

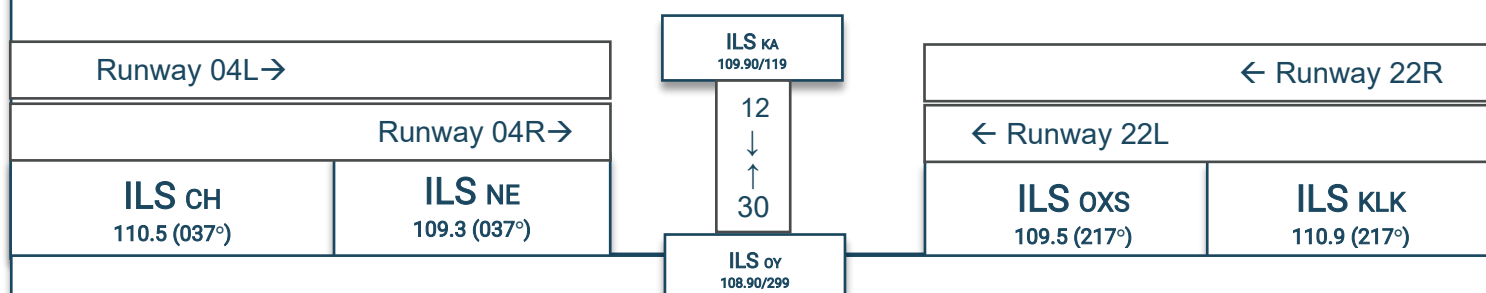
Copenhagen/Kastrup Airport (EKCH)



Charts

by VATSIM-Scandinavia
2025

Elevation 17'	Transition Altitude 5000'	More Charts Aim.naviair.dk	TWR 118.105	APP 119.805	ACC Copenhagen 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
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SLOPES : All RWY/SWY less than 0.2%

VAR 4° E (JUL 2017)

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 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 AVB1

RUNWAYS											
NR	Direction	THR PSN	RWY dimensions	SWY dimensions	Pavement Strength	Day marking	Declared distances				
							PSN TWY	TORA	TODA	ASDA	LDA
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22R	221.2° GEO 217.2° MAG	55 36 44.92N 012 38 05.61E	3600 x 45				A1/E1 A2 A3 A4 A5	3584 3489 3361 3234 2889	3584 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
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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 AVB1

All obstacles are marked by day and night

APPROACH AND RUNWAY LIGHTING	(Lighting is
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APPROACH AND RUNWAY LIGHTING (Lighting is LHM)									
THW		THW							

RWY NR	Approach	THR ID LGT	THR	PAPI	TDZ	Centre line	Edge	SWY	End
04L	900 M Cat II		Green	3° MEHT 31 FT	900 M White	3000 M 15 M	2400 M Yellow 600 M White	571 M Red	Red
22R	900 M White	FLG White	Green	3° MEHT 59 FT		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		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			435 M Red 1765 M White 600 M Yellow 30 M		Red
30	900 M White		Green	3° MEHT 60 FT			270 M Red 1495 M White 600 M Yellow 30 M	300 M Red	Red

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

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.

Width :	23. G4 27.5.
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Taxiing	
guidance system :	Sign boards.
Rapid exit	
taxiways :	A6, A7, B4 and E3.

NAVAIR

NAVAIR AIRAC AMDT 12/24 - 28 NOV 24

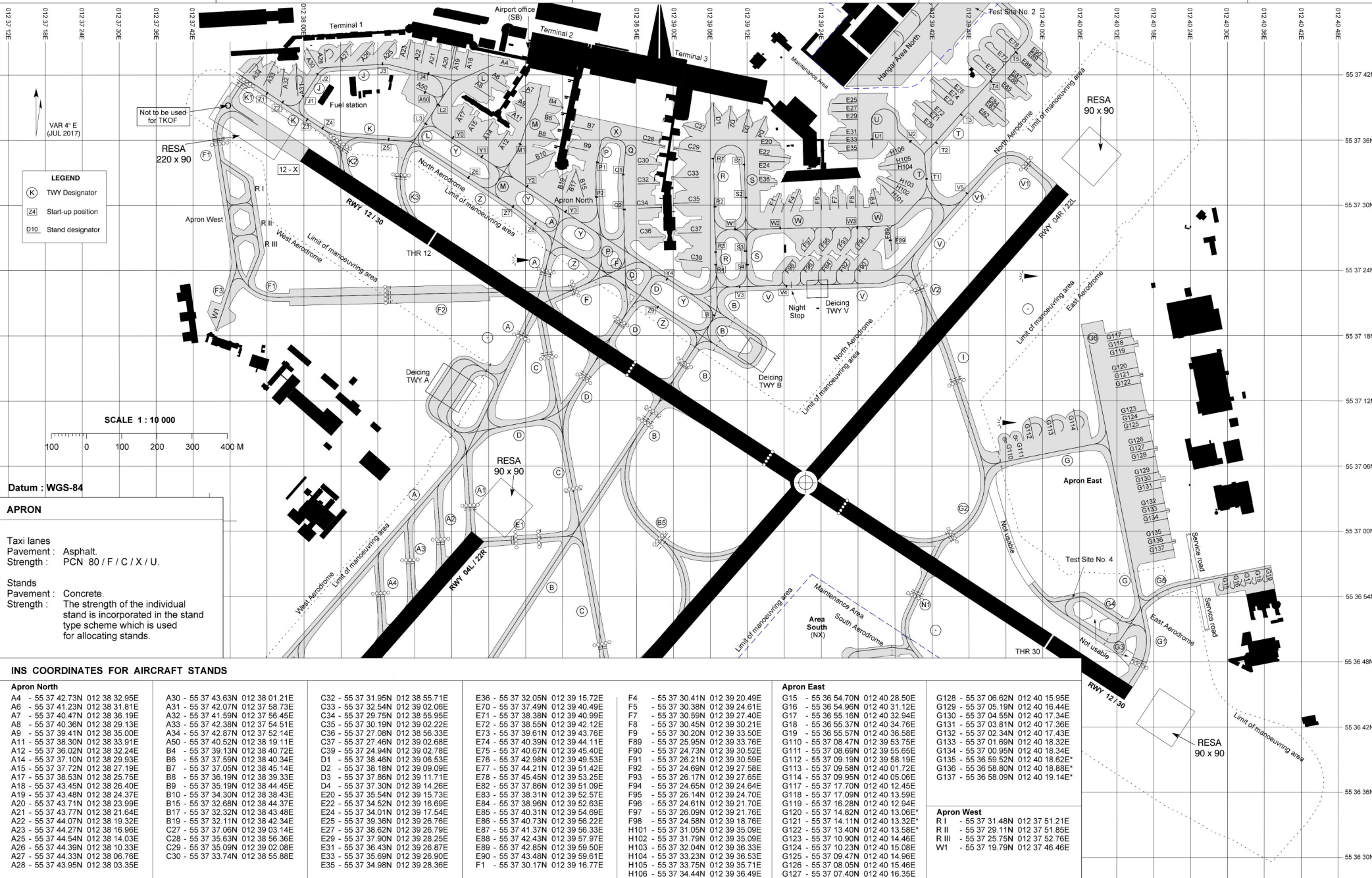
AIRCRAFT PARKING / DOCKING CHART - ICAO

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

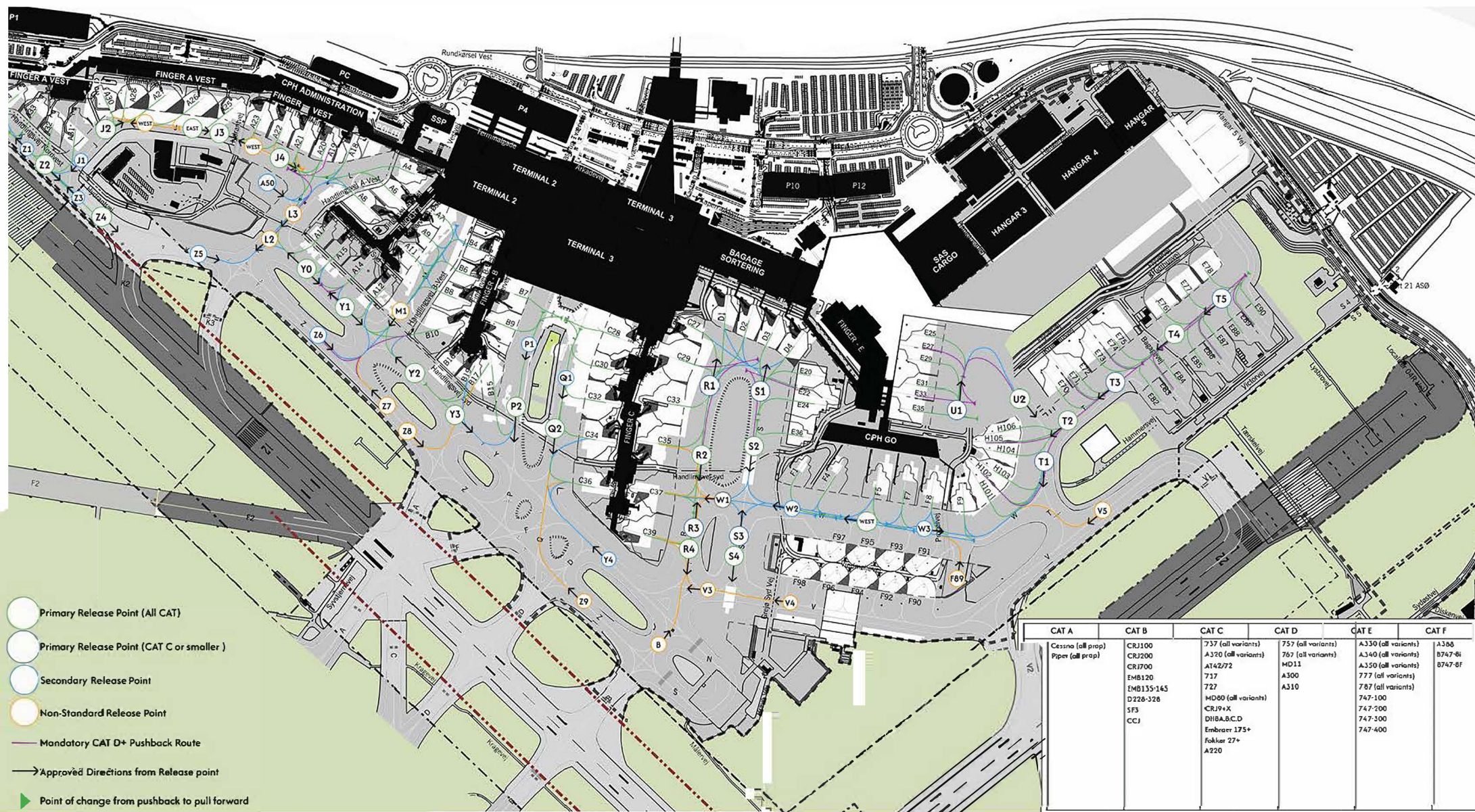
ELEV in FT
Dimensions / Distances in M

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



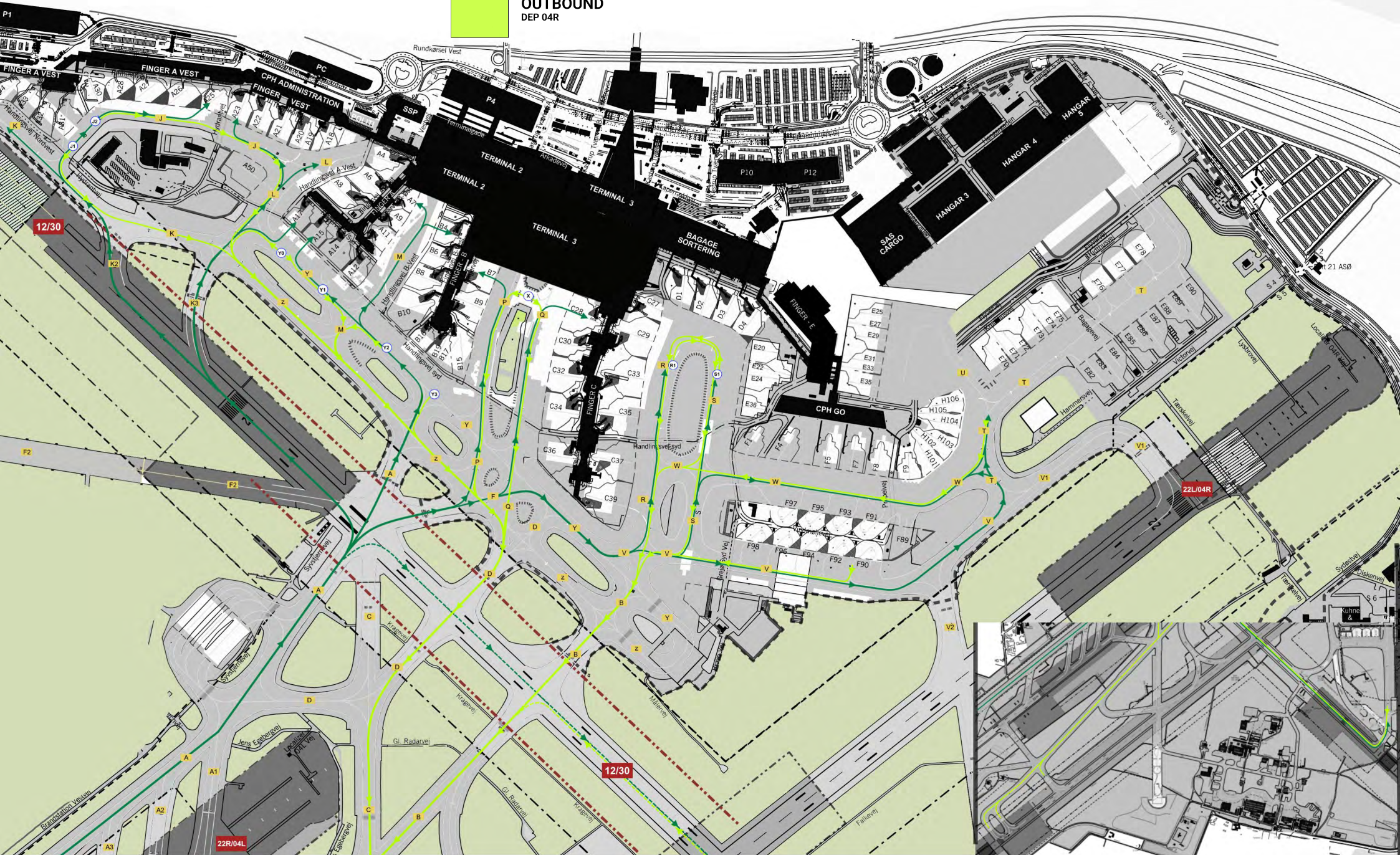
Changes : Limit of manoeuvring area changed. ACFT stand B16 withdrawn and ACFT stands G117, G118 and G119 added. Holding positions and stopbars changed. Maintenance areas changed.



CAT A	CAT B	CAT C	CAT D	CAT E	CAT F
Cessna (all prop) Piper (all prop)	CRJ100 CRJ200 CRJ700 EMB120 EMB135-145 D228-328 SF3 CCJ	737 (all variants) A320 (all variants) A142/72 737 727 MD80 (all variants) CRJ9+X DH8A,B,C,D Embraer 175+ Fokker 27+ A220	757 (all variants) 767 (all variants) MD11 A300 A310	A330 (all variants) A340 (all variants) A350 (all variants) 777 (all variants) 747-100 747-200 747-300 747-400	A306 B747-8i B747-8F

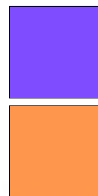
RWY 04R/04L

OUTBOUND
DEP 04R



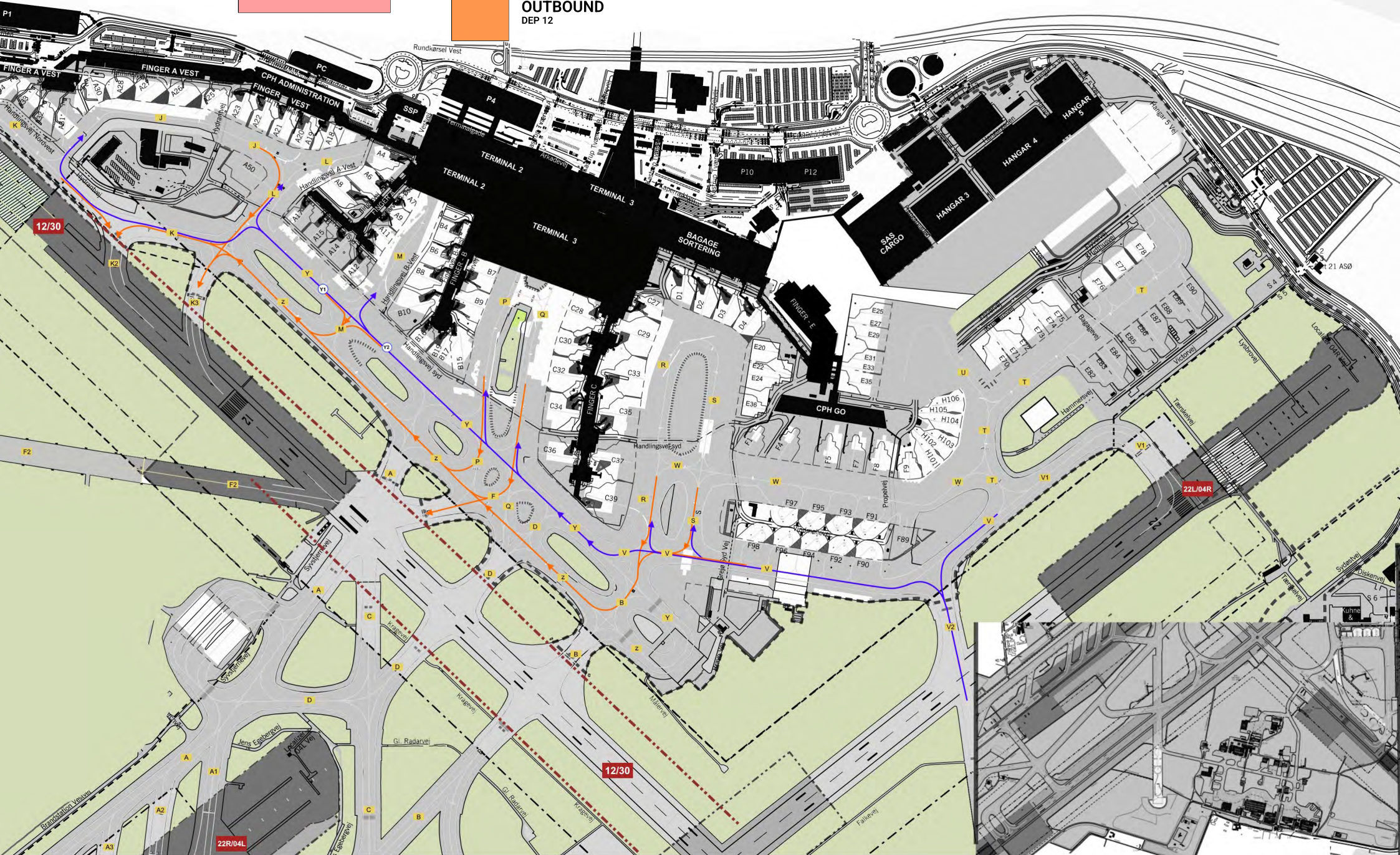
STANDARD APRON ROUTES

RWY 12



INBOUND
ARR 12

OUTBOUND
DEP 12

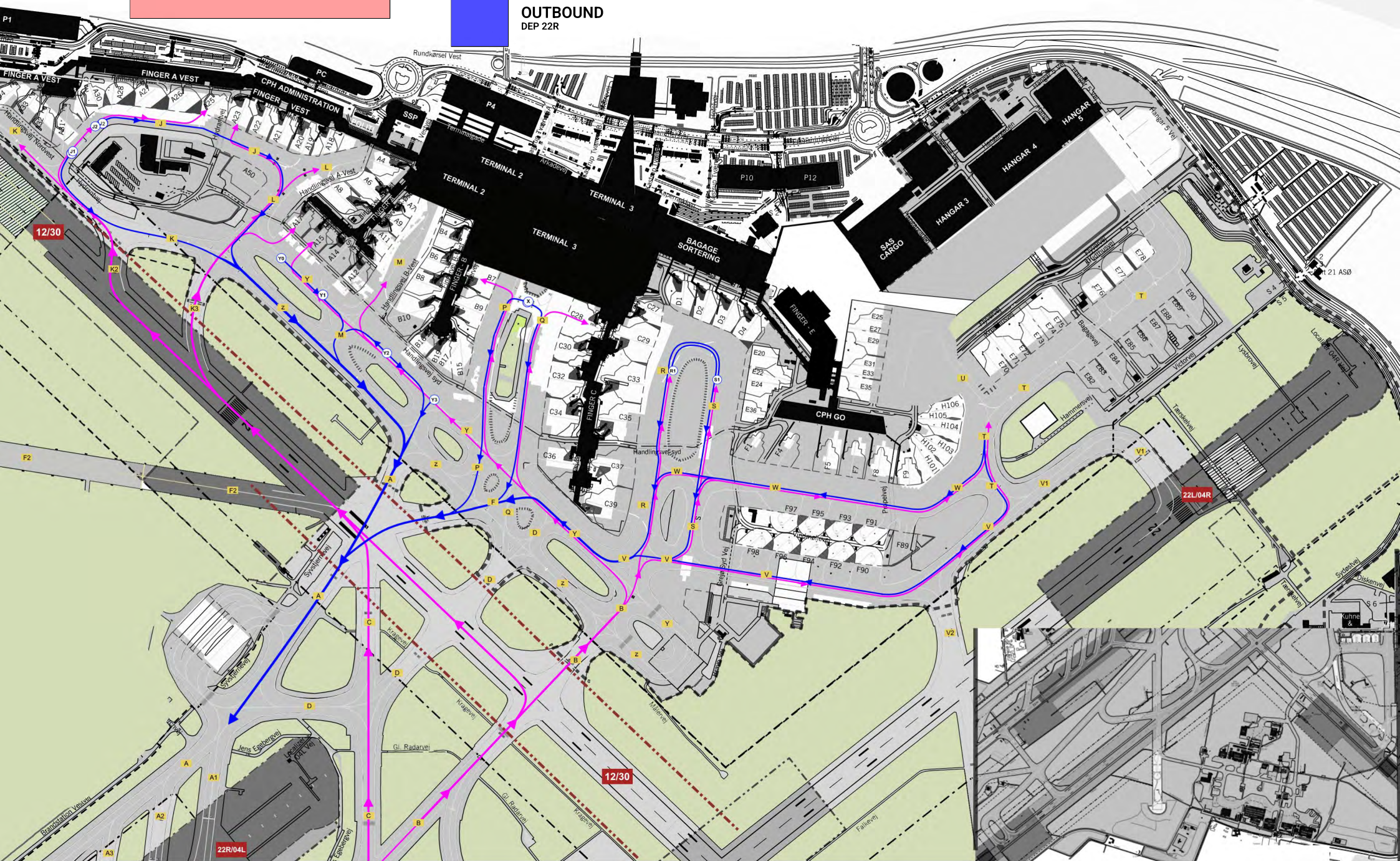


STANDARD APRON ROUTES RWY 22R/22L



INBOUND
ARR 22L

OUTBOUND
DEP 22R

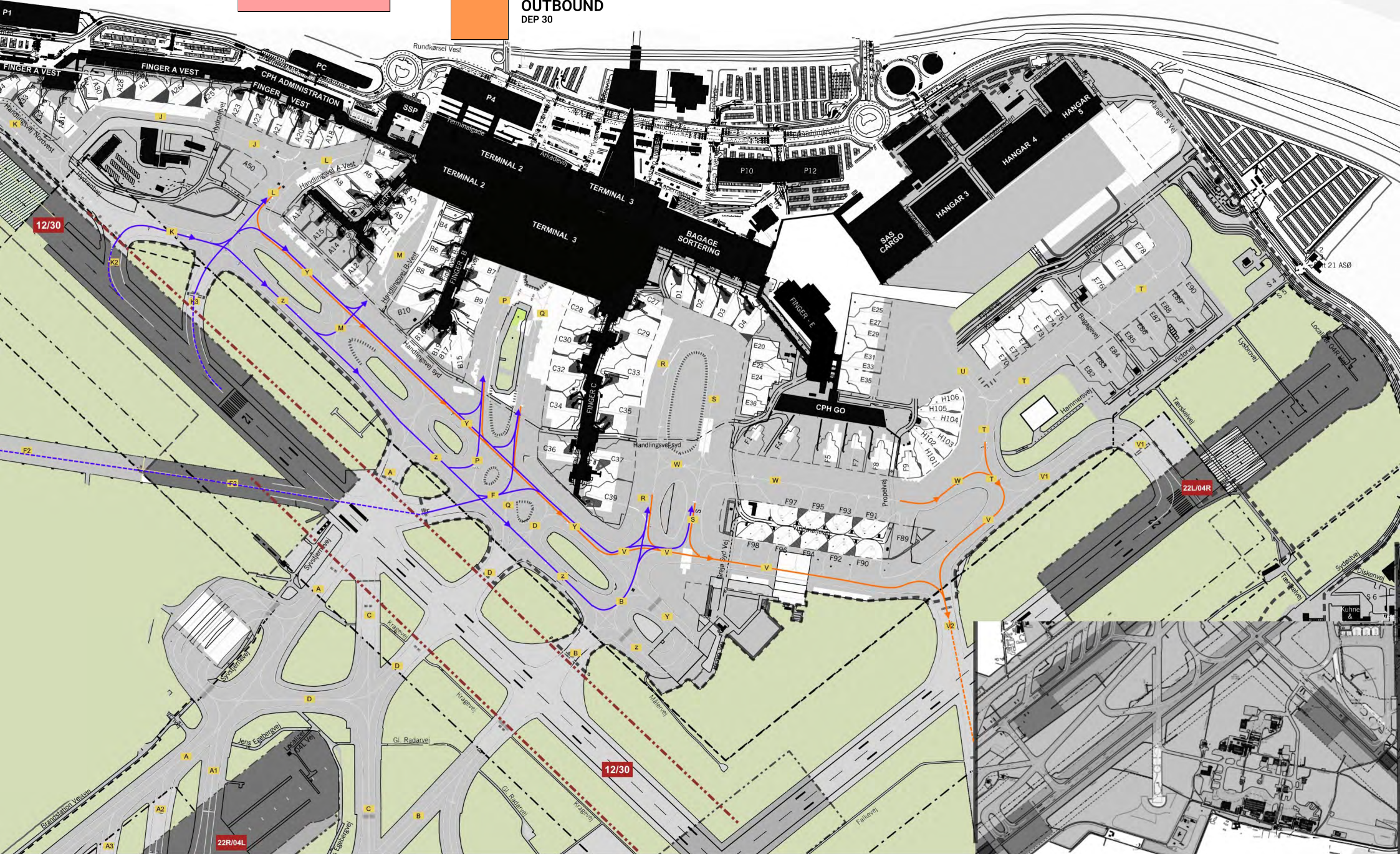


STANDARD APRON ROUTES RWY 30



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

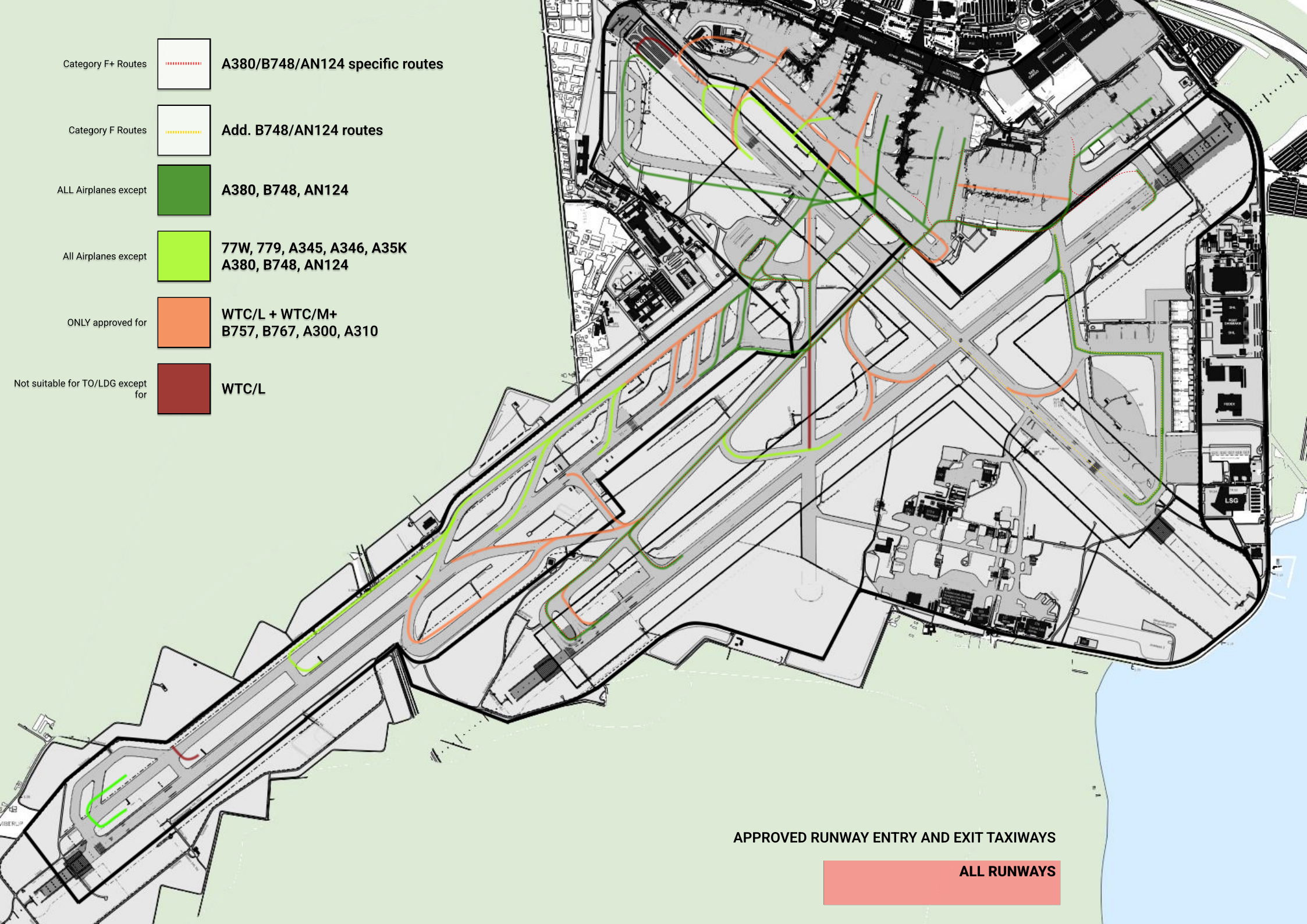


WTC/L + WTC/M+
B757, B767, A300, A310

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

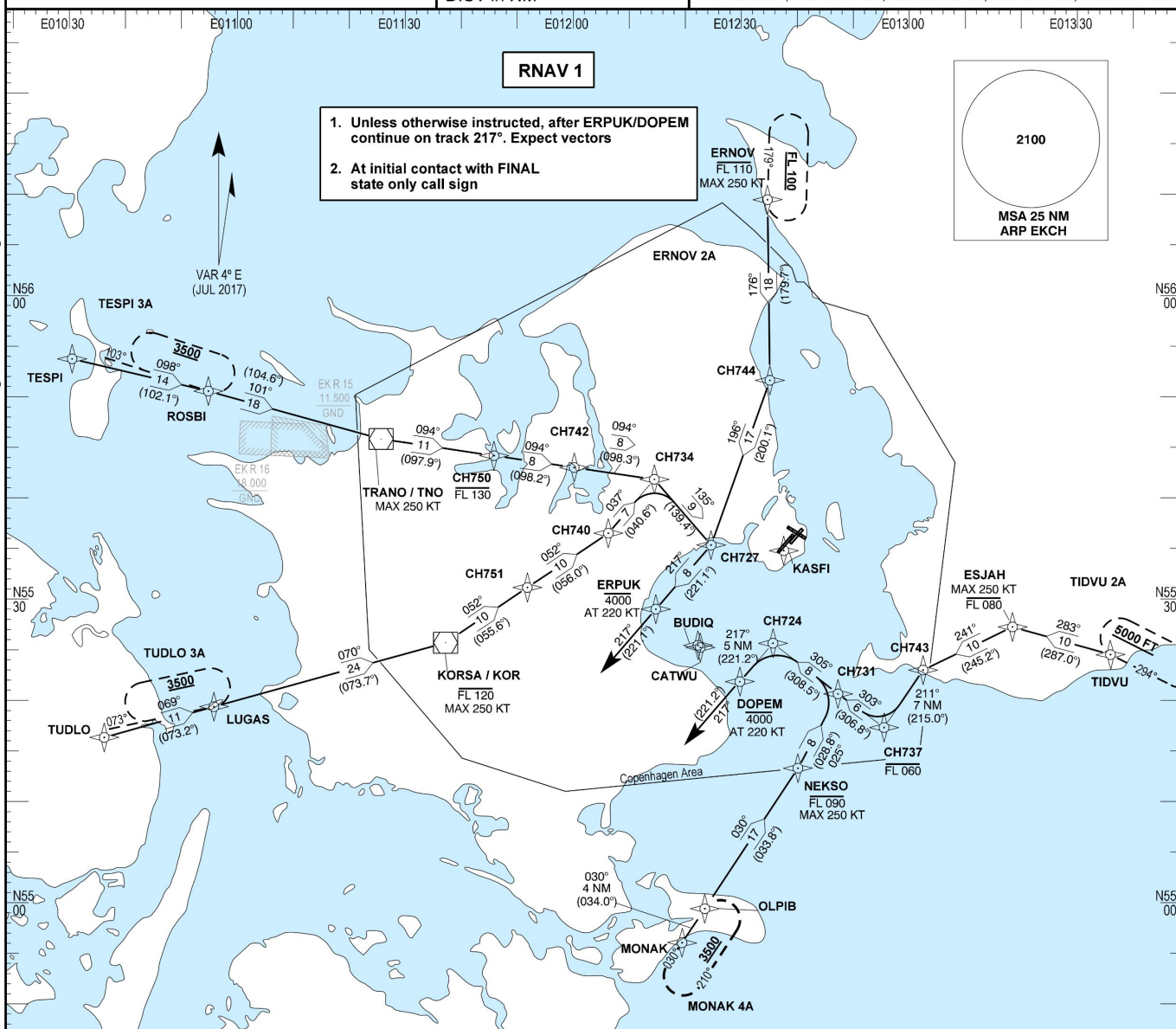
RNAV 1

1. Unless otherwise instructed, after ERPUK/DOPEM continue on track 217°. Expect vectors
2. At initial contact with FINAL state only call sign

2100

MSA 25 NM
ARP EKCH

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.

SCALE 1: 1 200 000

5 0 5 10 15 NM

Datum : WGS-84

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)

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)

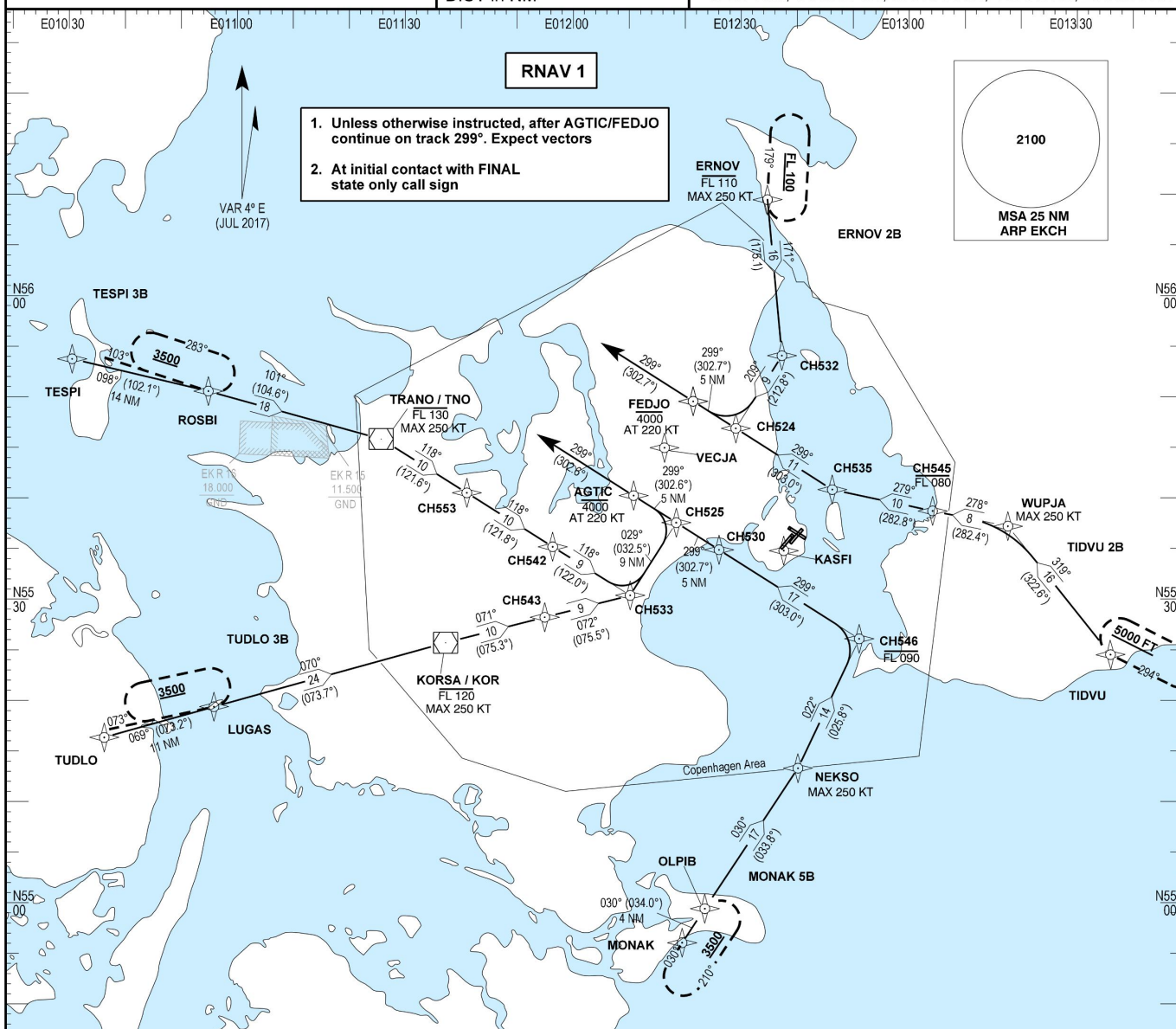
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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.

Datum : WGS-84

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

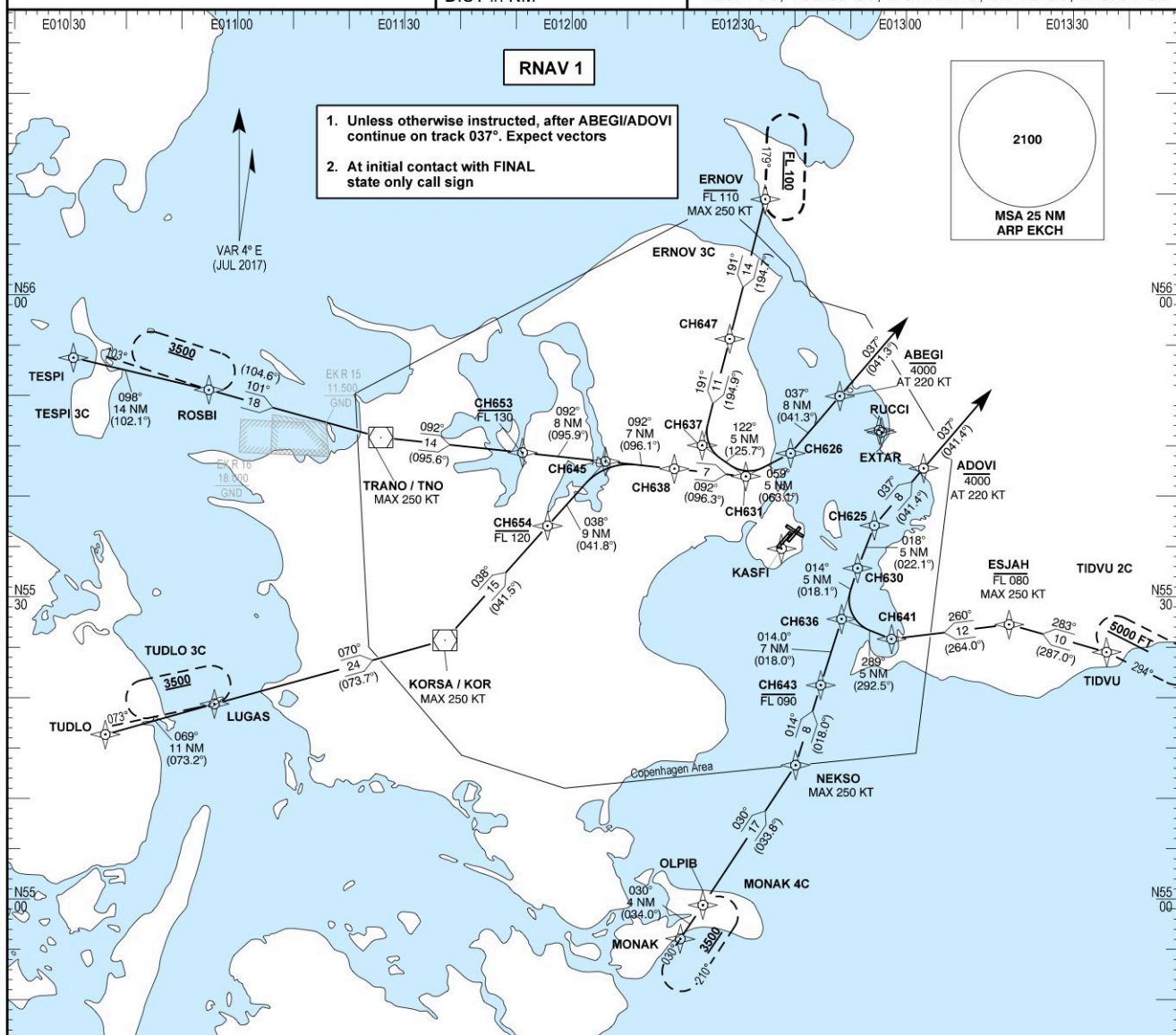
Note: Approximate track miles can be deducted from the last 2 digits in the alpha numeric waypoint names (ex. CH632 equals approximate 32 miles to THR)

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	Transition altitude 5000	ATIS: 122.755	AD 2 - EKCH RNAV STAR RWY 22 L / R - 1 København / Kastrup
	Bearings are magnetic (true) ELEV / ALT in FT DIST in NM		

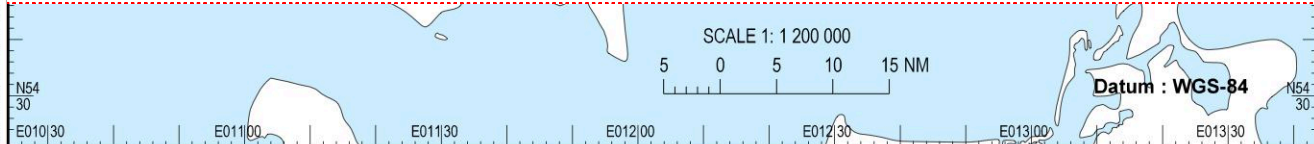
Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

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

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



After ABEGI/ADOVI Continue on Track 037. 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 (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)

Changes : STAR ERNOV changed and renamed ERNOV 3C. WPT CH632 renamed CH647 and new WPT CH637 added.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

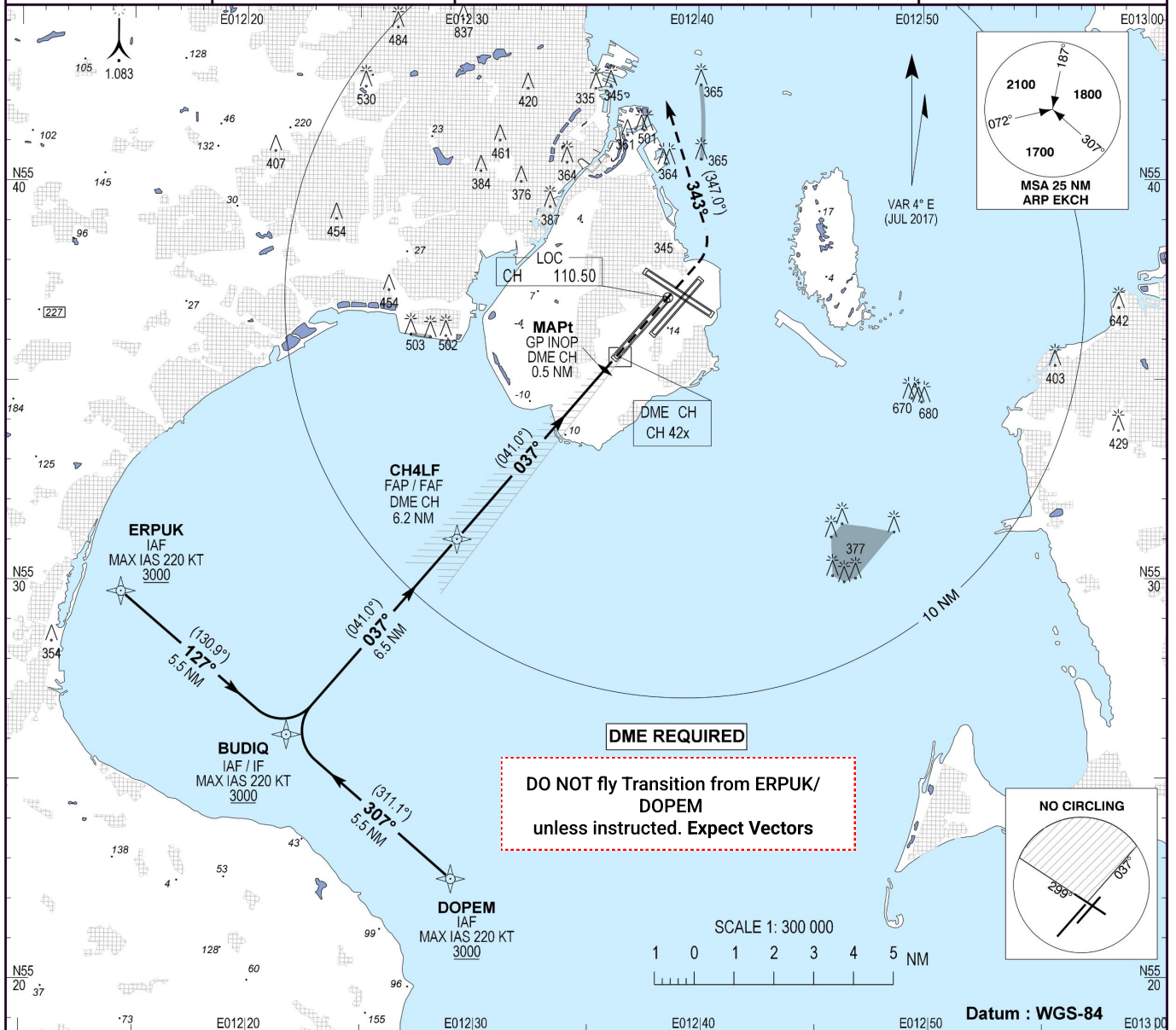
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805 In case of Missed Approach

Kastrup TWR : 118.105 118.705

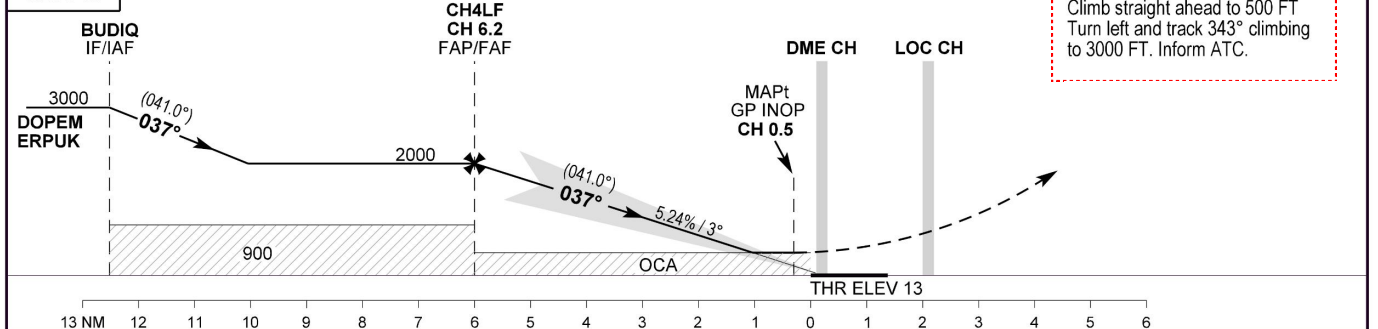
ATIS : 122.755

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



TA 5000

RDH 49



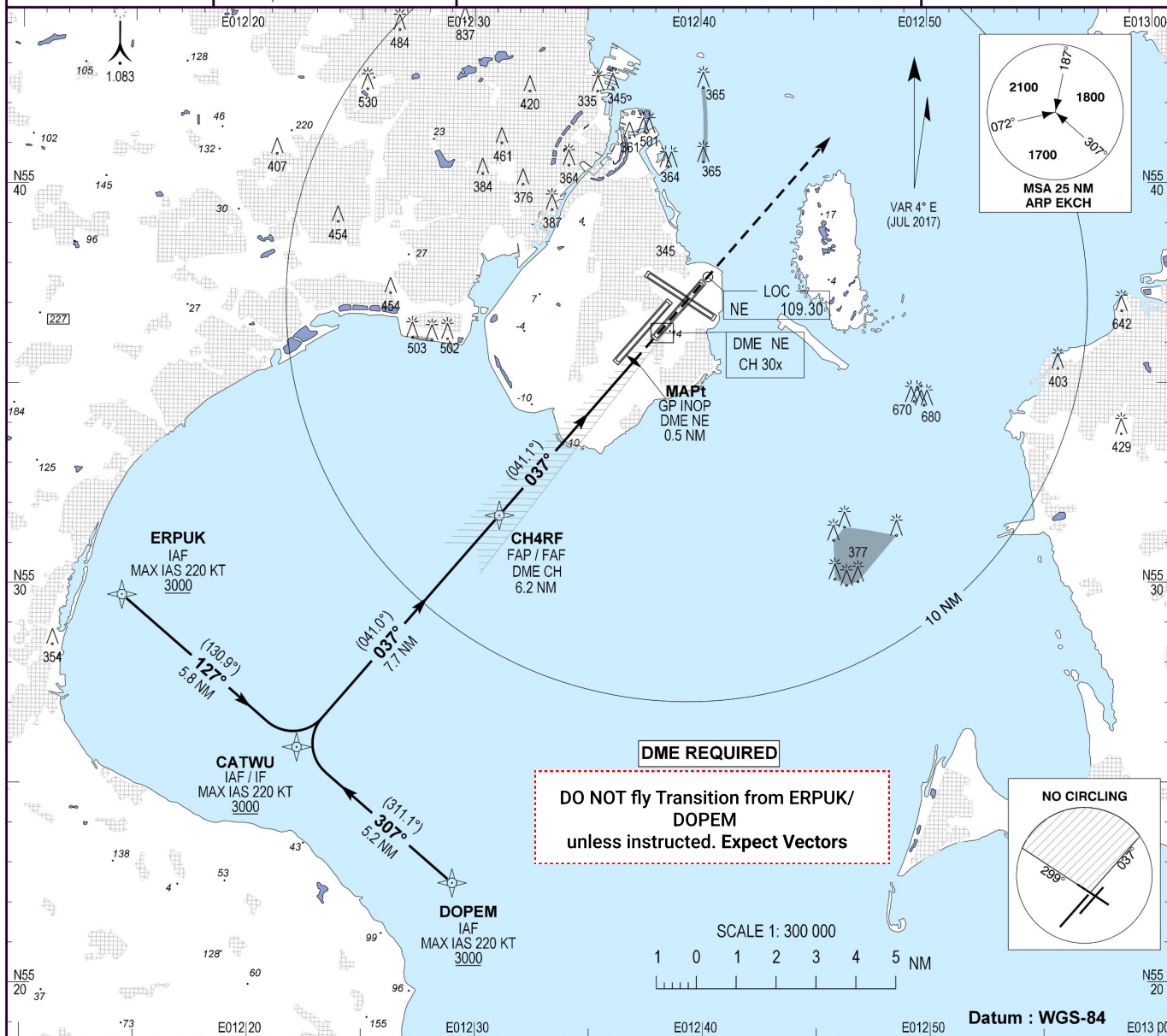
Missed approach:
Climb straight ahead to 500 FT
Turn left and track 343° climbing
to 3000 FT. Inform ATC.

OCA (H)	A	B	C	D	SPECIAL CONDITIONS				
ILS CAT I	148 (135)	158 (145)	168 (155)	178 (165)	Maintain last assigned altitude until intercepting the glide path				
ILS CAT II	88 (75)	105 (92)	117 (104)	131 (118)					
GP INOP *	420 (400)				* 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.				
Circling **	580 (570)	590 (580)	1010 (990)	1010 (990)					
DME OXS	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		660	980	1300	1620	1940	2260	2580	3000

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AIRAC AMDT 12/24 - 28 NOV 24

INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 17	Copenhagen APP : 119.805	AD 2 - EKCH ILS or LOC RWY 04R - 1 København / Kastrup
	Bearings are magnetic (true) ELEV, ALT and HGT in FT	Kastrup TWR : 118.105 118.705 ATIS : 122.755	



TA 5000

RDH 57

CATWU
IF/IAF

CH4LF
NE 6.2
FAP/FAF

DME NE

LOC NE

MAPt
GP INOP
NE 0.5

THR ELEV 12

3000

(041.1°)
037°

2000

(041.1°)
037°

5.24% / 3°

900

OCA

14 NM

13

12

11

10

9

8

7

6

5

4

3

2

1

0

1

2

3

4

5

6

OCA (H)

A

B

C

D

SPECIAL CONDITIONS

ILS

142 (130)

150 (138)

160 (148)

173 (161)

GP INOP

580 (560)

Circling *

580 (560)

590 (570)

1010 (990)

1010 (990)

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

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

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

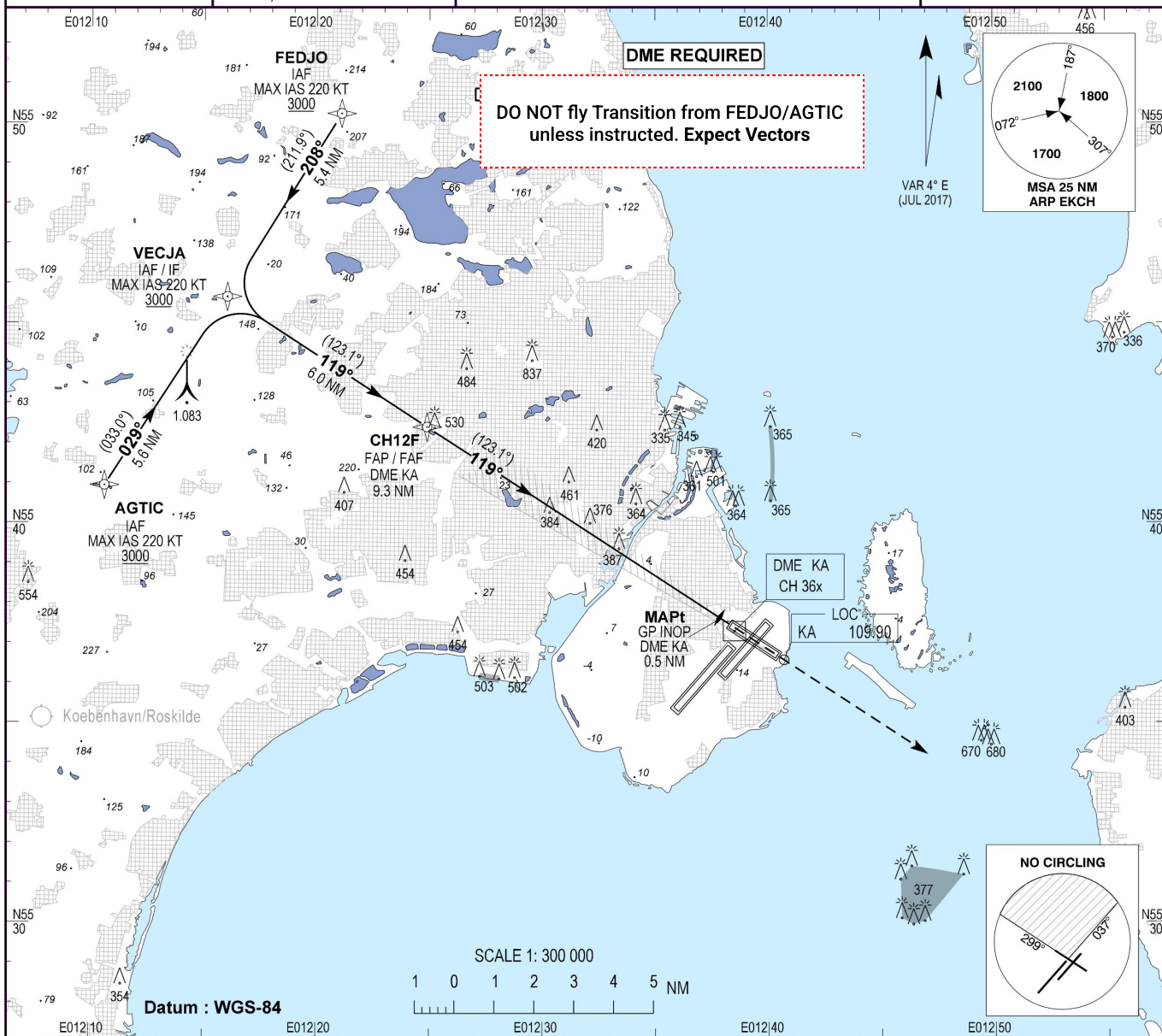
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805 In case of Missed Approach

Kastrup TWR : 118.105 118.705

ATIS : 122.755

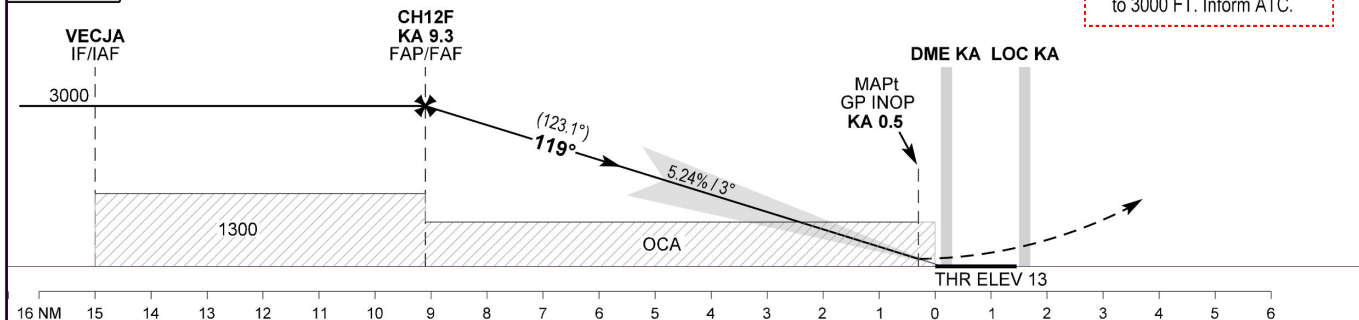
AD 2 - EKCH
ILS or LOC RWY 12 - 1
København / Kastrup



TA 5000

RDH 49

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



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS	150 (137)	158 (145)	169 (156)	184 (171)	Maintain last assigned altitude until intercepting the glide path
GP INOP *	780 (770)				* Pass DME KA 2.5 NM not below 650
Circling **	790 (770)	790 (770)	1010 (990)	1010 (990)	** 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

NAVAIR

AIRAC AMDT 12/24 - 28 NOV 24

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

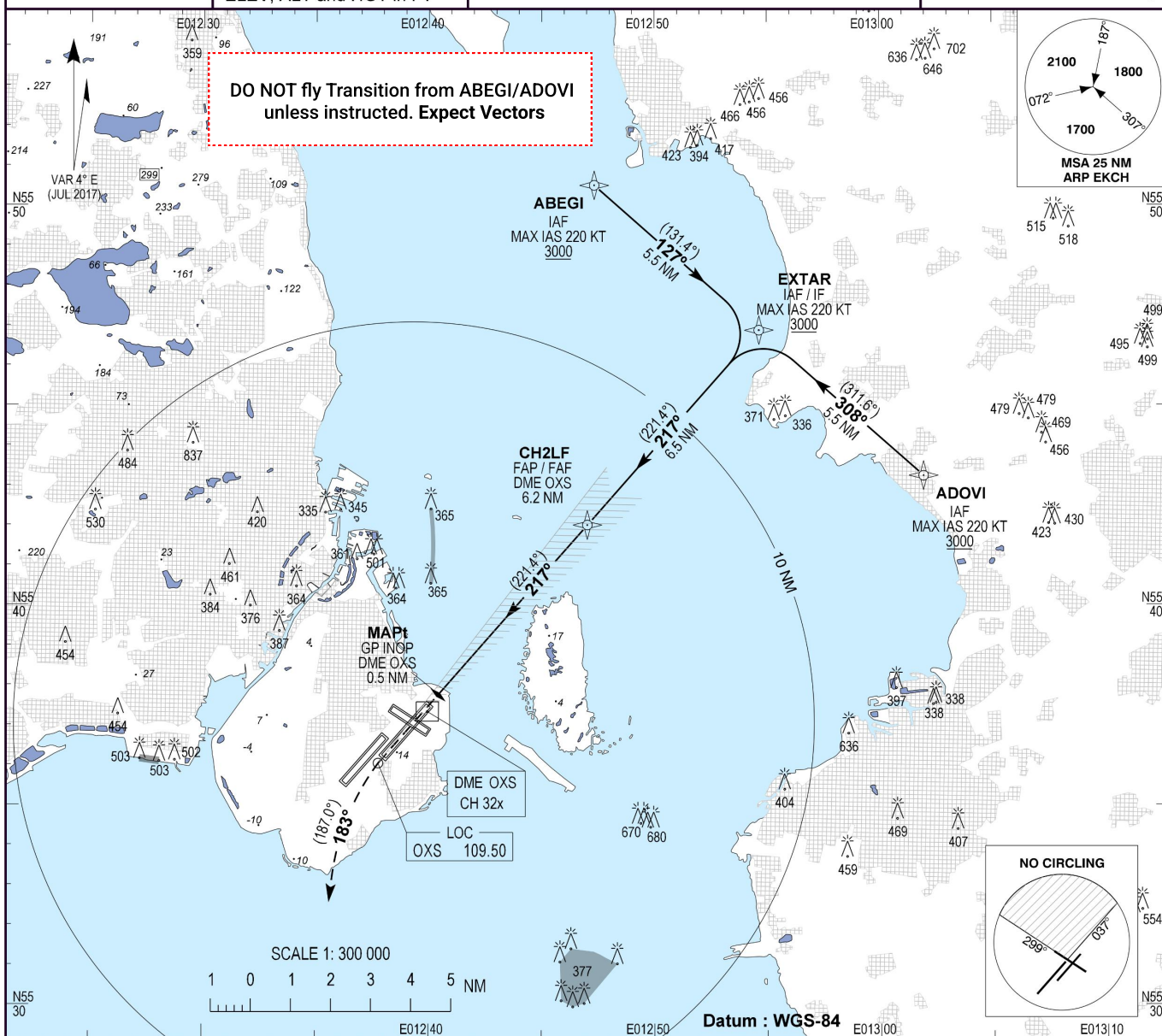
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

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.

LOC OXS DME OXS

MAPt
GP INOP
OXS 0.5

CH2LF
OXS 6.2
FAP/FAF

EXTAR
IAF/IF

3000

183°

(221.4°)
217°

2000

1000

THR ELEV 8

OCA

1000

Changes : New chart.

OCA (H)	A	B	C	D/DL	SPECIAL CONDITIONS				
ILS CAT I	141 (133)	149 (141)	160 (152)	173 (165)	Maintain last assigned altitude until intercepting the glide path				
ILS CAT II	55 (47)	66 (58)	78 (70)	92 (84)	* Pass DME OXS 5 NM not below 1500 FT, due to airspace considerations				
GP INOP *	510 (500)				** Circling for CAT C and D/DL is not approved N of AD between center line RWY 22R and center line RWY 12.				
Circling **	580 (570)	590 (580)	1010 (1000)	1010 (1000)					
DME OXS	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	1600	1930	2250	2570	3000

NOTE:

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

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

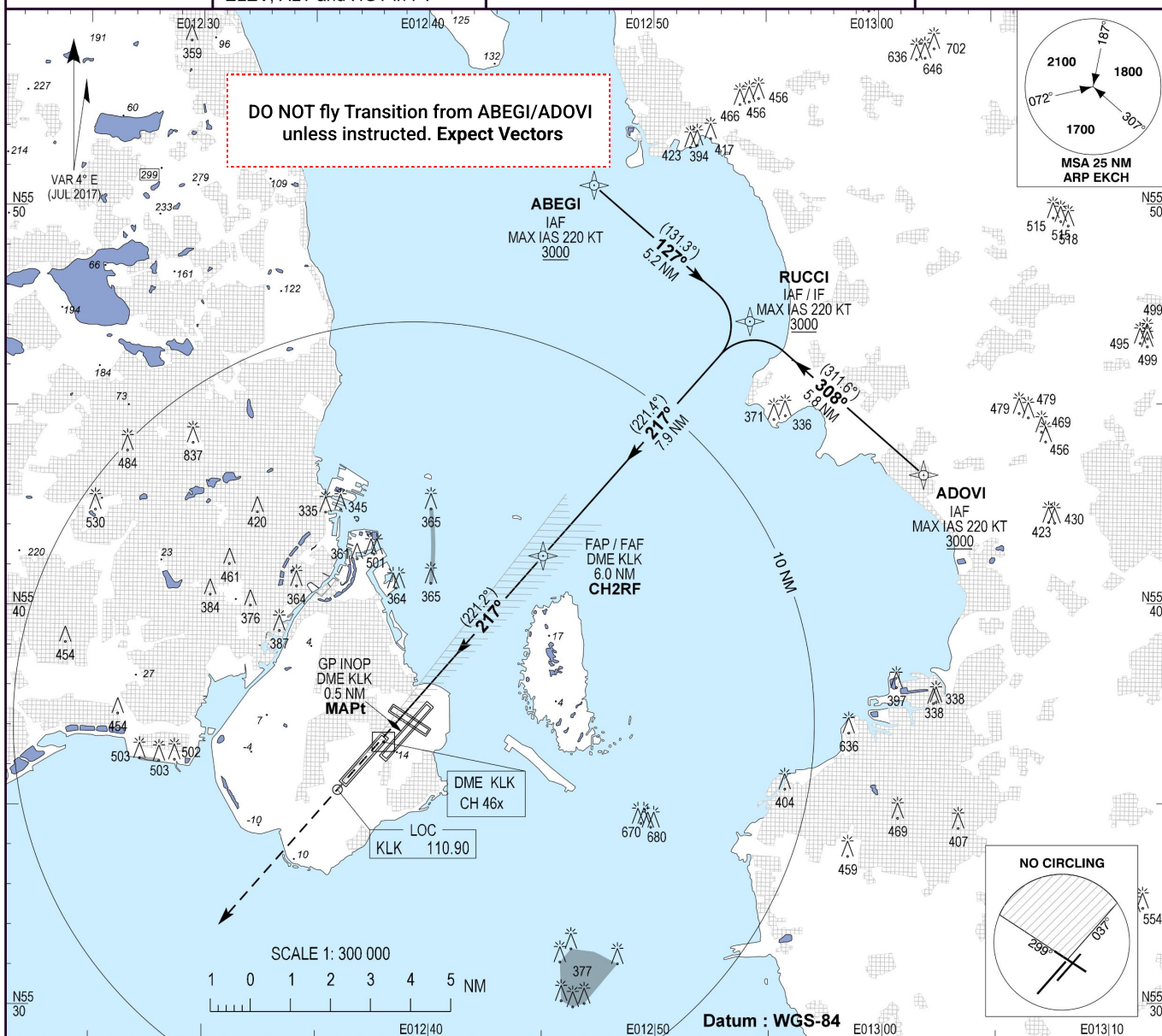
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

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.

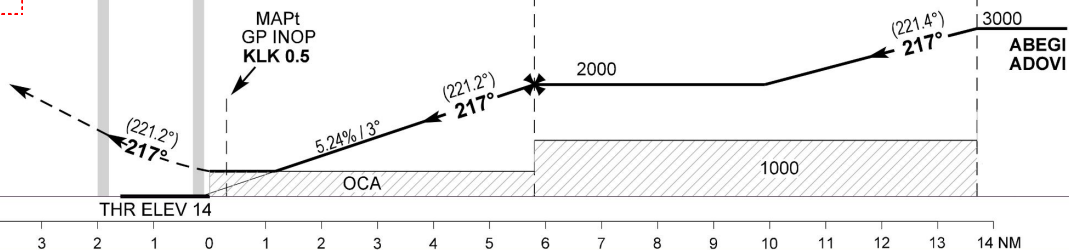
LOC KLK DME KLK

MAPt
GP INOP
KLK 0.5

CH2RF
KLK 6.0
FAP/FAF

RUCCI
IF/IAF

ABEGI
ADOVI



Changes : New chart.

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

NAVAIR

AIRAC AMDT 12/24 - 28 NOV 24

In case of Missed Approach

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV : 17

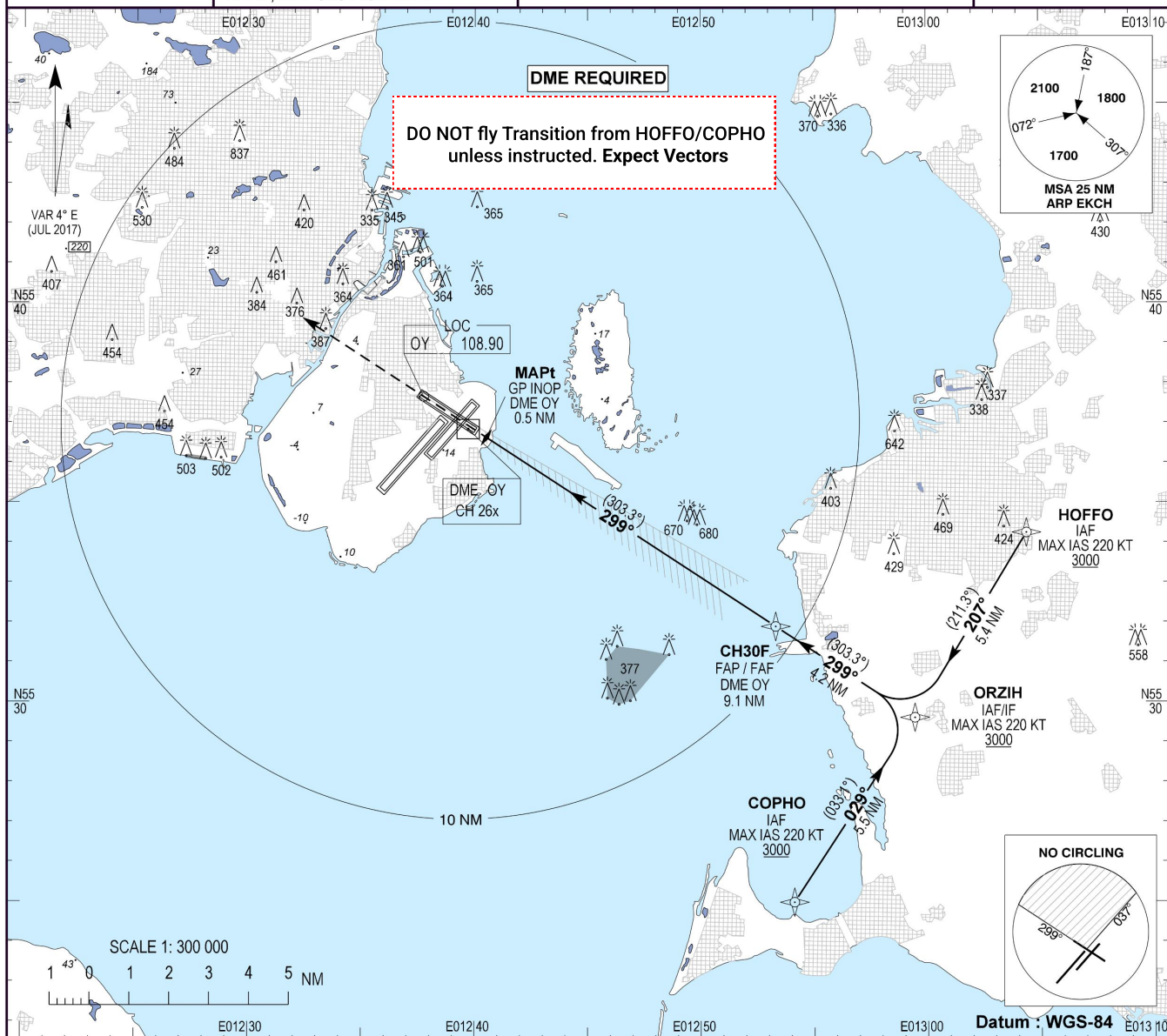
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805

Kastrup TWR : 118.105 118.705

ATIS : 122.755

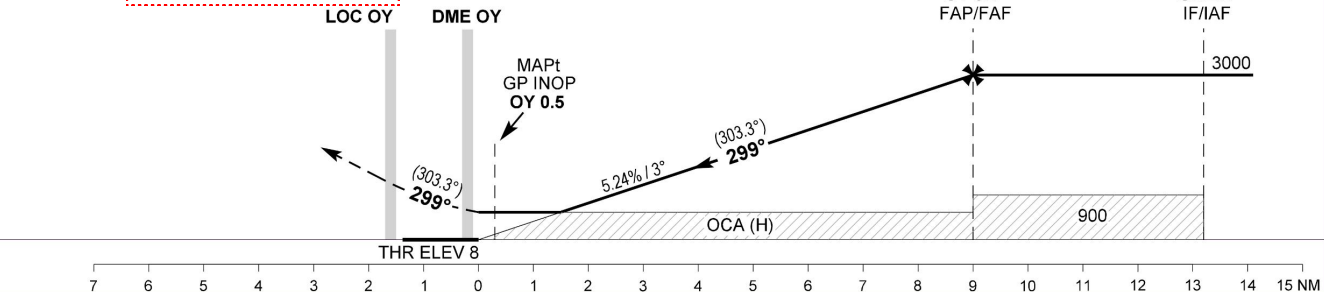
**AD 2 - EKCH
ILS or LOC RWY 30 - 1
København / Kastrup**



TA 5000

RDH 49

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



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

NAVAIR

AIRAC AMDT 12/24 - 28 NOV 24

Non-Precision 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

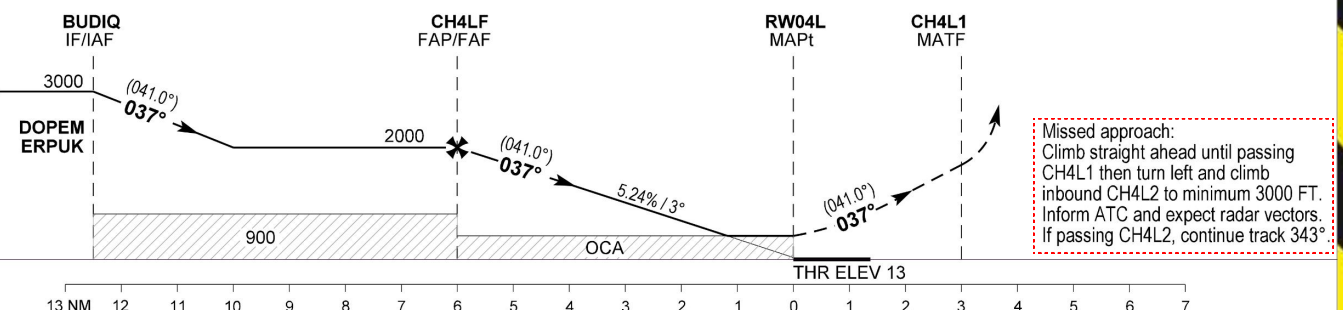
EGNOS
CH : 79832
E04A

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



TA 5000

RDH 49



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

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

NAVAIR

AIRAC AMDT 12/24 - 28 NOV 2

Non-Precision Approach

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

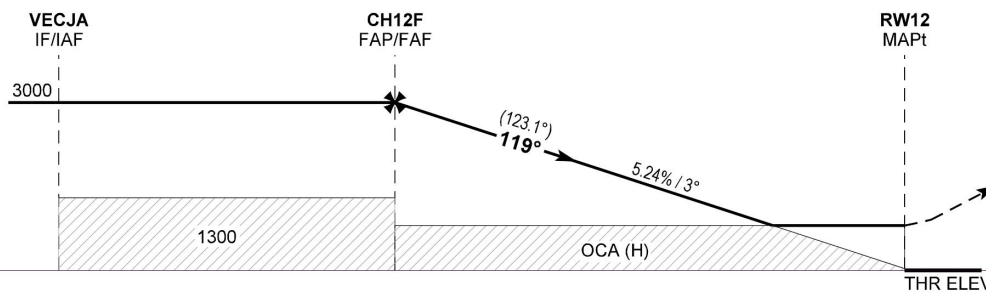
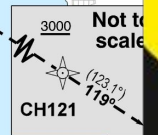
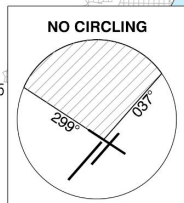
Copenhagen APP : 119.805

Kastrup TWR : 118.105 118.705

ATIS : 122.755

EGNOS
CH : 91971
E12A

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



TA 5000
RDH 49

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.				
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)	** Circling for CAT C and D is not approved N of AD between center line RWY 22R and center line RWY 12.				
DIST to RWY12	NM	2	3	4	5	6	7	8	9.1
Nominal altitude		710	1020	1350	1680	2010	2340	2670	3000

NAVAIR

AIRAC AMDT 12/24 - 28 NOV 2

Non-Precision Approach

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

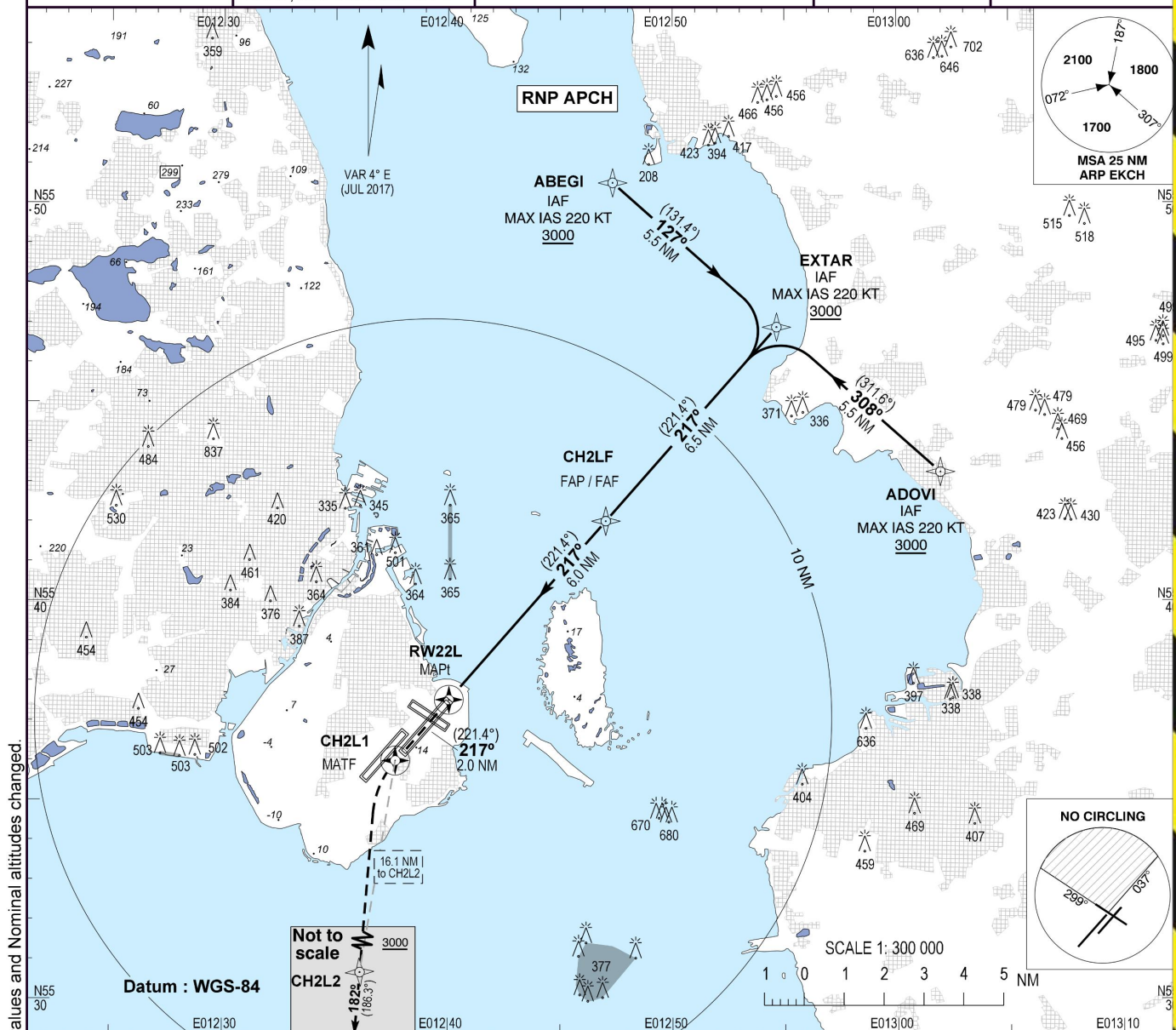
Copenhagen APP : 119.805

Kastrup TWR : 118.105 118.705

ATIS : 122.755

EGNOS
CH : 48570
E22A

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



TA 5000

RDH 53

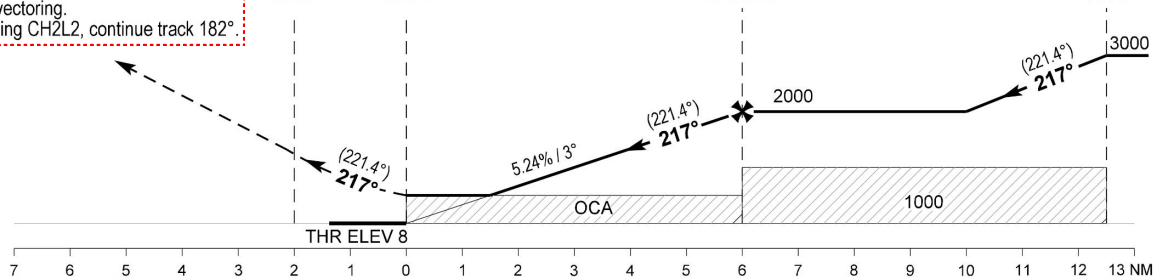
Missed approach:
Climb straight ahead to CH2L1,
turn left and track to CH2L2,
climbing to 3000.
Inform ATC and expect
radar vectoring.
If passing CH2L2, continue track 182°.

CH2L1
MATF

RW22L
MAPt

CH2LF
FAP/FAF

EXTAR
IAF/IF



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

SPECIAL CONDITIONS

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

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

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

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

Non-Precision 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

EGNOS
CH : 91971
E30A

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



TA 5000

RDH 49

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

RW30
MAPt

CH30F
FAP/FAF

ORZIH
IF/IAF

THR ELEV 8

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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

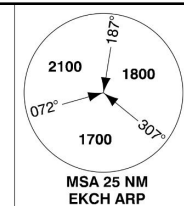
FL70

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

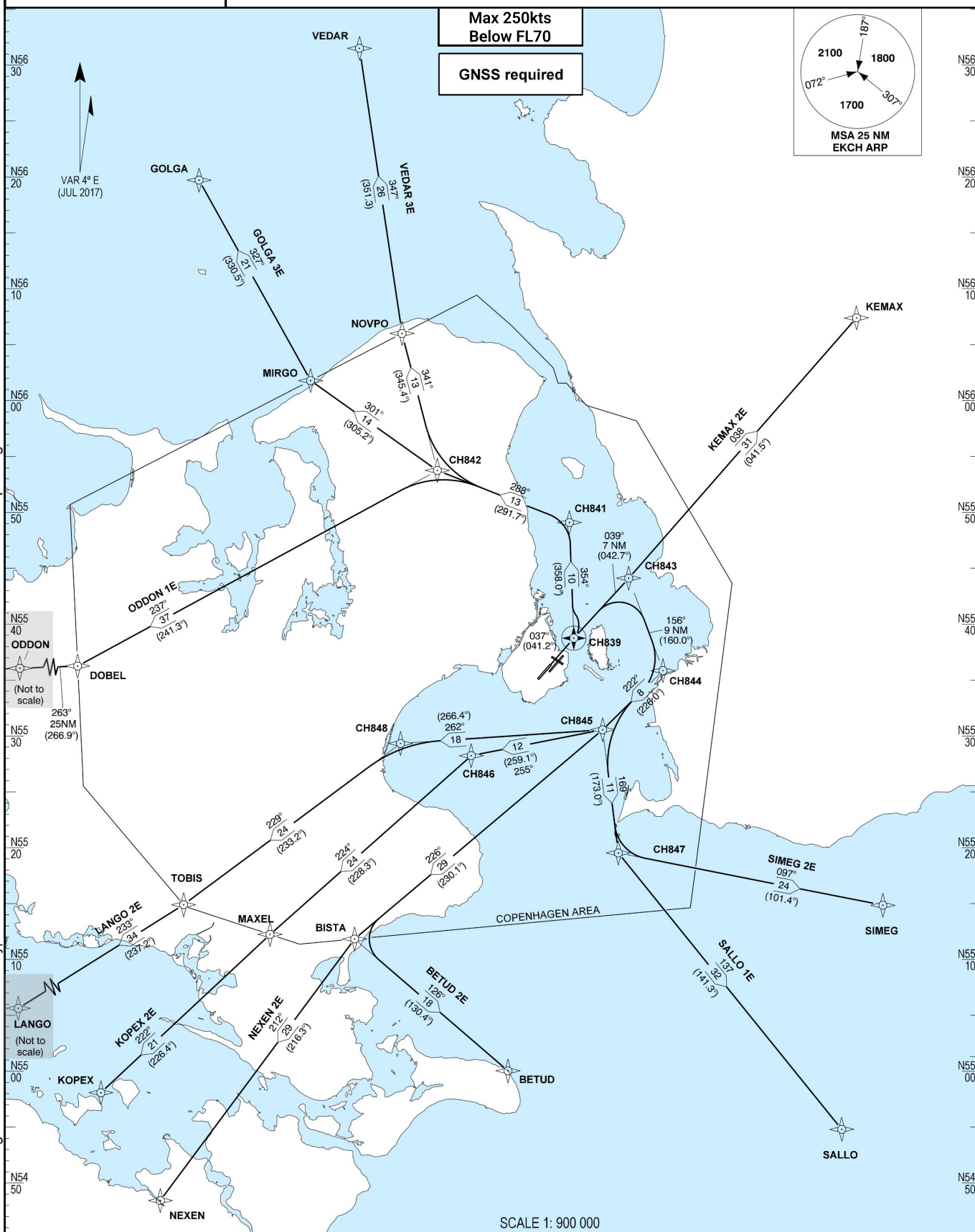
If offline see bottom of the chart

**Max 250kts
Below FL70**

GNSS required



Changes: ODN withdrawn and waypoint ODDON added, ODN 3E withdrawn and 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

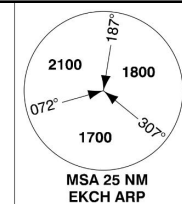
Initial Climb

FL70

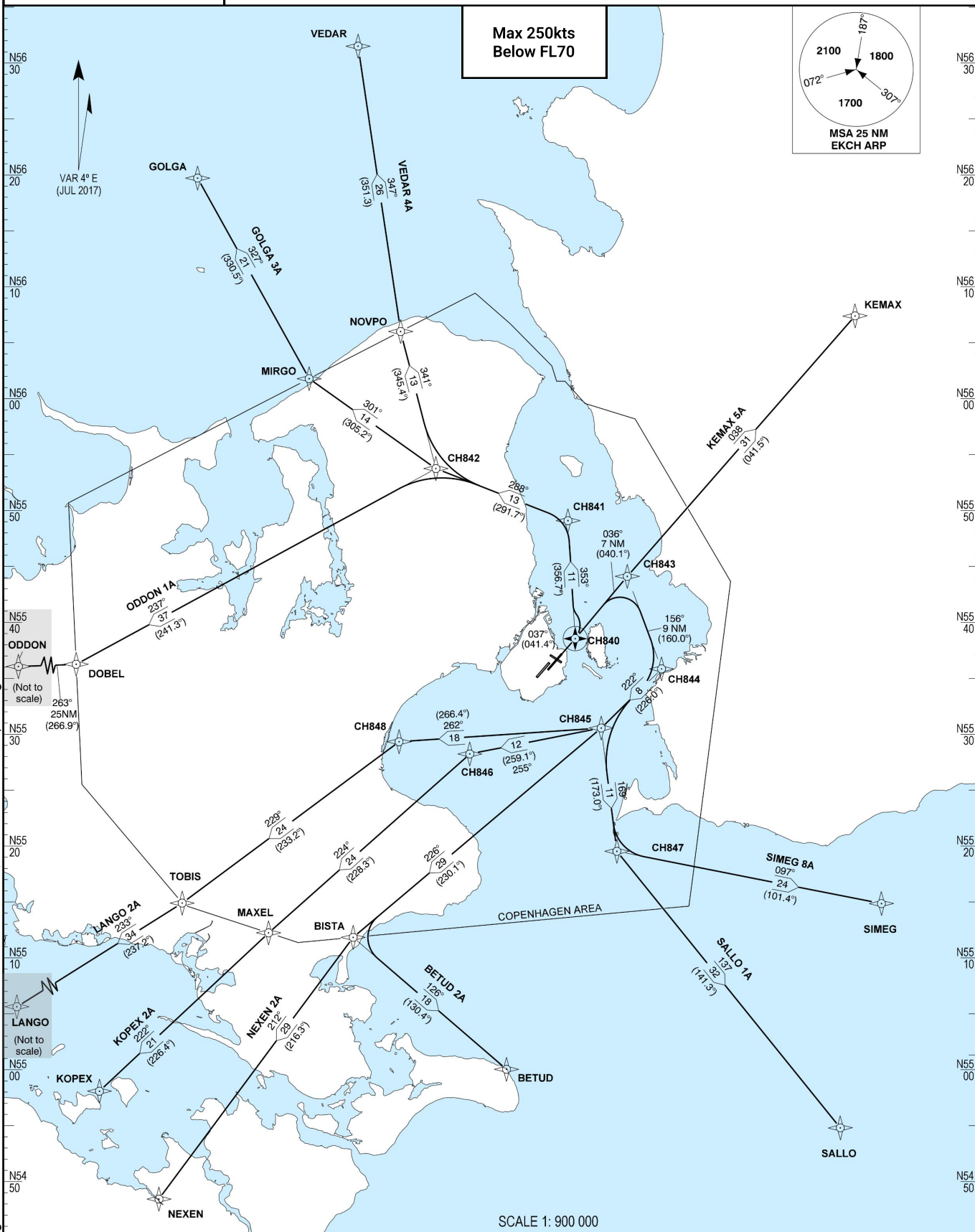
After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

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

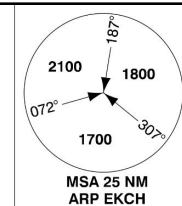
4000'

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

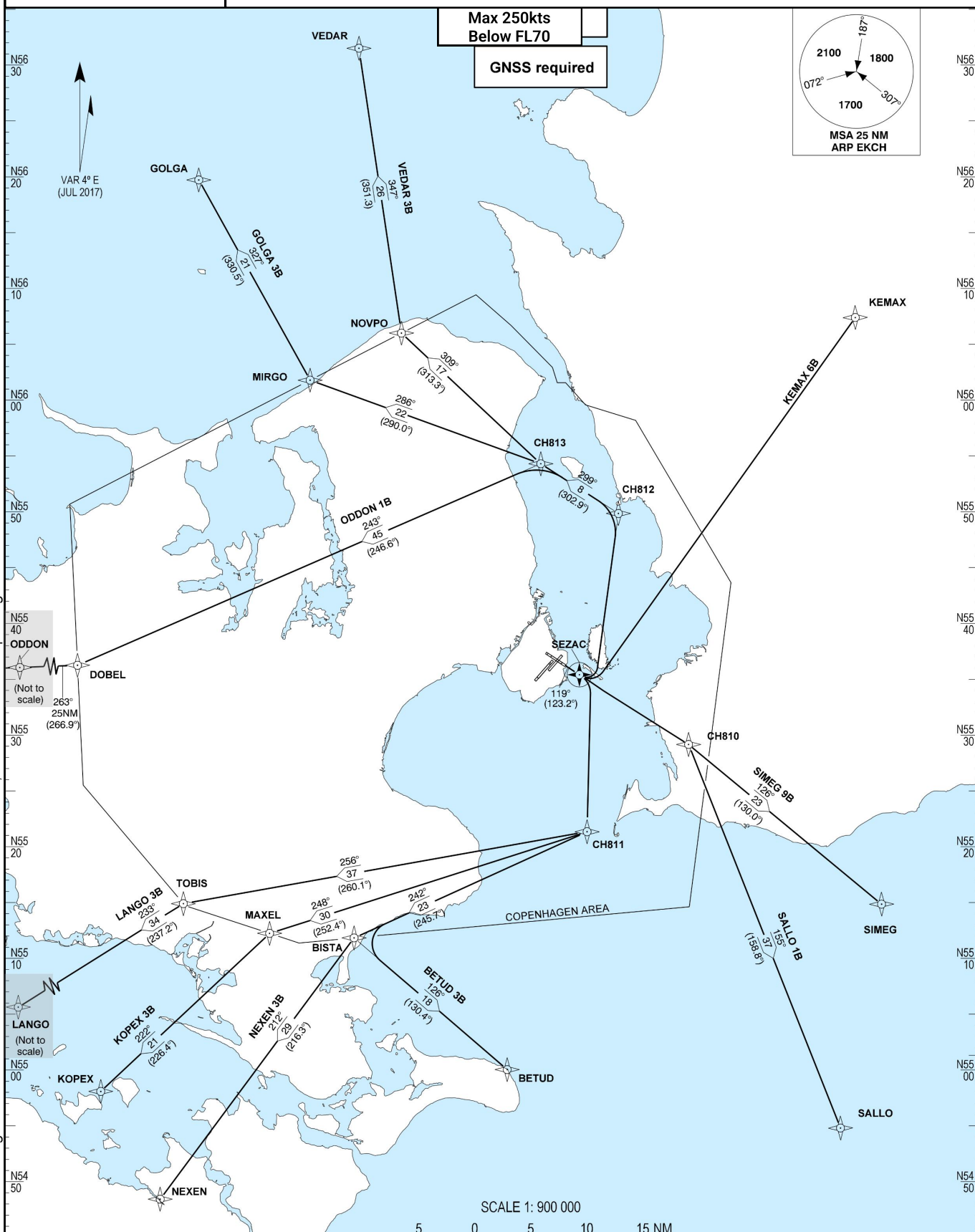
If offline see bottom of the chart

Max 250kts
Below FL70

GNSS required



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

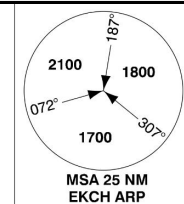
FL70

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

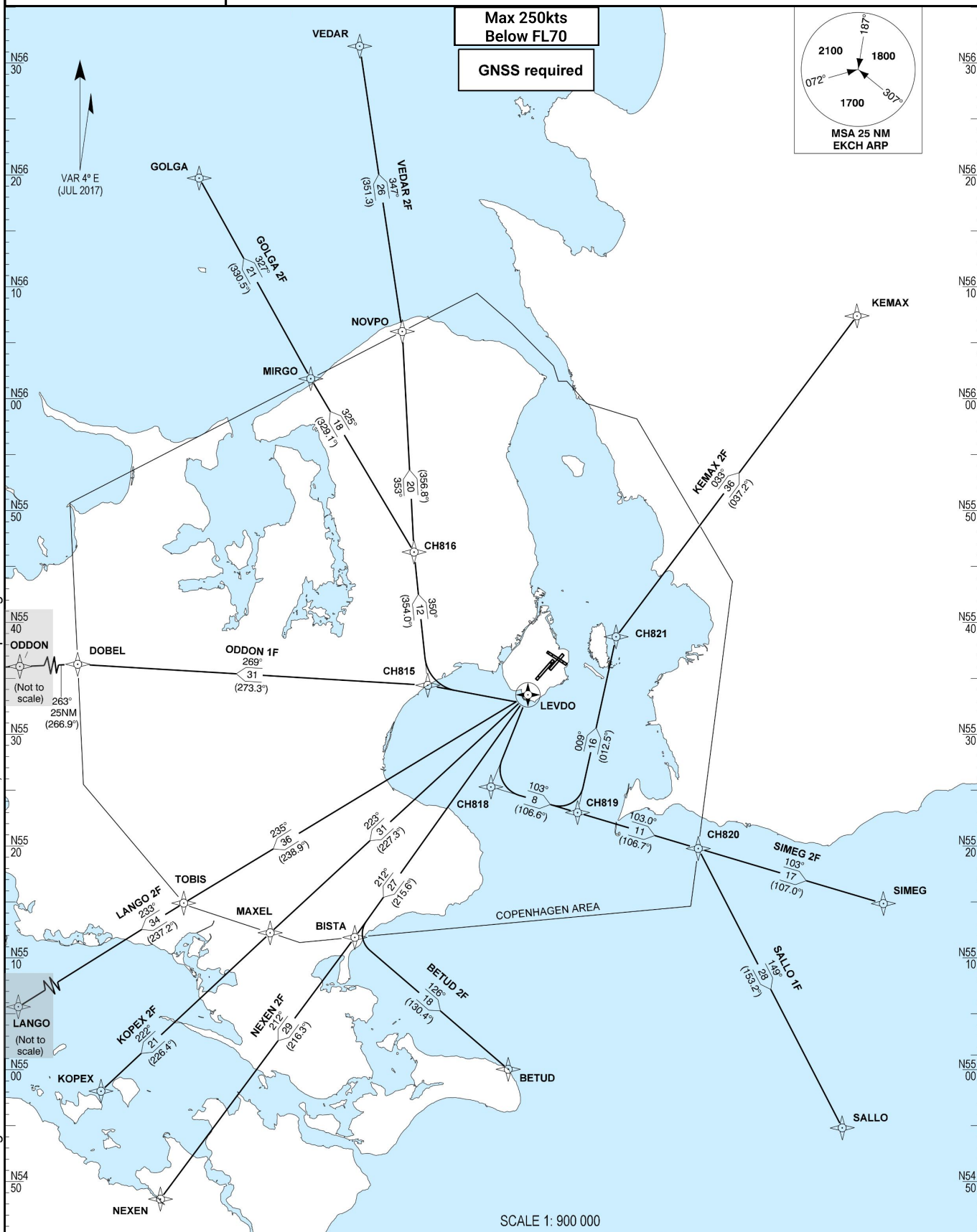
If offline see bottom of the chart

Max 250kts
Below FL70

GNSS required



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



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

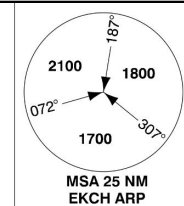
FL70

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

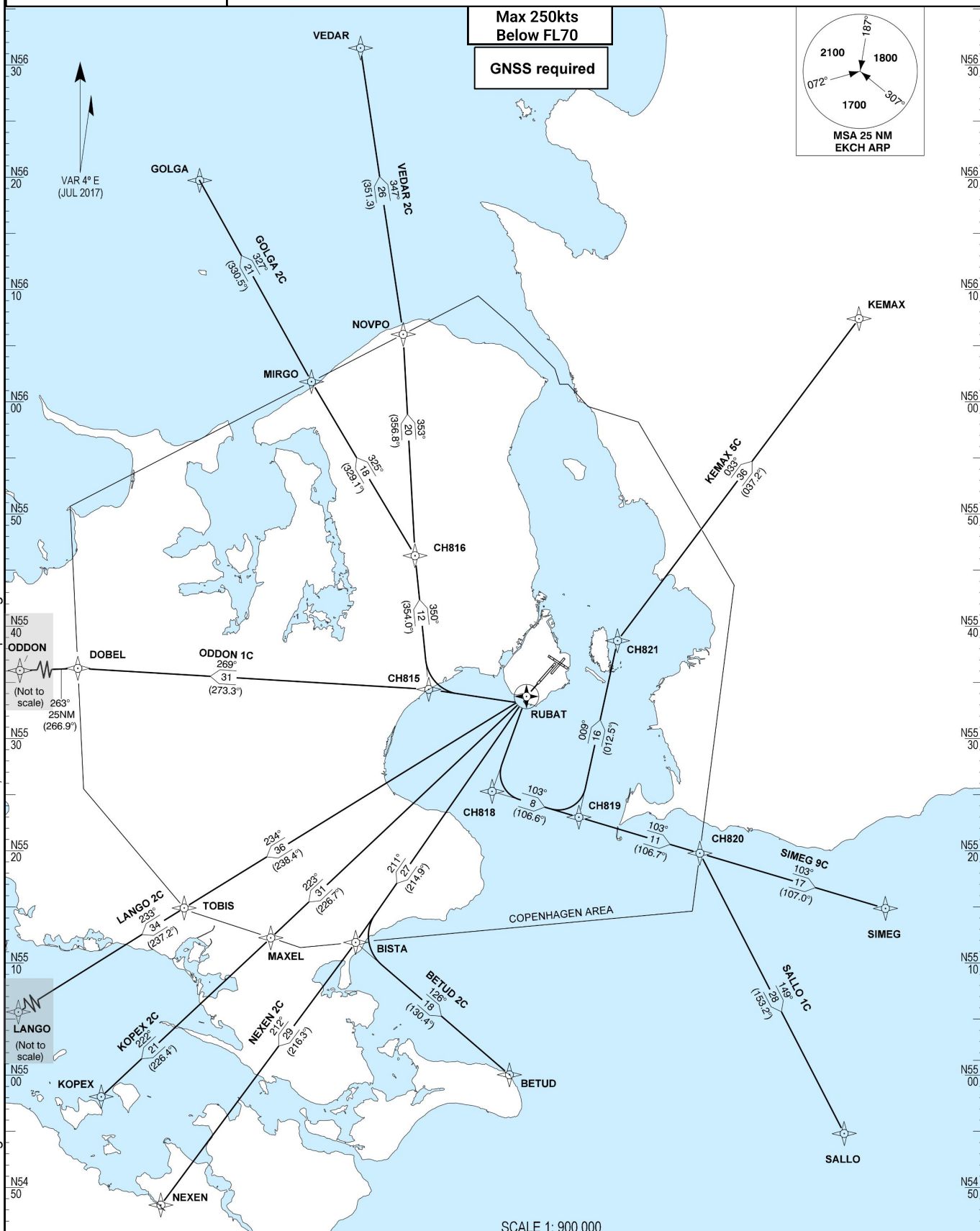
If offline see bottom of the chart

Max 250kts
Below FL70

GNSS required



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



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

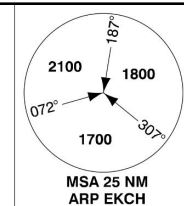
4000'

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

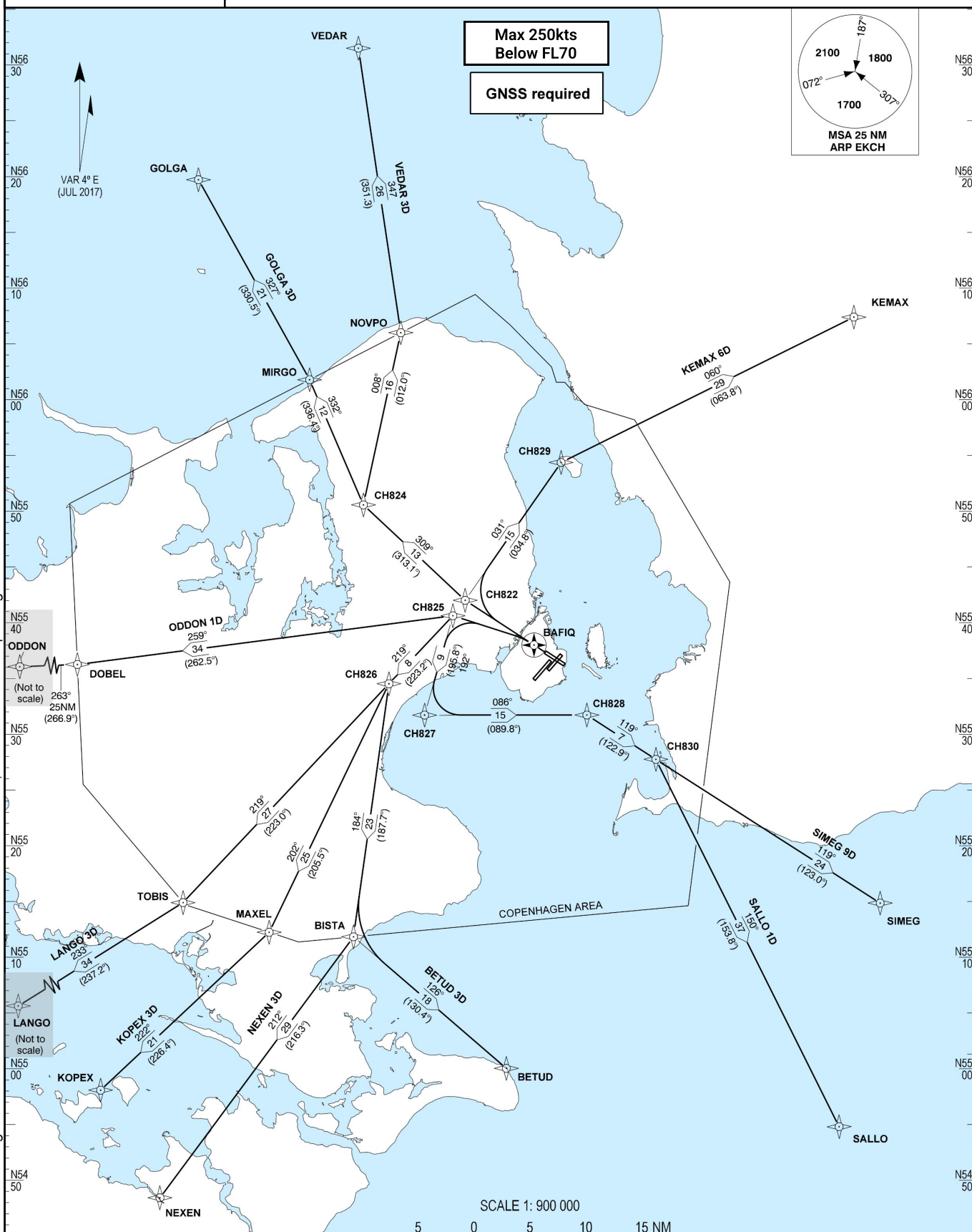
If offline see bottom of the chart

Max 250kts
Below FL70

GNSS required



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



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