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A permission may at any time be withdrawn with immediate effect, should circum-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

Randers - EKRD

Ringsted - EKRS

Samsø - EKSS *

Sindal - EKSN

Skive - EKSV

Stauning - EKVJ

Sønderborg - EKSE

Thisted - EKTS *

Vesthimmerland - EKVH *

ojens/Skrydstrup - EKSP

Svenstrup

Vildmoser

Ebeltoft

Ryomgård

Sønder Omme

Vorbasse Vest

Dueodde

Vester Nebel

Tønder - EKTD

Viborg - EKVB

Bornholm/Rønne

Karup/Midtjyllands Lufthavn Ikast

List of Radio Navigation Aids

VOR/DME

TACAN

VOR/DME

Public Holidays (HOL)

Maundy Thursday (THU before Easter)

Good Friday (FRI before Easter)

Prayer Day (4th FRI after Faster)

Easter Monday (MON after Easter)

Ascension Day (6th THU after Easter

Whit Monday (MON after Whit Sunday)

New Years Day (1 JAN)

Christmas (25 DEC)

Boxing Day (26 DEC)

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

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.

Denmark" approved by the Ministry of Transport.

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

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								
Aalborg - EKYT	All States	98 17 11 44								

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 131.555 MHZ. Outside stated hours PPR for non-son shall be submitted to airport office not later than 2100 (2000), and for ambula 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 131.555 MHZ. PPR outside AD hours for non-s 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": 131.555 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		*Self-service AD.
Karup/Midtjyllands Lufthavn - EKKA	All Ctates	ADM: 59 51 33 11 97 10 06 10	97 10 06 65	MIL AD PPR. "Karup Airport Office": 131.550 MHZ.
Kalup/Midiyilands Luthavi - EKKA Kolding/Vamdrup - EKVD	All States	75 58 18 77	97 10 00 03	PPR 1 HR PN for AD/ADO/AFIS submitted 1 HR before closing time. IFR not side AFIS hours. Customs/Immigration: PN 1 HR. Remark: for flight originated mark with destination inside Denmark must state number of PAX of 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
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/İmmigration: 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- THU 0700-1630 (0600-1530) and FRI 0700-1200 (0600-1100) on TEL +45 72
Morsø - EKNM *	National AD	ADM: 20 33 17 71 AD: 51 21 01 73 AD: 20 66 56 65		*Self-service AD.

65 95 50 72 Odense/Hans Christian Andersen All States Schengen States 86 40 40 11 86 43 41 82 Schengen States 20 29 34 28 40 16 40 44 National AD All States 98 93 58 00 97 53 57 77 All States 61 29 57 77 (mobile All States 97 36 90 44 62 54 22 94 All States 74 42 21 30 All States 99 17 37 80 All States

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 15 58N 010 36 56

56 20 28N 010 37 26

55 51 58N 009 14 55F

55 39 50N 009 30 44E

55 50 18N 008 55 55

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 20

55 30 40N 008 33 46

55 37 28N 008 30 55

55 32 26N 008 32 38E

56 14 38N 009 05 55

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

57 06 14 16N FL 500/200NM

55 59 27.58N 15 NM

55 32 28.51N 20 NM

55 01 41.49N 20 NM

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

009 00 30.95E DME ELEV 172.8 FT

012 36 48.97E DME ELEV 28.9 F

55 26 22N FL 500/80 NM.

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

55 37 23.27N 30 NM

56 28 42N FL 500/60NM

008 11 15E DME ELEV 60.4 F

011 37 54E DME ELEV 136.2 FT

55 35 15.91N DME ELEV 170.6 FT

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

55 03 56.08N FL 500/80 NM, 017°-152° MAG 150 NM.

014 45 31.29E DME INFO from ROE TACAN

DMF FLEV 24.0 FT DMF ODN 102X

degrees at 3000 FT or below.

reduced range to 24 NM in direction 198

008 19 06.09E

008 41 59.11E

014 54 01.79E

010 27 45.21E

009 20 05.42E

012 07 09.24E

LME DME 55 59 34N FL195/60NM 115.350/100Y 008 21 16E DME ELEV 76.1 FT

009 59 34.11E DME ELEV 56.8 FT

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

56 23 00N 009 07 56E

.555 MHZ. Outside stated hours PPR for non-scheduled fligh ffice not later than 2100 (2000), and for ambulance flights thts submitted to ADC 1 1 HR on TEL +45 30 92 08 44. Call sign "AIRCAT ANHOLT".

submitted 1 HR before closing time. IFR not permitted outigration: PN 1 HR. Remark: for flight originated outside Dennmark must state number of PAX of Schengen and nonlight plan item 18. twilight. VFG Night: PPR TEL: +45 30 56 53 03. Roskilde Handling": 131.550 MHZ. nigration by arrangement TEL +45 97 82 13 68. 1 HR submitted MON-WED 0700-1430 (0600-133

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

Customs: PN 1 HR to ADO.

Andersen Airport

to ADO. Customs/Immigration: PN 1 HR to ADO.

Vallensbæk

and FRI 0700-1200 (0600-1100) on TEL +45 72 22 12 12 Customs/Immigration: PN 1 HR on E-mail: told3.aarhus@skat.dk. The request for custom earance and immigration shall contain following information: DEP AD, CS, PIC, PAX and *Self-service AD. Customs: PN 1 HR on FAX: 57 65 16 00. The request for custom clearnce 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.

elf-service AD. PPR outside AD hours for AD submitted MON-FRI 0900-1500 $(0800\text{-}1400) \, \text{TEL:} \, +45 \,\, 40 \,\, 14 \,\, 21 \,\, 22. \,\, \text{Customs/Immigration:} \, \text{PN 2 HR on TEL} \,\, +45 \,\, 61 \,\, 29 \,\, 57 \,\, 77.$ N 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 O. 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.

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 36F

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

and other INFO

014 45 21.07E DME ELEV 78.6 FT

55 13 44.18N FL 500/80 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

55 52 16.5N 15 NM

56 20 47.6N 25 NM

56 47 49.3N 25 NM

56 39 08.9N 15 NM

55 59 23.1N 30 NM

57 35 41.5N 15 NM

54 22 39.26N 30 NM

54 51 24.83N 25 NM

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

54 30 39.49N FL 500/60 NM

013 14 57.58E DME ELEV 22 FT

56 10 08.1N FL 500/100 NM.

012 34 25.3E DME ELEV 45 FT

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

57 39 22.0N FL 500/100 NM

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

010 07 12.08E

008 24 35.94E

009 12 50.61E DME ELEV 138.4 FT

012 08 06.64E DME ELEV 167.3 FT

011 26 21E DME ELEV: - 11.9 FT

009 20 06E DME ELEV 174.5 FT

55 26 17N FL195/60NM

010 09 02.53E

117.400/121X

114.60/93X

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)

North Sea, where ATS is provided by Denmark. Outside AD said hours: PPR submitted MON-FRI 0900-1500 (0800-1400):TEL: +45 74 72 14 18 Self-service AD. PPR outside AD hours (daily 0700-1900 (0500-1700)) to TEL: +45 99 66 73 85. Customs: PN 1,5 HR on TEL +45 40 68 30 24. PN shall be submitted MON-WED 1000-1500 PPR outside AD hours for ADO submitted not later than 1 HR before closing time to ADO

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.

o avoid inadvertent explosion, which can be a risk to the crew on the installation and

Burning of Gas and Condensates from Flare Stacks of gas and condensates may take place occasionally. See also ENR 5.4. 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 * SE of Næstved at PSN 55 12 37N 011 59 08E. flying below 2000 FT MSL. The flare stacks are shown on ANC 1:500 000

vember (autumn migration)

winds, and southerly winds. guiding coasts. The most important points of concentration are: a. Skagen . North-East Fyn d. North and East Sjælland

average altitude is about 3000 - 5000 FT, by day 1000 - 3000 FT. heavy migration is fall in temperature over Central and Northern Scandinavia. High atmospheric pressure.

54 35N 011 55E - 54 40N 011 20E Gedser-Rødby 55 15N 011 18E

Prohibited, Restricted, and Danger Areas

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

ices at the following airports/aerodromes:									
oorg hus und nholm/Rønne njerg up/Midtjyllands Lufthavn ding/Vamdrup	København/Kastrup København/Roskilde Lolland Falster/Maribo Odense / Hans Christian Andersen Airport Sindal Stauning Sønderborg								

https://briefing.naviair.dk.

sion objective not be able to comply with the 250 KT speed limitation in all cases.

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. 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. 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 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. Frequency 122.650 MHZ is assigned for operational communication between

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.

he 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

Helicopter routes (HR) HR have been established for the most used helicopter tracks in that part of the Other air traffic than civil helicopter operations are advised a. to avoid flying along or in close vicinity of a HR, and

The following frequency (MHZ) is assigned only for communication between

'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. damage the installation, air traffic is strongly requested to pass all fixed and mobile

Due to high temperature and risk of explosion it is recommended to avoid over-

of March to Mid-May (spring migration) and beginning of September to Mid-No-

57 45N 010 35F 56 25N 010 55E

Navigation Warnings etc.

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

ACC (CS: Copenhagen Control), FIS (CS: Copenhagen Information), and the brief-

Figure 1. Temporary Segregated Areas (TSA) and Temporary Reserved Areas (TRA)

SA Silkeborg FL 285 / FL 125

JY 1 and JY 2 FL 660 / FL 125

NS 9

orridor Silkeborg FL 660 / FL 125

NS 1 to NS 11 and VE 1 FL 660 / GND

KGT 1, KGT 2 and LAN FL 195 / GND

AALBORG, KARUP and SKRYDSTRUP FL 195 / FL 55

Figure 2. Helicopter Operations in the North Se

SUNEX -

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 3. ATS Airspace Profile (schematic

RMZ above FL 95

FIZ / RMZ*

POLARIS FIR

RMZ above FL 95 RMZ above FL 95

<u> սուֆասակայիսկասանու</u>

□ □ □ □ □ □ □ | Glider Frequency Sector

/ - <u>-</u> - - - - -

Corridor Fanoe and Vendsyssel FL 660 / GND

Information about active areas and NOTAM can be obtained on the Internet: 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 mis-Temporary Segregated Areas (TSA) Within the areas shown in figure 1. special training flights with military fighter

Cable Launching of Glider and Hang Glider

with an underslung load, and in heights up to FL 85.

o. to cross a HR at an angle as close to 90° as possible, and to keep an alert

"Cold Flaring" in the North Sea. 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 atnosphere 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

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 From the flare stacks located at the positions listed below escape and burning

Bird Migration Bird migration occurs during the whole year, but culminates in the periods end

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 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

b. Fornæs 55 20N 010 45E 56 00N 011 40E - 55 20N 012 30E Generally the altitude of migration at night is higher than by day. At night the Autumn migration culminates in the period beginning September to Mid-November.

Peak numbers for most species occur in October. The most important factor inducing intensity coincide also with winds from NNE, light winds, little cloud-cover and high 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 . Falsterbo (southern Sweden) 55 25N 012 50E - 55 20N 012 30E

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 numer-

ous 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.

KGT 2

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/FIZ

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 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 takeoff 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

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 APP Aalborg Stauning FIZ APP Billund Sønderborg F 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

. 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.

tablish connection with ground stations outside the protected areas as stated in the following:

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. AIRPORT INFORMATION 120 480 MHZ Aalborg AIRPORT INFORMATION 121.555 MHz AIRPORT INFORMATION AIRPORT INFORMATION 120.575 MHZ - Karup Kastrup ARRIVAL INFORMATION 122,750 MHZ Kastrup DEPARTURE INFORMATION Roskilde AIRPORT INFORMATION 123.800 MHz (0.500 - 2000)

Skrydstrup 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 - Middle: 122.475 MHZ 129.975 MHZ - Jylland - South and Fyn Siælland - West and Lolland/Falster: 123 425 MHZ Sjælland - East/Bornholm: 122.650 MHZ Secondary Surveillance Radar (SSR

Aircraft performing VFR flights within Danish ATS Air Space classified C (Billund TMA and TMAs within Copenhagen Area) and within airspace designated as Transponder Mandatory Zone (TMZ), shall carry a serviceable SSR-transponder with Modes A and C or Mode S. Exemption from the requirements may, for individual flights, be granted by the appropriate

Radio Communication Failure Procedure In the event of a radio communication failure, a pilot shall select Mode-A, Code 7600 and follow established radio communication failure procedures. Subsequent provision of ATS to such flight will be based on those procedures. Note: Continuous monitoring of responses on Mode-A, Code 7600 is provided. Normal Operating Procedures a. The provisions of ICAO (PANS-OPS, Volume I, Part III, Secondary Surveillance Rada (SSR) Transponder Operating Procedures) and Commission Regulation (EU) No 923

2012, Section 13, SSR Transponder, shall apply.

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

. When an aircraft carries a serviceable SSR transponder with Modes A and C or Mode S,

with ATS instructions. Pilots who have already received specific instructions from ATS concerning the setting of their transponder, shall, when entering København FIR, maintain Pilots, who have not received specific instructions from ATS concerning the setting of the transponder, shall operate the transponder as stated in the following: 1. IFR Flights within København FIR: Mode-A. Code 2000. 2. VFR flights within København FIR: Mode-A, Code 7000.

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

Emergency Procedures . If a pilot encountering a state of emergency has previously been directed by ATS to operate the transponder on a specific code, this code setting shall be maintained until otherwise instructed, see sub. b. below. . Not withstanding the procedure in sub. a. above, a pilot may select Mode-A, Code 7700, whenever the nature of the emergency is such that this appears to be the 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 Code 7700. Note: Continuous monitoring of responses on Mode-A, Code 7700 and Code 7500 is

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 departure, permission to perform the flight without SSR must be obtained from ACC KØBEN-HAVN. If the permission is granted the letter "O" shall be inserted in item 10 of the ICAO

SSR Transponder Failure

Code Assignment Method

flight plan under "SSR" for indicating complete unserviceability of the transponder or - in case of partial transponder failure - the letter corresponding to the remaining transponder . Failure after departure In cases where a transponder failure occurs during flight pilots may expect that ATS units will endeavour to provide continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. After landing pilots shall make every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the provisions in sub. a. above.

. 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. Flight Plan Notification

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

Radio and Transponder Mandatory Zones Airspace designated as Radio Mandatory Zone (RMZ) and Transponder Mandatory Zone (TMZ) is shown in the following table: Flight Radio Mandatory Zone (RMZ) Transponder Mandatory Zone VFR 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 below listed private aerodromes and gliding sites, which may imply right turn in connection with approach for landing and after take-off.

55 48 58N 012 04 56F* 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 The Pilot-in-Command shall take care that other air traffic is not unnecessarily imped-

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

ed or disturbed.

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. . 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 o. 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 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 unctions 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

pacity 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.

sleep, or being under the influence of narcotics or drugs or for similar causes his ca-

 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 n 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.

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: 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 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.

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

Holtenau (EDHK), Leck (EDXK), Rendsburg/Schachtholm (EDXR), St. Michaelis-

donn (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 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 submitted 'estimated elapsed time', may lead to effectuation of search and rescue sere. The flights shall be conducted in accordance with the respective national Danish

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,

and German VFR-procedures.

where the TA is 5000 FT MSL.

- 942 HPA

Information on Altimeter Setting

978 - 1013 HPA

1014 - 1050 HPA

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.

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

Alitude

Airspace Class Flight visibility Distance from cloud A* B C D E F G 300 M (1000 FT) verticall A* B C D E F G 1500 M horizontally

and distance from clouds equal to or greater than those specified in the following

table indicating the limits of visual meteorological conditions (VMC)

At and above FL 100 Below FL 100 and above 900 M (3000 FT) AMSL, or 300 M (1000 FT) vertically above 300 M (1000 FT) above terrain, whichever is the At and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) A* B C D E 1500 M horizontally 300 M (1000 FT) vertically above terrain, whichever is the higher Clear of cloud and with the surface in sight 3 KM**/140 KT The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

For aircraft established in the aerodrome traffic circuit, flight is permitted with a flight visibility of at least 1.5 KM clear of cloud and with the aerodrome in sight. Flight with manned balloons at or below 450 M (1500 FT) MSL or 300 M (1000 FT) above terrain, whichever is the higher, is permitted with a flight visibility of at least 1.5 KM. With helicopters, flight is permitted with a flight visibility of at least 0.8 KM, provided that the helicopter is operated at a speed that will give adequate opportunity to observe other traffic

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

at transonic and supersonic speed.

and night, shall be flown:

not be operated

a. above FL 195

.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. .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 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

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

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. 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 per-

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

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-

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

ceived 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 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

g s per speciate accordance r.c											
		Magne	tic Track								
	000° - 179°		180° - 359°								
	Above S	ea Level	FL	Above S	ea Level						
	М	FT		М	FT						
	1050 1700 2300 2900 3500 4100 4700 5350 5950	3500 5500 7500 9500 11500 13500 15500 17500	45 65 85 105 125 145 165	1350 2000 2600 3200 3800 4400 5050 5650	4500 6500 8500 10500 12500 14500 16500 18500						

Pilot-in-command carrying out VFR-flight, shall when flying in airspace classes B, C and D, or when part of aerodrome traffic on controlled aerodromes, or when flying Special VFR follow the regulations concerning ATC clearances regarding adherence to flight plan, position reports, cease of control and radio communication. 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 commuication is published in AIP/VFR Flight Guide, shall maintain continuous listenir 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 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

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/DA	T TWIL FROM	SR	ss	TWIL TO	MONTH/DA	FROM	SR	ss	TWIL TO	MONTH/DA	FROM	SR	ss	TWIL TO	MONTH/DA	FROM	SR	ss	TWI
JAN 1	0710	0757	1457	1544	FEB 2	0637	0718	1557	1638	MAR 2	0536	0614	1659	1737	APR 1	0417	0455	1801	183
- 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	185
- 11 - 13	0705	0751	1512	1558	- 12 - 14	0617	0657	1619	1659	- 12	0511	0548	1720	1757	- 11	0349	0429	1822	1902
- 13 - 15	0704 0702	0749 0747	1516 1519	1601 1604	- 14 - 16	0614 0609	0653 0648	1623 1628	1702 1707	- 14 - 16	0506 0500	0543 0537	1724 1728	1801 1805	- 13 - 15	0343	0423 0418	1826 1830	190
- 17	0659	0744	1523	1608	- 18	0604	0643	1632	1711	- 18	0455	0532	1732	1809	- 17	0337	0413	1834	191
- 19	0658	0742	1527	1611	- 20	0600	0639	1637	1716	- 20	0450	0527	1737	1814	- 19	0326	0408	1839	192
- 21	0655	0739	1531	1615	- 22	0556	0634	1641	1719	- 22	0444	0521	1741	1818	- 21	0321	0403	1843	192
- 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	193
- 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	201
- 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	200
- 9	0234	0322	1920	2008	- 10	0134	0236	2010	2112	- 10	0150	0249	2008	2107	- 9	0255	0341	1916	2002
- 11 - 13	0229 0224	0318 0314	1923 1927	2012 2017	- 12 - 14	0132 0132	0235	2012 2013	2115	- 12 - 14	0153 0156	0252 0254	2006	2105 2101	- 11 - 13	0300	0345 0349	1911 1907	1950
- 13 - 15	0224	0314	1927	2017	- 14	0132	0235 0234	2013	2116 2118	- 14	0200	0254	2003	2058	- 15	0304	0349	1907	193
- 17	0213	0316	1935	2022	- 18	0130	0234	2014	2119	- 18	0205	0301	1958	2054	- 17	0303	0353	1857	1940
- 19	0210		1939	2032	- 20	0130	0234	2016	2120	- 20	0209	0301	1955	2050	- 19	0314	0401	1852	193
- 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	192
- 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	190
- 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	153
- 6	0357	0436	1806	1845	- 6	0459	0536	1646	1723	- 5	0558	0639	1534	1615	- 5	0651	0738	1450	153
- 8	0401	0440	1801	1840	- 8	0503	0540	1641	1718	- 7	0603	0644	1530	1611	- 7	0654	0741	1448	153
- 10	0406	0444	1756	1834	- 10	0506	0544	1636	1714	- 9	0607	0648	1526	1607	- 9	0657	0744	1448	153
- 12 - 14	0410	0448	1750	1828 1823	- 12 - 14	0510	0548	1631	1709 1704	- 11	0610	0652	1522	1604	- 11 - 13	0659 0700	0746	1447	153
- 14 - 16	0414 0418	0452 0456	1745 1740	1823	- 14 - 16	0514 0519	0552 0557	1626 1621	1704	- 13 - 15	0614 0618	0656 0701	1518 1515	1600 1558	- 13 - 15	0700	0748 0750	1446 1446	153
- 16	0418	0500	1740	1818	- 16	0519	0601	1616	1654	- 15	0622	0701	1515	1558	- 15	0702	0750	1446	153
- 20	0422	0504	1729	1807	- 20	0523	0605	1611	1649	- 19	0626	0703	1508	1551	- 19	0704	0754	1447	153
- 22	0420	0504	1724	1801	- 22	0530	0609	1606	1645	- 21	0629	0713	1505	1549	- 21	0707	0755	1448	153
- 24	0431	0512	1718	1755	- 24	0535	0614	1601	1640	- 23	0633	0717	1502	1546	- 23	0708	0756	1449	153
- 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	154
	Table	e 2: Ea	st of 1	1°E with th	ne exception of t	he isla	ınds La	æsø, B	ornholm a	and Ertholmene.	Data R	REF: EK	CH - K	(øbenhav	n/Kastrup PSN 5	5 37N	012 39	E.	
MONTH/DA	T TWIL	SR	ss	TWIL TO	MONTH/DA	r TWIL	SR	ss	TWIL TO	MONTH/DA	T TWIL	SR	ss	TWIL TO	MONTH/DA	r TWIL	SR	ss	TWI
JAN 1	0652	0738	1448	1534	FEB 2	0621	0701	1545	1625	MAR 2	0522	0559	1645	1722	APR 1	0403	0441	1746	182
- 3	0652	0738	1450	1536	- 4	0617	0657	1550	1630	- 4	0517		1650	1727	- 3	0358	0436	1750	1828
										1	0			4 0 0 4	1				

- 26 0439 0516 1713 1750 - 28 0443 0520 1707 1744 - 30 0447 0524 1702 1739	- 26 0539 0618 1556 1635 - 28 0543 0622 1552 1631 - 30 0546 0626 1547 1627	- 25 0636 0721 1500 1545 - 27 0639 0724 1457 1542 - 29 0643 0728 1455 1540	- 25 0709 0757 1450 1538 - 27 0709 0757 1452 1540 - 29 0709 0757 1454 1542 - 31 0709 0757 1456 1544
Table 2: East of 11°E with the	e exception of the islands Læsø, Bornholm an MONTH/DAT TWIL SR SS TWIL FROM TO	d Ertholmene. Data REF: EKCH - København/ MONTH/DAT TWIL SR SS TWIL FROM TO	Kastrup PSN 55 37N 012 39E. MONTH/DAT TWIL SR SS TWIL FROM TO
JAN 1 0652 0738 1448 1534 - 3 0652 0738 1450 1536 - 5 0651 0737 1453 1539 - 7 0651 0736 1456 1541 - 9 0649 0734 1459 1544 - 11 0648 0733 1502 1547 - 13 0647 0731 1505 1549 - 15 0645 0729 1509 1553 - 17 0642 0726 1513 1557 - 19 0641 0724 1517 1600 - 21 0638 0721 1520 1603 - 23 0636 0718 1524 1606 - 25 0633 0715 1529 1611 - 27 0630 0712 1533 1615 - 29 0628 0709 1537 1618 - 31 0624 0705 1541 1622	FEB 2 0621 0701 1545 1625 - 4 0617 0657 1550 1630 - 6 0614 0654 1554 1634 - 8 0610 0649 1558 1637 - 10 0606 0645 1603 1642 - 12 0602 0641 1607 1646 - 14 0558 0637 1611 1650 - 16 0554 0632 1616 1654 - 18 0549 0627 1620 1658 - 20 0545 0623 1624 1702 - 22 0540 0618 1629 1707 - 24 0536 0613 1633 1710 - 26 0532 0609 1637 1714 - 28 0527 0604 1641 1718	MAR 2 0522 0559 1645 1722 - 4 0517 0554 1650 1727 - 6 0512 0549 1654 1731 - 8 0507 0544 1658 1735 - 10 0501 0538 1702 1739 - 12 0456 0533 1706 1743 - 14 0451 0528 1710 1747 - 16 0446 0523 1714 1751 - 18 0441 0518 1718 1755 - 20 0436 0513 1722 1759 - 22 0430 0507 1726 1803 - 24 0425 0502 1730 1807 - 26 0420 0457 1734 1811 - 28 0415 0425 1738 1815	APR 1 0403 0441 1746 1824 - 3 0358 0436 1750 1828 - 5 0353 0431 1754 1832 - 7 0348 0426 1758 1836 - 9 0342 0421 1802 1841 - 11 0337 0416 1806 1845 - 13 0332 0411 1810 1849 - 15 0326 0406 1814 1854 - 17 0321 0401 1819 1859 - 19 0315 0356 1823 1904 - 21 0310 0351 1827 1908 - 23 0304 0346 1831 1913 - 25 0300 0342 1835 1917 - 27 0254 0337 1839 1922 - 29 0249 0332 1843 1926
MAY 1 0244 0328 1847 1931 - 3 0238 0323 1850 1935 - 5 0234 0319 1854 1939 - 7 0229 0315 1858 1944 - 9 0224 0311 1902 1949 - 11 0220 0307 1906 1953 - 13 0215 0303 1910 1958 - 15 0210 0259 1913 2002 - 17 0206 0256 1917 2007 - 19 0201 0252 1921 2012 - 21 0157 0249 1924 2016 - 23 0154 0246 1927 2019 - 25 0150 0243 1931 2024 - 27 0146 0240 1934 2028 - 29 0143 0238 1937 2032 - 31 0139 0235 1939 2035	JUN 2 0136 0233 1942 2039 - 4 0135 0232 1945 2042 - 6 0132 0230 1947 2045 - 8 0129 0228 1949 2048 - 10 0128 0227 1951 2050 - 12 0126 0226 1952 2052 - 14 0126 0226 1952 2052 - 18 0124 0225 1955 2056 - 18 0124 0225 1957 2058 - 20 0124 0225 1957 2058 - 22 0125 0226 1957 2058 - 24 0125 0226 1957 2058 - 24 0125 0226 1957 2058 - 26 0126 0227 1957 2058 - 28 0128 0228 1957 2057 - 30 0130 0230 1956 2057	JUL 2 0132 0231 1955 2054 - 4 0134 0233 1954 2053 - 6 0137 0235 1953 2051 - 8 0139 0237 1951 2049 - 10 0143 0240 1949 2046 - 12 0146 0242 1947 2043 - 14 0150 0245 1945 2040 - 16 0154 0248 1942 2036 - 18 0158 0251 1939 2032 - 20 0201 0254 1937 2030 - 22 0205 0257 1933 2025 - 24 0209 0300 1930 2021 - 26 0214 0304 1927 2017 - 28 0218 0307 1923 2012	AUG 1 0227 0315 1916 2004 - 3 0231 0318 1912 1959 - 5 0236 0322 1908 1954 - 7 0241 0326 1903 1948 - 9 0245 0330 1859 1944 - 11 0249 0333 1855 1939 - 13 0254 0337 1850 1933 - 15 0258 0341 1846 1929 - 17 0303 0345 1841 1923 - 19 0307 0349 1836 1918 - 21 0312 0353 1831 1912 - 23 0315 0356 1826 1907 - 25 0320 0400 1822 1902 - 27 0324 0404 1817 1857 - 29 0328 0408 1812 1852 - 31 0333 0412 1806 1845
SEP 2 0337 0416 1801 1840 - 4 0340 0419 1756 1835 - 6 0345 0423 1751 1829 - 8 0349 0427 1746 1824 - 10 0353 0431 1741 1819 - 12 0357 0435 1735 1813 - 14 0402 0439 1730 1807 - 16 0405 0442 1725 1802 - 18 0409 0446 1720 1757 - 20 0413 0450 1715 1752 - 22 0417 0454 1709 1746 - 24 0421 0458 1704 1741 - 26 0425 0502 1659 1736 - 28 0429 0506 1654 1731 - 30 0432 0509 1648 1725	OCT 2 0436 0513 1643 1720 - 4 0440 0517 1638 1715 - 6 0444 0521 1633 1710 - 8 0448 0525 1628 1705 - 10 0452 0529 1623 1700 - 12 0456 0533 1618 1655 - 14 0500 0537 1613 1650 - 16 0504 0541 1608 1645 - 18 0508 0545 1603 1640 - 20 0511 0549 1558 1636 - 22 0515 0553 1553 1631 - 24 0520 0558 1549 1627 - 26 0524 0602 1544 1622 - 28 0527 0606 1540 1619 - 30 0531 0610 1535 1614	NOV 1 0535 0614 1531 1610 - 3 0539 0618 1527 1606 - 5 0543 0623 1522 1602 - 7 0547 0627 1518 1558 - 9 0550 0631 1515 1556 - 11 0554 0635 1511 1552 - 13 0558 0639 1507 1548 - 15 0601 0643 1504 1546 - 17 0605 0647 1501 1543 - 19 0609 0651 1457 1539 - 21 0612 0655 1454 1537 - 23 0616 0659 1452 1535 - 25 0619 0703 1449 1533 - 27 0622 0706 1447 1531 - 29 0626 0710 1445 1529	DEC 1 0628 0713 1443 1528 - 3 0631 0716 1441 1526 - 5 0635 0720 1440 1525 - 7 0636 0722 1439 1525 - 9 0639 0725 1438 1524 - 11 0642 0728 1437 1523 - 13 0644 0730 1437 1523 - 15 0646 0732 1437 1523 - 17 0646 0732 1437 1523 - 17 0646 0732 1437 1523 - 17 0646 0732 1437 1523 - 19 0648 0735 1438 1525 - 21 0649 0736 1438 1525 - 21 0649 0736 1438 1525 - 23 0650 0737 1439 1526 - 25 0651 0738 1441 1528 - 27 0651 0738 1441 1528 - 29 0652 0738 1444 1530 - 31 0652 0738 1446 1532
Table 3	3: The islands Bornholm and Ertholmene. Data MONTH/DAT TWIL SR SS TWIL	REF: EKRN - Bornholm/Rønne PSN 55 04N 0 MONTH/DAT TWIL SR SS TWIL	14 46E. MONTH/DAT TWIL SR SS TWIL
FROM TO	FROM TO	FROM TO	FROM TO

MAY 1 0239 0322 1836 1919
- 3 0233 0317 1840 1924
- 3 0233 0317 1840 1924

																91	0011			1020
					Table 4: No	orth Se	a Area	west	of 8°E. Dat	ta REF: EKT	E - T	yra E I	PSN 55	43N 0	04 48E.					
MONTH/DAT	TWIL FROM	SR	ss	TWIL TO	MONTH/DAT	FROM	SR	SS	TWIL TO	MONTE	H/DAT	T 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		1822	1900
- 5	0723	0809	1524	1610	- 6	0645	0725	1625	1705	-	6	0543	0620	1725	1802	- 5	0424		1826	1904
- 7 - 9	0722 0721	0808 0806	1527 1530	1613 1615	- 8 - 10	0641 0638	0721 0717	1629 1634	1709 1713	_	8 10	0538 0533	0615 0610	1729 1733	1806 1810	- 7 - 9	0419 0413		1830 1834	1908 1913
- 11	0721	0805	1533	1618	- 10	0634		1638	1713		12	0528	0605	1737	1814	- 11	0413	0432		1913
- 13	0718	0803	1536	1621	- 14	0629		1642	1721		14	0523	0600	1742	1819	- 13	0403	0447		1921
- 15	0717	0801	1540	1624	- 16	0626	0704	1647	1725		16	0517	0554	1746	1823	- 15	0357		1846	1926
- 17	0714	0758	1544	1628	- 18	0621	0659		1729		18		0549	1750	1827	- 17	0352	0432		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			1745		26	0451	0528	1806	1843	- 25	0331	0413		1948
- 27	0702	0744		1646	- 28	0558	0635	1713	1750		28	0446	0523	1810	1847	- 27	0325		1910	1953
- 29	0659	0740	1608	1649						-	30	0440	0518	1814	1852	- 29	0320	0403	1914	1957
- 31	0656	0737	1612	1653																
MAY 1		0359		2002	JUN 2		0304		2111	JUL	2		0302	2027	2127	AUG 1	0258	0346		2036
- 3	0309	0354	1922	2007	- 4	0204	0302	2017	2115	-	4	0205	0304	2026	2125	- 3	0302		1944	2031
- 5	0305	0350	1926	2011	- 6	0203	0301	2019	2117	-	6	0207	0306	2025	2124	- 5	0307	0353		2025
- 7 - 9	0300 0255	0346 0342	1930 1934	2016 2021	- 8 - 10	0200 0158	0259 0258	2021	2120 2123	_	8	0210 0213	0308 0310	2023	2121 2118	- 7 - 9	0311 0316	0357 0401	1935	2021
- 11	0250	0342	1938	2021	- 12	0157	0257	2025	2125		10 12	0213	0310	2019	2115	- 11	0310		1926	2010
- 13	0236		1942	2030	- 14		0256	2025	2127		14	0217	0316	2017	2112	- 13	0324		1922	2006
- 15	0241	0330	1945	2034	- 16		0256	2027	2128		16	0224	0319	2014	2109	- 15	0329	0412		2000
- 17	0237	0327	1949	2039	- 18	0155	0256	2028	2129	-	18	0228	0322	2011	2105	- 17	0334	0416		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		0257	2029	2130		24	0240	0331	2002	2053	- 23	0347		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	2029	2130		28	0249	0338	1955	2044	- 27	0355		1848	1928
- 29 - 31	0214 0210	0309 0306	2009	2104	- 30	0200	0300	2028	2128	-	30	0253	0342	1951	2040	- 29 - 31	0359 0404	0439 0443	1843	1923 1917
- 31	0210	0306	2012	2100												- 31	0404	0443	1030	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		1512	1557
- 6	0417	0455	1823	1901	- 6	0516	0553		1741	-	5	0614	0654	1553	1633	- 5	0706	0752		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		1654	1731	-	9	0622	0703	1546	1627	- 9	0711		1509	1555
- 12 - 14	0428	0506 0510	1807 1802	1845 1839	- 12 - 14	0528 0532	0605 0609	1649 1644	1726		11 13	0626 0630	0707 0711	1542 1538	1623 1619	- 11 - 13	0714 0715	0800 0802	1508 1508	1554 1555
- 14 - 16	0433	0510		1839	- 14		0613		1721 1716		15		0711	1538	1617	- 13	0715		1508	1555
- 18	0437	0514	1751	1828	- 18	0539	0613		1710		17	0633	0713	1535	1613	- 15	0717	0804	1508	1555
- 20	0445		1746	1823	- 20	0543	0621		1707		19	0640	0723	1528	1611	- 19	0720		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	0.810	1513	1600



