

BL 9-12

Regulations on ultralight gyroplanes

Edition 1, 15 May 1995

In pursuance of Chapters 3 and 4, § 82, subsection 10 of § 149, subsection 1 of § 151, and subsections 2 and 3 of § 152 of the Danish Air Navigation Act, cf. Consolidation Act no. 162 of 7 March 1994, the Civil Aviation Administration - Denmark hereby stipulates as follows on the authority of the Ministry of Transport, cf. Order no. 446 of 1 October 1972 on use of gliders, model aircraft etc., and Order no. 882 of 17 December 1990 on delegation of authorities to the Civil Aviation Administration - Denmark:

1. Reference documents

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

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

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

1.4 [BL 5-21, Order on the transportation of dangerous goods by air, latest edition.](#)

1.5 [BL 5-40, Order on the notification duty as regards flight accidents and flight incidents, latest edition.](#)

1.6 BL 6-02, Order on licences, latest edition.

1.7 [BL 6-05, Regulations on medical requirements, latest edition.](#)

1.8 BL 6-60, National VHF telephony licence, latest edition.

1.9 BL 6-80, Theoretical requirements, theoretical syllabus for private pilot licence, latest edition.

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

1.11 BL 7-15, Supplement to BL 7-1, latest edition.

2. Definitions

Danish ultralight gyroplane:

An ultralight gyroplane which has been given an identification number by the Union approved 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 gyroplane on behalf of the approved Union in accordance with standards laid down by the Civil Aviation Administration - Denmark.

Gyroplane:

An aircraft supported in flight mainly by aerodynamic reactions on a rotor rotating freely on an almost vertical axis.

Gyroplane 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.

Landing run:

The distance covered by the gyroplane during landing on a dry, hard surface in calm standard atmosphere and without engine power from the gyroplane touches the surface until stopping.

Maximum engine power in normal operation range:

The maximum engine power demonstrated to meet the noise requirements.

Operational empty mass:

The total mass of an ultralight gyroplane ready for flight and including wheels, skids or floats, but excluding pilot, passenger and usable fuel.

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 gyroplane:

An gyroplane which has neither an experimental nor a standard certificate of airworthiness, and which meets the following limitations:

Seats: Max. 2

Operational empty mass:

1 seated	max. 180 kg
2 seated	max. 210 kg

Fuel system which as regards 1-seated contains a maximum of 20 litres and as regards 2-seated a maximum of 30 litres of usable fuel and 5 litres of unusable fuel.

Landing run: max. 5 m

3. Applicability

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

3.1.1 Flights with Danish ultralight gyroplanes over a foreign state's territory shall be performed in accordance with the regulations

laid down in this BL with due regard to the differences laid down by the state in question.

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

3.1.2 Flights with Danish ultralight gyroplanes over open sea and areas where no state exercises sovereignty shall be performed in accordance with the regulations laid down 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 gyroplane 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 gyroplane may be granted permission to operate an equivalent ultralight gyroplane within Danish territory for a maximum of 90 days on condition that the person in question satisfies the Civil Aviation Administration - Denmark that he has received training equivalent to the Danish training.

4.4 Flights with a foreign ultralight gyroplane 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 gyroplane meets the requirements in Part 7, and
- b. a third party liability insurance has been taken out for the gyroplane in accordance with § 130 of the Danish Air Navigation Act.

4.5 Non-Danish licensed persons operating a foreign ultralight gyroplane 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 gyroplanes. Notification shall be given to the Union on forms authorised for the purpose by the Danish Board of Accident Investigation.

5. Responsibilities

5.1 It shall be the responsibility of the owner/user of the gyroplane to maintain the gyroplane as prescribed by the approved Union, to keep the gyroplane in a safe condition for flight, and to see to it that the gyroplane meets the regulations laid down in paragraphs 7.1, 7.2, 7.3, 7.4 and 7.5 as well as with the noise requirements laid down in paragraph 7.6.1 c.

5.2 The pilot-in-command shall ensure that the gyroplane is in a safe condition for flight and that it is operated in accordance with this BL and the gyroplane's flight permit, including any limitations.

5.3 The president of the approved Union as stated in Part 6 shall ensure that the Union attends to its business in accordance with the acts and regulations in force at any time, including the rules laid down in the operations manual in pursuance of paragraph 6.2.1.

5.3.1 The president's tasks and duties may be delegated to other persons to a specified extent in accordance with what is stated in the Union's operations manual.

5.3.2 The Union's head of training shall ensure that the training is performed in accordance with the regulations laid down in this BL and the Union's operations manual. Furthermore, he shall ensure that the airfields mentioned in paragraph 6.2.1 f. are approved and inspected in accordance with the operations manual.

5.3.3 It shall be the responsibility of the Union's examiners that the practical examinations are performed in accordance with the regulations laid down in paragraphs 9.5 f., 9.5.1 and 9.5.1.1 in this BL and the Union's operations manual.

5.3.4 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.

5.3.5 It shall be the responsibility of the Union's technical chief that a flight permit is issued and renewed only when the gyroplane meets the requirements in paragraphs 7.2, 7.3, 7.4, 7.5 and 7.6.1 in this BL and the Union's operations manual, and when it is safe for flight.

5.3.6 It shall be the responsibility of the Union's gyroplane inspectors that the inspection and noise measurement of gyroplanes 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 gyroplanes.

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 paragraph 6.2.1.
- c. The Union shall be considered suitable to manage the tasks mentioned in paragraph 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 gyroplanes and who meets the conditions for membership in the articles.
- Note: Expulsion of members can only be made under the provisions of the Union's articles.*
- e. The Union shall appoint a head of training and a technical chief who are considered suitable to handle the tasks mentioned in paragraph 5.3.2 and paragraph 5.3.3, respectively.
- 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, examiners and gyroplane inspectors.
- b. Training standards for
- training for licence to operate ultralight gyroplane,
 - type training for ultralight gyroplane of persons holding a licence to operate standard aeroplane, helicopter, glider or ultralight aeroplane,
 - type training of persons holding a licence to operate ultralight gyroplane,
- performing PFT on ultralight gyroplane, and
- performing PFT/Ultralight gyroplane instructor.
- c. Standards and procedures for recommendation to the Civil Aviation Administration - Denmark's approval of instructors who shall be in charge of
- training for licence to operate ultralight gyroplane and
 - type training on ultralight gyroplane and retraining on ultralight gyroplane.
- d. Standards and procedures for recommendation to the Civil Aviation Administration - Denmark'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 gyroplane inspectors.
- f. Standards and procedures for approval of aerodromes to be used in connection with practical training, type training and retraining on ultralight gyroplane and a list with detailed information about approved aerodromes.
- g. Standards and procedures for issuing flight permit to ultralight gyroplane.
- 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 a

gyroplane and of conditions which are important to flight safety and general public interests.

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 gyroplane inspector

6.7.1 To obtain approval as instructor on ultralight gyroplane

- holders of Instructors Rating/Private Pilot's Licence or Instructors Rating/First Instructor/Glider shall
 - have obtained the privilege to operate an ultralight gyroplane with passengers, cf. paragraph 8.10, and
 - have passed a theoretical and practical examination with a satisfactory result which is approved by the Civil Aviation Administration - Denmark, and
 - be considered fit to handle the task by the Civil Aviation Administration - Denmark,

and

- holders of a licence to operate ultralight gyroplane shall
 - have obtained a flight time as pilot-in-command on ultralight gyroplane of at least 100 hours distributed over at least 12 months after passing the practical flight examination, and
 - have obtained at least 25 hours as pilot-in-command on the type of ultralight gyroplane which is to be used for the training in question, and
 - have completed the Union's training programme for instructors with a satisfactory result, and
 - be considered suitable to handle the task by the Civil Aviation Administration - Denmark.

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

- have obtained a flight time of at least 10 hours as instructor on ultralight gyroplane within the last 12 months, or
- be approved as instructor or have passed PFT/Ultralight gyroplane instructor within the last 12 months.

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 approval as examiner on ultralight gyroplane the person in question shall

- be approved as instructor, and
- have obtained a flight time of at least 50 hours as instructor, and

- have had the privilege to operate an ultralight gyroplane for at least 24 months, and
- have obtained a flight time of at least 200 hours as pilot-in-command on ultralight gyroplane, and
- have completed the Union's training programme for instructors with a satisfactory result, and
- be considered fit 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

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

6.7.3 To obtain approval as gyroplane inspector the person in question shall

- have completed the Union's training programme for gyroplane inspector with a satisfactory result, and
- 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 gyroplane 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

- if the conditions for the issue is no longer existing,
- if the Union is no longer considered fit to handle the delegated tasks, or

- if for other reasons the Civil Aviation Administration - Denmark wants to rearrange the inspection of operations with ultralight gyroplanes.

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

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

7. Materiel

7.1 An ultralight gyroplane may only be operated when the Union has issued a flight permit for the gyroplane and this permit is valid.

7.2 An ultralight gyroplane 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.

7.3 A red placard with the text

This gyroplane does not meet the standard airworthiness requirements

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

7.4 The gyroplane shall be equipped with a tachometer for engine and rotor. Maximum engine power in normal operation area shall be indicated by a green curve or by a placard near the tachometer.

7.5 The gyroplane shall be in colours contrasting to the surroundings of the gyroplane in flight.

7.6 Application for flight permit shall be submitted to the Union by the owner of the gyroplane.

7.6.1 The application shall contain the following:

- a. Inspection report filled in by one of the Union's gyroplane inspectors.
- b. Detailed description of the gyroplane.
- c. Documentation substantiating that the maximum A-weighted noise level produced by the gyroplane 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 gyroplane 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. § 130 of the Air Navigation Act.

7.7 A flight permit shall become invalid when

- a. the gyroplane changes owner,
- b. the gyroplane is seriously damaged,
- c. the gyroplane is considerably altered,
- d. the Civil Aviation Administration - Denmark finds that the gyroplane is no longer in a safe condition for flight,
- e. there is no valid third party liability insurance taken out for the gyroplane,
- f. the gyroplane has not been inspected by one of the Union's gyroplane inspectors in accordance with the Union's operations manual, or
- g. the gyroplane no longer meets the noise requirements for issue of a flight permit.

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

7.8 The Union may set limitations for the operation of the gyroplane in the flight permit.

7.9 The owner or user of the gyroplane is under the obligation to keep a log for the gyroplane 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 gyroplane 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 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 1050 m (3500 ft 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.

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

8.9 The pilot-in-command shall carry an altimeter which can indicate the gyroplane's altitude with an accuracy of +/-100 ft.

8.10 A passenger may be carried on condition

- that, after obtaining a licence to operate ultralight gyroplane, the pilot-in-command has obtained a flight time as pilot-in-command on ultralight gyroplane of at least 25 hours, during which he shall have made at least 50 take-offs and 50 landings, and

- that, after retraining to gyroplane, holders of S-, A-, commercial pilot or ultralight aeroplane pilot licences have obtained a flight time as pilot-in-command on ultralight gyroplane of at least 5 hours, including have performed at least 15 take-offs and 15 landings, and

- that before flight the pilot-in-command has made 5 take-offs and 5 landings with the gyroplane type in question within the last 30 days.

8.11 The persons on board shall wear a safety helmet during flight if the gyroplane is not equipped with a closed cabin.

8.12 The persons on board shall be fastened during flight.

8.13 The pilot-in-command shall wear safety spectacles if the gyroplane is not equipped with a closed cabin.

8.14 If radio equipment is carried onboard, the equipment shall meet the requirements in BL 1-17 and the user shall hold a valid radio telephony licence/certificate, cf. BL 6-60.

Note: Furthermore, a transmission permit issued by the National Telecom Agency is required.

9. Crew

9.1 The pilot-in-command shall be holder of a licence issued by the Civil Aviation Ad

ministration - Denmark to operate ultralight gyroplane or of another licence issued by the Civil Aviation Administration - Denmark to operate aeroplane, helicopter, glider or ultralight aeroplane supplemented with a type rating for ultralight gyroplane.

9.1.1 In order to obtain privileges as pilot-in-command on ultralight gyroplane, cf. paragraph 9.1, holders of another licence than licence to operate ultralight gyroplane, shall have received a training of at least 8 hours of flight and supplementary theory approved by the Civil Aviation Administration - Denmark.

9.2 Licence to operate ultralight gyroplane is issued with a validity for the type of gyroplane 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 paragraph 9.5.

9.3 Licence to operate ultralight gyroplane is issued with a period of validity corresponding to that of the medical approval of the applicant in pursuance of BL 6-05.

9.4 The licence gives the privileges to function as pilot-in-command in non-commercial aviation on ultralight gyroplane of the type on which practical examination was passed.

9.5 Issuing 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 6-02.
- d. The applicant shall have passed the theoretical examinations for private pilot's licence prescribed by the Civil Aviation Administration - Denmark,

cf. BL 6-80, as well as an examination arranged by the Union in BL 9-12 and supplemental gyroplane and engine theory as well as rotor aerodynamics, and the examinations shall still be valid.

- e. The applicant shall have received practical training of at least 18 hours of dual control and at least 12 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 gyroplane in question in normal as well as abnormal flight manoeuvres, and
 - use the emergency procedures prescribed for the gyroplane in question.

9.5.1 The practical examination mentioned in paragraph 9.5 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 requirements

- a. Within the last 24 months before a flight, the pilot-in-command shall have passed PFT on an ultralight gyroplane of the type in question to one of the Union's PFT instructors who is approved by the Civil Aviation Administration - Denmark, or have passed the practical examination, cf. paragraph 9.5 f. A valid PFT/Ultralight gyroplane instructor may replace an ordinary PFT completed on ultralight gyroplane.
- b. In order to exercise his privileges the pilot-in-command shall 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 gyroplane of the type in question to one of the Union's PFT-instructors who is approved by the Civil Aviation Administration - Denmark. A valid PFT/Ultralight gyroplane instructor may replace an ordinary PFT completed on ultralight gyroplane.
- c. The pilot-in-command shall be type-trained on the type in question according to a training standard approved by the Civil Aviation Administration - Denmark.
- d. The operator of an ultralight gyroplane shall hold a medical approval in accordance with BL 6-05.
- e. The pilot-in-command shall keep a personal log which is authorised by the Union. Flight time on ultralight gyroplane cannot be counted in the account of flight time on other aircraft categories.

9.7 Renewal

A licence may be renewed up to 18 months after the expiry date when the exercising requirements stated in paragraph 9.6 a., b. and d. are met at the time of renewal.

9.8 Retraining

9.8.1 Retraining to an ultralight gyroplane of another type than the one on which the practical test stated in paragraph 9.5 f. is passed, shall take place in accordance with a training standard approved by the Civil Aviation Administration - Denmark.

9.8.1.1 Attestation for type training shall be entered in the licence holders log and 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

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

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

12. Punishment

12.1 Flights performed without a valid flight permit, flights performed in defiance of the flight permit, or of the regulations laid down in Parts 4, 8 and 9, or of required displaying of signs/colour markings in the gyroplane, will be punished by fine or imprisonment for up to two years under subsection 3 of § 149 of the Air

Navigation Act. Flights with an gyroplane which is not in a safe condition for flight or which does not meet the requirements in paragraphs 7.2 through 7.5, inclusive, will be punished in the same way.

12.2 Violation of the provisions in paragraphs 5.1, 5.3 through 5.3.6, inclusive, 6.7.4, 7.7.1 and 7.9 will be punished by fine.

12.3 Any person who acts as instructor or examiner in defiance of the regulations laid down in paragraphs 6.7.1.1 and 6.7.2.1 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. subsection 14 of § 149 of the Air Navigation Act.

13. Implementation

This BL comes into force on 1 July 1995.

Civil Aviation Administration - Denmark, 15 May 1995

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/M. Dambæk