

BL 3-31

Non-Approved Helicopter Landing Areas

Edition 1, 1 July 1987, as amended by BL 3-31 A of 19 October 1987

In pursuance of Section 82 and Subsection 8 of Section 149 of the Danish Air Navigation Act, cf. Consolidation Act No. 408 of 11 September 1985, the Civil Aviation Administration hereby stipulates as follows on the authority of the Ministry of Transport, cf. Order No. 171 of 28 April 1985 concerning operational instructions for air traffic with Danish aircraft:

1. Reference documents

1.1 Regulations for Civil Aviation (BL) 3-7, Notification and Registration of Private Aerodromes, latest edition, at present 1 edition of 15 October 1978.

1.2 Regulations for Civil Aviation (BL) 3-22, Aerodromes Approved for Sightseeing Flights, latest edition, at present 1 edition of 1 July 1987.

1.3 Regulations for Civil Aviation (BL) 7-1, Rules of the Air, latest edition, at present 4 edition of 20 November 1986.

2. Applicability

2.1 These Regulations apply to take-off and landing of helicopters within Danish territory outside public aerodromes in connection with any kind of air traffic, except for scheduled air traffic.

2.2 These Regulations also apply to take-off and landing of helicopters operating outside Denmark according to a Danish operating permit, unless the relevant regulations of the country concerned are more strict.

2.3 These Regulations do not apply to elevated heliports, e.g. on top of buildings, constructions, etc.

3. General regulations

3.1 General

3.1.1 When taking-off and landing a helicopter outside a public aerodrome, the pilot-in-command may use a pre-chosen area as take-off and landing area in accordance with these Regulations. This area is referred to below as non-approved helicopter landing area.

3.1.2 If the non-approved helicopter landing area is situated within 5 km of a public aerodrome, the flight shall be co-ordinated with the air traffic control at the aerodrome concerned.

3.1.3 Operators authorised to carry out charter, taxi and/or sightseeing flights may, to the extent required, approach and depart from non-approved helicopter landing areas without complying with the requirements of the Rules of the Air as regards minimum flight level, cf. para. 4.4 a) of BL 7-1.

3.1.4 In connection with charter, taxi and/or sightseeing flights, a non-approved helicopter landing area must not be used for more than four days within a period of 30 days by the same operator.

3.1.5 There are no exemptions in these Regulations from the obligation to notify and

register private aerodromes in accordance with BL 3-7.

3.2 Permission

Before an area is used for take-off and landing, the owner's permission shall be obtained.

3.3 Distance to people, animals, buildings, etc.

During approach and departure, take-off and landing or manoeuvring in connection therewith, a helicopter must not be nearer than 25 m to people, grazing livestock, buildings or vehicles. However, this does not apply if the persons in question, or if the owner of the animals, vehicles and buildings have consented to operation within a distance of 25 m. In that case, the distance may be reduced to the rotor diameter of the helicopter.

3.4 Reconnaissance

Before take-off and landing, the area shall be inspected from the air in order to determine approach and departure paths, considering obstacles, forced landing possibilities, etc.

3.5 Marking

If the area is marked, the marking used shall be of such a nature and fixed in a way that it does not constitute a risk to the flight or to any third party.

4. Regulations for charter, taxi and sightseeing flights

4.1 In addition to the regulations in para. 3, the following requirements shall be met when using a non-approved helicopter landing area:

4.2 Aerodrome

4.2.1 Take-off and landing area

The minimum dimensions of the take-off and landing area shall be $1.5 A \times A$, where A equals the maximum length of the helicopter used. This area shall be without obstructions. The surface shall be suitable for forced landings and be of such a nature that loose objects cannot be of any danger to the safe performance of the flight.

4.2.2 Touch-down area

A touch-down area capable of supporting the weight of the helicopter shall be established within the take-off and landing area. The minimum dimensions of the touch-down area shall be $2 B \times 2 B$, where B equals the wheel base, the side base, or the flotation gear base, respectively, of the helicopter used.

4.2.3 Safety area

The take-off and landing area shall be surrounded by a safety area, the width of which shall be 10 m. Within the safety area no obstacle must be higher than 1 m. The surface shall be suitable for forced landings.

4.3 Approach and departure

4.3.1 Approach and departure shall be performed within sectors which as far as possible shall be in direct continuation of the take-off and landing directions, respectively. The minimum width of the sectors shall be $A + 20$ m, where A equals the maximum length of the helicopter. The sectors shall extend from the edge of the safety area to the vertical projection on the ground of the intersection between the approach or departure surface and the minimum flight altitude which is valid for the area in question according to the Rules of the Air. The sectors shall be without obstacles in the entire width and in a vertical distance of at least 35 ft from the approach and departure surfaces.

4.3.2 Approach and departure shall be performed in a way that forced landing can be carried out on a suitable emergency landing area at any time, unless a helicopter with one engine out of operation is capable of clearing any obstacle in the sector with a clearance of at least 35 ft.

4.3.2.1 An area suitable for forced landing is an area of such a size and nature that in case of autorotation it can be used without any risk of injuring persons or damaging property, and without risk of considerable damage to the helicopter. Parking areas which are not roped off as well as public roads are not considered to be suitable areas for forced landing.

4.3.3 It must be possible to make a forced landing on a suitable emergency landing area straight ahead in the take-off direction until reaching a height of 300 ft at best rate of climb (V_y) with helicopters which according to the Aircraft Flight Manual (AFM) are not capable of climbing with one engine inoperative. Furthermore, it must be possible to make a forced landing with helicopters which according to the AFM is capable of climbing with one engine inoperative, on a suitable emergency landing area straight ahead in the take-off direction until reaching the Critical Decision Point (CDP where the helicopter in case of engine failure is capable of continuing take-off).

4.4 Reconnaissance

If a take-off and landing area is situated within built-up areas, the pilot-in-command or another competent person shall have inspected the area from the ground.

4.5 Fencing

Before an area is used as take-off and landing area, measures shall be taken to ensure that no unauthorised persons or vehicles stay or move about within the outer perimeter of the safety area.

4.6 Special about sightseeing flights

4.6.1 In connection with sightseeing flights, a take-off and landing area must not be situated nearer than 150 m to densely built-up areas, including areas with weekend cottages and inhabited camping sites.

4.6.2 However, when sightseeing flights are carried out as part of a joint public event, e.g. a sporting event, a town festival, or the like, the distance to densely built-up areas, including areas with weekend cottages and inhabited camping sites, may be reduced to 50 m.

4.6.3 At least one 12 kg powder fire extinguisher shall be available at the landing area, clearly marked and situated so that it can be used quickly in case of fire.

4.6.3.1 If there is a fuel station, the fire extinguisher shall be placed near it.

4.6.3.2 The following equipment shall be available at the take-off and landing area or close to it:

- a. A first aid box placed within easy reach and clearly marked. The box shall be maintained in accordance with the instructions and its contents shall be supplemented after use.

Note: The first aid boxes from the Danish Directorate of National Labour Inspection and Falcks Redningskorps (Falcks Rescue Corps Ltd.) are approved by the Civil Aviation Administration.

- b. A sign indicating the nearest telephone from which the public alarm central (0-0-0) can be reached in case of an accident.

5. Exemption

The Civil Aviation Administration may in exceptional cases grant exemption from the regulations in this BL.

6. Complaints

Complaints of the decisions taken by the Civil Aviation Administration in pursuance of the regulations in this BL may be presented to the Ministry of Public Works.

7. Punishment

Violation of paras. 3.1.2, 3.1.4, 3.2, 3.3, 3.4, 3.5 and 4 of this BL is punishable under Sub-section 8 of Section 149 of the Danish Air

Navigation Act, by fine, simple detention, or imprisonment for up to two years.

8. Implementation

8.1 This BL comes into force on 1 September 1987.

8.2 At the same time BL 5-20, 2 edition of 1 January 1983, is repealed.

Civil Aviation Administration, 1 July 1987

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