

**General Info**

Copenhagen, DNK  
N 55° 37.1' E 12° 39.4' Mag Var: 1.0°E  
Elevation: 17'

Public, Control Tower, IFR, No Fee, Customs  
Fuel: Jet A-1  
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

**Runway Info**

Runway 04L-22R 9843' x 148' asphalt  
Runway 04R-22L 10827' x 148' asphalt  
Runway 12-30 7759' x 148' concrete

Runway 04L (39.0°M) TDZE 13'  
Lights: Edge, ALS, Centerline, TDZ  
Stopway Distance 1870'  
Runway 04R (39.0°M) TDZE 12'  
Lights: Edge, ALS, Centerline  
Runway 12 (121.0°M) TDZE 13'  
Lights: Edge, ALS, REIL  
Runway 22L (219.0°M) TDZE 8'  
Lights: Edge, ALS, Centerline, TDZ  
Runway 22R (219.0°M) TDZE 14'  
Lights: Edge, ALS, Centerline, REIL  
Runway 30 (301.0°M) TDZE 8'  
Lights: Edge, ALS  
Displaced Threshold Distance 886'  
Stopway Distance 984'

**Communications Info**

ATIS **122.85** Departure Service  
ATIS **122.75** Arrival Service  
Kastrup Tower **121.825**  
Kastrup Tower **119.9**  
Kastrup Tower **119.35**  
Kastrup Tower **118.7**  
Kastrup Tower **118.575**  
Kastrup Tower **118.1**  
Kastrup Tower **340.30** Military  
Kastrup Ground Control **121.9** Departure Service  
Kastrup Ground Control **121.725**  
Kastrup Ground Control **121.625** Arrival Service  
Kastrup Final Approach Control **119.1**  
Copenhagen Approach Control **119.8**  
Copenhagen Approach Control **340.30** Military  
Kastrup Arrival Control **118.45**  
Kastrup Departure Control **124.975**  
Kastrup Departure Control **120.25**  
Airport Office Operations **131.4**

**Notebook Info**

EKCH/CPH  
KASTRUP

JEPPESSEN COPENHAGEN, DENMARK  
27 OCT 06 10-1P  
AIRPORT BRIEFING

## 1. GENERAL

### 1.1. ATIS

D-ATIS Arrival 122.75  
D-ATIS Departure 122.85

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. GENERAL

Propeller ACFT as well as turboprop ACFT with take-off weight of 11000 KGS or more and all jet ACFT should avoid overflying Greater Copenhagen (within KAS 15 DME) below 2500' (jet) or 1500' (prop). In case of special meteorological conditions (e.g. CB's significant wind variations) in the approach and take-off sectors, the ATC can at its discretion or on request from the Pilot-in-Command deviate from the restrictions stated below.

#### 1.2.2. PREFERENTIAL RUNWAY SYSTEM

##### 1.2.2.1. RUNWAY RESTRICTIONS (BETWEEN 0600-2300LT)

Propeller & turboprop ACFT with take-off weight of 11000 KGS or more and all jets:

RWYs 04L/R and 22L/R are the preferential RWYs and shall be used for take-off and landing to the greatest possible extent.

When RWY 04L/R is in use, RWY 04R shall be used for take-off and RWY 04L for landing unless one of the RWYs can not be used due to snow clearance, disabled ACFT, work on the RWY or RWY conditions. However, ATC can make use of parallel operations when regard of capacity makes it necessary.

Depending on the time of operation, certain types of ACFT are due to their noise characteristics only allowed to take-off from RWY 04R and land on RWY 04L.

When RWY 22L/R is in use between 0700-2200LT, RWY 22R shall be used for take-off and RWY 22L for landing unless one of the RWYs can not be used due to snow clearance, disabled ACFT, work on the RWY or RWY conditions. However, ATC can make use of parallel operations when regard of capacity makes it necessary. Depending on the time of operation, certain types of ACFT are due to their noise characteristics only allowed to take-off from RWY 22R and land on RWY 22L.

When RWY 22L/R is in use between 2200-2300LT and 0600-0700LT, RWY 22L shall be used for take-off and landing.

RWY 22R may, however, be used between 2200-2300LT and 0600-0700LT when:

- RWY 22L is used for ILS CAT II & III approaches;
  - RWY 22L can not be used for take-off due to snow clearance, disabled ACFT, work on the RWY or RWY conditions;
  - an extraordinary traffic situation causes delays of more than 1 hour;
  - regard of capacity makes it necessary to use parallel operations on RWY 22L/R.
- Certain types of ACFT are, due to their noise characteristics, only allowed to use RWY 22L.

RWYs 12 & 30 may be used when:

- the crosswind component on the preferential RWYs exceeds 15 KT.
- the friction coefficient is below 0.3 on any part of the preferential RWYs.
- the meteorological conditions are below minima for landing on the preferential RWYs.
- the preferential RWYs can not be used due to snow clearance, disabled ACFT, work on the RWYs or TWYs or due to RWY conditions.

When wind conditions permit so, RWY 12 shall be used for take-off in preference to RWY 30.

RWY 30 may, however, be used for landing without restrictions.

If a preferential RWY is RWY in use irrespective that the crosswind component exceeds 15 KT, a request to use RWY 12 or RWY 30 will be complied with.

If a preferential RWY is not RWY in use due to the crosswind component exceeding 15 KT, a request to use a preferential RWY will be complied with if the handling of the other traffic so permits.

A request for permission to deviate from a clearance will be complied with if the Pilot-in-Command claims safety reasons.

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27 OCT 06 10-1P  
AIRPORT BRIEFING

## 1. GENERAL

### 1.2.2.2. RUNWAY RESTRICTIONS (BETWEEN 2300-0600LT)

Propeller & turboprop ACFT with take-off weight of 11000 KGS or more and all jets:

When RWY 22L/R is in use, RWY 22L shall be used for take-off and landing.

RWY 22R may, however, be used when:

- RWY 22L is used for CAT II & III approaches.
- RWY 22L can not be used for take-off due to snow clearance, disabled ACFT, work on the RWY or RWY conditions.
- an extraordinary traffic situation causes delays of more than 1 hour.

All ACFT:

RWYs 12 and 30 are closed for take-off and landing.

RWY 30 may, however, be used for landings when:

- the crosswind component on the preferential RWYs exceeds 15 KT;
- the preferential RWYs can not be used due to snow clearance, disabled ACFT, work on the RWYs etc.

Furthermore RWYs 12 and 30 may, however, be used in the following cases:

- for take-off and landing by vital flights such as ambulance and transplantation flights if the preferential RWYs are not available.
- for alternate landings, when the preferential RWYs are no longer available after the flight has commenced and the use of any other alternate APT is not possible.
- for landing in such cases where the aeroplane during flight has experienced reduced airworthiness and the Pilot-in-Command judges it necessary to land;
- for landings when the Pilot-in-Command declares an emergency situation.

The Pilot-in-Command shall as soon as possible submit a written report to the Civil Aviation Administration stating the reasons for using RWY 12/30.

The Civil Aviation Administration will make further investigation based on the reports from the Pilot-in-Command and the ATC.

### 1.2.3. NIGHTTIME RESTRICTIONS

All ACFT:

- Between 2300-0600LT take-off and landings shall be arranged in such a way that the maximum A-weighted sound pressure level does not exceed 85 dB (80 dB from Jan 1st 2005) in six Noise monitoring point positions (1, 5, 6, 7, 8, 9) in the surrounding residential areas.

Exempted are:

- delayed flights with scheduled take-off or landing before 2300LT.
  - early arriving flights with scheduled landing after 0600LT.
- Violations of the maximum A-weighted sound pressure level will be accepted if caused by:

- flight safety conditions.
- RWY utilization due to work on the RWY, CAT II and III landings and other special weather conditions.
- meteorological conditions which according to an evaluation by the Civil Aviation Administration has influenced the sound transmission.
- Take-off requires an advance approval of the Kobenhavns Lufthavne A/S (Copenhagen APTs) between 2300-0600LT. An advance approval may be obtained for a period of about six months if the ACFT used is noise certificated in accordance with ICAO Annex 16, Chapters 2, 3 or 5, or if the applicant has demonstrated that the take-off can be carried out in such a way that the demands stated above are complied with.
- If no advance approval exists take-off may take place (for jets or ACFT with take-off weight of 11000 KGS or more only as an exception) if the operator obtains a permit by the APT Office either based on documentation stating that the ACFT is noise certificated or based on the knowledge of the Kobenhavns Lufthavne A/S (Copenhagen APTs) that corresponding ACFT have the ability to comply with demands stated above.
- Between 2300-0100LT no advance approval is required if the take-off takes place in the said interval as a result of delay.
- For landing no advance approval is required.
- Visual approach will not be permitted between 2200-0500LT if single RWY operations are in use, i.e. take-offs and landings on same RWY.

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JEPPESEN  
10-1P2

COPENHAGEN, DENMARK  
AIRPORT BRIEFING

## 1. GENERAL

### 1.3. USE OF MODE S TRANSPONDER

ACFT are asked to ensure that the transponders are able to operate according to ICAO specifications when the ACFT is on the ground.

Flight crew are requested to select the assigned mode A (squawk) code and activate the mode S transponder:

- from commencement of push-back or taxi, whichever comes first.
- after landing, until ACFT is fully parked on stand. The transponder shall be switched off immediately after parking.

Flight crew of ACFT equipped with a mode S transponder that has an ACFT identification feature should also select the ACFT identification (item 7 of ICAO flight plan) before activating transponder.

Flight crews of ACFT not equipped with a mode S transponder must squawk assigned SSR-code only when instructed to line up on the RWY.

### 1.4. TAXI PROCEDURES

ACFT must not perform powered U-turns on TWYs in the apron areas.  
In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for manoeuvring to and from stands is not permitted.

When TWYs A1 and A2 are used by ACFT code D, E or F, traffic behind mentioned ACFT may not take place with ACFT larger than code C (except Dash 8-400).

TWY A2 shall not be used by ACFT larger than code C (except Dash 8-400) when an ACFT is on final approach RWY 22R.

Towing is mandatory when moving jet ACFT between the northern part of the APT and Area South.

Only when taxiing to or from RWY in use code B and C jet ACFT are allowed to taxi under own power on TWYs N1, N2 and on southern end of TWY C. TWY N2 is to be used by towing only for ACFT larger than code C (except Dash 8-400).

ACFT larger than code C (except Dash 8-400) taxiing on TWY Z must not pass behind ACFT holding at the stopbars on TWYs A, B, D, F or K3.

Taxiing on TWY W is limited to MAX 10 KT for ACFT code E.

For all ACFT taxiing to/from stands R1A, R1B, R2A, R2B, R3A, R3B, W1A, W1B, W1C, W1D, E60, A50, G15, G16, G17, G18 and G19 as well as S1/S2 (in area South), marshaller assistance is compulsory within the entire movement area of the aerodrome.

When compulsory for the above reason or for the particular ACFT type or ACFT stand in question, the pilot will be advised by the ATS-unit.

ACFT movements must never coincide on adjacent ACFT stands with overlapping safety lines. ACFT must not simultaneously taxi into and/or taxi out/push-back from any two adjacent stands.

Taxi-out or push-back from ACFT stands must not be executed without approval from KASTRUP Ground.

Crossing of activated stopbars is prohibited. Traffic may proceed only after ATC clearance and when the stopbar light is switched off.

If the stopbar is out of service contingency measures are in force:

- Alternative taxi route where the stopbar is working will be used first of all.
- If no alternative taxi route is available a follow-me will be used, with RTF-confirmation to cross the stopbar with the information stopbar is out of service.
- If no follow-me is available, the RTF-confirmation to cross the stopbar with the information stopbar is out of service.

For Taxi Routings refer to 10-9 charts.

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## 1. GENERAL

### 1.4.1. APRON NORTH

At stands F90 thru F98 daily 2300-0600LT (F27: 2200-0700LT): Main engines are not to be used.

At 2200-0700LT jet ACFT operations under own power are not allowed.

ACFT on parking area E60 engines must be used only up to 2 min prior to departure.

### 1.4.2. APRON WEST

Refuelling on stands RI, RII and RIII is prohibited.

### 1.4.3. TAXI LIMITATIONS FOR JET ACFT

Insufficient safety clearance may prevent large ACFT from using certain TWYs.

Taxi routings given by KASTRUP Tower/KASTRUP Apron must be strictly adhered to.

## 1.5. PARKING INFORMATION

### 1.5.1. GENERAL

ACFT entering a stand must not proceed unless:

- The Docking Guidance System is operational and ready, displaying the correct ACFT type, or
- A marshaller is present, providing guidance for the ACFT onto the stand. The marshaller is easily recognizable by wearing bright red hi-vis clothing and yellow/orange bats. The marshaller also drive the Follow-me car. During the stand-entry and parking phase the pilot should ignore hand signalling by any other ground staff present at the stand or in the loading bridge.

Stands G110 and G111 available for helicopters.

### 1.5.2. USE OF APU

The use of APU shall be limited as much as possible. Start-up or shut-down of APU is forbidden while refuelling the ACFT. APU may be used:

- 5 minutes after "on block";
- 5 minutes before ETD.

#### Exemptions

When outside air temperature is below -10°C or above +25°C, or the APT supply of power/airconditioning is unserviceable, ACFT types larger than ICAO code letter C, are allowed to use APU as follows:

- 10 minutes after "on block";
  - 45 minutes before ETD.
- All other types:
- 5 minutes after "on block";
  - 15 minutes before ETD.

## 1.6. OTHER INFORMATION

Ships up to 115' may obstruct. ACFT will be informed about ships with height of more than 115' before take-off on RWYs 04R and 12.

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(10-1P4)

COPENHAGEN, DENMARK  
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## 2. ARRIVAL

### 2.1. NOISE ABATEMENT PROCEDURES

#### 2.1.1. LANDING RESTRICTIONS

- Propeller & turboprop ACFT with take-off weight of 11000 KGS or more and all jets:
- RWY 04L/R: Visual approaches must be performed within the sector shown on chart 10-4.  
Visual approaches crossing the sector boundaries will be investigated by the authorities.
  - RWY 12: During instrument approach as well as visual approach, flying below the ILS glide path angle is not allowed.

#### 2.1.2. REVERSE THRUST

Use of more than idle reverse thrust is allowed only for safety reasons.  
With respect to propeller & turboprop ACFT idle reverse refers to propeller in beta range and engine at idle power.

### 2.2. CAT II/III OPERATIONS

RWY 04L is approved for CAT II operations, RWY 22L is approved for CAT II/III operations; special aircrew and ACFT certification required.

Pilots who intend to carry out a CAT II/III ILS approach are to use the following phrase:

"Request Category II (or III) ILS approach RWY ... (mention RWY number)".

Above mentioned request shall be made to either MALMO Control or to COPENHAGEN Control and confirmed on first contact with COPENHAGEN Approach.

Vacated RWY reports must not be given before established on:

- TWY A when landing RWY 04L
- TWY B when landing RWY 22L

During CAT III vacate via TWY B1, B3 or B4 only.

### 2.3. TAXI PROCEDURES

Multi-engine propeller ACFT shall enter stand with one engine operating only.

Code D and E ACFT must enter stand B10 via TWYs Z and M.

Taxiing onto stands B10, B15 and B17 is with Follow-me car while crossing the service road.

Between 2200-0500LT ACFT bound for stands A30 thru A34 must be towed onto the stand.

Arriving ACFT must stop at the NIGHT STOP position on TWY V.

For Taxi Routings refer to 10-9 charts.

KASTRUP Tower will give permission to cross RWY 12/30. Depending on parking stand KASTRUP Tower will allocate traffic to the western or eastern part of APT.

### 2.4. OTHER INFORMATION

#### 2.4.1. DEPENDENT PARALLEL APPROACHES RWYS 04L/22R AND 04R/22L

Decision concerning applicable RWY will be passed by Approach Control to ACFT not later than on intermediate approach. Expect dependent parallel operations between 0500-2200LT if VIS is 800m or more. RWYs 04L and 22L can be expected, or as directed.

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(10-1P5)

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## 3. DEPARTURE

### 3.1. DE-ICING

Request for de-icing must be put forward to KASTRUP Ground by pilot-in-command at latest at the same time as request for push-back/start-up approval is made. When parked turn-in/turn-out, pilots need to request de-icing before start-up and request for taxi-out. Advice on which de-icing platform to taxi to is then given when KASTRUP Ground issues taxi-clearance.

Additionally a queue number for the platform will be issued. Some waiting time may be expected in the period 0000-0600LT. All ACFT taxi to platform under own power, and will be de- or anti-iced with their engines operating.

Platform TWY A can be used by ICAO code A-C ACFT types.

Platform TWY B can be used by ICAO code A-E ACFT types.

Platform TWY V can be used by ICAO code A-D ACFT types.

The appropriate frequencies for de-icing communication are:

TWY A: 130.65 123.4

TWY B: 131.65

TWY V: 131.97

Ground personnel on the site arrange with pilot-in-command details of the actual de- or anti-icing operation.

All ACFT types taxi in and stop at the yellow "WAIT" marking on the surface.

When the platform is vacated, next waiting ACFT moves slowly forward onto the platform, using the traffic signal for guidance on where to stop correctly.

Platform TWY A shows yellow stop markings.

The traffic signal on platform TWY B shows flashing green light for permission to taxi ahead, flashing amber light (CAUTION) and finally steady red light for proper stop at blue marking "STOP MAIN GEAR" on surface.

Platform TWY V is equipped with INOGON-displays and stop marking on ground for stopping the ACFT.

Pilots must await ALL CLEAR SIGNAL (thumb up) before moving.

The platforms are covered by a special friction surface, but still the braking action may be reduced due to de-icing fluid.

After de-icing, all ACFT must move forward to the relevant stop bar.

ACFT must request and await taxi clearance from KASTRUP Ground (platforms TWY B and TWY V), from KASTRUP Tower (platform TWY A).

### 3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

Departing ACFT shall obtain push-back/start-up approval and taxi instructions from KASTRUP Ground, except for ACFT from Apron East and Area South - they are requested to call KASTRUP Tower.

Engine start-up of ACFT larger than code C (except Dash 8-400) is at designated start-up positions on the TWYs only.

Permission to push-back or taxi-out from a stand or position must not be requested unless the tractor/ACFT is ready to perform the manoeuvre immediately.

#### JET ACFT

On nose-in/push-back stands, jet engine start-up must take place after push-back has been initiated only, unless APU is unserviceable or ACFT is not fitted with APU. However, Code D and E ACFT (except Dash 8-400) are not allowed to perform engine start-up until after the ACFT has been towed onto its assigned start-up position on the apron.

For simultaneous push-backs directions will be given by KASTRUP Ground.

#### PROPELLER ACFT

During start-up of multi-engine propeller ACFT noise should be reduced as much as possible.

- On nose-in/push-back stands, one engine only must be started on the stand.  
Start-up of remaining engines after push-back.
- On turn-in/turn-out stands one engine only should be started on the stand.

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### 3. DEPARTURE

ACFT pushing back from stands A4, A6, A8, A18 thru A22 and B2 must not start the engines until the ACFT is placed at a designated start-up position on the TWY, properly aligned with the centerline.

Between 2200-0500LT ACFT departing stands A30 thru A34 must not start up engines until the ACFT is placed at position Z4.

Departing ACFT have to be towed to the NIGHT STOP position on TWY V before the main engines may be started.

KASTRUP Tower will give permission to cross RWY 12/30.

### 3.3. SPEED RESTRICTIONS

MAX 250 KT at or below FL 70.

### 3.4. NOISE ABATEMENT PROCEDURES

#### TAKE-OFF RESTRICTIONS

Departures crossing the sector boundaries shown on chart 10-4 will be investigated by the authorities.

Propeller & turboprop ACFT with take-off weight less than 11000 KGS between 2300-0600LT:

- RWY 22L: Turn must not be commenced until having passed KAS 2 DME (LARSO).
- RWY 22R: Turn must not be commenced until having passed KAS 2 DME (RUBAT).

Propeller & turboprop ACFT with take-off weight of 11000 KGS or more and all jets:

- RWY 22L: Take-off shall be carried out from position V1 or V2/1. Turn must not be commenced until having passed KAS 2 DME (LARSO).

- RWY 22R: Turn must not be commenced until having passed KAS 2 DME (RUBAT).
- RWY 12: Position K1/F1 must not be used for take-off. Take-off for jet ACFT shall be carried out from position K3, additionally the following apply:
  - ACFT types A330-200/-300, A340-200/-300, B747 (all versions), B767-400, B777-200, DC10 (all versions), IL86, IL96-300, L1011 (all versions) and MD11 shall take-off from position K3 and taxi via K2 or via F2 and F1;
  - ACFT types A340-500/-600, AN124, AN225, B777-300 and C5/L500 Galaxy shall take-off from position K3 and taxi via F2 and F1.

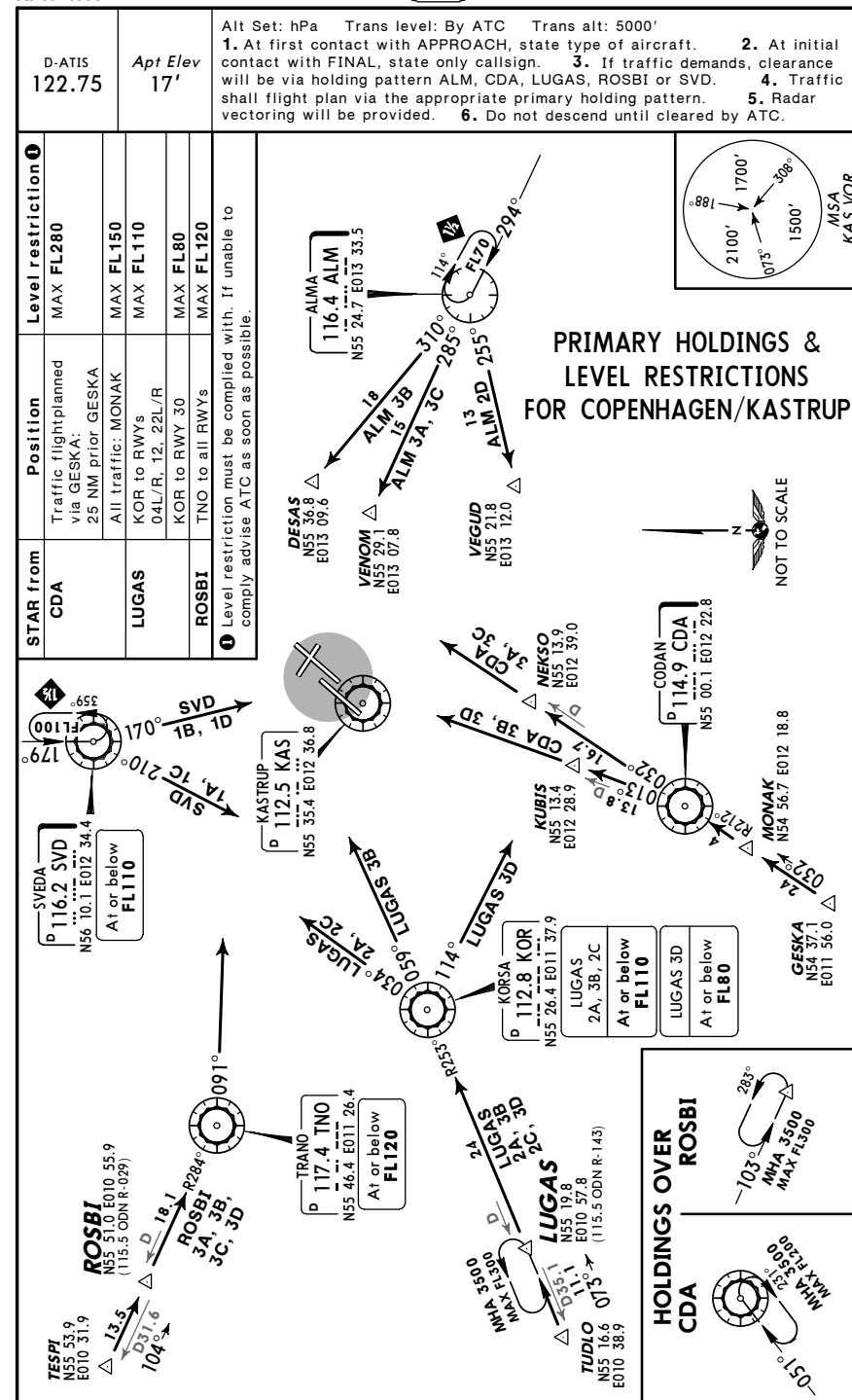
Take-off for propeller & turboprop ACFT from position K2, K3 or D. However, ACFT type AN22 planned to take-off from position K2 or K3 shall taxi via K2 or F2 or F1. Turns must not be commenced until having passed KAS R-078.

- RWY 30: Take-off shall be commenced from position G1. Jet ACFT must arrange take-off in such a way, that maximum sound pressure level at Noise monitoring point No.10 (approx. 1.9 NM/3.5 KM from the beginning of RWY 30) does not exceed 110 PNdB. Turns must not be commenced until having passed KAS R-358.

If take-off is planned from RWY 04L/R, 22L/R or RWY 12 from position K2, K3 or D and can not be carried out (due to changes in weather or RWY conditions occurring not more than 1 hour prior planned take-off time) take-off is allowed on:

- RWY 12 from position 12-X or K2 between 0600-2300LT;
- RWY 30 between 0700-2200LT irrespective that the maximum sound pressure level exceeds 110 PNdB at Noise monitoring point No.10.

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17 AUG 07  
10-2  
Eff 30 Aug  
COPENHAGEN, DENMARK  
STAR



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KASTRUP

JEPPESEN COPENHAGEN, DENMARK

17 AUG 07 (10-2A) Eff 30 Aug

STAR

D-ATIS  
122.75

Apt Elev  
17'

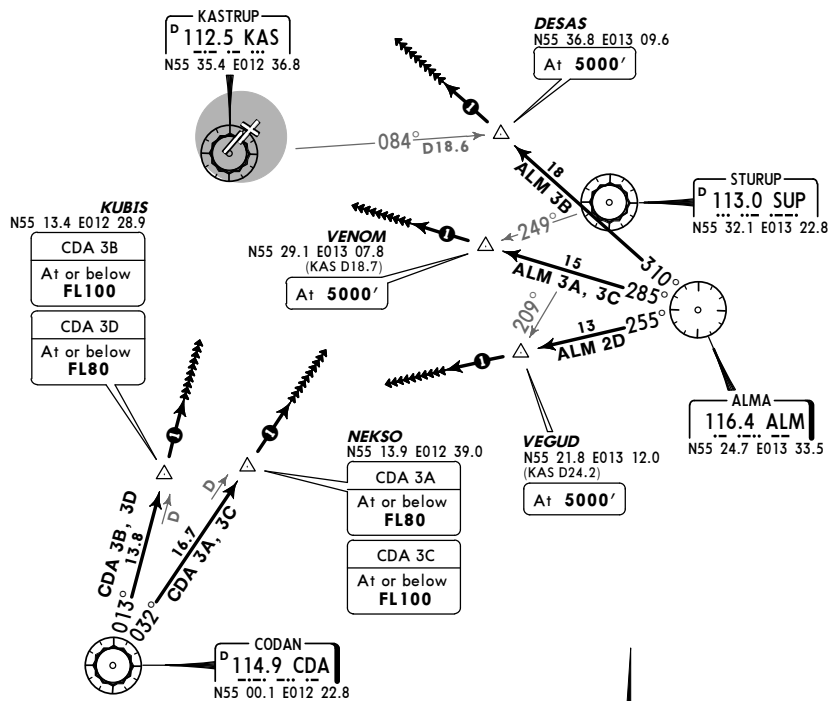
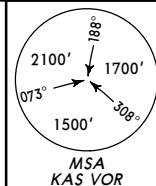
Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. At first contact with APPROACH, state type of aircraft.  
2. At initial contact with FINAL, state only call sign.  
3. Do not descend until cleared by ATC.

ALMA 3A (ALM 3A), CODAN 3A (CDA 3A)  
RWYS 04L/R ARRIVALS

ALMA 3B (ALM 3B), CODAN 3B (CDA 3B)  
RWY 12 ARRIVALS

ALMA 3C (ALM 3C), CODAN 3C (CDA 3C)  
RWYS 22L/R ARRIVALS

ALMA 2D (ALM 2D), CODAN 3D (CDA 3D)  
RWY 30 ARRIVALS



MAX 250 KT



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17 AUG 07 (10-2B) Eff 30 Aug

STAR

D-ATIS  
122.75

Apt Elev  
17'

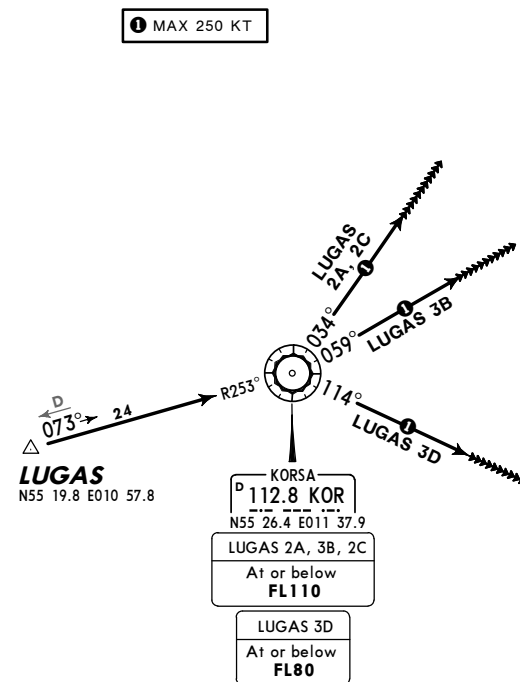
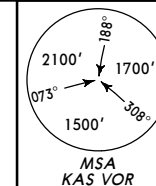
Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. At first contact with APPROACH, state type of aircraft.  
2. At initial contact with FINAL, state only call sign.  
3. Do not descend until cleared by ATC.

LUGAS 2A [LUGA2A]  
RWYS 04L/R ARRIVAL

LUGAS 3B [LUGA3B]  
RWY 12 ARRIVAL

LUGAS 2C [LUGA2C]  
RWYS 22L/R ARRIVAL

LUGAS 3D [LUGA3D]  
RWY 30 ARRIVAL



**JEPPESEN COPENHAGEN, DENMARK**

17 AUG 07 (10-2C) Eff 30 Aug

**STAR**

Apt Elev  
17'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

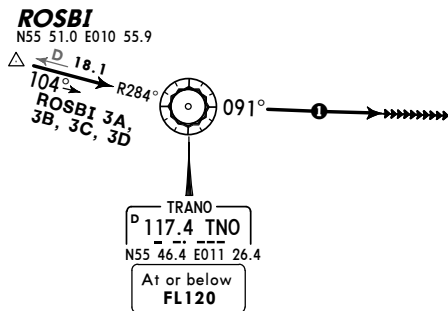
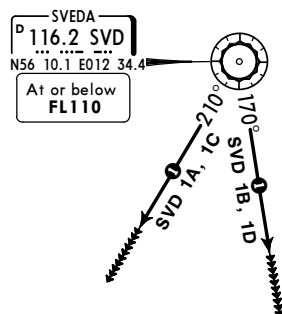
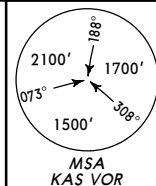
1. At first contact with APPROACH, state type of aircraft.
2. At initial contact with FINAL, state only callsign.
3. Do not descend until cleared by ATC.

ROSBI 3A [ROSB3A], SVEDA 1A (SVD 1A)  
RWYS 04L/R ARRIVALS

ROSBI 3B [ROSB3B], SVEDA 1B (SVD 1B)  
RWY 12 ARRIVALS

ROSBI 3C [ROSB3C], SVEDA 1C (SVD 1C)  
RWYS 22L/R ARRIVALS

ROSBI 3D [ROSB3D], SVEDA 1D (SVD 1D)  
RWY 30 ARRIVALS



**1** MAX 250 KT



**JEPPESEN** COPENHAGEN, DENMARK

17 AUG 07 (10-2D) Eff 30 Aug

**RNAV STAR**

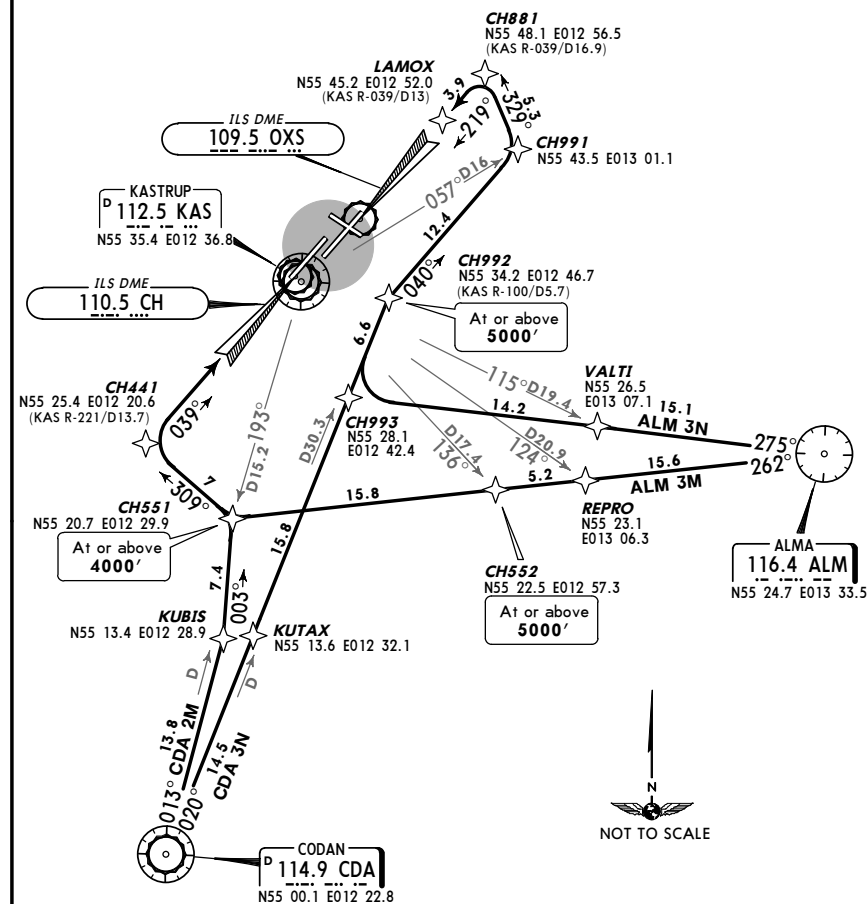
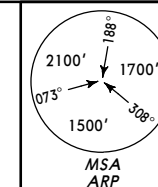
Apt Elev  
17'

Alt Set: hPa    Trans level: By ATC    Trans alt: 5000'

**1.** RNAV STARs include noise abatement procedures. Strict adherence is mandatory. **2.** Pilots are requested to plan their descent so as to perform a continuous descent approach from at least FL100 or cruising level if lower. **3.** Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. **4.** Do not descend until cleared by ATC.

ALM 3M, ALM 3N  
CDA 2M, CDA 3N  
RWYS 04L, 22L P-RNAV ARRIVALS  
P-RNAV APPROVAL REQUIRED  
BY ATC

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



NOT TO SCALE

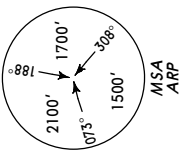
STAR	RWY	ROUTING
ALM 3M	04L	ALM - REPRO - CH552 (5000'+) - CH551 (4000'+) - CH441 - ILS 04L.
ALM 3N	22L	ALM - VALTI - CH993 - CH992 (5000'+) - CH991 - CH881 - ILS 22L.
CDA 2M	04L	CDA - KUBIS - CH551 (4000'+) - CH441 - ILS 04L.
CDA 3N	22L	CDA - KUTAX - CH993 - CH992 (5000'+) - CH991 - CH881 - ILS 22L.

**JEPPESEN COPENHAGEN, DENMARK**  
17 AUG 07 **(10-2E)** **Eff 30 Aug** **RNAV STAR**

**JEPPSEN COPENHAGEN, DENMARK**  
17 AUG 07 **10-2F** **Eff 30 Aug** **RNAV STAR**

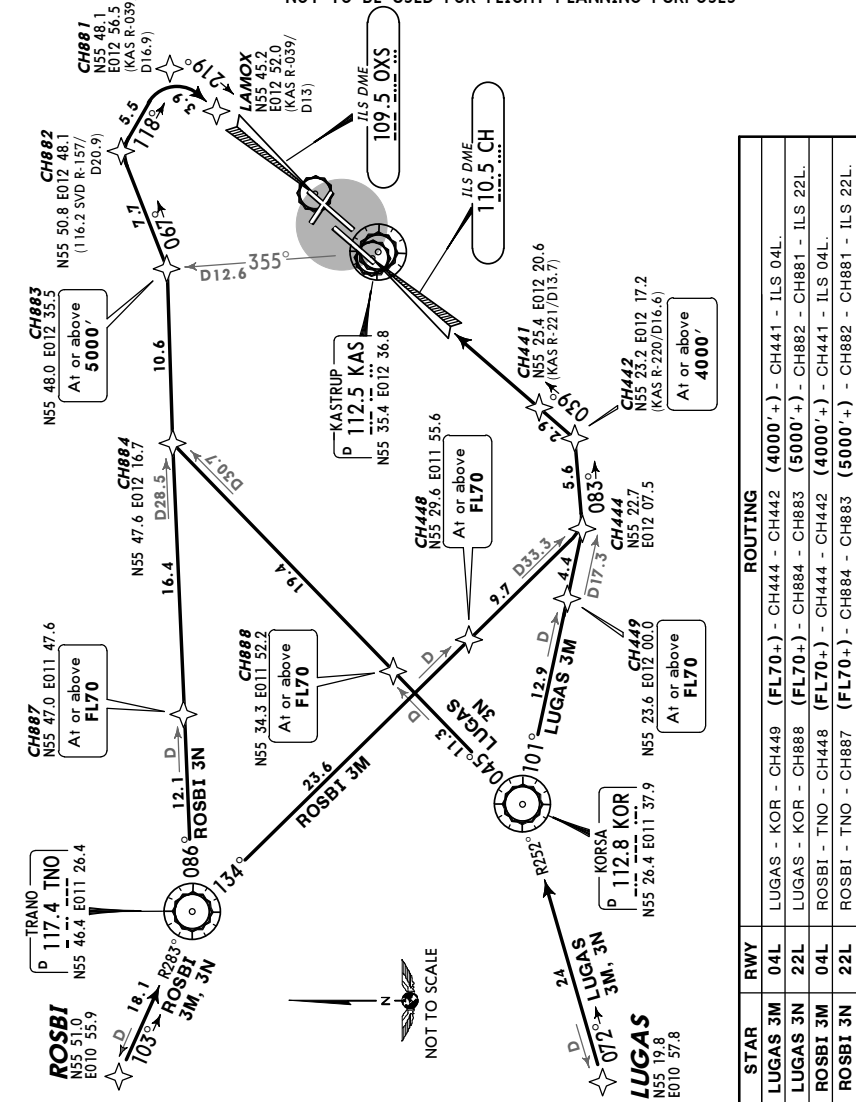
Alt Set: hPa    Trans level: By ATC    Trans alt: 5000'

1. RNAV STARS include noise abatement procedures. Strict adherence is mandatory.    2. Pilots are requested to plan their descent so as to perform a continuous descent approach from at least FL100 or cruising level if lower.    3. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.    4. Do not descend until cleared by ATC.



LUGAS 3M [LUGA3M], LUGAS 3N [LUGA3N]  
 ROSBI 3M [ROSB3M], ROSBI 3N [ROSB3N]  
 RWYS 04L, 22L P-RNAV ARRIVALS  
 P-RNAV APPROVAL REQUIRED  
 BY ATC

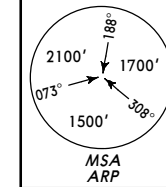
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



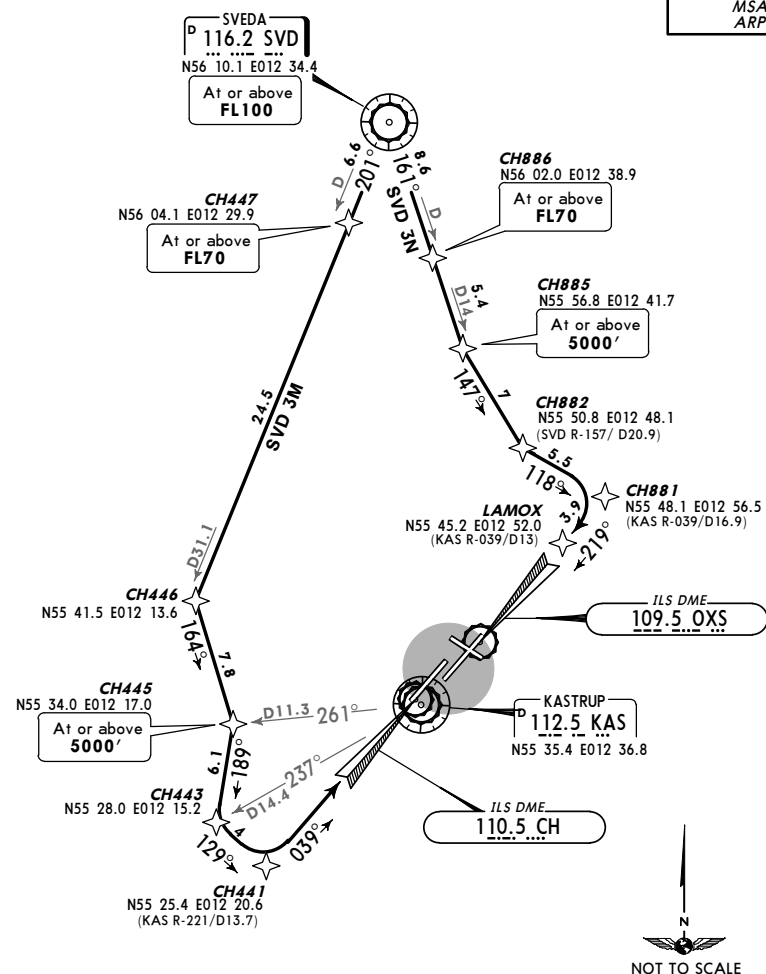
**CHANGES:** RNAV STARs renumbered; RNAV restriction.

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D-ATIS 122.75	<i>Apt Elev</i> 17'	Alt Set: hPa    Trans level: By ATC    Trans alt: 5000' <b>1.</b> RNAV STARs include noise abatement procedures. Strict adherence is mandatory. <b>2.</b> Pilots are requested to plan their descent so as to perform a continuous descent approach from at least FL100 or cruising level if lower. <b>3.</b> Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. <b>4.</b> Do not descend until cleared by ATC.
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**SVD 3M, SVD 3N**  
**RWYS 04L, 22L P-RNAV ARRIVALS**  
**P-RNAV APPROVAL REQUIRED**  
**BY ATC**  
**NOT TO BE USED FOR FLIGHT PLANNING PURPOSES**



NOT TO SCALE

STAR	RWY	ROUTING
SVD 3M	04L	SVD (FL100+) - CH447 (FL70+) - CH446 - CH445 (5000'+) - CH443 - CH441 - ILS 04L.
SVD 3N	22L	SVD (FL100+) - CH886 (FL70+) - CH885 (5000'+) - CH882 - CH881 - ILS 22L.

**CHANGES:** RNAV STARs renumbered; RNAV restriction.

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EKCH/CPH  
KASTRUP

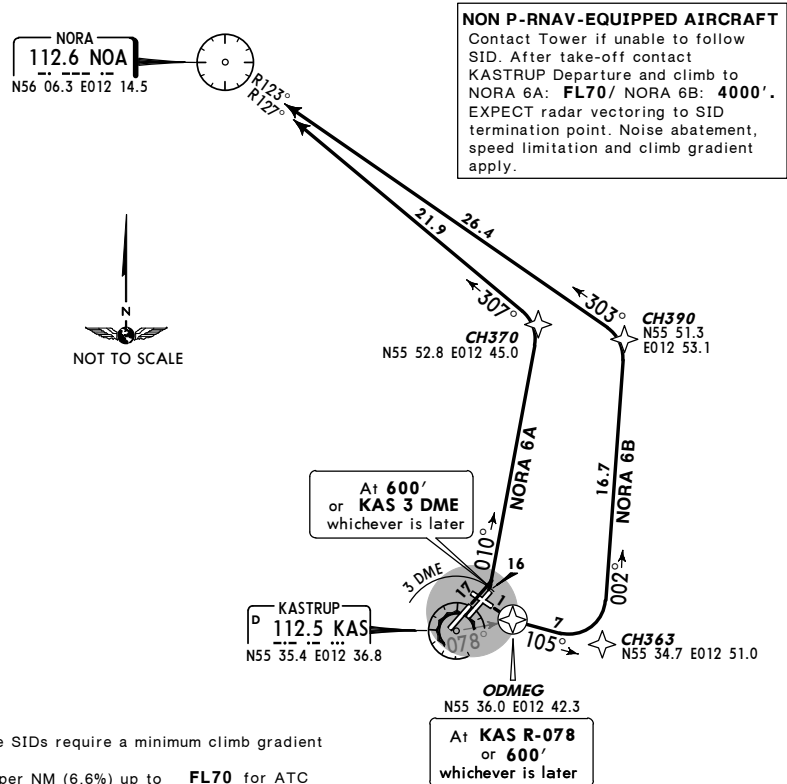
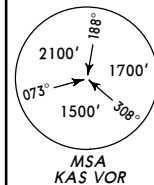
JEPPESEN COPENHAGEN, DENMARK

17 AUG 07 10-3 Eff 30 Aug

RNAV SID

KASTRUP Departure (R) 120.25	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1700' (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory. Rwy 12: No turns before ODMEG.
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NORA 6A [NOA6A], NORA 6B [NOA6B]  
RWYS 04L/R, 12 P-RNAV DEPARTURES  
P-RNAV APPROVAL REQUIRED  
ONLY AVAILABLE FOR TRAFFIC TOWARDS SWEDEN FIR  
TO NORTH  
FOR RNAV SIDS RWYS 22L/R & 30 REFER TO CHART 10-3A  
**SPEEDS MAX 250 KT AT OR BELOW FL70**



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

NORA 6A: Initial climb clearance FL70 or as requested if lower  
NORA 6B: Initial climb clearance 4000'

SID	RWY	ROUTING
NORA 6A	04L/R	Climb on extended runway centerline to 600' or KAS 3 DME, whichever is later, turn LEFT, 010° track to 1700' - CH370 - NOA.
NORA 6B	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, 105° track to 1700' - CH363 - CH390 - NOA.

CHANGES: SIDs renumb & revised; restrictions; chart reindexed. © JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

EKCH/CPH  
KASTRUP

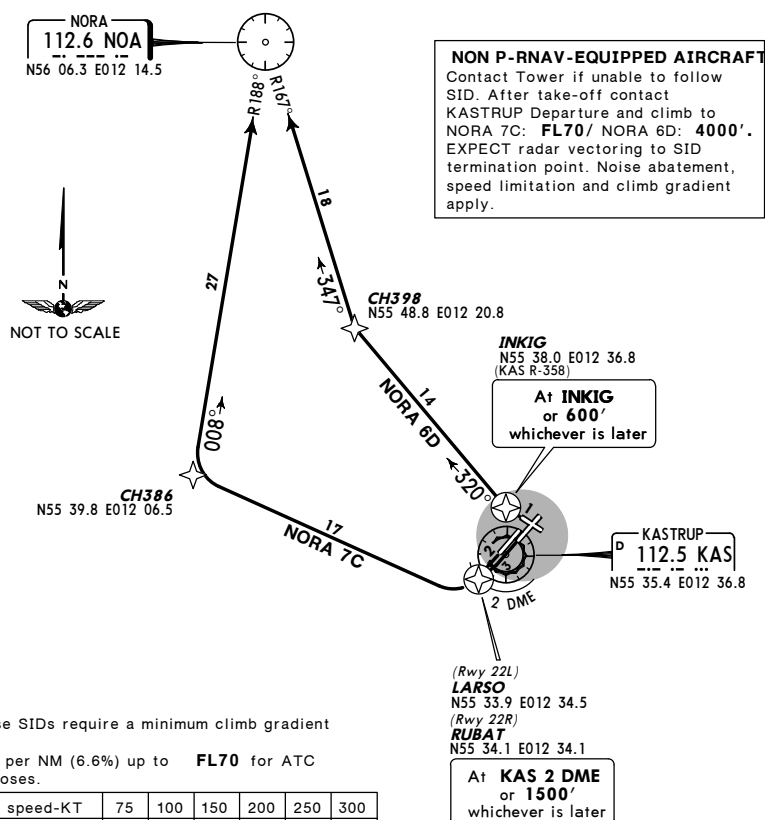
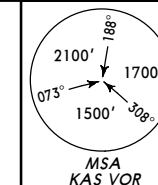
JEPPESEN COPENHAGEN, DENMARK

17 AUG 07 10-3A Eff 30 Aug

RNAV SID

KASTRUP Departure (R) 120.25	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1500' (Rwys 22L/R)/ 2100' (Rwy 30) (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory. No turns before KAS 2 DME (LARSO/RUBAT) (Rwys 22L/R)/ INKIG (Rwy 30).
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NORA 7C [NOA7C], NORA 6D [NOA6D]  
RWYS 22L/R, 30 P-RNAV DEPARTURES  
P-RNAV APPROVAL REQUIRED  
ONLY AVAILABLE FOR TRAFFIC TOWARDS SWEDEN FIR  
TO NORTH  
**SPEEDS MAX 250 KT AT OR BELOW FL70**



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

NORA 7C: Initial climb clearance FL70 or as requested if lower  
NORA 6D: Initial climb clearance 4000'

SID	RWY	ROUTING
NORA 7C	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or 1500', whichever is later - CH386 - NOA.
NORA 6D	30	Climb on extended runway centerline to INKIG or 600', whichever is later, turn RIGHT, 320° track to 2100' - CH398 - NOA.

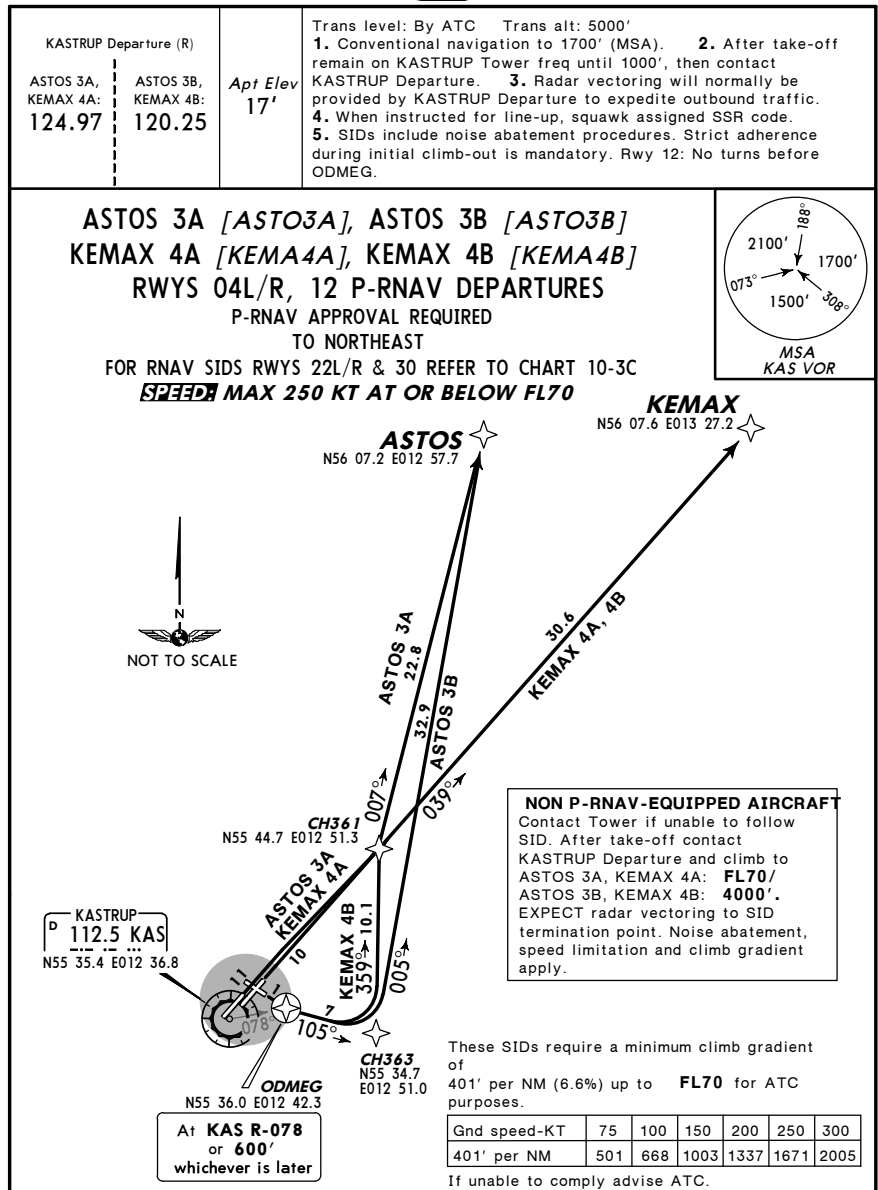
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EKCH/CPH  
KASTRUP

JEPPESEN COPENHAGEN, DENMARK

17 AUG 07 10-3B Eff 30 Aug

RNAV SID



ASTOS 3A, KEMAX 4A: Initial climb clearance **FL70** or as requested if lower  
ASTOS 3B, KEMAX 4B: Initial climb clearance **4000'**

SID	RWY	ROUTING
ASTOS 3A PROP ONLY	04L/R	Climb on extended runway centerline to 1700' - CH361 - ASTOS.
ASTOS 3B PROP ONLY	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, 105° track to 1700' - CH363 - ASTOS.
KEMAX 4A JET ONLY	04L/R	Climb on extended runway centerline to 1700' - CH361 - KEMAX.
KEMAX 4B JET ONLY	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, 105° track to 1700' - CH363 - CH361 - KEMAX.

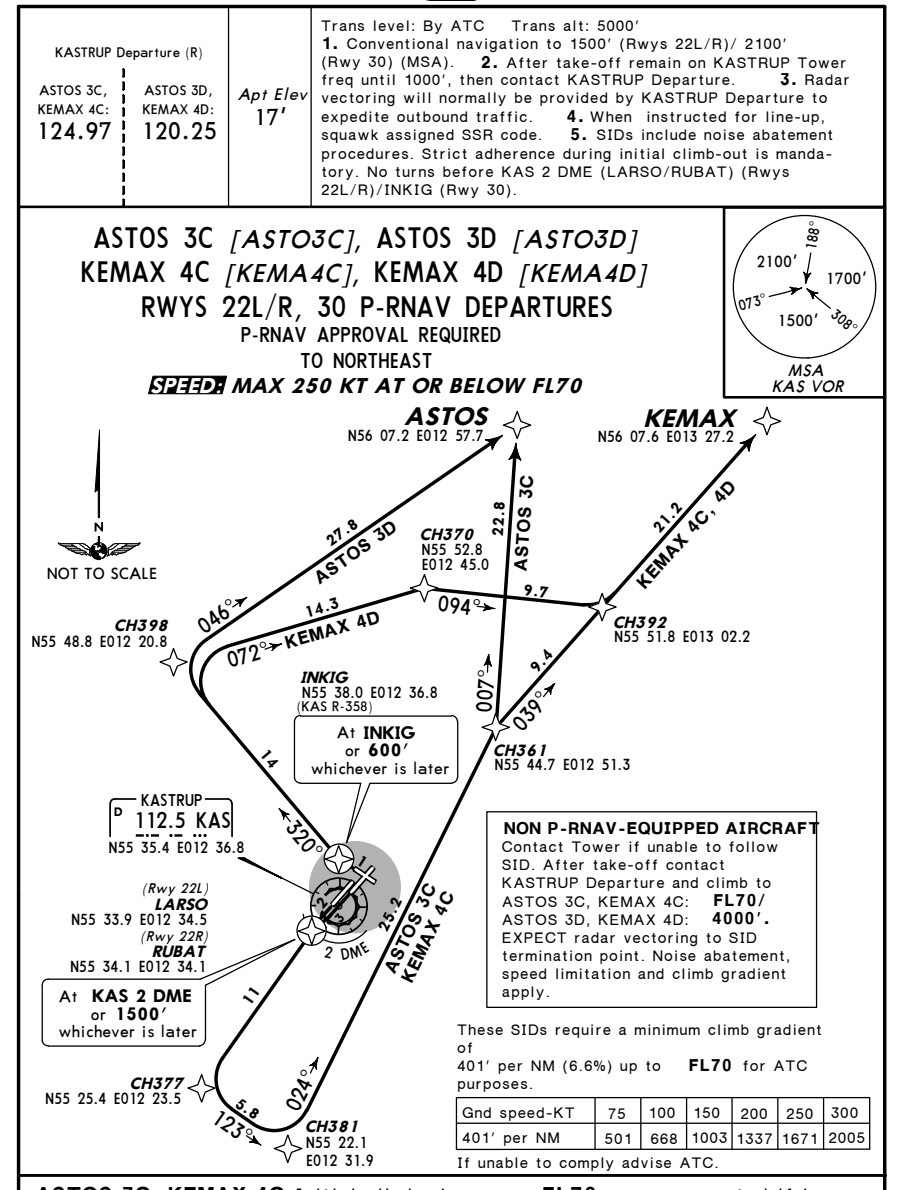
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EKCH/CPH  
KASTRUP

JEPPESEN COPENHAGEN, DENMARK

17 AUG 07 10-3C Eff 30 Aug

RNAV SID



ASTOS 3C, KEMAX 4C: Initial climb clearance **FL70** or as requested if lower  
ASTOS 3D, KEMAX 4D: Initial climb clearance **4000'**

SID	RWY	ROUTING
ASTOS 3C PROP ONLY	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or 1500', whichever is later - CH377 - CH381 - CH361 - ASTOS.
ASTOS 3D PROP ONLY	30	Climb on extended runway centerline to INKIG or 600', whichever is later, turn RIGHT, 320° track to 2100' - CH398 - ASTOS.
KEMAX 4C JET ONLY	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or 1500', whichever is later - CH377 - CH381 - CH361 - KEMAX.
KEMAX 4D JET ONLY	30	Climb on extended runway centerline to INKIG or 600', whichever is later, turn RIGHT, 320° track to 2100' - CH398 - CH370 - CH392 - KEMAX.

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EKCH/CPH  
KASTRUP

JEPPesen COPENHAGEN, DENMARK

17 AUG 07 10-3D Eff 30 Aug

RNAV SID

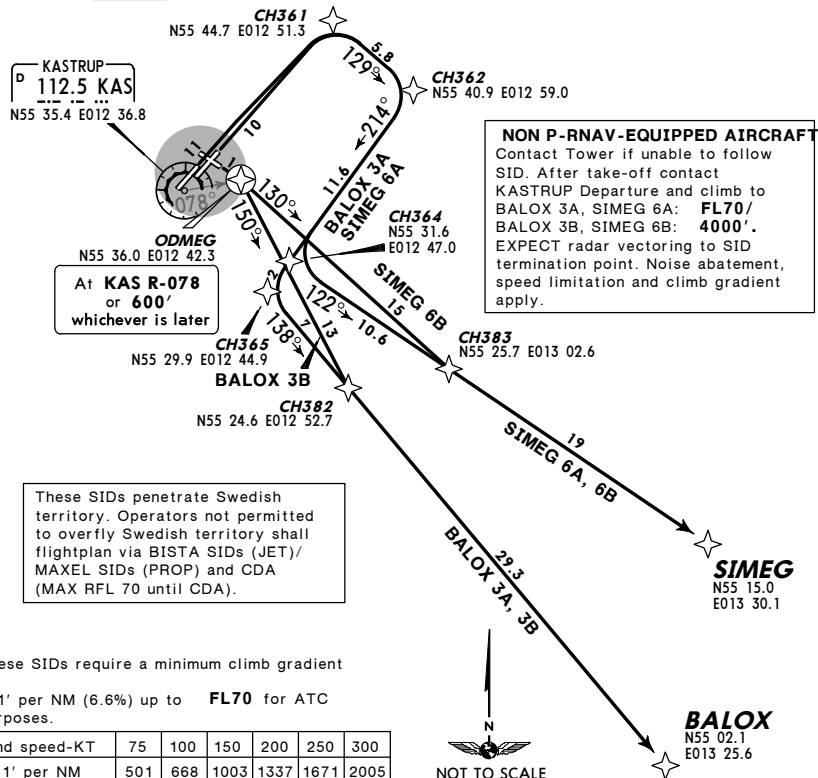
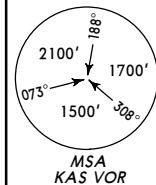
KASTRUP Departure (R) 124.97	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1700' (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory. Rwy 12: No turns before ODMEG.
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BALOX 3A [BALO3A], BALOX 3B [BALO3B]  
SIMEG 6A [SIME6A], SIMEG 6B [SIME6B]  
RWYS 04L/R, 12 P-RNAV DEPARTURES  
P-RNAV APPROVAL REQUIRED

TO SOUTHEAST

FOR RNAV SIDS RWYS 22L/R & 30 REFER TO CHART 10-3E

**~~SPEED~~ MAX 250 KT AT OR BELOW FL70**



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

**BALOX 3A, SIMEG 6A:** Initial climb clearance FL70 or as requested if lower  
**BALOX 3B, SIMEG 6B:** Initial climb clearance 4000'

SID	RWY	ROUTING
BALOX 3A PROP ONLY	04L/R	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH365 - BALOX.
BALOX 3B PROP ONLY	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, 150° track to 1700' - CH382 - BALOX.
SIMEG 6A JET ONLY	04L/R	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH364 - SIMEG.
SIMEG 6B JET ONLY	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, 130° track to 1700' - CH383 - SIMEG.

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EKCH/CPH  
KASTRUP

JEPPesen COPENHAGEN, DENMARK

17 AUG 07 10-3E Eff 30 Aug

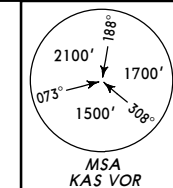
RNAV SID

KASTRUP Departure (R) 124.97	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1500' (Rwys 22L/R)/ 2100' (Rwy 30) (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory. No turns before KAS 2 DME (LARSO/RUBAT) (Rwys 22L/R)/ INKIG (Rwy 30).
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BALOX 3C [BALO3C], BALOX 3D [BALO3D]  
SIMEG 7C [SIME7C], SIMEG 6D [SIME6D]  
RWYS 22L/R, 30 P-RNAV DEPARTURES  
P-RNAV APPROVAL REQUIRED

TO SOUTHEAST

**~~SPEED~~ MAX 250 KT AT OR BELOW FL70**



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

**BALOX 3C, SIMEG 7C:** Initial climb clearance FL70 or as requested if lower  
**BALOX 3D, SIMEG 6D:** Initial climb clearance 4000'

SID	RWY	ROUTING
BALOX 3C PROP ONLY	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or 1500', whichever is later - CH377 - CH381 - CH382 - BALOX.
BALOX 3D PROP ONLY	30	Climb on extended runway centerline to INKIG or 600', whichever is later, turn LEFT, 290° track to 2100' - CH399 - CH374 - CH365 - BALOX.
SIMEG 7C JET ONLY	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or 1500', whichever is later - CH377 - CH381 - CH383 - SIMEG.
SIMEG 6D JET ONLY	30	Climb on extended runway centerline to INKIG or 600', whichever is later, turn LEFT, 290° track to 2100' - CH399 - CH374 - CH364 - SIMEG.

CHANGES: SIDs renumb & revised; RNAV restriction; chart reind. © JEPPesen SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

EKCH/CPH  
KASTRUP

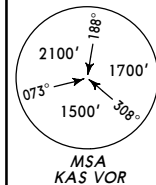
JEPPESEN COPENHAGEN, DENMARK

17 AUG 07 10-3F Eff 30 Aug

RNAV SID

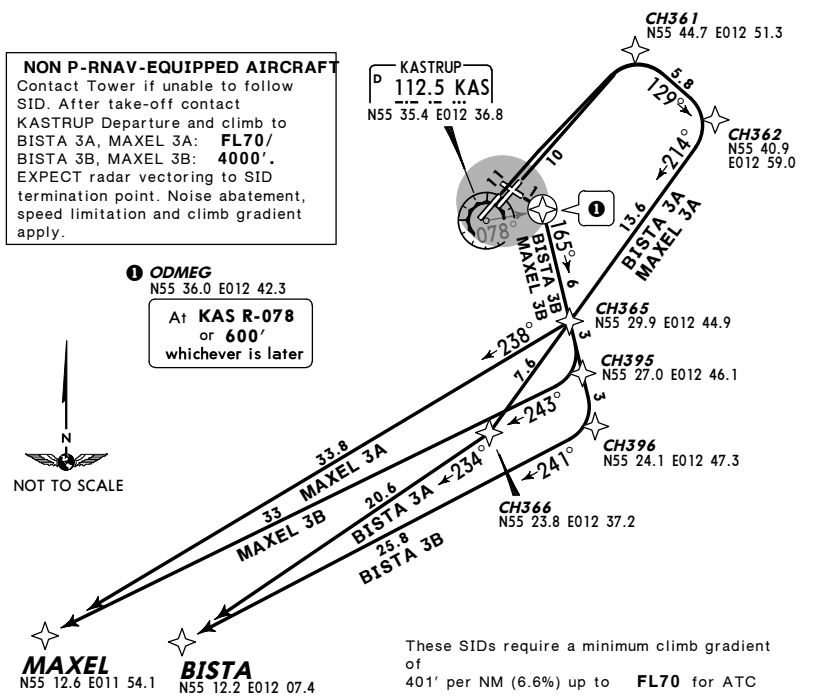
KASTRUP Departure (R) 124.97	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1700' (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory. Rwy 12: No turns before ODMEG.
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BISTA 3A [BIST3A], BISTA 3B [BIST3B]  
MAXEL 3A [MAXE3A], MAXEL 3B [MAXE3B]  
RWYS 04L/R, 12 P-RNAV DEPARTURES  
P-RNAV APPROVAL REQUIRED  
TO SOUTHWEST  
FOR RNAV SIDS RWYS 22L/R & 30 REFER TO CHART 10-3G  
**~~SPEEDS~~ MAX 250 KT AT OR BELOW FL70**



**NON P-RNAV-EQUIPPED AIRCRAFT**  
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to BISTA 3A, MAXEL 3A: **FL70**/BISTA 3B, MAXEL 3B: **4000'**. EXPECT radar vectoring to SID termination point. Noise abatement, speed limitation and climb gradient apply.

**1 ODMEG**  
N55 36.0 E012 42.3  
At **KAS R-078**  
or **600'**  
whichever is later



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **FL70** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

**BISTA 3A, MAXEL 3A:**Initial climb clearance **FL70** or as requested if lower  
**BISTA 3B, MAXEL 3B:**Initial climb clearance **4000'**

SID	RWY	ROUTING
BISTA 3A JET ONLY	04L/R	Climb on extended runway centerline to <b>1700'</b> - CH361 - CH362 - CH366 - BISTA.
BISTA 3B JET ONLY	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or <b>600'</b> , whichever is later, turn RIGHT, 165° track to <b>1700'</b> - CH396 - BISTA.
MAXEL 3A PROP ONLY	04L/R	Climb on extended runway centerline to <b>1700'</b> - CH361 - CH362 - CH365 - MAXEL.
MAXEL 3B PROP ONLY	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or <b>600'</b> , whichever is later, turn RIGHT, 165° track to <b>1700'</b> - CH395 - MAXEL.

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EKCH/CPH  
KASTRUP

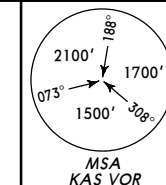
JEPPESEN COPENHAGEN, DENMARK

17 AUG 07 10-3G Eff 30 Aug

RNAV SID

KASTRUP Departure (R) 124.97	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1500' (Rwys 22L/R)/ 2100' (Rwy 30) (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory. No turns before KAS 2 DME (LARSO/RUBAT) (Rwys 22L/R)/ INKIG (Rwy 30).
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BISTA 3C [BIST3C], BISTA 3D [BIST3D]  
MAXEL 3C [MAXE3C], MAXEL 3D [MAXE3D]  
RWYS 22L/R, 30 P-RNAV DEPARTURES  
P-RNAV APPROVAL REQUIRED  
TO SOUTHWEST  
**~~SPEEDS~~ MAX 250 KT AT OR BELOW FL70**

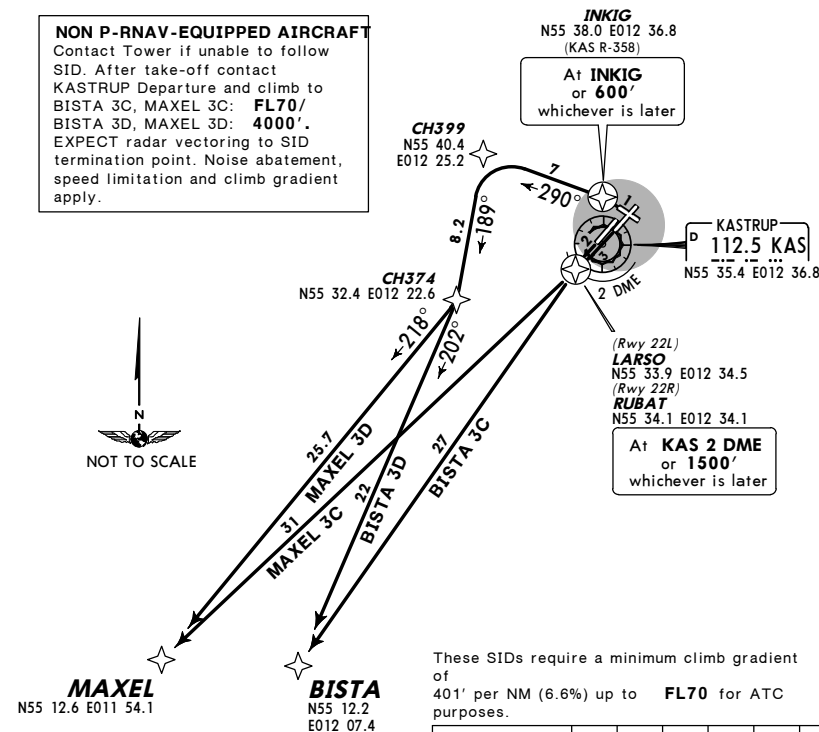


**NON P-RNAV-EQUIPPED AIRCRAFT**  
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to BISTA 3C, MAXEL 3C: **FL70**/BISTA 3D, MAXEL 3D: **4000'**. EXPECT radar vectoring to SID termination point. Noise abatement, speed limitation and climb gradient apply.

**INKIG**  
N55 38.0 E012 36.8  
(KAS R-358)  
At **INKIG**  
or **600'**  
whichever is later

**KASTRUP**  
N55 35.4 E012 36.8  
112.5 KAS

**KAS 2 DME**  
or **1500'**  
whichever is later



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **FL70** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

**BISTA 3C, MAXEL 3C:**Initial climb clearance **FL70** or as requested if lower  
**BISTA 3D, MAXEL 3D:**Initial climb clearance **4000'**

SID	RWY	ROUTING
BISTA 3C JET ONLY	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or <b>1500'</b> , whichever is later - BISTA.
BISTA 3D JET ONLY	30	Climb on extended runway centerline to INKIG or <b>600'</b> , whichever is later, turn LEFT, 290° track to <b>2100'</b> - CH399 - CH374 - BISTA.
MAXEL 3C PROP ONLY	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or <b>1500'</b> , whichever is later - MAXEL.
MAXEL 3D PROP ONLY	30	Climb on extended runway centerline to INKIG or <b>600'</b> , whichever is later, turn LEFT, 290° track to <b>2100'</b> - CH399 - CH374 - MAXEL.

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EKCH/CPH  
KASTRUP

JEPPESEN COPENHAGEN, DENMARK

17 AUG 07 (10-3H) Eff 30 Aug

RNAV SID

KASTRUP Departure (R)		Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1700' (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory.
DOBEL 3A: 120.25	TOBIS 3A: 124.97		

DOBEL 3A [DOBE3A], TOBIS 3A [TOBI3A]  
RWYS 04L/R P-RNAV DEPARTURES

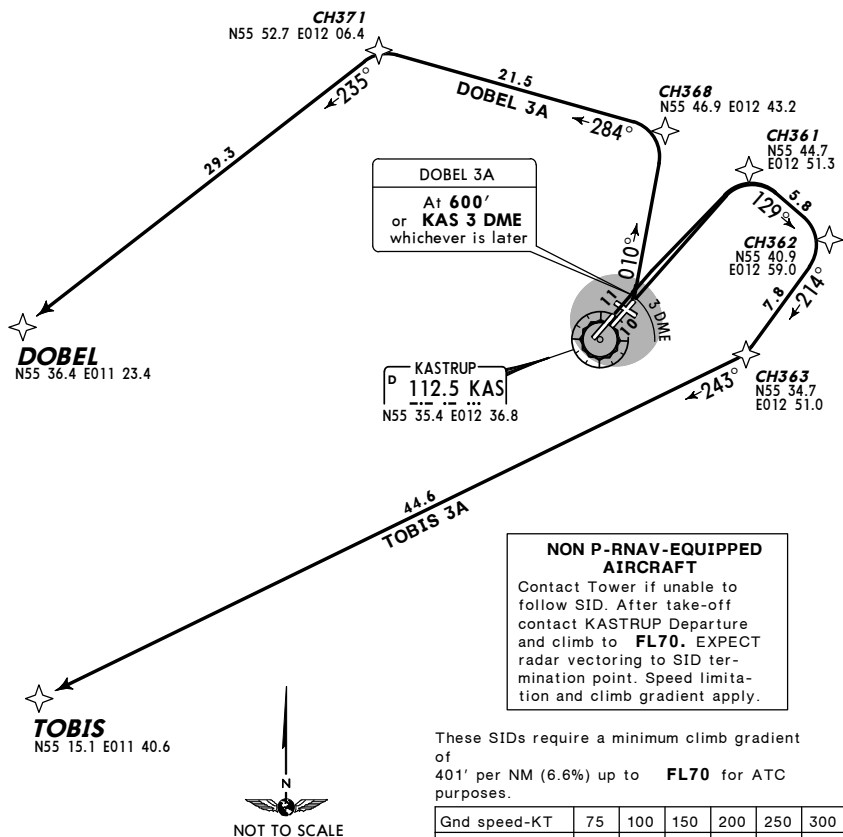
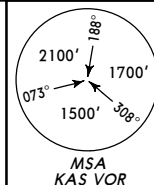
P-RNAV APPROVAL REQUIRED

TO WEST

FOR RNAV SIDS RWYS 12 & 22L/R REFER TO CHART 10-3J

FOR RNAV SIDS RWY 30 REFER TO CHART 10-3K

**SPEEDS MAX 250 KT AT OR BELOW FL70**



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance FL70 or as requested if lower

SID	ROUTING
DOBEL 3A ①	Climb on extended runway centerline to later, turn LEFT, 010° track to 1700' - CH368 - CH371 - DOBEL.
TOBIS 3A JET ONLY	Climb on extended runway centerline to 1700' - CH361 - CH362 - CH363 - TOBIS.

① Only available for traffic via ODN.

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KASTRUP

JEPPESEN COPENHAGEN, DENMARK

17 AUG 07 (10-3J) Eff 30 Aug

RNAV SID

KASTRUP Departure (R)		Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1700' (Rwy 12)/1500' (Rwys 22L/R) (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory. No turns before ODMEG (Rwy 12)/KAS 2 DME (LARSO/RUBAT) (Rwys 22L/R).
DOBEL 4B, 3C: 120.25	TOBIS 3B, 3C: 124.97		

DOBEL 4B [DOBE4B], DOBEL 3C [DOBE3C]

TOBIS 3B [TOBI3B], TOBIS 3C [TOBI3C]

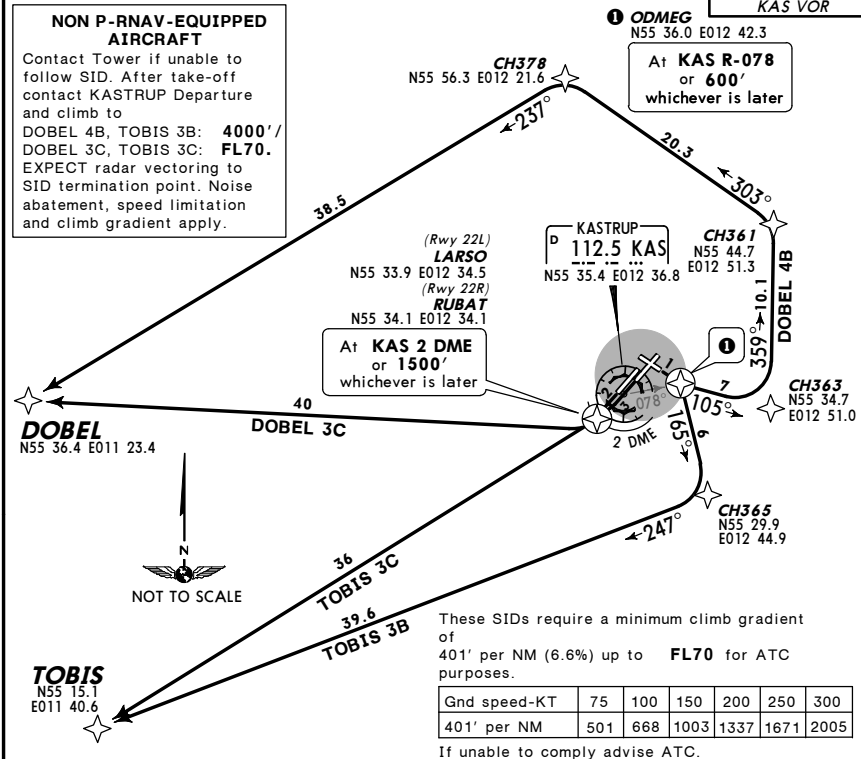
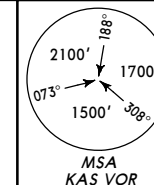
RWYS 12, 22L/R P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

TO WEST

FOR RNAV SIDS RWY 30 REFER TO CHART 10-3K

**SPEEDS MAX 250 KT AT OR BELOW FL70**



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

DOBEL 4B, TOBIS 3B: Initial climb clearance 4000'  
DOBEL 3C, TOBIS 3C: Initial climb clearance FL70 or as requested if lower

SID	RWY	ROUTING
DOBEL 4B ①	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, 105° track to 1700' - CH363 - CH361 - CH378 - DOBEL.
DOBEL 3C ①	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or 1500', whichever is later - DOBEL.
TOBIS 3B JET ONLY	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn RIGHT, 165° track to 1700' - CH365 - TOBIS.
TOBIS 3C JET ONLY	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or 1500', whichever is later - TOBIS.

① Only available for traffic via ODN.

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KASTRUP

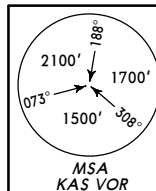
JEPPesen COPENHAGEN, DENMARK

17 AUG 07 10-3K Eff 30 Aug

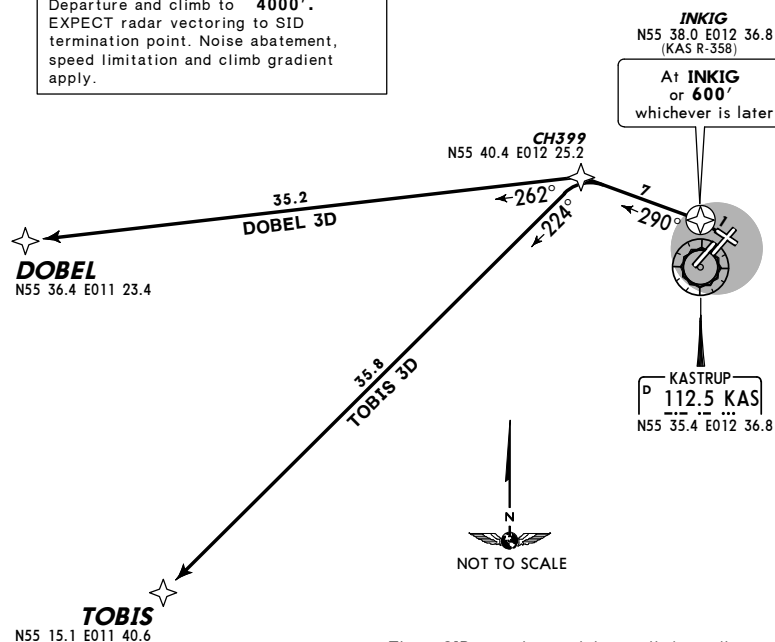
RNAV SID

KASTRUP Departure (R)		Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 2100' (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory. No turns before INKIG.
DOBEL 3D: 120.25	TOBIS 3D: 124.97		

DOBEL 3D [DOBE3D], TOBIS 3D [TOBI3D]  
RWY 30 P-RNAV DEPARTURES  
P-RNAV APPROVAL REQUIRED  
TO WEST  
**SPEED MAX 250 KT AT OR BELOW FL70**



**NON P-RNAV-EQUIPPED AIRCRAFT**  
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to 4000'. EXPECT radar vectoring to SID termination point. Noise abatement, speed limitation and climb gradient apply.



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance 4000'

SID	ROUTING
DOBEL 3D ①	Climb on extended runway centerline to INKIG or turn LEFT, 290° track to 2100' - CH399 - DOBEL. 600', whichever is later.
TOBIS 3D JET ONLY	Climb on extended runway centerline to INKIG or turn LEFT, 290° track to 2100' - CH399 - TOBIS. 600', whichever is later.

① Only available for traffic via ODN.

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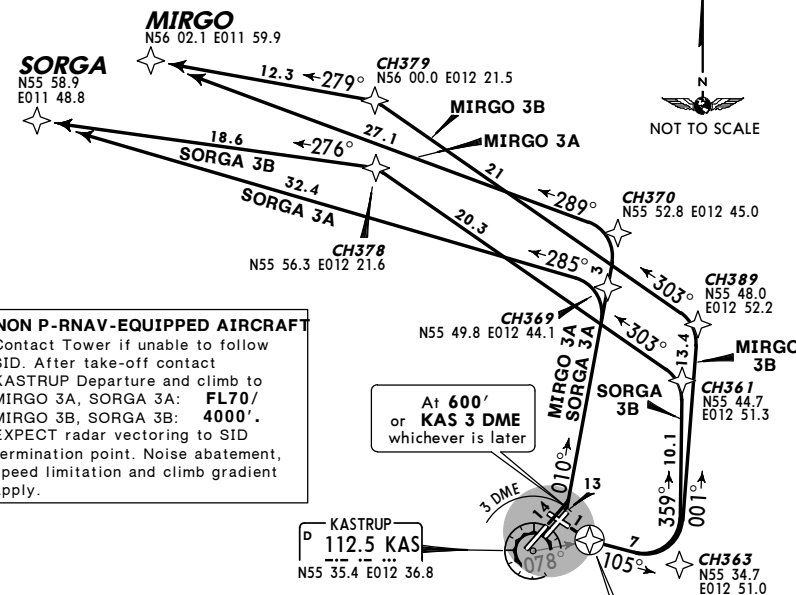
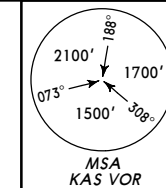
JEPPesen COPENHAGEN, DENMARK

17 AUG 07 10-3L Eff 30 Aug

RNAV SID

KASTRUP Departure (R)		Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1700' (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory. Rwy 12: No turns before ODMEG.
DOBEL 3D: 120.25	TOBIS 3D: 124.97		

MIRGO 3A [MIRG3A], MIRGO 3B [MIRG3B]  
SORGA 3A [SORG3A], SORGA 3B [SORG3B]  
RWYS 04L/R, 12 P-RNAV DEPARTURES  
P-RNAV APPROVAL REQUIRED  
TO NORTHWEST  
FOR RNAV SIDS RWYS 22L/R & 30 REFER TO CHART 10-3M  
**SPEED MAX 250 KT AT OR BELOW FL70**



**NON P-RNAV-EQUIPPED AIRCRAFT**  
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to MIRGO 3A, SORGA 3A: FL70/ MIRGO 3B, SORGA 3B: 4000'. EXPECT radar vectoring to SID termination point. Noise abatement, speed limitation and climb gradient apply.

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to FL70 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

MIRGO 3A, SORGA 3A: Initial climb clearance FL70 or as requested if lower  
MIRGO 3B, SORGA 3B: Initial climb clearance 4000'

SID	RWY	ROUTING
MIRGO 3A PROP ONLY	04L/R	Climb on extended runway centerline to 600' or KAS 3 DME, whichever is later, turn LEFT, 010° track to 1700' - CH370 - MIRGO.
MIRGO 3B PROP ONLY	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, 105° track to 1700' - CH363 - CH389 - CH379 - MIRGO.
SORGA 3A JET ONLY	04L/R	Climb on extended runway centerline to 600' or KAS 3 DME, whichever is later, turn LEFT, 010° track to 1700' - CH369 - SORGA.
SORGA 3B JET ONLY	12	Climb on extended runway centerline to KAS R-078 (ODMEG) or 600', whichever is later, turn LEFT, 105° track to 1700' - CH363 - CH361 - CH378 - SORGA.

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17 AUG 07 10-3M Eff 30 Aug

RNAV SID

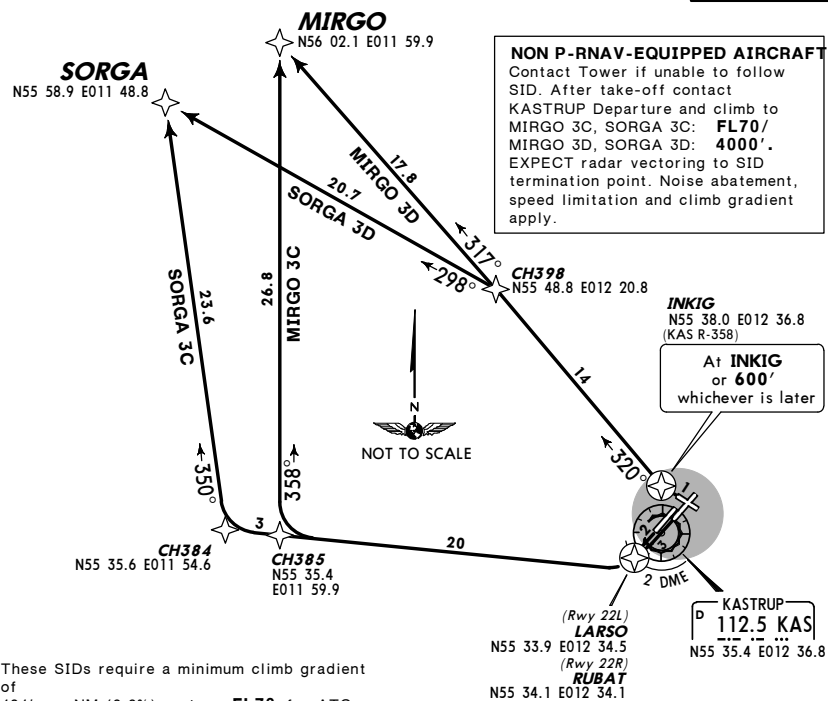
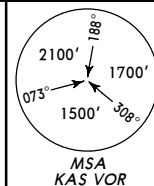
KASTRUP Departure (R) 120.25	Apt Elev 17'	Trans level: By ATC Trans alt: 5000' 1. Conventional navigation to 1500' (Rwys 22L/R)/ 2100' (Rwy 30) (MSA). 2. After take-off remain on KASTRUP Tower freq until 1000', then contact KASTRUP Departure. 3. Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound traffic. 4. When instructed for line-up, squawk assigned SSR code. 5. SIDs include noise abatement procedures. Strict adherence during initial climb-out is mandatory. No turns before KAS 2 DME (LARSO/RUBAT) (Rwys 22L/R)/ INKIG (Rwy 30).
------------------------------------	-----------------	---

MIRGO 3C [MIRG3C], MIRGO 3D [MIRG3D]  
SORGA 3C [SORG3C], SORGA 3D [SORG3D]  
RWYS 22L/R, 30 P-RNAV DEPARTURES

P-RNAV APPROVAL REQUIRED

TO NORTHWEST

**SPEED MAX 250 KT AT OR BELOW FL70**



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **FL70** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

**MIRGO 3C, SORGA 3C:**Initial climb clearance **FL70** or as requested if lower  
**MIRGO 3D, SORGA 3D:**Initial climb clearance **4000'**

SID	RWY	ROUTING
MIRGO 3C PROP ONLY	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or <b>1500'</b> , whichever is later - CH385 - MIRGO.
MIRGO 3D PROP ONLY	30	Climb on extended runway centerline to INKIG or later, turn RIGHT, 320° track to <b>2100'</b> - CH398 - MIRGO.
SORGA 3C JET ONLY	22L/R	Climb on extended runway centerline to KAS 2 DME (LARSO/RUBAT) or <b>1500'</b> , whichever is later - CH384 - SORGA.
SORGA 3D JET ONLY	30	Climb on extended runway centerline to INKIG or later, turn RIGHT, 320° track to <b>2100'</b> - CH398 - SORGA.

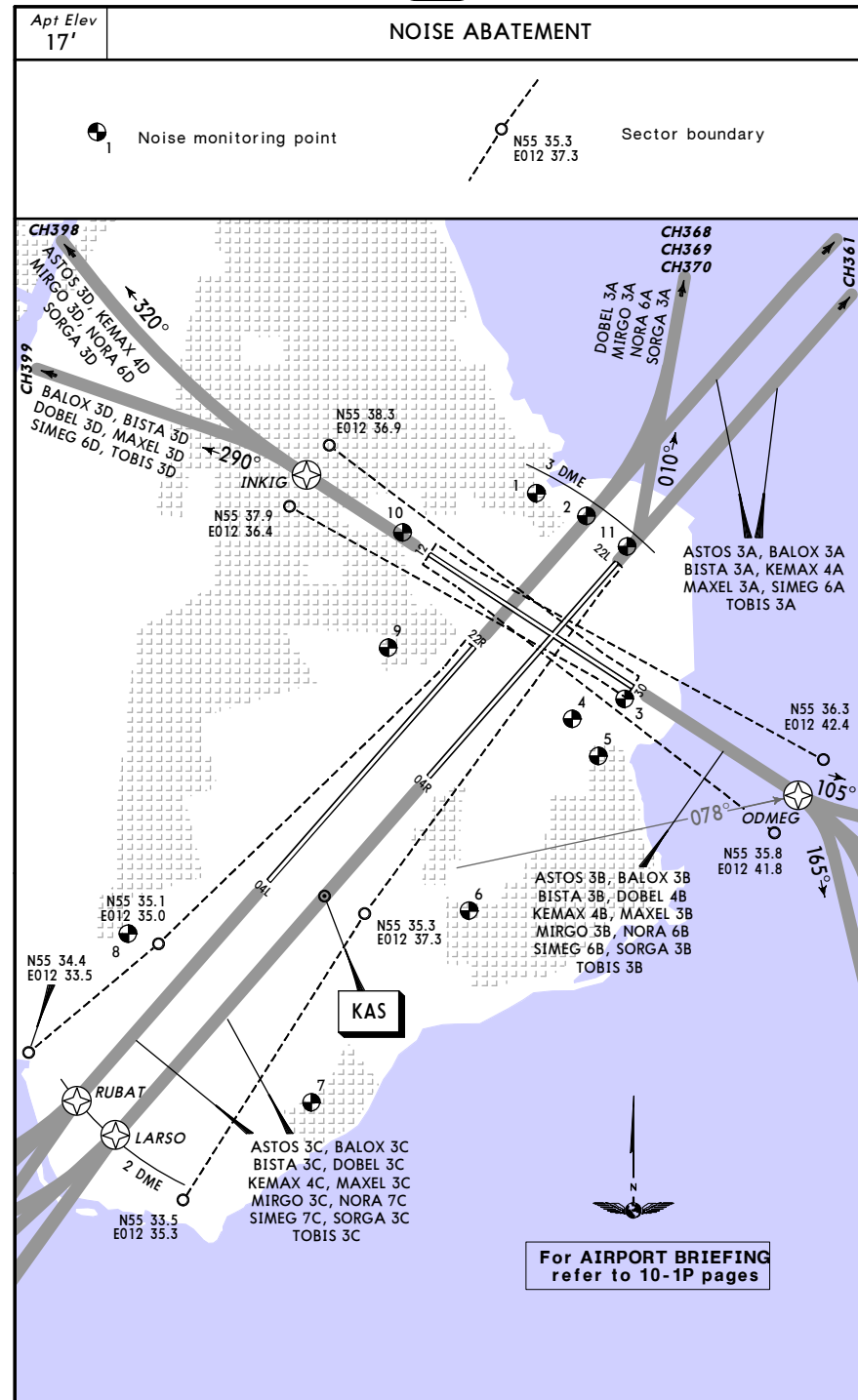
CHANGES: SIDs renumb & revised; RNAV restriction; chart reind. © JEPPesen SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

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17 AUG 07 10-4 Eff 30 Aug

NOISE



CHANGES: RNAV SIDs renumbered & revised.

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Apt Elev 17'  
N55 37.1 E012 39.4

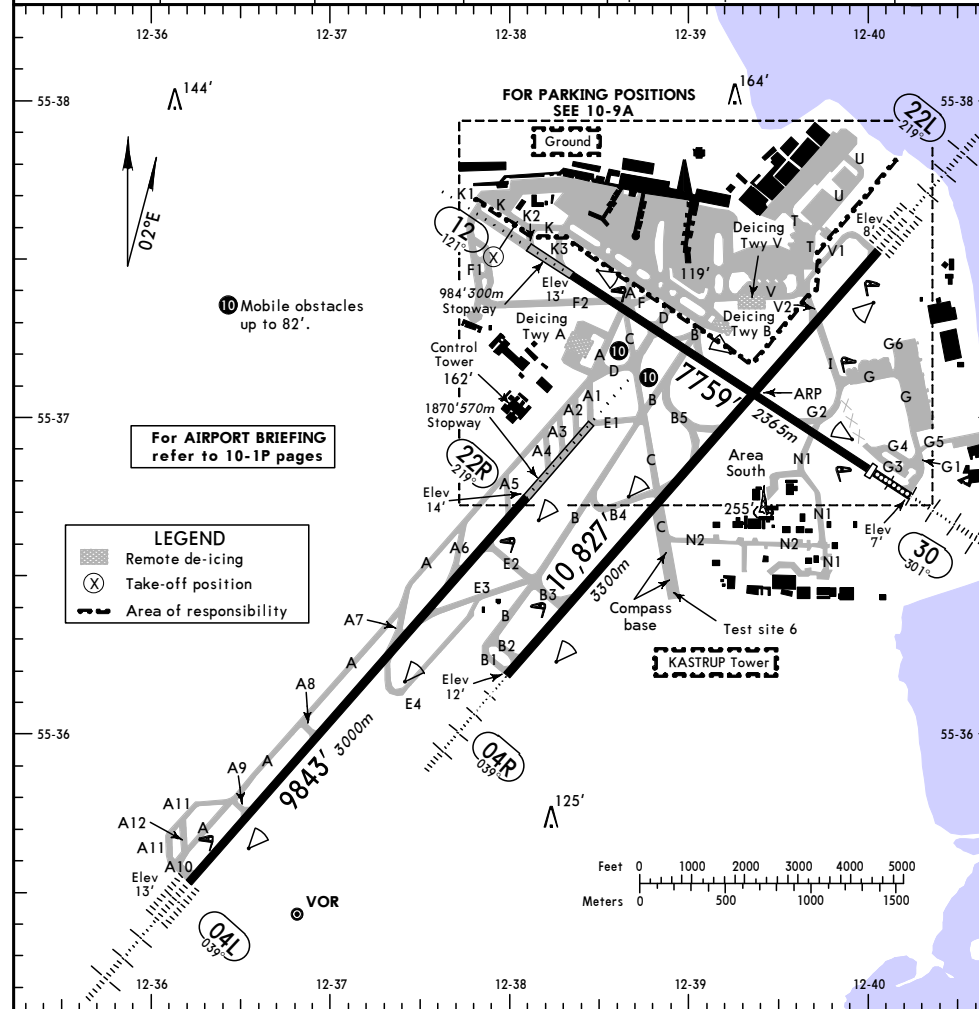
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10-9

28 JUL 06

KAstrup

D-ATIS Departure	KAstrup Tower (C)	*Ground	Arrival	Ground	Departure Area	KAstrup Tower	KAstrup Departure (R)
122.85	119.9	121.72	121.62	Departure except Area South, Apron West & Apron East	121.9	Act on maneuvering area, departure Apron West	120.25 124.97
					Arrival 118.1	Departing act	119.35
					Departure Area South & Apron East	121.82	



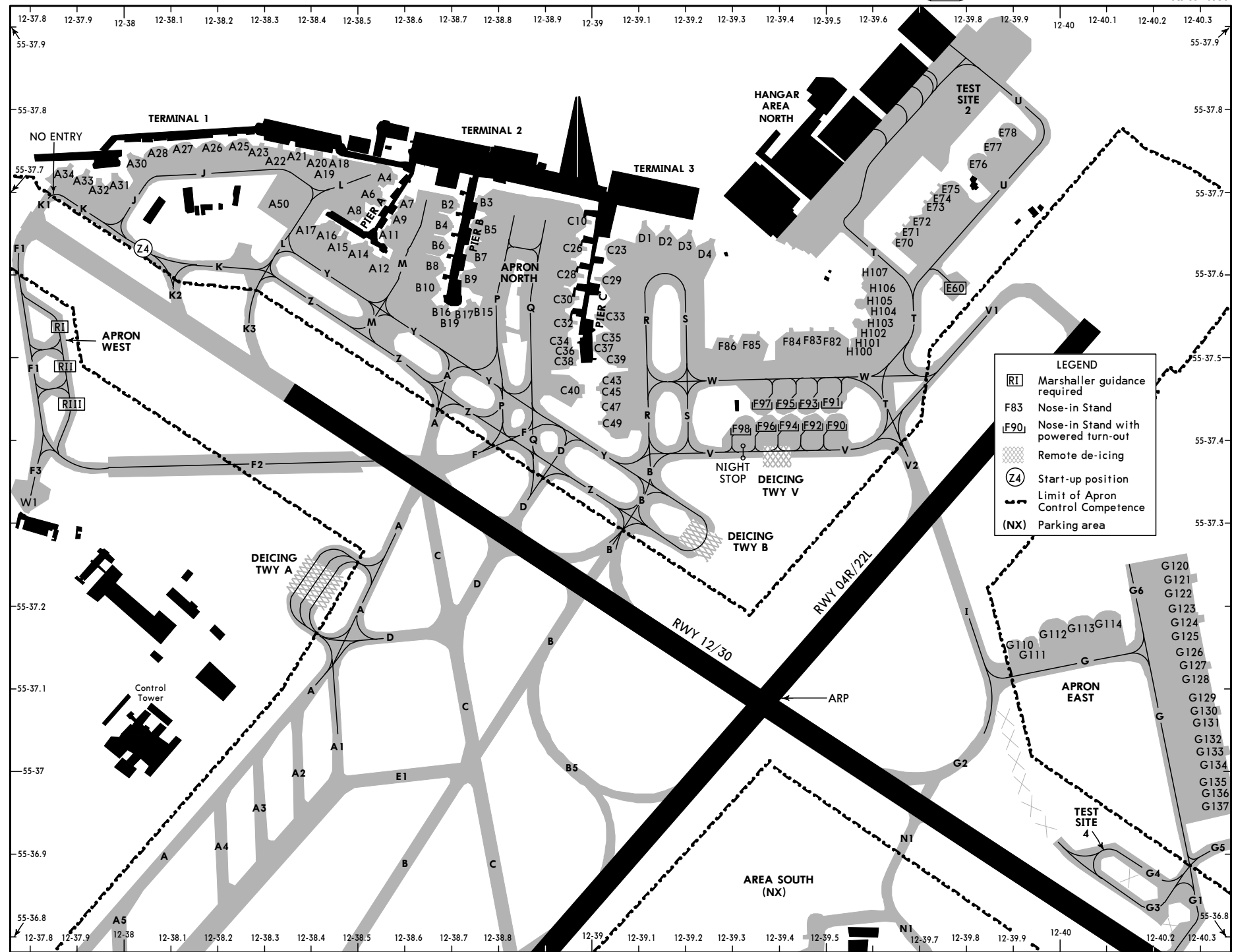
ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS			WIDTH
						Threshold	Glide Slope	TAKE-OFF	
04L	1	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)	2	RVR			8904' 2714m	3	148' 45m
22R		HIRL (60m) CL (15m) HIALS REIL PAPI-R (3.0°)		RVR			8748' 2666m		
<b>1</b> Antiskid layer. <b>2</b> HST-E3, A6, A7									
<b>3</b> TAKE-OFF RUN AVAILABLE									
RWY 04L:									
From twy A10 int 9843' (3000m)									
From twy E4 int 4216' (1285m)									
RWY 22R:									
From twy A1/E1 int 11,811' (3600m)									
From twy A2 int 11,483' (3500m)									
From twy A3 int 11,073' (3375m)									
From twy A4 int 10,646' (3245m)									
From twy A5 int 9514' (2900m)									
04R	4	HIRL (30m) CL (15m) HIALS PAPI-L (3.0°)		RVR			9662' 2945m	6	148' 45m
22L		HIRL (30m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)		RVR			9774' 2979m		
<b>4</b> Antiskid layer <b>5</b> HST-B4									
<b>6</b> TAKE-OFF RUN AVAILABLE									
RWY 04R:									
From twy B1 int 10,827' (3300m)									
From twy B2 int 10,515' (3205m)									
From twy B3 int 9170' (2795m)									
From twy B4/C int 6365' (1940m)									
RWY 22L:									
From twy V1 int 10,827' (3300m)									
From twy V2 int 9088' (2770m)									
12	7	HIRL (30m) HIALS REIL PAPI-R (3.0°)		RVR			6824' 2080m	9	148' 45m
30		HIRL (30m) HIALS PAPI-L (3.0°)		RVR			7858' 2395m	8	148' 45m
<b>7</b> Antiskid layer.									
<b>8</b> TAKE-OFF RUN AVAILABLE									
RWY 12:									
From posn X 9186' (2800m)									
From twy K2 int 8842' (2695m)									
From twy K3 int 8153' (2485m)									
From twy D int 5906' (1800m)									
RWY 30:									
From twy G1 int 7759' (2365m)									
<b>9</b> Includes Stopway rwy 30.									

JAR-OPS TAKE-OFF 1					
Rwy 04L/R, 22L/R LVP must be in Force			All Rwys LVP must be in Force		
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	500m
C				400m	
D	150m	200m	250m	300m	
<b>1</b> Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.					



EKCH/CPH

JEPPesen COPENHAGEN, DENMARK  
28 JUL 06 (10-9A)  
KASTRUP



CHANGES: None.

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**JEPPESSEN**

COPENHAGEN, DENMARK

24 FEB 06

10-9B

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**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
<b>APRON N</b>		<b>APRON E</b>	
A4, A6	N55 37.7 E012 38.5	G110, G111	N55 37.1 E012 39.9
A7	N55 37.7 E012 38.6	G112, G113	N55 37.2 E012 40.0
A8	N55 37.7 E012 38.5	G114	N55 37.2 E012 40.1
A9	N55 37.7 E012 38.6	G120 thru G123	N55 37.2 E012 40.2
A11	N55 37.6 E012 38.6	G124	N55 37.2 E012 40.3
A12, A14, A15	N55 37.6 E012 38.5	G125	N55 37.2 E012 40.2
A16, A17	N55 37.6 E012 38.4	G126 thru G131	N55 37.1 E012 40.3
A18 thru A21	N55 37.7 E012 38.4	G132 thru G137	N55 37.0 E012 40.3
A22, A23	N55 37.7 E012 38.3		
A25, A26	N55 37.7 E012 38.2		
A27, A28	N55 37.7 E012 38.1	<b>APRON W</b>	
A30, A31	N55 37.7 E012 38.0	R I, R II	N55 37.5 E012 37.9
A32 thru A34	N55 37.7 E012 37.9	R III	N55 37.4 E012 37.9
A50	N55 37.7 E012 38.3	W1	N55 37.3 E012 37.8
B2	N55 37.7 E012 38.7		
B3	N55 37.7 E012 38.8		
B4	N55 37.7 E012 38.7		
B5	N55 37.6 E012 38.8		
B6	N55 37.6 E012 38.7		
B7	N55 37.6 E012 38.8		
B8, B9	N55 37.6 E012 38.7		
B10	N55 37.6 E012 38.6		
B15 thru B19	N55 37.5 E012 38.7		
C10	N55 37.7 E012 38.9		
C23	N55 37.6 E012 39.1		
C26, C28	N55 37.6 E012 38.9		
C29	N55 37.6 E012 39.0		
C30	N55 37.6 E012 38.9		
C32	N55 37.5 E012 38.9		
C33	N55 37.5 E012 39.0		
C34	N55 37.5 E012 38.9		
C35	N55 37.5 E012 39.0		
C36	N55 37.5 E012 38.9		
C37	N55 37.5 E012 39.0		
C38	N55 37.5 E012 38.9		
C39	N55 37.5 E012 39.0		
C40	N55 37.5 E012 38.9		
C43, C45	N55 37.5 E012 39.0		
C47, C49	N55 37.4 E012 39.0		
D1	N55 37.6 E012 39.1		
D2 thru D4	N55 37.6 E012 39.2		
E60	N55 37.6 E012 39.8		
E70, E71	N55 37.6 E012 39.7		
E72 thru E74	N55 37.7 E012 39.7		
E75, E76	N55 37.7 E012 39.8		
E77	N55 37.7 E012 39.9		
E78	N55 37.8 E012 39.9		
F82, F83	N55 37.5 E012 39.5		
F84	N55 37.5 E012 39.4		
F85, F86	N55 37.5 E012 39.3		
H100 thru H103	N55 37.5 E012 39.6		
H104 thru H107	N55 37.6 E012 39.6		
F90 thru F93	N55 37.4 E012 39.5		
F94 thru F97	N55 37.4 E012 39.4		
F98	N55 37.4 E012 39.3		

CHANGES: None.

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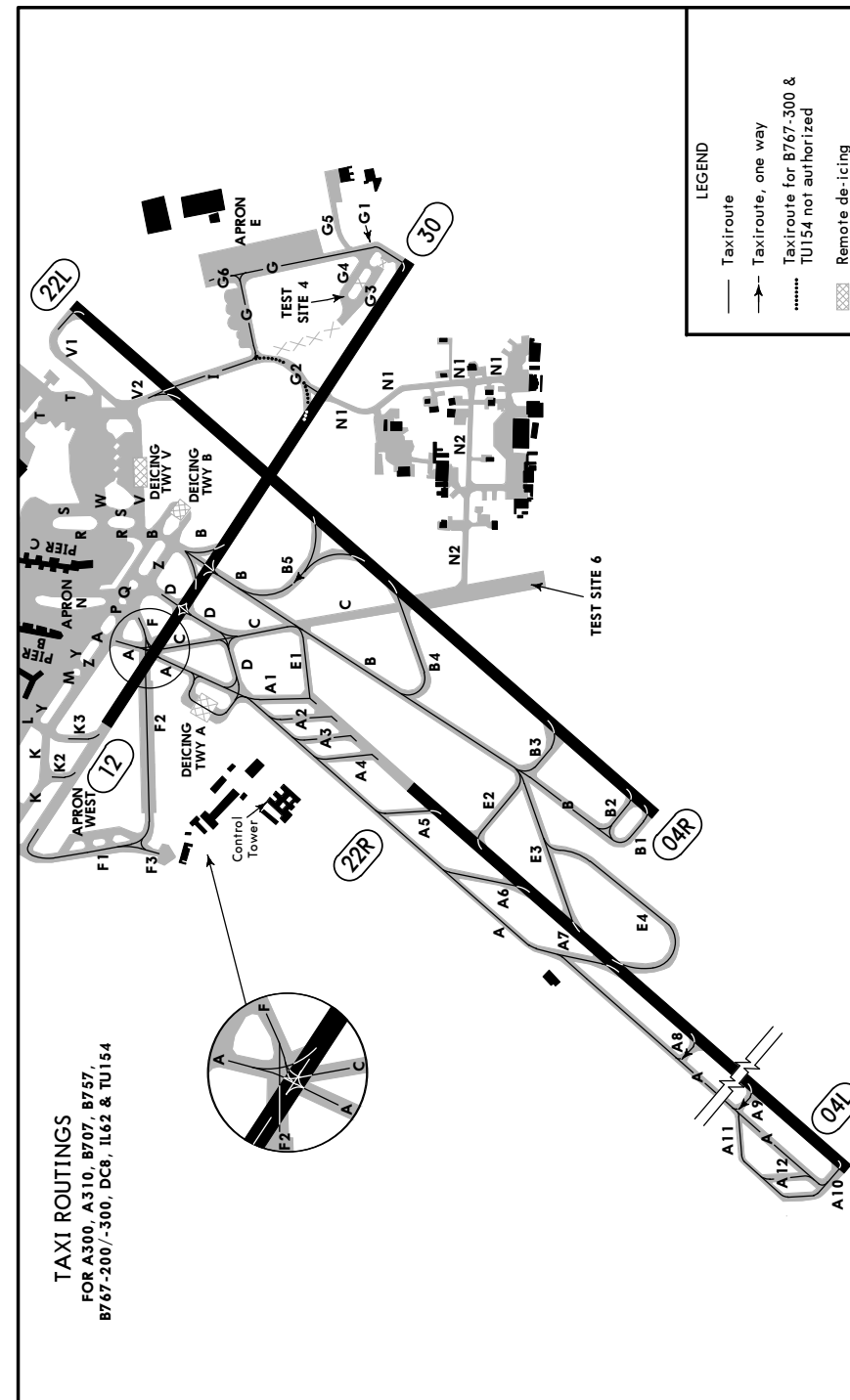
**JEPPESSEN**

COPENHAGEN, DENMARK

24 FEB 06

10-9C

KASTRUP



CHANGES: New chart.

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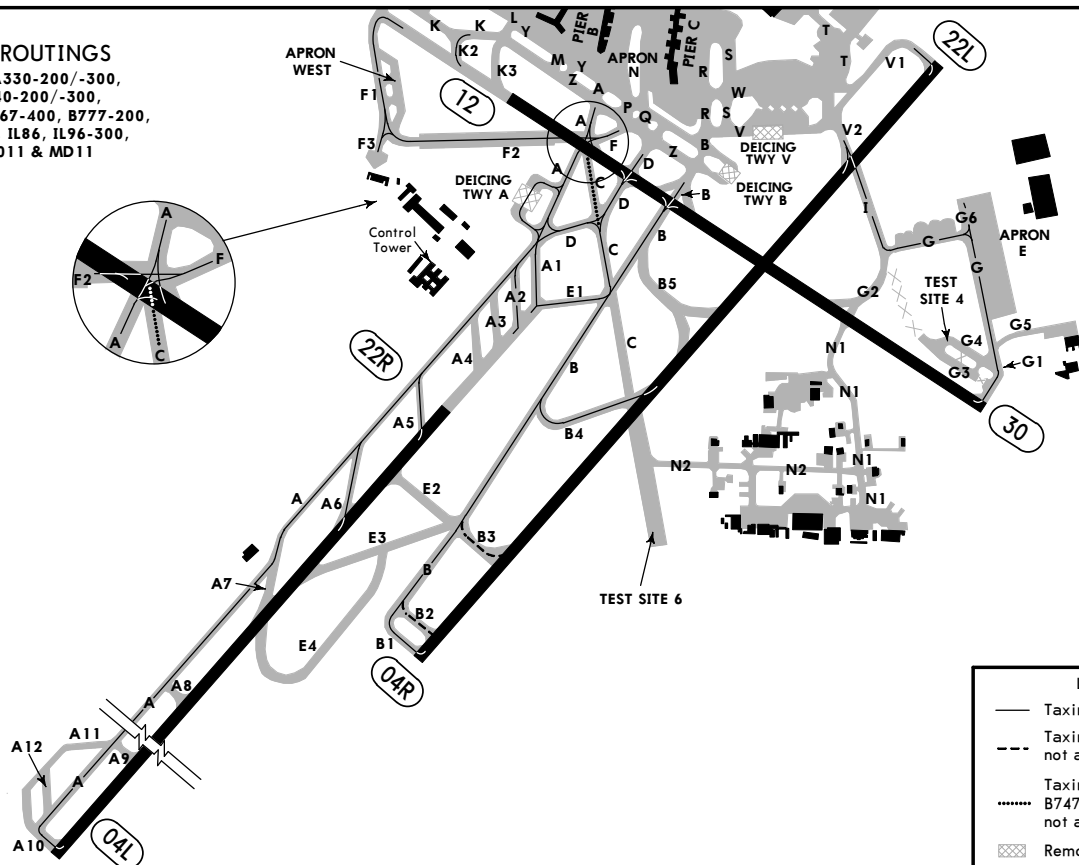
EKCH/CPH

24 FEB 06

10-9D

JEPPESEN  
 COPENHAGEN, DENMARK  
 KASTRUP

TAXI ROUTINGS  
 FOR A330-200/-300,  
 A340-200/-300,  
 B747, B767-400, B777-200,  
 DC-10, IL86, IL96-300,  
 L1011 & MD11



LEGEND

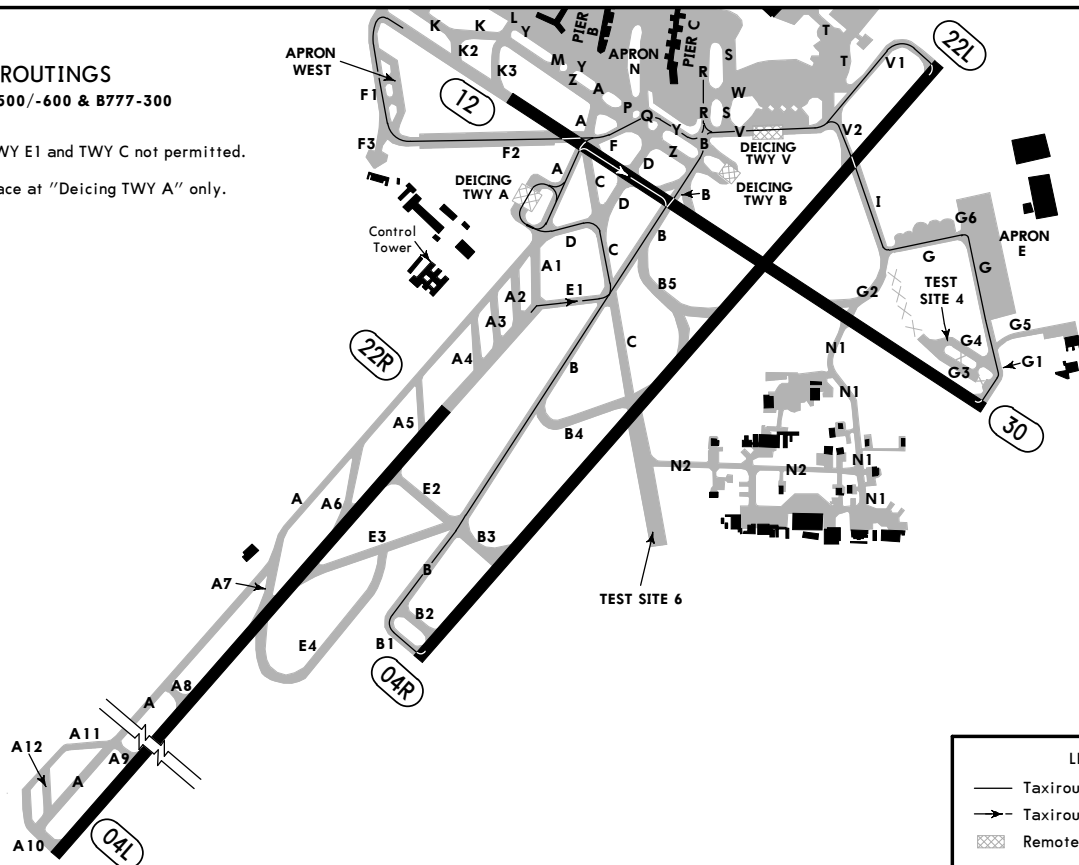
- Taxiroute
- - - Taxiroute MD11 not authorized
- ..... Taxiroute A330, A340, B747, B777-200 & IL96 not authorized
- Remote de-icing

TAXI ROUTINGS

FOR A340-500/-600 & B777-300

Passage between TWY E1 and TWY C not permitted.

Deicing can take place at "Deicing TWY A" only.



LEGEND

- Taxiroute
- - - Taxiroute, one way
- Remote de-icing

EKCH/CPH

24 FEB 06

10-9E

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EKCH/CPH

24 FEB 06

10-9F

JEPPESEN  
 COPENHAGEN, DENMARK  
 KASTRUP

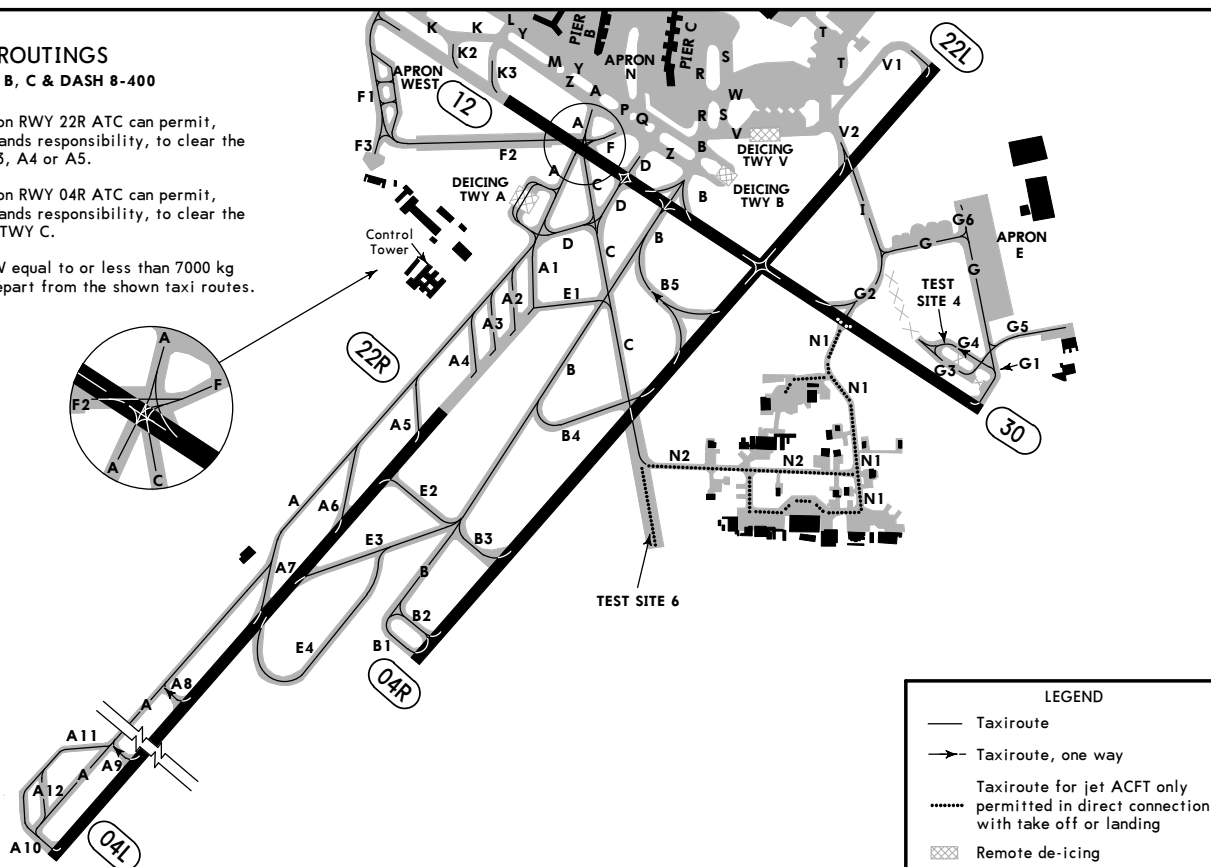
## TAXI ROUTINGS

FOR CODE B, C & DASH 8-400

At aborted take off on RWY 22R ATC can permit, on the pilot in commands responsibility, to clear the RWY via TWY A2, A3, A4 or A5.

At aborted take off on RWY 04R ATC can permit, on the pilot in commands responsibility, to clear the RWY to the LEFT via TWY C.

For ACFT with MTOW equal to or less than 7000 kg ATC can permit to depart from the shown taxi routes.

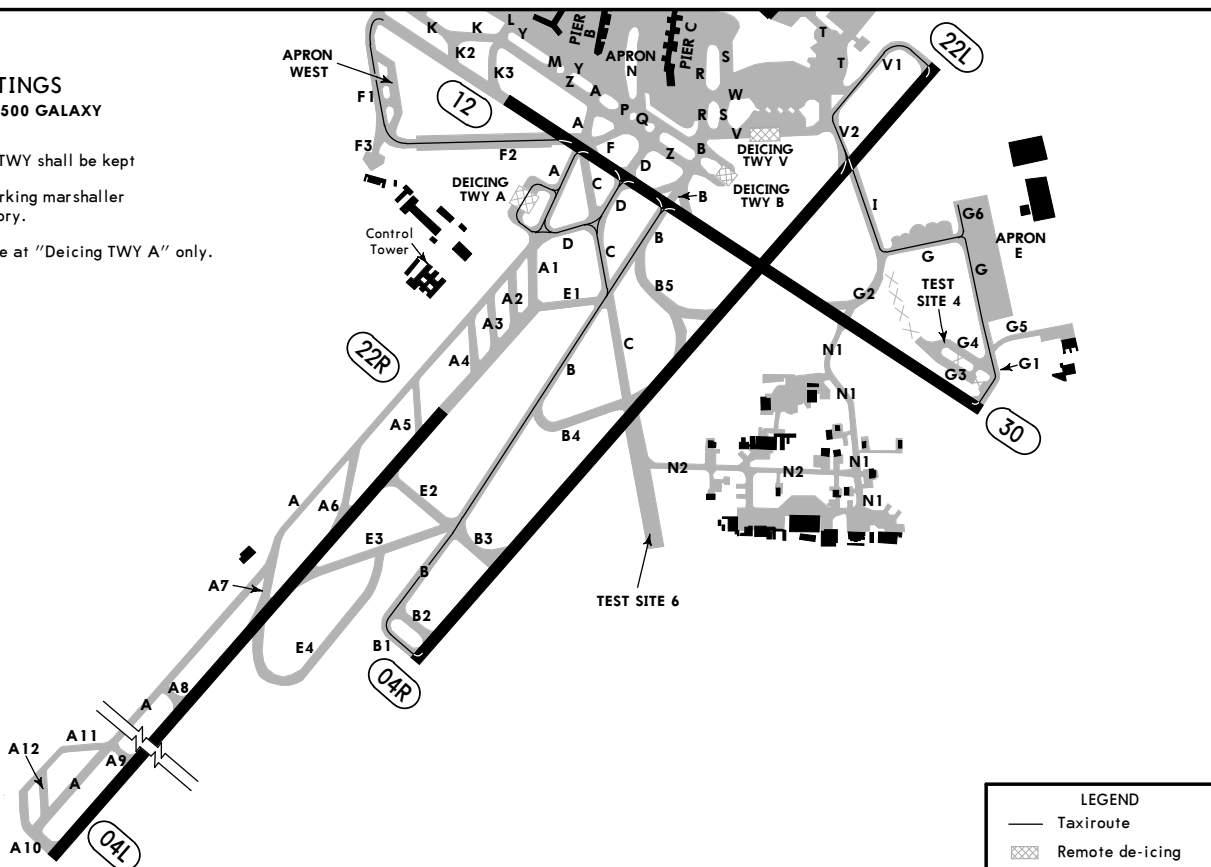


## TAXI ROUTINGS

AN 124 & C5/L500 GALAXY

During taxi adjacent TWY shall be kept free of aircraft.  
During taxiing and parking marshaller assistance is mandatory.

Deicing can take place at "Deicing TWY A" only.



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24 FEB 06

10-9G

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24 FEB 06 (10-9H) KASTRUP

## DOCKING GUIDANCE SYSTEMS

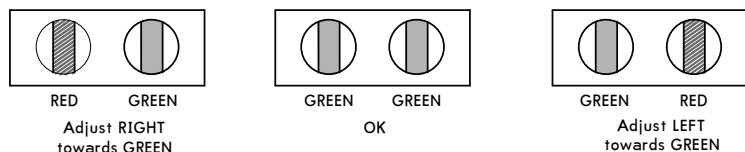
### GENERAL

Some stands are equipped with AGNIS and PAPA. Exceptions are listed below:

APIS:	Stands A4, A6 thru A9, A11, A12, A14 thru A17, B3, B5, B7, B9, B15 thru B17, B19, C10, C23, C28, C29, C33 thru C39 and D4.
SAFEDOCK:	Stands A18 thru A23, B10, C26, C30, C32, C40 and D1 thru D3, H102 and H105.
Center-line with yellow stop marking:	Stands A25 thru A28, A50, E76 thru E78, F90 thru F98, G110 thru G114, G120 thru G137, H100, H101, H103, H104, H106, H107 and W1.
Marshaller compulsory:	Stands E60, R1, R11 and R111.

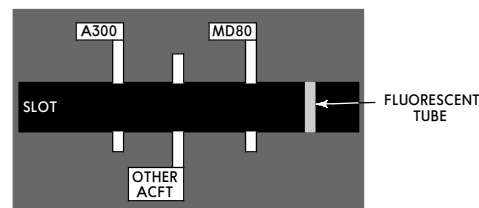
### AGNIS - Azimuth Guidance Nose-In System

AGNIS Indications:



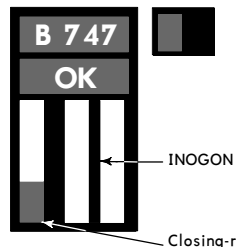
AGNIS must be used from left-hand cockpit seat only.  
The seat must be in neutral position.

### PAPA - Parallax Aircraft Parking Aid



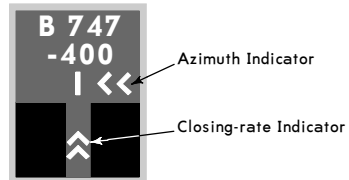
Stop when the appropriate acft type marking on the PAPA front plate is aligned with the rear light-tube.  
When AGNIS/PAPA are switched off, stand is not cleared for entry.

### APIS - Aircraft Parking and Information System



Check for correct acft type on upper display.  
Adjust according to indications of INOGON display.  
Slow down and stop according to closing-rate Indicator on display.  
Display automatically shut down after some seconds.

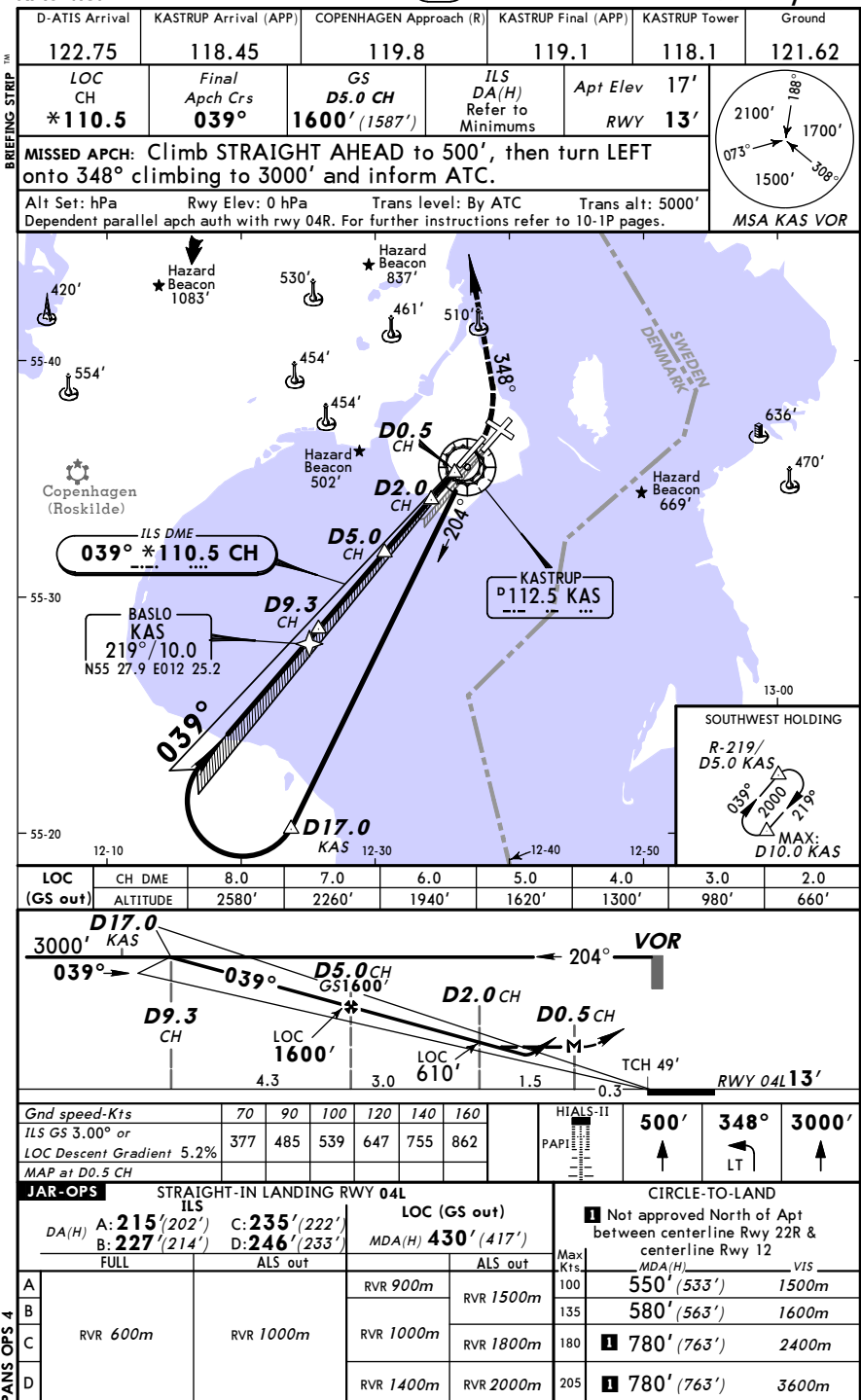
### SAFEDOCK



Check for correct acft type on upper display.  
Adjust according to horizontal red arrows on display.  
Slow down and stop as indicated by vertical closing-rate Indicator.  
Display automatically shut down after a short time or when bridge autolevel is turned on.  
Display will remain in operation in case the acft has overshot parking position.

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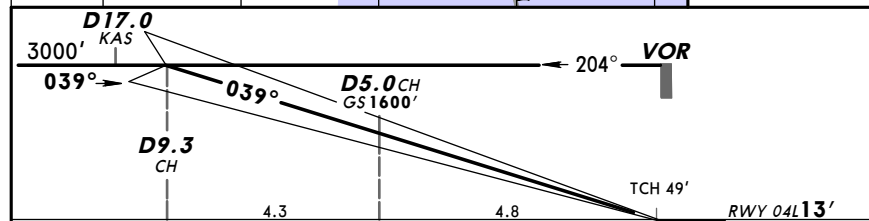
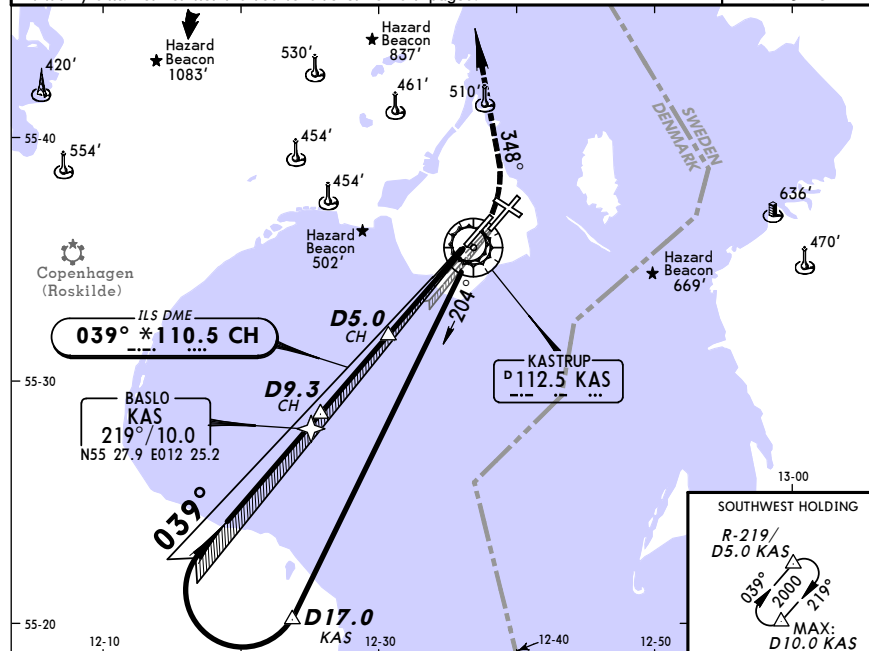
JEPPesen COPENHAGEN, DENMARK  
28 JUL 06 (11-1) ILS DME Rwy 04L



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KASTRUP

JEPPesen COPENHAGEN, DENMARK  
28 JUL 06 (11-1A) CAT II ILS DME Rwy 04L

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Ground
122.75	118.45	119.8	119.1	118.1	121.62
LOC CH *110.5	Final Apch Crs 039°	GS D5.0 CH 1600' (1587')	CAT II ILS RA/DA(H) Refer to Minimums RWY 13'	Apt Elev 17'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn LEFT onto 348° climbing to 3000' and inform ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' 1. Special Aircrew & Aircraft Certification Required. 2. Dependent parallel apch auth with rwy 04R. For further instructions refer to 10-P pages.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II
GS 3.00°	377	485	539	647	755	862	

JAR-OPS	STRAIGHT-IN LANDING RWY 04L	CAT II ILS	D
AB	RA 102'	RA 106'	RA 120'
DA(H) 113' (100')	DA(H) 117' (104')	DA(H) 131' (118')	

RVR 300m
----------

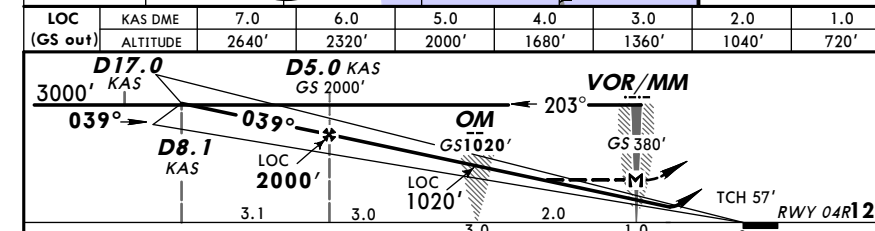
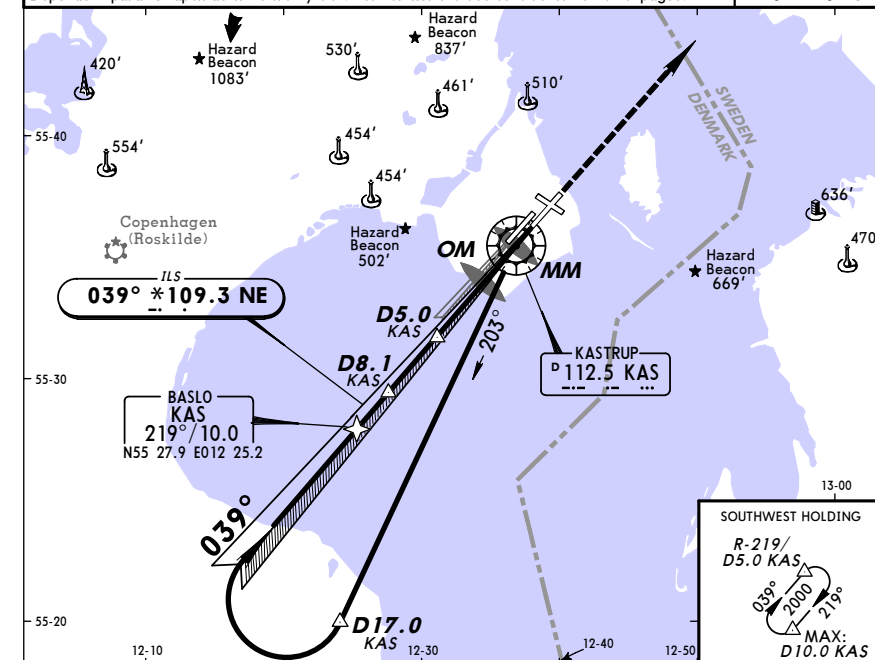
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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JEPPesen COPENHAGEN, DENMARK  
28 JUL 06 (11-2) ILS Rwy 04R

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Ground
122.75	118.45	119.8	119.1	118.1	121.62
LOC NE *109.3	Final Apch Crs 039°	GS OM 1020' (1008')	ILS DA(H) Refer to Minimums RWY 12'	Apt Elev 17'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000' Dependent parallel apch auth with rwy 04L. For further instructions refer to 10-IP pages.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	

JAR-OPS	STRAIGHT-IN LANDING RWY 04R	LOC (GS out)	CIRCLE-TO-LAND
DA(H) ABC: 212' (200') D: 215' (203')	MDA(H) 430' (418')	ALS out	Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12
FULL	ALS out	RVR 900m	Max Kts. 100 550' (533') 1500m

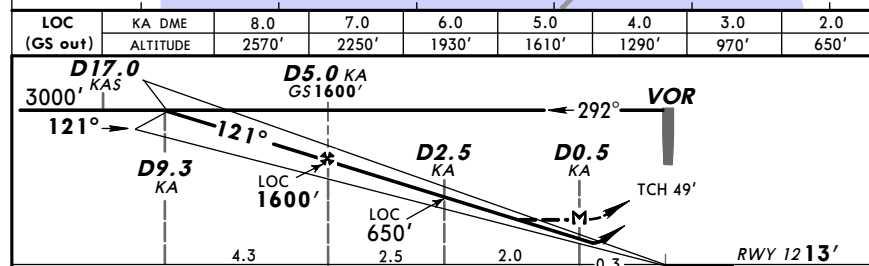
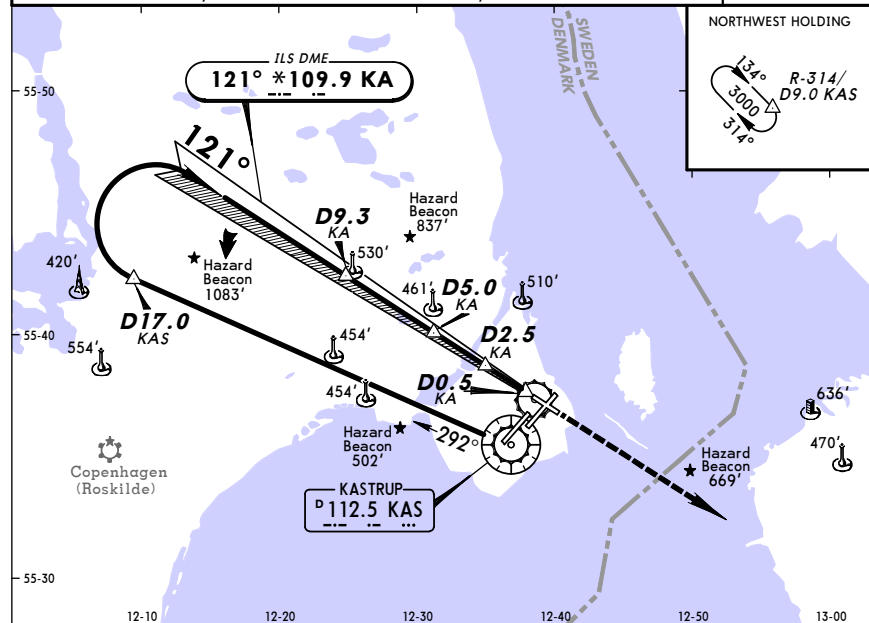
A	RVR 550m	RVR 1000m	RVR 1500m	135 580' (563') 1600m
B	RVR 600m	RVR 1400m	RVR 2000m	180 780' (763') 2400m
C				205 780' (763') 3600m

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KASTRUP

JEPPesen COPENHAGEN, DENMARK  
28 JUL 06 (11-3) ILS DME Rwy 12

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Ground
122.75	118.45	119.8	119.1	118.1	121.62
LOC KA *109.9	Final Apch Crs 121°	GS D5.0 KA 1600' (1587')	ILS DA(H) Refer to Minimums	Apt Elev 17' RWY 13'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	MSA KAS VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3000'
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	REIL PAPI	
MAP at D0.5 KA								

JAR-OPS STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
DA(H) A: 213' (200') B: 220' (207') C: 228' (215') D: 239' (226')		LOC (GS out) MDA(H) 430' (417')		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12		VIS	
FULL		ALS out		Max Kts.		MDA(H)	
A	RVR 550m		RVR 900m	100	550' (533')	1500m	
B			RVR 1500m	135	580' (563')	1600m	
C	RVR 600m	RVR 1000m	RVR 1800m	180	780' (763')	2400m	
D		RVR 1400m	RVR 2000m	205	780' (763')	3600m	

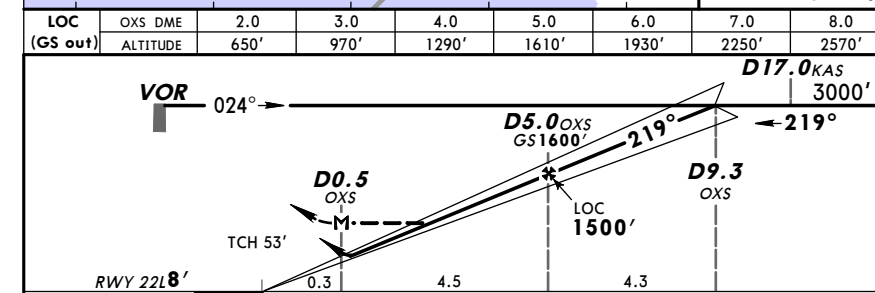
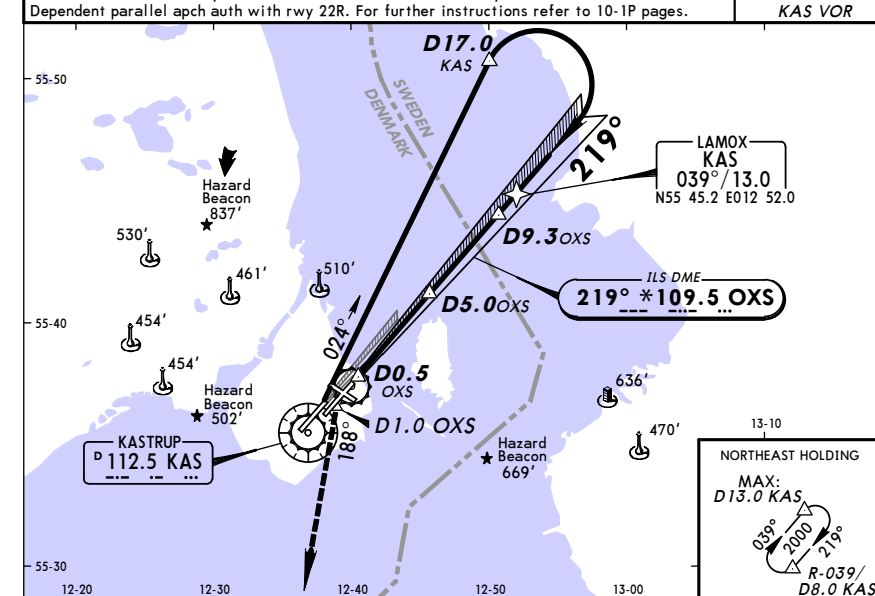
CHANGES: Bearings.

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KASTRUP

JEPPesen COPENHAGEN, DENMARK  
28 JUL 06 (11-4) ILS DME Rwy 22L

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Ground
122.75	118.45	119.8	119.1	118.1	121.62
LOC OXs *109.5	Final Apch Crs 219°	GS D5.0 OXS 1600' (1592')	ILS DA(H) 208' (200')	Apt Elev 17' RWY 8'	
MISSED APCH: Climb STRAIGHT AHEAD to 500' or D1.0 OXS after OXS DME, whichever is later, then turn LEFT onto 188° climbing to 3000' and inform ATC.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	MSA KAS VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	500' D1.0 OXS
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAPI	which ever is later
MAP at D0.5 OXS								

JAR-OPS STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
DA(H) 208' (200')		LOC (GS out) MDA(H) 400' (392')		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12		VIS	
FULL		ALS out		Max Kts.		MDA(H)	
A			RVR 900m	100	550' (533')	1500m	
B			RVR 1500m	135	580' (563')	1600m	
C	RVR 550m	RVR 1000m	RVR 1800m	180	780' (763')	2400m	
D		RVR 1400m	RVR 2000m	205	780' (763')	3600m	

CHANGES: Bearings.

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KASTRUP

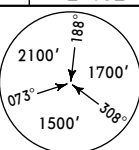
JEPPesen  
28 JUL 06 (11-4A)

COPENHAGEN, DENMARK  
CAT II ILS DME Rwy 22L

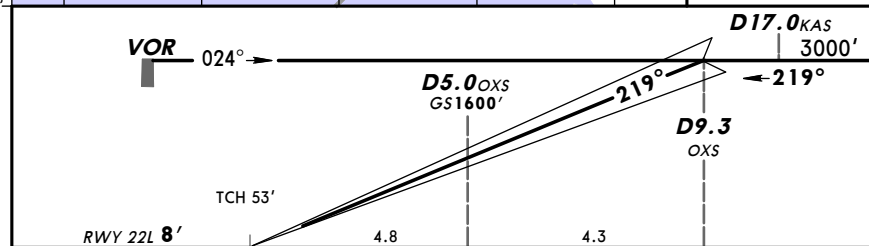
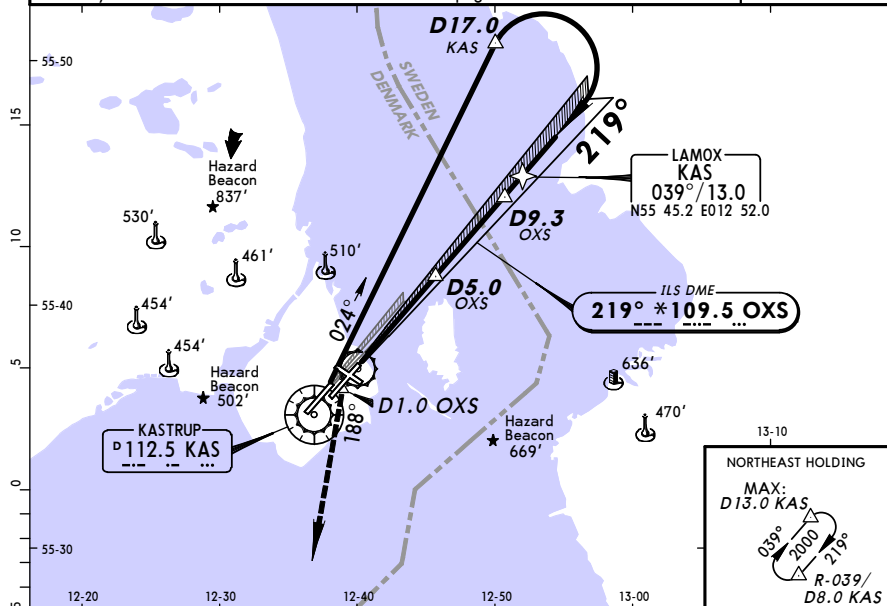
D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Ground
122.75	118.45	119.8	119.1	118.1	121.62
LOC OXS *109.5	Final Aptch Crs 219°	GS D5.0 OXS 1600' (1592')	CAT II ILS RA 101' DA(H) 108' (100')	Apt Elev 17' RWY 8'	

MISSED APCH: Climb STRAIGHT AHEAD to 500' or D1.0 OXS after OXS DME, whichever is later, then turn LEFT onto 188° climbing to 3000' and inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'  
1. Special Aircrew & Aircraft Certification Required. 2. Dependent parallel apch auth with rwy 22R. For further instructions refer to 10-1P pages.



MSA  
KAS VOR



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

JAR-OPS STRAIGHT-IN LANDING RWY 22L  
CAT II ILS  
ABCD  
RA 101'  
DA(H) 108' (100')

RVR 300m

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Bearings.

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EKCH/CPH  
KASTRUP

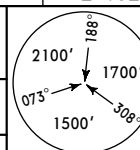
JEPPesen  
28 JUL 06 (11-5)

COPENHAGEN, DENMARK  
ILS DME Rwy 22R

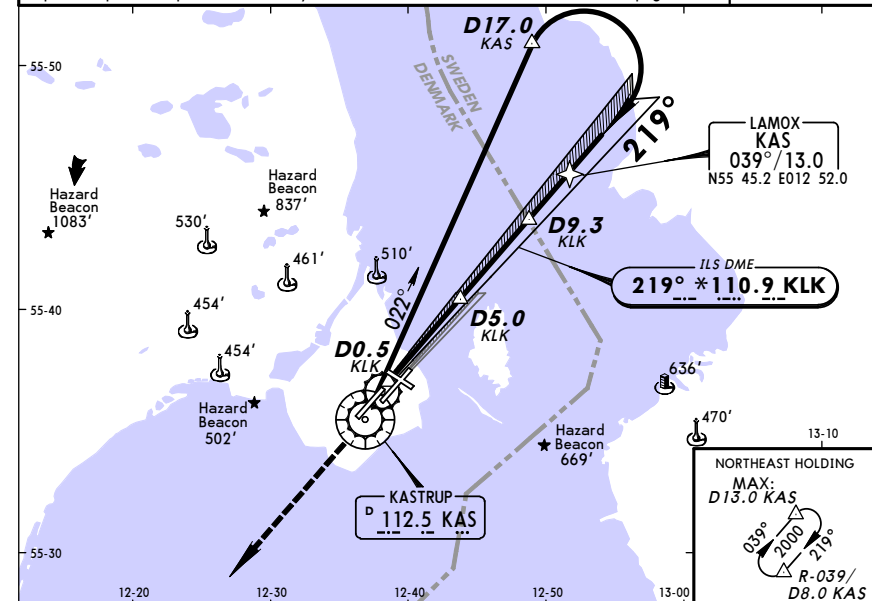
D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Ground
122.75	118.45	119.8	119.1	118.1	121.62
LOC KLK *110.9	Final Aptch Crs 219°	GS D5.0 KLK 1600' (1586')	ILS DA(H) Refer to Minimums	Apt Elev 17' RWY 14'	

MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.

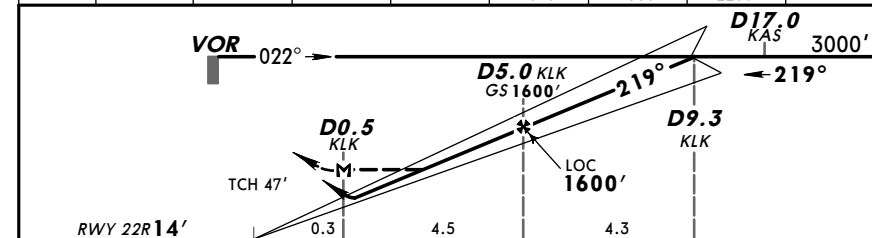
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000'  
Dependent parallel apch auth with rwy 22L. For further instructions refer to 10-1P pages.



MSA  
KAS VOR



LOC (GS out)	KLK DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE		650'	970'	1290'	1610'	1930'	2250'	2570'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862

JAR-OPS STRAIGHT-IN LANDING RWY 22R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
DA(H) AB: 214' (200') FULL		C: 220' (206') D: 230' (216') ALS out		MDA(H) 400' (386') ALS out	
A		RVR 550m		RVR 900m	
B		RVR 1000m		RVR 1500m	
C		RVR 1000m		RVR 1800m	
D		RVR 1400m		RVR 2000m	
Max Kts		100		135	
550' (533')		580' (563')		780' (763')	
1500m		1600m		2400m	
180		205		3600m	

CHANGES: Bearings.

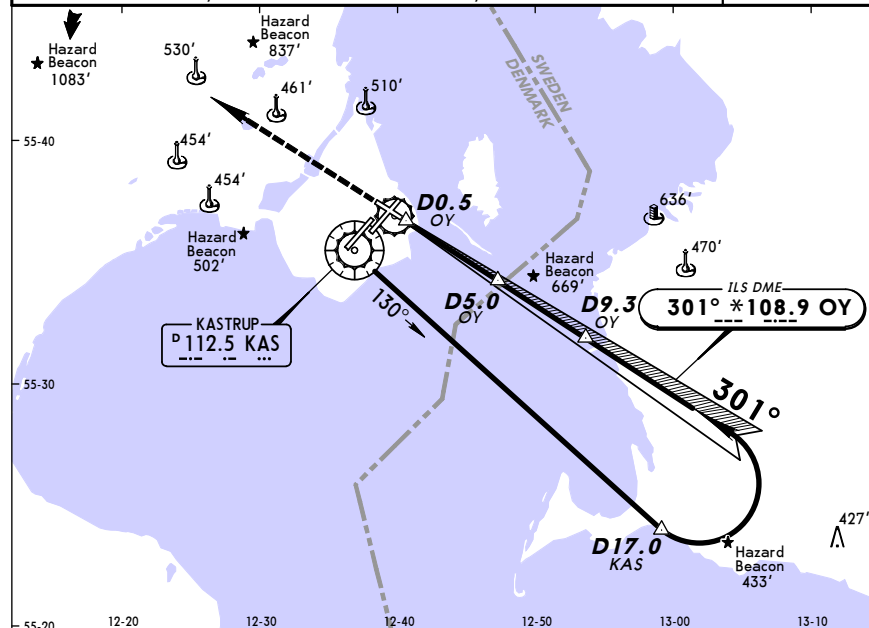
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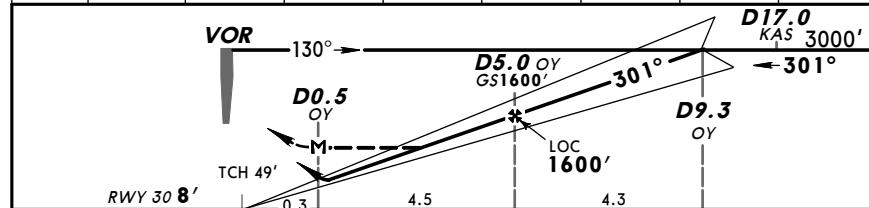
EKCH/CPH  
 KASTRUP

JEPPESEN COPENHAGEN, DENMARK  
 28 JUL 06 (11-6)  
 ILS DME Rwy 30

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Ground
122.75	118.45	119.8	119.1	118.1	121.62
LOC OY *108.9	Final Aptch Crs 301°	GS D5.0 OY 1600' (1592')	ILS DA(H) Refer to Minimums	Apt Elev 17' RWY 8'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	MSA KAS VOR	



LOC (GS out)	OY DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE		650'	970'	1290'	1610'	1930'	2250'	2570'



Gnd speed-Kts	70	90	100	120	140	160		HIALS
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862		3000'
MAP at D0.5 OY								

JAR-OPS		STRAIGHT-IN LANDING Rwy 30		CIRCLE-TO-LAND	
DA(H)		A: 208' (200') B: 214' (206')		C: 222' (214') D: 233' (225')	
ALS out		MDS (H) ABC: 420' (412') D: 430' (422')		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
FULL		ALS out		Max Kts. MDA(H) VIS	
A	RVR 550m		RVR 900m	100	550' (533') 1500m
B			RVR 1500m	135	580' (563') 1600m
C	RVR 600m	RVR 1000m	RVR 1800m	180	780' (763') 2400m
D		RVR 1400m	RVR 2000m	205	780' (763') 3600m

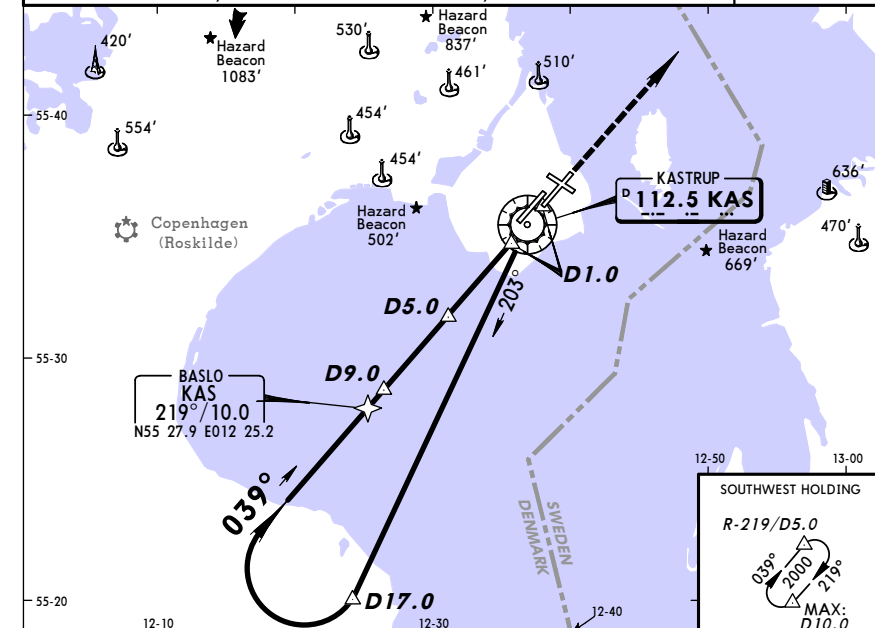
CHANGES: Bearings.

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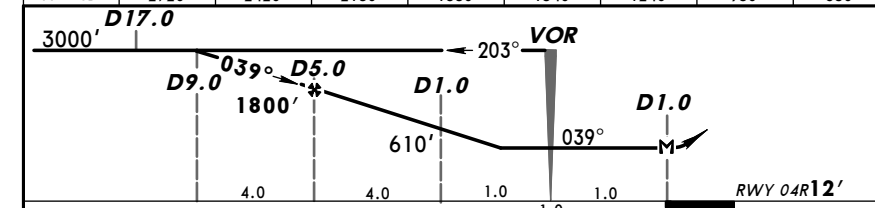
EKCH/CPH  
 KASTRUP

JEPPESEN COPENHAGEN, DENMARK  
 28 JUL 06 (13-1)  
 VOR DME Rwy 04R

D-ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower	Ground
122.75	118.45	119.8	119.1	118.1	121.62
VOR KAS 112.5	Final Aptch Crs 039°	Minimum Alt D5.0 1800' (1788')	MDA(H) 430' (418')	Apt Elev 17' RWY 12'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and inform ATC.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 5000'	MSA KAS VOR	



KAS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2720'	2420'	2130'	1830'	1540'	1240'	950'	650'




Gnd speed-Kts	70	90	100	120	140	160		HIALS
Descent Gradient 4.8%	340	437	486	583	681	778		3000'
MAP at D1.0 after VOR								

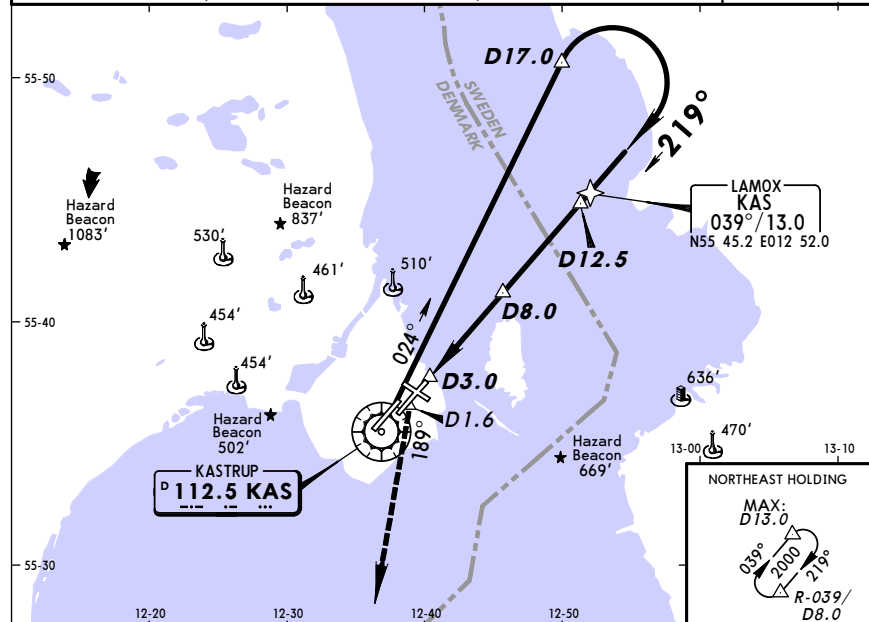
JAR-OPS		STRAIGHT-IN LANDING Rwy 04R		CIRCLE-TO-LAND	
DA(H)		A: 208' (200') B: 214' (206')		C: 222' (214') D: 233' (225')	
ALS out		MDS (H) ABC: 420' (412') D: 430' (422')		1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12	
FULL		ALS out		Max Kts. MDA(H) VIS	
A	RVR 900m		RVR 900m	100	550' (533') 1500m
B			RVR 1500m	135	580' (563') 1600m
C	RVR 1000m	RVR 1000m	RVR 1800m	180	780' (763') 2400m
D		RVR 1400m	RVR 2000m	205	780' (763') 3600m

CHANGES: Bearings.

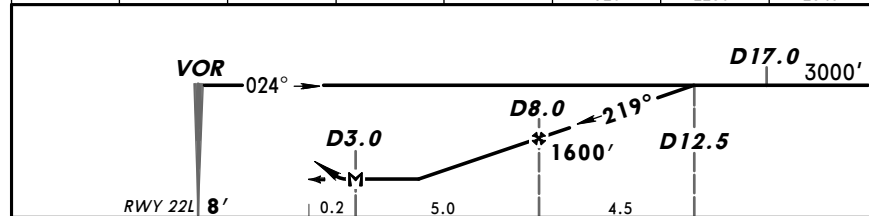
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EKCH/CPH  
KASTRUP  
28 JUL 06 (13-2)  
VOR DME Rwy 22L

BRIEFING STRIP	D-ATIS Arrival		KASTRUP Arrival (APP)		COPENHAGEN Approach (R)		KASTRUP Final (APP)		KASTRUP Tower		Ground	
	122.75		118.45		119.8		119.1		118.1		121.62	
	VOR KAS		Final Apch Crs		Minimum Alt D8.0		MDA(H)		Apt Elev 17'			
	112.5		219°		1600' (1592')		420' (412')		RWY 8'			
	MISSED APCH: Climb STRAIGHT AHEAD to 500' or D1.6, whichever is later, then turn LEFT onto 189° climbing to 3000' and inform ATC.											
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 5000'		MSA KAS VOR				



KAS DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	680'	990'	1300'	1610'	1920'	2230'	2540'



							HIALS-II		500' D1.6	
Gnd speed-Kts	70	90	100	120	140	160			which ever is later	
Descent Gradient 5.1%	362	465	516	620	723	826	PAPI			
MAP at D3.0										

JAR-OPS			STRAIGHT-IN LANDING RWY 22L			CIRCLE-TO-LAND		
			MDA(H) 420' (412')			1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12		
			ALS out			Max Kts		
A	RVR 900m		RVR 1500m			100	550' (533')	1500m
B						135	580' (563')	1600m
C	RVR 1000m		RVR 1800m			180	780' (763')	2400m
D	RVR 1400m		RVR 2000m			205	780' (763')	3600m