

## BL 9-4

# Regulations on unmanned aircraft not weighing more than 25 kg

Edition 3, 9 January 2004

In pursuance of subsection 10 of § 149, and subsections 2 and 3 of § 151 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 7-16. Appendix 1 to the BL 7 series, Particularly sensitive nature areas, latest edition.](#)

1.2 The Ministry of Science, Technology and Innovation's Act no. 421 of 6 June 2002 on radio frequencies with subsequent amendments.

### 2. Applicability

2.1 This BL shall apply to aviation within Danish territory with unmanned aircraft not weighing more than 25 kg, except from unmanned free balloons.

2.2 Additionally, for the aviation dealt with in this BL, also the provisions in the Air Navigation Act with a substance of civil and criminal law shall apply, while the remaining provisions are not applicable.

### 3. General

The owner/user of an unmanned aircraft not weighing more than 25 kg shall be responsible for the flights with the aircraft being performed in accordance with the regulations in this BL.

### 4. Operational conditions

#### 4.1 General regulations

For flights with unmanned aircraft the following shall apply:

- a. The flight must be performed in a way that no other persons or property are endangered and so that the surroundings are inconvenienced as little as possible.
- b. The distance to the runway/runways of a public aerodrome as stated in the Kort- og Matrikelstyrelsen's (Map and Land Register Administration's) map (map 25 or 1:50,000) must be at least 8 km.
- c. The distance to the runway/runways of a military airbase as stated in the Kort- og Matrikelstyrelsen's (Map and Land Register Administration's) map (map 25 or 1:50,000) must be at least 5 km.
- d. The distance to built-up areas and major public road shall be at least 150 m.

- e. The flight level must not exceed 100 m above terrain.
- f. 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.
- g. The particularly sensitive areas mentioned in BL 7-16 must not be overflown.

#### **4.2 Special regulations (large models)**

For flights with unmanned aircraft with a take-off mass above 7 kg and below 25 kg, including fuel, and for unmanned aircraft using jet turbine engine(s) as power, the following shall apply in addition to the provisions in paragraph 4.1:

- a. The aircraft must be equipped with radio control installation.
- b. Flights must only be performed from an approved model flying site, cf. paragraph 4.3 b., and must be performed within the limitations of the airspace belonging to a notified model flying site, cf. paragraph 4.3 a.
- c. Flights must not be performed unless a third party liability insurance has been taken out in accordance with § 130 of the Air Navigation Act.
- d. Flights must be formed within an organisation approved by the Civil Aviation Administration - Denmark whose object it is to operate flights with model aircraft on an amateur basis and in accordance with regulations approved by the Civil Aviation Administration - Denmark.

#### **4.3 Model flying site and airspace**

In order that a field may be used as model flying site, the conditions in paragraph 4.1 and the following conditions must be met:

- a. There must be an airspace around the field covering an area of at least 100 x 300 m.
- b. The model flying site must be approved by the organisation approved by the Civil Aviation Administration - Denmark, cf. paragraph 4.2 d. An application for approval must contain a map of the area and a description of the model flying site and its airspace.
- c. The owner's permission to use the site as model flying site must have been obtained. The owner of areas covered by the model flying site airspace must be notified of the activities.

*Note: Any person wishing to establish and operate a model flying site must obtain by himself the necessary permissions according to other legislation, including according to the environmental protection legislation and planning legislation.*

### **5. Radio control installation**

5.1 Transceivers for radio-controlled model aircraft must meet the requirements in and must be applied in accordance with Act no. 421 of 6 June 2002 on radio frequencies with subsequent amendments.

5.2 Radio controlling of the unmanned aircraft covered by paragraph 4.2 must be performed on frequency 35 MHz.

### **6. 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.

### **7. Complaints**

Complaints of the decisions taken by an approved organisation according to the regula-

tions in this BL may be presented to the Civil Aviation Administration - Denmark.

## **8. Punishment**

12.1 A owner or user of an unmanned aircraft violating the provisions in paragraphs 4.1 and 4.2 a., b and d. will be punished with fine.

12.2 Anyone operating a model flying site and violating the provisions in paragraph 4.3 b. and c. will be punished with fine.

12.3 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.

12.4 Violation of the provisions in paragraph 4.2 c. will be punished in pursuance of subsection (3) of § 140 of the Air Navigation Act with fine or imprisonment for up to 2 years.

## **13. Implementation**

13.1 This BL comes into force on 1 March 2004.

13.2 At the same time BL 9-4, 2 edition of 14 August 1987 with subsequent amendments are repealed.

Civil Aviation Administration - Denmark, 9 January 2004

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