



28/1/04

*Transmittal Note*

**Amendment No. 1**  
**to the**  
**SUPPLEMENT TO**  
**ANNEX 2 — RULES OF THE AIR**  
**(Ninth Edition)**

1. Amendment No. 1 to the Supplement to Annex 2 provides additional information received from States up to 28 January 2004 with respect to all amendments up to and including Amendment 36.
  2. To incorporate Amendment No. 1 to this Supplement:
    - a) Replace pages (iii) to (vii) by the attached new pages dated 28/1/04.
    - b) Insert the attached new country pages for Belarus and Chile dated 28/1/04.
    - c) Record this amendment on page (ii) of the Supplement.
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12/12/02

*Transmittal Note*

**SUPPLEMENT TO**  
**ANNEX 2 — RULES OF THE AIR**  
**(Ninth Edition)**

1. The attached Supplement supersedes all previous Supplements to Annex 2 and includes differences notified by Contracting States up to 12 December 2002 with respect to all amendments up to and including Amendment 36.
2. This Supplement should be inserted at the end of Annex 2, Ninth Edition. Additional differences and revised comments received from Contracting States will be issued at intervals as amendments to this Supplement.

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**SUPPLEMENT TO ANNEX 2 — NINTH EDITION**

**RULES OF THE AIR**

Differences between the national regulations and practices of States and the corresponding International Standards contained in Annex 2, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

DECEMBER 2002

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

**RECORD OF AMENDMENTS TO SUPPLEMENT**

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>
1	28/1/04	ICAO			

**RECORD OF AMENDMENTS TO ANNEX 2 (NINTH EDITION)**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>
30	26/2/93	11/11/93			
31	18/3/94	10/11/94			
32	19/2/96	—			
33	26/2/97	6/11/97			
34	19/3/98	5/11/98			
35	10/3/99	4/11/99			
36	12/3/01	1/11/01			

## 1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards of Annex 2, Ninth Edition, up to and including Amendment 36, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Argentina	6/8/01	1-2	12/12/02
Australia	26/8/02	1-2	12/12/02
Barbados	9/5/01	1	12/12/02
Belarus	20/9/01	1-4	28/1/04
Chile	20/8/02	1	28/1/04
China (Hong Kong SAR)	28/9/01	1-2	12/12/02
Cook Islands	13/10/02	1	12/12/02
Denmark	21/5/01	1-2	12/12/02
Finland	27/8/01	1-2	12/12/02
France	1/11/01	1-2	12/12/02
Georgia	3/5/02	1-2	12/12/02
Germany	10/7/02	1-2	12/12/02
Greece	26/9/01	1	12/12/02
Iceland	27/9/01	1	12/12/02
Lithuania	19/4/01	1	12/12/02
Mauritius	2/10/01	1	12/12/02
New Zealand	13/3/02	1	12/12/02
Norway	16/10/01	1-5	12/12/02
Oman	9/6/01	1	12/12/02
Papua New Guinea	15/1/02	1	12/12/02
Poland	18/4/02	1-4	12/12/02
Russian Federation	3/9/02	1-4	12/12/02
Slovakia	27/9/01	1	12/12/02
Sweden	21/9/01	1	12/12/02
Switzerland	10/7/02	1	12/12/02
United Kingdom	16/9/02	1-5	12/12/02

## 2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Bahrain	21/7/01	Pakistan	22/9/01
Canada	22/10/01	Portugal	12/10/01
Eritrea	10/5/01	Republic of Moldova	23/10/01
Ghana	22/5/01	Romania	9/10/01
Jordan	10/7/01	Sri Lanka	12/2/01
Kuwait	10/6/01	The former Yugoslav Republic of Macedonia	29/6/01
Lesotho	28/5/01	Uganda	12/6/01
Luxembourg	27/9/01		
Netherlands	4/6/01		

**3. Contracting States from which no information has been received**

Afghanistan	Gabon	Palau
Albania	Gambia	Panama
Algeria	Grenada	Paraguay
Andorra	Guatemala	Peru
Angola	Guinea	Philippines
Antigua and Barbuda	Guinea-Bissau	Qatar
Armenia	Guyana	Republic of Korea
Austria	Haiti	Rwanda
Azerbaijan	Honduras	Saint Kitts and Nevis
Bahamas	Hungary	Saint Lucia
Bangladesh	India	Saint Vincent and the Grenadines
Belgium	Indonesia	Samoa
Belize	Iran (Islamic Republic of)	San Marino
Benin	Iraq	Sao Tome and Principe
Bhutan	Ireland	Saudi Arabia
Bolivia	Israel	Senegal
Bosnia and Herzegovina	Italy	Serbia and Montenegro
Botswana	Jamaica	Seychelles
Brazil	Japan	Sierra Leone
Brunei Darussalam	Kazakhstan	Singapore
Bulgaria	Kenya	Slovenia
Burkina Faso	Kiribati	Solomon Islands
Burundi	Kyrgyzstan	Somalia
Cambodia	Lao People's Democratic Republic	South Africa
Cameroon	Latvia	Spain
Cape Verde	Lebanon	Sudan
Central African Republic	Liberia	Suriname
Chad	Libyan Arab Jamahiriya	Swaziland
China	Madagascar	Syrian Arab Republic
Colombia	Malawi	Tajikistan
Comoros	Malaysia	Thailand
Congo	Maldives	Togo
Costa Rica	Mali	Tonga
Côte d'Ivoire	Malta	Trinidad and Tobago
Croatia	Marshall Islands	Tunisia
Cuba	Mauritania	Turkey
Cyprus	Mexico	Turkmenistan
Czech Republic	Micronesia (Federated States of)	Ukraine
Democratic People's Republic of Korea	Monaco	United Arab Emirates
Democratic Republic of the Congo	Mongolia	United Republic of Tanzania
Djibouti	Morocco	United States
Dominican Republic	Mozambique	Uruguay
Ecuador	Myanmar	Uzbekistan
Egypt	Namibia	Vanuatu
El Salvador	Nauru	Venezuela
Equatorial Guinea	Nepal	Viet Nam
Estonia	Nicaragua	Yemen
Ethiopia	Niger	Zambia
Fiji	Nigeria	Zimbabwe

**4. Paragraphs with respect to which differences have been notified**

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
General	Sweden	3.2.2.3	Finland France Germany Poland
Chapter 1		3.2.2.6	Australia
General	China (Hong Kong SAR)	3.2.2.7.1	Papua New Guinea
Definitions	Argentina	3.2.2.7.2	Finland
	Belarus	3.2.2.7.3	Australia Denmark Finland Papua New Guinea
	Cook Islands		
	Finland	3.2.3	Norway
	France	3.2.3.1	China (Hong Kong SAR) Germany Georgia
	Georgia	3.2.3.2	Papua New Guinea
	New Zealand	3.2.3.3	Papua New Guinea
	Poland	3.2.3.5	Papua New Guinea
	United Kingdom	3.2.5	Belarus Denmark Finland Germany Norway Poland Russian Federation Slovakia
Chapter 2		3.2.6	Norway
General	Norway	3.2.6.2	Georgia
2.2	Denmark	3.3.1	Denmark Oman
	Norway	3.3.1.2	Finland Germany Greece Norway Poland United Kingdom
2.4	France		
2.5	Denmark	3.3.1.4	Norway
	Finland	3.3.2	Georgia
	Norway	3.3.3	Finland Georgia Denmark
Chapter 3		3.3.4	Denmark
General	Finland	3.3.5.3	Finland Georgia Norway United Kingdom
	Norway		
3.1.1	Denmark	3.3.5.4	Denmark United Kingdom
3.1.2	China (Hong Kong SAR)		
	France	3.5	Poland
	Norway	3.5.3	Australia Papua New Guinea
3.1.4	Norway		
3.1.7	Norway		
3.1.8	Australia		
	Chile		
	France		
	Norway		
	Sweden		
3.1.10	Chile		
	Poland		
3.2.1	Sweden		
3.2.2	Germany		
	Poland		
3.2.2.2	Belarus		
	France		
	Russian Federation		

<i>Paragraph</i>	<i>Differences notified by</i>		<i>Paragraph</i>	<i>Differences notified by</i>
3.6.1.1	Norway			Germany
3.6.1.3	Australia			New Zealand
	Papua New Guinea			Norway
3.6.2.1.1	Australia			Papua New Guinea
3.6.2.1.2	Denmark			United Kingdom
3.6.2.1.3	Australia	4.2		Argentina
3.6.2.2.1	Papua New Guinea			Belarus
3.6.2.4	Belarus			Georgia
	Russian Federation			Germany
3.6.3.1.1	Papua New Guinea			Norway
3.6.4	Australia			Poland
3.6.5.1	Finland			Russian Federation
	Germany			United Kingdom
3.6.5.2	Denmark	4.3		Finland
	Germany			Georgia
	Norway			Lithuania
3.6.5.2.1	Belarus			Mauritius
	Germany			Norway
	Russian Federation			Papua New Guinea
3.6.5.2.2	Australia			United Kingdom
	Finland	4.4		Belarus
	France			Cook Islands
	Germany			Georgia
	Iceland			Mauritius
	Russian Federation			New Zealand
	Slovakia			Norway
	Sweden			Oman
	United Kingdom			United Kingdom
3.7	Denmark	4.5		Australia
	Finland			Belarus
3.8.1	Papua New Guinea			Cook Islands
3.8.2	Papua New Guinea			Georgia
3.9	Argentina			Mauritius
	Georgia			New Zealand
	Lithuania			Papua New Guinea
	Papua New Guinea			Sweden
	United Kingdom			United Kingdom
		4.6		Barbados
Table 3-1	Cook Islands			Denmark
	France			Finland
	Lithuania			France
	New Zealand			Georgia
	Switzerland			Mauritius
				Norway
Chapter 4				Oman
				Russian Federation
4.1	Belarus			United Kingdom
	Cook Islands	4.7		Australia
	Denmark			Finland
	France			France



<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
4.8	Poland Slovakia United Kingdom Georgia Lithuania Norway	5.3.1	France United Kingdom
Chapter 5		5.3.2	France
5.1	Poland	Appendix 1	Belarus Georgia Germany Norway Poland Russian Federation United Kingdom
5.1.1	Georgia		
5.1.2	Belarus Germany Mauritius Norway Russian Federation United Kingdom	Appendix 2	Georgia
5.1.3.2	Australia	Appendix 3	Russian Federation United Kingdom
5.2.1	Australia	Appendix 4	France United Kingdom
5.3	Belarus Russian Federation	Attachment A	United Kingdom

**CHAPTER 1**

**Definitions** *Pilot-in-command.* Aircraft commander (pilot-in-command): Pilot responsible for the operation and safety of the aircraft during the flight time, irrespective of whether the pilot is operating the controls of the aircraft.

*Remark.* Argentina prefers to apply the term “aircraft commander” in accordance with the name used in its legislation (aeronautical code) and the scope of responsibility is applied whether or not that pilot is operating the controls of the aircraft.

*Advisory route.* A designated route within a flight information region, along which advisory service is available.

*Air traffic advisory service:* A service provided on advisory routes outside controlled airspace to ensure separation, insofar as practical, between aircraft which are operating on IFR flight plans.

**CHAPTER 3**

3.9 Visibility and distance from cloud minima for VFR flights are indicated in the relevant chapters of “Visual Flight Rules”. No minima have been established for airspace Class E, because that class of controlled airspace has not been adopted. No minima have been established for airspace Class F. VFR flight is not permitted at visibilities of less than 5 km, down to 1 500 m, except for helicopters and special VFR flight within a control zone (CTR), for which a reduced visibility requirement of 2.5 km has been specified. The VMC minima are presented in the following table, which is similar to Table 3-1 in Annex 2 and is published in the Flight Regulations with appropriate explanatory notes.

*Remark.* Argentina has not established any Class E airspace. Advisory airspace has been established only in the upper airspace (above FL 245), where VFR flight is not permitted. It is believed that aeroplanes cannot fly slowly enough to operate safely in visibilities of less than 5 km, except in the case of a flight that has received special authorization from an ATC unit responsible for a control zone (special VRFR).

**VFR TABLE**

		Airspace Class		
		B	C and D	G
DISTANCE FROM CLOUD	At or above FL 100	Clear of cloud	1 500 m horizontally, 1 000 ft vertically	1 500 m horizontally (1) 1 000 ft vertically
	Below FL 100	1 500 m horizontally, 1 000 ft vertically		
	Within a CTR or ATZ	1 500 m horizontally (1) 500 ft vertically	1 500 m horizontally (1) 500 ft vertically	1 500 m horizontally (1) 500 ft vertically
FLIGHT VISIBILITY	At or above FL 100	8 km	8 km	8 km
	Below FL 100	5 km	5 km	5 km (2), (3)

- (1) Except for flight below 1 000 ft AGL, in which case there must be no cloud beneath or to the side of the aircraft.
- (2) At uncontrolled aerodromes outside a CTR, minimum visibility is 2 500 m.
- (3) Helicopters can fly in Class G airspace (except at an aerodrome within a CTR) in visibilities of less than 5 km but never less than 500 m.

*Note 1. — Every VFR flight must maintain constant visual ground reference.*

*Note 2. — Vertical distance from cloud is measured both above and below the aircraft.*

#### **CHAPTER 4**

- 4.2 a)                      The minimum ceiling for VFR flight is 1 000 ft.

*Remark.* It is believed that a ceiling of 1 000 ft is appropriate, given the fact that the aircraft must maintain a height of 500 ft vertical separation from cloud.

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**CHAPTER 3**

- 3.1.8 Australia does not stipulate separation distances. However, Australia does require training and certification for pilots to operate aircraft flying in formation.

*Remark.* Separation distances are not stipulated because they cannot be judged accurately by pilots in a formation flight. Additionally, even if such a rule were to be written, it would be unenforceable because the distance cannot be determined accurately.

- 3.2.2.6 Australian legislation requires than an aircraft should not attempt to take off until there is no apparent risk of collision with other aircraft.

*Remark.* Pilots flying Australian aircraft overseas must abide by the requirements of the country in which they are operating.

- 3.2.2.7.3 Currently, stop bars are not used in Australia.

*Remark.* Pilots flying Australian aircraft overseas must abide by the requirements of the country in which they are operating.

- 3.5.3 Australia does not specify the accuracy required for time used in the application of data link communications.

*Remark.* The definition for required communication performance (RCP) is under development.

- 3.6.1.3 Australia does not mandate a fuel plan for each flight.

*Remark.* Fuel planning instructions are required to be detailed in the company's Operations Manual.

- 3.6.2.1.1 and  
3.6.2.1.3 Change-over points are not defined in Australia. However, deviations from track must be notified to ATS.

*Remark.* Under Australian legislation, the pilot-in-command is responsible for the start, continuation, diversion and end of a flight.

- 3.6.4 There is no requirement to advise ATC when a controlled flight ceases to be subject to air traffic control.

*Remark.* The point at which an aircraft ceases to be subject to control is evident to ATC by flight progress.

- 3.6.5.2.2 The requirement to maintain heading and altitude for 20 minutes is not documented in the radio failure procedures.

*Remark.* Details of the radio failure procedures are contained in the AIP.

**CHAPTER 4**

- 4.5 Flights conducted above FL 200 are subject to approval. There is no additional approval required for flights above FL 290.

*Remark.* Approval of VFR flights above FL 200 is given on the basis the aircraft is equipped for operations under the IFR.

- 4.7 Australia requires compliance with the tables of cruising levels above 5 000 ft above mean sea level, and aircraft below 5 000 ft must comply whenever it is practicable.

*Remark.* The selection of a 5 000 ft level is consistent with the level above which the carriage of radio on flights under VFR is mandatory.

## CHAPTER 5

- 5.1.3.2 The decision to cancel IFR is left to the discretion of the pilot-in-command.

*Remark.* Under Australian legislation, the pilot-in-command is responsible for the start, continuation, diversion and end of a flight.

- 5.2.1 Australia does not differentiate between the requirements for IFR aircraft inside or outside controlled airspace.
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**CHAPTER 4**

- 4.6 a) An aircraft other than a helicopter shall not be flown over any congested area of a city, town or settlement below a height of 1 500 ft (450 m) above the highest fixed object within 2 000 ft (600 m) of the aircraft.

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**CHAPTER 1**

**Definitions** *Pilot-in-command.* A person qualified to act as pilot-in-command is one who holds the pilot certificate (licence) prescribed in the legislation of the Republic of Belarus and has the training and experience necessary for independent control of a given type of aircraft.

The pilot-in-command directs the work of the aircraft crew, is responsible for discipline and order on the aircraft, and takes the steps necessary to ensure the safety of the aircraft and the persons and property on-board. The procedure for designating a pilot-in-command and the competency levels required are established in the aviation regulations.

*Visibility.* The greatest distance at which one can see and recognize an unlighted object (reference point) during the day and a light marker at night.

**CHAPTER 3**

3.2.2.2 When aircraft are on intersecting tracks, the aircraft at the same altitude and on the left shall descend, and the aircraft at the same altitude and on the right shall climb, so that the difference in their altitudes will ensure safe separation. During this manoeuvre, the pilots of the two aircraft are required not to lose sight of one another.

3.2.5 c) Make all turns in accordance with the established approach or departure procedure, unless otherwise instructed.

3.6.2.4 If the weather deteriorates below VMC, the aircraft commander is required to:

- change to IFR if both pilot and aircraft are rated for such operations. Coordinate the flight level with the air traffic controller;
- return to the departure aerodrome or land at the closest alternate aerodrome if either the pilot or the aircraft is not rated for IFR flight.

3.6.5.2.1 If in visual meteorological conditions, the aircraft shall:

- a) Continue to fly to the destination aerodrome in visual meteorological conditions at the assigned VFR altitude. If the flight crosses the State borders of Belarus (of a State included in the AIP), comply with paragraph 4.1.8 of RAC 1-1.8.
- b) If it is impossible to continue visual flight to the destination aerodrome and the flight crosses the borders of Belarus (of a State included in the current AIP), return to the departure aerodrome or land at the nearest alternate aerodrome at which the weather permits a VFR landing.

**CHAPTER 4**

4.1 Visual flight rules apply in the lower airspace up to 6 100 m for flights operating at a speed of no more than 550 km/h down to the lowest safe flight level and 450 km/h below the lowest safe flight level:

— during the day

— at dusk, in the case of flights operating in polar regions (above 60° latitude) and in other regions by special permission. The meteorological minima for a VFR flight are presented in the following table:

Terrain	Flight speed (true) (km/h)	VFR minima		
		Height of cloud base above highest point of terrain (m)	Visibility (m)	Vertical distance between aircraft and cloud base (m)
IN THE LANDING AND TAKE-OFF ZONES				
Level and hilly	300 or less	150	2 000	50
	301–550	300	5 000	100
Mountainous	550 or less	300	5 000	100
IN THE APPROACH ZONE, ON AIRWAYS, LOCAL AIR ROUTES AND ESTABLISHED ROUTES				
Level and hilly	300 or less	150	2 000	50
	301–550	300	5 000	100
Mountainous (elevation to 2 000 m)	550 or less	300	5 000	100
Mountainous (elevation 2 000 m or more)	550 or less	700	10 000	100

*Note.— In the take-off and landing zones, the weather minima are established according to the circling speed.*

4.2 For VFR flights at aerodromes within a zone controlled by an ATC unit, permission must be obtained from the ATC unit to enter or manoeuvre within the aerodrome area.

4.4 Except as necessary for taking off and landing, or when permission has been obtained from the appropriate authorities, VFR flights may operate:

- a) over populated areas or open-air assemblies (where authorized) at a height from which, in the case of an engine failure, the aircraft can glide beyond the area in question, but not below the height indicated in the table of minimum safe heights (paragraph 4.4 b)).



When weather conditions make it impossible to maintain the appropriate height, the aircraft commander is required to fly around the populated area or open-air assembly, as a rule on the right-hand side at a distance of not less than 500 m, unless some other avoidance procedure is established.

- b) at heights not less than the minimum safe heights indicated in the following table:

<i>Airspeed (true) (km/h)</i>	<i>Safe height (true) for a VFR flight (m)</i>
<b>IN THE TAKE-OFF AND LANDING AREAS</b>	
300 or less (circling)	100
More than 300 (circling)	200
<i>Note.— High points of terrain and artificial obstacles within a strip extending 5 km to each side of the route centre line are taken into account in calculating the safe height for a VFR flight.</i>	
<b>IN THE APPROACH AREA</b>	
a) over level and hilly terrain or over water	
300 or less	100
from 301 to 550	200
b) over mountainous terrain (peaks to 2 000 m)	
less than 550	300
c) over mountainous terrain (peaks above 2 000 m)	
less than 550	600
<i>Note.— High points of terrain and artificial obstacles located within the boundaries of the airway are taken into account when calculating the safe indicated altitude for a VFR flight.</i>	

- 4.5 VFR flights at altitudes above the lowest flight level must be conducted with the separation established for a VFR flight in the lower airspace (up to 6 100 m).

## CHAPTER 5

- 5.1.2 Except for take-off and landing, or when authorized by the appropriate authorities, instrument flights must not be conducted at levels below the minimum safe true altitude indicated in the following table:

<i>Airspeed (true) (km/h)</i>	<i>Safe IFR altitude (true) (m)</i>
<b>IN THE TAKE-OFF AND LANDING AREAS</b>	
300 or less (circling)	300
Over 300 (circling)	300
<b>IN THE APPROACH AREA OR ON THE AIRWAY</b>	
a) over level and hilly terrain, over water	
300 or less	600
301–550	600
500 and over	600
b) over mountainous terrain (peaks to 2 000 m)	
under 550	900
550 and over	900
c) over mountainous terrain (peaks above 2 000 m)	
under 550	900
550 and over	900
<i>Note.— High points of terrain and artificial obstacles located within a strip extending 25 km to each side of the airway centre line are taken into account when calculating the safe indicated altitude for IFR flight.</i>	

- 5.3 The airspace of Belarus (of a State included in the AIP), as determined in accordance with regional air navigation agreements, is controlled. Aircraft in flight should be guided by the rules established for controlled airspace.

## Appendix 1

- 2.1 2) Distress and emergency signals in these paragraphs are not used.

- 2.2 4)

- 4.1.1, 4.1.2,  
4.2.1, 4.2.2,  
4.2.3, 4.2.4,  
4.2.5, 4.2.6,  
4.2.7, 4.2.8 Aerodrome traffic signals in these paragraphs are not used.

**CHAPTER 3**

- 3.1.8 c) In respect of formation flights, Chile does not establish maximum separation distances between aircraft comprising a formation. The next amendment to the national regulations will incorporate a standard governing this situation.

Our regulations prohibit the carriage of passengers in formation flights for profit.

- 3.1.10 Chile goes further in providing information on restricted airspace. In addition to prohibited areas and restricted areas, it also has danger areas, which have the following definition: "Airspace of defined dimensions in which at a given moment activities may take place which are dangerous to flight by aircraft."

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**CHAPTER 1**

Aerobatic flight: “Aerobatic manoeuvres” include loops, spins, rolls, bunts stall turns, inverted flying and any other similar manoeuvres.

Aerodrome: Any area of land or water designed, equipped, set apart or commonly used for affording facilities for the landing and taking off of aircraft and includes:

- a) any area or space, whether on the ground, on the roof of a building or elsewhere, which is designed, equipped or set apart for affording facilities for the landing and taking off of aircraft capable of descending or climbing vertically; and
- b) any such area of land or water or any such area or space the management of which is vested in the Government or in the Chief Executive, but does not include any area for which facilities for the landing and taking off of aircraft have been abandoned and have not been resumed.

Aeronautical station: “Aeronautical radio station” is a radio station on the surface, which transmits or receives signals for the purpose of assisting aircraft.

Air traffic control unit/service: A person appointed by the Chief Executive, or by any other person maintaining an aerodrome or place, to give instructions or advice or both by means of radio signals to aircraft in the interest of safety. Air traffic control service shall be construed accordingly.

Ceiling: “Cloud ceiling” in relation to an aerodrome means the vertical distance from the elevation of the aerodrome to the lowest part of any cloud visible from the aerodrome, which is sufficient to obscure more than one-half of the visible sky.

Control area: Airspace which has been notified as such, and which extends upwards from a notified altitude.

Controlled airspace: Airspace which has been notified as Class A, Class B, Class C, Class D or Class E airspace.

Control zone: Airspace which has been notified as such, and which extends upwards from the surface.

Flight level: One of a series of levels of equal atmospheric pressure, separated by notified intervals and each expressed as the number of hundreds of feet, which would be indicated at that level on a pressure altimeter calibrated in accordance with the International Standard Atmosphere and set to 1 013.2 hectopascals (29.92 inches mercury).

Ground visibility: The horizontal visibility at ground level.

Instrument meteorological conditions: Weather precluding flight in compliance with visual flight rules.

Manoeuvring area: The part of an aerodrome provided for the take-off and landing of aircraft and for the movement of aircraft on the surface, excluding the apron and any part of the aerodrome provided for the maintenance of aircraft.

Runway: An area, whether or not paved, that is provided for the take-off or landing of aircraft.

Visual meteorological conditions: Weather permitting flight in accordance with visual flight rules.

**CHAPTER 3**

## 3.1.2 Minimum heights:

1. a) An aircraft other than a helicopter shall not fly over any congested area of a city, town or settlement below:
    - i) such height as would enable the aircraft to alight clear of the area and without danger to persons or property on the surface, in the event of failure of a power unit and if such an aircraft is towing a banner, such height shall be calculated on the basis that the banner shall not be dropped within the congested area; or
    - ii) a height of 1 500 ft above the highest fixed object within 2 000 ft of the aircraft, whichever is the higher.
  - b) A helicopter shall not fly below such height as would enable it to alight without danger to persons or property on the surface, in the event of failure of a power unit.
  - c) Except with the permission in writing of the Chief Executive and in accordance with conditions therein specified, a helicopter shall not fly over a congested area of a city, town or settlement below a height of 1 500 ft above the highest fixed object within 2 000 ft of the helicopter.
  - d) An aircraft shall not fly:
    - i) over or within 3 000 ft of any assembly in the open air of more than 1 000 persons assembled for the purpose of witnessing or participating in any organized event except with the permission in writing of the Chief Executive and in accordance with any conditions therein specified and with the consent in writing of the organizers of the event; or
    - ii) below such height as would enable it to alight clear of the assembly in the event of failure of a power unit, and if such an aircraft is towing a banner such height shall be calculated on the basis that the banner shall not be dropped within 3 000 ft of the assembly.
  - e) An aircraft shall not fly closer than 500 ft to any person, vessel, vehicle or structure.
  2. Paragraph 1 e) of this Rule shall not apply to any aircraft while it is landing or taking off in accordance with normal aviation practice.
  3. Nothing in this Rule shall prohibit any aircraft from:
    - a) taking off, landing, or practising approaches to landing in accordance with normal aviation practice at a Government or licensed aerodrome in Hong Kong or at any aerodrome elsewhere, or
    - b) flying for the purpose of checking navigation aids or procedures in accordance with normal aviation practice at a Government or licensed aerodrome in Hong Kong or at any aerodrome elsewhere, or
    - c) flying in such a manner as may be necessary for the purpose of saving lives.
- 3.2.3.1 a) Anti-collision lights: this requirement is only applicable to aircraft registered in Hong Kong having a maximum total mass authorized of more than 5 700 kg.

**CHAPTER 1**

- Definitions      *Flight crew member* means a crew member assigned by an operator for duty in an aircraft during flight time as a pilot or flight engineer.
- Pilot-in-command*, in relation to any aircraft, means the pilot responsible for the operation and safety of the aircraft.
- Visibility* means the ability, as determined by atmospheric conditions and expressed in units of measurement, to see and identify prominent unlighted objects by day and prominent lighted objects by night.

**CHAPTER 4**

- 4.1 and              For Classes C, D and E airspace, the minimum permitted distance from cloud is 2 km horizontally and, Table 3-1              within a control zone, 500 ft vertically. The minimum required vertical distance from cloud outside a control zone within Class C, D or E airspace is 1 000 ft.
- The pilot of a glider, above an altitude of 3 000 ft and above a height of 1 000 ft, but below an altitude of 11 000 ft, shall fly no closer than 500 ft below cloud within Class E or G airspace.
- 4.4 a)              VFR flights may be operated above FL 460, the upper limit of controlled airspace in the Auckland Oceanic and Cook Sector FIRs.
- 4.5                  VFR flights may be authorized in RVSM airspace (FL 290 to FL 410) above the Cook Sector of the Auckland Oceanic FIR.
-

**CHAPTER 2**

2.2 Additional rule. Operation of an aircraft in flight must be conducted in accordance with the requirements in the ATS airspace classification table applicable to each airspace Class A to G, unless otherwise indicated in the AIP.

2.5 Additional rule. No person may perform or attempt to perform duty on board an aircraft in any of the positions mentioned in Section 35 of the Danish Air Navigation Act if under the influence of intoxicating liquor to such an extent that he or she is unable to perform his or her duties in a fully safe way, or — except for duties of minor importance to safety — if he or she has an alcohol concentration in his or her blood of 0.20 per thousand or more.

Neither may any person perform or attempt to perform duty on board an aircraft in any of the positions mentioned in Section 35 of the Danish Air Navigation Act if, on account of illness, impairment, strain, lack of sleep, or being under the influence of narcotics or drugs or for similar causes he or she is in such a state that he or she is unable to perform his or her duties on board an aircraft in a fully safe way.

**CHAPTER 3**

3.1.1 Additional rule. The pilot-in-command shall take care that other air traffic is not unnecessarily impeded or disturbed. The pilot-in-command shall take care that the flight interferes with the surroundings as little as possible. This applies in particular when flying over built-up areas, recreational areas and areas with sensitive fauna. *Note.— Areas with sensitive fauna are specified in AIPs.*

3.2.2.7.3 Additional rule. An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed only when the lights are switched off and a clearance is received from the control tower.

3.2.5 d) Additional rule. The runway in use determined by the appropriate ATS unit shall be used unless safety determines that another runway is preferred.

3.3.1 Additional rule. A flight plan shall be submitted prior to operating:

- b) any IFR flight;
- d) any flight across the Danish border or the Danish territorial waters, unless the Civil Aviation Administration Denmark has permitted exceptions.

3.3.4 Additional rule. Unless otherwise prescribed by the Civil Aviation Administration Denmark, a departure report shall be made at the earliest possible moment after departure, to the appropriate air traffic services unit, by any flight for which a flight plan has been submitted. Submission of a departure report is not required after departure from an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the departure has been observed.

3.3.5.4 Additional rule. If it is expected that the report of arrival cannot be submitted to the appropriate air traffic services unit within 30 minutes after the estimated time of arrival, information on the time at which the report is expected to be submitted shall be included in the flight plan under the item “Other Information”.

3.6.2.1.2 Additional rule. The mentioned provision also applies to aircraft operating along an ATS route segment defined by reference to non-directional beacons (NDB).

3.6.5.2 Additional rule. If the aircraft is equipped with an SSR transponder, the pilot-in-command shall select Mode A Code 7600.

3.7 Additional rule. If the aircraft is equipped with an SSR transponder, the pilot-in-command shall, if possible, select Mode A Code 7500.

**CHAPTER 4**

- 4.1 Additional rule. VFR flights not in sight of the surface shall be operated in accordance with Regulations for Civil Aviation BL 5-43.
- 4.6 Additional rule. Flying between the pylons of bridges and under bridges, under overhead lines or similar installations is prohibited unless specially authorized by the Civil Aviation Administration Denmark.
-



**CHAPTER 1**

## Definitions

*Additional definition:*

*Night.* The hours between sunset and sunrise during which an unlit object (e.g. chimney, mast, etc.) cannot be clearly discerned from a distance of 8 km. Where any doubt exists, it is considered that night prevails.

**CHAPTER 2**

2.5

No person shall act as a crew member of an aircraft while the alcohol concentration in the blood is elevated due to consuming alcohol or after having used detectable quantities of other narcotics or drugs.

A person entrusted with duties relative to flight safety on board an aircraft shall abstain from the duties while being unable to perform them without hazarding flight safety as a result of illness, fatigue or other such reason.

**CHAPTER 3**

3.2.2.3

*Additional note.* Hang gliders and paragliders are considered equal to gliders. This also applies to power-driven hang gliders and paragliders.

3.2.2.7.2

*Additional note.* An aircraft may taxi without stopping provided that it has received instructions for taxiing from the AFIS unit and causes no hazard to other traffic.

3.2.2.7.3

An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further in accordance with the ATC clearance when lights are switched off.

3.2.5

*Additional note.* Unless otherwise prescribed by the Civil Aviation Administration, an aircraft may make turns to the right after take-off and when approaching for a landing at an aerodrome where aerodrome flight information is available providing that this can be done without hazard to other air traffic and the intention to turn right is reported to the AFIS unit.

3.3.1.2 b)

A flight plan shall be submitted prior to operating any IFR flight outside controlled airspace, any VFR en-route flight by night or any flight operated within a flight information zone surrounding an AFIS aerodrome.

*Note.— An en-route flight is a flight exceeding more than 30 km (16 NM) from the aerodrome of departure.*

3.3.3

*Additional provision.* A flight plan submitted for a flight across the Finnish territorial border shall contain information for the entire flight up to the aerodrome of intended landing.

3.3.5.3

*Additional provision.* The ATS unit to which the arrival report will be given shall be included in the flight plan. In case the arrival report cannot be expected to reach the appropriate ATS unit within 30 minutes from the estimated time of arrival, the time by which the arrival report is expected to be submitted shall be included in the flight plan.

3.6.5.1

*Note.— SELCAL or similar automatic signalling devices are not regarded as satisfying the requirement to maintain a listening watch.*

3.6.5.2.2

*Additional note.* When experiencing communication failure, aircraft equipped with an SSR transponder shall select Mode A and Code 7600. If the transponder is provided with Mode C, it shall be operated continuously unless otherwise prescribed by the appropriate ATC unit.

- 3.7 *Additional note.* An aircraft provided with an SSR transponder may select Mode A and Code 7500 to indicate that unlawful interference has taken place. If the transponder is provided with Mode C, it shall be operated continuously unless otherwise prescribed by the appropriate ATC unit.

General *Additional provisions:*

ATS airspace classification has been added to the Finnish Rules of the Air as paragraph 3.9.

3.10 This paragraph is headed “VMC minima”.

The following paragraphs have been added:

3.11.1 *Flights at transonic or supersonic speeds.* Flights at transonic or supersonic speed by civil aircraft over the Finnish territory are allowed only by a special permission of the Civil Aviation Administration. Permission may be granted only if such flights are not considered to constitute a hazard for general interests or private rights.

3.11.2 Orders followed in the military aviation in Finland are given by the Commander-in-Chief of the Air Force.

## CHAPTER 4

- 4.3 The difference to this paragraph is shown in Section ENR 1.2 of the AIP SU OMI/FINLAND in paragraph 3.

- 4.6 b) Elsewhere than as specified in 4.6 a), the minimum height is 150 m (500 ft) by day and 300 m (1 000 ft) by night above ground or water.

- 4.7 VFR flights operated within airspace Class B or C shall be conducted at a flight level appropriate to the track as specified in column “IFR flights” of the table of cruising levels.

These provisions do not apply to non-power-driven aircraft, in cases when otherwise instructed in the ATC clearance or when prescribed by the Civil Aviation Administration.

**CHAPTER 1**

Definitions      *Additional definition.*

*AFIS unit.* Air traffic unit responsible for the provision of flight information service and alerting service to the aerodrome traffic of a non-controlled aerodrome.

**CHAPTER 2**

2.4      *Additional provision.* The pilot-in-command is responsible for compliance with control measures.

**CHAPTER 3**

3.1.2      More restrictive measures may exist above cities and other installations.

3.1.8 c)      The maximum horizontal distance between aircraft flying in formation is 1 NM (1.852 km).

3.2.2.2      *Additional provision.* In the case of heavier-than-air aircraft flying near and parallel to the side of a mountain, the aircraft which has the slope to its right has the right of way, and only the other aircraft must alter its trajectory.

3.2.2.3 d)      *Additional provision.* Aircraft engaged in in-flight refuelling and formations of over two aircraft also have the right of way.

3.6.5.2.2 a)      The provisions of a) are applied, with the 20-minute period being replaced by the clearance limit.

Table 3-1      The provisions concerning VMC conditions in Class A and B airspace will soon be incorporated into French regulations.

Outside of controlled airspace, and below the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,
- 300 m (1 000 ft) above the surface,

flight visibility must be at least equal to the higher of the two values:

- 1 500 m (or 800 m for helicopters),
- the distance covered in 30 seconds of flight.

**CHAPTER 4**

4.1      Outside controlled airspace, and below the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,
- 300 m (1 000 ft) above the surface,

flight visibility must be at least equal to the higher of the two values:

- 1 500 m (or 800 m for helicopters),
- the distance covered in 30 seconds of flight.

4.6 b) Elsewhere than as specified in a), at a height less than 150 m (500 ft) above the ground or water, and at a distance of less than 150 m from any person, vehicle or vessel on the surface or any artificial obstacle. Non-power-driven aircraft engaged in ridge soaring are exempted from this rule, provided they pose no risk to persons or property on the ground.

4.7 The value selected is the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,
- 300 m (1 000 ft) above the surface.

*Additional provision.* A VFR flight must be equipped with radiocommunication equipment and radio navigation equipment adapted to the route when it loses sight of the ground or water.

## CHAPTER 5

5.3.1 a) The value selected is the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,
- 300 m (1 000 ft) above the surface.

*Additional provisions:*

1. The first level which can be used must ensure clearance of at least 150 m (500 ft) above the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,
- 300 m (1 000 ft) above the surface.

2. Outside controlled airspace, an IFR flight cannot fly below the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,
- 300 m (1 000 ft) above the surface,

except when necessary for take-off, landing and related manoeuvres.

Below that level:

- if an instrument approach procedure has been published for the aerodrome used, the aircraft must comply with it unless it is flying in VMC and the pilot decides to make a visual approach;
- in the absence of a published instrument approach or departure procedure, the aircraft must continue in VMC.

5.3.2 An IFR flight, whether controlled or not, **must** establish two-way communication with the unit concerned and then maintain listening watch.

**Appendix 4** These provisions have not yet been formally included in the French regulations but are already being applied.

**CHAPTER 1**

Definitions *Special VFR flights.* In Georgia, this definition contains complementary wording as follows: Special VFR flights are conducted for ambulance and search and rescue purposes.

**CHAPTER 3**

3.2.3.2 Additional rule. In addition to the provisions set out in 3.2.3.2, all aircraft shall display their navigation and wing clearance lights during daytime when visibility is 2 000 m or less.

3.2.6.2 Additional rule. In addition to the provisions set out in 3.2.6.2, all aircraft shall display lights during daytime when visibility is 2 000 m or less.

3.3.2 Note This Note contains complementary wording as follows: In the case where a flight plan is submitted more than 24 hours but not more than 144 hours (6 days) prior to the estimated chocks-removing time, the flight plan shall contain the date of flight.

3.3.3 Additional rule. A flight plan submitted for conducting an international flight shall contain information for the entire flight up to the aerodrome of intended landing and the date of the flight.

3.3.5.3 Additional rule. When the arrival report cannot be expected to reach the appropriate ATS unit within 30 minutes from the estimated time of arrival, the time by which the arrival report is expected to be submitted shall be included in the flight plan.

3.9 The Georgian airspace classification is included in the Georgian Rules of the Air as paragraph 3.9.

Additional paragraph. The airspace of Georgia is classified into Classes A, B and G. The classes are described in accordance with Annex 2.

Additional paragraph. An aircraft shall not exceed the speed of 460 km/h (250 kt) IAS below flight level 3 050 m (FL 100) when:

- a) conducting IFR flights in airspace Class G;
- b) conducting VFR flights in airspace Classes C and G.

For aircraft conducting special VFR flights, the indicated speed shall be 260 km/h (140 kt).

Additional paragraph. Flights at transonic and supersonic speeds.

In the airspace of Georgia, supersonic flights are allowed only at such flight levels where detrimental effect on the environment is excluded. The overcoming of a sound barrier by civil aircraft in the Georgian airspace is forbidden.

**CHAPTER 4**

4.2 Additional paragraph. Special VFR flights are permitted;

- a) by day — when the ground visibility is less than 5 km but not less than 3 km, and the height of the cloud base shall be such that the flight can be conducted at assigned minimum heights;
- b) by night — when the ground visibility is not less than 3 km, the sky is clear and there is sight contact with objects on the ground.

- 4.3 VFR flights by night. VFR flight shall not be conducted during night-time by civil one-engined aircraft and helicopters of Category 3 aircraft performance.
- 4.4 VFR flights above FL 195. VFR flights shall not be operated above FL 195.
- 4.5 Not applicable. Reduced vertical separation above FL 290 is not implemented in the airspace of Georgia.
- 4.6 VFR flights in level cruising flight when operated above 300 m (1 000 ft) from the ground or water shall be conducted at a flight level appropriate to the tracks as specified in the Tables of Cruising Levels.
- 4.8 a) VFR flights shall comply with the provisions of 3.6 a) when operated within Class C airspace.

## CHAPTER 5

- 5.1.1 Additional paragraph. IFR flights and night flights are prohibited for operation by civil one-engined airplanes and helicopters of Category 3 aircraft performance.

### Appendix 1

Additional rule. The following signals are also used in addition to the visual ground signals shown in Figures 1.2 to 1.11:

Heliport identification. A white letter H, readable from the primary approach direction, painted in the middle of touchdown area.

Hospital heliport identification. A white letter H, readable from the primary approach direction and surrounded by a red cross, painted in the middle of the hospital heliport touchdown area.

### Appendix 2

Georgia has not ratified Article 3 *bis* to the Convention on International Civil Aviation adopted by the 25th Session (Extraordinary) of the ICAO Assembly on 10 May 1984.

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**CHAPTER 3**

- 3.2.2 *Additional rule.* In addition to the provisions of 3.2.2, an aircraft shall give way to another aircraft that is obviously impeded in its manoeuvrability.
- 3.2.2.3 For the application of the rules of right-of-way, powered gliders, the engines of which are not in operation, are considered as gliders.
- 3.2.3.1 All aircraft operated during day and night shall display the anti-collision light. Exceptions may be granted by the competent authority.
- 3.2.5 On aerodromes, traffic taxiing on their own power have the right-of-way over other vehicles and pedestrians.
- 3.3.1.2 a) *Additional rule.* In addition to the provisions of 3.3.1.2 a), a flight plan shall be filed in the following cases:
- 1) VFR flights during night in controlled airspace;
  - 2) aerobatic flights in controlled airspace and over aerodromes with ATC unit;
  - 3) cloud flights of gliders;
  - 4) flights of manned free balloons and airships; ascents of unmanned free balloons with a total weight of balloon cover and ballast of more than 0.5 kg as well as ascents of bundled unmanned free balloons and mass ascents of unmanned free balloons.
- e) The following is a deviation as far as VFR flights from and to Austria, Denmark, France, Belgium, the Netherlands and Luxembourg are concerned.
- On 22 December 1994, Member States of the Schengen Agreement decided to adopt the irreversible application of the respective implementation agreement with effect on 26 March 1995. Having regard to this decision, Germany exempted VFR flights from the obligation to file a flight plan when leaving or entering Germany.
- Additional rule.* Flights of civil aircraft in accordance with the visual flight rules from and/or to Spain, Portugal, Italy, Greece, Norway, Sweden, Finland and Iceland as far as they enter/leave the Federal Republic of Germany via the countries listed above without intermediate stop, are likewise exempted from the obligation to file a flight plan.
- 3.6.5.1 *Additional rule.* In addition to the provisions for controlled flights, a continuous listening watch on the appropriate radio frequency of the competent ATC unit shall be maintained and, if required, two-way radiocommunication shall be established with this unit by pilots on VFR flights:
- a) within control zones;
  - b) to controlled aerodromes;
  - c) within controlled airspace during night;
  - d) within those parts of ICAO Class E and G airspace that according to an “HX” designator may change their status to ICAO Class D, E or F without prior notification.
- Exceptions to a), b) and d) may be granted by the competent authority.
- 3.6.5.2 *Additional provision.* If a cruising level other than the one given in the flight plan is assigned to the pilot when departing according to IFR in IMC, in the en-route clearance including the departure route, the pilot

shall, in case of radiocommunication failure, after setting the transponder to Mode 3/A Code 7600, maintain the level prescribed in the departure route or the level assigned by ATC for a period of three minutes and then continue to climb to the cruising level indicated in the flight plan. If during the three-minute period the IFR minimum cruising level for the route segment concerned exceeds the level last assigned by ATC, the pilot shall climb to this IFR minimum cruising level.

3.6.5.2.1 *Additional rule.* In addition to the provisions of 3.6.5.2.1 (especially as laid down under b)), the aircraft concerned shall comply with an established inbound and approach procedure or, if this is not possible for operational reasons, execute an approach procedure based on radio navigation.

3.6.5.2.2 a) This procedure is not applied.

b) The German procedure refers to the “current flight plan” (as the previous version of this subparagraph did) and not to the “current flight plan **route**”.

## CHAPTER 4

4.1 *Additional rule.* In addition to the provisions specified in Table 3-1, the following regulations apply:

Outside controlled airspace at heights of less than 3 000 ft above ground or water, VFR flights of rotorcraft, airships and balloons shall be conducted so that:

- 1) the pilot has visual contact with the ground and a flight visibility of at least 800 m;
- 2) the aircraft remains clear of clouds; and
- 3) timely perception of obstructions is possible.

4.2 *VFR flights.* VFR flights within control zones require an air traffic control clearance by the competent ATC unit.

## CHAPTER 5

5.1.2 a) Rules for adherence to specific minimum safe heights for IFR flights over high terrain or in mountainous areas (600 m) have not yet been established.

## Appendix 1

4.1.1 Series of green flashes — “Return for landing” has the following additional meaning: “Continue approach to land”.

4.2 *Additional rule.* In addition to the ground signals shown in Figures 1.2 to 1.11, the following signal is used to indicate separate aerodrome traffic circuits for power-driven aircraft and gliders:

A double cross of conspicuous colour with an arrow pointing to the right or left displayed in the signal area or at the end of the runway or strip in take-off and landing direction.

*Meaning:* Separate traffic circuits for power-driven aircraft and gliders. After take-off and before landing changes of direction for power-driven aircraft are permitted only in the direction of the arrow, for gliders only in opposite direction.



**CHAPTER 3**

- 3.3.1.2 Requirement to submit a flight plan. A flight plan shall be submitted to the appropriate air traffic services, prior to operating:
- a) any flight or portion thereof to be provided with air traffic control service;
  - b) any flight across international borders;
  - c) any flight across ATHINAI FIR boundaries to facilitate the provision of flight information and alerting of search and rescue services, as well as the coordination with appropriate military units or air traffic services unit, in order to avoid the possible need for interception for the purposes of identification.
-

**CHAPTER 3**

3.6.5.2.2 If in instrument meteorological conditions or when conditions are such that it does not appear feasible to complete the flight in accordance with 3.6.5.2.1 (see Note 1) the aircraft shall:

- a) proceed according to the current flight plan maintaining the cleared level or the minimum safe altitude for the route flown, whichever is higher, to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with b) below, hold over this aid until commencement of descent;
- b) commence descent from the navigation aid specified in a) 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;
- c) complete a normal instrument approach procedure as specified for the designated navigation aid; and
- d) land, if possible, within thirty minutes after the estimated time of arrival specified in b) or the last acknowledged expected approach time, whichever is later.

*Note 1. — As evidenced by the meteorological conditions prescribed therein, 3.6.5.2.1 relates to all controlled flights, whereas 3.6.5.2.2 relates only to IFR flights.*

*Note 2. — 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 with the rules in 3.6.5.2.2.*

*Note 3.— See also 5.1.2*

*Remarks.* The ICAO change to the communication failure procedures states that aircraft experiencing communication failure should maintain their 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. Based on the above-mentioned change, domestic pressurized aircraft which normally fly at flight levels from 170 to 210 would be starting their descent for landing 20 minutes past the first compulsory reporting point on their route. Unpressurized aircraft fly close to the minimum flight altitudes and would not gain any operational advantage from the change.

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**CHAPTER 3**

3.9 The remarks under the table for the VFR flights apply.

- Table 3-1
- \*\*a) flight visibility is not less than 3 KM provided the instrument speed is 140 knots or less;
  - b) helicopters are authorized to operate provided the visibility is not less than 1 500 m subject to the manoeuvre speed being such that other aircraft or obstacles can be observed on time and collision avoided;
  - c) hot air balloons are authorized to operate, if the visibility is not less than 2 km.
- 4.3 VFR flights are performed from sunset until sunrise when the following conditions prevail: VFR flights by night are authorized; if the visibility is not less than 8 km; the horizontal distance to the ceiling of clouds is not less than 300 m.
- 4.8 b) The minimum requirements for the flight altitude for VFR flights are not applied:
- 1) for search and rescue and flights to enact legal administration;
  - 2) outside densely populated areas when simulating an emergency landing, if a pilot instructor supervises the flight of the aircraft;
  - 3) for training in helicopters outside densely populated areas;
  - 4) in special cases with permission granted by the Inspectorate of Civil Aviation.
- 4.8 c) For special VFR flights the following applies: if the ceiling of the clouds is less than 450 m (1 500 ft) over the ground level or the visibility is less, the AATC may issue a permit for a special VFR flight (for aircraft provided the visibility is not less than 3 km, for helicopters provided the visibility is not less than 1 500 m).
-

**CHAPTER 4**

- 4.3 VFR flights shall not be operated between sunset and sunrise.
- 4.4
- a) VFR flights shall not be operated above FL 150;
  - b) unless authorized by the appropriate ATS authority, VFR flights are not permitted beyond 20 NM from the shoreline.
- 4.5
- a) The minimum height restriction applies to all aircraft and is to be at least 1 500 ft over congested areas. For flights over an open-air assembly of more than 1 000 persons, an aircraft may not fly over or within 3 000 ft of the assembly, except with written permission and then not below such height as would enable it to land clear of the assembly in the event of a failure of a power unit.
  - b) The requirement is expressed as not closer than 500 ft to any person, vessel, vehicle or structure — exception is made for any glider when it is hill soaring.
- 4.6 Unless otherwise indicated in ATC clearances, VFR flights are advised to adopt the table of cruising levels for IFR flights as specified in Appendix 3 to Annex 2.

**CHAPTER 5**

- 5.1.2 a) There is no mandatory requirement for an aircraft to maintain a minimum flight altitude of 2 000 ft above high terrain or mountainous areas.
-

**CHAPTER 1**

Definitions	<p><i>Flight crew member</i> means a crew member assigned by an operator for duty in an aircraft during flight time as a pilot or flight engineer.</p> <p><i>Pilot-in-command</i>, in relation to any aircraft, means the pilot responsible for the operation and safety of the aircraft.</p> <p><i>Visibility</i> means the ability, as determined by atmospheric conditions and expressed in units of measurement, to see and identify prominent unlighted objects by day and prominent lighted objects by night.</p>
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**CHAPTER 4**

4.1 and Table 3-1	<p>For Classes C, D and E airspace, the minimum permitted distance from cloud is 2 km horizontally and, within a control zone, 500 ft vertically. The minimum required vertical distance from cloud outside a control zone within Class C, D or E airspace is 1 000 ft.</p> <p>The pilot of a glider, above an altitude of 3 000 ft and above a height of 1 000 ft, but below an altitude of 11 000 ft, shall fly no closer than 500 ft below cloud within Class E or G airspace.</p>
4.4 a)	<p>VFR flights may be operated above FL 460, the upper limit of controlled airspace in the Auckland Oceanic and New Zealand FIRs.</p>
4.5	<p>VFR flights may be authorized in RVSM airspace (FL 290 to FL 410) in the New Zealand FIR.</p>

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**CHAPTER 2**

## General

*Additional rule:*

*Air displays.* Arrangement of air displays — open to the public — shall be carried out with due regard to the provisions regarding air displays published in BSL D 4-3.

## 2.2, Note 2

A specific reference is made to “bilag II” (appendix to BSL F1) which contains and at any time will contain elements of the ATS airspace classes implemented in Norwegian FIRs and thus the limitations regarding applicable flight rules.

## 2.5

No person shall serve as a crew member when under the influence of intoxicating liquor or other stimuli or narcotics or when he or she, as a result of illness or fatigue or for other reason, is unable to perform his or her duties safely. In any event a person is considered to be under the influence of alcohol, as far as the law is concerned, when the alcohol concentration in the blood is in excess of 0.4 per million or the amount of alcohol in the body is large enough to lead to 0.4 per million. Error regarding the extent of alcohol concentration in the blood shall not exclude liability for punishment.

A person having served as a crew member shall not, during the first six hours after completing a tour of duty, consume alcohol or other stimuli if he or she knows or suspects that police investigation concerning his or her duties as a crew member is pending, except if a blood test has already been taken or the police authorities have decided that such test is unnecessary. When there is reason to believe that the above regulations have been violated, the police authorities may order a medical examination, which may include a blood test, of the person responsible for the violation.

The appropriate department will issue detailed regulations dealing with such examination and matters related thereto.

**CHAPTER 3**

## General

*Additional rule:*

*Glider flying.* Glider flying shall be carried out in accordance with the following provisions:

- a) “Provision regarding the use of gliders”, or if appropriate, “provision regarding the use of motor gliders”.
- b) “Provision regarding glider flying within controlled airspace, at aerodromes where AFIS is provided and the reporting of glider flying activity”.

*Flight with manned free balloons*

The operation of manned free balloons shall be in accordance with “provision regarding flight with manned free balloons”.

*Take-off*

An aircraft shall not take off until the pilot-in-command has ascertained that no risk of collision will exist between the aircraft and other aircraft or obstructions.

## 3.1.2

*Additional rule.* The exception regarding minimum heights relevant to aircraft taking off or landing is also specifically made applicable to aircraft performing practice approaches (without landing).

- 3.1.4 The Civil Aviation Administration may authorize exemptions from the rule. In addition, dropping of provisions and equipment to persons in distress, of ballast in the form of water or fine sand, of water and other extinguishing agents for fire fighting purposes and of fuel from aircraft for reasons of safety, is authorized without special permission.
- 3.1.7 a) No aircraft shall be flown acrobatically over or near congested areas of cities or settlements, open-air assemblies of persons, trafficked harbours or surface craft.  
 b) No aircraft shall be flown acrobatically within controlled airspace except as authorized by the appropriate air traffic control unit.  
 c) Acrobatic flight shall be conducted in a manner that will not endanger other traffic.  
 d) When performed, acrobatic flight shall be conducted at a height of 600 m or more above the highest obstacle within a radius of 1.5 km horizontally from the aircraft, which at all times during such manoeuvres shall maintain VMC. The Civil Aviation Administration may authorize exemptions from this rule.
- 3.1.8 c) *Additional rule.* Subject to operational requirements, the maximum lateral or horizontal distances to be kept by a formation (1 km/100 ft) — corresponding to those in Annex 2 — may, in accordance with BSL F 1-3, para. 3.1.9 b) iv) be increased, provided a clearance has been obtained from the appropriate ATS unit. In such cases, the required separation minimum with respect to other traffic will be increased accordingly.
- 3.2.3 The provisions regarding lights to be displayed by aircraft are not applicable to gliders and manned free balloons which between sunset and sunrise are required to display lights specified in “Provision regarding operation of aircraft” containing *inter alia* separate specifications as to exterior lights relevant to gliders and manned free balloons.
- 3.2.5 c) *Additional rule.* At aerodromes where AFIS is provided, aircraft approaching for landing or after take-off are permitted to make turns to the right provided other traffic is not endangered, and the AFIS unit has been properly informed.
- 3.2.6 Unless otherwise prescribed, water operations shall be conducted in accordance with provisions which include “International Regulations for Preventing Collisions at Sea” and special regulations regarding inland water operations in Norway.
- Additional rule.* When a flight plan has been submitted for a flight involving departure from an aerodrome where ATS is not provided, a departure message shall be transmitted to ATS by the most expeditious means. Departure may be brought to the attention of ATS by one of the following means:
- by telephone from a person on the ground as arranged between the pilot-in-command and the person involved;
  - a statement by the pilot-in-command to the ATS that EOBT shall be considered as ATD;
  - by giving the time, considered to be ATD, to ATS on the telephone immediately prior to taxiing out for take-off.
- The flight plan will not be activated unless the above procedures have been complied with.
- 3.3.1.2, Note The corresponding note specifically refers to VFR flights in class D airspace as flights for which limited flight plan information is sufficient if a minor part of the flight is affecting class D airspace. If the intention by any flight is to obtain alerting and rescue service, the submission of a complete flight plan is required.

- 3.3.1.4 The time limit set for the submission of flight plan information to obtain a clearance is not applicable to VFR flights intending to operate a minor part of the flight within class D airspace. The information shall, however, be submitted in “due time”.
- 3.3.5.3 *Additional rule.* If an arrival report is not considered to reach the appropriate ATS unit within 30 minutes after the estimated time of arrival, item 18 in the flight plan shall contain the latest time at which an arrival report can be expected.
- 3.6.1.1 In a separate note it is *inter alia* clarified that the issuance of clearances to VFR flights in class D airspace depends on the amount of traffic in the airspace involved and the ability of the appropriate ATC unit to provide its services in a proper manner.
- 3.6.5.2 BSL F 1-3 contains a reference to “provision regarding communication procedures” — based on relevant parts of Annex 10, Vol. II. A supplement to the procedures is published in AIP Norway, part RAC.
- Additional rule.* A speed limit of 250 kt IAS is imposed on IFR and VFR flights below FL 100 in classes D, E and G airspace unless exemptions have been made by the Civil Aviation Administration or in isolated cases by the appropriate ATC unit for flights operating in a CTR/TMA.
- Note.— The speed limit corresponds in general to the standard regarding airspace classification of Annex 11, but as a rule directed to pilots it has been found appropriate to include it in the Norwegian “Rules of the Air”.*

## CHAPTER 4

- 4.1 In class G airspace at and below 300 m above the terrain, flights at speeds not exceeding 140 kt IAS may operate with a flight visibility of not less than 3 km or not less than 1.5 km when the flight is conducted in an aerodrome traffic circuit and the pilot has the aerodrome in sight.
- Helicopters may, in the same airspace, operate with a flight visibility of not less than 800 m, provided the speed will allow other aircraft or obstructions to be observed and collision avoided.
- 4.2 A ground visibility and ceiling of 5 km/450 m is required at the aerodrome when flights are to operate in accordance with the visual flight rules within any part of the control zone unless a clearance to operate as a special VFR flight has been obtained.
- Additional rule.* A clearance to operate as a special VFR flight if the ground visibility or the flight visibility is less than 3 km may not be obtained except as follows:
- Aeroplanes at speeds not exceeding 140 kt IAS which intend to conduct the whole flight within the control zone or to enter the control zone and land within the control zone may be cleared to operate as special VFR flights provided the ground visibility and the flight visibility are not less than 1.5 km.
  - Helicopters at speeds that will allow the pilot to observe obstructions and avoid collision may be cleared to operate as special VFR flights provided the ground visibility and flight visibility are not less than 800 m.
- 4.3 During the period between the end of evening civil twilight and the beginning of morning civil twilight all flights within controlled airspace shall be conducted in accordance with the instrument flight rules. Special authorization to operate in accordance with the visual flight rules may, however, be obtained from the Civil Aviation Administration or from the appropriate ATC unit.



- 4.4 a) The level above which flights in general are not allowed to operate in accordance with the visual flight rules is FL 195.
- b) The corresponding provision contains a note which, since supersonic flight over Norwegian territory is generally prohibited, limits the applicability of the rule to cases when permission to conduct such flights exceptionally has been granted.

*Additional rule.* For flights authorized to operate as VFR flights above FL 195, the requirements for flight visibility and distances from clouds are 8 km and 1.5 km horizontally/300 m vertically (applicable if class A airspace is affected).

- 4.6 The corresponding rule additionally provides for exceptions from the minimum levels to be flown when flights are conducted by helicopters in accordance with the “provisions regarding commercial air transport with helicopters”. The notification with respect to 3.1.2 is also applicable to 4.5.
- b) Gliders performing slope soaring are authorized to operate down to a level of not less than 50 m above ground or water provided this will not constitute a violation of the rule corresponding to Annex 2, 3.1.1.
- 4.8 a) The corresponding paragraph refers to and will at any time only refer to airspace classes established in Norwegian FIRs as promulgated in AIP Norway or by NOTAM.

*Additional rules*

A clearance to operate as a VFR flight in class D airspace established as a TMA, *outside* the published hours of service of the ATC unit normally providing service within the airspace, may be obtained from the appropriate ACC which may make exemptions from the provisions corresponding to Annex 2, 3.6, and specify conditions to be complied with.

No clearance is required to operate as a VFR flight in class D airspace established as a CTR *outside* the published hours of service of the ATC unit responsible for providing service in the CTR. Flights are, however, in such period required to maintain a listening watch on the control frequency. Should communication indicate that the control unit is functioning (hours of service may have been extended), the provisions corresponding to Annex 2, 3.6 apply.

Flights are, however, not permitted to use (take off or land at) state-owned controlled aerodromes unless ATC is provided, and not to operate within a control zone between the end of evening civil twilight and the beginning of morning civil twilight without having obtained a clearance.

When in class D airspace (CTR/TMA) procedures in the form of “VFR Routes Light Aircraft” (aircraft with a maximum take-off mass not exceeding 3 000 kg) or “VFR Routes Helicopter” have been promulgated in AIP Norway or in AIP SUP, such procedures shall be used for flight planning purposes by flights into and out from the aerodrome and, when convenient, if transiting the airspace. The clearance being issued will normally only specify reporting point(s) to identify the route. The procedures, including altitude limitations, holding points/procedures and light signals in case of communication failure (flashing green to indicate that the aerodrome traffic circuit should be entered) shall, however, be complied with.

## CHAPTER 5

- 5.1.2 The corresponding rule states that when no minimum flight altitude has been established, the aircraft shall:
- not be flown below 300 m above the highest obstacle within a radius of 10 NM from the estimated position of the aircraft when the height of the obstacle does *not exceed* 1 850 m above MSL;
  - not be flown below 600 m above the highest obstacle within a radius of 10 NM from the estimated position of the aircraft when the height of the obstacle *exceeds* 1 850 m above MSL.

*Additional rule.* The notification with respect to 3.1.2 is also applicable to 5.1.2.

*Additional rule.* ATC service in a TMA, outside the published hours of service of the ATC unit normally providing service in the airspace, will be provided by the appropriate ACC.

## Appendix 1

4.2 Visual ground signals in 4.2.1, 4.2.2, 4.2.3, 4.2.5.2 and 4.2.8 are not included in Norwegian rules.

4.2.5.1 A note related to the corresponding paragraph limits the use of a landing-T to aerodromes where ATC is provided on a 24-hour basis and to aerodromes not providing ATC on a 24-hour basis when the use of the aerodrome outside the hours of service of the ATC unit is prohibited.

### *Additional appendix*

In an additional appendix to the “Rules of the Air”, elements of the air traffic services airspace classes A, D, E and G have been included, basically extracted from relevant parts of Annex 11 (2.6 and Appendix 4). Differences and information relevant to the various classes are as follows:

*Class A:* Class A airspace will change character when authorizations to operate as VFR flights above FL 195 (Annex 2, 4.4 a) refers) affect class A airspace. Information regarding such authorization is promulgated in AIP Norway or by NOTAM.

*Class D and E:* Class D and E airspace will change character in the period between the end of evening civil twilight and the beginning of morning civil twilight as flights, authorized to operate in accordance with the visual flight rules during that period in class D and E airspace, are separated from IFR flights.

*Class D:* The services provided to VFR flights in class D airspace are stated to be “Air traffic control service and traffic information about IFR and VFR flights”. “Traffic avoidance advice” is, however, not provided to IFR or VFR flights.

*Class G:* IFR flights in class G airspace are *not* required to establish two-way radio communication with ATS except that communication shall be established with the appropriate AFIS unit when operating within a traffic information zone (TIZ) or a traffic information area (TIA) (airspace where AFIS is provided).

VFR flights operating within TIZ or TIA are required to establish two-way radio communication with the appropriate AFIS unit.

A separate provision regarding the establishment of radio communication for flights operating in TIZ and TIA has been established (AIP Norway, part RAC refers).

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**CHAPTER 3**

- 3.3.1 Flight plans: Operators of flights in Oman who do not need to file a flight plan are required to “Book Out” by notifying the ATSU concerned of:
- a) aircraft call sign (and registration, if different);
  - b) ETD; and
  - c) destination.

**CHAPTER 4**

- 4.4 No VFR flights above FL 150.
- 4.6 a) VFR flights: VFR flights need not file a flight plan to comply with the requirement of paragraph 3.6.1.1, unless such a requirement already exists elsewhere, but must comply with ATC instructions in all other respects.
-

**CHAPTER 3**

- 3.2.2.7.1 Right-of-way and collision avoidance procedures for aircraft on the ground are not specifically prescribed in Papua New Guinea (PNG) legislation.
- 3.2.2.7.3 Not specifically addressed in PNG procedures or legislation.
- 3.2.3.3 PNG legislation does not call up such a requirement.
- 3.2.3.5 PNG legislation or procedures do not address this situation; however CAR 185(3) requires lights not to be dazzling.
- 3.5.3 PNG procedures do not address this requirement.
- 3.6.1.3 Not specifically addressed in PNG procedures.
- 3.6.2.2.1 Not addressed in PNG procedures.
- 3.6.3.1.1 Not specifically addressed in PNG procedures.
- 3.8.1 Not addressed in PNG procedures.
- 3.8.2 Not addressed in PNG procedures.
- 3.9 The altitude, airspace classes and distance from cloud/visibility criteria in PNG differ to a significant degree from Annex 2, Table 3-1 criteria.

**CHAPTER 4**

- 4.1 See comment for 3.9 above.
- 4.3 PNG does not permit night VFR in Port Moresby FIR.
- 4.5 Not addressed in PNG.
-

**CHAPTER 1**

- Definitions      *Advisory airspace.* Not applied.
- Advisory route.* Not applied
- Air traffic advisory service.* Not applied.

**CHAPTER 3**

- 3.1.10            Aerodromes, on which landing is not planned, should be avoided by VFR flights in the distance:
- a) not transgressing the areas of aerodrome traffic for active military aerodromes;
  - b) not transgressing the CTRs (TMAs) for active controlled aerodromes;
  - c) not less than 5 km from the ARPs for active uncontrolled civil aerodromes,
- unless the permission for a shorter distance is granted by the appropriate air traffic services unit or appropriate aerodrome flight control units.
- 3.2.2            Additional rule. The aircraft which do not perform the common task (during approaching, overtaking, flying behind other aircraft) should give the way, maintaining the minimum distance of:
- a) with the speed of both aircraft up to 463 km/h — not less than 500 m;
  - b) with the speed of one or two aircraft over 463/h — not less than 2 000 m;
  - c) in respect of transport aircraft — not less than 5 000 m.
- 3.2.2.3          Additional rule. When a pilot-in-command, obligated to give way to another aircraft, is unable to maintain safe horizontal distance, then the aircraft that has the other aircraft on its left should decrease the cruising level and the aircraft that has the other aircraft on its right should increase the cruising level in such a manner as to provide a safe difference between their cruising levels while passing by. When the change of cruising level is not possible (clouds, flight at the minimum safe altitude or other restrictions), the pilot-in-command should perform a safe manoeuvre of avoidance.
- 3.2.5            Additional rule.
- e) Land or take-off considering available length of runway.
- 3.3.1.2          Additional rule.
- Note.— Before each flight by civil aircraft which will be performed within Polish airspace or outside its boundaries, the appropriate information should be submitted to the air traffic service unit.*
- 3.5              Additional rule.
- Note.— Local Mean Time (LMT) shall be used in domestic air traffic other than controlled.*

**CHAPTER 4**

- 4.2              Additional rules.
- 1. All aircraft, except helicopters, intended to perform VFR flight or performing VFR flight cannot take off nor land at airfields and aerodromes other than controlled if:

- a) the cloud base of the lowest clouds covering more than half the sky is lower than 150 m above; and/or
  - b) ground visibility is less than 1.5 km.
2. Restrictions to the rule mentioned in 1 above for helicopters are as follows:
- a) the cloud base of the lowest clouds covering more than half the sky is not lower than 50 m above terrain; and/or
  - b) ground visibility is not less than 1 km.
3. Requirements given in 1 and 2 of this rule do not apply in case of landings if safe continuation of the flight is not possible.

4.7

1. VFR flights within ATS routes should be performed at flight levels corresponding to the true track specified in the table of cruising levels for IFR flights in Appendix 3, point b) of Annex 2. The correlation of cruising levels to true tracks should not be applied if such exception is specified in AIP-Poland or if it is specified in the clearances issued by air traffic services units.

Remark: Tracks specified in Appendix 3 b) of Annex 2 are considered, in Polish airspace, as true tracks.

2. Additional rule. VFR flights operated on ATS routes and in flights outside the controlled airspace above 900 m AGL shall be conducted at cruising levels correlated with true track, as specified in the table of IFR cruising levels contained in Appendix 3, point b) of Annex 2, unless the appropriate air traffic services unit managing the airspace states otherwise.
3. VFR flights at night. Flight operations in uncontrolled air traffic during the night may be performed also as VFR flights assuming the rules shown in AIP-Poland.
4. Flights performed on the motor hang-glider and hang-glider. Additional rule. Crew members performing flights on the hang-gliders and the motor hang-gliders are obliged to observe the rules contained in AIP-Poland as follows:
- a) Organization and performance of flights within the airspace of the frontier district (6 km inside the country from the border line) may take place only after obtaining the permission from the appropriate air traffic services unit. Information about planned flights should be submitted to this unit at least the day before planned flights with the following details:
    - 1) place of flights (specifying the place of take-off, the place of landing, the route and heights);
    - 2) the date and duration of flights and registration marks of the hang-gliders to be used;
    - 3) number of participants, name of the person managing the flights and that person's ID documents;
    - 4) the flight organizer's name and address.
  - b) Hang-glider flights planned:
    - 1) within the areas of aerodrome and landing fields (within the take-off and landing zones); and

2) within the rest of Polish airspace excluding the frontier district, at heights above 100 m AGL;

should be notified to the appropriate ATS unit not later than two hours before commencement of flights in order to obtain permission for their performance.

5. There is no requirement to inform the appropriate ATS unit about hang-glider flights planned at heights from 0 to 100 m AGL within the airspace beyond the frontier district and the areas of aerodromes/landing fields (take-off/landing zones).

*Note.— On request of hang-glider users, the appropriate ATS unit shall inform them about the air traffic within the airspace used for their flights.*

6. Flights of flying models of aircraft, rockets, etc. Additional rule. Flights of flying models of aircraft, rockets, etc., within the frontier district may be performed only after obtaining the permission of the appropriate ATS unit. Information about planned flights should be submitted to this unit at least the day before intended flights. Application for permission should contain:

- a) type of flying device;
- b) flight site (specifying the site of take-offs, landings and flight heights);
- c) date and time duration of flights;
- d) the organizer's name and address.

7. Flights of flying models of aircraft, rockets, etc., planned:

- a) within the areas of aerodromes/airfields (within take-off and landing zones); and
- b) within the rest of airspace beyond the frontier district, at heights above 50 m AGL,

should be notified to the appropriate ATS unit not later than two hours before commencement of flights in order to obtain permission for their performance.

8. There is no requirement to inform the appropriate ATS unit about flights of flying models of aircraft, rocket, etc., planned at heights from 0 to 50 m AGL within the airspace beyond the frontier district and the areas of aerodromes/landing fields (take-off/landing zones).

*Note.— On request, the appropriate ATS unit shall inform about the air traffic within the airspace used for flights of flying models of aircraft, rockets. etc.*

## CHAPTER 5

### 5.1 Additional rules.

IFR flights operating within ATS routes should be performed at one of the cruising levels selected from the table of cruising levels for IFR flights in Appendix 3, point b) of Annex 2, unless the aircraft is ascending or descending according to clearance by the ATS unit. The correlation of cruising levels to true track should not be applied if such exception is specified in AIP-Poland or it is specified in clearances given by air traffic services units.

Horizontal IFR flights operating outside the controlled airspace and aerodrome traffic zones should be performed at cruising levels selected from the table of cruising levels for IFR flights in Appendix 3, point b) of Annex 2, unless the appropriate air traffic services unit managing the airspace states otherwise.

**APPENDIX 1**

4.1 Additional pyrotechnic signal. Different rule.

Signal	Meaning	
	Aircraft in flight	Aircraft on the ground
Single green rocket	Cleared to land	Cleared for taxi and take-off
Two or more green rockets	For all aircraft command to land	Clear the runway

5.1

Note 1 Additional rule.

- c) In exceptional cases, the signalman may take other positions in relation to the aircraft than specified in this rule in sub-sections a) and b), if it is recognized that it will be more advantageous for the safety of taxiing. If the taxiing is performed close to an obstruction, the signalman should take a position to see the wing of the aircraft and the passing obstruction, and the signalman must also be visible to the pilot-in-command and the second pilot.

Note 2

1. The signalman is responsible for the correctness of signals shown. The pilot-in-command is responsible for the correctness of the aircraft manoeuvring operations.
2. If, for the safety of taxiing, it is necessary to follow the aircraft by more than one signalman, then the signals will be shown by two or more signalmen.
3. When more than one signalman takes part in following the manoeuvring of the aircraft, then the one who stands in the field of view of the pilot-in-command to the left of the endways axis of the aircraft is managing the whole ground traffic.
4. When the aircraft's manoeuvres are combined with the passage between obstructions, then the aircraft should be followed by two signalmen. Each of them should observe one wing and the passed obstruction.
5. In cases where leading the aircraft by a signalman between obstructions is not sufficiently safe, the aircraft should be towed or the obstruction should be removed.



**CHAPTER 3**

3.2.2.2 When aircraft are on intersecting paths, the pilot-in-command observing the other aircraft on the same level and to the left must descend, and the pilot-in-command observing the other aircraft to the right must climb, so that the difference in altitude will ensure safe separation between them. During this divergence manoeuvre, the pilots-in-command must not lose sight of one another.

3.2.5 c) Execute all turns in accordance with the established approach or departure procedures in the absence of other instructions.

3.6.2.4 If weather conditions deteriorate below VMC, the pilot-in-command must:

- return to the departure aerodrome or land at the nearest alternate aerodrome if not rated for IFR flight;
- continue under SVFR if the purpose of the flight, the training of the pilot-in-command and the facilities available along the route do not pose an obstacle to this procedure;
- continue under IFR if the pilot-in-command and the aircraft are rated for such operations.

When switching to SVFR or IFR flight, the pilot-in-command must coordinate his/her actions and flight level (altitude) with the ATC unit responsible for maintaining the required separation between aircraft and, if necessary, must agree on clearance of the lowest safe flight level and the conditions of entry into an adjacent ATC region.

3.6.5.2.1 If a communications failure occurs during VFR or SVFR flight, the pilot-in-command must:

- continue on under VFR (SVFR) to the destination aerodrome at the assigned altitude (level);
- if it is impossible to continue the flight to the destination aerodrome under VFR or SVFR, continue to an alternate aerodrome at which weather conditions permit a VFR (SVFR) landing.

3.6.5.2.2 If it is decided to continue on to the destination aerodrome under IFR, remain at the level assigned upon departure, begin the descent for the approach after overflying the outer marker no earlier than the estimated time of arrival, and follow the special approach procedure. The landing should be completed no later than 30 minutes after the estimated time of arrival. Fly to an alternate aerodrome at the level assigned upon departure or at an altitude designated for flight without communications (4 200, 4 500 or 7 200, 7 500 m).

**CHAPTER 4**

4.2 Entry into or manoeuvring within the aerodrome zone shall take place only if authorized by the ATC unit.

Terrain	TAS (km/hr)	VFR minima		
		Height of cloud base above highest point of terrain, m.	Visibility, m	Vertical distance from cloud base, m.
In the take-off and landing area				
Level and	300 or less	150	2 000	50
hilly	301-350	300	3 000	100
Mountainous	550 or less	300	5 000	100
In the approach area, on airways, local air routes and established routes				
Level and	300 or less	150	2 000	50
hilly	301-350	300	5 000	100
Mountainous (hts. to 2 000 m)	350 or less	400	5 000	100
Mountainous (hts. of 2 000 m or above)	350 or less	700	10 000	100

- 4.6 VFR flight over a populated area may take place at a height that will, in the case of mechanical failure, permit the aircraft to land beyond the populated area or at the nearest aerodrome. If weather conditions make it impossible to maintain the appropriate altitude, the pilot-in-command must fly around the populated area, generally on the right-hand side if no other detour procedure has been established.

## CHAPTER 5

- 5.1.2 Except during take-off and landing, IFR flights shall be flown at a level which is not below the minimum safe level.
- 5.3 All Russian airspace is controlled.
- Flights over Russian territory shall be conducted in accordance with the rules applicable to flight in controlled airspace.

Level (m)	Level (m)
True course angle 180-359	True course angle 360-179
17 100	16 100
15 100	14 100
13 100	12 100
11 600	11 100
10 600	10 100
9 600	9 100
8 600	8 100
7 800	7 500
7 200	6 900
6 600	6 300
6 000	5 700
5 400	5 100
4 800	4 500
4 200	3 900
3 600	3 300
3 000	2 700
2 400	2 100
1 800	1 500
1 200	900

**Appendix 1**

- 1.1 e) Not applied.
- 1.2.1 b) Not applied.
- 4.1 Not applied.
- 4.2 Not applied, except for paragraphs 4.2.5.1 and 4.2.5.2.

**Appendix 3**

Established vertical separation:

- altitudes from 900 m to 8 100 m: 300 m;
- altitudes from 8 100 m to 12 100 m.: 500 m;
- altitudes above 12 100 m, as well as between aircraft flying at supersonic speed and other aircraft: 1 000m.

## Vertical Separation

Level (m)	Level (m)
True course angle 180-359	True course angle 360-179
17 100	16 100
15 100	14 100
13 100	12 100
11 600	11 100
10 600	10 100

9 600	9 100
8 600	8 100
7 800	7 500
7 200	6 900
6 600	6 300
6 000	5 700
5 400	5 100
4 800	4 500
4 200	3 900
3 600	3 300
3 000	2 700
2 400	2 100
1 800	1 500
1 200	900

**CHAPTER 3**

3.2.5 *Additional provision.* When approaching an aerodrome where AFIS is provided, the pilot of an aircraft equipped with a radio shall, on appropriate frequency (assigned for a particular aerodrome or, if no frequency is assigned, on a frequency published for general aviation flights), report:

- a) when entering the aerodrome information zone – aircraft position;
- b) intended position for joining into an aerodrome traffic circuit;
- c) additional information (if required);
- d) final; and
- e) runway vacation.

When departing from an aerodrome where AFIS is provided, the pilot shall report:

- a) when the aircraft is ready for taxi;
- b) when the aircraft is reaching the holding point;
- c) runway lining up;
- d) take-off;
- e) leaving the aerodrome traffic circuit; and
- f) leaving the aerodrome information zone.

Pilots shall use the above information to prevent a potential collision.

3.6.5.2.2 a) The pilot, having acknowledged a clearance to climb to a level other than the one specified in the current flight plan for en-route phase (intermediate clearance), in case of two-way communication failure, shall, after reaching the last assigned and acknowledged level or minimum flight altitude, if higher, maintain this level for a period of three minutes and then climb to a cruising level according to the current flight plan; if no cruising level was assigned in the current flight plan, the pilot shall, after this period of time, climb to a cruising level in accordance with the filed flight plan.

*Note.— If a time or geographical limit relating to levels was specified in the flight clearance, the pilot shall proceed in accordance with the clearance.*

**CHAPTER 4**

4.7 Except where otherwise indicated in air traffic control clearances or specified by the Aviation Authority of the Slovak Republic, VFR flights in level cruising flight, except for gliders, hang gliders, paragliders and manned balloons, when operated above 5 000 ft (1 500 m) MSL or 1 000 ft (300 m) from the ground or water, if higher, as 5 000 ft MSL, shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels in Appendix 3.

**General**            The differences promulgated in AIP Sweden, GEN 1-7, will continue to exist.

**CHAPTER 3**

3.1.8                Not applied.

3.2.1                *Additional provision.* Aircraft shall not be flown in formation except by pre-arrangement.

3.6.5.2.2 a)        Not applied.

**CHAPTER 4**

4.5                  Not applied. Authorization for VFR flights to operate above FL 290 may be granted within temporarily reserved areas.

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**CHAPTER 3**

Table 3-1      VMC visibility: reduced visibility and distance to clouds in airspace Class G GND to 2 000 ft (600 m)  
AGL. No IFR permitted in airspace Class G.

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**CHAPTER 1**

## Definitions

*Acrobatic flight.* The United Kingdom uses the term “aerobatic manoeuvres”.

*Aerodrome control service.* For aircraft in the air, the service is limited to aircraft flying in or in the vicinity of the aerodrome traffic zone by visual reference to the surface.

*Approach control service.* For aircraft in the air, the service is limited to aircraft flying in or in the vicinity of the aerodrome traffic zone by visual reference to the surface.

*Cloud ceiling.* In relation to an aerodrome means the vertical distance from the elevation of the aerodrome to the lowest part of any cloud visible from the aerodrome which is sufficient to obscure more than one half of the sky so visible.

*Controlled aerodrome.* The United Kingdom does not use this term but lists in the AIP those aerodromes at which air traffic control service is provided.

*Flight crew.* Those members of the crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radiotelephony operator of the aircraft.

*Manoeuvring area.* The part of an aerodrome provided for the take-off and landing of aircraft and for the movement of aircraft on the surface, excluding the apron and any part of the aerodrome provided for the maintenance of aircraft.

*Pilot-in-command.* In relation to an aircraft, means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.

*Runway.* An area, whether or not paved, which is provided for the take-off and landing run of aircraft.

*Special VFR flight.* A flight at any time in a control zone which is Class A airspace or in any other control zone in IMC or at night in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of in accordance with the instrument flight rules and in the course of which the aircraft complies with any instructions given by that unit and remains clear of cloud in sight of the surface.

**CHAPTER 3**

3.3.1.2 b) Flight plans are not required for aircraft flying within Advisory Airspace unless they intend to participate in the Advisory Service.

c) A flight plan may be filed for any flight. For a flight of more than 10 miles from the coast or over sparsely populated or mountainous areas, particularly if the aircraft is not equipped with radio, it is advisable to file a flight plan to facilitate the provision of alerting and search and rescue.

3.3.5.3 The United Kingdom requires a pilot flying to a destination without an ATS or AFS facility, prior to departure, to notify a responsible person at the destination of the flight's ETA. The responsible person will inform the Parent ATSU if the aircraft fails to arrive within 30 minutes of the ETA. In the event that a pilot is unable to find a responsible person at the destination, the pilot may request his or her Parent ATSU to act in this capacity. Should this occur, the pilot is required to inform the Parent ATSU within 30 minutes of arrival at destination.

3.3.5.4

3.6.5.2.2 Additional procedures appropriate to specific circumstances are detailed in the United Kingdom AIP ENR 1.1.3 General Flight Procedures section.



Further detailed procedures for individual major aerodromes may differ from the basic procedure and are notified in the United Kingdom AIP Aerodrome (AD2) sections.

- 3.9 Class A airspace. The United Kingdom has not yet notified VMC minima for Class A airspace introduced in Annex 2 on 4 November 1999. However, comparable VMC minima are specified for certain applications in Class A airspace (UK AIP ENR 1-4-1).

Class B airspace. The United Kingdom has not yet implemented the distance from cloud requirements introduced in Annex 2 on 4 November 1999.

Class C, D and E airspace. In addition to the minima specified in Table 3-1, the VFR flight is allowed by aircraft, other than helicopters, at or below 3 000 ft AMSL at a speed of 140 kt or less, which remain clear of cloud and in sight of the surface and in a flight visibility of at least 5 km. Helicopters may fly under VFR in Class C, D or E airspace at or below 3 000 ft AMSL provided that they remain clear of cloud and in sight of the surface.

Class F and G airspace. The VMC minima at and below FL 100 applies down to the surface (instead of down to 3 000 ft AMSL) with the minima at and below 3 000 ft as an alternative. The proviso “or 300 m above terrain whichever is higher” does not apply in the United Kingdom.

For the purposes of an aeroplane taking off from or approaching to land at an aerodrome with Class B, C or D airspace, the visibility, if any, communicated to the commander of an aeroplane by the appropriate air traffic control unit shall be taken to be the flight visibility for the time being.

## CHAPTER 4

- 4.1 See details above for 3.9.
- 4.2 The United Kingdom does not permit VFR flights in certain control zones as notified in the UK AIP as Class A airspace.
- 4.3 VFR flight is not permitted at night. (Night as defined in the United Kingdom legislation.)
- 4.4 a) VFR flight is permitted above FL 200 except in certain areas as notified in the UK AIP as Class A airspace.
- 4.5 VFR flight by General Air Traffic (as defined in UK AIP GEN 1-7-30 Table 1.7.2) is not permitted at and above FL 290. VFR flight by Operational Air Traffic (as defined in UK AIP GEN 1-7-30 Table 1.7.2) is permitted and will be provided with 2 000 ft vertical separation.
- 4.6 a) Minimum height over congested areas is 1 500 ft.
- b) There is no minimum height above the surface, but aircraft must maintain a minimum distance of 500 ft from persons, vessels, vehicles and structures.

The minimum heights apply to all flights whether under VFR or IFR and in all meteorological conditions.

- 4.7 It is not mandatory in the United Kingdom for VFR flights to adopt any particular cruising level system. However, when operating above transition altitude, they are recommended to conform to the cruising level system prescribed in the United Kingdom for IFR flights.

In those parts of controlled airspace where VFR flight is permitted, such flights are not required to adopt any particular cruising level system.

**CHAPTER 5**

5.1.2 a) The United Kingdom has no statutory requirements relating specifically to minimum IFR altitude when operating over high terrain or mountainous areas.

b) The United Kingdom regulations require that an aircraft operating under IFR shall not fly at a height less than 1 000 ft (300 m) above the highest fixed obstacle within distance of 5 NM (9.25 km) of the aircraft unless the aircraft is flying on a route so notified or is operating at or below 3 000 ft AMSL and remains clear of cloud and in sight of the surface.

In addition to the minimum height requirements in respect of obstacles, the minimum height over congested areas is 1 500 ft.

5.3.1 IFR flights operating in level cruising flight above 3 000 ft AMSL outside controlled airspace or above the appropriate transition altitude in the United Kingdom will use Table I if flying below 24 500 ft or Table II if flying above 24 500 ft. The altimeter shall be set to a pressure of 1013.2 hectopascals. These levels do not apply if flying in conformity with ATC instructions or in accordance with notified holding procedures in relation to an aerodrome.

**Table I — Flights at levels below 24 500 ft**

<i>Magnetic track °</i>	<i>Cruising level</i>
less than 090°	Odd thousands of feet
090° but less than 180°	Odd thousands of feet plus 500 ft
180° but less than 270°	Even thousands of feet
270° but less than 360°	Even thousands of feet plus 500 ft

**Table II — Flights at levels above 24 500 ft**

<i>Magnetic track °</i>	<i>Cruising level</i>
less than 180°	25 000 ft
	27 000 ft
	29 000 ft
	33 000 ft
	and above at intervals of 4 000 ft
180° but less than 360°	26 000 ft
	28 000 ft
	31 000 ft
	35 000 ft
	and above at intervals of 4 000 ft

**Appendix 1**

3 These visual warning signals are not used in the United Kingdom.

4.2 At land aerodromes, ground signals may be displayed for the guidance of air traffic. Such signals will normally be displayed in the Signals Area or on the Signals Mast, and as near as possible to the control tower. The signals which may be displayed and the interpretation of the signals are shown in Rules 42 to 46 of the Rules of the Air Regulations 1996. The signals are in accordance with ICAO Annex 2, Appendix A with the exception of those detailed below which either differ from or supplement those in Annex 2.

- 4.2.5.1 Directions for landing or take-off. A white disc displayed alongside the cross-arm of the T and in line with the shaft of the T signifies that the direction of landing and take-off do not necessarily coincide. This may also be signified by a black ball suspended from a mast.
- 4.2.5.2 Black numerals in two-figure groups and, where parallel runways are provided, the letters L (left) LC (left centre), C (centre), RC (right centre) and R (right), placed against a yellow background, indicate the direction for take-off or the runway in use.
- 4.2.6 Right hand circuit. A red and yellow striped arrow. This may also be indicated by a rectangular green flag flown from a mast.
- 4.2.8 Glider flights in operation. In addition to the double white cross, two red balls suspended from a mast one above the other signify that glider flying is in progress at the aerodrome. A yellow cross indicates the tow-rope dropping area.

The following additional signals are used in the United Kingdom.

Aerodrome control in operation. A checkered flag or board containing 12 equal squares, coloured red and yellow alternately, signifies that aircraft may move on the manoeuvring area and apron only in accordance with the permission of the air traffic control unit at the aerodrome.

Landing area for light aircraft. A white letter L indicates a part of the manoeuvring area which shall be used only for the taking-off and landing of light aircraft. A red letter L displayed on the standard dumb-bell signifies that light aircraft are permitted to take-off and land either on a runway or on the area designated above.

Helicopter operations. When helicopters are required to take off and land only within a designated area, a white letter H is displayed in the Signals Area and a white letter H indicates the area to be used by helicopters.

#### Boundary markers

- a) unserviceable portions of paved runway, taxiway or apron: markers with alternate orange and white stripes;
- b) unserviceable portions of unpaved manoeuvring area: orange and white markers alternating with flags coloured orange and white. (One or more white crosses indicate that the area is unserviceable.)
- c) aerodrome boundary, where not otherwise evident: orange and white markers;
- d) boundary of an unpaved runway or of a stopway where not otherwise evident: white flat rectangular markers.

Additional ground signals. The following ground signals, not provided for in air navigation legislation, may be displayed at military aerodromes and at other aerodromes not normally available for civil aircraft in general.

Unserviceable areas. A yellow and black solid of triangular section will be displayed on areas which are unserviceable owing to bad ground or to the presence of stationary vehicles, working parties or other obstacles.

Landing dangerous. A white cross displayed at the end of a runway shall indicate that runway is non-useable. The aerodrome may be used for storage purposes.

Emergency use only. A white cross and a single white bar displayed on a runway at a disused aerodrome indicates that the runway is fit for emergency use. Runways so marked are not safeguarded and may be temporarily obstructed.

Land in emergency only. Two vertical yellow bars on a red square on the Signals Area indicate that the landing areas are serviceable but the normal safety facilities are not available. Aircraft should land in emergency only.

Variable circuit. If the direction of the circuit is variable, a red flag will be flown from the Signals Mast when a left hand circuit is in operation and a green flag when a right hand circuit is in operation.

Light aircraft. A red L shall indicate that light aircraft may land on a special grass area which is delimited by white corner markings; taxiing of light aircraft on grass is permitted.

**Appendix 3** See difference for 5.3.1 above.

**Appendix 4** The United Kingdom requires permission to be obtained for operators of unmanned balloons and details restrictions on the release of large numbers of small balloons, but not to the extent of Appendix 4.

#### **Attachment A**

2.3 f) Not all United Kingdom interception aircraft and interception control units have the capability to communicate on 121.5 MHz. Where an intercept control unit does not have such a capability, use would be made of direct communications between that unit and another air traffic control unit which did have a 121.5 MHz capability. This would ensure that the establishment of communications on 121.5 MHz was not jeopardized.

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