This document and latest ANC can be found on the Internet: <u>https://aim.naviair.dk</u> Aerodromes. Availability Public Aerodromes The Danish public aerodromes are open for traffic to and from other States as indicated on the list below.

Introduction

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

on photographing will apply, as published by posters.

Denmark" approved by the Ministry of Transport.

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

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

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 op-

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

Aarhus Airport Office": FREQ 131.555 MHZ. PPR outside AD hours for non-scheduled

caused during stays at the air base.

Karup Air Base. Special Regulations

to closing time.

3-7. and

Remarks

*Self-service AD

Private Aerodromes

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

that the runway length is at least 500 M. and

- that the aerodrome is approved by the Danish CAA.

erations may normally take place on public aerodromes.

1 HR prior. (Please note that an extra fee will be charged).

Self-service AD. Customs: PN 1 HR on TEL +45 30 92 08 44.

ompany FREQ 131.500 MHZ. Call sign "AIRCAT ANHOLT".

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

Schengen citizens onboard in flight plan item 18. *Self-service AD. SR - SS + civil twilight. VFG Night: PPR TEL: +45 30 56 53 03.

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

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

THU 0700-1630 (0600-1530) and FRI 0700-1200 (0600-1100) on TEL +45 72 22 12 12.

*Self-service AD. Customs: PN 1 HR on FAX: 57 65 16 00. The request for custom clear

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

PPR outside AD hours for AD/ADO submitted not later than 2 HR before closing time to

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

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

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

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

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

*Self-service when ADO is closed. Customs: PN 1 HR.

ADO on TEL +45 62 54 22 94. Customs/Immigration: PN 2 HR.

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

stoms/İmmigration: PN 1 HR. "Roskilde Handling": 131.555 MHZ

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

lights and PN for scheduled flights submitted to ADC

MIL AD DDD "Karup Airport Office": 131 550 MH

ustoms/Immigration: PN 1 HR to ADO.

Billund Handling": FREQ 131,905 MHZ

Esbjerg Handling": 131.555 MHZ.

Airside Operations": 131.405 M

Customs/Immigration: PN 1 HR.

Customs/Immigration: PN 1 HR to ADO.

ADO. Customs/Immigration: PN 1 HR.

ADO. Customs/Immigration: PN 1 HR.

Customs: PN 1 HR to ADO.

stoms: PN 1 HR to +45 74 72 26 55.

MIL AD PPR. Customs/Immigration: PN 1 HR

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

Self-service AD

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

List of Schengen States: Austria, Belgium, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, lungary, 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 Genera 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 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. 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.

List of Public Ao

| Aerodrome | Open for Traffic to/from | TEL: +45 | FAX: +45 |
|--|--|--|----------------------------|
| Aalborg - EKYT | All States | 98 17 11 44 | 98 17 36 84 |
| Aarhus - EKAH | All States | 87 75 70 50 | 87 75 70 52 |
| Anholt - EKAT * | Schengen States | 46 19 11 14 | 46 19 11 15 |
| Billund - EKBI Bornholm/Rønne - EKRN Esbjerg - EKEB Herning - EKHG Kalundborg - EKKL * | All States All States All States All States National AD | 76 50 50 50 56 95 26 26 76 16 90 00 97 14 12 44 ADO: 20 45 49 11 40 41 13 26 41 10 88 85 | 97 14 23 78 |
| Karup/Midtjyllands Lufthavn - EKKA Kolding/Vamdrup - EKVD | All States All States | ADM: 59 51 33 11 97 10 06 10 75 58 18 77 | 97 10 06 65 |
| Kruså Padborg - EKPB * København/Kastrup - EKCH København/Roskilde - EKRK Lemvig - EKLV * Lolland Falster/Maribo - EKMB Læsø - EKLS * | National AD All States All States All States All States Schengen States | 21 75 66 13 32 31 32 31 32 31 32 31 97 82 13 68 54 60 61 13 24 98 35 95 | |
| Morsø - EKNM * | National AD | ADM: 20 33 17 71 AD: 51 21 01 73 AD: 20 66 56 65 | |
| Odense/Hans Christian Andersen Airport - EKOD Randers - EKRD | All States Schengen States | 65 95 50 72 86 40 40 11 | 86 43 41 82 |
| Ringsted - EKRS * | Schengen States | 20 29 34 28 | |
| Samsø - EKSS * Sindal - EKSN | National AD All States | 40 16 40 44 98 93 58 00 | |
| Skive - EKSV | All States | 97 53 57 77 61 29 57 77 (mobile |) |
| Stauning - EKVJ | All States | 97 36 90 44 | |
| Sønderborg - EKSB | All States | 74 42 21 30 | |
| Thisted - EKTS * Tønder - EKTD Tåsinge/Elvira Madigan Airport | All States Schengen States All States | 99 17 37 80 74 72 26 55 62 54 22 94 | 99 17 37 81 62 53 33 49 |
| EKST Vesthimmerland - EKVH * | All States | 99 66 73 85 | |
| Viborg - EKVB | Schengen States | 86 60 18 60 | |
| Vojens/Skrydstrup - EKSP Ærø - EKAE | All States All States | 74 59 16 54 AD: 63 52 63 67 ADM: 63 52 50 00 | 74 54 00 06 62 53 33 49 |

VFR Reporting Points near Aerodromes

| AD | REP | PSN | AD | REP | PSN |
|-----------------------------|--|--|---|--|--|
| Aalborg | Biersted Hasseris Svenstrup Vildmosen | 57 09 19N 009 49 24E 57 02 07N 009 49 55E 56 57 38N 009 51 55E 57 13 01N 009 50 13E | København/Kastrup | Holding West Tuborg Vallensbæk | 55 36 48N 012 29 55 42 58N 012 35 55 36 43N 012 21 |
| Aarhus | Ebeltoft Grenaa Knebel Langsø Nødager Ryomgård | 56 09 58N 010 40 26E 56 22 28N 010 50 56E 56 13 28N 010 26 56E 56 15 58N 010 36 56E 56 20 28N 010 37 26E 56 23 18N 010 26 55E | København/Roskilde | Borup Ishøj Køge Valby | 55 30 43N 011 58 55 38 08N 012 17 55 28 43N 012 08 55 41 36N 012 08 |
| Billund | Give Højen Karlskov Sønder Omme Tørring Vandel Vorbasse Vest | 55 51 58N 009 14 55E 55 39 50N 009 30 44E 55 47 24N 009 10 42E 55 50 18N 008 55 55E 55 50 16N 009 30 33E 55 42 06N 009 12 38E 55 37 30N 009 03 30E | Odense/Hans Christian Andersen Airport | Bogense Lindø Lumby Stensby Vissenbjerg | 55 34 40N 010 11 55 27 25N 010 33 55 28 00N 010 22 55 30 00N 010 18 55 24 05N 010 08 |
| Bornholm/Rønne | Dueodde Hasle | 54 59 28N 015 05 01E 55 11 38N 014 42 36E | Stauning | Lem North Skjern West South | 56 01 48N 008 23 56 00 36N 008 21 55 56 38N 008 28 55 59 00N 008 22 |
| Esbjerg | Dorid Gørding Skads Store Darum Varde Vester Nebel | 55 31 10N 008 00 00E 55 28 23N 008 49 20E 55 30 40N 008 33 46E 55 24 53N 008 37 45E 55 37 28N 008 30 55E 55 32 26N 008 32 38E | Sønderborg | Bovrup Broager Bøjden Fynshav Gelting Nordborg Ærø North | 54 59 33N 009 35 54 54 18N 009 40 55 04 40N 010 04 54 59 45N 009 58 54 45 16N 009 53 55 03 58N 009 48 54 57 58N 010 11 |
| Karup/Midtjyllands Lufthavn | lkast Ilskov Kongenshus Sjørup | 56 08 18N 009 07 55E 56 14 38N 009 05 55E 56 23 00N 009 07 56E 56 26 28N 009 08 45E | | | 34 37 361 010 11 |

ADM: 63 52 50 00

| ID | FAC | PSN | Designated Operational Coverage and other INFO | ID | FAC | PSN | Designated Operational Coverage and other INFO |
|---------|-------------------------|-------------------------------|--|---------|-------------------------|-------------------------------|--|
| Denmark | | | | ROE | TACAN | 55 03 42.73N | FL 500/80NM |
| 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 | SD | 112.000/57X | 014 45 21.07E | DME ELEV 78.6 FT 15 NM |
| | | | VOR and out. | SKR | 339 TACAN | 010 09 02.53E 55 13 44.18N | FL 500/80 NM. |
| AAL | TACAN 116.700/114X | 57 06 14.16N 009 59 34.11E | FL 500/200NM. DME ELEV 56.8 FT | | 110.400/41X | 009 12 50.61E | DME ELEV 138.4 FT |
| ALS | VOR 114.700 | 54 54 19.49N | FL 500/60 NM, 80 NM 313°-063° MAG, | SN | DME 24x | 55 35 13.15N 012 08 06.64E | DME ELEV 167.3 FT |
| AU | L | 009 59 36.16E 55 59 27.58N | and 80 NM 198°-243° MAG 15 NM | TL | L 384 | 56 18 01.46N 010 37 07.22E | 20 NM |
| BEL | 346 DME | 008 19 06.09E 55 47 28.45N | FL195 - 1500FT/60NM | TNO | VOR/DME 117.400/121X | 55 46 27N 011 26 21E | FL 500/60 NM. DME ELEV: - 11.9 FT |
| CDA | 114.65 /93Y VOR/DME | 012 05 44.74E 55 00 05N | DME ELEV 135.0 FT FL 500/60 NM. | VAM | DME 110,050/37Y | 55 26 17N 009 20 06E | FL195/60NM DME ELEV 174.5 FT |
| | 114.900 /96X | 012 22 45E | DME ELEV 90.2 FT | VJ | L 328 | 55 59 19.13N 008 25 27.97E | 15 NM |
| EJ | L 400.5 | 55 32 28.51N 008 41 59.11E | 20 NM | vo | L | 55 13 28.74N | 25 NM |
| ESE | DME 116.600/113X | 55 31 21N 008 33 31E | 100 NM DME ELEV 175.5 FT | Sweden | 321 | 009 16 25.36E | |
| FAU | L 334 | 55 01 41.49N 014 54 01.79E | 20 NM | АН | L 417 | 56 15 58.2N 012 54 02.7E | 15 NM |
| FE | L 423 | 55 31 12.45N 010 27 45.21E | 20 NM | KD | L | 55 52 16.5N | 15 NM |
| HP | L 376 | 55 30 41.17N 008 24 45.79E | 30 NM | LAV | 375 DVOR/DME | 014 04 41.5E 57 39 22.0N | FL 500/100 NM. |
| KAR | TACAN 37X | 56 17 48.03N 009 00 30.95E | FL 500/200NM DME ELEV 172.8 FT | LB | 114.60/93X L | 012 17 23.5E 56 20 47.6N | DME ELEV 574 FT 25 NM |
| KAS | VOR/DME 112.500/72X | 55 35 25.87N 012 36 48.97E | FL 500/60 NM. DME ELEV 28.9 FT | LT | 370.5 L | 012 45 58.9E 56 47 49.3N | 25 NM |
| KD | L 357 | 55 26 35.87N 009 20 05.42E | 15 NM | MF | 336 L | 012 50 32.2E 56 39 08.9N | 15 NM |
| KOR | VOR/DME | 55 26 22N | FL 500/80 NM. | NL | 421 L | 012 48 30.2E 57 43 50.1N | 15 NM |
| KV | 112.800/75X DME | 011 37 54E 55 35 15.91N | DME ELEV 136.2 FT DME ELEV 170.6 FT | INL | 369 | 012 20 39.2E | |
| | 52X | 012 07 09.24E | | OEM | NDB 363 | 55 59 23.1N 014 06 03.1E | 30 NM |
| LME | DME 115.350/100Y | 55 59 34N 008 21 16E | FL195/60NM DME ELEV 76.1 FT | SL | L 342 | 57 35 41.5N 012 13 13.4E | 15 NM |
| 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. | SUP | VOR/DME 113.00/77X | 55 32 04.3N 013 22 46.5E | FL 500/80 NM. DME ELEV 259 FT. |
| | | | DME ELEV 24.0 FT. DME ODN 102X reduced range to 24 NM in direction 198 degrees at 3000 FT or below. | SVD | DME 116.20/109X | 56 10 08.1N 012 34 25.3E | FL 500/100 NM. DME ELEV 45 FT |
| RAM | DME 111.850/55Y | 56 28 42N 008 11 15E | FL 500/60NM. DME ELEV 60.4 FT | Germany | | | |
| RK | L 368 | 55 37 23.27N 011 59 49.81E | 30 NM | KIL | NDB 353 | 54 22 39.26N 010 07 12.08E | 30 NM |
| ROE | VOR | 55 03 56.08N | FL 500/80 NM, 017°-152° MAG 150 NM. | SLT | NDB 387 | 54 51 24.83N 008 24 35.94E | 25 NM |
| | 112.000 | 014 45 31.29E | DME INFO from ROE TACAN | TRT | VOR/DME | 54 30 39.49N | FL 500/60 NM |

Public Holidays (HOL) New Years Day (1 JAN)

Maundy Thursday (THU before Easter) Good Friday (FRI before Easter)

Easter Monday (MON after Easter) Ascension Day (6th THU after Easter Whit Monday (MON after Whit Sunday)

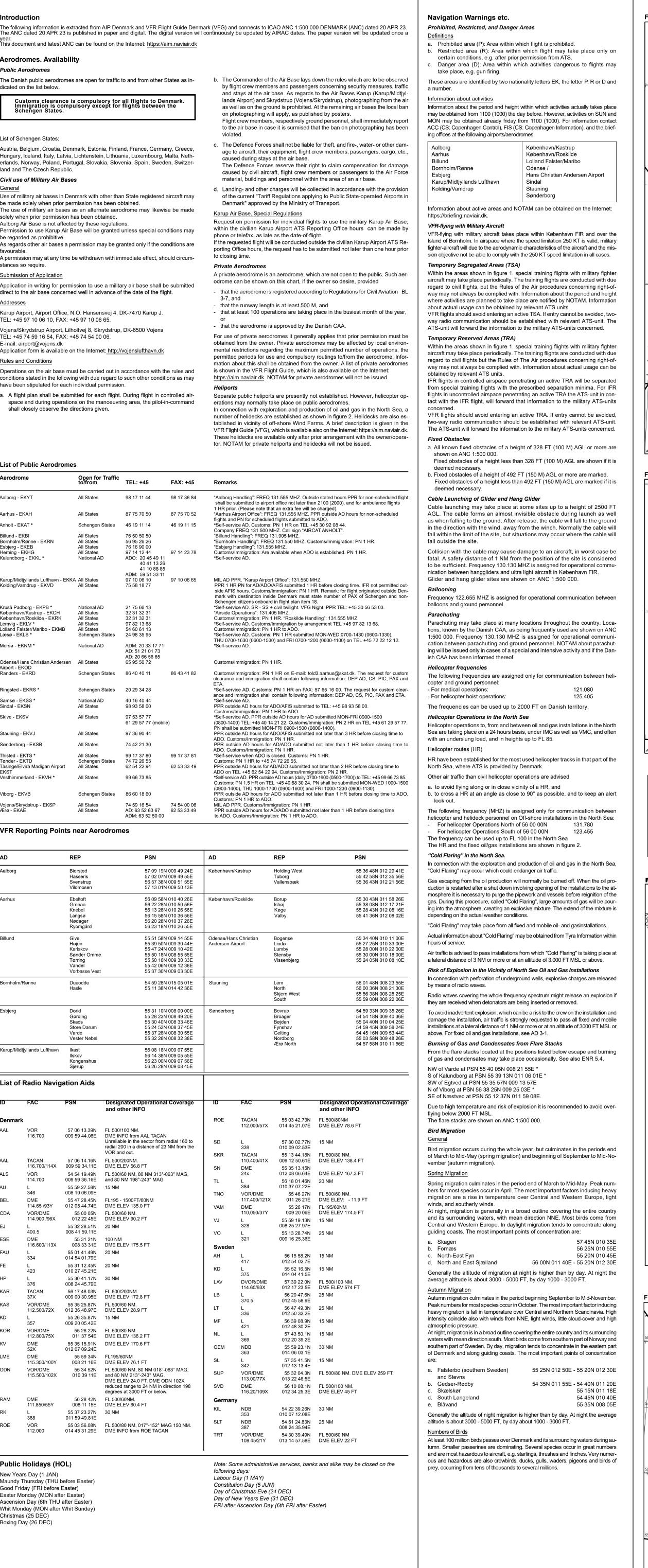
following days: Labour Day (1 MAY) Constitution Day (5 JUN)

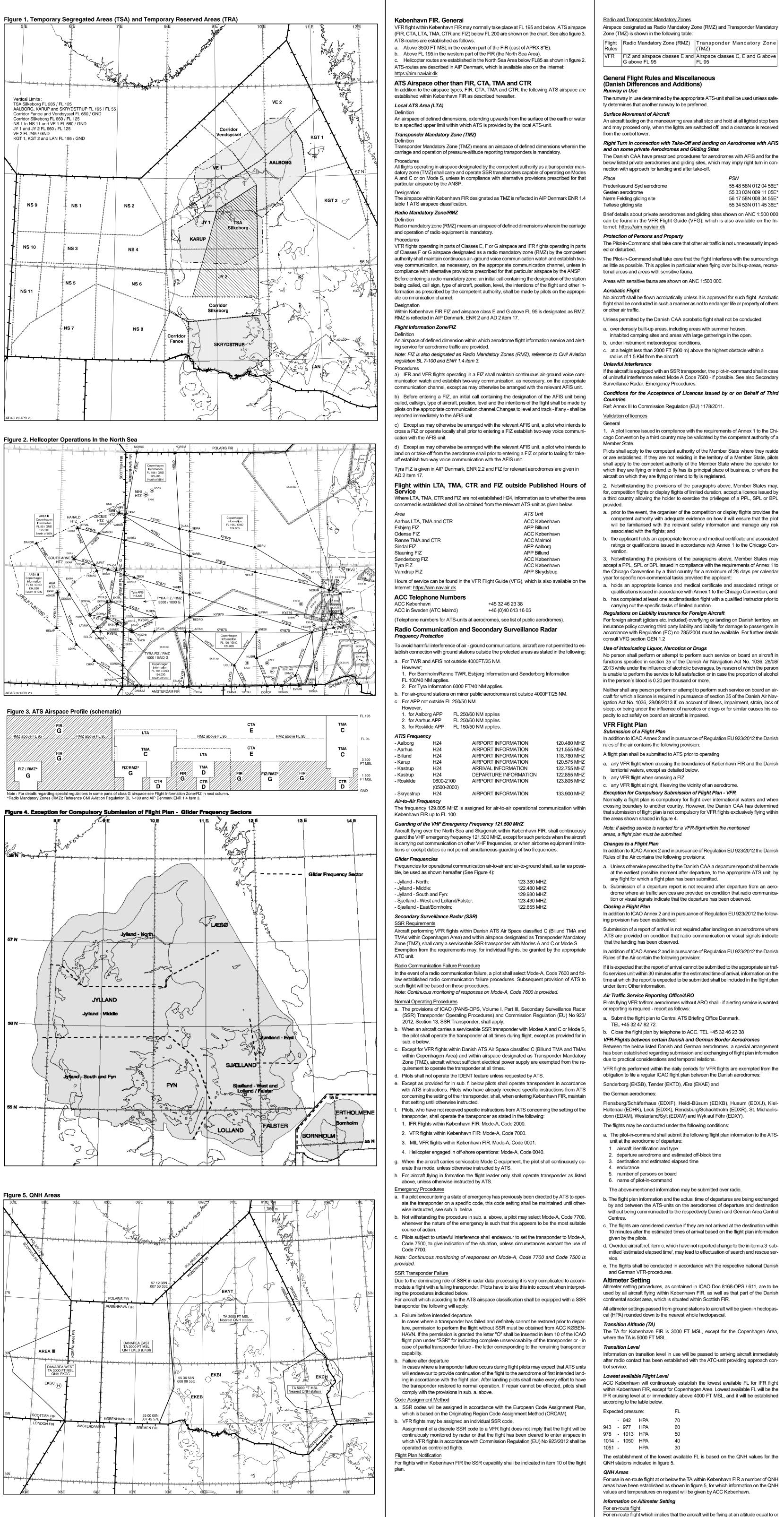
Day of Christmas Eve (24 DEC) Day of New Years Eve (31 DEC) FRI after Ascension Day (6th FRI after Easter)

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

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

Christmas (25 DEC) Boxing Day (26 DEC)





Visual Flight Rules . Except when operating as a Special VFR Flight according to item 1.1, VFR and distance from clouds equal to or greater than those specified in the following table indicating the limits of visual meteorological conditions (VMC) flights shall be conducted so that the aircraft is flown in conditions of visibility Alitude At and above FL 100 Below FL 100 and above 900 M (3000 FT) AMSL, or above 300 M (1000 FT) above terrain, whichever is the At and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) above terrain, whichever is the higher The VMC minima in Class A airspace are included for For aircraft established in the aerodrome traffic circuit Flight with manned balloons at or below 450 M (1500 With helicopters, flight is permitted with a flight visibilit or any obstacle in time to avoid collision. .1 Except when a clearance for a Special VFR Flight is obtained from the appro-Regulations for Civil Aviation BL 7-7 and BL 7-7 A (available in English). priate air traffic control unit, VFR flights shall not take place within a control zone 3. En route VFR flights shall not be operated above FL 195 in airspace a. when the ceiling is less than 450 M (1500 FT), or b. when the ground visibility is less than 5 KM. 4. Unless permission has been obtained from the Danish CAA, VFR flights shall .2 The appropriate Air Traffic Control Unit may within a control zone issue clearnot be operated ance for Special VFR flight, if the ceiling is not below a. above FL 195 a. 180 M (600 FT) within the daily periods for VFR flights b. outside the daily periods for VFR flights, with the exception of VFR flight carried b. 330 M (1100 FT) outside the daily periods for VFR flights, out in accordance with the requirements stated for VFR-NIGHT flight, ref. The nd the reported visibility at the aerodrome is not less than Regulations for Civil Aviation BL 5-61, BL 5-65, BL 7-100 (available in Danish a. 1,5 KM within the daily periods for VFR flights, and only) and BL 5-38 (available in English), and b. 5 KM outside the daily periods for VFR flights. at transonic and supersonic speed. .2.1 Special VFR flight shall be operated clear of clouds and in sight of the sur-5. Unless permission has been obtained from the Danish CAA VFR flights, day face at a speed of 140 KT IAS or less to give adequate opportunity to observe othand night, shall be flown: er traffic and any obstacle in time to avoid a collision and with a flight visibility of a. over the congested areas of cities, towns or settlements (including summer renot less than sorts and inhabited camping sites) or over an open-air assembly of persons at a. 1,5 KM within the daily periods for VFR flights, and a height not less than 300 M (1000 FT) above the highest obstacle within a rab. 5 KM outside the daily periods for VFR flights. dius of 600 M from the aircraft. Flying at a lower height, however, is allowed in 2 However, helicopters may operate Special VFR, within the daily periods for connection with take-off from or landing at an approved aerodrome. VFR flights, if the reported visibility at the aerodrome and the flight visibility is not over other than the areas mentioned in a., at least 150 M (500 FT) above less than 0,8 KM, if manoeuvred at a speed that will give adequate opportunity to ground or water, or 150 M (500 FT) above the highest obstacle within a radius observe any obstacle in time to avoid collision. of 150 M (500 FT) from the aircraft. Flying at a lower altitude are, however, per-1.2.3 When the reported ground visibility at the aerodrome is less than 1 500 m. mitted in connection with take-off or landing. TC may, within the daily periods for VFR flights, issue a special VFR clearance Note: Bridges with pylons separated by 300 M (1000 FT) or more shall be perfor a flight crossing the control zone and not intending to take off or land at an aerceived as one obstacle. odrome within a control zone, or enter the aerodrome traffic zone or aerodrome Except where otherwise indicated in air traffic control clearances or prescribed traffic circuit when the flight visibility reported by the pilot is not less than 1 500 m, by the Danish CAA in AIP/VFR Flight Guide, VFR flights in levels higher than tranor, for helicopters, not less than 800 m. sition altitude shall be conducted at a flight level appropriate to the track as spec-1.3 VFR flights not in sight of the surface shall be operated in accordance with the ified in the table of cruising levels shown below. Exempted is flight during climb or Regulations for Civil Aviation BL 5-61 (available in Danish only). descen 2. Cloud flying with gliders are permitted when operated in accordance with the Magnetic Track 000° - 179° Abov M 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 aerod when flying Special VFR fic controller and pilot has been established. follow the regulations concerning ATC clearances regarding adherence to flight plan, position reports, cease of control and radio communication. 9. A pilot-in-command flying in accordance with the visual flight rules, and who wishes to change to compliance with the instrument flight rules shall: . A pilot-in-command carrying out VFR-flight within or into certain specified areas or certain specified routes, for which requirement for establishing two-way radio commua. if a flight plan was submitted, communicate the necessary changes to be efication is published in AIP/VFR Flight Guide, shall maintain continuous listenir fected to its current flight plan, or submit a flight plan to the appropriate air traffic services unit and if the flight is watch on the specified frequency and submit position report if requested, to the ATS-unit providing flight information service. to be conducted in airspace classes B, C, D or E, obtain a clearance prior to Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to proceeding IFR. Denmark has been divided into 4 areas in which VF Table 1: West of 11°E includir Table 2: East of 11°E with the exception SR SS Table 3: The isl SS Day TWIL SR SS

| A* B C D E F G 8 KM 1500 M horizontally 300 M (1000 FT) vertically A* B C D E F G 5 KM 1500 M horizontally 300 M (1000 FT) vertically A* B C D E 5 KM 1500 M horizontally 300 M (1000 FT) vertically F G 5 KM Clear of cloud and with the surface in sight | Airspace Class | Flight visibility | Distance from cloud |
|---|----------------|-----------------------|--|
| A* B C D E 5 KM 1500 M (1000 FT) vertically 300 M (1000 FT) vertically 300 M (1000 FT) vertically F G 5 KM Clear of cloud and with the surface in sight | A* B C D E F G | 8 KM | |
| FG 5 KM Clear of cloud and with the surface in sight | A* B C D E F G | 5 KM | , |
| | A* B C D E | 5 KM | |
| 3 KM**/140 KT | F G | 5 KM 3 KM**/140 KT | Clear of cloud and with the surface in sight |

PSN

55 48 58N 012 04 56E*

55 33 03N 009 11 05E*

56 17 58N 008 34 55E*

55 34 53N 011 45 36E*

| | | | 180° - 359° | |
|--------|---|---|--|---|
| ve Se | ea Level | - FL | Above S | ea Level |
| | FT | | М | FT |
| | 3500 5500 7500 9500 11500 13500 15500 17500 19500 | 45 65 85 105 125 145 165 185 | 1350 2000 2600 3200 3800 4400 5050 5650 | 4500 6500 8500 10500 12500 14500 16500 18500 |
| rodror | nes, or | AIP/VFR Flight Guide. Note 2: The requirement | for a pilot-in-command to m | h, when specifically noted in aintain air-ground voice com- mmunication between air traf- |

| - | - | | | | - | | | ow. The ta (MIL/CIV) I | | | | | |
|---|--|--|--|--|---|---|--|---|---|---|---|--|--|
| TWIL FROM 06:39 06:36 06:32 06:29 06:24 06:20 06:17 06:12 06:17 06:03 05:59 05:54 05:54 05:49 05:49 05:39 | SR 07:21 07:17 07:13 07:09 07:04 07:00 06:56 06:56 06:56 06:42 06:37 06:22 06:27 06:22 06:17 | SS 15:54 15:58 16:03 16:07 16:12 16:12 16:21 16:22 16:30 16:34 16:34 16:34 16:43 16:43 16:42 16:52 16:56 | TWIL TO 16:36 16:39 16:44 16:52 16:56 17:00 17:04 17:09 17:13 17:16 17:21 17:25 17:30 17:34 | Day 01 03 05 07 09 11 13 15 17 19 21 23 25 27 29 31 | TWIL FROM 05:36 05:31 05:27 05:22 05:17 05:12 05:06 05:01 04:56 04:50 04:45 04:33 04:23 04:23 04:17 | SR 06:14 06:09 06:04 05:59 05:54 05:43 05:38 05:38 05:38 05:38 05:32 05:22 05:17 05:22 05:17 05:11 05:01 04:55 | SS 16:58 17:02 17:07 17:11 17:15 17:19 17:24 17:22 17:32 17:32 17:40 17:44 17:49 17:57 18:01 | TWIL TO 17:36 17:40 17:44 17:48 17:52 17:56 18:01 18:05 18:01 18:05 18:13 18:17 18:22 18:27 18:31 18:35 18:39 | Day 01 03 05 07 09 11 13 15 17 19 21 23 25 27 29 | TWIL FROM 04:15 04:08 03:52 03:41 03:34 03:30 03:41 03:31 03:30 03:24 03:03 03:03 03:03 03:03 03:03 02:57 | SR 04:53 04:47 04:42 04:32 04:32 04:21 04:16 04:11 04:16 04:01 04:06 04:01 03:52 03:47 03:42 | SS 18:03 18:07 18:11 18:15 18:20 18:24 18:32 18:32 18:36 18:44 18:48 18:53 18:57 19:01 | TWIL TO 18:41 18:46 18:50 19:04 19:04 19:04 19:17 19:17 19:22 19:26 19:31 19:36 19:41 19:46 |
| 01:44 01:38 01:36 01:35 01:33 01:30 01:30 01:30 01:30 01:30 01:31 01:32 01:33 01:35 | JUN 02:43 02:41 02:39 02:38 02:37 02:36 02:34 02:34 02:34 02:34 02:34 02:35 02:37 02:38 02:37 02:38 | 20:01 20:03 20:06 20:08 20:10 20:12 20:13 20:14 20:15 20:16 20:16 20:16 20:16 20:16 20:15 | 21:00 21:03 21:07 21:10 21:12 21:15 21:16 21:18 21:19 21:20 21:21 21:20 21:21 21:20 21:21 | 01 03 05 07 09 11 13 15 17 19 21 23 25 27 29 31 | 01:37 01:40 01:43 01:46 01:52 01:56 02:04 02:08 02:13 02:17 02:22 02:26 02:31 02:36 | JUL 02:40 02:42 02:44 02:46 02:54 02:55 02:55 03:00 03:03 03:03 03:03 03:10 03:10 03:11 03:21 03:21 03:22 NOV | 20:14 20:13 20:12 20:08 20:04 20:04 19:55 19:55 19:49 19:45 19:45 19:45 19:38 19:34 | 21:17 21:15 21:13 21:10 21:05 21:02 20:58 20:54 20:50 20:46 20:42 20:37 20:28 20:23 | 01 03 05 07 09 11 13 15 17 19 21 23 25 27 29 31 | 02:38 02:43 02:47 02:56 03:01 03:06 03:10 03:15 03:15 03:24 03:24 03:24 03:33 03:37 03:42 03:46 | AUG 03:27 03:31 03:34 03:38 03:42 03:42 03:46 03:50 03:54 03:55 04:02 04:02 04:02 04:14 04:18 04:22 04:26 | 19:32 19:27 19:23 19:19 19:14 19:05 19:00 18:55 18:51 18:46 18:41 18:30 18:25 18:20 | 20:21 20:15 20:05 20:00 19:55 19:44 19:34 19:34 19:23 19:23 19:17 19:11 19:05 19:00 |
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lower than the transition altitude, ACC København will inform about the altimeter set-

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

ting to be used within the area concerned.

setting will be given on request only.

For approach and landing