

## BL 7-100

### Regulations supplementing the SERA Regulation<sup>1</sup>

**Edition 3, 2 June 2025**

In pursuance of § 1 a. and § 82 of the Danish Air Navigation Act, cf. Consolidation Act no. 570 of 19 May 2025, the following is stipulated on authority in pursuance of § 6 (1) of Order no. 34 of 15 January 2025 on the Danish Civil Aviation and Railway Authority's tasks and authorities, on the access to complain, and on publication of certain of the Danish Civil Aviation and Railway Authority's publications:

#### **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 Regulation (EU) 2015/340 of 20 February 2015, Regulation (EU) 2016/1185 of 20 July 2016, Regulation (EU) 2017/835 of 12 May 2017, Regulation (EU) 2020/469 of 14 February 2020, Regulation (EU) 2021/666 of 22 April 2021, Regulation (EU) 2023/1772 of 12 September 2023, and Regulation (EU) 2024/404 of 30 January 2024, 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](http://www.eur-lex.europa.eu), and the document mentioned in 1.2 can found on Retsinformation's (Legal Information's) homepage [www.retsinfo.dk](http://www.retsinfo.dk). Both documents can also be found on the Danish Civil Aviation and Railway's homepage [www.trafikstyrelsen.dk](http://www.trafikstyrelsen.dk) and may also be obtained by contacting the Danish Civil Aviation and Railway Authority by e-mail [info@trafikstyrelsen.dk](mailto:info@trafikstyrelsen.dk).

#### **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 in accordance with the provisions of the Regulation.

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

### 4. Supplementary regulations

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

4.1.1 The Danish Civil Aviation and Railway Authority designates areas and routes, cf. numbers 3 and 4 of SERA.4001 (b), and publishes these in AIP Denmark.

4.1.2 The Danish Civil Aviation and Railway Authority determines, cf. SERA.4005 (a), in which cases an abbreviated flight plan may be used and which information is considered relevant in that connection, and publishes this in AIP Denmark.

#### 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) MSL, 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

- 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.
- Operations with manned free balloons at or below 450 m (1 500 ft) MSL or 300 m (1 000 ft) above terrain, whichever is the higher, is permitted with a flight visibility of at least 1 500 m.
- 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 and 4.4.3.

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 (2 000 FT) 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.

4.4.3 VFR flights at night in airspace class D and G with manned aircraft may only be operated with aircraft equipped with SSR transponder capable of operating on Modes A and C or on Mode S.

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

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.

#### **4.7 Classification of airspace, cf. SERA.6001 of the SERA Regulation**

The Danish Civil Aviation and Railway Authority determines the classification of airspace in accordance with SERA.6001 and belonging Appendix 4 in AIP Denmark and may in that connec-

tion stipulate supplementary conditions for operations within the individual airspace classes as a whole or within specified limited parts thereof, when this is in accordance with the SERA Regulation.

#### **4.8 Requirements for communications and SSR transponder, cf. SERA.6005 of the SERA Regulation**

The Danish Civil Aviation and Railway Authority designates radio mandatory zones, transponder mandatory zones and U space airspace and publishes these in AIP Denmark, cf. SERA.6005.

#### **4.9 Communications, cf. SERA.8035 of the SERA Regulation**

##### **4.9.1 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.

#### **4.10 Phraseology used in air-ground communication, cf. SERA.14015 of the SERA Regulation**

English shall, cf. SERA 14015 (b), be used in communication between the ATS unit and aircraft at aerodromes with more than 50 000 international IFR aircraft movements a year.

#### **4.11 Radio telephony procedures, establishment of radio communication, cf. number 2 of SERA.14055 (b) 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, unless more severe punishment is deserved under 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 1 July 2025, cf. however 8.3.

8.2 BL 7-100, Regulations supplementing the SERA Regulation, 2 edition of 27 September 2017, is repealed.

8.3 The requirement regarding transponder in connection with VFR-flights at night in 4.4.3 shall have effect as of 1 July 2026.

*Danish Civil Aviation and Railway Authority, 2 June 2025*

*Nanna Møller*

/ Lars Korsholm