GENERAL

Operational Hours

ATS Hours / AD OPS Hours: H24

Airport Information

RFF: CAT 9, sea rescue AVBL
PCN: RWY 04L/22R, 04R/22L, 12/30: 80/F/C/X/U

Operation

Low Visibility Procedures
Report "RWY vacated" only on:
TWY A after LDG on RWY 04L.
TWY B after LDG on RWY 22L.

CAT III: Vacate via TWY B1/3/4 only after LDG on RWY 22L.

Parallel RWY Operations: RWY 04L/R or 22L/R 0500-2200‡, VIS MNM 800m.

Preferential RWY
TKOF/LDG RWY 04L/R, 22L/R.

Transponder Mode S
Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;
- from REQ of push-back or taxi, whichever comes earlier
- after LDG, continously until fully parked on stand

(Transponder shall be switched-off immediately after parking.)

Select ACFT identification feature if AVBL, before activating transponder.

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

RWY Restrictions
RWY 04L/22R: Normally not in use for EMERG situations.
RWY 04L: Not AVBL for TKOF for B777-300, A340-500/-600.
RWY 22L: TKOF shall be commenced from TWY V1 or V2.

RWY 12
PSN TWY K1/F1 must not be used for TKOF.

TKOF for JET ACFT shall be commenced from TWY K3.

A332/3, A342/3/5/6, B747*, B772/3, B767-400, MD11 (*all versions) shall TKOF from PSN adjacent to TWY K3 and taxi via TWY K2 or via TWY F2 and F1.

TKOF for PROP ACFT shall be commenced from TWY K2, K3 or D.

If TKOF planned on RWY 04L/R, RWY 22L/R or RWY 12 from TWY K2, K3 or D cannot be carried out due to WX or RWY COND occuring more than one hour prior to planned TKOF time, TKOF on RWY 12 is allowed on PSN 12-X between 0500-2200‡.

RWY 22L
LDG:
If not otherwise instructed by ATC:
- Remain on TWR FREQ until instructed to change by ATC.
- Expect right turn via TWY B5 (N/A for wide-bodied ACFT) to hold short of TWY B , or right turn via TWYs B1, B2 (N/A during CAT III OPS), B3, B4 to hold short of TWY C.

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GENERAL

RWY 30
AVBL O/R.

TKOF shall be commenced from TWY G1.

If TKOF planned on RWY 04L/R, RWY 22L/R or RWY 12 from TWY K2, K3 or D cannot be carried out due to WX or RWY COND occuring more than one hour prior to planned TKOF time, TKOF on RWY 30 is allowed between 0600-2100‡.

RWY 30 may be used for LDG when crosswind component on the preferential RWYs exceeds 15KT or the preferential RWYs are not AVBL.

A380: LDG and TKOF may take place on RWY 04R/22L only.

TWY Restrictions
TWY N1 width 21m / 69ft.
TWY N2 width 20m / 66ft, AVBL up to code letter C ACFT.
TWY A3/4, G4/5, K1 and N1, AVBL up to code letter C ACFT.

Use caution when vacating RWY 22L via TWY B4, MAX speed 15KT in dry conditions in curved part.

MAX speed 10KT for code letter E ACFT when taxiing on TWY W.

TWY N2 AVBL up to code letter C ACFT, except when being towed.

180° turns on TWY in APN areas are not allowed.

Code letter B and C
Taxi with JET ACFT on TWY N1, N2 and TWY C-south only permitted in direct connection with TKOF or LDG.

MD11: Taxi on TWY B2 and B3 not permitted.

A340-500/-600: Taxiing is not permitted on TWY D between TWY C and RWY 12/30.

Taxi/Parking
Follow-me AVBL O/R.

Marshaller AVBL O/R.

On APN west marshaller is mandatory for parking.

Follow-me is mandatory for code letter D and E ACFT when entering stands E71, E74, E83, E86 and E89, enter stands with MNM PWR.

Use MNM PWR in APN areas.

Multi-ENG ACFT shut down as many ENG as possible while taxiing and HLDG on GND.

Crew will be informed by ATC when marshaller assistance for the particular stand is compulsory.

ACFT entering 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 onto the stand.

Reverse thrust for manoeuvring to/from stands is not permitted.

Multi ENG prop ACFT enter stand with one ENG operating only.

Tow mandatory when moving jet ACFT between northern part of AD and area south.

When an ACFT has stopped on-block, the main ENGs must be shut down ASAP, and simultaneously high intensity strobelights, logo lights and floodlight.

Code letter D ACFT must enter stand B10 via TWY Z and TWY M.

A380: Exceeding idle PWR on outer ENG during taxiing should be avoided.

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GENERAL

ACFT taxiing onto stands B10/15/17 must be accompanied by a follow-me while crossing the service road.

Between 2200-0500‡ ACFT bound for stands A30-A34 must be towed.

Some stands are provided with guide-markings intended for parking into the wind. Marshaller mandatory.

In strong cross wind conditions, REQ for parking into the wind will be approved for certain ACFT AND under provision that:
- ACFT operator can substantiate either a technical, structural or operational need for such parking
- stand is designated for such parking.

Docking guidance system	Parking stands
APIS	A4, A6-9, A11, A12, A14, A15, A17-A23, B2-B10, B15-B17, B19, C10, C26-C30, C32-C37, C39, D1-D4, D6, D8, D10, D12, E70-E75, E82-E90, F1, F4, F5, F7-F9, H102, H105
Centerline/Stop marking	A25-A28, A30-A34, A50, E76-E78, F89-F98, G110-G114, G120-G137, H101, H103, H104, H106, H107, W1
Marshaller	G15-G19, RI, RII, RIII

APU

Use of APU restrictions:

5min after on-block and 5min before target off-block time.

Exemptions: In case OAT below -10°C or above 25°C or airport supply of power / air conditioning unserviceable. REQ INFO about OAT and state of Airport equipment via Airside OPS FREQ 131.400.

A300, A310, A330, A340, A380, B747, B767, B777, MD11: 10min after on-block and 45min before target off-block time.

Other ACFT types: 5min after on-block and 15min before target off-block time.

Start-up of APU during refuelling is allowed only if the APU unit is located outside the fuelling zones.

Warnings

Tall ships may effect OBST limitation for RWY 22L, RWY 30 or DEP sectors RWY 04R and RWY 12.

Compass deviations may occur on some stands due to electrical cables beneath APN surface.

ARRIVAL

Communication

At first contact with APCH state type of ACFT.
At initial contact with FINAL state callsign only.

COM Failure

Last cleared and acknowledged LVL shall be maintained until appropriate primary HLDG pattern. Descend to FL80, FL100 for SVD in the HLDG pattern. If already at a lower LVL, maintain LVL until KAS VOR.
From primary HLDG pattern proceed via SVEDA, ALMA, KORSA or TRANO VOR direct to KAS VOR. If COM failure occurs after passing over or abeam the primary HLDG fix (LUGAS, ROSBI, SVEDA, ALMA) proceed direct to KAS VOR and continue descent to last cleared and acknowledged LVL or ALT.

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ARRIVAL

From KAS VOR perform appropriate instrument APCH. Maintain FL80, FL100 via SVD or the relevant lower LVL until KAS VOR.

MISAP: Climb to 3000ft according to MISAP. Maintain 3000ft and track for 3min, then turn left to KAS VOR/DME for new APCH.

Arrival Procedure

Arrival Notes

IFR TFC shall be planned via approriate primary HLDG (SVEDA, ALMA, CODAN, LUGAS or ROSBI).

LUGAS HLDG via TUDLO.
ROSBI HLDG via TESPI.
CODAN HLDG via MONAK.

STAR ALMA and SVEDA are inside swedish territory.

Traffic via **VES VOR/DME** shall flight plan via L983 to TUDLO. Routing VES - T56 to TESPI is on ATC discrection only.

Traffic departing from Kobenhavn, Roskilde or Malmo TMA may plan routing direct **KAS VOR/DME**.

Flightplan include appropriate primary HLDG. Description of STAR shall not be included.

For final APCH to RWY 04L, 22L a MNM radar separation of 2.5NM may be used.

GESKA: 25NM prior to GESKA, MAX FL280.

Noise Abatement Procedures

Keep following MNM ALT over Greater Copenhagen (within 15NM to DME KAS):
PROP ACFT 1500ft.
JET ACFT 2500ft.

Reverse: Use of more than idle reverse thrust is allowed only for safety reasons.

DEPARTURE

Take-off Minima

RWY		22L	
All ACFT	ft - m/km	0 - 75R	-
RWY		04L/22R, 04R	
All ACFT	ft - m/km	0 - 125R	-
RWY		12/30	
All ACFT	ft - m/km	0 - 400R/400V	-

Speed

MAX IAS 250KT at or below FL70.

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DEPARTURE

Communication

Remain on TWR FREQ until 1000ft, then contact DEP.

COM Failure

Climb to LVL assigned to the SID. Maintain until DEP designation point (ASTOS, KEMAX, SIMEG, BALOX, BISTA, MAXEL, TOBIS, DOBEL, SORGA, MIRGO or VEDAR). Then climb to requested FL.

Under RAD vectoring, ACFT shall as fast as possible follow assigned SID for the appropriate TKOF RWY.

Departure Procedure

Start-up/Push-back

Pilot must report/be ready for start-up/push-back at TOBT ± 5min.

JET ACFT

- On nose-in/push-back stands, start-up must take place only after permission has been obtained from GND personnel, unless APU is unserviceable or ACFT is not fitted with APU.

PROP ACFT

- On nose-in/push-back one ENG only must be started on stand. Start remaining ENG after push-back.
- On turn-in/turn-out stands one ENG only must be started on stand.

ACFT pushing back from stands A4/6/8, A18-22, B2 must not start ENGs until ACFT has been placed at one of designated start-up PSN on TWY.

Start-up of ACFTs larger than CAT C must take place only at designated start-up PSNs.

Between 2200-0500‡ ACFT departing from stands A30-A34 must not start-up ENGs until ACFT is placed at PSN Z4.

Following compulsory routings after SID end point shall be included in FPL:

a.) ASTOS, BALOX and KOPEX only for PROP ACFT.
b.) KEMAX, SIMEG, NEXEN and LANGO only for JET ACFT.
c.) MIKSI only for JET ACFT. When MIKSI is not AVBL alternately GOLGA applies irrespectively type of ACFT.
d.) GOLGA only for PROP ACFT. When GOLGA is not AVBL alternately MIKSI applies irrespectively type of ACFT.
e.) SIMEG, BALOX penetrates Swedish territory. Operators are not permitted to over fly Swedish territory shall flight plan via BETUD. MAX requested FL70 until BETUD.
f.) VEDAR not AVBL for traffic re-entering Kobenhaven FIR beyond VEDAR. Alternate is MIKSI and GOLGA.

NON-RNAV ACFT

At first contact with TWR state inability to follow RNAV-SID.

RWY 12: After DEP climb straight ahead to 4000ft for RAD vectoring to SID designation point. Contact DEP on relevant FREQ.

RWY 04L/R, 22L/R, 30: After DEP climb straight ahead to FL70 for RAD vectoring to SID designation point. Contact DEP on relevant FREQ.

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DEPARTURE

Noise Abatement Procedure
No turns allowed before:
- R078 KAS/ODMEG RWY 12.
- D2 KAS/RUBAT RWY 22R.
- D2 KAS/LEVDO RWY 22L.
- R356 KAS/INKIG RWY30.

ATC Slot, Clearance

Contact DLV prior to TOBT in order to obtain ATC CLR. At inital contact ACFT type and de-icing need shall be stated.

Departure CLR should be requested via DCL at TOBT -30min. If DCL is not AVBL departure CLR shall be requested via DLV at TOBT -30min.

Airport Collaborative Decision Making (CDM)
CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

Pre-Departure Clearance (PDC) Service
Earliest time for obtaining PDC via datalink is 30min before TOBT. Latest cockpit acknowledgement of the clearance has to be send via datalink within 5min after receiving CLR.

If type of ACFT implies that DEP from actual RWY in use is not allowed, ATC clearance issued via datalink may not be correct. Contact clearance delivery on 119.900.

De-Icing

At the de-icing platforms, following stop systems are to be used:
- TWY A - Yellow stop markings
- TWY B - TFC light showing green/amber/red
- TWY V - Stop abeam INOGON

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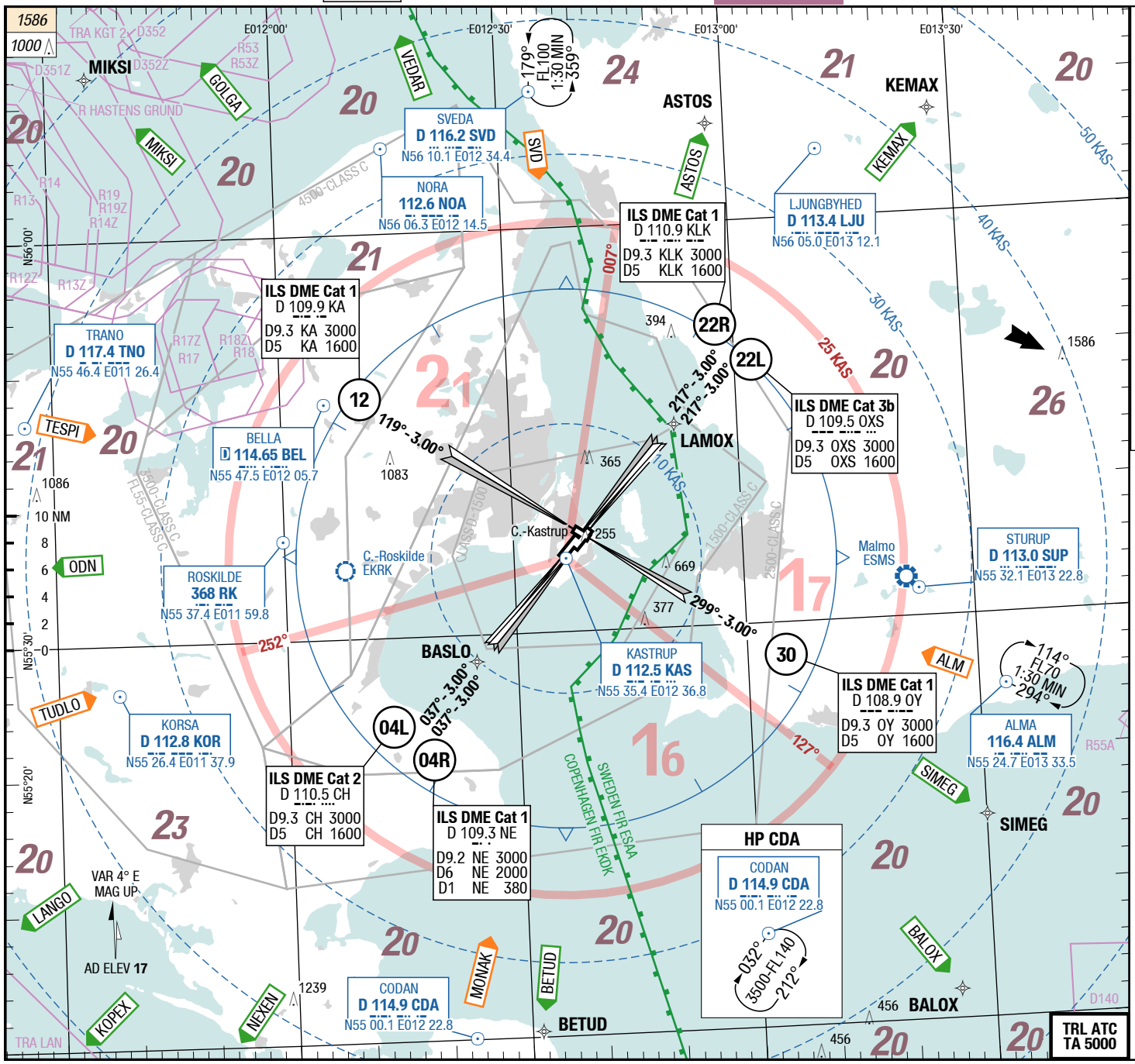
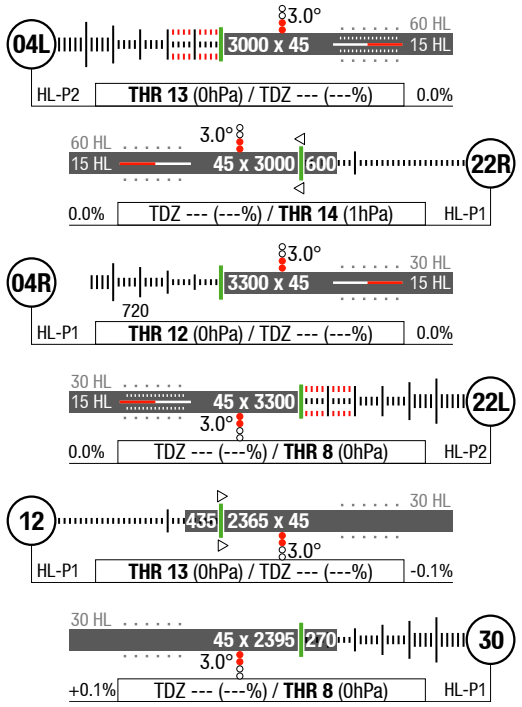


D-ATIS	122.750	ARR
	122.850	DEP
APP	119.800	
Kastrup ARR	118.450	
Kastrup FINAL	120.200	
Kastrup DEP	124.975	
	120.250	
Kastrup TWR	118.100	
	118.575	Maneuvering Area
	118.700	
	119.350	
	121.825	
Kastrup APN	121.625	ARR
	121.725	HO
	121.900	Request for push-back / start-up and taxi instruction for ACFT on Apron North
DLV	119.900	Request for push-back / start-up and taxi instruction for ACFT on Apron South, West and Area South
DCL		

Landing RWY system:



Changes: FAT, VAR, SUAs, HLDG

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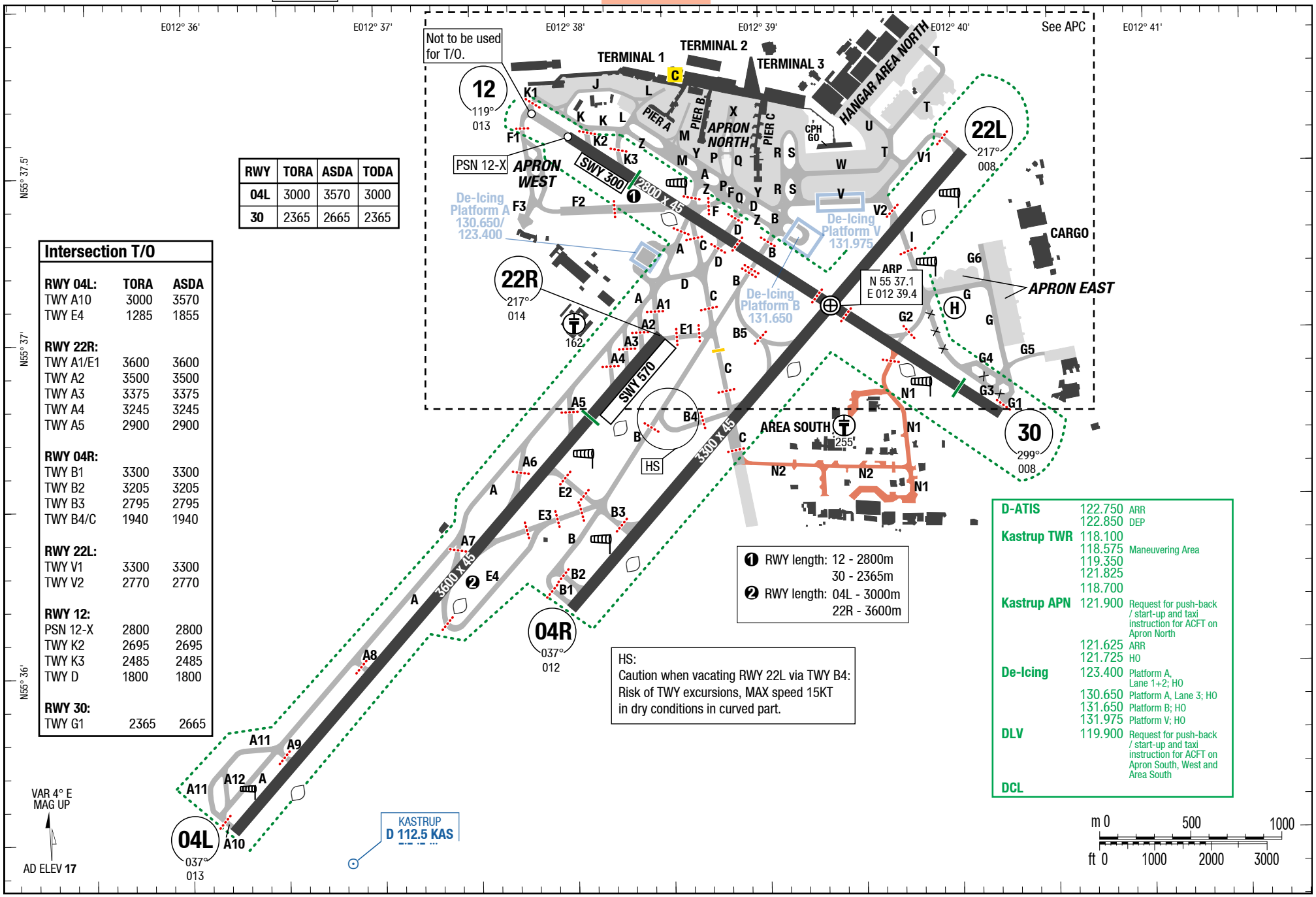

RWY	TORA	ASDA	TODA
04L	3000	3570	3000
30	2365	2665	2365

Intersection T/O

	TORA	ASDA
RWY 04L:		
TWY A10	3000	3570
TWY E4	1285	1855
RWY 22R:		
TWY A1/E1	3600	3600
TWY A2	3500	3500
TWY A3	3375	3375
TWY A4	3245	3245
TWY A5	2900	2900
RWY 04R:		
TWY B1	3300	3300
TWY B2	3205	3205
TWY B3	2795	2795
TWY B4/C	1940	1940
RWY 22L:		
TWY V1	3300	3300
TWY V2	2770	2770
RWY 12:		
PSN 12-X	2800	2800
TWY K2	2695	2695
TWY K3	2485	2485
TWY D	1800	1800
RWY 30:		
TWY G1	2365	2665

❶ RWY length: 12 - 2800m
30 - 2365m
❷ RWY length: 04L - 3000m
22R - 3600m

HS:
Caution when vacating RWY 22L via TWY B4: Risk of TWY excursions, MAX speed 15KT in dry conditions in curved part.

D-ATIS	122.750	ARR
	122.850	DEP
Kastrup TWR	118.100	
	118.575	Maneuvering Area
	119.350	
	121.825	
	118.700	
Kastrup APN	121.900	Request for push-back / start-up and taxi instruction for ACFT on Apron North
	121.625	ARR
	121.725	HO
De-Icing	123.400	Platform A, Lane 1+2; HO
	130.650	Platform A, Lane 3; HO
	131.650	Platform B; HO
	131.975	Platform V; HO
DLV	119.900	Request for push-back / start-up and taxi instruction for ACFT on Apron South, West and Area South
DCL		

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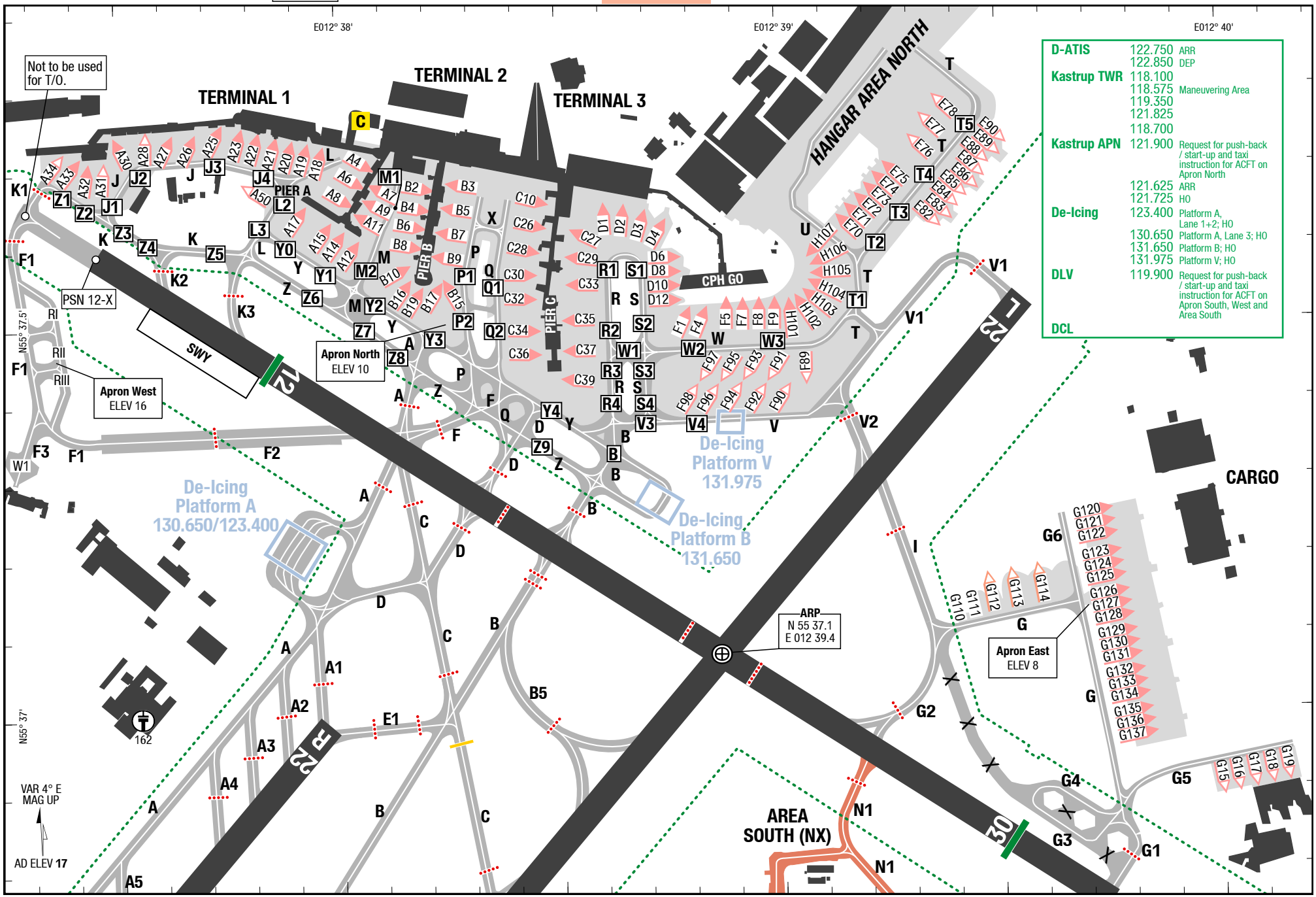
Changes: QFU, VAR, Stopbar, TWY G4, Editorial



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Changes: Start-up point

Stand Coordinates

A4, A6	N55 37.7 E012 38.5	**D12**	N55 37.5 E012 39.3
A7	N55 37.7 E012 38.6	**E70 - E72**	N55 37.6 E012 39.7
A8	N55 37.7 E012 38.5	**E73, E74**	N55 37.7 E012 39.7
A9	N55 37.7 E012 38.6	**E75, E76**	N55 37.7 E012 39.8
A11	N55 37.6 E012 38.6	**E77**	N55 37.7 E012 39.9
A12, A14	N55 37.6 E012 38.5	**E78**	N55 37.8 E012 39.9
A15	N55 37.6 E012 38.5	**E82-E84**	N55 37.6 E012 39 9
A17	N55 37.6 E012 38.4	**E85-E87**	N55 37.7 E012 39.9
A18-A21	N55 37.7 E012 38.4	**E88-E90**	N55 37.7 E012 40.0
A22, A23	N55 37.7 E012 38.3	**F1**	N55 37.5 E012 39.3
A25, A26	N55 37.7 E012 38.2	**F4**	N55 37.5 E012 39.5
A27, A28	N55 37.7 E012 38.1	**F5**	N55 37.5 E012 39.4
A30, A31	N55 37.7 E012 38.0	**F7, F8**	N55 37.5 E012 39.3
A32, A33	N55 37.7 E012 37.9	**F9**	N55 37.5 E012 39.6
A34	N55 37.7 E012 37.9	**F89**	N55 37.4 E012 39.6
A50	N55 37.7 E012 38.3	**F90-F93**	N55 37.4 E012 39.5
B2	N55 37.7 E012 38.7	**F94-F97**	N55 37.4 E012 39.4
B3	N55 37.7 E012 38.8	**F98**	N55 37.4 E012 39.3
B4	N55 37.7 E012 38.7	**G15-G17**	N55 36.9 E012 40.5
B5	N55 37.6 E012 38.8	**G18, G19**	N55 36.9 E012 40.6
B6	N55 37.6 E012 38.7	**G110, G111**	N55 37.1 E012 39.9
B7	N55 37.6 E012 38.8	**G112, G113**	N55 37.2 E012 40.0
B8, B9	N55 37.6 E012 38.7	**G114**	N55 37.2 E012 40.1
B10	N55 37.6 E012 38.6	**G120-G123**	N55 37.2 E012 40.2
B15-B19	N55 37.5 E012 38.7	**G124**	N55 37.2 E012 40.3
C10	N55 37.7 E012 38.9	**G125**	N55 37.2 E012 40.2
C27	N55 37.6 E012 39.1	**G126-G131**	N55 37.1 E012 40.3
C26, C28	N55 37.6 E012 38.9	**G132-G137**	N55 37.0 E012 40.3
C29	N55 37.6 E012 39.0	**H100-H103**	N55 37.5 E012 39.6
C30	N55 37.6 E012 38.9	**H104-H107**	N55 37.6 E012 39.6
C32	N55 37.5 E012 38.9	**R I/R II**	N55 37.5 E012 37.9
C33	N55 37.5 E012 39.0	**R III**	N55 37.4 E012 37.9
C34	N55 37.5 E012 38.9	**W1**	N55 37.3 E012 37.8
C35	N55 37.5 E012 39.0		
C36	N55 37.5 E012 38.9		
C37	N55 37.5 E012 39.0		
C39	N55 37.4 E012 39.0		
D1	N55 37.6 E012 39.1		
D2-D4	N55 37.6 E012 39.2		
D6-D10	N55 37.6 E012 39.3		

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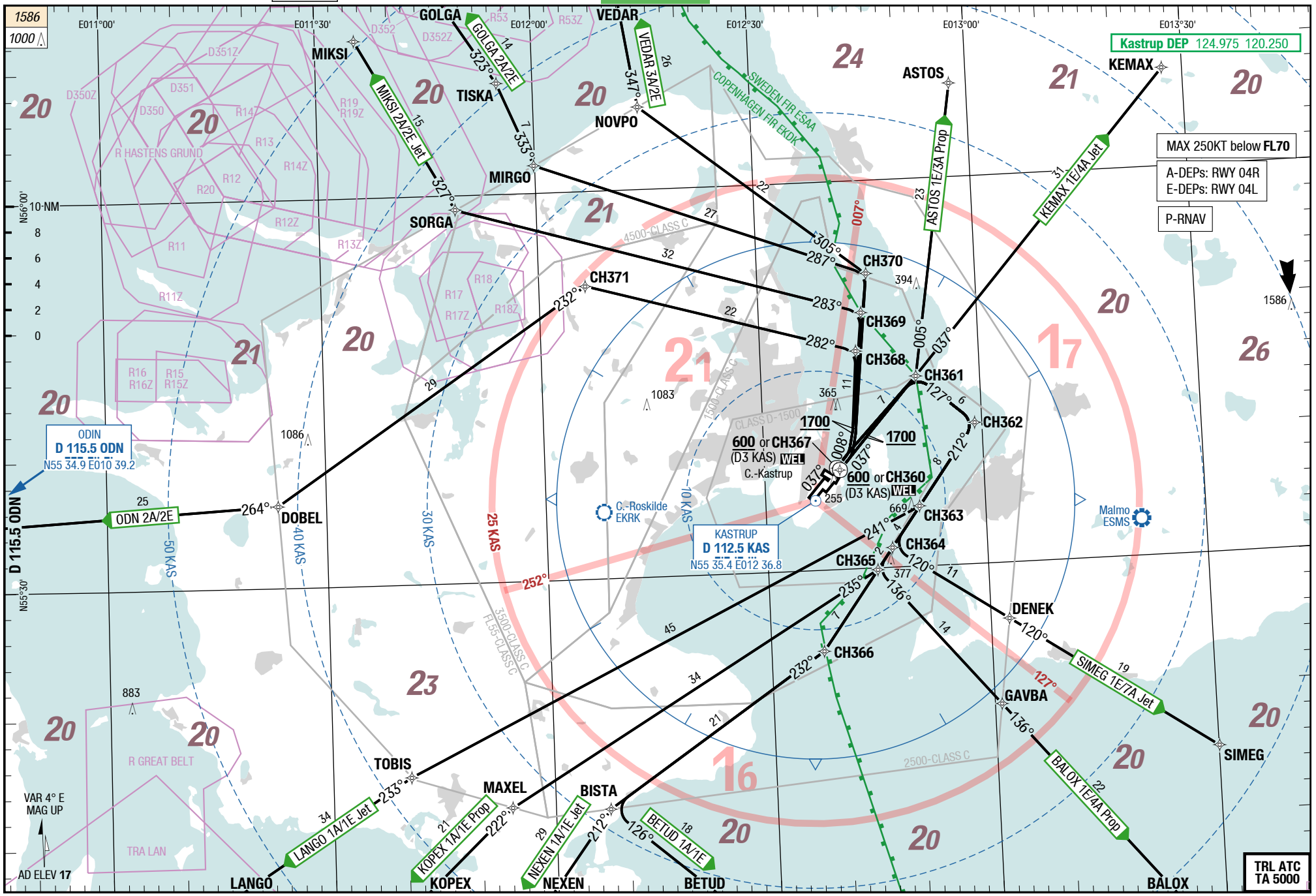
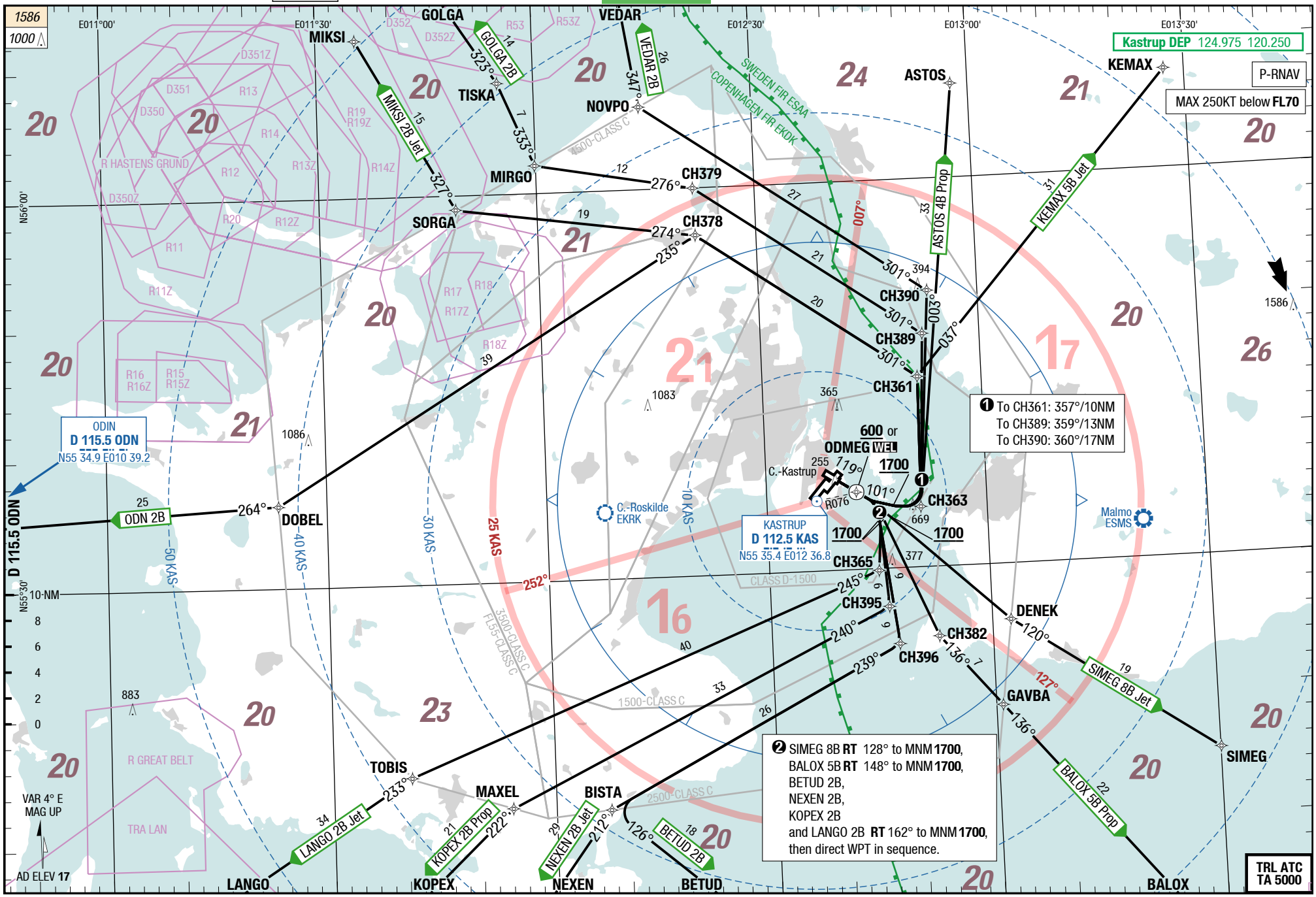


Changes: Track, MSA, VAR, PROC renumbered



Changes: MSA, Track, VAR, PROC renumbered

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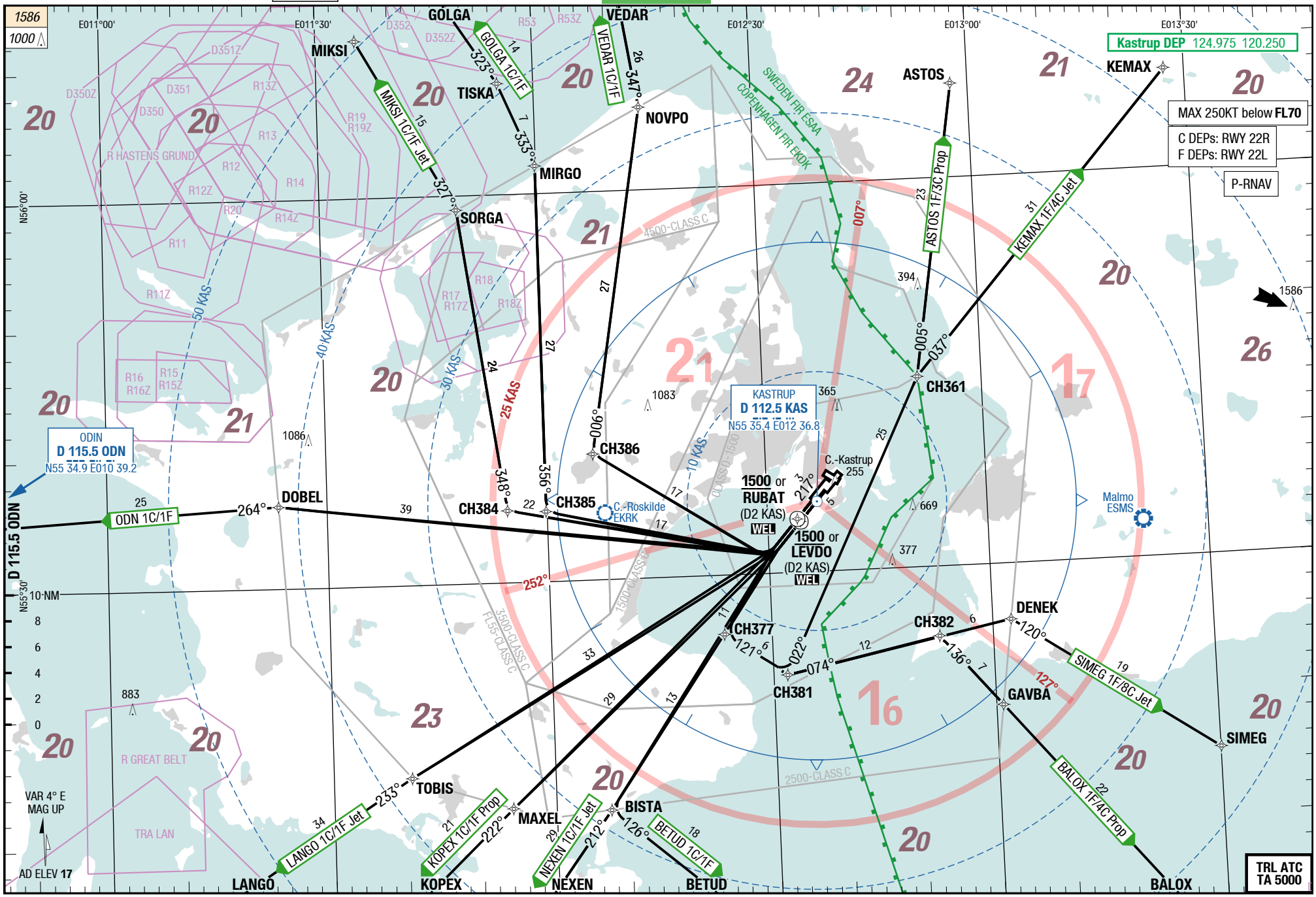

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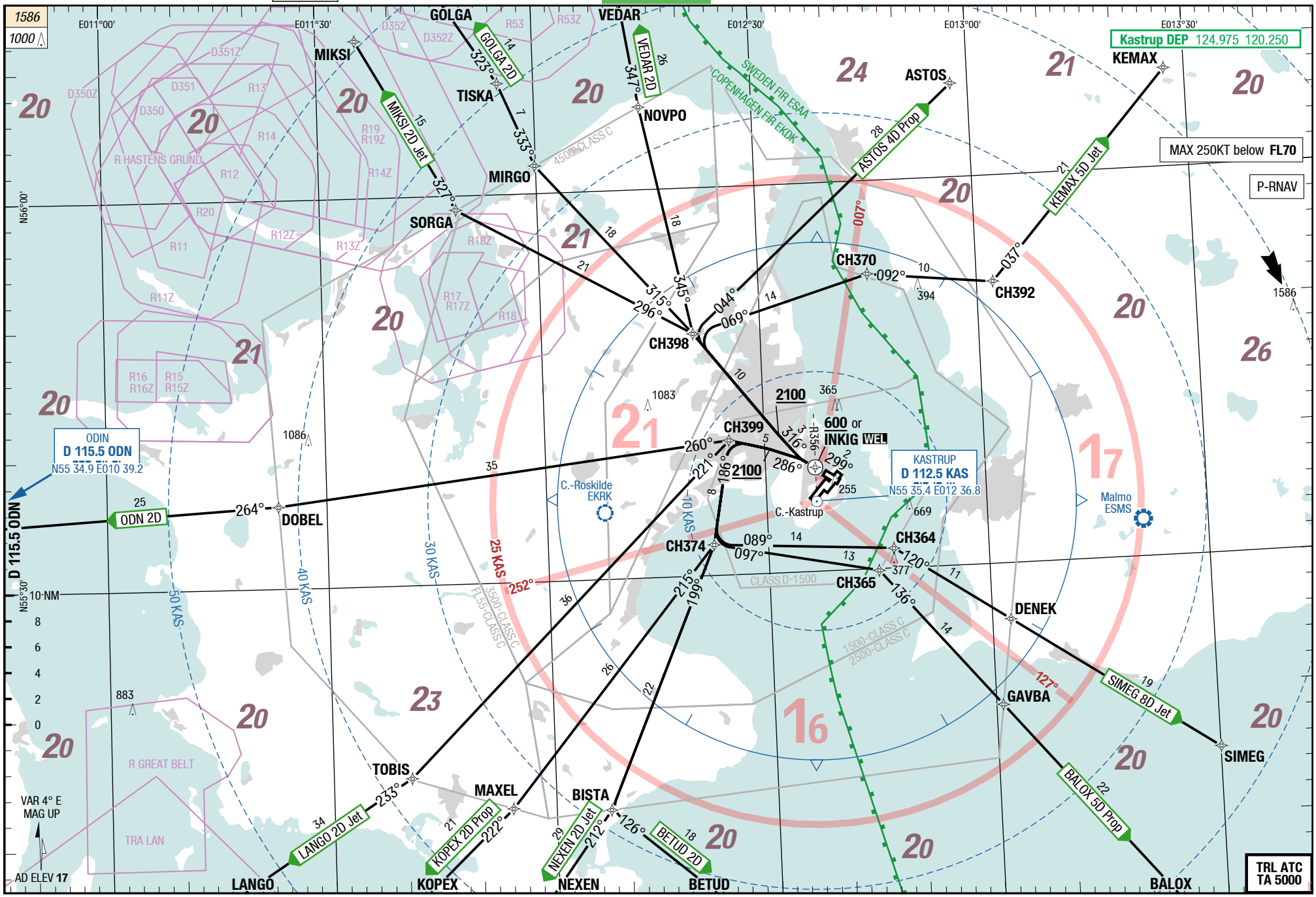
Changes: Nil



Changes: OBST, Editorial

ASTOS 1E / BALOX 1E / BETUD 1E / GOLGA 2E / KEMAX 1E / KOPEX 1E

RWY 04L (037°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L	
ASTOS 1E (Prop only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - ASTOS	Initial climb **FL70**
BALOX 1E (Prop only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - CH362 - CH365 - GAVBA - BALOX	Initial climb **FL70**
BETUD 1E 6.6% to FL70 **124.975** ①②③④⑤	037° [A1700+] - DCT CH361 - CH362 - CH366 - BISTA - BETUD	Initial climb **FL70**
GOLGA 2E 6.6% to FL70 **120.250** ①②③⑤	037° CH367 or MNM **600** WEL - 008° [A1700+] - DCT CH370 - MIRGO - TISKA - GOLGA	Initial climb **FL70**
KEMAX 1E (Jet only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - KEMAX	Initial climb **FL70**
KOPEX 1E (Prop only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - CH362 - CH363 - CH365 - MAXEL - KOPEX	Initial climb **FL70**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircraft: Advise TWR when unable to comply with SID. RWY heading to FL70 for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Available only to operators not permitted in Swedish territory. Until BETUD MAX FL70.

⑤ MAX 250KT below FL70

Changes: Track, Note, QFU, PROC renumbered, Editorial

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LANGO 1E / MIKSI 2E / NEXEN 1E / ODIN 2E / SIMEG 1E / VEDAR 2E

RWY 04L (037°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L	
LANGO 1E (Jet only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - CH362 - CH363 - TOBIS - LANGO	Initial climb **FL70**
MIKSI 2E (Jet only) 6.6% to FL70 **120.250** ①②③④⑤	037° CH367 or MNM **600** WEL - 008° [A1700+] - DCT CH369 - SORGA - MIKSI	Initial climb **FL70**
NEXEN 1E (Jet only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - CH362 - CH366 - BISTA - NEXEN	Initial climb **FL70**
ODIN 2E **ODN 2E** 6.6% to FL70 **120.250** ①②③⑤	037° CH367 or MNM **600** WEL - 008° [A1700+] - DCT CH368 - CH371 - DOBEL - ODN	Initial climb **FL70**
SIMEG 1E Jet only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - CH362 - CH364 - DENEK - SIMEG	Initial climb **FL70**
VEDAR 2E 6.6% to FL70 **120.250** ①②③⑤	037° CH367 or MNM **600** WEL - 008° [A1700+] - DCT CH370 - NOVPO - VEDAR	Initial climb **FL70**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircraft: Advise TWR when unable to comply with SID. RWY heading to FL70 for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Not available during R19 activity. Use GOLGA DEP

⑤ MAX 250KT below FL70

Changes: Track, Note, QFU, PROC renumbered, Editorial

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RNAV SIDs RWYs 04L/R

ASTOS 3A / BALOX 4A / BETUD 1A / GOLGA 2A / KEMAX 4A / KOPEX 1A

RWY 04R (037°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04R	
ASTOS 3A (Prop only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - ASTOS	Initial climb **FL70**
BALOX 4A (Prop only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - CH362 - CH365 - GAVBA - BALOX	Initial climb **FL70**
BETUD 1A 6.6% to FL70 **124.975** ①②③④⑤	037° [A1700+] - DCT CH361 - CH362 - CH366 - BISTA - BETUD	Initial climb **FL70**
GOLGA 2A 6.6% to FL70 **120.250** ①②③⑤	037° CH360 or MNM **600** WEL - 008° [A1700+] - DCT CH370 - MIRGO - TISKA - GOLGA	Initial climb **FL70**
KEMAX 4A (Jet only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - KEMAX	Initial climb **FL70**
KOPEX 1A (Prop only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - CH362 - CH363 - CH365 - MAXEL - KOPEX	Initial climb **FL70**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircraft: Advise TWR when unable to comply with SID. RWY heading to FL70 for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Available only to operators not permitted in Swedish territory. Until BETUD MAX FL70.

⑤ MAX 250KT below FL70

Changes: Track, Note, QFU, PROC renumbered, Editorial

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LANGO 1A / MIKSI 2A / NEXEN 1A / ODIN 2A / SIMEG 7A / VEDAR 3A

RWY 04R (037°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04R	
LANGO 1A (Jet only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - CH362 - CH363 - TOBIS - LANGO	Initial climb **FL70**
MIKSI 2A (Jet only) 6.6% to FL70 **120.250** ①②③④⑤	037° CH360 or MNM **600** WEL - 008° [A1700+] - DCT CH369 - SORGA - MIKSI	Initial climb **FL70**
NEXEN 1A (Jet only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - CH362 - CH366 - BISTA - NEXEN	Initial climb **FL70**
ODIN 2A **ODN 2A** 6.6% to FL70 **120.250** ①②③⑤	037° CH360 or MNM **600** WEL - 008° [A1700+] - DCT CH368 - CH371 - DOBEL - ODN	Initial climb **FL70**
SIMEG 7A (Jet only) 6.6% to FL70 **124.975** ①②③⑤	037° [A1700+] - DCT CH361 - CH362 - CH364 - DENEK - SIMEG	Initial climb **FL70**
VEDAR 3A 6.6% to FL70 **120.250** ①②③⑤	037° CH360 or MNM **600** WEL - 008° [A1700+] - DCT CH370 - NOVPO - VEDAR	Initial climb **FL70**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircraft: Advise TWR when unable to comply with SID. RWY heading to FL70 for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Not available during R19 activity. Use GOLGA DEP

⑤ MAX 250KT below FL70

Changes: Track, Note, QFU, PROC renumbered, Editorial

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RNAV SIDs RWY 12

ASTOS 4B / BALOX 5B / BETUD 2B / GOLGA 2B / KEMAX 5B / KOPEX 2B

RWY 12 (119°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
ASTOS 4B (Prop only) 6.6% to FL70 **120.250** ①②③⑤	119° ODMEG or MNM **600** WEL - 101° [A1700+] - DCT CH363 [L] - ASTOS	Initial climb **4000**
BALOX 5B (Prop only) 6.6% to FL70 **124.975** ①②③⑤	119° ODMEG or MNM **600** WEL - 148° [A1700+] - DCT CH382 - GAVBA - BALOX	Initial climb **4000**
BETUD 2B 6.6% to FL70 **124.975** ①②③④⑤	119° ODMEG or MNM **600** WEL - 162° [A1700+] - DCT CH396 - BISTA - BETUD	Initial climb **4000**
GOLGA 2B 6.6% to FL70 **120.250** ①②③⑤	119° ODMEG or MNM **600** WEL - 101° [A1700+] - DCT CH363 - CH389 - CH379 - MIRGO - TISKA - GOLGA	Initial climb **4000**
KEMAX 5B (Jet only) 6.6% to FL70 **120.250** ①②③⑤	119° ODMEG or MNM **600** WEL - 101° [A1700+] - DCT CH363 - CH361 - KEMAX	Initial climb **4000**
KOPEX 2B (Prop only) 6.6% to FL70 **124.975** ①②③⑤	119° ODMEG or MNM **600** WEL - 162° [A1700+] - DCT CH395 - MAXEL - KOPEX	Initial climb **4000**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircaft: Advise TWR when unable to comply with SID. RWY heading to 4000 ft for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Available only to operators not permitted in Swedish territory. Until BETUD MAX FL70

⑤ MAX 250KT below FL70

Changes: Track, QFU, PROC renumbered, Note, Editorial

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LANGO 2B / MIKSI 2B / NEXEN 2B / ODIN 2B / SIMEG 8B / VEDAR 2B

RWY 12 (119°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
LANGO 2B (Jet only) 6.6% to FL70 **124.975** ①②③⑤	119° ODMEG or MNM **600** WEL - 162° [A1700+] - DCT CH365 - TOBIS - LANGO	Initial climb **4000**
MIKSI 2B (Jet only) 6.6% to FL70 **120.250** ①②③④⑤	119° ODMEG or MNM **600** WEL - 101° [A1700+] - DCT CH363 - CH361 - CH378 - SORGA - MIKSI	Initial climb **4000**
NEXEN 2B (Jet only) 6.6% to FL70 **124.975** ①②③⑤	119° ODMEG or MNM **600** WEL - 162° [A1700+] - DCT CH396 - BISTA - NEXEN	Initial climb **4000**
ODIN 2B **ODN 2B** 6.6% to FL70 **120.250** ①②③⑤	119° ODMEG or MNM **600** WEL - 101° [A1700+] - DCT CH363 - CH361 - CH378 - DOBEL - ODN	Initial climb **4000**
SIMEG 8B (Jet only) 6.6% to FL70 **124.975** ①②③⑤	119° ODMEG or MNM **600** WEL - 128° [A1700+] - DCT DENEK - SIMEG	Initial climb **4000**
VEDAR 2B 6.6% to FL70 **120.250** ①②③⑤	119° ODMEG or MNM **600** WEL - 101° [A1700+] - DCT CH363 - CH390 - NOVPO - VEDAR	Initial climb **4000**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircaft: Advise TWR when unable to comply with SID. RWY heading to 4000 ft for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Not available during R19 activity. Use GOLGA DEP

⑤ MAX 250KT below FL70

Changes: Track, QFU, PROC renumbered, Note, Editorial

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ASTOS 1F / BALOX 1F / BETUD 1F / GOLGA 1F / KEMAX 1F / KOPEX 1F

RWY 22L (217°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22L	
ASTOS 1F (Prop only) 6.6% to FL70 **124.975** ①②③④⑤	217° LEVDO or MNM **1500** WEL - DCT CH377 - CH381 - CH361 - ASTOS	Initial climb **FL70**
BALOX 1F (Prop only) 6.6% to FL70 **124.975** ①②③⑤	217° LEVDO or MNM **1500** WEL - DCT CH377 - CH381 - CH382 - GAVBA - BALOX	Initial climb **FL70**
BETUD 1F 6.6% to FL70 ①②③④⑤	217° LEVDO or MNM **1500** WEL - DCT BISTA - BETUD	Initial climb **FL70**
GOLGA 1F 6.6% to FL70 **120.250** ①②③⑤	217° LEVDO or MNM **1500** WEL - DCT CH385 - MIRGO - TISKA - GOLGA	Initial climb **FL70**
KEMAX 1F (Jet only) 6.6% to FL70 **124.975** ①②③⑤	217° LEVDO or MNM **1500** WEL - DCT CH377 - CH381 - CH361 - KEMAX	Initial climb **FL70**
KOPEX 1F (Prop only) 6.6% to FL70 **124.975** ①②③⑤	217° LEVDO or MNM **1500** WEL - DCT MAXEL - KOPEX	Initial climb **FL70**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircraft: Advise TWR when unable to comply with SID. RWY heading to FL70 for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Available only to operators not permitted in Swedish territory.

⑤ Max 250KT below FL70

Changes: Track, Note, QFU, Editorial

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LANGO 1F / MIKSI 1F / NEXEN 1F / ODIN 1F / SIMEG 1F / VEDAR 1F

RWY 22L (217°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22L	
LANGO 1F (Jet only) 6.6% to FL70 **124.975** ①②③⑤	217° LEVDO or MNM **1500** WEL - DCT TOBIS - LANGO	Initial climb **FL70**
MIKSI 1F (Jet only) 6.6% to FL70 **120.250** ①②③④⑤	217° LEVDO or MNM **1500** WEL - DCT CH384 - SORGA - MIKSI	Initial climb **FL70**
NEXEN 1F (Jet only) 6.6% to FL70 **124.975** ①②③⑤	217° LEVDO or MNM **1500** WEL - DCT BISTA - NEXEN	Initial climb **FL70**
ODIN 1F **ODN 1F** 6.6% to FL70 **120.250** ①②③⑤	217° LEVDO or MNM **1500** WEL - DCT DOBEL - ODN	Initial climb **FL70**
SIMEG 1F (Jet only) 6.6% to FL70 **124.975** ①②③⑤	217° LEVDO or MNM **1500** WEL - DCT CH377 - CH381 - DENEK - SIMEG	Initial climb **FL70**
VEDAR 1F 6.6% to FL70 **120.250** ①②③⑤	217° LEVDO or MNM **1500** WEL - DCT CH386 - NOVPO - VEDAR	Initial climb **FL70**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircraft: Advise TWR when unable to comply with SID. RWY heading to FL70 for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Not available during R19 activity. Use GOLGA DEP

⑤ Max 250KT below FL70

Changes: Track, Note, QFU, Editorial

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RNAV SIDs RWYs 22L/R

ASTOS 3C / BALOX 4C / BETUD 1C / GOLGA 1C / KEMAX 4C / KOPEX 1C

RWY 22R (217°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22R	
ASTOS 3C (Prop only) 6.6% to FL70 **124.975** ①②③⑤	217° RUBAT or MNM **1500** WEL - DCT CH377 - CH381 - CH361 - ASTOS	Initial climb **FL70**
BALOX 4C (Prop only) 6.6% to FL70 **124.975** ①②③⑤	217° RUBAT or MNM **1500** WEL - DCT CH377 - CH381 - CH382 - GAVBA - BALOX	Initial climb **FL70**
BETUD 1C 6.6% to FL70 **124.975** ①②③④⑤	217° RUBAT or MNM **1500** WEL - DCT BISTA - BETUD	Initial climb **FL70**
GOLGA 1C 6.6% to FL70 **120.250** ①②③⑤	217° RUBAT or MNM **1500** WEL - DCT CH385 - MIRGO - TISKA - GOLGA	Initial climb **FL70**
KEMAX 4C (Jet only) 6.6% to FL70 **124.975** ①②③⑤	217° RUBAT or MNM **1500** WEL - DCT CH377 - CH381 - CH361 - KEMAX	Initial climb **FL70**
KOPEX 1C (Prop only) 6.6% to FL70 **124.975** ①②③⑤	217° RUBAT or MNM **1500** WEL - DCT MAXEL - KOPEX	Initial climb **FL70**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircraft: Advise TWR when unable to comply with SID. RWY heading to FL70 for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Available only to operators not permitted in Swedish territory.

⑤ Max 250KT below FL70

Changes: Track, Note, QFU, Editorial

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RNAV SIDs RWYs 22L/R

LANGO 1C / MIKSI 1C / NEXEN 1C / ODIN 1C / SIMEG 8C / VEDAR 1C

RWY 22R (217°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22R	
LANGO 1C (Jet only) 6.6% to FL70 **124.975** ①②③⑤	217° RUBAT or MNM **1500** WEL - DCT TOBIS - LANGO	Initial climb **FL70**
MIKSI 1C (Jet only) 6.6% to FL70 **120.250** ①②③④⑤	217° RUBAT or MNM **1500** WEL - DCT CH384 - SORGA - MIKSI	Initial climb **FL70**
NEXEN 1C (Jet only) 6.6% to FL70 **124.975** ①②③⑤	217° RUBAT or MNM **1500** WEL - DCT BISTA - NEXEN	Initial climb **FL70**
ODIN 1C **ODN 1C** 6.6% to FL70 **120.250** ①②③⑤	217° RUBAT or MNM **1500** WEL - DCT DOBEL - ODN	Initial climb **FL70**
SIMEG 8C (Jet only) 6.6% to FL70 **124.975** ①②③⑤	217° RUBAT or MNM **1500** WEL - DCT CH377 - CH381 - DENEK - SIMEG	Initial climb **FL70**
VEDAR 1C 6.6% to FL70 **120.250** ①②③⑤	217° RUBAT or MNM **1500** WEL - DCT CH386 - NOVPO - VEDAR	Initial climb **FL70**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircraft: Advise TWR when unable to comply with SID. RWY heading to FL70 for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Not available during R19 activity. Use GOLGA DEP

⑤ Max 250KT below FL70

Changes: Track, Note, QFU, Editorial

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ASTOS 4D / BALOX 5D / BETUD 2D / GOLGA 2D / KEMAX 5D / KOPEX 2D

RWY 30 (299°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
ASTOS 4D (Prop only) 6.6% to FL70 **120.250** ①②③④⑤	299° INKIG or MNM **600** WEL - 316° [A2100+] - DCT CH398 - ASTOS	Initial climb **4000**
BALOX 5D (Prop only) 6.6% to FL70 **124.975** ①②③⑤	299° INKIG or MNM **600** WEL - 286° [A2100+] - DCT CH399 - CH374 - CH365 - GAVBA - BALOX	Initial climb **4000**
BETUD 2D 6.6% to FL70 **124.975** ①②③④⑤	299° INKIG or MNM **600** WEL - 286° [A2100+] - DCT CH399 - CH374 - BISTA - BETUD	Initial climb **4000**
GOLGA 2D 6.6% to FL70 **120.250** ①②③⑤	299° INKIG or MNM **600** WEL - 316° [A2100+] - DCT CH398 - MIRGO - TISKA - GOLGA	Initial climb **4000**
KEMAX 5D (Jet only) 6.6% to FL70 **120.250** ①②③⑤	299° INKIG or MNM **600** WEL - 316° [A2100+] - DCT CH398 - CH370 - CH392 - KEMAX	Initial climb **4000**
KOPEX 2D (Prop only) 6.6% to FL70 **124.975** ①②③⑤	299° INKIG or MNM **600** WEL - 286° [A2100+] - DCT CH399 - CH374 - MAXEL - KOPEX	Initial climb **4000**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircraft: Advise TWR when unable to comply with SID. RWY heading to 4000 ft for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Available only to operators not permitted in Swedish territory. Until BETUD MAX FL70.

⑤ MAX 250KT below FL70

Changes: Track, QFU, PROC renumbered, Editorial

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LANGO 2D / MIKSI 2D / NEXEN 2D / ODIN 2D / SIMEG 8D / VEDAR 2D

RWY 30 (299°)

At 1000, contact Kastrup DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
LANGO 2D (Jet only) 6.6% to FL70 **124.975** ①②③⑤	299° INKIG or MNM **600** WEL - 286° [A2100+] - DCT CH399 - TOBIS - LANGO	Initial climb **4000**
MIKSI 2D (Jet only) 6.6% to FL70 **120.250** ①②③④⑤	299° INKIG or MNM **600** WEL - 316° [A2100+] - DCT CH398 - SORGA - MIKSI	Initial climb **4000**
NEXEN 2D (Jet only) 6.6% to FL70 **124.975** ①②③⑤	299° INKIG or MNM **600** WEL - 286° [A2100+] - DCT CH399 - CH374 - BISTA - NEXEN	Initial climb **4000**
ODIN 2D **ODN 2D** 6.6% to FL70 **120.250** ①②③⑤	299° INKIG or MNM **600** WEL - 286° [A2100+] - DCT CH399 - DOBEL - ODN	Initial climb **4000**
SIMEG 8D (Jet only) 6.6% to FL70 **124.975** ①②③⑤	299° INKIG or MNM **600** WEL - 286° [A2100+] - DCT CH399 - CH374 - CH364 - DENEK - SIMEG	Initial climb **4000**
VEDAR 2D 6.6% to FL70 **120.250** ①②③⑤	299° INKIG or MNM **600** WEL - 316° [A2100+] - DCT CH398 - NOVPO - VEDAR	Initial climb **4000**

① Radar vectoring will normally be provided by Kastrup Departure to expedite traffic.

② Non P-RNAV aircraft: Advise TWR when unable to comply with SID. RWY heading to 4000 ft for radar vectoring. Contact Kastrup DEP. Climb gradient applies.

③ Climb gradient 6.6% due to ATC.

④ Not available during R19 activity. Use GOLGA DEP

⑤ MAX 250KT below FL70

Changes: Track, QFU, PROC renumbered, Editorial

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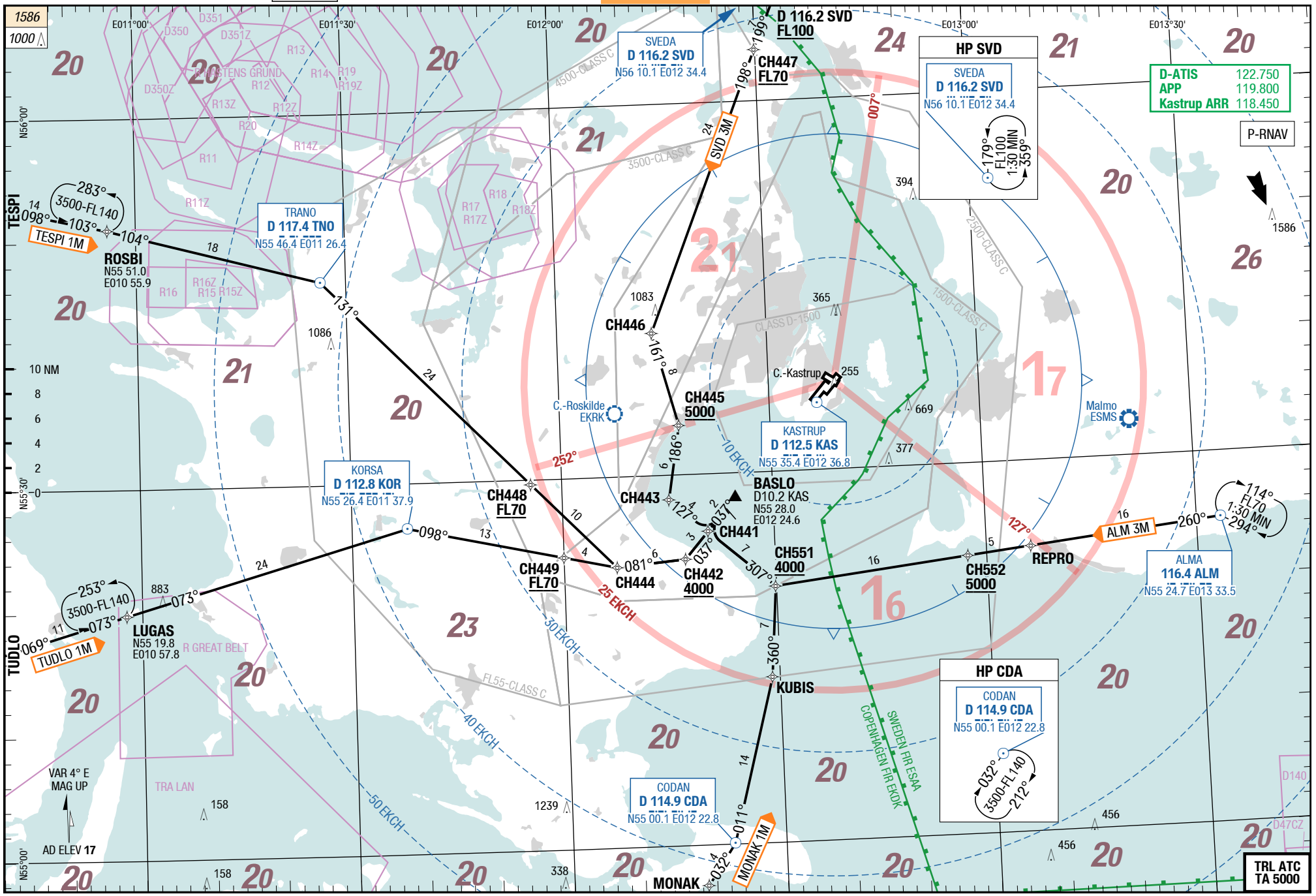
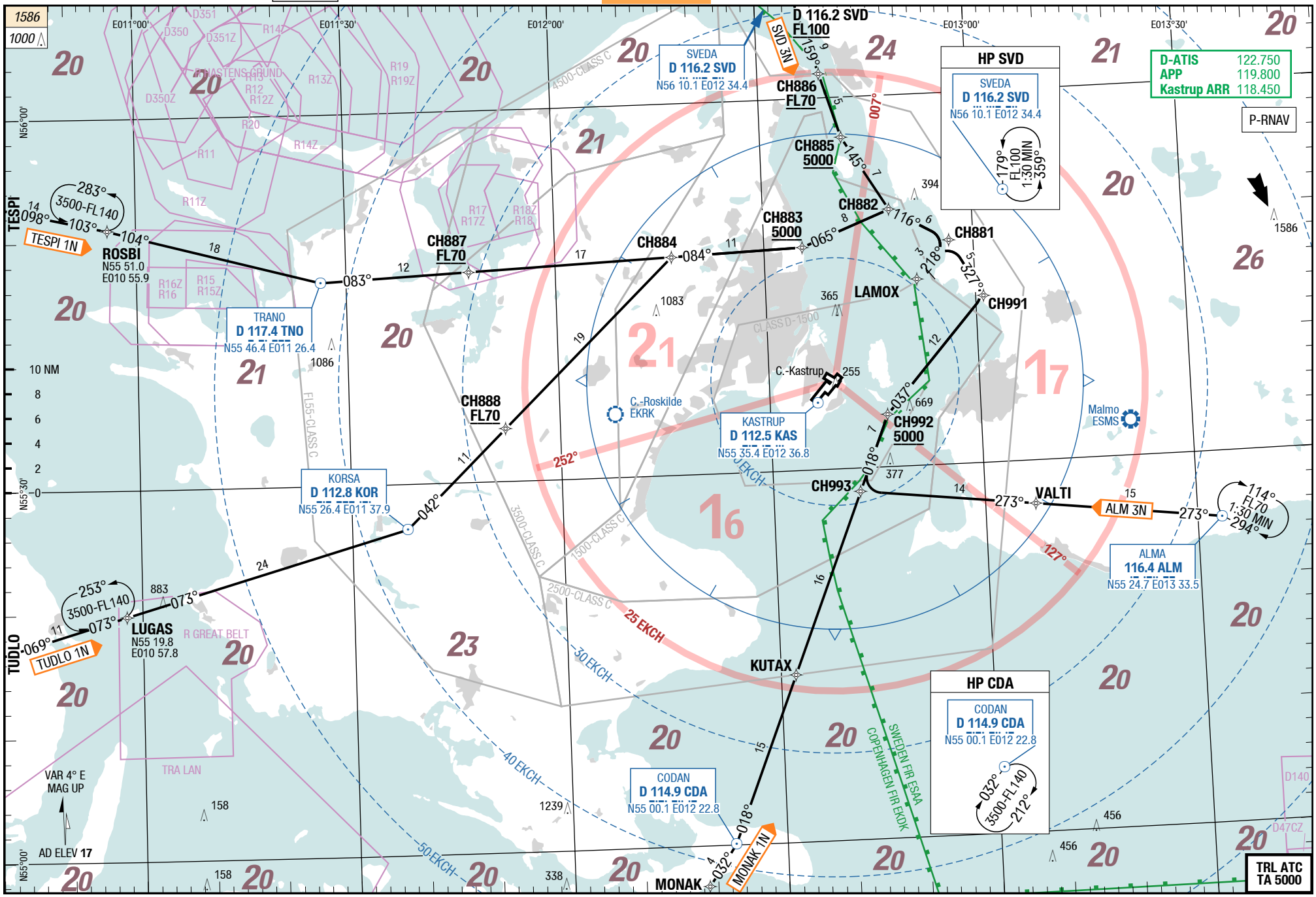


Changes: Track, VAR



Changes: Track, VAR, Editorial

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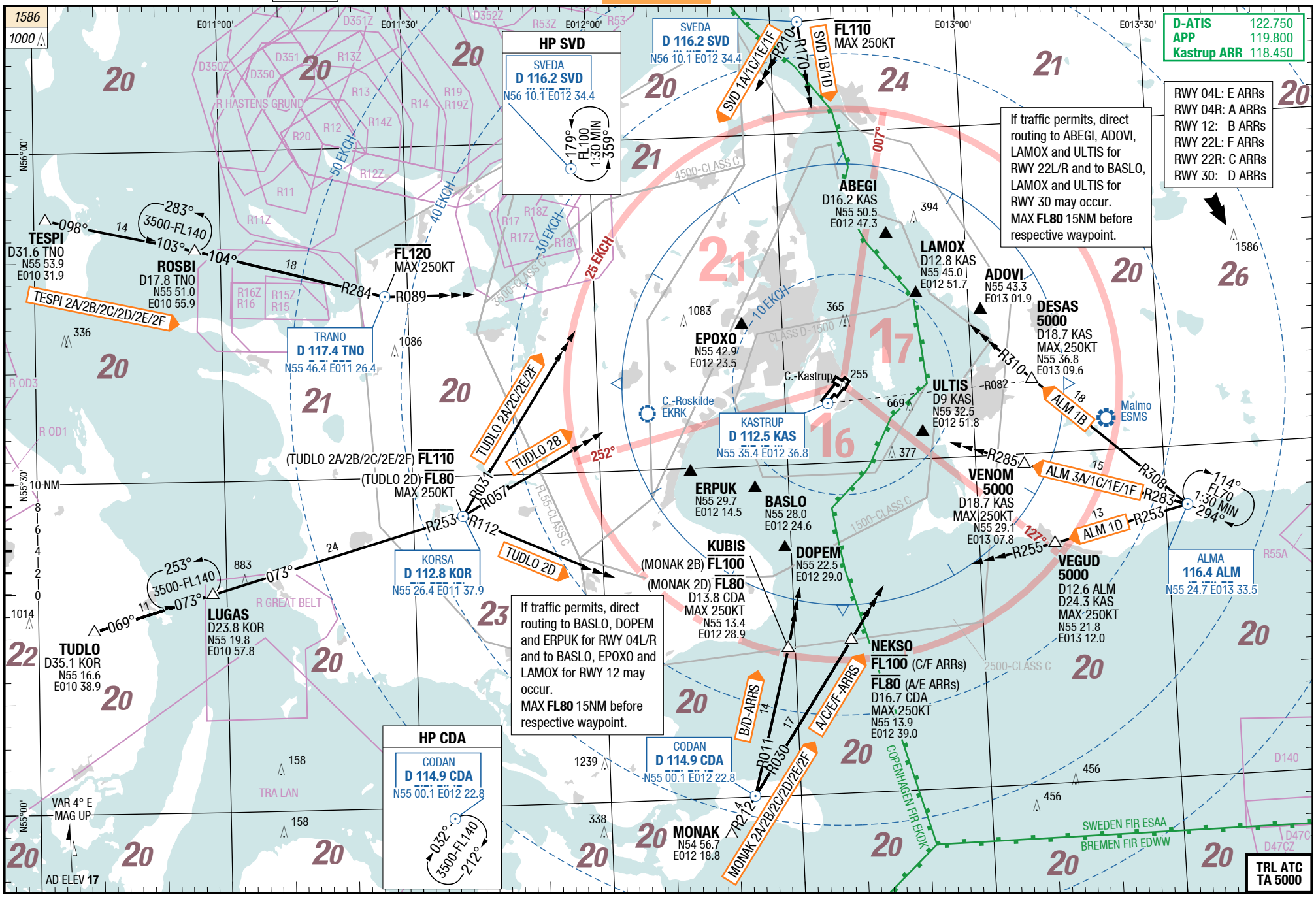

Changes: Track, VAR, SUAs, HLDG, PROC renumbered

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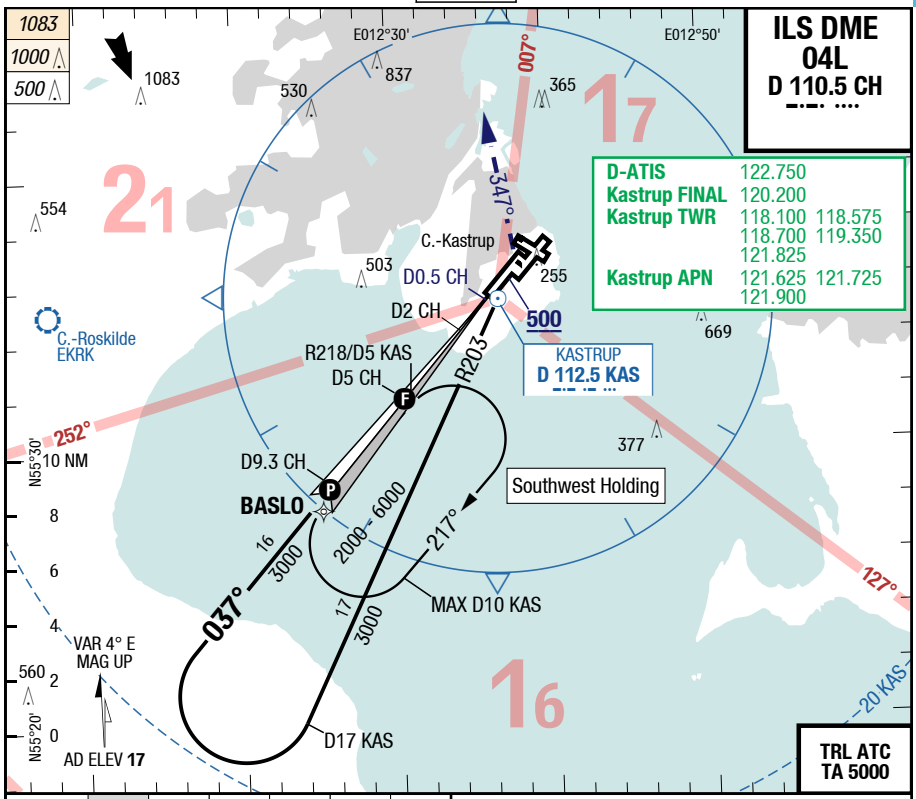
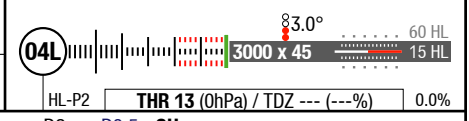
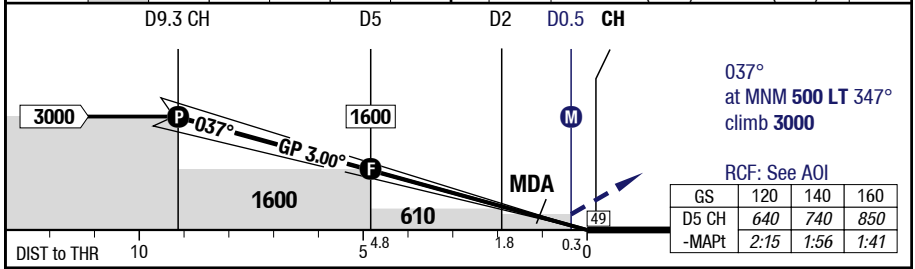


LOC 3.00° D CH		9.3	7	6	4	3
		3000	2260	1940	1300	980





RCF: See AOI

GS	120	140	160
D5 CH	*640*	*740*	*850*
-MAPt	*2:15*	*1:56*	*1:41*

04L		Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME		Circling 2)
C	ft - m/km ft	110 - 300R **106** RA	230 - 500 **240**	230 - 550 **240**	420 - 1.2 **430**		770 - 2.4V **780**
D	ft - m/km ft	120 - 300R **120** RA 3)	240 - 500 **250**	240 - 550 **250**	420 - 1.2 **430**		770 - 3.6V **780**

1) With EVS 350m, wo EVS use STD
2) S of AD between RCL 22R and 12 only
3) If not conducting autoland RVR 350m required

Changes: FAT, Track, QFU, VAR, HLDG

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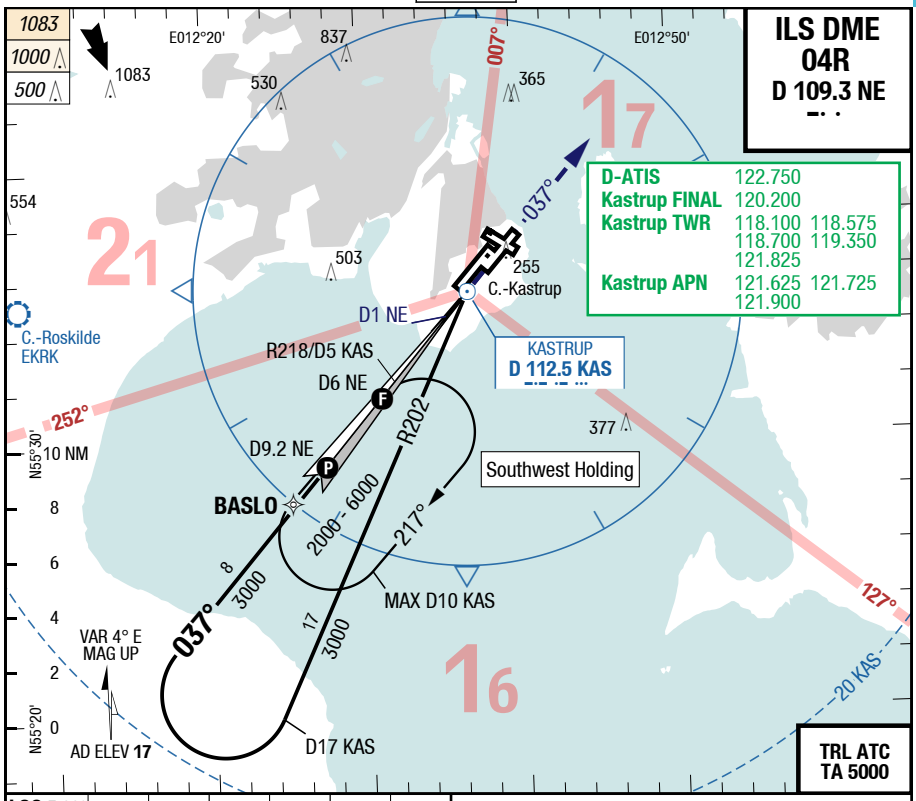
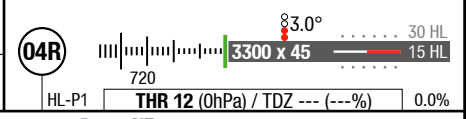
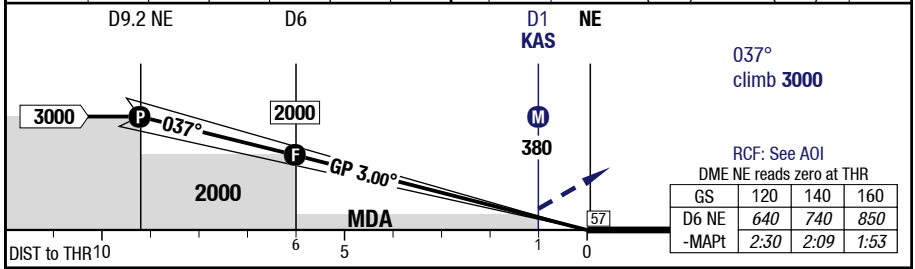


LOC 3.00° D NE	9.2	8	7	5	4	2
	3000	2620	2300	1670	1350	710





04R		Cat 1 DME	LOC DME				Circling 1)
C	ft - m/km ft	200 - 550 **220**	420 - 1.2 **430**				770 - 2.4V **780**
D	ft - m/km ft	210 - 550 **220**	420 - 1.2 **430**				770 - 3.6V **780**

1) S of AD between RCL 22R and 12 only

Changes: FAT, QFU, VAR, Profile

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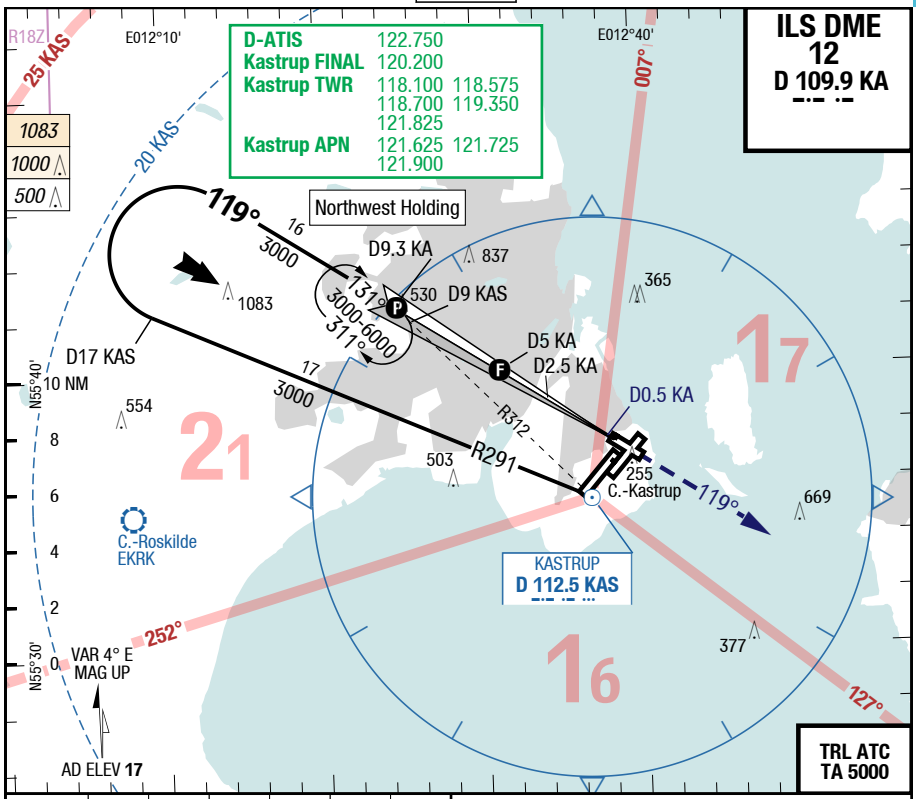
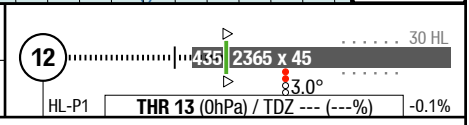
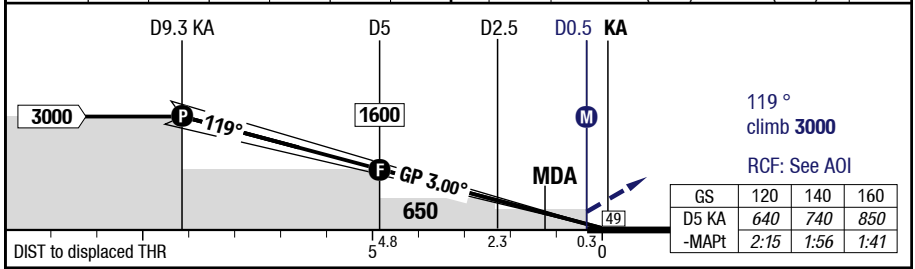
7-30

ILS DME 12



LOC 3.00° D KA	9.3	8	7	6	4	3
	3000	2570	2250	1930	1290	970





GS	120	140	160
D5 KA	*640*	*740*	*850*
-MAPt	*2:15*	*1:56*	*1:41*

12		Cat 1 DME 1)	LOC DME				Circling 2)
C	ft - m/km ft	220 - 550 **230**	420 - 1.2 **430**				770 - 2.4V **780**
D	ft - m/km ft	230 - 550 **240**	420 - 1.2 **430**				770 - 3.6V **780**

1) FD, AP or HGS required, else RVR 750m
2) S of AD between RCL 22R and 12 only

Changes: FAT, Track, HLDG, VAR, QFU

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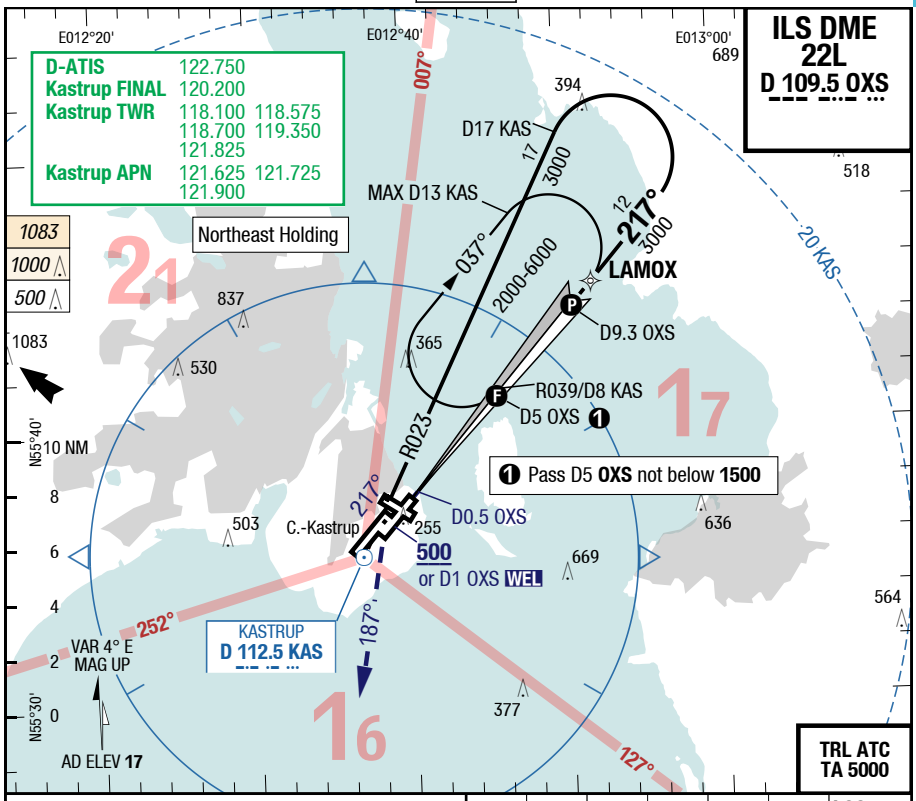
7-40

ILS DME 22L

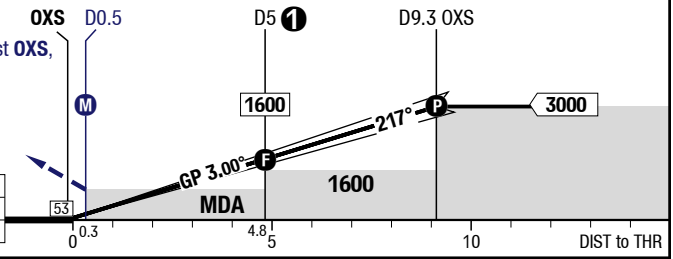


2	3	4	6	7	9.3	LOC 3.00° D OXS
650	970	1290	1930	2250	3000	

217°
at MNM **500** or D1 **OXS** past **OXS**,
whichever is later,
LT 187°
climb **3000**

RCF: See AOI

GS	120	140	160
D5 OXS	*640*	*740*	*850*
-MAPt	*2:15*	*1:56*	*1:41*



22L		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME 2)	Circling 3)
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **101** RA	200 - 400 **210**	200 - 550 **210**	400 - 1.1 **400**	770 - 2.4V **780**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **101** RA 4)	200 - 400 **210**	200 - 550 **210**	400 - 1.1 **400**	770 - 3.6V **780**

1) With EVS 350m
2) Timing to determine MAPt NA
3) S of AD between RCL 22R and 12 only
4) If not conducting autoland RVR 350m required

Changes: FAT, Track, QFU, Profile, VAR, HLDG

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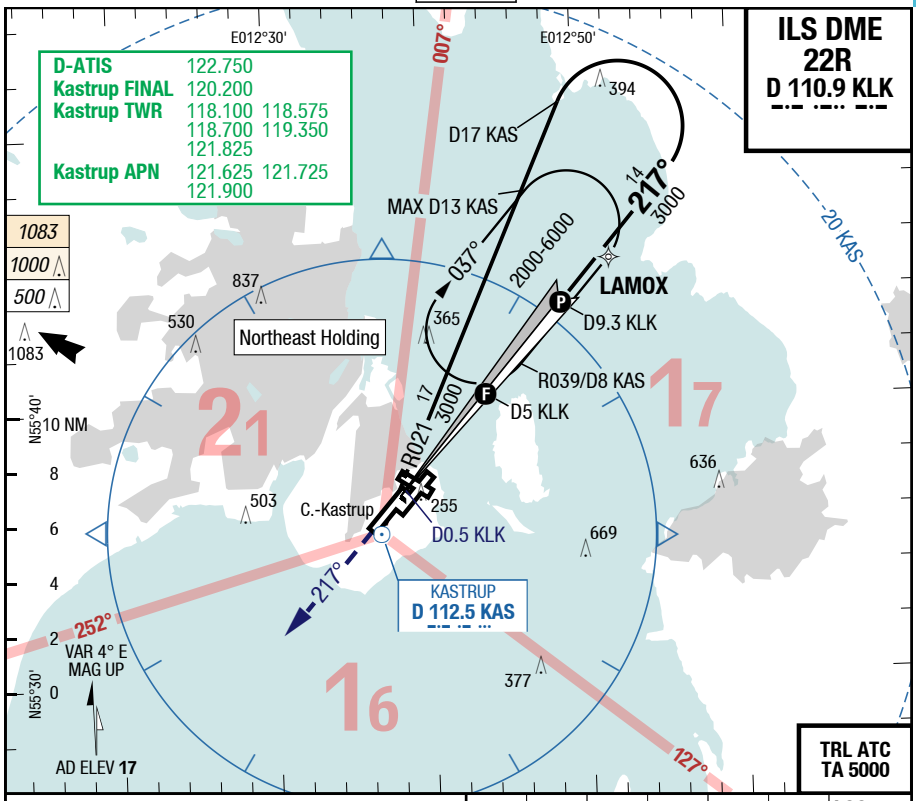
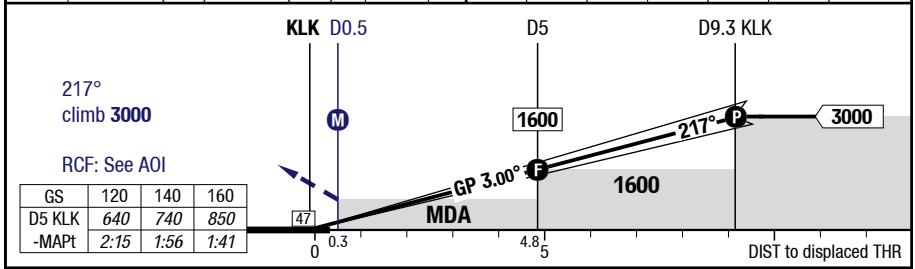
7-50

ILS DME 22R



2	4	6	7	8	9.3	LOC 3.00° D KLK
650	1290	1930	2250	2570	3000	



22R		Cat 1 DME	LOC DME				Circling 1)
C	ft - m/km ft	210 - 550 **220**	390 - 1.1 **400**				770 - 2.4V **780**
D	ft - m/km ft	220 - 550 **230**	390 - 1.1 **400**				770 - 3.6V **780**

1) S of AD between RCL 22R and 12 only

Changes: FAT, Track, QFU, VAR, HLDG

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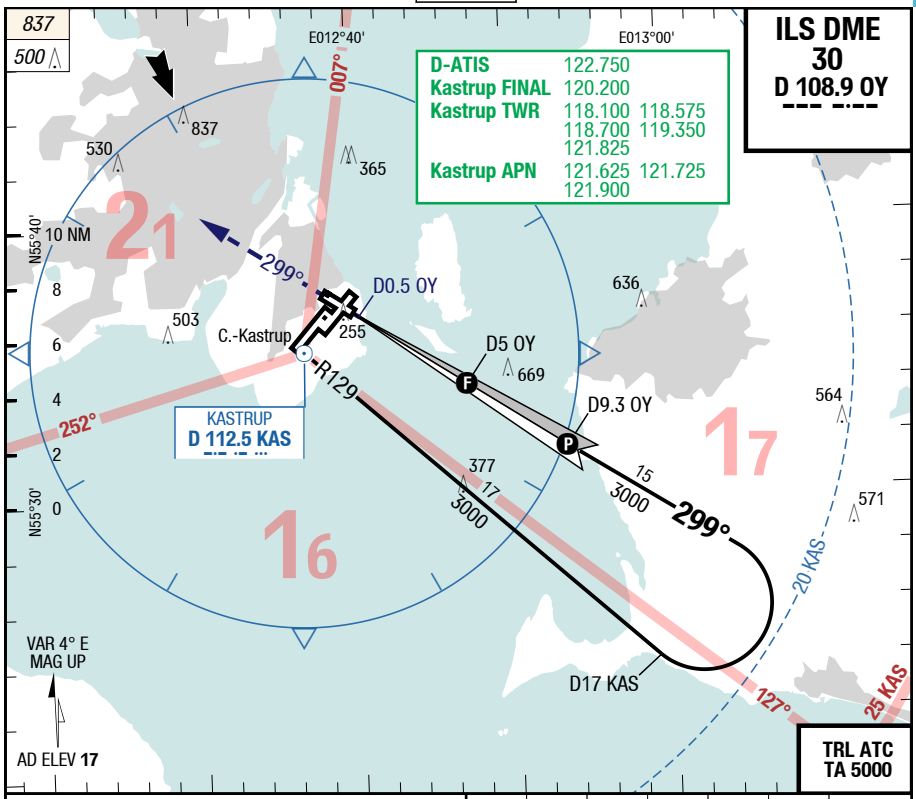
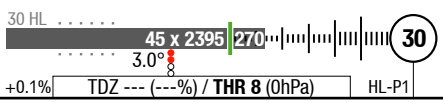
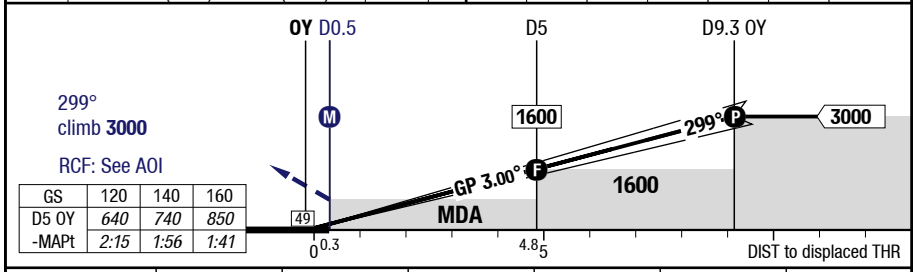
7-60

ILS DME 30





2	4	6	7	8	9.3	LOC 3.00° D OY
650	1290	1930	2250	2570	3000	



GS	120	140	160
D5 OY	640	740	850
-MAPt	2:15	1:56	1:41

30		Cat 1 DME 1)	LOC DME				Circling 2)
C	ft - m/km ft	220 - 550 **230**	420 - 1.2 **420**				770 - 2.4V **780**
D	ft - m/km ft	230 - 550 **240**	430 - 1.3 **430**				770 - 3.6V **780**

1) FD, AP or HGS required, else RVR 750m
2) S of AD between RCL 22R and 12 only

Changes: FAT, Track, QFU, VAR

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22-MAR-2018

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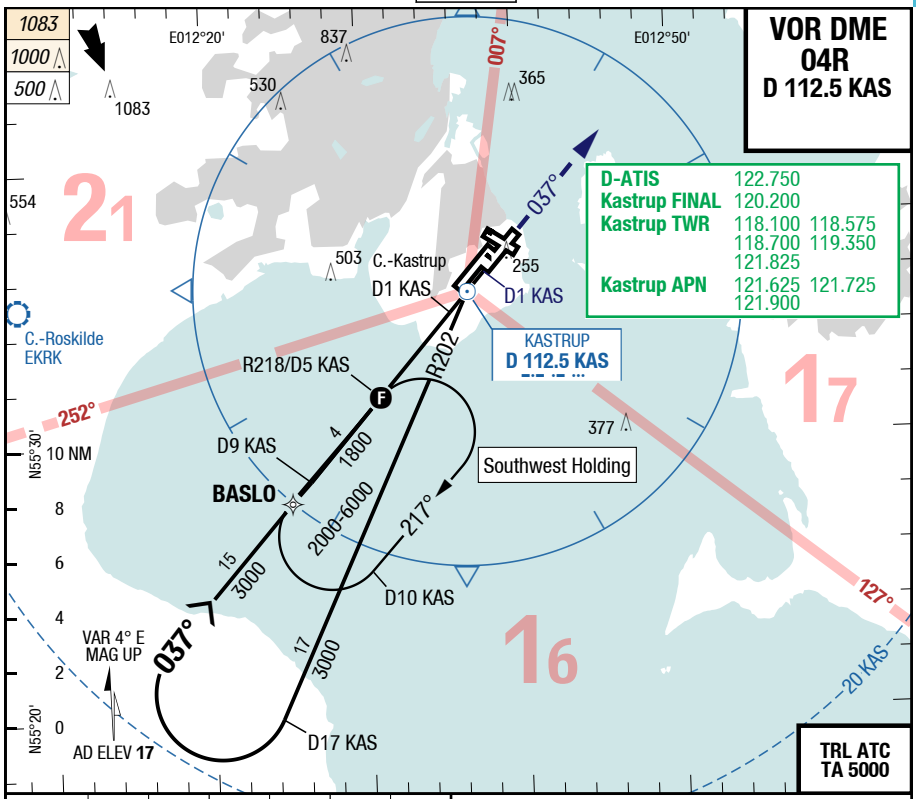
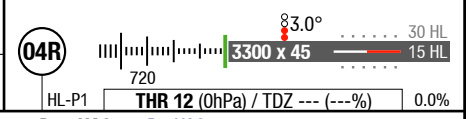
7-70

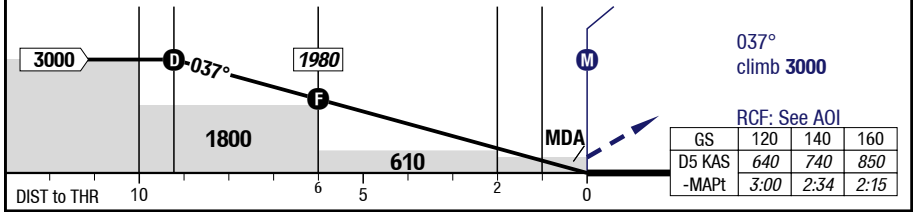
VOR DME 04R



3.00° D KAS	8.2	7	6	4	3	2
	3000	2620	2300	1660	1340	1020



D9 KAS **D8.2** D5 D1 **KAS** D1 KAS



GS	120	140	160
D5 KAS	*640*	*740*	*850*
-MAPt	*3:00*	*2:34*	*2:15*

04R		VOR DME					Circling 1)
C	ft - m/km ft	420 - 1.2 **430**					770 - 2.4V **780**
D	ft - m/km ft	420 - 1.2 **430**					770 - 3.6V **780**

1) S of AD between RCL 22R and 12 only

Changes: Nil

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22-MAR-2018

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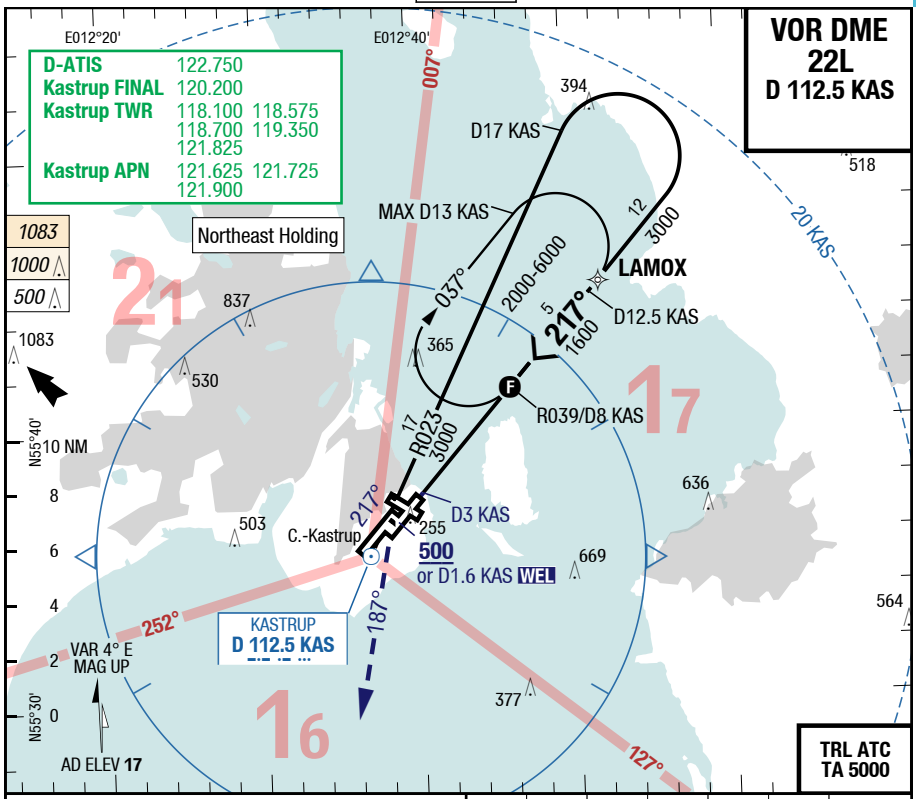
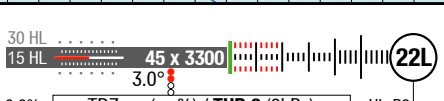
7-80

VOR DME 22L



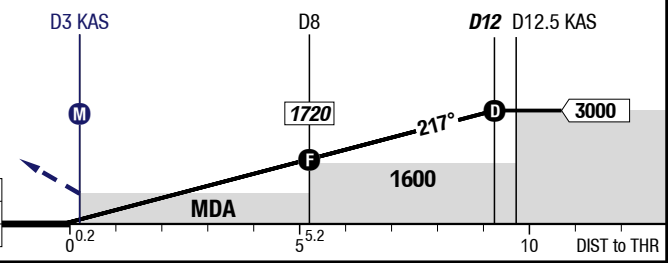


5	6	7	9	10	12	3.00° D KAS
770	1080	1400	2040	2360	3000	

217°
at MNM **500** or D1.6 **KAS**
whichever is later
LT 187°
climb **3000**

RCF: See AOI

GS	120	140	160
D8 KAS	*640*	*740*	*850*
-MAPt	*2:30*	*2:09*	*1:53*



22L		VOR DME					Circling 1)
C	ft - m/km ft	490 - 1.5 **500**					770 - 2.4V **780**
D	ft - m/km ft	490 - 1.5 **500**					770 - 3.6V **780**

1) S of AD between RCL 22R and 12 only

Changes: MIN

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