

**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

**AD 2 - EKCH
RNAV SID RWY 12 - 2
København / Kastrup**

Designator	Route	Climb to	Contact	Restrictions
BETUD 3B	Track extended centreline to SEZAC - CH811 - BISTA - BETUD	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	See note 1 below
NEXEN 3B	Track extended centreline to SEZAC - CH811 - BISTA - NEXEN	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
KOPEX 3B	Track extended centreline to SEZAC - CH811 - MAXEL - KOPEX	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Propeller ACFT only
LANGO 3B	Track extended centreline to SEZAC - CH811 - TOBIS - LANGO	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	Jet ACFT only
ODDON 1B	Track extended centreline to SEZAC - CH812 - CH813 - DOBEL - ODDON	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
GOLGA 3B	Track extended centreline to SEZAC - CH812 - CH813 - MIRGO - GOLGA	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
VEDAR 3B	Track extended centreline to SEZAC - CH812 - CH813 - NOVPO - VEDAR	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
KEMAX 6B	Track extended centreline to SEZAC - KEMAX	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 120.255 MHZ	
SIMEG 9B	Track extended centreline to SEZAC - CH810 - SIMEG	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	
SALLO 1B	Track extended centreline to SEZAC - CH810 - SALLO	4000 FT	Remain on TWR FREQ until 1000 FT. At 1000 FT contact KASTRUP DEPARTURE 124.980 MHZ	

Note 1. SID BETUD available only to operators not permitted to over fly Swedish territory.
Generally SID SIMEG or SID SALLO applies.
Flight planning of SID BETUD is restricted to maximum FL 070 until BETUD.

RNAV 1 required

- SSR - code:** When instructed for line-up, squawk assigned SSR-code. See AD 2 - EKCH - 8 item 6.7 for details regarding transponder use.
- Climb Gradient:** MNM 400 FT/NM (6.6%) up to FL 70 for ATC purposes. At first contact with TWR state if unable to comply.
- 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.
- Speed limit:** FL 70 and below: MAX IAS 250 KT.
- Radar vectoring:** Radar vectoring will normally be provided by KASTRUP DEPARTURE to expedite traffic.
- Radio failure:** Climb to level assigned to the SID. Maintain until the departure designation point (KEMAX, SIMEG, SALLO, BETUD, NEXEN, KOPEX, LANGO, ODDON, GOLGA or VEDAR). Then climb to the FL stated in the flight plan.
In case of radio failure under radar vectoring, aircraft shall as quickly as possible revert to the assigned SID.
- CPDLC:** CPDLC available above FL100, including TMA. Crew should logon with EKDK before take-off.

Non RNAV 1 equipped ACFT:

At first contact with TWR state inability to follow SID. After departure climb straight ahead to 4000 FT for radar vectoring to SID designation point. Contact KASTRUP DEPARTURE on the frequency for the relevant SID as listed above.
Speed limit, and climb gradient listed above apply. Radio failure: Standard Doc 7030 rules apply.

Changes : ODN VOR and ODN 3B withdrawn. WPT ODDON and ODDON 1B added.