

BL 7-100

Regulations supplementing the SERA Regulation¹

Edition 2, 27 September 2017

In pursuance of § 82 of the Danish Air Navigation Act, cf. Consolidation Act no. 1036 of 28 August 2013, the following is stipulated on authority in accordance with subsection (1) of § 152:

1. Reference documents

1.1 Commission Regulation No. 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation, as amended by Commission Regulation (EU) 2015/340 of 20 February 2015 and Commission Implementing Regulation (EU) of 20 July 2016 – referred to in this BL as the SERA Regulation

1.2 Regulations for Civil Aviation (BL) 7-1, Regulations on air traffic rules, latest edition.

1.3 The document mentioned in 1.1 can be found on the European Unions homepage www.eur-lex.europa.eu, and the document mentioned in 1.2 can found on Retsinformation's (Legal Information's) homepage www.retsinfo.dk. Both documents can also be found on the Danish Civil Aviation and Railway's homepage www.trafikstyrelsen.dk and may also be obtained by contacting

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2. Definitions

Reference is made to the definitions in the SERA Regulation.

¹ Certain regulations are included from Commission Regulation (EU) no. 923/2012 of 26 September 2012 as amended by Commission Regulation (EU) no. 2015/340 of 20 February 2015 and Commission Implementing Regulation (EU) no. 2016/1185 of 20 July 2016 are included in this BL. According to Article 288 of the Treaty of the Functioning of the European Union, an EU regulation is directly applicable in all member states. The reason for reproducing these provisions in this BL is exclusively for practical considerations and does not affect the direct application of the Regulation in Denmark.

3. Applicability

3.1 This BL lays down supplementing regulations to the SERA Regulation.

Note 1: According to the SERA Regulation supplementary national regulations may be laid down.

Note 2: BL 7-1 contains some regulations on situations that are not also regulated in the SERA Regulation and which therefore also apply to air traffic covered by the Regulation.

3.2 This BL shall not apply to the Faroe Islands and Greenland.

4. Supplementary regulations

Note: In cases where supplementary national regulations may be stipulated according to the SERA Regulations, but where no such Danish supplementary regulations have been stipulated in this section, the SERA Regulation shall apply.

4.1 Submission and contents of a flight plan, cf. SERA.4001 (b) and of SERA.4005 (a) of the SERA Regulation

Note 1: The areas or routes, cf. numbers (3) and (4) of SERA.4001 (b), designated by the Danish Civil Aviation and Railway Authority appear from AIP Denmark.

Note 2: It appears from AIP Denmark in which cases the Danish Civil Aviation and Railway Authority estimates that an abbreviated flight plan may be used and which information are considered relevant in that connection, cf. SERA.4005 (a).

4.2 Completion of a flight plan, cf. SERA.4010 (b) of the SERA Regulation

If it can be predicted that an arrival report (as described in SERA.4020) cannot have been received by the appropriate air traffic services unit not later than 30 minutes after the estimated time of landing, the time at which the arrival report can be expected at the latest, shall be stated in the flight plan under "Other information".

4.3 VMC minima for visibility and distance to clouds, cf. SERA.5001 of the SERA Regulation

4.3.1 VMC minima for visibility and distance to clouds for flights in airspace classes F and G, at or below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher, appear from the following table and (a)-(c):

Altitude band	Airspace class	Flight visibility/speed	Distance from clouds
At or below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher	F og G	5 km/250 KT IAS or less 3 km/140 KT IAS or less	Clear of clouds and with the surface in sight

- a. Operations with aircraft established in the traffic round to an aerodrome is permitted with a flight visibility of at least 1 500 m, free of clouds and with the aerodrome in sight.
- b. Operations with manned free balloons at or below 450 m (1 500 ft) MSL or 200 m (1 000 ft) above terrain, whichever is the higher, is permitted with a flight visibility of at least 1 500 m.
- c. Operations with helicopters are permitted with a flight visibility of at least 800 m on condition that the helicopter is manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

4.4 Visual flight rules, VFR flights at night, cf. SERA.5005 (c) of the SERA Regulation

4.4.1 VFR flights may be operated at night on the conditions following the SERA Regulation, cf. SERA.5005 (c), cf. however 4.4.2.

4.4.2 In pursuance of the SERA Regulation, cf. number 5 of SERA.5005 (c), the Danish Civil Aviation and Railway Authority permits VFR flights at night in control zones (CTR) and terminal areas (TMA) as well as in airspace class G, including traffic information zones (TIZ) and traffic information areas (TIA), above 500 ft AGL on the following conditions:

- a. VFR flights must not be operated over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft,
- b. VFR flights must not be operated over other areas than those stated in a. at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.

4.5 Visual flight rules, VFR flights near obstacles, cf. SERA.5005 (f) of the SERA Regulation

Note: Bridge pylons separated by 300 m or more shall be regarded as one obstacle.

4.6 Visual flight rules, Special VFR in control zones, cf. SERA.5010 (a) and (c) of the SERA Regulation

4.6.1 Special VFR flights may be operated with an ATC clearance in a control zone at night on the following conditions:

- a. For the pilot:
 - 1. clear of clouds and with the surface in sight
 - 2. the flight visibility shall be at least 5 km
 - 3. the speed shall be 140 kts IAS or less to give opportunity to observe other traffic and any obstacles in time to avoid a collision
- b. for ATC:
 - 1. the ground visibility shall be at least 5 km
 - 2. the ceiling shall be at least 1 100 ft (330 m).

4.6.2 Special VFR flights may with ATC clearance cross one control zone a day even though the reported ground visibility is less than 1 500 m, or for helicopters less than 800 m, if the pilot reports that flight visibility is not less than 1 500 m, or for helicopters not less than 800 m.

Note: According to the SERA Regulation, cf. SERA.5010 (c), ATC clearance to special VFR flights in daytime may only be given to take-off from or landing at an aerodrome within a control zone or to fly into the aerodrome's traffic round if the reported weather conditions at the aerodrome meets the minima. This in these cases it is not sufficient basis for a clearance that flight visibility reported by the pilot meets the minima.

4.7 Requirements for communications and SSR transponder, cf. SERA.6005 of the SERA Regulation

Note: Radio and transponder mandatory zones appear from AIP Denmark.

4.8 Communications, cf. SERA.8035 of the SERA Regulation

4.8.1 Radio connection

A pilot-in-command operating within areas where a requirement for establishment of two-way radio communication is published in AIP Denmark, or operating in airspace classes where two-way radio communication is required according to Appendix 4, ATS airspace classes – services provided and flight requirements, of the SERA Regulation, shall maintain continuous air-ground voice communication watch on the appropriate communication channel, unless otherwise permitted by the appropriate air traffic control unit for

- a. aerodrome traffic at a controlled aerodrome and
- b. individual flights into or out of a control zone.

Note 1: Use of SELCAL or similar automatic signal arrangements meets the requirement for maintaining air-ground voice communication watch when this is stated in AIP.

Note 2: The requirement to a pilot-in-command to maintain continuous air-ground voice communication watch remains in force after establishment of datalink communication between air traffic controller and pilot.

4.8.2 Failing radio communication

If failing radio communication prevents observance of 4.8.1, the pilot-in-command shall comply with the provisions contained in BL 7-14, as well as those of the following procedures that can be considered. In addition to this the pilot-in-command shall try to establish radio connection with the appropriate air traffic control unit with all means available. Further, from an aircraft that is part of the aerodrome traffic at a controlled aerodrome, lookout shall be kept for such instructions that may be given by means of light signals.

4.8.2.1 Under visual weather conditions the pilot-in-command

- a. shall continue the flight under visual weather conditions, land at the nearest, suitable aerodrome, no matter that radio contact is required, and report landing as soon as possible to the appropriate air traffic control unit, and
- b. if deemed advisable, complete the flight in accordance with the instrument flight rules in accordance with 4.8.2.2.

4.8.2.2 During instrument weather conditions or if the pilot-in-command operating a flight in accordance with the instrument flight rules, deems it inadvisable to continue in accordance with 4.8.2.1.a., the pilot-in-command shall, when flying in Copenhagen Flight Information Region (FIR) and in Rønne Terminal Area (TMA)

- a. maintain the last assigned speed and flight level or minimum altitude above the sea, if this is higher, for a period of 7 minutes in accordance with 4.8.2.2.1,
- b. then adjust flight level and speed in accordance with the filed flight plan,
- c. if the aircraft is under radar heading direction or operating "offset" in accordance with RNAV without clearance limit, continue in the most direct manner in order to resume flight in accordance with the existing flight plan not later than the next significant point, taking the applicable lowest flight level in consideration,
- d. continue flight in accordance with the existing flight plan to the navigation aid specified for the destination and, when necessary according to e. below, wait over this aid until commencement of descent,
- e. commence descent, cf. d. above, at the time deviating the least possible from the estimated time of approach which the pilot-in-command last has received and acknowledged for, or if the pilot-in-command has not received and acknowledged for an estimated time of approach, the mentioned navigation aid shall be left at a time deviating the least possible from the estimated point of arrival appearing from the existing flight plan,
- f. carry out a normal instrument approach procedure for the navigation aid in question, and
- g. land as far as possible within 30 minutes after the estimated time of arrival in accordance with the existing flight plan or the last received estimated approach time.

4.8.2.2.1 The period of 7 minutes mentioned in 4.8.2.2.a. occurring at the latest time calculated from the time when

- a. the aircraft operates on a route without mandatory reporting points, or when the aircraft has received instructions to omit position reports
 1. and the assigned level has been reached or minimum flight level has been reached, or
 2. the SSR transponder has been activated on code 7600, cf. 7.19.1 c. of Regulations for Civil Aviation (BL) no. 7.14,
- b. if the aircraft operates on a route with mandatory reporting points, and no instructions to omit position reports have been received at
 1. the time when the last assigned level or minimum flight level has been reached, or
 2. the estimated time previously notified by the pilot over a mandatory reporting point, or
 3. the time when it should report over a mandatory reporting point.

4.9 Phraseology used in air-ground communication, cf. SERA.15015 of the SERA Regulation

English shall be used in communication between the ATS unit and aircraft at aerodromes with more than 50 000 international IFR aircraft movements a year.

4.10 Radio telephony procedures, establishment of radio communication, cf. SERA.14055 (b), no. 2, of the SERA Regulation

When exchanging communication within the same ATS unit, the ATS unit's call sign may be omitted.

5. Exemption

The Danish Civil Aviation and Railway Authority may in quite exceptional cases grant exemption from the regulations in this BL when it is deemed compatible with the considerations on which the regulations in question are based, including international rules in the area.

6. Access to complain

Decisions taken by the Danish Civil Aviation and Railway Authority in accordance with this BL cannot be brought before the Minister for Transport or other administrative authority.

7. Punishment

7.1 Violation of the regulations in this BL and the regulations in the SERA Regulation will be punished in accordance with § 148 (8), respectively (11) of the Danish Air Navigation Act.

7.2 Penalty may be imposed on companies etc. (legal persons) in pursuance of the rules in Chapter 5 of the Danish Criminal Code, cf. § 149 (14) of the Danish Air Navigation Act.

8. Implementation

8.1 This BL comes into force on 12 October 2017.

8.2 BL 7-100, 1 edition of 3 October 2014, is repealed.

Danish Transport, Construction and Housing Authority, 27 September 2017

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/Per Schmock