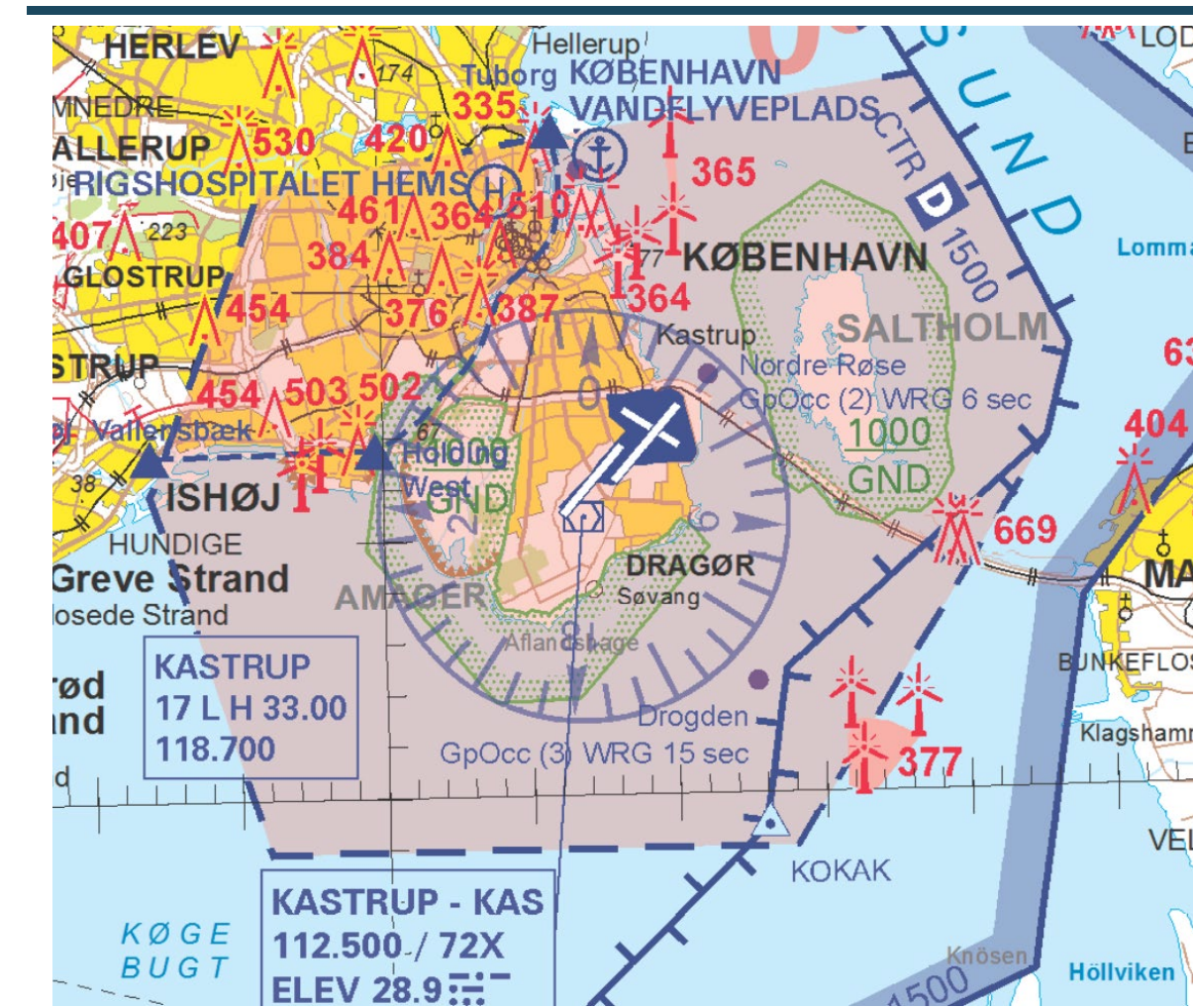


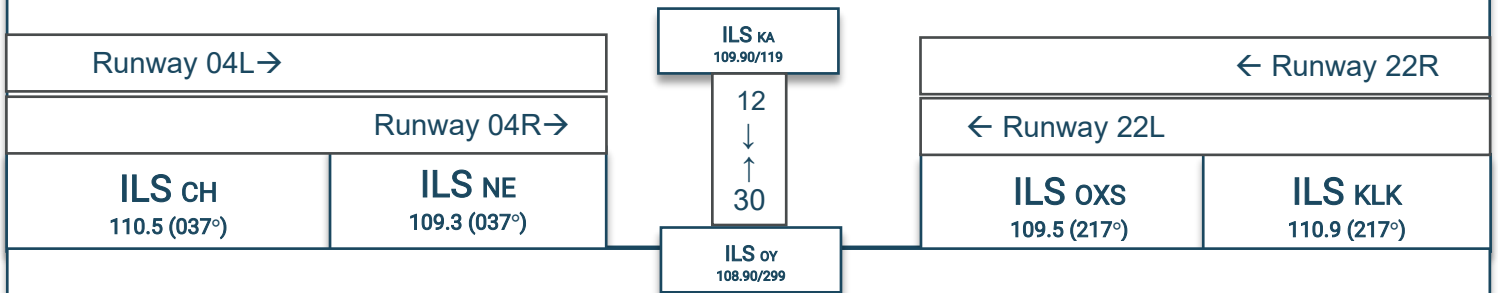
# Copenhagen/Kastrup Airport (EKCH)



## Charts

by VATSIM-Scandinavia  
2025

<b>Elevation</b> 17'	<b>Transition Altitude</b> 5000'	<b>More Charts</b> Aim.naviair.dk	<b>TWR</b> 118.105	<b>APP</b> 119.805	<b>ACC Copenhagen</b> 136.485
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## GENERAL

- Main Runway 04R/22L & 04L/22R
- Runway 12/30 normally not used but OFTEN used as taxiway
- Complicated taxiway layout. Make sure you understand your taxi route

## Arrival

- Expect "A" or "C" RNAV STARs normally for 04L/22L.
- VOR: KOR=*Korsa* TNO=*Trano*
- At first contact with EKCH\_APP state Aircraft type and ATIS letter
- You may get a short 6 miles final! Be prepared! Visual approach also available
- RNAV STARs used. Be prepared for vectors and direct clearances.

## Taxi & Parking

- After landing expedite vacating. Traffic may be as little as 3 miles behind
- Rwy 12/30 is commonly used as taxiway. Be prepared to taxi "via runway 12/30"
- With GND online expect to cross runway 12/30 to hold short of "Z" taxiway

## Departure

- At first contact with EKCH\_DEL state A/C type, ATIS letter & QNH
- PDC available at EKCH for qualifying add-on aircrafts. If not, ask controller to put it online
- Pushback commenced to "Release points" Check charts for pushback routes
- Initial climb is FL70 for 22/04 & 4000' for 12/30. ALWAYS adhere to this restriction
- After departure you must AUTOMATICALLY switch to the approach frequency

**AERODROME CHART - ICAO**

ARP : 55 37 04.50N 012 39 21.50E  
INT RWY 04R / 22L - 12 / 30

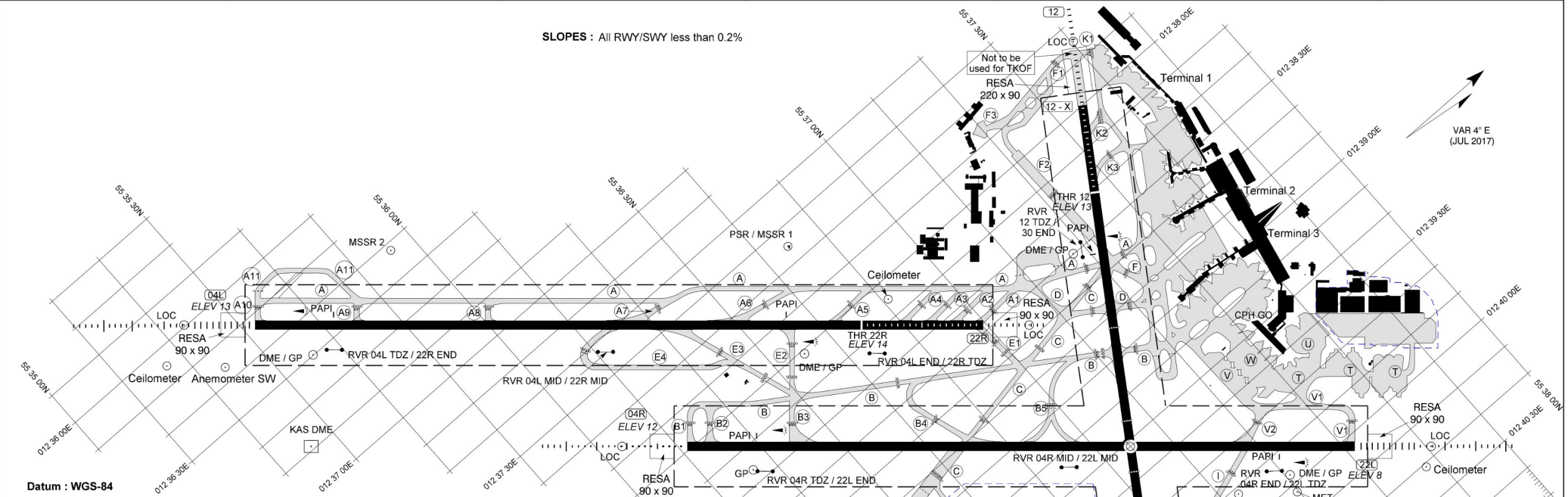
AD ELEV : 17 FT

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**

**SLOPES :** All RWY/SWY less than 0.2%



Datum : WGS-84

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	3000 x 45	571 x 45	Asphalt PCN 80 F / C / X / U	THR RWY NR TDZ Aiming point Centre line Side stripes	A10	3000	3000	3571	3000
22R	221.2° GEO 217.2° MAG	55 36 44.92N 012 38 05.61E	3600 x 45			A1/E1 A2 A3 A4 A5	3594 3489 3361 3234 2889	3594 3489 3361 3234 2889	3594 3489 3361 3234 2889		3000
04R	041.2° GEO 037.2° MAG	55 36 11.16N 012 37 58.97E	3300 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	3300 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 K3 D	2800 2699 2480 1801	2800 2699 2480 1801	2800 2699 2480 1801	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

**OBSTACLES**

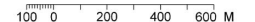
All obstacles are marked by day and night

**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	3000 M 15 M	2400 M White 600 M Yellow 60 M	571 M Red	Red
22R	900 M White	FLG White	Green	3° MEHT 59 FT	900 M White	3600 M 15 M	570 M Red 2400 M White 600 M Yellow 60 M		Red
04R	720 M White		Green	3° MEHT 57 FT	900 M White	3300 M 15 M	2700 M White 600 M Yellow 60 M		Red
22L	900 M Cat II and III		Green	3° MEHT 60 FT	900 M White	3300 M 15 M	2700 M White 600 M Yellow 60 M		Red
12	900 M White	FLG White	Green	3° MEHT 49 FT	900 M White	435 M Red 1785 M White 500 M Yellow 30 M			Red
30	900 M White		Green	3° MEHT 60 FT	900 M White	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.

SCALE 1 : 20 000



**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 : KAS VOR withdrawn.



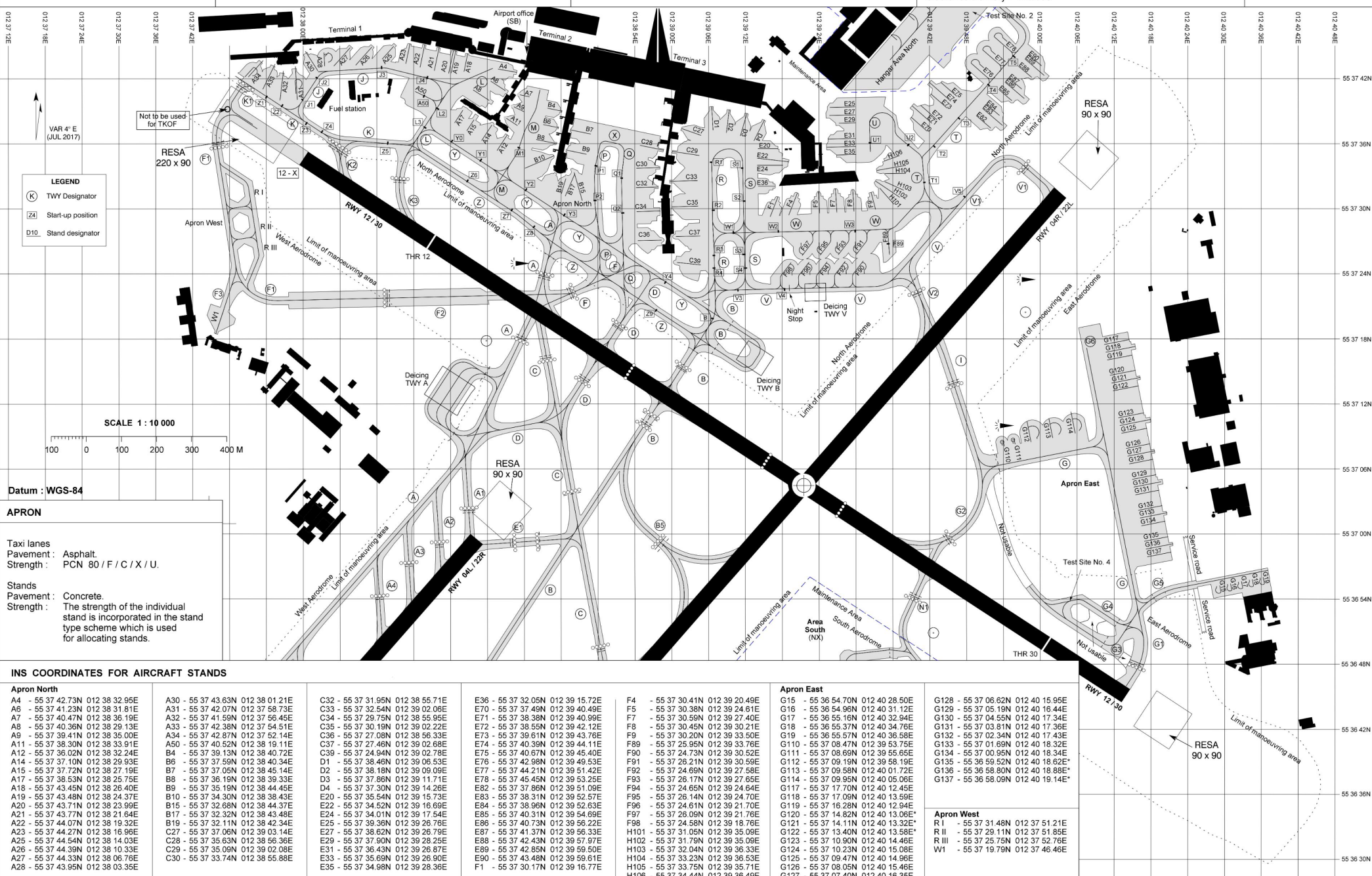
# AIRCRAFT PARKING / DOCKING CHART - ICAO

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

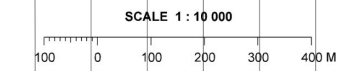
ELEV in FT  
Dimensions / Distances in M

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



- LEGEND**
- (K) TWY Designator
  - Z4 Start-up position
  - D10 Stand designator



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		Apron East	
A4 - 55 37 42.73N	012 38 32.95E	G128 - 55 37 06.62N	012 40 15.95E
A6 - 55 37 41.23N	012 38 31.81E	G129 - 55 37 05.19N	012 40 16.44E
A7 - 55 37 40.47N	012 38 36.19E	G130 - 55 37 04.55N	012 40 17.34E
A8 - 55 37 40.36N	012 38 29.13E	G131 - 55 37 03.81N	012 40 17.36E
A9 - 55 37 39.41N	012 38 35.00E	G132 - 55 37 02.34N	012 40 17.43E
A11 - 55 37 38.30N	012 38 33.91E	G133 - 55 37 01.69N	012 40 18.32E
A14 - 55 37 36.02N	012 38 32.24E	G134 - 55 37 00.95N	012 40 18.34E
A15 - 55 37 37.10N	012 38 29.93E	G135 - 55 36 59.52N	012 40 18.62E*
A16 - 55 37 37.72N	012 38 27.19E	G136 - 55 36 58.80N	012 40 18.88E*
A17 - 55 37 38.53N	012 38 25.75E	G137 - 55 36 58.09N	012 40 19.14E*
A18 - 55 37 43.46N	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 42.36N	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 55.33E		
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 36.54N	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 26.78E		
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 44.51E		
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 45.46N	012 39 53.25E		
E82 - 55 37 37.86N	012 39 14.26E		
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 42.45N	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		
F96 - 55 37 16.14N	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		
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		
G119 - 55 37 17.06N	012 40 15.59E		
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 14.48E		
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		
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 : Limit of manoeuvring area changed, ACFT stand B16 withdrawn and ACFT stands G117, G118 and G119 added. Holding positions and stopbars changed. Maintenance areas changed.

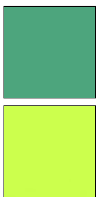






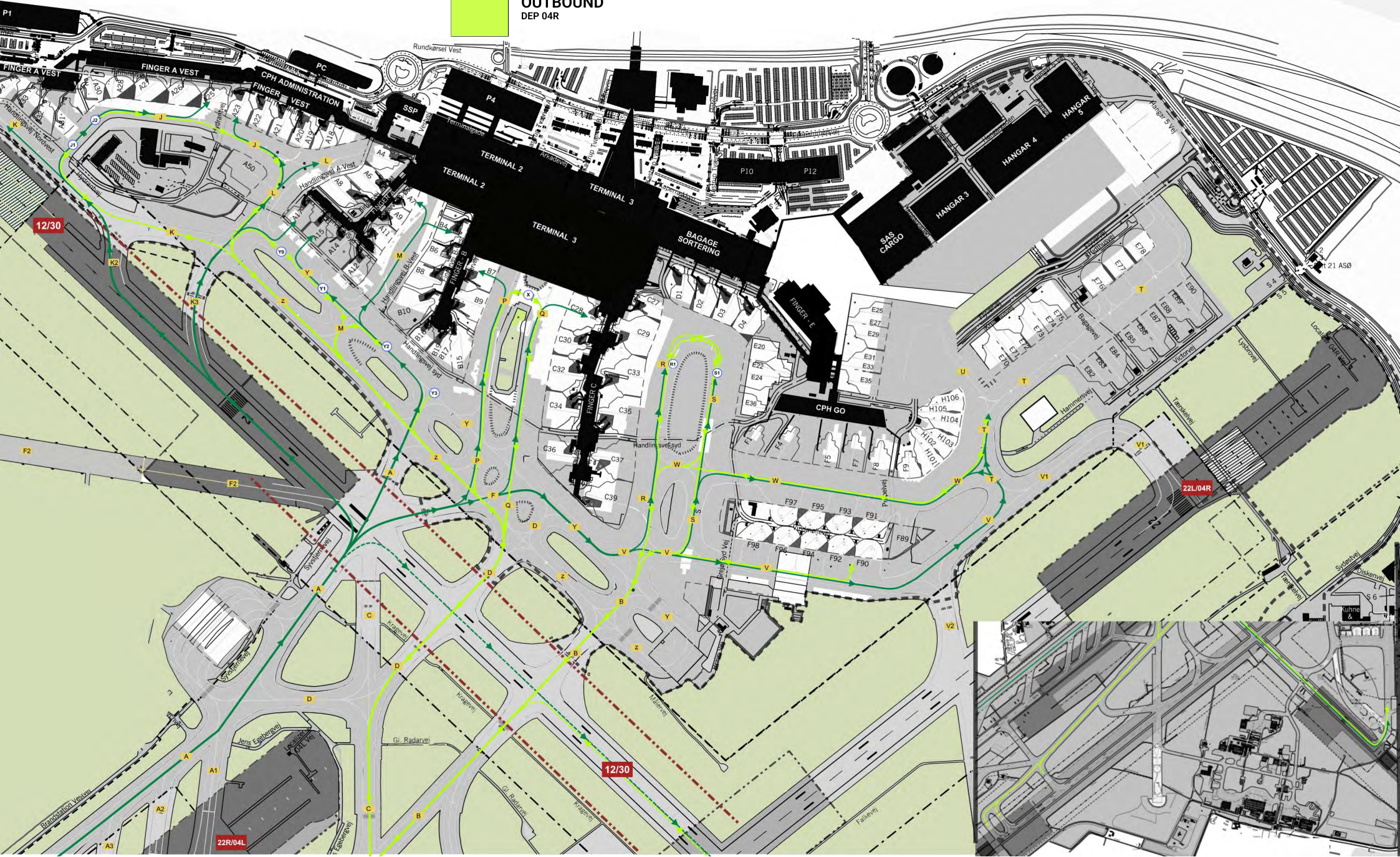
# STANDARD APRON ROUTES

## RWY 04R/04L



**INBOUND**  
ARR 04L

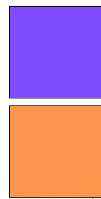
**OUTBOUND**  
DEP 04R





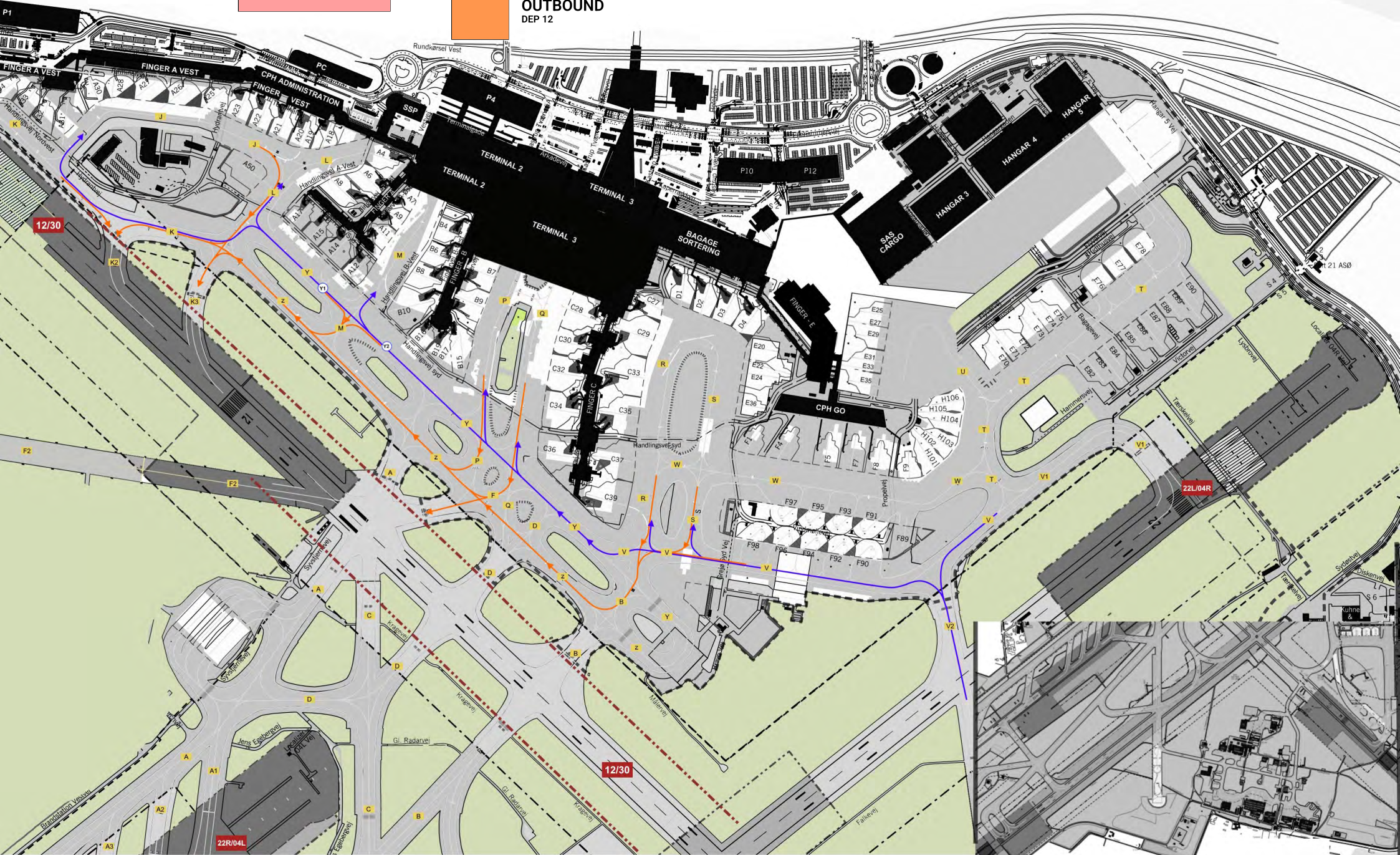
# STANDARD APRON ROUTES

## RWY 12



**INBOUND**  
ARR 12

**OUTBOUND**  
DEP 12



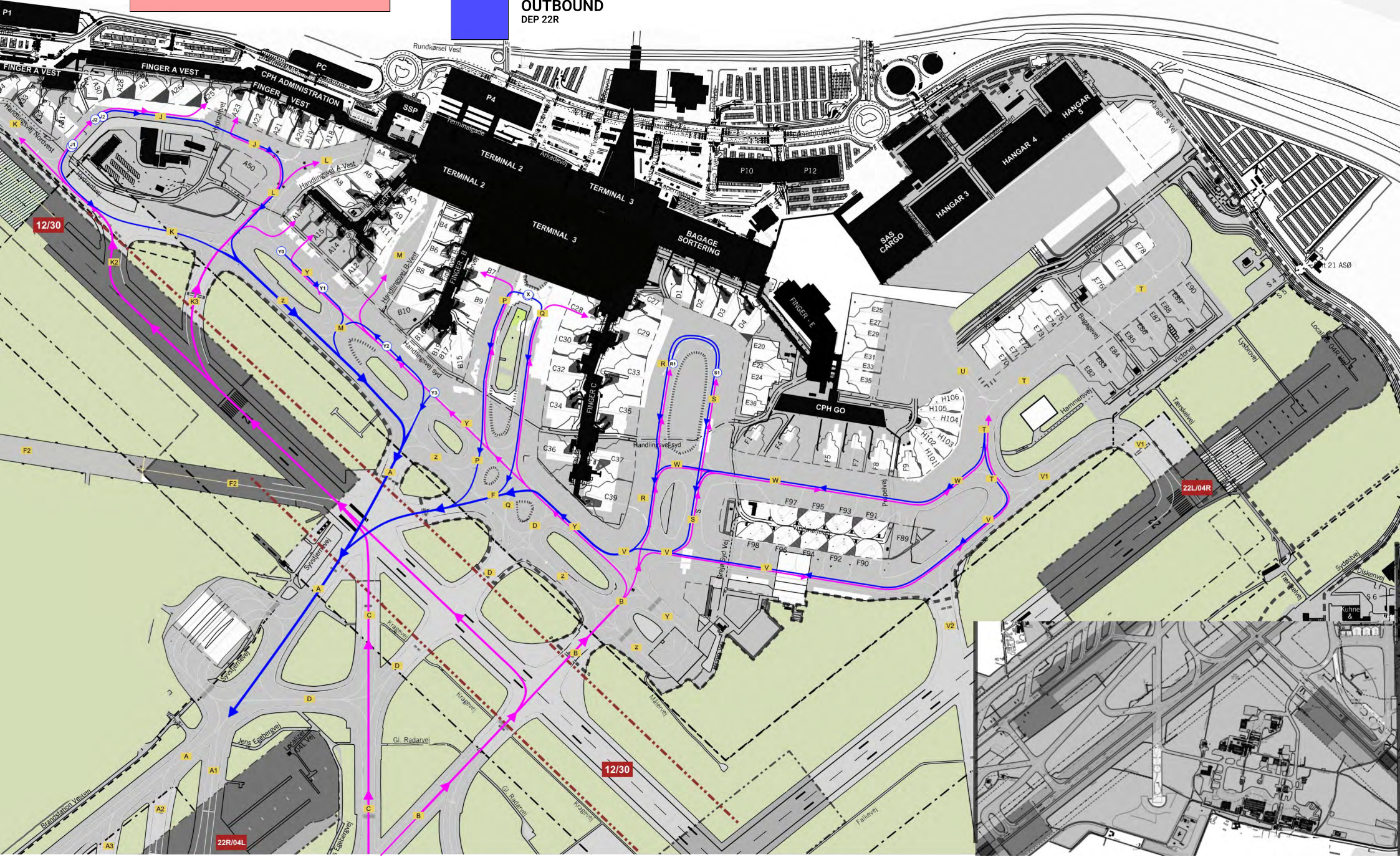


# STANDARD APRON ROUTES RWY 22R/22L



**INBOUND**  
ARR 22L

**OUTBOUND**  
DEP 22R





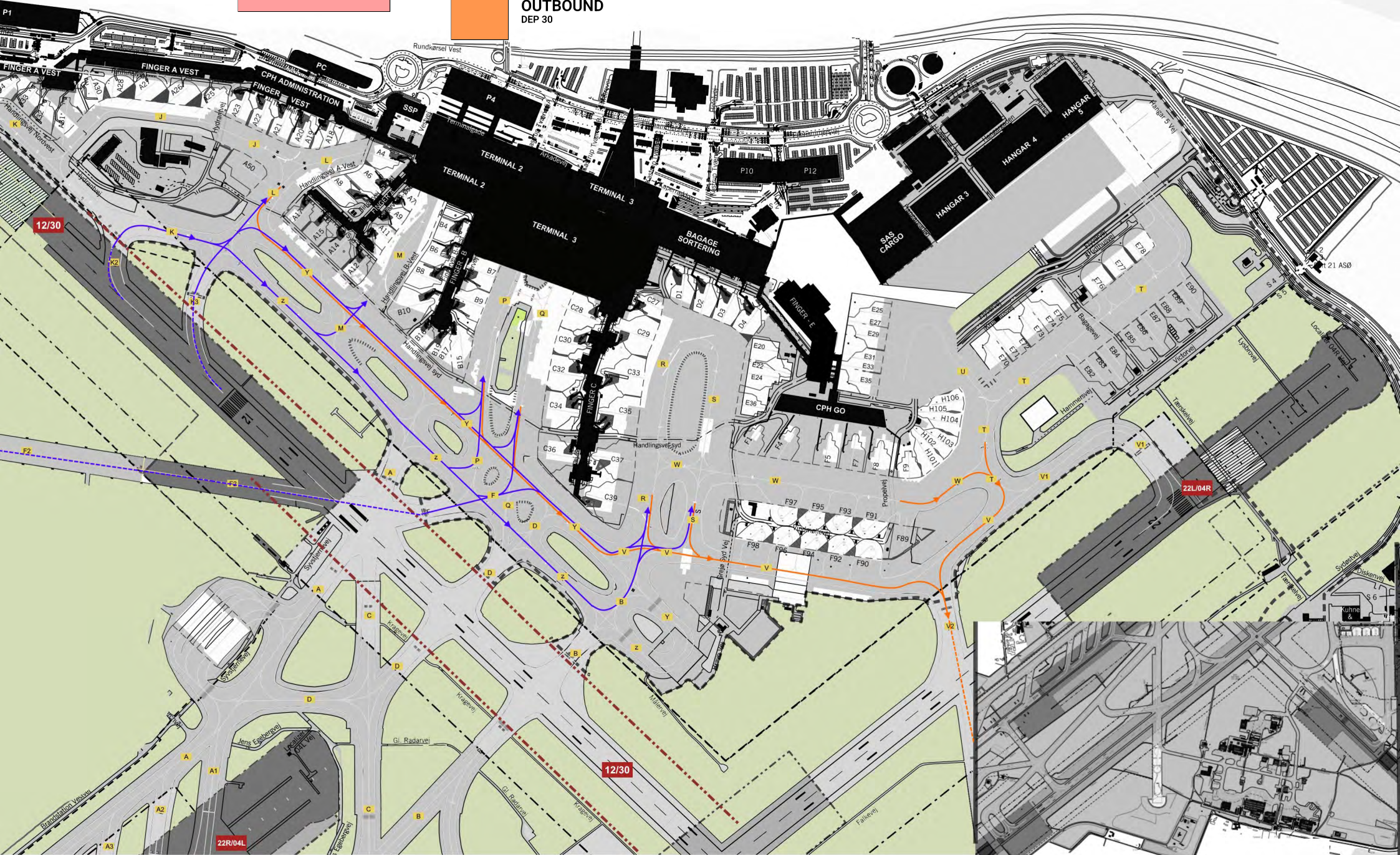
# STANDARD APRON ROUTES

## RWY 30









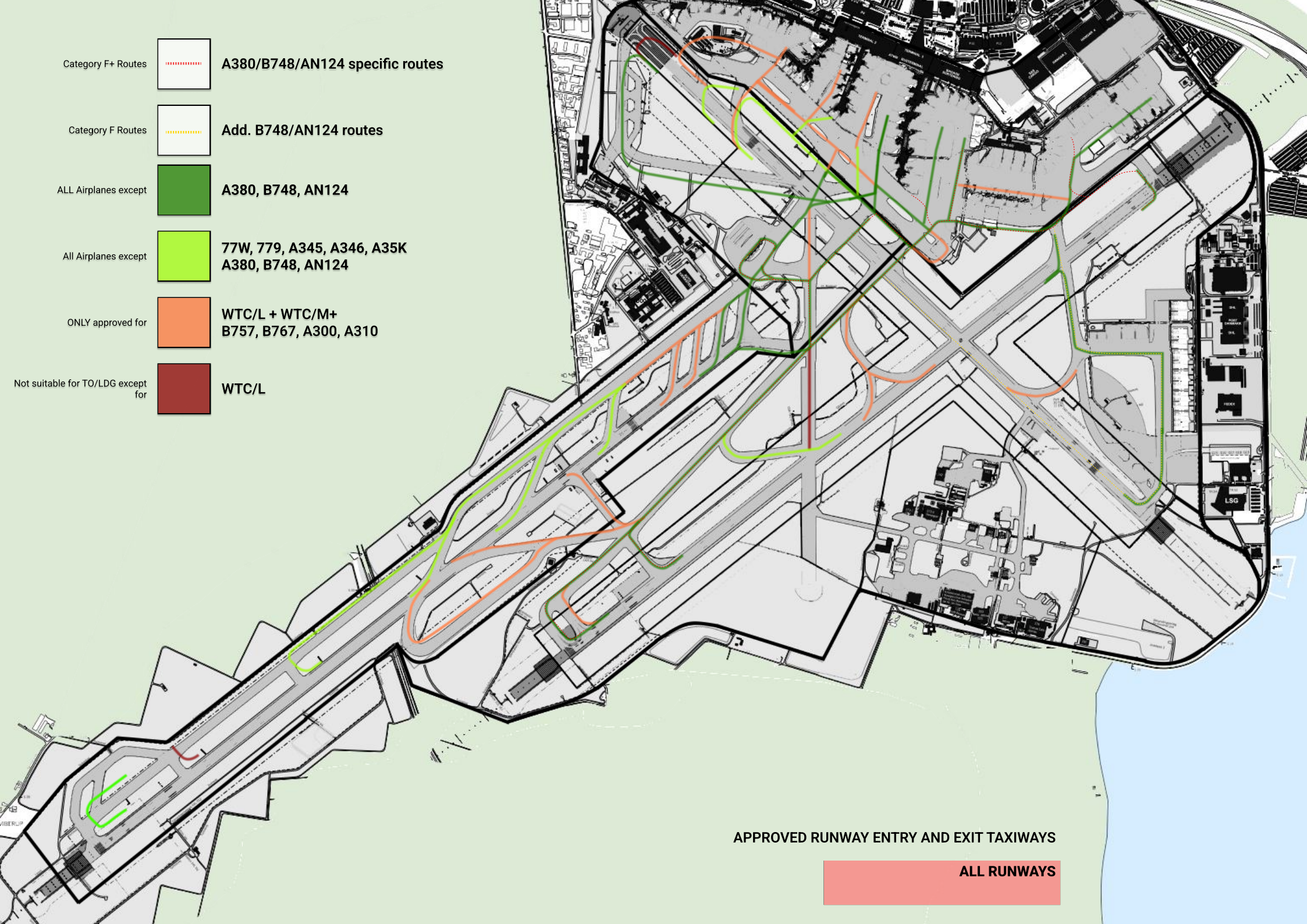
**INBOUND**  
ARR 30

**OUTBOUND**  
DEP 30





- Category F+ Routes  **A380/B748/AN124 specific routes**
- Category F Routes  **Add. B748/AN124 routes**
- ALL Airplanes except  **A380, B748, AN124**
- All Airplanes except  **77W, 779, A345, A346, A35K  
A380, B748, AN124**
- ONLY approved for  **WTC/L + WTC/M+  
B757, B767, A300, A310**
- Not suitable for TO/LDG except for  **WTC/L**



APPROVED RUNWAY ENTRY AND EXIT TAXIWAYS

ALL RUNWAYS



# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

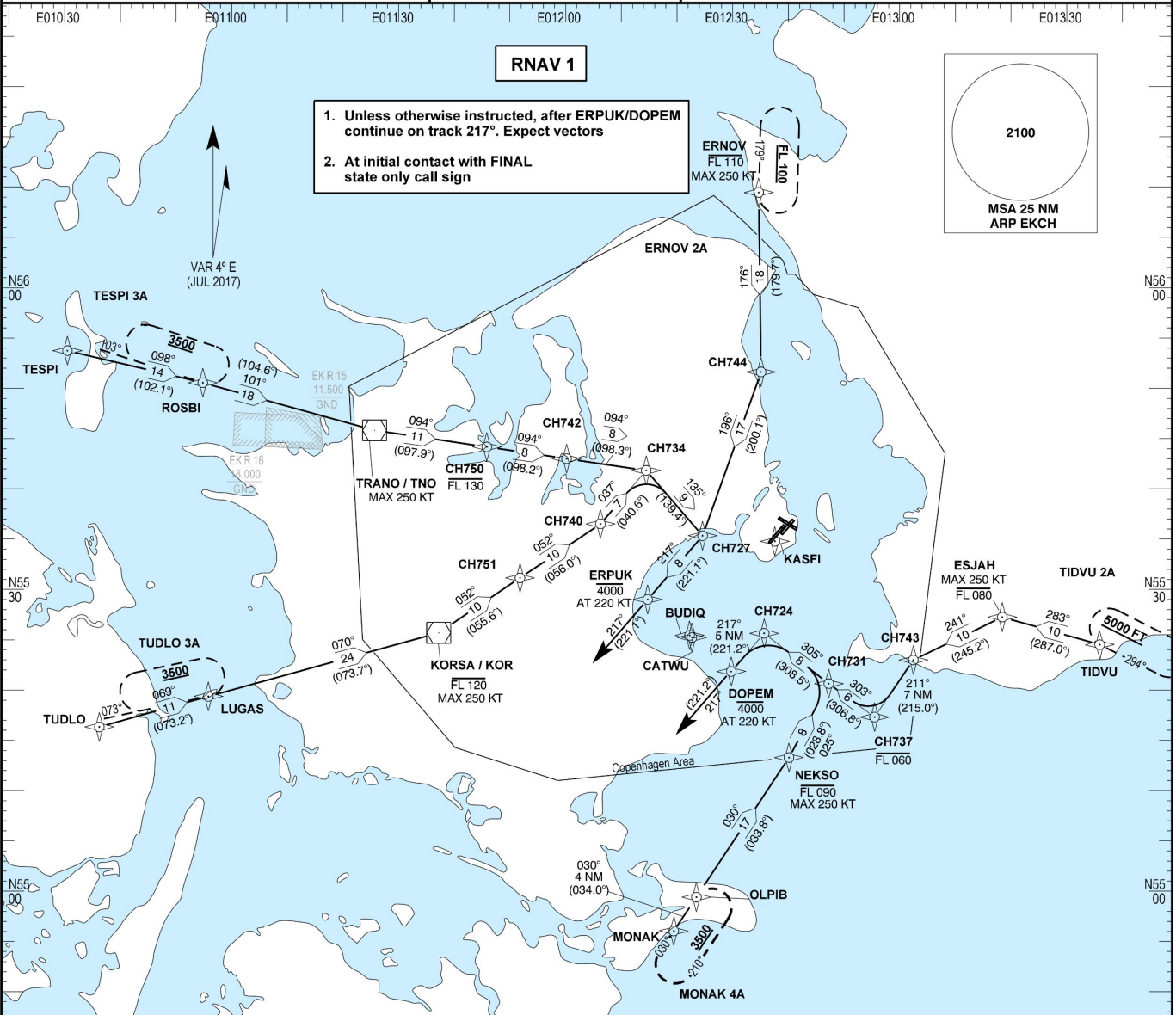
Transition altitude 5000  
 Bearings are magnetic (true)  
 ELEV / ALT in FT  
 DIST in NM

ATIS: 122.755

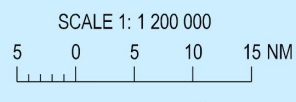
AD 2 - EKCH  
 RNAV STAR RWY 04 L / R - 1  
 København / Kastrup

TESPI 3A, TUDLO 3A, MONAK 4A, TIDVU 2A, ERNOV 2A

Changes : CDA and KAS VOR/DME and WPT BASLO withdrawn. WPT BUDIQ, CATWU, KASFI and OLPB added. STAR MONAK changed. Note 1. changed.



After ERPUK/DOPEM Continue on Track 217. Do NOT turn inbound! Expect vectors.



EKCH_W_APP 119.805 (TUDLO, TESPI, ERNOV)	EKCH_O_APP 118.455 (MONAK, TIDVU)	EKCH_F_APP 120.205 (Callsign only)	EKCH_A_TWR 118.105 (04L)	EKCH_D_TWR 119.355 (04R)
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At first contact with COPENHAGEN APPROACH, State AIRCRAFT TYPE and ATIS.

Comply with Turns, Speed and Altitude instructions immediately upon receipt

Strict Adherence to all instructions are required

Domestic traffic may flight plan to join TESPI arrival at TNO  
 Domestic traffic may flight plan to join TUDLO arrival at KOR

Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH632 equals approximate 32 miles to THR)

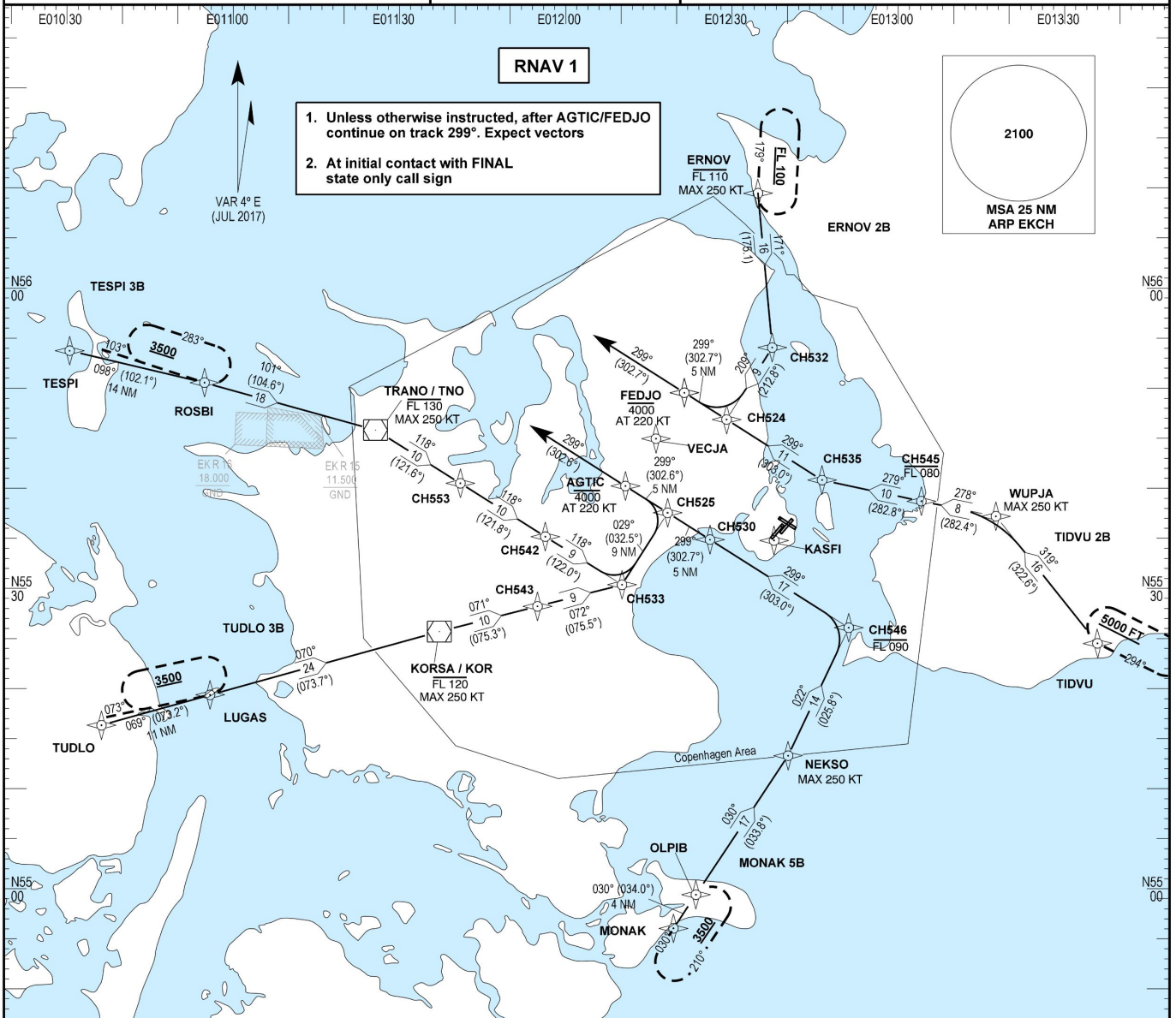
# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000  
 Bearings are magnetic (true)  
 ELEV / ALT in FT  
 DIST in NM

ATIS: 122.755

AD 2 - EKCH  
 RNAV STAR RWY 12 - 1  
 København / Kastrup

TESPI 3B, TUDLO 3B, MONAK 5B, TIDVU 2B, ERNOV 2B



After FEDJO/AGTIC Continue on Track 299. Do NOT turn inbound! Expect vectors.

EKCH\_W\_APP  
 119.805  
 (TUDLO, TESPI, ERNOV)

EKCH\_O\_APP  
 118.455  
 (MONAK, TIDVU)

EKCH\_F\_APP  
 120.205  
 (Callsign only)

EKCH\_A\_TWR  
 118.105  
 (12)

EKCH\_D\_TWR  
 119.355  
 (22R)

At first contact with COPENHAGEN APPROACH, State AIRCRAFT TYPE and ATIS.

Comply with Turns, Speed and Altitude instructions immediately upon receipt

Strict Adherence to all instructions are required

Domestic traffic may flight plan to join TESPI arrival at TNO  
 Domestic traffic may flight plan to join TUDLO arrival at KOR

Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH632 equals approximate 32 miles to THR)

Changes: CDA and KAS VOR/DME and WPT EPOXO withdrawn. WPT VECJA, KASFI and OLPB added. STAR MONAK changed. Note 1. changed.



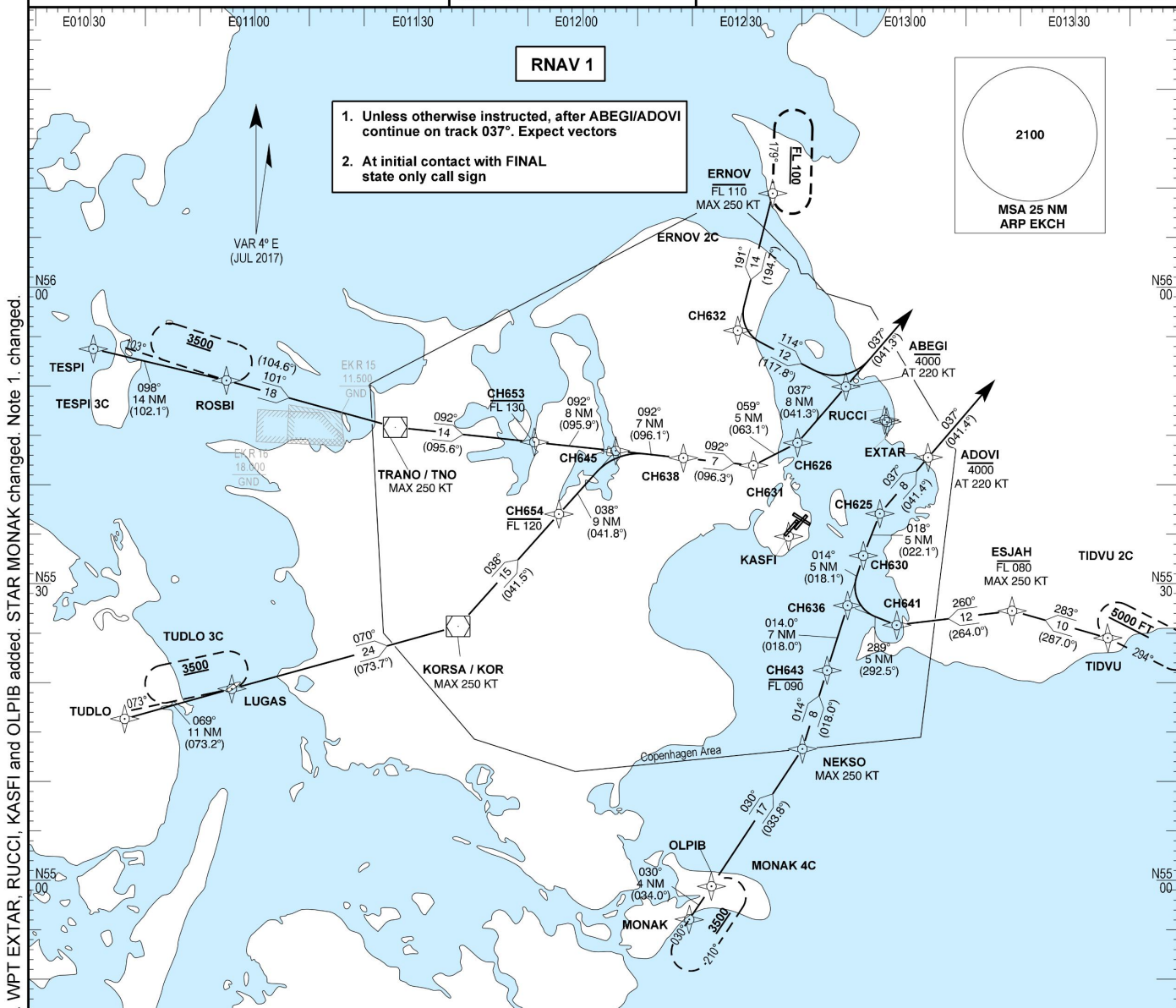
# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000  
 Bearings are magnetic (true)  
 ELEV / ALT in FT  
 DIST in NM

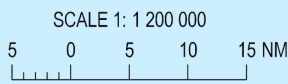
ATIS: 122.755

AD 2 - EKCH  
 RNAV STAR RWY 22 L / R - 1  
 København / Kastrup

TESPI 3C, TUDLO 3C, MONAK 4C, TIDVU 2C, ERNOV 2C



After ABEGI/ADOVI Continue on Track 037. Do NOT turn inbound! Expect vectors.



Changes : CDA and KAS VOR/DME and WPT LAMOCH and WPT LAMOCH withdrawn. WPT EXTAR, RUCCI, KASFI and OLPIB added. STAR MONAK changed. Note 1. changed.

EKCH_W_APP 119.805 (TUDLO, TESPI, ERNOV)	EKCH_O_APP 118.455 (MONAK, TIDVU)	EKCH_F_APP 120.205 (Callsign only)	EKCH_A_TWR 118.105 (22L)	EKCH_D_TWR 119.355 (22R)
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**At first contact with COPENHAGEN APPROACH, State AIRCRAFT TYPE and ATIS.**

**Comply with Turns, Speed and Altitude instructions immediately upon receipt**

**Strict Adherence to all instructions are required**

Domestic traffic may flight plan to join TESPI arrival at TNO  
 Domestic traffic may flight plan to join TUDLO arrival at KOR

Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH632 equals approximate 32 miles to THR)



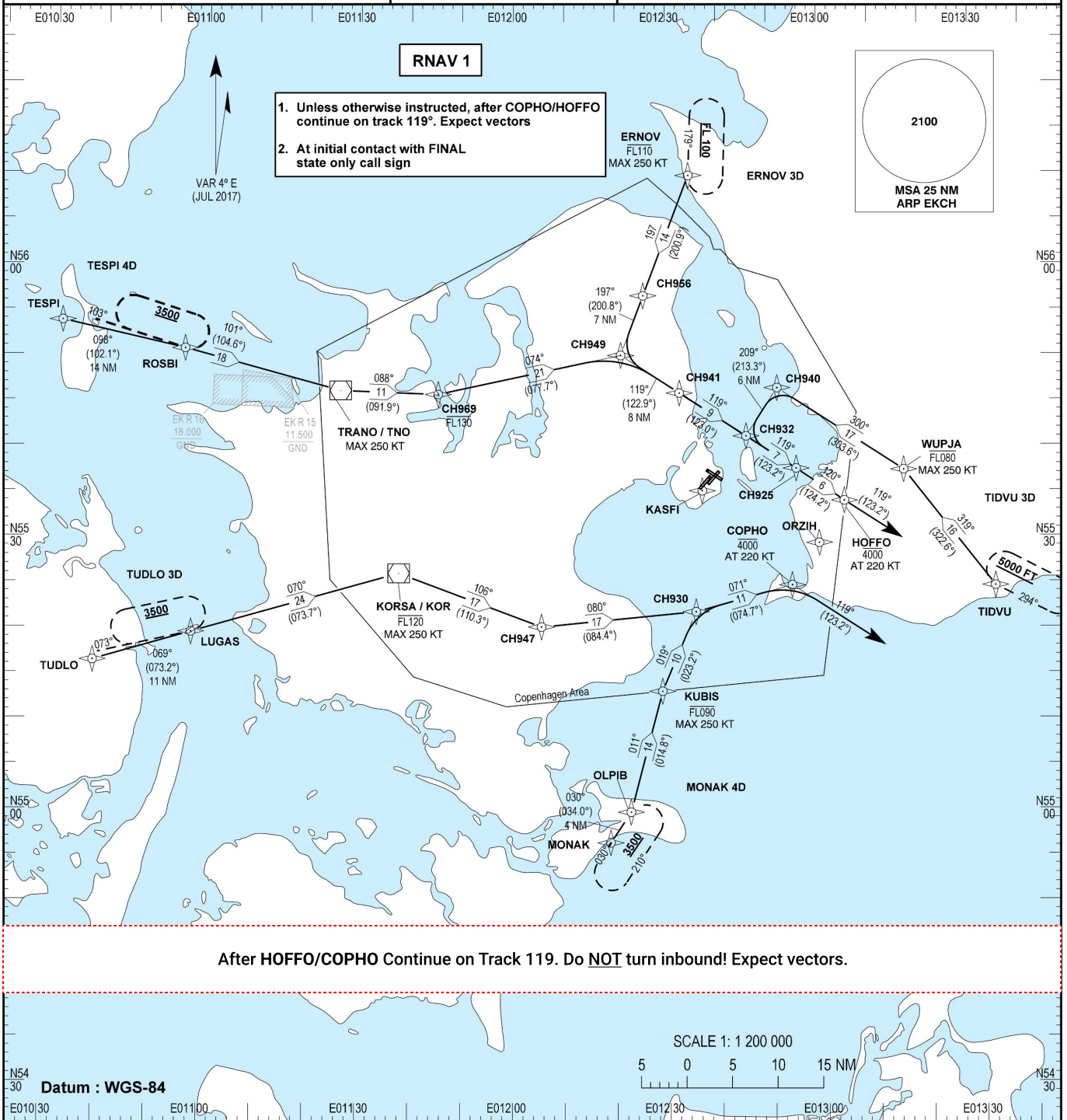
# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000  
 Bearings are magnetic (true)  
 ELEV / ALT in FT  
 DIST in NM

ATIS: 122.755

AD 2 - EKCH  
 RNAV STAR RWY 30 - 1  
 København / Kastrup

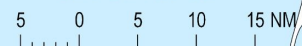
TESPI 4D, TUDLO 3D, MONAK 4D, TIDVU 3D, ERNOV 3D



After HOFFO/COPHO Continue on Track 119. Do NOT turn inbound! Expect vectors.

Datum : WGS-84

SCALE 1: 1 200 000



EKCH\_W\_APP  
 119.805  
 (TUDLO, TESPI, ERNOV)

EKCH\_O\_APP  
 118.455  
 (MONAK, TIDVU)

EKCH\_F\_APP  
 120.205  
 (Callsign only)

EKCH\_A\_TWR  
 118.105  
 (30)

EKCH\_D\_TWR  
 119.355  
 (22R)

At first contact with COPENHAGEN APPROACH, State AIRCRAFT TYPE and ATIS.

Comply with Turns, Speed and Altitude instructions immediately upon receipt

Strict Adherence to all instructions are required

Domestic traffic may flight plan to join TESPI arrival at TNO  
 Domestic traffic may flight plan to join TUDLO arrival at KOR

Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH632 equals approximate 32 miles to THR)

Changes : CDA and KAS VOR/DME, WPT ULTIS, HUF0H withdrawn, RNAV STAR ERNOV, MONAK, TESPI and TIDVU changed. Note 1. changed.



**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV : 17

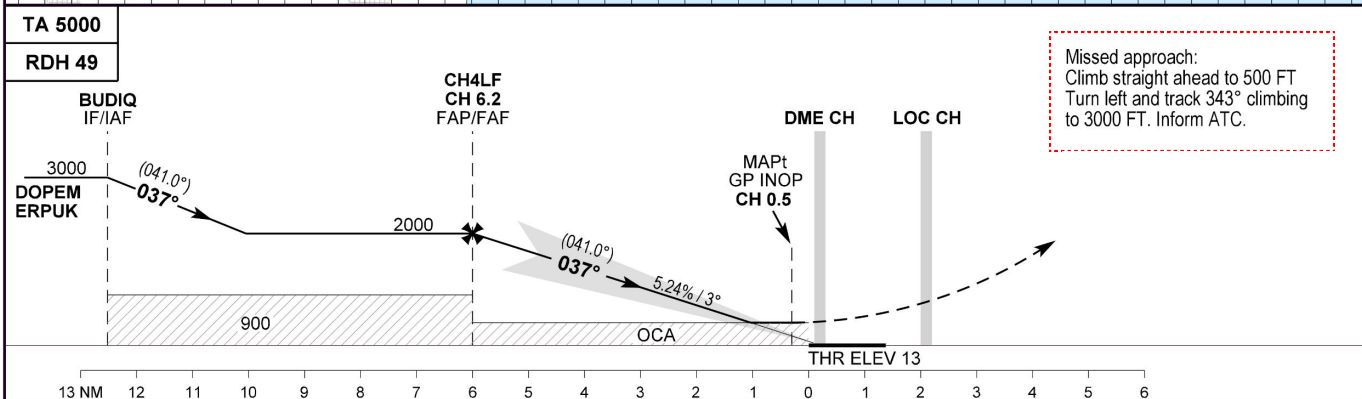
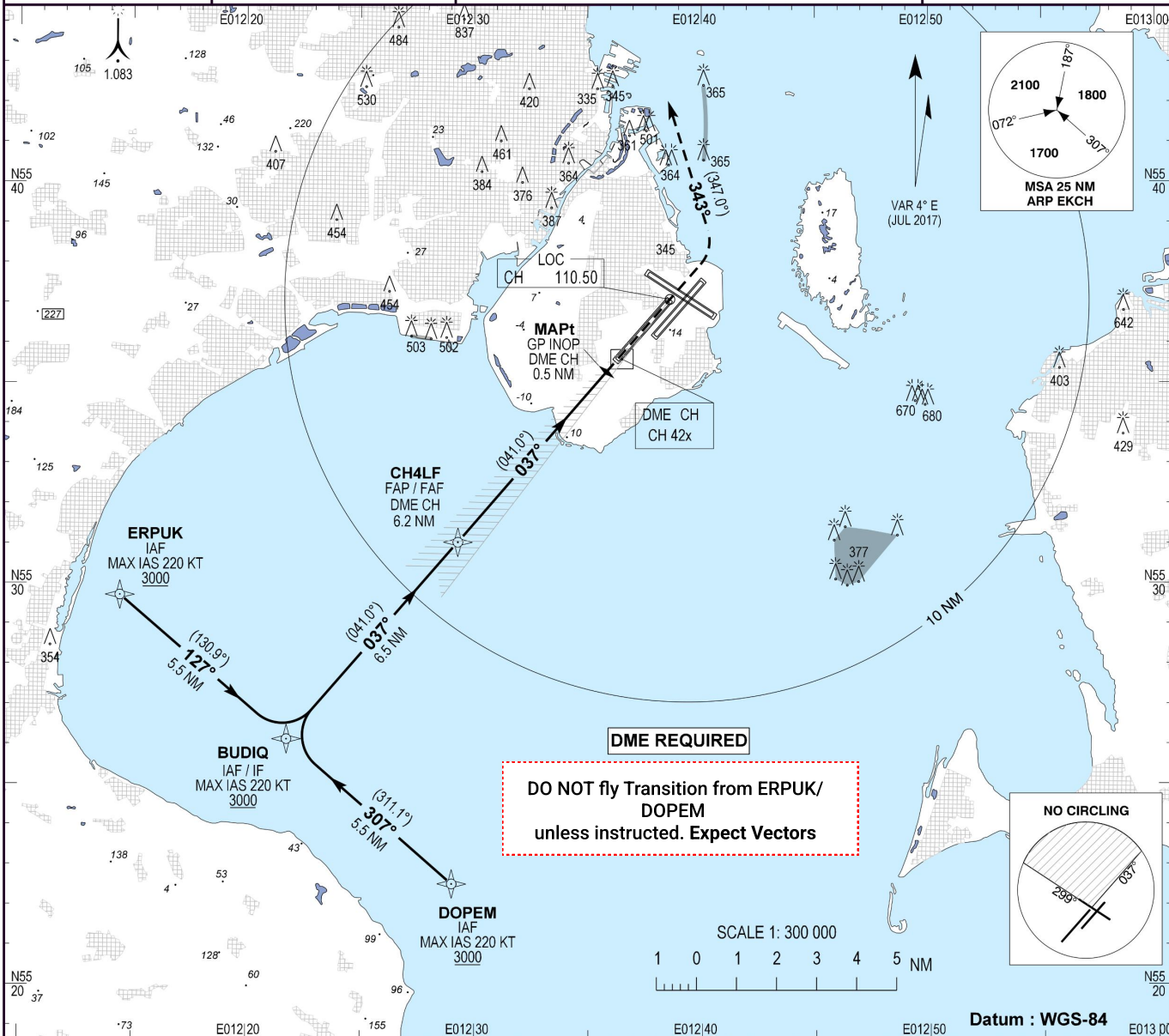
Bearings are magnetic (true)  
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805 In case of Missed Approach

Kastrup TWR : 118.105 118.705

ATIS : 122.755

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



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 *	420 (400)			
Circling **	580 (570)	590 (580)	1010 (990)	1010 (990)

**SPECIAL CONDITIONS**

Maintain last assigned altitude until intercepting the glide path  
\* Pass DME CH 2 NM not below 610 FT  
\*\*Circling for CAT C and D is not approved N of AD between center line RWY 04L and center line RWY 12.

	NM	2	3	4	5	6	7	8	9.3
DME OXS									
DIST to THR		1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
Nominal altitude		660	980	1300	1620	1940	2260	2580	3000

Changes : New chart.



**INSTRUMENT  
APPROACH  
CHART - ICAO**

AD ELEV : 17

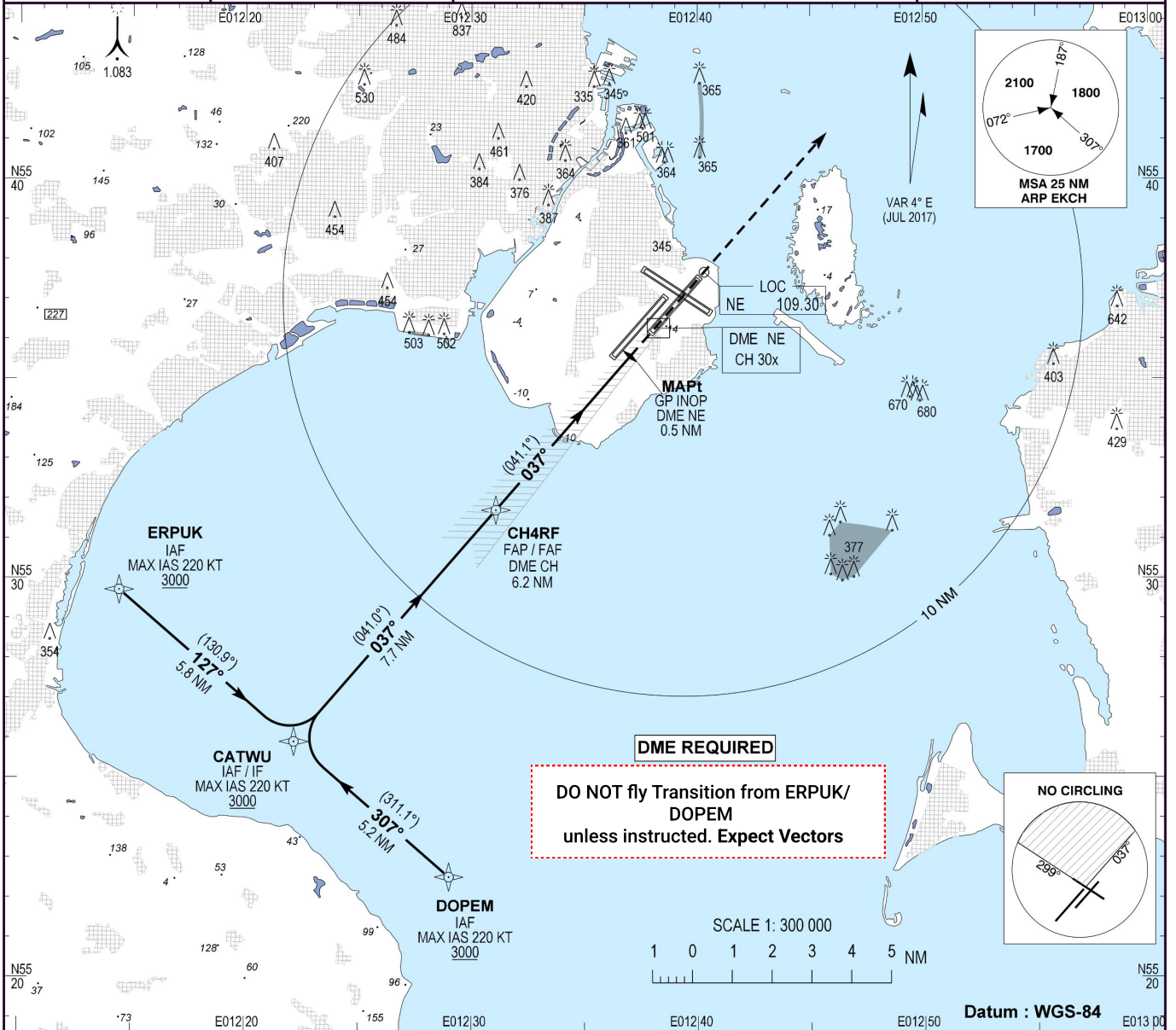
Bearings are magnetic (true)  
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805

Kastrup TWR : 118.105 118.705

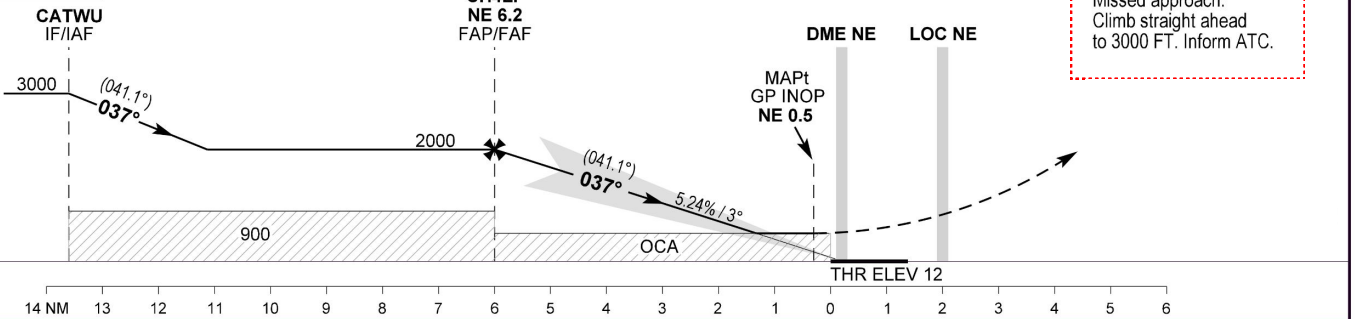
ATIS : 122.755

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



TA 5000

RDH 57



Changes : New chart.

OCA (H)	A	B	C	D
ILS	142 (130)	150 (138)	160 (148)	173 (161)
GP INOP	580 (560)			
Circling *	580 (560)	590 (570)	1010 (990)	1010 (990)

**SPECIAL CONDITIONS**

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 NE **	NM	2	3	4	5	6	7	8	9.3
DIST to THR	NM	2	3	4	5	6	7	8	9.2
Nominal altitude		710	1030	1350	1670	1980	2300	2620	3000

\*\* DME reads zero at treshold



**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV : 17

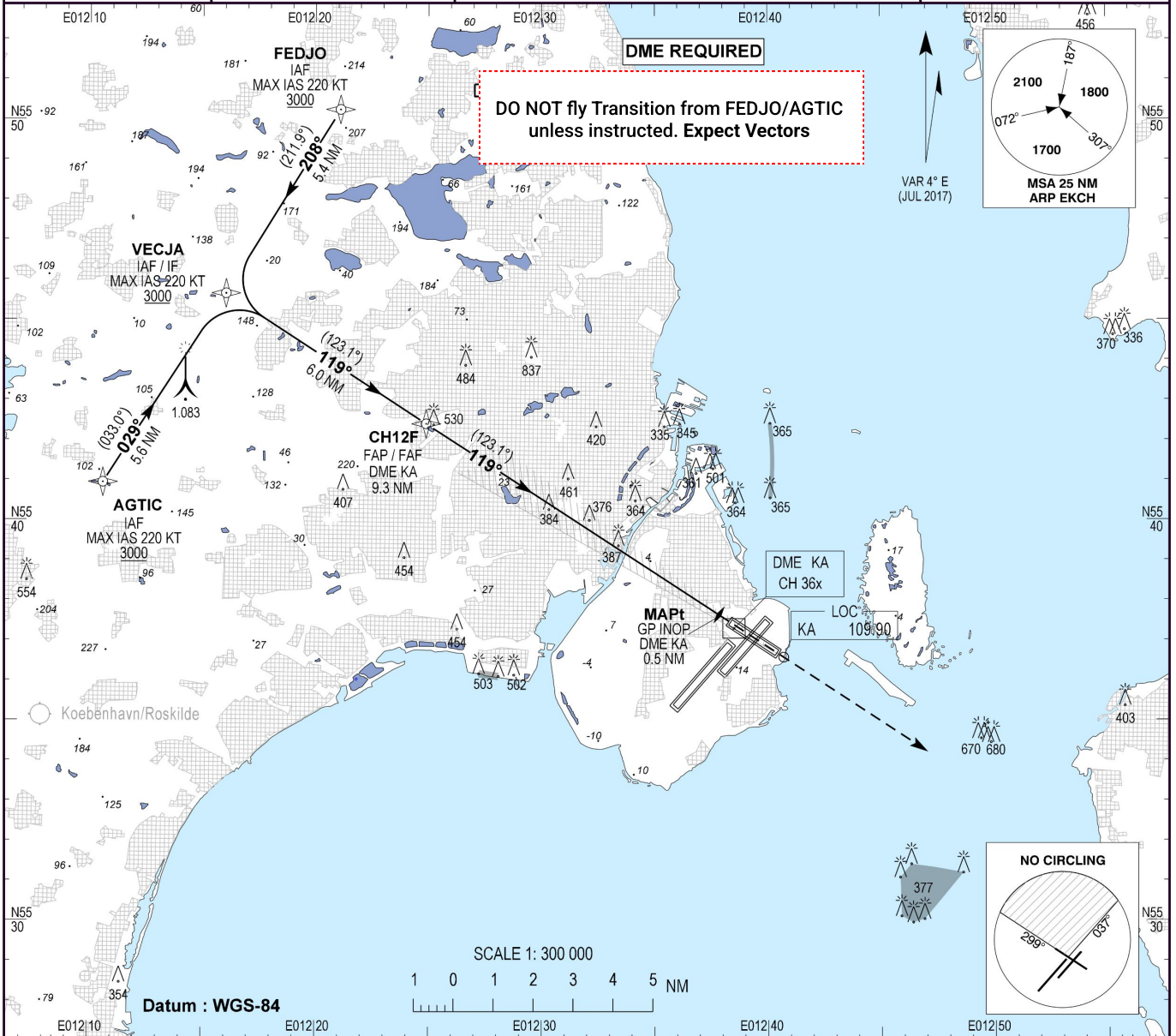
Bearings are magnetic (true)  
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805 In case of Missed Approach

Kastrup TWR : 118.105 118.705

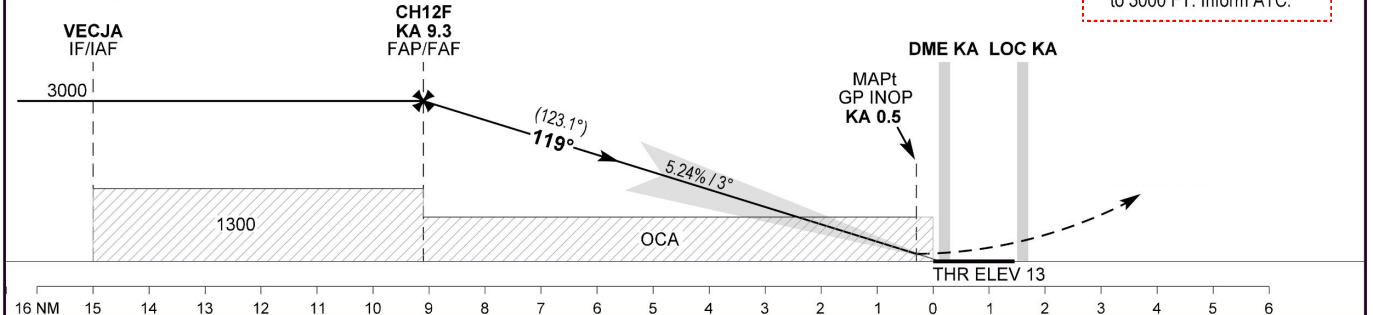
ATIS : 122.755

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



TA 5000  
RDH 49

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



OCA (H)	A	B	C	D
ILS	150 (137)	158 (145)	169 (156)	184 (171)
GP INOP *	780 (770)			
Circling **	790 (770)	790 (770)	1010 (990)	1010 (990)

**SPECIAL CONDITIONS**  
 Maintain last assigned altitude until intercepting the glide path  
 \* Pass DME KA 2.5 NM not below 650  
 \*\* Circling for CAT C and D is not approved N of AD between center line RWY 04L and center line RWY 12.

DME NE	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 : New chart.



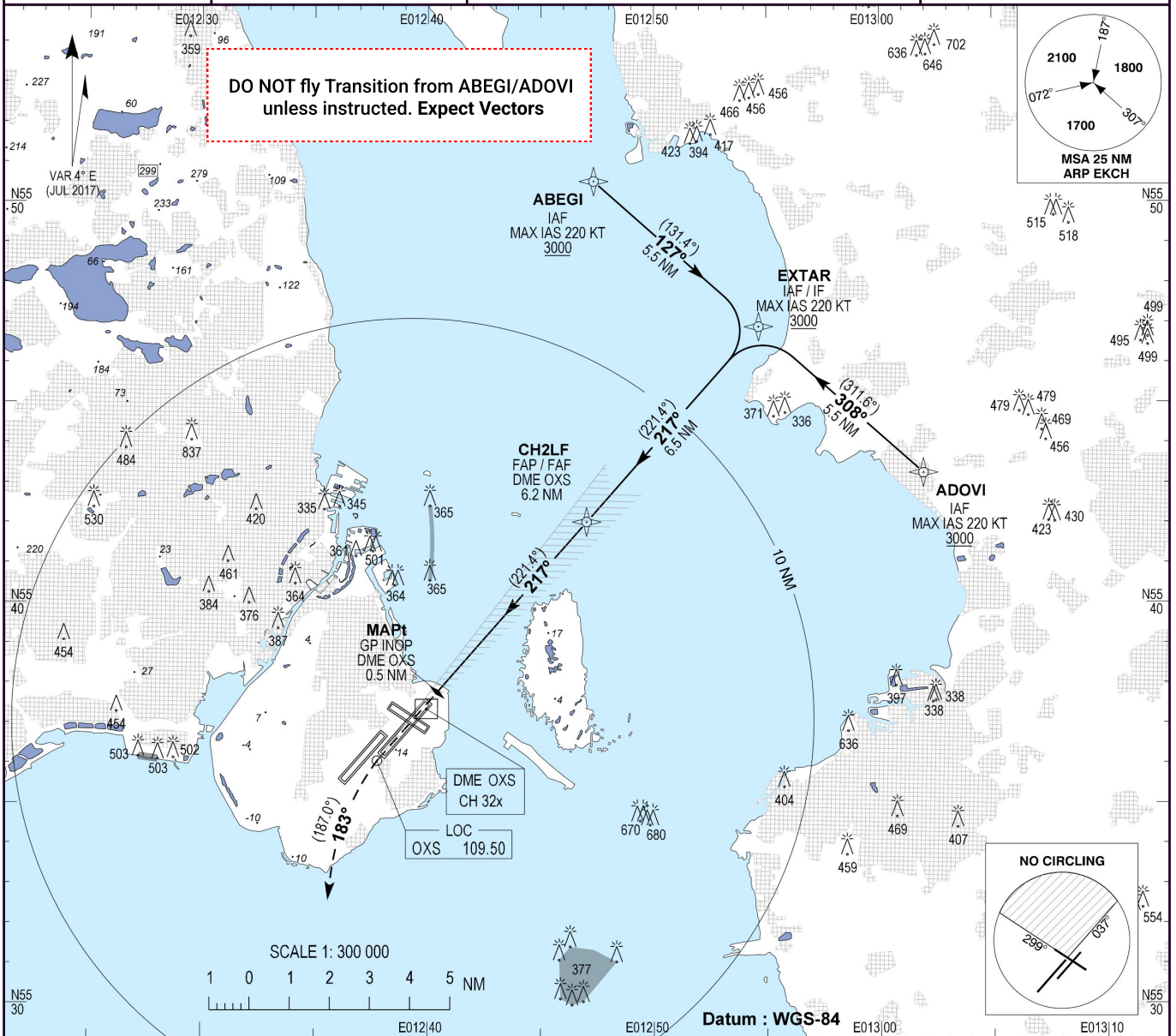
**INSTRUMENT APPROACH CHART - ICAO**

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

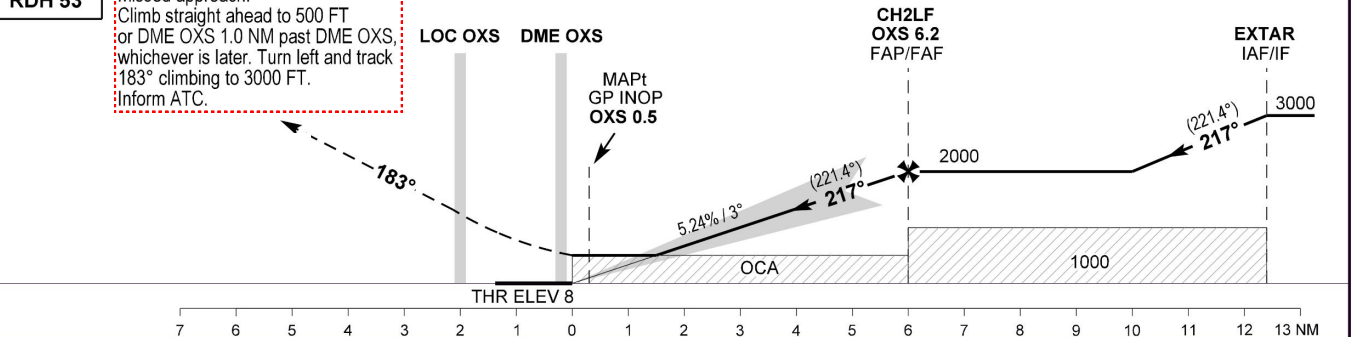
**AD 2 - EKCH**  
**ILS or LOC RWY 22L - 1**  
**(CAT I + II + III)**  
**København / Kastrup**



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.



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 **	580 (570)	590 (580)	1010 (1000)	1010 (1000)

**SPECIAL CONDITIONS**

Maintain last assigned altitude until intercepting the glide path

\* Pass DME OXS 5 NM not below 1500 FT, due to airspace considerations

\*\* 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	DIST to THR	Nominal altitude
	NM	NM	
	2	1.8	650
	3	2.8	970
	4	3.8	1290
	5	4.8	1600
	6	5.8	1930
	7	6.8	2250
	8	7.8	2570
	9.3	9.1	3000

**NOTE:**  
CAT III operations may take place without restrictions as the basic ILS surfaces are not penetrated.

Changes : New chart.



**INSTRUMENT  
APPROACH  
CHART - ICAO**

AD ELEV : 17

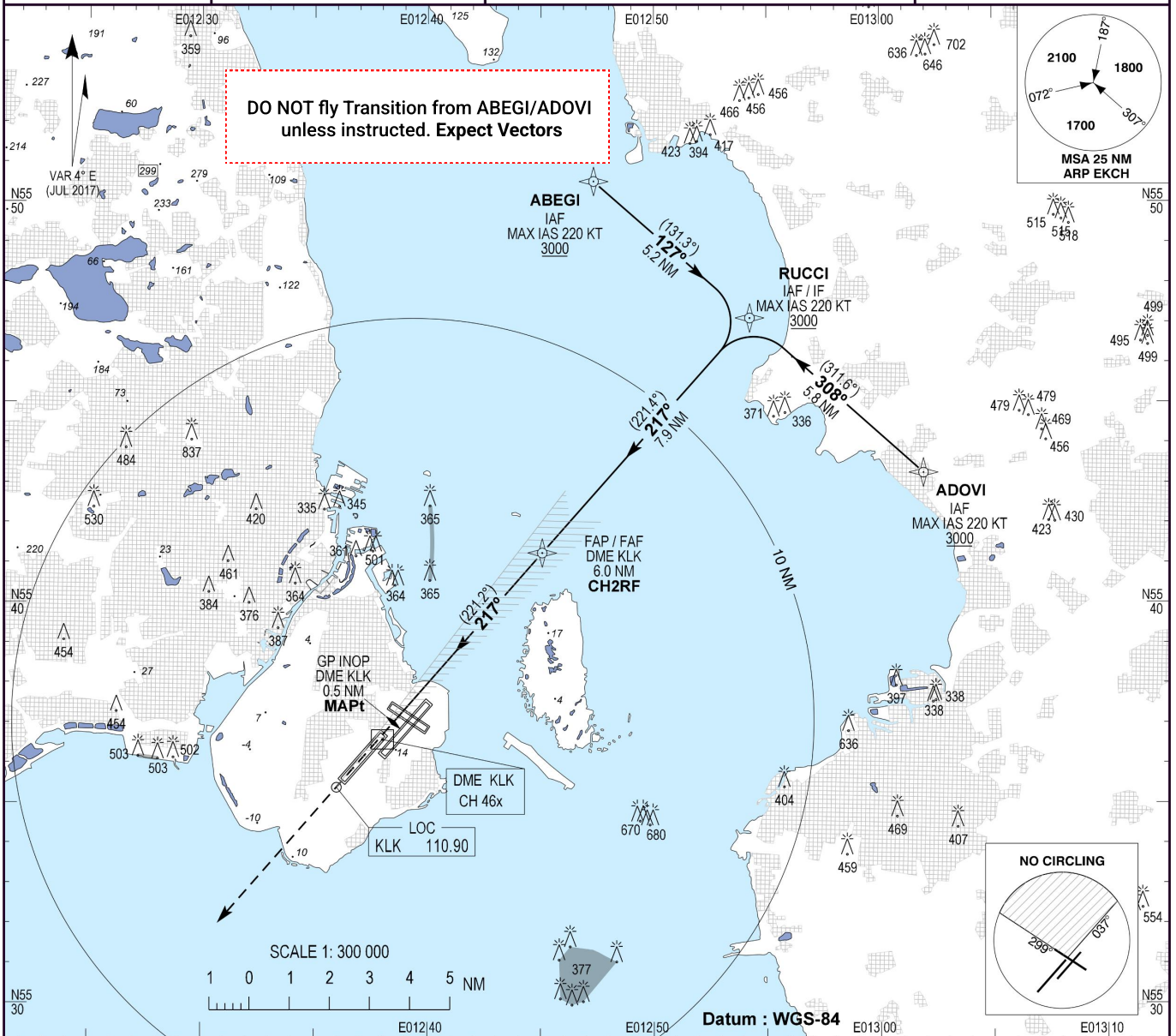
Bearings are magnetic (true)  
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805

Kastrup TWR : 118.105 118.705

ATIS : 122.755

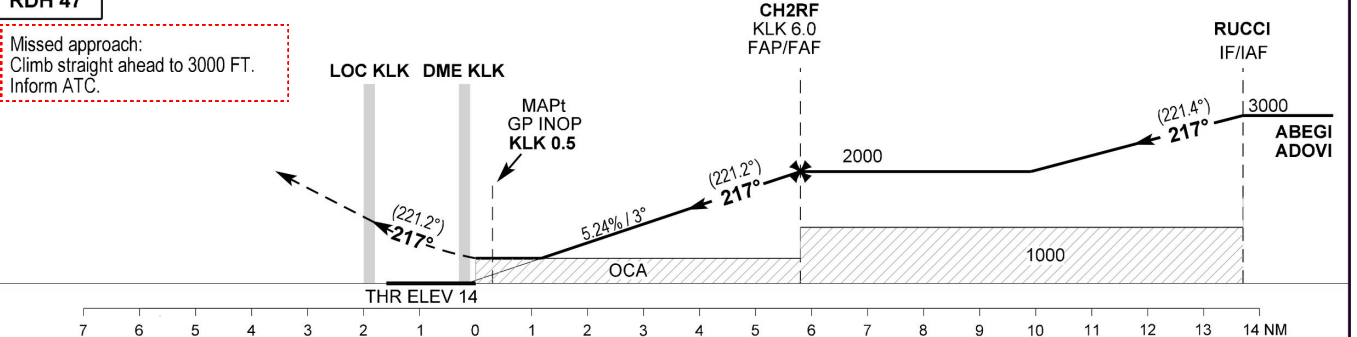
**AD 2 - EKCH  
ILS or LOC RWY 22R - 1  
København / Kastrup**



TA 5000

RDH 47

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



OCA (H)	A	B	C	D
ILS	167 (153)	177 (163)	186 (172)	196 (182)
GP INOP	450 (430)			
Circling *	580 (570)	590 (580)	1010 (990)	1010 (990)

**SPECIAL CONDITIONS**  
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	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 : New chart.



In case of Missed Approach

# INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

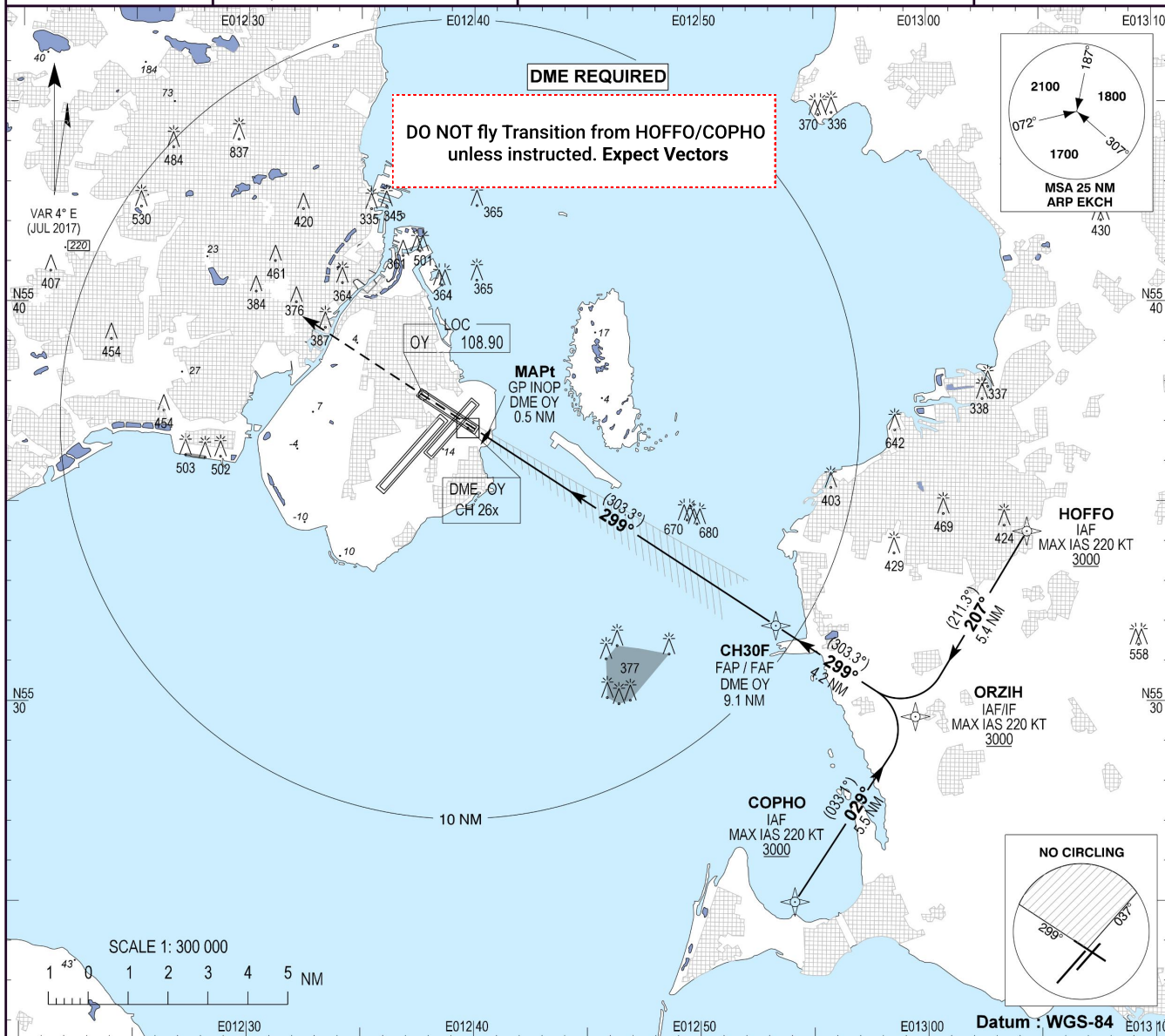
Bearings are magnetic (true)  
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805

Kastrup TWR : 118.105 118.705

ATIS : 122.755

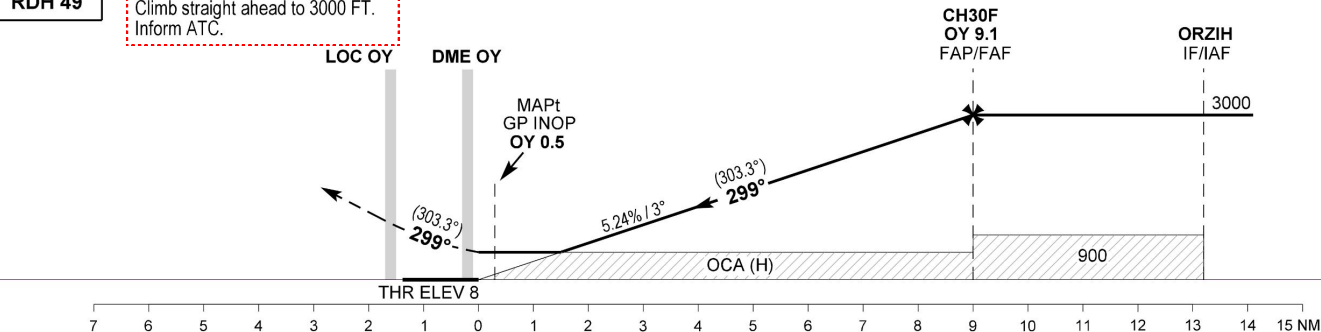
**AD 2 - EKCH**  
**ILS or LOC RWY 30 - 1**  
**København / Kastrup**



TA 5000

RDH 49

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



Changes : New chart.

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**

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 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

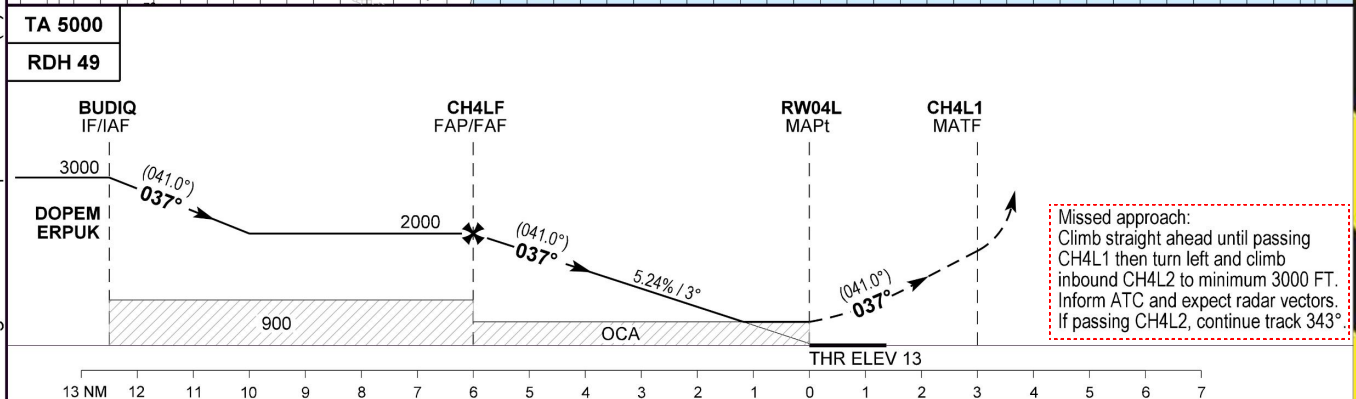


# Non-Precision Approach

<b>INSTRUMENT APPROACH CHART - ICAO</b>	AD ELEV : 17	Copenhagen APP : 119.805	EGNOS CH : 79832 E04A
	Bearings are magnetic (true) ELEV, ALT and HGT in FT	Kastrup TWR : 118.105 118.705	
		ATIS : 122.755	<b>AD 2 - EKCH RNP RWY 04L - 1 København / Kastrup</b>



Changes: No circling area added in planview. OCA (H) values changed. Missed approach bearings changed.



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
LPV	148 (135)	158 (145)	168 (155)	178 (165)	* 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.
LNAV / VNAV *	225 (212)	235 (222)	245 (232)	254 (241)	
LNAV	420 (400)	420 (400)	420 (400)	420 (400)	
Circling **	590 (570)	600 (580)	1010 (990)	1010 (990)	

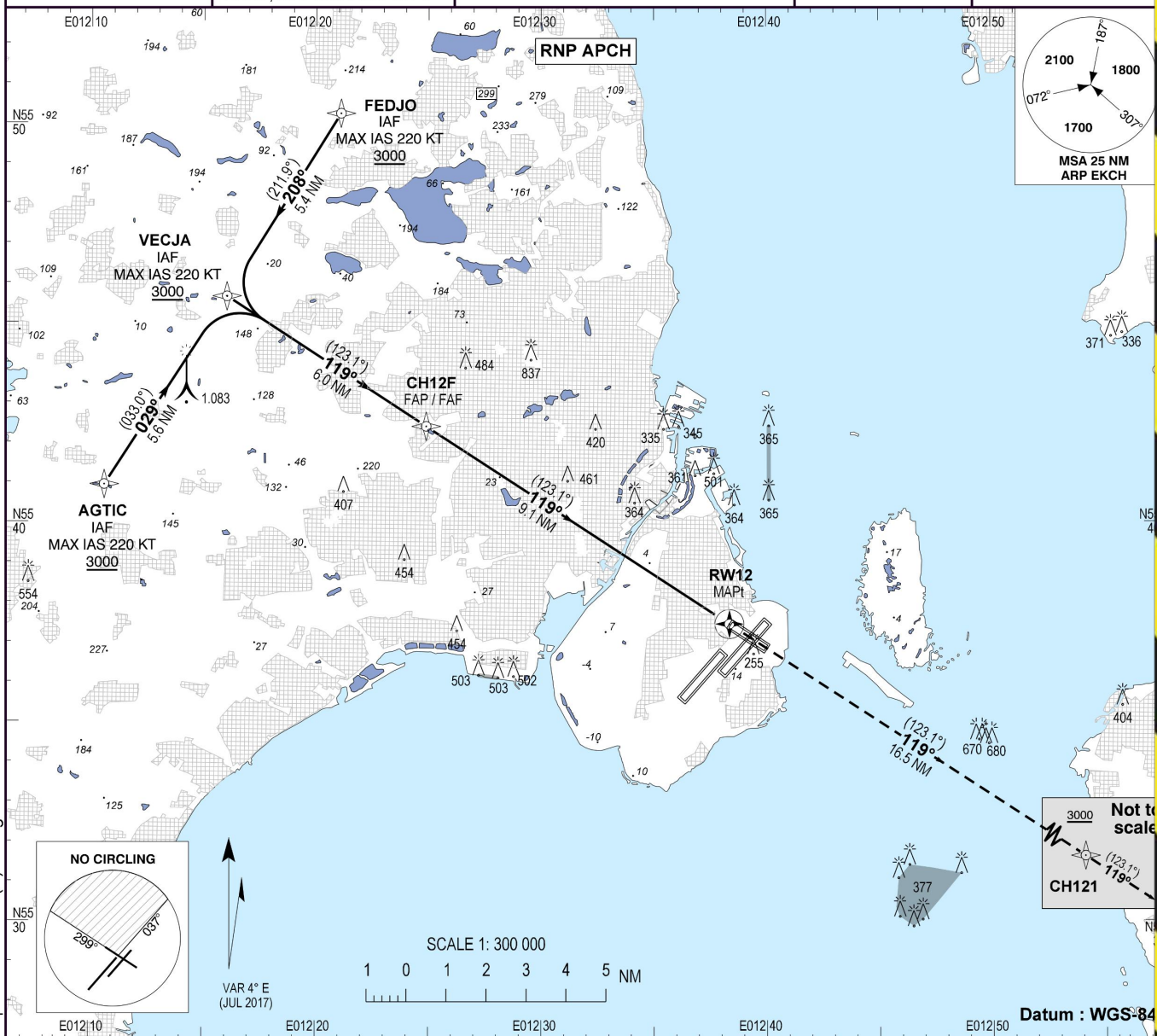
  

DIST to RW04L	NM	1	2	3	4	5
Nominal altitude		382	703	1026	1351	1677

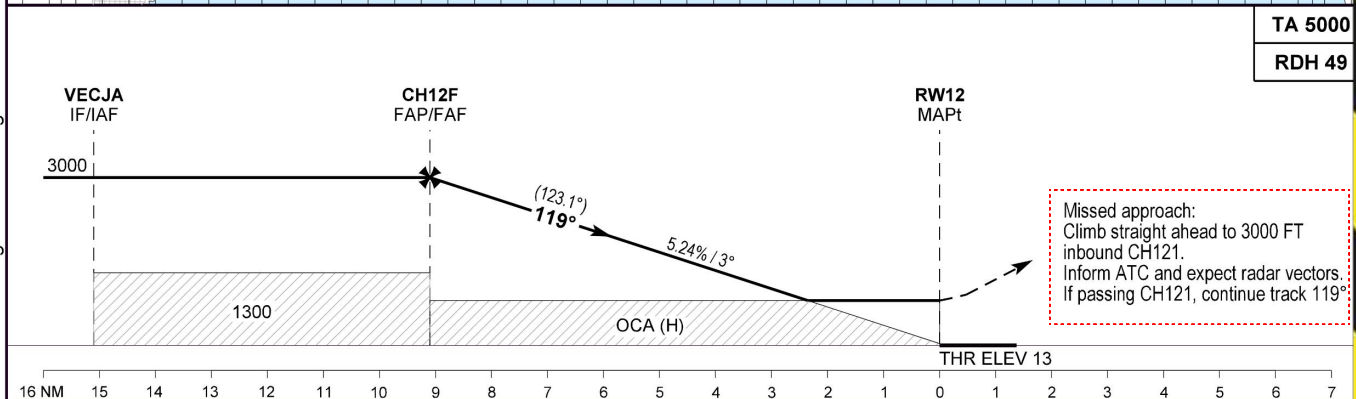


# Non-Precision Approach

<b>INSTRUMENT APPROACH CHART - ICAO</b>	AD ELEV : 17	Copenhagen APP : 119.805	EGNOS CH : 91971 E12A	<b>AD 2 - EKCH RNP RWY 12 - 1 København / Kastrup</b>
	Bearings are magnetic (true) ELEV, ALT and HGT in FT	Kastrup TWR : 118.105 118.705	ATIS : 122.755	



Changes : EGNOS CH changed. No circling area added in planview. OCA (H) changed. AD OBST added.



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
LPV	150 (137)	158 (145)	169 (156)	184 (171)	* 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.
LNAV / VNAV *	340 (330)	350 (340)	360 (350)	370 (360)	
LNAV	790 (780)	790 (780)	780 (770)	780 (770)	
Circling **	560 (550)	590 (580)	1010 (1000)	1010 (1000)	

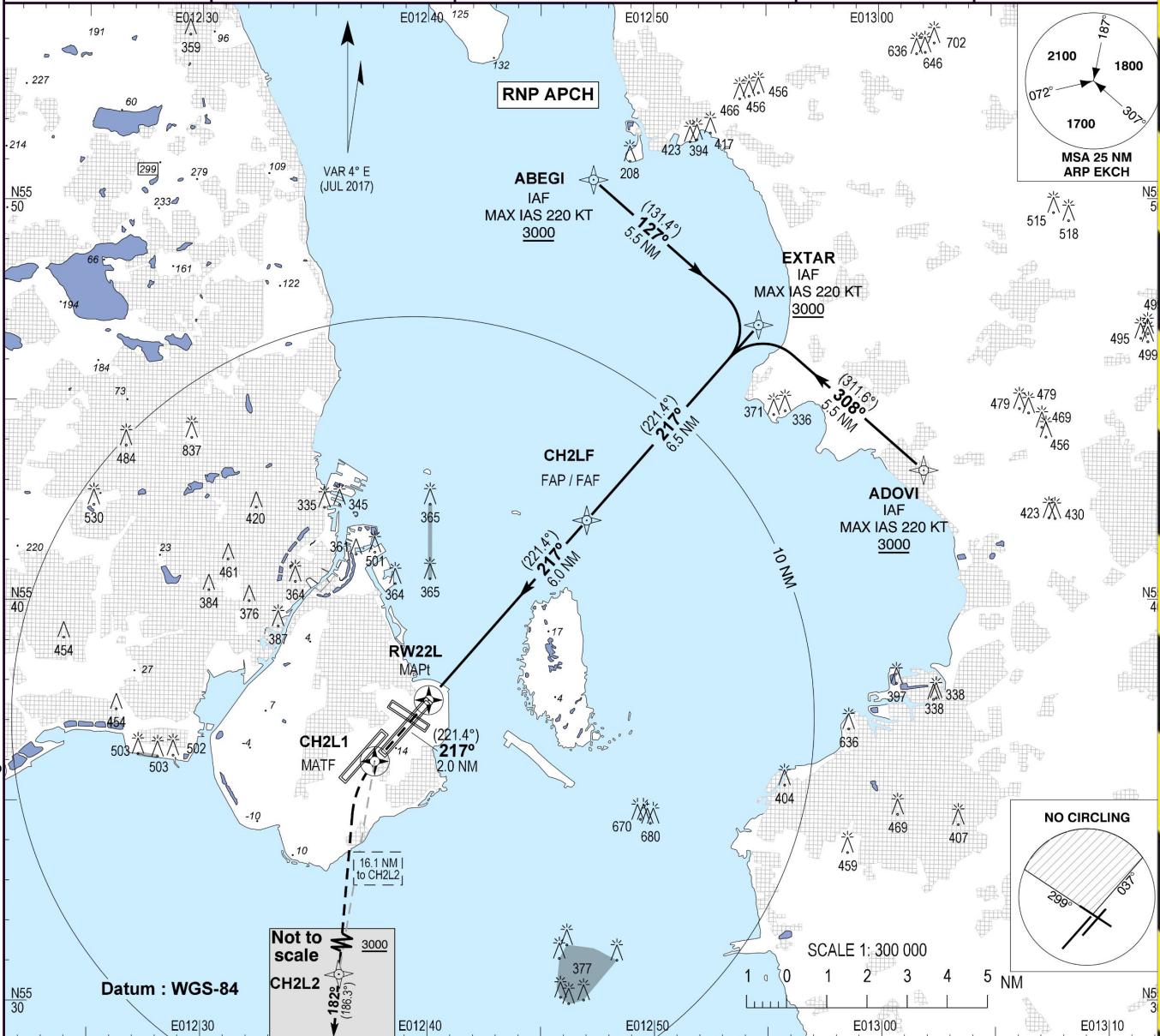
  

DIST to RWY12	NM	2	3	4	5	6	7	8	9.1
Nominal altitude		710	1020	1350	1680	2010	2340	2670	3000

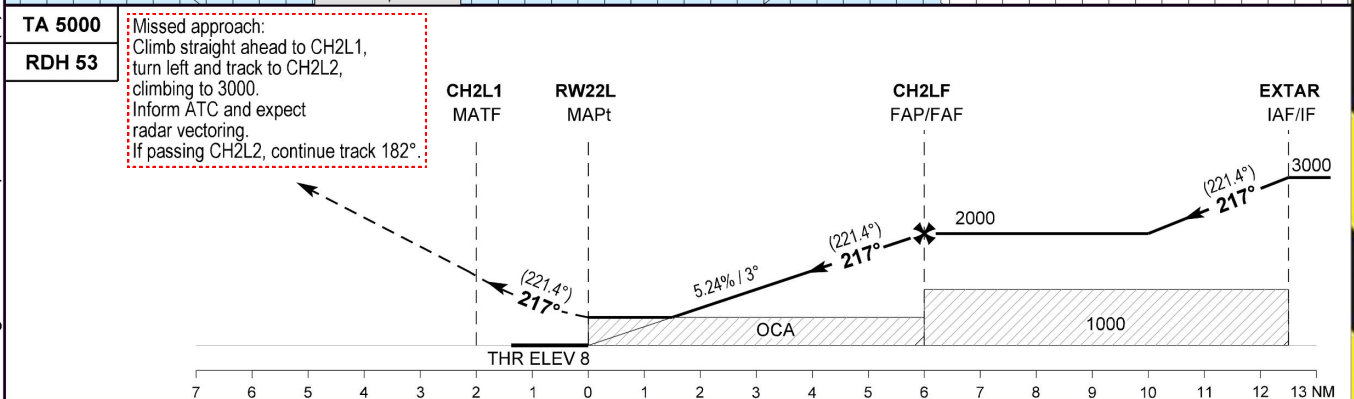


# Non-Precision Approach

<b>INSTRUMENT APPROACH CHART - ICAO</b>	AD ELEV : 17	Copenhagen APP : 119.805	EGNOS CH : 48570 E22A
	Bearings are magnetic (true) ELEV, ALT and HGT in FT	Kastrup TWR : 118.105 118.705	
		ATIS : 122.755	<b>AD 2 - EKCH RNP RWY 22L - København / Kastrup</b>



Changes: No circling area added in planview. OCA (H) values and Nominal altitudes changed.



	A	B	C	D/DL
OCA (H)				
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)
DIST to RW22L	NM	2	3	4
Nominal altitude		700	1015	1335

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.

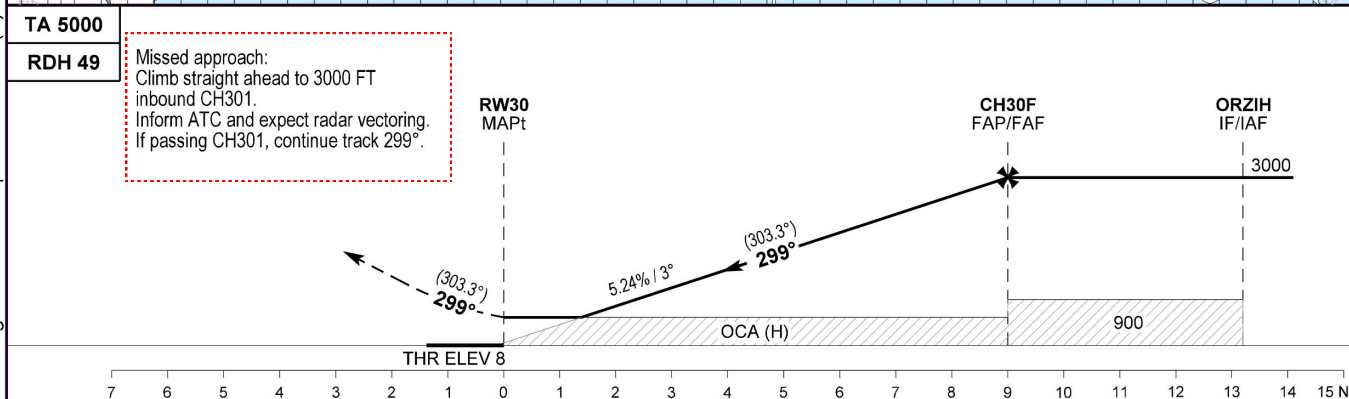


# Non-Precision Approach

<b>INSTRUMENT APPROACH CHART - ICAO</b>	AD ELEV : 17	Copenhagen APP : 119.805	EGNOS CH : 91971 E30A	<b>AD 2 - EKCH RNP RWY 30 - 1 København / Kastrup</b>
	Bearings are magnetic (true) ELEV, ALT and HGT in FT	Kastrup TWR : 118.105 118.705 ATIS : 122.755		



Changes: No circling area added in planview. OCA (H) changed. WPT HUFOH withdrawn and replaced by HOFFO and bearings /DIST to ORZIH changed.



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
LPV	141 (133)	149 (141)	159 (151)	168 (160)	* 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.
LNAV / VNAV *	400 (390)	410 (400)	410 (400)	420 (410)	
LNAV	510 (500)				
Circling **	560 (550)	590 (580)	1010 (1000)	1010 (1000)	

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



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

Transition altitude 5000  
 Bearings are magnetic (true)  
 ELEV / ALT in FT  
 DIST in NM

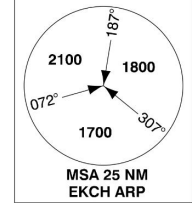
**AD 2 - EKCH**  
**RNAV SID RWY 04 L - 1**  
**København / Kastrup**  
 BETUD 2E, NEXEN 2E, KOPEX 2E, LANGO 2E, ODDON 1E  
 GOLGA 3E, VEDAR 3E, KEMAX 2E, SIMEG 2E, SALLO 1E

Initial Climb  
**FL70**

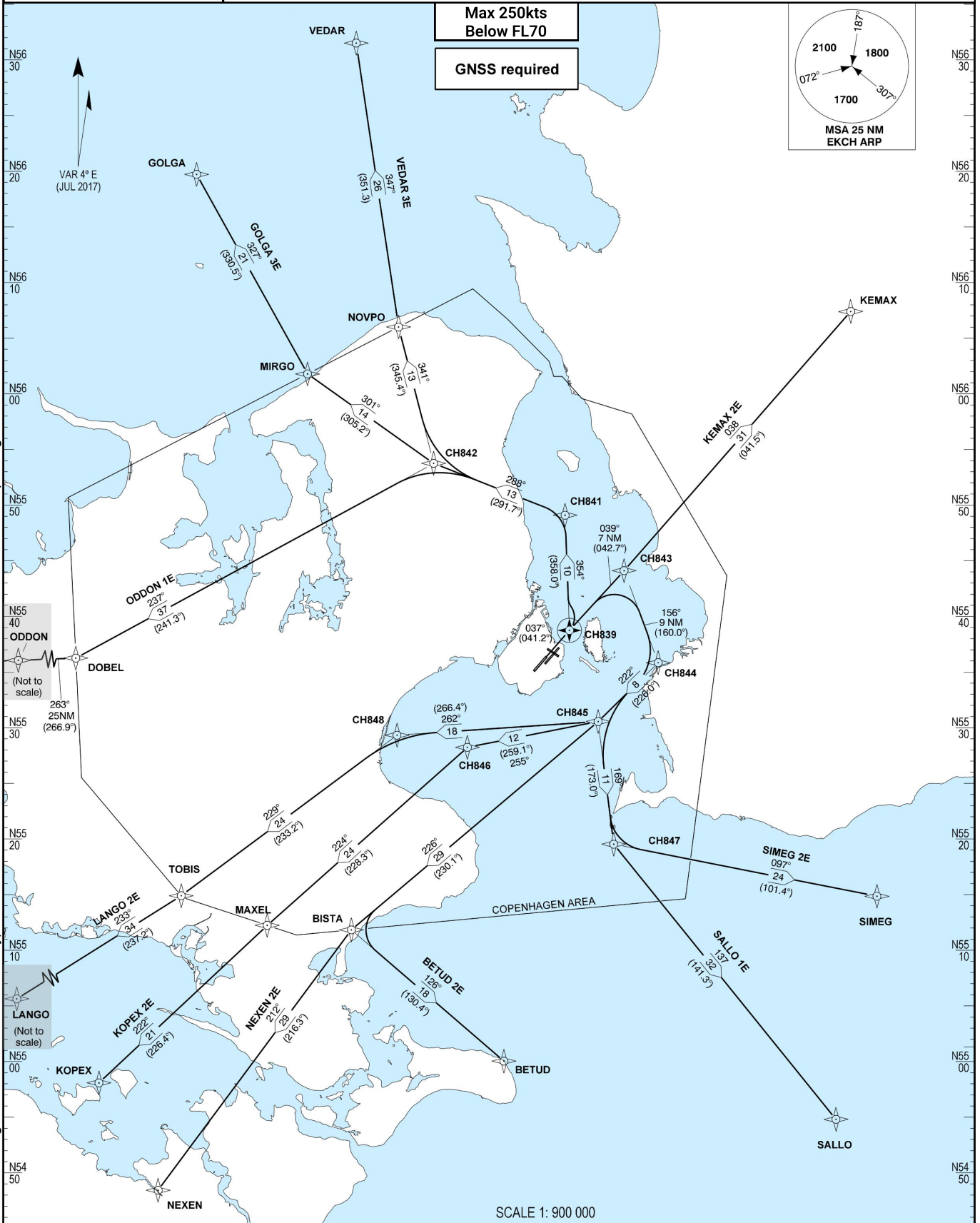
After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980  
 If offline see bottom of the chart

Max 250kts  
 Below FL70

GNSS required



Changes: ODN withdrawn and waypoint ODDON 3E added, ODDON 1E added, Copenhagen Area added



SID NEXEN/LANGO are for JET aircraft ONLY  
 SID KOPEX is for PROP aircraft ONLY  
 SID BETUD Not for use

If no DEP and two APP online:  
 KEMAX, SIMEG, SALLO, NEXEN, LANGO, KOPEX: 118.455  
 ODN, GOLGA, VEDAR: 119.805



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

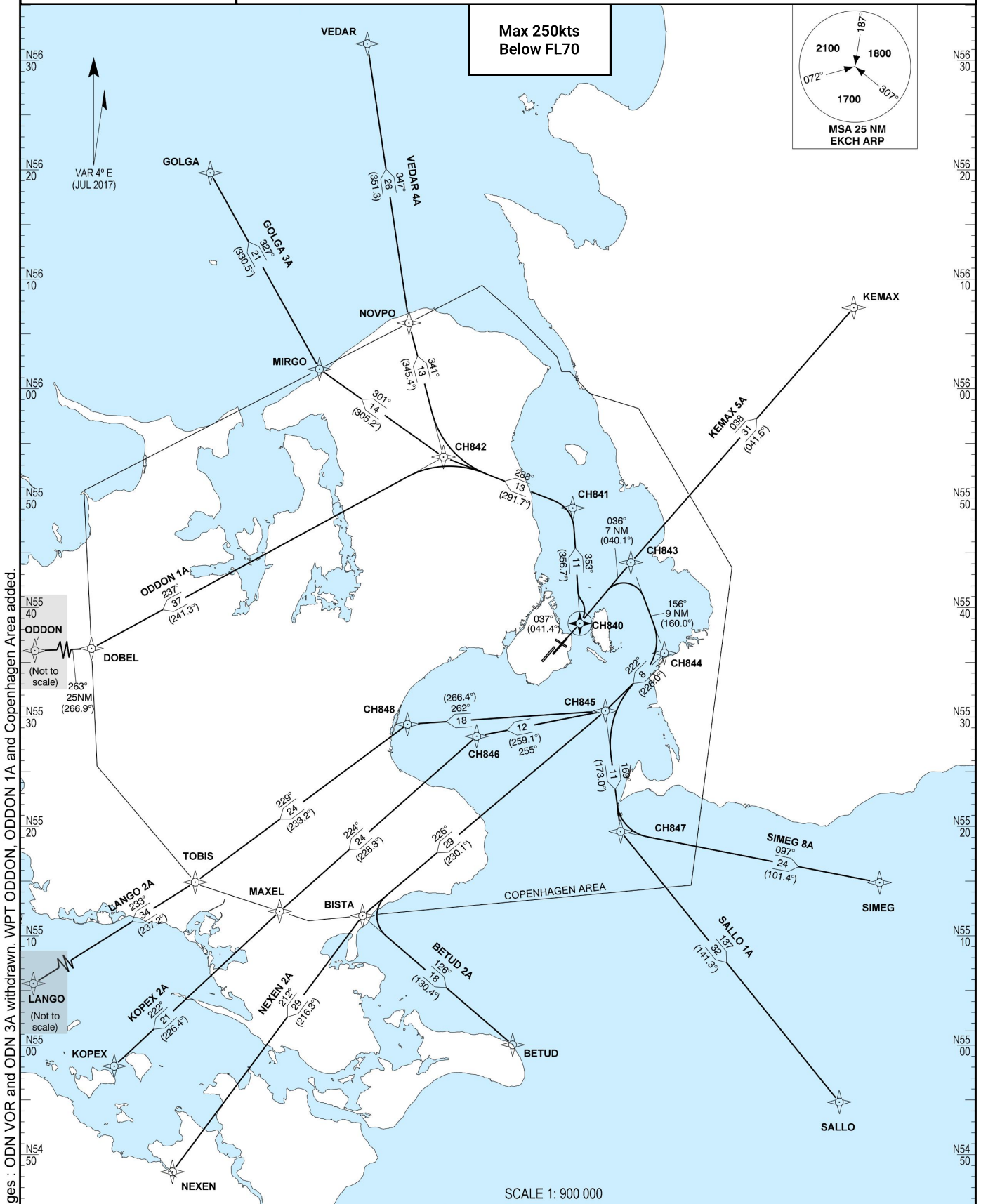
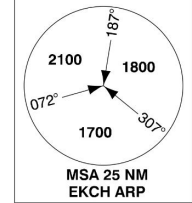
Transition altitude 5000  
Bearings are magnetic (true)  
ELEV / ALT in FT  
DIST in NM

**AD 2 - EKCH**  
**RNAV SID RWY 04 R - 1**  
**København / Kastrup**  
BETUD 2A, NEXEN 2A, KOPEX 2A, LANGO 2A, ODDON 1A  
GOLGA 3A, VEDAR 4A, KEMAX 5A, SIMEG 8A, SALLO 1A

Initial Climb  
**FL70**

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980  
If offline see bottom of the chart

Max 250kts  
Below FL70



Changes : ODN VOR and ODN 3A withdrawn. WPT ODDON, ODDON 1A and Copenhagen Area added.

SID NEXEN/LANGO are for JET aircraft ONLY  
SID KOPEX is for PROP aircraft ONLY  
SID BETUD Not for use

If no DEP and two APP online:  
KEMAX, SIMEG, SALLO, NEXEN, LANGO, KOPEX: 118.455  
ODN, GOLGA, VEDAR: 119.805



# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

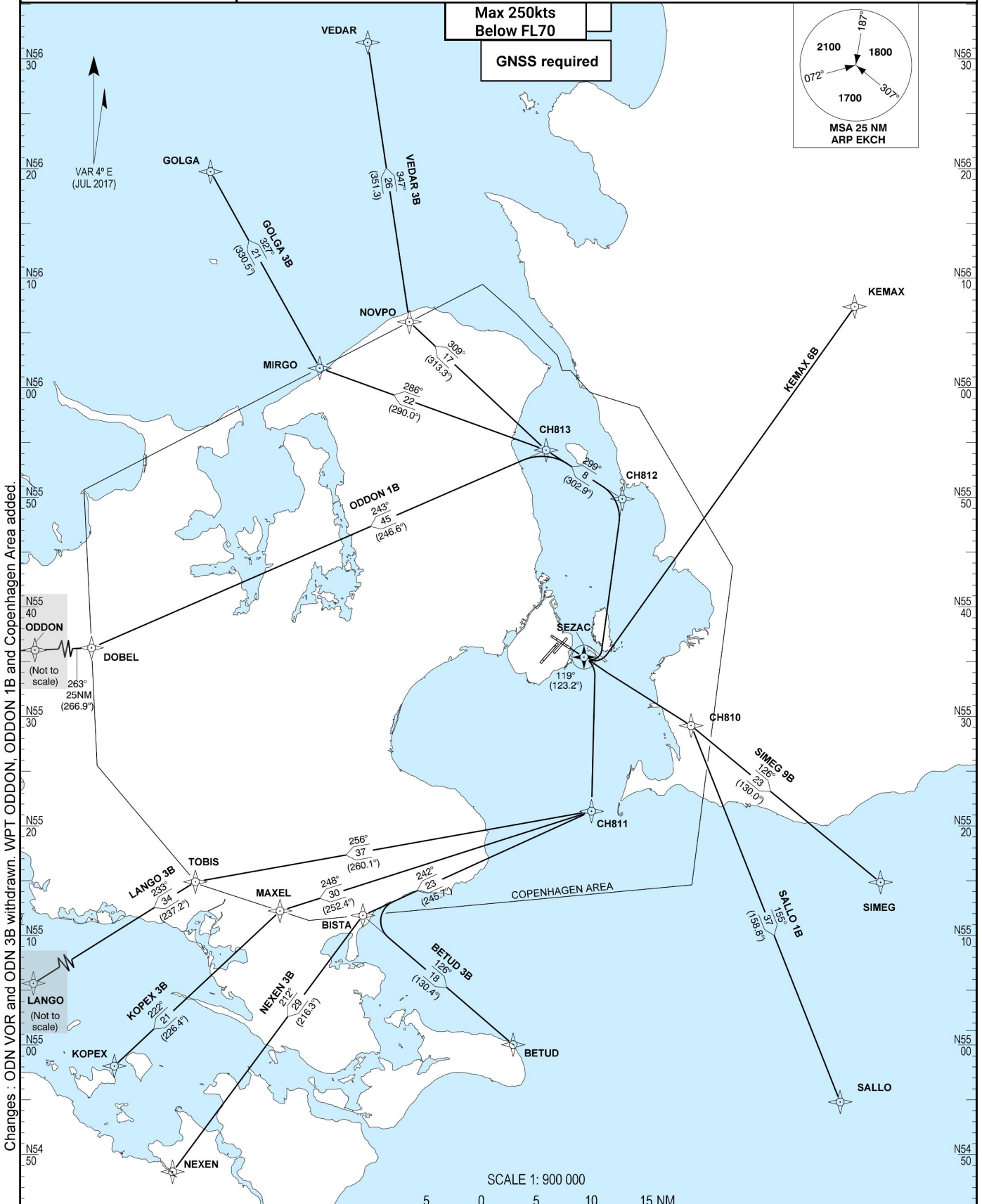
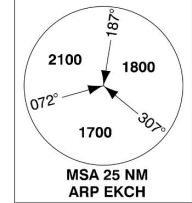
Transition altitude 5000  
 Bearings are magnetic (true)  
 ELEV / ALT in FT  
 DIST in NM

**AD 2 - EKCH**  
**RNAV SID RWY 12 - 1**  
**København / Kastrup**  
 KEMAX 6B, SIMEG 9B, SALLO 1B, BETUD 3B, NEXEN 3B,  
 KOPEX 3B, LANGO 3B, ODDON 1B, GOLGA 3B, VEDAR 3B

Initial Climb  
**4000'**

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980  
 If offline see bottom of the chart

Max 250kts  
 Below FL70  
**GNSS required**



SID NEXEN/LANGO are for JET aircraft ONLY  
 SID KOPEX is for PROP aircraft ONLY  
 SID BETUD Not for use

If no DEP and two APP online:  
 KEMAX, SIMEG, SALLO, NEXEN, LANGO, KOPEX: 118.455  
 ODN, GOLGA, VEDAR: 119.805

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

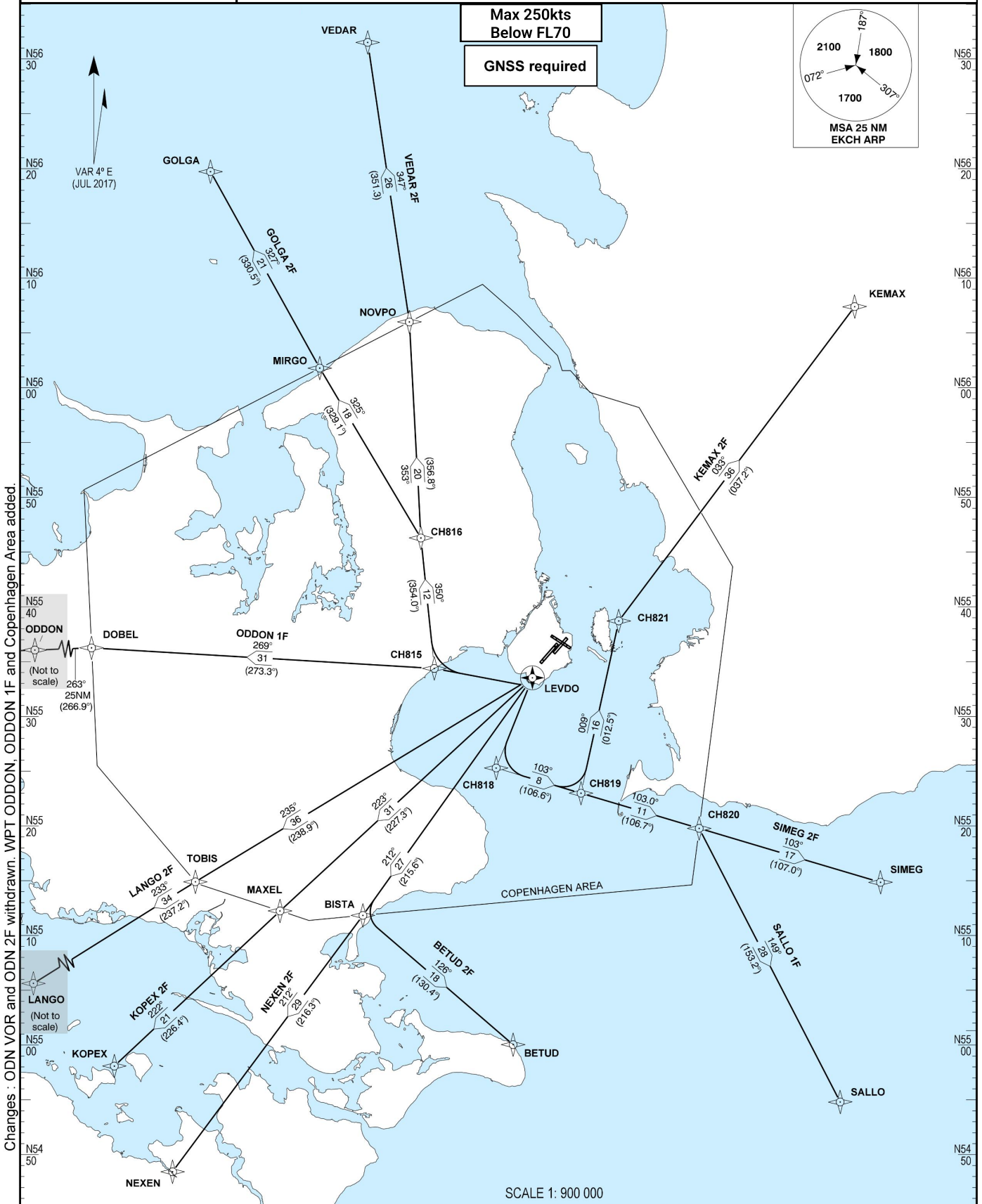
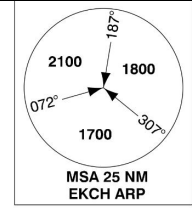
Transition altitude 5000  
 Bearings are magnetic (true)  
 ELEV / ALT in FT  
 DIST in NM

**AD 2 - EKCH**  
**RNAV SID RWY 22 L - 1**  
**København / Kastrup**  
 BETUD 2F, NEXEN 2F, KOPEX 2F, LANGO 2F, ODDON 1F  
 GOLGA 2F, VEDAR 2F, KEMAX 2F, SIMEG 2F, SALLO 1F

Initial Climb  
**FL70**

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980  
 If offline see bottom of the chart

Max 250kts  
 Below FL70  
 GNSS required



Changes: ODN VOR and ODN 2F withdrawn. WPT ODDON, ODDON 1F and Copenhagen Area added.

SCALE 1: 900 000

SID NEXEN/LANGO are for JET aircraft ONLY  
 SID KOPEX is for PROP aircraft ONLY  
 SID BETUD Not for use

If no DEP and two APP online:  
 KEMAX, SIMEG, SALLO, NEXEN, LANGO, KOPEX: 118.455  
 ODN, GOLGA, VEDAR: 119.805



# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

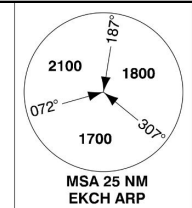
Transition altitude 5000  
 Bearings are magnetic (true)  
 ELEV / ALT in FT  
 DIST in NM

AD 2 - EKCH  
 RNAV SID RWY 22 R - 1  
 København / Kastrup  
 BETUD 2C, NEXEN 2C, KOPEX 2C, LANGO 2C, ODDON 1C  
 GOLGA 2C, VEDAR 2C, KEMAX 5C, SIMEG 9C, SALLO 1C

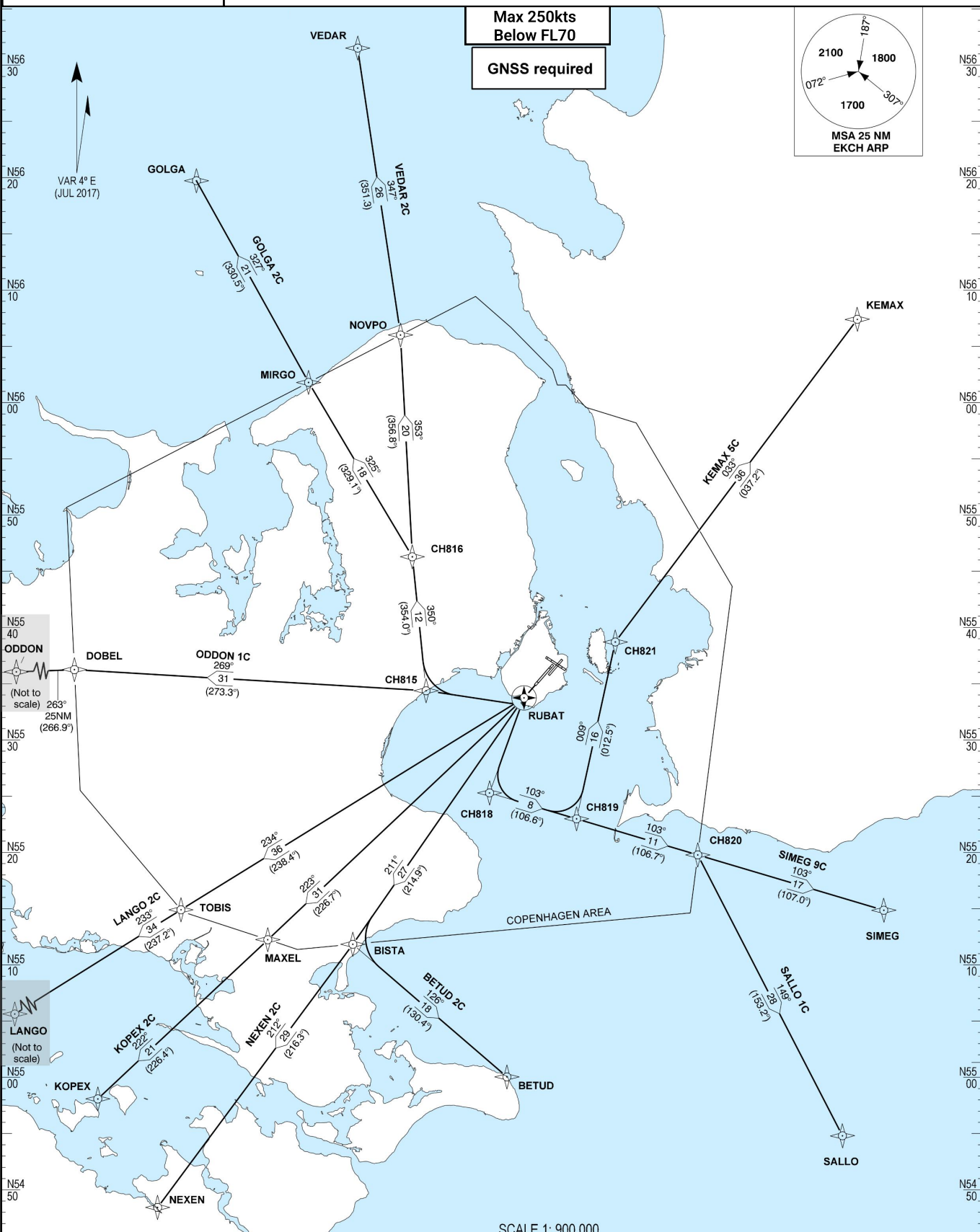
Initial Climb  
**FL70**

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980  
 If offline see bottom of the chart

Max 250kts  
 Below FL70  
**GNSS required**



Changes: ODN VOR and ODN 2C withdrawn. WPT ODDON, ODDON 1C and Copenhagen Area added.



SCALE 1: 900 000

SID NEXEN/LANGO are for JET aircraft ONLY  
 SID KOPEX is for PROP aircraft ONLY  
 SID BETUD Not for use

If no DEP and two APP online:  
 KEMAX, SIMEG, SALLO, NEXEN, LANGO, KOPEX: 118.455  
 ODN, GOLGA, VEDAR: 119.805

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000  
 Bearings are magnetic (true)  
 ELEV / ALT in FT  
 DIST in NM

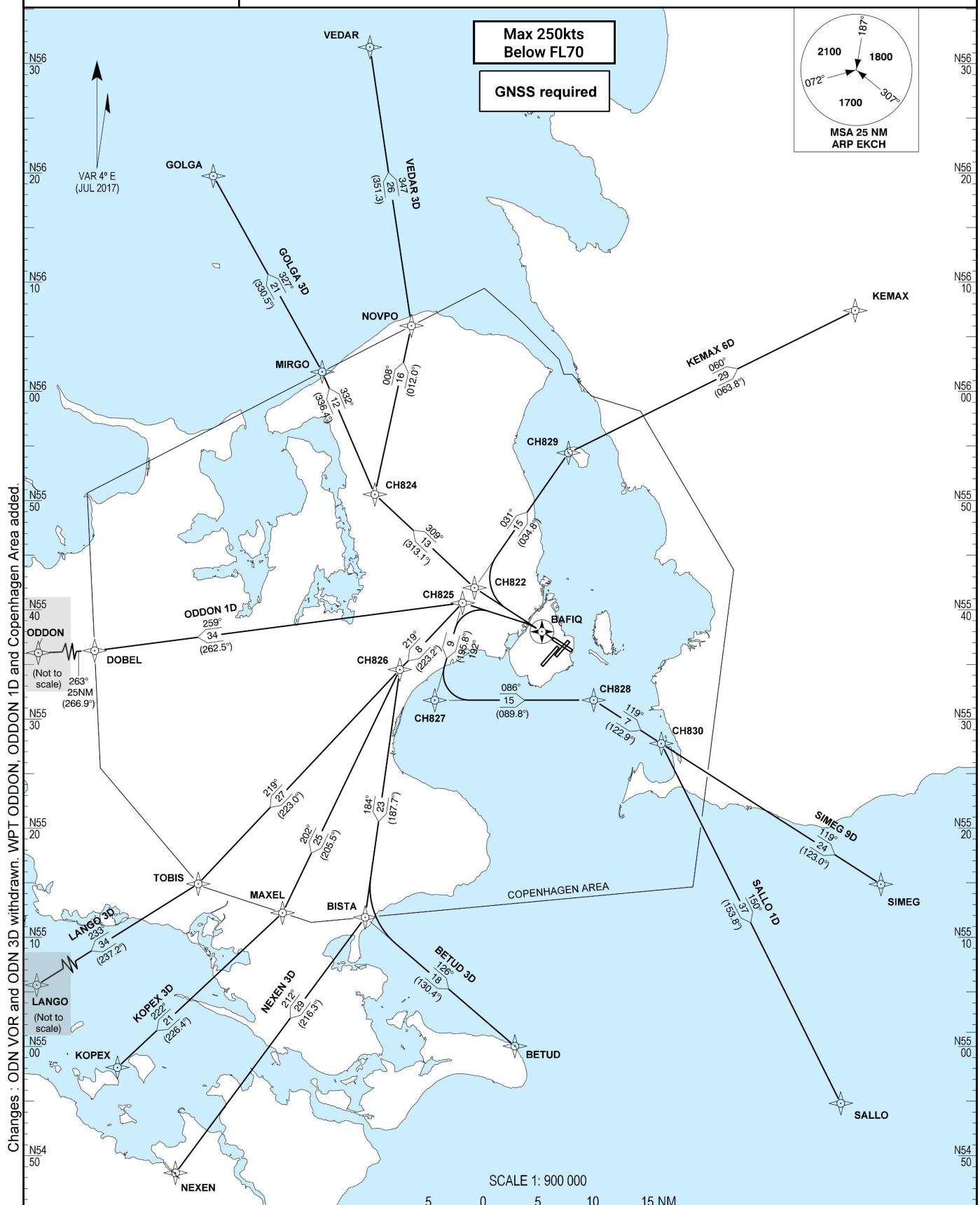
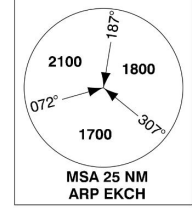
**AD 2 - EKCH**  
**RNAV SID RWY 30 - 1**  
**København / Kastrup**  
 KEMAX 6D, SIMEG 9D, SALLO 1D, BETUD 3D, NEXEN 3D,  
 KOPEX 3D, LANGO 3D, ODDON 1D, GOLGA 3D, VEDAR 3D

Initial Climb  
**4000'**

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980  
 If offline see bottom of the chart

**Max 250kts**  
**Below FL70**

**GNSS required**



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