

## BL 9-5

# Regulations on hang gliders and paragliders

Edition 4, 8 December 2004

In pursuance of subsection 2 of § 32, § 34, subsection 8 of § 78, § 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. 543 of 13 June 2001, the Civil Aviation Administration - Denmark hereby stipulates as follows on the authority of the Ministry of Transport, 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 1-17, Radio equipment in Danish registered aircraft, latest edition.

1.2 BL 6-08, Regulations on licences for operation of radio installations in aeronautical radio services, latest edition.

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

1.4 BL 6-101, Regulations on local flying permission, glider, latest edition.

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

1.6 BL 7-16, Appendix 1 to the BL 7 series, Particularly sensitive nature areas, latest edition.

1.7 BL 9-6, Regulations on ultralight aeroplanes, latest edition.

1.8 AIP Denmark, AIP Faeroe Islands and AIP Greenland, latest editions.

1.9 The documents mentioned in paragraphs 1.1 - 1.7 are available on Legal Information's homepage [www.retsinfo.dk](http://www.retsinfo.dk) and on the Civil Aviation Administration - Denmark's homepage [www.slv.dk](http://www.slv.dk). The documents can furthermore be bought on application to

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Services  
Ellebjergvej 50  
DK-2450 Copenhagen SV

Phone: +45 3618 6000  
Fax: +45 3618 6001  
E-mail: [ais@slv.dk](mailto:ais@slv.dk)

1.10 The documents mentioned in paragraph 1.8 are available on the Civil Aviation Administration - Denmark's homepage [www.slv.dk](http://www.slv.dk) and can furthermore be bought on application to the Civil Aviation Administration - Denmark, cf. the above.

### 2. Definitions

#### *Aerodrome traffic zone – ATZ*

A defined airspace established around an aerodrome to protect aerodrome traffic.

#### *Control zone - CTR:*

A controlled airspace extending upwards from the surface of the earth to a specified upper limit.

*Hang glider:*

A manned, heavier-than-air aircraft supported in flight exclusively by aerodynamic reactions on stable surfaces. It must further be possible for the pilot to foot launch the aircraft himself, and its own weight must not exceed 50 kg.

*Hang glider, motorised:*

Hang glider with power drive device. The aircraft must be foot launched by the pilot himself and its own weight, including harness, reserve canopy and fuel, must not exceed 75 kg.

*Note: Motorised hang glider with engine inoperative is considered as hang glider.*

*Paraglider:*

Hang glider, the bearing surface of which has no stable basic structure.

*Paraglider, motorised:*

Paraglider with power drive device.

*Note: Motorised paraglider with engine inoperative is considered as paraglider.*

*Public aerodrome:*

An aerodrome approved by the Civil Aviation Administration - Denmark which on certain specified conditions is open to the public.

*Terminal control area - TMA:*

A control area established in connection with one or more aerodromes.

*Traffic information area - TIA:*

A defined, non-controlled airspace extending upwards from a specified limit above the surface of the ground or water to a specified upper limit and which is established in connection with a traffic information zone.

*Traffic information zone - TIZ:*

A defined, non-controlled airspace extending upwards from the surface of the ground or water to a specified upper limit and which is established in connection with a non-controlled aerodrome.

### **3. Applicability**

3.1 This BL shall apply to operations with hang gliders, powered hang gliders, paragli-

ders and powered paragliders within Danish territory.

3.2 The terms hang gliders and paragliders are used in this BL as general terms which also cover powered hang gliders and paragliders.

## **4. General**

4.1 Hang glider and paraglider flights shall only be performed by persons who are under training by a national union or an undertaking approved by the Civil Aviation Administration - Denmark, cf. paragraph 6.1, and by persons who have obtained documentation from such union or undertaking for having completed the training mentioned in Part 7.

4.1.1 Persons having completed corresponding training abroad may, however, within a period of maximum 30 days after arrival to Denmark, perform flights with hang gliders and paragliders. Documentation for training shall be carried during flight.

4.2 Hang glider or paraglider pilot training shall only be carried out by a union or an undertaking appropriately approved by the Civil Aviation Administration - Denmark, cf. Part 6.

4.3 Investigation of accidents causing admission to a hospital or death of pilots on hang gliders or paragliders shall be made by the police. If there is reason to suspect that cause of such an incident can be assigned to a registered aircraft, the investigation shall be made by Accident Investigation Board.

4.4 If radio equipment is used, a transmission permit must have been obtained from the National IT and Telecom Agency.

4.4.1 If VHF radio equipment in the aeronautical band is used, the equipment shall meet the requirements in BL 1-17 and the user shall hold a valid aeronautical radio operator licence, cf. BL 6-08.

4.5 Flights are only allowed in the period between sunrise and sunset.

4.6 Flights must not be performed for commercial purposes.

## 5. Responsibilities

5.1 The pilot of a hang glider or a paraglider shall be responsible for the observance of the regulations in paragraphs 4.1, 4.4.1, 4.5 and 4.6 as well as Part 8.

5.1.1 In connection with training of a person, the instructor shall be considered to be the pilot if he is on board. In other cases the instructor shall be responsible for the student being appropriately instructed in completing the planned flight.

5.2 The approved union or undertaking, cf. Part 6, shall ensure that the union/undertaking attends to its business in accordance with the rules and regulations in force at the time in question, including the standards and procedures stipulated in the operations manual, cf. paragraph 6.2.

5.2.1 The union/undertaking shall be responsible for the observance of the regulations in Part 7.

## 6. Approved union/undertaking

6.1 The Civil Aviation Administration - Denmark may, on application, approve a nation-wide union or undertaking to be responsible for training, issue of documentation for training and other tasks in connection with hang glider and paraglider flights.

6.2 In order to obtain approval as union or undertaking, standards and procedures for the tasks that the union or undertaking attends to shall be stated in an operations manual approved by the Civil Aviation Administration - Denmark, including at least the following information:

- a. The union's articles and organisation or the undertaking's organisation and ownership.
- b. Description of responsibilities, including responsibility for training.

c. Qualification and maintenance requirements for instructors.

d. Training and maintenance programmes for training and instructor courses.

e. Procedures for submitting statistics to the Civil Aviation Administration - Denmark.

f. Measures in connection with accidents and incidents resulting in death or requiring hospitalisation.

6.3 An approval of a union or an undertaking may be withdrawn if

a. the conditions for the approval no longer exist, or

b. the union or undertaking is no longer deemed fit to attend to the training of hang glider and paraglider pilots or other tasks taken on by the union/undertaking.

## 7. Training

7.1 Training of hang glider and paraglider pilots as well as training of instructors shall be performed according to training programmes approved by the Civil Aviation Administration - Denmark.

7.2 A person may initiate training when having attained the age of 15, but documentation for completed training must not be issued until the person in question has attained the age of 16.

## 8. Flights

### 8.1 General regulations for flights

8.1.1 Apart from the rules on registration, marking, nationality and airworthiness in the Air Navigation Act, the Act and the ministerial orders and regulations for civil aviation issued in pursuance of the said Act shall apply with the amendments following the regulations in this BL.

8.1.1.1 For hang glider/paraglider flights below 150 m (500 ft), only the civil law and criminal provisions in the Air Navigation Act and the regulations in this BL shall apply, whereas the remaining provisions in the Act shall not apply.

*Note: Even though the provisions of the Air Navigation Act, including § 50, do not apply for flights below 150 m (500 ft), Danish legislation shall otherwise apply to the flight, e.g. § 138 of the Danish Criminal Code regarding intoxicated persons endangering the person of others or valuable property.*

8.1.2 The following shall apply for hang glider or paraglider flights:

- a. Densely built-up areas, including areas with weekend cottages and inhabited camping sites, and areas with large open-air assemblies of persons must not be overflown in connection with take-off, during flight or in connection with landing.
- b. The aircraft must not be equipped with undercarriage in the form of wheels or other. Safety wheels on the body frame of the hang glider is, however, permitted.
- c. In connection with winch and/or cable launching it must be ensured that the launching rope/wire cannot fall down to the injure, inconvenience or hazard of persons or property.
- d. Cable launching to altitudes at or above 150 m (500 ft) over terrain must not be performed without the Civil Aviation Administration - Denmark's permission.
- e. Flights must not be performed below 150 m (500 ft) over the sensitive nature areas mentioned in BL 7-16.
- f. Launch of hang glider or paraglider by means of another aircraft must not be performed without the Civil Aviation Administration - Denmark's permission.

- g. Passengers must not be carried unless the pilot is a trained tandem pilot.
- h. Flights must not be performed unless a third party liability insurance has been taken out in accordance with § 130 of the Air Navigation Act.

## **8.2 Supplementary regulations for hang glider or paraglider flights at or over 150 m (500 ft) above the ground or water**

8.2.1 The pilot shall have passed the test in acts and regulations stipulated by the Civil Aviation Administration - Denmark for private pilot licence (PPL/A), cf. BL 6-09, or local flying permit/glider, cf. 6-101.

8.2.2 An altimeter shall be carried during flight which can show the hang gliders/paraglider's altitude above the ground or water with an accuracy of +/- 30 m (100 ft). It must be possible for the pilot to read the altimeter during flight.

8.2.3 Only VFR flights may be performed. The regulations in BL 7-1, Part 6, Visual Flight Rules, shall be observed.

8.2.4 Flights within airspace classes F and G must only be performed when visibility is at least 5 km.

8.2.5 Flights above 1,050 m (3,500 ft MSL) are not allowed.

## **8.3 Supplementary regulations for motorised hang glider or motorised paraglider flights**

8.3.1 Densely built-up areas, including areas with weekend cottages and inhabited camping sites, and areas with large open-air assemblies of persons must not be overflown or performed at a horizontal level closer than 150 m (500 ft) to the areas in connection with take-off, during flight or in connection with landing.

8.3.2 Flights must not be performed closer than 25 m (75 ft) to any person, grazing livestock, building, vehicle or public road.

8.3.3 The maximum performance of the engine must not exceed w5 HK, and the noise level for engine and propeller must not exceed the limit fixed for ultralight aeroplanes in BL 9-6.

8.3.4 The engine shall be fastened to the pilot during flight.

8.3.5 The pilot of a motorised hang glider or a motorised paraglider shall keep a log at least containing information on date of flight, time for each flight, total flight time and take-off and landing site.

## 8.4 Safety equipment

During hang glider or paraglider flights both pilot and any passengers, cf. paragraph 8.1.2 g., shall be equipped with a stable helmet with a hard shell. In connection with flights above 150 m (500 ft), a reserve canopy must be worn.

## 8.5 Flights at or in the vicinity of public aerodromes and military airbases

8.5.1 Flights to and from or closer than 8 km from the runway/runways at a public aerodrome or a military airbase, cf. AIP, shall be performed in accordance with instructions approved by the Civil Aviation Administration - Denmark, or, as regards a military airbase, in accordance with regulations stipulated by Air Tactical Command Denmark.

8.5.1.1 If there are instructions for flying at a public aerodrome, permission must also have been obtained from the aerodrome management to use the aerodrome for hang glider and/or paraglider flights. Any instruction from the aerodrome management must be obeyed.

8.5.1.2 Flights closer than 8 km from the runway/runways at a military airbase must not be performed unless after special agreement with Air Tactical Command Denmark.

8.5.2 Flights at or above 100 m (300 ft) over terrain within control zones and within terminal areas shall be performed in accordance with a clearance obtained from the ap-

propriate air traffic control unit. Flights above the same altitude within traffic information zones, traffic information areas and traffic zones must not be performed unless agreed in advance with the appropriate air traffic service unit and in accordance with the conditions notified by the unit.

8.5.2.1 Flights at or above 100 m (300 ft) over terrain within control zones and terminal areas around a military airbase outside a distance of 8 km from the runway/runways may, however, not be performed unless specially agreed with Air Tactical Command Denmark.

*Note: Control zones, terminal areas, traffic information zones, traffic information areas and traffic zones appear from AIP.*

## 9. 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.

## 10. Complaints

10.1 Complaints of the decisions taken by an approved union or undertaking according to the regulations in this BL may be presented to the Civil Aviation Administration - Denmark.

10.2 Complaints of the decisions regarding approval of training programmes, cf. paragraph 7.1, may be presented to the Ministry of Transport.

## 11. Punishment

11.1 Any hang glider or paraglider pilot violating the regulations in paragraphs 4.1, 4.4.1, 4.5 or 4.6 will be punished with fine.

11.2 Any union or undertaking violating the regulations in Part 7 will be punished with fine.

11.3 Violation of paragraph 4.2 will be punished with fine.

11.4 Criminal liability for violations 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 Danish Air Navigation Act.

11.5 Violation of the regulations in Part 8 will be punished in pursuance of subsection (8) of § 149 of the Air Navigation Act with fine or imprisonment for up to 2 years, cf. however paragraph 11.6.

11.6 Violation of the regulations in paragraph 8.1.3 h. will be punished in pursuance of

subsection 3 of § 149 of the Air Navigation Act with fine or imprisonment for up to 2 years.

## **12. Implementation**

12.1 This BL comes into force on 1 January 2005.

12.2 At the same time BL 9-5, 3 edition of 14 January 1992 is repealed.

Civil Aviation Administration - Denmark, 8 December 2004

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