

BL 5-35

Regulations on helicopter flights with hanging cargo

Edition 2, 2 March 1993

In pursuance of § 82 of the Air Navigation Act, cf. Consolidation Act no. 408 of 11 September 1985, as amended by Act no. 837 of 18 December 1991, the Civil Aviation Administration - Denmark hereby stipulates as follows on the authority of the Ministry of Transport, cf. Order no. 264 of 27 June 1966 on operational regulations for scheduled and non-scheduled, public air traffic as amended by the Ministry's Order no. 397 of 11 October 1967:

1. Reference documents

1.1 BL 1-12, Regulations on certificate of airworthiness and flight permit as well as airworthiness requirements, generally, latest edition.

1.2 BL 3-31, Non-approved helicopter landing areas, latest edition.

1.3 BL 5-2, Agricultural flights, latest edition.

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

2. Definition

Hanging cargo:

Any kind of cargo which during flight is placed outside the helicopter's fuselage and which can be released by a crew member.

3. Applicability

3.1 This BL lays down regulations for flights with hanging cargo

- with Danish registered helicopters and

- with foreign registered helicopters operating under the terms of a Danish operating permit, cf. subsection 2 of § 4 of the Air Navigation Act.

3.2 The regulations in Parts 7 and 9 shall also apply for flights with foreign registered aircraft within Danish territory.

3.3 For spraying, powdering, sowing or fertilisation of forest and agricultural areas only the regulations in BL 5-2 shall apply.

4. Responsibility

4.1 The air operator shall ensure that the helicopter is equipped in accordance with the regulations in Part 6 of this BL, and that instructions have been prepared for carrying out flights with hanging cargo so that these instructions appear from the air operator's operations manual/the flight training organisation's training manual.

4.2 The pilot-in-command shall ensure

a. that the flight is only carried out from the aerodromes mentioned in Part 7 and

- b. that the regulations in Part 8 are observed and that the actual flight is performed as stated in Part 9.

5. Permission

Flights with hanging cargo may only be carried out by

- a. air operators holding a permission to commercial air transportation of passengers, mail and/or cargo, or
- b. approved flight training organisations in connection with training for commercial licence in accordance with a training programme approved by the Civil Aviation Administration - Denmark.

6. Material

The helicopter and devices used for flights with hanging cargo shall meet the requirements in Part 7 of BL 1-12.

7. Aerodromes

Flights may only be carried out from public aerodromes or non-approved helicopter landing areas, cf. BL 3-31.

8. Personnel

8.1 The pilot-in-command shall hold a valid commercial helicopter pilot licence and shall have obtained a flight time of at least 200 hours as pilot-in-command on helicopter, 50 hours of which shall have been obtained on the helicopter type in question.

8.1.1 Up to half of the flight time of 200 and 50 hours, respectively, mentioned in paragraph 8.1, may be replaced by flight time obtained during synthetic training approved by the Civil Aviation Administration - Denmark.

8.1.2 Within the past 12 months the pilot-in-command shall have been trained on the type in question mounted with devices for flight with hanging cargo.

8.1.3 This training shall at least include the following:

- a. Reconnaissance.
- b. Correct methods for loading, rigging and securing of hanging cargo.
- c. Flight characteristics of different types of cargo and combinations thereof, including hazards.
- d. Weight and balance problems.
- e. Helicopter's performance, limitations and approved procedures.
- f. Instruction of crew members and assisting personnel.
- g. All manoeuvres forming part of a flight with hanging cargo, including emergency procedures. The cargo shall weigh at least 75% of the maximum permitted hanging cargo.
- h. Signalling.

8.2 During performance of a flight with hanging cargo, only persons may be carried who have a necessary function in connection with the flight, and persons who are necessary for performing the activities connected with the transportation. Such persons shall be instructed about all situations of importance to safety.

8.2.1 Persons under training to such function may be carried.

8.3 Assisting persons on the ground shall be instructed about all situations relevant for safety for persons and material in connection with picking up and dropping of hanging cargo, including measures in case of emergency situations.

9. Operational regulations

9.1 Picking-up and dropping areas

Picking-up and dropping areas shall be of such dimensions that picking-up and dropping as well as any manoeuvre in this connection can be performed without hazard to persons or third party property on ground or water.

9.2 Reconnaissance

Before an area is used for picking-up, dropping or overflying with hanging cargo, it shall have been reconnoitred with a view to determine whether the area is suitable and to determine a flight route providing, to the greatest possible extent, for obstacles, possibilities to make emergency landing and possibilities for intentional or unintentional dropping of cargo without risking injury to persons or damage to third party property on ground or water.

9.3 Performance

9.3.1 IFR flights with hanging cargo and flights at night may only be carried out upon special permission obtained from the Civil Aviation Administration - Denmark.

9.3.2 Flights with hanging cargo shall be planned and carried through in such a way that the surroundings are disturbed as little as possible. If it is noted that the flight causes inconvenience, reasonable measures shall be taken immediately to limit the inconvenience.

9.3.3 Before a flight with hanging cargo is commenced, it shall be ascertained, that

- a. safety mechanisms to release the cargo are functional and
- b. all persons on board the helicopter wear safety helmet.

9.3.4 Flights with hanging cargo shall be carried out under the observance of the Rules of the Air, cf. BL 7-1, however so that the flight must not be carried out over densely

inhabited areas, including weekend cottage areas, inhabited camping sites and areas where a large number of persons are assembled in the open.

9.3.5 Outside the areas mentioned in paragraph 9.3.4, flights over buildings must only take place if the owner's permission has been obtained and on condition that in doing so the flight is not hazardous to persons or third party property. The minimum flying level of 150 m may be deviated from in the same area on condition that the flight in such case is not hazardous to persons or third party property.

9.3.6 Public roads, railways and aerial power lines must not be overflowed at levels below 15 m measured from the hanging cargo.

9.3.7 During pick-up or dropping of hanging cargo only persons with a necessary function in this connection may stay under the helicopter at a distance closer than 35 m.

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 Civil Aviation Administration - Denmark in pursuance of the regulations in this BL may be presented to the Ministry of Transport.

12. Punishment

12.1 An air operator violating the regulations in paragraph 4.1, Parts 5 and 8 and paragraph 9.3.1 will be punished with fine, simple detention or imprisonment for up to 2 years in pursuance of subsection 8 of § 149 of the Air Navigation Act.

12.2 A pilot-in-command violating the regulations in paragraph 4.2 and Parts 7, 8 or 9 will be punished with fine, simple detention or imprisonment for up to 2 years in pursuance of subsection 8 of § 149 of the Air Navigation Act.

12.3 For violation committed by a limited company, a co-operative or the like, penalty may be imposed on the company/co-operative as such in pursuance of subsection 14 of § 149 of the Air Navigation Act.

13. Implementation

13.1 This BL comes into force on 1 May 1993.

13.2 At the same time BL 5-35, 1 edition of 1 June 1984 is repealed.

Civil Aviation Administration - Denmark, 2 March 1993

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