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.

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.

CHANGES: New page.

1. GENERAL

1.3. 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.
TWYs A3, A4, G4, G5, K1 and N1 are not to be used by ACFT larger than code C.
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.

Marshaller assistance is compulsory, after instruction from ATC, for general aviation ACFTs during taxiing.

Marshaller assistance/follow-me car are available on request only except when compulsory for the relevant stand.

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.

For Taxi Routings refer to 10-9 charts.

1.3.1. 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.

1.3.2. APRON WEST

Refuelling on stands RI, RII and RIII is prohibited.

1.3.3. 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.

1.4. PARKING INFORMATION

Stands G110 and G111 available for helicopters.

1.4.1. USE OF APU

The use of APU shall be limited as much as possible. 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. GENERAL

1.5. OTHER INFORMATION

Ships up to 115' may obstruct. ACFT will be informed about ships with height of more than 115' before T/O on RWYs 04R and 12.

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 certificaton 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 vehicle 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.

2.4. PARKING INFORMATION

For Stand graphic refer to 10-9 charts.

2.5. OTHER INFORMATION

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.
Expect radar vectoring for ILS approaches.

RWYs closed for landing for following ACFT:
- RWY 04L: AN124, AN225, KC10, C5 GALAXY.
- RWY 12: AN225, B777-300, A340-500/-600.
- RWY 22R: AN124, AN225, KC10, C5 GALAXY, B777-300, A340-500/-600.
- RWY 30: AN225.

CHANGES: New page.

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: 131.6
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.
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.

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.

For Taxi Routings refer to 10-9 charts.

CHANGES: New page.

3. DEPARTURE

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 a position adjacent to 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 a position adjacent to position K3 and taxi via F2 and F1.

  Take-off for propeller & turboprop ACFT from position K2 or K3. However, ACFT type AN22 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 or K3 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.

3.5. OTHER INFORMATION

RWYs closed for t/o for following ACFT:
- RWY 04L: AN124, AN225, KC10, C5 GALAXY, B777-300, A340-500/-600.
- RWY 12: AN225, B777-300, A340-500/-600.
- RWY 22R: AN124, AN225, KC10, C5 GALAXY, B777-300, A340-500/-600.
- RWY 30: AN225, B777-300, A340-500/-600.

CHANGES: New page.

EKCH/CPH KASTRUP

JEPPESEN 25 FEB 05 (10-2)

COPENHAGEN, DENMARK

STAR

D-ATIS	Apt Elev
122.75	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.** If traffic demands, clearance will be via holding pattern ALM, CDA, LUGAS, ROSBI or SVD. **4.** Traffic shall flight plan via the appropriate primary holding pattern. **5.** Radar vectoring will be provided. **6.** Do not descend until cleared by ATC.

STAR from	Position	Level restriction ❶
CDA	Traffic flightplanned via GES: 25 NM prior GES	MAX FL280
	All traffic: MONAK	MAX FL150
LUGAS	KOR to Rwys 04L/R, 12, 22L/R	MAX FL110
	KOR to Rwy 30	MAX FL80
ROSBI	TNO to all Rwys	MAX FL120

❶ Level restriction must be complied with. If unable to comply advise ATC as soon as possible.

MSA KAS VOR: 189° 1700′, 309° 1500′, 074° 2100′

PRIMARY HOLDINGS & LEVEL RESTRICTIONS FOR COPENHAGEN/KASTRUP

ALMA 116.4 ALM N55 24.7 E013 33.5

DESAS N55 36.8 E013 09.6

VENOM N55 29.1 E013 07.8

VEGUD N55 21.8 E013 12.0

KASTRUP 112.5 KAS N55 35.4 E012 36.8

SVEDA 116.2 SVD N56 10.1 E012 34.4

NEKSO N55 13.9 E012 39.0

CODAN 114.9 CDA N55 00.1 E012 22.8

GEDSER 113.5 GES N54 37.1 E011 56.0

KUBIS N55 13.4 E012 28.9

MONAK N54 56.7 E012 18.8

KORSA 112.8 KOR N55 26.4 E011 37.9

TRANO 117.4 TNO N55 46.4 E011 26.4

ROSBI N55 51.0 E010 55.9 (115.5 ODN R-029)

LUGAS N55 19.8 E010 57.8 (115.5 ODN R-143)

TUDLO N55 16.6 E010 38.9

TESPI N55 53.9 E010 31.9

At or below FL110	LUGAS 2A, 3B, 2C	LUGAS 3D	At or below FL80	At or below FL120

HOLDINGS OVER ROSBI: 283° 103° MHA 3500 MAX FL300

HOLDINGS OVER CDA: 051° 232° MHA 3500 MAX FL200

NOT TO SCALE

EKCH/CPH
KASTRUP

JEPPESEN

COPENHAGEN, DENMARK
STAR

25 FEB 05 (10-2A)

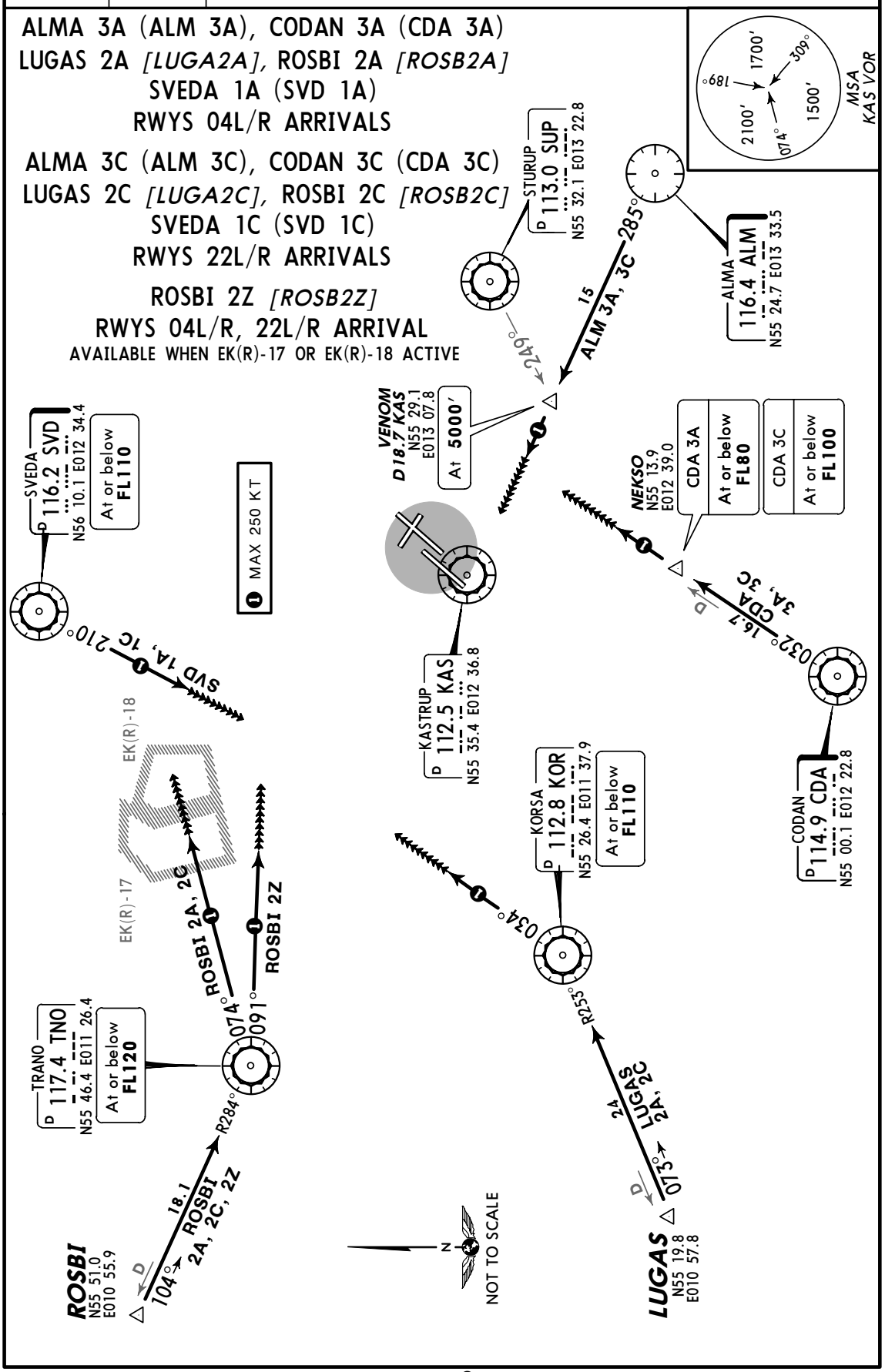
D-ATIS	Apt Elev
122.75	17′

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.

ALMA 3A (ALM 3A), CODAN 3A (CDA 3A)
LUGAS 2A *[LUGA2A]*, ROSBI 2A *[ROSB2A]*
SVEDA 1A (SVD 1A)
RWYS 04L/R ARRIVALS

ALMA 3C (ALM 3C), CODAN 3C (CDA 3C)
LUGAS 2C *[LUGA2C]*, ROSBI 2C *[ROSB2C]*
SVEDA 1C (SVD 1C)
RWYS 22L/R ARRIVALS

ROSBI 2Z *[ROSB2Z]*
RWYS 04L/R, 22L/R ARRIVAL
AVAILABLE WHEN EK(R)-17 OR EK(R)-18 ACTIVE



CHANGES: Restriction in chart heading.

EKCH/CPH KASTRUP

JEPPESEN 25 FEB 05 (10-2B)

COPENHAGEN, DENMARK

STAR

D-ATIS	Apt Elev
122.75	17′

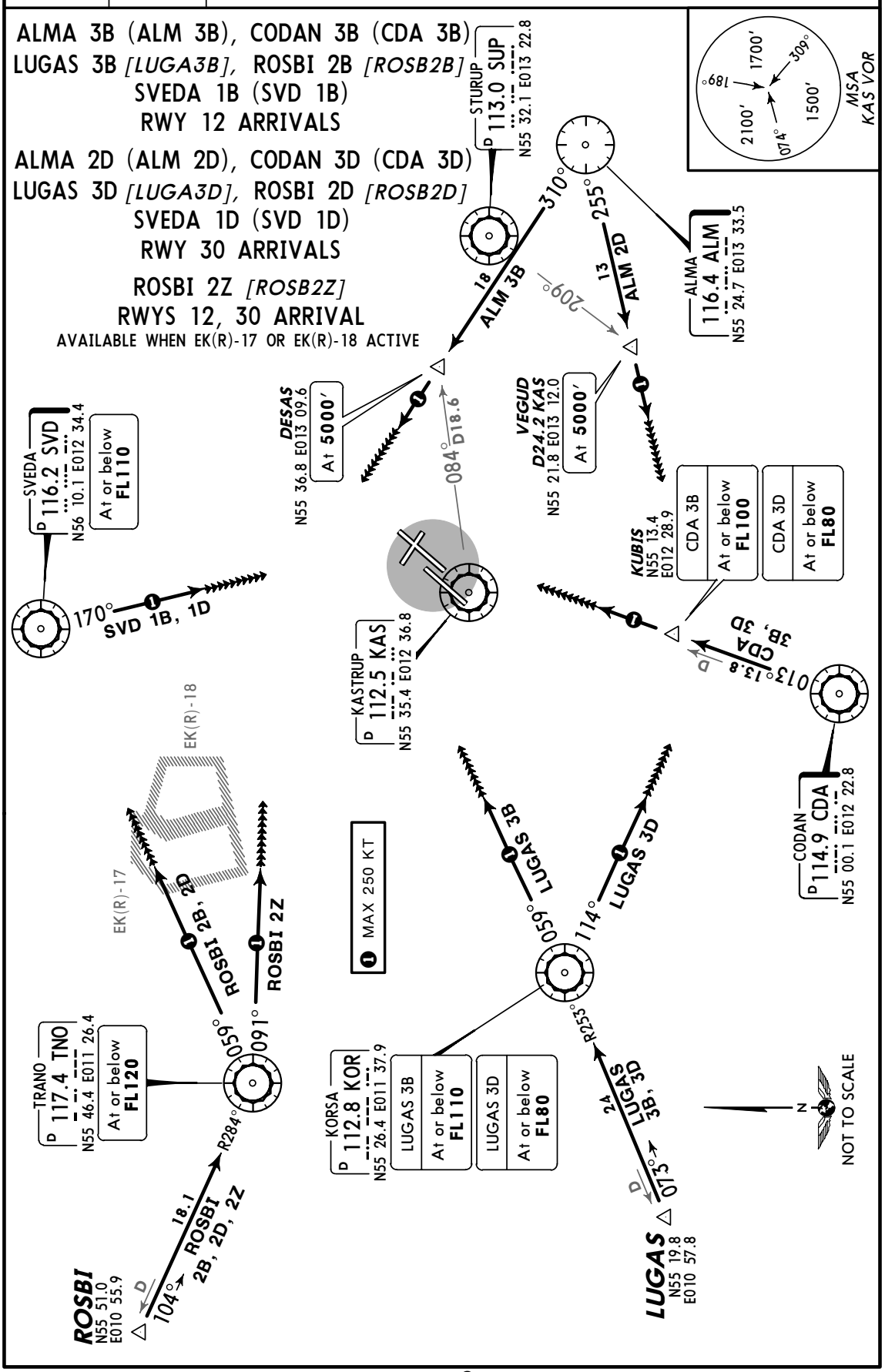
Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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.

ALMA 3B (ALM 3B), CODAN 3B (CDA 3B)
LUGAS 3B *[LUGA3B]*, ROSBI 2B *[ROSB2B]*
SVEDA 1B (SVD 1B)
RWY 12 ARRIVALS

ALMA 2D (ALM 2D), CODAN 3D (CDA 3D)
LUGAS 3D *[LUGA3D]*, ROSBI 2D *[ROSB2D]*
SVEDA 1D (SVD 1D)
RWY 30 ARRIVALS

ROSBI 2Z *[ROSB2Z]*
RWYS 12, 30 ARRIVAL
AVAILABLE WHEN EK(R)-17 OR EK(R)-18 ACTIVE



CHANGES: Restriction in chart heading.

EKCH/CPH KASTRUP

JEPPESEN 25 FEB 05 (10-2C)

COPENHAGEN, DENMARK

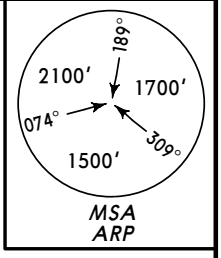
RNAV STAR

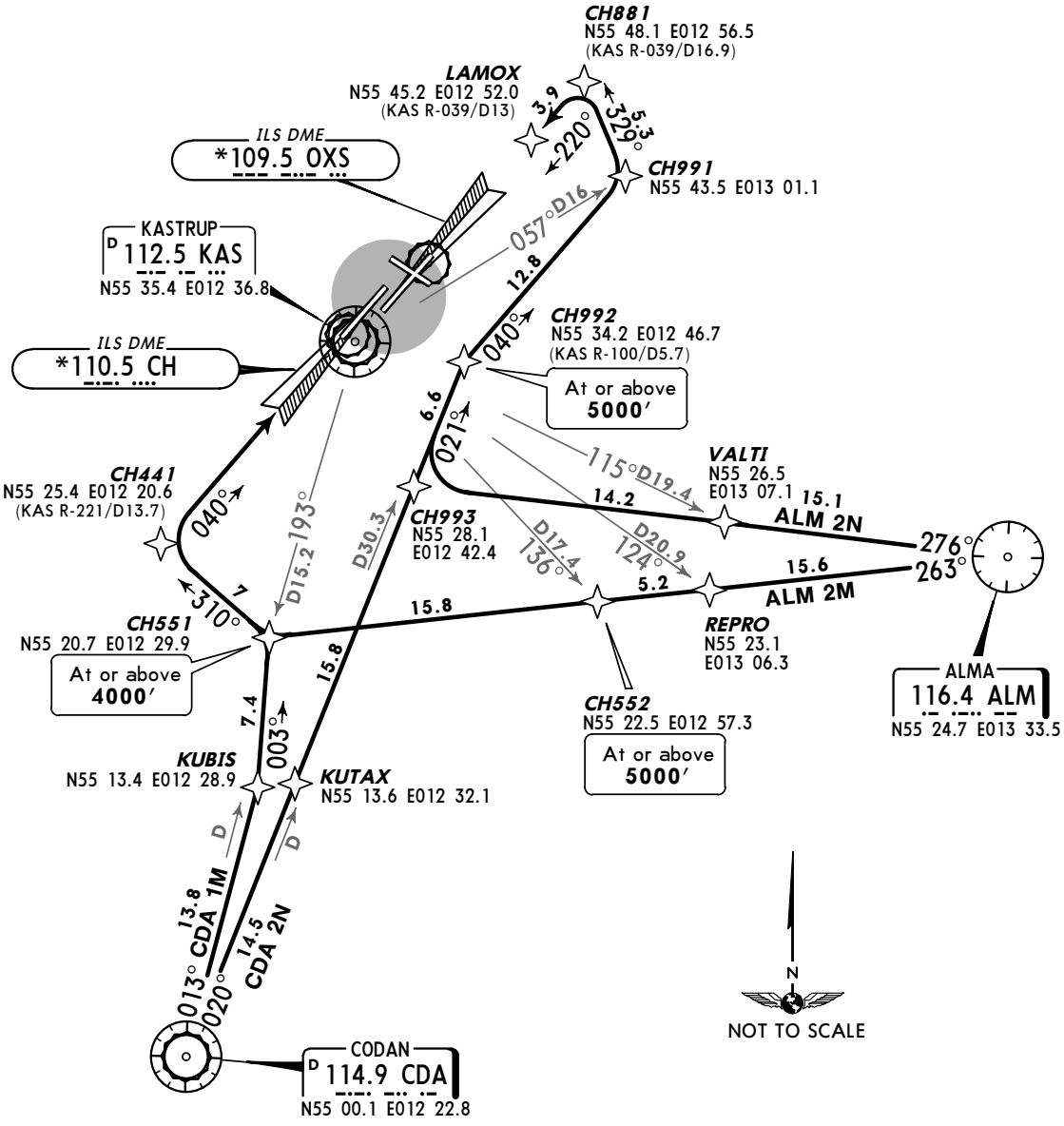
D-ATIS	*Apt Elev*
122.75	17′

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

1. P-RNAV approval not required. **2.** RNAV STARs for use primarily at night and during periods of low traffic density by ATC discretion. **3.** RNAV STARs include noise abatement procedures. Strict adherence is mandatory. **4.** Pilots are requested to plan their descent so as to perform a continuous descend approach from at least FL100 or cruising level if lower. **5.** Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. **6.** Do not descend until cleared by ATC.

ALM 2M, ALM 2N
CDA 1M, CDA 2N
RWYS 04L, 22L RNAV ARRIVALS





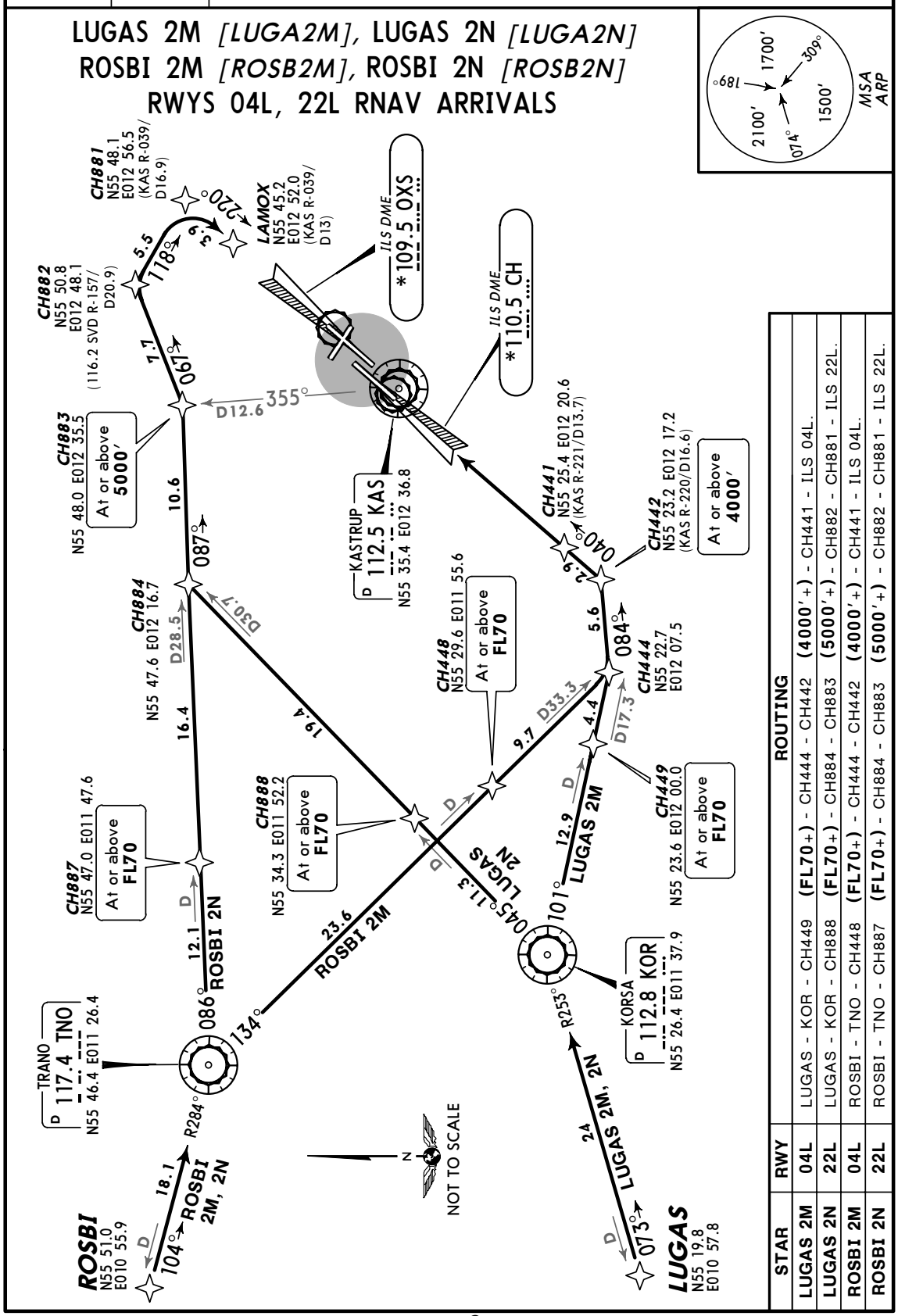
STAR	RWY	ROUTING
ALM 2M	**04L**	ALM - REPRO - CH552 **(5000′+)** - CH551 **(4000′+)** - CH441 - ILS 04L.
ALM 2N	**22L**	ALM - VALTI - CH993 - CH992 **(5000′+)** - CH991 - CH881 - ILS 22L.
CDA 1M	**04L**	CDA - KUBIS - CH551 **(4000′+)** - CH441 - ILS 04L.
CDA 2N	**22L**	CDA - KUTAX - CH993 - CH992 **(5000′+)** - CH991 - CH881 - ILS 22L.

CHANGES: Restriction in chart heading.

D-ATIS	Apt Elev
122.75	17′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. P-RNAV approval not required. **2.** RNAV STARs for use primarily at night and during periods of low traffic density by ATC discretion. **3.** RNAV STARs include noise abatement procedures. Strict adherence is mandatory. **4.** Pilots are requested to plan their descent so as to perform a continuous descend approach from at least FL100 or cruising level if lower. **5.** Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. **6.** Do not descend until cleared by ATC.

LUGAS 2M *[LUGA2M]*, LUGAS 2N *[LUGA2N]*
ROSBI 2M *[ROSB2M]*, ROSBI 2N *[ROSB2N]*
RWYS 04L, 22L RNAV ARRIVALS



STAR	RWY	ROUTING
LUGAS 2M	04L	LUGAS - KOR - CH449 (FL70+) - CH444 - CH442 (4000′+) - CH441 - ILS 04L.
LUGAS 2N	22L	LUGAS - KOR - CH888 (FL70+) - CH884 - CH883 (5000′+) - CH882 - CH881 - ILS 22L.
ROSBI 2M	04L	ROSBI - TNO - CH448 (FL70+) - CH444 - CH442 (4000′+) - CH441 - ILS 04L.
ROSBI 2N	22L	ROSBI - TNO - CH887 (FL70+) - CH884 - CH883 (5000′+) - CH882 - CH881 - ILS 22L.

CHANGES: Restriction in chart heading.

EKCH/CPH KASTRUP

JEPPESEN

COPENHAGEN, DENMARK

25 FEB 05 (10-2E)

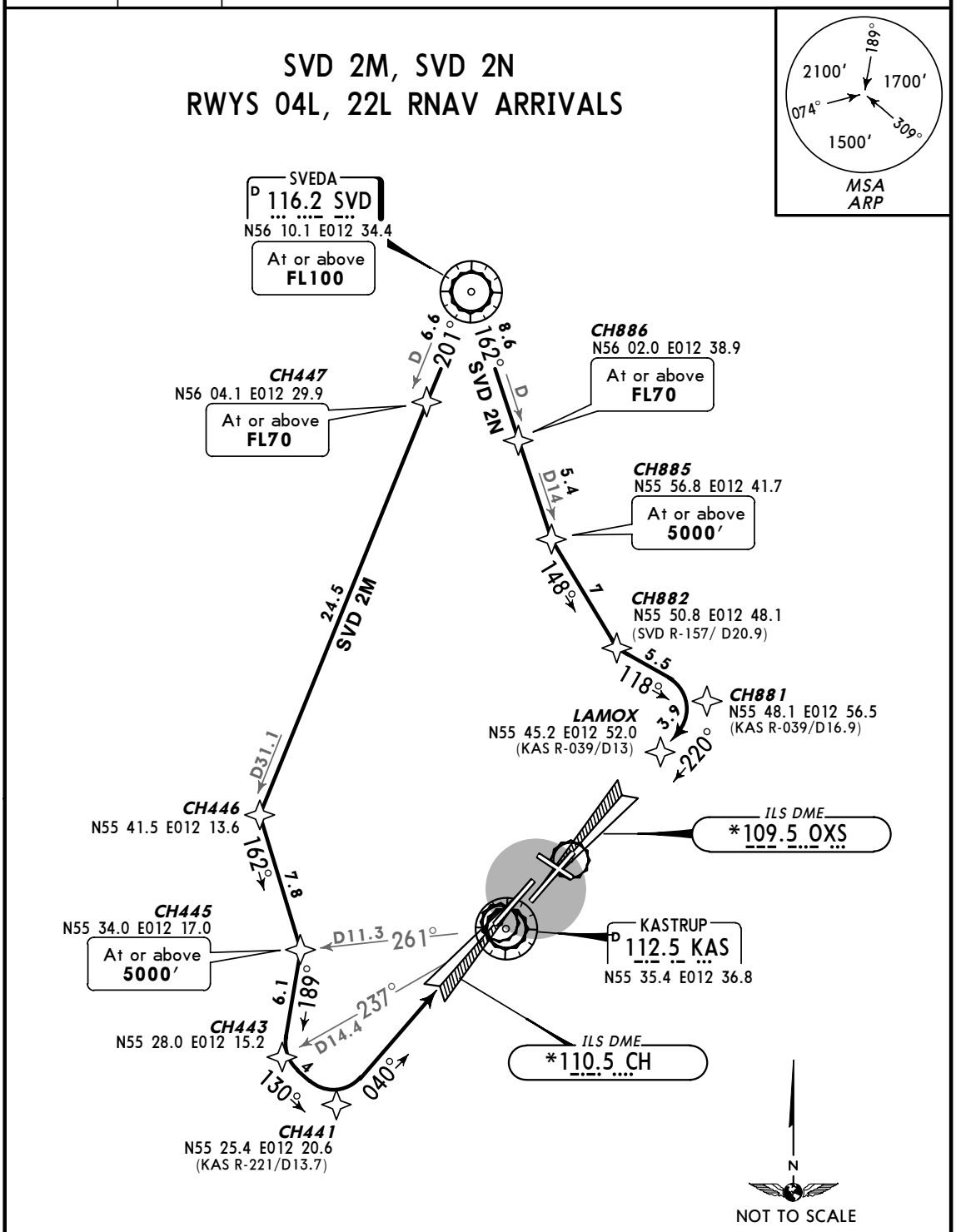
RNAV STAR

D-ATIS	*Apt Elev*
122.75	17′

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

1. P-RNAV approval not required. **2.** RNAV STARs for use primarily at night and during periods of low traffic density by ATC discretion. **3.** RNAV STARs include noise abatement procedures. Strict adherence is mandatory. **4.** Pilots are requested to plan their descent so as to perform a continuous descend approach from at least FL100 or cruising level if lower. **5.** Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. **6.** Do not descend until cleared by ATC.

SVD 2M, SVD 2N
RWYS 04L, 22L RNAV ARRIVALS



STAR	RWY	ROUTING
SVD 2M	04L	SVD **(FL100+)** - CH447 **(FL70+)** - CH446 - CH445 **(5000′+)** - CH443 - CH441 - ILS 04L.
SVD 2N	22L	SVD **(FL100+)** - CH886 **(FL70+)** - CH885 **(5000′+)** - CH882 - CH881 - ILS 22L.

CHANGES: Restriction in chart heading.

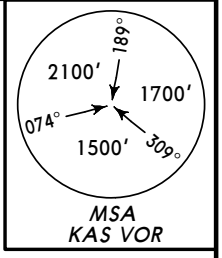
KASTRUP Departure (R)		Apt Elev	
ASTOS 2A, KEMAX 3A: **124.97**	ASTOS 2B, KEMAX 3B: **120.25**	*Apt Elev* 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. Conventional navigation to 1700′ (MSA). **2.** After take-off remain on KASTRUP Tower freq until 1000′, then contact 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 KAS R-078.

ASTOS 2A *[ASTO2A]*, ASTOS 2B *[ASTO2B]* KEMAX 3A *[KEMA3A]*, KEMAX 3B *[KEMA3B]* RWYS 04L/R, 12 RNAV DEPARTURES

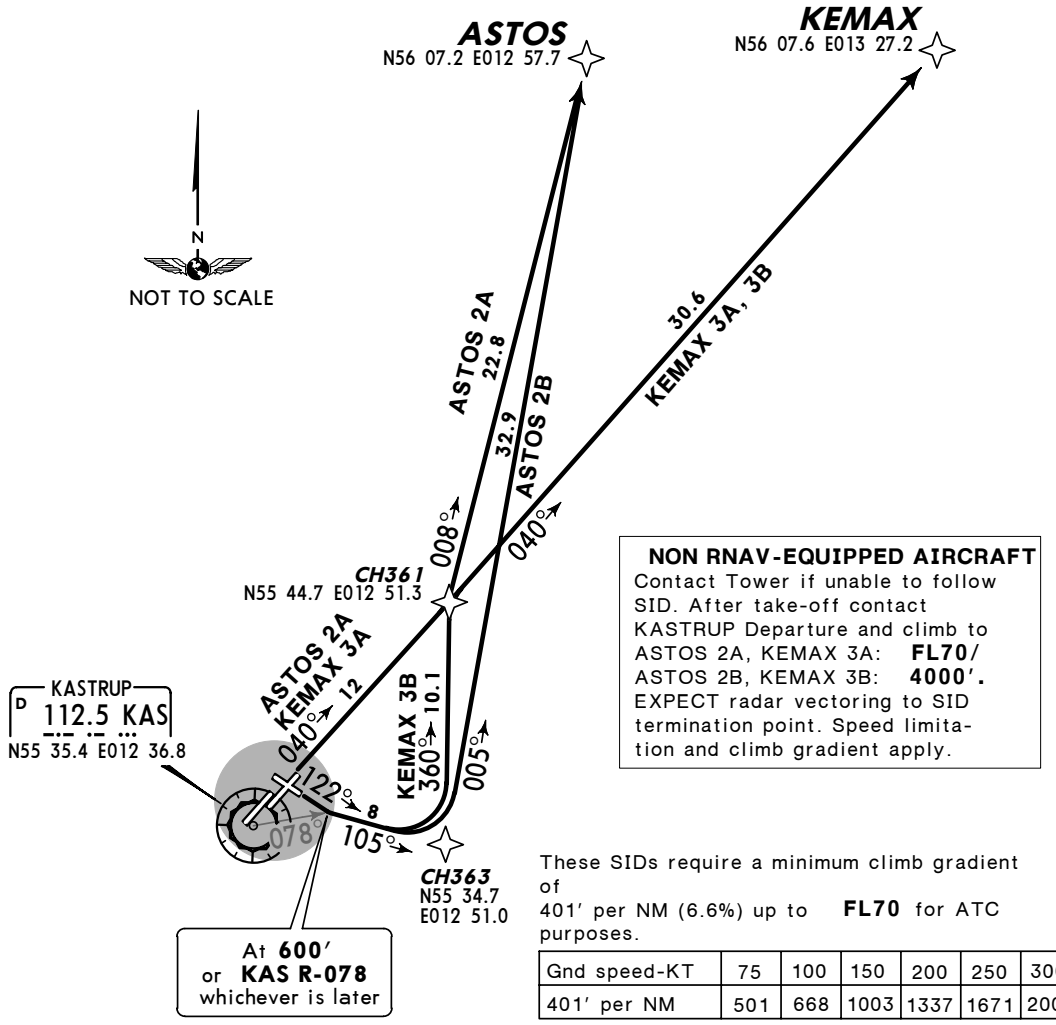
TO NORTHEAST

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

SPEED: MAX 250 KT AT OR BELOW FL70



MSA
KAS VOR



NON RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to
ASTOS 2A, KEMAX 3A: **FL70/**
ASTOS 2B, KEMAX 3B: **4000′.**
EXPECT radar vectoring to SID termination point. 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
ASTOS 2A, KEMAX 3A: **FL70** or as requested if lower
ASTOS 2B, KEMAX 3B: **4000′**

SID	RWY	ROUTING
ASTOS 2A PROP ONLY	**04L/R**	Climb on 040° track to **1700′ -** CH361 - ASTOS.
ASTOS 2B PROP ONLY	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn LEFT, 105° track to **1700′ -** CH363 - ASTOS.
KEMAX 3A JET ONLY	**04L/R**	Climb on 040° track to **1700′ -** CH361 - KEMAX.
KEMAX 3B JET ONLY	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn LEFT, 105° track to **1700′ -** CH363 - CH361 - KEMAX.

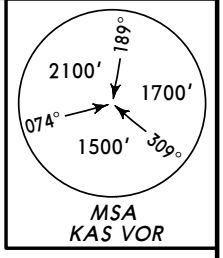
CHANGES: Non RNAV-equipped aircraft.

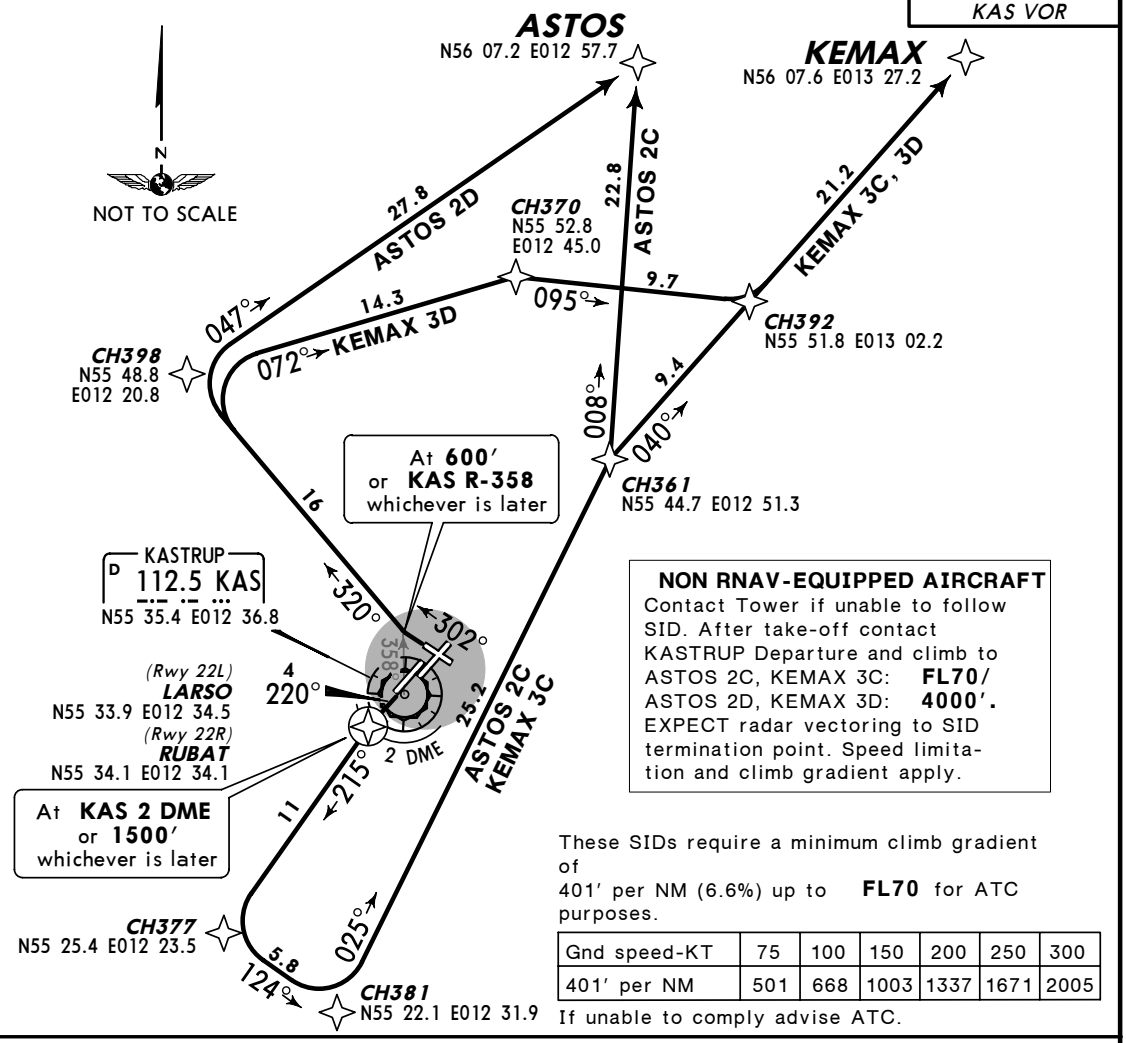
KASTRUP Departure (R)		Apt Elev	
ASTOS 2C, KEMAX 3C: **124.97**	ASTOS 2D, KEMAX 3D: **120.25**	*Apt Elev* 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. Conventional navigation to 1500′ (Rwys 22L/R)/ 2100′ (Rwy 30) (MSA). **2.** After take-off remain on KASTRUP Tower freq 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)/KAS R-358 (Rwy 30).

ASTOS 2C *[ASTO2C]*, ASTOS 2D *[ASTO2D]* KEMAX 3C *[KEMA3C]*, KEMAX 3D *[KEMA3D]* RWYS 22L/R, 30 RNAV DEPARTURES

TO NORTHEAST

SPEED: MAX 250 KT AT OR BELOW FL70





NON RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to ASTOS 2C, KEMAX 3C: **FL70**/ ASTOS 2D, KEMAX 3D: **4000′.** EXPECT radar vectoring to SID termination point. 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

ASTOS 2C, KEMAX 3C: **FL70** or as requested if lower

ASTOS 2D, KEMAX 3D: **4000′**

SID	RWY	ROUTING
ASTOS 2C PROP ONLY	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT) or **1500′,** whichever is later - CH377 - CH381 - CH361 - ASTOS.
ASTOS 2D PROP ONLY	**30**	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn RIGHT, 320° track to **2100′ -** CH398 - ASTOS.
KEMAX 3C JET ONLY	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT) or **1500′,** whichever is later - CH377 - CH381 - CH361 - KEMAX.
KEMAX 3D JET ONLY	**30**	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn RIGHT, 320° track to **2100′ -** CH398 - CH370 - CH392 - KEMAX.

CHANGES: Non RNAV-equipped aircraft.

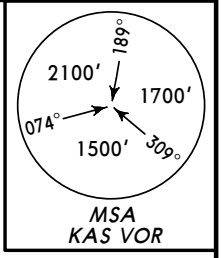
KASTRUP Departure (R) **124.97**	*Apt Elev* 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. Conventional navigation to 1700′ (MSA). **2.** After take-off remain on KASTRUP Tower freq until 1000′, then contact KASTRUP Departure. **3.** Radar vectoring will normally be provided 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 KAS R-078.

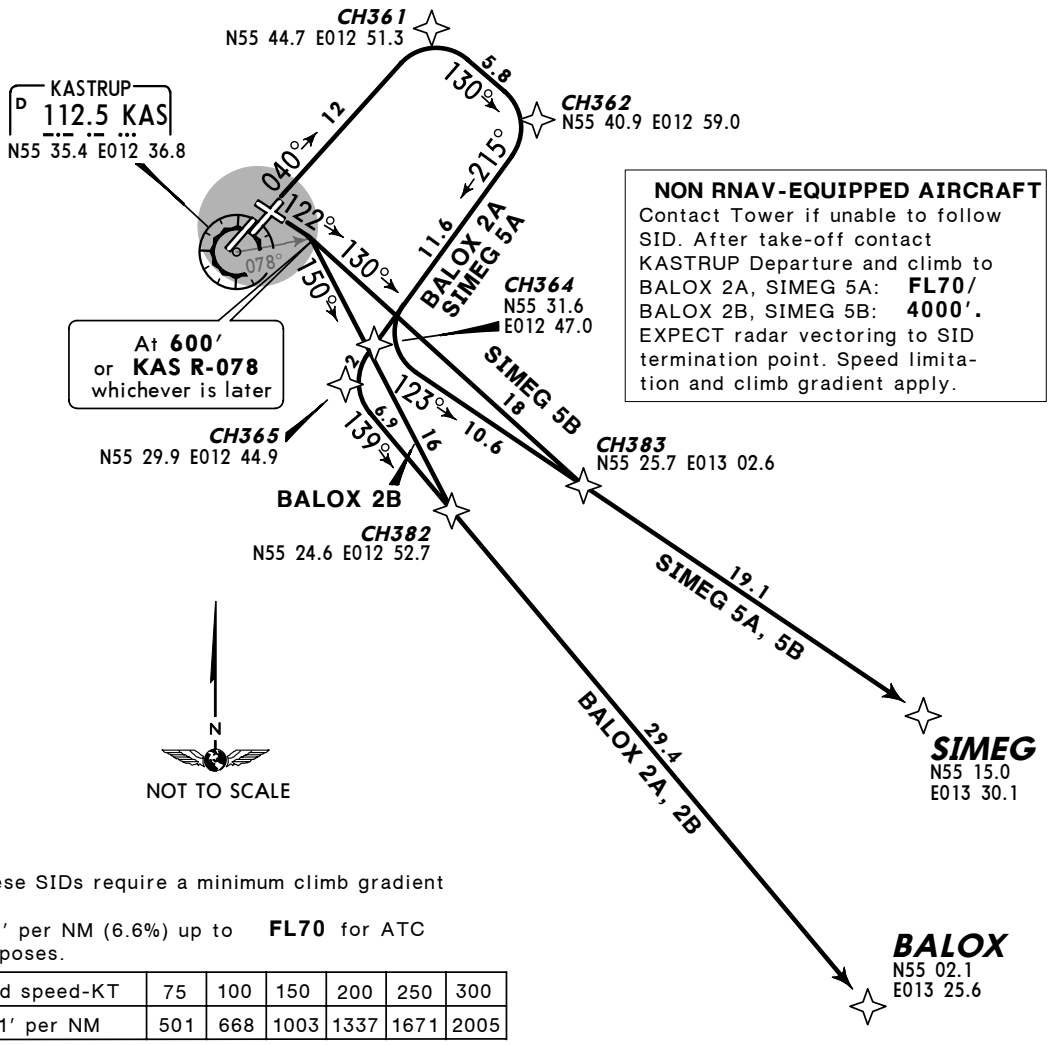
BALOX 2A *[BALO2A]*, BALOX 2B *[BALO2B]*
SIMEG 5A *[SIME5A]*, SIMEG 5B *[SIME5B]*
RWYS 04L/R, 12 RNAV DEPARTURES

TO SOUTHEAST

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

SPEED: MAX 250 KT AT OR BELOW FL70





NON RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to BALOX 2A, SIMEG 5A: **FL70**/ BALOX 2B, SIMEG 5B: **4000′.** EXPECT radar vectoring to SID termination point. 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.

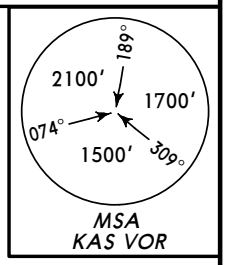
BALOX 2A, SIMEG 5A: Initial climb clearance **FL70** or as requested if lower
BALOX 2B, SIMEG 5B: Initial climb clearance **4000′**

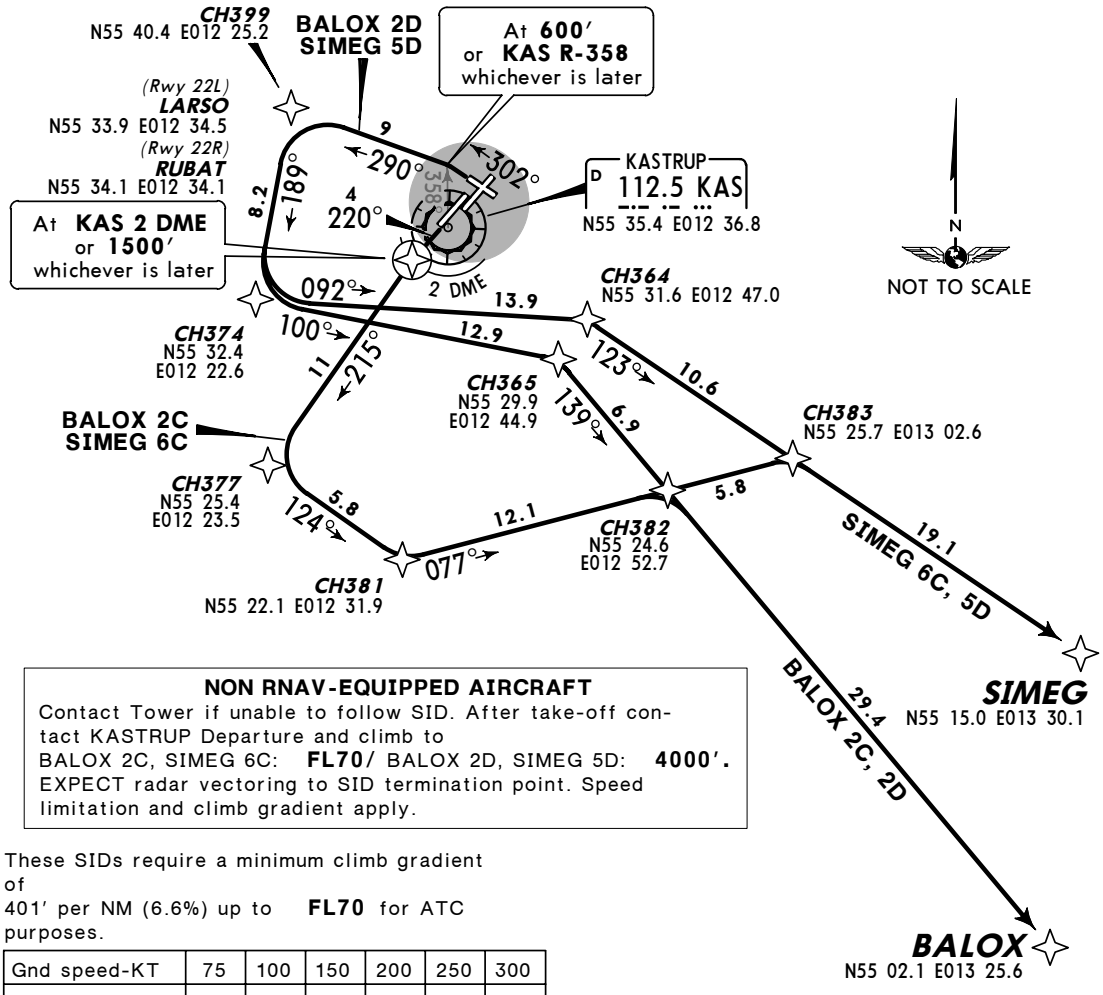
SID	RWY	ROUTING
BALOX 2A PROP ONLY	**04L/R**	Climb on 040° track to **1700′ -** CH361 - CH362 - CH365 - BALOX.
BALOX 2B PROP ONLY	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn RIGHT, 150° track to **1700′ -** CH382 - BALOX.
SIMEG 5A JET ONLY	**04L/R**	Climb on 040° track to **1700′ -** CH361 - CH362 - CH364 - SIMEG.
SIMEG 5B JET ONLY	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn RIGHT, 130° track to **1700′ -** CH383 - SIMEG.

CHANGES: SID SIMEG 5A routing text revised.

KASTRUP Departure (R) **124.97**	*Apt Elev* 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. 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)/ KAS R-358 (Rwy 30).

BALOX 2C *[BALO2C]*, BALOX 2D *[BALO2D]*
SIMEG 6C *[SIME6C]*, SIMEG 5D *[SIME5D]*
RWYS 22L/R, 30 RNAV DEPARTURES
TO SOUTHEAST
SPEED: MAX 250 KT AT OR BELOW FL70





NON RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to BALOX 2C, SIMEG 6C: **FL70**/ BALOX 2D, SIMEG 5D: **4000′.** EXPECT radar vectoring to SID termination point. 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.

BALOX 2C, SIMEG 6C: Initial climb clearance **FL70** or as requested if lower

BALOX 2D, SIMEG 5D: Initial climb clearance **4000′**

SID	RWY	ROUTING
BALOX 2C PROP ONLY	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT) or **1500′,** whichever is later - CH377 - CH381 - CH382 - BALOX.
BALOX 2D PROP ONLY	**30**	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn LEFT, 290° track to **2100′ -** CH399 - CH374 - CH365 - BALOX.
SIMEG 6C JET ONLY	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT) or **1500′,** whichever is later - CH377 - CH381 - CH383 - SIMEG.
SIMEG 5D JET ONLY	**30**	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn LEFT, 290° track to **2100′ -** CH399 - CH374 - CH364 - SIMEG.

CHANGES: See other side.

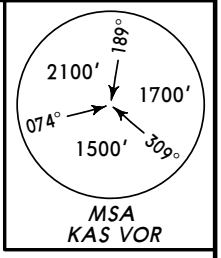
KASTRUP Departure (R) 124.97	Apt Elev 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. Conventional navigation to 1700′ (MSA). **2.** After take-off remain on KASTRUP Tower freq until 1000′, then contact KASTRUP Departure. **3.** Radar vectoring will normally be provided 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 KAS R-078.

BISTA 2A *[BIST2A]*, BISTA 2B *[BIST2B]*
MAXEL 2A *[MAXE2A]*, MAXEL 2B *[MAXE2B]*
RWYS 04L/R, 12 RNAV DEPARTURES

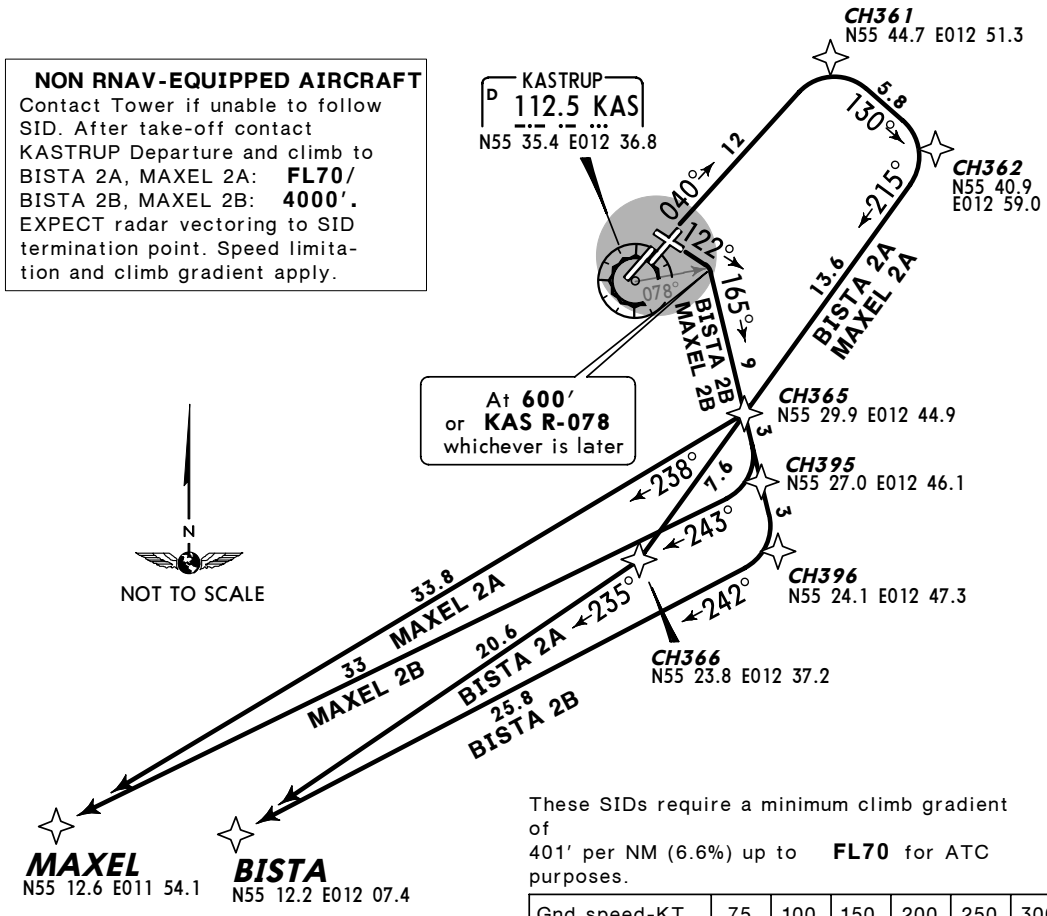
TO SOUTHWEST

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

SPEED: MAX 250 KT AT OR BELOW FL70



NON RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to BISTA 2A, MAXEL 2A: **FL70**/ BISTA 2B, MAXEL 2B: **4000′.** EXPECT radar vectoring to SID termination point. 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

BISTA 2A, MAXEL 2A: **FL70** or as requested if lower

BISTA 2B, MAXEL 2B: **4000′**

SID	RWY	ROUTING
BISTA 2A JET ONLY	**04L/R**	Climb on 040° track to **1700′ -** CH361 - CH362 - CH366 - BISTA.
BISTA 2B JET ONLY	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn RIGHT, 165° track to **1700′ -** CH396 - BISTA.
MAXEL 2A PROP ONLY	**04L/R**	Climb on 040° track to **1700′ -** CH361 - CH362 - CH365 - MAXEL.
MAXEL 2B PROP ONLY	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn RIGHT, 165° track to **1700′ -** CH395 - MAXEL.

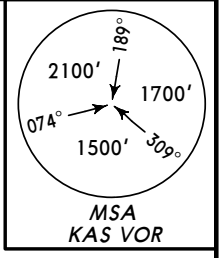
CHANGES: Non RNAV-equipped aircraft.

KASTRUP Departure (R) **124.97**	*Apt Elev* 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. 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)/ KAS R-358 (Rwy 30).

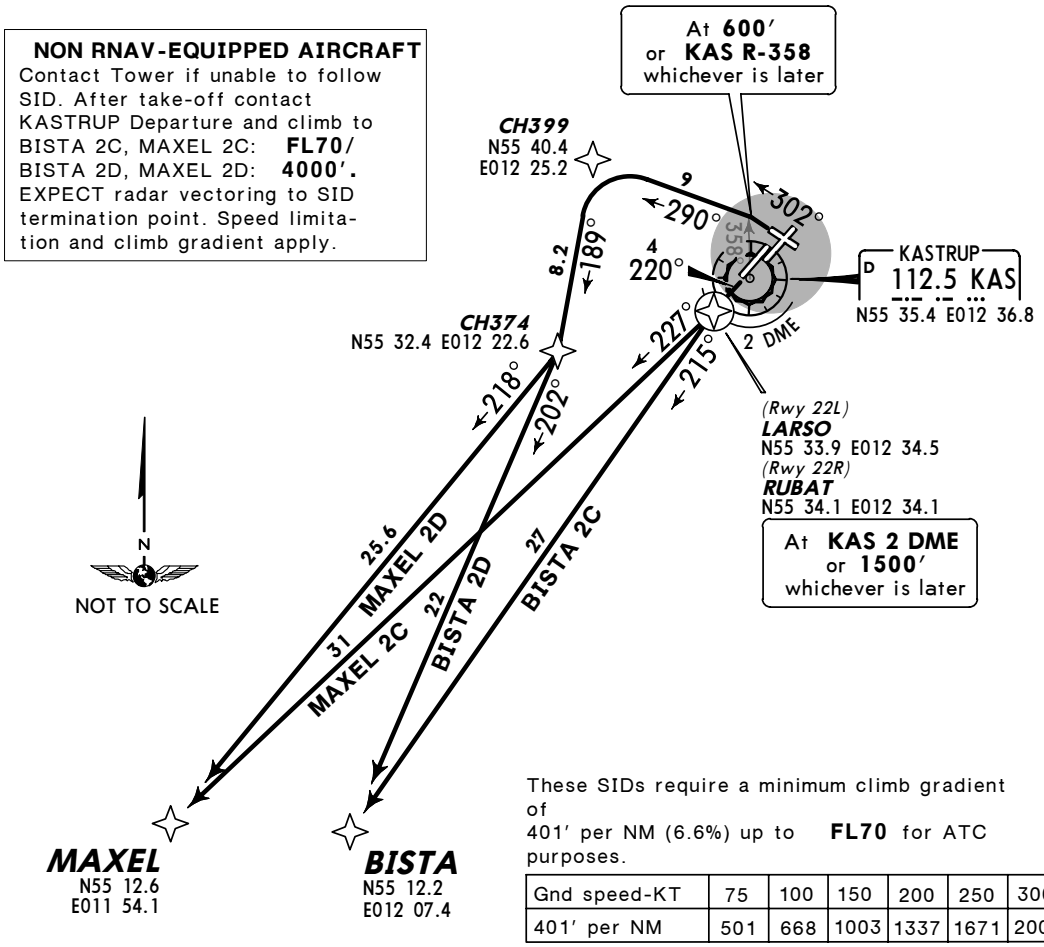
BISTA 2C *[BIST2C]*, BISTA 2D *[BIST2D]*
MAXEL 2C *[MAXE2C]*, MAXEL 2D *[MAXE2D]*
RWYS 22L/R, 30 RNAV DEPARTURES

TO SOUTHWEST

SPEED: MAX 250 KT AT OR BELOW FL70



NON RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to BISTA 2C, MAXEL 2C: **FL70**/ BISTA 2D, MAXEL 2D: **4000′.** EXPECT radar vectoring to SID termination point. 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
BISTA 2C, MAXEL 2C: **FL70** or as requested if lower
BISTA 2D, MAXEL 2D: **4000′**

SID	RWY	ROUTING
BISTA 2C JET ONLY	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT) or **1500′,** whichever is later - BISTA.
BISTA 2D JET ONLY	**30**	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn LEFT, 290° track to **2100′ -** CH399 - CH374 - BISTA.
MAXEL 2C PROP ONLY	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT) or **1500′,** whichever is later - MAXEL.
MAXEL 2D PROP ONLY	**30**	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn LEFT, 290° track to **2100′ -** CH399 - CH374 - MAXEL.

CHANGES: Non RNAV-equipped aircraft.

KASTRUP Departure (R)		Apt Elev	
DOBEL 2A:	TOBIS 2A:	17′	
120.25	**124.97**		

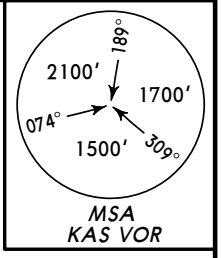
Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. Conventional navigation to 1700′ (MSA). **2.** After take-off remain on KASTRUP Tower freq until 1000′, then contact KASTRUP Departure. **3.** Radar vectoring will normally be provided by KASTRUP Departure to expedite outbound 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.

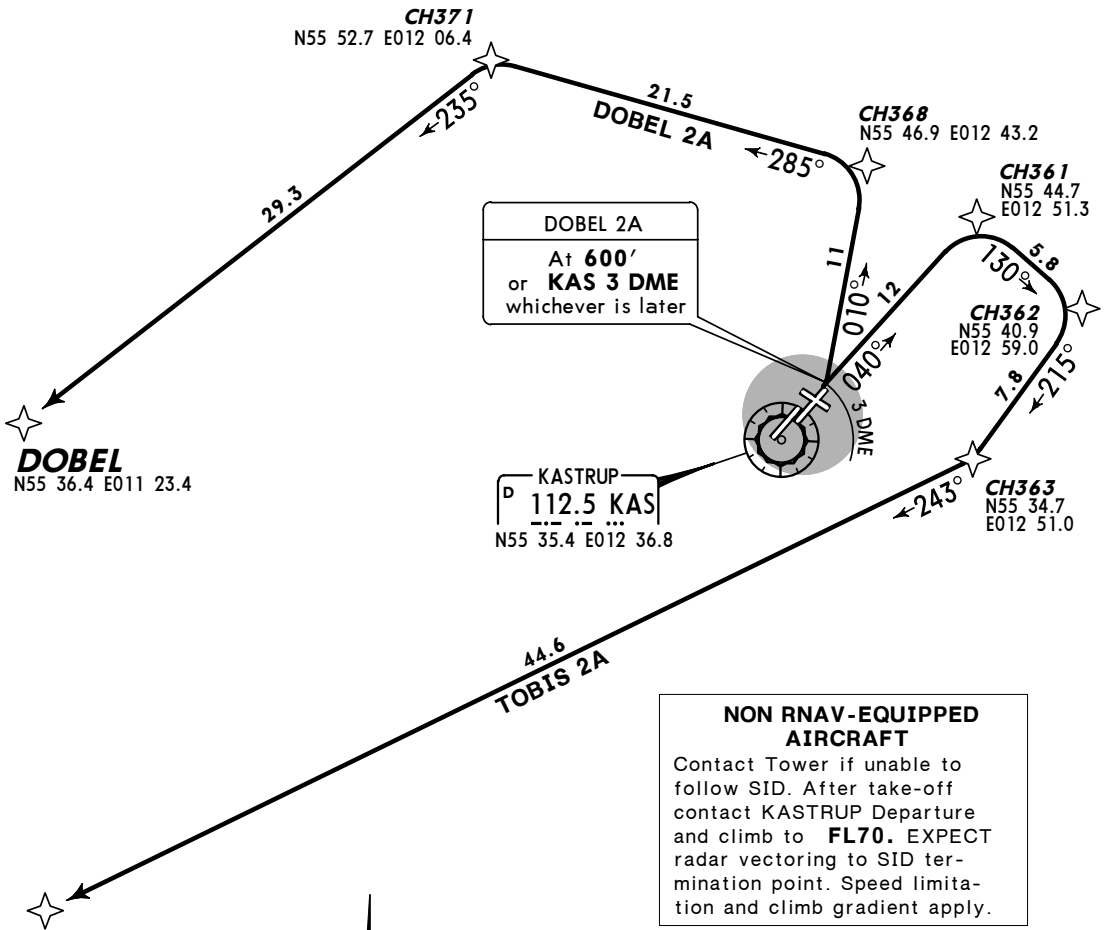
DOBEL 2A *[DOBE2A]*, TOBIS 2A *[TOBI2A]*
RWYS 04L/R RNAV DEPARTURES
TO WEST

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

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

SPEED: MAX 250 KT AT OR BELOW FL70





NON RNAV-EQUIPPED AIRCRAFT

Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to **FL70.** EXPECT radar vectoring to SID termination point. 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 **FL70** or as requested if lower

SID	ROUTING
DOBEL 2A	Climb on 040° track to **600′** or KAS 3 DME, whichever is later, turn LEFT, 010° track to **1700′ -** CH368 - CH371 - DOBEL.
TOBIS 2A JET ONLY	Climb on 040° track to **1700′ -** CH361 - CH362 - CH363 - TOBIS.

CHANGES: See other side.

KASTRUP Departure (R)		Apt Elev	
DOBEL 3B, 2C: **120.25**	TOBIS 2B, 2C: **124.97**	*Apt Elev* 17′	

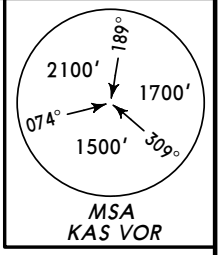
Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. Conventional navigation to 1700′ (Rwy 12)/1500′ (Rwys 22L/R) (MSA). **2.** After take-off remain on KASTRUP Tower freq until 1000′, then contact KASTRUP Departure. **3.** Radar vectoring will normally be provided by KASTRUP Departure 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 KAS R-078 (Rwy 12)/KAS 2 DME (LARSO/RUBAT) (Rwys 22L/R).

DOBEL 3B *[DOBE3B]*, DOBEL 2C *[DOBE2C]*
TOBIS 2B *[TOBI2B]*, TOBIS 2C *[TOBI2C]*
RWYS 12, 22L/R RNAV DEPARTURES

TO WEST

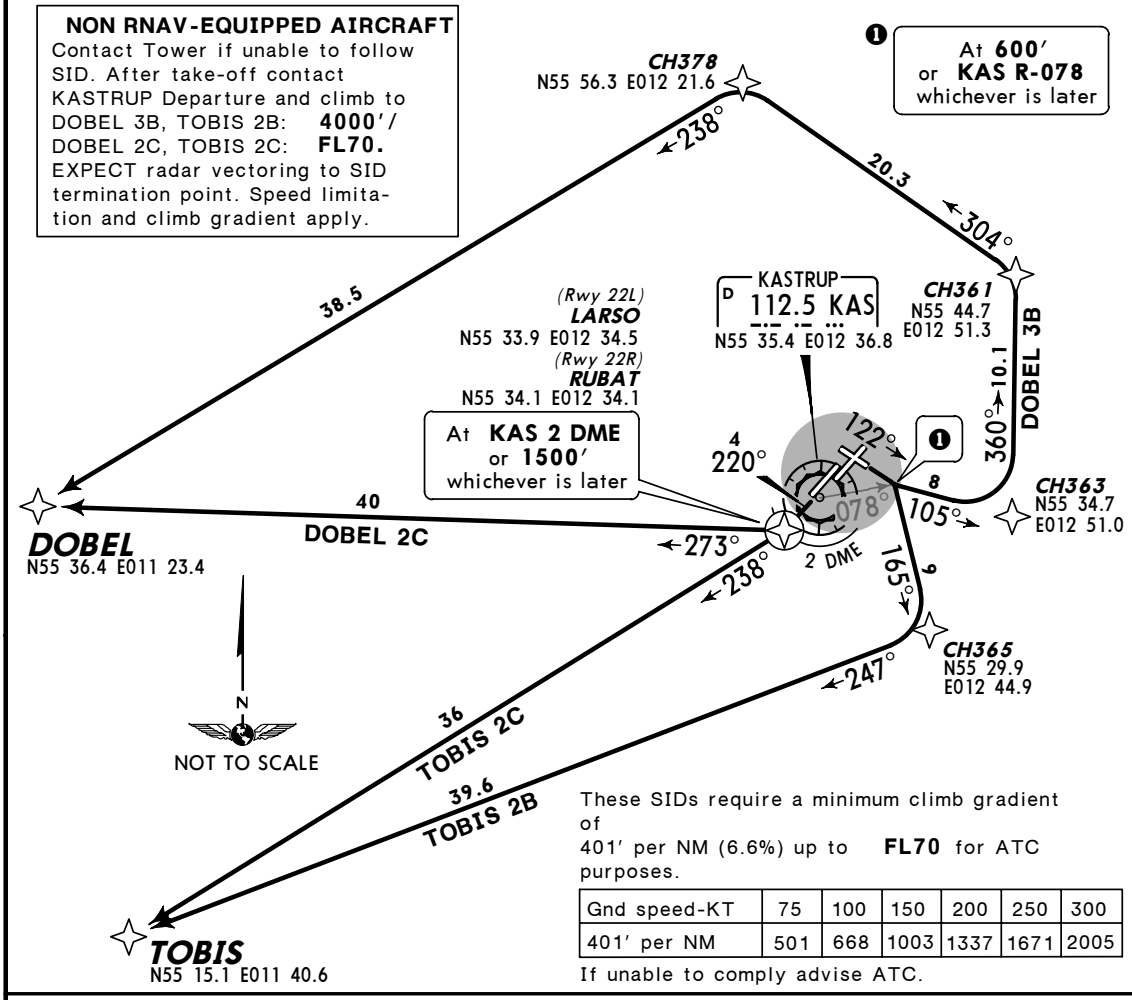
FOR RNAV SIDS RWY 30 REFER TO CHART 10-3H

SPEED: MAX 250 KT AT OR BELOW FL70



MSA
KAS VOR

NON RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to DOBEL 3B, TOBIS 2B: **4000′**/ DOBEL 2C, TOBIS 2C: **FL70.** EXPECT radar vectoring to SID termination point. 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

DOBEL 3B, TOBIS 2B: **4000′**

DOBEL 2C, TOBIS 2C: **FL70** or as requested if lower

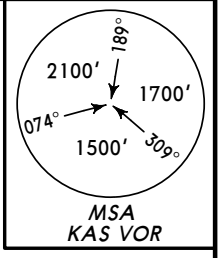
SID	RWY	ROUTING
DOBEL 3B	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn LEFT, 105° track to **1700′ -** CH363 - CH361 - CH378 - DOBEL.
DOBEL 2C	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT or **1500′,** whichever is later - DOBEL.
TOBIS 2B JET ONLY	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn RIGHT, 165° track to **1700′ -** CH365 - TOBIS.
TOBIS 2C JET ONLY	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT or **1500′,** whichever is later - TOBIS.

CHANGES: Non RNAV-equipped aircraft.

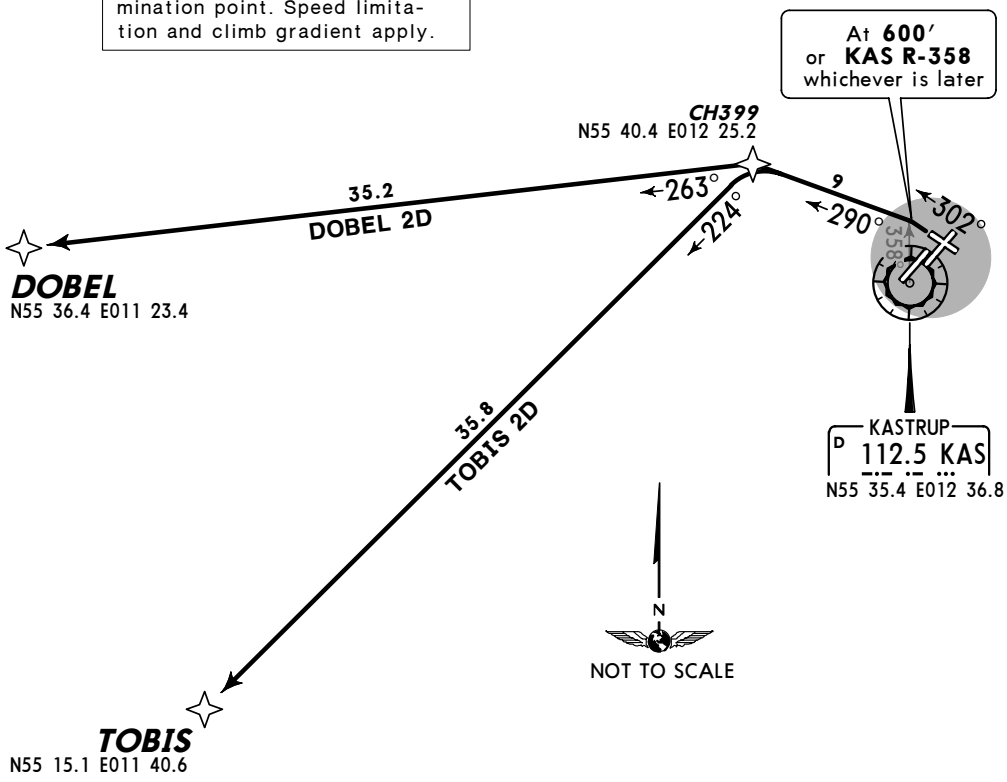
KASTRUP Departure (R)		Apt Elev	
DOBEL 2D: **120.25**	TOBIS 2D: **124.97**	*Apt Elev* 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. Conventional navigation to 2100′ (MSA). **2.** After take-off remain on KASTRUP Tower freq until 1000′, then contact KASTRUP Departure. **3.** 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 KAS R-358.

DOBEL 2D *[DOBE2D]*, TOBIS 2D *[TOBI2D]*
RWY 30 RNAV DEPARTURES
TO WEST

SPEED: MAX 250 KT AT OR BELOW FL70



NON 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. 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 2D	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn LEFT, 290° track to **2100′ -** CH399 - DOBEL.
TOBIS 2D JET ONLY	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn LEFT, 290° track to **2100′ -** CH399 - TOBIS.

CHANGES: Non RNAV-equipped aircraft.

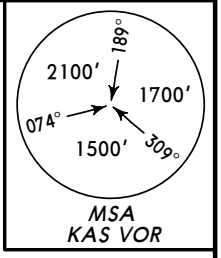
KASTRUP Departure (R) 120.25	Apt Elev 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. Conventional navigation to 1700′ (MSA). **2.** After take-off remain on KASTRUP Tower freq until 1000′, then contact KASTRUP Departure. **3.** Radar vectoring will normally be provided 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 KAS R-078.

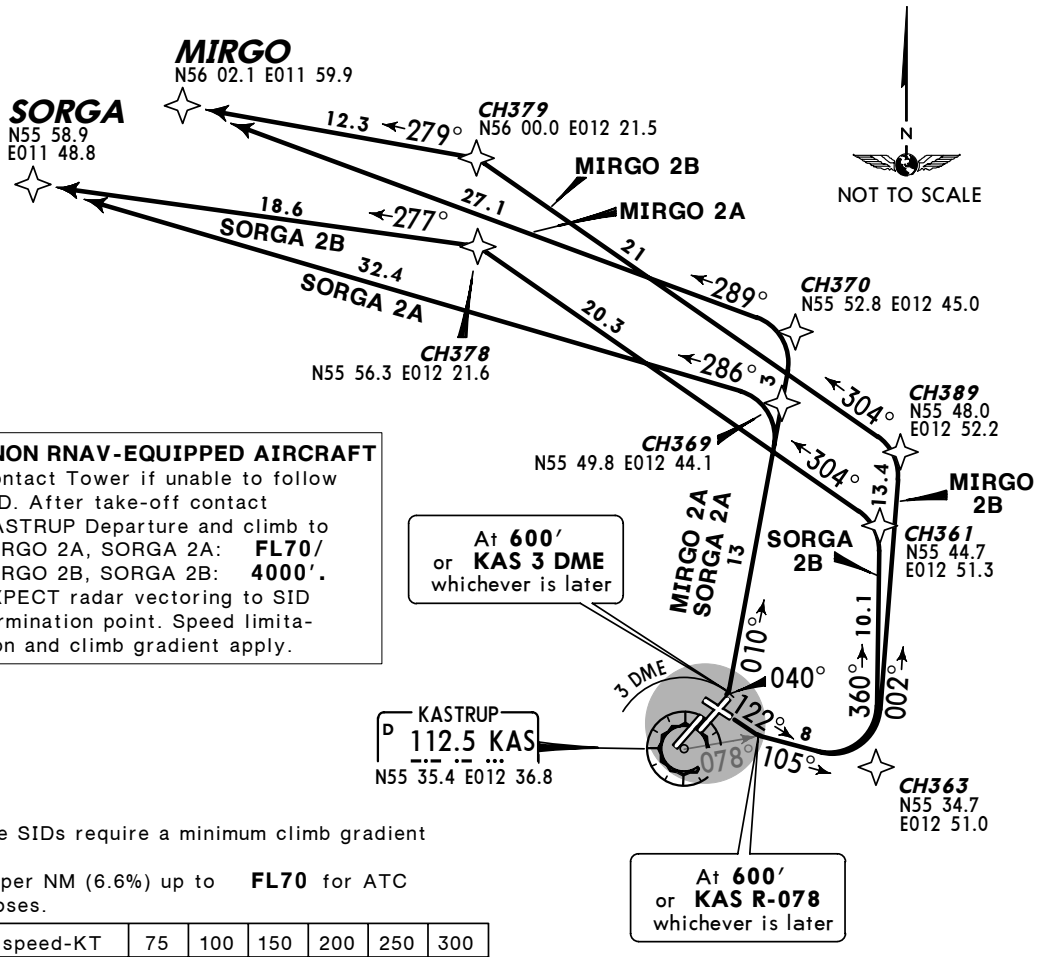
MIRGO 2A *[MIRG2A]*, MIRGO 2B *[MIRG2B]* SORGA 2A *[SORG2A]*, SORGA 2B *[SORG2B]* RWYS 04L/R, 12 RNAV DEPARTURES

TO NORTHWEST

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

SPEED: MAX 250 KT AT OR BELOW FL70





NON RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to MIRGO 2A, SORGA 2A: **FL70**/ MIRGO 2B, SORGA 2B: **4000′.** EXPECT radar vectoring to SID termination point. 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

MIRGO 2A, SORGA 2A: **FL70** or as requested if lower

MIRGO 2B, SORGA 2B: **4000′**

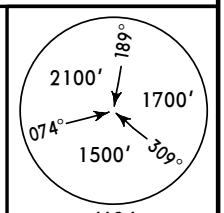
SID	RWY	ROUTING
MIRGO 2A PROP ONLY	**04L/R**	Climb on 040° track to **600′** or KAS 3 DME, whichever is later, turn LEFT, 010° track to **1700′ -** CH370 - MIRGO.
MIRGO 2B PROP ONLY	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn LEFT, 105° track to **1700′ -** CH363 - CH389 - CH379 - MIRGO.
SORGA 2A JET ONLY	**04L/R**	Climb on 040° track to **600′** or KAS 3 DME, whichever is later, turn LEFT, 010° track to **1700′ -** CH369 - SORGA.
SORGA 2B JET ONLY	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn LEFT, 105° track to **1700′ -** CH363 - CH361 - CH378 - SORGA.

CHANGES: Non RNAV-equipped aircraft.

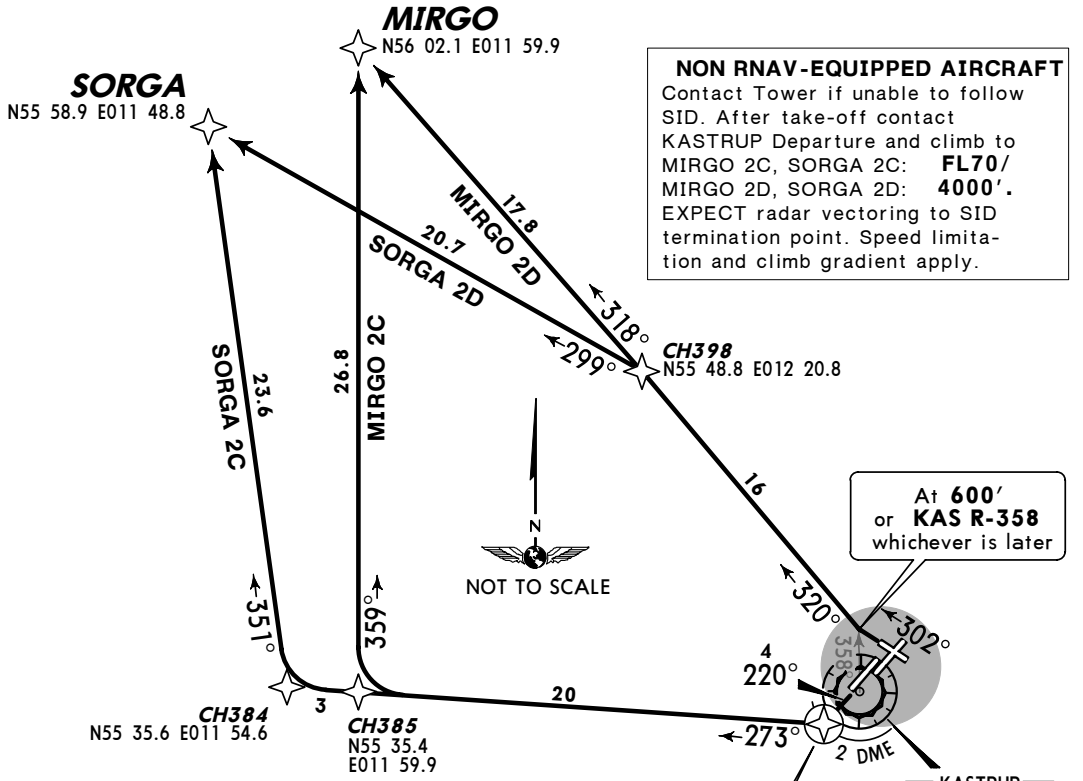
KASTRUP Departure (R) **120.25**	*Apt Elev* 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. Conventional navigation to 1500′ (Rwys 22L/R)/ 2100′ (Rwy 30) (MSA). **2.** After take-off remain on KASTRUP Tower freq until 1000′, then contact KASTRUP Departure. **3.** Radar vectoring 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)/ KAS R-358 (Rwy 30).

MIRGO 2C *[MIRG2C]*, MIRGO 2D *[MIRG2D]*
SORGA 2C *[SORG2C]*, SORGA 2D *[SORG2D]*
RWYS 22L/R, 30 RNAV DEPARTURES
TO NORTHWEST

SPEED: MAX 250 KT AT OR BELOW FL70



MSA
KAS VOR



NON RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to MIRGO 2C, SORGA 2C: **FL70**/ MIRGO 2D, SORGA 2D: **4000′.** EXPECT radar vectoring to SID termination point. 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
MIRGO 2C, SORGA 2C: **FL70** or as requested if lower
MIRGO 2D, SORGA 2D: **4000′**

SID	RWY	ROUTING
MIRGO 2C PROP ONLY	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT) or **1500′,** whichever is later - CH385 - MIRGO.
MIRGO 2D PROP ONLY	**30**	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn RIGHT, 320° track to **2100′ -** CH398 - MIRGO.
SORGA 2C JET ONLY	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT) or **1500′,** whichever is later - CH384 - SORGA.
SORGA 2D JET ONLY	**30**	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn RIGHT, 320° track to **2100′ -** CH398 - SORGA.

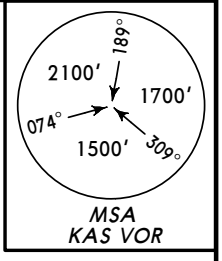
CHANGES: Non RNAV-equipped aircraft.

KASTRUP Departure (R) **120.25**	*Apt Elev* 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. 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 KAS R-078.

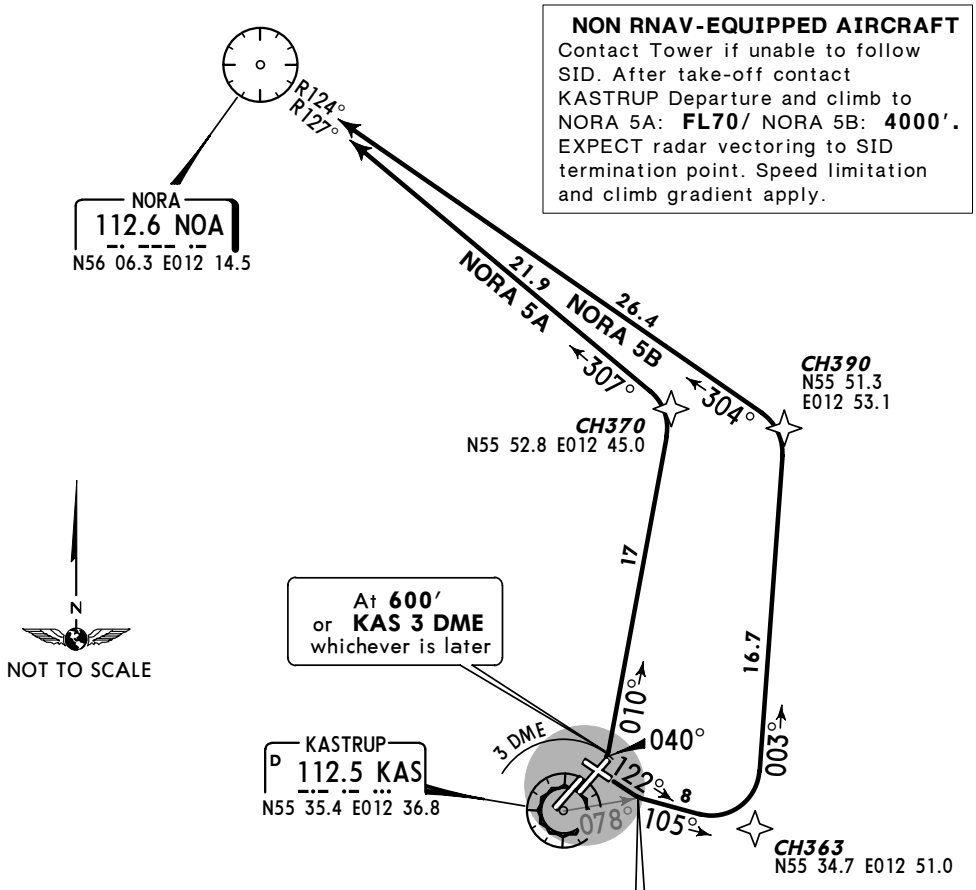
NORA 5A, NORA 5B
RWYS 04L/R, 12 RNAV DEPARTURES
TO NORTHWEST

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

SPEED: MAX 250 KT AT OR BELOW FL70



NON RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to NORA 5A: **FL70**/ NORA 5B: **4000′.** EXPECT radar vectoring to SID termination point. 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.

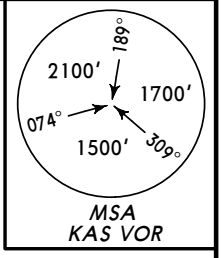
Initial climb clearance
NORA 5A: **FL70** or as requested if lower
NORA 5B: **4000′**

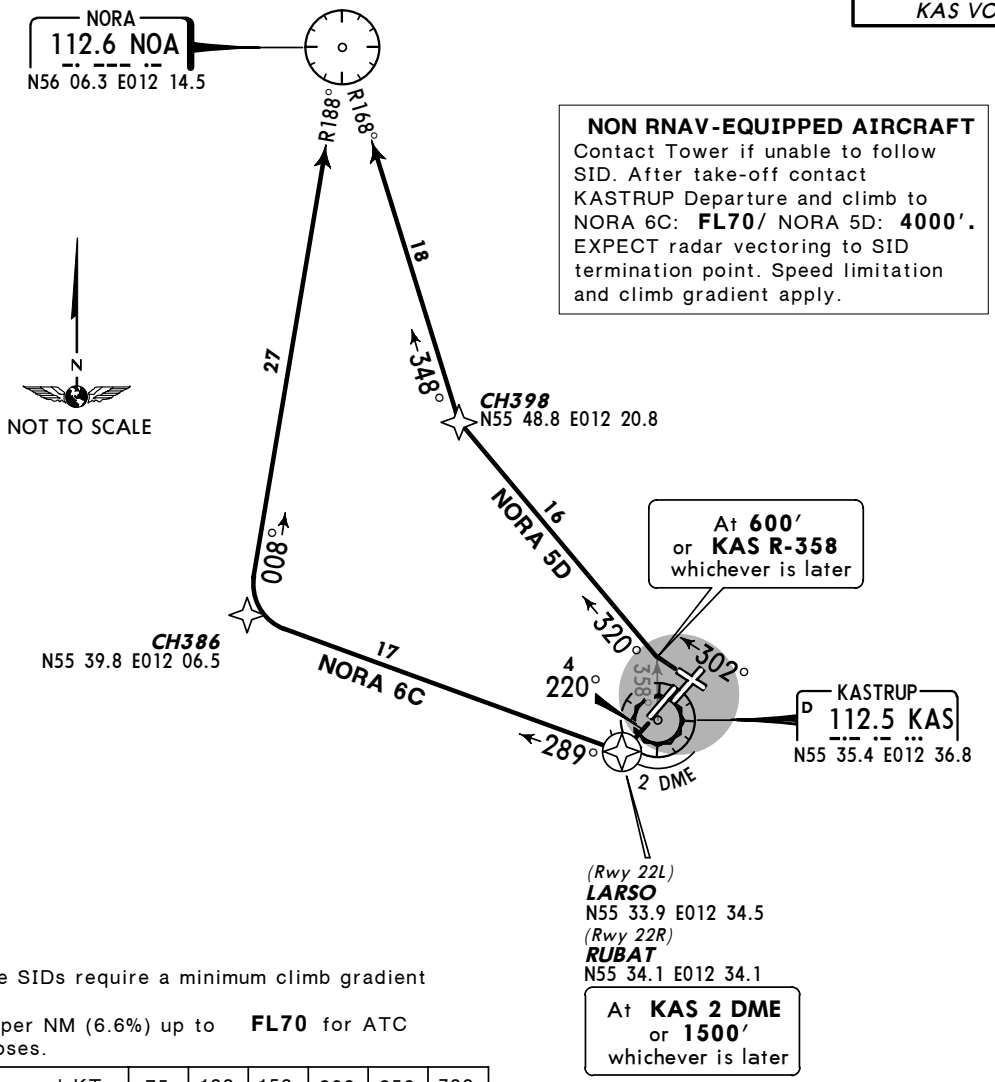
SID	RWY	ROUTING
NORA 5A	**04L/R**	Climb on 040° track to **600′** or KAS 3 DME, whichever is later, turn LEFT, 010° track to **1700′ -** CH370 - NOA.
NORA 5B	**12**	Climb on 122° track to **600′** or KAS R-078, whichever is later, turn LEFT, 105° track to **1700′ -** CH363 - CH390 - NOA.

CHANGES: Non RNAV-equipped aircraft.

KASTRUP Departure (R) **120.25**	*Apt Elev* 17′	Trans level: By ATC Trans alt: 5000′ **1.** P-RNAV approval not required. 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)/ KAS R-358 (Rwy 30).

NORA 6C, NORA 5D
RWYS 22L/R, 30 RNAV DEPARTURES
TO NORTHWEST
SPEED: MAX 250 KT AT OR BELOW FL70





NON RNAV-EQUIPPED AIRCRAFT
Contact Tower if unable to follow SID. After take-off contact KASTRUP Departure and climb to NORA 6C: **FL70**/ NORA 5D: **4000′.** EXPECT radar vectoring to SID termination point. 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.

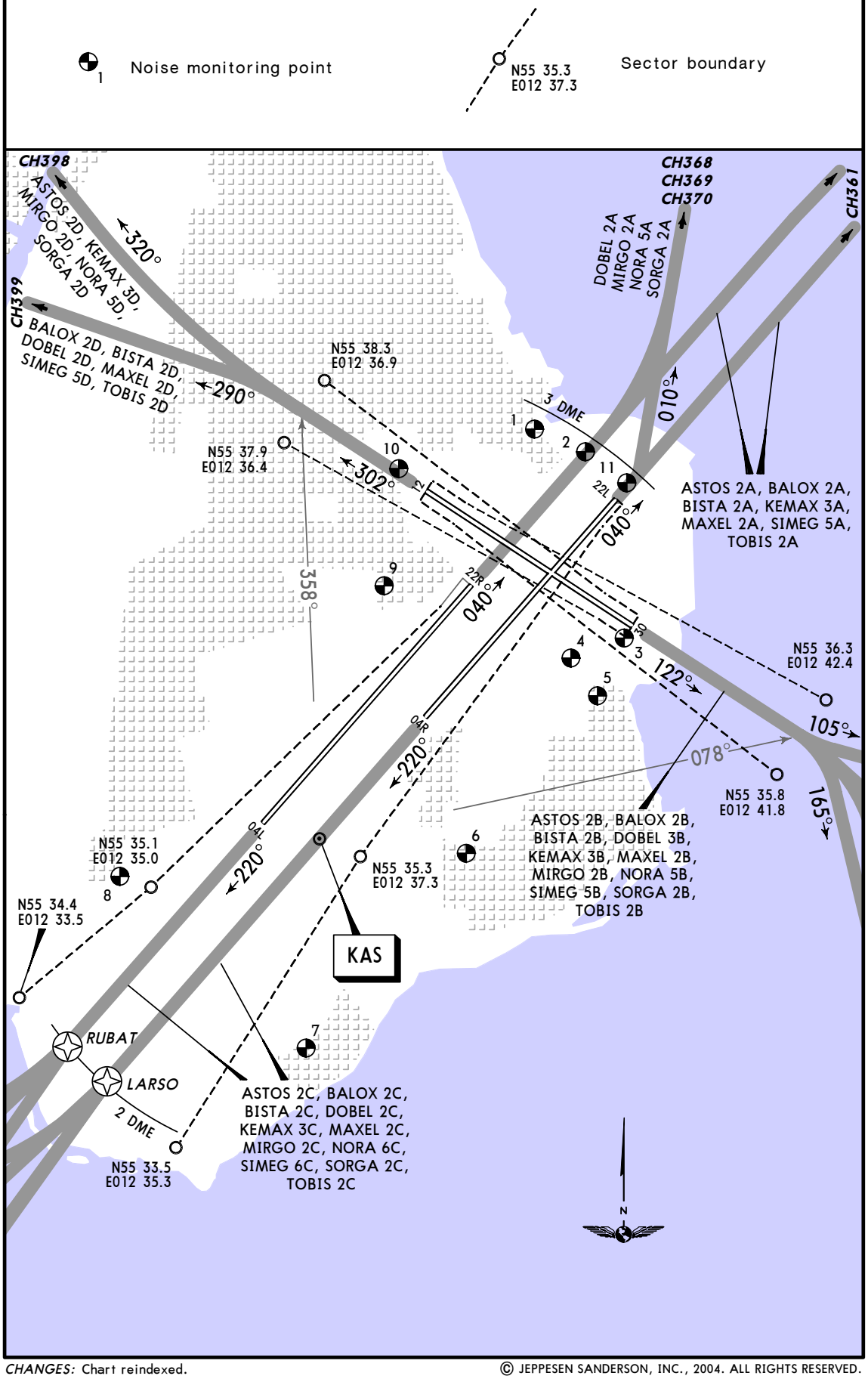
Initial climb clearance
NORA 6C: **FL70** or as requested if lower
NORA 5D: **4000′**

SID	RWY	ROUTING
NORA 6C	**22L/R**	Climb on 220° track to KAS 2 DME (LARSO/RUBAT) or **1500′,** whichever is later - CH386 - NOA.
NORA 5D	**30**	Climb on 302° track to **600′** or KAS R-358, whichever is later, turn RIGHT, 320° track to **2100′ -** CH398 - NOA.

CHANGES: Non RNAV-equipped aircraft.

Apt Elev 17'

NOISE ABATEMENT PROCEDURES

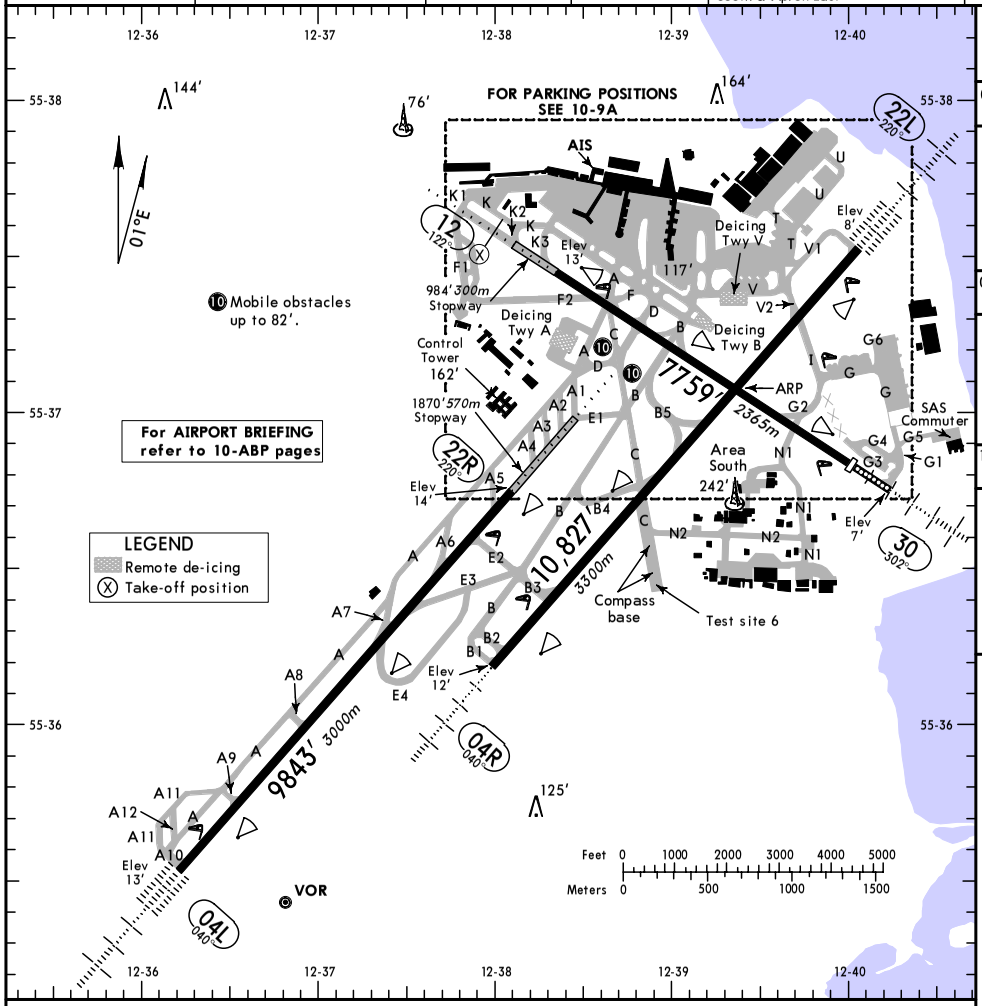


CHANGES: Chart reindexed.

EKCH/CPH

Apt Elev **17′**
N55 37.1 E012 39.4

D-ATIS Departure	KASTRUP Tower (C)	*Ground	Ground		KASTRUP Tower				KASTRUP Departure (R)	
122.85	119.9	121.72	Arrival 121.6	Departure except Area South & Apron East 121.9	118.1	Departure Area South & Apron East 118.7	Acft on maneuvering area 119.35	Departing acft 118.57	120.25	124.97



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) ❷ RVR		8904′ 2714m	❸	148′ 45m
22R	HIRL (60m) CL (15m) HIALS REIL PAPI-R (3.0°) RVR		8748′ 2666m		

❶ Antiskid layer. ❷ HST-E3, A6, A7
❸ TAKE-OFF RUN AVAILABLE

RWY 04L:
From twy A10 int 9843′ (3000m)
twy E4 int 4216′ (1285m)

RWY 22R:
From twy A1/E1 int 11,811′ (3600m)
twy A2 int 11,483′ (3500m)
twy A3 int 11,073′ (3375m)
twy A4 int 10,646′ (3245m)
twy A5 int 9514′ (2900m)

04R	HIRL (30m) CL (15m) HIALS PAPI-L (3.0°) RVR		9787′ 2983m	❻	148′ 45m
22L	HIRL (30m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) ❺ RVR		9774′ 2979m		

❹ Antiskid layer ❺ HST-B4
❻ TAKE-OFF RUN AVAILABLE

RWY 04R:
From twy B1 int 10,827′ (3300m)
twy B2 int 10,515′ (3205m)
twy B3 int 9170′ (2795m)
twy B4/C int 6365′ (1940m)

RWY 22L:
From twy V1 int 10,827′ (3300m)
twy V2 int 9088′ (2770m)

12	HIRL (30m) HIALS REIL PAPI-R (3.0°) RVR		6824′ 2080m	❾	148′ 45m
30	HIRL (30m) HIALS PAPI-L (3.0°) RVR	❽7858′ 2395m	❽6923′ 2110m		

❼ Antiskid layer.
❽ Includes Stopway rwy 30.
❾ TAKE-OFF RUN AVAILABLE

RWY 12:
From posn X 9186′ (2800m)
twy K2 int 8842′ (2695m)
twy K3 int 8153′ (2485m)
twy D int 5906′ (1800m)

RWY 30:
From twy G1 int 7759′ (2365m)

JAR-OPS

TAKE-OFF ❶

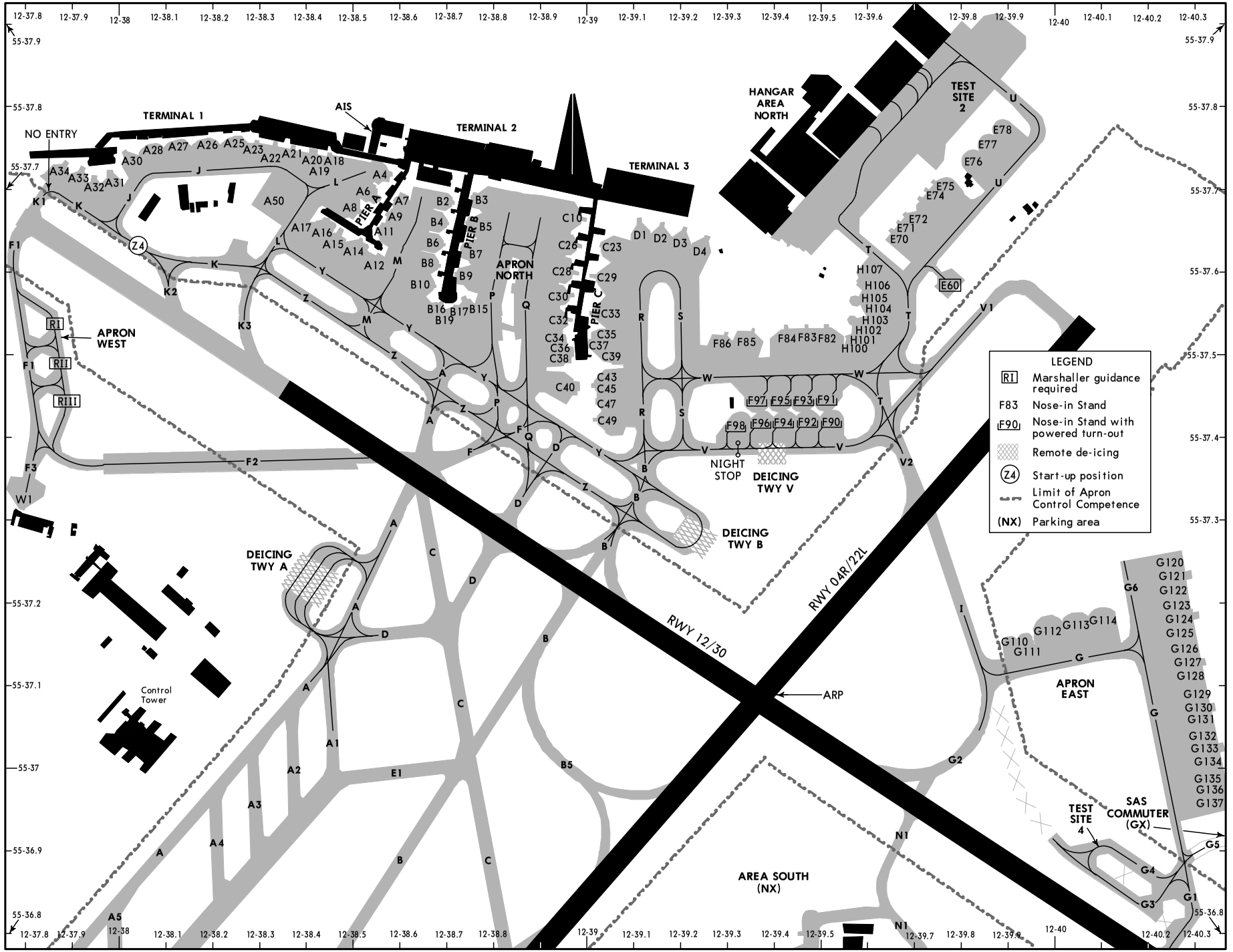
	Rwy 04L/R, 22L/R LVP must be in Force			All Rwys LVP must be in Force		
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Communications. Notes. Holding position withdrawn.

COPENHAGEN, DENMARK
KASTRUP

JEPPESEN 12 NOV 04 (10-9A) Eff 25 Nov



CHANGES: Stands. Apron designations. Note. Holding positions.

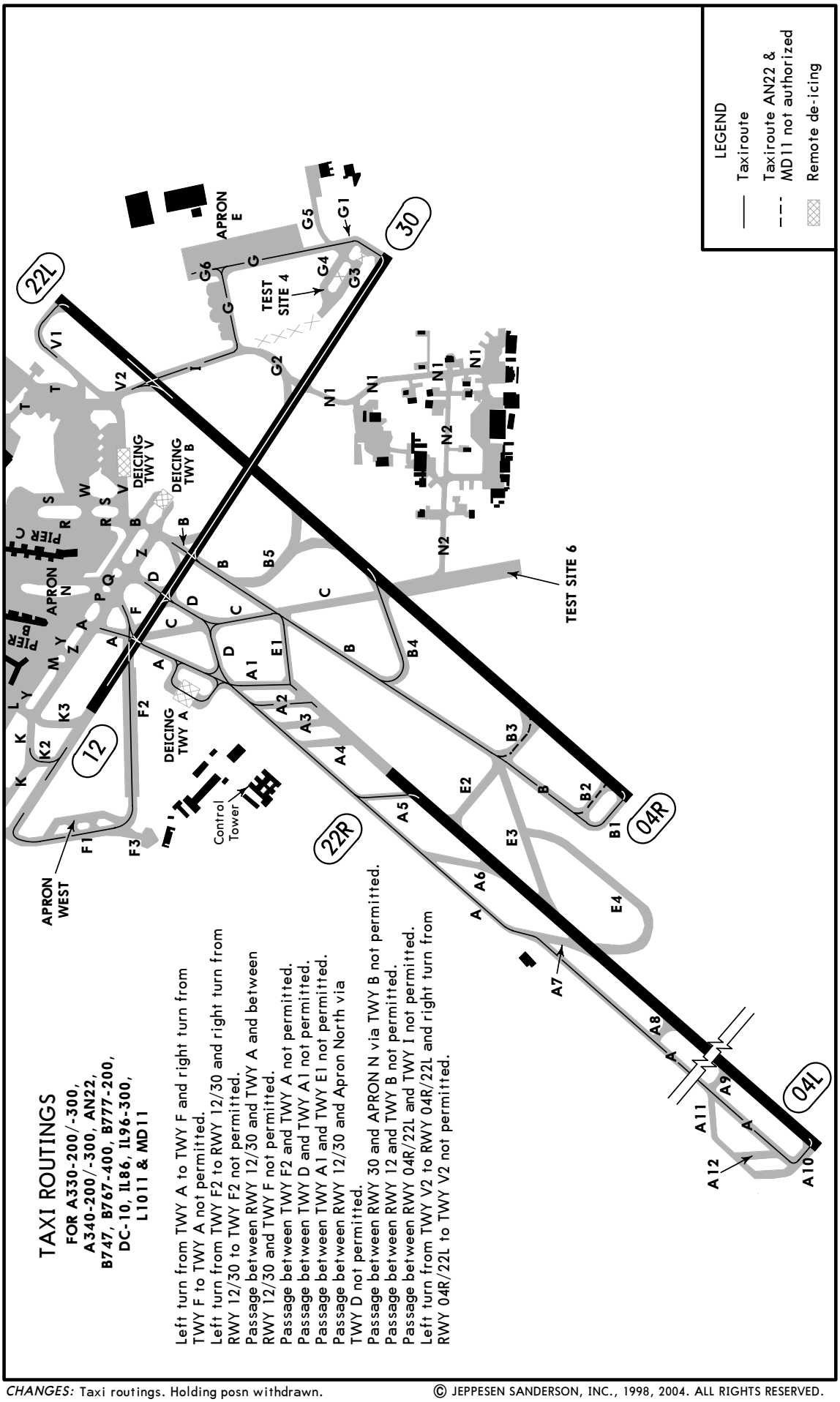
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
	APRON N		**APRON E**
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		**APRON W**
A27, A28	N55 37.7 E012 38.1	R I, R II	N55 37.5 E012 37.9
A30, A31	N55 37.7 E012 38.0	R III	N55 37.4 E012 37.9
A32 thru A34	N55 37.7 E012 37.9	W1	N55 37.3 E012 37.8
A50	N55 37.7 E012 38.3		
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		

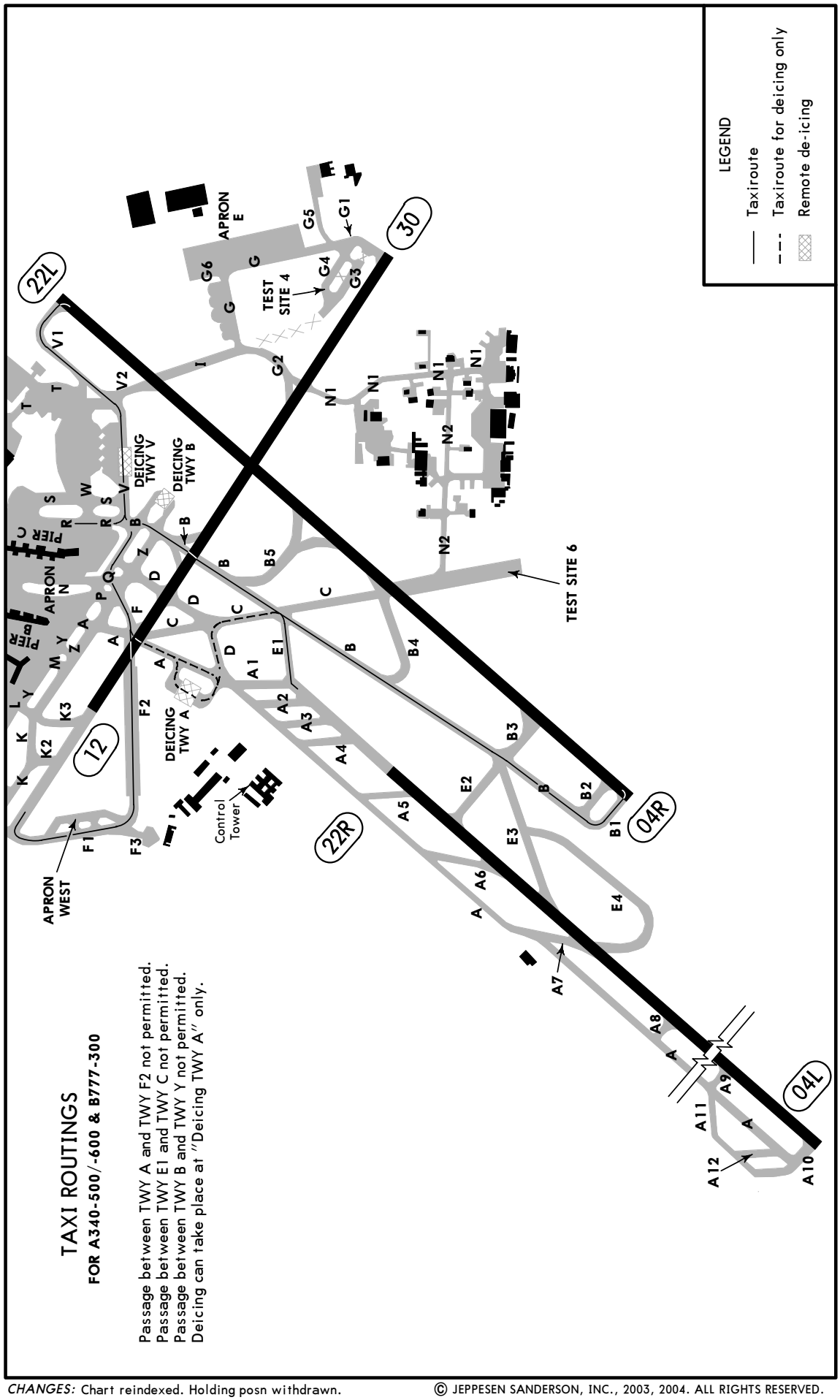
CHANGES: Stands. Coordinates.

EKCH/CPH JEPPESEN COPENHAGEN, DENMARK

12 NOV 04 (10-9C) Eff 25 Nov KASTRUP



CHANGES: Taxi routings. Holding posn withdrawn.

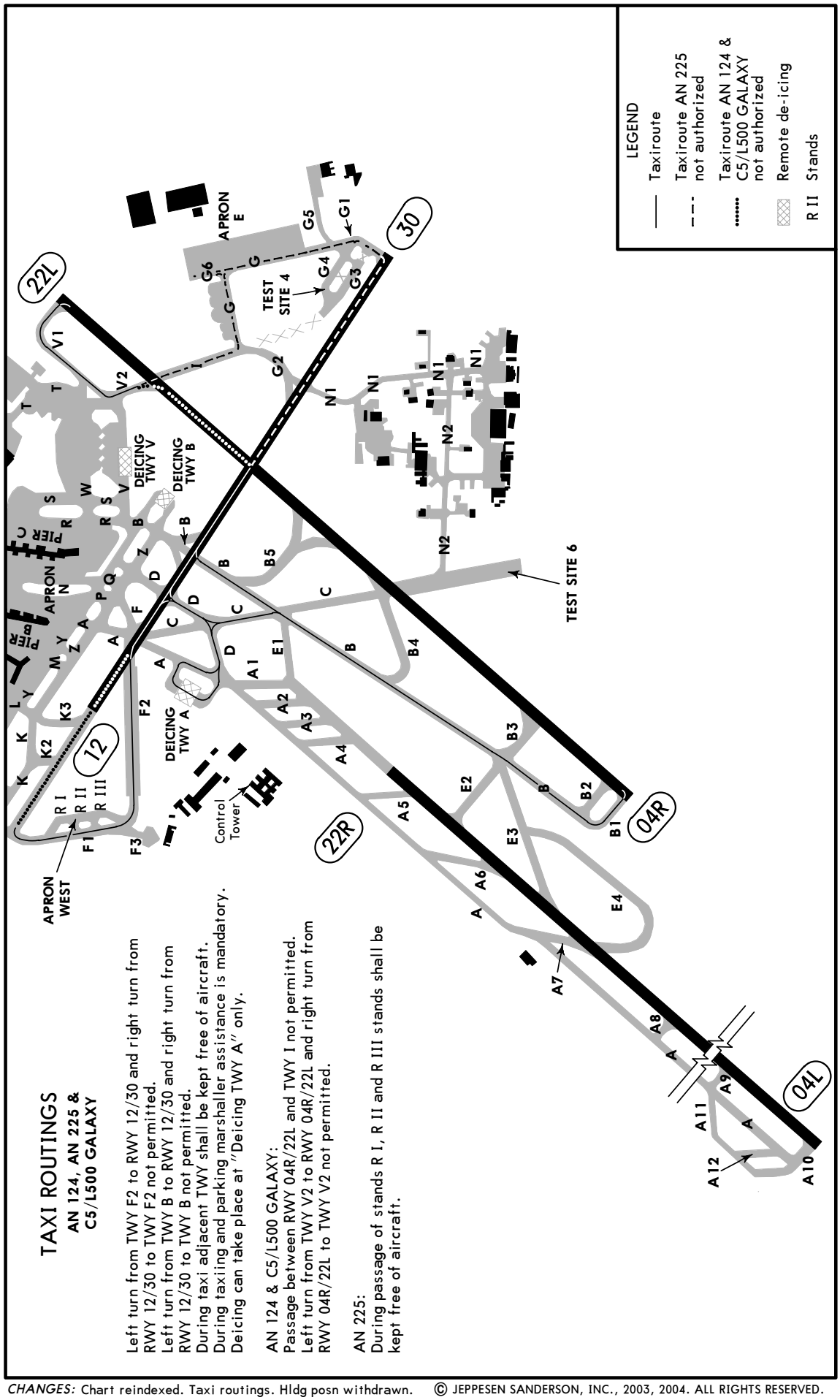


CHANGES: Chart reindexed. Holding posn withdrawn.

EKCH/CPH JEPPESEN COPENHAGEN, DENMARK

12 NOV 04 (10-9E) Eff 25 Nov

KASTRUP



TAXI ROUTINGS

AN 124, AN 225 & C5/L500 GALAXY

Left turn from TWY F2 to RWY 12/30 and right turn from RWY 12/30 to TWY F2 not permitted.
Left turn from TWY B to RWY 12/30 and right turn from RWY 12/30 to TWY B not permitted.
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.

AN 124 & C5/L500 GALAXY:
Passage between RWY 04R/22L and TWY I not permitted.
Left turn from TWY V2 to RWY 04R/22L and right turn from RWY 04R/22L to TWY V2 not permitted.

AN 225:
During passage of stands R I, R II and R III stands shall be kept free of aircraft.

CHANGES: Chart reindexed. Taxi routings. Hldg posn withdrawn.

DOCKING GUIDANCE SYSTEMS

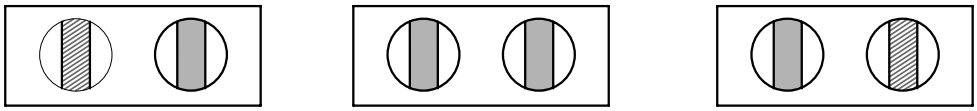
GENERAL

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, RI , RII and RIII.

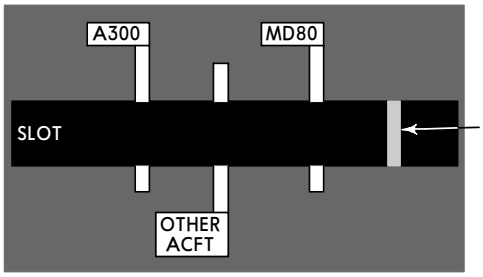
AGNIS - Azimuth Guidance Nose-In System

AGNIS Indications:



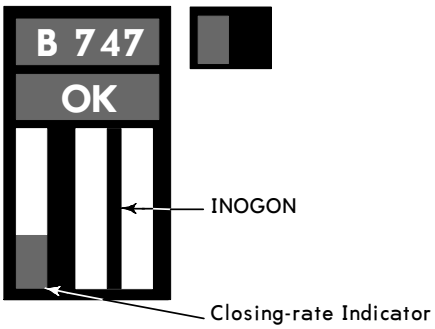
AGNIS must be used from left-hand cockpit seat only.
The seat must be in neutral position.

PAPA - Parallax Aircraft Parking Aid



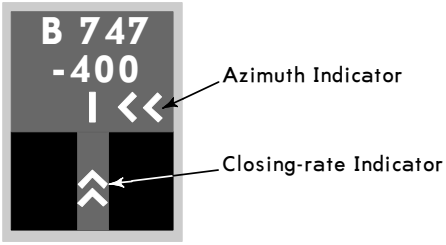
Stop when the appropriate acft type marking on the PAPA front plate is aligned with the rear light-tube.
When AGNIS/PAPA are switched off, stand is not cleared for entry.

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.

CHANGES: Docking guidance systems.

EKCH KASTRUP

JEPPESEN 27 OCT 00 Eff 2 Nov (11-1)

COPENHAGEN, DENMARK
ILS DME Rwy 04L

ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower
122.75	118.45	119.8	119.1	118.1 119.9 119.35

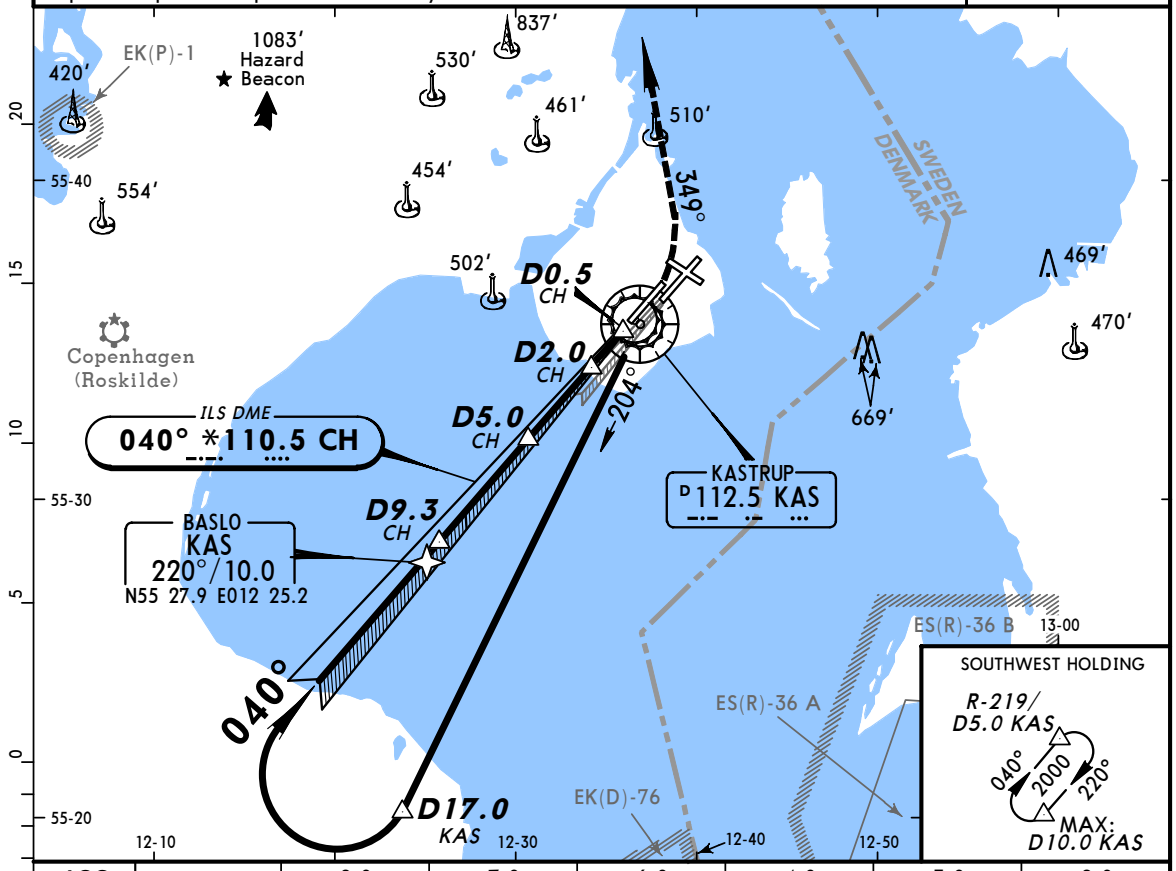
BRIEFING STRIP™

LOC CH	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
*110.5	040°	D5.0 CH 1600′ (1587′)	Refer to Minimums	RWY 13′

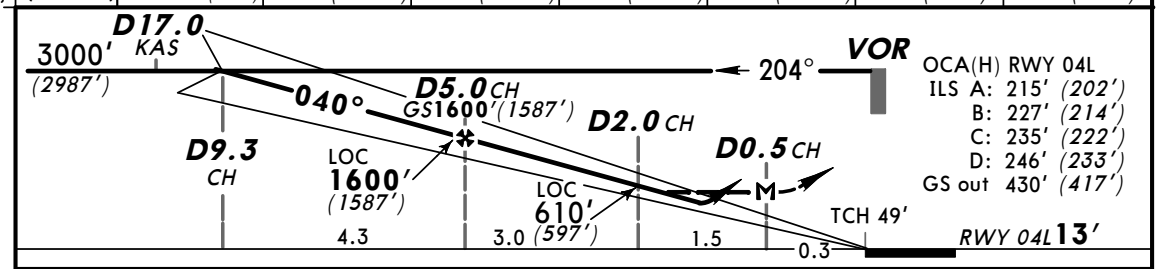
MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT onto 349° climbing to 3000′ and inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′(4987′)
Dependent parallel apch auth with rwy 04R. For further instructions refer to 10-9.

MSA KAS VOR
2100′ 1700′ 1500′ 189° 074° 309°



LOC (GS out)	CH DME	8.0	7.0	6.0	4.0	3.0	2.0
	ALTITUDE (HAT)	2580′ (2567′)	2260′ (2247′)	1940′ (1927′)	1300′ (1287′)	980′ (967′)	660′ (647′)



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
MAP at D0.5 CH						

HIALS PAPI

500′ 349° LT 3000′

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 04L

DA(H) ILS	A: 215′(202′) B: 227′(214′)	C: 235′(222′) D: 246′(233′)
MDA(H) LOC (GS out)	430′ (417′)	

	FULL	ALS out	LOC (GS out)	ALS out
A	RVR 600m	RVR 1000m	RVR 900m	RVR 1500m
B				
C			RVR 1000m	RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12

Max Kts	MDA(H)	VIS
100	480′ (463′)	1500m
135	520′ (503′)	1600m
180	1 780′ (763′)	2400m
205	1 780′ (763′)	3600m

CHANGES: Procedure. New chart format.

EKCH KASTRUP

JEPPESEN

27 OCT 00
Eff 2 Nov

11-1A

COPENHAGEN, DENMARK
CAT II ILS DME Rwy 04L

ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower
122.75	118.45	119.8	119.1	118.1 119.9 119.35

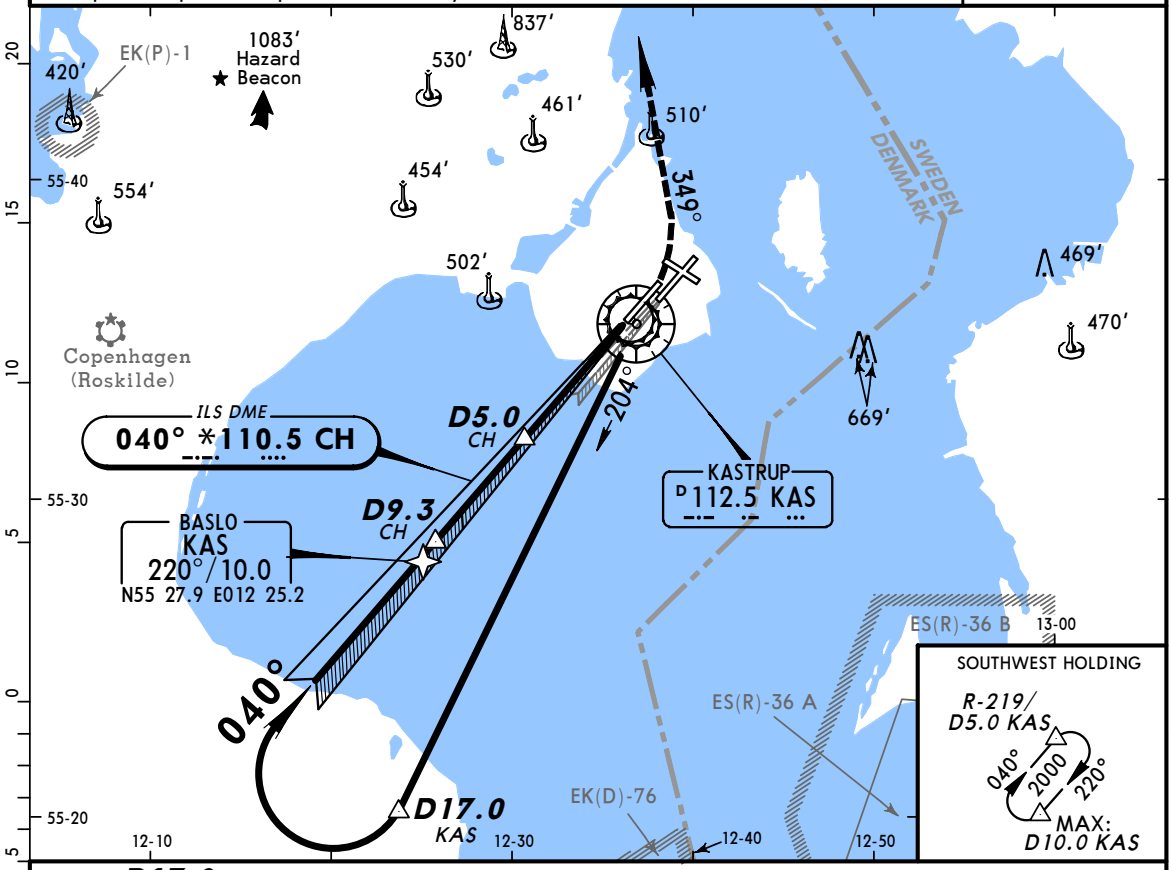
BRIEFING STRIP™

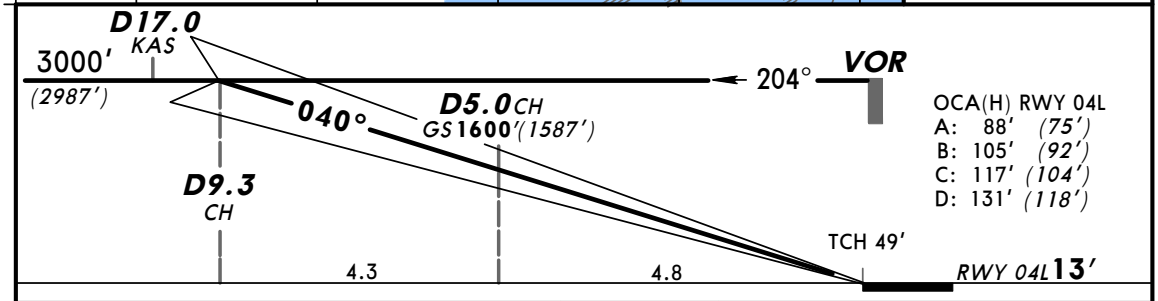
LOC CH	Final Apch Crs	GS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 17′
*110.5	040°	D5.0 CH 1600′ (1587′)		RWY 13′

MISSED APCH: Climb STRAIGHT AHEAD to 500′, then turn LEFT onto 349° climbing to 3000′ and inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′(4987′)
1. Special Aircrew & Aircraft Certification Required.
2. Dependent parallel apch auth with rwy 04R. For further instructions refer to 10-9.

MSA
KAS VOR
189°
2100′
1700′
074°
309°
1500′





OCA(H) RWY 04L
A: 88′ (75′)
B: 105′ (92′)
C: 117′ (104′)
D: 131′ (118′)

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

HIALS
PAPI

500′ | 349° LT | 3000′

PANS OPS 4

JAR-OPS

STRAIGHT-IN LANDING RWY 04L
CAT II ILS

AB	C	D
RA 102′	RA 106′	RA 120′
DA(H) 113′(100′)	DA(H) 117′(104′)	DA(H) 131′(118′)

RVR 300m 1

1 Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

CHANGES: Procedure. New chart format.

EKCH KASTRUP

JEPPESEN

27 OCT 00
Eff 2 Nov

(11-2)

COPENHAGEN, DENMARK
ILS Rwy 04R

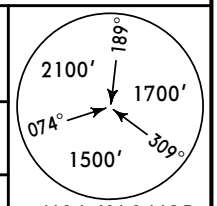
ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower
122.75	118.45	119.8	119.1	118.1 119.9 119.35

BRIEFING STRIP

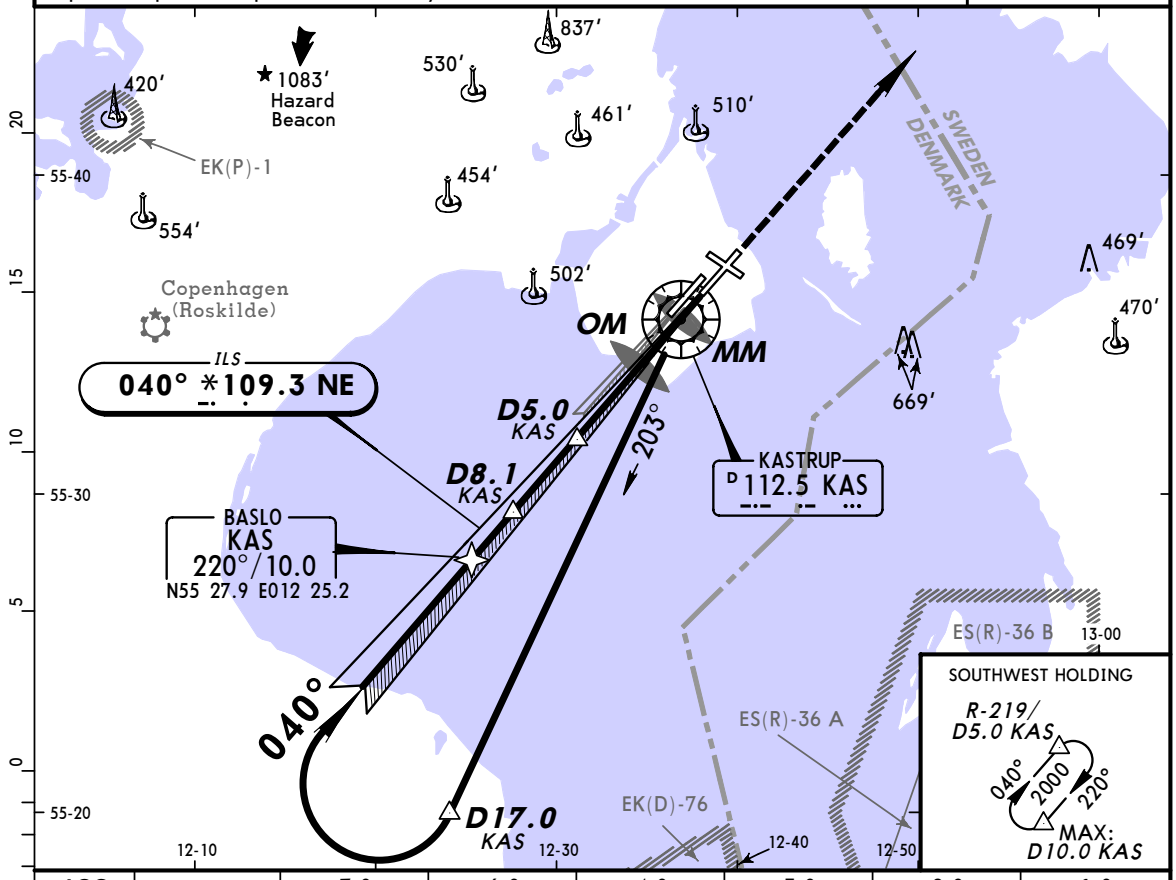
LOC	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 17′
NE *109.3	040°	1020′ (1008′)	Refer to Minimums	RWY 12′

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

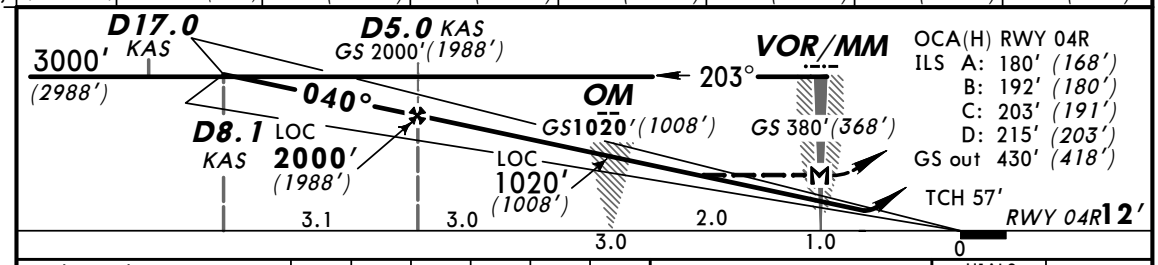
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′(4988′)
Dependent parallel apch auth with rwy 04L. For further instructions refer to 10-9.



MSA KAS VOR



LOC (GS out)	KAS DME	7.0	6.0	4.0	3.0	2.0	1.0
	ALTITUDE (HAT)	2640′ (2628′)	2320′ (2308′)	1680′ (1668′)	1360′ (1348′)	1040′ (1028′)	720′ (708′)



OCA(H) RWY 04R
ILS A: 180′ (168′)
B: 192′ (180′)
C: 203′ (191′)
D: 215′ (203′)
GS out 430′ (418′)

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
MAP at MM/VOR						

HIALS
PAPI

3000′

PANS OPS 4

JAR-OPS

STRAIGHT-IN LANDING RWY 04R

	ILS DA(H)		LOC (GS out) MDA(H)	
	ABC: 212′(200′) D: 215′(203′)		430′ (418′)	
	FULL	ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D	RVR 600m		RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12

Max Kts	MDA(H)	VIS
100	480′ (463′)	1500m
135	520′ (503′)	1600m
180	1 780′ (763′)	2400m
205	1 780′ (763′)	3600m

CHANGES: Procedure. New chart format.

EKCH KASTRUP

JEPPESEN

27 OCT 00 (11-3)
Eff 2 Nov

COPENHAGEN, DENMARK
ILS DME Rwy 12

ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower
122.75	118.45	119.8	119.1	118.1 119.9 119.35

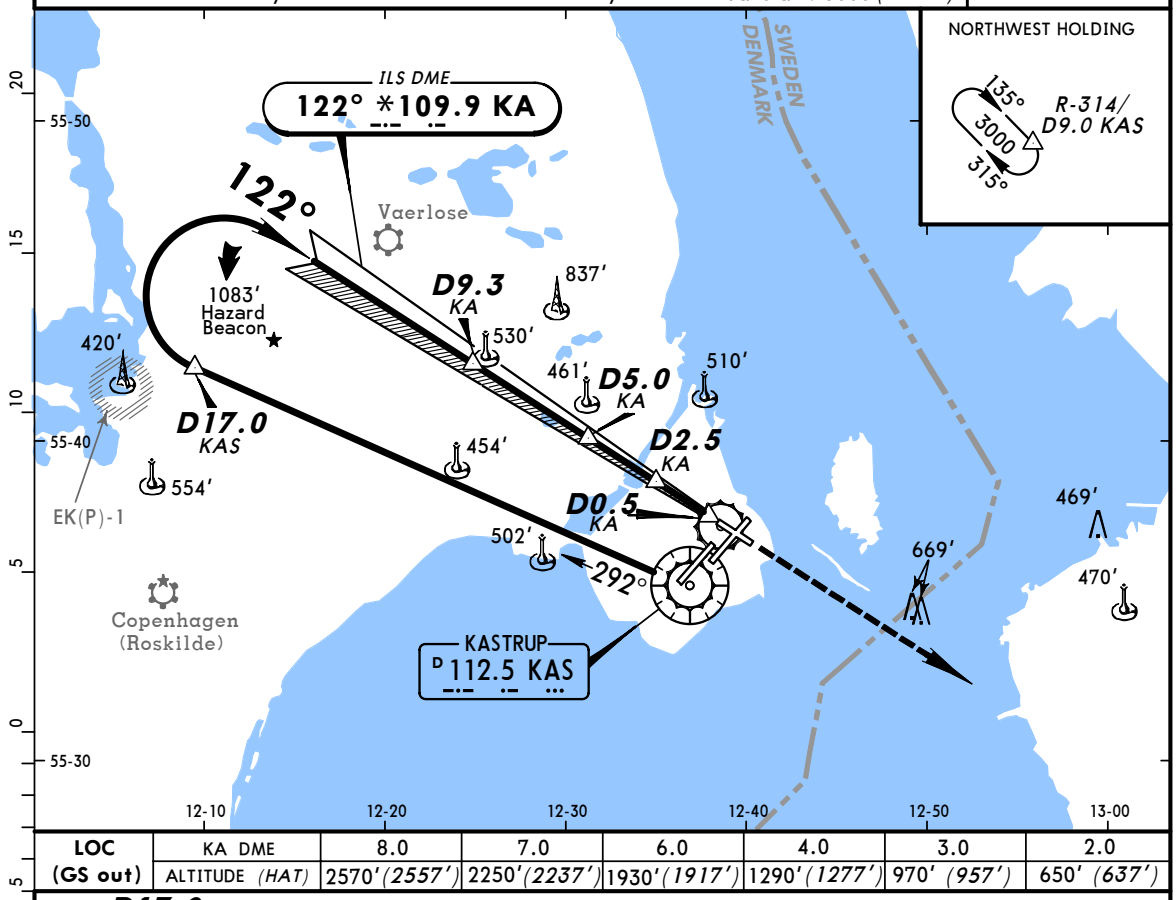
BRIEFING STRIP

LOC KA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
*109.9	122°	D5.0 KA 1600′ (1587′)	Refer to Minimums	RWY 13′

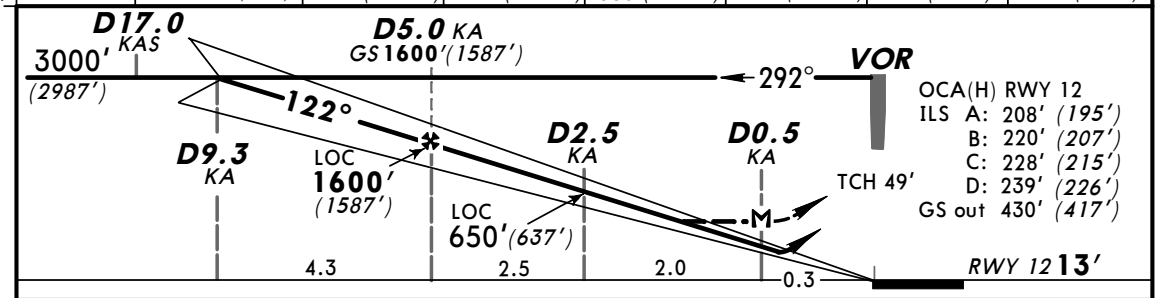
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and inform ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′(4987′)

MSA KAS VOR: 189° 2100′ 1700′ 074° 309° 1500′



LOC (GS out)	KA DME	8.0	7.0	6.0	4.0	3.0	2.0
	ALTITUDE (HAT)	2570′(2557′)	2250′(2237′)	1930′(1917′)	1290′(1277′)	970′ (957′)	650′ (637′)



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
MAP at D0.5 KA						

HIALS
REIL PAPI
3000′

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 12

ILS
DA(H) A: 213′(200′) C: 228′(215′)
B: 220′(207′) D: 239′(226′)

LOC (GS out)
MDA(H) 430′ (417′)

	FULL	ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B	RVR 600m		RVR 1000m	RVR 1800m
C				
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12

Max Kts	MDA(H)	VIS
100	480′ (463′)	1500m
135	520′ (503′)	1600m
180	1 780′ (763′)	2400m
205	1 780′ (763′)	3600m

CHANGES: Chart reindexed. Procedure. New chart format.

EKCH KASTRUP

JEPPESEN 27 OCT 00 Eff 2 Nov (11-4)

COPENHAGEN, DENMARK
ILS DME Rwy 22L

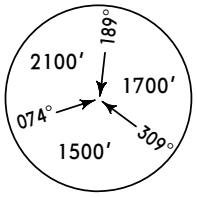
ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower
122.75	118.45	119.8	119.1	118.1 119.9 119.35

BRIEFING STRIP™

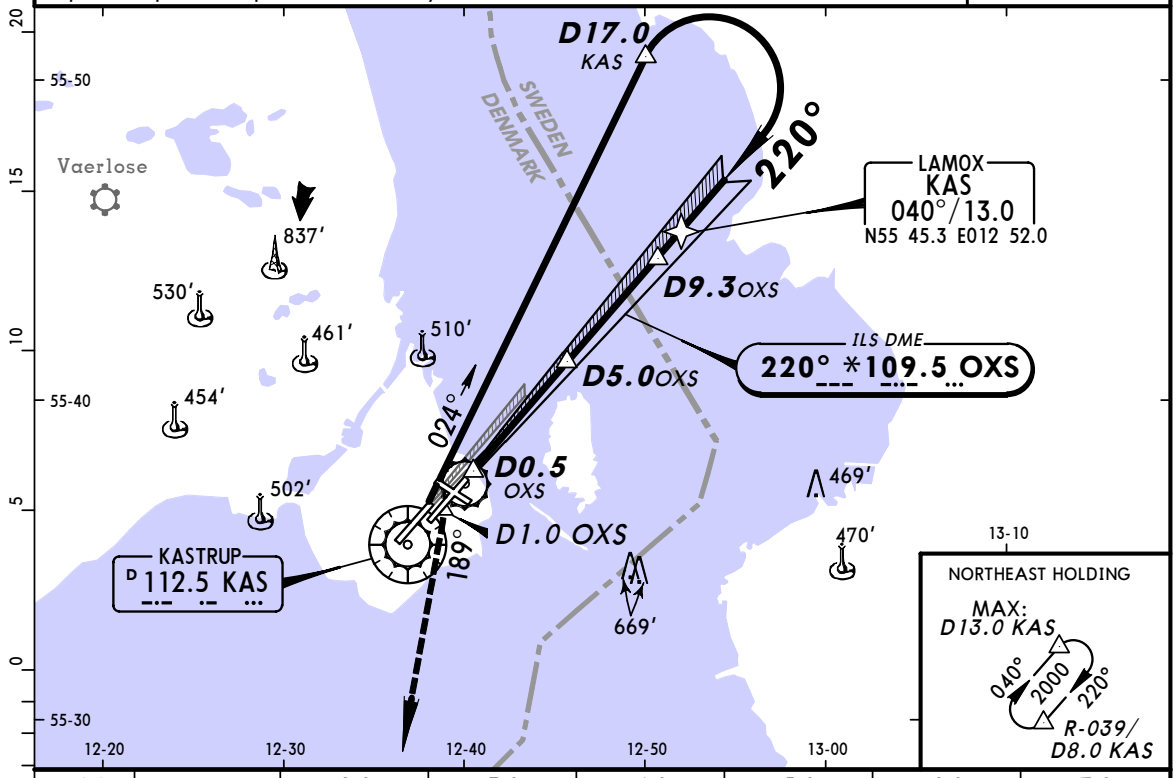
LOC OXS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′ RWY 8′
*109.5	220°	D5.0 OXS 1600′ (1592′)	208′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 500′ or D1.0 OXS after OXS DME, whichever is later, then turn LEFT onto 189° climbing to 3000′ and inform ATC.

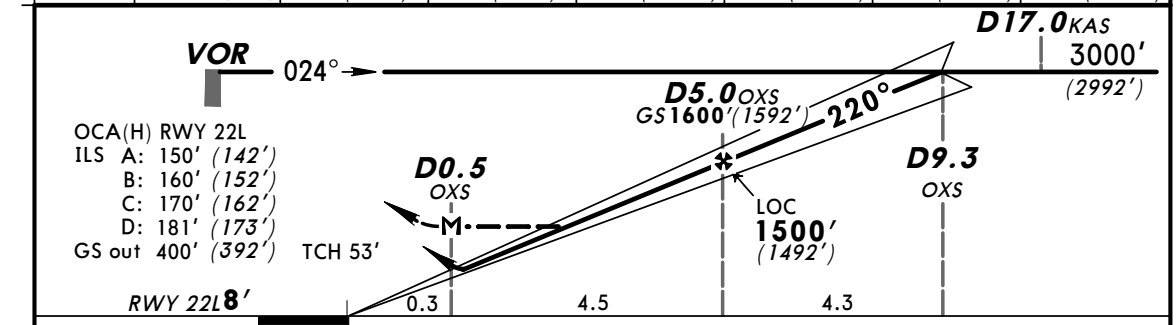
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′(4992′)
Dependent parallel apch auth with rwy 22R. For further instructions refer to 10-9.



MSA
KAS VOR



LOC (GS out)	OXS DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE (HAT)	650′ (642′)	970′ (962′)	1290′ (1282′)	1610′ (1602′)	1930′ (1922′)	2250′ (2242′)



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
MAP at D0.5 OXS						

HIALS
PAPI

Refer to Missed Apch above

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 22L

	ILS DA(H) 208′ (200′) FULL	ILS DA(H) 208′ (200′) ALS out	LOC (GS out) MDA(H) 400′ (392′)	LOC (GS out) MDA(H) 400′ (392′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B				
C			RVR 1000m	RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

[1] Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12

Max Kts.	MDA(H)	VIS
100	480′ (463′)	1500m
135	520′ (503′)	1600m
180	[1] 780′ (763′)	2400m
205	[1] 780′ (763′)	3600m

CHANGES: Chart reindexed. Procedure. New chart format.

EKCH KASTRUP

JEPPESEN 27 OCT 00 Eff 2 Nov (11-4A)

COPENHAGEN, DENMARK
CAT II ILS DME Rwy 22L

ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower
122.75	118.45	119.8	119.1	118.1 119.9 119.35

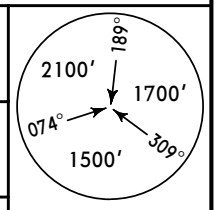
BRIEFING STRIP

LOC	Final	GS	CAT II ILS	Apt Elev 17′
OXS	Apch Crs	D5.0 OXS	RA 101′	RWY 8′
*109.5	220°	1600′ (1592′)	DA(H) 108′ (100′)	

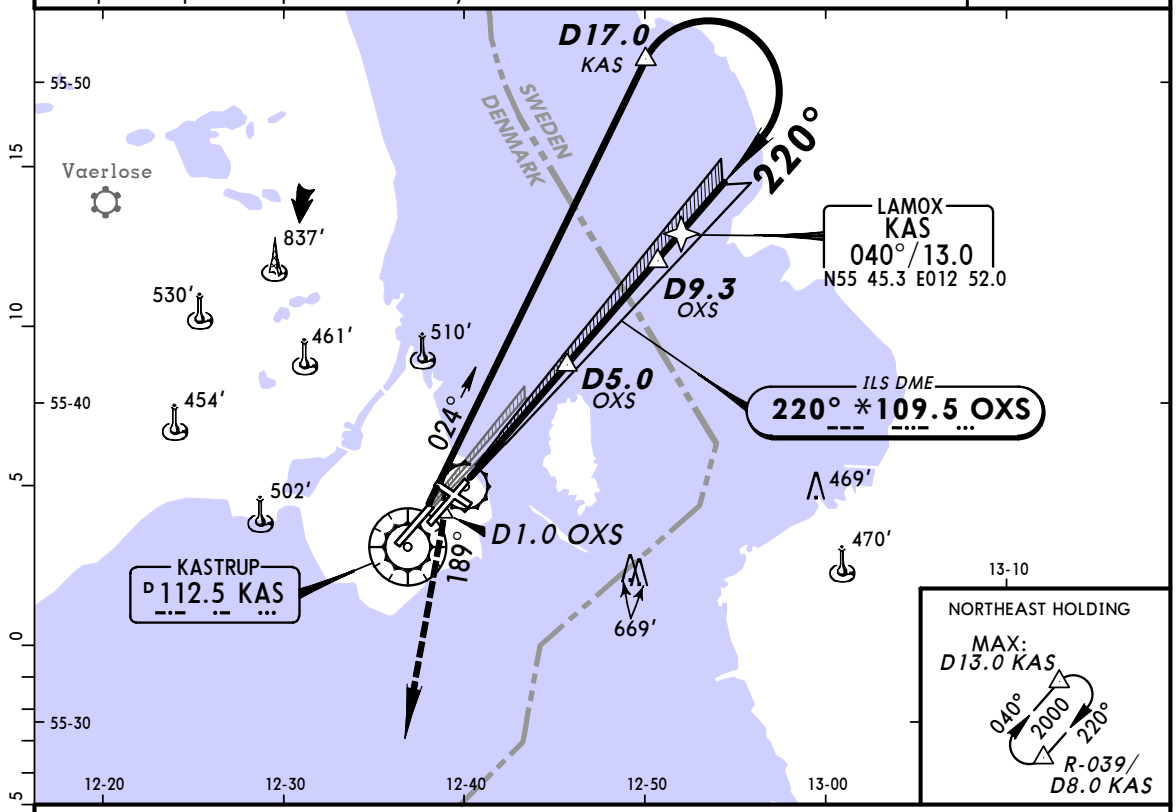
MISSED APCH: Climb STRAIGHT AHEAD to 500′ or D1.0 OXS after OXS DME, whichever is later, then turn LEFT onto 189° climbing to 3000′ and inform ATC.

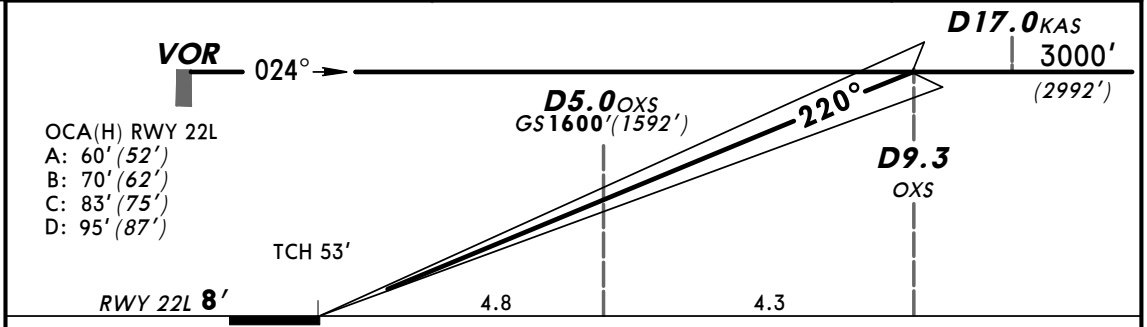
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′(4992′)

1. Special Aircrew & Aircraft Certification Required.
2. Dependent parallel apch auth with rwy 22R. For further instructions refer to 10-9.



MSA
KAS VOR





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

HIALS
PAPI

Refer to Missed Apch above

JAR-OPS

STRAIGHT-IN LANDING RWY **22L**
CAT II ILS
ABCD
RA 101′
DA(H) **108′** (100′)

RVR 300m [1]

PANS OPS 4

[1] Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

CHANGES: Chart reindexed. Procedure. New chart format.

EKCH KASTRUP

JEPPESEN 27 OCT 00 Eff 2 Nov (11-5)

COPENHAGEN, DENMARK
ILS DME Rwy 22R

ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower
122.75	118.45	119.8	119.1	118.1 119.9 119.35

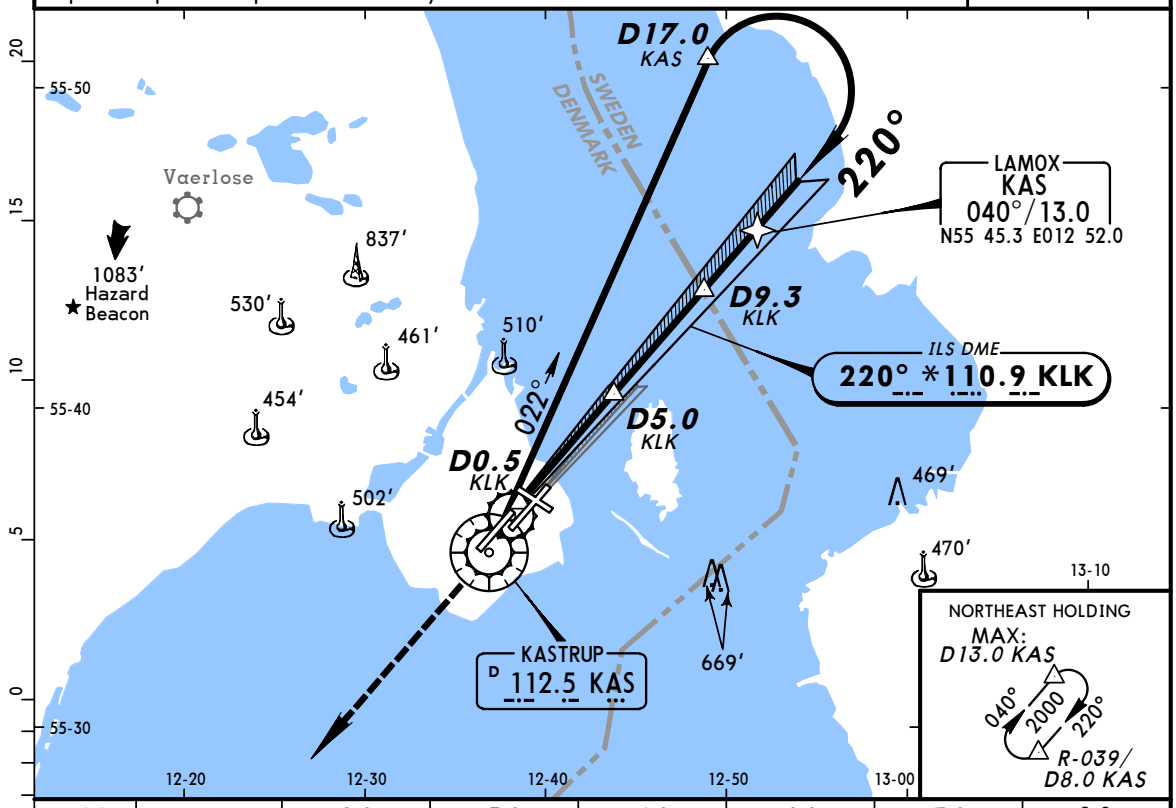
BRIEFING STRIP

LOC KLK	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
*110.9	220°	D5.0 KLK 1600′ (1586′)	Refer to Minimums	Apt Elev 17′ RWY 14′

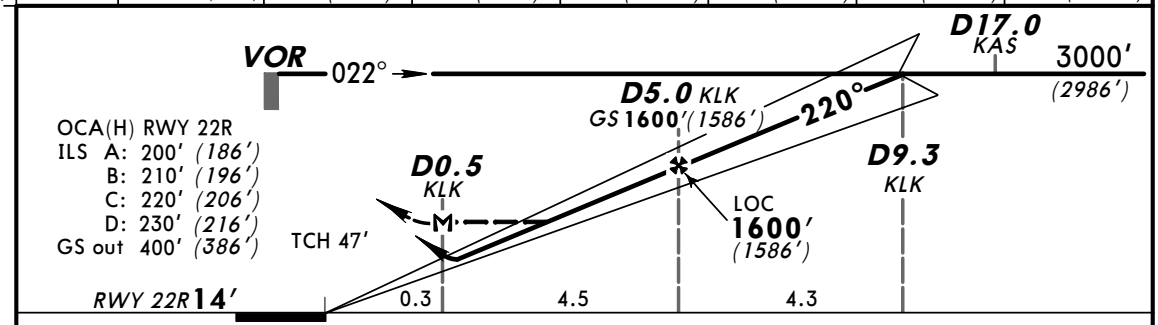
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 5000′(4986′)
Dependent parallel apch auth with rwy 22L. For further instructions refer to 10-9.

MSA KAS VOR: 189° 2100′ 1700′ 074° 309° 1500′



LOC (GS out)	KLK DME	2.0	3.0	4.0	6.0	7.0	8.0
	ALTITUDE (HAT)	650′ (636′)	970′ (956′)	1290′ (1276′)	1930′ (1916′)	2250′ (2236′)	2570′ (2556′)



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
MAP at D0.5 KLK						

HIALS REIL PAPI 3000′

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 22R

ILS DA(H) AB: 214′(200′) C: 220′(206′) D: 230′(216′)

LOC (GS out) MDA(H) 400′ (386′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	RVR 1800m
C	RVR 600m			
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12

Max Kts	MDA(H)	VIS
100	480′ (463′)	1500m
135	520′ (503′)	1600m
180	1 780′ (763′)	2400m
205	1 780′ (763′)	3600m

CHANGES: Procedure. New chart format.

EKCH KASTRUP

JEPPESEN 27 OCT 00 Eff 2 Nov (11-6)

COPENHAGEN, DENMARK
ILS DME Rwy 30

ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower
122.75	118.45	119.8	119.1	118.1 119.9 119.35

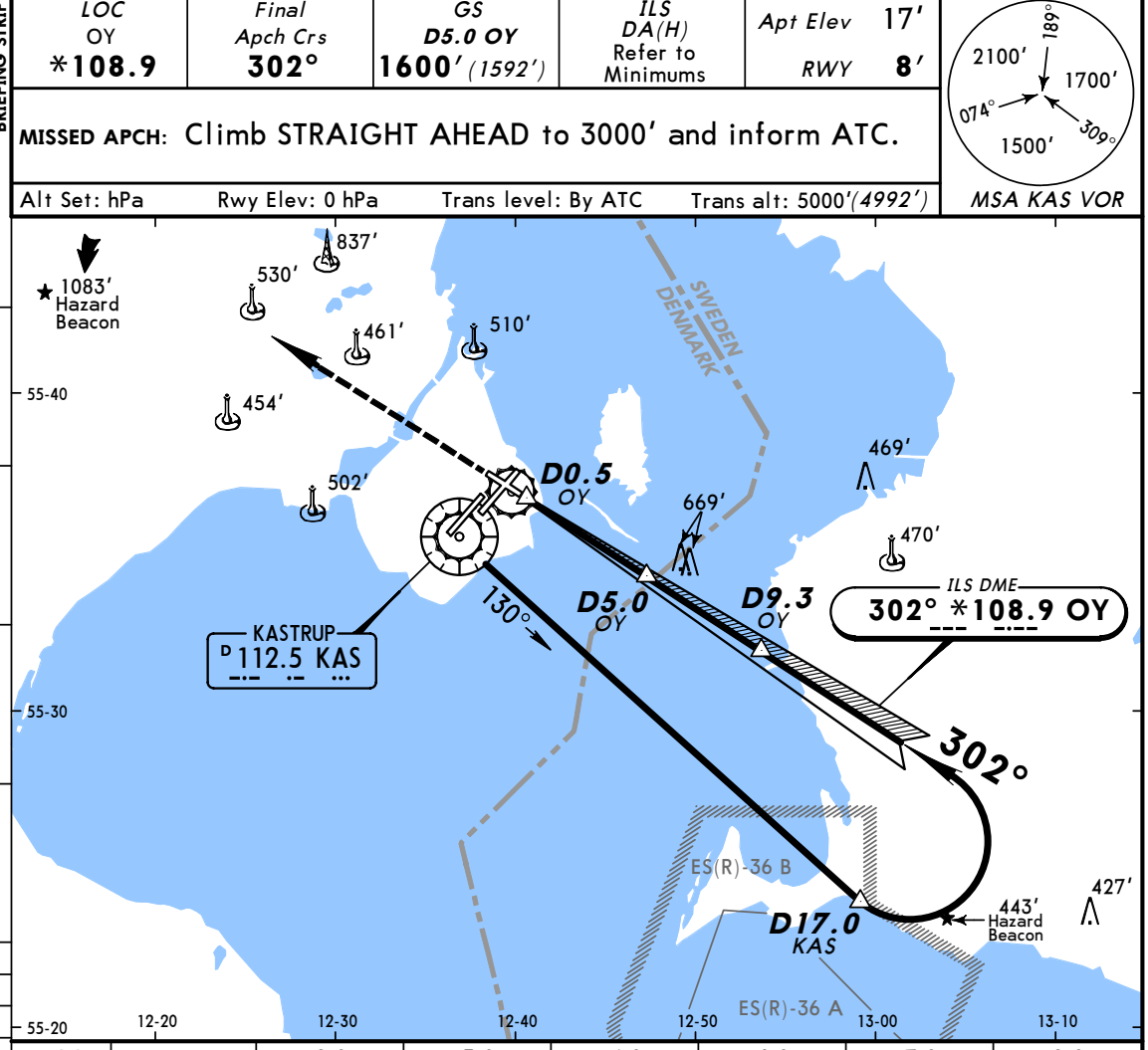
BRIEFING STRIP™

LOC OY	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
*108.9	302°	D5.0 OY 1600′ (1592′)	Refer to Minimums	RWY 8′

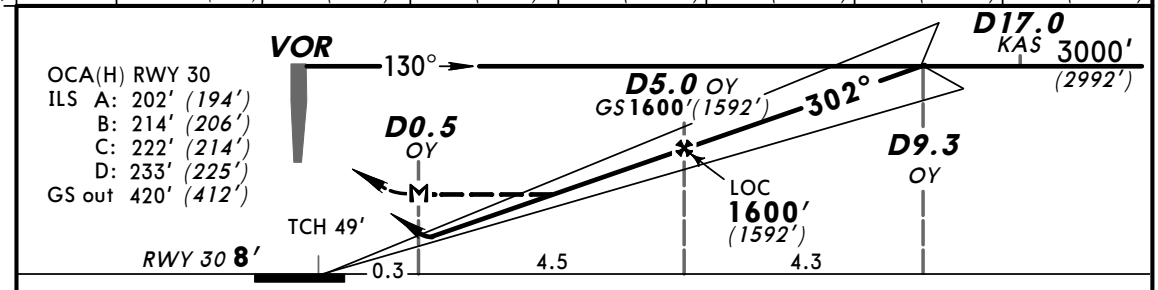
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and inform ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′(4992′)

MSA KAS VOR



LOC (GS out)	OY DME	2.0	3.0	4.0	6.0	7.0	8.0
	ALTITUDE (HAT)	650′ (642′)	970′ (962′)	1290′ (1282′)	1930′ (1922′)	2250′ (2242′)	2570′ (2562′)



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
MAP at D0.5 OY						

HIALS PAPI 3000′

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 30

	ILS DA(H)	LOC (GS out) MDA(H)
A	208′ (200′)	420′ (412′)
B	214′ (206′)	
C	222′ (214′)	
D	233′ (225′)	

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B	RVR 600m		RVR 1000m	RVR 1800m
C				
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12

Max Kts	MDA(H)	VIS
100	480′ (463′)	1500m
135	520′ (503′)	1600m
180	1 780′ (763′)	2400m
205	1 780′ (763′)	3600m

CHANGES: Procedure. New chart format.

EKCH KASTRUP

JEPPESEN 27 OCT 00 Eff 2 Nov (13-1)

COPENHAGEN, DENMARK VOR DME Rwy 04R

ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower
122.75	118.45	119.8	119.1	118.1 119.9 119.35

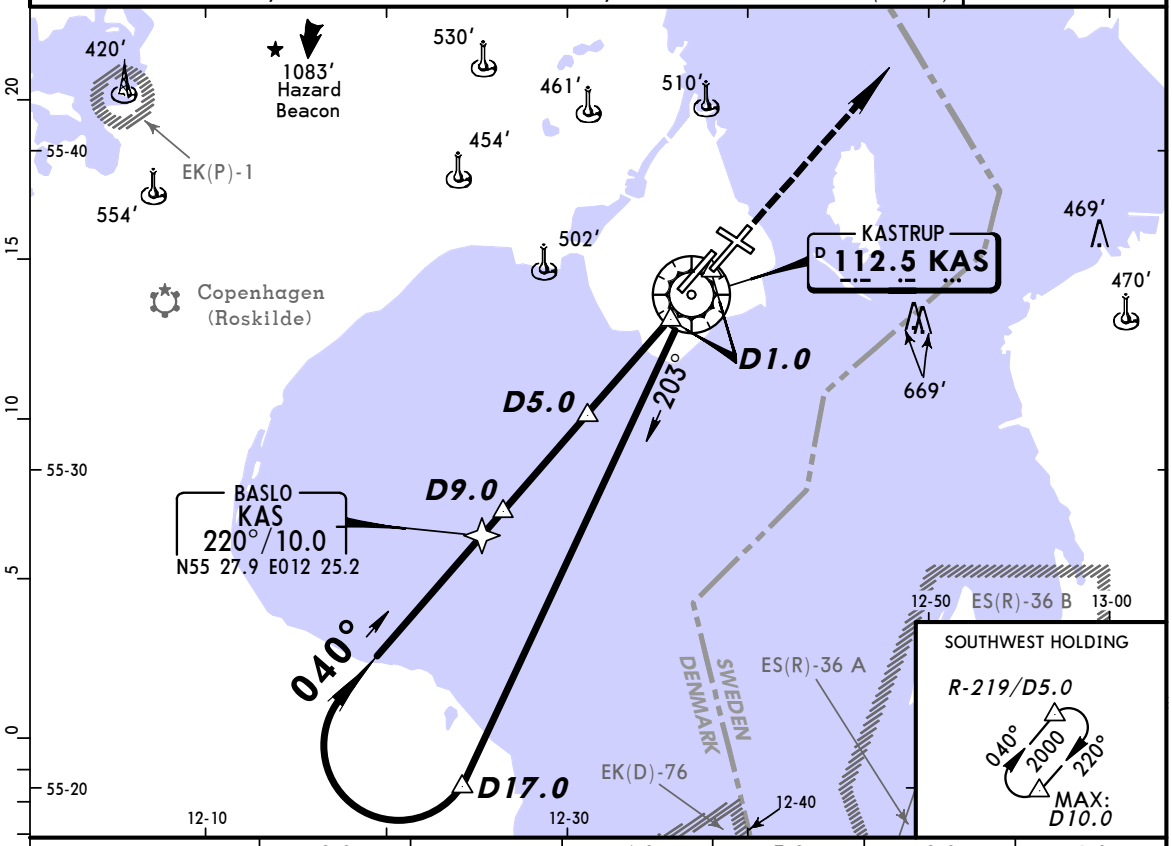
BRIEFING STRIP

VOR KAS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
112.5	040°	D5.0 1800′ (1788′)	430′ (418′)	Apt Elev 17′ / RWY 12′

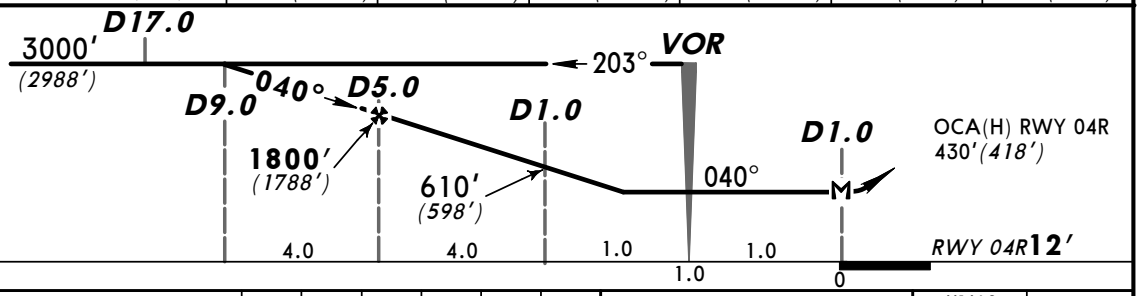
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ and inform ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′(4988′)

MSA KAS VOR: 189° 2100′ 1700′ 074° 309° 1500′



KAS DME	8.0	6.0	4.0	3.0	2.0	1.0
ALTITUDE (HAT)	2720′ (2708′)	2130′ (2118′)	1540′ (1528′)	1240′ (1228′)	950′ (938′)	650′ (638′)



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

HIALS PAPI 3000′

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY **04R**

MDA(H) **430′(418′)**

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12

Max Kts	MDA(H)	VIS
100	480′ (463′)	1500m
135	520′ (503′)	1600m
180	1 780′ (763′)	2400m
205	1 780′ (763′)	3600m

CHANGES: Procedure. New chart format.

EKCH KASTRUP

JEPPESEN 27 OCT 00 Eff 2 Nov (13-2)

COPENHAGEN, DENMARK VOR DME Rwy 22L

ATIS Arrival	KASTRUP Arrival (APP)	COPENHAGEN Approach (R)	KASTRUP Final (APP)	KASTRUP Tower
122.75	118.45	119.8	119.1	118.1 119.9 119.35

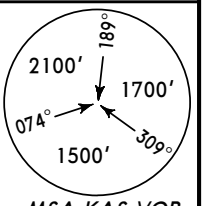
BRIEFING STRIP

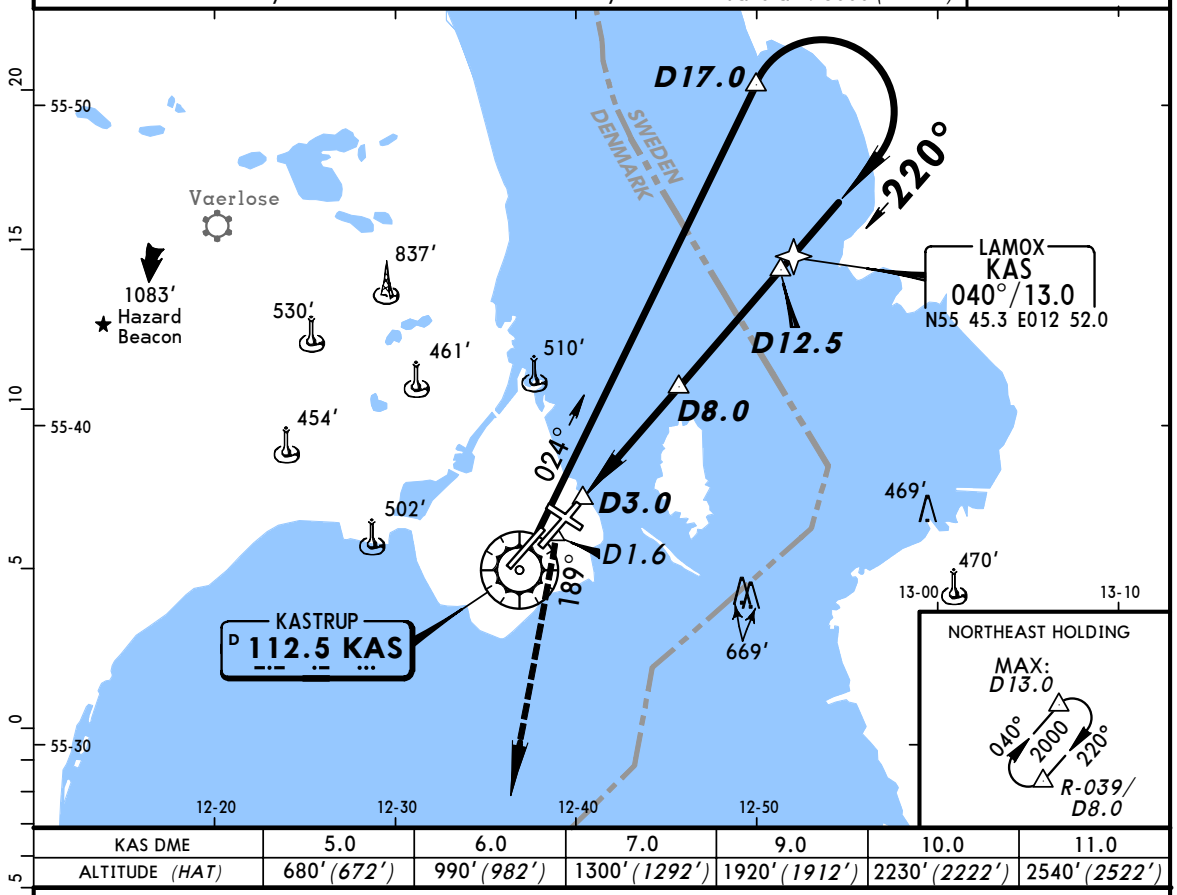
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
KAS 112.5	220°	D8.0 1600′ (1592′)	420′ (412′)	17′ / 8′

MISSED APCH: Climb STRAIGHT AHEAD to 500′ or D1.6, whichever is later, then turn LEFT onto 189° climbing to 3000′ and inform ATC.

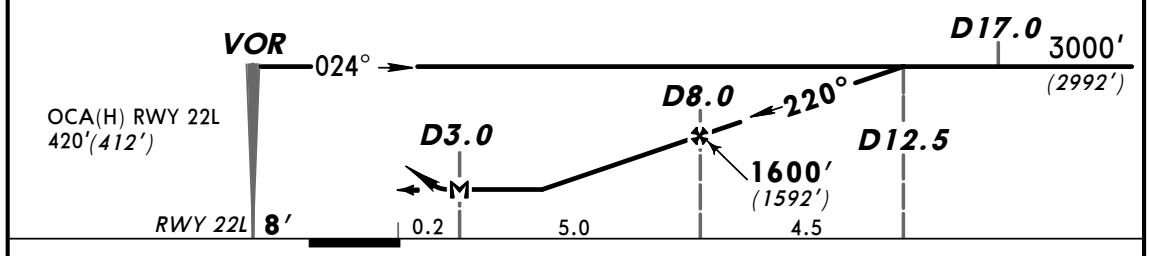
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′(4992′)

MSA KAS VOR





KAS DME	5.0	6.0	7.0	9.0	10.0	11.0
ALTITUDE (HAT)	680′(672′)	990′(982′)	1300′(1292′)	1920′(1912′)	2230′(2222′)	2540′(2522′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.1%	362	465	516	620	723	826
MAP at D3.0						

HIALS PAPI

Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING RWY **22L**

MDA(H) **420′(412′)**

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

1 Not approved North of Apt between centerline Rwy 22R & centerline Rwy 12

Max Kts	MDA(H)	VIS
100	480′(463′)	1500m
135	520′(503′)	1600m
180	1 780′(763′)	2400m
205	1 780′(763′)	3600m

PANS OPS 4

CHANGES: Procedure. New chart format.