

ENR 1.4 ATS AIRSPACE CLASSIFICATION

CLASS	TYPE OF FLIGHT	SEPARATION PROVIDED	SERVICE PROVIDED	VMC VISIBILITY AND DISTANCE FROM CLOUD MINIMA	SPEED-LIMITATION ²⁾	REQUIREMENT FOR		
						RADIO COMM.	SSR MODE	CLEAR-ANCE
A	IFR only	All traffic	Air traffic control service	Not applicable	Not applicable	Cont. two-way	A+C	Yes
B ¹⁾	IFR	All traffic	Air traffic control service	Not applicable	Not applicable	Cont. two-way	A+C	Yes
	VFR	All traffic	Air traffic control service	8 KM at and above FL100 5 KM below FL100 Clear of clouds	Not applicable	Cont. two-way	A+C	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Not applicable	Cont. two-way	A+C	Yes
	VFR	VFR from IFR	Air traffic control service for separation from IFR; VFR/VFR traffic information (and traffic avoidance advice on request)	8 Km at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL100	Cont. two-way	A+C	Yes
D	IFR	IFR from IFR	Air traffic control service incl. Traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	250 KT IAS below FL100	Cont. two-way	A+C	Yes
	VFR	NIL	Air traffic control service, traffic information about VFR and IFR flights (and traffic avoidance on request)	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL100	Cont. two-way	No	Yes

Changes: Editorial

¹⁾ Airspace Class. A, B and F not applicable in Denmark

²⁾ Military aircraft may deviate from the established max. speeds if so dictated by aircraft performance, handling characteristics or mission requirements. Military aircraft deviating from established max. speeds, will have "due regard" for the safety of navigation of civil aircraft (ICAO CONV. article 3.d)

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						RADIO COMM.	SSR CLEAR-MODE ANCE
E	IFR	IFR from IFR	Air traffic control service and traffic information about VFR-Flights as far as practical	Not applicable	250 KT IAS below FL100	Cont. two-way	A+C Yes
	VFR	NIL	Flight information service. Traffic information as far as practical	8 KM at and above FL100 5KM below FL100 1500M horizontal and 300M vertical distance from cloud	250 KT IAS	NO	No No
F ¹⁾	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	Not applicable	250 KT IAS below FL100	Cont. two-way	A+C No
	VFR	NIL	Flight information service	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud. At and below 900 M (3000 ft) MSL or 300 M (1000 ft) above terrain whichever is higher: 5 KM clear of cloud and in sight of ground or water 3 KM clear of cloud and in sight of ground or water	250 KT IAS 250 KT IAS 140 KT IAS	No	No No
G	IFR	NIL	Flight information service	Not applicable	250 KT IAS below FL100	Cont. two-way	A+C No
	VFR	NIL	Flight information service	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud. At and below 900M (3000 ft) MSL or 300 M (1000 ft) above terrain whichever is higher: 5 KM clear of cloud and in sight of ground or water 3 KM clear of cloud and in sight of ground or water	250 KT IAS below FL100 250 KT IAS 140 KT IAS	Normally no radio comm. requirement. However parts of the airspace, designated Traffic Information Zones or Traffic Information Areas (TIZ or TIA), has a requirement for continuous two-way radio communication. No requirements for SSR. No requirements for clearance.	

Changes: Editorial