

A.6.1

Klassificering af fly

Aircraft classification

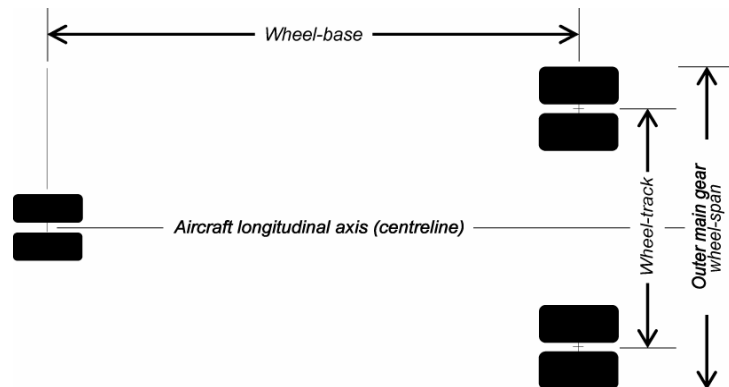
ICAO har i Annex 14 fastlagt følgende klassifikation af fly med henblik på udformning af lufthavnsfaciliteter.

For the designing of airport facilities, ICAO has laid down the following classification of aircraft in Annex 14.

ICAO Referencekode

ICAO Reference Code

Code Letter	Spændvidde/ Wing Span	Ydre hjulsporvidde/ Outer main gear wheel span
A	Up to but not including 15 m	Up to but not including 4.5 m
B	15 m up to but not including 24 m	4.5 m up to but not including 6 m
C	24 m up to but not including 36 m	6 m up to but not including 9 m
D	36 m up to but not including 52 m	9 m up to but not including 14 m
E	52 m up to but not including 65 m	9 m up to but not including 14 m
F	65 m up to but not including 80 m	14 m up to but not including 16 m



Landing Gear Footprint (Typisk hjul-konfiguration/Typical wheel configuration)

A.6.1.1

Typiske gruppe A og B fly/Typical Code A and B aircraft

Aérospatiale SN601 Corvette	(A)
- Nord 262	(B)
British Aerospace BAe Jetstream 31 / 41	(B)
- BAe 125	(B)
Beech/Raytheon BE-65 Queenair / Seminole	(B)
- BE 99 Airliner	(A)
- BE 90 / 100 King Air	(A)
- BE 200 / 300 / 350 Super King Air	(B)
- 400 Beechjet / Diamond	(A)
- 1900	(B)
- Starship 1	(B)
Bombardier/Canadair Challenger CL 600/601	(B)
- CRJ 100 / 200 / 700 / 900	(B)
- DHC-6 Twin Otter	(B)
- Learjet 31 / 45 / 55 / 60	(A)
Cessna/Reims C401 / C402 / C421	(A)
- C406 / C441 Conquest II	(B)
- Citation CJ1	(A)
- Citation CJ2 / Bravo / Ultra	(B)
- Encore / Excel / Sovereign / VII / X	(B)
Dassault Falcon 10 / 100	(A)
- Falcon 20 / 200 / 50 / 900 / 2000	(B)
Embraer EMB 110 Bandeirante	(B)
- EMB 120 Brasilia	(B)
- ERJ 135 / 140 / 145	(B)
Fairchild/Dornier Do 228 / -328	(B)
- 328JET	(B)

A OPERATIONELLE REGLER / OPERATIONAL RULES**A.6 Særlige flykategorier / Special categories of aircraft**

Fairchild/Swearingen Metro	(B)
- Merlin	(A)
Gulfstream I / IC	(B)
- II / III / IV	(B)
IAI 1124 Westwind	(A)
- 1125 Astra	(B)
- 1126 Galaxy	(B)
LET L 410 / 420	(B)
Lockheed Jetstar / Jetstar II	(B)
MBB/HFB 320 Hansa	(A)
Mitsubishi MU 2	(A)
Piaggio PD-808 / P.180 Avanti	(A)
Piper PA31 Navajo / Cheyenne II	(A)
- PA42 Cheyenne III	(A)
- Aerostar	(A)
Rockwell Sabreliner 65/75	(B)
SAAB 340 / 2000	(B)
Shorts 330 / 360 / Skyvan	(B)

A.6.1.2 Typiske gruppe C fly/Typical Code C aircraft

Airbus A318 / A319 / A320 / A321
Antonov AN24 / AN26 / AN32 / AN72 / AN74
ATR 42 / 72
Avro AvroLiner RJ
British Aerospace ATP / 146
Boeing 717-200 / 727 / 737 (incl. winglet-versions) /
- DC-9 / MD-80 / MD-90
Bombardier DHC-7 / DHC-8-Q100 / Q200 / Q300 / Q400 / Global Express
Embraer 170 / 190 / 195
Fokker F27 / F28 / F50 / F70 / F100
Gulfstream V
LET L 610
Tupolev TU-134 / TU-134A
Yakovlev YAK 40 / YAK 42

A.6.1.3 Typiske gruppe D fly/Typical Code D aircraft

Airbus A300 / A310
Antonov AN12 / AN70
Boeing 707 / 757
- 767 / C17 /
- DC-8 / DC-10 / KC-10 / MD-11
Ilyushin IL62 / IL62M / IL76 / IL86
Lockheed C-130 Hercules / C-141 Starlifter / L-1011
Tupolev TU 154 / TU 204 / TU214 / TU234

A.6.1.4 Typiske gruppe E fly/Typical Code E aircraft

Airbus A330 / A340
Antonov AN 22
Boeing 747 / 777
Ilyushin IL96M / IL96-300

A.6.1.5 Typiske gruppe F fly/Typical Code F aircraft

Airbus A380
Antonov AN124
Lockheed C-5A/B Galaxy

A.6.1.6 Fly med spændvidde > 80 m/Aircraft with wingspan > 80 m

Antonov AN225

Note 1 Medmindre andet er angivet, gælder ovennævnte klassificeringer for samtlige versioner af den enkelte flytype.

Unless otherwise stated, the above classifications cover all versions of the individual aircraft type.

Note 2 DHC-8-Q400's ydre hjulsporvidde klassificerer formelt typen som et ICAO Gruppe D-fly, men typen betragtes i praksis som et Gruppe C-fly!

The outer main gear wheel span classifies the DHC-8-Q400 as an ICAO Code D aircraft, but in practice the type is considered as a Code C aircraft.

A OPERATIONELLE REGLER / OPERATIONAL RULES		
A.6 Særlige flykategorier / Special categories of aircraft		
A.6.2	Særlige restriktioner	Special restrictions
A.6.2.1	Køreruter Køreruter godkendt for de enkelte flykategorier fremgår af Appendiks 1 samt GMC-kort for EKCH i AIP Danmark.	Taxi routes Taxi routes approved for individual aircraft categories appear from Appendix 1 and EKCH GMC charts in AIP Denmark.
A.6.2.2	Bugséruter De bugséruter, som er godkendt for de enkelte flykategorier, fremgår af Appendiks 1.	Towing routes Towing routes approved for the individual aircraft categories appear from Appendix 1.
A.6.2.3	Gruppe F-fly og større Hvis trækstang ikke forefindes i lufthavnen, skal en sådan medbringes. Operatører af særligt store fly bør være opmærksomme på at godkendelse af flyvningen kan afhænge af et formelt tilsagn om, at denne betingelse vil blive opfyldt. AN124 og AN225 må kun anvende APU, hvis operatøren sikrer belægningen mod varme- og blastpåvirkninger fra udstødningen. I modsat fald vil operatøren kunne pålægges erstatning for skader på belægningen. Se i øvrigt Kapitel D.	Code F aircraft and larger If no towbar is available at the airport, the airline/operator must bring it along. Operators of outsize aircraft are reminded that approval of such flight operations may depend on a formal assurance that this condition will be complied with. AN124 and AN225 are permitted to use the APU only on condition that the operator protects the pavement against heat and blast from the exhaust. Otherwise the operator may be held liable for damages to the pavement. See also Chapter D.
A.6.2.4	Jetfly generelt	Jet aircraft in general
A.6.2.4.1	Motoropstart 1) Gruppe C-fly må starte motorerne så snart pushback påbegyndes, medmindre: <ul style="list-style-type: none"> • der gælder særlige opstartrestriktioner for pågældende standplads, <u>eller</u> • flyet af trafikale årsager skal placeres på en af de godkendte opstartpositioner. 2) Gruppe D og E fly må <u>ikke</u> starte motorerne, før flyet er blevet bugseret til en opstartposition anvist af KASTRUP APRON. 3) Fly uden APU eller med defekt APU må <u>kun</u> starte motorerne på standpladsen med godkendelse fra KASTRUP APRON. Se i øvrigt Appendiks 1.	Engine start-up 1) Code C aircraft may start the engines as soon as pushback commences, unless: <ul style="list-style-type: none"> • special start-up restrictions apply for the particular stand, <u>or</u> • the aircraft for traffic reasons needs to be placed at one of the approved start-up positions. 2) Code D and E aircraft must <u>not</u> start their engines until after being towed to a start-up position assigned by KASTRUP APRON. 3) Aircraft without APU or with an inoperative APU may start up their engines at the stand <u>only</u> by approval from KASTRUP APRON. See also Appendix 1.
A.6.2.4.2	Anvendelse af motor-reversering (power back) på standpladsen til at manøvrere flyet er ikke tilladt.	Use of reverse thrust (power back) on the stand for manoeuvring the aircraft is not permitted.
A.6.2.4.3	Under taxiing i forpladsområder og på rulleveje må DC10, KC10, MD11, L1011, TU154, YAK42 og B727 ikke operere med halemotoren <u>over</u> tomgangseffekt.	While taxiing in apron areas and on taxiways DC10, KC10, MD11, L1011, TU154, YAK42, and B727 must not operate their tail-mounted engines <u>above</u> idle power.

A OPERATIONELLE REGLER / OPERATIONAL RULES**A.6 Særlige flykategorier / Special categories of aircraft**

A.6.2.5	Propelfly generelt	Propeller aircraft in general
A.6.2.5.1	Motoropstart ved turn-in/turn-out parkering <p>Opstartmetoden skal altid udføres således, at støjbelastningen omkring flyet begrænses mest muligt.</p> <p>Det henstilles, at kun 1 motor startes på standpladsen.</p> <p>Personale involveret i opstart af turbopropfly skal anvende støjisolerede køretøjer.</p> <p>Opstartproceduren, herunder anvendelse af håndsignaler eller anden godkendt tegngivningsmetode, aftales med handlingsselskabet.</p>	Engine start-up for aircraft parked turn-in/turn-out <p>Start-up must always be executed so that the noise around the aircraft is reduced as much as possible.</p> <p>It is requested that only one engine be started on the stand.</p> <p>Ground personnel involved in the start-up of turboprop aircraft must use noise-suppressed vehicles.</p> <p>The start-up procedure, including use of hand-signals or other approved signalling methods, must be agreed upon with the handling agent.</p>
A.6.2.5.2	Motoropstart ved nose-in/pushback parkering <p>Kun 1 motor må startes på standpladsen. Opstart af de resterende motorer skal vente til efter pushback.</p> <p>Anvendelse af motor-reversering (power back) på standpladsen er ikke tilladt.</p>	Engine start-up for aircraft parked nose-in/pushback <p>Only one engine must be started on the stand. Start-up of remaining engines must wait until after pushback.</p> <p>Use of reverse thrust (power back) on the stand is not permitted.</p>
A.6.2.5.3	Motorbegrænsninger ved indkørsel <p>Når et 4-motorers fly kører ind efter landing skal TOWER over for piloten henstille, at der kun benyttes to motorer under taxiing.</p> <p>Når 2- og 3-motorers fly kører ind på en standplads, skal piloten – så vidt det er teknisk muligt – kun benytte 1 motor til manøvrering.</p>	Engine limitations during taxiing-in <p>When a 4 engined aircraft taxi in after landing, TOWER must request to the pilot that only two engines are used during taxiing.</p> <p>When 2- and 3 engined aircraft enter a stand, the pilot must – as far as this is technically practicable – use only one engine for manoeuvring.</p>
A.6.2.6	Helikoptere generelt	Helicopters in general
A.6.2.6.1	CPHs Flyvepladschef kan i særlige tilfælde tillade anvendelse af andre parkeringsområder til helikoptere end Apron East.	The CPH Aerodrome Manager may on special occasions permit the use of other areas for helicopter parking than Apron East.
A.6.2.6.2	Hover-taxiing er ikke tilladt for helikoptertyper forsynet med hjul.	Hover-taxiing not permitted for helicopters with wheel undercarriage.
A.6.2.6.3	Under passagerernes ind- og udstigning skal helikopterens rotorers så vidt muligt standses. Er dette ikke muligt, har flybesætningen – subsidiært det involverede handlingspersonale – ansvar for at sikre, at passagererne ikke kommer i nærheden af halerotoren.	While passengers embark and disembark the rotors must be stopped as far as possible. If this is not possible, the flight crew – or in the alternative the ground staff involved – is responsible for ensuring that passengers are kept away from the tail rotor.
A.6.2.6.4	Ved ind- og udstigning skal passagererne være gjort bekendt med sikkerhedsforskrifterne for deres færden omkring helikopteren. Se også A.2.2.2.3.	Passengers embarking and disembarking must be informed of the safety regulations regarding their movements around helicopters. See also A.2.2.2.3.
A.6.2.6.5	Ventende passagerbusser skal blive uden for standpladserne, medmindre helikopterens rotorers er standset. Ved manøvrering af bussen i nærheden af helikopteren, skal chaufføren være særligt opmærksom på rotorbladene.	Passenger buses waiting must remain outside the stands unless the helicopter rotors are stopped. When manoeuvring the bus in the vicinity of the helicopter, the driver must take special care of the rotor blades.