

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures**1. Annex 1 - Personnel Licensing. (Eleventh Edition)****Chapter 1. Definitions and General Rules concerning Licences**

1.1 Denmark defines flight time in accordance with the definition in EU Regulation 1178/2011, including amendments, as follows:

For aeroplanes, touring motor gliders and powered-lift, it means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

For helicopters, it means the total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;

For airships, it means the total time from the moment an airship is released from the mast for the purpose of taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;

For sailplanes, it means the total time from the moment the sailplane commences the ground run in the process of taking off until the moment the sailplane finally comes to a rest at the end of flight;

For balloons, it means the total time from the moment the basket leaves the ground for the purpose of taking off until the moment it finally comes to a rest at the end of the flight.

RMK: Reason for deviation is the obligation to conform with EU regulations.

Chapter 2. Licences and Ratings for Pilots

2.1.5.2 Appendix 3 does not contain any CPL specific UPRT requirements.

2.1.9.2 Denmark allows the holder of a pilot license, when acting as co-pilot or PICUS, to be credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot license, cf. EU Regulation 1178/2011, including amendment

RMK: Reason for deviation is the obligation to conform with EU regulations.

2.1.10 Denmark curtails the privileges of license holders aged 60 years or more in commercial air transport in accordance with EU Regulation 1178/2011, including amendments:

(a) **Age 60-64.** Aeroplanes and helicopters. The holder of a pilot license who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of multi-pilot crew.

(b) **Age 65.** The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.

RMK: Reason for deviation is the obligation to conform with EU regulations.

2.3.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

2.7.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

2.12.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

2.13.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

Chapter 3. Licences for flight crew members and other licenses for pilots

3.2 Denmark does not issue Flight Navigator licenses.

Chapter 5. Specifications for Personnel Licences

5.1.1 Denmark follows the specifications for personnel licenses as described in EU Regulation 290/2012

RMK: Reason for deviation is the obligation to conform with EU regulations.

2. Annex 2 - Rules of the Air. (Tenth Edition)

(The numbers given in brackets after the text refer to the Danish Civil Aviation Regulations - BL -concerning the Rules of the Air).

Chapter 1. Definitions

The amendment of the definitions in amendment 48 will not be implemented at the applicability date.

RMK: To be implemented in Denmark (EUR-Region) under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

Chapter 2. Applicability of the Rules of the Air

2.5 Additional rule.

§ 50. No person may perform or attempt to perform duty on board an aircraft in any of the positions mentioned in § 35 if being under the influence of intoxicating liquor to such an extent that he is unable to perform his duties in a fully safe way, or if he has an alcohol concentration in his blood of 0.20 per thousand or more.

(2) Neither may any person perform or attempt to perform duty on board an aircraft in any of the positions mentioned in § 35 if, on account of illness, impairment, strain, lack of sleep, or being under the influence of narcotics or drugs or for similar causes, he is in such a state that he is unable to perform his duties on board an aircraft in a fully safe way.

(3) It is prohibited to let anyone perform duties on board an aircraft when the person in question is under influence as mentioned in subsection (1), or is in a state as mentioned in subsection (2).

(4) When meting out punishment, it shall be considered as aggravating circumstances if a person being in a state as mentioned in subsections (1) and (2) performs or attempts to perform duties on board an aircraft carrying persons for commercial reasons.

(5) If an employer or other superior shares the responsibility for a person's performing or attempting to perform duties on board an aircraft in a state as mentioned in subsections (1) and (2), the employer or the superior shall be punished as well.

(6) If a person who has been drinking alcoholic liquors in a public house where the innkeeper or his assistant knows or has reason to believe that the person in question is going to perform duties on board an aircraft, has been or will be influenced as mentioned in subsection 1 due to his drinking alcoholic liquors, the innkeeper or his assistant shall do their outmost, if necessary by calling the Police, to prevent him from performing or attempting to perform such duties in such condition.

(7) In order to demonstrate a possible violation of subsection (1), the Police may at any time require a person covered by subsection (1) to make an exhalation test.

(8) The Police may present a person to have taken specimens of blood and urine if there is reason to believe that he has violated the provisions in subsections (1) or (2), or if he refuses or is in no condition to make an exhalation test. If special conditions call for it, the Police may also present the person in question for examination by a doctor.

(9) The Minister of Transport may lay down regulations after negotiation with the Minister of Justice on the tests and examinations mentioned in subsections (7) and (8).

(BL 7-1 para 3.4).

Chapter 3. General Rules

3.2.2 Right-of-way.

ICAO Annex 2, Chapter 3, paragraph 3.2.2 is in the Danish provision (EUR-Region) supplemented by a new provision, immediately following the introductory provision of paragraph 3.2.2. The new provision goes:

"An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft."

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SE-RA.3210(b).

3.2.2.4 Overtaking.

The equivalent provision in Denmark (EUR-Region) is supplemented by a new provision regarding sailplanes overtaking:

"A sailplane overtaking another sailplane may alter its course to the right or to the left."

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i)

3.2.3.2 (b) Lights to be displayed by aircraft

ICAO Annex 2, Chapter 3, Paragraph 3.2.3.2(b) is in the Danish provision (EUR-Region) supplemented by the words "as far as practicable." The paragraph equivalent with paragraph 3.2.3.2 (b) goes (added text is under-lined):

"unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable."

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.3215(b)(2).

3.2.5 c) The equivalent provisions in Denmark (EUR-Region) begin with the words "except for balloons" to specify that the said sub-paragraphs do not apply to balloons (added text underlined):

"(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.3225.

3.2.5 d) The equivalent provisions in Denmark (EUR-Region) begin with the words "except for balloons" to specify that the said sub-paragraphs do not apply to balloons (added text underlined):

"(d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable."

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.3225.

3.3.1 Submission of a flight plan

3.3.1.2 A flight plan shall be submitted prior to operating:

The equivalent provision in Denmark (EUR-Region) is supplemented by the words "unless otherwise prescribed by the States concerned." (added text underlined):

"any flight across international borders, unless otherwise prescribed by the States concerned."

The provision in Denmark (EUR-Region) is also supplemented by a new sub-paragraph requiring a flight plan to be submitted prior to operating:

"any flight planned to operate at night, if leaving the vicinity of an aerodrome"

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.4001(b).

3.3.1.3 The standard in amendment 48 will not be implemented at the applicability date (28 November 2024).

RMK: To be implemented in Denmark (EUR-region) under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

3.6.5.2.1 a) Communication failure procedures

Commission Regulation (EU) No 923/2012, point SERA.14083(c)(6) requires IFR flights to set Mode A Code 7601 in order to inform the ATS unit about their intention to continue to fly in VMC and land at the nearest suitable aerodrome.

3.6.5.2.2 b) Communication failure procedures

Commission Regulation (EU) No 923/2012, point SERA.14083 requires a common time parameter of 20 minutes to be observed for both procedural and surveillance environment before adapting the speed and vertical profile in accordance with the filed flight plan, as amended by the modification and delay messages.

3.8 and appendix 2. The words 'in distress' of Chapter 3 Part 3.8, are not included in the equivalent regulation in Denmark (EUR-Region), thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in the equivalent regulation in Denmark (EUR-Region).

RMK: Reference to Commission Regulation (EU) No 923/2012.

Chapter 4. Visual Flight Rules

4.6 (b) Minimum heights.

The equivalent provision in Denmark (EUR-Region) is supplemented by the words "above the highest obstacle within a radius of 150 m (500 ft) from the aircraft", thereby introducing the obstacle clearance criteria into the provision. The full paragraph goes (added text underlined):

"Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:

(1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;

(2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft."

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.5005.

PANS ATM, PANS-ATM (Doc 4444). Procedures for Air Navigation Services - Air Traffic Management. (16th Edition, incl. amendment 11)

Aerodrome Control Service

4.12.7 Forwarding of braking action information

Commission Regulation (EU) No 923/2012, point SERA.12020(b) accommodates Global Reporting Format (GRF) for reporting of runway surface conditions and still facilitates the forwarding of special air-reports by ATS units to aerodrome operators. The difference to ICAO PANS-ATM point 4.12.7 is that the text in SERA.12020 point (b) does not refer to braking action reported but to the runway condition report.

Para 5.8 (Wake Turbulence minima)

In addition to Doc 4444 para 5.8 the following should be observed: Boeing 757 is categorized as a Wake Turbulence category Medium aircraft. However, operational experience indicates that the Boeing 757 creates more severe vortices than originally expected. Consequently, Danish ATC-units will apply separation to aircraft following or passing behind a Boeing 757 as if the Boeing 757 was categorized Heavy.

Issuing Wake Turbulence cautions to aircraft following or passing behind a Boeing 757 ATS will indicate that the preceding aircraft is a Boeing 757.

8.5.3.3 Operation of SSR transponders

Commission Regulation (EU) No 923/2012, point SERA.13015(a) allows the competent authority to approve other than the aircraft registration as aircraft identification for flights without a flight plan.

3. Annex 3 - Meteorological Service for International Air Navigation. (Twentieth Edition)

5.5 Special aircraft observations

The equivalent provision in Denmark (EUR-Region) is supplemented by a new provision:

"(b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed."

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.12005.

Note: Denmark has presently not prescribed other conditions which shall be reported by all aircraft when encountered or observed.

4. Annex 4 - Aeronautical Charts. (Eleventh Edition)

NIL

5. Annex 5 - Units of Measurement to be Used in Air and Ground Operations. (Fifth Edition)

Chapter 3. Standard Application of Units of Measurement

3.3 (Table 3-4) Chapter 3

Ref. No.	Quantity	Unit used by Denmark
1.1	altitude	ft
1.3	distance (long)	nm
1.5	elevation	ft
1.7	height	ft
4.1	airspeed	kt
4.7	ground speed	kt
4.15	vertical speed	ft/min
4.16	wind speed	kt

6. Annex 6 - Operation of Aircraft**Part I****International Commercial Air Transport - Aeroplanes.
(Ninth Edition)**

4.4.2 Not implemented yet.

RMK: Rulemaking necessary. RMT.0296 in progress.

4.4.11 Not implemented yet.

RMK: Rulemaking necessary. RMT.0296 in progress.

5.2 Not implemented yet.

RMK: Rulemaking necessary. RMT.0296 in progress.

6.3.5 Regulation 965/2012 does not require a means to recover flight recorder data "in a timely manner".

RMK: An assessment is needed on aligning the air operation rules with 6.3.5.

7.1 Not implemented.

RMK: Rulemaking necessary.

7.2.4 Regulation 965/2012 requires a specific approval for RNP AR APCH and RNP 0.3.

Furthermore, the European rule requires a procedure - specific approval for private procedures, non-standard public procedures and whenever required in the AIP or by the competent authority.

7.3 Not implemented yet.

RMK: Rulemaking necessary.

7.4 Not implemented yet.

RMK: Rulemaking necessary.

Annex 6 - Operation of Aircraft**Part II****International General Aviation - Aeroplanes.
(Seventh Edition)**

2.2.4 New Recommendation on runway condition assessment and reporting.

RMK: Rulemaking necessary. RMT.0296 in progress.

2.5 Regulation 965/2012 requires a specific approval for RNP AR APCH and RNP 0.3.

Furthermore, the European rule requires a procedure - specific approval for private procedures, non-standard public procedures and whenever required in the AIP or by the competent authority.

2.5.1 Not implemented.

RMK: Rulemaking necessary.

2.5.3 Not implemented.

RMK: Rulemaking necessary.

3.4 Not implemented.

RMK: Rulemaking necessary. RMT.0296 in progress.

3.5 Not implemented.

RMK: Rulemaking necessary. RMT.0296 in progress.

3.7 Not implemented.

RMK: Rulemaking necessary.

Annex 6 - Operation of Aircraft**Part III****International Operations - Helicopters.
(Seventh Edition)****Section I - General**

NIL

Section II - International Commercial Air Transport

1.1.8 This is not required in European rules yet.

RMK: Considered for future rulemaking.

5.1 Not implemented.

RMK: Rulemaking necessary.

5.2 Regulation 965/2012 requires a specific approval for RNP AR APCH and RNP 0.3.

Furthermore, the European rule requires a procedure - specific approval for private procedures, non-standard public procedures and whenever required in the AIP or by the competent authority.

5.3 Not implemented.

RMK: Rulemaking necessary.

5.5 Not implemented.

RMK: Rulemaking necessary. CAT.IDE.A.355 deals with this, but there is no equivalent rule for helicopter operations.

Section III - International General Aviation

5.1 Not implemented.

RMK: Rulemaking necessary.

5.2 Regulation 965/2012 requires a specific approval for RNP AR APCH and RNP 0.3.

Furthermore, the European rule requires a procedure - specific approval for private procedures, non-standard public procedures and whenever required in the AIP or by the competent authority.

5.3 Not implemented.

RMK: Rulemaking necessary.

Annex 6 - Operation of Aircraft**Part IV****International Operations - Remotely Piloted Aircraft Systems
(First Edition)**

Differences will exist on 26 November 2026 between the applicable legislation in the Kingdom of Denmark and the provisions of Annex 6, Part IV, as described below and as described in still applicable notifications in connection with earlier amendments. EU does not expect to propose regulation before 2025 and does not expect to have the regulation ready as of November 26th 2026.

Part IV is not expected to be implemented before EU has implemented part IV. EU has not been able to give details on any differences in the rules when they are implemented.

**7. Annex 7 - Aircraft Nationality and Registration Marks.
(Sixth Edition)**

On Helicopters, the Registration Marks must also be placed on the underside of the fuselage across the line of symmetry, with the top part of the letters facing the fuselage front end.

8. Annex 8 - Airworthiness of Aircraft. (Eleventh Edition)

NIL

9. Annex 9 - Facilitation. (Thirteenth Edition)

(Recommended practices are marked with an asterisk)

Chapter 2. Entry and Departure of Aircraft

2.9 The EU legislation requires gross weight and nature of goods to be declared.

2.9.1* The EU legislation requires gross weight and nature of goods to be declared.

2.10 A written customs declaration which is a combination of the general declaration and a list of the goods is required. The declarations cover those goods which remain on board the aircraft.

Chapter 3. Entry and Departure of Persons and their baggage

3.5.7* Children above the age of 15 are required to have a separate passport.

3.8.1* Visa to Denmark is not issued in machine readable form.

3.8.2 Normally, applicants for entrance visas must make a personal appearance at a consulate.

3.8.3 Entry visas are normally issued for not more than three months on a trip-by-trip basis.

3.8.6* Re-entry visas are necessary for residents who do not possess a document proving their residence entitlement in Denmark (residence permit).

3.9* The Inter-Nordic passport control area comprising Denmark, Finland, Iceland, Norway and Sweden, requires visitors who hold entry visas to complete a special disembarkation card, which differs from the ICAO format. Persons who do not need entry visas are not required to fill out disembarkation cards.

3.39* Any person who brings a foreign national into Denmark would be liable to pay a fine if the foreigner in question has no proof of identity and visa to enter Denmark. The negligence or absence thereof of the person who brings in the foreign national has no relevance (Danish Aliens Act).

Chapter 4. Entry and Departure of Cargo and other Articles.

4.9* The European Union recognizes unaccompanied baggage

as cargo which requires a transport letter.

4.19 The EU member states require separate documents.

4.48* Not all the equipment referred to is admitted under the exemption from customs duties and taxes.

4.56 b) and c) Unaccompanied baggage is classified and regarded as cargo and is physically handled in goods areas, which are different from those areas reserved for passenger baggage.

Chapter 5. Traffic Passing through the Territory of a Contracting State.

5.2 Transit visas may be required from nationals of certain countries.

5.4 While transit visas may be required from nationals of certain countries, transit cargo may require a document specifying in particular the identity of the packages, the aircraft and nature, gross weight and place of loading of the goods.

5.4.1 A transit visa is required prior to the arrival in the country from transit passengers obliged to possess a visa.

5.5 The EU customs legislation requires that goods brought into a customs territory of the Union shall be subject to customs supervision and may also be subject to checking by the customs authority concerned.

5.8* Passengers who transfer from one international airport to another cannot always be exempted from control.

Chapter 6. International Airports - Facilities and Services for Traffic.

6.5* The EU customs legislation states that duties and other taxes may be paid either in cash or by guaranteed and certified bank cheque.

6.29* Although customs clearance is expedited and accomplished as soon as possible, there is no guarantee that clearance could be accomplished in the specified time.

6.39* Duty-free goods are sold for export and therefore duty-free shops have to be established at specified places.

6.51* Off-airport bonded warehouses (transit sheds) are allowed only where customs resources are available.

Chapter 8. Other Facilitation Provisions

8.19 There is no national air transport facilitation committee in Denmark.

The co-ordination of facilitation activities between relevant departments, agencies, organizations, airports and airport operators is done by the Civil Aviation Administration, Denmark.

10. Annex 10 - Aeronautical Telecommunications

Volume I

Radio Navigation Aids.

(Eighth Edition)

Chapter 3. Specifications for Radio Navigation Aids

3.1.5.1.2.1 A small number of glide paths will, for operational reasons, be retained with a glide path angle of 2.75°.

3.1.7.6.2.1 The middle markers are not located at standard distances, but are preferably located where the glide path height is 300 FT +/- 20 FT above THR-level.

3.7.1 Definitions, Galileo. The definition differs from the applicable definition in Denmark: Galileo. Satellite navigation system operated by the European Union and its Member States.

RMK: The specifications of the GALILEO system are applicable to the Member States of the European Union, which therefore must be seen, with regard to the ICAO legal framework, as providers of the GALILEO system.

Other provisions of Amendment 93 to Annex 10, Volume I, with the exception of those provisions which are specific to the provision of the GPS, GLONASS and BDS systems. Point CNS.TR.100(a) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume I in its 6th edition of July 2006, including all amendments up to and including No 89. In particular, Galileo services shall not be considered as operational as long as they have not been declared as such to ICAO.

RMK: The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume I up to and including Amendment 93 are planned under rulemaking task (RMT) of EASA with the reference of RMT.0719. (Regular update of ATM/ANS rules) and should be ready for publication around Q2 2024. The final adoption date not known yet.

Annex 10 - Aeronautical Telecommunications

Volume II

Communication Procedures. (Seventh Edition)

Chapter 1. Definitions

The amendment of the definitions in Amendment 93 will not be implemented at the applicability date (28 November 2024).

RMK: To be implemented in Denmark (EUR-Region) under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

Chapter 3. General Procedures for the International Aeronautical Telecommunication Service

3.9 Globally unique flight identifier (GUFID)

The new section 3.9 will not be implemented at the applicability date (28 November 2024).

RMK: To be implemented in Denmark (EUR-Region) under Subtask 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

Chapter 5. Transmission of numbers.

5.2.1.4.1 The equivalent provision in Denmark (EUR-Region) differs as follows (deleted text struck through):

Transmission of numbers in radiotelephony

(a) Transmission of numbers

(1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately.

(i) Flight levels shall be transmitted by pronouncing each digit separately, except for the case of flight levels in whole hundreds ~~which shall be transmitted by pronouncing the digit of the whole hundred followed by the word HUNDRED.~~

(ii) The altimeter setting shall be transmitted by pronouncing each digit separately, except for the case of a setting of 1 000 hPa, which shall be transmitted as 'ONE THOUSAND'.

(iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'.

(2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word 'HUNDRED' or 'THOUSAND', as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word 'THOUSAND', followed by the number of hundreds followed by the word 'HUNDRED'.

(3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.

(4) When providing information regarding the relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as 'TEN O'CLOCK' or 'ELEVEN O'CLOCK'.

(5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence, indicated by the word 'DECIMAL'.

(6) All six digits of the numerical designator shall be used to identify the transmitting channel in very high frequency (VHF) radiotelephony communications, except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.14035

Chapter 5. Radiotelephony procedures

5.2.1.7.3.2.3 b) 2) The equivalent provision in Denmark (EUR-Region) requires amongst others that reply to initial calls shall use the call sign of the station calling, followed by the call sign of the station answering, except that for transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted. The paragraph goes (added text underlined):

The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorized by the competent authority.

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.14055

**Annex 10 - Aeronautical Telecommunications
Volume III. (Second Edition)**

Table 5-24

The amendment of the table in amendment 92 will not be implemented at the applicability date. (28 November 2024).

Appendix to Chapter 9

The amendment of the appendix in amendment 92 will not be implemented at the applicability date. (28 November 2024).

Part I - Digital Data Communication Systems

NIL

Part II - Voice Communication Systems

NIL

**Annex 10 - Aeronautical Telecommunications
Volume IV**

**Surveillance Radar and Collision Avoidance Systems.
(Fifth Edition)**

NIL

**Annex 10 - Aeronautical Telecommunications
Volume V
Aeronautical Radio Frequency Spectrum Utilization.
(Third Edition)**

NIL

**11. Annex 11 - Annex 11 - Air Traffic Services.
(15th Edition, incl. amendment 52)**

Chapter 1. Definitions

The amendment of the definitions in Amendment 53 will not be implemented at the applicability date (28 November 2024).

RMK: To be implemented in Denmark (EUR-Region under Sub-task 6 of RMT.0476 (NPA in Q4 2024, Opinion and Rules in 2025).

Chapter 2. General

2.26.5 The equivalent provision in Denmark (EUR-Region) differs by stating that (added text underlined and deleted text struck through).

'Time checks shall be given at least to the nearest half minute'.

RMK: Reference to Regulation (EU) No 923/2012, paragraph SERA.3401(d)(1).

However, in practice at the ATS Units in Denmark the ICAO standard is also applied as they are instructed to give time checks to the nearest half minute.

2.6.1 The Implementing Regulation (EU) No 923/2012, applied by Denmark (EUR-Region) as of 4 December 2014, introduces a general exemption possibility as for airspace classes C, D, E, F and G which allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.6001.

Chapter 3. Air Traffic Control Service

Denmark (EUR-Region) introduces a new provision regarding special VFR in control zones. The provision in its entirety goes:

Special VFR flights may be authorised to operate within a control

zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:

(a) such flights may be conducted during day only, unless otherwise permitted by the competent authority;

(b) by the pilot:

(1) clear of cloud and with the surface in sight;

(2) the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m;

(3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and

(c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

(1) the ground visibility is less than 1 500 m or, for helicopters, less than 800 m;

(2) the ceiling is less than 180 m (600 ft).

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.5010.

3.3.4 The equivalent provision in Denmark (EUR-Region) goes (added text underlined):

"Clearances issued by air traffic control units shall provide separation:

(1) between all flights in air-space Classes A and B;

(2) between IFR flights in air-space Classes C, D and E;

(3) between IFR flights and VFR flights in airspace Class C;

(4) between IFR flights and special VFR flights;

(5) between special VFR flights unless otherwise prescribed by the competent authority;

except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 m (10 000 ft) during climb or descent, during day in visual meteorological conditions.

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.8005 (b).

3.7.3.1 The equivalent provision in Denmark (EUR-Region) requires amongst others a read back by the pilot for newly assigned communication channels. The paragraph goes (added text underlined):

(e) Read-back of clearances and safety-related information

(1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:

(i) ATC route clearances;

(ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway;

(iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and

(iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.

RMK: Reference to Commission Regulation (EU) No 923/2012, paragraph SERA.8015 (e) (1).

3.7.3.1.1. The equivalent provision in Denmark (EUR-Region) requires that besides conditional clearances also taxi instructions shall be read back. The paragraph goes (added text underlined):

Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

RMK: Reference to Commission Regulation (EU) No 923/2012,

paragraph SERA.8015 (e)(2).

Chapter 4. Flight Information Service

In addition to para. 4.2.2 b) the following provisions, concerning traffic information have been established:

In Airspace Class D: Traffic information may be omitted, provided it is certain, that the aircraft pass each other with a vertical distance of 500 FT or more.

In Airspace Class E: Traffic information is mainly based on radar information, derived from SSR-replies.

In airspace Class G: Traffic information is given only as far as practical.

ATS Airspace Classification

ATS Airspace classification is in accordance with Commission Regulation (EU) No 923/2012. However it should be noted:

- that airspace class A, B and F is not used.
- that a lower flight visibility in airspace class G has been established in pursuance of Commission Regulation (EU) No 923/2012.

Note 1: The ATS Airspace Classifications are given in table form in ENR 1.4.

4.3.7 - 4.3.9 Automatic Terminal Information Service (ATIS)

Commission Regulation (EU) No 923/2012, subpoints (b)(8), (c)(8) and (d)(7) of point SERA.9010 does not limit the reportable surface conditions to the significant ones and does not contain the requirement of providing information on braking action as a result of implementing the ICAO Global Reporting Format (GRF) in order to avoid the provision of contradicting information to the pilot.

Chapter 5. Alerting Service

5.1 Application

5.1.3 The amendment in amendment 53 will not be implemented at the applicability date (28 November 2024).

5.2 Notification of rescue coordination centres

5.2.1 b) 3). The amendment in amendment 53 will not be implemented at the applicability date (28 November 2024).

12. Annex 12 - Search and Rescue. (Eighth Edition)

NIL

13. Annex 13 - Aircraft Accident and Incident Investigation. (Tenth Edition)

NIL

14. Annex 14 - Aerodromes.

Volume I

Aerodrome Design and Operations. (Sixth Edition)

1.1 Definitions

Amendment 13 A: For all aerodromes approved under ICAO rules the definitions are partly implemented. Not implemented for major aerodromes approved under EASA rules (CS), but implemented for all small ICAO approved aerodromes in Denmark.

Amendment 13 B: Not presently implemented in Denmark, but will be implemented in 2020 in connection with amendment of CS (EASA certification specification).

2.5 Aerodrome dimensions and related information

2.5.1 b), Arresting system, is partially implemented for all aerodromes approved under ICAO rules. Not implemented for major aerodromes approved under EASA rules (CS).

2.9 Condition of the movement area and related facilities

Not presently implemented in Denmark, but will be implemented in 2020 in connection with amendment of CS (EASA certification specification).

3.4 Runway strips

3.4.6, 3.4.11 and 3.4.16 Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

3.9 Taxiways

3.9.3 Taxiway curve clearance for straight and curved portions of

code C taxiways. Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

3.11 Taxiway strips

3.11.3 and 3.11.6 Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

3.12 Holding bays, runways-holding positions, intermediate holding positions and road holding positions

Clearance distance on aircraft stands. Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

5.3 Lights

5.3.5 Visual approach slope indicator systems.

5.3.5.2 Location criteria for PAPI obstacle protection surface and 5.3.5.45, table 5-3, dimension and slope of the obstacle protection surface. Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

6.2 Marking and/or lighting of objects

6.2.4 Recommendation on marking and lighting of wind turbines over the height of 150 M not implemented in Denmark. National rules on marking and/or lighting of wind turbines are contained in BL 3-11.

Table 6-1. Danish regulations do not strictly follow Table 6-1. National standards have been issued instead (BL 3-10 and 3-11).

9.1 Aerodrome emergency planning

9.1.13 a) Full-scale aerodrome emergency exercise. Partially implemented for aerodromes approved under EASA rules (CS), not implemented for all other aerodromes (this means exercises every 4 years for ICAO approved aerodromes).

9.12 Autonomous runway incursion warning system

Autonomous runway incursion system ARIWS, including runway entrance lights (5.3.30.1) and take-off hold lights, THL (5.3.30.3) and Attachment A, Section 21, Guidance material on ARIWS. Not implemented in Denmark, but will be partially implemented for some aerodromes when EASA CS 4 amendment comes into force in October 2017. For all other aerodromes this system will not be imposed for the time being.

10.2 Pavements

Amendment 13 A: Pavements prevention and installation of devices for FOD. Not implemented in Denmark, but will be partially implemented for some aerodromes when EASA CS 4 amendment comes into force in October 2017.

Amendment 13 B: Not presently implemented in Denmark, but will be implemented in 2020 in connection with amendment of CS (EASA certification specification).

10.3 Removal of contaminants

Not presently implemented in Denmark, but will be implemented in 2020 in connection with amendment of CS (EASA certification specification).

Appendix 1. Colours for aeronautical ground lights, markings, signs and panels

Flashing characteristics and colour specifications for LEDs; clarification on light intensity distribution. Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

Appendix 2. Aeronautical ground light characteristics

Partial implementation. Only valid for all new modifications/projects at

Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

Attachment A. Guidance material supplementary to Annex 14, Volume I

5. Runway surface evenness

Not implemented in Denmark, but will be partially implemented for some aerodromes when EASA CS 4 amendment comes into force in October 2017.

22. Taxiway design guidance for minimizing the potential for runway incursions

Partial implementation. Only valid for all new modifications/projects at Danish aerodromes approved under ICAO rules. Will be implemented for all other aerodromes approved under EASA rules when CS (EASA certification specification) is amended.

23. Aerodrome mapping data

Not implemented in Denmark, but will be partially implemented for some aerodromes when EASA CS 4 amendment comes into force in October 2017.

14. Annex 14 - Aerodromes. Volume II Heliports. (Fourth Edition)

3.3 Helidecks

3.3.11 Obstacles can exceed a height of 25 CM above deck level in the 150° obstacle free sector according to Danish regulations, BL 3-5. The height can be 0.05 x D-value for all helideck and all D values.

RMK: According to Danish Regulations for Civil Aviation (BL) 3-5, TLOF always equals FATO.

3.3.13 Obstacles exceeding the height of 5 CM above deck level cannot be declared if TLOF is 1 x D as the Danish regulations do not allow any differences between FATO and TLOF, and the maximum height in the perimeter light zone is always only 25 CM.

RMK: According to Danish Regulations for Civil Aviation (BL) 3-5, TLOF always equals FATO.

3.3.15 Objects in the 150° obstacle free zone on the borderline to FATO may exceed 5 CM as the Danish regulations BL 3-5 permit that the maximum height in the perimeter lights zone is 25 CM.

RMK: According to Danish Regulations for Civil Aviation (BL) 3-5, TLOF always equals FATO.

3.4 Shipboard heliports

3.4.8 b) Shipboard limited heading operation touch down concept according to figure 3-7 is not implemented in Denmark.

4.1 Obstacle limitation surfaces and sectors

Specific gradient between performance classes 1, 2 and 3 and length of segments in Table 4-1 are not implemented in Danish regulations.

4.1.13 Take-off climb surface not implemented in Danish regulations.

4.2 Obstacle limitation requirements

4.2.1 Obstacle limitation surfaces and associated Table A2-2 with data for his are not implemented in Danish regulations as instrument approaches are not allowed for Danish off-shore helideck installations.

5.2 Markings and markers

5.2.10.5 Yellow circle inner radius always has the value 0.5 x D value, the line at least 1 M wide for all D values on all helidecks, but no offset of aiming circle if the D value is 16 M or below. (Offset of aiming circle fully allowed up to 10% for all helidecks with a D value above 16 M.)

15. Annex 15 - Aeronautical Information Services. (Sixteenth Edition)

Chapter 1. General

1.2.2.4 Reference to the geoid undulation is not yet available

Chapter 3. Aeronautical information management

3.3.3 The integrity of aeronautical data is not maintained

Chapter 4. Aeronautical Information Publications (AIP)

4.2.9.1 Regular intervals are not specified in the AIP.

4.3.7 As a consequence of the deviation to provision 4.2.9.1, a NIL notification is not issued.

4.4.6 A monthly checklist of NOTAMs is issued via AFS. A separate list of the latest issued elements of the Integrated AIP and a checklist of valid AIP SUPs is issued via AFS.

Chapter 5. NOTAM

5.1.1.4 On activation of permanently established Danger Areas as published in AIP DENMARK, a seven days' notice is not given. Information about actual activities in such areas within København FIR may be obtained from ACC København and at certain aerodromes from 1700 UTC the day before the activity takes place. These aerodromes are listed in AIP Denmark and VFG Denmark, ENR 5.1.

5.2.13.3 A printed plain language summary of NOTAM is not produced.

Chapter 7. Aeronautical Information Circulars (AIC)

7.1.1.2 The seasonal information on snow plan is not published in an AIC.

Chapter 8. Pre-flight and Post-flight Information

8.1.3 Plain language pre-flight information bulletins (PIB) are not produced for Greenland and the Faeroe Islands.

Chapter 10. Electronic Terrain and Obstacle Data

The requirements to electronic terrain and obstacle data are not maintained.

Appendix 1

ENR 3.1, 3) Minimum Flight Altitudes have not been established for Greenland. However, Minimum Obstacle Clearance Altitudes (MOCA) have been established for certain ATS routes to ensure at least 2000 FT vertical clearance above the highest obstacle within 22 NM on each side of the centre line of the ATS route.

16. Annex 16 - Environmental Protection, Volume I Aircraft Noise. (Sixth Edition)

NIL

Annex 16 - Environmental Protection, Volume II Aircraft Engine Emissions. (Third Edition)

NIL

17. Annex 17 - Security. (Ninth Edition)

NIL

18. Annex 18 - The Safe Transport of Dangerous Goods by Air. (Fourth Edition)

NIL

Doc 9284-AN/905

TI - Technical Instructions for the Safe Transport of Dangerous Goods by Air

10.3.7.2, 10.5.11, 10.5.14, 10.10.2 and Appendix A

National legislation in Denmark specifies that aircraft in the territory over Denmark and Greenland must not without prior permission from the Danish CAA carry weapons, explosives, war equipment or munitions. Explosives classified as Class 1.4S according to ICAO-TI can be carried without prior permission if they are packed and labeled in accordance with the current edition of ICAO-TI. Explosives must be transported in the cargo hold of the aircraft.

Written applications must be forwarded to:

OFP@trafikstyrelsen.dk

Applications must be received by the Danish CAA five working days before the actual flight.

19. Annex 19 - Safety Management (First Edition)

NIL

20. Data not fully compliant with data quality requirements of Commission Regulation (EU) no 2017/373

Several data items are not compliant with the given regulation - details can be found online via aim.naviair.dk