

ENR 5.2 Military Exercise and Training Areas**1. Temporary Segregated Areas (TSA)**

1.1 General

Within the areas described in the table overleaf, special training flights with military fighter aircraft may take place periodically.

1.2 Special for IFR flights

For IFR flights, an ATC clearance, necessitating the entry into a TSA, will ensure that the flight will be separated from special training flights with the prescribed separation minima. IFR flights should flightplan to avoid an active TSA using the ATS route system or waypoints estab-

lished for flight planning in Free Route Airspace.

1.3 Information about the activity within the TSAs

Information about the period and height which activities actually take place are notified by NOTAM and via EAUP//EUUP on Eurocontrols NOP-portal:

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/>

Note: The areas are shown on ANC Denmark 1:500 000, reverse.

1.5 Special for VFR flights

VFR flights should avoid entering an active TSA.

Table. Temporary Segregated Areas

Identification Name	Lateral Limits	Vertical Limits	Remark
EKTSAJY2 JYL B - TSA	57 14 28N 009 00 00E - 57 14 00N 009 54 00E - 56 27 00N 009 54 30E - 56 27 06N 009 00 00E - 57 14 28N 009 00 00E	<u>FL340</u> FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY2Z JYL B - TSA FBZ	57 16 59N 008 55 23E - 57 16 27N 009 58 36E - 56 24 28N 009 59 03E - 56 24 35N 008 55 29E - 57 16 59N 008 55 23E	<u>FL350</u> FL145	For IFR flight planning purposes only
EKTSAJY3 JYL C - TSA	56 27 13N 008 01 57E - 56 27 06N 009 00 00E - 56 00 00N 009 00 00E - 56 00 00N 008 12 07E - 56 27 13N 008 01 57E	<u>FL660</u> FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY3Z JYL C - TSA FBZ	56 29 43N 007 56 23E - 56 29 34N 009 04 31E - 55 57 29N 009 04 28E - 55 57 29N 008 08 29E - 56 29 43N 007 56 23E	<u>FL660</u> FL145	For IFR flight planning purposes only
EKTSAJY4 JYL D - TSA	56 27 06N 009 00 00E - 56 27 00N 009 54 30E - 56 00 00N 009 54 30E - 56 00 00N 009 00 00E - 56 27 06N 009 00 00E	<u>FL660</u> FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY4Z JYL D - TSA FBZ	56 29 36N 008 55 29E - 56 29 29N 009 59 02E - 55 57 29N 009 58 58E - 55 57 29N 008 55 32E - 56 29 36N 008 55 29E	<u>FL660</u> FL145	For IFR flight planning purposes only
EKTSAJY5 JYL E - TSA	56 00 00N 008 12 07E - 56 00 00N 009 00 00E - 55 26 50N 009 00 00E - 55 25 30N 008 26 30E - 56 00 00N 008 12 07E	<u>FL660</u> FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY5Z JYL E - TSA FBZ	56 02 29N 008 06 28E - 56 02 29N 009 04 28E - 55 24 30N 009 04 24E - 55 22 51N 008 23 04E - 56 02 29N 008 06 28E	<u>FL660</u> FL145	For IFR flight planning purposes only
EKTSAJY6 JYL F - TSA	56 00 00N 009 00 00E - 56 00 00N 009 54 30E - 55 29 00N 009 54 30E - 55 26 50N 009 00 00E - 56 00 00N 009 00 00E	<u>FL660</u> FL145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY6Z JYL F - TSA FBZ	56 02 29N 009 58 59E - 55 26 39N 009 58 54E - 55 24 08N 008 55 36E - 56 02 29N 008 55 32E - 56 02 29N 009 58 59E	<u>FL660</u> FL145	For IFR flight planning purposes only

2. Temporary Reserved Area (TRA)

2.1 General

Within the areas described in the table below, special training flights with military fighter aircraft may take place periodically.

The training flights are conducted with due regard to civil flights but the Rules of The Air procedures concerning right-of-way may not always be complied with.

IFR flights will be separated from special training flights. VFR flights should avoid entering an active TRA. If entry can not be avoided, two-way radio communication should be established with relevant ATS-unit. The ATS-unit will forward the information to the military ATS-units concerned.

2.2 Information about use

Information about use may be obtained from the relevant ATS-unit

Note: The areas are shown on ANC Denmark 1:500 000, reverse.

Table. Temporary Reserved Areas

Identification, Name, Lateral Limits and Vertical Limits (Upper/Lower)	ATS-unit/CS	Remarks
EKTRAAA1 AALBORG 57 38 58N 010 28 55E - 57 22 38N 010 45 25E - 57 01 58N 010 48 55E - 56 33 43N 009 54 55E - 56 38 28N 009 42 25E - 56 38 28N 008 47 35E - 56 59 58N 008 33 55E - 57 07 13N 008 36 25E - 57 38 58N 010 07 25E - 57 38 58N 010 28 55E FL 195/FL 55	AALBORG APPROACH	H24
EKTRAAR1 AAR 55 20 00N 005 44 00E - 55 20 00N 007 39 06E - 55 00 00N 007 38 37E - 55 00 00N 005 44 00E - 55 20 00N 005 44 00E FL 330/FL 145	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAHA1 HANS 1 57 00 00N 007 30 00E - 57 07 00N 007 43 30E - 56 50 19N 007 51 19E - 56 43 00N 007 32 00E - 57 00 00N 007 30 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAHA2 HANS 2 56 43 00N 007 32 00E - 56 50 19N 007 51 19E - 56 27 13N 008 01 57E - 56 27 00N 007 34 00E - 56 43 00N 007 32 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAHA3 HANS 3 57 07 00N 007 43 30E - 57 36 23N 008 39 59E - 57 33 38N 008 45 52E - 57 07 13N 008 36 25E - 56 50 19N 007 51 19E - 57 07 00N 007 43 30E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAHA4 HANS 4 56 50 19N 007 51 19E - 57 07 13N 008 36 25E - 56 41 30N 008 27 30E - 56 31 30N 008 00 00E - 56 50 19N 007 51 19E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAHA5 HANS 5 57 33 38N 008 45 52E - 57 17 18N 009 20 24E - 57 14 18N 009 24 21E - 57 14 30N 008 57 00E - 57 07 13N 008 36 25E - 57 33 38N 008 45 52E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAHA6 HANS 6 57 07 13N 008 36 25E - 57 14 30N 008 57 00E - 57 14 18N 009 24 21E - 57 05 19N 009 36 06E - 56 41 30N 008 27 30E - 57 07 13N 008 36 25E - FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAJY1 JYL 1 57 14 30N 008 57 00E - 57 14 28N 009 00 00E - 56 27 06N 009 00 00E - 56 27 13N 008 01 57E - 56 50 19N 007 51 19E - 57 14 30N 008 57 00E FL 340/FL 145	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAJY2 JYL 2 57 14 28N 009 00 00E - 57 14 00N 009 54 00E - 56 27 00N 009 54 30E - 56 27 06N 009 00 00E - 57 14 28N 009 00 00E FL 340/FL 145	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24

Identification, Name, Lateral Limits and Vertical Limits (Upper/Lower)	ATS-unit/CS	Remarks
EKTRAJY3 JYL 3 56 27 13N 008 01 57E - 56 27 06N 009 00 00E - 56 00 00N 009 00 00E - 56 00 00N 008 12 07E - 56 27 13N 008 01 57E FL 660/FL 145	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAJY4 JYL 4 56 27 06N 009 00 00E - 56 27 00N 009 54 30E - 56 00 00N 009 54 30E - 56 00 00N 009 00 00E - 56 27 06N 009 00 00E FL 660/FL 145	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAJY5 JYL 5 56 00 00N 008 12 07E - 56 00 00N 009 00 00E - 55 26 50N 009 00 00E - 55 25 30N 008 26 30E - 56 00 00N 008 12 07E FL 660/FL 145	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAJY6 JYL 6 56 00 00N 009 00 00E - 56 00 00N 009 54 30E - 55 29 00N 009 54 30E - 55 26 50N 009 00 00E - 56 00 00N 009 00 00E FL 660/FL 145	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAKA1 KARUP 56 38 28N 009 42 25E - 56 33 43N 009 54 55E - 56 11 28N 009 54 55E - 56 03 17N 009 29 55E - 56 05 08N 008 18 55E - 56 27 13N 008 15 25E - 56 38 28N 008 47 35E - 56 38 28N 009 42 25E FL 195/FL 55	KARUP APPROACH	H24
EKTRAKT1 KATTEGAT 1 (KGT 1) 57 44 56N 011 08 34E - 57 08 16N 011 38 38E - 57 01 58N 010 48 55E - 57 22 38N 010 45 25E - 57 30 58N 010 37 01E - 57 44 56N 011 08 34E FL 195/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRAKT2 KATTEGAT 2 (KGT 2) 57 08 16N 011 38 38E - 56 59 08N 011 45 58E - 56 27 15N 011 59 01E - 56 17 15N 011 36 56E - 56 35 06N 010 47 02E - 56 51 38N 010 28 55E - 57 01 58N 010 48 55E - 57 08 16N 011 38 38E FL 195/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRALA1 LANGELAND (LAN) 55 15 48N 011 05 57E - 54 59 28N 011 33 46E - 54 36 10N 011 10 00E - 54 38 40N 011 00 00E - 54 39 10N 010 50 00E - 54 39 20N 010 40 00E - 54 39 30N 010 30 00E - 54 42 00N 010 20 00E - 54 44 35N 010 10 00E - 54 44 47N 010 09 00E - 54 59 24N 010 25 09E - 55 15 48N 011 05 57E FL 195/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24

Identification, Name, Lateral Limits and Vertical Limits (Upper/Lower)	ATS-unit/CS	Remarks
EKTRANS1 NS 1 57 00 00N 005 04 35E - 57 00 00N 006 30 00E - 56 27 00N 006 30 00E - 56 27 00N 005 04 31E - 57 00 00N 005 04 35E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRANS2 NS 2 57 00 00N 006 30 00E - 57 00 00N 007 30 00E - 56 43 00N 007 32 00E - 56 27 00N 007 34 00E - 56 27 00N 006 30 00E - 57 00 00N 006 30 00E - FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRANS3 NS 3 56 27 00N 005 04 31E - 56 27 00N 006 30 00E - 56 05 00N 006 30 00E - 56 05 00N 005 04 29E - 56 27 00N 005 04 31E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRANS4 NS 4 56 27 00N 006 30 00E - 56 27 00N 007 34 00E - 56 05 00N 007 36 30E - 56 05 00N 006 30 00E - 56 27 00N 006 30 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRANS5 NS 5 56 05 00N 005 04 29E - 56 05 00N 006 30 00E - 55 36 00N 006 30 00E - 55 36 00N 006 00 00E - 55 22 32N 005 24 13E - 55 07 56N 005 04 22E - 56 05 00N 005 04 29E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24 When military traffic operates within TYRA FIZ they will operate in accord- ance with rules and procedures applica- ble for TYRA FIZ. This includes the establishment of two-way radio commu- nication with TYRA Information.
EKTRANS6 NS 6 56 05 00N 006 30 00E - 56 05 00N 007 36 30E - 55 36 00N 007 39 30E - 55 36 00N 006 30 00E - 56 05 00N 006 30 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRANS7 NS 7 55 36 00N 006 00 00E - 55 36 00N 006 30 00E - 55 00 00N 006 29 58E - 55 00 00N 005 04 22E - 55 07 56N 005 04 22E - 55 22 32N 005 24 13E - 55 36 00N 006 00 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRANS8 NS 8 55 36 00N 006 30 00E - 55 36 00N 007 39 30E - 55 00 00N 007 38 37E - 55 00 00N 006 29 58E - 55 36 00N 006 30 00E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24
EKTRANS9 NS 9 56 27 13N 008 01 57E - 56 05 00N 008 10 00E - 56 05 00N 007 36 30E - 56 27 00N 007 34 00E - 56 27 13N 008 01 57E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24 When military operations require priority IFR flight may expect up to 10 NM route extension by tactical radar vectors.
EKTRANS10 NS 10 56 05 00N 007 36 30E - 56 05 00N 008 10 00E - 55 25 30N 008 26 30E - 55 24 21N 008 00 07E - 55 22 52N 007 39 10E - 55 36 00N 007 39 30E - 56 05 00N 007 36 30E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24 When military operations require priority IFR flight may expect up to 10 NM route extension by tactical radar vectors.

Identification, Name, Lateral Limits and Vertical Limits (Upper/Lower)	ATS-unit/CS	Remarks
EKTRANS11 NS 11 55 25 30N 008 26 30E - 55 04 17N 008 26 55E - 55 04 09N 008 23 44E - 55 03 37N 008 19 15E - 55 03 48N 008 18 02E - 55 00 00N 008 00 00E - 55 00 00N 007 44 00E - 55 00 00N 007 38 37E - 55 22 52N 007 39 10E - 55 24 21N 008 00 07E - 55 25 30N 008 26 30E FL 660/GND	ACC København/Copenhagen Control or Copenhagen Informa- tion	H24 When military operations require priority IFR flight may expect up to 10 NM route extension by tactical radar vectors.
EKTRASK1 SKRYDSTRUP 55 29 58N 009 54 56E - 55 18 58N 010 03 46E - 55 03 48N 010 02 50E - 54 51 00N 009 31 00E - 54 50 15N 009 17 00E - 54 52 20N 009 13 20E - 54 54 00N 009 01 10E - 54 55 00N 008 40 00E - 55 04 17N 008 26 55E - 55 25 49N 008 26 55E - 55 29 58N 009 54 56E FL 195/FL 55	SKRYDSTRUP APPROACH	H24