Aeronautical Information Publication

AIP FAROE ISLANDS



NAVIAIR

FAROE ISLANDS

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AIP
SUP 01/23
21 DEC 2023
All Times are in UTC

Airspace restrictions within Danish territory, including territorial waters - due to the Russian invasion of Ukraine.

This AIP SUP 01/23 replaces NOTAM E0088/23.

1 Introduction

The Government of Denmark has decided that applicable as of 27 February 2022 at 2300 UTC no aircraft owned, chartered or operated by citizens of the Russian federation, operators holding air operator certificate (AOC) issued by the Russian federation authorities or aircraft registered in the Russian federation shall enter, exit or overfly the airspace of the Kingdom of Denmark (including Greenland and the Faroe Islands), including in the airspace above the territorial seas of the Kingdom of Denmark.
This does not apply to humanitarian, SAR and leased aircraft one-way return flights with the permission of the Danish Civil Aviation and Railway Authority or in case of emergency landing or emergency overflight.
Applications for prior approval for exempted flights shall be submitted to info@trafikstyrelsen.dk at least 48 hours before flight.

2. Prior approval for non-scheduled flights.

Aircraft operators of non-scheduled flights between Russia and Denmark, operated directly or via a third country, shall notify all relevant information concerning the flight to the Danish Civil Aviation and Railway Authority prior to their operations and at least 48 hours beforehand with consideration to the office hours of the Danish Civil Aviation and Railway Authority (Saturdays, Sundays and Danish holidays not included). Required documents: flight plan, gendec, pax list, in case of cargo Freight list and air waybill, copy of identification documents and visas of all passengers and crew on board, charter contract for the aircraft, cost bearer of the flight (if a legal entity: details of the natural person ultimately responsible for financial transaction in the legal entity), copy of Russian authorisation for the use of Russian airspace. In case of HOSP or MEDIVAC flights confirmation of receiving hospital.

3. Flight planning and risk assessment.

The volatile situation along border Ukraine/Russia and possible use of a wide range of ground and airborne warfare systems poses a high risk for civil flights operating at all altitudes and flight levels.
Danish, Faroese and Greenlandic air operators and owners of aircraft registered in Denmark are advised to take all potential risks into account in risk assessment and flight planning decisions when operating in following airspaces: FIR Moscow (UUWV), FIR Rostov-Na-Donu (URRV), FIR Lviv (UKLV), FIR Kyiv (UKBV), FIR Dnipropetrovsk (UKDV), FIR Simferopol (UKFV), FIR Odesa (UKOV), FIR Minsk (UMMV), FIR Chisinau (LUUU).

4. Further information.

For inquiries please contact:

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Danish Civil Aviation and Railway Authority

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GEN 0 GENERAL

GEN 0.1 Preface

1. Publishing Authority

AIP Faroe Islands is published by the Aeronautical Information Service (AIS) provider Naviair with the authority of Danish Civil Aviation Authority (TS).

2. Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of ICAO Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO DOC 8126).

Charts contained in or delivered with the AIP are produced in accordance with ICAO Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO DOC 8697).

Differences from ICAO SARPS are given in GEN 1.7.

3. The AIP Structure and Amendment intervals

3.1 The structure

The AIP forms part of the Integrated Aeronautical Information Package further described in GEN 3.1. The principal structure of the AIP is shown in graphic form on page GEN 0.1 - 3.

The AIP is divided into 3 Parts, General (GEN), En route (ENR) and Aerodromes (AD), which are divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 Part 1 - General (GEN)

Part 1 consists of 5 sections containing the following information:

GEN 0: Preface, Record of AIP Amendments, Record of AIP Supplements, Checklist of Pages, List of Hand Amendments to the AIP, and Table of Contents for section GEN.

GEN 1: National Regulations and Requirements.

Designated Authorities, Entry, Transit and Departure of Aircraft, Entry, Transit and Departure of Passengers and Crew, Entry, Transit and Departure of Cargo, Aircraft Instruments, Equipment and Flight Documents. Summary of National Regulations and International Agreements/Conventions, and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2: Tables and Codes.

Measuring System, Aircraft Markings, Holidays, Abbreviations used in AIS Publications, Chart Symbols, Location Indicators, List of Radio Navigation Aids, Conversion Tables and Sunrise/Sunset Tables.

GEN 3: Services.

Aeronautical Information Services, Aeronautical Charts, Air traffic Services, Communication Services, Meteorological Services and Search and Rescue.

GEN 4: Charges for Aerodromes and Heliports.

3.1.2 Part 2 - En route (ENR)

Part 2 consists of 7 sections containing the following information:

ENR 0: Table of contents for section ENR.

ENR 1: General rules and procedures.

General Rules, Visual Flight Rules, Instrument Flight Rules, ATS Airspace Classification, Holding, Approach and Departure Procedures, Radar Services and Procedures, Altimeter Setting Procedures, Regional Supplementary Procedures, Air Traffic Flow Management, Flight Plans, Interception of Civil Aircraft, Unlawful Interference and Air Traffic Incidents.

ENR 2: ATS Airspace.

Detailed descriptions of Flight Information Region(s) (FIR), Upper Flight Information Region(s) (UIR), Terminal Control Areas (TMA) and other ATS Regulated Air Space.

GEN 0 GENERELT

GEN 0.1 Forord

1. Publicerende myndighed

AIP Færøerne er udgivet af Luftfartsinformationstjenesteudbyderen (AIS), Naviair, bemyndiget af Trafikstyrelsen (TS).

2. Gældende ICAO dokumenter

AIP'en er udarbejdet i henhold til standarder og anbefalede fremgangsmåder (SARPS) indeholdt i ICAO Annex 15 til Konventionen om Civil Luftfart og Aeronautical Information Services Manual (ICAO DOC 8126).

Kort indeholdt i eller leveret sammen med AIP'en er udarbejdet i henhold til ICAO Annex 4 til Konventionen om Civil Luftfart og Aeronautical Chart Manual (ICAO DOC 8697).

Afvigelser fra ICAO SARPS er angivet i GEN 1.7.

3. AIP'ens struktur og rettelsesintervaller

3.1 Strukturen

AIP'en udgør en del af en informationspakke, der er yderligere beskrevet i GEN 3.1. AIP'ens principielle struktur er vist i grafisk form på side GEN 0.1 - 3.

AIP'en er inddelt i 3 dele, Generelt (GEN), En route (ENR) og Flyvepladser (AD), hver igen inddelt i afsnit og underafsnit som påkrævet, indeholdende forskellige typer af informationsområder.

3.1.1 Del 1 - Generelt (GEN)

Del 1 består af 5 sektioner og indeholder følgende informationer:

GEN 0: Forord, rettelsesregister, rettelsesregister over AIP supplementer, kontrolliste over AIP sider, liste over håndrettelser til AIP samt indholdsfortegnelse over afsnit GEN.

GEN 1: Nationale bestemmelser og krav.

Ansvarlige myndigheder, Luftfartøjers ankomst, transitering og afgang, Passagerers og besætningsmedlemmers ankomst, transitering og afgang, ankomst, transitering og afgang af fragt, luftfartøjers instrumenter, udstyr og flyvedokumentation. Oversigt over nationale love og internationale traktater og afvigelser fra ICAO standard, anbefalet fremgangsmåde og procedurer.

GEN 2: Tabeller og koder.

Målesystem, nationalitets- og registreringsmærker, helligdage, forkortelser brugt i AIS publikationer, kortsymboler, stedindikatorer, liste over radionavigationshjælpemidler, omregningstabeller og solopgang/solnedgang tabeller.

GEN 3: Tjenester.

Luftfartsinformationstjeneste, luftfartskort, lufttrafiktjeneste, kommunikationstjenester, meteorologiske tjenester, eftersøgning og redning.

GEN 4: Gebyrer for flyvepladser og helikopterflyvepladser.

3.1.2 Del 2 - En route (ENR)

Del 2 består af 7 sektioner og indeholder følgende informationer:

ENR 0: Indholdsfortegnelse over afsnit ENR.

ENR 1: Generelle regler og procedurer.

Generelle regler, visuelle flyveregler, instrument flyveregler, lufttrafiktjenesteluftrum - klassificering, ventemønster, ind- og udflyvningsprocedurer, ydelse af radartjeneste, højdemålerindstilling, regionale supplerende procedurer, "Air Traffic Flow Management", flyveplaner, interception af civile luftfartøjer, ulovlig indblanding og lufttrafikhændelser.

ENR 2: ATS-luftrum.

Detaljeret beskrivelse af Flyveinformationsregion(er) (FIR), Øvre Flyveinformationsregion(er) (UIR), Terminalområder (TMA) og andet ATS reguleret luftrum.

ENR 3: ATS Routes.

Detailed description of the established ATS Route System including Area Navigation Routes, Helicopter Routes, Other Routes and En Route Holdings.

Note: Other types of routes specified in connection with procedures for traffic to or from aerodromes/heliports are described in the relevant aerodrome subsection of part 3.

ENR 4: Radio Navigation Aids/Systems.

Radio Navigation Aids - En Route, Special Navigation Systems, Name-code Designators for Significant Points and Aeronautical Ground Lights - En Route.

ENR 5: Navigation Warnings.

Prohibited, Restricted and Danger Areas, Military Exercise and Training Areas, Other Activities of a Dangerous Nature, Air Navigation Obstacles - En Route, Aerial Sporting and Recreational Activities and Bird Migration and Areas with Sensitive Fauna.

ENR 6: En Route Charts.

En Route Chart(s) - ICAO and other Navigation Charts.

3.1.3 Part 3 - Aerodromes (AD)

Part 3 consists of 5 sections containing the following information:

AD 0: Table of contents for section AD.

AD 1: Aerodromes/Heliports - Introduction.

Aerodrome and Heliport availability, Rescue and Fire Fighting Services and Snow plan, Index to Aerodromes and Heliports.

AD 2: Aerodromes - Details.

Details about aerodromes listed in separate subsections (including helicopter landing areas located at the aerodromes).

AD 3: Heliports - Details.

Details about heliports, listed in separate subsections.

AD 4: Heliports - Details.

Details about heliports, listed in separate subsections.

3.2 Amendment intervals.

Amendments (AMDT) to the AIP will be issued when the amount and/or the significance of the changes necessitates so.

Significant changes will be issued in accordance with the AIRAC system.

4. Contact for errors and/or omissions

Care has been taken to ensure that the information contained in the AIP is accurate and complete. Errors or omissions, which nevertheless may be detected, as well as any correspondence concerning the Aeronautical Information Package, should be addressed to:

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ENR 3: ATS-ruter

Detaljeret beskrivelse af det etablerede ATS-rutesystem inklusive områdenavigations-ruter, helikopter-ruter, andre ruter samt En route ventemønstre.

Note: Andre typer af ruter specificeret i forbindelse med procedurer for trafik til eller fra flyvepladser/helikopterflyvepladser er beskrevet i det relevante flyveplads underafsnit i part 3.

ENR 4: Radionavigationshjælpemidler.

Radionavigationshjælpemidler - En route, specielle navigationssystemer, navnekodebetegnelser for væsentlige punkter og luftfartslys - En route.

ENR 5: Fareaktiviteter.

Forbudte, restriktions- og fareområder, militære øvelser og træningsområder, andre aktiviteter af faremæssig karakter, luftfartshindringer - En route, luftsportsaktiviteter og fugletræk og særligt følsomme naturområder.

ENR 6: En route kort.

En route kort - ICAO og andre navigationskort.

3.1.3 Del 3 - Flyvepladser (AD)

Del 3 består af 5 sektioner og indeholder følgende informationer:

AD 0: Indholdsfortegnelse over afsnit AD.

AD 1: Flyvepladser/Helikopterflyvepladser - Indledning.

Flyvepladsers og helikopterflyvepladsers benyttelse, brand- og redningstjeneste og sneplan, oversigt over flyvepladser og helikopterflyvepladser.

AD 2: Flyvepladser - detaljer.

Detaljer om flyvepladser angivet i separate underafsnit (inklusive helikopter landingsområder placeret på flyvepladserne).

AD 3: Helikopterflyvepladser - detaljer.

Detaljer om helikopterflyvepladser, opført i separate underafsnit.

AD 4: Helikopterflyvepladser - detaljer.

Detaljer om helikopterflyvepladser, opført i separate underafsnit

3.2 Rettelsesintervaller.

Rettelser (AMDT) til AIP'en vil blive udsendt når mængden og/eller arten af rettelsen nødvendiggør det.

Vigtige operationelle ændringer vil blive udsendt i henhold til AIRAC-systemet.

4. Kontaktmyndighed ved fejl og/eller mangler

Den største omhu er anvendt for at sikre, at de indeholdte informationer er nøjagtige og komplette. Fejl eller mangler, der alligevel måtte forekomme såvel som korrespondance vedrørende informationspakken, bedes sendt til:

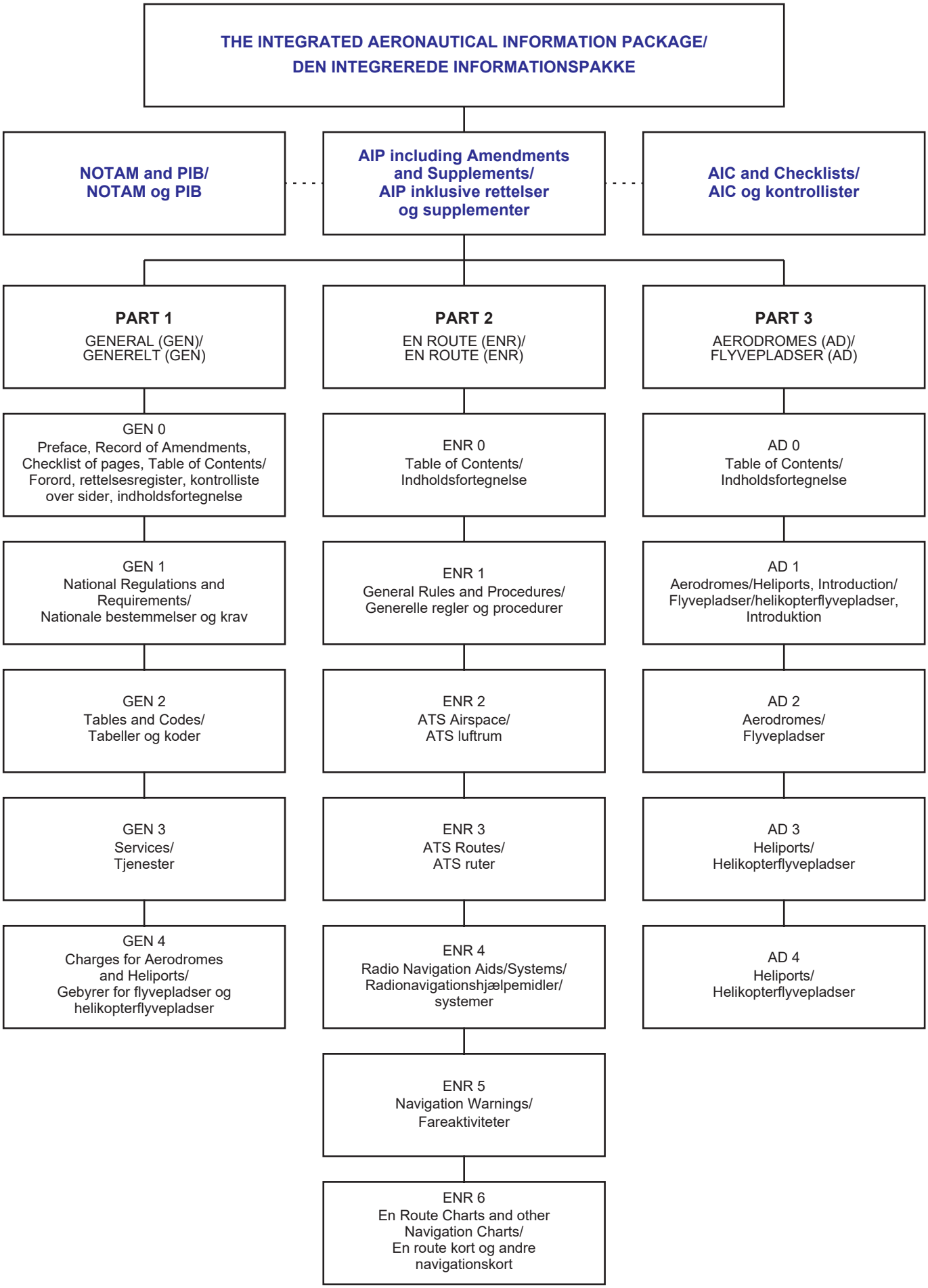
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THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE/
DEN INTEGREREDE INFORMATIONSPAKKE
NOTAM and PIB/
NOTAM og PIB
AIP including Amendments and Supplements/
AIP inklusive rettelser og supplementer
AIC and Checklists/
AIC og kontrollister
PART 1
GENERAL (GEN)/
GENERELT (GEN)
PART 2
EN ROUTE (ENR)/
EN ROUTE (ENR)
PART 3
AERODROMES (AD)/
FLYVEPLADSER (AD)
GEN 0
Preface, Record of Amendments, Checklist of pages, Table of Contents/
Forord, rettelsesregister, kontrolliste over sider, indholdsfortegnelse
ENR 0
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Indholdsfortegnelse
AD 0
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National Regulations and Requirements/
Nationale bestemmelser og krav
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General Rules and Procedures/
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AD 1
Aerodromes/Heliports, Introduction/
Flyvepladser/helikopterflyvepladser, Introduktion
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GEN 4
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Gebyrer for flyvepladser og helikopterflyvepladser
ENR 4
Radio Navigation Aids/Systems/
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AD 4
Heliports/
Helikopterflyvepladser
ENR 5
Navigation Warnings/
Fareaktiviteter
ENR 6
En Route Charts and other Navigation Charts/
En route kort og andre navigationskort

GEN 0.2 Record of AIP Amendments/AIP rettelsesregister

AIP AIRAC AMDT				AIP AIRAC AMDT			
NR/Year/ NR/År	Publication Date/ Publikationsdato	Effective Date/ Ikrafttrædelse	Inserted by/ Indført af	NR/Year/ NR/År	Publication Date/ Publikationsdato	Effective Date/ Ikrafttrædelse	Inserted by/ Indført af
02/21	14 JAN 2021	25 FEB 2021	AIM				
03/21	06 MAY 2021	17 JUN 2021	AIM				
04/21	29 JUL 2021	09 SEP 2021	AIM				
05/21	23 SEP 2021	04 NOV 2021	AIM				
06/21	21 OCT 2021	02 DEC 2021	AIM				
01/22	16 DEC 2021	27 JAN 2022	AIM				
02/22	10 FEB 2022	24 MAR 2022	AIM				
03/22	07 APR 2022	19 MAY 2022	AIM				
04/22	02 JUN 2022	14 JUL 2022	AIM				
05/22	25 AUG 2022	06 OCT 2022	AIM				
06/22	22 SEP 2022	03 NOV 2022	AIM				
07/22	20 OCT 2022	01 DEC 2022	AIM				
01/23	15 DEC 2022	26 JAN 2023	AIM				
02/23	24 AUG 2023	05 OCT 2023	AIM				
03/23	21 SEP 2023	02 NOV 2023	AIM				
04/23	19 OCT 2023	30 NOV 2023	AIM				
01/24	14 DEC 2023	25 JAN 2024	AIM				
02/24	07 MAR 2024	18 APR 2024	AIM				
03/24	04 APR 2024	16 MAY 2024	AIM				
04/24	02 MAY 2024	13 JUN 2024	AIM				
05/24	30 MAY 2024	11 JUL 2024	AIM				
06/24	22 AUG 2024	03 OCT 2024	AIM				
07/24	19 SEP 2024	31 OCT 2024	AIM				
08/24	17 OCT 2024	28 NOV 2024	AIM				
01/25	12 DEC 2024	23 JAN 2025	AIM				
02/25	09 JAN 2025	20 FEB 2025	AIM				
03/25	06 FEB 2025	20 MAR 2025	AIM				
04/25	06 MAR 2025	17 APR 2025	AIM				

GEN 0.3 Record of AIP Supplements

Information concerning valid AIP Supplements and AIP Supplement cancellation record are included in:

- Checklist of Latest Publications issued via the AFS.
- Checklist of valid Supplements and Supplements cancellation record which can be found on the internet: https://aim.naviair.dk

GEN 0.3 Rettelsesregister for AIP Supplementer

Information vedrørende gældende AIP supplementer og AIP Supplement annulleringshistorik er indeholdt i:

- Checklisten over seneste publikationer udsendt via AFS.
- Checklisten over gældende Supplementer og Supplement annulleringshistorik, som kan findes på internettet: https://aim.naviair.dk

GEN 0.4 Checklist of AIP Pages/Kontrolliste over AIP sider

Page/Side	Date/Dato
PART 1 - GENERAL (GEN)	
GEN 0	
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0.6 - 1	03 OCT 24
0.6 - 2	03 OCT 24
0.6 - 3	03 OCT 24
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1.2 - 2	17 APR 25
1.2 - 3	17 APR 25
1.2 - 4	17 APR 25
1.2 - 5	17 APR 25
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1.3 - 2	10 JAN 13
1.3 - 3	10 JAN 13
1.3 - 4	10 JAN 13
1.4 - 1	10 JAN 13
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1.2 - 3	31 JAN 19
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1.3 - 2	25 JAN 24
1.4 - 1	25 JAN 24
1.4 - 2	25 JAN 24
1.4 - 3	25 JAN 24
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1.12 - 1	7 FEB 13
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0.6 - 2	03 OCT 24
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1.1 - 2	25 JAN 24
1.2 - 1	06 OCT 22
1.2 - 2	17 APR 25
1.2 - 3	17 APR 25
1.2 - 4	06 OCT 22
1.3 - 1	27 JUN 13
1.4 - 1	25 JAN 24
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Vágar	
EKVG - 1	03 OCT 24
EKVG - 2	03 OCT 24
EKVG - 3	03 OCT 24
EKVG - 4	03 OCT 24
EKVG - 5	31 OCT 24
EKVG - 6	03 OCT 24
EKVG - 7	17 APR 25
EKVG - 8	17 APR 25
EKVG - 9	17 APR 25
EKVG - 10	03 OCT 24
EKVG - 11	03 OCT 24
EKVG - 12	03 OCT 24
EKVG - 13	03 OCT 24
ADC	16 MAY 24
APDC	16 MAY 24
AOC-A 12	16 MAY 24
AOC-A 30	16 MAY 24
SID RNP RWY 12 - 1	16 MAY 24
SID RNP RWY 12 - 2	16 MAY 24
SID RNP RWY 12 - 3	16 MAY 24
SID RNP (AR) RWY 12 - 1	16 MAY 24
SID RNP (AR) RWY 12 - 2	16 MAY 24
SID RNP (AR) RWY 12 - 3	16 MAY 24
SID RNP (AR) RWY 12 - 4	16 MAY 24
SID RNP (AR) RWY 12 - 5	16 MAY 24
SID RNP (AR) RWY 12 - 6	16 MAY 24
SID RNP RWY 30 - 1	16 MAY 24
SID RNP RWY 30 - 2	16 MAY 24
SID RNP (AR) RWY 30 - 1	16 MAY 24
SID RNP (AR) RWY 30 - 2	16 MAY 24
SID RNP (AR) RWY 30 - 3	16 MAY 24
SID RNP (AR) RWY 30 - 4	16 MAY 24
VFR ARR / DEP	16 MAY 24
LOC RWY 12	16 MAY 24
RNP (AR) W RWY 12 - 1	16 MAY 24
RNP (AR) W RWY 12 - 2	16 MAY 24
RNP (AR) W RWY 12 - 3	16 MAY 24
RNP (AR) V RWY 12 - 1	16 MAY 24
RNP (AR) V RWY 12 - 2	16 MAY 24
RNP (AR) V RWY 12 - 3	16 MAY 24
ILS or LOC Z RWY 30 (ACFT CAT A + B)	16 MAY 24
ILS or LOC Z RWY 30 (ACFT CAT C + D)	16 MAY 24
ILS or LOC V RWY 30 - 1	16 MAY 24
ILS or LOC V RWY 30 - 2	16 MAY 24
ILS or LOC V RWY 30 - 3	16 MAY 24
RNP (AR) W RWY 30 - 1	16 MAY 24
RNP (AR) W RWY 30 - 2	16 MAY 24
RNP (AR) W RWY 30 - 3	16 MAY 24
RNP (AR) V RWY 30 - 1	16 MAY 24
RNP (AR) V RWY 30 - 2	16 MAY 24
RNP (AR) V RWY 30 - 3	16 MAY 24
RNP (AR) U RWY 30 - 1	16 MAY 24
RNP (AR) U RWY 30 - 2	16 MAY 24
RNP (AR) U RWY 30 - 3	16 MAY 24
NDB MY	16 MAY 24
VAC	16 MAY 24
LDC	16 MAY 24
FIZ radio coverage EKVG	17 APR 25

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1. Text Page Amendments/Rettelser til tekstsider

AIP Page(s) affected/ Berørte AIP sider	Amendment text/ Rettelsestekst	Introduced by AIP AMDT NR/ Inkluderet med AMDT NR

2. Corrections to Charts/Rettelser til kortsider		
Affected Chart	Location/Correction Sted/Rettelse	Introduced by/ Inkluderet med AIP AMDT NR
ANC 1:250 000 Faroe Islands	In blue text box describing Vagar TIZ, delete reference to "Nolsø NDB", so text will read: *Vagar TIZ, a circle 60 NM radius centered at* *PSN 61 57 29.32N 006 37 00.12W* *7500/MSL G**	AMDT 03/15
ANC 1:250 000 Faroe Islands	Change Vagar TIZ to Vagar FIZ/RMZ and G* to G in blue text box describing Vagar TIZ so text will read: *Vagar FIZ/RMZ, a circle 60 NM radius centered at* *PSN 61 57 29.32N 006 37 00.12W* *7500/MSL G*	AIRAC AMDT 01/24

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated Authorities

The addresses of the designated authorities and services concerned with the facilitation of international air traffic are as detailed below:

1. Civil Aviation/Civil luftfart

1.1 Ministry of Transport
Frederiksholms Kanal 27
DK-1220 København K
Denmark

TEL +45 33 92 33 55
FAX +45 33 12 38 93
E-mail trm@trm.dk

1.2 Civil Aviation Authority:
Danish Civil Aviation and Railway Authority / Trafikstyrelsen (TS)
Carsten Niebuhrs Gade 43
DK-1577 København V
Denmark

TEL +45 72 21 88 00
FAX +45 72 62 67 90
E-mail info@trafikstyrelsen.dk

1.3 ATS Provider:
NAVIAIR
Naviair Allé 1
DK-2770 Kastrup
Denmark

TEL +45 32 47 80 00
E-mail naviair@naviair.dk

1.4 Airport Administration:
Landsverk
Yviri við Strond 17
Postboks 78
Føroyar

TEL +298 34 08 00
E-mail lv@lv.fo

2. Meteorology/Meteorologi

2.1 Meteorological Authority:
Danish Civil Aviation and Railway Authority / Trafikstyrelsen (TS)
Carsten Niebuhrs Gade 43
DK-1577 København V
Denmark

TEL +45 72 21 88 00
FAX +45 72 62 67 90
E-mail info@trafikstyrelsen.dk

2.2 Meteorological Agency:
Danish Meteorological Institute/
Danmarks Meteorologiske Institut
Sankt Kjelds Plads 11
DK-2100 København Ø
Denmark

TEL +45 39 15 75 00
FAX +45 39 27 10 80
E-mail https://www.dmi.dk/kontakt/ (contact form)

GEN 1 NATIONALE BESTEMMELSER OG KRAV

GEN 1.1 Ansvarlige myndigheder

Adresserne på de myndigheder og tjenester, der er ansvarlige for forhold til fremme af den internationale lufttrafik er angivet her-efter:

3. Customs/Told

3.1 Central Customs and Tax Administration/
Told og skattestyrelsen
Østbanegade 123
DK-2100 København Ø.
Denmark

TEL +45 72 37 90 00
FAX +45 72 37 90 01
E-mail toldskat@toldskat.dk

4. Immigration/Indrejse

4.1 Danish Immigration Service/Udlændingestyrelsen
Ryesgade 53
DK-2100 København Ø
Denmark

TEL +45 35 36 66 00
FAX +45 35 36 19 16
E-mail udlst@udlst.dk

5. Health/Sundhed

5.1 National Board of Health/Sundhedsstyrelsen
Islands Brygge 67
DK-2300 København S
Denmark

TEL +45 72 22 74 00
FAX +45 72 22 74 11
E-mail sst@sst.dk

6. Quarantine/Karantæne

6.1 The Danish Veterinary and Food Administration/
Veterinær- og Fødevaredirektoratet
Mørkhøj Bygade 19
DK-2860 Søborg
Denmark

TEL +45 33 95 60 00
FAX +45 35 36 60 01
E-mail fvst@fvst.dk

6.2 Landsdjóralæknin
(Chief Veterinary Officer/Landsdyrlægen)
FO-410 Kollafjørður
Faroe Islands

TEL +298 42 13 11
FAX +298 42 15 79
E-mail cvofaroe@post.olivant.fo

7. Accident Investigation/Havariundersøgelser

7.1 Accident Investigation Board (AIB)/
Havarikommissionen for Civil Luftfart og Jernbane (HCLJ)
Jættevej 50A, 1. sal, mf.
DK-4100 Ringsted
Denmark

TEL +45 33 14 70 80
FAX NIL
E-mail aib@havarikommissionen.dk
Website: https://havarikommissionen.dk/

8. Ministry of Foreign Affairs/Udenrigsministeriet

8.1 Ministry of Foreign Affairs/Udenrigsministeriet
Asiatisk Plads 2
DK-1402 København K
Denmark

TEL +45 33 92 00 00
FAX +45 31 54 05 33
E-mail um@um.dk

9. Transport of dangerous/radioactive goods/ Transport af farligt/radioaktivt gods

9.1 National Institute of Radiation Hygiene/
Statens Institut for Strålehygiejne
Knapholm 7
DK-2730 Herlev
Denmark

TEL +45 44 54 34 54
EMERG +45 44 94 37 73
FAX +45 44 54 34 50
E-mail sis@sis.dk

10. SAR Point of Contact/SAR kontaktpunkt

10.1 Værnsfælles Forsvarskommando
Att.: JOC Aarhus, JRCC
Herningvej 30
DK-7470 Karup J
Denmark

TEL +45 72 85 04 50
FAX +45 72 85 03 84
E-mail jrcc@sok.dk

11. Search and Rescue Services/ Eftersøgnings- og redningstjenester

11.1 Joint Rescue Coordination Centre (JRCC) Reykjavík
Icelandic Coast Guard
Skogarhlid 14
IS - 105 Reykjavik
Iceland

TEL +354 545 2100 or +354 511 3333
E-mail sar@lhg.is

11.2 Sjóbjargingarstøðin
(Maritime Rescue Coordination Center (MRCC) Tórshavn/
Søredningscentral Tórshavn)
Tinghúsvegur 64
P.O.Box 1120
FO-110 Tórshavn
Faroe Islands

TEL +298 35 13 00
FAX +298 35 13 01
E-mail mrcc@mrcc.fo

11.3 Chief Constable at Faroe Islands/
Politiet på Færøerne
Vagtecentralen
Yviri við Strond 17
FO-100 Tórshavn
Faroe Islands

TEL +298 35 14 48
FAX +298 35 14 49
E-mail politi@politi.fo

12. Reporting of bird strikes and collisions with mammals/ Rapportering af kollisioner med fugle og pattedyr

12.1 Føroya Náttúrugripasavn
(Faroese Museum of Natural History)
V.U. Hammershaimbsgøta 13
FO-100 Tórshavn
Faroe Islands

TEL +298 35 23 00
FAX +298 35 23 01
E-mail ngs@ngs.fo

GEN 1.2 Entry, Transit and Departure of Aircraft

1. General

Note: Where in the following text, Denmark, Danish territory, Danish area and Danish territorial waters is mentioned, the Faroe Islands are included as well, except where a specific exemption is given.

The overall authority for civil aviation in the said areas are the Ministry of Transport, Denmark (REF GEN 1.1).

1.1 International flights into, from or over Danish territory shall be subject to the current Danish regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.2 Aircraft flying into or departing from Danish territory shall make their first landing at, or final departure from, an international aerodrome/heliport (see AD 1.3).

1.3 Flights across Danish territory and non-commercial landings

1.3.1 Civil aircraft, registered in a State that has adhered to the Chicago Convention and the Transit Agreement of 7 December 1944, may without special permission fly across Danish territory.

1.3.2 Aircraft registered in a State that has not adhered to the Transit Agreement of 7 December 1944 and with which Denmark has not concluded a special agreement, must not without special permission fly across Danish territory or make non-commercial landings. Application for such permission shall have been received by the **Danish CAA** not later than 5 days before the estimated time of passage of the Danish FIR boundaries. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

The application shall contain the following information:

a. Operator's name, address, TEL/FAX numbers.
b. Aircraft type, nationality and registration marks.
c. Intended route and destination of the flight as well as date, time and location for passage of the Danish FIR boundaries.
d. In case of landing: Information on aerodrome as well as date and estimated time of arrival and departure.

1.4 For foreign aircraft overflying or landing on the Faroe Islands, a liability insurance policy covering the minimum insurance sums listed hereafter must be available:

Third Party Liability:
Insurance covering damage to persons and objects outside the aircraft shall be taken out, cf. The Air Navigation Act § 130, subsection 1, covering at least below mentioned insurance amounts per accident, given in Special Drawing Rights (SDR) as determined by the International Monetary Fund:

1. For aircraft with maximum take-off mass (MTOM) below 500 Kilo Grammes (KG): 0.75 Million (MILL) SDR.
2. For aircraft with MTOM from 500 KG up to 1 Metric Tonne (T): 1.5 MILL SDR.
3. For aircraft with MTOM from 1 up to 2.7 T: 3 MILL SDR.
4. For aircraft with MTOM from 2.7 up to 6 T: 7 MILL SDR.
5. For aircraft with MTOM from 6 up to 12 T: 18 MILL SDR.
6. For aircraft with MTOM from 12 up to 25 T: 80 MILL SDR.
7. For aircraft with MTOM from 25 up to 50 T: 150 MILL SDR.
8. For aircraft with MTOM from 50 up to 200 T: 300 MILL SDR.
9. For aircraft with MTOM from 200 up to 500 T: 500 MILL SDR.
10. For aircraft with MTOM at or above 500 T: 700 MILL SDR.

Liability for Damage to Passengers, Luggage and Freight:
For aircraft used for commercial flights, an insurance shall be taken out covering damage to passengers, luggage and freight, in the amount of at least:

1. For damage to passengers: 250.000 SDR per passenger.
2. For damage to luggage: 1000 SDR per passenger.
3. For damage to freight: 17 SDR per KG.

2. Scheduled Flights

2.1 General

2.1.1 Aircraft engaged in scheduled commercial air traffic (regular flights) must not without permission enter, depart from or operate within Danish territory.

GEN 1.2 Luftfartøjers ankomst, transitering og afgang

1. Almindelige bestemmelser

Note: Hvor i den efterfølgende tekst, Danmark, dansk territorium, dansk område og dansk territorialfarvand er nævnt, er Færøerne også omfattet, medmindre særlige undtagelser er angivet.

Den overordnede myndighed for de nævnte områder er Transportministeriet, Danmark (REF GEN 1.1).

1.1 Internationale flyvninger til, fra eller over dansk territorium skal udføres i overensstemmelse med de gældende danske bestemmelser vedrørende civil luftfart. Disse bestemmelser svarer i det væsentlige til standardbestemmelserne og rekommandationerne i Annex 9 til Konventionen for International Civil Luftfart.

1.2 Luftfartøjer, der flyver til eller fra dansk territorium, skal foretage den første landing på eller sidste afgang fra en international flyveplads/helikopterflyveplads (se AD 1.3).

1.3 Overflyvning af dansk territorium og ikke-kommercielle landinger

1.3.1 Civile luftfartøjer, registreret i en stat, der har tilsluttet sig Chicago-konventionen og Transitoverenskomsten af 7. december 1944, må uden særlig tilladelse overflyve dansk territorium.

1.3.2 Luftfartøjer, registreret i en stat, der ikke har tiltrådt Transitoverenskomsten af 7. december 1944, og med hvem Danmark ikke har indgået særskilt aftale, må ikke uden særlig tilladelse overflyve dansk territorium eller foretage ikke-kommercielle landinger. Ansøgning herom skal være **Trafikstyrelsen (TS)** i hænde senest 5 døgn før det beregnede tidspunkt for passage af de danske FIR-grænser. I denne tidsfrist må ikke indregnes lørdage, søndage og danske helligdage.

Ansøgningen skal indeholde følgende oplysninger:

a. Luftfartsforetagendets navn, adresse, TEL/FAX numre.
b. Luftfartøjets type samt nationalitets- og registreringsmærker.
c. Flyvevej og bestemmelsessted med angivelse af dato, tid og sted for passage af de danske FIR-grænser.
d. I tilfælde af landing: Angivelse af flyveplads samt dato og beregnet tidspunkt for ankomst og afgang.

1.4 For udenlandske luftfartøjer, der overflyver eller lander på Færøerne, skal der foreligge ansvarsforsikring med minimumsforsikringsbeløb som følger:

Tredjemandsansvar:
Der skal være tegnet forsikring for ansvar på skade på person og ting uden for luftfartøjet, jf. Luftfartslovens § 130, stk. 1, omfattende mindst nedennævnte forsikringsbeløb pr. ulykke, angivet i særlige trækningsrettigheder (SDR) som fastsat af Den Internationale Valutafond:

1. For luftfartøjer med maksimalt tilladt startmasse (MTOM) under 500 Kilogram (KG): 0.75 Millioner (MIO) SDR.
2. For luftfartøjer med MTOM fra 500 KG indtil 1 Ton (T): 1.5 MIO SDR.
3. For luftfartøjer med MTOM fra 1 indtil 2.7 T: 3 MIO SDR.
4. For luftfartøjer med MTOM fra 2.7 indtil 6 T: 7 MIO SDR.
5. For luftfartøjer med MTOM fra 6 indtil 12 T: 18 MIO SDR.
6. For luftfartøjer med MTOM fra 12 indtil 25 T: 80 MIO SDR.
7. For luftfartøjer med MTOM fra 25 indtil 50 T: 150 MIO SDR.
8. For luftfartøjer med MTOM fra 50 indtil 200 T: 300 MIO SDR.
9. For luftfartøjer med MTOM fra 200 indtil 500 T: 500 MIO SDR.
10. For luftfartøjer med MTOM på eller over 500 T: 700 MIO SDR.

Ansvar for skade på passagerer, bagage og gods:
For luftfartøjer, der benyttes til erhvervsmæssig flyvning, skal der være tegnet forsikring for skade på passagerer, bagage og gods med mindst følgende beløb:

1. For passagerskade: 250.000 SDR pr passager.
2. For bagageskade: 1000 SDR pr passager.
3. For godsskade: 17 SDR pr. KG.

2. Regelmæssige flyvninger

2.1 Generelt

2.1.1 Luftfart i regelmæssig lufttrafik (ruteflyvning) i erhvervsøjemed må ikke udføres i eller til og fra dansk territorium uden tilladelse.

2.2 Regular flights to and from Danish territory

2.2.1 Regular flights to and from Danish territory must not be carried out without permission unless otherwise stated in Council Regulation (EEC) No. 2408/92 of 23 July 1992 on access for Community air carriers to intra-Community air routes.

2.2.2 Application from non-Community air carriers for permission to initiate regular flights within, to and from Denmark shall be submitted to the **Ministry of Transport** or, when prescribed in an agreement, to the **Ministry of Foreign Affairs of Denmark**.

2.2.3 Application for approval of time-tables shall be submitted to the **Danish CAA** not later than 30 days before the effective date of the time-tables.

The application shall contain information on the number of weekly frequencies, destinations to be flown with indication of times, as well as aircraft type, capacity, flight numbers and operator.

Furthermore, the application shall contain the following information:

a. Operator's name, address, TEL/FAX numbers.
b. Type and registration marks of the aircraft.
c. Insurance (the **Danish CAA** may require documentation for insurance having been taken out covering at least the sums laid down in Chapter 9 of the Danish Air Navigation Act).
d. Nature of the flight.
e. Date and time table number.
f. Name(s) of the charterer/charterers.
g. Wet-lease.
h. Code-share.

2.2.4 Operators, who according to Council Regulation (EEC) No. 2408/92 of 23 July 1992 on Access for Community air carriers to intra-Community air routes, shall not apply for permission to carry out flights to and from Danish territory, shall submit a notification of their time-tables to the **Danish CAA** not later than 15 days before the effective date of the time tables. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

A notification shall contain the following information:

a. Operator's name, address, TEL/FAX numbers.
b. Type and registration marks of the aircraft.
c. Insurance (the **Danish CAA** may require documentation for insurance having been taken out covering at least the sums laid down in Chapter 9 of the Danish Air Navigation Act).
d. Nature of the flight.
e. Date and time table number.
f. Name(s) of the charterer/charterers.
g. Wet-lease.
h. Code-share.

2.3 Aircraft documents required (arrival/departure)

2.3.1 Customs declaration form 12.0091 and bills of lading or other cargo documents (cargo manifest) if cargo is carried are required by the local customs authorities.

Note 1: If no passengers are embarking or disembarking and no articles are loaded or unloaded, no aircraft documents except the customs declaration need be submitted to the customs authority.

Note 2: In connection with arrival/departure from or to EU states where bonded goods or stores are carried on board the aeroplane, the customs declaration is not required.

3. Non-Scheduled Flights

3.1 Procedures

3.1.1 Aircraft engaged in non-scheduled air traffic (charter flights) must not without permission enter, depart from, or operate within Danish territory unless otherwise stated in Council Regulation (EEC) No. 2408/92 of 23 July 1992 on access for Community air carriers to intra-Community air routes or in BL 10-1, cf. below. Application for permission to carry out such flights shall be submitted to the **Danish CAA**.

3.1.2 Time-limits for application

The below time-limits shall not include Saturdays, Sundays or Danish holidays.

If an operator intends to carry out up to a maximum of 4 non-scheduled flights within 2 months to Denmark for the purpose of taking on

2.2 Ruteflyvning til og fra dansk område

2.2.1 Ruteflyvning til og fra dansk område må ikke udføres uden tilladelse, medmindre andet fremgår af Rådets forordning (EØF) nr. 2408/92 af 23. juli 1992 om EF-luftfartsselskabers adgang til luftruter inden for Fællesskabet.

2.2.2 Ansøgning fra selskaber hjemmehørende uden for EØF-området om at påbegynde ruteflyvning i, til og fra Danmark indsendes til **Transportministeriet** eller, hvor det er påbudt i overenskomst, til **Udenrigsministeriet**.

2.2.3 Ansøgning om godkendelse af fartplaner indsendes senest 30 dage før fartplanens ikrafttræden til **TS**.

Ansøgningen skal indeholde oplysning om antallet af ugentlige frekvenser, destinationer, der beflyves, med angivelse af tidspunkterne samt luftfartøjets type, kapacitet, rutenumre og operatør.

Ansøgningen skal desuden indeholde oplysninger om:

a. Luftfartsselskabets navn, adresse, TEL/FAX numre.
b. Luftfartøjets type og registreringsbogstaver.
c. Forsikringsforhold (**TS** kan kræve dokumentation for tegnet forsikring dækkende mindst de beløb, der er fastsat i kapitel 9 i luftfartsloven).
d. Flyvningens art.
e. Dato og fartplannummer.
f. Chartrerens/chartrernes navn(e).
g. Wet-lease.
h. Code-share.

2.2.4 Luftfartsselskaber, der efter Rådets forordning (EØF) nr. 2408/92 af 23. juli 1992 om EF-luftfartsselskabers adgang til luftruter inden for Fællesskabet, ikke skal ansøge om tilladelse til flyvning til og fra dansk område, skal indsende notifikation om deres fartplaner senest 15 dage før fartplanens ikrafttræden til **TS**. I denne tidsfrist må ikke indregnes lørdage, søndage og danske helligdage.

En notifikation skal indeholde følgende oplysninger:

a. Luftfartsselskabets navn, adresse, TEL/FAX numre.
b. Luftfartøjets type og registreringsbogstaver.
c. Forsikringsforhold (**TS** kan kræve dokumentation for tegnet forsikring dækkende mindst de beløb, der er fastsat i kapitel 9 i luftfartsloven).
d. Flyvningens art.
e. Dato og fartplannummer.
f. Chartrerens/chartrernes navn(e).
g. Wet-lease.
h. Code-share.

2.3 Krævede tolddokumenter (ankomst/afgang)

2.3.1 Tolddeklarationformular 12.0091 og ladningsdokumenter (gods-manifest), hvis der medføres gods, forlanges af de stedlige toldmyndigheder.

Note 1: Hvis ingen passagerer stiger af eller på, og intet gods losses eller læsses, skal der ikke udfærdiges andre dokumenter end tolddeklarationen til toldmyndigheden.

Note 2: Ved ankomst/afgang fra eller til EU-lande, hvor der ikke medføres uberigtigede varer i flyet, er tolddeklaration ikke påkrævet.

3. Ikke-regelmæssige flyvninger

3.1 Procedurer

3.1.1 Luftfart i ikke-regelmæssig lufttrafik (chartertrafik) i erhvervsøjemed må ikke udføres i, til og fra dansk territorium uden tilladelse, medmindre andet fremgår af Rådets forordning (EØF) nr. 2408/92 af 23. juli 1992 om EF-luftfartsselskabers adgang til luftruter inden for Fællesskabet eller af BL 10-1, jf. nedenfor. Ansøgning indgives til **TS**.

3.1.2 Tidsfrister for ansøgning

I de nedenfor angivne tidsfrister medregnes ikke lørdage, søndage eller danske helligdage.

Hvis et luftfartsforetagende vil udføre op til maksimalt 4 ikke-regelmæssige flyvninger inden for 2 måneder til Danmark med det formål

or discharging passengers, cargo or mail, it is necessary for the operator to apply to the **Danish CAA** for permission to carry out such flights not less than 48 hours in advance of the intended landing.

If an operator intends to carry out more than 4 non-scheduled flights within 2 months to Denmark for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the **Danish CAA** for permission to carry out such flights not less than 30 days in advance of the intended landing.

3.1.3 Contents of the application

The application must include the following information in the order shown hereunder:

a. Operator's name, address, TEL/FAX numbers.
b. Type of aircraft and registration marks.
c. Insurance.
d. Name(s), address(es), TEL and FAX number(s) of the charterer(s).
e. Date and flight plan number.
f. Charter category.
g. Wet-lease.

3.2 Charter flights to and from Denmark shall be carried out in accordance with Regulations for Civil Aviation (BL) No. 10-1 which can be obtained on application to the **Danish CAA**, Aeronautical Information Service.

3.3 Operators who according to Council Regulation (EEC) No. 2408/92 of 23 July 1992 on access for Community air carriers to intra-Community air routes shall not apply for permission to carry out flights to and from Danish territory, shall submit a notification of their flights to the **Danish CAA**.

The provisions in 3.1.2 and 3.1.3 regarding time-limits for application and its contents shall, except from d and f, also apply in respect of notifications.

3.4 Aircraft documents required (arrival/departure)

No documents, in addition to those mentioned under 3.3.1 above, are required in the case of an aircraft remaining within Denmark for less than 6 months within a period of 12 months. For stays beyond 6 months after date of arrival, a "carnet de passage en douane" will be accepted in lieu of a bond or of any other financial guarantee.

4. Private Flights

4.1 Private flights to and from Danish territory with foreign civil aircraft registered in a State which has adhered to the Chicago Convention may be carried out without special permission.

Note: Article 5 of the Chicago Convention contains an agreement regarding flights into, flights across and technical landings. No agreement has, however, been made with foreign state regarding those cases where a person or an operator (Danish or foreign) residing in Denmark wants to use a non-Danish registered aircraft for private flights (including business flights) within Danish territory. Therefore, in these cases application for permission to carry out such flights must be submitted to the ***Danish CAA****.*

4.2 Private flights into, from or across Danish territory with foreign civil aircraft registered in a State which has not adhered to the Chicago Convention may not be carried out without permission. Application for permission to carry out such flights shall be submitted through diplomatic channels and shall have been received by the **Danish CAA** not later than 5 days before the estimated passage of the Danish FIR boundaries. Saturdays, Sundays and Danish holidays shall not be included in this time-limit.

The application shall contain the following information:

a. The type, nationality, and registration marks of the aircraft.
b. Name, nationality and address of the owner of the aircraft and of the pilot-in-command.
c. Intended route and destination of the flight as well as date, time and location for passage of the Danish FIR boundaries.
d. Number of persons on board.

5. Public Health Measures Applied to Aircraft

5.1 No public health measures are required to be carried out in respect of aircraft entering Denmark. Disinfection with insecticides is unwanted.

at medtage eller afsætte passagerer, fragt eller post, skal luftfartsforetagendet ansøge **TS** om tilladelse til at udføre sådanne flyvninger senest 48 timer forud for planlagt flyvning.

Hvis et luftfartsforetagende vil udføre mere end 4 ikke-regelmæssige flyvninger inden for 2 måneder til Danmark med det formål at medtage eller afsætte passagerer, fragt eller post, skal luftfartsforetagendet ansøge **TS** om tilladelse til at udføre sådanne flyvninger senest 30 dage forud for flyvningernes start.

3.1.3 Ansøgningens indhold

Ansøgningen skal indeholde følgende oplysninger i nedennævnte rækkefølge:

a. Luftfartsforetagendets navn, adresse, TEL/FAX numre.
b. Luftfartøjstype samt registreringsbetegnelse.
c. Forsikringsforhold.
d. Chartrerens/chartrernes navn(e), adresse(r) samt TEL og FAX nummer(re).
e. Dato og fartplannummer.
f. Charterkategori.
g. Wet-lease.

3.2 Charterflyvninger i, til og fra dansk territorium skal udføres i overensstemmelse med Bestemmelser for Civil Luftfart, BL 10-1, der kan rekvireres ved henvendelse til **TS**, Luftfartsinformationstjenesten.

3.3 Luftfartsselskaber, der efter Rådets forordning (EØF) nr. 2408/92 af 23. juli 1992 om EF-luftfartsselskabers adgang til luftruter inden for Fællesskabet ikke skal ansøge om tilladelse til flyvning til og fra dansk område, skal indsende notifikation om deres flyvninger til **TS**.

Bestemmelserne i 3.1.2 og 3.1.3 vedrørende tidsfrister for ansøgning og ansøgningens indhold finder, bortset fra litra d og f, tilsvarende anvendelse for notifikationer.

3.4 Krævede tolddokumenter (ankomst/afgang)

Der kræves ikke dokumentation ud over den ovenfor under pkt. 3.3.1 nævnte (inklusive noter), hvis luftfartøjet forbliver i Danmark i mindre end 6 måneder inden for en periode på 12 måneder. Udstrækkes opholdet herudover, vil et "carnet de passage en douane" kunne anvendes som garanti i mangel af anden finansiel garanti.

4. Privatflyvning

4.1 Privatflyvning til og fra dansk territorium med udenlandske, civile luftfartøjer, registreret i en stat, der har tilsluttet sig Chicago-konventionen, må udføres uden særlig tilladelse.

Note: I Chicago-konventionens artikel 5 er der sluttet overenskomst vedrørende indflyvning, overflyvning og teknisk mellemlanding. Der er derimod ikke indgået nogen aftale med fremmed stat vedrørende de tilfælde, hvor en person eller et selskab (dansk eller udenlandsk), der er bosat i Danmark, ønsker at anvende et ikke-dansk registreret luftfartøj til privat flyvning (herunder firmaflyvning) inden for dansk område. **TS** *skal derfor i disse tilfælde ansøges om en særlig tilladelse.*

4.2 Privatflyvning til, fra og over dansk territorium med udenlandske, civile luftfartøjer, registreret i en stat, som ikke har tilsluttet sig Chicago-konventionen, må ikke udføres uden tilladelse. Ansøgning herom skal indgives ad diplomatisk vej og være **TS** i hænde senest 5 dage før det beregnede tidspunkt for passage af de danske FIR-grænser. I denne tidsfrist medregnes ikke lørdage, søndage samt danske helligdage.

Ansøgningen skal indeholde følgende oplysninger:

a. Luftfartøjets type samt nationalitets- og registreringsbetegnelse.
b. Navn, nationalitet og adresse for luftfartøjets ejer og luftfartøjschefen.
c. Flyvevej og bestemmelsessted med angivelse af tid og sted for passage af de danske FIR-grænser.
d. Antal ombordværende.

5. Forholdsregler i forbindelse med sundhedskontrol af luftfartøjer

5.1 Der kræves ikke iværksat særlige forholdsregler, for så vidt angår sundhedskontrol af luftfartøjer, der flyver til Danmark. Skadedyrsbekæmpelse med insektgift er uønsket.

5.2 The pilot-in-command of an aircraft arriving from a foreign destination shall notify the local health service authorities by radio communication with the air traffic control service unit in case persons on board are known to be suffering from contagious diseases, or if there is any risk of other conditions on board that may lead to spread of disease including the following information:

- aircraft identification;
- departure aerodrome;
- destination aerodrome;
- estimated time of arrival;
- number of persons on board;
- number of suspected case(s) on board; and
- nature of the public health risk, if known.

Under such circumstances crew members and passengers shall follow instructions given by th local health service authorities.

5.2.1 Permission allowing an aircraft free passage is given over the radio before arrival or verbally upon arrival by the health service authorities, or by a person authorised to do so by the health service authorities.

5.2.2 Aircraft engaged in scheduled and non-scheduled air traffic are exempted from obtaining permission for free passage. This does not, however, apply to aircraft

- arriving from or having made an intermediate stop in areas which according to a statement from the National Board of Health are regarded to be contaminated by a contagious disease which is covered by Act on Measures against Contagious Diseases, or
- registered in, arriving from or having made an intermediate stop in states which are not members of the World Health Organization (WHO).

6. Military/State Aircraft

6.1 If exemption has not been granted by special agreement, application for flights with military or state aircraft must be sent through diplomatic channels to the **Tactical Air Command Denmark** and the **Danish CAA**, respectively. The application shall have been received by the **Tactical Air Command Denmark** and the **Danish CAA**, respectively, not later than 5 days before the estimated time for passage of the Danish FIR boundaries. Saturdays, Sundays and Danish legal holidays shall not be included in this time-limit.

Note: State aircraft are aircraft which are not military, but which are exclusively used by a state for non-commercial purposes.

6.2 The application shall contain the following information:

a. The type, nationality, and registration marks of the aircraft.
b. Name, nationality and address of the owner of the aircraft and of the pilot-in-command.
c. Intended route and destination of the flight as well as date, time and location for passage of the Danish FIR boundaries.
d. Number of persons on board.

7. Use of non-Danish registered homebuilt or home-restored aircraft in the Faroe Islands

7.1 Flights in the Faroe Islands with aircraft which do not have a standard certificate of airworthiness, cf. Article 31 of the Chicago Convention, must not be carried out without prior permission.

Note: Aircraft without standard certificate of airworthiness are often certificated in the experimental class. Home-build, home-restored and former military aircraft are usually placed in this class.

7.2 In pursuance of ECAC (European Civil Aviation Conference) recommendation INT.S/11.1, the **Danish CAA** accepts without prior application that non-Danish registered home-built or home-restored aircraft operate in the Faroe Islands on an Experimental Certificate of Airworthiness or equivalent “permit to fly” issued by the civil aviation authority of an ECAC State, provided

- that the aircraft has completed its flight test period,
- that the maximum take-off mass of the aircraft does not exceed 2,730 kg, and
- that the Danish limitations mentioned in BL 1-12, para. 6.3.2.2, are complied with in addition to the experimental operating limitations of the aircraft.

5.2 Ved et luftfartøjs ankomst fra udlandet skal luftfartøjschefen forinden landingen over radio via lufttrafiktjenesteenheden underrette den stedlige epidemikommission, hvis der under flyvningen er forekommet sygdomstilfælde, som kan være af smitsom natur, eller hvis andre forhold om bord indebærer fare for udbredelse af sygdom, indeholdende følgende information:

- luftfartøjets identifikation;
- start lufthavn;
- ankomst lufthavn;
- forventet ankomstid;
- antal personer ombord;
- antal formodede sygdomstilfælde ombord; og
- sundhedsfaren, hvis kendt.

I sådanne tilfælde skal besætning og passagerer følge de instrutioner der gives af de lokale sundhedsmyndigheder.

5.2.1 Tilladelse til et luftfartøj til frit samkvem meddeles over radio før ankomsten eller mundtligt efter ankomsten af epidemikommissionen eller den, kommissionen har bemyndiget hertil.

5.2.2 Luftfartøjer i rute- og charterflyvning er fritaget for at erhverve tilladelse til frit samkvem. Dette gælder dog ikke luftfartøjer, som

- kommer fra eller har mellemlandet i områder, der ifølge meddelelse fra Sundhedsstyrelsen anses for smittet med en sygdom, som er omfattet af lov om foranstaltninger mod smitsomme sygdomme, eller
- tilhører, kommer fra eller har mellemlandet i lande, der ikke er medlemmer af Verdenssundhedsorganisationen.

6. Militære/statsluftfartøjer

6.1 Hvis der ikke foreligger en særlig aftale om undtagelser, skal ansøgning om beflyvning med militære eller statsluftfartøjer indgives ad diplomatisk vej til henholdsvis **Flyvertaktisk Kommando** og **TS**. Ansøgningen skal være henholdsvis **Flyvertaktisk Kommando** og **TS** i hænde senest 5 døgn før det beregnede tidspunkt for passage af de danske FIR-grænser. I denne tidsfrist medregnes ikke lørdage, søndage og danske helligdage.

Note: Statsluftfartøjer er luftfartøjer, som ikke er militære, men udelukkende anvendes af en stat i ikke-erhvervsmæssigt øjemed.

6.2 Ansøgningen skal indeholde følgende oplysninger:

a. Luftfartøjets type samt nationalitets- og registreringsbetegnelse.
b. Navn, nationalitet og adresse for luftfartøjets ejer og luftfartøjschefen.
c. Flyvevej og bestemmelsessted med angivelse af tid og sted for passage af de danske FIR-grænser.
d. Antal ombordværende.

7. Brug af ikke-dansk registreret, hjemmebygget eller hjemmerestaureret luftfartøj i Færøerne

7.1 Flyvning i Færøerne med luftfartøjer, der ikke har standardluftdygtighedsbevis, jf. Chicago-konventionens artikel 31, må ikke udføres uden forudgående tilladelse.

Note: Luftfartøjer uden standardluftdygtig-hedsbevis, herunder hjemmebyggede, hjemme-restaurerede og tidligere militære luftfartøjer kategoriseres ofte i den eksperimentale klasse.

7.2 **TS** tillader i medfør af ECAC (European Civil Aviation Conference) rekommandation INT.S/11-1 uden forudgående ansøgning, at ikke-dansk registrerede, hjemmebyggede eller hjemmerestaurerede luftfartøjer flyver i Færøerne med eksperimental luftdygtighedsbevis eller tilsvarende “flyvetilladelse”, udstedt af et ECAC-lands luftfartsmyndighed, forudsat

- at luftfartøjets prøveflyvningsperiode er afsluttet,
- at luftfartøjets maksimale startmasse ikke overskrider 2.730 kg, og
- at de danske begrænsninger, der er nævnt i BL 1-12, pkt. 6.3.2.2, overholdes i tillæg til luftfartøjets eksperimentale operative begrænsninger.

Operation of the aircraft in connection with

a. renting or commercial flights,
b. flights in accordance with the IFR rules mentioned in BL 7-1, or
c. flights over densely built-up areas, including areas with weekend cottages and inhabited camping sites, and over an open-air assembly of persons,

is prohibited.

Note 1: This acceptance does not apply to aircraft classified as "ULM", "Ultralight" or "Microlight".

Note 2: Non-Danish registered aircraft operating in the Faroe Islands must be insured in accordance with the Ministry of Transport Order no. 504 of 27 June 1991.

8. Flight with Ultra-light Aircraft

8.1 Flight within Danish territory with foreign registered ultra-light aircraft may not be made without prior permission from **the Danish CAA**.

Note: Flight with such aircraft to, from and within the Faroe Islands will normally not be permitted.

Anvendelse af luftfartøjet til

a. udlejning eller erhvervsmæssig flyvning,
b. flyvning efter IFR-reglerne i BL 7-1 eller
c. flyvning over tæt bebyggede områder, herunder sommerhusområder, beboede campingpladser samt områder, hvor et større antal mennesker er samlet i fri luft,

er ikke tilladt.

Note 1: Denne accept er ikke gældende for luftfartøjer klassificeret som "ULM", "Ultralight" eller "Microlight".

Note 2: Ikke-dansk registrerede luftfartøjer, der flyver i Færøerne, skal være forsikret i overensstemmelse med Transportministeriets bekendtgørelse nr. 504 af 27. juni 1991.

8. Flyvning med ultralet luftfartøj

8.1 Flyvning med ikke-dansk registreret ultralet luftfartøj indenfor dansk område, må kun finde sted efter forud indhentet tilladelse fra **TS**.

Note: Flyvning med sådanne luftfartøjer til, fra eller over Færøerne tillades normalt ikke.

GEN 1.3 Entry, Transit and Departure of Passengers and Crew

Note: Where in the following text, Denmark, Danish territory, Danish area and Danish territorial waters is mentioned, Greenland and Faeroe Islands are included as well, except where a specific exemption is given.

The overall authority for civil aviation in the said areas are the Ministry of Transport, Denmark (REF GEN 1.1).

1. Customs Requirements

1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.2 No customs formalities are normally required on departure.

2. Immigration Requirements

Procedures for arrival, departure and transit and passengers are being carried out in accordance with the following directives set forth by the Ministry of Justice in announcement of 13 January 1996 and by the National Commissioner of Police in letter of 5 January 1997.

The immigration requirements are amended at very short intervals. The below-mentioned immigration requirements have most recently been updated on 29 October 1997. For information on any amendments of the below-mentioned requirements, please contact the Danish Immigration Service, cf. GEN 1.1.

In pursuance of subsection 2 of Section 14 of the Ministry of Justice's Order No. 19 of 18 January 1984 it is hereby announced that as per 1 January 1997, the following aliens are exempted from producing passports and visas.

I. Exemption from any kind of identity document
   1. Finnish, Icelandic, Norwegian and Swedish nationals entering/exiting directly from/to Finland, Iceland, Norway or Sweden.
   2. Young people below the age of 18 who are not nationals in Finland, Iceland, Norway or Sweden, but who have a permanent residence in one of those countries when they travel in a group with Nordic young people in connection with school travels, sports arrangements etc., the duration of which does not exceed 1 month, and when entry is made directly from and to Finland, Iceland, Norway or Sweden.

II. Exemption from the requirement of certificates of nationality
   1. Collective passports

      A collective identity document for a group of aliens (collective passport) is valid travel documentation if the document includes the information required in subsection 2 of Section 3 of the Order governing aliens. In case of collective passport issued in accordance with the European Agreement on Travel by Young Persons between Member Countries of the Council of Europe of 16 December 1961, stateless aliens and refugees under the age of 21 years who are lawfully staying in the issuing country, besides nationals of the issuing country, can be included on the collective passport.
   2. Identity documents required for refugees

      Identity documents required for refugees that have been issued in accordance with the Convention Relating to the Status of Refugees of 28 July 1951 or the Agreement on the Introduction of Identity Documents for Refugees of 15 October 1946 are valid travel documentation.
   3. Identity document required for stateless aliens

      Identity document issued in pursuance of the Convention of 28 September 1954 relating to the Status of Stateless Persons is valid travel documentation.
   4. Alien resident permit, re-entry permit, laissez-passer

      Identity document issued by a competent authority to a person who has no nationality, or is a national of other state than

GEN 1.3 Passagerers og besætningsmedlemmers ankomst, transitering og afrejse

Note: Hvor i den efterfølgende tekst, Danmark, dansk territorium, dansk område og dansk territorialfarvand er nævnt, er Grønland og Færøerne også omfattet, medmindre særlige undtagleser er angivet.

Den overordnede myndighed for de nævnte områder er Transportministeriet, Danmark (REF GEN 1.1).

1. Toldkrav

1.1 Bagage og genstande, der tilhører passagerer og besætningsmedlemmer, som går fra borde, kan umiddelbart frigives med undtagelse af bagage og genstande, som toldmyndigheden har valgt til eftersyn. Sådan bagage vil blive deklareret mundtligt undtagen i tilfælde, hvor statsborgeren nægtes indrejsetilladelse.

1.2 Der kræves normalt ingen toldformaliteter i forbindelse med afgang.

2. Indrejsekrav

Procedurer for passagerers ankomst, afrejse og transitering gennemføres efter nedenstående retningslinier, som er fastsat af Justitsministeriet ved kundgørelse af 13. januar 1996 samt ved brev af 5. januar 1997 fra Rigspolitichefen.

Indrejsekravene ændres med ganske korte mellemrum. Nedenstående indrejsekrav er senest ajourført den 29. oktober 1997. For oplysninger angående eventuelle ændringer til nedenstående krav henvises til Udlændingestyrelsen, jf. GEN 1.1.

I medfør af § 14, stk. 2, i Justitsministeriets bekendtgørelse nr. 19 af 18. januar 1984 bekendtgøres herved følgende oversigt over udlændinge, som pr. 1. januar 1997 er fritaget for pas og visum.

I. Fritagelse for enhver form for rejselegitimation
   1. Finske, islandske, norske og svenske statsborgere, der indrejser direkte fra og udrejser direkte til Finland, Island, Norge eller Sverige.
   2. Unge under 18 år, der ikke er statsborgere i Finland, Island, Norge eller Sverige, men som har fast bopæl i et af de lande, når de rejser i gruppe med nordiske unge i forbindelse med skolerejser, sportsarrangementer og lignende af højst 1 måneds varighed, og når indrejsen sker direkte henholdsvis fra og til Finland, Island, Norge eller Sverige.

II. Fritagelse for nationalitetspas
   1. Fællespas eller kollektivpas

      Fælles rejselegitimationsdokument for flere udlændinge (fællespas eller kollektivpas) er gyldigt som rejselegitimation, når det opfylder de i udlændingebekendtgørelsens § 3, stk. 2, fastsatte krav. Er fællespasset udfærdiget i overensstemmelse med Den europæiske Overenskomst af 16. december 1961 om unge menneskers adgang til at rejse på fællespas mellem Europarådets medlemslande, kan i fællespasset foruden personer, der er statsborgere i udstederlandet, optages statsløse og flygtninge under 21 år, som er lovligt bosat i udstederlandet.
   2. Rejsedokument for flygtninge

      Rejsedokument for flygtninge udfærdiget i henhold til Konventionen af 28. juli 1951 om flygtninges retsstilling eller Overenskomst af 15. oktober 1946 om indførelse af rejselegitimation for flygtninge er gyldig rejselegitimation.
   3. Rejsedokument for statsløse

      Rejsedokument udstedt i medfør af Konventionen af 28. september 1954 om statsløse personers retsstilling er gyldig rejselegitimation.
   4. Fremmedpas, re-entry permit, laissez-passer

      Legitimationsdokument udstedt af en kompetent myndighed til en person, der ikke er statsborger i noget land, eller er

that having issued the document, is valid travel documentation if the document includes the information required in Section 1 of the Order governing aliens.

5. Identity cards

The following identity cards are valid travel documentation for entry into/exit from Denmark:

Citizens of the below-mentioned member states of the European Union:

Belgium:	Carte d'Identité
France:	Carte Nationale d'Identité
Greece:	Deltio Taytotias
Holland:	Toeristenkaart A and B Europese Identiteitskaart
Italy:	Carta d'Identita. The space "Cittadinaza" on page 2 shall bear the inscription "Italiana"
Luxembourg:	Carte d'Identité Titre d'Identité et de Voyage
Portugal:	Bihete de Identidade de Cidadao Nacional
United Kingdom:	Gibraltar Identity Card issued to British citizens or British Dependent Territories Citizens
Germany:	Personalausweis, Befehlmässiger Personalausweis, Kinderausweis, Reise-ausweis, Reiseausweis als Passersatz, issued by the German border authorities and accompanied by an expired passport or an expired Personalausweis. Persons below the age of 15 may use a Reiseausweis as Passersatz without at the same time holding an expired passport or expired Personalausweis
Austria:	Personalausweis

Citizens in the following other states:

Lichtenstein:	Carte d'Identité
Schwitzerland:	Carte d'Identité

6. Seafarer's identity cards

Seafarer's identity cards (seaman's book) is valid travel documentation for entry into/exit from Denmark presented in connection with documentation for signing on or paying off a ship at Danish or foreign port. The seaman's book shall have been issued by a competent authority and shall fulfil the requirements specified by the last sentence of item 1 and the text of items 4-9 of subsection 1 of Section 1 of the Order governing aliens. An identity cards issued in accordance with the ILO Convention No. 108 of 1958 is valid travel documentation.

7. Identity documents for air crew members

Crew member licence/crew member certificate issued by the competent authorities of a Contracting State of the International Civil Aviation Organization (ICAO) is valid travel documentation for entry into/exit from Denmark for holders who substantiate signing as crew members on board aircraft within Denmark.

8. Holders of NATO Travel Order - Ordre de Mission OTAN

(Military NATO personnel) may enter into and stay in Denmark on official business for up to 3 months on military identity card plus individual or collective NATO Travel Order.

9. Holders of Leave Order

(American/British/Canadian citizens serving in the NATO forces in Western Europe) may enter into and stay in Denmark for up to 3 months on military identity card plus a travel permit valid for Denmark.

10. Holders of Certificate of Status "For Stateless Alien"

Issued by the American military authorities in the Federal Republic of Germany to dependents of American military personnel may enter into and stay in Denmark for up to 3 months without entrance visa.

11. Holders of valid identity documents issued by the Vatican authorities

statsborger i et andet land end det, der har udstedt dokumentet, er gyldigt som rejselegitimation, når det i øvrigt opfylder de krav, der er fastsat i udlændingebekendtgørelsens § 1.

5. Identitetskort

Følgende identitetskort er gyldig rejselegitimation for indrejse i og udrejse fra Danmark:

Statsborgere i følgende lande, der er tilsluttet Den Europæiske Union:

Belgien:	Carte d'Identité
Frankrig:	Carte Nationale d'Identité
Grækenland:	Deltio Taytotias
Holland:	Toeristenkaart A og B Europese Identiteitskaart
Italien:	Carta d'Identita, idet der i rubrikken "Cittadinaza" på side 2 skal være angivet "Italiana"
Luxembourg:	Carte d'Identité Titre d'Identité et de Voyage
Portugal:	Bihete de Identidade de Cidadao Nacional
Storbritannien:	Gibraltar Identity Card udstedt til British Citizens eller British Dependent Territories Citizens
Tyskland:	Personalausweis, Befehlmässiger Personalausweis, Kinderausweis, Reiseausweis, Reiseausweis als Passersatz, udstedt af de tyske grænsemyndigheder, når et udløbet nationalitetspas eller et udløbet Personalausweis medbringes. Personer under 15 år kan anvende et Reiseausweis als Passersatz uden samtidig at være i besiddelse af et udløbet nationalitetspas eller udløbet Personalausweis
Østrig:	Personalausweis

Statsborgere i følgende andre lande:

Lichtenstein:	Carte d'Identité
Schweiz:	Carte d'Identité

6. Søfartsbøger

Søfartsbøger (seaman's book, seafarer's identity document) er gyldig rejselegitimation for indrejse i og udrejse af Danmark i forbindelse med dokumentation for påmønstring på eller afmønstring fra skib i dansk eller udenlandsk havn. Søfartsbogen skal være udstedt af en kompetent myndighed og opfylde de krav, der er fastsat i udlændingebekendtgørelsens § 1, stk. 1, nr. 1, sidste punkt, og nr. 4-9. Et identitetsdokument, der er udstedt i henhold til ILO-konventionen nr. 108 af 1958, er gyldig rejselegitimation.

7. Legitimationskort for besætningsmedlemmer på fly

Crew member licence/crew member certificate udstedt af de kompetente myndigheder i et land, der er tilsluttet den internationale luftfartsorganisation (ICAO), er gyldig rejselegitimation for indrejse i, midlertidigt ophold i og udrejse af Danmark for personer, der godtgør, at de er mønstret som besætningsmedlemmer på fly, der befinder sig i Danmark.

8. Indehavere af NATO Travel Order - Ordre de Mission OTAN

(Militært NATO-personel) kan indrejse i Danmark i tjenstligt øjemed og opholde sig i Danmark i indtil 3 måneder på militært identitetskort plus individuel eller kollektiv NATO rejseordre.

9. Indehavere af Leave Order

(Amerikanske/britiske/canadiske statsborgere, som tilhører NATO-styrkerne i Vesteuropa) kan indrejse og opholde sig i Danmark i indtil 3 måneder på militært identitetskort plus en rejsetilladelse, der er gyldig for Danmark.

10. Indehavere af Certificate of Status "For Stateless Alien"

Udstedt af de amerikanske militærmyndigheder i Forbundsrepublikken Tyskland til pårørende til amerikansk militærpersonel kan indrejse visumfrit i Danmark med 3 måneders ophold.

11. Indehavere af gyldigt legitimationsdokument, udstedt af myndighederne i Vatikanstaten

12. Laissez-passer issued in pursuance of the Convention regarding the United Nations' Rights and Immunity of 21 November 1947
13. Holders of valid pass (Ausweis, Laissez-passer, Lascia-passare) issued by the European Union
14. Participants in school journeys within the European Union (Council Resolution of 30 November 1994 (94/795/RIA))

    Pupils who are not citizens in an EU State, but who have a lawful residence in an EU State when they travel as members of a group of pupils in the general school system in connection with a school excursion. The group shall be accompanied by a teacher holding a List of travellers for school travels within the European Union stating the pupils accompanied by the teacher, as well as documentation giving the purpose and circumstances of the travel.

III. Exemption from the requirement of a visa

The following aliens are admitted entry into Denmark without any visa put onto their passports or other valid travel documents before entrance:

1. Citizens of the following states:

   Andorra, Argentina, Australia, Austria, Belgium, Bermuda (only BDTC passports), Brazil, Brunei, Canada, the Czech Republic, Chile, Costa Rica, Croatia, Cyprus, Ecuador, El Salvador, Estonia, Finland, France, Germany, Greece, Guatemala, Holland, Honduras, Hungary, Iceland, India (only diplomatic and service passports), Ireland, Israel, Italy, Jamaica, Japan, Peoples Republic of Korea, Lichtenstein, Lithuania, Luxembourg, Malaysia, Malta, Mexico, Monaco, New Zealand, Nicaragua, Norway, Pakistan (only diplomatic and service passports), Panama, Philippines (only diplomatic and service passports), Paraguay, Poland, San Marino, Switzerland, Singapore, Slovakia, Slovenia, Spain, Sweden, Turkey (only diplomatic and service passports), United States of America, Uruguay, the Vatican State, and Venezuela.

2. Holders of British passports

   Holders of valid British passports, "Common Format Passport", defining the passport holder as "British Citizen" are exempted from the requirement of a visa.

   Holders of "look alike" British passports (passports issued to persons not covered by the EU regulations), are basically not exempted from the requirement of a visa, unless the passport has been given one of the following endorsements:

   - "Holder has the right of re-admission"
   - "Holder is entitled to re-admission to the United Kingdom"
   - "Holder has the right of abode in the United Kingdom",

   on condition that holders of such "look alike" British passports have not stayed outside the United Kingdom for a period of 2 years (including the expected stay in Denmark).

   Holders of valid British passports from the Channel Islands and Isle of Man are exempted from the requirement of a visa. Such persons are defined as "British Citizen" in the passport.

   Exempted from the requirement of a visa are also holders of valid "British Dependent Territories Citizens" (BDTC) issued to persons with the right to reside in Gibraltar with the following endorsement on page 5 of the BDTC passport:

   "Holder is defined as a United Kingdom national for Community purposes".

   Holders of "look alike" British passports with the endorsement "Holder is subject to control under the Immigration Act 19971" are never exempted from the requirement of a visa.

3. Identity documents for air crew members

   Crew member licence/crew member certificate issued by the competent authorities of a Contracting State of the International Civil Aviation Organization (ICAO) is valid travel documentation for entry into/exit from Denmark for holders who substantiate signing as crew members on board aircraft within Denmark.

4. Holders of NATO Travel Order - Ordre de Mission OTAN

12. Laissez-passer udstedt i medfør af Konventionen om De Forenede Nationers rettigheder og immuniteter af 21. november 1947
13. Indehavere af gyldig passérseddel (Ausweis, Laissez-passer, Lascia-passare), udstedt af Den Europæiske Union
14. Deltagere i skolerejser inden for Den Europæiske Union (Rådets afgørelse af 30. november 1994 (94/795/RIA))

    Skoleelever, der ikke er statsborgere i et EU-land, men som har lovlig bopæl i et EU-land, når de i forbindelse med en skoleekskursion rejser som medlem af en gruppe af skoleelever inden for det almene skolesystem. Gruppen skal være ledsaget af en lærer, der skal være i besiddelse af Liste over rejsende for skolerejser inden for Den Europæiske Union med angivelse af de skoleelever, som læreren ledsager, og dokumentation for rejsens formål og omstændigheder.

III. Fritagelse for indrejsevisum

Følgende udlændinge kan indrejse i Danmark uden forinden at have deres pas eller anden gyldig rejselegitimation viseret for indrejse:

1. Statsborgere i følgende lande:

   Amerikas Forenede Stater, Andorra, Argentina, Australien, Belgien, Bermuda (kun BDTC-pas), Brasilien, Brunei, Canada, Chile, Costa Rica, Cypern, Ecuador, El Salvador, Estland, Filippinerne (kun diplomat- og tjenestepas), Finland, Frankrig, Grækenland, Guatemala, Holland, Honduras, Indien (kun diplomat- og tjenestepas), Irland, Island, Israel, Italien, Jamaica, Japan, Republikken Korea, Kroatien, Lichtenstein, Litauen, Luxembourg, Malaysia, Malta, Mexico, Monaco, New Zealand, Nicaragua, Norge, Pakistan (kun diplomat- og tjenestepas), Panama, Paraguay, Polen, Portugal, San Marino, Schweiz, Singapore, Slovakiet, Slovenien, Spanien, Sverige, Den Tjekkiske Republik, Tyrkiet (kun diplomat- og tjenestepas), Tyskland, Ungarn, Uruguay, Vatikanstaten, Venezuela og Østrig.

2. Indehavere af britiske pas

   Visumfriheden omfatter indehavere af gyldige britiske pas, "Common Format Passport", der betegner pasindehaveren som "British Citizen".

   Indehavere af "look alike" britiske pas (pas udstedt til personer, der ikke er omfattet af EU-reglerne), er som udgangspunkt ikke omfattet af visumfriheden, medmindre passet er forsynet med en af følgende påtegninger:

   - "Holder has the right of re-admission"
   - "Holder is entitled to re-admission to the United Kingdom"
   - "Holder has the right of abode in the United Kingdom",

   forudsat, at indehavere af disse "look alike" britiske pas ikke har opholdt sig uden for Storbritannien i en periode på 2 år (inklusive det forventede ophold i Danmark).

   Visumfriheden omfatter indehavere af gyldige britiske pas fra Channel Islands og Isle of Man. Sådanne personer er i passet beskrevet som "British Citizen".

   Visumfriheden omfatter tillige indehavere af gyldige "British Dependent Territories Citizens" (BDTC) pas, der er udstedt til personer med bopælsret i Gibraltar, der på side 5 i BDTC-passet har påtegningen:

   "Holder is defined as a United Kingdom national for Community purposes".

   Indehavere af "look alike" britiske pas, hvori der er anført "Holder is subject to control under the Immigration Act 1971", er altid visumpligtige.

3. Legitimationskort for besætningsmedlemmer på fly

   Crew member licence/crew member certificate udstedt af de kompetente myndigheder i et land, der er tilsluttet den internationale luftfartsorganisation (ICAO), er gyldig rejselegitimation for indrejse i, midlertidigt ophold i og udrejse af Danmark for personer, der godtgør, at de er mønstret som besætningsmedlemmer på fly, der befinder sig i Danmark.

4. Indehavere af NATO Travel Order - Ordre de Mission OTAN

(Military NATO personnel) may enter into and stay in Denmark on official business for up to 3 months on military identity card plus individual or collective NATO Travel Order.

5. Holders of Leave Order

   (American/British/Canadian citizens serving in the NATO forces in Western Europe) may enter into and stay in Denmark for up to 3 months on military identity card plus a travel permit valid for Denmark.

6. Holders of Certificate of Status "For Stateless Alien"

   Issued by the American military authorities in the Federal Republic of Germany to dependents of American military personnel may enter into and stay in Denmark for up to 3 months without entrance visa.

7. Holders of valid identity documents issued by the Vatican authorities.

8. Laissez-passer issued in pursuance of the Convention regarding the United Nations' Rights and Immunity of 21 November 1947

9. Holders of valid pass (Ausweis, Laissez-passer, Lascia-passare) issued by the European Union

10. Holders of valid identity documents issued in accordance with the Convention Relating to the Status of Refugees of 28 July 1951 or the Agreement on the Introduction of Identity Documents for Refugees of 15 October 1946

    Exemption from the requirement of a visa is given on condition that the identity document has been issued by Belgium, Cyprus, Denmark, Finland, Germany, Holland, Iceland, Ireland, Italy, Lichtenstein, Luxembourg, Malta, Norway, Portugal, Spain, Switzerland, Sweden or the United Kingdom, and that the holder is lawfully residing in the state having issued the identity documentation.

11. Participants in school journeys within the European Union (Council Resolution of 30 November 1994 (94/795/RIA))

    Pupils who are not citizens in an EU State, but who have a lawful residence in an EU State when they travel as members of a group of pupils in the general school system in connection with a school excursion. The group shall be accompanied by a teacher holding a List of travellers for school travels within the European Union stating the pupils accompanied by the teacher, as well as documentation giving the purpose and circumstances of the travel.

12. Holders of valid Danish, Finnish, Icelandic, Norwegian, Swedish or Latvian alien resident permits

    Exemption from the requirement of visa is given on condition that the alien resident permit has been endorsed with a valid re-admission permit to the state which has issued the travel document. On entry directly from Finland, Iceland, Norway or Sweden it will, however, be sufficient that it appears from the alien resident permit that the holder has a valid residence permit in the state that has issued the travel document.

13. Persons holding a valid residence permit in Denmark.

IV. Airport transit visa

    Citizens from Afghanistan, Bangladesh, Congo (citizens from the Democratic Republic of Congo (former Zaire)), Eritrea, Ethiopia, Ghana, Iran, Iraq, Nigeria, Pakistan, Somalia and Sri Lanka who are transiting, with or without change of aircraft, a Danish airport in connection with their travel shall hold a valid Danish transit visa.

3. Public Health Requirements

3.1 Disembarking passengers are not required to present vaccination certificates.

3.2 On departure, no health formalities are required.

(Militært NATO-personel) kan indrejse i Danmark i tjenstligt øjemed og opholde sig i Danmark i indtil 3 måneder på militært identitetskort plus individuel eller kollektiv NATO-rejseordre.

5. Indehavere af Leave Order

   (Amerikanske/britiske/canadiske statsborgere, som tilhører NATO-styrkerne i Vesteuropa) kan indrejse og opholde sig i Danmark i indtil 3 måneder på militært identitetskort plus en rejsetilladelse, der er gyldig for Danmark.

6. Indehavere af Certificate of Status "For Stateless Alien"

   Udstedt af de amerikanske militærmyndigheder i Forbundsrepublikken Tyskland til pårørende til amerikansk militærpersonel kan indrejse visumfrit i Danmark med 3 måneders ophold.

7. Indehavere af gyldigt legitimationsdokument, udstedt af myndighederne i Vatikanstaten.

8. Laissez-passer udstedt i medfør af Konventionen om De Forenede Nationers rettigheder og immuniteter af 21. november 1947

9. Indehavere af gyldig passérseddel (Ausweis, Laissez-passer, Lascia-passare), udstedt af Den Europæiske Union

10 Indehavere af gyldige rejsedokumenter udfærdiget i medfør af Konventionen af 28. juli 1951 om flygtninges retsstilling eller Overenskomst af 15. oktober 1946 om indførelse af rejselegitimation for flygtninge

   Fritagelsen for visum er betinget af, at rejsedokumentet er udstedt af Belgien, Cypern, Danmark, Finland, Holland, Irland, Island, Italien, Lichtenstein, Luxembourg, Malta, Norge, Portugal, Schweiz, Spanien, Storbritannien, Sverige eller Tyskland og af, at indehaveren er lovligt bosat i det land, der har udstedt rejsedokumentet.

11. Deltagere i skolerejser inden for Den Europæiske Union (Rådets afgørelse af 30. november 1994 (94/795/RIA))

    Skoleelever, der ikke er statsborgere i et EU-land, men som har lovlig bopæl i et EU-land, når de i forbindelse med en skoleekskursion rejser som medlem af en gruppe af skoleelever inden for det almene skolesystem. Gruppen skal være ledsaget af en lærer, der skal være i besiddelse af Liste over rejsende for skolerejser inden for Den Europæiske Union med angivelse af de skoleelever, som læreren ledsager, og dokumentation for rejsens formål og omstændigheder.

12. Indehavere af gyldige danske, finske, islandske, norske, svenske eller lettiske fremmedpas

    Fritagelsen for visum er betinget af, at fremmedpasset er forsynet med gyldig tilbagerejsetilladelse til det land, der har udstedt rejselegitimationen. Ved indrejse direkte fra Finland, Island, Norge eller Sverige er det dog tilstrækkeligt, at det af fremmedpasset fremgår, at indehaveren har gyldig opholdstilladelse i det land, som har udfærdiget rejselegitimationen.

13. Personer, der har gyldig opholdstilladelse i Danmark.

IV. Lufthavnstransitvisum

    Afghanske, bangladeshiske, congolesiske (statsborgere fra Den Demokratiske Republik Congo (tidligere Zaire)), eritreiske, etiopiske, ghanesiske, irakiske, iranske, nigerianske, pakistanske, somaliske og srilankanske statsborgere, som under rejse skal i transit i en dansk lufthavn, med eller uden flyskift, skal være i besiddelse af et gyldigt dansk transitvisum.

3. Sundhedskrav

3.1 Passagerer, der går fra borde, skal ikke fremvise vaccinationsbeviser.

3.2 Der kræves ingen formaliteter i forbindelse med sundhedskrav ved afrejse

GEN 1.4 Entry, Transit and Departure of Cargo

Note: Where in the following text, Denmark, Danish territory, Danish area and Danish territorial waters is mentioned, Greenland and Faeroe Islands are included as well, except where a specific exemption is given.

The overall authority for civil aviation in the said areas are the Ministry of Transport, Denmark (REF GEN 1.1).

1. Customs requirements concerning cargo and other articles

1.1 Operators of aircraft engaged in commercial air traffic must submit to the customs authorities a general declaration and a summary cargo manifest.

1.1.1 If no passengers or cargo are carried, a NIL manifest must be presented.

1.2 The customs handling of cargo is normally based on the information in the customs declaration and the cargo manifest. Special customs handling of cargo (including arriving/departing aircraft which have been bought in or sold to non EU member states) as import, transit or export must follow the EU customs regulations. The local customs authorities may give further information on the subject.

2. Agricultural quarantine requirements

2.1 Live animals and non-food products of animal origin

2.1.1 Sanitary certificates or related documents are required when importing live animals, semen, embryos and aquaculture animals and products into Denmark, except when importing finches, including canaries, as pets, or when importing less than 4 guinea pigs, hamsters, mice, rats, turtles and iguanas accompanied by persons.

2.1.2 Sanitary certificates or related documents are also required when importing non-food products of animal origin, except for game trophies from other EU member states or processed animal products (semi-manufactured).

2.2 Food of animal origin

Sanitary certificates or related documents are required when importing foods of animal origin, including fish and fishery products, into Denmark, except when importing

- food of animal origin, including fish and fishery products, originating in another EU member state or in Norway, the Faeroe Islands or Greenland, and which are accompanied by persons for non-commercial use in the household of the importing person, and
- health marked milk products, other products with a content of milk, dessert in which part of the milk content has been substituted by vegetable oil, preserved milk in which part of the milk content has been substituted by vegetable oil, hen's eggs and honey from other EU member states.

GEN 1.4 Ankomst, transitering og afgang af fragt

Note: Hvor i den efterfølgende tekst, Danmark, dansk territorium, dansk område og dansk territorialfarvand er nævnt, er Grønland og Færøerne også omfattet, medmindre særlige undtagleser er angivet.

Den overordnede myndighed for de nævnte områder er Transportministeriet, Danmark (REF GEN 1.1).

1. Toldkrav vedrørende fragt og andre genstande

1.1 For luftfartøjer i erhvervsmæssig lufttrafik skal der til toldvæsenet afgives almindelig deklaration samt summarisk fragtmanifest.

1.1.1 Hvis luftfartøjet ikke medfører passagerer eller gods, skal der afgives et NIL-manifest.

1.2 Toldbehandlingen af gods baseres sædvanligvis på oplysningerne fra tolddeklarationen og godsmanifestet. Speciel toldbehandling af gods (herunder ankommende/afgående fly, der er købt eller solgt i eller til ikke EU-medlemslande) som import, transit eller udførsel må følge EU's toldregler. De stedlige toldmyndigheder kan give yderligere oplysninger herom.

2. Krav om landbrugskarantæne

2.1 Levende dyr og animalske produkter, der ikke er beregnet til konsum

2.1.1 Sundhedsattester eller tilsvarende dokumenter er påkrævet ved indførsel af levende dyr, sæd, embryoner og akvakulturdyr og produkter til Danmark med undtagelse af finker, herunder kanariefugle, der indføres som selskabsdyr, eller ved indførsel af færre end 4 marsvin, hamstre, mus, rotter, skildpadder og leguaner under personledsagelse.

2.1.2 Sundhedsattester eller tilsvarende dokumenter er ligeledes påkrævet ved indførsel af non-food produkter af animalsk oprindelse med undtagelse af jagttrofæer fra de øvrige EU-lande eller forarbejdede animalske produkter (halvfabrikata).

2.2 Animalske levnedsmidler

Sundhedsattester eller tilsvarende dokumenter er påkrævet ved indførsel af animalske levnedsmidler, herunder fisk og fiskevarer, til Danmark med undtagelse af

- animalske levnedsmidler, herunder fisk og fiskevarer, der har oprindelse i andre EU-lande eller i Norge, på Færøerne eller i Grønland, og som indføres under personledsagelse til brug i egen husholdning, og
- sundhedsmærkede mælkeprodukter, andre produkter med indhold af mælk, desserter, hvor en mælkebestanddel er erstattet med en vegetabilsk bestanddel, mælkekonserves, hvor en mælkebestanddel er erstattet med en vegetabilsk bestanddel, hønseæg og honning fra andre EU-lande.

GEN 1.5 Aircraft Instruments, Equipment and Flight Documents

1. General

1.1 Aircraft operating within Danish territory must adhere to the provisions of ICAO Annex 6 and ICAO DOC 7030/4 Regional Supplementary Procedures.

1.2 All VHF-receivers operating in the band 118.000-137.000 MHZ will have to meet the specifications of 25 KHZ channel spacing.

2. Special equipment to be carried

2.1 All aircraft operating within Vágar FIZ, whereby Danish territory is overflown must adhere to the provisions detailed below in accordance with the type of flights as specified hereunder.

2.2 Types of flight

2.2.1 Transiting flights

a. Flights transiting Vágar FIZ, whereby Danish territory is overflown.

b. Flights to and from the Faeroe Islands, whereby a maximum of 2 landings are made.

2.2.2 Internal flights

Flights conducted within Vágar FIZ, except such flights to and from the Faeroe Islands, whereby a maximum of 2 landings are made.

3. Equipment to be carried by all types of flight

3.1 Radio and navigation equipment

a. All aircraft shall be provided with radio communication equipment capable of conducting two-way communication at any time during the flight with at least one aeronautical station and with such other aeronautical stations and on such frequencies as may be prescribed in this AIP.

b. The radio communication equipment shall consist of at least one VHF and one long range communication facility, which can be an HF transceiver or a SAT-COM if agreed with ATC.

Note 1: The mentioned requirements (items a. and b.) are considered fulfilled if the ability to conduct two-way communication is established during radio propagation conditions normal for the route.

Note 2: For transiting flights the HF equipment is not required if full VHF coverage is available for the leg(s) flown.

c. All aircraft shall be equipped with a radio compass (ADF).

3.2 Emergency radio equipment

One emergency locator transmitter (ELT) able to function on its own power continuously outside the aircraft at least 48 hours and to transmit simultaneously on the frequencies 121.500 MHZ and 406.000 MHZ shall be carried.

4. Equipment to be carried on all internal flights and on certain transiting flights

4.1 On all internal flights and on transiting flights with single-engined and those multi-engined aircraft not capable to maintain the prescribed minimum safe altitude in the event of engine failure the following emergency equipment shall be carried:

a. An emergency locator transmitter as mentioned in item 3.2.
b. Two signal flares of the day and night type.
c. Eight red signal cartridges and a means of firing them.
d. A signal sheet (minimum 1x1 M) in a reflecting colour.
e. A signal mirror.
f. An electric hand torch.

4.2 Maritime emergency equipment

It is recommended that life vests be carried for everyone on board and that roofed dinghies sufficient to accommodate everyone on board be carried.

GEN 1.5 Luftfartøjs-instrumenter, udstyr og flyvedokumenter

1. Generelt

1.1 Luftfartøjer der opererer indenfor dansk territorium skal opfylde kravene angivet i ICAO Annex 6 og ICAO DOC 7030/4 Regional Supplementary Procedures.

1.2 Samtlige VHF-modtagere for frekvensbåndet 118.000-137.000 MHZ skal være indrettet således, at anlæggene opfylder gældende krav for udstyr med 25 KHZ kanalafstand.

2. Krav om særligt udstyr

2.1 Alle luftfartøjer skal ved flyvning inden for Vágar FIZ, hvorunder dansk territorium overflyves, overholde nedenstående krav om særligt udstyr i overensstemmelse med den pågældende type flyvning, som defineret herunder.

2.2 Type flyvning

2.2.1 Transitflyvning

a. Gennemflyvning af Vágar FIZ, hvorunder dansk territorium overflyves.

b. Flyvninger til og fra Færøerne, hvor der på den pågældende flyvning foretages højst 2 landinger på Færøerne.

2.2.2 Intern flyvning

Flyvninger inden for Vágar FIZ, bortset fra flyvninger til og fra Færøerne, hvor der på Færøerne foretages højst 2 landinger.

3. Udstyr, der skal medføres på alle typer flyvninger

3.1 Radio- og navigationsudstyr

a. Alle luftfartøjer skal være forsynet med kommunikationsudstyr, ved hjælp af hvilket det er muligt på et hvilket som helst tidspunkt under flyvningen at holde to-vejs radioforbindelse med mindst en luftfartsradiostation og med sådanne andre luftfartsradiostationer og på sådanne frekvenser, som måtte være foreskrevet i denne AIP.

b. Kommunikationsudstyret skal mindst omfatte et VHF sende-/modtageanlæg og et langtrækkende kommunikationsudstyr, som kan være HF sende-/modtageanlæg eller SAT-COM, hvis dette er aftalt med ATC

Note 1: Ovennævnte krav (pkt. a. og b.) kan anses for opfyldt, dersom to-vejs radioforbindelse kan opretholdes under de for ruten normale radioudbredelsesforhold.

Note 2: For luftfartøjer, der udfører transitflyvning, bortfalder kravet om HF-anlæg, såfremt der på den pågældende strækning er fuld VHF-dækning.

c. Alle luftfartøjer skal være forsynet med et radiokompas (ADF)

3.2 Nødradioudstyr

Der skal medføres en nødradiosender (ELT), der med egen energiforsyning er i stand til at fungere kontinuerligt uden for luftfartøjet i mindst 48 timer og sende simultant på frekvenserne 121.500 MHZ og 406.000 MHZ.

4. Udstyr der skal medføres på alle interne flyvninger samt på visse transitflyvninger

4.1 På alle interne flyvninger og på transitflyvninger med enmotorede luftfartøjer samt de flermotorede luftfartøjer, som i tilfælde af motorbortfald ikke er i stand til at overholde de foreskrevne mindste sikre flyvehøjder, skal følgende nødudstyr medføres:

a. Nødradiosender, som angivet i punkt 3.2.
b. 2 stk. signalblus af type "dag og nat".
c. 8 stk. røde signalpatroner med tilhørende affyringsanordning.
d. Signalflag/dug (minimum 1x1 M) i reflekterende farve.
e. Signalspejl.
f. Håndlygte.

4.2 Maritimt nødudstyr

Det anbefales at medføre redningsveste til samtlige ombordværende samt overdækkede redningsflåder i tilstrækkeligt antal til at rumme samtlige ombordværende.

5. Aircraft Noise Certification

5.1 All aircraft shall, when noise certification is compulsory according to ICAO's Annex 16, have a noise certificate.

The weights in the certification must be observed at take-off and destination and alternate airports (cf. ICAO Annex 6, part 1, 5.2.7.d. and Annex 6, part 2, 5.1.c.).

5. Støjcertificering

5.1 Alle luftfartøjer skal i det omfang, det er krævet efter ICAO's Annex 16, være støjcertificeret.

De i støjcertifikatet forudsatte maksimumvægte skal iagttages ved såvel start-, destinations- som alternativflyvepladser (jf. ICAO's Annex 6, part 1, pkt. 5.2.7.d. og Annex 6, part 2, pkt. 5.1.c.).

GEN 1.6 Summary of National Regulations and International Agreements

1. The Air Navigation Acts, Royal Decrees and Ministerial Orders (Published in Danish only)

The Air Navigation Act

Act No. 252 of 10 JUN 1960 cf. Consolidation Act No. 769 of 16 AUG 2000

The Air Navigation Act/Faeroe Islands

Royal Decree No. 130 of 3 MAR 1989 as amended by Royal Decree No. 573 of 9 AUG 1990

Regulations for Aerodromes on the Faeroe Islands

Ministerial order No. 173 of 13 MAR 1991

Operational Instructions for Scheduled and Non-scheduled Public Air Traffic

Ministerial Order No. 264 of 27 JUN 1966 as amended by Ministerial Order No. 397 of 11 OCT 1967

Transport of Arms, Explosives and Munitions on Civil Aircraft

Ministerial Order No. 527 of 23 JUN 1995

Expiration Test

Ministerial Order No. 92 of 8 MAR 1982 as amended by Ministerial Order No. 27 of 19 JAN 1987

Duty to Report Aircraft Accidents and Incidents

Ministerial Order No. 301 of 30 APR 1997

Minimum Liability Insurance Pursuant to Section 130, subsection 1 of the Air Navigation Act and Liability Insurance for Foreign Aircraft

Ministerial Order No. 504 of 27 JUN 1991

Transport of Dangerous Goods by Air

Ministerial Order No. 737 of 17 NOV 1989 and Royal Decree No. 727 of 27 NOV 1989

Corporate Flights

CAA Order No. 387 of 29 MAY 2000

Insurance Companies Authorized to Write Liability Insurance on Aircraft Pursuant to Section 130 of the Air Navigation Act

Ministerial Order No. 546 of 22 JUN 1994

2. Regulations for Civil Aviation (BL)

In connection with the above mentioned Acts, Royal Decrees and Ministerial Orders the Civil Aviation Administration makes out detailed regulations called REGULATIONS FOR CIVIL AVIATION (BL).

The implementation of such regulations are not published in "Lovtidende" pursuant to Royal Decree No. 811 of 19 NOV 1998, but in AIC DENMARK.

The regulations are published in Danish and additionally in English if they have an effect on other than national aviation.

The following regulations have been published in English:

BL 1-14	Abatement of Noise from Subsonic Aircraft
BL 3-5	Helicopter Decks on Offshore Installations
BL 3-15	Measures to Safeguard Civil Aviation against Acts of Unlawful Interference (Security)
BL 3-31	Non-Approved Helicopter Landing Areas
BL 3-36	Water Aerodromes for Seaplanes etc.
BL 3-40	Abatement of Noise from Controlled Aerodromes
BL 5-17	Flight and Duty Time Limitations for Scheduled and Non-Scheduled Air Transport
BL 5-40	Duty to Report Aircraft Accidents and Incidents
BL 5-42	General Requirements on Noise Emission in connection with Operation of Subsonic Jet Aeroplanes
BL 6-69	Validation and Conversion of Non-Danish Licence/Rating
BL 9-6	Ultra-light Aircraft
BL 9-7	Air Navigation Facility Charges (En Route Charges), Copenhagen FIR, and Tariffs for North Atlantic Flights
BL 10-2	Flights with Foreign State Aircraft

The regulations can be obtained from the Aeronautical Information Management (for address, see GEN 3.1-1 item 1.4).

GEN 1.6 Oversigt over nationale love og internationale traktater

1. Luftfartslove, Kgl. Anordninger og Ministerielle Bekendtgørelser

Lov om luftfart

Lov nr. 252 af 10 JUN 1960 jf. lovbekendtgørelse nr. 3769 af 16 AUG 2000

Lov om luftfart/Færøerne

Kgl. Anordning nr. 130 af 3 MAR 1989 som ændret ved kgl. anordning nr. 573 af 9 AUG 1990

Ordensreglement for flyvepladser på Færøerne

Bekendtgørelse nr. 173 af 13 MAR 1991

Driftsforskrifter for regelmæssig og ikke-regelmæssig offentlig lufttrafik

Bekendtgørelse nr. 264 af 27 JUN 1966 som ændret ved bekendtgørelse nr. 397 af 11 OKT 1967

Transport af våben, eksplosivstoffer, krigsmateriel og krigsammunition m.v. med civile luftfartøjer

Bekendtgørelse nr. 527 af 23 JUN 1995

Udåndingsprøve

Bekendtgørelse nr. 92 af 8 MAR 1982 som ændret ved bekendtgørelse nr. 27 af 19 JAN 1987

Meddelelsespligt med hensyn til flyvehavarier og flyvehændelser

Trafikministeriets bekendtgørelse nr. 301 af 30 APR 1997

Minimumsgrænser for ansvarsforsikring for luftfartøjer i henhold til luftfartslovens § 130, stk. 1 og om ansvarsforsikring for udenlandske luftfartøjer

Bekendtgørelse nr. 504 af 27 JUN 1991

Lufttransport af farligt gods

Bekendtgørelse nr. 737 af 17 NOV 1989 og kgl. anordning nr. 727 af 27 NOV 1989

Firmaflyvning

SLV bekendtgørelse nr. 387 af 29 MAJ 2000

Forsikringsselskaber der kan tegne ansvarsforsikring for luftfartøjer efter § 130 i lov om luftfart

Bekendtgørelse nr. 546 af 22 JUN 1994

2. Bestemmelser for Civil Luftfart (BL)

I tilknytning til ovennævnte love, kgl. anordninger og ministerielle bekendtgørelser udfærdiger Statens Luftfartsvæsen detaljerede bestemmelser, benævnt BESTEMMELSER FOR CIVIL LUFTFART (BL).

Sådanne bestemmelsers ikrafttræden kundgøres i medfør af kgl. anordning nr. 811 af 19 NOV 1998 ikke i Lovtidende, men i Aeronautical Information Circular (AIC).

Bestemmelserne udgives på dansk og desuden på engelsk, når de omfatter anden end den nationale luftfart.

Følgende bestemmelser er også udgivet på engelsk:

BL 1-14	Begrænsning af støj fra subsoniske luftfartøjer
BL 3-5	Helikopterdæk på havanlæg
BL 3-15	Forebyggelse af forbrydelser mod luftfartens sikkerhed (Security)
BL 3-31	Selvvalg af helikopterflyvepladser
BL 3-36	Flyvepladser på vandområder for søflyvemaskiner m.v.
BL 3-40	Begrænsning af støjgener fra kontrollerede flyvepladser
BL 5-17	Flyve- og tjenestetidsbestemmelser for rute- og charterflyvning med flyvemaskiner
BL 5-40	Meddelelsespligt mht. flyvehavarier og flyvehændelser
BL 5-42	Generelle krav til støjemission ved start og landing med subsoniske jetflyvemaskiner
BL 6-69	Validering og konvertering af ikke-dansk certifikat/bevis
BL 9-6	Ultralette luftfartøjer
BL 9-7	Overflyvningsafgifter (En route afgifter), København FIR og tariffer for nordatlantiske flyvninger
BL 10-2	Flyvning med udenlandske statsluftfartøjer

En oversigt over gældende bestemmelser kan erhverves hos Luftfartsinformationsledelsen (for adresse, se GEN 3.1-1 pkt. 1.4).

3. Postal and Telecom Surveillance Authority (Acts and Regulations)

Act on Telecommunication

Parliament Act No. 79, dated 23 MAY 1997, as amended by Parliament Act No. 176, dated 21 DEC 2001

Frequency Fees etc.

Executive Order No. 1 dated 17 MAR 2004

Maritime Certificates

Executive Order No. 2 dated 16 MAY 2004

Maritime Frequencies and use of Maritime and Aeronautical Certificates

Executive Order No. 3 dated 17 MAY 2004

Use of Radiofrequencies on which Individual Licensing is not required

Executive Order No. 3 dated 5 JUN 2004

Examination Procedures for Radio Amateurs

Executive Order No. 4 dated 22 JUN 2004

Use of Radio Amateur Frequencies

Executive Order No. 5 dated 22 JUN 2004

4. International Treaties

Convention on International Civil Aviation (The Chicago Convention)

Convention for the Unification of Certain Rules Relating to International Carriage by Air (The Warsaw Convention)

International Air Services Transit Agreement

Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft

Convention on the International Recognition of Rights in Aircraft

Convention on Offences and Certain Other Acts Committed on Board Aircraft (The Tokyo Convention)

Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague Convention)

International Agreement on the Procedure for the Establishment of Tariffs for Scheduled Air Services

Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (The Montreal Convention)

Agreement with the USA relating to Certificates of Airworthiness for Imported Aircraft

3. Fjarskiftiseftirlitid (Love og Bekendtgørelser)

Radiokommunikationsloven

Lov nr. 79 af 23 MAY 1997, som ændret ved Lov nr. 176 af 21 DEC 2001

Afgifter m.m.

Bekendtgørelse nr. 1 af 17 MAR 2004

Maritime certifikater

Bekendtgørelse nr. 2 af 16 MAY 2004

Maritime frekvenser og brug af maritime og aeronautiske certifikater

Bekendtgørelse nr. 3 af 17 MAY 2004

Licensfrie frekvenser

Bekendtgørelse nr. 3 af 5 JUN 2004

Radioamatørprøver

Bekendtgørelse nr. 4 af 22 JUN 2004

Radioamatørfrekvenser

Bekendtgørelse nr. 5 af 22 JUN 2004

4. Internationale traktater

Konvention om civil luftfart (Chicago-konventionen)

Konvention om regler for international luftbefordring (Warszawa-konventionen)

Konvention om transitret for internationale luftruter

Konvention om luftdygtighedsbevis for importeret luftfartøj

Konvention om anerkendelse af ret over luftfartøj

Konvention om lovovertrædelser i luftfartøj (Tokyo-konventionen)

Konvention om bekæmpelse af ulovlig bemægtigelse af luftfartøj (Haag-konventionen)

Konvention om takster for regelmæssig lufttrafik

Konvention om bekæmpelse af ulovlige handlinger mod den civile luftfarts sikkerhed (Montreal-konventionen)

Aftale med USA om luftdygtighedsbeviser for importerede luftfartøjer

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. Licenses 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 (28 November 2024).

RMK; To be implemented in the Faroe Islands.

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

3.1.1 Additional rule.

The pilot-in-command shall take care that other air traffic is not unnecessarily impeded or disturbed. The pilot-in-command shall take care that the flight interferes with the surroundings as little as possible. This applies in particular when flying over built-up areas, recreational areas and areas with sensitive fauna.

Note: Areas with sensitive fauna are specified in Danish Civil Aviation Regulations, BL 7-15 and BL 7-16.

(BL 7-1 para 4.1.1.2).

3.2.5 d Additional rule.

The runway in use determined by the appropriate ATS unit shall be used unless safety determines that another runway be preferred.

(BL 7-1 para 4.2.5.1 d).

3.3.1 Additional rule (added text is underlined).

IA flight plan shall be submitted prior to operating:

b) any IFR flight;

d) any flight across the Danish border or the Danish territorial waters, unless the Danish CAA has permitted exceptions.

(BL 7-1 para 4.3.1.1.2).

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

RMK: To be implemented in the Faroe Islands

3.3.4 Additional rule.

Unless otherwise prescribed by the Danish CAA, a departure report shall be made at the earliest possible moment after departure, to the appropriate air traffic services unit, by any flight for which a flight plan has been submitted. Submission of a departure report is not required after departure from an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the departure has been observed.

(BL 7-1 para 4.3.1.4.2).

3.6.2.1.2) Additional rule.

The mentioned provision also applies to aircraft operating along an ATS route segment defined by reference to non-directional beacons (NDB).

(BL-7-1, para 4.6.2.1.2)

Chapter 4. Visual Flight Rules

4.1 Weather minima for VFR flights.

Additional rule.

VFR flights not in sight of the surface shall be operated in accordance with Regulations for Civil Aviation BL 5-61.

(BL-7-1, para 5.2.3).

4.6 Minimum heights.

Additional rule.

Flying between the pylons of bridges and under bridges, under overhead lines or similar installations is prohibited unless specially authorised by the Danish CAA.

(BL 7-1 para 5.5).

4.6 (b) Minimum heights.

The equivalent provision in Denmark (NAT-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:

a. 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;

b. 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."

(BL 7-1 para 5.5).

PANS ATM, Doc 4444. Procedures for Air Navigation Services. (Sixteenth Edition)

Aerodrome Control Service

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.

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

NIL

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.

Part IV will be implemented as Danish Regulation. Part IV will most likely be implemented with the same differences as EU regulation so we do not at this time know if there will be differences. The regulation is expected to be implemented 1-2 years after the EU regulation is ready.

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.

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 which is implemented in The Faroe Islands and Greenland by BL 7-5 as of 1 January 2004 requires Member States and by BL 7-5 The Faroe Islands and Greenland 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. This amendment is also planned to be implemented in BL 7-5.

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 Faroe the Islands.

Chapter 3. General Procedures for the International Aeronautical Telecommunication Service

3.9 Globally unique flight identifier (GUFI)

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

RMK: To be implemented in the Faroe Islands.

Chapter 5. Transmission of numbers in radiotelephony

5.2.1.4.1.5 The equivalent national provision is supplemented by the following:

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.
(BL 7-14 para 7.6.2.1.1)

5.2.1.7.3.2.3 The equivalent national provision is supplemented by a text concerning transfer of communication within one ATS-unit. The paragraph specifies (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.
(BL 7-14 para 7.11.1)

5.2.2.6.2 In the national provision there is an additional requirement:

Aircraft that have established two-way radio communication in airspace where there is no requirement for two-way radio communication, shall inform when leaving the frequency.
(BL 7-14, para 7.11.13)

Annex 10 - Aeronautical Telecommunications
Volume III (Second Edition)

The reference to amendment 92 is not implemented.

RMK: To be implemented in the Faroe Islands.

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 - Air Traffic Services
(Fifteenth Edition)

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 the Faroe Islands.

3.7.3.1, litra c)

The equivalent national provision is supplemented by a requirement for read-back of newly assigned communication channels (added text underlined):

c) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions and, whether issued by the controller or contained in ATIS broadcasts, transition levels.
(BL 7-14, para 7.4.1)

3.7.3.1.1 National provision specifies (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.
(BL 7-14, para 7.4.2)

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/FIC 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)

Chapter 3. State Safety Management Responsibilities

3.1.3(c) SMS is not yet addressed in Regulation (EC) 2042/2003 (continuous airworthiness)

RMK: Will be introduced through RMT.MDM.055/NPA 2013-01 / Regulation expected 2015 (transition measures will be foreseen)

3.1.3(d) SMS is not yet addressed in Regulation (EC) 748/2012 (initial air-worthiness)

RMK: Will be introduced through RMT.MDM.060/Regulation expected 2017

3.1.4 Amending Regulation (EU) 800/2013 to Regulation (EU) 965/2012 has been published in August 2013. It will require all non-commercial operators of complex motor powered aircraft (cf. Regulation (EC) 216/2008 Art. 3(j)) to implement the new management system requirements by 25 August 2016 at the latest (cf. Art. 1 point (9) of Regulation (EU) 800/2013)

Chapter 4. Safety Management System (SMS)

4.1.1 SMS is not yet addressed in Regulation (EC) 2042/2003 (continuous airworthiness)

RMK: Will be introduced through RMT.MDM.055/NPA 2013-01 / Regulation expected 2015 (transition measures will be foreseen)

SMS is not yet addressed in Regulation (EC) 2042/2003 (continuous airworthiness)

RMK: Will be introduced through RMT.MDM.060/Regulation expected 2017

4.1.4 SMS is not yet addressed in Regulation (EC) 748/2012 (initial air-worthiness)

RMK: Will be introduced through RMT.MDM.060/Regulation expected 2017.

GEN 2 TABLES AND CODES

GEN 2.1 Measuring System, Aircraft Markings, Holidays

1. Units of Measurements

The following table of units will be used by aeronautical stations on the Faeroe Islands for air/ground communications.

Measurement of/Måling af	Units/Måleenheder
Distance used in navigation, position reporting, etc. - generally in excess of 2 nautical miles/ Afstande til brug ved navigering, positionsrapportering o.s.v. - normalt over 2 sømil	Nautical Miles and tenths thereof/ Sømil og tiendedele heraf
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)/ Sådanne forholdsvis korte afstande, som vedrører lufthavne (f.eks. banelængder)	Metres/ Meter
Altitudes, elevations and heights/ Højde, d.v.s. lodret afstand	Feet/ Fod (engelske)
Horizontal speed including wind speed/ Vandret hastighed, indbefattende vindhastighed	Knots/ Knob
Vertical speed/ Lodret hastighed	Feet per minute/ Fod (engelske) pr. minut
Wind direction for landing and take-off/ Vindretning for landing og start	Degrees Magnetic/ Grader, misvisende nord
Wind direction except for landing and take-off/ Vindretning, undtagen for landing og start	Degrees true/ Grader, retvisende nord
Visibility including runway visual range/ Sigtbarhed og banesynsvidde	Kilometres or metres/ Kilometer eller meter
Altimeter setting/ Højdemålerindstilling	Hectopascal/ Hectopascal
Temperature/ Temperatur	Degrees Celcius (Centigrade)/ Celsiusgrader
Weight/ Vægt	Metric tonnes or Kilogrammes/ Metriske tons eller kilogram
Time/ Tid	Hours and minutes beginning at midnight UTC/ Timer og minutter begyndende ved midnat UTC

2. Time System

2.1 General

Coordinated Universal Time (UTC) is used by the Air Navigation Services and in publications issued by the Aeronautical Information Service.

In reporting of time, the nearest full minute is used, e.g. 12:40:35 is reported as 1241.

2.2 In AIP and associated publications the expression "summer period" will indicate that part of the year in which the "daylight saving time" is in force. The other part of the year will be named the "winter period".

The summer period is every year as follows:

In the Faeroe Islands from 0100 UTC the last Sunday in MAR to 0100 UTC the last Sunday in OCT.

2.3 Faeroe Islands time

Faeroe Islands time is as follows:

- in the summer period = UTC +1 HR
- in the winter period = UTC.

3. Geodetic Reference Datum

3.1 WGS-84 Datum system is implemented in the Faeroe Islands.

4. Nationality and Registration Marks

4.1 The nationality mark for aircraft registered in Denmark (in-

GEN 2 TABELLER OG KODER

GEN 2.1 Målesystem, nationalitets- og registreringsmærker, helligdage

1. Måleenheder

Nedenstående tabel over måleenheder vil blive anvendt af luftfartsstationer på Færøerne ved radiokorrespondance med luftfartøjer.

2. Tidsangivelser

2.1 Generelt

Koordineret universal tid (UTC) anvendes af lufttrafiktjenesten samt i publikationer udsendt af luftfartsinformationstjenesten.

Ved rapportering angives nærmeste hele minut, f.eks.: 12:40:35 angives som 1241.

2.2 I AIP og tilhørende publikationer vil udtrykket "sommerperiode" angive den del af året, hvor "sommertid" er gældende. Den resterende del af året benævnes "vinterperiode".

Sommerperioden er hvert år som følger:

På Færøerne fra 0100 UTC den sidste søndag i MAR til 0100 UTC den sidste søndag i OCT.

2.3 Færøsk tid

Færøsk tid er som følger:

- i sommerperioden = UTC +1 HR
- i vinterperioden = UTC.

3. Geodætisk reference system

3.1 WGS-84 Datumsystemet er indført på Færøerne.

4. Nationalitets- og registreringsmærker

4.1 Nationalitetsmærker for luftfartøjer indregistreret i Danmark

cluding Greenland and Faeroe Islands) is the letters OY.

4.2 The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g.: OY-ABC.

5. Public Holidays (HOL)

Unless otherwise stated holidays are between 0000 and 2400 Faeroese local time.

Name	Date/Day
New Year's Day	1 JAN
Maundy Thursday	Thursday before Easter
Good Friday	Friday before Easter
Easter Monday	Monday after Easter Sunday
Prayer Day	4th FRI after Easter
Ascension Day	6th THU after Easter
Whit Monday	Monday after Whit Sunday
National Day on the Faeroe Islands	29 JUL
Christmas Day	25 DEC
Boxing Day	26 DEC

Note: Some administrative services, banks and alike may not be available on the following days:

National Flag Day	25 APR
Constitution Day	05 JUN from 1200
Day before the National Day	28 JUL from 1200
Day of Christmas Eve	24 DEC
Day of New Year's Eve	31 DEC

(inklusive Grønland og Færøerne) er bogstaverne OY.

4.2 Nationalitetsmærket efterfølges af en bindestreg og et registreringsmærke bestående af 3 bogstaver, f.eks.: OY-ABC.

5. Helligdage (HOL)

Med mindre andet er angivet begynder helligdage 0000 og ophører 2400 færøsk lokaltid.

Navn	Dato/Dag
Nytårsdag	1. januar
Skærtorsdag	torsdag før påske
Langfredag	fredag før påske
2. påskedag	mandag efter påskesøndag
Store Bededag	4. fredag efter påske
Kristi Himmelfartsdag	6. torsdag efter påske
2. pinsedag	mandag efter pinsesøndag
Færøsk nationaldag	29. juli
1. juledag	25. december
2. juledag	26. december

Note: Visse administrative tjenester, banker o.lign. kan være lukkede på følgende dage:

Flagdag	25. april
Grundlovsdag	5. juni fra 1200
Dagen før Nationaldagen	28. juli fra 1200
Juleaftensdag	24. december
Nytårsaftensdag	31. december

GEN 2.2 Abbreviations used in AIS Publications

GEN 2.2 Forkortelser brugt i AIS publikationer

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400/
Forkortelser mærket med en stjerne (*) er enten forskellig fra eller ikke indeholdt i ICAO Doc 8400

A

A *	ATS Airspace Classification (REF ENR 1.4)/Lufttrafiktjenesteluftrum. Klassifikation (REF ENR 1.4)
AAL	Above Aerodrome Level/Over flyvepladsens niveau
ABM	Abeam/Tværs af
ABN	Aerodrome Beacon/Flyvepladsfyr
ACARS	Aircraft Communication Addressing and Reporting System/Luftfartøjskommunikation - meddelelses- og rapporteringssystem
ACAS	Airborne Collision Avoidance System/System ombord i luftfartøjet til undgåelse af kollision
ACC	Area Control Centre/Kontrolcentral
ACFT	Aircraft/Luftfartøj
ACL	Altimeter Check Location/Kontrolsted til højdemålerindstilling
ACN	Aircraft Classification Number/Luftfartøj klassifikationsnummer
AD	Aerodrome/Flyveplads
ADC	Aerodrome Chart/Flyvepladskort
ADIZ	Air Defence Identification Zone/Luftforsvarsidentifikationszone
ADO	Aerodrome Office *(AD Service)*/Havnekontor *(Flyvepladstjeneste)*
AFIS	Aerodrome Flight Information Service/Flyvepladsflyveinformationstjeneste
AFS	Aeronautical Fixed Service/Luftfartens faste tjeneste
AFTN	Aeronautical Fixed Telecommunication Network/Luftfartens faste telekommunikationsnetværk
A/G *	Air-to-Ground Station. An Aeronautical Telecommunication Station having primary Responsibility for handling Communications with Aircraft in a given Area/"Air-to-Ground" station. En luftfartsstation, der primært er ansvarlig for radiokommunikationen med luftfartøjer inden for et nærmere angivet område
AGL	Above Ground Level/Højde over terræn
AIC	Aeronautical Information Circular
AIM	Aeronautical information management/Luftfartsinformationsledelse
AIP	Aeronautical Information Publication/Luftfartshåndbog
AIRAC	Aeronautical Information Regulation and Control/Regelmæssig udsendelse af visse luftfartsinformationer
AIS	Aeronautical Information Services/Luftfartsinformationstjeneste
ALA	Alighting Area
ALS	Approach Lighting System/Indflyvningslyssystem
ALT	Altitude/Højde over havet
ALTN	Alternate *or* Alternating *(Light alternates in Colour)*/Vekslende *(lysfyr kan veksle i farve)*
ALTN	Alternate *(Aerodrome)*/Alternativ *(flyveplads)*
AMDT	Amendment *(AIP Amendment)*/Rettelse *(AIP rettelse)*
AMHS	Air Traffic Services Message Handling System
AMSL	Above Mean Sea Level/Højde over middelvandstand
ANC	Aeronautical Chart - 1:500 000 *(followed by Name/Title)*/Flyvekort - 1:500 000 *(efterfulgt af navn/titel)*
AOC	Aerodrome Obstacle Chart/Flyvepladshindringskort
APAPI	Abbreviated Precision Approach Path Indicator/Afkortet visuelt præcisionslandingssystem angivende glidevinkel
APCH	Approach/Indflyvning
APDC	Aircraft Parking/Docking Chart (followed by name/title)/Kort over standpladser til luftfartøjer (efterfulgt af navn/titel)
APP	Approach Control Office *or* Approach Control *or A*pproach Control Service/Indflyvningskontrolkontor *eller* indflyvningskontrol *eller* indflyvningskontroltjeneste
APR	April
APRX	Approximate *or* Approximately/Omtrent eller ca.
APV	Approach procedure with vertical guiadance/Approach procedure med vertikal styring
AR *	Authorization Required (in connection with RNP AR APCH)
ARC	Area Chart/Områdekort
ARO	Air Traffic Services Reporting Office/Meldekontor for lufttrafiktjeneste
ARP	Aerodrome Reference Point/Flyvepladsens referencepunkt
ARR	Arrive *or* Arrival/Ankomme eller ankomst
ASDA	Accelerate-Stop Distance Available/Accelerations-stopdistance til rådighed
ASPH	Asphalt/Asfalt
ATA	Actual Time of Arrival/Aktuelt ankomstklokkeslæt
ATC	Air Traffic Control *(in General)*/Flyvekontroltjeneste *(i almindelighed)*
ATD	Actual Time of Departure/Aktuelt afgangsklokkeslæt
ATFM	Air Traffic Flow Management

ATIS	Automatic Terminal Information Service/Automatisk terminalinformationstjeneste
ATM	Air Traffic Management/Lufttrafikledelse
ATS	Air Traffic Service/Lufttrafiktjeneste
ATTN	Attention/Opmærksomhed
AUG	August
AUW	All Up Weight/Fuldvægt
AVASIS *	Abbreviated VASIS/Afkortet VASIS
AVBL	Available *or* Availability/Disponibel *eller* til rådighed
AVGAS	Aviation Gasoline/Flyvebenzin

B

B *	ATS Airspace Classification (REF ENR 1.4)/Lufttrafiktjenesteluftrum. Klassifikation (REF ENR 1.4)
B	Blue/Blå
BA	Braking Action/Bremsevirkning
BCN	Beacon *(Aeronautical Ground Light)*/Lysfyr for luftfarten
BCST	Broadcast/Radioudsendelse
BDRY	Boundary/Grænse *eller* afgrænsning
BL *	Regulations for Civil Aviation, Denmark/Bestemmelser for civil luftfart, Danmark
BLDG	Building/Bygning
BLW	Below/Under
BRG	Bearing/Retning
BS	Commercial Broadcasting Station/Radiofonistation
BTN	Between/Imellem

C

C *	ATS Airspace Classification (REF ENR 1.4)/Lufttrafiktjenesteluftrum. Klassifikation (REF ENR 1.4)
C	Degrees Celsius (Centigrade)/Grader celsius
CAA	Civil Aviation Authority or Civil Aviation Administration/Trafikstyrelsen
CAT	Category/Kategori
CD	Candela/Candela *(Lysstyrkeenheder)*
CF	Course to a fix
CH	Channel/Kanal
CHG *	Change *or* Changed/Ret *eller* ændret
CIDIN	Common ICAO Data Interchange Network/Fælles ICAO data transmissionsnetværk
CIV	Civil/Civil
CL	Centre Line/Centerlinie
CLSD	Close *or* Closed *or* Closing/Lukke *eller* lukket *eller* lukker
CM	Centimetre/Centimeter
CNL	Cancel *or* Cancelled/Annuller *eller* annullerer *eller* annulleret
COM	Communications/Kommunikation
CONC	Concrete/Beton
COORD	Coordinates/Koordinater
COP	Change-Over Point
CRAM*	Conditional Route Availability Message
CRC	Cyclic Redundancy Check/Cyklisk Redundans Check
CS	Call Sign/Kaldesignal
CTA	Control Area/Kontrolområde
CTR	Control Zone/Kontrolzone
CWY	Clearway/Hindringsfrit stigeområde

D

D *	ATS Airspace Classification (REF ENR 1.4)/Lufttrafiktjenesteluftrum. Klassifikation (REF ENR 1.4)
D...	Danger Area *(followed by identification)*/Fareområde *(efterfulgt af nummer)*
DA *	Danish/Dansk
DA	Decision Altitude
DB *	Decibel *(noise level)*/Decibel *(støjniveau)*
DCT	Direct *(in relation to Flight Plan Clearances and Type of Approach)*/Direkte *(i relation til flyveplanklarering og indflyvningstype)*
DEC	December
DEG	Degrees/Grader
DEP	Depart *or* Departure/Afgår *eller* afgang

DER	Departure end of the runway
DEST	Destination/Bestemmelsessted
DF *	Direct to a fix
DH	Decision Height/Beslutningshøjde
DIST	Distance/Afstand
DLY	Daily/Daglig
DME	Distance Measuring Equipment/Afstandsmålingsudstyr
DMI *	Danish Meteorological Institute/Danmarks Meteorologiske Institut
DOC *	Designated Operational Coverage/Beskyttelsesområde
DOR *	Designated Operational Range/Beskyttelsesrækkevidde
DTG	Date-Time Group/Dato-tidsgruppe
DTHR	Displaced Runway Threshold/Forskudt tærskel
DUR	Duration/Varighed
DVOR	Doppler VOR

E

E *	ATS Airspace Classification (REF ENR 1.4)/Lufttrafiktjenesteluftrum. Klassifikation (REF ENR 1.4)
E	East *or* Eastern Longitude/Øst *eller* østlig længde
EAD *	European AIS Datebase/Den europæiske AIS-database
EAT	Expected Approach Time/Forventet indflyvningstidspunkt
EET	Estimated Elapsed Time/Beregnet flyvetid
EGNOS	European Geostationary Navigation Overlay Service
ELEV	Elevation/Højde over havet (kote)
ELT	Emergency Locator Transmitter/Nødradiosender
EMERG	Emergency/Nødsituation
EN *	English/Engelsk
ENE	East-North-East/Østnordøst
ENR	En Route/Undervejs
ENRC	En Route Chart *(followed by Name/Title)*/Rutekort (efterfulgt af navn/titel)
EOBT	Estimated Off-Block Time/Forventet afgangstid fra standplads
EQPT	Equipment/Udstyr
ESE	East-South-East/Østsydøst
EST	Estimate *or* Estimated *(Message Type Designator)*/Anslå *eller* anslået *(betegnelse for meddelelsestype)*
ETA	Estimated Time of Arrival/Beregnet ankomsttidspunkt
ETD	Estimated Time of Departure *or* Estimating Departure/Beregnet afgangstidspunkt
ETO	Estimated Time over Significant Point/Beregnet tidspunkt over opgivet punkt
EUM *	European-Mediterranean Region/Europa-Middelhavsregionen
EV	Every/Hver(t)
EXC	Except/Undtagen
EXER	Exercise/Øvelse
EXP	Expect *or* Expected *or* Expecting/Forvente *eller* forventet *eller* forventes

F

F *	ATS Airspace Classification (REF ENR 1.4)/Lufttrafiktjenesteluftrum. Klassifikation (REF ENR 1.4)
F	Fixed/Fast
FAC	Facilities/Anlæg
FAF	Final Approach Fix
FAL	Facilitation of International Air Transport/Bestemmelser til lettelse af den internationale luftfart
FAP	Final Approach Point
FAS	Final Approach Segment
FATO	Final Approach and Take-Off Area
FAWP *	Final Approach Waypoint
FAX	Facsimile Transmission/Telefax
FBZ *	Flight Plan Bufferzone
FEB	February/Februar
FIC	Flight Information Centre/Flyveinformationscentral
FIR	Flight Information Region/Flyveinformationsregion
FIS	Flight Information Service/Flyveinformationstjeneste
FIZ*	Flight Information Zone/Flyveinformationszone
FL	Flight Level/Flyveniveau

FLG	Flashing/Blink
FLT	Flight/Flyvning
FLW	Follow(s) *or* Following/Følger *eller* følgende
FM	From/Fra
FMS	Flow Management System
FMU	Flow Management Unit
FPAP	Flight Path Alignment Point
FPL	Flight plan/Flyveplan
FPM	Feet Per Minute/Fod pr. minut
FRA *	Free Route Airspace
FREQ	Frequency/Frekvens
FRI	Friday/Fredag
FRNG	Firing/Skydning
FT	Feet *(Dimensional Unit)*/Fod *(engelsk måleenhed)*
FTP	Fictitious Threshold Point/Fiktivt Tærskel Punkt

G

G *	ATS Airspace Classification (REF ENR 1.4)/Lufttrafiktjenesteluftrum. Klassifikation (REF ENR 1.4)
G	Green/Grøn
GCA	Ground Controlled Approach System *or* Ground Controlled Approach/System for indflyvning kontrolleret fra jorden
GEN	General/Generelt
GEO	Geographic *or* True/Retvisende
GLONASS	Global Orbiting Navigation Satellite System/Globalt omkredsende navigations-satellit-system
GLS	GBAS Landing System/GBAS landingssystem
GMC	Ground Movement Chart *(followed by Name/Title)/*Kort til rulning med luftfartøjer *(efterfulgt af navn/titel)*
GND	Ground/I forhold til jordens overflade
GNSS	Global Navigation Satellite System/Globalt navigations-satellit-system
GP	Glide Path/Glidevinkel
GPS	Global Positioning System/Globalt positioneringssystem
GRASS	Grass Landing Area/Græslandingsområde
GS	Ground Speed/Beholden fart
GUND	Geoide Undulation

H

H24	Continuous Day and Night Service/Døgntjeneste
HAPI	Helicopter Approach Path Indicator
HAL *	Horizontal Alert Limit
HEL	Helicopter/Helikopter
HF	High Frequency (3.000 to 30.000 KHZ)/Frekvenser i området 3.000-30.000 KHZ
HGT	Height *or* Height Above/Højde *eller* højde over
HIS *	Heliport Information Service/Helikopterflyvepladsinformationstjeneste
HJ	Sunrise to Sunset/Solopgang til solnedgang
HLDG	Holding/Ventemønster
HM	Holding/racetrack to a manual termination
HMR *	Helicopter Main Route/Helikopterhovedrute
HN	Sunset to Sunrise/Solnedgang til solopgang
HO	Service Available to meet Operational Requirements/Tjeneste udføres efter behov
HOL	Holiday/Helligdag
HPA	Hectopascal/Hektopascal
HR	Hours/Timer
HS	Service Available during Hours of Scheduled Operations/Tjeneste udføres i den tid regelmæssig lufttrafik finder sted
HTZ	Helicopter Traffic Zone/Helikopter trafik zone
HX	No Specific Working Hours/Tjenestetid ikke fastsat
HZ	Hertz *(Cycle per Second)*/Hertz *(periode pr. sekund)*

I

IAC	Instrument Approach Chart *(followed by Name/Title)*/Instrumentindflyvningskort *(efterfulgt af navn/titel)*
IAF	Initial Approach Fix
IALS *	Intermediate Approach Lighting System (for definition see EU air operation regulation)
IAS	Indicated Air Speed/Indikeret flyvehastighed

IAWP *	Initial Approach Waypoint
ICAO	International Civil Aviation Organization/Den Internationale Civile Luftfarts Organisation
ID	Identifier *or* Identify/Kendingssignal
IDENT	Identification/Identifikation
IF *	Initial Fix (in connection with navigation database coding)
IF	Intermediate Approach Fix
IFR	Instrument Flight Rules/Instrumentflyvereglerne
ILS	Instrument Landing System/Instrumentlandingssystem
IMC	Instrument Meteorological Conditions/Instrumentvejrforhold
INFO	Information
INOP	Inoperative/Ude af drift
INS	Inertial Navigation System/Inertinavigationssystem
INT	Intersection/Skæringspunkt
INTL	International
IWP *	Intermediate Waypoint

J

JAA *	Joint Aviation Authorities (in Europe/i Europa)
JAN	January/Januar
JAR *	Joint Aviation Requirements (in Europe/i Europa)
JRCC	Joint Rescue Coordination Center
JUL	July/Juli
JUN	June/Juni

K

KG	Kilograms/Kilogram
KHZ	Kilohertz
KM	Kilometres/Kilometer
KMH	Kilometres per Hour/Kilometer i timen
KT	Knots/Knob
KW	Kilowatts/Kilowatt

L

L	Locator (*see* LM, LO)/"Locator" (*se* LM, LO)
L *	Left/Venstre
L/MIN *	Litre per minute/Liter per minut
LAT	Latitude/Bredde *(geografisk)*
LDA	Landing Distance Available/Landingsdistance til rådighed
LDAH	Landing Distance Available, helicopter/Landingsdistance til rådighed , helikopter
LDC *	Landing Chart/Landingskort
LDG	Landing
LDI	Landing Direction Indicator/Landingsretningsviser
LF	Low Frequency (30 to 300 KHZ)/Frekvenser i området 30-300 KHZ
LGT	Light *or* Lighting/Lys *eller* belysning
LGTD	Lighted/Belyst
LIH	Light Intensity High/Belysning, høj intensitet
LIL	Light Intensity Low/Belysning, lav intensitet
LIM	Light Intensity Medium/Belysning, mellem intensitet
LM	Locator Middle/Midterste "Locator"
LO	Locator Outer/Yderste "Locator"
LOC	Localizer
LONG	Longitude/Længde *(geografisk)*
LPV	Localizer Performance with Vertical guidance
LTP	Landing Threshold Point

M

M	Mach Number *(followed by Figures)*/Machtal *(efterfulgt af cifre)*
M	Metres *(preceded by Figures)*/Meter *(ved foranstående cifre)*
MAG	Magnetic/Misvisende
MAHF	Missed Approach Holding Fix

MAHWP *	Missed Approach Holding Waypoint
MAINT	Maintenance/Vedligeholdelse
MAP	Aeronautical Maps and Charts/Luftfartskort
MAPT	Missed Approach Point
MAR	March/Marts
MATF	Missed Approach Turning Fix
MAWP *	Missed Approach Waypoint
MAX	Maximum/Maksimum
MAY	May/Maj
MEHT	Minimum Eye Height over Threshold *(for Visual Approach Slope Indicator Systems)*/Laveste øjenhøjde over banetærskel (for visuelt landingssystem angivende glidevinkel)
MET	Meteorological *or* Meteorology/Meteorologisk *eller* meteorologi
METAR	Aviation Rutine Weather Report *(in Aeronautical Meteorological Code)*/Aeronautisk rutinevejrmelding *(i aeronautisk meteorologisk kode)*
MF	Medium Frequency (300 to 3000 KHZ)/Frekvenser i området 300-3000 KHZ
MHZ	Megahertz
MIL	Military/Militær
MIN	Minutes/Minutter
MKR	Marker Radio Beacon/Markeringsradiofyr
MM	Middle Marker/Mellemste markeringsfyr for ILS
MNM	Minimum
MNPS	Minimum Navigation Performance Specifications
MOCA *	Minimum Obstruction Clearance Altitude/Minimumshøjde for hindringsfrihed
MON	Monday/Mandag
MOTNE	Meteorological Operational Telecommunications Network, Europe/Europæisk vejrtjenestes telekommunikationsnet
MPH *	Statute Miles per Hour/Engelske mil i timen
MSA	Minimum Sector Altitude/Mindste flyvehøjde i sektor
MSG	Message/Meddelelse
MSL	Mean Sea Level/Middelvandstand
MSSR *	Monopulse Secondary Surveillance Radar/Monopulse sekundær radar
MTOM	Maximum take-off mass/Maksimal tilladt startmasse
MTOW*	Maximum take-off weight/Maksimal tilladt startvægt
MUM *	MU-meter
MWO	Meteorological Watch Office/Meteorologisk vagtkontor

N

N	North *or* Northern Latitude/Nord *eller* nordlig bredde
N/A *	Not applicable/Ikke relevant
NALS *	No Approach Lighting System (for definition see EU air operation regulation)
NAT	North Atlantic/Nordatlanten
NAV	Navigation
NAVAID	Navigation aid/Navigationshjælpemiddel
NDB	Non-Directional Radio Beacon/Rundstrålende radiofyr
NE	North-East/Nordøst
NGT	Night/Nat
NIL	None *or* I have nothing to send you/Ingen *eller* jeg har intet at meddele dig
NM	Nautical Miles/Sømil
NNE	North-North-East/Nordnordøst
NNW	North-North-West/Nordnordvest
NOF	International NOTAM Office/Internationalt NOTAM-kontor
NOTAM	A Notice distributed by means of Telecommunication containing Information concerning the Establishment, Condition or Change in any Aeronautical Facility, Service, Procedure or Hazard, the Timely Knowledge of which is essential to Personnel concerned with Flight Operations/"Notice to Airmen", en meddelelse i rette tid, fordelt ved hjælp af telekommunikation, om etablering, status eller ændring af luftfartsanlæg, tjenester, procedurer eller fareaktiviteter, om hvilke kendskab er af væsentlig betydning for flyveoperationers gennemførelse
NOV	November
NR	Number/Nummer
NTL	National
NW	North-West/Nordvest

O

OAC	Oceanic Area Control Centre/Kontrolcentral for oceanområde
OBST	Obstacle/Hindring
OCA	Obstacle Clearance Altitude
OCA	Oceanic Control Area/Ocean-kontrolområde
OCC	Occulting *(Light)*/Fyr med formørkelse
OCH	Obstacle Clearance Height
OCL *	Obstacle Clearance Limit/Grænse for hindringsfrihed
OCT	October/Oktober
OFZ	Obstacle Free Zone/Hindringsfri zone
OM	Outer Marker/Yderste markeringsfyr for ILS
OPMET	Operational Meteorological (Information)/Operationel meteorologisk (information)
OPR	Operator *or* Operate *or* Operative *or* Operating *or* Operational)/Operatør *eller* operere *eller* operativ *eller* opererende *eller* operationel
OPS	Operations/Operationer
O/R	On Request/Efter anmodning

P

P...	Prohibited Area *(followed by Identification)*/Forbudt område *(efterfulgt af nummer)*
PANS	Procedures for Air Navigation Services/Fremgangsmåder for luftfartstjenester
PAPI	Precision Approach Path Indicator/Visuelt præcisionslandingssystem angivende glidevinkel
PAR	Precision Approach Radar/Præcisionsradar for landing
PATC	Precision Approach Terrain Chart *(followed by Name/Title)*/Precisionsindflyvnings terrænkort *(efterfulgt af navn/titel)*
PBN	Performance-based Navigation
PCL	Pilot-Controlled Lighting/Pilotstyret aktivering af flyvepladslys
PCN	Pavement Classification Number/Udtryk for bæreevne af bane, rullevej og forplads
PERM	Permanent
PIB	Preflight Information Bulletin/Informationsbulletin før flyvning
PJE	Parachute Jumping Exercises/Øvelser i udspring med faldskærm
PN	Prior Notice Required/Forhåndsmeddelelse kræves
PNDB *	Perceived Noise Decibel/Opfattet støjniveau
PPR	Prior Permission Required/Forhåndstilladelse kræves
PSN	Position
PSR	Primary Surveillance Radar/Primær overvågningsradar
PWS *	Present Weather Sensor/Aktuelt vejr sensor

Q

QDM	Magnetic Heading (zero wind)/Magnetisk kurs (ingen vind)
QDR	Magnetic Bearing/Magnetisk retning
QFE	Atmospheric Pressure at Aerodrome Elevation *(or at runway threshold)*/Atmosfærisk tryk ved flyvepladsens niveau *(eller ved banetærskel)*
QNH	Altimeter Sub-scale Setting to obtain Elevation when on the Ground/Højdemålerindstilling sat til visning af højde over havet når man holder på jorden

R

R	Red/Rød
R...	Restricted Area *(followed by Identification)*/Restriktionsområde *(efterfulgt af nummer)*
R *	Right/Højre
RAC	Rules of the Air and Air Traffic Services/Lufttrafikregler og lufttrafiktjeneste
RAIM	Receiver Autonomous Integrity Monitoring
RAPCON *	Radar Approach Control/Radarindflyvningskontrol
RAPM *	Runway Aiming Point Marking/Banesigtepunktmarkering
RCC	Rescue Co-ordination Centre/Redningscentral
RDAF *	Royal Danish Air Force/Det Kongelige Danske Flyvevåben
RDH	Reference Datum Height *(for ILS)*/ILS referencehøjde
RDL	Radial
REC	Receive *or* Receiver/Modtage *eller* modtager
REF	Reference to ... *or* Refer to .../Henvisende til *eller* henviser til
REP	Report *or* Reporting *or* Reporting Point)/Rapport *eller* rapporterer *eller* rapportpunkt
REQ	Request *or* Requested/Anmoder *eller* anmodes
RESA	Runway End Safety Area/Sikkerhedsområde ved baneende

RF	Constant radius arc to a fix
RGL*	Runway Guard Lights/Banebeskyttelseslys
RMK	Remark/Bemærkning
RMZ*	Radio Mandatory Zone/Obligatorisk radiozone
RNAV	Area Navigation/Områdenavigation
RNP	Required Navigation Performace/Nøjagtighedskrav til navigation
ROFOR	Route Forecast *(in Aeronautical Meteorological Code)*/Rute/Strækningsvejrudsigt *(i aeronautisk meteorologisk kode)*
RSC	Rescue Sub Centre/Redningsundercentral
RSR	En Route Surveillance Radar/Rute overvågningsradar
RTODAH	Rejected Take-Off Distance Available, helicopter/Afvist startdistance til rådighed, helikopter
RVR	Runway Visual Range/Banesynsvidde
RVSM *	Reduced Vertical Separation Minimum
RWY	Runway/Bane

S

S	South or Southern Latitude/Syd eller sydlig bredde
SAR	Search and Rescue/Eftersøgning og redning
SAT	Saturday/Lørdag
SAVS *	Semiautomatic Weatherobservation System/Semiautomatisk vejrobservations system
SBAS	Satellite-Based Augmentation System
SDF	Step Down Fix
SE	South-East/Sydøst
SEC	Seconds/Sekunder
SELCAL	Selective Calling System/Selektivt kaldesystem
SEP	September
SFC	Surface/Overflade
SFH *	Surface Friction Tester, high pressure tire
SFL *	Surface Friction Tester, low pressure tire
SID	Standard Instrument Departure/Standard instrumentudflyvning
SIF	Selective Identification Feature/Selektivt Identifikationsudstyr
SIGMET	Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations/ Oplysninger vedr. en-route vejr og andre fænomener i atmosfæren, som kan berøre luftfartøjsoperationers sikkerhed
SITA *	Société Internationale de Télécommunications Aéronautiques
SIWL	Single Isolated Wheel Load/Belastning pr. enkelthjul
SKH *	Skiddometer
SMC	Surface Movement Control
SMR	Surface Movement Radar
SNOWTAM	A special Series NOTAM notifying the presence or removal of Hazardous Conditions due to Snow, Ice, Slush or Standing Water associated with Snow, Slush and Ice on the Movement Area, by Means of a Specific Format/En særlig serie NOTAM om sne, slud, is og vandansamlinger på banen samt foranstaltninger til afhjælpning
SODAR *	Sound Detection and Ranging/Opdagelse og afstandsmåling v.h.a. lydbølger
SPECI	Aviation Selected Special Weather Report *(in Aeronautical Meteorological Code)*/Aeronautisk udvalgt særvejrmelding *(i aeronautisk meteorologisk kode)*
SPECIAL	Special Meteorological Report *(in Abbreviated Plain Language)*/Meteorologisk særmelding *(i forkortet klart sprog)*
SPL	Supplementary Flight Plan *(Message Type Designator)*/Supplerende flyveplan *(type meddelelsesbetegnelse)*
SPOC	SAR Point of Contact/SAR kontakt-sted
SR	Sunrise/Solopgang
SRA	Surveillance Radar Approach/Indflyvning baseret på overvågningsradar
SRE	Surveillance Radar Element of Precision Approach Radar System/Overvågningsradar - del af præcisionsradar for landing
SRR	Search and Rescue Region/Eftersøgnings- og redningsområde
SS	Sunset/Solnedgang
SSE	South-South-East/Sydsydøst
SSR	Secondary Surveillance Radar/Sekundær overvågningsradar
SST	Supersonic Transport/Supersonisk transportfly
SSW	South-South-West/Sydsydvest
STAR	Standard Instrument Arrival/Standard instrument anflyvning
STOL	Short Take-Off and Landing/Kort start og landing
SUN	Sunday/Søndag
SUP	Supplement *(AIP Supplement)*
SW	South-West/Sydvest
SWY	Stopway/Stopvej

T

T	True/Retvisende
TA	Transition Altitude/Gennemgangshøjde
TACAN	UHF Tactical Air Navigation System/UHF taktisk navigationssystem
TAF	Aerodrome Forecast/Lufthavnsudsigt
TAP *	Tapley-Meter
TAR	Terminal Area Surveillance Radar/Terminal-overvågningsradar
TAS	True Airspeed/Egenfart
TCH *	Threshold Crossing Height *(RNAV Approach Procedures)*/Passagehøjde af banetærskel *(RNAV- indflyvningsprocedurer)*
TDZ	Touchdown Zone/Sætningszone
TEL	Telephone/Telefon
TEMPO	Temporary *or* Temporarily/Midlertidig *eller* midlertidigt
TF	Track to Fix
TFC	Traffic/Trafik
TGL *	Temporary Guidance Leaflet
THIL *	Threshold Identification Light/Tærskel-identifikationslys
THR	Threshold/Tærskel
THU	Thursday/Torsdag
TKOF	Take-Off/Start
TLOF	Touchdown and Lift-Off Area/landings- og letteområde
TLX *	Telex
TMA	Terminal Control Area/Terminalområde
TODA	Take-Off Distance Available/Startdistance til rådighed
TODAH	Take-Off Distance Available, helicopter/Startdistance til rådighed, Helikopter
TORA	Take-Off Run Available/Startrullestrækning til rådighed
TRA *	Temporary Reserved Area/midlertidigt reserveret område
TS *	Danish Civil Aviation Authority/Trafikstyrelsen
TSA *	Temporary Segregated Area/Område til særlig træningsflyvning
TUE	Tuesday/Tirsdag
TWR	Aerodrome Control Tower *or* Aerodrome Control/Kontroltårn *eller* tårnkontrol
TWY	Taxiway/Rullevej

U

UAV *	Unmanned Aerial Vehicle/Ubemandet "Aerial Vehicle"
UFN	Until further notice/Indtil videre
UHF	Ultra High Frequency (300 to 3000 MHZ)/Frekvenser i området 300-3000 MHZ
UIR	Upper Flight Information Region/Øvre flyveinformationsregion
ULM	Ultra light motorized aircraft/Ultralet motoriseret flyvemaskine
UNL	Unlimited/Ubegrænset
U/S	Unserviceable/Ude af drift *eller* ubrugelig
USAF *	United States Air Force
UTA	Upper Control Area/Øvre kontrolområde
UTC	Coordinated Universal Time/Koordineret universaltid

V

VAC	Visual Approach Chart *(followed by Name/Title)*/Visuelt indflyvningskort *(efterfulgt af navn/titel)*
VAL *	Vertical Alert Limit
VAR	Magnetic Variation/Magnetisk misvisning
VASIS	Visual Approach Slope Indicator System/Visuelt landingssystem angivende glidevinkel
VER	Vertical/Vertikal
VFG *	VFR Flight Guide, Denmark/VFR flyvehåndbog, Danmark
VFR	Visual Flight Rules/Visuelflyvereglerne
VHF	Very High Frequency (30 to 300 MHZ)/Frekvenser i området 30-300 MHZ
VIS	Visibility/Sigtbarhed
VMC	Visual Meteorological Conditions/Visuelle vejrforhold
VNAV	Vertical Navigation
VOL	Volume (followed by I, II...)/Bind (efterfulgt af I, II...)
VOLMET	Meteorological Information for Aircraft in Flight/Meteorologiske oplysninger for luftfartøjer under flyvning
VOR	VHF Omnidirectional Radio Range/VHF retningsgivende radiofyr
VORTAC	VOR and TACAN combination/Kombineret VOR og TACAN

W

W	West *or* Western Longitude/Vest eller vestlig længde
W	White/Hvid
WAC	World Aeronautical Chart - ICAO 1:1 000 000 *(followed by Name/Title)*/ Verdenskort for luftfart - ICAO 1:1 000 000 *(efterfulgt af navn/titel)*
WBAR	Wing Bar Lights/"Wing BAR" lys
WDI	Wind Direction Indicator/Vindretningsviser
WED	Wednesday/Onsdag
WEF	With effect from *or* Effective from/Med virkning fra
WGS-84	World Geographic System-1984/Verdensgeografisk system -1984
WIP	Work In Progress/Igangværende arbejde
WNW	West-North-West/Vestnordvest
WPT	Waypoint
WRNG	Warning/Advarsel
WSW	West-South-West/Vestsydvest
WWW	Worldwide Web/Verdensomspændende netværk
WX	Weather/Vejr

X

XBAR	Crossbar *(of Approach Lighting System)*/Tværbarre *(på indflyvningslyssystem)*

Y

Y	Yellow/Gul
YCZ	Yellow Caution Zone *(Runway Lighting)*/Gul advarselszone *(banebelysning)*

GEN 2.3 Chart Symbols

1. General.

Symbols on charts produced and published by NAVIAIR are based on ICAO Annex 4, Aeronautical Charts.

The following symbols are used on the charts in AIP Faeroe Islands.

GEN 2.3 Kortsymboler

1. Generelt.

Symboler anvendt på kort udarbejdet og udgivet af NAVIAIR er baseret på ICAO Annex 4, Aeronautical Charts.

Nedenstående symboler anvendes på kortene i AIP Færøerne.

2. ATS Air Space/ATS Luftrum.



FIZ/RMZ Flight Information Zone/Radio Mandatory Zone
Flyveinformationszone/Obligatorisk Radiozone

UNL/FL 195 A

Upper/Lower Limit and Classification
Øvre/nedre grænse og klassifikation

3. Aerodromes General/Flyvepladser generelt



Civil Aerodrome
Civil flyveplads



Heliport
Helikopterflyveplads

4. Aerodrome Details and Installations/Flyveplads detaljer og installationer.



ARP. Aerodrome Reference Point
Flyveplads reference punkt



Runway, hard surface
Bane med hård overflade



Taxiways
Rulleveje



Runway Designator
Bane betegnelse

Taxiway Holding Position - Pattern A
Rullevej stopposition - mønster A



Building or large structure
Bygninger eller større strukturer



Pole, tower, spire, antenna, etc
Tårn, spir, antenne m.m



Wind Direction Indikator. Lighted
Vindretningsviser. Belyst



Barette (in lighting system)
Barette (i lyssystem)

GEN 2.4 Location Indicators

GEN 2.4 Stedindikatorer

*Note: Location indicators identified by an * cannot be addressed over the AFS/Stedindikatorer identificeret med en * kan ikke adresseres over AFS*

Encode/Omsætning til kode		Decode/Dechifrering	
Location/ Sted	**Indicator/ Indikator**	**Indicator/ Indikator**	**Location/ Sted**
FAROE ISLANDS (FIS)	EKFO	EKFA	FROÐBA
FROÐBA	EKFA	EKFO	FAROE ISLANDS (FIS)
HATTARVÍK	EKHI *	EKHI *	HATTARVÍK
KIRKJA	EKKU *	EKKU *	KIRKJA
KLAKSVÍK	EKKV *	EKKV *	KLAKSVÍK
MYKINES	EKMS *	EKMS *	MYKINES
SKÚVOY	EKSY *	EKSO *	SVÍNOY
STÓRA DÍMUN	EKSR *	EKSR *	STÓRA DÍMUN
SVÍNOY	EKSO *	EKSY *	SKÚVOY
TÓRSHAVN (MRCC)	EKTN	EKTB *	TÓRSHAVN/BODANES
TÓRSHAVN/BODANES	EKTB *	EKTN	TÓRSHAVN (MRCC)
VÁGAR	EKVG	EKVG	VÁGAR

GEN 2.5 List of Radio Navigation Aids

GEN 2.5 Liste over Radionavigationshjælpemidler

1. By Identification (E = En route, A = Aerodrome)

ID	Station	Purpose	Facility	Frequency/CH	PSN	
MF	Vagar	A	LOC 30	110.300 MHZ	62 04 03.64N	007 17 36.70W
MF	Vagar	A	DME 30	1001.000 MHZ/40x	62 03 33.76N	007 15 54.07W
MY	Myggenæs	E/A	NDB	337 KHZ	62 06 24.83N	007 35 15.63W
SF	Vagar	A	LOC 12	109.100 MHZ	62 04 06.67N	007 16 49.54W
SF	Vagar	A	DME 12	989.000 MHZ/28x	62 04 06.01N	007 16 49.56W
VG	Vagar	A	L	348 KHZ	62 02 36.06N	007 11 44.38W

2. By Station Name (E = En route, A = Aerodrome)

Station	ID	Purpose	Facility	Frequency/CH	PSN	
Myggenæs	MY	E/A	NDB	337 KHZ	62 06 24.83N	007 35 15.63W
Vagar	MF	A	LOC 30	110.300 MHZ	62 04 03.64N	007 17 36.70W
Vagar	MF	A	DME 30	1001.000 MHZ/40x	62 03 33.76N	007 15 54.07W
Vagar	SF	A	LOC 12	109.100 MHZ	62 04 06.67N	007 16 49.54W
Vagar	SF	A	DME 12	989.000 MHZ/28x	62 04 06.01N	007 16 49.56W
Vagar	VG	A	L	348 KHZ	62 02 36.06N	007 11 44.38W

GEN 2.6 Conversion Tables

GEN 2.6 Omregningstabeller

1. Distance Conversions

1. Distanceomregninger

NM to/til KM 1 NM = 1.852 KM		KM to/til NM 1 KM = 1 : 1.852 NM		FT to/til M 1 FT = 0.3048 M		M to/til FT 1 M = 1 : 0.3048 FT	
NM	**KM**	**KM**	**NM**	**FT**	**M**	**M**	**FT**
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	2.134	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1312.34
50	92.600	50	27.00	500	152.400	500	1640.42
60	111.120	60	32.40	600	182.880	600	1968.50
70	129.640	70	37.80	700	213.360	700	2296.59
80	148.160	80	43.20	800	243.840	800	2624.67
90	166.680	90	48.60	900	274.320	900	2952.76
100	185.200	100	54.00	1000	304.800	1000	3280.84
200	370.400	200	107.99	2000	609.600	2000	6561.68
300	555.600	300	161.99	3000	914.400	3000	9842.52
400	740.800	400	215.98	4000	1219.200	4000	13123.36
500	926.000	500	269.98	5000	1524.000	5000	16404.20
				6000	1828.800		
				7000	2133.600		
				8000	2438.400		
				9000	2743.200		
				10000	3048.000		

2. Arc Conversions

2. Bueomregninger

From decimal minutes of an arc to seconds of an arc/Fra decimalbueminutter til buesekunder							
MIN	**SEC**	**MIN**	**SEC**	**MIN**	**SEC**	**MIN**	**SEC**
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc/Fra buesekunder til decimalbueminutter							
SEC	**MIN**	**SEC**	**MIN**	**SEC**	**MIN**	**SEC**	**MIN**
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 2.7 Sunrise/Sunset Tables

1. General

The tables on the following pages have been produced in cooperation with Copenhagen University, Astronomical Observatory, who has made the calculations and permitted the use of these in this publication.

1.1 The times are given for the sunrise and sunset and for the beginning and end of civil twilight in Faeroe Islands, according to the Alphabetical Index for the period 2024 - 2031. For the 8 year period, the tables are calculated for 2024, which is used as a reference year. In this period the variation at a given position, at a given date, throughout the period from the reference year is negligible.

All times are UTC.

1.2 It is to be noted, that the times given for sunrise and sunset (SR/SS) are calculated for the upper edge of the sun at a horizontal refraction of 35', and that the times apply at mean sea level at the listed positions.

The times given for beginning and end of civil twilight have been calculated for an altitude of the sun of -6° as commonly used.

2. Alphabetical Index

GEN 2.7 Solopgang/solnedgangstabeller

1. Generelt

Tabellerne på de følgende sider er blevet til i samarbejde med Københavns Universitet, Astronomisk Observatorium, som har foretaget de nødvendige beregninger og med hvis tilladelse disse publiceres.

1.1 Tidspunkterne er angivet for solopgang og solnedgang og tidspunkterne for det borgerlige tusmørkes begyndelse og afslutning på Færøerne, som angivet i den Alfabetiske liste for perioden 2024 - 2031. For 8 års perioden er tabellerne beregnet for 2024, som anvendes som referenceår. I denne periode er variationen fra referenceåret ubetydelig.

Alle tidspunkter er UTC

1.2 Det bemærkes specielt, at de anførte tidspunkter for solopgang og solnedgang (SR/SS) er beregnet for solens øvre rand ved en horisontal refraktion på 35' og at de gælder ved havets overflade på de angivne positioner.

Tidspunkterne for det borgerlige tusmørkes begyndelse og afslutning er efter almindelig standard beregnet til en solhøjde på -6°.

2. Alfabetisk liste

Place/Sted	Page/Side
Vágar	GEN 2.7 - 2

Vágar
(Data REF: EKVG - Vágar PSN 62 04N 007 17W)

2024 - 2031

JAN

Day	TWIL FROM	SR	SS	TWIL TO
01	0848	0953	1512	1617
02	0848	0952	1514	1618
03	0848	0952	1516	1620
04	0847	0951	1517	1621
05	0847	0950	1519	1622
06	0846	0949	1521	1624
07	0844	0947	1523	1626
08	0844	0946	1525	1627
09	0843	0945	1528	1630
10	0842	0943	1530	1631
11	0841	0942	1532	1633
12	0840	0940	1535	1635
13	0839	0939	1537	1637
14	0837	0937	1540	1640
15	0836	0935	1542	1641
16	0834	0933	1545	1644
17	0833	0931	1547	1645
18	0831	0929	1550	1648
19	0830	0927	1553	1650
20	0828	0925	1555	1652
21	0827	0923	1558	1654
22	0825	0921	1601	1657
23	0824	0919	1604	1659
24	0821	0916	1607	1702
25	0819	0914	1609	1704
26	0818	0912	1612	1706
27	0815	0909	1615	1709
28	0814	0907	1618	1711
29	0811	0904	1621	1714
30	0809	0902	1624	1717
31	0807	0859	1627	1719

FEB

Day	TWIL FROM	SR	SS	TWIL TO
01	0804	0856	1630	1722
02	0803	0854	1633	1724
03	0800	0851	1636	1727
04	0757	0848	1639	1730
05	0756	0846	1641	1731
06	0753	0843	1644	1734
07	0750	0840	1647	1737
08	0748	0837	1650	1739
09	0745	0834	1653	1742
10	0742	0831	1656	1745
11	0741	0829	1659	1747
12	0738	0826	1702	1750
13	0735	0823	1705	1753
14	0732	0820	1708	1756
15	0730	0817	1711	1758
16	0727	0814	1714	1801
17	0724	0811	1717	1804
18	0721	0808	1719	1806
19	0719	0805	1722	1808
20	0716	0802	1725	1811
21	0713	0759	1728	1814
22	0710	0756	1731	1817
23	0706	0752	1734	1820
24	0703	0749	1737	1823
25	0701	0746	1739	1824
26	0658	0743	1742	1827
27	0655	0740	1745	1830
28	0652	0737	1748	1833
29	0649	0734	1751	1836

MAR

Day	TWIL FROM	SR	SS	TWIL TO
01	0645	0730	1754	1839
02	0642	0727	1756	1841
03	0639	0724	1759	1844
04	0637	0721	1802	1846
05	0634	0718	1805	1849
06	0630	0714	1807	1851
07	0627	0711	1810	1854
08	0624	0708	1813	1857
09	0621	0705	1816	1900
10	0618	0702	1818	1902
11	0614	0658	1821	1905
12	0611	0655	1824	1908
13	0608	0652	1826	1910
14	0605	0649	1829	1913
15	0601	0645	1832	1916
16	0558	0642	1835	1919
17	0555	0639	1837	1921
18	0552	0636	1840	1924
19	0548	0632	1843	1927
20	0545	0629	1845	1929
21	0541	0626	1848	1933
22	0537	0622	1851	1936
23	0534	0619	1853	1938
24	0531	0616	1856	1941
25	0528	0613	1859	1944
26	0524	0609	1902	1947
27	0521	0606	1904	1949
28	0518	0603	1907	1952
29	0513	0559	1910	1956
30	0510	0556	1912	1958
31	0507	0553	1915	2001

APR

Day	TWIL FROM	SR	SS	TWIL TO
01	0504	0550	1918	2004
02	0500	0546	1920	2006
03	0456	0543	1923	2010
04	0453	0540	1926	2013
05	0450	0537	1928	2015
06	0446	0533	1931	2018
07	0442	0530	1934	2022
08	0439	0527	1937	2025
09	0436	0524	1939	2027
10	0431	0520	1942	2031
11	0428	0517	1945	2034
12	0425	0514	1947	2036
13	0421	0511	1950	2040
14	0417	0507	1953	2043
15	0413	0504	1956	2047
16	0410	0501	1958	2049
17	0406	0458	2001	2053
18	0403	0455	2004	2056
19	0358	0451	2007	2100
20	0355	0448	2009	2102
21	0351	0445	2012	2106
22	0348	0442	2015	2109
23	0344	0439	2018	2113
24	0341	0436	2021	2116
25	0337	0433	2023	2119
26	0332	0429	2026	2123
27	0329	0426	2029	2126
28	0325	0423	2032	2130
29	0321	0420	2035	2134
30	0317	0417	2037	2137

MAY

Day	TWIL FROM	SR	SS	TWIL TO
01	0313	0414	2040	2141
02	0310	0411	2043	2144
03	0306	0408	2046	2148
04	0302	0405	2049	2152
05	0258	0402	2051	2155
06	0254	0359	2054	2159
07	0250	0356	2057	2203
08	0245	0353	2100	2208
09	0242	0351	2103	2212
10	0238	0348	2105	2215
11	0234	0345	2108	2219
12	0229	0342	2111	2224
13	0225	0339	2114	2228
14	0221	0337	2116	2232
15	0216	0334	2119	2237
16	0212	0331	2122	2241
17	0208	0329	2125	2246
18	0203	0326	2127	2250
19	0158	0323	2130	2255
20	0153	0321	2132	2300
21	0148	0318	2135	2305
22	0143	0316	2138	2311
23	0138	0314	2140	2316
24	0132	0311	2143	2322
25	0126	0309	2145	2328
26	0120	0307	2148	2335
27	0114	0305	2150	2341
28	0105	0302	2152	2349
29	0055	0300	2154	2359
30	0049	0258	2157	0006*
31	-----	0257	2159	-----

JUN

Day	TWIL FROM	SR	SS	TWIL TO
01	-----	0255	2201	-----
02	-----	0253	2203	-----
03	-----	0251	2205	-----
04	-----	0250	2207	-----
05	-----	0248	2209	-----
06	-----	0247	2210	-----
07	-----	0245	2212	-----
08	-----	0244	2214	-----
09	-----	0243	2215	-----
10	-----	0242	2216	-----
11	-----	0241	2218	-----
12	-----	0240	2219	-----
13	-----	0239	2220	-----
14	-----	0239	2221	-----
15	-----	0238	2222	-----
16	-----	0238	2223	-----
17	-----	0238	2223	-----
18	-----	0237	2224	-----
19	-----	0237	2224	-----
20	-----	0237	2224	-----
21	-----	0238	2224	-----
22	-----	0238	2224	-----
23	-----	0238	2224	-----
24	-----	0239	2224	-----
25	-----	0240	2224	-----
26	-----	0240	2223	-----
27	-----	0241	2223	-----
28	-----	0242	2222	-----
29	-----	0243	2221	-----
30	-----	0244	2221	-----

* Following Day/Følgende Dag

JUL					AUG					SEP				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	-----	0246	2220	-----	01	0246	0356	2113	2223	01	0431	0519	1937	2025
02	-----	0247	2218	-----	02	0250	0359	2110	2219	02	0434	0522	1934	2022
03	-----	0249	2217	-----	03	0253	0401	2107	2215	03	0437	0525	1930	2018
04	-----	0250	2216	-----	04	0258	0404	2104	2210	04	0439	0527	1927	2015
05	-----	0252	2215	-----	05	0302	0407	2101	2206	05	0443	0530	1924	2011
06	-----	0254	2213	-----	06	0305	0409	2059	2203	06	0445	0532	1920	2007
07	-----	0255	2212	-----	07	0309	0412	2056	2159	07	0448	0535	1917	2004
08	-----	0257	2210	-----	08	0313	0415	2053	2155	08	0451	0538	1914	2001
09	-----	0259	2208	-----	09	0317	0418	2050	2151	09	0454	0540	1911	1957
10	-----	0301	2206	-----	10	0319	0420	2046	2147	10	0457	0543	1907	1953
11	0040	0303	2205	0028*	11	0323	0423	2043	2143	11	0459	0545	1904	1950
12	0050	0305	2203	0018*	12	0327	0426	2040	2139	12	0502	0548	1901	1947
13	0105	0308	2201	0004*	13	0331	0429	2037	2135	13	0505	0551	1858	1944
14	0114	0310	2159	2355	14	0334	0431	2034	2131	14	0508	0553	1854	1939
15	0122	0312	2156	2346	15	0337	0434	2031	2128	15	0511	0556	1851	1936
16	0129	0315	2154	2340	16	0341	0437	2028	2124	16	0513	0558	1848	1933
17	0135	0317	2152	2334	17	0344	0439	2025	2120	17	0516	0601	1844	1929
18	0141	0319	2150	2328	18	0347	0442	2022	2117	18	0519	0604	1841	1926
19	0147	0322	2147	2322	19	0351	0445	2019	2113	19	0521	0606	1838	1923
20	0152	0324	2145	2317	20	0353	0447	2015	2109	20	0524	0609	1835	1920
21	0157	0327	2142	2312	21	0357	0450	2012	2105	21	0526	0611	1831	1916
22	0202	0329	2140	2307	22	0400	0453	2009	2102	22	0530	0614	1828	1912
23	0207	0332	2137	2302	23	0404	0456	2006	2058	23	0532	0616	1825	1909
24	0212	0335	2135	2258	24	0406	0458	2003	2055	24	0535	0619	1821	1905
25	0216	0337	2132	2253	25	0410	0501	1959	2050	25	0538	0622	1818	1902
26	0221	0340	2130	2249	26	0413	0504	1956	2047	26	0540	0624	1815	1859
27	0225	0342	2127	2244	27	0416	0506	1953	2043	27	0543	0627	1812	1856
28	0229	0345	2124	2240	28	0419	0509	1950	2040	28	0545	0629	1808	1852
29	0234	0348	2121	2235	29	0421	0511	1947	2037	29	0548	0632	1805	1849
30	0237	0350	2119	2232	30	0425	0514	1943	2032	30	0551	0635	1802	1846
31	0242	0353	2116	2227	31	0428	0517	1940	2029					

OCT					NOV					DEC				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0553	0637	1759	1843	01	0713	0802	1622	1711	01	0823	0924	1512	1613
02	0556	0640	1755	1839	02	0716	0805	1619	1708	02	0824	0926	1511	1613
03	0559	0643	1752	1836	03	0718	0808	1616	1706	03	0827	0929	1509	1611
04	0601	0645	1749	1833	04	0721	0811	1614	1704	04	0829	0931	1508	1610
05	0604	0648	1746	1830	05	0724	0814	1611	1701	05	0830	0933	1507	1610
06	0606	0650	1742	1826	06	0726	0817	1608	1659	06	0832	0935	1506	1609
07	0609	0653	1739	1823	07	0728	0819	1605	1656	07	0834	0937	1505	1608
08	0612	0656	1736	1820	08	0731	0822	1603	1654	08	0834	0938	1504	1608
09	0613	0658	1733	1818	09	0733	0825	1600	1652	09	0836	0940	1503	1607
10	0616	0701	1730	1815	10	0736	0828	1557	1649	10	0838	0942	1502	1606
11	0619	0704	1726	1811	11	0739	0831	1555	1647	11	0838	0943	1501	1606
12	0622	0707	1723	1808	12	0741	0834	1552	1645	12	0840	0945	1501	1606
13	0624	0709	1720	1805	13	0744	0837	1550	1643	13	0841	0946	1500	1605
14	0627	0712	1717	1802	14	0745	0839	1547	1641	14	0843	0948	1500	1605
15	0630	0715	1714	1759	15	0748	0842	1545	1639	15	0843	0949	1500	1606
16	0632	0717	1711	1756	16	0751	0845	1542	1636	16	0844	0950	1500	1606
17	0634	0720	1707	1753	17	0753	0848	1540	1635	17	0845	0951	1500	1606
18	0637	0723	1704	1750	18	0756	0851	1537	1632	18	0846	0952	1500	1606
19	0640	0726	1701	1747	19	0757	0853	1535	1631	19	0847	0953	1500	1606
20	0642	0728	1658	1744	20	0800	0856	1533	1629	20	0847	0953	1501	1607
21	0645	0731	1655	1741	21	0802	0859	1531	1628	21	0848	0954	1501	1607
22	0648	0734	1652	1738	22	0805	0902	1529	1626	22	0848	0954	1502	1608
23	0650	0737	1649	1736	23	0806	0904	1526	1624	23	0849	0955	1502	1608
24	0653	0740	1646	1733	24	0809	0907	1524	1622	24	0849	0955	1503	1609
25	0655	0742	1643	1730	25	0811	0909	1522	1620	25	0849	0955	1504	1610
26	0658	0745	1640	1727	26	0813	0912	1521	1620	26	0849	0955	1505	1611
27	0700	0748	1637	1725	27	0815	0914	1519	1618	27	0849	0955	1506	1612
28	0703	0751	1634	1722	28	0817	0917	1517	1617	28	0850	0955	1507	1612
29	0706	0754	1631	1719	29	0819	0919	1515	1615	29	0849	0954	1509	1614
30	0709	0757	1628	1716	30	0821	0922	1514	1615	30	0849	0954	1510	1615
31	0710	0759	1625	1714						31	0848	0953	1512	1617

* Following Day/Følgende Dag

GEN 3 SERVICES

GEN 3.1 Aeronautical Information Services

1. Organisation of AIM

1.1 The Aeronautical Information Service (AIS) is a service within the Aeronautical Information Management (AIM), which is provided by Naviair on behalf of the Danish CAA. AIM consists of an AIM Headquarter and an international NOTAM office (NOF).

1.2 AIM Headquarters:

NAVIAIR
Aeronautical Information Management (AIM)
Naviair Allé 1
DK-2770 Kastrup
Denmark

TEL:	+45 3247 8221
E-mail:	aim@naviair.dk
Internet:	https://aim.naviair.dk
Opening hours:	Weekdays, during normal office hours.

1.3 International NOTAM Office (NOF):

AIS Briefing Naviair
Naviair Allé 1
DK-2770 Kastrup
Denmark

TEL:	+45 32 47 82 72
E-mail:	fpc@naviair.dk
Internet:	http://briefing.naviair.dk
AFS:	EKCHYNYX
Opening hours:	H24

1.4 Applicable ICAO documents

The services are provided in accordance with the Standards and Recommended Practices provided in the following ICAO documents:

Annex 4	Aeronautical Charts
Annex 15	Aeronautical Information Services
DOC 8126	Aeronautical Information Services Manual
DOC 8400	ICAO Abbreviations and Codes
DOC 8697	Aeronautical Chart Manual
DOC 9674	World Geodetic System - 1984 (WGS-84) Manual

Differences from the International Standards and Recommended Practices are detailed in GEN 1.7.

2. Area of Responsibility

The Aeronautical Information Management (AIM) is responsible for the collection and dissemination of information for the entire territory of the Faroe Islands and for the airspace over the high seas encompassed by Vagar FIZ.

3. Aeronautical Publications

3.1 The information is provided by the issuance of Aeronautical Publications in the form of the Integrated Aeronautical Information Package.

The Integrated Aeronautical Information Package consists of:

- AIP Faroe Islands
- Amendment Service to the AIP
- Supplement to the AIP
- NOTAM
- Aeronautical Information Circulars (AIC)
- Checklist of valid NOTAM and list of latest issued publications

The elements of the package are distributed on the internet. The Internet address is: https://aim.naiviar.dk or https://www.ead.eurocontrol.int/ NOTAM are issued via the Aeronautical Fixed Service (AFS).

GEN 3 TJENESTER

GEN 3.1 Luftfartsinformationstjenester

1. Organisition af AIM

1.1 Luftfartsinformationstjenesten (AIS er en tjeneste indeholdt i Luftfartsinformationsledelsen (AIM), som bliver leveret af Naviair på vegne af Trafikstyrelsen. AIM består af et AIM hovedkontor og et internationalt NOTAM kontor (NOF).

1.2 AIM hovedkontor:

NAVIAIR
Luftfartsinformationsledelsen (AIM)
Naviair Allé 1
2770 Kastrup

TEL:	3247 8221
E-mail:	aim@naviair.dk
Internet:	https://aim.naviair.dk
Åbningstider:	Hverdage, i normal kontoråbningstid

1.3 Internationalt NOTAM kontor (NOF):

AIS Briefing NAVIAIR
Naviair Allé 1
2770 Kastrup
Danmark

TEL:	32 47 82 72
E-mail:	fpc@naviair.dk
Internet:	http://briefing.naviair.dk
AFS:	EKCHYNYX
Åbningstider:	H24

1.4 Gældende ICAO dokumenter

Tjenesterne udøves i overensstemmelse med de standarder og anbefalede fremgangsmåder angivet i følgende ICAO dokumenter:

Annex 4	Aeronautical Charts
Annex 15	Aeronautical Information Services
DOC 8126	Aeronautical Information Services Manual
DOC 8400	ICAO Abbreviations and Codes
DOC 8697	Aeronautical Chart Manual
DOC 9674	World Geodetic System - 1984 (WGS-84) Manual

Afvigelser fra internationale standarder og anbefalede fremgangsmåder er beskrevet i GEN 1.7.

2. Ansvarsområde

Luftfartsinformationsledelsen (AIM) er ansvarlig for indsamling og udbredelse af information for hele det færøske territorium, samt luftrummet over internationalt farvand i området omfattet af Vagar FIZ.

3. Luftfartspublikationer

3.1 Informationsformidlingen udøves ved udgivelse af luftfartspublikationer i form af den Integrerede luftfartsinformationspakke.

Den integrerede luftfartsinformationspakke består af:

- AIP Færøerne
- Rettelsestjeneste til AIP
- Supplement til AIP
- NOTAM
- Aeronautical Information Circulars (AIC)
- Kontrollister over gældende NOTAM og liste over seneste udsendte publikationer

Elementerne i pakken distribueres via internettet. Internet adressen er: https://aim.naiviar.dk eller https://www.ead.eurocontrol.int/ NOTAM udsendes via luftfartens faste telekommunikationsnet (AFS).

3.2 AIP Faroe Islands

AIP Faroe Islands is a basic document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration changes essential for air navigation, with bilingual text (English and Danish) for use by international and national operations whether the flight is a commercial or a private flight.

3.3 Amendment Service to the AIP

Amendments Service to the AIP are made by means of replacement sheets using AIP AIRAC Amendment (AIP AIRAC AMDT) issued in accordance with the AIRAC system which incorporates operationally significant permanent changes to the AIP on the indicated AIRAC effective dates. AIP AIRAC AMDT also contains information usually published by AMDT, as AMDT are not published in Faroe Islands.

A brief description of the AIP subjects affected by the amendment is given on the amendment cover sheet. New information on the reprinted pages is annotated in the left margin (or immediately to the left of the change) by a vertical line.

Each AIP page and each page introduced by an AIP AIRAC AMDT, including the amendment cover sheet, are dated. The publication date and the AIRAC effective date is stated. Each cover sheet includes references to NOTAM, AIC and SUP, if any, which have been incorporated in the AIP.

Each AIP AIRAC AMDT are allocated separate serial numbers which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AIRAC AMDT 03/18.

3.4 Supplement to the AIP

Temporary changes of long duration (three months or longer) and information of short duration which consists of extensive text and/or graphics and supplementing the permanent information contained in the AIP, are published as Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC SUP.

Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. AIP SUP 01/18; AIP AIRAC SUP 01/18.

An AIP Supplement is kept in the AIP as long as some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Furthermore a NOTAM will be used to activate the supplement.

3.5 NOTAM

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations.

NOTAM is prepared in accordance with ICAO Annex 15.

NOTAM is issued for Vágar FIZ and consists of 2 series, identified by the letters E and S.

Series E:

- The aerodrome EKVG.
- Other conditions of importance for aviation.

Series S (SNOWTAM):

- Information concerning snow, slush, ice or standing water associated with snow, and slush and ice in the movement areas.

  SNOWTAM are prepared in accordance with ICAO Annex 15, Appendix 2, and are issued by the individual aerodrome directly, with separate serial numbers. Details are given in the Snow Plan in the Aerodrome (AD) part. SNOWTAM is numbered succesively beginning each snowseason with number 1.

NOTAM is numbered succesively beginning each year with number 1 from 1 JAN. The last two digits of the year is part of the number, e.g. NOTAM E 0001/01.

3.6 Aeronautical Information Circular (AIC)

3.2 AIP Færøerne

AIP Færøerne er et basisdokument, der primært skal opfylde internationale krav til udveksling af permanente flyinformationer og langvarige ændringer, der er væsentlige for luftfart. Det udgives kun i ét bind, i to-sproget version (engelsk og dansk) til anvendelse for international og national flyvning, hvad enten denne udføres kommercielt eller privat.

3.3 Rettelsestjeneste til AIP

Rettelsestjeneste til AIP sker ved løsblade ved brug af AIP AIRAC Amendment (AIP AIRAC AMDT) udstedt i overensstemmelse med AIRAC systemet, som indføjer operationelt vigtige, permanente ændringer i AIP på ikrafttrædelsesdatoen (AIRAC effective date). AIP AIRAC AMDT indeholder også informationer som normalt publiceres med AMDT, da AMDT ikke publiceres i Færøerne.

En kort beskrivelse af de emner i AIP der påvirkes af rettelsen gives på rettelsesforbladet. Ny information indeholdt på de genoptrykte sider er beskrevet i marginen (eller lige ved siden af ændringen) med en lodret linie.

Hver AIP side, og hver side introduceret ved en AIP AIRAC AMDT, inklusive rettelsesforbladet, er dateret. Publikationsdatoen er angivet og ikrafttrædelsesdatoen for en AIRAC AMDT er angivet. Hvert rettelsesforblad indeholder henvisninger til NOTAM, AIC og SUP, såfremt nogen disse er blevet inkorporeret i rettelsen

Hver AIRAC AMDT er tildelt særskilte serienumre som er fortløbende og baseret på kalenderåret. Årstallet, angivet ved to cifre, er en del af rettelsens serienummer, f.eks. AIP AIRAC AMDT 03/18.

3.4 Supplement til AIP

Midlertidige ændringer af langvarig karakter (tre måneder og mere) og informationer med kort gyldighedstid som består af omfattende tekst og/eller grafik og som supplerer de permanente informationer i AIP, udsendes som supplementer (AIP SUP). Operationelt vigtige, midlertidige ændringer til AIP publiceres i henhold til AIRAC systemet og dets etablerede ikrafttrædelses-datoer, og er tydeligt identificeret ved forkortelsen AIRAC SUP.

Hvert AIP supplement (almindelig eller AIRAC) er tildelt et serienummer som er fortløbende og baseret på kalenderåret, f.eks. AIP SUP 01/18; AIP AIRAC SUP 01/18.

Et AIP supplement beholdes i AIP så længe dets indhold eller dele heraf er gyldigt. Gyldighedsperioden for informationerne indeholdt i AIP supplementet vil normalt være angivet på selve supplementet. Yderligere vil en NOTAM blive brugt til at aktivere supplementet.

3.5 NOTAM

NOTAM indeholder information vedrørende etablering, tilstand eller ændring ved enhver luftfartsfacilitet, tjeneste, procedure eller fare, hvorom betimelig viden er nødvendig for personale beskæftiget med flyveoperationer.

NOTAM udarbejdes i henhold til ICAO Annex 15.

NOTAM udsendes for Vágar FIZ og er opdelt i 2 serier, identificeret ved bogstaverne E og S.

Serie E:

- Lufthavnen EKVG.
- Andre forhold af vigtighed for flyvning.

Serie S (SNOWTAM):

- Informationer vedrørende sne, snesjap, is eller vand i forbindelse med sne, og snesjap og is på manøvreområdet.

  SNOWTAM udfærdiges i henhold til ICAO Annex 15, Appendix 2, og udsendes direkte af de enkelte lufthavne, med individuelle serienumre. Detaljer er givet i Sneplan i Aerodrome (AD) afsnittet. SNOWTAM nummereres fortløbende begyndende med nr.1 når snesæsonen starter.

NOTAM nummereres fortløbende begyndende med nr. 1 hver den 1 JAN. Årstallets to sidste cifre indgår som en del af nummeret, f.eks. NOTAM E 0001/01.

3.6 "Aeronautical Information Circular" (AIC)

AIC contains

- long-term forecasts about major change in legislation, regulations, procedures and facilities.
- information of explanatory or advisory nature affecting flight safety.
- information concerning administrative matters.

AIC are issued in two series, A and B.

- AIC Series A contains information affecting both international and national aviation.
- AIC Series B contains information affecting national aviation only (in Danish).

Each AIC is numbered consecutively within each series on a calendar year basis. The year indicated by two digits is a part of the serial number of the AIC, e.g. AIC A 1/01; AIC B 1/01.

3.7 Checklist of valid NOTAM and list of latest issued publications

A checklist of valid NOTAM is not issued for the Faroe Islands.

A list of latest publications is issued via AFS, when the publications are mailed.

4. AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., changes will - whenever possible - be issued on predetermined dates according to the AIRAC SYSTEM.

This type of information will be published as an AIP AIRAC AMDT or an AIP AIRAC SUP. If an AIRAC AMDT or a SUP cannot be produced due to lack of time, NOTAM will be issued. Such NOTAM will as soon as possible be replaced by an AIRAC AMDT or a SUP.

The table overleaf indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received not later than 28 days, and for major changes not later than 56 days, before the effective date.

Notification about AIRAC AMDT will be issued by NOTAM not later than 28 days before the effective date concerned.

AIC indeholder

- forudgående information om større ændringer i lovgivning, bestemmelser, procedurer og faciliteter.
- information af forklarende og rådgivningsmæssig art, som kan påvirke flyvesikkerheden.
- information om administrative forhold.

AIC udsendes i to serier, A og B.

- AIC Serie A indeholder informationer med virkning for både international og national luftfart.
- AIC Serie B indeholder informationer med virkning udelukkende for national luftfart.

Hver AIC er nummereret fortløbende inden for hver serie på basis af et kalenderår. Året er angivet ved to cifre og er en del af serienumret, f.eks. AIC A 1/01; AIC B 1/01.

3.7 Kontrolliste over gældende NOTAM og liste over senest udsendte publikationer

En kontrolliste over gældende NOTAM udsendes ikke for Færøerne.

En liste over seneste publikationer udsendes via AFS, når disse er afsendt.

4. AIRAC systemet

4.1 Større operationelt væsentlige ændringer, der medfører rettelser til flyvekort, rutehåndbøger og lignende, udsendes, såfremt det er muligt, på forud fastsatte datoer i overensstemmelse med AIRAC-systemet.

Disse informationer vil blive publiceret som en AIP AIRAC AMDT eller en AIP AIRAC SUP. Hvis en AIRAC AMDT eller SUP ikke kan produceres på grund af tidsnød, vil en NOTAM blive udsendt. En sådan NOTAM vil snarest blive efterfulgt af en AIRAC AMDT eller SUP.

Omstående tabel angiver AIRAC ikrafttrædelsesdatoer for de kommende år. AIRAC informationer vil blive udsendt således at informationen vil kunne være brugeren i hænde senest 28 dage før ikrafttrædelsesdatoen, og for større ændringer senest 56 dage før.

Notifikation om AIRAC AMDT sendes via NOTAM senest 28 dage før ikrafttrædelsesdagen.

Schedule of AIRAC Effective Dates / Kalender for AIRAC ikrafttrædelsesdatoer

AIRAC Dates 2025	AIRAC Dates 2026	AIRAC Dates 2027	AIRAC Dates 2028
Effective Date	Effective Date	Effective Date	Effective Date
23 JAN	22 JAN	21 JAN	20 JAN
20 FEB	19 FEB	18 FEB	17 FEB
20 MAR	19 MAR	18 MAR	16 MAR
17 APR	16 APR	15 APR	13 APR
15 MAY	14 MAY	13 MAY	11 MAJ
12 JUN	11 JUN	10 JUN	08 JUN
10 JUL	09 JUL	08 JUL	06 JUL
07 AUG	06 AUG	05 AUG	03 AUG
04 SEP	03 SEP	02 SEP	31 AUG
02 OCT	01 OCT	30 SEP	28 SEP
30 OCT	29 OCT	28 OCT	26 OCT
27 NOV	26 NOV	25 NOV	23 NOV
25 DEC	24 DEC	23 DEC	21 DEC

5. Pre-flight Information Service at Aerodromes and Heliports

5.1 Preflight publications are available at aerodromes and heliports as detailed below.

5. "Pre-flight" informationstjeneste på flyvepladser og helikopterflyvepladser

5.1 Publikationer til planlægning af flyvning er til rådighed på flyvepladser og helikopterflyvepladser som angivet nedenfor.

Airport/Heliport/ Flyveplads/Helikopterflyveplads	Publications from/ Publikationer fra
Vágar EKVG	Denmark, Faroe Islands, Greenland

6. Languages used by AIS

6.1 The language used by Danish AIS-units are English and Danish.

6.2 Information received by AIM or any AIS-unit in other languages, will not be translated to English or Danish, but will be presented in the original language.

6. Sprog brugt af AIS

6.1 Sprog brugt af danske AIS-enheder er engelsk og dansk.

6.2 Information modtaget af AIM eller en hvilken som helst AIS-enhed, på sprog andet end engelsk eller dansk, vil ikke blive oversat men vil blive præsenteret på originalsproget.

GEN 3.2 Aeronautical Charts

1. Responsible service

1.1 The Aeronautical Information Management (AIM) NAVIAIR is responsible for the production of aeronautical charts for use by all types of civil aviation operations.

1.2 Applicable ICAO documents

The charts are produced in accordance with the Standards and Recommended Practices provided in ICAO Annex 4 Aeronautical Charts.

Differences from the International Standards and Recommended Practices are detailed in GEN 1.7.

2. Maintenance of charts

2.1 Aeronautical charts contained in or supplied with the AIP are kept up to date by amendments to the AIP.

2.2 Incorrect information of operational significance detected on published charts is corrected by NOTAM followed by an AIP amendment.

3. Purchase arrangements

3.1 Aeronautical Chart - ICAO ANC 1:250 000 Faroe Islands may be obtained from:

AEROpartner Scandinavia ApS
Lufthavnsvej 28
DK-4000 Roskilde
Denmark

TEL: +45 32 202 202
Internet: https://aeropartner.dk
E-mail: shop@aeropartner.dk

4. Aeronautical Chart Series available

4.1 The series of aeronautical charts listed below are produced and included in AIP Faeroe Islands:

a. Aerodrome Chart - ICAO (ADC)
b. Aircraft Parking/Docking Chart - ICAO (APDC)
c. Aerodrome Obstacle Chart - ICAO Type A (AOC - A)
d. Standard Arrival/Departure Chart - Visual (VFR ARR/DEP)
e. Instrument Approach Chart - ICAO (IAC)
f. Visual Approach Chart - ICAO (VAC)
g. Landing Chart (LDC)

Note: Charts a-g only available online via aim.naviair.dk

GEN 3.2 Luftfartskort

1. Ansvarlig tjeneste

1.1 Luftfartsinformationsledelsen (AIM) NAVIAIR er ansvarlig for produktionen af diverse typer luftfartskort til brug for alle typer af civile luftfartsoperationer.

1.3 Gældende ICAO dokumenter

Kortene produceres i overensstemmelse med de standarder og anbefalede fremgangsmåder angivet i ICAO Annex 4 Aeronautical Charts.

Afvigelser fra internationale standarder og anbefalede fremgangsmåder er beskrevet i GEN 1.7.

2. Kortenes vedligehold

2.1 Luftfartskort der er indeholdt i eller leveret sammen med AIP opdateres ved hjælp af rettelser til AIP.

2.2 Forkerte informationer af operationel betydning, der findes i publicerede kort rettes ved udsendelse af NOTAM fulgt af en rettelse til AIP.

3. Erhvervelse af kort

3.1 Aeronautical Chart - ICAO ANC 1:250 000 Faroe Islands kan erhverves hos:

AEROpartner Scandinavia ApS
Lufthavnsvej 28
4000 Roskilde

TEL: 32 202 202
Internet: https://aeropartner.dk
E-post: shop@aeropartner.dk

4. Luftfartskort til rådighed

4.1 Følgende serier luftfartskort produceres til og er indeholdt i AIP Færøerne:

a. Aerodrome Chart - ICAO (ADC)
b. Aircraft Parking/Docking Chart - ICAO (APDC)
c. Aerodrome Obstacle Chart - ICAO Type A (AOC - A)
d. Standard Arrival/Departure Chart - Visual (VFR ARR/DEP)
e. Instrument Approach Chart - ICAO (IAC)
f. Visual Approach Chart - ICAO (VAC)
g. Landing Chart (LDC)

Note: Kortene a-g er kun tilgængelig online via aim.naviair.dk

GEN 3.3 Air Traffic Services

1. Responsible Service

1.1 NAVIAIR is the provider of Air Traffic Services in the Faroe Islands.

1.2 Postal address:

NAVIAIR
Naviair Allé 1
DK-2770 Kastrup
Denmark

TEL: +45 32 47 80 00
AFS: EKDKZRZX
E-mail: naviair@naviair.dk

1.3 Applicable ICAO documents

Air Traffic Services are provided in accordance with the Standards and Recommended Practices provided in the following ICAO documents.

Annex 11 Air Traffic Services.

Differences from the International Standards and Recommended Practices are detailed in GEN 1.7.

2. Area of Responsibility

2.1 NAVIAIR is responsible for the provision of Air Traffic Services within Vágar FIZ, located within Reykjavík FIR.

3. Types of services

3.1 Air Traffic Service is organized in accordance with ICAO Annex 11, Air Traffic Services.

Detailed information about the Air Space Organization are given in ENR 2.

In connection with certain aerodromes, Flight Information Zones (FIZ) are established, within which Aerodrome Flight Information Service (AFIS) is provided.

Detailed information about FIZ and AFIS are given in ENR 1.1.

Note: FIZ is also designated as Radio Mandatory Zones (RMZ), with reference to BL 7-5.

4. Coordination Between Operator and ATS

4.1 Co-ordination between operators and the Air Traffic Services is carried out in accordance with para. 2.12 in ICAO Annex 11 and para 2.1.1.4 and 2.1.1.5 of the PANS-RAC, Part VIII (DOC 4444-RAC/501).

5. ATS Units Address list

GEN 3.3 Lufttrafiktjenester

1. Ansvarlig tjeneste

1.1 NAVIAIR er ansvarlig for udøvelse af lufttrafiktjeneste på Færøerne.

1.2 Postadresse:

NAVIAIR
Naviair Allé 1
2770 Kastrup

TEL: 32 47 80 00
AFS: EKDKZRZX
E-post: naviair@naviair.dk

1.3 Gældende ICAO dokumenter

Lufttrafiktjenesterne udøves i overensstemmelse med de standarder og anbefalede fremgangsmåder angivet i efterfølgende ICAO dokumenter.

Annex 11 Air Traffic Services.

Afvigelser fra internationale standarder og anbefalede fremgangsmåder er beskrevet i GEN 1.7.

2. Ansvarsområde

2.1 NAVIAIR er ansvarlig for ydelse af lufttrafiktjeneste indenfor Vágar FIZ, der er beliggende i Reykjavík FIR.

3. Typer af tjenester

3.1 Lufttrafiktjeneste er organiseret i overensstemmelse med ICAO Annex 11, Air Traffic Services.

Detaljerede oplysninger om luftrummets organisation er angivet i ENR 2.

I forbindelse med visse flyvepladser er der oprettet Flyveinformationszoner (FIZ), inden for hvilke der udøves Flyvepladsinformationstjeneste (AFIS).

Detaljerede oplysninger om FIZ og AFIS fremgår af ENR 1.1.

Note: FIZ er designeret som Obligatorisk radiozone, med reference til BL 7-5.

4. Koordination mellem operatør og ATS

4.1 Koordination mellem operatører og lufttrafiktjenester udføres i overensstemmelse med 2.12 i ICAO Annex 11, og 2.1.1.4 og 2.1.1.5 i VIII del af PANS-RAC (DOC 4444-RAC/501).

5. ATS enheders Adresse liste

Unit/Enhed	Postal Address/Postadresse	TEL/FAX/AFS/E-mail
Vágar FIS	Vágar Airport FO-380 Sørvágur Faroe Islands	TEL: +298 35 44 50 FAX: +298 35 44 51 AFS: EKFOZIZX E-mail: ekvg@naviair.dk
Vágar AFIS	Vágar Airport FO-380 Sørvágur Faroe Islands	TEL: +298 35 44 50 FAX: +298 35 44 51 AFS: EKVGYOYX E-mail: ekvg@naviair.dk

GEN 3.4 Communication Services

1. Responsible Service

1.1 The unit responsible for Communication Services and Navigation Facilities in the Faeroe Islands is Vágar Airport.

1.2 Postal address:

Vága Floghavn
FO-380 Sørvágur
Faroe Islands
TEL: +298 35 44 00
FAX: +298 35 44 01
E-mail: fae@fae.fo

1.3 Applicable ICAO documents

The services are provided in accordance with the Standards and Recommended Practices provided in the following ICAO documents

Annex 10	Aeronautical Telecommunications
DOC 7030	Regional Supplementary Procedures (COM procedures for the NAT-Region)
DOC 7910	Location Indicators
DOC 8400	ICAO Abbreviations and Codes
DOC 8585	Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services

Differences from the International Standards and Recommended Practices are detailed in GEN 1.7.

2. Area of Responsibility

2.1 Arrangements for communication and navigation services should be made or coordinated with the Air Navigation Services.

Responsibility for the day-to-day operation of these services is delegated to the local operational managements.

2.2 Enquiries, suggestions or complaints regarding any telecommunication service should be referred to the local operational managements or to the Air Navigation Services.

3. Types of Service

3.1 Radio navigation service

The following types of radio navigation facilities are available:

- LF/MF Non-directional Radio Beacon (NDB)
- Instrument Landing System (ILS)
- Distance Measuring Equipment (DME)

3.1.1 The coverage given for NDB's in AD 2, AD 3 and AD 4 is subject to reservations. Substantial variations may occur due to the special topographical conditions.

3.1.2 The coordinates listed in AD 2, AD 3 and AD 4 refer to the transmitting antenna.

3.2 Mobile Service

3.2.1 The ATS units will maintain a continuous watch on the stated frequencies during the published hours of service, unless otherwise notified.

3.2.2 An aircraft should normally communicate with the ATS unit serving the area in which the aircraft is flying.

3.2.3 Aircraft should maintain continuous watch on the frequency given by the ATS-unit, and should not abandon watch, except in an emergency, without informing the ATS-unit.

3.2.4 For ATS units, frequencies and hours of service, see section AD 2, AD 3 and AD 4. More coordinates indicate that extended range has been established by remote-operated transmitters (Receivers).

3.3 Fixed Service

3.3.1 Messages to be transmitted via Aeronautical Fixed Service (AFS) are accepted only if they satisfy the requirements of

- Annex 10, VOL. II, Chapter 3.3.3, and
- are prepared in the form specified in Annex 10, and
- the text of an individual message does not exceed 200 groups.

3.3.2 Class "B" traffic (General Aircraft Operating Agency Messages) is not accepted for transmission.

3.3.3 Vágar is connected to København (EKCH).

GEN 3.4 Kommunikationstjenester

1. Ansvarlig tjeneste

1.1 Den ansvarlige enhed for kommunikationstjeneste og navigationshjælpemidler på Færøerne er Vágar Lufthavn.

1.2 Postadresse:

Vága Floghavn
FO-380 Sørvágur
Færøerne
TEL: 35 44 00
FAX: 35 44 01
E-mail: fae@fae.fo

1.3 Gældende ICAO dokumenter

Tjenesterne udøves i overensstemmelse med de standarder og anbefalede fremgangsmåder angivet i efterfølgende ICAO dokumenter.

Annex 10	Aeronautical Telecommunications
DOC 7030	Regional Supplementary Procedures (COM procedures for NAT-regionen)
DOC 7910	Location Indicators
DOC 8400	ICAO Abbreviations and Codes
DOC 8585	Designators for Aircraft Operating Agencies, Authorities and Services

Afvigelser fra internationale standarder og anbefalede fremgangsmåder er beskrevet i GEN 1.7.

2. Ansvarsområde

2.1 Aftaler om kommunikations- og navigationstjenester træffes med eller koordineres af flyvesikringstjenesten.

Ansvaret for tjenesternes daglige udførelse er overdraget til de lokale driftsledelser.

2.2 Forespørgsler, forslag og klager vedrørende enhver form for kommunikationstjeneste rettes til den lokale driftsledelse eller til flyvesikringstjenesten.

3. Tjenestetyper

3.1 Radionavigationstjeneste

Følgende navigationshjælpemidler er til rådighed:

- LF/MF-Radiofyr, rundstrålende (NDB)
- Instrumentlandingssystem (ILS)
- Afstandsmåleudstyr (DME)

3.1.1 Den for radiofyrene angivne rækkevidde i AD 2, AD 3 og AD 4 skal tages med forbehold. Store variationer forekommer på grund af de særlige topografiske forhold.

3.1.2 De angivne koordinater i AD 2, AD 3 og AD 4 refererer til senderantennen.

3.2 Mobil tjeneste

3.2.1 ATS-enhederne opretholder uafbrudt lyttevagt på de opgivne frekvenser i den offentliggjorte tjenestetid med mindre andet er angivet.

3.2.2 Et luftfartøj skal normalt holde forbindelse med den ATS-enhed, som betjener det luftrum hvori luftfartøjet befinder sig.

3.2.3 Luftfartøjet skal opretholde uafbrudt lyttevagt på en frekvens angivet af ATS-enheden, og må ikke afbryde lyttevagten, undtagen i en nødsituation, uden forud at have informeret ATS-enheden herom.

3.2.4 Angående ATS-enheder, frekvenser og tjenestetider se afsnit AD 2, AD 3 og AD 4. Flere koordinater angiver, at der er etableret fremskudte, fjernstyrede sendere (modtagere).

3.3 Fast tjeneste

3.3.1 Meldinger til forsendelse over luftfartens faste telekommunikationsnet (AFS) befordres kun såfremt de opfylder kravene givet i

- Annex 10, VOL. 2, Chapter 3.3.3, og
- er udformet, som angivet i Annex 10, og
- indeholder MAX 200 ord/grupper i teksten.

3.3.2 Klasse B-trafik ("General Aircraft Operating Agency Messages") befordres ikke.

3.3.3 Vágar er tilsluttet centralen i København (EKCH).

3.4 Broadcasting Service

3.4.1 No aeronautical broadcasting services are performed.

4. Language used

4.1 Unless otherwise indicated the languages used are Danish and English.

5. Other

5.1 Following frequency is dedicated solely for communication between helicopters and ground personnel:

- For helicopter hoist operation FREQ 123.400 MHZ

The frequency may be used up to 5000 FT MSL over Faeroese Territory.

6. Communication

6.1 AFS/e-mail ATS Units and Rescue Services

3.4 Radiofonitjeneste

3.4.1 Der er ikke etableret luftfarts-radiofoniudsendelser.

4. Sprog

4.1 Med mindre andet er angivet, anvendes dansk og engelsk.

5. Andet

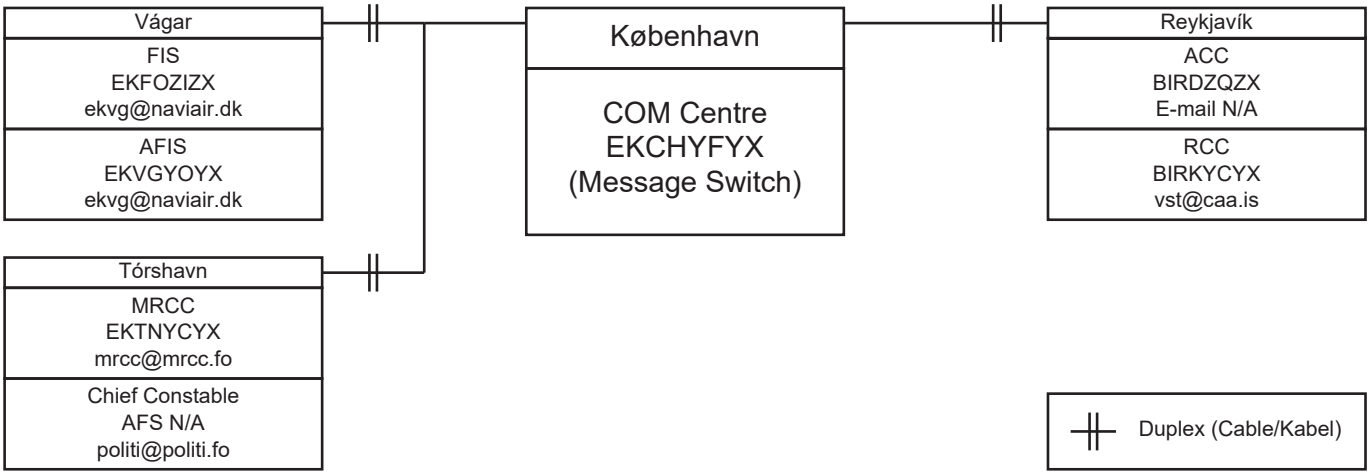
5.1 Følgende frekvens er tilegnet udelukkende for kommunikation mellem helikoptere og "ground personnel":

- For helikopter hoist operation FREQ 123.400 MHZ

Frekvensen kan anvendes op til 5000 FT MSL over færøsk territorium.

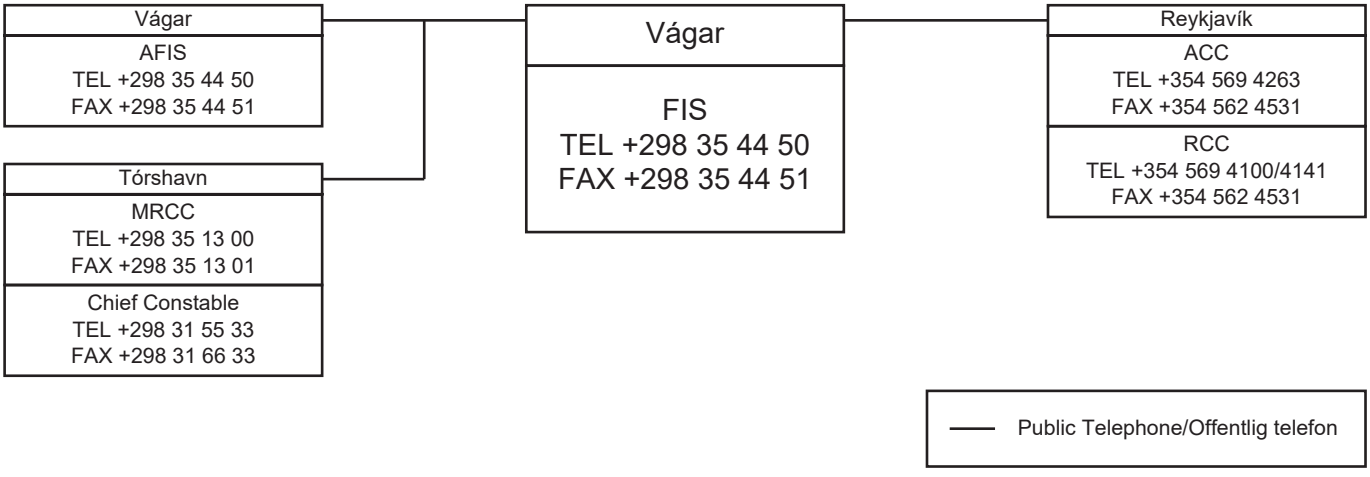
6. Kommunikation

6.1 AFS/e-post ATS-enheder og redningstjenester



6.2 TEL/FAX ATS Units and and Rescue Services

6.2 TEL/FAX ATS-enheder og redningstjenester



GEN 3.5 Meteorological Services

1. Responsible Service

1.1 Danish Meteorological Institute (DMI) is the provider of Meteorological Service for Civil Aviation in the Faeroe Islands.

1.2 Postal address:

Danish Meteorological Institute
Sankt Kjelds Plads 11
DK-2100 Copenhagen Ø

TEL: +45 39 15 75 00
FAX: +45 39 27 10 80
AFS: EKMIYMYX
E-mail: https://www.dmi.dk/kontakt/ (contact form)

1.3 Applicable ICAO documents

The services are provided in accordance with the Standards and Recommended Practices provided in the following ICAO documents

Annex 3 Meteorological Service for International Air Navigation

DOC 7030 Regional Supplementary Procedures

Differences from the International Standards and Recommended Practices are detailed in GEN 1.7.

2. Area of responsibility

2.1 Meteorological service is provided for the Faeroe Islands. The responsible MET office is Civil Weather Forecasts and Warnings (CVV), at the Danish Meteorological Institute (DMI).

2.2 As Vágar FIZ is situated within Reykjavík FIR/CTA, the SIGMET service is the responsibility of the Meteorological Watch Office (MWO) Reykjavík, Iceland.

2.3 Briefing, consultation and Terminal Aerodrome Forecasts (TAF) are provided by the Meteorological Watch Office (MWO) Reykjavík, Iceland.

3. Meteorological Observations and Reports

GEN 3.5 Meteorologiske tjenester

1. Ansvarlig tjeneste

1.1 Danmarks Meteorologiske Institut (DMI) er ansvarlig for ydelsen af meteorologisk tjeneste for civilflyvning på Færøerne.

1.2 Postadresse:

Danmarks Meteorologiske Institut
Sankt Kjelds Plads 11
2100 København Ø

TEL: 39 15 75 00
FAX: 39 27 10 80
AFS: EKMIYMYX
E-post: https://www.dmi.dk/kontakt/ (kontaktformular)

1.3 Gældende ICAO dokumenter

Tjenesterne udøves i overensstemmelse med de standarder og anbefalede fremgangsmåder angivet i følgende ICAO dokumenter

Annex 3 Meteorological Service for International Air Navigation

DOC 7030 Regional Supplementary Procedures

Afvigelser fra internationale standarder og anbefalede fremgangsmåder er beskrevet i GEN 1.7.

2. Ansvarsområde

2.1 Vejrtjeneste ydes for Færøerne. Det ansvarlige MET kontor er Civile Varsler og Vejrudsigter (CVV) ved Danmarks Meteorologiske Institut (DMI).

2.2 Da Vágar FIZ er beliggende inden for Reykjavík FIR/CTA, påhviler SIGMET servicen det meteorologiske vagtkontor (MWO) Reykjavík, Island.

2.3 Briefing, konsultation samt flyvepladsudsigter (TAF) udstedes af det meteorologiske vagtkontor (MWO) Reykjavík, Island.

3. Meteorologiske observationer og rapporter

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
Vágar EKVG	Half hourly Auto-OBS SAVS	METAR SPECI	SFC wind sensors: N of THR 12 and 30 Wind sensor for turbulence and wind shear: APRX 1.9 NM west of ARP, 1100 FT MSL* Ceilometers: Middle marker RWY 12 and 30 Thermometer: Near THR RWY 12	HO	-

* In METAR/SPECI reports the said information will be added in the form "W SKEID ..... KT"
I METAR/SPECI meldinger vil de omhandlede oplysninger blive tilføjet i formen "W SKEID ..... KT"

4. Types of Service

4.1 Briefing/Consultation/Flight documentation

Briefing and consultation by a meteorologist and flight documentation is provided via telephone as indicated in AD 2, AD 3 and AD 4 under the individual aerodromes/heliports in item 11.

4.2 Aerodrome forecasts

None-routine aerodrome forecasts (TAF) for aerodromes on the Faeroe Islands will be issued by the meteorological office at Copenhagen (EKCH) on request provided that meteorological reports from the aerodrome concerned are available immediately previous to the time of issue and during the validity time of the forecast. The forecast will be issued at the earliest with a lead time of 1 hour and with a validity time of maximum 9 hours.

4.3 Aerodrome warnings

Aerodrome warnings giving concise information in plain language of meteorological conditions which could adversely affect aircraft on the ground, including parked aircraft, and the aerodrome facilities and services are issued in accordance with local arrangements.

Authorities at public and privately owned aerodromes requiring such warnings should apply directly to the applicable meteorological office.

5. Notification required from operators

5.1 In respect of non-scheduled flights notification from operators is normally required at least 2 hours before the time at which briefing/consultation and flight documentation are wanted.

4. Tjenestetyper

4.1 Briefing/Konsultation/Flyvedokumentation

Briefing og konsultation af meteorolog samt flyvedokumentation ydes via telefon som anført i AD 2, AD 3 og AD 4 under de enkelte flyvepladser/helikopterflyvepladser, pkt. 11.

4.2 Flyvepladsudsigter

Ikke-rutinemæssige flyvepladsudsigter (TAF) for flyvepladser på Færøerne vil blive udsendt af vejrtjenestekontoret i København (EKCH) på anmodning under forudsætning af, at der er vejrmeldinger til rådighed fra pågældende flyveplads umiddelbart forud for udstedelsestidspunktet og i udsigtens gyldighedstid. Udsigten vil tidligst blive udstedt 1 time forud for udsigtens begyndelsestidspunkt og med en gyldighedstid på maksimalt 9 timer.

4.3 Flyvepladsvarsler

Flyvepladsvarsler, der i klart sprog giver kortfattet oplysning vedrørende vejrforhold, som på ugunstig måde kan påvirke luftfartøjer på jorden, herunder parkerede luftfartøjer, og flyvepladsens anlæg og tjenester, udstedes i henhold til lokale aftaler.

Myndigheder på offentlige og privatejede flyvepladser, der har behov for sådanne varsler, bør rette direkte henvendelse til det respektive vejrtjenestekontor.

5. Meddelelse krævet af luftfartsforetagender

5.1 Med hensyn til ikke-regelmæssige flyvninger kræves normalt, forhåndsmeddelelse fra operatører mindst 2 timers før det tidspunkt, hvor briefing/konsultation og dokumentation ønskes.

5.2 The notice should include such details concerning the planned flights as:

a) Registration marks, flight number or other identification and type of aircraft;

b) aerodrome of departure and estimated time of departure;

c) type of flights, whether under the visual or the instrument flight rules;

d) destination and estimated time of arrival;

e) route to be flown and estimated times of arrival at, and departure from, any intermediate aerodrome(s);

f) alternate aerodrome needed to complete the operational flight plan;

g) cruising level;

h) type of meteorological information requested, i.e. whether flight documentation and/or briefing or consultation;

i) time(s) at which briefing, consultation and/or flight documentation are required.

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.

5.3 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 Annex 3, Chapter 5, significant meteorological conditions encountered during the climb-out and approach phases of flight at aerodromes at Faeroe Islands shall be reported.

6.2 Reporting of Low Level wind Shear

Reporting should be made in compliance with following directions:

a) Wind Shear occurring in 1600 FT GND or below is considered as Low Level Wind Shear and should be reported.

Note: In the Faeroe Islands local topography may cause Wind Shear, wherefore the limit of 1600 FT GND should not be regarded as a restriction in the context of reporting.

b) 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.

c) When occurrences, of 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

7.1 VOLMET broadcasting will not take place.

8. SIGMET Service

8.1 SIGMET information is issued by MWO Reykjavík, REF 2.2 above.

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

5.2 Meddelelsen bør indeholde følgende detaljer vedrørende de planlagte flyvninger:

a) Luftfartøjets registreringsbogstaver (eller -tal), rutenummer eller anden identifikation samt luftfartøjstype;

b) afgangslufthavn og forventet starttidspunkt;

c) flyvningens art, hvorvidt der flyves i henhold til visuel eller instrumentflyvereglerne;

d) bestemmelssted og forventet ankomsttidspunkt;

e) flyverute samt forventet ankomsttidspunkt til og starttidspunkt fra eventuelle mellemliggende lufthavn(e);

f) alternative lufthavne nødvendige for komplettering af driftsflyveplan;

g) marchhøjde;

h) arten af vejroplysninger der ønskes, d.v.s. om der ønskes dokumentation og/eller briefing eller konsultation;

i) tidspunkt(er) på hvilke(t) briefing, konsultation og/eller dokumentation ønskes.

Det er i alles interesse, at forhåndsmeddelelse gives så tidligt som muligt. Særlige omstændigheder kan imidlertid forhindre at selv den ovennævnte tidsfrist kan overholdes. I sådanne tilfælde kan afgivelse af dokumentation ikke altid forventes.

5.3 Når vejroplysninger er indhentet længe før ETD, bør vejrtjenestekontoret atter konsulteres kort før starten for indhentning af seneste oplysninger.

6. Flyrapporter

6.1 I overensstemmelse med Annex 3, kapital 5, skal betydningsfulde vejrforhold, konstateret under ud- og indflyvningsfasen ved flyvepladser på Færøerne, rapporteres.

6.2 Rapportering af "Low Level Wind Shear"

Rapportering skal foretages i henhold til følgende retningslinier:

a) Wind Shear, der forekommer i højder under 1600 FT GND, betragtes som Low Level Wind Shear og bør rapporteres.

Note: På Færøerne kan lokal topografi forårsage Wind Shear i større højde end 1600 FT GND, hvorfor grænsen på 1600 FT GND ikke skal opfattes restriktiv i forbindelse med rapportering.

b) Rapporterne bør indeholde angivelse af, hvilken højde forekomsten er konstateret samt andre relevante oplysninger. For luftfartøjer udstyret med INS eller tilsvarende instrumentering, bør rapporterne så vidt muligt suppleres med registrerede vindretninger og vindhastigheder over og under niveauet, hvor Low Level Wind Shear konstateres.

c) Hvis forekomster, hvorom man er advaret, ikke konstateres, bør dette rapporteres.

ATC og AFIS vil advare andre luftfartøjer under ind- og udflyvning og videregive rapporter til det tilknyttede meteorologiske kontor.

Advarsel om Low Level Wind Shear vil ophøre, såfremt rapporter ikke er blevet bekræftet inden for den sidste time. Hvis trafiktætheden ikke gør det rimeligt at følge ovennævnte procedure, vil udsendelse af advarsler ophøre, når det tilknyttede meteorologiske kontor skønner, at grundlaget ikke længere er tilstede.

7. VOLMET service

7.1 VOLMET transmissioner vil ikke finde sted.

8. SIGMET service

8.1 SIGMET oplysninger udstedes af MWO Reykjavík, REF 2.2 ovenfor.

9. Andre former for automatiseret meteorologisk service

9.1 Flyvedokumentation (luftfartsoperationelle meteorologiske oplysninger) er tilgængelige via Internettet, og oplysningerne findes på: https://www.northavimet.com

Kodeord kan indhentes på hjemmesiden.

Northavimet.com er grænsefladen hvorfra SIGMET, TAF, METAR, ARP, ARS kan trækkes fra, men også kortprodukter fra WAFS og DMI er tilgængelige.

Yderligere er der radar- og satellit billeder, samt en omfattende mængde af model-output tilgængelig, som er relevant for flyveoperationer.

GEN 3.6 Search and Rescue Services

1. Responsible Services

1.1 The Search and Rescue Service in the Faeroe Islands is provided by the following 3 Services:

- Joint Rescue Coordination Centre (JRCC) Reykjavík
- Maritime Rescue Coordination Centre (MRCC) Tórshavn
- Chief constable at Faeroe Islands

1.2 Postal addresses:

Joint Rescue Coordination Centre (JRCC) Reykjavík
Icelandic Coast Guard
Skogarhlid 14
IS - 105 Reykjavik
Iceland

TEL: +354 545 2100 or +354 511 3333
FAX: -
AFS: BIRKICGT
E-mail: sar@lhg.is

MRCC Tórshavn
Sjóbjargingarstøðin
Tinghúsvegur 64
P.O.Box 1120
FO-110 Tórshavn
Faeroe Islands

TEL: +298 35 13 00
FAX: +298 35 13 01
AFS: EKTNYCYX
E-mail: mrcc@mrcc.fo

Chief Constable at Faeroe Islands
Vagtecentralen
Yviri við Strond 17
FO-100 Tórshavn
Faeroe Islands

TEL: +298 35 14 48
FAX: +298 35 14 49
E-mail: politi@politi.fo

1.3 Applicable ICAO documents

See AIP Iceland.

2. Areas of Responsibility

2.1 In incidents in Vágar FIZ involving aircraft, RCC Reykjavík will initiate SAR operations and act as SAR-coordinator.

2.2 Vágar AFIS will act as alerting post and may by agreement with RCC Reykjavík act as Rescue Sub Centre.

3. Types of Service

3.1 The Faroe Islands and adjacent waters are considered hostile areas by the Danish CAA. Three major reasons contribute to defining the area as hostile:

- A safe forced landing cannot be accomplished because the surface is inadequate.
- The helicopter occupants cannot be adequately protected from the elements.
- Search and rescue response/capability are not provided consistent with anticipated exposure.

3.2 For further information see AIP Iceland.

4. SAR Agreements

See AIP Iceland.

5. Conditions of availability

See AIP Iceland.

6. Procedures and signals

See AIP Iceland.

7. Emergency Locator Transmitters (ELT)

7.1 Reykjavík Search and Rescue Region (SRR) is an integrated part of the Norwegian Service Area in the polar orbiting COSPAS-SARSAT System (Space System for the Search of Vessels in Distress (Russia) - Search and Rescue Satellite-Aided Tracking (Canada, France and USA)).

GEN 3.6 Eftersøgnings- og redningtjenester

1. Ansvarlige tjenester

1.1 Eftersøgning- og redningstjenesten på Færøerne ydes af følgende 3 tjenester:

- Joint Rescue Coordination Centre (JRCC) Reykjavík
- Søredningscentralen (MRCC) Tórshavn
- Politiet på Færøerne

1.2 Postadresser:

Joint Rescue Coordination Centre (JRCC) Reykjavík
Icelandic Coast Guard
Skogarhlid 14
IS - 105 Reykjavik
Iceland

TEL: +354 545 2100 eller +354 511 3333
FAX: -
AFS: BIRKICGT
E-post: sar@lhg.is

MRCC Tórshavn
Sjóbjargingarstøðin
Tinghúsvegur 64
Postboks 1120
110 Tórshavn
Føroyar

TEL: 35 13 00
FAX: 35 13 01
AFS: EKTNYCYX
E-post: mrcc@mrcc.fo

Politiet på Færøerne
Vagtecentralen
Yviri við Strond 17
100 Tórshavn
Føroyar

TEL: 35 14 48
FAX: 35 14 49
E-post: politi@politi.fo

1.3 Gældende ICAO dokumenter

Se AIP Iceland.

2. Ansvarsområder

2.1 Ved hændelser i Vágar FIZ omhandlende luftfartøjer, vil RCC Reykjavík iværksætte SAR-operation og fungere som SAR-koordinator.

2.2 Vágar AFIS virker som alarmeringsstation og vil efter aftale med RCC Reykjavík kunne virke som redningsundercentral.

3. Tjenestetyper

3.1 Trafikstyrelsen (TS) har for helikopteroperationer defineret Færøerne og tilstødende farvande som "Hostile" områder. Tre hovedårsager definerer områderne som "Hostile":

- En sikker nødlanding kan ikke gennemføres, fordi overfladen er uegnet.
- De ombordværende i helikopteren kan ikke beskyttes tilstrækkeligt mod elementerne.
- Eftersøgnings- og redningsmuligheder kan ikke tilvejebringes i overensstemmelse med den forventede eksponering.

3.2 For yderligere information se AIP Iceland.

4. SAR aftaler

Se AIP Iceland.

5. Rådighedsbetingelser

Se AIP Iceland.

6. Forskrifter og signaler

Se AIP Iceland.

7. Nødradiosendere (ELT)

7.1 Reykjavík eftersøgnings- og redningsregion (SRR) er en integreret del af det norske service område i forbindelse med det polarkredsende COSPAS-SARSAT System (Space System for the Search of Vessels in Distress (Rusland) - Search and Rescue Satellite-Aided Tracking (Canada, Frankrig og USA)).

7.2 The Norwegian COSPAS-SARSAT Mission Control Centre at Bodø will inform RCC Reykjavík, whenever Emergency Locator Transmitter (ELT) signals on 121.5 or 406 MHZ are received and positioned within Reykjavík SRR. MRCC Tórshavn will be informed via JRCC in Denmark, if the signals are positioned in or near Faeroese waters.

7.3 Valuable SAR resources are at times being spent searching for the source of inadvertent ELT transmissions and can thus delay the response to an actual emergency situation. Great care should be taken to avoid inadvertent ELT transmissions, but if it occurs, a report should be made to the nearest ATS unit as soon as possible.

7.4 It is recommended that the emergency frequencies are briefly monitored as part of the aircraft shutdown procedure to detect inadvertent ELT transmissions.

7.5 Denmark has nominated JRCC as the SAR Point of Contact (SPOC) for Denmark, Greenland and the Faeroe Islands in connection with the use of the COSPAS-SARSAT System, and they maintain the national register of all registered 406 MHZ ELTs. SPOC Denmark can be contacted either through MRCC Tórshavn or directly.

7.6 SPOC Denmark postal address:

Joint Rescue Coordination Center (JRCC)
Herningvej 30
DK - 7470 Karup J
Denmark

TEL +45 72 85 04 50
FAX +45 72 85 03 84
E-mail jrcc@sok.dk

7.7 In connection with check-up and maintenance of ELTs, installed in aircraft, an occasional need for a functions check is necessary. The Danish CAA therefore allows that such checks are carried out on the following conditions:

Tests of automatic ELTs, installed in aircraft, may only take place on the ground and only during the first 5 minutes of every full hour in accordance with the following guidelines:

a. The VHF-receiver of the aircraft is tuned to the civilian emergency frequency 121.5 MHZ.

b The ELT is activated - the activation switch is shifted from OFF to ON for 1 second or 3 sweep (tonecycles), while the function is monitored on the in para. a. mentioned VHF-receiver.

Bear in mind, that civilian ELTs are transmitting simultaneously on both the civilian emergency frequencies 121.5 and 406 MHZ, in which case false, as well as intentional, transmissions of a longer duration than specified above, may activate a search operation or seriously disrupt an ongoing operation.

8. Special Signals and Procedures for use in Search Operations

8.1 When observing or hearing an aircraft, survivors should fire a red pyrotechnical signal.

8.2 When observing this signal SAR aircraft and if feasible also other aircraft engaged in the operation will fire a single green pyrotechnical signal or change course towards the survivors.

8.3 Survivors should hereupon fire another red pyrotechnical signal to enable the aircraft to obtain the correct heading.

8.4 Survivors should economize on signals and only fire further signals when:

a. the aircraft so request by firing a green signal

b. it is observed that the aircraft appears to be getting off track and

c. the aircraft is almost overhead

7.2 Det norske COSPAS-SARSAT Mission Control Centre i Bodø vil informere RCC Reykjavík, når som helst signaler fra en nødradiosender (ELT) på 121.5 eller 406 MHZ er modtaget og positionsbestemt inden for Reykjavík SRR. MRCC Tórshavn vil blive informeret via JRCC i Danmark, hvis signalerne er positionsbestemt til eller nær det færøske farvand.

7.3 Værdifulde SAR-ressourcer bliver til tider anvendt i eftersøgning af utilsigtet aktiverede ELT`er og kan på den måde forsinke reaktionen på en aktuel nødsituation. Stor agtpågivenhed skal derfor udvises for at undgå en utilsigtet ELT aktivering. Skulle dette alligevel ske, skal nærmeste ATS-enhed straks underrettes.

7.4 Det anbefales at nødfrekvenserne kortvarigt aflyttes som en del af proceduren i forbindelse med en flyvnings afslutning for at opdage utilsigtet ELT-udsendelse.

7.5 Danmark har udpeget JRCC som SAR kontaktpunkt (SPOC) for Danmark, Grønland og Færøerne i forbindelse med brugen af COSPAS-SARSAT systemet, og de vedligeholder det nationale register for alle registrerede 406 MHZ ELT'er. SPOC Danmark kan kontaktes enten gennem MRCC Tórshavn eller direkte.

7.6 SPOC Danmark postadresse:

Joint Rescue Coordination Center (JRCC)
Herningvej 30
DK - 7470 Karup J
Danmark

TEL 72 85 04 50
FAX 72 85 03 84
E-mail jrcc@sok.dk

7.7 I forbindelse med eftersyn og vedligeholdelse af ELT'er, installeret i luftfartøjer, er der lejlighedvis behov for at kunne udføre en funktionsprøve. Trafikstyrelsen skal derfor tillade, at sådanne prøver udføres på følgende vilkår:

Afprøvning af automatiske ELT'er, installeret i luftfartøjer, må kun udføre på jorden og kun i de første 5 minutter af hver fulde time efter følgende retningslinier:

a. Flyets VHF-modtager indstilles på den civile nødfrekvens 121.5 MHZ.

b. ELT'en startes - betjeningskontakten skiftes fra OFF til ON i 1 sekund eller 3 sweep (tonegennemløb), medens funktionen kontrolleres på den under a. nævnte VHF-modtager.

Der erindres om, at civile ELT'er sender samtidig på de civile nødfrekvenser 121.5 og 406 MHZ, hvorfor såvel falske som tilsigtede udsendelser af længere varighed end ovenfor angivet, kan igangsætte en eftersøgning eller alvorligt forstyrre en igangværende.

8. Særlige signaler og fremgangsmåder ved eftersøgninger

8.1 De nødstedte skal, efter at have observeret eller hørt et luftfartøj, affyre et rødt pyroteknisk signal.

8.2 Når SAR luftfartøjer og om muligt også andre luftfartøjer, der deltager i en eftersøgning, observerer dette signal, vil de affyre et grønt pyroteknisk signal eller ændre kurs mod de nødstedte.

8.3 De nødstedte skal herefter affyre endnu et rødt pyroteknisk signal for at sætte luftfartøjet i stand til at korrigere kursen.

8.4 De nødstedte skal spare på signalerne og kun affyre yderligere signaler, såfremt:

a. luftfartøjet anmoder herom ved at affyre et grønt pyroteknisk signal

b. de nødstedte observerer, at luftfartøjet er kommet ud af kurs samt

c. luftfartøjet befinder sig omtrent over de nødstedte.

GEN 4. CHARGES FOR AERODROMES, HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 Charges for Aerodromes and Heliports

1. Charges for Aerodromes

1.1 The take-off charges for aerodromes are stated below. As regards other charges, contact the aerodrome in question (see AD 2). The charges are also available on the Internet on the address: www.fae.fo

GEN 4. AFGIFTER FOR FLYVEPLADSER, HELIKOPTER-FLYVEPLADSER OG LUFTTRAFIKTJENESTER

GEN 4.1 Afgifter for flyvepladser og helikopterflyvepladser

1. Afgifter for flyvepladser

1.1 Startafgifter for flyvepladser er angivet herunder. Med hensyn til andre afgifter kontaktes den pågældende flyveplads (se AD 2). Afgifterne kan også findes på Internettet på adressen: www.fae.fo

Aerodrome/ Flyveplads	Maximum Take-off Mass (KG)/ Størst tilladte startmasse (KG)	For every 1000 KG commenced/ pr. påbegyndt 1000 KG		Minimum Charge/ Mindste afgift		Remarks/ Bemærkninger
		Domestic Flights/ Indenrigs-flyvning (DKK/KR)	International Flights/ Udenrigs-flyvning (DKK/KR)	Domestic Flights/ Indenrigs-flyvning (DKK/KR)	International Flights/ Udenrigs-flyvning (DKK/KR)	
Vágar	< = 2.000			180.00	180.00	
	> 2.000	45.00	45.00	220.00	220.00	

2. Charges for Heliports

2.1 As regards charges for heliports, contact the heliport in question (see AD 3 or AD 4).

2. Afgifter for helikopterflyvepladser

2.1 Med hensyn til afgifter for helikopterflyvepladser kontaktes den pågældende helikopterflyveplads (se AD 3 eller AD 4).

GEN 4.2 Charges for Air Navigation Services

1. En Route Charges for Flights Below FL 195

1.1 For en route charges for flight in Reykjavík FIR, see AIP Iceland.

GEN 4.2 Afgifter for lufttrafiktjenester

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1.1 For en route afgifter for flyvning i Reykjavík FIR, se AIP Iceland.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 General Rules

1. General

1.1 The Rules of the Air and Regulation for Air Traffic Services and Procedures applicable in the Faeroe Islands are contained in:

BL 7-1, BL 7-5 and BL 7-14, which implements the following ICAO documents:

Annex 2 Rules of the Air
Annex 11 Air Traffic Services
PANS ATM - Procedures for Air Navigation Services, Air Traffic Management (Doc 4444)
PANS OPS - Procedures for Air Navigation Services; Aircraft Operations (Doc 8168),
Regional Supplementary Procedures applicable to the NAT Region (Doc 7030/NAT).

1.2 Differences to said documents are given in section GEN 1.7.

1.3 In the Faeroe Islands a Flight Information Zone is established as described as described in point 2 below.

2. Flight Information Zone/FIZ

2.1 Definition

An airspace of defined dimension within which aerodrome flight information service and alerting service for aerodrome traffic are provided.

Note: FIZ is also designated as Radio Mandatory Zones (RMZ), reference to Civil Aviaiation regulation BL 7-5 and ENR 1.4 item 2.

2.2 Procedures

a) IFR and VFR flights operating in a FIZ shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, except as may otherwise be arranged with the relevant AFIS unit.

Changes to level and track - if any - shall be reported immediately to the AFIS unit.

b) Before entering a FIZ, an initial call containing the designation of the AFIS unit being called, callsign, type of aircraft, position, level and the intentions of the flight shall be made by pilots on the appropriate communication channel.

2.3 Flight within FIZ outside published hours

2.3.1 Before flight within FIZ outside the published hours of service, pilots shall obtain information as to whether FIZ is established. Such information can be obtained from ACC Reykjavík.

2.3.2 When FIZ is not established, flight may take place as within air space class G. Listening watch at the relevant ATS frequency shall be maintained.

2.3.3 Flights with non-radio equipped aircraft may take place only after special arrangement with the ATS unit concerned.

2.4 The areas are detailed in section AD 2 under the relevant aerodromes.

3. Delegation of ATS responsibility

3.1 By agreement Reykjavík OAC have delegated responsibility for providing Air Traffic Services within parts of Reykjavík FIR to Vágar AFIS.

4. Guarding the VHF Emergency Frequency 121,5 MHZ.

4.1 Aircraft flying within Vágar FIZ, shall continuously guard the VHF emergency frequency 121.5 MHZ, except for such periods when the aircraft is carrying out communication on other VHF frequencies, or when airborne equipment limitations or cockpit duties do not permit simultaneous guarding of two frequencies.

5. Reporting of oilspill or fueldumping at sea

5.1 The pilot-in-command, the owner or the user of an aircraft can report the following incidents:

- observation of oilspill at sea
- fueldumping performed at sea

The report shall be submitted via nearest ATS-unit or after landing to:

MRCC Tórshavn
TEL:+298 35 13 00
E-mail:mrcc@mrcc.fo

ENR 1 GENERELLE REGLER OG PROCEDURER

ENR 1.1 Generelle regler

1. Generelt

1.1 De lufttrafikregler og forskrifter for lufttrafiktjeneste, som anvendes på Færøerne er indeholdt i:

BL 7-1, BL 7-5 og BL 7-14, der implementerer de følgende ICAO dokumenter:

Annex 2 Rules of the Air
Annex 11 Air Traffic Services
PANS ATM - Procedures for Air Navigation Services, Air Traffic Management (Doc 4444)
PANS OPS - Procedures for Air Navigation Services; Aircraft Operations (Doc 8168),
Regional Supplementary Procedures applicable to the NAT Region (Doc 7030/NAT).

1.2 Afvigelser til disse dokumenter er angivet i sektion GEN 1.7.

1.3 På Færøerne er der etableret en Flyveinformationszone som beskrevet herunder i punkt 2.

2. Flyveinformationszone/FIZ

2.1 Definition

Et nærmere afgrænset luftrum, inden for hvilket der stilles flyvepladsflyveinformations- og alarmeringstjeneste til rådighed for flyvepladstrafik.

Note: FIZ betegnes også som obligatoriske radiozoner (Radio Mandatory Zones/RMZ), jf. BL 7-5 og ENR 1.4 punkt 2.

2.2 Procedurer

a) IFR og VFR flyvninger i en FIZ skal opretholde uafbrudt luft-til-jord-talekommunikationsvagt og etablere to-vejs radioforbindelse, når nødvendigt, på den relevante kommunikationskanal, medmindre andet er aftalt med vedkommende AFIS-enhed.

Ændringer til højde og flyvevej skal straks rapporteres til AFIS-enheden.

b) Piloter skal, før indflyvning i en FIZ, foretage et opkald på den relevante kommunikationskanal med angivelse af betegnelsen på den AFIS-enhed, der kaldes op til, kaldesignal, luftfartøjstype, position, flyvehøjde og flyvningens formål.

2.3 Flyvning i FIZ uden for publiceret tjenestetid

2.3.1 Forinden flyvning i FIZ uden for den publicerede tjenestetid, skal luftfartøjerne indhente oplysning om, hvorvidt FIZ er etableret. Sådan oplysning kan indhentes hos ACC Reykjavík.

2.3.2 Når CTR eller FIZ ikke er etableret kan flyvning finde sted som i luftrumsklasse G. Der skal holdes lyttevagt på den relevante ATS frekvens.

2.3.3 Flyvning med luftfartøjer uden radio må kun finde sted efter forudgående aftale med den pågældende lufttrafiktjenesteenhed.

2.4 Områderne er nærmere beskrevet i sektion AD 2 under de relevante lufthavne.

3. Delegering af ATS ansvar

3.1 Efter aftale har Reykjavík OAC overdraget ansvaret for ydelse af lufttrafiktjeneste inden for dele af Reykjavík FIR til Vágar AFIS.

4. Lyttevagt på VHF nødfrekvensen 121,5 MHZ

4.1 Luftfartøjer, der flyver inden for Vágar FIZ, skal holde uafbrudt lyttevagt på VHF-nødfrekvensen 121.5 MHZ, undtagen i sådanne perioder, hvor luftfartøjer udfører kommunikation på andre VHF-frekvenser, eller hvor begrænsning i luftfartøjets radioudstyr eller arbejdet i førerkabinen ikke tillader samtidig aflytning af to frekvenser.

5. Rapportering af oliespild og fueldumping på havet

5.1 Luftfartøjsføreren, ejeren eller brugeren af et luftfartøj kan rapportere følgende hændelser:

- observation af oliespild på havet
- fueldumping udført over havet

Rapporten fremsendes til nærmeste ATS-enhed eller efter landing til:

MRCC Tórshavn
TEL: 35 13 00
E-mail: mrcc@mrcc.fo

ENR 1.2 Visual Flight Rules

Note: The Danish Visual Flight Rules applicable in the NAT-Region are given in their entirety in this section, cf. Civil Aviation Regulation, BL 7-1. Differences between the Danish Civil Aviation Regulations and ICAO Annex 2 are detailed in GEN 1.7.

1. Except when operating as a Special VFR Flight according to item 1.1, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table indicating the limits of visual meteorological conditions (VMC).

ENR 1.2 Visuelflyveregler

Note: De danske visuelflyveregler gældende i NAT-regionen er angivet i deres helhed i denne sektion, jf. BL 7-1. Forskelle mellem de danske regler og ICAO Annex 2 er angivet i GEN 1.7.

1. VFR-flyvning skal, medmindre den udføres som Speciel VFR-flyvning i henhold til pkt. 1.1, udføres på en sådan måde, at luftfartøjet flyver under sigtbarhedsforhold og i en afstand fra skyer, der ikke er mindre end de i nedenstående skema angivne grænser for visuelle vejrforhold (VMC).

Altitude/ Højde	**Airspace Class/ Luftrumsklasse**	**Flight Visibility/ Flyvesigtbarhed**	**Distance from Clouds/ Afstand fra skyer**
At and above FL 100/ I eller over FL 100	A*BCDEFG	8 KM	1500 M horizontally 300 M (1000 FT) vertically
Below FL 100 and above 900 M (3000 FT) AMSL, or above 300 M (1000 FT) above terrain, whichever is the higher/ Under FL 100 og over 900 M (3000 FT) AMSL, eller over 300 M (1000 FT) over terræn, afhængig af, hvad der er højest	A*BCDEFG	5 KM	1500 M horizontally 300 M (1000 FT) vertically
At and below 900 M (3000 FT) AMSL, or above 300 M (1000 FT) above terrain, whichever is the higher/ I eller under 900 M (3000 FT) AMSL eller over 300 M (1000 FT) over terræn, afhængig af, hvad der er højest	A*BCDE	5 KM	1500 M horizontally 300 M (1000 FT) vertically
	FG	5 KM 3 KM**/140 KT	Clear of clouds and with the surface in sight/ Fri af skyer og med jordsigt

* The VMC minima in airspace class A are included for guidance to pilots and do not imply acceptance of VFR flight in airspace class A.

** For aircraft established in the aerodrome traffic circuits, flight is permitted with a flight visibility of at least 1.5 KM clear of clouds and with the aerodrome in sight.
Flight with manned balloons at or below 450 M (1500 FT) MSL or 300 M (1000 FT) AGL, whichever is the higher, is permitted with a flight visibility of at least 1.5 KM.
With helicopters, flight is permitted with a flight visibility of at least 0.8 KM, provided that the helicopter is operated at a speed that will give adequate opportunity to observe other traffic or any obstacle in time to avoid collision/

* VMC minima i luftrumsklasse A er inkluderet som vejledning til piloter, og indebærer ikke accept af VFR flyvninger i luftrumsklasse A.

** Med luftfartøjer, der er etableret i trafikrunden til en flyveplads, er flyvning tilladt med en flyvesigtbarhed på mindst 1,5 KM fri af skyer og med flyvepladsen i syne.
Med bemandede friballoner er flyvning i eller under 450 M (1500 FT) MSL eller 300 M (1000 FT) over terræn afhængig af, hvad der er højest, tilladt med en flyvesigtbarhed på mindst 1,5 KM.
Med helikoptere er flyvning tilladt med en flyvesigtbarhed på mindst 0,8 KM under forudsætning af, at helikopteren opererer med en hastighed, der giver tilstrækkelig mulighed for at observere anden trafik eller hindringer i tide til at undgå kollision.

1.1 Except when a clearance for a Special VFR Flight is obtained from the appropriate air traffic control unit, VFR flights shall not take place within a control zone:

a. when the ceiling is less than 450 M (1500 FT), or
b. when the ground visibility is less than 5 KM.

1.2 The appropriate Air Traffic Control Unit may within a control zone issue clearance for Special VFR flight, if the ceiling is not below 180 M (600 FT) and the reported visibility at the aerodrome is not less than 1,5 KM within the daily periods for VFR flights.

1.2.1 Special VFR flight shall be operated clear of clouds and in sight of the surface, and with a flight visibility of not less than 1,5 KM within the daily periods for VFR flights.

1.2.2 However, helicopters may operate special VFR, within the daily periods for VFR flights, if the reported visibility at the aerodrome and the flight visibility is not less than 0,8 KM, if manoeuvred at a speed that will give adequate opportunity to observe any obstacle in time to avoid collision.

1.2.3 When the reported ground visibility at the aerodrome is less than 1 500 m, ATC may, within the daily periods for VFR flights, issue a special VFR clearance for a flight crossing the control zone and not intending to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the flight visibility reported by the pilot is not less than 1 500 m, or, for helicopters, not less than 800 m.

1.3 VFR flights not in sight of the surface shall be operated in accordance with the Regulations for Civil Aviation BL 5-61 (available in Danish only).

1.1 Medmindre klarering til Speciel VFR-flyvning er indhentet fra vedkommende flyvekontrolenhed, må VFR-flyvning ikke finde sted inden for en kontrolzone, når

a. skydækkehøjden er under 450 M (1500 FT), eller
b. sigtbarheden ved jorden er mindre end 5 KM.

1.2 Vedkommende flyvekontrolenhed kan inden for en kontrolzone give klarering til Speciel VFR-flyvning, hvis skydækkehøjden ikke er under 180 M (600 FT), og den rapporterede sigtbarhed på flyvepladsen er mindst 1,5 KM inden for de daglige perioder for VFR-flyvning.

1.2.1 Speciel VFR-flyvning skal udføres klar af skyer og med jordsigt samt med en flyvesigtbarhed på mindst 1,5 KM inden for de daglige perioder for VFR-flyvning.

1.2.2 For helikoptere kan sådan flyvning inden for de daglige perioder for VFR-flyvning, dog tillades udført med en rapporteret sigtbarhed på flyve-pladsen og en flyvesigtbarhed på mindst 0,8 KM under forudsætning af, at helikopteren opereres med en hastighed, der giver tilstrækkelig mulighed for at observere hindringer i tide til at undgå kollision.

1.2.3 Når den rapporterede sigtbarhed ved jorden er mindre end 1500 m, kan ATC, inden for de daglige perioder for VFR-flyvning, udstede en klarering til Speciel VFR flyvninger der krydser en kontrolzone, og som ikke har til hensigt at starte fra eller lande på en flyveplads inden for en kontrolzone, eller flyve ind i flyvepladsens trafikrunde, såfremt piloten rapporterer at flyvesigtbarheden ikke er mindre end 1500 m, eller for helikoptere ikke er mindre end 800 m.

1.3 VFR-flyvning uden jordsigt er kun tilladt, når den udføres i overensstemmelse med de bestemmelser, der er fastsat i BL 5-61.

2. Cloud flying with gliders are permitted when operated in accordance with the Regulations for Civil Aviation BL 7-7 (available in Danish only).

3. Unless permission has been obtained from the Danish Civil Aviation Authority, VFR flights shall not be operated

a. above FL 200,
b. outside the daily periods for VFR flights, and
c. at transonic and supersonic speed.

4. Unless permission has been obtained from the Danish Civil Aviation Authority flights shall be flown

a. over the congested areas of cities, towns or settlements (including summer resorts and inhabited camping sites) or over an open-air assembly of persons at a height not less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft. Flying at a lower height, however, are allowed in connection with take-off from or landing at an approved aerodrome.
b. over other than the areas mentioned in a., at least 150 M (500 FT) above ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft. Flying at a lower altitude are, however, permitted in connection with take-off or landing.

Flying between the pylons of bridges and under bridges, transmission lines or the like are not permitted without special permission from the Danish Civil Aviation Authority.

5. Except where otherwise indicated in air traffic control clearances or prescribed by the Danish Civil Aviation Authority in AIP, VFR flights in levels higher than 900 M (3000 FT) above ground or water (GND), shall be conducted at a flight level appropriate to the track as specified in the following table of cruising levels. Exempted is flight during climb or descend.

2. Skyflyvning med svævefly er tilladt, når det udføres i overensstemmelse med kravene i BL 7-7.

3. VFR-flyvning må ikke uden tilladelse fra Trafikstyrelsen udføres

a. over flyveniveau 200,
b. uden for de daglige perioder for VFR-flyvning, samt
c. ved transsonisk og supersonisk hastighed.

4. Medmindre der foreligger tilladelse fra Trafikstyrelsen må flyvning kun udføres

a. over tæt bebyggede områder, herunder sommerhusområder, beboede campingpladser samt områder, hvor et større antal mennesker er samlet i fri luft, i en højde af mindst 300 M (1000 FT) over den højeste hindring indenfor en radius af 600 M fra luftfartøjet. Flyvning i lavere højde er dog tilladt i forbindelse med start fra eller landing på en god-kendt flyveplads.
b. over andre end de områder, der er nævnt i a., i mindst 150 M (500 FT) over jorden eller vandet, eller 150 M (500 FT) over den højeste hindring inden for en radius af 150 M (500 FT) fra luftfartøjet. Flyvning i lavere højde er dog tilladt i forbindelse med start eller landing.

Flyvning mellem broers pyloner samt under broer, luftledninger eller lignende er ikke tilladt uden Trafikstyrelsens særlige godkendelse.

5.Medmindre andet er angivet i klareringer eller foreskrevet af Trafikstyrelsen i AIP, skal VFR-flyvning, som foregår i større højder end 900 M (3000 FT) over jorden eller vandet (GND) udføres i et flyveniveau, der bestemmes ud fra kursen som angivet i efterfølgende tabel

Magnetic Track/Misvisende beholdne kurs					
000° - 179°			180° - 359°		
FL	Above sea level/Over havet		FL	Above sea level/Over havet	
	M	FT		M	FT
35	1050	3500	45	1350	4500
55	1700	5500	65	2000	6500
75	2300	7500	85	2600	8500
95	2900	9500	105	3200	10500
115	3500	11500	125	3800	12500
135	4100	13500	145	4400	14500
155	4700	15500	165	5050	16500
175	5350	17500	185	5650	18500
195	5950	19500			

6. Pilot-in-command carrying out VFR-flight, shall

a. when he is flying in airspace classes B, C and D
b. when he is part of aerodrome traffic on controlled aerodromes, or
c. when he is flying Special VFR

follow the regulations concerning ATC clearances regarding adherence to flight plan, position reports, cease of control and radio communication.

7. A pilot-in-command carrying out VFR-flight within or into certain specified areas or certain specified routes, for which requirement for establishing two-way radio communication is published in AIP, shall maintain continuous listening watch on the specified frequency and submit position report, if requested, to the ATS-unit providing flight information service.

Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch, when specifically noted in AIP.

over marchhøjder. Herfra er dog undtaget flyvning under stigning eller nedgang.

6. Luftfartøjschefer, der udfører VFR-flyvning, skal

a. når de flyver i luftrumsklasserne B, C og D
b. når de indgår i flyvepladstrafikken på kontrollerede flyvepladser, eller
c. når de udfører Speciel VFR-flyvninger

følge reglerne for flyvekontroltjeneste f.s.v. angår klareringer, overholdelse af flyveplan, positionsrapporter, ophør af kontrol og radioforbindelse.

7. En luftfartøjschef, som udfører VFR-flyvning inden for eller ind i særligt angivne områder eller af særligt angivne ruter, for hvilke der er publiceret krav om etablering af to-vejs radiokommunikation, skal opretholde uafbrudt lyttevagt på den foreskrevne frekvens og rapportere sin position, hvis det kræves, til den lufttrafiktjenesteenhed, som yder flyveinformationstjeneste.

Note 1: Brug af SELCAL eller lignende automatiske signalanordninger opfylder kravet om opretholdelse af talekommunikationsvagt, når dette er anført i AIP.

Note 2: The requirement to a pilot-in-command to maintain air-ground voice communication watch remains in effect after data link communication between air traffic controller and pilot has been established.

8. A pilot-in-command flying in accordance with the visual flight rules, and who wishes to change to compliance with the instrument flight rules shall:

a. if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
b. submit a flight plan to the appropriate air traffic services unit and if the flight is to be conducted in airspace classes B, C, D or E, obtain a clearance prior to proceeding IFR.

Note 2: Kravet til en luftfartøjschef om at opretholde uafbrudt talekommunikationsvagt forbliver i kraft efter etablering af datalink kommunikation mellem flyveleder og pilot.

8. En luftfartøjschef, som flyver i overensstemmelse med de visuelle flyveregler, og som ønsker at overgå til flyvning efter instrumentflyvereglerne, skal:

a. hvis en flyveplan tidligere er afgivet, meddele nødvendige ændringer til den gældende flyveplan, eller
b. afgive en flyveplan til pågældende lufttrafiktjenesteenhed og, hvis flyvning skal foregå i luftrumsklasserne B, C, D eller E, indhente en klarering før påbegyndelse af IFR-flyvning.

ENR 1.3 Instrument Flight Rules

Note: The Danish Instrument Flight Rules are given in their entirety in this section. Differences between the Danish Civil Aviation Regulations and ICAO Annex 2 are detailed in GEN 1.7.

1. All IFR Flights

1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 Minimum levels

Except when necessary for take-off and landing, or where a special permission has been granted by the Danish Civil Aviation Authority, an IFR flight shall

a. when flying over terrain or in mountainous areas higher than 1800 M (6000 FT), be flown at a level which is at least 600 M (2000 FT) above the highest obstacle located within 8 KM (5 NM) of the calculated position of the aircraft, and

b. when flying over terrain other than specified in item a., at a level which is at least 300 M (1000 FT) above the highest obstacle located within 8 KM (5 NM) of the calculated position of the aircraft.

1.3 Change from IFR flight to VFR flight

1.3.1 An aircraft electing to change its flight from compliance with IFR to compliance with VFR shall notify the appropriate air traffic services unit, that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2. IFR flights within Airspace Class A, B, C, D and E

2.1 IFR flights shall comply with the provisions for air traffic control services, when operated in airspace classes A, B, C, D and E.

2.2 Unless authorized to employ cruise climb techniques between two levels or above a level, an IFR flight operating in cruising flight in airspace classes A, B, C, D and E shall be flown at a cruising level determined from its track, as selected from the table of cruising levels shown overleaf. The correlation of levels to track shall not apply whenever otherwise indicated in air traffic control clearances or specified by the Danish Civil Aviation Authority in AIP.

3. IFR flights within Airspace Class F and G

3.1 Cruising levels

An IFR flight operating in level cruising flight within airspace classes F and G shall be flown at a cruising level determined from its track and selected from the tables of cruising levels shown overleaf.

3.2 Communications

A pilot-in-command shall maintain continous voice communication watch on the appropriate communication channel within areas, where two-way radio communication is required as published in the AIP, and when flying within airspace classes, for which two-way radiocommunication is required according to the table "ATS Airspace Classification" (ENR 1.4), unless otherwise permitted by the appropriate ATS-unit.

Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch, when stated in AIP.

Note 2: The requirement to a pilot-in-command to maintain air-ground voice communication watch remains in effect after data link communication between air traffic controller and pilot has been established.

3.3 An IFR flight operating within airspace classes F and G, shall report position as specified in the provisions for air traffic control service.

ENR 1.3 Instrumentflyveregler

Note: De danske instrumentflyveregler er angivet i deres helhed i denne sektion. Forskelle mellem de danske regler og ICAO Annex 2 er angivet i GEN 1.7.

1. Alle IFR flyvninger

1.1 Luftfartøjets udstyr

Luftfartøjet skal være udstyret med passende instrumenter og med navigationsudstyr afpasset til den flyvevej, som skal følges.

1.2 Minimum flyvehøjder

Medmindre det er nødvendigt i forbindelse med start eller landing, eller med mindre særlig tilladelse er givet af Trafikstyrelsen, skal IFR-flyvning

a. ved flyvning over terræn eller bjergområder højere end 1800 M (6000 FT) udføres i en flyvehøjde, der er mindst 600 M (2000 FT) over den højeste hindring beliggende inden for 8 KM (5 NM) fra luftfartøjets beregnede position, og

b. ved flyvning over andre terrænforhold end de, der er nævnt under pkt. a., i en flyvehøjde, der er mindst 300 M (1000 FT) over den højeste hindring beliggende inden for 8 KM (5 NM) fra luftfartøjets beregnede position.

1.3 Overgang fra IFR flyvning til VFR flyvning

1.3.1 Et luftfartøj, som vælger at overgå fra flyvning efter instrumentflyvereglerne til flyvning efter visuelflyvereglerne, skal underrette pågældende lufttrafiktjenesteenhed om, at IFR-flyvningen er annulleret, samt meddele de ændringer, der skal foretages i den gældende flyveplan.

1.3.2 Et luftfartøj, som udfører IFR-flyvning, og som befinder sig under eller møder visuelle vejrforhold, skal vedblive at flyve i overensstemmelse med instrumentflyvereglerne, medminde det antages, at flyvningen i længere tid vil kunne udføres under uafbrudte visuelle vejrforhold, og det er hensigten at udføre VFR-flyvning i sådant tidsrum.

2. IFR flyvning inden for luftrumsklasse A, B, C, D og E

2.1 IFR-flyvning skal udføres efter bestemmelserne for Flyvekontroltjeneste, når den udføres inden for luftrumsklasserne A, B, C, D og E.

2.2 Medmindre der er givet klarering til at anvende marchstigning mellem to flyvehøjder eller over en given flyvehøjde, skal en IFR-flyvning under vandret flyvning i luftrumsklasserne A, B, C, D og E udføres i en marchhøjde, der bestemmes ud fra kursen som angivet i tabellen over marchhøjder vist på næste side. Overensstemmelse mellem højde og kurs skal dog ikke iagttages, når andet er angivet i klareringer eller er foreskrevet af Trafikstyrelsen i AIP.

3. IFR flyvning inden for luftrumsklasse F og G

3.1 Marchhøjder

En IFR-flyvning skal under vandret flyvning inden for luftrumsklasserne F og G udføres i en marchhøjde, der bestemmes ud fra kursen som angivet i tabellerne over marchhøjder vist på næste side.

3.2 Kommunikation

En luftfartøjschef skal opretholde uafbrudt talekommunikations-vagt på den foreskrevne kommunikationskanal ved flyvning inden for områder, hvor der i AIP er publiceret krav om etablering af tovejs radiokommunikation, og ved flyvning inde for luftrumsklasser, hvor der i henhold til skemaet "Lufttrafiktjenesteluftrum, klassifikation" (ENR 1.4) er stillet krav om tovejs radiokommunikation, medmindre andet er tilladt af pågældende lufttrafiktjenesteenhed.

Note 1: Brug af SELCAL eller lignende automatiske signalanordninger opfylder kravet om opretholdelse af talekommunikationsvagt, når dette er anført i AIP.

Note 2: Kravet til en luftfartøjschef om at opretholde uafbrudt talekommunikationsvagt forbliver i kraft efter etablering af datalink kommunikation mellem flyveleder og pilot.

3.3 En luftfartøjschef, som udfører IFR-flyvning inden for luftrumsklasserne F og G, skal afgive positionsrapport som angivet i bestemmelserne for Flyvekontroltjeneste.

The table shall be used for flights within Vagar FIZ (Faeroe Islands).
Tabellen skal anvendes ved flyvning indenfor Vagar FIZ (Færøerne).

Magnetic Track */Misvisende beholdne kurs *					
000° - 179°			180° - 359°		
FL	Above sea level/Over havet		FL	Above sea level/Over havet	
	M	FT		M	FT
10	300	1000	20	600	2000
30	900	3000	40	1200	4000
50	1500	5000	60	1850	6000
70	2150	7000	80	2450	8000
90	2750	9000	100	3050	10000
110	3350	11000	120	3650	12000
130	3950	13000	140	4250	14000
150	4550	15000	160	4900	16000
170	5200	17000	180	5500	18000
190	5800	19000	200	6100	20000
210	6400	21000	220	6700	22000
230	7000	23000	240	7300	24000
250	7600	25000	260	7900	26000
270	8250	27000	280	8550	28000
290	8850	29000	300	9150	30000
310	9450	31000	320	9750	32000
330	10050	33000	340	10350	34000
350	10650	35000	360	10950	36000
370	11300	37000	380	11600	38000
390	11900	39000	400	12200	40000
410	12500	41000	430	13100	43000
450	13700	45000	470	14350	47000
490	14950	49000	510	15550	51000
etc.	etc.	etc.	etc.	etc.	etc.

* When flying at latitudes higher than 70° N, cruising levels are determined on the basis of grid tracks, as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North/

Ved flyvning nord for 70° N vælges marchhøjder på grundlag af beholden gridkurs, bestemt ud fra et gridsystem, der er indlagt parallelt med Greenwichmeridianen i en stereografisk polarprojektion, og i hvilken retvisende nordretning på Greenwichmeridianen anvendes som grid-nord.

ENR 1.4 ATS Airspace Classification

1. Classification of Airspace

ATS Airspace are classified and designated in accordance with the following:

Class A IFR flights only are permitted, all flights are subject to air traffic control service and are separated from each other.

Class B IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other.

Class C IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D IFR and VFR flights are permitted, all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E IFR and VFR flights are permitted, IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as practical.

Class F IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for the flights within each class of airspace are as shown in the following tables.

Note: The requirement for SSR Transponder is not applicable in Vágar FIZ.

2. Radio Mandatory Zone (RMZ)

2.1 Definition

Radio Mandatory Zone (RMZ) means an airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.

2.2 Procedures

2.2.1 VFR flights operating in parts of Classes E, F or G airspace and IFR flights operating in parts of Classes F or G airspace designated as a Radio Mandatory Zone (RMZ) by the Danish Civil Aviation Authority shall maintain continuous air- ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.

2.2.2 Before entering a Radio Mandatory Zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level and the intentions of the flight shall be made by pilots on the appropriate communication channel.

2.3 Designation

Vágar Flight Information Zone (FIZ) is designated also as Radio Mandatory Zone (RMZ).

ENR 1.4 Lufttrafiktjenesteluftrum, klassifikation

1. Klassifikation af luftrum

Lufttrafiktjenesteluftrum er klassificeret og benævnt i henhold til følgende:

Klasse A Kun IFR trafik er tilladt. Alle flyvninger er underlagt flyvekontroltjeneste og er adskilt fra hinanden.

Klasse B IFR og VFR trafik er tilladt. Alle flyvninger er underlagt flyvekontroltjeneste og er adskilt fra hinanden.

Klasse C IFR og VFR trafik er tilladt. Alle flyvninger er underlagt flyvekontroltjeneste og IFR trafik er adskilt fra anden IFR trafik og fra VFR trafik. VFR trafik er adskilt fra IFR trafik og modtager trafikinformationer vedrørende anden VFR trafik.

Klasse D IFR og VFR trafik er tilladt. Alle flyvninger er underlagt flyvekontroltjeneste. IFR trafik er adskilt fra anden IFR trafik og modtager trafikinformationer vedrørende VFR trafik. VFR trafik modtager trafikinformationer vedrørende al anden trafik.

Klasse E IFR og VFR trafik er tilladt. IFR trafik er underlagt flyvekontroltjeneste og er adskilt fra anden IFR trafik. Al trafik modtager trafikinformationer i muligt omfang.

Klasse F IFR og VFR trafik er tilladt. Al involveret IFR trafik modtager flyverådgivningstjeneste og al flyvning modtager flyveinformationstjeneste efter anmodning.

Klasse G IFR og VFR trafik er tilladt og modtager flyveinformationstjeneste efter anmodning.

Kravene for flyvning inden for hver luftrumsklasse er angivet i følgende tabeller.

Note: Kravet om SSR-transponderudstyr er ikke gældende i Vágar FIZ.

2. Obligatorisk radiozone (Radio Mandatory Zone/RMZ)

2.1 Definition

Obligatorisk radiozone (RMZ) er et nærmere afgrænset luftrum, hvor det er obligatorisk at have og bruge radioudstyr.

2.2 Procedurer

2.2.1 VFR-flyvninger i dele af luftrum i klasse E, F eller G og IFR-flyvninger i dele af luftrum i klasse F eller G, som Trafikstyrelsen har udpeget som Obligatorisk radiozone (RMZ), opretholder uafbrudt luft-til-jord- talekommunikationsvagt og etablerer tovejskommunikation, når nødvendigt, på den relevante kommunikationskanal, medmindre de opfylder alternative bestemmelser, som luftfartstjenesteudøveren foreskriver for det pågældende luftrum.

2.2.2 Før piloter flyver ind i en obligatorisk radiozone, skal de på den relevante kommunikationskanal foretage et opkald, hvor de angiver betegnelsen på den station, der kaldes op til, kaldesignal, luftfartøjstype, position, flyvehøjde og flyvningens formål.

2.3 Designering

Vágar Flyveinformationszone (FIZ) er også klassificeret som Obligatorisk radiozone (RMZ).

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	SSR requirement Mode	Subject an ATC clearance
A	IFR only	All traffic	Air traffic control service	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud *	Not applicable	Continuous two-way	A + C	Yes
B	IFR	All traffic	Air traffic control service	Same as for VFR	Not applicable	Continuous two-way	A + C	Yes
	VFR	All traffic	Air traffic control service	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud	Not applicable	Continuous two-way	A + C	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Same as for VFR	Not applicable	Continuous two-way	A + C	Yes
	VFR	VFR from IFR	Air traffic control service for separation from IFR. VFR / VFR: Traffic information, and traffic avoidance advice on request	8 KM at and above FL 100 5 KM below FL 100 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL 100	Continuous two-way	A + C	Yes
D	IFR	IFR from IFR	Air traffic control service. Traffic information about VFR flights, and traffic avoidance advice on request	Same as for VFR	250 KT IAS below FL 100	Continuous two-way	A + C	Yes
	VFR	NIL	Air traffic control service Traffic information about VFR and IFR flights, and traffic avoidance advice on request	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL 100	Continuous two-way	No	Yes
E	IFR	IFR from IFR	Air traffic control service. Traffic information about VFR flights as far as practical	Same as for VFR	250 KT IAS below FL 100	Continuous two-way	A + C	Yes
	VFR	NIL	Flight Information service. Traffic information as far as practical	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL 100	No	No	No
F	IFR	IFR from IFR as far as practical	Air traffic advisory service and flight information service	Same as for VFR	250 KT IAS below FL 100	Continuous two-way	A + C	No
	VFR	NIL	Flight information service	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud At and below 900 M (3000 FT) MSL or 300 M (1000 FT) above terrain whichever is higher: 5 KM clear of cloud and in sight of ground or water 3 KM** clear of cloud and in sight of ground or water	250 KT IAS below FL 100 250 KT IAS 140 KT IAS	No	No	No
G	IFR	NIL	Flight information service	Same as for VFR	250 KT IAS below FL 100	Continuous two-way	A + C	No
	VFR	NIL	Flight information service	8 KM at and above FL 100. 5 KM below FL 100. 1500 M horizontal and 300 M vertical distance from cloud At and below 900 M (3000 FT) MSL or 300 M (1000 FT) above terrain whichever is higher: 5 KM clear of cloud and in sight of ground or water 3 KM** clear of cloud and in sight of ground or water	250 KT IAS below FL 100 250 KT IAS 140 KT IAS	No ***	No	No

* The VMC minima given for airspace class A are for guidance to pilots in case of communication failure and do not imply acceptance of VFR flights in airspace class A.

** Aircraft established in the aerodrome traffic pattern, may operate with a flight visibility of not less than 1.5 KM, clear of cloud and in sight of the aerodrome.
Manned balloons may operate at or below 450 M (1500 FT) MSL or 300 M (1000 FT) above terrain whichever is higher, in flight visibility of not less than 1.5 KM.
Helicopters may operate in flight visibility of not less than 0.8 KM, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacle in time to avoid collision.

*** Unless designated as RMZ, Ref. ENR 1.4 point 2.3..

Klasse	Type af flyvning	Adskillelse sikres	Tjeneste	VMC minima	Hastigheds-begrænsning	Radio kom-munikation krævet	Krav om SSR Mode	Krav om ATC klarering
A	Kun IFR	Al trafik	Flyvekontroltjeneste	8 KM i eller over FL 100 5 KM under FL 100 1500 M horisontal og 300 M vertikal afstand fra skyer *	Ingen	To-vejs	A + C	Ja
B	IFR	Al trafik	Flyvekontroltjeneste	Som for VFR	Ingen	To-vejs	A + C	Ja
	VFR	Al trafik	Flyvekontroltjeneste	8 KM i eller over FL 100 5 KM under FL 100 1500 M horisontal og 300 M vertikal afstand fra skyer *	Ingen	To-vejs	A + C	Ja
C	IFR	IFR og IFR IFR og VFR	Flyvekontroltjeneste	Som for VFR	Ingen	To-vejs	A + C	Ja
	VFR	VFR og IFR	Flyvekontroltjeneste for adskillelse til IFR VFR / VFR: trafikinformationer. Undvigerådgivning efter anmodning	8 KM i eller over FL 100 5 KM under FL 100 1500 M horisontal og 300 M vertikal afstand fra skyer	250 KT IAS under FL 100	To-vejs	A + C	Ja
D	IFR	IFR og IFR	Flyvekontroltjeneste. Trafikinformationer om VFR. Undvigerådgivning efter anmodning	Som for VFR	250 KT IAS under FL 100	To-vejs	A + C	Ja
	VFR	Ingen	Flyvekontroltjeneste. Trafikinformationer om VFR og IFR. Undvigerådgivning efter anmodning	8 KM i eller over FL 100 5 KM under FL 100 1500 M horisontal og 300 M vertikal afstand fra skyer	250 KT IAS under FL 100	To-vejs	Nej	Ja
E	IFR	IFR og IFR	Flyvekontroltjeneste. Trafikinformationer om VFR i muligt omfang	Som for VFR	250 KT IAS under FL 100	To-vejs	A + C	Ja
	VFR	Ingen	Flyveinformations-tjeneste. Trafik informationer i muligt omfang	8 KM i eller over FL 100 5 KM under FL 100 1500 M horisontal og 300 M vertikal afstand fra skyer	250 KT IAS under FL 100	Nej	Nej	Nej
F	IFR	IFR og IFR i muligt omfang	Flyverådgivningstjeneste. Flyveinformationstjeneste	Som for VFR	250 KT IAS under FL 100	To-vejs	A + C	Nej
	VFR	Ingen	Flyveinformations-tjeneste	8 KM i eller over FL 100 5 KM under FL 100 1500 M horisontal og 300 M vertikal afstand fra skyer I eller under 900 M (3000 FT) MSL eller 300 M (1000 FT) over terræn afhængig af hvilken der er højest: 5 KM fri af skyer og med jordsigt 3 KM** fri af skyer og med jordsigt	250 KT IAS under FL 100 250 KT IAS 140 KT IAS	Nej	Nej	Nej
G	IFR	Ingen	Flyveinformations-tjeneste	Som for VFR	250 KT IAS under FL 100	To-vejs	A + C	Nej
	VFR	Ingen	Flyveinformations-tjeneste	8 KM i eller over FL 100 5 KM under FL 100 1500 M horisontal og 300 M vertikal afstand fra skyer I eller under 900 M (3000 FT) MSL eller 300 M (1000 FT) over terræn afhængig af hvilken der er højest: 5 KM fri af skyer og med jordsigt 3 KM** fri af skyer og med jordsigt	250 KT IAS under FL 100 250 KT IAS 140 KT IAS	Nej ***	Nej	Nej

* VMC minima angivet for luftrum klasse A er kun til vejledning for piloten i tilfælde af radiokommunikationssvigt. Det indebærer ikkeen accept af VFR flyvning i luftrum klasse A

** Med luftfartøjer, der er etableret i trafikrunden til en flyveplads, er flyvning tilladt med en flyvesigtbarhed på 1.5 KM fri af skyer og med flyvepladsen i syne.
Med bemandede friballoner er flyvning i eller under 450 M (1500 FT) MSL eller 300 M (1000 FT) over terræn afhængig af, hvad der er højest, tilladt med en flyvesigtbarhed på mindst 1.5 KM.
Med helikoptere er flyvning tilladt med en flyvesigtbarhed på mindst 0.8 KM under forudsætning af, at helikopteren opererer med en hastighed, der giver tilstrækkelig mulighed for at observere anden trafik eller hindringer i tide til at undgå en kollision.

*** Medmindre klassificeret som RMZ, Ref. ENR 1.4 punkt 2.3.

ENR 1.5 Holding, Approach and Departure Procedures

1. General

1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO DOC 8168 - Procedures for Air Navigation Service - Aircraft Operations (PANS-OPS).

1.2 The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of VOL I of the PANS-OPS. The holding patterns shall be entered and flown as indicated below.

ENR 1.5 Ventemønster, ind- og udflyvningsprocedurer

1. Generelt

1.1 Ventemønster, ind- og udflyvningsprocedurer i brug er baseret på dem der er indeholdt i den seneste udgave af ICAO DOC 8168 - Procedures for Air Navigation Service - Aircraft Operations (PANS-OPS)

1.2 Ventemønster og indflyvningsprocedurer i brug er baseret på de værdier og faktorer der er indeholdt i Parts III og IV af VOL I i PANS-OPS. Ventemønstrene skal flyves som angivet herunder.

<table>
<tr><td rowspan="2">Flight Level (FL)</td><td rowspan="2">Category A and B Aircraft</td><td colspan="2">Jet Aircraft</td></tr>
<tr><td>Normal Conditions</td><td>Turbulence Conditions</td></tr>
<tr><td>Up to FL 140 (4250 M) inclusive</td><td>170 KT</td><td>230 KT (425 KM/H)</td><td rowspan="3">280 KT (520 KM/H) or Mach 0.8, whichever is less</td></tr>
<tr><td>Above FL 140 (4250 M) to FL 200 (6100 M) inclusive</td><td colspan="2">240 KT (445 KM/H)</td></tr>
<tr><td>Above FL 200 (6100 M) to FL 340 (10350 M) inclusive</td><td colspan="2">265 KT (490 KM/H)</td></tr>
<tr><td>Above FL 340 (10350 M)</td><td colspan="2">Mach 0.83</td><td>Mach 0.83</td></tr>
</table>

ENR 1.6 Radar Service and Procedures

NIL

ENR 1.6 Ydelse af radartjeneste og procedurer

NIL

ENR 1.7 Altimeter Setting Procedure

1. General

1.1 The altimeter setting procedures in use are those contained in the Procedures for Air Navigation Services - Aircraft Operations (ICAO DOC 8168 OPS/611).

1.2 Transition Altitude

Transition Altitude have been established for the aerodrome Vágar as indicated on the Instrument Approach Charts.

1.3 Transition Level

Transition Level will be advised by the appropriate ATS unit.

ENR 1.7 Højdemålerindstilling

1. Generelt

1.1 Fremgangsmåder for indstilling af højdemåler er indeholdt i Procedures for Air Navigation Services - Aircraft Operations (ICAO DOC 8168 OPS/611).

1.2 Gennemgangshøjde

Gennemgangshøjde er fastsat for flyvepladsen Vágar som anført på instrumentindflyvningskortene.

1.3 Gennemgangsniveau

Gennemgangsniveau vil blive oplyst af vedkommende lufttrafiktjenesteenhed.

ENR 1.8 Regional Supplementary Procedures (DOC 7030)

1. General

1.1 In the following are given the Danish supplementary procedures to ICAO DOC 7030, Regional Supplementary Procedures/ North Atlantic.

1.2 The numbering of the supplementary procedures corresponds to the sections of DOC 7030 to which they refer.

2. Danish Supplementary Procedures

1.0 FLIGHT RULES

1.1 Instrument Flight Rules (IFR)

1.1.1 Special application of instrument flight rules

S.1.1.1 Danish Supplementary Procedures

Over Greenlandic territory within Nuuk Flight Information Region flights may be conducted in accordance with the visual flight rules as contained in Annex 2, Chapter 4.

Note: See Reporting procedures in item 3, Special Air Traffic Procedures Nuuk FIR.

3.0 FLIGHT PLANS

3.1 Contents of Flight Plans

S.3.1 Danish Supplementary Procedures

S.3.1.a Flight plans for flights which are planned to take place wholly or partly within Nuuk Flight Information Region below FL 195 shall contain information about owner/operator of the aircraft.

S.3.1.b The letter "S" in item 10 of the flight plan is only used if the aircraft is carrying both HF and VHF-communication equipment.

3.1.1 Route

S.3.1.1 Danish Supplementary Procedures

Flights over Greenlandic territory within Nuuk Flight Information Region below FL 195 shall, as far as possible, be planned along ATS routes described in AIP Greenland ENR 3.

4.0 AIR-GROUND COMMUNICATIONS AND IN-FLIGHT REPORTING

4.1 Time or Place of Position Reports

S.4.1 Danish Supplementary Procedures

a. IFR flights which in accordance with para. S.3.1.1 are conducted along ATS routes shall submit position reports when passing the compulsory reporting points in the ATS route concerned.

b. Special procedures for position reporting apply for VFR flights using Special Alerting Service, ref. item 3, Special Air Traffic Procedures Nuuk FIR.

7.0 AIR TRAFFIC CONTROL CLEARANCES

7.4 Clearances relating to Flights subject to maintaining own separation and remaining in visual Meteorological Conditions (VMC)

S.7.4.1 Danish Supplementary Procedures

Over Greenlandic territory within Nuuk FIR below FL 195 clearances to climb or descend maintaining own separation while in VMC can under certain conditions be granted.

8.0 SEPARATION OF AIRCRAFT

8.5 Information on application of Separation minima

S.8.5 Danish Supplementary Procedures

1. Nuuk FIR.

Within Nuuk FIR below FL 195 FIC Nuuk shall issue traffic information to aircraft (IFR) if it is calculated that the distance between the aircraft is less than:

a) Vertical distance:

1000 FT, or 2000 FT if turbulence is reported, or

b) Lateral distance:

i) 60 NM, or

ii) by the use of NDB, where the aircraft after having passed the same NDB are established on tracks diverging by at least 30° at a distance of 15 NM or more from the NDB.

ENR 1.8 Regionale tillægsfremgangsmåder (DOC 7030)

1. Generelt

1.1 I det efterfølgende er angivet de danske tillægsfremgangsmåder til ICAO DOC 7030, Regional Supplementary Procedures/ North Atlantic.

1.2 Nummereringen af tillægsfremgangsmåderne følger de pågældende afsnit i DOC 7030, hvortil de refererer.

2. Danske tillægsfremgangsmåder

1.0 FLYVEREGLER

1.1 Instrumentflyveregler (IFR)

1.1.1 Særlig anvendelse af instrumentflyvereglerne

S.1.1.1 Danske tillægsfremgangsmåder

Over grønlandsk territorium inden for Nuuk Flyveinformationsregion kan flyvning udføres i overensstemmelse med visuelflyvereglerne som anført i BL 7-1 kapitel 5.

Note: Se Bestemmelser for rapportering i punkt 3, Særlige lufttrafikforskrifter for Nuuk FIR.

3.0 FLYVEPLANER

3.1 Flyveplaners indhold

S.3.1 Danske tillægsfremgangsmåder

S.3.1.a Flyveplaner for flyvninger, der helt eller delvis skal foregå indenfor Nuuk Flyveinformationsregion under FL 195, skal indeholde oplysninger om luftfartøjets ejer/operatør.

S.3.1.b Bogstavet "S" i flyveplanens pkt. 10 anvendes kun, hvis luftfartøjet er udstyret med både HF- og VHF-kommunikationsudstyr.

3.1.1 Rute

S.3.1.1 Danske tillægsfremgangsmåder

Flyvninger over grønlandsk territorium inden for Nuuk Flyveinformationsregion under FL 195 skal i videst muligt omfang planlægges langs de i AIP Grønland ENR 3 anførte ATS-ruter.

4.0 TO-VEJS-KOMMUNIKATION OG RAPPORTERING UNDER FLYVNING

4.1 Tidspunkt eller sted for positions-rapporter

S.4.1 Danske tillægsfremgangsmåder

a. IFR-flyvninger, som i henhold til pkt. S.3.1.1 udføres langs ATS-ruter, skal rapportere passage af de obligatoriske rapportpunkter langs den pågældende ATS-rute.

b. For VFR-flyvninger, som gør brug af speciel alarmeringstjeneste, jf. punkt 3, Særlige lufttrafikforskrifter Nuuk FIR, gælder særlige regler for rapportering.

7.0 KLARERINGER

7.4 Klareringer til selv at holde adskillelse og forblive under visuelle vejrforhold (VMC)

S.7.4.1 Danske tillægsfremgangsmåder

Over grønlandsk territorium inden for Nuuk FIR under FL 195, kan der under visse forudsætninger gives klarering til stigning eller nedgang under betingelse af, at luftfartøjer selv holder adskillelse og forbliver under visuelle vejrforhold.

8.0 ADSKILLELSE MELLEM LUFTFARTØJER

8.5 Oplysninger vedrørende anvendelse af adskillelsesminima

S.8.5 Danske tillægsfremgangsmåder

1. Nuuk FIR.

Indenfor Nuuk FIR under FL 195 skal FIC Nuuk udstede trafikoplysninger til luftfartøjer (IFR), såfremt det beregnes at afstanden mellem luftfartøjer indbyrdes vil være mindre end:

a) Lodret:

1000 FT, dog 2000 FT når turbulens er rapporteret, eller

b) Vandret i sideretningen:

i) 60 NM, eller

ii) ved anvendelse af NDB, hvor begge luftfartøjer efter at have passeret samme NDB, flyver bort fra denne og er etableret på kurser, der divergerer med mindst 30° i en afstand af 15 NM fra denne.

c) Longitudinal distance:

i) 20 minutes for aircraft at the same level, same track or crossing tracks, or

ii) 20 minutes for aircraft climbing or descending on the same track or crossing tracks, or

iii) 15 minutes for aircraft on reciprocal tracks prior to and after the time the aircraft are estimated to pass or are estimated to have passed each other. Provided that it has been determined that the aircraft have passed each other or it is obvious that a collision will not occur, this criteria need not apply.

2. Nuuk FIR/Gander Oceanic CTA/Reykjavik CTA

Between controlled flights operating within Nuuk FIR/Gander Oceanic CTA/Reykjavik CTA the separation minima described in ICAO DOC 4444 Part 3, para. 7.1.2, 7.2.1.3, 7.2.1.4, 7.2.1.5, 8.2.2, 8.2.2.1 and 8.2.3 will be provided.

The separation will be based on the following navigational aids in Greenland:

L DA, NDB SI, NDB OZN, NDB NA, NDB SF, NDB HB and VORTAC THT.

3. Special Air Traffic Procedures Vágar FIZ

3.1 Special Alerting Service

3.1.1 Special alerting service is a tightened alerting service compulsory for VFR route-, charter-, and taxiflights.

3.2 Reporting Procedures

3.2.1 Departure message comprising callsign, point of departure and time, destination and ETA, endurance and number of persons on board shall be given immediately after take-off.

3.2.2 Flight with an Estimated Elapsed Time (EET) of more than 15 minutes shall report position with an interval of no more than 15 minutes.

3.2.3 Upon landing in terrain or at places from where no Air Traffic Service are being provided, the pilot-in-command shall, when closing the flight plan, report estimated time of departure (ETD). If the time of departure is going to deviate more than 10 minutes from the reported ETD, the pilot-in-command shall com municate a revised ETD to the ATS-unit concerned.

3.2.4 Arrival message shall be given immediately prior to/after landing.

3.2.5 When conducting slingoperations or equivalent operations within a geographically limited area where it will be impractical to give position reports according to item 3.2.1 the pilot-in-command can when delivering his departure message inform the ATS-unit of the duration of such operations. Arriving at the operationsarea the pilot-in-command shall inform the relevant ATS unit about the time of start of the operations.

3.3 Alerting Service

3.3.1 The alerting service is carried out in accordance with ICAO Annex 11 with the exception that uncertainty phase will be declared:

a) When the pilot-in-command has given an estimated time of departure according to item 3.2.3 and no two-way communication has been established with the aircraft within 10 minutes after the estimated time of departure.

b) When no arrival message or position report has been received within 5 minutes after the estimated time and no two-way communication has been established with the aircraft.

c) When operations according to item 3.2.4 are being conducted and a report of termination of the operation has not been received within 10 minutes after the estimated time and no two-way communication has been established with the aircraft.

c) Vandret i længderetningen:

i) 20 minutter for luftfartøjer i samme marchhøjde, samme flyvevej eller skærende flyvevej, eller

ii) 20 minutter for luftfartøjer under stigning eller nedgang på samme flyvevej eller skærende flyvevej, eller

iii) 15 minutter for luftfartøjer på modsatte flyveveje før og efter det tidspunkt, på hvilket luftfartøjerne beregnes at passere eller, at have passeret hinanden. Såfremt det er blevet fastslået, at luftfartøjerne har passeret hinanden eller det er åbenbart at kollosion ikke vil opstå, behøver dette minimum ikke at anvendes.

2. Nuuk FIR/Gander Oceanic CTA/Reykjavik CTA

Imellem kontrollerede flyvninger inden for Nuuk FIR/Gander Oceanic CTA/Reykjavik CTA vil de adskillelsesminima, der er beskrevet i ICAO DOC 4444 Part 3, pkt. 7.1.2, 7.2.1.3, 7.2.1.4, 7.2.1.5, 8.2.2, 8.2.2.1 og 8.2.3, blive anvendt.

Adskillelsen baseres på anvendelse af følgende navigationshjælpemidler i Grønland:

L DA, NDB SI, NDB OZN, NDB NA, NDB SF, NDB HB og VORTAC THT.

3. Særlige lufttrafikforskrifter Vágar FIZ

3.1 Speciel alarmeringstjeneste

3.1.1 Speciel alarmeringstjeneste er en skærpet alarmeringstjeneste, som er obligatorisk for VFR rute-, charter- og taxiflyvning.

3.2 Bestemmelser for rapportering

3.2.1 Startmelding indeholdende kaldesignal, afgangssted og tid, destination og ETA, aktionstid og antal personer ombord skal afgives umiddelbart efter start.

3.2.2 Flyvninger, med en forventet flyvetid (EET) på mere end 15 minutter, skal afgive positionsrapport med et interval på højst 15 minutter

3.2.3 Ved landing i terræn eller på pladser, hvorfra der ikke udøves lufttrafiktjeneste, skal fartøjschefen ved lukning af sin flyveplan oplyse forventet starttidspunkt. Hvis starttidspunktet varierer med mere end 10 minutter fra det forventede starttidspunkt, skal fartøjschefen meddele et revideret forventet starttidspunkt til den relevante lufttrafiktjenesteenhed.

3.2.4 Landingsmelding skal afgives umiddelbart før/efter landing.

3.2.5 Ved udførelse af slingoperationer eller tilsvarende opgaver inden for et begrænset område, hvor det vil være uhensigtsmæssigt at afgive positionsrapport i henhold til punkt 3.2.1, skal fartøjschefen ved afgivelse af startmelding meddele varigheden af sådanne operationer, og ved ankomst til området meddele tidspunktet for operationens start til pågældende ATS enhed.

3.3 Alarmeringstjeneste

3.3.1 Alarmeringstjeneste udføres i overensstemmelse med ICAO Annex 11 med den undtagelse, at uvishedsfasen vil blive erklæret:

a) Når fartøjschefen har afgivet et forventet starttidspunkt i henhold til punkt 3.2.3 og der ikke er etableret to-vejs radiokontakt med luftfartøjet senest 10 minutter efter det meddelte forventede starttidspunkt.

b) Når landingsmelding eller positionsrapport ikke er modtaget senest 5 minutter efter det forventede tidspunkt, og det ikke er muligt at etablere to-vejs radiokontakt med luftfartøjet.

c) Ved operationer i henhold til punkt 3.2.4, og underretning om operationens afslutning ikke er modtaget senest 10 minutter efter det forventede tidspunkt, og det ikke er muligt at etablere to-vejs radiokontakt med luftfartøjet.

ENR 1.9 Air Traffic Flow Management (ATFM)

NIL

ENR 1.9 Lufttrafikregulering (ATFM)

NIL

ENR 1.10 Flight Plans

1. General/Submission of and content of a flight plan

1.1 A flight plan shall be submitted to ATS in accordance with ICAO Annex 2, para. 3.3 prior to operating:

1) Any IFR flight
2) Any VFR flight when:
   a. performed within Vágar FIZ
   b. alerting service is required for a specific part of the route
   c. performing VFR-NIGHT flight (See ENR 1.2)

1.2 Content of a flight plan:

The rules in ICAO PANS-ATM (Doc 4444), Chapter 4 and Appendix 2 and ICAO Regional Supplementary Procedures/North Atlantic (Doc 7030/NAT), Chapter 2 (See ENR 1.8) shall apply.

2. Submission, Activation and Closure of Flight Plan, Including Provision of Alerting Service

2.1 In connection with flight within Vágar FIZ the following 2 principal kind of flight plans can be submitted to the Air Traffic Service:

a) **Complete flight plan** is a flight plan submitted to an Air Traffic Services Reporting Office prior to departure, or exceptionally during flight to an operative ATS-unit, containing all of the ICAO flight plan items 7 to 19 inclusive. By submission of a complete flight plan, alerting service is provided from the departure of an aircraft until its landing, however, as far as a VFR-flight is concerned only in case of overdue arrival at destination. If a flight plan is requested closed during flight before the destination is reached, the following report shall be transmitted via radio to the appropriate ATS-unit: 'CLOSING MY FLIGHT PLAN'. Consequently the alerting service is terminated at the same time.

Note: An ATS Reporting Office converts a complete flight plan into an international conventionally agreed data format for transmission via AFTN to all ATS-units in relation to item 15 of the flight plan, Route and item 16, Destination Aerodrome.

b) **Abbreviated flight plan** is limited flight plan information submitted via radio to an operative ATS-unit. It contains only the information mentioned in item 2.2 for a part-distance of the flight relative to one or more of the in item 2.2.a to 2.2.d mentioned airspace. When flying under an abbreviated flight plan, alerting service is only provided corresponding to the route stated by the pilot. The abbreviated flight plan is closed and the alerting service terminated when the pilot reports to be over the final point on the route stated. An abbreviated flight plan cannot be submitted for flights intended to be performed at night.

Note: An abbreviated flight plan cannot be submitted to an ATS Reporting Office for transmission via AFTN to ATS-units concerned along the route. However, at departure from a controlled aerodrome or from an aerodrome within a FIZ, an abbreviated flight plan can be submitted to the local ATS Reporting Office before take-off for relay to the operative ATS-unit at the aerodrome of departure only.

2.2 If a pilot does not want to submit a complete flight plan for a VFR-flight, but a part of this flight is requested to be carried out either;

a) in controlled airspace in which obtaining a clearance is mandatory,
b) in a FIZ/RMZ in which establishing of two-way radio communication with the appropriate AFIS-unit is mandatory
c) or where the pilot wants provision of part-distance alerting service
d) or where a part of the flight necessitate change to IFR

the pilot shall, depending on the situation listed in a) - d), submit an abbreviated flight plan containing:

- aircraft callsign
- aircraft type
- cruising speed if necessary
- flight rules (IFR/VFR)
- entry point respectively exit point
- level wanted, if necessary
- for arriving aircraft, estimated time of arrival
- persons on board.

2.3 For departing aircraft, including local flights, leaving a Control Zone or Traffic Information Zone, alerting service is only provided from departure and until the mentioned airspace are reported

ENR 1.10 Flyveplaner

1. Generelt/Afgivelse og indhold af en flyveplan

1.1 En flyveplan skal afgives til ATS i overensstemmelse med ICAO Annex 2, pkt. 3.3 før:

1) Enhver IFR flyvning
2) Enhver VFR flyvning der:
   a. flyver inden for Vágar FIZ
   b. anmoder om strækningsvis alarmeringstjeneste
   c. udfører VFR-NAT flyvning (Se ENR 1.2)

1.2 Indhold af flyveplan:

Bestemmelserne i ICAO PANS-ATM (Doc 4444), kapitel 4 og tillæg 2 samt ICAO Regional Supplementary Procedures/North Atlantic (Doc 7030/NAT), Chapter 2 (Se ENR 1.8), er gældende.

2. Afgivelse, aktivering og afslutning af flyveplan, herunder ydelse af alarmeringstjeneste

2.1 I forbindelse med flyvning indenfor Vágar FIZ kan følgende 2 hovedformer for flyveplaner afgives til lufttrafiktjenesten:

a) **Fuldstændig flyveplan** er en flyveplan afgivet til et meldekontor for lufttrafiktjeneste før start, eller undtagelsesvis under flyvning til en operativ ATS-enhed, indeholdende alle ICAO flyveplanens punkter 7 til 19 inklusive. Ved afgivelse af fuldstændig flyveplan ydes alarmeringstjeneste fra et luftfartøjs start til dets landing, dog for VFR-flyvning kun i forbindelse med manglende ankomst til bestemmelsesstedet. Hvis en fuldstændig flyveplan ønskes afsluttet i luften før bestemmelsesstedet er nået, skal følgende melding afgives over radio til pågældende ATS-enhed: 'LUKKER MIN FLYVEPLAN'/'CLOSING MY FLIGHT PLAN'. Som konsekvens heraf ophører alarmeringstjenesten samtidigt.

Note: Et meldekontor omformer en fuldstændig flyveplan til et internationalt konventionelt vedtaget dataformat for afsendelse via AFTN til samtlige ATS-enheder i relation til flyveplanens felt 15, Flyvevej og felt 16, Bestemmelsessted.

b) **Forkortet flyveplan** er begrænsede flyveplanoplysninger afgivet over radio til en operativ ATS-enhed. Den indeholder kun de i pkt. 2.2 nævnte informationer for en del-strækning af flyvningen i forhold til en eller flere af de i pkt. 2.2.a til 2.2.d anførte luftrum. Ved flyvning under forkortet flyveplan ydes der alene alarmeringstjeneste svarende til den af piloten meddelte flyvevej. Den forkortede flyveplan er afsluttet og alarmeringstjenesten ophører, når piloten rapporterer at være over slutpunktet på den meddelte flyvevej. En forkortet flyveplan kan ikke afgives for flyvninger der er planlagt til at foregå om natten.

Note: En forkortet flyveplan kan ikke afgives til et meldekontor for afsendelse via AFTN til berørte ATS-enheder langs flyvevejen. Ved udflyvning fra en kontrolleret flyveplads eller fra en flyveplads inden for en FIZ kan en forkortet flyveplan dog afgives til det stedlige meldekontor før start for videregivelse kun til den operative ATS-enhed på startflyvepladsen.

2.2 Såfremt en pilot ikke ønsker at indlevere en fuldstændig flyveplan for en VFR-flyvning, men hvor en del af denne flyvning ønskes udført enten;

a) i kontrolleret luftrum, hvor der er krav om indhentelse af klarering,
b) i FIZ/RMZ luftrum, hvor der er krav om etablering af to-vejs radioforbindelse med pågældende AFIS-enhed
c) eller hvor piloten enroute ønsker ydelse af strækningsvis alarmeringstjeneste
d) eller hvor en del af flyvningen nødvendiggør skift til IFR

skal piloten afgive forkortet flyveplan, der afhængig af situationen anført i a) - d) skal omfatte:

- luftfartøjets kaldesignal
- luftfartøjets type
- evt. marchfart
- flyveregler (IFR/VFR)
- indflyvningspunkt hhv. udflyvningspunkt
- eventuel ønsket højde
- for ankommende luftfartøjer beregnet ankomsttidspunkt
- antallet af ombordværende.

2.3 For afgående luftfartøjer, herunder lokalflyvninger, der flyver ud af en Kontrolzone eller Trafikinformationszone, ydes kun alarmeringstjeneste fra afgang og indtil de nævnte luftrum er rapporteret

vacated.

2.4 For arriving aircraft entering a Control Zone or a Traffic Information Zone, alerting service is provided from the time the aircraft has established two-way radio contact and until landing.

2.5 For aircraft flying through one of the in para. 2.2.a and 2.2.b mentioned airspace, alerting service is only provided from the time the aircraft has established two-way radiocommunication until the time when the relevant airspace are reported vacated.

2.6 The part-distance alerting service mentioned in item 2.2.c can be established when flying:

a) over greater water areas or other deserted areas
b) from one place stated to another place stated including reporting of positions between these places.

2.6.1 The pilot shall in the initial contact with the relevant ATS-unit clearly state that request is given for obtaining part-distance alerting service (from/to), after which the above in item 2.2 mentioned abbreviated flight plan information is transmitted. The part-distance alerting service terminates when the pilot reports to be over the stated exit point (place).

2.7 Omission of closing a flight plan as described under item 2.1.a and 2.1.b above may lead to effectuation of search and rescue service.

3. Flight Plans. Filing

3.1 For all flights entering or passing Vágar FIZ a flight plan including information about registration and operator/owner shall be forwarded.

3.2 During completion of the flight plan item 15 in connection with VFR-flights within Vágar FIZ, the following specifications regarding level and positions apply:

- irrespective of which class of airspace a VFR-flight is planned to fly in, the data element 'Cruising Level' in the flight plan item 15 is only to be completed by the letters 'VFR' and
- in the data element 'Route' in the flight plan item 15, specification of either commonly known geographical place names or ICAO DOC 7910 location indicators are allowed.

forladt.

2.4 For ankommende luftfartøjer der flyver ind i en Kontrolzone eller Trafikinformationszone, ydes alarmeringstjeneste fra luftfartøjerne har etableret to-vejs radioforbindelse og indtil landing.

2.5 For luftfartøjer, der gennemflyver et af de i pkt. 2.2.a og 2.2.b anførte luftrum, ydes der kun alarmeringstjeneste fra luftfartøjerne har oprettet to-vejs radioforbindelse og indtil de pågældende luftrum er rapporteret forladt.

2.6 Den i pkt. 2.2.c nævnte strækningsvise alarmeringstjeneste kan etableres ved flyvning:

a) over større vandområder eller andre øde strækninger
b) fra et opgivet sted til et andet opgivet sted inklusive positionsrapportering imellem disse steder.

2.6.1 Piloten skal over for den pågældende ATS-enhed tydeligt indlede med at udtrykke, at der anmodes om strækningsvis alarmeringstjeneste (fra/til), hvorefter ovennævnte i pkt. 2.2 angivne forkortede flyveplanoplysninger afgives. Den strækningsvise alarmeringstjeneste ophører, når piloten rapporterer at være over det aftalte slutpunkt (sted).

2.7 Udeladelse af afslutning af flyveplanen som beskrevet i pkt. 2.1.a og 2.1.b ovenfor kan bevirke iværksættelse af eftersøgnings- og redningstjeneste.

3. Flyveplaner. Udfyldelse

3.1 For flyvninger, der gennemflyver Vágar FIZ, skal flyveplanen indeholde oplysninger om både luftfartøjets registreringsbetegnelse og operatør/ejer.

3.2 Ved udfyldelse af flyveplanens felt 15 i forbindelse med VFR-flyvninger inden for Vágar FIZ gælder følgende vedrørende højde- og positionsangivelser:

- uanset hvilken luftrumsklasse en VFR-flyvning planlægges at flyve i, skal dataelementet 'Marchhøjde' i flyveplanens felt 15 alene udfyldes med bogstaverne 'VFR' og
- i dataelementet 'Rute' i flyveplanens felt 15 er anførelse af enten almindelig kendte geografiske stednavne eller ICAO DOC 7910 stedbetegnelser tilladt.

ENR 1.11 Addressing of Flight Plan Messages

1. General

Flight movement messages relating to traffic into, via or from Vágar FIZ shall be addressed as stated below in order to warrant correct relay and delivery.

Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages.

(Refer to:

- ICAO PANS-RAC, Doc 4444, Part IX, 2.1.1.3;
- IFPS USERS MANUAL 2.3;
- AIP FAEROE ISLANDS, ENR 1.10 - 1, Flight Planning)

1. Generelt

Flyvebevægelsesmeldinger der vedrører trafik ind i, via eller fra Vágar FIZ skal adresseres som anført nedenfor, for at sikre korrekt videregivelse og modtagelse.

Note: Flyvebevægelsesmeldinger i denne forbindelse udgør flyveplansmeldinger, tillægsmeldinger hertil og annulleringer af flyveplansmeldinger.

(Referer til:

- ICAO PANS-RAC, Doc 4444, Part IX, 2.1.1.3;
- IFPS USERS MANUAL 2.3;
- AIP FÆRØERNE, ENR 1.10 - 1, Flight Planning)

Category of flight	Route	AFTN addressing
IFR GAT, civil aircraft	into, via or from Vágar FIZ *Note: No destination aerodrome shall be added to the 2 IFPS addresses as IFPS will distribute to all in accordance to the filed route.*	EUCHZMFP EUCBZMFP datetime- and origingroup (FPL.....etc.
IFR GAT, military aircraft	into, via or from Vágar FIZ *Note: No destination aerodrome shall be added to the 2 IFPS addresses as IFPS will distribute to all in accordance to the filed route.*	EUCHZMFP EUCBZMFP datetime- and origingroup (FPL.....etc.
VFR GAT, civil aircraft	into, via or from Vágar FIZ	EKVGZPZX datetime- and origingroup (FPL.....etc.
VFR GAT, military aircraft	into, via or from Vágar FIZ	EKVGZPZX datetime- and origingroup (FPL.....etc.

ENR 1.12 Interception of Civil Aircraft

1. Interception Procedures

Note: The word interception does not include intercept and escort service provided, on request, to an aircraft in distress in accordance with the Search and Rescue Manual (DOC 7333).

1.1 The following procedures and visual signals apply in the event of interception of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in item 2 (Appendix 1 of ICAO Annex 2);

b. notify, if possible, the appropriate air traffic services unit;

c. attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.500 MHZ giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243.000 MHZ;

d. if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic service unit.

1.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice:

ENR 1.12 Interception af civile luftfartøjer

1. Interception procedurer

Note: Udtrykket "interception" omfatter ikke interception og eskortetjeneste, som udføres på anmodning fra et luftfartøj, som befinder sig i en nødsituation i overensstemmelse med Eftersøgning og redningsmanualen (DOC 7333).

1.1 Følgende procedurer og visuelle signaler gælder i tilfælde af interception af et luftfartøj. Et luftfartøj, som interceptes af et andet luftfartøj, skal straks:

a. følge de instruktioner, der gives at det interceptende luftfartøj, samt om muligt fortolke og svare på de visuelle signaler i overensstemmelse med specifikationerne i pkt. 2 (Appendix 1 i ICAO Annex 2);

b. hvis muligt, underrette den pågældende lufttrafiktjenesteenhed;

c. forsøge at etablere to-vejs radioforbindelse med det interceptende luftfartøj eller den enhed, som leder interceptionen, ved at foretage et generelt opkald på nødfrekvensen 121.500 MHZ, idet der gives oplysning om det interceptede luftfartøjs identitetsbetegnelse samt flyvningens art. Hvis der ikke etableres nogen forbindelse, skal luftfartøjschefen om muligt gentage opkaldet på nødfrekvensen 243.000 MHZ, samt

d. hvis det er udstyret med SSR-transponder, vælge mode A, kode 7700, medmindre anden instruktion er givet af pågældende lufttrafiktjenesteenhed.

1.2 Hvis der er etableret radiokontakt under interceptionen, men kommunikation ikke er mulig på et fælles sprog, skal der forsøges at sende instruktioner, bekræftelse på instruktioner og væsentlige informationer ved at anvende følgende udtryk og udtale, som skal gentages to gange under kommunikationen:

Phrase/Udtryk	Pronunciation[1]/Udtale[1]	Meaning/Betydning
CALL SIGN	**KOL** SA-IN	My call sign is (call sign)/
(call sign)[2] (kaldesignal)[2]	(call sign)	Mit kaldesignal er (kaldesignal)
WILCO	**VILL**-KO	Understood. Will comply/ Det er forstået. Vil følge instruktionen
CAN NOT	**KANN** NOTT	Unable to comply/Kan ikke efterkommes
REPEAT	REE-**PEET**	Repeat your instruction/Gentag instruktionen
AM LOST	**AM LOSST**	Position unknown/Ukendt position
MAYDAY	**MAYDAY**	I am in distress/Jeg er i nød
HIJACK[3]	**HI-JACK**	I have been hijacked/Jeg er blevet hijacked
LAND (place name/stednavn)	**LAAND** (place name/stednavn)	I request to land at ..../Anmoder om at lande i .... (place name/stednavn)
DESCEND	DEE-**SEND**	I require descent/Anmoder om nedstigning

1. Syllables to be emphasized are printed in bold letters/Stavelser i fed skrift skal udtales med eftertryk.
2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan/Det påkrævede kaldesignal er det der anvendes i radiokommunikation med lufttrafiktjenesteenheder og svarer til luftfartøjets identifikation i flyveplanen
3. Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK"/Omstændighederne tillader ikke altid eller det er ikke ønskeligt at anvende udtrykket "HIJACK"

1.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.4 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by **visual signals**, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.5 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by *radio*, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

1.6 The visual signals for use in the event of interception are detailed on the following pages.

1.3 De angivne udtryk nederst på siden skal anvendes af det interceptende luftfartøj og gentages 2 gange under kommunikationen som beskrevet i det foregående underafsnit.

1.4 Hvis instruktioner, modtaget over radio fra anden side, strider mod de instruktioner, som gives af det interceptende luftfartøj ved **visuelle signaler**, skal det interceptede luftfartøj anmode om øjeblikkelig verificering, medens det fortsætter med at følge de visuelle instruktioner, der gives af det interceptende luftfartøj.

1.5 Hvis instruktioner, modtaget over radio fra anden side, strider mod de instruktioner, som gives af det interceptende luftfartøj over *radio*, skal det interceptede luftfartøj anmode om øjeblikkelig verificering, medens det fortsætter med at følge de instruktioner, der over radio gives af det interceptende luftfartøj.

1.6 De visuelle signaler, der anvendes i tilfælde af interception, er angivet på de efterfølgende sider.

Phrase/Udtryk	Pronunciation[1]/Udtale[1]	Meaning/Betydning
CALL SIGN	**KOL** SA-IN	What is your call sign/Hvad er dit kaldesignal
FOLLOW	**FOL**-LO	Follow me/Følg mig
DESCEND	DEE-**SEND**	Descend for landing/Nedstigning for landing
YOU LAND	**YOU LAND**	Land at this aerodrome/Land på denne flyveplads
PROCEED	PRO-**SEED**	You may proceed/De må fortsætte

1. Syllables to be emphasized are printed in bold letters/Stavelser i fed skrift skal udtales med eftertryk

2. Signals for Use in the Event of Interception

2.1 Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
1	DAY or NIGHT - Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or the right in the case of a helicopter) on the desired heading. *Note 1 - Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.* *Note 2 - If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time is passes the intercepted aircraft.*	You have been intercepted. Follow me	DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following. *Note: Additional action required by intercepted aircraft is prescribed in ICAO Annex 2, Chapter 3, 3.8.*	Understood, will comply.
2	DAY or NIGHT - An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft	You may proceed	DAY or NIGHT - Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome	DAY or NIGHT - Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

2.2 Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	Intercepted Aircraft Signals	Meaning	Intercepting Aircraft Responds	Meaning
4	DAY or NIGHT - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available	Aerodrome you have designated is inadequate.	DAY or NIGHT - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, Follow me. Understood, you may proceed.
5	DAY or NIGHT - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT - Irregular flashing of all available lights.	In distress	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.

2. Signaler til anvendelse i tilfælde af interception

2.1 Signaler fra det interceptende luftfartøj og svarsignaler fra det interceptede luftfartøj

Gruppe	Signaler fra det interceptende luftfartøj	Betydning	Signaler fra det interceptede luftfartøj	Betydning
1	DAG eller NAT - Tipning af luftfartøjet samt blinken med navigationslys med uregelmæssige intervaller (og landingslys, hvis det er en helikopter) fra en position lidt over og foran og normalt til venstre for det interceptede luftfartøj (eller til højre, hvis det interceptede luftfartøj er en helikopter) og, efter modtaget svar, et langsomt drej, der udføres i samme højde, normalt til venstre (eller til højre, hvis det er en helikopter) til den krævede kurs. *Note 1 - Meteorologiske forhold eller terræn kan nødvendiggøre, at det interceptende luftfartøj udfører ovenstående placering og drej modsat.* *Note 2 - Hvis det interceptede luftfartøj ikke er i stand til at holde trit med det interceptende luftfartøj, forventes det interceptende luftfartøj at flyve en serie ovale 360° drej (racetrack patterns) og tippe luftfartøjet, hver gang det passerer det interceptede luftfartøj.*	De er blevet interceptet. Følg mig	DAG eller NAT - Tipning af luftfartøjet samt blinken med navigationslys med uregelmæssige intervaller og følgende efter. *Note: Yderligere aktion påkrævet af det interceptede luftfartøj er angivet i ICAO Annex 2, kapitel 3, 3.8.*	Det er forstået. Vil følge instruktionen
2	DAG eller NAT - En brat manøvre fra det interceptende luftfartøj, udført som et stigende drej på 90° eller mere uden at krydse det interceptede luftfartøjs flyvevej.	De kan fortsætte	DAG eller NAT - Tipning af luftfartøjet.	Det er forstået. Vil følge instruktionen
3	DAG eller NAT - Overflyvning af bane i brug eller, hvis det interceptede luftfartøj er en helikopter, overflyvning af helikopterlandingsområdet, foretaget med sænket understel (hvis der er et sådant) og med konstant lysende landingslys. Hvis der er tale om helikoptere, foretager den interceptende helikopter indflyvning til landing således, at den bringes til at hover nær landingsområdet.	Land på denne flyveplads	DAG eller NAT - Følger efter det interceptende luftfartøj med sænket understel (hvis der er et sådant) og med konstant lysende landingslys, og hvis landing anses for sikker efter foretaget overflyvning af bane i brug eller helikopterlandingsområdet, fortsættes til landing.	Det er forstået. Vil følge instruktionen

2.2 Signaler fra det interceptede luftfartøj og svarsignaler fra det interceptende luftfartøj

Gruppe	Signaler fra det interceptede luftfartøj	Betydning	Signaler fra det interceptende luftfartøj	Betydning
4	DAG eller NAT - Trækker understellet op (hvis der er et sådant) og blinker med landingslys under passage af bane i brug eller helikopterlandingsområdet i en højde over 1000 FT (300 M), men ikke over 2000 FT (600 M) over flyvepladsen (hvis det er en helikopter i en højde over 170 FT (50 M), men ikke over 330 FT (100 M) over flyvepladsen) og fortsætter med at flyve rundt om bane i brug eller helikopterlandingsområdet. Hvis luftfartøjet ikke er i stand til at blinke med landingslysene, blinkes med andet tilgængeligt lys.	Flyvepladsen De har anvist, er utilstrækkelig	DAG eller NAT - Hvis det ønskes, at det interceptede luftfartøj skal følge det interceptende luftfartøj til en anden flyveplads, trækker det interceptende luftfartøj sit understel op (hvis der er et sådant) og bruger de signaler, der er foreskrevet i gruppe 1 for interceptende luftfartøjer. Hvis det er besluttet at frigive det interceptede luftfartøj, anvender det interceptende luftfartøj de signaler, der er foreskrevet i gruppe 2 for interceptende luftfartøjer.	Det er forstået. Følg mig Det er forstået. De kan fortsætte
5	DAG eller NAT - Blinker regelmæssigt med alt tilgængeligt lys, men på en sådan måde, at det ikke kan forveksles med blinklys (flashing lights).	Kan ikke efterkommes	DAG eller NAT - Anvendelse af de signaler, der er foreskrevet i gruppe 2 for interceptende luftfartø-jer.	Det er forstået
6	DAG eller NAT - Blinker uregelmæssigt med alt til-gængeligt lys.	I nød	DAG eller NAT - Anvendelse af de signaler, der er foreskrevet i gruppe 2 for interceptende luftfartø-jer.	Det er forstået

ENR 1.13 Unlawful Interference

1. General.

1.1. An aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.

2. Procedures.

2.1 The following procedures are intended as guidance for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2.2 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until able to notify an ATS unit or within radar coverage.

2.3 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

a) attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on-board transponders and data links should also be used when it is advantageous to do so and circumstances permit; and

b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in the Regional Supplementary Procedures (Doc 7030); or

c) if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight by:

   1) 150 M (500 FT) in an area where a vertical separation minimum of 300 M (1000 FT) is applied; or

   2) 300 M (1000 FT) in an area where a vertical separation minimum of 600 M (2000 FT) is applied.

2.4.1 Should an aircraft in flight be subjected to unlawful interference, the pilot-in-command shall endeavour to set the transponder to Mode A Code 7500 to give indication of the situation unless circumstances warrant the use of Code 7700.

2.4.2 A pilot, having selected Mode A Code 7500 and subsequently requested to confirm this code by ATC, shall, according to circumstances, either confirm this or not reply at all.

Note: The absence of a reply from the pilot will be taken by ATC as an indication that the use of Code 7500 is not due to an inadvertent false code selection.

2.5 ATS units shall promptly attend to requests by, or to anticipated needs of, the aircraft, including requests for relevant information relating to air navigation facilities, procedures and services along the route of flight and at any aerodrome of intended landing, and shall take such action as is necessary to expedite the conduct of all phases of the flight.

ENR 1.13 Forbrydelser mod luftfartens sikkerhed

1. Generelt.

1.1. Et luftfartøj der udsættes for en ulovlig handling skal forsøge at notificere relevante ATS-enheder om dette faktum, mulige vigtige omstændigheder i denne forbindelse og evt. hvilke afvigelser fra gældende flyveplan omstændighederne nødvendiggør, for at kunne give ATS-enheden mulighed for at prioritere luftfartøjet og minimere konflikt med andre luftfartøjer.

2. Procedurer.

2.1 Følgende procedurer er ment som vejledning til brug for luftfartøjer når en ulovlig hændelse indtræffer og luftfartøjet er ude af stand til at notificere en ATS-enhed om dette.

2.2 Med mindre omstændigheder ombord på luftfartøjet dikterer andet, skal luftfartøjschefen forsøge at fortsætte flyvningen på den tildelte rute og flyvehøjde, i det mindste ind til man kan kontakte en ATS-enhed eller er inden for radardækning.

2.3 Når et luftfartøj udsat for en ulovlig hændelse er nødt til at afvige fra den tildelte rute og/eller flyvehøjde uden at kunne etablere kontakt med ATS, skal luftfartøjschefen så vidt muligt:

a) forsøge at udsende advarsel på VHF nødfrekvensen og andre relevante frekvenser, med mindre omstændighederne ombord dikterer anderledes. Andet udstyr,såsom transpondere og datalinks bør også anvendes når det er fordelagtigt at gøre dette og omstændighederne muliggør det; og

b) fortsætte i henhold til relevante specielle procedurer vedrørende luftbårne hændelser, hvor sådanne procedurer er etableret og bekendtgjort i Regionale Supplerende Procedurer (Doc 7030); eller

c) hvis ingen regionale procedurer er etableret, fortsætte i en flyvehøjde der afviger fra flyvehøjder normalt brugt af IFR trafik, med:

   1) 150 M (500 FT) i et område hvor vertikal separation på minimum 300 M (1000 FT) anvendes; eller

   2) 300 M (1000 FT) i et område hvor vertikal separation på minimum 600 M (2000 FT) anvendes.

2.4.1 Skulle et luftfartøj under flyvning blive uidsat for ulovlig handling, skal luftfartøjschefen forsøge at indstille transponderen til Mode A Kode 7500 for at give en indikation af omstændighederne med mindre omstændigheden dikterer brug af Kode 7700.

2.4.2 En luftfartøjschef, der har valgt Mode A Kode 7500, og som efterfølgende anmodes om at bekræfte denne kode af ATC, skal, efter omstændighederne, enten bekræfte dette eller slet ikke svare.

Note: Manglende svar fra piloten vil af ATC blive opfattet som en indikation af at brugen af Kode 7500 ikke skyldes et utilsigtet forkert kodevalg.

2.5 ATS-enheder skal øjeblikkeligt tage sig af anmodninger fra, eller forudse et luftfartøjs behov, herunder anmodninger om relevant information vedrørende navigationsfaciliteter, procedurer og tjenester langs flyveruten og på enhver flyveplads hvor landing forventes, og skal gøre alt nødvendigt for at fremme udførelsen af alle flyvningens faser.

ENR 1.14 Air Traffic Incidents. Reporting

1. Definition

1.1 An air traffic incident is an occurrence which mainly relates to the regulations governing air traffic services, and where aircraft pass each other at such proximity, or where other difficulties caused by inadequate procedures, non-compliance with procedures or faulty aids on the ground result in a dangerous situation.

1.2 Typical examples of air traffic incidents:

- A near collision requiring an avoidance manoeuvre or when an avoiding manoeuvre would have been appropriate to avoid a collision or an unsafe situation.
- An aborted take-off on a closed or engaged runway, or a take-off from such runway with marginal separation from obstacle(s).
- A landing or attempted landing on a closed or engaged runway.

2. Obligation to notify

2.1 The commander of an aircraft shall notify the Accident Investigation Board (AIB) of air traffic incidents (as defined in item 1) as soon as possible. In the event that the commander is unable to do so, the owner or the operator of the aircraft shall ensure that the AIB is notified as soon as possible.

3. Reporting procedures

3.1 Notification of air traffic incidents is made as follows:

a) In-flight notification of an incident of major importance, especially if other aircraft are involved, is made by means of the set air/ground-frequency in order to permit immediate establishment of facts.

b) After landing a completed "Air Traffic Incident Report" shall be submitted by quickest available means to the AIB or to the ATS reporting office at the aerodrome where the first landing was made after the incident:

   i) In order to confirm a preliminary notification of an incident as mentioned above under a) or

   ii) in order to report an incident which did not call for immediate notification at the time of occurrence, or which could not be reported over the radio.

Note: If there is no ATS reporting office at the first aerodrome where the aircraft lands after the incident, another ATS unit should be notified. The notification made will be passed on to the AIB.

4. Preliminary notification made by radio

4.1 A preliminary notification made by radio should contain:

- Aircraft identification (reporting aircraft).
- Type of incident (a near collision situation should be filed immediately by radio)
- Date/time of incident (in UTC). Position (Bearing/Distance from NAVAID or LAT/LONG. Transponder code.
- Own aircraft: Heading and route. True airspeed measured in KT or KM/H. Level/altimeter setting (use FL or FT QNH or FT QFE). Level flight, climbing or descending. Avoiding action taken (yes or no).
- The other aircraft: Type and call sign/registration (if known). If not known, describe the aircraft: High, mid or low wing or rotorcraft. Number of engines. Marking, colour or other available details, heading, and if known, controlling unit and frequency. Level flight, climbing, descending or unknown. Avoiding action taken (yes, no or unknown).
- Closest horizontal distance and closest vertical distance to the other aircraft (state units used).
- Aerodrome of first landing and destination (reporting aircraft).

5. Air Traffic Incident Report Form

5.1 The Air Traffic Incident Report Form (the ATIR form) may be obtained from the AIB or an ATS unit. The form is published in English language only.

ENR 1.14 Lufttrafikhændelser. Rapportering

1. Definition

1.1 En lufttrafikhændelse er en flyvehændelse, der hovedsagelig relaterer sig til bestemmelserne for lufttrafiktjeneste, og hvor luftfartøjer passerer hinanden i en sådan nærhed, eller hvor andre vanskeligheder forårsaget af mangelfulde procedurer, manglende efterlevelse af procedurer eller fejl ved hjælpemidler på jorden resulterer i, at der opstår en faretruende situation.

1.2 Typiske eksempler på luftrafikhændelser:

- Et tæt-på-sammenstød, der kræver en afværgemanøvre for at undgå et sammenstød eller en farlig situation.
- En afbrudt start på en lukket eller optaget bane, eller en start fra en sådan bane med kun en minimal afstand til en hindring.
- En landing eller et forsøg på landing på en lukket eller optaget bane.

2. Meddelelsespligt

2.1 Luftfartøjschefen skal snarest underrette Havarikommissionen for Civil Luftfart og Jernbane (HCLJ) om lufttrafikhændelser som defineret i punkt 1. Hvis luftfartøjschefen ikke er i stand hertil, skal ejeren eller brugeren af luftfartøjet sørge for, at der snarest sker underretning til HCLJ.

3. Fremgangsmåde ved rapportering

3.1 Meddelelse om lufttrafikhændelser gives på følgende måde:

a) Under flyvning anvendes den pågældende luft/jord-frekvens til foreløbig meddelelse om en hændelse af større betydning, især hvis den berører andre luftfartøjer, for at muliggøre, at kendsgerningerne straks fastslås;

b) så hurtigt som muligt efter landing afleveres en "Air Traffic Incident Report" i udfyldt stand til HCLJ eller til et meldekontor for lufttrafiktjeneste på første landingsflyveplads:

   i) for at bekræfte en meddelelse angående en hændelse afgivet foreløbig som nævnt under a) eller

   ii) for at meddele en hændelse, som ikke krævede øjeblikkelig anmeldelse på tidspunktet da den indtraf, eller som det ikke har været muligt at meddele over radion.

Note: Hvor der ikke på første landingsflyveplads findes et meldekontor for lufttrafiktjeneste, kan meddelelse gives til en anden lufttrafiktjenesteenhed. Den afgivne meddelelse vil blive videresendt til HCLJ

4. Foreløbig meddelelse over radio

4.1 En foreløbig meddelelse afgivet over radio skal indeholde:

- Luftfartøjets identifikation (rapporterende luftfartøj).
- Hændelsens art (et tæt-på-sammenstød skal øjeblikkeligt rapporteres over radio).
- Dato og klokkeslet for hændelsen (i UTC). Position (retning og afstand fra navigationshjælpemiddel eller geografisk bredde og længde). Transponder kode.
- Eget luftfartøj: Styret kurs og rute. Egenfart målt i KT eller KM/T. Højde/højdemålerindstilling (brug FL eller FT QNH eller FT QFE). Ligeud flyvning, stigning eller nedgang. Afværgeaktion (ja eller nej).
- Det andet luftfartøj: Type og kaldesignal/registrering (hvis kendt). Hvis det ikke er kendt, beskriv luftfartøjet: Høj-, midt- eller lavvinget, eller helikopter. Antallet af motorer. Mærkning, farve eller andre detaljer, styret kurs, og hvis kendt, kontrollerende enhed og frekvens. Ligeud flyvning, stigning, nedgang eller ukendt. Afværgeaktion (ja, nej eller ukendt).
- Nærmeste horisontale og vertikale afstand til det andet luftfartøj (angiv måleenhed).
- Første landingsflyveplads samt bestemmelsessted

5. Lufttrafikhændelsesrapportformularen

5.1 Lufttrafikhændelsesrapportformularen (ATIR formularen) kan fås ved henvendelse til HCLJ eller en ATS-enhed. Formularen forefindes kun på engelsk.

6. Accident Investigation Board

6.1 In accordance with Regulkation no. 301, Regulation on notification requirements concerning aircraft accidents and flight incidents, the following contact information shall be published:

Accident Investigation Board (AIB)
Jættevej 50A, 1. sal, mf.
DK-4100 Ringsted
Denmark

TEL: +45 33 14 70 80
FAX: NIL
E-mail: aib@havarikommissionen.dk
Website: http://www.haverikommisionen.dk

Supervisor Copenhagen ACC

TEL: +45 32 48 19 33

7. Handling of the Air Traffic Incident Report

7.1 The purpose of the report is to provide the investigating authority with as complete information on an air traffic incident as possible and to enable it to report back with the least possible delay to the pilot or operator concerned the result of the investigation of the incident and, if appropriate, the remedial action taken.

6. Havarikommissionen for Civil Luftfart og Jernbane

6.1 I henhold til Bekendtgørelse nr. 301, Bekendtgørelse om meddelelsespligt med hensyn til flyvehavarier og flyvehændelser, skal følgende kontaktinformation offentliggøres:

Havarikommissionen for Civil Luftfart og Jernbane (HCLJ)
Jættevej 50A, 1. sal, mf.
DK-4100 Ringsted
Denmark

TEL: +45 33 14 70 80
FAX: NIL
E-mail: aib@havarikommissionen.dk
Website: http://www.haverikommisionen.dk

Supervisor Copenhagen ACC

TEL: 32 48 19 33

7. Behandling af lufttrafikhændelsesrapporten

7.1 Formålet med rapporten er at forsyne den undersøgende myndighed med så fuldstændige oplysninger om en lufttrafikhændelse som muligt og at sætte den i stand til med mindst mulig forsinkelse at underrette berørte pilot eller luftfartsforetagende om resultatet af undersøgelsen af hændelsen og, hvis bestemt, foranstaltninger, som er eller vil blive truffet til forebyggelse af gentagelser.

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2. LUFTTRAFIKTJENESTE LUFTRUM

ENR 2.1 FIR, CTA, Local ATS Areas, TMA

ENR 2.1 FIR, CTA, lokale ATS områder, TMA

Name, Lateral limits, Vertical limits, Class of airspace/ Navn, Laterale grænser, Vertikale grænser Luftrumsklasse	ATS Unit/ ATS-enhed	CS, Language, HR/ Kaldesignal, Sprog, HR	FREQ	Antenna/Antenne PSN Remarks/Bemærkninger
REYJKAVÍK FIR Along/Langs 73 00 00N from/fra 020 00 00W to/til 000 00 00W - 61 00 00N 000 00 00W along/langs 61 00 00N to/til 030 00 00W - 63 30 00N 039 00 00W - 70 00 00N 020 00 00W - 73 00 00N 020 00 00W UNL/GND Airspace Class A above FL 55/ Luftrumsklasse A over FL 55 Airspace Class G below FL 55/ Luftrumsklasse G under FL 55	ACC Reykjavík	Iceland Radio EN H24 Reykjavík Control EN H24	127.850 MHZ 125.500 MHZ 126.750 MHZ 129.625 MHZ 132.200 MHZ 255.500 MHZ	62 20 25N 006 19 24 W (Klubbin/Fugloy) 62 01 59N 006 57 05W (Sornfelli/Streymoy) 61 25 33N 006 44 17W (Spaafelli/Suðuroy) 61 25 55N 006 44 28W (Spaafelli/Suðuroy) 62 01 59N 006 57 05W (Sornfelli/Streymoy) 62 01 59N 006 57 05W (Sornfelli/Streymoy) Vágar FIZ is situated in Reykjavík FIR, see AD 2 - EKVG item 17/ Vágar FIZ er beliggende i Reykjavík FIR, se AD 2 - EKVG pkt. 17

ENR 3 ATS ROUTES

ENR 3. ATS RUTER

ENR 3.1 ATS Routes

ENR 3.1 ATS Ruter

NIL

ENR 4 RADIO NAVIGATION AIDS

ENR 4.1 Radio Navigation Aids - En Route

ENR 4 RADIONAVIGATIONSHJÆLPEMIDLER

ENR 4.1 Radionavigationshjælpemidler - En route

Station	ID	FREQ/CH	HR	PSN	Remarks/Bemærkninger
Myggenæs NDB	MY	337 KHZ	H24	62 06 24.83N 007 35 15.63W	Coverage/Rækkevidde 100 NM

ENR 4.2 Special Navigation Systems

NIL

ENR 4.2 Specielle navigationssystemer

NIL

ENR 4.3 Global Navigation Satellite System (GNSS)

NIL

ENR 4.4 Name-code designators for significant points

ENR 4.4 Betegnelse for betydningsfulde punkter

Name Code Designator	Coordinates	ATS Route or Other Route	Remarks / Usage
CONNY	61 54 00N 005 35 00W		

ENR 4.5 Aeronautical Ground Lights

ENR 4.5 Lysfyr for luftfarten

Name *IDENT* / Navn *IDENT* (Coordinates/ koordinater)	**Type and Intensity / Type og Intensitet (1000 Candelas)**	**Characteristics / Fyrkarakter**	**Operating hours / Driftstider**	**Remarks / Bemærkninger**
Froðba 61 32 37.30N 006 46 27.90W	ABN -	White flashing "H" every 2 SEC	O/R	-
Kirkja 62 19 01.84N 006 18 47.95W	ABN -	White flashing "H" every 2 SEC	O/R	-
Klaksvík 62 13 03.50N 006 34 34.92W	ABN -	White flashing "H" every 2 SEC	O/R	-
Mykines 62 06 07.74N 007 38 45.24W	ABN -	White flashing "H" every 2 SEC	O/R	-
Skúvoy 61 46 10.42N 006 48 12.42W	ABN -	White flashing "H" every 2 SEC	O/R	-
Stóra Dímun 61 41 07.03N 006 45 30.70W	ABN -	White flashing "H" every 2 SEC	O/R	-
Svínoy 62 16 35.92N 006 20 29.21W	ABN -	White flashing "H" every 2 SEC	O/R	-
Tórshavn/Bodanes 62 01 18.03N 006 45 26.72W	ABN -	White flashing "H" every 2 SEC	O/R	-

ENR 5 NAVIGATION WARNINGS

ENR 5.1 Prohibited, Restricted and Danger Areas

NIL

ENR 5 FAREAKTIVITETER

ENR 5.1 Forbudte, restriktions- og fareområder

NIL

ENR 5.2 Military Exercise and Training Areas

NIL

ENR 5.2 Militære øvelses- og træningsområder

NIL

ENR 5.3 Other Activities of a Dangerous Nature

1. Exercise "Bright Eye"

1.1 Description

A periodic medium scale Search and Rescue (SAR) exercise, conducted with live flying search and rescue operations. The exercise is separated into three parts:

a. Bright Eye South
b. Bright Eye Middle
c. Bright Eye North

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

1.2 FIR affected

Amsterdam	Polaris
Bremen	Reykjavík
Brussels	Scottish
Bodø	Scottish/Shanwick Oceanic
Bodø Oceanic	Sondrestrom
København	Sweden
London	

1.3 Vertical and lateral limits

Bright Eye exercises will normally take place from Sea Level to FL 60. The vertical limits for each area will be included in the activation NOTAM (see para. 1.4).

Bright Eye South:

Amsterdam FIR:	The North Sea area of the FIR
Bremen FIR:	The North Sea and Baltic Sea area of the FIR
Brussels FIR:	The North Sea area north of 51N
København FIR:	The North Sea area south of 57N and the Baltic Sea area of the FIR
London FIR:	The North Sea area north of 51N
Sweden FIR:	The Baltic Sea west of 15E
Scottish FIR:	The North Sea area south of 56N

Bright Eye Middle:

København FIR:	The North Sea and Skagerrak north of 55N
Sweden FIR:	The Skagerrak area north of 5730N
Polaris FIR:	The area south of 59N and west of 10E
Reykjavík FIR:	The area South of 63N and east of 09W
Scottish FIR:	The North Sea and Atlantic Sea area north of 55N and east of 09W
Polaris FIR:	The area south of 63N and west of 0730E

Bright Eye North:

Bodø FIR:	The area west of 24E but not closer than 20 NM to the international borders over land
Bodø Oceanic FIR:	The sea area west of 24E and south of 72N
Reykjavík FIR:	The entire area
Scottish/Shanwick Oceanic FIR:	The sea area north of 60N
Nuuk FIR:	The area east of 56W and between 60N and the North Pole
Polaris FIR:	The area north of 60N and west of 0730E. All the sea area within the FIR limits. The land area south of 63N and west of 0730E also, the land area north of 65N but not closer than 20 NM to the international border.

1.4 Periods

The exercise will be conducted periodically. Dates and times will be published approximately 10 days prior to each exercise by NOTAM and additionally an AIP SUP as required.

1.5 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.

1.6 Procedures for non-exercise aircraft

During the exercise period as notified by NOTAM as specified in para. 1.4:

ENR 5.3 Andre aktiviteter af faremæssig karakter

1. Øvelse "Bright Eye"

1.1 Beskrivelse

En periodisk middelstor øvelse "Search and Rescue" (SAR), udført som rigtige eftersøgnings- og redningsoperationer. Øvelsen er opdelt i 3 dele:

a. Bright Eye South
b. Bright Eye Middle
c. Bright Eye North

Øvelsesoperationerne i hver enkelt del vil blive udført uafhængigt; forskellige datoer og tider for hver del bliver muligvis anvendt.

1.2 Berørte FIR

Amsterdam	Polaris
Bremen	Reykjavík
Brussels	Scottish
Bodø	Scottish/Shanwick Oceanic
Bodø Oceanic	Sondrestrom
København	Sweden
London	

1.3 Vertikale og laterale grænser

Bright Eye øvelserne vil normalt finde sted fra "Sea Level" til FL 60. De vertikale grænser for hvert område vil blive inkluderet i NOTAM (se pkt. 1.4).

Bright Eye South:

Amsterdam FIR:	Nordsøområdet af FIR
Bremen FIR:	Nordsøen og Østersøområdet af FIR
Brussels FIR:	Nordsøen nord for 51N
København FIR:	Nordsøen syd for 57N og Østersøområdet af FIR
London FIR:	Nordsøen nord for 51N
Sweden FIR:	Østersøen vest for 15E
Scottish FIR:	Nordsøen syd for 56N

Bright Eye Middle:

København FIR:	Nordsøen og Skagerrak nord for 55N
Sweden FIR:	Skagerrak nord for 5730N
Polaris FIR:	Området syd for 59N og vest for 10E
Reykjavík FIR:	Området syd for 63N og øst for 09W
Scottish FIR:	Nordsøen og Atlanterhavsområdet nord for 55N og øst for 09W
Polaris FIR:	Området syd for 63N og vest for 0730E

Bright Eye North:

Bodø FIR:	Området vest for 24E, men ikke nærmere end 20 NM fra de internationale grænser over land.
Bodø Oceanic FIR:	Havområdet vest for 24E og syd for 72N
Reykjavík FIR:	Hele området
Scottish/Shanwick Oceanic FIR:	Havområdet nord for 60N
Nuuk FIR:	Området øst for 56W og mellem 60N og Nordpolen
Polaris FIR:	Området nord for 60N og vest for 0730E. Hele havområdet inden for FIR grænsen. Landområdet syd for 63N og vest for 0730E, også landområdet nord for 65N, men ikke nærmere end 20 NM fra den internationale grænse.

1.4 Perioder

Øvelsen vil blive udført periodisk. Datoer og tidspunkter vil blive bekendtgjort ca. 10 dage før hver øvelse ved NOTAM og yderligere i AIP SUP, hvis dette skønnes nødvendigt.

1.5 Fremgangsmåder for øvelsesluftfartøjer

Øvelsesluftfartøjer flyvende til og fra øvelsesområderne vil efterkomme ICAO eller nationale ATC-procedurer herunder udfyldning af flyveplaner. SAR luftfartøjsoperationer i eftersøgningsområdet vil kun blive udført i VMC og vil efterkomme nationale ATS procedurer. Under SAR operationerne vil øvelsesluftfartøjer være i kontakt med den pågældende RCC-enhed.

1.6 Fremgangsmåder for ikke-øvelsesluftfartøjer

Under øvelsesperioden som bekendtgjort i NOTAM ifølge pkt. 1.4:

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

1.7 Contact authority

To be provided in NOTAM for each exercise (see para. 1.4 above).

a. anmodes ikke-øvelsesluftfartøjer om at undgå de aktuelle felter, hvor redningsoperationerne foregår
b. må ikke-øvelsesluftfartøjer, for at efterkomme ovennævnte pkt. a., hvis nødvendigt, indhente informationer om aktuelle SAR-øvelser i områderne gennem den implicerede ATS-enhed (inkl. Flight Information Service).

1.7 Forbindelsesmyndigheder

Meddeles i NOTAM før hver enkelt øvelse (se pkt. 1.4 ovenfor).

ENR 5.4 Air Navigation Obstacles - En route

1. Notification

1.1 Notification will be made in AIP Faeroe Islands of all obstacles of a height of 328 FT (100 M) GND or more of which the Danish Civil Aviation Authority has been informed.

1.2 Notification in AIP Faeroe Islands of obstacles of a height less than 328 FT (100 M) GND will be made only when such obstacles are situated in the vicinity of public aerodromes and it is deemed that such notification is necessary.

2. Marking

2.1 All obstacles of a height of 492 FT (150 M) GND or more will be marked in accordance with the specifications given in ICAO Annex 14.

However, transmission lines across fiords, straits or valleys will be marked only in particular cases.

2.2 Obstacles of a height less than 492 FT (150 M) GND situated in the vicinity of public aerodromes will be marked in accordance with item 2.1 above if it is deemed that such marking is necessary.

3. Specification of air navigation obstacles

3.1 A specification of air navigation obstacles of which the Danish Civil Aviation Authority has been informed is given below.

4. Caution note

4.1 Because of the unmarked transmission lines in various heights across fiords, straits and valleys, extreme caution shall be exercised when flying in such places.

4.2 Information about transmission lines of a span of 1200 M or more and a height of 328 Ft (100 M) GND or more which is known by the Danish Civil Aviation Authority is given below.

5. Air Navigation Obstacles

OBST ID or designation	*OBST type*	*OBST position*	*ELEV (FT)*	*HGTAGL (FT)*	*OBST LGT (Type/Colour)*	*REMARKS*
Eiði	Mast	62 17 58N 007 03 45W	1190	627	YES/Ja	
Húsareyn	Mast	62 01 08N 006 49 18W	1493	410	NIL/Nej	
Suðuroy/1	Mast	61 23 46N 006 41 08W	650	268	NIL/Nej	
Suðuroy/2	Mast	61 23 49N 006 40 39W	850	460	YES/Ja	

6. Transmission Lines

Place/ Sted	Approximate PSN Cirka PSN	Span (M)/ Spændvidde (M)	Reference ANC 1:250 000 Faroe Islands/Færøerne
Vestmannasund	62 07 25N 007 10 55W - 62 07 45N 007 09 25W	1460	A
Frammi við Gjónna	62 09 05N 007 02 15W - 62 09 10N 007 00 30W	1570	C
Sundalagið	62 09 35N 006 56 40W - 62 09 55N 006 55 20W	1300	E
Kalsoyarfjørð	62 15 30N 006 41 35W - 62 16 10N 006 39 15W	2340	I
Leirvíksfjørð	62 11 55N 006 38 30W - 62 12 40N 006 35 40W	2775	J
Strandadali	62 16 15N 006 34 20W - 62 16 45N 006 33 25W	1200	L
Depli	62 16 45N 006 33 10W - 62 17 30N 006 31 55W	1750	M
Svínoyarfjørð	62 16 55N 006 25 45W - 62 16 45N 006 24 00W	1630	O

ENR 5.4 Luftfartshindringer - En route

1. Bekendtgørelse

1.1 Alle luftfartshindringer, som er anmeldt til Trafikstyrelsen og hvis højde er 328 FT (100 M) GND eller mere, vil blive bekendtgjort i AIP Færøerne.

1.2 Bekendtgørelse i AIP Færøerne om hindringer, hvis højde er mindre end 328 FT (100 M) GND, vil kun finde sted, såfremt disse er beliggende i nærheden af offentlige flyvepladser og det i øvrigt skønnes, at sådan bekendtgørelse er nødvendig.

2. Afmærkning

2.1 Luftfartshindringer, hvis højde er 492 FT (150 M) GND eller mere, vil blive afmærket i overensstemmelse med specifikationerne i ICAO Annex 14.

Dog vil luftledningsspænd over fjorde, sunde og dale kun i særlige tilfælde blive afmærket.

2.2 Luftfartshindringer, hvis højde er mindre end 492 FT (150 M) GND og som er beliggende i nærheden af offentlige flyvepladser, vil, såfremt det skønnes nødvendigt, blive afmærket på lignende måde som nævnt i punkt 2.1.

3. Fortegnelse over luftfartshindringer

3.1 En fortegnelse over luftfartshindringer, som er anmeldt til Trafikstyrelsen, er angivet neden for.

4. Advarsel

4.1 Af hensyn til uafmærkede luftledningsspænd i varierende højde over fjorde, sunde og dale, skal yderste agtpågivenhed udvises ved flyvning i disse områder.

4.2 Oplysninger om luftledningsspænd, som har en spændvidde på 1200 M eller mere og en højde på 328 FT (100 M) GND eller mere, og som er kendt af Trafikstyrelsen, er angivet neden for.

5. Luftfartshindringer

OBST ID or designation	*OBST type*	*OBST position*	*ELEV (FT)*	*HGTAGL (FT)*	*OBST LGT (Type/Colour)*	*REMARKS*
Eiði	Mast	62 17 58N 007 03 45W	1190	627	YES/Ja	
Húsareyn	Mast	62 01 08N 006 49 18W	1493	410	NIL/Nej	
Suðuroy/1	Mast	61 23 46N 006 41 08W	650	268	NIL/Nej	
Suðuroy/2	Mast	61 23 49N 006 40 39W	850	460	YES/Ja	

6. Luftledningsspænd

Place/ Sted	Approximate PSN Cirka PSN	Span (M)/ Spændvidde (M)	Reference ANC 1:250 000 Faroe Islands/Færøerne
Vestmannasund	62 07 25N 007 10 55W - 62 07 45N 007 09 25W	1460	A
Frammi við Gjónna	62 09 05N 007 02 15W - 62 09 10N 007 00 30W	1570	C
Sundalagið	62 09 35N 006 56 40W - 62 09 55N 006 55 20W	1300	E
Kalsoyarfjørð	62 15 30N 006 41 35W - 62 16 10N 006 39 15W	2340	I
Leirvíksfjørð	62 11 55N 006 38 30W - 62 12 40N 006 35 40W	2775	J
Strandadali	62 16 15N 006 34 20W - 62 16 45N 006 33 25W	1200	L
Depli	62 16 45N 006 33 10W - 62 17 30N 006 31 55W	1750	M
Svínoyarfjørð	62 16 55N 006 25 45W - 62 16 45N 006 24 00W	1630	O

ENR 5.5 Aerial Sporting and Recreational Activities

1. Hanggliding and paragliding

1.1 General

Hanggliding and paragliding may take place from some public aerodromes or heliports.

In case hanggliding or paragliding from an aerodrome or a heliport is allowed, the information will be given in the AD section of the said aerodrome or heliport, item 23, Additional Information.

1.2 Hanggliding and paragliding in Vágar FIZ

Information about hanggliding and paragliding in Vágar FIZ can be obtained from Vágar AFIS.

ENR 5.5 Luftsportsaktiviteter

1. Drageflyvning og skærmflyvning

1.1 Generelt

Drageflyvning og skærmflyvning kan finde sted fra visse offentlige flyvepladser eller helikopterflyvepladser.

I tilfælde af at drageflyvning eller skærmflyvning er tilladt ved en flyveplads eller en helikopterflyveplads, vil information herom være angivet i AD afsnittet for den berørte flyveplads eller helikopterflyveplads, under punkt 23, Yderligere information.

1.2 Drageflyvning og skærmflyvning i Vágar FIZ

Oplysninger om drageflyvning og skærmflyvning i Vágar FIZ kan indhentes fra Vágar AFIS.

ENR 5.6 Bird Migration and Areas with Sensitive Fauna

1. General

1.1 Bird migration occurs during the whole year, but culminates in the periods primo April to ultimo May (spring migration) and ultimo August to ultimo October (autumn migration).

2. Reporting of Bird Strikes and Collisions with Mammals

2.1 General

To achieve more comprehensive statistics of bird strikes and collisions with mammals, the Danish Civil Aviation Authority wants to collect information about this from civil aviation.

Therefore, all pilots are requested to report strikes/collisions to the Danish Civil Aviation Authority. Pilots on Danish registered aircraft are requested to report irrespective of where the event took place.

2.2 Reporting

2.2.1 For use in connection with reporting a Bird Strike Reporting Form has been produced.

The form can be obtained at airport offices at public airports/aerodromes or from the Danish Civil Aviation Authority.

2.2.2 In connection with strikes/collisions on or near a Faeroese airport/aerodrome, pilots are requested to see to it that the bird(s)/mammal(s) or as much of the remains as possible be collected and sent for further analysis to

Føroya Náttúrugripasavn
(Faroese Museum of Natural History)
V.U. Hammershaimbsgøta 13
FO-100 Tórshavn
Faeroe Islands

supplemented by information on the circumstances under which the incident took place.

3. Areas with sensitive Fauna

3.1 Many species of birds as well as mammals are sensitive to noise from aircraft and overflying their breeding and resting places even at a low rate may be critical. In accordance with Regulations for Civil Aviation (BL 7-16) overflying of such areas at heights below 1500 FT (500 M) shall be avoided.

ENR 5.6 Fugletræk og særligt følsomme naturområder

1. Generelt

1.1 Fugletræk finder sted hele året, men kulminerer i perioderne primo april til ultimo maj (forårstræk) og ultimo august til ultimo oktober (efterårstræk).

2. Rapportering af kollisioner med fugle og pattedyr

2.1 Generelt

For at opnå en mere fyldestgørende statistik over kollisioner mellem luftfartøjer og fugle/pattedyr ønsker Trafikstyrelsen at indsamle oplysninger herom fra den civile luftfart.

Alle luftfartøjsførere anmodes derfor om at rapportere sådanne kollisioner til Trafikstyrelsen. Luftfartøjsførere på dansk registrerede luftfartøjer anmodes om at rapportere uanset, hvor en sådan hændelse måtte finde sted.

2.2 Rapportering

2.2.1 Til anvendelse ved rapportering er fremstillet en rapportformular, Fuglekollisionsrapport.

Formularen kan fås på havnekontoret på offentlige lufthavne/flyvepladser eller rekvireres fra Trafikstyrelsen.

2.2.2 I forbindelse med kollisioner på eller i nærheden af en færøsk lufthavn/flyveplads, anmodes luftfartøjsførere om at foranledige, at fuglen(e)/pattedyret(ene) eller så mange rester heraf som muligt indsamles og sendes til nærmere analyse til

Føroya Náttúrugripasavn
(Færøernes Naturhistoriske Museum)
V.U. Hammershaimbsgøta 13
100 Tórshavn

bilagt oplysninger om de omstændigheder, hvorunder hændelsen fandt sted.

3. Særligt følsomme naturområder

3.1 Mange arter af såvel fugle som pattedyr er følsomme over for støj fra luftfartøjer, og overflyvning af vildtets tilholdssteder selv i ringe omfang kan være kritisk. Ifølge BL 7-16, vedrørende særligt følsomme naturområder, skal overflyvning af sådanne områder i højder lavere end 1500 FT (500 M) undgås.

COM Coverage Areas

(ACC / U) - "NORTH" - FL 450 / MSL - 125.500 126.750 129.625 132.200 (Reykjavik Control)

BODO OCEANIC FIR
REYKJAVIK FIR

63 00N
014 00W

63 00 00N
009 00 00W

63 00 00N
005 00 00W

63 00 00N
000 00 00W

"NORTH" - FL 450 / MSL - 125.500 126.750 129.625 132.200
"SOUTH" - FL 100 / MSL - 124.850
"VAGAR" - FL 350 / MSL - 124.850

"NORTH" - FL 450 / MSL - 125.500 126.750 129.625 132.200
"VAGAR" - FL 350 / MSL - 124.850

"NORTH" - FL 450 / MSL - 125.500 126.750 129.625 132.200
"VAGAR" - FL 350 / MSL - 124.850

POLARIS FIR
REYKJAVIK FIR

62 00 00N
009 00 00W

62 00 00N
003 02 00W

61 00 00N
015 00 00 W

61 00 00N
014 00 00W

REYKJAVIK FIR
SHANWICK OCEANIC FIR

61 00 00N
010 00 00W

61 00 00N
008 00 00W

61 00 00N
004 06 00W

REYKJAVIK FIR
SCOTTISH FIR

61 00 00N
000 00 00W

"SOUTH" - FL 100 / MSL - 124.850

60 21 00N
004 47 00W

60 10 00N
007 00 00W

Changes : TIZ changed to FIZ. "SOUTH" FREQ changed to 124.850.

LEGEND

- FIR
- COM Coverage Areas
- Exclusive Economic Zone (EEZ)
- FIZ

SCALE 1 : 2 500 000

AD 0 AERODROMES. GENERAL (AD)

AD 0.6 Table of Contents to Part 3

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AD 1.2 Rescue and Fire Fighting Services and Runway Surface Condition Assessment and Reporting and Snow Plan

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AD 1.4 Grouping of Aerodromes and Heliports

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The following aerodromes are described in the AIP:

EKVG - Vágar

For each aerodrome the following details are included:

2.1 Location Indicator and Name
2.2 Geographical and Administrative Data
2.3 Operational Hours
2.4 Handling Services and Facilities
2.5 Passenger Facilities
2.6 Rescue and Fire Fighting Services
2.7 Seasonal Availability - Clearing
2.8 Aprons, Taxiways and Check Locations Data
2.9 Surface Movement Guidance and Control System and Markings
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2.11 Meteorological Information Provided
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2.13 Declared Distances
2.14 Approach and Runway Lighting
2.15 Other Lighting and Secondary Power Supply
2.16 Helicopter Landing Area
2.17 ATS Airspace
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AD 2 FLYVEPLADSER

Følgende flyvepladser er beskrevet i AIP:

EKVG - Vágar

Følgende detaljer er inkluderet for hver flyveplads:

2.1 Stedindikator og navn
2.2 Geografiske og administrative data
2.3 Tjenested
2.4 Serviceydelser og faciliteter
2.5 Passagerfaciliteter
2.6 Brand- og redningstjeneste
2.7 Sæsonmæssig anvendelighed - Rydning
2.8 Forpladser, rulleveje og checkpunkt data
2.9 Manøvreområders styre- og kontrolsystemer og afmærkning
2.10 Lufthavnshindringer
2.11 Tilgængelige meteorologiske oplysninger
2.12 Baners fysiske data
2.13 Operative banelængder
2.14 Landings- og banebelysning
2.15 Anden belysning og nødstrømsbelysning
2.16 Helikopter landingsområde
2.17 Lufttrafiktjeneste luftrum
2.18 Lufttrafiktjeneste kommunikationsfaciliteter
2.19 Radionavigations- og landingshjælpemidler
2.20 Lokale flyvepladsforskrifter
2.21 Støjbegrænsende bestemmelser
2.22 Flyveprocedurer
2.23 Yderligere information
2.24 Kort tilknyttet lufthavnen

Subject **Page**

AD 3 HELIPORTS

The following heliports are described in the AIP:

EKFA - Froðba
EKKU - Kirkja
EKKV - Klaksvík
EKMS - Mykines
EKSY - Skúvoy
EKSR - Stóra Dímun
EKSO - Svínoy
EKTB - Tórshavn/Bodanes

For each heliport the following details are included:

4.1 Location Indicator and Name
4.2 Geographical and Administrative Data
4.3 Operational Hours
4.4 Aprons, Taxiways and Check Locations Data
4.5 Markings
4.6 Heliport Obstacles
4.7 Heliport Data
4.8 Declared Distances
4.9 Approach and FATO Lighting
4.10 ATS Communication Facilities
4.11 Radio Navigation and Landing Aids
4.12 Additional Information

AD 4 HELIPORTS

The following heliports are described in the AIP:

NIL

For each heliport the following details are included:

NIL

Emne **Side**

AD 3 HELIKOPTERFLYVEPLADSER

Følgende helikopterflyvepladser er beskrevet i AIP:

EKFA - Froðba
EKKU - Kirkja
EKKV - Klaksvík
EKMS - Mykines
EKSY - Skúvoy
EKSR - Stóra Dímun
EKSO - Svínoy
EKTB - Tórshavn/Bodanes

Følgende detaljer er inkluderet for hver helikopterflyveplads:

4.1 Stedindikator og navn
4.2 Geografiske og administrative data
4.3 Tjenestetid
4.4 Forpladser, rulleveje og checkpunkt data
4.5 Afmærkning
4.6 Helikopterflyveplads hindringer
4.7 Helikopterflyveplads data
4.8 Operative banelængder
4.9 Landings- og banebelysning
4.10 Lufttrafiktjeneste kommunikationsfaciliteter
4.11 Radionavigations- og landingshjælpemidler
4.12 Yderligere information

AD 4 HELIKOPTERFLYVEPLADSER

Følgende helikopterflyvepladser er beskrevet i AIP:

NIL

Følgende detaljer er inkluderet for hver helikopterflyveplads:

NIL

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome and Heliports Availability

1. General Conditions under which Aerodromes and associated Facilities are available for use

1.1 Flights to and from Faeroe Islands - including to and from off-shore installations located within the Continental Area - may take place only by use of the international airports listed in AD 1.3. However, this does not apply in case of an emergency landing.

1.2 As a consequence of the Schengen Agreement, the availablity of the international airports are limited, as reflected in AD 1.3 and in the AD 2 sections, item 3.

Immigration is not required for flights between Schengen States. Customs clearance is compulsory for all flights to Faeroe Islands.

Note: List of Schengen States: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Lichtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and Switzerland.

1.3 Use of other areas than the approved runways/landing areas for take-off and landing requires permission in each case from the Danish Civil Aviation Authority.

Note: Take-off and landing is permitted from approved runways only. It is e.g. not permitted to land before a runway threshold or to land in or take-off from the safety zone.

1.4 Use of the heliports detailed in AD 3 and AD 4

Unless other permission has been obtained from the Danish Civil Aviation Authority, the heliports detailed in AD 3 and AD 4 may be used only for flights in accordance with the Visual Flight Rules (VFR).

Pilots shall, before the use of a heliport ensure that a clear approach and departure can be carried out, and in case of an emergency, that suitable landing sites are available along the planned track, the performance of the helicopter taken into consideration.

1.5 Heliports. Administrative details

Landsverk
Yviri við Strond 17
P.O. Box 78
Faroe Islands

TEL: +298 34 08 00
E-mail: lv@lv.fo

2. Applicable ICAO documents

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

3. Low Visibility Operations at Aerodromes

Note: Where in the following text, Denmark, Danish territory, Danish area and Danish territorial waters is mentioned, Greenland and Faeroe Islands are included as well, except where a specific exemption is given.

3.1 At Danish aerodromes during operations under conditions of reduced visibility, e.g. take-off's with visibility less than 400 M, special safety measures will be introduced as described hereafter.

A. 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.

B. Special procedures for traffic on the manoeuvring area will come into force.

4. Other Information

4.1 Runway Classification

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

AD 1 FLYVEPLADSER/HELIKOPTERFLYVEPLADSER - INTRODUKTION

AD 1.1 Flyvepladsers og helikopterflyvepladsers benyttelse

1. Generelle betingelser på hvilke flyvepladser og tilsvarende anlæg er til rådighed

1.1 Flyvninger til og fra Færøerne - inklusive til og fra off-shore installationer placeret inden for det kontinentale område - må kun finde sted ved brug af de internationale flyvepladser angivet i AD sektionen. Dette gælder dog ikke i tilfælde af en nødlanding.

1.2 Som følge af Schengen-aftalen er anvendelsen af de internationale lufthavne begrænset, som angivet i AD 1.3 samt i AD 2 sektionerne, punkt 3.

Paskontrol er ikke krævet for flyvninger mellem Schengen-lande. Toldkontrol er obligatorisk for alle flyvninger til Færøerne.

Note: Liste over Schengen-lande: Belgien, Bulgarien, Danmark, Estland, Finland, Frankrig, Grækenland, Holland, Island, Italien, Kroatien, Letland, Liechtenstein, Litauen, Luxembourg, Malta, Norge, Polen, Portugal, Rumænien, Slovenien, Slovakiet, Spanien, Sverige, Schweiz, Tjekkiet, Tyskland, Ungarn og Østrig.

1.3 Anvendelse af andre arealer til start og landing end de godkendte baner/landingsområder, kræver i hvert enkelt tilfælde tilladelse fra Trafikstyrelsen.

Note: Til start og landing er det alene tilladt at anvende de godkendte baner. Det er f.eks. ikke tilladt at lande før en angiven tærskel eller at lande eller starte i sikkerhedszonen.

1.4 Brug af helikopterflyvepladser beskrevet i AD 3 og AD 4

Med mindre anden tilladelse er givet af Trafikstyrelsen, må de beskrevne helikopterflyvepladser i AD 3 og AD 4 alene anvendes til beflyvning i henhold til visuelflyvereglerne (VFR).

Luftfartøjsførere skal, forinden en helikopterflyveplads anvendes, sikre sig, at fri ind- og udflyvning kan foretages samt at egnede nødlandingsmuligheder forefindes langs flyvevejen. Alt under hensyntagen til ydeevne m.m. for den helikopter, der anvendes.

1.5 Helikopterflyvepladser. Administrative oplysninger

Landsverk
Yviri við Strond 17
Postboks 78
Føroyar

TEL: 34 08 00
E-mail: lv@lv.fo

2. Gældende ICAO dokumenter

2.1 De i ICAO Annex 14 anførte standarder og anbefalinger følges generelt. Afvigelser er angivet i GEN 1.7.

3. Operationer ved lav sigtbarhed på lufthavne

Note: Hvor i den efterfølgende tekst, Danmark, dansk territorium, dansk område og dansk territorialfarvand er nævnt, er Grønland og Færøerne også omfattet, medmindre særlige undtagelser er angivet.

3.1 På danske lufthavne vil der ved operationer under forhold med reduceret sigtbarhed, d.v.s. starter med sigtbarhed mindre end 400 M, blive indført specielle sikkerhedsforholdsregler som anført herefter.

A. Maksimum omkoblingstiden for reservestrømforsyningen vil være 1 sekund for følgende systemer:
Landingslys, banetærskellys, "touch down zone" lys, banecenterlys, baneendelys og stopbarrer.

B. Speciel procedure for trafik på manøvreområdet vil træde i kraft.

4. Andre oplysninger

4.1 Baneklassifikation

Flyvepladser godkendes i overensstemmelse med ICAO's normer angivet i Annex 14 til Chicago konventionen.

4.1.1 Runways are classified as stated in the tables below. The classification consists of 2 code elements, e.g. 2 C. 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

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

4.1.2 Runway Classifications at the Individual Aerodromes

Runway classifications at the individual aerodromes are given in AD 2.

In the column “Type”, the used abbreviations have the following meaning:

NINST = Non-instrument runway (VMC)
NONP = Non-Precision Approach Runway

4.2 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.

4.1.1 Baner klassificeres som angivet i nedenstående tabeller. Klassifikationen består af 2 kodeelementer, f. eks. 2 C. Det første element relaterer til banen og det andet til luftfartøjet.

Kodeelement 1

Kode-ciffer	Banelængde
1	Mindre end 800 M
2	800 M og over, men mindre end 1200 M
3	1200 M og over, men mindre end 1800 M
4	Større end eller lig med 1800 M

Kodeelement 2

Kode-bogstav	Vingefang	Hjulsporvidde
A	Mindre end 15 M	Mindre end 4,5 M
B	15 M og over, men mindre end 24 M	4,5 M og over, men mindre end 6 M
C	24 M og over, men mindre end 36 M	6 M og over, men mindre end 9 M
D	36 M og over, men mindre end 52 M	9 M og over, men mindre end 14 M
E	52 M og over, men mindre end 65 M	9 M og over, men mindre end 14 M

Note: Trafikstyrelsen kan i særlige tilfælde bestemme, at en bane skal henføres til en anden referencekode, end der er angivet i ovenstående tabeller.

4.1.2 Baneklassifikationer på den enkelte flyveplads

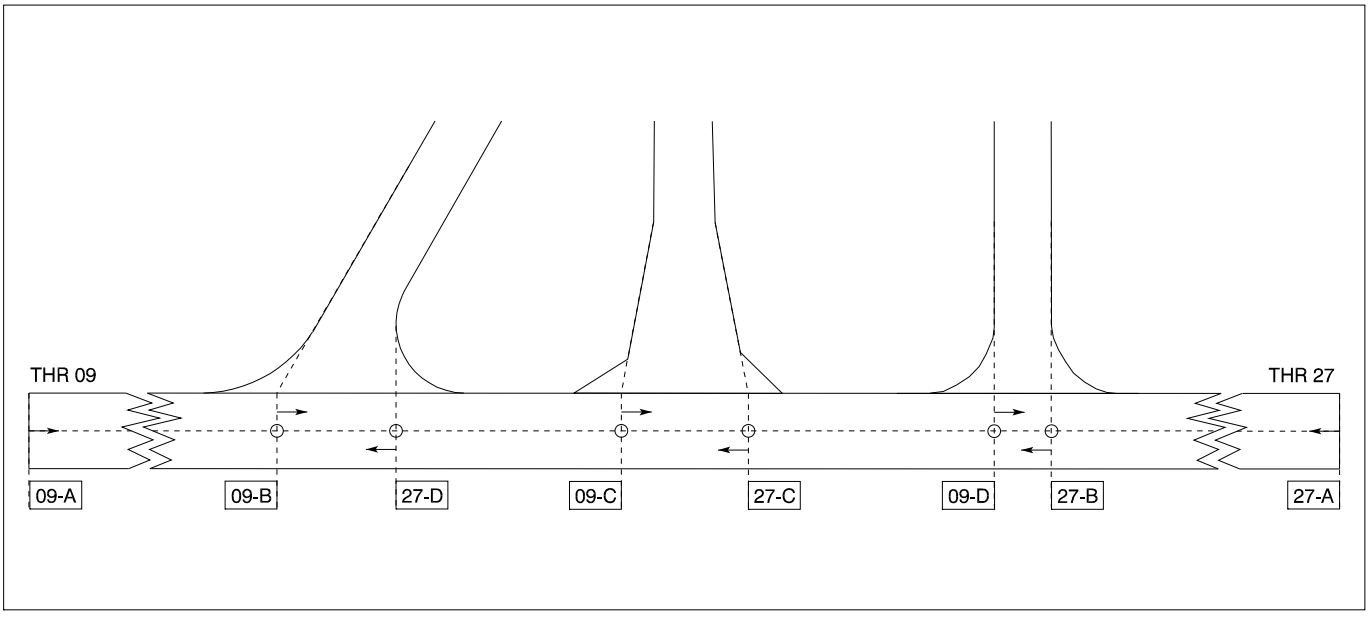
Baneklassifikationer på de enkelte flyvepladser er angivet i AD 2.

I rubrikken “Type”, har de anvendte forkortelser følgende betydning:

NINST = Ikke instrumentbane (VMC)
NONP = Ikke præcisionsindflyvningsbane

4.2 Beregning af operative banelængder

Beregninger af operative banelængder (TORA, TODA og ASDA) fra startpositioner ved rullevejstilslutninger sker ud fra referencelinjer som vist på nedenstående skitse.



4.3 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.

4.3 "Bird Strike"

Når arbejdsbyrden i cockpit tillader, anmodes piloter om at indrapportere "Bird Strike", eller mistake om "Bird Strike", under start og landing.

AD 1.2 Rescue and Fire Fighting Services and Runway Surface Condition Assessment and Reporting and Snow Plan

1. Rescue and Fire Fighting Service

1.1 At public aerodromes - which are used for commercial transport of passengers by aeroplanes having a MTOM of 10 ton or more, or which are certificated to carry more than 19 passengers - fire fighting services will be established in accordance with the Danish Regulations for Civil Aviation BL 3-9. For some public aerodromes sea rescue services have also been established.

1.2 Public aerodromes without rescue and fire fighting services are approved only for commercial transport of passengers by aeroplanes having a MTOM less than 10 ton and which are certificated to carry not more than 19 passengers.

However, a public aerodrome without fire and rescue services may for other reasons be limited to a less MTOM than given above. It is indicated on the relevant page in AD 2.

Note: For public heliports special rules will apply.

Information about whether there is service or not and also the extent of such service is given for each aerodrome in AD 2.

1.3 For each individual service a category will be given in accordance with the scheme below. Temporary changes will be published by NOTAM.

Category (CAT)	Amount of water in litres for production of synthetic foam
4	2400
5	5400
6	8000
7	12000
8	18000
9	24000

Note: Category 1, 2 and 3 are not used.

2. Runway Surface Condition Assessment and Reporting and Snow Plan

2.1 Organization of the runway surface condition reporting and winter service

The runway surface condition assessment and winter service is conducted by the aerodrome operator at:

Vagar airport

The aerodrome operator assesses the runway surface condition, determines the runway condition code (RWYCC) and provides the corresponding runway condition report (RCR) in accordance with the global reporting format (GRF) methodology. Pilots will be informed of the RCR-content by either SNOWTAM or under summer conditions, where STANDING WATER is present, by NOTAM, and directly by the ATS-unit including ATIS.

Clearing priorities are described for each aerodrome in section AD 2, point 7 - Seasonal Availability - Clearing.

The aerodrome operator is responsible for surveillance of the movement area within the published operational hours of service, at least once a day for a code number 1 or 2 aerodrome and at least twice a day for a code number 3 or 4 aerodrome. A runway is inspected whenever weather conditions or other circumstances leads to changes in the condition of the runway, or if special air-reports indicates that the runway condition deviates from what has previously been disseminated.

2.2 Surveillance of movement areas

The aerodrome operator surveils the movement area.

2.3 Surface condition assessment methods used

The aerodrome operator assesses the runway surface condition for each third of the runway using a Runway Condition Report (RCR). The ATS-unit may choose to report the runway surface condition for the whole runway instead of each third of the runway if the contaminant,

AD 1.2 Brand- og redningstjeneste og Vurdering og rapportering af baneoverfladens tilstand samt sneplan

1. Brand- og redningstjeneste

1.1 På offentlige flyvepladser, der anvendes til erhvervsmæssig transport af passagerer med flyvemaskine, hvis MTOM er 10 tons eller mere, eller som er certificeret til at medtage mere end 19 passagerer, er der etableret brand- og redningstjeneste i henhold til BL 3-9. På visse offentlige flyvepladser er der også etableret søredningstjeneste.

1.2 Offentlige flyvepladser, hvor brand- og redningstjeneste ikke er etableret, er kun godkendt til erhvervsmæssig transport af passagerer med flyvemaskiner med en MTOM under 10 tons og som er certificeret til at medtage højst 19 passagerer.

En offentlig flyveplads uden brand- og redningstjeneste kan imidlertid af andre årsager være begrænset til en mindre MTOM end angivet ovenfor, hvilket vil fremgå af den relevante side i AD 2.

Note: For offentlige helikopterflyvepladser gælder særlige regler.

I AD 2 er der for den enkelte flyveplads angivet om der er etableret brand- og redningstjeneste samt i hvilket omfang den er til rådighed.

1.3 For den enkelte tjeneste angives en kategori i henhold til nedenstående skema. Midlertidige ændringer hertil meddeles i NOTAM.

Kategori (CAT)	Vandmængde i liter til fremstilling af syntetisk skum
4	2400
5	5400
6	8000
7	12000
8	18000
9	24000

Note: Kategori 1, 2 og 3 anvendes ikke.

2. Vurdering og rapportering af baneoverfladens tilstand samt sneplan

2.1 Organisering af vurdering og rapportering af baneoverfladetilstanden og vinterservice

Vurdering af baneoverfladetilstanden og vinterservice udføres af flyvepladsoperatøren på flyvepladsen:

Vagar

Flyvepladsoperatøren vurderer baneoverfladetilstanden, fastlægger banetilstandskoden (RWYCC) og formidler resultatet i en banetilstandsrapport (RCR) i overensstemmelse med globalt rapporterings format (GRF). Piloter informeres om RCR-indholdet dels via SNOWTAM eller, under sommerforhold i tilfælde af STÅENDE VAND, en NOTAM og dels direkte af ATS-enheden, herunder ATIS.

Rydningsrækkefølgen er beskrevet for den enkelte flyveplads under afsnit AD 2, pkt. 7, Sæsonmæssig anvendelighed - Rydning.

Flyvepladsoperatøren er ansvarlig for at overvåge trafikområdet inden for den for flyvepladsen publicerede tjenestetid, mindst én gang dagligt, hvor flyvepladsens kodenummer er 1 eller 2, og mindst to gange dagligt, hvor kodenummeret er 3 eller 4. En bane inspiceres, når vejrforhold eller andre forhold giver anledning til ændringer i tilstanden på banen, eller hvis flyverapporter fra piloter indikerer, at banens tilstand afviger fra den banetilstandskode (RWYCC), der tidligere er blevet formidlet.

2.2 Overvågning af trafikområdet

Flyvepladsoperatøren overvåger trafikområdet.

2.3 Metode til vurdering af baneoverfladetilstanden

Flyvepladsoperatøren vurderer banens overfladetilstand for hver tredjedel af banen ved brug af en banetilstandsrapport (RCR). ATS-enheden kan vælge at rapportere baneoverfladetilstanden for hele banen i stedet for hver tredjedel af banen, hvis forureningen, dybden,

depth, coverage and RWYCC is the same for each third of the runway.

The runway condition report contains among other things information about the aerodrome location indicator, time, runway, RWYCC, per cent coverage contaminant, depth and condition description. If the runway is reduced, the RWYCC reflects the conditions of the reduced runway.

The runway condition code is specified using numbers in accordance with the runway condition assessment matrix (RCAM):

dækningen og RWYCC er den samme for hver tredjedel af banen.

Banetilstandsrapporten indeholder blandt andet information om flyvepladsens ICAO-kode, det aktuelle tidspunkt, banen, RWYCC, den procentvise dækning, dybde og tilstandsbeskrivelse af kontaminanter. Er banen reduceret, beskriver RWYCC tilstanden for den reducerede bane.

Banetilstandskoden (RWYCC) er angivet ved hjælp af tal i overensstemmelse med banetilstandsvurderingsmatrixen (RCAM):

RUNWAY CONDITION ASSESSMENT MATRIX (RCAM)

Assessment criteria		*Downgrade assessment criteria*	
Runway condition code	*Runway surface description*	*Aeroplane deceleration or directional control observation*	*Pilot report of runway braking action*
6	• DRY	---	---
5	• FROST • WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) ***Up to and including 3 mm depth:*** • SLUSH • DRY SNOW • WET SNOW	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	***-15ºC and lower outside air temperature:*** • COMPACTED SNOW	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	• WET ("slippery wet" runway) • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW ***More than 3 mm depth:*** • DRY SNOW • WET SNOW ***Higher than -15ºC outside air temperature:*** • COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	***More than 3 mm depth of water or slush:*** • STANDING WATER • SLUSH	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	• ICE	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	• WET ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

The RCAM allows for making an initial assessment of the runway surface condition based on visual observation of contaminants on the runway surface: their type, depth and coverage, as well as the outside air temperature. Downgrading and upgrading is an integral part of the assessment process and essential to developing relevant reports of the prevailing runway surface condition. The aerodrome operator will appropriately down- or upgrade the RWYCC if the RWYCC in accordance with RCAM does not reflect the prevailing conditions accurately, and it is supported by other observations e.g. experience and local knowledge. Friction measurement can constitute part of assessment of the runway surface.

Until 1 July 2030 the friction coefficients may be included in the situational awareness section of the SNOWTAM.

2.4 Actions taken to maintain the usability of movement areas

Methods (both mechanical and chemical) used for clearing snow, slush, ice and standing water are, due to local conditions, handled individually and described under AD 2. point 7 - seasonal availability - Clearing, for each aerodrome concerned. Whenever the runway condition changes due to weather conditions, the runway condition will be improved by means relevant for the actual extent and characteristics of the contaminants. The aerodrome operator will report a RCR including a RWYCC to the ATS unit and if relevant also cause the dissemination of a SNOWTAM.

RCAM giver mulighed for at vurdere banens overfladetilstand baseret på visuel observation af kontaminerende elementer på banens overflade. I vurderingen indgår type, dybde og dækning samt den udendørs temperatur. Nedgradering og opgradering af en RWYCC er en integreret del af vurderingsprocessen, og medvirker til at sikre, at rapporter om baneoverfladetilstanden bliver så retvisende som muligt. Flyvepladsoperatøren kan ned- eller opgradere en RWYCC, hvis den umiddelbare RWYCC, der følger af RCAM ikke afspejler de fremherskende forhold nøjagtigt, og dette understøttes af andre observationer, herunder erfaring og lokal viden. Friktionsmåling kan indgå i vurderingen af baneoverfladetilstanden.

Indtil 1. juli 2030 kan friktionskoefficienten inkluderes i afsnittet om situationsbevidsthed i en SNOWTAM.

2.4 Foranstaltninger for at sikre, at trafikområdet kan benyttes

De metoder (både mekaniske og kemiske), der anvendes til at rydde sne, sjap, is og stillestående vand, er individuelle for den enkelte flyveplads og er beskrevet under afsnit AD 2. pkt. 7 - sæsonmæssig anvendelighed - Rydning. Når banetilstanden ændres på grund af vejrlig, vil banetilstanden blive søgt forbedret med midler, der er relevante for de kontaminerende elementers faktiske omfang og karakteristika. Flyvepladsoperatøren vil rapportere en RCR inklusiv en RWYCC til ATS-enheden, og, i det omfang det er relevant, tillige foranledige udsendelse af en SNOWTAM i overensstemmelse hermed.

Following abbreviations for de-/anti-icing substances will be used:

(a) KAC, for potassium acetate fluids
(b) KFOR, for potassium formate fluids
(c) GAC, for glycerine acetate fluids
(d) NAFO, for sodium formate solids
(e) NAAC, for sodium acetate solids
(f) EG, for ethylene glycol fluids
(g) PG, for propylene glycol fluids
(h) UREA
(i) SAND (grain size will not exceed 3.5 mm at aerodromes used by jet aircraft, and 5 mm at aerodromes used by piston aircraft)

2.5 Systems and means of reporting

A runway condition report (RCR) consists of an aeroplane performance calculation section and a situational awareness section.

RCR information will be passed to pilots by the ATS-unit and/or ATIS for each third of the runway or the whole runway, cf. para 2.3, in the order of the direction of landing or take-off.

Until 1 July 2030 the ATS-unit may include the friction coefficients in the situational awareness section of the SNOWTAM.

The aerodrome operator reports to the ATS-unit on matters of operational significance, particularly the presence of the following: WATER; SNOW; SLUSH; ICE; FROST; anti-icing or de-icing liquid chemicals or other contaminants, snowbanks or -drifts.

Runway condition reporting is initiated when a significant change in runway surface condition occurs due to WATER, SNOW, SLUSH, ICE or FROST. Reporting of runway conditions will continue to reflect significant changes until the runway is no longer contaminated, at which time information will be provided that the runway is wet or dry, as appropriate.

Through the upgrading procedures, RWYCC 1 or 0 can be upgraded to no higher than RWYCC 3. In case of complete removal of a contaminant, the remedial action may result in higher RWYCCs being reported. Down- or upgrading of a RWYCC will be promulgated in the situational awareness section of a SNOWTAM under item T - Plain language remarks, expressed as "RWYCC DOWNGRADED" or "RWYCC UPGRADED". When expressed by the ATS-unit or ATIS the information will be reported immediately after RWYCC.

During non-winter conditions, pilots will be informed about the location and depth of any STANDING WATER which is not connected with SNOW, SLUSH or ICE by the ATS-unit and/or ATIS and through NOTAM.

2.6 Runway closure

For RWYCC 0 assessed by aerodrome personnel or a special air-report on runway braking action LESS THAN POOR, the suspension of operations will be considered until corrective action has been taken to improve the runway surface conditions.

In case of closure of an aerodrome, information will be disseminated in a NOTAM.

2.7 Distribution of information about runway surface conditions

When a paved runway or portion thereof is SLIPPERY WET (WET in combination with information that the surface friction characteristics for a significant portion of it has been determined to be degraded or the braking deceleration is noticeably reduced), pilots will be informed by the ATS-unit and/or ATIS and NOTAM.

When the runway is contaminated by SNOW, SLUSH, ICE or FROST, STANDING WATER or is WET associated with the clearing or treatment of SNOW, SLUSH, ICE or FROST, pilots will be informed by the ATS-unit and/or ATIS and via SNOWTAM.

The maximum validity of SNOWTAM is 8 hours. A SNOWTAM cancels the previous SNOWTAM. When within the operational hours no SNOWTAM is issued after 8 hours of a previous SNOWTAM it is assumed that the condition of the runway is DRY until further information is disseminated.

However, at aerodromes with limited operational hours, the lack of a

Følgende forkortelser vil blive anvendt til beskrivelse af de kemiske optøningsmidler, der anvendes på flyvepladsen:

(a) KAC, for kalium acetate væsker.
(b) KFOR, for kalium formate væsker.
(c) GAC, for glycerine acetate væsker.
(d) NAFO, for natrium formate faste stoffer
(e) NAAC, for natrium acetate faste stoffer.
(f) EG, for ethylene glycol væsker.
(g) PG, for propylene glycol væsker.
(h) UREA.
(i) SAND (Kornstørrelsen må ikke overstige 3,5 millimeter på flyvepladser, der beflyves af jetfly og 5 millimeter på flyvepladser, der beflyves med stempelmotorfly).

2.5 Metode til rapportering af baneoverfladetilstanden

Banetilstandsrapporten (RCR) består af en sektion til beregning af luftfartøjers performance og en sektion vedrørende situationsbevidsthed.

Information i RCR meddeles til piloterne af ATS-enheden, herunder ATIS, for hver tredjedel af en bane eller hele banen, jf. afsnit 2.3, i banens landings- eller startretning.

Indtil 1. juli 2030 kan ATS-enheden offentliggøre friktionskoefficienten i afsnittet om situationsbevidsthed i en SNOWTAM.

Flyvepladsoperatøren rapporterer til ATS-enheden om forhold af operationel betydning, især tilstedeværelsen af følgende: VAND, SNE, SNESJAP, IS, RIM, forebyggelse af isdannelse eller afisning med flydende kemikalier, andre kontaminerende elementer, snevolde eller snedriver.

Der foretages vurdering og rapportering af baneoverfladetilstanden, når en væsentlig ændring i baneoverfladetilstanden opstår på grund af VAND, SNE, SNESJAP, IS eller RIM, og indtil banen ikke længere er forurenet. På dette tidspunkt vil der blive gjort information tilgængelig om, at banen er tør eller våd afhængigt af tilstanden.

Gennem opgraderings procedurer kan en RWYCC 1 eller 0 opgraderes til ikke højere end RWYCC 3. I tilfælde hvor det kontaminerende element fjernes fuldstændig, kan den afhjælpende handling resultere i, at en højere RWYCC bliver rapporteret. Informationer om ned- eller opgradering af en RWYCC rapporteres i situationsbevidsthedssektionen af en SNOWTAM under punkt T som "RWYCC DOWNGRADED" eller "RWYCC UPGRADED". Når informationen bliver rapporteret via ATS-enheden eller ATIS, bliver den rapporteret umiddelbart efter RWYCC.

Under ikke-vinterforhold, informeres piloterne om placeringen og dybden af STÅENDE VAND, som ikke er forbundet med SNOW, SLUSH eller ICE af ATS-enheden og/eller ATIS og NOTAM.

2.6 Lukning af bane

Når banens RWYCC er 0, eller hvis der i en flyverapport er rapporteret, at bremseevnen er MINDRE END DÅRLIG, vurderer flyvepladsoperatøren, om midlertidig lukning af en bane er nødvendig, indtil banens tilstand er forbedret.

Lukning af en bane formidles via NOTAM.

2.7 Formidling af information om baneoverfladetilstanden

Når en asfalteret bane eller del heraf er GLAT VÅD (VÅD i kombination med information om, at overfladefriktionsegenskaberne for en betydelig del af banen er vurderet at være forringet, eller bremsedecelerationen er mærkbart reduceret), vil piloter blive informeret herom af ATS-enheden og/eller ATIS og NOTAM.

Når banen er forurenet af SNE, SNESJAP, IS, FROST, STÅENDE VAND eller er VÅD i forbindelse med rydning eller behandling af SNE, SNESJAP, IS eller FROST, informeres piloter af ATS-enheden, herunder ATIS, og SNOWTAM.

Den maksimale gyldighed af SNOWTAM er 8 timer. En SNOWTAM annullerer den forrige SNOWTAM. Når der indenfor flyvepladsens tjenestetid ikke er udstedt nogen SNOWTAM efter 8 timer efter en tidligere SNOWTAM, antages det, at tilstanden af banen er DRY, indtil yderligere information er formidlet.

På flyvepladser med begrænset tjenestetid betyder fraværet af en

valid SNOWTAM during the period of closure, should not be considered as if the runway has been inspected and as the existence of non-winter conditions at the time of aerodrome opening.

Through the upgrading procedures, RWYCC 1 or 0 can be upgraded to no higher than RWYCC 3. In case of complete removal of a contaminant, the remedial action may result in higher RWYCCs being reported. During winter conditions up- or downgrading of a RWYCC will be promulgated in the situational awareness section of a SNOWTAM under item T - Plain language remarks - immediately after RWYCC. During summer conditions in case of STANDING WATER or SLIPPERY WET, information on up- or downgrading of a RWYCC, will be disseminated in NOTAM.

The ATS-unit including ATIS, will disseminate information on the RWYCC including a reference if the RWYCC is upgraded or downgraded followed by contaminant coverage, depth, and type of contaminant per runway third. If the runway condition is the same for all thirds in relation to the runway condition code, degree of coverage, contaminant depth and contaminant type, the information is given for the whole runway.

gyldig SNOWTAM udenfor flyvepladsens tjenestetid dog ikke, at luftfartøjsoperatører skal antage, at banen er inspiceret og at banetilstanden på tidspunktet for flyvepladsens åbning er lig med "ikke-vinterforhold".

Ved opgradering kan en RWYCC 1 eller 0 højst opgraderes til RWYCC 3. I tilfælde af, at kontaminerende elementer kan fjernes fuldstændigt, kan dette resultere i, at en højere RWYCC kan rapporteres. Hvis en RWYCC er op- eller nedgraderet vil det, under vinterforhold, blive bekendtgjort i sektionen om situationsbevidsthed i SNOWTAM under punkt T - Bemærkninger i almindeligt sprog - umiddelbart efter angivelsen af RWYCC, og, under sommerforhold i tilfælde af STÅENDE VAND, eller GLAT VÅD, blive bekendtgjort via NOTAM.

ATS-enheden, herunder ATIS vil informere om RWYCC'en inklusiv relevant information, hvis RWYCC'en er opgraderet eller nedgraderet, efterfulgt af det kontaminerende elements dækning, dybde og type pr. tredjedel af banen. Er banens tilstand ens for alle tredjedele i forhold til banetilstandskode, dækningsgrad, kontaminant-dybde og kontaminanttype gives informationen for hele banen.

AD 1.3 Index to Aerodromes and Heliports

AD 1.3 Oversigt over flyvepladser og helikopterflyvepladser

1. Civil Aerodromes and Heliports

1. Civile flyvepladser og helikopterflyvepladser

Aerodrome/Heliport name Location indicator/ **Flyveplads/helikopterflyveplads navn** Stedindikator	Type of traffic permitted/Trafiktyper tilladt (INTL = International, NTL = National)			Reference to AD Section Remarks/ Reference til AD afsnit Bemærkninger
Froðba EKFA	NTL	VFR	Schengen only	AD 3 - EKFA
Kirkja EKKU	NTL	VFR	Schengen only	AD 3 - EKKU
Klaksvík EKKV	NTL	VFR	Schengen only	AD 3 - EKKV
Mykines EKMS	NTL	VFR	Schengen only	AD 3 - EKMS
Skúvoy EKSY	NTL	VFR	Schengen only	AD 3 - EKSY
Stóra Dímun EKSR	NTL	VFR	Schengen only	AD 3 - EKSR
Svínoy EKSO	NTL	VFR	Schengen only	AD 3 - EKSO
Tórshavn/Bodanes EKTB	NTL	VFR	Schengen only	AD 3 - EKTB
Vágar EKVG	INTL-NTL	IFR-VFR	All Traffic	AD 2 - EKVG

2. Military Aerodromes and Heliports

2. Militære Flyvepladser og helikopterflyvepladser

NIL		

3. Private Aerodromes and Heliports

3. Private flyvepladser og helikopterflyvepladser

NIL		

AD 1.4 Grouping of Aerodromes and Heliports

1. General

1.1 The criteria applied by the Danish Civil Aviation Authority in the grouping of aerodromes and heliports in the Faeroe Islands for the provision of information in Aeronautical Information Publications are as detailed in the following.

2. International Aerodromes

2.1 Aerodromes approved for international air transport operations in accordance with the Instrument Flight Rules and for which Instrument Approach Procedures are established.

2.2 Details of these aerodromes are given in section AD 2.

3. National Heliports

4.1 Heliports approved only for domestic air transport operations in accordance with the Visual Flight Rules.

4.2 Details of these heliports are given in sections AD 3 and AD 4.

AD 1.4 Gruppering af flyvepladser og helikopterflyvepladser

1. Generelt

1.1 De kriterier der er anvendt af Trafikstyrelsen i grupperingen af flyvepladser og helikopterflyvepladser på Færøerne forbindelse med ydelse af informationer i luftfartsinformationspublikationer er angivet herefter.

2. Internationale flyvepladser

2.1 Flyvepladser godtkendt til international lufttransport operationer i henhold til instrumentflyvereglerne, og for hvilke instrumentanflyvningsprocedurer er etableret.

2.2 Detaljer om disse flyvepladser kan findes i afsnit AD 2.

3. Nationale helikopterflyvepladser

4.1 Helikopterflyvepladser godkendt kun til national lufttransport i henhold til visuelflyvereglerne.

4.2 Detaljer om disse helikopterflyvepladser kan findes i sektionerne AD 3 og AD 4.

1. Location Indicator/Name: EKVG - Vágar

2. Geographical and Administrative Data

1.	ARP PSN and site:	62 03 49.06N 007 16 37.99W on RWY, 968 M from THR 30
2.	Distance and direction from city:	1 NM E of Sørvágur
3.	ELEV: REF temperature:	280 FT 13°C
4.	MAG VAR: Annual change:	4.0° W (FEB 2024) 16' decreasing
5.	AD ADM:	P/F Vága floghavn, FO-380 Sørvágur
	AD address:	Vágar Airport FO-380 Sørvágur Faroe Islands TEL AD: +298 35 44 00 FAX AD: - AFS: - E-mail: ekvg@naviair.dk (AFIS Tower) upplating@floghavn.fo (Airport Traffic Administration) fae@fae.fo (Airport Head Office)
6.	Types of traffic permitted:	IFR/VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	Winter period: Will be published by NOTAM Summer period: Will be published by NOTAM Outside OPR HR, see item 20
2.	Customs and Immigration:	AD approved for traffic to/from all states. AD may be used only after flight plan has been filed during OPR HR.
3.	Health and Sanitation:	NIL
4.	AIS Briefing Office:	As AD
5.	ATS Reporting Office (ARO):	As AD
6.	MET Briefing Office:	See item 11
7.	ATS:	As AD
8.	Fuelling:	As AD
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	NIL
12.	Remarks:	NIL

4. Handling Service and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1, 100 LL Oil: Turbooil 2380, EE80, EE100, 80, 100
3.	Fuelling facilities and capacity:	Jet A1: a. MAX 1600 L/MIN b. MAX 300 L/MIN 100LL: MAX 200 L/MIN
4.	De-icing facilities:	No
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	No
7.	Remarks:	NIL

5. Passenger Facilities

1.	Hotels:	Hotel by the airport
2.	Restaurants:	Yes
3.	Transportation:	Taxi and bus
4.	Medical facilities:	In town
5.	Bank and Post Office:	In town
6.	Tourist Office:	In town
7.	Remarks:	NIL

1. Stedindikator/navn: EKVG - Vágar

2. Geografiske og administrative data

1.	ARP PSN beliggenhed:	62 03 49.06N 007 16 37.99W På banen, 968 M fra THR 30
2.	Afstand og retning fra byen:	1 NM E for Sørvágur
3.	ELEV: REF temperatur:	280 FT 13°C
4.	MAG VAR: Årlig ændring:	4.0° W (FEB 2024) 16' aftagende
5.	AD ADM:	P/F Vága floghavn, FO-380 Sørvágur
	AD adresse:	Vága Floghavn 380 Sørvágur Føroyar TEL AD: 35 44 00 FAX AD: - AFS: - E-mail: ekvg@naviair.dk (AFIS Tower) upplating@floghavn.fo (Airport Traffic Administration) fae@fae.fo (Airport Head Office)
6.	Tilladte trafiktyper:	IFR/VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	Vinterperiode: Publiceres i NOTAM Sommerperiode: Publiceres i NOTAM Uden for tjenestetid, se pkt. 20
2.	Told og indrejsekontrol:	AD godkendt for trafik til/fra alle lande. AD må kun benyttes efter flyveplan er afgivet inden for OPR HR
3.	Sanitærkontrol:	NIL
4.	AIS briefing kontor:	Som AD
5.	Meldekontor for lufttrafik-tjeneste (ARO):	Som AD
6.	MET briefing kontor:	Se pkt. 11
7.	Lufttrafiktjeneste:	Som AD
8.	Tankning:	Som AD
9.	Serviceydelser:	Som AD
10.	Sikkerhedskontrol:	Som AD
11.	Af-isning:	NIL
12.	Bemærkninger:	NIL

4. Serviceydelser og faciliteter

1.	Laste- og lossehjælpemidler:	Ja
2.	Brændstof- og olietyper:	Brændstof: Jet A1, 100LL Olie: Turbooil 2380, EE80, EE100, 80, 100
3.	Tankningshjælpemilder og kapacitet:	Jet A1: a. MAX 1600 L/MIN b. MAX 300 L/MIN 100LL: MAX 200 L/MIN
4.	Af-isningsfaciliteter:	Nej
5.	Hangarplads til fremmede luftfartøjer:	Nej
6.	Reparationsmuligheder for fremmede luftfartøjer:	Nej
7.	Bemærkninger:	NIL

5. Passagerfaciliteter

1.	Hoteller:	Hotel ved lufthavnen
2.	Restauranter:	Ja
3.	Transportmuligheder:	Taxa og bus
4.	Lægehjælp:	I byen
5.	Bank og Postkontor:	I byen
6.	Turistkontor:	I byen
7.	Bemærkninger:	NIL

6. Rescue and Fire Fighting Service

1.	AD category for fire fighting:	CAT 6 CAT 7 available on request: PPR 1 hour for all traffic.
2.	Rescue equipment:	Boats
3.	Capability for removal of disabled aircraft:	-
4.	Remarks:	Hours of service: Winter period: Will be published by NOTAM Summer period: Will be published by NOTAM

7. Seasonal Availability - Clearing

1.	Type of clearing equipment:	Mechanical snow clearing with snow ploughs, sweepers and spreaders. Snowblower AVBL. Chemicals: KFOR, UREA and NAFO.
2.	Clearance priorities:	1. Runway in use and access road from fire station 2. Taxiway(s) to runway in use 3. Apron 4. Other runways and areas
3.	Remarks:	Information on snow clearance published from October to May in SNOWTAM. See also Snow Plan in AD 1.2

8. Aprons, Taxiways and Check Locations Data

1.	Apron surface and strength:	Composite construction PCN 50/R/A/X/U
2.	Taxiway width, surface and strength:	21 M, asphalt PCN 50/F/A/X/U
3.	ACL and ELEV:	On apron, 276 FT
4.	VOR checkpoint: INS checkpoint:	- -
5.	Remarks:	Apron 1 and 2 Asphalt Apron 3, 4 and 5 Concrete

9. Surface Movement Guidance and Control System and Markings

1.	Aircraft stand ID signs, Taxi guide lines, Visual docking/ parking guidance system:	See Aircraft Parking/Docking Chart
2.	RWY and TWY markings:	RWY 12/30: THR, RWY NR, centre line, side stripes, TDZ, aiming point TWY: Centre line, side stripes
3.	Stop bars:	-
4.	Remarks:	NIL

10. Aerodrome Obstacles

1. In APCH and TKOF areas

RWY Area affected	Type ELEV Markings/LGT	PSN
-		

Remarks: -

2. In circling area and at AD

Type ELEV Markings/LGT	PSN
Mast HGT 33 FT Red LGT	62 03 33.76N 007 15 54.07W

Remarks: -

6. Brand- og redningstjeneste

1.	AD kategori for brandtjeneste:	CAT 6 CAT 7 til rådighed på anmodning: PPR 1 time for al trafik.
2.	Redningsudstyr:	Både
3.	Mulighed for fjernelse af ødelagt luftfartøj:	-
4.	Bemærkninger:	Tjenestetid: Vinterperiode: Publiceres i NOTAM Sommerperiode: Publiceres i NOTAM

7. Sæsonmæssig anvendelighed - Rydning

1.	Type af rydningsudstyr:	Mekanisk snerydning med sneplove, sweepere, og spredere. Sneblæser til rådighed Kemikalier: KFOR, UREA og NAFO
2.	Rydningsprioriteter:	1. Bane i brug og adgangsvej fra brandstation 2. Rullevej(e) til bane i brug 3. Forplads 4. Andre baner og områder
3.	Bemærkninger:	Information om snerydning publiceres fra oktober til maj i SNOWTAM. Se også Sneplan i AD 1.2

8. Forpladser, rulleveje og checkpunkt data

1.	Forpladsers overflade og styrke:	Sammensat konstruktion PCN 50/R/A/X/U
2.	Rullevejes bredde, overflade og styrke:	21 M, asfalt PCN 50/F/A/X/U
3.	ACL og ELEV:	På forpladsen, 276 FT
4.	VOR checkpunkt: INS checkpunkt:	- -
5.	Bemærkninger:	Forplads 1 og 2 asfalt Forplads 3, 4 og 5 beton

9. Manøvreområders styre- og kontrolsystemer og afmærkning

1.	Luftfartøj holdeplads ID-skilte, ledelinjer for rulning, visuelt parkeringslede-system:	Se Aircraft Parking/Docking Chart
2.	RWY og TWY afmærkning:	RWY 12/30: THR, RWY NR, center linie, side striber, TDZ, aiming point TWY: Center linie, side striber
3.	Stopbarrer:	-
4.	Bemærkninger:	NIL

10. Lufthavnshindringer

1. I APCH og TKOF områder

RWY Berørt område	Type ELEV Afmærkninger/LGT	PSN
-		

Bemærkninger: -

2. I "circling" område og på AD

Type ELEV Afmærkninger/LGT	PSN
Mast HGT 33 FT Red LGT	62 03 33.76N 007 15 54.07W

Bemærkninger: -

11. Meteorological Information Provided

1.	Associated MET Office:	Civil Weather Forecasts and Warnings (CVV) (DMI), Copenhagen
2.	Hours of service: Outside Hours:	HO -
3.	Office responsible for TAF preparation: Periods of validity:	IMO Reykjavík, Island. 9 HR
4.	Type of landing forecast: Interval of issuance:	NIL -
5.	Briefing/consultation provided:	Self briefing (northavimet.com) and telephone consultation at TEL +45 39 15 72 72
6.	Flight documentation: Language(s) used:	Plain language, charts AVBL via FAX DA, EN
7.	Charts and other information available:	Prognostic Upper Air Chart SIGWX Chart
8.	Supplementary equipment available:	-
9.	ATS unit provided with information:	Vágar AFIS
10.	Additional information:	NIL

11. Tilgængelige meteorologiske oplysninger

1.	Tilknyttet MET kontor:	Civile Varsler og Vejrudsigter (CVV) ved (DMI), København
2.	Tjenestetid: Udenfor tjenestetid:	HO -
3.	MET kontor ansvarlig for udfærdigelse af TAF: Gyldighedsperioder:	IMO Reykjavík, Island. 9 HR
4.	Type af landingsudsigter: Udstedelsesintervaller:	- -
5.	Ydelse af briefing/ konsultation:	Selvbriefing (northavimet.com) og telefonkonsultation på TEL 39 15 72 72
6.	Flyvedokumentation: Anvendt sprog:	Klart sprog, kort til rådighed via FAX DA, EN
7.	Kort og anden information til rådighed:	Prognose højdekort SIGWX kort
8.	Supplerende udstyr til rådighed:	-
9.	Lufttrafiktjenesteenhed forsynet med information:	Vágar AFIS
10.	Yderligere information:	NIL

12. Runway Physical Characteristics/Baners fysiske data

RWY	Direction	RWY dimensions	Strength (PCN) surface of RWY and SWY (SFC friction calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
12	117.9° GEO 121.9° MAG	1799x30 M	PCN 50/F/A/X/T Asphalt	62 04 01.35N 007 17 27.50W	264 FT
30	297.8° GEO 301.8° MAG	1799x30 M	PCN 50/F/A/X/T Asphalt	62 03 34.16N 007 15 38.04W	235 FT

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	Obstacle-free zone
12	0.68%	-	-	1919x300 M	-
30	1.46%	-	-	1919x300 M	-

Remarks/Bemærkninger:

a. Runway Classification/Bane klassifikation

RWY NR	RUNWAY CODE	TYPE
12	3C	NONP
30	3C	PA-1

b. Turning area in end of runways, dimension 60x45 M/Vendeareal i baneenderne, dimension 60x45 M

c. RWY is provided with transverse grooves to improve braking action/Banen er forsynet med tværgående riller til forbedring af bremsevirkning

13. Declared Distances/Operative banelængder

RWY	TORA	TODA	ASDA	LDA
12	1799 M	1799 M	1799 M	1799 M
30	1799 M	1799 M	1799 M	1799 M

Remarks/Bemærkninger: NIL

14. Approach and Runway Lighting/Landings- og banebelysning

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT: Length	RWY centre line LGT: Length Spacing Colour Intensity	RWY edge LGT: Length Spacing Colour Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
12	450 M [b)] LIH	Green	3.66° [a)]	-	1799 M 30 M	1799 M 60 M	Red	-
30	450 M [b)] LIH	Green	3.50°	-	LIH	White LIH	Red	-

Remarks/Bemærkninger:

a) During approach in Sørvágsfjørður sufficient terrain clearance is provided only when flying close to LOC-course/Under anflyvning i Sørvágsfjørður kan tilstrækkelig terræn adskillelse kun opnås når der flyves tæt på LOC-kursen

b) Additional sequenced flashing lights is set up in connection with approach lights at both ends of the runways, starting 720 M before THR 12 and 770 M before THR 30/Yderligere sekvens blinkende lys er opsat i forbindelse med anflyvningslysene i begge baneender, begyndende 720 M før THR 12 og 770 M før THR 30

15. Other Lighting and Secondary Power Supply

1.	ABN/IBN location, characteristics and hours of operation:	-
2.	LDI location and LGT:	-
3.	TWY edge and centre line LGT:	Blue edge LIL
4.	Secondary power supply/ switch-over time:	Switch-over time MAX 15 SEC
5.	Remarks:	NIL

15. Anden belysning og nødstrømsforsyning

1.	ABN/IBN beliggenhed, data og tjenestetid:	-
2.	LDI beliggenhed og lys:	-
3.	TWY kant og center linie lys:	Blå kant LIL
4.	Reservestrømforsyning/ omkoblingstid:	Omkoblingstid MAX 15 SEC
5.	Bemærkninger:	NIL

16. Helicopter Landing Area

As Airport

16. Helikopter landingsområde

Som Lufthavnen

17. ATS Airspace

1.	Designation and lateral limits:	VÁGAR FIZ. A circle 60 NM radius centered at PSN 61 57 29.32N 006 37 00.12W
2.	Vertical limits:	7500 FT MSL
3.	Airspace classification:	G
4.	ATS unit call sign:	VÁGAR AFIS
	Language(s):	DA, EN
5.	Transition altitude:	7500 FT
6.	Remarks:	Suituated in Reykjavík FIR. Above 7500 FT MSL, see AIP Iceland. Outside operational hours of Vágar AFIS the upper limit is FL55 and flight information service is provided by Reykjavik ACC.

17. Lufttrafiktjeneste luftrum

1.	Betegnelse og laterale grænser:	VÁGAR FIZ. Cirkel 60 NM radius med centrum i PSN 61 57 29.32N 006 37 00.12W
2.	Vertikale grænser:	7500 FT MSL
3.	Luftrumsklassifikation:	G
4.	Lufttrafiktjenesteenhed kaldesignal:	VÁGAR AFIS
	Sprog:	DA, EN
5.	Gennemgangshøjde:	7500 FT
6.	Bemærkninger:	Beliggende i Reykjavík FIR. Over 7500 FT MSL, se AIP Iceland Udenfor Vágar AFIS tjenestetid er øvre grænse FL55 og flyveinformations-tjeneste ydes af Reykjavik ACC.

18.ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
AFIS	VAGAR AFIS	124.850 MHZ	As AD/Som AD	Primary frequency 62 04 00N 007 15 00W. MAX usable area up to FL 350 within the following lateral limits: 61 00 00N 000 00 00W - 61 00 00N 014 00 00W - 63 00 00N 014 00 00W - 63 00 00N 000 00 00W - 61 00 00N 000 00 00W. Limited radio coverage below terrain level. See chart - "FIZ radio coverage".
		121.500 MHZ		Emergency FREQ

19. Radio Navigation and Landing Aids/Radio navigations- og landingshjælpemidler

FAC ILS CAT VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
NDB	MY	337 KHZ	H24	62 06 24.83N 007 35 15.63W		Coverage 100 NM Colocated with OM 12
L	VG	348 KHZ	H24	62 02 36.06N 007 11 44.38W		Coverage 25 NM 298° GEO, 2.23 NM to THR 30
LOC 12 *)	SF	109.100 MHZ	H24	62 04 06.67N 007 16 49.54W		056° GEO, 0.25 NM/457 M from THR 12, LOC course 104° GEO, offset 14° from RWY centre line
DME 12	SF	989.000 MHZ CH 28x	H24	62 04 06.01N 007 16 49.56W	301 FT	Colocated with LOC 12. DME for use only in connection with published procedures
MM 12		75 MHZ	H24	62 04 32.60N 007 19 20.15W		120° GEO, 1.09 NM/2.021 KM to THR 12
OM 12		75 MHZ	H24	62 06 19.88N 007 35 14.97W		106° GEO, 8.79 NM/16.273 KM to THR 12
LOC 30 *)	MF	110.300 MHZ	H24	62 04 03.64N 007 17 36.70W		140° GEO, 0.10 NM/176 M from THR 12 LOC course 297.8° GEO
GP 30		335.000 MHZ	H24	62 03 33.76N 007 15 54.07W		Colocated with DME 30 Angle 3.5°
DME 30	MF	1001.000 MHZ CH 40x	H24	62 03 33.76N 007 15 54.07W	282 FT	DME for use only in connection with published procedures

*) The LOC is not to be used outside 10° on each side of the approach course

20. Local aerodrome regulations

1. Outside operational hours Vágar Airport may be required open in the following cases:

- for ambulance flights and other vital flights such as transplantation flights. TEL +298 33 29 92
- for special flights approved by the airport administration in each individual case such as fisheries inspection flights, flights for the Royal House, members of the government or Landsstyret, public officers as well as flights which TV or the press wishes to carry out in order to cover major catastrophes on the Faroe Islands
- for handling of scheduled traffic having been delayed. Request for such handling shall be made to the airport administration at Vágar at least 1 hour before closing time
- In addition to the above mentioned cases, the opening hours of the airport may be extended on the condition that the airport personnel is available. Request for opening shall be submitted to the airport administration no later than 1 hour before closing time. Application form for opening outside the published opening hours can be found on the airport's website https://www.fae.fo/en/for-airlines/for-airlines/ and send to upplating@floghavn.fo
- If handling by customs takes place between 1800 - 0800 MON-SAT and SUN-HOL, a handlingfee will be charged per hour/per employee. The minimum handling charge is 2 hours per employee. For information on current handlingfee contact the airport on TEL +298 35 44 50, FAX +298 35 44 51.

2. Introduction

Mountainous terrain surrounds the aerodrome. In combination with the North Atlantic climate, with low pressure weather systems passing through, frequent changes in weather are common, were high winds and low visibility may prevail.

This generates wind variation and turbulence at certain wind directions and velocity. Also, low altitude wind shear conditions are likely to be encountered. Due to the mountainous terrain in the vicinity of the aerodrome and the runway's physical dimensions and slope, it is considered essential that the pilots are familiar with descent, approach, missed approach and balked landing and other contingency procedures as well as the departure procedures.

The dimensions of the runway, height, slope and approach angle for both runways are listed on Aerodrome Chart – ICAO, AIP Faroe Islands, AD 2 – EKVG, ADC Vágar.

3. Mandatory Familiarization Program

In order to enhance flight safety, Vagar aerodrome has implemented a familiarization program, applicable to the pilot in command if he has not previously and within the last 36 months, operated on Vagar Aerodrome.

3.1. Familiarization Program

The familiarization program is named “MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”,

The familiarization program will be found at this link:

https://www.fae.fo/en/for-airlines/mandatory-operator-familiarization-program-regarding-turbulence-condition-for-vagar-airport/

3.2. Frequency of familiarization

For the frequency of going through the familiarization program, see “4. *Crew requirements*”

3.3. Confirmation of familiarization

After the pilot has familiarized themselves with the provisions of the mandatory familiarization program, the pilot must send an email to:
familiarisation@fae.fo, with this information:

- First and Middle Name
- Surname
- Licence number
- Flight number and registration
- Company
- Handling Agent

By sending the email the pilot confirms that he/she has read and is familiar with the provisions of the mandatory familiarization program.

4. Crew requirements

If the pilot in command has not previously and within the last 36 months, operated on Vagar Aerodrome, he must go through the ”MANDATORY FAMILIAR-

20. Lokale flyvepladsforskrifter

1. Uden for normal åbningstid vil Vágar Lufthavn kunne rekvireres åben i følgende tilfælde:

- for ambulanceflyvninger og anden livsvigtig flyvning, f.eks. transplantationsflyvning. TEL 33 29 92
- for specialflyvninger, som er godkendt af lufthavnens administration i hvert enkelt tilfælde, hertil henføres fiskeriinspektionsflyvninger, flyvninger der ønskes gennemført af Kongehuset, regeringens eller Landsstyrets medlemmer og øvrighedspersoner, samt flyvninger som TV eller presse ønsker gennemført for at kunne dække større katastrofer på Færøerne
- for ekspedition af ruteluftfartøjer, der er blevet forsinket. Anmodning om åbning for ekspedition af ruteluftfartøjer skal være fremsat til havneadministrationen senest 1 time før lukketid
- Ud over ovennævnte tilfælde kan lufthavnens åbningstid forlænges såfremt lufthavnens personale er til rådighed. Anmodning om åbning skal være fremsat til havneadministrationen senest 1 time før lukketid. Ansøgningsskema om åbning udenfor publiceret åbningstid findes på lufthavnens hjemmeside https://www.fae.fo/en/for-airlines/for-airlines/ og sendes til upplating@floghavn.fo
- Ved toldbehandling af luftfartøjer mellem klokken 1800 - 0800 mandag til lørdag samt søn- og helligdage opkræves et ekspeditionsgebyr pr. time/pr. medarbejder. Mindste opkrævning af ekspeditionsgebyret er 2 timer pr. medarbejder. For oplysning om gældende ekspeditionsgebyr kontakt lufthavnen på TEL 35 44 50, FAX 35 44 51.

2. Introduktion

Bjergterræn omgiver lufthavnen. I kombination med det nordatlantiske klima, med lavtryksvejrsystemer der passerer gennem området, er regelmæssige skift i vejrforholdene almindeligt forekommende, hvor der også forekommer kraftige vinde og lav sigtbarhed.

Dette genererer meget ofte vindvariationer og turbulens, ved visse vindretninger og vindhastigheder. Forhold med "windshear" i lav højde kan forventes.
På grund af det bjergrige terræn i nærheden af lufthavnen og banens fysiske dimensioner og hældning, anses det for yderst vigtigt, at piloterne er velkendt med nedstigning, anflyvning, afbrudt anflyvning, afbrudt landing og andre forholdsprocedurer så vel som start procedurer.

Landingsbanens dimensioner, højde, hældning og anflyvningsvinkel for begge baner er angivet på Aerodrome Chart – ICAO, AIP Færøerne, AD 2 – EKVG, ADC Vágar.

3. Obligatorisk familiarisations program

Med det formål at forbedre flyvesikkerheden, har Vagar Lufthavn implementeret et familiarisations program, som er gældende såfremt fartøjschefen ikke tidligere og inden for de sidste 36 måneder har befløjet Vagar Lufthavn.

3.1. Familiarisations program

Programmet kaldes “MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”,

Familiarisations programmet finds på dette link:

https://www.fae.fo/en/for-airlines/mandatory-operator-familiarization-program-regarding-turbulence-condition-for-vagar-airport/

3.2. Frekvens for gennemførelse af program

Frekvensen for hvor ofte familiarisations-programmet skal gennemføres, fremgår af “4. *Krav til flybesætninger*”

3.3. Bekræftelse for gennemførelse af program

Efter at piloten har gjort sig bekendt med og har gennemført det obligatoriske familiarisations program, skal piloten sende en email til:
familiarisation@fae.fo med disse oplysninger:

- Fornavn og mellemnavn
- Efternavn
- Licens nummer
- Fly nummer og registrering
- Selskab
- Handlings agent

Ved at sende denne email bekræfter piloten, at han/hun har læst og er bekendt med forudsætningerne I det obligatoriske familiarisations program.

4. Krav til flybesætninger

Såfremt fartøjschefen ikke tidligere og inden for de sidste 36 måneder har befløjet Vagar Lufthavn, skal denne gennemgå lufthavnens ”MANDATORY

ISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)" for the airport.

In addition it is recommended, that pilots who have operated on Vagar Aerodrome within the last 36 months also go through the program at least once every year.

5. Pilot Reports

Besides the mandatory reporting, including "special air reports" when encountering moderate, moderate to severe or severe turbulence, pilots are strongly requested to report to the Vagar AFIS as soon as possible of any turbulence and/or windshear has been observed, as well as when requested by Vagar AFIS.

FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)".

Herudover anbefales, at piloter som inden for de sidste 36 måneder har befløjet Vagar Lufthavn, også gennemgår programmet mindst en gang årligt.

5. Pilotrapporter

Ud over den påbudte rapportering, inklusive "special air reports" når man oplever moderat, moderat til kraftig eller kraftig turbulens, opfordres piloterne på det kraftigste til at rapportere til Vagar AFIS så snart nogen form for turbulens eller "windshear" er blevet observeret, og ligeledes when efterspurgt af Vagar AFIS.

21. Noise Abatement Provisions

NIL

21. Støjbegrænsende bestemmelser

NIL

22. Flight Procedures

1. IFR/VFR State Minima/IFR/VFR "State Minima"

State minima applies as follows / "State minima" er etableret som følger:

	RWY	Ceiling (FT)	GND VIS (M)
VFR (Day only)	12 and 30	700	8000
VMC take-off day	12 and 30	700	8000
VMC take-off night	12 and 30	2000	*)
IMC take-off	12	**)	
IMC take-off SID MY 2B and PEVAB 2B	30	-	RVR 500
Approach LOC+DME	12	400	2500
Approach LOC+DME	30	700	4000

*) The surrounding terrain must be clearly visible in the take-off sector and:
For RWY 12: The island Koltur must be clearly visible
For RWY 30: The island Mykines must be clearly visible

**) No ceiling required for aircraft able to operate above a 4.8% take-off obstacle free surface

22. Flyveprocedurer

1. IFR/VFR State Minima/IFR/VFR "State Minima"

State minima applies as follows / "State minima" er etableret som følger:

	RWY	Ceiling (FT)	GND VIS (M)
VFR (Day only)	12 and 30	700	8000
VMC take-off day	12 and 30	700	8000
VMC take-off night	12 and 30	2000	*)
IMC take-off	12	**)	
IMC take-off SID MY 2B and PEVAB 2B	30	-	RVR 500
Approach LOC+DME	12	400	2500
Approach LOC+DME	30	700	4000

*) The surrounding terrain must be clearly visible in the take-off sector and:
For RWY 12: The island Koltur must be clearly visible
For RWY 30: The island Mykines must be clearly visible

**) No ceiling required for aircraft able to operate above a 4.8% take-off obstacle free surface

2. IFR departure

Standard Instrument Departure (SID) have been established to RWY 12 and RWY 30 and authorization is required according to the terms described in chapter 2.1 (SID RNP Bravo Procedures) and chapter 2.1 SID RNP Alpha, Sierra, Tango,Whisky, November and Papa Procedures).

2.1 SID RNP Alpha, Sierra, Tango, Whisky, November and Papa Procedures:

RWY 12:

SID RNP LUVEK 1A / ODEVA 1A / RAKUP 1A / MY 1A
SID RNP (AR) LUVEK 2S / MY 2S / RAKUP 2S
SID RNP (AR) LUVEK 2T / MY 2T / RAKUP 2T
SID RNP (AR) MY 2W / ODEVA 2W / RAKUP 2W

RWY 30:

SID RNP MY 2B / PEVAB 2B
SID RNP (AR) MY 2N / ODEVA 2N / RAKUP 2N
SID RNP (AR) MY 2P / ODEVA 2P / RAKUP 2P

2.1.1 Introduction:

2.1.1.1 As there are no existing published RNP AR SID design criteria yet, these RNP AR [RNAV(RNP)] SID's are designed based on TF and RF legs particularities in the ICAO RNP AR Manual (DOC 9905) during the climbing phase of the Missed Approach and the general criteria applied for the departures in the ICAO PANS-OPS (DOC 8168) Vol. II.

2.1.1.2 A set of SID's has been designed for RWY 12 and RWY 30 by NAVBLUE, an Airbus Subsidiary Company.

2.1.1.3 The RNP Standard Instrument Departures from EKVG are designed to enhance the overall safety of the operation by reducing crew workload and defining fully managed procedures, and predictable/repeatable trajectories from the airport.

2.1.2 Approved users, equipment and operations

2.1.2.1 For the EKVG RNP SID's, the operators shall ensure that they hold all necessary operational approvals as part of the Operations Specifications of the AOC from its authority (Ref ICAO PBN Manual, Doc 9613).

2.1.2.2 The operator must have a Special Authorization from its authority in order to use the RNP AR departures to EKVG (Ref to EASA AMC 20-26, FAA AC 90-101A or equivalent).

2. IFR-udflyvning

Standardinstrumentudflyvning (SID) er etableret for RWY 12 og RWY 30 og særlig godkendelse som beskrevet i kapitel 2.1 (SID RNP Bravo Procedures) og kapitel 2.1. SID RNP Alpha, Sierra, Tango, Whisky, November and Papa Procedures) i skal være opfyldt inden brug.

2.1 SID RNP Alpha, Sierra, Tango, Whisky, November and Papa Procedurer:

RWY 12:

SID RNP LUVEK 1A / ODEVA 1A / RAKUP 1A / MY 1A
SID RNP (AR) LUVEK 2S / MY 2S / RAKUP 2S
SID RNP (AR) LUVEK 2T / MY 2T / RAKUP 2T
SID RNP (AR) MY 2W / ODEVA 2W / RAKUP 2W

RWY 30:

SID RNP MY 2B / PEVAB 2B
SID RNP (AR) MY 2N / ODEVA 2N / RAKUP 2N
SID RNP (AR) MY 2P / ODEVA 2P / RAKUP 2P

2.1.1 Introduktion:

2.1.1.1 Da der endnu ikke er nogle publicerede RNP AR SID design kriterier, er disse RNP AR [RNAV (RNP)] SID's baseret på særlige TF- og RF-leg i henhold til kriterierne i ICAO RNP AR Manual (DOC 9905) under stigningsfasen i Missed Approach og de generelle kriterier for starter i ICAO PANS-OPS (DOC8168) Vol. II.

2.1.1.2 Procedurerne for SID's til bane 12 og 30 er udarbejdet af NAVBLUE, der er et datterselskab i Airbus.

2.1.1.3 RNP standard instrumentudflyvningsprocedurerne fra EKVG er designet til at forbedre sikkerheden ved flyveoperationer, ved at reducere arbejdsbelastningen for besætningen og definere fuldt administrerede procedurer og genkendelige/repeterbare udflyvningsveje fra lufthavnen

2.1.2 Godkendte brugere, udstyr og operationer:

2.1.2.1 For at kunne anvende EKVG RNP SID's instrumentudflyvningsprocedurerne gælder det, at luftfartsforetagendet skal sikre, at det er i besiddelse af de nødvendige operationelle tilladelser, som fremgår af de operationelle specifikationer i "Air operator certificate" (AOC) udstedt af myndigheden. (REF: ICAO PBN Manual, Doc 9613).

2.1.2.2 Luftfartsforetagendet skal være i besiddelse af en særlig tilladelse fra dens myndighed, for at kunne anvende RNP AR udflyvningsprocedurerne fra EKVG (REF til EASA AMC 20-26, FAA AC 90-101A eller lignende).

2.1.2.3 The operator shall seek authorization from the Danish Civil Aviation Authority to conduct EKVG RNP AR Departure procedures at VAGAR.

2.1.2.4 The operator is responsible of conducting a Flight Operational Safety Assessment (FOSA) including the Flight Simulation of EKVG RNP AR procedures.

2.1.2.5 The RNP AR SID's require a navigation accuracy of RNP 0.15 and RF-leg capability.

2.1.3 RAIM-CHECK

During flightplanning or before dispatching the aircraft, the pilot shall ensure a RAIM check with a mask angle appropriate to the terrain (Minimum mask angle 5°).

2.1.4 Limitations of the procedures

Due to the tight radius of the first RF-leg, SID RNP – ODEVA 2W / MY 2W / RAKUP 2W RWY 12 departures are allowed when:

- Wind speed more than 15 KT and wind direction between 120° and 230°
- Wind speed equal or less than 15 KT for all wind directions

2.1.5 RNP capability lost

If the RNP capability is lost, the ATS unit shall be informed as soon as possible about the alternate course of action from the pilots of the concerned aircraft.

3. IFR arrival

3.1 Aircraft arriving from the west will normally be cleared to NDB MY.

3.2 IAL procedure RWY 12:

Intermediate approach to be carried out either in MYCOME holding pattern or when approaching NDB MY from southeast, as a base turn procedure.

Final approach and missed approach are shown on the chart EKVG LOC RWY 12.

Note:
Current instrument approach flight procedure EKVG LOC RWY 12 does not fully comply with the design criteria outlined in PANS-OPS Doc 8168, Volume II, Seventh Edition, Amdt 10, Part II, Section 2, Chapter 1.3.4.
Obstacles in the secondary area of the Y surface have not been considered.
The procedure is based on the Obstacle Clearance Limit (OCL) concept, which has been replaced by the newer Obstacle Clearance Altitude/Height (OCA/H) concept, as specified in Doc 8168, Volume II, Seventh Edition, Amdt 10, Part I, Section 4, Chapter 5.4.

3.3 IAL procedure RWY 30:

Intermediate approach shall be carried out from NDB MY and L VG.

Final approach and missed approach are shown on the charts EKVG ILS Z RWY 30 (ACFT CAT A + B) and ILS Z RWY 30 (ACFT CAT C + D).

3.4 Cloud penetration procedure RWY 12 and 30:

Aircraft intending to perform the cloud penetration procedure on NDB MY followed by a VFR approach to either RWY 12 or RWY 30 shall use PENTON holding.

Intermediate approach to be carried out on NDB MY and the aircraft must be established in PENTON holding pattern before leaving the holding level 3700 FT MSL.

Final approach and missed approach are shown on the chart EKVG NDB MY.

4. RNP AR (Authorization Required) APCH procedures

4.1 Introduction:

4.1.1 The RNP AR [RNAV (RNP)] Approach Procedures are designed for EKVG in accordance with the criteria as stipulated in the ICAO PANS-OPS (DOC 8168) Vol. II and ICAO RNP AR Manual (DOC 9905).

4.1.2 A set of approach and missed approach strategies have been designed for Runway 12 and 30 by NAVBLUE, an Airbus Subsidiary Company.

4.1.3 The RNP Instrument Approach Procedures to EKVG are designed to enhance the overall safety of the operation by facilitating the aircraft energy management and to improve the airport access.

4.2 Approved users, equipment and operations:

4.2.1 For the EKVG RNP Instrument Approach Procedures, the operators shall ensure that they hold all the necessary operational approvals as part of the Operations Specifications of the Air Operator Certificate from its authority including the Baro VNAV Approval in order to conduct the RNAV (RNP) Approach to EKVG (REF to ICAO PBN Manual, Doc 9613).

4.2.2 The operator must have a Special Authorization from its authority in order to use the RNP AR approaches to EKVG (REF to EASA AMC 20-26, FAA AC 90-101A or equivalent).

2.1.2.3 Luftfartsforetagendet skal anmode om en særlig tilladelse fra Trafikstyrelsen i Danmark for at anvende EKVG RNP AR udflyvningsprocedurer.

2.1.2.4 Luftfartsforetagendet er ansvarlig for at udarbejde en "Flight Operational Safety Assessment" (FOSA) inklusiv flyvesimulering af EKVG RNP AR procedurer.

2.1.2.5 RNP AR SID's kræver en navigationstolerance RNP 0.15 og kapacitet for "RF-leg".

2.1.3 RAIM dækning

Ved flyveplanlægning og før luftfartøjet meldes klar til afgang, skal piloten sikre, at der er RAIM dækning med en passende "mask angle" i forhold til terrænet ("mask angle" skal være mindst 5°).

2.1.4 Procedurebegrænsninger:

På grund af snæver radius på første "RF-leg", SID RNP – ODEVA 2W / MY 2W / RAKUP 2W RWY 12 udflyvninger er tilladt ved:

- Vindhastighed over 15 KT og vindretning mellem 120° og 230°
- Vindhastighed 15 KT eller mindre gældende alle vindretninger

2.1.5 Mistet RNP kapabilitet:

Hvis RNP kapabiliteten mistes under udflyvning, skal ATS-enheden informeres så hurtigt som muligt, herunder om den alternative fremgangsmåde der udføres.

3. IFR-anflyvning

3.1 Luftfartøjer der ankommer fra vest vil normalt blive klareret til NDB MY.

3.2 IAL procedure RWY 12:

Mellemliggende indflyvning kan enten udføres i MYCOME ventemønster eller ved anflyvning NDB MY fra sydøst som en "base turn" procedure.

Slutindflyvning og "missed approach" er vist på kortet EKVG LOC RWY 12.

Note:
Gældende instrument approach flight procedure EKVG LOC RWY 12 er ikke fuldt ud i overensstemmelse med design kriterierne specificeret i PANS-OPS Doc 8168, Volume II, Seventh Edition, Amdt 10, Part II, Section 2, Chapter 1.3.4.
Forhindringer i det sekundære område af Y flader er ikke taget i betragtning.
Proceduren er baseret på Obstacle Clearance Limit (OCL) konceptet, som er erstattet af det nyere Obstacle Clearance Altitude/Height (OCA/H) koncept, som specificeret i Doc 8168, Volume II, Seventh Edition, Amdt 10, Part I, Section 4, Chapter 5.4.

3.3 IAL procedure RWY 30:

Mellemliggende indflyvning skal udføres på NDB MY og L VG.

Slutindflyvning og "missed approach" er vist på kortene EKVG ILS Z RWY 30 (ACFT CAT A + B) og ILS Z RWY 30 (ACFT CAT C + D).

3.4 Skygennemgangsprocedure RWY 12 og 30:

Luftfartøjer som skal udføre skygennemgangsproceduren på NDB MY med efterfølgende VFR-indflyvning til enten bane 12 eller bane 30, skal benytte PENTON ventemønster.

Mellemliggende indflyvning udføres på NDB MY og luftfartøjet skal være etableret i PENTON ventemønster før ventehøjden 3700 FT MSL forlades.

Slutindflyvning og "missed approach" er vist på kortet EKVG NDB MY.

4. RNP AR (Authorization Required) APCH procedurer

4.1 Introduktion:

4.1.1 RNP AR [RNAV (RNP)] indflyvningsprocedurerne er udarbejdet for EKVG i henhold til kriterierne i ICAO PANS-OPS (DOC 8168) Vol. II og ICAO RNP AR Manual (DOC 9905).

4.1.2 Procedurerne for indflyvning og afbrudt indflyvning til bane 12 og 30 er udarbejdet af NAVBLUE, der er et datterselskab i Airbus.

4.1.3 RNP instrumentindflyvningsprocedurerne til EKVG er designet til at forbedre sikkerheden ved flyveoperationer, ved at optimere indflyvningsprocedurerne og indflyvningsvejene til lufthavnen.

4.2 Godkendte brugere, udstyr og operationer:

4.2.1 For at kunne anvende EKVG RNP instrumentindflyvningsprocedurerne gælder det, at luftfartsforetagendet skal sikre, at det er i besiddelse af de nødvendige operationelle tilladelser, som er udstedt af myndigheden og som fremgår af de operationelle specifikationer i "Air operator certificate" (AOC). Tilladelserne skal inkludere en tilladelse til "Baro VNAV" (REF to ICAO PBN Manual, Doc 9613).

4.2.2 Luftfartsforetagendet skal være i besiddelse af en særlig tilladelse fra dens certificerende myndighed, for at kunne anvende RNP AR indflyvningsprocedurerne til EKVG (REF til EASA AMC 20-26, FAA AC 90-101A eller lignende).

4.2.3 The operations shall seek authorization from the Danish Civil Aviation Authority to conduct EKVG RNP AR Approach procedure.

4.2.4 The operator is responsible of conducting a Flight Operational Safety Assessment (FOSA) including the Flight Simulation of the procedure.

4.2.5 The RNP AR approach procedures require a navigation accuracy of RNP 0.1 and RF-leg capability.

4.2.6 The vertical guidance is based on Baro VNAV with GNSS and requires RNAV equipment which uses barometric altimeter input.

4.2.7 The ILS or LOC V RWY 30 approach procedure is based on the use of RNAV with RNP 1.0 for the initial segment, then vertical guidance switch to ILS during the intermediate and final. The missed approach is based on the use of RNP AR.

4.3 Naming of RNP AR approach procedures:

There are two RNP AR approach procedures to runway 12.
RNP (AR) V RWY 12
RNP (AR) W RWY 12

There are three RNP AR approach procedures to runway 30
RNP (AR) U RWY 30
RNP (AR) V RWY 30
RNP (AR) W RWY 30

There is one RNP AR to ILS approach procedure to runway 30.
ILS or LOC V RWY 30

4.4 RAIM-CHECK:

During flight planning or before dispatching the aircraft, the pilot shall ensure a RAIM check with a mask angle appropriate to the terrain (Minimum mask angle 5°).

4.5 Limitations of the procedures:

The procedures are designed for a temperature down to -10°C. (Temperature correction of the barometric altimeter is not required.)

4.6 RNP capability lost:

If the RNP capability is lost, the ATS unit shall be informed as soon as possible about the alternate course of action from the pilots of the concerned aircraft.

4.2.3 Luftfartsforetagendet skal anmode om en særlig tilladelse fra Trafikstyrelsen i Danmark for at anvende EKVG RNP AR indflyvnings procedurer.

4.2.4 Luftfartsforetagendet er ansvarlig for at udarbejde en "Flight Operational Safety Assessment" (FOSA) inklusive flyvesimulering af indflyvningsprocedurerne.

4.2.5 RNP AR indflyvningsprocedurerne kræver en navigationstolerance RNP 0.1 og mulighed for "RF-leg".

4.2.6 Vertikal vejledning i proceduren er baseret på "Baro VNAV" med GNSS og kræver RNAV udstyr som kan anvende input fra barometrisk højdemåler.

4.2.7 ILS or LOC V RWY 30 indflyvningsproceduren er baseret på brug af RNAV med RNP 1.0 til "initial segment", og derefter vertikal vejledning via ILS under "intermediate og final segment". Afbrudt indflyvningsprocedure er baseret på brug af RNP AR.

4.3 Navngivning af RNP AR indflyvningsprocedurerne:

Der findes to RNP AR indflyvningsprocedurer til bane 12.
RNP (AR) V RWY 12
RNP (AR) W RWY 12

Der findes tre RNP AR indflyvningsprocedurer til bane 30
RNP (AR) U RWY 30
RNP (AR) V RWY 30
RNP (AR) W RWY 30

Der findes én kombineret RNP AR / ILS indflyvningsprocedure til bane 30.
ILS or LOC V RWY 30

4.4 RAIM dækning:

Ved flyveplanlægning og før luftfartøjet meldes klar til afgang, skal piloten sikre, at der er RAIM dækning med en passende "mask angle" i forhold til terrænet ("mask angle" skal være mindst 5°).

4.5 Procedurebegrænsninger:

Indflyvningsprocedurerne tager højde for en temperatur ned til -10°C (temperatur korrektion af den barometriske højdemåler er ikke påkrævet).

4.6 Mistet RNP kapabilitet:

Hvis RNP kapabiliteten mistes under indflyvning, skal ATS-enheden informeres så hurtigt som muligt, herunder om den alternative fremgangsmåde der udføres.

23. Additional Information

1. Birds on and around the airport

Pilots are encouraged to raise awareness of bird activity at any time also outside the airport area, during take-off, climb, descent and approach.

Geese and mallards occur year-round but are most abundant during spring and autumn migration from early April to early October.

From April to August large to medium-sized gulls and waders occur and flocks of kittiwakes fly daily between the fjord west of RWY 12 and the lake east of RWY 30.

Runway inspectors observe bird activity daily, and as far as practicable, Vagar AFIS will inform pilots of observed bird activity at the airport area.

2. Turbulence warning and restrictions

During approach to and departure from Vagar Airport turbulence can be expected at some wind direction and velocity.

The pilot in command is requested to familiarize himself with the weather conditions and turbulence indications described in the wind roses and in the “MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/ TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”, and to communicate with Vagar AFIS for updated weather conditions, prior to operations at Vagar aerodrome.

2.1. Location of wind measurements

The given wind direction and wind velocity for runway in use is measured near the runway touchdown zones. These locations are referred to as W 12 and W 30. The measurements are reported as 2 min. mean wind at RWY 12 and RWY 30.

Furthermore the given wind direction and wind velocity called "W SKEID”is also measured on the mountain of Skeiðin located at 1100 FT MSL, approx. 1,9 NM West of Vagar aerodrome, immediately to the right of the final approach track to runway 12. This location is referred to as W SKEID.

The wind reading at this location on the mountain will often be under influence of turbulence in the surrounding terrain. The measurements on the mountain of Skeiðin are reported as 10 min. mean wind.

2.2. Turbulence indicators and weather conditions

Pilots are always responsible to pay attention to the turbulence based on own observations and latest weather update, even when the airport is open

23. Yderligere information

1. Fugle på og omkring lufthavnen

Piloter opfordres til at udvise opmærksomhed på fugleaktivitet til enhver tid, også udenfor lufthavnsområdet, under start, stigning, nedstigning og anflyvning.

Gæs og gråænder forekommer hele året, men optræder i størst antal under forårs- og efterårstrækket fra start april til start oktober.

Fra april til august forekommer store og middelstore måger og vadefugle, og flokke af rider flyver dagligt imellem fjorden vest for RWY 12 og søen øst for RWY 30.

Baneinspektører observerer fugleaktivitet dagligt, og så vidt praktisk muligt, vil Vagar AFIS informere piloter om observeret fugleaktivitet i lufthavnsområdet.

2. Turbulensadvarsel og -begrænsning

Ved indflyvning til og udflyvning fra Vagar Lufthavn kan der ved visse vindretninger og vindhastigheder, forventes turbulens.

Det kræves at fartøjschefen gør sig bekendt med vejr forhold and turbulens indikationer som beskrevet i vindroser og i “MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”, og at kommunikere med Vagar AFIS om opdaterede vejrforhold, forud for operationer på Vagar Lufthavn.

2.1. Vind målinger

Den opgivne vind retning og vindhastighed for bane i brug måles nær sætningszoneme på landingsbanen. Disse placeringer refereres til som W 12 og W 30. Målingerne rapporteres som 2 min. middelvind ved bane 12 og bane 30.

Herudover måles vindretning og vindhastighed også for ”W SKEID” på fjeldet Skeiðin 1100 FT MSL, omtrent 1,9 NM vest for Vagar Lufthavn, umiddelbart til højre for slutanflyvning af bane 12. Denne vindmåler refereres til som W SKEID.

Vindmålingerne på dette sted på fjeldet vil ofte være påvirket af turbulens i det omgivende terræn. Vindmålingerne på fjeldet Skeiðin rapporteres som 10 min middelvind.

2.2. Turbulens indikationer og vejr forhold

Piloter er altid ansvarlige for at iagttage turbulens baseret på egne observationer og de sidste vejr rapporter, selv når lufthavnen er åben for flyv-

for operations. Severe turbulence can occur for all flight tracks to and from Vagar aerodrome.

If the wind direction at 5000 FT is 160º to 240º (GEO) or 350º (GEO) to 090º at a velocity at or above 50 knots, measured by the aircraft systems, it is a strong indicator of severe turbulence to be expected during approach to RWY 12.

If wind at W SKEID is reported as variable more than 20 degrees from 160º to 270º (MAG) or 340º (MAG) to 060º at/or a velocity of more than 40 knots, it is often an indication of a highly-increased risk of wind shear and severe turbulence on the approach to RWY 12, and on departure from RWY 30. For details refer to windroses.

South-westerly winds exceeding 27 knots and northeasterly winds exceeding 37 knots, measured on the RWY W12 or W30 are strong indicator of severe turbulence on the departure from RWY 12, and on approach to RWY 30. For details refer to windroses.

South-easterly and south-westerly winds exceeding 40 knots, measured on the RWY W12 or W30 are strong indicator of severe turbulence during WATERFALL approach to RWY 30 or WATERFALL departure from RWY 12. For details refer to windroses.

WATERFALL approach RWY 30 and WATERFALL departure RWY 12 is only permitted for VFR-flights and approved RNP AR procedures.

Certain weather conditions, such as the combination of the above-mentioned wind around W SKEID position, wind at 5000 FT, the air mass composition, passing of weather fronts and moderate/severe and severe turbulence indicated in the wind tables below can result in severe vertical and horizontal rotor phenomena in Sørvagur Fjord. Whirls may be created at various locations in Sørvagur fjord, specially in the area around DME “SF” 2,0 NM and 3,5 NM.

Speed drop/-increase can be expected under certain conditions during approach and departure. In strong winds down the RWY, downdrafts can be expected on short final at both runway ends.

According to experienced flight-crews with extensive operational experience from Vagar aerodrome, turbulence can be experienced in unstable air and low clouds below 500 feet.

For further details, refer to windroses and “MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”.

Warning: Approach, landing and departure during such weather conditions require great caution and should only be considered by pilots with extensive experience in operating on Vagar aerodrome.

3. Turbulence Warning System (TWI-system)

Vagar Airport has established a turbulence warning system (TWI-system), which is a computer based system, to be used by VAGAR AFIS in order to communicate actual turbulence status. The TWI-system is programmed based on the wind tables below.

The TWI-system indicates expected turbulence, based on measurements by W12 and W30 of 2-min mean wind at runway 12 and runway 30, and 10-min scalar mean for W SKEID wind, and variability of direction larger than 20 degrees standard deviation.The indications from the TWI-system of actual turbulence status, and ½ hour history, will be communicated by VAGAR AFIS by use of radiocommunication.

4. Restrictions

Approach, landing and departure is not permitted when wind direction and velocity for runway in use indicates red turbulence (severe turbulence) according to the wind tables below and/or in the Turbulence Warning System (TWI-system).

Warning: Approach, landing and departure by Cat. M aircraft during wind conditions indicating yellow turbulence (moderate to severe turbulence) require great caution and should only be considered by pilots with extensive experience in operating on Vagar.

Light aircraft (Cat. L) and/or inexperienced pilots are requested to be extra careful under such weather conditions.

ning. Kraftig turbulens kan forekomme for alle an-/udflyvningsretninger på Vagar Lufthavn.

Hvis vindretningen i 5000 FT er 160º til 240º (GEO) eller 350º til 090º (GEO) med en styrke på over 50 knob, målt af luftfartøjets systemer, er det en kraftig indikator på at kraftig turbulens kan forventes under anflyvning af bane 12.

Såfremt W SKEID vind angives som variabel med mere en 20 grader fra 160º til 270º (MAG) eller 340º (MAG) til 060º og/eller mere end 40 knob vil det ofte være en indikation på forøget risiko for wind shear og kraftig turbulens ved anflyvning af bane 12, samt ved udflyvning fra bane 30. For detaljer henvises til vindroser.

Ved syd-vestlige vindretninger over 27 knob og nord-østlige vindretninger over 37 knob, målt på bane W 12 eller W 30 er der risiko for kraftig turbulens ved anflyvning af bane 12,samt ved udflyvning fra bane 30. For detaljer henvises til vindroser.

Ved syd-østlige og syd-vestlige vindretninger over 40 knob, målt på bane W12 eller W30 er der risiko for kraftig turbulens ved WATERFALL anflyvning af bane 12, samt ved WATERFALL udflyvning fra bane 30. For detaljer henvises til vindroser.

WATERFALL anflyvning bane 30 og WATERFALL udflyvning bane 12 er kun tilladt for VFR-flyvninger og for godkendte RNP AR procedurer.

Visse vejrforhold, såsom kombination af ovennævnte vindforhold omkring W SKEID positionen, vind i 5000 FT, luftmassens sammensætning, passage af vejrfronter samt moderat/kraftig og kraftig turbulens indikeret i nedenstående vindskemaer kan resultere i kraftige, vertikale og horisontale rotor fænomener i Sørvagur Fjord. Hvirvler kan optræde på varierende steder i Sørvågur Fjord, særligt i området omkring DME "SF" 2.0 NM og 3.5 NM.

Hastighedstab/-øgning kan forventes under visse forhold under anflyvning og udflyvning. Ved kraftig vind på langs af baneretningen, kan der forventes downdrafts på kort finale i begge bane ender.

I henhold til erfarne piloter med store operationelle erfaringer fra Vagar Lufthavn, kan der forekomme turbulens i ustabil luft og lave skyer under 500 fod.

For yderligere detaljer henvises til vindroser og til MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”.

Advarsel: Anflyvning, landing og afgang under sådanne vejrforhold kræver stor forsigtighed og bør kun overvejes af piloter med meget stor erfaring i beflyvning af Vagar.

3. Turbulence Warning System (TWI-system)

Vagar Lufthavn har etableret et turbulensvarslingssystem (TWI-system), som er et computerbaseret system til brug for VAGAR AFIS til formidling af aktuel turbulensstatus. TWI systemet er programmeret på basis af vindskemaerne nedenfor.

TWI-systemet indikerer forventet turbulens, baseret på målinger af W12 og W30 af 2 min middelvind ved bane 12 og bane 30, og 10 min middelvind af W SKEID vind, samt variationer i vindretning på mere end 20 grader standard afgivelse.TWI-systemets indikationer af turbulensstatus, samt ½ times historik, formidles af VAGAR AFIS via radiokommunikation.

4. Begrænsninger

Anflyvning, landing og afgang er ikke tilladt når vindretning og vindhastighed målt for bane i brug angiver rød turbulens (kraftig turbulens) i nedenstående vind roser og/eller i Turbulence Warning Systemet (TWI-systemet).

Advarsel: Anflyvning, landing og afgang med Cat. M luftfartøjer, med angivet gul turbulens (moderat til kraftig turbulens) kræver stor forsigtighed og bør kun overvejes af piloter med stor erfaring i beflyvning af Vagar.

Lettere luftfartøjer (Cat. L) og/eller piloter uden stor operationel erfaring bør vise ekstra stor forsigtighed under sådanne vejrforhold.

5. Wind tables/wind roses

The wind tables below indicate expected turbulence level for wake turbulence category M. The values of the wind tables are established upon experience from aircraft types B737s, AVRO RJ85s and A319 (Category M).

Warning: For smaller, light aircraft types (Category L) the wind tables should thus be used with extra caution.

How to use the tables:

a) Use wind direction/velocity as reported by the AFIS.
b) By variable wind direction use the most restrictive direction.
c) By variable wind velocity and gusts use the most restrictive wind velocity.

5. Vindtabeller/vindroser

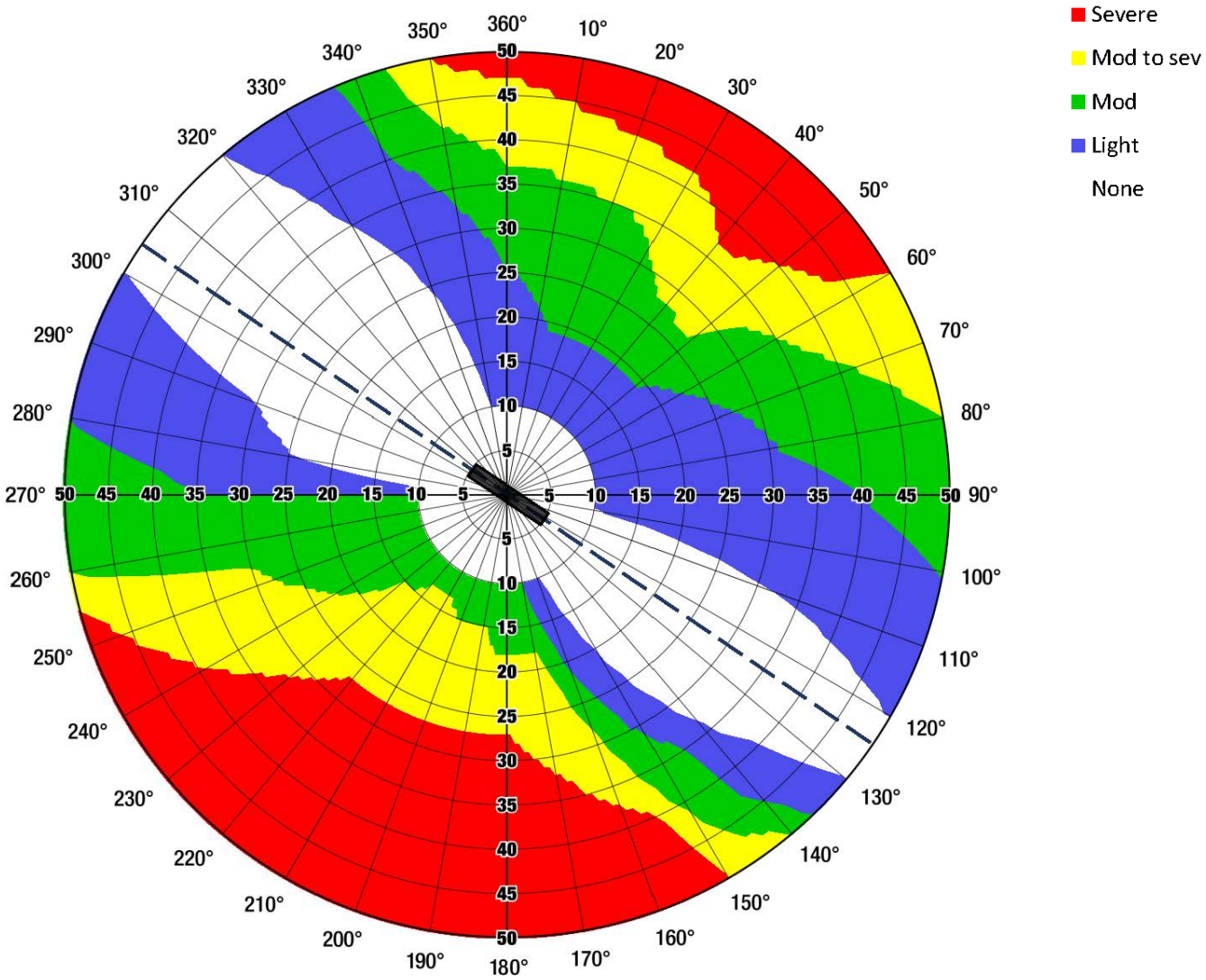
De nedenfor angivne vindroser angiver forventet turbulens niveau for wake turbulence kategori M. Erfaringsgrundlaget hvorpå disse vindskemaer er baseret pa flytyperne B737s, AVRO RJ85 og A319 (kategori M).

Advarsel: For mindre, lette typer luftfartøjer (Category L) skal vindroserne derfor anvendes med ekstra stor forsigtighed.

Ved brug af vindroserne gælder følgende:

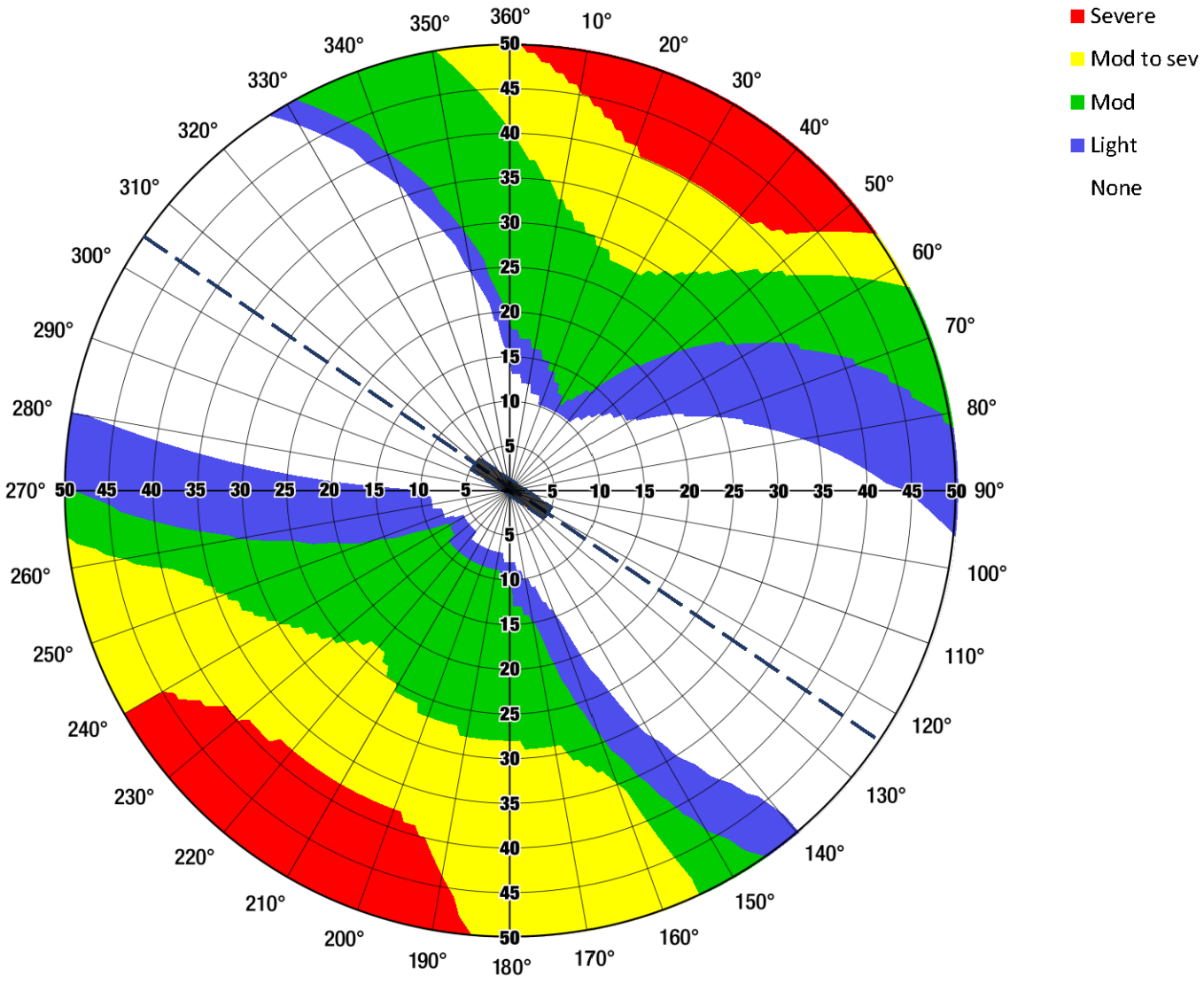
a) Der anvendes vindretning/styrke som opgivet af AFIS.
b) Ved variabel vindretning anvendes mest restriktive retning.
c) Ved variabel vindstyrke og vindstød anvendes mest restriktive vindstyrke.

ARR RWY 12 – DEP RWY 30 – Cat M.



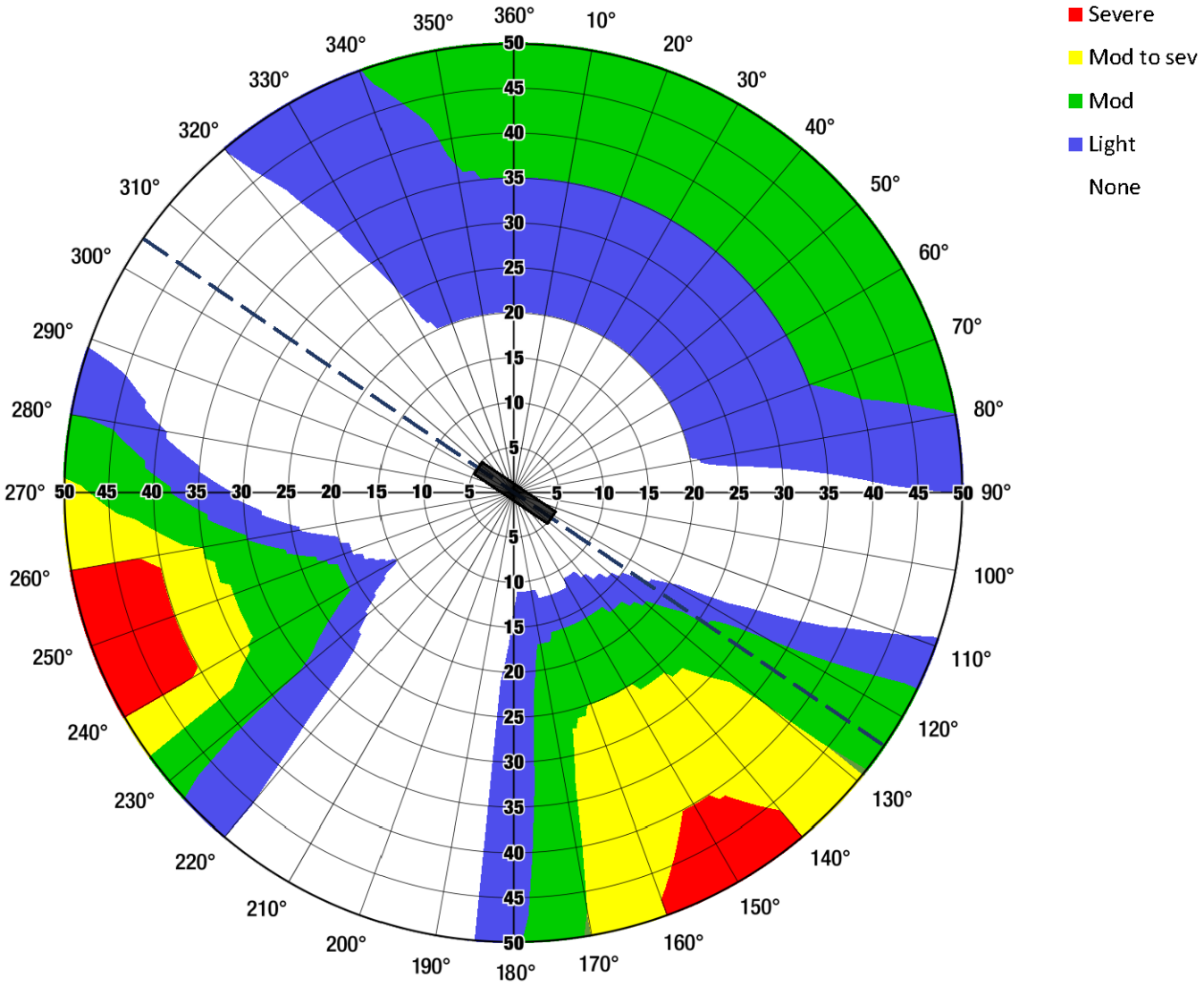
RESTRICTIONS - RWY CLOSED	Regardless of aircraft performance, wind speed and velocity, RWY in use will be closed for approach and departure if the airport Turbulence Warning Indicator System (TWI) and/or the windroses indicate severe turbulence.

ARR RWY 30 – DEP RWY 12 – Cat M.



RESTRICTIONS - RWY CLOSED	Regardless of aircraft performance, wind speed and velocity, RWY in use will be closed for approach and departure if the airport Turbulence Warning Indicator System (TWI) and/or the windroses indicate severe turbulence.

WATERFALL ARR RWY 30 – DEP RWY 12 – Cat M.



RESTRICTIONS - RWY CLOSED	Regardless of aircraft performance, wind speed and velocity, RWY in use will be closed for approach and departure if the airport Turbulence Warning Indicator System (TWI) and/or the windroses indicate severe turbulence.
RESTRICTIONS	Waterfall ARR RWY 30 and WATERFALL DEP RWY 12 is only permitted for VFR flights and approved RNP AR procedures (approved by Danish CAA and Vagar Airport).

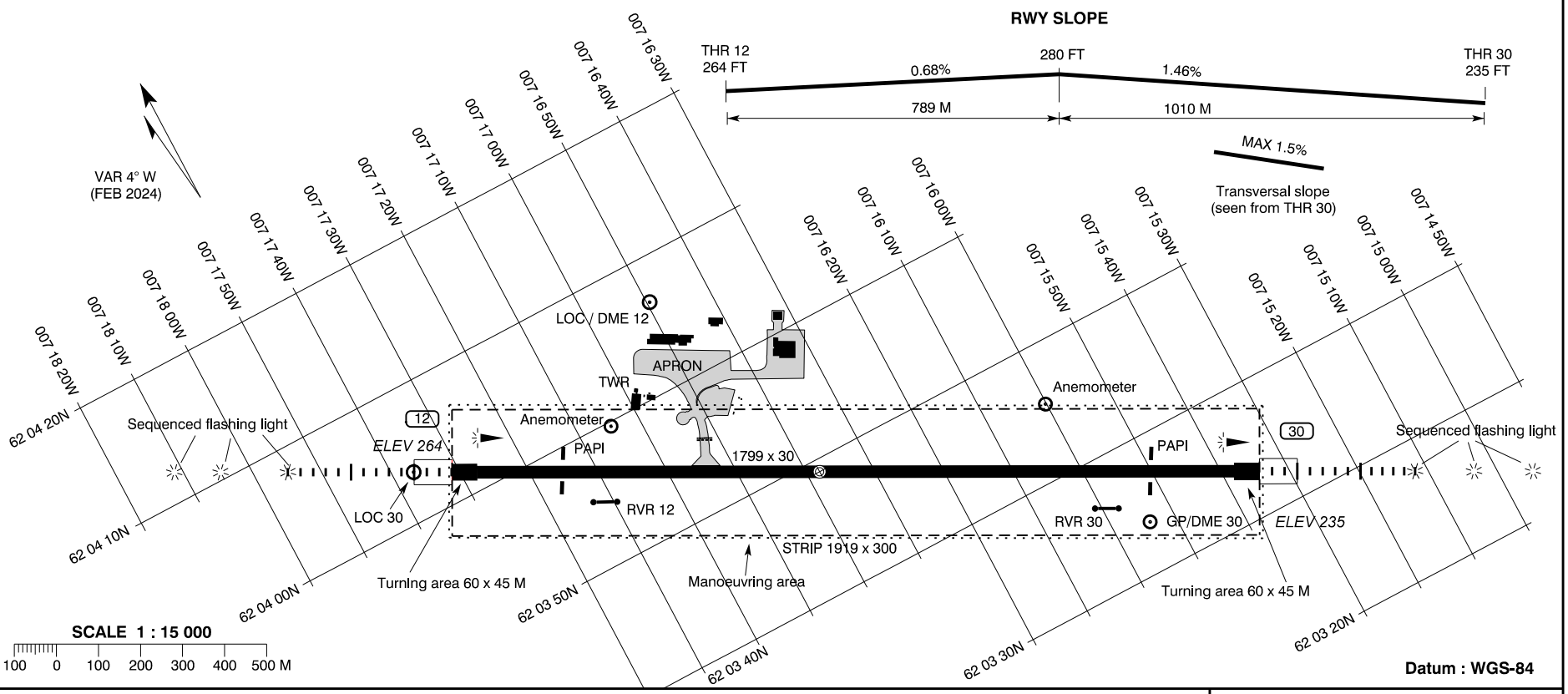
24. Charts related to the Aerodrome / Kort tilknyttet lufthavnen.

Chart type / Korttype	Chart title / Korttitel
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 12 AOC-A 30
Standard Departure Chart - Instrument - ICAO	SID RNP RWY 12 - 1 SID RNP RWY 12 - 2 SID RNP RWY 12 - 3 SID RNP (AR) RWY 12 - 1 SID RNP (AR) RWY 12 - 2 SID RNP (AR) RWY 12 - 3 SID RNP (AR) RWY 12 - 4 SID RNP (AR) RWY 12 - 5 SID RNP (AR) RWY 12 - 6 SID RNP RWY 30 - 1 SID RNP RWY 30 - 2 SID RNP (AR) RWY 30 - 1 SID RNP (AR) RWY 30 - 2 SID RNP (AR) RWY 30 - 3 SID RNP (AR) RWY 30 - 4
Standard Arrival/Departure Routes - Visual	VFR ARR/DEP
Instrument Approach Chart - ICAO	LOC RWY 12 RNP (AR) W RWY 12 - 1 RNP (AR) W RWY 12 - 2 RNP (AR) W RWY 12 - 3 RNP (AR) V RWY 12 - 1 RNP (AR) V RWY 12 - 2 RNP (AR) V RWY 12 - 3 ILS or LOC Z RWY 30 (ACFT CAT A + B) ILS or LOC Z RWY 30 (ACFT CAT C + D) ILS or LOC V RWY 30 - 1 ILS or LOC V RWY 30 - 2 ILS or LOC V RWY 30 - 3 RNP (AR) W RWY 30 - 1 RNP (AR) W RWY 30 - 2 RNP (AR) W RWY 30 - 3 RNP (AR) V RWY 30 - 1 RNP (AR) V RWY 30 - 2 RNP (AR) V RWY 30 - 3 RNP (AR) U RWY 30 - 1 RNP (AR) U RWY 30 - 2 RNP (AR) U RWY 30 - 3 NDB MY (Cloud Penetration Procedure)
Visual Approach Chart - ICAO	VAC
Other Charts	LDC FIZ radio coverage EKVG

Changes : VAR and MAG RWY directions changed.

AERODROME CHART - ICAO

ARP : 62 03 49.06N 007 16 37.99W On RWY 968 M from THR 30	AD ELEV : 280	ELEV in FT Distances in M	Vagar AFIS : 124.850



RUNWAYS

NR	DIRECTION	THR PSN	PAVEMENT STRENGTH	DAY MARKING	DECLARED DISTANCES				APCH and RWY LIGHTING (Unless otherwise stated lighting is LIH adjustable)					
					TORA	TODA	ASDA	LDA	APCH	THR	PAPI	CENTRE LINE	EDGE	END
12	117.8° GEO 121.8° MAG	62 04 01.35N 007 17 27.50W	Asphalt PCN 50 F / A / X / T	THR RWY NR TDZ Aiming point Centre line Side stripes	1799	1799	1799	1799	450 M White	Green	3.66° MEHT xx FT **	1799 M	1799 M White	Red
30	297.8° GEO 301.8° MAG	62 03 34.16N 007 15 38.04W			1799	1799	1799	1799	450 M White	Green	3.50° MEHT xx FT	1799 M	1799 M White	Red

TAXIWAYS

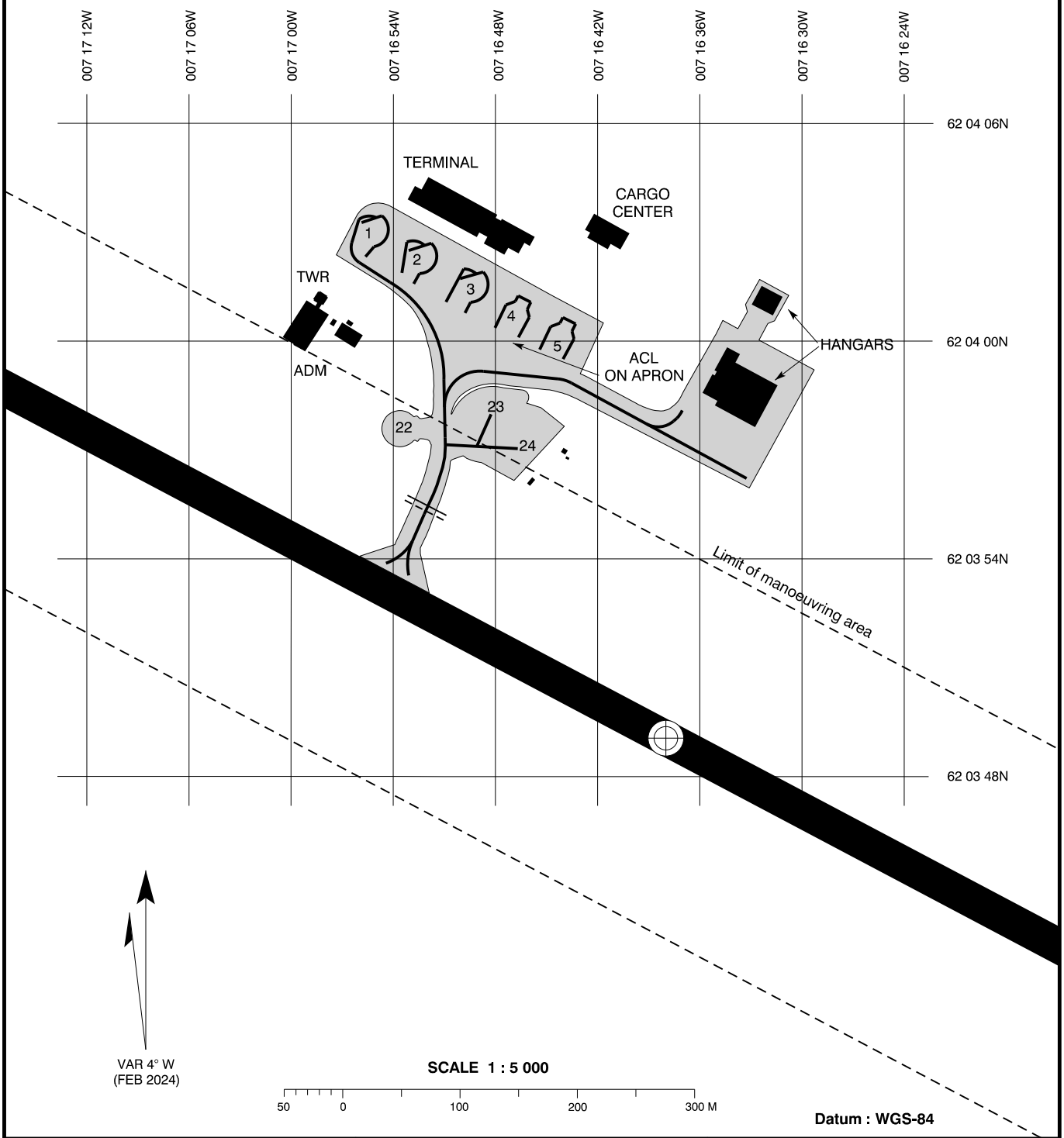
WIDTH :	21 M
PAVEMENT :	Asphalt
STRENGTH :	PCN 50 / F / A / X / U
DAY MARKING :	Centre line Side stripes
LIGHTING :	Blue edge, LIL

OTHER : RWY is provided with transverse grooves in the entire length (to improve braking action)
Secondary Power Supply : Yes, swich-over time MAX 15 SEC.

OBSTACLES : All obstacles are marked by day and night

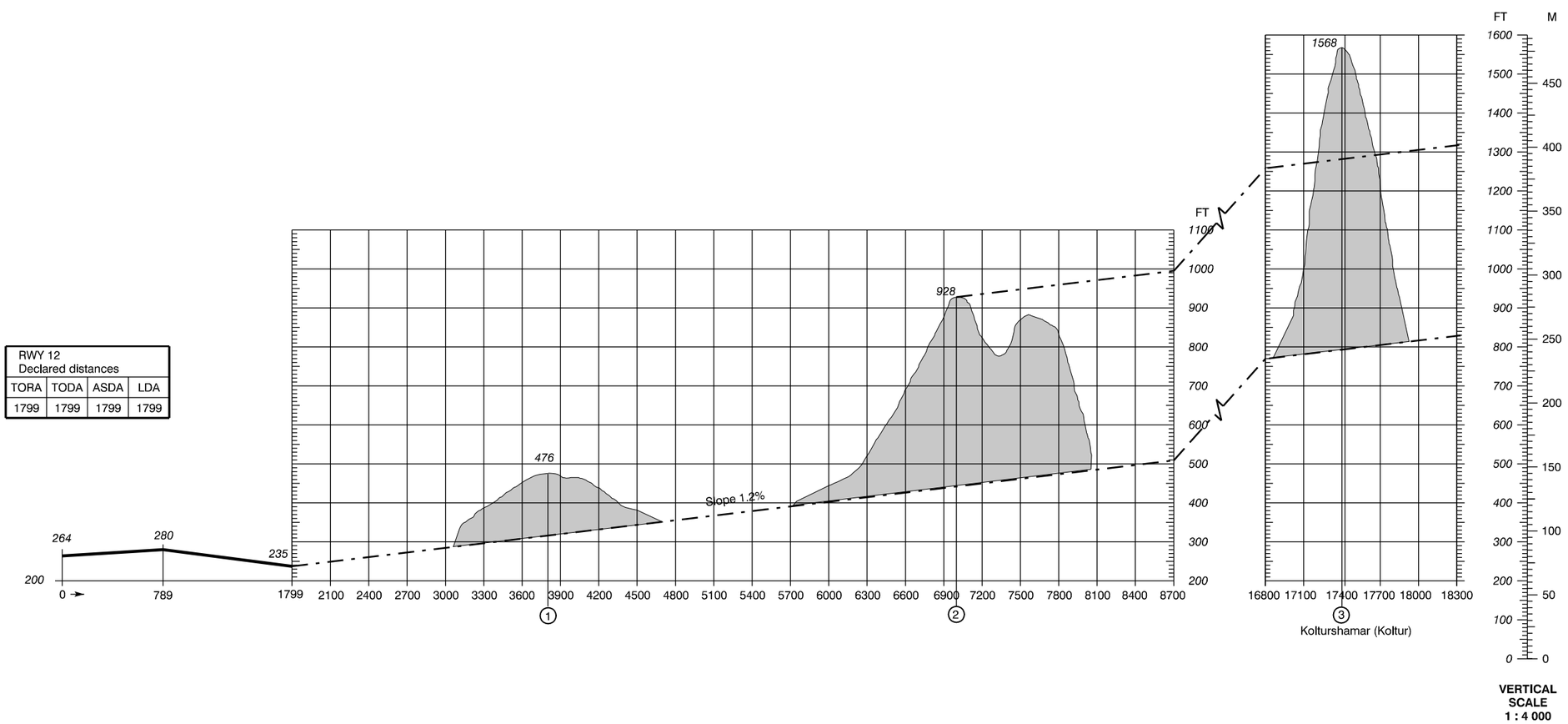
** During approach in Sørvåg Fjord sufficient terrain clearance is provided only when flying close to LOC-course

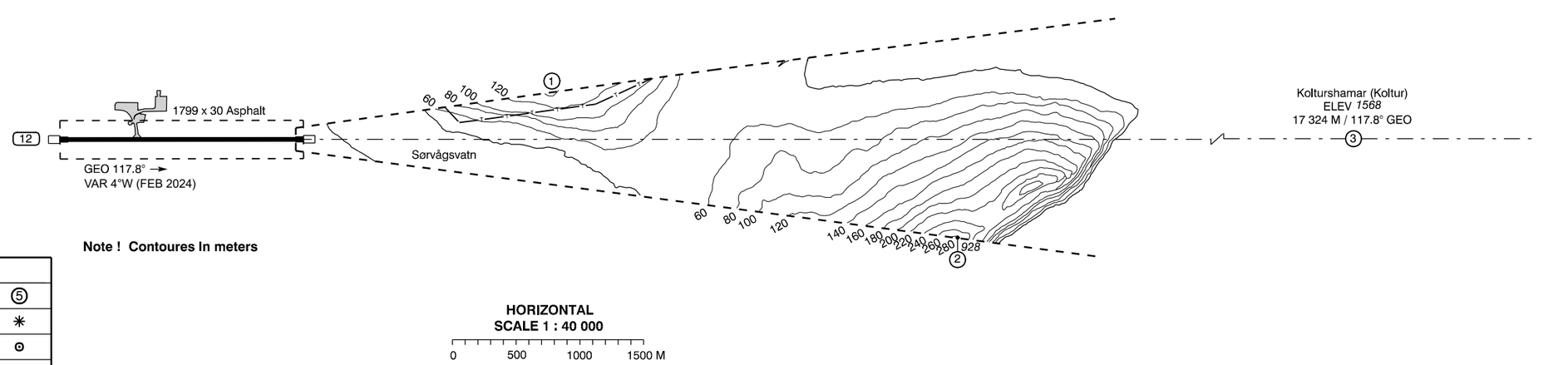
AIRCRAFT PARKING / DOCKING CHART - ICAO	APRON ELEV : 276	Vagar AFIS : 124.850	AD 2 - EKVG APDC Vágar



APRON	TAXIWAYS	
PAVEMENT : Apron 1 and 2 asphalt STRENGTH : PCN 50 / R / A / X / U Composite construction	See / Se Aerodrome chart	

Changes : VAR changed. Editorial changes.





Note ! Contoures In meters

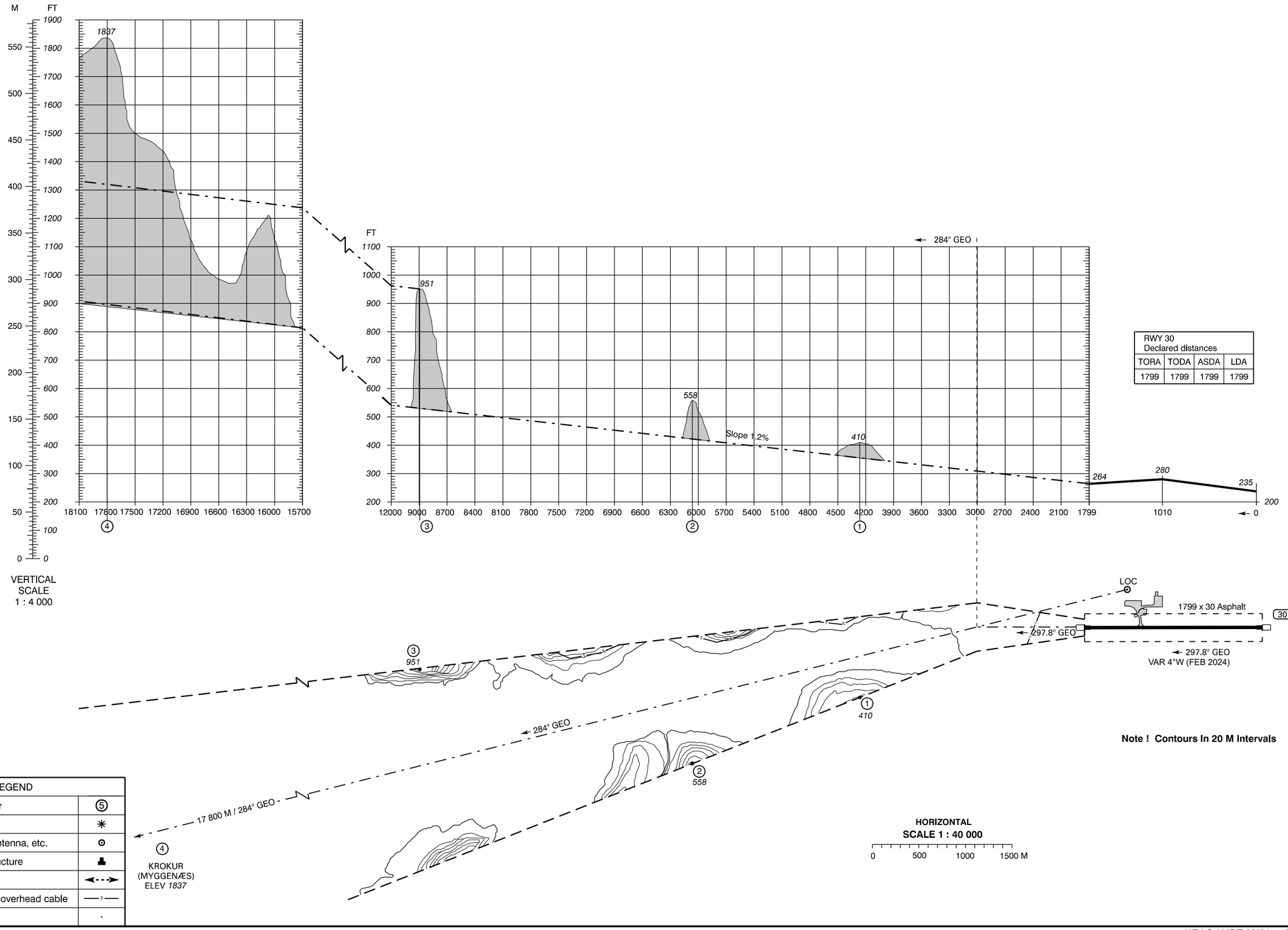
LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - -►
Transmission line or overhead cable	—ᵀ—
Spot ELEV	·

Changes: VAR changed. Editorial changes.

AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

ELEV in FT
Dimensions / Distances in M

AD 2 - EKVG
AOC-A 30
Vágar



RWY 30 Declared distances			
TORA	TODA	ASDA	LDA
1799	1799	1799	1799

Note ! Contours In 20 M Intervals

LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - -►
Transmission line or overhead cable	—T—
Spot ELEV	·

Changes: VAR changed.

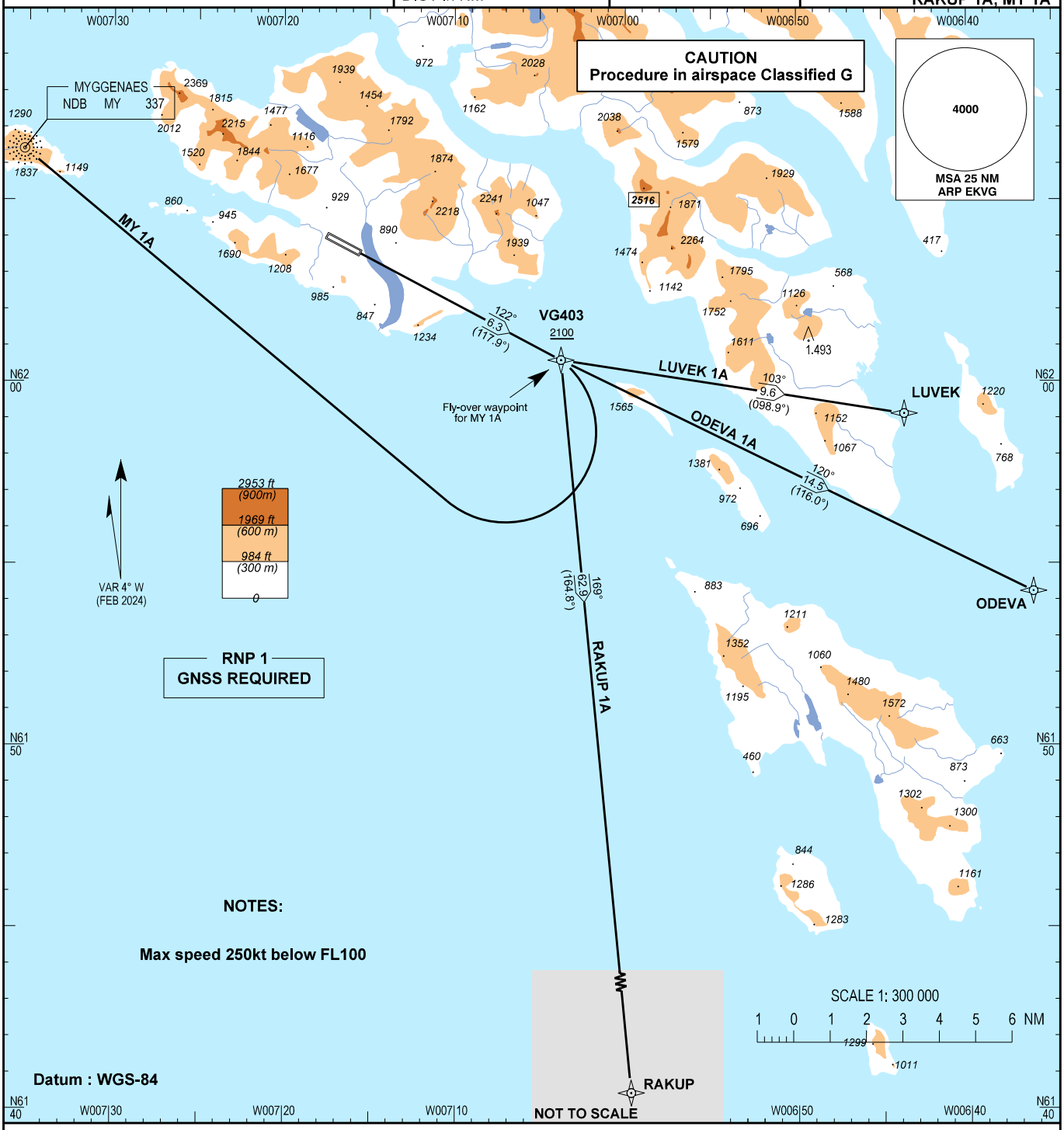
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 7500

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

Vagar AFIS : 124.850
Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
SID RNP RWY 12 - 1
Vágar
LUVEK 1A, ODEVA 1A, RAKUP 1A, MY 1A



GS KT	80	100	120	140	160	180
6.3% Climb gradient FT/MIN	510	638	765	893	1020	1150

Changes : New chart.

Designator	Route	Climb to	Restrictions
LUVEK 1A	Climb on course 122° to VG403, left turn to LUVEK.	As cleared by ATC	A MNM climb gradient of 6.3% i.e. 383 FT/NM is required until 1500FT, thereafter a MNM climb gradient of 3.3%, i.e. 201 FT/NM. Cross VG403 at or above 2100FT.
ODEVA 1A	Climb on course 122° to VG403, to ODEVA.	As cleared by ATC	A MNM climb gradient of 6.3% i.e. 383 FT/NM is required until 1500FT, thereafter a MNM climb gradient of 3.3%, i.e. 201 FT/NM. Cross VG403 at or above 2100FT.
RAKUP 1A	Climb on course 122° to VG403, right turn to RAKUP.	As cleared by ATC	A MNM climb gradient of 6.3% i.e. 383 FT/NM is required until 1500FT, thereafter a MNM climb gradient of 3.3%, i.e. 201 FT/NM. Cross VG403 at or above 2100FT.
MY 1A	Climb on course 122° to VG403 and overfly waypoint, right turn direct MY.	As cleared by ATC	A MNM climb gradient of 6.3% i.e. 383 FT/NM is required until 1500FT, thereafter a MNM climb gradient of 3.3%, i.e. 201 FT/NM. Cross VG403 at or above 2100FT.

Changes : New tabular description.

Standard Instrument Departure Procedure Coding Tables:

LUVEK 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)	Speed (kt)	Navigation Specification
010	CF	VG403	-	122/(117.9)	+4.0	6.3	-	+2100	-	RNP 1
030	TF	LUVEK	-	103/(098.9)	+4.0	9.6	L	-	-	RNP 1

ODEVA 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)	Speed (kt)	Navigation Specification
010	CF	VG403	-	122/(117.9)	+4.0	6.3	-	+2100	-	RNP 1
030	TF	ODEVA	-	120/(116.0)	+4.0	14.5	-	-	-	RNP 1

RAKUP 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)	Speed (kt)	Navigation Specification
010	CF	VG403	-	122/(117.9)	+4.0	6.3	-	+2100	-	RNP 1
030	TF	RAKUP	-	169/(164.8)	+4.0	62.9	R	-	-	RNP 1

MY 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance NM	Turn Direction	Altitude (ft)	Speed (kt)	Navigation Specification
010	CF	VG403	Y	122/(117.9)	+4.0	6.3	-	+2100	-	RNP 1
030	DF	MY	-	-	+4.0	-	R	-	-	RNP 1

EKVG SID RNP RWY 12 waypoint coordinates:

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
VG403	62 00 36.81N 007 03 47.85W	RAKUP	61 00 00.00N 006 30 00.00W
LUVEK	61 59 07.80N 006 43 43.90W	MY	62 06 24.83N 007 35 15.63W
ODEVA	61 54 14.00N 006 36 14.00W		

Changes: New coding tables and waypoint coordinates.

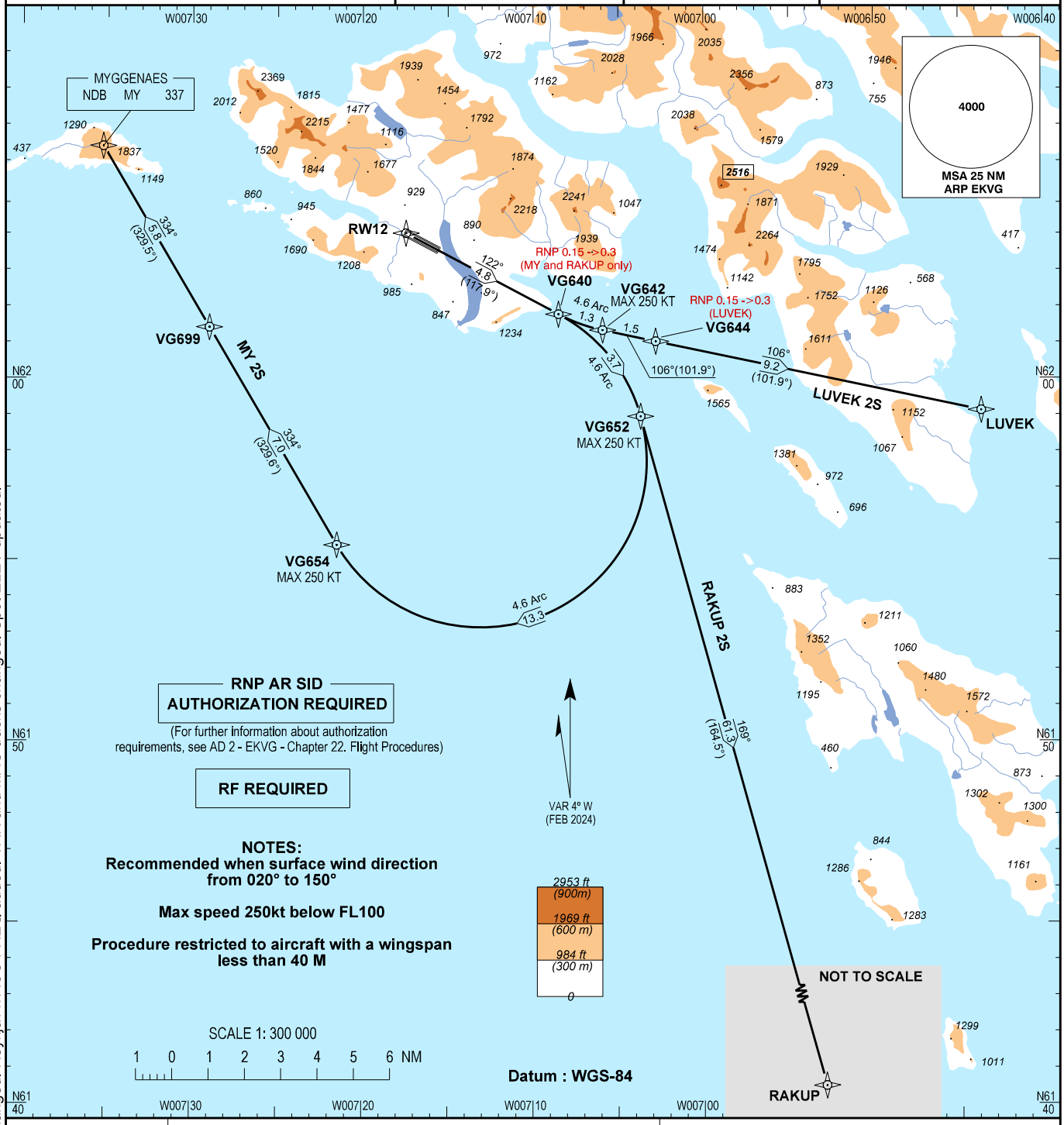
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 7500

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

Vagar AFIS : 124.850
Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
SID RNP (AR) RWY 12 - 1
Vágar
LUVEK 2S, MY 2S, RAKUP 2S



Designator	Restrictions	After take-off	
		Climb to	Contact
LUVEK 2S *[LUVE2S]*	A MNM climb gradient of 6.2% (377 FT/NM) is required up to 600 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
MY 2S *[MY2S]*	A MNM climb gradient of 6.2% (377 FT/NM) is required up to 600 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
RAKUP 2S *[RAKU2S]*	A MNM climb gradient of 6.2% (377 FT/NM) is required up to 600 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS

GS KT	100	150	200	250	300
6.2% Climb gradient FT/MIN	620	930	1240	1550	1860
3.3% Climb gradient FT/MIN	330	495	660	825	990

Changes : Chart designator changed. Reykjavik ACC FREQ added. VAR and MAG tracks changed. Spot ELEV updated.

Recommended Coding Tables:

LUVEK 2S SID RNP (AR) RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW12	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG640	-	122 / (117.9)	+4.0	4.8	-	-	-	-	RNP 0.15 NM
030	RF	VG642	-	-	+4.0	1.3	L	-	-250	VGC10 r=4.600	RNP 0.15 NM
040	TF	VG644	-	106 / (101.9)	+4.0	1.5	-	-	-	-	RNP 0.15 NM
050	TF	LUVEK	-	106 / (101.9)	+4.0	9.2	-	-	-	-	RNP 0.3 NM

MY 2S SID RNP (AR) RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW12	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG640	-	122 / (117.9)	+4.0	4.8	-	-	-	-	RNP 0.15 NM
030	RF	VG652	-	-	+4.0	3.7	R	-	-	VGC11 r=4.600	RNP 0.3 NM
040	RF	VG654	-	-	+4.0	13.3	R	-	-250	VGC11 r=4.600	RNP 0.3 NM
050	TF	VG699	-	334 / (329.6)	+4.0	7.0	-	-	-	-	RNP 0.3 NM
060	TF	MY	-	334 / (329.5)	+4.0	5.8	-	-	-	-	RNP 0.3 NM

RAKUP 2S SID RNP (AR) RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW12	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG640	-	122 / (117.9)	+4.0	4.8	-	-	-	-	RNP 0.15 NM
030	RF	VG652	-	-	+4.0	3.7	R	-	-250	VGC11 r=4.600	RNP 0.3 NM
040	TF	RAKUP	-	169 / (164.5)	+4.0	61.3	-	-	-	-	RNP 0.3 NM

Waypoint coordinates:

Waypoint Identifier	Coordinates
RW12	62 04 01.35N 007 17 27.50W
VG640	62 01 47.56N 007 08 30.35W
VG642	62 01 21.13N 007 05 55.24W
VG644	62 01 02.64N 007 02 48.34W
VG652	61 58 58.51N 007 03 41.68W
VG654	61 55 25.53N 007 21 29.15W

Waypoint Identifier	Coordinates
VG699	62 01 25.57N 007 28 59.03W
VGC10	62 05 50.43N 007 03 54.53W
VGC11	61 57 44.54N 007 13 04.94W
LUVEK	61 59 07.80N 006 43 43.90W
MY	62 06 24.83N 007 35 15.63W
RAKUP	61 00 00.00N 006 30 00.00W

Changes : Designator changed. VAR and MAG tracks changed.

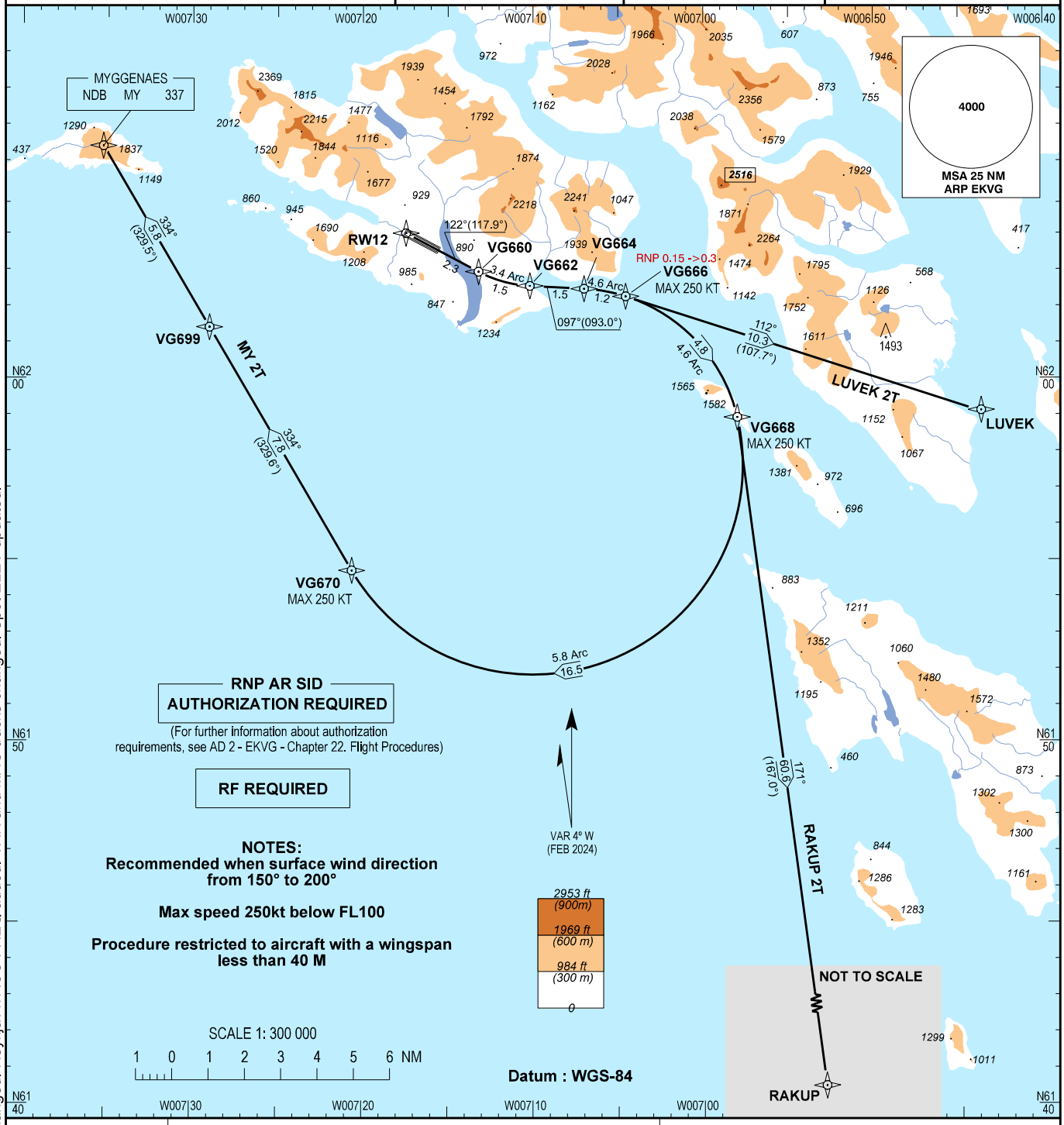
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 7500

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

Vagar AFIS : 124.850
Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
SID RNP (AR) RWY 12 - 3
Vágar
LUVEK 2T, MY 2T, RAKUP 2T



Designator	Restrictions	After take-off	
		Climb to	Contact
LUVEK 2T *[LUVE2T]*	A MNM climb gradient of 6.2% (377 FT/NM) is required up to 600 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
MY 2T *[MY2T]*	A MNM climb gradient of 6.2% (377 FT/NM) is required up to 600 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
RAKUP 2T *[RAKU2T]*	A MNM climb gradient of 6.2% (377 FT/NM) is required up to 600 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS

GS KT	100	150	200	250	300
6.2% Climb gradient FT/MIN	620	930	1240	1550	1860
3.3% Climb gradient FT/MIN	330	495	660	825	990

Changes : Chart designator changed. Reykjavik ACC FREQ added. VAR and MAG tracks changed. Spot ELEV updated.

Recommended Coding Tables:

LUVEK 2T SID RNP (AR) RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW12	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG660	-	122 / (117.9)	+4.0	2.3	-	-	-	-	RNP 0.15 NM
030	RF	VG662	-	-	+4.0	1.5	L	-	-	VGC16 r=3.400	RNP 0.15 NM
040	TF	VG664	-	097 / (093.0)	+4.0	1.5	-	-	-	-	RNP 0.15 NM
050	RF	VG666	-	-	+4.0	1.2	R	-	-250	VGC17 r=4.600	RNP 0.15 NM
060	TF	LUVEK	-	112 / (107.7)	+4.0	10.3	-	-	-	-	RNP 0.3 NM

MY 2T SID RNP (AR) RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW12	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG660	-	122 / (117.9)	+4.0	2.3	-	-	-	-	RNP 0.15 NM
030	RF	VG662	-	-	+4.0	1.5	L	-	-	VGC16 r=3.400	RNP 0.15 NM
040	TF	VG664	-	097 / (093.0)	+4.0	1.5	-	-	-	-	RNP 0.15 NM
050	RF	VG666	-	-	+4.0	1.2	R	-	-	VGC17 r=4.600	RNP 0.15 NM
060	RF	VG668	-	-	+4.0	4.8	R	-	-	VGC17 r=4.600	RNP 0.3 NM
070	RF	VG670	-	-	+4.0	16.5	R	-	-250	VGC20 r=5.803	RNP 0.3 NM
080	TF	VG699	-	334 / (329.6)	+4.0	7.8	-	-	-	-	RNP 0.3 NM
090	TF	MY	-	334 / (329.5)	+4.0	5.8	-	-	-	-	RNP 0.3 NM

RAKUP 2T SID RNP (AR) RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW12	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG660	-	122 / (117.9)	+4.0	2.3	-	-	-	-	RNP 0.15 NM
030	RF	VG662	-	-	+4.0	1.5	L	-	-	VGC16 r=3.400	RNP 0.15 NM
040	TF	VG664	-	097 / (093.0)	+4.0	1.5	-	-	-	-	RNP 0.15 NM
050	RF	VG666	-	-	+4.0	1.2	R	-	-	VGC17 r=4.600	RNP 0.15 NM
060	RF	VG668	-	-	+4.0	4.8	R	-	-250	VGC17 r=4.600	RNP 0.3 NM
070	TF	RAKUP	-	171 / (167.0)	+4.0	60.6	-	-	-	-	RNP 0.3 NM

Waypoint coordinates:

Waypoint Identifier	Coordinates
RW12	62 04 01.35N 007 17 27.50W
VG660	62 02 57.84N 007 13 12.07W
VG662	62 02 34.36N 007 10 11.32W
VG664	62 02 29.64N 007 07 00.49W
VG666	62 02 17.02N 007 04 33.73W
VG668	61 58 57.11N 006 58 01.86W
VG670	61 54 43.22N 007 20 36.51W

Waypoint Identifier	Coordinates
VG699	62 01 25.57N 007 28 59.03W
VGC16	62 05 57.48N 007 09 48.65W
VGC17	61 57 54.83N 007 07 31.50W
VGC20	61 57 38.43N 007 10 00.38W
LUVEK	61 59 07.80N 006 43 43.90W
MY	62 06 24.83N 007 35 15.63W
RAKUP	61 00 00.00N 006 30 00.00W

Changes : Designator changed. VAR and MAG tracks changed.

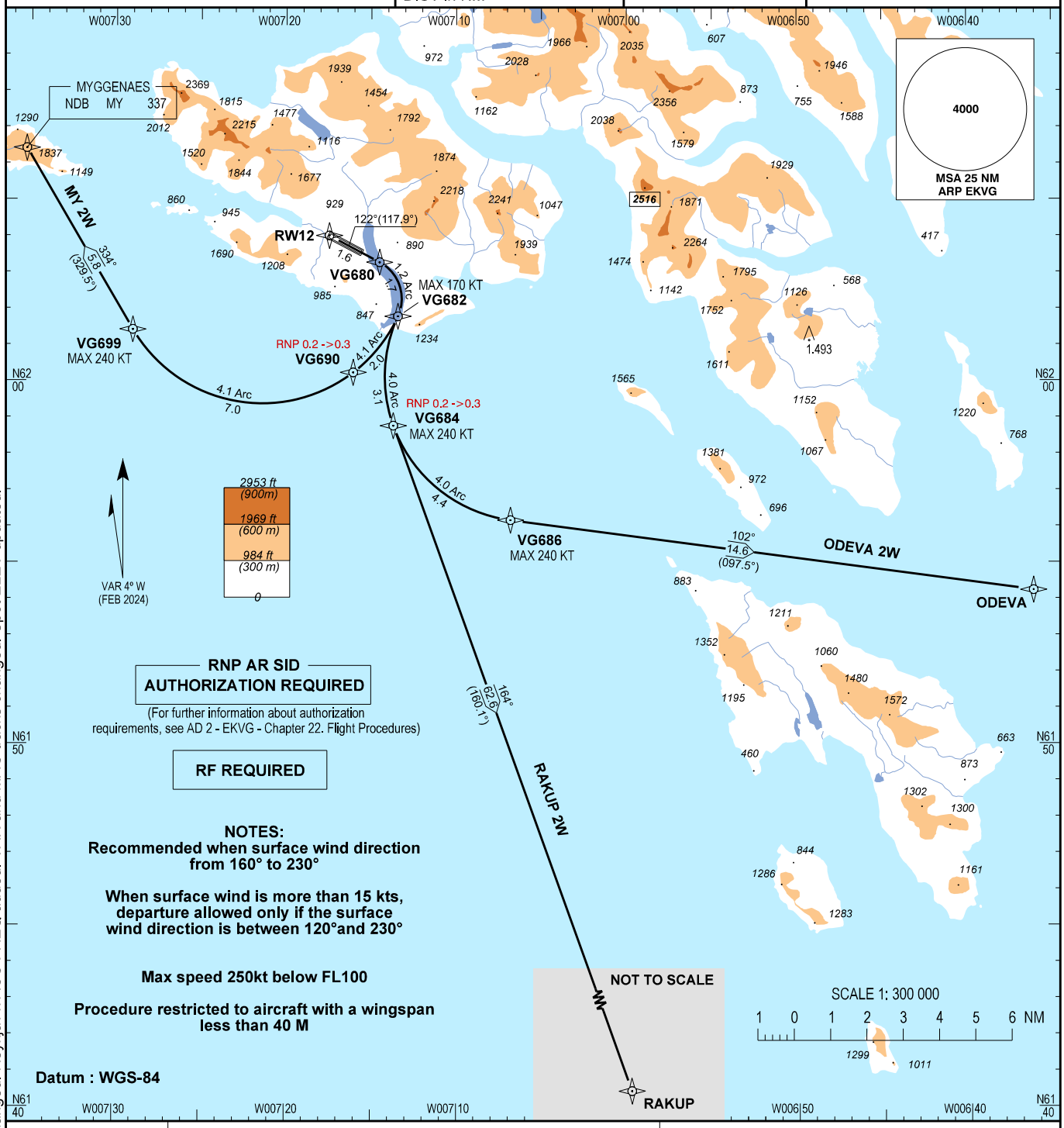
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 7500

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

Vagar AFIS : 124.850
Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
SID RNP (AR) RWY 12 - 5
Vágar
MY 2W, ODEVA 2W, RAKUP 2W



Designator	Restrictions	After take-off	
		Climb to	Contact
MY 2W *[MY2W]*	A MNM climb gradient of 6.9% (419 FT/NM) is required up to 600 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
ODEVA 2W *[ODEV2W]*	A MNM climb gradient of 6.9% (419 FT/NM) is required up to 600 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
RAKUP 2W *[RAKU2W]*	A MNM climb gradient of 6.9% (419 FT/NM) is required up to 600 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS

GS KT	100	150	200	250	300
6.9% Climb gradient FT/MIN	690	1035	1380	1725	2070
3.3% Climb gradient FT/MIN	330	495	660	825	990

Changes : Chart designator changed. Reykjavik ACC FREQ added. VAR and MAG tracks changed. Spot ELEV updated.

Recommended Coding Tables:

MY 2W SID RNP (AR) RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW12	-	-	+4.0	-	-	-	-	-	RNP 0.2 NM
020	TF	VG680	-	122 / (117.9)	+4.0	1.6	-	-	-	-	RNP 0.2 NM
030	RF	VG682	-	-	+4.0	1.7	R	-	-170	VGC21 r=1.150	RNP 0.2 NM
040	RF	VG690	-	-	+4.0	2.0	R	-	-	VGC24 r=4.117	RNP 0.2 NM
050	RF	VG699	-	-	+4.0	7.0	R	-	-240	VGC25 r=4.136	RNP 0.3 NM
060	TF	MY	-	334 / (329.5)	+4.0	5.8	-	-	-	-	RNP 0.3 NM

ODEVA 2W SID RNP (AR) RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW12	-	-	+4.0	-	-	-	-	-	RNP 0.2 NM
020	TF	VG680	-	122 / (117.9)	+4.0	1.6	-	-	-	-	RNP 0.2 NM
030	RF	VG682	-	-	+4.0	1.7	R	-	-170	VGC21 r=1.150	RNP 0.2 NM
040	RF	VG684	-	-	+4.0	3.1	L	-	-	VGC26 r=4.000	RNP 0.2 NM
050	RF	VG686	-	-	+4.0	4.4	L	-	-240	VGC26 r=4.000	RNP 0.3 NM
060	TF	ODEVA	-	102 / (097.5)	+4.0	14.6	-	-	-	-	RNP 0.3 NM

RAKUP 2W SID RNP (AR) RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW12	-	-	+4.0	-	-	-	-	-	RNP 0.2 NM
020	TF	VG680	-	122 / (117.9)	+4.0	1.6	-	-	-	-	RNP 0.2 NM
030	RF	VG682	-	-	+4.0	1.7	R	-	-170	VGC21 r=1.150	RNP 0.2 NM
040	RF	VG684	-	-	+4.0	3.1	L	-	-240	VGC26 r=4.000	RNP 0.2 NM
050	TF	RAKUP	-	164 / (160.1)	+4.0	62.6	-	-	-	-	RNP 0.3 NM

Waypoint coordinates:

Waypoint Identifier	Coordinates
RW12	62 04 01.35N 007 17 27.50W
VG680	62 03 17.36N 007 14 30.47W
VG682	62 01 47.98N 007 13 25.81W
VG684	61 58 47.18N 007 13 41.50W
VG686	61 56 11.07N 007 06 49.11W
VG690	62 00 15.09N 007 16 02.85W
VG699	62 01 25.57N 007 28 59.03W

Waypoint Identifier	Coordinates
VGC21	62 02 16.55N 007 15 39.11W
VGC24	62 03 30.10N 007 21 23.27W
VGC25	62 03 30.99N 007 21 24.73W
VGC26	62 00 08.33N 007 05 42.83W
ODEVA	61 54 14.00N 006 36 14.00W
MY	62 06 24.83N 007 35 15.63W
RAKUP	61 00 00.00N 006 30 00.00W

Changes : Designator changed. VAR and MAG tracks changed.

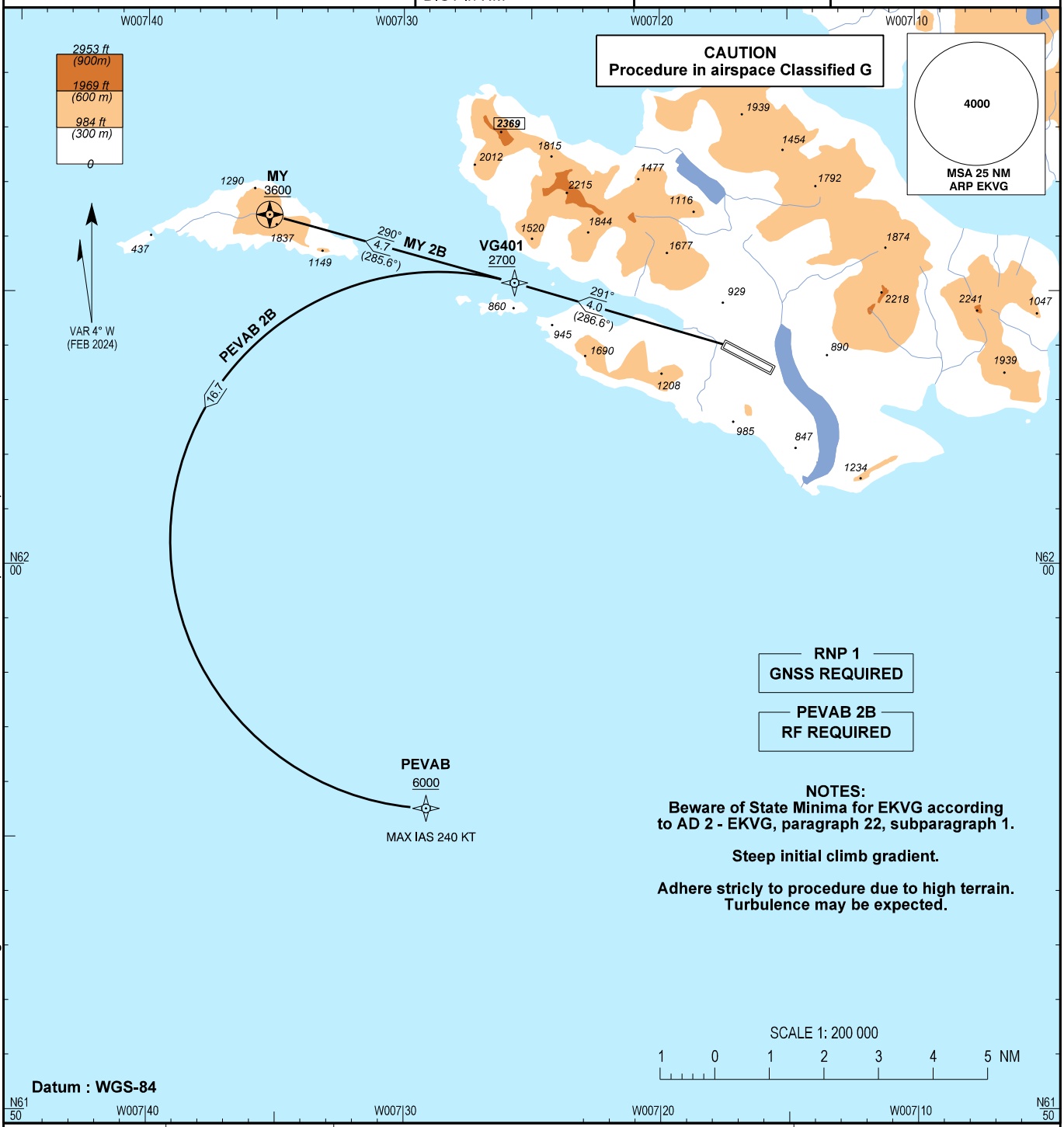
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 7500

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

Vagar AFIS : 124.850
Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
SID RNP RWY 30 - 1
Vágar
MY 2B, PEVAB 2B



Designator	Route	Restrictions	After take-off	
			Climb to	Contact
MY 2B	Climb on course 291° to VG401, continue on track 290° to MY	A MNM climb gradient of 9.9% i.e. 602 FT/NM is required until 2700 FT, thereafter climb gradient of 3.3% i.e. 201 FT/NM. No turn before DER. Cross VG401 at 2700 FT or above. Cross MY at 3600 FT or above.	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
PEVAB 2B	Climb on course 291° to VG401, turn left (RF turn) to PEVAB	A MNM climb gradient of 9.9% i.e. 602 FT/NM is required until 2700 FT, thereafter climb gradient of 3.3% i.e. 201 FT/NM. No turn before DER. Cross VG401 at 2700 FT or above. Cross PEVAB at 6000 FT or above.	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS

GS KT	100	150	200	250	300
9.9% Climb gradient FT/MIN	1000	1505	2005	2510	3010
3.3% Climb gradient FT/MIN	335	500	670	835	1000

Changes : Chart designator, procedures and VAR changed. VG801 and VG802 withdrawn. VG401 added. Spot ELEV updated.

Recommended Coding Tables:

MY 2B SID RNP RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	CF	VG401	-	291 / (286.6)	+4.0	4.0	-	+2700	-	-	RNP 1 (GNSS)
020	TF	MY	Y	290 / (285.6)	+4.0	4.7	-	+3600	-	-	RNP 1 (GNSS)

PEVAB 2B SID RNP RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	CF	VG401	-	291 / (286.6)	+4.0	4.0	-	+2700	-	-	RNP 1 (GNSS)
020	RF	PEVAB	-	-	+4.0	16.7	L	+6000	-240	VG402 r=4.94	RNP 1 (GNSS)

Waypoint coordinates:

Waypoint Identifier	Coordinates
VG401	62 05 09.92N 007 25 40.73W
PEVAB	61 55 31.71N 007 29 07.23W
MY NDB	62 06 24.83N 007 35 15.63W
RF arc center identifier	
VG402 (ARC Center)	62 00 26.69N 007 28 38.64W

Changes : Designator, procedures and VAR changed. VG801 and VG802 withdrawn. VG401 and VG402 added.

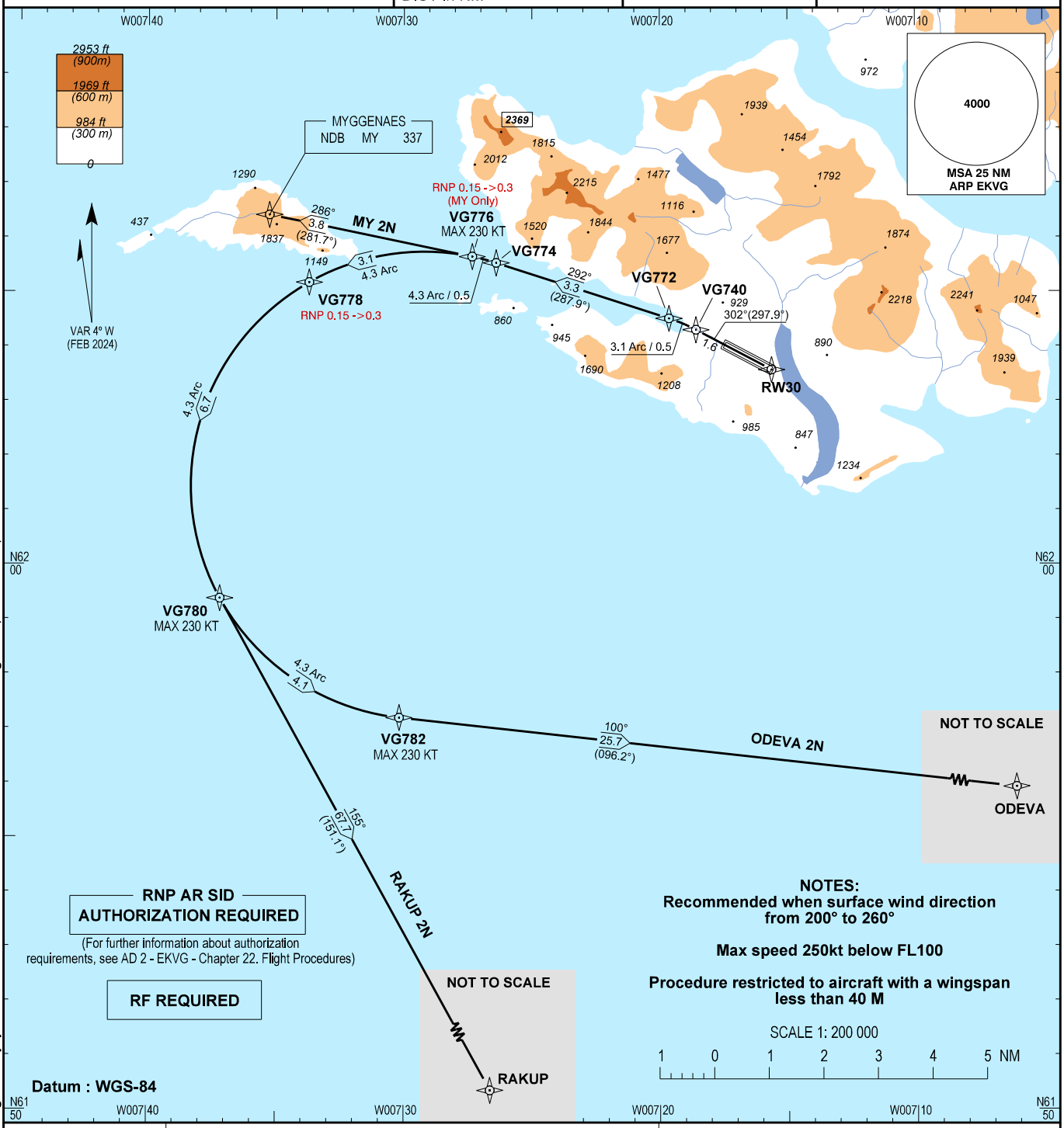
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 7500

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

Vagar AFIS : 124.850
Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
SID RNP (AR) RWY 30 - 1
Vágar
MY 2N, ODEVA 2N, RAKUP 2N



Designator	Restrictions	After take-off	
		Climb to	Contact
MY 2N *[MY2N]*	A MNM climb gradient of 8.7% (529 FT/NM) is required up to 900 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
ODEVA 2N *[ODEV2N]*	A MNM climb gradient of 8.7% (529 FT/NM) is required up to 900 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
RAKUP 2N *[RAKU2N]*	A MNM climb gradient of 8.7% (529 FT/NM) is required up to 900 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS

GS KT	100	150	200	250	300
8.7% Climb gradient FT/MIN	870	1305	1740	2175	2610
3.3% Climb gradient FT/MIN	330	495	660	825	990

Changes : Chart designator changed. Reykjavik ACC FREQ added. VAR and MAG tracks changed. Spot ELEV updated.

Recommended Coding Tables:

MY 2N SID RNP (AR) RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW30	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG740	-	302 / (297.9)	+4.0	1.6	-	-	-	-	RNP 0.15 NM
030	RF	VG772	-	-	+4.0	0.5	L	-	-	VGC28 r=3.100	RNP 0.15 NM
040	TF	VG774	-	292 / (287.9)	+4.0	3.3	-	-	-	-	RNP 0.15 NM
050	RF	VG776	-	-	+4.0	0.5	L	-	-230	VGC32 r=4.300	RNP 0.15 NM
060	TF	MY	-	286 / (281.7)	+4.0	3.8	-	-	-	-	RNP 0.3 NM

ODEVA 2N SID RNP (AR) RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW30	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG740	-	302 / (297.9)	+4.0	1.6	-	-	-	-	RNP 0.15 NM
030	RF	VG772	-	-	+4.0	0.5	L	-	-	VGC28 r=3.100	RNP 0.15 NM
040	TF	VG774	-	292 / (287.9)	+4.0	3.3	-	-	-	-	RNP 0.15 NM
050	RF	VG776	-	-	+4.0	0.5	L	-	-	VGC32 r=4.300	RNP 0.15 NM
060	RF	VG778	-	-	+4.0	3.1	L	-	-	VGC32 r=4.300	RNP 0.15 NM
070	RF	VG780	-	-	+4.0	6.7	L	-	-	VGC32 r=4.300	RNP 0.3 NM
080	RF	VG782	-	-	+4.0	4.1	L	-	-230	VGC32 r=4.300	RNP 0.3 NM
090	TF	ODEVA	-	100 / (096.2)	+4.0	25.7	-	-	-	-	RNP 0.3 NM

RAKUP 2N SID RNP (AR) RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW30	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG740	-	302 / (297.9)	+4.0	1.6	-	-	-	-	RNP 0.15 NM
030	RF	VG772	-	-	+4.0	0.5	L	-	-	VGC28 r=3.100	RNP 0.15 NM
040	TF	VG774	-	292 / (287.9)	+4.0	3.3	-	-	-	-	RNP 0.15 NM
050	RF	VG776	-	-	+4.0	0.5	L	-	-	VGC32 r=4.300	RNP 0.15 NM
060	RF	VG778	-	-	+4.0	3.1	L	-	-	VGC32 r=4.300	RNP 0.15 NM
070	RF	VG780	-	-	+4.0	6.7	L	-	-230	VGC32 r=4.300	RNP 0.3 NM
080	TF	RAKUP	-	155 / (151.1)	+4.0	67.7	-	-	-	-	RNP 0.3 NM

Waypoint coordinates:

Waypoint Identifier	Coordinates
RW30	62 03 34.16N 007 15 38.04W
VG740	62 04 18.13N 007 18 35.14W
VG772	62 04 30.65N 007 19 38.39W
VG774	62 05 31.86N 007 26 23.92W
VG776	62 05 38.77N 007 27 19.90W
VG778	62 05 10.48N 007 33 42.27W
VG780	61 59 22.82N 007 37 10.64W

Waypoint Identifier	Coordinates
VG782	61 57 11.16N 007 30 10.64W
VGC28	62 01 34.15N 007 21 39.68W
VGC32	62 01 26.89N 007 29 11.24W
ODEVA	61 54 14.00N 006 36 14.00W
MY	62 06 24.83N 007 35 15.63W
RAKUP	61 00 00.00N 006 30 00.00W

Changes : Designator changed. VAR and MAG tracks changed.

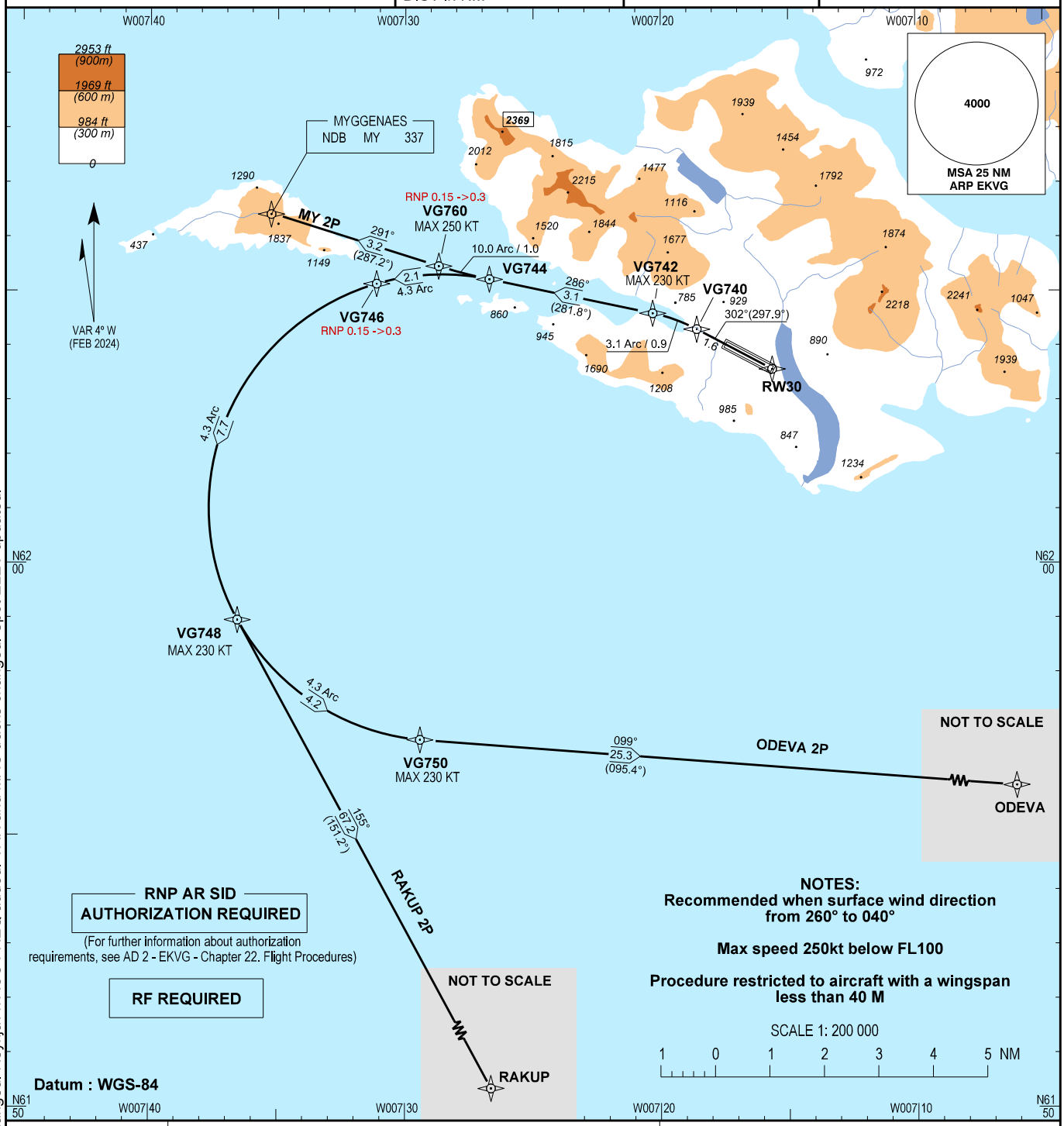
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude : 7500

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

Vagar AFIS : 124.850
Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
SID RNP (AR) RWY 30 - 3
Vágar
MY 2P, ODEVA 2P, RAKUP 2P



Designator	Restrictions	After take-off	
		Climb to	Contact
MY 2P *[MY2P]*	A MNM climb gradient of 8.7% (529 FT/NM) is required up to 900 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
ODEVA 2P *[ODEV2P]*	A MNM climb gradient of 8.7% (529 FT/NM) is required up to 900 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS
RAKUP 2P *[RAKU2P]*	A MNM climb gradient of 8.7% (529 FT/NM) is required up to 900 FT, thereafter climb gradient of 3.3% (201 FT/NM)	As cleared by ATC	Reykjavik 126.750 when instructed by Vagar AFIS

GS KT	100	150	200	250	300
8.7% Climb gradient FT/MIN	870	1305	1740	2175	2610
3.3% Climb gradient FT/MIN	330	495	660	825	990

Changes : Chart designator changed. Reykjavik ACC FREQ added. VAR and MAG tracks changed. Spot ELEV updated.

Recommended Coding Tables:

MY 2P SID RNP (AR) RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW30	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG740	-	302 / (297.9)	+4.0	1.6	-	-	-	-	RNP 0.15 NM
030	RF	VG742	-	-	+4.0	0.9	L	-	-230	VGC28 r=3.100	RNP 0.15 NM
040	TF	VG744	-	286 / (281.8)	+4.0	3.1	-	-	-	-	RNP 0.15 NM
050	RF	VG760	-	-	+4.0	1.0	R	-	-250	VGC30 r=10.000	RNP 0.15 NM
060	TF	MY	-	291 / (287.2)	+4.0	3.2	-	-	-	-	RNP 0.3 NM

ODEVA 2P SID RNP (AR) RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW30	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG740	-	302 / (297.9)	+4.0	1.6	-	-	-	-	RNP 0.15 NM
030	RF	VG742	-	-	+4.0	0.9	L	-	-	VGC28 r=3.100	RNP 0.15 NM
040	TF	VG744	-	286 / (281.8)	+4.0	3.1	-	-	-	-	RNP 0.15 NM
050	RF	VG746	-	-	+4.0	2.1	L	-	-	VGC31 r=4.300	RNP 0.15 NM
060	RF	VG748	-	-	+4.0	7.7	L	-	-	VGC31 r=4.300	RNP 0.3 NM
070	RF	VG750	-	-	+4.0	4.2	L	-	-230	VGC31 r=4.300	RNP 0.3 NM
080	TF	ODEVA	-	099 / (095.4)	+4.0	25.3	-	-	-	-	RNP 0.3 NM

RAKUP 2P SID RNP (AR) RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	ARC centre Radius (NM)	Navigation Specification
010	IF	RW30	-	-	+4.0	-	-	-	-	-	RNP 0.15 NM
020	TF	VG740	-	302 / (297.9)	+4.0	1.6	-	-	-	-	RNP 0.15 NM
030	RF	VG742	-	-	+4.0	0.9	L	-	-	VGC28 r=3.100	RNP 0.15 NM
040	TF	VG744	-	286 / (281.8)	+4.0	3.1	-	-	-	-	RNP 0.15 NM
050	RF	VG746	-	-	+4.0	2.1	L	-	-	VGC31 r=4.300	RNP 0.15 NM
060	RF	VG748	-	-	+4.0	7.7	L	-	-230	VGC31 r=4.300	RNP 0.3 NM
070	TF	RAKUP	-	155 / (151.2)	+4.0	67.2	-	-	-	-	RNP 0.3 NM

Waypoint coordinates:

Waypoint Identifier	Coordinates
RW30	62 03 34.16N 007 15 38.04W
VG740	62 04 18.13N 007 18 35.14W
VG742	62 04 35.67N 007 20 18.67W
VG744	62 05 13.25N 007 26 42.55W
VG746	62 05 08.31N 007 31 07.65W
VG748	61 58 57.52N 007 36 33.55W
VG750	61 56 45.26N 007 29 25.07W

Waypoint Identifier	Coordinates
VG760	62 05 27.69N 007 28 41.69W
VGC28	62 01 34.15N 007 21 39.68W
VGC30	62 14 58.89N 007 22 21.35W
VGC31	62 01 01.39N 007 28 34.01W
ODEVA	61 54 14.00N 006 36 14.00W
MY	62 06 24.83N 007 35 15.63W
RAKUP	61 00 00.00N 006 30 00.00W

Changes : Designator changed. VAR and MAG tracks changed.

STANDARD ARRIVAL / DEPARTURE ROUTES - VISUAL

Changes: VAR changed. Editorial changes.

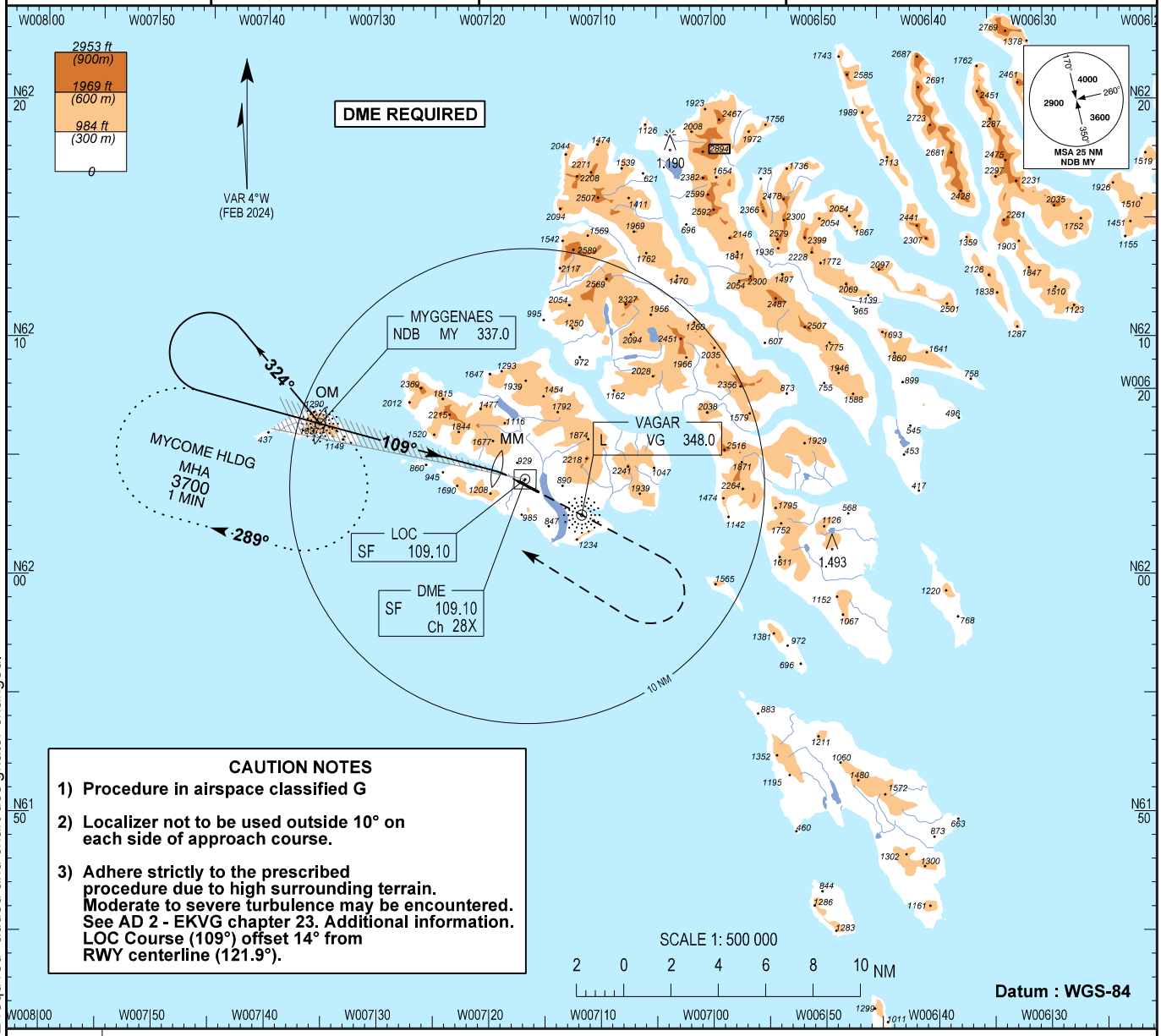
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 280

Bearings are magnetic
ELEV, ALT and HGT in FT

Vagar AFIS : 124.850
Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
LOC RWY 12
Vágar



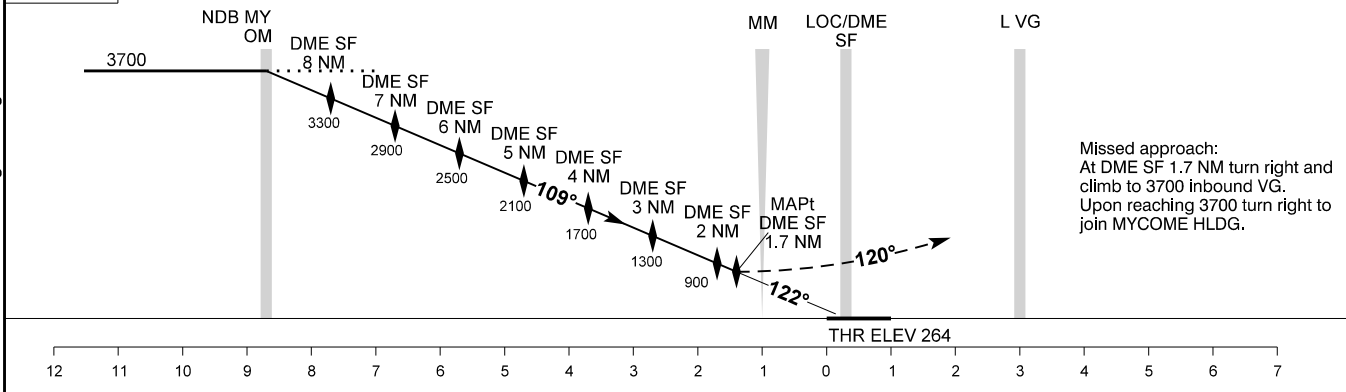
CAUTION NOTES

1) **Procedure in airspace classified G**

2) **Localizer not to be used outside 10° on each side of approach course.**

3) **Adhere strictly to the prescribed procedure due to high surrounding terrain. Moderate to severe turbulence may be encountered. See AD 2 - EKVG chapter 23. Additional information. LOC Course (109°) offset 14° from RWY centerline (121.9°).**

TA 7500



Missed approach:
At DME SF 1.7 NM turn right and climb to 3700 inbound VG.
Upon reaching 3700 turn right to join MYCOME HLDG.

	OCL	SPECIAL CONDITIONS
LOC / DME *	820	* Pass DME SF 3.2 NM not below 1400 Pass DME SF 2 NM not below 900

State minima : See AD 2 - EKVG - 6

Changes : VAR and MAG bearings changed. Note "DME required" added and chart designator changed.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 280

Bearings are magnetic
ELEV, ALT and HGT in FT
DIST in NM

Vagar AFIS : 124.850

Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
RNP (AR) W RWY 12 - 1
Vágar

Changes : VAR and bearings changed. Chart designator changed. WPT VG818 withdrawn and replaced by REJAK. Reykjavik ACC FREQ added.

CAUTION
Procedure in airspace Classified G

MSA 25 NM
ARP EKVG
4000

RNP AR APCH
AUTHORIZATION REQUIRED
(For further information about authorization requirements, see AD 2 - EKVG - Chapter 22. Flight Procedures)

RF REQUIRED

BARO - VNAV
NOT AUTHORIZED BELOW -10°C

NOTES:
Recommended when surface wind direction from 020° to 150°

Transition to missed approach RNP for lateral guidance must not be initiated prior to the along-track position of the DA(H)

Max speed 250kt below FL100

Procedure restricted to aircraft with a wingspan less than 40 M

RNP 0.3
IAF
MAGNI
4000

RNP 0.3->0.1
IF
VG842
4000
MAX 160 KT

VG840
2600

VG810

FAP
VG806
2000

VG804

VG807

RW12

RNP 0.3->0.1
IF
VG812
4000
MAX 160 KT

VG814
MAX 180 KT

RNP 0.3
IAF
REJAK
4000

RNP 0.1->0.3
VG805

VG803

VG830

RNP 0.3
IAF
ROBUR
4000

VG832

VG834

RNP 0.3
IAF
SUDUR
4000

See insert beside

VAR 4° W
(FEB 2024)

2953 ft (900m)
1969 ft (600 m)
984 ft (300 m)
0

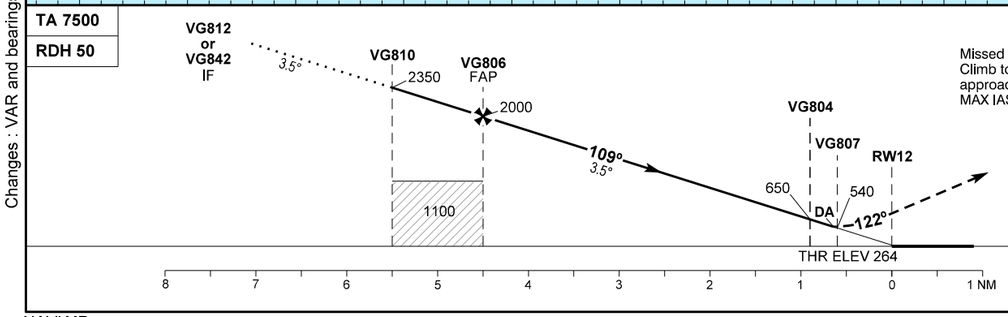
SCALE 1: 250 000
1 0 1 2 3 4 5 NM

❶ **Holding restrictions:**
MAX IAS 230 KT
MAX FL 140
NAV specification: RNP 1.0

❷ **Direct entry only**

Datum : WGS-84

TA 7500
RDH 50



Missed approach:
Climb to 4000 via the RNP (AR) missed approach to join MAGNI HLDG.
MAX IAS 230 KT.

DA (H)			A	B	C	Remarks
RNP 0.1	MNM Temp. -10°C	Climb 2.5%	570 (310)	580 (320)	590 (330)	

MNM RVR			A	B	C
MNM temp. -10°C	Climb 2.5%	IALS	1000 M	1000 M	1100 M
		NALS	1400 M	1400 M	1500 M

DIST to THR NM	4.0	3.0	2.0	1.0
Altitude 3.5° descent	1800	1430	1060	680

Recommended Coding Tables:

RNP (AR) W RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
10	IF	ROBUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	REJAK	N	292 / (288.2)	+4.0	23.4	-	-	-	-	RNP 0.3 NM
30	TF	VG814	N	292 / (287.5)	+4.0	4.0	-	-	180 KT	-	RNP 0.3 NM
40	RF Centre: VGC04 r = 2.625 NM	VG812	-	-	+4.0	2.1	R	@4000	160 KT	-	RNP 0.3 NM
50	RF Centre: VGC03 r = 1.927 NM	VG810	-	-	+4.0	4.4	R	-	-	-3.5	RNP 0.1 NM
10	IF	MAGNI	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG842	N	109 / (104.5)	+4.0	5.0	-	@4000	160 KT	-	RNP 0.3 NM
30	TF	VG840	N	109 / (104.7)	+4.0	2.7	-	+2600	-	-3.5	RNP 0.1 NM
40	TF	VG810	N	109 / (104.8)	+4.0	1.7	-	-	-	-3.5	RNP 0.1 NM
10	IF	REJAK	-	-	+4.0	-	-	+4000	-	-	RNP 0.3 NM
20	TF	VG814	N	292 / (287.5)	+4.0	4.0	-	-	180 KT	-	RNP 0.3 NM
30	RF Centre: VGC04 r = 2.625 NM	VG812	-	-	+4.0	2.1	R	@4000	160 KT	-	RNP 0.3 NM
40	RF Centre: VGC03 r = 1.927 NM	VG810	-	-	+4.0	4.4	R	-	-	-3.5	RNP 0.1 NM
10	IF	SUDUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG834	N	338 / (333.5)	+4.0	5.0	-	-	-	-	RNP 0.3 NM
30	RF Centre: VGC06 r = 12.000 NM	VG832	-	-	+4.0	5.7	R	-	-	-	RNP 0.3 NM
40	TF	VG830	N	004 / (000.4)	+4.0	8.0	-	-	-	-	RNP 0.3 NM
50	RF Centre: VGC09 r = 6.550 NM	REJAK	-	-	+4.0	8.3	L	-	-	-	RNP 0.3 NM
60	TF	VG814	N	292 / (287.5)	+4.0	4.0	-	-	180 KT	-	RNP 0.3 NM
70	RF Centre: VGC04 r = 2.625 NM	VG812	-	-	+4.0	2.1	R	@4000	160 KT	-	RNP 0.3 NM
80	RF Centre: VGC03 r = 1.927 NM	VG810	-	-	+4.0	4.4	R	-	-	-3.5	RNP 0.1 NM
10	IF	VG810	-	-	+4.0	-	-	-	-	-	RNP 0.1 NM
20	TF	VG806	N	109 / (104.9)	+4.0	1.0	-	+2000	-	-3.5	RNP 0.1 NM
30	TF	VG804	N	109 / (104.9)	+4.0	3.6	-	-	-	-3.5	RNP 0.1 NM
40	RF Centre: VGC02 r = 1.300 NM	VG807	-	-	+4.0	0.3	R	-	-	-3.5	RNP 0.1 NM
50	TF	RW12	Y	122 / (117.9)	+4.0	0.6	-	@314	-	-3.5/50	RNP 0.1 NM
60	TF	VG805	N	122 / (117.9)	+4.0	4.1	-	-	-	-	RNP 0.1 NM
70	RF Centre: VGC08 r = 3.000 NM	VG803	-	-	+4.0	9.9	R	-	-	-	RNP 0.3 NM
80	TF	MAGNI	N	311 / (306.7)	+4.0	18.4	-	@4000	230 KT	-	RNP 0.3 NM
90	HM	MAGNI	Y	120 / (116.0)	+4.0	-	R	+4000	230 KT	-	RNP 1.0 NM

Changes : VAR changed. Chart designator changed. WPT VG818 withdrawn and replaced by REJAK.

Waypoint coordinates:

Waypoint Identifier	Coordinates
MAGNI	62 07 58.71 N 007 48 01.52 W
ROBUR	61 53 10.32 N 006 34 35.34 W
RW12	62 04 01.35 N 007 17 27.50 W
SUDUR	61 36 10.89 N 007 04 54.66 W
REJAK	62 00 20.51 N 007 21 49.41 W
VG803	61 57 04.02 N 007 16 32.91 W
VG804	62 04 24.49 N 007 19 09.65 W
VG805	62 02 06.42 N 007 09 45.87 W
VG806	62 05 20.79 N 007 26 38.94 W
VG807	62 04 18.13 N 007 18 35.13 W
VG810	62 05 35.42 N 007 28 36.30 W
VG812	62 02 51.92 N 007 33 18.52 W
VG814	62 01 33.02 N 007 30 00.14 W
VG830	61 54 04.75 N 007 12 08.69 W
VG832	61 46 05.08 N 007 12 15.68 W
VG834	61 40 38.51 N 007 09 35.63 W
VG840	62 06 01.49 N 007 32 06.05 W
VG842	62 06 43.16 N 007 37 43.00 W
RF arc center identifierS	Coordinates
VGC02	62 03 09.37 N 007 19 52.58 W
VGC03	62 03 44.00 N 007 29 39.39 W
VGC04	62 04 02.85 N 007 28 19.97 W
VGC06	61 45 57.82 N 006 47 00.42 W
VGC08	61 59 27.92 N 007 12 45.01 W
VGC09	61 54 06.76 N 007 25 59.43 W

Changes : WPT VG818 withdrawn and replaced by REJAK. Chart designator changed.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 280

Bearings are magnetic
ELEV, ALT and HGT in FT
DIST in NM

Vagar AFIS : 124.850

Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
RNP (AR) V RWY 12 - 1
Vágar

Changes : VAR and bearings changed. Chart designator changed.WPT VG818 withdrawn and replaced by REJAK. Reykjavik ACC FREQ added.

CAUTION
Procedure in airspace Classified G

MSA 25 NM
ARP EKVG
4000

RNP AR APCH
AUTHORIZATION REQUIRED
(For further information about authorization requirements, see AD 2 - EKVG - Chapter 22. Flight Procedures)

RF REQUIRED

BARO - VNAV
NOT AUTHORIZED BELOW -10°C

NOTES:
Recommended when surface wind direction from 150°to 220°

Transition to missed approach RNP for lateral guidance must not be initiated prior to the along-track position of the DA(H)

Max speed 250kt below FL100

Procedure restricted to aircraft with a wingspan less than 40 M

RNP 0.3 IAF MAGNI 4000
RNP 0.3->0.1 IF VG878 4000 MAX 160 KT
VG876 2600
VG874 2500
VG862
VG860
VG858 FAP 2000
VG854
VG856
VG807
RW12
VG805 RNP 0.1->0.3
RNP 0.3->0.1 IF VG864 4000 MAX 160 KT
VG866 MAX 230 KT
RNP 0.3 IAF REJAK 4000
VG803
VG830
VG832
VG834
RNP 0.3 IAF SUDUR 4000
RNP 0.3 IAF ROBUR 4000

MNM ALT 4000 1 MIN ❶

❶ **Holding restrictions:**
MAX IAS 230 KT
MAX FL 140
NAV specification: RNP 1,0

❷ **Direct entry only**

See insert beside

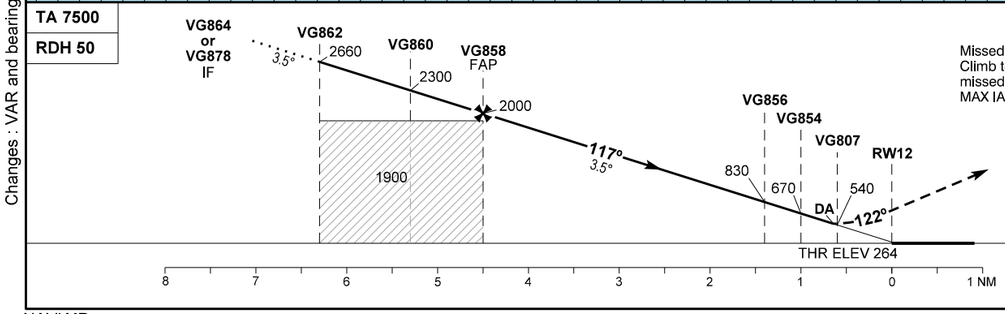
VAR 4° W
(DEC 2021)

2953 ft (900m)
1969 ft (600 m)
984 ft (300 m)
0

SCALE 1: 250 000
1 0 1 2 3 4 5 NM

Datum : WGS-84

TA 7500
RDH 50



Missed approach:
Climb to 4000 via the RNP (AR) missed approach to join MAGNI HLDG.
MAX IAS 230 KT.

	DA (H)		A	B	C	Remarks
RNP 0.1	MNM Temp. -10°C	Climb 2.5%	570 (310)	580 (320)	590 (330)	

	MNM RVR		A	B	C
MNM temp. -10°C	Climb 2.5%	IALS	1000 M	1000 M	1100 M
		NALS	1400 M	1400 M	1500 M

DIST to THR NM	4.0	3.0	2.0	1.0
Altitude 3.5° descent	1800	1430	1060	680

Recommended Coding Tables:

RNP (AR) V RWY 12

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
10	IF	MAGNI	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG878	N	109 / (104.6)	+4.0	5.1	-	@4000	160 KT	-	RNP 0.3 NM
30	TF	VG876	N	109 / (104.7)	+4.0	1.5	-	+2600	-	-3.5	RNP 0.1 NM
40	RF Centre: VGC07 r = 4.000 NM	VG874	-	-	+4.0	1.5	L	+2500	-	-3.5	RNP 0.1 NM
50	TF	VG862	N	088 / (084.0)	+4.0	0.7	-	-	-	-3.5	RNP 0.1 NM
10	IF	ROBUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	REJAK	N	292 / (288.2)	+4.0	23.4	-	-	-	-	RNP 0.3 NM
30	TF	VG866	N	292 / (287.5)	+4.0	3.0	-	-	230 KT	-	RNP 0.3 NM
40	RF Centre: VGC15 r = 4.094 NM	VG864	-	-	+4.0	3.6	R	@4000	160 KT	-	RNP 0.3 NM
50	RF Centre: VGC14 r = 1.950 NM	VG862	-	-	+4.0	3.6	R	-	-	-3.5	RNP 0.1 NM
10	IF	SUDUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG834	N	338 / (333.5)	+4.0	5.0	-	-	-	-	RNP 0.3 NM
30	RF Centre: VGC06 r = 12.000 NM	VG832	-	-	+4.0	5.7	R	-	-	-	RNP 0.3 NM
40	TF	VG830	N	004 / (000.4)	+4.0	8.0	-	-	-	-	RNP 0.3 NM
50	RF Centre: VGC09 r = 6.550 NM	REJAK	-	-	+4.0	8.3	L	-	-	-	RNP 0.3 NM
60	TF	VG866	N	292 / (287.5)	+4.0	3.0	-	-	230 KT	-	RNP 0.3 NM
70	RF Centre: VGC15 r = 4.094 NM	VG864	-	-	+4.0	3.6	R	@4000	160 KT	-	RNP 0.3 NM
80	RF Centre: VGC14 r = 1.950 NM	VG862	-	-	+4.0	3.6	R	-	-	-3.5	RNP 0.1 NM
10	IF	REJAK	-	-	+4.0	-	-	+4000	-	-	RNP 0.3 NM
20	TF	VG866	N	292 / (287.5)	+4.0	3.0	-	-	230 KT	-	RNP 0.3 NM
30	RF Centre: VGC15 r = 4.094 NM	VG864	-	-	+4.0	3.6	R	@4000	160 KT	-	RNP 0.3 NM
40	RF Centre: VGC14 r = 1.950 NM	VG862	-	-	+4.0	3.6	R	-	-	-3.5	RNP 0.1 NM
10	IF	VG862	-	-	+4.0	-	-	-	-	-	RNP 0.1 NM
20	RF Centre: VGC14 r = 1.950 NM	VG860	-	-	+4.0	1.0	R	-	-	-3.5	RNP 0.1 NM
30	TF	VG858	N	117 / (112.9)	+4.0	0.8	-	+2000	-	-3.5	RNP 0.1 NM
40	TF	VG856	N	117 / (112.9)	+4.0	3.2	-	-	-	-3.5	RNP 0.1 NM
50	RF Centre: VGC13 r = 5.750 NM	VG854	-	-	+4.0	0.4	L	-	-	-3.5	RNP 0.1 NM
60	RF Centre: VGC12 r = 2.200 NM	VG807	-	-	+4.0	0.4	R	-	-	-3.5	RNP 0.1 NM
70	TF	RW12	Y	122 / (117.9)	+4.0	0.6	-	@314		-3.5/50	RNP 0.1 NM
80	TF	VG805	N	122 / (117.9)	+4.0	4.1	-	-	-	-	RNP 0.1 NM
90	RF Centre: VGC08 r = 3.000 NM	VG803	-	-	+4.0	9.9	R	-	-	-	RNP 0.3 NM
100	TF	MAGNI	N	311 / (306.7)	+4.0	18.4	-	@4000	230 KT	-	RNP 0.3 NM
110	HM	MAGNI	Y	120 / (116.0)	+4.0	-	R	+4000	230 KT	-	RNP 1.0 NM

Changes : VAR changed. Chart designator changed. WPT VG818 withdrawn and replaced by REJAK.

Waypoint coordinates:

Waypoint Identifier	Coordinates
MAGNI	62 07 58.71 N 007 48 01.52 W
ROBUR	61 53 10.32 N 006 34 35.34 W
RW12	62 04 01.35 N 007 17 27.50 W
SUDUR	61 36 10.89 N 007 04 54.66 W
REJAK	62 00 20.51 N 007 21 49.41 W
VG805	62 02 06.42 N 007 09 45.87 W
VG807	62 04 18.13 N 007 18 35.13 W
VG803	61 57 04.02 N 007 16 32.91 W
VG830	61 54 04.75 N 007 12 08.69 W
VG832	61 46 05.08 N 007 12 15.68 W
VG834	61 40 38.51 N 007 09 35.63 W
VG854	62 04 26.41 N 007 19 16.09 W
VG856	62 04 35.56 N 007 20 07.28 W
VG858	62 05 49.25 N 007 26 18.19 W
VG860	62 06 07.94 N 007 27 52.57 W
VG862	62 06 16.49 N 007 29 55.05 W
VG864	62 03 37.37 N 007 33 20.41 W
VG866	62 01 14.08 N 007 27 51.54 W
VG874	62 06 12.17 N 007 31 23.51 W
VG876	62 06 18.81 N 007 34 27.19 W
VG878	62 06 40.92 N 007 37 26.34 W
RF arc center identifier	Coordinates
VGC06	61 45 57.82 N 006 47 00.42 W
VGC07	62 10 10.17 N 007 32 16.63 W
VGC08	61 59 27.92 N 007 12 45.01 W
VGC09	61 54 06.76 N 007 25 59.43 W
VGC12	62 02 21.75 N 007 20 46.16 W
VGC13	62 09 52.10 N 007 15 19.75 W
VGC14	62 04 20.46 N 007 29 29.33 W
VGC15	62 05 07.71 N 007 25 15.11 W

Changes : WPT VG818 withdrawn and replaced by REJAK. Chart designator changed.

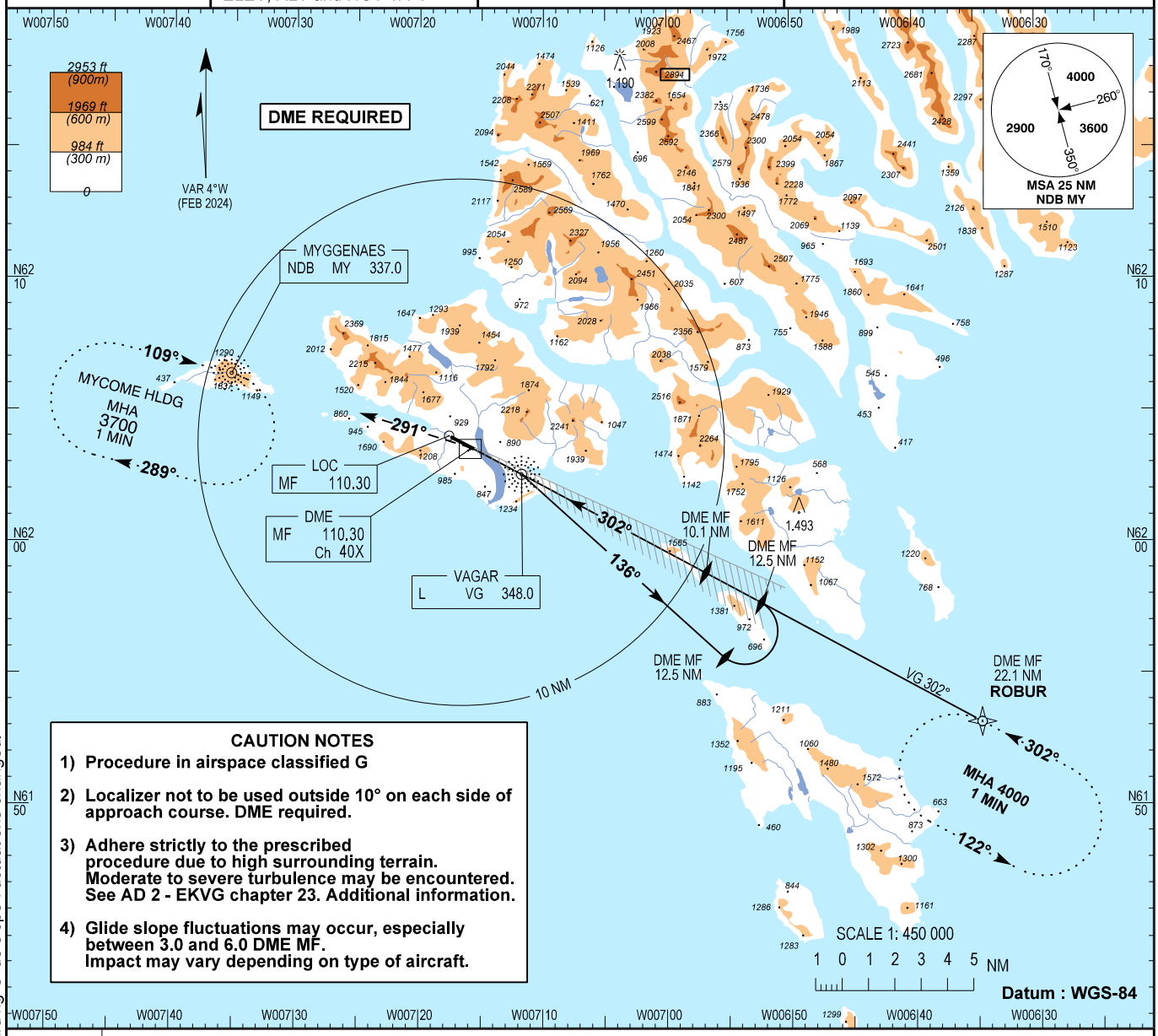
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 280

Bearings are magnetic
ELEV, ALT and HGT in FT

Vagar AFIS : 124.850
Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
ILS or LOC Z RWY 30
(ACFT CAT A / B)
Vágar



CAUTION NOTES

1) **Procedure in airspace classified G**

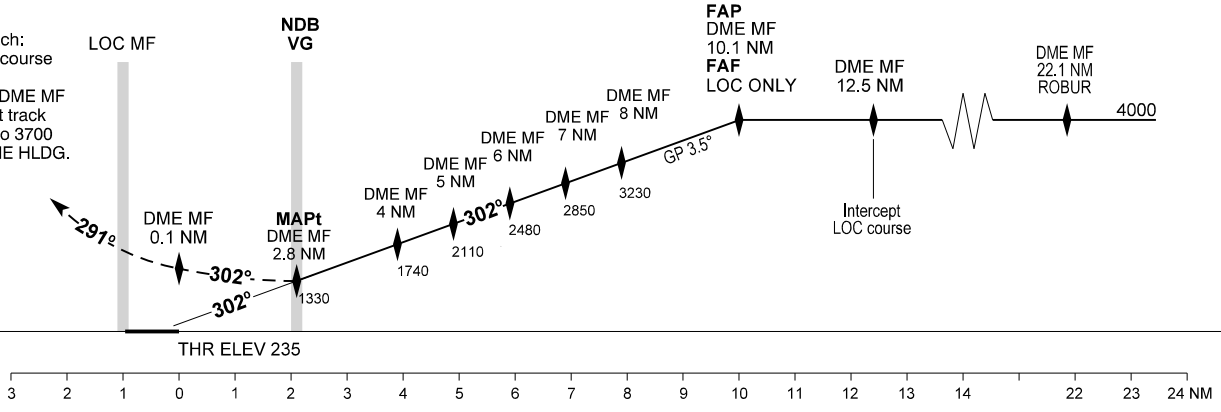
2) **Localizer not to be used outside 10° on each side of approach course. DME required.**

3) **Adhere strictly to the prescribed procedure due to high surrounding terrain. Moderate to severe turbulence may be encountered. See AD 2 - EKVG chapter 23. Additional information.**

4) **Glide slope fluctuations may occur, especially between 3.0 and 6.0 DME MF. Impact may vary depending on type of aircraft.**

TA 7500

Missed approach:
Climb on LOC course 302°.
Upon passing DME MF 0.1 NM turn left track 291° climbing to 3700 to join MYCOME HLDG.



OCA (H)	A	B	SPECIAL CONDITIONS
LOC only	1330 (1100)	1330 (1100)	
ILS	1220 (985)*	1230 (995)*	* MAPt climb gradient 2.5%.
ILS	660 (425)**	670 (435)**	**MAPt climb gradient 5.0%.

State Minima. See AD 2 - EKVG - 6

DME MF	NM	1	2	3	4	5	6	7	8	9	10	10.1
DIST to THR	NM	0.9	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9	9.9	10
ALT		620	1000	1370	1740	2110	2480	2850	3230	3600	3970	4000

Changes : VAR and MAG bearings changed. Note regarding Glide slope fluctuations changed.

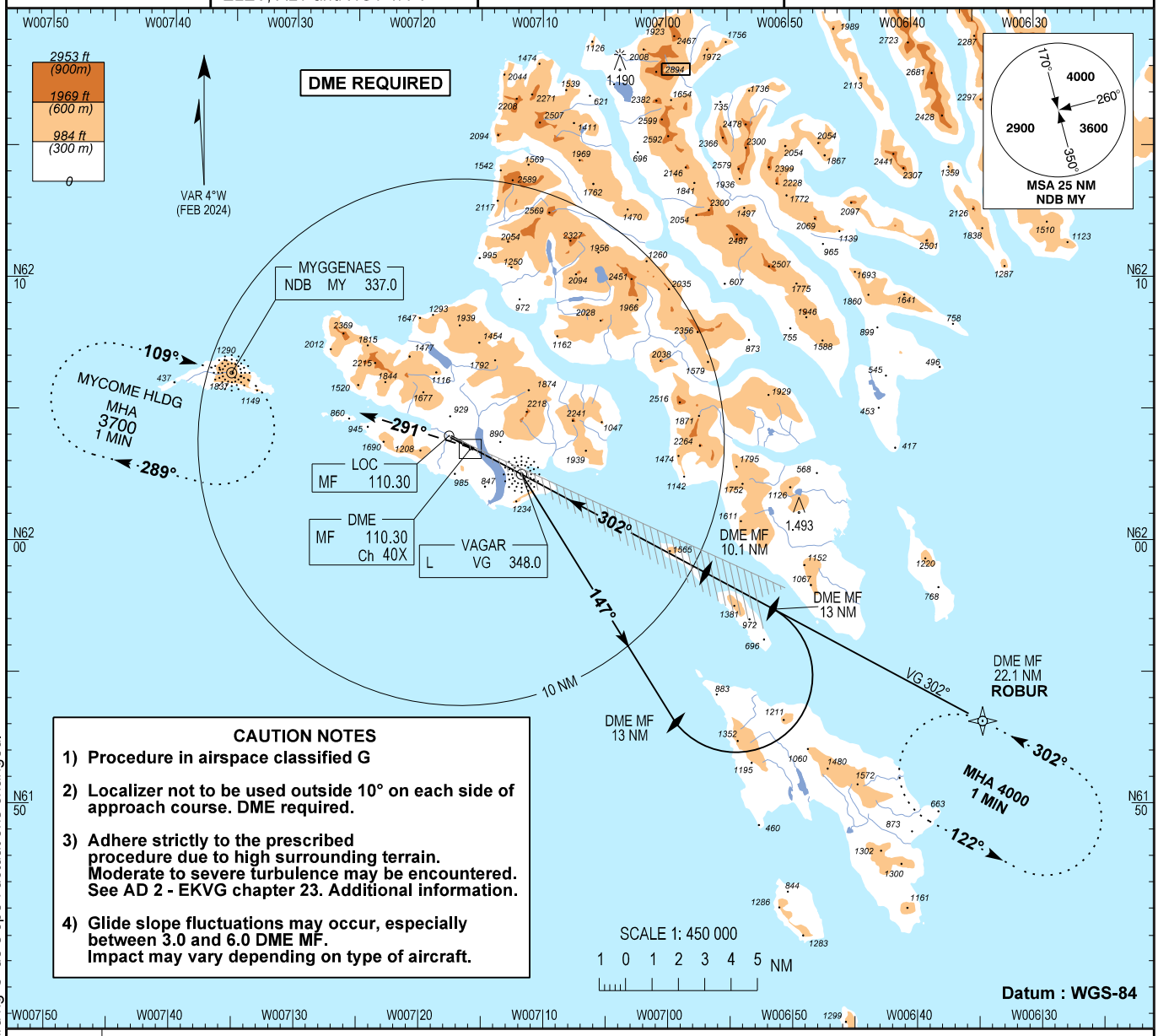
INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 280

Bearings are magnetic
ELEV, ALT and HGT in FT

Vagar AFIS : 124.850
Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
ILS or LOC Z RWY 30
(ACFT CAT C / D)
Vágar



CAUTION NOTES

1) **Procedure in airspace classified G**

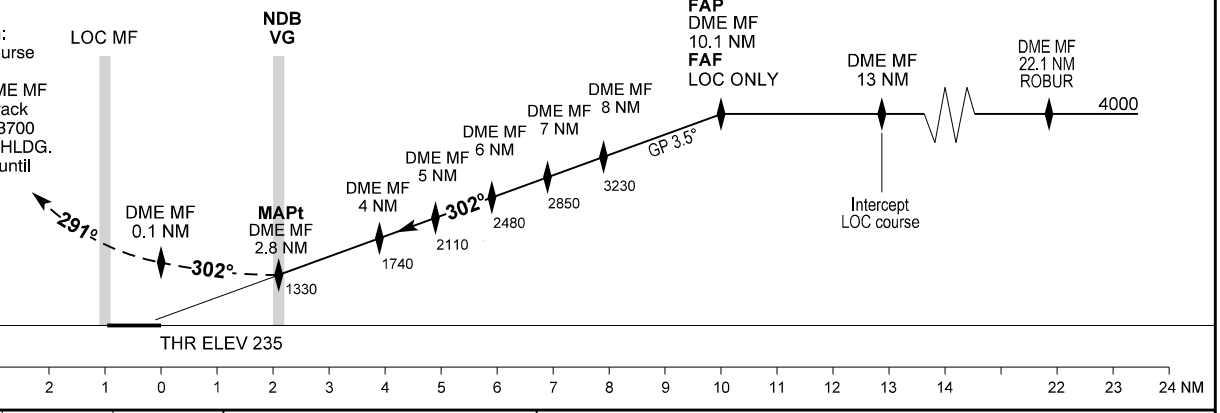
2) **Localizer not to be used outside 10° on each side of approach course. DME required.**

3) **Adhere strictly to the prescribed procedure due to high surrounding terrain. Moderate to severe turbulence may be encountered. See AD 2 - EKVG chapter 23. Additional information.**

4) **Glide slope fluctuations may occur, especially between 3.0 and 6.0 DME MF. Impact may vary depending on type of aircraft.**

TA 7500

Missed approach:
Climb on LOC course 302°.
Upon passing DME MF 0.1 NM turn left track 291° climbing to 3700 to join MYCOME HLDG.
MAX IAS 185 KT until turn completed.



OCA (H)	C	D	SPECIAL CONDITIONS
LOC only	1330 (1100)	1330 (1100)	
ILS	1240 (1005)*	1250 (1015)*	* MAPt climb gradient 2.5%.
ILS	680 (445)**	690 (455)**	**MAPt climb gradient 5.0%.

State Minima. See AD 2 - EKVG - 6

DME MF NM	1	2	3	4	5	6	7	8	9	10	10.1
DIST to THR NM	0.9	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9	9.9	10
ALT	620	1000	1370	1740	2110	2480	2850	3230	3600	3970	4000

Changes : VAR and MAG bearings changed. Note regarding Glide slope fluctuations changed.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 280

Bearings are magnetic
ELEV, ALT and HGT in FT
DIST in NM

Vagar AFIS : 124.850

Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
ILS or LOC V RWY 30 - 1
Vágar

Changes : VAR changed. Chart designator changed. Reykjavik ACC FREQ added. Note regarding Glide slope fluctuations added.

CAUTION
Procedure in airspace Classified G

MSA 25 NM
ARP EKVG

RNP AR APCH
AUTHORIZATION REQUIRED
(For further information about authorization requirements, see AD 2 - EKVG - Chapter 22. Flight Procedrues)

RF REQUIRED

DME REQUIRED

NOTES:
Transition to missed approach RNP for lateral guidance must not be initiated prior to the along-track position of the DA(H)

Max speed 250kt below FL100

Procedure restricted to aircraft with a wingspan less than 40 M

Glide slope fluctuations may occur, especially between 3.0 and 6.0 DME MF.
Impact may vary depending on type of aircraft.

RNP 0.3
IAF
MAGNI
4000

120°
MNM ALT 4000 1 MIN ❶
300°

4000
120°
2.0
VG934

9.9
289°
15.0 Arc
4.1 / 4000

VG932

RNP 0.1->0.3
VG905

4.4
289°

MAX 190 KT
VG903

VG901

RW30

2.2 Arc
0.5

LOC
MF 110.30

DME
MF 110.30
Ch 40X

302°
10.0

FAF
VG904
4000
MAX 160 KT

IF
VG907
4000

302°
2.1

4000
136°
21.1

10 NM

4.5 Arc
8.1

303°
9.9

RNP 0.3
IAF
ROBUR
4000

302°
MNM ALT 4000 1 MIN ❶
122°

VG930

4.5 Arc
7.0 / 4000

VG908

4000
046°
10.2

See insert beside

VG914

VG808

5.0 Arc
5.9 / 4000

VG918

4000
339°
2.0

RNP 0.3
IAF
SUDUR
4000

MNM ALT 4000 1 MIN ❶
159°
339°

❶ **Holding restrictions:**
MAX IAS 230 KT
MAX FL 140
NAV specification: RNP 1.0

VAR 4° W
(DEC 2021)

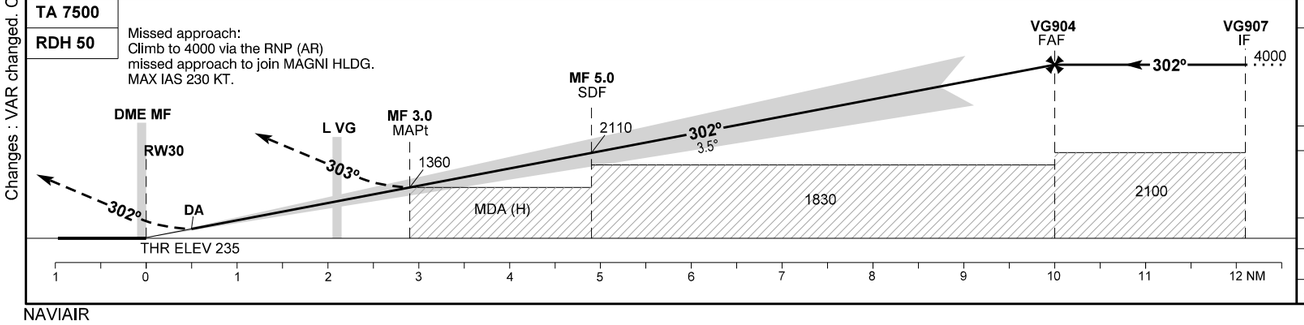
2953 ft (900m)
1969 ft (600 m)
984 ft (300 m)
0

SCALE 1: 250 000
1 0 1 2 3 4 5 NM

Datum : WGS-84

TA 7500
RDH 50

Missed approach:
Climb to 4000 via the RNP (AR) missed approach to join MAGNI HLDG.
MAX IAS 230 KT.



DA (H) / MDA (H)		A	B	C	Remarks
ILS	Climb 5.0%	450 (220)	470 (230)	480 (240)	
	Climb 4.0%	460 (230)	480 (240)	490 (250)	
	Climb 3.0%	490 (250)	500 (270)	520 (280)	
	Climb 2.5%	630 (400)	650 (410)	660 (420)	
LOC	Climb 2.5%	1360 (1130)	1360 (1130)	1360 (1130)	

MNM RVR			A	B	C
ILS	Climb 5.0%	IALS	800 M	800 M	800 M
		NALS	1200 M	1200 M	1200 M
	Climb 4.0%	IALS	800 M	800 M	800 M
		NALS	1200 M	1200 M	1300 M
	Climb 3.0%	IALS	800 M	900 M	900 M
		NALS	1300 M	1300 M	1300 M
	Climb 2.5%	IALS	1400 M	1500 M	1500 M
		NALS	1800 M	1900 M	1900 M
LOC	Climb 2.5%	IALS		4900 M	
		NALS		5000 M	

DME MF NM	10.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
DIST to THR NM	10	9.9	8.9	7.9	6.9	5.9	4.9	3.9	2.9	1.9	0.9
Altitude 3.5° descent	4000	3970	3600	3230	2850	2480	2110	1740	1360	1000	620

Recommended Coding Tables:

ILS or LOC V RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
10	IF	ROBUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG907	N	303 / (298.7)	+4.0	9.9	-	@4000	-	-	RNP 0.3 NM
10	IF	SUDUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG918	N	339 / (335.0)	+4.0	2.0	-	-	-	-	RNP 0.3 NM
30	RF Centre: VGC92 r = 5.000 NM	VG914	-	-	+4.0	5.9	R	-	-	-	RNP 0.3 NM
40	TF	VG908	N	046 / (042.2)	+4.0	10.2	-	-	-	-	RNP 0.3 NM
50	RF Centre: VGC91 r = 4.450 NM	VG907	-	-	+4.0	8.1	L	@4000	-	-	RNP 0.3 NM
10	IF	MAGNI	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG934	N	120 / (116.0)	+4.0	2.0	-	-	-	-	RNP 0.3 NM
30	RF Centre: VGC93 r = 15.000 NM	VG932	-	-	+4.0	4.1	R	-	-	-	RNP 0.3 NM
40	TF	VG930	N	136 / (131.9)	+4.0	21.1	-	-	-	-	RNP 0.3 NM
50	RF Centre: VGC91 r = 4.450 NM	VG908	-	-	+4.0	7.0	L	-	-	-	RNP 0.3 NM
60	RF Centre: VGC91 r = 4.450 NM	VG907	-	-	+4.0	8.1	L	@4000	-	-	RNP 0.3 NM
10	IF	VG907	-	-	+4.0	-	-	@4000	-	-	RNP 0.3 NM
20	TF	VG904	N	302 / (298.3)	+4.0	2.1	-	@4000	160 KT	-	RNP 0.3 NM
30	TF	RW30	Y	302 / (298.2)	+4.0	10.0	-	@285	-	-3.5/50	RNP 0.1 NM
40	TF	VG901	N	302 / (297.9)	+4.0	1.1	-	-	-	-	RNP 0.1 NM
50	RF Centre: VGC90 r = 2.200 NM	VG903	-	-	+4.0	0.5	L	-	190 KT	-	RNP 0.1 NM
60	TF	VG905	N	289 / (285.3)	+4.0	4.4	-	-	-	-	RNP 0.1 NM
70	TF	MAGNI	N	289 / (285.2)	+4.0	9.9	-	@4000	230 KT	-	RNP 0.3 NM
80	HM	MAGNI	Y	120 / (116.0)	+4.0	-	R	+4000	230 KT	-	RNP 1.0 NM

Changes : VAR changed. Chart designator changed.

Waypoint coordinates:

Waypoint Identifier	Coordinates
MAGNI	62 07 58.71 N 007 48 01.52 W
ROBUR	61 53 10.32 N 006 34 35.34 W
RW30	62 03 34.16 N 007 15 38.04 W
SUDUR	61 36 10.89 N 007 04 54.66 W
VG901	62 04 04.94 N 007 17 41.98 W
VG903	62 04 15.52 N 007 18 38.89 W
VG904	61 58 52.60 N 006 56 54.82 W
VG905	62 05 24.86 N 007 27 40.40 W
VG907	61 57 52.54 N 006 52 57.25 W
VG908	61 50 58.59 N 006 50 27.97 W
VG914	61 43 26.73 N 007 04 56.83 W
VG918	61 37 59.32 N 007 06 40.93 W
VG930	61 50 41.38 N 007 03 44.74 W
VG932	62 04 49.35 N 007 36 58.22 W
VG934	62 07 06.21 N 007 44 11.90 W
RF arc center identifier	Coordinates
VGC90	62 02 08.59 N 007 19 53.04 W
VGC91	61 53 58.01 N 006 57 24.59 W
VGC92	61 40 05.54 N 006 57 10.65 W
VGC93	61 53 39.34 N 007 58 07.38 W

Changes : Chart designator changed.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 280

Bearings are magnetic
ELEV, ALT and HGT in FT
DIST in NM

Vagar AFIS : 124.850

Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
RNP (AR) W RWY 30 - 1
Vágar

Changes : VAR changed. Chart designator changed. Reykjavik ACC FREQ added. Note regarding Glide slope fluctuations added.

CAUTION
Procedure in airspace Classified G

MSA 25 NM
ARP EKVG
4000

RNP AR APCH
AUTHORIZATION REQUIRED
(For further information about authorization requirements, see AD 2 - EKVG - Chapter 22. Flight Procedures)

RF REQUIRED

BARO - VNAV
NOT AUTHORIZED BELOW -10°C

NOTES:
Recommended when surface wind direction from 260°to 040°

Transition to missed approach RNP for lateral guidance must not be initiated prior to the along-track position of the DA(H)

Max speed 250kt below FL100

Procedure restricted to aircraft with a wingspan less than 40 M

Glide slope fluctuations may occur, especially between 3.0 and 6.0 DME MF.
Impact may vary depending on type of aircraft.

RNP 0.3
IAF
MAGNI
4000

RNP 0.3
IAF
ROBUR
4000

RNP 0.3
IAF
SUDUR
4000

RNP 0.1->0.3
VG905

VG903
MAX 190 KT

VG901

VG900
MAX 160 KT

FAP
VG942
1800

VG944
2300

RNP 0.3->0.1
IF
VG946
4000
MAX 160 KT

RNP 0.3->0.1
IF
VG956
4000
MAX 160 KT

VG968
MAX 230 KT

VG957

VG958

See insert beside

Holding restrictions:
MAX IAS 230 KT
MAX FL 140
NAV specification: RNP 1.0

VAR 4,0° W
(DEC 2021)

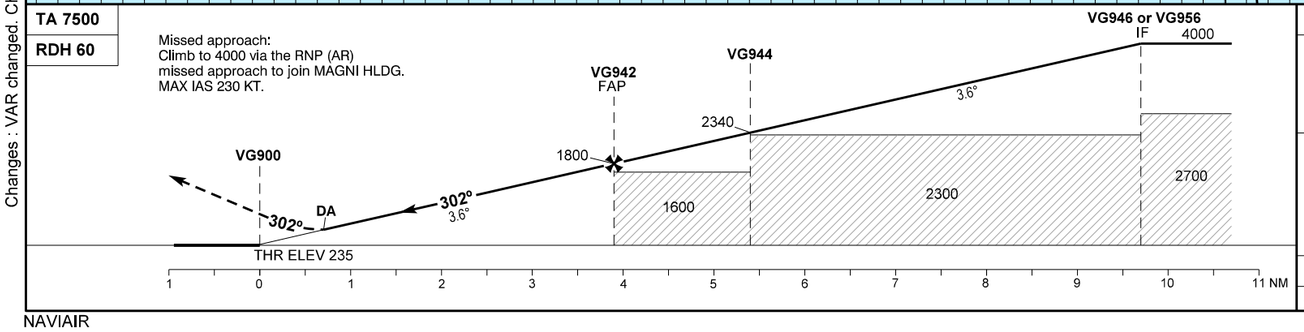
2953 ft (900m)
1969 ft (600 m)
984 ft (300 m)
0

SCALE 1: 250 000
1 0 1 2 3 4 5 NM

Datum : WGS-84

TA 7500	
RDH 60	

Missed approach:
Climb to 4000 via the RNP (AR) missed approach to join MAGNI HLDG.
MAX IAS 230 KT.



DA (H)			A	B	C	Remarks
RNP 0.1	MNM Temp. +3°C	Climb 3.0%	500 (260)	510 (280)	530 (290)	
		Climb 2.5%	570 (340)	590 (360)	610 (380)	
	MNM Temp. -10°C	Climb 3.0%	530 (290)	540 (310)	550 (310)	
		Climb 2.5%	570 (340)	590 (360)	610 (380)	

MNM RVR			A	B	C
MNM temp. +3°C	Climb 3.0%	IALS	800 M	900 M	900 M
		NALS	1300 M	1300 M	1400 M
	Climb 2.5%	IALS	1100 M	1200 M	1300 M
		NALS	1500 M	1600 M	1700 M
MNM temp. -10°C	Climb 3.0%	IALS	900 M	1000 M	1000 M
		NALS	1400 M	1400 M	1400 M
	Climb 2.5%	IALS	1100 M	1200 M	1300 M
		NALS	1500 M	1600 M	1700 M

DIST to THR NM	3,0	2.0	1.0
Altitude 3.6° descent	1440	1060	680

Recommended Coding Tables:

RNP (AR) W RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
10	IF	ROBUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG946	N	303 / (298.7)	+4.0	12.3	-	@4000	160 KT	-	RNP 0.3 NM
30	TF	VG944	N	302 / (298.2)	+4.0	4.3	-	+2300	-	-3.6	RNP 0.1 NM
10	IF	MAGNI	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG968	N	129 / (125.3)	+4.0	20.7	-	-	230 KT	-	RNP 0.3 NM
30	RF Centre: VGC94 r = 3.000 NM	VG956	-	-	+4.0	5.5	L	@4000	160 KT	-	RNP 0.3 NM
40	RF Centre: VGC94 r = 3.000 NM	VG944	-	-	+4.0	4.3	L	+2300	-	-3.6	RNP 0.1 NM
10	IF	SUDUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG958	N	339 / (335.0)	+4.0	3.5	-	-	-	-	RNP 0.3 NM
30	RF Centre: VGC89 r = 13.448 NM	VG957	-	-	+4.0	10.8	R	-	-	-	RNP 0.3 NM
40	TF	VG956	N	025 / (020.8)	+4.0	8.2	-	@4000	160 KT	-	RNP 0.3 NM
50	RF Centre: VGC94 r = 3.000 NM	VG944	-	-	+4.0	4.3	L	+2300	-	-3.6	RNP 0.1 NM
10	IF	VG944	-	-	+4.0	-	-	+2300	-	-	RNP 0.1 NM
20	TF	VG942	N	302 / (298.1)	+4.0	1.4	-	+1800	-	-3.6	RNP 0.1 NM
30	TF	VG900	Y	302 / (298.0)	+4.0	3.9	-	@295	160 KT	-3.6/60	RNP 0.1 NM
40	TF	VG901	N	302 / (297.9)	+4.0	1.1	-	-	-	-	RNP 0.1 NM
50	RF Centre: VGC90 r = 2.200 NM	VG903	-	-	+4.0	0.5	L	-	190 KT	-	RNP 0.1 NM
60	TF	VG905	N	289 / (285.3)	+4.0	4.4	-	-	-	-	RNP 0.1 NM
70	TF	MAGNI	N	289 / (285.2)	+4.0	9.9	-	@4000	230 KT	-	RNP 0.3 NM
80	HM	MAGNI	Y	120 / (116.0)	+4.0	-	R	+4000	230 KT	-	RNP 1.0 NM

Changes : VAR changed. Chart designator changed.

Waypoint coordinates:

Waypoint Identifier	Coordinates
MAGNI	62 07 58.71 N 007 48 01.52 W
ROBUR	61 53 10.32 N 006 34 35.34 W
SUDUR	61 36 10.89 N 007 04 54.66 W
VG900	62 03 34.16 N 007 15 38.04 W
VG901	62 04 04.94 N 007 17 41.98 W
VG903	62 04 15.52 N 007 18 38.89 W
VG905	62 05 24.86 N 007 27 40.40 W
VG942	62 01 43.72 N 007 08 14.98 W
VG944	62 01 03.78 N 007 05 35.36 W
VG946	61 59 01.58 N 006 57 28.98 W
VG956	61 57 21.54 N 007 02 38.41 W
VG957	61 49 44.19 N 007 08 47.22 W
VG958	61 39 17.92 N 007 07 58.11 W
VG968	61 55 59.83 N 007 12 17.81 W
RF arc center identifier	Coordinates
VGC89	61 44 56.12 N 006 42 20.49 W
VGC90	62 02 08.59 N 007 19 53.04 W
VGC94	61 58 25.37 N 007 08 34.77 W

Changes : Chart designator changed.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 280

Bearings are magnetic
ELEV, ALT and HGT in FT
DIST in NM

Vagar AFIS : 124.850

Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
RNP (AR) V RWY 30 - 1
Vágar

Changes : VAR and bearings changed. Chart designator changed. Reykjavik ACC FREQ added. Note regarding Glide slope fluctuations added.

CAUTION
Procedure in airspace Classified G

MSA 25 NM
ARP EKVG
4000

RNP AR APCH
AUTHORIZATION REQUIRED
(For further information about authorization requirements, see AD 2 - EKVG - Chapter 22. Flight Procedures)

RF REQUIRED

BARO - VNAV
NOT AUTHORIZED BELOW -10°C

NOTES:
Recommended when surface wind direction from 200°to 260°

Transition to missed approach RNP for lateral guidance must not be initiated prior to the along-track position of the DA(H)

Max speed 250kt below FL100

Procedure restricted to aircraft with a wingspan less than 40 M

Glide slope fluctuations may occur, especially between 3.0 and 6.0 DME MF.
Impact may vary depending on type of aircraft.

RNP 0.3
IAF
MAGNI
4000

120° / 300° MNM ALT 4000 1 MIN ❶

9.9 289°

RNP 0.1->0.3
VG905

4.4 289°

MAX 190 KT
VG903

VG901

VG900

VG972
VG974

2.2 Arc 0.5

1.7

302°

1.2

1.3 Arc 0.4

FAP
VG976
1800
282°
2.3

VG978
263°
1.1
1.7 Arc
0.9
1800

VG980

4000
126°
20.5

RNP 0.3->0.1
IF
VG981
4000
MAX 160 KT

3.7 / 1800
3.0 Arc
314°

RNP 0.3->0.1
IF
VG984
4000
MAX 160 KT

1.3
314°
VG982

16.0 Arc
3.4 / 4000
VG983

4000
302°
7.9

RNP 0.3
IAF
ROBUR
4000

302° MNM ALT 4000 1 MIN ❶ 122°

VG986
MAX 230 KT

3.0 Arc
5.3

10 NM

025°
9.6

See insert beside

VG985

VG985

13.0 Arc
10.7 / 4000

VG958

4000
339°
3.5

RNP 0.3
IAF
SUDUR
4000

MNM ALT 4000 1 MIN ❶
159° 339°

❶ **Holding restrictions:**
MAX IAS 230 KT
MAX FL 140
NAV specification: RNP 1.0

VAR 4.0° W
(FEB 2024)

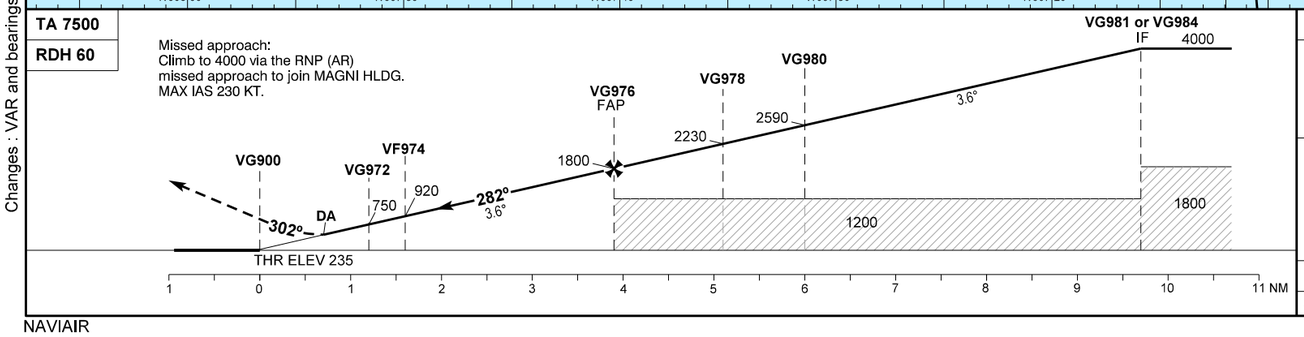
2953 ft (900m)
1969 ft (600 m)
984 ft (300 m)
0

SCALE 1: 250 000
1 0 1 2 3 4 5 NM

Datum : WGS-84

TA 7500
RDH 60

Missed approach:
Climb to 4000 via the RNP (AR)
missed approach to join MAGNI HLDG.
MAX IAS 230 KT.



DA (H)			A	B	C	Remarks
RNP 0.1	MNM Temp. +3°C	Climb 3.0%	500 (260)	510 (280)	530 (290)	
		Climb 2.5%	570 (340)	590 (360)	610 (380)	
	MNM Temp. -10°C	Climb 3.0%	530 (290)	540 (310)	550 (310)	
		Climb 2.5%	570 (340)	590 (360)	610 (380)	

DIST to THR NM	3.0	2.0	1.0
Altitude 3.6° descent	1440	1060	680

MNM RVR			A	B	C
MNM temp. +3°C	Climb 3.0%	IALS	800 M	900 M	900 M
		NALS	1300 M	1300 M	1400 M
	Climb 2.5%	IALS	1100 M	1200 M	1300 M
		NALS	1500 M	1600 M	1700 M
MNM temp. -10°C	Climb 3.0%	IALS	900 M	1000 M	1000 M
		NALS	1400 M	1400 M	1400 M
	Climb 2.5%	IALS	1100 M	1200 M	1300 M
		NALS	1500 M	1600 M	1700 M

Recommended Coding Tables:

RNP (AR) V RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
10	IF	ROBUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG983	N	302 / (298.0)	+4.0	7.9	-	-	-	-	RNP 0.3 NM
30	RF Centre: VGC78 r = 15.767 NM	VG982	-	-	+4.0	3.4	R	-	-	-	RNP 0.3 NM
40	TF	VG981	N	314 / (310.2)	+4.0	1.3	-	@4000	160 KT	-	RNP 0.3 NM
50	TF	VG980	N	314 / (310.1)	+4.0	3.7	-	-	-	-3.6	RNP 0.1 NM
10	IF	MAGNI	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG986	N	126 / (121.6)	+4.0	20.5	-	-	230 KT	-	RNP 0.3 NM
30	RF Centre: VGC79 r = 3.000 NM	VG984	-	-	+4.0	5.3	L	@4000	160 KT	-	RNP 0.3 NM
40	RF Centre: VGC79 r = 3.000 NM	VG980	-	-	+4.0	3.7	L	-	-	-3.6	RNP 0.1 NM
10	IF	SUDUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG958	N	339 / (335.0)	+4.0	3.5	-	-	-	-	RNP 0.3 NM
30	RF Centre: VGC89 r = 13.448 NM	VG985	-	-	+4.0	10.7	R	-	-	-	RNP 0.3 NM
40	TF	VG984	N	025 / (020.6)	+4.0	9.6	-	@4000	160 KT	-	RNP 0.3 NM
50	RF Centre: VGC79 r = 3.000 NM	VG980	-	-	+4.0	3.7	L	-	-	-3.6	RNP 0.1 NM
10	IF	VG980	-	-	+4.0	-	-	-	-	-	RNP 0.1 NM
20	RF Centre: VGC77 r = 1.700 NM	VG978	-	-	+4.0	0.9	L	-	-	-3.6	RNP 0.1 NM
30	TF	VG976	N	283 / (278.5)	+4.0	1.1	-	+1800	-	-3.6	RNP 0.1 NM
40	TF	VG974	N	282 / (278.4)	+4.0	2.3	-	-	-	-3.6	RNP 0.1 NM
50	RF Centre: VGC96 r = 1.300 NM	VG972	-	-	+4.0	0.4	R	-	-	-3.6	RNP 0.1 NM
60	TF	VG900	Y	302 / (297.9)	+4.0	1.2	-	@295	-	-3.6/60	RNP 0.1 NM
70	TF	VG901	N	302 / (297.9)	+4.0	1.1	-	-	-	-	RNP 0.1 NM
80	RF Centre: VGC90 r = 2.200 NM	VG903	-	-	+4.0	0.5	L	-	190 KT	-	RNP 0.1 NM
90	TF	VG905	N	289 / (285.3)	+4.0	4.4	-	-	-	-	RNP 0.1 NM
100	TF	MAGNI	N	289 / (285.2)	+4.0	9.9	-	@4000	230 KT	-	RNP 0.3 NM
110	HM	MAGNI	Y	120 / (116.0)	+4.0	-	R	+4000	230 KT	-	RNP 1.0 NM

Changes : VAR changed. Chart designator changed.

Waypoint coordinates:

Waypoint Identifier	Coordinates
MAGNI	62 07 58.71 N 007 48 01.52 W
ROBUR	61 53 10.32 N 006 34 35.34 W
SUDUR	61 36 10.89 N 007 04 54.66 W
VG900	62 03 34.16 N 007 15 38.04 W
VG901	62 04 04.94 N 007 17 41.98 W
VG903	62 04 15.52 N 007 18 38.89 W
VG905	62 05 24.86 N 007 27 40.40 W
VG958	61 39 17.92 N 007 07 58.11 W
VG972	62 03 00.54 N 007 13 22.89 W
VG974	62 02 52.29 N 007 12 29.25 W
VG976	62 02 32.32 N 007 07 40.35 W
VG978	62 02 22.44 N 007 05 19.28 W
VG980	62 01 59.75 N 007 03 32.05 W
VG981	61 59 37.25 N 006 57 31.66 W
VG982	61 58 45.68 N 006 55 21.61 W
VG983	61 56 51.32 N 006 49 21.01 W
VG984	61 58 38.90 N 007 01 40.56 W
VG985	61 49 42.86 N 007 08 48.28 W
VG986	61 57 10.34 N 007 11 00.61 W
RF arc center identifier	Coordinates
VGC77	62 00 41.86 N 007 05 51.24 W
VGC78	62 10 44.97 N 006 33 40.32 W
VGC79	61 59 42.26 N 007 07 37.54 W
VGC89	61 44 56.12 N 006 42 20.49 W
VGC90	62 02 08.59 N 007 19 53.04 W
VGC96	62 04 09.23 N 007 12 05.20 W

Changes : Chart designator changed.

INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 280

Bearings are magnetic
ELEV, ALT and HGT in FT
DIST in NM

Vagar AFIS : 124.850

Reykjavik ACC : 125.500
126.750
132.200

AD 2 - EKVG
RNP (AR) U RWY 30 - 1
Vágar

Changes : VAR and bearings changed. Chart designator changed. Reykjavik ACC FREQ added. Note regarding Glide slope fluctuations added.

CAUTION
Procedure in airspace Classified G

MSA 25 NM
ARP EKVG
4000

RNP AR APCH
AUTHORIZATION REQUIRED
(For further information about authorization requirements, see AD 2 - EKVG - Chapter 22. Flight Procedures)

RF REQUIRED

BARO - VNAV
NOT AUTHORIZED BELOW -10°C

NOTES:
Recommended when surface wind direction from 300°to 050°

Transition to missed approach RNP for lateral guidance must not be initiated prior to the along-track position of the DA(H)

Max speed 250kt below FL100

Procedure restricted to aircraft with a wingspan less than 40 M

Glide slope fluctuations may occur, especially between 3.0 and 6.0 DME MF.
Impact may vary depending on type of aircraft.

RNP 0.3
IAF
MAGNI
4000

120°
300°
MNM ALT 4000 1 MIN ❶

9.9
289°

RNP 0.2->0.3
VG905

4.4
289°

MAX 190 KT
VG903
VG901
VG900
VG990
VG991
2.2 Arc 0.5
302° 0.6
1.7
1.9
1.2Arc

127°
12.8

RNP 0.3->0.2
IF
VG999
4000
MAX 160 KT

1800
127°
2.4

VG998
2.0 Arc
3.3 / 1800

FAP
VG992
1800
032°
1.5

VG993
2.0 Arc
1800
1.3

VG994
2.0 Arc
1800
2.4

RNP 0.3->0.2
IF
VG995
4000
MAX 160 KT

1800
288°
2.1

288°
16.2

RNP 0.3
IAF
ROBUR
4000

302°
MNM ALT 4000 1 MIN ❶
122°

1800
355°
4.5

RNP 0.3->0.2
IF
VG996
4000
MAX 160 KT

355°
13.0

10 NM

VG997

See insert beside

VG986

VG997

2.8 / 4000
10.0 Arc

VG958

4000
339°
3.5

RNP 0.3
IAF
SUDUR
4000

MNM ALT 4000 1 MIN ❶
159°
339°

❶ **Holding restrictions:**
MAX IAS 230 KT
MAX FL 140
NAV specification: RNP 1.0

VAR 4° W
(FEB 2024)

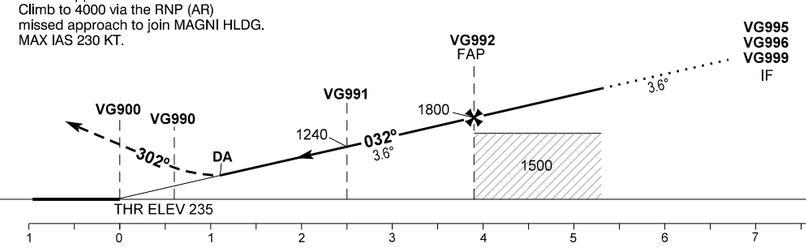
2953 ft (900m)
1969 ft (600 m)
984 ft (300 m)
0

SCALE 1: 250 000
1 0 1 2 3 4 5 NM

Datum : WGS-84

TA 7500
RDH 60

Missed approach:
Climb to 4000 via the RNP (AR) missed approach to join MAGNI HLDG.
MAX IAS 230 KT.



DA (H)			A	B	C	Remarks
RNP 0.2	MNM Temp. -10°C	Climb 4.0%	720 (480)	730 (500)	740 (500)	
		Climb 3.0%	720 (480)	730 (500)	750 (520)	
		Climb 2.5%	740 (500)	760 (530)	780 (550)	

DIST to THR NM	3.0	2.0	1.0
Altitude 3.6° descent	1440	1060	680

MNM RVR			A	B	C
MNM temp. -10°C	Climb 4.0%	IALS	1800 M	1800 M	1800 M
		NALS	2200 M	2300 M	2300 M
	Climb 3.0%	IALS	1800 M	1800 M	1900 M
		NALS	2200 M	2300 M	2400 M
	Climb 2.5%	IALS	1800 M	2000 M	2100 M
		NALS	2300 M	2400 M	2500 M

Recommended Coding Tables:

RNP (AR) U RWY 30

Serial Number	Path Descrip-tor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
10	IF	SUDUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG958	N	339 / (335.0)	+4.0	3.5	-	-	-	-	RNP 0.3 NM
30	RF Centre: VGC82 r = 9.844 NM	VG997	-	-	+4.0	2.8	R	-	-	-	RNP 0.3 NM
40	TF	VG996	N	355 / (351.2)	+4.0	13.0	-	@4000	160 KT	-	RNP 0.3 NM
50	TF	VG993	N	355 / (351.1)	+4.0	4.5	-	-	-	-3.6	RNP 0.2 NM
60	RF Centre: VGC81 r = 2.000 NM	VG992	-	-	+4.0	1.3	R	-	-	-3.6	RNP 0.2 NM
10	IF	ROBUR	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG995	N	288 / (284.1)	+4.0	16.2	-	@4000	160 KT	-	RNP 0.3 NM
30	TF	VG994	N	288 / (283.6)	+4.0	2.1	-	-	-	-3.6	RNP 0.2 NM
40	RF Centre: VGC81 r = 2.000 NM	VG993	-	-	+4.0	2.4	R	-	-	-3.6	RNP 0.2 NM
50	RF Centre: VGC81 r = 2.000 NM	VG992	-	-	+4.0	1.3	R	-	-	-3.6	RNP 0.2 NM
10	IF	MAGNI	-	-	+4.0	-	-	+4000	-	-	RNP 1.0 NM
20	TF	VG999	N	127 / (123.0)	+4.0	12.8	-	@4000	160 KT	-	RNP 0.3 NM
30	TF	VG998	N	127 / (123.4)	+4.0	2.4	-	-	-	-3.6	RNP 0.2 NM
40	RF Centre: VGC83 r = 2.000 NM	VG992	-	-	+4.0	3.3	L	-	-	-3.6	RNP 0.2 NM
10	IF	VG992	-	-	+4.0	-	-	+1800	-	-	RNP 0.2 NM
20	TF	VG991	N	032 / (027.9)	+4.0	1.5	-	-	-	-3.6	RNP 0.2 NM
30	RF Centre: VGC80 r = 1.200 NM	VG990	-	-	+4.0	1.9	L	-	-	-3.6	RNP 0.2 NM
40	TF	VG900	Y	302 / (297.9)	+4.0	0.6	-	@295	-	-3.6/60	RNP 0.2 NM
50	TF	VG901	N	302 / (297.9)	+4.0	1.1	-	-	-	-	RNP 0.2 NM
60	RF Centre: VGC90 r = 2.200 NM	VG903	-	-	+4.0	0.5	L	-	190 KT	-	RNP 0.2 NM
70	TF	VG905	N	289 / (285.3)	+4.0	4.4	-	-	-	-	RNP 0.2 NM
80	TF	MAGNI	N	289 / (285.2)	+4.0	9.9	-	@4000	230 KT	-	RNP 0.3 NM
90	HM	MAGNI	Y	120 / (116.0)	+4.0	-	R	+4000	230 KT	-	RNP 1.0 NM

Changes : VAR changed. Chart designator changed.

Waypoint coordinates:

Waypoint Identifier	Coordinates
MAGNI	62 07 58.71 N 007 48 01.52 W
ROBUR	61 53 10.32 N 006 34 35.34 W
SUDUR	61 36 10.89 N 007 04 54.66 W
VG900	62 03 34.16 N 007 15 38.04 W
VG901	62 04 04.94 N 007 17 41.98 W
VG903	62 04 15.52 N 007 18 38.89 W
VG905	62 05 24.86 N 007 27 40.40 W
VG958	61 39 17.92 N 007 07 58.11 W
VG990	62 03 17.36 N 007 14 30.49 W
VG991	62 01 40.30 N 007 13 27.05 W
VG992	62 00 23.56 N 007 14 53.66 W
VG993	61 59 09.03 N 007 15 20.23 W
VG994	61 57 31.14 N 007 12 08.37 W
VG995	61 57 01.58 N 007 07 47.97 W
VG996	61 54 44.88 N 007 13 52.56 W
VG997	61 41 57.27 N 007 09 40.18 W
VG998	61 59 39.73 N 007 20 59.01 W
VG999	62 00 59.35 N 007 25 15.77 W
RF arc center identifier	Coordinates
VGC80	62 02 13.93 N 007 15 42.09 W
VGC81	61 59 27.47 N 007 11 08.89 W
VGC82	61 43 25.97 N 006 49 13.43 W
VGC83	62 01 19.55 N 007 18 38.66 W
VGC90	62 02 08.59 N 007 19 53.04 W

Changes : Chart designator changed.

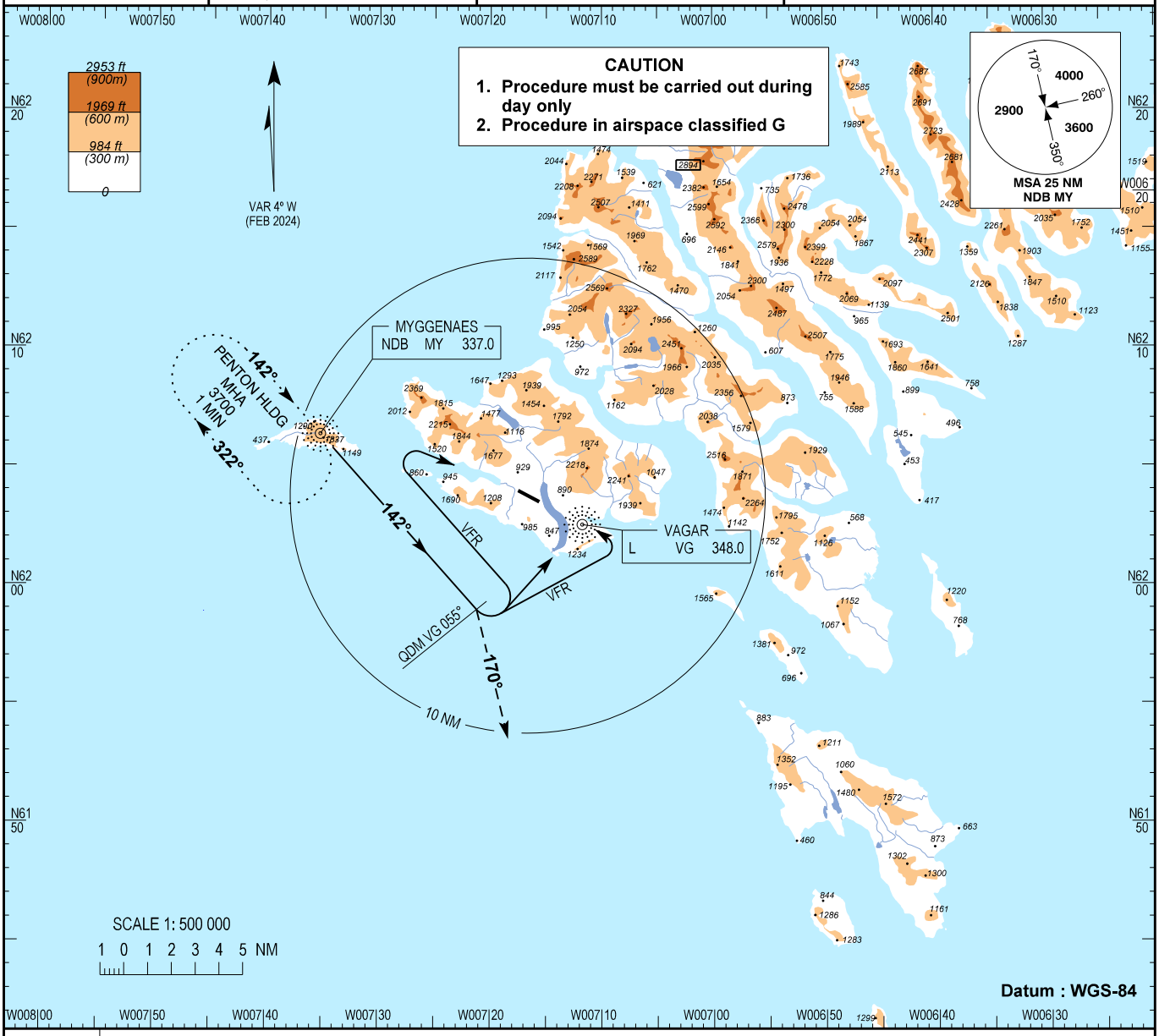
CLOUD PENETRATION PROCEDURE

AD ELEV : 280

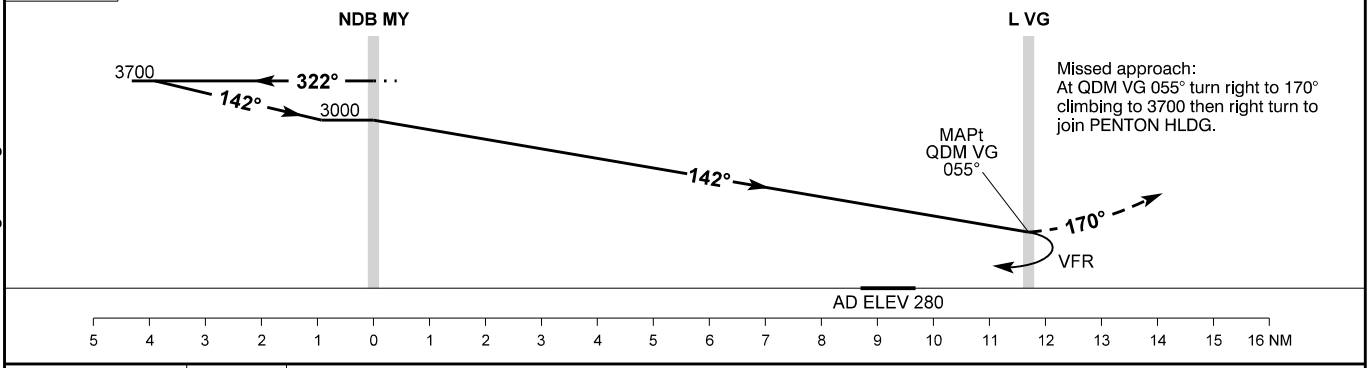
Bearings are magnetic
ELEV, ALT and HGT in FT

Vagar AFIS : 124.850

AD 2 - EKVG
NDB MY
Vágar



TA 7500



	OCL	SPECIAL CONDITIONS
NDB	1000	

State minima : See AD 2 - EKVG - 6

Changes : VAR and bearings changed.

VISUAL APPROACH CHART - ICAO	AD ELEV : 280 Bearings are magnetic ELEV, ALT and HGT in FT	Vagar AFIS : 124.850	AD 2 - EKVG VAC Vágar



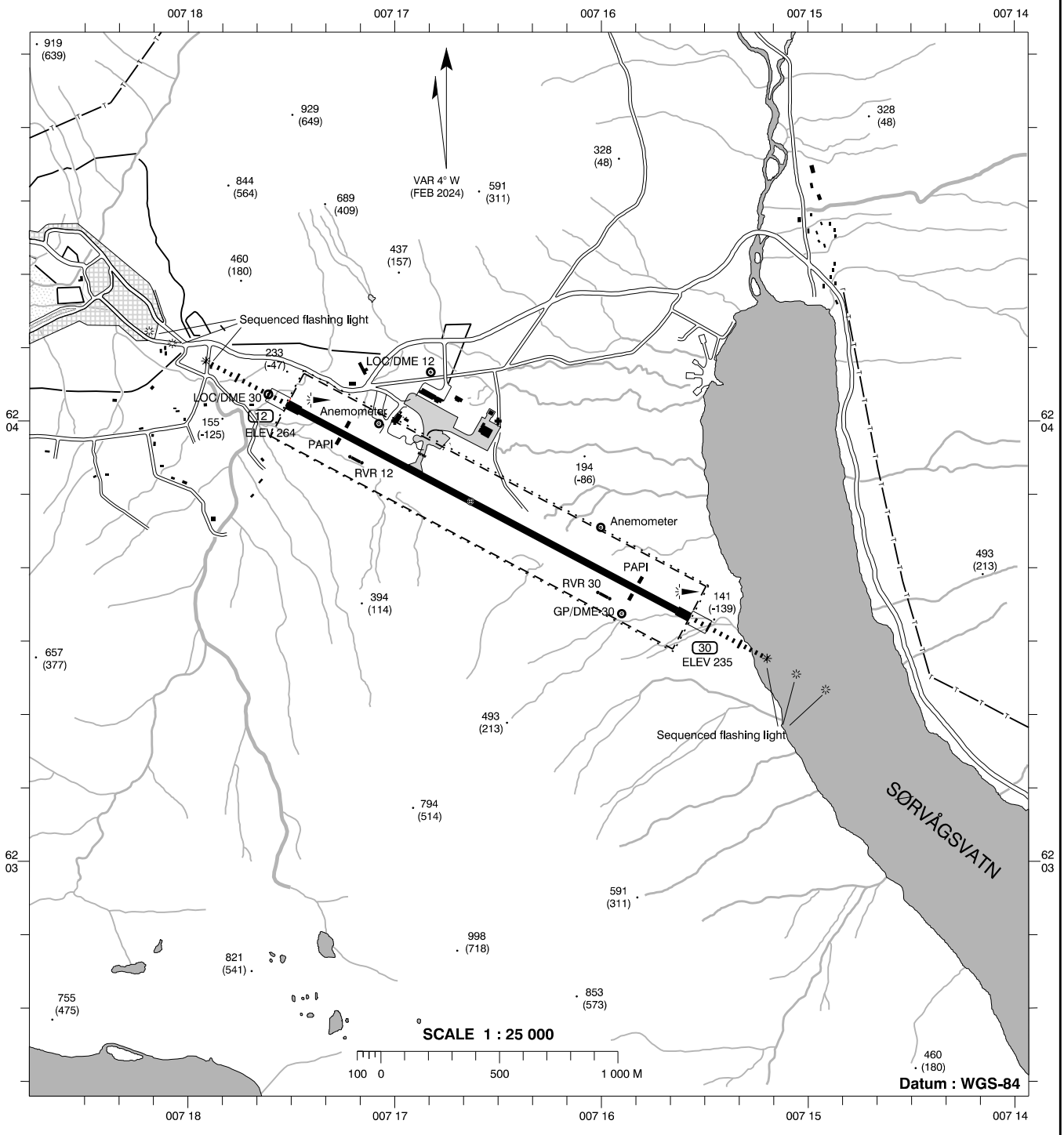
Elevation tints indicate 328 FT (100 M) intervals

CAUTION NOTE !
Extreme caution should be exercised when flying in fjords, valleys or near islands along the coast due to transmission lines.
See also ENR 5.4 - 1, Item 5 and 6

A : Cable span refer to ANC 1 : 250.000

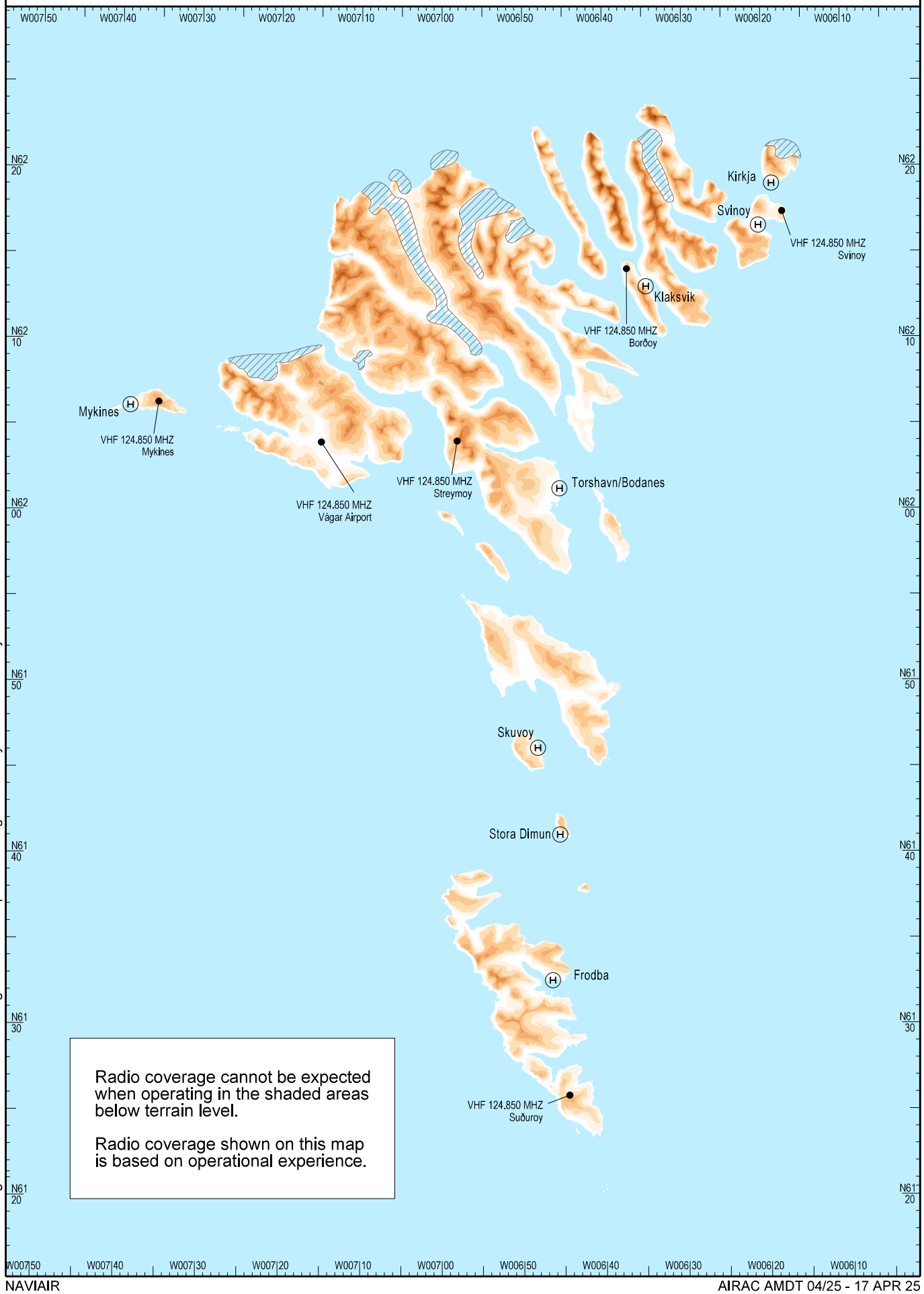
Changes : VAR changed.

LANDING CHART	AD ELEV : 280	Vagar AFIS : 124.850
	ARP : 62 03 49.06N 007 16 37.99W	998 Elevations in FT MSL (718) Heights in FT AAL



Changes : VAR changed.

FIZ radio coverage EKVG



Changes : Areas where radio coverage cannot be expected changed. VHF Mykines and Borðoy added

1. Location Indicator/Name: EKFA - Froðba

2. Geographical and Administrative Data

1.	ARP PSN and site:	61 32 37.30N 006 46 27.90W
2.	Distance and direction from city:	-
3.	ELEV: REF temperature:	77 FT -
4.	MAG VAR: Annual change:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Office of Public Works)
	Address:	Froðba Heliport FO-825 Froðba Faeroe Islands TEL: - FAX: - E-mail: lv@lv.fo AFS: -
6.	Types of traffic permitted:	VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	O/R. The aerodrome is open for traffic to/ from Schengen States only.
2.	Fuelling:	O/R

4. Aprons, Taxiways and Check Locations Data

1.	Helicopter stand surface and strength:	-

5. Markings

1.	Final approach and take-off markings:	-
2.	TWY, air TWY, air transit route markers:	-
3.	Remarks:	TLOF edge (white circle)

6. Heliport Obstacles

1. In APCH and TKOF areas

RWY Area affected	Type ELEV Markings/LGT	PSN
-		

Remarks: NIL

2. In circling area and at Heliport

Type ELEV Markings/LGT	PSN
-	

Remarks: NIL

1. Stedindikator/navn: EKFA - Froðba

2. Geografiske og administrative data

1.	ARP PSN og beliggenhed:	61 32 37.30N 006 46 27.90W
2.	Afstand og retning fra by:	-
3.	ELEV: REF temperatur:	77 FT -
4.	MAG VAR: Årlig ændring:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Landsingeniøren)
	Adresse:	Froðba Helikopterflyveplads 825 Froðba Føroyar TEL: - FAX: - E-post: lv@lv.fo AFS: -
6.	Tilladte trafiktyper:	VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	O/R. Flyvepladsen er kun åben for trafik til/fra Schengen-lande.
2.	Tankning:	O/R

4. Forpladser, rulleveje og checkpunkt data

1.	Helikopterstandplads overflade og styrke:	-

5. Afmærkning

1.	Landings- og start-afmærkning:	-
2.	TWY, luft TWY, luft transit rute afmærkninger:	-
3.	Bemærkninger:	TLOF kant (hvid cirkel)

6. Helikopterflyveplads hindringer

1. I APCH og TKOF områder

RWY Berørt område	Type ELEV Afmærkninger/LGT	PSN
-		

Bemærkninger: NIL

2. I "circling" område og på helikopterflyvepladsen

Type ELEV Afmærkninger/LGT	PSN
-	

Bemærkninger: NIL

7. Heliport Data/Helikopterflyveplads data

AD type	TLOF dimensions	FATO GEO and MAG bearing	FATO dimensions SFC type	TLOF SFC and BRG strength
Circle	5 M radius	093.0° to 280.0° GEO 096.0° to 283.0° MAG	14.5 M radius Grass	Asphalt -
Coordinates of geometric centre TLOF or THR FATO	**TLOF/FATO elevation and slope**	**Safety area dimensions**	**HEL CWY dimensions**	**Obstacle-free zone**
61 32 37.30N 006 46 27.90W	77 FT	-	-	-

Remarks/Bemærkninger: NIL

8. Declared Distances/Operative banelængder

FATO	TODAH	RTODAH	LDAH
-	-	-	-

Remarks/Bemærkninger: NIL

9. Approach and FATO Lighting/Landings- og banebelysning

APP LGT system type, length, intensity	Type of visual approach slope indicator system	FATO area LGT characteristics, location	Aiming point LGT characteristics, location	TLOF LGT system characteristics, location
-	-	Yellow edge	-	-

Remarks/Bemærkninger: White flashing BCN "H"
Secondary power supply switch-over time MAX 1 SEC

10. ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
ATIS	FRODBA METAR	123.800 MHZ	-	DOC: 7500 FT/60 NM

11. Radio Navigation and Landing Aids/Radionavigations- og landingshjælpemidler

FAC VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
NIL						

12. Additional Information

NIL

12. Yderligere information

NIL

1. Location Indicator/Name: EKKU - Kirkja

2. Geographical and Administrative Data

1.	ARP PSN and site:	62 19 01.84N 006 18 47.95W
2.	Distance and direction from city:	-
3.	ELEV: REF temperature:	134 FT -
4.	MAG VAR: Annual change:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Office of Public Works)
	Address:	Kirkja Heliport FO-766 Kirkja Faeroe Islands TEL: - FAX: - E-mail: lv@lv.fo AFS: -
6.	Types of traffic permitted:	VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	O/R. The aerodrome is open for traffic to/ from Schengen States only.
2.	Fuelling:	O/R

4. Aprons, Taxiways and Check Locations Data

1.	Helicopter stand surface and strength:	-

5. Markings

1.	Final approach and take-off markings:	-
2.	TWY, air TWY, air transit route markers:	-
3.	Remarks:	TLOF edge (white circle)

6. Heliport Obstacles

1. In APCH and TKOF areas

RWY Area affected	Type ELEV Markings/LGT	PSN
-		

Remarks: NIL

2. In circling area and at Heliport

Type ELEV Markings/LGT	PSN
-	

Remarks: NIL

1. Stedindikator/navn: EKKU - Kirkja

2. Geografiske og administrative data

1.	ARP PSN og beliggenhed:	62 19 01.84N 006 18 47.95W
2.	Afstand og retning fra by:	-
3.	ELEV: REF temperatur:	134 FT -
4.	MAG VAR: Årlig ændring:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Landsingeniøren)
	Adresse:	Kirkja Helikopterflyveplads 766 Kirkja Føroyar TEL: - FAX: - E-post: lv@lv.fo AFS: -
6.	Tilladte trafiktyper:	VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	O/R. Flyvepladsen er kun åben for trafik til/fra Schengen-lande.
2.	Tankning:	O/R

4. Forpladser, rulleveje og checkpunkt data

1.	Helikopterstandplads overflade og styrke:	-

5. Afmærkning

1.	Landings- og start-afmærkning:	-
2.	TWY, luft TWY, luft transit rute afmærkninger:	-
3.	Bemærkninger:	TLOF kant (hvid cirkel)

6. Helikopterflyveplads hindringer

1. I APCH og TKOF områder

RWY Berørt område	Type ELEV Afmærkninger/LGT	PSN
-		

Bemærkninger: NIL

2. I "circling" område og på helikopterflyvepladsen

Type ELEV Afmærkninger/LGT	PSN
-	

Bemærkninger: NIL

7. Heliport Data/Helikopterflyveplads data

AD type	TLOF dimensions	FATO GEO and MAG bearing	FATO dimensions SFC type	TLOF SFC and BRG strength
Circle	8 M radius	120.0° to 280.0° GEO 123.0° to 283.0° MAG	9.5 M radius Grass	Concrete -
Coordinates of geometric centre TLOF or THR FATO	**TLOF/FATO elevation and slope**	**Safety area dimensions**	**HEL CWY dimensions**	**Obstacle-free zone**
62 19 01.84N 006 18 47.95W	134 FT	-	-	-

Remarks/Bemærkninger: NIL

8. Declared Distances/Operative banelængder

FATO	TODAH	RTODAH	LDAH
-	-	-	-

Remarks/Bemærkninger: NIL

9. Approach and FATO Lighting/Landings- og banebelysning

APP LGT system type, length, intensity	Type of visual approach slope indicator system	FATO area LGT characteristics, location	Aiming point LGT characteristics, location	TLOF LGT system characteristics, location
-	-	Green edge	-	-

Remarks/Bemærkninger: White flashing BCN "H"
Secondary power supply switch-over time MAX 1 SEC

10. ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
NIL				

11. Radio Navigation and Landing Aids/Radionavigations- og landingshjælpemidler

FAC VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
NIL						

12. Additional Information

NIL

12. Yderligere information

NIL

1. Location Indicator/Name: EKKV - Klaksvík

2. Geographical and Administrative Data

1.	ARP PSN and site:	62 13 03.50N 006 34 34.92W
2.	Distance and direction from city:	-
3.	ELEV: REF temperature:	264 FT -
4.	MAG VAR: Annual change:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Office of Public Works)
	Address:	Klaksvík Heliport FO-700 Klaksvík Faeroe Islands TEL: - FAX: - E-mail: lv@lv.fo AFS: -
6.	Types of traffic permitted:	VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	O/R. The aerodrome is open for traffic to/ from Schengen States only.
2.	Fuelling:	O/R

4. Aprons, Taxiways and Check Locations Data

1.	Helicopter stand surface and strength:	-

5. Markings

1.	Final approach and take-off markings:	-
2.	TWY, air TWY, air transit route markers:	-
3.	Remarks:	TLOF edge (white circle)

6. Heliport Obstacles

1. In APCH and TKOF areas

RWY Area affected	Type ELEV Markings/LGT	PSN
-		

Remarks: NIL

2. In circling area and at Heliport

Type ELEV Markings/LGT	PSN
-	

Remarks: NIL

1. Stedindikator/navn: EKKV - Klaksvík

2. Geografiske og administrative data

1.	ARP PSN og beliggenhed:	62 13 03.50N 006 34 34.92W
2.	Afstand og retning fra by:	-
3.	ELEV: REF temperatur:	264 FT -
4.	MAG VAR: Årlig ændring:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Landsingeniøren)
	Adresse:	Klaksvík Helikopterflyveplads 700 Klaksvík Føroyar TEL: - FAX: - E-post: lv@lv.fo AFS: -
6.	Tilladte trafiktyper:	VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	O/R. Flyvepladsen er kun åben for trafik til/fra Schengen-lande.
2.	Tankning:	O/R

4. Forpladser, rulleveje og checkpunkt data

1.	Helikopterstandplads overflade og styrke:	-

5. Afmærkning

1.	Landings- og start-afmærkning:	-
2.	TWY, luft TWY, luft transit rute afmærkninger:	-
3.	Bemærkninger:	TLOF kant (hvid cirkel)

6. Helikopterflyveplads hindringer

1. I APCH og TKOF områder

RWY Berørt område	Type ELEV Afmærkninger/LGT	PSN
-		

Bemærkninger: NIL

2. I "circling" område og på helikopterflyvepladsen

Type ELEV Afmærkninger/LGT	PSN
-	

Bemærkninger: NIL

7. Heliport Data/Helikopterflyveplads data

AD type	TLOF dimensions	FATO GEO and MAG bearings	FATO dimensions SFC type	TLOF SFC and BRG strength
Circle	8 M radius	359.0° to 151.0° GEO 002.0° to 154.0° MAG	14.5 M radius Grass	Asphalt -
Coordinates of geometric centre TLOF or THR FATO	**TLOF/FATO elevation and slope**	**Safety area dimensions**	**HEL CWY dimensions**	**Obstacle-free zone**
62 13 03.50N 006 34 34.92W	264 FT	-	-	-

Remarks/Bemærkninger: NIL

8. Declared Distances/Operative banelængder

FATO	TODAH	RTODAH	LDAH
-	-	-	-

Remarks/Bemærkninger: NIL

9. Approach and FATO Lighting/Landings- og banebelysning

APP LGT system type, length, intensity	Type of visual approach slope indicator system	FATO area LGT characteristics, location	Aiming point LGT characteristics, location	TLOF LGT system characteristics, location
-	-	Yellow edge	-	-

Remarks/Bemærkninger: White flashing BCN "H"
Secondary power supply switch-over time MAX 1 SEC

10. ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
ATIS	KLAKSVIK METAR	123.700 MHZ	-	DOC: 7500 FT/60 NM

11. Radio Navigation and Landing Aids/Radionavigations- og landingshjælpemidler

FAC VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
NIL						

12. Additional Information

NIL

12. Yderligere information

NIL

1. Location Indicator/Name: EKMS - Mykines

2. Geographical and Administrative Data

1.	ARP PSN and site:	62 06 07.74N 007 38 45.24W
2.	Distance and direction from city:	-
3.	ELEV: REF temperature:	112 FT -
4.	MAG VAR: Annual change:	4° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Office of Public Works)
	Address:	Mykines Heliport FO-388 Mykines Faeroe Islands TEL: - FAX: - E-mail: lv@lv.fo AFS: -
6.	Types of traffic permitted:	VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	O/R. The aerodrome is open for traffic to/ from Schengen States only.
2.	Fuelling:	-

4. Aprons, Taxiways and Check Locations Data

1.	Helicopter stand surface and strength:	-

5. Markings

1.	Final approach and take-off markings:	-
2.	TWY, air TWY, air transit route markers:	-
3.	Remarks:	TLOF edge (white circle)

6. Heliport Obstacles

1. In APCH and TKOF areas

RWY Area affected	Type ELEV Markings/LGT	PSN
-		

Remarks: NIL

2. In circling area and at Heliport

Type ELEV Markings/LGT	PSN
-	

Remarks: NIL

1. Stedindikator/navn: EKMS - Mykines

2. Geografiske og administrative data

1.	ARP PSN og beliggenhed:	62 06 07.74N 007 38 45.24W
2.	Afstand og retning fra by:	-
3.	ELEV: REF temperatur:	112 FT -
4.	MAG VAR: Årlig ændring:	4° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Landsingeniøren)
	Adresse:	Mykines Helikopterflyveplads 388 Mykines Føroyar TEL: - FAX: - E-post: lv@lv.fo AFS: -
6.	Tilladte trafiktyper:	VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	O/R. Lufthavnen er kun åben for trafik til/ fra Schengen-lande.
2.	Tankning:	-

4. Forpladser, rulleveje og checkpunkt data

1.	Helikopterstandplads overflade og styrke:	-

5. Afmærkning

1.	Landings- og start-afmærkning:	-
2.	TWY, luft TWY, luft transit rute afmærkninger:	-
3.	Bemærkninger:	TLOF kant (hvid cirkel)

6. Helikopterflyveplads hindringer

1. I APCH og TKOF områder

RWY Berørt område	Type ELEV Afmærkninger/LGT	PSN
-		

Bemærkninger: NIL

2. I "circling" område og på helikopterflyvepladsen

Type ELEV Afmærkninge/LGT	PSN
-	

Bemærkninger: NIL

7. Heliport Data/Helikopterflyveplads data

AD type	TLOF dimensions	FATO GEO and MAG bearings	FATO dimensions SFC type	TLOF SFC and BRG strength
Circle	5.5 M radius	138.0° to 270.0° GEO 142.0° to 274.0° MAG	14.5 M radius Grass	Concrete
Coordinates of geometric centre TLOF or THR FATO	**TLOF/FATO elevation and slope**	**Safety area dimensions**	**HEL CWY dimensions**	**Obstacle-free zone**
62 06 07.74N 007 38 45.24W	112 FT	-	-	-

Remarks/Bemærkninger: NIL

8. Declared Distances/Operative banelængder

FATO	TODAH	RTODAH	LDAH
-	-	-	-

Remarks/Bemærkninger: NIL

9. Approach and FATO Lighting/Landings- og banebelysning

APP LGT system type, length, intensity	Type of visual approach slope indicator system	FATO area LGT characteristics, location	Aiming point LGT characteristics, location	TLOF LGT system characteristics, location
-	-	Yellow edge	-	-

Remarks/Bemærkninger: White flashing BCN "H"
Secondary power supply switch-over time MAX 1 SEC

10. ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
NIL				

11. Radio Navigation and Landing Aids/Radionavigations- og landingshjælpemidler

FAC VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
NIL						

12. Additional Information

NIL

12. Yderligere information

NIL

1. Location Indicator/Name: EKSY - Skúvoy

2. Geographical and Administrative Data

1.	ARP PSN and site:	61 46 10.42N 006 48 12.42W
2.	Distance and direction from city:	-
3.	ELEV: REF temperature:	70 FT -
4.	MAG VAR: Annual change:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Office of Public Works)
	Address:	Skúvoy Heliport FO-260 Skúvoy Faeoe Islands TEL: - FAX: - E-mail: lv@lv.fo AFS: -
6.	Types of traffic permitted:	VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	O/R. The aerodrome is open for traffic to/ from Schengen States only.
2.	Fuelling:	-

4. Aprons, Taxiways and Check Locations Data

1.	Helicopter stand surface and strength:	-

5. Markings

1.	Final approach and take-off markings:	-
2.	TWY, air TWY, air transit route markers:	-
3.	Remarks:	TLOF edge (white circle)

6. Heliport Obstacles

1. In APCH and TKOF areas

RWY Area affected	Type ELEV Markings/LGT	PSN
-		

Remarks: NIL

2. In circling area and at Heliport

Type ELEV Markings/LGT	PSN
-	

Remarks: NIL

1. Stedindikator/navn: EKSY - Skúvoy

2. Geografiske og administrative data

1.	ARP PSN og beliggenhed:	61 46 10.42N 006 48 12.42W
2.	Afstand og retning fra by:	-
3.	ELEV: REF temperatur:	70 FT -
4.	MAG VAR: Årlig ændring:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Landsingeniøren)
	Adresse:	Skúvoy Helikopterflyveplads 260 Skúvoy Føroyar TEL: - FAX: - E-post: lv@lv.fo AFS: -
6.	Tilladte trafiktyper:	VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	O/R. Lufthavnen er kun åben for trafik til/ fra Schengen-lande.
2.	Tankning:	-

4. Forpladser, rulleveje og checkpunkt data

1.	Helikopterstandplads overflade og styrke:	-

5. Afmærkning

1.	Landings- og start-afmærkning:	-
2.	TWY, luft TWY, luft transit rute afmærkninger:	-
3.	Bemærkninger:	TLOF kant (hvid cirkel)

6. Helikopterflyveplads hindringer

1. I APCH og TKOF områder

RWY Berørt område	Type ELEV Afmærkninger/LGT	PSN
-		

Bemærkninger: NIL

2. I "circling" område og på helikopterflyvepladsen

Type ELEV Afmærkninger/LGT	PSN
-	

Bemærkninger: NIL

7. Heliport Data/Helikopterflyveplads data

AD type	TLOF dimensions	FATO GEO and MAG bearings	FATO dimensions SFC type	TLOF SFC and BRG strength
Circle	7.5 M radius	004.0° to 154.0° GEO 007.0° to 157.0° MAG	14.5 M radius Grass	Concrete -
Coordinates of geometric centre TLOF or THR FATO	**TLOF/FATO elevation and slope**	**Safety area dimensions**	**HEL CWY dimensions**	**Obstacle-free zone**
61 46 10.42N 006 48 12.42W	70 FT	-	-	-

Remarks/Bemærkninger: NIL

8. Declared Distances/Operative banelængder

FATO	TODAH	RTODAH	LDAH
-	-	-	-

Remarks/Bemærkninger: NIL

9. Approach and FATO Lighting/Landings- og banebelysning

APP LGT system type, length, intensity	Type of visual approach slope indicator system	FATO area LGT characteristics, location	Aiming point LGT characteristics, location	TLOF LGT system characteristics, location
-	-	Yellow edge	-	-

Remarks/Bemærkninger: White flashing BCN "H"
Secondary power supply switch-over time MAX 1 SEC

10. ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
NIL				

11. Radio Navigation and Landing Aids/Radionavigations- og landingshjælpemidler

FAC VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
NIL						

12. Additional Information

NIL

12. Yderligere information

NIL

1. Location Indicator/Name: EKSR - Stóra Dímun

2. Geographical and Administrative Data

1.	ARP PSN and site:	61 41 07.03N 006 45 30.70W
2.	Distance and direction from city:	-
3.	ELEV: REF temperature:	305 FT -
4.	MAG VAR: Annual change:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Office of Public Works)
	Address:	Stóra Dímun Heliport c/o Skúvoy Heliport FO-260 Skúvoy Faeoe Islands TEL: - FAX: - E-mail: lv@lv.fo AFS: -
6.	Types of traffic permitted:	VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	O/R. The aerodrome is open for traffic to/ from Schengen States only.
2.	Fuelling:	-

4. Aprons, Taxiways and Check Locations Data

1.	Helicopter stand surface and strength:	-

5. Markings

1.	Final approach and take-off markings:	-
2.	TWY, air TWY, air transit route markers:	-
3.	Remarks:	TLOF edge (white circle)

6. Heliport Obstacles

1. In APCH and TKOF areas

RWY Area affected	Type ELEV Markings/LGT	PSN
-		

Remarks: NIL

2. In circling area and at Heliport

Type ELEV Markings/LGT	PSN
-	

Remarks: NIL

1. Stedindikator/navn: EKSR - Stóra Dímun

2. Geografiske og administrative data

1.	ARP PSN og beliggenhed:	61 41 07.03N 006 45 30.70W
2.	Afstand og retning fra by:	-
3.	ELEV: REF temperatur:	305 FT -
4.	MAG VAR: Årlig ændring:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Landsingeniøren)
	Adresse:	Stóra Dímun Helikopterflyveplads c/o Skúvoy Helikopterflyveplads 260 Skúvoy Føroyar TEL: - FAX: - E-post: lv@lv.fo AFS: -
6.	Tilladte trafiktyper:	VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	O/R. Lufthavnen er kun åben for trafik til/ fra Schengen-lande.
2.	Tankning:	-

4. Forpladser, rulleveje og checkpunkt data

1.	Helikopterstandplads overflade og styrke:	-

5. Afmærkning

1.	Landings- og start-afmærkning:	-
2.	TWY, luft TWY, luft transit rute afmærkninger:	-
3.	Bemærkninger:	TLOF kant (hvid cirkel)

6. Helikopterflyveplads hindringer

1. I APCH og TKOF områder

RWY Berørt område	Type ELEV Afmærkninger/LGT	PSN
-		

Bemærkninger: NIL

2. I "circling" område og på helikopterflyvepladsen

Type ELEV Afmærkninger/LGT	PSN
-	

Bemærkninger: NIL

7. Heliport Data/Helikopterflyveplads data

AD type	TLOF dimensions	FATO GEO and MAG bearings	FATO dimensions SFC type	TLOF SFC and BRG strength
Circle	5.5 M radius	115.0° to 272.0° GEO 118.0° to 275.0° MAG	14.5 M radius Grass	Concrete -
Coordinates of geometric centre TLOF or THR FATO	**TLOF/FATO elevation and slope**	**Safety area dimensions**	**HEL CWY dimensions**	**Obstacle-free zone**
61 41 07.03N 006 45 30.70W	305 FT	-	-	-

Remarks/Bemærkninger: NIL

8. Declared Distances/Operative banelængder

FATO	TODAH	RTODAH	LDAH
-	-	-	-

Remarks/Bemærkninger: NIL

9. Approach and FATO Lighting/Landings- og banebelysning

APP LGT system type, length, intensity	Type of visual approach slope indicator system	FATO area LGT characteristics, location	Aiming point LGT characteristics, location	TLOF LGT system characteristics, location
-	-	-	-	-

Remarks/Bemærkninger: White flashing BCN "H"

10. ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
NIL				

11. Radio Navigation and Landing Aids/Radionavigations- og landingshjælpemidler

FAC VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
NIL						

12. Additional Information

NIL

12. Yderligere information

NIL

1. Location Indicator/Name: EKSO - Svínoy

2. Geographical and Administrative Data

1.	ARP PSN and site:	62 16 35.92N 006 20 29.21W
2.	Distance and direction from city:	-
3.	ELEV: REF temperature:	30 FT -
4.	MAG VAR: Annual change:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Office of Public Works)
	Address:	Svínoy Heliport FO-765 Svínoy Faeoe Islands TEL: - FAX: - E-mail: lv@lv.fo AFS: -
6.	Types of traffic permitted:	VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	O/R. The aerodrome is open for traffic to/ from Schengen States only.
2.	Fuelling:	-

4. Aprons, Taxiways and Check Locations Data

1.	Helicopter stand surface and strength:	-

5. Markings

1.	Final approach and take-off markings:	-
2.	TWY, air TWY, air transit route markers:	-
3.	Remarks:	TLOF edge (white circle)

6. Heliport Obstacles

1. In APCH and TKOF areas

RWY Area affected	Type ELEV Markings/LGT	PSN
-		

Remarks: NIL

2. In circling area and at Heliport

Type ELEV Markings/LGT	PSN
-	

Remarks: NIL

1. Stedindikator/navn: EKSO - Svínoy

2. Geografiske og administrative data

1.	ARP PSN og beliggenhed:	62 16 35.92N 006 20 29.21W
2.	Afstand og retning fra by:	-
3.	ELEV: REF temperatur:	30 FT -
4.	MAG VAR: Årlig ændring:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Landsingeniøren)
	Adresse:	Svínoy Helikopterflyveplads 765 Svínoy Føroyar TEL: - FAX: - E-post: lv@lv.fo AFS: -
6.	Tilladte trafiktyper:	VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	O/R. Lufthavnen er kun åben for trafik til/ fra Schengen-lande.
2.	Tankning:	-

4. Forpladser, rulleveje og checkpunkt data

1.	Helikopterstandplads overflade og styrke:	-

5. Afmærkning

1.	Landings- og start-afmærkning:	-
2.	TWY, luft TWY, luft transit rute afmærkninger:	-
3.	Bemærkninger:	TLOF kant (hvid cirkel)

6. Helikopterflyveplads hindringer

1. I APCH og TKOF områder

RWY Berørt område	Type ELEV Afmærkninger/LGT	PSN
-		

Bemærkninger: NIL

2. I "circling" område og på helikopterflyvepladsen

Type ELEV Afmærkninger/LGT	PSN
-	

Bemærkninger: NIL

7. Heliport Data/Helikopterflyveplads data

AD type	TLOF dimensions	FATO GEO and MAG bearings	FATO dimensions SFC type	TLOF SFC and BRG strength
Circle	7.5 M radius	056.0° to 136.0° and 255.0° to 278.0° GEO 059.0° to 139.0° and 258.0° to 281.0° MAG	14.5 M radius Grass	Concrete -

Coordinates of geometric centre TLOF or THR FATO	TLOF/FATO elevation and slope	Safety area dimensions	HEL CWY dimensions	Obstacle-free zone
62 16 35.92N 006 20 29.21W	30 FT	-	-	-

Remarks/Bemærkninger: NIL

8. Declared Distances/Operative banelængder

FATO	TODAH	RTODAH	LDAH
-	-	-	-

Remarks/Bemærkninger: NIL

9. Approach and FATO Lighting/Landings- og banebelysning

APP LGT system type, length, intensity	Type of visual approach slope indicator system	FATO area LGT characteristics, location	Aiming point LGT characteristics, location	TLOF LGT system characteristics, location
-	-	Yellow edge	-	-

Remarks/Bemærkninger: White flashing BCN "H"
Secondary power supply switch-over time MAX 1 SEC

10. ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
NIL				

11. Radio Navigation and Landing Aids/Radionavigations- og landingshjælpemidler

FAC VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
NIL						

12. Additional Information

NIL

12. Yderligere information

NIL

1. Location Indicator/Name: EKTB - Tórshavn/Bodanes

2. Geographical and Administrative Data

1.	ARP PSN and site:	62 01 18.03N 006 45 26.72W
2.	Distance and direction from city:	-
3.	ELEV: REF temperature:	70 FT -
4.	MAG VAR: Annual change:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Office of Public Works)
	Address:	Bodanes Heliport FO-100 Tórshavn Faeroe Islands TEL: +298 31 64 55 FAX: +298 31 64 55 E-mail: lv@lv.fo AFS: -
6.	Types of traffic permitted:	VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	O/R. The aerodrome is open for traffic to/ from Schengen States only.
2.	Fuelling:	O/R

4. Aprons, Taxiways and Check Locations Data

1.	Helicopter stand surface and strength:	-

5. Markings

1.	Final approach and take-off markings:	-
2.	TWY, air TWY, air transit route markers:	-
3.	Remarks:	TLOF edge (white circle)

6. Heliport Obstacles

1. In APCH and TKOF areas

RWY Area affected	Type ELEV Markings/LGT	PSN
-		

Remarks: NIL

2. In circling area and at Heliport

Type ELEV Markings/LGT	PSN
-	

Remarks: NIL

1. Stedindikator/navn: EKTB - Tórshavn/Bodanes

2. Geografiske og administrative data

1.	ARP PSN og beliggenhed:	62 01 18.03N 006 45 26.72W
2.	Afstand og retning fra by:	-
3.	ELEV: REF temperatur:	70 FT -
4.	MAG VAR: Årlig ændring:	3° W (MAR 2024) -
5.	ADM:	Landsverkfrøðingurin (Landsingeniøren)
	Adresse:	Bodanes Helikopterflyveplads 100 Tórshavn Føroyar TEL: 31 64 55 FAX: 31 64 55 E-post: lv@lv.fo AFS: -
6.	Tilladte trafiktyper:	VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	O/R. Lufthavnen er kun åben for trafik til/ fra Schengen-lande.
2.	Tankning:	O/R

4. Forpladser, rulleveje og checkpunkt data

1.	Helikopterstandplads overflade og styrke:	-

5. Afmærkning

1.	Landings- og start-afmærkning:	-
2.	TWY, luft TWY, luft transit rute afmærkninger:	-
3.	Bemærkninger:	TLOF kant (hvid cirkel)

6. Helikopterflyveplads hindringer

1. I APCH og TKOF områder

RWY Berørt område	Type ELEV Afmærkninger/LGT	PSN
-		

Bemærkninger: NIL

2. I "circling" område og på helikopterflyvepladsen

Type ELEV Afmærkninger/LGT	PSN
-	

Bemærkninger: NIL

7. Heliport Data/Helikopterflyveplads data

AD type	TLOF dimensions	FATO GEO and MAG bearings	FATO dimensions SFC type	TLOF SFC and BRG strength
Circle	7,5 M radius	008.0° to 160.0° GEO 011.0° to 163.0° MAG	14 M radius Grass	Asphalt -
Coordinates of geometric centre TLOF or THR FATO	**TLOF/FATO elevation and slope**	**Safety area dimensions**	**HEL CWY dimensions**	**Obstacle-free zone**
62 01 18.03N 006 45 26.72W	70 FT	-	-	-

Remarks/Bemærkninger: NIL

8. Declared Distances/Operative banelængder

FATO	TODAH	RTODAH	LDAH
-	-	-	-

Remarks/Bemærkninger: NIL

9. Approach and FATO Lighting/Landings- og banebelysning

APP LGT system type, length, intensity	Type of visual approach slope indicator system	FATO area LGT characteristics, location	Aiming point LGT characteristics, location	TLOF LGT system characteristics, location
-	-	Yellow edge	-	-

Remarks/Bemærkninger: White flashing BCN "H"
Secondary power supply switch-over time MAX 1 SEC

10. ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
NIL				

11. Radio Navigation and Landing Aids/Radionavigations- og landingshjælpemidler

FAC VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
NIL						

12. Additional Information

NIL

12. Yderligere information

NIL

AD 4 Heliports

NIL

AD 4 Helikopterflyvepladser

NIL