

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Altimeter setting; General

1.1 Altimeter setting procedures as contained in Procedures for Air Navigation Services - Aircraft Operations (ICAO Doc 8168-OPS/611), are to be used by all aircraft flying within København FIR, however an expected lowest QNH shall be used for flight at or below 3000 FT MSL within DANAREA, i.e. that part of København FIR situated west of 0800E as well as that part of the Danish continental socket which is situated within Scottish FIR.

2. Transition Altitude.

2.1 The transition altitude for København FIR, except Copenhagen area, is 3000 FT MSL. The transition altitude for Copenhagen area is 5000 FT MSL.

3. Transition Level.

3.1 Information on the transition level in use will be passed to arriving aircraft immediately after radio contact has been established with the air traffic control unit providing approach control service.

4. Lowest available Flight Level.

4.1 ACC Copenhagen will continuously establish the lowest available flight level for IFR flight within København FIR, except for Copenhagen Area. Lowest available flight level will be the IFR cruising level at or immediately above 4000 FT MSL, and it will be established according to the following table:

Expected pressure: Flight level:

- 942 HPA	70
943 - 977 HPA	60
978 - 1013 HPA	50
1014 - 1050 HPA	40
1051 - HPA	30

4.2 Establishment of the lowest available flight level is based on the following QNH values:

a. West of the line 571238N 075353E - 553658N 080855E -550000N 074257E: Lowest QNH value for EKEB and EKEG.

b. East of the line 571238N 075353E - 553658N 080855E -550000N 074257E: Lowest QNH value for Aalborg (EKYT), Billund (EKBI) or Kastrup (EKCH).

5. QNH areas

5.1 For use in enroute flight at or below 3000 FT MSL within København FIR a number of QNH areas has been established (See ENR 1.7-3), for which information on the QNH-values and temperatures on request will be given by ACC Copenhagen.

DANAREA EAST: QNH for EKEB (outside EKEB's hours of operation QNH for EKBI).

DANAREA WEST: QNH for EKEG.

Other areas :Nearest QNH station. (Established at AD as shown on chart ENR 1.7-3

6. Information on altimeter setting

6.1 Enroute flight:

For En route flight which implies that the aircraft will be flying at an altitude equal to or lower than the transition altitude ACC Copenhagen will inform about the altimeter setting to be used within the area concerned.

6.2 Approach and landing: The QNH altimeter setting for the aerodrome concerned will be included in the routine approach and landing instructions.

The QFE altimeter setting will be given on request only.

7. State of value for altimeter setting.

7.1 All altimeter settings passed from ground stations of aircraft will be given in hectopascal rounded down to the nearest whole hectopascal.

8. Minimum flight altitudes for ATS Routes (including Helicopter Main Routes).

8.1 Where minimum altitude (lowest available altitude) for ATS Routes (including Helicopter Main Routes) within Danish territory is not stated the published lower limit for the route concerned will ensure the necessary obstruction clearance.

9. Table of cruising levels

Magnetic track							
From 000° to 179°				From 180° to 359°			
IFR		VFR		IFR		VFR	
Flight level	Altitudes in feet	Flight level	Altitudes in feet	Flight level	Altitudes in feet	Flight level	Altitudes in feet
10	1.000	-	-	20	2.000	25	2.500
30	3.000	35	3.500	40	4.000	45	4.500
50	5.000	55	5.500	60	6.000	65	6.500
70	7.000	75	7.500	80	8.000	85	8.500
90	9.000	95	9.500	100	10.000	105	10.500
110	11.000	115	11.500	120	12.000	125	12.500
130	13.000	135	13.500	140	14.000	145	14.500
150	15.000	155	15.500	160	16.000	165	16.500
170	17.000	175	17.500	180	18.000	185	18.500
190	19.000	195	19.500	200	20.000		
210	21.000			220	22.000		
230	23.000			240	24.000		
250	25.000			260	26.000		
270	27.000			280	28.000		
290	29.000			300	30.000		
310	31.000			320	32.000		
330	33.000			340	34.000		
350	35.000			360	36.000		
370	37.000			380	38.000		
390	39.000			400	40.000		
410	41.000			430	43.000		
450	45.000			470	47.000		
490	49.000			510	51.000		
etc.	etc.			etc.	etc.		