

ENR 1.2 Visual Flight Rules

Note: The Danish Visual Flight Rules (VFR) are given in their entirety in this section. Differences between regulations applicable in Denmark and ICAO Annex 2 are detailed in GEN 1.7.

1. Except when operating as a Special VFR Flight according to item 1.1, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table indicating the limits of visual meteorological conditions (VMC).

Altitude	Airspace Class	Flight visibility	Distance from cloud
At and above FL 100	A*BCDEFG	8 KM	1500 M horizontally 300 M (1000 FT) vertically
Below FL 100 and above 900 M (3000 FT) AMSL, or above 300 M (1000 FT) above terrain, whichever is the higher	A*BCDEFG	5 KM	1500 M horizontally 300 M (1000 FT) vertically
At and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) above terrain, whichever is the higher	A*BCDE	5 KM	1500 M horizontally 300 M (1000 FT) vertically
	FG	5 KM 3 KM**/140 KT	Clear of cloud and with the surface in sight

- * The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.
 ** For aircraft established in the aerodrome traffic circuit, flight is permitted with a flight visibility of at least 1.5 KM clear of cloud and with the aerodrome in sight.
 Flight with manned balloons at or below 450 M (1500 FT) MSL or 300 M (1000 FT) above terrain, whichever is the higher, is permitted with a flight visibility of at least 1.5 KM.
 With helicopters, flight is permitted with a flight visibility of at least 0.8 KM, provided that the helicopter is operated at a speed that will give adequate opportunity to observe other traffic or any obstacle in time to avoid collision.

1.1 Except when a clearance for a Special VFR Flight is obtained from the appropriate air traffic control unit, VFR flights shall not take place within a control zone:

- when the ceiling is less than 450 M (1500 FT), or
- when the ground visibility is less than 5 KM.

1.2 The appropriate Air Traffic Control Unit may within a control zone issue clearance for Special VFR flight, within the daily periods for VFR flights, if the ceiling is not below 180 M (600 FT) and, outside the daily periods for VFR flights, is not below 330 M (1100 FT) and the reported visibility at the aerodrome is not less than:

- 1,5 KM within the daily periods for VFR flights, and
- 5 KM outside the daily periods for VFR flights.

1.2.1 Special VFR flight shall be operated clear of clouds and in sight of the surface, at a speed of 140 KT IAS or less to give adequate opportunity to observe other traffic and any obstacle in time to avoid a collision and with a flight visibility of not less than:

- 1,5 KM within the daily periods for VFR flights, and
- 5 KM outside the daily periods for VFR flights.

1.2.2 However, helicopters may operate Special VFR, within the daily periods for VFR flights, if the reported visibility at the aerodrome and the flight visibility is not less than 0,8 KM, if manoeuvred at a speed that will give adequate opportunity to observe any obstacle in time to avoid collision.

1.2.3 When the reported ground visibility at the aerodrome is less than 1 500 m, ATC may, within the daily periods for VFR flights, issue a special VFR clearance for a flight crossing the control zone and not intending to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the flight visibility reported by the pilot is not less than 1 500 m, or, for helicopters, not less than 800 m.

1.3 VFR flights not in sight of the surface shall be operated in ac-

cordance with the Regulations for Civil Aviation BL 5-61 (available in English).

2. Cloud flying with gliders are permitted when operated in accordance with the Regulations for Civil Aviation BL 7-7 (available in Danish only).

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

4. Unless permission has been obtained from the Danish CAA, VFR flights shall not be operated:

- above FL 195,
- outside the daily periods for VFR flights, with the exception of VFR flight carried out in accordance with the requirements stated for VFR-NIGHT flight, ref. The Regulations for Civil Aviation BL 5-61, BL 5-65, BL 7-100 (available in Danish only) and BL 5-38 (available in English), and
- at transonic and supersonic speed.

5. Unless permission has been obtained from the Danish CAA VFR flights, day and night, shall be flown:

- over the congested areas of cities, towns or settlements (including summer resorts and inhabited camping sites) or over an open-air assembly of persons at a height not less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft. Flying at a lower height, however, is allowed in connection with take-off from or landing at an approved aerodrome.
- elsewhere than as specified above at a height not less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.

Note: Bridges with pylons separated by 300 M (1000 FT) or more shall be perceived as one obstacle.

6. Except where otherwise indicated in air traffic control clearances or prescribed by the Danish CAA in AIP/VFR Flight Guide, VFR flights in levels higher than transition altitude, shall be conducted at a flight level appropriate to the track as specified in the table of cruising levels overleaf. Exempted is flight during climb or descend.

7. Pilot-in-command carrying out VFR-flight, shall

- when he is flying in airspace classes B, C and D
- when he is part of aerodrome traffic on controlled aerodromes, or
- when he is flying Special VFR.

follow the regulations concerning ATC clearances regarding adherence to flight plan, position reports, cease of control and radio communication.

8. A pilot-in-command carrying out VFR-flight within or into certain specified areas or certain specified routes, for which requirement for establishing two-way radio communication is published in AIP/VFR Flight Guide, shall maintain continuous listening watch on the

specified frequency and submit position report, if requested, to the ATS-unit providing flight information service.

Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch, when specifically noted in AIP/VFR Flight Guide.

Note 2: The requirement for a pilot-in-command to maintain air-ground voice communication watch remains in effect after data link communication between air traffic controller and pilot has been established.

9. A pilot-in-command flying in accordance with VFR, and who wishes to change to compliance with IFR shall:

- 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.