Flying in Denmark

Royal Danish Air Force
Flight Information

Edition 42
March 2025

WELCOME TO DENMARK

Defence Command Denmark welcomes you to our country.

This small folder has been prepared as a quick reference for foreign pilots, who are not familiar with Danish flying procedures, and who will be operating in Copenhagen FIR.

We recommend that you bring the folder along during flights in Copenhagen FIR.

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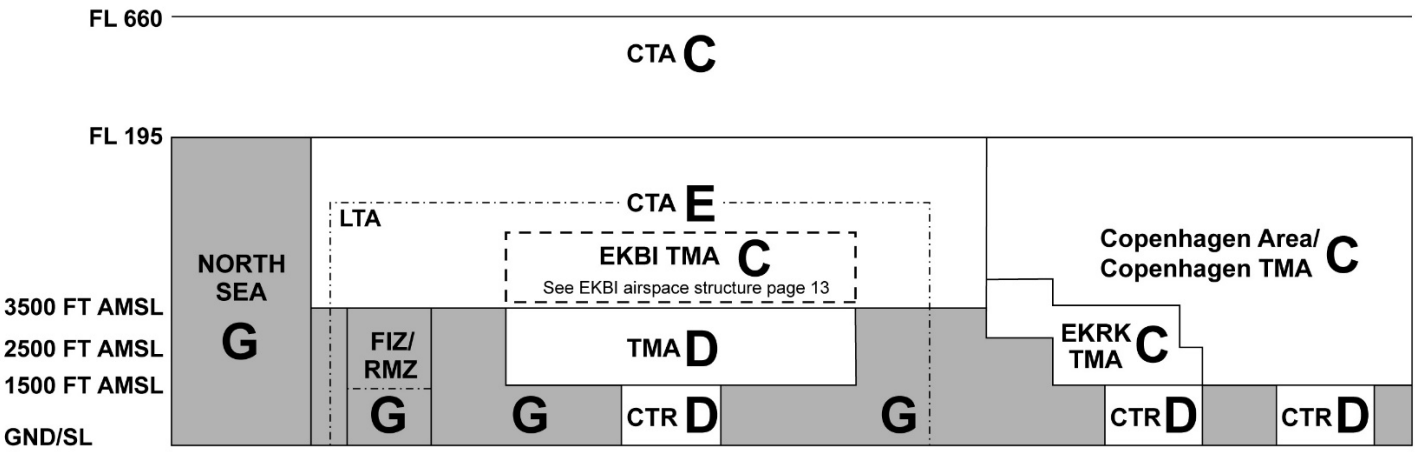
TABLE OF CONTENTS

WELCOME TO DENMARK 2
TABLE OF CONTENTS 3
ATS AIRSPACE CLASSIFICATION IN DENMARK 4
GENERAL INFORMATION 5
COPENHAGEN FIR 5
VISUAL FLIGHT RULES 5
VFR FLYING GENERAL 5
VFR FLYING IN CTR (Class D) 6
SPECIAL VFR IN CTR (Class D) 6
FLIGHT PLAN 7
TRANSITION FROM VFR TO IFR 7
MINIMUM ALTITUDES 7
LOW FLYING 7
NVG FLYING HELICOPTERS 8
LANDING IN TERRAIN 8
SPEED RESTRICTIONS 8
SUPERSONIC FLIGHT 8
USE OF AFTERBURNER 8
RESTRICTED AIRSPACE 9
USE OF TRA/TSA 9
ECM RESTRICTIONS 9
SIMULATED ATTACKS 9
BIRD MIGRATION 9
BIRD PROTECTION AREAS 11
ATS AIRSPACE JUTLAND AND FUNEN 12
ATS AIRSPACE ESBJERG BILLUND AREA 13
ATS AIRSPACE COPENHAGEN AREA / BORNHOLM 14
NORTH SEA HELICOPTER ROUTES 15
ACC SECTORS BELOW FL 285 16
ACC SECTORS ABOVE FL 285 17
RESTRICTED AIRSPACE 18
TRA/TSA AREAS 19
EMERGENCY PROCEDURES 20
SPEECHLESS PROCEDURE 20
OVERDUE 20
MISCELLANEOUS 20
MILITARY COMMUNICATION 20
ADDRESSING OF FLIGHT PLAN MESSAGES 21
NOTAMS 21
AIR COMMAND DENMARK MIL AIM 21
TOWER, APPROACH AND INFORMATION FREQUENCIES 22
USEFUL PHONE NUMBERS 23

ATS AIRSPACE CLASSIFICATION IN DENMARK



CL.	TYPE OF FLIGHT	SEPARATION PROVIDED	SERVICE PROVIDED	VMC VISIBILITY AND DISTANCE FROM CLOUD MINIMA	SPEED LIMIT	REQUIREMENT FOR		
						RADIO COM	SSR	CLEA-RANCE
A	Not used in Copenhagen FIR							
B	Not used in Copenhagen FIR							
C	IFR	IFR from IFR IFR from VFR	ATC	Same as for VFR	N/A	Yes	A + C	Yes
	VFR	VFR from IFR	ATC for separation from IFR; VFR/VFR traffic information (+ avoidance on request) [1]	8 km at/above FL 100 5 km below FL 100 [2] 1500 m horizontal and 300 m (1000 ft) vertical distance from cloud	250 KIAS below FL100 [3]	Yes	A + C	Yes
D	IFR	IFR from IFR	ATC incl. traffic information (+ avoidance on req.)	Same as for VFR	250 KIAS below FL 100 [3]	Yes	A + C	Yes
	VFR	NIL	ATC, traffic information about VFR and IFR flights (+ avoidance on request)	8 km at/above FL 100 5 km below FL 100 [2] 1500 m horizontal and 300 m (1000 ft) vertical distance from cloud	250 KIAS below FL 100 [3]	Yes	No	Yes
E	IFR	IFR from IFR	ATC, traffic information about VFR flights as far as practical	Same as for VFR	250 KIAS below FL 100 [3]	Yes	A + C	Yes
	VFR	NIL	FIS. Traffic information as far as practical	8 km at/above FL 100 5 km below FL 100 [2] 1500 m horizontal and 300 m (1000 ft) vertical distance from cloud	250 KIAS below FL 100 [3]	No	No	No
F	Not used in Copenhagen FIR							
G	VFR	NIL	FIS	8 km at/above FL 100, 5 km below FL 100 [2] - 1500 m horizontal and 300 m (1000 ft) vertical distance from cloud.	250 KIAS below FL 100 [3]	In FIZ/ RMZ	No	No
				at or below 3000 ft MSL or 1000 ft AGL: 5 km, clear of cloud, surface in sight	250 KIAS [3]	In FIZ/ RMZ	No	No
				at or below 3000 ft MSL or 1000 ft AGL: 3 km, clear of cloud, surface in sight [4]	140 KIAS	In FIZ/ RMZ	No	No

[1] See next page concerning VFR flight in airspace class "C".
[2] For fighters and all aircraft operated at 250 KIAS or more, a flight visibility of 8 km or more is required except in airspace "G"
[3] If mission requires or speed limit is incompatible with type of aircraft, military aircraft may exceed the speed restriction.
[4] Helicopters may operate VFR, if flight visibility is equal to or greater than 800 M, if manoeuvring at a speed that will give adequate opportunity to observe other traffic or any obstruction in time to avoid collision.
[5] Required flight visibility at night, at least:
- Fighters and other aircraft operated at speeds exceeding 140 KIAS: 8 KM
- Aircraft operated at speeds at 140 KTS IAS or less: 5 KM
- Helicopters operated at 140 KTS IAS or less: 3 KM

GENERAL INFORMATION

COPENHAGEN FIR

Copenhagen FIR extends vertically from ground level to infinity. Controlled airspace extends from 3500 FT to FL 660, except over the North Sea, where the extension west of the line 571230N 0075400E - 553700N 0080900E - 550000N 0074300E is from FL 195 to FL 660.

VISUAL FLIGHT RULES

Except when operating as a Special VFR flight in a Control Zone, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table indicating the limits of visual meteorological conditions (VMC).

ALTITUDE	AIRSPACE CLASS	FLIGHT VISIBILITY	DISTANCE FROM CLOUD
At and above FL 100	CDEG	8 KM	1500 M horizontally 1000 FT vertically
Below FL 100 and above 3000 FT AMSL, or above 1000 FT above terrain, whichever is the higher	CDEG	5 KM	1500 M horizontally 1000 FT vertically
At and below 3000 FT AMSL, or above 1000 FT above terrain, whichever Is the higher	CDE	5 KM	1500 M horizontally 1000 FT vertically
	G	5 KM/ 3 KM/140 KT	Clear of cloud and with the surface in sight

1) For fighters and all aircraft operating at 250 KTS IAS or more, a flight visibility of 8 KM or more is required, except in airspace class G during daylight, when flying at or below 3000 FT MSL or 1000 FT AGL whichever is the higher.

2) Helicopters may operate VFR, if flight visibility is equal to or greater than 800 M, if manoeuvring at a speed that will give adequate opportunity to observe other traffic or any obstruction in time to avoid collision.

3) All TMA's within Copenhagen area are class C airspace.

4) Required flight visibility at night, at least:
   - Fighters and other aircraft operated at speeds exceeding 140 KTS IAS: 8 KM
   - Aircraft operated at speeds at 140 KTS IAS or less: 5 KM
   - Helicopters operated at 140 KTS IAS or less: 3 KM

5) Helicopters operating on NVG need at least 500 ft AGL ceiling and 3 km visibility. If the crew is able to transition to IFR flight, ceiling can be down to 300 ft AGL and visibility 1,5 km.

VFR FLYING GENERAL

For military aircraft under operational control of Defence Command Denmark the following rules for VFR flying in airspace classes C, D, E and G apply:

Between FL 195 and FL 660 (Class C)

All flights outside allocated TSA's or TRA's must be conducted either as IFR or controlled VFR flight. Two-way radio contact must be established and maintained with the appropriate ACU or ACC sector and a clearance obtained. If the flight, or part of the flight, is taking place within or above Copenhagen Area clearance must be obtained from Copenhagen Approach for flights at or below FL 195 and Copenhagen Control for flights above FL 195.

Between 3500 ft MSL and FL 195 (Class E)
VFR flight may be conducted without clearance from ACC Copenhagen, but only with 'Traffic Information', i.e. the pilot must be in two-way radio contact with a radar unit (ATS or ACU) and receive traffic information. Under all circumstances the pilot must ensure a separation to civil IFR flights of minimum 5 NM horizontal or 1000 ft vertical. (This is very important – triggering somebody's TCAS **will** result in a report from the civil aviation authorities!)

Below 3500 ft MSL (Class G)
VFR flying may be conducted without clearance and there is no requirement for traffic information. You are, however, encouraged to always be in contact with the local ATS unit for traffic information.

CTR and TMA (Class D)
You must be in two-way radio contact and obtain clearance from local ATC before entering a CTR or a TMA. Maintain listening watch.

FIZ/RMZ (Class G)
You must be in two-way radio contact with local AFIS unit before entering a FIZ/RMZ. State your intention and maintain listening watch.

VFR FLYING IN CTR (CLASS D)

VFR flights can be carried out in control zones when ceiling is 1500 FT or above and meteorological visibility is reported equal to or greater than:

8KM/8KM DAY/NIGHT FOR FIGHTER AIRCRAFT
5KM/8KM DAY/NIGHT FOR OTHER AIRCRAFT

When ceiling is between 1500 FT and 2500 FT separation will be established between military VFR flights and civil IFR and special VFR flights.

SPECIAL VFR IN CTR (CLASS D)

ATC may approve special VFR-flights in a control zone when the meteorological conditions are equal to or better than:

AIRCRAFT TYPE	METEOROLOGICAL VISIBILITY DAY/NIGHT	CEILING	DIST FROM CLOUDS
Fighters and other aircraft operating at speeds exceeding 140 KIAS	5 KM / 8 KM	1000 FT [1)]	CLEAR OF CLOUDS
Aircraft operating at speeds at 140 KIAS or less	3KM / 5KM	500 FT	CLEAR OF CLOUDS
Helicopters operating at 140 KIAS or less	800M / 3KM	500 FT [2), 3)]	CLEAR OF CLOUDS

1) In connection with take off and departure via specific routes in daylight the ceiling minimum can be reduced to 500 FT AGL.
2) In connection with take off, departure and approach via specific routes in daylight, the ceiling minimum can be reduced to 300 FT AGL.
3) In connection with NVG flying visibility can be reduced to 1500 meters and ceiling to 300 ft AGL provided that the crew is able to transition to IFR flight.

FLIGHT PLAN

A complete ICAO flight plan must be filed for:

- Flights outside Copenhagen FIR
- Flights landing on a civil airfield
- Flights departing from a civil airfield
- IFR flights
- Night VFR flights

In all other cases a reduced flight plan containing the following information will be sufficient:

- Callsign/SSR code
- Number and type of aircraft
- ETD
- EET
- Mission and area/route
- Endurance
- A/C Commander

TRANSITION FROM VFR TO IFR

If flying in airspace class "G", and unable to obtain an IFR clearance prior to going IMC, proceed as follows:

- Climb to and maintain 2500 ft until VFR or an IFR clearance is obtained.
- Request IFR clearance by Copenhagen ACC, or by any ATC unit in the vicinity.

Note: GCA is not available in Denmark.

MINIMUM ALTITUDES

Above the highest obstacle within a radius of 600 m, except during takeoff and landing or when specifically authorised:

Jet fighters and transport aircraft:	2000 ft AGL
Light aircraft and helicopters	500 ft AGL*

*1000 ft AGL over towns and built up areas.

When operating out of (takeoff and subsequent landing) a Danish Airstation, foreign military aircraft must attend a Flying in Denmark briefing.

LOW FLYING

Low flying at altitudes below the minimum altitudes must be specifically ordered in the AIRTASK or EXERCISE ORDER and a briefing must be obtained from the relevant Wing.

Due to noise abatement, every effort should be made not to overfly built-up and recreational areas, especially coastal recreational areas, at low altitude. Direct overflight of ships or sailing boats not legitimate targets or exercise participants should be avoided.

NVG FLYING HELICOPTERS

NVG flying with helicopters can be conducted down to hover height. A unit planning to conduct NVG flying below 500 ft shall complete a recce of the intended route or area in daylight within 7 days of the flight. Flying on NVG below 500 ft may only be conducted with a minimum crew of two in the cockpit. A briefing must be obtained from HW KAR before flying on NVG in Denmark.

LANDING IN TERRAIN

Helicopter landing sites are established around Denmark. If landing outside any established landing site is required, permission must be obtained from both Helicopter Wing Karup (HW KAR) and the land owner. For a list of established landing sites and more information contact HW KAR (A3).

SPEED RESTRICTIONS

When flying over land (including the sea within 2 km off the coast) with jet fighters the following speed restrictions apply:

- Above 2000 ft AGL : Subsonic
- 1000 ft – 2000 ft AGL : 500 KCAS
- Below 1000 ft AGL : 480 KCAS

SUPERSONIC FLIGHT

Supersonic flight over Danish territory by foreign military aircraft is only allowed when specifically permitted by Air Command Denmark in connection with special flights, or when such aircraft are under operational control of Air Command Denmark..The national regulations are:

- Flying above MACH 0.97 must be authorized by D/O and should be conducted under GCI control. If not under GCI control you must obtain clearance from ACC Copenhagen. If over land, or over water less than 10 NM from the coast, supersonic flight is permitted only above FL 360. If over sea, more than 10 NM from the coast and heading away from the coast, or more than 35 NM from the coast on any heading, then the lower limit is FL 100.

USE OF AFTERBURNER

It is prohibited to use afterburner below 5000 ft AGL / ASL with the following exceptions:

1) Flying over the sea at a distance of more than 2 KM off the coast;
2) During take-off, touch and go, overshoot;
3) In an emergency;
4) Attack exercises on shooting ranges or air bases. On air bases prior permission from ATC is required.

RESTRICTED AIRSPACE

Active R- and D areas (see page 18 for map) must be avoided unless the mission requires the use of them. Unless authorized in the AIRTASK or EXERCISE ORDER permission to penetrate the areas has to be obtained from ACC Copenhagen or the nearby ATC unit. Active areas can be found on NAVIAIR's website:

https://briefing.naviair.dk/

USE OF TRA/TSA

PPR of 15 minutes for use of **TRA** either through an ACU or directly to relevant ATC. Use of **TSA** is to be booked one day in advance through NAOC.

Areas will be assigned using VFR levels, but are to be used within IFR level limits. Above FL285, RVSM separation is used, e.g. assigned FL 55-350 – usable FL60-340. A horizontal distance of 2.5 NM must be kept from the area limits. See page 19 for map.

Inform ATC / ACU (AWACS, SKYLIGHT, GOTHAM, STRONGHOLD) latest 5 minutes before exiting an area on whether leaving VFR below FL195, or on an IFR clearance.

ECM RESTRICTIONS

1) Self-protection chaff may be used within the exercise area.
2) Chaff longer than 50 cm must not fall on land including the sea within 2 km off the coast.
3) Active ECM against radar installations will not be employed within 12 NM of any NATO border.
4) The use of IR-flares is not allowed over land including the sea within 2 km off the coast.

SIMULATED ATTACKS

Simultated attacks are to be carried out with the following minimum altitudes:

- Military airfields inside the perimeter fence: Not lower than 300 ft AGL
- Ground targets in civilian terrain: Not lower than 500 ft AGL

BIRD MIGRATION

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 culminates in the period end of March to Mid-May, and peak numbers for most 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 broad outline covering the entire country and its surrounding waters, with mean direction north-Northeast. Most birds come from Central and Western Europe. In daylight migration tends to concentrate along guiding coasts. The most important points of concentration area:

1) Skagen 5745N 01035E
2) Fornæs 5625N 01055E
3) NE Fyn 5520N 01045E
4) N & E Sjælland 5600N 01140E - 5520N 01230E

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 culminates during the period beginning of September to mid-November, and 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 intensities coincide also with winds from N-NE, light winds, little cloud-over and high atmospheric pressure. At night migration is in broad outline covering the entire country and its surrounding waters with mean direction south. Most birds come from South Norway and South Sweden. By day migration tends to concentrate in the eastern part of Denmark and along guiding coasts.

The most important points of concentration are:

1)	Falsterbo (S Sweden) and Stevns	5525N 01250E - 5520N 01230E
2)	Gedser – Rødby	5435N 01155E - 5440N 01120E
3)	Skælskør	5515N 01118E
4)	Southern Langeland	5445N 01040E
5)	Blåvand	5535N 00805E

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.

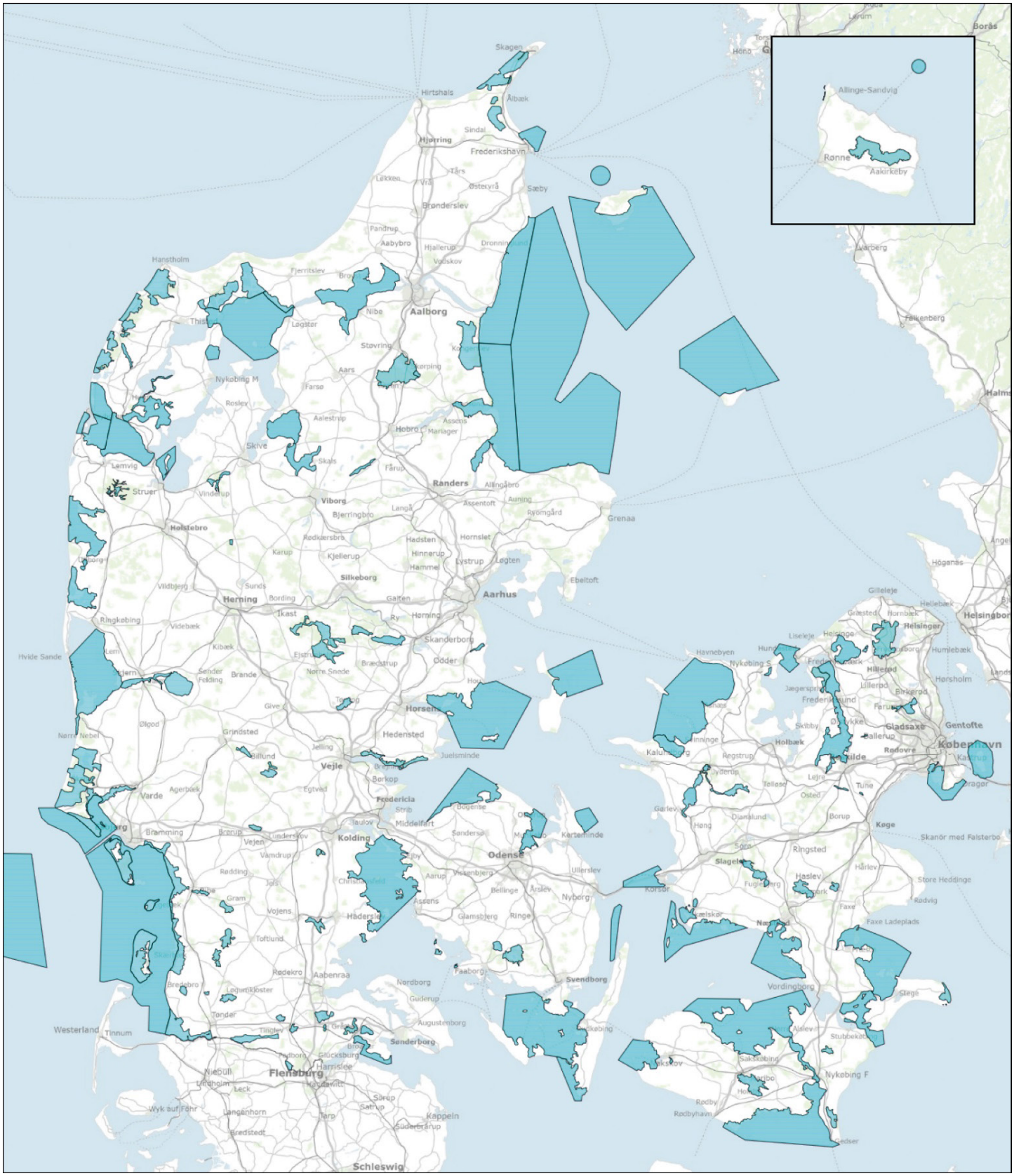
At least 100 million birds pass over Denmark and its surrounding waters during autumn. Smaller passerines are dominating, several species occur in great numbers and are most hazardous to aircraft, e.g. starlings, thrushes and finches. Very numerous and hazardous are also crow-birds, ducks, gulls, waders,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

Restrictions for Flights

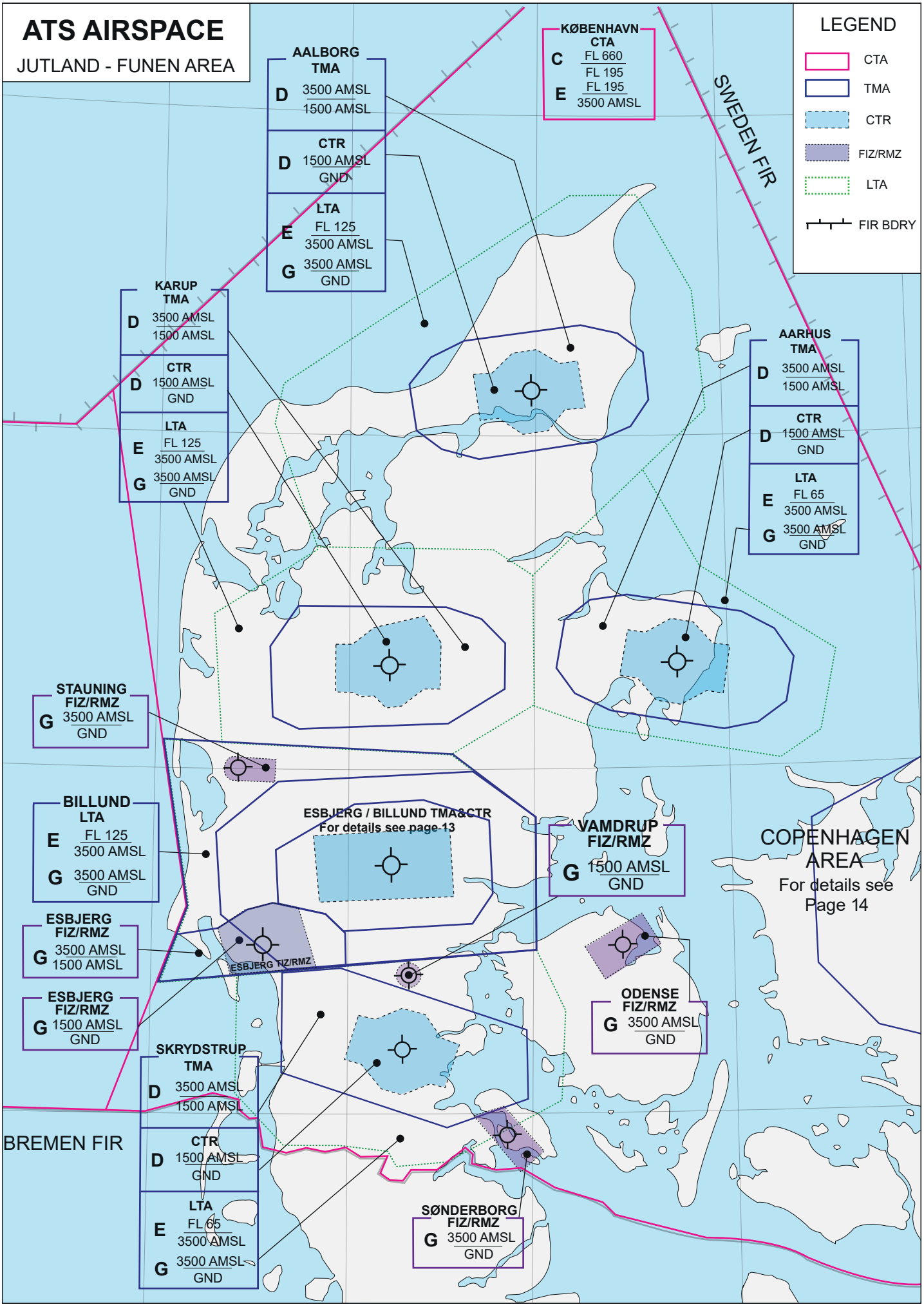
If flying in areas with high bird intensity (ref. LOW FLYING CHART – RDAF or next page) the pilot must maintain at least 2000 ft if birds are observed. Permanent bird concentration areas shown on next page primarily indicate concentration areas for breeding and resting waterbirds (swans, geese, ducks, coot, waders and gulls).

BIRD PROTECTION AREAS

The following map shows the Natura 2000 bird protection areas of Denmark, which may contain large bird concentrations.

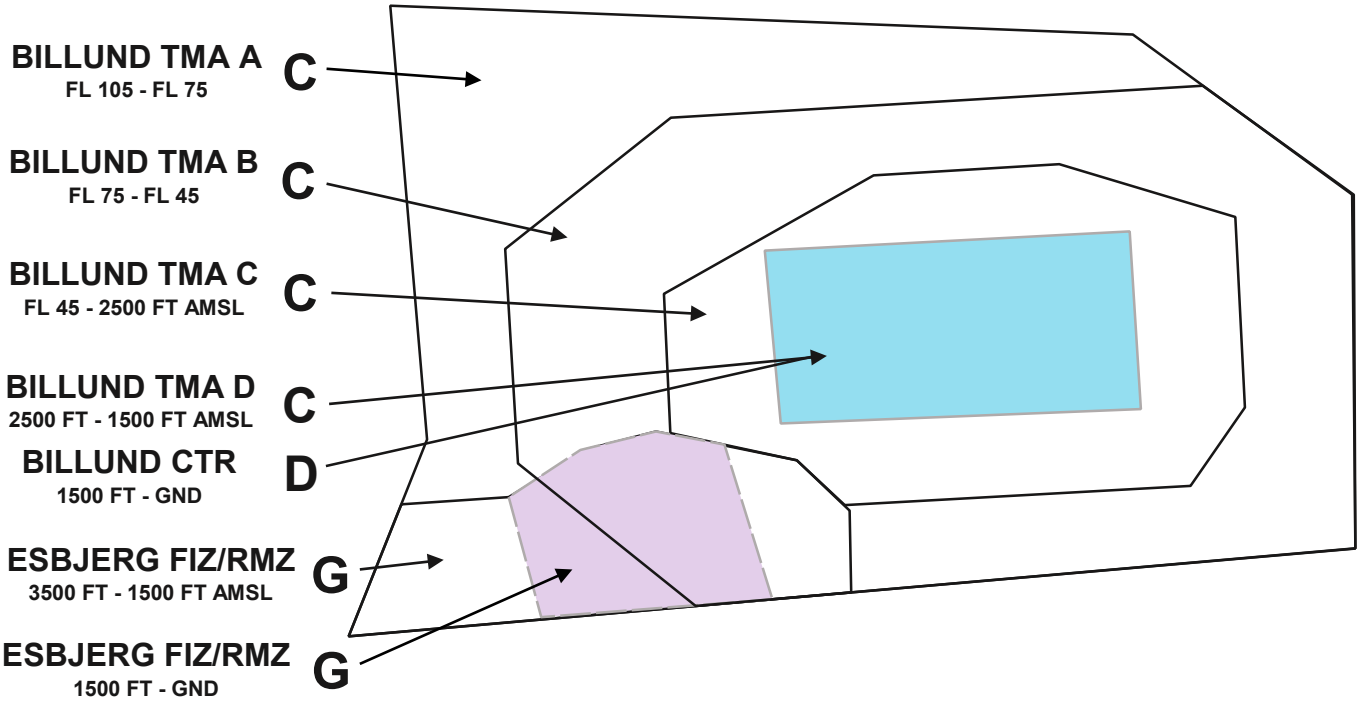


Source: Ministry of Environment of Denmark

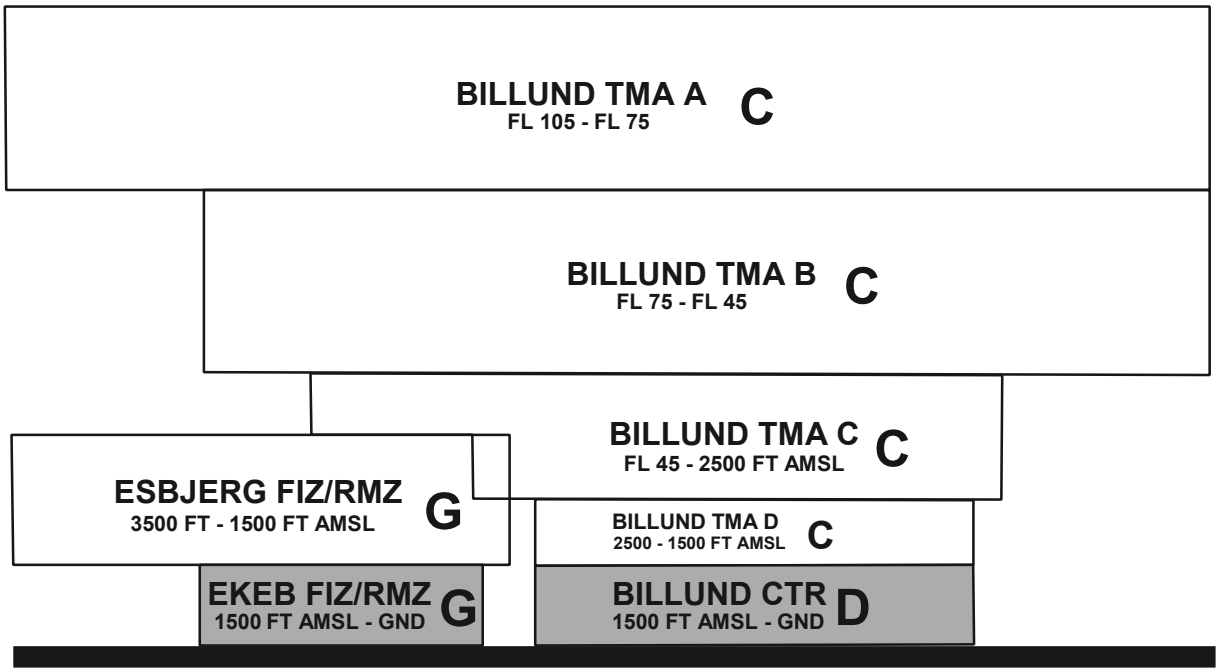

ATS AIRSPACE
JUTLAND - FUNEN AREA
LEGEND
CTA
TMA
CTR
FIZ/RMZ
LTA
FIR BDRY
AALBORG TMA
D 3500 AMSL / 1500 AMSL
CTR
D 1500 AMSL / GND
LTA
E FL 125 / 3500 AMSL
G 3500 AMSL / GND
KØBENHAVN CTA
C FL 660 / FL 195
E FL 195 / 3500 AMSL
SWEDEN FIR
KARUP TMA
D 3500 AMSL / 1500 AMSL
CTR
D 1500 AMSL / GND
LTA
E FL 125 / 3500 AMSL
G 3500 AMSL / GND
AARHUS TMA
D 3500 AMSL / 1500 AMSL
CTR
D 1500 AMSL / GND
LTA
E FL 65 / 3500 AMSL
G 3500 AMSL / GND
STAUNING FIZ/RMZ
G 3500 AMSL / GND
BILLUND LTA
E FL 125 / 3500 AMSL
G 3500 AMSL / GND
ESBJERG / BILLUND TMA&CTR
For details see page 13
VAMDRUP FIZ/RMZ
G 1500 AMSL / GND
COPENHAGEN AREA
For details see Page 14
ESBJERG FIZ/RMZ
G 3500 AMSL / 1500 AMSL
ESBJERG FIZ/RMZ
G 1500 AMSL / GND
ESBJERG FIZ/RMZ
ODENSE FIZ/RMZ
G 3500 AMSL / GND
SKRYDSTRUP TMA
D 3500 AMSL / 1500 AMSL
CTR
D 1500 AMSL / GND
LTA
E FL 65 / 3500 AMSL
G 3500 AMSL / GND
BREMEN FIR
SØNDERBORG FIZ/RMZ
G 3500 AMSL / GND

ATS AIRSPACE ESBJERG BILLUND AREA

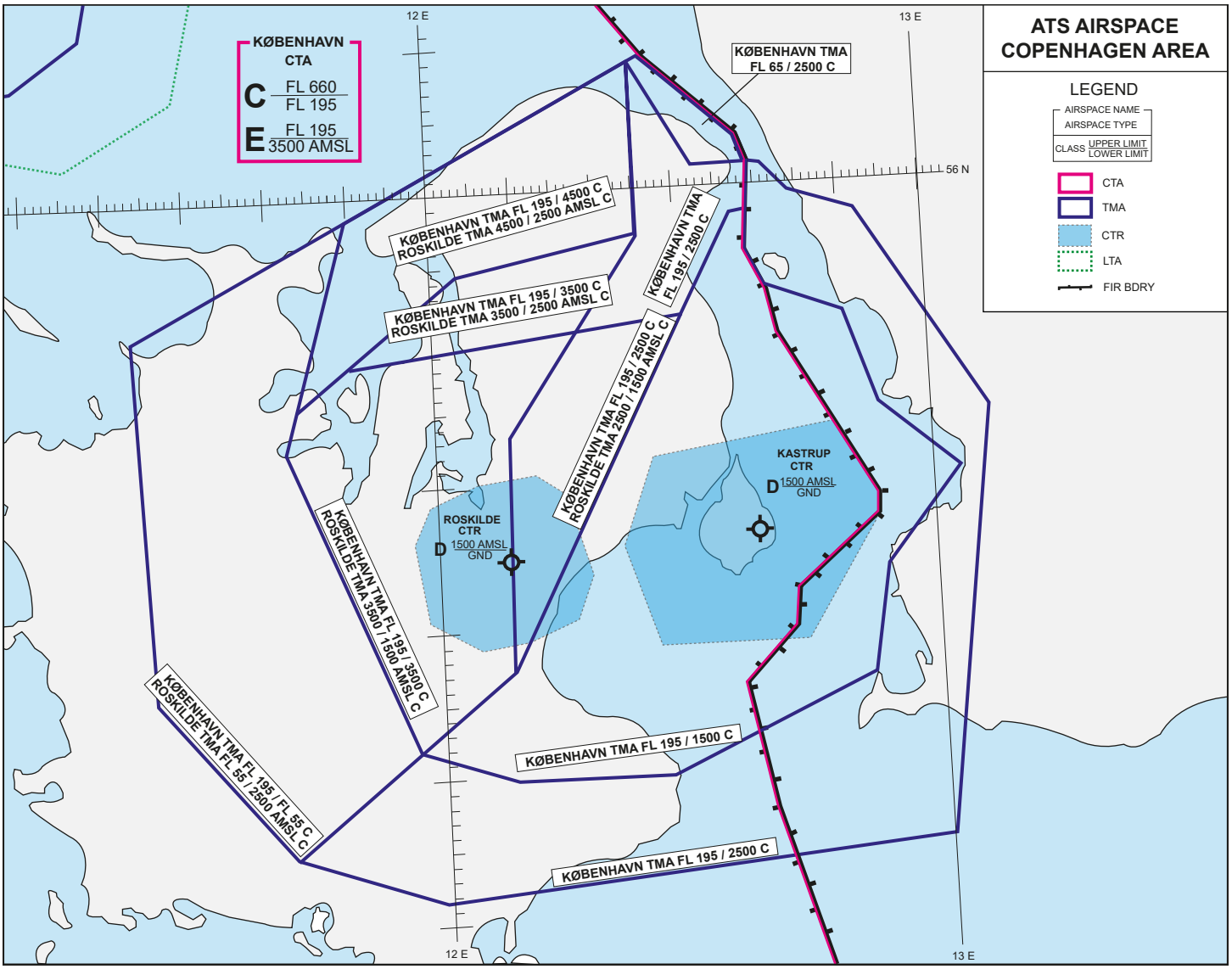
AIRSPACE STRUCTURE (PLAN VIEW)
Billund TMA, Esbjerg FIZ/RMZ
Billund CTR And Esbjerg FIZ/RMZ

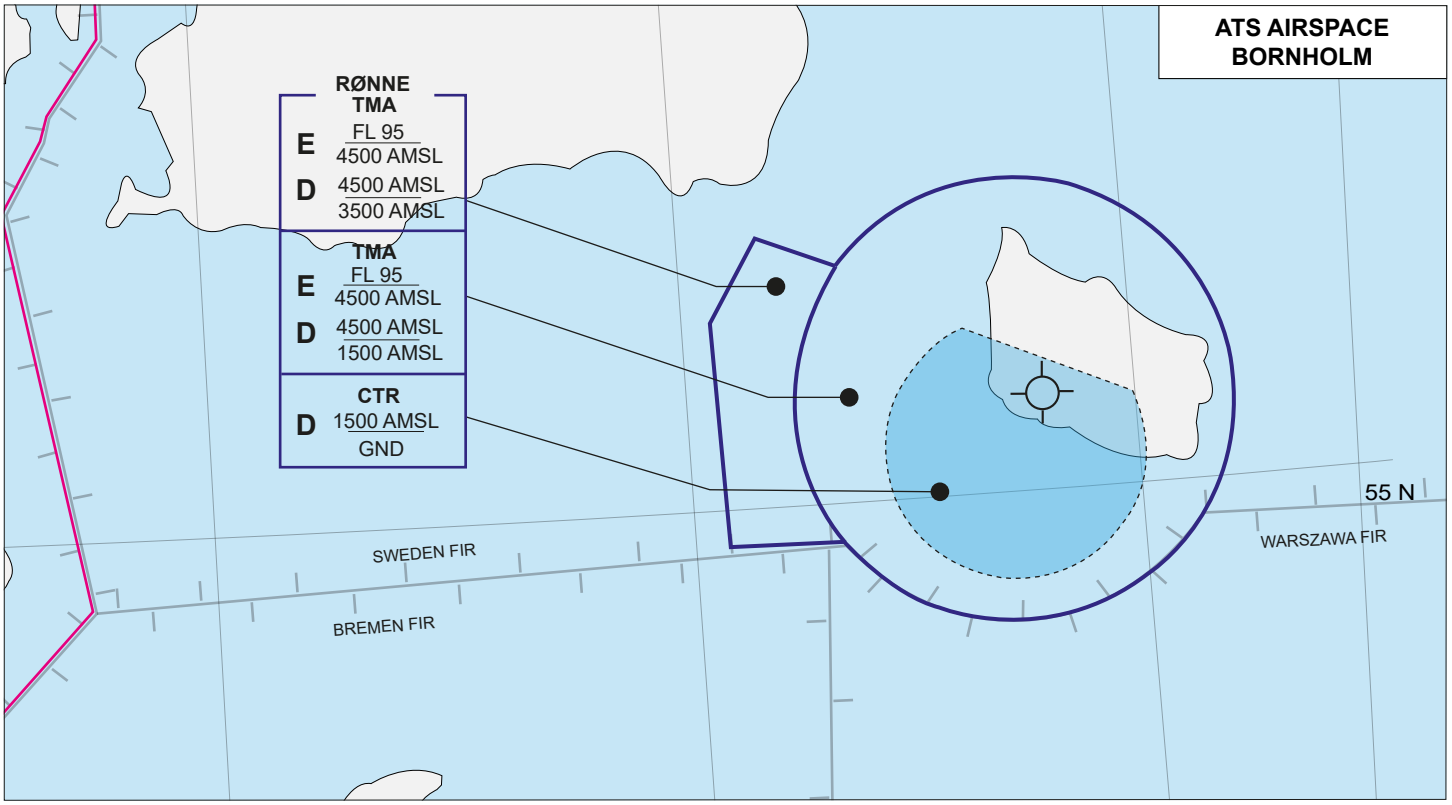


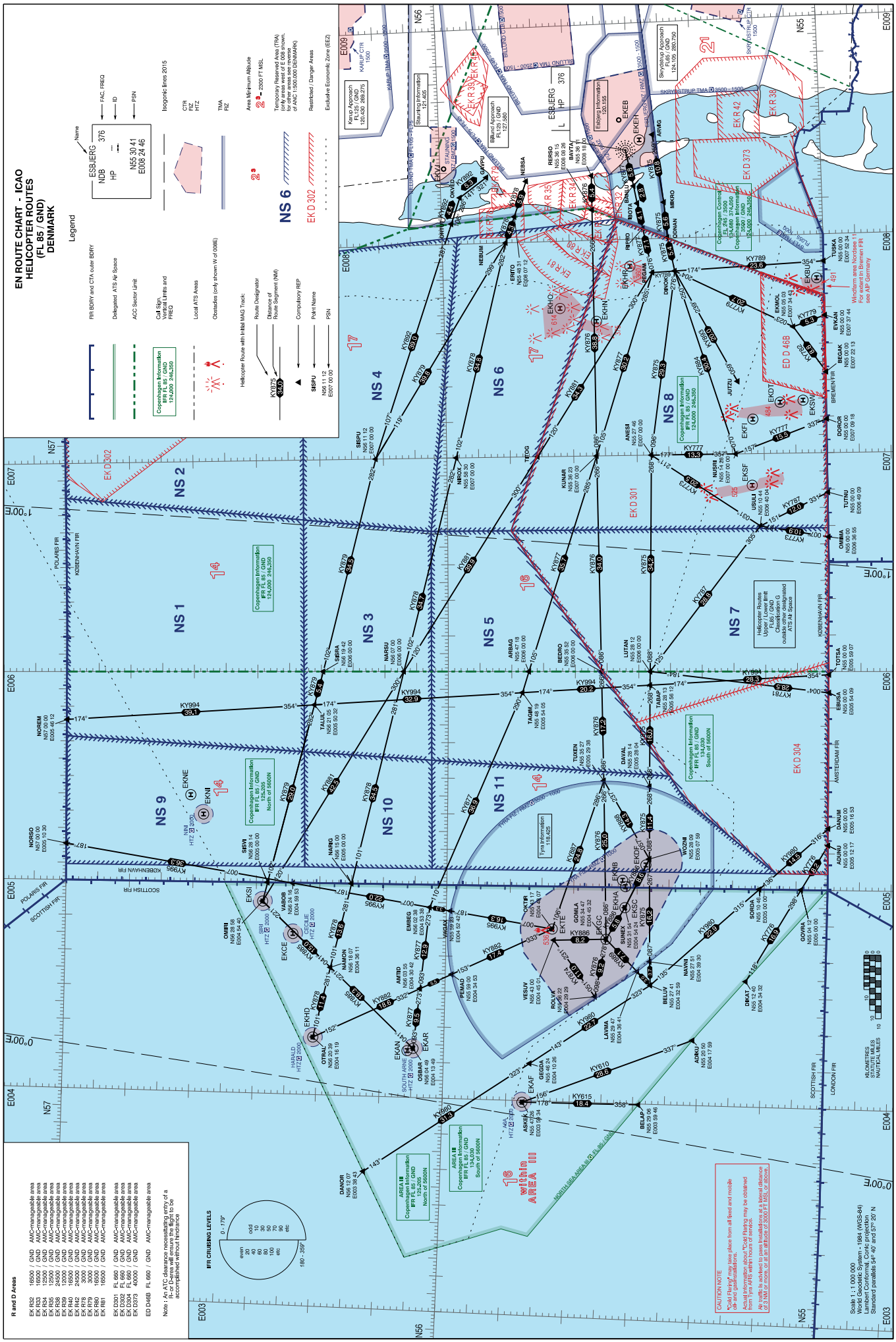
AIRSPACE STRUCTURE (PROFILE VIEW)
Billund TMA, Esbjerg FIZ/RMZ
Billund CTR and Esbjerg FIZ/RMZ



ATS AIRSPACE COPENHAGEN AREA / BORNHOLM






EN ROUTE CHART - ICAO
HELICOPTER ROUTES
(FL 85 / GND)
DENMARK
Legend
NS 1
NS 2
NS 3
NS 4
NS 5
NS 6
NS 7
NS 8
NS 9
NS 10
NS 11
EK D 301
EK D 302
EK D 304
EK D 373
ED D 46B
EK R 32
EK R 33
EK R 34
EK R 35
EK R 38
EK R 39
EK R 42
EK R 81
EKBI
EKCH
EKCL
EKCO
EKDK
EKEB
EKEH
EKFL
EKGC
EKHA
EKHG
EKHK
EKHN
EKHO
EKHR
EKHS
EKHV
EKJA
EKJE
EKJO
EKJU
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EKPG
EKPH
EKPK
EKPL
EKPM
EKPN
EKPO
EKPR
EKPS
EKPT
EKPU
EKRA
EKRB
EKRC
EKRD
EKRE
EKRF
EKRG
EKRH
EKRI
EKRK
EKRL
EKRM
EKRN
EKRO
EKRP
EKRR
EKRS
EKRT
EKRU
EKRV
EKSA
EKSB
EKSC
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EKXX
EKXY
EKXZ
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EKYB
EKYC
EKYD
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EKYN
EKYO
EKYP
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EKZA
EKZB
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EKZN
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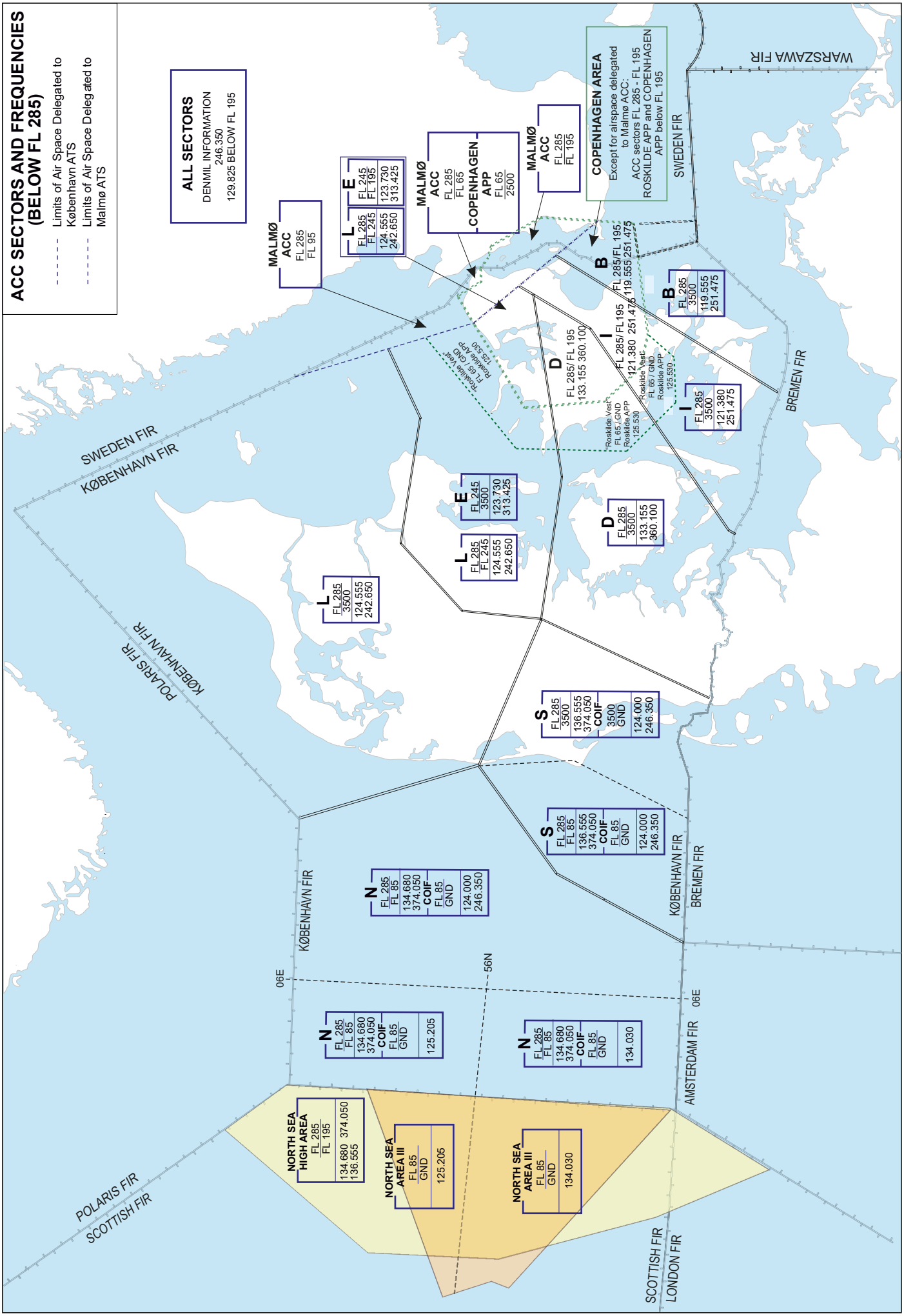
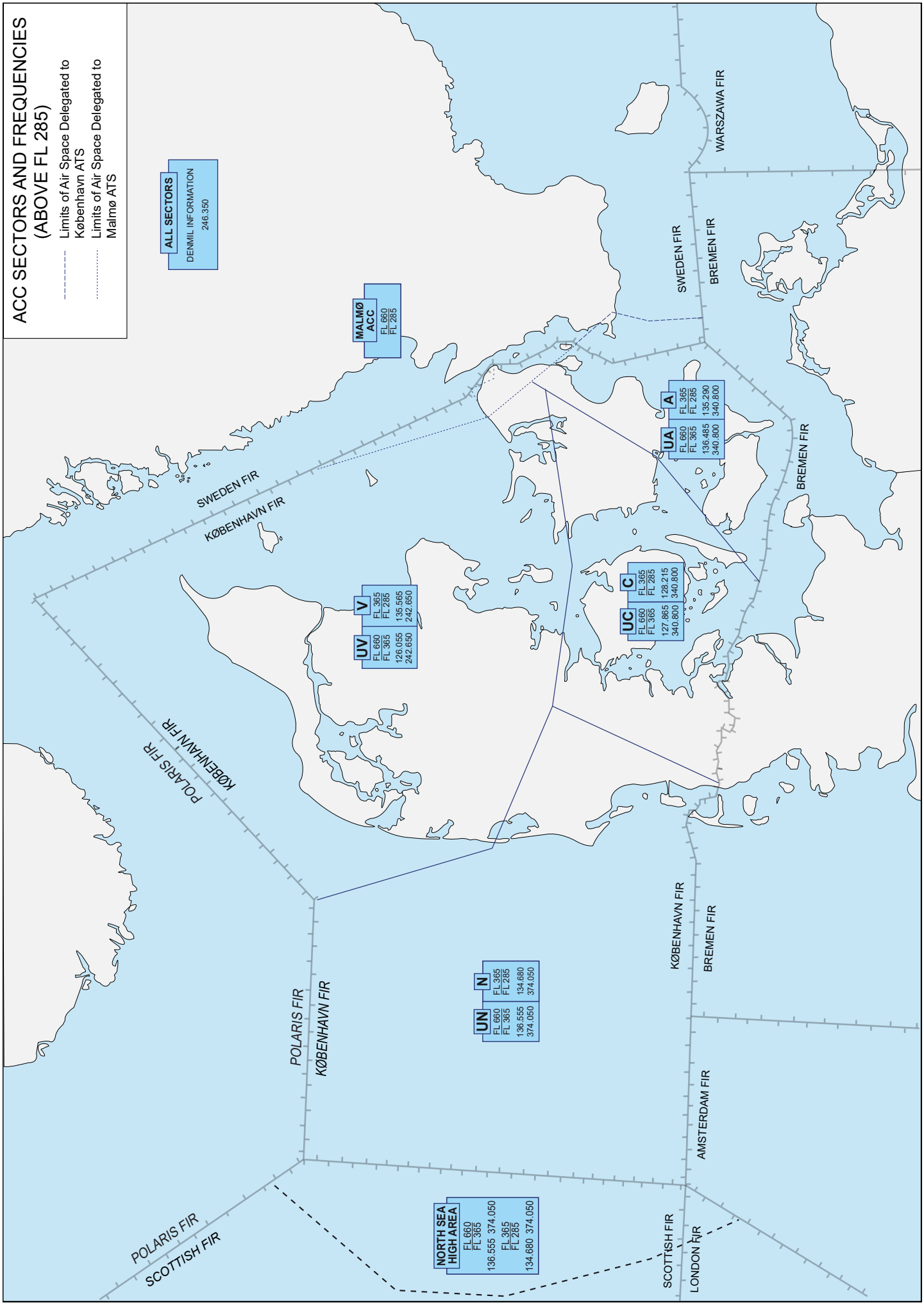
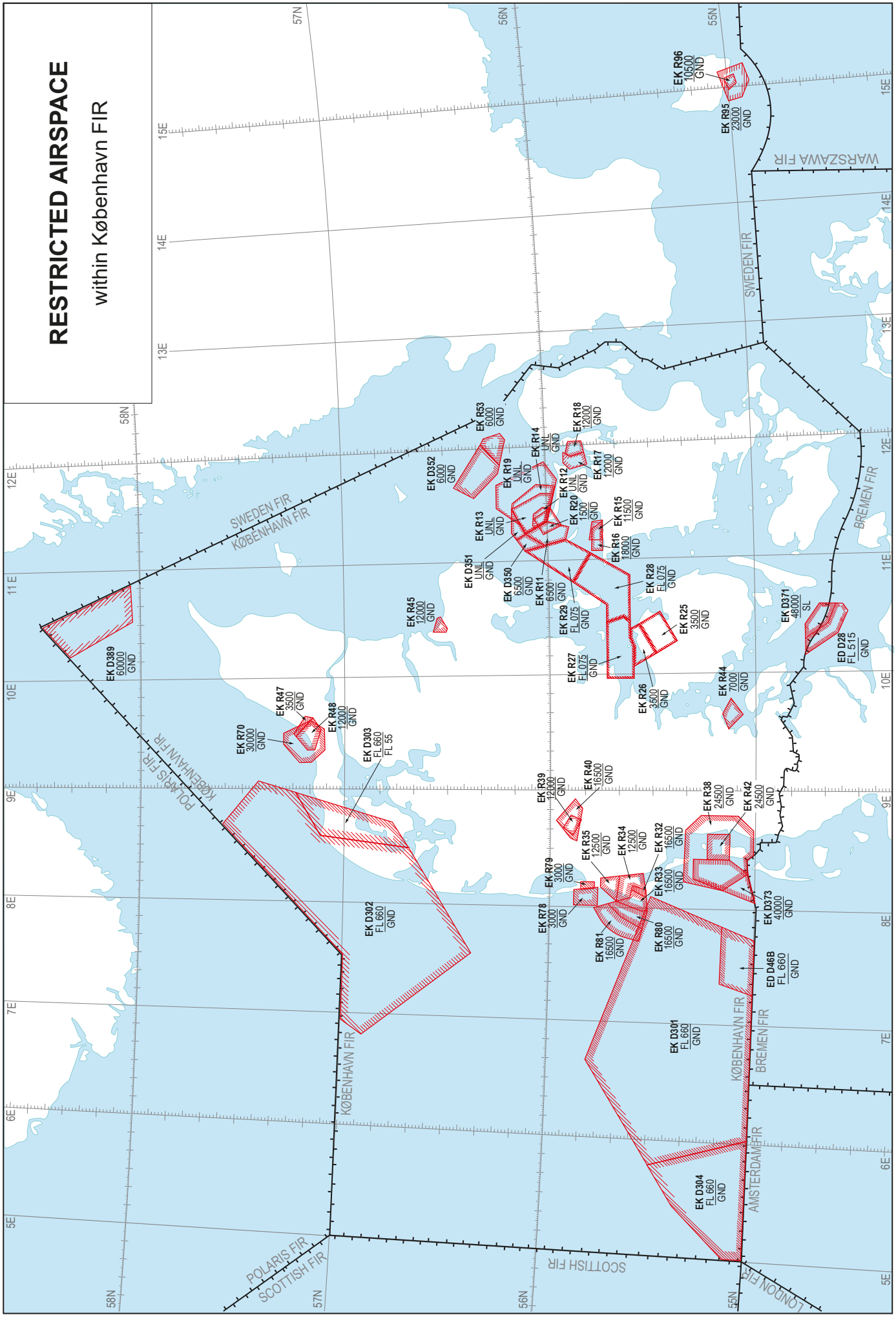
EKZY
EKZZ
Within AREA III
NORTH SEA AREA IN G FL85 / GND
Copenhagen Information
IFR FL 85 / GND
124,000 246,350
Copenhagen Information
IFR FL 85 / GND
124,000 246,350
Copenhagen Information
IFR FL 85 / GND
124,000 246,350

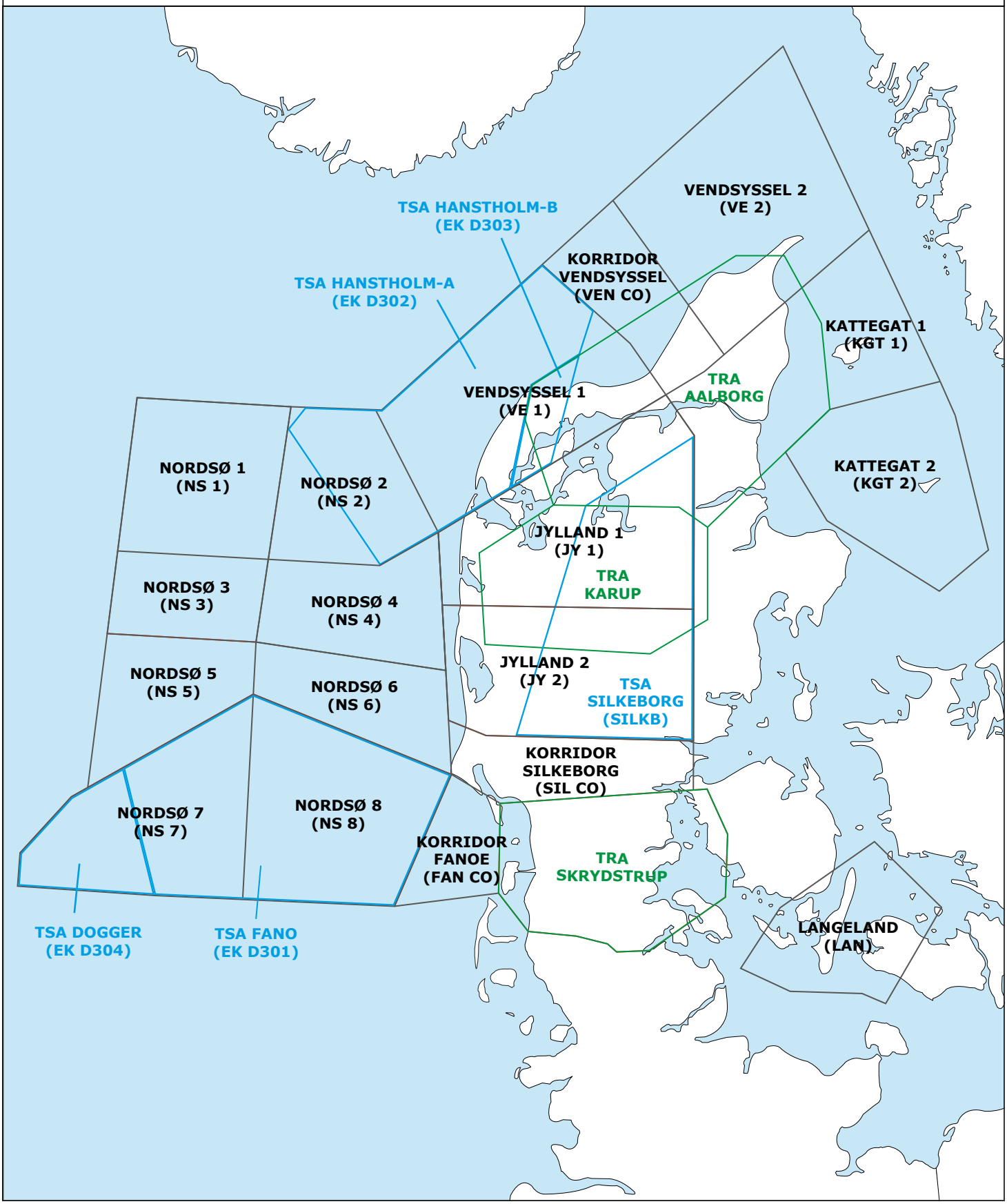

ACC SECTORS AND FREQUENCIES (BELOW FL 285)
Limits of Air Space Delegated to København ATS
Limits of Air Space Delegated to Malmø ATS
ALL SECTORS
DENMIL INFORMATION
246.350
129.825 BELOW FL 195
MALMØ ACC
FL 285
FL 95
L
FL 285
FL 245
124.555
242.650
E
FL 245
FL 195
123.730
313.425
MALMØ ACC
FL 285
FL 65
COPENHAGEN APP
FL 65
2500
MALMØ ACC
FL 285
FL 195
COPENHAGEN AREA
Except for airspace delegated to Malmø ACC:
ACC sectors FL 285 - FL 195
ROSKILDE APP and COPENHAGEN APP below FL 195
B
FL 285/FL 195
119.555 251.475
I
FL 285/ FL 195
121.380 251.475
D
FL 285/ FL 195
133.155 360.100
Roskilde Vest
FL 65 / GND
Roskilde APP
125.530
Roskilde Vest
FL 65 / GND
Roskilde APP
125.530
B
FL 285
3500
119.555
251.475
I
FL 285
3500
121.380
251.475
D
FL 285
3500
133.155
360.100
E
FL 245
3500
123.730
313.425
L
FL 285
FL 245
124.555
242.650
L
FL 285
3500
124.555
242.650
S
FL 285
3500
136.555
374.050
COIF
3500
GND
124.000
246.350
S
FL 285
FL 85
136.555
374.050
COIF
FL 85
GND
124.000
246.350
N
FL 285
FL 85
134.680
374.050
COIF
FL 85
GND
124.000
246.350
N
FL 285
FL 85
134.680
374.050
COIF
FL 85
GND
125.205
N
FL 285
FL 85
134.680
374.050
COIF
FL 85
GND
134.030
NORTH SEA HIGH AREA
FL 285
FL 195
134.680 374.050
136.555
NORTH SEA AREA III
FL 85
GND
125.205
NORTH SEA AREA III
FL 85
GND
134.030
SWEDEN FIR
KØBENHAVN FIR
POLARIS FIR
KØBENHAVN FIR
POLARIS FIR
SCOTTISH FIR
KØBENHAVN FIR
06E
56N
06E
KØBENHAVN FIR
BREMEN FIR
AMSTERDAM FIR
SCOTTISH FIR
LONDON FIR
SWEDEN FIR
WARSZAWA FIR
BREMEN FIR


ACC SECTORS AND FREQUENCIES
(ABOVE FL 285)
Limits of Air Space Delegated to København ATS
Limits of Air Space Delegated to Malmø ATS
ALL SECTORS
DENMIL INFORMATION
246.350
MALMØ ACC
FL 660
FL 285
SWEDEN FIR
KØBENHAVN FIR
WARSZAWA FIR
BREMEN FIR
A
FL 365
FL 285
135.290
340.800
UA
FL 660
FL 365
136.485
340.800
UV
FL 660
FL 365
126.055
242.650
V
FL 365
FL 285
135.565
242.650
UC
FL 660
FL 365
127.865
340.800
C
FL 365
FL 285
128.215
340.800
POLARIS FIR
KØBENHAVN FIR
UN
FL 660
FL 365
136.555
374.050
N
FL 365
FL 285
134.680
374.050
AMSTERDAM FIR
NORTH SEA HIGH AREA
FL 660
FL 365
136.555 374.050
FL 365
FL 285
134.680 374.050
SCOTTISH FIR
LONDON FIR


RESTRICTED AIRSPACE
within København FIR
EK R96 10500 GND
EK R95 23000 GND
EK R53 6000 GND
EK D352 6000 GND
EK R14 UNL GND
EK R18 12000 GND
EK R19 UNL GND
EK R12 UNL GND
EK R17 12000 GND
EK R20 1500 GND
EK R15 11500 GND
EK R13 UNL GND
EK R16 18000 GND
EK D351 UNL GND
EK D350 6500 GND
EK R11 6500 GND
EK R28 FL075 GND
EK R29 FL075 GND
EK R45 12000 GND
EK R25 3500 GND
EK D371 48000 SL
EK D389 60000 GND
EK R27 FL075 GND
EK R26 3500 GND
EK R44 7000 GND
ED D28 FL515 GND
EK R47 3500 GND
EK R48 12000 GND
EK R70 30000 GND
EK D303 FL660 FL55
EK R39 12000 GND
EK R40 16500 GND
EK R38 24500 GND
EK R42 24500 GND
EK R35 12500 GND
EK R34 12500 GND
EK R32 16500 GND
EK R79 3000 GND
EK R33 16500 GND
EK D373 40000 GND
EK D302 FL660 GND
EK R78 3000 GND
EK R81 16500 GND
EK R80 16500 GND
ED D46B FL660 GND
EK D301 FL660 GND
EK D304 FL660 GND
SWEDEN FIR
KØBENHAVN FIR
POLARIS FIR
WARSZAWA FIR
BREMEN FIR
SCOTTISH FIR
AMSTERDAM FIR
LONDON FIR
13E
14E
15E
12E
11 E
10E
9E
8E
7E
6E
5E
58N
57N
56N
55N

TRA/TSA AREAS

within København FIR



EMERGENCY PROCEDURES

An emergency should be declared by using either "PAN" or "MAYDAY" call. The phrase "Declaring an emergency" will also be understood, but if used alone ATC will judge the severity of the situation and act accordingly. You will be asked for information about the nature of the problem, persons on board, fuel remaining and ordnance.

ATC expects every pilot to be familiar with standard emergency procedures for radio failure and the use of MAYDAY and PAN calls.

Triangular pattern can be used over Denmark, but without IFF/SIF the chance of being seen is reduced.

- Transmitter out, receiver ok: right hand pattern
- Transmitter out, receiver out: left hand pattern
- Squawk EMERGENCY. FL 250 or above at contrail altitude. Await interception.

VMC approach with radio u/s. Approach via IP at 500 FT AGL with lights flashing and wings rocking, fly along RWY in use on the right side, pull up to downwind at the far end and look for light signals from TWR.

IFF/SIF YES/NO Procedure. Controller will ask specific questions which can be answered by YES or NO. Squawk Ident if YES, nothing if NO.

SPEECHLESS PROCEDURE

Use tone button or press transmitter.

1 dot	affirmative, roger, wilco.
2 dots	negative.
3 dots	say again.
4 dots	request homing.
1 dash	steady or field in sight.
X (-..-)	emergency.
1-9 dots	means number one to nine.
1 dash	zero.

OVERDUE

ATC will start communication search if an aircraft is overdue.
Call ATC if delayed, and extend your flight plan.

MISCELLANEOUS

Rescue helicopters are based at SKRYDSTRUP, AALBORG and ROSKILDE. GUARD frequency is monitored at all ATC-units within hours of OPS.

MILITARY COMMUNICATION

DENMIL:

- 246.350 MHz – Copenhagen FIR
- 129.825 MHz – Below FL 195

See page 22 for details on Tower, Approach and Information frequencies.

ADDRESSING OF FLIGHT PLAN MESSAGES

For military flights in Copenhagen FIR, the following addresses shall be added to the adressee(s) field in the FPL:

- EKDKZQZM – for IFR flights
- EKDKZFZM – for VFR flights

using the IFPS readdressing:

EUCHZMFP EUCBZMFP
Datetime- and origingroup
AD EKDKZQZM and relevant addresses
(FPL.....etc.

NOTAMS

NOTAMs for all Danish military bases as well as civilian airfields and FIR are available from Naviair's website:

https://briefing.naviair.dk/

The website also contains a summary of navigational warnings that may affect flying, including active R-, and D-areas, parachute jumps, temporary areas etc.

AIR COMMAND DENMARK MIL AIM

Air Command Denmark MIL AIM publishes IAP's for all Danish military bases as well as 10 civilian airfields/aerodromes in the Royal Danish Air Force Flight Information Publication (RDAF FLIP), which is updated every 8 weeks.

The RDAF FLIP is available for download from the following website:

http://www.flv.dk/milaim/

This website also contains:

Military Aeronautical Information Publication (MIL AIP)
Details on routes, airspace, exercise areas, bases e.t.c.

Low Flying Chart Denmark 1:500.000
Standard VFR navigation Chart. Published once a year.

Copenhagen Area Chart 1:250.000
Standard VFR navigation Chart. Published by Naviair once a year.

NOTE: The above information may also be found on the MIL AIM intranet website, available from any LAN-PC of the Danish Armed Forces, at:

http://milaim.forsvaret.fiin.dk/

This document may also be found at the above addresses.

TOWER, APPROACH AND INFORMATION FREQUENCIES

CALLSIGN	VHF	UHF
AALBORG APPROACH	123.980	362.450
AALBORG ATIS	120.480	
AALBORG TOWER	118.305	353.525
AARHUS APPROACH	119.280	
AARHUS TOWER	118.530	
AARHUS ATIS	121.155	
BILLUND APPROACH	127.580	
BILLUND TOWER ARR / DEP	119.005 / 129.505	
BILLUND ATIS ARR / DEP	118.780 / 129.105	
COPENHAGEN APPROACH	119.805	
ESBJERG INFORMATION	120.155	
KARUP APPROACH	120.430	269.275
KARUP TOWER	119.580	353.575
KARUP ATIS	120.580	
KASTRUP TOWER	118.105	
KASTRUP ATIS ARR / DEP	122.755 / 122.855	
MARIBO RADIO	130.580	
ODENSE INFORMATION	119.530	
ROSKILDE APPROACH	125.530	
ROSKILDE TOWER	118.905	
ROSKILDE ATIS	123.805	
RØNNE TOWER / APPROACH	118.330	257.800
SINDAL RADIO	118.750	
SKIVE RADIO	130.575 (O/R)	
SKRYDSTRUP ARRIVAL	122.205	
SKRYDSTRUP APPROACH	124.105	280.750
SKRYDSTRUP TOWER	118.280	286.375
SKRYDSTRUP ATIS	133.905	
STAUNING INFORMATION	121.405	
SØNDERBORG INFORMATION	126.400	
THISTED RADIO	118.125	
VAMDRUP INFORMATION	118.655	
COMBINED APPROACH		Not avbl. In Denmark
COMBINED TOWER		257.800

Consult notam for any changes to the above list.

USEFUL PHONE NUMBERS

Danish National Air Opertations Centre (NAOC) **24 hr service. Air tasks, Access Approval, Air Command, Control and Communications**	+45 971 00196
ESK 515 "DENMIL" **24 hour**	+45 3246 2327
Karup Meteorological Service: **Outside office duty hours:**	+45 728 41441 +45 728 41442
JOC Karup, Defence Command Denmark **24 hr service. Air tasks, regulations, diplomatic clearances**	+45 728 12300
Aalborg Air Transport Wing Ops **24 hr service. Flight planning, activity schedules, X-service**	+45 728 46310
Karup Helicopter Wing Ops **24 hr service. Flight planning, activity schedules, X-service**	+45 728 43111
Skrydstrup Fighter Wing Ops **24 hr service. Flight planning, activity schedules, X-service**	+45 728 48124
Flight Information – NAOC Info **NOTAMs, Nav Warnings, AIP, route briefings. Normal office hours only**	+45 728 11636
721 SQN Duty Ops **Air Transport squadron**	+45 728 47308
722 SQN Duty Ops **Search And Rescue, tactical air transport**	+45 728 43225
723 SQN Duty Ops **Naval Air Squadron**	+45 728 43825
724 SQN Duty Ops **Observation, reconnaissance, transport, traffic surveillance**	+45 728 43425
727 SQN Duty Ops **Fighter squadron**	+45 728 48681
730 SQN Duty Ops **Fighter squadron**	+45 728 48781
JRCC (Joint Rescue Coordination Centre) **Coordination of all search and rescue operations**	+45 728 50450