

BL 5-25

Regulations on general operational requirements regarding aircraft equipment and instruments

Edition 1, 21 January 2005

In pursuance of § 82 of the Air Navigation Act, cf. Consolidation Order no. 543 of 13 June 2001, the Civil Aviation Administration - Denmark hereby stipulates as follows on the authority of the Ministry of Public Works, 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 ICAO Doc 7030, Regional Supplementary Procedures, latest edition.

1.2 BL 5-55, Regulations on flights in MNPS and RVSM airspace, latest edition.

1.3 BL 7-1, Regulations on air traffic rules, latest edition.

1.4 Aeronautical Information Publication (AIP) Denmark, latest edition.

1.5 Aeronautical Information Publication (AIP) Greenland, latest edition.

1.6 Aeronautical Information Publication (AIP) Faeroe Islands, latest edition.

1.7 The document mentioned in paragraph 1.1 can be obtained on application to

ICAO Headquarters
Attn.: Document Sales Unit
999 University Street
Montréal, Quebec
Canada H3C 5H7
Tel.: +1 514 954-8022
Fax: +1 514 954-6769
E-mail: Sales_unit@icao.int
Web: www.icao.int

1.8 The documents mentioned in paragraphs 1.2 and 1.3 can be downloaded from Retsinformation's (Legal Information's) homepage www.retsinfo.dk and from the Civil Aviation Administration - Denmark's homepage www.slv.dk The documents can further be bought on application to

Civil Aviation Administration - Denmark
Service Centre
P.O. Box 744
Ellebjergvej 50
DK-2450 Copenhagen SV
Tel.: +45 3618 6000
Fax: +45 3618 6001
E-mail: ais@slv.dk

1.9 The documents mentioned in paragraphs 1.4 - 1.6 can be downloaded from the Civil Aviation Administration - Denmark's homepage www.slv.dk and can further be bought on application to the Civil Aviation Administration - Denmark, cf. paragraph 1.8.

2. Applicability

2.1 This BL applies to air traffic within Danish territory and to air traffic with Danish aircraft outside Danish territory.

2.2 An aircraft is regarded to be Danish when it is registered in Denmark or operated in accordance with a Danish operating permit, cf. subsection (2) of § 4 of the Danish Air Navigation Act.

3. Aircraft equipment and instruments

3.1 All aircraft shall be equipped and instrumented in accordance with the requirements determined for the airspace in which the aircraft is operated.

Note: See also BL 7-1, cf. paragraph 3.2.2, regarding supplementary conditions for flights within airspace classes.

3.1.1 For flights within Danish territory the requirements published in AIP Denmark, AIP Greenland and AIP Faeroe Islands (GEN 1.5 Aircraft Instruments, Equipment and Flight Documents) shall apply.

3.1.2 For flights with Danish aircraft outside Danish territory the requirements stipulated by the state responsible for providing air traffic services in the airspace in question shall apply.

Note: See also BL 5-55 regarding flights in MNPS and RVSM airspace.

4. Responsibility

4.1 The pilot-in-command shall be responsible for the aircraft being equipped and instrumented in accordance with the requirements mentioned in Part 3.

4.2 For commercial flights the responsibility under paragraph 4.1 shall also lie with the operator performing the flight.

4.3 The pilot-in-command shall be familiar with the operation of the equipment and the instruments mentioned in Part 3.

4.4 The pilot-in-command shall follow the procedures determined for flights in the airspace in which the aircraft is operated.

5. Punishment

5.1 Violation of the regulations in Parts 3 and 4 will be punished by fine or imprisonment for up to 2 years in pursuance of subsection (8) of § 149 of the Danish Air Navigation Act.

5.2 Penalty may be imposed on companies etc. (legal persons) in accordance with the rules in Chapter 5 of the Criminal Code, cf. subsection 14 of § 149 of the Air Navigation Act.

6. Implementation

This BL comes into force on 1 March 2005.

Civil Aviation Administration, 21 January 2005

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/Per Veingberg