

## ENR 1.4 ATS Airspace Classification

### 1. Classification of Airspaces

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 flights within each class of airspace are as shown in table 1 on the following page, however, the speed limitation at 250 KTS IAS below FL 100 in airspace class C, D, E and G can be exempted after approval by the Danish CAA, for aircraft types which for technical or safety reasons, cannot maintain this speed.

*Note 1: Airspace classes A, B and F are not used within København FIR.*

*Note 2: En route VFR flights shall not be operated above FL 195 in airspace class C, reference Commission Regulation (EU) No 923/2012.*

### 2. Transponder Mandatory Zone (TMZ)

#### 2.1 Definition

Transponder Mandatory Zone (TMZ) means an airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory.

#### 2.2 Procedures

All flights operating in airspace designated by the competent authority as a transponder mandatory zone (TMZ) shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.

#### 2.3 Designation

The airspace within København FIR designated as TMZ is reflected in table 1 ATS airspace classification.

### 3. Radio Mandatory Zone (RMZ)

#### 3.1 Definition

Radio Mandatory Zone (RMZ) means an airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.

#### 3.2 Procedures

3.2.1 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 competent 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.

3.2.2 Before entering a Radio Mandatory Zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.

#### 3.3 Designation

Within København FIR FIZ and airspace class E and G above FL 95 is designated as RMZ. RMZ is reflected in ENR 2 and AD 2.17.

**Table 1. ATS Airspace Classification**

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minimal	Speed limitation	Radio communication requirement	TMZ	Subject to an ATC clearance
<b>A</b> ***	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	Yes	Yes
	IFR	All traffic	Air traffic control service	Same as for VFR	Not applicable	Continuous two-way	Yes	Yes
<b>B</b> ***	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	Yes	Yes
	IFR	IFR from IFR IFR from VFR	Air traffic control service	Same as for VFR	Not applicable	Continuous two-way	Yes	Yes
<b>C</b>	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	Yes	Yes
	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	Yes	Yes
<b>D</b>	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	Above FL 95	Yes
	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	Yes	Yes
<b>E</b>	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 ****	Above FL 95	No
	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	Yes	No
<b>F</b> ***	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  140 KT IAS	No ****	Above FL 95	No
	IFR	NIL	Flight information service	Same as for VFR	250 KT IAS below FL 100	Continuous two-way	Yes	No
<b>G</b>	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  140 KT IAS	No ****	Above FL 95	No

\* The VMC minima given for airspace class A are for guidance to pilots in case of radio communication failure and do not imply acceptance of VFR flights in airspace class A.  
 \*\* For aircraft established in the aerodrome traffic circuit, flight is permitted with a flight visibility of at least 1.5 KM clear of cloud and with the aerodrome in sight.  
 Flight with manned balloons at or below 450 M (1500 FT) MSL or 300 M (1000 FT) above terrain, 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.  
 \*\*\* Airspace classes A, B and F are not used in København FIR.  
 \*\*\*\* Unless designated as RMZ REF ENR 1.4 item 3.3