The following information is extracted from AIP Denmark and VFR Flight Guide Denmark (VFG) and connects to ICAO ANC 1:500 000 DENMARK (ANC) dated 20 APR 23. The ANC dated 20 APR 23 is published in paper and digital. The digital version will continuously be updated by AIRAC dates. The paper version will be updated once a This document and latest ANC can be found on the Internet: https://aim.naviair.dk

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A permission may at any time be withdrawn with immediate effect, should circum-

stances 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.

Application form is available on the Internet: http://vojenslufthavn.dk Rules and Conditions

E-mail: airport@vojens.dk

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 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 (Karup/Midtjyllands Airport) 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

c. 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., caused during stays at the air base. The Defence Forces reserve their right to claim compensation for damage caused by civil aircraft, flight crew members or passengers to the Air Force material, buildings and personnel within the area of an air base. d. Landing- and other charges will be collected in accordance with the provision of the current "Tariff Regulations applying to Public State-operated Airports in

Denmark" approved by the Ministry of Transport.

Karup Air Base. Special Regulations 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 phone or telefax, as late as the date-of-flight If the requested flight will be conducted outside the civilian Karup Airport ATS Reporting Office hours, the request has to be submitted not later than one hour prior to closing time.

Private Aerodromes A private aerodrome is an aerodrome, which are not open to the public. Such aerodrome can be shown on this chart, if the owner so desire, provided that the aerodrome is registered according to Regulations for Civil Aviation BL that the runway length is at least 500 M. and

- that the aerodrome is approved by the Danish CAA. For use of private aerodromes it generally applies that prior permission must be obtained from the owner. Private aerodromes may be affected by local environmental restrictions regarding the maximum permitted number of operations, the permitted periods for use and compulsory routings to/from the aerodrome. Information about this shall be obtained from the owner. A list of private aerodromes is shown in the VFR Flight Guide, which is also available on the Internet:

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

https://aim.naviair.dk. NOTAM for private aerodromes will not be issued. Separate public heliports are presently not established. However, helicopter operations may normally take place on public aerodromes. 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 established 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/operator. NOTAM for private heliports and helidecks will not be issued.

List of Public Aerodromes
Aerodrome

Viborg - EKVB

Bornholm/Rønne

Karup/Midtjyllands Lufthavn Ikast

List of Radio Navigation Aids

VOR/DME

TACAN

LME DME 115.350/100Y

VOR/DME

TACAN

Public Holidays (HOL)

Maundy Thursday (THU before Easter)

Good Friday (FRI before Easter)

Easter Monday (MON after Easter)

Prayer Day (4th FRI after Easter)

Ascension Day (6th THU after Easter)

Whit Monday (MON after Whit Sunday)

New Years Day (1 JAN)

Christmas (25 DEC)

Boxing Day (26 DEC)

ojens/Skrydstrup - EKSP

Aerodrome	Open for Traffic to/from	TEL: +45	FAX: +45
Aalborg - EKYT	All States	98 17 11 44	98 17 36 84
Aarhus - EKAH	All States	87 75 70 50	87 75 70 52
Anholt - EKAT *	Schengen States	46 19 11 14	46 19 11 15
Billund - EKBI Bornholm/Rønne - EKRN Esbjerg - EKEB Herning - EKHG Kalundborg - EKKL *	All States All States All States All States National AD	76 50 50 50 56 95 26 26 76 16 90 00 97 14 12 44 ADO: 20 45 49 11 40 41 13 26 41 10 88 85	97 14 23 78
Karup/Midtjyllands Lufthavn - EKKA Kolding/Vamdrup - EKVD	All States All States	ADM: 59 51 33 11 97 10 06 10 75 58 18 77	97 10 06 65
Kruså Padborg - EKPB * København/Kastrup - EKCH København/Roskilde - EKRK Lemvig - EKLV * Lolland Falster/Maribo - EKMB Læsø - EKLS *	National AD All States All States All States All States Schengen States	21 75 66 13 32 31 32 31 32 31 32 31 97 82 13 68 54 60 61 13 24 98 35 95	32 31 62 77
Morsø - EKNM *	National AD	ADM: 20 33 17 71 AD: 51 21 01 73	
Odense/Hans Christian Andersen Airport - EKOD	All States	AD: 20 66 56 65 65 95 50 72	
Randers - EKRD	Schengen States	86 40 40 11	86 43 41 82
Ringsted - EKRS *	Schengen States	20 29 34 28	
Samsø - EKSS * Sindal - EKSN	National AD All States	40 16 40 44 98 93 58 00	
Skive - EKSV	All States	97 53 57 77 61 29 57 77 (mobile))
Stauning - EKVJ	All States	97 36 90 44	
Sydfyn/Tåsinge - EKST	All States	62 54 22 94	62 53 33 49
Sønderborg - EKSB	All States	74 42 21 30	
Thisted - EKTS * Tønder - EKTD	All States Schengen States	99 17 37 80 74 72 26 55	99 17 37 81

All States

Svenstrup

Vildmosen

Ebeltoft

Ryomgård

Sønder Omme

Vorbasse Vest

Vester Nebel

Dueodde

VFR Reporting Points near Aerodromes

AD: 63 52 63 67 62 53 33 49

57 02 07N 009 49 55F

56 57 38N 009 51 55

57 13 01N 009 50 13E

56 09 58N 010 40 26F

56 22 28N 010 50 56E

56 13 28N 010 26 56 56 15 58N 010 36 56F

56 20 28N 010 37 26

55 51 58N 009 14 55F

55 39 50N 009 30 44E

55 50 18N 008 55 55F

55 50 16N 009 30 33

55 37 30N 009 03 30E

54 59 28N 015 05 01E

55 11 38N 014 42 36E

55 28 23N 008 49 20F

55 30 40N 008 33 46

55 37 28N 008 30 55

55 32 26N 008 32 38E

56 08 18N 009 07 55E

56 14 38N 009 05 55

56 23 00N 009 07 56E

56 26 28N 009 08 45

Designated Operational Coverage

Unreliable in the sector from radial 160 to

radial 200 in a distance of 23 NM from the

and other INFO

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

009 59 44.08E DME INFO from AAL TACAN

009 59 36.16E and 80 NM 198°-243° MAG

55 47 28.45N FL195 - 1500FT/60NN

55 00 05N FL 500/60 NM.

012 22 45E DME ELEV 90.2 FT

008 33 31E DME ELEV 175.5 FT

57 06 14 16N FL 500/200NM

116.700/114X 009 59 34.11E DME ELEV 56.8 FT

008 19 06.09E

008 41 59.11E

014 54 01.79E

010 27 45.21E

009 20 05.42E

012 07 09.24E

011 59 49.81E

55 59 27.58N 15 NM

55 32 28.51N 20 NM

55 01 41.49N 20 NM

55 31 12.45N 20 NM

55 30 41.17N 30 NM

56 17 48.03N FL 500/200NM

55 35 25 87N FL 500/60 NM

55 26 22N FL 500/80 NM.

55 59 34N FL195/60NM

115.500/102X 010 39 11E and 80 NM 213°-243° MAG.

55 37 23.27N 30 NM

55 03 42.73N FL 500/80NM

014 45 21.07E DME ELEV 78.6 FT

011 37 54E DME ELEV 136.2 FT

55 35 15.91N DME ELEV 170.6 FT

008 21 16E DME ELEV 76.1 FT

56 28 42N FL 500/60NM.

008 11 15E DME ELEV 60.4 FT

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.

014 45 31.29E DME INFO from ROE TACAN

012 36 48.97E DME ELEV 28.9 F

009 00 30.95E DME ELEV 172.8 FT

Andersen Airport

ADM: 63 52 50 00

Aalborg Handling": FREQ 131.550 MHZ. Outside stated hours PPR for non-scheduled fligh shall be submitted to airport office not later than 2100 (2000), and for ambulance flights 1 HR prior. (Please note that an extra fee will be charged) flights and PN for scheduled flights submitted to ADC Self-service AD. Customs: PN 1 HR on TEL +45 30 92 08 44. Company FREQ 131.500 MHZ. Call sign "AIRCAT ANHOLT" Billund Handling": FREQ 131,905 MHZ Bornholm Handling": FREQ 131.550 MHZ. Customs/Immigration: PN 1 HR. ustoms/Immigration: Are available when ADO is established. PN 1 HR.

PPR 1 HR PN for AD/ADO/AFIS submitted 1 HR before closing time. IFR not permitted outside AFIS hours. Customs/Immigration: PN 1 HR. Remark: for flight originated outside Denmark with destination inside Denmark must state number of PAX of Schengen and non-Schengen citizens onboard in flight plan item 18.
*Self-service AD. SR - SS + civil twilight. VFG Night: PPR TEL: +45 30 56 53 03. ustoms/Immigration: PN 1 HR, "Roskilde Handling": 131,550 MHZ Self-service AD. Customs/Immigration by arrangement TEL +45 97 82 13 68. Self-service AD. Customs: PN 1 HR submitted MON-WED 0700-1430 (0600-1330). ГНU 0700-1630 (0600-1530) and FRI 0700-1200 (0600-1100) on TEL +45 72 22 12 12.

Customs/Immigration: PN 1 HR. Customs/Immigration: PN 1 HR on E-mail: told3.aarhus@skat.dk. The request for custom learance and immigration shall contain following information: DEP AD, CS, PIC, PAX and *Self-service AD. Customs: PN 1 HR on FAX: 57 65 16 00. The request for custom clearince and immigration shall contain following information: DEP AD, CS, PIC, PAX and ETA. PPR outside AD hours for ADO/AFIS submitted to TEL: +45 98 93 58 00. Customs/Immigration: PN 1 HR to ADO.
*Self-service AD. PPR outside AD hours for AD submitted MON-FRI 0900-1500

(0800-1400) TEL: +45 40 14 21 22. Customs/Immigration: PN 2 HR on TEL +45 61 29 57 77. PN shall be submitted MON-FRI 0900-1500 (0800-1400). PPR outside AD hours for ADO/AFIS submitted not later than 3 HR before closing time to ADO. Customs/Immigration: PN 1 HR. PPR outside AD hours for AD/ADO submitted not later than 2 HR before closing time to ADO on TEL +45 62 54 22 94. Customs/Immigration: PN 2 HR. PPR outside AD hours for AD/ADO submitted not later than 1 HR before closing time to Self-service when ADO is closed. Customs: PN 1 HR. Outside AD said hours: PPR submitted MON-FRI 0900-1500 (0800-1400):TEL: +45 74 72 14 18 or +45 30 31 53 64. Customs: PN 1 HR. Self-service AD. PPR outside AD hours (daily 0700-1900 (0500-1700)) to TEL: +45 99 66 73 85. Customs: PN 1,5 HR on TEL +45 40 68 30 24. PN shall be submitted MON-WED 1000-1500

0-1400), THU 1000-1700 (0900-1600) and FRI 1000-1230 (0900-1130). PPR outside AD hours for ADO submitted not later than 1 HR before closing time to ADO. Customs: PN 1 HR to ADO. MIL AD PPR. Customs/Immigration: PN 1 HR. PPR outside AD hours for AD/ADO submitted not later than 1 HR before closing time to ADO. Customs/Immigration: PN 1 HR to ADO.

Holding West

Vallensbæk

55 42 58N 012 35 56F

55 36 43N 012 21 56E

55 30 43N 011 58 26F

55 41 36N 012 08 02E

55 34 40N 010 11 00F

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 25

55 59 00N 008 22 06E

54 54 18N 009 40 36E

55 04 40N 010 04 25E

54 45 16N 009 53 44

55 03 58N 009 48 26E

54 57 58N 010 11 56E

Designated Operational Coverage

57 30 02.77N 15 NM

56 18 01.46N 20 NM

55 59 19.13N 15 NM

55 13 28.74N 25 NM

56 15 58.2N 15 NM

57 39 22.0N FL 500/100 NM.

56 20 47.6N 25 NM

56 47 49.3N 25 NM

56 39 08.9N 15 NM

57 43 50.1N 15 NM

55 59 23.1N 30 NM

57 35 41.5N 15 NM

56 10 08.1N FL 500/100 NM

55 32 04.3N FL 500/80 NM. DME ELEV 259 FT.

012 17 23.5E DME ELEV 574 F

008 25 27.97E

009 16 25.36E

012 54 02.7E

014 04 41.5E

012 45 58.9E

012 50 32.2E

012 48 30.2E

012 20 39.2E

014 06 03.1E

012 13 13.4E

013 22 46.5E

116.20/109X 012 34 25.3E DME ELEV 45 FT

010 07 12.08E

008 24 35.94E

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

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

55 13 44 18N FL 500/80 NM

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

010 09 02.53E

110.400/41X

117.400/121X

114.60/93X

113.00/77X

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)

"Cold Flaring" in the North Sea. 'Cold Flaring" may occur which could endanger air traffic. 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 Information within 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 Installations In connection with perforation of underground wells, explosive charges are released 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 NW of Varde at PSN 55 40 05N 008 21 55E * S of Kalundborg at PSN 55 39 13N 011 06 01E * SW of Egtved at PSN 55 35 57N 009 13 57E

flying below 2000 FT MSL. The flare stacks are shown on ANC 1:500 000.

Bird 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 concentration are:

. Skagen 57 45N 010 35E 56 25N 010 55F 55 20N 010 45E 56 00N 011 40E - 55 20N 012 30E

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 a. Falsterbo (southern Sweden) 55 25N 012 50E - 55 20N 012 30E . Gedser-Rødby 54 35N 011 55E - 54 40N 011 20E 55 15N 011 18F

Skælskør d. South Langeland 54 45N 010 40E e. Blåvand 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 au-

Navigation Warnings etc. Prohibited, Restricted, and Danger Areas

a 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 brief-

ing offices at the following airports/aerodro	omes:
Aalborg Aarhus Billund Bornholm/Rønne Esbjerg Karup/Midtjyllands Lufthavn Kolding/Vamdrup	København/Kastrup København/Roskilde Lolland Falster/Maribo Odense / Hans Christian Andersen Airport Sindal Stauning Sønderborg

Information about active areas and NOTAM can be obtained on the Internet: https://briefing.naviair.dk.

Fixed Obstacles

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 Temporary Reserved Areas (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. o. 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

to be sufficient. Frequency 130.125 MHZ is assigned for operational communication between hanggliders and ultra light aircraft in København FIR. Frequency 122.650 MHZ is assigned for operational communication between

fatal. A safety distance of 1 NM from the position of the site is considered

Parachuting may take place at many locations throughout the country. Locations, known by the Danish CAA, 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 CAA has been informed thereof. Helicopter frequencies

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

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

N of Viborg at PSN 56 38 25N 009 25 03E * Due to high temperature and risk of explosion it is recommended to avoid over-

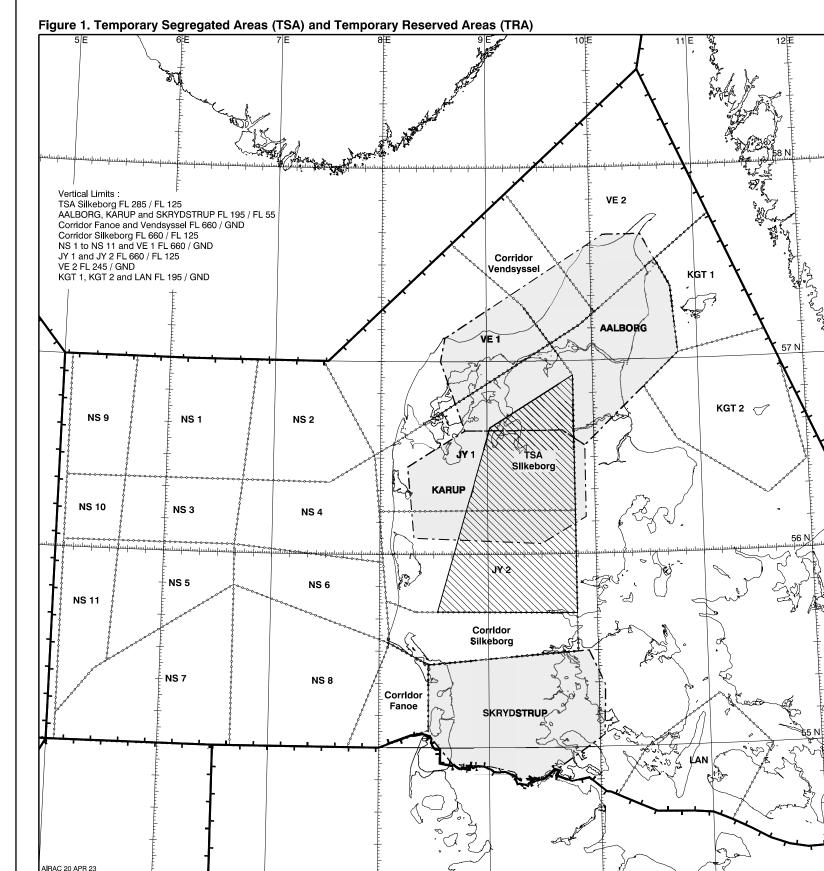
Bird migration occurs during the whole year, but culminates in the periods end of March to Mid-May (spring migration) and beginning of September to Mid-November (autumn migration).

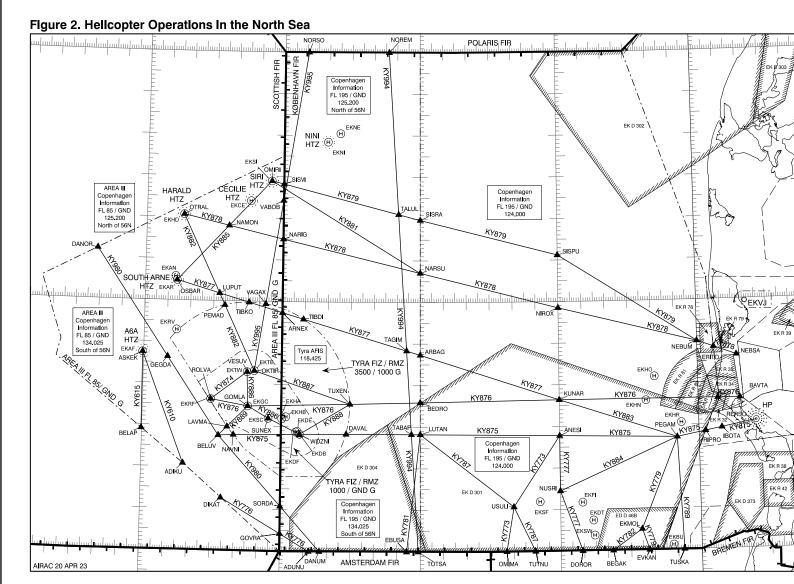
b. Fornæs c. North-East Fyn d. North and East Sjælland Generally the altitude of migration at night is higher than by day. At night the average altitude is about 3000 - 5000 FT, by day 1000 - 3000 FT. Autumn Migration Autumn migration culminates in the period beginning September to Mid-November.

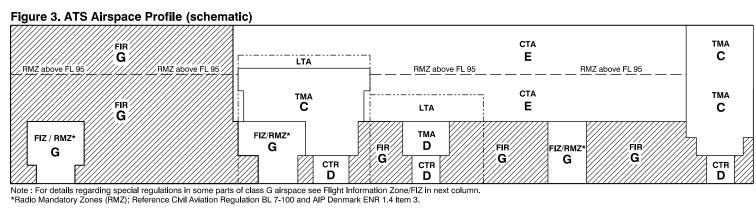
Peak numbers for most species occur in October. The most important factor inducing

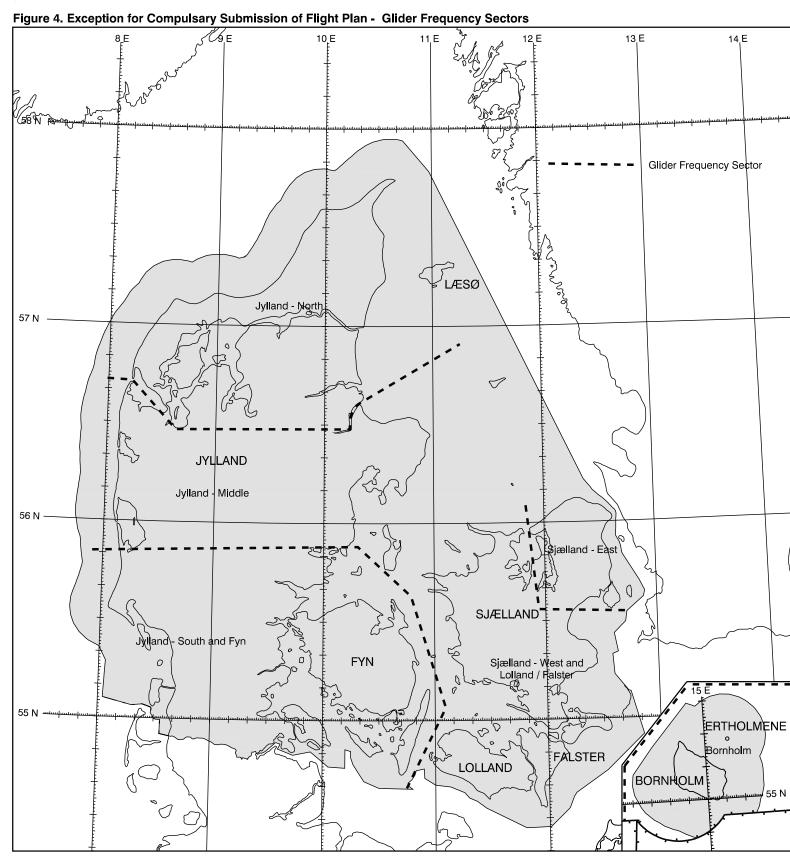
tumn. Smaller passerines are dominating. Several species occur in great numbers and are most hazardous to aircraft, e.g. starlings, thrushes and finches. Very numerous and hazardous are also crowbirds, ducks, gulls, waders, pigeons and birds of

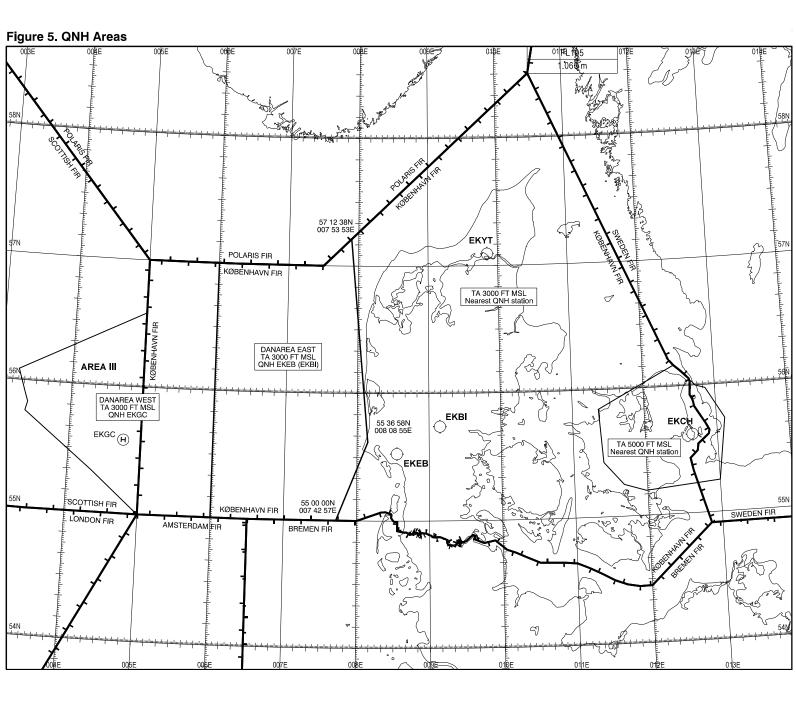
prey, occurring from tens of thousands to several millions.











København FIR. General VFR flight within København FIR may normally take place at FL 195 and below. ATS airspace (FIR, CTA, LTA, TMA, CTR and FIZ) 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°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 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 man 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 FIZ 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. Flight Information Zone/Fli

An airspace of defined dimension within which aerodrome flight information service and alerting service for aerodrome traffic are provided Note: FIZ is also designated as Radio Mandatory Zones (RMZ), reference to Civil Aviation

regulation BL 7-100 and ENR 1.4 item 3. a) IFR and VFR flights operating in a FIZ 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 unit.) Before entering a FIZ, 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 c) Except as may otherwise be arranged with the relevant AFIS unit, a pilot who intends to

cross a FIZ or operate locally shall prior to entering a FIZ establish two-way voice communi-

cation 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 FIZ or prior to taxiing for takeoff establish two-way voice communication with the AFIS unit. yra FIZ is given in AIP Denmark, ENR 2.2 and FIZ for relevant aerodromes are given in

Flight within LTA, TMA, CTR and FIZ outside Published Hours of

Where LTA, TMA, CTR and FIZ 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 ACC København APP Billund ACC Københavr Rønne TMA and CTR Sindal FIZ APP Aalborg APP Billund Sønderborg FIZ ACC København ACC København APP Skrydstrup Hours of service can be found in the VFR Flight Guide (VFG), which is also available on the

Internet: https://aim.naviair.dk **ACC Telephone Numbers** +45 32 46 23 38 ACC 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 Frequency Protection 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:

. For TWR and AFIS not outside 4000FT/25 NM. 1. For Bornholm/Rønne TWR, Esbjerg Information and Sønderborg Information FL 100/40 NM applies. 2. For Tyra Information 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 Aalborg APP FL 250/60 NM applies

2. for Aarhus APP FL 250/60 NM applies. 3. for Roskilde APP FL 150/50 NM applies. ATIS Frequenc AIRPORT INFORMATION 120 475 MHZ Aalborg AIRPORT INFORMATION 118.780 MHZ AIRPORT INFORMATION - Karup ARRIVAL INFORMATION 122,750 MHZ Kastrup

DEPARTURE INFORMATION 122.850 MHZ 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 quard 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 possi

ble, be used as shown hereafter (See Figure 4): - Jylland - North: 122.475 MHZ - Jylland - Middle: - Jylland - South and Fyn: 129.975 MHZ 123.425 MHZ · Siælland - West and Lolland/Falster: - Sjælland - East/Bornholm: 122.650 MHZ Secondary Surveillance Radar (SSR) SSR Requirements

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. transponder, shall operate the transponder as stated in the following: 1. IFR Flights within København FIR: Mode-A, Code 2000.

3. MIL VFR flights within København FIR: Mode-A, Code 0001. 4. Helicopter engaged in off-shore operations: Mode-A, Code 0040. a. When the aircraft carries serviceable Mode C equipment, the pilot shall continuously operate this mode, unless otherwise instructed by ATS. n. For aircraft flying in formation the flight leader only shall operate transponder as listed

2. VFR flights within København FIR: Mode-A, Code 7000.

above, unless otherwise instructed by ATS. Emergency Procedures . 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

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: . Failure before intended departure In cases where a transponder has failed and definitely cannot be restored prior to depar-

Note: Continuous monitoring of responses on Mode-A, Code 7700 and Code 7500 is

ture, 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 endeayour 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.

Flight Plan Notification

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 (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 Zone (TMZ) is shown in the following table:

Airspace designated as Radio Mandatory Zone (RMZ) and Transponder Mandatory Flight Radio Mandatory Zone (RMZ) Transponder Mandatory Zone VFR FIZ and airspace classes E and Airspace classes C, E and G above

General Flight Rules and Miscellaneous (Danish Differences and Additions) Runway 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 Aerodromes with AFIS and on some private Aerodromes and Gliding Sites The Danish CAA have prescribed procedures for aerodromes with AFIS and for the

nection with approach for landing and after take-off. 55 48 58N 012 04 56E* Frederikssund Syd aerodrome 55 33 03N 009 11 05E* Gesten aerodrome Nørre Felding gliding site 56 17 58N 008 34 55E* 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

below listed private aerodromes and gliding sites, which may imply right turn in con-

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 CAA 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. 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 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) 1178/2011

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 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 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 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-

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 11 the Chicago Convention by a third country for a maximum of 28 days per calenda year for specific non-commercial tasks provided the applicant: a. holds an appropriate licence and medical certificate and associated ratings 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, a

insurance policy covering third party liability and liability for damage to passengers 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 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 Nav igation 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 FIZ.

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 CAA 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. 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:

. Unless otherwise prescribed by the Danish CAA 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. 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 followng 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: f 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. . 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 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 ATSunit at the aerodrome of departure: aircraft identification and type . departure aerodrome and estimated off-block time 3. destination and estimated elapsed time

5. number of persons on board

name of pilot-in-command

where the TA is 5000 FT MSL.

Information on Altimeter Setting

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 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 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,

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 con-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: - 942 HPA 978 - 1013 HPA 1014 - 1050 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 values and temperatures on request will be given by ACC København.

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 equal to or

Visual Flight Rules . Except when operating as a Special VFR Flight according to item 1.1, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility

and distance from clouds equal to or greater than those specified in the following table indicating the limits of visual meteorological conditions (VMC)

Alitude	Airspace Class	Flight visibility	Distance from cloud
At and above FL 100	A* B C D E F G	8 KM	1500 M horizontally 300 M (1000 FT) vertically
Below FL 100 and above 900 M (3000 FT) AMSL, or above 300 M (1000 FT) above terrain, whichever is the higher	A* B C D E F G	5 KM	1500 M horizontally 300 M (1000 FT) vertically
At and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) above terrain, whichever is the higher	A* B C D E	5 KM	1500 M horizontally 300 M (1000 FT) vertically
	FG	5 KM 3 KM**/140 KT	Clear of cloud and with the surface in sight
The VMC minima in Class A airspace are included for ** For aircraft established in the aerodrome traffic circuit,	•		·

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

not be operated

a. above FL 195

.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 a. when the ceiling is less than 450 M (1500 FT), or b. when the ground visibility is less than 5 KM. .2 The appropriate Air Traffic Control Unit may within a control zone issue clearance for Special VFR flight, if the ceiling is not below a. 180 M (600 FT) within the daily periods for VFR flights

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

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

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 Regulations for Civil Aviation BL 5-61 (available in Danish only). 2. Cloud flying with gliders are permitted when operated in accordance with the

ication is published in AIP/VFR Flight Guide, shall maintain continuous listenir

ATS-unit providing flight information service.

Above Sea Level

mitted 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 CAA in AIP/VFR Flight Guide, VFR flights in levels higher than tran-

sition altitude, shall be conducted at a flight level appropriate to the track as specified in the table of cruising levels shown below. Exempted is flight during climb or Magnetic Track 180° - 359° Above Sea Level

3. En route VFR flights shall not be operated above FL 195 in airspace

only) and BL 5-38 (available in English), and

at transonic and supersonic speed.

and night, shall be flown:

4. Unless permission has been obtained from the Danish CAA, VFR flights shall

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

5. Unless permission has been obtained from the Danish CAA VFR flights, day

a. over the congested areas of cities, towns or settlements (including summer re-

connection with take-off from or landing at an approved aerodrome.

sorts and inhabited camping sites) or over an open-air assembly of persons at

dius of 600 M from the aircraft. Flying at a lower height, however, is allowed in

a height not less than 300 M (1000 FT) above the highest obstacle within a ra-

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, per-

14500

16500

Pilot-in-command carrying out VFR-flight, shall maintain an air-ground voice communication watch, when specifically noted in when flying in airspace classes B, C and D, or AIP/VFR Flight Guide. when part of aerodrome traffic on controlled aerodromes, or Note 2: The requirement for a pilot-in-command to maintain air-ground voice comwhen flying Special VFR follow the regulations concerning ATC clearances regarding adherence to flight plan, position reports, cease of control and radio communication. A pilot-in-command carrying out VFR-flight within or into certain specified areas or

munication watch remains in effect after data link communication between air traffic controller and pilot has been established. 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: certain specified routes, for which requirement for establishing two-way radio commua. if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or submit a flight plan to the appropriate air traffic services unit and if the flight is watch on the specified frequency and submit position report if requested, to the to be conducted in airspace classes B, C, D or E, obtain a clearance prior to Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to

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 2023.

Table 1: West of 11°E including the island of Lacq Data DEE: EKKA, Karun/Midfivllands Lufthavn /MIL/CN/, DSN 56 18N 009 07E

MONTH/DA			SR	ss	TWIL	MONTH/DAT		SR	ss	TWIL	MONTH/D			SS	TWIL	MONTH/DAT		SR
	1	FROM			TO		FROM			TO		FROM	I		TO		FROM	
JAN 1	0	710	0757	1457	1544	FEB 2	0637	0718	1557	1638	MAR 2	0536	0614	1659	1737	APR 1	0417	0455
- 3			0756	1500	1547	- 4	0633	0714	1601	1642	- 4	0532	0609	1703	1740	- 3	0410	0449
- 5	0			1503	1550	- 6	0629	0710	1606	1647	- 6	0527	0604	1707	1744	- 5	0405	0444
- 7	0	707	0754	1506	1553	- 8	0626	0706	1610	1650	- 8	0521	0558	1711	1748	- 7	0400	0439
- 9			0753	1509	1555	- 10	0622	0702	1615	1655	- 10	0516	0553	1716	1753	- 9	0355	0434
- 11	0	705	0751	1512	1558	- 12	0617	0657	1619	1659	- 12	0511	0548	1720	1757	- 11	0349	0429
- 13			0749	1516	1601	- 14	0614	0653	1623	1702	- 14	0506	0543	1724	1801	- 13	0343	0423
- 15				1519	1604	- 16	0609	0648	1628	1707	- 16	0500	0537	1728	1805	- 15	0337	0418
- 17				1523	1608	- 18	0604	0643	1632	1711	- 18	0455	0532	1732	1809	- 17	0332	0413
- 19				1527	1611	- 20	0600	0639	1637	1716	- 20	0450	0527	1737	1814	- 19	0326	0408
- 21				1531	1615	- 22	0556	0634	1641	1719	- 22	0444	0521	1741	1818	- 21	0321	0403
- 23				1535	1618	- 24	0551	0629	1646	1724	- 24	0438	0516	1745	1823	- 23	0315	0358
- 25				1539	1622	- 26	0546	0624	1650	1728	- 26	0433	0511	1749	1827	- 25	0310	0353
- 27				1544	1627	- 28	0541	0619	1654	1/32	- 28	0427	0505	1753	1831	- 27	0305	0349
- 29			0726	1548	1630						- 30	0422	0500	1757	1835	- 29	0300	0344
- 31	0	0640	0722	1552	1634													
MAY 1	0	254	0339	1903	1948	JUN 2	0144	0243	2001	2100	JUL 2	0137	0240	2014	2117	AUG 1	0236	0325
- 3			0335	1907	1953	- 4	0141	0241	2004	2104	- 4	0140	0242	2013	2115	- 3	0241	0329
- 5	0	243	0330	1912	1959	- 6	0138	0239	2006	2107	- 6	0143	0244	2012	2113	- 5	0245	0333
- 7	0	239	0326	1916	2003	- 8	0136	0238	2008	2110	- 8	0146	0246	2010	2110	- 7	0250	0337
- 9	0	234	0322	1920	2008	- 10	0134	0236	2010	2112	- 10	0150	0249	2008	2107	- 9	0255	0341
- 11	0	229	0318	1923	2012	- 12	0132	0235	2012	2115	- 12	0153	0252	2006	2105	- 11	0300	0345
- 13	0	224	0314	1927	2017	- 14	0132	0235	2013	2116	- 14	0156	0254	2003	2101	- 13	0304	0349
- 15	0	219	0310	1931	2022	- 16	0130	0234	2014	2118	- 16	0200	0257	2001	2058	- 15	0309	0353
- 17	0	214	0306	1935	2027	- 18	0130	0234	2015	2119	- 18	0205	0301	1958	2054	- 17	0314	0357
- 19				1939	2032	- 20	0130	0234	2016	2120	- 20	0209	0304	1955	2050	- 19	0318	0401
- 21	0	206	0259	1942	2035	- 22	0131	0235	2016	2120	- 22	0213	0307	1952	2046	- 21	0323	0405
- 23	0	202		1946	2040	- 24	0131	0235	2016	2120	- 24	0218	0311	1948	2041	- 23	0327	0409
- 25	0	158	0253	1949	2044	- 26	0132	0236	2016	2120	- 26	0222	0314	1945	2037	- 25	0332	0413
- 27	0	154	0250	1952	2048	- 28	0133	0237	2016	2120	- 28	0227	0318	1941	2032	- 27	0336	0417
- 29				1955	2052	- 30	0136	0239	2015	2118	- 30	0232	0322	1937	2027	- 29	0340	0420
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SEP 2	0	348	0428	1817	1857	OCT 2	0451	0528	1657	1734	NOV 1	0551	0631	1543	1623	DEC 1	0645	0731
- 4	0		0432	1812	1851	- 4	0455	0532	1652	1729	- 3	0555	0635	1538	1618	- 3	0649	0735
- 6	0	357	0436	1806	1845	- 6	0459	0536	1646	1723	- 5	0558	0639	1534	1615	- 5	0651	0738
- 8	0	0401	0440	1801	1840	- 8	0503	0540	1641	1718	- 7	0603	0644	1530	1611	- 7	0654	0741
- 10	0	0406	0444	1756	1834	- 10	0506	0544	1636	1714	- 9	0607	0648	1526	1607	- 9	0657	0744
- 12	0	0410	0448	1750	1828	- 12	0510	0548	1631	1709	- 11	0610	0652	1522	1604	- 11	0659	0746
- 14	0	0414	0452	1745	1823	- 14	0514	0552	1626	1704	- 13	0614	0656	1518	1600	- 13	0700	0748
- 16	0	0418	0456	1740	1818	- 16	0519	0557	1621	1659	- 15	0618	0701	1515	1558	- 15	0702	0750
- 18				1734	1812	- 18	0523	0601	1616	1654	- 17	0622	0705	1511	1554	- 17	0704	0752
- 20	0	1426	0504	1729	1807	- 20	0527	0605	1611	1649	- 19	0626	0709	1508	1551	- 19	0706	0754
- 22	0	0431		1724	1801	- 22	0530	0609	1606	1645	- 21	0629	0713	1505	1549	- 21	0707	0755
- 24	0	0435		1718	1755	- 24	0535	0614	1601	1640	- 23	0633	0717	1502	1546	- 23	0708	0756
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- 28			0520	1707	1744	- 28	0543	0622	1552	1631	- 27	0639	0724	1457	1542	- 27	0709	0757
- 30	0)447	0524	1702	1739	- 30	0546	0626	1547	1627	- 29	0643	0728	1455	1540	- 29	0709	0757
																- 31	0709	0757
	•	Table	2: Ea	st of 1	1°E with th	ne exception of t	he isla	nds La	esø, B	ornholm a	nd Ertholmene	. Data I	REF: EI	КСН - І	København	/Kastrup PSN 5	5 37N	012 39
MONTH/DA		TWIL FROM	SR	SS	TWIL	MONTH/DAT	TWIL	SR	SS	TWIL	MONTH/D	AT TWIL		SS	TWIL	MONTH/DAT	TWIL FROM	SR
							21.014				+	21.02	•					
JAN 1				1448	1534	FEB 2	0621	0701	1545	1625	MAR 2	0522	0559	1645	1722	APR 1	0403	0441
		0652	0738	1450	1536													
- 3 - 5				1453	1539	- 4 - 6	0617 0614		1550 1554	1630 1634	- 4 - 6	0517 0512	0554 0549	1650 1654	1727 1731	- 3 - 5	0358 0353	0436 0431

				Table 3	3: The islands I	Bornho	olm and	d Ertho	Imene. Dat	a REF: EKI	RN - I	Bornho	olm/Rø	nne P	SN 55 04N	- 31 014 46E.	0652	0738	1446	1532
- 20 - 22 - 24 - 26 - 28 - 30	0413 0417 0421 0425 0429 0432	0450 0454 0458 0502 0506 0509	1715 1709 1704 1659 1654 1648	1752 1746 1741 1736 1731 1725	- 20 - 22 - 24 - 26 - 28 - 30	0511 0515 0520 0524 0527 0531	0549 0553 0558 0602 0606 0610	1558 1553 1549 1544 1540 1535	1636 1631 1627 1622 1619 1614	- - -	19 21 23 25 27 29	0609 0612 0616 0619 0622 0626	0651 0655 0659 0703 0706 0710	1457 1454 1452 1449 1447 1445	1539 1537 1535 1533 1531 1529	- 19 - 21 - 23 - 25 - 27 - 29	0648 0649 0650 0651 0651 0652	0735 0736 0737 0738 0738	1438 1438 1439 1441 1442 1444	1525 1525 1526 1528 1529 1530
- 14 - 16 - 18	0402 0405 0409	0439 0442 0446	1730 1725 1720	1807 1802 1757	- 14 - 16 - 18	0500 0504 0508	0541 0545	1603	1650 1645 1640	= -	13 15 17	0558 0601 0605	0639 0643 0647	1507 1504 1501	1548 1546 1543	- 13 - 15 - 17	0644 0646 0646	0730 0732 0733	1437 1437 1437	1523 1523 1524
- 8 - 10 - 12	0349 0353 0357	0427 0431 0435	1746 1741 1735	1824 1819 1813	- 8 - 10 - 12	0448 0452 0456	0525 0529 0533		1705 1700 1655	- - -	7 9 11	0547 0550 0554	0627 0631 0635	1518 1515 1511	1558 1556 1552	- 7 - 9 - 11	0636 0639 0642	0722 0725 0728	1439 1438 1437	1525 1524 1523
SEP 2 - 4 - 6	0337 0340 0345	0416 0419 0423	1801 1756 1751	1840 1835 1829	OCT 2 - 4 - 6	0436 0440 0444	0517 0521	1633	1720 1715 1710	NOV - -	1 3 5	0535 0539 0543	0614 0618 0623	1531 1527 1522	1610 1606 1602	DEC 1 - 3 - 5	0628 0631 0635	0713 0716 0720	1443 1441 1440	1526 1525
- 27 - 29 - 31	0146 0143 0139	0240 0238 0235	1934 1937 1939	2028 2032 2035	- 28 - 30	0128 0130	0228 0230	1957 1956	2057 2056		28 30	0218 0223	0307 0311	1923 1920	2012 2008	- 27 - 29 - 31	0324 0328 0333	0404 0408 0412	1817 1812 1806	1857 1852 1845
- 23 - 25	0154 0150	0246 0243	1927 1931	2019 2024	- 24 - 26	0125 0126	0226 0227	1957 1957	2058 2058	-	24 26	0209 0214	0300 0304	1930 1927	2021 2017	- 23 - 25	0315 0320	0356 0400	1826 1822	1907 1902
- 19 - 21	0201 0157	0252 0249	1921 1924	2012 2016	- 20 - 22	0124 0125	0225 0226	1957	2058 2058	-	20	0201 0205	0254 0257	1937 1933	2030 2025	- 19 - 21	0307 0312	0349	1836 1831	
- 15 - 17	0210	0259 0256	1913 1917	2002	- 16 - 18	0124 0124	0225 0225	1955	2056	-	16 18	0154 0158	0248	1942	2036	- 15 - 17	0258	0341	1846 1841	1929
- 9 - 11 - 13	0224 0220 0215	0311 0307 0303	1902 1906 1910	1949 1953 1958	- 10 - 12 - 14	0128 0126 0126	0227 0226 0226	1951 1952 1954	2050 2052 2054	-	10 12 14	0143 0146 0150	0240 0242 0245	1949 1947 1945	2046 2043 2040	- 11 - 13	0245 0249 0254	0330 0333 0337	1859 1855 1850	1944 1939 1933
- 5 - 7 - 9	0234	0319	1854	1939 1944 1949	- 6 - 8 - 10	0132	0230	1949	2045	=	6 8	0137	0235	1953	2051	- 5 - 7 - 9	0236	0322	1908	1954 1948 1944
MAY 1 - 3	0244	0328	1847 1850	1931 1935	JUN 2 - 4	0136 0135	0232	1945	2039 2042	JUL -	2	0132 0134	0231 0233	1955 1954	2054 2053	AUG 1 - 3	0227	0315 0318	1916 1912	1959
- 29 - 31	0628 0624	0709 0705	1537	1613 1618 1622	- 20	0327	0004	1041	1710		30	0410	0447	1742	1819	- 27 - 29	0249	0332	1843	
- 23 - 25 - 27	0636 0633 0630	0718 0715 0712	1524 1529 1533	1606 1611 1615	- 24 - 26 - 28	0536 0532 0527	0613	1633 1637 1641	1710 1714 1718	-	24 26 28	0425 0420 0415	0502 0457 0452	1730 1734 1738	1807 1811 1815	- 23 - 25 - 27	0304 0300 0254	0346 0342 0337	1831 1835 1839	
- 19 - 21	0641 0638	0724 0721	1517 1520	1600 1603	- 20 - 22	0545 0540	0623 0618	1624 1629	1702 1707	-	20	0436	0513 0507	1722 1726	1759 1803	- 19 - 21	0315	0356 0351	1823 1827	1904 1908
- 15 - 17	0645 0642	0729 0726	1509 1513	1553 1557	- 16 - 18	0554 0549	0632 0627	1616 1620	1654 1658		16 18	0446 0441	0523 0518	1714 1718	1751 1755	- 15 - 17	0326 0321	0406 0401	1814 1819	1854 1859
- 11 - 13	0648 0647	0733 0731	1502 1505	1547 1549	- 12 - 14	0602 0558	0641 0637	1607 1611	1646 1650		12 14	0456 0451	0533 0528	1706 1710	1743 1747	- 11 - 13	0337 0332	0416 0411	1806 1810	1845 1849
- 7 - 9	0651 0649	0736 0734	1456 1459	1541 1544	- 8 - 10	0610 0606	0649 0645	1558 1603	1637 1642		8 10	0507 0501	0544 0538	1658 1702	1735 1739	- 7 - 9	0348 0342	0426 0421	1758 1802	1836 1841
- 3 - 5	0652 0651	0738 0737	1450 1453	1536 1539	- 4 - 6	0617 0614	0657 0654	1550 1554	1630 1634	-	4	0517 0512	0554 0549	1650 1654	1727 1731	- 3 - 5	0358 0353	0436 0431	1750 1754	1828 1832
JAN 1	FROM 0652	0738	1448	TO 1534	FEB 2	FROM 0 621	0701	1545	TO 1625	MAR	2	FROM 0522	0559	1645	TO 1722	APR 1	FROM 0403	0441	1746	TO
MONTH/DAT		2: Ea:	st of 1	1°E with the	e exception of			æsø, B	ornholm a			Data R	EF: EM	CH - K	København TWIL	MONTH/DAT		012 39	E. ss	TWI
																- 31			1456	1544
- 28 - 30	0443 0447	0520 0524	1707 1702	1744 1739	- 28 - 30	0543 0546	0622 0626	1552 1547	1631 1627		27 29	0639 0643	0724 0728	1457 1455	1542 1540	- 27 - 29	0709 0709	0757 0757	1452 1454	1540 1542
- 26	0439	0516	1713	1750	- 26	0539	0618	1556	1635	_	25	0636	0721	1500	1545	- 25	0709	0757	1450	1538

FROM TO	FROM TO	FROM TO	FROM TO
JAN 1 0641 0726 1443 1528 - 3 0641 0726 1445 1530 - 5 0640 0725 1448 1533 - 7 0640 0725 1448 1533 - 9 0639 0723 1454 1538 - 11 0637 0721 1457 1541 - 13 0636 0719 1500 1543 - 15 0634 0717 1504 1547 - 17 0632 0715 1507 1550 - 19 0631 0713 1511 1553 - 21 0628 0710 1515 1557 - 23 0625 0707 1519 1601 - 25 0623 0704 1523 1604 - 27 0620 0701 1527 1608 - 29 0617 0658 1531 1612 - 31 0614 0654 1535 1615	FEB 2 0611 0651 1539 1619 - 4 0608 0647 1543 1622 - 6 0604 0643 1548 1627 - 8 0600 0639 1552 1631 - 10 0556 0635 1556 1635 - 12 0553 0631 1600 1638 - 14 0549 0627 1604 1642 - 16 0544 0622 1609 1647 - 18 0541 0618 1613 1650 - 20 0536 0613 1617 1654 - 22 0532 0609 1621 1658 - 24 0527 0604 1625 1702 - 26 0522 0559 1630 1707 - 28 0517 0554 1634 1711	MAR 2 0513 0549 1638 1714 - 4 0509 0545 1642 1718 - 6 0504 0540 1646 1722 - 8 0459 0535 1650 1726 - 10 0454 0530 1654 1730 - 12 0449 0525 1658 1734 - 14 0444 0520 1702 1738 - 16 0438 0514 1706 1742 - 18 0433 0509 1710 1746 - 20 0428 0504 1714 1750 - 22 0423 0459 1718 1754 - 24 0418 0454 1722 1758 - 26 0412 0449 1726 1803 - 28 0407 0444 1730 1807 - 30 0402 0439 1733 1810	APR 1 0357 0434 1737 181 - 3 0352 0429 1741 181 - 5 0346 0424 1745 182 - 7 0340 0418 1749 182 - 9 0335 0413 1753 183 - 11 0331 0409 1757 183 - 13 0325 0404 1801 184 - 15 0320 0359 1805 184 - 17 0315 0354 1809 184 - 19 0309 0349 1813 185 - 21 0304 0344 1816 185 - 23 0259 0340 1820 190 - 25 0254 0335 1824 190 - 27 0248 0330 1828 191 - 29 0244 0326 1832 191
MAY 1 0239 0322 1836 1919 - 3 0233 0317 1840 1924 - 5 0229 0313 1844 1928 - 7 0224 0309 1847 1932 - 9 0219 0305 1851 1937 - 11 0215 0301 1855 1941 - 13 0210 0257 1858 1945 - 15 0206 0254 1902 1950 - 17 0201 0250 1906 1955 - 19 0158 0247 1909 1958 - 21 0154 0244 1912 2002 - 23 0150 0241 1916 2007 - 25 0146 0238 1919 2011 - 27 0143 0235 1922 2014 - 29 0140 0233 1925 2018 - 31 0137 0231 1927 2021	JUN 2 0134 0229 1930 2025 - 4 0132 0227 1932 2027 - 6 0129 0225 1935 2031 - 8 0127 0224 1937 2034 - 10 0126 0223 1938 2035 - 12 0124 0222 1940 2038 - 14 0123 0221 1941 2039 - 16 0123 0221 1943 2041 - 18 0123 0221 1943 2041 - 18 0123 0221 1944 2043 - 20 0122 0221 1944 2043 - 22 0122 0221 1945 2044 - 24 0124 0222 1945 2043 - 26 0125 0223 1945 2043 - 28 0126 0224 1944 2042 - 30 0127 0225 1944 2042	JUL 2 0130 0227 1943 2040 - 4 0131 0228 1942 2039 - 6 0134 0230 1940 2036 - 8 0137 0233 1939 2035 - 10 0140 0235 1937 2032 - 12 0143 0237 1935 2029 - 14 0147 0240 1933 2026 - 16 0150 0243 1930 2023 - 18 0154 0246 1928 2020 - 20 0158 0249 1925 2016 - 22 0202 0252 1922 2012 - 24 0205 0255 1919 2009 - 26 0209 0258 1915 2004 - 28 0214 0302 1908 1955	AUG 1 0222 0309 1905 195 - 3 0226 0312 1901 194 - 5 0231 0316 1857 194 - 7 0236 0320 1853 193 - 9 0239 0323 1848 193 - 11 0244 0327 1844 192 - 13 0248 0331 1840 192 - 15 0253 0335 1835 191 - 17 0256 0338 1831 191 - 19 0301 0342 1826 190 - 21 0305 0346 1821 190 - 23 0310 0350 1817 185 - 25 0313 0353 1812 185 - 27 0318 0357 1807 184 - 29 0322 0401 1802 184 - 31 0326 0405 1757 183
SEP 2 0330 0408 1752 1830 - 4 0334 0412 1747 1825 - 6 0338 0416 1742 1820 - 8 0342 0419 1737 1814 - 10 0346 0423 1732 1809 - 12 0350 0427 1727 1804 - 14 0354 0431 1721 1758 - 16 0357 0434 1716 1753 - 18 0402 0438 1711 1747 - 20 0406 0442 1706 1742 - 22 0410 0446 1701 1737 - 24 0413 0449 1656 1732 - 26 0417 0453 1650 1726 - 28 0421 0457 1645 1721 - 30 0425 0501 1640 1716	OCT 2 0429 0505 1635 1711 - 4 0432 0508 1630 1706 - 6 0436 0512 1625 1701 - 8 0440 0516 1620 1656 - 10 0444 0520 1615 1651 - 12 0448 0524 1610 1646 - 14 0451 0528 1605 1642 - 16 0455 0532 1600 1637 - 18 0459 0536 1556 1633 - 20 0503 0540 1551 1628 - 22 0507 0544 1546 1623 - 24 0510 0548 1542 1620 - 26 0514 0552 1537 1615 - 28 0518 0556 1533 1611 - 30 0522 0600 1528 1606	NOV 1 0525 0604 1524 1603 - 3 0529 0608 1520 1559 - 5 0533 0612 1516 1555 - 7 0537 0616 1512 1551 - 9 0540 0620 1508 1548 - 11 0544 0624 1505 1545 - 13 0547 0628 1501 1542 - 15 0551 0632 1458 1539 - 17 0555 0636 1455 1536 - 19 0558 0640 1452 1534 - 21 0602 0644 1449 1531 - 23 0606 0648 1446 1528 - 25 0608 0651 1444 1527 - 27 0612 0655 1441 1524 - 29 0615 0658 1439 1522	DEC 1 0618 0702 1438 152 - 3 0621 0705 1436 152 - 5 0624 0708 1435 151 - 7 0626 0711 1434 151 - 9 0628 0713 1433 151 - 11 0631 0716 1432 151 - 13 0633 0718 1432 151 - 15 0635 0720 1432 151 - 17 0636 0722 1432 151 - 17 0636 0722 1432 151 - 19 0637 0723 1433 151 - 21 0638 0724 1434 152 - 23 0639 0725 1435 152 - 25 0640 0726 1437 152 - 27 0640 0726 1437 152 - 29 0642 0727 1439 152 - 29 0642 0727 1439 152 - 29 0642 0727 1439 152 - 29 0642 0727 1439 152 - 31 0641 0726 1441 152

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- 5	0723	0809	1524	1610	- 6	0645	0725	1625	1705	- (0620	1725	1802	- 5	0424	0502	
- 7	0722	0808	1527	1613	- 8	0641	0721	1629	1709	- 8		0615	1729	1806	- 7	0419	0457	
- 9	0721	0806	1530	1615	- 10	0638	0717	1634	1713	- 10		0610	1733	1810	- 9	0413	0452	
- 11	0720	0805	1533	1618	- 12	0634	0713	1638	1717	- 12		0605	1737	1814	- 11	0408	0447	
- 13	0718	0803	1536	1621	- 14	0629	0708	1642	1721	- 14			1742	1819	- 13		0442	
- 15	0717	0801	1540	1624	- 16	0626	0704	1647	1725	- 16			1746	1823	- 15		0437	
- 17	0714	0758	1544	1628	- 18	0621	0659	1651	1729	- 18			1750	1827	- 17	0352	0432	
- 19	0713	0756	1547	1630	- 20	0616	0654	1655	1733	- 20			1754	1831	- 19			
- 21	0710	0753	1551	1634	- 22	0612	0650	1700	1738	- 22			1758	1835	- 21	0341	0422	
- 23	0707	0750	1555	1638	- 24	0608	0645	1704	1741	- 24		0534	1802	1839	- 23	0335	0417	
- 25	0705	0747	1600	1642	- 26	0603	0640	1708	1745	- 26		0528	1806	1843	- 25		0413	
- 27	0702	0744	1604	1646	- 28	0558	0635	1713	1750	- 28			1810	1847	- 27	0325	0408	
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- 9	0255	0342	1934	2021	- 10	0158	0258	2023	2123	- 10			2021	2118	- 9		0401	
- 11	0250	0338	1938	2026	- 12	0157	0257	2025	2125	- 12		0313	2019	2115	- 11	0320	0404	
- 13	0246	0334	1942	2030	- 14	0155	0256	2026	2127	- 14		0316	2017	2112	- 13		0408	
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- 29	0214	0309	2009	2104	- 30	0200	0300	2028	2128	- 30	0253	0342	1951	2040	- 29	0359	0439	
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- 8	0420	0458	1817	1855	- 8	0520	0557	1659	1736		7 0619	0659	1549	1629	- 7	0708	0754	
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- 14	0433	0510	1802	1839	- 14	0532	0609	1644	1721	- 13		0711	1538	1619	- 13	0715	0802	
- 16	0437	0514	1756	1833	- 16	0536	0613	1639	1716	- 15	5 0633	0715	1535	1617	- 15	0717	0804	
-					1	0 = 0 0								-	1	-	0000	