

BL 6-19

Regulations on balloon licence, hot-air balloon

Edition 2, 18 June 1990

In pursuance of § 34 and subsection 10 of § 149 of the Air Navigation Act, cf. Consolidation Order no. 408 of 11 September 1985, the Civil Aviation Administration - Denmark hereby stipulates on the authority of the Ministry of Public Works, cf. Order no. 191 of 23 May 1975 on aeronautical licences (BL 6-02):

1. Reference documents

- 1.1 BL 6-02, Order on aeronautical licences, latest edition.
- 1.2 BL 6-05, Medical requirements, latest edition.
- 1.3 BL 6-80, Theoretical requirements I, theoretical syllabus for private pilot licence, latest edition.
- 1.4 BL 6-101, Local flying permission, glider, latest edition.

2. Applicability

- 2.1 This BL lays down
 - general regulations for issue of balloon licence and
 - the conditions for a licence holder to perform VFR flights in daytime in non-commercial aviation as pilot-in-command on hot-air balloon.

3. Issue

3.1 Balloon licence shall be issued by the Civil Aviation Administration - Denmark upon application on an authorised form when the applicant meets the issue requirements in part 4.

3.2 Balloon licence shall be issued without statement of date of expiry. The Civil Aviation Administration - Denmark may, however, in special cases determine a date of expiry.

4. Issue requirements

- 4.1 The applicant shall
 - a. have permanent residence in Denmark or be employed with a Danish air operator,
 - b. not have had the privilege to perform duty on board an aircraft or any other position of importance to flight safety withdrawn administratively or by sentence,
 - c. have attained the age of 18,
 - d. hold a medical certificate for balloon licence, cf. BL 6-05,
 - e. within the past 18 months have passed a theoretical test approved by the Civil Aviation Administration - Denmark. cf. paragraph 4.2,

- f. have taken practical training with a satisfactory result after training standards for obtaining balloon licence approved by the Civil Aviation Administration - Denmark, and including
- having flown for at least 16 hours,
 - having accomplished at least 20 take-offs and landings,
 - having accomplished at least one solo ascent of a duration not below 30 minutes, and
 - having accomplished at least 6 inflations and 6 deflations of an envelope,
- g. during the practical training have obtained a satisfactory knowledge about the construction, outfit, ground handling, performance and limitations, loading and manoeuvring instructions as well as safety and emergency procedures of the balloon in question, and
- h. have proven to an examiner approved by the Civil Aviation Administration - Denmark that applicant is qualified to
- perform the duties resting with a pilot-in-command in connection with the preparation, carrying through and termination of a VFR flight,
 - take such decisions and/or precautions as might be necessary if an emergency situation makes it impossible or unjustifiable to continue the flight as planned,
 - to operate the hot-air balloon in both normal and abnormal flight conditions, and
 - to use the prescribed emergency procedures.

4.2 The theoretical test shall include the following subjects:

- Laws and regulations
- Meteorology
- Navigation and aerostatics
- The science of materials
- The science of gasses

4.2.1 The test in laws and regulations and in meteorology shall be the one fixed by the Civil Aviation Administration - Denmark for private pilot licence, cf. BL 6-80, or for glider pilot licence, cf. BL 6-101.

4.2.2 For holders of a valid glider pilot licence, private pilot licence or commercial pilot licence the test in laws and regulations and in meteorology shall, however, not be taken.

5. Privileges

5.1 A balloon licence gives the holder the privilege to perform VFR flights in daytime in non-commercial aviation as pilot-in-command on hot-air balloon on the conditions stated in paragraph 5.2.

5.2 The holder shall

- a. carry a valid licence, cf. BL 6-02,
- b. carry documentation for valid medical approval to the licence, cf. BL 6-05,
- c. within the past 12 months either have flown at least 6 hours a pilot-in-command on a hot-air balloon or have demonstrated his capability to a balloon licence holder approved as instructor by the Civil Aviation Administration - Denmark during flight with hot-air-balloon, and shall have documentation for this by attestation in the log,
- d. on a hot-air balloon which, as regards construction, weight and fixed equipment, in principle is identical with the

balloon used, have received training in the subjects mentioned in paragraph 4.1 g. The training shall have been given by a balloon licence holder approved as instructor by the Civil Aviation Administration - Denmark who is experienced in operating hot-air balloons which, as regards construction, weight and fixed equipment, in principle is identical with the balloon used in the training. The training shall be documented by attestation in the log, and

- e. if passengers are carried, within the past 6 months have performed at least 2 flights as pilot-in-command on hot-air balloon.

Note: Cases where a licence is invalid, appear from BL 6-02.

5.2.1 If the hot-air balloon is operated with auxiliary engine, the pilot-in-command shall

- a. have flown at least 100 hours as pilot-in-command on hot-air balloon and then
- b. have gone through supplementary training the contents, extent and documentation of which will be fixed by the Civil Aviation Administration - Denmark in each individual case.

5.3 A holder of a balloon licence who for a period of 3½ years has not held a valid medical certificate or who has not met the condition in paragraph 5.2 c., shall submit the licence for depositing with the Civil Aviation Administration - Denmark.

5.3.1 In order to have a licence deposited pursuant to paragraph 5.3 returned and thus regain the privilege to perform VFR flights in daytime in non-commercial aviation as pilot-in-command on hot-air balloon, the person in question shall meet the issue requirements in paragraph 4.1.

6. Exemption

The Civil Aviation Administration - Denmark may in special cases grant exemption from the regulations in this BL.

7. Complaints

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

8. Punishment

Violation of the regulations in Part 5 is punishable by fine.

9. Implementation

9.1 This BL comes into force on 1 September 1990.

9.2 At the same time BL 6-19, 1 edition of 1 November 1986 is repealed.

Civil Aviation Administration - Denmark, 18 June 1990

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