Introduction

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 year.
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

General

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 favourable.
A permission may at any time be withdrawn with immediate effect, should circumstances so require.

Submission of Application

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

Addresses

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.

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 violated.
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 3-7, and
- that the runway length is at least 500 M, and
- that at least 100 operations are taking place in the busiest month of the year, or
- 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: https://aim.naviair.dk. NOTAM for private aerodromes will not be issued.

Heliports

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	Open for Traffic to/from	TEL: +45	FAX: +45	Remarks
Aalborg - EKYT	All States	98 17 11 44	98 17 36 84	"Aalborg Handling": FREQ 131.550 MHZ. Outside stated hours PPR for non-scheduled flight 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).
Aarhus - EKAH	All States	87 75 70 50	87 75 70 52	"Aarhus Airport Office": FREQ 131.550 MHZ. PPR outside AD hours for non-scheduled flights and PN for scheduled flights submitted to ADO.
Anholt - EKAT *	Schengen States	46 19 11 14	46 19 11 15	*Self-service AD. Customs: PN 1 HR on TEL +45 30 92 08 44. Company FREQ 131.500 MHZ. Call sign "AIRCAT ANHOLT".
Billund - EKBI	All States	76 50 50 50		"Billund Handling": FREQ 131.905 MHZ.
Bornholm/Rønne - EKRN	All States	56 95 26 26		"Bornholm Handling": FREQ 131.550 MHZ. Customs/Immigration: PN 1 HR.
Esbjerg - EKEB	All States	76 16 90 00		"Esbjerg Handling": 131.550 MHZ.
Herning - EKHG	All States	97 14 12 44	97 14 23 78	Customs/Immigration: Are available when ADO is established. PN 1 HR.
Kalundborg - EKKL *	National AD	ADO: 20 45 49 11 40 41 13 26 41 10 88 85 ADM: 59 51 33 11		*Self-service AD.
Karup/Midtjyllands Lufthavn - EKKA	All States	97 10 06 10	97 10 06 65	MIL AD PPR. "Karup Airport Office": 131.550 MHZ.
Kolding/Vamdrup - EKVD	All States	75 58 18 77		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.
Kruså Padborg - EKPB *	National AD	21 75 66 13		*Self-service AD. SR - SS + civil twilight. VFG Night: PPR TEL: +45 30 56 53 03.
København/Kastrup - EKCH	All States	32 31 32 31		"Airside Operations": 131.400 MHZ.
København/Roskilde - EKRK	All States	32 31 32 31	32 31 62 77	Customs/Immigration: PN 1 HR. "Roskilde Handling": 131.550 MHZ.
Lemvig - EKLV *	All States	97 82 13 68		*Self-service AD. Customs/Immigration by arrangement TEL +45 97 82 13 68.
Lolland Falster/Maribo - EKMB	All States	54 60 61 13		Customs/Immigration: PN 1 HR to ADO.
Læsø - EKLS *	Schengen States	24 98 35 95		*Self-service AD. Customs: PN 1 HR submitted MON-WED 0700-1430 (0600-1330), THU 0700-1630 (0600-1530) and FRI 0700-1200 (0600-1100) on TEL +45 72 22 12 12.
Morsø - EKNM *	National AD	ADM: 20 33 17 71 AD: 51 21 01 73 AD: 20 66 56 65		*Self-service AD.
Odense/Hans Christian Andersen Airport - EKOD	All States	65 95 50 72		Customs/Immigration: PN 1 HR.
Randers - EKRD	Schengen States	86 40 40 11	86 43 41 82	Customs/Immigration: PN 1 HR on E-mail: told3.aarhus@skat.dk. The request for custom clearance and immigration shall contain following information: DEP AD, CS, PIC, PAX and ETA.
Ringsted - EKRS *	Schengen States	20 29 34 28		*Self-service AD. Customs: PN 1 HR on FAX: 57 65 16 00. The request for custom clearance and immigration shall contain following information: DEP AD, CS, PIC, PAX and ETA.
Samsø - EKSS *	National AD	40 16 40 44		*Self-service AD.
Sindal - EKSN	All States	98 93 58 00		PPR outside AD hours for ADO/AFIS submitted to TEL: +45 98 93 58 00. Customs/Immigration: PN 1 HR to ADO.
Skive - EKSV	All States	97 53 57 77 61 29 57 77 (mobile)		*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).
Stauning - EKVJ	All States	97 36 90 44		PPR outside AD hours for ADO/AFIS submitted not later than 3 HR before closing time to ADO. Customs/Immigration: PN 1 HR.
Tåsinge/Elvira Madigan Airport EKST	All States	62 54 22 94	62 53 33 49	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.
Sønderborg - EKSB	All States	74 42 21 30		PPR outside AD hours for AD/ADO submitted not later than 1 HR before closing time to ADO. Customs/Immigration: PN 1 HR.
Thisted - EKTS *	All States	99 17 37 80	99 17 37 81	*Self-service when ADO is closed. Customs: PN 1 HR.
Tønder - EKTD	Schengen States	74 72 26 55		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.
Vesthimmerland - EKVH *	All States	99 66 73 85		*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 (0900-1400), THU 1000-1700 (0900-1600) and FRI 1000-1230 (0900-1130).
Viborg - EKVB	Schengen States	86 60 18 60		PPR outside AD hours for ADO submitted not later than 1 HR before closing time to ADO. Customs: PN 1 HR to ADO.
Vojens/Skrydstrup - EKSP	All States	74 59 16 54	74 54 00 06	MIL AD PPR. Customs/Immigration: PN 1 HR.
Ærø - EKAE	All States	AD: 63 52 63 67 ADM: 63 52 50 00	62 53 33 49	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.

VFR Reporting Points near Aerodromes

AD	REP	PSN	AD	REP	PSN
Aalborg	Biersted	57 09 19N 009 49 24E	København/Kastrup	Holding West	55 36 48N 012 29 41E
	Hasseris	57 02 07N 009 49 55E		Tuborg	55 42 58N 012 35 56E
	Svenstrup	56 57 38N 009 51 55E		Vallensbæk	55 36 43N 012 21 56E
	Vildmosen	57 13 01N 009 50 13E			
Aarhus	Ebeltoft	56 09 58N 010 40 26E	København/Roskilde	Borup	55 30 43N 011 58 26E
	Grenaa	56 22 28N 010 50 56E		Ishøj	55 38 08N 012 17 21E
	Knebel	56 13 28N 010 26 56E		Køge	55 28 43N 012 08 16E
	Langsø	56 15 58N 010 36 56E		Valby	55 41 36N 012 08 02E
	Nødager	56 20 28N 010 37 26E			
	Ryomgård	56 23 18N 010 26 55E			
Billund	Give	55 51 58N 009 14 55E	Odense/Hans Christian Andersen Airport	Bogense	55 34 40N 010 11 00E
	Højen	55 39 50N 009 30 44E		Lindø	55 27 25N 010 33 00E
	Karlskov	55 47 24N 009 10 42E		Lumby	55 28 00N 010 22 00E
	Sønder Omme	55 50 18N 008 55 55E		Stensby	55 30 00N 010 18 00E
	Tørring	55 50 16N 009 30 33E		Vissenbjerg	55 24 05N 010 08 10E
	Vandel	55 42 06N 009 12 38E			
	Vorbasse Vest	55 37 30N 009 03 30E			
Bornholm/Rønne	Dueodde	54 59 28N 015 05 01E	Stauning	Lem	56 01 48N 008 23 55E
	Hasle	55 11 38N 014 42 36E		North	56 00 36N 008 21 30E
				Skjern West	55 56 38N 008 28 25E
				South	55 59 00N 008 22 06E
Esbjerg	Dorid	55 31 10N 008 00 00E	Sønderborg	Bovrup	54 59 33N 009 35 26E
	Gørding	55 28 23N 008 49 20E		Broager	54 54 18N 009 40 36E
	Skads	55 30 40N 008 33 46E		Bøjden	55 04 40N 010 04 25E
	Store Darum	55 24 53N 008 37 45E		Fynshav	54 59 45N 009 58 24E
	Varde	55 37 28N 008 30 55E		Gelting	54 45 16N 009 53 44E
	Vester Nebel	55 32 26N 008 32 38E		Nordborg	55 03 58N 009 48 26E
				Ærø North	54 57 58N 010 11 56E
Karup/Midtjyllands Lufthavn	Ikast	56 08 18N 009 07 55E			
	Ilskov	56 14 38N 009 05 55E			
	Kongenshus	56 23 00N 009 07 56E			
	Sjørup	56 26 28N 009 08 45E			

List of Radio Navigation Aids

ID	FAC	PSN	Designated Operational Coverage and other INFO
Denmark			
AAL	VOR 116.700	57 06 13.39N 009 59 44.08E	FL 500/100 NM. DME INFO from AAL TACAN Unreliable in the sector from radial 160 to radial 200 in a distance of 23 NM from the VOR and out.
AAL	TACAN 116.700/114X	57 06 14.16N 009 59 34.11E	FL 500/200NM. DME ELEV 56.8 FT
ALS	VOR 114.700	54 54 19.49N 009 59 36.16E	FL 500/60 NM, 80 NM 313°-063° MAG, and 80 NM 198°-243° MAG
AU	L 346	55 59 27.58N 008 19 06.09E	15 NM
BEL	DME 114.65 /93Y	55 47 28.45N 012 05 44.74E	FL195 - 1500FT/60NM DME ELEV 135.0 FT
CDA	VOR/DME 114.900 /96X	55 00 05N 012 22 45E	FL 500/60 NM. DME ELEV 90.2 FT
EJ	L 400.5	55 32 28.51N 008 41 59.11E	20 NM
ESE	DME 116.600/113X	55 31 21N 008 33 31E	100 NM DME ELEV 175.5 FT
FAU	L 334	55 01 41.49N 014 54 01.79E	20 NM
FE	L 423	55 31 12.45N 010 27 45.21E	20 NM
HP	L 376	55 30 41.17N 008 24 45.79E	30 NM
KAR	TACAN 37X	56 17 48.03N 009 00 30.95E	FL 500/200NM DME ELEV 172.8 FT
KAS	VOR/DME 112.500/72X	55 35 25.87N 012 36 48.97E	FL 500/60 NM. DME ELEV 28.9 FT
KD	L 357	55 26 35.87N 009 20 05.42E	15 NM
KOR	VOR/DME 112.800/75X	55 26 22N 011 37 54E	FL 500/80 NM. DME ELEV 136.2 FT
KV	DME 52X	55 35 15.91N 012 07 09.24E	DME ELEV 170.6 FT
LME	DME 115.350/100Y	55 59 34N 008 21 16E	FL195/60NM DME ELEV 76.1 FT
ODN	VOR/DME 115.500/102X	55 34 52N 010 39 11E	FL 500/60 NM, 80 NM 018°-063° MAG, and 80 NM 213°-243° MAG. DME ELEV 24.0 FT. DME ODN 102X reduced range to 24 NM in direction 198 degrees at 3000 FT or below.
RAM	DME 111.850/55Y	56 28 42N 008 11 15E	FL 500/60NM. DME ELEV 60.4 FT
RK	L 368	55 37 23.27N 011 59 49.81E	30 NM
ROE	VOR 112.000	55 03 56.08N 014 45 31.29E	FL 500/80 NM, 017°-152° MAG 150 NM. DME INFO from ROE TACAN

ID	FAC	PSN	Designated Operational Coverage and other INFO
ROE	TACAN 112.000/57X	55 03 42.73N 014 45 21.07E	FL 500/80NM DME ELEV 78.6 FT
SD	L 339	57 30 02.77N 010 09 02.53E	15 NM
SKR	VORTAC 110.400/41X	55 13 44.18N 009 12 50.61E	FL 500/80 NM. DME ELEV 138.4 FT
SN	DME 24x	55 35 13.15N 012 08 06.64E	DME ELEV 167.3 FT
TL	L 384	56 18 01.46N 010 37 07.22E	20 NM
TNO	VOR/DME 117.400/121X	55 46 27N 011 26 21E	FL 500/60 NM. DME ELEV: - 11.9 FT
VAM	DME 110,050/37Y	55 26 17N 009 20 06E	FL195/60NM DME ELEV 174.5 FT
VJ	L 328	55 59 19.13N 008 25 27.97E	15 NM
VO	L 321	55 13 28.74N 009 16 25.36E	25 NM
Sweden			
AH	L 417	56 15 58.2N 012 54 02.7E	15 NM
KD	L 375	55 52 16.5N 014 04 41.5E	15 NM
LAV	DVOR/DME 114.60/93X	57 39 22.0N 012 17 23.5E	FL 500/100 NM. DME ELEV 574 FT
LB	L 370.5	56 20 47.6N 012 45 58.9E	25 NM
LT	L 336	56 47 49.3N 012 50 32.2E	25 NM
MF	L 421	56 39 08.9N 012 48 30.2E	15 NM
NL	L 369	57 43 50.1N 012 20 39.2E	15 NM
OEM	NDB 363	55 59 23.1N 014 06 03.1E	30 NM
SL	L 342	57 35 41.5N 012 13 13.4E	15 NM
SUP	VOR/DME 113.00/77X	55 32 04.3N 013 22 46.5E	FL 500/80 NM. DME ELEV 259 FT.
SVD	DME 116.20/109X	56 10 08.1N 012 34 25.3E	FL 500/100 NM. DME ELEV 45 FT
Germany			
KIL	NDB 353	54 22 39.26N 010 07 12.08E	30 NM
SLT	NDB 387	54 51 24.83N 008 24 35.94E	25 NM
TRT	VOR/DME 108.45/21Y	54 30 39.49N 013 14 57.58E	FL 500/60 NM DME ELEV 22 FT

Public Holidays (HOL)

New Years Day (1 JAN)
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)
Christmas (25 DEC)
Boxing Day (26 DEC)

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

Navigation Warnings etc.

Prohibited, Restricted, and Danger Areas

Definitions

a. Prohibited area (P): Area within which flight is prohibited.
b. Restricted area (R): Area within which flight may take place only on certain conditions, e.g. after prior permission from ATS.
c. 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 a number.

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:

Aalborg	København/Kastrup
Aarhus	København/Roskilde
Billund	Lolland Falster/Maribo
Bornholm/Rønne	Odense /
Esbjerg	Hans Christian Andersen Airport
Karup/Midtjyllands Lufthavn	Sindal
Kolding/Vamdrup	Stauning
	Sønderborg

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

VFR-flying with Military Aircraft

VFR-flying with military aircraft takes place within København FIR and over the Island of Bornholm. In airspace where the speed limitation 250 KT is valid, military 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-of-way 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, two-way 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-of-way 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 concerned.
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 communication between hanggliders and ultra light aircraft in København FIR.
Glider and hang glider sites are shown on ANC 1:500 000.

Ballooning

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

Parachuting

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: 121.075
- For helicopter hoist operations: 125.400

The frequencies can be used up to 2000 FT on Danish territory.

Helicopter Operations in the North Sea

Helicopter operations to, from and between oil and gas installations in the North Sea are taking place on a 24 hours basis, under IMC as well as VMC, and often with an underslung load, and in heights up to FL 85.

Helicopter routes (HR)

HR have been established for the most used helicopter tracks in that part of the North Sea, where ATS is provided by Denmark.

Other air traffic than civil helicopter operations are advised

a. to avoid flying along or in close vicinity of a HR, and
b. to cross a HR at an angle as close to 90° as possible, and to keep an alert look out.

The following frequency (MHZ) is assigned only for communication between helicopter and helideck personnel on Off-shore installations in the North Sea:
- For helicopter Operations North of 56 00 00N 131.775
- For helicopter Operations South of 56 00 00N 123.450

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.

"Cold Flaring" in the North Sea.

In connection with the exploration and production of oil and gas in the North Sea, "Cold Flaring" may occur which could endanger air traffic.

Gas escaping from the oil production will normally be burned off. When the oil production is restarted after a shut down involving opening of the installations to the atmosphere it is necessary to purge the pipework and vessels before reignition of the gas. During this procedure, called "Cold Flaring", large amounts of gas will be pouring into the atmosphere, creating an explosive mixture. The extend of the mixture is depending on the actual weather conditions.

"Cold Flaring" may take place from all fixed and mobile oil- and gasinstallations.

Actual information about "Cold Flaring" may be obtained from Tyra Information within hours of service.

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 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 installations 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
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.
The flare stacks are shown on ANC 1:500 000.

Bird Migration

General

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

Spring 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:

a. Skagen 57 45N 010 35E
b. Fornæs 56 25N 010 55E
c. North-East Fyn 55 20N 010 45E
d. North and East Sjælland 56 00N 011 40E - 55 20N 012 30E

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:

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

Numbers of Birds

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 numerous 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)

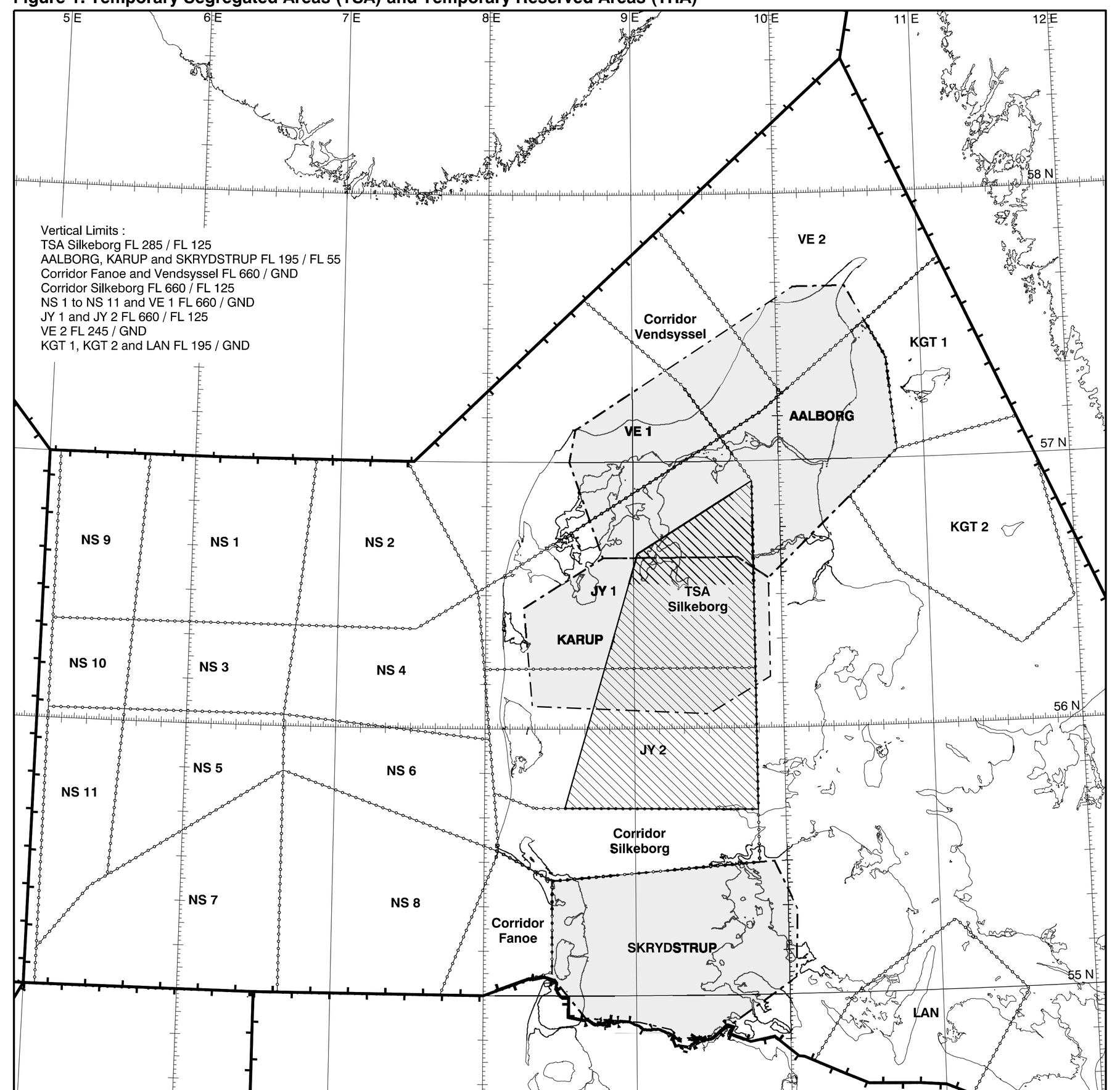


Figure 2. Helicopter Operations in the North Sea

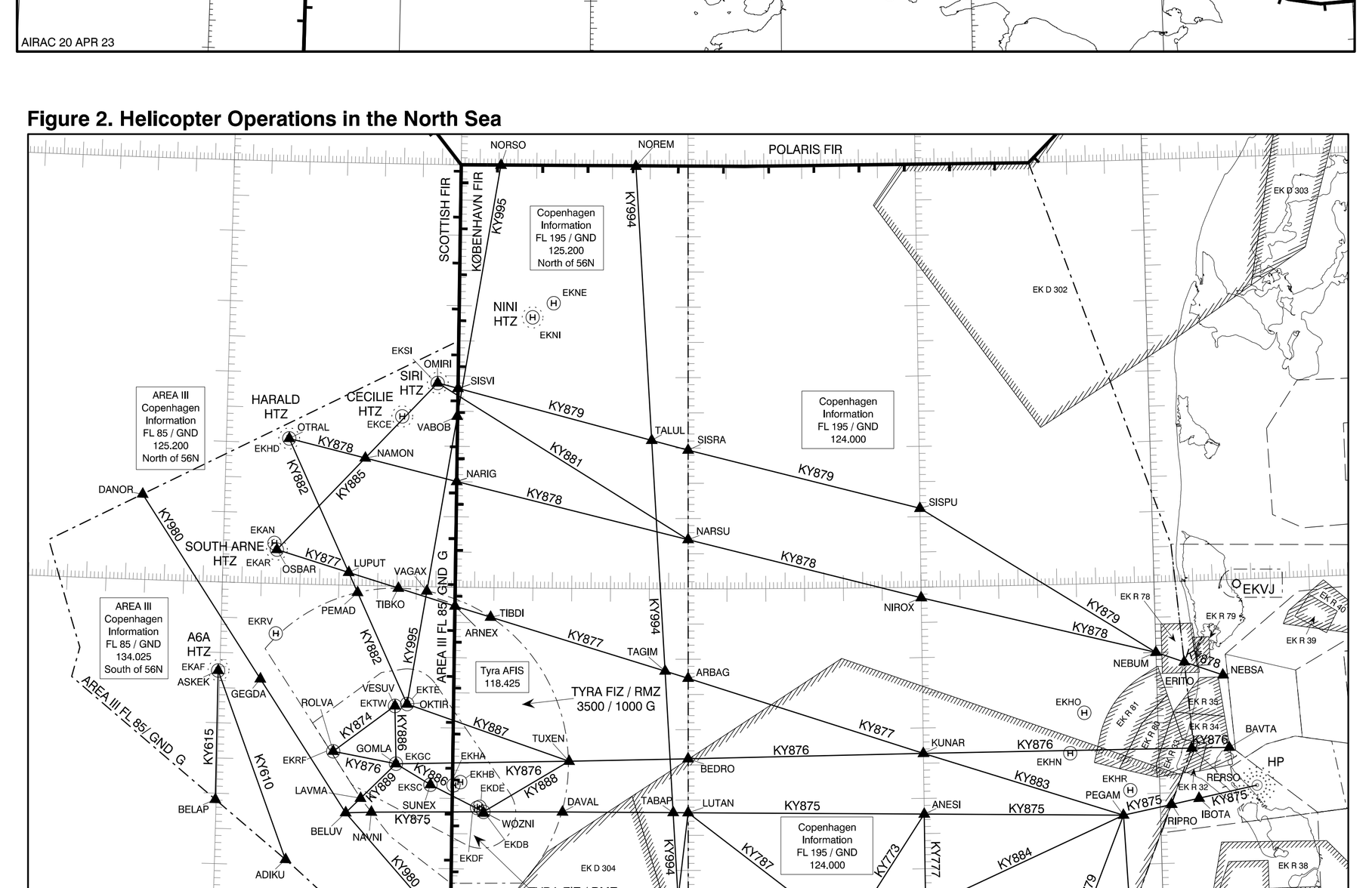
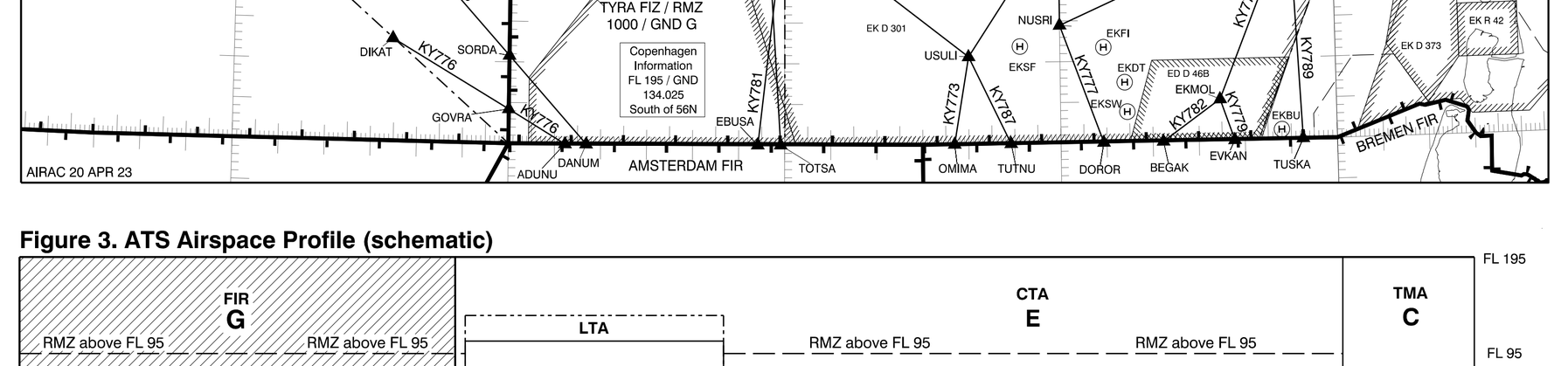


Figure 3. ATS Airspace Profile (schematic)



Note : For details regarding special regulations in some parts of class G airspace see Flight Information Zone/FIZ in next column.
*Radio Mandatory Zones (RMZ); Reference Civil Aviation Regulation BL 7-100 and AIP Denmark ENR 1.4 item 3.

Figure 4. Exception for Compulsary Submission of Flight Plan - Glider Frequency Sectors

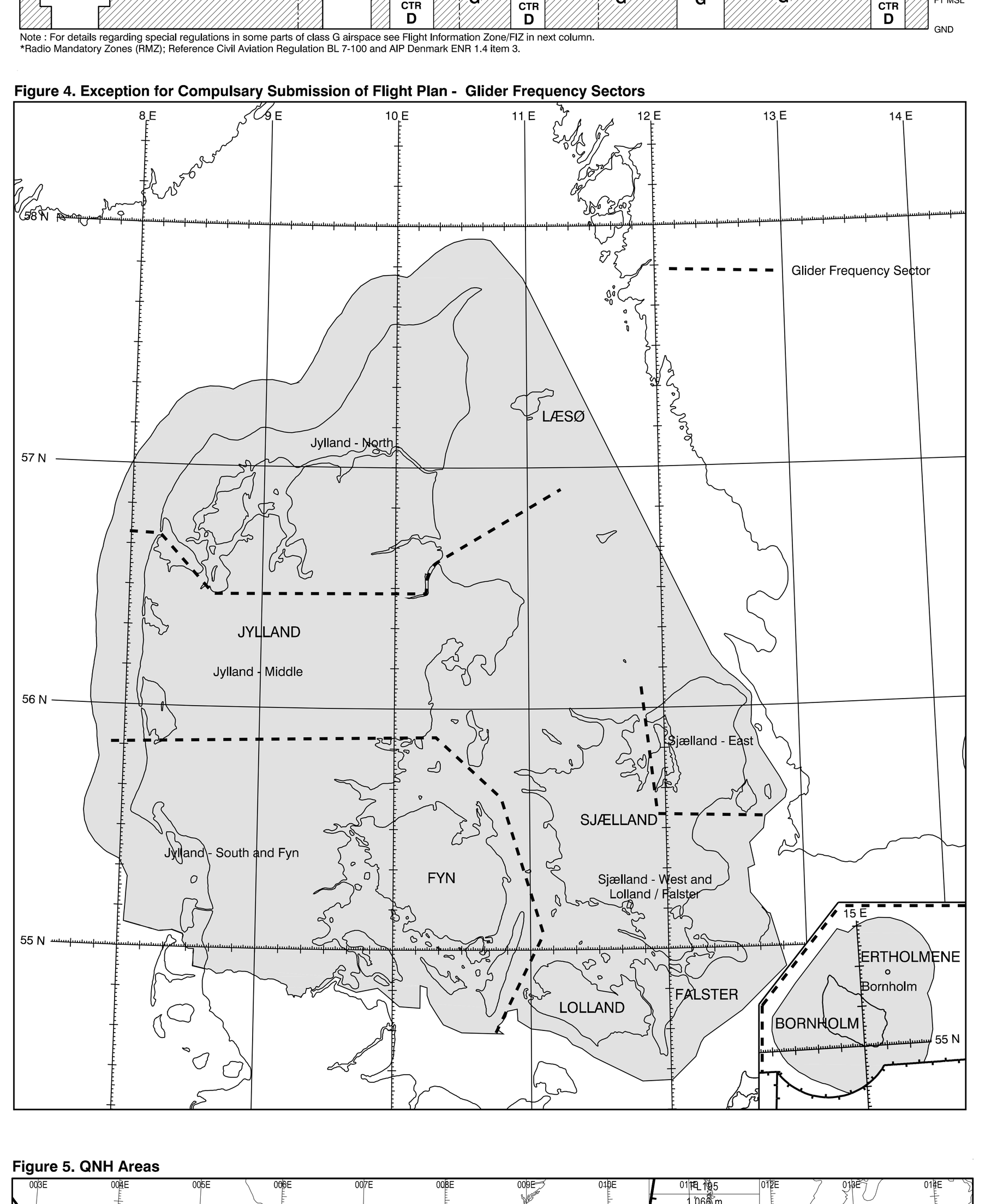
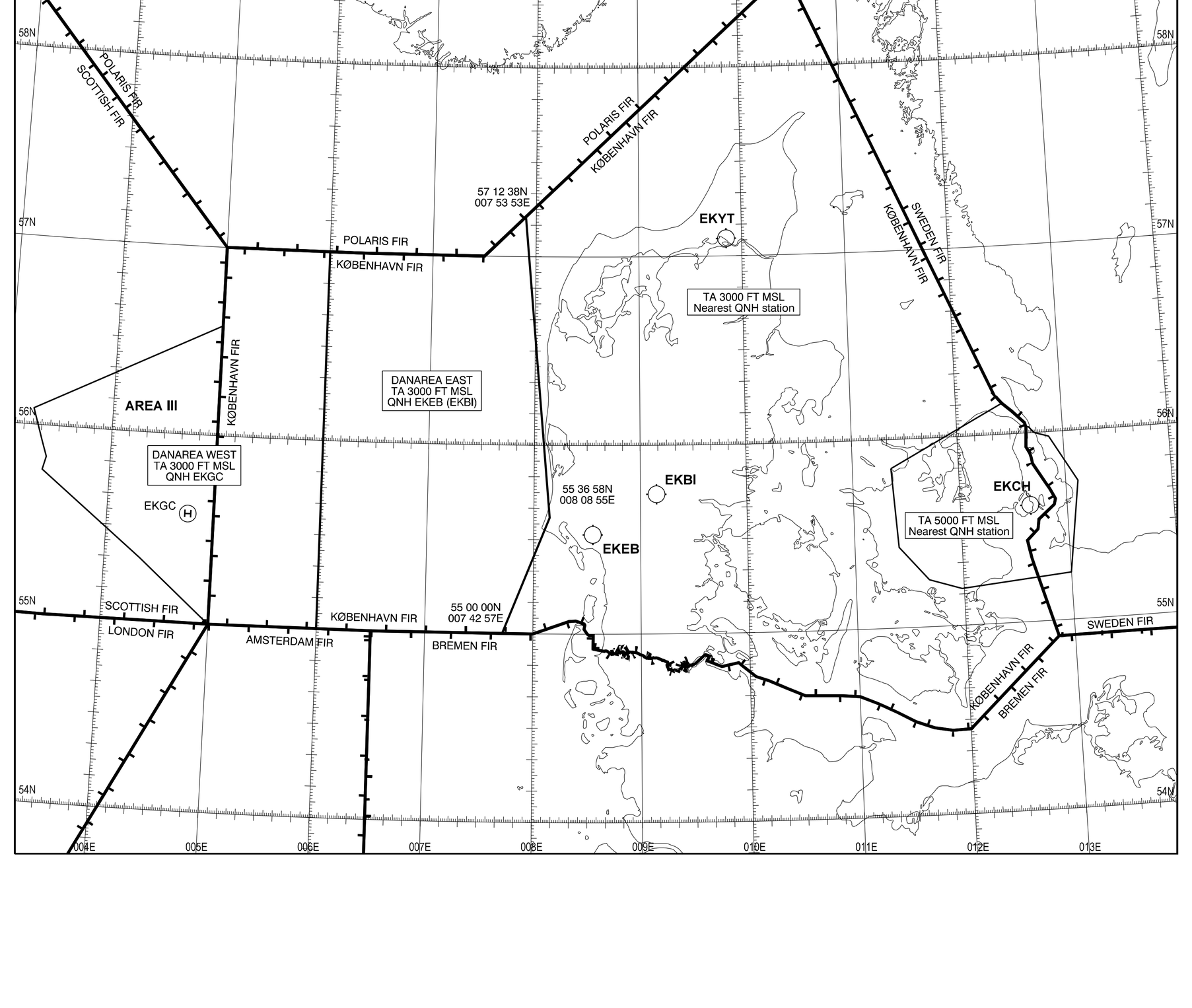


Figure 5. QNH Areas



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:
a. Above 3500 FT MSL in the eastern part of the FIR (east of APRX 8°E).
b. Above FL 195 in the western part of the FIR (the North Sea Area).
c. 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)

Definition
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)

Definition
Transponder Mandatory Zone (TMZ) means an airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory.

Procedures
All flights operating in airspace designated by the competent authority as a transponder mandatory 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.

Designation
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

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

Procedures
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 two-way 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.

Designation
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/FIZ

Definition
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.

Procedures
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.

b) 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 reported immediately to the AFIS unit.

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 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 FIZ or prior to taxiing for take-off establish two-way voice communication with the AFIS unit.

Tyra FIZ is given in AIP Denmark, ENR 2.2 and FIZ for relevant aerodromes are given in AD 2 item 17.

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

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.

Area	*ATS Unit*
Aarhus LTA, TMA and CTR	ACC København
Esbjerg FIZ	APP Billund
Odense FIZ	ACC København
Rønne TMA and CTR	ACC Malmöl
Sindal FIZ	APP Aalborg
Stauning FIZ	APP Billund
Sønderborg FIZ	ACC København
Tyra FIZ	ACC København
Vamdrup FIZ	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

ACC København +45 32 46 23 38
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 establish connection with ground stations outside the protected areas as stated in the following:

a. For TWR and AFIS not outside 4000FT/25 NM.
However;
1. For Bornholm/Rønne TWR, Esbjerg Information and Sønderborg Information FL 100/40 NM applies.
2. For Tyra Information 6000 FT/40 NM applies.
b. For air-ground stations on minor public aerodromes not outside 4000FT/25 NM.
c. For APP not outside FL 250/50 NM.
However,
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 Frequency

- Aalborg	H24	AIRPORT INFORMATION	120.475 MHZ
- Billund	H24	AIRPORT INFORMATION	118.780 MHZ
- Karup	H24	AIRPORT INFORMATION	120.575 MHZ
- Kastrup	H24	ARRIVAL INFORMATION	122.750 MHZ
- Kastrup	H24	DEPARTURE INFORMATION	122.850 MHZ
- Roskilde	0600-2100 (0500-2000)	AIRPORT INFORMATION	123.800 MHZ
- Skrydstrup	H24	AIRPORT INFORMATION	133.900 MHZ

Air-to-Air Frequency

The frequency 129.800 MHZ is assigned for air-to-air operational communication within København FIR up to FL 100.

Guarding of the VHF Emergency Frequency 121.500 MHZ

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

Glider Frequencies

Frequencies for operational communication air-to-air and air-to-ground shall, as far as possible, be used as shown hereafter (See Figure 4):

- Jylland - North: 123.375 MHZ
- Jylland - Middle: 122.475 MHZ
- Jylland - South and Fyn: 129.975 MHZ
- Sjælland - West and Lolland/Falster: 123.425 MHZ
- 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 ATC unit.

Radio Communication Failure Procedure

In the event of a radio communication failure, a pilot shall select Mode-A, Code 7600 and follow established radio communication failure procedures. Subsequent 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.
b. 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 sub. c below.
c. 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.
d. Pilots shall not operate the IDENT feature unless requested by ATS.
e. 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.
f. 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.
g. When the aircraft carries serviceable Mode C equipment, the pilot shall continuously operate this mode, unless otherwise instructed by ATS.
h. For aircraft flying in formation the flight leader only shall operate transponder as listed above, unless otherwise instructed by ATS.

Emergency Procedures

a. If a pilot encountering a state of emergency has previously been directed by ATS to operate the transponder on a specific code, this code setting shall be maintained until otherwise instructed, see sub. b. below.
b. 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.
c. Pilots subject to unlawful interference shall endeavour to set the transponder to Mode-A, Code 7500, to give indication of the situation, unless circumstances warrant the use of Code 7700.

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

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 KØBENHAVN. 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 capability.
b. Failure after departure
In cases where a transponder failure occurs during flight pilots may expect that ATS units will endeavour to provide continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. After landing pilots shall make every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the provisions in sub. a. above.

Code Assignment Method

a. SSR codes will be assigned in accordance with the European Code Assignment Plan, which is based on the Originating Region Code Assignment Method (ORCAM).
b. VFR flights may be assigned an individual SSR code.
Assignment of a discrete SSR code to a VFR flight does not imply that the flight will be continuously monitored by radar or that the flight has been cleared to enter airspace in which VFR flights in accordance with Commission Regulation (EU) No 923/2012 shall be operated as controlled flights.

Flight Plan Notification

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

Radio and Transponder Mandatory Zones

Airspace designated as Radio Mandatory Zone (RMZ) and Transponder Mandatory Zone (TMZ) is shown in the following table:

Flight Rules	Radio Mandatory Zone (RMZ)	Transponder Mandatory Zone (TMZ)
VFR	FIZ and airspace classes E and G above FL 95	Airspace classes C, E and G above FL 95

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 below listed private aerodromes and gliding sites, which may imply right turn in connection with approach for landing and after take-off.

Place	*PSN*
Frederikssund Syd aerodrome	55 48 58N 012 04 56E*
Gesten aerodrome	55 33 03N 009 11 05E*
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

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.

Acrobatic Flight

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.
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 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 Countries

Ref: Annex III to Commission Regulation (EU) 1178/2011.

Validation of licences

General

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.

2. Notwithstanding the provisions of the paragraphs above, Member States may, for, competition flights or display flights of limited duration, accept a licence issued by a third country allowing the holder to exercise the privileges of a PPL, SPL or BPL provided:
a. prior to the event, the organiser of the competition or display flights provides the competent authority with adequate evidence on how it will ensure that the pilot will be familiarised with the relevant safety information and manage any risk associated with the flights; and
b. the applicant holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention.

3. Notwithstanding the provisions of the paragraphs above, Member States may accept a PPL, SPL or BPL issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country for a maximum of 28 days per calendar year for specific non-commercial tasks provided the applicant:
a. holds an appropriate licence and medical certificate and associated ratings or qualifications issued in accordance with Annex 1 to the Chicago Convention; 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 insurance policy covering third party liability and liability for damage to passengers in accordance with Regulation (EC) no 785/2004 must be available. For further details consult VFG section GEN 1.2

Use of Intoxicating Liquor, Narcotics or Drugs

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.

VFR Flight Plan

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.
b. 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:

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

Closing a Flight Plan

In addition to ICAO Annex 2 and in pursuance of Regulation EU 923/2012 the following provision has been established:

Submission of a report of arrival is not required after landing on an aerodrome where ATS are provided on condition that radio communication or visual signals indicate that the landing has been observed.

In addition of ICAO Annex 2 and in pursuance of Regulation EU 923/2012 the Danish Rules of the Air contain the following provision:

If it is expected that the report of arrival cannot be submitted to the appropriate air traffic services unit within 30 minutes after the estimated time of arrival, information on the time at which the report is expected to be submitted shall be included in the flight plan under item: Other information.

Air Traffic Service Reporting Office/ARO

Pilots flying VFR to/from aerodromes without ARO shall - if alerting service is wanted or reporting is required - report as follows:

a. Submit the flight plan to Central ATS Briefing Office Denmark.
TEL +45 32 47 82 72.
b. Close the flight plan by telephone to ACC. TEL +45 32 46 23 38

VFR-Flights between certain Danish and German Border Aerodromes

Between the below listed Danish and German aerodromes, a special arrangement has been established regarding submission and exchanging of flight plan information due to practical considerations and temporal relations.

VFR flights performed within the daily periods for VFR flights are exempted from the obligation to file a regular ICAO flight plan between the Danish aerodromes:

Sønderborg (EKSB), Tønder (EKTD), Ærø (EKAE) and

the German aerodromes:

Flensburg/Schäferhaus (EDXF), Heidi-Büsum (EDXB), Husum (EDXJ), Kiel-Holtenau (EDHK), Leck (EDXK), Rendsburg/Schachtholm (EDXR), St. Michaelisdonn (EDXM), Westerland/Sylt (EDXW) and Wyk auf Föhr (EDXY).

The flights may be conducted under the following conditions:

a. The pilot-in-command shall submit the following flight plan information to the ATS-unit at the aerodrome of departure:
1. aircraft identification and type
2. departure aerodrome and estimated off-block time
3. destination and estimated elapsed time
4. endurance
5. number of persons on board
6. name of pilot-in-command
The above-mentioned information may be submitted over radio.
b. The flight plan information and the actual time of departures are being exchanged by and between the ATS-units on the aerodromes of departure and destination without being communicated to the respectively Danish and German Area Control Centres.
c. The flights are considered overdue if they are not arrived at the destination within 10 minutes after the estimated times of arrival based on the flight plan information given by the pilots.
d. Overdue aircraft ref. item c, which have not reported change to the in item a.3 submitted 'estimated elapsed time', may lead to effectuation of search and rescue service.
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, 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.

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:		FL
- 942	HPA	70
943 - 977	HPA	60
978 - 1013	HPA	50
1014 - 1050	HPA	40
1051 -	HPA	30

The establishment of the lowest available FL is based on the QNH values for the QNH stations indicated in figure 5.

QNH Areas

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.

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

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.

Visual Flight Rules

1. 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
	F G	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 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 or any obstacle in time to avoid collision.

1.1 Except when a clearance for a Special VFR Flight is obtained from the appropriate 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.
1.2 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
b. 330 M (1100 FT) outside the daily periods for VFR flights,
and the reported visibility at the aerodrome is not less than
a. 1,5 KM within the daily periods for VFR flights, and
b. 5 KM outside the daily periods for VFR flights.
1.2.1 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.
1.2.2 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, ATC 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 Regulations for Civil Aviation BL 7-7 and BL 7-7 A (available in English).
3. En route VFR flights shall not be operated above FL 195 in airspace class C.
4. Unless permission has been obtained from the Danish CAA, VFR flights shall not be operated
a. above FL 195,
b. outside the daily periods for VFR flights, with the exception of VFR flight carried out in accordance with the requirements stated for VFR-NIGHT flight, ref. 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
c. at transonic and supersonic speed.
5. Unless permission has been obtained from the Danish CAA VFR flights, day and night, shall be flown:
a. over the congested areas of cities, towns or settlements (including summer resorts and inhabited camping sites) or over an open-air assembly of persons at a height not less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft. Flying at a lower height, however, is allowed in connection with take-off from or landing at an approved aerodrome.
b. over other than the areas mentioned in a., at least 150 M (500 FT) above 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.

6. 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 transition 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 descend.

Magnetic Track					
000° - 179°			180° - 359°		
FL	Above Sea Level		FL	Above Sea Level	
	M	FT		M	FT
35	1050	3500	45	1350	4500
55	1700	5500	65	2000	6500
75	2300	7500	85	2600	8500
95	2900	9500	105	3200	10500
115	3500	11500	125	3800	12500
135	4100	13500	145	4400	14500
155	4700	15500	165	5050	16500
175	5350	17500	185	5650	18500
195	5950	19500			

7. Pilot-in-command carrying out VFR-flight, shall
a. when flying in airspace classes B, C and D, or
b. when part of aerodrome traffic on controlled aerodromes, or
c. 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 ATS-unit providing flight information service.
Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to 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 to be conducted in airspace classes B, C, D or E, obtain a clearance prior to proceeding IFR.

Sunrise/Sunset Tables

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 Læsø. Data REF: EKKA - Karup/Midtjyllands Lufthavn (MIL/CIV) PSN 56 18N 009 07E.

MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO
JAN 1	0710	0757	1457	1544	FEB 2	0637	0718	1557	1638	MAR 2	0536	0614	1659	1737	APR 1	0417	0455	1801	1839
- 3	0709	0756	1500	1547	- 4	0633	0714	1601	1642	- 4	0532	0609	1703	1740	- 3	0410	0449	1806	1845
- 5	0708	0755	1503	1550	- 6	0629	0710	1606	1647	- 6	0527	0604	1707	1744	- 5	0405	0444	1810	1849
- 7	0707	0754	1506	1553	- 8	0626	0706	1610	1650	- 8	0521	0558	1711	1748	- 7	0400	0439	1814	1853
- 9	0707	0753	1509	1555	- 10	0622	0702	1615	1655	- 10	0516	0553	1716	1753	- 9	0355	0434	1818	1857
- 11	0705	0751	1512	1558	- 12	0617	0657	1619	1659	- 12	0511	0548	1720	1757	- 11	0349	0429	1822	1902
- 13	0704	0749	1516	1601	- 14	0614	0653	1623	1702	- 14	0506	0543	1724	1801	- 13	0343	0423	1826	1906
- 15	0702	0747	1519	1604	- 16	0609	0648	1628	1707	- 16	0500	0537	1728	1805	- 15	0337	0418	1830	1911
- 17	0659	0744	1523	1608	- 18	0604	0643	1632	1711	- 18	0455	0532	1732	1809	- 17	0332	0413	1834	1915
- 19	0658	0742	1527	1611	- 20	0600	0639	1637	1716	- 20	0450	0527	1737	1814	- 19	0326	0408	1839	1921
- 21	0655	0739	1531	1615	- 22	0556	0634	1641	1719	- 22	0444	0521	1741	1818	- 21	0321	0403	1843	1925
- 23	0653	0736	1535	1618	- 24	0551	0629	1646	1724	- 24	0438	0516	1745	1823	- 23	0315	0358	1847	1930
- 25	0650	0733	1539	1622	- 26	0546	0624	1650	1728	- 26	0433	0511	1749	1827	- 25	0310	0353	1851	1934
- 27	0646	0729	1544	1627	- 28	0541	0619	1654	1732	- 28	0427	0505	1753	1831	- 27	0305	0349	1855	1939
- 29	0644	0726	1548	1630						- 30	0422	0500	1757	1835	- 29	0300	0344	1859	1943
- 31	0640	0722	1552	1634															
MAY 1	0254	0339	1903	1948	JUN 2	0144	0243	2001	2100	JUL 2	0137	0240	2014	2117	AUG 1	0236	0325	1933	2022
- 3	0249	0335	1907	1953	- 4	0141	0241	2004	2104	- 4	0140	0242	2013	2115	- 3	0241	0329	1929	2017
- 5	0243	0330	1912	1959	- 6	0138	0239	2006	2107	- 6	0143	0244	2012	2113	- 5	0245	0333	1925	2013
- 7	0239	0326	1916	2003	- 8	0136	0238	2008	2110	- 8	0146	0246	2010	2110	- 7	0250	0337	1920	2007
- 9	0234	0322	1920	2008	- 10	0134	0236	2010	2112	- 10	0150	0249	2008	2107	- 9	0255	0341	1916	2002
- 11	0229	0318	1923	2012	- 12	0132	0235	2012	2115	- 12	0153	0252	2006	2105	- 11	0300	0345	1911	1956
- 13	0224	0314	1927	2017	- 14	0132	0235	2013	2116	- 14	0156	0254	2003	2101	- 13	0304	0349	1907	1952
- 15	0219	0310	1931	2022	- 16	0130	0234	2014	2118	- 16	0200	0257	2001	2058	- 15	0309	0353	1902	1946
- 17	0214	0306	1935	2027	- 18	0130	0234	2015	2119	- 18	0205	0301	1958	2054	- 17	0314	0357	1857	1940
- 19	0210	0303	1939	2032	- 20	0130	0234	2016	2120	- 20	0209	0304	1955	2050	- 19	0318	0401	1852	1935
- 21	0206	0259	1942	2035	- 22	0131	0235	2016	2120	- 22	0213	0307	1952	2046	- 21	0323	0405	1848	1930
- 23	0202	0256	1946	2040	- 24	0131	0235	2016	2120	- 24	0218	0311	1948	2041	- 23	0327	0409	1843	1925
- 25	0158	0253	1949	2044	- 26	0132	0236	2016	2120	- 26	0222	0314	1945	2037	- 25	0332	0413	1837	1918
- 27	0154	0250	1952	2048	- 28	0133	0237	2016	2120	- 28	0227	0318	1941	2032	- 27	0336	0417	1832	1913
- 29	0150	0247	1955	2052	- 30	0136	0239	2015	2118	- 30	0232	0322	1937	2027	- 29	0340	0420	1827	1907
- 31	0147	0245	1958	2056											- 31	0344	0424	1822	1902
SEP 2	0348	0428	1817	1857	OCT 2	0451	0528	1657	1734	NOV 1	0551	0631	1543	1623	DEC 1	0645	0731	1453	1539
- 4	0353	0432	1812	1851	- 4	0455	0532	1652	1729	- 3	0555	0635	1538	1618	- 3	0649	0735	1451	1537
- 6	0357	0436	1806	1845	- 6	0459	0536	1646	1723	- 5	0558	0639	1534	1615	- 5	0651	0738	1450	1537
- 8	0401	0440	1801	1840	- 8	0503	0540	1641	1718	- 7	0603	0644	1530	1611	- 7	0654	0741	1448	1535
- 10	0406	0444	1756	1834	- 10	0506	0544	1636	1714	- 9	0607	0648	1526	1607	- 9	0657	0744	1448	1535
- 12	0410	0448	1750	1828	- 12	0510	0548	1631	1709	- 11	0610	0652	1522	1604	- 11	0659	0746	1447	1534
- 14	0414	0452	1745	1823	- 14	0514	0552	1626	1704	- 13	0614	0656	1518	1600	- 13	0700	0748	1446	1534
- 16	0418	0456	1740	1818	- 16	0519	0557	1621	1659	- 15	0618	0701	1515	1558	- 15	0702	0750	1446	1534
- 18	0422	0500	1734	1812	- 18	0523	0601	1616	1654	- 17	0622	0705	1511	1554	- 17	0704	0752	1447	1535
- 20	0426	0504	1729	1807	- 20	0527	0605	1611	1649	- 19	0626	0709	1508	1551	- 19	0706	0754	1447	1535
- 22	0431	0508	1724	1801	- 22	0530	0609	1606	1645	- 21	0629	0713	1505	1549	- 21	0707	0755	1448	1536
- 24	0435	0512	1718	1755	- 24	0535	0614	1601	1640	- 23	0633	0717	1502	1546	- 23	0708	0756	1449	1537
- 26	0439	0516	1713	1750	- 26	0539	0618	1556	1635	- 25	0636	0721	1500	1545	- 25	0709	0757	1450	1538
- 28	0443	0520	1707	1744	- 28	0543	0622	1552	1631	- 27	0639	0724	1457	1542	- 27	0709	0757	1452	1540
- 30	0447	0524	1702	1739	- 30	0546	0626	1547	1627	- 29	0643	0728	1455	1540	- 29	0709	0757	1454	1542
															- 31	0709	0757	1456	1544

Table 2: East of 11°E with the exception of the islands Læsø, Bornholm and Ertholmene. Data REF: EKCH - København/Kastrup PSN 55 37N 012 39E.

MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO
JAN 1	0652	0738	1448	1534	FEB 2	0621	0701	1545	1625	MAR 2	0522	0559	1645	1722	APR 1	0403	0441	1746	1824
- 3	0652	0738	1450	1536	- 4	0617	0657	1550	1630	- 4	0517	0554	1650	1727	- 3	0358	0436	1750	1828
- 5	0651	0737	1453	1539	- 6	0614	0654	1554	1634	- 6	0512	0549	1654	1731	- 5	0353	0431	1754	1832
- 7	0651	0736	1456	1541	- 8	0610	0649	1558	1637	- 8	0507	0544	1658	1735	- 7	0348	0426	1758	1836
- 9	0649	0734	1459	1544	- 10	0606	0645	1603	1642	- 10	0501	0538	1702	1739	- 9	0342	0421	1802	1841
- 11	0648	0733	1502	1547	- 12	0602	0641	1607	1646	- 12	0456	0533	1706	1743	- 11	0337	0416	1806	1845
- 13	0647	0731	1505	1549	- 14	0558	0637	1611	1650	- 14	0451	0528	1710	1747	- 13	0332	0411	1810	1849
- 15	0645	0729	1509	1553	- 16	0554	0632	1616	1654	- 16	0446	0523	1714	1751	- 15	0326	0406	1814	1854
- 17	0642	0726	1513	1557	- 18	0549	0627	1620	1658	- 18	0441	0518	1718	1755	- 17	0321	0401	1819	1859
- 19	0641	0724	1517	1600	- 20	0545	0623	1624	1702	- 20	0436	0512	1722	1759	- 19	0315	0356	1823	1904
- 21	0638	0721	1520	1603	- 22	0540	0618	1629	1707	- 22	0430	0507	1726	1803	- 21	0310	0351	1827	1908
- 23	0636	0718	1524	1606	- 24	0536	0613	1633	1710	- 24	0425	0502	1730	1807	- 23	0304	0346	1831	1913
- 25	0633	0715	1529	1611	- 26	0532	0609	1637	1714	- 26	0420	0457	1734	1811	- 25	0300	0342	1835	1917
- 27	0630	0712	1533	1615	- 28	0527	0604	1641	1718	- 28	0415	0452	1738	1815	- 27	0254	0337	1839	1922
- 29	0628	0709	1537	1618						- 30	0410	0447	1742	1819	- 29	0249	0332	1843	1926
- 31	0624	0705	1541	1622															
MAY 1	0244	0328	1847	1931	JUN 2	0136	0233	1942	2039	JUL 2	0132	0231	1955	2054	AUG 1	0227	0315	1916	2004
- 3	0238	0323	1850	1935	- 4	0135	0232	1945	2042	- 4	0134	0233	1954	2053	- 3	0231	0318	1912	1959
- 5	0234	0319	1854	1939	- 6	0132	0230	1947	2045	- 6	0137	0235	1953	2051	- 5	0236	0322	1908	1954
- 7	0229	0315	1858	1944	- 8	0129	0228	1949	2048	- 8	0139	0237	1951	2049	- 7	0241	0326	1903	1948
- 9	0224	0311	1902	1949	- 10	0128	0227	1951	2050	- 10	0143	0240	1949	2046	- 9	0245	0330	1859	1944
- 11	0220	0307	1906	1953	- 12	0126	0226	1952	2052	- 12	0146	0242	1947	2043	- 11	0249	0333	1855	1939
- 13	0215	0303	1910	1958	- 14	0126	0226	1954	2054	- 14	0150	0245	1945	2040	- 13	0254	0337	1850	1933
- 15	0210	0259	1913	2002	- 16	0124	0225	1955	2056	- 16	0154	0248	1942	2036	- 15	0258	0341	1846	1929
- 17	0206	0256	1917	2007	- 18	0124	0225	1956	2057	- 18	0158	0251	1939	2032	- 17	0303	0345	1841	1923
- 19	0201	0252	1921	2012	- 20	0124	0225	1957	2058	- 20	0201	0254	1937	2030	- 19	0307	0349	1836	1918
- 21	0157	0249	1924	2016	- 22	0125	0226	1957	2058	- 22	0205	0257	1933	2025	- 21	0312	0353	1831	1912
- 23	0154	0246	1927	2019	- 24	0125	0226	1957	2058	- 24	0209	0300	1930	2021	- 23	0315	0356	1826	1907
- 25	0150	0243	1931	2024	- 26	0126	0227	1957	2058	- 26	0214	0304	1927	2017	- 25	0320	0400	1822	1902
- 27	0146	0240	1934	2028	- 28	0128	0228	1957	2057	- 28	0218	0307	1923	2012	- 27	0324	0404	1817	1857
- 29	0143	0238	1937	2032	- 30	0130	0230	1956	2056	- 30	0223	0311	1920	2008	- 29	0328	0408	1812	1852
- 31	0139	0235	1939	2035											- 31	0333	0412	1806	1845
SEP 2	0337	0416	1801	1840	OCT 2	0436	0513	1643	1720	NOV 1	0535	0616	1531	1610	DEC 1	0628	0713	1443	1528
- 4	0340	0419	1756	1835	- 4	0440	0517	1638	1715	- 3	0539	0618	1527	1606	- 3	0631	0716	1441	1526
- 6	0345	0423	1751	1829	- 6	0444	0521	1633	1710	- 5	0543	0623	1522	1602	- 5	0635	0720	1440	1525
- 8	0349	0427	1746	1824	- 8	0448	0525	1628	1705	- 7	0547	0627	1518	1558	- 7	0636	0722	1439	1525
- 10	0353	0431	1741	1819	- 10	0452	0529	1623	1700	- 9	0550	0631	1515	1556	- 9	0639	0725	1438	1524
- 12	0357	0435	1735	1813	- 12	0456	0533	1618	1655	- 11	0554	0635	1511	1552	- 11	0642	0728	1437	1523
- 14	0402	0439	1730	1807	- 14	0500	0537	1613	1650	- 13	0558	0639	1507	1548	- 13	0644	0730	1437	1523
- 16	0405	0442	1725	1802	- 16	0504	0541	1608	1645	- 15	0601	0643	1504	1546	- 15	0646	0732	1437	1523
- 18	0409	0446	1720	1757	- 18	0508	0545	1603	1640	- 17	0605	0647	1501	1543	- 17	0646	0733	1437	1524
- 20	0413	0450	1715	1752	- 20	0511	0549	1558	1636	- 19	0609	0651	1457	1539	- 19	0648	0735	1438	1525
- 22	0417	0454	1709	1746	- 22	0515	0553	1553	1631	- 21	0612	0655	1454	1537	- 21	0649	0736	1438	1525
- 24	0421	0458	1704	1741	- 24	0520	0558	1549	1627	- 23	0616	0659	1452	1535	- 23	0650	0737	1439	1526
- 26	0425	0502	1659	1736	- 26	0524	0602	1544	1622	- 25	0619	0703	1449	1533	- 25	0651	0738	1441	1528
- 28	0429	0506	1654	1731	- 28	0527	0606	1540	1619	- 27	0622	0706	1447	1531	- 27	0651	0738	1442	1529
- 30	0432	0509	1648	1725	- 30	0531	0610	1535	1614	- 29	0626	0710	1445	1529	- 29	0652	0738	1444	1530
															- 31	0652	0738	1446	1532

Table 3: The islands Bornholm and Ertholmene. Data REF: EKRN - Bornholm/Rønne PSN 55 04N 014 46E.

MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO
JAN 1	0641	0726	1443	1528	FEB 2	0611	0651	1539	1619	MAR 2	0513	0549	1638	1714	APR 1	0357	0434	1737	1814
- 3	0641	0726	1445	1530	- 4	0608	0647	1543	1622	- 4	0509	0545	1642	1718	- 3	0352	0429	1741	1818
- 5	0640	0725	1448	1533	- 6	0604	0643	1548	1627	- 6	0504	0540	1646	1722	- 5	0346	0424	1745	1823
- 7	0640	0724	1451	1535	- 8	0600	0639	1552	1631	- 8	0459	0535	1650	1726	- 7	0340	0418	1749	1827
- 9	0639	0723	1454	1538	- 10	0556	0635	1556	1635	- 10	0454	0530	1654	1730	- 9	0335	0413	1753	1831
- 11	0637	0721	1457	1541	- 12	0553	0631	1600	1638	- 12	0449	0525	1658	1734	- 11	0331	0409	1757	1835
- 13	0636	0719	1500	1543	- 14	0549	0627	1604	1642	- 14	0444	0520	1702	1738	- 13	0325	0404	1801	1840
- 15	0634	0717	1504	1547	- 16	0544	0622	1609	1647	- 16	0438	0514	1706	1742	- 15	0320	0359	1805	1844
- 17	0632	0715	1507	1550	- 18	0541	0618	1613	1650	- 18	0433	0509	1710	1746	- 17	0315	0354	1809	1848
- 19	0631	0713	1511	1553	- 20	0536	0613	1617	1654	- 20	0428	0504	1714	1750	- 19	0309	0349	1813	1853
- 21	0628	0710	1515	1557	- 22	0532	0609	1621	1658	- 22	0423	0459	1718	1754	- 21	0304	0344	1816	1856
- 23	0625	0707	1519	1601	- 24	0527	0604	1625	1702	- 24	0418	0454	1722	1758	- 23	0259	0340	1820	1901
- 25	0623	0704	1523	1604	- 26	0522	0559	1630	1707	- 26	0412	0449	1726	1803	- 25	0254	0335	1824	1905
- 27	0620	0701	1527	1608	- 28	0517	0554	1634	1711	- 28	0407	0444	1730	1807	- 27	0248	0330	1828	1910
- 29	0617	0658	1531	1612						- 30	0402	0439	1733	1810	- 29	0244	0326	1832	1914
- 31	0614	0654	1535	1615															
MAY 1	0239	0322	1836	1919	JUN 2	0134	0229	1930	2025	JUL 2	0130	0227	1943	2040	AUG 1	0222	0309	1905	1952
- 3	0233	0317	1840	1924	- 4	0132	0227	1932	2027	- 4	0131	0228	1942	2039	- 3	0226	0312	1901	1947
- 5	0229	0313	1844	1928	- 6	0129	0225	1935	2031	- 6	0134	0230	1940	2036	- 5	0231	0316	1857	1942
- 7	0224	0309	1847	1932	- 8	0127	0224	1937	2034	- 8	0137	0233	1939	2035	- 7	0236	0320	1853	1937
- 9	0219	0305	1851	1937	- 10	0126	0223	1938	2035	- 10	0140	0235	1937	2032	- 9	0239	0323	1848	1932
- 11	0215	0301	1855	1941	- 12	0124	0222	1940	2038	- 12	0143	0237	1935	2029	- 11	0244	0327	1844	1927
- 13	0210	0257	1858	1945	- 14	0123	0221	1941	2039	- 14	0147	0240	1933	2026	- 13	0248	0331	1840	1923
- 15	0206	0254	1902	1950	- 16	0123	0221	1943	2041	- 16	0150	0243	1930	2023	- 15	0253	0335	1835	1917
- 17	0201	0250	1906	1955	- 18	0123	0221	1943	2041	- 18	0154	0246	1928	2020	- 17	0256	0338	1831	1913
- 19	0158	0247	1909	1958	- 20	0122	0221	1944	2043	- 20	0158	0249	1925	2016	- 19	0301	0342	1826	1907
- 21	0154	0244	1912	2002	- 22	0122	0221	1945	2044	- 22	0202	0252	1922	2012	- 21	0305	0346	1821	1902
- 23	0150	0241	1916	2007	- 24	0122	0222	1945	2043	- 24	0205	0255	1919	2009	- 23	0310	0350	1817	1857
- 25	0146	0238	1919	2011	- 26	0123	0223	1945	2043	- 26	0209	0258	1915	2004	- 25	0313	0353	1812	1852
- 27	0143	0235	1922	2014	- 28	0126	0224	1944	2042	- 28	0214	0302	1912	2000	- 27	0318	0357	1807	1846
- 29	0140	0233	1925	2018	- 30	0127	0225	1944	2042	- 30	0218	0305	1908	1955	- 29	0322	0401	1802	1841
- 31	0137	0231	1927	2021											- 31	0326	0405	1757	1836
SEP 2	0330	0408	1752	1830	OCT 2	0429	0505	1635	1711	NOV 1	0525	0604	1524	1603	DEC 1	0618	0702	1438	1522
- 4	0334	0412	1747	1825	- 4	0432	0508	1630	1706	- 3	0529	0608	1520	1559	- 3	0621	0705	1436	1520
- 6	0338	0416	1742	1820	- 6	0436	0512	1625	1701	- 5	0533	0612	1516	1555	- 5	0624	0708	1435	1519
- 8	0342	0419	1737	1814	- 8	0440	0516	1620	1656	- 7	0537	0616	1512	1551	- 7	0626	0711	1434	1519
- 10	0346	0423	1732	1809	- 10	0444	0520	1615	1651	- 9	0540	0620	1508	1548	- 9	0628	0713	1433	1518
- 12	0350	0427	1727	1804	- 12	0448	0524	1610	1646	- 11	0544	0624	1505	1545	- 11	0631	0716	1432	1517
- 14	0354	0431	1721	1758	- 14	0451	0528	1605	1642	- 13	0547	0628	1501	1542	- 13	0633	0718	1432	1517
- 16	0357	0434	1716	1753	- 16	0455	0532	1600	1637	- 15	0551	0632	1458	1539	- 15	0635	0720	1432	1517
- 18	0402	0438	1711	1747	- 18	0459	0536	1556	1633	- 17	0555	0636	1455	1536	- 17	0636	0722	1432	1518
- 20	0406	0442	1706	1742	- 20	0503	0540	1551	1628	- 19	0558	0640	1452	1534	- 19	0637	0723	1433	1519
- 22	0410	0446	1701	1737	- 22	0507	0544	1546	1623	- 21	0602	0644	1449	1531	- 21	0638	0724	1434	1520
- 24	0413	0449	1656	1732	- 24	0510	0548	1542	1620	- 23	0605	0648	1446	1528	- 23	0639	0725	1435	1521
- 26	0417	0453	1650	1726	- 26	0514	0552	1537	1615	- 25	0608	0651	1444	1527	- 25	0640	0726	1436	1522
- 28	0421	0457	1645	1721	- 28	0518	0556	1533	1611	- 27	0612	0655	1441	1524	- 27	0640	0726	1437	1523
- 30	0425	0501	1640	1716	- 30	0522	0600	1528	1606	- 29	0615	0658	1439	1522	- 29	0642	0727	1439	1524
															- 31	0641	0726	1441	1526

Table 4: North Sea Area west of 8°E. Data REF: EKTE - Tyra E PSN 55 43N 004 48E.

MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO	MONTH/DAT	TWIL FROM	SR	SS	TWIL TO
JAN 1	0724	0810	1518	1604	FEB 2	0652	0733	1616	1657	MAR 2	0553	0630	1717	1754	APR 1	0435	0513	1818	1856
- 3	0724	0810	1521	1607	- 4	0649	0729	1621	1701	- 4	0548	0625	1721	1758	- 3	0429	0507	1822	1900
- 5	0723	0809	1524	1610	- 6	0645	0725	1625	1705	- 6	0543	0620	1725	1802	- 5	0424	0502	1826	1904
- 7	0722	0808	1527	1613	- 8	0641	0721	1629	1709	- 8	0538	0615	1729	1806	- 7	0419	0457	1830	1908
- 9	0721	0806	1530	1615	- 10	0638	0717	1634	1713	- 10	0533	0610	1733	1810	- 9	0413	0452	1834	1913
- 11	0720	0805	1533	1618	- 12	0634	0713	1638	1717	- 12	0528	0605	1737	1814	- 11	0408	0447	1838	1917
- 13	0718	0803	1536	1621	- 14	0629	0708	1642	1721	- 14	0523	0600	1742	1819	- 13	0403	0442	1842	1921
- 15	0717	0801	1540	1624	- 16	0626	0704	1647	1725	- 16	0517	0554	1746	1823	- 15	0357	0437	1846	1926
- 17	0714	0758	1544	1628	- 18	0621	0659	1651	1729	- 18	0512	0549	1750	1827	- 17	0352	0432	1850	1930
- 19	0713	0756	1547	1630	- 20	0616	0654	1655	1733	- 20	0507	0544	1754	1831	- 19	0346	0427	1854	1935
- 21	0710	0753	1551	1634	- 22	0612	0650	1700	1738	- 22	0502	0539	1758	1835	- 21	0341	0422	1858	1939
- 23	0707	0750	1555	1638	- 24	0608	0645	1704	1741	- 24	0457	0534	1802	1839	- 23	0335	0417	1902	1944
- 25	0705	0747	1600	1642	- 26	0603	0640	1708	1745	- 26	0451	0528	1806	1843	- 25	0331	0413	1906	1948
- 27	0702	0744	1604	1646	- 28	0558	0635	1713	1750	- 28	0446	0523	1810	1847	- 27	0325	0408	1910	1953
- 29	0659	0740	1608	1649						- 30	0440	0518	1814	1852	- 29	0320	0403	1914	1957
- 31	0656	0737	1612	1653															
MAY 1	0315	0359	1918	2002	JUN 2	0207	0304	2014	2111	JUL 2	0202	0302	2027	2127	AUG 1	0258	0346	1948	2036
- 3	0309	0354	1922	2007	- 4	0204	0302	2017	2115	- 4	0205	0304	2026	2125	- 3	0302	0349	1944	2031
- 5	0305	0350	1926	2011	- 6	0203	0301	2019	2117	- 6	0207	0306	2025	2124	- 5	0307	0353	1939	2025
- 7	0300	0346	1930	2016	- 8	0200	0259	2021	2120	- 8	0210	0308	2023	2121	- 7	0311	0357	1935	2021
- 9	0255	0342	1934	2021	- 10	0158	0258	2023	2123	- 10	0213	0310	2021	2118	- 9	0316	0401	1931	2016
- 11	0250	0338	1938	2026	- 12	0157	0257	2025	2125	- 12	0217	0313	2019	2115	- 11	0320	0404	1926	2010
- 13	0246	0334	1942	2030	- 14	0155	0256	2027	2127	- 14	0221	0316	2017	2112	- 13	0324	0408	1922	2006
- 15	0241	0330	1945	2034	- 16	0155	0256	2027	2128	- 16	0224	0319	2014	2109	- 15	0329	0412	1917	2000
- 17	0237	0327	1949	2039	- 18	0155	0256	2028	2129	- 18	0228	0322	2011	2105	- 17	0334	0416	1913	1955
- 19	0232	0323	1953	2044	- 20	0155	0256	2029	2130	- 20	0232	0325	2009	2102	- 19	0338	0420	1908	1950
- 21	0228	0320	1956	2048	- 22	0155	0256	2029	2130	- 22	0236	0328	2005	2057	- 21	0343	0424	1903	1944
- 23	0224	0317	1959	2052	- 24	0156	0257	2029	2130	- 24	0240	0331	2002	2053	- 23	0347	0428	1858	1939
- 25	0220	0314	2003	2057	- 26	0157	0258	2029	2130	- 26	0245	0335	1959	2049	- 25	0351	0431	1853	1933
- 27	0217	0311	2006	2100	- 28	0158	0259	2030	2130	- 28	0249	0338	1955	2044	- 27	0355	0435	1848	1928
- 29	0214	0309	2009	2104	- 30	0200	0300	2028	2128	- 30	0253	0342	1951	2040	- 29	0359	0439	1843	1923
- 31	0210	0306	2012	2108											- 31	0404	0443	1838	1917
SEP 2	0408	0447	1833	1912	OCT 2	0508	0545	1714	1751	NOV 1	0607	0646	1602	1641	DEC 1	0700	0745	1514	1559
- 4	0412	0451	1828	1907	- 4	0512	0549	1709	1746	- 3	0610	0650	1558	1638	- 3	0704	0749	1512	1557
- 6	0417	0455	1823	1901	- 6	0516	0553	1704	1741	- 5	0614	0654	1553	1633	- 5	0706	0752	1511	1557
- 8	0420	0458	1817	1855	- 8	0520	0557	1659	1736	- 7	0619	0659	1549	1629	- 7	0708	0754	1509	1555
- 10	0424	0502	1812	1850	- 10	0524	0601	1654	1731	- 9	0622	0703	1546	1627	- 9	0711	0757	1509	1555
- 12	0428	0506	1807	1845	- 12	0528	0605	1649	1726	- 11	0626	0707	1542	1623	- 11	0714	0800	1508	1554
- 14	0433	0510	1802	1839	- 14	0532	0609	1644	1721	- 13	0630	0711	1538	1619	- 13	0715	0802	1508	1555
- 16	0437	0514	1756	1833	- 16	0536	0613	1639	1716	- 15	0633	0715	1535	1617	- 15	0717	0804	1508	1555
- 18	0441	0518	1751	1828	- 18	0539	0617	1634	1712	- 17	0637	0719	1531	1613	- 17	0719	0806	1508	1555
- 20	0445	0522	1746	1823	- 20	0543	0621	1629	1707	- 19	0640	0723	1528	1611	- 19	0720	0807	1508	1555
- 22	0448	0525	1741	1818	- 22	0547	0625	1624	1702	- 21	0644	0727	1525	1608	- 21	0721	0808	1509	1556
- 24	0452	0529	1735	1812	- 24	0551	0629	1620	1658	- 23	0648	0731	1523	1606	- 23	0722	0809	1510	1557
- 26	0456	0533	1730	1807	- 26	0555	0633	1615	1653	- 25	0651	0735	1520	1604	- 25	0723	0810	1511	1558
- 28	0500	0537	1725	1802	- 28	0559	0638	1611	1650	- 27	0654	0738	1518	1602	- 27	0723	0810	1513	1600
- 30	0504	0541	1720	1757	- 30	0603	0642	1606	1645	- 29	0657	0742	1516	1601	- 29	0724	0811	1515	1602
															- 31	0724	0810	1517	1603