

ENR 1.6 RADAR SERVICES AND PROCEDURES

1. Normal procedures

1.1 Foreign military aircraft intending to fly VFR over Denmark are to contact DENMIL Information before entering København FIR to obtain individual SSR mode 3 code.

1.2 All aircraft equipped with mode C will use this facility whenever operating their transponder on mode 3/A.

1.3 When entering København FIR pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

Note: Assignment of a discrete SSR code to a VFR flight does not imply that the flight will be continuously monitored by radar or that the flight has been cleared to enter airspace in which VFR flights in accordance with Commission Regulation (EU) No 923/2012 shall be operated as controlled flights.

1.4 In exercises the required mode 3/A ATC code has priority over other exercise commitments during the time air traffic services is provided by an ATS Unit. When the required service is terminated, aircraft will operate the transponder in accordance with the air task or operational order.

1.5 For aircraft flying in formation the flight leader only shall operate transponder as listed above, unless otherwise instructed by ATS.

2. Application of radar control.

2.1 Air Traffic Service by Aalborg Approach, Aarhus Approach, Billund Approach, Copenhagen Approach, Copenhagen Control, Copenhagen Information, DENMIL, Esbjerg Information, Kastrup Tower, Roskilde Approach and Sønderborg Information will normally be carried out with the use of radar.

2.2 The applicable radar separation minima vary depending on the distance from appropriate radar station and other conditions. The separation will never be less than 3 NM.

Note: Use of SSR alone for the provision of separation in accordance with ICAO SUPPS-DOC 7030, "Regional Supplementary Procedures" is applied by some units within København FIR. Attention is drawn to the fact that ATS cannot necessarily provide traffic information on aircraft without a functioning transponder, when the mentioned procedure is applied. Likewise, these units will not be able to provide radar service regarding CB and other weather activity.

3. Emergency procedures.

3.1 If a pilot encountering a state of emergency has previously been directed by ATS to operate the transponder on a specific code, this code setting shall be maintained until otherwise instructed, see sub. 3.2 below.

3.2 Notwithstanding the procedure in sub. 3.1 above, a pilot may select Mode-A, Code 7700, whenever the nature of the emergency is such that this appears to be the most suitable course of action.

3.3 Pilots subject to unlawful interference shall endeavour to set the transponder to Mode-A, Code 7500, to give indication of the situation, unless circumstances warrant the use of Code 7700.

Note: Continuous monitoring of responses on Mode-A, Code 7700 and Code 7500 is provided.

4. Radio communication failure procedure.

4.1 In the event of a radio communication failure, a pilot shall select Mode-A, Code 7600 and follow established radio communication failure procedures. Subsequent control of the aircraft will be based on those procedures.

Note: Continuous monitoring of responses on Mode-A, Code 7600 is provided.

5. SSR transponder failure

Note: Due to the dominating role of SSR in radar data processing it is very complicated to accommodate a flight with a failing transponder. Pilots have to take this into account when interpreting the procedures indicated below.

5.1 Failure before intended departure

In cases where a transponder has failed and definitely cannot be restored prior to departure, permission to perform the flight without SSR must be obtained from ACC KØBENHAVN. If the permission is granted, the letter "O" shall be inserted in item 10 of the ICAO flight plan under "SSR" for indicating complete unserviceability of the transponder or - in case of partial transponder failure - the letter corresponding to the remaining transponder capability.

5.2 Failure after departure

In cases where a transponder failure occurs during flight pilots may expect that ATS units will endeavour to provide continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. After landing pilots shall make every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the provisions in sub. 5.1 above.