

GEN 1.7. DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES.

Annex 2 - Rules of the Air. (Tenth Edition)

Specific military rules for the use of afterburner/reheat, night navigational flights over Denmark, supersonic flight, VFR flying above 3500 ft, flying at or below FL 85 in the North Sea airspace and air refuelling are described in ENR 1.1 GENERAL RULES.

Chapter 2. Applicability of the Rules of the Air

2.2 Compliance with the Rules of the Air.

The Danish Rules of the Air contains the following provision:

Operation of an aircraft in flight must be conducted in accordance with the requirements in the ATS airspace classification table (see ENR 1.4 ATS AIRSPACE CLASSIFICATION) applicable to each airspace Class A - G, unless otherwise indicated in the MIL AIP.

Chapter 3. General Rules

3.3.1 Submission of a flight plan.

The Danish military requirements to submit a FPL are described in ENR 1.10 FLIGHT PLANNING.

Chapter 4. Visual Flight Rules

4.1 Weather minima for VFR flights.

The Danish military weather minima for VFR flights are described in ENR 1.2 VISUAL FLIGHT RULES.

Annex 5 - Units of Measurement to be Used in Air and Ground Operations. (Fifth Ed.)

Chapter 3. Standard Application of Units of Measurement

3.3 (Table 3-4) Chapter 3

Ref. No.	Quantity	Unit used in Denmark
1.1	altitude	ft
1.3	distance (long)	nm
1.5	elevation	ft
1.7	height	ft
4.1	airspeed	kt
4.7	ground speed	kt
4.15	vertical speed	ft/min
4.16	wind speed	kt

Annex 10 - Aeronautical Telecommunications Volume I

Radio Navigation Aids. (Sixth Edition)

Chapter 3. Specifications for Radio Navigation Aids

3.1.5.1.2 At some airports the ILS glide paths have a glide path angle of 2.75°.

11. Annex 11 - Air Traffic Services

Chapter 2. General

2.6 Classification of airspaces.

Airspace classes A, B and F are not used.

Chapter 3. Air Traffic Control Service.

Vertical or horizontal separation will be established between Special VFR-flights.

Chapter 4. Flight Information Service.

Certain parts of airspace class G (designated FIZ/RMZ) have a requirement for continuous two-way radio communication with the appropriate ATS unit.

Annex 14 - Aerodromes

Volume I: Aerodrome Design and Operations

Chapter 5.2 Markings

5.2.2.4 Runway designation markings 02/20 and 13/31 will not be used in order to avoid radio communication confusion between the two runway directions.