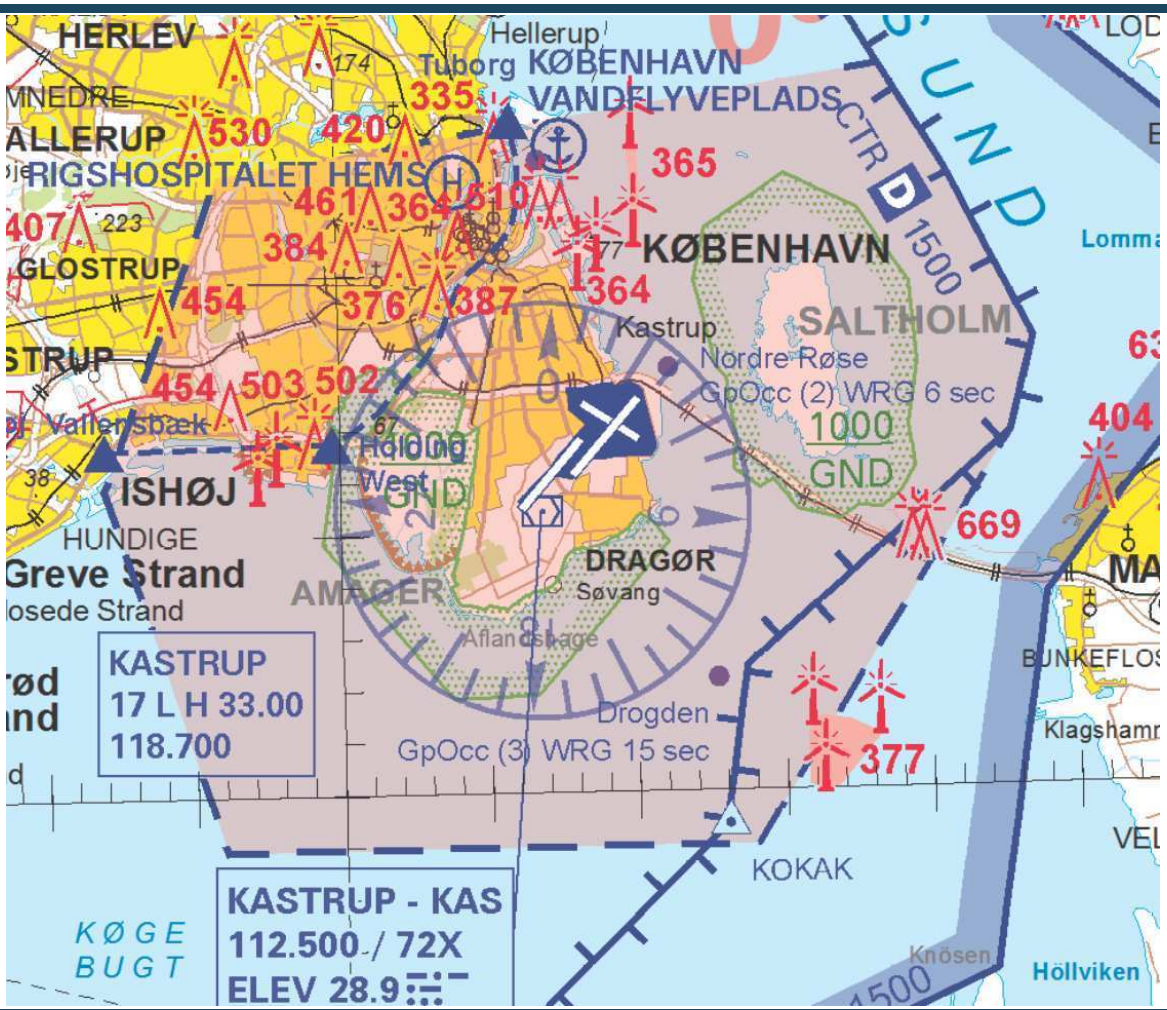
Copenhagen/Kastrup Airport (EKCH)



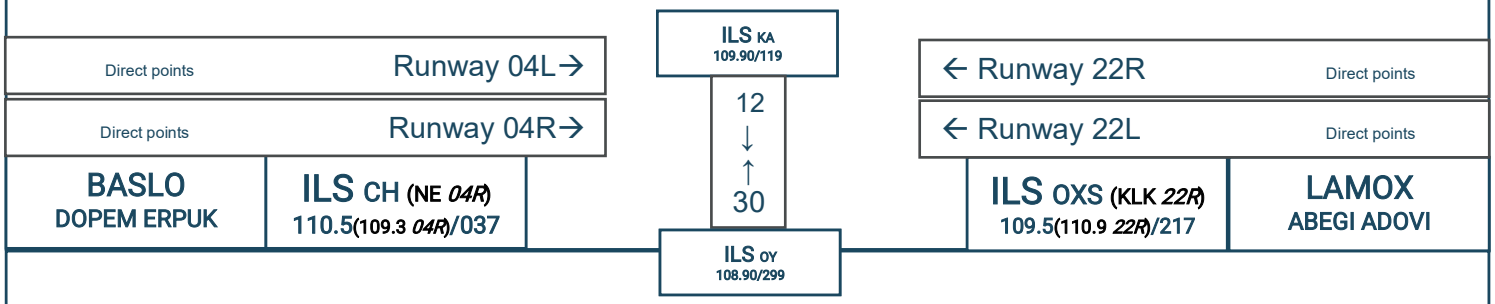
Charts

by VATSIM-Scandinavia
2022

VATSIM SCANDINAVIA

Approved by NAVIAIR

Elevation	Transition Altitude	More Charts	TWR	APP	ACC Copenhagen
17’	5000’	Aim.naviair.dk	118.1	119.8	121.375



GENERAL

- Main Runway 04R/22L & 04L/22R
- Runway 12/30 normally not used but OFTEN used as taxiway
- Complicated taxiway layout. Make sure you understand your taxi route

Arrival

- Expect “A” or “C” RNAV STARs normally for 04L/22L.
- VOR: KOR=*Korsa* TNO=*Trano* CDA=*Codan*
- At first contact with EKCH_APP state Aircraft type and ATIS letter
- You may get a short 6 miles final! Be prepared! Visual approach also available
- RNAV STARs used. Be prepared for vectors and direct clearances.

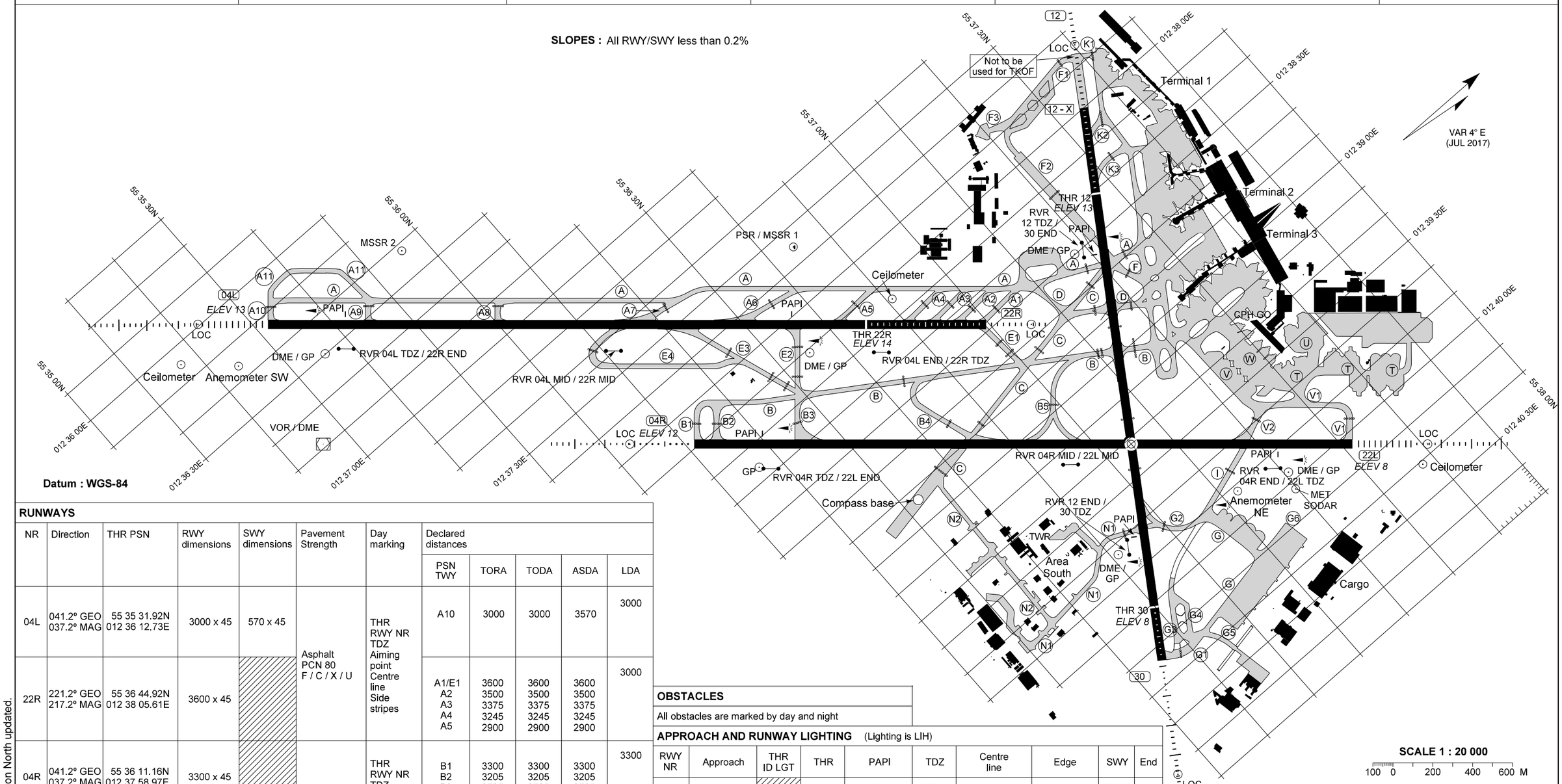
Taxi & Parking

- After landing expedite vacating. Traffic may be as little as 3 miles behind
- Rwy 12/30 is commonly used as taxiway. Be prepared to taxi “*via runway 12/30”*
- With GND online expect to cross runway 12/30 to hold short of “Z” taxiway

Departure

- At first contact with EKCH_DEL state A/C type, ATIS letter & QNH
- PDC available at EKCH for qualifying add-on aircrafts. If not, ask controller to put it online
- Pushback commenced to “Release points” Check charts for pushback routes
- Initial climb is FL70 for 22/04 & 4000’ for 12/30. ALWAYS adhere to this restriction
- After departure you must AUTOMATICALLY switch to the approach frequency

AERODROME CHART - ICAO	ARP : 55 37 04.50N 012 39 21.50E INT RWY 04R / 22L - 12 / 30	AD ELEV : 17	ELEV in FT Dimensions / Distances In M	Copenhagen APP : 119.805 Kastrup TWR : 118.100 118.575 118.700 119.350 121.825 ATIS : 122.750 (ARR) 122.850 (DEP)	**AD 2 - EKCH** **ADC** **København / Kastrup**



Changes : Buildings and Apron North updated.

RUNWAYS

NR	Direction	THR PSN	RWY dimensions	SWY dimensions	Pavement Strength	Day marking	Declared distances				
							PSN TWY	TORA	TODA	ASDA	LDA
04L	041.2° GEO 037.2° MAG	55 35 31.92N 012 36 12.73E	3000 x 45	570 x 45	Asphalt PCN 80 F / C / X / U	THR RWY NR TDZ Aiming point Centre line Side stripes	A10	3000	3000	3570	3000
22R	221.2° GEO 217.2° MAG	55 36 44.92N 012 38 05.61E	3600 x 45				A1/E1 A2 A3 A4 A5	3600 3500 3375 3245 2900	3600 3500 3375 3245 2900	3600 3500 3375 3245 2900	3000
04R	041.2° GEO 037.2° MAG	55 36 11.16N 012 37 58.97E	3300 x 45		Asphalt PCN 80 F / C / X / U	THR RWY NR TDZ Aiming point Centre line Side stripes	B1 B2 B3 B4/C	3300 3205 2795 1940	3300 3205 2795 1940	3300 3205 2795 1940	3300
22L	221.2° GEO 217.2° MAG	55 37 31.48N 012 40 03.29E	3300 x 45				V1 V2	3300 2770	3300 2770	3300 2770	3300
12	123.2° GEO 119.2° MAG	55 37 26.94N 012 38 20.82E	2800 x 45		Concrete + Asphalt PCN 80 F / C / X / U	THR RWY NR TDZ Aiming point Centre line Side stripes	12 - X K2 K3 D	2800 2695 2485 1800	2800 2695 2485 1800	2800 2695 2485 1800	2365
30	303.2° GEO 299.2° MAG	55 36 49.87N 012 40 01.01E	2365 x 45	300 x 45			G1	2365	2365	2665	2395 SWY incl.

OBSTACLES

All obstacles are marked by day and night

APPROACH AND RUNWAY LIGHTING (Lighting is LIH)

RWY NR	Approach	THR ID LGT	THR	PAPI	TDZ	Centre line	Edge	SWY	End
04L	900 M Cat II		Green	3° MEHT 61 FT	900 M White	3000 M 15 M	3000 M White 60 M	570 M Red	Red
22R	900 M White	FLG White	Green	3° MEHT 59 FT		3600 M 15 M	600 M Red 3000 M White 60 M		Red
04R	720 M White		Green	3° MEHT 57 FT		3300 M 15 M	3300 M White 30 M		Red
22L	900 M Cat II and III		Green	3° MEHT 60 FT	900 M White	3300 M 15 M	3300 M White 30 M		Red
12	900 M White	FLG White	Green	3° MEHT 49 FT			435 M Red 2365 M White 30 M		Red
30	900 M White		Green	3° MEHT 60 FT			270 M Red 2095 M White 30 M	300 M Red	Red

Secondary power supply : Yes, all RWY switch-over time 1 SEC at RVR below 800 M, otherwise MAX 15 SEC.

TAXIWAYS (Except TWY N1 and TWY N2)

Width : 23. G4 27.5.
Pavement : Concrete or asphalt.
Strength : PCN 80 / F / C / X / U.
Day marking : Centre line, Side stripes (where deemed necessary), Holding positions.
Lighting : Edge - blue; Centre line - green; Centre line on exit taxiways within ILS critical/sensitive areas and centre line within 60 M from RWY centre line - standard colour. Stop bars. RGL. Deicing TWY A and TWY B : Exit facility light.
Taxiing guidance system : Sign boards.
Rapid exit taxiways : A6, A7, B4 and E3.

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AIRCRAFT PARKING / DOCKING CHART - ICAO

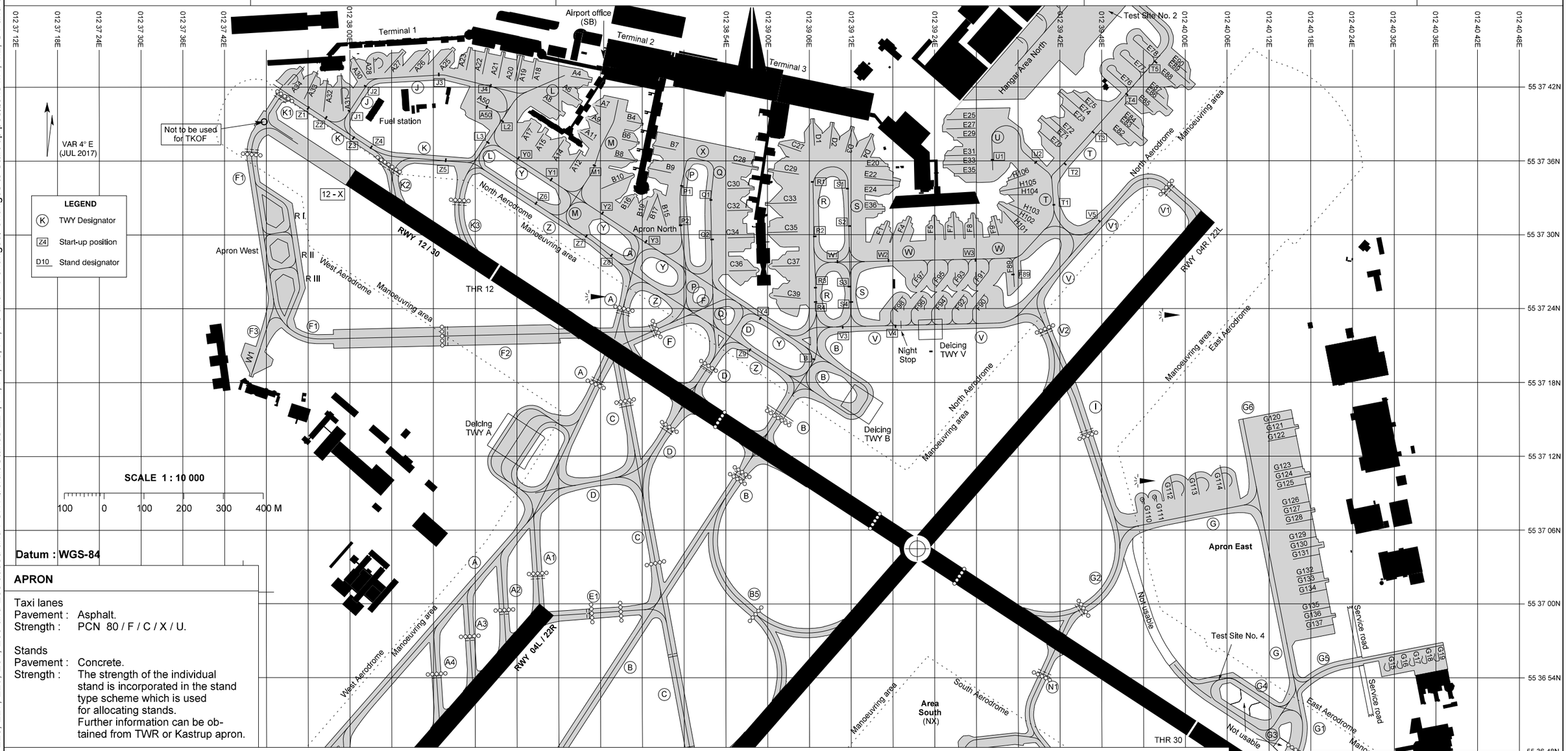
ELEV in FT

Apron ELEV : Apron West 16 - Apron North 10 - Apron East 8

Kastrup Ground : 121.900 121.625
Kastrup TWR : 118.100 118.575 118.700 119.350 121.825
ATIS (DEP) : 122.850
Clearance Delivery : 119.900

AD 2 - EKCH
APDC
København / Kastrup

Changes : Aircraft Stands B5 and C26 withdrawn, E25, E27, E29, E31, E33 and E35 added and PSN Aircraft Stands E24, F1, F4, F5, F7, F8 and F9 changed. Changes to Start-up positions M1, M2, U1 and U2 added.



APRON

Taxi lanes
Pavement : Asphalt.
Strength : PCN 80 / F / C / X / U.

Stands
Pavement : Concrete.
Strength : The strength of the individual stand is incorporated in the stand type scheme which is used for allocating stands. Further information can be obtained from TWR or Kastrup apron.

INS COORDINATES FOR AIRCRAFT STANDS

Apron North

A4 - 55 37 42.73N 012 38 32.95E
A6 - 55 37 41.23N 012 38 31.81E
A7 - 55 37 40.47N 012 38 36.19E
A8 - 55 37 40.36N 012 38 29.13E
A9 - 55 37 39.41N 012 38 35.00E
A11 - 55 37 38.30N 012 38 33.91E
A12 - 55 37 36.02N 012 38 32.24E
A14 - 55 37 37.10N 012 38 29.93E
A15 - 55 37 37.72N 012 38 27.19E
A17 - 55 37 38.53N 012 38 25.75E
A18 - 55 37 43.45N 012 38 26.40E
A19 - 55 37 43.48N 012 38 24.37E
A20 - 55 37 43.71N 012 38 23.99E
A21 - 55 37 43.77N 012 38 21.64E
A22 - 55 37 44.07N 012 38 19.32E
A23 - 55 37 44.27N 012 38 16.96E
A25 - 55 37 44.54N 012 38 14.03E
A26 - 55 37 44.39N 012 38 10.33E
A27 - 55 37 44.33N 012 38 06.76E
A28 - 55 37 43.95N 012 38 03.35E
A30 - 55 37 43.63N 012 38 01.21E
A31 - 55 37 42.07N 012 37 58.73E
A32 - 55 37 41.59N 012 37 56.45E
A33 - 55 37 42.38N 012 37 54.51E
A34 - 55 37 42.87N 012 37 52.14E
A50 - 55 37 40.52N 012 38 19.11E
B4 - 55 37 39.13N 012 38 40.72E
B6 - 55 37 37.59N 012 38 40.34E
B7 - 55 37 37.05N 012 38 45.14E
B8 - 55 37 36.19N 012 38 39.33E
B9 - 55 37 35.19N 012 38 44.45E
B10 - 55 37 34.30N 012 38 38.43E
B15 - 55 37 32.68N 012 38 44.37E
B16 - 55 37 32.67N 012 38 40.38E
B17 - 55 37 32.32N 012 38 43.48E
B19 - 55 37 32.11N 012 38 42.34E
C27 - 55 37 37.06N 012 39 03.14E
C28 - 55 37 35.63N 012 38 56.36E
C29 - 55 37 35.09N 012 39 02.08E
C30 - 55 37 33.74N 012 38 55.88E
C32 - 55 37 31.95N 012 38 55.71E
C33 - 55 37 32.54N 012 39 02.06E
C34 - 55 37 29.75N 012 38 55.95E
C35 - 55 37 30.19N 012 39 02.22E
C36 - 55 37 27.08N 012 38 56.33E
C37 - 55 37 27.46N 012 39 02.68E
C39 - 55 37 24.94N 012 39 02.78E
D1 - 55 37 38.46N 012 39 06.53E
D2 - 55 37 38.18N 012 39 09.09E
D3 - 55 37 37.86N 012 39 11.71E
D4 - 55 37 37.30N 012 39 14.26E
E20 - 55 37 35.54N 012 39 15.73E
E22 - 55 37 34.52N 012 39 16.69E
E24 - 55 37 34.01N 012 39 17.54E
E25 - 55 37 39.36N 012 39 26.76E
E27 - 55 37 38.62N 012 39 26.79E
E29 - 55 37 37.90N 012 39 28.25E
E31 - 55 37 36.43N 012 39 26.87E
E33 - 55 37 35.69N 012 39 26.90E
E35 - 55 37 34.98N 012 39 28.36E
E36 - 55 37 32.05N 012 39 15.72E
E70 - 55 37 37.49N 012 39 40.49E
E71 - 55 37 38.38N 012 39 40.99E
E72 - 55 37 38.55N 012 39 42.12E
E73 - 55 37 39.61N 012 39 43.76E
E74 - 55 37 40.39N 012 39 44.11E
E75 - 55 37 40.67N 012 39 45.40E
E76 - 55 37 42.98N 012 39 49.53E
E77 - 55 37 44.21N 012 39 51.42E
E78 - 55 37 45.45N 012 39 53.25E
E82 - 55 37 37.86N 012 39 51.09E
E83 - 55 37 38.31N 012 39 52.57E
E84 - 55 37 38.96N 012 39 52.63E
E85 - 55 37 40.31N 012 39 54.69E
E86 - 55 37 40.73N 012 39 56.22E
E87 - 55 37 41.37N 012 39 56.33E
E88 - 55 37 42.43N 012 39 57.97E
E89 - 55 37 42.85N 012 39 59.50E
E90 - 55 37 43.48N 012 39 59.61E
F1 - 55 37 30.17N 012 39 16.77E
F4 - 55 37 30.41N 012 39 20.49E
F5 - 55 37 30.38N 012 39 24.61E
F7 - 55 37 30.59N 012 39 27.40E
F8 - 55 37 30.45N 012 39 30.21E
F9 - 55 37 30.20N 012 39 33.50E
F89 - 55 37 25.95N 012 39 33.76E
F90 - 55 37 24.73N 012 39 30.52E
F91 - 55 37 26.21N 012 39 30.59E
F92 - 55 37 24.69N 012 39 27.58E
F93 - 55 37 26.17N 012 39 27.65E
F94 - 55 37 24.65N 012 39 24.64E
F95 - 55 37 26.14N 012 39 24.70E
F96 - 55 37 24.61N 012 39 21.70E
F97 - 55 37 26.09N 012 39 21.76E
F98 - 55 37 24.58N 012 39 18.76E
H101 - 55 37 31.05N 012 39 35.09E
H102 - 55 37 31.79N 012 39 35.09E
H103 - 55 37 32.04N 012 39 36.33E
H104 - 55 37 33.23N 012 39 36.53E
H105 - 55 37 33.75N 012 39 35.71E
H106 - 55 37 34.44N 012 39 36.49E

Apron East

G15 - 55 36 54.70N 012 40 28.50E
G16 - 55 36 54.96N 012 40 31.12E
G17 - 55 36 55.16N 012 40 32.94E
G18 - 55 36 55.37N 012 40 34.76E
G19 - 55 36 55.57N 012 40 36.58E
G110 - 55 37 08.47N 012 39 53.75E
G111 - 55 37 08.69N 012 39 55.65E
G112 - 55 37 09.19N 012 39 58.19E
G113 - 55 37 09.58N 012 40 01.72E
G114 - 55 37 09.95N 012 40 05.06E
G120 - 55 37 14.82N 012 40 13.06E*
G121 - 55 37 14.11N 012 40 13.32E*
G122 - 55 37 13.40N 012 40 13.58E*
G123 - 55 37 10.90N 012 40 14.46E
G124 - 55 37 10.23N 012 40 15.08E
G125 - 55 37 09.47N 012 40 14.96E
G126 - 55 37 08.05N 012 40 15.46E
G127 - 55 37 07.40N 012 40 16.35E
G128 - 55 37 06.62N 012 40 15.95E
G129 - 55 37 05.19N 012 40 16.44E
G130 - 55 37 04.55N 012 40 17.34E
G131 - 55 37 03.81N 012 40 17.36E
G132 - 55 37 02.34N 012 40 17.43E
G133 - 55 37 01.69N 012 40 18.32E
G134 - 55 37 00.95N 012 40 18.34E
G135 - 55 36 59.52N 012 40 18.62E*
G136 - 55 36 58.80N 012 40 18.88E*
G137 - 55 36 58.09N 012 40 19.14E*

Apron West

R I - 55 37 31.48N 012 37 51.21E
R II - 55 37 29.11N 012 37 51.85E
R III - 55 37 25.75N 012 37 52.76E
W1 - 55 37 19.79N 012 37 46.46E

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Appendix AD1.4.1 – Standard Pushback Routes

Remarks

Stands	Release Point	Direction	Alternate push	Remarks
A34-A31	J1	South	Z1/Z2	A34,A33 may push to K1 holding point
A26-A30	J2	North		Z2 also available for non-standard push. J1 is NOT allowed from these stands
A25	-	East	J2	A25 is pushed facing east at no particular release point
A4,A6,A8 + A18-A21	J4	East	A50 or Z5	Only one push at a time unless alternative push is used
A17	Y0	Northwest		
A12-A15	Y1/Y0	Southeast		If using Y0 face East, warn passing A/C on L of jetblask
A7-A11+B4-B10	Y1/Z2/Z6	Twy M	Z7	Only Z6 approved for heavy aircraft
B15-B19	Y3/P1	Northwest	Z8	Y2 is not available for push. Y3 to do left turn on “A”
B7, B9 + C28, C30	X	-	Face south	Only one push at a time
C32-C36	Q2/Q1	South	X or Y4	Q1 only from C36
C27+D1-D4 + E20-E36	R1/S1	North	R2/S2	E36 facing south. Heavy A/C from C29/E22 straight pushback
C33-C39	R1/R2/R3	South		A380/748 to V3(04R) or B (22L). other heavies normal push
F1-F9+F91-F97	W1/W2	West	S2/S3 or F89	S4 only available to face south from F90,92,94,96,98
H101-H102+E70-E90	T1/T2	-	-	
E25-E35	U1	West	-	Not simulated by VATSIM for the time being

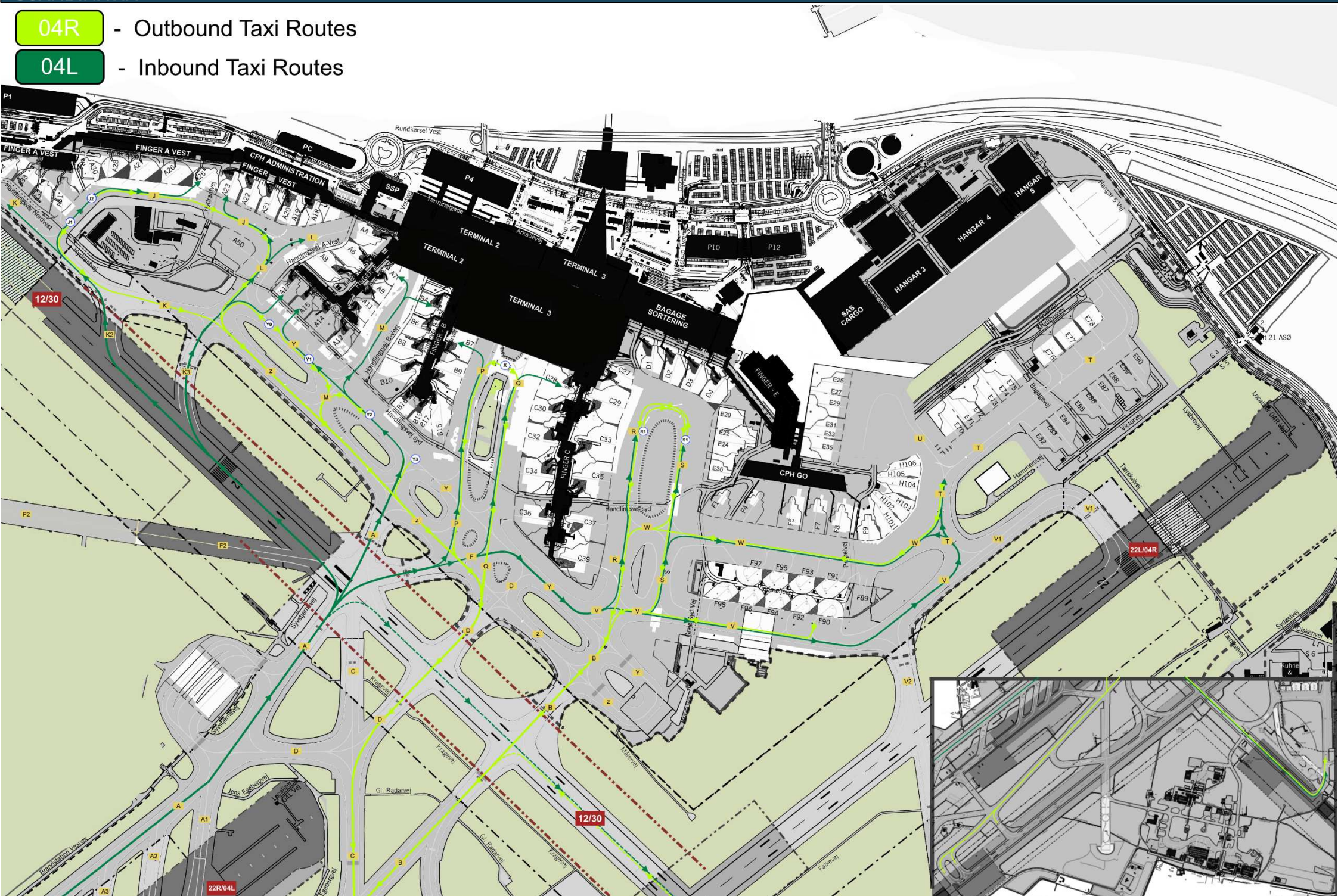
PRIMARY "RELEASE POINTS"

SECONDARY "RELEASE POINTS"

Standard Taxi Routes 04R/04L

04R - Outbound Taxi Routes

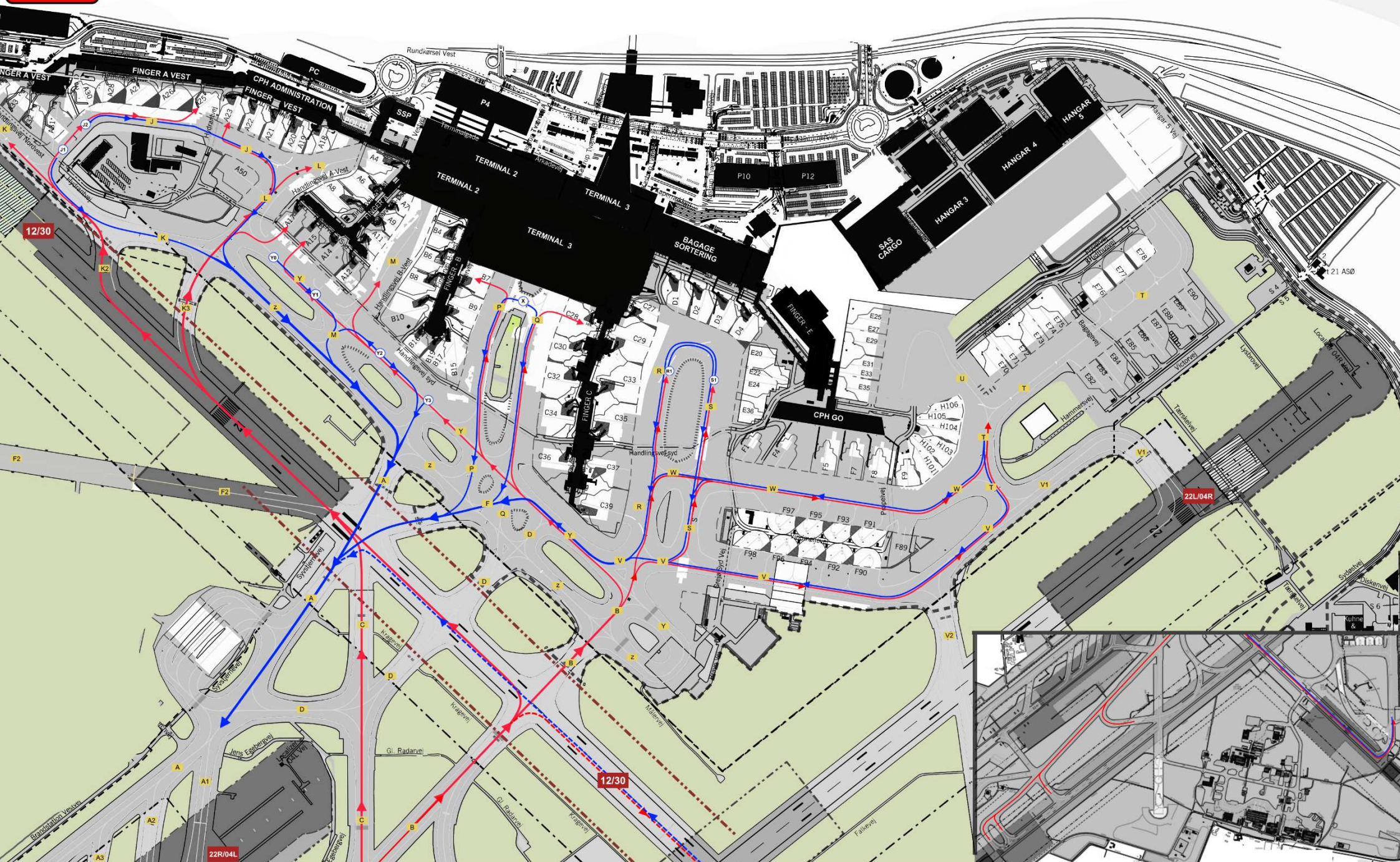
04L - Inbound Taxi Routes



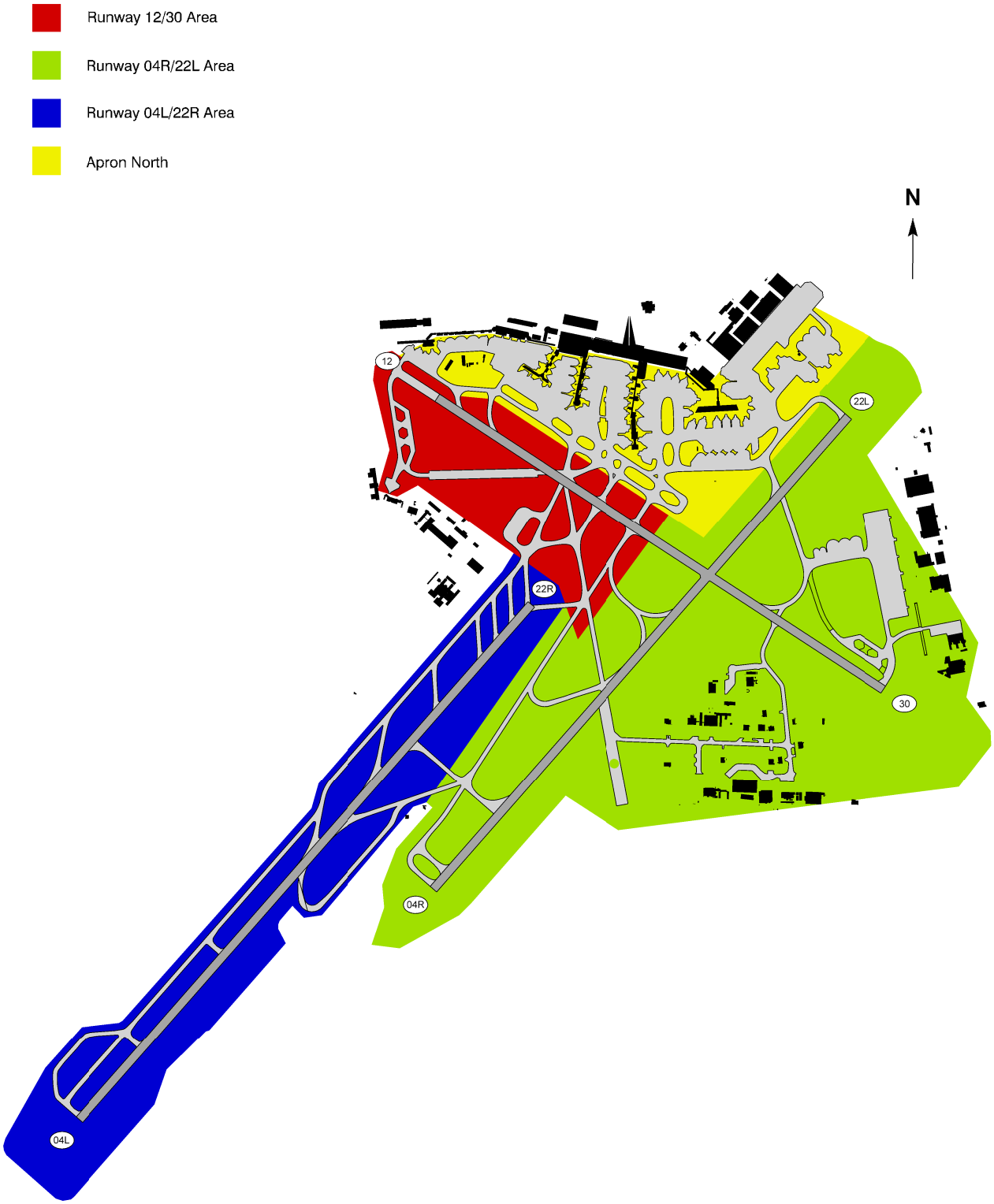
Standard Taxi Routes – 22R/22L

22R - Outbound Taxi Routes

22L - Inbound Taxi Routes



AREA OF RESPONSIBILITY WHEN RWY IN USE IS 04L/R OR 22L/R



Changes : TWY A12 withdrawn. Buildings updated

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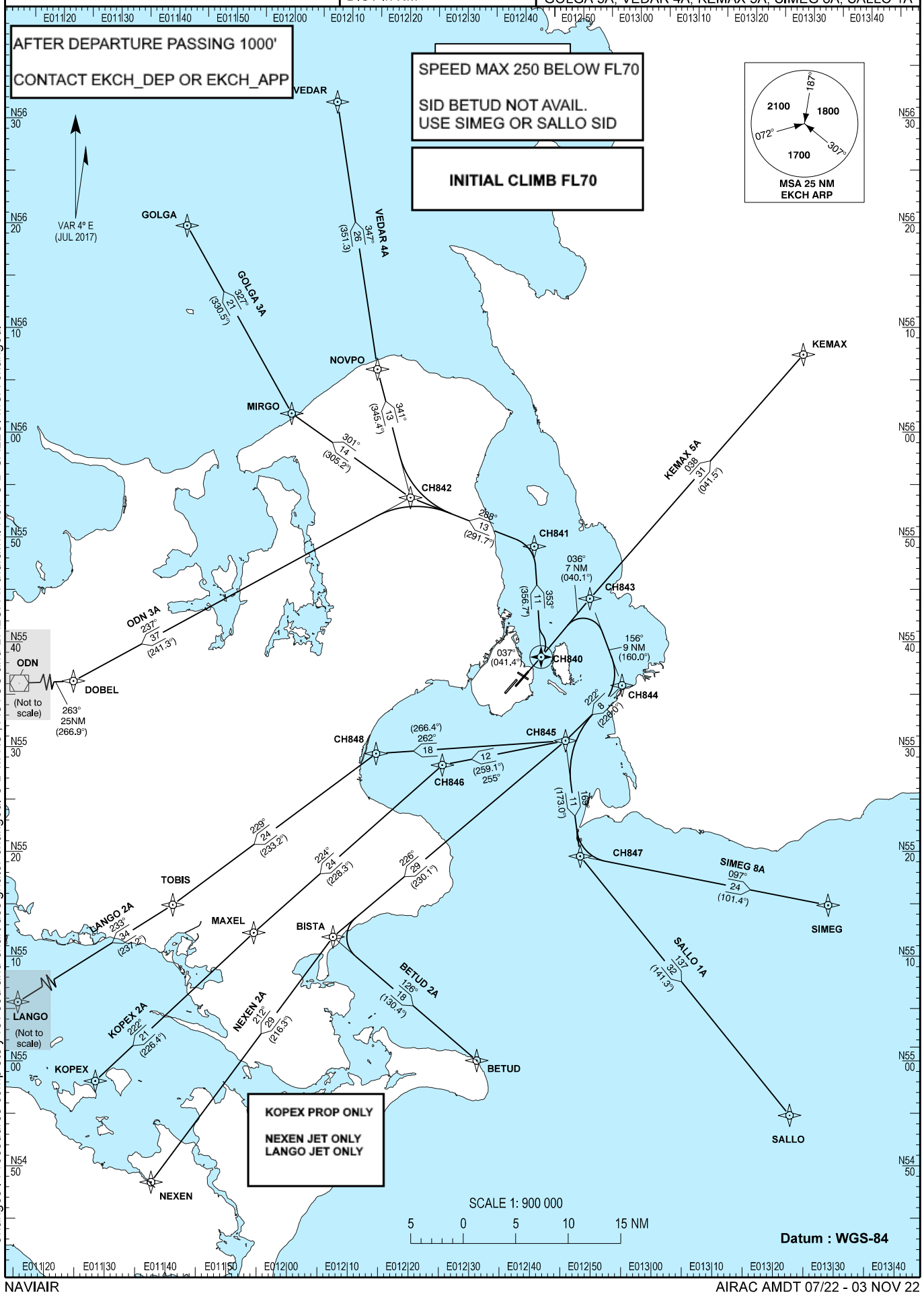
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 04 R - 1
København / Kastrup
BETUD 2A, NEXEN 2A, KOPEX 2A, LANGO 2A, ODN 3A
GOLGA 3A, VEDAR 4A, KEMAX 5A, SIMEG 8A, SALLO 1A



Changes : Procedures completely revised and chart designator changed. SID MIKSI, ASTOS and BALOX withdrawn. New SID SALLO. MSA changed.

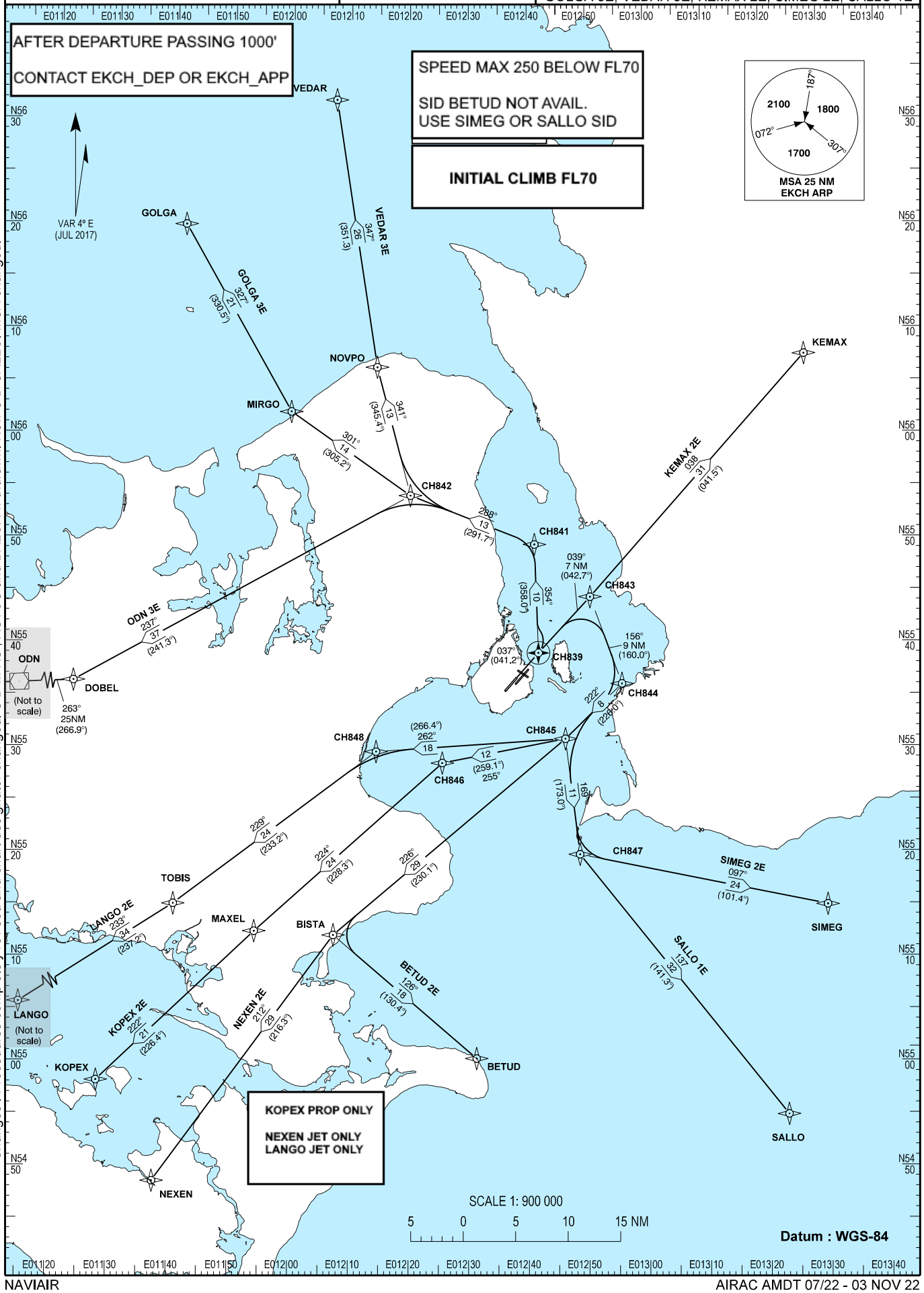
NAVIAIR
FOR SIMULATOR USE ONLY
AVATSIM SCANDINAVIA

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 04 L - 1
København / Kastrup
BETUD 2E, NEXEN 2E, KOPEX 2E, LANGO 2E, ODN 3E
GOLGA 3E, VEDAR 3E, KEMAX 2E, SIMEG 2E, SALLO 1E



Changes : Procedures completely revised and chart designator changed. SID MIKSI, ASTOS and BALOX withdrawn. New SID SALLO. MSA changed.

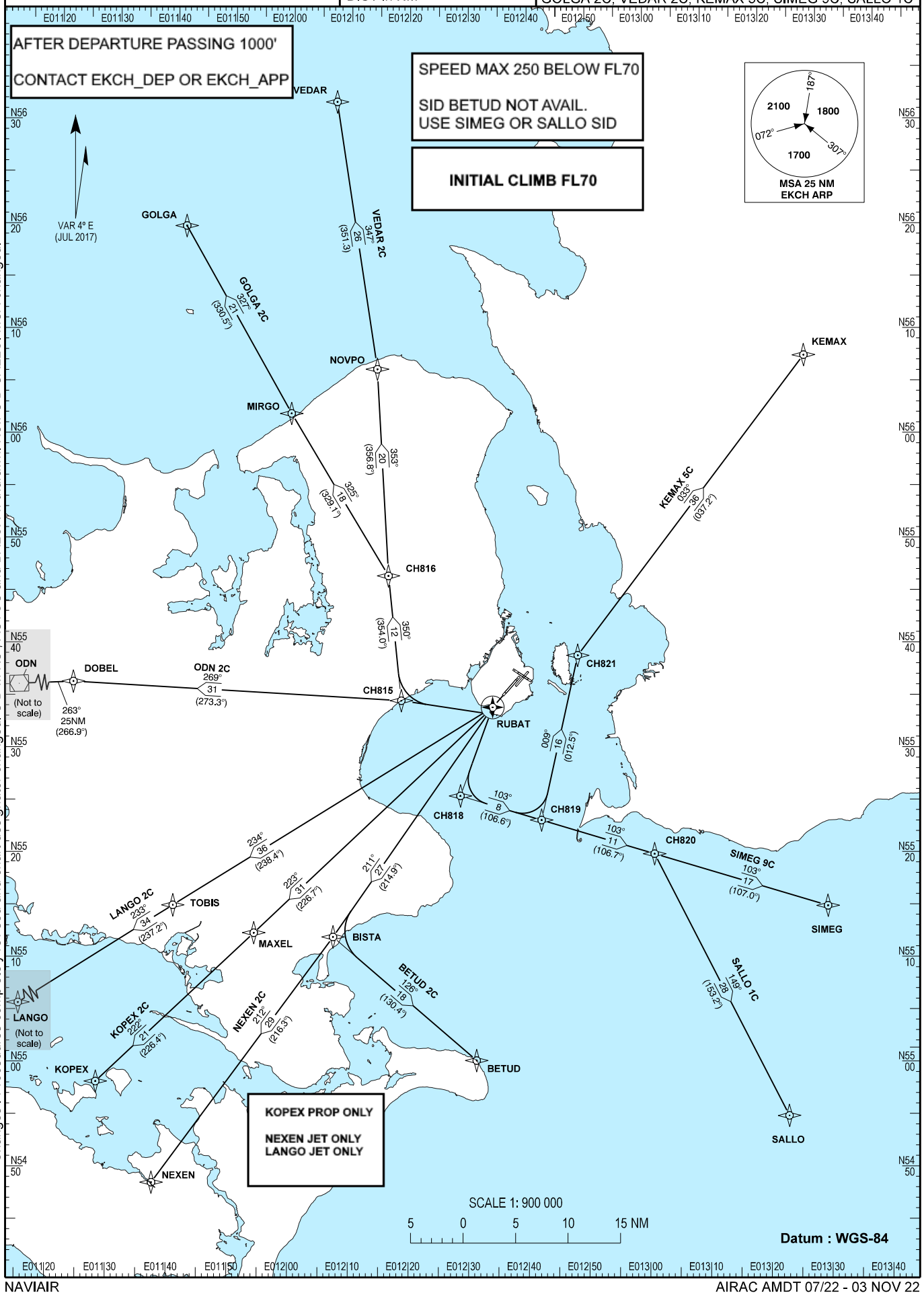
NAVIAIR
FOR SIMULATOR USE ONLY
AVATSIM SCANDINAVIA

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 22 R - 1
København / Kastrup
BETUD 2C, NEXEN 2C, KOPEX 2C, LANGO 2C, ODN 2C
GOLGA 2C, VEDAR 2C, KEMAX 5C, SIMEG 9C, SALLO 1C



Changes : Procedures completely revised and chart designator changed. SID MIKSI, ASTOS and BALOX withdrawn. New SID SALLO. MSA changed.

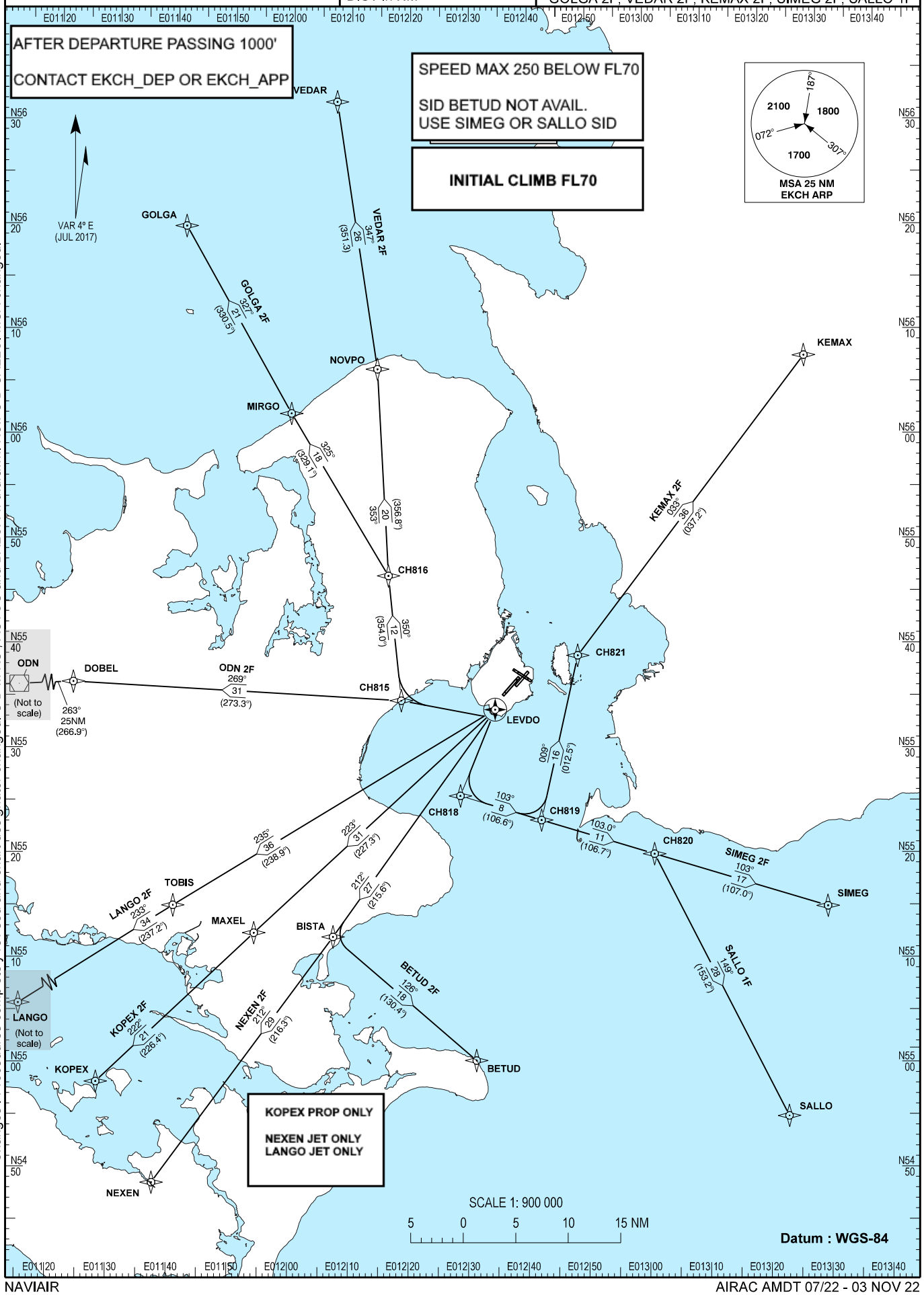
NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 22 L - 1
København / Kastrup
BETUD 2F, NEXEN 2F, KOPEX 2F, LANGO 2F, ODN 2F
GOLGA 2F, VEDAR 2F, KEMAX 2F, SIMEG 2F, SALLO 1F



Changes : Procedures completely revised and chart designator changed. SID MIKSI, ASTOS and BALOX withdrawn. New SID SALLO. MSA changed.

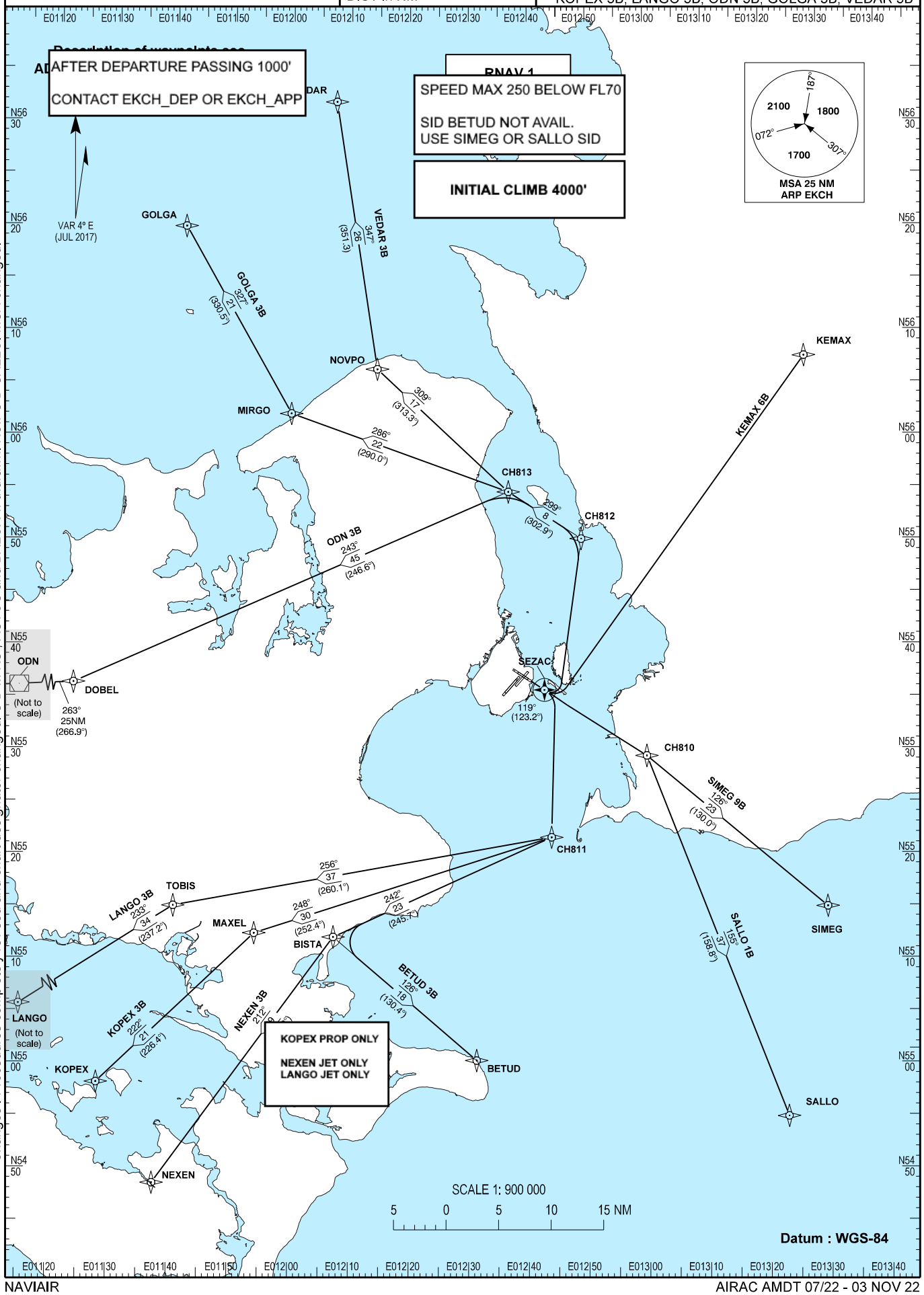
NAVIAIR
FOR SIMULATOR USE ONLY
AVATSIM SCANDINAVIA

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 12 - 1
København / Kastrup
KEMAX 6B, SIMEG 9B, SALLO 1B, BETUD 3B, NEXEN 3B, KOPEX 3B, LANGO 3B, ODN 3B, GOLGA 3B, VEDAR 3B



Changes : Procedures completely revised and chart designator changed. SID MIKSI, ASTOS and BALOX withdrawn. New SID SALLO. MSA changed.

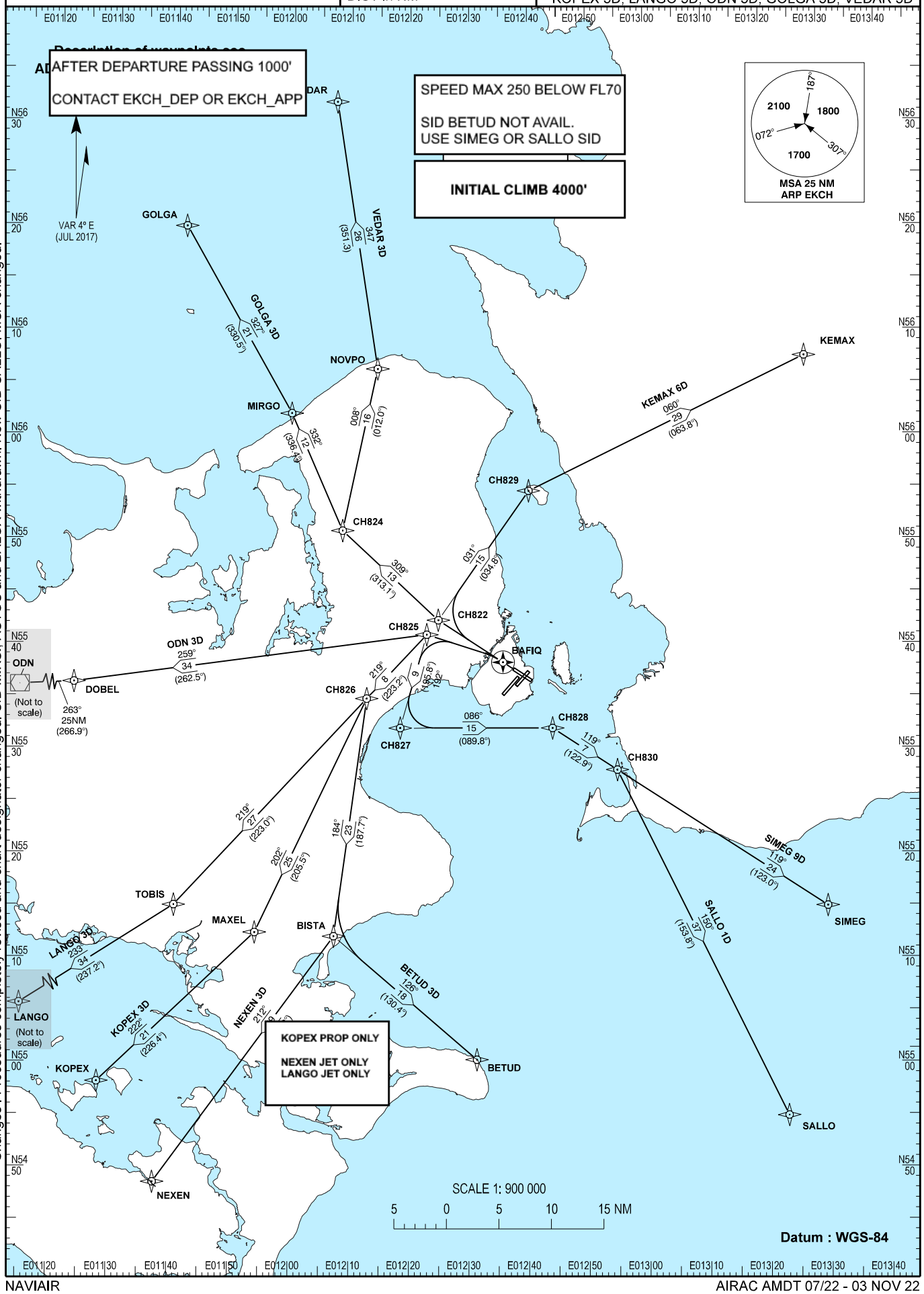
NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV SID RWY 30 - 1
København / Kastrup
KEMAX 6D, SIMEG 9D, SALLO 1D, BETUD 3D, NEXEN 3D, KOPEX 3D, LANGO 3D, ODN 3D, GOLGA 3D, VEDAR 3D



Changes : Procedures completely revised and chart designator changed. SID MIKSI, ASTOS and BALOX withdrawn. New SID SALLO. MSA changed.

NAVIAIR
FOR SIMULATOR USE ONLY
AVATSIM SCANDINAVIA

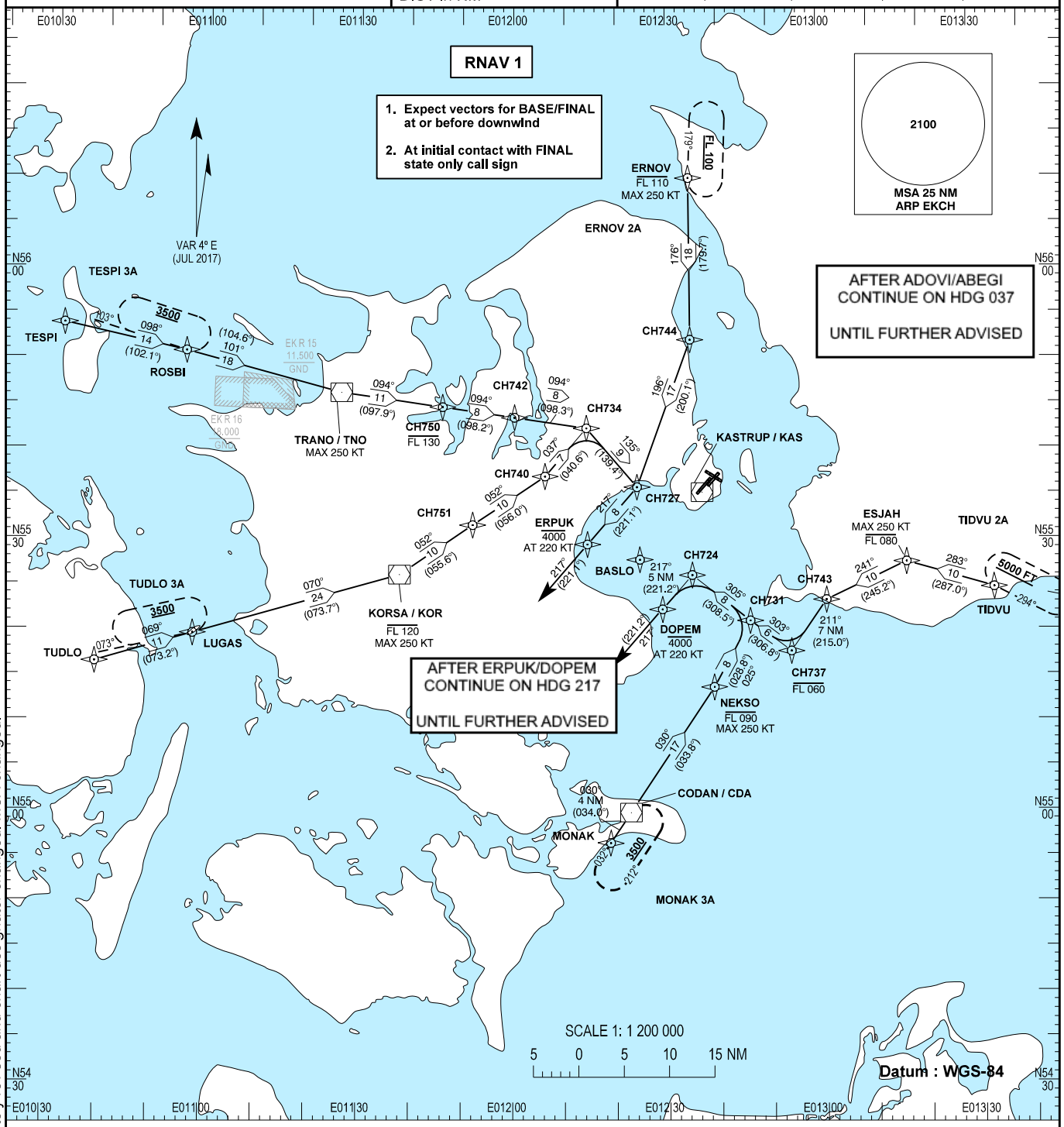
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV STAR RWY 04 L / R - 1
København / Kastrup

TESPI 3A, TUDLO 3A, MONAK 3A, TIDVU 2A, ERNOV 2A



AT FIRST CONTACT WITH EKCH_W_APP OR EKCH_E_APP STATE AIRCRAFT TYPE

DOMESTIC TRAFFIC MAY PLAN AND JOIN ARRIVALS AT **TNO** & **KOR**

ALL PILOTS **MUST** ADHERE TO SPEED AND LEVEL RESTRICTIONS ON STAR

Changes : Procedures completely revised and chart designator changed. MSA changed.

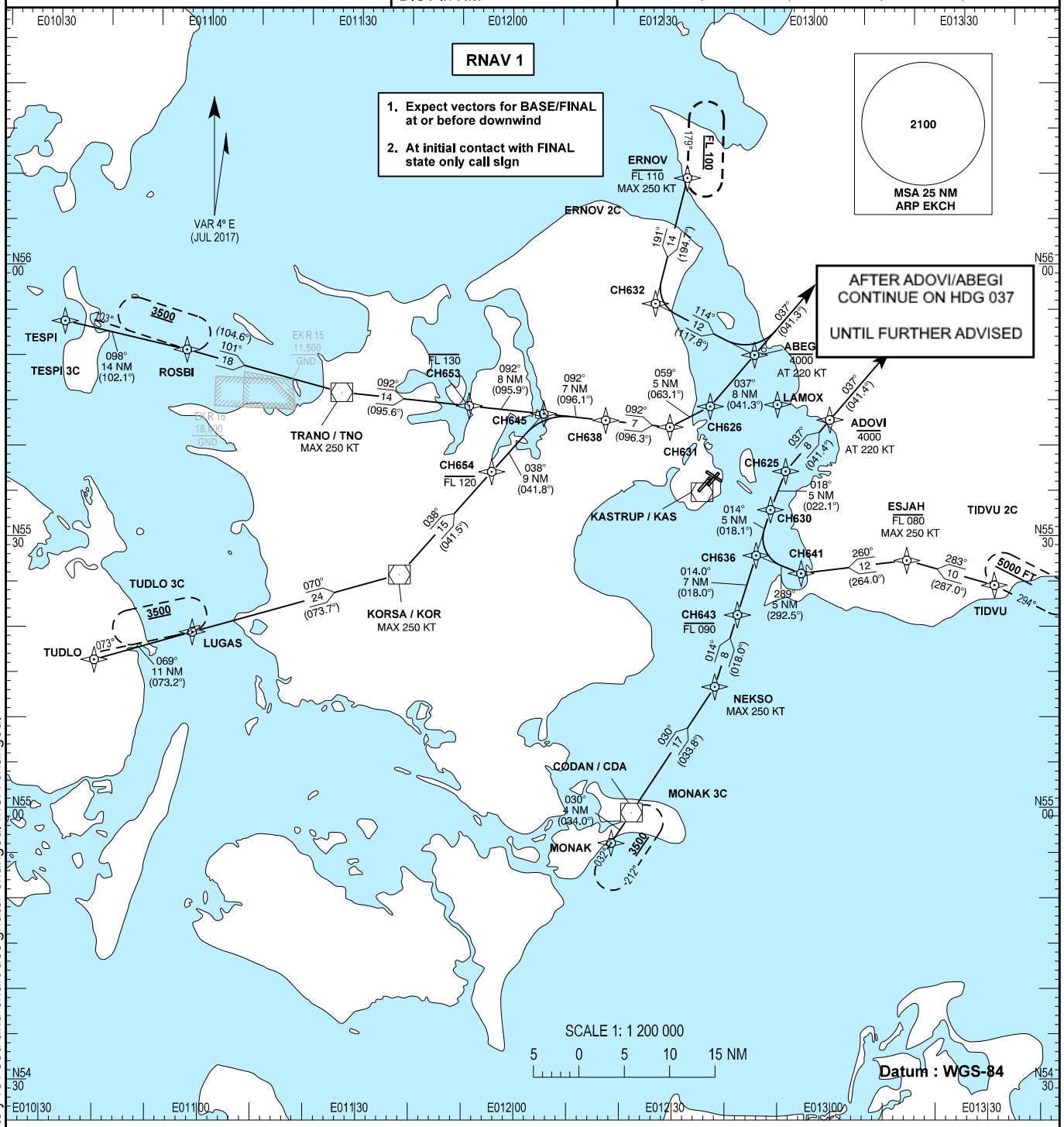
NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV STAR RWY 22 L / R - 1
København / Kastrup
TESPI 3C, TUDLO 3C, MONAK 3C, TIDVU 2C, ERNOV 2C



AT FIRST CONTACT WITH EKCH_W_APP OR EKCH_E_APP STATE AIRCRAFT TYPE

DOMESTIC TRAFFIC MAY PLAN AND JOIN ARRIVALS AT **TNO** & **KOR**

ALL PILOTS **MUST** ADHERE TO SPEED AND LEVEL RESTRICTIONS ON STAR

Changes : Procedures completely revised and chart designator changed. MSA changed.

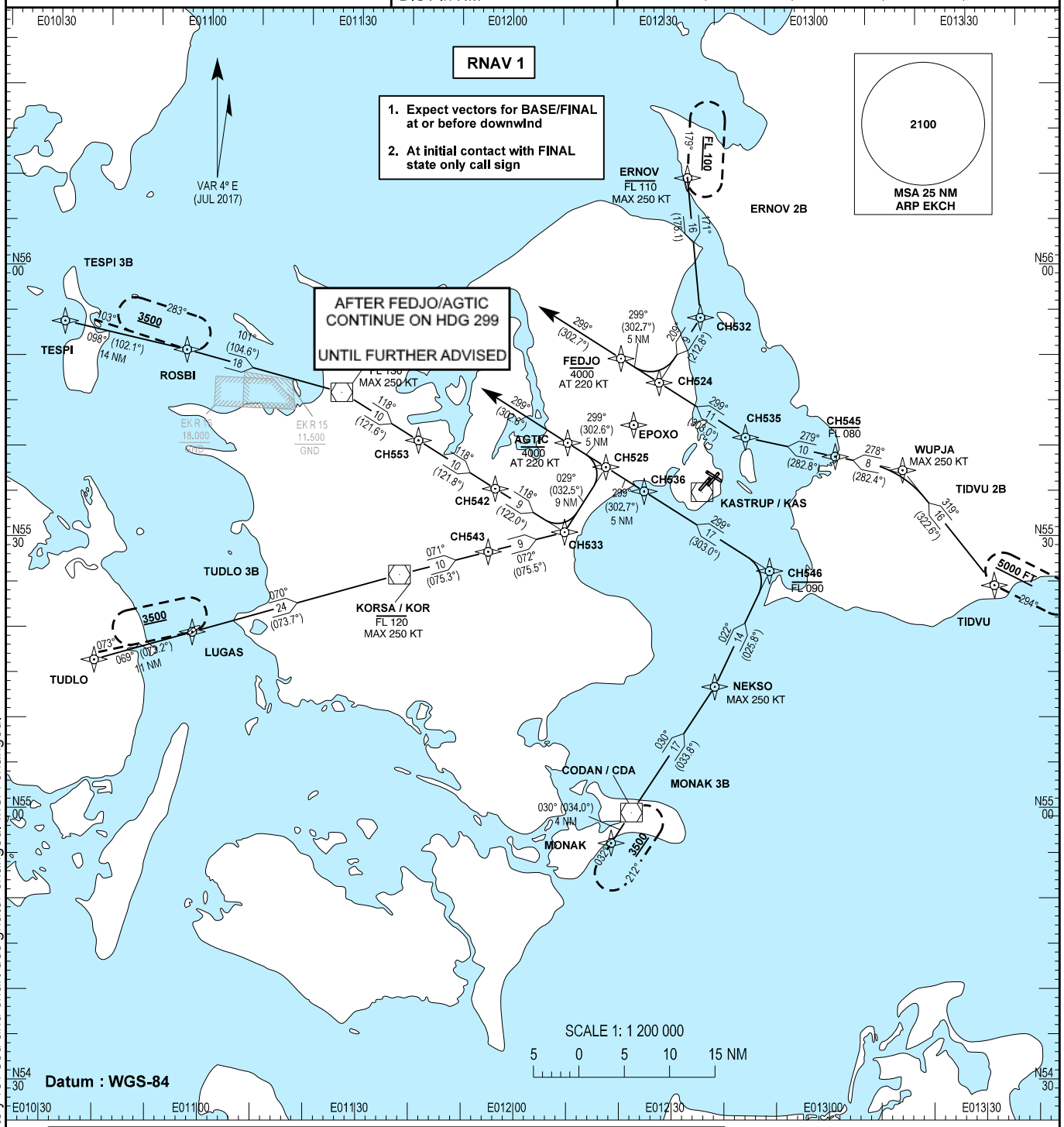
NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV STAR RWY 12 - 1
København / Kastrup
TESPI 3B, TUDLO 3B, MONAK 3B, TIDVU 2B, ERNOV 2B



AT FIRST CONTACT WITH EKCH_W_APP OR EKCH_E_APP STATE AIRCRAFT TYPE

DOMESTIC TRAFFIC MAY PLAN AND JOIN ARRIVALS AT **TNO** & **KOR**

ALL PILOTS **MUST** ADHERE TO SPEED AND LEVEL RESTRICTIONS ON STAR

Changes : Procedures completely revised and chart designator changed. MSA changed.

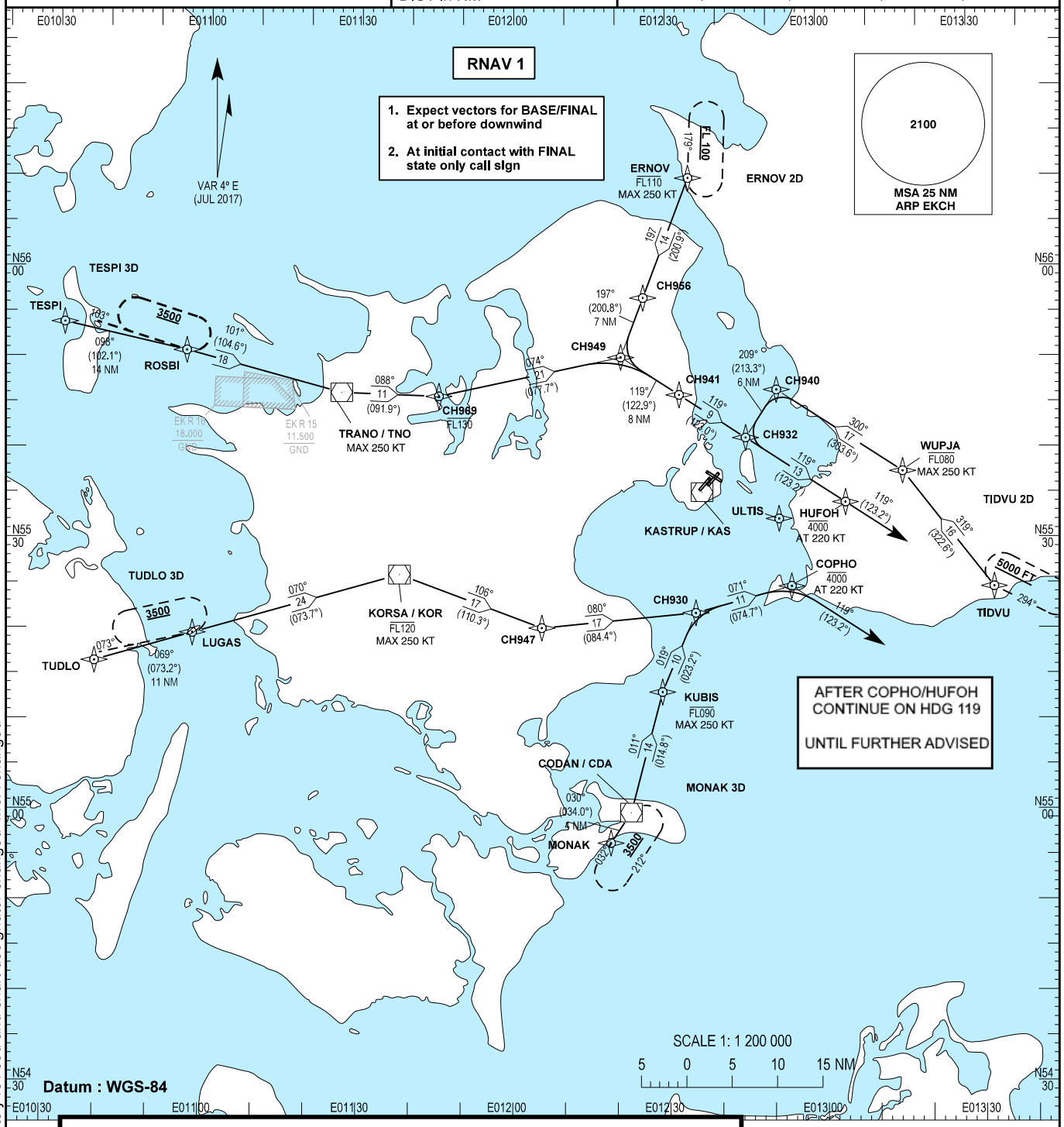
NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

AD 2 - EKCH
RNAV STAR RWY 30 - 1
København / Kastrup
TESPI 3D, TUDLO 3D, MONAK 3D, TIDVU 2D, ERNOV 2D



AT FIRST CONTACT WITH EKCH_W_APP OR EKCH_E_APP STATE AIRCRAFT TYPE

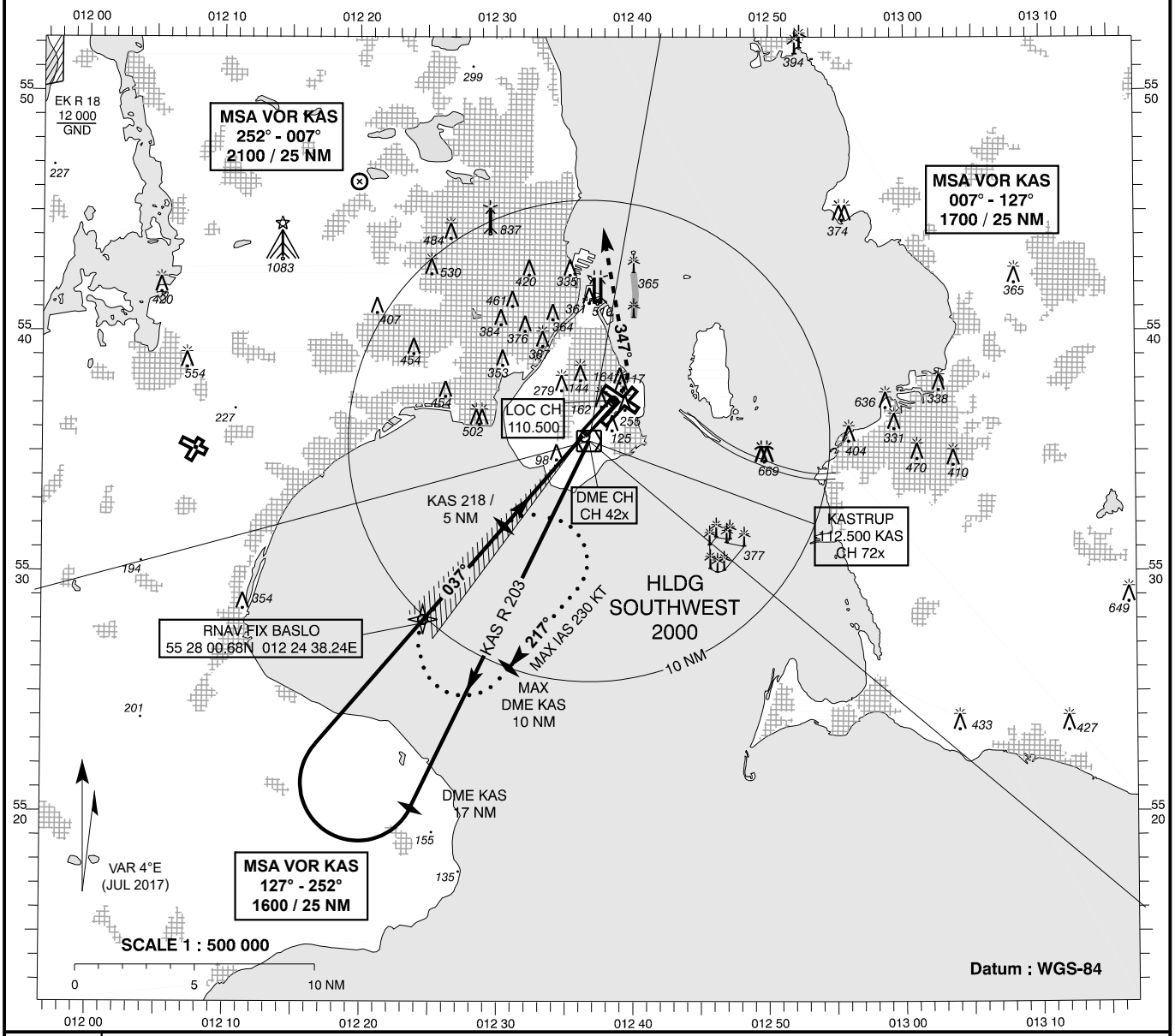
DOMESTIC TRAFFIC MAY PLAN AND JOIN ARRIVALS AT **TNO** & **KOR**

ALL PILOTS **MUST** ADHERE TO SPEED AND LEVEL RESTRICTIONS ON STAR

Changes : Procedures completely revised and chart designator changed. MSA changed.

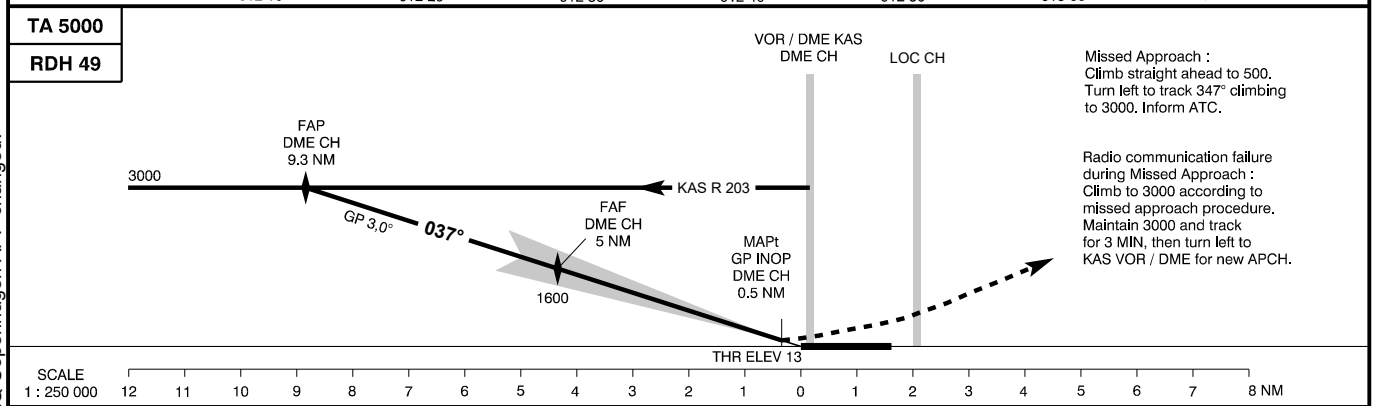
NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 17 Bearings are magnetic ELEV, ALT and HGT in FT	Copenhagen APP : 119.805 Kastrup TWR : 118.100 118.700 ATIS : 122.750	**AD 2 - EKCH** **ILS / DME 04L (CAT I + II)** **København / Kastrup**



TA 5000

RDH 49



Missed Approach :
Climb straight ahead to 500.
Turn left to track 347° climbing to 3000. Inform ATC.

Radio communication failure during Missed Approach :
Climb to 3000 according to missed approach procedure.
Maintain 3000 and track for 3 MIN, then turn left to KAS VOR / DME for new APCH.

OCA (H)	A	B	C	D
ILS CAT I	215 (202)	227 (214)	235 (222)	246 (233)
ILS CAT II	88 (75)	105 (92)	117 (104)	131 (118)
GP INOP *	430 (417)	430 (417)	430 (417)	430 (417)
Circling **	550 (540)	580 (570)	780 (770)	780 (770)

SPECIAL CONDITIONS

* Pass DME CH 2 NM not below 610

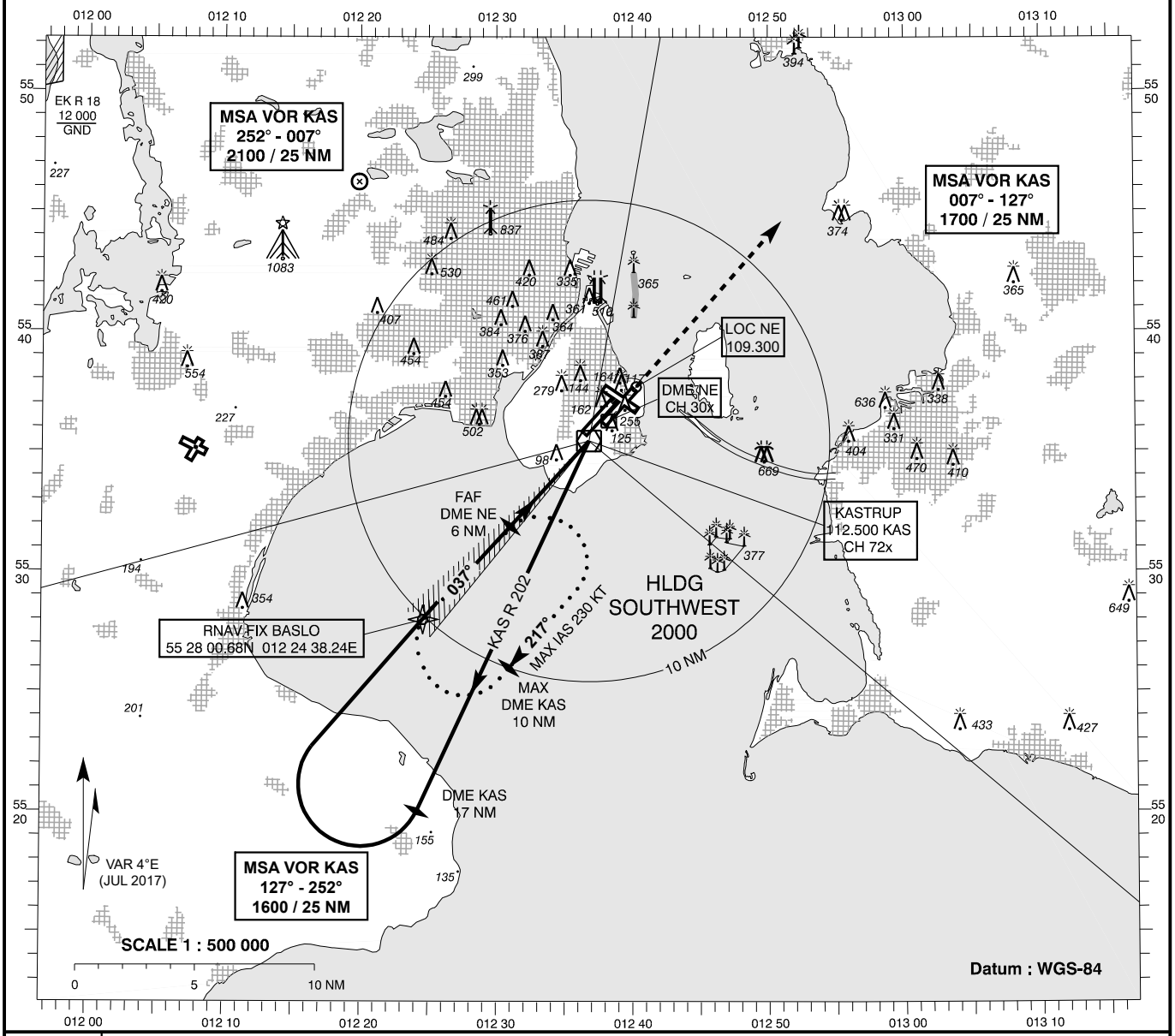
** Circling for CAT C and D ACFT is not approved
N of AD between centre line RWY 22R and centre line RWY 12

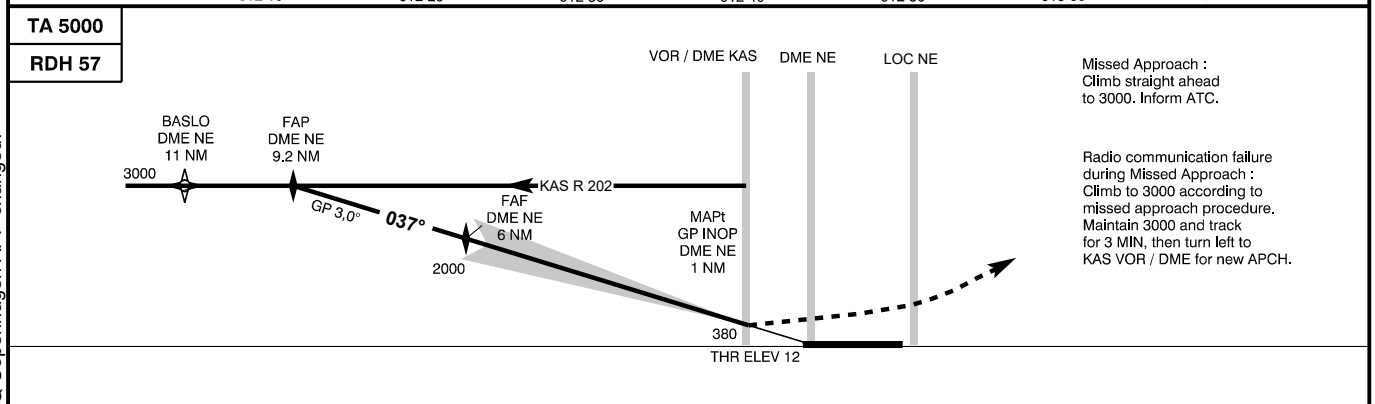
DME CH	NM	1	2	3	4	5	6	7	8	9.3
DIST to THR	NM	0.8	1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
ALT		340	660	980	1300	1620	1940	2260	2580	3000

Changes: FREQ Copenhagen APP changed.

NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 17 Bearings are magnetic ELEV, ALT and HGT in FT	Copenhagen APP : 119.805 Kastrup TWR : 118.100 118.700 ATIS : 122.750	AD 2 - EKCH ILS + DME 04R København / Kastrup





OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS	180 (168)	192 (180)	203 (191)	215 (203)	* Circling for CAT C and D ACFT is not approved N of AD between centre line RWY 22R and centre line RWY 12
GP INOP	430 (420)	430 (420)	430 (420)	430 (420)	
Circling *	550 (540)	580 (570)	780 (770)	780 (770)	

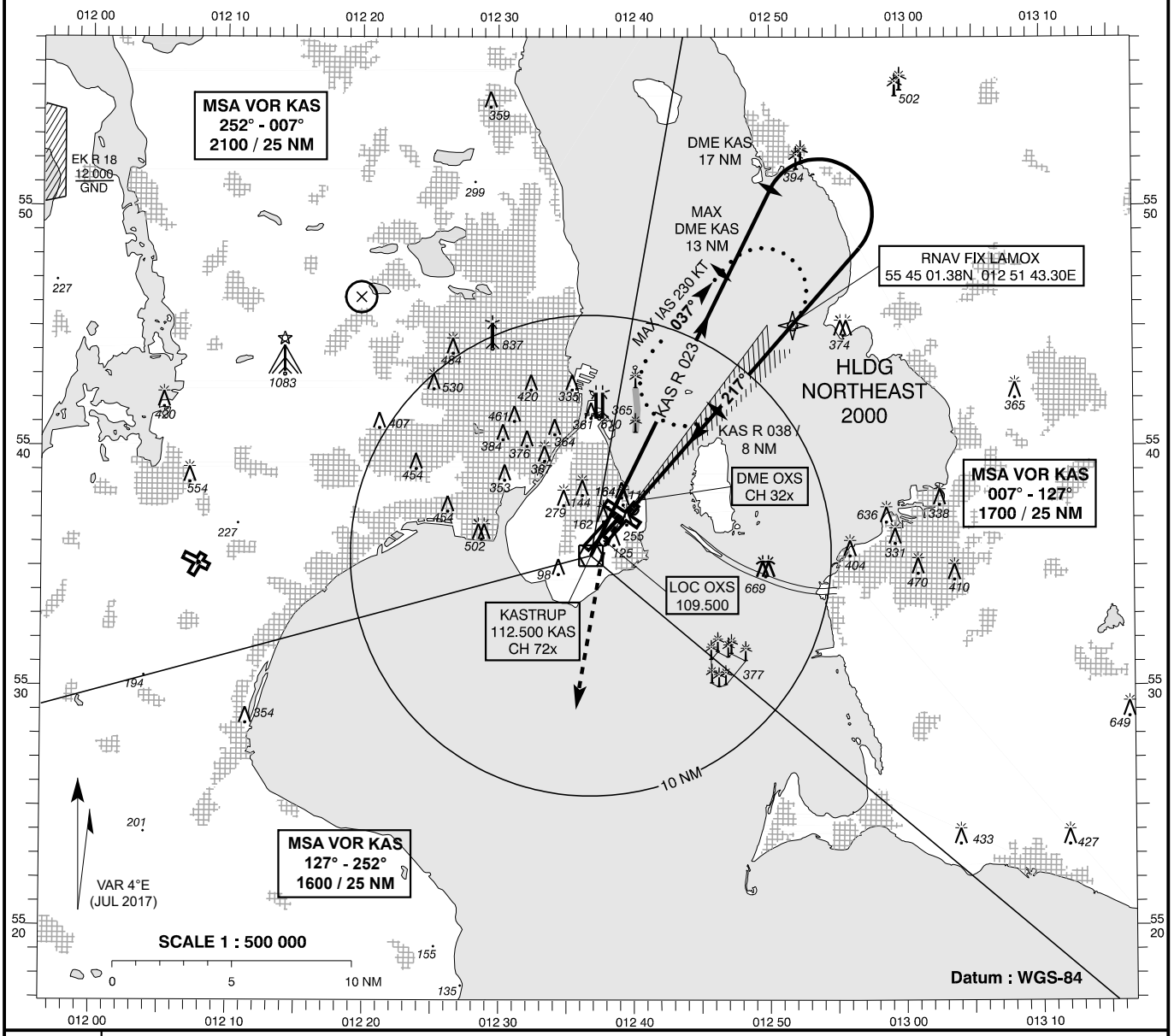
DME NE ** NM	1	2	3	4	5	6	7	8	9.2
DIST to THR NM	1	2	3	4	5	6	7	8	9.2
ALT	390	710	1030	1350	1670	1980	2300	2620	3000

** DME reads zero at threshold

Changes: FREQ Copenhagen APP changed.

NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 17 Bearings are magnetic ELEV, ALT and HGT in FT	Copenhagen APP : 119.805 Kastrup TWR : 118.100 118.700 ATIS : 122.750	**AD 2 - EKCH** **ILS / DME 22L (CAT I + II + III)** **København / Kastrup**

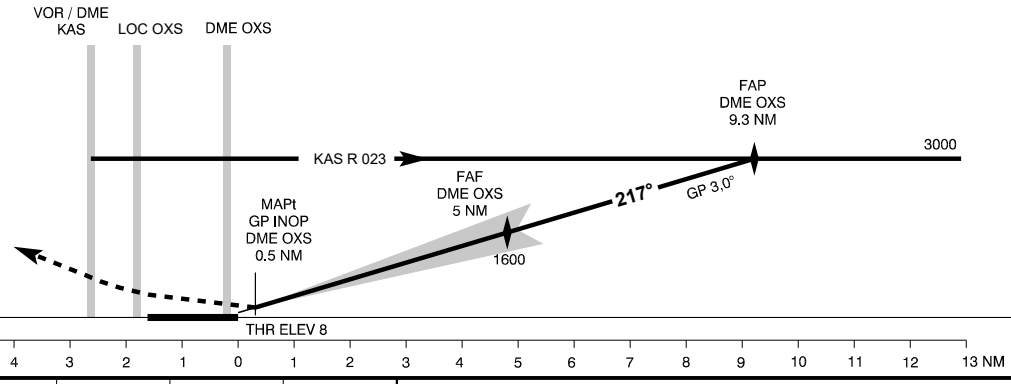


TA 5000

RDH 53

Missed Approach :
Climb straight ahead to 500 or DME OXS 1.0 past DME OXS, whichever is later, turn left to track 187° climbing to 3000. Inform ATC.

Radio communication failure during Missed Approach :
Climb to 3000 according to missed approach procedure. Maintain 3000 and track for 3 MIN, then turn left to KAS VOR / DME for new APCH.



OCA (H)	A	B	C	D
ILS CAT I	150 (142)	160 (152)	172 (164)	189 (181)
ILS CAT II	60 (52)	70 (62)	83 (75)	95 (87)
GP INOP *	400 (390)	400 (390)	400 (390)	400 (390)
Circling **	550 (540)	580 (570)	780 (770)	780 (770)

SPECIAL CONDITIONS

* Pass DME OXS 5 NM not below 1500

** Circling for CAT C and D ACFT is not approved
N of AD between centre line RWY 22R and centre line RWY 12

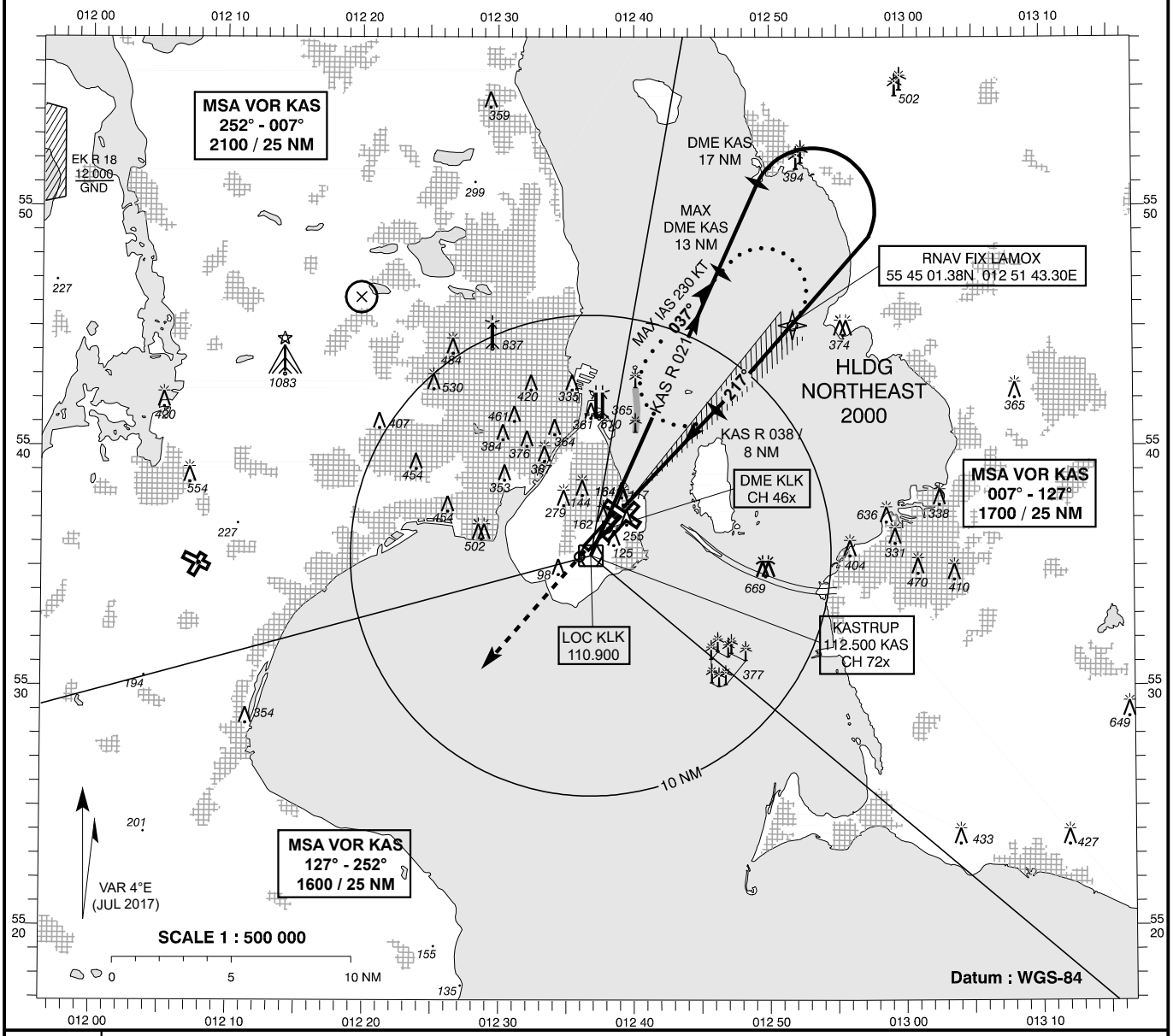
DME OXS NM	1	2	3	4	5	6	7	8	9.3
DIST to THR NM	0.8	1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
ALT	330	650	970	1290	1610	1930	2250	2570	3000

CAT III operations may take place without restrictions as the basic ILS surfaces are not penetrated

Changes: FREQ Copenhagen APP changed.

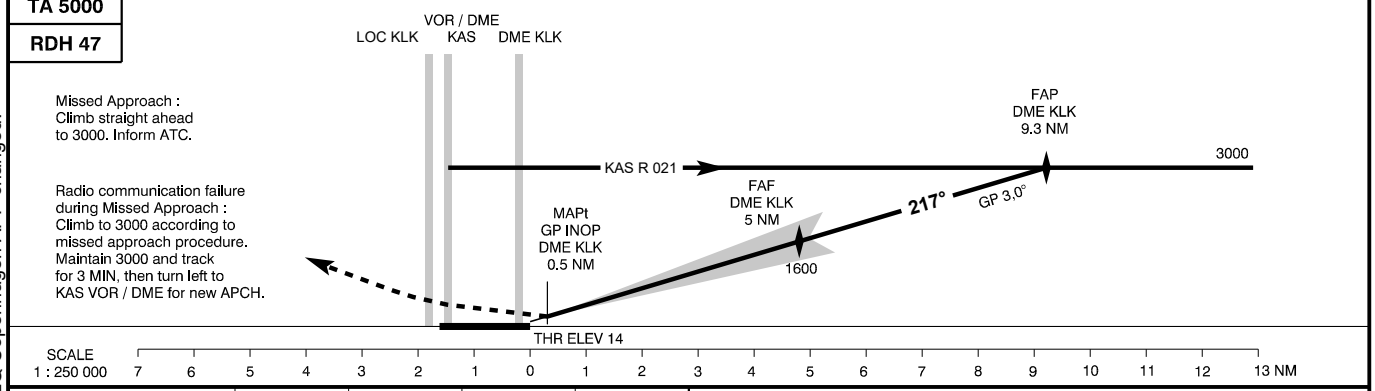
NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 17 Bearings are magnetic ELEV, ALT and HGT in FT	Copenhagen APP : 119.805 Kastrup TWR : 118.100 118.700 ATIS : 122.750	**AD 2 - EKCH** **ILS / DME 22R** **København / Kastrup**



TA 5000

RDH 47



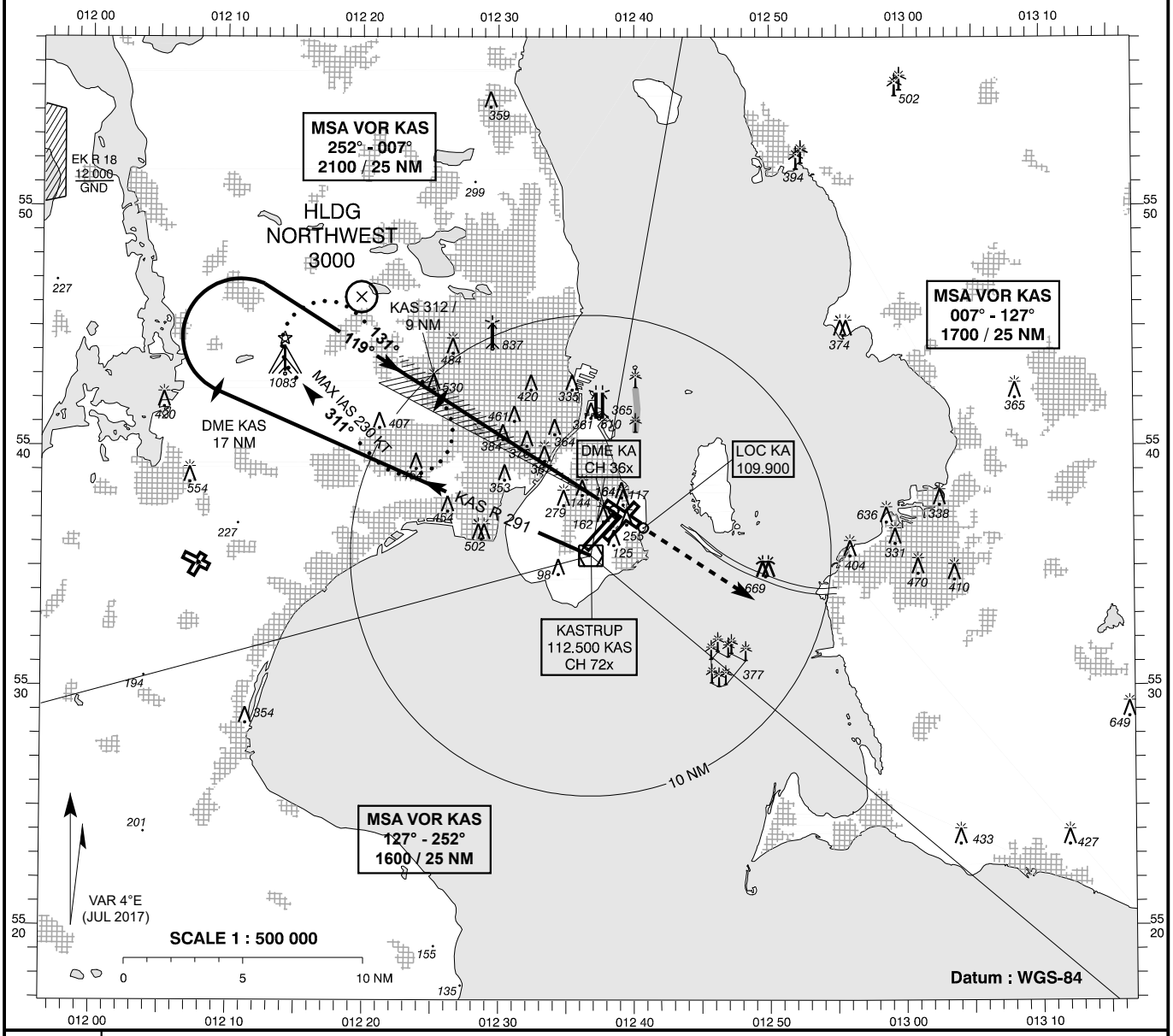
OCA (H)	A	B	C	D	SPECIAL CONDITIONS
ILS	200 (186)	210 (196)	220 (206)	230 (216)	* Circling for CAT C and D ACFT is not approved N of AD between centre line RWY 22R and centre line RWY 12
GP INOP	400 (390)	400 (390)	400 (390)	400 (390)	
Circling *	550 (540)	580 (570)	780 (770)	780 (770)	

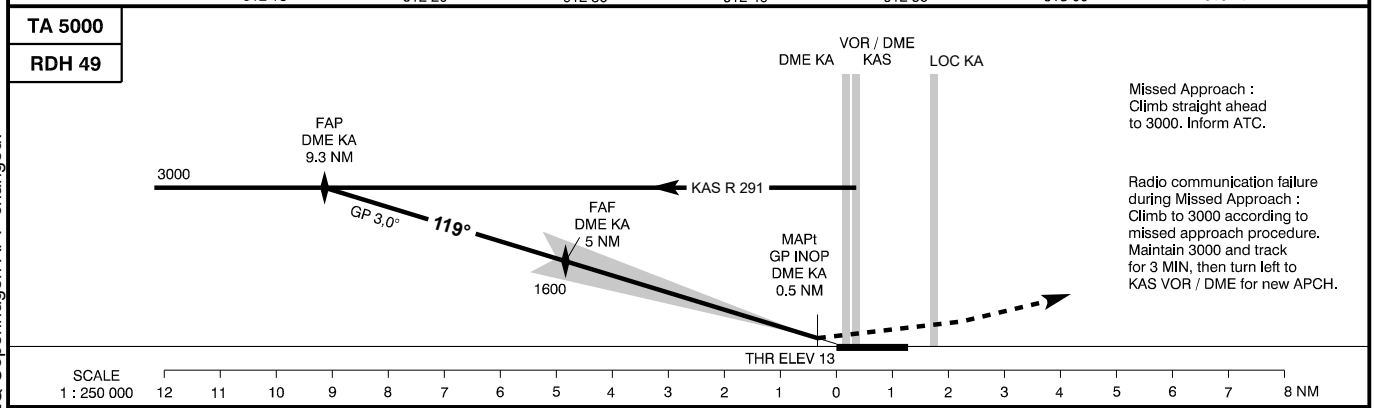
DME KLK NM	1	2	3	4	5	6	7	8	9.3
DIST to THR NM	0.8	1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
ALT	330	650	970	1290	1610	1930	2250	2570	3000

Changes: FREQ Copenhagen APP changed.

NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 17 Bearings are magnetic ELEV, ALT and HGT in FT	Copenhagen APP : 119.805 Kastrup TWR : 118.100 118.700 ATIS : 122.750	AD 2 - EKCH ILS / DME 12 København / Kastrup





OCA (H)	A	B	C	D
ILS	208 (195)	220 (207)	228 (215)	239 (226)
GP INOP *	430 (420)	430 (420)	430 (420)	430 (420)
Circling **	550 (540)	580 (570)	780 (770)	780 (770)

SPECIAL CONDITIONS

* Pass DME KA 2.5 NM not below 650

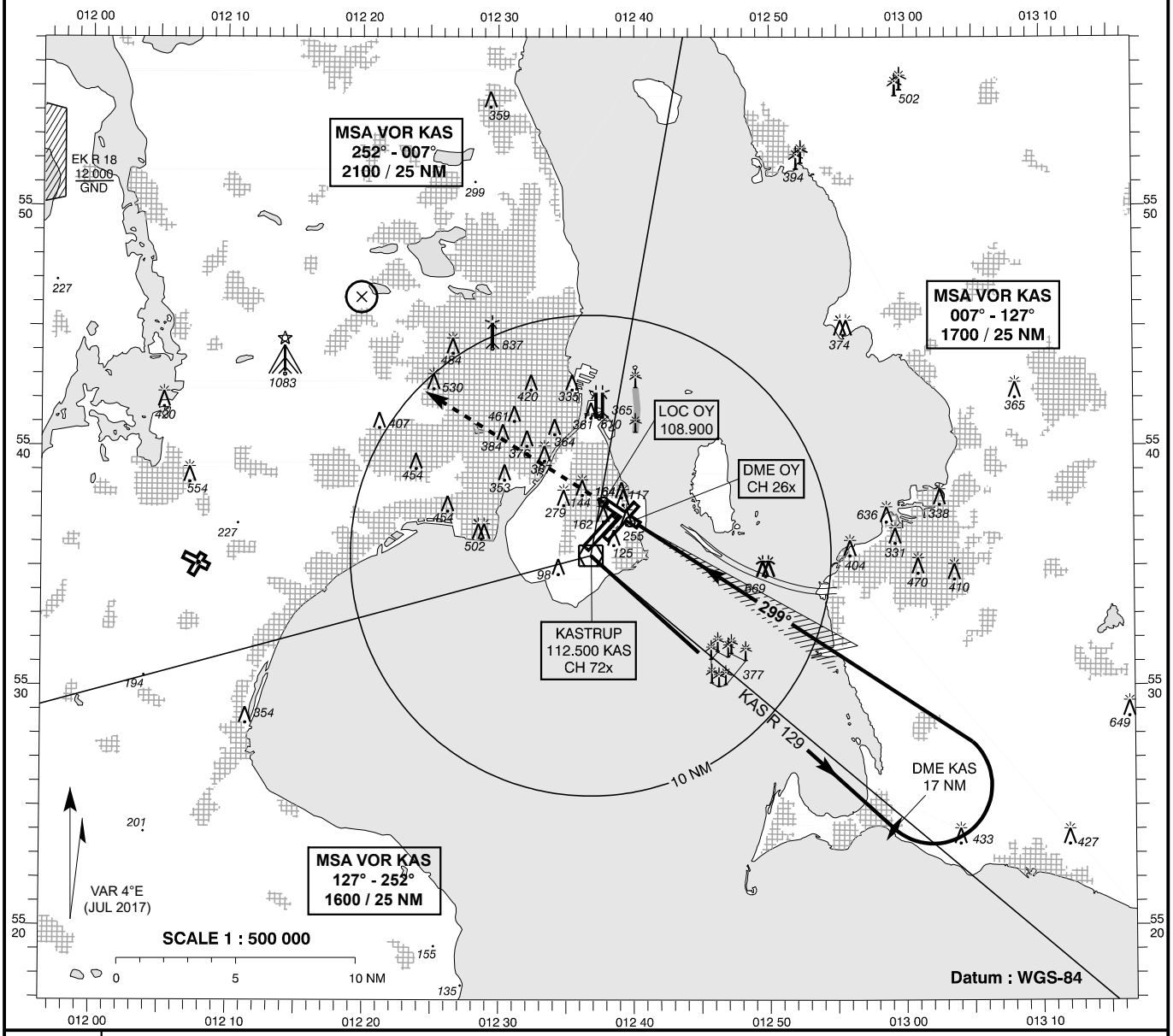
** Circling for CAT C and D ACFT is not approved
N of AD between centre line RWY 22R and centre line RWY 12

DME KA NM	1	2	3	4	5	6	7	8	9.3
DIST to THR NM	0.8	1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
ALT	330	650	970	1290	1610	1930	2250	2570	3000

Changes: FREQ Copenhagen APP changed.

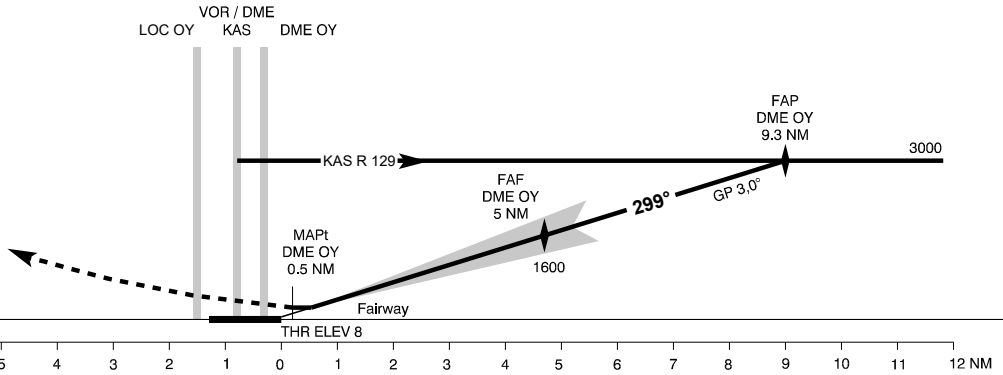
NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 17 Bearings are magnetic ELEV, ALT and HGT in FT	Copenhagen APP : 119.805 Kastrup TWR : 118.100 118.700 ATIS : 122.750	AD 2 - EKCH ILS / DME 30 København / Kastrup



TA 5000

RDH 49



Missed Approach :
Climb straight ahead
to 3000. Inform ATC.

Radio communication failure
during Missed Approach :
Climb to 3000 according to
missed approach procedure.
Maintain 3000 and track
for 3 MIN, then turn left to
KAS VOR / DME for new APCH.

OCA (H)	A	B	C	D
ILS	202 (194)	214 (206)	222 (214)	233 (225)
GP INOP	420 (410)	420 (410)	420 (410)	430 (420)
Circling *	550 (540)	580 (570)	780 (770)	780 (770)

SPECIAL CONDITIONS

* Circling for CAT C and D ACFT is not approved
N of AD between centre line RWY 22R and centre line RWY 12

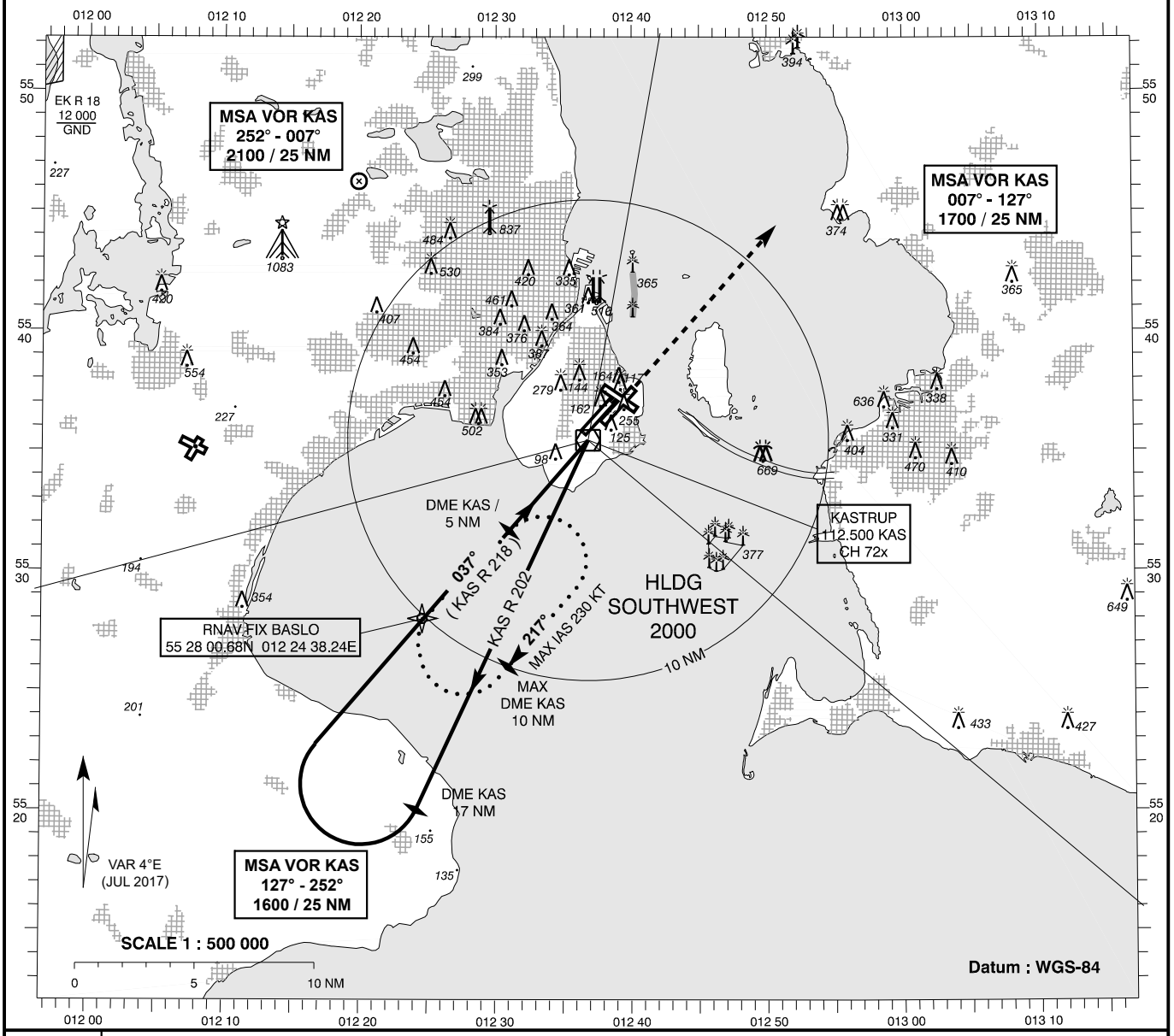
DME OY NM	1	2	3	4	5	6	7	8	9.3
DIST to THR NM	0.8	1.8	2.8	3.8	4.8	5.8	6.8	7.8	9.1
ALT	330	650	970	1290	1610	1930	2250	2570	3000

Changes: FREQ Copenhagen APP changed.

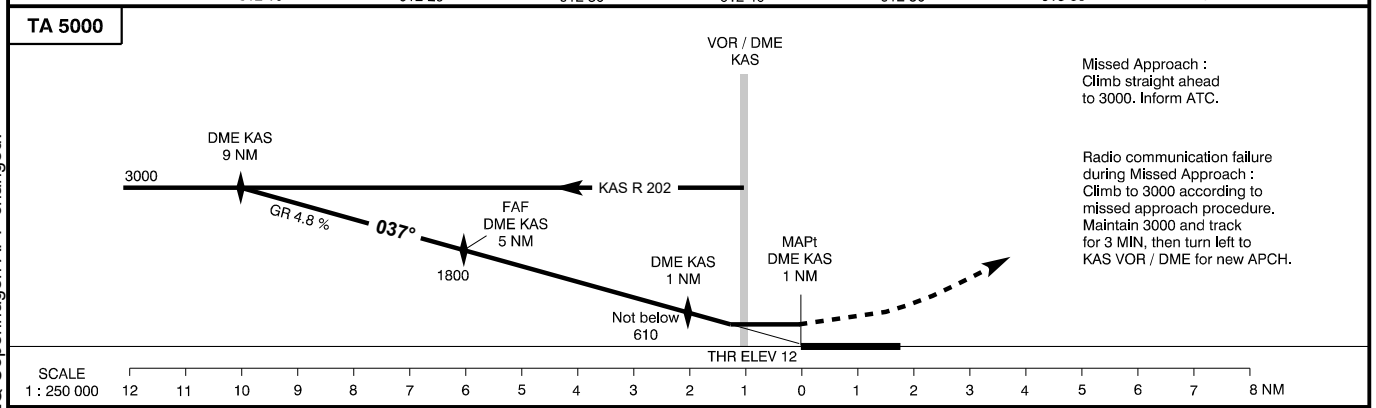
NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

Non-Precision Approach

INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 17 Bearings are magnetic ELEV, ALT and HGT in FT	Copenhagen APP : 119.805 Kastrup TWR : 118.100 118.700 ATIS : 122.750	AD 2 - EKCH VOR / DME 04R København / Kastrup



TA 5000



Missed Approach :
Climb straight ahead
to 3000. Inform ATC.

Radio communication failure
during Missed Approach :
Climb to 3000 according to
missed approach procedure.
Maintain 3000 and track
for 3 MIN, then turn left to
KAS VOR / DME for new APCH.

OCA (H)	A	B	C	D	SPECIAL CONDITIONS
VOR / DME	430 (418)	430 (418)	430 (418)	430 (418)	* Circling for CAT C and D ACFT is not approved N of AD between centre line RWY 22R and centre line RWY 12
Circling *	550 (540)	580 (570)	780 (770)	780 (770)	

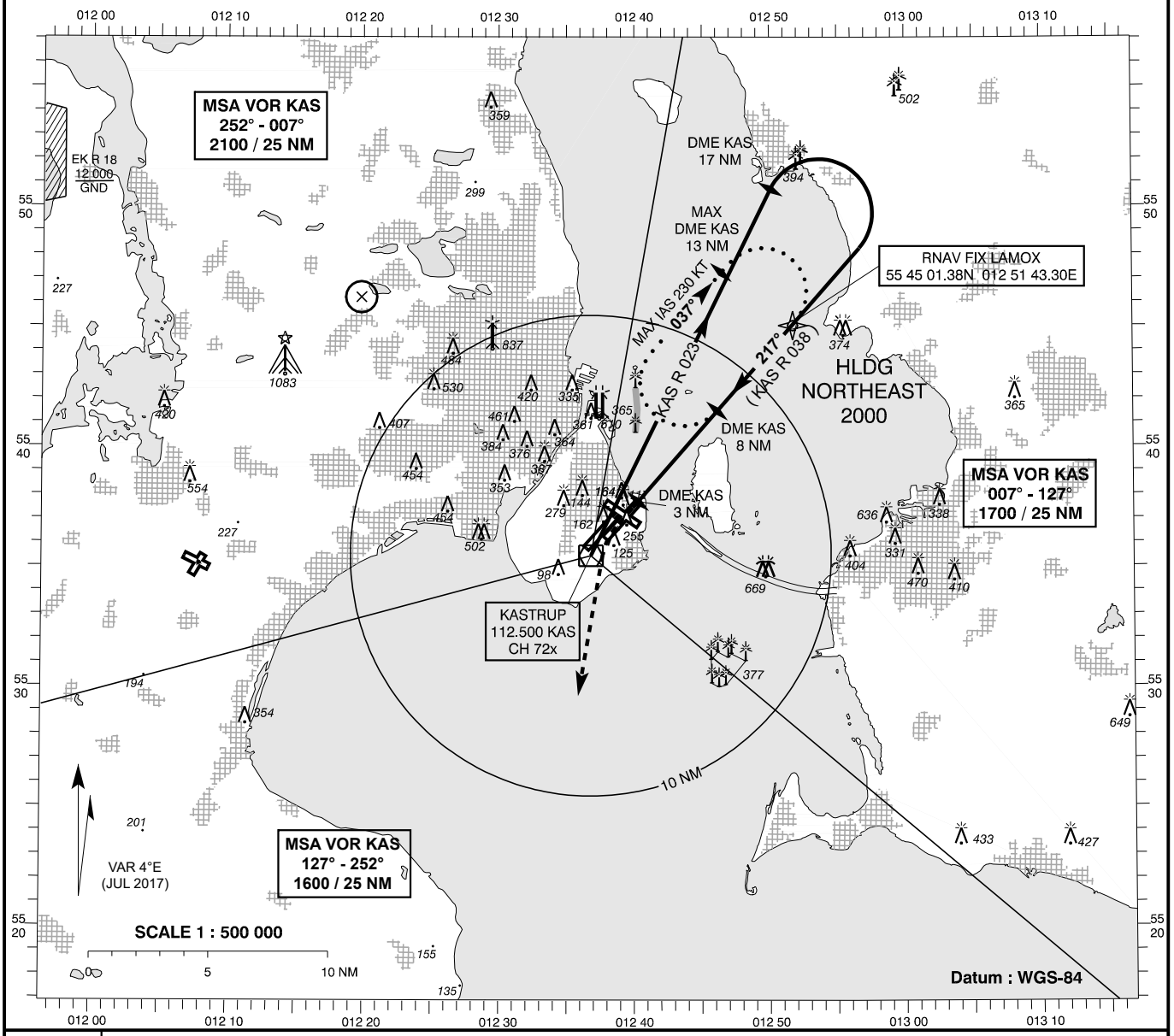
DME KAS NM	1	2	3	4	5	6	7	8	9
DIST to THR NM	2	3	4	5	6	7	8	9	10
ALT	650	950	1240	1540	1830	2130	2420	2720	3010

Changes: FREQ Copenhagen APP changed.

NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA

Non-Precision Approach

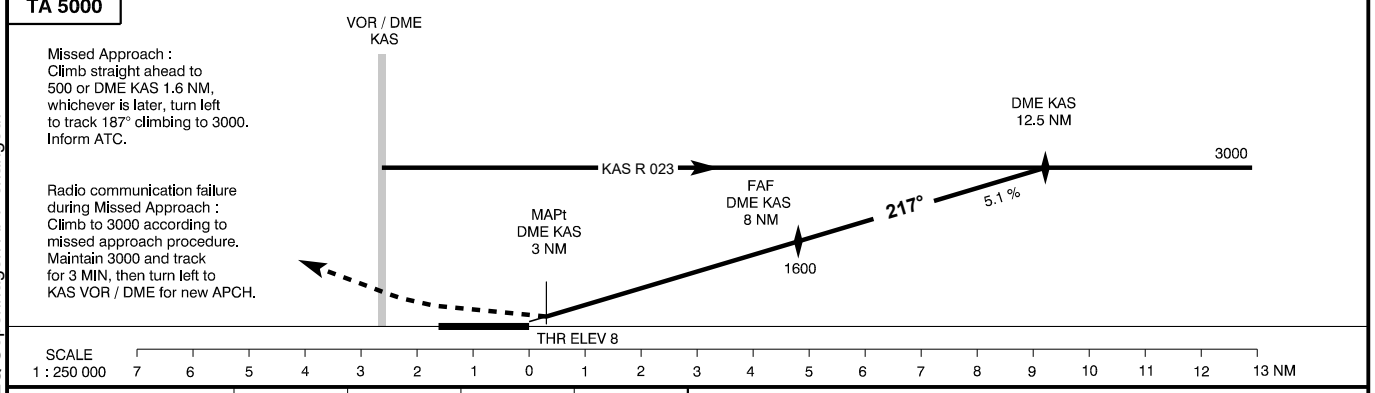
INSTRUMENT APPROACH CHART - ICAO	AD ELEV : 17 Bearings are magnetic ELEV, ALT and HGT in FT	Copenhagen APP : 119.805 Kastrup TWR : 118.100 118.700 ATIS : 122.750	AD 2 - EKCH VOR / DME 22L København / Kastrup



TA 5000

Missed Approach :
Climb straight ahead to 500 or DME KAS 1.6 NM, whichever is later, turn left to track 187° climbing to 3000. Inform ATC.

Radio communication failure during Missed Approach :
Climb to 3000 according to missed approach procedure. Maintain 3000 and track for 3 MIN, then turn left to KAS VOR / DME for new APCH.



OCA (H)	A	B	C	D	SPECIAL CONDITIONS
VOR / DME	495 (485)	495 (485)	495 (485)	495 (485)	* Circling for CAT C and D ACFT is not approved N of AD between centre line RWY 22R and centre line RWY 12
Circling *	550 (540)	580 (570)	780 (770)	780 (770)	

DME KAS NM	4	5	6	7	8	9	10	11	12.5
DIST to THR NM	1	2	3	4	5	6	7	8	9.5
ALT	370	680	990	1300	1610	1920	2230	2540	3000

Changes: FREQ Copenhagen APP changed.

NAVIAIR FOR SIMULATOR USE ONLY AVATSIM SCANDINAVIA