

## **BL 5-24**

# **Operational regulations for internal flights in Greenland and for transit flights in Nuuk Flight Information Region (FIR)**

### **Edition 3, 6 December 2019**

In pursuance of § 82 and § 149 (8) of the Danish Air Navigation Act, cf. Consolidation Act no. 1149 of 13 October 2017, and as put into force for Greenland by Act and Royal Decree, cf. Consolidation Act no. 408 of 11 September 2081 as amended most recently by Decree no. 1268 of 28 November 2017, the following is stipulated on authority:

#### **1. Reference documents**

- 1.1 ICAO Annex 2, Rules of the Air, latest edition.
- 1.2 ICAO Annex 6, Operation of Aircraft, Part II, International General Aviation - Aeroplanes, latest edition.
- 1.3 ICAO Annex 6, Operation of Aircraft, Part III, Section III, International General Aviation - Helicopters, latest edition.
- 1.4 BL 1-10, Regulations on Emergency Locator Transmitters (ELT), latest edition.
- 1.5 BL 3-31, Non-approved helicopter landing areas, latest edition.
- 1.6 BL 7-1, Regulations on air traffic rules, latest edition.
- 1.7 BL 10-1, Regulations on charter flights and taxi flights to/from Denmark, latest edition.
- 1.8 Aeronautical Information Publication (AIP) Greenland, latest edition.
- 1.9 The documents mentioned in 1.1 – 1.8 can be obtained by contacting

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The documents mentioned in 1.4 – 1.7 can also be found on Retsinformation's (Legal Information's) homepage [www.retsinformation.dk](http://www.retsinformation.dk)

## **2. Definitions**

### *Commercial aviation:*

In this BL commercial aviation shall mean aviation which requires a permission in accordance with § 75 of the Danish Air Navigation Act. Commercial aviation includes commercial air transport and other commercial air transport than air transport.

### *Commercial air transport:*

In this BL commercial air transport shall mean commercial aviation transporting passengers and/or goods. Commercial air transport may either be scheduled or non-scheduled (charter or taxi flights).

### *Internal flights:*

In this BL internal flights shall mean flights with take-off and landing within Greenland territory, except for transit flights whereby a maximum of 2 landings are made at international aerodromes in Greenland.

### *Landing area:*

In this BL landing area shall mean an area selected by the pilot-in-command or other operationally competent person and intended for take-offs and landings with aircraft and which cannot be regarded as an aerodrome.

### *Maximum Approved Passenger Seating Configuration (MAPSC):*

The maximum passenger seating capacity of the individual aircraft, excluding pilot seats or cockpit seats and seats for cabin crew, whichever relevant, approved by the authority and stated in the operations manual.

### *Transit flights:*

In this BL transit flights shall mean:

- a. Flights transiting Nuuk FIR, whereby Danish territory is overflown.
- b. Flights to and from Greenland in connection with which a maximum of 2 landings are made at international aerodromes in Greenland on the flight in question.

### *Floats:*

In this BL floats shall mean a permanent floating devise or a floating devise that quickly can be unfolded making it possible for the helicopter to make forced landings safely on water.

## **3. Applicability**

3.1 This BL lays down the operational regulations for all internal flights in Greenland, including all transit flights within Nuuk FIR, by Danish as well as foreign registered aircraft.

3.2 If an aircraft and/or operator is required to meet more stringent requirements by their own authority than is required by this BL, then the more stringent requirements shall be complied with.

## **4. Responsibility**

The pilot-in-command and the operator shall be responsible for compliance with the requirements in Parts 5 - 10.

## **5. Requirements for special equipment to be carried on all flights**

### **5.1 Communication and navigation equipment**

5.1.1 All aircraft shall be equipped with communication equipment by means of which it is possible at any time during the flight to conduct two-way communication with at least one aeronautical radio station and with such other aeronautical radio stations and on such frequencies as may be prescribed in AIP Greenland.

5.1.2 For communication equipment the following shall apply:

- a. It shall consist of at least one VHF transceiver and outside areas with full VHF-coverage, one HF transceiver or other approved transceiver, and
- b. it must be possible to maintain two-way communication under the normal communication extension conditions for the route.

5.1.3 A satellite based communication system for which an agreement has been entered into with Flight Information Center Nuuk shall also be considered to meet the requirements to transceivers in accordance with 5.1.2.

5.1.4 The aircraft shall be equipped with a radio compass (ADF), GNSS based system or other approved long-range navigation system.

### **5.2 Emergency Locator Transmitter (ELT)**

5.2.1 The aircraft shall carry an approved automatic Emergency Locator Transmitter ELT (AD), (AF) or (AP), as well as an ELT(s) in the life raft, if carried.

5.2.2 For Danish registered aircraft the regulations in BL 1-10, Regulations on emergency locator transmitters (ELT), shall also apply.

5.2.3 The approved Emergency Locator Transmitter (ELT) shall be capable of functioning continuously by its own power supply outside the aircraft for at least 48 hours and transmitting simultaneously on the frequencies 406.000 MHz and 121.500 MHz.

## **6. Emergency equipment to be carried on internal flights and on certain aircraft on transit flights**

6.1 The following aircraft shall carry emergency equipment in accordance with 6.1.1 - 6.1.4:

- a. Aircraft operating internal flights.
- b. Single-engined aircraft.
- c. Multi-engined aircraft that, in case of loss of engine power, are not capable of maintaining the prescribed minimum safe flight altitudes.

### *6.1.1 Signal equipment*

- a. Emergency Locator Transmitter as stated in 5.2.
- b. 2 signal flares of the "day and night" type.

- c. 8 red signal cartridges with firing device.
- d. Signal flag/sheet (minimum 1 x 1 m) in a reflecting colour.
- e. Signalling mirror.
- f. Hand torch.

#### 6.1.2 *Survival equipment*

- a. 1 compass.
- b. 1 knife.
- c. 1 sleeping bag with waterproof inner lining or rescue blanket (Astron) per person.
- d. 4 boxes of matches in waterproof covers.
- e. 1 ball of string.
- f. 1 cooking stove with fuel and mess tin.

6.1.2.1 During winter conditions and when flying over the icecap, the following additional equipment shall be carried:

- a. 1 snow saw or snow shovel.
- b. Candles with a burning time of approximately 2 hours per person; the minimum number of candles to be carried shall, however, not be less than a number of candles having a total burning time of at least 40 hours.
- c. Tent(s) for all onboard.

#### 6.1.3 *Emergency supplies*

Sufficient emergency supplies equalling 2,000 calories per person consisting of e.g. vacuum dried soup, coffee powder, sugar, chocolate, dried fruit and pemmican or the like.

#### 6.1.4 *Maritime emergency equipment*

Life vests for everyone onboard and for helicopters, a sufficient number of life rafts to take everyone onboard.

6.2 All helicopters shall be equipped with floats.

## **7. Marking**

7.1 Aircraft operating internal flights shall be equipped with markings so that good contrast effect with the surrounding terrain is achieved.

### 7.1.1 Aeroplanes

The marking shall be placed on the upper and lower surface of the wings, on each side of the fuselage and on the tail. The total area of the marking must not be less than 2 m<sup>2</sup>.

### 7.1.2 Helicopters

The marking shall be placed on suitable vertical and horizontal surfaces so that the marking is easily visible.

## 8. Operational flight plan

An operational flight plan shall be made for each flight, both internal and transit flights. Copy of the operational flight plan shall be available from the ground.

## 9. Aerodromes / landing fields

### 9.1 Transit flights

In connection with transit flights, landing may only be made at the international aerodromes mentioned in AIP Greenland.

9.1.1 Prior to any commercial aviation to/from Greenland, permission must be obtained in pursuance of § 75 of the Danish Air Navigation Act, and especially as regards non-scheduled air transport, in pursuance of BL 10-1.

### 9.2 Internal flights

9.2.1 In connection with internal flights, landing may only be made at the aerodromes approved by the Danish Civil Aviation and Railway Authority, cf. however 9.2.2 - 9.2.4.

#### 9.2.2 Operations with aeroplanes with MTOM up to and including 5,700 kgs

9.2.2.1 For aeroplanes with a maximum take-off mass of not more than 5,700 kgs or a maximum approved passenger seating configuration (MAPSC) of 9 passenger seats onboard, when operating VMC to places or areas without approved aerodromes, a landing field may be selected in accordance with the regulations in 9.2.2.2 - 9.2.2.4.

9.2.2.2 For non-scheduled, commercial air transport the following shall apply:

- a. A landing field may be selected after prior inspection from the ground carried out by the pilot-in-command or other operationally competent person.
- b. Such a landing field shall be equipped with a wind sock, weathercock, streamer, banner, sheet of bunting or flag to indicate the wind direction. The landing field itself shall be conspicuous from the air, if needed by use of marking or lights.

9.2.2.3 For other commercial aviation than air transport (e.g. aerial target flights, aerial advertisement flights and commercial aerial photography flights) and private flights the landing field may be selected by the pilot without prior inspection.

### 9.2.3 *Flights with aeroplanes of more than 5,700 kgs (MTOM)*

9.2.3.1 For aeroplanes with a maximum take-off mass of more than 5,700 kg in connection with non-scheduled, commercial air transport of goods when operating VMC to places or areas without approved aerodromes, a landing field may be selected in accordance with the regulations in 9.2.3.2 when the following conditions are met:

- a. The flights may only be carried out in connection with projects approved by the Government of Greenland, Ministry for Housing, Infrastructure, Minerals and Gender Equality.
- b. Only passengers who are necessary for the performance of the flight in question may be carried.
- c. The individual flights shall have been approved by the Government of Greenland and the Danish Civil Aviation and Railway Authority.

9.2.3.2 The following shall apply to selection of landing field in accordance with 9.2.3.1:

- a. The landing field shall be selected after prior inspection from the ground carried out by the pilot-in-command or other operationally competent person.
- b. The landing field shall be equipped with a wind sock, streamer or flag to indicate the wind direction and the landing field itself shall be conspicuous from the air, if needed by use of marking/lights.
- c. The landing field must be manned when in use.
- d. The personnel at the landing field shall be able to communicate with the pilot-in-command and give sufficient weather information and be able to give alarm in case of an accident at or in the vicinity of the landing field.

### 9.2.4 *Operations with helicopters*

9.2.4.1 For helicopters with a maximum approved passenger seating configuration (MAPSC) of 19 passenger seats onboard when operating VMC to places or areas without approved aerodromes, a landing field may be selected in accordance with the regulations in BL 3-31.

### 9.2.5 *Other regulations*

9.2.5.1 For commercial aviation guidelines for selecting landing fields in accordance with 9.2.2, 9.2.3 or 9.2.4 shall appear from the operator's operations manual.

9.2.5.2 Foreign operators operating in accordance with 9.2.2, 9.2.3 or 9.2.4 shall document to the Danish Civil Aviation and Railway Authority that they are approved by their national authorities to perform these operations, including documentation for

- a. route and area/aerodrome qualifications,
- b. flight crew qualifications,
- c. procedures for operations to remote areas and to non-approved landing fields.

9.2.5.3 Irrespective of the regulations in 9.2.2, 9.2.3 and 9.2.4 and in connection with operations to built-up areas and/or in consideration of the volume of the operations, the Danish Civil

Aviation and Railway Authority may require that the operations are only made to an aerodrome approved by the Danish Civil Aviation and Railway Authority.

## **10. Operational approval of commercial aviation with certain helicopter types**

10.1 Helicopters with piston engine must not operate commercial aviation.

10.2 Helicopters with only one turbine engine may only operate commercial aviation if they have obtained an operational approval from the Danish Civil Aviation and Railway Authority. Operational approval shall be issued and maintained on the following conditions:

- a. Application for approval to operate commercial aviation shall be submitted to the Danish Civil Aviation and Railway Authority.
- b. Application for approval to operate commercial aviation shall contain and specify the following:
  1. Risk assessment stating helicopter type, type of operation, including the nature of and period and area for the flights,
  2. checklist for equipment in accordance with the requirements in Part 5 of this BL,
  3. documentation stating that the helicopter limitations or other justified conditions exclude the use of relevant function criteria,
  4. documentation stating that helicopter and engines comply with all relevant modifications and recommendations issued by the manufacturer (Type Certificate Holder),
  5. documentation stating that the guidelines and recommendations for maintenance required by the manufacturer (Type Certificate Holder) have been effected and followed for helicopter and engine,
  6. take-off and landing procedures as defined in the operations manual if they are not already stated in the flight manual,
  7. flight crew training,
  8. description of system for recording the state of the engine, including engine performance, engine failure and unintentional engine stop for the use of the manufacturer (Type Certificate Holder), and
  9. description of failure notifications and system self-test function for engine monitoring.
- c. It is a condition for keeping the approval that all operations are exclusively carried out in the areas and on the conditions stated in the approval and that these operations are not carried out under a HEMS approval.

10.3 Helicopters with multiturbine engine may only operate commercial aviation in accordance with an operational approval from the Danish Civil Aviation and Railway Authority. Approval is issued on the following conditions:

- a. Application for approval to operate commercial aviation shall be submitted to the Danish Civil Aviation and Railway Authority.

- b. Application for approval to operate commercial aviation shall contain and specify the following:
1. Helicopter type,
  2. type of operation and nature of and period for the flights,
  3. area for flights,
  4. checklist for equipment in accordance with the requirements in Part 5 of this BL, and
  5. declaration stating that the operations will be carried out in performance class 1, or documentation meeting the requirements to issue and keep the approval in accordance with Part 10, letters b and c.
- d. It is a condition for keeping the approval that all operations are exclusively carried out in the areas and on the conditions stated in the approval and that these operations are not carried out under a HEMS approval.

10.4 For helicopters the operators of which have their principal place of business in another state, an attestation regarding approval from the other state's competent authority must be obtained and presented in addition to requirements in 10.2 and 10.3.

## **11. 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.

## **12. 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, cf. Order on the Danish Transport, Construction and Housing Authority's tasks and authorities, on the access to complain and on publication of certain of the Danish Transport, Construction and Housing Authority's publications.

## **13. Punishment**

13.1 Violation of the regulations in Parts 5 - 10 will be punished with fine or imprisonment for up to 2 years.

13.2 Penalty may be imposed on companies etc. (legal persons) in pursuance of the rules in Chapter 5 of the Danish Criminal Code.

## **14. Implementation**

14.1 This BL comes into force on 1 January 2020.

14.2 BL 5-24, Operational regulations for internal flights in Greenland and for transit flights in Sondrestrom Flight Information Region (FIR), 2 edition of 26 June 2008 is repealed.



Danish Transport, Construction and Housing Authority, 6 December 2019

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