

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

**AD 2 - EKCH
RNAV STAR RWY 04 L / R - 2
København / Kastrup**

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 ZAQI 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:

- 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.
- 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.
- When distance to KASFI is 15 NM or less descend to 5000 FT.
- 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	ZAQI	ZAQI	EQJET	EQJET
04R		EQJET	ZAQI	ZAQI	EQJET	EQJET

- 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	ZAQI	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 ZAQI. Editorial changes.