Aerodromes. Availability **Public Aerodromes**

The Danish public aerodromes are open for traffic to and from other States as indicated on the list below.

Customs clearance is compulsory for all flights to Denmark. Immigration is compulsory except for flights between the Schengen States.

List of Schengen States:

Austria, Belgium, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Lichtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and The Czech Republic.

Civil use of Military Air Bases

be made solely when prior permission has been obtained The use of military air bases as an alternate aerodrome may likewise be made solely when prior permission has been obtained. Aalborg Air Base is not affected by these regulations. Permission to use Karup Air Base will be granted unless special conditions may be regarded as prohibitive.

Use of military air bases in Denmark with other than State registered aircraft may

As regards other air bases a permission may be granted only if the conditions are A permission may at any time be withdrawn with immediate effect, should circumstances so require.

Submission of Application Application in writing for permission to use a military air base shall be submitted direct to the air base concerned well in advance of the date of the flight.

Karup Airport, Airport Office, N.O. Hansensvej 4, DK-7470 Karup J. TEL: +45 97 10 06 10, FAX: +45 97 10 06 65.

Vojens/Skrydstrup Airport, Lilholtvej 8, Skrydstrup, DK-6500 Vojens TEL: +45 74 59 16 54, FAX: +45 74 54 00 06. E-mail: airport@vojens.dk

Application form is available on the Internet:

List of Public Aerodromes

Aerodrome

Aalborg - EKYT

Aarhus - EKAH

Anholt - EKAT *

Esbjerg - EKEB

Herning - EKHG

Karup - EKKA

Læsø - EKLS *

Morsø - EKNM *

Randers - EKRD

Ringsted - EKRS *

Sindal - EKSN

Skive - EKSV

Stauning - EKVJ

Sydfyn/Tåsinge - EKST

Sønderborg - EKSB

Tønder - EKTD

Viborg - EKVB

Ærø - EKAE

Aarhus

Bornholm/Rønne

Voiens/Skrydstrup - EKSP

Hadsund - EKHS *

Kalundborg - EKKL *

Bornholm/Rønne - EKRN

Kolding/Vamdrup - EKVD

Kruså Padborg - EKPB *

København/Kastrup - EKCH

København/Roskilde - EKRK

Lolland Falster/Maribo - EKMB

www.airport.haderslev.dk/index.asp?ID=5009 Rules and Conditions

shall closely observe the directions given.

Operations on the air base must be carried out in accordance with the rules and conditions stated in the following with due regard to such other conditions as may have been stipulated for each individual permission. a. A flight plan shall be submitted for each flight. During flight in controlled airspace and during operations on the manoeuvring area, the pilot-in-command

All States

VFR Reporting Points near Aerodromes

Grenaa Knebel

Langsø Nødager

Ryomgård

Sønder Omm

Vorbasse Vest

Dueodde

Store Darum

Vester Nebel

List of Radio Navigation Aids

116.700

TACAN

110.000/37X

NDB

115.500/102X

112.000

Public Holidays (HOL)

Good Friday (FRI before Easter)

Prayer Day (4th FRI after Faster)

Easter Monday (MON after Easter)

Ascension Day (6th THU after Easter)

Whit Monday (MON after Whit Sunday)

Maundy Thursday (THU before Easter)

New Years Day (1 JAN)

Christmas (25 DEC)

Boxing Day (26 DEC)

TACAN 112.000/57X

(National AD)

(National AD)

TEL: +45

87 75 70 50

56 95 26 26

76 12 14 00

97 14 12 44

97 10 06 10

75 58 18 77

32 31 32 31

54 60 61 13

AD: 97 72 36 17

86 40 40 11

98 93 58 00

62 23 30 99

74 42 21 30

99 17 37 80

99 66 73 77

Schengen States 86 60 18 60 86 62 63 27

74 59 16 54

97 53 57 77 99 15 62 05

ADM: 86 17 53 57

Finland, Norway, 96 21 30 00

Schengen States 20 29 34 28

Schengen States 74 72 26 55

AD: 59 29 11 23

Schengen States 46 19 11 14

98 17 11 44 98 17 36 84

46 19 11 15

75 16 08 89

97 14 23 78

97 10 06 65

75 58 15 70

54 60 66 72

98 49 14 06

86 43 41 82

62 54 10 87

74 42 11 21

74 54 00 06

AD: 63 52 63 67 62 53 33 49

57 01 58N 009 51 10F

57 12 18N 009 41 25

57 12 18N 009 57 55F

57 06 39N 009 50 47E

56 22 28N 010 50 56F

56 13 28N 010 26 56E

56 15 58N 010 36 56

56 20 28N 010 37 26

56 23 18N 010 26 55E

55 39 50N 009 30 44F

55 47 24N 009 10 42E

55 50 18N 008 55 55E

55 50 16N 009 30 33F

55 42 06N 009 12 38

55 37 30N 009 03 30E

54 59 28N 015 05 01F

55 11 38N 014 42 36E

55 31 10N 008 00 00E

55 30 40N 008 33 46

55 24 53N 008 37 45

55 32 26N 008 32 38E

56 08 18N 009 07 55E

56 14 38N 009 05 55E

56 23 00N 009 07 56

56 26 28N 009 08 45E

Designated Operational Coverage

and other INFO

54 54 19.49N FL 500/60 NM, 80 NM 312°-062° MAG,

009 59 44.08E DME INFO from AAL TACAN

009 59 36.16E and 80 NM 197°-242° MAG

55 44 10.21N 15 NM. Track displacement of

009 01 06.90E APRX 3° southwards may occur on

009 42 23.16E L IN, as track displacement of APRX

approach to RWY 14

55 34 52N FL 500/60 NM, 80 NM 016°-061° MAG,

56 28 42N FL 500/60NM,150 NM 223°-043° MAG.

55 03 56.08N FL 500/80 NM, 018°-153° MAG 150 NM.

010 39 11E and 80 NM 211°-241° MAG.

014 45 31.29E DME INFO from ROE TACAN

008 11 15E DME ELEV 60.4 FT

6-8° westwards may occur on final

57 06 14.16N FL 500/200NM.

55 59 27.58N 15 NM

55 32 28.51N 20 NM

55 01 41.49N 20 NM

57 05 03.80N 20 NM

55 30 41.17N 30 NM

56 17 54.42N 20 NM

55 26 35.87N 15 NM

56 17 47.51N 25 NM

55 44 40.13N 40 NM

55 37 23.27N 30 NM

55 03 42.73N FL 500/80NM

54 56 16.21N 15 NM

014 45 21.07E DME ELEV 78.6 FT

009 20 05.42E

008 58 06.53E

012 07 09.24E

009 16 46.81E

011 59 49.81E

009 49 47.08E

009 00 30.95E DME ELEV 172.8 FT

012 36 48.97E DME ELEV 28.9 F

011 37 54E DME ELEV 136.2 FT

55 35 15.91N DME ELEV 170.6 FT

55 35 25.87N FL 500/60 NM.

008 19 06.09E

014 54 01.79E

010 27 45.21E

009 40 53.20E

008 24 45.79E

009 59 34.11E DME ELEV 56.8 FT

55 47 28 45N FI 195 - 1500FT/60NN

55 00 05N FL 500/60 NM.

b. The Commander of the Air Base lays down the rules which are to be observed by flight crew members and passengers concerning security measures, traffic and stays at the air base. As regards to the Air Bases Karup and Skrydstrup (Vojens/Skrydstrup), photographing from the air as well as on the ground is prohibited. At the remaining air bases the local ban on photographing will apply, as published by posters. Flight crew members, respectively ground personnel, shall immediately report to the air base in case it is surmised that the ban on photographing has been

The Defence Forces reserve their right to claim compensation for damage

d. Landing- and other charges will be collected in accordance with the provision

Request on permission for individual flights to use the military Karup Air Base,

within the civilian Karup Airport ATS Reporting Office hours can be made by

f the requested flight will be conducted outside the civilian Karup Airport ATS Re-

porting Office hours, the request has to be submitted not later than one hour prior

that the aerodrome is registered according to Regulations for Civil Aviation BL

that at least 100 operations are taking place in the busiest month of the year,

- that the aerodrome is approved by the Danish Transport and Construction

For use of private aerodromes it generally applies that prior permission must be

mental restrictions regarding the maximum permitted number of operations, the

permitted periods for use and compulsory routings to/from the aerodrome. Infor-

is shown in the VFR Flight Guide, which is also available on the Internet:

http://aim.naviair.dk. NOTAM for private aerodromes will not be issued.

erations may normally take place on public aerodromes.

*Self-service AD, Customs: PN 1 HR on TEL 30 92 08 44

"Esbjerg Handling": 131.550 MHZ.

"Airside Operations": 131.400 MHZ.

Customs/Immigration: PN 1 HR.

Customs/Immigration: PN 1 HR.

ustoms/Immigration: PN 1 HR.

ADO, Customs/Immigration: PN 1 HR.

DO. Customs/Immigration: PN 1 HR.

MIL AD PPR. Customs/Immigration: PN 1 HR

to ADO. Customs/Immigration: PN 1 HR

ADO. Customs: PN 1 HR

FRI 1000-1230 (0900-1130).

TEL 96 98 12 66.

enhavn/Roskilde

SKR VORTAC

TNO VOR/DME

VOR 116.40

LAV DVOR/DME

VOR

OEM

following days:

Labour Day (1 MAY)

Constitution Day (5 JUN)

Day of Christmas Eve (24 DEC)

Day of New Years Eve (31 DEC)

114.60/93X

MIL AD PPR, "Karup Airport Office": 131,550 MHZ.

Schengen citizens onboard in flight plan item 18.

Company FREQ 131.500 MHZ. Call sign "AIRCAT ANHOLT"

Bornholm Handling": FREQ 131.550 MHZ. Customs/Immigration: PN 1 HR

Customs/Immigration: MON-FRI 0730-1500 (0630-1400) only. PN 1 HR.

elf-service AD. PPR outside AD hours to TEL: 30 74 47 82.

Customs/Immigration: PN 1 HR. "Roskilde Handling": 131.550 MHz

PPR outside AD hours for ADO/AFIS submitted to TEL: 98 93 58 00

PN shall be submitted MON-FRI 0900-1500 (0800-1400).

elf-service AD. PPR outside AD hours to TEL: 99 66 73 77,

Holding West

Vallensbæk

Gelting Nordborg Ærø North

010 09 02.53E

012 08 06.64E

010 37 07.22E

008 25 27 97F

009 16 25.36E

012 54 02.6E

013 33 27.1E

014 04 41.5E

012 45 59.1E

012 50 32.0E

012 48 30.2E

012 20 39.2E

014 06 03.1E

011 52 44.6E

012 13 13.2E

010 07 12.08E

008 24 35.94E

108.45/21Y 013 14 57.58E DME ELEV 22 FT

TRT VOR/DME 54 30 39.49N FL 500/60 NM

55 13 28.74N 25 NM

56 15 58.1N 15 NM

55 52 16.4N 15 NM

55 24 40.7N FL 500/60 NM

011 58 36.7E DME ELEV 301 F

012 17 23.5E DME ELEV 574 F

57 39 22.0N FL 500/100 NM

56 20 47.6N 25 NM

56 47 49.1N 25 NM

56 39 09.1N 15 NM

57 43 50.1N 15 NM

55 59 23.0N 30 NM

57 48 40.9N 15 NM

57 35 41.7N 15 NM

54 22 39.26N 30 NM

54 51 24.83N 25 NM

Note: Some administrative services, banks and alike may be closed on the

110.400/41X 009 12 50.61E DME ELEV 138.4 FT

56 18 01.46N 20 NM

55 13 44.18N FL 500/80 NM.

55 46 27N FL 500/60 NM.

55 26 17N FL195/60NM

011 26 21E DME ELEV: - 11.9 FT

*Self-service AD. PPR outside AD hours for AD submitted MON-FRI 0900-1500

(0800-1400) TEL: 97 51 12 95. Customs/Immigration: PN 2 HR on TEL 97 51 12 95.

PPR outside AD hours for AD/ADO submitted not later than 1 HR before closing time to

MON - WED 1000-1500, THU1000-1700, FRI 1000-1230. Customs: PN 1,5 HR on

PPR outside AD hours for AD/ADO submitted not later than 1 HR before closing time to

PPR outside AD hours for AD/ADO submitted not later than 1 HR before closing time to

PN shall be submitted MON-WED 1000-1500 (0900-1400), THU 1000-1700 (0900-1600),

PPR outside AD hours for AD/ADO submitted not later than 1 HR before closing time to

PSN

55 37 58N 012 46 56F

55 42 06N 012 36 51E

55 42 58N 012 35 56E

55 36 43N 012 21 56E

55 38 08N 012 17 2

55 28 43N 012 08 16E

55 41 36N 012 08 02E

55 27 25N 010 33 00F

55 28 00N 010 22 00E

55 24 05N 010 08 10E

56 01 48N 008 23 55F

56 00 36N 008 21 30E

55 59 00N 008 22 06E

54 59 33N 009 35 26E

54 54 18N 009 40 36E

55 04 40N 010 04 25F

54 59 45N 009 58 24E

55 03 58N 009 48 26F

54 57 58N 010 11 56E

Designated Operational Coverage

and other INFO

55 36 11N FL 500/100 NM, 160 NM 345°-060°MAG

57 46 23.8N FL 500/80 NM. Bearing information within

by strong oscillations.

55 32 04.3N FL 500/80 NM. DME ELEV 270 F

013 22 46.3E Intermittent loss of DME INFO

56 10 08N FL 500/100 NM

012 34 26E DME ELEV 39 F1

011 49 22.3E sector 040°-065° outside 22 NM impaired

may occur in sector 160°-180

225°-345° MAG. DME ELEV 63.3 FT

008 18 00E (DME MAX 100 NM) and 200 NM

15 NM

PPR outside AD hours for AD/ADO submitted not later than 1 HR before closing time

Self-service AD. Customs/Immigration by arrangement TEL 97 82 13 68.

*Self-service AD. Customs: PN 1 HR submitted MON-WED 0700-1430 (0600-1330),

J 0700-1630 (0600-1530), FRI 0700-1200 (0600-1100) on TEL 96 21 30 00.

Customs/Immigration: PN 1 HR on E-mail: told3.aarhus@skat.dk. The request for custom

clearance and immigration shall contain following information: DEP AD, CS, PIC, PAX and

*Self-service AD, Customs: PN 1 HR on FAX +45 58 37 64 91. The request for custom clear-

ance and immigration shall contain following information: DEP AD, CS, PIC, PAX and ETA.

tor. NOTAM for private heliports and helidecks will not be issued.

obtained from the owner. Private aerodromes may be affected by local environ-

mation about this shall be obtained from the owner. A list of private aerodromes

Separate public heliports are presently not established. However, helicopter op-

In connection with exploration and production of oil and gas in the North Sea, a

number of helidecks are established as shown in figure 2. Helidecks are also es-

tablished in vicinity of off-shore Wind Farms. A brief description is given in the

These helidecks are available only after prior arrangement with the owner/opera-

VFR Flight Guide (VFG), which is available also on the Internet: http://aim.naviair.dk.

"Aarhus Handling": FREQ 131.550 MHZ. PPR outside AD hours for non-scheduled flights

PPR 1 HR PN for AD/ADO/AFIS.Submitted 1 HR before closing time. IFR not permitted out-

side AFIS hours. Customs/Immigration: PN 1 HR. Remark: for flight originated outside Den-

rk with destination inside Denmark must state number of PAX of Schengen and non-

material, buildings and personnel within the area of an air base.

Denmark" approved by the Ministry of Transport and Building.

odrome can be shown on this chart, if the owner so desire, provided

caused by civil aircraft, flight crew members or passengers to the Air Force

of the current "Tariff Regulations applying to Public State-operated Airports in

caused during stays at the air base.

Karup Air Base. Special Regulations

to closing time.

Private Aerodromes

phone or telefax, as late as the date-of-flight.

that the runway length is at least 500 M, and

take place, e.g. gun firing. These areas are identified by two nationality letters EK, the letter P, R or D and Information about activities The Defence Forces shall not be liable for theft, and fire-, water- or other damage to aircraft, their equipment, flight crew members, passengers, cargo, etc.,

nformation about the period and height within which activities actually takes place

| may be obtained from 1100 (1000) the day before. However, activities on SUN and MON may be obtained already friday from 1100 (1000). For information contact ACC (CS: Copenhagen Control), FIS (CS: Copenhagen Information), and the briefing offices at the following airports/aerodromes: | | |
|---|----------------|------------------------|
| | Aalborg | København/Kastrup |
| | Aarhus | København/Roskilde |
| | Billund | Lolland Falster/Maribo |
| | Bornholm/Rønne | Odense |

Sindal

Stauning

The information may also be obtained on the Internet: http://www.flv.dk/milais/ - click on "Nav. Warning".

Kolding/Vamdrup

VFR-flying with Military Aircraft VFR-flying with military aircraft takes place within København FIR and over the Island of Bornholm. In airspace where the speed limitation 250 KT is valid, military A private aerodrome is an aerodrome, which are not open to the public. Such aerfighter-aircraft will due to the aerodynamic characteristics of the aircraft and the mission objective not be able to comply with the 250 KT speed limitation in all cases.

> Temporary Segregated Areas (TSA) Within the areas shown in figure 1. special training flights with military fighter aircraft may take place periodically. The training flights are conducted with due regard to civil flights, but the Rules of the Air procedures concerning right-ofway may not always be complied with. Information about the period and height where activities are planned to take place are notified by NOTAM. Information about actual usage can be obtained by relevant ATS units. VFR flights should avoid entering an active TSA. If entry cannot be avoided, twoway radio communication should be established with relevant ATS-unit. The ATS-unit will forward the information to the military ATS-units concerned

> Temporary Reserved Airspace (TRA) Within the areas shown in figure 1. special training flights with military fighter aircraft may take place periodically. The training flights are conducted with due regard to civil flights but the Rules of The Air procedures concerning right-ofway may not always be complied with. Information about actual usage can be obtained by relevant ATS units. IFR flights in controlled airspace penetrating an active TRA will be separated from special training flights with the prescribed separation minima. For IFR flights in uncontrolled airspace penetrating an active TRA the ATS-unit in contact with the IFR flight, will forward that information to the military ATS-units VFR flights should avoid entering an active TRA. If entry cannot be avoided, two-way radio communication should be established with relevant ATS-unit.

The ATS-unit will forward the information to the military ATS-units concerned. a. All known fixed obstacles of a height of 328 FT (100 M) AGL or more are shown on ANC 1:500 000. Fixed obstacles of a height less than 328 FT (100 M) AGL are shown if it is deemed necessary b. Fixed obstacles of a height of 492 FT (150 M) AGL or more are marked. "Aalborg Handling": FREQ 131.550 MHZ. PPR for AD/ADO/AIS outside AD hours submitted Fixed obstacles of a height less than 492 FT (150 M) AGL are marked if it is deemed necessary

Cable Launching of Glider and Hang Glider Cable launching may take place at some sites up to a height of 2500 FT AGL. The cable forms an almost invisible obstacle during launch as well as when falling to the ground. After release, the cable will fall to the ground in the direction with the wind away from the winch. Normally the cable will fall within the limit of the site, but situations may occur where the cable will Collision with the cable may cause damage to an aircraft, in worst case be fatal. A safety distance of 1 NM from the position of the site is considered nication between hanggliders and ultra light aircraft in København FIR.

Frequency 122.650 MHZ is assigned for operational communication between balloons and ground personnel.

Glider and hang glider sites are shown on ANC 1:500 000.

Parachuting may take place at many locations throughout the country. Locations, known by the Danish Transport and Construction Agency, as being frequently used are shown on ANC 1:500 000. Frequency 130.125 MHZ is assigned for operational communication between parachuting and ground personnel. NOTAM about parachuting will be issued only in cases of a special and intensive activity and if the Danish Transport and Construction Agency has been informed thereof.

The following frequencies are assigned only for communication between helicopter and ground personnel: - For medical operations: 125.400 For helicopter hoist operations: The frequencies can be used up to 2000 FT on Danish territory. Helicopter Operations in the North Sea

Helicopter operations to, from and between oil and gas installations in the North Sea are taking place on a 24 hours basis, under IMC as well as VMC, and often with an underslung load, and in heights up to FL 85. Helicopter routes (HR) HR have been established for the most used helicopter tracks in that part of the

North Sea, where ATS is provided by Denmark. Other air traffic than civil helicopter operations are advised a. to avoid flying along or in close vicinity of a HR, and b. to cross a HR at an angle as close to 90° as possible, and to keep an alert

look out. The following frequency (MHZ) is assigned only for communication between elicopter and helideck personnel on Off-shore installations in the North Sea: For helicopter Operations North of 56 00 00N 131.775 For helicopter Operations South of 56 00 00N ne frequency can be used up to FL 100 in the North Sea The HR and the fixed oil/gas installations are shown in figure 2.

"Cold Flaring" in the North Sea. In connection with the exploration and production of oil and gas in the North Sea, 'Cold Flaring" may occur which could endanger air traffic. Gas escaping from the oil production will normally be burned off. When the oil production is restarted after a shut down involving opening of the installations to the atmosphere it is necessary to purge the pipework and vessels before reignition of the gas. During this procedure, called "Cold Flaring", large amounts of gas will be pouring into the atmosphere, creating an explosive mixture. The extend of the mixture is depending on the actual weather conditions. "Cold Flaring" may take place from all fixed and mobile oil- and gasinstallations. Actual information about "Cold Flaring" may be obtained from Tyra AFIS within hours of service (see ENR 2.1).

Air traffic is advised to pass installations from which "Cold Flaring" is taking place at

a lateral distance of 3 NM or more or at an altitude of 3.000 FT MSL or above. Risk of Explosion in the Vicinity of North Sea Oil and Gas n connection with perforation of underground wells, explosive charges are released by means of radio waves. Radio waves covering the whole frequency spectrum might release an explosion if they are received when detonators are being inserted or removed.

To avoid inadvertent explosion, which can be a risk to the crew on the installation and damage the installation, air traffic is strongly requested to pass all fixed and mobile nstallations at a lateral distance of 1 NM or more or at an altitude of 3000 FT MSL or above. For fixed oil and gas installations, see AD 3-1. Burning of Gas and Condensates from Flare Stacks From the flare stacks located at the positions listed below escape and burning of gas and condensates may take place occasionally.

N of Viborg at PSN 56 38 25N 009 25 03E.* S of Kalundborg at PSN 55 39 13N 011 06 01E.* Due to high temperature and risk of explosion it is recommended to avoid overflying below 2000 FT MSL. The flare stacks are shown on ANC 1:500 000. **Bird Migration**

NW of Varde at PSN 55 40 05N 008 21 55E *

General Bird migration occurs during the whole year, but culminates in the periods end of March to Mid-May (spring migration) and beginning of September to Mid-November (autumn migration) Bird intensity are radar measured by RDAF and graduated from 0 to 8 (9): 0 = No birds observed

8 = Bird intensity very high 9 = No observation due to weather or technical problems Spring Migration Spring migration culminates in the period end of March to Mid-May. Peak numbers for most species occur in April with very frequent intensity above 5. The most important factors inducing heavy migration are a rise in temperature over Central and Western Europe, light winds, and southerly winds. At night, migration is generally in a broad outline covering the entire country and its surround-

ing waters, with mean direction NNE. Most birds come from Central and Western Europe. In daylight migration tends to concentrate along guiding coasts. The most important points of concentration are: 57 45N 010 35F o. Fornæs 56 25N 010 55E c. North-East Fyn 55 20N 010 45E 56 00N 011 40E - 55 20N 012 30E d. North and East Sjælland Generally the altitude of migration at night is higher than by day. At night the average altitude is about 3000 - 5000 FT, by day 1000 - 3000 FT.

Autumn migration culminates in the period beginning September to Mid-November. Peak numbers for most species occur in October with intensity frequently above 5. The most important factor inducing heavy migration is fall in temperature over Central and Northern Scandinavia. High intensity coincide also with winds from NNE, light winds, little cloud-cover and high atmospheric pressure. At night, migration is in a broad outline covering the entire country and its surrounding waters with mean direction south. Most birds come from southern part of Norway and southern part of Sweden. By day, migration tends to concentrate in the eastern part of Denmark and along guiding coasts. The most important points of concentration are: Falsterbo (southern Sweden) 55 25N 012 50E - 55 20N 012 30E

o. Gedser-Rødby 54 35N 011 55E - 54 40N 011 20E Skælskør 55 15N 011 18F d. South Langeland 54 45N 010 40E 55 35N 008 05E e. Blåvand Generally the altitude of night migration is higher than by day. At night the average altitude is about 3000 - 5000 FT, by day about 1000 - 3000 FT. Numbers of Birds At least 100 million birds passes over Denmark and its surrounding waters during au-

tumn. Smaller passerines are dominating. Several species occur in great numbers and are most hazardous to aircraft, e.g. starlings, thrushes and finches. Very numerous and hazardous are also crowbirds, ducks, gulls, waders, pigeons and birds of prey, occurring from tens of thousands to several millions. Civil Flights - Recommendation When the bird intensity is reported 5 or more, it is recommended to fly at heights

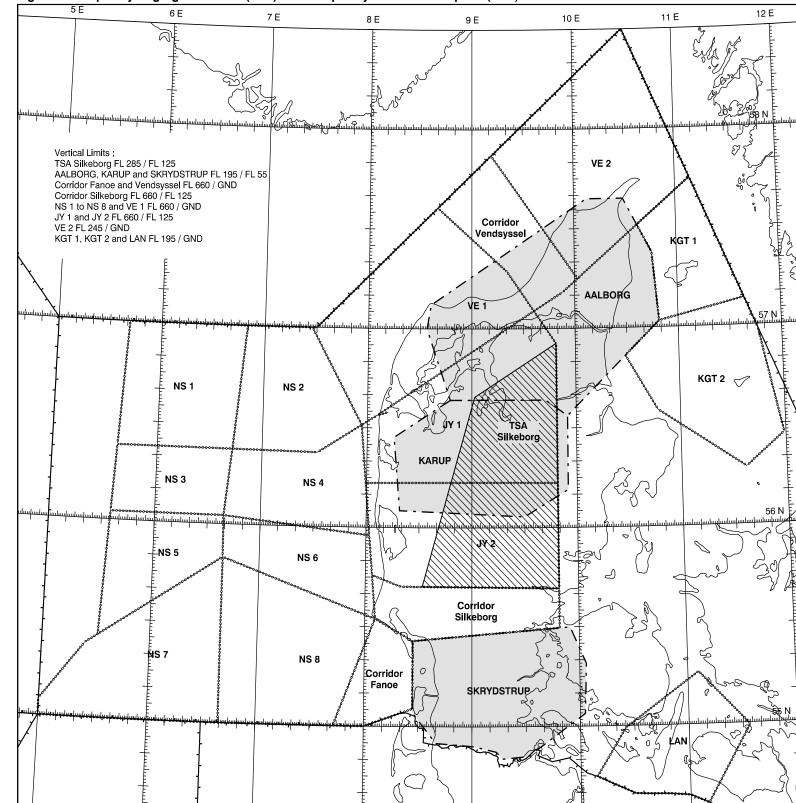
above 2000 FT AGL by day and 3000 FT AGL by night. Promulgation of Intensity When the bird intensity is 5 or more Bird Risk Warnings will be promulgated by RDAF MON-FRI (EXC HOL) at 0700 (0600), 0930 (0830) and 1130 (1030) UTC. Such information will be available at the briefing office at København Airport, Kastrup, comprising the following information:

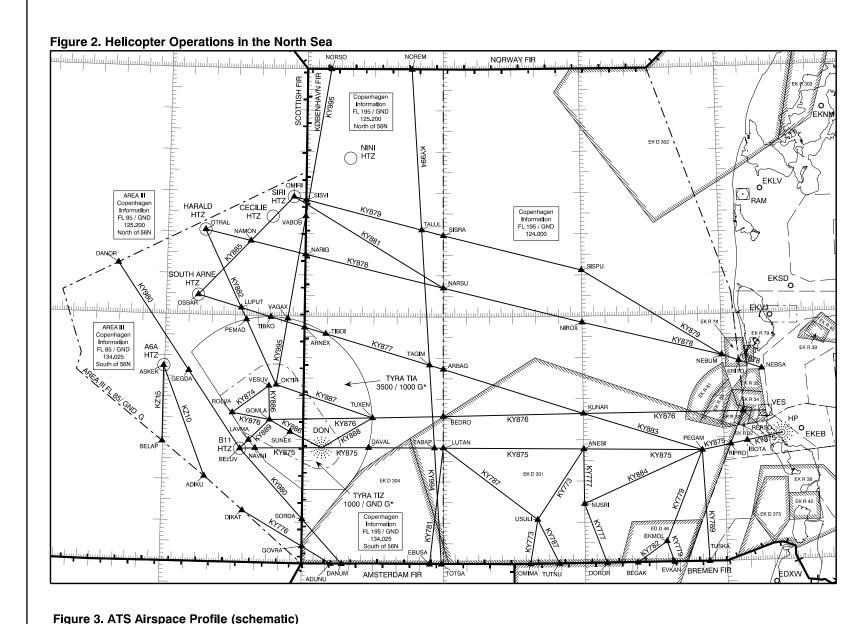
a. Issuing station o. Valid from d. Intensity of bird migration Geographic reference (GEOREF)

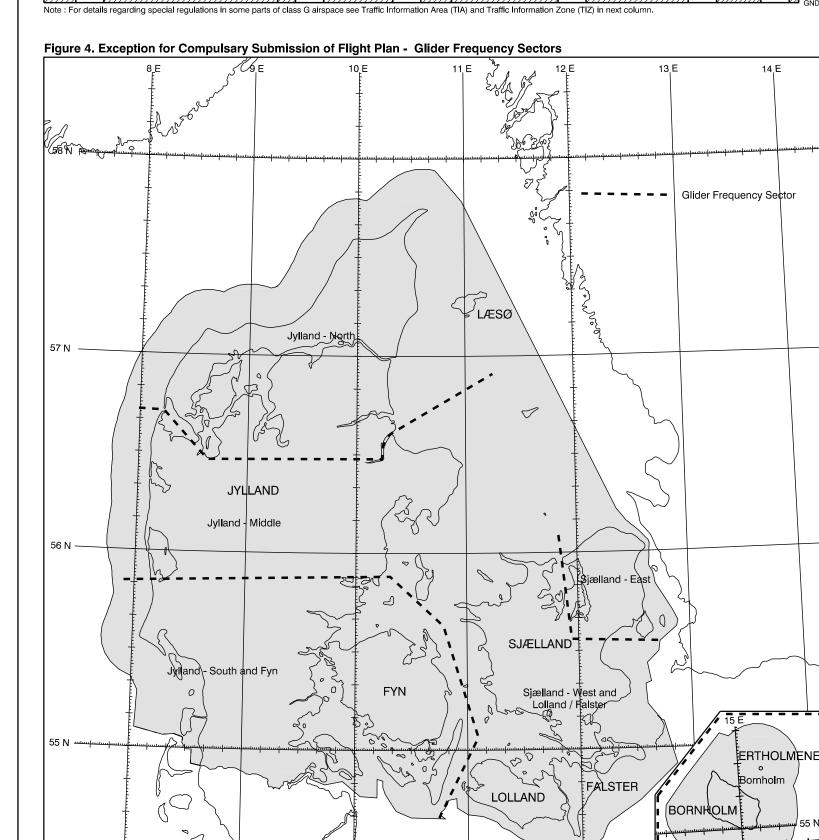
Lower altitude limit of the hazard in FT AGL

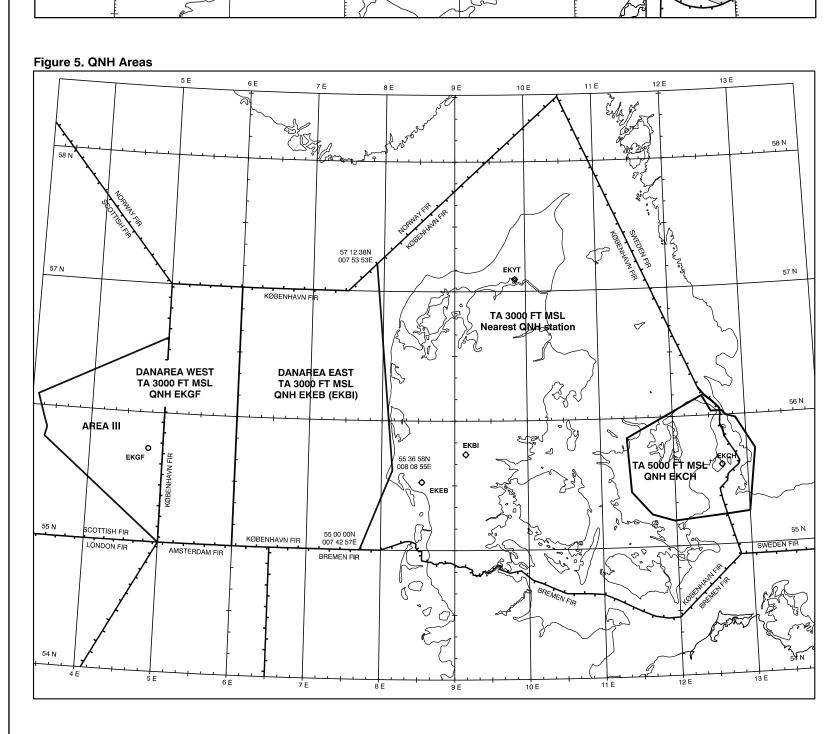
(if no information is available xxx will be inserted).

Navigation Warnings etc. Figure 1. Temporary Segregated Areas (TSA) and Temporary Reserved Airspace (TRA) Prohibited, Restricted, and Danger Areas Prohibited area (P): Area within which flight is prohibited Restricted area (R): Area within which flight may take place only on certain conditions, e.g. after prior permission from ATS. Danger area (D): Area within which activities dangerous to flights may









København FIR. General VFR flight within København FIR may normally take place at FL 195 and below. ATS airspace (FIR, CTA, LTA, TMA, CTR, TIA and TIZ) below FL 200 are shown on the chart. See also figure 3.

ATS-routes are established as follows: Above 3500 FT MSL in the eastern part of the FIR (east of APRX 8°F) Above FL 195 in the western part of the FIR (the North Sea Area). Helicopter routes are established in the North Sea Area below FL85 as shown in ATS-routes are described in AIP Denmark, which is available also on the Internet:

http://aim.naviair.dk ATS Airspace other than FIR, CTA, TMA and CTR In addition to the airspace types, FIR, CTA, TMA and CTR, the following ATS airspace are established within København FIR as described hereafter. Local ATS Area (LTA)

An airspace of defined dimensions, extending upwards from the surface of the earth of water to a specified upper limit within which ATS is provided by the local ATS-unit. Traffic Information Area (TIA)

A non-controlled airspace of defined dimensions, extending upwards from a defined lower limit above the surface of the earth or water to a defined upper limit, established

in connection with a Traffic Information Zone/TIZ Special regulations in TIA: Except as may otherwise be arranged with the AFIS unit concerned, a pilot shall prior to flight into the TIA inform the AFIS unit about position, level and track, During flight within TIA, listening watch shall be maintained on the appropriate frequency, and changes to level and track - if any - shall be reported immediately.

Traffic Information Zone (TIZ) A non-controlled airspace of defined dimensions, extending upwards from the surface of the earth or water to a specified upper limit, established in connection with an noncontrolled aerodrome.

See rules regarding Radio and Transponder Mandatory Zones below.

Special regulations in TIZ: Except as may otherwise be arranged with the AFIS unit, a pilot who intends to land on or take-off from the aerodrome shall prior to entering TIZ or prior to taxiing for take-off establish two-way radio communication with the AFIS unit. Except as may otherwise be arranged with the AFIS unit, a pilot who intends to fly through TIZ shall prior to entering IZ establish two-way radio communication with the AFIS unit.

See rules regarding Radio and Transponder Mandatory Zones below Flight within LTA, TMA, CTR, TIA and TIZ outside Published Hours of Service Where LTA, TMA, CTR, TIA and TIZ are not established H24, information as to whether

the area concerned is established shall be obtained from the relevant ATS-unit as giver ATS Unit Aarhus I TA/TMA/CTF Copenhagen Control Esbjerg TIA/TIZ Billund Approach Odense TIZ Copenhagen Control Rønne TMA/CTF Malmö Control Stauning TIZ Billund Approach Sønderborg TI Copenhagen Control [vra TIA/TIZ Copenhagen Information Vamdrup TIZ When LTA, TMA, CTR, TIA and TIZ are not established flight within the area may take

place as for flight within airspace Class G. Listening watch on the relevant ATS frequency shall be maintained. Hours of service can be found in the VFR Flight Guide (VFG), which is also available on the Internet: http://aim.naviair.dk ACC and FIC. Telephone Numbers

ACC/FIC København +45 32 46 23 38 ACC in Sweden (ATC Malmö) +46 (0)40 613 15 05 (Telephone numbers for ATS-units at aerodromes, see list of public aerodromes). Radio Communication and Secondary Surveillance Radar Frequency Protection To avoid harmful interference of air - ground communications, aircraft are not permitted

to establish connection with ground stations outside the protected areas as stated in a. For TWR and AFIS not outside 4000FT/25 NM. 1. for Bornholm/Rønne TWR. Esbierg AFIS. Odense AFIS. and

Sønderborg AFIS FL 100/40 NM applies. 2. for Tyra AFIS 6000 FT/40 NM applies. o. For air-ground stations on minor public aerodromes not outside 4000FT/25 NM. For APP not outside FL 250/50 NM.

1. for Aarhus APP FL 150/40 NM applies 2. for Roskilde APP FL 150/50 NM applies. ATIS Frequency

AIRPORT INFORMATION AIRPORT INFORMATION 118 775 MHZ AIRPORT INFORMATION 120.575 MHZ ARRIVAL INFORMATION 122.750 MHZ Kastrup DEPARTURE INFORMATION 122 850 MHZ Kastrup Roskilde AIRPORT INFORMATION 123.800 MHZ (0500-2000) AIRPORT INFORMATION 133.900 MHZ - Skrydstrup H24 Air-to-Air Frequency The frequency 129.800 MHZ is assigned for air-to-air operational communication within

København FIR up to FL 100. Guarding of the VHF Emergency Frequency 121.500 MHZ Aircraft flying over the North Sea and Skagerrak within København FIR, shall continuously guard the VHF emergency frequency 121.500 MHZ, except for such periods when the aircraft is carrying out communication on other VHF frequencies, or when airborne equipment limitations or cockpit duties do not permit simultaneous guarding of

two frequencies. Glider Frequencies Frequencies for operational communication air-to-air and air-to-ground shall, as far as possible, be used as shown hereafter (See Figure 4): 123 375 MHZ Jylland - Middle: 122.475 MHZ Jylland - South and Fyn: 129.975 MHZ

Siælland - West and Lolland/Falster: 123.425 MHZ 122.650 MHZ Sjælland - East/Bornholm: Secondary Surveillance Radar (SSR) SSR Requirements Aircraft performing VFR flights within Danish ATS Air Space classified C (Copenhage Area) shall be equipped with SSR-transponder with 4096 codes in mode A/3 and mode C with automatic transmission of pressure altitude information. Exemption from the requirements may for individual flights be granted by the ap-

propriate ATC unit. Radio Communication Failure Procedure In the event of a radio communication failure, a pilot shall select Mode-A, Code 7600

and follow established radio communication failure procedures. Subsequent control of the aircraft will be based on those procedures. Note: Continuous monitoring of responses om Mode-A, Code 7600 is provided. Normal Operating Procedures a. The provision of ICAO (PANS-OPS, Volume I, Part VIII, Secondary Surveillance Radar (SSR) Transponder Operating Procedures) will apply.

 Except as provided for in sub. c. below pilots shall operate transponders in accordance with ATS instructions. Pilots who have already received specific instructions from ATS concerning the setting of their transponder, shall, when entering København FIR, maintain that setting until otherwise instructed. Pilots, who have not received specific instructions from ATS concerning the setting of the transponder, shall operate the transponder as stated in the following:

1. IFR Flights within København FIR: Mode-A, Code 2000 2. VFR flights within København FIR: Mode-A, Code 7000. 3. MIL VFR flights within København FIR: Mode-A, Code 0001.

4. Helicopter engaged in off-shore operations: Mode-A, Code 0040. d. When the aircraft carries serviceable Mode C equipment, the pilot shall continuous ly operate this mode, unless otherwise directed by ATS. e. For aircraft flying in formation the flight leader only shall operate transponder as listed above, unless otherwise instructed by ATS. Emergency Procedures

a. If a pilot encountering a state of emergency has previously been directed by ATS to operate the transponder on a specific code, this code setting shall be maintained until otherwise instructed, see sub. b. below. Not withstanding the procedure in sub. a. above, a pilot may select Mode-A. Code 7700, whenever the nature of the emergency is such that this appears to be the

Pilots subject to unlawful interference shall endeavour to set the transponder to Mode-A, Code 7500, to give indication of the situation, unless circumstances warrant the use of Code 7700. Note: Continuous monitoring of responses on Mode-A, Code 7700 and Code 7500 is

SSR Transponder Failure Due to the dominating role of SSR in radar data processing it is very complicated to accommodate a flight with a failing transponder. Pilots have to take this into account when interpreting the procedures indicated below. For aircraft which according to the ATS airspace classification shall be equipped with a

SSR transponder the following will apply: a. Failure before intended departure In cases where a transponder has failed and definitely cannot be restored prior to departure, permission to perform the flight without SSR must be obtained from ACC KØBFNHAVN If the permission is granted the letter "O" shall be inserted in item 10 of the ICAC

flight plan under "SSR" for indicating complete unserviceability of the transponder or - in case of partial transponder failure - the letter corresponding to the remaining transponder capability. . Failure after departure In cases where a transponder failure occurs during flight pilots may expect that ATS units will endeavour to provide continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. After landing pilots shall make

every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the provisions in sub. a. above. Code Assignment Method a. SSR codes will be assigned in accordance with the European Code Assignment Plan, which is based on the Originating Region Code Assignment Method (OR-

b. VFR flights may be assigned an individual SSR code. Assignment of a discrete SSR code to a VFR flight does not imply that the flight will be continuously monitored by radar or that the flight has been cleared to enter airspace in which VFR flights shall be operated as controlled flights.

For flights within København FIR the SSR capability shall be indicated in item 10 of the Radio and Transponder Mandatory Zones Airspace designated as Radio Mandatory Zone (RMZ) and Transponder Mandatory

Zone (TMZ) is shown in the following table: Flight Radio Mandatory Zone (RMZ) Transponder Mandatory Zone (TMZ) All Traffic Information Areas (TIA) All Traffic Information Areas All Traffic Information Zones (TIZ) All Traffic Information Zones All Traffic Information Areas (TIA) Airspace Class C VFR All Traffic Information Zones (TIZ) Airspace Class D, E and G at night at and above 3000 FT MSL

General Flight Rules and Miscellaneous (Danish Differences and Additions) Runway in Use

Flight Plan Notification

The runway in use determined by the appropriate ATS-unit shall be used unless safety determines that another runway to be preferred. Surface Movement of Aircraft An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed only, when the lights are switched off, and a clearance is received from the control tower.

Right Turn in connection with Take-Off and Landing on some Private Aerodromes and Gliding Sites The Danish Transport Authority have prescribed procedures for the below listed private aerodromes and gliding sites, which may imply right turn in connection

with approach for landing and after take-off. 55 48 58N 012 04 56E* Frederikssund Svd aerodrome 55 33 03N 009 11 05E* Gesten aerodrome 56 17 58N 008 34 55E* Nørre Felding gliding site Tølløse gliding site 55 34 53N 011 45 36E* Brief details about private aerodromes and gliding sites shown on ANC 1:500 000 can be found in the VFR Flight Guide (VFG), which is also available on the

Internet: http://aim.naviair.dk Protection of Persons and Property The Pilot-in-Command shall take care that other air traffic is not unnecessarily impeded or disturbed. The Pilot-in-Command shall take care that the flight interferes with the surroundngs as little as possible. This applies in particular when flying over built-up-areas, recreational areas and areas with sensitive fauna

Areas with sensitive fauna are shown on ANC 1:500 000 No aircraft shall be flown acrobatically unless it is approved for such flight. Acrobatic flight shall be conducted in such a manner as not to endanger life or property of others or other air traffic Unless permitted by the Danish Transport and Construction Agency acrobatic

flight shall not be conducted a. over densely built-up areas, including areas with summer houses, inhabited camping sites and areas with large gatherings in the open. o. under instrument meteorological conditions. c. at a height less than 2000 FT (600 m) above the highest obstacle within a radius of 1.5 KM from the aircraft.

If the aircraft is equipped with an SSR transponder, the pilot-in-command shall in case of unlawful interference select Mode A Code 7500 - if possible. See also Secondary Surveillance Radar, Emergency Procedures. Conditions for the Acceptance of Licences Issued by or on Behalf of Ref: Annex III to Commission Regulation (EU) 1178/2011

1 A pilot licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be validated by the competent authority of a Member State.

Validation of licences

Pilots shall apply to the competent authority of the Member State where they reside or are established. If they are not residing in the territory of a Member State, pilots shall apply to the competent authority of the Member State where the operator for which they are flying or intend to fly has its principal place of business, or where the aircraft on which they are flying or intend to fly is registered. 2. Notwithstanding the provisions of the paragraphs above, Member States may, for, competition flights or display flights of limited duration, accept a licence issued by a third country allowing the holder to exercise the privileges of a PPL, SPL or BPL provided:

a. prior to the event, the organiser of the competition or display flights provides the competent authority with adequate evidence on how it will ensure that the pilot will be familiarised with the relevant safety information and manage any risk associated with the flights; and the applicant holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago

3. Notwithstanding the provisions of the paragraphs above, Member States may accept a PPL. SPL or BPL issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country for a maximum of 28 days per calendar year for specific non-commercial tasks provided the applicant: a. holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention;

prior to carrying out the specific tasks of limited duration. Regulations on Liability Insurance for Foreign Aircraft For foreign aircraft (gliders etc. included) overflying or landing on Danish territory, an insurance policy covering third party liability and liability for damage to passengers in accordance with Regulation (EC) no 785/2004 must be available. For further details consult VFG section GEN 1.2

Use of Intoxicating Liquor, Narcotics or Drugs

b. has completed at least one acclimatisation flight with a qualified instructor

No person shall perform or attempt to perform such service on board an aircraft in functions specified in section 35 of the Danish Air Navigation Act No. 1036, 28/08/2013 while under the influence of alcoholic beverages, by reason of which the person is unable to perform the service to full satisfaction or in case the proportion of alcohol in the person's blood is 0.20 per thousand or more. Neither shall any person perform or attempt to perform such service on board an aircraft for which a licence is required in pursuance of section 35 of the Danish Air Navigation Act No. 1036, 28/08/2013 if, on account of illness, impairment,

strain, lack of sleep, or being under the influence of narcotics or drugs or for similar causes his capacity to act safely on board an aircraft is impaired. In addition to ICAO Annex 2 and in pursuance of Regulation EU 923/2012 the

Danish rules of the air contains the following provision: A flight plan shall be submitted to ATS prior to operating a. any VFR flight when crossing the boundaries of København FIR and the Danish territorial waters, except as detailed below. o. any VFR flight when crossing a TIA or TIZ.

c. any VFR flight at night, if leaving the vicinity of an aerodrome. Exception for Compulsory Submission of Flight Plan - VFR Normally a flight plan is compulsory for flight over international waters and when crossing boundary to another country. However, the Danish Transport and Construction Agency has determined that submission of flight plan is not compulsory for VFR flights exclusively flying within the shaded areas shown in figure 4.

Note: If alerting service is wanted for a VFR-flight within the mentioned areas, a flight plan must be submitted. Changes to a Flight Plan In addition to ICAO Annex 2 and in pursuance of Regulation EU 923/2012 the Danish Rules of the Air contains the following provisions: a. Unless otherwise prescribed by the Danish Transport and Construction Agency a departure report shall be made at the earliest possible moment afer departure, to the appropriate ATS unit, by any flight for which a flight plan

has been submitted. o. Submission of a departure report is not required after departure from an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the departure has been observed. Closing a Flight Plan

In addition to ICAO Annex 2 and in pursuance of Regulation EU 923/2012 the following provision has been established: Submission of a report of arrival is not required after landing on an aerodrome where ATS are provided on condition that radio communication or visual signals indicate that the landing has been observed. In addition of ICAO Annex 2 and in pursuance of Regulation EU 923/2012 the Danish Rules of the Air contain the following provision: If it is expected that the report of arrival cannot be submitted to the appropriate air traffic services unit within 30 minutes after the estimated time of arrival, information on the time at which the report is expected to be submitted shall be included in the flight plan under item: Other information.

Air Traffic Service Reporting Office/ARO Pilots flying VFR to/from aerodromes without ARO shall - if alerting service is wanted or reporting is required - report as follows: a. Submit the flight plan to Central ATS Briefing Office Denmark.

TEL +45 32 47 82 72, FAX +45 32 50 02 86. c. Close the flight plan by telephone to ACC. TEL +45 32 46 23 38 VFR-Flights between certain Danish and German Border Aerodromes Between the below listed Danish and German aerodromes, a special arrangement has been established regarding submission and exchanging of flight plan information due to practical considerations and temporal relations. VFR flights performed within the daily periods for VFR flights are exempted from the obligation to file a regular ICAO flight plan between the Danish aerodromes: Sønderborg (EKSB), Tønder (EKTD), Ærø (EKAE) and

the German aerodromes: Flensburg/Schäferhaus (EDXF), Heidi-Büsum (EDXB), Husum (EDXJ), Kiel-Holtenau (EDHK), Leck (EDXK), Rendsburg/Schachtholm (EDXR), St. Michaelisdonn (EDXM), Westerland/Sylt (EDXW) and Wyk auf Föhr (EDXY). The flights may be conducted under the following conditions:

a. The pilot-in-command shall submit the following flight plan information to the . aircraft identification and type departure aerodrome and estimated off-block time destination and estimated elapsed time

5. number of persons on board name of pilot-in-command The above-mentioned information may be submitted over radio. b. The flight plan information and the actual time of departures are being exchanged by and between the ATS-units on the aerodromes of departure and destination without being communicated to the respectively Danish and German Area Control Centres.

c. The flights are considered overdue if they are not arrived at the destination within 10 minutes after the estimated times of arrival based on the flight plan information given by the pilots. d. Overdue aircraft ref. item c, which have not reported change to the in item a.3 submitted 'estimated elapsed time', may lead to effectuation of search and e. The flights shall be conducted in accordance with the respective national Danish and German VFR-procedures.

Altimeter Setting Altimeter setting procedures, as contained in ICAO Doc 8168-OPS / 611, are to be used by all aircraft flying within København FIR, as well as that part of the Danish continental socket area, which is situated within Scottish FIR. All altimeter settings passed from ground stations to aircraft will be given in hectopascal (HPA) rounded down to the nearest whole hectopascal. Transition Altitude (TA)

The TA for København FIR is 3000 FT MSL, except for the Copenhagen Area,

Transition Level Information on transition level in use will be passed to arriving aircraft immediately after radio contact has been established with the ATC-unit providing approach control service. Lowest available Flight Level ACC København will continuously establish the lowest available FL for IFR

flight within København FIR, except for Copenhagen Area. Lowest available FL

where the TA is 5000 FT MSL.

1051 - HPA

will be the IFR cruising level at or immediately above 4000 FT MSL, and it will be established according to the table below. Expected pressure: - 942 HPA 943 - 977 HPA 978 - 1013 HPA 1014 - 1050 HPA

the QNH stations indicated in figure 5. For use in en-route flight at or below the TA within København FIR a number of QNH areas have been established as shown in figure 5, for which information on the QNH values and temperatures on request will be given by ACC Køben-Information on Altimeter Setting

The establishment of the lowest available FL is based on the QNH values for

equal to or lower than the transition altitude, ACC København will inform about the altimeter setting to be used within the area concerned. For approach and landing For approach and landing the QNH altimeter setting for the aerodrome concerned will be included in the routine approach and landing instructions. The

QFE altimeter setting will be given on request only.

For en-route flight which implies that the aircraft will be flying at an altitude

Visual Flight Rules . Except when operating as a Special VFR Flight according to item 1.1, VFR and distance from clouds equal to or greater than those specified in the following flights shall be conducted so that the aircraft is flown in conditions of visibility table indicating the limits of visual meteorological conditions (VMC)

a, when the ceiling is less than 450 M (1500 FT), or

a. 180 M (600 FT) within the daily periods for VFR flights

and the reported visibility at the aerodrome is not less than

a. 1,5 KM within the daily periods for VFR flights, and

a. 1,5 KM within the daily periods for VFR flights, and

Regulations for Civil Aviation BL 5-61 (available in Danish only).

Regulations for Civil Aviation BL 7-7 (available in English).

b. 5 KM outside the daily periods for VFR flights.

observe any obstacle in time to avoid collision.

flying in airspace classes B, C and D, or

TS-unit providing flight information service.

flying Special VFR.

b. 5 KM outside the daily periods for VFR flights.

b. 330 M (1100 FT) outside the daily periods for VFR flights.

.2 The appropriate Air Traffic Control Unit may within a control zone issue clear-

2.1 Special VFR flight shall be operated clear of clouds and in sight of the sur-

face, at a speed of 140 kts IAS or less to give adequate opportunity to observe oth-

er traffic and any obstacle in time to avoid a collision and with a flight visibility of

2 However, helicopters may operate special VFR, within the daily periods for

VFR flights, if the reported visibility at the aerodrome and the flight visibility is not

1 3 VFR flights not in sight of the surface shall be operated in accordance with the

2. Cloud flying with gliders are permitted when operated in accordance with the

000° - 179°

maintain an air-ground voice communication watch, when specifically noted in

b. when the ground visibility is less than 5 KM.

ance for Special VFR flight, if the ceiling is not below

Airspace Class Flight visibility Distance from cloud At and above FL 100 A*BCDEFG 300 M (1000 FT) verticall Below FL 100 and above 900 M (3000 FT) AMSL, or A*BCDEFG 1500 M horizontally 300 M (1000 FT) vertically above 300 M (1000 FT) above terrain, whichever is the At and below 900 M (3000 FT) AMSL, or above 300 M A*BCDE 1500 M horizontally (1000 FT) above terrain, whichever is the higher 300 M (1000 FT) vertically Clear of cloud and with the surface in sight 3 KM**/140 KT

The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace. For aircraft established in the aerodrome traffic circuit, flight is permitted with a flight visibility of at least 1.5 KM clear of cloud and with the aerodrome in sight. Flight with manned balloons at or below 450 M (1500 FT) MSL or 300 M (1000 FT) above terrain, whichever is the higher, is permitted with a flight visibility of at least 1.5 KM. With helicopters, flight is permitted with a flight visibility of at least 0.8 KM, provided that the helicopter is operated at a speed that will give adequate opportunity to observe other traffic .1 Except when a clearance for a Special VFR Flight is obtained from the appro-4. Unless permission has been obtained from the Danish Transport and Construction priate air traffic control unit, VFR flights shall not take place within a control zone Agency, VFR flights shall not be operated

a. above FL 195.

b. outside the daily periods for VFR flights, with the exception of VFR flight carried out in accordance with the requirements stated for VFR-NIGHT flight, ref. EU Regulation 923/2012 and the Regulations for Civil Aviation BL 5-61, BL 5-65 BL 7-100 (available in Danish only) and BL 5-38 (available in English), and at transonic and supersonic speed. 5. Unless permission has been obtained from the Danish Transport and Construction Agency VFR flights, day and night, shall be flown: a over the congested areas of cities, towns or settlements (including summer resorts and inhabited camping sites) or over an open-air assembly of persons at a height not less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft. Flying at a lower height, however, are allowed in connection with take-off from or landing at an approved aerodrome.

b. over other than the areas mentioned in a., at least 150 M (500 FT) above

around or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft. Flying at a lower altitude are, however, permitted in connection with take-off or landing. less than 0,8 KM, if manoeuvred at a speed that will give adequate opportunity to Note: Bridges with pylons separated by 300 M (1000 FT) or more shall be perceived as one obstacle. Except where otherwise indicated in air traffic control clearances or prescribe by the Danish Transport and Construction Agency in AIP/VFR Flight Guide, VFR flights in levels higher than transition altitude, shall be conducted at a flight level

appropriate to the track as specified in the table of cruising levels shown below. 3. En route VFR flights shall not be operated above FL 195 in airspace Exempted is flight during climb or descend. Magnetic Track 180° - 359° Above Sea Level Above Sea Level 12500

13500 14500 15500 5050 16500 The pilot-in-command carrying out VFR-flight, shall follow the regulations con-AIP/VFR Flight Guide (VFG). cerning ATC clearances regarding adherence to flight plan, position reports, cease Note 2: The requirement for a pilot-in-command to maintain air-ground voice comof control and radio communication, when munication watch remains in effect after data link communication between air traf-

fic controller and pilot has been established the flight is part of aerodrome traffic on controlled aerodromes, or 9. A pilot-in-command flying in accordance with the visual flight rules, and who wishes to change to compliance with the instrument flight rules shall: A pilot-in-command carrying out VFR-flight within or into certain specified areas or a. if a flight plan was submitted, communicate the necessary changes to be efcertain specified routes, for which requirement for establishing two-way radio commufected to its current flight plan, or nication is published in AIP/VFR Flight Guide, shall maintain continuous listening submit a flight plan to the appropriate air traffic services unit and if the flight is watch on the specified frequency and if requested submit position report to the to be conducted in airspace classes B, C, D or E, obtain a clearance prior to proceeding IFR. Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to

Daily Periods for VFR Flights

Denmark has been divided into 4 areas in which VFR flights may take place within the periods given in the tables below. The tables are valid for 2016 Table 1 West of 11°E including the island of Læsø MONTH/DAT TWIL SR SS TWIL MONTH/DAT TWIL SR SS TWIL FROM TO FROM TO 28 0542 0620 1654 1731 - 29 0135 0238 2016 2118

Table 2 East of 11°E with the exception of the islands Læsø, Bornholm and Ertholmene 28 0527 0604 1641 1718

Table 3 The islands Bornholm and Ertholmene JAN 1 0641 0726 1443 1528 FEB 2 0611 0651 1539 1618 MAR 1 0514 0550 1637 1714 APR 2 0352 0429 1741 1818
- 3 0641 0726 1445 1530 - 4 0608 0647 1543 1622 - 3 0509 0545 1641 1718 - 4 0347 0424 1745 1822 - 28 0518 0555 1633 1710

Table 4 North Sea Area west of 8°E MONTH/DAT TWIL SR SS TWIL - 28 0559 0636 1712 1749 30 0316 0359 1918 2002 31 0656 0737 1612 165