

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	5. AD ADM:	Københavns Lufthavne A/S
2. Distance and direction from city:	4.4 NM S of København	AD address:	København/Kastrup Airport Lufthavnshoulevarden 6 P.O.Box 74 DK-2770 Kastrup
3. ELEV:	17 FT	TEL:	+45 32 31 32 31 (Airport)
REF temperature:	19.5°C		+45 32 47 82 72 (AIS/ARO)
4. MAG VAR:	4° E (JUL 2017)	FAX:	+45 32 48 19 00 (TWR/APP)
Annual change:	Increasing 9'		+45 32 31 31 32 (Airport)
			+45 32 50 02 86 (AIS/ARO)
		E-mail:	-
		AFS:	EKCH
		6. Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

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

12. Remarks: ARO and MET are available as self-briefing area (SB) located at the Airport Office, Terminal 2.

4. Handling Services and Facilities

1. Cargo-handling facilities:	Yes	4. De-icing facilities:	Yes. For details see item 20 Local Traffic Regulations
2. Fuel and oil types:	Fuel: Jet A1 Oil: All	5. Hangar space for visiting aircraft:	No
3. Fuelling facilities and capacity:	Fuel hydrant system. Fuelling by dispenser is available for Jet acft on most apron stands. Fixed self-service fuelling facility available in south Aerodrome for code A/B jet acft	6. Repair facilities for visiting aircraft:	Yes
7. Remarks:	<p>1. Airside Operations FREQ 131.400</p> <p>2. In Area South aircraft refuelling and de-fuelling is allowed only - in hangars with a fuel impervious 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</p> <p>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.</p>		

5. Passenger Facilities

1. Hotels:	Yes	5. Bank and Post Office:	Yes
2. Restaurants:	Yes	6. Tourist Office:	In København TEL +45 33 11 13 25 FAX +45 33 93 49 69
3. Transportation:	Train, bus and taxi		
4. Medical facilities:	Hospitals in town		

7. Remarks: NIL

6. Rescue and Fire Fighting Services

1. AD category for fire fighting:	CAT 9	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 CPH are expected to have aircraft recovery plans.
2. Rescue equipment:	In accordance with the published CAT		

4. Remarks: Sea rescue available.

7. Seasonal Availability - Clearing

1. Type of clearing equipment:	See snow plan in section AD 1.2	2. Clearance priorities:	See snow plan in section AD 1.2
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3. Remarks: AD available all seasons.

8. Aprons, Taxiways and Check Locations 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. Further information can be obtained from TWR or Kastrup Apron.	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:	See Aircraft Parking/Docking Charts
		4. VOR checkpoints: INS checkpoints:	- See Aircraft Parking/Docking Charts
5. 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. For GEO direction of centre line on aircraft stands, see scheme with docking guidance systems		

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 Traffic 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:	NIL		

10. Aerodrome Obstacles

In approach/TKOF areas			In circling area and at AD	
a	b	c	a	b
RWY/ Area affected	Obstacle type Elevation Markings/LGT	PSN	Obstacle type Elevation Markings/LGT	PSN
-			Building - New Tower 255 FT MSL RED LGT	55 36 42N 012 39 25E

- Remarks:
- 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 TKOF, see AOC-A 04R and AOC-A 12. If ships or objects with a height of more than 164 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 TKOF.
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 TKOF. 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 TKOF.
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 164 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.
 - All aerodrome obstacles are marked by day and night.

11. Meteorological Information Provided

1. Associated MET Office:	Central Forecasting Office TEL +45 39 15 72 72	7. Charts and other information available:	English and Danish Surface analysis (current chart) Prognostic upper air chart Significant weather chart
2. Hours of service: Outside Hours:	H24	8. Supplementary equipment available:	NIL
3. Office responsible for TAF preparation:	Central Forecasting Office	9. ATS units provided with information:	APP/TWR, ACC, Copenhagen Information
4. Type of landing forecast:	TREND	10. Additional information (limitation of service, etc.):	-
5. Briefing/Consultation provided:	Self briefing and telephone consultation		
6. Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts.		

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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	3000 x 45 M	PCN 80/F/C/X/U. Asphalt	55 35 31.92N 012 36 12.73E	13 FT/-
22R	221.2° GEO 217.2° MAG	3600 x 45 M	PCN 80/F/C/X/U. Asphalt	55 36 44.92N 012 38 05.61E	14 FT/-
04R	041.2° GEO 037.2° MAG	3300 x 45 M	PCN 80/F/C/X/U. Asphalt	55 36 11.16N 012 37 58.97E	12 FT/-
22L	221.2° GEO 217.2° MAG	3300 x 45 M	PCN 80/F/C/X/U. Asphalt	55 37 31.48N 012 40 03.29E	8 FT/-
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/-
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/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	Obstacle-free zone
04L	-	570 x 45 M	-	-	-
22R	-	-	-	-	-
04R	-	-	-	-	-
22L	-	-	-	-	-
12	-	-	-	-	-
30	-	300 x 45 M	-	-	-

Remarks:

1. When RWY 04R/22L is in use for AN124, AN225 and C5 Galaxy, adjacent taxiways and RWY 12/30 between TWY B and G2 are closed.

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				3000 M	-
TWY A10	3000 M	3000 M	3570 M		
TWY E4	1285 M	1285 M	1855 M		
RWY 22R				3000 M	-
TWY A1/E1	3600 M	3600 M	3600 M		
TWY A2	3500 M	3500 M	3500 M		
TWY A3	3375 M	3375 M	3375 M		
TWY A4	3245 M	3245 M	3245 M		
TWY A5	2900 M	2900 M	2900 M		
RWY 04R				3300 M	-
TWY B1	3300 M	3300 M	3300 M		
TWY B2	3205 M	3205 M	3205 M		
TWY B3	2795 M	2795 M	2795 M		
TWY B4/C	1940 M	1940 M	1940 M		
RWY 22L				3300 M	-
TWY V1	3300 M	3300 M	3300 M		
TWY V2	2770 M	2770 M	2770 M		
RWY 12				2365 M	-
PSN 12-X	2800 M	2800 M	2800 M		
TWY K2	2695 M	2695 M	2695 M		
TWY K3	2485 M	2485 M	2485 M		
TWY D	1800 M	1800 M	1800 M		
RWY 30				2395 M	INCL SWY
TWY G1	2365 M	2365 M	2665 M		

4. 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	3° 61 FT	900 M White	3000 M 15 M LIH	3000 M White 60 M LIH	Red	570 M Red
22R	900 M White LIH	Green	3° 59 FT	-	3600 M 15 M LIH	600 M Red 3000 M White 60 M LIH	Red	-
04R	720 M White LIH	Green	3° 57 FT	-	3300 M 15 M LIH	3300 M White 30 M LIH	Red	-
22L	CAT II and III 900 M LIH	Green	3° 60 FT	900 M White	3300 M 15 M LIH	3300 M White 30 M LIH	Red	-
12	900 M White LIH	Green	3° 49 FT	-	-	435 M Red 2365 M White 30 M LIH	Red	-
30	900 M White LIH	Green	3° 60 FT	-	-	270 M Red 2095 M White 30 M LIH	Red	300 M Red

Remarks: ID LGT FLG white at THR 12 and THR 22R

15. Other Lighting and Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation:	NIL	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
2. LDI location and LGT: Anemometer location and LGT:	- -	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. ATS 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.	3. Airspace classification:	D
2. Vertical limits:	1500 FT MSL/GND	4. ATS unit call sign: Language(s):	KASTRUP TOWER EN, DA
		5. Transition altitude:	5000 FT MSL

Remarks: NIL

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
TWR	KASTRUP TOWER	118.100 119.350 118.700	H24 H24 H24	DOC: 4000 FT/25 NM. ARR DOC: FL 100/25 NM. DEP DOC: 4000 FT/25 NM. VFR traffic within Kastrup CTR.
CLEARANCE DELIVERY	CLEARANCE DELIVERY	119.900	H24	Request for push-back/start up and taxi instruction for aircraft on Apron South, Apron West and in Area South at TOBT +/- 5 min. MIL Emergency DOC: U-0/0 DOC: 4000 FT/25 NM. Manoeuvring Area.
PSR		243.000 121.825 118.575	H24 H24 H24	DOC: FL 250/50 NM Radar 1
MSSR 1		2750/2850	H24	DOC: FL 250/120 NM Radar 1
		1030	H24	DOC: FL 250/120 NM Radar 1

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Service	CS	Channels/ Frequencies	HR	Remarks
MSSR 2		1030	H24	DOC: FL 450/200 NM Radar 2
SMR	KASTRUP TWR COPENHAGEN APP KASTRUP TWR	9170/9435	HO	DOC: FL/NM Multi Radar track from ACC København Multi Radar track from ACC København
FINAL APRON	KASTRUP FINAL KASTRUP APRON	120.200 121.625 121.900	H24 H24 H24	ARR Request for push-back/start up and taxi instruction for aircraft on Apron North at TOBT +/- 5 min.
ATIS	KASTRUP ARRIVAL INFORMATION	121.725 122.750	HO H24	DOC: FL 200/60 NM Language: EN
ATIS	KASTRUP DEPARTURE INFORMATION	122.850	H24	DOC: FL 200/60 NM Language: EN
DEICING PLATFORM A, LANE 1 + 2		123.400	HO	
DEICING PLATFORM A, LANE 3		130.650	HO	
DEICING PLATFORM B		131.650	HO	
DEICING PLATFORM V		131.975	HO	

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV (FT)	Remarks
VOR/DME (3°E 2016)	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	CH30x	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 (4°E 2015)	ALM	116.40 MHZ	H24	55 24 40.7N 013 33 27.1E		DOC FL 500/60 NM

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV (FT)	Remarks
VOR/DME (3°E 2016)	CDA	114.900 MHZ CH 96X	H24	55 00 05.40N 012 22 45.16E	90.2	DOC FL 500/60 NM
VOR/DME (3°E 2016)	KOR	112.800 MHZ CH 75X	H24	55 26 21.71N 011 37 53.51E	136.2	DOC FL 500/80 NM
VOR/DME (3°E 2016)	ODN	115.500 MHZ CH 102X	H24	55 34 51.64N 010 39 10.76E	24.0	DOC FL 500/60 NM, 80 NM 018°- 063° MAG and 80 NM 213°- 243° MAG
VOR/DME (3°E 2015)	SVD	116.20 MHZ CH 109X	H24	56 10 07.9N 012 34 25.6N	39	DOC FL 500/100 NM
VOR/DME (3°E 2016)	TNO	117.400 MHZ CH 121X	H24	55 46 26.74N 011 26 21.08E	- 11.9	DOC FL 500/60 NM

20. Local Traffic 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:

- Changes to seasonal programmes (cf. para. 1.2).
- 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
TRX/Airside Operation
P.O. Box 74
DK-2770 Kastrup

TEL: +45 32 31 24 70

FAX: +45 32 31 31 31

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 Transport and Construction Agency, 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:

- Owner/operator.
- Type of aircraft and registration/call sign.
- Date, arrival time, departure time and destination(s).

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 com-

pany or directly to the Traffic and 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
TRX/Airside Operation
P.O. Box 74
DK-2770 Kastrup
TEL: +45 32 31 24 70
FAX: +45 32 31 31 31
AFTN: EKCHYDYX
SITA: CPHAPYD

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

- Owner/Operator
- Type of helicopter and registration/call sign
- Date, arrival time, departure time and destination(s).

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
TRX/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 Provisions", 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:

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

Further information about the regulations can be obtained from KASTRUP TWR or KASTRUP APRON.

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
Airside safety
P.O. Box 74
DK-2770 Kastrup.

5. Removal of damaged aircraft

5.1 In case an aircraft is damaged on a 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.

5.2 If a damaged aircraft is not removed from the runway as quickly as the Duty Airport Manager consider it necessary for a reasonable dispatch of the traffic, he shall be entitled to have the aircraft removed for the account of the owner or user.

6. Taxiing, parking, start up and deicing

6.1 Marshaller assistance

The Pilot of an Aircraft entering an Aircraft stand must NOT proceed unless:

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

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

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 assistance for Taxi and Stand entry guidance will be available only ON REQUEST. The marshaller assistance is free of charge.

6.2 Taxiing

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.

When TWY A1 and A2 are being used by aeroplanes ICAO code letter D, E and F traffic behind mentioned aeroplanes may not take place with aeroplanes larger than ICAO code letter C.

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.

When TWY A3, A4 and A5 are being used by ICAO code letter A, B and C aircraft, traffic behind may not take place with aircraft larger than ICAO code letter C.

When TWY A5 is being used by ICAO code letter D and E aircraft, traffic behind may not take place

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

Aeroplanes larger than ICAO code letter C taxiing on TWY Z must not pass behind aircraft holding at the stopbars on TWY A, TWY B, TWY D, TWY F or TWY K3.

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 pushback from aircraft stands must not be executed without approval from KASTRUP APRON or KASTRUP TOWER.

Whenever operationally feasible, all multi-engined 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.

6.3 Parking

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

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 affect 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.

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 page 9, 10, 11 and 12.

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.

6.4 Push-back/Start up

Airport Collaborative Decision Making (A-CDM).

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

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.

For detailed information please refer to the Eurocontrol A-CDM manual.

Departing aircraft

At TOBT ± 5 min, departing aircraft shall obtain start-up, push-back approval and taxi instruction on relevant frequencies, see item 18 - ATS Communication

Facilities. However, 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, see item 6.6 - Deicing of Aircraft. 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.

If a TSAT is provided by ATC, the aircraft shall be ready for push back/taxi at TSAT, and able to perform the manoeuvre at TSAT. Otherwise a new TOBT is required. In deicing situations inform Clearance delivery on 119.900 whether deicing is needed or not. See item 6.6 - Deicing of Aircraft.

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

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.

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

6.5 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.

APU may be used:

- 5 minutes after "On Block".
- 5 minutes before estimated "Off Block" time.

Exemptions:

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

Information about outside temperature and state of airport power and airconditioning equipment must be obtained from Airside Operations FREQ 131.400 MHZ.

For 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 estimated "Off Block" time.

For other aircraft types, APU may be used:

- 5 minutes after "On Block".
- 15 minutes before estimated "Off Block" time.

6.6 Deicing of aircraft

Deicing and antiicing of aircraft may take place only on the following platforms:

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

In weather conditions where deicing might be relevant, Clearance delivery (119.9) shall be informed as early as possible whether deicing is needed or not.

At the platforms, the following channels and stop systems are to be used:

- For Deicing TWY A: 130.650/123.400 and yellow stop markings.
- For Deicing TWY B: 131.650 and traffic light showing green, amber or red light, and
- For Deicing TWY V: 131.975 and INOGON (stop abeam INOGON).

Before moving away from the platform aircraft shall wait for "all clear signal" (thumb up) and taxi-clearance.

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

6.7 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 (Item 7 of the ICAO flight plan) before activating transponder.

Aircraft without mode S transponder.

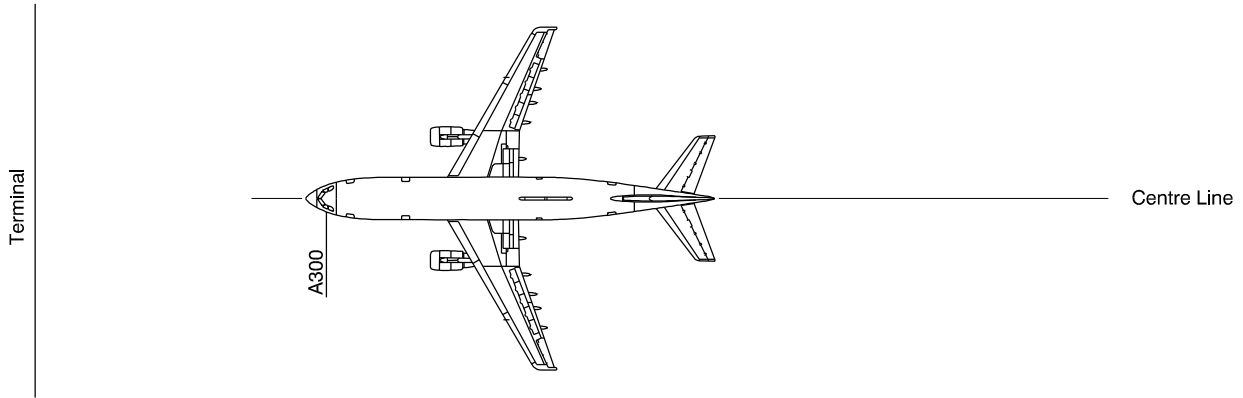
Flight crews of aircraft not equipped with a mode S transponder must squawk assigned SSR-code ONLY when instructed to line up on the runway. Upon vacating the runway after landing flight crews on these aircraft SHALL switch off the transponder. At departure flight crews of aircraft not equipped with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

6.8 A380 Operations.

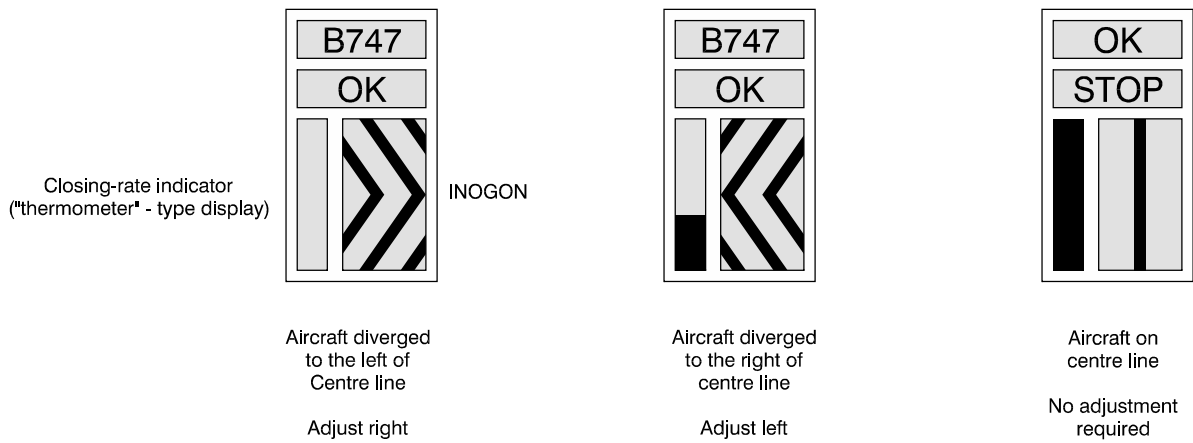
Take-off and landing with A380 may take place on RWY 04R-22L only. The overall width of runway + shoulders is 68 M. Taxiways to be used by A380 are Code E taxiways with 11.5 M wide paved shoulders. Exceeding idle power on outer engines during taxiing should be avoided if possible.

Docking Guidance System	Azimuth Guidance	Stopping Guidance	Remarks
Marshaller	Adjust according to the marshalls hand signals (REF ICAO Annex 2 and BL 7-11)	Stop according to the marshalls 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	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

**YELLOW GUIDE- & STOP LINE
ON SURFACE**



APIS



Pilot instructions :

- 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 enter the stand.
- 4 With all "lights" on, indicating at least 13 M to stop. The closing-rate indicator starts to switch off from bottom to top.
- 5 When stop position is reached the display indicates STOP. If the aircraft is parked correctly the display indicates OK.
- 6 If aircraft overshoots correct parking position, TOO FAR is indicated on the display.
- 7 Display automatically shut down after some seconds.

Changes: Editorial

Aircraft stand number	Docking guidance system	GEO direction of centre line
A4	APIS	098.0°
A6	APIS	121.3°
A7	APIS	280.0°
A8	APIS	121.3°
A9	APIS	301.3°
A11	APIS	301.3°
A12	APIS	031.3°
A14	APIS	031.3°
A15	APIS	031.3°
A17	APIS	031.3°
A18	APIS	009.8°
A19	APIS	009.8°
A20	APIS	009.8°
A21	APIS	009.8°
A22	APIS	009.8°
A23	APIS	009.8°
A25	Centreline/Stop Marking	039.8°
A26	Centreline/Stop Marking	039.8°
A27	Centreline/Stop Marking	039.8°
A28	Centreline/Stop Marking	039.8°
A30	Centreline/Stop Marking	325.3°
A31	Centreline/Stop Marking	354.8°
A32	Centreline/Stop Marking	004.8°
A33	Centreline/Stop Marking	024.1°
A34	Centreline/Stop Marking	040.3°
A50	Centreline/Stop Marking	293.4°
B2	APIS	099.9°
B3	APIS	279.6°
B4	APIS	099.8°
B5	APIS	279.6°
B6	APIS	099.8°
B7	APIS	279.7°
B8	APIS	099.4°
B9	APIS	279.8°
B10	APIS	064.9°
B15	APIS	342.2°
B16	APIS	031.0°
B17	APIS	021.3°
B19	APIS	014.2°
C10	APIS	098.0°
C26	APIS	099.8°
C27	APIS	287.6°
C28	APIS	099.8°
C29	APIS	276.6°
C30	APIS	086.9°
C32	APIS	086.7°
C33	APIS	266.6°
C34	APIS	086.9°
C35	APIS	273.4°
C36	APIS	086.8°
C37	APIS	266.8°
C39	APIS	274.1°
D1	APIS	354.8°
D2	APIS	004.8°
D3	APIS	014.8°
D4	APIS	024.8°
D6	APIS	086.8°
D8	APIS	093.8°
D10	APIS	086.8°
D12	APIS	086.8°
E70	APIS	309.4°
E71	APIS	309.4°
E72	APIS	309.5°
E73	APIS	309.4°
E74	APIS	309.4°
E75	APIS	309.3°
E76	Centreline/Stop Marking	309.3°

Aircraft stand number	Docking guidance system	GEO direction of centre line
E77	Centreline/Stop Marking	309.3°
E78	Centreline/Stop Marking	309.3°
E82	APIS	130.5°
E83	APIS	130.5°
E84	APIS	130.5°
E85	APIS	130.5°
E86	APIS	130.5°
E87	APIS	130.5°
E88	APIS	130.5°
E89	APIS	130.5°
E90	APIS	130.5°
F1	APIS	021.4°
F4	APIS	021.2°
F5	APIS	356.7°
F7	APIS	356.8°
F8	APIS	356.8°
F9	APIS	345.4°
F89	Centreline/Stop Marking	176.8°
F90	Centreline/Stop Marking	035.8°
F91	Centreline/Stop Marking	215.8°
F92	Centreline/Stop Marking	035.8°
F93	Centreline/Stop Marking	215.8°
F94	Centreline/Stop Marking	035.8°
F95	Centreline/Stop Marking	215.8°
F96	Centreline/Stop Marking	035.8°
F97	Centreline/Stop Marking	215.8°
F98	Centreline/Stop Marking	035.8°
G15	MARSHALLER	358.0°
G16	MARSHALLER	347.0°
G17	MARSHALLER	347.0°
G18	MARSHALLER	347.0°
G19	MARSHALLER	347.0°
G110	Centreline/Stop Marking	
G111	Centreline/Stop Marking	
G112	Centreline/Stop Marking	347.0°
G113	Centreline/Stop Marking	347.0°
G114	Centreline/Stop Marking	347.0°
G120	Centreline/Stop Marking	077.0°
G121	Centreline/Stop Marking	077.0°
G122	Centreline/Stop Marking	077.0°
G123	Centreline/Stop Marking	077.0°
G124	Centreline/Stop Marking	077.0°
G125	Centreline/Stop Marking	077.0°
G126	Centreline/Stop Marking	077.0°
G127	Centreline/Stop Marking	077.0°
G128	Centreline/Stop Marking	077.0°
G129	Centreline/Stop Marking	077.0°
G130	Centreline/Stop Marking	077.0°
G131	Centreline/Stop Marking	077.0°
G132	Centreline/Stop Marking	077.0°
G133	Centreline/Stop Marking	077.0°
G134	Centreline/Stop Marking	077.0°
G135	Centreline/Stop Marking	077.0°
G136	Centreline/Stop Marking	077.0°
G137	Centreline/Stop Marking	077.0°
H101	Centreline/Stop Marking	317.1°
H102	APIS	302.1°
H103	Centreline/Stop Marking	292.2°
H104	Centreline/Stop Marking	267.3°
H105	APIS	258.1°
H106	Centreline/Stop Marking	248.3°
H107	Centreline/Stop Marking	219.2°
RI	MARSHALLER	
RII	MARSHALLER	
RIII	MARSHALLER	
W1	Centreline/Stop Marking	

21. Noise Abatement Provisions**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 Traffic Information.

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. the friction coefficient being below 0.30 on any part 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 Lufthavn 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 pass DME KAS 2.0 (LEVDO 55 33 55.70N 012 34 29.80E) 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 pass DME KAS 2.0 (RUBAT 55 34 08.50N 012 34 03.90E) 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 cross KAS 078 (ODMEG 55 36 00.02N 012 42 15.56E) 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

1.2.4 RWY 30:

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

1.2.4.b Departure shall be performed with climb on RWY track to cross KAS 356 (INKIG 55 38 01.69N 012 36 46.80E) 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.

2.2 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 to 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 Transport and Construction Agency 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 AD2-EKCH, Chapter 20. Local Traffic Information, 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, Hos-

pital, 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 Transport and Construction Agency

1.1 The ATC KØBENHAVN shall notify the Danish Transport and Construction Agency 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 Transport and Construction Agency

2.1 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish Transport and Construction Agency 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 Transport and Construction Agency's follow up on the reports

3.1 The Danish Transport and Construction Agency 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.
- c. CODAN holding is designed for entry via significant point MONAK.

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

STAR ALM and STAR SVD 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 KAS VOR/DME.

Arriving aircraft certified for P-RNAV operations may be assigned a P-RNAV STAR. Aircraft not certified for P-RNAV operations will be assigned radar vectors or a STAR not based on the use of P-RNAV.

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 P-RNAV 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.

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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
ALMA ALMA VOR (ALM, Sweden FIR) 55 24 40.7N 013 33 27.1E	VOR RDL 114	Right	230	FL 70/- 1.5 MIN	Omni-directional
CODAN CODAN VOR/DME (CDA) 55 00 05.40N 012 22 45.16E	032	Right	230	3500 FT MSL/FL140 1 MIN	Direct entry via MONAK or Z711
	032	Right	240	FL150/FL200 1.5 MIN	Direct entry via MONAK or Z711
LUGAS VOR/DME KOR 251/23.8NM VOR ODN 143 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 VOR ODN 029 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**
SVEDA SVEDA VOR/DME(SVD, Sweden FIR) 56 10 07.9N 012 34 25.6E	VOR RDL 359	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 Secondary Holdings for København/Kastrup

Holding name Facility or Fix	Inbound track (MAG)	Turn	MAX IAS (KT)	MNM/MAX level Time	Entry procedure
NORTHEAST VOR/DME KAS 039/8NM 55 41 28N 012 46 08E	217	Right	230	2000 FT MSL/6000 FT MSL 1 MIN Outbound MAX DME KAS 13 NM	Omni-directional
NORTHWEST VOR/DME KAS 312/9NM 55 41 54N 012 25 43E	131	Right	230	3000 FT MSL/6000 FT MSL 1 MIN	Omni-directional
SOUTHWEST VOR/DME KAS 218/5NM 55 31 39N 012 31 01E	037	Right	230	2000 FT MSL/6000 FT MSL 1 MIN Outbound MAX DME KAS 10 NM	Omni-directional

1.7 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.

1.8 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 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.

1.9 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.
"VACATED RUNWAY" reports must not be given before established on:
 - TWY A when landing on RWY 04L,
 - TWY B when landing on RWY 22L.
- c. When CAT III procedures is established vacate via TWY B1, B3 or B4 only.
- d. 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.

1.10 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 P-RNAV operations will be assigned a P-RNAV SID. Aircraft not certified for P-RNAV operations will be assigned a detailed departure clearance or a SID not based on the use of P-RNAV. SIDs are described on pages EKCH SID RWY 04L/R, RWY 12, RWY 22L/R 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:

- SID ASTOS, BALOX and KOPEX only for propeller ACFT.
- SID KEMAX, SIMEG, NEXEN and LANGO only for jet ACFT.
- SID MIKSI only for jet ACFT. When SID MIKSI is not available alternately SID GOLGA applies.
- SID GOLGA only AVBL FL70 and above.

- SID SIMEG and BALOX penetrates Swedish territory. Operators not permitted to over fly Swedish territory shall flight plan via SID BETUD. MAX requested FL 70 until BETUD.
- SID VEDAR not available for traffic re-entering København FIR beyond VEDAR. Alternate is SID MIKSI and SID GOLGA.

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

2.3 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:

- the designator of the ATS route to join, or
- DCT to the next significant point.

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

2.4 ATC clearance delivery

Departing IFR traffic shall contact Clearance Delivery on 119.900 prior to TOBT in order to obtain ATC clearance. Clearance is available from TOBT -30 min. At initial contact aircraft type shall be stated.

2.5 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. Published level restrictions, which are within range of the cleared level, shall be complied with. Level(s) specified in level restrictions do not constitute authorisation to climb to the level(s) specified.

23. Additional Information

KASTRUP APRON

- Aircraft movements on Apron North requires prior permission from Kastrup Apron. A permission obtained from Kastrup Apron is to be treated in kind like an instruction and is to be observed.
- During peak hours 3 units may be active to control the traffic on Apron North:
Start-up position
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.
- KASTRUP APRON will provide taxi-instructions in Apron North until the area of responsibility. (See Area of Responsibility Chart).
- 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

- During parallel runway operations two runway controllers, 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.

- Normally one ground controller, call-sign "KASTRUP TOWER", is active with his own area of responsibility. (See Area of Responsibility Chart). 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.
- During periods with low traffic intensity one runway controller may be responsible for all areas, therefore all frequencies will be combined by ATC.

Arrival

Follow the standard taxi routes to RWY 04L and RWY 22L depending on runway in use, according to standard taxi route 04L or standard taxi route 22L.

Note: For permitted taxi routes, 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.

- 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:

- An alternative taxi route where the stop bars are functioning will be used primarily.
- 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.
- 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:

- When visibility is above 3000 metres the runway can stay in operation.
- 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 TBOT. 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:

- Flow restrictions will not be broadcast. The pilot-in-command must consult the Airport Briefing Office to obtain information about valid flow restrictions.
- Information about variation in wind direction will be broadcast only if the mean wind velocity is 6 KT or more.
- 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.

- 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:

- Monday to Friday 06 - 10 danish time and 17 - 22 danish time
- Sunday 17 - 22 danish time

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| <p>2. Are expected to be executed at altitudes of 1000FT or FL, e.g. 5000FT, 6000FT, FL 70 etc. within Copenhagen Area.</p> <p>3. Might be repositioned or cancelled by WS-ATCC in coordination with ATC</p> | <p>EKCH TWR, EKCH APP and EKRC TWR/APP, on the day for the flight due to the actual traffic situation</p> <p><i>Additional guidelines and contact information at www.briefing.naviair.dk</i></p> |
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24. Charts related to the Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC APDC South
Aerodrome Ground Services Charts	Area of Responsibility Standard Taxi Routes 04L Standard Taxi Routes 22L
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 04L AOC-A 04R AOC-A 22L AOC-A 22R AOC-A 12 AOC-A 30
Precision Approach Terrain Chart - ICAO	PATC 04L PATC 22L
Standard Departure Chart - Instrument - ICAO	SID 04L-1 (P-RNAV) SID 04L-2 (P-RNAV) SID 04L-3 (P-RNAV) SID 04R-1 (P-RNAV) SID 04R-2 (P-RNAV) SID 04R-3 (P-RNAV) SID 22L-1 (P-RNAV) SID 22L-2 (P-RNAV) SID 22L-3 (P-RNAV) SID 22R-1 (P-RNAV) SID 22R-2 (P-RNAV) SID 22R-3 (P-RNAV) SID 12-1 (P-RNAV) SID 12-2 (P-RNAV) SID 12-3 (P-RNAV) SID 30-1 (P-RNAV) SID 30-2 (P-RNAV) SID 30-3 (P-RNAV)
Standard Arrival Chart - Instrument - ICAO	STAR 04L-1 STAR 04L-2 STAR 04R-1 STAR 04R-2 STAR 04L-1 (P-RNAV) STAR 04L-2 (P-RNAV) STAR 22L-1 STAR 22L-2 STAR 22R-1 STAR 22R-2 STAR 22L-1 (P-RNAV) STAR 22L-2 (P-RNAV) STAR 12 - 1 STAR 12 - 2 STAR 30 - 1 STAR 30 - 2
Instrument Approach Chart	ILS/DME 04L (CAT I+II) ILS/DME 04R VOR/DME 04R ILS/DME 22L (CAT I+II+III) VOR/DME 22L ILS/DME 22R ILS/DME 12 ILS/DME 30
Other charts	Noise Monitoring System Hot Spots