

## BL 7-7

### Cloud flying with gliders

Edition 1, 13 May 1982

In pursuance of § 82 and subsection 8 of § 149 of the Air Navigation Act, cf. consolidated Act no. 381 of 10 June 1969 as amended by Act no. 94 of 29 March 1972 and most recently by Act no. 128 of 9 April 1980, the following regulations on cloud flying with gliders are hereby stipulated on the authority of the Ministry of Public Works:

#### 1. General

1.1 Cloud flying with gliders shall mean a flight where a glider temporarily is in a cloud formation and is operating under instrument meteorological conditions (IMC).

1.2 Cloud flying may only be performed within areas whose lateral and vertical limits have been fixed by the Civil Aviation Administration - Denmark and only with the purpose of gaining altitude.

1.3 The Civil Aviation Administration - Denmark lays down regulations for the use of individual cloud flying area.

1.4 Cloud flying may only be performed after permission from an air traffic services unit.

1.5 Before a flight is commenced a flight plan shall be filed in accordance with the existing air traffic rules.

#### 2. Permission

2.1 Before a glider commences a cloud flight, the pilot-in-command shall have ob-

tained clearance over the radio from the appropriate air traffic services unit to perform cloud flights.

2.2 When requesting clearance the pilot-in-command shall notify

- a) call sign beginning with the designation "GLIDER",
- b) starting position - area,
- c) starting altitude,
- d) to which flight level the glider is expected to climb,
- e) the expected duration of the cloud flight.

2.3 During the entire cloud flight the pilot-in-command shall be under the obligation to keep constant watch and be able to establish to-way radio communication on the assigned frequency, and to notify when the glider is again operating in accordance with the visual flight rules.

#### 3. Duration

3.1 The maximum number of minutes available for a cloud flight appears from the regulations stipulated for each individual cloud flying area.

3.2 The duration of a cloud flight shall be calculated from the time when the pilot-in-command obtains clearance to perform the cloud flight and until the time when the air

traffic services unit acknowledges the pilot-in-command's notification that the glider is again operating in accordance with the visual flight rules.

3.3 The duration of a cloud flight must never exceed sixty minutes.

#### **4. Discontinuance**

4.1 A cloud flight shall, upon request from the air traffic services unit, be discontinued immediately by the glider leaving the cloud formation without delay.

4.2 The cloud flight shall be discontinued without request when the clearance expires, cf. paragraph 2.2 e), unless a new clearance has been obtained.

4.3 It must be possible for the glider at any time to transfer to operation in accordance with the visual flight rules within maximum ten minutes.

#### **5. Material**

5.1 The glider shall have been approved for cloud flying by the Civil Aviation Administration - Denmark.

5.2 The glider shall be instrumented and equipped with

- a) gyroscopic turn indicator with ball level,
- b) speed indicator,
- c) altimeter with barometer scale,
- d) variometer,
- e) magnetic compass,
- f) stop watch (may be carried by the pilot-in-command),

- g) parachute for each person on board,
- h) oxygen equipment with sufficient capacity if the flight is expected to be performed at levels over 10,000 FT. Oxygen shall be used on flights with a duration of more than thirty minutes at flight levels between 10,000 FT and 13,000 FT, and without regard to the duration at flight levels above 13,000 FT,
- i) two-way communication making it possible for the pilot-in-command to communicate on the assigned frequency.

#### **6. Personnel**

The persons in question shall hold the privilege, according to the licensing regulation, to perform this type of flight.

#### **7. Exemption**

The Civil Aviation Administration - Denmark may in exceptional cases exempt from the regulations laid down in this BL.

#### **8. Punishment**

Violation of the regulations in this BL will be punished in pursuance of subsection 8 of § 149 of the Air Navigation Act with fine, simple detention or imprisonment for up to 2 years.

#### **9. Implementation**

This BL comes into force on 13 May 1982.

At the same time BL 8-4, 1 edition of 1 July 1967 is repealed.

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