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. TUDLO2*A*
Runway 04L		
Runway 12	B	e.g. TUDLO2*B*
Runway 22R	C	e.g. TUDLO2*C*
Runway 22L		
Runway 30	D	e.g. TUDLO2*D*
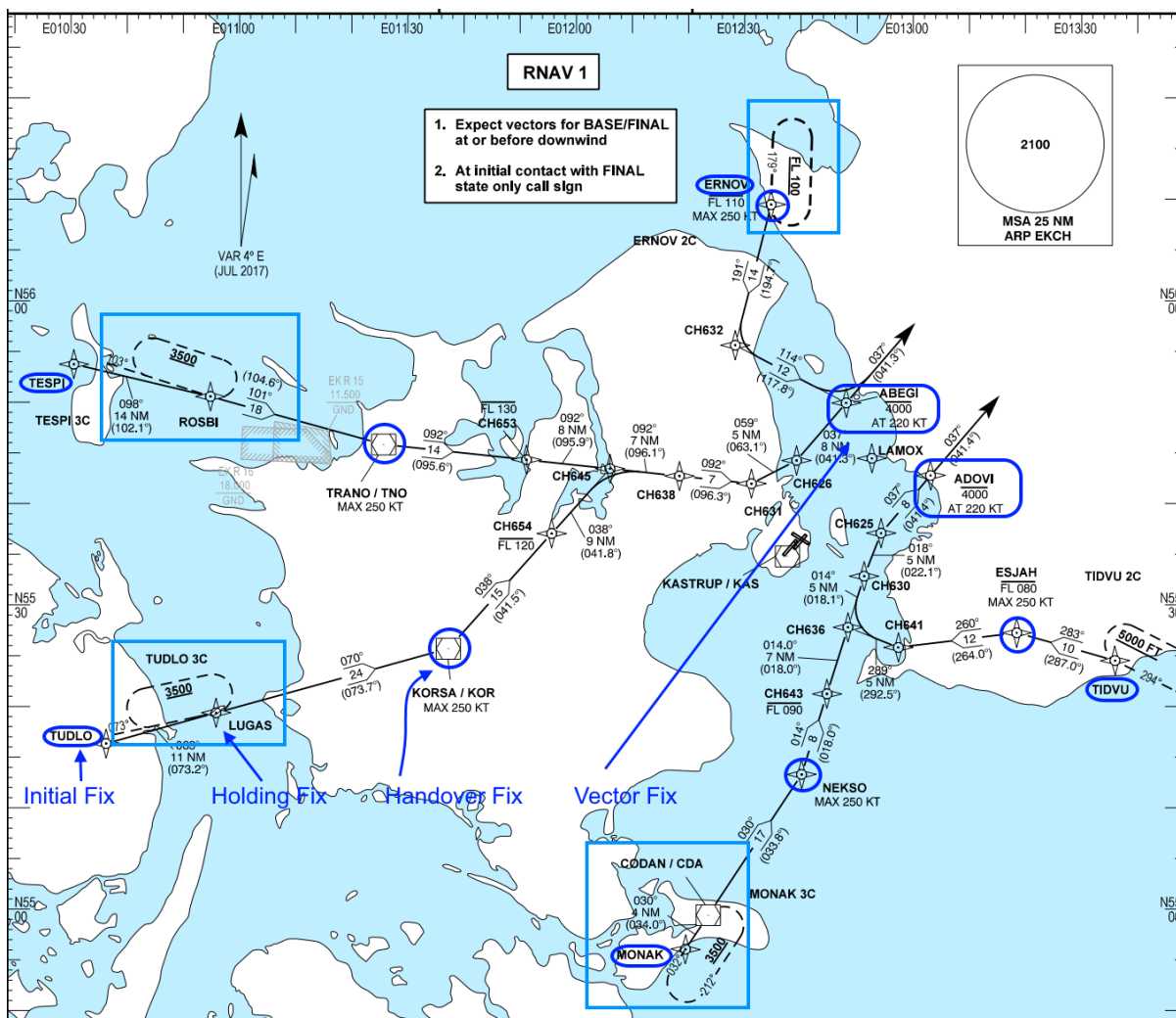
1.2 Holdings

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
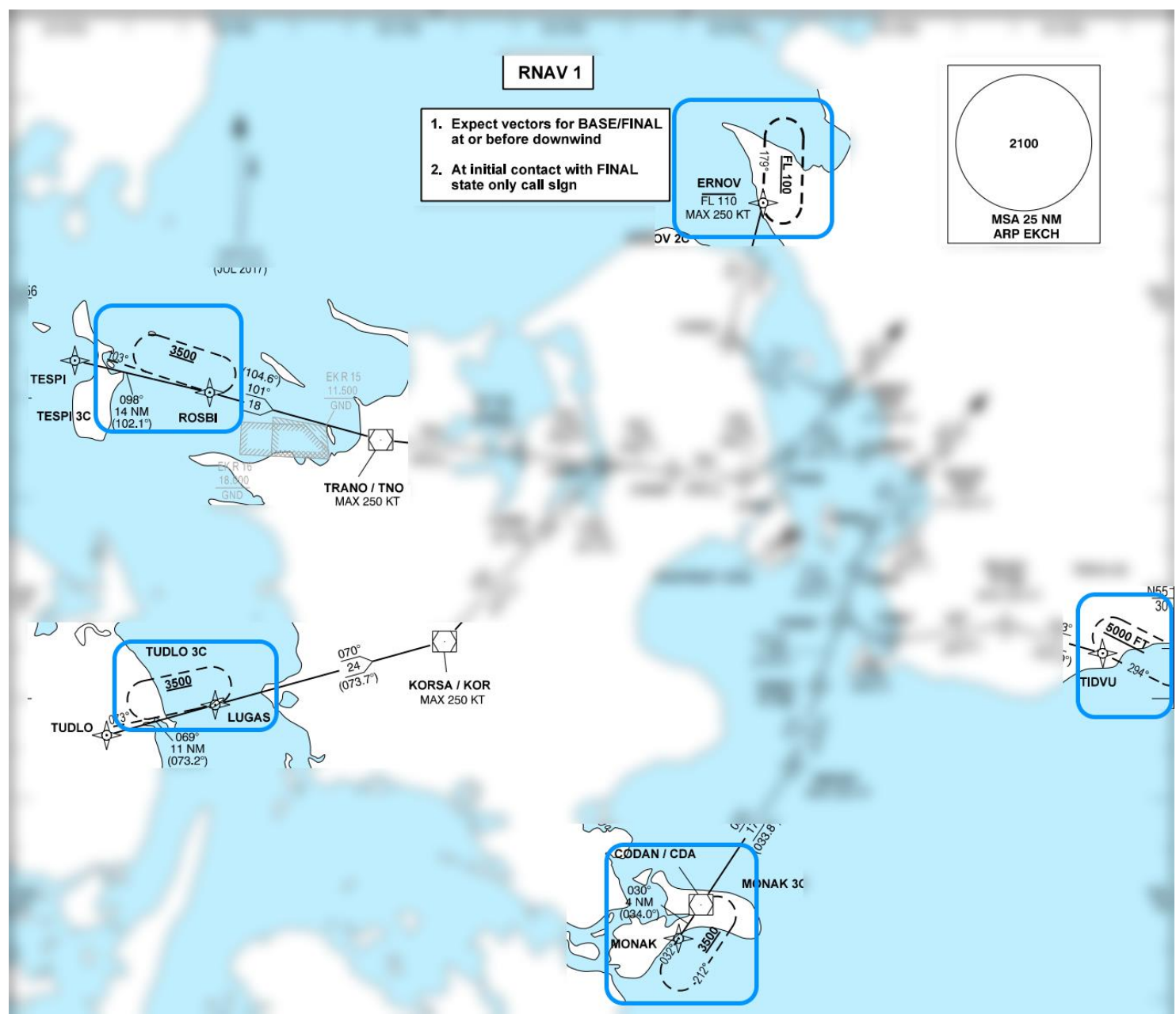
1.3 Path after handover to APP

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
Control	EKDK_D_CTR	133.155	Responsible for TUDLO/TESPI STARs below FL245/FL285
Control	EKDK_I_CTR	121.380	Departures via NEXEN/LANGO and Arrivals via TUDLO
Control	EKDK_E_CTR	123.730	Departures via NEXEN/LANGO and Arrivals via TUDLO
Approach	EKCH_W_APP	119.805	Arrivals from TESPI/TUDLO/ERNOV
Approach	EKCH_O_APP	118.455	Arrivals from MONAK/TIDVU
Approach	EKCH_F_APP	120.205	Director, from abeam airfield. Contact with underline callsign only
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	118.580	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 <u>ATIS letter</u> and <u>A/C type</u> at first contact with EKCH_W_APP/EKCH_O_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!

1. After vacating Rwy 22L/04L follow the GREEN LINE. EVEN though you may have no clearance. You do NOT need to advise controller you have vacated. Follow the GREEN LINE, but stop at the marked point in the chart, and await further instructions

2. as per instruction from EKCH_TWR, taxi onwards. BLUE LINE indicated STANDARD routes from 04L/22L YELLOW LINE indicated less used SECONDARY routes NOTE: DO NOT vacate on E2,E3,E4 or C unless SPECIFICALLY INSTRUCTED TO DO SO

3. ALWAYS expect to hold short of: Runway 30, especially with EKCH_C_TWR online Taxiway Z, as this is where you are handed to EKCH_GND

Expect to taxi VIA Runway 30 and K1 When going to stands A32-A34

Expect to taxi VIA Runway 30 and K2 When going to stands A25-A31

Expect to taxi VIA Runway 30 and K3 When going to stands A4,6,8 + A17-A23

Boeing 747-8 & A388 Vacate at B1 only!

When vacating, ALWAYS give way to any aircraft on the main taxiway (A or B), and taxi then behind them.

Phraseology examples			
Ldg Rwy	**All stands except A4,6,8+A17-A34**	**A4,6,8+A17-A34**	**Other possibilities**
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 A, Cross Runway 30 Hold short of Z*

Standard Inbound Taxi routes
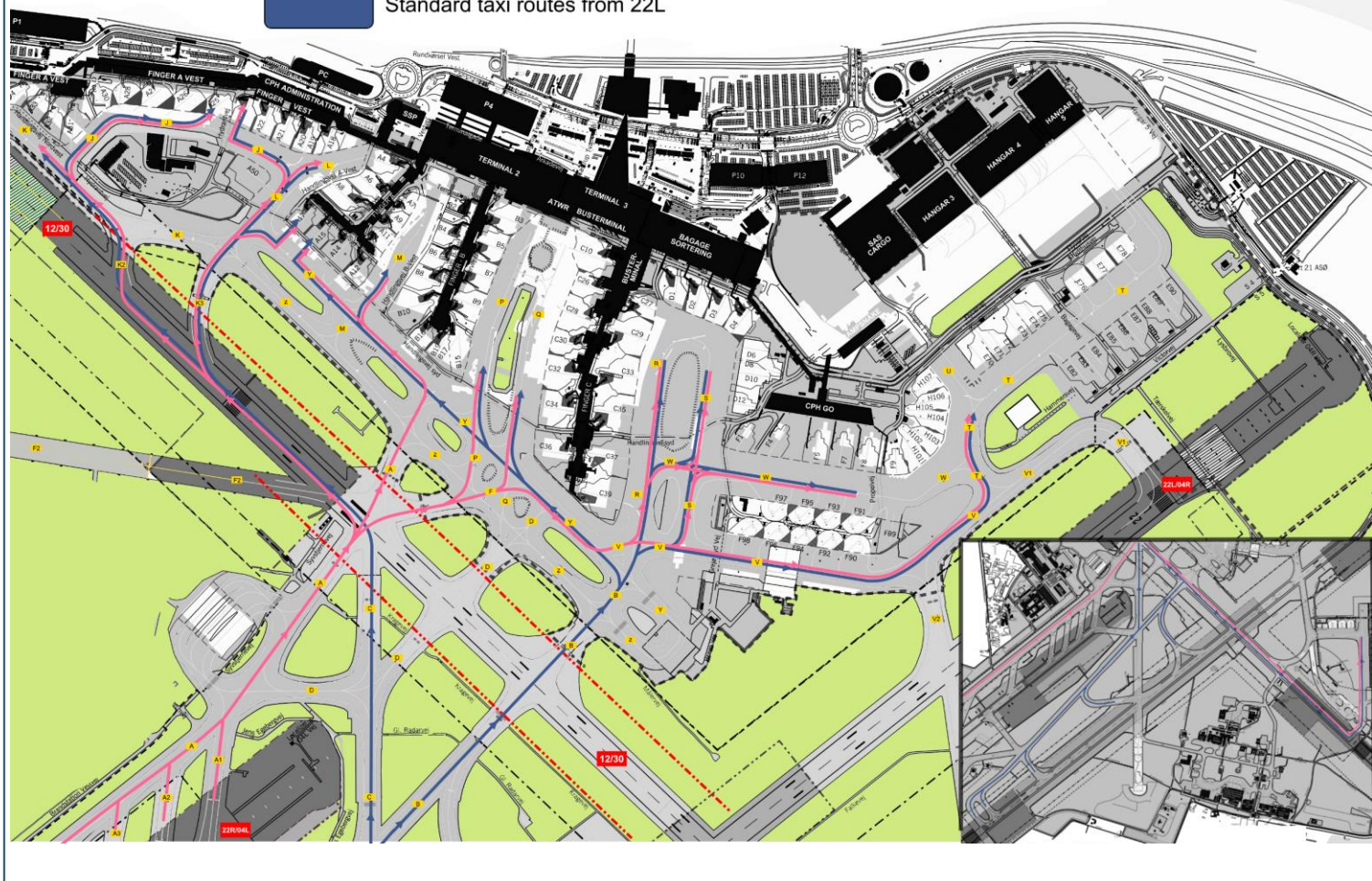
2. Stands and Parking

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	*Frequency for ATC clearance. PDC available*
Sequencing	EKCH_S_GND	121.905	*online when traffic demands.*
Apron	EKCH_D_GND	121.730	*Dedicated for Departures when online*
Apron	EKCH_A_GND	121.630	*Main frequency online*
Tower	EKCH_C_TWR	118.580	*12/30 area*
Tower	EKCH_D_TWR	119.355	*Departures*
Tower	EKCH_A_TWR	118.105	*Arrivals*
Departure	EKCH_K_DEP	124.980	*North/West Departures. Primary Fq*
Departure	*EKCH_R_DEP*	*120.255*	*South/East departures. Secondary fq*
Approach	EKCH_W_APP	119.805	**North/West** *Departures when DEP is offline*
Approach	EKCH_O_APP	118.455	**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

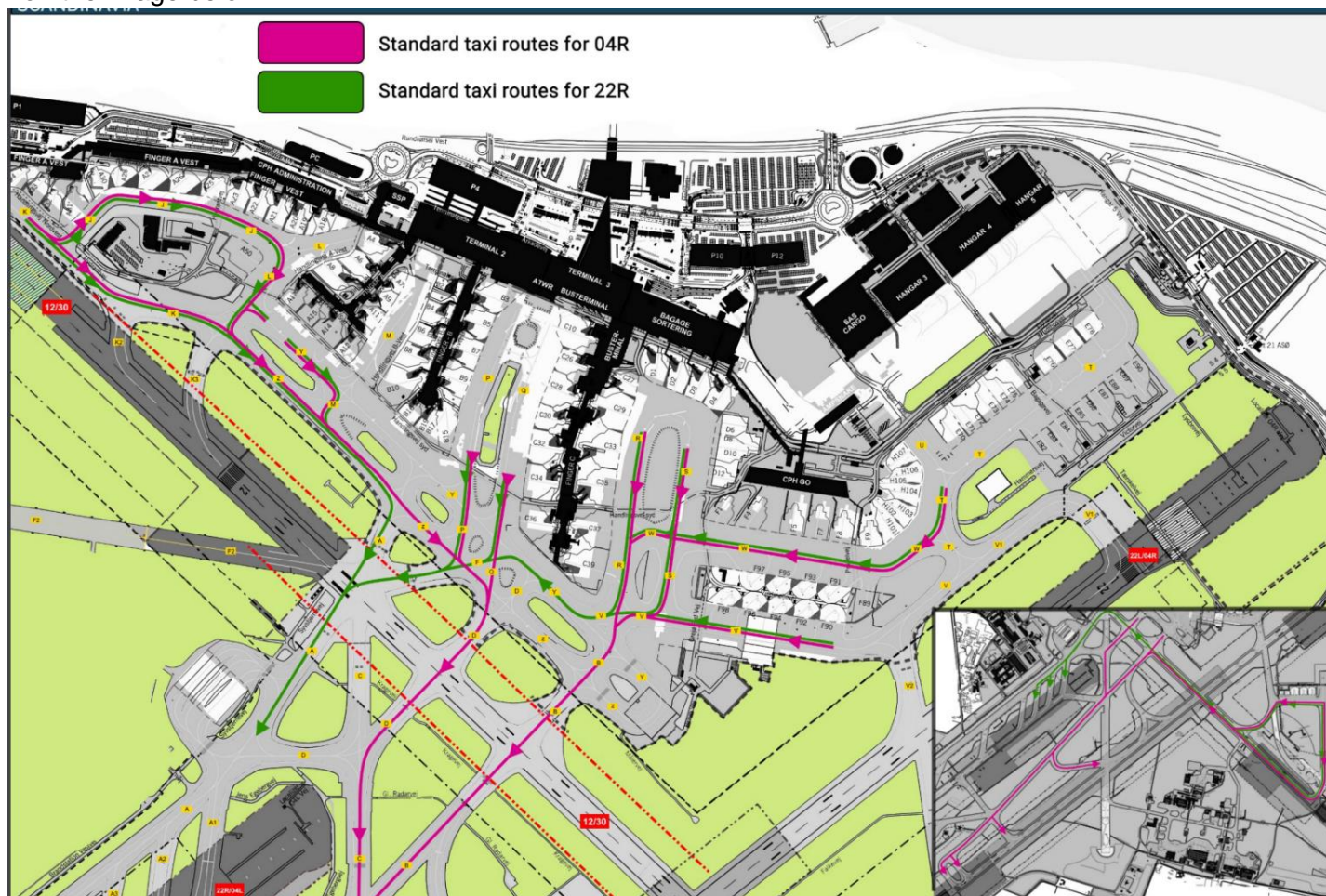When getting the push back clearance, make sure you:

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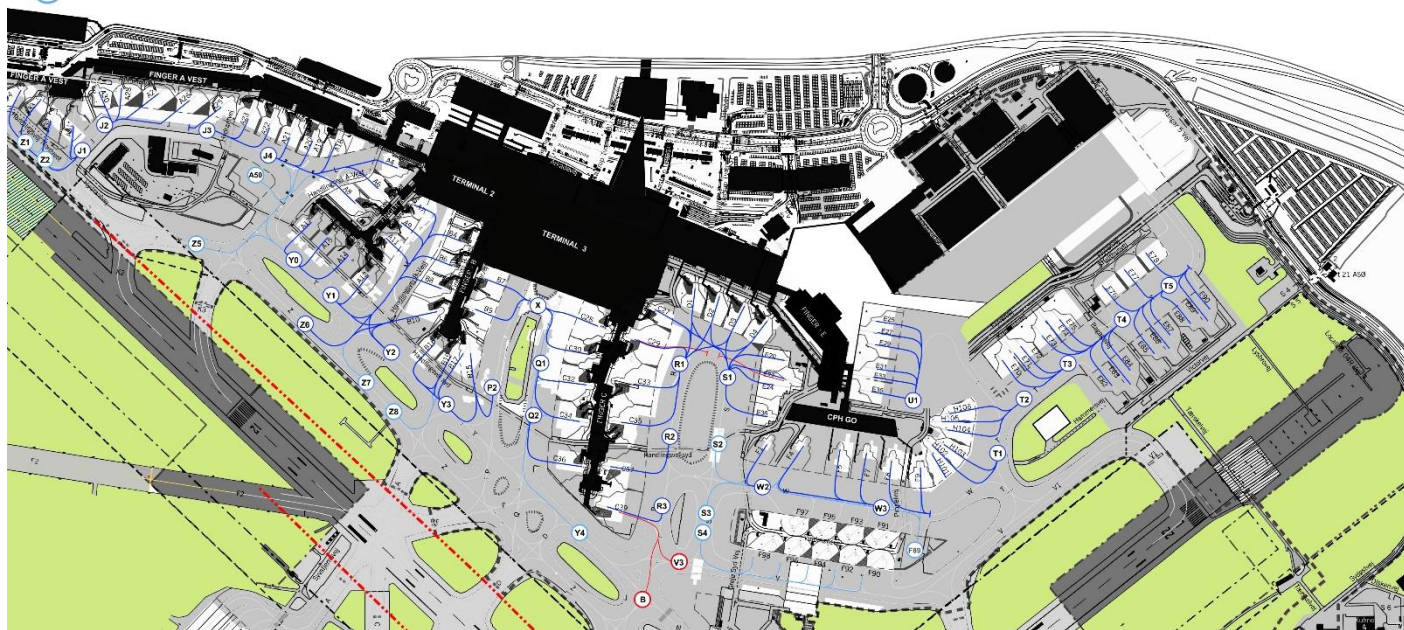
3.2 Departure taxi

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		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	FL70*	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_K_DEP	**124.980**	ALL SIDs	At 1000'
When EKCH_K_DEP is offline	EKCH_O_APP	118.455	KEMAX, SIMEG SALLO, NEXEN, KOPEX, LANGO, BETUD	At 1000'
	EKCH_W_APP	119.805	VEDAR,GOLGA,ODN	At 1000'
When **only** W_APP or O_APP is online	EKCH_W_APP EKCH_O_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 -Cyprus
NON-EU Countries	-Iceland　　　　-Norway -Switzerland　　-Greenland -Faroe Islands	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

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 Departues ONLY stand F5-F9

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

wideroe

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 Departues ONLY stand F5-F9

RYANAIR easyJet Wizz

or F1+F4 is occupied for NON-Schengen Departures

ALPHA

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
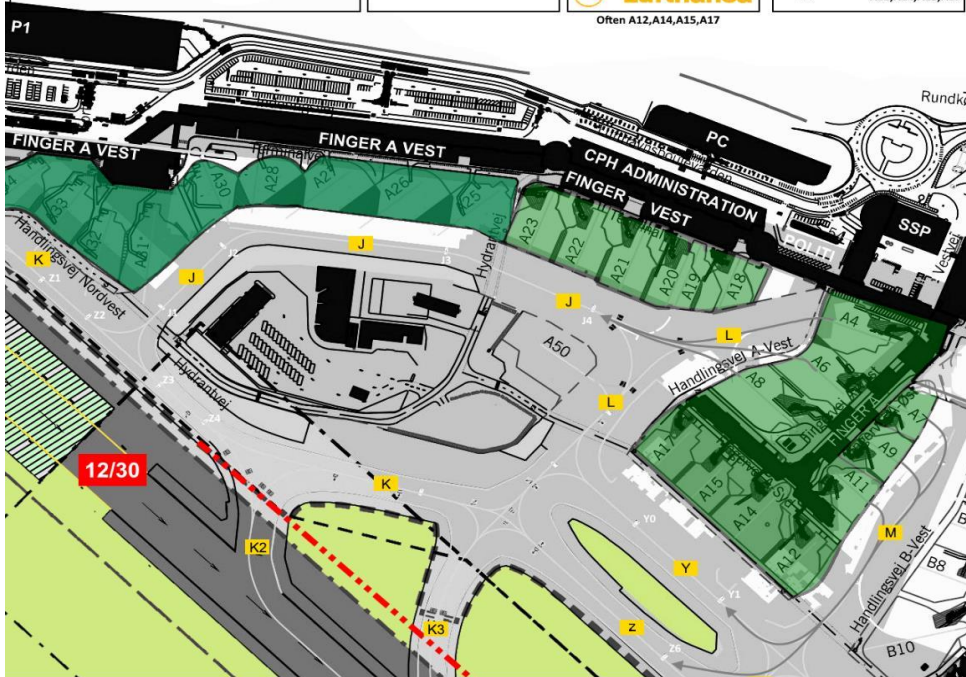A25-A34

JET Aircraft on A-Gates
should park
A4,A6,A8 + A11-A23

alsie express
A9 or A11

Eurowings — Dash 8 — Usually A26
Luxair — Dash 8 — Usually A25

brussels airlines
SWISS Austrian
Lufthansa
Often A12,A14,A15,A17

DAT
PROP A7 → JET A12,A14,A15,A17

BRAVO

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
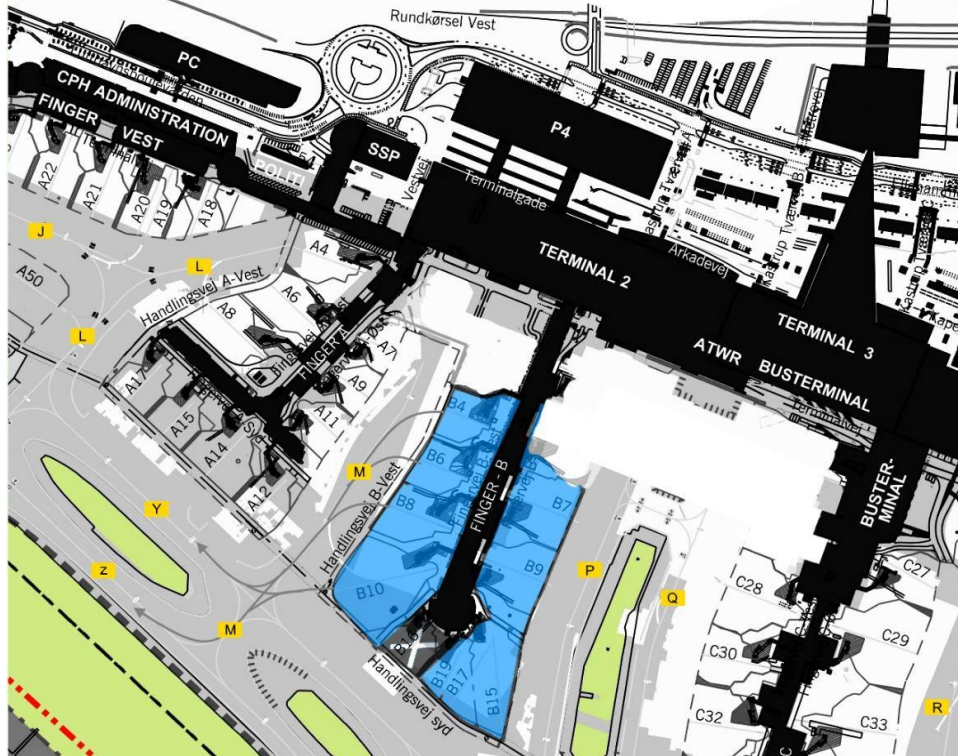
CHARLIE

↰ 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 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"

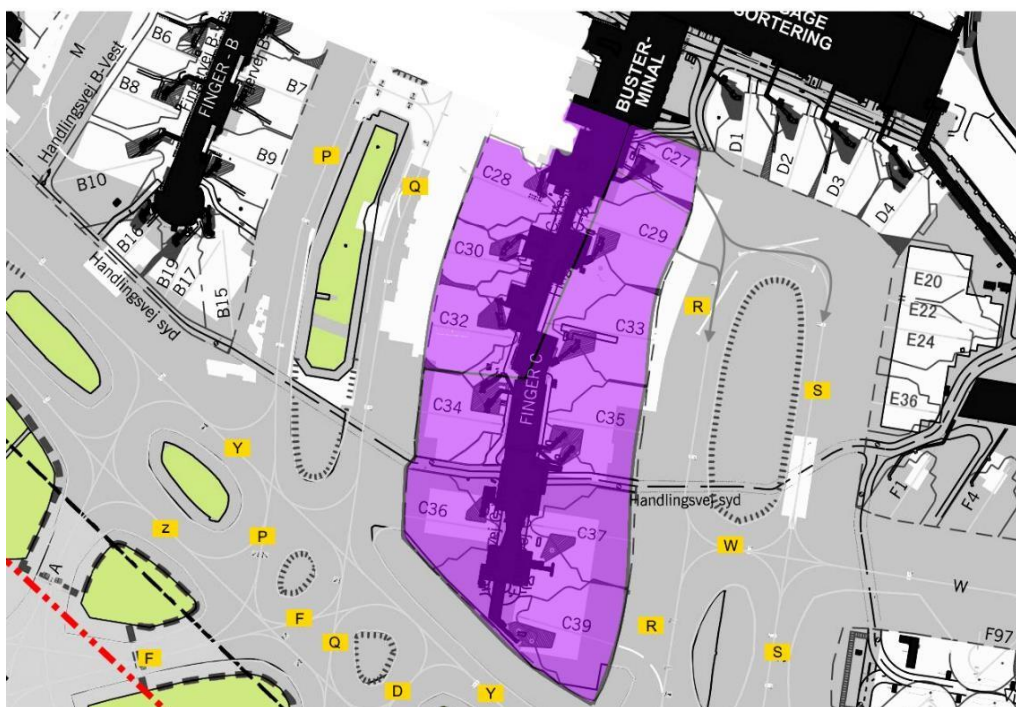**HEAVY Restrictions**

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.
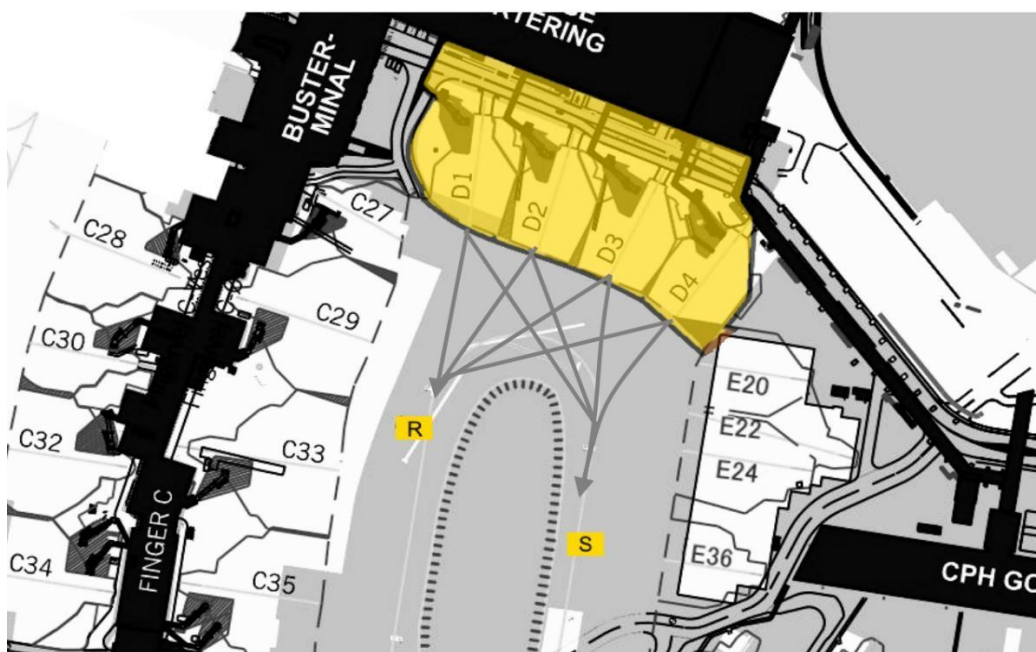All A/C types incl. A388 approved

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
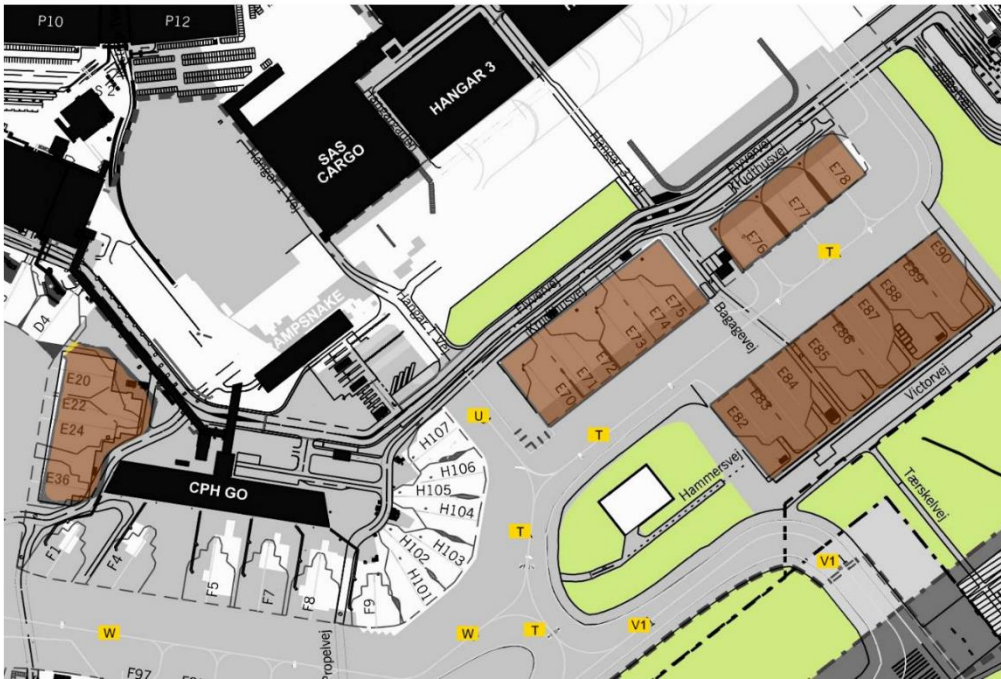comes from NON-Schengen but leaves to Schengen

ECHO

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

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