

# FAEROE ISLANDS

**AIP  
AMDT 10/14**

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This AMDT contains

- New description of AIP Supplements in GEN 0.3
- GEN 1.7 updated
- GEN 2.7 Sunrise/Sunset tables updated

Denne AMDT indeholder

- Ny beskrivelse af AIP Supplementer i GEN 0.3
- GEN 1.7 opdateret
- GEN 2.7 Solopgang/solnedgang tabeller opdateret

Destroy the following pages:  
Annuller følgende sider:

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GEN 0.4 - 1	27 NOV 14
GEN 1.7 - 1	10 JAN 13
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Insert the following pages:  
Indsæt følgende sider:

GEN 0.3 - 1	25 DEC 14
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GEN 1.7 - 7	25 DEC 14
GEN 2.7 - 1	25 DEC 14
GEN 2.7 - 2	25 DEC 14

With this AMDT, information previously published by the following NOTAM have been incorporated in AIP Faeroe Islands:

**NIL.**

The NOTAM concerned will be cancelled 15 days after the mailing of this AIP AMDT.

Med denne AMDT er informationer tidligere publiceret i nedenstående NOTAM indført i AIP Færøerne:

**NIL.**

Ovennævnte NOTAM vil blive annulleret 15 dage efter afsendelse af denne AIP AMDT.

With this AMDT, information published by following AIP Supplements have been incorporated in AIP Denmark:

**NIL.**

Following AIP Supplements are still in force:

**2014: 1/14**

Med denne AMDT er informationer tidligere publiceret i nedenstående AIP Supplementer indført i AIP Færøerne:

**NIL.**

Følgende AIP Supplementer er stadig gældende:

**2014: 1/14**



### GEN 0.3 Record of AIP Supplements

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Information concerning valid AIP Supplements are included in:

- Checklist of Latest Publications issued via the AFS.
- List of Supplements found on the internet on <http://aim.naviair.dk>
- List of valid AIP supplements to be found on the cover sheet provided with each new AIP AMDT.

### GEN 0.3 Rettelsesregister for AIP supplementer

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Information vedrørende gældende AIP supplementer er indeholdt i:

- Checklisten over seneste publikationer udsendt via AFS.
- Listen over Supplementer på internettet: <http://aim.naviair.dk>
- Listen over gældende AIP supplementer der forefindes på forsiden til hver ny AIP AMDT.



**GEN 0.4 Checklist of AIP Pages/Kontrolliste over AIP sider**

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		5.3 - 2	7 FEB 13	EKSR - 2	7 FEB 13
		5.4 - 1	7 AUG 14	EKSO - 1	7 FEB 13
		5.5 - 1	7 FEB 13	EKSO - 2	7 FEB 13
				EKTB - 1	7 FEB 13
				EKTB - 2	7 FEB 13
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## GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

### 1. Annex 1 - Personnel Licensing. (Eleventh Edition)

#### Chapter 1. Definitions and General Rules concerning Licences

1.1 Denmark defines flight time in accordance with the definition in EU Regulation 1178/2011, including amendments, as follows:

For aeroplanes, touring motor gliders and powered-lift, it means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

For helicopters, it means the total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;

For airships, it means the total time from the moment an airship is released from the mast for the purpose of taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;

For sailplanes, it means the total time from the moment the sailplane commences the ground run in the process of taking off until the moment the sailplane finally comes to a rest at the end of flight;

For balloons, it means the total time from the moment the basket leaves the ground for the purpose of taking off until the moment it finally comes to a rest at the end of the flight.

*RMK: Reason for deviation is the obligation to conform with EU regulations.*

1.2.4.1 The Danish requirements state that the intervals of a report of medical fitness will be 5 years until the age of 30.

#### Chapter 2. Licences and Ratings for Pilots

2.1.5.2 Appendix 3 does not contain any CPL specific UPRT requirements.

The MPL integrated training course in appendix 5 currently has a requirement for 'upset recovery training'. However there is no requirement for the 'prevention' element.

Appendix 9 training elements for type and class ratings do not specifically require UPRT.

*RMK: For CPL, UPRT is only an ICAO recommendation.*

*On-going rulemaking task RMT.0581&0582 is developing UPRT provisions for CPL, MPL and Type/Class ratings.*

2.1.9.2 Denmark allows the holder of a pilot license, when acting as co-pilot or PICUS, to be credited with all of the co-pilot time towards the total flight time required for a higher grade of pilot license, cf. EU Regulation 1178/2011, including amendment

*RMK: Reason for deviation is the obligation to conform with EU regulations.*

2.1.10 Denmark curtails the privileges of license holders aged 60 years or more in commercial air transport in accordance with EU Regulation 1178/2011, including amendments:

(a) **Age 60-64.** Aeroplanes and helicopters. The holder of a pilot license who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except:

- (1) as a member of multi-pilot crew and
- (2) provided that such a holder is the only pilot in the flight crew who has attained the age of 60 years.

(b) **Age 65.** The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.

*RMK: Reason for deviation is the obligation to conform with EU regulations.*

2.3.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

2.4.3.2.2 Appendix 3 does not contain any CPL specific UPRT requirements.

The MPL integrated training course in appendix 5 currently has a requirement for 'upset recovery training'. However there is no requirement for the 'prevention' element.

Appendix 9 training elements for type and class ratings do not specifically require UPRT.

*RMK: For CPL, UPRT is only an ICAO recommendation.*

*On-going rulemaking task RMT.0581&0582 is developing UPRT provisions for CPL, MPL and Type/Class ratings.*

2.7.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

2.12.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

2.13.1.6. Defective colour perception acceptable. Licences will be endorsed accordingly.

#### Chapter 3. Licenses for flight crew members and other licenses for pilots

3.2 Denmark does not issue Flight Navigator licenses.

#### Chapter 5. Specifications for Personnel Licences

5.1.1 Denmark follows the specifications for personnel licenses as described in EU Regulation 290/2012

*RMK: Reason for deviation is the obligation to conform with EU regulations.*

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

(The numbers given in brackets after the text refer to the Danish Civil Aviation Regulations - BL -concerning the Rules of the Air).

#### Chapter 2. Applicability of the Rules of the Air

2.2 Compliance with the Rules of the Air.

In addition to para. 2.2 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) applicable to each airspace Class A - G, unless otherwise indicated in the AIP. (BL 7-1 para 3.2.1).

2.5 Problematic use of psycho active substances.

The Danish rules of the air contains the following provision:

No person shall perform or attempt to perform such service on board an aircraft in functions specified in section 35 of the Danish Air Navigation Act while under the influence of alcoholic beverages, by reason of which the person is unable to perform the service to full satisfaction or in case the proportion of alcohol in the person's blood is 0.20 per thousand or more. (BL 7-1 para 3.4).

Neither shall any person perform or attempt to perform such service on board an aircraft for which a licence is required in pursuance of section 35 of the Danish Air Navigation Act if, on account of illness, impairment, strain, lack of sleep, or being under the influence of narcotics or drugs or for similar causes his capacity to act safely on board an aircraft is impaired. (BL 7-1 para 3.4).

#### Chapter 3. General Rules

3.1.1 Negligent or reckless operation of aircraft.

In addition to para. 3.1.1 the Danish rules of the air contain the following provision:

The Pilot-in-Command shall take care that other air traffic is not unnecessarily impeded or disturbed. (BL 7-1 para 4.1.1.1.).

The Pilot-in-Command shall take care that the flight interferes with the surroundings as little as possible. This applies in particular when flying over built-up-areas, recreational areas and areas with sensitive fauna. Areas with sensitive fauna are shown on ANC 1:500 000 Denmark. (BL 7-1 para 4.1.1.2).

3.1.7 Acrobatic flight.

In pursuance of para. 3.1.7 the following provisions have been established:

No aircraft shall be flown acrobatically unless it is approved for such flight. Acrobatic flight shall be conducted in such a manner as not to endanger life or property of others or other air traffic. (BL 7-1 para 4.1.7.1).

Unless permitted by the Danish Civil Aviation Administration acrobatic flight shall not be conducted:

- over densely built-up areas, including areas with summer-houses, inhabited camping sites and areas with large gatherings in the open;
- under instrument meteorological conditions
- at a height less than 2000 FT (600 m) above the highest obstacle within a radius of 1.5 KM from the aircraft.

(BL 7-1 para 4.1.7.2).

### 3.2.2.7 Surface movement of aircraft

In addition to para. 3.2.2.7.3 the Danish rules of the air contain the following provision:

An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed only, when the lights are switched off and a clearance is received from the control tower. (BL 7-1 para 4.2.2.6.3).

### 3.2.5 Operation on and in the vicinity of an aerodrome.

The Civil Aviation Administration have prescribed procedures for the below listed private aerodromes and glider sites, which may imply right turn in connection with approach for landing and after take-off. These procedures are listed in VFR Flight Guide AD 4 under "Local regulations" for the Aerodromes concerned.

Place:	PSN:
Frederikssund Syd Aerodrome	55 48 58N 012 04 56E*
Gesten Aerodrome	55 33 03N 009 11 05E*
Nørre Felding Glider Site	56 17 58N 008 34 55E*
Tølløse Glider Site	55 34 53N 011 45 36E*

3.2.5 d) In addition the Danish rules of the air contain the following provision:

However, the runway in use determined by the appropriate ATS-unit shall be used unless safety determines that another runway be preferred. (BL 7-1 para 4.2.5.1.d).

### 3.3.1 Submission of a flight plan.

In addition to para. 3.3.1.2.1 the Danish rules of the air contains the following provision:

A flight plan shall be submitted prior to operating:

- Any IFR flight.
- Any flight across the Danish border or the Danish territorial waters, unless the Danish Civil Administration has permitted exceptions (See ENR 1.10 concerning exceptions). (BL 7-1 para 4.3.1.1.2).

### 3.3.4 Changes to a flight plan.

In addition to para. 3.3.4 the Danish rules of the air contain the following provisions:

Unless otherwise prescribed by the Danish Civil Aviation Administration a departure report shall be made at the earliest possible moment after departure, to the appropriate air traffic services unit, by any flight for which a flight plan has been submitted. (BL 7-1 para 4.3.1.4.2).

Submission of a departure report is not required after departure from an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the departure has been observed. (BL 7-1 para 4.3.1.4.2.1).

### 3.3.5 Closing a flight plan.

The Danish rules of the air contain the following provision:

Submission of a report of arrival is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed. (BL 7-1 para 4.3.1.5.1.1).

The Danish rules of the air contain the following provision:

If it is expected that the report of arrival cannot be submitted to the appropriate air traffic services unit within 30 minutes after the estimated time of arrival, information on the time at which the report is expected to be submitted shall be included in the flight plan under item: Other information. (BL 7-1 para 4.3.1.5.3).

### 3.6.2.1.2 Adherence to flight plan/use of change-over points.

The mentioned provision also applies to aircraft operating along an ATS route segment defined by reference to non-directional beacons (NDB). (BL 7-1 para 4.6.2.1.2).

### 3.6.5.2 Communication failure.

In addition the Danish rules of the air contain the following provision: If the aircraft is equipped with an SSR transponder the Pilot-in-Command shall select Mode A Code 7600. (BL 7-14 para 7.19.1.c).

### 3.7 Unlawful interference.

In addition the Danish rules of the air contain the following provision: If the aircraft is equipped with an SSR transponder the Pilot-in-Command shall - if possible - select Mode A Code 7500. (BL-7-1, para 4.7)

## Chapter 4. Visual Flight Rules

### 4.1 Weather minima for VFR flights.

In pursuance of para. 4.1 the following provisions have been established:

In airspace class F and G:

At or below 900 M (3000 FT) MSL or 300 M (1000 FT) above terrain whichever is the higher, aircraft may operate in flight visibility not less than 3 KM, clear of cloud and in sight of the surface, if the speed is 140 KT IAS or less.

Aircraft established in the aerodrome traffic pattern may operate with a flight visibility of not less than 1,5 KM, clear of cloud and in sight of the aerodrome.

Balloons may operate at or below 450 M (1500 FT) MSL or 300 M (1000 FT) above terrain whichever is the higher, in flight visibility not less than 1,5 KM.

Helicopters may operate in flight visibility of not less than 0,8 KM, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacle in time to avoid collision. (BL 7-1 para 5).

The appropriate Air Traffic Control Unit may within a control zone issue clearance for Special VFR flight, if the ceiling is not below 150 M (500 FT), and the reported visibility at the aerodrome is not less than:

- 1.5 KM within the periods stated in the Regulations for Civil Aviation (BL 7-1), and
- 8 KM outside the periods stated in the Regulations for Civil Aviation (BL 7-1). (BL 7-1 para 5).

Special VFR flight shall be operated clear of cloud and in sight of the surface, and with a flight visibility of not less than:

- 1.5 KM within the periods stated in the Regulations for Civil Aviation (BL 7-1), and
- 8 KM outside the periods stated in the Regulation for Civil Aviation (BL 7-1). (BL 7-1 para 5).

However, helicopters may operate special VFR within the periods stated in the Regulation for Civil Aviation (BL 7-1), if the reported visibility at the aerodrome and the flight visibility is not less than 0,8 KM, if manoeuvred at a speed that will give adequate opportunity to observe any obstacle in time to avoid collision. (BL 7-1 para 5).

VFR flights not in sight of the surface, shall be operated in accordance with the Regulations for Civil Aviation BL 5-43. (BL 7-1 para 5).

### 4.3 Daily periods for VFR flights.

In pursuance of para. 4.3 the Civil Aviation Administration has published timetables, which establish the daily periods within which VFR flights may take place over Denmark. Four areas have been established - each having its own set of periods. Tables with the periods are shown in GEN 2.7. VFR flights may be operated outside the above-mentioned periods on conditions specified in Regulations for Civil Aviation BL 5-19 and BL 5-38.

### 4.6 Minimum heights.

In addition to para. 4.6 the Danish rules of the air contain the following provision:

Flying between bridge towers/pylons, under bridges, under overhead lines or similar installations is prohibited unless specially authorized by the Danish Civil Aviation Administration. (BL 7-1 para 5.4).

### 4.7 Cruising levels - VFR flights.

In pursuance of para. 4.7 the following provision has been established:

VFR flights in level cruising flight when operated above Transition Altitude shall be conducted at a flight level appropriate to the track as specified in the Table of Cruising Levels in Appendix 3 a). (BL 7-1 para 5.6).



**PANS ATM, Doc 4444. Procedures for Air Navigation Services. (Fifteenth Edition) - Aerodrome Control Service**

Para. 7.9 and 7.10. Separation of Aircraft during take-off and landing  
At controlled aerodromes separation minima may be applied which are lower than the minima stated in ICAO DOC 4444, para. 7.9 and 7.10.

Air Traffic Control will exercise discretion in the application of reduced runway separation minima. However, the pilot of the following aircraft will be responsible for judging that adequate separation exists in relation to the preceding aircraft.

The provisions for application of reduced runway separation minima are as follows:

Departing aircraft

During daylight hours an aircraft may be permitted to take-off even though the preceding aircraft has not crossed the up-wind end of the runway or has started a turn, provided that:

- all preceding landing aircraft are clear of the runway;
- the preceding departing aircraft is airborne;
- the departing aircraft has been informed of the preceding departing aircraft;
- weather conditions permit the following aircraft to see the preceding departing aircraft continuously until standard separation is provided. This is not applicable for Copenhagen Airport Kastrup and permission will not be granted.(AD 2- EKCH-19 para. 23)

Landing aircraft

Landing after a preceding aircraft:

During daylight hours an aircraft may be allowed to land on a runway before the preceding aircraft has cleared it, provided that:

- the runway is long enough;
- the landing aircraft has been warned of the preceding landing aircraft by the use of the phraseology "LANDING AFTER PRECEDING LANDING .....(aircraft type)", instead of the usual "CLEARED TO LAND";
- weather conditions permit the following aircraft to see the preceding landing aircraft continuously, until it has turned off the runway.

Landing after a preceding departing aircraft:

During daylight hours an aircraft may be allowed to land on a runway before the preceding departing aircraft is clear of it, provided that;

- the preceding departing aircraft is airborne,
- the landing aircraft has been warned of the preceding departing aircraft by the use of the phraseology "LAND AFTER DEPARTING ..... (aircraft type)", instead of the usual "CLEARED TO LAND";
- weather conditions permit the landing aircraft to see the departing aircraft continuously, until the landing is completed.

Para 16.1.1. Wake Turbulence Spacing. Boeing 757

In addition to Doc 4444 Part V item 16.1.1 the Danish rules of the air contains the following provision:

Boeing 757 is categorized as a Wake Turbulence category Medium aircraft. However, operational experience indicates that the Boeing 757 creates more severe vortices than originally expected. Consequently, Danish ATC-units will apply separation to aircraft following or passing behind a Boeing 757 as if the Boeing 757 was categorized Heavy.

Issuing Wake Turbulence cautions to aircraft following or passing behind a Boeing 757 ATS will indicate that the preceding aircraft is a Boeing 757.

**Part VI - Radar Services**

Para 5.4.1

Where an aircraft's Mode C displayed level differs from the cleared flight level by 90 M (300 FT) or more, the controller shall inform the pilot accordingly and the pilot shall be requested to check the pressure setting and confirm the aircraft's level.

**Appendix 2 - Flight Plan**

Item 8 (M if military)

In addition to military operations, operators of customs or police aircraft shall insert the letter "M" in item 8 of the ICAO flight plan form.

**3. Annex 3 - Meteorological Service for International Air Navigation. (Eighteenth Edition)**

NIL

**4. Annex 4 - Aeronautical Charts. (Eleventh Edition)**

NIL

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

**Chapter 3. Standard Application of Units of Measurement**

3.3 (Table 3-4) Chapter 3

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

**6. Annex 6 - Operation of Aircraft**

**Part I**

**International Commercial Air Transport - Aeroplanes. (Ninth Edition) (including Amendment 38)**

**Chapter 1. Definitions**

CVS: Definition not available

SVS: Definition not available

*RMK: Will be transposed with RMT.0379*

**Chapter 4. Flight Operations**

4.2.8.1.1 Aerodrome operating minima:

Automatic landing systems, HUD, SVS and CVS are not addressed.

*RMK: Will be transposed with RMT.0379*

4.3.6 Fuel requirements:

The use of Contingency fuel needs clarification. In-flight fuel management needs further amendment.

*RMK: Will be transposed with RMT.0573*

**Chapter 6. Aeroplane Instruments, Equipment and Flight Documents.**

6.2.3 Aeroplanes equipped with automatic landing systems, a head-up displays (HUD) and/or equivalent displays, enhanced vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS):

Provisions as regards criteria for the approval of operational credits for automatic landing systems, HUD, SVS and CVS are not available.

*RMK: Will be transposed with RMT.0379*

6.2.4 Electronic flight bag:

Requirements related to the use of EFB and operational approval for the use of some functions not available.

*RMK: Will be transposed with RMT.0601*

6.3 Flight recorders:

Reference of EUROCAE Documents applicable for flight recorder needs to be updated.

*RMK: Will be transposed with RMT.0400/0401 (by ED Decision)*

AIRS cannot yet be used as an alternative to an FDR for recording flight parameters on board a light aircraft.

*RMK: Will be transposed with RMT.0271*

**Chapter 9. Aeroplane Flight Crew**

9.3 Flight crew member training programmes:

Training on charting to avoid confusion between inconsistencies with charts, PBN operational approvals and avionics displays not defined.

*RMK: Will be transposed with the on-going RMT.0599*

Upset prevention and recovery training not required.

*RMK: Will be transposed with RMT.0599*

**Appendix 6. AOC**

Additional item "operational credit(s)" needs to be added to the template.

RMK: will be transposed with RMT.0379

Additional item "EFB" needs to be added to the template.

RMK: Will be transposed with RMT.0601

## Appendix 8. Flight recorders

Specifications of deployable flight recorders for facilitating their localisation needs to be added.

RMK: Will be transposed with RMT.0249

Time interval between two recording inspections are shorter.

RMK: Will be transposed with RMT.0400/0401 (by ED Decision)

Recording inspection requirements for lightweight flight recorders need to be added.

RMK: Will be transposed with RMT.0271

## Annex 6 - Operation of Aircraft Part II

### International General Aviation - Aeroplanes. (Seventh Edition) (including Amendment 33)

#### Chapter 1.1. Definitions

CVS: Definition not available

SVS: Definition not available

RMK: Will be transposed with RMT.0379

#### Chapter 2.2. Flight operations

2.2.2.2 Aerodrome operating minima:

HUD, SVS and CVS are not addressed

RMK: Will be transposed with RMT.0379

2.2.3.4 Meteorological conditions:

Re-write, to include after the word take off: "or continue beyond the point of in-flight planning"

RMK: Will be transposed with RMT.0573 Fuel planning and management.

2.2.3.5 Alternate aerodromes:

New provision when NO destination alternate is required. Not addressed.

RMK: RMT.0573 Fuel planning and management.

New provision when flying to an isolated aerodrome. Not addressed.

RMK: RMT.0573 Fuel planning and management.

2.2.3.6 Fuel and oil requirements:

In-flight fuel management needs further amendment.

RMK: RMT.0573 Fuel planning and management.

2.2.4.7 In flight fuel management:

New in-flight mandatory reports to ATC need to be added.

RMK: RMT.0573 Fuel planning and management.

#### Chapter 2.4. Aeroplane instruments, equipment and flight documents

2.4.15 Aeroplanes equipped with a head-up displays (HUD) and/or equivalent displays, enhanced vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS):

Provisions as regards criteria for the approval of operational credits for HUD, SVS and CVS are not available.

RMK: Will be transposed with RMT.0379

2.4.16 Flight recorders:

Reference of EUROCAE Documents applicable for flight recorder needs to be updated.

RMK: Will be transposed with RMT.0400/0401 (by ED Decision)

AIRS needs to be introduced as an alternative to an FDR for recording flight parameters on board a light aircraft.

RMK: Will be transposed with RMT.0271

2.4.17 Electronic flight bag:

Requirement for the use of electronic flight bags and definition of criteria for the use EFB functions to be used for the safe operations of aeroplane needs to be developed.

RMK: Will be transposed with RMT.0601

#### Chapter 3.4. Flight operations

3.4.2.7 Aerodrome operating minima:

HUD, SVS and CVS are not addressed.

RMK: will be transposed with RMT.0379

## Chapter 3.6. Aeroplane instruments, equipment and flight documents

3.6.13 Aeroplanes equipped with automatic landing system, a head-up displays (HUD) and/or equivalent displays, enhanced vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS):

Provisions as regards criteria for the approval of operational credits for automatic landing systems, HUD, SVS and CVS are not available.

RMK: Will be transposed with RMT.0379

## Appendix 2.3. Flight recorders

Transmission time of flight recorder ULD is extended to 90 days by 01 January 2018

RMK: Will be transposed with RMT.0400/0401 (by Regulation), however EASA Opinion 01/2014 proposes that it becomes applicable on 01 January 2020

Time interval between two recording inspections is shorter.

RMK: Will be transposed with RMT.0400/041 (by ED Decision)

Recording inspection requirements for lightweight flight recorders needs to be introduced.

RMK: Will be transposed with RMT.0271

## Annex 6 - Operation of Aircraft

### Part III

### International Operations - Helicopters.

### (Seventh Edition) (including Amendment 19)

#### Section I - General

#### Chapter 1. Definitions

CVS: Definition not available

SVS: Definition not available

RMK: Will be transposed with RMT.0379

#### Section II - International Commercial Air Transport

#### Chapter 2. Flight Operations

2.2.8 Heliport or landing location operating minima:

Automatic landing systems, HUD, SVS and CVS are not addressed.

RMK: Will be transposed with RMT.0379/290

2.3.6 Fuel and Oil requirements:

In-flight fuel management needs further amendment.

RMK: Will be transposed with RMT.0573

2.4.9 In-flight fuel management:

New in-flight mandatory reports to ATC need to be added.

RMK: Will be transposed with RMT.0573

#### Chapter 4. Helicopter Instruments, Equipment and Flight Documents

4.3 Flight recorders:

Reference of EUROCAE documents applicable for flight recorder needs to be updated.

RMK: Will be transposed with RMT.0400/0401 (by ED Decision)

4.16 Helicopters equipped with automatic landing systems, a head-up displays (HUD) or equivalent displays, enhanced vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS):

Provisions as regards criteria for the approval of operational credits for automatic landing systems, HUD, SVS and CVS are not available.

RMK: Will be transposed with RMT.0379

4.17 Electronic flight bag:

Requirements related to the use EFB and operational approval for the use of some functions need to be added.

RMK: Will be transposed with RMT.0601

#### Section III - International General Aviation

#### Chapter 2. Flight operations

2.2 Heliport or landing location operating minima:

Automatic landing systems, HUD, SVS and CVS are not addressed.

RMK: Will be transposed with RMT.0379

2.8 Fuel and oil requirements:

Fuel to execute an approach at destination or applicable alternate are not addressed.

*RMK: Will be transposed with RMT.0573*

In-flight fuel management needs further amendment.

*RMK: Will be transposed with RMT.0573*

2.9 In flight fuel management:

New in-flight mandatory reports to ATC need to be added.

*RMK: Will be transposed with RMT.0573*

#### **Chapter 4. Helicopter Instruments, Equipment and Flight Documents**

4.7 Flight recorders:

Reference of EUROCAE documents applicable for flight recorder needs to be updated.

*RMK: Will be transposed with RMT.0400/0401 (by ED Decision)*

4.11 Helicopters equipped with automatic landing systems, a head-up displays (HUD) or equivalent displays, enhances vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS):

Provisions as regards criteria for approval of operational credits for automatic landing systems, HUD, SVS and CVS are not available.

*RMK: Will be transposed with RMT.0379*

4.12 Electronic flight bag:

Requirement for the use of electronic flight bags and definition of criteria for the use of EFB functions to be used for the safe operations of helicopters need to be added.

*RMK: Will be transposed with RMT.0601*

#### **Appendix 3. AOC**

Additional item "operational credit(s)" needs to be added to the template.

*RMK: Will be transposed with RMT.0379/380*

Additional item "EFB")" needs to be added to the template.

*RMK: Will be transposed with RMT.0601*

#### **Appendix 4. Flight recorders**

Specifications for facilitating flight recorder localisation are limited to fixed flight recorders.

*RMK: Will be transposed with RMT.0249*

Transmission time of flight recorder ULD is extended to 90 days by 1 January 2018.

*RMK: Will be transposed with RMT.0400/0401 (by Regulation), however EASA Opinion 01/2014 proposes that it becomes applicable on 1 January 2020*

Time interval between two recording inspections is shorter.

*RMK: Will be transposed with RMT.0400/041 (by ED Decision)*

Recording inspection requirements for light-weight flight recorders needs to be introduced.

*RMK: Will be transposed with RMT.0271*

#### **7. Annex 7 - Aircraft Nationality and Registration Marks. (Sixth Edition)**

NIL

#### **8. Annex 8 - Airworthiness of Aircraft. (Eleventh Edition)**

NIL

#### **9. Annex 9 - Facilitation. (Tenth Edition)**

(Recommended practices are marked with an asterisk)

#### **Chapter 2. Entry and Departure of Aircraft**

2.9 The EU legislation requires gross weight and nature of goods to be declared.

2.9.1\* The EU legislation requires gross weight and nature of goods to be declared.

2.10 A written customs declaration which is a combination of the general declaration and a list of the goods is required. The declarations cover those goods which remain on board the aircraft.

#### **Chapter 3. Entry and Departure of Persons and their baggage**

3.5.7\* Children above the age of 15 are required to have a separate passport.

3.8.1\* Visa to Denmark is not issued in machine readable form.

3.8.2 Normally, applicants for entrance visas must make a personal appearance at a consulate.

3.8.3 Entry visas are normally issued for not more than three months on a trip-by-trip basis.

3.8.6\* Re-entry visas are necessary for residents who do not possess a document proving their residence entitlement in Denmark (residence permit).

3.9\* The Inter-Nordic passport control area comprising Denmark, Finland, Iceland, Norway and Sweden, requires visitors who hold entry visas to complete a special disembarkation card, which differs from the ICAO format. Persons who do not need entry visas are not required to fill out disembarkation cards.

3.39\* Any person who brings a foreign national into Denmark would be liable to pay a fine if the foreigner in question has no proof of identity and visa to enter Denmark. The negligence or absence thereof of the person who brings in the foreign national has no relevance (Danish Aliens Act).

#### **Chapter 4. Entry and Departure of Cargo and other Articles.**

4.9\* The European Union recognizes unaccompanied baggage as cargo which requires a transport letter.

4.19 The EU member states require separate documents.

4.48\* Not all the equipment referred to is admitted under the exemption from customs duties and taxes.

4.56 b) and c) Unaccompanied baggage is classified and regarded as cargo and is physically handled in goods areas, which are different from those areas reserved for passenger baggage.

#### **Chapter 5. Traffic Passing through the Territory of a Contracting State.**

5.2 Transit visas may be required from nationals of certain countries.

5.4 While transit visas may be required from nationals of certain countries, transit cargo may require a document specifying in particular the identity of the packages, the aircraft and nature, gross weight and place of loading of the goods.

5.4.1 A transit visa is required prior to the arrival in the country from transit passengers obliged to possess a visa.

5.5 The EU customs legislation requires that goods brought into a customs territory of the Union shall be subject to customs supervision and may also be subject to checking by the customs authority concerned.

5.8\* Passengers who transfer from one international airport to another cannot always be exempted from control.

#### **Chapter 6. International Airports - Facilities and Services for Traffic.**

6.5\* The EU customs legislation states that duties and other taxes may be paid either in cash or by guaranteed and certified bank cheque.

6.29\* Although customs clearance is expedited and accomplished as soon as possible, there is no guarantee that clearance could be accomplished in the specified time.

6.39\* Duty-free goods are sold for export and therefore duty-free shops have to be established at specified places.

6.51\* Off-airport bonded warehouses (transit sheds) are allowed only where customs resources are available.

#### **Chapter 8. Other Facilitation Provisions**

8.19 There is no national air transport facilitation committee in Denmark.

The co-ordination of facilitation activities between relevant departments, agencies, organizations, airports and airport operators is done by the Civil Aviation Administration, Denmark.

#### **10. Annex 10 - Aeronautical Telecommunications Volume I**

**Radio Navigation Aids. (Sixth Edition)**

**Chapter 3. Specifications for Radio Navigation Aids**

3.1.5.1.2.1 A small number of glide paths will, for operational reasons, be retained with a glide path angle of 2.75°.

3.1.7.6.2.1 The middle markers are not located at standard distances, but are preferably located where the mglide path height is 300 FT +/- 20 FT above THR-level.

**Annex 10 - Aeronautical Telecommunications  
Volume II**

**Communication Procedures. (Sixth Edition)**

NIL

**Annex 10 - Aeronautical Telecommunications  
Volume III (Second Edition)**

**Part I - Digital Data Communication Systems**

NIL

**Part II - Voice Communication Systems**

NIL

**Annex 10 - Aeronautical Telecommunications  
Volume IV**

**Surveillance Radar and Collision Avoidance Systems.  
(Fourth Edition)**

NIL

**Annex 10 - Aeronautical Telecommunications  
Volume V**

**Aeronautical Radio Frequency Spectrum Utilization.  
(Third Edition)**

NIL

**11. Annex 11 - Air Traffic Services**

**Air Traffic Control Service**

**Flight Information Service**

**Alerting Service. (Thirteenth Edition)**

**Chapter 3. Air Traffic Control Service**

In pursuance of para. 3.3.4 the following provision has been established:

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

**Chapter 4. Flight Information Service**

In addition to para. 4.2.2 b) the following provisions, concerning traffic information have been established:

In Airspace Class D: Traffic information may be omitted, provided it is certain, that the aircraft pass each other with a vertical distance of 500 FT or more.

In Airspace Class E: Traffic information is mainly based on radar information, derived from SSR-replies.

In airspace Class G: Traffic information is given only as far as practical.

Airspace classification is in accordance with Annex 11. However it should be noted:

- that airspace class A, B and F is not used.
- that a lower flight visibility in airspace class G has been established in pursuance of Annex 11, Appendix 4.
- that requirement for carriage of transponder is described for each of the airspace classes.
- that certain parts of airspace class G, designated TIZ, TIA, has requirement for continuous two-way radio communication.

*Note: The Air Space Classifications are given in table form in ENR 1.4.*

**12. Annex 12 - Search and Rescue. (Eighth Edition)**

NIL

**13. Annex 13 - Aircraft Accident and Incident Investigation.  
(Tenth Edition)**

NIL

**14. Annex 14 - Aerodromes - Volume I**

**Aerodrome Design and Operations. (Second Edition)**

**Chapter 9. Emergency and other services**

9.1.12 The interval between full-scale aerodrome emergency exercises will exceed two years.

9.4.4 Other methods than those prescribed will be permitted.

Comment on Implementation:

The amendments to ANNEX 14, Volume I, with an implementation date of 9 NOV 1995, will be implemented in Denmark as follows:

IMC aerodromes will be incorporated into our regulations as of 1 JAN 1998, and VMC aerodromes as of 1 JAN 2000.

The amendments to ANNEX 14, Volume I, which are not required to be implemented until after 9 NOV 1995, will be applicable in Denmark on the dates indicated below:

Annex	Comment provision	Proposed date of implementation
5.2.5	Aiming point marking	1 JAN 2005
5.2.6	Touchdown zone marking	1 JAN 2005
5.3.1.3	Elevated approach light	1 JAN 2005
5.3.17.1	Stop bars	1 JAN 2001
5.3.21	Visual docking guidance System	1 JAN 2005
5.4.3	Information signs	1 JAN 2001
8.1	Secondary power supply	1 JAN 2001
9.2	Rescue and fire fighting	1 JAN 2000/2005

**Annex 14 - Aerodromes - Volume II**

**Heliports. (Fourth Edition)**

NIL

**15. Annex 15 - Aeronautical Information Services.  
(Fourteenth Edition)**

**Chapter 1. General**

1.2.2.4 Reference to the geoid undulation is not yet available

**Chapter 3. Aeronautical information management**

3.3.3 The integrity of aeronautical data is not maintained

**Chapter 4. Aeronautical Information Publications (AIP)**

4.2.9.1 Regular intervals are not specified in the AIP.

4.3.7 As a consequence of the deviation to provision 4.2.9.1, a NIL notification is not issued.

4.4.6 A monthly checklist of NOTAMs is issued via AFS. A separate list of the latest issued elements of the Integrated AIP and a checklist of valid AIP SUPs is issued via AFS.

**Chapter 5. NOTAM**

5.1.1.4 On activation of permanently established Danger Areas as published in AIP DENMARK, a seven days' notice is not given. Information about actual activities in such areas within København FIR may be obtained from ACC/FIC KØBENHAVN and at certain aerodromes from 1700 UTC the day before the activity takes place. These aerodromes are listed in AIP Denmark and VFG Denmark, ENR 5.1.

5.2.13.3 A printed plain language summary of NOTAM is not produced.

**Chapter 7. Aeronautical Information Circulars (AIC)**

7.1.1.2 The seasonal information on snow plan is not published in an AIC.

**Chapter 8. Pre-flight and Post-flight Information**

8.1.3 Plain language pre-flight information bulletins (PIB) are not produced for Greenland and the Faeroe Islands.

**Chapter 10. Electronic Terrain and Obstacle Data**

The requirements to electronic terrain and obstacle data are not maintained.

**Appendix 1**

ENR 3.1, 3) Minimum Flight Altitudes have not been established for Greenland. However, Minimum Obstacle Clearance Altitudes (MOCA) have been established for certain ATS routes to ensure at least 2000 FT vertical clearance above the highest obstacle within 22 NM on each side of the centre line of the ATS route.

**16. Annex 16 - Environmental Protection - Volume I  
Aircraft Noise. (Sixth Edition)**

NIL

**Annex 16 - Environmental Protection - Volume II  
Aircraft Engine Emissions. (Third Edition)**

NIL

**17. Annex 17 - Security. (Ninth Edition)**

NIL

**18. Annex 18 - The Safe Transport of Dangerous Goods by Air.  
(Fourth Edition)**

NIL

**Doc 9284-AN/905 - TI - Technical Instructions for the Safe Transport of Dangerous Goods by Air**

10.3.7.2, 10.5.11, 10.5.14, 10.10.2 and Appendix A

National legislation in Denmark specifies that aircraft in the territory over Denmark and Greenland must not without prior permission from the Danish Transport Authority carry weapons, explosives, war equipment or munitions. Explosives classified as Class 1.4S according to ICAO-TI can be carried without prior permission if they are packed and labeled in accordance with the current edition of ICAO-TI. Explosives must be transported in the cargo hold of the aircraft.

Written applications must be forwarded to:

OFP@trafikstyrelsen.dk

Applications must be received by the Danish Transport Authority five working days before the actual flight.



## GEN 2.7 Sunrise and Sunset Tables

### 1. General

1.1 On the following pages times are given for the sunrise and sunset and for the beginning and end of civil twilight for the below mentioned places in the Faeroe Islands for the end of year 2014 and all of 2015.

The tables have been produced in cooperation with Copenhagen University, Astronomical Observatory, who has made the calculations and permitted the use of these in this publication.

1.2 It is to be noted, that the times given for sunrise and sunset (SR/SS) are calculated for the upper edge of the sun at a horizontal refraction of 35', and that the times apply at mean sea level at the listed positions.

The times given for beginning and end of civil twilight have been calculated for an altitude of the sun of  $-6^\circ$  as commonly used.

All times are UTC.

### 2. Alphabetical Index

## GEN 2.7 Solopgangs- og solnedgangstabeller

### 1. Generelt

1.1 På de efterfølgende sider er angivet tidspunkterne for solopgang og solnedgang og tidspunkterne for tusmørkets begyndelse og afslutning for nedennævnte steder på Færøerne for slutningen af året 2014 og hele 2015.

Tabellerne er blevet til i samarbejde med Københavns Universitet, Astronomisk Observatorium, som har foretaget de nødvendige beregninger og med hvis tilladelse disse publiceres.

1.2 Det bemærkes specielt, at de anførte tidspunkter for solopgang og solnedgang (SR/SS) er beregnet for solens øvre rand ved en horisontal refraction på 35' og at de gælder ved havets overflade på de angivne positioner.

Tidspunkterne for det borgerlige tusmørkes begyndelse og afslutning er efter almindelig standard beregnet til en solhøjde på  $-6^\circ$ .

Alle tidspunkter er UTC.

### 2. Alfabetisk liste

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