

BL 6-04

Regulations on recording of flight time

Edition 3, 29 January 1999

In pursuance of subsection (2) of § 32, § 34, and subsection (10) of § 149 of the Air Navigation Act, cf. Consolidation Order no. 373 of 4 June 1997, the Civil Aviation Administration - Denmark hereby stipulates on the authority of the Ministry of Public Works, cf. Order no. 810 of 19 November 1998 on delegation of authorities to the Civil Aviation Administration - Denmark and on publication of the regulations issued by the Administration:

1. Reference documents

1.1 Joint Aviation Requirements (JAR), JAR-FCL 1, latest edition.

1.2 Joint Aviation Requirements (JAR), JAR-FCL 2, latest edition.

2. Applicability

This BL lays down regulations for recording of flight time for holders of licence as aircraft pilot and flight engineer.

3. General

3.1 A holder of a licence as aircraft pilot or flight engineer issued in accordance with JAR-FCL shall record flight time obtained as stated in JAR-FCL.

3.2 A holder of a licence as aircraft pilot or flight engineer not issued in accordance with JAR-FCL shall record flight time as stated in this BL.

3.2.1 Flight time shall be recorded from the time when an aircraft is set moving by own power for the purpose of initiating a flight until it has been stopped after ended flight (block-to-block). Flight time for gliders shall, however, be recorded from the time when it is set moving by means of the starter used for the purpose of initiating a flight until it has been stopped after ended flight.

3.2.2 Flight time shall be recorded separately for each individual aircraft category in personal log or in a recording system approved by the Civil Aviation Administration - Denmark.

3.2.3 For holders of glider licence flight time obtained on powered glider shall be recorded as flight time on glider (the entire flight time), and for holders of private pilot licence as flight time on aeroplane (the part of the flight time performed by means of engine power). For holders of both glider licence and private pilot licence the flight time obtained on powered glider may be recorded either as flight time on glider or as flight time on aeroplane.

3.2.3.1 Flight time obtained on powered glider cannot be included in connection with issue of commercial pilot licence.

3.2.4 Flight time obtained on ultralight aeroplane cannot be included when making up flight time on other aircraft categories.

3.2.5 Licence holders covered by this BL shall, at any time, be able to document obtained flight time by presenting personal log

or printout from approved recording system. This documentation shall be presented upon request to the Civil Aviation Administration - Denmark's inspectors or be submitted for check.

3.2.6 The log shall be kept in such a way that the information required in this BL appear clearly and easily legible. Any amendments shall be made so that it clearly appears what the text was before the amendment and who has recorded the amendment.

4. Aircraft pilot

4.1 For each individual flight an aircraft pilot shall register

- a. date,
- b. aircraft type,
- c. aircraft registration,
- d. function (pilot-in-command, pilot-in-command under supervision, co-pilot, instructor or student),
- e. place of departure,
- f. destination,
- g. flight time (day, night, VFR or IFR),
- h. single engine or multi-engine flight,
- i. number of landings,
- j. accumulated flight time (total times),
- k. synthetic flight training,

Note: Synthetic flight training shall be recorded in the log only to the extent it is part of a training or testing programme approved by the Civil Aviation Administration - Denmark, and must not be recorded as flight time.

- l. special remarks, including PFT (certification), practical flight test and simulated instrument flight.

4.2 Aircraft pilot under supervision

4.2.1 Half of the flight time obtained by a co-pilot in commercial air services on duty where the person in question functions as pilot-in-command under supervision in accordance to a system approved by the Civil Aviation Administration - Denmark, may be included in the flight time as pilot-in-command required for higher licensing in accordance with the regulations laid down for each individual licensing.

4.2.2 It is a condition for including flight time, cf. paragraph 4.2.1, that the co-pilot in question carries out the functions independently which rest with a pilot-in-command in connection with preparing, carrying through and ending the flight in question.

4.3 The supervision of the activities of the co-pilot as pilot-in-command shall be made by a pilot-in-command approved by the Civil Aviation Administration - Denmark on the aircraft type in question.

4.4 Co-pilot on aircraft normally not requiring more than one pilot

4.4.1 Recording of flight time as co-pilot obtained on commercial flights with passengers and/or cargo on aircraft not normally requiring more than one pilot shall be made on condition

- a. that the co-pilot is type-certificated on the aircraft type in question,
- b. that both pilot-in-command and co-pilot have taken training with the operator in question on the aircraft type in question ensuring their function as flight crew member in a 2-pilot system approved by the Civil Aviation Administration - Denmark,
- c. that the aircraft in question is supplied with checklists ensuring a correct division of labour as regards flight safety between pilot-in-command and co-pilot, and
- d. that the aircraft in question is equipped in such a way that it can

be operated safely in all conditions from both pilot positions.

5. Flight engineer

For each individual flight a flight engineer shall record

- a. date,
- b. aircraft type,
- c. aircraft registration,
- d. function (flight engineer, instructor or student),
- e. place of departure,
- f. destination,
- g. flight time and
- h. special remarks, including PFT (certification) and practical text.

6. Exemption

The Civil Aviation Administration - Denmark may in particularly 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.

7. Complaints

Complaints of the decisions made by the Civil Aviation Administration - Denmark in pursuance of this BL may be presented to the Ministry of Transport.

8. Punishment

Violation of the regulations in Part 3, paragraph 4.1 and Part 5 will be punished by fine.

9. Implementation

9.1 This BL comes into force on 1 July 1999.

9.2 At the same time BL 6-04, 2 edition of 1 March 1986 is repealed.

Civil Aviation Administration - Denmark, 29 January 1999

Ole Asmussen

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