

ENR 5.3 Other Activities of a Dangerous Nature**1. Cold Flaring in the North Sea**

In connection with the exploration and production of oil and gas in the North Sea, "Cold Flaring" may occur which could endanger air traffic. Gas escaping from the oil production will normally be burned off. When the oil production is restarted after a shut down involving opening of the installations to the atmosphere it is necessary to purge the pipework and vessels before reignition of the gas. During this procedure, called "Cold Flaring", large amounts of gas will be pouring into the atmosphere, creating an explosive mixture. The extend of the mixture is depending on the actual weather conditions.

"Cold Flaring" may take place from all fixed mobile oil- and gasinstallations. Air traffic is advised to pass installations from which "Cold Flaring" is taking place at a lateral distance of 3 NM or more or at an altitude of 3.000 FT MSL or above.

2. Risk of Explosion in the vicinity of North Sea Oil and Gas Installations

In connection with perforation of underground wells, explosive charges are released by means of radio waves.

Radio waves covering the whole frequency spectrum might release an explosion if they are received when detonators are being inserted or removed.

To avoid inadvertent explosion, which can be a risk to the crew on the installation and damage the installation, air traffic is strongly requested to pass all fixed and mobile installations at a lateral distance of 1 NM or more or at an altitude of 3000 FT MSL or above. For fixed oil and gas installations, see AD 3-1.

3. Burning of gas and condensates from Flare Stacks

From the flare stacks located at the positions listed below escape and burning of gas and condensates may take place occasionally.

- a) NW of Varde at PSN 55 40 05N 008 21 55E*
(see ENR 5.4, OBST Varde).
- b) S of Kalundborg at PSN 55 39 13N 011 06 01E*
(see ENR 5.4, OBST Kalundborg, Statoil).
- c) SW of Egtved at PSN 55 35 57N 009 13 57E
(see ENR 5.4, OBST Egtved).
- d) N of Viborg at PSN 56 38 25N 009 25 03E*
(See ENR 5.4, OBST Viborg).
- e) SE of Næstved at PSN 55 12 37N 011 59 08E
(See ENR 5.4, OBST Everdrup).
- f) NE of Stenlille at PSN 55 32 58N 011 37 25E
(See ENR 5.4, OBST Stenlille).

Due to high temperature and risk of explosion it is recommended to avoid overflying of the flare stacks below 2000 FT MSL.

4. Exercise "DYNAMIC MERCY"**4.1 Description**

A periodic medium scale Search and Rescue (SAR) exercise, conducted with live flying search and rescue operations. The exercise is carried out over the Baltic Sea in odd years and in even years over the North Sea and Atlantic. The exercise is divided into three parts.

- A. DYNAMIC MERCY South
- B. DYNAMIC MERCY Middle/Central
- C. DYNAMIC MERCY North

Exercise operations in each part will be conducted independently; different dates and times for each part may be applicable.

4.2 FIR affected

Amsterdam	Polaris
Bodø	Reykjavik
Bodø Oceanic	Scottish
Bremen	Scottish/Shanwick Oceanic
Brussels	Sondrestrom
Copenhagen	Sweden
London	Warszawa
Vilnius	Riga
Tallinn	Finland

4.3 Vertical and Lateral Limits

DYNAMIC MERCY exercises will normally take place from Sea Level to FL 60. The exact vertical limits for each area will be included in activation NOTAM (see para 4.4).

A. DYNAMIC MERCY Atlantic South

Amsterdam FIR:	The North Sea area of the FIR
Bremen FIR:	The North Sea area of the FIR.
Brussels FIR:	The North Sea area north of 51N
Copenhagen FIR:	The North Sea area south of 56N
London FIR:	The North Sea area north of 51N
Scottish FIR:	The North Sea area south of 56N

B. DYNAMIC MERCY Atlantic Middle

Copenhagen FIR:	The North Sea and Skagerrak area north of 55N and West of 010E
Polaris FIR:	The area south of 63N
Reykjavik FIR:	The area South of 63N and East of 10W
Scottish FIR:	The North Sea and Atlantic area North of 55N and East of 010W

C. DYNAMIC MERCY Atlantic North

Polaris FIR:	The sea area within the FIR. No closer than 20 NM to the international borders over land.
Bodø Oceanic FIR:	The sea area west of 24E and south of 72N
Reykjavik FIR:	The entire area
Scottish/Shanwick Oceanic FIR:	The sea area north of 60N
Sondrestrom FIR:	The area east of 56W and between 60N and the North Pole

D. DYNAMIC MERCY Baltic South

Sweden FIR:	The area West of Öland
Warszawa FIR:	The entire sea area
Bremen FIR:	The entire sea area in the Baltic Sea
Copenhagen FIR:	The entire sea area in the Baltic Sea

E. DYNAMIC MERCY Baltic Central

Sweden FIR:	The sea area between Bornholm and Stockholm
Riga FIR:	The entire sea area
Vilnius FIR:	The entire sea area

F. DYNAMIC MERCY Baltic North

Sweden FIR:	The sea area North of Stockholm
Finland FIR:	The entire sea area in the Baltic Sea
Tallinn FIR:	The entire sea area
Riga FIR:	The entire sea area

4.4 Dates and Times

The exercise will be conducted at dates and times to be promulgated approximately 10 days in advance of each exercise by separate NOTAM and additionally an AIP SUP as required.

4.5 Procedures for Exercise Aircraft

Exercise aircraft flying to and from SAR exercise areas will comply with ICAO or national ATC procedures including filing of flight plans. SAR aircraft operations in the search area will be conducted in VMC only and will comply with national ATS procedures. During SAR operations, exercise aircraft will be in contact with the RCC concerned.

4.6 Procedures for Non-exercise Aircraft

During the exercise period as notified by NOTAM as specified in para 4.4:

- a. Non-exercise aircraft are advised to avoid the actual scene of rescue operations.
- b. Non-exercise aircraft may, in order to comply with a. above, if necessary obtain information on actual SAR exercise activities in the areas through the appropriate ATS unit (incl. Flight Information Service).

4.7 Contact Authority

To be provided in the activation NOTAM for each exercise (see para 4.4).

5. VFR flying with Military Aircraft

VFR-flying with military aircraft takes place within København FIR and over the Island of Bornholm. In airspace where the speed limitation 250 KT is valid, military fighter-aircraft will due to the aerodynamic characteristics of the aircraft and the mission objective not be able to comply with the 250 KT speed limitation in all cases.