



Pilots guide to  
**Copenhagen/Kastrup Airport - EKCH**

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Version 1.1  
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## Table of Contents

<b>1.Arrival Procedures.....</b>	<b>4</b>
1.1 STAR .....	4
1.2 Holdings.....	5
1.3 Path after handover to APP .....	6
1.5 Frequencies for Arrival .....	6
1.5 Arrival taxi.....	7
1.6 Ground Frequencies.....	8
<b>2. Stands and Parking.....</b>	<b>9</b>
2.1 Stand assignment.....	9
2.2 Where to park? .....	10
<b>3.Departure Procedures.....</b>	<b>11</b>
3.1 ATC clearance.....	11
3.2 Departure taxi .....	12
3.3 SIDs & Departure .....	14

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## 1. Arrival Procedures

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

- Charts
  - o Download charts from Navigraph of VATSIM-Scandinavia's pilot page [here](#)
- Updated AIRAC
  - o To have latest data ensure AIRAC2211 or later is downloaded for your airplane

### 1.1 STAR

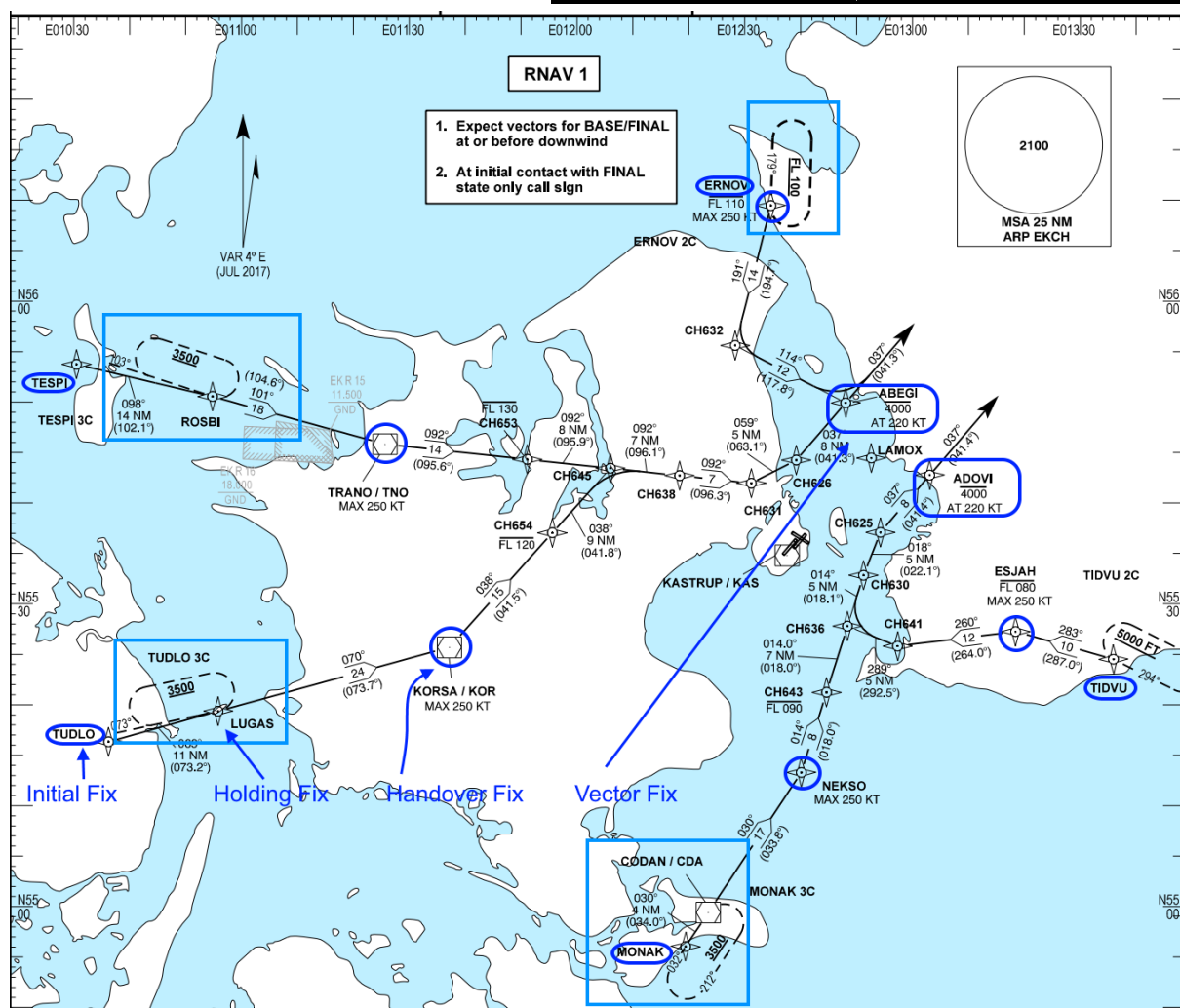
Arrivals into Copenhagen comes from 5 directions, and all have following items to know (visualized in Figure 2):

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

*Table 1*

Identification "letter" at the end of every STAR

Runway 04R	A	e.g. TUDLO2 <b>A</b>
Runway 04L		
Runway 12	B	e.g. TUDLO2 <b>B</b>
Runway 22R	C	e.g. TUDLO2 <b>C</b>
Runway 22L		
Runway 30	D	e.g. TUDLO2 <b>D</b>



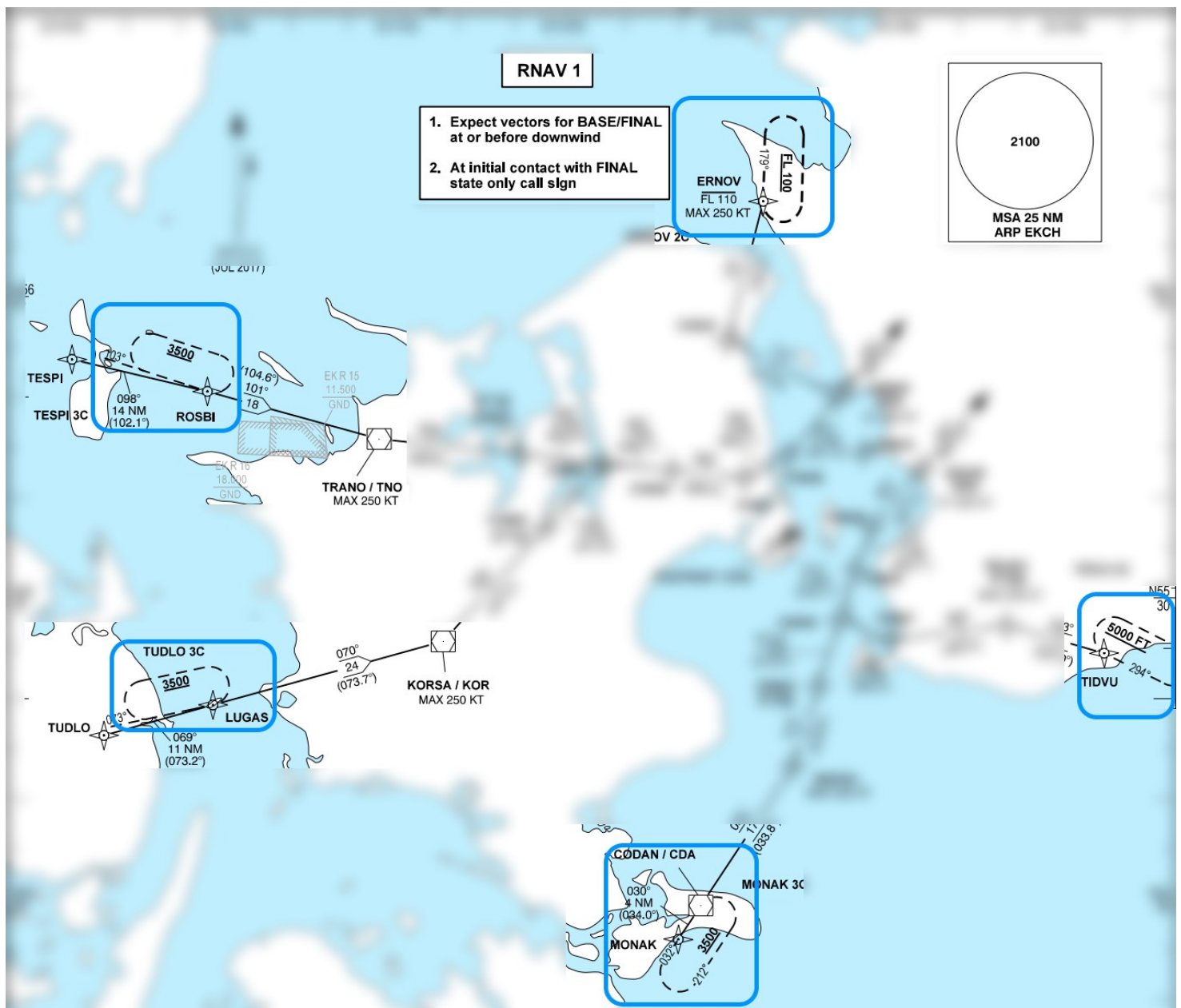
## 1.2 Holdings

Every STAR has a holding, either on the first or second point on the STAR.

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

Using this table and by looking at your chart you can:

“Enter the holding as published”



### 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 point 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 heading

Every arrival has published altitude and speed restrictions designed to keep you on path. It is essential that you adhere to these altitude restrictions

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. If you hear nothing from APP you must continue on the published heading after the termination point as *pr. Table 3*

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			

### 1.5 Frequencies for Arrival

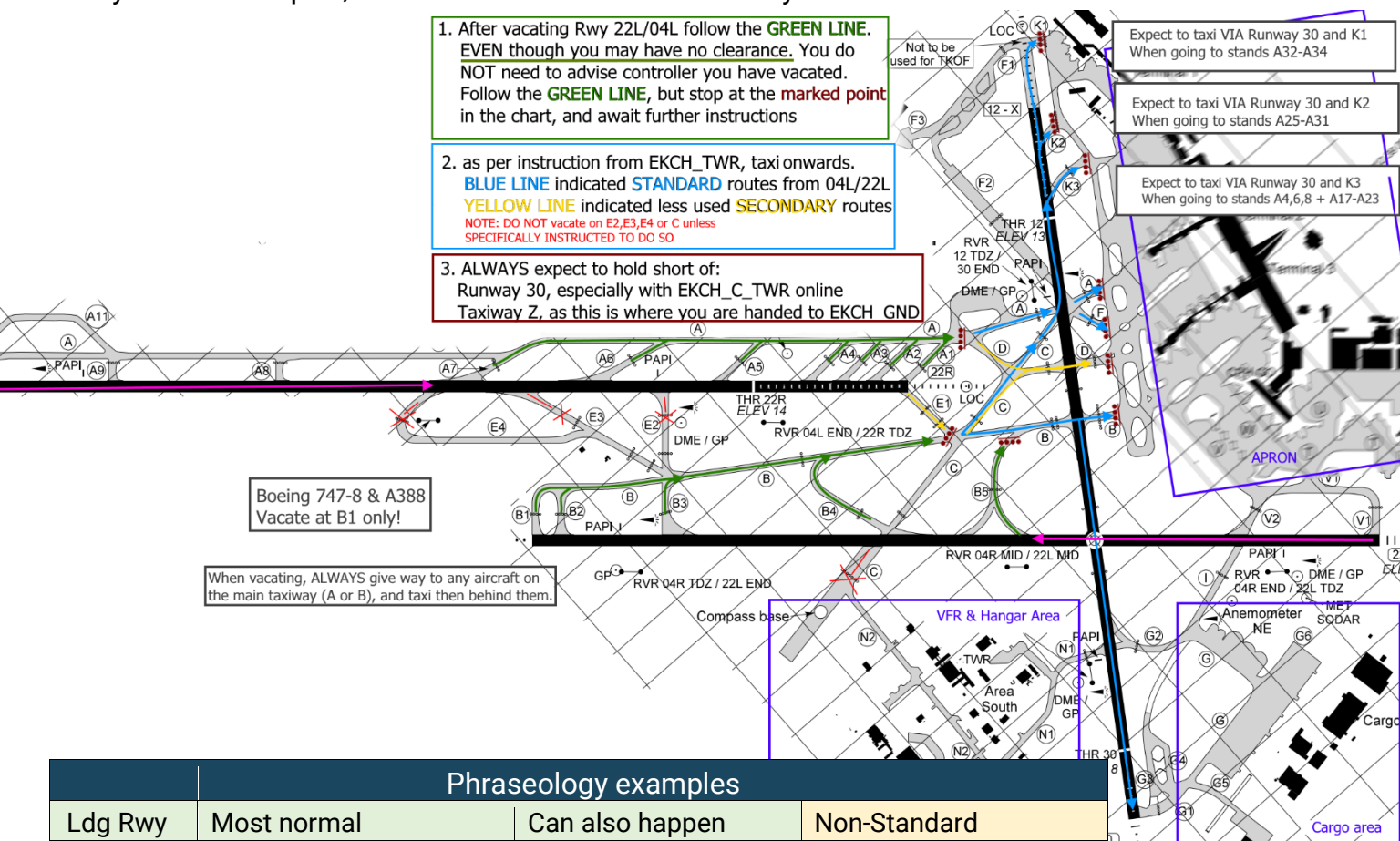
Sector	Frequency	Associated STAR	Notes
EKCH_A_ATIS	122.750	ALL	Do not confuse with EKCH_D_ATIS on 122.850
EKCH_W_APP	119.800	TUDLO,TESPI,ERNOV	Primary sector
EKCH_E_APP	118.450	MONAK,TIDVU	If offline go to EKCH_W_APP
EKCH_F_APP	120.200	ALL	State callsign only
EKCH_A_TWR	118.100	ALL	Primary for all Rwys
EKCH_A_GND	121.625	ALL	Primary apron freq.



1. Generally you can expect an ILS approach, with visual approaches to be offered if weather and traffic conditions allows.
2. Advise ATIS letter and A/C type at first contact with EKCH\_APP
3. During certain times you may get a short approach from 6 NM. Plan accordingly
4. You can with 95% certainty expect ILS for 04L or 22L, depending on wind.
5. 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.
6. 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

As you make your beautiful landing, you know have another task at hand. Navigating the ground layout of the airport, which can be difficult. Here is all you need to know:

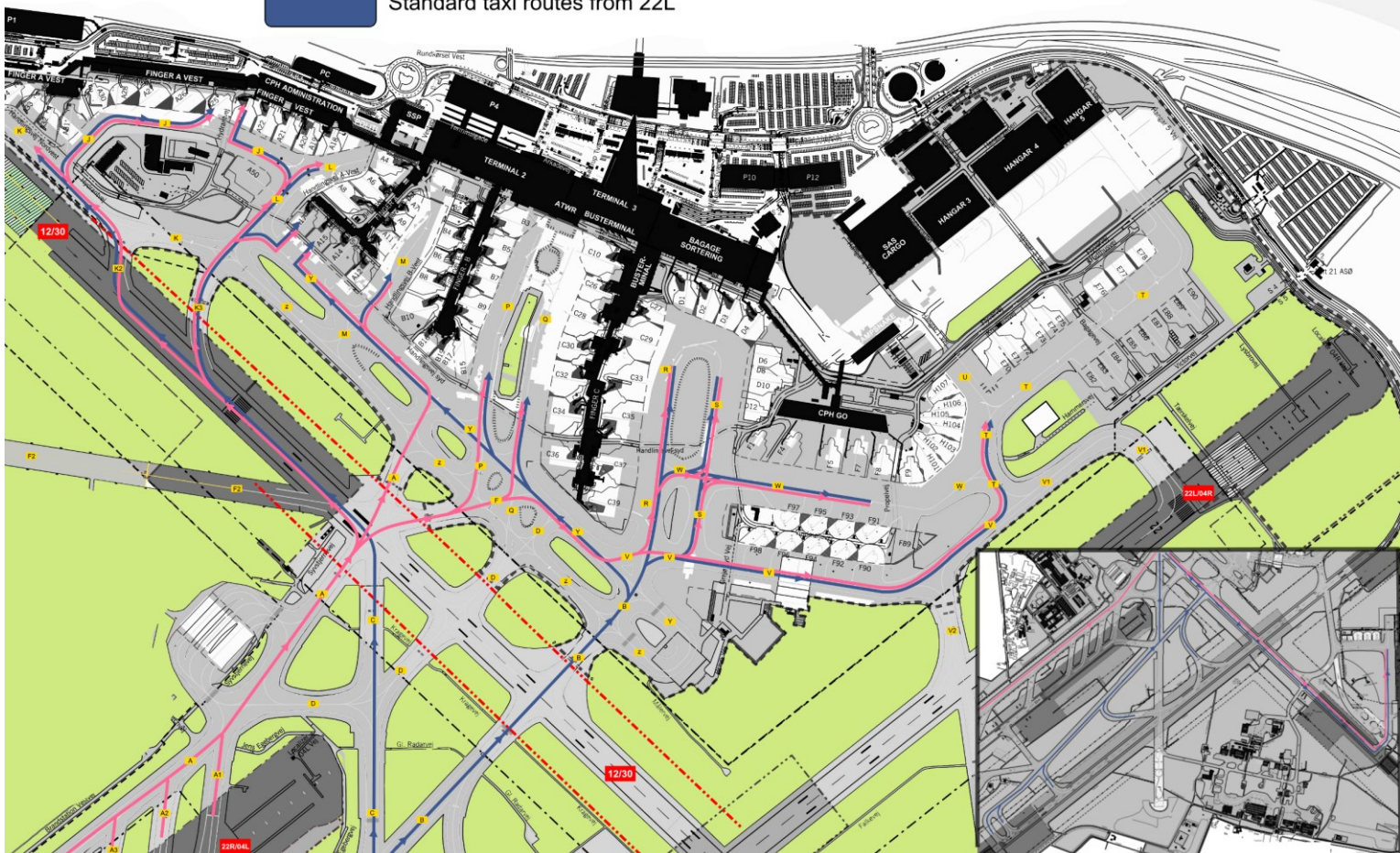
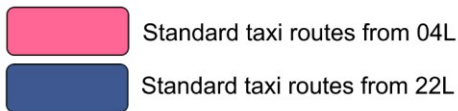


## 1.6 Ground Frequencies

Callsign	Frequency	Notes
EKCH_TWR	118.100	Main position. Controls cargo apron as well
EKCH_A_TWR	118.100	All arrivals regardless of runway in use. Controls cargo apron with 22L in use only
EKCH_D_TWR	119.350	All departures regardless of runway in use. Controls cargo apron with 04L in use only.
EKCH_C_TWR	118.575	Crossing TWR. When online ALWAYS hold short rwy 30
EKCH_A_GND	121.625	Primary apron frequency
EKCH_D_GND	121.725	Backup apron frequency for departures
EKCH_S_GND	121.900	Sequencing for start-up times
EKCH_DEL	119.900	Delivery

You will arrive to the apron via:

- 22L: Via taxiway B or K3 depending on stand assignment
- 04L: Via taxiway A, F or K3 depending on stand assignment. Be vigilant in choosing correctly!
- Taxiway D will be used only in high density period for traffic to "C" pier
- You should ONLY taxi west on Y and east on Z unless otherwise instructed





## 2. Stands and Parking



### 2.1 Stand assignment

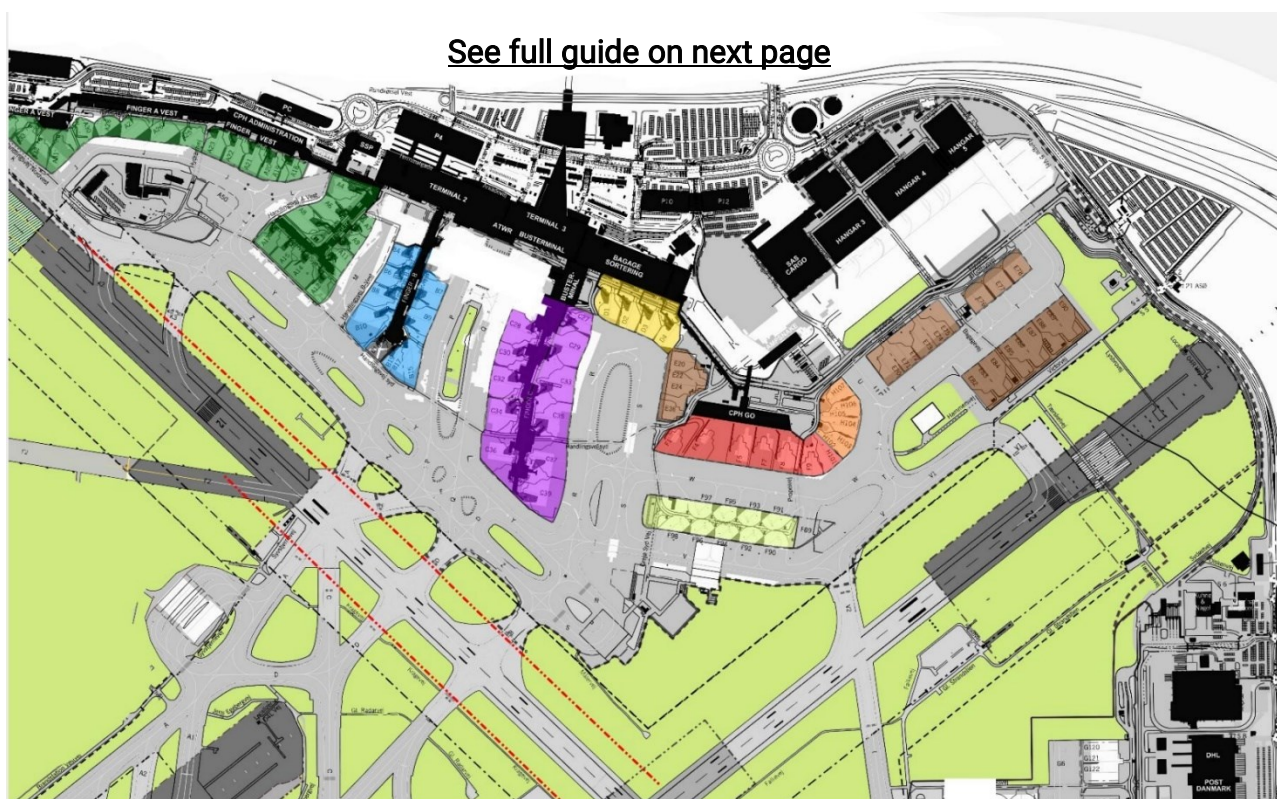
Copenhagen is a complex airport with very flexible stand assignments, but here we try to outline all the different areas guiding you to the correct stand.

On next page is a graphic and an interactive design helping you to:

- In detail to see where you should park before you departure
- Have an idea where to expect to be parked

Keep in mind in order to select the right stand you must be able to know if your flight is going to or coming from **INSIDE SCHENGEN** or **OUTSIDE SCHENGEN**

	SCHENGEN	NON-SCHENGEN
<div>  <p>E.U. Countries</p> </div>	ALL OTHER	<div> <p>-Ireland                      -Croatia</p> <p>-Romania                  -Cyprus</p> <p>-Bulgaria</p> </div>
<div> <p>NON-EU Countries</p>  </div>	<div> <p>-Iceland                      -Norway</p> <p>-Switzerland              -Greenland</p> <p>-Faroe Islands</p> </div>	ALL OTHER Including United Kingdom
Park at:	SCHENGEN or FLEX stands	NON-SCHENGEN or FLEX stands



To know where your airline park look in the graphic below and **NOTE FOLLOWING:**

- Be aware if you are going to **Schengen** or **NON-Schengen**
- Click on the graphic of your identified area to see it in details

## 2.2 Where to park?

### A - Gates

Schengen Departures ONLY!



### B - Gates

Schengen Departures ONLY!



### C - Gates

NON-Schengen Departures ONLY!



### D - Gates

Schengen & Non-Schengen approved for ALL gates

**norwegian**  
NON-Schengen

**SAS**  
NON-Schengen

ONLY IF Flying NON-Schengen  
A - Gates  
All Airlines from A - Gates

Fictional  
Virtual Airlines

If you REALLY have  
no idea where else to park

### E - Gates

Schengen & NON-Schengen Approved for E70-E90

**SAS**  
Operated by  
CRJ-900/1000

**SAS**  
Operated by  
ATR 72-500/600

### F - Gates (F1-F9)

Schengen & NON-Schengen Approved on stand F1-F4  
Schengen Departures ONLY stand F5-F9

**transavia**

**Laudamotion**

**easyJet**

**Wizz**

**RYANAIR**

### F - Stands (F89-F98)

Schengen & NON-Schengen Approved from ALL Stands

**widerøe**

**airBaltic**  
Operated by  
Dash 8-Q400

**SAS**  
Operated by  
ATR 72-500/600

### H - Stands

Schengen & NON-Schengen Approved from ALL Stands

Operating a HEAVY aircraft  
on a SCHENGEN flight

If B10 + E22 is occupied

VIP or Private flights

IF Stands F1-F9 is full

F - Gates (F1-F9)  
Schengen & NON-Schengen Approved on stand F1-F4  
Schengen Departures ONLY stand F5-F9

**RYANAIR**

**easyJet**

**Wizz**

or F1-F4 is occupied for  
NON-Schengen Departures

### 3. Departure Procedures

#### 3.1 ATC clearance

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

priority	Station name	Frequency	Notes
ATIS	EKCH_D_ATIS	122.850	Advise ATIS letter when calling for clearance. Do not confuse with EKCH_A_ATIS which is for arrivals
Primary	EKCH_DEL	119.900	If offline move to GND for clearance. <b>PDC supported</b>
Primary	EKCH_GND	121.625	Apron. Will guide you to hold short of Rwy12/30
Secondary	EKCH_D_GND	121.725	Secondary apron sometimes online
Secondary	EKCH_C_TWR	118.575	Controlling Rwy12/30 area. Only online in busy periods
Primary	EKCH_A_TWR	118.100	Main TWR frequency when no other is online
Secondary	EKCH_D_TWR	119.350	Dedicated departure frequency for busy periods
Primary	EKCH_W_APP	119.800	Departure frequency when no other is online
Secondary	EKCH_E_APP	118.450	In busy periods handles departures to the south
Primary	EKCH_W_DEP	120.250	Dedicated departure frequency
Secondary	EKCH_E_DEP	124.975	Secondary departure frequency handling departures to the south
Primary	EKDK_B_CTR	121.375	Main CTR frequency handling all when EKDK_D_CTR is offline
Secondary	EKDK_D_CTR	133.150	Secondary CTR Handles: ODN and GOLGA departures

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"*

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,
- Check the pushback guide found [Here](#)

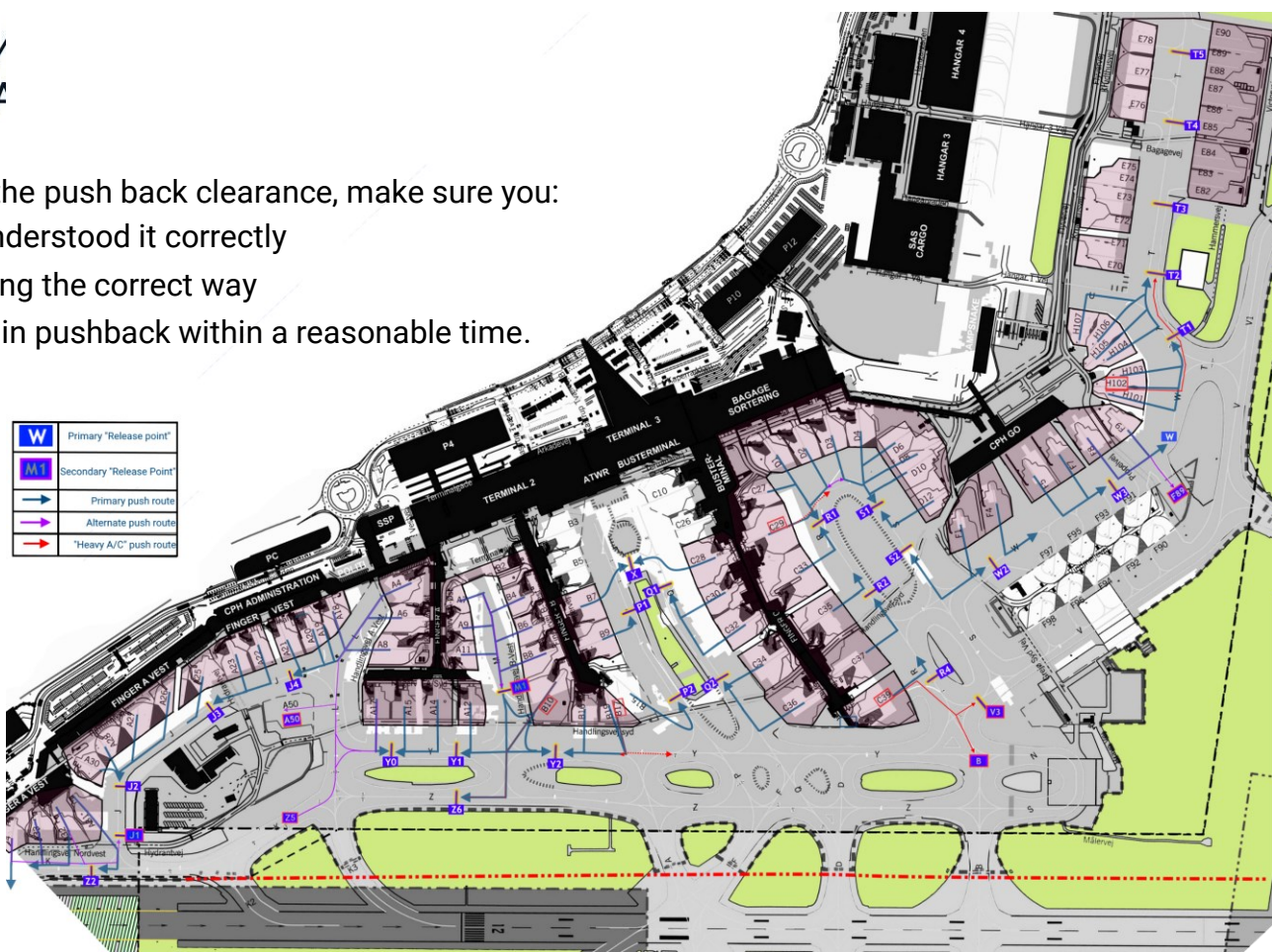
**You will possibly be given a Release Point which you can find in the graphic on the next page**



When getting the push back clearance, make sure you:

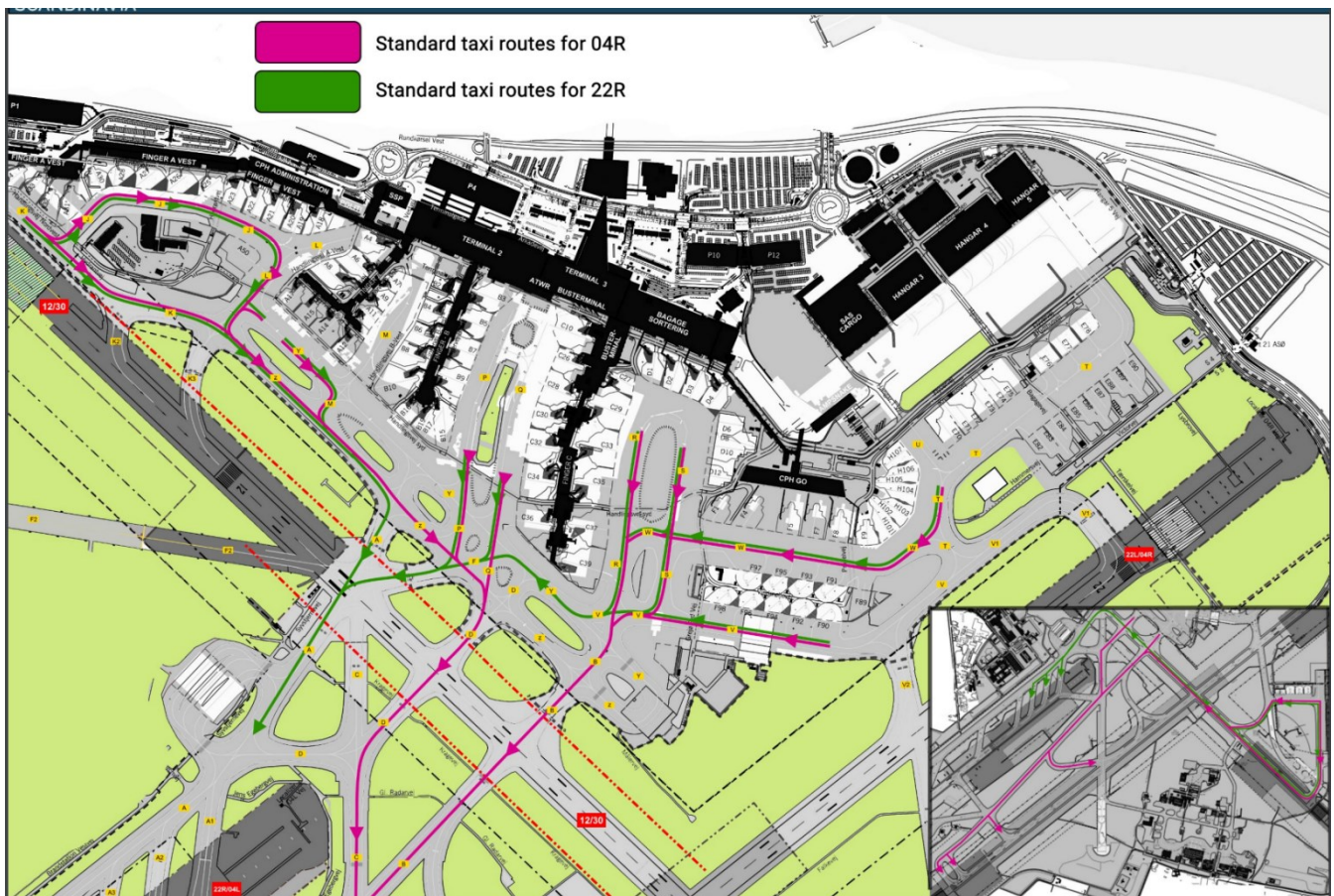
- Have understood it correctly
- Are facing the correct way
- Will begin pushback within a reasonable time.

	Primary "Release point"
	Secondary "Release Point"
	Primary push route
	Alternate push route
	"Heavy A/C" push route



### 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





As you reach the runway be aware of a few notes:

- 12/30
  - Observe the area of **EKCH\_C\_TWR**. This is the person to give you permission to CROSS RUNWAY 12/30
- 04R
  - You may get B1,B2 or B3. B4 is given rarely and only to some A/C types
  - As a HEAVY you MUST take B1
  - B5 is NOT available for departure
- 22R
  - You may get A1,A2,A3 or A4. E1 is given when traffic allows
  - As HEAVY you MUST depart from A1
  - A5 is not available for departure



### 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 <i>SALLO</i> in their flightplan
	YES	NO	SIMEG		East and southeast thru Poland	
East	YES	NO	KEMAX		Sweden, Finland, China, Japan, Russia	

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

- Initial Climb clearance
  - o FL70 from 22R/L & 04R/04L and 4000' from 12/30
- Routing
- Speed restriction
- Departure frequency
- You should KNOW that you must AUTOMATICALLY contact departure frequency when airborne. These are shown below

Priority	Callsign	Freq.	SID	Contact
ALWAYS when online contact:	EKCH_DEP	120.250	ALL SIDs	At 1000'
When EKCH_DEP is offline	EKCH_E_APP	118.450	NEXEN,KOPEX,LANGO,BETUD, BALOX,SIMEG,KEMAX,ASTOS	At 1000'
	EKCH_W_APP	119.800	VEDAR,GOLGA,MIKSI,ODN	At 1000'
When EKCH_E_APP is offline	EKCH_W_APP	119.800	ALL SID	At 1000'

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



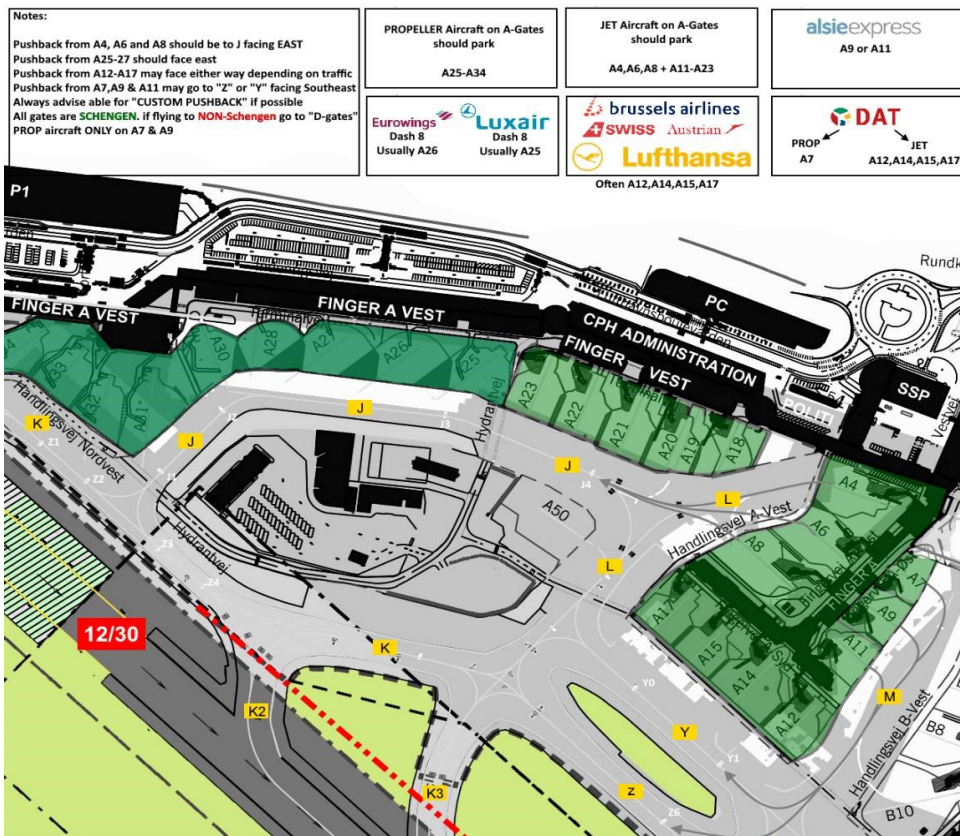
Good wind!

VATSIM-Scandinavia



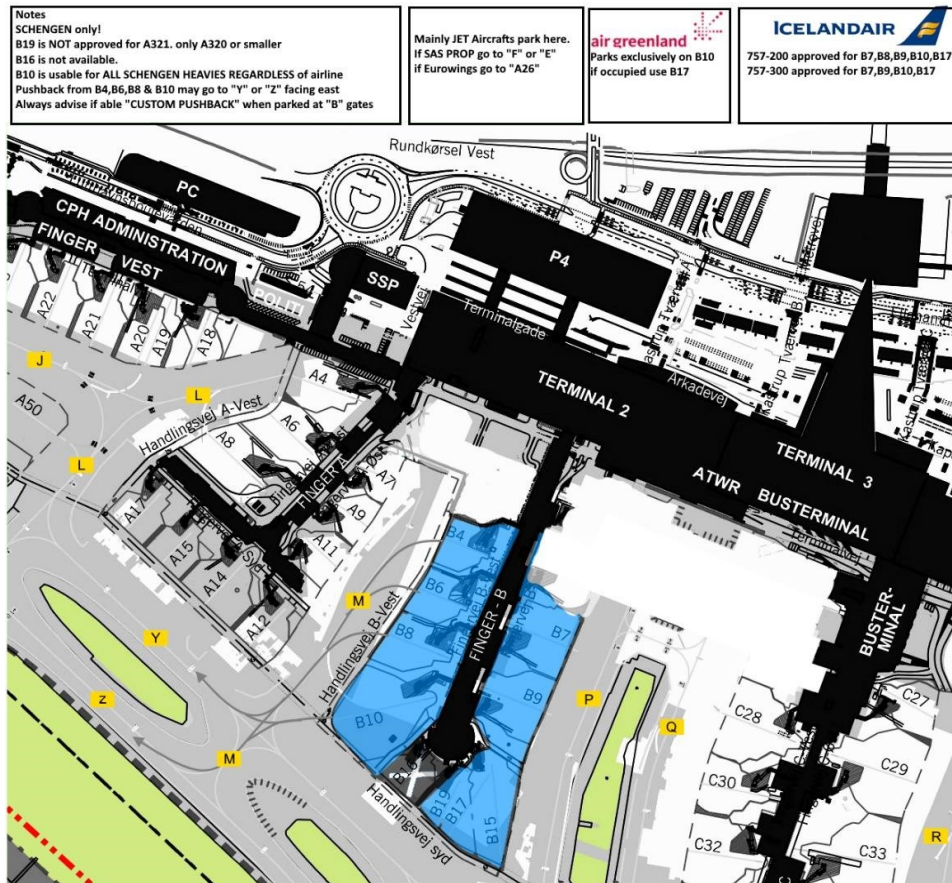
## A-Gates

Return to Briefing



## B-Gates

Return to Briefing





## C-Gates

Return to Briefing

### 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.**  
SCHENGEN departures should be relocated to "D" gates

### What gates are what?

MEDIUM: C27, C30

HEAVY: C28, C29, C32-C39

**SAS + norwegian**

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

### HEAVY Restrictions

**B77W + B744**

May NOT park at C28

**B748 + A388**

May ONLY park at C39

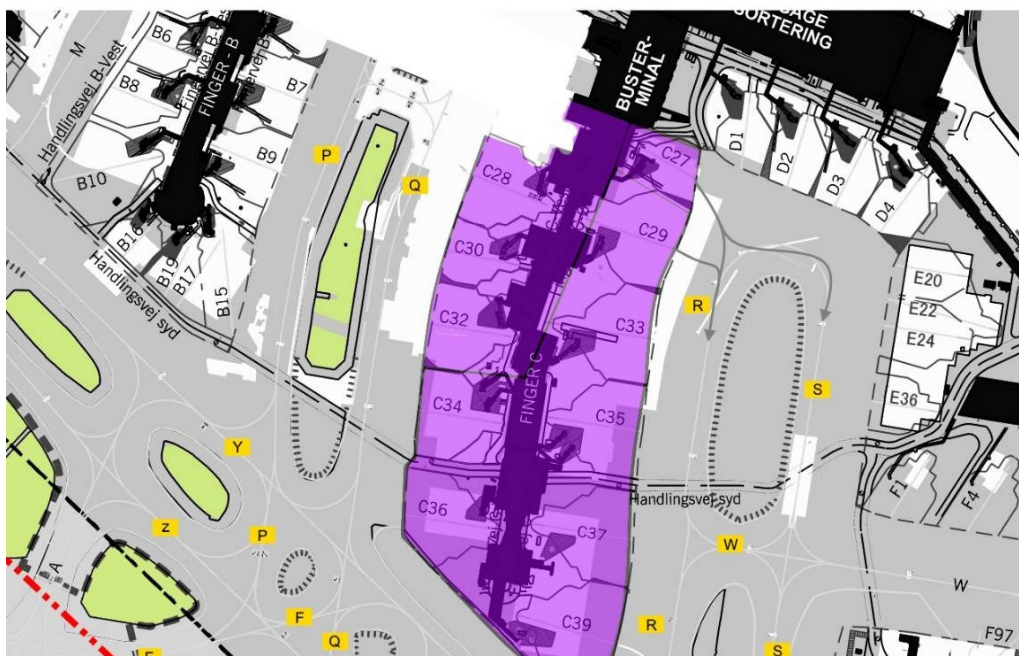
If Occupied  
go to "E22" or "E71"

### BRITISH AIRWAYS

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

**Emirates**

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



### 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!**

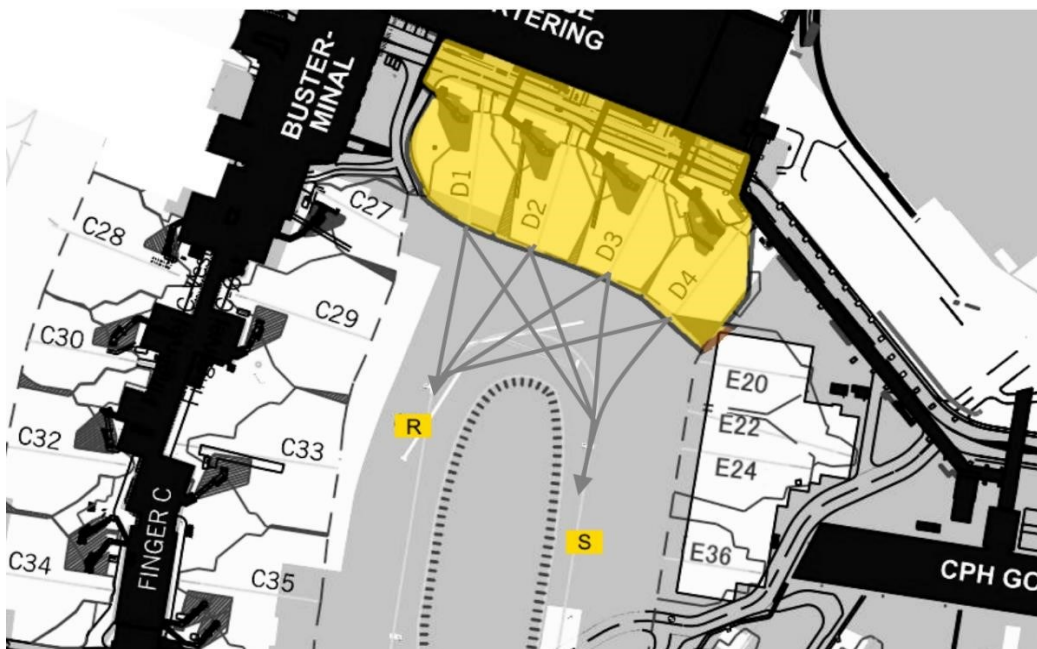
If all D-gates are full, consider relocating to "E"

**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**

## D-Gates

Return to Briefing



## E-Gates

Return to Briefing

### 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



## F-Gates

Return to Briefing

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

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

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

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

