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**ENR 1. GENERAL RULES AND PROCEDURES**

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**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 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 Permission to establish an Air Refuelling Track has to be obtained from [ftk-iox@mil.dk](mailto:ftk-iox@mil.dk).

## **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.

*Note: 1. Tyra AFIS provide Air Traffic Service within TYRA TIA and TYRA TIZ.*

*2. Copenhagen Information provides Air Traffic Service outside TYRA TIA and TYRA TIZ.*

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 AFIS.

*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 Definition - Helicopter Main Route (HMR):

An ATS-route, where civil helicopters operate on a regular and frequent basis, and where alerting service, flight information service or advisory service are provided.

#### 6.3.3 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, TYRA EAST and TYRA WEST.

6.3.4 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 STAVANGER FIR	590504N 0013916E - 600000N 0000000E - 632833N 0000000E - 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