

No. 5449

**DENMARK
and
UNITED STATES OF AMERICA**

**Agreement (with appendix) concerning establishment and
operation of certain aeronautical facilities and services
in Greenland. Signed at Copenhagen, on 7 July 1960**

Official text: English.

Registered by Denmark on 11 November 1960.

**DANEMARK
et
ÉTATS-UNIS D'AMÉRIQUE**

**Accord (avec appendice) relatif à la création et à l'exploitation
d'installations et services aéronautiques au Groenland.
Signé à Copenhague, le 7 juillet 1960**

Texte officiel anglais.

Enregistré par le Danemark le 11 novembre 1960.

NO. 5449. AGREEMENT¹ BETWEEN THE GOVERNMENT OF DENMARK AND THE GOVERNMENT OF THE UNITED STATES OF AMERICA CONCERNING ESTABLISHMENT AND OPERATION OF CERTAIN AERONAUTICAL FACILITIES AND SERVICES IN GREENLAND. SIGNED AT COPENHAGEN, ON 7 JULY 1960

Preamble

WHEREAS the Danish and the U.S. Authorities agree to the desirability of exercising effective control over civil and military air movements in Greenland in the interest of safety and for the regular, efficient and economical operation of international air services, as previously expressed in the exchange of notes between the Danish Ministry of Foreign Affairs and the U.S. Embassy in Copenhagen, according to which the Danish Government agrees in principle to the desirability of establishment of air traffic control in Greenland and of cooperation between Denmark and the United States of America in this connection,

WHEREAS the details of the Air Navigation Services necessary for meeting the requirements of international civil aviation in the North Atlantic Region—including services and facilities required for the protection of air movements over Greenland—have been dealt with by the 3rd North Atlantic Regional Air Navigation Meeting and subsequent Special North Atlantic Meetings and included in the ICAO North Atlantic Regional Plan,

WHEREAS the implementation of the ICAO North Atlantic Regional Plan regarding facilities and services necessary for the protection of civil aircraft movements over and within the Greenland area rests upon the Danish Government, Greenland being part of the Kingdom of Denmark,

WHEREAS the Government of the Kingdom of Denmark cannot singlehanded, with the resources at present available to it, implement the ICAO North Atlantic Regional Plan in respect of all the facilities and services necessary in Greenland,

WHEREAS the Government of the United States has offered, subject to the continued availability of funds and authority, to provide certain air navigation, communication, and related services for the benefit of international civil aviation in connection with its operation of its facilities and services pursuant to the Defense of Greenland Agreement between the Government of the Kingdom of Denmark and the Government of the United States of America, signed at Copenhagen on April 27, 1951,² and

¹ Came into force on 7 July 1960 by signature, in accordance with article 7.

² United Nations, *Treaty Series*, Vol. 94, p. 35.

WHEREAS part of the North Atlantic Regional Plan has been based on the existence of certain U.S. facilities and services in Greenland,

NOW THEREFORE the Government of the Kingdom of Denmark and the Government of the United States of America have entered into an agreement in terms as set forth below :

Article 1

The Government of the Kingdom of Denmark delegates to the Government of the United States of America, and the Government of the United States of America accepts, subject to the continued availability of funds and authority, the responsibility for the establishment, maintenance, and operation of aeronautical facilities and services in Greenland which are required for the air traffic services and the protection of air movements over Greenland necessary to carry out programs of the International Civil Aviation Organization (ICAO). The Government of the United States of America shall be under no obligation to provide the facilities and services beyond those which it is in position to furnish as an incident to its operations and activities under the Defense of Greenland Agreement between the Government of the Kingdom of Denmark and the Government of the United States of America, signed at Copenhagen on April 27, 1951. Furthermore, the Government of the United States of America shall not be required to furnish such facilities and services if the furnishing thereof would substantially interfere with its operations and activities under the aforementioned agreement. Those items for which the Government of the United States of America has accepted full responsibility are described in the Appendix,¹ attached hereto, which Appendix may be amended as set forth in Article 5 below.

Article 2

The establishment and operation of aeronautical facilities and services dealt with in Article 1 of this Agreement, as well as the rules and procedures applicable to flights within Greenland shall be consistent with the terms of the Convention on International Civil Aviation, signed at Chicago on December 7, 1944,² and in accord with the programs of the International Civil Aviation Organization which are recommended for use of Member States and which have been adopted by the Kingdom of Denmark and by the United States of America.

Article 3

The United States Forces in Greenland shall supply the Danish Aviation Authorities any information regarding United States operations in Greenland conducted pursuant to this Agreement which may be requested by the Danish Government.

¹ See p. 46 of this volume.

² United Nations, *Treaty Series*, Vol. 15, p. 295 ; Vol. 26, p. 420 ; Vol. 32, p. 402 ; Vol. 33, p. 352 ; Vol. 44, p. 346 ; Vol. 51, p. 336 ; Vol. 139, p. 469 ; Vol. 178, p. 420 ; Vol. 199, p. 362 ; Vol. 252, p. 410 ; Vol. 324, p. 340, and Vol. 355, p. 418.

Article 4

The Government of the Kingdom of Denmark reserves its right to relieve at any time in whole or in part the Government of the United States of America from the responsibility delegated under this Agreement and may assume in whole or in part responsibility for carrying out the program of the International Civil Aviation Organization in regard to air traffic services over Greenland, or to supplement any United States activities in this connection and to provide additional services and/or facilities at aerodromes in Greenland open to international civil aviation. In advance of any such relief of U.S. responsibility by the Danish Government, or supplementing of U.S. activities, the two Governments will consult with each other in order to enable the U.S. Authorities to make appropriate adjustments in their own program and activities on a timely basis.

Article 5

For the purpose of adjusting rules and procedures, facilities and services, to conform with changes of ICAO recommendations, or for other purposes, the Appendix may be amended from time to time by agreement between the appropriate authorities of the two Governments

Article 6

The Government of the United States of America, its forces and activities, as well as the military and civilian personnel whose presence in Greenland is required in connection with the operations and activities pursuant to this Agreement, or members of their families, shall enjoy the same rights and privileges as are enjoyed under the Defense of Greenland Agreement signed between the United States of America and Denmark at Copenhagen on April 27, 1951.

Article 7

This Agreement shall come into force on signature of the two Governments.

Article 8

This Agreement shall remain in effect for the duration of the Defense of Greenland Agreement between the United States of America and Denmark, signed at Copenhagen on April 27, 1951.

DONE at Copenhagen this seventh day of July, 1960 in duplicate in the English language.

For the Government of the Kingdom of Denmark :
J. O. KRAG

For the Government of the United States of America :
Val PETERSON

APPENDIX

PART 1

1. AERONAUTICAL FACILITIES AND SERVICES IN GREENLAND FOR WHICH RESPONSIBILITY IS DELEGATED TO THE UNITED STATES WITH REGARD TO ESTABLISHMENT AND/OR OPERATION
 - 1.1 *Aerodromes (AGA)* : As contained in Attachment A.
 - 1.2 *Aeronautical Information Services (AIS)* : As contained in Attachment B.
 - 1.3 *Air Traffic Services (ATS)* : As contained in Attachment C.
 - 1.4 *Communications (COM)* : As contained in Attachment D.
 - 1.5 *Meteorology (MET)* : As contained in Attachment E.
 - 1.6 *Search and Rescue (SAR)* : As contained in Attachment F.

PART 2

2. RULES AND PROCEDURES APPLICABLE TO FLIGHTS WITHIN SØNDRE STRØMFJORD AND THULE CTA/FIRS
 - 2.1 *Rules of the Air*

These rules shall be the provisions of Annex 2 to the Convention on International Civil Aviation—Rules of the Air, as modified by the existing differences notified by Denmark.
 - 2.2 *Altimeter Setting Procedures*
 - 2.2.1 The altimeter setting procedures to be applied within the Thule CTA/FIR will be in accordance with those contained in ICAO Doc 7030 for the NAT Region with the exception that within a circle of one hundred nautical miles, radius centred on the Thule aerodrome reference point, QNH will be used.
 - 2.2.2 The altimeter setting procedures to be applied within the Søndre Strømfjord CTA/FIR will be in accordance with those contained in ICAO Doc 7030 for the NAT Region. Initially, and until more experience has been gained in the operation, the transition altitude will be 6,000' MSL and the transition level will be flight level 85.
 - 2.3 *Dimensional Units to be used in Air/Ground Communications*

The dimensional units to be used in air/ground communications by aeronautical stations within Søndre Strømfjord and Thule CTA/FIRS shall be those contained in Annex 5, Blue Table, with the following differences :

Visibility :	Statute miles.
Altimeter Setting :	Inches.
Temperature :	Fahrenheit.

ATTACHMENT A

1. AERODROMES (AGA)

1.1 *Søndre Strømfjord Aerodrome*

Søndre Strømfjord shall be designated as an international aerodrome and shall be available to civil flights in accordance with agreement between the appropriate authorities of the two Governments.

ATTACHMENT B

1. AERONAUTICAL INFORMATION SERVICES (AIS)

Note 1: Denmark will be responsible for the issuance of Aeronautical Information Publications (AIPs) and NOTAMS Class II.

Note 2: When deemed appropriate, AIPs and NOTAMS Class II will, prior to their issuance, be submitted to North Atlantic AACS region, Westover AFB, Mass. USA, for review.

1.1 *NOTAMS Class I*

1.1.1 Gander International NOTAM Office will be responsible for the distribution of NOTAMS Class I originated in Greenland.

1.1.2 All Class I NOTAMS (including also Danish operated facilities) received at Søndre Strømfjord will be forwarded to Gander for international distribution. Review of such NOTAMS will be made at Søndre Strømfjord and a monthly summary of all Class I NOTAMS for Greenland will be furnished to Gander International NOF.

1.2 *Pre-flight Information*

Provision of pre-flight information at Søndre Strømfjord and Thule.

1.3 *Post-flight Information*

Arrangements for the receipt of post-flight information at Søndre Strømfjord and Thule.

1.4 *Documents applicable to the provision of aeronautical information services :*

Annex 15 — Aeronautical Information Services, 1. Edition, Communication Codes and Abbreviations, Doc 6100-COM/504/3, with particular reference to Chapters 7, 8, and 9 (The NOTAM Code).

ATTACHMENT C

1. AIR TRAFFIC SERVICES (ATS)

1.1 *Flight Information and Alerting Service (Rec. RAC/SAR No. 1)*

Provision of flight information and alerting service on a 24-hour basis within the following flight information regions (FIRs) :

a) *FIR Søndre Strømfjord*

Lateral limits :

The area bounded by a line 73° 00' N, 65° 00' W ; 60° 00' N, 56° 00' W ; 59° 00' N, 56° 00' W ; 59° 00' N, 43° 00' W ; 60° 00' N, 43° 00' W ; coastline to 64° 00' N, 40° 00' W, not to include Pr. Chr. Sund, 73° 00' N, 40° 00' W ; the point of beginning.

The services to be provided by ACC Søndre Strømfjord.

b) *FIR Thule*

Lateral limits :

The area bounded by a line from the North Pole 82° 00' N, 60° 00' W ; 78° 00' N, 75° 00' W ; 76° 00' N, 76° 00' W ; 73° 00' N, 65° 00' W ; 73° 00' N, 40° 00' W ; the point of beginning.

The services to be provided by ACC THULE.

1.2 *Area Control Service (Rec. RAC/SAR No. 3)*

Provision of area control service on a 24-hour basis, by area control centres (ACC) specially established for each of the following control areas (CTA) :

a) *CTA Søndre Strømfjord*

Lateral limits :

Coincident with the boundaries of Søndre Strømfjord FIR.

Lower limit :

600 m (2,000 ft) GND.

Upper limit :

Unlimited.

b) *CTA Thule*

Lateral limits :

Coincident with the boundaries of Thule FIR.

Lower limit :

600 m (2,000 ft) above ground.

Upper limit :

Unlimited.

- 1.2.1 Danish air traffic control officers to be stationed at Søndre Strømfjord for participation in the air traffic services provided by ACC Søndre Strømfjord pursuant to arrangements to be agreed upon by appropriate authorities of the two Governments.

1.3 *Approach Control Service (Rec. RAC/SAR No. 5)*

Provision of approach control service on a 24-hour basis, unless otherwise indicated, within Søndre Strømfjord and Thule CTAs.

Lateral limits of the approach control zone :

A circle of 50 nautical miles, radius centred on the aerodrome reference point of the appropriate aerodrome.

Upper limit :

600 m (2,000 ft) above all terrain within the approach control zone.

1.4 *Aerodrome Control Service*

Provision of aerodrome control service on 24-hour basis, unless otherwise indicated at Søndre Strømfjord and Thule aerodromes.

1.5 *Documents applicable to the provision of air traffic services :*

Annex 11 — Air Traffic Services, 3. Edition.*

PANS RAC, Doc 4444-RAC/501/6.*

Regional Supplementary Procedures, Part 2 (RAC), applicable to the NAT Region, Doc 7030.*

* As modified by differences, if any, agreed to by U.S. and Denmark.

ATTACHMENT D

COMMUNICATIONS

Communication Procedures to be applied in the Aeronautical Telecommunication Service are contained in Annex 10. These Procedures are supplemented by the Radio-telephone Procedures contained in Doc 7181-COM/546/3 and by the Supplementary Procedures applicable in the NAT Region and contained in Doc 7030.

1. AERONAUTICAL FIXED SERVICE

1.1 *AFTN*

- 1.1.1 Søndre Strømfjord-Goose RTT*
- Søndre Strømfjord-Reykjavik RTT* **
- Søndre Strømfjord-Thule RTT*

* One channel on the existing circuits to be reserved for air movement information.

** This circuit to be patched through Keflavik into and terminating in the Reykjavik Centre. The USAF will provide communication support on a shared basis with Søndre Strømfjord-Keflavik Meteorological circuit.

- 1.1.2 RTT communication for transmitting meteorological data normally available from USAF weather MET service to Søndre Strømfjord and Thule.

1.2 *AFS*

- 1.2.1 Manual CW point-to-point link from Søndre Strømfjord to Danish COM-network in Greenland. Circuits to be operated by Danish personnel. U.S. participation in equipment, etc., to be agreed upon.

- 1.2.2 Interphone connections between and joining control centres.*

* Voice circuits are allocated on planned systems to meet this requirement.

1.2.2.1 Thule-Goose Bay

Søndre Strømfjord-Goose Bay
 (Goose Bay-Keflavik via Søndre Strømfjord)
 (Søndre Strømfjord-Gander via Goose Bay)
 Søndre Strømfjord-Keflavik
 Søndre Strømfjord-Reykjavik via Keflavik

1.2.2.2 Thule-Dundas LL (Voice)

2. MOBILE SERVICE

2.1 Søndre Strømfjord

*Terminal Area**Mc/s*

121.5

127.9

*En route**Mc/s*

127.9

kc/s

2,868

5,626.5

8,913.5

Danish communication operators to be stationed at Søndre Strømfjord for participation in the mobile service.

Thule Air Base-Thule/Dundas-Nord

Note: The Danish operated Thule/Dundas facility will act as air/ground station for ATC Thule serving only civil aircraft on the following frequencies :

*En route**Mc/s*

127.9

kc/s

2,868

5,626.5

8,913.5

Station Nord facility will provide supplementary air/ground service for civil aircraft on the frequencies mentioned above and maintain point-to-point connection Thule ACC.

3. NAVIGATIONAL AIDS

3.1 Søndre Strømfjord NDB AL 382 kc/s.
TACAN (channel 49)3.2 Thule NDB AL 335 kc/s.
VOR 114.5 Mc/s
TACAN (Channel 47)
TACAN (Channel 37).

ATTACHMENT E

1. METEOROLOGICAL FACILITIES

1.1 Radiosonde and radio/radar wind observation stations Thule.

1.2 Surface synoptic observation stations:

Thule.

Søndre Strømfjord.

- 1.3 Hourly observation stations:
Thule.
Søndre Strømfjord.
- 1.4 Forecast offices:
Thule.
Søndre Strømfjord (Designated by ICAO as Main Meteorological Office (MMG)).

2. METEOROLOGICAL SERVICES

- 2.1 Procedures and operation of the meteorological services shall be as prescribed in the following documents : ICAO Annex 3 "Meteorology", ICAO Regional Procedures (North Atlantic).
- 2.2 *Observations* : Time of observation and time of transmission shall be according to WMO Regulations VI.

ATTACHMENT F

1. SEARCH AND RESCUE SERVICES (SAR)

1.1 *Rescue Coordination Centres (RCCs) and Rescue Areas (SRRs) (RAC/SAR Rec. No. 6)*

- 1.1.1 Establishment of a rescue coordination centre at Søndre Strømfjord to promote efficient organization of search and rescue within the Søndre Strømfjord SRR.

Lateral limits :

Coincident with the boundaries of Søndre Strømfjord FIR.

- 1.1.2 Establishment of a rescue coordination centre at Thule (Thule RCC) to promote efficient organization of search and rescue within Thule SRR.

Lateral limits :

An area comprising the lateral boundaries of Thule FIR and the future Nord FIR (Thule SAR area as indicated in the ICAO North Atlantic Regional Plan).

Note: The SAR service available in the Nord FIR area will be dependent primarily on the status of alerting services in that area.

1.2 *Search and Rescue Facilities*

Provision of search and rescue facilities.

The facilities currently available are :

Thule : 3 LRG aircraft (C-54).

2 Helicopters.

Goose : 4 LRG aircraft (SC-54).

2 Helicopters.

Keflavik : 4 LRG aircraft (C-54).

2 Helicopters.

1.3 *Documents applicable to the provision of search and rescue services*

Annex 12 — Search and Rescue, 3 Edition.*

Search and Rescue Manual, Doc 7333-AN/859.

* As modified by differences, if any, agreed to by U.S. and Denmark.