

## BL 3-36

# Regulations on water aerodromes for seaplanes etc.

Edition 2, 18 April 1990

In pursuance of Sections 52 and 82 and Sub-section 10 of Section 149 of the Danish Air Navigation Act, cf. Consolidation Act No. 408 of 11 September 1985, the Civil Aviation Administration hereby stipulates on the authority of the Ministry of Transport, including Order No. 170 of 28 April 1985, concerning specifications for aerodromes:

### 1. Reference documents

1.1 Regulations for Civil Aviation (BL) 37, Notification and registration of private aerodromes, latest edition.

1.2 Regulations for Civil Aviation (BL) 7-1, Rules of the air, latest edition.

### 2. Definitions

#### *Charter flights:*

Non-scheduled, commercial air transport of passengers with aircraft approved for transport of more than 10 passengers, or non-scheduled, commercial air transport of freight with aircraft with a maximum take-off mass of more than 5,700 kg.

#### *Sightseeing flights:*

Flights where take-off and landing are performed at the same aerodrome and where passengers are carried against remuneration.

#### *Taxi flights:*

Non-scheduled, commercial air transport of passengers with aircraft approved for transport of 10 passengers or less, or non-scheduled, commercial air transport of freight with aircraft

with a maximum take-off mass of 5,700 kg or less.

### 3. Application

This BL provides

- regulations for take-off, landing and manoeuvring by seaplanes on waters in Danish territory, and
- regulations for take-off, landing and manoeuvring by seaplanes on foreign waters when seaplanes operate according to a Danish air operator certificate unless the rules of the country in question governing this field are more strict.

### 4. General

4.1 The user of a seaplane is responsible for the observance of the regulations in part 5 of this BL.

4.2 The pilot-in-command is responsible for the observance of the regulations in part 6 of this BL.

### 5. Choice of aerodrome

5.1 The distance from a water aerodrome to densely built-up areas, including areas with weekend cottages and inhabited camping sites, shall be at least 150 m, and no water aerodrome must be situated in a way that

such areas will be overflown in heights below 300 m (1000 ft), cf. BL 7-1.

5.2 If the water area that is to be used as water aerodrome is a small river, a channel/canal, a lake or a port area, permission must be obtained from the owner.

*Note: An operator intending to use a water aerodrome shall be responsible for obtaining the necessary permissions in pursuance of other legislation, such as legislation concerning environmental protection, nature conservation and town planning.*

5.3 A water aerodrome which is only occasionally used for take-off landing by seaplanes, shall not be notified to the Civil Aviation Administration.

5.4 A water aerodrome which is used for sightseeing flights or not only occasionally for private flights or as permanent point of departure for taxi flights, shall be notified to the Civil Aviation Administration, cf. BL 3-7.

5.5 If a water aerodrome is to be used for sightseeing flights or as permanent point of departure for taxi flights, a manned motor boat shall be available during take-off and landing so that the boat can be used immediately in case of an accident. Furthermore, a telephone shall be available at the aerodrome for alarm calls.

5.6 In each individual case the Civil Aviation Administration will lay down the requirements as regards the organisation of and equipment for water aerodromes that are to be used for scheduled and/or charter flights.

## **6. Operational regulations**

### **6.1 General**

6.1.1 Before flying to/from a water aerodrome, the pilot-in-command shall make sure that the flight can be performed in a safe way, considering, among other things

- the distances available for take-off/landing,

- the presence of any obstacles, including the ships in the area, and
- the condition of the water.

6.1.2 If the chosen water aerodrome is situated 5 km or less from a public aerodrome where services are provided, or a military air base, take-off and landing shall be coordinated with the air traffic service of this aerodrome/air base.

6.1.3 In connection with take-off and landing, seaplanes shall not be flown over densely built-up areas, including areas with weekend cottages and inhabited camping sites, or over an open-air assembly of persons at heights below 300 m (1000 ft) over the highest obstacle within a radius of 600 from the aircraft, cf. BL 7-1.

6.1.4 When manoeuvring within a distance of 200 of the coast, seaplanes shall be operated with low speeds to avoid planing. Furthermore, manoeuvres in accordance with the rules set forth in the International Regulations for Preventing Collisions at Sea, cf. BL 7-1, shall be performed so that swimming persons are not exposed to danger or inconvenience, and undue noise shall be avoided.

6.1.5 Manoeuvring within a distance of 200 m of the coast shall be performed at right angles to the coast whenever possible.

### **6.2 Especially for sightseeing and taxi flights**

6.2.1 Water aerodromes used for sightseeing flights and as permanent points of departure for taxi flights shall be traversed each day before the first take-off or landing is performed in order to remove objects that constitute a hazard to aviation.

6.2.2 Before landing on water aerodromes where traversing is not required, the landing area shall be overflown parallelly with the landing direction in a height of 500 ft and then opposite the landing direction in a height of 200 ft.

6.2.2.1 Considering the extent of the flying activities, the Civil Aviation Administration may decide that the requirement in para. 6.2.1 shall be complied with.

### **6.3 Scheduled and non-scheduled flights**

The Civil Aviation Administration may make special demands as regards the operation of a water aerodrome where scheduled and/or non-scheduled flights are to take place.

## **7. Exemption**

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

## **8. 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 Transport.

## **9. Punishment**

9.1 Violation of the provisions in part 5 and part 6 of this BL will be punished by fine.

9.2 For violation committed by a limited company, a co-operative, or the like, penalty may be imposed on the company/co-operative as such.

## **10. Implementation**

10.1 This BL comes into force on 1 June 1990.

10.2 At the same time BL 3-36 1<sup>st</sup> edition of 3 May 1989 is repealed.

Civil Aviation Administration, 18 April 1990

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