

## GEN 3.5 Meteorological Services

### 1. Responsible Service

Danish Meteorological Institute is responsible for the provision of meteorological service for civil aviation in Denmark.

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The service is provided in accordance with the provisions contained in the following ICAO Documents:

Annex 3 - Meteorological Service for International Air Navigation and DOC 7030 - Regional Supplementary Procedures.

Differences to these procedures are detailed in GEN 1.7.

### 2. Area of Responsibility

2.1 Area meteorological watch is provided for KØBENHAVN FIR.

2.2 Civil Weather Forecasts and Warnings (CVW) at the Danish Meteorological Institute (DMI) acts as Meteorological Watch Office (MWO).

### 3. Meteorological Observations and Reports

Name of station/ Location indicator	Type & frequency of observation/ automatic observing equipment	Type of MET reports & Supplementary Information included	Observation System & Site(s)	Hours of operation	Climatological information
Aalborg EKYT	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: 350 M north of ARP RMK: RVR values below 50 M will not be reported for RWY 08L/26R	H24	Available
Aarhus EKAH	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: APRX 50M NW of ARO RMK: RVR values below 50 M will not be reported for RWY 10R/28L	HO	Available
Billund EKBI	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: see ADC PWS: see ADC RMK: RVR values below 50 m will not be reported for RWY 09/27	H24	Available
Bornholm/Rønne EKRN	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: 170 M S of TWR RMK: RVR values below 250 M will not be reported for RWY 11/29	HO	Available
Esbjerg EKEB	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: see ADC PWS: see ADC RMK: RVR values below 250 M will not be reported for RWY 08/ 26	HO	Available
Karup / Midtjyllands Lufthavn EKKA	Half hourly Auto-OBS SAVS	METAR SPECI Plain language TREND (MON-FRI 0600-1430)	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: - Thermometer: -	HO	Available
Kolding/Vamdrup EKVD	Hourly* plus special observations SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: NIL Ceilometers: NIL Thermometer: Near ADM building	HO	Available
København/Kastrup EKCH	Half hourly Auto-OBS SAVS	METAR Plain language TREND (H24)	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: see ADC RMK: RVR values below 50 M will not be reported for RWY 04R/22L, RWY 04L/22R and RWY 12/30	H24	Available
København/Roskilde EKRK	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: Near GP RWY 21 RMK: RVR values below 250 M will not be reported for RWY 11/29 and RWY 21	H24	Available
Odense / Hans Christian Andersen Airport EKOD	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: see ADC Ceilometers: see ADC Thermometer: 510 M NW of TWR	HO	Available

Name of station/ Location indicator	Type & frequency of observation/ automatic observing equipment	Type of MET reports & Supplementary Information included	Observation System & Site(s)	Hours of operation	Climatological information
Stauning EKVJ	Hourly* plus special observations SAVS	METAR SPECI Plain language	SFC wind sensors: 30 M E of TWR RVR: Determined by an observer Ceilometers: NIL Thermometer: Near ADM building RMK: RVR values below 400 M will not be reported for RWY 09/27	HO	Available
Sønderborg EKSB	Half hourly Auto-OBS SAVS	METAR SPECI Plain language	SFC wind sensors: See ADC RVR: See ADC Ceilometers: See ADC Thermometer: Near ceilometer RMK: RVR values below 150M for RWY 32 and be- low 50 M for RWY 14 will not be reported	HO	Available
Vojens/Skrydstrup EKSP	Half hourly Auto-OBS SAVS	METAR SPECI Plain language TREND (MON-FRI 0530-1430)	SFC wind sensors: see ADC RVR EQPT: see ADC Ceilometers: see ADC Thermometer: 25 m south of TWR RMK: RVR values below 300 M will not be reported for RWY 11L/29R	H24	Available

\* The frequency of routine observations is half hourly when the visibility (VIS) and/or height of base of the lowest cloud layer of BKN or OVC extent or the vertical visibility (VER VIS) are less than 5 KM/1000 FT respectively

#### 4. Types of Service

4.1 Civil Weather Forecasts and Warnings (CVV) provides meteorological service for flight operations in Denmark. Information can be obtained by calling: TEL +45 39 15 72 72 or +45 39 15 72 74. In case of emergency; if one of the aforementioned telephone numbers is unreachable, please use TEL +45 39 15 88 20.

4.2 For VFR pre-flight planning purposes LLF forecasts for altitudes below 12500 FT (FL125) are issued. The LLF forecasts are available in graphical form (recommended) as well as in plain language (Danish and English). The LLF forecasts, which cover KØBENHAVN FIR including the North Sea area (extended to E004 longitude), are available at <https://www.northavimet.com>.

4.3 The LLF forecasts contain an inference and prediction of weather, visibility, clouds (height of cloud base (ceiling) is given above the ground), freezing level, icing, turbulence, surface wind, upper wind and temperatures and minimum QNH.

4.4 The Nordic Significant Weather Chart (SWC) covers most of the Northern Europe Aviation Meteorology Consortium (NAMCON) countries' FIR, including the entire KØBENHAVN FIR. The chart, extending from the surface to FL450, contains forecasts of significant weather phenomena such as icing, turbulence and cumulonimbus (CB) or towering cumulus (TCU). The chart is available at <https://www.northavimet.com>.

4.5 For VFR pre-flight planning purposes an additional "Supplende VMC-oversigt for København FIR undtagen Nordsøområdet" is issued (in Danish only). This forecast contains a brief outlook for the remainder of the day (i.e. from the end of the validity of the LLF forecast till sunset), the coming night (sunset till sunrise) and the next day (sunrise till sunset).

4.6 When marginal weather conditions are mentioned or prior to operating VFR-night flights a meteorological office should always be consulted.

4.7 The Danish Meteorological Institute (DMI) will issue TAF's with validity periods and issue time according to the hours that each airport has filled in on <https://tafplanner.smhi.se/>

#### 5. Notification Required from Operators

5.1 Prior notifications from operators in respect of briefing/ consultation and flight documentation needed by them is normally required for non-scheduled flights as follows:

- for flights within Europe, at least 2 hours before ETD;
- for other flights, at least 4 hours before ETD;

The notification shall comprise all necessary details concerning planned flights (ref. ICAO Annex 3, paragraph 2.3).

It is in the interest of all concerned to give the maximum notification. However, circumstances may not allow even the above mentioned minimum time. In such an event the supply of documentation cannot always be expected.

When meteorological information has been collected well in advance of the ETD, the meteorological office should be consulted shortly before departure for collection of latest information.

#### 6. Aircraft Reports

6.1 Pursuant to Commission Regulation (EU) No 923/2012 and ICAO Annex 3, significant meteorological conditions encountered during flight within KØBENHAVN FIR and during the climb-out or approach phases of flight at aerodromes in Denmark shall be reported.

##### 6.2 Reporting of Low-Level wind Shear

Reporting should be made in compliance with the directions mentioned below:

- Wind Shear occurring in 1600 FT ABV GND or below is considered as Low-Level Wind Shear and should be reported.
- The reports should contain an indication of the height in which the occurrence was ascertained, as well as any further information. As far as possible, reports from aircraft equipped with INS or similar instrumentation should be supplemented with indicated wind direction and wind velocity above and below the height where Low-Level Wind Shear was ascertained.
- When occurrences, in which warning has been issued, are not found, it should be reported.

ATC and AFIS will warn other aircraft at approach or take-off and will forward reports to the designated meteorological office.

Warning of Low-Level Wind Shear will be discontinued if the reports are not confirmed for one hour. When density of traffic makes it inappropriate to follow that procedure, the issuing warnings will be discontinued when the designated meteorological office judges that the situation has changed.

**7. VOLMET Service**

Name of station	Call sign Identification (EM)	Frequency	Broadcast period	Hours of service	Aerodromes/ Heliports included	Contents & format of REP and FCST & Remarks
København/ Kastrup	Copenhagen VOLMET A3E	127.005 MHZ	CNS	H24	København/Kastrup	Half hourly METAR INCL QNH INCL TREND when AVBL
					Billund	Half hourly METAR
					Aalborg	Half hourly METAR
					Hamburg	Half hourly METAR INCL TREND when AVBL
					Malmø	Half hourly METAR INCL TREND when AVBL
					Gøteborg	Half hourly METAR INCL TREND when AVBL
					Stockholm/Arlanda	Half hourly METAR INCL TREND when AVBL
					Oslo/Gardermoen	Half hourly METAR INCL TREND when AVBL
Stavanger	Half hourly METAR INCL TREND when AVBL					

**8. SIGMET Service**

8.1 SIGMET information is issued in accordance with the general provisions given in ICAO Annex 3.

The period of validity of a SIGMET message is generally limited to not more than 4 hours, in case of SIGMET for volcanic ash 6 hours.

SIGMETs are available at <https://www.northavimet.com>, in both text form and also visualised graphically.

8.2 SIGMET Service						
Name of MWO/ location indicators	Hours of service	FIR or CTA served	Type of SIGMET/validity	Specific procedures	ATS unit served	Additional information
København/EKMI	H24	København FIR	SIGMET/4 HR	NIL	ACC København	NIL

**9. Other Automated Meteorological Services**

9.1 Flight documentation (aeronautical operational meteorological information) is available via the Internet, and the information is reached at <https://www.northavimet.com>. Password can be obtained from the website.

Northavimet.com is the interface from which SIGMET, TAF, METAR, ARP, ARS can be retrieved but also chart products from WAFS and

DMI are available. Additionally radar- and satellite imagery and a vast range of model output relevant to flight operations is available.

9.2 Copenhagen Information is within the service hours currently supplied with meteorological information, including information on current VMC in København FIR.