
ENR 1. GENERAL RULES AND PROCEDURES**ENR 1.1 GENERAL RULES****1. Use of Afterburner/Reheat**

1.1 It is prohibited to use afterburner/reheat below 5.000 FT AGL with following exceptions:

- During take-off, touch-and-go, and go-around.
- During climb after take-off, touch-and-go or go-around.
- When climbing to altitude below 5.000 FT the afterburner/reheat has to be cut out at 350 KT or when reaching altitude.
- In emergency.

2. Night Navigational flights over Denmark

2.1 Foreign Air Stations planning to overfly Denmark on navigational flights later than 1500 UTC, are to send their flight plans in due time to be received at COPENHAGEN ACC (EKDKZQZM for IFR flights and EKDKZFZM for VFR flights) before 1300 UTC. Night VFR flights with foreign military aircraft will not be allowed over Danish territory.

2.2 For flights on Saturdays, Sundays and Danish public holidays, flight plans shall be sent in due time to be received at COPENHAGEN ACC before 1300 UTC (1200 UTC Summer period) the previous working day. See list of Danish public holidays on page GEN 2.1-2.

3. Supersonic flight

3.1 Supersonic flights with foreign military aircraft will not be allowed over Danish territory except when participating in NATO exercises in which case, specific regulations will be stipulated for each individual exercise or when foreign military aircraft under operational control of Commander Tactical Air Command, Denmark, operates from a Danish Air Station where national regulations apply.

4. VFR flying above 3500 FT.

4.1 Military aircraft flying over Danish territory above 3500 ft are to contact an Aircraft Controlling Unit (ACU) or ATS unit for flight following/flight information service.

4.2 Operations above FL195 inside København FIR are subject to ATC-clearance obtained from ACC Copenhagen.

5. Air refuelling

5.1 A series of preplanned AAR tracks exist within EKDK FIR. For details including reservation refer to ENR 5.3.

6. North Sea airspace. Flying at or below FL 85

6.1 General

En Route flight over the North Sea in that part of the airspace, where Air Traffic Service is provided by Denmark, shall be carried out according to the cruising levels and Air Traffic Rules.

Notes:

1. *Tyra Information provides Air Traffic Service within TYRA FIZ/RMZ.*
2. *Copenhagen Information provides Air Traffic Service outside TYRA FIZ/RMZ.*

6.2 Crossing of helicopters flight path Pilots of fixed-wing aircraft crossing the flight path of helicopters should as early as possible plan their flight to pass over, below or behind the helicopters and make efforts to obtain greatest possible separation. In order to discover helicopter traffic, use of radar is recommended. In addition, traffic information may be obtained from Copenhagen Information or TYRA Information.

Note: Helicopter pilots prefer a horizontal separation of at least 2 NM.

6.3 Helicopter operations

6.3.1 Helicopter operations to, from and between oil and gas and wind farm installations in the North Sea are taking place on a 24 hour basis, under IMC as well as VMC and often with sling load.

6.3.2 Helicopter Routes:

Helicopter routes have been established for the most used helicopter tracks in that part of the North Sea, where ATS is provided by Denmark (see chart ENR 6.5-1 and route descriptions in ENR 3.2). Helicopter routes in uncontrolled airspace are not mutually separated horizontally. Where helicopter routes are based on "Basic Area Navigation" with a navigational tolerance of 5 NM on each side of the centre line, this will be indicated in the column remarks in the route description.

Other traffic than civil helicopter operations are advised to:

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

Furthermore, military air traffic are advised to avoid crossing helicopter routes between altitude 1000 FT AMSL and FL 90.

6.3.3 Cruising Level in Helicopter Routes

Except during take-off and landing, civil helicopter operations should normally be carried out in levels not below 1500 FT MSL. For Minimum flight Altitude on specific routes see ENR 3.2, and for specific AMA (Area Minimum Altitude) see ENR 6.5-1.

6.3.4 Helicopter Decks:

The following helicopter decks are situated on oil and gas installations in the North Sea: DAN B, DAN E, DAN F, GORM C, HALFDAN A, HALFDAN B, HARALD, SIRI, SKJOLD, SOUTH ARNE, CECILIE, NINI, ROLF, RAVN WINTERSHALL, TYRA EAST and TYRA WEST.

The following helicopter decks are situated in the vicinity of off-shore wind farms: HORNS REV A, HORNS REV B.

7. Northern North Sea. Lower airspace responsibilities (at or below fl 85)

7.1 Denmark, Norway, and the United Kingdom have arranged through the exchange of bilateral Letters of Agreement to transfer the responsibility for providing ATS to all aircraft at or below FL 85, within those areas of their FIRs which are located between the FIR boundary and the Median Line, to the nation exploiting the natural resources of the area.

7.2 The areas involved in transfer of ATS responsibility are described below and shown on the chart overleaf:

7.3 The areas are bounded by arcs of great circles joining successively the coordinates concerned.

7.4 Procedures and communications within the said areas will be as if the airspace concerned was an integral part of the FIR for which the described nation is responsible.

AREA/ LOCATION	LATERAL LIMITS	UPPER LIMIT	ATS RESPONSIBILITY
AREA I Within POLARIS FIR	590504N 0013916E - 600000N 0000000E - 630000N 0000000E - 630000N 0003120E - 625328N 0003821E - 622219N 0010622E - 614410N 0013329E - 612122N 0014718E - 595346N 0020430E - 591722N 0014236E - 590504N 0013916E.	FL 85	UK
AREA II Within SCOTTISH FIR	590504N 0013916E - 570000N 0050000E - 563500N 0050000E - 560510N 0031455E - 563540E 0023642E - 575416N 0015748E - 582546N 0012854E - 590504N 0013916E	FL 85	NORWAY
AREA III Within SCOTTISH FIR	560510N 0031455E - 563500N 0050000N - 550000N 0050000E - 554554N 0032213E - 555006N 0032400E - 555458N 0032055E - 560510N 0031455E	FL 85	DENMARK