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.

ntroduction

Customs clearance is compulsory for all flights to Denmark. Immigration is compulsory except for flights between the Schengen States.

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, 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 A permission may at any time be withdrawn with immediate effect, should circumstances so require.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 84 |
| Aarhus - EKAH | All States | 87 75 70 50 | 87 75 70 52 |
| Anholt - EKAT * | Schengen States | 46 19 11 14 | |
| Billund - EKBI Bornholm/Rønne - EKRN Esbjerg - EKEB Herning - EKHG Kalundborg - EKKL * | All States All States All States All States National AD | 76 50 50 50 56 95 26 26 76 16 90 00 97 14 12 44 ADO: 20 45 49 11 40 41 13 26 41 10 88 85 | |
| Karup/Midtjyllands Lufthavn - EKKA Kolding/Vamdrup - EKVD | All States All States | ADM: 59 51 33 11 97 10 06 10 75 58 18 77 | 97 10 06 65 |
| Kruså-Padborg - EKPB * København/Kastrup - EKCH København/Roskilde - EKRK Lemvig - EKLV * Lolland Falster/Maribo - EKMB Læsø - EKLS * | National AD All States All States All States All States Schengen States | 30 56 53 03 32 31 24 72 32 31 32 31 97 82 13 68 54 60 61 13 24 98 35 95 | |
| Morsø - EKNM * | National AD | ADM: 20 33 17 71 AD: 51 21 01 73 AD: 20 66 56 65 | |
| Odense/Hans Christian Andersen Airport - EKOD Randers - EKRD | All States Schengen States | 65 95 50 72 86 40 40 11 | 86 43 41 82 |
| Ringsted - EKRS * | Schengen States | 20 29 34 28 | |
| Samsø - EKSS * Sindal - EKSN | National AD All States | 40 16 40 44 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 * Tønder - EKTD Tåsinge/Elvira Madigan Airport EKST | All States Schengen States All States | 99 17 37 80 74 72 26 55 62 54 22 94 | 62 53 33 49 |
| Vesthimmerland - EKVH * | All States | 99 66 73 85 | |
| Viborg - EKVB | Schengen States | 86 60 18 60 | |
| Vojens/Skrydstrup - EKSP Ærø - EKAE | All States All States | 74 59 16 54 AD: 63 52 63 67 ADM: 63 52 50 00 | 74 54 00 00 62 53 33 49 |

VFR Reporting Points near Aerodromes

List of Radio Navigation Aids

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

AD: 63 52 63 67 62 53 33 49

Self-service AD

| ID | FAC | PSN | Designated Operational Coverage and other INFO | ID | FAC | PSN | Designated Operation and other INFO |
|-------|------------------------|-------------------------------|---|---------------|--------------------------------|---|--|
| Denma | rk | | | | | | |
| AAL | VOR 116.700 | 57 06 13.39N 009 59 44.08E | FL 500/100 NM. DME INFO from AAL TACAN | ROE | TACAN 112.000/57X | 55 03 42.73N 014 45 21.07E | FL 500/80NM DME ELEV 78.6 FT |
| | | | Unreliable in the sector from radial 160 to radial 200 in a distance of 23 NM from the VOR and out. | SKR | TACAN 110.400/41X | 55 13 44.18N 009 12 50.61E | FL 500/80 NM. DME ELEV 138.4 FT |
| AAL | TACAN 116.700/114X | 57 06 14.16N 009 59 34.11E | FL 500/200NM. DME ELEV 56.8 FT | SN | DME 24x | 55 35 13.15N 012 08 06.64E | DME ELEV 167.3 FT |
| ALS | VOR 114.700 | 54 54 19.49N 009 59 36.16E | FL 500/60 NM, 80 NM 313°-063° MAG, and 80 NM 198°-243° MAG | TL | L 384 | 56 18 01.46N 010 37 07.22E | 20 NM |
| AU | L 346 | 55 59 27.58N 008 19 06.09E | 15 NM | TNO VAM | VOR/DME 117.400/121X DME | 55 46 27N 011 26 21E 55 26 17N | FL 500/60 NM. DME ELEV: - 11.9 FT FL195/60NM |
| BEL | DME 114.65 /93Y | 55 47 28.45N 012 05 44.74E | FL195 - 1500FT/60NM DME ELEV 135.0 FT | VJ | 110,050/37Y L | 009 20 06E 55 59 19.13N | DME ELEV 174.5 FT 15 NM |
| CDA | DME 114.900 /96X | 55 00 05N 012 22 45E | FL 500/60 NM. DME ELEV 90.2 FT | VO | ц 328 L | 008 25 27.97E 55 13 28.74N | 25 NM |
| EJ | L 400.5 | 55 32 28.51N 008 41 59.11E | 20 NM | Sweden | 321 | 009 16 25.36E | 2011 |
| ESE | DME 116.600/113X | 55 31 21N 008 33 31E | 100 NM DME ELEV 175.5 FT | AH | L 417 | 56 15 58.2N 012 54 02.7E | 15 NM |
| FAU | L 334 | 55 01 41.49N 014 54 01.79E | 20 NM | KD | L 375 | 55 52 16.5N 014 04 41.4E | 15 NM |
| HP | L 376 | 55 30 41.17N 008 24 45.79E | 30 NM | LAV | DVOR/DME 114.60/93X | 57 39 22.0N 012 17 23.5E | FL 500/100 NM. DME ELEV 574 FT |
| KAR | TACAN 37X | 56 17 48.03N 009 00 30.95E | FL 500/200NM DME ELEV 172.8 FT | LB | L 370.5 | 56 20 47.6N 012 45 58.9E | 25 NM |
| KAS | DME 112.500/72X | 55 35 25.87N 012 36 48.97E | FL 500/60 NM. DME ELEV 28.9 FT | LT | L 336 | 56 47 49.3N 012 50 32.2E | 25 NM |
| KD | L 357 | 55 26 35.87N 009 20 05.42E | 15 NM | MF | L 421 | 56 39 08.9N 012 48 30.2E | 15 NM |
| KOR | VOR/DME 112.800/75X | 55 26 22N 011 37 54E | FL 500/80 NM. DME ELEV 136.2 FT | NL | L 369 | 57 43 50.1N 012 20 39.2E | 15 NM |
| KV | DME 52X | 55 35 15.91N 012 07 09.24E | DME ELEV 170.6 FT | OEM | NDB 363 | 55 59 23.1N 014 06 03.1E | 30 NM |
| LME | DME 115.350/100Y | 55 59 34N 008 21 16E | FL195/60NM DME ELEV 76.1 FT | SL | L 342 | 57 35 41.5N 012 13 13.4E | 15 NM |
| ODN | DME 115.500/102X | 55 34 52N 010 39 11E | FL 500/60 NM, 80 NM 018°-063° MAG, and 80 NM 213°-243° MAG. DME ELEV 24.0 FT. DME ODN 102X | SUP | VOR/DME 113.00/77X | 55 32 04.3N 013 22 46.5E | FL 500/80 NM. DME ELI |
| | | | reduced range to 24 NM in direction 198 degrees at 3000 FT or below. | SVD | DME 116.20/109X | 56 10 08.1N 012 34 25.3E | FL 500/100 NM. DME ELEV 45 FT |
| RAM | DME 111.850/55Y | 56 28 42N 008 11 15E | FL 500/60NM. DME ELEV 60.4 FT | German KIL | y NDB | 54 22 39.26N | 30 NM |
| RK | L 368 | 55 37 23.27N 011 59 49.81E | 30 NM | TRT | 353 DME | 54 22 39.26N 010 07 12.08E 54 30 39.49N | |
| ROE | VOR 112.000 | 55 03 56.08N 014 45 31.29E | FL 500/80 NM, 017°-152° MAG 150 NM. DME INFO from ROE TACAN | | DME 108.45/21Y | 54 30 39.49N 013 14 57.58E | FL 500/60 NM DME ELEV 22 FT |
| | | | | | | | |

Public Holidays (HOL) New Years Day (1 JAN) Maundy Thursday (THU before Easter) Good Friday (FRI before Easter) Easter Monday (MON after Easter) Ascension Day (6th THU after Easter Whit Monday (MON after Whit Sunday) Christmas (25 DEC)

Boxing Day (26 DEC)

L 500/100 NM DME ELEV 45 FT D NM EL 500/60 NM DME ELEV 22 FT following days: Labour Day (1 MAY) Constitution Day (5 JUN)

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. oms: PN 1 HR to +45 74 72 26 55. PPR outside AD hours for AD/ADO submitted not later than 2 HR before closing time to ADO on TEL +45 62 54 22 94. Customs/Immigration: PN 2 HR. *Self-service AD. PPR outside AD hours (daily 0700-1900 (0500-1700)) to TEL: +45 99 66 73 85. Customs: PN 1,5 HR on TEL +45 40 68 30 24. PN shall be submitted MON-WED 1000-1500 0900-1400), THU 1000-1700 (0900-1600) and FRI 1000-1230 (0900-1130). PR outside AD hours for ADO submitted not later than 1 HR before closing time to ADO Customs: PN 1 HR to ADO. MIL AD PPR. Customs/Immigration: PN 1 HR. PPR outside AD hours for AD/ADO submitted not later than 1 HR before closing time to ADO. Customs/Immigration: PN 1 HR to ADO.

Private Aerodromes that the aerodrome is registered according to Regulations for Civil Aviation BL 3-7. and that at least 100 operations are taking place in the busiest month of the year,

- that the aerodrome is approved by the Danish CAA. For use of private aerodromes it generally applies that prior permission must be obtained from the owner. Private aerodromes may be affected by local environmental restrictions regarding the maximum permitted number of operations, the permitted periods for use and compulsory routings to/from the aerodrome. Information about this shall be obtained from the owner. A list of private aerodromes 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. Separate public heliports are presently not established. However, helicopter op-

A private aerodrome is an aerodrome, which are not open to the public. Such aerodrome can be shown on this chart, if the owner so desire, provided that the runway length is at least 500 M and

erations may normally take place on public aerodromes. In connection with exploration and production of oil and gas in the North Sea, a

porting Office hours, the request has to be submitted not later than one hour prior to closing time.

and stays at the air base. As regards to the Air Bases Karup (Karup/Midtjyl-

age to aircraft, their equipment, flight crew members, passengers, cargo, etc.,

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

on photographing will apply, as published by posters.

Denmark" approved by the Ministry of Transport.

caused during stays at the air base.

Karup Air Base. Special Regulations

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

number of helidecks are established as shown in figure 2. Helidecks are also es-

tablished in vicinity of off-shore Wind Farms. A brief description is given in the VFR Flight Guide (VFG), which is available also on the Internet: https://aim.naviair.dk. These helidecks are available only after prior arrangement with the owner/operator. NOTAM for private heliports and helidecks will not be issued. Remarks

"Aalborg Handling": FREQ 131.555 MHZ. Outside stated hours PPR for non-scheduled fligh shall be submitted to airport office not later than 2100 (2000), and for ambulance flights 1 HR prior. (Please note that an extra fee will be charged).

Aarhus Airport Office": FREQ 131.555 MHZ. PPR outside AD hours for non-scheduled flights and PN for scheduled flights submitted to ADC Self-service AD. Customs: PN 1 HR on TEL +45 21 54 57 57. Company FREQ 131.500 MHZ. Call sign "AIRCAT ANHOLT

"Bornholm Handling": FREQ 131.550 MHZ. Customs/Immigration: PN 1 HR. Esbjerg Handling": 131.555 MHZ. Customs/Immigration: Are available when ADO is established. PN 1 HR. *Self-service AD MIL AD DDD, "Karup Airport Office": 131 550 ME PPR 1 HR PN for AD/ADO/AFIS submitted 1 HR before closing time. IFR not permitted out-

side AFIS hours. Customs/Immigration: PN 1 HR. Remark: for flight originated outside Denmark with destination inside Denmark must state number of PAX of Schengen and non-Schengen citizens onboard in flight plan item 18. *Self-service AD. SR - SS + civil twilight. VFG Night: PPR TEL: +45 30 56 53 03. Airside Operations": 131.405 MH ustoms/Immigration: PN 1 HR. "Roskilde Handling": 131.555 MHZ. *Self-service AD. Customs/Immigration by arrangement TEL +45 97 82 13 68. ustoms/Immigration: PN 1 HR to ADO. Self-service AD. Customs: PN 1 HR submitted MON-WED 0700-1430 (0600-1330) THU 0700-1630 (0600-1530) and FRI 0700-1200 (0600-1100) on TEL +45 72 22 12 12.

Customs/Immigration: PN 1 HR. Customs/Immigration: PN 1 HR on E-mail: told3.aarhus@skat.dk. The request for custom earance and immigration shall contain following information: DEP AD, CS, PIC, PAX and

*Self-service AD. Customs: PN 1 HR on FAX: 57 65 16 00. The request for custom clearnce and immigration shall contain following information: DEP AD, CS, PIC, PAX and ETA. PPR outside AD hours for ADO submitted to TEL: +45 98 93 58 00. ustoms/Immigration: PN 1 HR to ADO. Self-service AD, PPR outside AD hours for AD submitted MON-FRI 0900-1500 (0800-1400) TEL: +45 40 14 21 22. Customs/Immigration: PN 2 HR on TEL +45 61 29 57 77. PN shall be submitted MON-FRI 0900-1500 (0800-1400).

PPR outside AD hours for ADO/AFIS submitted not later than 3 HR before closing time to ADO. Customs/Immigration: PN 1 HR. nderborg Handling" FREQ: 131.675 MHZ. PPR outside AD hours for AD/ADO submitted

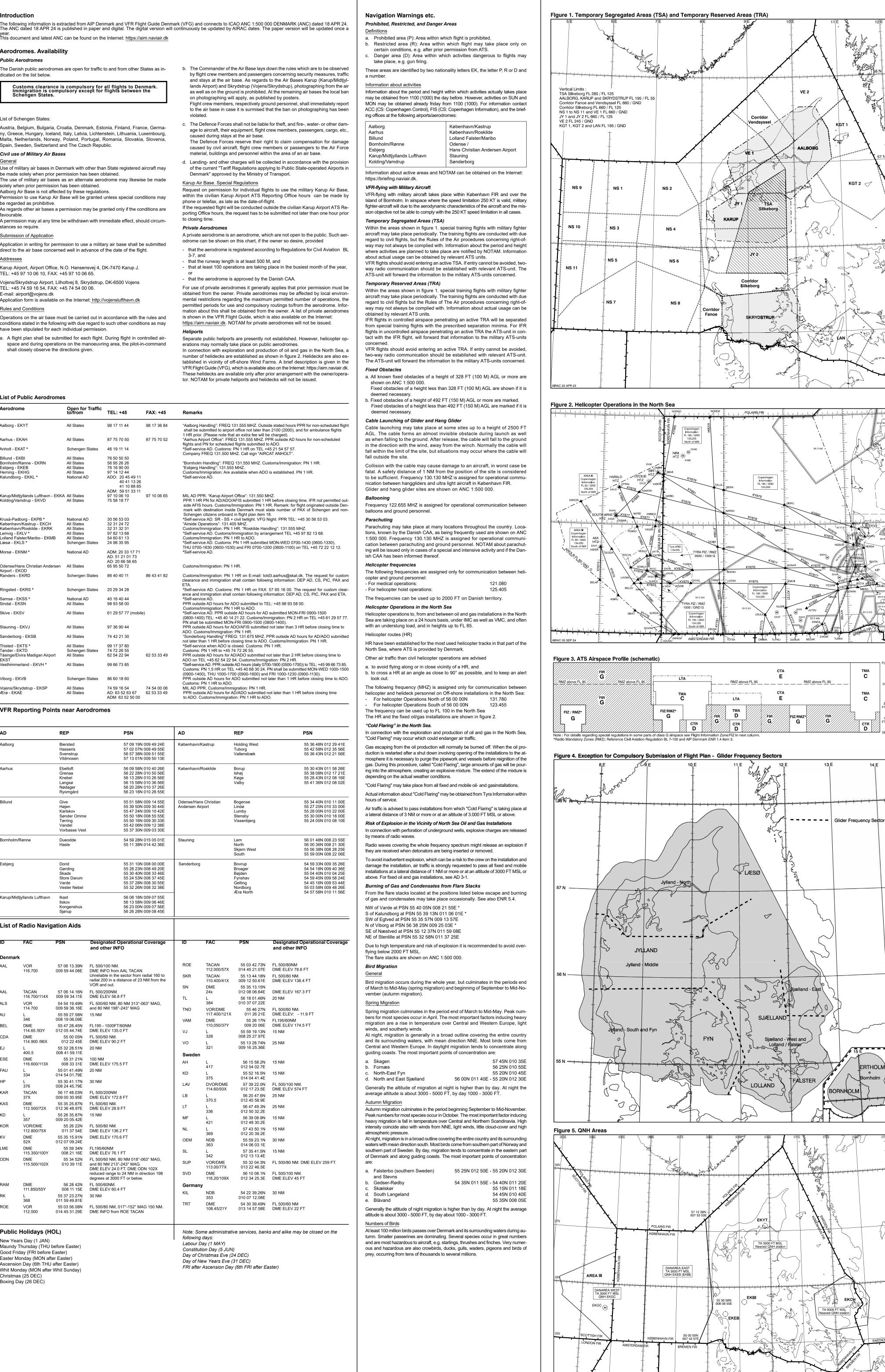
> Designated Operational Coverage and other INFO DME ELEV 78.6 FT DME ELEV 138.4 FT

DME ELEV: - 11.9 FT ME ELEV 174.5 F 15 NM 15 NM 500/100 NM DME ELEV 574 F 5 NM

FL 500/80 NM. DME ELEV 259 FT

Note: Some administrative services, banks and alike may be closed on the Day of Christmas Eve (24 DEC) Day of New Years Eve (31 DEC)

FRI after Ascension Day (6th FRI after Easter)





setting will be given on request only.

| and above | | Alitude | 3000 | 45' | | A* I | BCDEF | G | | 8 | visibility KM | | 1500 M hori 300 M (1000 | izontally 0 FT) ve | / ertically | rom cloud | | |
|---|--|---|--|--|---|---|---|---|--|--|---|--|---|---|---|--|---|---|
| ove 300 M (gher | (1000 FT) 000 M (300 | above ter | 3000 FT) AN rain, whiche SL, or 300 M gher | ever is t | he | | BCDEF *BCDE FG | | | 5 | КМ КМ КМ */140 КТ | | 1500 M hori 300 M (1000 1500 M hori 300 M (1000 Clear of clou | 0 FT) ve izontally 0 FT) ve | ertically y ertically | urface in s | ight | |
| For aircra Flight with With helic or any ob Except wh te air traffic a. when the b. when the D. when the The approp e for Specia A. 180 M (f D. 330 M (f the report a. 15 KM ou D. 5 KM ou | Aft establis in manned copters, flip stacle in ti- en a clear c control e ceiling e ground priate Air ial VFR flight d of 140 within the tside the VFR flight d of 140 within the tside the r, helicopt the report hen the flight a control e reported in the data sing the a control sing the a control a cont | thed in the balloons ght is perri- ime to avc marance for arrance for unit, VFI is less the visibility r Traffic (light, if th within the outside ity at the e daily per- e daily pe- e d | airspace are a aerodrome at or below 4 mitted with a oid collision. Ar a Specia R flights sh Control Un the ceiling is a daily peri- the daily peri- triods for V periods fo | traffic 450 M (flight v 1 VFR all not (1500 (1500 (1500 (1500) (| circuit, flig 1500 FT) isibility of Flight is of take pla FT), or M. within a elow r VFR flig for VFR of cloud: quate op flision and ghts, and ght | ht is permi MSL or 30 at least 0. obtained ce within control zo this flights, an s and in s portunity d with a f thin the c the fligh adequat ne is less a special ake off ou affic zon- is not les d in acco h only). | tted with a 10 M (1000 8 KM, pro- from the a contro one issue sight of ti to obser light visil daily perit t visibility e opportu s than 1 VFR cle r land at a e or aerce s than 1 rdance v | a flight visibi D FT) above vided that the appro- l zone a clear- be clear- bility of ods for y is not unity to 500 m, arance an aer- bodrome 500 m, vith the vith the | lity of a terrain me helic rain me helic R 3 cl 4 n cl 2 cl | ance of Vi t least 1.5, whichever opter is op- legulation . En rou lass C. . Unless ot be ope . above . outside out in a . Regula only) a . at trans . Over th sorts a a heigi dius of connee . over o ground of 150 mitted lote: Excep y the Dari tion altitu | FR flights i KM clear er is the hip perated at the for Civ ute VFR f permission erated FL 195, e the daily accordan ations for and BL 5- sonic and sonic and sonic and sonic and sonic and fund BL 5- sonic and sonic and for Civ accordan ations for ind BL 5- sonic and for Civ sonic and for Civ accordan ations for accordan ations for accordan ations for accordan ations for accordan ations for accordan ations for sonic and for Civ sonic and for Civ sonic and for Civ sonic accordan ations for accordan ations for accordan ations for accordan ations for accordan accordan ations for accordan ations for for accordan ations for accordan ations for accordan ations for accordan ations for accordan ations for accordan ations for accordan ations for accordan ation with ther than ation accord accordan ations for accordan ations fo | of cloud a gher, is pe a speed ti il Aviatio lights shi on has b y periods ce with ti Civil Avi 38 (avail d superso ion has be flowr sted area ited cam s than 30 om the area take-off n t | Ind with the ermitted with hat will give n BL 7-7 a all not be of een obtain for VFR fli he requirer ation BL 5- able in Engonic speed been obtain s of cities, ping sites) 00 M (1000 ircraft. Flyi from or lai as mentio M (500 FT he aircraft. n take-off of separated | a fligh adequa and BL operate ned fro ghts, v ments -61, Bl glish), l. ined fr towns or ove 0 FT) a ing at a nding a oned in ') abov. FIying br land <i>by 300</i> in air tr Guide, flight l | t visibility ate opport 7-7 A (a ed above m the D vith the e stated for 5-65, B and rom the D or settle er an ope bove the a lower h at an app o a., at le e the hig g at a low ing. 0 M (100 VFR flig] evel app | of at least unity to ob vailable i FL 195 i anish CA xception r VFR-NI L 7-100 i Danish C, ments (in n-air ass highest of eight, ho proved ac east 150 hest obsi er altitude 00 FT) or trol clear hts in leve ropriate t | serve othe n English n airspace A, VFR 1 of VFR 1 GHT 1 GHT 1 ig (available AA VFR cluding s embly of obstacle wever, is rodrome M (500 cacle with e are, how more sh ances or els highe o the trace | a). ce lights sha ight carrie ht, ref. Th e in Danis flights, da summer re persons a within a radiu weithin a radiu wever, pe pall be per prescribe r than trar ck as spec |
| 3 | FL 35 55 75 | | 1 | - 179 M 050 700 300 | | ea Level | FT 3500 5500 7500 | Magne | | ск F 4 6 8 | 5 | | 13 20 | - 359° A M 350 000 600 | Above Se | ea Level | FT 4500 6500 8500 | |
| 1 1 1 1 1 Pilot-in-co when flyir | 95 15 35 55 75 95 mmand c ng in airs | pace cla | 2 3 4 4 5 | 900 500 100 700 350 950 ght, sh and D, | or | mes or | 9500 11500 13500 15500 17500 19500 | 1 | A | 1(12 14 16 18 naintain a IP/VFR I |)5 25 35 35 an air-gro Flight Gui | de. | 32 38 44 50 | 200 300 400 550 550 | | | 10500 12500 14500 16500 18500 pecifical | - |
| when flyir w the regu , position A pilot-in-c ain specifie tion is pub ch on the s -unit provi | ng Specia ulations of reports, of command d routes, vlished in specified ding fligh AL or sim | al VFR concerni cease of l carrying for which AIP/VFI frequen nt informa <i>nilar auto</i> | ng ATC cli control and out VFR-fli requireme R Flight Gu cy and sul ation servio matic sign | earand d radic ght wit nt for e iide, s omit p ce. | ces regar commu hin or into establishir hall main osition re | ding adh nication. certain s ng two-wa tain conti port if re | pecified a y radio c inuous lis quested, | areas or ommu- stening , to the | m fic 9 w a | nunication c control A pilo rishes to if a flig fected submi to be | n watch ro ler and pi t-in-comn change to change to ght plan v to its cur t a flight p | emains in lot has b nand flyin o complia vas subr rent fligh plan to th d in airsp | n effect aft een establ ng in acco ance with t nitted, com nt plan, or ne appropri bace class | er data lished. rdance the ins nmunic iate air | e link con e with the trument f cate the i | nmunicati e visual fl flight rule necessar ervices ui | ion betwe ight rules s shall: y change nit and if | een air tra s, and wh es to be e the flight i |
| Twill 7 Twill FROM 07:10 07:09 07:09 07:07 07:07 07:07 07:07 | JAN SR 07:57 07:56 07:55 07:54 07:53 | ided into Table 1: ss 14:57 15:00 15:02 15:05 15:08 | 4 areas in : West of 11 TWIL TO 15:44 15:47 15:49 15:52 15:54 | °E incl Day 01 03 05 07 09 | Uding the TWIL FROM 06:39 06:36 06:32 06:29 06:24 | 07:21 07:17 07:13 07:09 07:04 | Læsø. D ss 15:54 15:58 16:03 16:07 16:12 | ata REF: El TWIL TO 16:36 16:39 16:44 16:52 | KKA - I Day 01 03 05 07 09 | TWIL FROM 05:36 05:27 05:22 05:17 | dtjyllands MAR SR 06:14 06:09 06:04 05:59 05:54 | Lufthavn ss 16:58 17:02 17:07 17:11 17:15 | WIL/CIV) I TWIL TO 17:36 17:40 17:44 17:48 17:52 | PSN 56 Day 01 03 05 07 09 | 18N 009 TWIL FROM 04:15 04:08 04:03 03:58 03:52 | 07E. APR SR 04:53 04:47 04:42 04:37 04:32 | SS 18:03 18:07 18:11 18:15 18:20 | TWIL TO 18:41 18:46 18:50 18:54 19:00 |
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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 300 M (1000 FT) vertically A* B C D E F G 5 KM 1500 M horizontally 300 M (1000 FT) vertically A* B C D E 5 KM 1500 M horizontally 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 300 M (1000 FT) vertically 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 F G | 5 KM | , |
| | A* B C D E | 5 KM | |
| 3 KM**/140 KT | F G | 5 KM 3 KM**/140 KT | Clear of cloud and with the surface in sight |

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

| - | - | | | | - | | | ow. The ta (MIL/CIV) I | | | | | |
|---|--|--|--|--|---|---|--|---|---|---|--|--|--|
| TWIL FROM 06:39 06:36 06:32 06:29 06:24 06:20 06:17 06:12 06:17 06:12 06:07 06:03 05:59 05:54 05:54 05:49 05:49 05:39 | SR 07:21 07:17 07:13 07:09 07:04 07:00 06:56 06:56 06:56 06:42 06:37 06:22 06:27 06:22 06:17 | SS 15:54 15:58 16:03 16:07 16:12 16:12 16:21 16:22 16:30 16:34 16:34 16:34 16:43 16:43 16:42 16:52 16:56 | TWIL TO 16:36 16:39 16:44 16:52 16:56 17:00 17:04 17:09 17:13 17:16 17:21 17:25 17:30 17:34 | Day 01 03 05 07 09 11 13 15 17 19 21 23 25 27 29 31 | TWIL FROM 05:36 05:31 05:27 05:22 05:17 05:12 05:06 05:01 04:56 04:50 04:45 04:33 04:23 04:23 04:17 | SR 06:14 06:09 06:04 05:59 05:54 05:43 05:38 05:38 05:38 05:38 05:32 05:22 05:17 05:22 05:17 05:11 05:01 04:55 | SS 16:58 17:02 17:07 17:11 17:15 17:19 17:24 17:22 17:32 17:32 17:40 17:44 17:49 17:57 18:01 | TWIL TO 17:36 17:40 17:44 17:48 17:52 17:56 18:01 18:05 18:01 18:05 18:13 18:17 18:22 18:27 18:31 18:35 18:39 | Day 01 03 05 07 09 11 13 15 17 19 21 23 25 27 29 | TWIL FROM 04:15 04:08 03:52 03:41 03:34 03:30 03:41 03:31 03:30 03:24 03:03 03:03 03:03 03:03 03:03 02:57 | SR 04:53 04:47 04:42 04:32 04:32 04:21 04:16 04:11 04:16 04:01 04:06 04:01 03:52 03:47 03:42 | SS 18:03 18:07 18:11 18:15 18:20 18:24 18:32 18:32 18:36 18:44 18:48 18:53 18:57 19:01 | TWIL TO 18:41 18:46 18:50 19:04 19:04 19:04 19:17 19:17 19:22 19:26 19:31 19:36 19:41 19:46 |
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