

ENR 1.3 Instrument Flight Rules

Note 1: The Danish Instrument Flight Rules (IFR) are given in their entirety in this section. Differences between regulations applicable in Denmark and ICAO Annex 2 are detailed in GEN 1.7.

Note 2: Within København FIR at or above FL 290 flights shall be conducted in accordance with the Instrument Flight Rules.

1. All IFR Flights

1.1 Aircraft equipment

Aircraft shall have equipment for navigation and communication, and suitable instruments appropriate to the route to be flown.

1.2 Minimum levels

Except when necessary for take-off and landing, or where a special permission has been granted by the Danish Transport Authority, an IFR flight shall:

- when flying over terrain or in mountainous areas higher than 1800 M (6000 FT), be flown at a level which is at least 600 M (2000 FT) above the highest obstacle located within 8 KM (5 NM) of the calculated position of the aircraft, and
- when flying over terrain other than specified above, at a level which is at least 300 M (1000 FT) above the highest obstacle located within 8 KM (5 NM) of the calculated position of the aircraft.

1.3 Change from IFR flight to VFR flight

1.3.1 An aircraft electing to change its flight from compliance with IFR to compliance with VFR shall notify the appropriate air traffic services unit, that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

1.4 Free Route Airspace (FRA) general procedures

1.4.1 Eligible flights

Eligible flights are those over-flights that enter and exit DK-SE FAB FRA (FL285-FL660). Over-flights with a level change en-route into DK-SE FAB FRA are eligible to flight plan FRA operations from the FRA Connecting Point where the level change occurs.

Additional eligible flights are those that depart or arrive from/to aerodromes within DK-SE FAB or in its proximity and have a requested flight level above FL285 within the FAB.

1.4.2 Procedures

Eligible flights may flight plan according to the table below.

From	To	Remark
FRA Horizontal Entry Point	FRA Horizontal Exit Point.	Flight plan DCT or via one or several Intermediate points. Such an Intermediate point can be either a NAV aid (published in ENR 4.1)/way-point (published in ENR 4.4) or entered as lat/long coordinates.
	FRA Arrival Connecting Point.	
	FRA Connecting Point.	
FRA Departure Connecting Point	FRA Horizontal Exit Point.	
	FRA Arrival Connecting Point.	
	FRA Connecting Point.	
FRA Connecting Point	FRA Horizontal Exit Point.	
	FRA Arrival Connecting Point.	
	FRA Connecting Point.	

It is mandatory to insert a FRA Horizontal Entry/Exit Point in the flight plan when entering/exiting DK-SE FAB except for traffic entering/exiting from/to:

- EETT/EFIN/ENOR/EVRR/EGPX FIR and
- EPWW/EDVV/EDUU/EHAA FIR/UIR (only for traffic arriving or departing aerodromes within DK-SE FAB, without crossing ENOR FIR)

Flight plan shall be filed to remain at least 3 NM from DK-SE FAB boundary except towards EPWW/EETT/EFIN/EDVV/EDUU/EHAA/ENOR/EVRR/EGPX FIR/UIR.

Access to FRA for departing traffic:

FRA Departure Connecting Point can either be:

- a SID Final Waypoint,
- if no suitable SID is available, an optional waypoint within a required distance from the aerodrome, according to the RAD,
- if required, the last point on a FRA Connecting Route or
- a FRA Horizontal Entry Point if departing from an aerodrome in the proximity of DK-SE FAB.

Exiting FRA for arriving traffic:

FRA Arrival Connecting Point can either be:

- a STAR Initial Waypoint,
- if no suitable STAR is available, an optional waypoint within a required distance from the aerodrome, according to the RAD,
- if required, the first point on a FRA Connecting Route or
- a FRA Horizontal Exit Point if arriving to an aerodrome in the proximity of DK-SE FAB.

DK-SE FAB FRA Horizontal Entry/Exit

DK-SE FAB FRA Horizontal Entry/Exit from/to EYVL FIR
NINTA

DK-SE FAB FRA Horizontal Entry/Exit from/to UMKK FIR
GISON

DK-SE FAB FRA Horizontal Entry/Exit from/to EPWW FIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

AMROR, GORPI, GOSOT, KOLOB, LARMA, LUSID, PENOR, POKEN, RUMAR

DK-SE FAB FRA Horizontal Entry/Exit from/to EDUU UIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

BAKLI, BIKRU, DETNI, KOSEB, NEDIK, NIKDA, OKAGA, SALLO, SONAL, UNGAV

DK-SE FAB FRA Horizontal Entry/Exit from/to EDVV UIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

ALASA, AMRAK, ATTUS, BAGOS, DEMIR, DOROR, DOSUR, GIMRU, GITER, GOBOT, KESUR, KOKOR, KUGAL, LOMPU, LUTIR, MAKEL, MEGAR, OMIMA, RAXLU

DK-SE FAB FRA Horizontal Entry/Exit from/to EHAA FIR (not mandatory for traffic departing/arriving from/to aerodromes within DK-SE FAB)

AMADA, GREFI, SUTEB

Note: Detailed information on FRA Connecting Routes is given in ENR 3.3.

2. Flights within København CTA

Below FL285 within København CTA DCT flight planning is allowed.

3. IFR Flights within Airspace Class A, B, C, D and E

3.1 IFR flights shall comply with the provisions for air traffic control services, when operated in airspace classes A, B, C, D and E.

3.2 Unless authorized to employ cruise climb techniques between two levels or above a level, an IFR flight operating in cruising flight in airspace classes A, B, C, D and E shall be flown at a cruising level determined from its track, as selected from the table of cruising levels shown in ENR 1.7. The correlation of levels to track shall not apply whenever otherwise indicated in air traffic control clearances or specified by the Danish Transport Authority in AIP.

4. IFR Flights within Airspace Class F and G

4.1 Cruising levels

An IFR flight operating in level cruising flight within airspace classes F and G shall be flown at a cruising level determined from its track and selected from the table of cruising levels shown in ENR 1.7.

4.2 Communications

A pilot-in-command shall maintain continuous voice communication watch on the appropriate communication channel within areas, where two-way radio communication is required as published in the AIP, and when flying within airspace classes, for which two-way radio-communication is required according to the table "ATS Airspace Classification" (ENR 1.4), unless otherwise permitted by the appropriate ATS-unit.

Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch, when stated in AIP.

Note 2: The requirement to 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.

4.3 Position reports

An IFR flight operating within airspace classes F and G, shall report position as specified in the provisions for air traffic control service.