

Annex 2
to the convention on
International Civil Aviation

Rules of the Air



Provided by: Ali-Dalirian

Annexes to the Convention on International Civil Aviation :

Annex 1 — Personnel Licensing

Annex 2 — Rules of the Air

Annex 3 — Meteorological Service for International Air Navigation

Annex 4 — Aeronautical Charts

Annex 5 — Units of Measurement to be Used in Air and Ground Operations

Annex 6 — Operation of Aircraft

Annex 7 — Aircraft Nationality and Registration Marks

Annex 8 — Airworthiness of Aircraft

Annex 9 — Facilitation

Annex 10 — Aeronautical Telecommunications

Annex 11 — Air Traffic Services

Annex 12 — Search and Rescue

Annex 13 — Aircraft Accident and Incident Investigation

Annex 14 — Aerodromes

Annex 15 — Aeronautical Information Services

Annex 16 — Environmental Protection

Annex 17--Security

Annex 18 — The Safe Transport of Dangerous Goods by Air

Annex 19 — Safety Management

Chapter one (definitions)

Aeronautical information publication (A. I.P) -

- A publication **issued by State or with the authority of a state** and containing aeronautical information of a lasting character essential to air navigation.

Acrobatic flight –

- Maneuvers **intentionally performed** by an aircraft involving an abrupt change in its attitude , an abnormal change in its altitude , or an abnormal variation in speed .

Aerodrome -

- A **defined area** on land or water (including any building , installations and equipment) intended to be **used** either wholly or in part for the **arrival , departure and surface movement** of aircraft .

Apron -

- A defined area , on a land aerodrome , intended to accommodate aircraft for purposes of **loading or unloading passengers , mail or cargo , fuelling , parking or maintenance** .

Manoeuvring area -

- that part of an aerodrome to be used for the **take-off , landing and taxiing** of aircraft , **excluding apron** .

Movement area -

- That part of an aerodrome to be used for the take-off , landing and taxiing of aircraft , consisting of the **manoeuvring** area and the **apron (s)**.

Aerodrome control tower -

- A **unit** established to **provide** air traffic control **service to aerodrome traffic** .

Aerodrome control service -

- A traffic control **service** for **aerodrome traffic**.

Aerodrome traffic zone -

- An **airspace** of defined dimensions establish around an aerodrome for the **protection of aerodrome traffic** .

Controlled aerodrome -

- An aerodrome at which air traffic **control service is provided** to aerodrome traffic .

Control zone (CTR) -

- A controlled airspace **extending upwards from the surface** of the **earth to a specified upper limit** .

Terminal control area (TMA)-

- A control area normally established at the confluence of ATS routes in the vicinity of **one or more major aerodromes** .

Control area (CTA) -

- A controlled airspace **extending upwards from a specified limit above the earth** .

Airway –

- A control area or portion thereof established in the **form of a corridor**.

Aerodrome traffic -

- All air traffic on the **manoeuvring area** of an aerodrome and all aircraft flying in the **vicinity of an aerodrome** .

Note : An aircraft is in the vicinity of an aerodrome when it is **in , entering or leaving** an aerodrome **traffic circuit** .

Aircraft -

- **Any machine** that can derive support in the atmosphere from the reaction of the air other than the reaction of the air against the earth's surface .

Aeroplane –

- A **power-driven heavier – than-air aircraft**, deriving its lift in flight chiefly from aerodynamic reactions on surfaces within which remain fixed under given conditions of flight.

Airborne collision avoidance system (ACAS) -

- an **aircraft system** based on secondary surveillance radar (**SSR**) transponder signals which **operates independently** of ground based equipment to **provide advice** to the pilot on potential **conflicting aircraft** that are equipped with **SSR transponder**.

Operation of airborne collision avoidance system -

- The information provided by ACAS is intended to **assist pilots** in the safe operation of aircraft **by providing advice** on appropriate action **to reduce the risk of collision**.
- This is achieved through resolution advisories (**RAs**), **propose maneuvers**, and traffic advisories (**TAs**), which are intended to **promote visual acquisition** and to act as a warning that an RA may follow.
- **ACAS I** equipment is only capable of providing **TAs**, while **ACAS II** is capable of providing **both TAs and RAs**.

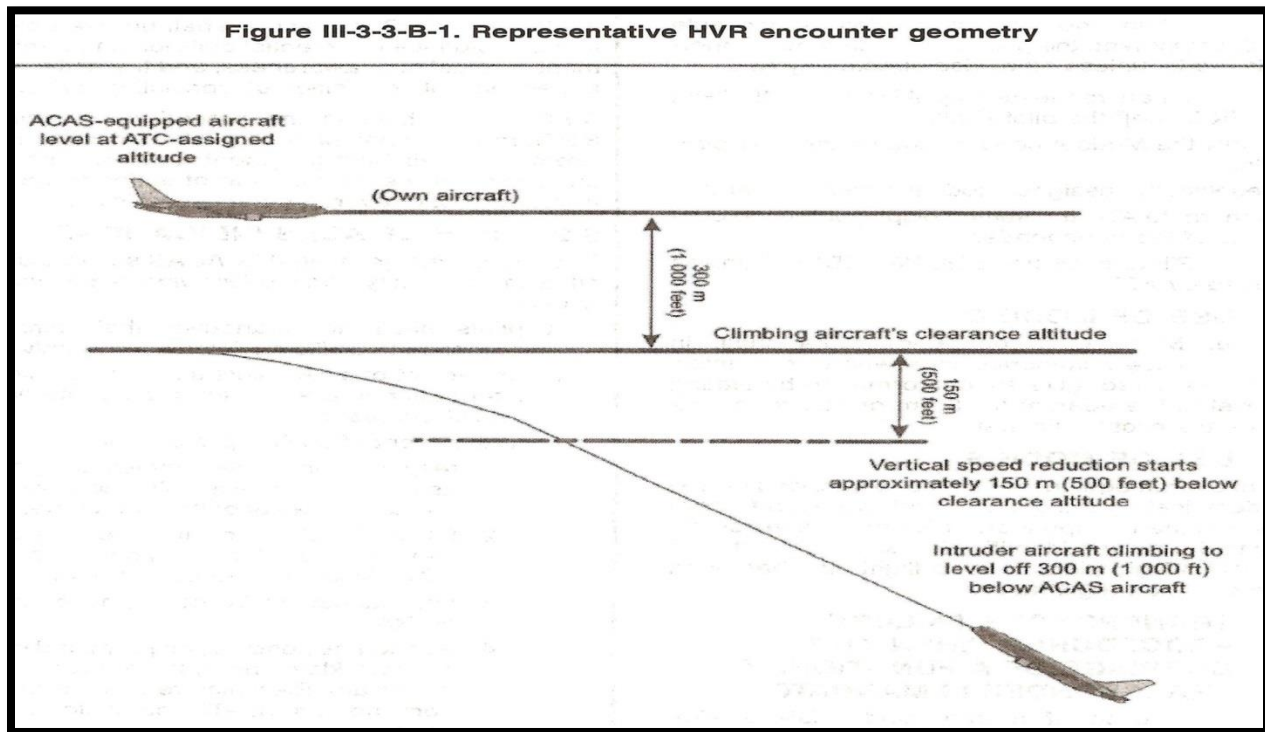
Pilot`s action to ACAS indications -

- Pilot **shall not maneuver** their aircraft in response to **TAs only**, but shall be prepared for appropriate action.

In the event of RA, pilot shall –

1. **Respond immediately** by following the RA as indicated.
2. **Follow the RA** even if there is a conflict **between** the **RA** and an **ATC clearance** or instruction.
3. **Do not maneuver in the opposite sense to RA.**
4. **Notify ATC unit** of any deviation required from current clearance.
5. After conflict is resolved, **return to terms of ATC clearance.**
6. Notify ATC when returning to the current clearance.

- During **climbing** or **descending** to an assigned level or altitude, pilots may do so at a **rate less than 8m/s (or 1500ft)** throughout the **last 300m (or 1000 ft)** of climb or descent to the assigned altitude or level.



Air-taxiing -

- Movement of a **helicopter/VTOL** above the surface of an aerodrome, normally in ground effect and at a **ground speed** normally **less than 37km/h (20kt)**.

Note : the actual height may vary, and some helicopters may require air-taxiing **above 8m (25ft) AGL** to reduce ground turbulence or provide clearance for cargo sling loads.

Air traffic control clearance –

- **Authorization** for an aircraft to proceed under conditions **specified by an air traffic control unit**. it is frequently abbreviated to **“CLEARANCE”**.

Note : this may be pre-fixed by the words **“TAXI”**, **“TAKE-OFF”**, **“DEPARTURE”**, **“ENROUTE”**, **“APPROACH”** OR **“LANDING”**.

Air traffic -

- All aircraft **in flight** or operating on the **manoeuvring area** of an aerodrome.

Air traffic control service -

- A service provided for the **purpose of** :

A. **Preventing collisions** :

1. Between aircraft , and
2. On the manoeuvring area between aircraft and obstructions , and

B. **Expediting and maintaining an orderly flow** of air traffic .

Air traffic control unit –

- A generic term meaning variously , **area control center**, **approach control unit** or **aerodrome control tower** .

Air traffic service -

- A generic term meaning variously , flight **information service** , **alerting service** , air traffic **advisory service** , air traffic **control service** (area control service , approach control service or aerodrome control tower) .

Air traffic service airspace –

- Airspaces of **defined dimensions** , **alphabetically designated** , within which **specific types of flights** may operate and for which **Air traffic services** and **rules** of operation **are specified** .

Note : ATS airspaces are classified as class **A** to **G** .

Controlled airspace -

- an airspace of **defined dimensions** within which air traffic **control service** is **provided** in accordance with the airspace classification .

NOTE : **Controlled airspace** is a generic term which covers ATS airspace classes **A** , **B** , **C** , **D** and **E** .

Air traffic services reporting office -

- A **unit** established for the **purpose of receiving reports** concerning air traffic services **and flight plans** submitted before departure .

Air traffic services unit -

- A generic term meaning variously , **air traffic control unit** , **flight information center** or air traffic services **reporting office** .

Alerting service –

- A service provided to **notify appropriate organization** regarding aircraft in need of **search and rescue aid** , and **assist** such organization as required .

Advisory airspace -

- An **airspace** of defined dimensions , or designated route , **within which** air traffic **advisory service is available** .

Air traffic advisory service -

- A **service** provided within advisory airspace **to ensure separation** , in so far as practical , between aircraft which are operating on **IFR flight plans**.

Advisory route –

- A **designated route** along which air traffic **advisory service** is available.

Alternate aerodrome -

- an aerodrome to which an aircraft **may proceed** when it becomes either **impossible** or **inadvisable** to **proceed to** or **land** at the aerodrome of intended landing(**Destination**) .

Alternate aerodromes include the following :

1. **Take-off alternate** - An alternate aerodrome at which an aircraft can land should this become necessary **shortly after take-off** and it is **not possible** to **use** the **aerodrome of departure** .

2. En-route alternate - An aerodrome at which an aircraft would be able to land after experiencing an **abnormal** or **emergency** condition **while en route** .

3. Destination alternate - An alternate aerodrome to which an aircraft may proceed should it become either **impossible** or **inadvisable** to **land** at the aerodrome of intended landing(**Destination**) .

4. ETOPS en-route alternate - A suitable and appropriate alternate aerodrome at which an aeroplane would be able to land after **experiencing an engine shutdown** or other **abnormal** or **emergency** condition while **en route** in an **ETOPS operation** .

ETOPS (ICAO , ANNEX 6) : **Extended range operation** by airplanes with **two-turbine power** unit (**60 minutes**) .

NOTE 1 : The **aerodrome** from which a **flight departs** , may also be an **en-route** or a **destination alternate** aerodrome for that flight .

NOTE 2: Take-off **shall not be commenced** unless **weather conditions** at the aerodrome of departure are **equal** to or **better** than applicable **minimums for landing** at that aerodrome **unless** a suitable **take-off alternate aerodrome is available**.

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
	RL & CLM
	400m
	NIL (DAY only)
	500m
A	
B	
C	
D	

NOTE 3: **At least one alternate aerodrome should be inserted in flight plan.**

Altitude –

- The **vertical distance** of a level ,a point or an object considered as a point , measured **from** mean sea level (**MSL**) .

Approach control service –

Air traffic **control service** for **arriving** or **departing controlled flights** .

Approach control unit -

- A **unit** established to **provide** air traffic control **service to** controlled flights **arriving at** , or **departing from** , one or more aerodromes .

Appropriate ATS authority -

- The relevant **authority** designated by the **state** responsible for **providing** air traffic **services** in the airspace concerned .

Appropriate authority :

A. Regarding flight over the high seas : The relevant authority of the **state of registry** .

B. Regarding flight other than over the high seas : the relevant authority of the state having sovereignty over the **territory being overflown** .

Area control center (ACC) -

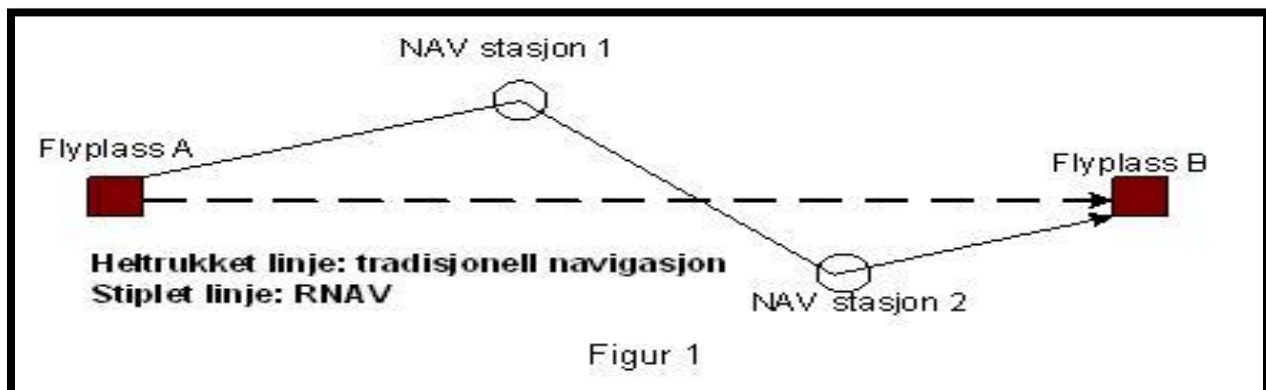
- A **unit** established to provide air traffic control **service** to controlled flights **in control areas** under its jurisdiction .

Area control service -

- Air traffic control **service** for controlled flights in **controlled areas** .

Area navigation (RNAV) -

- A **method of navigation** which permits aircraft operation on **any desired flight** pass within the coverage of ground - or Space- based navigation aids or within the limits of the capability of self-contained aids , or a combination of these .



BENEFITS OF RVAV TECHNIQUES -

1. Establishment of more directly routes **reducing the flight distance**.
2. Establishment of dual or parallel route so, **a greater flow of traffic** .
3. Establishment of **bypass routes** for **high density traffic areas**.
4. **Reduce** the number of ground **navigation facilities**.

ATS routes -

- A **specified route** designed for **channeling the flow of traffic** as necessary for the provision of air traffic services .

NOTE 1: The term ``ATS ROUTE`` is used to mean variously , **airway** , **advisory route** , **controlled** or **uncontrolled route** , **arrival** or **departure route** , etc .

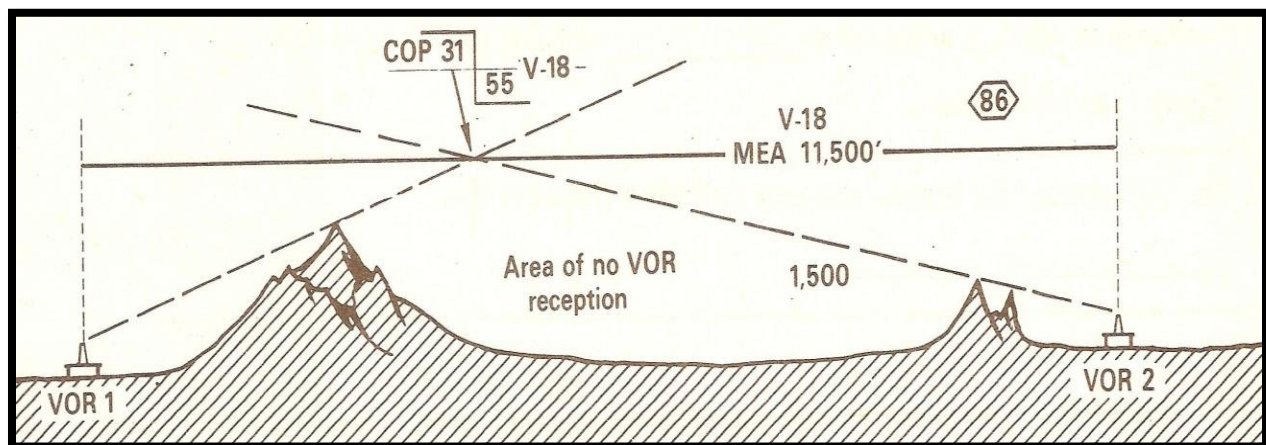
NOTE 2: An ATS route is defined by **route specifications** which **include** an ATS route **designator** , the **track to or from** significant points (waypoints) , **distance** between significant points , reporting requirements and , as determined by the appropriate ATS authority , **the lowest safe altitude** .

Ceiling -

- the **height** above the ground or water of **the base of the lowest Layer** of cloud **below 6000 meters (20000 feet)** covering **more than half the sky** .

Change over point -

- the **point** at which an aircraft navigating on an ATS route segment defined by **reference to VOR** is expected **to transfer** its primary navigational reference **from the facility behind** aircraft **to the next facility ahead** of the aircraft .



Radiotelephony -

- A **form of radio communication** primarily intended for the exchange of information **in the term of speech**.

Prohibited area -

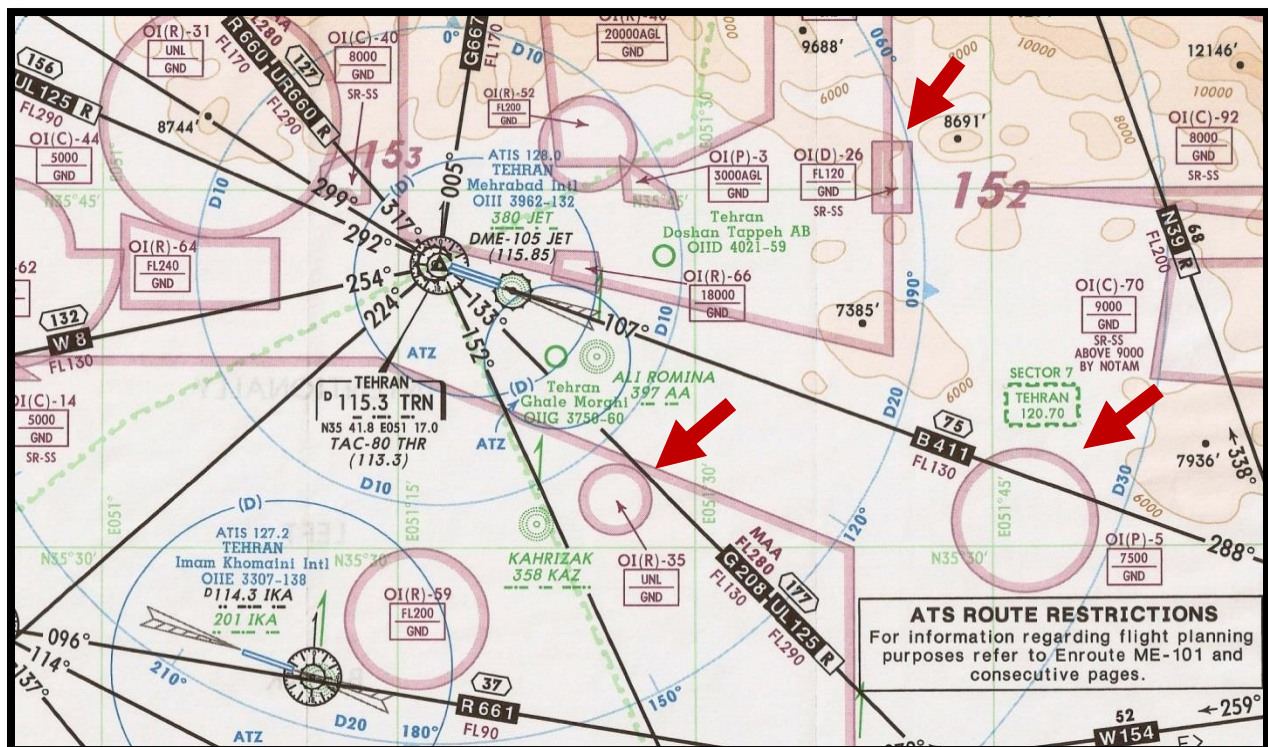
- An **airspace of defined dimensions** , above the land areas or territorial waters of a state , within which the **flight of aircraft is prohibited** .

Restricted area -

- An **airspace of defined dimensions** , above the land areas or territorial waters of a state , within which the **flight of aircraft is restricted** in accordance with certain specified conditions .

Danger area -

- An **airspace** of defined dimensions within which activities dangerous to the flight of aircraft may **exist at specified times** .



Estimated off-block time (EOBT) -

- The **estimated time** at which the **aircraft will commence movement** associated with **departure** .

Estimated time of arrival (ETA) -

- **For IFR flights** , the **time** at which it is estimated that the aircraft will **arrive** over the **designated point** , defined by reference to navigation aids , from which it is intended that **an instrument approach procedure will be commenced** , or , **if no navigation aid** is associated with the aerodrome , the time at which the aircraft will **arrive over the aerodrome** . **for VFR flights** , the time at which it is estimated that the aircraft will **arrive over the aerodrome** .

Expected approach time (EAT) -

- The time at which **ATC expects** that an **arriving aircraft** , following a delay , **will leave the holding fix** to complete its approach for a landing .

NOTE : The **actual time** of leaving the holding fix will depend upon the **approach clearance** .

Estimated elapsed time-

- The **estimated time** required to proceed **from one significant point to another** .

Total estimated elapsed time-

- **For IFR flights** , the **estimated time** required **from take-off to arrive over that designated point** , defined by reference to navigation aids, from which it is intended that an **instrument approach procedure will be commenced** , or , **if no navigation aid** is associated with the destination aerodrome, **to arrive over the destination aerodrome** . **for VFR flights** , the estimated time required **from take-off to arrive over the destination aerodrome** .

Flight information service (FIS) -

- A **service** provided for the purpose of **giving advice** and **information** useful for the **safe** and efficient conduct of flights .

Flight information center (FIC)-

- A **unit** established to **provide** flight **information service** and **alerting service**.

Flight information region (FIR)-

- An **airspace** of defined dimensions within which **flight information service** and **alerting service** are provided .

Flight crew member –

- A **licensed** crew member charged with **duties** essential to the **operation** of an aircraft **during a flight duty period** .

Flight level -

- A surface of constant atmospheric pressure which is related to a specific pressure datum , **1013.2** hectopascals (hPa) , and is separated from other such surfaces by specific pressure intervals .

Level -

- A **generic term** relating to the vertical position of an aircraft in the flight meaning variously , **height** , **altitude** or **flight level** .

Cruising level -

- A **level maintained** during a significant portion of a flight .

Visibility -

- The **ability** as determined by atmospheric conditions and expressed in **unit of distance, to see and identify** prominent unlighted objects by day and prominent lighted objects by night, reported as :

Flight visibility -

- the visibility **forward from the cockpit of an aircraft in flight**.

Ground visibility -

- the visibility **at an aerodrome** as **reported by** an accredited **observer**.

Runway visual range (RVR) -

- the **range** over which the **pilot** of an aircraft **on the centerline of a runway can see** the runway surface markings or the lights delineating the runway or identifying its centerline.

IFR flight -

- **A flight** conducted in accordance with the instrument flight rules .

IFR -

- **The symbol** used to designate the instrument flight rule .

Instrument meteorological conditions -

- **meteorological conditions** expressed in term of **visibility , distance from cloud ,** and **ceiling , less than minima** specified for **visual meteorological conditions** .

IMC -

- **The symbol** used to designate instrument meteorological conditions .

VFR flight -

- **A flight** conducted in accordance with visual flight rules .

VFR -

- **The symbol** used to designate the visual flight rules .

Visual meteorological conditions -

- **Meteorological conditions** expressed in term of visibility , distance from cloud , and ceiling , equal to or better than specified minima .

VMC -

- **The symbol** used to designate visual meteorological conditions .

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above 3 050 m (10 000 ft) AMSL	A*** B C D E F G	8 km	1 500 m horizontally 300 m (1 000 ft) vertically
Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) AMSL, or above 300 m (1 000 ft) above terrain, whichever is the higher	A***B C D E F G	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher	A***B C D E	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
	F G	5 km**	Clear of cloud and with the surface in sight

* When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10 000 ft.

** When so prescribed by the appropriate ATS authority:

- a) flight visibilities reduced to not less than 1 500 m may be permitted for flights operating:
 - 1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 - 2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.
- b) HELICOPTERS may be permitted to operate *in less than 1 500 m* flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

***The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

Instrument approach procedure -

- A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to the missed approach point (MAP) from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply.

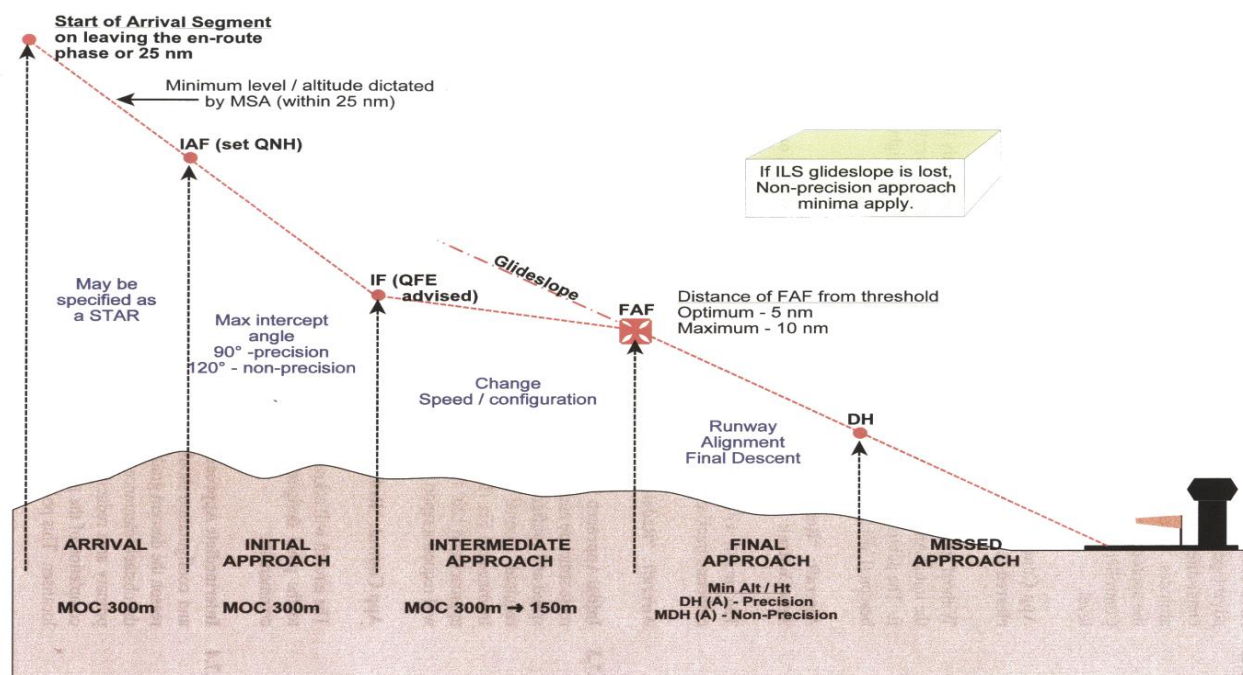


Fig 7.7.1 5 Segments of an Instrument Approach

instrument approach procedures are classified as follows :

1. Non-precision approach (NPA) -

- An instrument approach procedure which **utilizes lateral guidance** but **does not utilize vertical guidance** .

2. Precision approach (PA) -

- An instrument approach procedure **using precision lateral and vertical guidance** with **minima** as determined by the **category of operation** .

3. Approach procedure with vertical guidance (APV) -

- An instrument approach procedure which utilizes **lateral and vertical guidance** but does **not meet** the requirements established for **precision approach and landing operations** .

NOTE : Lateral and vertical guidance refers to the guidance **provided either by :**

- A. A **ground-based** navigation aid ; or
- B. **Computer-generated** navigation data.

Landing area-

- That part of **movement area** intended for the **landing or take-off** of aircraft .

Runway -

- A **defined rectangular** area on a land aerodrome **prepared for the landing and take-off** of aircraft .

Pilot-in command -

- the pilot **designated by the operator** , or in the case of general aviation, the owner, as being in command and **charged with the safe conduct of a flight** .

Pressure-altitude -

- An **atmospheric pressure** expressed in terms of **altitude** which corresponds to that pressure in the standard atmosphere .

Problematic use of substances -

- The **use of** one or more **psychoactive substances** by aviation personnel in any way that :

A. constitutes a direct **hazard to the user** or **endangers the lives** , health or welfare of the others ; and/or

B. causes or worsens an occupational , social , mental or physical problem or disorder .

Psychoactive substances - Alcohol , opioids , cannabinoids , sedatives and hypnotics , cocaine , **other** psycho stimulants, hallucinogens , and volatile solvents , where as **coffee** and **tobacco** are **excluded** .

Reporting point -

- A **specified geographical location** in relation to which the **position of an aircraft** can **be reported** .

Runway-holding position -

- A **designated position** intended **to protect a runway , an obstacle limitation surface** , or an ILS/MLS **critical/sensitive area** at which taxiing **aircraft** and vehicles **shall stop and hold** , unless otherwise authorized by the **aerodrome control tower** .

NOTE : In radiotelephony phraseologies , the expression ``holding point `` is used to designate the runway-holding position .

Safety-sensitive personnel -

- **Persons** who might **endanger aviation safety** if they perform their duties and **functions improperly** including , but not limited to **crew members, aircraft maintenance personnel** and **air traffic controllers** .

Traffic information -

- Information **issued by** an **air traffic service unit** to **alert a pilot** to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot **avoid a collision** .

Traffic avoidance advice -

- Advice provided by **an air traffic service unit** specifying **maneuvers** to assist a **pilot to avoid a collision**.

Track -

- The **projection** of the **earth's surface** of the **path of an aircraft**, the direction of which path at any point is usually is **expressed in degrees from north**(true , magnetic or grid).

Taxiing -

- **movement** of an aircraft on the surface of an aerodrome **under its own power** , **excluding take-off** and **landing**.

Taxiway -

- A **defined path** on a land aerodrome established for the **taxiing** of and intended to provide a **link** between **one part of aerodrome and another**.

Taxiway Includes :

A. Aircraft stand taxi lane - A portion of an apron designated as a **taxiway** and intended to provide access **to aircraft stands only**.

B. Apron taxiway - A portion of a **taxiway** system located on an apron and intended to provide a through taxi route **across the apron**.

C. Rapid exit taxiway - A **taxiway** connected to a runway at an **acute angle** and designated to allow landing aeroplanes **to turn off at higher speeds** than are achieved on other exit taxiway thereby **minimizing runway occupancy times**.

(End of Chapter one -Definitions)

Annex 2 (Chapter two)

- The operation of an aircraft on the **movement area** of an aerodrome shall be compliance with the **general rules** and, **when in flight** , either with the **visual flight rule** or the **instrument flight rule**.

NOTE : A pilot may elect to fly in accordance with instrument flight rule in visual meteorological conditions or may be required to do so by the appropriate ATS authority.

Responsibility of pilot in command -

- The **pilot-in-command** of an aircraft , shall , whether manipulating the controls or not , be **responsible** for the **operation of the aircraft** in accordance with the **rules of the air** , except that the pilot-in-command **may depart from these rules** in circumstances that render such departure absolutely necessary **in the interest of safety** .

Authority of pilot-in-command of an aircraft -

- The **pilot-in-command** of an aircraft shall have **final authority** as to disposition of the aircraft **while in command** .

Pre-flight action -

- before beginning a flight , the **pilot-in-command** of an aircraft shall become familiar with **all available information** appropriate to the intended operation . pre-flight action for flights **away from the vicinity** of an aerodrome , and for all **IFR flights** , shall include a careful study of available **current weather reports** and **forecasts** , taking into consideration **fuel requirements** and an **alternative course** of an action if the flight cannot be completed as planned .

Problematic use of psychoactive substances -

- **No person** whose function is critical to the safety of aviation (**safety-sensitive personnel**) shall **undertake** that function while under the influence of any **psychoactive substance** , by reason of which human performance is impaired . no such person shall engage in any kind of problematic use of substances .
- An aircraft **shall not be operated** in a **negligent** or **reckless manner** so as to **endanger life** or **property** of others .

Minimum heights -

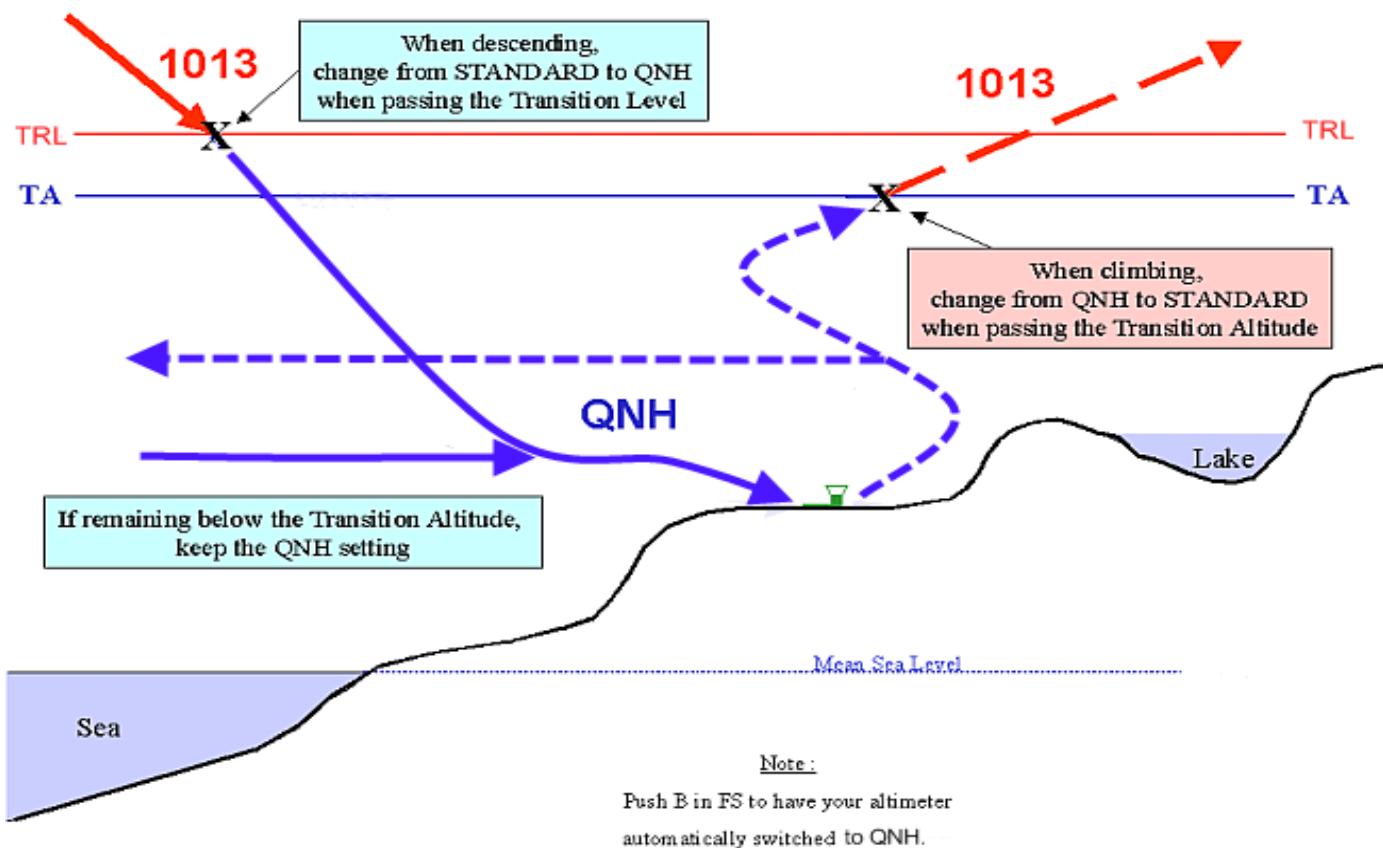
- Except when necessary for take-off or landing , or except by permission from the appropriate authority , **aircraft shall not be flown** over the **congested areas** of cities , **towns** or **settlements** or over an **open-air assembly of persons** , unless **at such a height** as will permit , in the event of an **emergency arising** , a landing to be made **without undue hazard** to **persons** or **property** on the surface .

Cruising level -

- The cruising level at which a flight or a portion of a flight is to be conducted shall be in term of :

A. **Flight level** , for flights **at or above the lowest usable flight level** or , where applicable , **above the transition altitude** .

B. **altitude** , for flights **below the lowest usable flight level** or , where applicable , **at or below the transition altitude** .



(End of Chapter two)

Annex 2 (Chapter three)

- **Dropping** or **spraying** from an aircraft in flight / **towing** aircraft or other objects by an aircraft / **parachute descent** other than emergency / and **acrobatic flight** , **shall not be made except** under conditions prescribed by the **appropriate authority** and as indicated by relevant information , advice and / or **clearance from the appropriate ATS unit** .

Formation flights -

- A **disciplined flight** of **two** or **more aircraft** under the command of a **flight leader**, using standard signals and commands to direct wing men.

Formation flight :

- A. must be **prearranged**, with **no passengers**,
- B. **lead is in charged**,
- C. formation flights are treated as **one plane**,
- D. only **lead squawks**,
- E. formation flight **starts** in the beginning of **start up to shut down**.
- Aircraft **shall not be flown** in formation **except by pre-arrangement** among the **pilot-in-command** of the aircraft taking part in the flight and, for formation flight in controlled airspace , in accordance with conditions prescribed by the appropriate ATS authority .
- The formation operates as a **single aircraft** with regard to navigation and position reporting .
- **Separation** between aircraft in the flight shall be the **responsibility** of the **flight leader** and the **pilots-in-command** of the other aircraft in the flight and shall include periods of during : join-up, transition when aircraft are manoeuvring to attain their own separation within the formation and breakaway , and
- A **distance not exceeding 1KM (0.5NM) laterally** and **longitudinally** and **30M (100ft) vertically** from the flight leader shall be maintained by each aircraft .

Proximity -

- An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard .

Right - of - way –

- The aircraft that **has the right - of - way**, shall maintain its **heading** and **speed**.
- An aircraft that is obliged by the rules to **keep out of the way of another** , shall **avoid passing over , under or in front of the other** , unless it passes **well clear** and takes into account the effect of aircraft wake turbulence .

Approaching head-on -

- When two aircraft are **approaching head-on** or approximately so and there is danger of collision , each aircraft shall **alter its heading to the right** .

Converging -

- When two aircraft are converging at approximately the same level , **the aircraft that has the other on its right shall give way**.
- power-driven heavier-than-air aircraft shall give way to airships , gliders and balloons
- airships shall give way to gliders and balloons ,
- gliders shall give way to balloons ,
- Power- driven aircraft shall give way to aircraft which are seen to be towing other aircraft or object .

Overtaking -

- An overtaking aircraft is an aircraft that approaches another **from the rear** on a line forming **an angle of less than 70 degrees** with the plane of symmetry of the latter , i.e. in such a position with reference to the other aircraft that **at night** it should be **unable to see** either of the aircraft's **left (port) or right (starboard) navigation lights** .

- An aircraft that is **being overtaken** has the **right-of-way** and the **overtaking** aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by **altering its heading to the right**, and no subsequent change in the relative position of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

Landing -

- An aircraft **in flight**, or operating **on the ground** or water, **shall give way to aircraft landing** or in the final stage of an approach to land.
- When **two** or more heavier-than-air **aircraft** are approaching an aerodrome for the purpose of **landing**, aircraft at the **higher level shall give way to aircraft at the lower level**, but the latter shall not take advantage of this rule to cut in front of another which is in the final stage of an approach to land, or to overtake that aircraft.

Emergency landing -

- An aircraft that is aware that another is compelled to land shall give way to that aircraft.
- nevertheless, power-driven heavier-than-air aircraft shall give way to gliders.

Taking off –

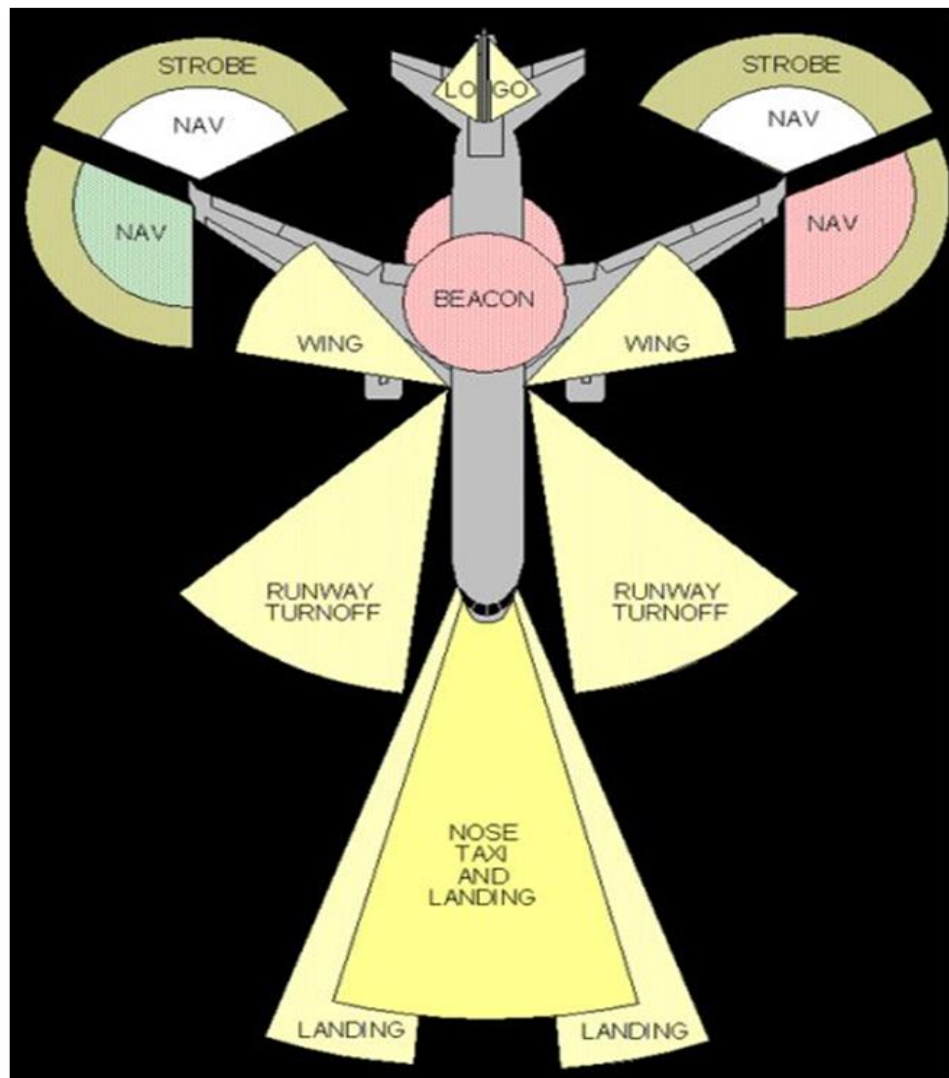
- An aircraft **taxiing** on the manoeuvring area of an aerodrome **shall give way to aircraft taking off** or about to take off.

Surface movement of aircraft -

- In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome, the following will apply :
 - A. When two aircraft are **approaching head on** or approximately so each aircraft **shall stop** or where practicable **alter its course to the right** so as to keep well clear,
 - B. When two aircraft are on **a converging course**, the **one which has the other on its right shall give way**,
 - C. An aircraft which is **being overtaken** by another aircraft **shall have the right-of-way** and the **overtaking** aircraft **shall keep well clear** of the other aircraft.

- An aircraft taxiing on the manoeuvring area shall **stop and hold** at all runway-**holding position** unless otherwise authorized by the **aerodrome control tower**.
- An aircraft taxiing on the manoeuvring area shall **stop and hold** at all **lighted stop** bars and may **proceed further** when the lights are **switched off**.

Lights to be displayed by aircraft -



- **Anti-collision lights** ; Are intended **to attract attention** to the aircraft .
- **Navigation lights** ; Are intended to indicate the **relative path** of the aircraft to the observer ; and **extremities** of the aircraft .

- From **sunset to sunrise** or during any other **period** which may be prescribed by the **appropriate authority**, all aircraft in flight **shall display**:

A. **Anti – collision lights** which are intended to attract attention to the aircraft .

B. **Navigation lights** which are intended to indicate the relative path an extremities of aircraft and other lights shall not be displayed if they are likely to be mistaken for these lights.

C. All aircraft **moving on the movement area** of an aerodrome shall display **navigation lights** .

D. All aircraft **operating on the movement area** of an aerodrome shall display **anti-collision lights** .

E. All aircraft on the movement area of an aerodrome whose **engines are running** shall display lights which indicate that fact (**anti - collision lights**) .

Note 1: All aircraft in flight and fitted with **anti-collision lights** shall, display such lights **also outside the period of sunset to sunrise**.

NOTE 2: lights fitted for other purposes, such as **landing lights** and **airframe floodlights** maybe used **in addition to the anti-collision lights**.

Note 3: A pilot shall be **permitted to switch off** or reduce the intensity of **any flashing lights** fitted to meet the requirements mentioned above if they do or are likely to :

A. adversely affect the satisfactory performance of duties , or

B. subject an outside observer to harmful dazzle .

Simulated instrument flights -

- An aircraft shall not be flown under simulated instrument conditions unless :

A. **fully functioning dual controls** are installed in the aircraft , and ;

B. A **qualified pilot** occupies a control seat to act **as safety pilot** for the person who is flying under simulated instrument conditions . the safety pilot shall have **adequate vision** forward and to each side of the aircraft , or a competent observer in

communication with the safety pilot shall occupy a position in the aircraft from which the observer's field of vision adequately supplements that of the safety pilot .

Operation on and in the vicinity of an aerodrome -

- An aircraft operated on or in the vicinity of an aerodrome shall , whether or not within an aerodrome traffic zone :

- A. **Observe other aerodrome traffic** for the purpose of **avoiding collision** ,
- B. **Conform with the pattern** of traffic formed by other aircraft in operation, **or avoid**,
- C. **Make all turns to the left** , when approaching **for a landing** and **after taking off** , **unless otherwise instructed** ,
- D. **Land and take off into the wind unless safety** , the **runway configuration**, or **air traffic considerations** determine that a different direction is preferable.

Flight plan -

- information **relative to an intended flight** or portion of a flight , to be **provided to air traffic service units** , shall be in the form of a flight plan .

Types of flight plan:

Filed flight plan -

- The flight plan **as filed** with an ATS unit **by the pilot** or a **designated representative** , **without any subsequent changes** .

Current flight plan -

- The flight plan , **including changes** , if any , brought **by subsequent clearance** .

Repetitive flight plan (RPL) -

A flight plan related to a **series of frequently** recurring , **regularly** operated individual **flights** with identical basic features , **submitted by an operator** for retention and **repetitive use by ATS** .

A flight plan shall be submitted prior to operating :

A. any **flight** or portion thereof to be **provided** with air traffic **control service** .

B. Any **IFR flight** within **advisory airspace** .

C. Any flight within or into designated areas , or along designated routes , when so required by the appropriate ATS authority to facilitate coordination with appropriate military units or with air traffic service units in adjacent states in order to avoid the possible need for interception for the purpose of identification .

D. any flight across **international borders** .

- A flight plan **shall be submitted** , before departure , **to** an **air traffic service reporting office** or , **during flight** , shall be submitted to the **appropriate air traffic service unit** or air-ground control radio station , unless or arrangements have been made for submission of repetitive flight plans .
- A flight plan shall be submitted **at least sixty minutes before departure**, or , **if submitted during flight** , at a time which will insure its **receipt** by the appropriate air traffic services unit **at least ten minutes before** the aircraft is estimated to **reach** :

A. the intended point of entry **into a control area or advisory area** , or

B. the point of **crossing an airway or advisory route** .

Contents of a flight plan -

- A flight plan **shall comprise** information regarding such of the **following items** as are considered relevant by the appropriate ATS authority :

Aircraft identification / Flight rules and type of flight / Number **and** type(s) of aircraft **and** wake turbulence category / Equipment / Departure aerodrome / Estimated off-block time / cruising speed(s) / Cruising level(s) / Route to be followed / Destination aerodrome **and** total estimated elapsed time / alternate aerodrome(s) / Fuel endurance / Total number of persons on board / Emergency **and** survival equipment / other information .

NOTE : Information submitted prior to departure regarding **fuel endurance** or **total number of persons carried on board**, if incorrect at time of departure, constitutes a **significant change** to the flight plan and as such **must be reported**.

Changes to a flight plan –

- All **changes** to a flight plan submitted **for an IFR flight**, or a **VFR flight operated as a controlled flight**, shall be **reported** as soon as practicable **to the appropriate air traffic service unit** .
- For other **VFR flights**, significant **changes** to a flight plan shall be **reported** as soon as practicable **to the appropriate air traffic service unit** .

Closing a flight plan –

- A **report of arrival** shall be made **in person, by radiotelephony or via data link** at the earliest possible moment after landing, **to the appropriate air traffic service unit** at the **arrival aerodrome**, by any flight for which a flight plan has been submitted .
- When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required , be closed by an appropriate report to the relevant air traffic service unit .
- When **no air traffic service unit exists** at the arrival aerodrome, the arrival report, when required shall be made as soon as practicable after landing and by the quickest means available **to the nearest air traffic service unit** .
- When **communication facilities** at the arrival aerodrome are known to be **inadequate** and alternate arrangement on the ground are not available, immediately prior to landing, the aircraft shall transmit the arrival report **to the aeronautical station serving the region** which the aircraft is operated.
- Arrival report made by aircraft, shall **contain the following elements** of information:
- Aircraft identification / departure aerodrome / destination aerodrome (only in the case of a diversionary landing) / arrival aerodrome / time of arrival .
- **You have to close your flight plan within 30 minutes of your planned ETA .**

Note : whenever an arrival report is required, **failure to comply with these provisions**, may cause **serious disruption in the air traffic services** and incur great expense in carrying out **unnecessary search and rescue operations** .

Time -

- Co-ordinated universal time (UTC) shall be used and shall be expressed in hours and minutes and , when required , seconds of the 24-hours day beginning at midnight .
- A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary .

NOTE : Such time check is normally obtained from an air traffic service unit unless other arrangements have been made by the operator or by the appropriate ATS authority .

- Wherever time is utilized in the application of data link communication, it shall be accurate to within one second of UTC .

Air traffic control clearance -

- An air traffic control clearance shall be obtained prior to operating a controlled flight , or a portion of flight as a controlled flight . such clearance shall be requested through the submission of flight plan to an air traffic control unit .

NOTE : If an air traffic control clearance is not satisfactory to a pilot-in-command of an aircraft , the pilot-in-command may request and if practicable will be issued an amended clearance .

- Whenever an aircraft has requested a clearance involving priority , a report explaining the necessity for such priority shall be submitted , if requested by the appropriate air traffic control unit .
- An aircraft operated on a controlled aerodrome shall not taxi on the manouvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit .

Adherence to flight plan -

- Except for inadvertent changes and weather deterioration , an aircraft shall adhere to the current flight plan unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit , or unless an emergency situation arises which necessitate immediate action by the aircraft , in which an events as soon as circumstances permit , after such emergency

authority is exercised , the appropriate air traffic service unit shall be notified of the action taken and that this action has been taken under the emergency authority .

- Controlled flights when on an established ATS route , shall operate along the defined center line of that route , or when on any other route , operate directly between the navigation facilities and/or points defining that route .
- An aircraft operating along an ATS route segment defined by reference to VOR, shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established .
- Deviation from those above , shall be notified to the appropriate air traffic service unit .

Inadvertent changes -

- In the event that a controlled flight inadvertently deviates from its current flight plan , the following action shall be taken :
 - A. If the aircraft is off track , action shall be taken forthwith to adjust the heading of the aircraft to regain as soon as practicable .
 - B. If the average true airspeed at cruising flight level between reporting points varies or is expected to vary by plus or minus 5 percent of the true airspeed , from that given in the flight plan , the appropriate air traffic service unit shall be so informed .
 - C. If the time estimate for the next applicable reporting point , flight information region boundary or destination aerodrome , whichever comes first , is found to be in error in excess of two minutes from that notified to air traffic services , a revised estimated time shall be notified as soon as possible to the appropriate air traffic service unit .

Weather deterioration below the VMC -

- When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable , a VFR flight operated as a controlled flight shall :
 - A. request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome , or to leave the airspace within which an ATC clearance is required , or

B. If no clearance can be obtained , **continue to operate in VMC** and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or **to land at the nearest suitable aerodrome** , or

C. **If** operated within a **control zone** , **request** authorization to operate as a **special VFR** flight , or

D. **request clearance to** operate in accordance with the **instrument flight rules** .

Position reports -

- **Unless exempted** by the appropriate ATS authority or by the appropriate ATS services unit under condition specified by that authority, a **controlled flight shall report** to the appropriate air traffic service unit , **as soon as possible** , the **time** and **level** of passing each designated **compulsory** reporting point , together with **any other required information** .

Contents of voice position report :

1. Aircraft identification / **2.** Position / **3.** Time / **4.** Flight level or altitude , including passing level and cleared level if not maintaining cleared level / **5.** Next position and time over / **6.** Ensuing significant point .

- In the **absence of designated reporting points**, position **report shall be made** at **intervals prescribed by** the appropriate **ATS authority** or specified **ATS unit**.

Termination of control -

- A controlled flight shall, except when landing at a controlled aerodrome, **advise** the appropriate **ATC** unit as soon as it **ceases** to be subject to air traffic **control service**.

Communication -

- An aircraft operated as a controlled flight **shall maintain** continuous air-ground voice **communication watch** on the appropriate communication channel of , **and establish two-way communication** as necessary with , the appropriate air traffic control unit .

Note : **SELCAL** (selective call) or similar automatic signaling devices **satisfy the requirement** to maintain an air-ground voice communication watch .

Communication failure -

- in case of a **communication failure**, the aircraft **shall attempt** to establish communication with the appropriate ATC **unit using all other available means** .
- In addition, the aircraft, when performing **part of the aerodrome traffic** at a controlled aerodrome, shall **keep a watch** for such **instructions** as may be issued **by visual signals** .

Aircraft in flight:

- STEADY GREEN: CLEARED TO LAND
- STEADY RED: GIVE WAY TO OTHER AIRCRAFT AND CONTINUE CIRCLING
- GREEN FLASHES: RETURN FOR LANDING
- RED FLASHES: AERODROME UNSAFE, DO NOT LAND
- WHITE FLASHES: LAND AT THIS AERODROME AND PROCEED TO APRON
- RED PYROTECHNIC: NOTWITHSTANDING ANY PREVIOUS INSTRUCTION, DO NOT LAND FOR THE TIME BEING

Aircraft on the ground:

- STEADY GREEN: CLEARED FOR TAKE – OFF
- STEADY RED: STOP
- GREEN FLASHES: CLEARED TO TAXI
- RED FLASHES: TAXI CLEAR OF LANDING AREA IN USE
- WHITE FLASHES: RETURN TO STARTING POINT ON THE AERODROME

ACKNOWLEDGMENT BY AN AIRCRAFT -

When in flight ;

1. During the hours of **daylight** : By **rocking the aircraft's wing** ;

NOTE : This signal should not be expected on the base and final legs .

2. During the hours of **darkness** : By flashing on and off **twice** the aircraft's **landing lights** or , if not so equipped , by switching on and off **twice** its **navigation lights** .

When on the ground ;

- 1) During the hours of **daylight** : by **moving** the aircraft's **ailerons** or rudder ;

2. During the hours of **darkness** : By flashing on and off **twice** the aircraft's **landing lights** or , if not so equipped , by switching on and off **twice** its **navigation lights** .

Communication failure -

- If in visual meteorological conditions , the aircraft **continue to fly in visual meteorological conditions, land at the nearest suitable aerodrome, and report its arrival** by the most expeditious means to the appropriate air traffic services unit.
- If in instrument meteorological conditions and consideration of the pilot of an IFR flight :
 - A. in non-radar airspace : **maintain** the last assigned **speed and level , or minimum flight altitude if higher** , for a period of **20 minutes following** the aircraft's failure to report its position over a **compulsory reporting point** and thereafter adjust level and speed in accordance **with the filed flight plan** .
 - B. In radar service airspace : **maintain** the last assigned **speed and level , or minimum flight altitude if higher** , for a period of **7 minutes following** :
 - 1. The time the last assigned **level or minimum flight altitude is reached** , or
 - 2. the time the **transponder** is set to **7600** , or
 - 3. the aircraft's failure to report its position over a **compulsory reporting point , whichever is later**, and **thereafter** adjust level and speed in accordance **with the filed flight plan**. Then :
 - **Proceed** according to the **current flight plan** route **to** the appropriate designated navigation aid or **fix** serving the destination aerodrome and, when required (**if earlier** than **EAT** or filed **ETA**), **hold** over this aid or fix **until** commencement of **descent** .
 - Commence descent from navigation aid or fix at, or **as close as possible to the expected approach time** last received and acknowledged, or **if no** expected approach time has been **received** and acknowledged, at, or **as close as possible to**, the **estimated time of arrival** resulting from the current flight plan .
 - Complete a **normal instrument approach procedure** as specified for the designated navigation aid or fix, and
 - **Land**, if possible, **within 30 minutes** after the estimated time of arrival or the last acknowledged expected approach time .

NOTE: The **provision** of air traffic control service **to other flights** operating in the airspace concerned will be **based on** the premise that an **aircraft** experiencing communication failure will **comply the rules** .

Unlawful interference -

- An aircraft which is being subjected to unlawful interference **shall endeavor to notify appropriate ATS unit** of this fact and the pilot-in-command **shall attempt to land as soon as practicable** at the nearest suitable aerodrome . **otherwise** should attempt to **continue flying on assigned track and level** at least until within radar airspace .
- If the aircraft **must depart** from its assigned **level** and **track** , without being able to notify ATS , **the pilot-in-command should** , whenever possible :
 - A. Attempt to **broadcast warning** on the **VHF channel in use** or the **VHF emergency frequency** and other appropriate channels .
 - B. Set the **transponder** to mode **A** code **7500** .
 - C. **Proceed** at a **level** which **differs** from the normal **IFR** flight level **by** :
 1. **150M (500FT)** in an **area** where a vertical **separation** minimum of **300M (1000FT)** is applied ; or
 2. **300M (1000FT)** in an **area** where a vertical **separation** minimum of **600M (2000FT)** is applied .

Interception of civil aircraft –

- **Principles to be observed by states :**
 - A. **Interception** of civil aircraft will be undertaken only as a **last resort** ;
 - B. An interception will be **limited to** : identify of the aircraft / return the aircraft to its planned track / direct it beyond the boundaries of national airspace / guide it away from a prohibited, restricted or danger area / instruct it to a landing at a designated aerodrome;
 - C. **Practice** interception of civil aircraft will **not be undertaken** ;
 - D. Navigation **guidance** and related **information** will be given to an intercepted aircraft **by radiotelephony** .

E. The **aerodrome** designated for the landing is to be **suitable** and **safe** .

NOTE : Every state **must refrain** from resorting to the **use of weapon** against civil aircraft in flight .

Action by intercepted aircraft -

➤ An aircraft which is intercepted by another aircraft **shall immediately** :

A. **follow** the **instructions** given by the **intercepting** aircraft ;

B. **Notify** , if possible , the appropriate **air traffic services unit** ;

C. **Attempt** to establish **communication** with the **intercepting** aircraft or intercept control unit on frequency **121.5MHZ** or **243.0 MHZ** giving the **identity** of the intercepted aircraft and the **nature** of the flight .

D. If equipped with SSR transponder , select mode **A** , code **7700** , unless otherwise instructed by the appropriate ATS unit .

➤ If any **instructions received** by radio from any sources **conflict** with those given by the **intercepting aircraft** by visual signals, the intercepted aircraft shall **request immediate clarification** while continuing to comply with the visual Instructions given by the intercepting aircraft.

Signals initiated by intercepting aircraft and responses by intercepted aircraft				
Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	<p>DAY or NIGHT— Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading.</p> <p><i>Note 1.— Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</i></p> <p><i>Note 2.— If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of recce-track patterns and to rock the aircraft each time it passes the intercepted aircraft.</i></p>	You have been intercepted. Follow me.	<p>DAY or NIGHT— Rocking aircraft, flashing navigational lights at irregular intervals and following.</p> <p><i>Note.— Additional action required to be taken by intercepted aircraft is prescribed in Annex 2, Chapter 3, 3.8.</i></p>	Understood, will comply.
2	DAY or NIGHT— An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT— Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT— Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT— Lowering landing gear (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

Signals initiated by intercepted aircraft and responses by intercepting aircraft

<i>Series</i>	<i>INTERCEPTED Aircraft Signals</i>	<i>Meaning</i>	<i>INTERCEPTING Aircraft Responds</i>	<i>Meaning</i>
4	DAY or NIGHT— Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 1000 FT but not exceeding 2000 FT (in the case of helicopters, at a height exceeding 170 FT but not exceeding 330 FT above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT— If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is desired to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT— Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT— Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT— Irregular flashing of all available lights.	In distress.	DAY or NIGHT— Use Series 2 signals prescribed for intercepting aircraft.	Understood.

Phrases for use **by INTERCEPTING aircraft** (Phrase/Pronunciation/ Meaning):

- CALL SIGN / KOL SA-IN / What is your call sign?
- FOLLOW / FOL-LO / Follow me
- DESCEND / DEE-SEND / Descend for landing
- YOU LAND / YOU LAAND / Land at this aerodrome PROCEED PRO-SEED / You may proceed.

Phrases for use **by INTERCEPTED aircraft** (Phrase/Pronunciation/ Meaning):

- CALL SIGN / KDL SA-IN / My call sign is (call sign)
- WILCO / VILL-KO / Understood, will comply
- CAN NOT / KANN NOTT / Unable to comply
- REPEAT / REE-PEET / Repeat your instruction
- I AM LOST / AM LOSST / Position unknown

- MAYDAY / MAYDAY / I am in distress
- HIJACK / HI-JACK / I have been hijacked

Manoeuvres for visual identification -

- Pilots of intercepting aircraft equipped with a SSR transponder suppress the transmission of pressure-altitude information (mode C) within a range of at least 37KM (20NM), and ;

Phase I : Approach the intercepted aircraft from astern and should normally take up a position on left / port (if meteorological conditions and terrain permits) , slightly above and ahead of the intercepted aircraft , within the field of view of the pilot of the intercepted aircraft , and initially not closer than 300M .

Phase II : After speed and position have been established , if necessary , begin closing in gently on the intercepted aircraft , at the same level , until no closer than necessary to obtain the information needed .

Phase III : Upon completion of identification , intercepting aircraft should break away gently from the intercepted aircraft in a shallow dive .

(End of chapter three)

Annex 2 (Chapter Four)

Visual flight rule -

- **Except** when operating as a **special VFR** flight , **VFR flights** shall be conducted so that the aircraft is flown in conditions of **visibility** and **distance from clouds** **equal** or **greater** than those **specified by below** :

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above 3 050 m (10 000 ft) AMSL	A*** B C D E F G	8 km	1 500 m horizontally 300 m (1 000 ft) vertically
Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) AMSL, or above 300 m (1 000 ft) above terrain, whichever is the higher	A***B C D E F G	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher	A***B C D E	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
	F G	5 km**	Clear of cloud and with the surface in sight

* When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10 000 ft.

** When so prescribed by the appropriate ATS authority:

- a) flight visibilities reduced to not less than 1 500 m may be permitted for flights operating:
 - 1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 - 2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.
- b) HELICOPTERS may be permitted to operate *in less than 1 500 m* flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

***The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

- **Except** when a **clearance is obtained** from an air traffic control unit , **VFR flights** shall **not take off or land** at an aerodrome within a control zone , or enter the aerodrome traffic zone or traffic pattern :

A. When the **ceiling is less than 450M (1500FT)** ; or

B. When the **ground visibility is less than 5KM** .

- VFR flights **between sunset** and **sunrise** , or such other period , shall be operated in accordance with the conditions prescribed by the ATS authority.
- Unless authorized by the appropriate ATS authority , VFR flights shall not be operated :

A. **Above FL 200** ;

B. **At transonic speed** ;

C. **supersonic speeds**

NOTE: Authorization for VFR flights to operate above FL 290 shall not be granted in areas where a vertical separation minimum of 300M (1000F) is applied above FL 290 .

- Except when necessary for take-off or landing , or except by permission from the appropriate authority , a VFR flight shall not be flown :

A. over the congested areas of cities , towns or settlements or over an open-air assembly of persons at a height less than 300M (1000FT) above the highest obstacle within a radius of 600M from the aircraft ;

B. at a height less than 150M (500FT) above the ground or water .

- Except where otherwise indicated in air traffic control clearance or specified by ATS authority , VFR flights in level cruising flight when operated above 900M (3000FT) from the ground or water , shall be conducted at a cruising level appropriate to the track as specified in the tables of cruising level .

TRACK**											
From 000 degrees to 179 degrees***						From 180 degrees to 359 degrees***					
IFR Flights Altitude			VFR Flights Altitude			IFR Flights Altitude			VFR Flights Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
-90			—	—	—	0			—	—	—
10	300	1 000	—	—	—	20	600	2 000	—	—	—
30	900	3 000	35	1 050	3 500	40	1 200	4 000	45	1 350	4 500
50	1 500	5 000	55	1 700	5 500	60	1 850	6 000	65	2 000	6 500
70	2 150	7 000	75	2 300	7 500	80	2 450	8 000	85	2 600	8 500
90	2 750	9 000	95	2 900	9 500	100	3 050	10 000	105	3 200	10 500
110	3 350	11 000	115	3 500	11 500	120	3 650	12 000	125	3 800	12 500
130	3 950	13 000	135	4 100	13 500	140	4 250	14 000	145	4 400	14 500
150	4 550	15 000	155	4 700	15 500	160	4 900	16 000	165	5 050	16 500
170	5 200	17 000	175	5 350	17 500	180	5 500	18 000	185	5 650	18 500
190	5 800	19 000	195	5 950	19 500	200	6 100	20 000	205	6 250	20 500
210	6 400	21 000	215	6 550	21 500	220	6 700	22 000	225	6 850	22 500
230	7 000	23 000	235	7 150	23 500	240	7 300	24 000	245	7 450	24 500
250	7 600	25 000	255	7 750	25 500	260	7 900	26 000	265	8 100	26 500
270	8 250	27 000	275	8 400	27 500	280	8 550	28 000	285	8 700	28 500
290	8 850	29 000				300	9 150	30 000			
310	9 450	31 000				320	9 750	32 000			
330	10 050	33 000				340	10 350	34 000			
350	10 650	35 000				360	10 950	36 000			
370	11 300	37 000				380	11 600	38 000			
390	11 900	39 000				400	12 200	40 000			
410	12 500	41 000				430	13 100	43 000			
450	13 700	45 000				470	14 350	47 000			
490	14 950	49 000				510	15 550	51 000			
etc.	etc.	etc.				etc.	etc.	etc.			

Annex 2 (Chapter Five)

Instrument flight rules -

- Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown .

Minimum levels -

- Except when necessary for take-off or landing , or except when specifically authorized by the appropriate authority , an IFR flight shall be flown at a level which is not below the minimum flight altitude established by the state whose territory is overflown , or , where no such minimum flight altitude has been established :

A. Over high terrain or in mountainous areas , at a level which is at least 600M

(2000FT) above the highest obstacle located within 8KM of the estimated position of the aircraft .

B. Elsewhere than as specified in (a) , at a level which is at least 300M (1000FT) above the highest obstacle located within 8KM of the estimated position of the aircraft .

Change from IFR flight to VFR flight -

- If a flight plan was submitted , notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan .
- When an aircraft operating under the instrument flight rules is flown or encounters visual meteorological conditions , it shall not cancel its IFR flight unless it is anticipated , and intended , that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions .
- An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall If a flight plan was submitted , communicate the necessary changes to be effected to its current flight plan .

Distress signals -

- The following signals , used either together or separately , mean that **grave** and **imminent danger** threatens , and **immediate assistance is requested** :

- A. By radiotelegraphy / S.O.S (... _ _ ...) ;
- B. By **radiotelephony** / spoken word (**MAYDAY**) ;
- C. By data link / transmit (MAYDAY) ;
- D. By rockets or shells / throwing (RED LIGHTS ONE AT A TIME)
- E. A parachute flare showing a red light .

Urgency signals -

- The following signals , used either together or separately , mean that an aircraft wishes to **give notice of difficulties** which **compel it to land without** requiring **immediate assistance** :

- A. The repeated switching on and off the **landing lights** ; or
- B. the repeated switching on and off the **navigation lights** .

- The following signals , used either together or separately , mean that an aircraft has a very urgent message to transmit concerning the safety of a ship , aircraft or other vehicle , or of some person on board or within sight :

- A. By radiotelegraphy / X X X
- B. By **radiotelephony** / spoken (**PAN , PAN**)
- C. By data link / transmit (PAN , PAN)

(GOOD LUCK)