

# Civil Aviation Administration - Denmark

## Regulations for Civil Aviation



### BL 9-4

## Regulations on aviation with unmanned aircraft not weighing more than 25 kg

### Edition 3, 9 January 2004

In pursuance of 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 tasks 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 Act no. 421 of 6 June 2002 from the Ministry of Science, Technology, and Innovation on radio frequencies with subsequent amendments.

#### 2. Scope

2.1 This BL applies to aviation within Danish territory with unmanned aircraft not weighing

more than 25 kg, except for unmanned free balloons.

2.2 For the aviation dealt with in this BL, the provisions in the Air Navigation Act with civil and criminal law content also applies, while the remaining provisions are not applicable.

#### 3. General

The owner/user of an unmanned aircraft not weighing more than 25 kg is responsible for ensuring that flights with the aircraft are performed in accordance with the regulations in this BL.

#### 4. Operational conditions

##### 4.1 General regulations

For flights with unmanned aircraft, the following applies:

- 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 map (map 25 or 1:50,000) issued by

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- Kort- og Matrikelstyrelsen (National Survey and Cadastre) must be at least 5 km.
- c. The distance to the runway/runways of a military airbase as stated in the map (map 25 or 1:50,000) issued by Kort- og Matrikelstyrelsen (National Survey and Cadastre) must be at least 8 km.
  - d. The distance to an urban built-up area and major public road must be at least 150 m.
  - e. The flight altitude 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 takeoff mass above 7 kg and below 25 kg, including fuel, and for unmanned aircraft propelled by jet turbine engine(s), the following applies in addition to the provisions in paragraph 4.1:

- a. The aircraft must be equipped with radio control installation, cf. paragraph 5.
- b. Flights must only be performed from an approved model aircraft flying site, cf. paragraph 4.3 b., and must be performed within the boundaries of the airspace belonging to a notified model aircraft flying site, cf. paragraph 4.3 a.
- c. Flights must not be performed unless third party liability insurance has been

taken out in accordance with § 130 of the Air Navigation Act.

- d. Flights must be performed within an organisation approved by the Civil Aviation Administration - Denmark and the object of such organisation must be 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 aircraft flying site and associated airspace**

The conditions in paragraph 4.1 and the following conditions must be met if a site is to be used as a model aircraft flying site:

- a. The airspace associated with the site must cover an area of at least 100 x 300 m.
- b. The model aircraft 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 aircraft flying site and its associated airspace.
- c. The owner's permission to use the site as a model aircraft flying site must have been obtained. The owner of areas covered by the airspace associated with the model aircraft flying site must be notified of the activities.

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

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## **5. Radio control installation**

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

5.2 Radio-controlled operation of unmanned aircraft covered by paragraph 4.2 must be performed on frequency 35 MHz.

## **6. Exemption**

The Civil Aviation Administration - Denmark may, in 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. Appeals**

Appeals against the decisions taken by an approved organisation according to the regulations in this BL may be submitted to the Civil Aviation Administration - Denmark.

## **8. Penalties**

8.1 An owner or user of an unmanned aircraft violating the provisions in paragraphs 4.1 and 4.2 a., b. and d. will be subject to a fine.

8.2 Anyone operating a model aircraft flying site and violating the provisions in paragraph 4.3 b. and c. will be subject to a fine.

8.3 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.

8.4 Violation of the provisions in paragraph 4.2 c. will be punished in pursuance of subsection 3 of § 149 of the Air Navigation Act with fine or imprisonment for up to two years.

## **9. Entry into force**

9.1 This BL enters into force on 1 March 2004.

9.2 At the same time BL 9-4, Edition 2 of 14 August 1987 with subsequent amendments will be repealed.

Civil Aviation Administration - Denmark, 9 January 2004

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BL 9-4 / Edition 3 / 9.1.2004 / 3

