

GEN 1.4 REMOTELY PILOTED AIRCRAFT SYSTEMS

1. General

1.1. Permission to operate a Remotely Piloted Aircraft System (RPAS) in Danish airspace shall be granted by Air Command Denmark (AIRCOMDEN) upon request from the RPAS operator.

1.2. The basis for granting permission shall be a submission of an application by the operator describing the intended purpose of the flight, including the planned route, as well as a detailed description of the technical capabilities of the RPAS and the qualifications of the RPAS crew.

1.3. This detailed description shall include, if the RPAS and its crew are certified in accordance with NATO STANAG 4670 and STANAG 4671, respectively.

1.4. First-time applications for a specific RPAS type shall include a risk analysis with appropriate mitigation measures, clearly describing the expected RPAS behavior in emergency situations or other events that may affect flight safety.

2. Risk Analysis

2.1. The risk analysis shall include a comprehensive description of the operational behavior of the RPAS and address the handling of abnormal situations, including, but not limited to, the following:

2.1.1. Loss of Radio Communication

- Description of backup or alternative communication methods between Air Traffic Control (ATC) and the RPAS operator in command.
- Provision of two independent telephone numbers (landline and/or mobile) to establish direct communication between ATC and the operator.

2.1.2. Command and Control Link Loss (C2LL)

- Description of any backup or alternative systems and resulting RPAS behavior.
- Detailed timeline of C2LL events and system responses.

2.1.3. Transponder Failure

- Description of backup or alternative systems and applicable procedures.

2.1.4. Failure of Critical System Components / Engine Failure

- Description of RPAS behavior in such events.
- Identification of possible Emergency Landing Sites (ELS) or Emergency Crash Sites (ECS) (limited to military aerodromes or sea areas).
- Assessment of whether altitude is sufficient at all times to reach an ELS/ECS in unpowered glide. If not, affected flight segments and corresponding mitigation measures shall be specified.

2.1.5. Combined In-Flight Engine Failure and C2LL

- Description of backup or alternative systems and procedures.
- Description of emergency landing procedures at ELS and approach procedures to ECS, including possible dispersion/impact area.

3. Prior Approval of Foreign Military RPAS in Danish Airspace

- 3.1. Applications for RPAS operations shall be submitted to AIRCOMDEN.
- 3.2. Postal address: Air Command Denmark
Attn: RPAS Branch
Herningvej 30
DK-7470 Karup J
Denmark
Email: sko-myn@mil.dk (Attn.: FLK RPAS Branch)
- 3.3. For first-time approvals, a processing period of up to three months should be expected.
- 3.4. Subsequent applications shall be submitted no later than ten days prior to the intended flight.
- 3.5. In addition, operators of foreign military RPAS, or foreign RPAS registered as state aircraft, shall obtain diplomatic clearance prior to operating in Danish airspace (Ref. GEN 1.2). Applicants shall use the form provided in GEN 1.3.