stances so require.

List of Public Aerodromes

Aalborg - EKYT

Aarhus - EKAH

Anholt - EKAT \*

Esbjerg - EKEB

Kalundborg - EKKL \*

Bornholm/Rønne - EKRN

Kolding/Vamdrup - EKVD

Kruså Padborg - EKPB \*

Lemvig - EKLV \*

Læsø - EKLS \*

Morsø - EKNM \*

Airport - EKOD

Randers - EKRD

Ringsted - EKRS \*

Samsø - EKSS

Sindal - EKSN

Skive - EKSV

Stauning - EKVJ

Sønderborg - EKSE

Thisted - EKTS \*

Tønder - EKTD

Viborg - EKVB

Bornholm/Rønne

Denmark

Karup/Midtjyllands Lufthavn Ikast

List of Radio Navigation Aids

116.700/114X

LME DME 115.350/100Y

ROE VOR 112.000

Public Holidays (HOL)

Good Friday (FRI before Easter)

Easter Monday (MON after Easter)

Prayer Day (4th FRI after Easter)

Ascension Day (6th THU after Faster)

Whit Monday (MON after Whit Sunday)

Maundy Thursday (THU before Easter)

New Years Day (1 JAN)

Christmas (25 DEC)

Boxing Day (26 DEC)

Ærø - EKAE

Sydfyn/Tåsinge - EKST

Vesthimmerland - EKVH \*

København/Roskilde - EKRK

Karup/Midtjyllands Lufthavn- EKKA All States

Odense/Hans Christian Andersen All States

ply, as published by posters.

caused during stays at the air base.

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

that the runway length is at least 500 M, and

to closing time.

Private Aerodromes

## 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

Use of military air bases in Denmark with other than State registered aircraft may 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. As regards other air bases a permission may be granted only if the conditions are A permission may at any time be withdrawn with immediate effect, should circum-

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: http://vojenslufthavn.dk Rules and Conditions

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.

All States

and Sweden

All States

**VFR Reporting Points near Aerodromes** 

Ebeltoft

Ryomgård

Vorbasse Vest

Vester Nebel

(National AD)

(National AD)

(National AD)

87 75 70 50 87 75 70 52

75 58 15 70

97 88 88 07

98 49 14 06

86 43 41 82

Schengen States 46 19 11 14 46 19 11 15

56 95 26 26

76 12 14 00

75 58 18 77

32 31 32 31

97 82 13 68

AD: 20 66 56 65

25 76 40 72

86 40 40 11

40 16 40 44

98 93 58 00

97 53 57 77

97 36 90 44

62 23 30 99

74 42 21 30

99 66 73 85

Schengen States 86 60 18 60 86 62 63 27

ADM: 63 52 50 00

61 29 57 77 (mobile)

99 17 37 80 99 17 37 81

AD: 63 52 63 67 62 53 33 49

56 57 38N 009 51 55

56 09 58N 010 40 26F

56 22 28N 010 50 56E

56 15 58N 010 36 56

56 20 28N 010 37 26

56 23 18N 010 26 55E

55 51 58N 009 14 55F

55 39 50N 009 30 44E

55 50 18N 008 55 55

55 50 16N 009 30 33E

55 37 30N 009 03 30E

54 59 28N 015 05 01E

55 11 38N 014 42 36E

55 28 23N 008 49 20

55 30 40N 008 33 46

55 37 28N 008 30 55

55 32 26N 008 32 38E

56 14 38N 009 05 55F

56 23 00N 009 07 56E

**Designated Operational Coverage** 

009 59 44.08E DME INFO from AAL TACAN

009 59 36.16E and 80 NM 198°-243° MAG

54 54 19.49N FL 500/60 NM, 80 NM 313°-063° MAG,

55 01 13.86N 15 NM. Caution advised when using

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

009 00 30.95E DME ELEV 172.8 FT

011 37 54E DME ELEV 136.2 FT

55 35 15.91N DME ELEV 170.6 FT

55 59 34N FI 195/60NM

008 21 16E DME ELEV 76.1 FT

008 11 15E DME ELEV 60.4 FT

55 37 23.27N 30 NM

112.000/57X 014 45 21.07E DME ELEV 78.6 FT

010 39 11E and 80 NM 213°-243° MAG.

014 45 31.29E DME INFO from ROE TACAN

55 35 25.87N FL 500/60 NM.

55 26 35.87N 15 NM

012 36 48.97E DME ELEV 28.9 F

approach to RWY 14

55 34 52N FL 500/60 NM, 80 NM 018°-063° MAG,

DME ELEV 24.0 FT

55 03 56 08N FL 500/80 NM, 017°-152° MAG 150 NM,

6-8° westwards may occur on final

57 06 14 16N FL 500/200NM

008 19 06.09E

008 41 59.11E

010 27 45.21E

008 24 45.79E

009 20 05.42E

116.600/113X 008 33 31E DME ELEV 175.5 FT

009 59 34.11E DME ELEV 56.8 FT

55 47 28.45N FL195 - 1500FT/60NI

55 00 05N FL 500/60 NM.

55 32 28.51N 20 NM

55 31 21N 100 NM

55 01 41.49N 20 NM

55 31 12.45N 20 NM

55 30 41.17N 30 NM

Finland, Norway, 96 21 30 00

Schengen States 20 29 34 28

Schengen States 74 72 26 55

AD: 59 29 11 23

ADM: 59 51 33 1°

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 shall closely observe the directions given.

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 ap-

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

c. The Defence Forces shall not be liable for theft, and fire-, water- or other dam-

age to aircraft, their equipment, flight crew members, passengers, cargo, etc.,

The Defence Forces reserve their right to claim compensation for damage

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

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

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

A private aerodrome is an aerodrome, which are not open to the public. Such aer-

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

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

mental restrictions regarding the maximum permitted number of operations, the

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

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

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

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

"Aalborg Handling": FREQ 131.550 MHZ. Outside stated hours PPR for non-scheduled flight

1 HR PN to TWR, TEL: +45 99 33 17 75 (Please note that an extra fee will be charged

"Aarhus Airport Office": FREQ 131.550 MHZ. PPR outside AD hours for non-scheduled

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

oms/Immigration: Are available when ADO is established. PN 1 HR.

\*Self-service AD. Customs/Immigration by arrangement TEL +45 97 82 13 68.

PPR outside AD hours for ADO/AFIS submitted to TEL: +45 98 93 58 00.

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

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

ΓHU 0700-1630 (0600-1530) and FRI 0700-1200 (0600-1100) on TEL +45 96 21 30 00.

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

earance 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.

(0800-1400) TEL: +45 40 14 21 22. Customs/Immigration: PN 2 HR on TEL +45 97 51 12 95.

PPR outside AD hours for ADO/AFIS submitted not later than 3 HR before closing time to

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

Outside AD said hours: PPR submitted MON-FRI 0900-1500 (0800-1400):TEL: +45 74 72 14 18

Self-service AD. PPR outside AD hours (daily 0700-1900 (0500-1700)) to TEL: +45 99 66 73 85.

00-1400), THU 1000-1700 (0900-1600) and FRI 1000-1230 (0900-1130).

009 49 47.08E

010 09 02.53E

010 37 07.22E

008 25 27.97E

009 16 25.36E

012 54 02.6E

014 04 41.5E

012 45 59.1E

012 50 32.0E

012 48 30.2E

012 20 39.2E

014 06 03.1E

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

54 51 24.83N 25 NM

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

114.60/93X

113.00/77X

116.20/109X

OEM

following days:

Labour Day (1 MAY)

Constitution Day (5 JUN)

Day of Christmas Eve (24 DEC)

Day of New Years Eve (31 DEC)

FRI after Ascension Day (6th FRI after Easter)

57 30 02.77N 15 NM

56 18 01.46N 20 NM

55 59 19.13N 15 NM

56 15 58.1N 15 NM

55 52 16.4N 15 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 35 41.7N 15 NM

012 34 26E DME ELEV 39 FT

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

may occur in sector 160°-180°

013 22 46.3E Intermittent loss of DME INFO

57 39 22.0N FL 500/100 NM.

012 17 23.5E DME ELEV 574 F

009 12 50.61E DME ELEV 138.4 FT

012 08 06.64E DME ELEV 167.3 FT

011 26 21E DME ELEV: - 11.9 FT

009 20 06E DME ELEV 174.5 FT

55 26 17N FL195/60NM

Customs: PN 1,5 HR on TEL +45 40 68 30 24. PN shall be submitted MON-WED 1000-1500

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

PSN

55 36 43N 012 21 56E

55 30 43N 011 58 26F

55 38 08N 012 17 21E

55 34 40N 010 11 00E

55 27 25N 010 33 00E

55 30 00N 010 18 00F

55 24 05N 010 08 10E

56 01 48N 008 23 55E

55 56 38N 008 28 25F

55 59 00N 008 22 06E

54 54 18N 009 40 36E

55 04 40N 010 04 25 54 59 45N 009 58 24

54 45 16N 009 53 44

55 03 58N 009 48 26E

54 57 58N 010 11 56E

**Designated Operational Coverage** 

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

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

Il be submitted to airport office not later than 2100 (2000), and for ambulance 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-

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

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

https://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 +45 30 92 08 44.

ompany FREQ 131.500 MHZ. Call sign "AIRCAT ANHOLT"

SR - SS + civil twilight. VFG Night: PPR TEL: +45 30 56 53 03.

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

"Esbjerg Handling": 131.550 MHZ.

Schengen citizens onboard in flight plan item 18

. Customs/Immigration: PN 1 HR.

MIL AD PPR. Customs/Immigration: PN 1 HR.

to ADO. Customs/Immigration: PN 1 HR.

nhavn/Kastrup

se/Hans Christian

Andersen Airport

DO. Customs/Immigration: PN 1 HR.

\*Self-service when ADO is closed.

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

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

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

Denmark" approved by the Ministry of Transport and Building.

. 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 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

Information 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: København/Roskilde Lolland Falster/Maribo Bornholm/Rønne Hans Christian Andersen Airpor Karup/Midtivllands Lufthavn Sindal Kolding/Vamdrup Sønderborg

The information may also be obtained on the Internet: http://www.flv.dk/milais/ - click on "Nav. Warning". porting Office hours, the request has to be submitted not later than one hour prior VFR-flying with Military Aircraft

**Navigation Warnings etc.** 

Prohibited, Restricted, and Danger Areas

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 fighter-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.

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. FR 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. Fixed Obstacles 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. 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 fall outside the site. 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 to be sufficient. Frequency 130.125 MHZ is assigned for operational commi

Glider and hang glider sites are shown on ANC 1:500 000. Frequency 122.650 MHZ is assigned for operational communication between balloons and ground personnel.

nication between hanggliders and ultra light aircraft in København FIR.

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

The following frequencies are assigned only for communication between helicopter and ground personnel: For medical operations: - For helicopter hoist operations: he 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

The following frequency (MHZ) is assigned only for communication between nelicopter and helideck personnel on Off-shore installations in the North Sea: For helicopter Operations North of 56 00 00N For helicopter Operations South of 56 00 00N he 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 pourng into the atmosphere, creating an explosive mixture. The extend of the mixture is depending on the actual weather conditions.

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

'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

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

NW of Varde at PSN 55 40 05N 008 21 55F \* S of Kalundborg at PSN 55 39 13N 011 06 01E \* SW of Fatved at PSN 55 35 56N 009 12 56F N of Viborg at PSN 56 38 25N 009 25 03E \* Due to high temperature and risk of explosion it is recommended to avoid overflying below 2000 FT MSL.

f gas and condensates may take place occasionally.

The flare stacks are shown on ANC 1:500 000

**Bird Migration** 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-No-

vember (autumn migration). Spring migration culminates in the period end of March to Mid-May. Peak numbers for most species occur in April. 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 surrounding 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 con-

centration are: . Skagen 57 45N 010 35F o. Fornæs 56 25N 010 55E . 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

Autumn migration culminates in the period beginning September to Mid-November. Peak numbers for most species occur in October. 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: 55 25N 012 50E - 55 20N 012 30E . Falsterbo (southern Sweden) . Gedser-Rødby 54 35N 011 55E - 54 40N 011 20E Skælskør 55 15N 011 18F

54 45N 010 40E

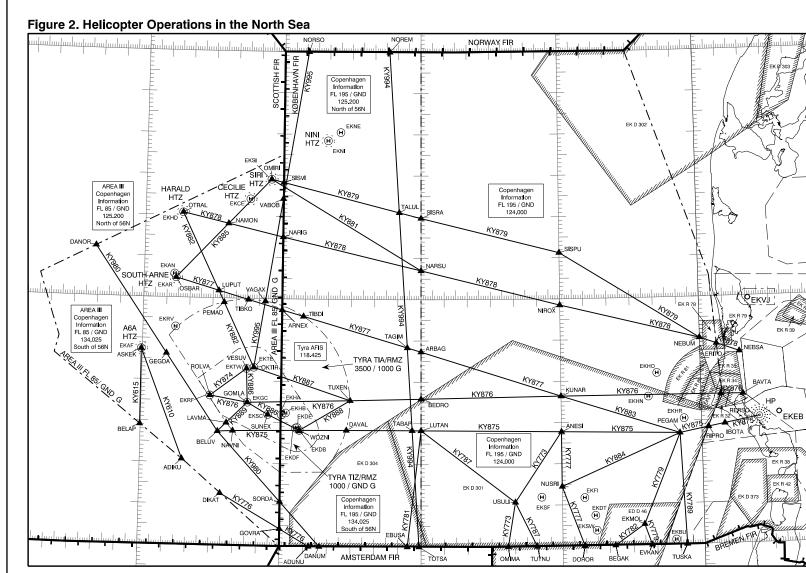
d. South Langeland 55 35N 008 05E Generally the altitude of night migration is higher than by day. At night the average altitude is about 3000 - 5000 FT, by day about 1000 - 3000 FT. At least 100 million birds passes over Denmark and its surrounding waters during autumn. Smaller passerines are dominating. Several species occur in great numbers

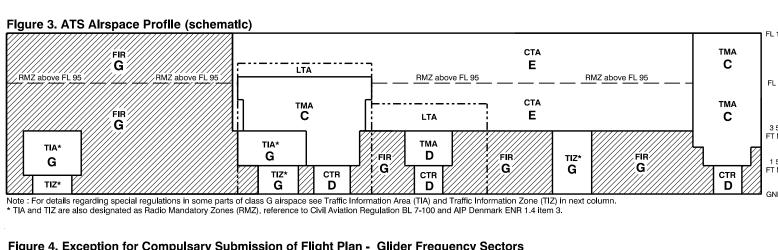
and are most hazardous to aircraft, e.g. starlings, thrushes and finches. Very numer-

ous and hazardous are also crowbirds, ducks, gulls, waders, pigeons and birds of

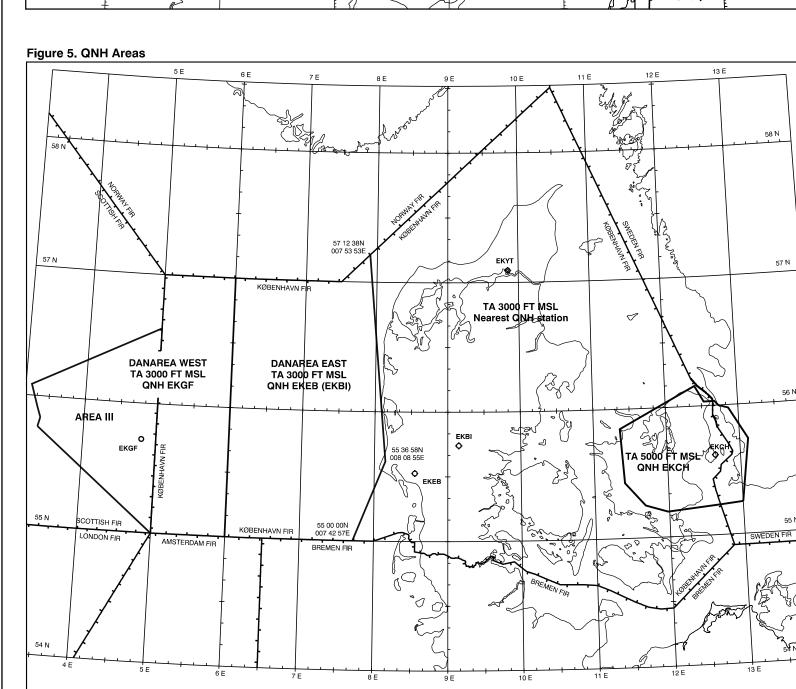
prey, occurring from tens of thousands to several millions.

Figure 1. Temporary Segregated Areas (TSA) and Temporary Reserved Areas (TRA) SA Silkebora FL 285 / FL 125 AALBORG, KARUP and SKRYDSTRUP FL 195 / FL 55 Corridor Fanoe and Vendsyssel FL 660 / GND Corridor Silkeborg FL 660 / FL 125 NS 1 to NS 11 and VE 1 FL 660 / GND JY 1 and JY 2 FL 660 / FL 125 KGT 1, KGT 2 and LAN FL 195 / GND NS 10 NS 11 SKRYDSTRUP









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

ATS-routes are established as follows Above 3500 FT MSL in the eastern part of the FIR (east of APRX 8°E) 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 figure 2 ATS-routes are described in AIP Denmark, which is available also on the Internet: https://aim.naviair.dk

København FIR. General

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 or water to a specified upper limit within which ATS is provided by the local ATS-unit. Transponder Mandatory Zone (TMZ)

Transponder Mandatory Zone (TMZ) means an airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory. All flights operating in airspace designated by the competent authority as a transponder mar datory zone (TMZ) shall carry and operate SSR transponders capable of operating on Modes

A and C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP. The airspace within København FIR designated as TMZ is reflected in AIP Denmark ENR 1.4 table 1 ATS airspace classification

Radio Mandatory Zone/RMZ Radio mandatory zone (RMZ) means an airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.

VFR flights operating in parts of Classes E, F or G airspace and IFR flights operating in parts of Classes F or G airspace designated as a radio mandatory zone (RMZ) by the competent authority shall maintain continuous air- ground voice communication watch and establish twoway communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP. Before entering a radio mandatory zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.

Within København FIR TIZ, TIA and airspace class E and G above FL 95 is designated as RMZ. RMZ is reflected in AIP Denmark, ENR 2 and AD 2 item 17. 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. Note: TIA is also designated as Radio Mandatory Zones (RMZ), reference to Civil Aviation Regulation BL 7-100 and AIP Denmark, ENR 1.4 item 3.

See Traffic Information Zone/TIZ - Procedures. TIA are given in AIP Denmark, section ENR 2.1. 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 non-controlled Note: TIZ is also designated as Radio Mandatory Zones (RMZ), reference to Civil Aviation Regulation BL 7-100.

a. IFR and VFR flights operating in a TIA or a TIZ shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, except as may otherwise be arranged with the relevant AFIS b. Before entering a TIA or a TIZ, an initial call containing the designation of the AFIS unit being called, callsign, type of aircraft, position, level and the intentions of the flight shall be made by pilots on the appropriate communication channel. Changes to level and track - if any - shall be reported immediately to the AFIS unit. Except as may otherwise be arranged with the relevant AFIS unit, a pilot who intends to cross a TIA or a TIZ or operate locally shall prior to entering a TIA or a TIZ establish two-way voice communication with the AFIS unit. d. Except as may otherwise be arranged with the relevant AFIS unit, a pilot who intends to land on or take-off from the aerodrome shall prior to entering a TIZ or prior to taxiing for takeoff establish two-way voice communication with the AFIS unit.

Tyra TIZ/RMZ is given in AIP Denmark, ENR 2, and TIZ for relevant aerodromes are given in

Flight within LTA, TMA, CTR, TIA and TIZ outside Published Hours of 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 given below. Aarhus LTA, TMA and CTR Copenhagen Control Esbierg TIA and TIZ Billund Approach Copenhagen Control Rønne TMA and CTF Malmö Control Aalborg Approach Billund Approach ønderborg TIZ Copenhagen Control Tyra TIA and TIZ Copenhagen Information Skrydstrup Approach

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 Hours of service can be found in the VFR Flight Guide (VFG), which is also available on the

ACC and FIC. Telephone Numbers ACC/FIC København ACC in Sweden (ATC Malmö) +46 (0)40 613 16 05 (Telephone numbers for ATS-units at aerodromes, see list of public aerodromes)

Radio Communication and Secondary Surveillance Radar To avoid harmful interference of air - ground communications, aircraft are not permitted to es tablish connection with ground stations outside the protected areas as stated in the following: a. For TWR and AFIS not outside 4000FT/25 NM.

1. for Bornholm/Rønne TWR, Esbjerg AFIS, Odense AFIS, and Sønderborg AFIS FL 100/40 NM applies 2. for Tyra AFIS 6000 FT/40 NM applies. 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 Aalborg AIRPORT INFORMATION AIRPORT INFORMATION 120.575 MHz Kastrup ARRIVAL INFORMATION 122,750 MHZ DEPARTURE INFORMATION AIRPORT INFORMATION Roskilde 0600-2100 123.800 MHz (0500-2000) - Skrydstrup H24 AIRPORT INFORMATION 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 limita tions or cockpit duties do not permit simultaneous guarding of two 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): - Jylland - Middle:

129.975 MHZ - Jvlland - South and Fvn: · Sjælland - West and Lolland/Falster: 123.425 MHZ Sjælland - East/Bornholm: Secondary Surveillance Radar (SSR) Aircraft performing VFR flights within Danish ATS Air Space classified C (Billund TMA and TMAs within Copenhagen Area) and within airspace designated as Transponder Mandatory Zone (TMZ) shall carry a serviceable SSR-transponder with Modes A and C or Mode S Exemption from the requirements may, for individual flights, be granted by the appropriate

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 provision of ATS to such flight will be based on those procedures. Note: Continuous monitoring of responses on Mode-A, Code 7600 is provided

Normal Operating Procedures a. The provisions of ICAO (PANS-OPS, Volume I, Part III, Secondary Surveillance Radar (SSR) Transponder Operating Procedures) and Commission Regulation (EU) No 923/ 2012, Section 13, SSR Transponder, shall apply. . When an aircraft carries a serviceable SSR transponder with Modes A and C or Mode S, the pilot shall operate the transponder at all times during flight, except as provided for in Except for VFR flights within Danish ATS Air Space classified C (Billund TMA and TMAs within Copenhagen Area) and within airspace designated as Transponder Mandatory

Zone (TMZ), aircraft without sufficient electrical power supply are exempted from the requirement to operate the transponder at all times. . Pilots shall not operate the IDENT feature unless requested by ATS. . Except as provided for in sub. f. 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. When the aircraft carries serviceable Mode C equipment, the pilot shall continuously op erate this mode, unless otherwise instructed by ATS. 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 oper ate 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 most suitable course of action. 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 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 KØBEN-HAVN. If the permission is granted the letter "O" shall be inserted in item 10 of the ICAO 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 . 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 . SSR codes will be assigned in accordance with the European Code Assignment Plan

which is based on the Originating Region Code Assignment Method (ORCAM). 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 in accordance with Commission Regulation (EU) No 923/2012 shall be operated as controlled flights.

For flights within København FIR the SSR capability shall be indicated in item 10 of the flight

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 VFR TIA, TIZ and airspace classes E Airspace classes C, E and G above

and G above FL 95 FL 95

General Flight Rules and Miscellaneous (Danish Differences and Additions) Runwav in Use 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 ap-

proach for landing and after take-of 55 48 58N 012 04 56F\* 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: https://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 surroundings 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,

 b. 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. Unlawful Interference If the aircraft is equipped with an SSR transponder, the pilot-in-command shall in case

inhabited camping sites and areas with large gatherings in the open.

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 Third Ref: Annex III to Commission Regulation (EU) 1178/201 Validation of licences

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 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. 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 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 b. the applicant holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Con-. 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

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

the Chicago Convention by a third country for a maximum of 28 days per calenda

nsurance 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 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

Submission of 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 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 areas shown shaded in figure 4. Note: If alerting service is wanted for a VFR-flight within the mentioned areas, a flight plan must be submitted. In addition to ICAO Annex 2 and in pursuance of Regulation EU 923/2012 the Danish Rules of the Air contains the following provisions:

Unless otherwise prescribed by the Danish Transport and Construction Agency a departure report shall be made at the earliest possible moment after departure, to the appropriate ATS unit, by any flight for which a flight plan has been submitted. . 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: . 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. /FR 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). he flights may be conducted under the following conditions:

a. The pilot-in-command shall submit the following flight plan information to the ATSunit at the aerodrome of departure: . aircraft identification and type 2. departure aerodrome and estimated off-block time . destination and estimated elapsed time . endurance number of persons on board

The above-mentioned information may be submitted over radio.

. name of pilot-in-command

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 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 sub-

mitted 'estimated elapsed time', may lead to effectuation of search and rescue ser-

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 hectopas-

cal (HPA) rounded down to the nearest whole hectopascal.

Transition Altitude (TA)

where the TA is 5000 FT MSL. 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.

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

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 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:

943 - 977 HPA 978 - 1013 HPA 1014 - 1050 HPA 1051 - HPA The establishment of the lowest available FL is based on the QNH values for 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

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

values and temperatures on request will be given by ACC København. Information on Altimeter Setting For en-route flight For en-route flight which implies that the aircraft will be flying at an altitude 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

setting will be given on request only.

Visual Flight Rules and distance from clouds equal to or greater than those specified in the following 1. Except when operating as a Special VFR Flight according to item 1.1, VFR table indicating the limits of visual meteorological conditions (VMC) flights shall be conducted so that the aircraft is flown in conditions of visibility

Alitude Airspace Class Flight visibility Distance from cloud At and above FL 100 300 M (1000 FT) verticall Below FL 100 and above 900 M (3000 FT) AMSL, or 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 300 M (1000 FT) vertically (1000 FT) above terrain, whichever is the higher

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-Regulations for Civil Aviation BL 7-7 and BL 7-7 A (available in English). priate air traffic control unit, VFR flights shall not take place within a control zone 3. En route VFR flights shall not be operated above FL 195 in airspace a. when the ceiling is less than 450 M (1500 FT), or b. when the ground visibility is less than 5 KM. 4. Unless permission has been obtained from the Danish Transport and Construction .2 The appropriate Air Traffic Control Unit may within a control zone issue clear-Agency, VFR flights shall not be operated ance for Special VFR flight, if the ceiling is not below

nd the reported visibility at the aerodrome is not less than a. 1,5 KM within the daily periods for VFR flights, and b. 5 KM outside the daily periods for VFR flights. .2.1 Special VFR flight shall be operated clear of clouds and in sight of the surface, at a speed of 140 KT IAS or less to give adequate opportunity to observe other traffic and any obstacle in time to avoid a collision and with a flight visibility of

not less than a. 1.5 KM within the daily periods for VFR flights, and b. 5 KM outside the daily periods for VFR flights 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 less than 0,8 KM, if manoeuvred at a speed that will give adequate opportunity to observe any obstacle in time to avoid collision. 1.2.3 When the reported ground visibility at the aerodrome is less than 1 500 m.

TC may, within the daily periods for VFR flights, issue a special VFR clearance for a flight crossing the control zone and not intending to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the flight visibility reported by the pilot is not less than 1 500 m, or, for helicopters, not less than 800 m. 1.3 VFR flights not in sight of the surface shall be operated in accordance with the

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

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

Regulations for Civil Aviation BL 5-61 (available in Danish only). Cloud flying with gliders are permitted when

 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. 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.

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 ra-

dius of 600 M from the aircraft. Flying at a lower height, however, is allowed in connection with take-off from or landing at an approved aerodrome. over other than the areas mentioned in a., at least 150 M (500 FT) above ground 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.

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 prescribed 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.

mitted when operate	ed in accordance with the	Exempted is flight during climb or descend.						
	Magne	tic Track						
000° - 179°		180° - 359°						
Above	Sea Level	FL	Above Sea Level					
М	FT		М	FT				
1050 1700 2300 2900 3500 4100	3500 5500 7500 9500 11500 13500	45 65 85 105 125 145	1350 2000 2600 3200 3800 4400	4500 6500 8500 10500 12500 14500				
4700	15500	165	5050	16500				

Pilot-in-command carrying out VFR-flight, shall when flying in airspace classes B, C and D, or when part of aerodrome traffic on controlled aerodromes, or when flying Special VFR follow the regulations concerning ATC clearances regarding adherence to flight plan, position reports, cease of control and radio communication. 8. A pilot-in-command carrying out VFR-flight within or into certain specified areas or certain specified routes, for which requirement for establishing two-way radio communication is published in AIP/VFR Flight Guide, shall maintain continuous listening watch on the specified frequency and submit position report if requested, to the

maintain an air-ground voice communication watch, when specifically noted in AIP/VFR Flight Guide. Note 2: The requirement for a pilot-in-command to maintain air-ground voice communication watch remains in effect after data link communication between air traffic controller and pilot has been established. 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. if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or b. submit a flight plan to the appropriate air traffic services unit and if the flight is

				4 areas ir			Table 1	West	of 11°E inc	cluding the	islan	ıd of La	esø							
MONTH/D	AT TWIL FROM	SR	ss	TWIL TO	MONTE	H/DAT TWIL FROM		ss	TWIL TO	MONT	H/DAT	T TWIL FROM	SR	ss	TWIL TO	MONT	H/DAT	TWIL FROM	SR	ss
JAN 1 - 3 - 7 - 9 - 11 - 13 - 15 - 15	0709 0708 0708 0706 0705 0704 0702	0753 0751 0749 0747 0744	1457 1500 1502 1505 1509 1512 1515 1519 1523 1527	1544 1547 1549 1552 1555 1558 1601 1604 1607 1611	FEB	2 0637 4 0634 6 0630 8 0626 10 0622 12 0618 14 0614 16 0610 18 0605 20 0601	0715 0711 0706 0702 0658 0653 0649	1601 1605	1638 1642 1646 1650 1654 1658 1702 1706 1711 1715	MAR	1 3 5 7 9 11 13 15 17	0537 0532 0527 0522 0517 0511 0506 0501 0455 0450	0614 0609 0604 0559 0554 0548 0543 0538 0533	1658 1702 1707 1711 1715 1719 1724 1728 1732 1736	1736 1740 1744 1748 1752 1757 1801 1805 1809	APR	2 4 6 8 10 12 14 16 18 20	0412 0406 0401 0355 0350 0344 0338 0333 0327	0450 0445 0439 0434 0429 0424 0419 0414 0409	1805 1809 1813 1818 1822 1826 1830 1834 1838
- 21 - 23 - 25 - 27 - 29 - 31	0655 0653 0650 0647 0644	0739 0736 0733 0730 0726	1527 1531 1535 1539 1543 1548 1552	1614 1618 1622 1626 1630 1634	- - -	22 0556 24 0551 26 0547 28 0542	0634 0629 0624	1641 1645 1649	1719 1719 1723 1727 1732	- - - - -	21 23 25 27 29 31	0445 0439 0434 0428 0423 0417	0527 0522 0517 0511 0506 0501 0455	1740 1744 1749 1753 1757 1801	1818 1822 1826 1831 1835 1839	- - - -	22 24 26 28 30	0317 0311 0306 0300 0255	0359 0354 0349 0344 0340	1846 1851 1855 1859 1903
MAY 2 - 4 - 6 - 8 - 10 - 12 - 14 - 16 - 18 - 20 - 22 - 24 - 26 - 28 - 30	0245 0240 0234 0230 0225 0220 0215 0211 0207 0202 0158 0154 0151	0331 0326 0322 0318 0314 0310 0306 0303 0259 0256 0253	1907 1911 1915 1919 1923 1927 1931 1935 1938 1942 1945 1949 1952 1955 1958	1953 1958 2002 2007 2012 2017 2021 2026 2031 2035 2040 2044 2044 2052 2056	JUN	1 0144 3 0141 5 0139 7 0136 9 0134 11 0133 13 0131 15 0130 17 0130 21 0130 23 0131 25 0132 27 0133 29 0135	0241 0239 0238 0236 0235 0234 0234 0234 0234 0234 0235 0236	2001 2003 2006 2008 2010 2012 2013 2014 2015 2016 2017 2017 2017 2016 2016	2100 2103 2107 2110 2112 2115 2116 2118 2119 2120 2121 2121 2120 2121 2120 2118	JUL	1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31	0137 0140 0142 0145 0149 0152 0156 0200 0204 0208 0213 0217 0221 0226 0231 0235	0240 0242 0244 0246 0248 0251 0254 0257 0300 0303 0306 0310 0313 0317 0321 0325	2015 2014 2012 2010 2008 2006 2004 2001 1955 1955 1952 1949 1945 1942 1938 1934	2117 2115 2113 2110 2108 2104 2101 2058 2054 2050 2046 2041 2037 2032 2028 2023	AUG	2 4 6 8 10 12 14 16 18 20 22 24 26 28 30	0240 0245 0249 0254 0259 0303 0308 0312 0317 0322 0326 0330 0335 0339 0344	0328 0332 0336 0340 0344 0348 0352 0356 0400 0404 0408 0412 0416 0420 0424	1930 1926 1921 1917 1912 1908 1853 1853 1848 1843 1838 1838 1838
SEP 1 - 3 - 5 - 7 - 9 - 11 - 13 - 15 - 17 - 19 - 21 - 23 - 25 - 27 - 29	0352 0357 0401 0405 0409 0413 0417 0422 0426 0430 0434 0438	0432 0436 0439 0443 0447	1818 1812 1807 1802 1757 1751 1746 1740 1735 1730 1724 1719 1714 1708 1703	1857 1852 1846 1840 1835 1829 1824 1818 1813 1807 1802 1756 1751 1745	OCT	1 0450 3 0454 5 0458 7 0502 9 0506 11 0510 13 0514 15 0518 17 0522 21 0530 23 0534 25 0538 27 0542 29 0546 31 0550	0531 0535 0539 0543 0548 0552 0556 0600 0604 0609 0613 0617 0621	1652 1647 1642 1637 1632 1626 1621 1616 1611 1607 1602		NOV	2 4 6 8 10 12 14 16 18 20 22 24 26 28 30	0554 0558 0602 0606 0610 0617 0621 0625 0629 0632 0636 0639 0642 0645	0634 0639 0643 0647 0651 0656 0700 0704 0712 0716 0720 0724 0727 0731	1539 1535 1531 1527 1523 1519 1515 1512 1509 1506 1503 1500 1458 1455 1453	1619 1615 1611 1608 1604 1558 1555 1555 1549 1547 1545 1545 1545 1542 1541 1539	DEC	2 4 6 8 10 12 14 16 18 20 22 24 26 28 30	0648 0651 0654 0656 0658 0700 0702 0704 0706 0707 0708 0709 0709	0734 0737 0740 0743 0746 0748 0750 0755 0755 0756 0756 0757 0757	
									eption of	the islands		-			tholmene					
MONTH/D	AT TWIL FROM	SR	ss	TWIL TO	MONTE	H/DAT TWIL FROM		ss	TWIL TO	MONT	H/DAT	FROM	SR	ss	TWIL TO	MONT	H/DAT	TWIL	SR	ss
JAN 1 - 3 - 5 - 7 - 9 - 11 - 13 - 15 - 17 - 19 - 21 - 23 - 25	0652 0651 0650 0649 0648 0647 0645 0643 0641 0639	0737 0736 0734 0733 0731 0729 0727 0724	1450 1453 1455 1459 1502 1505 1509 1512 1516 1520 1524	1534 1536 1538 1541 1543 1546 1549 1553 1556 1559 1603 1606 1610	FEB	2 0621 4 0618 6 0614 8 0611 10 0607 12 0603 14 0559 16 0554 18 0550 20 0546 22 0541 24 0537 26 0532	0658 0654 0650 0646 0641 0637 0633 0628 0623 0619	1602 1607 1611 1615 1620	1625 1629 1633 1637 1641 1645 1649 1653 1658 1702 1706 1710	MAR	1 3 5 7 9 11 13 15 17 19 21 23 25	0437 0431 0426	0554 0549 0544 0539 0534 0529 0524 0518 0513 0508	1645 1649 1653 1657 1706 1710 1714 1718 1722 1726 1730 1734	1726 1730 1734 1738 1742 1746 1750 1755 1759 1803 1807	APR	2 4 6 8 10 12 14 16 18 20 22 24 26	0354 0348 0343 0338 0332 0327 0321 0316 0311 0306 0300	0432 0427 0421 0416 0411 0406 0401 0356 0352 0347 0342	1758 1802 1806 1810 1814 1818 1822 1826 1830

- 19 0426 0503 1730 1807 - 21 0430 0507 1724 1802 - 23 0434 0511 1719 1756 - 25 0438 0515 1714 1751 - 27 0442 0519 1708 1745 - 29 0446 0523 1703 1740	- 19 0526 0604 1611 1650 - 21 0530 0609 1607 1645 - 23 0534 0613 1602 1640 - 25 0538 0617 1557 1636 - 27 0542 0621 1552 1632 - 29 0546 0626 1548 1627 - 31 0550 0630 1543 1623	- 20 0629 0712 1506 1549 - 22 0632 0716 1503 1547 - 24 0636 0720 1500 1545 - 26 0639 0724 1458 1542 - 28 0642 0727 1455 1541 - 30 0645 0731 1453 1539	- 20 0707 0755 1448 1536 - 22 0708 0756 1449 1537 - 24 0709 0756 1450 1538 - 26 0709 0757 1452 1540 - 28 0709 0757 1454 1541 - 30 0709 0757 1456 1543					
Table 2 East of 11°E with the exception of the islands Læsø, Bornholm and Ertholmene  MONTH/DAT TWIL SR SS TWIL								
FROM  JAN 1 0652 0738 1448 1534  - 3 0652 0737 1450 1536  - 5 0651 0737 1453 1538  - 7 0650 0736 1455 1541  - 9 0649 0734 1459 1543  - 11 0648 0733 1502 1546  - 13 0647 0731 1505 1549  - 15 0645 0729 1509 1553  - 17 0643 0727 1512 1556  - 19 0641 0724 1516 1559  - 21 0639 0721 1520 1603  - 23 0636 0719 1524 1606  - 25 0634 0716 1528 1610  - 27 0631 0712 1532 1614  - 29 0628 0709 1532 1618  - 31 0625 0705 1541 1622	FROM  FEB 2 0621 0702 1545 1625  - 4 0618 0658 1549 1629  - 6 0614 0654 1554 1633  - 8 0611 0650 1558 1637  - 10 0607 0646 1602 1641  - 12 0603 0641 1607 1645  - 14 0559 0637 1611 1649  - 16 0554 0633 1615 1653  - 18 0550 0628 1620 1658  - 20 0546 0623 1624 1702  - 22 0541 0619 1628 1706  - 24 0537 0614 1632 1710  - 26 0532 0609 1637 1714  - 28 0527 0604 1641 1718	FROM  MAR 1 0522 0559 1645 1722  - 3 0518 0554 1649 1726  - 5 0513 0549 1653 1730  - 7 0508 0544 1657 1734  - 9 0503 0539 1702 1738  - 11 0457 0534 1706 1742  - 13 0452 0529 1710 1746  - 15 0447 0524 1714 1750  - 17 0442 0518 1718 1755  - 19 0437 0513 1722 1759  - 21 0431 0508 1726 1803  - 23 0426 0503 1730 1807  - 25 0421 0458 1734 1811  - 27 0415 0452 1738 1815  - 29 0410 0447 1742 1819  - 31 0405 0442 1746 1824	### APR 2 0359 0437 1750 1828  - 4 0354 0432 1754 1832  - 6 0348 0427 1758 1836  - 8 0343 0421 1802 1841  - 10 0338 0416 1806 1845  - 12 0332 0411 1810 1849  - 14 0327 0406 1814 1854  - 16 0321 0401 1818 1858  - 18 0316 0356 1822 1903  - 20 0311 0352 1826 1907  - 22 0306 0347 1830 1912  - 24 0300 0342 1834 1916  - 26 0255 0337 1838 1921  - 28 0250 0333 1842 1925  - 30 0245 0328 1846 1930					
MAY 2 0240 0324 1850 1935 - 4 0235 0320 1854 1939 - 6 0230 0315 1858 1944 - 8 0225 0311 1902 1948 - 10 0220 0307 1906 1953 - 12 0216 0303 1909 1958 - 14 0211 0300 1913 2002 - 16 0207 0256 1917 2006 - 18 0202 0253 1920 2011 - 20 0158 0249 1924 2015 - 22 0154 0246 1927 2019 - 24 0151 0243 1930 2023 - 26 0147 0240 1933 2027 - 28 0143 0238 1936 2031 - 30 0140 0236 1939 2035	JUN 1 0137 0233 1942 2038 - 3 0135 0232 1944 2042 - 5 0132 0230 1947 2045 - 7 0130 0228 1949 2047 - 9 0128 0227 1951 2050 - 11 0127 0226 1952 2052 - 13 0126 0225 1954 2054 - 15 0125 0225 1955 2055 - 17 0124 0225 1956 2057 - 19 0124 0225 1957 2057 - 21 0125 0225 1957 2058 - 21 0125 0226 1957 2058 - 23 0126 0227 1957 2058 - 23 0126 0227 1957 2058 - 25 0126 0227 1957 2058 - 27 0128 0228 1957 2057 - 29 0129 0229 1956 2056	JUL 1 0131 0231 1956 2055 - 3 0134 0232 1954 2053 - 5 0136 0234 1953 2051 - 7 0139 0237 1951 2049 - 9 0142 0239 1950 2046 - 11 0145 0242 1948 2043 - 13 0149 0244 1945 2040 - 15 0153 0247 1943 2037 - 17 0156 0250 1940 2033 - 19 0200 0253 1937 2029 - 21 0205 0256 1934 2026 - 23 0209 0300 1931 2021 - 25 0213 0303 1927 2017 - 27 0217 0307 1924 2013 - 29 0222 0310 1920 2008 - 31 0226 0314 1916 2004	AUG 2 0230 0318 1912 1959 - 4 0235 0321 1908 1954 - 6 0239 0325 1904 1949 - 8 0244 0329 1900 1944 - 10 0248 0333 1855 1939 - 12 0253 0336 1851 1934 - 14 0257 0340 1846 1929 - 16 0302 0344 1842 1924 - 18 0306 0348 1837 1918 - 20 0310 0352 1832 1913 - 22 0315 0356 1827 1908 - 24 0319 0400 1822 1903 - 26 0323 0403 1817 1857 - 28 0328 0407 1812 1852 - 30 0332 0411 1807 1846					
SEP 1 0336 0415 1802 1841 - 3 0340 0419 1757 1835 - 5 0344 0423 1752 1830 - 7 0348 0426 1747 1825 - 9 0353 0430 1742 1819 - 11 0357 0434 1736 1814 - 13 0401 0438 1731 1808 - 15 0405 0442 1726 1803 - 17 0409 0446 1721 1757 - 19 0412 0449 1715 1752 - 21 0416 0453 1710 1747 - 23 0420 0457 1705 1741 - 25 0424 0501 1700 1736 - 27 0428 0505 1654 1731 - 29 0432 0509 1649 1726	OCT 1 0436 0513 1644 1720 - 3 0440 0517 1639 1715 - 5 0444 0520 1634 1710 - 7 0448 0524 1629 1705 - 9 0452 0528 1624 1700 - 11 0456 0532 1618 1655 - 13 0459 0536 1614 1650 - 15 0503 0541 1609 1646 - 17 0507 0545 1604 1641 - 19 0511 0549 1559 1636 - 21 0515 0553 1554 1632 - 23 0519 0557 1549 1627 - 25 0523 0601 1545 1623 - 27 0527 0605 1540 1619 - 29 0531 0609 1536 1615 - 31 0535 0614 1532 1610	NOV 2 0538 0618 1527 1607 - 4 0542 0622 1523 1603 - 6 0546 0626 1519 1559 - 8 0550 0630 1515 1556 - 10 0554 0634 1511 1552 - 12 0557 0639 1508 1549 - 14 0601 0643 1504 1546 - 16 0605 0647 1501 1543 - 18 0608 0651 1458 1540 - 20 0612 0655 1455 1538 - 22 0615 0658 1452 1535 - 24 0619 0702 1450 1533 - 26 0622 0706 1447 1531 - 28 0625 0709 1445 1529 - 30 0628 0713 1443 1528	DEC 2 0631 0716 1442 1526 - 4 0634 0719 1440 1525 - 6 0636 0722 1439 1524 - 8 0639 0725 1438 1524 - 10 0641 0727 1437 1523 - 12 0643 0729 1437 1523 - 14 0645 0731 1437 1523 - 16 0647 0733 1437 1524 - 18 0648 0735 1438 1524 - 20 0649 0736 1438 1524 - 20 0649 0736 1438 1525 - 22 0650 0737 1439 1526 - 24 0651 0738 1441 1527 - 26 0652 0738 1444 1530 - 30 0652 0738 1444 1530					
MONTH/DAT TWIL SR SS TWIL	Table 3 The islands Bo	printolm and Ertholmene  MONTH/DAT TWIL SR SS TWIL	MONTH/DAT TWIL SR SS TWIL					
JAN 1 0641 0726 1443 1528	FEB 2 0611 0651 1539 1618	FROM TO  MAR 1 0514 0550 1637 1714	FROM TO  APR 2 0352 0429 1741 1818					
- 3 0641 0726 1445 1530 - 5 0640 0725 1448 1532 - 7 0640 0724 1450 1535 - 9 0639 0723 1453 1537 - 11 0637 0721 1457 1540 - 13 0636 0719 1500 1543 - 15 0634 0717 1503 1546 - 17 0633 0715 1507 1550 - 19 0631 0713 1511 1553 - 21 0628 0710 1514 1556 - 23 0626 0708 1518 1600 - 25 0623 0705 1522 1604 - 27 0621 0701 1526 1607 - 29 0618 0658 1530 1611 - 31 0615 0655 1535 1615	- 4 0608 0647 1543 1622 - 6 0605 0644 1547 1626 - 8 0601 0640 1551 1630 - 10 0557 0635 1556 1634 - 12 0553 0631 1600 1638 - 14 0549 0627 1604 1642 - 16 0545 0623 1608 1646 - 18 0541 0618 1612 1650 - 20 0537 0614 1617 1654 - 22 0532 0609 1621 1658 - 24 0528 0604 1625 1702 - 26 0523 0600 1629 1706 - 28 0518 0555 1633 1710	- 3 0509 0545 1641 1718 - 5 0504 0540 1646 1722 - 7 0459 0535 1650 1726 - 9 0454 0530 1654 1730 - 11 0449 0525 1658 1734 - 13 0444 0520 1702 1738 - 15 0439 0515 1706 1742 - 17 0434 0510 1709 1746 - 19 0429 0505 1713 1750 - 21 0424 0500 1717 1754 - 23 0418 0455 1721 1758 - 25 0413 0450 1725 1802 - 27 0408 0444 1729 1806 - 29 0403 0439 1733 1810 - 31 0357 0434 1737 1814	- 4 0347 0424 1745 1822 - 6 0342 0419 1749 1826 - 8 0336 0414 1753 1831 - 10 0331 0409 1757 1835 - 12 0326 0404 1800 1839 - 14 0320 0359 1804 1843 - 16 0315 0354 1808 1848 - 18 0310 0350 1812 1852 - 20 0305 0345 1816 1856 - 22 0300 0340 1820 1901 - 24 0254 0335 1824 1905 - 26 0249 0331 1828 1910 - 28 0244 0326 1832 1914 - 30 0239 0322 1836 1918					
MAY 2 0234 0318 1839 1923 - 4 0230 0313 1843 1927 - 6 0225 0309 1847 1932 - 8 0220 0305 1851 1936 - 10 0216 0301 1855 1941 - 12 0211 0258 1858 1945 - 14 0207 0254 1902 1949 - 16 0202 0251 1905 1954 - 18 0158 0247 1909 1958 - 20 0154 0244 1912 2002 - 22 0151 0241 1915 2006 - 24 0147 0238 1919 2010 - 26 0144 0235 1922 2014 - 28 0140 0233 1924 2018 - 30 0137 0231 1927 2021	JUN 1 0134 0229 1930 2024 - 3 0132 0227 1932 2028 - 5 0130 0225 1935 2030 - 7 0128 0224 1937 2033 - 9 0126 0223 1938 2035 - 11 0125 0222 1940 2037 - 13 0123 0221 1941 2039 - 15 0123 0221 1941 2049 - 17 0122 0221 1944 2042 - 19 0122 0221 1944 2042 - 19 0122 0221 1944 2043 - 21 0123 0221 1945 2043 - 23 0123 0222 1945 2043 - 25 0124 0222 1945 2043 - 27 0125 0223 1945 2043 - 27 0125 0223 1945 2042 - 29 0127 0225 1944 2041	JUL         1         0129         0226         1943         2040           -         3         0131         0228         1942         2039           -         5         0134         0230         1941         2037           -         7         0136         0232         1939         2034           -         9         0139         0234         1937         2032           -         11         0143         0237         1935         2029           -         13         0146         0239         1933         2026           -         15         0149         0242         1931         2023           -         17         0153         0245         1928         2020           -         19         0157         0248         1925         2016           -         21         0201         0251         1922         2013           -         23         0205         0254         1919         2009           -         25         0209         0258         1916         2005           -         27         0213         0301         1913         2000	AUG 2 0226 0312 1901 1947 - 4 0230 0315 1857 1942 - 6 0234 0319 1853 1938 - 8 0239 0323 1849 1933 - 10 0243 0326 1845 1928 - 12 0247 0330 1840 1923 - 14 0252 0334 1836 1918 - 16 0256 0338 1831 1913 - 18 0300 0341 1827 1908 - 20 0304 0345 1822 1902 - 22 0309 0349 1817 1857 - 24 0313 0353 1812 1852 - 26 0317 0356 1808 1847 - 28 0321 0400 1803 1841					
SEP 1 0329 0408 1753 1831 - 3 0333 0411 1748 1825 - 5 0337 0415 1743 1820 - 7 0341 0419 1738 1815 - 9 0345 0422 1732 1809 - 11 0349 0426 1727 1804 - 13 0353 0430 1722 1759 - 15 0357 0434 1717 1754 - 17 0401 0437 1712 1748 - 19 0405 0441 1707 1743 - 21 0409 0445 1702 1738 - 23 0413 0449 1656 1733 - 25 0416 0452 1651 1727 - 27 0420 0456 1646 1722 - 29 0424 0500 1641 1717	OCT 1 0428 0504 1636 1712 - 3 0432 0508 1631 1707 - 5 0435 0512 1626 1702 - 7 0439 0515 1621 1657 - 9 0443 0519 1616 1652 - 11 0447 0523 1611 1647 - 13 0451 0527 1606 1642 - 15 0454 0531 1601 1638 - 17 0458 0535 1556 1633 - 19 0502 0539 1552 1629 - 21 0506 0543 1547 1624 - 23 0510 0547 1542 1620 - 25 0514 0551 1538 1615 - 27 0517 0555 1534 1611 - 29 0521 0559 1529 1607 - 31 0525 0603 1525 1603	NOV 2 0529 0607 1521 1559 - 4 0533 0612 1517 1556 - 6 0536 0616 1513 1552 - 8 0540 0620 1509 1549 - 10 0544 0624 1505 1545 - 12 0547 0628 1502 1542 - 14 0551 0632 1458 1539 - 16 0555 0636 1455 1536 - 18 0558 0640 1455 1536 - 18 0558 0640 1452 1534 - 20 0602 0643 1449 1531 - 22 0605 0647 1447 1529 - 24 0608 0651 1444 1527 - 26 0611 0654 1442 1525 - 28 0614 0658 1440 1523 - 30 0617 0701 1438 1522	DEC 2 0620 0704 1436 1520 - 4 0623 0707 1435 1519 - 6 0626 0710 1434 1518 - 8 0628 0713 1433 1518 - 10 0630 0715 1432 1517 - 12 0632 0717 1432 1517 - 14 0634 0719 1432 1517 - 16 0636 0721 1432 1518 - 18 0637 0723 1433 1518 - 20 0638 0724 1434 1519 - 22 0639 0725 1435 1520 - 24 0640 0726 1436 1521 - 26 0641 0726 1437 1523 - 28 0641 0726 1439 1524 - 30 0641 0726 1431 1526					
MONTH/DAT TWIL SR SS TWIL FROM TO	Table 4 North Se	a Area west of 8°E  MONTH/DAT TWIL SR SS TWIL  FROM TO	MONTH/DAT TWIL SR SS TWIL FROM TO					
JAN 1 0724 0810 1518 1605 - 3 0724 0810 1521 1607 - 5 0723 0809 1523 1609 - 7 0722 0808 1526 1612 - 9 0721 0806 1529 1615 - 11 0720 0805 1533 1617 - 13 0718 0803 1536 1620 - 15 0717 0801 1540 1624 - 17 0715 0759 1543 1627 - 19 0713 0756 1547 1630 - 21 0710 0753 1551 1634 - 23 0708 0751 1555 1638 - 25 0705 0747 1559 1641 - 27 0702 0744 1603 1645 - 29 0659 0741 1607 1649 - 31 0656 0737 1612 1653	FEB 2 0653 0734 1616 1657  - 4 0650 0730 1620 1701  - 6 0646 0726 1625 1705  - 8 0642 0722 1629 1709  - 10 0638 0717 1633 1713  - 12 0634 0713 1638 1717  - 14 0630 0709 1642 1721  - 16 0626 0704 1646 1725  - 18 0622 0700 1651 1729  - 20 0617 0655 1655 1733  - 22 0613 0650 1659 1737  - 24 0608 0645 1704 1741  - 26 0603 0641 1708 1745  - 28 0559 0636 1712 1749	MAR 1 0554 0631 1716 1753 - 3 0549 0626 1721 1757 - 5 0544 0621 1725 1801 - 7 0539 0616 1729 1806 - 9 0534 0610 1733 1810 - 11 0529 0605 1737 1814 - 13 0524 0600 1741 1818 - 15 0518 0555 1745 1822 - 17 0513 0550 1749 1826 - 19 0508 0545 1753 1830 - 21 0503 0539 1757 1834 - 23 0457 0534 1801 1839 - 25 0452 0529 1806 1843 - 27 0447 0524 1810 1847 - 29 0441 0518 1814 1851 - 31 0436 0513 1818 1855	APR 2 0430 0508 1822 1900 - 4 0425 0503 1826 1904 - 6 0420 0458 1830 1908 - 8 0414 0453 1834 1912 - 10 0409 0447 1838 1917 - 12 0403 0442 1842 1921 - 14 0358 0437 1846 1926 - 16 0352 0432 1850 1930 - 18 0347 0428 1854 1935 - 20 0342 0423 1858 1939 - 22 0336 0418 1902 1944 - 24 0331 0413 1906 1948 - 26 0326 0408 1910 1953 - 28 0321 0404 1914 1957 - 30 0316 0359 1918 2002					
- 6 0301 0346 1930 2016 - 8 0256 0342 1934 2021 - 10 0251 0338 1938 2025 - 12 0246 0334 1941 2030 - 14 0242 0330 1945 2034 - 16 0237 0327 1949 2039 - 18 0233 0323 1952 2043 - 20 0229 0320 1956 2047	- 5 0203 0301 2019 2117 - 7 0200 0259 2021 2120 - 9 0159 0258 2023 2123 - 11 0157 0257 2025 2125 - 13 0156 0256 2026 2127 - 15 0155 0256 2027 2128 - 17 0155 0256 2028 2129 - 19 0154 0256 2029 2130	- 5 0206 0305 2025 2123 - 7 0209 0307 2024 2121 - 9 0213 0310 2022 2118 - 11 0216 0312 2020 2116 - 13 0219 0315 2017 2112 - 15 0223 0318 2015 2109 - 17 0227 0321 2012 2105 - 19 0231 0324 2009 2102	- 6 0310 0356 1936 2021 - 8 0315 0400 1932 2016 - 10 0319 0404 1927 2011 - 12 0324 0407 1923 2006 - 14 0328 0411 1918 2001 - 16 0333 0415 1913 1956 - 18 0337 0419 1909 1950 - 20 0341 0423 1904 1945					