

Wonderful, Wonderful COPENHAGEN

Copenhagen's Kastrup Airport is the primary aerial gateway not just for Denmark, but the entire Scandinavian region. As Luigi Vallero discovered, this is a status it doesn't plan to surrender.

Scandinavia, in many people's eyes, is made up of Norway, Sweden and Finland. But they overlook Denmark, an intrinsic part of the region which also provides its main gateway for commercial air traffic.

A complex transport infrastructure has developed in and around the capital Copenhagen and the city's major international access point is Copenhagen Airport (CPH). It

sits on the island of Amager 5 miles (8km) south of the city centre and ranks first among the Scandinavian hubs for international traffic, handling 24,067,030 passengers in 2013.

The airport is commonly known - and marketed as - CPH, its three letter IATA designation, and is the main hub for SAS Scandinavian Airlines and a major centre for Thomas Cook Airlines Scandinavia

▼ Copenhagen Kastrup Airport, looking south-east along Runway 12/30 with the main terminal area to the left. (AirTeamImages.com/Europix)

and Norwegian Air Shuttle. It is linked to 140 worldwide destinations and served by 60-plus scheduled carriers. On average, more than 63,000 passengers use it every day. Thanks to the Øresund Bridge, which opened in 2000 connecting Denmark to Sweden, four million people are now within two hours' drive of the airport, vastly increasing its catchment area.

History

Opened on April 20, 1925, Copenhagen Airport was one of the first civil airports in the world. It was a simple facility with grass runways, a wooden passenger terminal, a couple of hangars, a balloon mast, and a seaplane landing stage.

Local airline Det Danske Luftfartsselskab

(DDL), which evolved in today's SAS, helped the airport to become an ideal gateway to access the whole of Scandinavia by quickly increasing the number of connecting flights it offered all across Europe during the 1920s. Between 1932 and 1939, the number of movements grew from 6,000 to 50,000 annually, with passenger numbers growing more than six-fold to 72,000.

In April 1939 a new terminal, designed

by architect Vilhelm Lauritzen, went into service while new Focke-Wulf Condors were used to launch additional routes. The terminal survives to this day, after being preserved in September 1999 and moved to its present location for restoration to its original condition. This freed up space to enlarge other facilities.

Most civil air traffic ceased on the outbreak of World War Two, with just a few flights

providing connections to Sweden, Berlin and Vienna. In the summer of 1941 the first concrete runway, measuring 4,593ft (1,400m), was laid, followed by three more and a taxiway system by the end of the war. ▶

The airport escaped the conflict virtually unscathed, which helped it to quickly develop as one of Europe's most modern. Intercontinental services arrived in 1946 when American Overseas Airlines and SAS

✈ Airport Statistics

ICAO Code: EKCH
 IATA Code: CPH
 Location: 55° 37.05' N, 012° 39.22' E
 Elevation: 17ft (5m)
 Runway: 04L/22R 11,811 x 148ft (3,600 x 45m)
 04R/22L 10,827 x 148ft (3,300 x 45m)
 12/30 10,072 x 148ft (3,070 x 45m)
 Frequencies: ATIS: 122.75, 122.85
 Tower: 118.575, 118.7, 119.35, 121.825
 Ground: 121.625, 121.725, 121.9
 Approach: 118.45, 119.8, 120.2
 Website: www.cph.dk

▶ Copenhagen has been graced by many classic airliners during its long history. A particularly colourful example was Alldair Vickers Viscount 812 G-AVJL (c/n 389) in 1974. (AirTeamImages.com/Bob O'Brien Collection)

▶ Unsurprisingly Scandinavian Airlines is the dominant carrier at CPH, providing regional, European and long-haul flights. This summer it will serve around 90 destinations. (All photos author unless stated)

▼ Terminal 3, opened in 1998, was refurbished 11 years later to provide a brighter and more spacious welcome to passengers. (Copenhagen Airport)



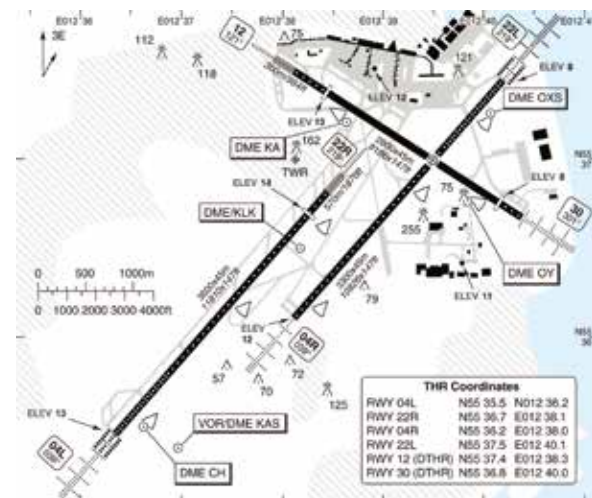


◀ Part of the airport's extensive shopping centre.

▶ Germany's airberlin connects the Danish capital with Berlin/Tege, Düsseldorf and, seasonally, Palma de Mallorca.

◀▶ Passengers disembark from a Norwegian Boeing 737. The budget carrier also provides flights to the US using its recently-delivered 787 Dreamliners.

▼ (Not for airborne use – Navtech Aerad)



launched flights to the US east coast using Douglas DC-4s (and later DC-6s). By 1948, CPH was handling an average of 150 daily movements and around 300,000 passengers a year, ranking it the third-busiest airport in Europe.

To cope with the growth, the terminal needed almost continuous enlargement, passenger numbers having reached 700,000 - and freight and mail 11 tonnes - by 1954. The same year SAS launched its Trans Polar DC-7 flights to Los Angeles.

To prepare for the impending jet age, CPH's runways were lengthened and upgraded with new ILS equipment, and a new multi-pier terminal was introduced in 1956 - a year when the annual passenger total passed the one million mark. The honour of being the first jet airliner to visit CPH went to an Aeroflot Tupolev Tu-104 in 1957. SAS later introduced a fleet of Sud Aviation Caravelles and DC-8s - eventually complemented by Convair CV-990 Coronados - while launching new global routes from the growing Scandinavian hub.

A second terminal, also designed by Lauritzen, opened on May 10, 1960, to provide more capacity. The airport's management

launched a further expansion programme in 1969: completed three years later, it entailed a relocation of services - domestic flights were moved to a purpose-built facility in the eastern part of Terminal 1. The international terminal, meanwhile, was supplemented with a new pier and a separate arrivals hall.

Other upgrades included a new control tower and an 11,811ft (3,600m) main runway, giving CPH a three-runway layout. In 1972 the airport handled more than 180,000 movements and eight million-plus passengers.

The next major infrastructure expansion began in 1980 when the Danish Parliament gave the go-ahead to raise airport capacity to 20-22mppa by 2000. Work started in 1982 and continued throughout the decade, with the aim of maximising operational efficiency and passenger comfort. Modern Scandinavian design was employed along with airy and comfortable surroundings, shopping areas, food courts and other amenities.

Pier B was replaced in 1986 and the transit hall expanded to include the world's first true airport shopping centre: it has since grown to be one of the largest, featuring more than 120 outlets. Three years later a new domestic

terminal was built and the international facility further expanded. On the other side of the airport the cargo area was refreshed and more apron space added, increasing the number of aircraft stands to 15.

In 1991 CPH was partly privatised, and in the ensuing decade improvement work continued constantly. Passengers totalled 17 million in 1998 while upgrades included the opening of T3, a new arrivals hall, improved baggage handling facilities and an underground railway station directly connected to the check-in area. A five-star Hilton Hotel, directly facing the terminal complex, opened in 2001 and five years later traveller numbers passed 20mppa.

Rail and motorway connections to Sweden proved pivotal in further boosting the airport's success after the opening of the Øresund Bridge in 2000. Southern Sweden's huge catchment area came within easy reach of CPH - including Malmö, Gothenburg (two-and-a-half hours by train) and Stockholm (four hours). Meanwhile journeys to Copenhagen city centre now take just 14 minutes thanks to the Metro service which opened in October 2007.



A further innovation was introduced in February 2005 when a dedicated glass-covered transfer centre opened - somewhere connecting passengers can find information and pick up boarding passes in a relaxed and friendly atmosphere.

Infrastructure

Today CPH has three terminals. T1 handles all domestic flights. T2 and T3 deal with Schengen and non-Schengen international flights, and share a common airside passenger concourse as well as an arrivals section, which includes customs and baggage reclaim. The 'CPH Go' pier (F) handles (LCCs). A 984ft (300m) connector building between T1 and T2 opened in January 2007, the first floor equipped with full-length travelators providing direct access to the T1 lounges. The transit area, redesigned in 2008-9, now includes new walkways and seating areas.

A new central security checkpoint opened in the summer of 2007, and to improve the check-in facilities and passenger flow in the northern part of T3 the area was renovated in 2009 to provide more space.

An extension to the T2 check-in area

▲ Large duty free outlets by Heinemann provide a huge range of products at competitive prices. (Copenhagen Airport)

▶▶ As well as shopping, there are refreshment options including bars, cafes and full service restaurants.



opened on June 13, 2013, adding 15,070sq ft (1,400m²), 12 new check-in desks, 16 self-service check-in kiosks and a new baggage handling system. Refurbishment of the rest of T2 is scheduled for completion in 2016.

CPH Go, opened on October 31, 2010 and so far the only airlines using it are easyJet and Transavia. It was built to meet LCCs' requirements for quick turnarounds, but as an integrated part of the existing airport structures. Passengers have full access to the same services and facilities, including easy access to public transport and the airport's shops, bars and restaurants. The CPH Go departure gates are a six-minute walk away.

Plans were in place for a Terminal 4, but have since been dropped. However, a programme of construction projects targeting terminals, baggage handling and aircraft manoeuvring areas is continuing.

CPH has 43 airbridge-equipped gates and 54 remote parking stands. Connecting times range from 30 to 45 minutes and the three-runway system allows for a maximum of 83 movements an hour. There are virtually no curfew hours or slot constraints, something of a rarity at European hubs.

Traffic development

Although the recent global economic downturn has affected most of Europe's airports, CPH has managed to maintain growth. It handled 22,725,517 passengers in 2010, 23,336,187 in 2011 and broke the 24mppa mark last year, recording a total of 24,067,030. Although Norway's Oslo and Sweden's Stockholm airports are rapidly increasing their importance as major Scandinavian gateways, CPH handles 60% more intra-Scandinavian traffic than both and remains the busiest Nordic airport.

The most popular destination from CPH is London, which registered 1,637,520 travellers last year. Multiple flights to the UK capital are available daily. Coming second and third were Oslo, with 1,410,384, and Stockholm (Arlanda and Bromma airports), with 1,309,198 passengers. Paris, Amsterdam, Helsinki, Berlin, Frankfurt and Brussels are next in the rankings. The leading long-haul destinations are Dubai and Bangkok, Thailand; the latter is very popular with Scandinavians. Traffic split between domestic and international is 8% and 92% respectively.

CPH's domestic market is quite small, given



▲ An SAS Boeing 737 being de-iced – the airport has an excellent reputation for dealing with cold weather. (Copenhagen Airport)

◀ Clear signage and brightly-lit check-in halls are vital for a smooth passenger experience. (Copenhagen Airport)

that geographically speaking Denmark is more compact than Norway or Sweden. Aalborg is the busiest domestic destination, accounting for 893,882 travellers last year. In the last three years the airport has successfully attracted Emirates Airline and Qatar Airways, opening up virtually the whole of the Middle and Far East as well as Africa. The airport's airline marketing team is constantly looking for new traffic opportunities and won the World Routes marketing award last year in the 20-50 million passenger category.

Airlines

The airport's main tenant, SAS, uses its varied types on domestic, European and long-haul services. Other local carriers flying out of CPH are Air Greenland, with its distinctive tomato-red Airbus A330, on services to Kangerlussuaq; Alsie Express, using ATR-72s to Sønderborg; Atlantic Airways, connecting to Vágar in the Faroe Islands with A319s and Avro RJs; and Danish Air Transport offering ATR-42/72 links to Bornholm, Norrköping, Sønderborg and Oslo/Rygge. Locally-based Thomas Cook Airlines Scandinavia provides seasonal charters to holiday destinations in the Canary Islands, the Mediterranean, Spain and Phuket in Thailand.

Norwegian has developed a strong presence at CPH and now its red-and-white Boeing 737s and 787s offer comprehensive connections around Europe and to Los Angeles and New York/JFK (both using 787s). UK-based LCC easyJet and its Swiss arm provide budget services to key European capitals including Berlin (Schönefeld), Edinburgh, Geneva, Lisbon, London (Gatwick and Stansted), Paris/Charles de Gaulle and Rome/Fiumicino. Meanwhile airBaltic connects with its Riga hub; Finnair provides multiple daily flights to Helsinki; Icelandair has frequent 757 services to Reykjavik, competing with LCC WOW air on the same route; NextJet flies to Karlstad, Linköping, and Örebro; and Widerøe provides commuter links to Bergen, Haugesund, Kristiansand, Molde and Sandefjord.

European airlines connect right across the continent while intercontinental links include Air Canada to Toronto/Pearson; Delta Air Lines to New York/JFK; EgyptAir to Cairo; Emirates Airline to Dubai; Iran Air to Tehran; Middle East Airlines to Beirut (summer); Pakistan International Airlines to Islamabad and Lahore; Qatar Airways to Doha; Royal Air Maroc to Casablanca; Singapore Airlines to Singapore; and Thai Airways International to Bangkok/Suvarnabhumi and a seasonal service to Phuket.

Latest developments

The airport's management presented its detailed vision for the expansion of Copenhagen Airport on January 29: to enable it to handle up to 40mppa, almost twice the current number. However, unlike many of its European competitors, CPH does not intend to build a new terminal. On the contrary, the plan is to increase the capacity of the existing terminal complex in a phased process. The airport's CEO Thomas Woldbye said: "In my opinion, building new terminals is not an optimal solution. A phased expansion



▲ Part of the departures area in Terminal 3 with its many SAS self-service check-in kiosks.

offers several advantages. Eighteen months of analysis work has shown us that, with this approach, we can avoid building excess capacity. Secondly it allows us to keep the airport's compact layout, which is important. Thirdly a phased expansion allows us to adjust our process to match the increase in traffic and lets us make use of the latest technology. We will begin expanding Pier C later in 2014. This pier is used for non-Schengen and intercontinental traffic."

The phased expansion plans are:

- Pier B to be extended, adding more gates and stands for medium-size aircraft used on regional and European flights.
- Pier C to be extended to provide more space for large long-haul aircraft.
- The terminal layout will be modified and expanded to provide better segregation of arriving and departing passengers.
- Providing additional business opportunities around the airport, including a new hotel.
- Facilities to handle very large aircraft, including a new pier (E) and runway upgrades, will be added when airlines decide to introduce such aircraft on routes to CPH.
- Construction of a dedicated station for high-speed trains connecting to Oslo and Hamburg.
- The arrivals area will be altered to make room for more large baggage carousels and to let in more natural light.
- The shopping centre will be enlarged to accommodate more retailers and provide a better passenger experience.



▲ The airport boasts the first European airport branch of a Marc By Marc Jacobs fashion shop, offering accessories such as shoes, bags, sunglasses, watches, jewellery and perfume. The urban designer brand is popular in Denmark, where there are more outlets than in any other European country. (Marc By Marc Jacobs)

▲ Small domestic carrier Alsie Express provides connections from its base at Sønderborg Airport using a pair of ATR 72-500s – including OY-CLY (c/n 799), wearing the carrier's all-black paint scheme. (Wikimedia Commons/Alsingeren)

▲ Air Greenland Airbus A330-230 OY-GRN (c/n 230) makes its way to the runway prior to departure to Kangerlussuaq.

▲ Atlantic Airways Airbus A319-111 OY-RCH (c/n 2186) taxis to its gate after arriving from Vágar, Faroe Islands.



The 'friendly fight' to be the leading Scandinavian airport goes on, with Oslo and Stockholm both eager to claim the this position. But with plans established for the next 25 years, the Danish hub is well placed to maintain its status as the premier international gateway to the Nordic countries, thanks to its geographical position and to

continued efforts to improve its facilities and route network. ✕

Acknowledgements

The author would like to thank Majid Khan, Business Development Manager, CPH, for his help in preparing this article.

Airlines

Adria Airways	Croatia Airlines	Novair
Aer Lingus	CSA Czech Airlines	Onur Air
Aeroflot	Danish Air Transport	Pakistan International Airlines
airBaltic	Delta Air Lines	Pegasus Airlines
airberlin	easyJet	Primera Air
Air Cairo	EgyptAir	Qatar Airways
Air Canada	Emirates Airline	Royal Air Maroc
Air Europa	Estonian Air	SAS
Air France	Finnair	SATA
Air Greenland	Iberia	Singapore Airlines
Air One	Icelandair	Swiss International Air Lines
Air Serbia	Iran Air	TAP Portugal
Alitalia	Jet Time	Thai Airways International
Alsie Express	KLM	Thomas Cook Airlines
Atlantic Airways	LOT Polish Airlines	Transavia
Austrian Airlines	Lufthansa	TUIfly nordic
BH Airlines	Luxair	Turkish Airlines
bmi regional	Malmö Aviation	Vueling
British Airways	Middle East Airlines	Widerøe
Brussels Airlines	NextJet	WOW air
Bulgaria Air	Niki	
Corendon	Norwegian	