

LAI 4 - Coordination with Kastrup TWR

LAI concerning with coordination between APP Copenhagen and TWR Kastrup/Roskilde

- a) This LAI will tell you how to coordinate with Kastrup Tower in regards to departing and arriving aircraft, including missed approaches
- b) This LAI will specify coordination between you and Roskilde TWR.
- c) Several parts of this LAI is identical to the TWR counterparts for Kastrup and Roskilde



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1. Arriving Aircraft

1.1.1.1. APP Copenhagen issues the approach clearance for the active runway in Kastrup.

1.1.1.2. Aircraft on visual approach shall have "VA" in the CFL field of the TopSky label.

1.1.1.3. To clear an aircraft for an approach to a runway other than the active runway in use, APP Copenhagen must:

- a) Coordinate with Kastrup TWR;
- b) Assign the intended ARWY in the TopSky label or in the list;
- c) Ensure proper separation is achieved in relation to the rules for parallel and crossing operation as pr LAI 3.

1.1.1.4. Once arriving airplanes are handed over to Kastrup TWR the responsibility for separation falls onto Kastrup TWR

1.1.1.5. IFR Airplanes arriving to other airports than EKCH in Kastrup CTR must be manually coordinated and Kastrup Tower must be advised in due course

This would normally constitute IFR seaplane flights to EKCC or IFR helicopter to Rigshospitalet HEMS

2. Departing Aircrafts

2.1. General

2.1.1.1. Kastrup TWR must clear IFR airplanes out via one of the standard SIDs approved for the runway.

2.1.1.2. Kastrup TWR must observe JET/PROP restrictions at NEXEN, LANGO and KOPEX and ensure full compliance.

2.1.1.3. Traffic conditions permitting Kastrup TWR may change a departing airplanes clearance by a change in the CFL and/or AHDG in the departure list for the following instructions

- a) Clearance for a lower than standard climb clearance
- b) Clearance to continue «Straight Ahead»
- c) For departures from 04R turns between 350 and 090

STRIAGHT AHEAD MEANS RUNWAY TRACK. NOT RUNWAY HEADING.

2.1.1.4. With departures from the same or parallel runways, Kastrup TWR is responsible for ensuring minimum 3nm or 1000' separation between departures.

2.2. Special cases

2.2.1.1. In case of a departure from another runway than the runway in use, approval must be obtained from DEP-R/K before issuing a takeoff clearance.

2.2.1.2. Approval is not required for flights departing from a parallel runway to the active departure runway

2.2.1.3. Kastrup TWR must obtain Approval by DEP-R/K before departure, for flights from EKCH to EKRK or another airport within Copenhagen TMA, or an airport within ATCC Malmö (ESMS,ESTA,ESMT,ESMK)

2.2.1.4. IFR Departures including «Touch and Go» and «Low pass» which will not be assigned an SID must be coordinated with APP Copenhagen.

2.3. Changes to Runways in use

2.3.1.1. Kastrup TWR is responsible for changes to runway in use

2.3.1.2. Kastrup TWR is responsible to coordinate with APP Copenhagen concerning changes to runways in use.

2.3.1.3. This coordination must include

- a) New Runway in use
- b) Last landing and last departing airplane from the old runway
- c) First landing and first departing airplane from the new runway
- d) If the new runway pair includes crossing runways

2.3.1.4. APP Copenhagen will then be responsible for communicating onwards to ACC Copenhagen and ATCC Malmö

2.4. Crossing Runways

2.4.1.1. Usage of crossing runways for landing may only happen after specific coordination with Kastrup TWR

2.4.1.2. APP Copenhagen is responsible for ensuring 3nm separation between aircrafts at the time the first airplane reaches the «Runway Cross intersection»

2.4.1.3. With Runway 12 in use for landing and 22R in use for takeoff following procedures are in effect unless otherwise agreed

- a) All departures from 22R/22L must fly Straight Ahead
- b) All departures from 22R/22L shall climb only 3000'
- c) An MDI of 3 minutes must be observed at all times

MDI MEANS MINIMUM DEPARTURE INTERVAL

2.5. VFR Flights

2.5.1.1. Kastrup TWR shall inform APP Copenhagen about VFR flights that may be relevant

3. Missed Approach

3.1. General

3.1.1.1. An airplane flying a Standard missed approach procedure is pr. Default separated from any SID from the parallel runway

3.1.1.2. In case of a missed approach Kastrup TWR shall inform APP Copenhagen, either electronically through FlightStrips or via verbal coordination.

3.1.1.3. In case standard missed approach cannot be followed by the pilot, an immediate vector of at least 30 degrees from the runway track in direction away from the parallel runway must be issued if departing traffic is taking off on the parallel Runway.

4. Coordination agreements with Roskilde TWR

4.1. General

4.1.1.1. Roskilde TWR must obtain approval by DEP-R for any departure eastbound, and by APP-RK for departures westbound. Each approval must include:

- a) First point on flightplan within Copenhagen area
- b) Initial cleared altitude
- c) Any special consideration

4.2. Changes to Runway in use

4.2.1.1. Roskilde TWR must advise APP Roskilde and DEP-R about any changes to RIU at Roskilde.

4.3. VFR flights

4.3.1.1. In case VFR flights entering Roskilde TMA after departure, Roskilde TWR may issue a squawk and clear into Roskilde TMA after departure before handing over to APP-RK, in respect to known traffic in Roskilde TMA.

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