

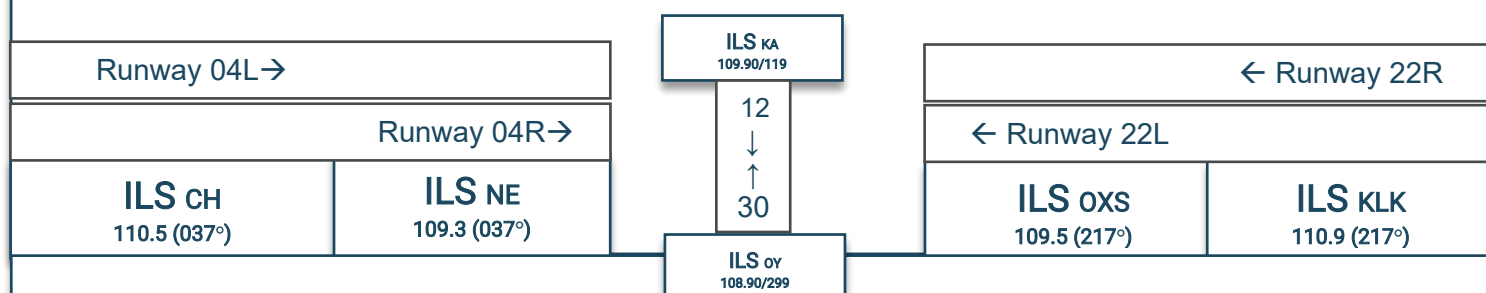
Copenhagen/Kastrup Airport (EKCH)



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

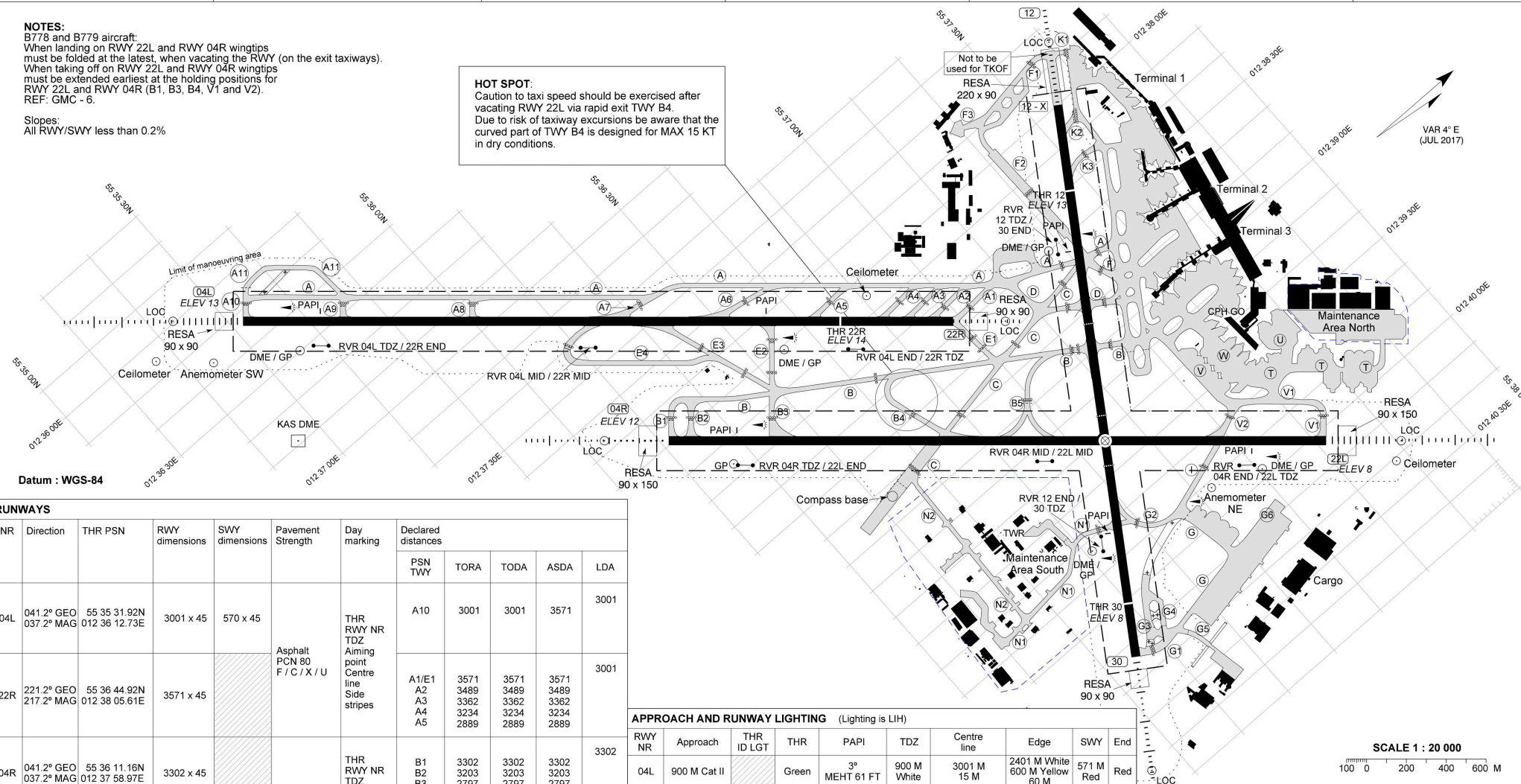
Copenhagen APP : 119.805
Kastrup TWR : 118.105 118.580 118.705 119.355 121.830
ATIS : 122.755 (ARR) 122.855 (DEP)

AD 2 - EKCH
ADC
København / Kastrup

NOTES:
B778 and B779 aircraft:
When landing on RWY 22L and RWY 04R wingtips must be folded at the latest, when vacating the RWY (on the exit taxiways).
When taking off on RWY 22L and RWY 04R wingtips must be extended earliest at the holding positions for RWY 22L and RWY 04R (B1, B3, B4, V1 and V2).
REF: GMC - 6.

Slopes:
All RWY/SWY less than 0.2%

HOT SPOT:
Caution to taxi speed should be exercised after vacating RWY 22L via rapid exit TWY B4. Due to risk of taxiway excursions be aware that the curved part of TWY B4 is designed for MAX 15 KT in dry conditions.



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	3001 x 45	570 x 45	Asphalt PCN 80 F / C / X / U	THR RWY NR TDZ Aiming point Centre line Side stripes	A10	3001	3001	3571	3001
22R	221.2° GEO 217.2° MAG	55 36 44.92N 012 38 05.61E	3571 x 45				A1/E1 A2 A3 A4 A5	3571 3489 3362 3234 2889	3571 3489 3362 3234 2889	3571 3489 3362 3234 2889	3001
04R	041.2° GEO 037.2° MAG	55 36 11.16N 012 37 58.97E	3302 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	3302 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 2481 1798	2800 2699 2481 1798	2800 2699 2481 1798	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 AVB

APPROACH AND RUNWAY LIGHTING (Lighting is LIH)

RWY NR	Approach	THR ID LGT	THR	PAPI	TDZ	Centre line	Edge	SWY	En
04L	900 M Cat II		Green	3 ^o MEHT 61 FT	900 M White	3001 M 15 M	2401 M White 600 M Yellow 60 M	571 M Red	Re
22R	900 M White	FLG White	Green	3 ^o MEHT 59 FT		3571 M 15 M	570 M Red 2401 M White 600 M Yellow 60 M		Re
04R	720 M White		Green	3 ^o MEHT 57 FT		3302 M 15 M	2702 M White 600 M Yellow 60 M		Re
22L	840 M Cat II and III		Green	3 ^o MEHT 60 FT	900 M White	3302 M 15 M	2702 M White 600 M Yellow 60 M		Re
12	900 M White	FLG White	Green	3 ^o MEHT 49 FT			435 M Red 1765 M White 600 M Yellow 30 M		Re
30	900 M White		Green	3 ^o MEHT 60 FT			270 M Red 1495 M White 600 M Yellow 30 M	300 M Red	Re

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

TAXIWAYS

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
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Rapid exit taxiways : A6, A7, B4 and E3.

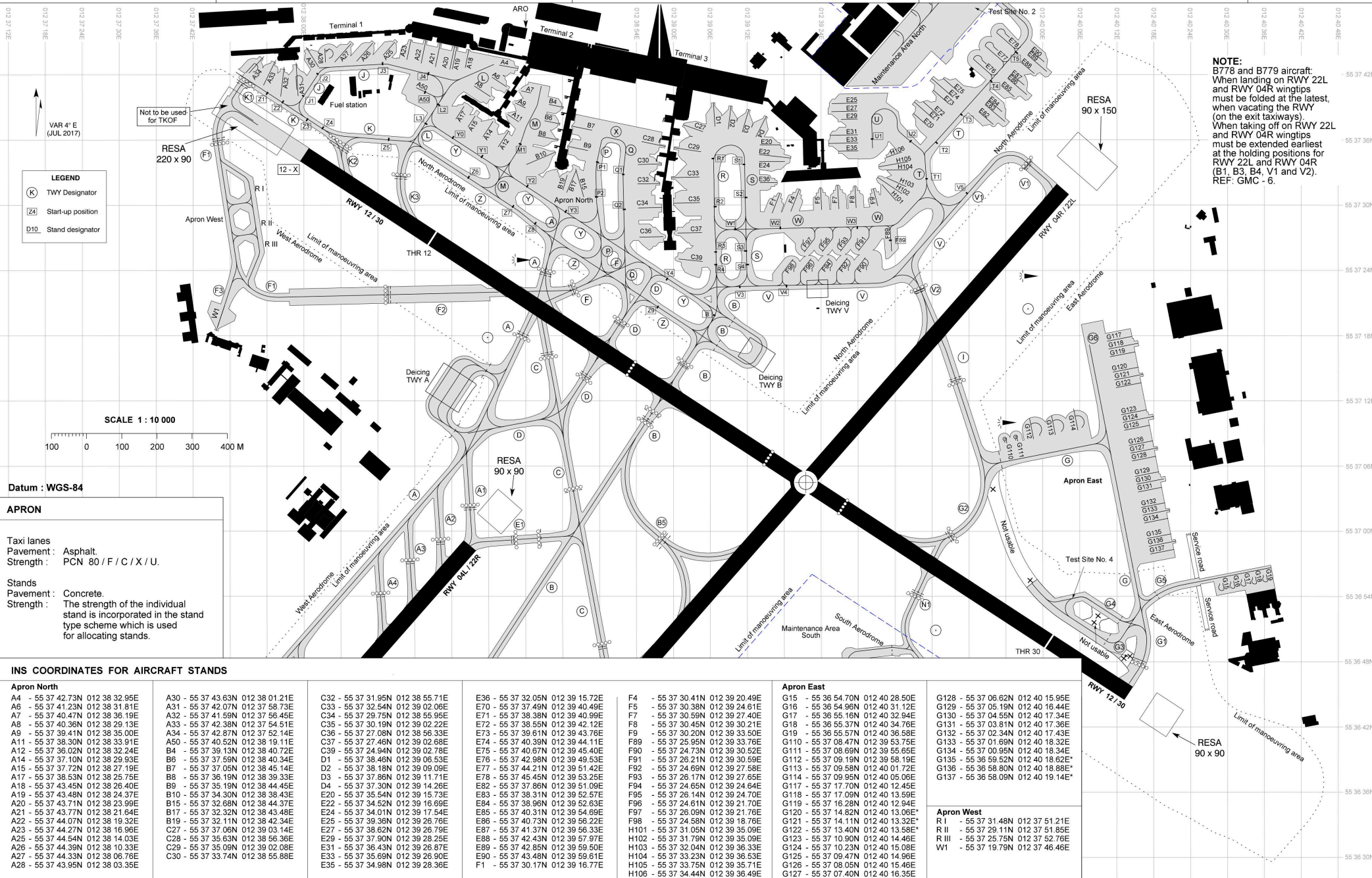
AIRCRAFT PARKING / DOCKING CHART - ICAO

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

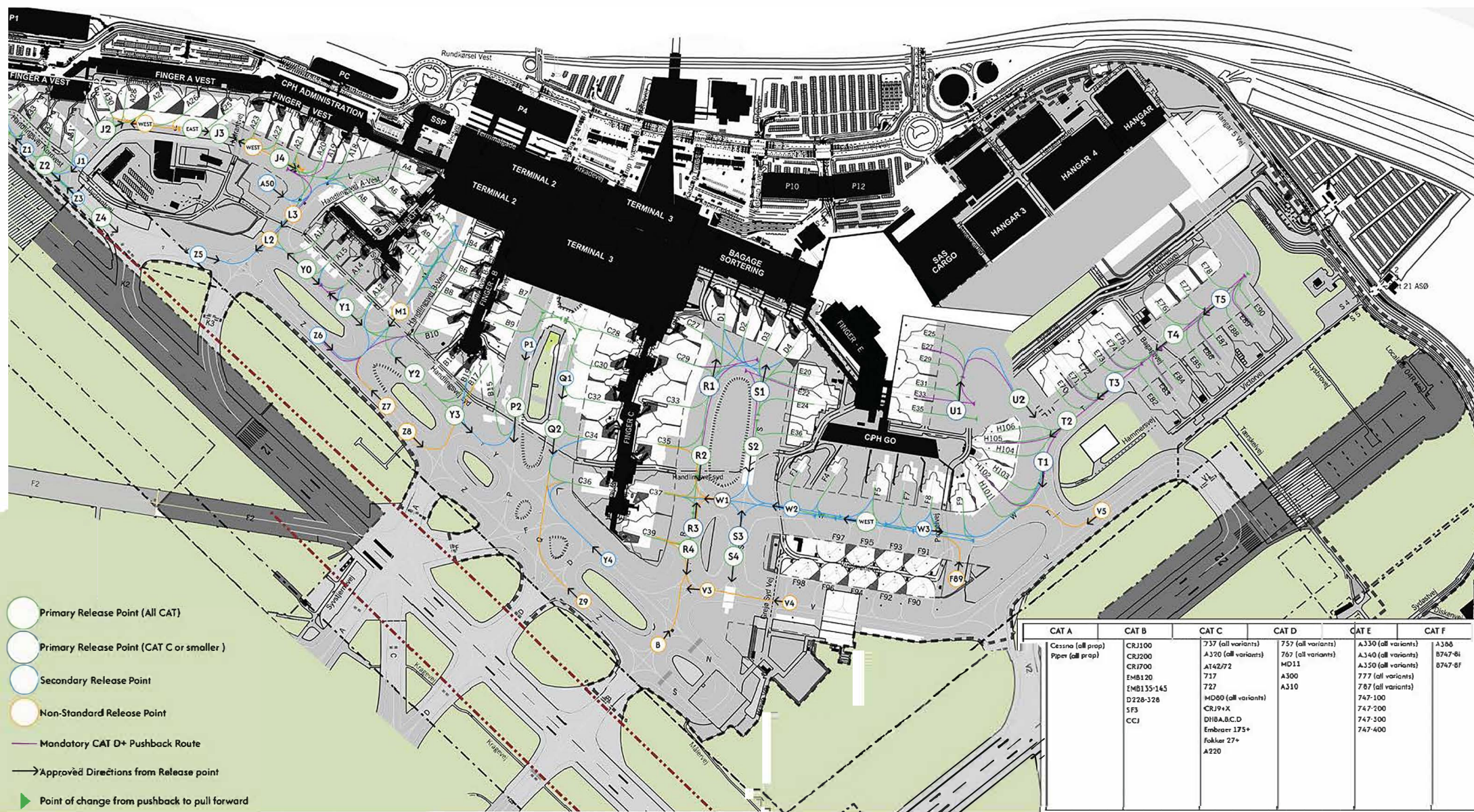
ELEV in FT
Dimensions / Distances in M

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 : Depiction of RESA RWY 04L and 12/30 corrected.



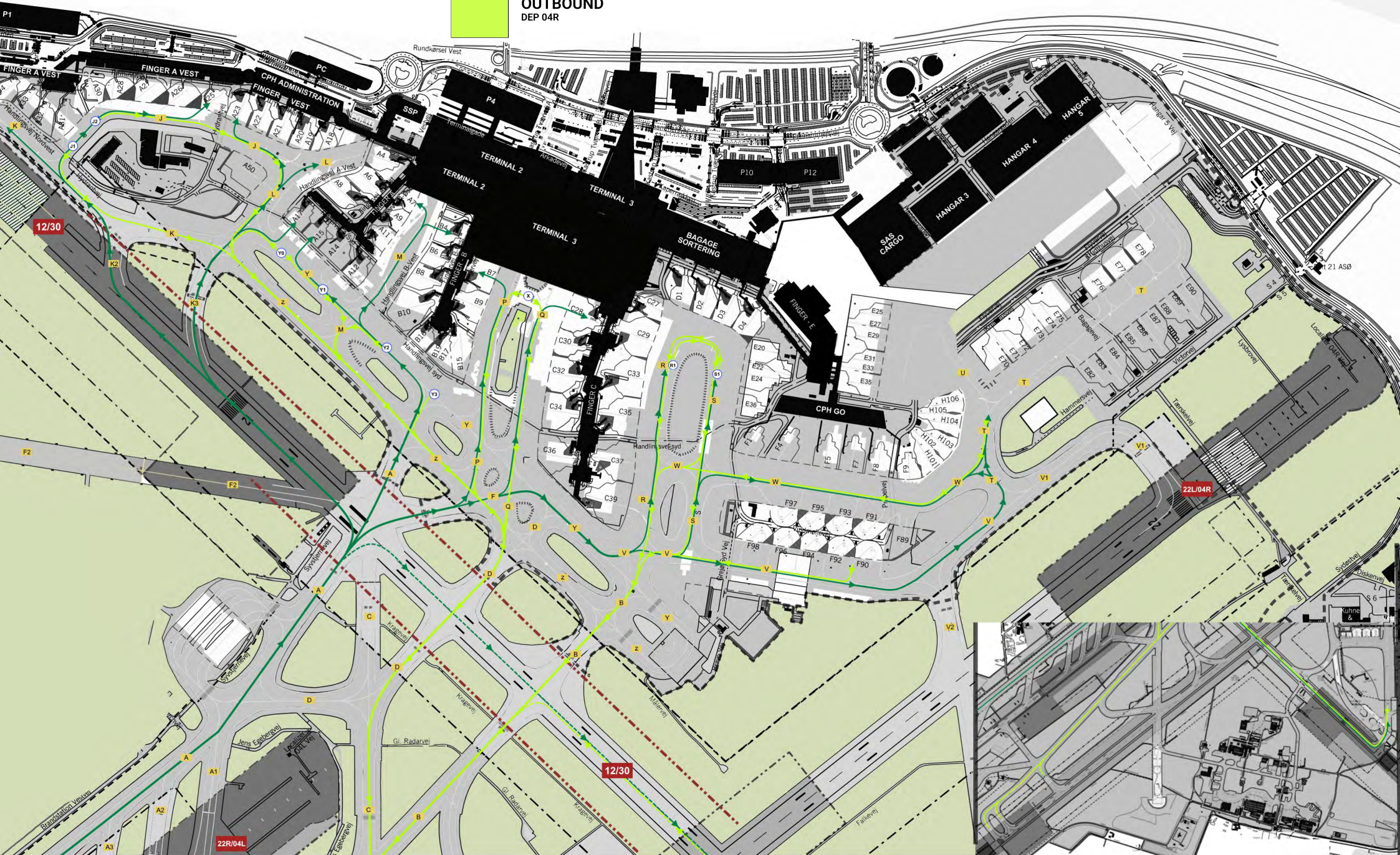
CAT A	CAT B	CAT C	CAT D	CAT E	CAT F
Cessna (all prop)	CRJ100	737 (all variants)	757 (all variants)	A330 (all variants)	A300
Piper (all prop)	CRJ200	A320 (all variants)	767 (all variants)	A340 (all variants)	8747-8i
	CRJ700	A142/72	MD11	A350 (all variants)	8747-8F
	EMB120	737	A300	777 (all variants)	
	EMB135-145	727	A310	787 (all variants)	
	D228-328	MD80 (all variants)		747-100	
	SF3	CRJ9+X		747-200	
	CCJ	DL8A.B.C.D		747-300	
		Embraer 175+		747-400	
		Fokker 27+			
		A220			

STANDARD APRON ROUTES

RWY 04R/04L

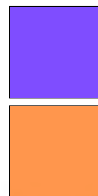
INBOUND
ARR 04L

OUTBOUND
DEP 04R



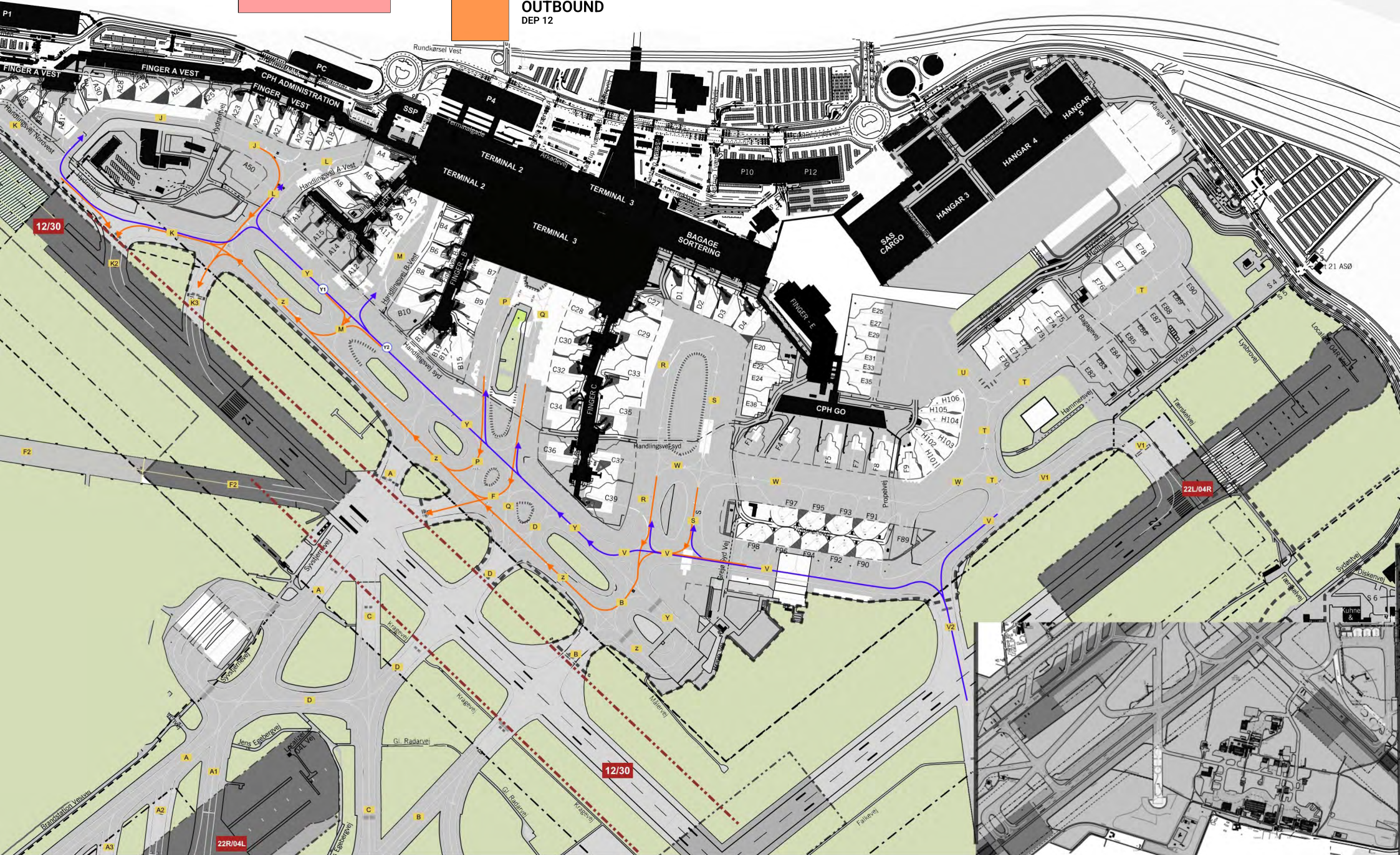
STANDARD APRON ROUTES

RWY 12

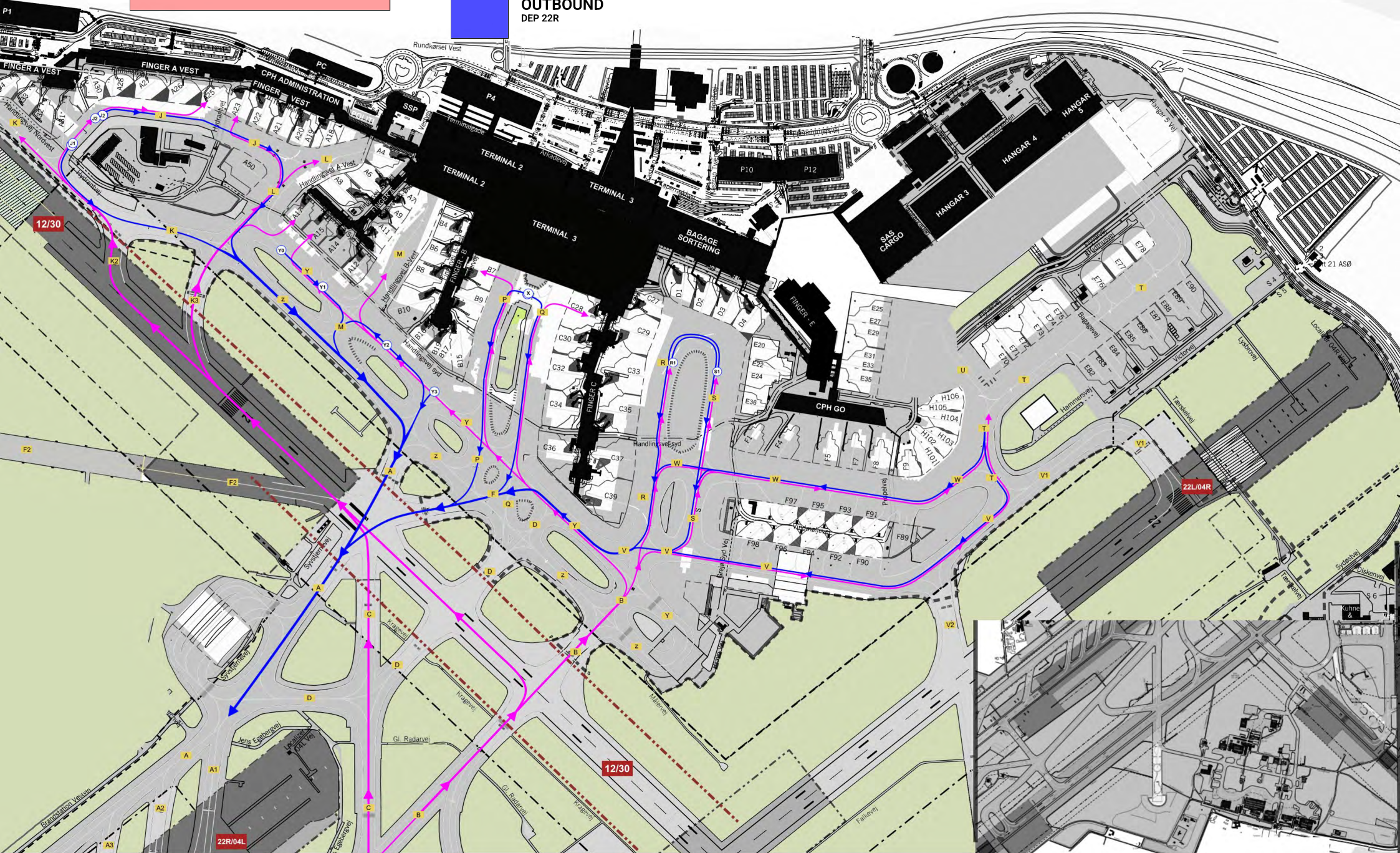


INBOUND
ARR 12

OUTBOUND
DEP 12



RWY 22R/22L

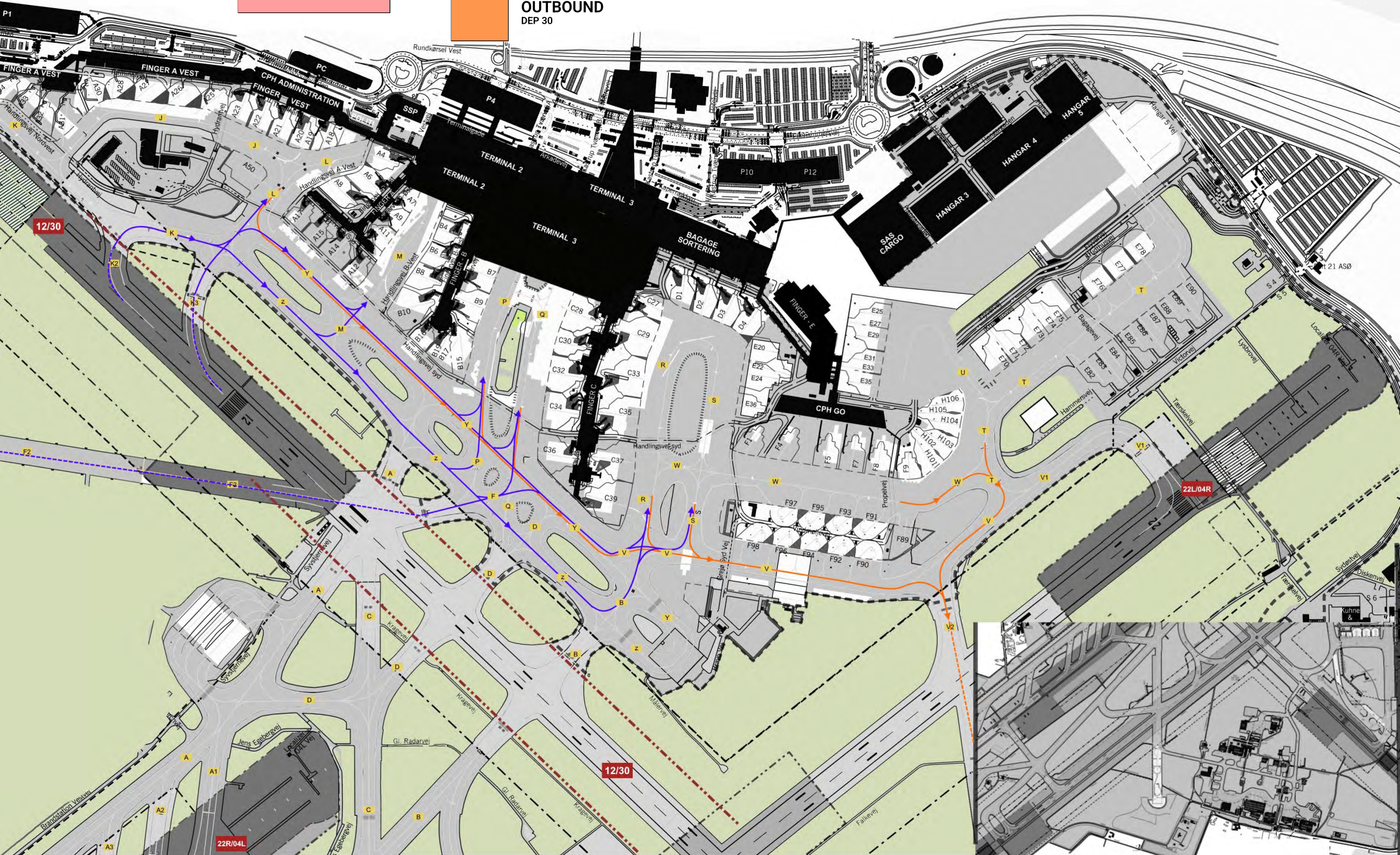


STANDARD APRON ROUTES RWY 30



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

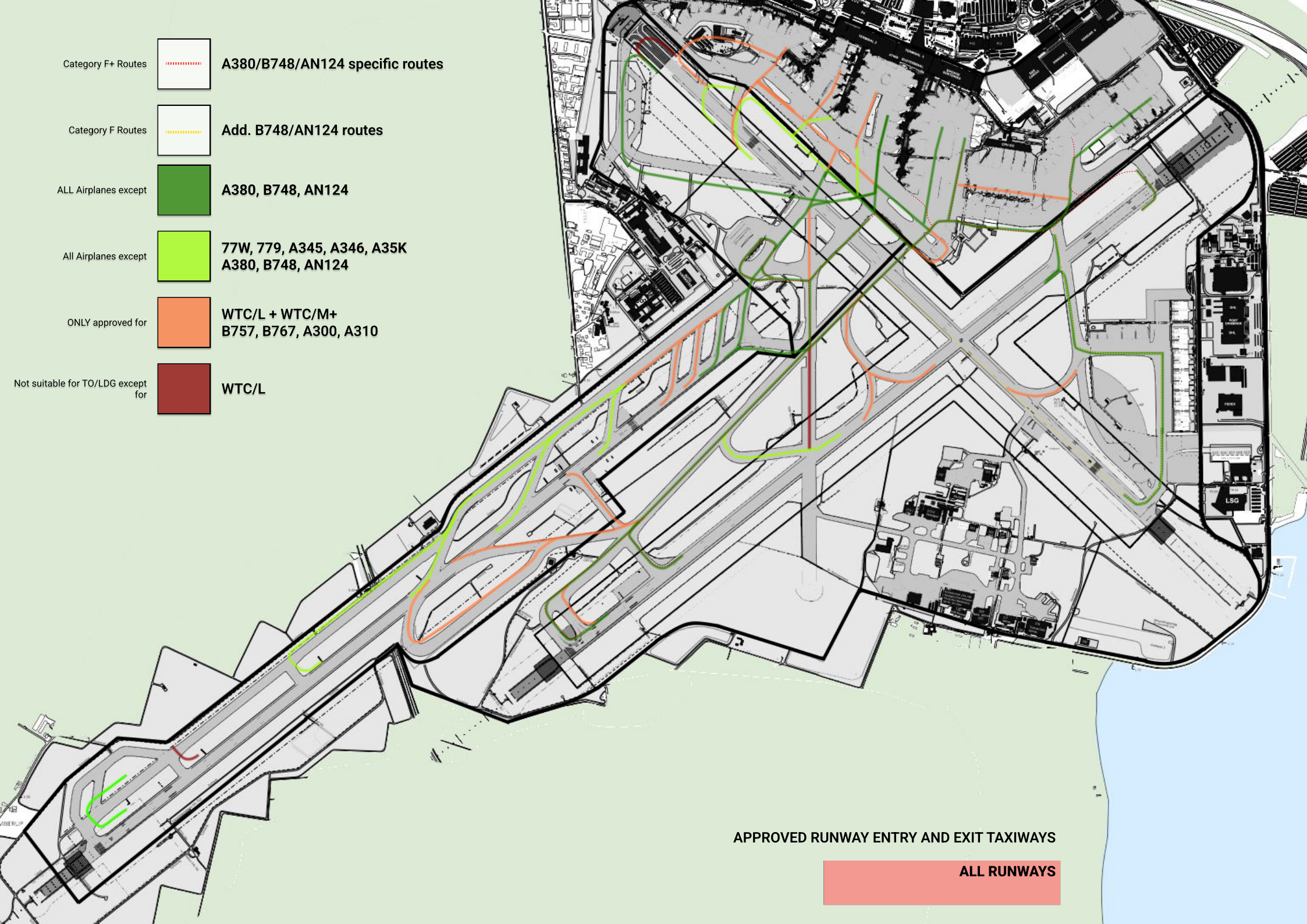


WTC/L + WTC/M+
B757, B767, A300, A310

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 4A, TUDLO 4A, MONAK 5A, TIDVU 3A, ERNOV 3A

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 : All STAR designators changed. Altitude restriction for WPT CH724 and CH727 added.

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

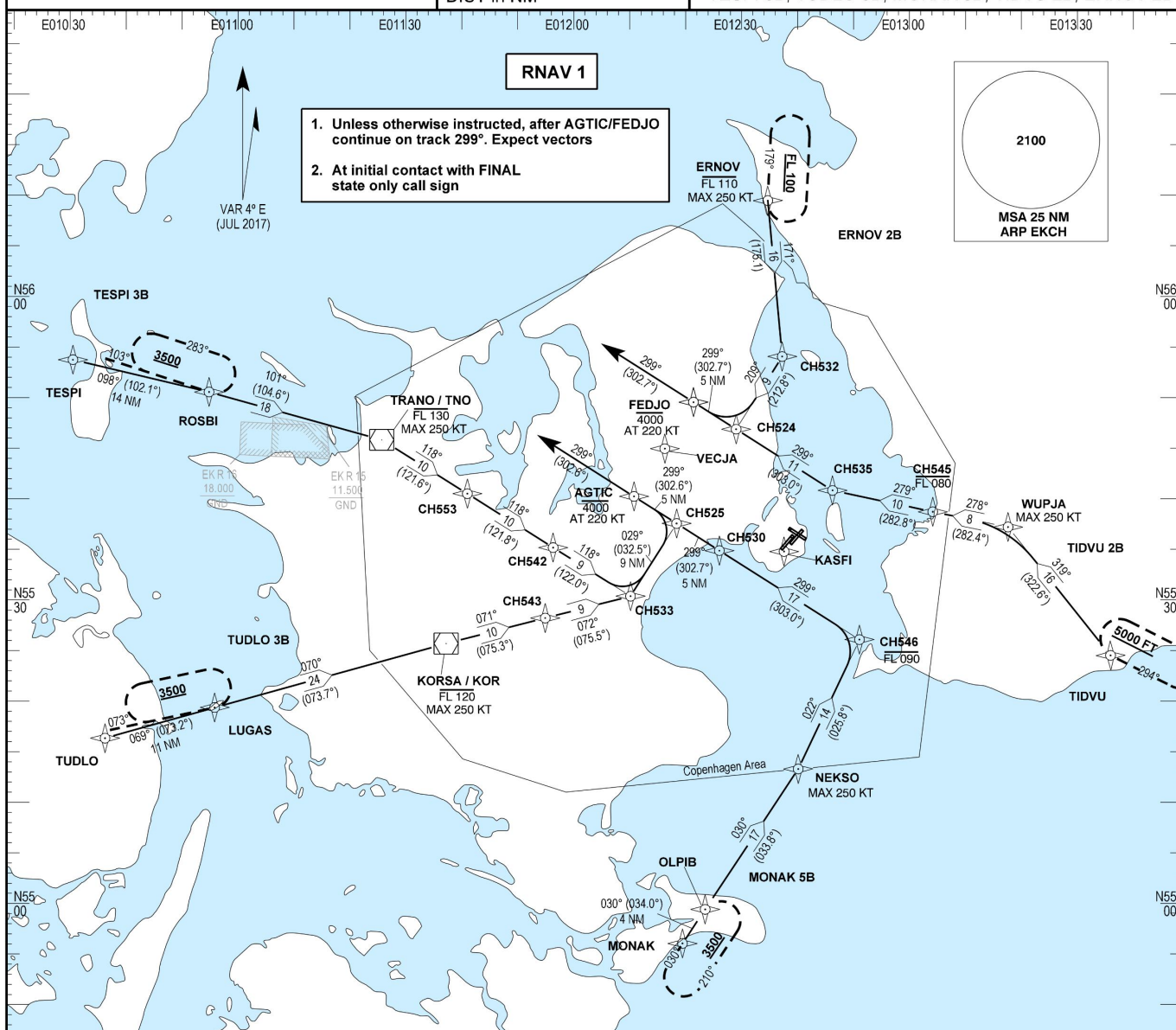
Transition altitude 5000

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

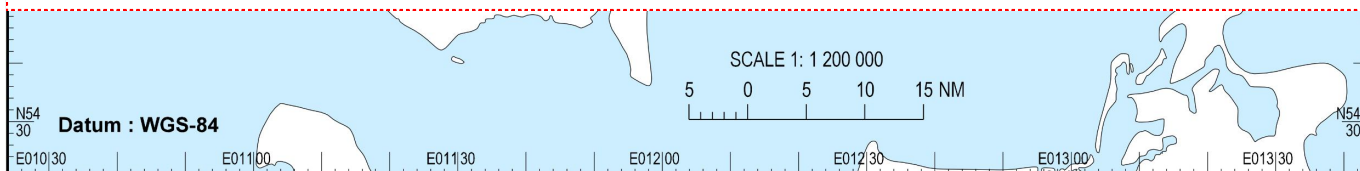
ATIS: 122.755

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.



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 OLPIB added. STAR MONAK changed. Note 1. changed.

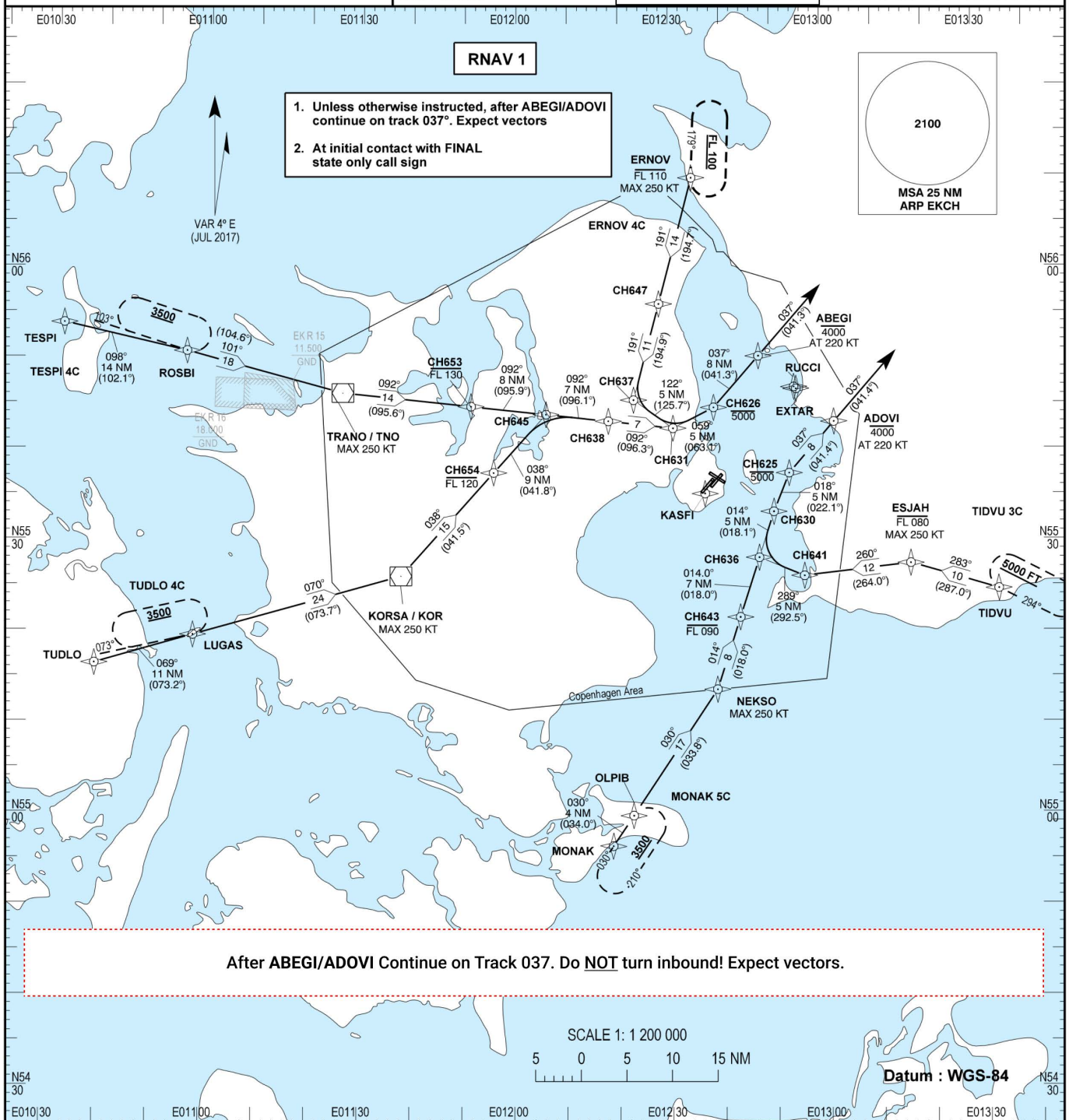
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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
DNAAK 5C, TIDVU 3C, ERNOV 4C



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)

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 : All STAR designators changed. Altitude restriction for WPT CH625 and CH626 added.

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

RNAV 1

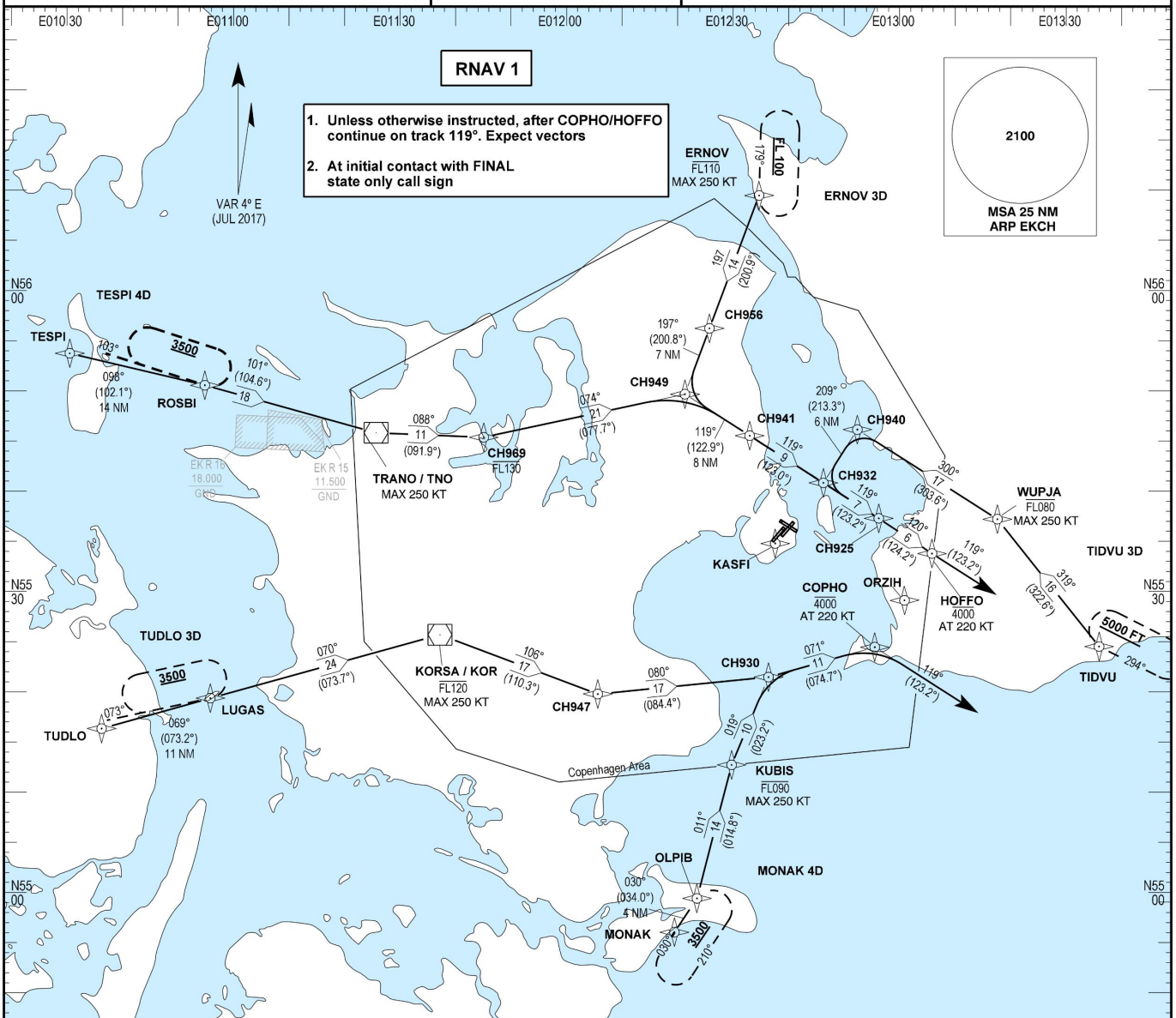
1. Unless otherwise instructed, after COPHO/HOFFO continue on track 119°. Expect vectors
2. At initial contact with FINAL state only call sign

2100

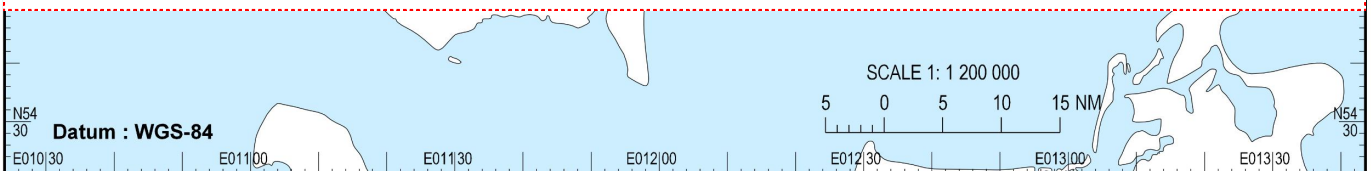
MSA 25 NM
ARP EKCH

VAR 4° E
(JUL 2017)

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



After HOFFO/COPHO Continue on Track 119. 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
(30)

EKCH_D_TWR
119.355
(22R)

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

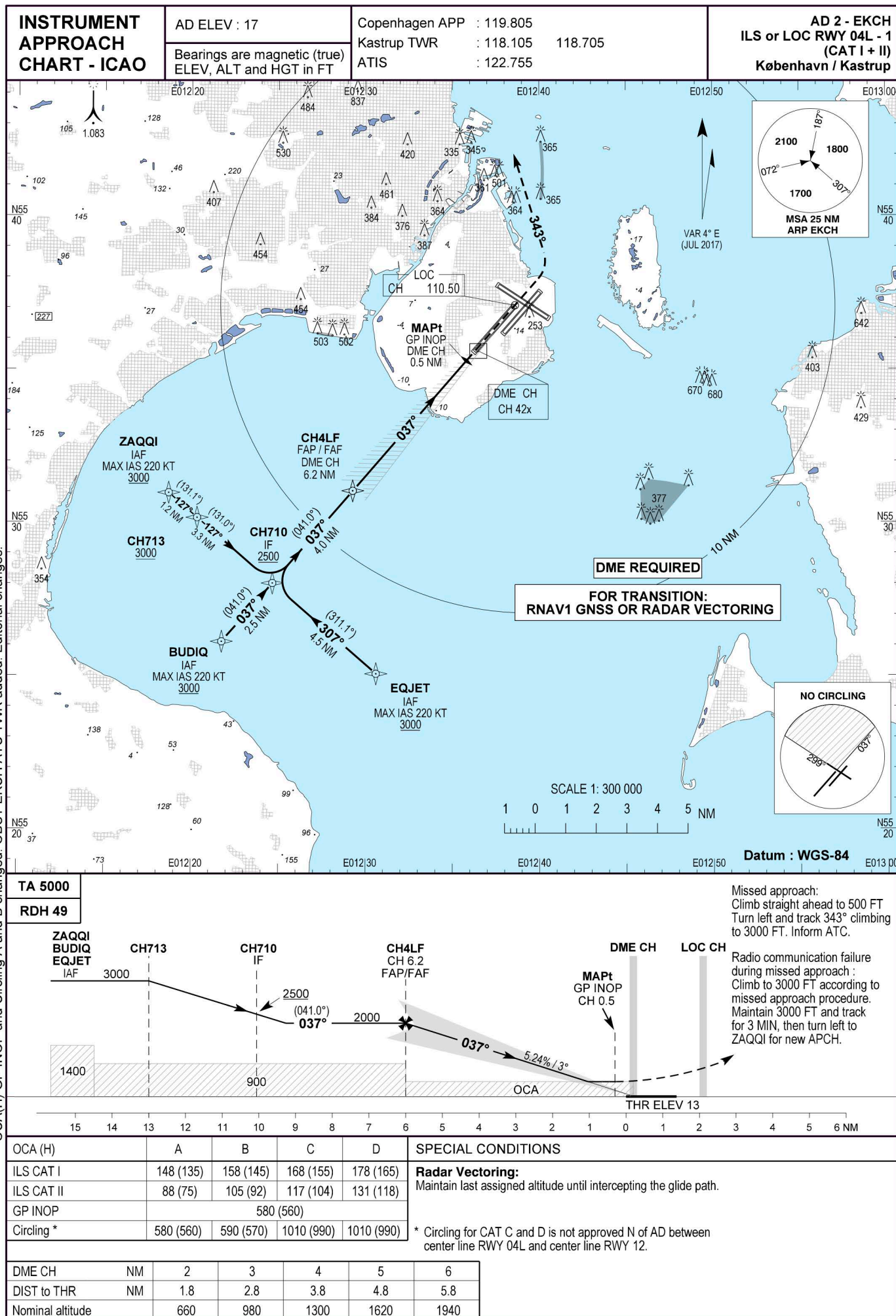
Comply with Turns, Speed and Altitude instructions immediately upon receipt

Strict Adherence to all instructions are required

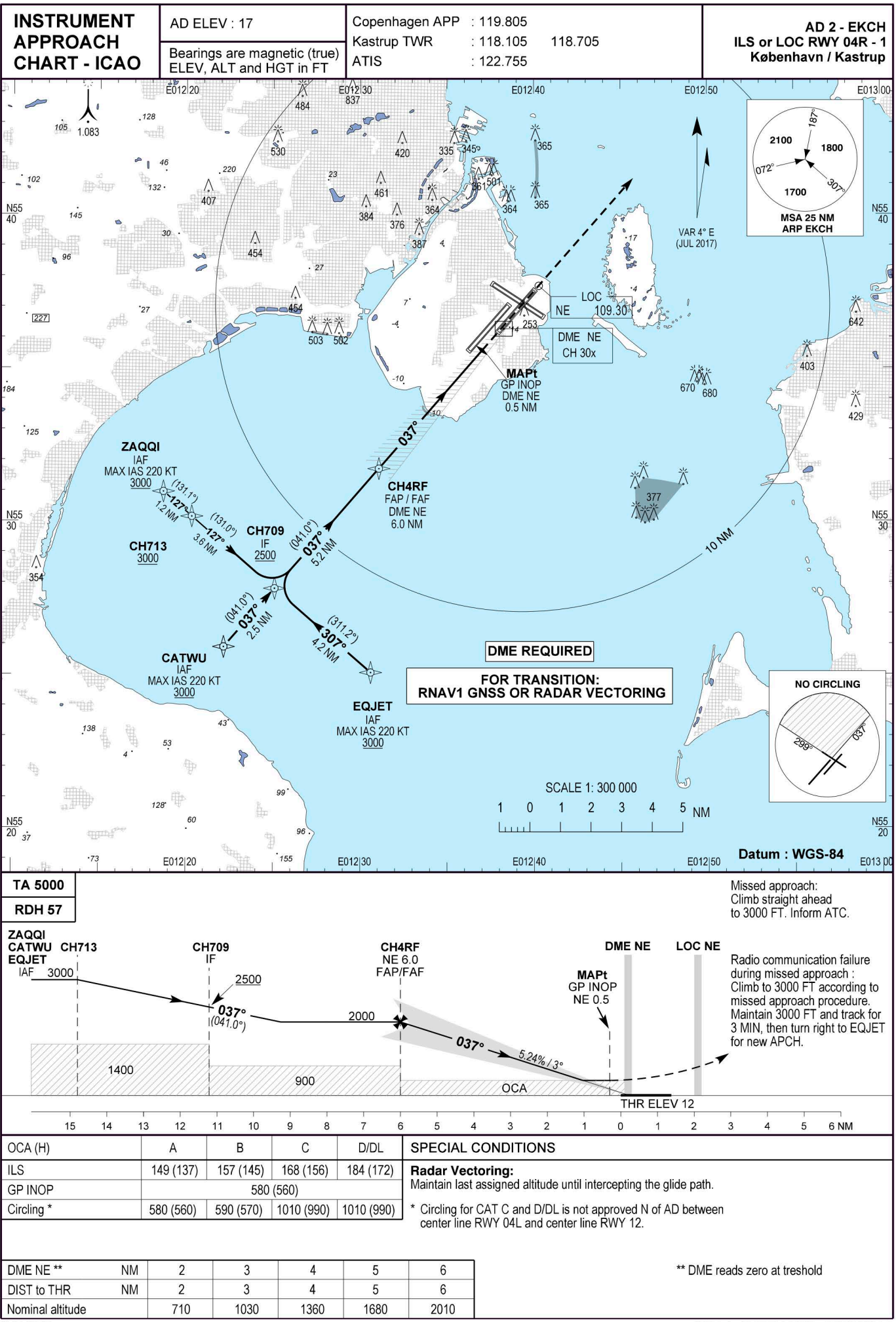
Domestic traffic may flight plan to join TESPI arrival at TNO
Domestic traffic may flight plan to join TUDLO arrival at KOR

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 : RNAV transition revised, WPT DOPEM and ERPUK withdrawn from chart. New WPT CH710, CH713, EQJET and ZAQQI added.
OCA(H) GP INOP and Circling A and B changed. OBST EKCH ATC TWR added. Editorial changes.



Changes : RNAV transition revised. WPT DOPEM and ERPUK withdrawn from chart. New WPT CH709, CH713, EQJET and ZAQQI added. OCA(H) ILS and ZAQQI added. OBST EKCH ATC TWR added.



INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

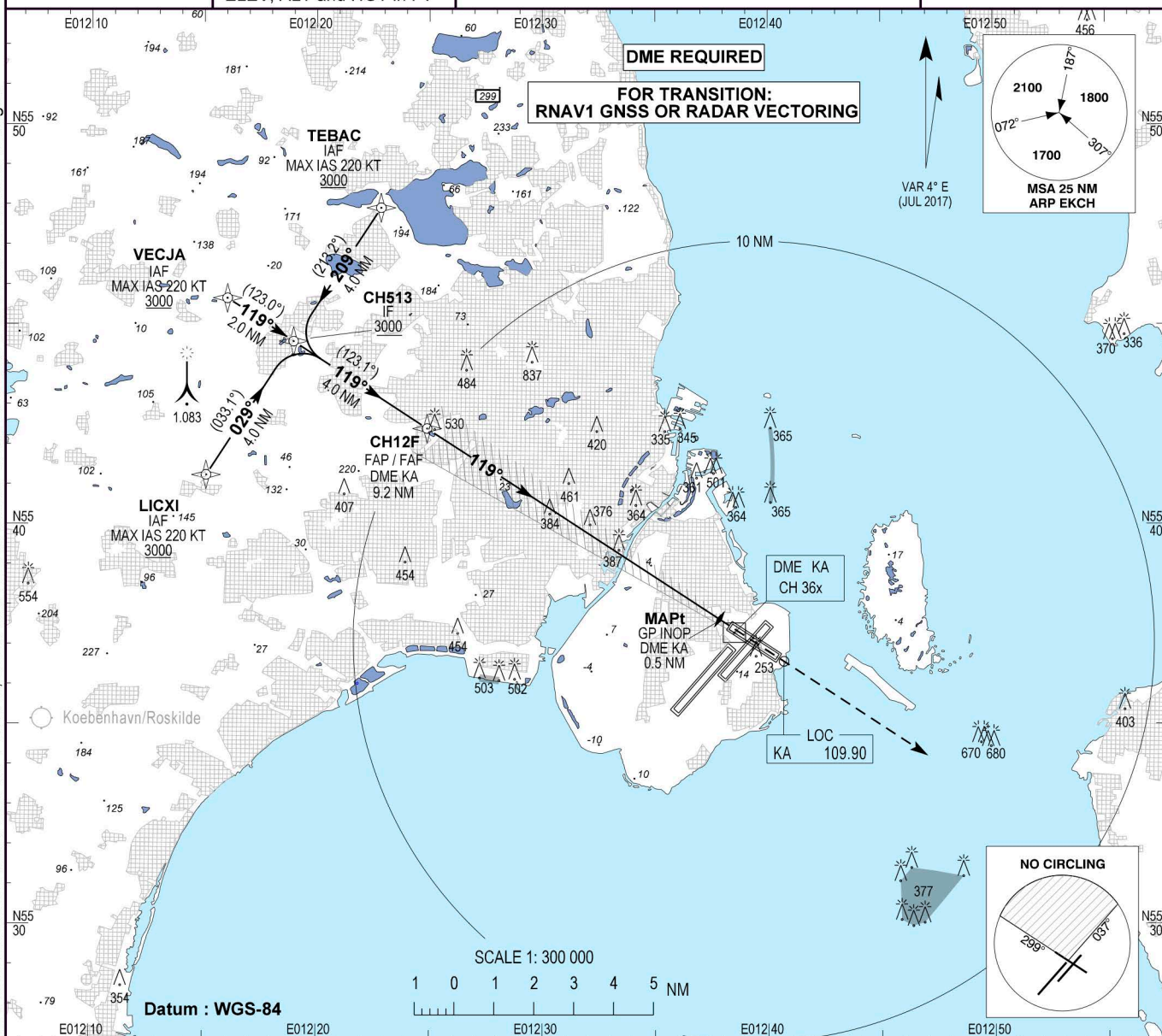
Copenhagen APP : 119.805

Kastrup TWR : 118.105 118.705

ATIS : 122.755

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

Changes : RNAV transition revised. WPT FEDJO and AGTIC withdrawn from chart. New WPT CH513, LICXI and TEBAC added. OBST EKCH ATC TWR added. Editorial changes.

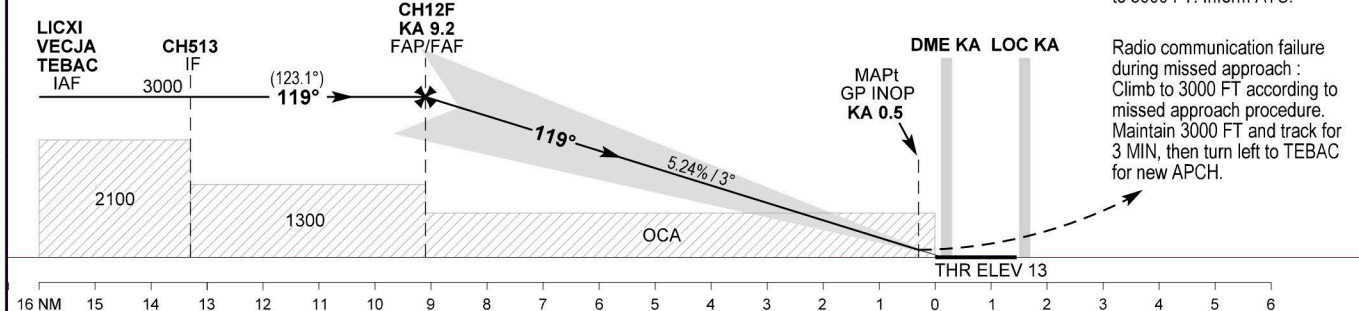


TA 5000

RDH 49

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

Radio communication failure
during missed approach :
Climb to 3000 FT according to
missed approach procedure.
Maintain 3000 FT and track for
3 MIN, then turn left to TEBAC
for new APCH.



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS	150 (137)	158 (145)	169 (156)	184 (171)	
GP INOP		790 (780)			
Circling *	790 (780)	790 (780)	1010 (1000)	1010 (1000)	

* Circling for CAT C and D is not approved N of AD between
center line RWY 04L and center line RWY 12.

DME KA	NM	2	3	4	5	6	7	8	9.2
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
Nominal altitude		650	970	1300	1630	1950	2280	2610	3030

Changes : RNAV transition revised. WPT ABEGI and ADOVI withdrawn from chart. New WPT CH610, VOCXI and ODLAQ added. OCA (H) Circling A changed. OBST EKCH ATC TWR added. Editorial changes.

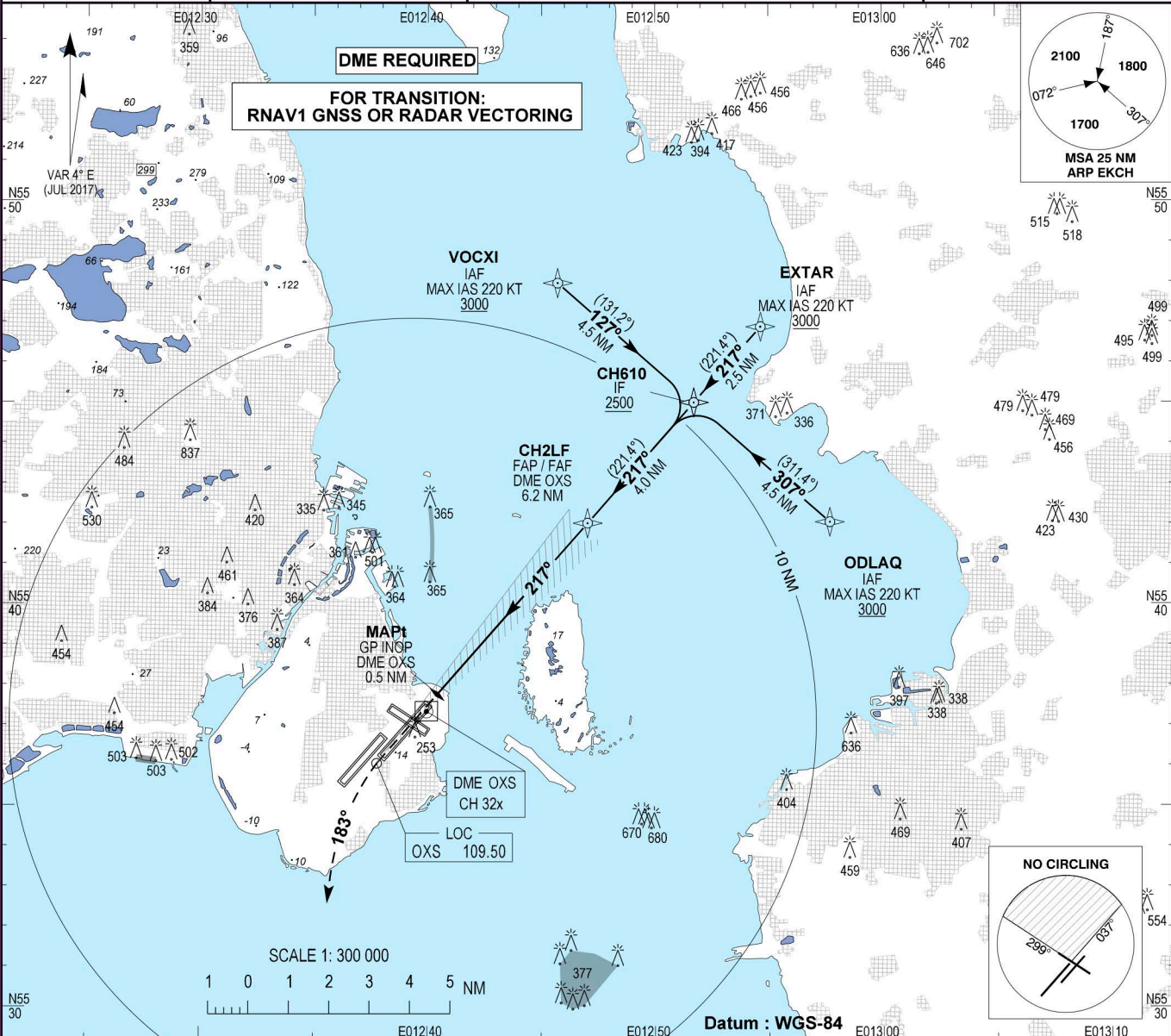
**INSTRUMENT
APPROACH
CHART - ICAO**

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.

Radio communication failure
during missed approach :
Climb to 3000 FT according to
missed approach procedure.
Maintain 3000 FT and track for 3 MIN,
then turn left to ODLAQ for new APCH.

OCA (H)	A	B	C	D/DL	SPECIAL CONDITIONS	
ILS CAT I	141 (133)	149 (141)	160 (152)	173 (165)	Radar Vectoring: Maintain last assigned altitude until intercepting the glide path. * Circling for CAT C and D/DL is not approved N of AD between center line RWY 22R and center line RWY 12.	
ILS CAT II	55 (47)	66 (58)	78 (70)	92 (84)		
GP INOP	510 (500)					
Circling *	560 (550)	590 (580)	1010 (1000)	1010 (1000)		

DME OXS	NM	2	3	4	5	6
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8
Nominal altitude		650	970	1290	1600	1930

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

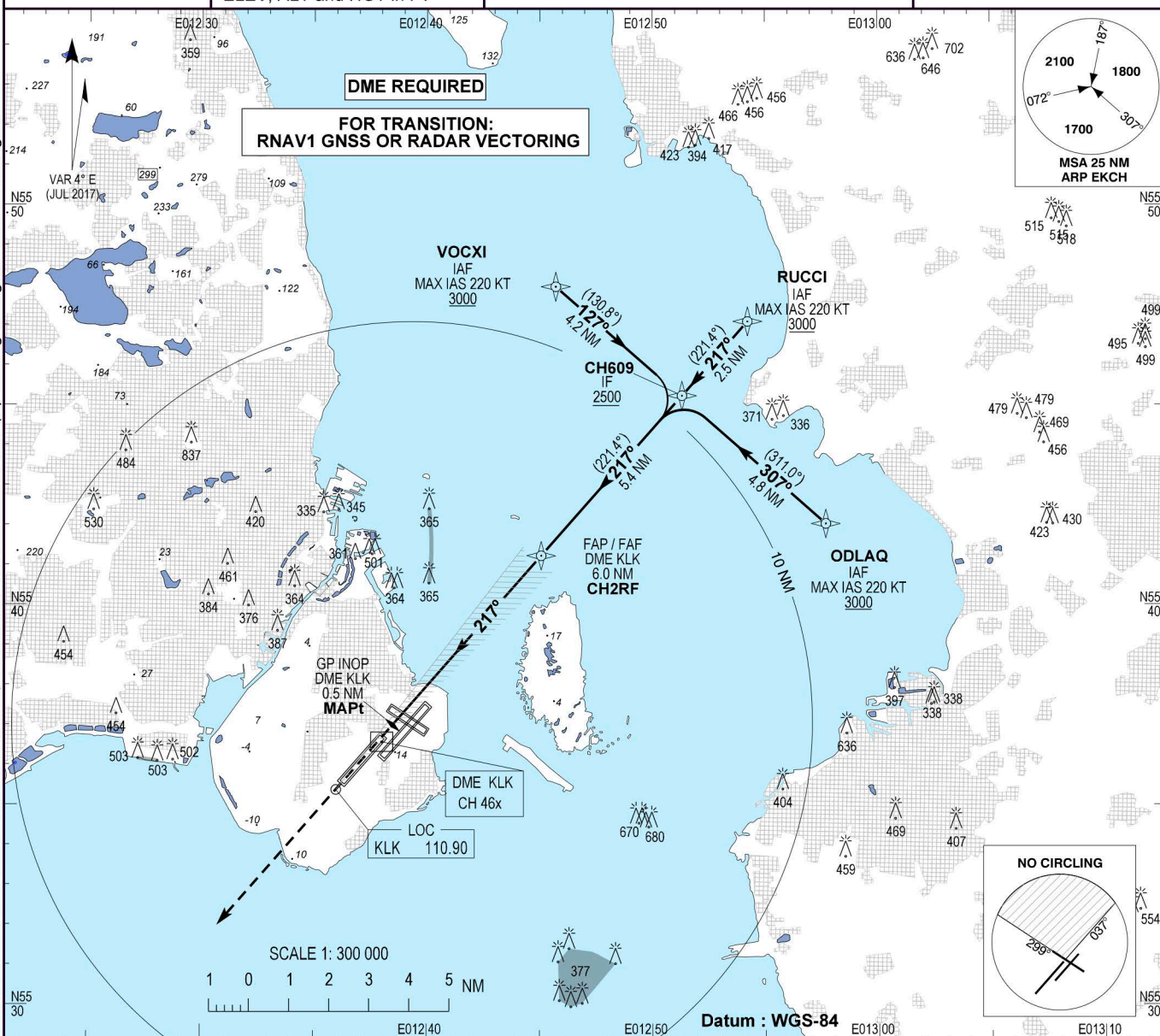
Copenhagen APP : 119.805

Kastrup TWR : 118.105 118.705

ATIS : 122.755

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

Changes : RNAV transition revised. WPT ABEG and ADOVI withdrawn from chart. New WPT CH609, VOCXI and ODLAQ added. OCA(H) Circling changed. Editorial changes.



TA 5000

RDH 47

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

Radio communication failure
during missed approach:
Climb to 3000 FT according
to missed approach procedure.
Maintain 3000 FT and track for
3 MIN, then turn right to VOCXI
for new APCH.

LOC KLK DME KLK

MAPt
GP INOP
KLK 0.5

CH2RF
KLK 6.0
FAF/FAF

CH609
IF 2500

RUCCI
VOCXI
ODLAQ
IAF 3000

THR ELEV 14

OCA

900

1400

OCA (H)	A	B	C	D
ILS	167 (153)	177 (163)	186 (172)	196 (182)
GP INOP		450 (430)		
Circling *	560 (540)	590 (570)	1010 (990)	1010 (990)

SPECIAL CONDITIONS

Radar Vectoring:

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
DIST to THR	NM	1.8	2.8	3.8	4.8	5.8
Nominal altitude		650	970	1300	1620	1950

NAVAIR

AIRAC AMDT 12/25 - 27 NOV 25

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

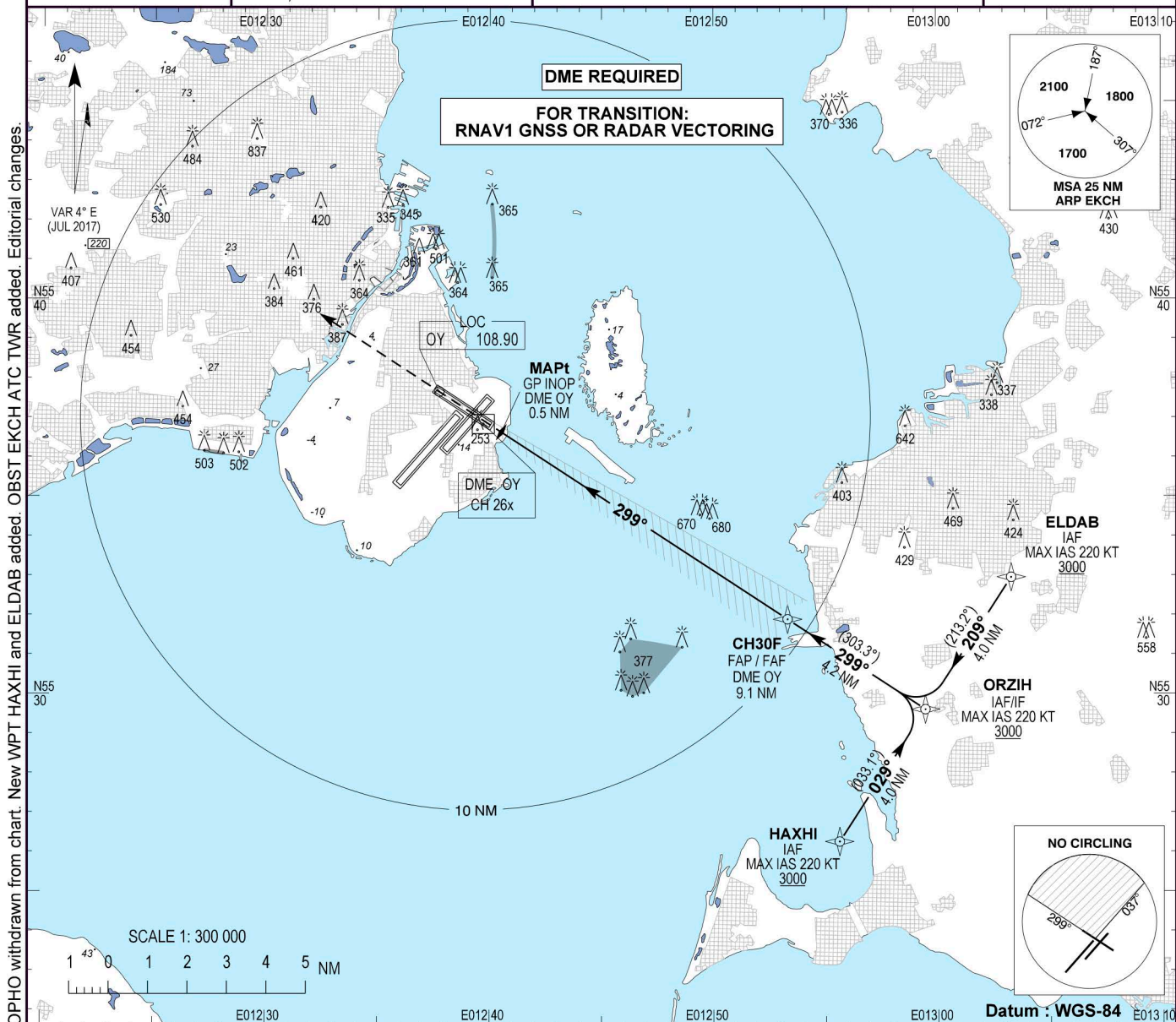
Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Copenhagen APP : 119.805

Kastrup TWR : 118.105 118.705

ATIS : 122.755

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

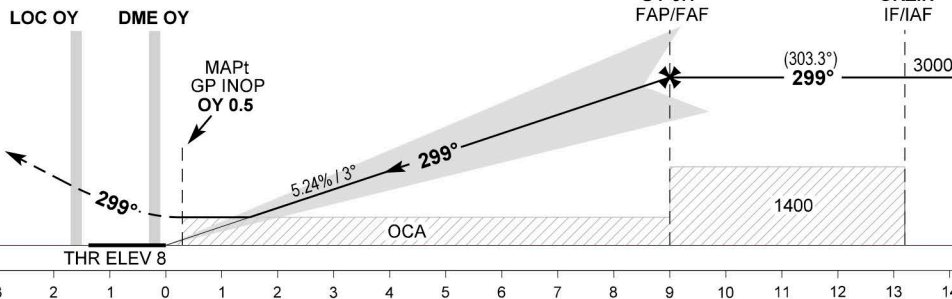


TA 5000

RDH 49

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

Radio communication failure
during missed approach :
Climb to 3000 FT according
to missed approach procedure.
Maintain 3000 FT and track for
3 MIN, then turn right to ELDAB
for new APCH.



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS	141(133)	149 (141)	159 (151)	168 (160)	* Circling for CAT C and D is not approved N of AD between
GP INOP	510 (500)				
Circling*	560 (550)	590 (580)	1010 (1000)	1010 (1000)	

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 12/25 - 27 NOV 25

Changes : RNAV transition revised. WPT HOFFO and COPHO withdrawn from chart. New WPT HAXHI and ELDAB added. OBST EKCH ATC TWR added. Editorial changes.

Non-Precision Approach

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 17

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

Copenhagen APP : 119.805

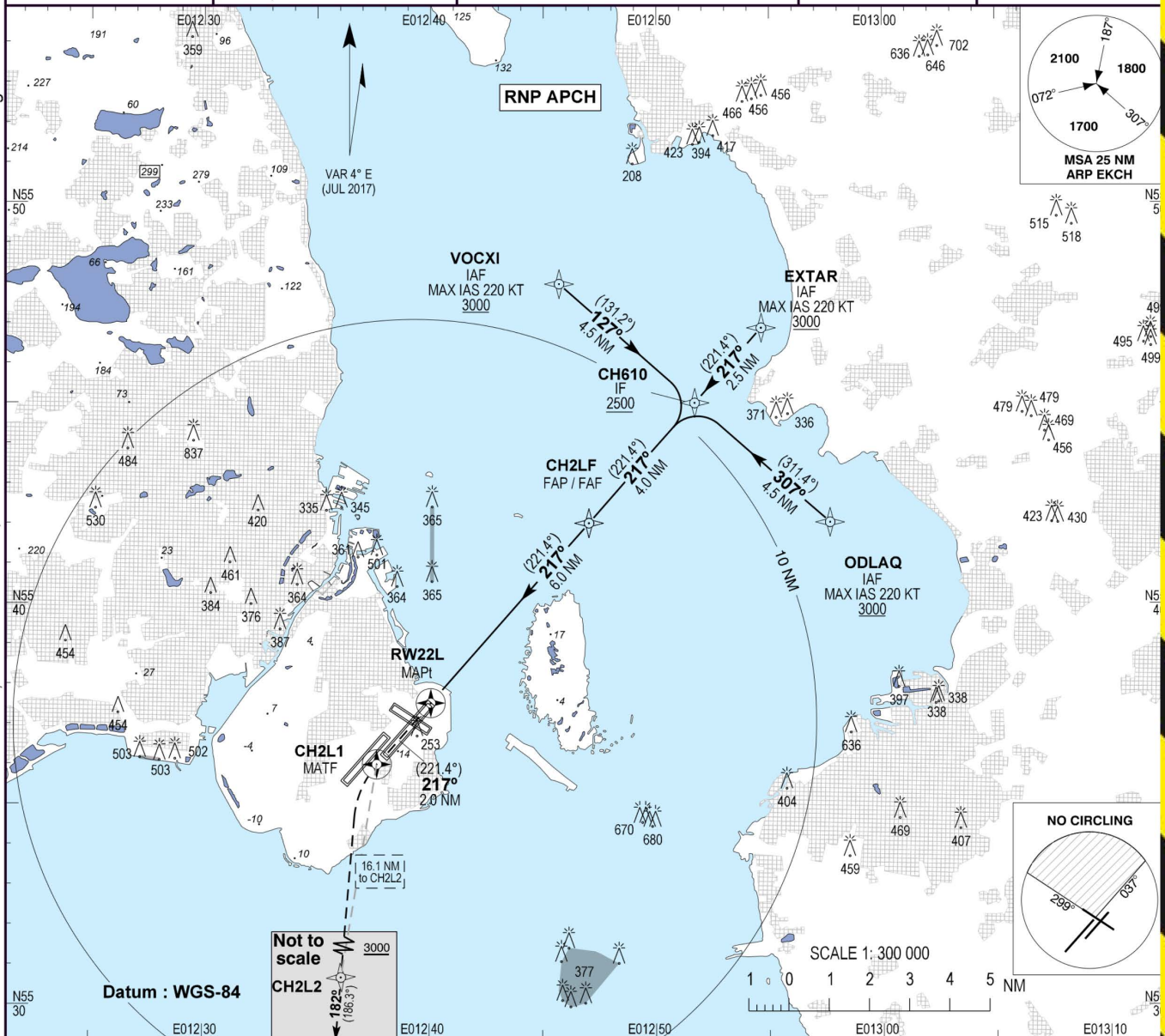
Kastrup TWR : 118.105 118.705

ATIS : 122.755

EGNOS
CH : 48570
E22A

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

Changes : RNAV transition revised. WPT ABEG1 and ADOV1 withdrawn from chart. New WPT CH610. VOCXI and ODLAQ added. OBST EKCH ATC TWR added. Editorial changes.



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°.

Radio communication failure
during missed approach :
Climb to 3000 FT according
to missed approach procedure.
Maintain 3000 FT and track for
3 MIN, then turn left to ODLAQ
for new APCH.

CH2L1
MATF

RW22L
MAPt

CH2LF
FAP/FAF

CH610
IF

EXTAR
VOCXI
ODLAQ
IAF

THR ELEV 8

7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 NM

OCA (H)

LPV

LNAV / VNAV *

LNAV

Circling **

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.

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

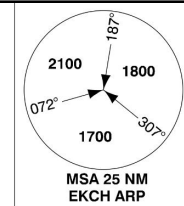
FL70

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

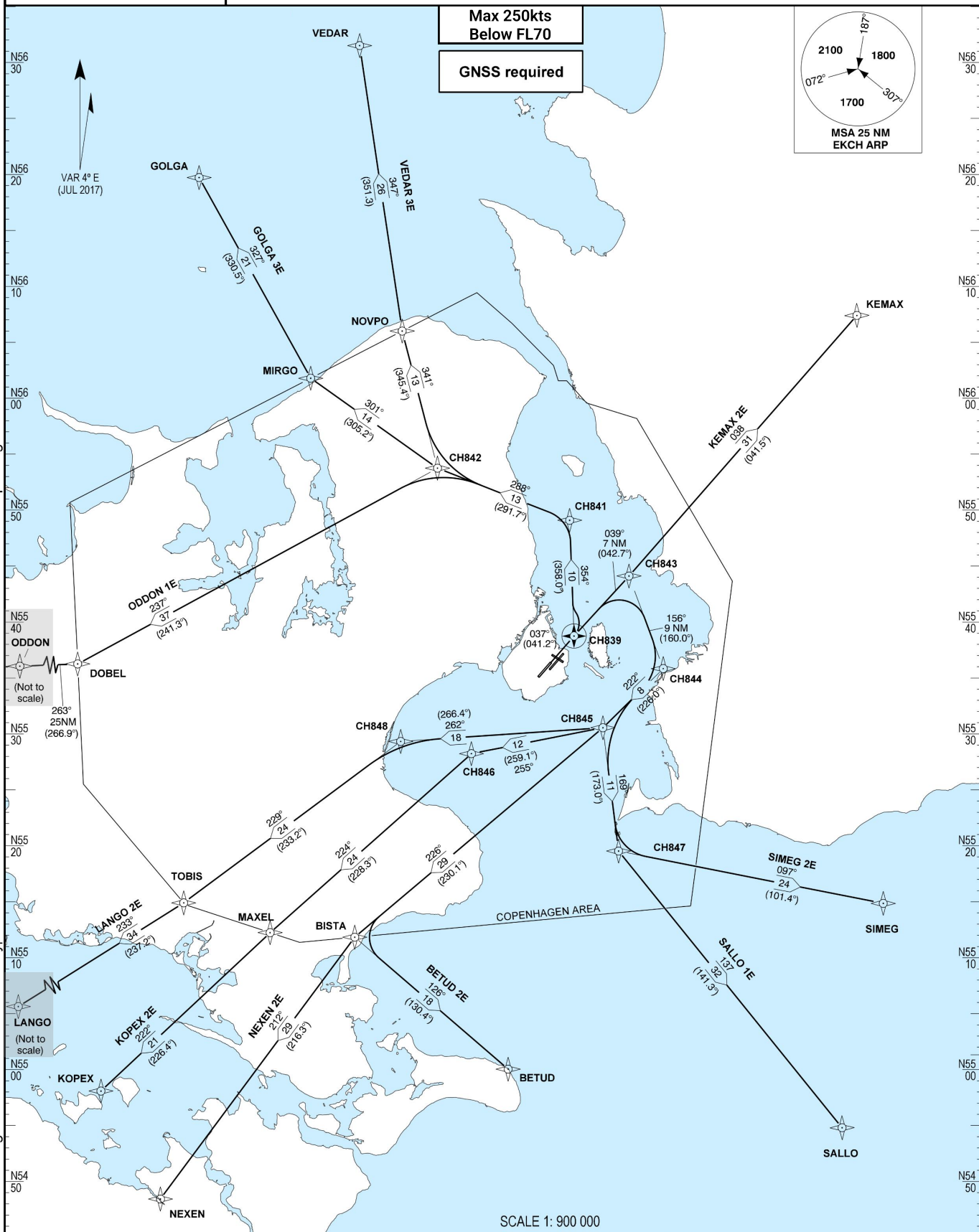
If offline see bottom of the chart

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

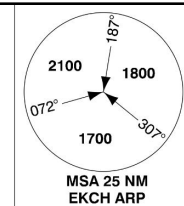
Initial Climb

FL70

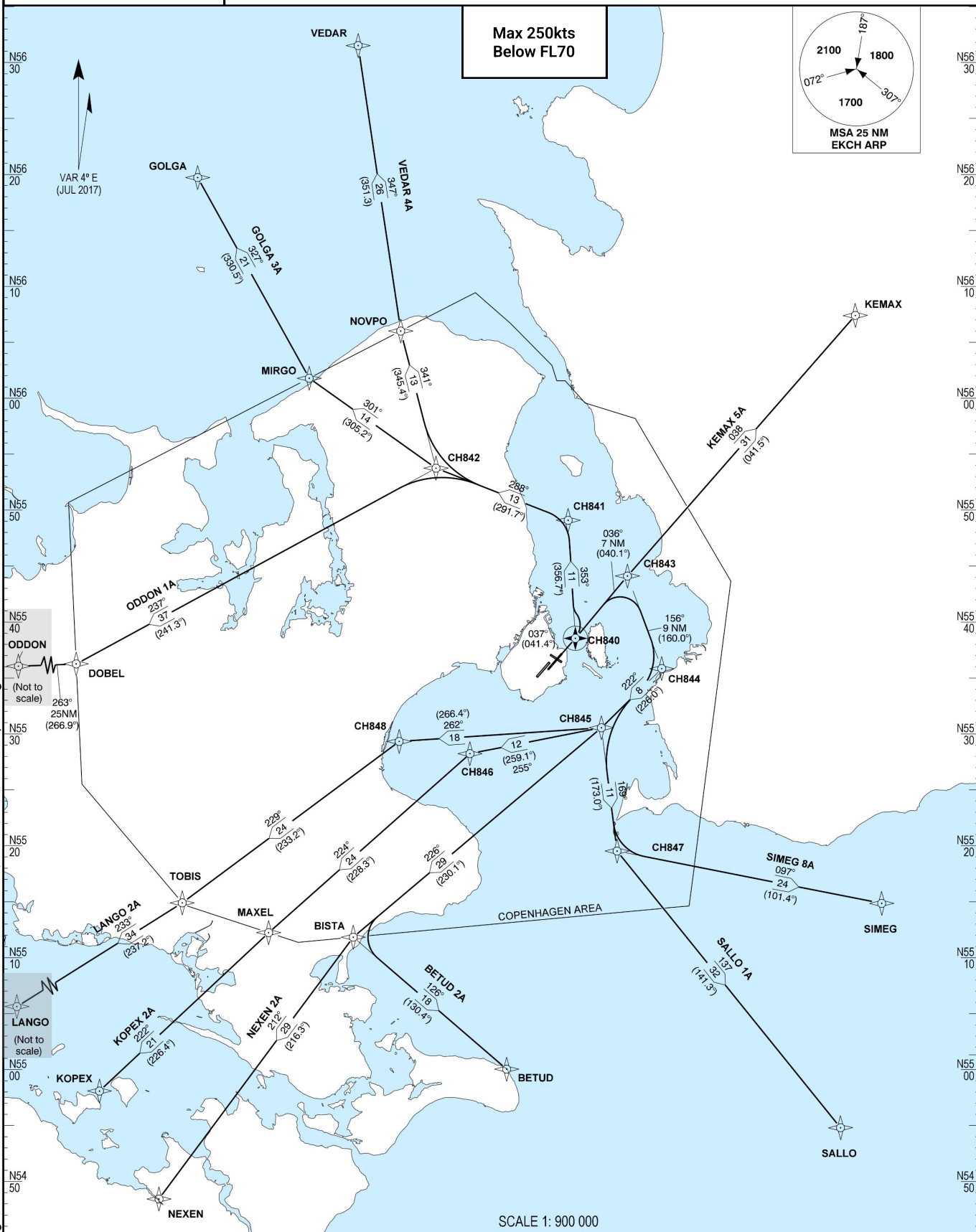
After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

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

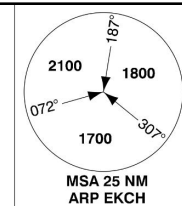
4000'

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

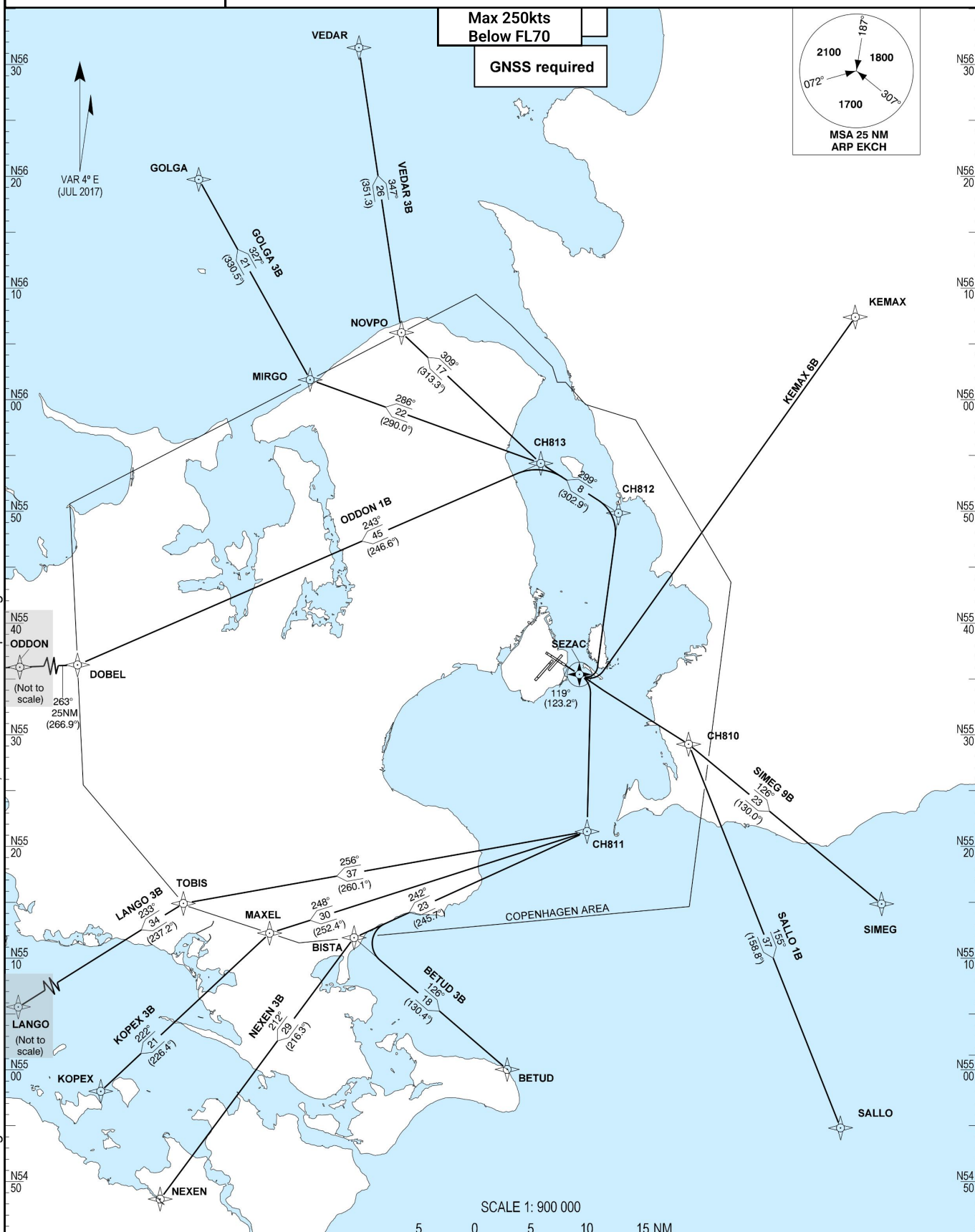
If offline see bottom of the chart

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

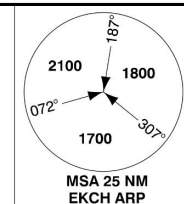
FL70

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

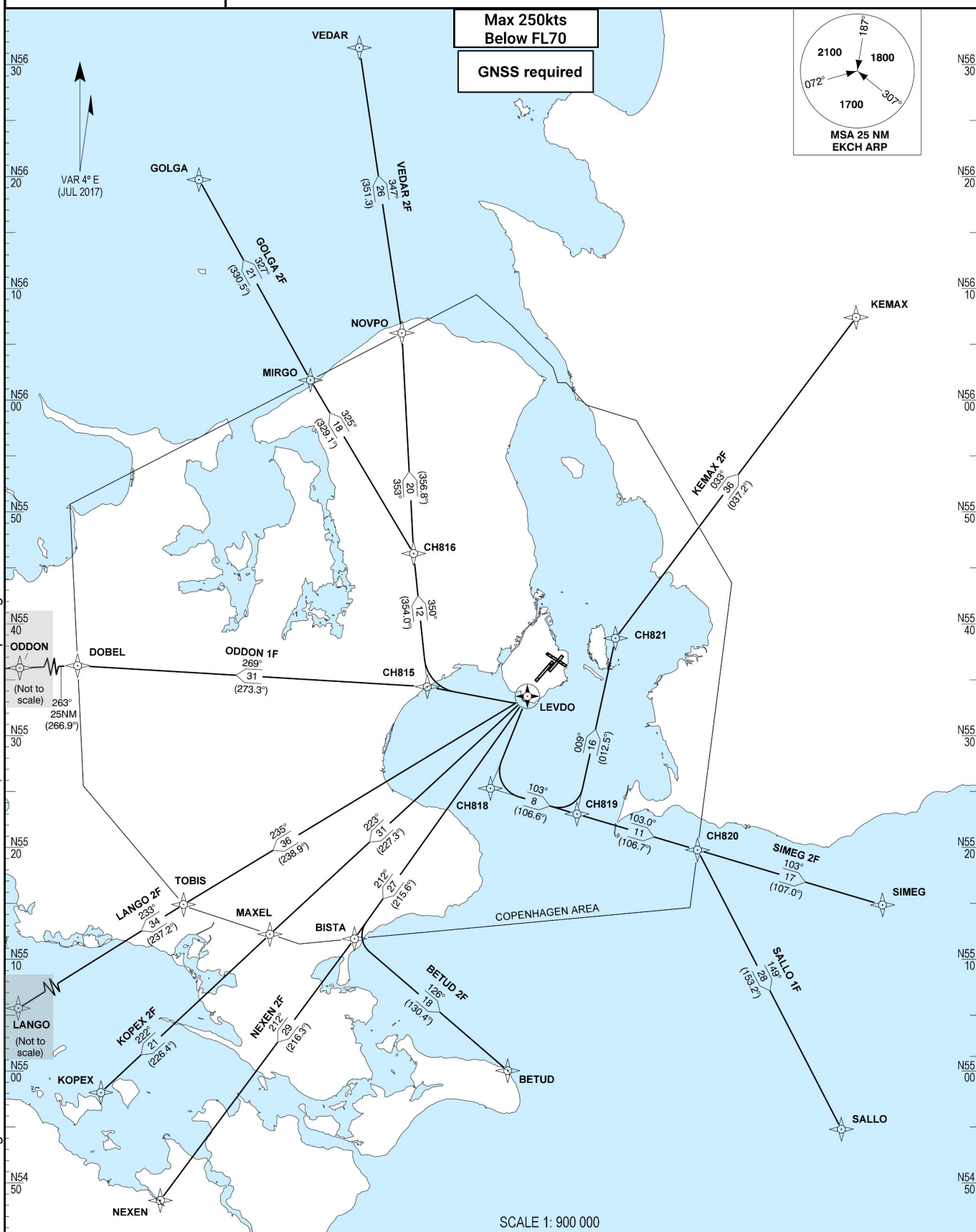
If offline see bottom of the chart

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

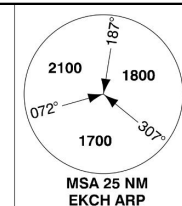
FL70

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

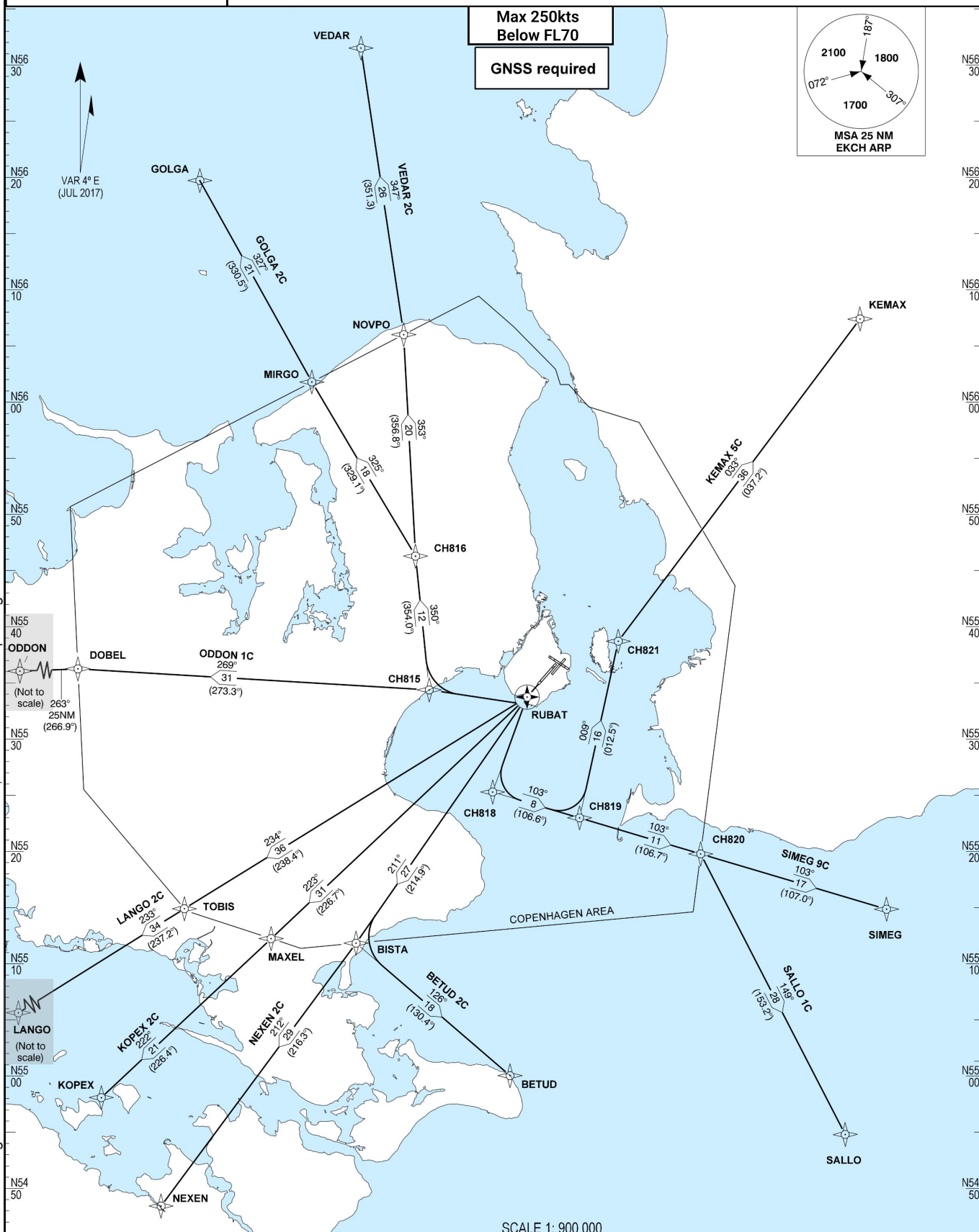
If offline see bottom of the chart

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

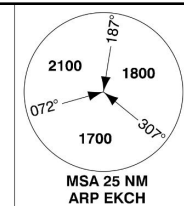
4000'

After Departure passing 1000' Contact KASTRUP DEPARTURE 124.980

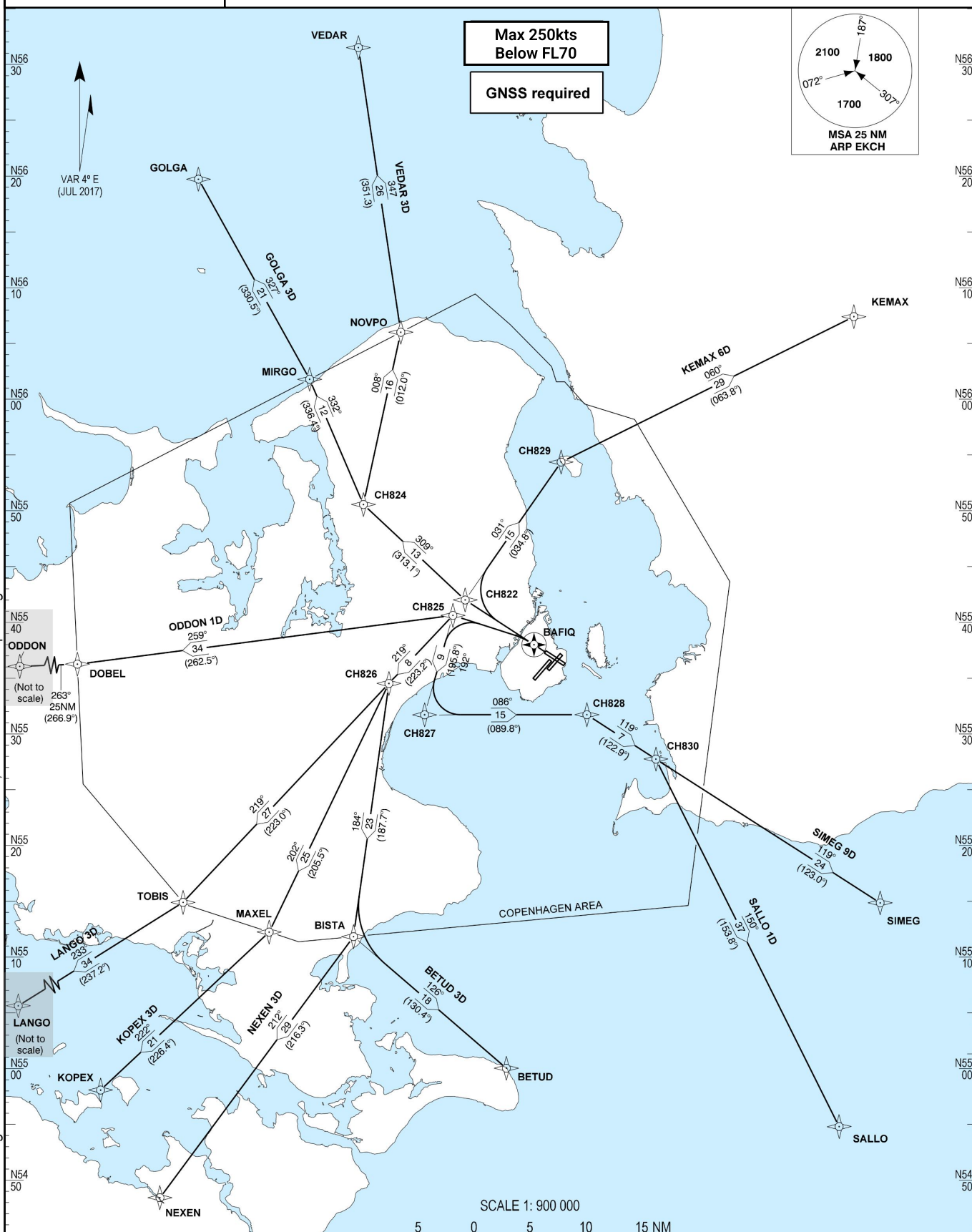
If offline see bottom of the chart

Max 250kts
Below FL70

GNSS required



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



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