

## GEN 1.2 Entry, Transit and Departure of Aircraft

### 1. General

1.1 International flights into, from or over Danish territory shall be subject to the current Danish regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.2 Aircraft flying into or departing from Danish territory shall make their first landing at, or final departure from, an international aerodrome/heliport (see AD 1.3).

1.3 Aircraft engaged in commercial air transport to/from Danish airports must hold a TCO (Third Country Operator) authorization issued by the European Aviation Safety Agency (EASA).

1.4 For foreign aircraft overflying or landing in Denmark, a liability insurance policy covering the minimum insurance sums listed below must be available:

Third Party Liability:

Insurance covering injury to persons and damage to objects outside the aircraft shall be taken out, cf. § 130 (1) of the Air Navigation Act, covering at least below-mentioned insurance amounts per accident, given in Special Drawing Rights (SDR) as determined by the International Monetary Fund:

1. For aircraft with maximum take-off mass (MTOM) below 500 Kilo Grammes (KG): 0.75 Million (MILL) SDR.
2. For aircraft with MTOM from 500 KG up to 1 Metric Tonne (T): 1.5 MILL SDR.
3. For aircraft with MTOM from 1 up to 2.7 T: 3 MILL SDR.
4. For aircraft with MTOM from 2.7 up to 6 T: 7 MILL SDR.
5. For aircraft with MTOM from 6 up to 12 T: 18 MILL SDR.
6. For aircraft with MTOM from 12 up to 25 T: 80 MILL SDR.
7. For aircraft with MTOM from 25 up to 50 T: 150 MILL SDR.
8. For aircraft with MTOM from 50 up to 200 T: 300 MILL SDR.
9. For aircraft with MTOM from 200 up to 500 T: 500 MILL SDR.
10. For aircraft with MTOM at or above 500 T: 700 MILL SDR.

Liability for Damage to Passengers, Luggage and Freight:

For aircraft used in commercial operations, insurance shall be taken out covering injury to passengers and damage to luggage and freight, in the amount of at least:

1. For damage to passengers: 250.000 SDR per passenger.
2. For damage to luggage: 1000 SDR per passenger.
3. For damage to freight: 17 SDR per KG.

### 2. Flights across Danish territory and non-commercial (technical) landings

2.1 Civil aircraft, registered in a State that has acceded to the Chicago Convention and the Transit Agreement of 7 December 1944, may without prior permission fly across Danish territory and make non-commercial (technical) landings.

2.2 Aircraft registered in a State that has not acceded to the Transit Agreement of 7 December 1944 and with which Denmark has not concluded a special agreement, must not without prior permission fly across Danish territory or make non-commercial landings. Application for such permission shall have been received by the Danish CAA not later than 5 days before the estimated time of passage of the Danish FIR boundaries. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

The application shall contain the following information:

- Aircraft type, nationality and registration marks.
- Intended route and destination of the flight as well as date, time and location for passage of the Danish FIR boundaries.
- In case of landing: Information on aerodrome as well as date and estimated time of arrival and departure.

### 3. Scheduled Flights

#### 3.1 General

3.1.1 Aircraft engaged in scheduled commercial air traffic (regular flights) must not without permission enter, depart from or operate within Danish territory.

#### 3.2 Regular flights to and from Danish territory

3.2.1 Regular flights to and from Danish territory must not be carried out without permission unless otherwise stated in Regulation (EEC) No. 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community.

3.2.2 Application from non-Community air carriers for permission to initiate regular flights within, to and from Denmark shall be submitted to the Danish CAA or when prescribed in an agreement, to the Danish Ministry of Foreign Affairs.

3.2.3 Application for approval of time-tables shall be submitted to the Danish CAA not later than 30 days before the effective date of the time-tables.

The application for approval of time-tables shall contain the following information:

- Operator's name, address, TEL number and e-mail.
- Number of weekly frequencies.
- Destinations to be flown with indication of times.
- Aircraft type, registration numbers and capacity.
- Flight numbers.
- Insurance (the Danish CAA may require documentation for insurance having been taken out covering at least the sums laid down in Chapter 9 of the Danish Air Navigation Act).
- Wet-lease, if relevant.
- Code-share, if relevant.

3.2.4 Operators who according to Regulation (EEC) No. 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community shall not apply for permission to carry out flights to and from Danish territory, shall submit a notification of their timetables to the Danish CAA not later than 15 days before the effective date of the time tables. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

A notification shall contain the following information:

- Operator's name, address, TEL number and e-mail.
- Number of weekly frequencies.
- Destinations to be flown with indication of times.
- Aircraft type, registration numbers and capacity.
- Flight numbers.
- Wet-lease, if relevant.
- Code-share, if relevant.

#### 3.3 Aircraft documents required (arrival/departure)

3.3.1 Customs declaration form 12.0091 and bills of lading or other cargo documents (cargo manifest) if cargo is carried are required by the local customs authorities.

*Note 1: If no passengers are embarking or disembarking and no articles are loaded or unloaded, no aircraft documents except the customs declaration need be submitted to the customs authority.*

*Note 2: In connection with arrival/departure from or to EU states where bonded goods or stores are carried on board the aeroplane, the customs declaration is not required.*

### 4. Non-scheduled Flights (Charter Flights and taxi Flights)

#### 4.1 Charter flights

4.1.1 Aircraft engaged in non-scheduled air traffic with aircraft approved for transport of more than 10 passengers or of cargo with aircraft with a maximum take-off mass of more than 5,700 kg (charter flights) must not without permission enter, depart from, or operate within Danish territory unless otherwise stated in Regulation (EEC) No. 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community or in BL 10-1, cf. below. Application for permission to carry out such flights shall be submitted to the Danish CAA.

#### 4.1.2 Time-limits for application

The below time-limits shall not include Saturdays, Sundays or Danish legal holidays.

If an operator intends to carry out up to a maximum of 4 non-sched-

uled flights within 2 months to Denmark for the purpose of taking on or discharging passengers, cargo or mail, the operator must apply to the Danish CAA for permission to carry out such flights not less than 48 hours in advance of the intended landing.

If an operator intends to carry out more than 4 non-scheduled flights within 2 months to Denmark for the purpose of taking on or discharging passengers, cargo or mail, the operator must apply to the Danish CAA for permission to carry out such flights not less than 30 days in advance of the intended landing.

#### 4.1.3 Contents of the application

The application must include the following information in the order shown below:

- Operator's name, address, TEL number and e-mail.
- Date, flight plan and flight number.
- Number of weekly frequencies.
- Destinations to be flown with indication of times.
- Type of aircraft and registration marks.
- Insurance.
- Name(s), address(es), telephone number and e-mail address of the charterer(s).
- Charter category.
- Wet-lease, if relevant.

4.2 Charter flights to and from Denmark shall be carried out in accordance with Regulations for Civil Aviation (BL) No. 10-1 which can be found on the Danish CAA's homepage <https://www.trafikstyrelsen.dk>.

4.3 Operators who according to Regulation (EEC) No. 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community shall not apply for permission to carry out flights to and from Danish territory, shall submit a notification of their flights to the Danish CAA.

The provisions in 4.1.2 and 4.1.3 regarding time-limits for application and its contents shall, name(s), address(es), telephone number and e-mail addresses of the charterer(s) and charter category, also apply in respect of notifications.

#### 4.4 Aircraft documents required (arrival/departure)

No documents, in addition to those mentioned under 3.3.1 above, are required in the case of an aircraft remaining within Denmark for less than 6 months within a period of 12 months. For stays beyond 6 months after date of arrival, a "carnet de passage en douane" will be accepted in lieu of a bond or of any other financial guarantee.

## 5. Private Flights

5.1 Private flights to and from Danish territory with foreign civil aircraft registered in a State which has acceded to the Chicago Convention may be carried out without special permission.

*Note: Article 5 of the Chicago Convention contains an agreement regarding flights into, flights across and technical landings. No agreement has, however, been made with foreign state regarding those cases where a person or an operator (Danish or foreign) residing in Denmark wants to use a non-Danish registered aircraft for private flights (including business flights) within Danish territory. Therefore, in these cases application for permission to carry out such flights must be submitted to the Danish CAA.*

5.2 Private flights into, from or across Danish territory with foreign civil aircraft registered in a State which has not acceded to the Chicago Convention may not be carried out without permission. Application for permission to carry out such flights shall have been received by the Danish CAA not later than 5 days before the estimated passage of the Danish FIR boundaries. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

The application shall contain the following information:

- The type, nationality, and registration marks of the aircraft.
- Names, nationality and addresses of the owner and operator of the aircraft.
- Intended route and destination of the flight as well as date, time and location for passage of the Danish FIR boundaries.
- Number of persons on board.

## 6. Emergency relief Flights/Humanitarian Flights

In case of acute crises of humanitarian character in connection with earthquakes or similar disasters outside office hours, the Danish CAA has granted a general and standing permission for emergency relief flights with cargo and/or passengers to/from Denmark, cf. AIC A 04/13, on the following conditions:

- That the flight is notified to the Danish CAA by e-mail [info@trafikstyrelsen.dk](mailto:info@trafikstyrelsen.dk).
- That the aircraft operated has a valid certificate of airworthiness.
- That the aircraft operated has been entered on the airline's valid OS/AOC.
- That the aircraft operated is insured in accordance with Regulation (EC) No. 785/2004.
- That neither the airline nor the aircraft is entered on the EU list of airlines whose operations are banned within the EU.
- That documentation for the character of the acute need can be submitted.

## 7. State/Military Aircraft

### 7.1 State aircraft

If exemption has not been granted by special agreement, application for flights with state aircraft must be submitted through diplomatic channels via Naviair's homepage:

<https://diplomaticclearance.naviair.dk/diplomatic-clearance>

The application shall have been received by Naviair not later than 10 days before the estimated time for passage of the Danish FIR boundaries. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

*Note: State aircraft are aircraft which are not military, but which are exclusively used by a state for non-commercial purposes.*

### 7.2 Military aircraft

If exemption has not been granted by special agreement, entry of Danish territory by non-NATO military aircraft is subject to prior diplomatic clearance. Application for flights with military aircraft must be sent through diplomatic channels to Defence Command Denmark.

Postal address: **Defence Command Denmark**  
JOINT OPERATIONS STAFF  
Air Operations (J3AIR)  
Herningvej 30  
DK-7470 Karup J  
Denmark

E-mail: [flight.clearance.dnk@mil.dk](mailto:flight.clearance.dnk@mil.dk)

Subject requests are to be forwarded not later than 10 days in advance of the flight - 15 days if the flight is carrying dangerous goods. Applicants must use the form provided at:

<http://www.flv.dk/milaim/diploform.doc>

Diplomatic clearance number (DCN) must be inserted in Item 18 of the ICAO flight plan.

NOTE: Special attention is drawn to the Danish island Bornholm, situated in the Baltic Sea in Malmö FIR.

MIL aircraft of non-NATO countries overflying Bornholm is subject to prior diplomatic clearance according to the above.

## 8. Public Health Measures Applied to Aircraft

8.1 No public health measures are required to be carried out in respect of aircraft entering Denmark. Disinfection with insecticides is unwanted.

8.2 The pilot-in-command of an aircraft arriving from a foreign destination shall notify the local health service authorities by radio communication with the air traffic control service unit in case persons on board are known to be suffering from contagious diseases, or if there is any risk of other conditions on board that may lead to spread of disease including the following information:

- aircraft identification.
- departure aerodrome.
- destination aerodrome.
- estimated time of arrival.
- number of persons on board.
- number of suspected case(s) on board and
- nature of the public health risk, if known.

Under such circumstances crew members and passengers shall follow instructions given by the local health service authorities.

8.2.1 Permission allowing an aircraft free passage is given over the radio before arrival or verbally upon arrival by the health service authorities, or by a person authorized to do so by the health service authorities.

8.2.2 Aircraft engaged in scheduled and non-scheduled air traffic are exempted from obtaining permission for free passage.

This does not, however, apply to aircraft

- arriving from or having made an intermediate stop in areas which according to a statement from the Danish Health Authority are regarded to be contaminated by a contagious disease which is covered by Act on Measures against Contagious Diseases, or
- registered in, arriving from or having made an intermediate stop in states which are not members of the World Health Organization (WHO).

#### 9. Use of Non-Danish Registered Homebuilt or Home-restored Aircraft in Denmark

9.1 Flights in Denmark with aircraft which do not have a standard certificate of airworthiness, cf. Article 31 of the Chicago Convention, must not be carried out without prior permission.

*Note: Aircraft without standard certificate of airworthiness are often certificated in the experimental class. Homebuilt, home-restored and former military aircraft are usually placed in this class.*

9.2 In pursuance of ECAC (European Civil Aviation Conference) recommendation INT.S / 11.1, the Danish CAA accepts without prior application that non-Danish registered home-built or home-restored aircraft operate in Denmark on an Experimental Certificate of Airworthiness or equivalent "permit to fly"

issued by the civil aviation authority of an ECAC State, provided

- that the aircraft has completed its flight test period,
- that the maximum take-off mass of the aircraft does not exceed 2,730 kg, and

that the Danish limitations mentioned in BL 1-12, para. 5.4.2.1, are complied with in addition to the experimental operating limitations of the aircraft.

Operation of the aircraft in connection with

- renting or commercial flights,
- flights in accordance with the IFR rules mentioned in Commission Regulation (EU) No. 923/2012 and BL 7-100, or
- flights over densely built-up areas, including areas with weekend cottages and inhabited camping sites, and over an open-air assembly of persons, is prohibited.

*Note 1: This acceptance does not apply to aircraft classified as "ULM", "Ultralight" or "Microlight".*

*Note 2: Non-Danish registered aircraft operating in Denmark must be insured in accordance with Regulation (EC) No. 785/2004.*

#### 10. Historical aircraft

In pursuance of ECAC (European Civil Aviation Conference) recommendation 35-1, flights in Denmark with historical aircraft that

- are originally factory-manufactured,
- previously have held an ICAO compliant Certificate of Airworthiness,
- subsequently have been operated under national rules through a National Restricted Permit to Fly or National Restricted Certificate of Airworthiness,
- fall under EU Regulation (EC) No. 216/2008, Annex II, Article a(i),
- have a maximum take-off weight of less than 5,700 kg, and
- are operated in non-commercial flights

may be carried out for a period of up to 90 days per year without any restrictions other than those stated in the certificate of airworthiness or permit to fly issued by another ECAC member state.

*Note: Historical aircraft operating in Denmark must be insured in accordance with Regulation (EC) No. 785/2004.*