

ENR 1 GENERAL RULES AND PROCEDURES**ENR 1.1 General Rules****1. General**

1.1 The Rules of the Air and regulations for Air Traffic Services and Procedures applicable in Denmark are contained in Commission Regulation (EU) No 923/2012 (SERA), Civil Aviation Regulation BL 7-100, Supplements to (EU) No 923/2012 (SERA), Commission Regulation (EU) No 2017/373 (ATM/ANS) and Civil Aviation Regulation BL 7-101, Supplements to (EU) No 2017/373 (ATM/ANS), on the basis of the following ICAO documents:

Annex 2, Rules of the Air

Annex 11, Air Traffic Services

PANS-ATM (Doc 4444), Procedures for Air Navigation Services - Air Traffic Management

PANS-OPS (Doc 8168), Procedures for Air Navigation Services - Aircraft Operations

Doc 7030/EUR, Regional Supplementary Procedures.

1.2 Differences to these ICAO provisions are detailed in subsection GEN 1.7.

1.3 Within København FIR, and in airspace delegated to Denmark there are established LTA, FIZ, HTZ, Helicopter Routes - in addition to ATS airspace and ATS routes normally used - as described below.

2. Local ATS-Areas/LTA**2.1 Definition**

An air space of defined dimensions, extending upwards from the surface of the earth or water to a specified upper limit within which ATS is provided by the local ATS-unit.

2.2 LTA are given in section ENR 2.

3. Flight Information Zone/FIZ**3.1 Definition**

An airspace of defined dimension within which aerodrome flight information service and alerting service for aerodrome traffic are provided.

Note: FIZ is also designated as Radio Mandatory Zones (RMZ), reference to Civil Aviation regulation BL 7-100 and ENR 1.4 item 3.

3.2 Procedures

- a) IFR and VFR flights operating in a FIZ shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, except as may otherwise be arranged with the relevant AFIS unit.
 - b) Before entering a FIZ, an initial call containing the designation of the AFIS unit being called, callsign, type of aircraft, position, level and the intentions of the flight shall be made by pilots on the appropriate communication channel. Changes to level and track - if any - shall be reported immediately to the AFIS unit.
 - c) Except as may otherwise be arranged with the relevant AFIS unit, a pilot who intends to cross a FIZ or operate locally shall prior to entering a FIZ establish two-way voice communication with the AFIS unit.
 - d) Except as may otherwise be arranged with the relevant AFIS unit, a pilot who intends to land on or take-off from the aerodrome shall prior to entering a FIZ or prior to taxiing for take-off establish two-way voice communication with the AFIS unit.
- 3.3 Tyra FIZ is given in ENR 2.2 and FIZ for relevant aerodromes are given in AD 2 item 17.

4. Helicopter Traffic Zone/HTZ**4.1 Definition**

A non-controlled airspace of defined dimensions, extending upwards from the sea level to a defined upper limit, indicating helicopter landings and take-offs.

HTZ are established around all permanent and mobile off-shore installations, equipped with a helideck.

Temporary HTZ at mobile installations will be published by NOTAM.

4.2 Crossing or overflying HTZ

Traffic not engaged in off-shore helicopter operations is strongly advised to stay well clear of HTZ. Information on possible helicopter flights can be obtained from Copenhagen Information.

Note: Helicopters may be expected to perform instrument approach procedures to the helideck within an area with a radius of 6.5 NM around the helideck up to and including 1500 FT.

4.3 Permanent HTZ are given in ENR 2, and temporary HTZ will be published in NOTAM.

5. Helicopter Routes**5.1 Definition**

An ATS-route, where civil helicopters operate on a regular and frequent basis. Helicopter Routes have no lateral dimensions.

Helicopter Routes have been established for the most used helicopter tracks in that part of the North Sea, where Denmark provides ATS.

5.2 Helicopter Routes are given in ENR 3.2 and ENR 6.5.

6. Flight within TMA, CTR and FIZ outside published hours of service

Where TMA, CTR and FIZ are not established H24, information as to whether the area concerned is established shall be obtained from the relevant ATS-unit as given in the following table.

Area		ATS-unit
Aarhus	TMA and CTR*	ACC København
Esbjerg	FIZ	APP Billund
Odense	FIZ	ACC København
Rønne	TMA and CTR	ACC Malmö
Stauning	FIZ	APP Billund
Sønderborg	FIZ	ACC København
Tyra	FIZ	ACC København
Vamdrup	FIZ	APP Skrydstrup

* Remark: Information whether Aarhus CTA is established can be obtained from ACC København.

7. Delegation of ATS responsibility

7.1 By letter of agreement Danish and adjacent ATS Authorities have arranged to delegate responsibility for providing Air Traffic Services within parts of their FIR/UIR to adjacent ATS units.

7.2 Delegated air space are given in section ENR 2.

8. Helicopter Operations in the North Sea.

Helicopters operating between an onshore and an offshore destination, or between two offshore destinations, in the North Sea are taking place on a 24 hours basis, under IMC as well as VMC, and often with an underslung load.

8.1 Helidecks

Position of Danish helidecks on permanent installations, are given in section AD 3.

8.2 Airspace structure

To safeguard helicopter operations FIZ, HTZ and Helicopter Routes have been established.

8.3 Operating procedures for helicopters engaged in off-shore operations

Cruising level in Helicopter Routes:

Except during take-off and landing, civil helicopter operations should normally be carried out in levels not below 1500 FT MSL. For Minimum flight Altitude on specific routes see ENR 3.2 and for specific AMA (Area Minimum Altitude) see ENR 6.5.

If icing or other safety conditions necessitate flight below 1500 FT MSL, the ATS-unit concerned shall be informed about the new cruising level and the reason for the change.

- Radar service
Radar service will normally be provided within the area of radar-coverage.
- Use of SSR
When equipped with SSR-transponder, civil helicopters engaged in off-shore operations shall operate this on Mode A/C, code 0040, unless otherwise instructed by ATS.

8.3.1 Reporting procedures en route (REF SERA 10001 litra b)

Position Reports shall be transmitted at each Reporting Point and additionally when requested by the appropriate ATS-unit.

If more than 20 minutes will elapse between Reporting Points, an "Operation Normal"- report shall be transmitted 15 minutes after the last Position Report, unless otherwise instructed.

An Operation Normal report shall contain the same information as a Position Report.

- A Position/Operation Normal Report is not required when the pilot is informed that the helicopter is provided with Radar service ("Radar contact/Identified").
- Position/Operation Normal reporting shall be resumed when the pilot is informed that Radar service is terminated.

If not receiving a required Position/Operation Normal Report, the appropriate ATS-unit will initiate Alerting Service (REF 8.4)

8.3.2 Arrival Message

After landing on an installation, or just prior to landing, it is the responsibility of the Pilot In Command (PIC) to deliver an Arrival Message to the appropriate ATS-unit (radio call) or via the radio operator on the installation by phone, and the report shall contain:

- Callsign
- Name on the installation
- Actual time of arrival (ATA)
- Additional information if required (e.g. refuelling, shut down)

If no Arrival Message is received at the appropriate ATS-unit Alerting Service will be initiated (REF 8.4).

8.3.3 Departure message

A Departure message, after take-off from an offshore installation, shall be submitted to the appropriate ATS-unit as soon as practicable. The Departure message shall contain:

- Callsign
- ATD installation
- Actual/intended altitude or level
- If routing via Helicopter Routes and no radar service is provided: ETO next reporting point

8.4 Alerting Service (REF SERA 10001 litra b)

For helicopters operating between an onshore and an offshore destination or between two offshore destinations, Special procedures for Alerting Service to helicopter flights are described below.

8.4.1 En route

Helicopters en route between an onshore and an offshore destination or between two offshore destinations should be established on a Helicopter Route and provide the appropriate ATS-Unit with Position/Operation Normal Reports unless not required (REF 8.3.1).

8.4.1.1 Uncertainty Phase

When no communication has been received from an aircraft within a period of 3 minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier until the Alert Phase is activated. (see 8.4.1.2).

Except when no doubt exists as to the safety of the aircraft and its occupants.

8.4.1.2 Alert Phase

When following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft, the Alert Phase will be activated within 3 minutes of the time communication was expected. Except when no doubt exists as to the safety of the aircraft and its occupants.

8.4.1.3 Distress Phase

Following the alert phase, when further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress, or when the fuel on board is considered to be exhausted, or to be insufficient to enable the aircraft to reach safety, or when information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely, or when information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing, the Distress Phase will be activated within 10 minutes of the time the Position/Operation Normal Report was expected. Except when there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

8.4.2 Landing on Helideck

It is the responsibility of the Pilot In Command (PIC) to deliver an Arrival Message to the appropriate ATS-unit (radio call) or via the radio operator on the installation (phone).

8.4.2.1 Uncertainty Phase

When an aircraft fails to arrive within 5 minutes of the estimated time of arrival last notified to an air traffic services unit, the Alert Phase is activated (see 8.4.2.2). Except when no doubt exists as to the safety of the aircraft and its occupants.

8.4.2.2 Alert Phase

When an Arrival Message is not received by the appropriate ATS-Unit as expected, the Alert Phase will be activated within 5 minutes of the Estimated Time of Arrival (ETA) given by the Pilot In Command (PIC). Except when no doubt exists as to the safety of the aircraft and its occupants.

8.4.2.3 Distress Phase

Following the alert phase, when further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress the Distress Phase will be activated within 10 minutes of the ETA given by the PIC.

8.5 Operating procedures for military air traffic

Crossing of helicopters flight path Pilots of fixed-wing aircraft crossing the flight path of helicopters should as early as possible plan their flight to pass over, below or behind the helicopters and make efforts to obtain greatest possible separation. In order to discover helicopter traffic, use of radar is recommended. In addition, traffic information may be obtained from Copenhagen Information or TYRA Information.

Note: Helicopter pilots prefer a horizontal separation of at least 2 NM.

9. Reporting of oilspill or fueldumping at sea

9.1 According to the Danish Ministerial Order No. 573/2008, Reporting according to Law on Protection of the Ocean-environment, the pilot-in-command, the owner or the user of an aircraft shall report the following incidents:

- observation of oilspill at sea
- fueldumping performed at sea

The report shall be submitted via nearest ATS-unit or after landing to: Søværnets Operative Kommando (SOK)/Admiral Danish Fleet

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