

A OPERATIONELLE REGLER / OPERATIONAL RULES

A.4 Forpladser og serviceområder / Aprons and maintenance areas

A.4.1 Standpladser (forplads) Aircraft Stands (apron)

Standplads Aircraft Stand	DGS ①	Bro Bridge	400Hz Elforsyning 400Hz Power	Flyventilation Aircraft Ventilation	Bemærkninger Remarks
A4	APIS	Jetway	FEGP	FPCA (Combibox)	
A6	APIS	Jetway	FEGP	FPCA (Combibox)	
A7	APIS	Jetway	FEGP	FPCA (Combibox)	
A8	APIS	Jetway	FEGP	FPCA (Combibox)	
A9	APIS	Jetway	FEGP	FPCA (Combibox)	
A11	APIS	Jetway	FEGP	FPCA (Combibox)	
A12	APIS	Jetway	FEGP	FPCA (Combibox)	
A14	APIS	Jetway	FEGP	FPCA (Combibox)	
A15	APIS	Jetway	FEGP	FPCA (Combibox)	
A16	APIS	*	FEGP	FPCA (Combibox)	*) Bridge A17 used
A17	APIS	Jetway	FEGP	FPCA (Combibox)	
A18	SAFEDOCK	FMT	FEGP (Combibox)	FPCA (Combibox)	
A19	SAFEDOCK	*	FEGP (Combibox)	FPCA (Combibox)	*) Bridge A20 used
A20	SAFEDOCK	FMT	FEGP (Combibox)	FPCA (Combibox)	
A21	SAFEDOCK	FMT	FEGP (Combibox)	FPCA (Combibox)	
A22	SAFEDOCK	FMT	FEGP (Combibox)	FPCA (Combibox)	
A23	SAFEDOCK	FMT	FEGP (Combibox)	FPCA (Combibox)	
A25	-	No	FEGP	- ③	
A26	-	No	FEGP	- ③	
A27	-	No	FEGP	- ③	
A28	-	No	- ③	- ③	
A30	-	No	FEGP	- ③	
A31	-	No	FEGP	- ③	
A32	-	No	FEGP	- ③	
A33	-	No	FEGP	- ③	
A34	-	No	FEGP	- ③	
A50	M	No	- ③	- ③	Bus to/from terminal
B2	SAFEDOCK	Jetway	FEGP	FPCA	
B3	APIS	Jetway	FEGP	FPCA	
B4	SAFEDOCK	Jetway	FEGP	FPCA	
B5	APIS	TEAM	FEGP	FPCA	
B6	SAFEDOCK	TEAM	FEGP	FPCA	
B7	APIS	TEAM	FEGP	FPCA	
B8	SAFEDOCK	Jetway	FEGP	FPCA	
B9	APIS	Jetway	FEGP	FPCA	
B10	SAFEDOCK	Jetway	FEGP	FPCA	
B15	APIS	Jetway	FEGP	FPCA (Combibox)	
B16	APIS	Jetway	FEGP	FPCA	
B17	APIS	*	FEGP	FPCA (Combibox)	*) Bridge B15/19 used
B19	APIS	Jetway	FEGP	FPCA (Combibox)	
C10	APIS	Jetway	FEGP	FPCA	
C23	APIS	Jetway	FEGP	FPCA	
C26	SAFEDOCK	FMT	FEGP	FPCA	
C28	APIS	Jetway	FEGP	FPCA	
C29	APIS	TEAM	FEGP	FPCA	
C30	SAFEDOCK	FMT	FEGP	FPCA	
C32	SAFEDOCK	FMT	FEGP	FPCA	
C33	APIS	TEAM	FEGP	FPCA	
C34	APIS	Jetway	FEGP	FPCA	
C35	APIS	Jetway	FEGP	FPCA	
C36	APIS	*	FEGP	FPCA	*) Bridge C34/38 used
C37	APIS	**	FEGP	FPCA	**) Bridge C35/39 used
C38	APIS	Jetway	FEGP	FPCA	
C39	APIS	Jetway	FEGP	FPCA	
C40	SAFEDOCK	Norgate	FEGP	- ③	
C43	AGNIS+PAPA	No	FEGP (Combibox)	- ③	Bus to/from terminal
C45	AGNIS+PAPA	No	FEGP	- ③	Bus to/from terminal
C47	AGNIS+PAPA	No	FEGP	- ③	Bus to/from terminal
C49	AGNIS+PAPA	No	FEGP	- ③	Bus to/from terminal
D1	SAFEDOCK	FMT	FEGP (Combibox)	FPCA (Combibox)	
D2	SAFEDOCK	FMT	FEGP (Combibox)	FPCA (Combibox)	
D3	SAFEDOCK	FMT	FEGP (Combibox)	FPCA (Combibox)	
D4	APIS	No	FEGP (Combibox)	FPCA (Combibox)	
E60 (G/A parking)	M	No	- ③	- ③	Bus to/from terminal ②
E70	AGNIS+PAPA	No	FEGP	- ③	Bus to/from terminal
E71	AGNIS+PAPA	No	FEGP	- ③	Bus to/from terminal
E72	AGNIS+PAPA	No	FEGP	- ③	Bus to/from terminal
E73	AGNIS+PAPA	No	FEGP	- ③	Bus to/from terminal
E74	AGNIS+PAPA	No	FEGP	- ③	Bus to/from terminal
E75	AGNIS+PAPA	No	FEGP	- ③	Bus to/from terminal
E76	-	No	- ③	- ③	Bus to/from terminal
E77	-	No	- ③	- ③	Bus to/from terminal
E78	-	No	- ③	- ③	Bus to/from terminal

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Standplads Aircraft Stand	DGS ①	Bro Bridge	400Hz Elforsyning 400Hz Power	Ventilation PCA	Bemærkninger Remarks
F82	-	No	FEGP	- ③	Bus to/from terminal
F83	-	No	FEGP	- ③	Bus to/from terminal
F84	-	No	FEGP	- ③	Bus to/from terminal
F85	-	No	FEGP	- ③	Bus to/from terminal
F86	-	No	FEGP	- ③	Bus to/from terminal
F90	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
F91	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
F92	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
F93	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
F94	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
F95	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
F96	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
F97	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
F98	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
H100	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
H101	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
H102	SAFEDOCK	No	FEGP (Combibox)	- ③	Bus to/from terminal
H103	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
H104	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
H105	SAFEDOCK	No	FEGP (Combibox)	- ③	Bus to/from terminal
H106	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
H107	-	No	FEGP (Combibox)	- ③	Bus to/from terminal
G110 ④	-	No	- ③	- ③	Bus to/from terminal ②
G111 ④	-	No	- ③	- ③	Bus to/from terminal ②
G112 ④	-	No	- ③	- ③	Bus to/from terminal ②
G113 ④	-	No	- ③	- ③	Bus to/from terminal ②
G114 ④	-	No	- ③	- ③	Bus to/from terminal ②
G120	-	No	FEGP (Combibox)	- ③	
G121	-	No	FEGP (Combibox)	- ③	
G122	-	No	FEGP (Combibox)	- ③	
G123	-	No	FEGP (Combibox)	- ③	
G124	-	No	FEGP (Combibox)	- ③	
G125	-	No	FEGP (Combibox)	- ③	
G126	-	No	FEGP (Combibox)	- ③	
G127	-	No	FEGP (Combibox)	- ③	
G128	-	No	FEGP (Combibox)	- ③	
G129	-	No	FEGP (Combibox)	- ③	
G130	-	No	FEGP (Combibox)	- ③	
G131	-	No	FEGP (Combibox)	- ③	
G132	-	No	FEGP (Combibox)	- ③	
G133	-	No	FEGP (Combibox)	- ③	
G134	-	No	FEGP (Combibox)	- ③	
G135	-	No	FEGP (Combibox)	- ③	
G136	-	No	FEGP (Combibox)	- ③	
G137	-	No	FEGP (Combibox)	- ③	
R-I	M	No	FEGP	- ③	Dispersal stand
R-II	M	No	FEGP	- ③	Dispersal stand
R-III	M	No	FEGP	- ③	Dispersal stand
W1	M	No	- ③	- ③	

Signaturforklaring:

- ①) Det primære sigte-/stopssystem er vist. Hvis intet system er angivet, anvendes sigtelinjer og stopmærker på belægningen.
 ②) Buskørslen udføres af handlingsselskabet, ikke CPH.
 ③) Enheden skal leveres af handlingsselskabet.
 ④) Kan benyttes til parkering af enten helikopter eller fastvinget fly.

Anvendte forkortelser:

FPCA = Fast ventilationsanlæg
 FEGP = Fast elforsyning til fly
 DGS = Docking Guidance System
 M = Marshaller (CPH)

Note:

Definitioner på forpladser og serviceområder fremgår af BL11-1, Afsnit 2.

Legend:

- ①) The primary docking guidance system used is shown. If no system is mentioned, guide lines and stop markings on surface is used.
 ②) Transportation is carried out by the handling company, not CPH.
 ③) The unit must be provided by the handling company.
 ④) Can be used for parking of either helicopter or fixed-wing aircraft.

Abbreviations used:

FPCA = Fixed pre-conditioned air supply
 FEGP = Fixed Electrical Ground Power
 DGS = Docking Guidance System
 M = Marshaller (CPH)

Note:

Definitions of aprons and maintenance areas appear from Section 2 of BL11-1.

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A.4.2

Afisningsplatforme (forplads)

Deicing platforms (apron)

Note:

Flytrafik til/fra platformene styres af Naviair på vegne af CPH. Se A.4.2.2 og A.4.2.3.

ICAO Gruppe D/E/F-fly på Deicing Platform TWY A skal altid benytte Spor 2. Øvrige flytyper skal benytte Spor 1 og 3.

Aircraft movements to/from the platforms is controlled by Naviair on behalf of CPH. See A.4.2.2 and A.4.2.3.

ICAO Code D/E/F aircraft must always use Lane 2 on Deicing Platform A. Other aircraft types must use lanes 1 and 3.

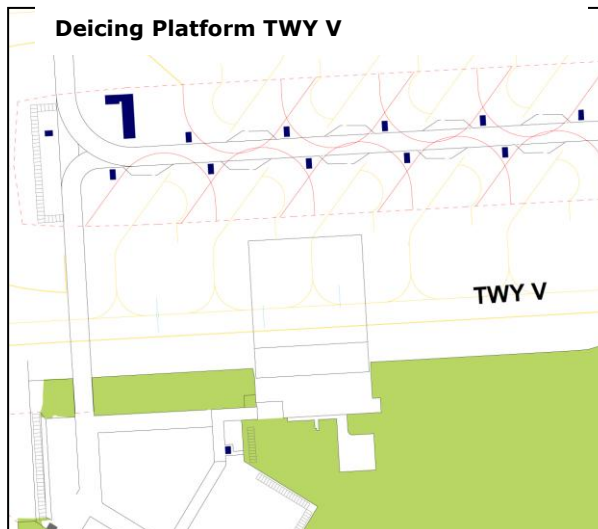
Deicing Platform TWY A



Deicing Platform TWY B



Deicing Platform TWY V



A.4.2.1

Der må ikke foretages afisning udenfor de etablerede platforme.

Deicing outside the established platforms must not take place.

A.4.2.2

Retningslinjer for anvendelse af afiserplatformene fremgår af AIP Danmark samt Appendiks 7 (seneste udgave).

Guidelines for use of the deicing platforms appear from AIP Denmark and Appendix 7 (latest edition).

A.4.2.3

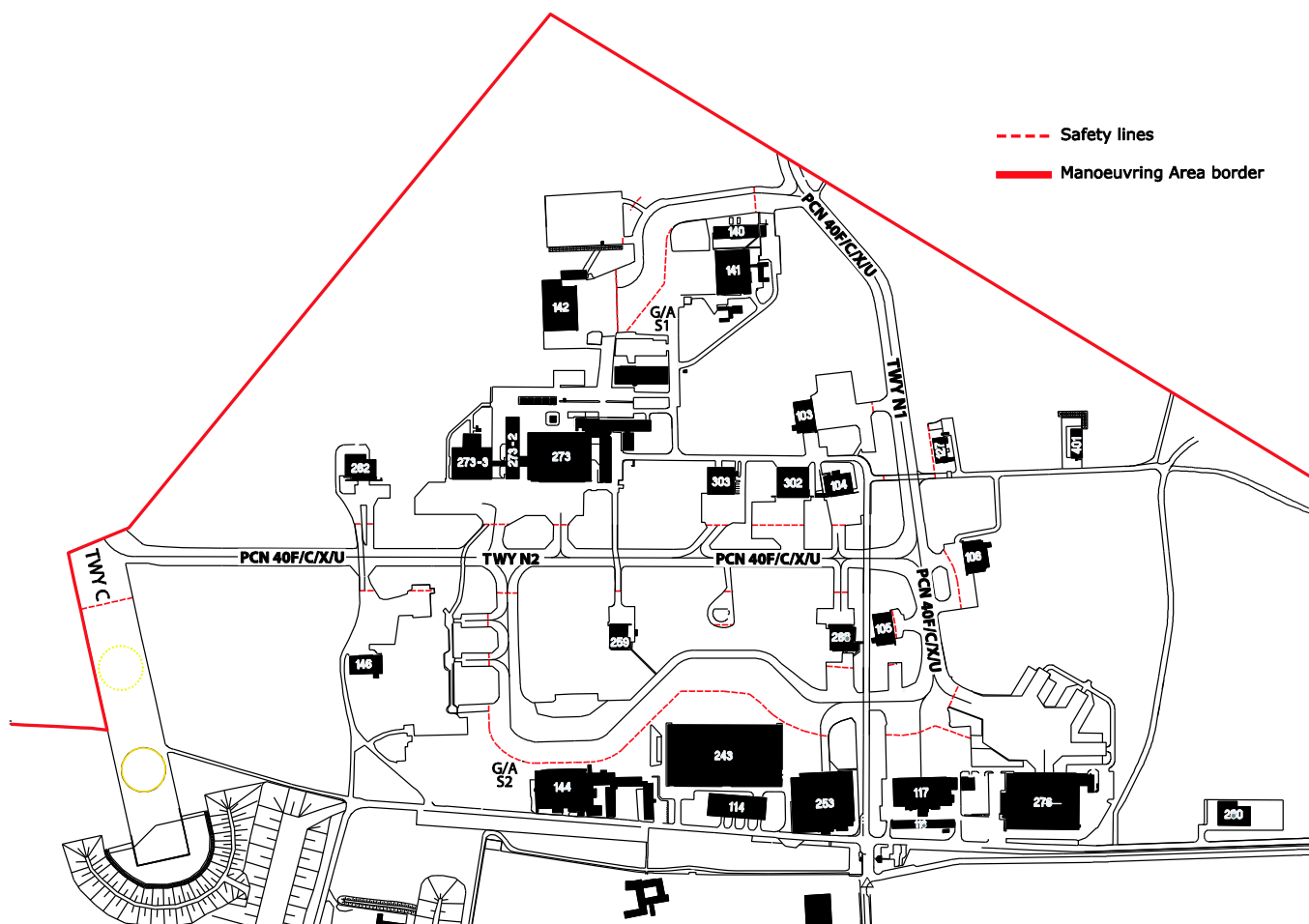
Retningslinjer for bemanning og styring af platformene aftales mellem CPH, Naviair og de involverede handlingsselskaber.

Guidelines for manning and control of the platforms are agreed upon between CPH, Naviair, and the handling companies involved.

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A.4.3	Hangarområde Nord (serviceområde)	Hangar Area North (maintenance area)
A.4.3.1	For oplysning om særlige restriktioner for bugsering og taxiing med fly i dette område, se Appendiks 1.	For information on specific aircraft towing and taxiing restrictions in this area, see Appendix 1.
A.4.3.2	TWY T er normalt spærret for gennemkørsel til Hangarområde Nord, men kan <u>undtagelsesvis</u> åbnes for bugserede Gruppe C-fly efter forudgående aftale med CPH*. *) Trafikafdelingen.	TWY T is normally blocked as entrance to Hangar Area North, but can in <u>exceptional cases</u> be opened to Code C aircraft under tow by prior arrangement with CPH*. *) Airside Safety.
A.4.3.3	Se B.2.29 angående regler for færdsel på hangarforpladsen.	Regarding traffic rules on the hangar apron, see B.2.29.
A.4.4	Sydområdet (serviceområde)	Area South (maintenance area)



A.4.4.1	Bæreevnen for belægningen på TWY N1 og N2 er: PCN 40/F/C/X/U *). Fly med klassifikation ACN 40 *) og derover skal aftankes før de må transporteres til/fra sydområdet. *) Jf. ICAO Annex 14, Kap. 2.6, og Aerodrome Design Manual, Part 3.	The pavement strength on TWY N1 and N2 is: PCN 40/F/C/X/U *). Aircraft with classification ACN 40 *) and over must be de-fuelled before entering or leaving the south area. *) Ref. ICAO Annex 14, Section 2.6, and Aerodrome Design Manual, Part 3.
A.4.4.2	Restriktioner for individuelle flytypers anvendelse af TWY N1 og N2 fremgår af Appendiks 1.	Restrictions for use of TWY N1 and N2 by individual aircraft types appear from Appendix 1.

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A.4.5	Miljømæssige restriktioner	Environmental restrictions
A.4.5.1	Standpladserne A30-A34: I tidsrummet kl. 2300-0600: *) <ul style="list-style-type: none"> • ankomende fly skal standse motorerne ved natstopmærket ved Position Z3 og bugseres til standpladsen. • afgående fly skal bugseres fra standpladsen til natopstartmærket ved Position Z4, før motorerne må startes. 	Stands A30-A34: During the hours 2300-0600: * <ul style="list-style-type: none"> • arriving aircraft must stop their engines at the night stop marking at Position Z3, and be towed onto the stand. • departing aircraft must be towed from the stand to the night start-up marking at Position Z4 before starting the engines.
	*) Indtil kl. 0100 må forsinkede ankomster og afgang, som er planlagt til før kl. 2300, afvikles som i dagtimerne.	*) Until 0100 hrs, delayed arrivals and departures scheduled before 2300 hrs can operate as during daytime.
A.4.5.2	Standpladserne F90-F98: I tidsrummet kl. 2300-0600 *): <ul style="list-style-type: none"> • anvendelse af hovedmotorer forbudt på F90-F98. • ankomende fly skal bugseres til standplads fra "NIGHT STOP" positionen på TWY V. • afgående fly bugseres til "NIGHT STOP" positionen på TWY V, før motorerne må opstartes. 	Stands F90-F98: During the hours 2300-0600 *): <ul style="list-style-type: none"> • use of main engines is not permitted at F90-F98. • arriving aircraft must be towed into stand from the "NIGHT STOP" position on TWY V. • departing aircraft must be towed to the "NIGHT STOP" position on TWY V before the engines are started.
	*) kl. 2200-0700 for Fokker F27.	*) at 2200-0700 hrs for Fokker F27.
A.4.5.3	Standpladserne G110-G114: Standpladserne må anvendes til helikopterparkering i tidsrummet 0700-2300 alle ugens dage. Tankning (→/↔): tilladt (♠) Vask (→/↔): ikke tilladt (☹)	Stands G110-G114: The stands can be used for helicopter parking at 0700-2300 hrs on every weekday. Refuelling (→/↔): permitted (♠) Washing (→/↔): not permitted (☹)
A.4.5.4	Standplads E60: Jetfly må ikke operere for egen kraft i tidsrummet kl. 2200-0700. Flyenes motorer må kun anvendes i op til 2 minutter før afgang. Tankning (→): tilladt (♠) Vask (→): ikke tilladt (☹)	Stand E60: Jet aircraft must not operate under own power at 2200-0700 hrs. Aircraft engines may be used only for up to 2 minutes prior to departure. Refuelling (→): permitted (♠) Washing (→): not permitted (☹)
A.4.5.5	Klargøringspladserne R-I/-II/-III: Tankning (→): ikke tilladt (☹) Vask (→): ikke tilladt (☹)	Dispersal Stands R-I/-II/-III: Refuelling (→): not permitted (☹) Washing (→): not permitted (☹)
A.4.5.6	Standplads W1: Tankning (→): tilladt (♠) Vask (→): ikke tilladt (☹)	Stand W1: Refuelling (→): permitted (♠) Washing (→): not permitted (☹)
A.4.5.7	Standpladserne G15-G19 (GX): Tankning (→): ikke tilladt (☹) *) *) medmindre tankningen overvåges af et brandkøretøj. Vask (→): ikke tilladt (☹) Område GX har indtil videre status som et serviceområde, jf. definitionen i A.1.9.1.	Stands G15-G19 (GX): Refuelling (→): not permitted (☹) *) *) unless the process is monitored by a fire vehicle. Washing (→): not permitted (☹) Until further Area GX has status as a maintenance area, ref. the definition in A.1.9.1.

A.4.5.8

Sydområdet (NX):

Gruppe B- og C-jetfly må taxie for egen kraft på TWY N1 og TWY N2 samt den sydlige ende af TWY C, men kun når der er tale om transport til og fra start- og landingsbanerne.

Transport af jetfly mellem nord- og syd-området skal ske ved bugsering*.

For propelfly er der ingen tilsvarende restriktioner.

Generelle restriktioner for bugserede og selvkørende fly i sydområdet fremgår af Appendix 1, som udleveres til alle bosiddende operatører samt ground handlers, der udfører flybugsering.

**) Vær opmærksom på, at førere af flytraktorer, der kører ind i CSRA-området i lufthavnens nordafsnit fra Manøvreområdet, forinden skal advisere OC på FM Kanal 7.*

Area South (NX):

Code B and C jet aircraft are allowed to taxi under own power on TWY N1 and TWY N2 and the southern end of TWY C, but only when moving to or from takeoff and landing runways.

Transport of jet aircraft between north and south aprons must be by tow tug*.

No similar restrictions apply for propeller aircraft.

General restrictions for towed and taxiing aircraft in Area South appear from Appendix 1 which is handed out to all resident operators as well as ground handlers carrying out aircraft towing.

**) Be aware that prior to entering the CSRA-area in the north aerodrome from the Manoeuvring Area, the driver of the tow tug must notify OC on FM Channel 7.*