

# Danish Airport and approach sectors

This page includes the largest airports, runways and frequencies.  
Use this chart for a quick overview of the airports and sectors within EKDK

- ┌ CTR Airspace
- ┌ APP airspace data
- APP airspace

EKYT - Aalborg		TWR 118.30 <sup>Class D</sup>	
RWY	Freq Hdg ALT Fix	NDB	Fix
26R	109.90° 265 2300° BAKIT	AAL	116.70
08L	109.90° 085 2300° AMINO	GL	396.0

EKKA - Karup		TWR 119.57 <sup>Class D</sup>	
RWY	Freq Hdg ALT Fix	NDB	Freq
27L	108.15° 271 2300° RKSU	KA	369.0
09R	108.30° 091 2300° REVBO	KP	351.0

EKBI - Billund		TWR 119.00 <sup>Class D</sup>	
RWY	Freq Hdg ALT Fix	NDB	Freq
27	110.70° 266 1500° LOKSA	LO	341.0
09	111.70° 086 1500° GELBA	GE	395.0

EKEB - Esbjerg		TWR 120.15 <sup>Class D</sup>	
RWY	Freq Hdg ALT Fix	NDB	Freq
26	110.15° 260 3000° LATVO	EJ	400.5
08	119.10° 080 2000° BANLU	HP	376.0

EKDK - N		TWR 134.67 <sup>Class D</sup>	
Class	FL195	Class	FL195
C	3500	E	3500
E	8500	G	3500
	GND		GND

EKDK - N		TWR 134.67 <sup>Class D</sup>	
Class	FL195	Class	FL195
C	3500	E	3500
E	8500	G	3500
	GND		GND

Aalborg		Class FL125	
Class	FL125	Class	FL125
E	3500	E	3500

Karup		Class FL125	
Class	FL125	Class	FL125
E	3500	E	3500

Billund		Class FL125	
Class	FL125	Class	FL125
E	3500	E	3500

Skystrup		Class FL065	
Class	FL065	Class	FL065
E	3500	E	3500

EKAH - Århus		TWR 118.52 <sup>Class D</sup>	
RWY	Freq Hdg ALT Fix	NDB	Fix
28L	111.10° 281 2300° ARDEK	TU	374.0
10R	111.90° 101 2300° GIPIN	ML	324.0

Århus		Class FL065	
Class	FL065	Class	FL065
E	3500	E	3500

EKRC - Roskilde		TWR 118.10 <sup>Class D</sup>	
RWY	Freq Hdg ALT Fix	NDB	Fix
22L	109.50° 221 3000° LAMOX	-	-
04L	110.50° 041 3000° BASLO	-	-
22R	110.90° 221 3000°	-	-
04R	109.30° 041 3000°	-	-
12	109.90° 123 3000°	-	-
30	108.90° 303 3000°	-	-

EKRN - Bornholm		TWR 118.32 <sup>Class D</sup>	
RWY	Freq Hdg ALT Fix	NDB	Fix
11	109.35° 113 2000° ODMEI	-	-
29	110.30° 293 2000° ULRED	FAU	334.0

Roskilde		Class FL195	
Class	FL195	Class	FL195
C	3500	E	3500
E	3500	G	3500
	GND		GND

EKDK - C		TWR 128.15 <sup>Class D</sup>	
Class	FL195	Class	FL195
C	3500	E	3500
E	3500	G	3500
	GND		GND

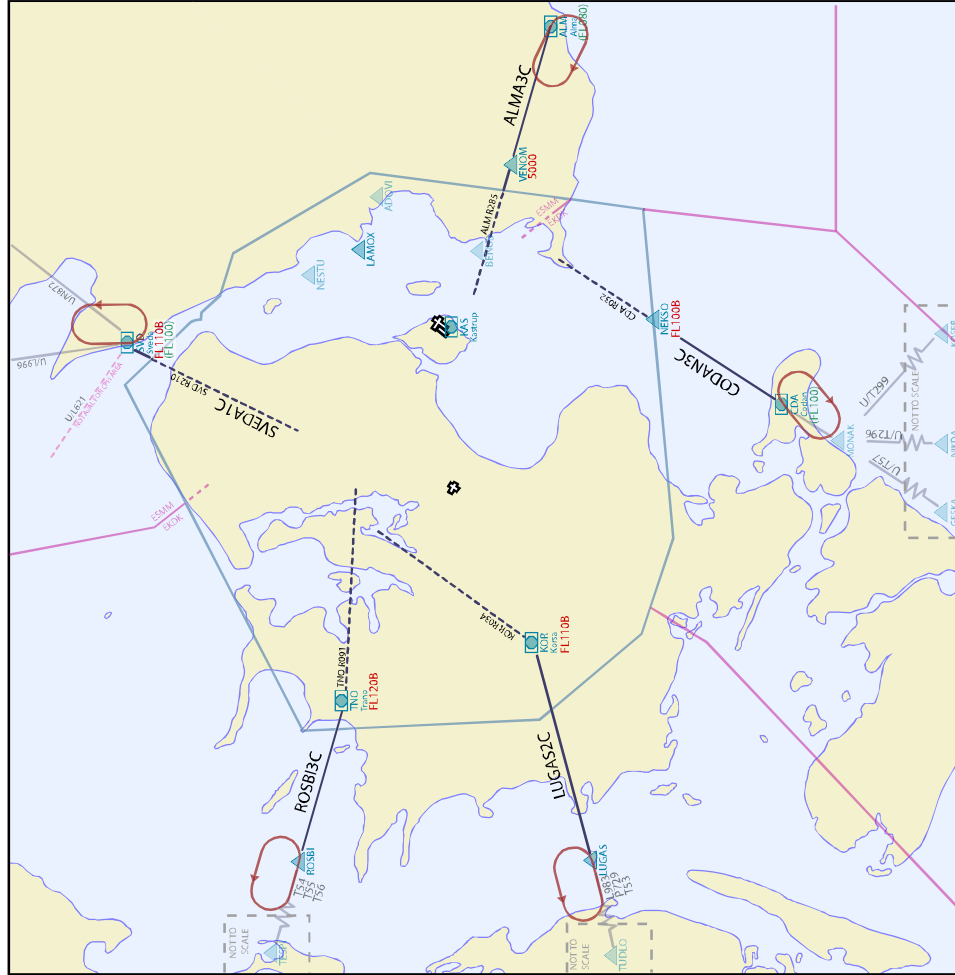
EKOD - Odense		TWR 119.35 <sup>Class G</sup>	
RWY	Freq Hdg ALT Fix	NDB	Freq
34	110.35° 240 2000° ODN	FE	423.0
06	- - 060	-	-

EKSB - Sønderborg		TWR 126.40 <sup>Class G</sup>	
RWY	Freq Hdg ALT Fix	NDB	Freq
37	111.15° 371 2000° MCOAB	SS	350.0
14	- - 141 2000° VIBEN	IN	310.0

EKDK - A		TWR 135.27 <sup>Class D</sup>	
Class	FL195	Class	FL195
C	3500	E	3500
E	3500	G	3500
	GND		GND

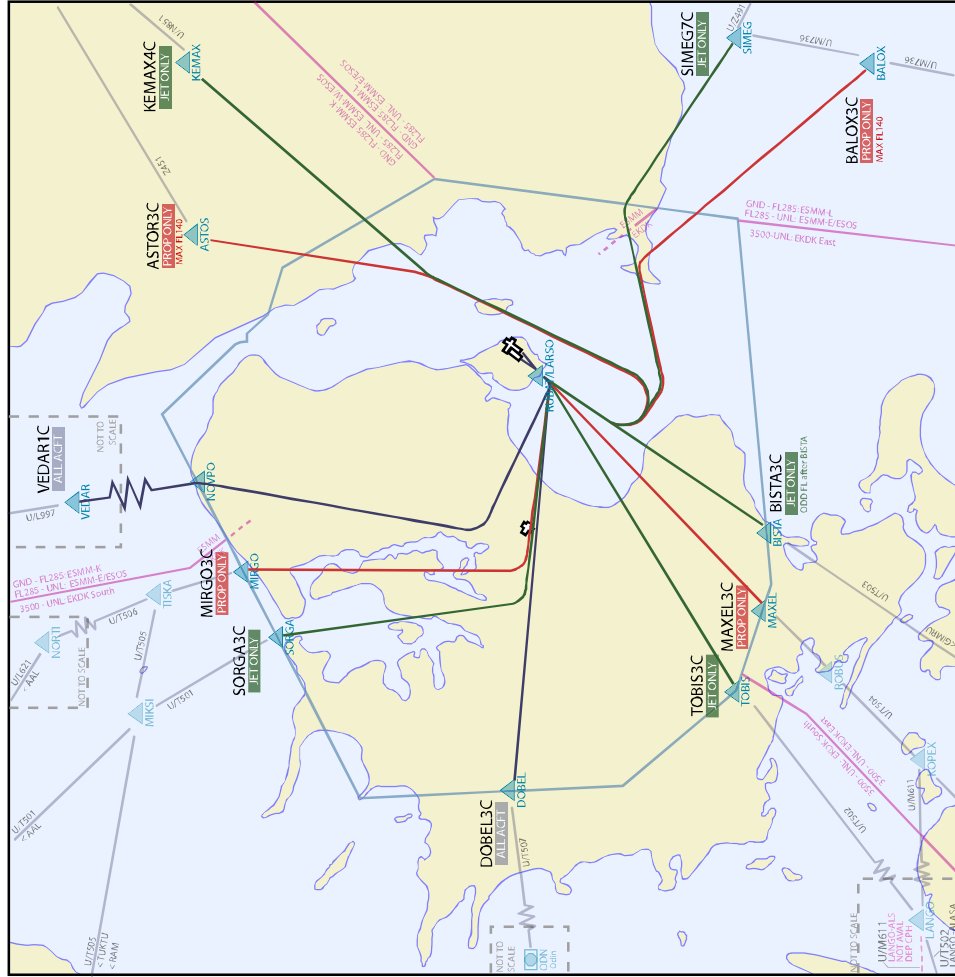
FOR SIMULATION ONLY - DO NOT USE FOR REAL FLIGHT

## ARRIVAL: EKCH STAR RWY 22L + 22R (Charlie procedure)



Changes: New design + Connected routes added

## DEPARTURE: EKCH SID RWY 22R + 22L (Charlie procedure)



Changes: New design + NORLA DEP replaced by VETAR + Connected routes added

### Primary holdings

Simplified primary holdings:  
 SVEDA: \* 359° Left 1½ MIN  
 ALMA: \* 114° Right 1 MIN  
 CODAN: 051° Right 1 MIN  
 LUGAS: 073° Left 1 MIN  
 ROSBI: 103° Left 1 MIN

\* = Located in Sweden FIR  
 These are a simplification of the holding. Refer to the OPS manual or real AIP for more details.

### Arrival hints

After the last point on the arrival route the ACFT shall follow the issued heading and is vectored in for approach by the ATC.  
 APP altitude: 3000 ft.  
 APP fix 22L: LAMOX  
 At night RWY 22L used for both Take-Off and landing

### Transition level:

TA	5000 ft
QNH	FL
- 942	FL75
943 - 959	FL70
960 - 977	FL65
978 - 995	FL60
996 - 1013	FL55
1014 - 1031	FL50
1032 - 1050	FL45
1051 - FL40	FL40

### Legend

- Airport
- VOR
- Intersection
- Holding pattern
- FL110B
- FL1100
- Arrival/departure route
- Routes unless vectored
- Main connected routes
- Restricted routes
- APP-sector border
- ACC-sector border

### Departure hints

Different SID for jet/prop ACFT.  
 Avoid overflying populated areas.  
 Pilots must automatically contact DEP when passing 1000ft.  
 Highest available FL inside CPH area is FL 190.  
 RWY 22: Initial climb FL70  
 No turn before RUBAT/LARSO  
 After 2300 no DEP RWY 22R

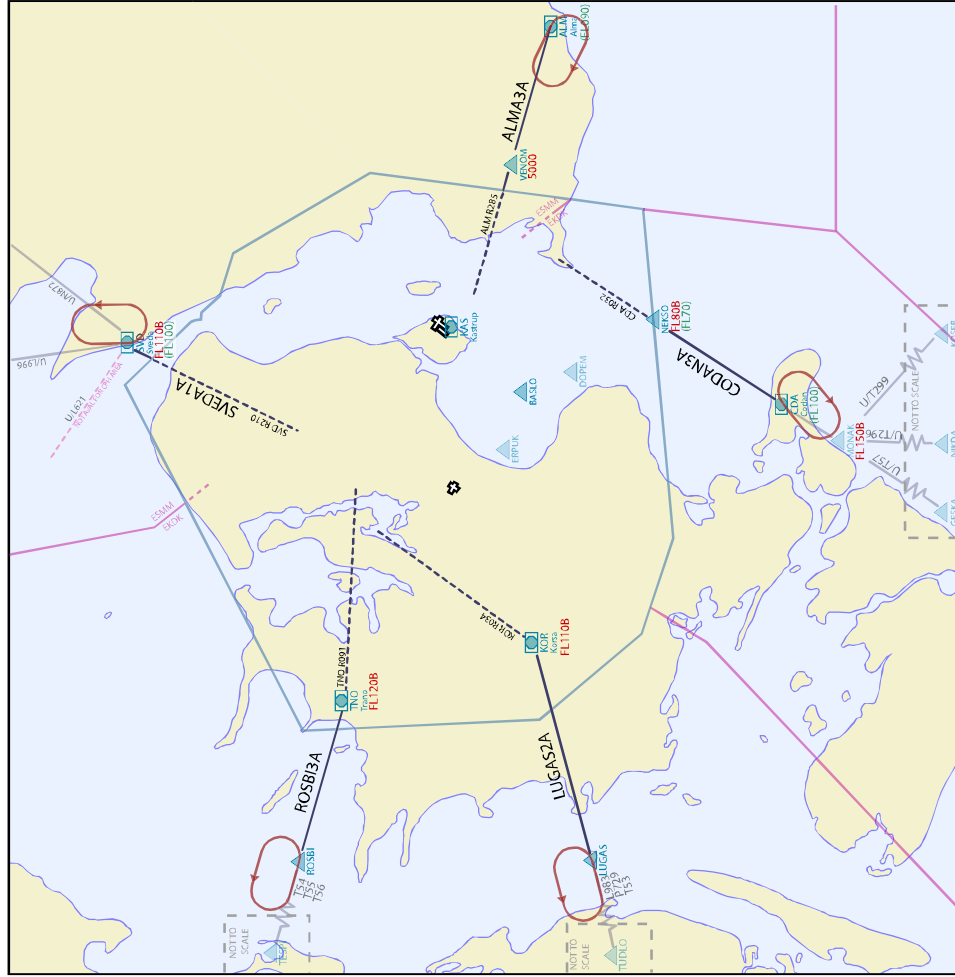
### Communication

EKDK CTR 135.27 DK  
 EKCH APP 119.80 CA  
 EKCH TWR 118.10 CU  
 EKCH GND 121.90 CG  
 ESOM CTR 118.40 SE  
 ESMM CTR 124.40 MM  
 ESMM CTR K 124.85 MK  
 ESMM CTR L 134.97 ML (APP)

### Disclaimer

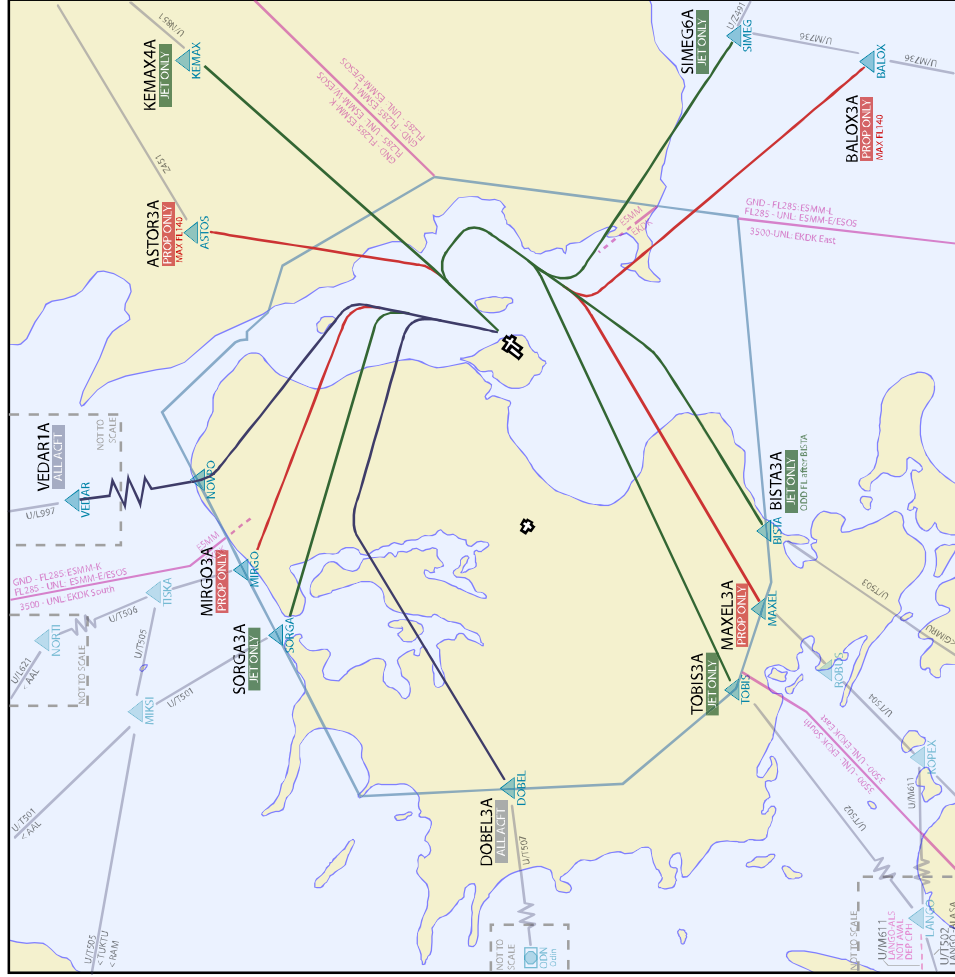
**FOR SIMULATION ONLY!**  
 Do not use for real flight-ops.  
 Issued by VACCSCA  
 Version 3.0  
 Date: December 2009  
 Author: Peter Nørkjær  
 Current danish charts at:  
 www.slv.dk/Dokumenter  
 VATSIM - Scandinavian VACC  
 www.vaccsca.org

## ARRIVAL: EKCH STAR RWY 04L + 04R (Alpha procedure)



Changes: New design + Connected routes added

## DEPARTURE: EKCH SID RWY 04R + 04L (Alpha procedure)



Changes: New design + NORFA DEP replaced by VETAR + Connected routes added

### Primary holdings

- Simplified primary holdings:
- SVEDA: \* 359° Left 1½ MIN
- ALMA: \* 114° Right 1 MIN
- CODAN: 051° Right 1 MIN
- LUGAS: 073° Left 1 MIN
- ROSKI: 103° Left 1 MIN

\* = Located in Sweden FIR  
These are a simplification of the holding. Refer to the OPS manual or real AIP for more details.

### Arrival hints

After the last point on the arrival route the ACFT shall follow the issued heading and is vectored in for approach by the ATC.  
APP altitude: 3000 ft.  
APP fix 04L: BASLO

### Transition level:

TA	5000 ft
QNH	FL
- 942	FL75
943 - 959	FL70
960 - 977	FL65
978 - 995	FL60
996 - 1013	FL55
1014 - 1031	FL50
1032 - 1050	FL45
1051 - FL40	FL40

### Legend

- Airport
- VOR
- Intersection
- Holding pattern
- FL110B Restricted altitude
- FL100 Recommended altitude
- Arrival/departure route
- Routes unless vectored
- Main connected routes
- Restricted routes
- APP-sector border
- ACC-sector border

### Departure hints

- Different SID for jet/prop ACFT.
- Avoid overflying populated areas.
- Pilots must automatically contact DEP when passing 1000ft.
- Highest available FL inside CPH area is FL 190.
- RWY 04: Initial climb FL70

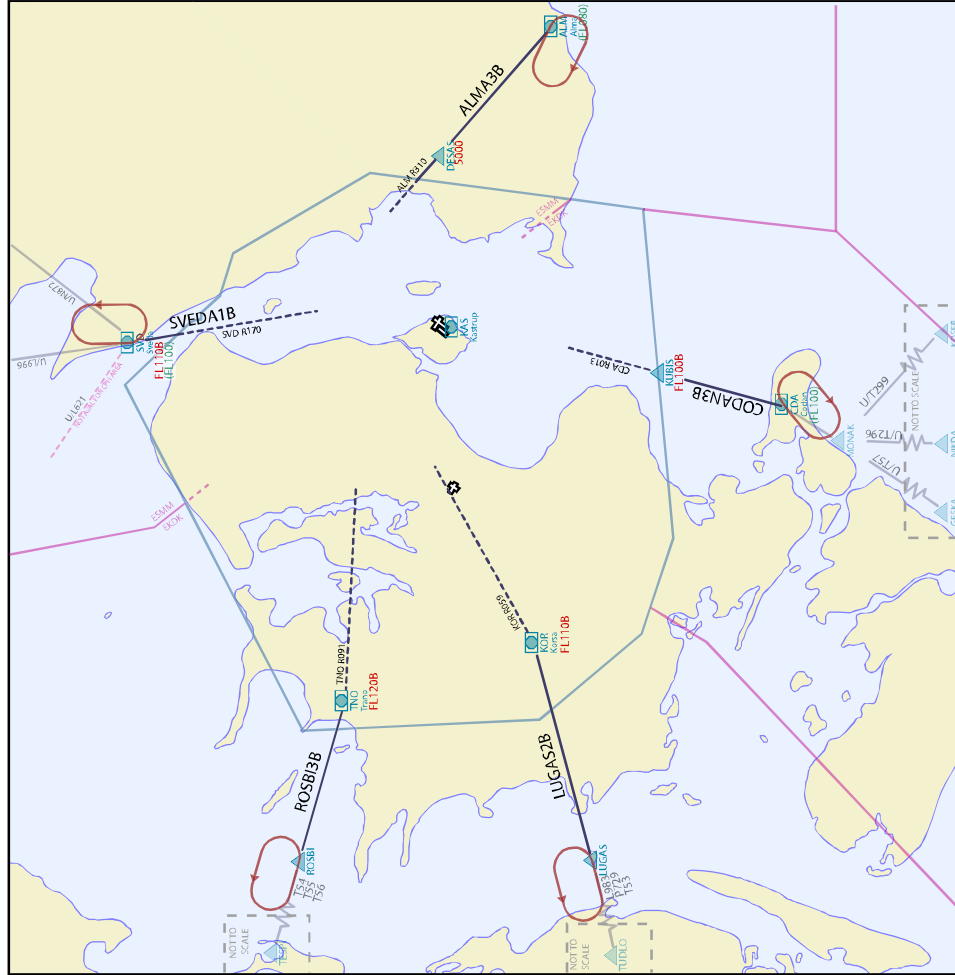
### Communication

- EKDK CTR 135.27 DK
- EKCH APP 119.80 CA
- EKCH TWR 118.10 CU
- EKCH GND 121.90 CG
- ESOS CTR 118.40 SE
- ESMM CTR 124.40 MM
- ESMM CTR K 124.85 MK
- ESMM CTR L 134.97 ML (APP)

### Disclaimer

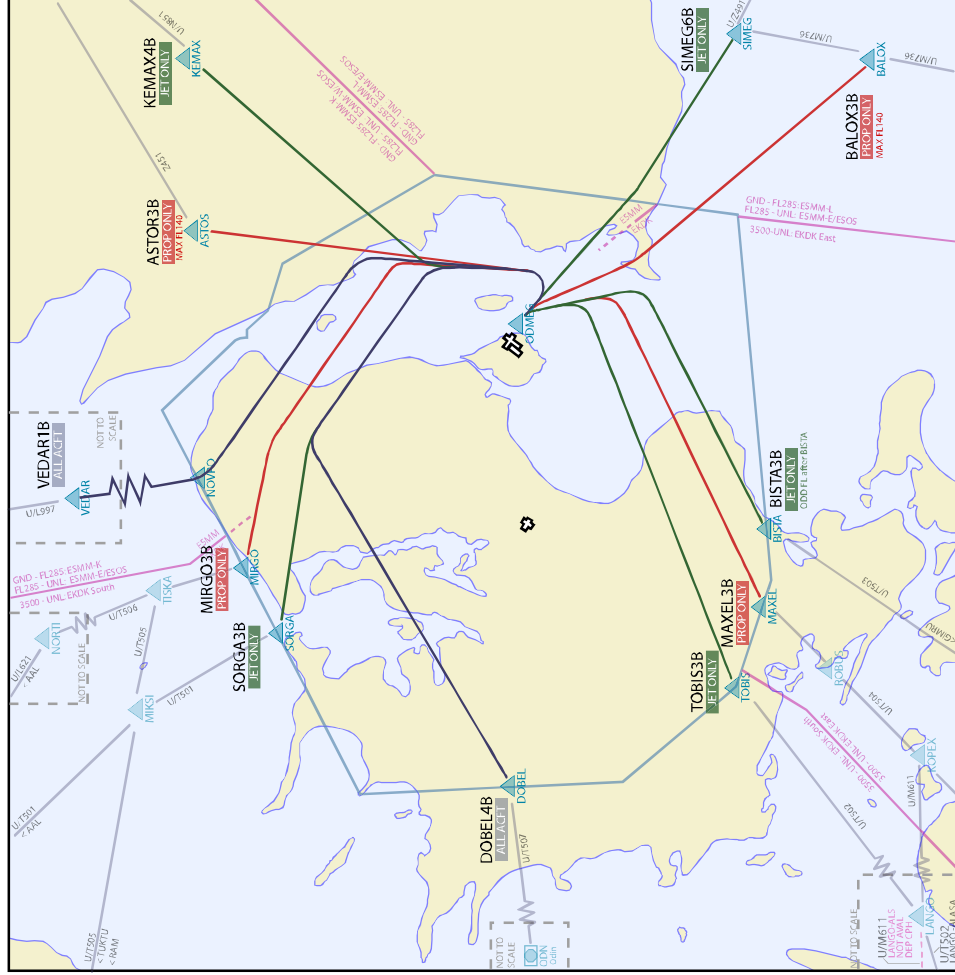
**FOR SIMULATION ONLY!**  
Do not use for real flight-ops.  
Issued by VACCSCA  
Version 3.0  
Date: December 2009  
Author: Peter Nørkjær  
Current danish charts at:  
www.slv.dk/Dokumenter  
VATSIM - Scandinavian VACC  
www.vaccsca.org

## ARRIVAL: EKCH STAR RWY 12 (Bravo procedure)



Changes: New design + Connected routes added

## EKCH SID RWY 12 (Bravo procedure)



Changes: New design + NORFA DEP replaced by VETAR + Connected routes added

### Primary holdings

Simplified primary holdings:  
 SVEDA: \* 359° Left 1½ MIN  
 ALMA: \* 114° Right 1 MIN  
 CODAN: 051° Right 1 MIN  
 LUGAS: 073° Left 1 MIN  
 ROSBI: 103° Left 1 MIN

\* = Located in Sweden FIR  
 These are a simplification of the holding. Refer to the OPS manual or real AIP for more details.

### Arrival hints

After the last point on the arrival route the ACFT shall follow the issued heading and is vectored in for approach by the ATC.  
 APP altitude: 3000 ft.

### Transition level:

TA	5000 ft
QNH	FL
- 942	FL75
943 - 959	FL70
960 - 977	FL65
978 - 995	FL60
996 - 1013	FL55
1014 - 1031	FL50
1032 - 1050	FL45
1051 - FL40	FL40

### Legend

- Airport
- VOR
- Intersection
- Holding pattern
- FL110B Restricted altitude
- FL100 Recommended altitude
- Arrival/departure route
- Routes unless vectored
- Restricted routes
- APP-sector border
- ACC-sector border

### Departure hints

Different SID for jet/prop ACFT.  
 Avoid overflying populated areas.  
 Pilots must automatically contact DEP when passing 1000ft.  
 Highest available FL inside CPH area is FL 190.  
 RWY 12: Initial climb 4000ft

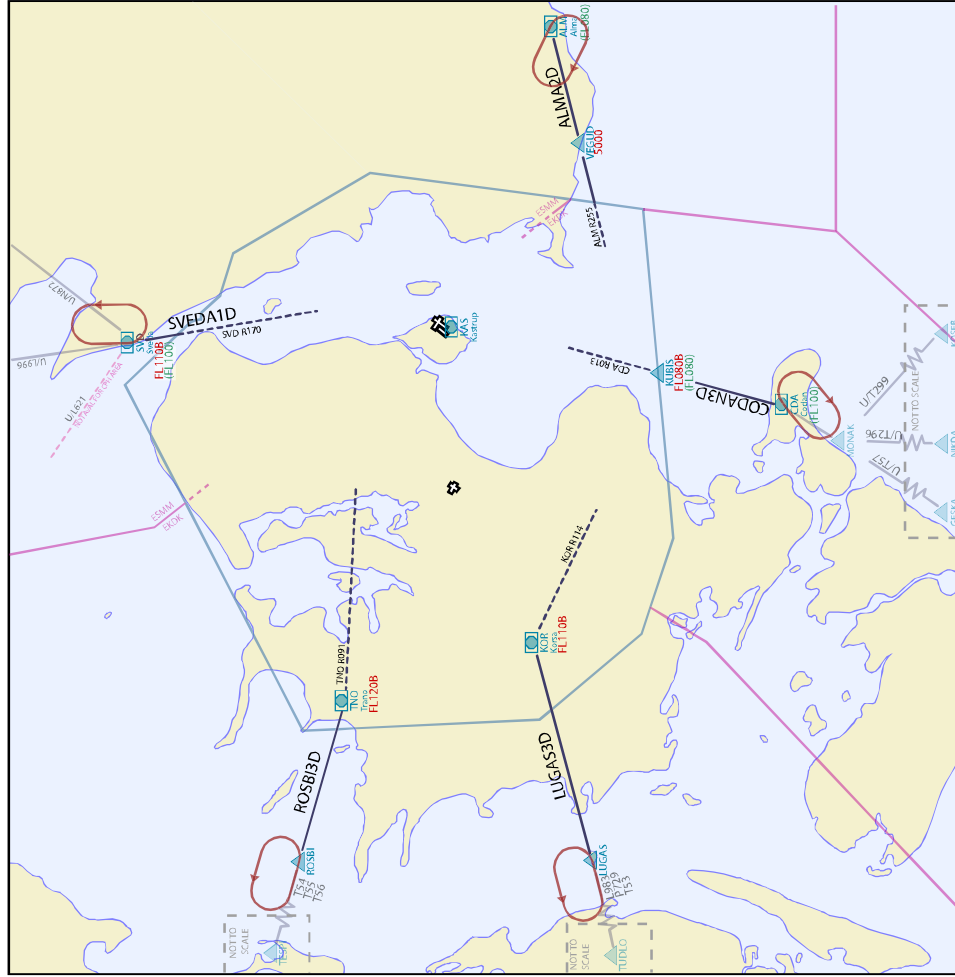
### Communication

EKDK CTR 135.27 DK  
 EKCH APP 119.80 CA  
 EKCH TWR 118.10 CU  
 EKCH GND 121.90 CG  
 ESOS CTR 118.40 SE  
 ESMM CTR 124.40 MM  
 ESMM CTR K 124.85 MK  
 ESMM CTR L 134.97 ML (APP)

### Disclaimer

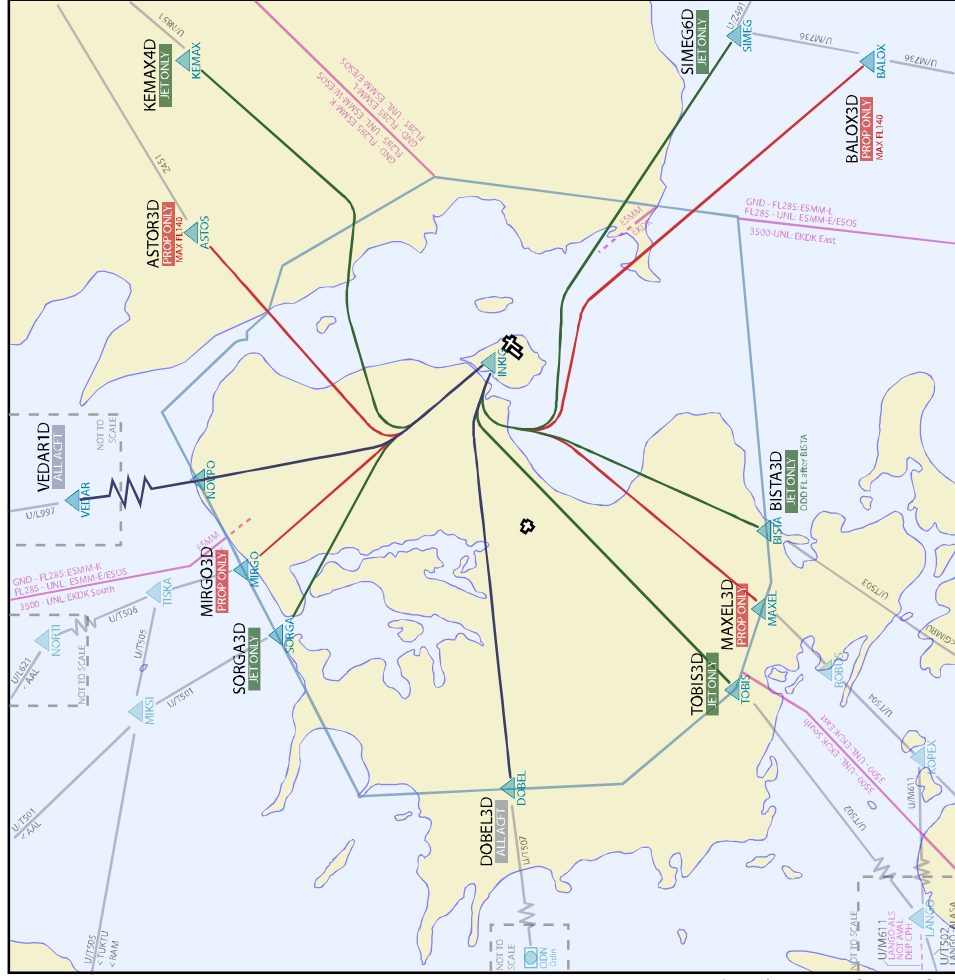
**FOR SIMULATION ONLY!**  
 Do not use for real flight-ops.  
 Issued by VACCSCA  
 Version 3.0  
 Date: December 2009  
 Author: Peter Nørkjær  
 Current danish charts at:  
[www.slv.dk/Dokumenter](http://www.slv.dk/Dokumenter)  
 VATSIM - Scandinavian VACC  
[www.vaccsca.org](http://www.vaccsca.org)

## ARRIVAL: EKCH STAR RWY 30 (Delta procedure)



Changes: New design + Connected routes added

## EKCH SID RWY 30 (Delta procedure)



Changes: New design + NORFA DEP replaced by VETAR + Connected routes added

### Primary holdings

Simplified primary holdings:  
 SVEDA: \* 359° Left 1½ MIN  
 ALMA: \* 114° Right 1 MIN  
 CODAN: 051° Right 1 MIN  
 LUGAS: 073° Left 1 MIN  
 ROSBI: 103° Left 1 MIN

\* = Located in Sweden FIR  
 These are a simplification of the holding. Refer to the OPS manual or real AIP for more details.

### Arrival hints

After the last point on the arrival route the ACFT shall follow the issued heading and is vectored in for approach by the ATC.  
 APP altitude: 3000 ft.

### Transition level:

TA	5000 ft
QNH	FL
- 942	FL75
943 - 959	FL70
960 - 977	FL65
978 - 995	FL60
996 - 1013	FL55
1014 - 1031	FL50
1032 - 1050	FL45
1051 - FL40	FL40

### Legend

- Airport
- VOR
- Intersection
- Holding pattern
- FL110B
- FL100
- Arrival/departure route
- Routes unless vectored
- Restricted routes
- APP-sector border
- ACC-sector border

### Departure hints

Different SID for jet/prop ACFT.  
 Avoid overflying populated areas.  
 Pilots must automatically contact DEP when passing 1000ft.  
 Highest available FL inside CPH area is FL 190.  
 RWY 30: Initial climb 4000'

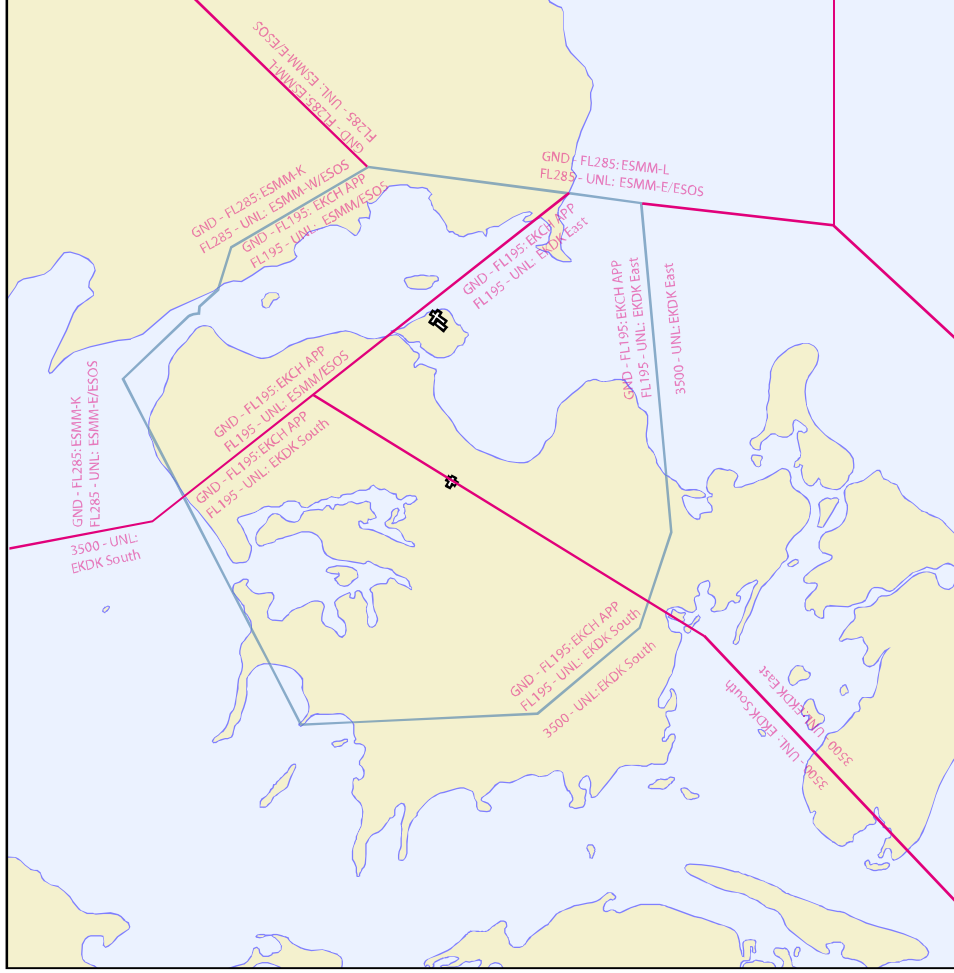
### Communication

EKDK CTR 135.27 DK  
 EKCH APP 119.80 CA  
 EKCH TWR 118.10 CU  
 EKCH GND 121.90 CG  
 ESOS CTR 118.40 SE  
 ESMM CTR 124.40 MM  
 ESMM CTR K 124.85 MK  
 ESMM CTR L 134.97 ML (APP)

### Disclaimer

**FOR SIMULATION ONLY!**  
 Do not use for real flight-ops.  
 Issued by VACCSCA  
 Version 3.0  
 Date: December 2009  
 Author: Peter Nørkjær  
 Current danish charts at:  
 www.slv.dk/Dokumenter  
 VATSIM - Scandinavian VACC  
 www.vaccsca.org

## ATC sectors around CPH Area



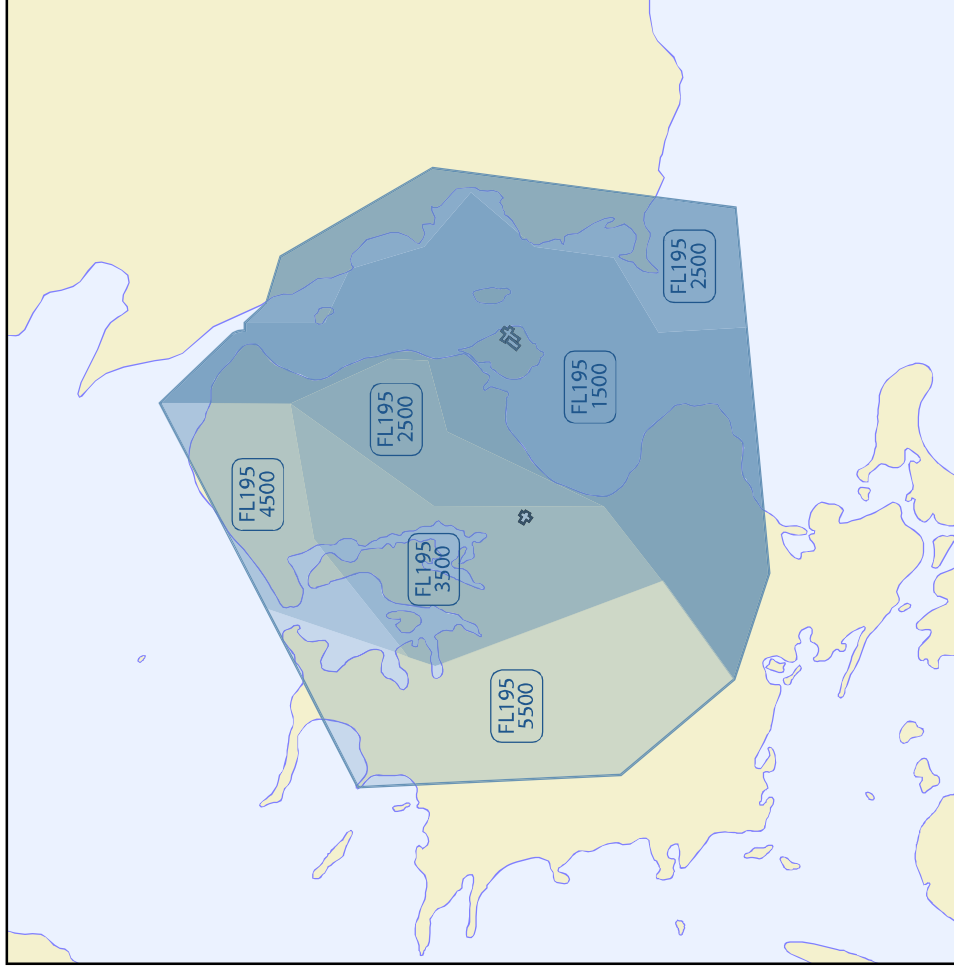
## The Approach area

APP/DEP-area is Class C  
TWR-area is class D

## Legend

- Airport
- VOR
- Intersection
- Holding pattern
- FL110B Restricted altitude
- FL100 Recommended altitude
- Arrival/departure route
- Routes unless vectored
- Main connected routes
- Restricted routes
- APP-sector border
- ACC-sector border

## Inside CPH Area



## Copenhagen/Roskilde

Roskilde Approach is located below the Copenhagen Approach area.  
When Roskilde Approach not is online this is also covered by Copenhagen Approach.  
If EKCH APP is split DEP\_W (or ARR\_W) covers the Roskilde area.  
Roskilde Approach floor is 1500' and is class C.

## Communication

EKDK CTR 135.27 DK  
EKCH APP 119.80 CA  
EKCH TWR 118.10 CU  
EKCH GND 121.90 CG  
ESOS CTR 118.40 SE  
ESMM CTR 124.40 MM  
ESMM CTR K 124.85 MK  
ESMM CTR L 134.97 ML (APP)

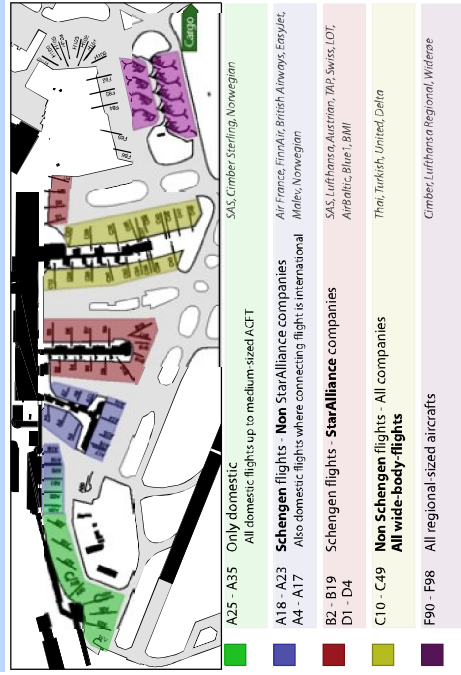
## Disclaimer

**FOR SIMULATION ONLY!**  
Do not use for real flight-ops.  
Issued by VACCSCA  
Version 3.0  
Date: December 2009  
Author: Peter Nørkjær  
Current danish charts at:  
[www.slv.dk/Dokumenter](http://www.slv.dk/Dokumenter)  
VATSIM - Scandinavian VACC  
[www.vaccsca.org](http://www.vaccsca.org)

## Recommended taxi routes: Runway 22R/L active



### Recommended stand use



- A25 - A35** Only domestic  
All domestic flights up to medium-sized ACFT
- A18 - A23** Schengen flights - Non Star Alliance companies  
**A4 - A17** Also domestic flights where connecting flight is international
- B2 - B19** Schengen flights - Star Alliance companies  
**D1 - D4** Air Baltic, Blue 1, BMI
- C10 - C49** Non Schengen flights - All companies  
**All wide-body flights** Thai, Turkish, United, Delta
- F90 - F98** All regional sized aircraft  
Cimber, Lufthansa Regional, Widerøe

**Company stands:** Stands used for certain company.  
Icelandair B5, B9  
Other flights can use the stand as well.

**Special stands:** Stands used for certain destination.  
A30: Flights to/from Athens  
A31: Flights to/from Aalborg

## Recommended taxi routes: Runway 04R/L active



### Primary rules of thumb

**Use this chart as a guideline only!**  
**Be as flexible as possible!**  
Departures out via TWY Z (Zulu=red)  
Arrivals in via TWY Y (Yankee=ind)  
Traffic via K1, K2, K3 taxi via RWY 30  
Very large ACFT may meet other restrictions  
On the Apron ARR traffic must give way to DEP traffic.  
Only TWR can approve crossing of runways. DEP TFC must hold before RWY 30 and contact TWR for crossing

### Communication

**EKCH DEL**  
EKCH DEL 119.90  
EKCH GND 121.90  
EKCH GND ARR 121.90  
EKCH GND DEP 121.62  
EKCH TWR 118.10  
EKCH TWR ARR 118.10  
EKCH TWR DEP 118.70

### Disclaimer

**FOR SIMULATION ONLY!**  
**Do not use for real flight-ops.**  
Issued by VACCSCA  
Version 3.0 Date: DEC 2009  
Author: Peter Nørkjær  
Current danish charts at:  
[www.siv.dk/Dokumenter](http://www.siv.dk/Dokumenter)  
VATSIM - Scandinavian VACC  
[www.vaccsca.org](http://www.vaccsca.org)

### Runway 22 hints

If no TFC on TWY B, DEP ACFT from TWY R/S can use B + E1.  
ARR via RWY 30 must be handed over to TWR DEP on TWY C.  
After 2300 no DEP RWY 22R.  
No DEP on 22R via TWY V2. Always use V1.

### Runway 04 hints

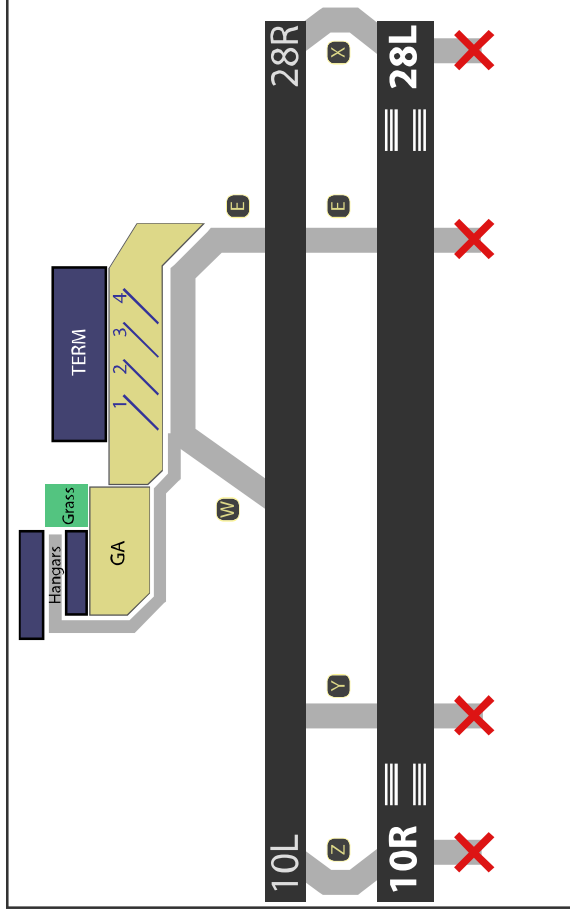
If possible allow "Long landings" on RWY 04L.  
DEP traffic can use TWY D+C for a shortcut.

### Legend

- Arrival Routes
- Departure routes
- Alternative routing
- ATC AORs
- Stand
- Taxiway designator

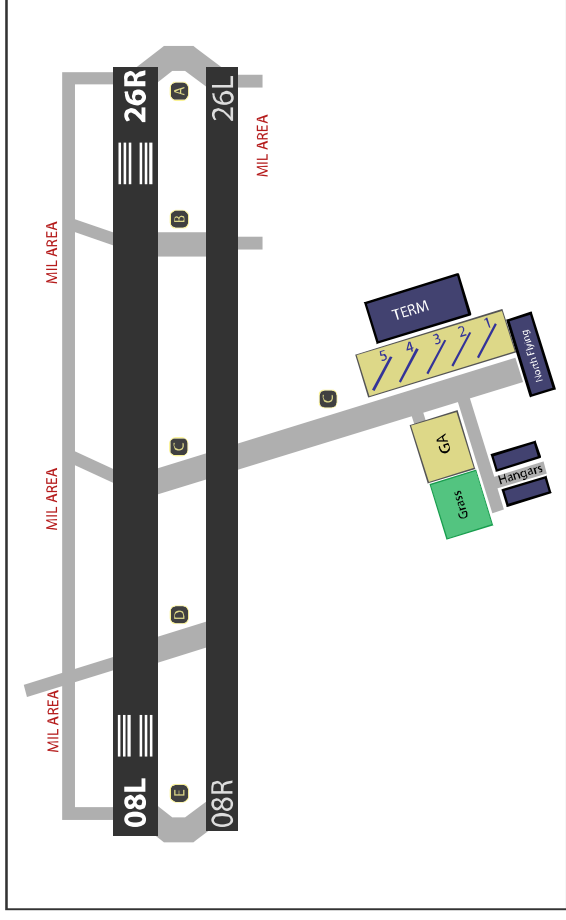
# Århus - EKAH

TWR: 118.52  
APP: 119.27



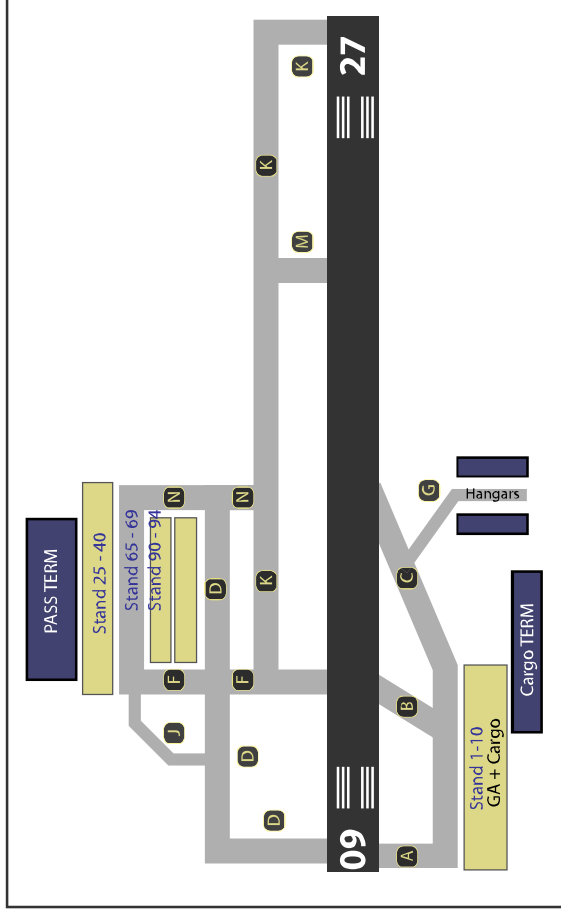
# Aalborg - EKYT

TWR: 118.30  
APP: 123.97



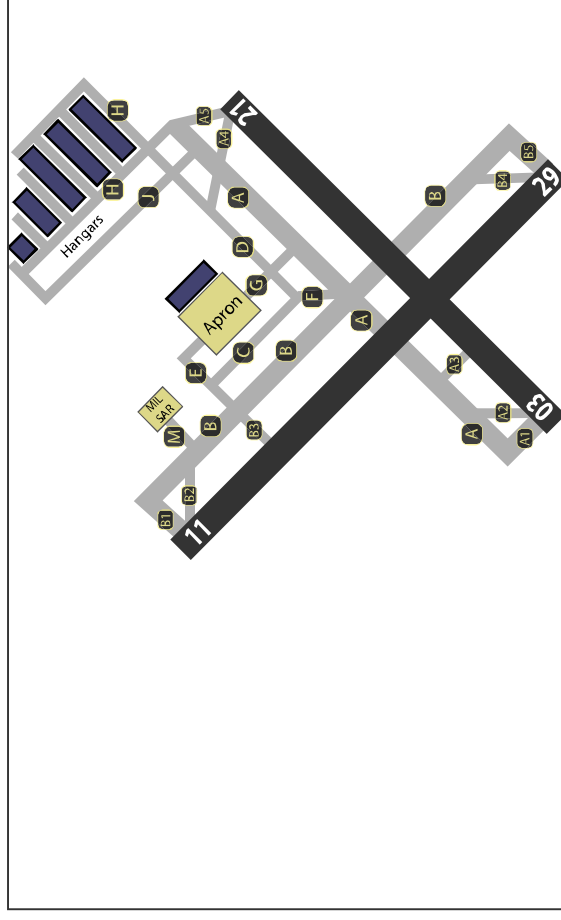
# Billund - EKBI

TWR: 119.00  
APP: 127.57



# Roskilde - EKRK

TWR: 118.90  
APP: 125.52 / CPH APP






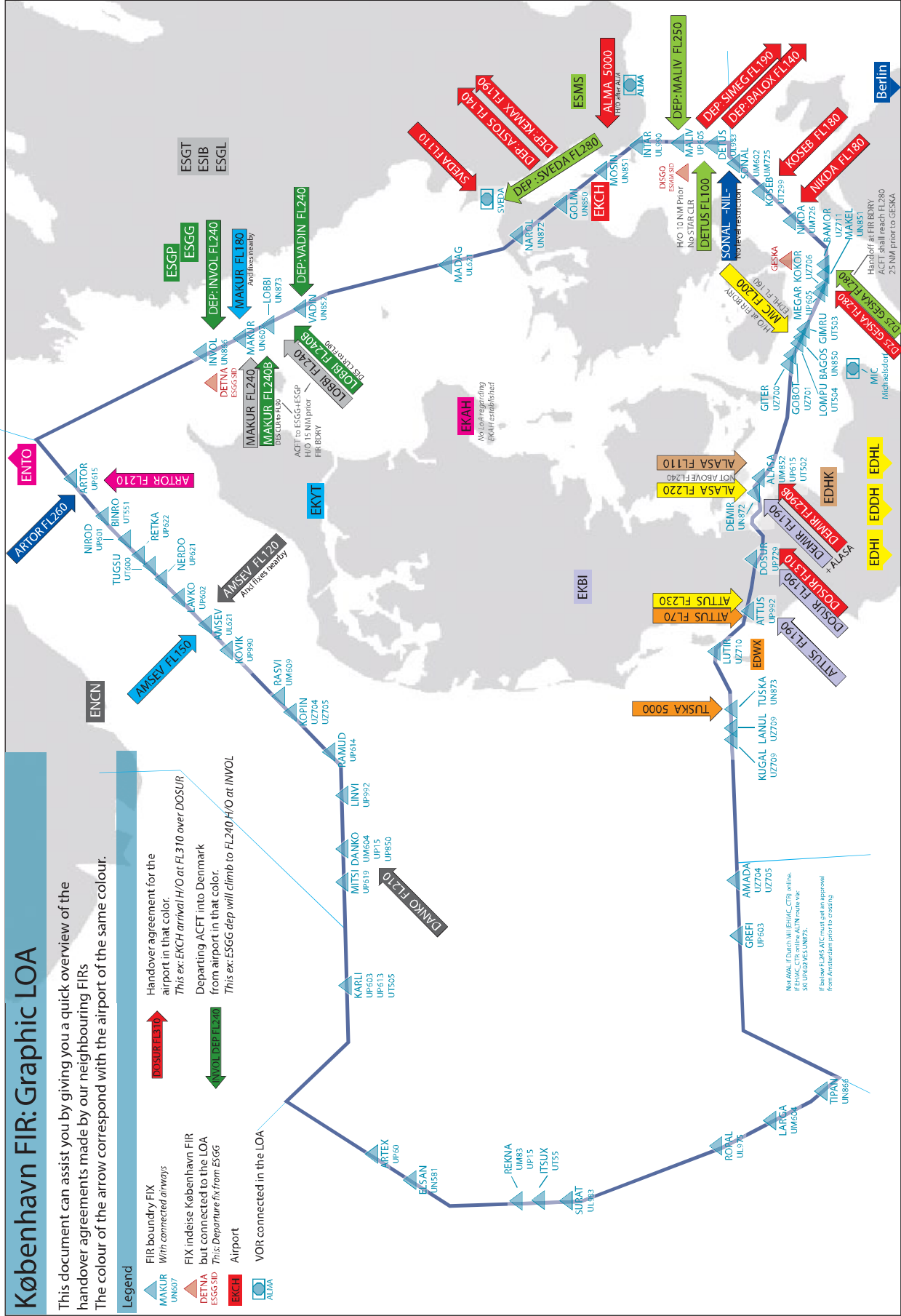


# København FIR: Graphic LOA

This document can assist you by giving you a quick overview of the handover agreements made by our neighbouring FIRs. The colour of the arrow correspond with the airport of the same colour.

## Legend

-  FIR boundary FIX  
With connected airways
-  Handover agreement for the airport in that color.  
This ex: EKCH arrival H/O at FL310 over DOSUR
-  Departing ACFT into Denmark from airport in that color.  
This ex: ESGG dep will climb to FL240 H/O at INVOL
-  FIX indise København FIR but connected to the LOA  
This: Departure fix from ESGG
-  Airport
-  VOR connected in the LOA



FOR SIMULATION ONLY - DO NOT USE FOR REAL FLIGHT



# København FIR: Non-NEODD airways

This document can assist you by giving you a quick overview of the airways inside Copenhagen FIR that differs from the NEODD rule-of-thumb.

## Legend

FIR boundary  
MAKLUR UN607

With connected airways

VOR connected in the LOA

Eastbound airway  
where a even flightlevel should be used

Westbound airway  
where a odd flightlevel should be used

