

Q1: Has the Regulation had any impact on the insurance policy of air carriers? Do air carriers just comply with the minimum insurance requirements or do air carriers carry insurance above the minimum insurance requirements?

Answer: Air carriers usually comply with the minimum insurance requirements. Occasionally, we have seen insurances above the requirements.

Q6: Do air carriers licensed in third countries and aircraft operators using aircraft registered outside the EU usually deposit an insurance certificate or do they provide other documentation? What kind of documentation other than a deposit of an insurance certificate is provided by air carriers and aircraft operators and accepted as evidence of compliance by Member States?

Answer: Air carriers licensed in third countries and aircraft operators using aircraft registered outside the EU needing a special permit to operate in Denmark (e.g. for aerial work) deposit an insurance certificate before being allowed to enter the country. As evidence of compliance we only accept insurance certificates.

Q7: Would there be benefits of creating a universal EU insurance certificate for air carriers and aircraft operators?

Answer: A universal EU insurance certificate will most probably mean benefits of administrative nature.

Q11: Which insurance requirements apply in Member States for the passenger liability in respect of non-commercial operations by aircraft with a MTOM of less than 2,700 kg? Do different insurance requirements in these cases cause problems for aircraft operators?

Answer: No specific insurance requirements apply in Denmark for the passenger liability in respect of non-commercial operations by aircraft with a MTOM of less than 2,700 kg, cf. Regulation 785/2004, Art. 6 (1).

Q12: Have there been any problems with the application of Regulation 889/2002?

Answer: The CAA-DK has not had any problems with the application of the regulation.