

Copenhagen Airport

IATA/ICAO CODE: CPH/EKCH
 CITY: Kastrup
 COUNTRY: Denmark

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name:	Environmental Department	Erik Nielsen
Title:		Director, Environmental Affairs
Airport:	Copenhagen Airport	Copenhagen Airport
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ELEVATION: 17 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
04L/22R	3000	-	-	45
04R/22L	3300	-	-	45
12/30	12/2800 30/2365	-	-	45

NOISE ABATEMENT PROCEDURES

See AIP Denmark for details.

1. Noise Abatement Provisions for København Airport Kastrup

The provisions are divided into 3 parts:

I. Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11000 KG.

II. Noise abatement procedures for propeller and turboprop aeroplanes with MTOM below 11000 KG.

III. Noise abatement procedures for helicopters.

As regards engine run-ups and use of APU, see Local Regulations for København Airport, Kastrup.

Note: Noise abatement provisions for København Airport are established in pursuance of Section 82 of the Danish Air Navigation Act, cf. The Consolidation Act. no. 543 of 13 June 2001, and Regulations for Civil Aviation, "Bestemmelser for Civil Luftfart" (BL), BL 3-40: Regulations on the abatement of noise from controlled aerodromes, Edition 2, 17 March 2003.

Chapter 7 of BL 3-40 reads as follows:

"7. Punishment

7.1 Violation of Chapter 4 in this BL is punishable with fine under Subsection 9 of Section 149 of the Danish Air Navigation Act if the violation can be set against the person in question as intentional or grossly negligent.

7.2 Penalty may be imposed on companies, etc. (legal persons) for violation of noise regulations even though the violation cannot be set against the legal person or a person attached to the legal person as wilful or negligent. Similarly an owner of a one-man company may be punished with fine even though the violation cannot be set against the owner as wilful or negligent. No alternative sentence is laid down for penalty."

I- Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11000 KG.

1. General provisions

1.1 In connection with approach to landing (Except to RWY 12), the following minimum heights over Greater Copenhagen (within 15 NM to DME KAS) shall be observed:

a. Propeller and turboprop aeroplanes: 1500 FT

b. Jet aeroplanes:2500 FT

1.2 RWY 04L/R and 22L/R are preferential runways.

1.3 In case of special meteorological conditions such as CB's significant wind variations etc. in the approach and take-off sectors, the ATC can at its discretion or on request from the Pilot-in-Command deviate from the provisions in items 2 and 4, if deemed necessary for safety reasons.

2. Use of the runway system in the period 0600-2300 Danish time.

2.1 The preferential runways shall be used to the greatest extent possible.

2.1.1 When the runway in use is RWY 04L/R, RWY 04R shall be used for take-off and RWY 04L for landing unless one of the runways cannot be used due to snow clearance, disabled aircraft, work on the runway or runway conditions. However, ATC can make use of parallel operations when regard of capacity makes it necessary. Depending on the time of the operation, certain types of aeroplanes are due to their noise characteristics only allowed to take-off on RWY 04R and land on RWY 04L.

2.1.2 When in the period 0700-2200 Danish time the runway in use is RWY 22L/R, RWY 22R shall be used for take-off and RWY 22L for landing unless one of the runways cannot be used due to snow clearance, disabled aircraft, work on the runway or runway conditions. However, ATC can make use of parallel operations when regard of capacity makes it necessary. Depending on the time of the operation, certain types of aeroplanes are due to their noise characteristics only allowed to take-off on RWY 22R and land on RWY 22L.

2.2 When in the periods 2200-2300 and 0600-0700 Danish time the runway in use is RWY 22L/R,

RWY 22L shall be used for take-off and landing.

2.2.1 RWY 22R may, however be used in the period 2200-2300 and 0600-0700 Danish time when:

- a. RWY 22L is used for ILS CAT II+III approaches.
- b. RWY 22L cannot be used due to snow clearance, disabled aircraft, work on the runway or runway conditions.
- c. an extraordinary traffic situation causes delays of more than one hour.
- d. regard of capacity makes it necessary to use parallel operations on characteristics only allowed to use RWY 22L.

2.3 RWY 12 and RWY 30 may be used when one or both of the preferential runways cannot be used due to:

- a. the crosswind component on the preferential runways exceeds 15 KT.
- b. the friction coefficient is below 0.30 on any part of the preferential runways.
- c. the meteorological conditions are below minima for landing on the preferential runways.
- d. snow clearance.
- e. disabled aircraft.
- f. work on runways or taxiways.
- g. condition of the runways.

When wind conditions so permit, RWY 12 shall be used for take-off in preference to RWY 30.

2.3.1 RWY 30 may, however, be used for landing without restrictions.

2.3.2 If a preferential runway is runway in use irrespective that the crosswind component exceeds 15 KT, a request to use RWY 12 or RWY 30 will be complied with.

2.4 If a preferential runway is not runway in use due to the crosswind component exceeding 15 KT, a request to use a preferential runway will be complied with if the handling of the other traffic so permit.

2.5 A request for permission to deviate from a clearance will be complied with if the Pilot-in-Command claims safety reasons.

3. Use of the runway system in the period 2300-0600 Danish time

3.1 When runway in use is RWY 22L/R, RWY 22L shall be used for take-off and landing.

3.1.1 RWY 22R may, however, be used when:

- a. RWY 22L is used for ILS CAT II+III approaches.
- b. RWY 22L cannot be used due to snow clearance, disabled aircraft, work on the runway or runway conditions.
- c. An extraordinary traffic situation causes delays of more than one hour.

3.2 RWY 12 and RWY 30 are closed for take-off and landing, however, RWY 30 may be used for landings when:

- a. the crosswind component on the preferential runways exceeds 15 KT.
- b. the preferential runways are not available due to disabled aircraft, snow clearance, work on the runways etc.

3.2.1 Furthermore RWY 12 and RWY 30 may, however, be used in the following cases:

- a. for take-off and landing by vital flights such as ambulance and transplantation flights and the like if RWY 04L/R - 22L/R are not available.
- b. for landing in such cases where København Airport, Kastrup, is planned as alternate airport and RWY 04L/R - 22L/R are no longer available after the flight has commenced and the use of any other alternate airport is not possible.
- c. for landing in such cases where the aeroplane during flight has experienced reduced airworthiness, and the Pilot-in-Command judges it necessary to land.
- d. for landing when the Pilot-in-Command declares an emergency situation.

3.3 Limitations in the maximum A-weighted sound pressure level

3.3.1 Take-off and landing shall be so arranged that the maximum A-weighted sound pressure level does not exceed 85 dB (80 dB from 1 JAN 2005) in six measuring positions in the surrounding residential areas. The measuring positions 1, 5, 6, 7, 8 and 9 are shown on the map AD2 EKCH Noise Monitoring system.

Exemptions:

- a. Delayed flights with scheduled take-off or landing before 2300 Danish time.
- b. Early arriving flights with scheduled landing after 0600 Danish time.

Violations of the maximum A-weighted sound pressure level will be accepted, if caused by:

- a. Flight safety conditions.
- b. Runway utilization, due to work on the runway, category II and III landings, and other special weather conditions.
- c. Meteorological conditions which according to an evaluation by the Civil Aviation Administration has influenced the sound transmission.

3.3.2 Take-off may take place only, if an advance approval has been issued by Københavns Lufthavne A/S (Copenhagen Airports).

- a. Advance approval may be obtained for periods of about 6 months, provided that the aeroplane used is noise certificated according to ICAO Annex 16, chapter 2, 3 or 5, or provided the applicant has demonstrated that take-off can be carried out in such a way that the provisions in item 3.3.1 can be observed.
- b. If no advance approval exists take-off may exceptionally take place if the operator obtains a permit from the Airport Office either based on documentation stating that the aeroplane is noise certificated or based on the knowledge of Københavns Lufthavne A/S (Copenhagen Airports) that corresponding aeroplanes have the ability to comply with the provisions in item 3.3.1.
- c. In the period 2300-0100 Danish time no advance approval is required if the take-off takes place in the said interval as a result of delay.

3.3.3 For landing no advance approval is required.

4. Restrictions

4.1 Take-off restrictions

4.1.1 RWY 22L:

- a. Take-off shall be commenced from TWY V1 or TWY V2/TWY I.
- b. Departure must be performed with climb on RWY track to pass DME KAS 2.0 (LARSO 55 33 55.70N 012 34 29.80E) before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities

4.1.2 RWY 22R:

Departures must be performed with climb on RWY track to pass DME KAS 2.0 (RUBAT 55 34 08.50N 012 34 03.90E) before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities

4.1.3 RWY 12:

a. Position TWY K1/F1 must not be used for take-off.

b. Take-off shall be commenced:

- for jet aeroplanes from TWY K3

Additionally the following apply:

1. Aircraft types A330-200/-300, A340-200/-300, B747 (all versions), B767-400, B777-200, DC10 (all versions), IL86, IL96-300, L1011 (all versions) and MD11 shall take-off from position TWY K3 and taxi via TWY K2 or via TWY F2 and TWY F1.

2. Aircraft types A340-500/600, AN124, AN225, B777-300 and C5/ L500 Galaxy shall take-off from position TWY K3 and taxi via TWY F2 and TWY F1

- for propeller and turboprop aeroplanes from TWY K2, TWY K3 or TWY D. However, aircraft type AN22 planned to take-off from position TWY K2 or TWY K3 shall taxi via TWY K2 or via TWY F2 or TWY F1.

c. If a take-off planned on RWY 04L/R, RWY 22L/R or RWY 12 from TWY K2, TWY K3 or TWY D cannot be carried out due to change in weather conditions or runway conditions occurring no more than one hour prior to the planned take-off time, take-off on RWY 12 is allowed from position 12-X or TWY K2 in the period 0600-2300 Danish time.

d. Departure must be performed with climb on RWY track to cross KAS 078 before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities

4.1.4 RWY 30:

a. Take-off shall be commenced from TWY G1.

b. Take-off with jet aeroplanes shall be so arranged that the maximum sound pressure level does not exceed 110 PNdB in measuring position 10 (approximately 3500 M from the beginning of RWY 30), see the map AD2 EKCH Noise monitoring System.

c. If a take-off planned on RWY 04L/R, RWY 22L/R or RWY 12 from TWY K2, TWY K3 or TWY D cannot be carried out due to changes in weather conditions or runway conditions occurring no more than one hour prior to the planned take-off time, take-off on RWY 30 is allowed in the period 0700-2200 Danish time irrespective that the maximum sound pressure level exceeds 110 PNdB in measuring position 10.

d. Departure must be performed with climb on RWY track to cross KAS 358 before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities

4.2 Landing restrictions

4.2.1 RWY 04L/04R:

Visual approach must be performed within the sector shown on page AD 2 EKCH Noise Monitoring System.

Note: Visual approaches crossing the sector boundaries will be investigated by the authorities.

4.2.2 Reverse thrust:

Use of more than idle reverse thrust is allowed only for safety reasons.

Note: With respect to propeller and turboprop aeroplanes idle reverse refers to propeller in beta range and engine at idle power.

5. Reporting

5.1 ATC KØBENHAVN's reporting to the Civil Aviation Administration.

5.1.1 The ATC KØBENHAVN shall notify the Civil Aviation Administration of every clearance deviating from the above mentioned provisions.

5.1.2 The ATC KØBENHAVN shall notify the Civil Aviation Administration of every clearance according to the provision in item 1.3 concerning special meteorological conditions, etc.

5.1.3 The ATC KØBENHAVN shall notify the Civil Aviation Administration of every clearance according to the provisions in items 2.2.1 and 3.1.1 concerning item b (runway condition etc.) and item c (extraordinary traffic situations).

5.1.4 The ATC KØBENHAVN shall notify the Civil Aviation Administration of every changed clearance according to the provision in item 2.5 motivated by safety reasons.

5.1.5 The ATC KØBENHAVN shall notify the Civil Aviation Administration of every clearance for use of runway 12 or 30 during the night period, cf. items 3.2 and 3.2.1.

5.1.6 The Civil Aviation Administration will make further investigations based on reports for the ATC.

5.2 Københavns Lufthavne A/S (Copenhagen Airports) reporting to the Civil Aviation Administration

5.2.1 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Civil Aviation Administration if an aeroplane causes a noise level above that allowed, cf. item 3.3.1 or 4.1.4.b.

5.2.2 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Civil Aviation Administration if an aeroplane takes off within the period 2300-0600 Danish time without having the necessary advance approval, cf. item 3.3.2.

5.2.3 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Civil Aviation Administration if an aeroplane after take-off from RWY 22L/R crosses the sector boundaries shown on page AD 2 EKCH Noise Monitoring System, cf. item 4.1.1b and 4.1.2.

5.2.4 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Civil Aviation Administration if an aeroplane has been observed to use reverse thrust exceeding idle reverse, cf. item 4.2.2.

5.2.5 The Civil Aviation Administration will make further investigation based on reports from

Københavns Lufthavne A/S (Copenhagen Airports).

5.3 The Pilot-in-Command's reporting to the Civil Aviation Administration

5.3.1 For every operation taking place according to the provisions in item 3.2.1 the Pilot-in-Command shall as soon as possible submit a written report to the Civil Aviation Administration stating the reason for using RWY 12 or RWY 30.

5.3.2 The Civil Aviation Administration will make further investigation based on the reports from the Pilot-in-Command and the ATC.

II - Noise abatement procedures for propeller and turboprop aeroplanes with MTOM below 11000 KG

1. Use of the runway system in the period 0600-2300 Danish time

1.1 No restrictions.

2. Use of the runway system in the period 2300-0600 Danish time

2.1 RWY 12 and RWY 30 are closed for take-off and landing, RWY 30 may, however, be used for landings when:

- a. the crosswind component on RWY 04L/R - 22L/R exceeds 15 KT.
- b. RWY 04L/R - 22L/R are not available due to disabled aircraft, snow clearance, work on the runway etc.

2.1.1 Furthermore RWY 12 and RWY 30 may, however, be used in the following cases:

- a. for take-off and landing by vital flights such as ambulance and transplantation flights and the like if RWY 04L/R-22L/R are not available.
- b. for landing in such cases where København Airport, Kastrup, is planned as alternate airport and RWY 04L/R - 22L/R are no longer available after the flight has commenced and the use of any other alternate airport is not possible.
- c. for landing in such cases where the aeroplane during flight has experienced reduced airworthiness, and the Pilot-in-Command judges it necessary to land.
- d. for landing when the Pilot-in-Command declares an emergency situation.

2.2 Limitations in the maximum A-weighted sound pressure level

2.2.1 Take-off and landing shall be so arranged that the maximum Aweighted sound pressure level does not exceed 85 dB (80 dB from 1 JAN 2005) in six measuring positions in the surrounding residential areas. The measuring positions 1, 5, 6, 7, 8 and 9 are shown on the map AD2 EKCH Noise monitoring System.

Exemptions:

- a. Delayed flights with scheduled take-off or landing before 2300 Danish time.
- b. Early arriving flights with scheduled land after 0600 Danish time.

Violations of the maximum A-weighted sound pressure level will be accepted, if caused by:

- a. Flight safety conditions.
- b. Runway utilization, due to work on the runway, category II and III landings, and other special

weather conditions.

c. Meteorological conditions which according to an evaluation by the Civil Aviation Administration has influenced the sound transmission.

2.2.2 Take-off may take place only, if an advance approval has been issued by Københavns Lufthavne A/S (Copenhagen Airports).

a. Advance approval may be obtained for periods of about 6 months, provided that the aeroplane used is noise certificated according to ICAO Annex 16, chapter 5 or 6, or provided the applicant has demonstrated that take-off can be carried out in such a way that the provisions in item 2.2.1 can be observed.

b. If no advance approval exists take-off may take place if the operator obtains a permit from the Airport Office either based on documentation stating that the aeroplane is noise certificated or based on the knowledge of Københavns Lufthavne A/S (Copenhagen Airports) that corresponding aeroplanes have the ability to comply with the provisions in item 2.2.1.

c. In the period 2300-0100 Danish time no advance approval is required if the take-off takes place in the said interval as a result of delay.

2.2.3 For landing no advance approval is required.

3. Restrictions

3.1 Take-off restrictions in the period 2300-0600 Danish time

3.1.1 RWY 22L:

Departure must be performed with climb on RWY track to pass DME KAS 2.0 (LARSO 55 33 55.70N 012 34 29.80E) before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities.

3.1.2 RWY 22R:

Departure must be performed with climb on RWY track to pass DME KAS 2.0 (RUBAT 55 34 08.50N 012 34 03.90E) before turn is commenced.

Note: Departures crossing the sector boundaries shown on page AD 2 EKCH Noise Monitoring System will be investigated by the authorities.

4. Reporting

4.1 ATC KØBENHAVN'S reporting to the Civil Aviation Administration.

4.1.1 The ATC KØBENHAVN shall notify the Civil Aviation Administration of every clearance deviating from the above mentioned provisions.

4.1.2 The ATC KØBENHAVN shall notify the Civil Aviation Administration of every clearance for use of runway 12 or 30 according to the provisions in items 2.1 and 2.1.1.

4.1.3 The Civil Aviation Administration KØBENHAVN will make further investigation based on reports from the ATC.

4.2 Københavns Lufthavne A/S (Copenhagen Airports) reporting to the Civil Aviation Administration

4.2.1 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Civil Aviation Administration if an aeroplane causes a noise level above that allowed, cf. item 2.2.1.

4.2.2 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Civil Aviation Administration if an aeroplane takes off within the period 2300-0600 Danish time without having the necessary advance approval, cf. item 2.2.2.

4.2.3 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Civil Aviation Administration if an aeroplane after take-off RWY 22L/ R crosses the sector boundaries shown on page AD 2 EKCH Noise Monitoring System, cf. item 3.1.1 and 3.1.2.

4.2.4 The Civil Aviation Administration will make further investigations based on reports from Københavns Lufthavne A/S (Copenhagen Airports).

4.3 The Pilot-in-Command's reporting to the Civil Aviation Administration

4.3.1 For every operation taking place according to the provisions in item 2.1.1, the Pilot-in-Command shall as soon as possible submit a written report to the Civil Aviation Administration stating the reason for using RWY 12 or RWY 30.

4.3.2 The Civil Aviation Administration will make further investigation based on the reports from the Pilot-in-Command and the ATC.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

The airport is open 24 hours, however certain restrictions are in force in the night period, see restrictions under Noise Level Limits.

PREFERENTIAL RUNWAYS

See Noise Abatement Procedures.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

These regulations apply to run-up of all types of aircraft engines, except for APU's. However, run-ups made immediately before planned take-off forming part of the take-off procedure in question is not included.

Run-up of engines must not be made during the period of ban (2300-0500) local time.

During the restricted curfew hours (1900-2300 and 0500-0700) local time and Sundays and holidays from midnight to midnight and on Constitution Day between 1200-2400, engine run-ups may be carried out only if essential for punctual execution of planned flights. Consequently, engine run-ups during curfew are not allowed in preparation for the procuring of a spare aircraft.

Engine run-ups may only be carried out at the specific test sites.

Engine idle runs on numbered stands may only be carried out if prior permission has been obtained from Apron Tower.

All engine run-ups and idle run of engines are to be kept to a minimum and are to be reported to the Copenhagen Airports A/S in accordance with the current rules of reporting.

APU OPERATING RESTRICTIONS

6.5 Use of auxiliary power unit (APU)

Use of APU on aircraft stands shall be limited as much as possible.

Start up or shut down of APU is forbidden while refuelling the aircraft.

APU may be used:

- 5 minutes after "On Block".
- 5 minutes before estimated time of departure (ETD).

Exemptions:

When the outside air temperature (OAT) is below –10°C or above +25°C or the airport supply of power/air conditioning is unserviceable, APU may be used instead as follows:

- 5 minutes after "On Block".
- 15 minutes before estimated time of departure (ETD),

however, for aeroplanes larger than ICAO code letter C the following will be valid:

- 10 minutes after "On Block".
- 45 minutes before estimated time of departure (ETD).

Special regulations for AN124 and AN225.

Aeroplane type AN124 and AN225 must not operate their APU unless the pavement underneath is protected against heat and blast effects from the exhaust.

NOISE BUDGET RESTRICTIONS

As a consequence of an environmental approval given in April 1997 a noise quota is now in force. Until the year 2005 the equivalent noise exposure (DENL) from aircraft operations and taxi activities may not exceed the noise exposure from 1996 with a tolerance of 1 dB.

From and including the year 2005 the noise exposure from aircraft operations and taxi activities may not exceed the noise exposure predicted for the year 2005. This involves a reduction of the noise exposure of about 5 dB from 2005.

NOISE SURCHARGE - [NONE](#)

EMISSIONS SURCHARGE

Nox-based charge on emissions
Per take-off - DKK 16.50 per kg NOx
1. Based on the mass of NOx generated from the aircraft's idealized landing /take-off cycle
(values listed in ICAO's Engine Emissions Databank prepared by ICAO's CAEP-committee.

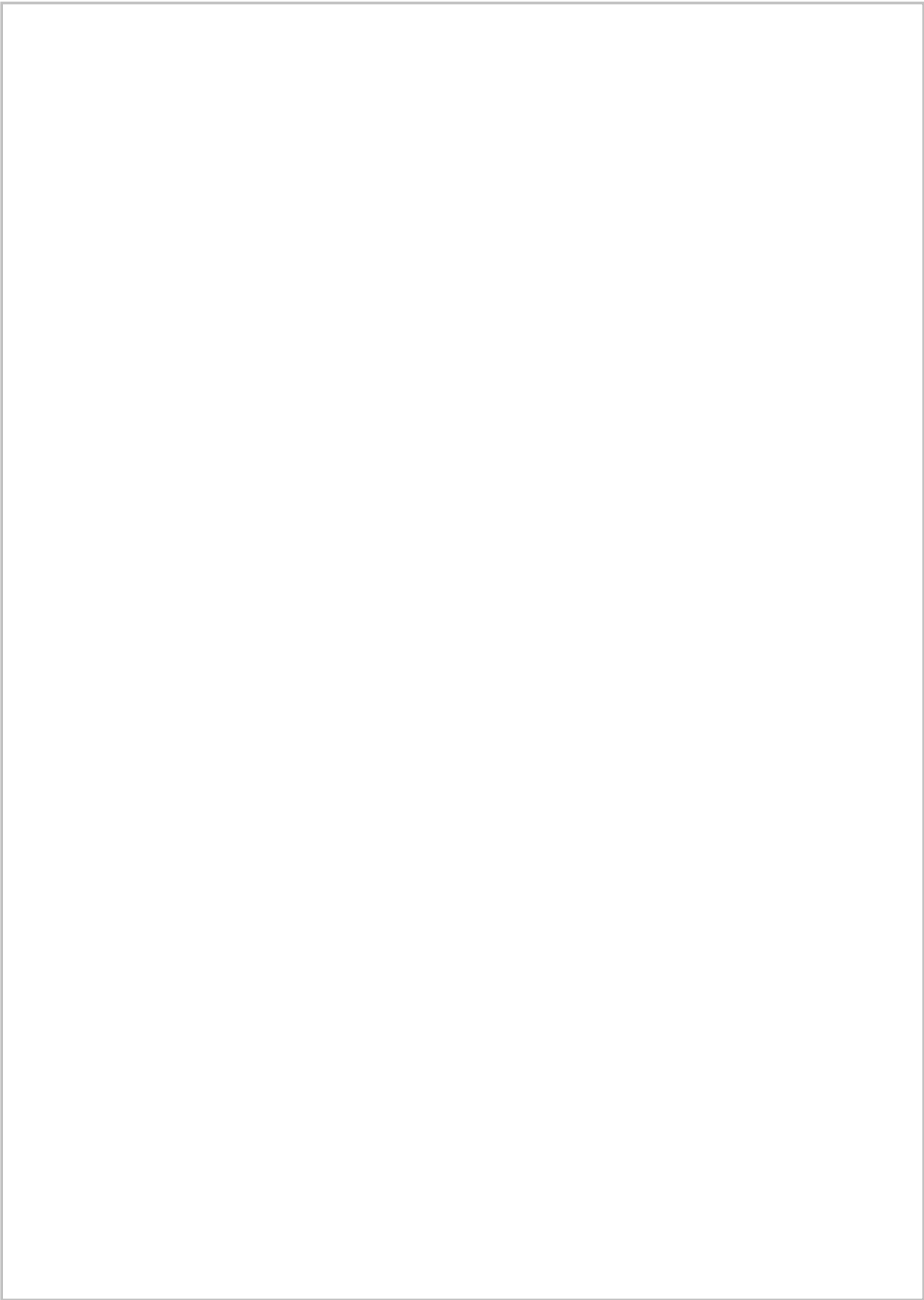
NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

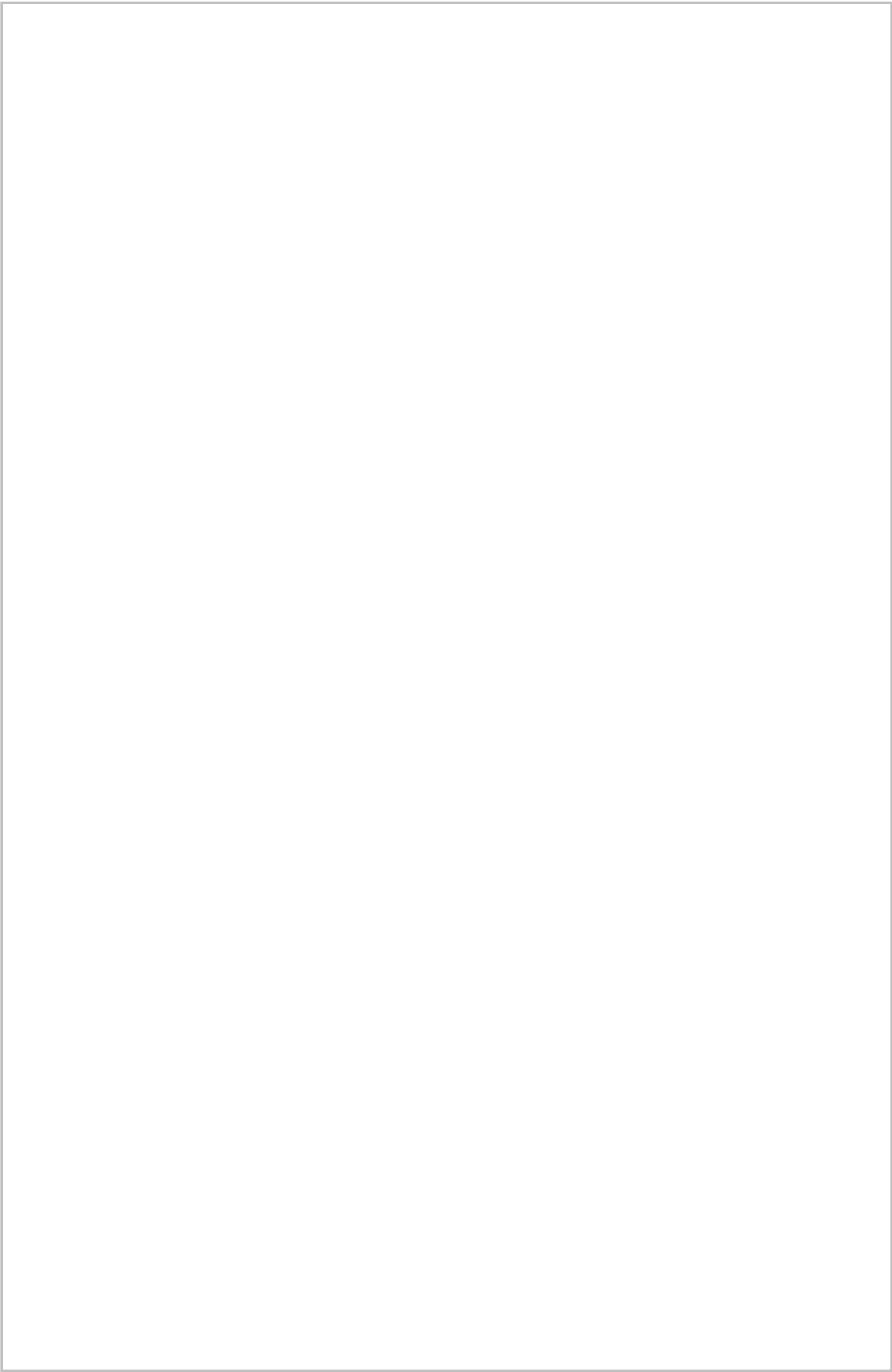
	Date	
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Type of Program	Implemented		Status
Sound Insulation (Residences and Public Buildings)	-	-	
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-	
Avigation Easements	-	-	
Zoning Laws	-	-	
Real Estate/Property Disclosure Laws	-	-	
Acquire Land for Noise Compatibility to date	-	-	
Population within each noise contour level relative to aircraft operations	-	-	
Airport Noise Contour Overlay Maps	-	-	
Total Cost of Noise Mitigation Programs to Date	-	-	
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-	

NOISE MONITORING SYSTEM

The airport is in the process of installing a system beginning in December 2010 with completion by June 2011. The ANOMS system will consist of 12 permanent and two portable noise monitoring terminals.





Takeoff												
Engineering Scale												
	1		5		6		7		8		9	
Runway	DBR	SL	DBR	SL	DBR	SL	DBR	SL	DBR	SL	DBR	SL
04L	27	3.1	18.1	9.7	5.9	10.3	-8	10.6	-8.4	4.4	14.5.	3.7
04R	16.2	5.9	7.2	6.7	-5	7.3	-18.9	7.4	-19.4	7.4	3.7	6.7
12	5.2	6	14.7	4.5	13.6	16.7	11.8	30.4	-3	28.9	1	6.3
30	10.5	6	-0.9	4.5	0.3	16.7	2.1	30.4	16.9	28.9	12.9	6.3
22R	-9.3	3.1	-0.2	9.7	12	10.3	26	10.6	26.4	4.4	3.5	3.7
22L	0	5.9	8.4	6.7	21.1	7.3	35.1	7.4	35.5	7.4	12.6	6.7

Meters												
04L	5294.12	607.84	3549.02	1901.96	1156.86	2019.61	-1568.63	2078.43	-1647.06	862.75	2843.14	725.49
04R	3176.47	1156.86	1411.76	1313.73	-980.39	1431.37	-3705.88	1450.98	-3803.92	1450.98	725.49	1313.73
12	1019.61	1176.47	2882.35	882.35	2666.67	3274.51	2313.73	5960.78	-588.24	5666.67	196.08	1235.29
30	2058.82	1176.47	-176.47	882.35	58.82	3274.51	411.76	5960.78	3313.73	5666.67	2529.41	1235.29
22R	-1823.53	607.84	-39.22	1901.96	2352.94	2019.61	5098.04	2078.43	5176.47	862.75	686.27	725.49
22L	0	1156.86	1647.06	1313.73	4137.25	1431.37	6882.35	1450.98	6960.78	1450.98	2470.59	1313.73
Feet												
04L	17364.71	1993.73	11640.78	6238.43	3794.51	6624.31	-5145.1	6817.25	-5402.35	2829.8	9325.49	2379.61
04R	10418.82	3794.51	4630.59	4309.02	-3215.69	4694.9	-12155.29	4759.22	-12476.86	4759.22	2379.61	4309.02
12	3344.31	3858.82	9454.12	2894.12	8746.67	10740.39	7589.02	19551.37	-1929.41	18586.67	643.14	4051.76
30	6752.94	3858.82	-578.82	2894.12	192.94	10740.39	1350.59	19551.37	10869.02	18586.67	8296.47	4051.76
22R	-5981.18	1993.73	-128.63	6238.43	7717.65	6624.31	16721.57	6817.25	16978.82	2829.8	2250.98	2379.61
22L	0	3794.51	5402.35	4309.02	13570.2	4694.9	22574.12	4759.22	22831.37	4759.22	8103.53	4309.02

Approach Engineering Scale												
	1		5		6		7		8		9	
Runway	DBR	SL	DBR	SL	DBR	SL	DBR	SL	DBR	SL	DBR	SL
04L	-27	3.1	-18.1	9.7	-5.9	10.3	8	10.6	8.4	4.4	-14.5	3.7
04R	-16.2	5.9	-7.2	6.7	-5	7.3	18.9	7.4	19.4	7.4	-3.7	6.7
12	-1.1	6	-12.7	4.5	-11.5	16.7	-9.7	30.4	5.2	28.9	-11.8	6.3
30	-9.4	6	2	4.5	0.9	16.7	-1	30.4	-15.7	28.9	12.9	6.3
22R	11.9	3.1	2.9	9.7	-9.3	10.3	-23.3	10.6	-23.7	4.4	-0.8	3.7
22L	0	5.9	8.4	6.7	-21.1	7.3	-35.1	7.4	-35.5	7.4	-12.6	6.7

Meters												
04L	-5294.12	607.84	-3549.02	1901.96	-1156.86	2019.61	1568.63	2078.43	1647.06	862.75	-2843.14	725.49
04R	-3176.47	1156.86	-1411.76	1313.73	980.39	1431.37	3705.88	1450.98	3803.92	1450.98	-725.49	1313.73
12	-215.69	1176.47	-2490.2	882.35	-2254.9	3274.51	-1901.96	5960.78	1019.61	5666.67	215.69	1235.29
30	-1843.14	1176.47	392.16	882.35	176.47	3274.51	-196.08	5960.78	-3078.43	5666.67	-2313.73	1235.29
22R	2333.33	607.84	568.63	1901.96	-1823.53	2019.61	-4568.63	2078.43	-4647.06	862.75	-156.86	725.49
22L	0	1156.86	-1647.06	1313.73	-4137.25	1431.37	-6882.35	1450.98	-6960.78	1450.98	-2470.59	1313.73
Feet												
04L	-17364.71	1993.73	-11640.78	6238.43	-3794.51	6624.31	5145.1	6817.25	5402.35	2829.8	-9325.49	2379.61
04R	-10418.82	3794.51	-4630.59	4309.02	3215.69	4694.9	12155.29	4759.22	12476.86	4759.22	-2379.61	4309.02
12	-707.45	3858.82	-8167.84	2894.12	-7396.08	10740.39	-6238.43	19551.37	3344.31	18586.67	707.45	4051.76
30	-6045.49	3858.82	1286.27	2894.12	578.82	10740.39	-643.14	19551.37	-10097.25	18586.67	-7589.02	4051.76
22R	7653.33	1993.73	1865.1	6238.43	-5981.18	6624.31	-14985.1	6817.25	-15242.35	2829.8	-514.51	2379.61
22L	0	3794.51	-5402.35	4309.02	-13570.2	4694.9	-22574.12	4759.22	-22831.37	4759.22	-8103.53	4309.02

FLIGHT TRACK MONITORING SYSTEM

CPH has a Flight track Monitoring System. Take-off from RWY 12, 22L, 22R and 30 as well as arrivals on RWY 04L and 04R are monitored and deviations reported to the CAA for further action. See AIP Denmark, AD2 EKCH, 21 Noise Abatement Provisions para. 4.1.1, 4.1.2, 4.1.3, 4.1.4 and 4.2.1.

NOISE LEVEL LIMITS

Maximum levels:

Aircraft operations:

The maximum A-weighted sound pressure level from takeoff and landing in six measure stations (NMT 1, 5,6,7,8 and 9) located in the surrounding housing sectors in the period from 2300-0600 must not exceed 80 dB(A). However delayed or early arriving A/C with departure or arrival scheduled in the period between 0600-2300 are excepted.

Take-off between 2300-0600 may take place only, if an advance approval has been issued by Copenhagen Airports.

Aircraft taxi activities:

The maximum A-weighted sound pressure level from taxiing in the positions shown below from 2300-0600 must not exceed the following:

Position-

1. H. Jastraus Alle 4 meters over the ground	79 dB(A)
2. Skyttehoj (NMT 10), 10 meters over the ground	74 dB(A)
3. Askov Alle(NMT 9), 5 meters over the ground	70 dB(A)
4. Nordre Kinkelgade, 4 meters over the ground	72 dB(A)
5. Rybakkeve (NMT 5), 5 meters over the ground	70 dB(A)



CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See information under Noise Level Limits.