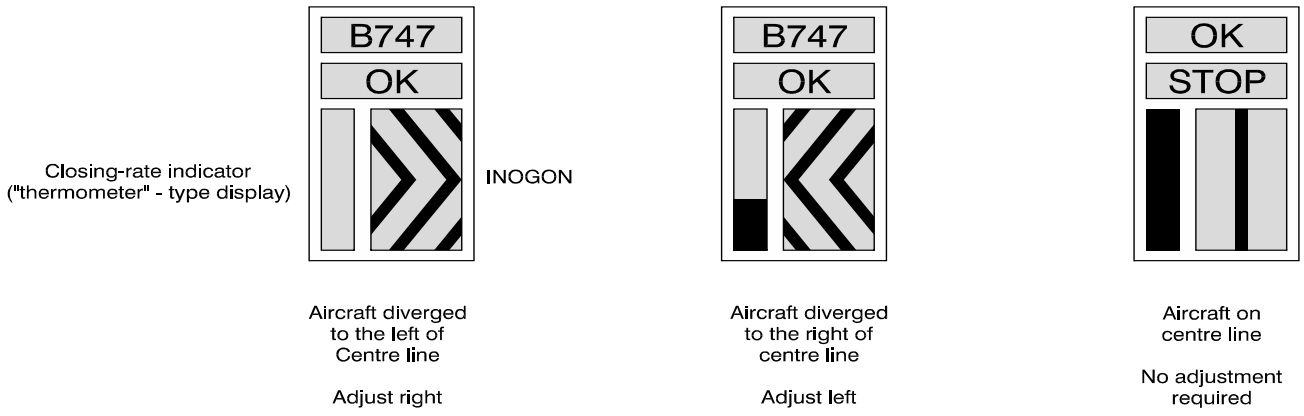
7. Docking Guidance Systems (DGS)

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

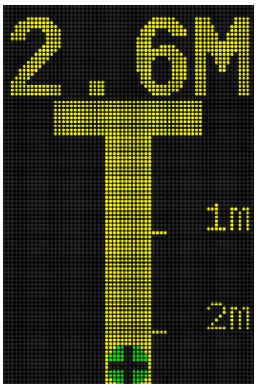
VDGS is active and waiting for aircraft to enter the stand

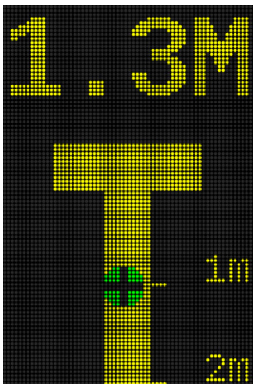
The VDGS has captured the aircraft and is giving guidance. Please follow the instructions on screen

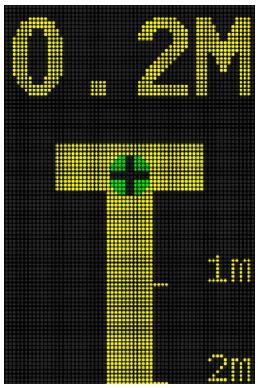
When the nose-wheel position goes to far outside the centerline a red arrow will guide you back

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	
A4	ApronVision
A6	ApronVision
A7	ApronVision
A8	ApronVision
A9	ApronVision
A11	ApronVision
A12	APIS++
A14	APIS++
A15	APIS++
A17	APIS++
A18	APIS++
A19	APIS++
A20	APIS++
A21	APIS++
A22	APIS++
A23	APIS++
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	APIS++
B6	APIS++
B7	APIS++
B8	APIS++
B9	APIS++
B10	APIS++
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	Centreline/Stop Marking
E77	Centreline/Stop Marking

Aircraft stand number	
E78	Centreline/Stop Marking
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	Centreline/Stop Marking
G111	Centreline/Stop Marking
G112	Centreline/Stop Marking
G113	Centreline/Stop Marking
G114	Centreline/Stop Marking
G117	ApronVision
G118	ApronVision
G119	ApronVision
G120	Centreline/Stop Marking
G121	Centreline/Stop Marking
G122	Centreline/Stop Marking
G123	Centreline/Stop Marking
G124	Centreline/Stop Marking
G125	Centreline/Stop Marking
G126	Centreline/Stop Marking
G127	Centreline/Stop Marking
G128	Centreline/Stop Marking
G129	Centreline/Stop Marking
G130	Centreline/Stop Marking
G131	Centreline/Stop Marking
G132	Centreline/Stop Marking
G133	Centreline/Stop Marking
G134	Centreline/Stop Marking
G135	Centreline/Stop Marking
G136	Centreline/Stop Marking
G137	Centreline/Stop Marking
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 or
g. 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	294	Right	230	5000 FT MSL/- 1.5 MIN	Omni-directional
OLPIB 55 00 05.40N 012 22 45.16E	030	Right	230	3500 FT MSL/FL140 1 MIN	Omni-directional
	030	Right	240	FL150/FL190 1.5 MIN	Omni-directional
LUGAS VOR/DME KOR 251/23.8NM 55 19 47N 010 57 47E	073	Left	230	3500 FT MSL/FL140 1 MIN	Direct entry via TUDLO*
	073	Left	240	FL150/FL200 1.5 MIN	Direct entry via TUDLO*
	073	Left	265	FL210/FL300 1.5 MIN	Direct entry via TUDLO*
ROSBI VOR/DME TNO 282/17.7NM 55 50 58N 010 55 55E	103	Left	230	3500 FT MSL/FL140 1 MIN	Direct entry via TESPI**
	103	Left	240	FL150/FL200 1.5 MIN	Direct entry via TESPI**
	103	Left	265	FL210/FL300 1.5 MIN	Direct entry via TESPI**
ERNOV 56 10 07.9N 012 34 25.6E	179	Left	230	FL 100/- 1.5 MIN	Omni-directional

Notes: *) TUDLO: VOR/DME KOR 251/35.1 NM (55 16 33N 010 38 52E)
**) TESPI: VOR/DME TNO 281/31.6 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

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.

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 - 2
Other charts	Noise Monitoring System

25. Visual Segment Surface (VSS) Penetration

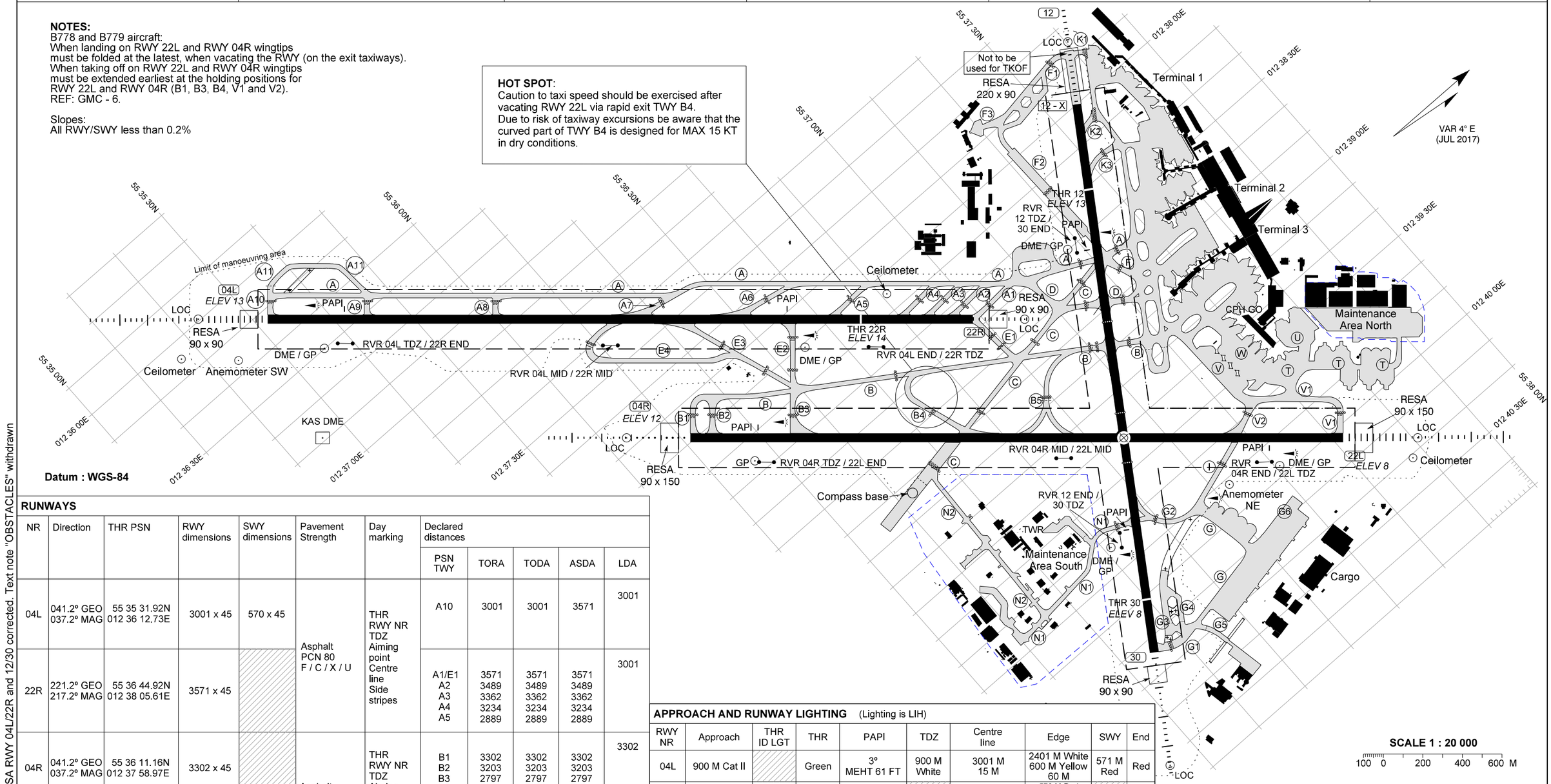
Data pending.

AERODROME CHART - ICAO	ARP : 55 37 04.50N 012 39 21.50E INT RWY 04R / 22L - 12 / 30	AD ELEV : 17 FT	ELEV in FT Dimensions / Distances in M	Copenhagen APP : 119.805 Kastrup TWR : 118.105 118.580 118.705 119.355 121.830 ATIS : 122.755 (ARR) 122.855 (DEP)	**AD 2 - EKCH** **ADC** **København / Kastrup**

NOTES:
B778 and B779 aircraft:
When landing on RWY 22L and RWY 04R wingtips must be folded at the latest, when vacating the RWY (on the exit taxiways).
When taking off on RWY 22L and RWY 04R wingtips must be extended earliest at the holding positions for RWY 22L and RWY 04R (B1, B3, B4, V1 and V2).
REF: GMC - 6.

Slopes:
All RWY/SWY less than 0.2%

HOT SPOT:
Caution to taxi speed should be exercised after vacating RWY 22L via rapid exit TWY B4.
Due to risk of taxiway excursions be aware that the curved part of TWY B4 is designed for MAX 15 KT in dry conditions.



Datum : WGS-84

SCALE 1 : 20 000
100 0 200 400 600 M

RUNWAYS

NR	Direction	THR PSN	RWY dimensions	SWY dimensions	Pavement Strength	Day marking	Declared distances				
							PSN TWY	TORA	TODA	ASDA	LDA
04L	041.2° GEO 037.2° MAG	55 35 31.92N 012 36 12.73E	3001 x 45	570 x 45	Asphalt PCN 80 F / C / X / U	THR RWY NR TDZ Aiming point Centre line Side stripes	A10	3001	3001	3571	3001
22R	221.2° GEO 217.2° MAG	55 36 44.92N 012 38 05.61E	3571 x 45				A1/E1 A2 A3 A4 A5	3571 3489 3362 3234 2889	3571 3489 3362 3234 2889	3571 3489 3362 3234 2889	3001
04R	041.2° GEO 037.2° MAG	55 36 11.16N 012 37 58.97E	3302 x 45		Asphalt PCN 80 F / C / X / U	THR RWY NR TDZ Aiming point Centre line Side stripes	B1 B2 B3 B4/C	3302 3203 2797 1941	3302 3203 2797 1941	3302 3203 2797 1941	3302
22L	221.2° GEO 217.2° MAG	55 37 31.48N 012 40 03.29E	3302 x 45				V1 V2	3302 2787	3302 2787	3302 2787	3302
12	123.2° GEO 119.2° MAG	55 37 26.94N 012 38 20.82E	2800 x 45		Concrete + Asphalt PCN 80 F / C / X / U	THR RWY NR TDZ Aiming point Centre line Side stripes	12 - X K2 K3 D	2800 2699 2481 1798	2800 2699 2481 1798	2800 2699 2481 1798	2365
30	303.2° GEO 299.2° MAG	55 36 49.87N 012 40 01.01E	2365 x 45	300 x 45			G1	2365	2365	2665	2095 300 M SWY AVBL

APPROACH AND RUNWAY LIGHTING (Lighting is LIH)

RWY NR	Approach	THR ID LGT	THR	PAPI	TDZ	Centre line	Edge	SWY	End
04L	900 M Cat II		Green	3° MEHT 61 FT	900 M White	3001 M 15 M	2401 M White 600 M Yellow 60 M	571 M Red	Red
22R	900 M White	FLG White	Green	3° MEHT 59 FT		3571 M 15 M	570 M Red 2401 M White 600 M Yellow 60 M		Red
04R	720 M White		Green	3° MEHT 57 FT		3302 M 15 M	2702 M White 600 M Yellow 60 M		Red
22L	840 M Cat II and III		Green	3° MEHT 60 FT	900 M White	3302 M 15 M	2702 M White 600 M Yellow 60 M		Red
12	900 M White	FLG White	Green	3° MEHT 49 FT			435 M Red 1765 M White 600 M Yellow 30 M		Red
30	900 M White		Green	3° MEHT 60 FT			270 M Red 1495 M White 600 M Yellow 30 M	300 M Red	Red

Secondary power supply : Yes, all RWY switch-over time 1 SEC at RVR below 800 M, otherwise MAX 15 SEC.

TAXIWAYS (Except TWY N1 and TWY N2)

Width :	23. G4 27.5.
Pavement :	Concrete or asphalt.
Strength :	PCN 80 / F / C / X / U.
Day marking :	Centre line, Side stripes (where deemed necessary), Holding positions.
Lighting :	Edge - blue; Centre line - green; Centre line on exit taxiways within ILS critical/sensitive areas and centre line within 60 M from RWY centre line - standard colour. Stop bars. RGL. Deicing TWY A and TWY B : Exit facility light.
Taxiing guidance system :	Sign boards.
Rapid exit taxiways :	A6, A7, B4 and E3.

Changes : Depiction of RESA RWY 04L/22R and 12/30 corrected. Text note "OBSTACLES" withdrawn

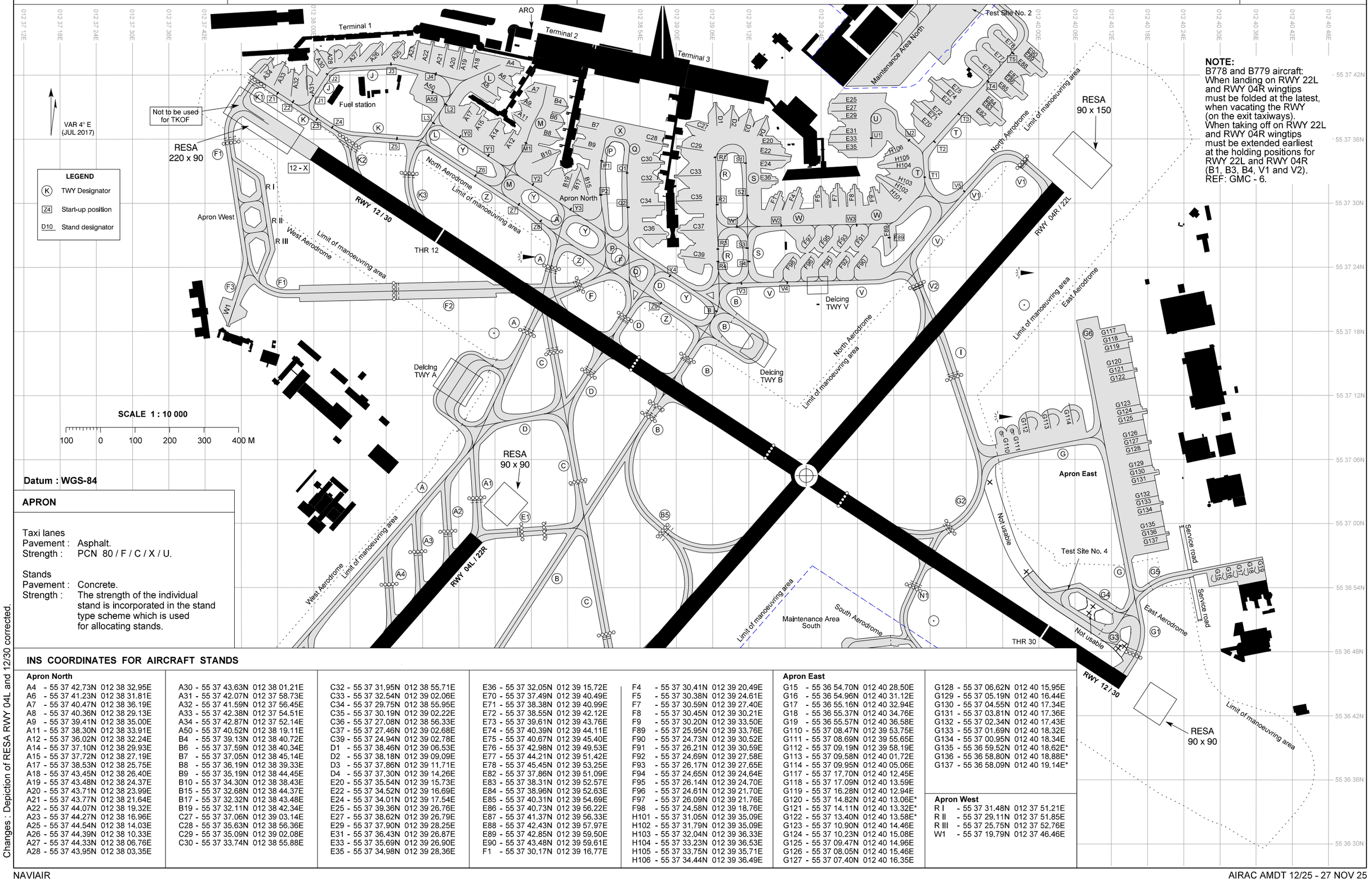
AIRCRAFT PARKING / DOCKING CHART - ICAO

Apron ELEV : Apron West 16 FT - Apron North 10 FT - Apron East 8 FT

ELEV in FT
Dimensions / Distances in M

Kastrup Apron :	121.905	121.630			
Kastrup TWR :	118.105	118.580	118.705	119.355	121.830
ATIS (DEP) :	122.855				
Clearance Delivery :	119.905				

AD 2 - EKCH
APDC
København / Kastrup



SCALE 1 : 10 000

100 0 100 200 300 400 M

Datum : WGS-84

APRON

Taxi lanes
Pavement : Asphalt.
Strength : PCN 80 / F / C / X / U.

Stands
Pavement : Concrete.
Strength : The strength of the individual stand is incorporated in the stand type scheme which is used for allocating stands.

INS COORDINATES FOR AIRCRAFT STANDS

Apron North

A4 - 55 37 42.73N 012 38 32.95E
A6 - 55 37 41.23N 012 38 31.81E
A7 - 55 37 40.47N 012 38 36.19E
A8 - 55 37 40.36N 012 38 29.13E
A9 - 55 37 39.41N 012 38 35.00E
A11 - 55 37 38.30N 012 38 33.91E
A12 - 55 37 36.02N 012 38 32.24E
A14 - 55 37 37.10N 012 38 29.93E
A15 - 55 37 37.72N 012 38 27.19E
A17 - 55 37 38.53N 012 38 25.75E
A18 - 55 37 43.45N 012 38 26.40E
A19 - 55 37 43.48N 012 38 24.37E
A20 - 55 37 43.71N 012 38 23.99E
A21 - 55 37 43.77N 012 38 21.64E
A22 - 55 37 44.07N 012 38 19.32E
A23 - 55 37 44.27N 012 38 16.96E
A25 - 55 37 44.54N 012 38 14.03E
A26 - 55 37 44.39N 012 38 10.33E
A27 - 55 37 44.33N 012 38 06.76E
A28 - 55 37 43.95N 012 38 03.35E
A30 - 55 37 43.63N 012 38 01.21E
A31 - 55 37 42.07N 012 37 58.73E
A32 - 55 37 41.59N 012 37 56.45E
A33 - 55 37 42.38N 012 37 54.51E
A34 - 55 37 42.87N 012 37 52.14E
A50 - 55 37 40.52N 012 38 19.11E
B4 - 55 37 39.13N 012 38 40.72E
B6 - 55 37 37.59N 012 38 40.34E
B7 - 55 37 37.05N 012 38 45.14E
B8 - 55 37 36.19N 012 38 39.33E
B9 - 55 37 35.19N 012 38 44.45E
B10 - 55 37 34.30N 012 38 38.43E
B15 - 55 37 32.68N 012 38 44.37E
B17 - 55 37 32.32N 012 38 43.48E
B19 - 55 37 32.11N 012 38 42.34E
C27 - 55 37 37.06N 012 39 03.14E
C28 - 55 37 35.63N 012 38 56.36E
C29 - 55 37 35.09N 012 39 02.08E
C30 - 55 37 33.74N 012 38 55.88E
C32 - 55 37 31.95N 012 38 55.71E
C33 - 55 37 32.54N 012 39 02.06E
C34 - 55 37 29.75N 012 38 55.95E
C35 - 55 37 30.19N 012 39 02.22E
C36 - 55 37 27.08N 012 38 56.33E
C37 - 55 37 27.46N 012 39 02.68E
C39 - 55 37 24.94N 012 39 02.78E
D1 - 55 37 38.46N 012 39 06.53E
D2 - 55 37 38.18N 012 39 09.09E
D3 - 55 37 37.86N 012 39 11.71E
D4 - 55 37 37.30N 012 39 14.26E
E20 - 55 37 35.54N 012 39 15.73E
E22 - 55 37 34.52N 012 39 16.69E
E24 - 55 37 34.01N 012 39 17.54E
E25 - 55 37 39.36N 012 39 26.76E
E27 - 55 37 38.62N 012 39 26.79E
E29 - 55 37 37.90N 012 39 28.25E
E31 - 55 37 36.43N 012 39 26.87E
E33 - 55 37 35.69N 012 39 26.90E
E35 - 55 37 34.98N 012 39 28.36E
E36 - 55 37 32.05N 012 39 15.72E
E70 - 55 37 37.49N 012 39 40.49E
E71 - 55 37 38.38N 012 39 40.99E
E72 - 55 37 38.55N 012 39 42.12E
E73 - 55 37 39.61N 012 39 43.76E
E74 - 55 37 40.39N 012 39 44.11E
E75 - 55 37 40.67N 012 39 45.40E
E76 - 55 37 42.98N 012 39 49.53E
E77 - 55 37 44.21N 012 39 51.42E
E78 - 55 37 45.45N 012 39 53.25E
E82 - 55 37 37.86N 012 39 51.09E
E83 - 55 37 38.31N 012 39 52.57E
E84 - 55 37 38.96N 012 39 52.63E
E85 - 55 37 40.31N 012 39 54.69E
E86 - 55 37 40.73N 012 39 56.22E
E87 - 55 37 41.37N 012 39 56.33E
E88 - 55 37 42.43N 012 39 57.97E
E89 - 55 37 42.85N 012 39 59.50E
E90 - 55 37 43.48N 012 39 59.61E
F1 - 55 37 30.17N 012 39 16.77E
F4 - 55 37 30.41N 012 39 20.49E
F5 - 55 37 30.38N 012 39 24.61E
F7 - 55 37 30.59N 012 39 27.40E
F8 - 55 37 30.45N 012 39 30.21E
F9 - 55 37 30.20N 012 39 33.50E
F89 - 55 37 25.95N 012 39 33.76E
F90 - 55 37 24.73N 012 39 30.52E
F91 - 55 37 26.21N 012 39 30.59E
F92 - 55 37 24.69N 012 39 27.58E
F93 - 55 37 26.17N 012 39 27.65E
F94 - 55 37 24.65N 012 39 24.64E
F95 - 55 37 26.14N 012 39 24.70E
F96 - 55 37 24.61N 012 39 21.70E
F97 - 55 37 26.09N 012 39 21.76E
F98 - 55 37 24.58N 012 39 18.76E
H101 - 55 37 31.05N 012 39 35.09E
H102 - 55 37 31.79N 012 39 35.09E
H103 - 55 37 32.04N 012 39 36.33E
H104 - 55 37 33.23N 012 39 36.53E
H105 - 55 37 33.75N 012 39 35.71E
H106 - 55 37 34.44N 012 39 36.49E

Apron East

G15 - 55 36 54.70N 012 40 28.50E
G16 - 55 36 54.96N 012 40 31.12E
G17 - 55 36 55.16N 012 40 32.94E
G18 - 55 36 55.37N 012 40 34.76E
G19 - 55 36 55.57N 012 40 36.58E
G110 - 55 37 08.47N 012 39 53.75E
G111 - 55 37 08.69N 012 39 55.65E
G112 - 55 37 09.19N 012 39 58.19E
G113 - 55 37 09.58N 012 40 01.72E
G114 - 55 37 09.95N 012 40 05.06E
G117 - 55 37 17.70N 012 40 12.45E
G118 - 55 37 17.09N 012 40 13.59E
G119 - 55 37 16.28N 012 40 12.94E
G120 - 55 37 14.82N 012 40 13.06E*
G121 - 55 37 14.11N 012 40 13.32E*
G122 - 55 37 13.40N 012 40 13.58E*
G123 - 55 37 10.90N 012 40 14.46E
G124 - 55 37 10.23N 012 40 15.08E
G125 - 55 37 09.47N 012 40 14.96E
G126 - 55 37 08.05N 012 40 15.46E
G127 - 55 37 07.40N 012 40 16.35E
G128 - 55 37 06.62N 012 40 15.95E
G129 - 55 37 05.19N 012 40 16.44E
G130 - 55 37 04.55N 012 40 17.34E
G131 - 55 37 03.81N 012 40 17.36E
G132 - 55 37 02.34N 012 40 17.43E
G133 - 55 37 01.69N 012 40 18.32E
G134 - 55 37 00.95N 012 40 18.34E
G135 - 55 36 59.52N 012 40 18.62E*
G136 - 55 36 58.80N 012 40 18.88E*
G137 - 55 36 58.09N 012 40 19.14E*

Apron West

R I - 55 37 31.48N 012 37 51.21E
R II - 55 37 29.11N 012 37 51.85E
R III - 55 37 25.75N 012 37 52.76E
W1 - 55 37 19.79N 012 37 46.46E

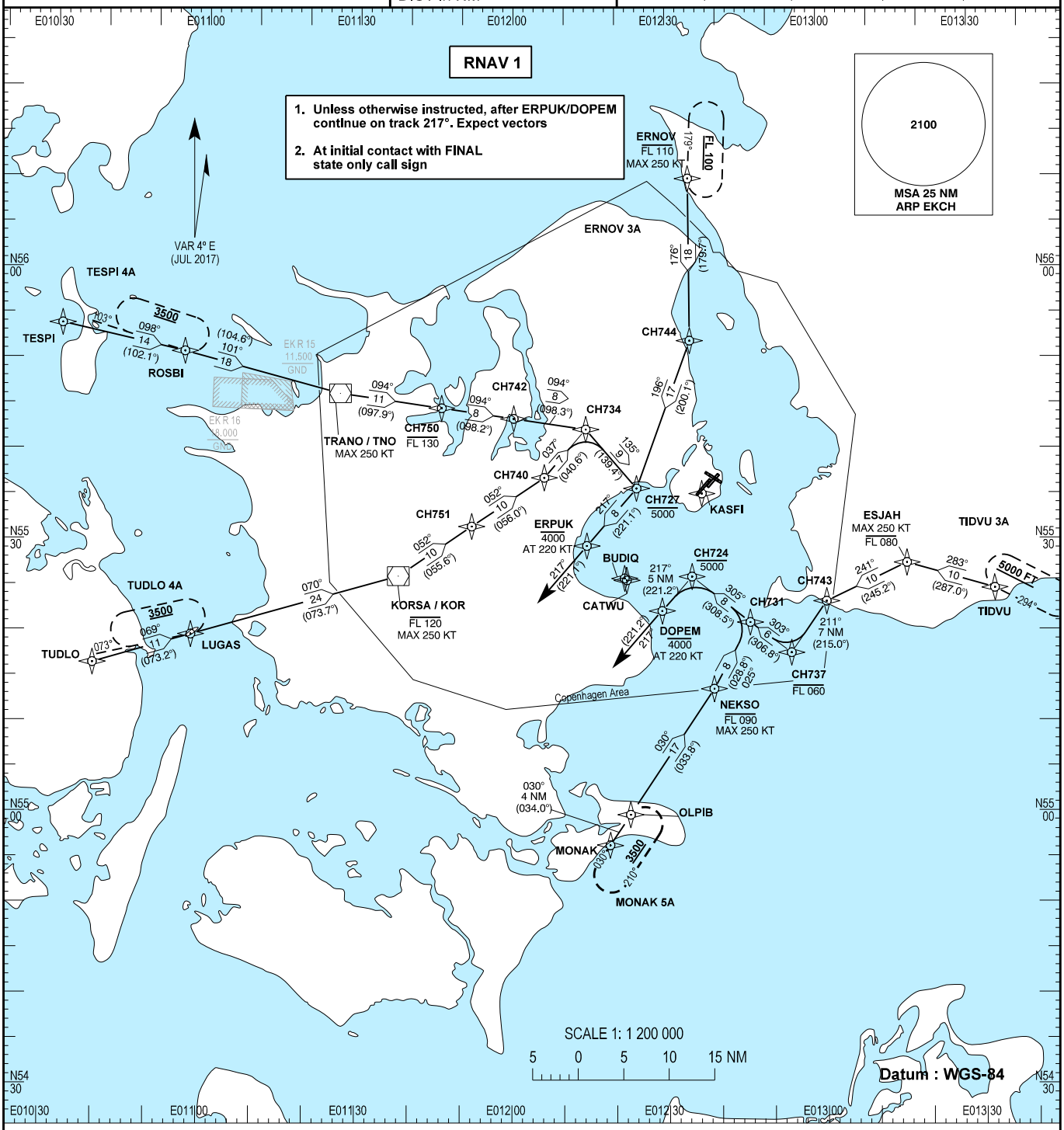
Changes : Depiction of RESA RWY 04L and 12/30 corrected.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV STAR RWY 04 L / R - 1
København / Kastrup
TESPI 4A, TUDLO 4A, MONAK 5A, TIDVU 3A, ERNOV 3A



Description of waypoints see:
AD 2 - EKCH RNAV STAR RWY 04 L / R - 2

Changes : All STAR designators changed. Altitude restriction for WPT CH724 and CH727 added.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Designator	Route	Descend	Restrictions	Remarks
TESPI 4A	TESPI - ROSBI - TNO - CH750 - CH742 - CH734 - CH727 - ERPUK - Radar vectoring.	As cleared	After TNO MAX IAS 250 KT Cross CH750 FL 130 or below Cross CH727 5000 FT or below Cross ERPUK 4000 FT or below After ERPUK IAS at 220 KT	Domestic traffic may flight plan to join this arrival at TNO
TUDLO 4A	TUDLO - LUGAS - KOR - CH751 - CH740 - CH734 - CH727 - ERPUK - Radar vectoring.	As cleared	After KOR MAX IAS 250 KT Cross KOR FL 120 or below Cross CH727 5000 FT or below Cross ERPUK 4000 FT or below After ERPUK IAS at 220 KT	Domestic traffic may flight plan to join this arrival at KOR
MONAK 5A	MONAK - OLPIB - NEKSO - CH731 - CH724 - DOPEM - Radar vectoring.	As cleared	After NEKSO MAX IAS 250 KT Cross NEKSO FL 090 or below Cross CH724 5000 FT or below Cross DOPEM 4000 FT or below After DOPEM IAS at 220 KT	
TIDVU 3A	TIDVU - ESJAH - CH743 - CH737 - CH731 - CH724 - DOPEM - Radar vectoring.	As cleared	After ESJAH MAX IAS 250 KT Cross ESJAH at FL 080 or below Cross CH737 FL 060 or below Cross CH724 5000 FT or below Cross DOPEM 4000 FT or below After DOPEM IAS at 220 KT	
ERNOV 3A	ERNOV - CH744 - CH727 - ERPUK - Radar vectoring.	As cleared	After ERNOV MAX IAS 250 KT Cross ERNOV FL 110 or below Cross CH727 5000 FT or below Cross ERPUK 4000 FT or below After ERPUK IAS at 220 KT	
BUDIQ **CATWU** **ZAQQI** **EQJET**	DCT	As cleared		If traffic permits and in order to expedite traffic, direct routing to mentioned waypoint may occur

At first contact with APPROACH, state type of aircraft.
At initial contact with FINAL, state only call sign.
Radio Communication failure during IFR approach:

1. Squawk 7600.
   If possible, call Supervisor EKDK TEL +45 32 48 19 33. Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded. If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.
2. In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (ERNOV, TIDVU, OLPIB, LUGAS, ROSBI). 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 ERNOV, TIDVU, OLPIB, KOR or TNO VOR direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude. If radio communication failure occur during vectoring or after passing over or abeam the primary holding fix, proceed direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude.
3. When distance to KASFI is 15 NM or less descend to 5000 FT.
4. After KASFI descend to 3000 FT and proceed direct relevant IAF according to table below.

	Entry via	ERNOV	TIDVU	OLPIB	LUGAS	ROSBI
RWY in use for landing						
04L		EQJET	ZAQQI	ZAQQI	EQJET	EQJET
04R		EQJET	ZAQQI	ZAQQI	EQJET	EQJET

5. From IAF perform the appropriate instrument approach procedure.
   If radio communication failure occurs after passing IAF continue approach procedure.
   Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH724 equals approximate 24 NM to THR).

Waypoint	Latitude	Longitude	Waypoint	Latitude	Longitude
BUDIQ	55 26 07.78N	012 21 45.98E	TUDLO	55 16 33.00N	010 38 52.00E
CATWU	55 25 54.60N	012 22 10.20E	ZAQQI	55 30 58.35N	012 18 41.73E
DOPEM	55 22 31.00N	012 29 01.00E	KOR	55 26 21.71N	011 37 53.51E
ERNOV	56 10 07.90N	012 34 25.60E	TNO	55 46 26.74N	011 26 21.08E
EQJET	55 25 04.05N	012 30 36.64E	CH724	55 26 17.35N	012 34 48.79E
ERPUK	55 29 43.00N	012 14 27.00E	CH727	55 36 01.77N	012 24 07.53E
ESJAH	55 27 36.36N	013 16 30.86E	CH731	55 21 13.53N	012 46 01.90E
KASFI	55 35 25.87N	012 36 48.97E	CH734	55 42 32.71N	012 14 15.34E
LUGAS	55 19 47.00N	010 57 47.00E	CH737	55 17 51.08N	012 53 56.87E
MONAK	54 56 44.00N	012 18 49.00E	CH740	55 37 13.86N	012 06 11.64E
NEKSO	55 13 55.00N	012 38 58.00E	CH742	55 43 43.30N	012 00 13.16E
OLPIB	55 00 05.40N	012 22 45.16E	CH743	55 23 28.74N	013 00 50.45E
ROSBI	55 50 58.00N	010 55 55.00E	CH744	55 52 16.76N	012 34 36.23E
TESPI	55 53 54.00N	010 31 52.00E	CH750	55 44 52.28N	011 46 10.15E
TIDVU	55 24 40.70N	013 33 27.10E	CH751	55 31 51.13N	011 52 04.40E

Changes : All STAR designators changed. Altitude restriction for WPT CH724 and CH727 added. RCF IAF DOPEM and ERPUK changed to EQJET and ZAQQI. Editorial changes.

Tabular description

RNAV RWY 04 L / R via TESPI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TESPI	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	ROSBI	-	098 / (102.1)	-4.0	13.9	-	-	-	-	RNAV 1
003	TF	TNO	-	101 / (104.6)	-4.0	17.8	-	-	-250	-	RNAV 1
004	TF	CH750	-	094 / (097.9)	-4.0	11.3	-	-FL130	-	-	RNAV 1
005	TF	CH742	-	094 / (098.2)	-4.0	8.0	-	-	-	-	RNAV 1
006	TF	CH734	-	094 / (098.3)	-4.0	8.0	-	-	-	-	RNAV 1
007	TF	CH727	-	135 / (139.4)	-4.0	8.6	R	-5000	-	-	RNAV 1
008	TF	ERPUK	-	217 / (221.1)	-4.0	8.4	R	-4000	@220	-	RNAV 1
009	FM	ERPUK	-	217 / (221.1)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 04 L / R via TUDLO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TUDLO	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	LUGAS	-	069 / (073.2)	-4.0	11.3	-	-	-	-	RNAV 1
003	TF	KOR	-	070 / (073.7)	-4.0	23.8	-	-FL120	-250	-	RNAV 1
004	TF	CH751	-	052 / (055.6)	-4.0	9.8	L	-	-	-	RNAV 1
005	TF	CH740	-	052 / (056.0)	-4.0	9.7	-	-	-	-	RNAV 1
006	TF	CH734	-	037 / (040.6)	-4.0	7.0	L	-	-	-	RNAV 1
007	TF	CH727	-	135 / (139.4)	-4.0	8.6	R	-5000	-	-	RNAV 1
008	TF	ERPUK	-	217 / (221.1)	-4.0	8.4	R	-4000	@220	-	RNAV 1
009	FM	ERPUK	-	217 / (221.1)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 04 L / R via MONAK

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	MONAK	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	OLPIB	-	030 / (034.0)	-4.0	4.1	-	-	-	-	RNAV 1
003	TF	NEKSO	-	030 / (033.8)	-4.0	16.7	-	-FL090	-250	-	RNAV 1
004	TF	CH731	-	025 / (028.8)	-4.0	8.4	-	-	-	-	RNAV 1
005	TF	CH724	-	305 / (308.5)	-4.0	8.2	L	-5000	-	-	RNAV 1
006	TF	DOPEM	-	217 / (221.2)	-4.0	5.0	L	-4000	@220	-	RNAV 1
007	FM	DOPEM	-	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 04 L / R via TIDVU

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	TIDVU	-	-	-4.0	-	-	-	-	-	RNAV 1
002	TF	ESJAH	-	283 / (287.0)	-4.0	10.1	-	-FL080	-250	-	RNAV 1
003	TF	CH743	-	241 / (245.2)	-4.0	9.8	L	-	-	-	RNAV 1
004	TF	CH737	-	211 / (215.0)	-4.0	6.9	L	- FL060	-	-	RNAV 1
005	TF	CH731	-	303 / (306.8)	-4.0	5.6	R	-	-	-	RNAV 1
006	TF	CH724	-	305 / (308.5)	-4.0	8.2	-	-5000	-	-	RNAV 1
007	TF	DOPEM	-	217 / (221.2)	-4.0	5.0	L	-4000	@220	-	RNAV 1
008	FM	DOPEM	-	217 / (221.2)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 04 L / R via ERNOV

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
001	IF	ERNOV	-	-	-4.0	-	-	-FL110	-250	-	RNAV 1
002	TF	CH744	-	176 / (179.7)	-4.0	17.9	-	-	-	-	RNAV 1
003	TF	CH727	-	196 / (200.1)	-4.0	17.3	R	-5000	-	-	RNAV 1
004	TF	ERPUK	-	217 / (221.1)	-4.0	8.4	R	-4000	@220	-	RNAV 1
005	FM	ERPUK	-	217 / (221.1)	-4.0	-	-	-	-	-	RNAV 1

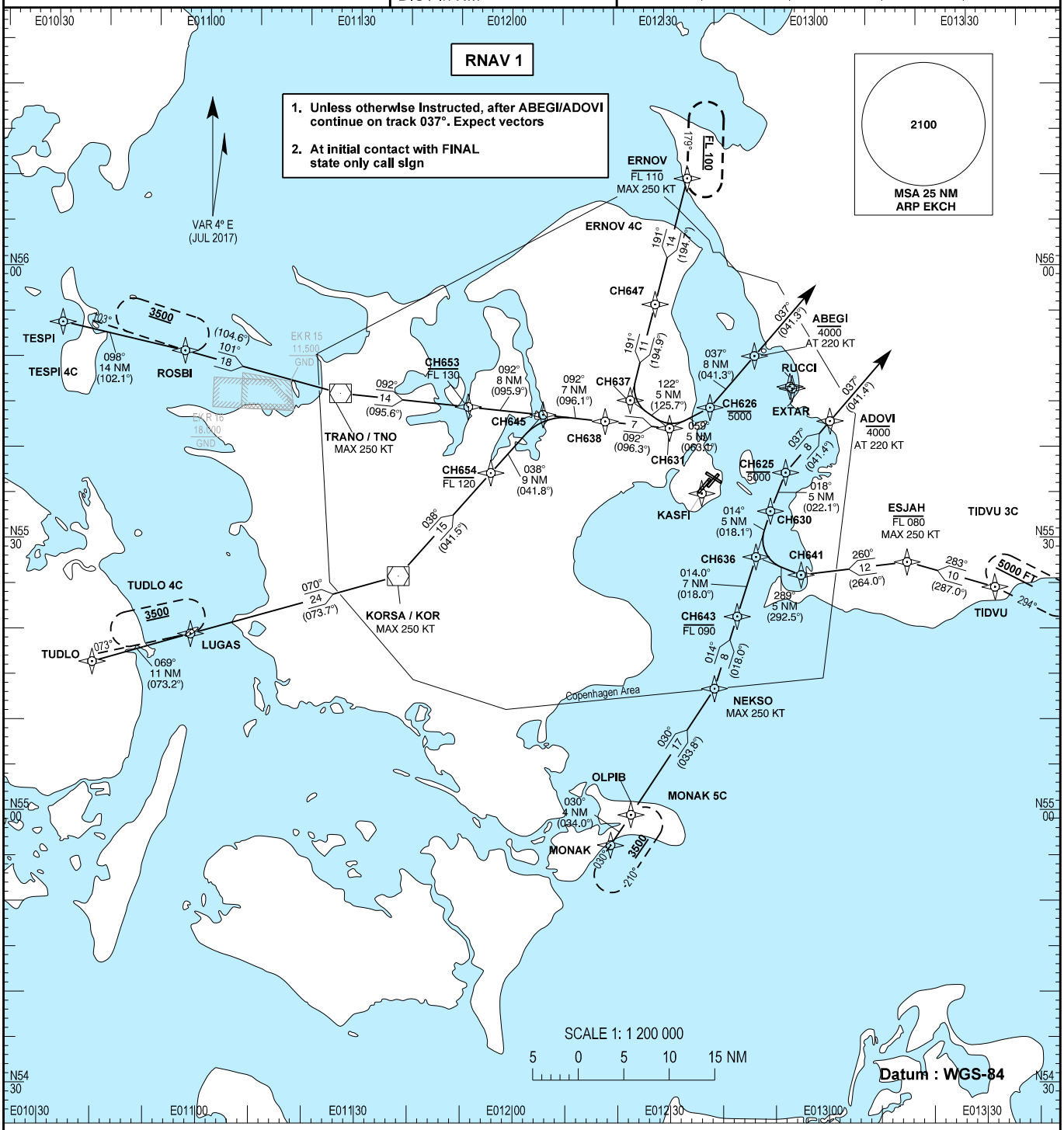
Changes: Altitude restriction for WPT CH724 and CH727 added.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV STAR RWY 22 L / R - 1
København / Kastrup
TESPI 4C, TUDLO 4C, MONAK 5C, TIDVU 3C, ERNOV 4C



Description of waypoints see:
AD 2 - EKCH RNAV STAR RWY 22 L / R - 2

Changes : All STAR designators changed. Altitude restriction for WPT CH625 and CH626 added.

Designator	Route	Descend	Restrictions	Remarks
TESPI 4C	TESPI - ROSBI - TNO - CH653 - CH645 - CH638 - CH631 - CH626 - ABEGI - Radar vectoring.	As cleared	After TNO MAX IAS 250 KT Cross CH653 FL 130 or below Cross CH626 5000 FT or below Cross ABEGI 4000 FT or below After ABEGI IAS at 220 KT	Domestic traffic may flight plan to join this arrival at TNO
TUDLO 4C	TUDLO - LUGAS - KOR - CH654 - CH645 - CH638 - CH631 - CH626 - ABEGI - Radar vectoring.	As cleared	After KOR MAX IAS 250 KT Cross CH654 FL 120 or below Cross CH626 5000 FT or below Cross ABEGI 4000 FT or below After ABEGI IAS at 220 KT	Domestic traffic may flight plan to join this arrival at KOR
MONAK 5C	MONAK - OLPIB - NEKSO - CH643 - CH636 - CH630 - CH625 - ADOVI - Radar vectoring.	As cleared	After NEKSO MAX IAS 250 KT Cross CH643 FL 090 or below Cross CH625 5000 FT or below Cross ADOVI 4000 FT or below After ADOVI IAS at 220 KT	
TIDVU 3C	TIDVU - ESJAH - CH641 - CH636 - CH630 - CH625 - ADOVI - Radar vectoring.	As cleared	After ESJAH MAX IAS 250 KT Cross ESJAH at FL080 or below Cross CH625 5000 FT or below Cross ADOVI 4000 FT or below After ADOVI IAS at 220 KT	
ERNOV 4C	ERNOV - CH647 - CH637 - CH631 - CH626 - ABEGI - Radar vectoring.	As cleared	After ERNOV MAX IAS 250 KT Cross ERNOV FL 110 or below Cross CH626 5000 FT or below Cross ABEGI 4000 FT or below After ABEGI IAS at 220 KT	
EXTAR **RUCCI** **VOCXI** **ODLAQ**	DCT	As cleared		If traffic permits and in order to expedite traffic, direct routing to mentioned waypoint may occur

At first contact with APPROACH, state type of aircraft.
At initial contact with FINAL, state only call sign.
Radio Communication failure during IFR approach:

1. Squawk 7600.
   If possible, call Supervisor EKDK TEL +45 32 48 19 33. Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded. If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.
2. In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (ERNOV, TIDVU, OLPIB, LUGAS, ROSBI). 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 ERNOV, TIDVU, OLPIB, KOR or TNO VOR direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude. If radio communication failure occurs during vectoring or after passing over or abeam the primary holding fix, proceed direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude.
3. When distance to KASFI is 15 NM or less descend to 5000 FT.
4. After KASFI descend to 3000 FT and proceed direct relevant IAF according to table below.

	Entry via	ERNOV	TIDVU	OLPIB	LUGAS	ROSBI
RWY in use for landing						
22L		ODLAQ	VOCXI	VOCXI	ODLAQ	ODLAQ
22R		ODLAQ	VOCXI	VOCXI	ODLAQ	ODLAQ

5. From IAF perform the appropriate instrument approach procedure.
   If radio communication failure occurs after passing IAF continue approach procedure.
   Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH625 equals approximate 25 NM to THR).

Waypoint	Latitude	Longitude	Waypoint	Latitude	Longitude
ABEGI	55 50 31.00N	012 47 20.00E	VOCXI	55 47 58.42N	012 45 42.92E
ADOVI	55 43 15.00N	013 01 56.00E	KOR	55 26 21.71N	011 37 53.51E
ERNOV	56 10 07.90N	012 34 25.60E	TNO	55 46 26.74N	011 26 21.08E
ESJAH	55 27 36.36N	013 16 30.86E	CH625	55 37 38.22N	012 53 09.76E
EXTAR	55 46 53.30N	012 54 38.40E	CH626	55 44 53.45N	012 38 33.36E
KASFI	55 35 25.87N	012 36 48.97E	CH630	55 33 24.36N	012 50 07.41E
LUGAS	55 19 47.00N	010 57 47.00E	CH631	55 42 37.61N	012 30 38.06E
MONAK	54 56 44.00N	012 18 49.00E	CH636	55 28 22.65N	012 47 13.58E
NEKSO	55 13 55.00N	012 38 58.00E	CH637	55 45 44.00N	012 22 59.00E
ODLAQ	55 42 02.71N	012 57 40.81E	CH638	55 43 25.10N	012 18 04.00E
OLPIB	55 00 05.40N	012 22 45.16E	CH641	55 26 20.32N	012 55 55.93E
ROSBI	55 50 58.00N	010 55 55.00E	CH643	55 21 50.40N	012 43 28.75E
RUCCI	55 47 06.37N	012 54 14.73E	CH645	55 44 09.73N	012 05 55.71E
TESPI	55 53 54.00N	010 31 52.00E	CH647	55 56 17.31N	012 27 57.40E
TIDVU	55 24 40.70N	013 33 27.10E	CH653	55 45 01.76N	011 51 20.15E
TUDLO	55 16 33.00N	010 38 52.00E	CH654	55 37 45.55N	011 55 46.50E

Changes : All STAR designators changed. Altitude restriction for WPT CH625 and CH626 added. RCF IAF ADOVI and ABEGI changed to ODLAQ and VOCXI. Editorial changes.

Tabular description

RNAV RWY 22 L / R via TESPI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TESPI	-	-	-4.0	-	-	-	-	-	RNAV 1
020	TF	ROSBI	-	098 / (102.1)	-4.0	13.9	-	-	-	-	RNAV 1
030	TF	TNO	-	101 / (104.6)	-4.0	17.8	L	-	-250	-	RNAV 1
040	TF	CH653	-	092 / (095.6)	-4.0	14.2	-	-FL130	-	-	RNAV 1
050	TF	CH645	-	092 / (095.9)	-4.0	8.3	-	-	-	-	RNAV 1
060	TF	CH638	-	092 / (096.1)	-4.0	6.9	-	-	-	-	RNAV 1
070	TF	CH631	-	092 / (096.3)	-4.0	7.2	L	-	-	-	RNAV 1
080	TF	CH626	-	059 / (063.1)	-4.0	5.0	L	-5000	-	-	RNAV 1
090	TF	ABEGI	-	037 / (041.3)	-4.0	7.5	-	-4000	@220	-	RNAV 1
100	FM	ABEGI	-	037 / (041.3)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 22 L / R via TUDLO

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TUDLO	-	-	-4.0	-	-	-	-	-	RNAV 1
020	TF	LUGAS	-	069 / (073.2)	-4.0	11.3	-	-	-	-	RNAV 1
030	TF	KOR	-	070 / (073.7)	-4.0	23.8	L	-	-250	-	RNAV 1
040	TF	CH654	-	038 / (041.5)	-4.0	15.3	-	-FL120	-	-	RNAV 1
050	TF	CH645	-	038 / (041.8)	-4.0	8.6	R	-	-	-	RNAV 1
060	TF	CH638	-	092 / (096.1)	-4.0	6.9	-	-	-	-	RNAV 1
070	TF	CH631	-	092 / (096.3)	-4.0	7.2	L	-	-	-	RNAV 1
080	TF	CH626	-	059 / (063.1)	-4.0	5.0	L	-5000	-	-	RNAV 1
090	TF	ABEGI	-	037 / (041.3)	-4.0	7.5	-	-4000	@220	-	RNAV 1
100	FM	ABEGI	-	037 / (041.3)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 22 L / R via MONAK

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	MONAK	-	-	-4.0	-	-	-	-	-	RNAV 1
020	TF	OLPIB	-	030 / (034.0)	-4.0	4.1	-	-	-	-	RNAV 1
030	TF	NEKSO	-	030 / (033.8)	-4.0	16.7	L	-	-250	-	RNAV 1
040	TF	CH643	-	014 / (018.0)	-4.0	8.3	-	-FL090	-	-	RNAV 1
050	TF	CH636	-	014 / (018.0)	-4.0	6.9	-	-	-	-	RNAV 1
060	TF	CH630	-	014 / (018.1)	-4.0	5.3	-	-	-	-	RNAV 1
070	TF	CH625	-	018 / (022.1)	-4.0	4.6	R	-5000	-	-	RNAV 1
080	TF	ADOVI	-	037 / (041.4)	-4.0	7.5	-	-4000	@220	-	RNAV 1
090	FM	ADOVI	-	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 22 L / R via TIDVU

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	TIDVU	-	-	-4.0	-	-	-	-	-	RNAV 1
020	TF	ESJAH	-	283 / (287.0)	-4.0	10.1	L	-FL080	-250	-	RNAV 1
030	TF	CH641	-	260 / (264.0)	-4.0	11.8	R	-	-	-	RNAV 1
040	TF	CH636	-	289 / (292.5)	-4.0	5.4	-	-	-	-	RNAV 1
050	TF	CH630	-	014 / (018.1)	-4.0	5.3	-	-	-	-	RNAV 1
060	TF	CH625	-	018 / (022.1)	-4.0	4.6	R	-5000	-	-	RNAV 1
070	TF	ADOVI	-	037 / (041.4)	-4.0	7.5	-	-4000	@220	-	RNAV 1
080	FM	ADOVI	-	037 / (041.4)	-4.0	-	-	-	-	-	RNAV 1

RNAV RWY 22 L / R via ERNOV

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft) Upper / Lower	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ERNOV	-	-	-4.0	-	-	-FL110	-250	-	RNAV 1
020	TF	CH647	-	191 / (194.7)	-4.0	14.3	-	-	-	-	RNAV 1
030	TF	CH637	-	191 / (194.9)	-4.0	10.9	L	-	-	-	RNAV 1
040	TF	CH631	-	122 / (125.7)	-4.0	5.3	L	-	-	-	RNAV 1
050	TF	CH626	-	059 / (063.1)	-4.0	5.0	L	-5000	-	-	RNAV 1
060	TF	ABEGI	-	037 / (041.3)	-4.0	7.5	-	-4000	@220	-	RNAV 1
070	FM	ABEGI	-	037 / (041.3)	-4.0	-	-	-	-	-	RNAV 1

Changes: Altitude restriction for WPT CH625 and CH626 added.

Designator	Route	Descend	Restrictions	Remarks
TESPI 3B	TESPI - ROSBI - TNO - CH553 - CH542 - CH533 - CH525 - AGTIC - Radar vectoring	As cleared	After TNO MAX IAS 250 KT Cross TNO FL 130 or below Cross AGTIC 4000 FT or below After AGTIC IAS at 220 KT	Domestic traffic may flight plan to join this arrival at TNO
TUDLO 3B	TUDLO - LUGAS - KOR - CH543 - CH533 - CH525 - AGTIC - Radar vectoring	As cleared	After KOR MAX IAS 250 KT Cross KOR FL 120 or below Cross AGTIC 4000 FT or below After AGTIC IAS at 220 KT	Domestic traffic may flight plan to join this arrival at KOR
MONAK 5B	MONAK - OLPIB - NEKSO - CH546 - CH530 - CH525 - AGTIC - Radar vectoring	As cleared	After NEKSO MAX IAS 250 KT Cross CH546 FL 090 or below Cross AGTIC 4000 FT or below After AGTIC IAS at 220 KT	
TIDVU 2B	TIDVU - WUPJA - CH545 - CH535 - CH524 - FEDJO - Radar vectoring	As cleared	After WUPJA MAX IAS 250 KT Cross CH545 FL 080 or below Cross FEDJO 4000 FT or below After FEDJO IAS at 220 KT	
ERNOV 2B	ERNOV - CH532 - CH524 - FEDJO - Radar vectoring	As cleared	After ERNOV MAX IAS 250 KT Cross ERNOV FL 110 or below Cross FEDJO 4000 FT or below After FEDJO IAS at 220 KT	
VECJA **LICXI** **TEBAQ**	DCT	As cleared		If traffic permits and in order to expedite traffic, direct routing to mentioned waypoint may occur

At first contact with APPROACH, state type of aircraft.
At initial contact with FINAL, state only call sign.
Radio Communication failure during IFR approach:

1. Squawk 7600.
   If possible, call Supervisor EKDK TEL +45 32 48 19 33. Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded. If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.
2. In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (ERNOV, TIDVU, OLPIB, LUGAS, ROSBI). 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 ERNOV, TIDVU, OLPIB, KOR or TNO VOR direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude. If radio communication failure occurs during vectoring or after passing over or abeam the primary holding fix, proceed direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude.
3. When distance to KASFI is 15 NM or less descend to 5000 FT.
4. After KASFI descend to 3000 FT and proceed direct relevant IAF according to table below.

	Entry via	ERNOV	TIDVU	OLPIB	LUGAS	ROSBI
RWY in use for landing						
12		LICXI	LICXI	TEBAQ	TEBAQ	TEBAQ

5. From IAF perform the appropriate instrument approach procedure.

If radio communication failure occurs after passing IAF continue approach procedure.
Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH532 equals approximate 32 NM to THR).

Waypoint	Latitude	Longitude	Waypoint	Latitude	Longitude
AGTIC	55 40 56.74N	012 10 36.73E	WUPJA	55 37 34.15N	013 16 00.57E
ERNOV	56 10 07.90N	012 34 25.60E	KOR	55 26 21.71N	011 37 53.51E
FEDJO	55 50 14.91N	012 21 06.00E	TNO	55 46 26.74N	011 26 21.08E
KASFI	55 35 25.87N	012 36 48.97E	CH524	55 47 32.98N	012 28 34.12E
LUGAS	55 19 47.00N	010 57 47.00E	CH525	55 38 15.44N	012 18 03.80E
LICXI	55 41 14.60N	012 15 06.62E	CH530	55 35 33.45N	012 25 30.53E
MONAK	54 56 44.00N	012 18 49.00E	CH532	55 54 42.36N	012 36 45.59E
NEKSO	55 13 55.00N	012 38 58.00E	CH533	55 31 04.81N	012 09 59.16E
OLPIB	55 00 05.40N	012 22 45.16E	CH535	55 41 25.32N	012 45 23.21E
ROSBI	55 50 58.00N	010 55 55.00E	CH542	55 35 53.24N	011 56 28.47E
TEBAQ	55 47 55.65N	012 22 51.14E	CH543	55 28 54.87N	011 55 07.20E
TESPI	55 53 54.00N	010 31 52.00E	CH545	55 39 11.70N	013 02 53.04E
TIDVU	55 24 40.70N	013 33 27.10E	CH546	55 26 38.84N	012 49 48.91E
TUDLO	55 16 33.00N	010 38 52.00E	CH553	55 41 11.17N	011 41 26.08E
VECJA	55 45 39.83N	012 16 02.46E			

Changes : RCF IAF changed. New WPT LICXI and TEBAQ added to Route DCT and WPT list. Editorial changes.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Designator	Route	Descend	Restrictions	Remarks
ERNOV 3D	ERNOV - CH956 - CH949 - CH941 - CH932 - CH925 - HOFFO - Radar vectoring	As cleared	After ERNOV MAX IAS 250 KT Cross ERNOV FL 110 or below Cross HOFFO 4000 FT or below After HOFFO IAS at 220 KT	
MONAK 4D	MONAK - OLPIB - KUBIS- CH930 - COPHO - Radar vectoring	As cleared	After KUBIS MAX IAS 250 KT Cross KUBIS FL 090 or below Cross COPHO 4000 FT or below After COPHO IAS at 220 KT	
TESPI 4D	TESPI - ROSBI - TNO - CH969 - CH949 - CH941 - CH932 - CH925 - HOFFO - Radar vectoring	As cleared	After TNO MAX IAS 250 KT Cross CH969 FL 130 or below Cross HOFFO 4000 FT or below After HOFFO IAS at 220 KT	Domestic traffic may flight plan to join this arrival at TNO
TIDVU 3D	TIDVU - WUPJA - CH940 - CH932 - CH925 - HOFFO - Radar vectoring	As cleared	After WUPJA MAX IAS 250 KT Cross WUPJA FL 080 or below Cross HOFFO 4000 FT or below After HOFFO IAS at 220 KT	
TUDLO 3D	TUDLO - LUGAS - KOR - CH947 - CH930 - COPHO - Radar vectoring	As cleared	After KOR MAX IAS 250 KT Cross KOR FL 120 or below Cross COPHO 4000 FT or below After COPHO IAS at 220 KT	Domestic traffic may flight plan to join this arrival at KOR
ORZIH **ELDAB** **HAXHI**	DCT	As cleared		If traffic permits and in order to expedite traffic, direct routing to mentioned waypoint may occur

At first contact with APPROACH, state type of aircraft.
At initial contact with FINAL, state only call sign.
Radio Communication failure during IFR approach:

1. Squawk 7600.
   If possible, call Supervisor EKDK TEL +45 32 48 19 33. Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded. If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.
2. In case of radio communication failure, the last cleared and acknowledged level shall be maintained until the appropriate primary holding pattern (ERNOV, TIDVU, OLPIB, LUGAS, ROSBI). 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 ERNOV, TIDVU, OLPIB, KOR or TNO VOR direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude. If radio communication failure occurs during vectoring or after passing over or abeam the primary holding fix, proceed direct to KASFI. Maintain FL 80 (FL 100 via ERNOV) or last cleared and acknowledged level or altitude.
3. When distance to KASFI is 15 NM or less descend to 5000 FT.
4. After KASFI descend to 3000 FT and proceed direct relevant IAF according to table below.

	Entry via	ERNOV	TIDVU	OLPIB	LUGAS	ROSBI
RWY in use for landing						
30		HAXHI	ELDAB	ELDAB	ELDAB	ELDAB

5. From IAF perform the appropriate instrument approach procedure.

If radio communication failure occurs after passing IAF continue approach procedure.
Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH930 equals approximate 30 NM to THR).

Waypoint	Latitude	Longitude	Waypoint	Latitude	Longitude
COPHO	55 24 59.61N	012 54 07.67E	TUDLO	55 16 33.00N	010 38 52.00E
ELDAB	55 32 57.73N	013 03 17.80E	WUPJA	55 37 34.15N	013 16 00.57E
ERNOV	56 10 07.90N	012 34 25.60E	KOR	55 26 21.71N	011 37 53.51E
HAXHI	55 26 16.42N	012 55 36.87E	TNO	55 46 26.74N	011 26 21.08E
HOFFO	55 34 15.00N	013 04 24.00E	CH925	55 37 50.00N	012 55 06.00E
KASFI	55 35 25.87N	012 36 48.97E	CH930	55 22 06.60N	012 35 27.48E
KUBIS	55 13 23.00N	012 28 54.00E	CH932	55 41 25.58N	012 45 23.99E
LUGAS	55 19 47.00N	010 57 47.00E	CH940	55 46 41.84N	012 51 31.09E
MONAK	54 56 44.00N	012 18 49.00E	CH941	55 46 11.82N	012 32 26.71E
OLPIB	55 00 05.40N	012 22 45.16E	CH947	55 20 29.39N	012 05 33.01E
ORZIH	55 29 37.14N	012 59 27.01E	CH949	55 50 21.96N	012 21 01.78E
ROSBI	55 50 58.00N	010 55 55.00E	CH956	55 56 54.77N	012 25 26.40E
TESPI	55 53 54.00N	010 31 52.00E	CH969	55 46 04.01N	011 45 23.84E
TIDVU	55 24 40.70N	013 33 27.10E			

Changes : RCF IAF changed. New WPT ELDAB and HAXHI added to Route DCT and WPT list. Editorial changes.

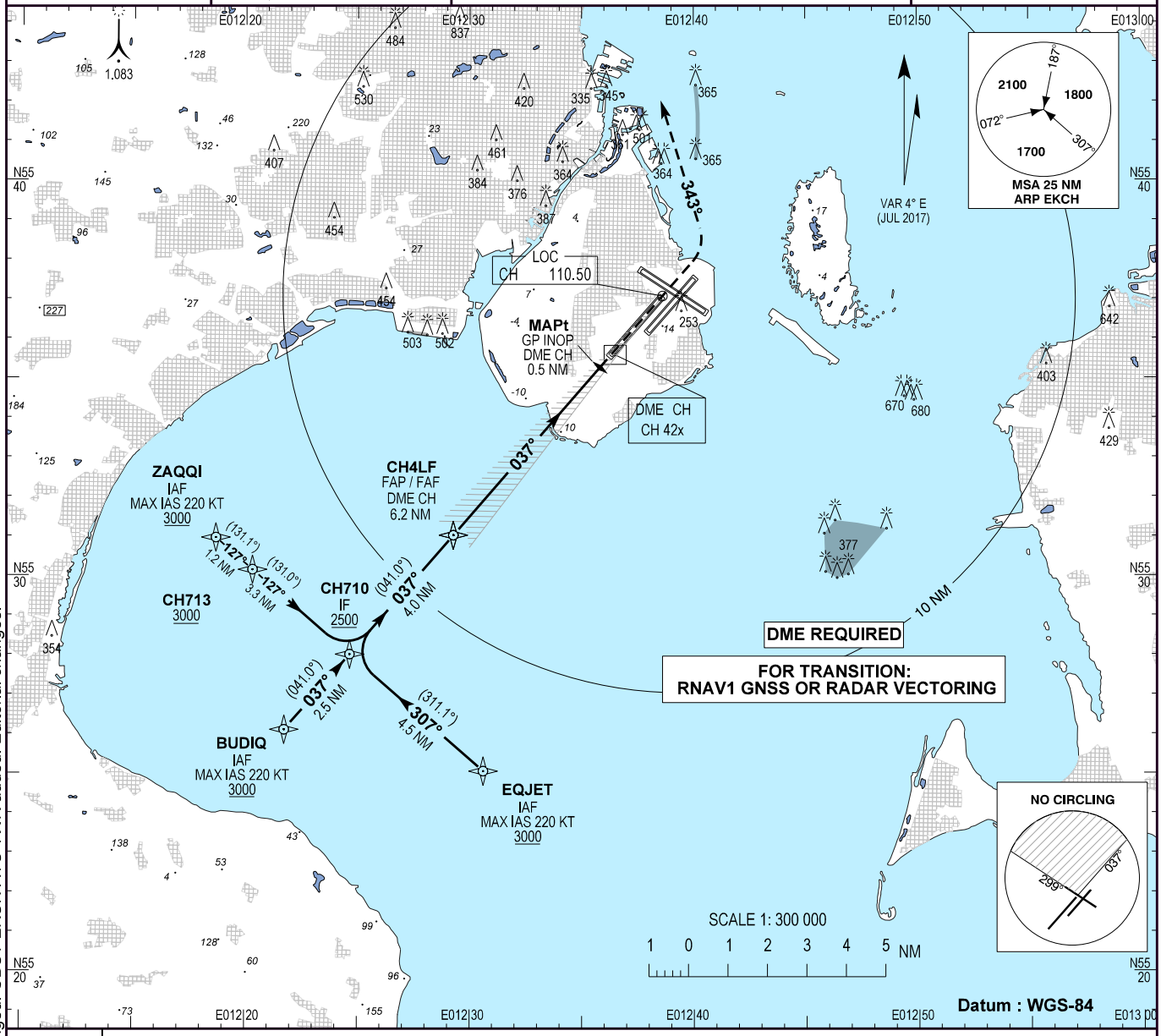
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

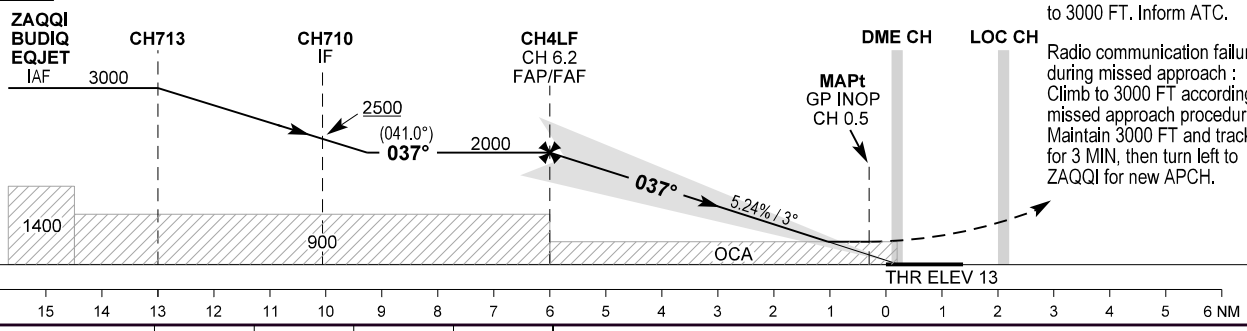
Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

AD 2 - EKCH
ILS or LOC RWY 04L - 1
(CAT I + II)
København / Kastrup



TA 5000

RDH 49



Missed approach:
Climb straight ahead to 500 FT
Turn left and track 343° climbing to 3000 FT. Inform ATC.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn left to ZAQQI for new APCH.

OCA (H)	A	B	C	D
ILS CAT I	148 (135)	158 (145)	168 (155)	178 (165)
ILS CAT II	88 (75)	105 (92)	117 (104)	131 (118)
GP INOP	580 (560)			
Circling *	580 (560)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

Radar Vectoring:
Maintain last assigned altitude until intercepting the glide path.

* Circling for CAT C and D is not approved N of AD between center line RWY 04L and center line RWY 12.

DME CH	NM	2	3	4	5	6
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8
Nominal altitude		660	980	1300	1620	1940

Changes : RNAV transition revised. WPT DOPEM and ERPUK withdrawn from chart. New WPT CH710, CH713, EQJET and ZAQQI added. OCA(H) GP INOP and Circling A and B changed. OBST EKCH ATC TWR added. Editorial changes.

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 04L Initial approach via ZAQQI, EQJET and BUDIQ

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ZAQQI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH713	-	127 / (131.1)	-4.0	1.2	-	+3000	-	-	RNAV 1
030	TF	CH710	-	127 / (131.0)	-4.0	3.3	L	+2500	-	-	RNAV 1
010	IF	EQJET	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH710	-	307 / (311.1)	-4.0	4.5	R	+2500	-	-	RNAV 1
010	IF	BUDIQ	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH710	-	037 / (041.0)	-4.0	2.5	-	+2500	-	-	RNAV 1
010	IF	CH710	-	-	-4.0	-	-	+2500	-	-	RNAV 1
020	TF	CH4LF	-	037 / (041.0)	-4.0	4.0	-	+2000	-	-	RNAV 1

EKCH ILS or LOC RWY 04L waypoint coordinates:

Waypoint Identifier	Coordinates
ZAQQI (IAF)	55 30 58.35N 012 18 41.73E
EQJET (IAF)	55 25 04.05N 012 30 36.64E
BUDIQ (IAF)	55 26 06.96N 012 21 44.65E
CH713	55 30 09.74N 012 20 19.81E
CH710 (IF)	55 28 01.35N 012 24 39.63E
CH4LF (FAP/FAF)	55 31 01.98N 012 29 16.74E

Changes: Coding Table revised. WPT ZAQQI, EQJET, CH710 and CH713 added. WPT ERPUK and DOPEM withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

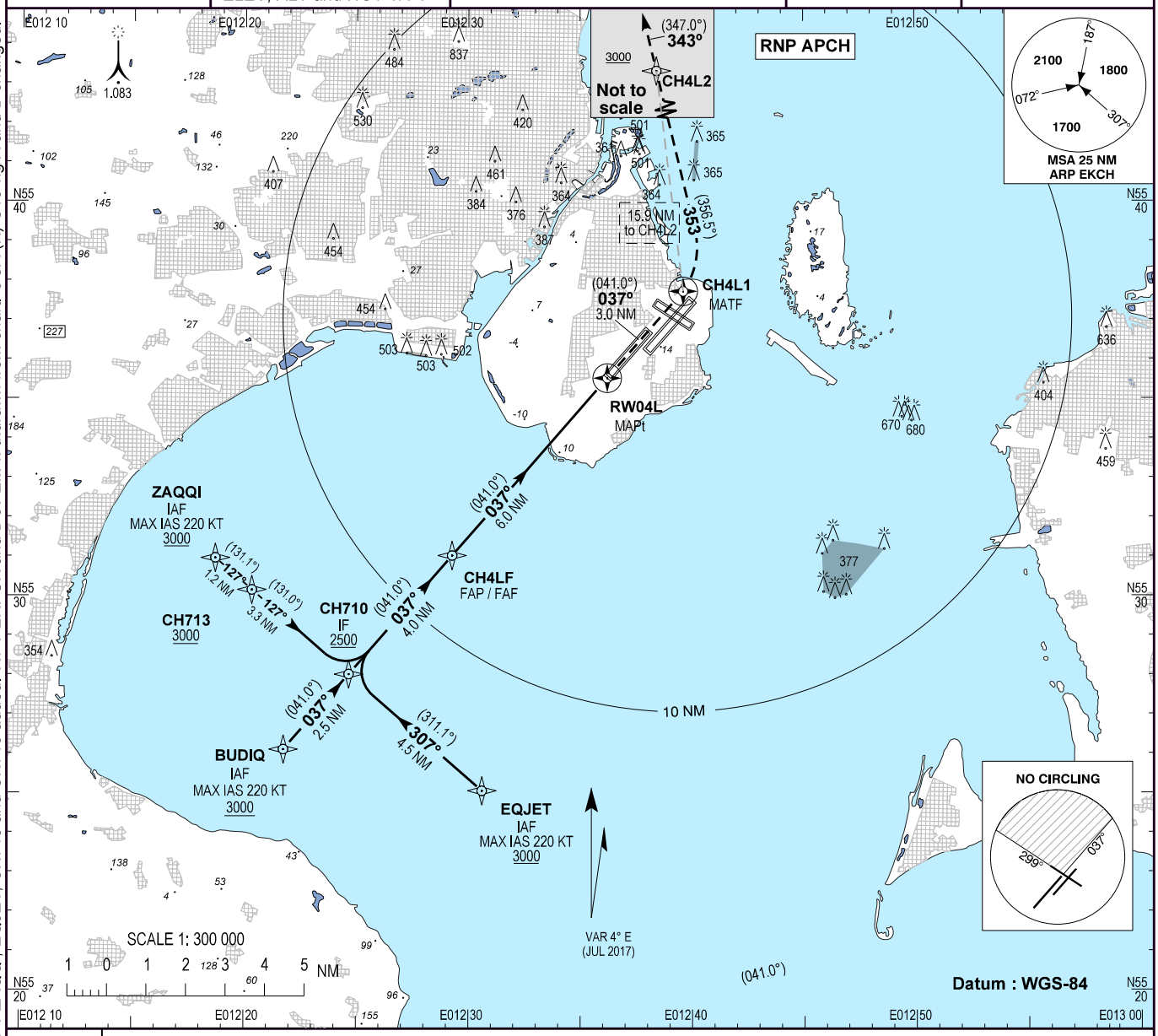
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 79832
E04A

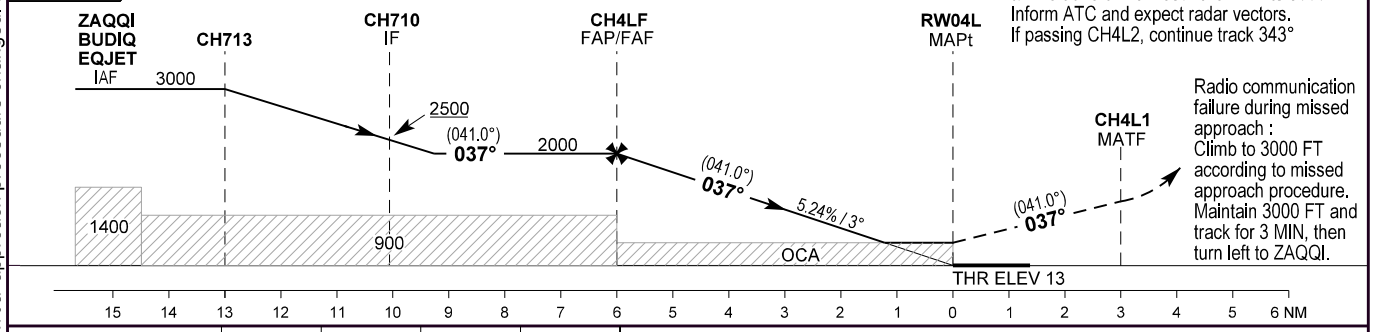
AD 2 - EKCH
RNP RWY 04L - 1
København / Kastrup

Changes : Initial approach procedure changed. New WPT ZAQQI, EQJET, CH710 and CH713 added. WPT ERPUK and DOPEM withdrawn from chart. OCA (H) Circling A and B changed.



TA 5000

RDH 49



Missed approach:
Climb straight ahead untill passing CH4L1, then turn left and climb inbound CH4L2 to 3000 FT.
Inform ATC and expect radar vectors.
If passing CH4L2, continue track 343°

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn left to ZAQQI.

OCA (H)	A	B	C	D
LPV	148 (135)	158 (145)	168 (155)	178 (165)
LNAV / VNAV *	225 (212)	235 (222)	245 (232)	254 (241)
LNAV	420 (400)			
Circling **	560 (540)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°C.

** Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW04L NM	1	2	3	4	5
Nominal altitude	382	703	1026	1351	1677

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 04L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Spec-ification
010	IF	ZAQQI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH713	-	127 / (131.1)	-4.0	1.2	-	+3000	-	-	RNP APCH
030	TF	CH710	-	127 / (131.0)	-4.0	3.3	L	+2500	-	-	RNP APCH
010	IF	EQJET	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH710	-	307 / (311.1)	-4.0	4.5	R	+2500	-	-	RNP APCH
010	IF	BUDIQ	-	-	-4.0	-	-	+3000	-220		RNP APCH
020	TF	CH710	-	037 / (041.0)	-4.0	2.5	-	+2500	-	-	RNP APCH
010	IF	CH710	-	-	-4.0	-	-	+2500	-	-	RNP APCH
020	TF	CH4LF	-	037 / (041.0)	-4.0	4.0	-	+2000	-	-	RNP APCH
030	TF	RW04L	Y	037 / 041.0)	-4.0	6.0	-	-	-	3.0°/ 49	RNP APCH
040	TF	CH4L1	Y	037 / (041.0)	-4.0	3.0	L	-	-	-	RNP APCH
050	CF	CH4L2	-	353 / (356.5)	-4.0	-	-	+3000	-	-	RNP APCH
060	FM	CH4L2	-	343 / (347.0)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 04L waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ZAQQI (IAF)	55 30 58.35N 012 18 41.73E	CH4LF (FAF/FAP)	55 31 01.96N 012 29 16.47E
EQJET (IAF)	55 25 04.05N 012 30 36.64E	RW04L (MAPt)	55 35 31.92N 012 36 12.73E
BUDIQ (IAF)	55 26 06.96N 012 21 44.65E	CH4L1 (MATF)	55 37 43.89N 012 39 36.91E
CH713	55 30 09.74N 012 20 19.81E	CH4L2	55 53 34.23N 012 37 53.47E
CH710 (IF)	55 28 01.35N 012 24 39.63E		

Changes: Coding Table revised. WPT ZAQQI, EQJET, CH710 and CH713 added. WPT ERPUK and DOPEM withdrawn. FAS Data block moved to RNP RWY 04L - 3.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	04
Runway Letter	3 (Left)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E04A
LTP/FTP Latitude	553531.9200N
LTP/FTP Longitude	0123612.7300E
LTP/FTP Ellipsoidal Height (metres)	40.0
FPAP Latitude	553657.6570N
Delta FPAP Latitude (seconds)	85.7370
FPAP Longitude	0123825.3170E
Delta FPAP Longitude (seconds)	132.5870
Threshold Crossing Height	49.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	528
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 C4 00 00 01 34 30 05 A0 8A DB 17 74 AA 68 05 90 15 D2 9D 02 D6 0B 04 EA 01 2C 01 64 42 C8 AF 50 92 33 40
Calculated CRC Value	50923340
Supplied CRC Value	50923340
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	4.0

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

Changes : RNAV transition revised. WPT DOPEM and ERPUK withdrawn from chart. New WPT CH709, CH713, EQJET and ZAQQI added. OCA(H) ILS and Nominal alt. table changed. OBST EKCH ATC TWR added.

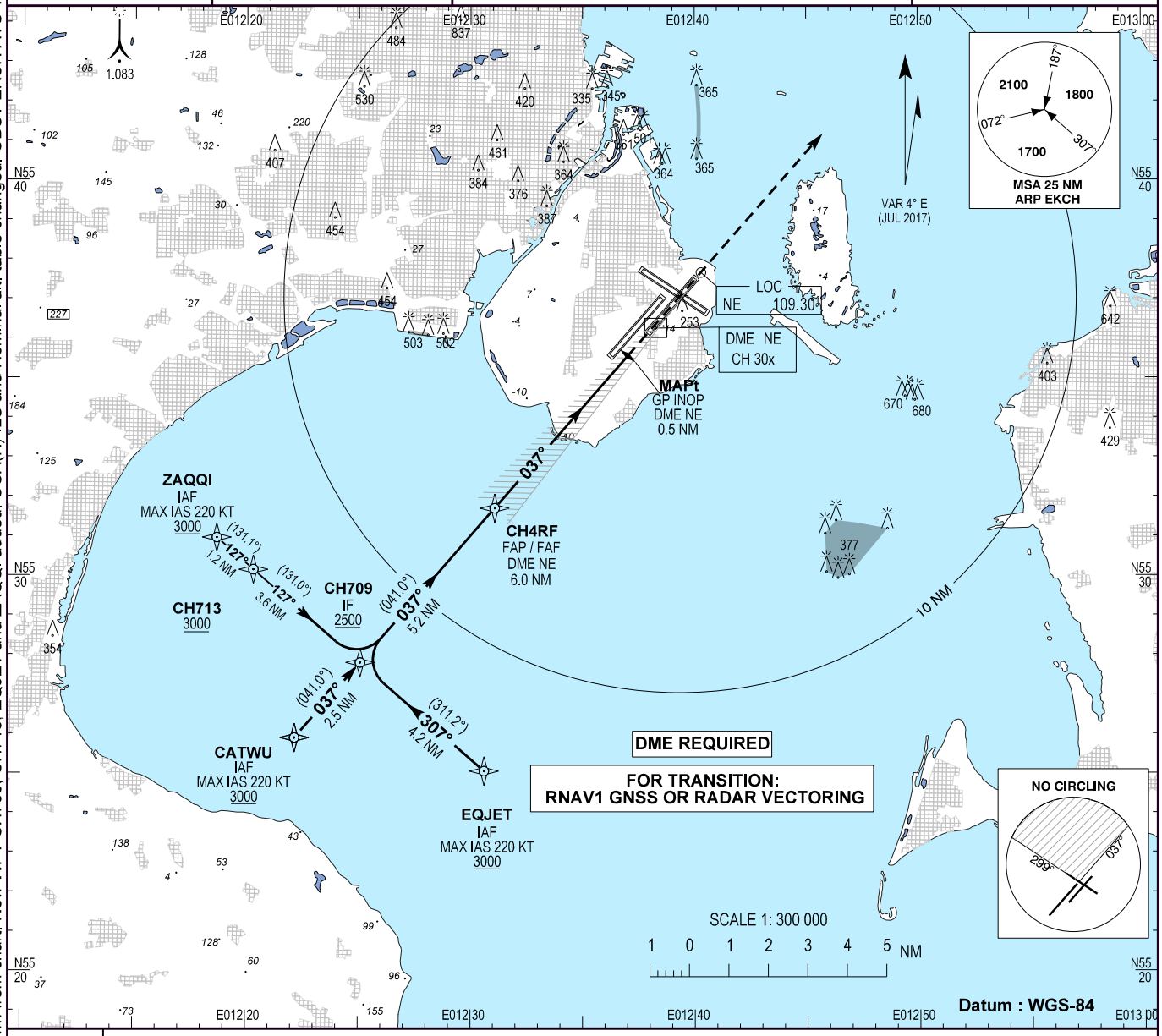
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

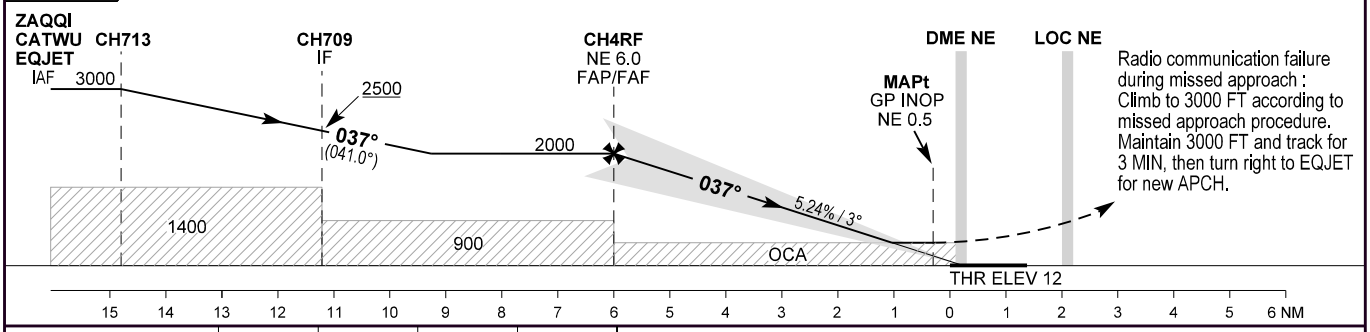
AD 2 - EKCH
ILS or LOC RWY 04R - 1
København / Kastrup



TA 5000

RDH 57

Missed approach:
Climb straight ahead
to 3000 FT. Inform ATC.



Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn right to EQJET for new APCH.

OCA (H)	A	B	C	D/DL
ILS	149 (137)	157 (145)	168 (156)	184 (172)
GP INOP	580 (560)			
Circling *	580 (560)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

Radar Vectoring:
Maintain last assigned altitude until intercepting the glide path.

* Circling for CAT C and D/DL is not approved N of AD between center line RWY 04L and center line RWY 12.

DME NE **	NM	2	3	4	5	6
DIST to THR	NM	2	3	4	5	6
Nominal altitude		710	1030	1360	1680	2010

** DME reads zero at treshold

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 04R Initial approach via CATWU, ZAQQI and EQJET

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ZAQQI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH713	-	127 / (131.1)	-4.0	1.2	-	+3000	-	-	RNAV 1
030	TF	CH709	-	127 / (131.0)	-4.0	3.6	L	+2500	-	-	RNAV 1
010	IF	EQJET	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH709	-	307 / (311.2)	-4.0	4.2	R	+2500	-	-	RNAV 1
010	IF	CATWU	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH709	-	037 / (041.0)	-4.0	2.5	-	+2500	-	-	RNAV 1
010	IF	CH709	-	-	-4.0	-	-	+2500	-	-	RNAV 1
020	TF	CH4RF	-	037 / (041.0)	-4.0	5.2	-	+2000	-	-	RNAV 1

EKCH ILS or LOC RWY 04R waypoint coordinates:

Waypoint Identifier	Coordinates
ZAQQI (IAF)	55 30 58.35N 012 18 41.73E
EQJET (IAF)	55 25 04.05N 012 30 36.64E
CATWU (IAF)	55 25 54.60N 012 22 10.20E
CH713	55 30 09.74N 012 20 19.81E
CH709 (IF)	55 27 48.61N 012 25 05.31E
CH4RF (FAP/FAF)	55 31 43.00N 012 31 04.90E

Changes: Coding Table revised. WPT ZAQQI, EQJET, CH709 and CH713 added. WPT ERPUK and DOPEM withdrawn.

INSTRUMENT APPROACH CHART - ICAO

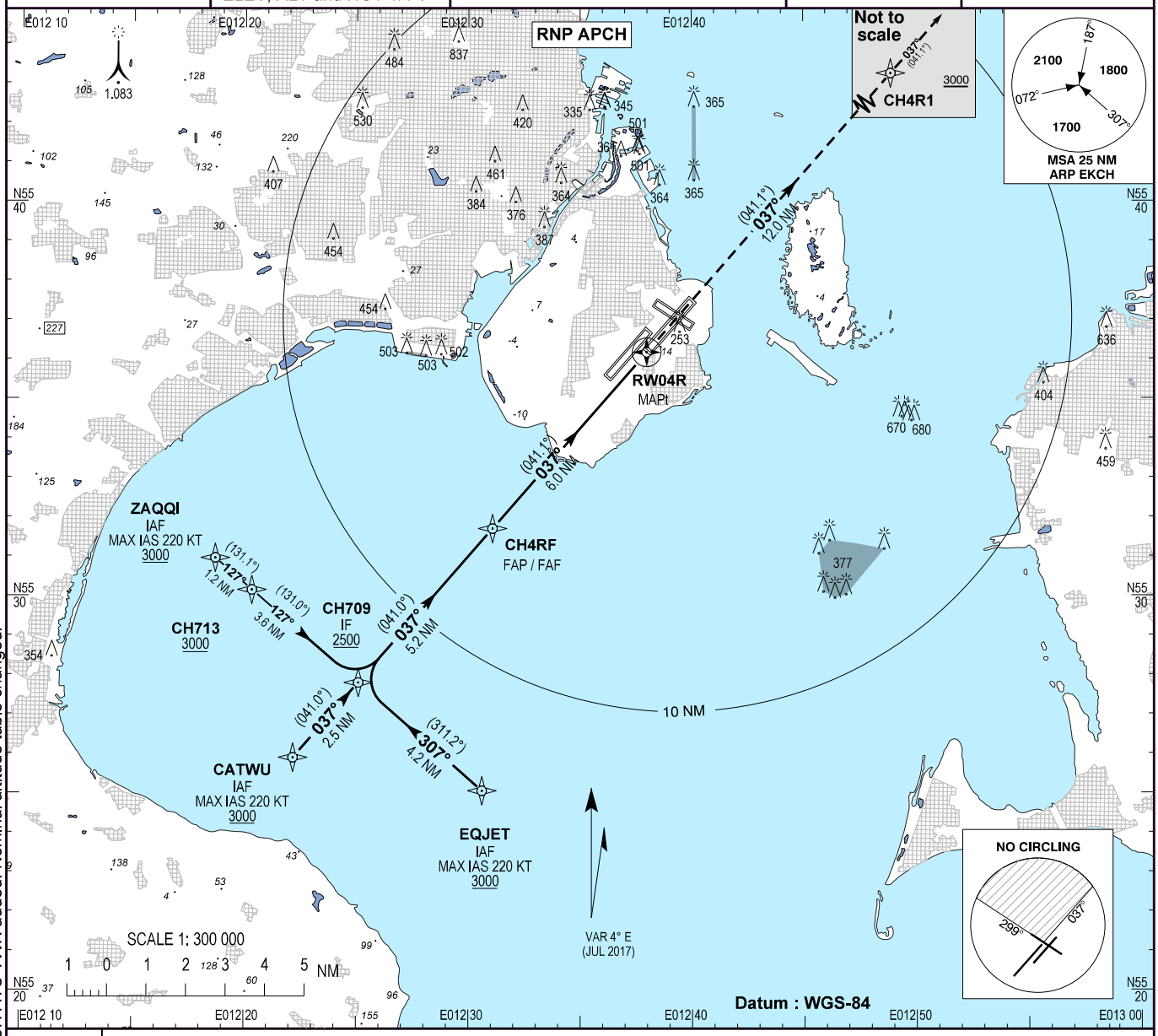
AD ELEV : 17

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

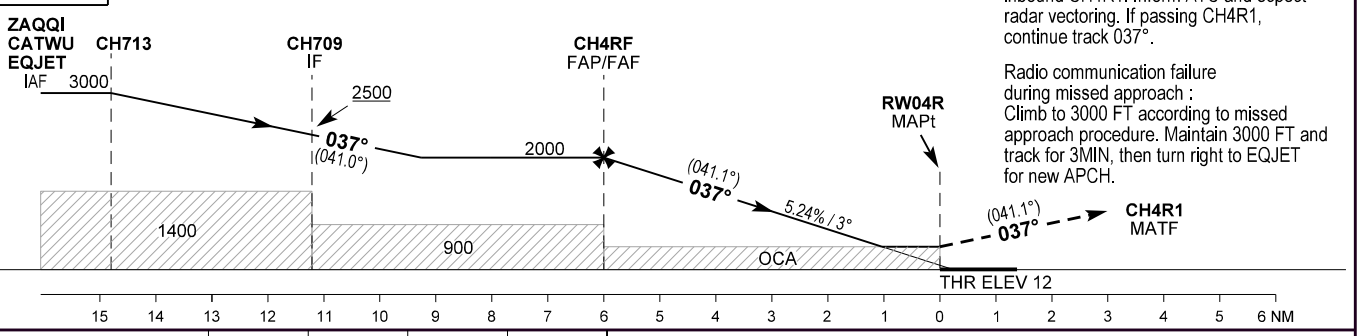
Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 87916
E04B

AD 2 - EKCH
RNP RWY 04R - 1
København / Kastrup



TA 5000	
RDH 57	



Missed approach:
Climb straight ahead to minimum 3000 FT inbound CH4R1. Inform ATC and ecpect radar vectoring. If passing CH4R1, continue track 037°.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure. Maintain 3000 FT and track for 3MIN, then turn right to EQJET for new APCH.

OCA (H)	A	B	C	D/DL
LPV	142 (130)	150 (138)	160 (148)	173 (161)
LNAV / VNAV *	270 (258)	280 (268)	300 (288)	330 (318)
LNAV	580 (570)			
Circling **	580 (570)	590 (580)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°.

** Circling for CAT C and D/DL is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW04R NM	2	3	4	5	6
Nominal altitude	710	1020	1350	1680	2010

Changes : Initial approach procedure changed. New WPT ZAQQI, EQJET, CH709 and CH713 added. OCA (H) Ciriling A changed.
WPT ERPUK and DOPEM withdrawn from chart. OBST EKCH ATC TWR added. Nominal altitude table changed.

Changes: Coding Table revised. WPT ZAQQI, EQJET, CH709 and CH713 added. WPT ERPUK and DOPEM withdrawn. FAS Data block moved to RNP RWY 04R - 3

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 04R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ZAQQI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH713	-	127 / (131.1)	-4.0	1.2	-	+3000	-	-	RNP APCH
030	TF	CH709	-	127 / (131.0)	-4.0	3.6	L	+2500	-	-	RNP APCH
010	IF	EQJET	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH709	-	307 / (311.2)	-4.0	4.2	R	+2500	-	-	RNP APCH
010	IF	CATWU	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH709	-	037 / (041.0)	-4.0	2.5	-	+2500	-	-	RNP APCH
010	IF	CH709	-	-	-4.0	-	-	+2500	-	-	RNP APCH
020	TF	CH4RF	-	037 / (041.0)	-4.0	5.2	-	+2000	-	-	RNP APCH
030	TF	RW04R	Y	037 / 041.1)	-4.0	6.0	-	-	-	3.0° / 57	RNP APCH
040	TF	CH4R1	-	037 / (041.1)	-4.0	12.0	-	+3000	-	-	RNP APCH
050	FM	CH4R1	-	037 / (041.1)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 04R waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ZAQQI (IAF)	55 30 58.35N 012 18 41.73E	CH709 (IF)	55 27 48.61N 012 25 05.31E
EQJET (IAF)	55 25 04.05N 012 30 36.64E	CH4RF (FAF/FAP)	55 31 43.00N 012 31 04.90E
CATWU (IAF)	55 25 54.60N 012 22 10.20E	RW04R (MAPt)	55 36 11.20N 012 37 59.00E
CH713	55 30 09.74N 012 20 19.81E	CH4R1 (MATF)	55 45 11.50N 012 51 57.40E

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	04
Runway Letter	1 (Right)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E04B
LTP/FTP Latitude	553611.1600N
LTP/FTP Longitude	0123758.9700E
LTP/FTP Ellipsoidal Height (metres)	39.7
FPAP Latitude	553733.2405N
Delta FPAP Latitude (seconds)	82.0805
FPAP Longitude	0124006.0150E
Delta FPAP Longitude (seconds)	127.0450
Threshold Crossing Height	57.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	80
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 44 00 00 02 34 30 05 30 BD DC 17 74 E8 6B 05 8D 15 41 81 02 8A E0 03 3A 02 2C 01 64 0A C8 AF 8E C4 7A D7
Calculated CRC Value	8EC47AD7
Supplied CRC Value	8EC47AD7
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	3.7

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

INSTRUMENT APPROACH CHART - ICAO

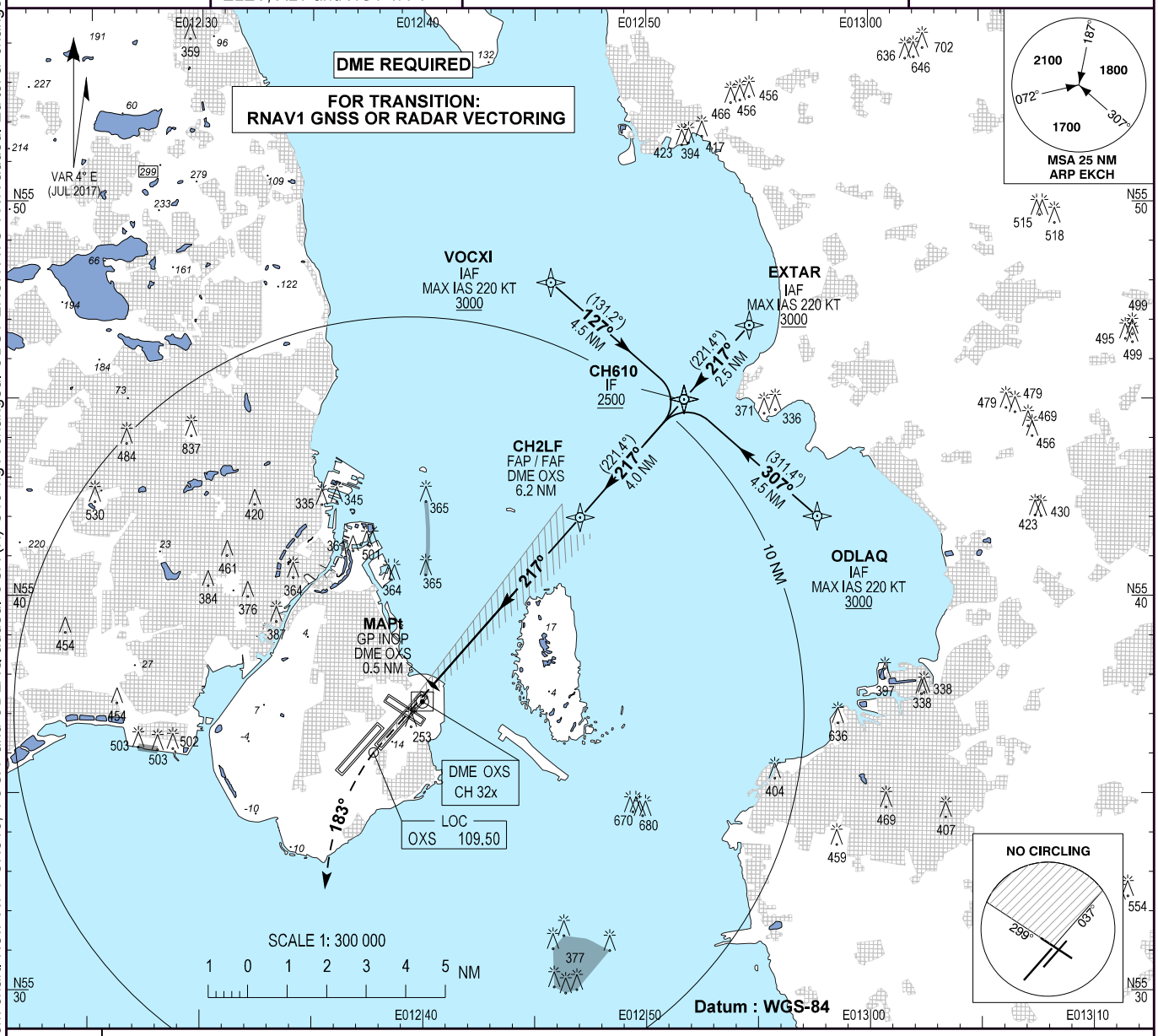
AD ELEV : 17

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

AD 2 - EKCH
ILS or LOC RWY 22L - 1
(CAT I + II + III)
København / Kastrup

Changes : RNAV transition revised. WPT ABEGI and ADOVI withdrawn from chart. New WPT CH610, VOCXI and ODLAQ added. OCA (H) Circling A changed. OBST EKCH ATC TWR added. Editorial changes.

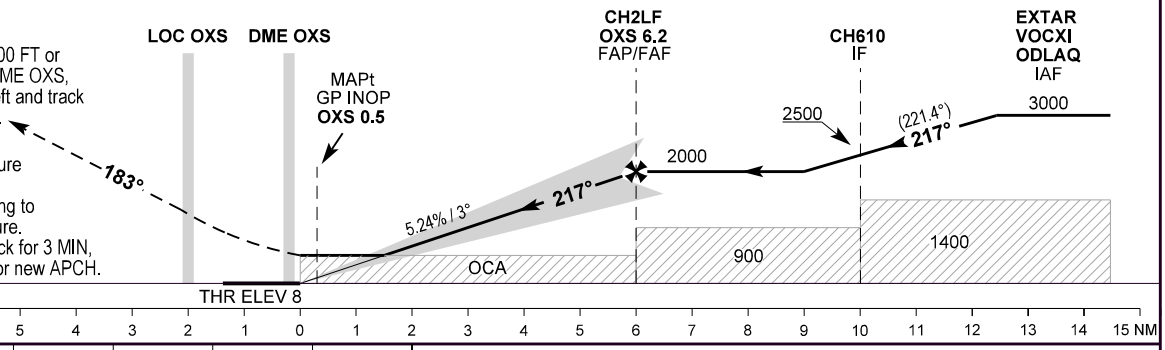


TA 5000

RDH 53

Missed approach:
Climb straight ahead to 500 FT or DME OXS 1.0 NM past DME OXS, whichever is later. Turn left and track 183° climbing to 3000 FT. Inform ATC.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn left to ODLAQ for new APCH.



OCA (H)	A	B	C	D/DL
ILS CAT I	141 (133)	149 (141)	160 (152)	173 (165)
ILS CAT II	55 (47)	66 (58)	78 (70)	92 (84)
GP INOP	510 (500)			
Circling *	560 (550)	590 (580)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

Radar Vectoring:
Maintain last assigned altitude until intercepting the glide path.

* Circling for CAT C and D/DL is not approved N of AD between center line RWY 22R and center line RWY 12.

DME OXS	NM	2	3	4	5	6
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8
Nominal altitude		650	970	1290	1600	1930

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 22L Initial approach via VOCXI, ODLAQ and EXTAR

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	VOCXI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH610	-	127 / (131.2)	-4.0	4.5	R	+2500	-	-	RNAV 1
010	IF	ODLAQ	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH610	-	307 / (311.4)	-4.0	4.5	L	+2500	-	-	RNAV 1
010	IF	EXTAR	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH610	-	217 / (221.4)	-4.0	2.5	-	+2500	-	-	RNAV 1
010	IF	CH610	-	-	-4.0	-	-	+2500	-	-	RNAV 1
020	TF	CH2LF	-	217 / (221.4)	-4.0	4.0	-	+2000	-	-	RNAV 1

EKCH ILS or LOC RWY 22L waypoint coordinates:

Waypoint Identifier	Coordinates
VOCXI (IAF)	55 47 58.42N 012 45 42.92E
ODLAQ (IAF)	55 42 02.71N 012 57 40.81E
EXTAR (IAF)	55 46 53.30N 012 54 38.40E
CH610 (IF)	55 45 00.71N 012 51 42.32E
CH2LF (FAP/FAF)	55 42 01.00N 012 47 01.90E

Changes: Coding table revised. New WPT ODLAQ, VOCXI and CH610 added. WPT ABEGI and ADOVI withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

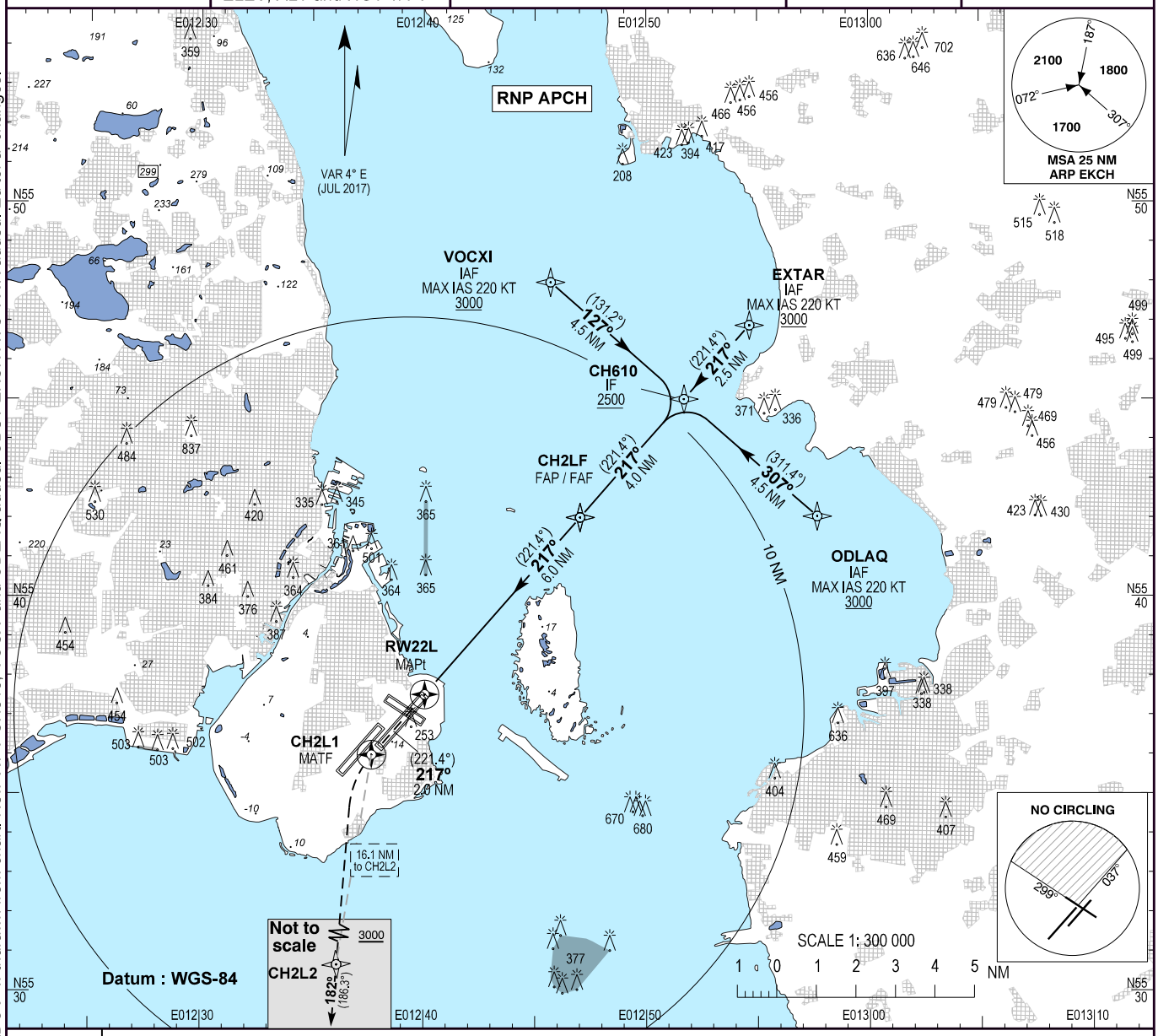
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 48570
E22A

AD 2 - EKCH
RNP RWY 22L - 1
København / Kastrup

Changes : RNAV transition revised. WPT ABEGI and ADOVI withdrawn from chart. New WPT CH610, VOCXI and ODLAQ added. OBST EKCH ATC TWR added. Editorial changes.

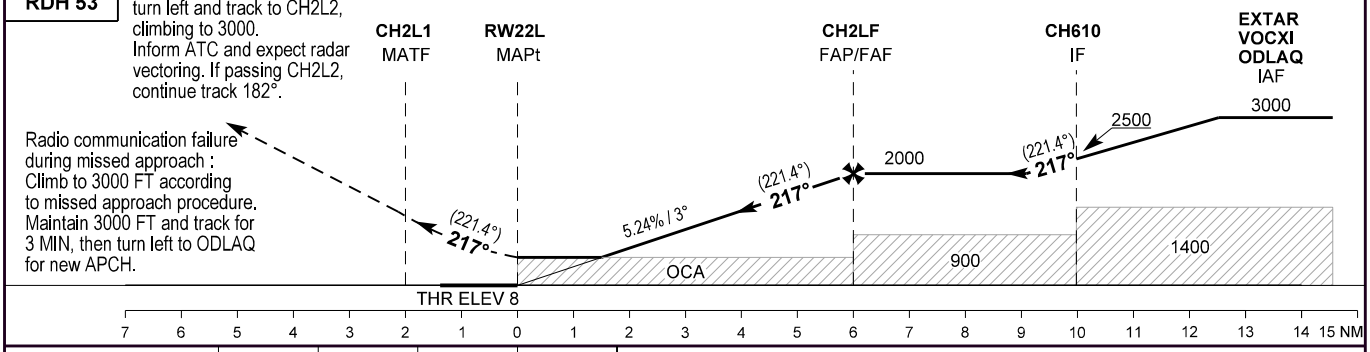


TA 5000

RDH 53

Missed approach:
Climb straight ahead to CH2L1, turn left and track to CH2L2, climbing to 3000.
Inform ATC and expect radar vectoring. If passing CH2L2, continue track 182°.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn left to ODLAQ for new APCH.



OCA (H)	A	B	C	D/DL
LPV	141(133)	149 (141)	160 (152)	173 (165)
LNAV / VNAV *	320 (312)	330 (322)	340 (332)	350 (342)
LNAV	510 (500)			
Circling **	560 (550)	590 (580)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°C.

** Circling for CAT C and D/DL is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW22L NM	2	3	4	5
Nominal altitude	700	1015	1335	1650

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 22L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	VOCXI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH610	-	127 / (131.2)	-4.0	4.5	R	+2500	-	-	RNP APCH
010	IF	ODLAQ	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH610	-	307 / (311.4)	-4.0	4.5	L	+2500	-	-	RNP APCH
010	IF	EXTAR	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH610	-	217 / (221.4)	-4.0	2.5	-	+2500	-	-	RNP APCH
010	IF	CH610	-	-	-4.0	-	-	+2500	-	-	RNP APCH
020	TF	CH2LF	-	217 / 221.4)	-4.0	4.0	-	+2000	-	-	RNP APCH
030	TF	RW22L	Y	217 / 221.4)	-4.0	6.0	-	-	-	3.0° / 53	RNP APCH
040	CF	CH2L1	Y	217 / (221.4)	-4.0	2.0	L	-	-	-	RNP APCH
050	DF	CH2L2	-	-	-4.0	-	-	+3000	-	-	RNP APCH
060	FM	CH2L2	-	182 / (186.3)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 22L waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
VOCXI (IAF)	55 47 58.42N 012 45 42.92E	CH2LF (FAP/FAF)	55 42 01.00N 012 47 01.90E
ODLAQ (IAF)	55 42 02.71N 012 57 40.81E	RW22L (MAPt)	55 37 31.50N 012 40 03.30E
EXTAR (IAF)	55 46 53.30N 012 54 38.40E	CH2L1 (MATF)	55 35 59.80N 012 37 40.70E
CH610 (IF)	55 45 00.71N 012 51 42.32E	CH2L2	55 19 57.60N 012 34 35.70E

Changes: Coding Table revised. WPT CH610, VOCXI and ODLAQ added. WPT ABEGI and ADOVI withdrawn. FAS Data block moved to RNP RWY 22L - 3.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	22
Runway Letter	3 (Left)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E22A
LTP/FTP Latitude	553731.4800N
LTP/FTP Longitude	0124003.2900E
LTP/FTP Ellipsoidal Height (metres)	38.4
FPAP Latitude	553610.7195N
Delta FPAP Latitude (seconds)	-80.7605
FPAP Longitude	0123758.2890E
Delta FPAP Longitude (seconds)	-125.0010
Threshold Crossing Height	53.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	24
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 D6 00 00 01 32 32 05 B0 30 DF 17 B4 B3 6F 05 80 15 0F 89 FD 6E 2F FC 12 02 2C 01 64 03 C8 AF 02 6D BA 28
Calculated CRC Value	026DBA28
Supplied CRC Value	026DBA28
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	2.4

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

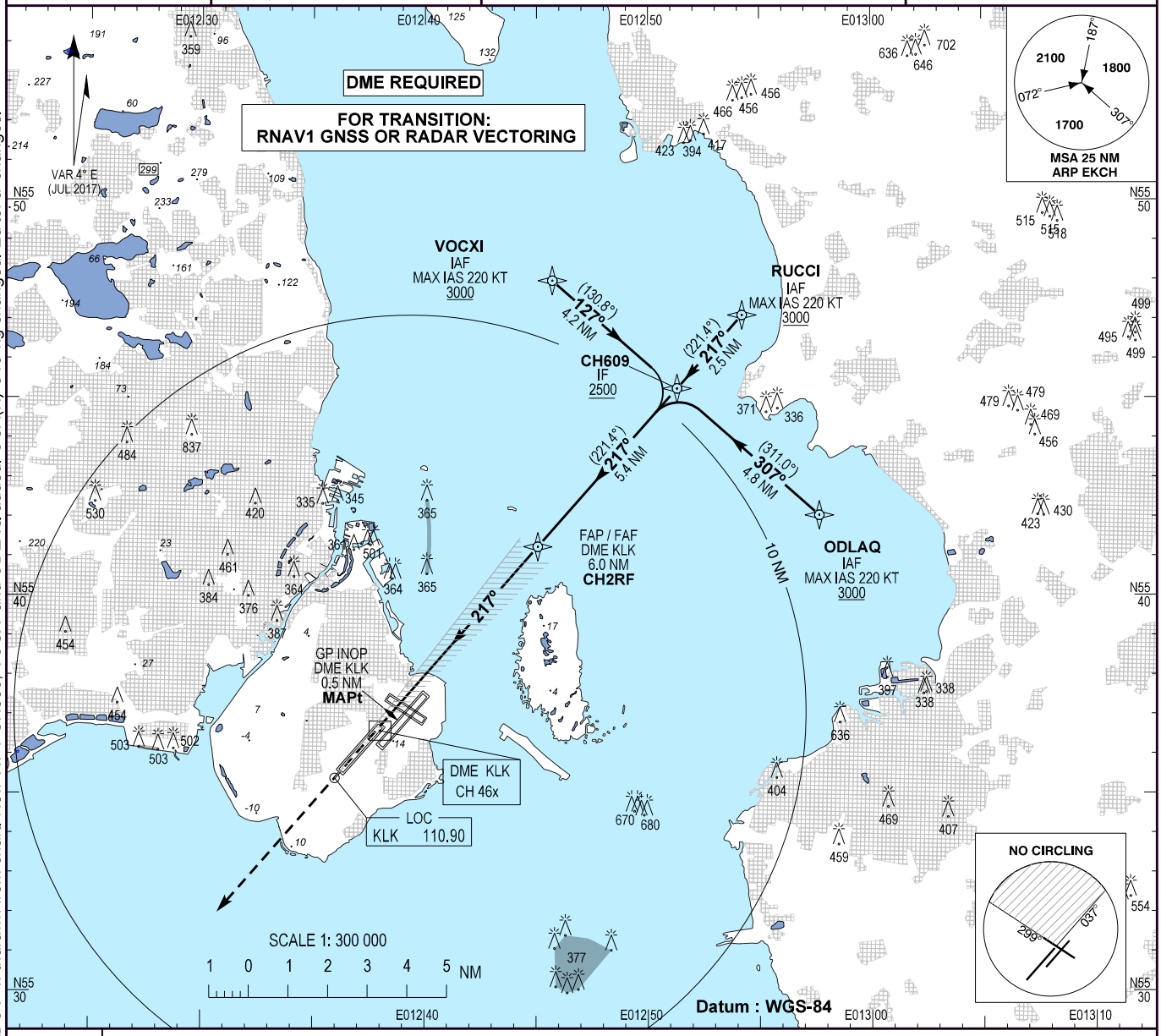
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

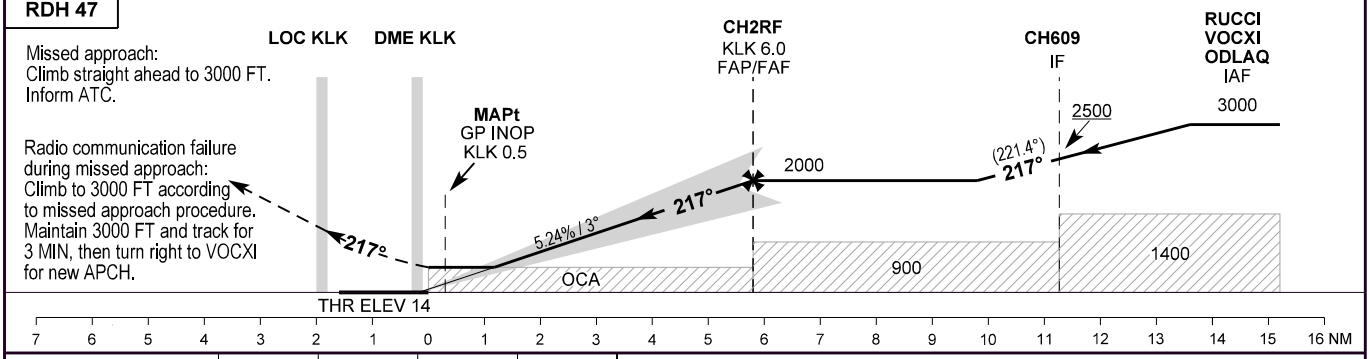
Copenhagen APP	: 119.805	
Kastrup TWR	: 118.105	118.705
ATIS	: 122.755	

AD 2 - EKCH
ILS or LOC RWY 22R - 1
København / Kastrup



TA 5000

RDH 47



Missed approach:
Climb straight ahead to 3000 FT.
Inform ATC.

Radio communication failure during missed approach:
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn right to VOCXI for new APCH.

OCA (H)	A	B	C	D
ILS	167 (153)	177 (163)	186 (172)	196 (182)
GP INOP	450 (430)			
Circling *	560 (540)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

Radar Vectoring:
Maintain last assigned altitude until intercepting the glide path.

* Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12

DME KLK	NM	2	3	4	5	6
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8
Nominal altitude		650	970	1300	1620	1950

Changes : RNAV transition revised. WPT ABEGI and ADOVI withdrawn from chart. New WPT CH609, VOCXI and ODLAQ added. OCA(H) Circling changed. Editorial changes.

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 22R Initial approach via VOCXI, ODLAQ and RUCCI

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	VOCXI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH609	-	127 / (130.8)	-4.0	4.2	R	+2500	-	-	RNAV 1
010	IF	RUCCI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH609	-	217 / (221.4)	-4.0	2.5	-	+2500	-	-	RNAV 1
010	IF	ODLAQ	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH609	-	307 / (311.0)	-4.0	4.8	L	+2500	-	-	RNAV 1
010	IF	CH609	-	-	-4.0	-	-	+2500	-	-	RNAV 1
020	TF	CH2RF	-	217 / (221.4)	-4.0	5.4	-	+2000	-	-	RNAV 1

EKCH ILS or LOC RWY 22R waypoint coordinates:

Waypoint Identifier	Coordinates
VOCXI (IAF)	55 47 58.42N 012 45 42.92E
ODLAQ (IAF)	55 42 02.71N 012 57 40.81E
RUCCI (IAF)	55 47 06.19N 012 54 13.00E
CH609 (IF)	55 45 14.78N 012 51 18.64E
CH2RF (FAP/FAF)	55 41 12.55N 012 45 00.87E

Changes: Coding table revised. New WPT ODLAQ, VOCXI and CH609 added. WPT ABEGI and ADOVI withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

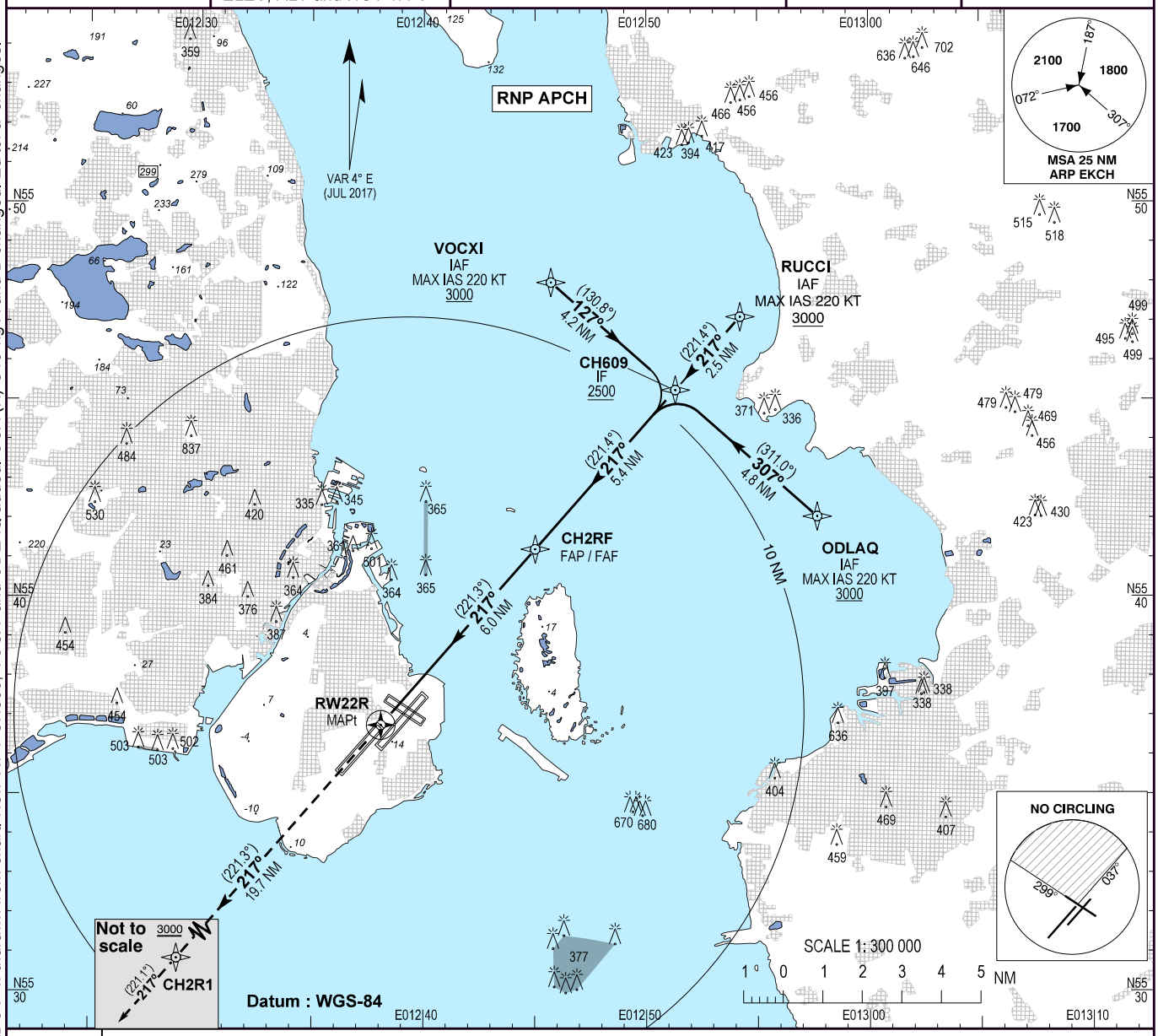
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 65172
E22B

AD 2 - EKCH
RNP RWY 22R - 1
København / Kastrup

Changes : RNAV transition revised. WPT ABEGI and ADOVI withdrawn from chart. New WPT CH609, VOCXI and ODLAQ added. OCA (H) Circling A and B changed. Editorial changes.

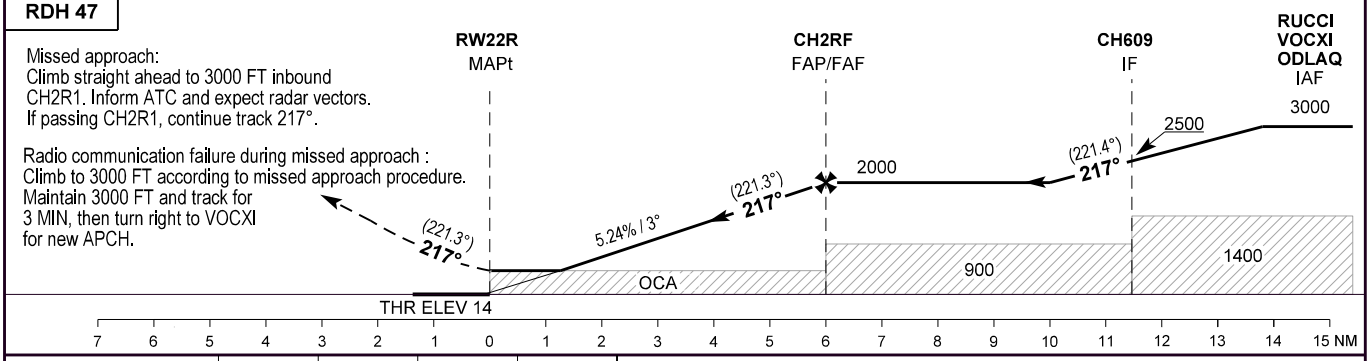


TA 5000

RDH 47

Missed approach:
Climb straight ahead to 3000 FT inbound
CH2R1. Inform ATC and expect radar vectors.
If passing CH2R1, continue track 217°.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for
3 MIN, then turn right to VOCXI
for new APCH.



OCA (H)	A	B	C	D
LPV	167 (153)	177 (163)	186 (172)	196 (182)
LNAV / VNAV *	353 (339)	363 (349)	373 (359)	383 (369)
LNAV	450 (430)			
Circling **	560 (540)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°C.

** Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW22R NM	2	3	4	5	6
Nominal altitude	700	1020	1350	1670	2000

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 22R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	VOCXI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH609	-	127 / (130.8)	-4.0	4.2	R	+2500	-	-	RNP APCH
010	IF	RUCCI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH609	-	217 / (221.4)	-4.0	2.5	-	+2500	-	-	RNP APCH
010	IF	ODLAQ	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH609	-	307 / (311.0)	-4.0	4.8	L	+2500	-	-	RNP APCH
010	IF	CH609	-	-	-4.0	-	-	+2500	-	-	RNP APCH
020	TF	CH2RF	-	217 / 221.4)	-4.0	5.4	-	+2000	-	-	RNP APCH
030	TF	RW22R	-	217 / 221.3)	-4.0	6.0	-	-	-	3.0° / 47	RNP APCH
040	TF	CH2R1	Y	217 / (221.3)	-4.0	19.7	L	-	-	-	RNP APCH
050	FM	CH2R1	-	217 / (221.1)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 22R waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
VOCXI (IAF)	55 47 58.42N 012 45 42.92E	CH2RF (FAP/FAF)	55 41 12.55N 012 45 00.87E
RUCCI (IAF)	55 47 06.19N 012 54 13.00E	RW22R (MAPt)	55 36 44.92N 012 38 05.61E
ODLAQ (IAF)	55 42 02.71N 012 57 40.81E	CH2R1 (MATF)	55 21 54.15N 012 15 14.53E
CH609 (IF)	55 45 14.78N 012 51 18.64E		

Changes: Coding Table revised. WPT CH609, VOCXI and ODLAQ added. WPT ABEGI and ADOVI withdrawn. FAS Data block moved to RNP RWY 22R - 3.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	22
Runway Letter	1 (Right)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E22B
LTP/FTP Latitude	553644.9200N
LTP/FTP Longitude	0123805.6100E
LTP/FTP Ellipsoidal Height (metres)	40.0
FPAP Latitude	553530.7905N
Delta FPAP Latitude (seconds)	-74.1295
FPAP Longitude	0123610.9830E
Delta FPAP Longitude (seconds)	-114.6270
Threshold Crossing Height	47.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	48
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 56 00 00 02 32 32 05 F0 C4 DD 17 54 1C 6C 05 90 15 DD BC FD 7A 80 FC D6 01 2C 01 64 06 C8 AF 15 97 A7 8C
Calculated CRC Value	1597A78C
Supplied CRC Value	1597A78C
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	3.7

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

INSTRUMENT APPROACH CHART - ICAO

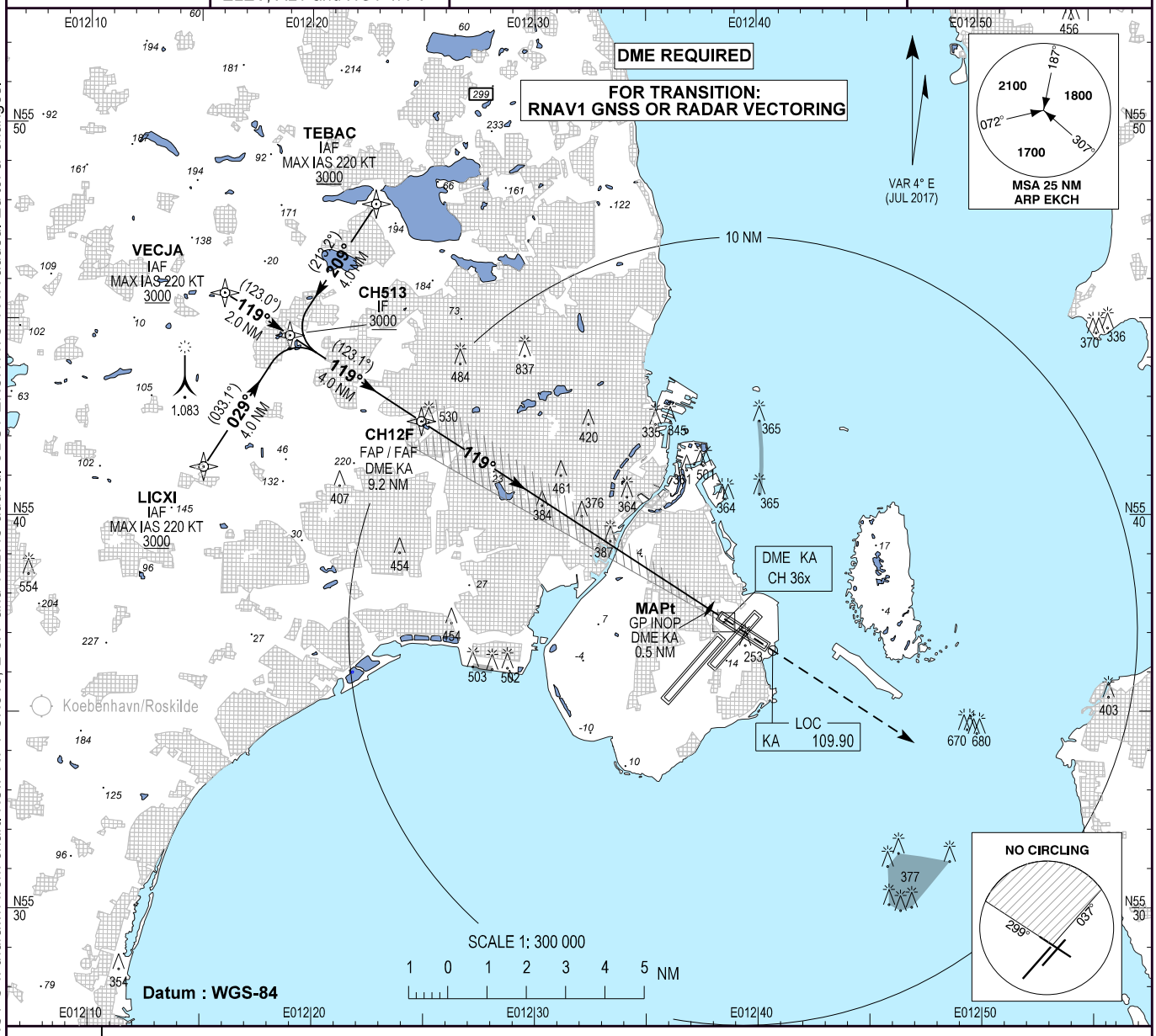
AD ELEV : 17

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

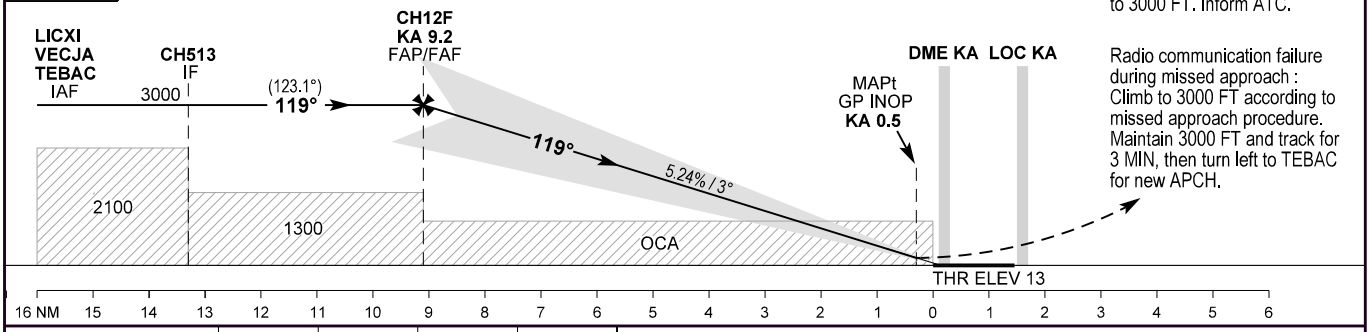
AD 2 - EKCH
ILS or LOC RWY 12 - 1
København / Kastrup

Changes : RNAV transition revised. WPT FEDJO and AGTIC withdrawn from chart. New WPT CH513, LICXI and TEBAC added. OBST EKCH ATC TWR added. Editorial changes.



TA 5000

RDH 49



Missed approach:
Climb straight ahead
to 3000 FT. Inform ATC.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn left to TEBAC for new APCH.

OCA (H)	A	B	C	D
ILS	150 (137)	158 (145)	169 (156)	184 (171)
GP INOP	790 (780)			
Circling *	790 (780)	790 (780)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Circling for CAT C and D is not approved N of AD between center line RWY 04L and center line RWY 12.

DME KA	NM	2	3	4	5	6	7	8	9.2
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
Nominal altitude		650	970	1300	1630	1950	2280	2610	3030

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 12 Initial approach via TEBAQ, LICXI and VECJA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	LICXI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH513	-	029 / (033.1)	-4.0	4.0	R	+3000	-	-	RNAV 1
010	IF	VECJA	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH513	-	119 / (123.0)	-4.0	2.0	-	+3000	-	-	RNAV 1
010	IF	TEBAQ	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH513	-	209 / (213.2)	-4.0	4.0	L	+3000	-	-	RNAV 1
010	IF	CH513	-	-	-4.0	-	-	+3000	-	-	RNAV 1
020	TF	CH12F	-	119 / (123.1)	-4.0	4.0	-	+3000	-	-	RNAV 1

EKCH ILS or LOC RWY 12 waypoint coordinates:

Waypoint Identifier	Coordinates
LICXI (IAF)	55 41 14.60N 012 15 06.62E
TEBAQ (IAF)	55 47 55.65N 012 22 51.14E
VECJA (IAF)	55 45 39.83N 012 16 02.46E
CH513 (IF)	55 44 35.19N 012 18 58.60E
CH12F (FAP/FAF)	55 42 24.31N 012 24 54.03E

Changes: Coding Table revised. WPT LICXI, TEBAQ and CH513 added. WPT AGTIC and FEDJO withdrawn.

INSTRUMENT APPROACH CHART - ICAO

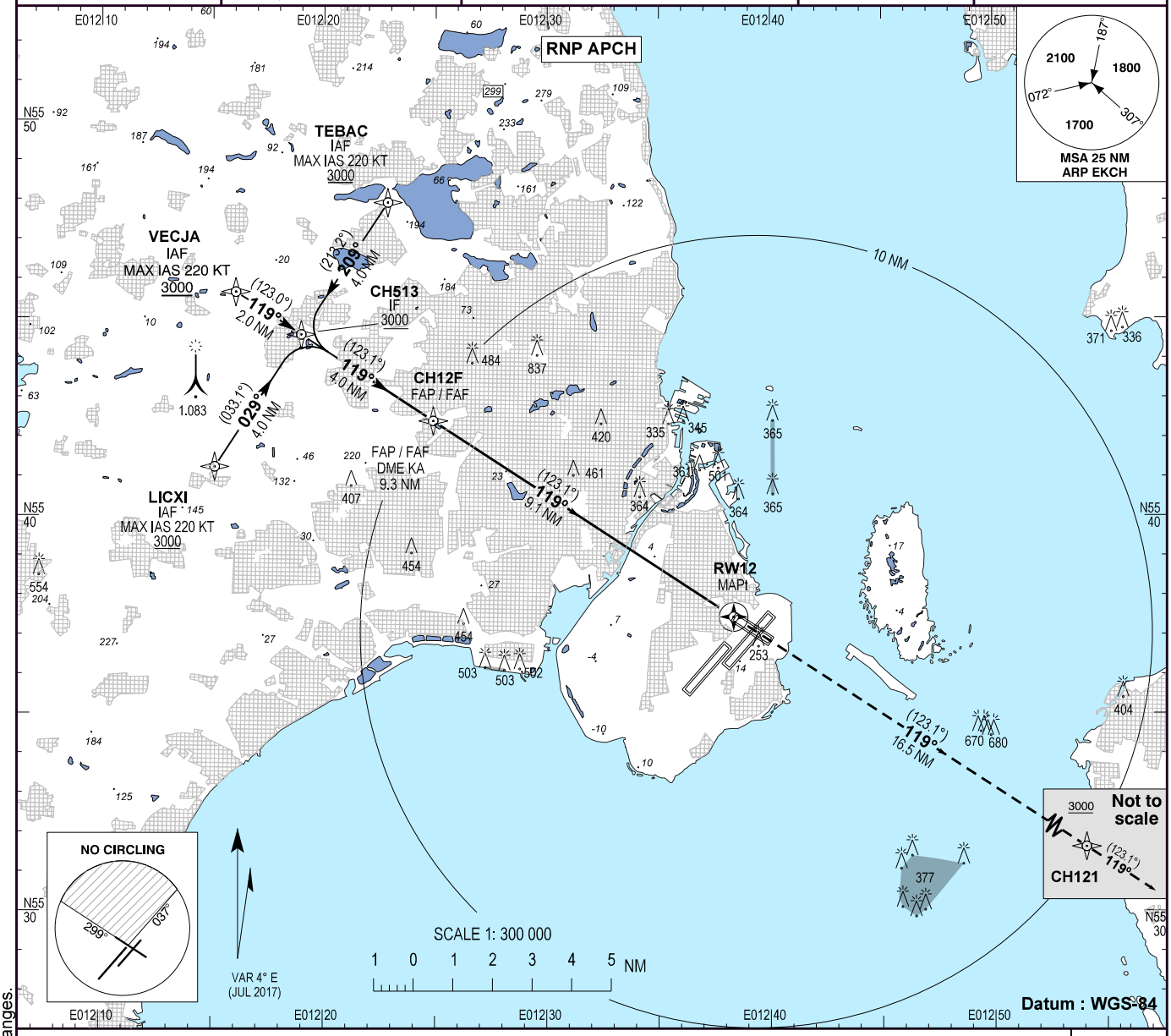
AD ELEV : 17

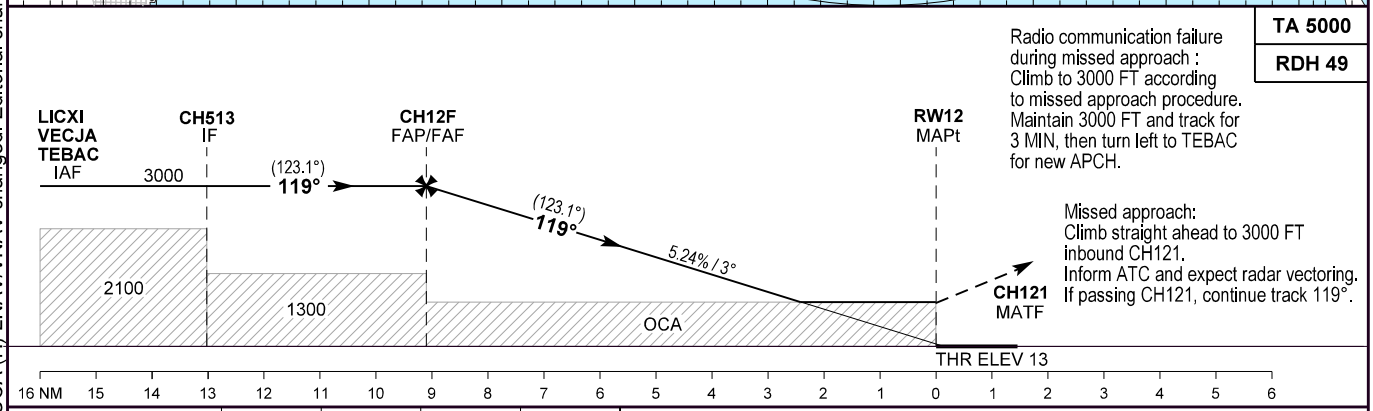
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 63468
E12A

AD 2 - EKCH
RNP RWY 12 - 1
København / Kastrup





TA 5000

RDH 49

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure. Maintain 3000 FT and track for 3 MIN, then turn left to TEBAC for new APCH.

Missed approach:
Climb straight ahead to 3000 FT inbound CH121.
Inform ATC and expect radar vectoring.
If passing CH121, continue track 119°.

OCA (H)	A	B	C	D
LPV	150 (137)	158 (145)	169 (156)	184 (171)
LNAV / VNAV *	340 (322)	350 (331)	360 (341)	370 (351)
LNAV	790 (780)			
Circling **	790 (780)	790 (780)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°C.

** Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW12 NM	2	3	4	5	6	7	8	9.1
Nominal altitude	710	1020	1350	1680	2010	2340	2670	3000

Changes : RNAV transition revised. WPT FEDJO and AGTIC withdrawn from chart. New WPT CH513, LICXI and TEBAC added. OBST ATC TWR added. OCA (H) LNAV/VNAV changed. Editorial changes.

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 12.

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	LICXI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH513	-	029 / (033.1)	-4.0	4.0	R	+3000	-	-	RNP APCH
010	IF	VECJA	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH513	-	119 / (123.0)	-4.0	2.0	-	+3000	-	-	RNP APCH
010	IF	TEBAQ	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH513	-	209 / (213.2)	-4.0	4.0	L	+3000	-	-	RNP APCH
030	TF	CH12F	-	119 / (123.1)	-4.0	4.0	-	+3000	-	-	RNP APCH
040	CF	RW12	Y	119 / (123.1)	-4.0	9.1	-	-	-	3.0° / 49	RNP APCH
050	DF	CH121	-	119 / (123.1)	-4.0	16.5	-	+3000	-	-	RNP APCH
060	FM	CH121	-	119 / (123.1)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 12 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
LICXI (IAF)	55 41 14.60N 012 15 06.62E	CH12F (FAP/FAF)	55 42 24.31N 012 24 54.03E
TEBAQ (IAF)	55 47 55.65N 012 22 51.14E	RW12 (MAPt)	55 37 26.94N 012 38 20.82E
VECJA (IAF)	55 45 39.83N 012 16 02.46E	CH121	55 28 26.14N 013 02 39.53E
CH513 (IF)	55 44 35.19N 012 18 58.56E		

Changes: Coding Table revised. WPT LICXI, TEBAQ and CH513 added. WPT FEDJO and AGTIC withdrawn. FAS Data block moved to RNP RWY 12- 3.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	12
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E12A
LTP/FTP Latitude	553726.9400N
LTP/FTP Longitude	0123820.8200E
LTP/FTP Ellipsoidal Height (metres)	40.0
FPAP Latitude	553640.2705N
Delta FPAP Latitude (seconds)	-46.6695
FPAP Longitude	0124026.9310E
Delta FPAP Longitude (seconds)	126.1110
Threshold Crossing Height	49.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	272
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 0C 00 00 01 32 31 05 38 0D DF 17 28 93 6C 05 90 15 65 93 FE 3E D9 03 EA 01 2C 01 64 22 C8 AF 36 81 99 F1
Calculated CRC Value	368199F1
Supplied CRC Value	368199F1
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	4.0

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

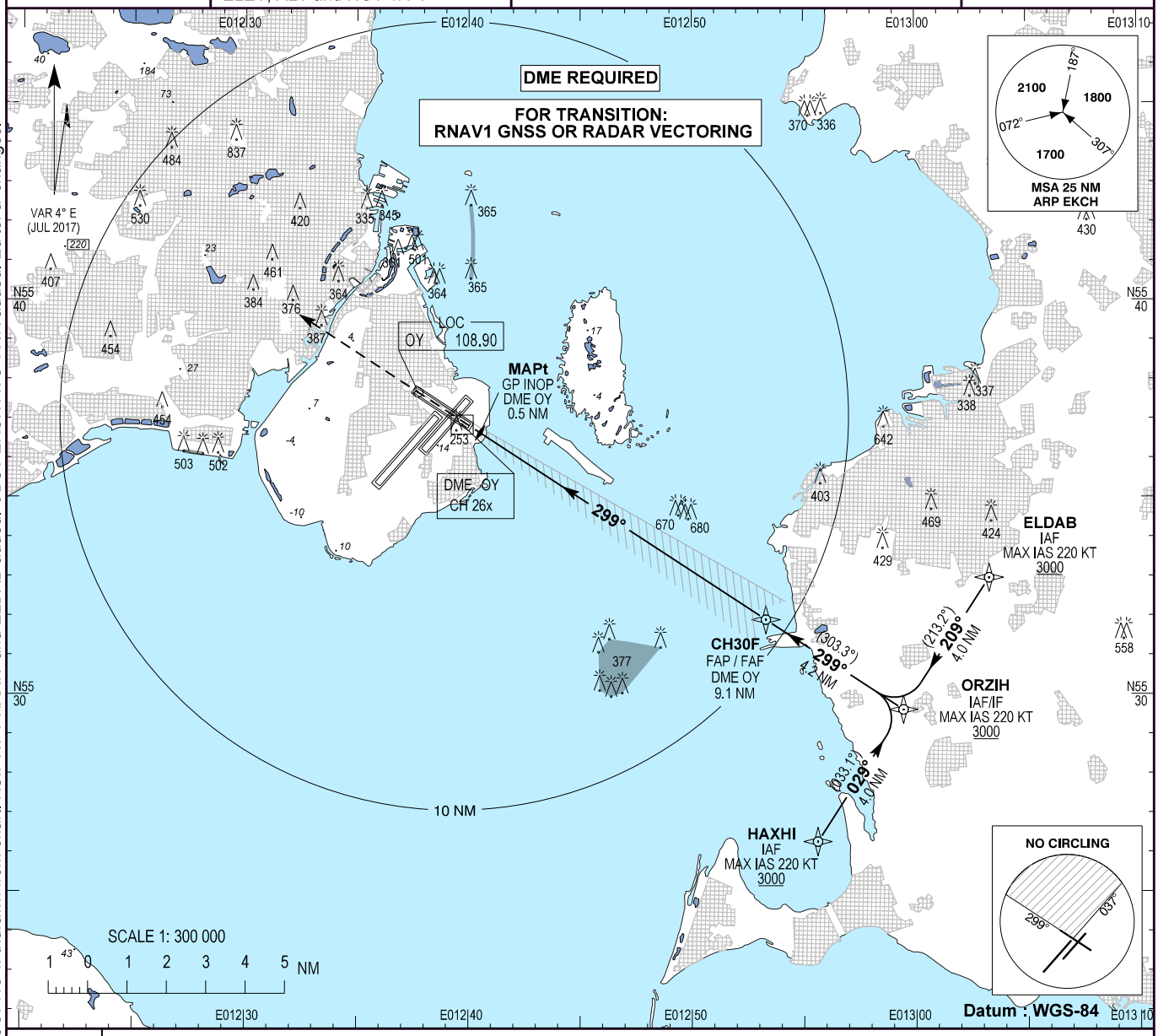
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

AD 2 - EKCH
ILS or LOC RWY 30 - 1
København / Kastrup

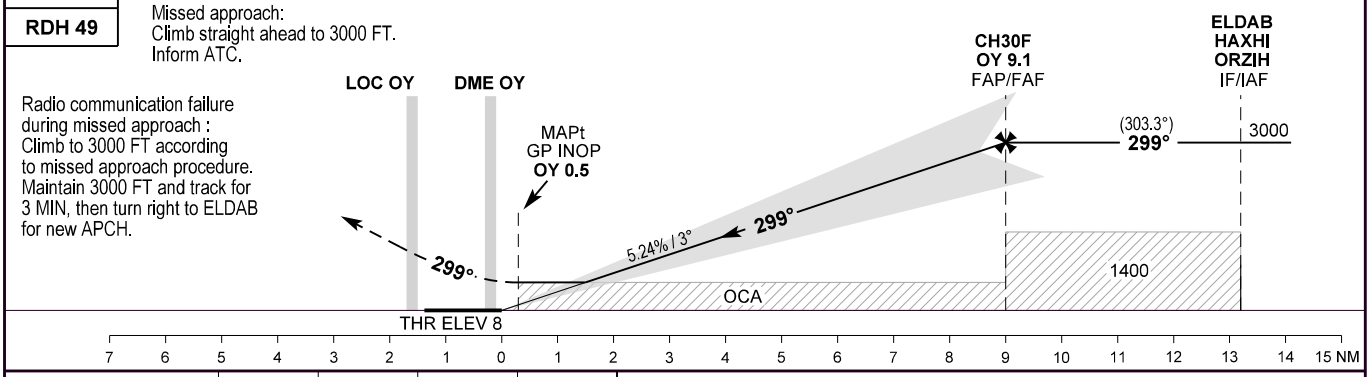


TA 5000

RDH 49

Missed approach:
Climb straight ahead to 3000 FT.
Inform ATC.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn right to ELDAB for new APCH.



OCA (H)	A	B	C	D
ILS	141(133)	149 (141)	159 (151)	168 (160)
GP INOP	510 (500)			
Circling*	560 (550)	590 (580)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12

DME OY	NM	2	3	4	5	6	7	8	9.3
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
Nominal altitude		650	970	1290	1610	1930	2250	2570	3000

Changes : RNAV transition revised. WPT HOFFO and COPHO withdrawn from chart. New WPT HAXHI and ELDAB added. OBST EKCH ATC TWR added. Editorial changes.

Instrument Approach Procedure Coding Tables:

EKCH ILS or LOC RWY 30 Initial approach via ELDAB, HAXHI and ORZIH

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ELDAB	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	ORZIH	-	209 / (213.2)	-4.0	4.0	R	+3000	-220	-	RNAV 1
010	IF	HAXHI	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	ORZIH	-	029 / (033.1)	-4.0	4.0	L	+3000	-220	-	RNAV 1
010	IF	ORZIH	-	-	-4.0	-	-	+3000	-220	-	RNAV 1
020	TF	CH30F	-	299 / (303.3)	-4.0	4.2	-	+3000	-	-	RNAV 1

EKCH ILS or LOC RWY 30 waypoint coordinates:

Waypoint Identifier	Coordinates
ELDAB (IAF)	55 32 57.73N 013 03 17.80E
HAXHI (IAF)	55 26 16.42N 012 55 36.87E
ORZIH (IAF/IF)	55 29 37.14N 012 59 27.01E
CH30F (FAP/FAF)	55 31 54.22N 012 53 18.46E

Changes: Coding Table revised. WPT ELDAB and HAXHI added. WPT COPHO and HOFFO withdrawn.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

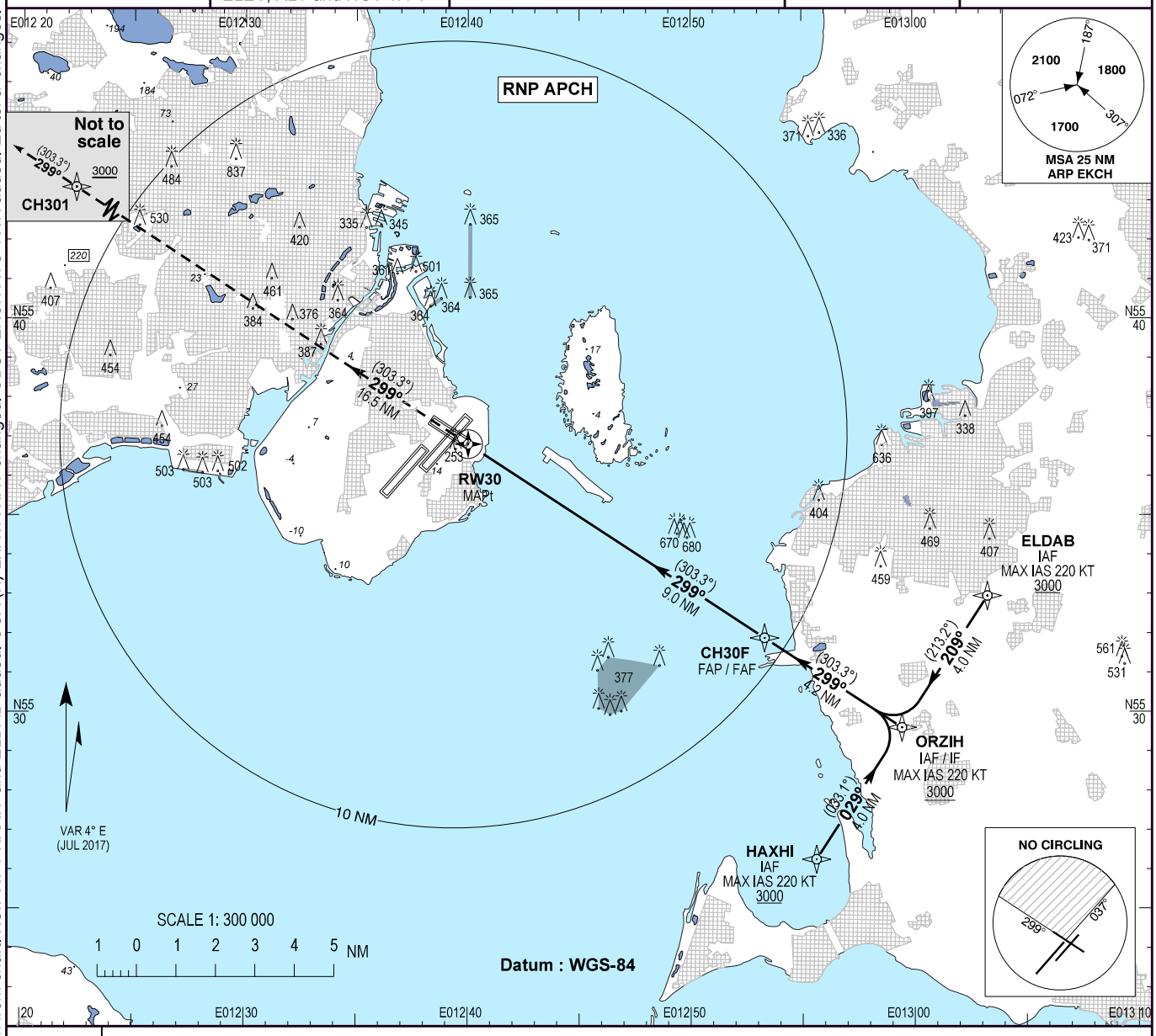
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.705
ATIS : 122.755

EGNOS
CH : 91971
E30A

AD 2 - EKCH
RNP RWY 30 - 1
København / Kastrup

Changes : RNAV transition revised. WPT HOFFO and COPHO withdrawn from chart. New WPT HAXHI and ELDAB added. OCA (H) LNAV/VNAV changed. OBST EKCH ATC TWR added. Editorial changes.

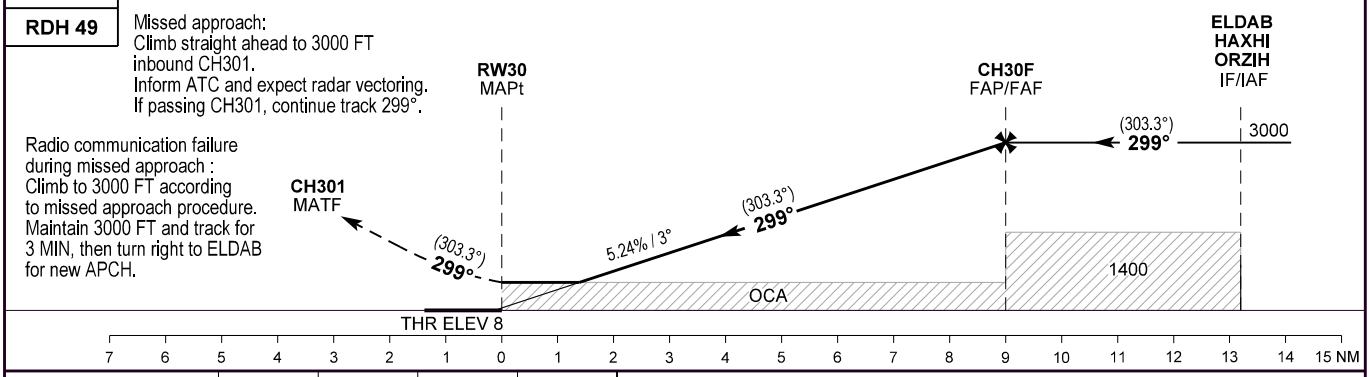


TA 5000

RDH 49

Missed approach:
Climb straight ahead to 3000 FT inbound CH301.
Inform ATC and expect radar vectoring.
If passing CH301, continue track 299°.

Radio communication failure during missed approach :
Climb to 3000 FT according to missed approach procedure.
Maintain 3000 FT and track for 3 MIN, then turn right to ELDAB for new APCH.



OCA (H)	A	B	C	D
LPV	141 (133)	149 (141)	159 (151)	168 (160)
LNAV / VNAV *	400 (383)	410 (393)	410 (402)	420 (412)
LNAV	510 (500)			
Circling **	560 (550)	590 (580)	1010 (1000)	1010 (1000)

SPECIAL CONDITIONS

* Not to be used below -25°C or above 61°C.

** Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12.

DIST to RW30 NM	2	3	4	5	6	7	8	9
Nominal altitude 3° APCH	700	1020	1350	1670	2000	2330	2670	3000

Instrument Approach Procedure Coding Tables:

EKCH RNP RWY 30.

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	ELDAB	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	ORZIH	-	209 / (213.2)	-4.0	4.0	R	+3000	-220	-	RNP APCH
010	IF	HAXHI	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	ORZIH	-	029 / (033.1)	-4.0	4.0	L	+3000	-220	-	RNP APCH
010	IF	ORZIH	-	-	-4.0	-	-	+3000	-220	-	RNP APCH
020	TF	CH30F	-	299 / (303.3)	-4.0	4.2	-	+3000	-	-	RNP APCH
030	CF	RW30	Y	299 / (303.3)	-4.0	9.0	-	-	-	3.0° / 49	RNP APCH
040	DF	CH301	-	299 / (303.3)	-4.0	16.5	-	+3000	-	-	RNP APCH
050	FM	CH301	-	299 / (303.3)	-4.0	-	-	+3000	-	-	RNP APCH

EKCH RNP RWY 30 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ELDAB (IAF)	55 32 57.73N 013 03 17.80E	CH30F (FAP/FAF)	55 31 54.22N 012 53 18.46E
HAXHI (IAF)	55 26 16.42N 012 55 36.87E	RW30 (MAPt)	55 36 49.87N 012 40 01.01E
ORZIH (IAF/IF)	55 29 37.14N 012 59 27.01E	CH301	55 45 49.78N 012 15 36.09E

Changes: Coding Table revised. WPT ELDAB and HAXHI added. WPT COPHO and HOFFO withdrawn. FAS Datablock moved to RNP RWY 30 - 3.

SBAS FAS DATA BLOCK

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EKCH
Runway	30
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E30A
LTP/FTP Latitude	553649.9325N
LTP/FTP Longitude	0124001.0775E
LTP/FTP Ellipsoidal Height (metres)	38.4
FPAP Latitude	553734.8900N
Delta FPAP Latitude (seconds)	44.9575
FPAP Longitude	0123759.3200E
Delta FPAP Longitude (seconds)	-121.7575
Threshold Crossing Height	49.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	456
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 08 03 0B 05 1E 00 00 01 30 33 05 19 EC DD 17 6B A2 6F 05 80 15 3B 5F 01 C5 48 FC EA 01 2C 01 64 39 C8 AF 23 7E 5D D2
Calculated CRC Value	237E5DD2
Supplied CRC Value	237E5DD2
Comparison Result	OK

Required Additional Data

ICAO Code	EK
LTP/FTP Orthometric Height (metres)	2.4

EUROCONTROL FAS DB tool Version 3.2.1

Changes: New page.

1. Aerodrome Location Indicator and Name: EKRK - København/Roskilde

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 35 08.04N 012 07 53.14E RWY INT
2.	Distance and direction from city:	4 NM SSE of Roskilde
3.	ELEV: REF temperature:	146 FT 22°C
4.	MAG VAR: Annual change:	4°E (NOV 2017) Increasing 9'
5.	AD ADM: AD address:	Københavns Lufthavne A/S Københavns Lufthavne A/S København/Roskilde Airport Lufthavnsvej 20, DK-4000 Roskilde
	TEL: TEL: E-mail: AFS:	+45 32 31 32 31 +45 32 31 62 20 (direct AIS/ARO) rkebriefing@cph.dk EKRK
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	Aerodrome operator:	0600-2100 (0500-2000). Outside stated hours PPR for all traffic - submitted not later than 1 hour before closing time. SAR, MIL, MEDEVAC, HOSP, HEMS and State OPS H24.
2.	Customs and immigration:	The airport is open for traffic to/from all States. Customs clearance and immigration H24. PN 1 HR.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	H24
5.	ATS Reporting Office (ARO):	As AD. For outbound traffic between 2100-0600 (2000-0500) submit FPL to ARO EKCH, TEL 32 47 82 72 URL: www.naviair.dk
6.	MET Briefing Office:	H24
7.	ATS:	H24
8.	Fuelling:	H24. Outside AD operational hours PPR - submitted not Later than 1 hour before AD closing time. Self-service possible H24 for holders of DANSK FUELS-carnet, SHELL-carnet and credit cards.
9.	Handling:	H24. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time.
10.	Security:	H24
11.	De-icing:	H24. PN 1 HR. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time.

12. Remarks: MET and AIS are available H24 as self-briefing in the terminal.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	O/R
2.	Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: 80, W15W50
3.	Fuelling facilities and capacity:	Jet A1: Truck 600 L/MIN Stand 130 L/MIN
4.	De-icing facilities:	Type 1+2. Limited capacity.
5.	Hangar space For visiting aircraft:	No
6.	Repair facilities For visiting aircraft:	Yes

7. Remarks: Frequency used for handling:131.555 - call sign "Roskilde Handling". Ground handling: It is mandatory for all aircraft above 3000 kg to contact "Roskilde Handling" 15 MIN prior to arrival, stating ETA, POB, fuel requirement, intention and to receive parking instructions. Ground handling is mandatory for non-resident commercial and private operators of aircraft with MTOM above 3000 kg, when using main apron facilities

5. Passenger Facilities

1.	Hotels:	In Roskilde
2.	Restaurants:	Yes
3.	Transportation:	Taxi
4.	Medical facilities:	Hospitals in Roskilde and København
5.	Bank and Post Office:	In Roskilde
6.	Tourist Office:	NIL

7. Remarks: NIL

6. Rescue and Firefighting Services

1.	AD category for fire fighting:	During AD operational hours: Default CAT 3. CAT 4 through 7 PPR submitted not later than 1 hour before flight. Outside AD operational hours: CAT 3 through 7 PPR submitted not later than 1 hour before AD closing time.
2.	Rescue equipment:	In accordance with the published CAT
3.	Capability for removal of disabled aircraft:	Registered Owner or Aircraft Operator retains complete responsibility for the removal of the disabled aircraft. All Airline Operators at EKRK are expected to have aircraft recovery plans.

4. Remarks: NIL

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

1.	Type of clearing equipment:	Mechanical snow clearing with Runway Sweepers, Snowblower, Spray truck with plough (disc spreader), Tractor-mounted broom/plough and Truck-mounted plough on spray truck. Chemicals: KFOR and NAFO.
2.	Clearance priorities:	1. The area east of the Fire Station and the Garage. 2. Taxiway D to, and down taxiway B and taxiway M, to MIL SAR. 3. MIL SAR helipad and associated apron. 4. Runway in use with associated taxiways. 5. Apron and entrance areas. 6. The fuel station. 7. Taxiway J and the western part of taxiway H, but only to the penultimate hangar on the northwestern part of taxiway H and the area in front of this hangar. 8. Hangar roads/hangar area

3. Remarks: The sequence for clearing runways and associated taxiways is continuously coordinated with TWR during execution. 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: Concrete, PCN 36/R/C/X/U
2. Taxiway width, surface and strength: M: 9 M Other : 15 M. Asphalt
   TWY B, B3, E and turning area RWY 29/11:
   PCN 36 / F / C / X / U
   TWY C: PCN 14 / F / C / Y / U
   Other TWY: PCN 17/F/C/Y/U
3. ACL and ELEV: At apron 145 FT
4. VOR checkpoints: NIL
5. INS checkpoints: NIL

6. Remarks: NIL

9. Surface Movement Guidance and Control System and Markings

1. Aircraft stand ID signs Taxi guide lines, Visual docking/parking guidance system: NIL
2. RWY and TWY markings:
   RWY 03:
   THR, RWY NR, centre line, side stripes
   RWY 21:
   THR, RWY NR, TDZ, centre line, side stripes
   RWY 11:
   THR, RWY NR, TDZ, centre line, side stripes
   RWY 29:
   THR, RWY NR, centre line, side stripes
   TWY: Centre line, holding position, RGL, Side stripes at turning area RWY 29/11
3. Stop bars: NIL

4. Remarks: NIL

10. Aerodrome Obstacles

In approach/TKOF areas

a	b	c
RWY/ Area affected	Obstacle type Elevation Markings/LGT	PSN
-		

In circling area and at AD

a	b
Obstacle type Elevation Markings/LGT	PSN
-	

Remarks: NIL

11. Meteorological Information Provided

1. Associated MET Office: Danish Meteorological Institute/ 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/ Civil Weather Forecasts and Warnings (CVV)
   Periods of validity: 9 hours
   Interval of issuance: 3 hours
4. Type of landing forecast: NIL
   Interval of issuance: N/A
5. Briefing/Consultation provided: Self briefing (www.northavimet.com) and telephone consultation
6. Flight documentation: Language(s) used: Charts. Abbreviated plain language texts. 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

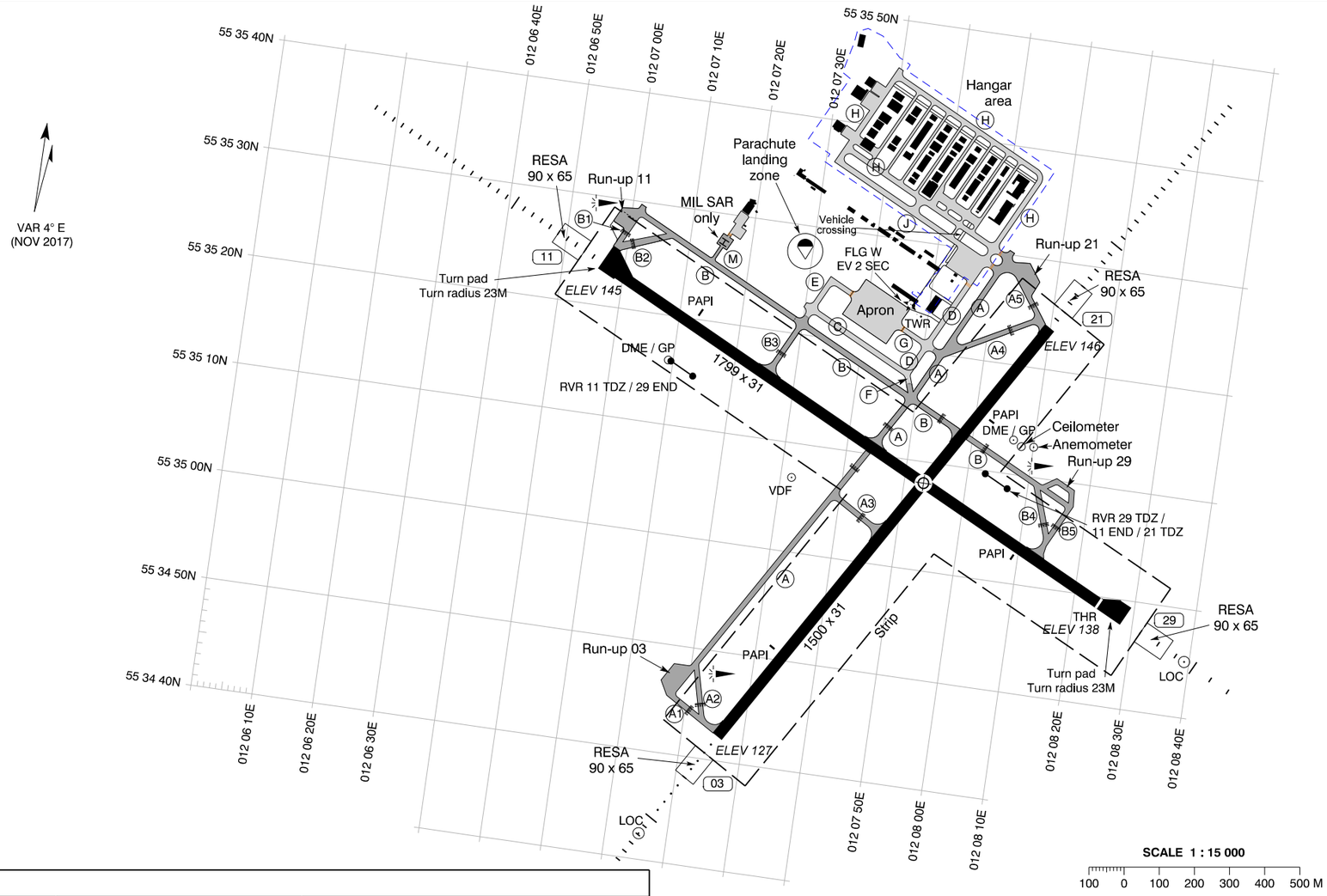
12. Runway Physical Characteristics

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
03	030.9° GEO 026.9° MAG	1500 x 31 M	PCN 30/F/C/X/T Asphalt	55 34 42.25N 012 07 25.85E	127 FT/Data pending
21	210.9° GEO 206.9° MAG	1500 x 31 M	PCN 30/F/C/X/T Asphalt	55 35 23.85N 012 08 09.85E	146 FT/Data pending
11	116.3° GEO 112.3° MAG	1799 x 31 M	PCN 36/F/C/X/T Asphalt	55 35 23.93N 012 06 56.30E	145 FT/Data pending
29	296.3° GEO 292.3° MAG	1799 x 31 M	PCN 36/F/C/X/T Asphalt	55 34 59.03N 012 08 25.39E	138 FT/Data pending

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Obstacle-free zone
03	Data pending	NIL	NIL	1620 x 300 M	90 x 65 M	NIL
21	Data pending	NIL	NIL	1620 x 300 M	90 x 65 M	NIL
11	Data pending	59 x 31 M	NIL	1919 x 300 M	90 x 65 M	NIL
29	Data pending	NIL	NIL	1919 x 300 M	90 x 65 M	NIL

AERODROME CHART - ICAO	ARP : 55 35 08.04N 012 07 53.14E (RWY INT)	AD ELEV : 146 FT	ELEV in FT Dimensions / Distances in M	Roskilde APP : 125.530 Roskilde TWR : 118.905 119.655 ATIS : 123.805	**AD 2 - EKRK** **ADC** **København / Roskilde**

SLOPE
RWY 03/21 less than 0.4%
RWY 11/29 less than 0.2%



Datum : WGS-84

SCALE 1 : 15 000
100 0 100 200 300 400 500 M

Changes : Textnote "OBSTACLES" withdrawn.

RUNWAYS

NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances					APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable)					
					PSN TWY	TORA	TODA	ASDA	LDA	APCH	THR ID LGT	THR	PAPI	Edge	End
03	030.9° GEO 026.9° MAG	55 34 42.25N 012 07 25.85E	Asphalt PCN 30 F / C / X / T	THR RWY NR TDZ 21 only Centre line Side stripes	A1/A2 A3	1500 757	1500 757	1500 757	1500	450 M White		Green	3°	1500 M White	Red
21	210.9°GEO 206.9°MAG	55 35 23.85N 012 08 09.85E			A4/A5 B	1500 1117	1500 1117	1500 1117	1500	820 M White		Green	3° MEHT 51 FT	1500 M White	Red
11	116.3° GEO 112.3° MAG	55 35 23.93N 012 06 56.30E	Asphalt PCN 36 F / C / X / T	THR RWY NR TDZ 11 only Centre line Side stripes	B1/B2 B3 A	1740 1178 815	1740 1178 815	1799 1237 874	1740	789 M White		Green	3° MEHT 51 FT	1799 M White	Red
29	296.3° GEO 292.3° MAG	55 34 59.03N 012 08 25.39E			B4/B5 A	1799 1500 936	1799 1500 936	1799 1500 936	1740	420 M White	Green	Green	3°	59 M Red 1740 M White	Red

OTHER : Secondary power supply : Yes, Switch-over time 15 SEC.
When RVR 800 M or below, switch-over time 1 SEC

TAXIWAYS

Width :	M : 9 Other : 15
Pavement :	Asphalt
Strength :	B, B3, E and turn pads at RWY 11 and 29 : PCN 36 / F / C / X / U C : PCN 14 / F / C / Y / U Other TWY : PCN 17 / F / C / Y / U
Day marking :	Centre line, Holding position Intermediate holding position Side stripes at turn pads RWY 11 and 29
Lighting :	Blue edge LIL. RGL. Turn pad RWY 11 and 29 : Blue edge LIL