



Copenhagen / Kastrup Airport - EKCH

Version 1.3
Last updated 22.08.2024

1. Arrival Procedures

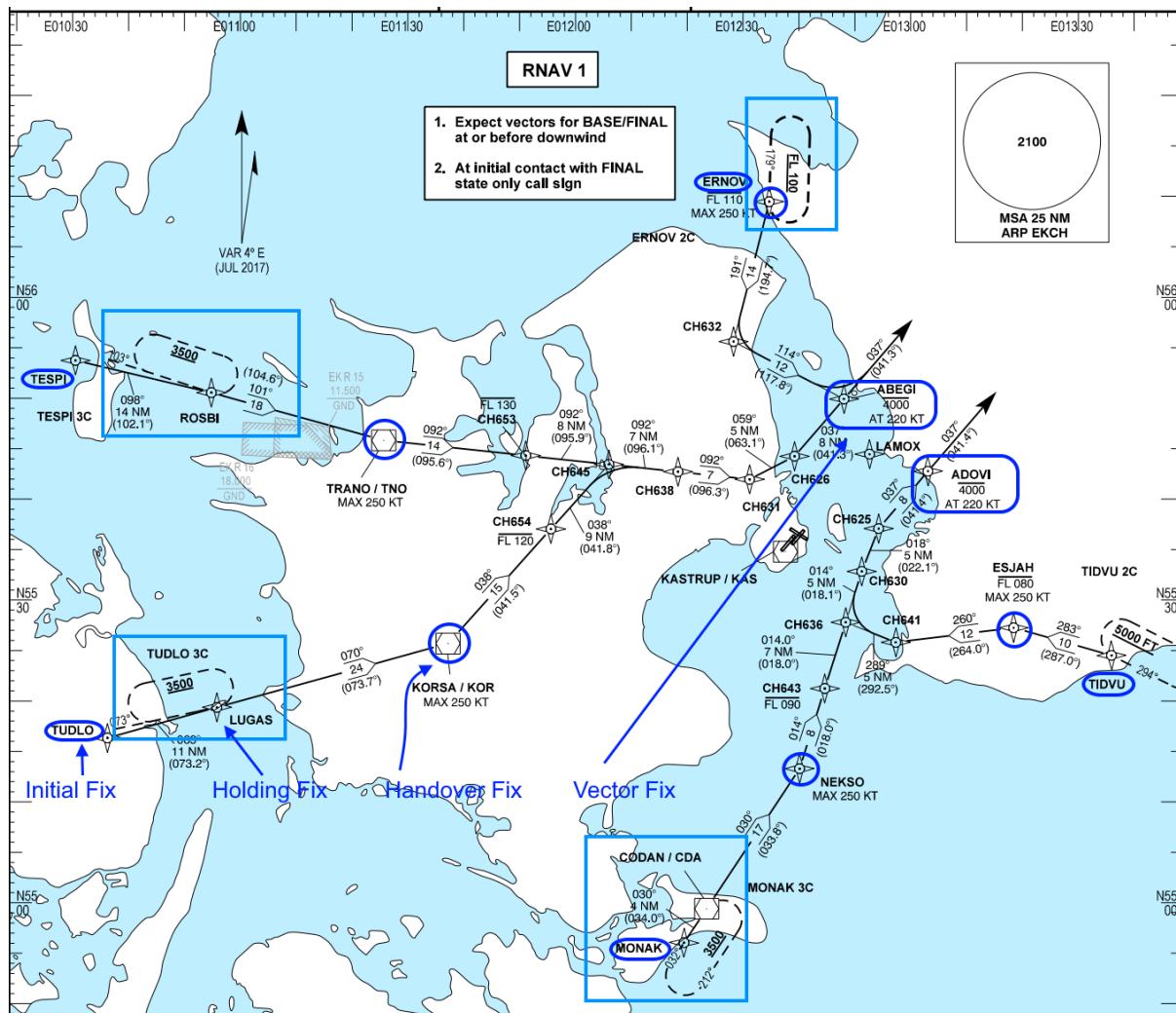
As your flight approaches EKCH, there are a few items you should be familiar with before commencing your Approach:

1.1 STAR

Arrivals into Copenhagen comes from 5 directions, and all have following items to know (visualized in Figure 2):

- **Initial fix**
Also the name of the STAR
- **Holding fix**
Where the holdings are on the arrivals
- **Handover fix**
Where you are handed over to APP
- **Path to the Vector fix**
Path until the arrival culminates in a vector

| STAR designation | | |
|------------------|---|--------------|
| Runway 04R | A | e.g. TUDLO2A |
| Runway 04L | | |
| Runway 12 | B | e.g. TUDLO2B |
| Runway 22R | C | e.g. TUDLO2C |
| Runway 22L | | |
| Runway 30 | D | e.g. TUDLO2D |



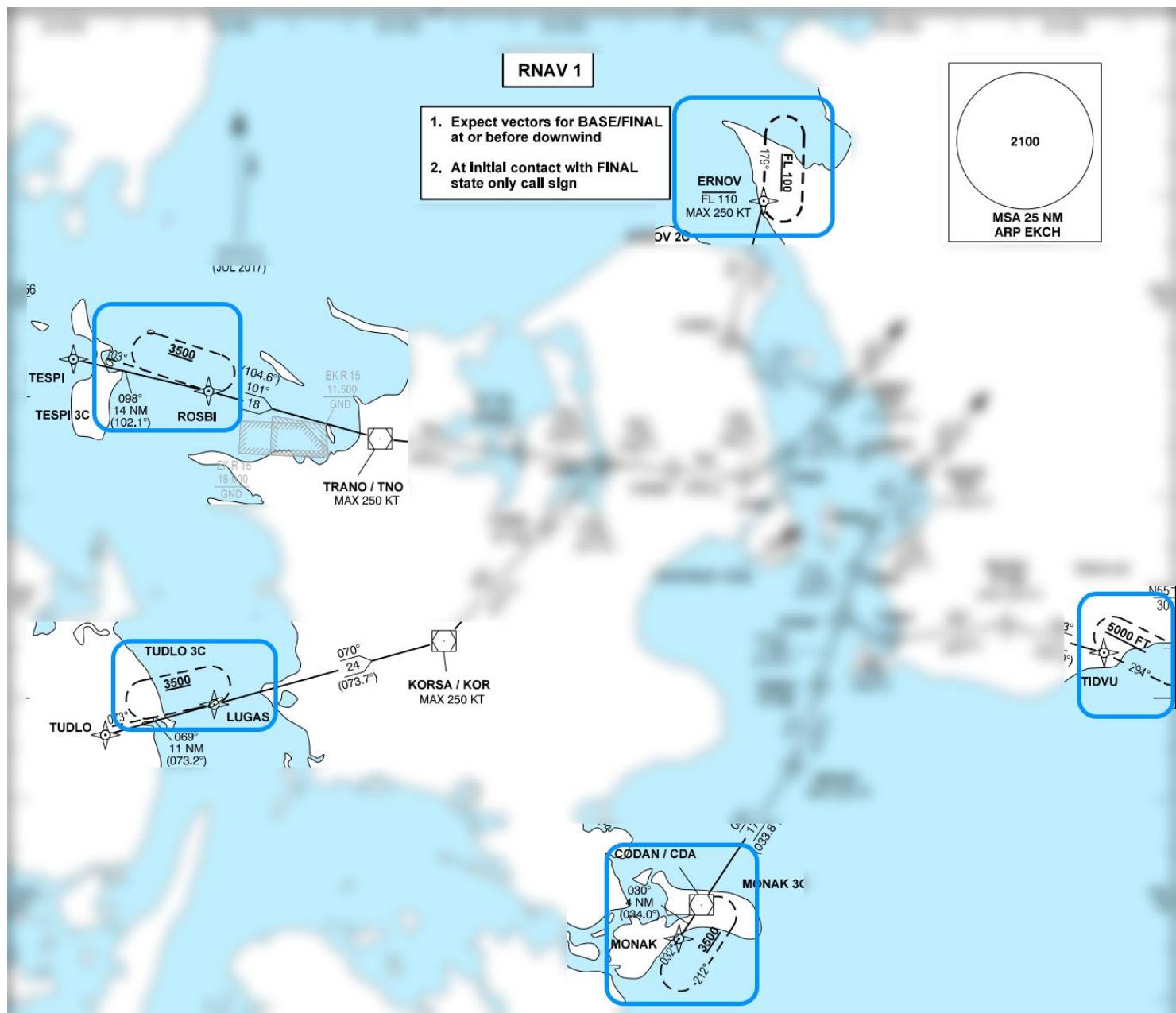
1.2 Holdings

Every STAR has a holding, either on the first or second point on the STAR. You can expect holdings in peak hours

| STAR | Point of Holding | Inbound course | Turn to the: | Time of leg |
|-------|------------------|----------------|--------------|-------------|
| TESPI | ROSBI | 103° | ←Left | 1 min |
| TUDLO | LUGAS | 073° | ←Left | 1 min |
| MONAK | CODAN (CDA) | 032° | Right→ | 1 min |
| TIDVU | TIDVU | 294° | Right→ | 1 min |
| ERNOV | ERNOV | 179° | ←Left | 1 min |

Especially STAR
MONAK
is subject to holdings

You can reduce to
Minimum clean speed in holding



1.3 Path after handover to APP

When handed over to APP you will continue to fly on the ***RNAV arrival*** until you reach the “Vector fix”. After you reach this fix you must

continue on the **Specified Vector** until you are turned in by APP!

Even if you don't hear anything you must continue on this **Downwind** heading as pr. The charts

Make sure you comply with all altitude and speed restrictions on the STAR, and advise Copenhagen Approach if you are unable

Note that:

- APP may clear you direct to another point on the STAR
- APP may take you on vectors and then later clear you to a point to rejoin the STAR
- You must **NEVER!!** Turn base from the STAR unless Approach has told you specifically by clearing you to a specific point or told you to fly a vector after a point.
- See below (Table 3) for instructions after the last point on your STAR

Table 3

| Associated Runway | Vector point Left downwind | Vector point Right downwind | Vector to follow after vector point |
|-------------------|-------------------------------|--------------------------------|--|
| 22L/22R | ADOVI | ABEGI | 037 ° |
| 04L/04R | ERPUK | DOPEM | 217 ° |
| 12 | FEDJO | AGTIC | 299 ° |
| 30 | COPHO | HUFOH | 119 ° |

Speed 220 knots or less and 4000 or below at any vector point

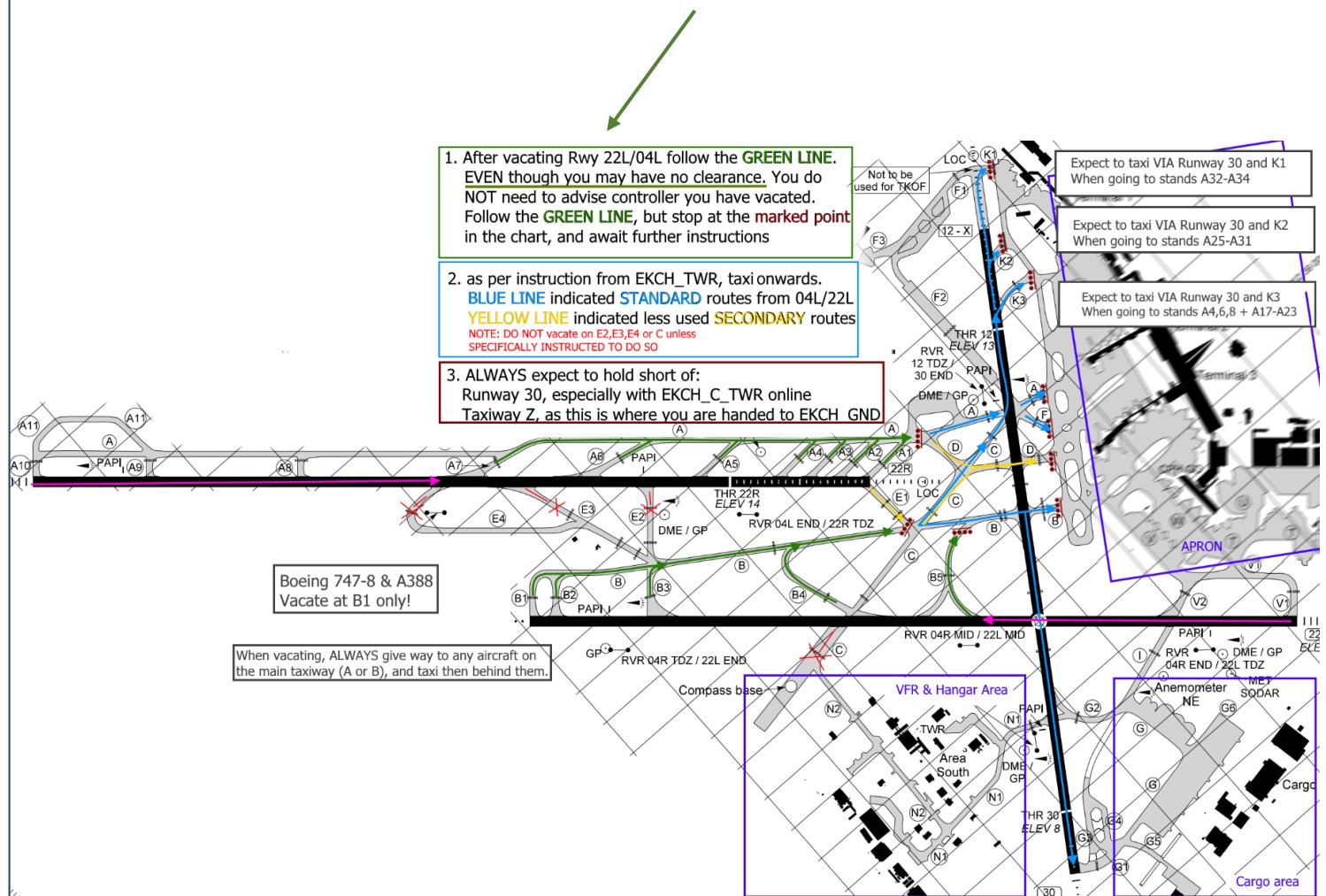
1.4 Frequencies for arrivals

| | | | |
|-----------|------------|---------|--|
| Control | EKDK_B_CTR | 119.555 | MONAK STARs below FL285 Responsible for TUDLO/TESPI STARs below FL245/FL285 Departures via NEXEN/LANGO and Arrivals via TUDLO Departures via NEXEN/LANGO and Arrivals via TUDLO |
| Approach | EKCH_W_APP | 119.805 | Arrivals from TESPI/TUDLO/ERNOV |
| Approach | EKCH_E_APP | 118.455 | Arrivals from MONAK/TIDVU |
| Approach | EKCH_F_APP | 120.205 | Director, from abeam airfield. Contact with <u>callsign only</u> |
| Departure | EKCH_K_DEP | 124.980 | All Departures when online. |
| Tower | EKCH_A_TWR | 118.105 | All arrivals on main runways (22L/04L) |
| Tower | EKCH_C_TWR | 118.58 | Ground movement tower for Runway 12/30 |
| Tower | EKCH_D_TWR | 119.355 | Arrivals on parallel runways (22R/04R) |
| Apron | EKCH_A_GND | 121.630 | Apron area east of Runway 12/30 excl. Cargo apron |
| Apron | EKCH_D_GND | 121.730 | Apron area east of Runway 12/30 excl. Cargo apron |

- ✓ Make sure to listen or downlink the **ATIS** before checking in with approach
 - ✓ Expect an ILS approach. Visual approaches to be offered if weather and traffic conditions allows.
 - ✓ Advise ATIS letter and A/C type at first contact with EKCH_W_APP/EKCH_E_APP
 - ✓ During certain times you may get a short approach from 6 NM. Plan accordingly
 - ✓ Runway 12/30 is ONLY used with strong crosswinds on primary runways, however 30 may be given on request if wind and traffic condition allows.
 - ✓ If flying at a large event such as RTE, Overload CTP, CPH LIVE: Please inform yourself of Holdings and frequencies to be maximum prepared. It may be busy.

1.5 Arrival taxi

Follow the steps below to get guided correctly in to your stand!

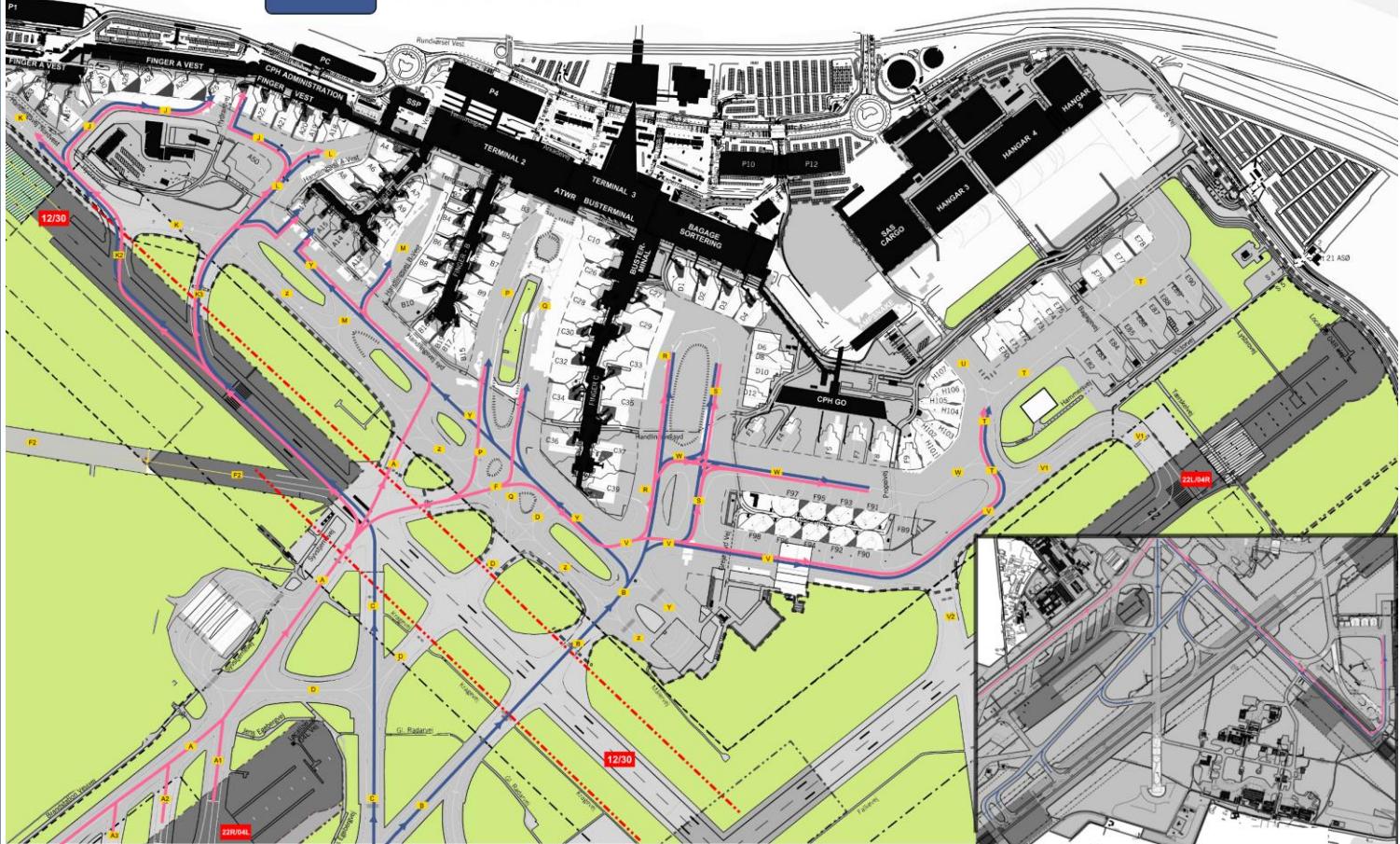


Phraseology examples

| Ldg Rwy | Most normal | Can also happen | Non-Standard |
|---------|--|--|--|
| 22L | "taxi via B, cross Runway 30, hold short of Z" | "Taxi via B, C, Runway 30 and K3, hold short of Z" | "Taxi via B, C and D, cross runway 30, but hold short Z" |
| 04L | "Taxi via A, cross Runway 30 via F, but hold short of Z" | "Taxi via A, Runway 30 and K3, hold short of Z" | "Taxi via E1 and B, cross runway 30, hold short of Z" |

Standard Inbound Taxi routes

- Standard taxi routes from 04L
- Standard taxi routes from 22L



2. Stands and Parking

A complete standalone guide for parking is located at the end of the document under [Appendix 1](#).

A standalone document is also located on the website.

3. Departure Procedures

3.1 ATC clearance

Getting ready for departure you need to get the clearance frequencies for departure are as follows

| | | | |
|------------------|--------------------|----------------|--|
| ATIS | EKCH_D_ATIS | 122.855 | Make sure you get the DEP ATIS on this fq |
| Delivery | EKCH_DEL | 119.905 | <i>Frequency for ATC clearance. PDC available online when traffic demands.</i> |
| Sequencing | EKCH_S_GND | 121.905 | |
| Apron | EKCH_D_GND | 121.730 | <i>Secondary Apron for Departures</i> |
| Apron | EKCH_A_GND | 121.630 | <i>Main frequency online</i> |
| Tower | EKCH_C_TWR | 118.580 | <i>12/30 area</i> |
| Tower | EKCH_D_TWR | 119.355 | <i>Departures</i> |
| Tower | EKCH_A_TWR | 118.105 | <i>Arrivals and Cargo apron</i> |
| Departure | EKCH_W_DEP | 120.255 | <i>North/West Departures. Primary Fq</i> |
| <i>Departure</i> | <i>EKCH_E_DEP</i> | 124.980 | <i>South/East departures. Secondary fq</i> |
| Approach | EKCH_W_APP | 119.805 | <i>North/West Departures when DEP is offline</i> |
| Approach | EKCH_E_APP | 118.455 | <i>South/East Departures when DEP is offline</i> |

To get your clearance you must contact EKCH_DEL or the next controller in line from the table above. When asking for your clearance you should also advise:

- Aircraft type
- ATIS letter
- QNH

"Kastrup Delivery, SAS123, A320, information A, QNH1018, request clearance to London"

3.2 Pushback

When ready for push and start you should be in touch with EKCH_GND or the next controller in line from the table above. When asking for push and start you should advise

- Stand number
- If you are UNABLE to perform custom pushback
- This is Especially for when parked at: A7,A9,A11,B4,B6,B8,B10,C27,C29,D1-D4,

You will possibly be given a Release Point which you can find in the graphic on the below

When getting the push back clearance, make sure you:

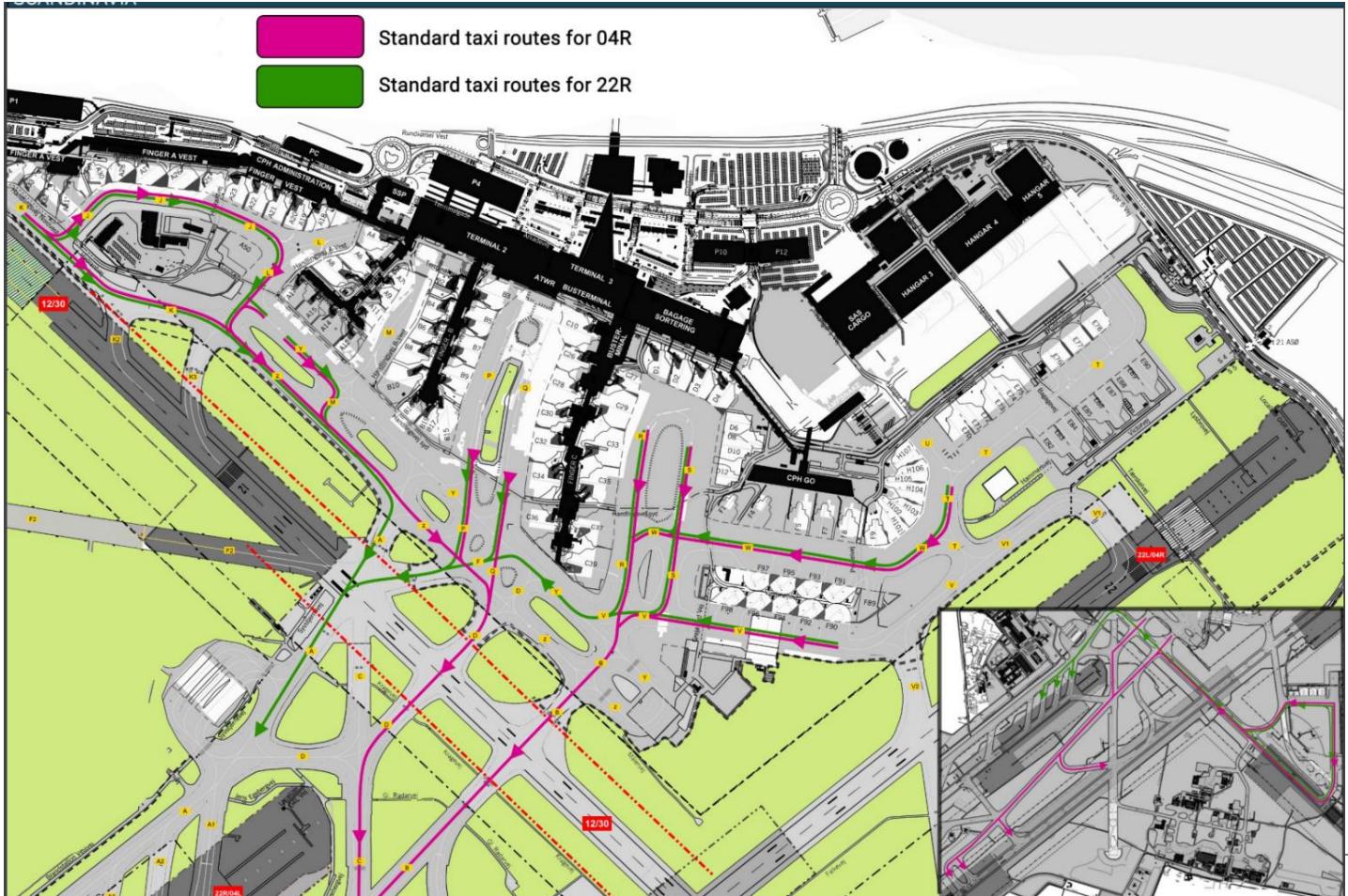
- Have understood it correctly
- Are facing the correct way
- Will begin pushback within a reasonable time.

(Blue circle) PRIMARY "RELEASE POINTS"
(Light blue circle) SECONDARY "RELEASE POINTS"



3.2 Departure taxi

Like with arrival taxi there is procedure for taxiing on apron and at the runways. Notice the correct taxi route on the image below



3.3 SIDs & Departure

Kastrup airport has 10 SIDs all having following restrictions and functions. Look at table below

| Direction | JET | PROP | Name | Initial Climb | Common destinations | Restrictions |
|-----------------|-----|------|-------|---------------|---|---|
| North | YES | YES | VEDAR | FL70* | ENGM, East and North Norway | NO Danish destinations |
| Northwest | YES | YES | GOLGA | | ENBR, ENZV, EKYT, BIKF, EKVG, US | NOT for ENGM |
| West | YES | YES | ODN | | Ireland, North England, EKBI | |
| Southwest | YES | NO | NEXEN | | EHAM, South England, Belgium, | JET ONLY! |
| | NO | YES | KOPEX | | Same as NEXEN and LANGO | PROP ONLY! |
| | YES | NO | LANGO | | Southern and western Europe | JET ONLY! |
| South/Southeast | YES | YES | BETUD | | NONE! | NOT TO BE FILED! |
| | YES | YES | SALLO | | South and southeast Europe thru Germany | SIMEG departures may NOT have SALLO in their flightplan |
| | YES | YES | SIMEG | | East and southeast thru Poland | |
| East | YES | YES | KEMAX | | Sweden, Finland, China, Japan, Russia | |

*Initial climb from Runway 12/30 is 4000' on Copenhagen QNH

As you see your chart and analyse it, be aware of the following items:

[Download Charts!](#)

- Initial Climb clearance
- Speed Restrictions
- Routings
- Transition Altitude

INITIAL CLIMB

FL70

4000' from Rwy 12/30

Transition Altitude

5000'

Passing 1000' you must AUTOMATICALLY contact the appropriate Departure Frequency as specified below

| Priority | Callsign | Freq. | SID | Contact |
|-----------------------------|--------------------------|--------------------|---|----------------------|
| ALWAYS when online contact: | EKCH_K_DEP | 124.980 | ALL SIDs | At 1000' |
| When EKCH_W_DEP is offline | EKCH_E_APP EKCH_W_APP | 118.455 119.805 | KEMAX, SIMEG SALLO, NEXEN, KOPEX, LANGO, BETUD VEDAR, GOLGA, ODN | At 1000' At 1000' |

| | | | | |
|---|--------------------------|--------------------|---------|----------|
| When only W_APP or E_APP is online | EKCH_W_APP EKCH_E_APP | 119.805 118.455 | ALL SID | At 1000' |
|---|--------------------------|--------------------|---------|----------|

You should now be ready to depart on your IFR flight to or from Copenhagen.



Good wind!

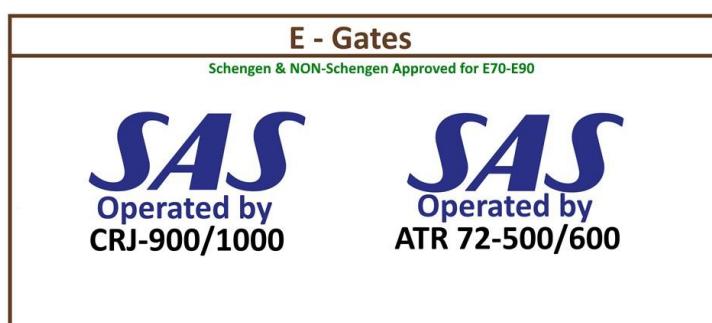
VATSIM-Scandinavia

4. Appendix 1 – Stand Assignments

We have developed a design to help you locate the correct stand, Depending on airline and on if your flight is **INSIDE SCHENGEN** or **OUTSIDE SCHENGEN**

| | SCHENGEN | NON-SCHENGEN |
|----------------------|--|-----------------------------------|
| E.U Countries | ALL OTHER | -Ireland -Romania -Bulgaria |
| NON-EU Countries | -Iceland -Switzerland -Faroe Islands | -Norway -Greenland |
| Park at: | SCHENGEN or FLEX stands | NON-SCHENGEN or FLEX stands |

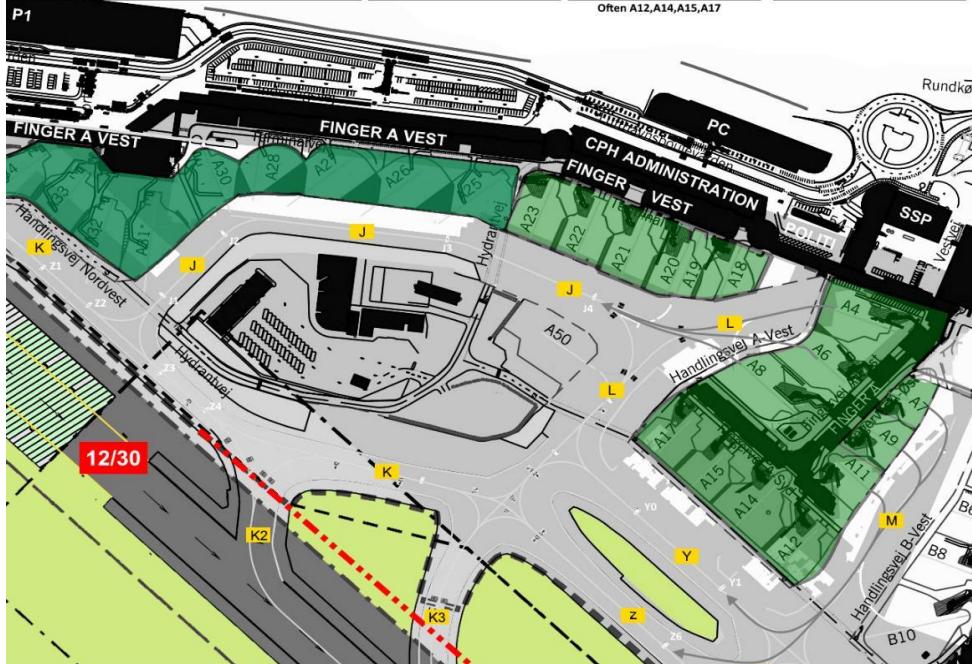
Click on each section to get a detailed overview of the different stand sections.



ALPHA

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| | | | |
|---|--|---|---------------------------|
| Notes: Pushback from A4, A6 and A8 should be to J facing EAST Pushback from A25-27 should face east Pushback from A12-A17 may face either way depending on traffic Pushback from A7,A9 & A11 may go to "Z" or "Y" facing Southeast Always advise able for "CUSTOM PUSHBACK" if possible All gates are SCHENGEN . If flying to NON-Schengen go to "D-gates" PROP aircraft ONLY on A7 & A9 | PROPELLER Aircraft on A-Gates should park A25-A34 | JET Aircraft on A-Gates should park A4,A6,A8 + A11-A23 | alsieexpress A9 or A11 |
| Eurowings Dash 8 Usually A26 Luxair Dash 8 Usually A25 brussels airlines SWISS Austrian Lufthansa Often A12,A14,A15,A17 | PROPS A7 | JET A12,A14,A15,A17 | DAT |

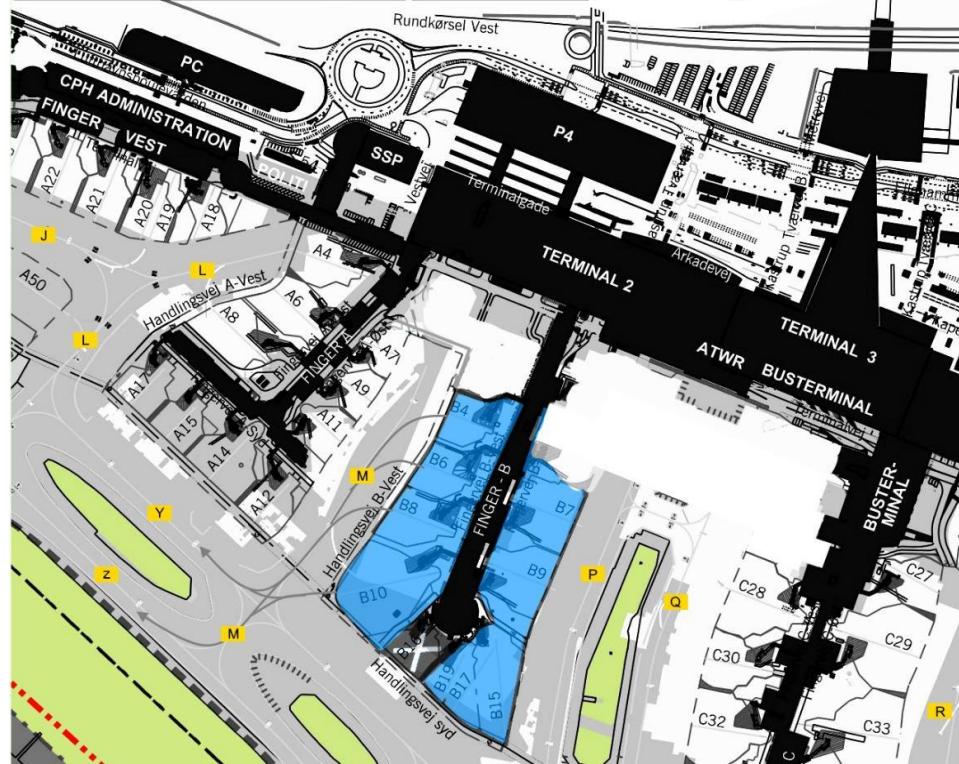


BRAVO

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NOTE: If B is full. Go to A

| | | | |
|--|---|--|---|
| Notes SCHENGEN only! B19 is NOT approved for A321. only A320 or smaller B16 is not available. B10 is usable for ALL SCHENGEN HEAVIES REGARDLESS of airline Pushback from B4,B6,B8 & B10 may go to "Y" or "Z" facing east Always advise if able "CUSTOM PUSHBACK" when parked at "B" gates | Mainly JET Aircrafts park here. If SAS PROP go to "F" or "E" if Eurowings go to "A26" | air greenland Parks exclusively on B10 if occupied use B17 | ICELANDAIR 757-200 approved for B7,B8,B9,B10,B17 757-300 approved for B7,B9,B10,B17 |
|--|---|--|---|



CHARLIE

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Notes:
 Pushback from C27 must be to "S" or "R" face North
 Pushback from C29 must be to "S" or "R" face North
 UNLESS C29 is occupied by a HEAVY aircraft
 MEDIUM aircraft are allowed to park on any stand
 ONLY NON-Schengen departures here.
 SCHENGGEN departures should relocate to "D" gates

What gates are what?
 MEDIUM: C27,C30
 HEAVY: C28,C29,C32-C39

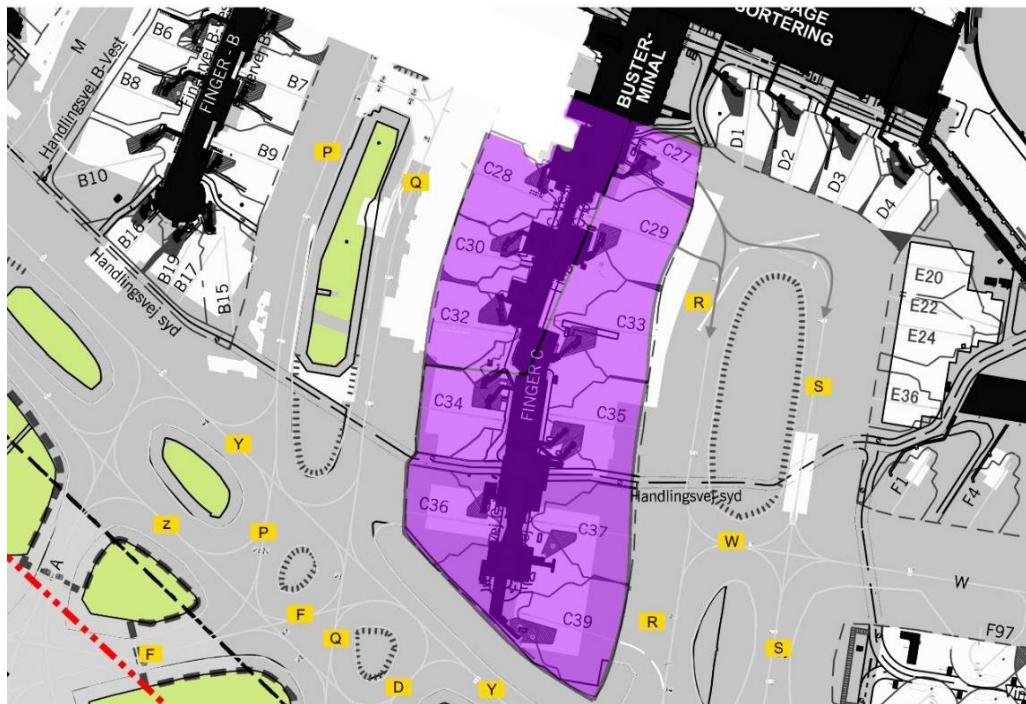
HEAVY Restrictions
B77W + B744
 May NOT park at C28

BRITISH AIRWAYS
 Parks at C27 at all times if available
 If 27 is NOT available go to C28,C29 or D1

SAS + norwegian
 ONLY LONG HAUL and
 NON-Schengen destinations
 For SCHENGGEN SAS goes to "B" or "D"
 or Schengen NAX goes to "A" or "D"

B748 + A388
 May ONLY park at C39
 If Occupied
 go to "E22" or "E71"

Emirates
 Parks at C39.
 All A/C types incl. A388 approved



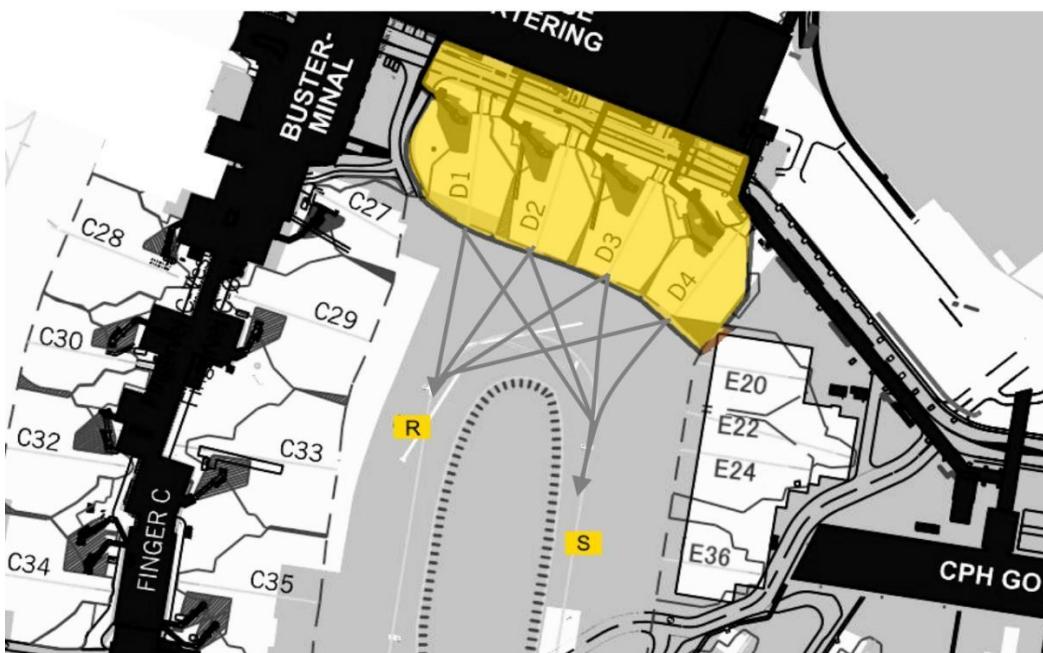
DELTA

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Notes:
 If you KNOW you will do a SCHENGEN/NON-SCHENGEN changeover (e.g. you fly EGKK-EKCH-EDDF) ADVISE controller you request a "D-gate". He will NOT know
 ALL Pushbacks MUST be done to "R" or "S" face north!
 If all D-gates are full, consider relocating to "E"

norwegian SAS

D-Gates normally used when an aircraft:
 Comes from **SCHENGEN** but leaves to **NON-Schengen**
 comes from **NON-Schengen** but leaves to **Schengen**



ECHO

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Notes:
Pushback from E20, E22 & E24 ALWAYS face North
From E70-E90, expect taxiout via "T" & "W"

If in doubt where to park
there is always space
at "E-Gates"

"E71" is specially approved for
B748 & A388

SAS

CRJ and ATR fleet are
relocating to "E" stands

SCHENGEN: Use E20-E36

NON-SCHENGEN: Use E70-E90



FOXTROT

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H102 & H105 is approved for heavies
and supports either SCHENGEN or
NON-SCHENGEN

Only PROPELLER aircraft can hold at F89-F98
If you are ~~widetoe~~ or airBaltic
but flying JET, revert to "A-gates"

F90-F98 is "self-manouevring" meaning
NO PUSHBACK

If flying **NON-Schengen**, use ONLY F1 & F4
If F1 & F4 are occupied revert to H101 & H103

