Introduction

The following information is extracted from AIP Denmark and VFR Flight Guide Denmark (VFG) and corrects to ICAO ANC 1:500 000 DENMARK (ANC) dated 17 APR 25.
The ANC dated 17 APR 25 is published in paper and digital. The digital version will continuously be updated by AIRAC dates. The paper version will be updated once a year.
This document and latest ANC can be found on the Internet: https://aim.naviair.dk

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.

List of Schengen States:

Austria, Belgium, Bulgaria, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Lichtenstein, Lithuania, Luxembourg, Malta, Netherlandes, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and The Czech Republic.

Civil use of Military Air Bases

General

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A permission may at any time be withdrawn with immediate effect, should circumstances so require.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 intended flight.

Addresses

Karup Airport, Airport Office, N.O. Hansenvej 4, DK-7470 Karup J.
TEL: +45 97 10 06 10, FAX: +45 97 10 06 15.

Vojens/Skrydstrup Airport, Lilholtvej 8, Skrydstrup, DK-6500 Vojens
TEL: +45 74 59 18 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.

b. The Commander of the Air Base lays down the rules which are to be observed by flight crew members and passengers concerning security measures, traffic and stays at the air base. As regards to the Air Bases Karup (Karup/Midtjylland Airport) and Skrydstrup (Vojens/Skrydstrup), photographing from the air as well as on the ground is prohibited. At the remaining air bases the local ban on photographing will apply, as published by posters.
Flight crew members, respectively ground personnel, shall immediately report to the air base in case it is surmised that the ban on photographing has been violated.

c. The Defence Forces shall not be liable for the death, and fire-, water- or other damage to aircraft, their equipment, flight crew members, passengers, cargo, etc., caused during stays at the air base.
The Defence Forces reserve their right to claim compensation for damage caused by civil aircraft, flight crew members or passengers to the Air Force material, buildings and personnel within the area of an air base.

d. Landing- and other charges will be collected in accordance with the provision of the current "Tariff Regulations applying to Public State-operated Airports in Denmark" approved by the Ministry of Transport.

Karup Air Base. Special Regulations

Request on permission for individual flights to use the military Karup Air Base, within the civilian Karup Airport ATS Reporting Office hours can be made by phone or telefax, as late as the date-of-flight.
If the requested flight will be conducted outside the civilian Karup Airport ATS Reporting Office hours, the request has to be submitted not later than one hour prior to closing time.

Private Aerodromes

A private aerodrome is an aerodrome, which is not open to the public. Such aerodrome can be shown on this chart, if the owner so desires, provided

- that the aerodrome is registered according to Regulations for Civil Aviation BL 3-7, and
- that the runway length is at least 500 M, and
- that at least 100 operations are taking place in the busiest month of the year, or
- 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.

Heliports

Separate public heliports are presently not established. However, helicopter operations may normally take place on public aerodromes
In connection with exploration and production of oil and gas in the North Sea, a number of heledecks are established as shown in figure 2. Heledecks are also established in vicinity of offshore 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 heledecks are available only after prior arrangement with the owner/operator. NOTAM for private heliports and heledecks will not be issued.

List of Public Aerodromes

Aerodrome	Open for Traffic to/from	TEL: +45	FAX: +45	Remarks
Aalborg - EKYT	All States	98 17 11 44	98 17 36 84	"Aalborg Handling". FREQ 131.555 MHZ. Outside stated hours PPR for non-scheduled flight 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 ADO. *Self-service AD. Customs: PN 1 HR on TEL: +45 21 54 57 57. Company FREQ 131.550 MHZ. Call sign "AIRCAT/AANCLT".
Aarhus - EKAH	All States	86 22 88 00	86 22 88 01	
Billund - EKBI	All States	76 50 50 50		"Bornholm Handling". FREQ 131.550 MHZ. Customs/Immigration: PN 1 HR
Bornholm/Rønne - EKRN	All States	56 95 26 26		"Esbjerg Handling". 131.555 MHZ.
Esbjerg - EKEB	All States	76 16 90 00		Customs/Immigration: Are available when ADO is established. PN 1 HR.
Herning - EKHG	All States	97 14 12 44		*Self-service AD.
Kalundborg - EKKL*	All States	59 51 27 00		
Karup/Midtjylands Lufthavn - EKKA	All States	86 22 88 33 11	97 10 06 65	MIL AD PPR. "Karup Airport Office". 131.550 MHZ.
Kolding/Vamdrup - EKVD	All States	97 10 06 10		PPR 1 HR PN for ADA/DO/AFIS submitted 1 HR before closing time. IFR not permitted outside 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.
Kløvtoft-Padborg - EKPB *	National AD	30 56 53 23		*Self-service AD. SR - SS or civil twilight. VFG Night: PPR TEL: +45 30 56 53 23.
København/Kastrup - EKCH	All States	32 31 24 72		"Kastrup Handling". 131.555 MHZ.
København/Roskilde - EKRK	All States	32 31 32 31		Customs/Immigration: PN 1 HR. "Roskilde Handling". 131.555 MHZ.
Lemvig - EKLV *	All States	97 82 13 68		*Self-service AD. Customs/Immigration by arrangement TEL +45 97 82 13 68.
Lolland Falster/Maribo - EKMB	All States	54 60 61 13		Customs/Immigration: PN 1 HR.
Læsø - EKLS *	All States	24 98 35 95		*Self-service AD. Customs: PN 1 HR submitted MON-WED 0700-1430 (0600-1330), THU 0700-1600 (0600-1530) and FRI 0700-1200 (0600-1100) on TEL +45 72 22 12 12.
Morsø - EKNM *	National AD	ADM: 20 33 17 71 OPS: 51 21 01 73		*Self-service AD.
Odense/Hans Christian Andersen Airport - EKDK	All States	65 95 50 72		Customs/Immigration: PN 1 HR.
Randers - EKRD	Schengen States	86 40 40 11	86 43 41 82	Customs/Immigration: PN 1 HR on E-mail: told3.aarhus@skat.dk. The request for custom clearance and immigration shall contain following information: DEP AD, CS, PIC, PAX and ETA. *Self-service AD.
Ringsted - EKRS *	Schengen States	20 29 34 28		*Self-service AD. Customs: PN 1 HR on FAX: 57 65 16 00. The request for custom clearance and immigration shall contain following information: DEP AD, CS, PIC, PAX and ETA. *Self-service AD.
Samsø - EKSS *	National AD	40 16 40 44		PPR outside AD hours for ADO submitted to TEL: +45 98 93 58 00.
Sindal - EKSN	All States	98 93 58 00		Customs/Immigration: PN 1 HR to ADO.
Skive - EKSV	All States	61 29 57 77 (mobile)		PPR outside AD hours for ADO submitted MON-FRI 0900-1500 (0800-1400) TEL: +45 61 62 92 00. Customs/Immigration: PN 2 HR on TEL +45 61 29 57 77. PN shall be submitted MON-FRI 0900-1500 (0800-1400).
Staurning - EKVJ	All States	97 36 90 44		PPR outside AD hours for ADA/DO/AFIS submitted not later than 3 HR before closing time to ADO. Customs/Immigration: PN 1 HR.
Sønderborg - EKSB	All States	74 42 21 30		*Sonderborg Handling" FREQ: 131.675 MHZ. PPR outside AD hours for ADA/DO submitted not later than 1 HR before closing time to ADO. Customs/Immigration: PN 1 HR.
Thisted - EKTS *	All States	99 17 37 80		*Self-service AD. Customs/Immigration: PN 1 HR.
Tønder - EKTD	Schengen States	74 72 26 55		Customs: PN 1 HR to +45 74 72 26 55.
Tåsinge/Elvenes Madsgårdens Airport EKST	All States	62 54 22 94	62 53 33 49	PPR outside AD hours for ADA/DO submitted not later than 2 HR before closing time to ADO on TEL +45 62 54 22 94. Customs/Immigration: PN 2 HR.
Vesthimmerland - EKVH *	All States	99 66 73 85		*Self-service AD. PPR outside AD hours (daily 0700-1900 (0600-1700)) 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).
Viborg - EKVB	Schengen States	86 60 18 60		PPR outside AD hours for ADO submitted not later than 1 HR before closing time to ADO. Customs: PN 1 HR to ADO.
Vojens/Skrydstrup - EKSP	All States	74 59 16 54	74 54 00 06	MIL AD PPR. Customs/Immigration: PN 1 HR.
Ærø - EKAE	All States	ADM: 63 52 63 67 ADM: 63 52 50 00	62 53 33 49	PPR outside AD hours for ADA/DO submitted not later than 1 HR before closing time to ADO. Customs/Immigration: PN 1 HR to ADO.

VFR Reporting Points near Aerodromes

AD	REP	PSN	AD	REP	PSN
Aalborg	Blersted	57 09 19N 009 49 24E	København/Kastrup	Holding West	55 36 48N 012 29 41E
	Hasseris	57 02 07N 009 49 55E		Tuborg	55 42 58N 012 35 58E
	Svenstrup	56 57 38N 009 51 55E		Vallensbæk	55 36 43N 012 21 56E
	Vidmosen	57 13 01N 009 50 13E			
Aarhus	Ebeltoft	56 09 58N 010 40 26E	København/Roskilde	Borup	55 30 43N 011 58 26E
	Grenaa	56 22 28N 010 50 56E		Frederiksværk	55 58 08N 012 17 21E
	Knebel	56 13 28N 010 26 56E		Kage	55 28 43N 012 08 16E
	Marbjerg	56 08 28N 010 37 26E		Valby	55 41 36N 012 08 02E
	Nødager	56 20 28N 010 37 26E			
	Ryomgård	56 23 18N 010 26 56E			
Billund	Egtved	55 37 36N 009 17 52E	Odense/Hans Christian Andersen Airport	Bogense	55 34 40N 010 11 00E
	Give	55 50 22N 009 10 42E		Lindø	55 27 29N 010 33 00E
	Karlskov	55 47 24N 009 10 42E		Lumby	55 28 00N 010 22 00E
	Skanderborg	56 02 00N 009 58 00E		Nordby	55 00 00N 010 00 00E
	Vorbasse	55 36 24N 009 04 14E		Vissenbjerg	55 24 00N 010 08 10E
Bornholm/Rønne	Dueodde	54 59 28N 015 05 01E	Stauning	Lem	56 01 49N 008 23 55E
	Hasle	55 11 38N 014 42 36E		North	56 00 36N 008 21 30E
				Bjerg West	55 56 38N 008 28 23E
				South	55 59 00N 008 22 06E
Esbjerg	Dybvad	55 31 10N 008 00 00E	Sønderborg	Broager	54 59 13N 009 35 28E
	Garding	55 28 23N 008 49 20E		Dybbøl	54 54 10N 009 40 36E
	Skads	55 30 40N 008 33 46E		Bøjden	55 04 40N 010 04 25E
	Store Darum	55 24 53N 008 37 49E		Fynshav	54 59 45N 009 56 24E
	Varde	55 37 28N 008 30 55E		Gelting	54 45 18N 009 53 44E
	Vester Nebel	55 32 26N 008 32 38E		Nordborg	55 03 58N 009 46 29E
Karup/Midtjylands Lufthavn	Ikast	56 08 18N 009 07 55E		Ærø North	54 57 58N 010 11 56E
	Kjellerup	56 22 00N 009 32 00E			
	Kongenshus	56 23 00N 009 07 56E			
	Sjerup	56 26 28N 009 08 45E			

List of Radio Navigation Aids

ID	FAC	PSN	Designated Operational Coverage and other INFO
Denmark			
AAL	VOR 116.700	57 06 13.39N 009 59 34.11E	FL 50/100 NM. DME INFO from AAL TACAN Unreliable in the sector from radial 160 to 180 at a distance of 23 NM from the VOR and up
AAL	TACAN 116.700/114X	57 06 14.16N 009 59 34.11E	FL 50/200NM. DME ELEV 56.8 FT
ALS	VOR 114.700	54 54 19.49N 009 59 36.16E	FL 50/80 NM, 80 NM 313°-063° MAG, and 80 NM 198°-243° MAG
AU	L 346	55 59 27.58N 008 19 06.09E	15 NM
BEL	DME 114.65 /63Y	56 47 28.40N 012 05 44.74E	FL195 - 1500FT/80NM DME ELEV 135.0 FT
CDA	DME 114.900 /96X	55 00 00N 012 22 45E	FL 50/80 NM. DME ELEV 90.2 FT
ESE	DME 116.600/113X	55 31.21N 008 33.31E	100 NM DME ELEV 175.5 FT
FAU	L 334	55 01 41.49N 014 54 01.79E	20 NM
KAR	TACAN 37X	56 17 48.02N 009 00 30.95E	FL 50/200NM DME ELEV 172.8 FT
KAS	DME 112.500/72X	55 35 25.87N 012 36 48.97E	FL 50/80 NM. DME ELEV 28.9 FT
KD	L 357	55 28 35.87N 009 20 05.42E	15 NM
KOR	VOR/DME 112.800/75X	55 26 22N 011 37 54E	FL 50/80 NM. DME ELEV 136.2 FT
KV	DME 52X	55 35 15.91N 012 07 09.24E	DME ELEV 170.6 FT
LME	DME 115.350/100Y	55 59 34N 008 21 16E	FL195/80NM DME ELEV 76.1 FT
ODN	DME 115.500/102X	55 34 52N 010 39 11E	FL 50/80 NM, 80 NM 018°-063° MAG, and 80 NM 213°-243° MAG. DME ELEV 24.0 FT. DME DON 102X reduced range to 26 NM in direction 198 degrees at 3000 FT or below.
RAM	DME	55 28.42N	FL 50/80NM.
SAS	DME 111.850/5Y	55 38 12.00N 008 11 18E	DME ELEV 60.4 FT
RK	L 368	55 37 23.27N 011 59 49.81E	30 NM
ROE	VOR 112.200	55 03 56.08N 014 45 31.29E	FL 50/80 NM, 017°-152° MAG 150 NM. DME INFO from ROE TACAN
Sweden			
ROE	TACAN 112.200/57X	55 03 42.73N 014 45 21.07E	FL 50/80NM
SKR	TACAN 110.400/41X	55 13 44.18N 014 12 50.61E	FL 50/80 NM. DME ELEV 186.4 FT
SN	DME 24x	55 35 13.15N 012 08 56.64E	DME ELEV 167.3 FT
TL	L 384	56 18 01.46N 010 37 07.22E	20 NM DME ELEV 3.9 FT
TNO	VOR/DME 117.400/121X	55 46 27N 011 26 21E	FL 50/60 NM. DME ELEV - 11.9 FT
VAM	DME 110.050/37Y	55 26 17N 009 20 06E	FL195/60NM DME ELEV 174.5 FT
VJ	L 328	55 59 13.13N 008 25 27.97E	15 NM
VD	L 321	55 13 28.74N 009 18 25.36E	25 NM
AH	L 417	56 15 58.29N 012 54 02.76E	15 NM
KD	L 375	55 52 16.9N 014 04 41.4E	15 NM
LAV	DVOR/DME 114.600/5X	57 39 22.2N 012 17 23.5E	FL 50/100 NM. DME ELEV 574.FT
LB	L 370.5	56 20 47.6N 012 45 58.9E	25 NM
LT	L 336	56 47 49.3N 012 50 32.2E	25 NM
MF	L 421	56 39 08.9N 012 48 39.2E	15 NM
NL	L 369	57 45 50.1N 012 20 39.2E	15 NM
OEM	NDB 363	56 59 23.1N 014 08 03.1E	30 NM
SL	L 342	57 35 41.5N 012 13 13.4E	15 NM
SUP	VOR/DME 113.200/77X	55 32 04.3N 013 22 46.5E	FL 50/80 NM. DME ELEV 259 FT.
SVD	DME 116.250/106X	56 10 08.1N 012 34 25.3E	FL 50/100 NM DME ELEV 45 FT
Germany			
KIL	NDB 353	54 22 39.26N 010 07 12.06E	30 NM
TRT	DME 108.452/1Y	54 30 39.49N 013 14 57.56E	FL 50/60 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)

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)

Navigation Warnings etc.

Prohibited, Restricted, and Danger Areas

Definitions

a. Prohibited area (P): Area within which flight is prohibited.
b. Restricted area (R): Area within which flight may take place only on certain conditions, e.g. after prior permission from ATS.
c. Danger area (D): Area within which activities dangerous to flights may take place, e.g. gun firing.

These areas are identified by two nationality letters EK, the letter P, R or D and a number.

Information about activities

Information about the period and height within which activities actually takes place may be obtained from 1100 (1000) the day before. However, activities on SUN and MON may be obtained already friday from 1100 (1000). For information contact ACC (CIS Copenhagen Control), FIS (CIS Copenhagen Information), and the briefing offices at the following airports/aerodromes:

Aalborg	København/Kastrup
Aarhus	København/Roskilde
Billund	Lolland Falster/Maribo
Bornholm/Rønne	Odense /
Esbjerg	Hans Christian Andersen Airport
Karup/Midtjylands Lufthavn	Stauning
Kolding/Vamdrup	Sønderborg

Information about active areas and NOTAM can be obtained on the Internet: https://briefing.naviair.dk.

VFR-flying with Military Aircraft

VFR-flying with military aircraft takes place within Kabenhavn FIR and over the Island of Bornholm. In airspace where the speed limitation 250 KT is valid, military fighter-aircraft will due to the aerodynamic characteristics of the aircraft and the mission objective not be able to comply with the 250 KT speed limitation in all cases.

Temporary Segregated Areas (TSA)

Within the area shown in figure 1. special training flights with military fighter aircraft may take place periodically. The training flights are conducted with due regard to civil traffic but the nature of the air operations concerning right-of-way may not always be complied with. Information about the period and height where activities are planned to take place are notified by NOTAM. Information about actual usage can be obtained by relevant ATS units.
VFR flights should avoid entering an active TSA. If entry cannot be avoided, two-way radio communication should be established with relevant ATS-unit. The ATS-unit will forward the information to the military ATS-units concerned.

Temporary Reserved Areas (TRA)

Within the areas shown in figure 1. special training flights with military fighter aircraft may take place periodically. The training flights are conducted with due regard to civil flights but the Flues of the Air procedures concerning right-of-way may not always be complied with. Information about actual usage can be obtained by relevant ATS units.
IFR flights in controlled airspace penetrating an active TRA will be separated from special training flights with the prescribed separation minima. For IFR flights in uncontrolled airspace penetrating an active TRA the ATS-unit in contact with the IFR flight, will forward that information to the military ATS-units concerned.
VFR flights should avoid entering an active TRA. If entry cannot be avoided, two-way radio communication should be established with relevant ATS-unit. The ATS-unit will forward the information to the military ATS-units concerned.

Fixed Obstacles

a. All known fixed obstacles of a height of 328 FT (100 M) AGL or more are shown on ANC 1:500 000.
Fixed obstacles of a height less than 328 FT (100 M) AGL are shown if it is deemed necessary.
b. Fixed obstacles of a height of 492 FT (150 M) AGL or more are marked.
Fixed obstacles of a height less than 492 FT (150 M) AGL are marked if it is deemed necessary.

Cable Launching of Glider and Hang Glider

Cable launching takes place at some sites up to a height of 2500 FT AGL. The cable forms an almost invisible obstacle during launch as well as when falling to the ground. After release, the cable will fall to the ground in the direction with the wind, away from the winch. Normally the cable will fall within the limits of the site, but situations may occur where the cable will fall outside the site.

Collision with the cable may cause damage to an aircraft, in worst case be fatal. A safety clearance of 1 NM on the downwind side of the winch is considered to be sufficient. Frequency 130.130 MHZ is assigned for operational communication between launch operators and ultra light aircraft in Kabenhavn FIR.
Glider and hang glider sites are shown on ANC 1:500 000.

Ballooning

Frequency 122.655 MHZ is assigned for operational communication between balloons and ground personnel.

Parachuting

Parachuting may take place at many locations throughout the country. Locations, known by the Danish CAA, as being frequently used are shown on ANC 1:500 000. Frequency 130.130 MHZ is assigned for operational communication between parachuting and ground personnel. NOTAM about parachuting will be issued only in case of special and intensive activity and if the Danish CAA has been informed thereof.

Helicopter frequencies

The following frequencies are assigned only for communication between helicopter and ground personnel:
- For medical operations: 121.080
- For helicopter hoist operations: 125.405

The frequencies can be used up to 2000 FT on Danish territory.

Helicopter Operations in the North Sea

Helicopter operations to/from and between offshore oil and gas installations in the North Sea are taking place on a 24 hours basis, under IMC as well as VMC, and often with an underslung load, and in heights up to FL 85.

Helicopter routes (HR)

HR have been established for the most used helicopter tracks in that part of the North Sea, where ATS is provided by Denmark.

Other air traffic than civil helicopter operations are advised

a. to avoid flying along or in close vicinity of a HR, and
b. to cross a HR at an angle as close to 90° as possible, and to keep an alert look out.

The following frequency (MHZ) is assigned only for communication between helicopter and helideck personnel on offshore installations in the North Sea:
- For Helicopter Operations North of 56 00 00N 131.780
- For Helicopter Operations South of 56 00 00N 123.455

The frequency can be used up to FL 100 in the North Sea
The HR and the fixed oil/gas installations are shown in figure 2.

"Cold Flaring" in the North Sea.

In connection with the exploration and production of oil and gas in the North Sea, "Cold Flaring" may occur which could endanger air traffic.

Gas escaping from the oil production will normally be burned off. When the oil production is restarted after a shut down period, it is necessary of the installations to the atmosphere it is necessary to purge the pipework and vessels before ignition of the gas. During this procedure, called "Cold Flaring", large amounts of gas will be pouring into the atmosphere, creating an explosive mixture. The extend of the mixture is depending on the actual weather conditions.

"Cold Flaring" may take place from all fixed and mobile oil- and gasinstallations.

Actual information about "Cold Flaring" may be obtained from Tyra Information within hours of service.

Air traffic is advised to pass installations from which "Cold Flaring" is taking place at a lateral distance of 3 NM or more or at an altitude of 3.000 FT MSL or above.

Risk of Explosion in the Vicinity of North Sea Oil and Gas Installations

In connection with perforation of underground wells, explosive charges are released by means of radio waves.

Radio waves covering the whole frequency spectrum might release an explosion if they are received when detonators are being inserted or removed.

To avoid inadvertent explosion, which can be a risk to the crew on the installation and damage the installation, air traffic is strongly requested to pass all fixed and mobile installations at a lateral distance of 1 NM or more or at an altitude of 3000 FT MSL or above. For fixed oil and gas installations, see AD 3-1.

Burning of Gas and Constraints from Flare Stacks

From the flare stacks located at the positions listed below escape and burning of gas and condensates may take place occasionally. See also ENR 5.4.

NAV of Vande at PSN 55 40 00N 006 08 12E *
S of Kalundborg at PSN 55 39 13N 011 06 01E *
SW of Egtved at PSN 55 35 57N 009 13 57E
N of Viborg at PSN 56 38 25N 009 25 03E *
SE of Nørager at PSN 56 12 37N 011 59 06E
NE of Stenlille at PSN 55 29 58N 011 37 25E

Due to high temperature and risk of explosion it is recommended to avoid overflying below 2000 FT MSL.
The flare stacks are shown on ANC 1:500 000.

Bird Migration

General

Bird migration occurs during the whole year, but culminates in the periods end of March to Mid-May (spring migration) and beginning of September to Mid-November (autumn migration).

Spring Migration

Spring migration culminates in the period end of March to Mid-May. Peak numbers for many species occur in April. The most important factors inducing heavy migration are a rise in temperature over Central and Western Europe, light winds, and southerly winds.
At night, migration is generally in a broad outline covering the entire country and its surrounding waters, with mean direction NNE. Most birds come from Central and Western Europe. In daylight migration tends to concentrate along guiding coasts. The most important points of concentration are:

a. Skagen 57 45N 010 35E
b. Fornæs 56 25N 010 55E
c. North-East Fyn 55 28N 010 45E
d. North and East Sjælland 56 00N 011 40E - 55 20N 012 30E

Generally the altitude of migration at night is higher than by day. At night the average altitude is about 3000 - 5000 FT, by day 1000 - 3000 FT.

Autumn Migration

Autumn migration culminates in the period beginning September to Mid-November. Peak numbers for most species occur in October. The most important factor inducing heavy migration is fall in temperature over Central and Northern Scandinavia. High intensity coincide also with winds from NNE, light winds, little cloud-cover and high atmospheric pressure.
At night, migration is in a broad outline covering the entire country and its surrounding waters with mean direction south. Most birds come from southern part of Norway and southern part of Sweden. By day, migration tends to concentrate in the eastern part of Denmark and along guiding coasts. The most important points of concentration are:

a. Falsterbo (southern Sweden) 55 25N 012 50E - 55 20N 012 30E and Stevns
b. Gedser Rev 54 35N 011 55E - 54 40N 011 20E
c. Skagen 57 45N 010 35E
d. South Langeland 55 15N 011 18E
e. Bilaand 55 35N 008 05E

Generally the altitude of night migration is higher than by day. At night the average altitude is about 3000 - 5000 FT, by day about 1000 - 3000 FT.

Numbers of Birds

At least 100 million birds passes over Denmark and its surrounding waters during autumn. Smaller passerines are dominating. Several species occur in great numbers and are most hazardous to aircraft, e.g. starlings, thrushes and finches. Very numerous and hazardous are also crowbirds, ducks, gulls, waders, pigeons and birds of prey, occurring from tens of thousands to several millions.

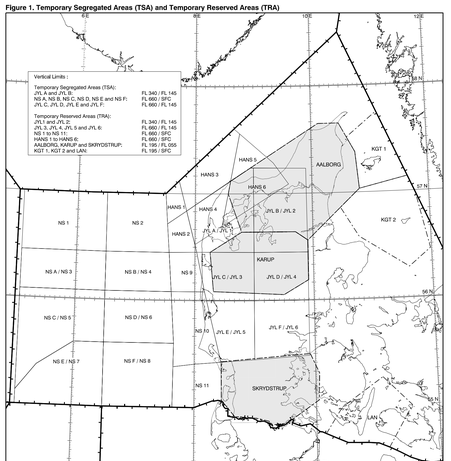

Figure 1. Temporary Segregated Areas (TSA) and Temporary Reserved Areas (TRA)

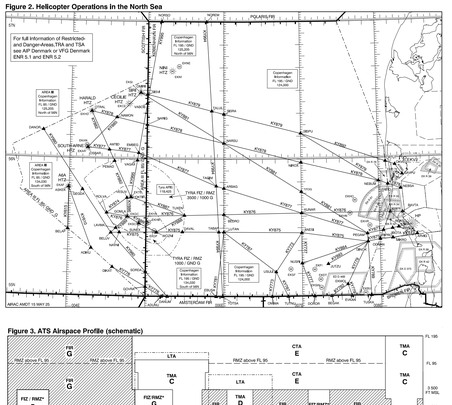

Figure 2. Helicopter Operations in the North Sea

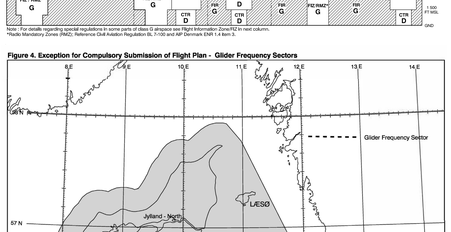

Figure 4. Exception for Compulsory Submission of Flight Plan - Glider Frequency Sectors

Figure 5. QNH Areas

Kabenhavn FIR. General

VFR flight within Kabenhavn FIR may normally take place at FL 195 and below. ATS airspace (FIR, CTA, LTA, TMA, CTR and FIZ) below FL 200 are shown on the chart. See also figure 3.
ATS-routes are established as follows:

a. Above 3000 FT MSL in the eastern part of the FIR (east of APRIX 8°E).
b. Above FL 195 in the western part of the FIR (the North Sea Area).
c. Helicopter routes are established in the North Sea Area below FL85 as shown in figure 2.

ATS-routes are described in AIP Denmark, which is available also on the Internet: https://aim.naviair.dk

ATS Airspace other than FIR, CTA, TMA and CTR

In addition to the airspace types, FIR, CTA, TMA and CTR, the following ATS airspace are established within Kabenhavn FIR as described hereafter.

Local ATS Area (LTA)

Definition
An airspace of defined dimensions, extending upwards from the surface of the earth or water to a specified upper limit within which ATS is provided by the local ATS-unit.

Transponder Mandatory Zone (TMZ)

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

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.

Designation
The airspace within Kabenhavn FIR designated as TMZ is reflected in AIP Denmark ENR 1.4 table 1 ATS airspace classification.

Radio Mandatory Zone/RMZ

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

Procedures
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 it complies with other provisions in compliance with alternative provisions prescribed for that particular airspace by the ANSP.
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.

Designation
Within Kabenhavn FIR FIZ and airspace Class E and G above FL 95 is designated as RMZ. RMZ is reflected in AIP Denmark, ENR 2 and AD 2 item 17.

Flight Information ZoneFIZ

Definition
An airspace of defined dimension within which aerodrome flight information service and alerting service is provided to aerodrome traffic units.
Note: FIZ is also designated as Radio Mandatory Zone (RMZ) by the competent authority in accordance with ICAO Annex 11 and ENR 1.4 item 3.

Procedures
a. IFR and VFR flights operating in a FIZ shall maintain continuous air-ground voice communication and establish two-way communication, as necessary, on the appropriate communication channel, except as may otherwise be arranged with the relevant 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, the intentions of the flight and other information made by pilots on the appropriate communication channel.Changes to level and track - if any - shall be reported immediately to the AFIS unit.

c. Except as may otherwise be arranged with the relevant AFIS unit, a pilot who intends to cross a FIZ or operate locally shall prior to entering a FIZ establish two-way voice communication with the AFIS unit.

d. Except as may otherwise be arranged with the relevant AFIS unit, a pilot who intends to land on or take-off from the aerodrome shall prior to entering a FIZ or prior to taxiing for take-off establish two-way voice communication with the AFIS unit.

Tyra FIZ is given in AIP Denmark, ENR 2.2 and FIZ for relevant aerodromes are given in AD 2 item 17.

Flight within LTA, TMA, CTR and FIZ outside Published Hours of Service

Where LTA, TMA, CTR and FIZ are not established H24, information as to whether the area concerned is established shall be obtained from the relevant ATS-unit as given below.

Area	ATS Unit
Aarhus LTA, TMA and CTR	ACC Kabenhavn
Esbjerg FIZ	APP Billund
Odense FIZ	ACC Kabenhavn
Ranne TMA and CTR	ACC Malmo
Stauning FIZ	APP Billund
Sønderborg FIZ	ACC Kabenhavn
Tyra FIZ	ACC Kabenhavn
Vamdrup FIZ	APP Skrydstrup

Hours of service can be found in the VFR Flight Guide (VFG), which is also available on the Internet: https://aim.naviair.dk

ACC Telephone Numbers

ACC Kabenhavn +45 32 46 23 38
ACC in Sweden (ATC Malmö) +46 (0)40 697 18 05

(Telephone numbers for ATS-units at aerodromes, see list of public aerodromes).

Radio Communication and Secondary Surveillance Radar

Frequency Selection

To avoid harmful interference of air - ground communications, aircraft are not permitted to establish connection with ground stations outside the