

**AD 1 AERODROMES/HELIPORTS - INTRODUCTION****AD 1.1 Aerodromes and Heliports Availability****1. General Conditions under which Aerodromes/Heliports and Associated Facilities are available for use**

1.1 Flights to and from Denmark - including to and from off-shore installations located within the Continental Area - may normally take place only by use of the international aerodromes. However, this does not apply in case of an emergency landing.

1.2 Private aerodromes may be used for flights to and from Denmark. In such cases, the private aerodrome shall be approved by the Customs Authority for that purpose. Information about this shall be obtained from the owner of the private aerodrome concerned.

1.3 Private aerodromes are available only subject to the owners permission. Some of these aerodromes are shown on the ANC 1:500 000 - Denmark and basic details about these aerodromes are given in the VFR Flight Guide, section AD.4.

1.4 Traffic of persons and vehicles on aerodromes - see relevant airport regulation in Civil Aviation Regulation (Series BL 11).

1.5 Separate public heliports are presently not established in Denmark. However, helicopter operations may normally take place on public aerodromes.

**2. Applicable ICAO Documents**

The Standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are generally applied. Differences are listed in GEN 1.7.

**3. Civil Use of Military Air Bases****3.1 General**

Use of military air bases in Denmark with other than State registered aircraft may be made solely when prior permission has been obtained.

The use of military air bases as an alternate aerodrome may likewise be made solely when prior permission has been obtained.

Aalborg Air Base is not affected by these regulations.

Permission to use Karup Air Base will be granted unless special conditions may be regarded as prohibitive.

As regards other air bases a permission may be granted only if the conditions are favourable.

A permission may at any time be withdrawn with immediate effect, should circumstances so require.

**3.2 Submission of application**

Application in writing for permission to use a military air base shall be submitted direct to the air base concerned well in advance of the date of the flight.

**3.3 Rules and conditions**

Operations on the air base must be carried out in accordance with the rules and conditions stated below with due regard to such other conditions as may have been stipulated for each individual permission.

- a. A flight plan shall be submitted for each flight. During flight in controlled airspace and during operations on the manoeuvring area, the pilot-in-command shall closely observe the directions given.
- b. The Commander of the Air Base lays down the rules which are to be observed by flight crew members and passengers concerning security measures, traffic and stays at the airbase. As regards the Air Bases Karup and Skrydstrup (Vojens/Skrydstrup), photographing from the air as well as on the ground is prohibited. At the remaining air bases the local ban on photographing will apply, as published by posters.

Flight crew members, respectively ground personnel, shall immediately report to the air base in case it is surmised that the ban on photographing has been violated.

- c. The Defence Forces shall not be liable for theft, and fire-, water- or other damage to aircraft, their equipment, flightcrew members, passengers, cargo, etc., caused during stays at the air base.

The Defence Forces reserve their right to claim compensation for

damage caused by civil aircraft, flight crew members or passengers to the Air Force material, buildings and personnel within the area of an air base.

- d. Landing- and other charges will be collected in accordance with the provision of the current "Tariff Regulations applying to Public State-operated Airports in Denmark" approved by the Ministry of Transport.
- e. Special Regulations applies for use of Karup / Midtjyllands Airport and Vojens/Skrydstrup, see respective aerodromes in AD 2 section.

**4. CAT II/III Operations at Aerodromes****Approval for CAT II/CAT III operations and low visibility take-offs**

- a. Danish operators requesting approval for CAT II or CAT III operations shall apply to the Civil Aviation Administration.
- b. At Danish airports with runways certified for such operations, foreign operators may execute CAT II/CAT III operations and low visibility take-offs, if they are authorized to do so, and to limits approved, by their own state.
- c. The airports listed below are approved for CAT II or Cat III operations.

Aalborg	RWY 26R	CAT II/III
Aarhus	RWY 28L	CAT II
Billund	RWY 09 & 27	CAT II/III
Karup / Midtjyllands		
Lufthavn	RWY 27L	CAT II
København/Kastrup	RWY 04L	CAT II
København/Kastrup	RWY 22L	CAT II/III

- d. Category II and III operations are subject to the serviceability of the facilities/systems and procedures listed below.

**Facilities/Systems**

The following facilities/systems will be operative:

Category II/III ILS incl. protected (critical and sensitive) areas.

Stand-by transmitters will be operative for CAT III operations.

Category II/III lighting systems comprising:

- Approach Lights
- Side Rows
- Threshold and End Lights
- Centre Line and Edge Lights
- Touch Down Zone Lights
- Relevant Stopbars

**Secondary power supply.**

If one of the below listed systems are switched over to secondary power supply, CAT II/III status will be maintained for an aircraft which has passed OM or similar DME fix on final approach. If the aircraft has not passed mentioned OM/DME fix the status will be downgraded.

**ILS:**

- LOC
- GP

**Lighting systems:**

- Approach Lights (incl. Side Rows)
- Threshold and End Lights
- Centre Line and Edge Lights
- Touch Down Zone Lights

**Anemometer:**

- Relevant for the runway

**RVR assessment system by transmissometers:**

- For CAT II:  
RVR TDZ and RVR MID (Touch Down Zone and Mid-point)
- For CAT III:  
RVR TDZ, RVR MID and RVR END (Touch Down Zone, Mid-point and End).

e. Information Provided by ATC

Pilots will during approach be informed as given below.  
Information given not later than at the commencement of initial approach:

- All known failures in facilities or systems mentioned in item d.
- Surface wind velocity and direction.

Runway Visual Range (RVR):

- For CAT II:  
RVR TDZ and RVR MID (Touch Down Zone and Mid-point).
- For CAT III:  
RVR TDZ, RVR MID and RVR END (Touch Down Zone, Mid-point and End).

Information given during final approach:

- Changes in observed RVR value(s).
- Significant changes in surface wind conditions.

f. Practicing CAT II/III

Pilots who want to practice CAT II or III approaches, may do so without notice to ATC, as the procedures in para d, for airport capacity reasons, not will be applied by ATC.

*Note: If the conditions listed in para d are not met, a NOTAM will be promulgated to this effect, if it is expected to last more than 1 HR.*

**5. Low-visibility Procedures (LVPs)**

Low visibility procedures are applied at Danish aerodromes, as specified in AD 2, to facilitate Low Visibility Operations, defined as approach- or take-off operations on a runway with a runway visual range (RVR) of less than 550 M or approach operations with a decision height (DH) of less than 200 FT.

Pilots will be informed when Low visibility procedures are in force via ATIS and/or via radio communication.

Pilots will be informed by radio communication when Low visibility procedures are cancelled.

During Low visibility procedures the following apply:

- a. Runway visual range (RVR) will be determined by means of transmissiometers.
- b. The maximum switch-over time for secondary power supply will be 1 second for the following systems:  
Approach lights, threshold lights, touch down zone lights, runway centre line lights, runway end lights, and stopbars.

Runway and taxiway centre line lights are colour coded in accordance with current EU regulation.

**6. Friction Measuring Devices**

See Snow Plan. AD 1.2

**7. Bird Strike**

When cockpit workload permits, pilots are advised to inform aerodrome ATS of a bird strike, or suspected birdstrike, during take-off and landing.

**8. Other Information**

8.1 Runway Classification

Aerodromes are approved in accordance with the ICAO standards given in Annex 14 to the Chicago Convention.

Runways are classified as stated in the tables below. The classification consists of 2 code elements, e.g. 2C. The first element relates to the runway and the second one to the aircraft.

**Code element 1**

Code number	Runway length
1	Less than 800 M
2	800 M up to but not including 1200 M
3	1200 M up to but not including 1800 M
4	1800 M and over

**Code element 2**

Code letter	Wing span	Outer main gear wheel span
A	Up to but not including 15 M	Up to but not including 4.5 M
B	15 M up to but not including 24 M	4.5 M up to but not including 6 M
C	24 M up to but not including 36 M	6 M up to but not including 9 M
D	36 M up to but not including 52 M	9 M up to but not including 14 M
E	52 M up to but not including 65 M	9 M up to but not including 14 M
F	65 M up to but not including 80 M	14 M up to but not including 16 M

*Note: The Danish Transport Authority may in special cases decide that a runway shall be classified with another reference code than stated in the tables above.*

Runway classifications at the individual aerodrome are given in AD 2. In the column "Type", the used abbreviations have the following meaning:

- NINST = Non-instrument runway
- NONP = Non-Precision Approach Runway
- PA-1 = Precision Approach Runway Category I
- PA-2 = Precision Approach Runway Category II
- PA-3 = Precision Approach Runway Category III

8.2 Calculation of declared distances

The calculation of declared distances (TORA, TODA, and ASDA) from intersection take-off positions is based on referencelines as shown on the sketch below.

8.3 ILS classification

A supplementary description of the ILS classification is given below. The intention is to help operators to decide to what extend an ILS installation may be used for coupled landings.

The class of an ILS installation is defined by a statement consisting of three characters as follows:

- a. The first character (I, II or III) states that both the localizer and the glide path comply with the requirements of Annex 10 for a certain category (cf. Annex 10, item 3.1.3.4).
- b. The second character (A, B, C, T, D or E) states to which ILS point (cf. Annex 10, item 3.1.1) the localizer course structure comply with the requirements of Annex 10 for a category III installation (cf. Annex 10, item 3.1.3.4).
- c. The third character (1, 2, 3 or 4) states the level of integrity and continuity of service for an installation, which in practice means the average interval between failures measured in hours (MTBF/MTBO - Mean Time Between Failure/Mean Time Between Outage). (cf. Annex 10, Attachment C to part I, item 2.14).

As an example a category I installation, which comply with the requirement in Annex 10 for a localizer course structure corresponding to category III downwards to ILS point D and having a MTBF/MTBO of 2850 hours, would be described as Class I/D/3.

8.4 Reduced runway separation minima

At certain Danish airports, ATC may apply reduced runway separation minima in accordance with the international procedures for air navigation services, ref. ICAO PANS-ATM, pt. 7.11, also included in EU-regulation 2017/373.

For the purpose of the application of reduced runway separation minima, aircraft are classified as follows:

- Category 1 aircraft: single-engine propeller aircraft with a maximum certificated take-off mass (MCTOM) of 2 000 kg or less;
- Category 2 aircraft: single-engine propeller aircraft with a MCTOM of more than 2 000 kg but less than 7 000 kg; and twin-engine propeller aircraft with a MCTOM of less than

- 7000 kg; and
- Category 3 aircraft: all other aircraft.

The application of reduced runway separation minima are subject to the following conditions/criteria:

- only during the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset,
- visibility is 5 km or more and the ceiling is 1000 ft or above,
- the tailwind component does not exceed 5 kt.,
- runway condition code is reported as 5 or higher,
- wake turbulence separation minima are applied.

The separation minima that will be applied are determined for each runway and will be not less than the following:

- a. Landing aircraft:
  - i) 600 m between a Category 1 aircraft landing behind a preceding landing or departing Category 1 or 2 aircraft,
  - ii) 1500 m between a Category 2 aircraft landing behind a preceding landing or departing Category 1 or 2 aircraft,

- iii) 2400 m between an aircraft landing behind a preceding landing or departing Category 3 aircraft.

- b. Departing aircraft:
  - (i) 600 between a Category 1 aircraft departing behind a preceding departing Category 1 or 2 aircraft,
  - (ii) 1500 m between a Category 2 aircraft departing behind a preceding departing Category 1 or 2 aircraft,
  - (iii) 2400 m between an aircraft departing behind a preceding departing Category 3 aircraft.

Traffic information will be provided to the flight crew of the succeeding aircraft concerned.

Reduced runway separation minima will not be applied between a departing aircraft and a preceding landing aircraft.

Specific details are listed in the AD 2 section for each airport approved for such operations.

