



Pilot Guide to Copenhagen/Kastrup Airport - EKCH

Version 1.2
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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

Download charts from Navigraph of VATSIM-Scandinavia's pilot page [here](#)

Updated AIRAC

To have latest data ensure AIRAC2211 or later is downloaded for your airplane

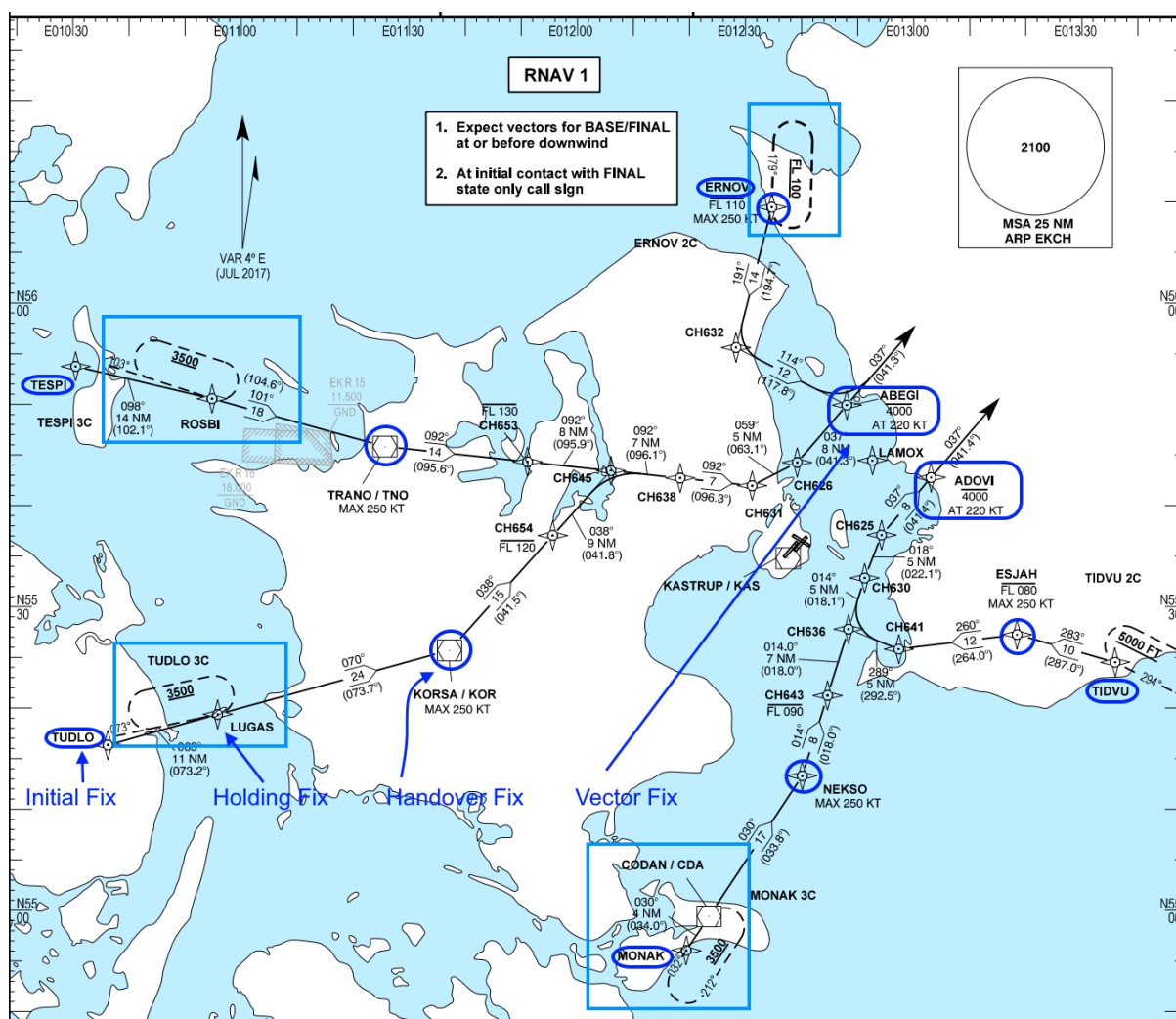
1.1 STAR

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

- **Initial fix**
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	B	e.g. TUDLO2B
Runway 12	B	e.g. TUDLO2B
Runway 22R	C	e.g. TUDLO2C
Runway 22L	C	e.g. TUDLO2C
Runway 30	D	e.g. TUDLO2D



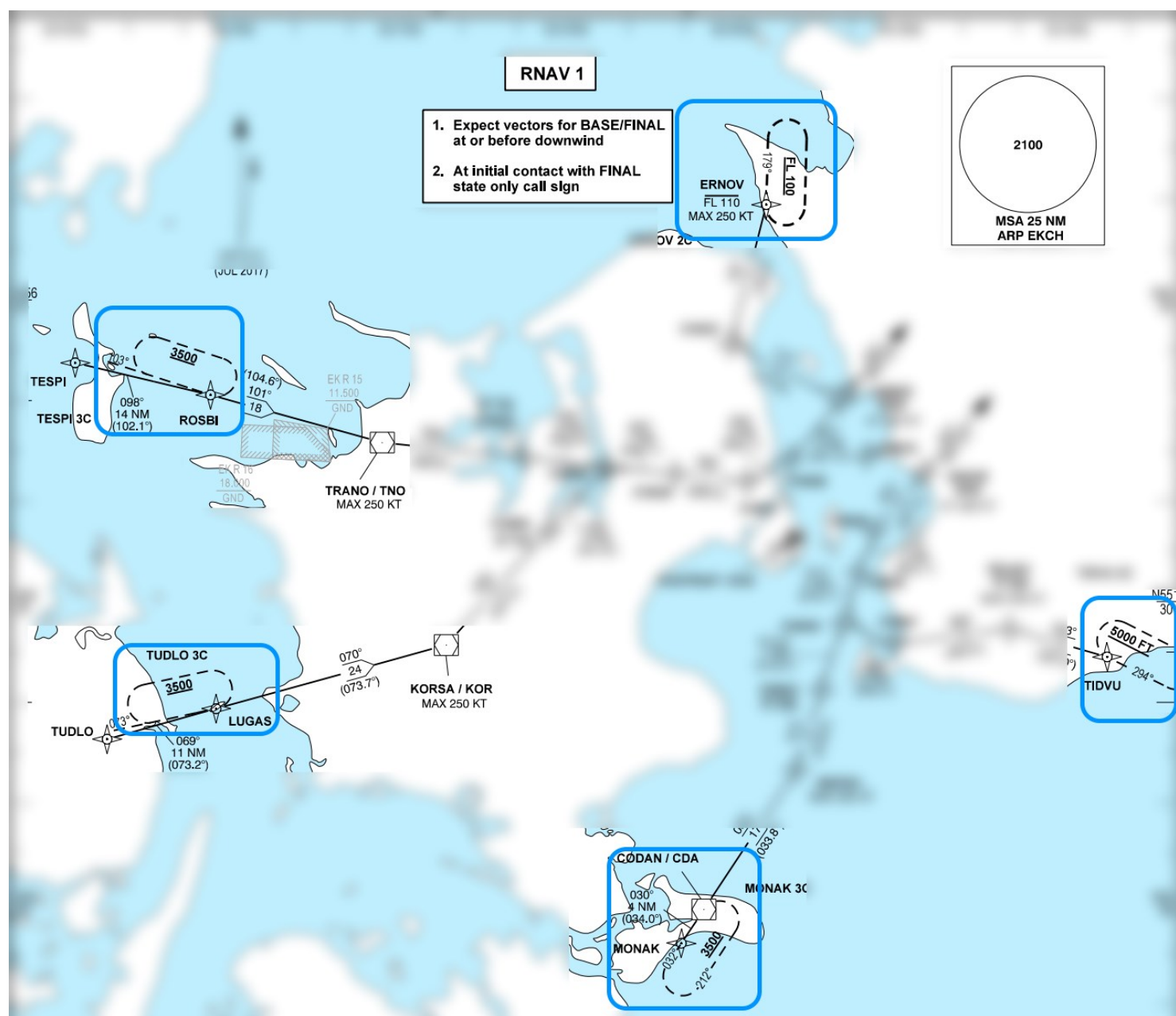
1.2 Holdings

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	ROSKI	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 °
<i>Speed 220 knots or less and 4000 or below at any vector point</i>			

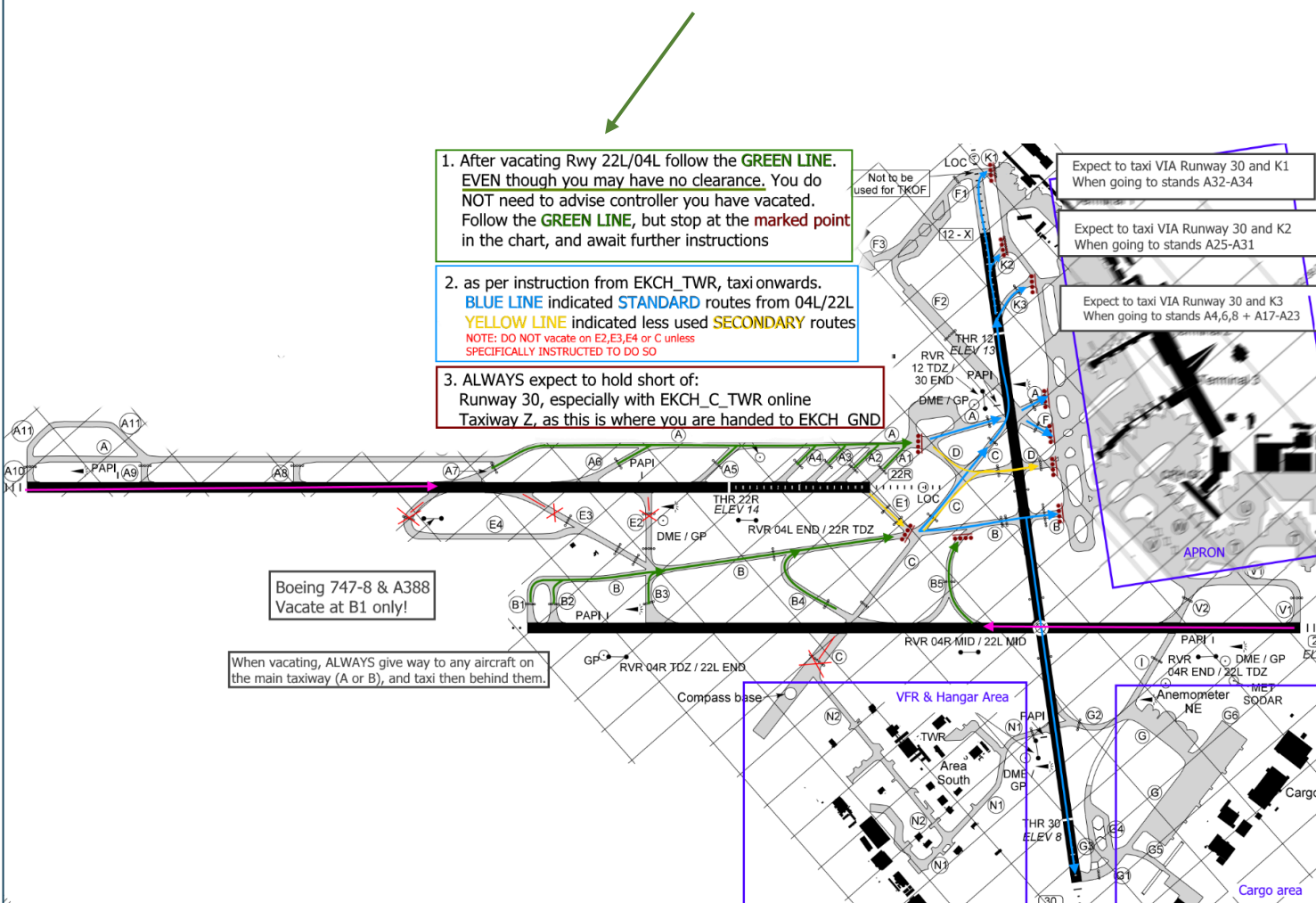
1.4 Frequencies for arrivals

Control	EKDK_B_CTR	121.375	MONAK STARs below FL285 Responsible for TUDLO/TESPI STARs below FL245/FL285 Regional Danish airports and airspace above FL245/FL285
Control	EKDK_D_CTR	133.150	
Control	EKDK_V_CTR	126.050	
Approach	EKCH_W_APP	119.800	Arrivals from TESPI/TUDLO/ERNOV Arrivals from MONAK/TIDVU Director, from abeam airfield. Contact with <u>callsign only</u> All Departures when online.
Approach	EKCH_E_APP	118.450	
Approach	EKCH_F_APP	120.200	
Departure	EKCH_W_DEP	120.250	
Tower	EKCH_A_TWR	118.100	All arrivals on main runways (22L/04L) Ground movement tower for Runway 12/30 Arrivals on parallel runways (22R/04R)
Tower	EKCH_C_TWR	118.575	
Tower	EKCH_D_TWR	119.350	
Apron	EKCH_A_GND	121.575	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!

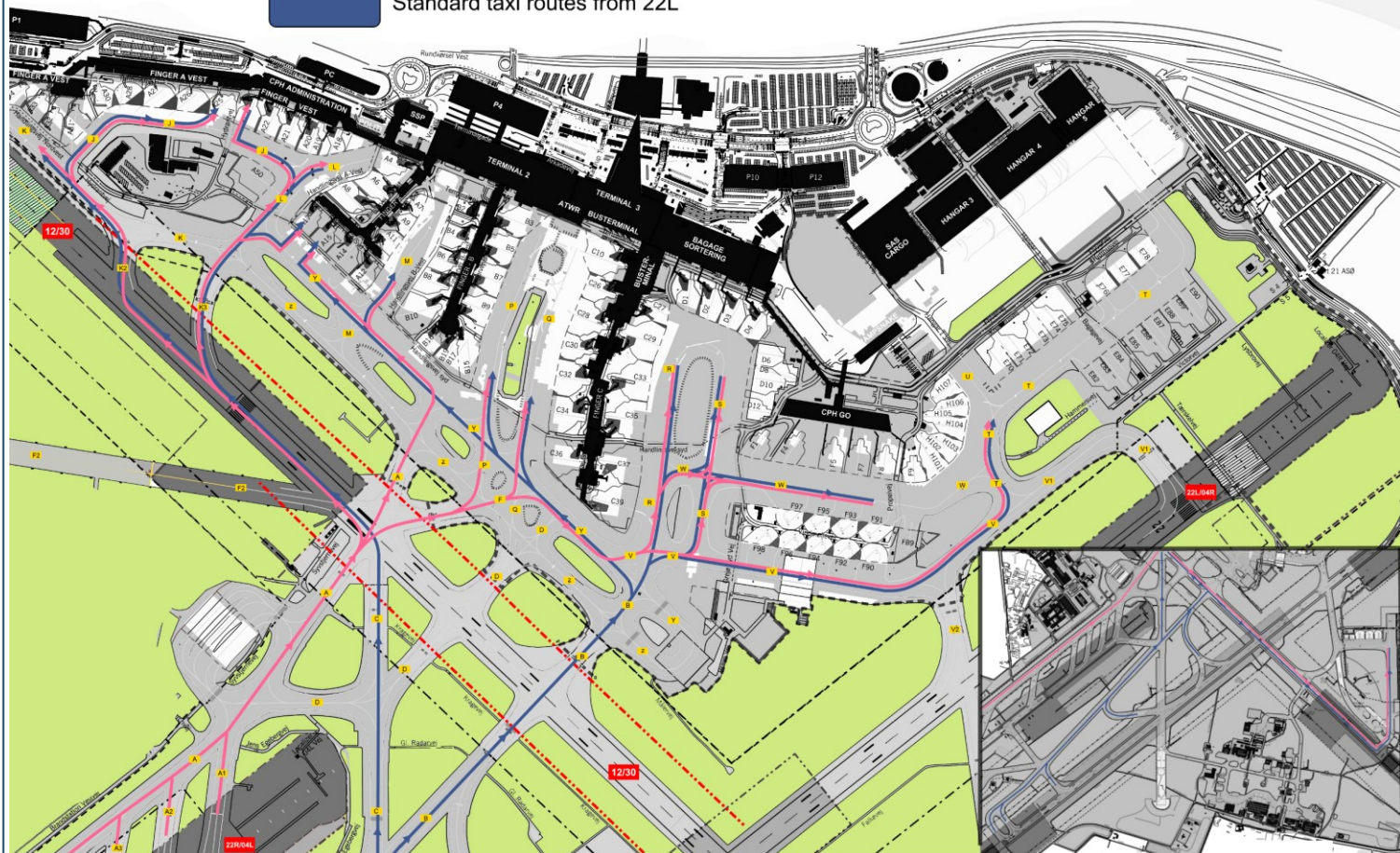


Phraseology examples

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	122.850	Make sure you get the DEP ATIS on this fq
Delivery	EKCH_DEL	119.900	Frequency for ATC clearance. PDC available
Sequencing	EKCH_S_GND	121.900	online when traffic demands.
Apron	EKCH_D_GND	121.725	Secondary Apron for Departures
Apron	EKCH_A_GND	121.625	Main frequency online
Tower	EKCH_C_TWR	118.575	12/30 area
Tower	EKCH_D_TWR	119.350	Departures
Tower	EKCH_A_TWR	118.100	Arrivals and Cargo apron
Departure	EKCH_W_DEP	120.250	North/West Departures. Primary Fq
Departure	EKCH_E_DEP	124.975	South/East departures. Secondary fq
Approach	EKCH_W_APP	119.800	North/West Departures when DEP is offline
Approach	EKCH_E_APP	118.450	South/East Departures when DEP is offline

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

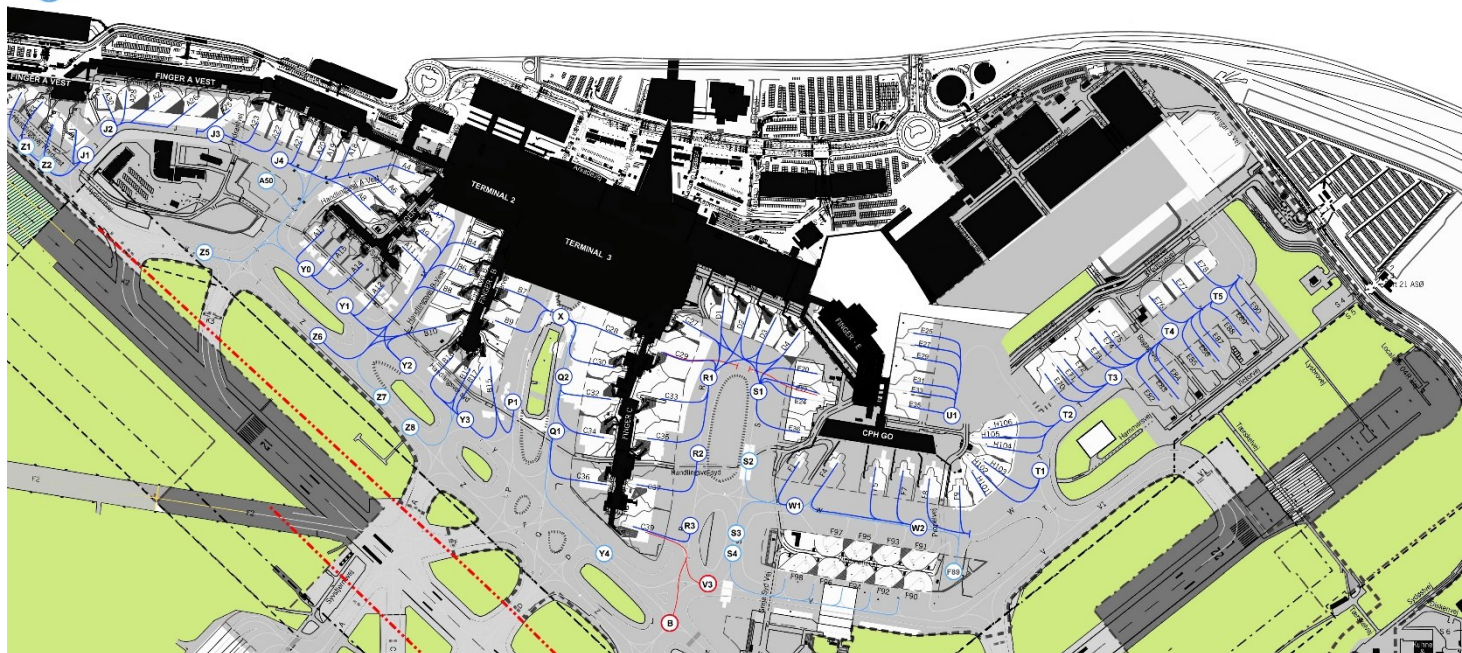
- Stand number
- If you are UNABLE to perform custom pushback
- This is Especially for when parked at: A7,A9,A11,B4,B6,B8,B10,C27,C29,D1-D4,

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:

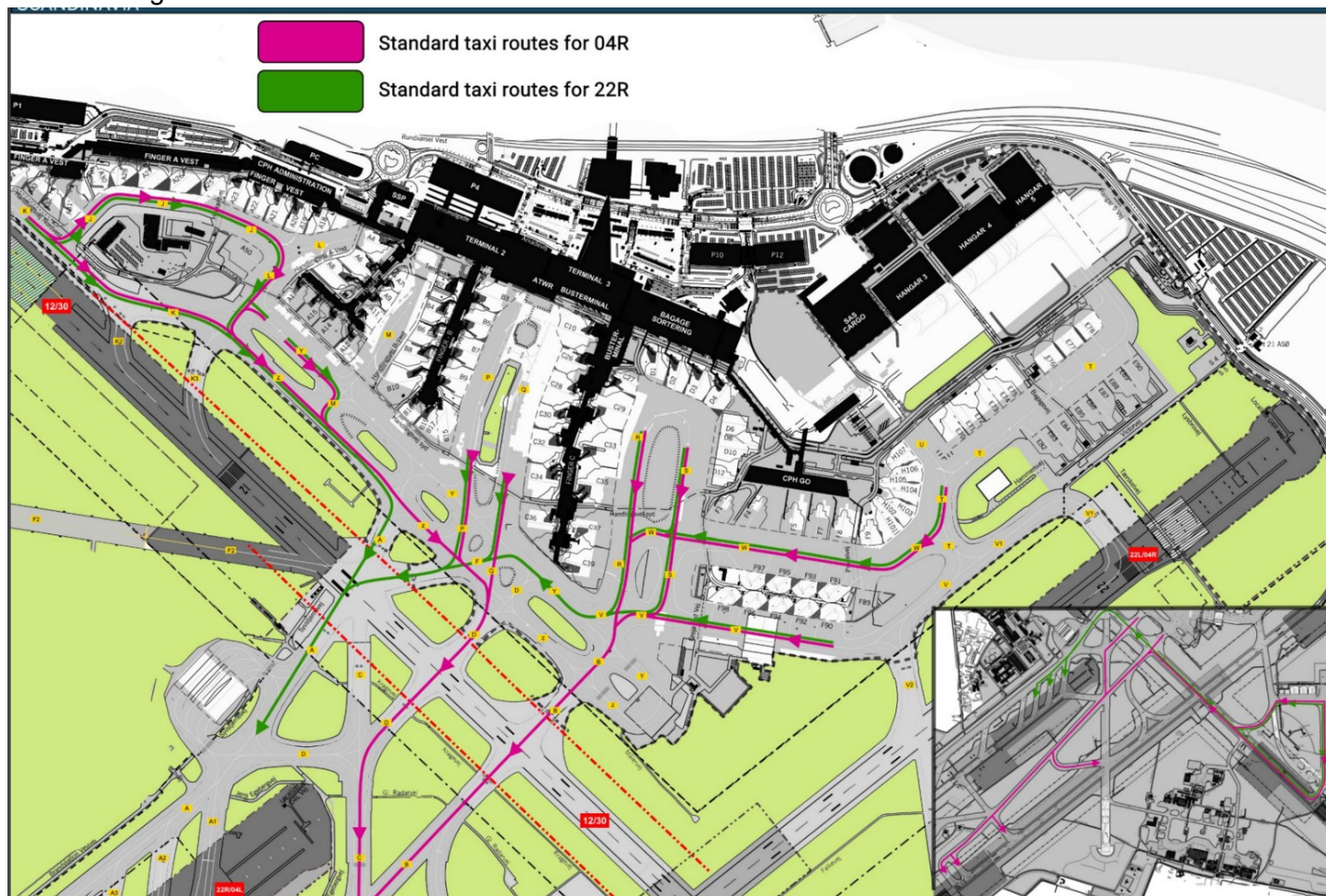
- Have understood it correctly
- Are facing the correct way
- Will begin pushback within a reasonable time.

- PRIMARY "RELEASE POINTS"
- 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:

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

[Download Charts!](#)
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_W_DEP	120.250	ALL SIDs	At 1000'
When EKCH_W_DEP is offline	EKCH_E_APP	118.450	KEMAX, SIMEG SALLO, NEXEN, KOPEX, LANGO, BETUD	At 1000'
	EKCH_W_APP	119.800	VEDAR,GOLGA,ODN	At 1000'
When only W_APP or E_APP is online	EKCH_W_APP EKCH_E_APP	119.800 118.450	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 -Croatia -Cyprus
NON-EU Countries 	-Iceland -Switzerland -Faroe Islands -Norway -Greenland	ALL OTHER Including United Kingdom
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.

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




Fictional Virtual Airlines

If you REALLY have no idea where else to park

ONLY IF Flying NON-Schengen A - Gates

All Airlines from A - Gates

E - Gates
Schengen & NON-Schengen Approved for E70-E90



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




F - Stands (F89-F98)
Schengen & NON-Schengen Approved from ALL Stands



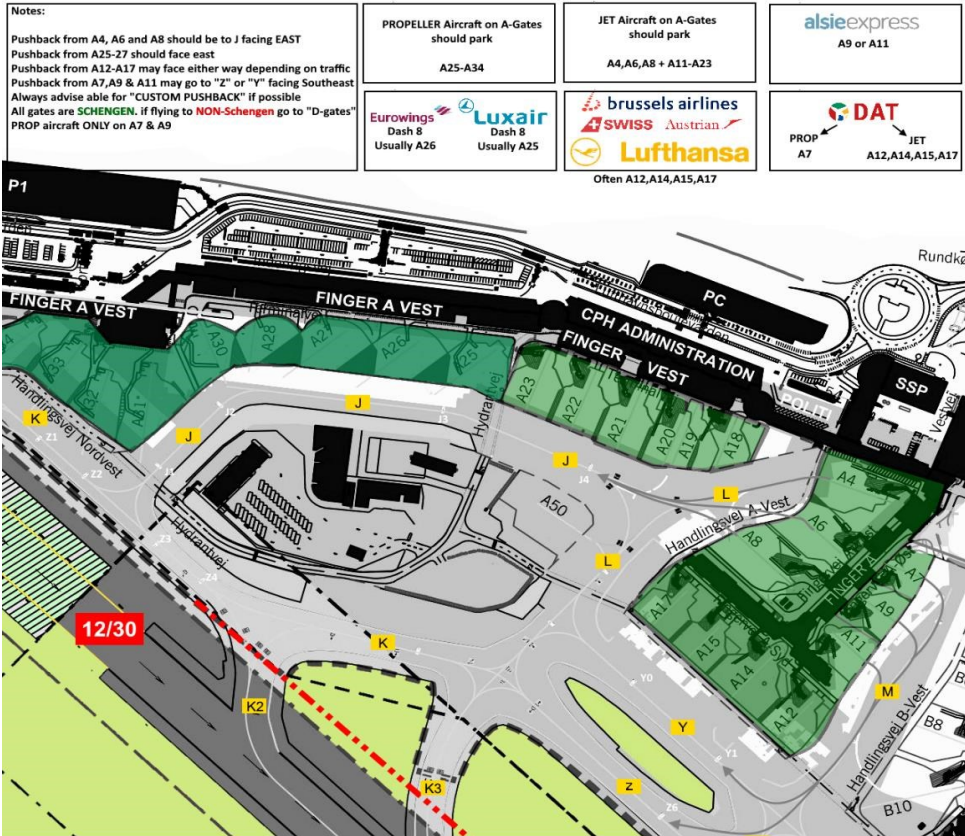
H - Stands
Schengen & NON-Schengen Approved from ALL Stands

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

or F1-F4 is occupied for NON-Schengen Departures

ALPHA

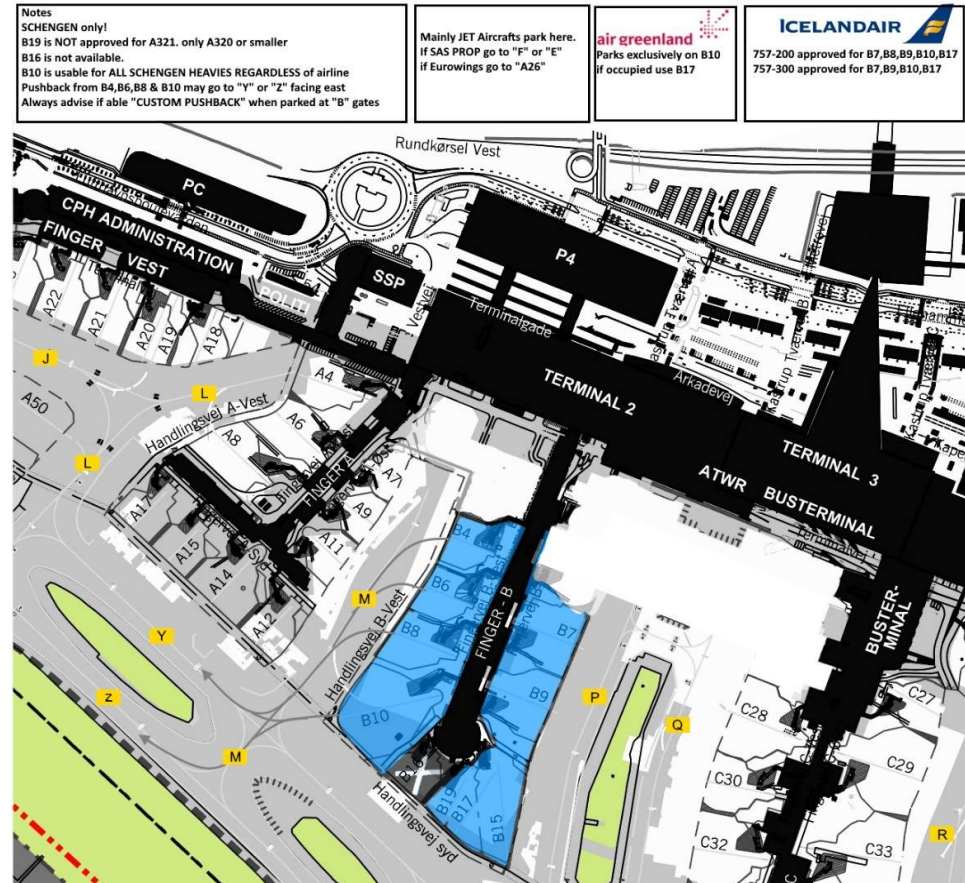
Return to Briefing



BRAVO

Return to Briefing

NOTE: If B is full. Go to A



CHARLIE

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

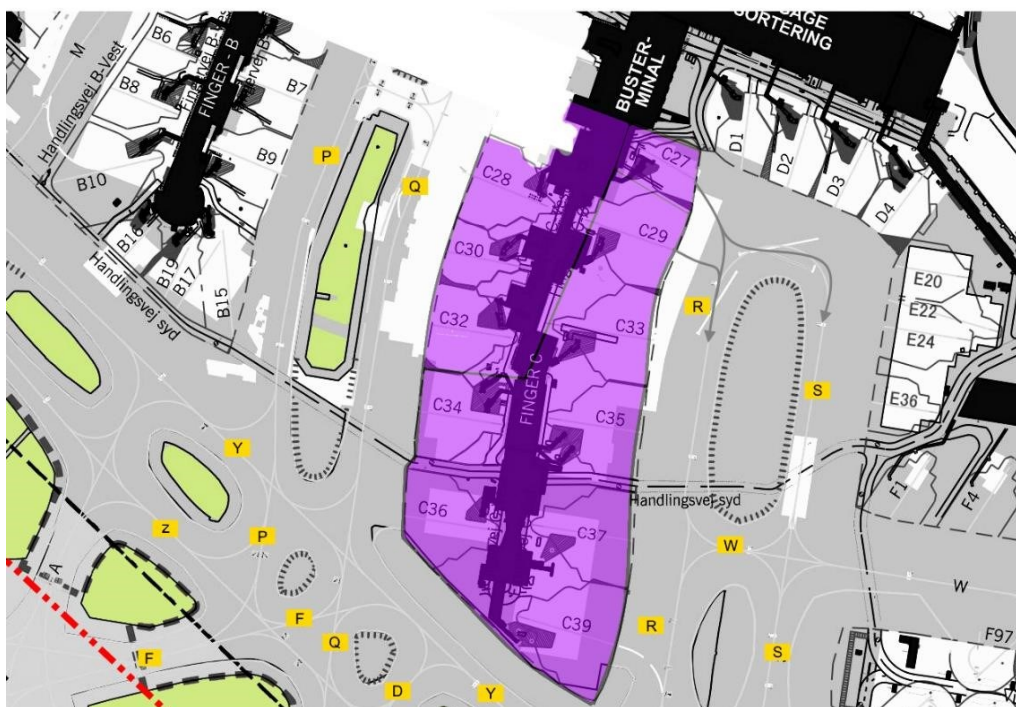
B748 + A388
May ONLY park at C39
If Occupied
go to "E22" or "E71"

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



DELTA

Return to Briefing

Notes:

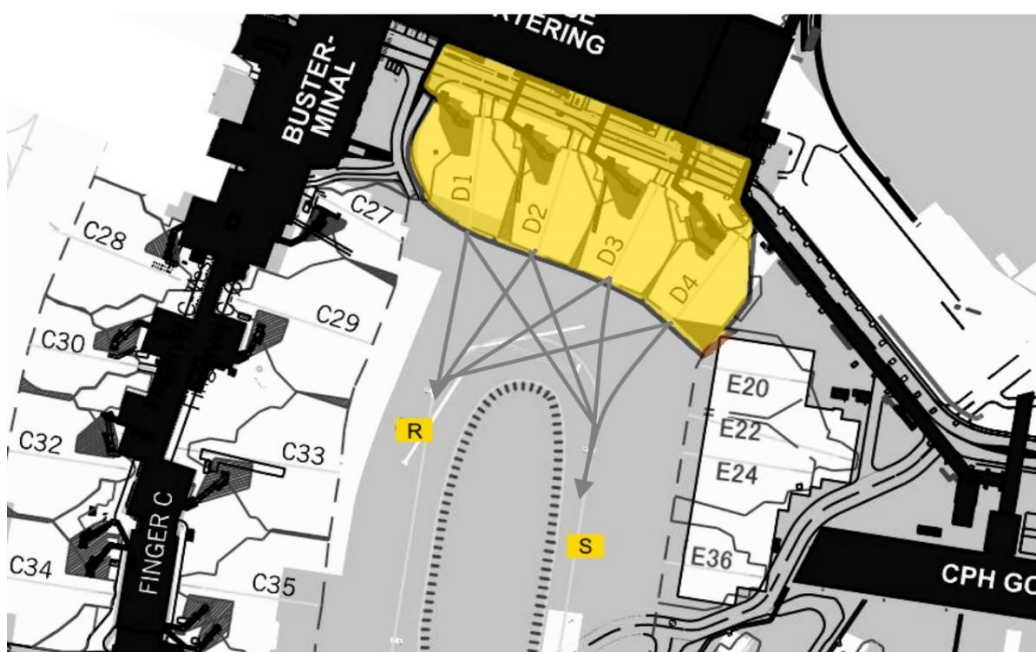
If you KNOW you will do a SCHENGEN/NON-SCHENGEN
changeover (e.g. you fly EGKK-EKCH-EDDF) ADVISE
controller you request a "D-gate". He will NOT know

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

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



FOXTROT

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

