

BL 9-6

Regulations on ultralight aeroplanes

Edition 4, 29 February 2008

In pursuance of subsection 2 of § 32, § 34, § 82, § 82 a, subsection 10 of § 149, subsection 1 of § 151, subsections 2 and 3 of § 152 and § 153, cf. § 22 and § 25 of the Danish Air Navigation Act, cf. Consolidation Act no. 731 of 21 June 2007, the Civil Aviation Administration - Denmark hereby stipulates as follows on the authority of the Ministry of Transport and Energy, cf. Order no. 795 of 3 September 2001 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 BL 1-10, Regulation on Emergency Locator Transmitters (ELT), latest edition.

1.2 BL 1-12, Regulations on airworthiness certificate, flight permit and airworthiness requirements, generally, latest edition.

1.3 BL 1-17, Radio equipment in Danish registered aircraft, latest edition.

1.4 BL 1-19, Aircraft documents etc., latest edition.

1.5 BL 1-23, Nationality and registration marks etc. for aircraft, latest edition.

1.6 BL 5-21, Order on the transportation of dangerous goods by air, latest edition.

1.7 BL 5-40, Order on the notification duty as regards flight accidents and flight incidents, latest edition.

1.8 BL 6-03, Order on licensing, generally, latest edition.

1.9 BL 6-05, Regulations on medical requirements, latest edition.

1.10 BL 6-08, Regulations on licences for servicing radio equipment in aeronautical radio services, latest edition.

1.11 BL 6-09, Regulations on implementation of JAR-FCL (pilot licences, aeroplane and helicopter), latest edition.

1.12 BL 7-1, Rules of the air, latest edition.

1.13 Regulation (EC) no. 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators.

1.14 The documents mentioned in paragraphs 1.1 - 1.13, can be found on the Civil Aviation Administration - Denmark's web page www.slv.dk. The documents mentioned in paragraphs 1.1 - 1.11 can also be found on Retsinformation's (Legal Information's) web page www.lretsinformation.dk and further by contacting

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2. Definitions

Danish ultralight aeroplane:

An ultralight aeroplane which has been given a nationality and identification number by the Union approved by the Civil Aviation Administration - Denmark.

Aeroplane inspector: A person who is in charge of inspection and noise measurement in connection with the issue or re-issue/ renewal of a flight permit, on behalf of the approved Union in accordance with standards laid down by the Civil Aviation Administration - Denmark.

Examiner:

In this BL an examiner shall mean a person who makes the practical examination in connection with the issue of a licence to operate an ultralight aeroplane on behalf of the approved Union in accordance with standards laid down by the Civil Aviation Administration - Denmark.

Periodical Flight Training - PFT

Flight training and checking, including practice and theory which at regular intervals shall be taken to ensure that a holder of a licence meets the competence requirements for exercising the privileges of the licence.

Ultralight aeroplane:

An aeroplane which has no airworthiness certificate and which meets the requirements to materiel laid down in 7.1.

Ultralight aeroplane/class A:

An ultralight aeroplane manoeuvred entirely or partly by shift of weight.

Ultralight aeroplane/class B:

An ultralight aeroplane manoeuvred by means of rudders.

Ultralight aeroplane/class P:

A powered paraglider with undercarriage.

Note: A powered paraglider with undercarriage with stopped engine/engine turned off during flight does not change its status and is still considered a powered paraglider.

3. Applicability

3.1 This BL shall apply to flights with ultralight aeroplanes within Danish territory and to flights with Danish ultralight aeroplanes.

3.1.1 Flights with Danish ultralight aeroplanes over a foreign state's territory shall be performed in accordance with the regulations in this BL with due regard to the differences laid down by the state in question.

Note: Flights with Danish ultralight aeroplanes over a foreign state's territory normally requires permission from the state in question.

3.1.2 Flights with Danish ultralight aeroplanes over open sea and areas where no state exercises sovereignty shall be performed in accordance with the regulations in this BL with due regard to the differences laid down by the ATS authority within each Flight Information Region.

4. General

4.1 The Danish Air Navigation Act and any Orders and Regulations for Civil Aviation prepared in pursuance of the said Act shall apply with the amendments following the regulations in this BL.

4.2 Training and flights must not be carried out for commercial purposes.

4.3 In order to be allowed to operate a Danish ultralight aeroplane within Danish territory, the pilot-in-command shall be a member of the Union approved by the Civil Aviation Administration - Denmark in pursuance of Part 6.

4.3.1 However, upon application to the Civil Aviation Administration - Denmark, persons staying temporarily in Denmark and licensed by a foreign civil aviation authority to operate an ultralight aeroplane may be granted permission to operate an equivalent ultralight aeroplane within Danish territory for a maximum of 90 days on condition that the person in question documents to the Civil Aviation Administration - Denmark that he has received training equivalent to the Danish training.

4.4 Flights with a foreign ultralight aeroplane within Danish territory must only be performed when prior permission has been obtained from the Civil Aviation Administration - Denmark. Such permission will only be granted if

- a. the technical standard of the aeroplane meets the requirements in 7.1, and
- b. a third party liability insurance has been taken out for the aircraft in accordance with Regulation (EC) no. 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators.

4.5 Non-Danish licensed persons operating a foreign ultralight aeroplane shall only comply with the regulations in Parts 4 and 8.

4.6 Transportation of dangerous goods, cf. BL 5-21, is prohibited.

4.7 BL 5-40, Order on the notification duty as regards flight accidents and incidents shall apply to ultralight aeroplanes. Notification shall be given to the Union on forms authorized for the purpose by the Accident Investigation Board Denmark.

5. Responsibilities

5.1 It shall be the responsibility of the owner/user of the aeroplane that when operated the aircraft

- a. is maintained as prescribed by the approved Union,
- b. is kept in a safe condition for flight, including meeting the regulations in 7.1,
- c. meets the noise requirements in 7.2.3 c.

5.2 The pilot-in-command shall ensure that the aeroplane is in a safe condition for flight and that it is operated in accordance with

this BL and the aeroplane's flight permit, including any limitations.

5.3 The approved Union stated in Part 6 shall attend to its business in accordance with this BL, including the Union's operations manual, cf. 6.2.1.

5.3.1 The president of the Union shall ensure that the Union is run in accordance with this BL.

5.3.2 In accordance with what is stated in the Union's operations manual, the tasks and duties of the president may to a specified extent be delegated to others.

5.3.3 It shall be the responsibility of the head of training of the Union that training is provided in accordance with the regulations in this BL and the Union's operations manual.

5.3.4 It shall be the responsibility of the head of operations of the Union that approval of and inspection with the flight training aerodromes covered by 6.2.1 and 6.3, is performed in accordance with the regulations in this BL and the Union's operations manual.

5.3.5 It shall be the responsibility of the Union's examiners that the practical examinations are performed in accordance with the regulations in 9.5 f., 9.5.2 and 9.5.2.1 in this BL and the Union's operations manual.

5.3.6 It shall be the responsibility of the Union's instructors that the basic training, type training and the PFT are carried out in accordance with the Union's operations manual.

5.3.7 It shall be the responsibility of the Union's technical chief that a flight permit is issued and renewed only when the aeroplane meets the requirements in 7.2 and 7.2.3 in this BL and the Union's operations manual, and when it is safe for flight.

5.3.8 It shall be the responsibility of the Union's aeroplane inspectors that the inspection and noise measurement of aeroplanes are carried out in accordance with the Union's operations manual.

6. Approved union

6.1 The Civil Aviation Administration - Denmark may approve one nation-wide, non-commercial union, hereinafter referred to as the Union, to manage training, issuance of flight permits, approval of aerodromes for flight training activities and general inspection of ultralight aeroplanes.

6.2 In order to obtain approval the Union shall meet the following requirements:

- a. The articles of the Union shall be approved by the Civil Aviation Administration - Denmark.
- b. The Union shall prepare an operations manual which shall be approved by the Civil Aviation Administration - Denmark as regards the requirements stated in 6.2.1.
- c. The Union shall be considered suitable to manage the tasks mentioned in 6.1 by the Civil Aviation Administration - Denmark.
- d. The Union shall undertake, either directly or in its associated flying clubs, to admit any person who wishes to own and/or operate ultralight aeroplanes and who meets the conditions for membership in the articles. Expulsion of members can only be made under the provisions of the Union's articles.
- e. The Union shall appoint a president, head of training, head of operations and technical chief who are considered suitable to handle the tasks mentioned in 5.3.1, 5.3.3, 5.2.4 and 5.3.7.

6.2.1 The operations manual shall contain the following:

- a. The structure and activities of the Union and its associated flying clubs as well as qualification requirements and responsibility and competence relations for the Union's managers, instructors, PFT instructors, inspectors and examiners.

b. Training standards for

- training for licence to operate ultralight aeroplane,
- type training for ultralight aeroplane of persons holding a licence to operate standard aeroplane, helicopter, glider or ultralight gyroplane,
- type training of persons holding a licence to operate ultralight aeroplane,
- performing PFT on ultralight aeroplane, and
- performing PFT/UL-instructor.

c. Standards and procedures for the Union's approval of instructors who shall be in charge of

- training for licence to operate ultralight aeroplane and
- type training on ultralight aeroplane.

d. Standards and procedures for the Union's approval of PFT-instructors who shall be in charge of the periodical flight training on behalf of the Union.

e. Standards and procedures for recommendation to the Civil Aviation Administration - Denmark's approval of examiners and aeroplane inspectors.

f. Standards and procedures for approval of aerodromes to be used in connection with practical training and type training on ultralight aeroplane and a list with detailed information about approved aerodromes.

g. Standards and procedures for issuing flight permit to ultralight aeroplane.

h. Special operational regulations.

- i. Authorised application forms.
 - j. Standards for the Union's supervision of the areas for which it is responsible.
 - k. Standards for notification of accidents and incidents, of conditions which are important to the safe operation of an aeroplane and of conditions which are important to flight safety and general public interests.
- have passed a theoretical and practical examination with a satisfactory result which is approved by the Civil Aviation Administration - Denmark, and
 - have operated 25 hours on the class of ultralight aeroplane for which the person in question shall be approved as instructor, including minimum 10 hours within the last 12 months, and

6.3 The Union's decisions in relation to approval of training flight aerodromes, issue and renewal of flight permits shall be notified in writing and shall contain a satisfactory account.

6.4 In cases arising as a consequence of the Union's supervising activities, the party involved shall have the opportunity to speak before the case is decided.

6.5 Decisions taken in accordance with paragraphs 6.3 and 6.4 shall be justified to the person in question in a way so that it appears from the decision which matters are considered to be proven and thus make the basis of the decision, and on which regulations the decision is based.

6.6 Finally, the decision shall contain instructions on how to lodge a complaint to the effect that the complaint may be presented to the Civil Aviation Administration - Denmark.

6.7 Instructor, examiner and aeroplane inspector

6.7.1 To obtain the Union's approval as instructor on ultralight aeroplane

- a. holders of Instructors Rating/Private Pilot's Licence or Instructors Rating/First Instructor/Glider shall
 - have obtained the privilege to operate an ultralight aeroplane with passengers, cf. paragraph 8.9, and

b. holders of a privilege to operate ultralight aeroplane shall

- have obtained a flight time as pilot-in-command on ultralight aeroplane of at least 100 hours distributed over at least 12 months after obtaining the right to operate ultralight aeroplane. Holders of private pilot licences (aeroplane) and glider licences may, however, deduct from the 100 hours requirement 10% of their hours as pilot-in-command on single engined landplanes with piston engine, touring motor gliders and gliders, however not more than 50 hours, and
- have obtained at least 25 hours on the class of ultralight aeroplane for which the person in question is to be approved, and
- have completed the Union's training programme for instructors with a satisfactory result.

6.7.1.1 To exercise his privileges as instructor on ultralight aeroplane the person in question shall

- a. have taken PFT for UL instructor within the last 24 months, and
- b. have obtained a flight time as UL instructor of at least 10 hours or have taken PFT for UL instructor (PFT/UL instructor) within the last 12 months.

6.7.12. When an instructor has obtained a flight time of at least 25 hours as instructor, the Union may approve the person in question to be in charge of the PFT.

6.7.2 To obtain the Civil Aviation Administration - Denmark's approval as examiner on ultralight aeroplane the person in question shall

- a. be approved as instructor,
- b. have obtained a flight time of at least 50 hours as instructor,
- c. have had the privilege to operate an ultralight aeroplane for at least 24 months, including having obtained a flight time of at least 200 hours as pilot-in-command on the ultralight aeroplane class on which the person in question shall be examiner. A holder of private pilot licence (aeroplane) and glider licence may, however, deduct from the 200 hours requirement 10% of his hours as pilot-in-command on single engined landplanes with piston engine, touring motor gliders and gliders, however not more than 100 hours,
- d. have completed the Union's training programme for instructors with a satisfactory result, and
- e. be considered suitable to handle the task by the Civil Aviation Administration - Denmark.

6.7.2.1 To exercise his privileges as examiner the person in question shall

- a. have privileges as instructor, and
- b. have obtained a flight time of at least 20 hours as pilot-in-command on ultralight aeroplane within the least 12 months in addition to the hours required in order to exercise his privileges as instructor.

6.7.3 To obtain the Civil Aviation Administration - Denmark's approval as aeroplane inspector and subsequently to exercise aeroplane inspection activities, the person in question shall

- a. have passed the Union's training programme for aeroplane inspector with a satisfactory result, and
- b. be considered suitable to handle the task by the Civil Aviation Administration - Denmark.

6.7.4 Documentation in the form of licence or stamp given by the Union to an instructor, examiner or aeroplane inspector shall be returned to the Union not later than one month after annulment of the privileges to which the documentation refers.

6.8 The Union's approval, cf. paragraph 6.1, may be withdrawn fully or in part

- a. if the conditions for the approval are no longer existing,
- b. if the Union is no longer considered suitable to handle the training, inspection with the ultralight aeroplanes or other tasks, for which the Union has taken responsibility, or
- c. if for other reasons the Civil Aviation Administration - Denmark wants to rearrange the inspection of operations with ultralight aeroplanes.

6.9 An approval of a person as instructor, examiner or aeroplane inspector may be withdrawn if the Civil Aviation Administration - Denmark considers that the person in question is no longer suitable to handle the tasks to which the approval is related.

6.10 If the Civil Aviation Administration - Denmark considers that a person acting as president, technical chief, head of operations or head of training is no longer suitable to handle his tasks, the Civil Aviation Administration - Denmark may require the person in question replaced by another person.

7. Materiel and flight permit

7.1 Materiel

7.1.1 An ultralight aeroplane shall bear the identification number allocated by the Union in connection the issue of the flight permit. The design and placing etc. shall be in accordance with BL 1-23.

7.1.1.1 Nationality and identification marks shall consist of either

- a. one number indicating the class of the ultralight aeroplane, a hyphen and a three-figure number, or
- b. the letters OY, a hyphen, one number indicating the class of the ultralight aeroplane, and a three-figure number.

Note: The number identification for class A is "8", for class B "9" and for class P "7".

7.1.2 The wing area/bearing surface/parafoil of the aeroplane shall be in colours contrasting to the surroundings of the aeroplane in flight.

7.1.3 A red placard with the text

This aeroplane does not meet the standard airworthiness requirements

shall be mounted in the aeroplane and shall be easily readable to the pilot-in-command and the passenger.

7.1.4 An ultralight aeroplane shall meet the following limitations:

- a. There must not be more than two seats.
- b. The minimum speed shall be stall speed or a minimum equivalent speed in landing configuration not exceeding 35 knots (CAS).
- c. Maximum take-off mass (MTOM) must not exceed the following:

- 300 kgs for a one-seated land plane,
- 450 kgs for a two-seated land plane,
- 330 kgs for a one-seated amphibious plane or float plane,
- 495 kgs for a two-seated amphibious plane or float plane on condition that it is under both relevant MTOM limit values when it is used both as float plane and as land plane.

d. Minimum payload, i.e. the weight of the persons on board and the weight of usable fuel which it must be possible to carry as a minimum, without exceeding MTOM, shall be at least the following:

- 100 kgs for a one-seated plane.
- 175 kgs for a two-seated plane.

e. The fuel tank shall be approved by the Civil Aviation Administration - Denmark and the fuel tanking hole shall be marked with a text stating the approved fuel type and the amount of usable fuel in the tank, ex. AVGAS, Octan 100LL, 40 l usable.

f. A non-usable fuel quantity of maximum 5 litres.

7.1.5 An ultralight aeroplane shall be equipped with the following:

- a. Magnetic compass.
- b. Air speed indicator.
- c. Altimeter that can show the altitude of the aeroplane with an accuracy of +/- 100 ft. Altimeters used above 3,500 ft shall be ETSO, JTSO or TSO approved.
- d. Tachometer. Maximum engine power in normal operation area shall be indicated by a green curve or by a

placard near the tachometer, cf. 7.1.5.1.

- e. A type approved combined lumbar and shoulder harness for each seat.
- f. Type approved life jacket in the immediate vicinity of each seat if the aeroplane operates over water in excess of gliding distance from land, cf. BL 1-12, paragraph 7.1.10.4.
- g. Special equipment for operations over specific land areas, cf. BL 1-12, paragraph 7.1.12.

7.1.5.1 By "Maximum engine power in normal operation area" in 7.1.5 d. and 8.7 is meant the maximum engine power at which the noise requirements have been demonstrated met.

7.1.6 If the ultralight aeroplane is equipped with an emergency system for launching a rescue parachute, it shall be approved by the Civil Aviation Administration - Denmark.

7.1.7 If radio equipment is carried, it shall be type approved and meet the requirements in BL 1-17, and the user shall hold a licence as aeronautical radio telephonist, cf. BL 6-08.

7.1.8 If SSR transponder is carried, it shall be approved and have 4096 code possibilities, cf. BL 1-17. SSR mode S transponder shall be coded with a 24 bits Mode S ICAO address. The Mode S code shall be assigned in each individual case by the Civil Aviation Administration - Denmark upon recommendation from the approved Union.

7.1.9 If Emergency Locator Transmitter (ELT) is carried, the regulations in BL 1-10 shall be complied with.

7.2 Flight permit

7.2.1 An ultralight aeroplane must only be used when it holds a valid flight permit issued by the Union, cf. Part 6.

7.2.2 Application for flight permit shall be sent to the Union by the owner of the aeroplane.

7.2.3 The application shall contain the following:

- a. Inspection report filled in by one of the Union's aeroplane inspectors.
- b. Detailed description of the aeroplane.
- c. Documentation substantiating that the maximum A-weighted noise level produced by the aeroplane at maximum engine power in normal operation area meets one of the following criteria:

1. Not more than 60 dB when overflying a microphone in an altitude of 150 m (tolerance +10 m/-20 m), placed 1.2 m above a reflecting terrain. At least 4 measurement results shall be reported.
2. Not more than 80 dB in average in connection with a stationary measurement on a reflecting terrain at a distance of 10 m from the engine installation with the microphone placed 1.2 m above ground. At least 8 measurement results equally placed around a circle shall be reported. One of the measurement points shall be placed abeam the propeller. When measuring the mean value (arithmetically) any measurement points placed directly behind the aeroplane near the middle of this air flow shall be omitted.

Documentation with measurement results shall contain a description of the measuring equipment used and its calibration as well as a description of the measurement object and the location with indication of the meteorological conditions when the measurements were made.

In connection with measurements during overflights, the altitude and the passage over the measurement position shall be documented.

- d. Documentation for third party liability insurance, cf. Regulation (EC) no. 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators.

7.2.4 A flight permit shall become invalid when

- a. the aeroplane changes owner,
- b. the aeroplane is seriously damaged, cf. 7.2.4.1,
- c. the aeroplane's covering or parts thereof is replaced,
- d. the aeroplane's engine/propeller configuration or exhaust system is modified,
- e. the aeroplane is considerably altered, cf. 7.2.4.1, including when structural repairs of wings, fuselage, rudder, undercarriage or engine suspension have been made,
- f. the Civil Aviation Administration - Denmark finds that the aeroplane is no longer in a safe condition for flight,
- g. there is no valid third party liability insurance taken out for the aeroplane,
- h. the aeroplane has not been inspected by one of the Union's aeroplane inspectors in accordance with the Union's operations manual,
- i. the aeroplane no longer meets the noise requirements for issue of a flight permit, or
- j. the flight permit is two years or the ultralight aeroplane has flown 200 hours, whichever occurs first.

7.2.4.1 By serious damage, cf. 7.2.4 b., and considerable alteration, cf. 7.2.4 e., is meant a damage or alteration which has a noticeable effect on weight, balance, structural strength, operational safety, operational qualities, noise, fuel ventilation, exhaust emission or other qualities affecting flight safety.

7.2.5 An invalid flight permit shall be submitted to the Union without delay and within one month from its becoming invalid.

7.2.6 The Union may set limitations for the operation of the aeroplane in the flight permit.

7.2.7 The owner or user of the aeroplane is under the obligation to keep a log for the aeroplane in accordance with the regulations laid down for this in BL 1-19 and any additional requirements set by the Union. Before being taken into use the log shall be authorised by the Union.

8. Operational conditions

8.1 An ultralight aeroplane shall be operated in accordance with the rules of the air in force at any time, cf. BL 7-1, however, with the below-mentioned exceptions.

8.2 Flights shall only be performed VFR in the period from sunrise to sunset and flights in airspace classes E, F and G shall only be performed when the visibility is at least 5 km.

8.3 Neither in connection with take-off, en route or in connection with landing shall flights be performed over or in horizontal distances nearer than 150 m from densely built-up areas, including areas with week-end cottages and inhabited camping sites and large open-air assemblies of persons.

8.4 Flights in altitudes above 9,500 ft (2,850 m) MSL are not permitted.

8.5 Flights within control zones and terminal areas shall be performed in accordance with a clearance obtained from the air traffic control unit in question. Flights within traffic information zones, traffic information areas and traffic zones shall only be performed after prior agreement with the air traffic service unit

in question and in accordance with the conditions stated by the unit.

8.6 Flights at or nearer than 5 km from a public or military aerodrome must only be performed in accordance with guidelines approved by the Civil Aviation Administration - Denmark or the Tactical Air Command Denmark. In cases where there are guidelines for using the aerodrome, a permission for actual flight from the aerodrome management shall be available.

8.7 Engine performance higher than the maximum engine power in normal operation area shall only be used during take-off and climb, cf. 7.1.5.1.

8.8 Fuel outside the aeroplane's fuel system shall not be carried onboard during flight.

8.9 A passenger may be carried on condition

- a. that, after obtaining the privilege to operate ultralight aeroplane, the pilot-in-command has obtained a flight time as pilot-in-command on ultralight aeroplane of at least 25 hours, during which he shall have made at least 50 take-offs and 50 landings, cf. however 8.9.1, and
- b. that before flight the pilot-in-command has made 5 take-offs and 5 landings with the aeroplane type in question within the last 30 days.

8.9.1 If the pilot-in-command has obtained the privilege to operate ultralight aeroplane in accordance with 9.1.1 and to carry passengers on other aeroplane types, the requirements for flight time is, however, only at least 10 hours, and only at least 20 take-offs and 20 landings shall have been made, cf. 8.9 a. The pilot-in-command shall, however, meet the requirement in 8.9 b. regarding number of take-offs and landings within the last 30 days.

Note: The pilot-in-command shall be insured for his third party liability for the passenger in accordance with Regulation (EC) no. 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance re-

quirements for air carriers and aircraft operators.

8.10 The persons on board shall be fastened during flight.

8.11 The pilot-in-command shall wear safety spectacles unless the aeroplane's flight permit states "closed cabin".

9. Crew

9.1 The pilot-in-command shall be holder of a licence issued by the Civil Aviation Administration - Denmark to operate ultralight aeroplane or of another licence issued by the Civil Aviation Administration - Denmark to operate aeroplane, helicopter, glider or ultralight gyroplane supplemented with a type rating for ultralight aeroplane.

9.1.1 In order to obtain privileges as pilot-in-command on ultralight aeroplane, holders of another licence than licence to operate ultralight aeroplane, cf. paragraph 9.1, shall have received a training of at least 5 hours of flight and supplementary theory approved by the Civil Aviation Administration - Denmark. This training shall be certified by the Union in the log of the person in question.

9.1.1.1 This training shall be certified in the person's UL log book by the Union.

9.2 Licence to operate ultralight aeroplane is issued with a validity for ultralight aeroplane of the class (A, B or P) for which practical examination has been passed.

9.2.1 Licence is issued by the Civil Aviation Administration - Denmark upon application on a form authorised for the purpose when the applicant meets the issuing requirements laid down in 9.5.

9.3 Licence to operate ultralight aeroplane is issued without statement of expiry date. The Civil Aviation Administration - Denmark may, however, in special cases determine an expiry date.

9.4 The licence gives the privileges to function as pilot-in-command in non-

commercial aviation on ultralight aeroplane of the class on which practical examination was passed.

9.5 Issuing requirements

9.5.1 An applicant shall meet the following requirements:

- a. The applicant shall have a medical approval, cf. BL 6-05.
- b. The applicant shall have attained the age of 17.
- c. The applicant must not be excluded from obtaining a licence under BL 6-03.
- d. The applicant shall have passed the theoretical examinations for private pilot's licence prescribed by the Civil Aviation Administration - Denmark in accordance with BL 6-09, as well as an examination arranged by the Union in BL 9-6 and supplemental aircraft and engine theory, and the examinations shall still be valid.
- e. The applicant shall have received practical training of at least 15 hours of dual control and at least 5 hours of solo flight approved by the Civil Aviation Administration - Denmark.
- f. During a practical examination the applicant shall prove to an examiner from the Union approved by the Civil Aviation Administration - Denmark to be qualified to
 - exercise the functions that rest with a pilot-in-command in connection with the preparation, carrying out and termination of a VFR flight,
 - take such decisions and/or precautionary measures that may be required if an emergency makes it impossible or unjustifiable to continue the flight as planned,

- apply aeronautical knowledge and exercise good judgement and good airmanship,
- operate the aeroplane in question in normal as well as abnormal flight manoeuvres, and
- use the emergency procedures prescribed for the aeroplane in question.

9.5.2 The practical examination mentioned in paragraph 9.5.1 f. shall include part of the exercises included in the approved training programme. Procedures and manoeuvres shall be performed in a safe manner and in compliance with existing regulations. Furthermore a test of the applicant's theoretical knowledge shall be included in the examination. The examination shall take place in a 2-seated aircraft on which the examiner shall be the pilot-in-command. The Union may exempt from this in the special cases that are described in the operations manual.

9.5.1 The examiner must not have participated in the practical training of applicants whom the inspector in question is examining.

9.6 Exercising privileges

The pilot-in-command shall

- a. within the last 24 months before a flight, the pilot-in-command shall have passed PFT on an ultralight aeroplane of the class in question to an approved PFT instructor from the Union, or have passed the practical examination, cf. 9.5.1 f. A valid PFT/UL instructor may replace an ordinary PFT completed on ultralight aeroplane,
- b. in order to exercise his privileges, have obtained a flight time of at least 5 hours including 10 take-offs and 10 landings within the last 12 months, or shall have passed PFT on an ultralight aeroplane of the class in question to an approved PFT instructor from the Union. A valid PFT/UL-instructor may

replace an ordinary PFT completed on ultralight aeroplane,

- c. be type- trained on the type in question according to a training standard approved by the Civil Aviation Administration - Denmark,
- d. carry documentation for a valid medical approval during flight, cf. BL 6-05,
- e. keep a personal log which is authorised by the Union. Flight time on ultralight aeroplane cannot be counted in the account of flight time on other aircraft categories, and
- f. carry a valid licence during flight, cf. BL 6-03, and be able to document that the conditions mentioned in a.-e. are met.

9.7 Renewal and extension

9.7.1 A holder of a licence to ultralight aeroplane who, for a period of 3½ years has not had a valid medical certificate or has not complied with the conditions in 9.6 a. or b. shall submit his licence for depositing with the Civil Aviation Administration - Denmark.

9.7.1.1 In order to have a licence that is deposited under 9.7.1 released and thus regain the privileges of the licence, the person in question shall

- a. not be excluded from obtaining a licence, cf. BL 6-03,
- b. have a medical approval, cf. BL 6-05, and
- c. have passed the theoretical and practical tests again as stipulated by the Civil Aviation Administration - Denmark for issue of licence to ultralight aeroplane.

9.7.2 Extension of a licence with another class of ultralight aeroplane is made by the Civil Aviation Administration - Denmark upon application on an authorised form endorsed by the Union's head of training.

9.8 Type training

9.8.1 Type training for another ultralight aeroplane class than the one for which the licence is issued shall be made by passing a practical examination on an aeroplane of the class in question to one of the Union's examiners who is approved by the Civil Aviation Administration - Denmark, when the holder of the licence has received practical training in accordance with a training standard approved by the Civil Aviation Administration - Denmark.

9.8.2 Type training for another type than the one on which the practical examination stated in 9.5.1 f. is passed, shall be made in accordance with a training standard approved by the Civil Aviation Administration - Denmark.

9.8.2.1 Certification for type training shall be entered in the licence holder's personal log-book and shall be signed by the instructor in question.

10. Exemption

The Civil Aviation Administration - Denmark may in particularly exceptional cases grant exemption from the regulations laid down in this BL if it is deemed compatible with the considerations on which the regulations in question are based.

11. Complaints

Complaints of the decisions taken by the Union in pursuance of this BL may be presented to the Civil Aviation Administration - Denmark.

12. Punishment

12.1 Any owner or user violating the provisions in 5.1 a., b. and c., 7.1.2 - 7.1.6, 7.2.1, 9.1 and 9.1.1 will be punished by fine or imprisonment for up to 2 years in pursuance of § 149 (3) of the Danish Air Navigation Act.

12.1.1 Any owner or user violating the noise provisions in 5.1 d., cf. 7.2.3 c., will be punished by fine in pursuance of § 149 (9) of the Danish Air Navigation Act.

12.1.2 Any owner or user violating the provisions in 7.1.1, 7.1.1.1, 7.2.5 and 7.2.7 will be punished by fine.

12.2 A pilot-in-command violating the provisions in 4.2 - 4.4, 4.6 - 4.7, 5.2, 7.2.1, 9.1 - 9.1.1.1, 9.6 and 9.7.1 will be punished by fine.

12.2.1 A pilot-in-command violating the provisions in Part 8 will be punished by fine or imprisonment for up to 2 years in pursuance of § 149 (8) of the Danish Air Navigation Act.

12.3 An approved Union violating the provisions in 5.3 will be punished by fine.

12.4 Any person acting as president, head of training, head of operations and technical chief in the Union in defiance of the provisions in 5.3.1, 5.3.3, 5.3.4 and 5.3.7, respectively, will be punished by fine.

12.5 Any person acting as examiner, instructor or aeroplane inspector in defiance with the provisions in 5.3.5 - 5.3.6, 5.3.8, 6.7.1.1, 6.7.2.1, 6.7.3 and 6.7.4, respectively, will be punished by fine.

12.4 Criminal liability may be imposed on companies etc. (legal persons) under the rules of Chapter 5 of the Danish Criminal Code, cf. § 149 (14) of the Danish Air Navigation Act.

13. Implementation

13.1 This BL comes into force on 1 April 2008.

13.2 At the same time BL 9-6, 3 edition of 19 June 2001, is repealed.

Civil Aviation Administration - Denmark, 29 February 2008

Kurt Lykstoft Larsen

/ Per Veingberg