## 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.

Introduction

land and The Czech Republic.

be regarded as prohibitive.

stances so require.

Submission of Application

E-mail: airport@vojens.dk

List of Public Aerodromes

Aerodrome

Aalborg - EKYT

Aarhus - EKAH

Anholt - EKAT \*

Billund - EKBI

sbjerg - EKEB

Kalundborg - EKKL \*

Herning - EKHG

Bornholm/Rønne - EKRN

Kolding/Vamdrup - EKVD

Kruså Padborg - EKPB \*

Lemvig - EKLV \*

Læsø - EKLS \*

Morsø - EKNM \*

Airport - EKOD

Randers - EKRD

Ringsted - EKRS \*

Samsø - EKSS \*

Sindal - EKSN

Skive - EKSV

Stauning - EKVJ

histed - EKTS

Tønder - EKTD

Viborg - EKVB

Ærø - EKAE

CDA

ESE

KOR

LME

Tåsinge/Elvira Madigan Airport

Vesthimmerland - EKVH

Vojens/Skrydstrup - EKSP

Sønderborg - EKSB

øbenhavn/Kastrup - EKCH

Lolland Falster/Maribo - EKMB

København/Roskilde - EKRK

Carup/Midtivllands Lufthavn - EKKA All States

Odense/Hans Christian Andersen All States

Rules and Conditions

Genera

favourable.

Civil use of Military Air Bases

This document and latest ANC can be found on the Internet: <u>https://aim.naviair.dk</u>

List of Schengen States:

Austria, Belgium, Croatia, Denmark, Estonia, Finland, France, Germany, Greece,

Use of military air bases in Denmark with other than State registered aircraft may

The use of military air bases as an alternate aerodrome may likewise be made

Permission to use Karup Air Base will be granted unless special conditions may

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A permission may at any time be withdrawn with immediate effect, should circum-

Application in writing for permission to use a military air base shall be submitted

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

a. A flight plan shall be submitted for each flight. During flight in controlled air-

space and during operations on the manoeuvring area, the pilot-in-command

Open for Traffic

All States

All States

All States

All States

All States

All States

National AD

All States

National AD

All States

All States

All States

National AD

National AD

All States

Kongenshus

Sjørup

Schengen States

All States

TEL: +45

98 17 11 44

87 75 70 50

Schengen States 46 19 11 14 46 19 11 15

76 50 50 50

56 95 26 26

76 16 90 00

97 14 12 44

75 58 18 77

32 31 32 31

ADM: 20 33 17 7

AD: 51 21 01 73

AD: 20 66 56 65

65 95 50 72

40 16 40 44

98 93 58 00

97 53 57 77

97 36 90 44

74 42 21 30

99 17 37 80

62 54 22 94

74 72 26 55

99 66 73 85

74 59 16 54

AD: 63 52 63 67

ADM: 63 52 50 00

61 29 57 77 (mobile

 Schengen States
 86 40 40 11
 86 43 41 82

97 82 13 68

Schengen States 24 98 35 95

Schengen States 20 29 34 28

Schengen States 86 60 18 60

ADO: 20 45 49 1

ADM: 59 51 33 11

41 10 88 85

FAX: +45

98 17 36 84

87 75 70 52

97 14 23 78

62 53 33 49

74 54 00 06

62 53 33 49

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.

Vojens/Skrydstrup Airport, Lilholtvej 8, Skrydstrup, DK-6500 Vojens

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

be made solely when prior permission has been obtained.

solely when prior permission has been obtained.

TEL: +45 97 10 06 10, FAX: +45 97 10 06 65.

TEL: +45 74 59 16 54, FAX: +45 74 54 00 06.

have been stipulated for each individual permission.

shall closely observe the directions given.

Aalborg Air Base is not affected by these regulations.

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 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., Hungary, Iceland, Italy, Latvia, Lichtenstein, Lithuania, Luxembourg, Malta, Nethcaused during stays at the air base. erlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzer-

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

Request on permission for individual flights to use the military Karup Air Base, within the civilian Karup Airport ATS Reporting Office hours can be made by phone or telefax as late as the date-of-flight If the requested flight will be conducted outside the civilian Karup Airport ATS Reporting Office hours, the request has to be submitted not later than one hour prior to closing time. Private Aerodromes

A private aerodrome is an aerodrome, which are not open to the public. Such aerodrome can be shown on this chart, if the owner so desire, provided that the aerodrome is registered according to Regulations for Civil Aviation BL 3-7. and that the runway length is at least 500 M and

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

Remarks "Aalborg Handling": FREQ 131.555 MHZ. Outside stated hours PPR for non-scheduled fligh shall be submitted to airport office not later than 2100 (2000), and for ambulance flights HR prior. (Please note that an extra fee will be charged). Aarhus Airport Office": FREQ 131.555 MHZ. PPR outside AD hours for non-scheduled lights and PN for scheduled flights submitted to ADC \*Self-service AD. Customs: PN 1 HR on TEL +45 30 92 08 44. ompany FREQ 131.500 MHZ. Call sign "AIRCAT ANHOLT". "Billund Handling": FREQ 131,905 MHZ

Bornholm Handling": FREQ 131.550 MHZ. Customs/Immigration: PN 1 HR. sbjerg Handling": 131.555 MHZ. Customs/Immigration: Are available when ADO is established. PN 1 HR. \*Self-service AD

97 10 06 65 MIL AD PPR. "Karup Airport Office": 131.550 MHZ. PPR 1 HR PN for AD/ADO/AFIS submitted 1 HR before closing time. IFR not permitted outside AFIS hours. Customs/Immigration: PN 1 HR. Remark: for flight originated outside Denmark with destination inside Denmark must state number of PAX of Schengen and non-Schengen citizens onboard in flight plan item 18. \*Self-service AD. SR - SS + civil twilight. VFG Night: PPR TEL: +45 30 56 53 03. Airside Operations": 131.405 M ustoms/Immigration: PN 1 HR. "Roskilde Handling": 131.555 MHZ. \*Self-service AD. Customs/Immigration by arrangement TEL +45 97 82 13 68. stoms/Immigration: PN 1 HR to ADO. 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. Customs/Immigration: PN 1 HR. 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. Self-service AD PPR outside AD hours for ADO submitted to TEL: +45 98 93 58 00. stoms/Immigration: PN 1 HR to ADO.

Self-service AD, PPR outside AD hours for AD submitted MON-FRI 0900-1500 (0800-1400) TEL: +45 40 14 21 22. Customs/Immigration: PN 2 HR on TEL +45 61 29 57 77. 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 1 HR before closing time to ADO, Customs/Immigration: PN 1 HR. \*Self-service when ADO is closed. Customs: PN 1 HR. ms: PN 1 HR to +45 74 72 26 55

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. Self-service AD. PPR outside AD hours (daily 0700-1900 (0500-1700)) to TEL: +45 99 66 73 85. Customs: PN 1,5 HR on TEL +45 40 68 30 24. PN shall be submitted MON-WED 1000-1500 0900-1400), THU 1000-1700 (0900-1600) and FRI 1000-1230 (0900-1130). PR outside AD hours for ADO submitted not later than 1 HR before closing time to ADO Customs: PN 1 HR to ADO. MIL AD PPR. Customs/Immigration: PN 1 HR

to ADO. Customs/Immigration: PN 1 HR to ADO. **VFR Reporting Points near Aerodromes** REP PSN ΔD REP PSN 57 09 19N 009 49 24E 55 36 48N 012 29 41E Holding West Aalborg Biersted navn/Kastrup 02 07N 009 49 55 5 42 58N 012 35 56E 56 57 38N 009 51 55F 55 36 43N 012 21 56E Svenstrup Vildmosen 57 13 01N 009 50 13E Ebeltof 56 09 58N 010 40 26E nhavn/Roskilde 55 30 43N 011 58 26 Aarhus Borup Grenaa Knebel 56 22 28N 010 50 56 55 38 08N 012 17 21 56 13 28N 010 26 56E 55 28 43N 012 08 16E 56 15 58N 010 36 56E Langsø 55 41 36N 012 08 02E 56 20 28N 010 37 26 Ryomgård 56 23 18N 010 26 55E se/Hans Christian 55 51 58N 009 14 55E 55 34 40N 010 11 00 Give Bogense 55 39 50N 009 30 44F ndersen Airport 55 27 25N 010 33 00F 55 28 00N 010 22 00E Karlskov 55 47 24N 009 10 42 Sønder Omm 55 50 18N 008 55 55E 55 30 00N 010 18 00E 55 50 16N 009 30 33F 55 24 05N 010 08 10E Vissenbjerg 55 42 06N 009 12 38 55 37 30N 009 03 30E Vorbasse Ves Bornholm/Rønne Dueodde 54 59 28N 015 05 01E 56 01 48N 008 23 55F 55 11 38N 014 42 36E 56 00 36N 008 21 30E 55 56 38N 008 28 25 Skjern West 55 59 00N 008 22 06E 54 59 33N 009 35 26E Esbjerg 55 31 10N 008 00 00E Bovrup 55 28 23N 008 49 20E 54 54 18N 009 40 36 Gørding Skads 55 30 40N 008 33 46E 55 04 40N 010 04 25F 55 24 53N 008 37 45 54 59 45N 009 58 24E Store Darum Fynshav 55 37 28N 008 30 55 54 45 16N 009 53 44 Gelting Vester Nebel 55 32 26N 008 32 38E 55 03 58N 009 48 26F Ærø North 54 57 58N 010 11 56E 56 08 18N 009 07 55E Karup/Midtjyllands Lufthavn Ikast 56 14 38N 009 05 55E

56 23 00N 009 07 56

56 26 28N 009 08 45E

List of Radio Navigation Aids Designated Operational Coverage ID Designated Operational Coverage and other INFO and other INFO Denmark ROE TACAN 55 03 42 73N EL 500/80NM AAL 57 06 13.39N FL 500/100 NM. VOR 014 45 21.07E DME ELEV 78.6 F1 112.000/57X 116.700 009 59 44.08E DME INFO from AAL TACAN Unreliable in the sector from radial 160 to TACAN SKR 55 13 44.18N FL 500/80 NM radial 200 in a distance of 23 NM from the 110.400/41X 009 12 50.61E DME ELEV 138.4 FT VOR and out. 55 35 13.15 DME TACAN 57 06 14.16N FL 500/200NM 012 08 06.64E DME ELEV 167.3 FT 24x 116.700/114X 009 59 34.11E DME ELEV 56.8 FT 56 18 01.46N 20 NM 54 54 19.49N FL 500/60 NM, 80 NM 313°-063° MAG, 010 37 07.22E VOR 009 59 36,16E and 80 NM 198°-243° MAG 114.700 TNO VOR/DME 55 46 27N FL 500/60 NM 117.400/121X 011 26 21E DME ELEV: - 11.9 FT 55 59 27.58N 15 NM 008 19 06.09E DME 55 26 17N FL195/60NM 55 47 28.45N FL195 - 1500FT/60NI 009 20 06E DME ELEV 174.5 F 114.65 /93Y 012 05 44.74E DME ELEV 135.0 FT 55 59 19.13N 15 NM 55 00 05N FL 500/60 NM. 012 22 45E DME ELEV 90.2 FT VOR/DME 008 25 27.97E 114.900 /96X VO 55 13 28.74N 25 NM 009 16 25.36E 55 32 28.51N 20 NM 008 41 59.11E Sweder 55 31 21N 100 NM DME 56 15 58.2N 15 NM 116.600/113X 008 33 31E DME ELEV 175.5 FT 012 54 02.7E 55 01 41.49N 20 NM KD 55 52 16.5N 15 NM 014 54 01.79E 014 04 41.5E 55 31 12.45N 20 NM LAV DVOR/DMF 57 39 22.0N FL 500/100 NM 010 27 45.21E 114.60/93X 012 17 23.5E DME ELEV 574 F 55 30 41.17N 30 NM 56 20 47.6N 25 NM 008 24 45.79E 012 45 58.9E 370.5 KAR TACAN 56 17 48 03N EL 500/2001 56 47 49.3N 25 NM 009 00 30.95E DME ELEV 172.8 FT 012 50 32.2E 55 35 25.87N FL 500/60 NM. VOR/DME 56 39 08.9N 15 NM 12 500/72 012 36 48.97E DME ELEV 28.9 FT 012 48 30.2E 55 26 35.87N 15 NM

57 43 50.1N 15 NM 009 20 05.42E 012 20 39.2E 55 26 22N EL 500/80 NM 55 59 23.1N 30 NM OEM NDB 011 37 54E DME ELEV 136.2 FT 014 06 03.1E 55 35 15.91N DME ELEV 170.6 FT 57 35 41.5N 15 NM 012 07 09.24E 012 13 13.4E 55 59 34N FL195/60N SUP VOR/DME 55 32 04.3N FL 500/80 NM. DME ELEV 259 FT 008 21 16E DME ELEV 76.1 FT 113.00/77X 013 22 46.5E 55 34 52N FL 500/60 NM, 80 NM 018°-063° MAG, SVD 56 10 08.1N FL 500/100 NM. DME 010 39 11E and 80 NM 213°-243° MAG. 116.20/109X 012 34 25.3E DME ELEV 45 FT DME ELEV 24.0 FT. DME ODN 102X reduced range to 24 NM in direction 198 Germany degrees at 3000 FT or below. 54 22 39.26N 30 NM NDB 56 28 42N FL 500/60NM. 010 07 12.08E 008 11 15E DME ELEV 60.4 FT SLT NDB 54 51 24.83N 25 NM 55 37 23.27N 30 NM 008 24 35.94E 011 59 49.81E 54 30 39.49N FL 500/60 N 55.03.56.08N EL 500/80 NM. 017°-152° MAG 150 NM. 108.45/21Y 013 14 57.58E DME ELEV 22 F1 014 45 31.29E DME INFO from ROE TACAN

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) Christmas (25 DEC) Boxing Day (26 DEC)

VOR/DME 112.800/75X

115.350/100Y

111 850/55Y

112.000

DME

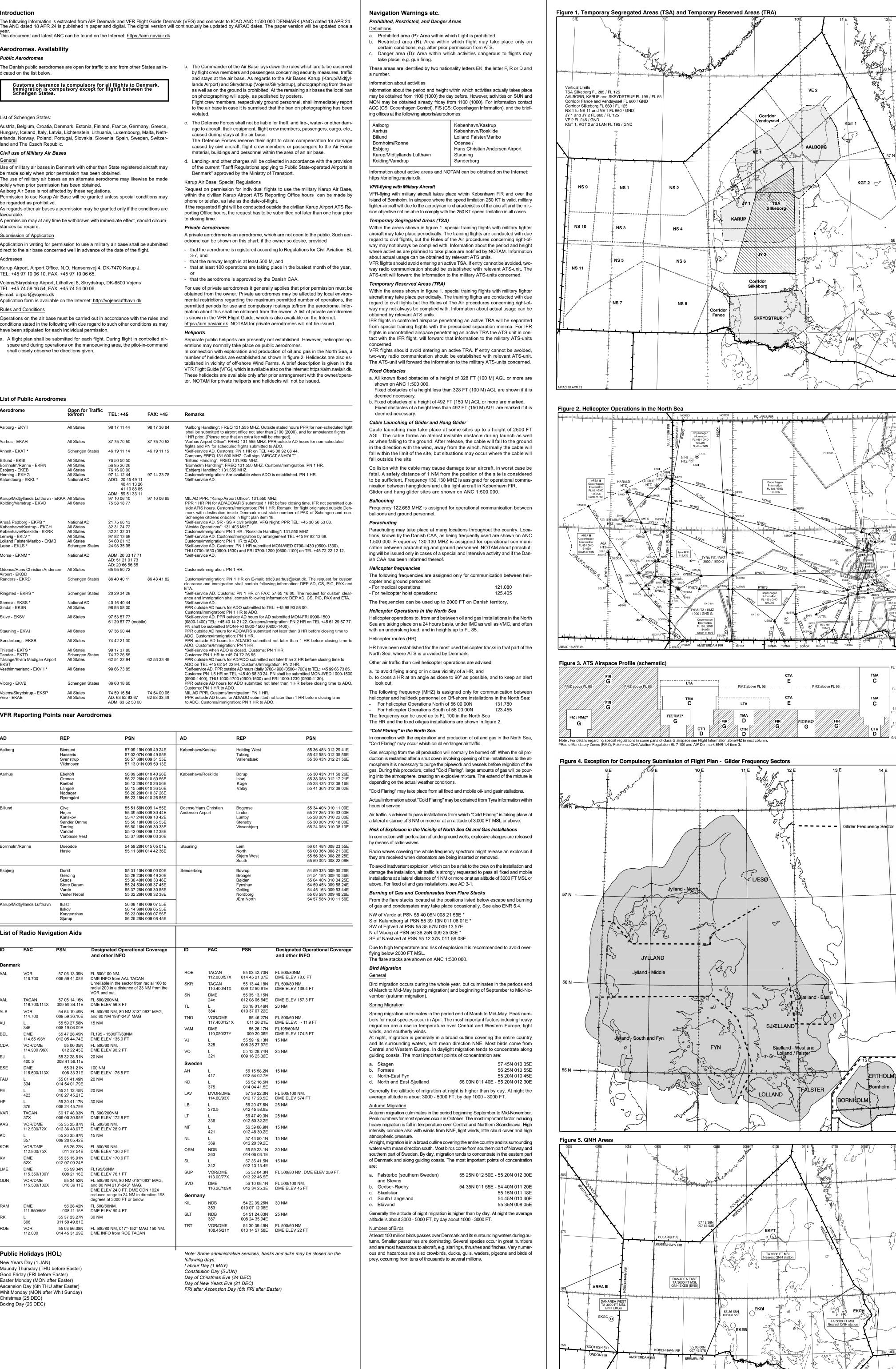
52X

ODN VOR/DME 115.500/102X

ROE VOR

following days: Labour Day (1 MAY) Constitution Day (5 JUN) Day of Christmas Eve (24 DEC) Dav of New Years Eve (31 DEC)

FRI after Ascension Day (6th FRI after Easter)





KGT 2 🯹

Alitude At and above FL 100						Airspace Class A* B C D E F G					
Below FL 100 and above 900 M (3000 FT) AM above 300 M (1000 FT) above terrain, whiche higher At and below 900 M (3000 FT) AMSL, or 300 M above terrain, whichever is the higher								BCDEF			
* * *	For aircra Flight with With helio	aft establis h manned copters, flig	hed in the balloons a ght is pern	airspace are aerodrome at or below 4 nitted with a	traffic o 450 M (	circuit, flig 1500 FT)	ht is permi MSL or 30	itted with a 00 M (1000	a flight visil ) FT) abov		
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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

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

ht is obtained from the appro-Regulations for Civil Aviation BL 7-7 and BL 7-7 A (available in English). e place within a control zone 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 hin a control zone issue clearnot be operated above FL 195 FR flights <sup>·</sup> VFR flights, 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 ess than Regulations for Civil Aviation BL 5-61, BL 5-65, BL 7-100 (available in Danish s. and only) and BL 5-38 (available in English), and at transonic and supersonic speed. clouds and in sight of the sur-5. Unless permission has been obtained from the Danish CAA VFR flights, day ate opportunity to observe othand night, shall be flown: n and with a flight visibility of a. over the congested areas of cities, towns or settlements (including summer resorts and inhabited camping sites) or over an open-air assembly of persons at a height not less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft. Flying at a lower height, however, is allowed in R, within the daily periods for connection with take-off from or landing at an approved aerodrome. and the flight visibility is not o. over other than the areas mentioned in a., at least 150 M (500 FT) above Il give adequate opportunity to 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, perrodrome is less than 1 500 m. mitted in connection with take-off or landing. sue a special VFR clearance Note: Bridges with pylons separated by 300 M (1000 FT) or more shall be perg to take off or land at an aer-

ceived as one obstacle. Except where otherwise indicated in air traffic control clearances or prescribed ov 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

	Magne	etic Track						
			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 Ğuide. Note 2: The requiremen	t for a pilot-in-command to m	h, when specifically noted in naintain air-ground voice com- mmunication between air traf-				

garding adherence to flight lishing two-way radio commuon report if requested, to the

descend

fic 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 proceeding IFR.

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