## This document and latest ANC can be found on the Internet: <u>https://aim.naviair.dk</u> Aerodromes. Availability Public Aerodromes The Danish public aerodromes are open for traffic to and from other States as indicated on the list below. Customs clearance is compulsory for all flights to Denmark. Immigration is compulsory except for flights between the Schengen States.

ntroduction

List of Schengen States: Austria, Belgium, Bulgaria, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Lichtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, on photographing will apply, as published by posters.

Denmark" approved by the Ministry of Transport.

material, buildings and personnel within the area of an air base.

odrome can be shown on this chart, if the owner so desire, provided

is shown in the VFR Flight Guide, which is also available on the Internet:

https://aim.naviair.dk. NOTAM for private aerodromes will not be issued.

caused during stays at the air base.

Karup Air Base. Special Regulations

to closing time.

3-7. and

Remarks

\*Self-service AD

Private Aerodromes

phone or telefax, as late as the date-of-flight.

that the runway length is at least 500 M and

- that the aerodrome is approved by the Danish CAA.

erations may normally take place on public aerodromes.

1 HR prior. (Please note that an extra fee will be charged).

Self-service AD. Customs: PN 1 HR on TEL +45 21 54 57 57.

"Bornholm Handling": FREQ 131.550 MHZ. Customs/Immigration: PN 1 HR.

Schengen citizens onboard in flight plan item 18. \*Self-service AD. SR - SS + civil twilight. VFG Night: PPR TEL: +45 30 56 53 03.

\*Self-service AD. Customs/Immigration by arrangement TEL +45 97 82 13 68.

Self-service AD. Customs: PN 1 HR submitted MON-WED 0700-1430 (0600-1330)

"Airside Operations": 131.405 MHZ. Customs/Immigration: PN 1 HR. "Roskilde Handling": 131.555 MHZ.

PPR outside AD hours for ADO submitted to TEL: +45 98 93 58 00.

Customs/Immigration: PN 1 HR to ADO. \*Self-service AD. PPR outside AD hours for AD submitted MON-FRI 0900-1500

not later than 1 HR before closing time to ADO. Customs/Immigration: PN 1 HR. \*Self-service when ADO is closed. Customs: PN 1 HR.

0900-1400), THU 1000-1700 (0900-1600) and FRI 1000-1230 (0900-1130).

Customs/Immigration: Are available when ADO is established. PN 1 HR.

Company FREQ 131.500 MHZ. Call sign "AIRCAT ANHOLT

lights and PN for scheduled flights submitted to ADC

Esbjerg Handling": 131.555 MHZ.

MIL AD PPR "Karun Airport Office": 131 550 MH

ustoms/Immigration: PN 1 HR to ADO.

Customs/Immigration: PN 1 HR.

ADO. Customs/Immigration: PN 1 HR.

Customs: PN 1 HR to ADO.

stoms: PN 1 HR to +45 74 72 26 55.

MIL AD PPR. Customs/Immigration: PN 1 HR.

to ADO. Customs/Immigration: PN 1 HR to ADO.

Self-service AD

tor. NOTAM for private heliports and helidecks will not be issued.

Spain, Sweden, Switzerland and The Czech Republic Civil use of Military Air Bases Use of military air bases in Denmark with other than State registered aircraft may be made solely when prior permission has been obtained.

The use of military air bases as an alternate aerodrome may likewise be made solely when prior permission has been obtained. Aalborg Air Base is not affected by these regulations. Permission to use Karup Air Base will be granted unless special conditions may be regarded as prohibitive. As regards other air bases a permission may be granted only if the conditions are favourable. A permission may at any time be withdrawn with immediate effect, should circumstances so require.

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

Karup Airport, Airport Office, N.O. Hansensvej 4, DK-7470 Karup J. TEL: +45 97 10 06 10, FAX: +45 97 10 06 65. Vojens/Skrydstrup Airport, Lilholtvej 8, Skrydstrup, DK-6500 Vojens TEL: +45 74 59 16 54, FAX: +45 74 54 00 06.

E-mail: airport@vojens.dk Application form is available on the Internet: http://vojenslufthavn.dk Rules and Conditions

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

a. A flight plan shall be submitted for each flight. During flight in controlled airspace and during operations on the manoeuvring area, the pilot-in-command shall closely observe the directions given.

List of Public Aerodromes

| Aerodrome  | Open for Traffic to/from   | TEL: +45   | FAX: +45                 |
|--|--|--|--------------------------|
| Aalborg - EKYT   | All States   | 98 17 11 44  | 98 17 36 8               |
| Aarhus - EKAH  | All States   | 87 75 70 50  | 87 75 70 5               |
| Anholt - EKAT *  | Schengen States  | 46 19 11 14  |                          |
| Billund - EKBI<br>Bornholm/Rønne - EKRN<br>Esbjerg - EKEB<br>Herning - EKHG<br>Kalundborg - EKKL *   | All States<br>All States<br>All States<br>All States<br>National AD                    | 76 50 50 50<br>56 95 26 26<br>76 16 90 00<br>97 14 12 44<br>ADO: 20 45 49 11<br>40 41 13 26<br>41 10 88 85 |                          |
| Karup/Midtjyllands Lufthavn - EKKA<br>Kolding/Vamdrup - EKVD   | All States<br>All States   | ADM: 59 51 33 11<br>97 10 06 10<br>75 58 18 77   | 97 10 06 6               |
| Kruså-Padborg - EKPB *<br>København/Kastrup - EKCH<br>København/Roskilde - EKRK<br>Lemvig - EKLV *<br>Lolland Falster/Maribo - EKMB<br>Læsø - EKLS * | National AD<br>All States<br>All States<br>All States<br>All States<br>Schengen States | 30 56 53 03<br>32 31 24 72<br>32 31 32 31<br>97 82 13 68<br>54 60 61 13<br>24 98 35 95                     |                          |
| Morsø - EKNM *   | National AD  | ADM: 20 33 17 71<br>AD: 51 21 01 73<br>AD: 20 66 56 65   |                          |
| Odense/Hans Christian Andersen<br>Airport - EKOD<br>Randers - EKRD   | All States<br>Schengen States  | 65 95 50 72<br>86 40 40 11   | 86 43 41 8               |
| Ringsted - EKRS *  | Schengen States  | 20 29 34 28  |                          |
| Samsø - EKSS *<br>Sindal - EKSN  | National AD<br>All States  | 40 16 40 44<br>98 93 58 00   |                          |
| Skive - EKSV   | All States   | 61 29 57 77 (mobile)   | )                        |
| Stauning - EKVJ  | All States   | 97 36 90 44  |                          |
| Sønderborg - EKSB  | All States   | 74 42 21 30  |                          |
| Thisted - EKTS *<br>Tønder - EKTD<br>Tåsinge/Elvira Madigan Airport<br>EKST  | All States<br>Schengen States<br>All States  | 99 17 37 80<br>74 72 26 55<br>62 54 22 94  | 62 53 33 4               |
| Vesthimmerland - EKVH *  | All States   | 99 66 73 85  |                          |
| Viborg - EKVB  | Schengen States  | 86 60 18 60  |                          |
| Vojens/Skrydstrup - EKSP<br>Ærø - EKAE   | All States<br>All States   | 74 59 16 54<br>AD: 63 52 63 67<br>ADM: 63 52 50 00   | 74 54 00 0<br>62 53 33 4 |

VFR Reporting Points near Aerodromes

List of Radio Navigation Aids

ROE VOR

112.000

Public Holidays (HOL)

Maundy Thursday (THU before Easter)

Ascension Day (6th THU after Easter

Whit Monday (MON after Whit Sunday)

Good Friday (FRI before Easter)

Easter Monday (MON after Easter)

New Years Day (1 JAN)

Christmas (25 DEC)

Boxing Day (26 DEC)

| AD                          | REP  | PSN  | AD  | REP  | PSN  |
|-----------------------------|--|--|---|--|--|
| Aalborg                     | Biersted<br>Hasseris<br>Svenstrup<br>Vildmosen                                 | 57 09 19N 009 49 24E<br>57 02 07N 009 49 55E<br>56 57 38N 009 51 55E<br>57 13 01N 009 50 13E   | København/Kastrup                         | Holding West<br>Tuborg<br>Vallensbæk                                       | 55 36 48N 012 29<br>55 42 58N 012 35<br>55 36 43N 012 21   |
| Aarhus                      | Ebeltoft<br>Grenaa<br>Knebel<br>Langsø<br>Nødager<br>Ryomgård                  | 56 09 58N 010 40 26E<br>56 22 28N 010 50 56E<br>56 13 28N 010 26 56E<br>56 15 58N 010 36 56E<br>56 20 28N 010 37 26E<br>56 23 18N 010 26 55E                         | København/Roskilde                        | Borup<br>Ishøj<br>Køge<br>Valby  | 55 30 43N 011 58<br>55 38 08N 012 17<br>55 28 43N 012 08<br>55 41 36N 012 08   |
| Billund                     | Give<br>Højen<br>Karlskov<br>Sønder Omme<br>Tørring<br>Vandel<br>Vorbasse Vest | 55 51 58N 009 14 55E<br>55 39 50N 009 30 44E<br>55 47 24N 009 10 42E<br>55 50 18N 008 55 55E<br>55 50 16N 009 30 33E<br>55 42 06N 009 12 38E<br>55 37 30N 009 03 30E | Odense/Hans Christian<br>Andersen Airport | Bogense<br>Lindø<br>Lumby<br>Stensby<br>Vissenbjerg                        | 55 34 40N 010 11<br>55 27 25N 010 33<br>55 28 00N 010 22<br>55 30 00N 010 18<br>55 24 05N 010 08   |
| Bornholm/Rønne              | Dueodde<br>Hasle   | 54 59 28N 015 05 01E<br>55 11 38N 014 42 36E   | Stauning                                  | Lem<br>North<br>Skjern West<br>South                                       | 56 01 48N 008 23<br>56 00 36N 008 21<br>55 56 38N 008 28<br>55 59 00N 008 22   |
| Esbjerg                     | Dorid<br>Gørding<br>Skads<br>Store Darum<br>Varde<br>Vester Nebel              | 55 31 10N 008 00 00E<br>55 28 23N 008 49 20E<br>55 30 40N 008 33 46E<br>55 24 53N 008 37 45E<br>55 37 28N 008 30 55E<br>55 32 26N 008 32 38E                         | Sønderborg                                | Bovrup<br>Broager<br>Bøjden<br>Fynshav<br>Gelting<br>Nordborg<br>Ærø North | 54 59 33N 009 35<br>54 54 18N 009 40<br>55 04 40N 010 04<br>54 59 45N 009 58<br>54 45 16N 009 53<br>55 03 58N 009 48<br>54 57 58N 010 11 |
| Karup/Midtjyllands Lufthavn | lkast<br>Ilskov<br>Kongenshus<br>Sjørup  | 56 08 18N 009 07 55E<br>56 14 38N 009 05 55E<br>56 23 00N 009 07 56E<br>56 26 28N 009 08 45E   |   | Ærø North  | 54 57 580 010 11   |

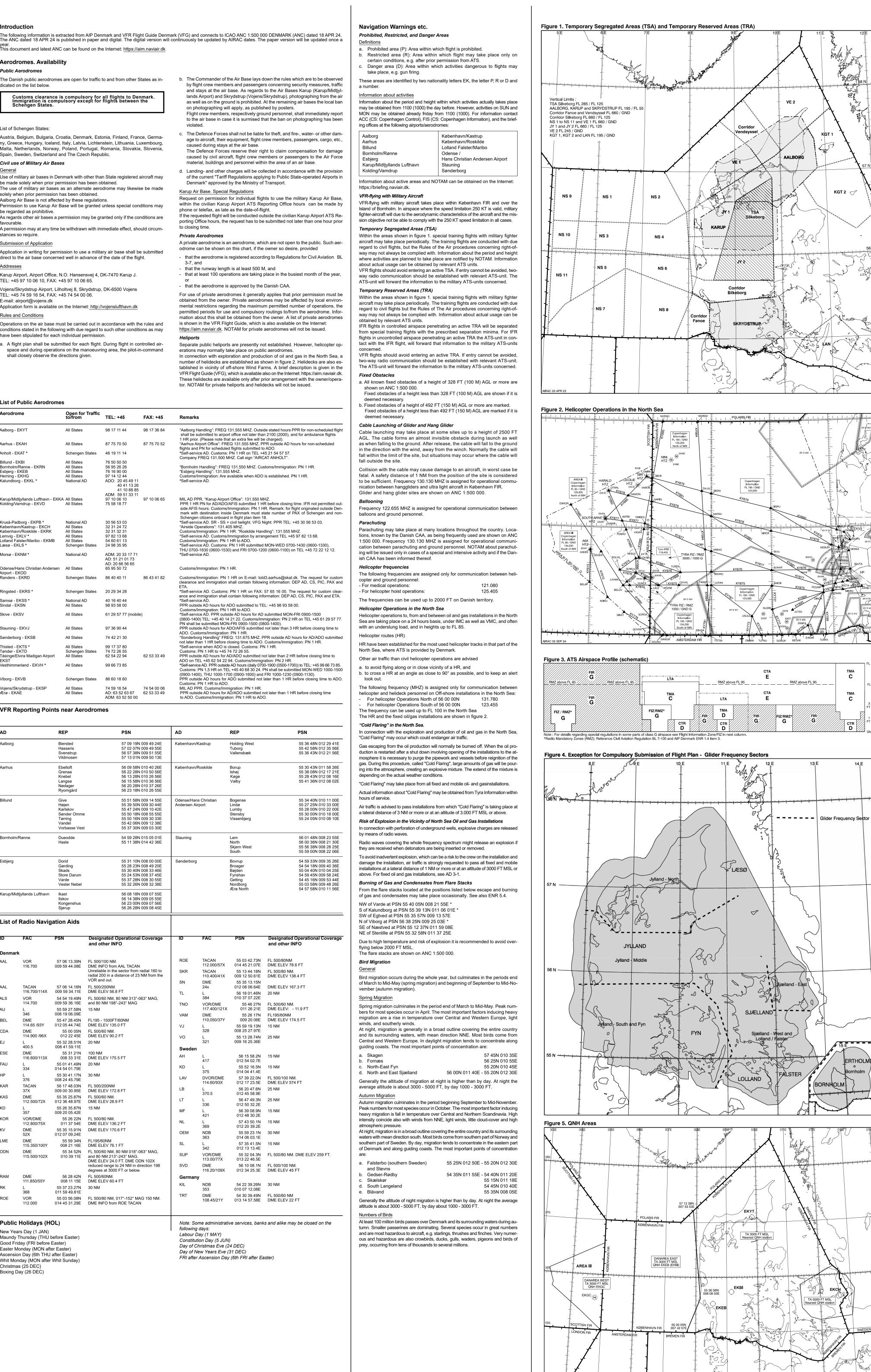
| ID        | FAC                   | PSN  | Designated Operational Coverage<br>and other INFO   | ID            | FAC                    | PSN   | Designated Operational Coverage and other INFO |
|-----------|-----------------------|--|---|---------------|------------------------|---|--|
| Denmar    | k                     |  |   |               |                        |   |  |
| AAL       | VOR<br>116.700        | 57 06 13.39N<br>009 59 44.08E              | FL 500/100 NM.<br>DME INFO from AAL TACAN   | ROE           | TACAN<br>112.000/57X   | 55 03 42.73N<br>014 45 21.07E                 | FL 500/80NM<br>DME ELEV 78.6 FT                |
|           |                       |  | Unreliable in the sector from radial 160 to<br>radial 200 in a distance of 23 NM from the<br>VOR and out. | SKR           | TACAN<br>110.400/41X   | 55 13 44.18N<br>009 12 50.61E                 | FL 500/80 NM.<br>DME ELEV 138.4 FT             |
| AAL       | TACAN<br>116.700/114X | 57 06 14.16N<br>009 59 34.11E              | FL 500/200NM.<br>DME ELEV 56.8 FT   | SN            | DME<br>24x<br>L        | 55 35 13.15N<br>012 08 06.64E<br>56 18 01.46N | DME ELEV 167.3 FT<br>20 NM                     |
| ALS       | VOR<br>114.700        | 54 54 19.49N<br>009 59 36.16E              | FL 500/60 NM, 80 NM 313°-063° MAG,<br>and 80 NM 198°-243° MAG   | TNO           | 384<br>VOR/DME         | 010 37 07.22E<br>55 46 27N                    | FL 500/60 NM.                                  |
| AU        | L<br>346              | 55 59 27.58N<br>008 19 06.09E              | 15 NM   | VAM           | 117.400/121X<br>DME    | 011 26 21E<br>55 26 17N                       | DME ELEV: - 11.9 FT<br>FL195/60NM              |
| BEL       | DME<br>114.65 /93Y    | 55 47 28.45N<br>012 05 44.74E              | FL195 - 1500FT/60NM<br>DME ELEV 135.0 FT  | VJ            | 110,050/37Y<br>L       | 009 20 06E<br>55 59 19.13N                    | DME ELEV 174.5 FT<br>15 NM                     |
| CDA       | DME<br>114.900 /96X   | 55 00 05N<br>012 22 45E                    | FL 500/60 NM.<br>DME ELEV 90.2 FT   | VO            | 328<br>L               | 008 25 27.97E<br>55 13 28.74N                 | 25 NM  |
| EJ        | L<br>400.5            | 55 32 28.51N<br>008 41 59.11E              | 20 NM   | Sweden        | 321                    | 009 16 25.36E                                 |  |
| ESE       | DME<br>116.600/113X   | 55 31 21N<br>008 33 31E                    | 100 NM<br>DME ELEV 175.5 FT   | AH            | L<br>417               | 56 15 58.2N<br>012 54 02.7E                   | 15 NM  |
| FAU       | L<br>334              | 55 01 41.49N<br>014 54 01.79E              | 20 NM   | KD            | L<br>375               | 55 52 16.5N<br>014 04 41.4E                   | 15 NM  |
| HP        | L<br>376              | 55 30 41.17N<br>008 24 45.79E              | 30 NM   | LAV           | DVOR/DME<br>114.60/93X | 57 39 22.0N<br>012 17 23.5E                   | FL 500/100 NM.<br>DME ELEV 574 FT              |
| KAR       | TACAN<br>37X          | 56 17 48.03N<br>009 00 30.95E              | FL 500/200NM<br>DME ELEV 172.8 FT   | LB            | L<br>370.5             | 56 20 47.6N<br>012 45 58.9E                   | 25 NM  |
| KAS       | DME<br>112.500/72X    | 55 35 25.87N<br>012 36 48.97E              | FL 500/60 NM.<br>DME ELEV 28.9 FT   | LT            | L<br>336               | 56 47 49.3N<br>012 50 32.2E                   | 25 NM  |
| KD<br>KOR | L<br>357<br>VOR/DME   | 55 26 35.87N<br>009 20 05.42E<br>55 26 22N | 15 NM<br>FL 500/80 NM.  | MF            | L<br>421               | 56 39 08.9N<br>012 48 30.2E                   | 15 NM  |
| KV        | 112.800/75X<br>DME    | 55 26 22N<br>011 37 54E<br>55 35 15.91N    | DME ELEV 136.2 FT<br>DME ELEV 170.6 FT  | NL            | L<br>369               | 57 43 50.1N<br>012 20 39.2E                   | 15 NM  |
| LME       | 52X<br>DME            | 012 07 09.24E<br>55 59 34N                 | FL195/60NM  | OEM           | NDB<br>363             | 55 59 23.1N<br>014 06 03.1E                   | 30 NM  |
|           | 115.350/100Y          | 008 21 16E                                 | DME ELEV 76.1 FT  | SL            | L<br>342               | 57 35 41.5N<br>012 13 13.4E                   | 15 NM  |
| ODN       | DME<br>115.500/102X   | 55 34 52N<br>010 39 11E                    | FL 500/60 NM, 80 NM 018°-063° MAG,<br>and 80 NM 213°-243° MAG.<br>DME ELEV 24.0 FT. DME ODN 102X          | SUP           | VOR/DME<br>113.00/77X  | 55 32 04.3N<br>013 22 46.5E                   | FL 500/80 NM. DME ELEV 259 FT.                 |
|           |                       |  | reduced range to 24 NM in direction 198<br>degrees at 3000 FT or below.                                   | SVD           | DME<br>116.20/109X     | 56 10 08.1N<br>012 34 25.3E                   | FL 500/100 NM.<br>DME ELEV 45 FT               |
| RAM       | DME<br>111.850/55Y    | 56 28 42N<br>008 11 15E                    | FL 500/60NM.<br>DME ELEV 60.4 FT  | German<br>KIL | <b>y</b><br>NDB        | 54 22 39.26N                                  | 30 NM  |
| RK        | L<br>368              | 55 37 23.27N<br>011 59 49.81E              | 30 NM   |               | 353<br>DME             | 010 07 12.08E                                 |  |

55 03 56.08N FL 500/80 NM, 017°-152° MAG 150 NM.

014 45 31.29E DME INFO from ROE TACAN

|        | FAC                     | PSN                           | and other INFO                       |
|--------|-------------------------|-------------------------------|--------------------------------------|
| OE     | TACAN<br>112.000/57X    | 55 03 42.73N<br>014 45 21.07E | FL 500/80NM<br>DME ELEV 78.6 FT      |
| ٢R     | TACAN<br>110.400/41X    | 55 13 44.18N<br>009 12 50.61E | FL 500/80 NM.<br>DME ELEV 138.4 FT   |
| N      | DME<br>24x              | 55 35 13.15N<br>012 08 06.64E | DME ELEV 167.3 FT                    |
| -      | L<br>384                | 56 18 01.46N<br>010 37 07.22E | 20 NM                                |
| NO     | VOR/DME<br>117.400/121X | 55 46 27N<br>011 26 21E       | FL 500/60 NM.<br>DME ELEV: - 11.9 FT |
| ۹M     | DME<br>110,050/37Y      | 55 26 17N<br>009 20 06E       | FL195/60NM<br>DME ELEV 174.5 FT      |
| J      | L<br>328                | 55 59 19.13N<br>008 25 27.97E | 15 NM                                |
| C      | L<br>321                | 55 13 28.74N<br>009 16 25.36E | 25 NM                                |
| weden  |                         |                               |                                      |
| 4      | L<br>417                | 56 15 58.2N<br>012 54 02.7E   | 15 NM                                |
| C      | L<br>375                | 55 52 16.5N<br>014 04 41.4E   | 15 NM                                |
| Ŵ      | DVOR/DME<br>114.60/93X  | 57 39 22.0N<br>012 17 23.5E   | FL 500/100 NM.<br>DME ELEV 574 FT    |
| 3      | L<br>370.5              | 56 20 47.6N<br>012 45 58.9E   | 25 NM                                |
| -      | L<br>336                | 56 47 49.3N<br>012 50 32.2E   | 25 NM                                |
| F      | L<br>421                | 56 39 08.9N<br>012 48 30.2E   | 15 NM                                |
| L      | L<br>369                | 57 43 50.1N<br>012 20 39.2E   | 15 NM                                |
| EM     | NDB<br>363              | 55 59 23.1N<br>014 06 03.1E   | 30 NM                                |
| -      | L<br>342                | 57 35 41.5N<br>012 13 13.4E   | 15 NM                                |
| JP     | VOR/DME<br>113.00/77X   | 55 32 04.3N<br>013 22 46.5E   | FL 500/80 NM. DME ELEV 259 FT.       |
| VD     | DME<br>116.20/109X      | 56 10 08.1N<br>012 34 25.3E   | FL 500/100 NM.<br>DME ELEV 45 FT     |
| ermany |                         |                               |                                      |
| L      | NDB<br>353              | 54 22 39.26N<br>010 07 12.08E | 30 NM                                |
| रा     | DME<br>108.45/21Y       | 54 30 39.49N<br>013 14 57.58E | FL 500/60 NM<br>DME ELEV 22 FT       |
|        |                         |                               |                                      |

Note: Some administrative services, banks and alike may be closed on the following days: Labour Day (1 MAY) Constitution Day (5 JUN) Day of Christmas Eve (24 DEC) Day of New Years Eve (31 DEC) FRI after Ascension Day (6th FRI after Easter)





will be included in the routine approach and landing instructions. The QFE altimeter

setting will be given on request only.

| and above   |   | Alitude  | 3000   |  |   | A* I   | BCDEF   | G  |  | 8   | visibility<br>KM  |  | 1500 M hori<br>300 M (1000  | zontally<br>) FT) ve  | /<br>ertically   | rom cloud  | I  |   |
|---|---|--|--|--|---|--|---|--|--|---|---|--|---|---|--|--|--|---|
| elow FL 100<br>pove 300 M (<br>gher<br>and below 9<br>pove terrain,   | (1000 FT)<br>000 M (300   | above ter  | rain, whiche<br>SL, or 300 M   | ever is t  | he  |  | BCDEF<br>BCDE<br>FG   |  |  | 5   | KM<br>KM<br>KM<br>*/140 KT  |  | 1500 M hori<br>300 M (1000<br>1500 M hori<br>300 M (1000<br>Clear of close  | 2 FT) ve<br>zontally<br>2 FT) ve  | ertically<br>y<br>ertically  | urface in s  | ight   |   |
| For aircra<br>Flight with<br>With helic   | If establish<br>manned<br>copters, fli<br>stacle in t<br>manned<br>copters, fli<br>stacle in t<br>manned<br>copters, fli<br>stacle in t<br>manned<br>copters, fli<br>stacle in t<br>e ceiling<br>e ground<br>priate Ain<br>al VFR fligh<br>dof T40<br>tribuer the<br>tribuer the tribuer the<br>tribuer the tribuer the<br>tribuer the tribuer the<br>tribuer the tribuer the tribuer the<br>tribuer the tribuer the tribuer the tribuer the<br>tribuer the tribuer the tribuer the tribue | the din the<br>balloons a<br>ght is perri-<br>ime to avc<br>marance fo<br>unit, VFF<br>is less th<br>visibility<br>r Traffic C<br>light, if th<br>within the<br>outside i<br>ity at the<br>e daily pe<br>to | aerodrome<br>at or below of<br>mitted with a<br>bid collision.<br>r a Specia<br>R flights sh<br>an 450 M<br>is less tha<br>Control Unive ceiling is<br>a daily peri-<br>the | I traffic 6<br>450 M (<br>a flight v<br>I VFR<br>hall not<br>(1500<br>an 5 Kl<br>it may<br>s not b<br>ods for<br>eriods<br>e is not<br>/FR flig<br>FR flig<br>f clear<br>ve aded<br>d a col<br>/FR flig<br>Special<br>aerodu<br>ed that<br>sion.<br>at the<br>R flight<br>ot intene<br>e aerodu<br>shall be<br>ailable | circuit, flig<br>(1500 FT)<br>isibility of<br>Flight is of<br>take pla<br>FT), or<br>M.<br>within a<br>elow<br>r VFR flig<br>for VFR<br>of clow<br>a for VFR<br>of clow<br>and the<br>state op<br>flision and<br>ghts, an | ht is permi<br>MSL or 30<br>at least 0.<br>obtained<br>ce within<br>control zo<br>this<br>flights,<br>an<br>s and in s<br>portunity<br>d with a f<br>thin the c<br>the fligh<br>adequat<br>ne is less<br>a special<br>ake off ou<br>affic zon-<br>is not les<br>d in acco<br>h only).  | tted with a<br>0 M (1000<br>8 KM, pro-<br>from the<br>a contro<br>one issue<br>sight of ti<br>to obser<br>light visil<br>daily perit<br>t visibility<br>e opportu<br>s than 1<br>VFR cle<br>r land at s<br>e or aerce<br>s than 1<br>rdance v   | t zone<br>e clear-<br>he sur-<br>ve oth-<br>bility of<br>ods for<br>y is not<br>unity to<br>500 m,<br>arance<br>an aer-<br>odrome<br>500 m,<br>vith the                  | lity of a<br>terrain<br>he helic<br>R<br>R<br>C<br>C<br>5<br>C<br>C<br>5<br>C<br>C<br>5<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C | ance of VI<br>t least 1.5,<br>whicheve<br>opter is op<br>egulation<br>En rou<br>ass C.<br>Unless<br>ot be ope<br>above<br>outside<br>out in a<br>Regula<br>only) a<br>at tran<br>Unless<br>adove<br>outside<br>out in a<br>Regula<br>only) a<br>at tran<br>Unless<br>ad nig<br>over th<br>sorts a<br>a heigl<br>dius of<br>connec<br>over o<br>grounc<br>of 150<br>mitted<br>ote: Bria<br>ceir<br>Excep<br>y the Dar<br>tion altitu | FR flights is<br>KM clear<br>er is the hi<br>berated at<br>permissie<br>rated<br>FL 195,<br>e the daily<br>accordan<br>ations for<br>ind BL 5-<br>sonic and<br>s permissight, shall<br>ec conges<br>ind inhab<br>t not less<br>600 M fr<br>ction with<br>ther thar<br>d or water<br>M (500 F<br>in conne<br>loges with<br>yed as or<br>t where or<br>t where or<br>t shall<br>en conges | of cloud a<br>gher, is pe<br>a speed th<br>ill Aviatio<br>lights sha<br>on has b<br>y periods<br>ce with th<br>Civil Avi<br>38 (avail<br>d superso<br>ited area<br>ited cam<br>s than 30<br>om the are<br>take-off<br>n the area<br>take-off<br>n the area<br>take-of  | Ind with the<br>ermitted with<br>hat will give<br>n BL 7-7 a<br>all not be of<br>een obtain<br>for VFR fli<br>he requirer<br>ation BL 5<br>able in Eng<br>onic speed<br>been obtain<br>s of cities,<br>ping sites)<br>00 M (1000<br>ircraft. Fly<br>from or lai<br>as mentio<br>M (500 FT<br>he aircraft. | a fligh<br>adequa<br>nd BL<br>operate<br>ned fro<br>ghts, v<br>ned fro<br>ghts, v<br>- 61, Bl<br>glish),<br>-<br>ined fr<br>towns<br>or ove<br>FT) a<br>ing at a<br>ned in<br>) abov<br>Flying<br>or land<br><i>by 300</i><br>in air tr<br>Guide,<br>flight l | t visibility<br>ate opport<br>7-7 A (a<br>ed above<br>m the D<br>vith the e<br>stated for<br>L 5-65, B<br>and<br>rom the D<br>or settle<br>er an ope<br>bove the<br>a lower h<br>at an app<br>a a, at le<br>e the hig<br>g at a low<br>ing.<br>0 M (100<br>VFR flig]<br>evel app | of at least<br>unity to ob<br>vailable i<br>FL 195 i<br>anish CA<br>xception<br>r VFR-NI<br>L 7-100 i<br>Danish C,<br>ments (in<br>n-air ass<br>highest of<br>eight, ho<br>roved ac<br>east 150<br>hest obsi<br>er altitude<br>0 FT) or<br>trol clear<br>nts in leve<br>ropriate t | serve othe<br>n English<br>n airspac<br>A, VFR fl<br>GHT flig<br>GHT flig<br>(available<br>AA VFR<br>scluding s<br>embly of<br>obstacle<br>wever, is<br>rodrome<br>M (500<br>tacle with<br>e are, how<br>more sh<br>ances or<br>els highe<br>o the trace | n).<br>ce<br>flights sha<br>ight carrie<br>ht, ref. Th<br>e in Danis<br>flights, da<br>summer re<br>persons a<br>within a ra<br>a allowed i<br>s.<br>FT) abov<br>nin a radiu<br>wever, pe<br>nall be pe<br>prescribe<br>r than trar<br>ck as spec |
| 3   | FL<br>35<br>55<br>75  |  | 1  | M<br>050<br>700<br>300   |   | ea Level   | FT<br>3500<br>5500<br>7500  | Magnet   | tic Tra  | F<br>4<br>6   | 5<br>5  |  | 13<br>20  | - 359°<br>A<br>M<br>50<br>00  | Above Se   | ea Level   | FT<br>4500<br>6500<br>8500   |   |
| 9<br>1<br>1<br>1<br>1   | 95<br>15<br>35<br>55<br>75<br>95<br>mmand o<br>ig in airs   | pace clas  | 2<br>3<br>4<br>5<br>5<br>5<br>0ut VFR-fli<br>sses B, C ;   | 900<br>500<br>100<br>700<br>350<br>950<br>ght, sh<br>and D,  | or  | mes or   | 7500<br>9500<br>11500<br>13500<br>15500<br>17500<br>19500   | 1  | Α  | IP/VFR P  | )5<br>25<br>35<br>35<br>an air-gro<br>Flight Gui  | de.  | 32<br>38<br>44<br>50  | 00<br>00<br>50<br>50  |  |  | 10500<br>12500<br>14500<br>16500<br>18500  | -   |
| when flyir<br>w the regu-<br>, position i<br>A pilot-in-c<br>ain specified<br>tion is pub<br>ch on the s<br>-unit provi<br>e 1: SELC,<br>mrise/Su                       | ng Specia<br>ulations of<br>reports, of<br>command<br>d routes,<br>ilished in<br>specified<br>ding fligh<br>AL or sin   | al VFR<br>concernin<br>cease of<br>l carrying<br>for which<br>AIP/VFF<br>frequent<br>informa<br><i>nilar auto</i>  | ng ATC clo<br>control and<br>out VFR-fli<br>requireme<br>R Flight Gu<br>cy and sul<br>ation servio   | earanc<br>d radic<br>ght with<br>nt for e<br>uide, sl<br>bmit p<br>ce.   | ces regar<br>commu<br>hin or into<br>establishir<br>hall main<br>osition re   | ding adh<br>nication.<br>o certain s<br>ng two-wa<br>tain conti<br>eport if re   | pecified a<br>y radio c<br>nuous lis<br>quested,  | areas or<br>ommu-<br>stening<br>, to the   | m<br>fic<br>9.<br>w<br>a.  | A pilot<br>c controll<br>A pilot<br>ishes to<br>if a flic<br>fected<br>submi<br>to be   | n watch n<br>ler and pi<br>t-in-comn<br>change to<br>change to<br>to its cu<br>t a flight p   | emains in<br>lot has b<br>nand flyin<br>o complia<br>vas subr<br>rrent fligh<br>olan to th<br>d in airsp   | n effect afte<br>een establ<br>ng in acco<br>ance with t<br>nitted, com<br>nt plan, or<br>ne appropri<br>bace class   | er data<br>lished.<br>rdance<br>he ins<br>nmunic<br>ate air   | e link con<br>e with the<br>trument f<br>cate the r  | nmunicati<br>e visual fl<br>flight rule<br>necessar<br>ervices ui  | ion betwe<br>ight rules<br>s shall:<br>y change<br>nit and if  | een air tra<br>s, and wh<br>es to be e<br>the flight  |
| y TWIL<br>FROM<br>07:10<br>07:09<br>07:07   |   | ided into<br>Table 1:  |  |  | -   | ·  |   | e within th<br>ata REF: El<br>TWIL<br>TO<br>16:36<br>16:39<br>16:44<br>16:44   | -  | -   |   |  |   |   |  |  | 2031.<br>ss<br>18:03<br>18:07<br>18:11<br>18:15  | TWIL<br>TO<br>18:41<br>18:46<br>18:50<br>18:54  |
| 07:07<br>07:05<br>07:03<br>07:02<br>07:00<br>06:58<br>06:55<br>06:55<br>06:55<br>06:50<br>06:47<br>06:41  | 07:53<br>07:51<br>07:49<br>07:45<br>07:45<br>07:42<br>07:39<br>07:36<br>07:33<br>07:33<br>07:33<br>07:26<br>07:23<br><b>MAY</b>   | 15:08<br>15:12<br>15:15<br>15:19<br>15:23<br>15:27<br>15:31<br>15:35<br>15:39<br>15:43<br>15:43<br>15:47<br>15:52  | 15:54<br>15:58<br>16:01<br>16:08<br>16:11<br>16:15<br>16:18<br>16:22<br>16:26<br>16:29<br>16:34  | 09<br>11<br>13<br>15<br>17<br>19<br>21<br>23<br>25<br>27<br>29   | 06:24<br>06:20<br>06:17<br>06:12<br>06:07<br>05:59<br>05:54<br>05:49<br>05:44<br>05:39  | 07:04<br>07:00<br>06:56<br>06:51<br>06:42<br>06:37<br>06:22<br>06:27<br>06:22<br>06:17   | 16:12<br>16:16<br>16:21<br>16:25<br>16:30<br>16:34<br>16:38<br>16:43<br>16:47<br>16:52<br>16:56   | 16:52<br>16:56<br>17:00<br>17:04<br>17:09<br>17:13<br>17:16<br>17:21<br>17:25<br>17:30<br>17:34  | 09<br>11<br>13<br>15<br>17<br>19<br>21<br>23<br>25<br>27<br>29<br>31   | 05:17<br>05:12<br>05:06<br>04:50<br>04:50<br>04:39<br>04:33<br>04:28<br>04:23<br>04:23<br>04:17   | 05:54<br>05:49<br>05:43<br>05:33<br>05:27<br>05:22<br>05:17<br>05:11<br>05:06<br>05:01<br>04:55<br>JUL  | 17:15<br>17:19<br>17:24<br>17:28<br>17:32<br>17:36<br>17:40<br>17:44<br>17:49<br>17:53<br>17:57<br>18:01   | 17:52<br>17:56<br>18:01<br>18:05<br>18:09<br>18:13<br>18:17<br>18:22<br>18:27<br>18:31<br>18:35<br>18:39  | 09<br>11<br>13<br>15<br>17<br>19<br>21<br>23<br>25<br>27<br>29  | 03:52<br>03:47<br>03:41<br>03:35<br>03:30<br>03:24<br>03:19<br>03:13<br>03:09<br>03:03<br>02:57  | 04:32<br>04:27<br>04:21<br>04:16<br>04:11<br>04:06<br>04:01<br>03:56<br>03:52<br>03:47<br>03:42<br><b>AUG</b>  | 18:20<br>18:22<br>18:28<br>18:32<br>18:36<br>18:40<br>18:44<br>18:48<br>18:53<br>18:57<br>19:01  | 19:00<br>19:04<br>19:03<br>19:13<br>19:17<br>19:22<br>19:26<br>19:31<br>19:36<br>19:41<br>19:46   |
| 02:53<br>02:47<br>02:42<br>02:36<br>02:32<br>02:27<br>02:22<br>02:17<br>02:13<br>02:08<br>02:04<br>02:00<br>01:56<br>01:55<br>01:48<br>01:45                            | 03:38<br>03:29<br>03:24<br>03:20<br>03:16<br>03:12<br>03:08<br>03:05<br>03:01<br>02:58<br>02:55<br>02:55<br>02:52<br>02:49<br>02:46   | $\begin{array}{c} 19:05\\ 19:09\\ 19:13\\ 19:17\\ 19:21\\ 19:25\\ 19:29\\ 19:33\\ 19:36\\ 19:40\\ 19:44\\ 19:47\\ 19:50\\ 19:53\\ 19:56\\ 19:59\\ \end{array}$   | $\begin{array}{c} 19:50\\ 19:55\\ 20:00\\ 20:05\\ 20:09\\ 20:14\\ 20:24\\ 20:28\\ 20:33\\ 20:38\\ 20:42\\ 20:46\\ 20:50\\ 20:54\\ 20:58\end{array}$  | 01<br>03<br>05<br>07<br>09<br>11<br>13<br>15<br>17<br>19<br>21<br>23<br>25<br>27<br>29   | 01:44<br>01:38<br>01:36<br>01:33<br>01:32<br>01:32<br>01:30<br>01:30<br>01:30<br>01:30<br>01:31<br>01:32<br>01:33<br>01:35  | 02:43<br>02:39<br>02:38<br>02:35<br>02:35<br>02:34<br>02:34<br>02:34<br>02:34<br>02:34<br>02:35<br>02:34<br>02:35<br>02:33   | 20:01<br>20:03<br>20:06<br>20:08<br>20:12<br>20:13<br>20:14<br>20:15<br>20:16<br>20:16<br>20:16<br>20:16<br>20:16<br>20:15  | 21:00<br>21:03<br>21:07<br>21:10<br>21:12<br>21:15<br>21:15<br>21:16<br>21:18<br>21:19<br>21:20<br>21:20<br>21:21<br>21:20<br>21:21<br>21:18                             | 01<br>03<br>05<br>07<br>09<br>11<br>13<br>15<br>17<br>19<br>21<br>23<br>25<br>27<br>29<br>31   | 01:37<br>01:40<br>01:43<br>01:46<br>01:52<br>01:56<br>02:00<br>02:04<br>02:13<br>02:17<br>02:22<br>02:26<br>02:31<br>02:36  | 02:40<br>02:42<br>02:44<br>02:51<br>02:51<br>02:55<br>03:00<br>03:03<br>03:07<br>03:10<br>03:14<br>03:17<br>03:21<br>03:25  | 20:14<br>20:13<br>20:12<br>20:08<br>20:08<br>20:04<br>20:01<br>19:55<br>19:55<br>19:55<br>19:45<br>19:49<br>19:41<br>19:38<br>19:34  | 21:17<br>21:15<br>21:13<br>21:10<br>21:08<br>21:05<br>21:02<br>20:58<br>20:54<br>20:50<br>20:46<br>20:42<br>20:37<br>20:28<br>20:23   | 01<br>03<br>05<br>07<br>09<br>11<br>13<br>15<br>17<br>19<br>21<br>23<br>25<br>27<br>29<br>31  | 02:38<br>02:43<br>02:52<br>02:56<br>03:01<br>03:06<br>03:10<br>03:15<br>03:19<br>03:24<br>03:28<br>03:33<br>03:37<br>03:42<br>03:46  | 03:27<br>03:31<br>03:34<br>03:38<br>03:42<br>03:46<br>03:50<br>03:54<br>03:58<br>04:02<br>04:06<br>04:10<br>04:14<br>04:18<br>04:22<br>04:26   | $\begin{array}{c} 19:32\\ 19:27\\ 19:23\\ 19:19\\ 19:14\\ 19:10\\ 19:05\\ 19:00\\ 18:55\\ 18:55\\ 18:51\\ 18:46\\ 18:41\\ 18:36\\ 18:30\\ 18:25\\ 18:20\\ 18:20\\ \end{array}$   | 20:21<br>20:15<br>20:10<br>20:05<br>19:55<br>19:49<br>19:34<br>19:38<br>19:33<br>19:23<br>19:23<br>19:17<br>19:11<br>19:05<br>19:00   |
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| $\begin{array}{c} 04:07\\ 04:11\\ 04:20\\ 04:24\\ 04:28\\ 04:33\\ 04:36\\ 04:44\\ 04:42\\ 04:44\\ 04:44\\ 04:42\\ 04:52\\ 04:56\\ 05:00\\ 05:03\\ \end{array}$          | 04:46<br>04:50<br>04:54<br>05:02<br>05:06<br>05:10<br>05:13<br>05:17<br>05:21<br>05:25<br>05:29<br>05:33<br>05:37<br>05:40  | $18:34\\18:28\\18:23\\18:18\\18:13\\18:02\\17:57\\17:52\\17:54\\17:41\\17:36\\17:31\\17:26\\17:20$   | 19:13<br>19:07<br>19:01<br>18:56<br>18:51<br>18:34<br>18:39<br>18:34<br>18:39<br>18:24<br>18:13<br>18:08<br>18:03<br>17:57   | 01<br>03<br>05<br>07<br>09<br>11<br>13<br>15<br>17<br>19<br>21<br>23<br>25<br>27<br>29<br>31   | 05:07<br>05:11<br>05:15<br>05:23<br>05:23<br>05:31<br>05:35<br>05:38<br>05:43<br>05:54<br>05:55<br>05:55<br>05:55<br>05:55<br>06:02<br>06:07  | $\begin{array}{c} 05:44\\ 05:48\\ 05:52\\ 05:56\\ 06:00\\ 06:04\\ 06:08\\ 06:12\\ 06:25\\ 06:25\\ 06:25\\ 06:23\\ 06:37\\ 06:31\\ 06:46\\ \end{array}$   | $\begin{array}{c} 17:15\\ 17:10\\ 17:05\\ 17:00\\ 16:55\\ 16:50\\ 16:45\\ 16:40\\ 16:35\\ 16:20\\ 16:25\\ 16:20\\ 16:21\\ 16:16\\ 16:11\\ 16:07\\ 16:02 \end{array}$  | $17:52\\17:47\\17:42\\17:37\\17:32\\17:27\\17:22\\17:17\\17:13\\17:08\\17:03\\16:58\\16:58\\16:54\\16:50\\16:46\\16:41\\$  | 01<br>03<br>05<br>07<br>09<br>11<br>13<br>15<br>17<br>19<br>21<br>23<br>25<br>27<br>29   | $\begin{array}{c} 06:09\\ 06:12\\ 06:16\\ 06:20\\ 06:23\\ 06:23\\ 06:31\\ 06:35\\ 06:39\\ 06:42\\ 06:48\\ 06:52\\ 06:58\\ 06:58\\ \end{array}$  | 06:48<br>06:52<br>06:56<br>07:00<br>07:04<br>07:09<br>07:13<br>07:21<br>07:25<br>07:25<br>07:25<br>07:32<br>07:36<br>07:40  | $\begin{array}{c} 16:00\\ 15:56\\ 15:52\\ 15:48\\ 15:44\\ 15:37\\ 15:33\\ 15:30\\ 15:27\\ 15:22\\ 15:22\\ 15:19\\ 15:15\end{array}$  | 16:39<br>16:32<br>16:28<br>16:25<br>16:19<br>16:19<br>16:19<br>16:12<br>16:10<br>16:07<br>16:06<br>16:03<br>16:01<br>16:00  | 01<br>03<br>05<br>07<br>09<br>11<br>13<br>15<br>17<br>19<br>21<br>23<br>25<br>27<br>29<br>31  | 07:02<br>07:05<br>07:07<br>07:10<br>07:12<br>07:14<br>07:16<br>07:19<br>07:21<br>07:22<br>07:23<br>07:23<br>07:23<br>07:24<br>07:24  | 07:47<br>07:50<br>07:55<br>07:58<br>08:00<br>08:03<br>08:05<br>08:08<br>08:08<br>08:10<br>08:10<br>08:11<br>08:11<br>08:10   | $\begin{array}{c} 15:13\\ 15:11\\ 15:09\\ 15:08\\ 15:08\\ 15:08\\ 15:08\\ 15:09\\ 15:09\\ 15:09\\ 15:11\\ 15:12\\ 15:14\\ 15:16\\ 15:18\end{array}$  | $\begin{array}{c} 15:58\\ 15:56\\ 15:56\\ 15:55\\ 15:54\\ 15:55\\ 15:55\\ 15:55\\ 15:56\\ 15:56\\ 15:56\\ 15:58\\ 15:59\\ 15:59\\ 16:01\\ 16:04\\ 16:04 \end{array}$  |

Visual Flight Rules

## . Except when operating as a Special VFR Flight according to item 1.1, VFR and distance from clouds equal to or greater than those specified in the following table indicating the limits of visual meteorological conditions (VMC) flights shall be conducted so that the aircraft is flown in conditions of visibility

| A* B C D E F G   8 KM   1500 M horizontally<br>300 M (1000 FT) vertically     A* B C D E F G   5 KM   1500 M horizontally<br>300 M (1000 FT) vertically     A* B C D E   5 KM   1500 M horizontally<br>300 M (1000 FT) vertically     F G   5 KM   Clear of cloud and with the surface in sight |  | Airspace Class | Flight visibility     | Distance from cloud                          |  |  |  |  |  |  |
|---|--|----------------|-----------------------|--|--|--|--|--|--|--|
| A* B C D E 5 KM 1500 M (1000 FT) vertically<br>300 M (1000 FT) vertically<br>300 M (1000 FT) vertically   F G 5 KM Clear of cloud and with the surface in sight   |  | A* B C D E F G | 8 KM                  |  |  |  |  |  |  |  |
| FG 5 KM Clear of cloud and with the surface in sight  |  |                |                       |  |  |  |  |  |  |  |
|   |  | A* B C D E     | 5 KM                  |  |  |  |  |  |  |  |
| 3 KM**/140 KT   |  | F G            | 5 KM<br>3 KM**/140 KT | Clear of cloud and with the surface in sight |  |  |  |  |  |  |

|        | Magne   | etic Track  |  |  |  |  |  |
|--------|---|---|--|--|--|--|--|
|        |   |   | 180° - 359°  |  |  |  |  |
| ve Se  | ea Level  | FL  | Above Sea Level  |  |  |  |  |
|        | FT  |   | М  | FT   |  |  |  |
|        | 3500<br>5500<br>7500<br>9500<br>11500<br>13500<br>15500<br>17500<br>19500 | 45<br>65<br>85<br>105<br>125<br>145<br>165<br>185 | 1350<br>2000<br>2600<br>3200<br>3800<br>4400<br>5050<br>5650 | 4500<br>6500<br>8500<br>10500<br>12500<br>14500<br>16500<br>18500                                |  |  |  |
| rodror | nes, or   | AIP/VFR Flight Ğuide.<br>Note 2: The requiremen   | t for a pilot-in-command to m                                | h, when specifically noted in<br>naintain air-ground voice com-<br>mmunication between air traf- |  |  |  |

| -   | -  |  |  |  | -   |   |   | ow. The ta<br>(MIL/CIV) F   |   |   |  |  |  |
|---|--|--|--|--|---|---|---|---|---|---|--|--|--|
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