

		Primary unit (symbol)	Non-SI alternative unit (symbol)
Ref. No.	Quantity		
10. Nuclear physics and ionizing radiation			
10.1	absorbed dose	Gy	
10.2	absorbed dose rate	Gy/s	
10.3	activity of radionuclides	Bq	
10.4	dose equivalent	Sv	
10.5	radiation exposure	C/kg	
10.6	exposure rate	C/kg · s	
a) As used in navigation, generally in excess of 4 000 m.			
b) Such as aircraft fuel, hydraulic fluids, water, oil and high pressure oxygen vessels.			
c) Visibility of less than 5 km may be given in m.			
d) Airspeed is sometimes reported in flight operations in terms of the ratio MACH number.			
e) A conversion of 1 kt = 0.5 m/s is used in ICAO Annexes for the representation of wind speed.			
f) The decibel (dB) is a ratio which may be used as a unit for expressing sound pressure level and sound power level. When used, the reference level must be specified.			

Made this 16th day of March, 2026.

J. MHANGO

(FILE REF. NO. DCA/5/20/6)

Minister of Transport and Public Works

GOVERNMENT NOTICE No. 34

CIVIL AVIATION ACT
(No. 28 OF 2017)
CIVIL AVIATION (RULES OF THE AIR) REGULATIONS, 2026
ARRANGEMENT OF REGULATIONS
REGULATION

PART I— PRELIMINARY

- 1. Citation
- 2. Interpretation
- 3. Application
- 4. Compliance with rules of the air

PART II—GENERAL RULES OF THE AIR

Division 1—General Operating Rules

- 5. Authority of pilot-in-command
- 6. Pre-flight information
- 7. Problematic use of psychoactive substances

REGULATION

Division 2—Protection of Persons and Property

8. Negligent or reckless operation of aircraft
9. Minimum heights
10. Cruising levels
11. Prohibition of dropping, spraying, etc.
12. Acrobatic flights
13. Formation flights
14. Remotely piloted aircraft
15. Unmanned free balloons
16. Prohibited areas, restricted areas and danger areas

Division 3—Avoidance of Collisions

17. Avoidance of collisions
18. Proximity to other aircraft
19. Right of way rules
20. Priority for landing and approach
21. Right of way for taxiing aircraft
22. Priority rules for vehicles on movement areas
23. Lights to be displayed

Division 4—Aerodrome Operations

24. General operating rules at aerodrome
25. Operations at uncontrolled aerodrome
26. Operations at controlled aerodrome
27. Radio communication requirements at controlled aerodrome
28. Clearances for movement at controlled aerodrome
29. Access to and movement in manoeuvring area

Division 5—Special Flight Operations

30. Simulated instrument flight conditions
31. Operations on water

Division 6—Flight Plans

32. Submission of a flight plan
 33. Contents of a flight plan
 34. Changes to a flight plan
 35. Closing a flight plan
- REGULATION

REGULATION

Division 7—Signals

- 36. Universal aviation signals
- 37. Marshalls
- 38. Distress signals
- 39. Urgency signals

Division 7—Time

- 40. Use of coordinated universal time

Division 8—Air Traffic Control Service

- 41. Air traffic control clearances
- 42. Adherence to flight plan
- 43. Deviations from flight plan
- 44. Weather deterioration below visual meteorological conditions
- 45. Position reports
- 46. Termination of control
- 47. General Communications
- 48. Act of unlawful interference
- 49. Interception of civil aircraft
- 50. Visual meteorological conditions, visibility and distance and cloud minima

PART III—VISUAL FLIGHT RULES

- 51. Visual flight rules within a control zone
- 52. Operation of visual flight rules flight
- 53. Change from visual flight rules to instrument flight rules

PART IV—INSTRUMENT FLIGHT RULES

- 54. Aircraft equipment
- 55. Clearance requirements for instrument flight rules flight
- 56. Minimum flight levels for instrument flight rules flight
- 57. Change from instrument flight rules flight to visual flight rules flight
- 58. Rules applicable to instrument flight rules flights within controlled airspace
- 59. Cruising levels outside controlled airspace
- 60. Communications for instrument flight rules flights outside controlled airspace

REGULATION

- 61. Position report for instrument flight rules flights outside controlled airspace

PART V—MISCELLANEOUS

- 62. Suspension, cancellation, revocation of licence, certificate, etc.
- 63. Appeals

Schedules

IN EXERCISE of the powers conferred by section 92 of the Civil Aviation Act, 2017, I, JAPPIE MHANGO, Minister of Transport and Public Works, on the recommendation of the Authority, make the following Regulations—

PART I—PRELIMINARY

- 1. These Regulations may be cited as the Civil Aviation (Rules of the Air) Regulations, 2026. Citation
- 2. In these Regulations, unless the context otherwise requires— Interpretation
 - “Aeronautical Information Publication” means a publication issued by the Authority containing aeronautical information of a lasting character essential to air navigation;
 - “aerodrome control tower” means a unit designated under the Civil Aviation (Air Traffic Services) Regulations, 2026, to provide an air traffic control service to aerodrome traffic; G.N. 32/2026
 - “aerodrome traffic” means all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of the aerodrome;
 - “aerodrome traffic zone” means an airspace surrounding an aerodrome of dimensions determined by the Authority for the protection of aerodrome traffic;
 - “air traffic service unit” has the meaning ascribed thereto under the Civil Aviation (Air Traffic Services) Regulations, 2026; G.N. 32/2026
 - “air traffic control unit” means an area control centre, approach unit or aerodrome control tower;
 - “air traffic control clearance” means authorization for an aircraft to proceed under conditions specified by an air traffic control unit;
 - “air traffic control service” has the meaning ascribed thereto under the Civil Aviation (Air Traffic Services) Regulations, 2026; G.N. 32/2026
 - “air traffic service provider” has the meaning ascribed thereto under the Civil Aviation (Air Traffic Services) Regulations, 2026; G.N. 32/2026
 - “Automatic Dependent Surveillance-Contract” has the meaning ascribed thereto under the Civil Aviation (Air Traffic Services) Regulations, 2026; G.N. 32/2026

G.N. 32/2026

“controlled aerodrome” has the meaning ascribed thereto under the Civil Aviation (Air Traffic Services) Regulations, 2026;

“controlled airspace” means airspace designated by the Authority within which air traffic control services are provided in accordance with the airspace classification;

“controlled flight” means a flight which is subject to an air traffic control clearance;

G.N. 32/2026

“control zone” has the meaning ascribed thereto under the Civil Aviation (Air Traffic Services) Regulations, 2026;

“cruising level” means a level maintained during a significant portion of a flight;

“flight level” means a surface of constant atmospheric pressure expressed in units of hundred feet and referenced to the standard pressure datum of 1013.2 hectopascals;

“flight plan” means specified information provided to an air traffic service unit relating to an intended flight or portion of the flight;

“glider” means an aircraft without an engine that flies using fixed wings;

“heading” means the direction in which the longitudinal axis of an aircraft is pointed;

“heavier-than-air aircraft” means an aircraft that derives its lift in flight mainly from an aerodynamic force;

“instrument flight rules flight” means a flight conducted by reference to aircraft instruments rather than visual reference to the ground;

“manoeuvring area” means the part of an aerodrome used for take-off, landing and taxiing of aircraft, but does not include an apron;

“movement area” means the part of an aerodrome used for take-off, landing and taxiing of aircraft, and includes the manoeuvring area and an apron;

“night” means—

(a) the period between 15 minutes after sunset and 15 minutes before sunrise, both times being determined at surface level; or

(b) any period when visibility conditions are such that an unlighted aircraft or prominent unlighted object cannot be seen at a distance of 4,572 metres;

“overtaking aircraft” means an aircraft approaching another aircraft from behind at an angle of less than 70 degrees, in a position where the aircraft cannot see the other aircraft’s port or starboard navigation lights;

“pilot-in-command” means the pilot designated by the operator or, in the case of general aviation, by the owner, as being in command and responsible for the safe conduct of a flight;

“radiotelephony” means a form of radio communication primarily intended for the exchange of information in the form of speech;

“secondary surveillance radar” means a surveillance radar system which uses interrogators and transponders;

“special visual flight rules flight” means a visual flight rules flight authorized by air traffic control to operate within a control zone in weather conditions below visual meteorological conditions or at night;

“taxiing” means the movement of an aircraft on the surface of an aerodrome under its own power, but does not include take-off and landing;

“uncontrolled aerodrome” means an aerodrome at which air traffic control service is not provided;

“visibility” means the greater of—

(a) the greatest distance at which a black object of suitable size near the ground can be seen and recognized against a bright background; or

(b) the greatest distance at which lights of approximately 1000 candelas can be seen and identified against an unlit background;

“visual flight rules flight” means a flight conducted by visual reference to the ground rather than by reference to aircraft instruments; and

“visual meteorological conditions” means meteorological conditions expressed in terms of visibility distance from cloud, and ceiling, equal to or better than specified minima.

3. These Regulations shall apply to—

Application

(a) all aircraft within Malawi; and

(b) all aircraft registered in Malawi, wherever they are, except where compliance with these Regulations would be inconsistent with the aviation laws of the State in whose territory the aircraft is operating, in which case the pilot-in-command shall comply with those laws to the extent of the inconsistency.

4.—(1) A pilot-in-command of an aircraft shall comply with—

Compliance
with rules of
the air

(a) the general rules of the air, at all times and

(b) where the aircraft is in flight, either—

(i) visual flight rules; or

(ii) instrument flight rules.

(2) A pilot-in-command of an aircraft shall, when operating under visual flight rules or instrument flight rules in a classified air traffic services airspace, comply with the requirements specified for such airspace.

(3) A pilot-in-command may depart from these Regulations in the interest of safety to the extent necessary to—

(a) avoid immediate danger; or

(b) comply with the aviation laws of a State other than Malawi in which the aircraft is operating.

(4) For the purposes of this regulation, “immediate danger” means a situation that—

- (a) poses an imminent threat to the safety of the aircraft, persons on board, or persons or property on the ground;
- (b) requires urgent action to prevent an accident or incident; or
- (c) cannot reasonably be avoided by compliance with these Regulations.

PART II—GENERAL RULES OF THE AIR

Division 1— General Operating Rules

Authority of
the pilot-in-
command of
an aircraft

5. A pilot-in-command of an aircraft shall have final authority over the—

- (a) operation of the aircraft; and
- (b) safety of the aircraft and all persons on board.

Pre-flight
information

6.—(1) A pilot-in-command of an aircraft shall, before commencing a flight, become familiar with all available information appropriate to the intended operation.

(2) A pilot-in-command shall, in addition to subregulation (1), undertake a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and alternative courses of action, where the intended flight is—

- (a) away from the vicinity of an aerodrome; or
- (b) to be conducted in accordance with instrument flight rules.

Problematic
use of
psychoactive
substances

7.—(1) A safety-sensitive person shall not perform a function critical to aviation safety while under the influence of a psychoactive substance that impairs human performance.

(2) A safety-sensitive person shall not engage in problematic use of a psychoactive substance.

(3) A safety-sensitive person who contravenes subregulation (1) or (2) shall—

- (a) in the case of a first contravention, be liable to—
 - (i) immediate suspension of his licence, certificate, or authorization for a period of six months;
 - (ii) mandatory participation in a substance abuse assessment and rehabilitation programme approved by the Authority; and
 - (iii) reinstatement only upon successful completion of the programme and demonstration of fitness to perform his functions;

(b) in the case of a second contravention, be liable to suspension of his licence, certificate, or authorization for a period of five years, subject to successful completion of a rehabilitation programme approved by the Authority and regular monitoring; or

(c) in the case of a third contravention, permanent revocation of his licence, certificate, or authorization.

(4) The Authority may impose additional conditions on reinstatement, including—

(a) random substance testing for a specified period;

(b) medical surveillance;

(c) restriction on the scope of duties to be performed; or

(d) any other condition necessary to ensure aviation safety.

(5) Subregulation (3) shall not prevent—

(a) criminal prosecution of the offender under any other law; or

(b) civil liability for damages arising from the contravention.

(6) For the purposes of this regulation—

(a) “problematic use”, in relation to a psychoactive substance, means the use of one or more psychoactive substances by an aviation personnel in a way that—

(i) constitutes a direct hazard to the user or endangers the life, health or welfare of another person; or

(ii) causes or worsens an occupational, social, mental or physical problem or disorder;

(b) “psychoactive substance” means alcohol, opioid, cannabinoid, sedative and hypnotic, cocaine, and any other psychostimulant, hallucinogen, and volatile solvent, but does not include coffee and tobacco; and

(c) “safety-sensitive person” means—

(i) a flight crew member;

(ii) a cabin crew member;

(iii) an aircraft maintenance engineer and technician;

(iv) an air traffic controller;

(v) a flight operations officer and flight dispatcher;

(vi) an aerodrome operations personnel whose duties are critical to safe aircraft operations; and

(vii) any other person whose duties directly affect aviation safety.

Division 2—Protection of Persons and Property

8. A person shall not wilfully, negligently or recklessly operate an aircraft in a manner that endangers life or property.

Negligent or reckless operation of aircraft

Minimum
heights

9.—(1) Subject to subregulation 5, a person shall not operate an aircraft—

(a) over a congested area below the higher of—

(i) the height that would permit the aircraft to land clear of the congested area without danger to persons or property in the event of engine failure; or

(ii) 1,000 feet above the highest fixed object within 600 metres of the aircraft;

(b) over an open-air assembly of more than 1,000 persons below the height that would permit the aircraft to land clear of the assembly without danger to persons or property on the surface in the event of engine failure; or

(c) elsewhere, below 500 feet above ground or water.

(2) A person shall not operate a helicopter—

(a) over a congested area below 1,000 feet above the highest fixed object within 600 metres of the helicopter, except with the written permission of the Authority and in accordance with any conditions as may be specified by the Authority; or

(b) at any location below the height that would enable it to land without danger to persons or property on the surface in the event of engine failure.

(3) Except with the written permission of the Authority and the written consent of an event organiser, a person shall not operate an aircraft—

(a) over or within 1,000 metres of any open-air assembly of more than 1,000 persons gathered for an organised event; or

(b) while towing a banner at such a height that the banner could be dropped within 1,000 metres of such an assembly.

(4) It shall be a defence to an offence under subregulation (3) for the accused person to prove that the flight was made—

(a) at a reasonable height; and

(b) for a purpose unconnected with the assembly or the organised event.

(5) This regulation shall not apply to—

(a) an aircraft taking off or landing in accordance with normal aviation practice;

(b) an aircraft practising approaches to landing within the airspace customarily used for such purposes at an aerodrome;

(c) an aircraft engaged in aerial work operations relating to agriculture, horticulture or forest preservation;

(d) an aircraft being used for law enforcement purposes;

(e) an aircraft participating in, or flying in connection with, an aviation event approved by the Authority where the assembly has gathered to witness that event;

- (f) a glider engaged in hill-soaring;
- (g) any captive balloon or kite; and
- (h) aircraft flying for the purpose of—
 - (i) aving life; or
 - (ii) checking navigational aids or procedures at a licensed aerodrome in Malawi or any aerodrome in another State.

- 10.—(1) A pilot-in-command shall express cruising levels in terms of— Cruising
levels
- (a) flight levels, where the pilot conducts the flight—
 - (i) at or above the lowest usable flight level; or
 - (ii) where applicable, above the transition altitude; or
 - (b) altitudes, where the pilot conducts the flight—
 - (i) below the lowest usable flight level; or
 - (ii) where applicable, at or below the transition altitude.

(2) Subject to subregulation (5), a pilot-in-command operating an aircraft under instrument flight rules within controlled airspace at or above 1,000 feet above ground level shall operate the aircraft at a cruising level appropriate to its magnetic track as specified in the *First Schedule*.

(3) Subject to any air traffic control clearance or direction by the Authority, a pilot-in-command operating an aircraft under visual flight rules at or above 1,000 feet above ground level shall operate the aircraft at the cruising level appropriate to its magnetic track as specified in the *First Schedule*.

(4) A pilot-in-command shall determine flight levels and altitudes by reference to an altimeter set in accordance with the altimeter setting procedures—

- (a) published by the Authority for flights within Malawian airspace;
- or
- (b) published by the competent aviation authority of the relevant State for flights within that State’s airspace.

(5) A pilot-in-command may operate an aircraft at a cruising level other than that required by this regulation when he operates the aircraft in accordance with—

- (a) instructions from an air traffic control unit;
- (b) published en-route holding patterns; or
- (c) published holding procedures for an aerodrome.

(6) For the purposes of this regulation, “transition altitude” means the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

11. A person shall not—
- (a) drop any object from an aircraft in flight;
 - (b) spray any substance from an aircraft in flight;

Prohibition of
dropping,
spraying, etc.

Acrobatic
flights

- (c) tow an aircraft or other object from an aircraft; or
- (d) make a parachute descent, other than an emergency descent, except with the approval of the Authority and advice and clearance from the appropriate air traffic service unit.

12.—(1) A pilot-in-command shall not conduct an acrobatic flight except—

- (a) in accordance with conditions prescribed by the Authority; and
- (b) with the relevant clearance from the appropriate air traffic service unit.

(2) A pilot-in-command shall not conduct acrobatic flight—

- (a) over any city, town or settlement;
- (b) over an open-air assembly of persons;
- (c) below 1,500 feet above the surface; or
- (d) when flight visibility is less than 5 kilometres.

(3) A pilot-in-command shall not conduct any flight manoeuvre exceeding—

- (a) a bank angle of 60 degrees from flight level; or
- (b) a pitch attitude of 30 degrees from flight level,

unless every occupant of the aircraft is wearing a parachute that has been packed by a qualified parachute rigger within the preceding 12 months.

(4) For the purposes of this regulation, “acrobatic flight” means manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.

Formation
flights

13.—(1) A flight leader of a formation flight shall not conduct a formation flight except—

(a) by prior arrangement among the pilots-in-command of all aircraft participating in the formation; and

(b) where the formation flight is conducted in controlled airspace, in accordance with conditions prescribed by the air traffic service provider.

(2) A flight leader shall ensure that—

(a) the formation operates as a single aircraft for the purposes of navigation and position reporting;

(b) each aircraft in the formation maintains a distance from the flight leader not exceeding—

- (i) 0.5 nautical miles laterally and longitudinally; and
- (ii) 100 feet vertically; and

(c) separation between aircraft in the formation is maintained during all phases of flight, including—

- (i) periods of transition when aircraft are manoeuvring to attain their position within the formation;
- (ii) join-up procedures; and

- (iii) break-away procedures.
- (3) The flight leader shall be responsible for—
 - (a) overall conduct of the formation flight;
 - (b) navigation and position reporting for the formation;
 - (c) communication with air traffic services; and
 - (d) ensuring compliance with separation requirements.
- (4) A pilot-in-command of an aircraft in the formation, other than the flight leader, shall be responsible for—
 - (a) maintaining the prescribed separation from the flight leader and other aircraft in the formation;
 - (b) complying with instructions from the flight leader; and
 - (c) ensuring the safe operation of his aircraft within the formation.
- (5) For the purposes of this regulation—
 - (a) “flight leader” means the pilot-in-command of the aircraft designated to lead and coordinate the formation flight;
 - (b) “join-up procedure” means the process by which an aircraft manoeuvres to take its designated position within a formation; and
 - (c) “break-away procedure” means the process by which an aircraft leaves its position within a formation.

14.—(1) A person operating a remotely piloted aircraft shall— Remotely piloted aircraft

- (a) operate the aircraft in a manner that does not create a hazard to persons, property or other aircraft;
- (b) comply with the conditions specified in the *Second Schedule*; and
- (c) comply with any other conditions for operating a remotely piloted aircraft prescribed under the Act.

(2) For the purposes of this regulation, “remotely piloted aircraft” means an unmanned aircraft that is piloted from a remote pilot station.

15.—(1) A person operating an unmanned free balloon shall operate the balloon— Unmanned free balloons

- (a) in a manner that minimizes hazards to persons, property and other aircraft; and
- (b) in accordance with the conditions specified in the *Third Schedule*.

(2) For the purposes of this regulation, “unmanned free balloon” means a non-power-driven, unmanned, lighter-than-air aircraft in free flight.

16.—(1) A pilot-in-command shall not operate an aircraft in a prohibited area, restricted area or danger area specified in the Aeronautical Information Publication unless— Prohibited areas, restricted areas and danger areas

(a) the operation is in accordance with the conditions of the airspace restriction; or

(b) the Authority has granted permission for the operation.

(2) For the purposes of this regulation—

G.N. 32/2026 (a) “danger area” has the meaning ascribed thereto under the Civil Aviation (Air Traffic Services) Regulations, 2026;

G.N. 32/2026 (b) “prohibited area” has the meaning ascribed thereto under the Civil Aviation (Air Traffic Services) Regulations, 2026; and

G.N. 32/2026 (c) “restricted area” has the meaning ascribed thereto under the Civil Aviation (Air Traffic Services) Regulations, 2026.

Division 3—Avoidance of Collisions

Avoidance of collisions 17.—(1) The pilot-in-command of an aircraft equipped with an airborne collision avoidance system shall—

(a) follow the resolution advisory provided by the airborne collision avoidance system equipment; and

(b) take all necessary action, including manoeuvres, to avoid collision with other aircraft.

(2) For the purposes of this regulation—

(a) “airborne collision avoidance system” means an aircraft system based on secondary surveillance radar transponder signals which operates independently of ground-based equipment and provides advice to the pilot on potential conflicting aircraft equipped with the transponder; and

(b) “resolution advisory” means a display indication given to the pilot recommending a manoeuvre intended to provide separation from a threat.

Proximity to other aircraft 18. A pilot-in-command shall not operate an aircraft in proximity to another aircraft where such proximity creates a collision hazard.

Right of way rules 19.—(1) A pilot-in-command of an aircraft with right of way shall maintain the current heading and speed of the aircraft.

(2) A pilot-in-command of an aircraft required to give way under this regulation shall ensure that the aircraft—

(a) does not pass over, under or in front of the other aircraft; or

(b) where it is necessary to pass over, under or in front of the other aircraft, passes well clear and with due regard to wake turbulence effects.

(3) Where two aircraft are approaching head-on or approximately head-on and there is danger of collision, the pilot-in-command of each aircraft shall alter the heading of the aircraft to the right.

(4) Subject to subregulation (5), where two aircraft are converging at approximately the same level, the pilot-in-command of the aircraft that has the other aircraft on its right shall give way to that other aircraft.

(5) Notwithstanding subregulation (4), the pilot-in-command of an aircraft shall give way as follows—

- (a) the pilot-in-command of a power-driven heavier-than-air aircraft shall give way to an airship, glider or balloon;
- (b) the pilot-in-command of an airship shall give way to a glider or balloon;
- (c) the pilot-in-command of a glider shall give way to a balloon; and
- (d) the pilot-in-command of a power-driven aircraft shall give way to an aircraft towing another aircraft or object.

(6) Where an aircraft is overtaking another aircraft, the pilot-in-command of the overtaking aircraft shall—

- (a) ensure that the aircraft keeps clear of the aircraft being overtaken;
- (b) alter the heading of the overtaking aircraft to the right; and
- (c) maintain such clearance until the overtaking aircraft is entirely past and clear.

(7) The duty imposed under subregulation (6) shall apply notwithstanding—

- (a) the flight attitude of the overtaking aircraft; or
- (b) any subsequent change in the relative positions of the aircraft.

(8) For the purposes of this regulation—

- (a) “airship” means a power-driven aircraft that is kept buoyant by a body of gas, lighter than air; and
- (b) “power-driven aircraft” means aircraft that utilizes engines for propulsion and includes propeller-driven and jet-powered aircraft.

20.—(1) A pilot-in-command of an aircraft shall give way to—

- (a) an aircraft that is landing;
- (b) an aircraft that is in the final stages of an approach to land; and
- (c) where the pilot-in-command’s aircraft is power-driven, a glider.

Priority for
landing and
approach

(2) Where a pilot-in-command is operating an aircraft that is approaching an aerodrome for landing and another heavier-than-air aircraft is approaching the same aerodrome at a lower level, the pilot-in-command shall give way to the other aircraft.

(3) Notwithstanding subregulation (2), where a pilot-in-command is operating an aircraft at a lower level, the pilot-in-command shall not—

- (a) position the aircraft so as to cut in front of another aircraft in the final stages of approach; or
- (b) overtake the other aircraft.

(4) Where a pilot-in-command becomes aware that another aircraft is compelled to land, the pilot-in-command shall cause his aircraft to give way to the other aircraft.

Right of way
for taxiing
aircraft

21.—(1) A pilot-in-command taxiing an aircraft on the manoeuvring area of an aerodrome shall give way to any aircraft taking off or about to take off.

(2) Where aircraft are taxiing and approaching head-on, each pilot-in-command shall—

(a) bring his aircraft to a complete stop; or

(b) where safe and practicable, alter course to the right and maintain adequate separation.

(3) Where aircraft are taxiing and converging, the pilot whose aircraft has the other aircraft on its right shall yield right of way by—

(a) reducing speed or stopping; or

(b) altering course to avoid conflict.

(4) In overtaking situations while taxiing—

(a) the pilot of the aircraft being overtaken shall maintain course and speed; and

(b) the pilot of the overtaking aircraft shall maintain separation until completely clear.

(5) A pilot-in-command shall bring the aircraft to a complete stop at—

(a) a runway-holding position, unless authorized to proceed by the aerodrome control tower; and

(b) any lighted stop bar until the lights are extinguished.

(6) For the purposes of this regulation, “runway-holding position” means a designated position intended to protect a runway, an obstacle limitation surface, or an instrument landing system or microwave landing system critical area or sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower.

Priority rules
for vehicles on
movement
areas

22.—(1) The operator of a vehicle and aircraft in the movement area shall give priority to an emergency vehicle that is proceeding to assist an aircraft in distress.

(2) Subject to subregulation (1), where there is danger of collision between an aircraft and vehicle on the movement area of an aerodrome, the following priority rules shall apply—

(a) the pilot-in-command of the aircraft and the operator of the vehicle shall give way to aircraft that are taking off or landing;

(b) the driver of a vehicle towing an aircraft shall give way to aircraft that are landing, taking off, or taxiing;

(c) the driver of a vehicle shall give way to any aircraft; and

(d) the driver of a vehicle shall give way to a vehicle that is towing an aircraft.

(3) A driver of a vehicle operating on the movement area shall, where practicable, comply with the head-on, converging, and overtaking rules set out in regulation 21.

23.—(1) A pilot-in-command of an aircraft in flight shall ensure that the aircraft displays—

Lights to be displayed

(a) anti-collision lights designed to attract attention to the aircraft;
and

(b) navigation lights designed to indicate the relative path of the aircraft to an observer,

during the period from sunset to sunrise or during any other period that the Authority may prescribe.

(2) A pilot-in-command of an aircraft in the movement area of an aerodrome shall ensure that the aircraft displays—

(a) navigation lights designed to indicate the relative path of the aircraft to an observer;

(b) lights designed to indicate the extremities of the aircraft structure, unless the aircraft is stationary and adequately illuminated by other means;

(c) anti-collision lights designed to attract attention to the aircraft;
and

(d) lights indicating that the aircraft engines are running, when the engines are in operation.

(3) A pilot-in-command shall not permit the display of any other lights on an aircraft if those lights are likely to be mistaken for the lights required under this regulation.

(4) A pilot in command may reduce the intensity of, or switch off, flashing anti-collision lights if the pilot determines that such action is necessary to—

(a) avoid adverse effects on the performance of flight duties; or

(b) prevent harmful dazzle to an external observer.

(5) Navigation and anti-collision lights required under this regulation shall meet the specifications prescribed under the Act.

Division 4— Aerodrome Operations

24.—(1)A pilot-in-command operating an aircraft near or on an aerodrome shall—

General operating rules at aerodrome

(a) observe and avoid other aerodrome traffic;

(b) follow established traffic patterns;

(c) make left turns during approach and departure unless instructed otherwise; and

(d) land and take off into the wind unless other factors require a different direction.

(2) A pilot-in-command operating an aircraft on the ground at an aerodrome shall—

- (a) ensure that the runway is clear before entering or crossing any runway;
- (b) ensure that the runway is clear of other aircraft and obstructions before commencing take-off;
- (c) when taxiing, keep to the left side of the manoeuvring area and keep clear of other aircraft;
- (d) make turns to the left when taxiing, unless otherwise necessary for safety or as directed by air traffic control unit; and
- (e) vacate the runway without delay after landing.

Operations at
uncontrolled
aerodrome

25.—(1) A pilot-in-command shall not operate in a traffic zone of an uncontrolled aerodrome except—

- (a) for the purpose of taking off from or landing at the aerodrome; or
- (b) for the purpose of observing signals in the signals area of that aerodrome, in which case the pilot in command shall maintain an altitude of not less than 500 feet above the aerodrome elevation and remain clear of cloud.

(2) A pilot-in-command operating at an uncontrolled aerodrome shall comply with the general operating rules set out under regulation 24.

Operations at
controlled
aerodrome

26.—(1) A pilot-in-command shall not operate an aircraft within, or cause an aircraft to enter, the aerodrome traffic zone of a controlled aerodrome unless the pilot-in-command has obtained permission from the air traffic control unit at the aerodrome.

(2) A pilot-in-command operating an aircraft within the aerodrome traffic zone of a controlled aerodrome, or moving an aircraft on the manoeuvring area of the aerodrome, shall—

- (a) maintain continuous watch on the radio frequency notified for air traffic control communications at the aerodrome or, where the aircraft is not equipped with serviceable radio equipment, maintain watch for visual signals from the air traffic control unit;
- (b) obtain permission from the air traffic control unit before—
 - (i) entering or crossing a runway;
 - (ii) taxiing on the manoeuvring area;
 - (iii) taking off; or
 - (iv) landing; and

(c) comply with any instructions given by the air traffic control unit.

Radio
communication
requirements
at controlled
aerodrome

27.—(1) A pilot in command operating an aircraft at a controlled aerodrome shall maintain two-way radio communication with the control tower.

(2) A pilot in command of an aircraft arriving at a controlled aerodrome shall establish two-way radio communication with the air traffic control unit—

- (a) if the aircraft is operating at or below 2,500 feet above ground level, before the aircraft is within 4 nautical miles of the aerodrome boundary; or
 - (b) in any other case, before the aircraft is within 10 nautical miles of the aerodrome boundary.
- (3) A pilot in command departing from a controlled aerodrome shall establish communication with the control tower before the aircraft begins to taxi.
- (4) Where radio communication fails during visual flight rules operation, the pilot-in-command may continue the flight and land if—
- (a) weather conditions are at or above basic visual flight rules minimum; and
 - (b) clearance to land is received by light signal.
- (5) Where radio communication fails during instrument flight rules operation, the pilot shall comply with the procedure prescribed in regulation 47.

28.—(1) A pilot-in-command operating an aircraft at a controlled aerodrome shall not, without clearance from the air traffic control unit—

- (a) taxi on the manoeuvring area;
- (b) enter or cross a runway; or
- (c) take off or land.

Clearances for movement at controlled aerodrome

- (2) Where the pilot-in-command obtains clearance to taxi to a take-off runway, the clearance—
- (a) authorizes the aircraft to taxi to the holding point of that runway by the route specified or, if no route is specified, by a route chosen by the pilot-in-command; and
 - (b) does not authorize the aircraft to—
 - (i) enter or cross the take-off runway; or
 - (ii) enter or cross any other runway that intersects the taxi route.

(3) Subject to subregulation (1), a clearance to taxi to any location on the aerodrome other than a take-off runway authorizes the aircraft to cross any runway that intersects the taxi route to that location.

29.—(1)A person shall not enter, move or drive a vehicle in the manoeuvring area of an aerodrome—

- (a) in the case of a controlled aerodrome—
 - (i) without the written permission of the aerodrome control tower; and
 - (ii) outside the real-time permitted by the air traffic control unit for each movement; or
- (b) in the case of an uncontrolled aerodrome, without the written permission of the person in charge of the aerodrome.

Access to and movement in the manoeuvring area

- (2) A person operating under a permission granted under subregulation (1) shall comply with conditions attached to the permission.

Division 5— Special Flight Operations

Simulated
instrument
flight
conditions

30.—(1) A pilot-in-command shall not permit an aircraft under his command to be operated under simulated instrument flight conditions unless—

- (a) the aircraft is equipped with fully functioning dual controls;
- (b) the pilot-in-command acts as a safety pilot and occupies a control seat; and
- (c) the pilot-in-command has adequate vision forward and to each side of the aircraft, or a competent observer who is in communication with the pilot-in-command occupies a position in the aircraft from which the observer can adequately supplement the vision of the pilot-in-command.

(2) A pilot-in-command acting as a safety pilot under subregulation (1)(b) shall—

- (a) maintain continuous visual surveillance of the flight path of the aircraft; and
- (b) be prepared to assume control of the aircraft at any time during the simulated instrument flight.

(3) Where an observer is relied upon under subregulation (1)(c), the observer shall—

- (a) maintain continuous visual surveillance to supplement the vision of the safety pilot; and
- (b) communicate immediately with the safety pilot regarding any hazard or conflicting traffic.

Operations on
water

31.—(1) A pilot-in-command of an aircraft operating on water shall, when approaching another aircraft or vessel where there is a risk of collision, proceed with careful regard to the existing circumstances and conditions, including the limitations of the aircraft and the other craft.

(2) The pilot-in-command shall—

- (a) keep well clear of all vessels and avoid impeding their navigation; and
- (b) comply with the right-of-way rules specified under subregulations (3) to (5).

(3) Where an aircraft is converging with another aircraft or vessel and there is a risk of collision, the pilot-in-command shall give way and keep well clear if the other aircraft or vessel is on the right side of the aircraft.

(4) Where an aircraft is approaching another aircraft or vessel head-on or approximately head-on and there is a risk of collision, the pilot-in-command shall alter the aircraft’s heading to the right and keep well clear.

(5) Where an aircraft is overtaking another aircraft or vessel, the pilot-in-command shall alter the aircraft’s heading to keep well clear of the aircraft or vessel being overtaken.

(6) A pilot in command of an aircraft landing on, or taking off from, water shall keep well clear of all vessels and avoid impeding their navigation.

(7) A pilot in command of an aircraft operating on water between sunset and sunrise shall ensure that the aircraft displays—

(a) lights as required by International Regulations for Preventing Collisions at Sea; or

(b) where compliance with paragraph (a) is not practicable, lights that are as similar and practicable in characteristics and position to those required by the International Regulations for Preventing Collisions at Sea.

(8) For the purposes of this regulation, “International Regulations for Preventing Collisions at Sea” means the Convention on the International Regulations for Preventing Collisions at Sea, 1972.

Division 6— Flight Plans

32.—(1) A pilot-in-command, or person authorized by the pilot-in-command, shall submit a flight plan before operating—

Submission
of a flight
plan

- (a) a flight requiring air traffic control service;
- (b) an instrument flight rules flight within advisory airspace;
- (c) a flight across international borders; and

(d) a flight within a designated area or along a designated route where required by the air traffic service provider for traffic management, military coordination, or identification procedures.

(2) A flight plan shall be submitted—

- (a) at least sixty minutes before departure; or
- (b) if submitted during flight, at least ten minutes before the aircraft reaches—
 - (i) the point of entry into controlled airspace, advisory airspace, or designated area; or
 - (ii) the point of crossing an airway or advisory route, unless otherwise prescribed by the air traffic service provider.

(3) A flight plan shall be submitted—

- (a) to an air traffic services reporting office;
- (b) through electronic means; or
- (c) during flight, by radio transmission to the appropriate air traffic service unit or air-ground control radio station, unless arrangements exist for submission of repetitive flight plans.

(4) Where a through flight plan is submitted to and accepted by an air

traffic service unit for a flight through multiple intermediate aerodromes, this regulation shall be considered to be satisfied in respect of each sector of the flight.

(5) An air traffic control unit may exempt a pilot-in-command from the requirements of subregulations (1) to (3) for a flight that—

- (a) will be conducted entirely within a notified local flying area; and
- (b) will return to the departure aerodrome without intermediate landing.

(6) For the purposes of this Part—

(a) “advisory airspace” means an airspace of defined dimensions, or designated route, within which air traffic advisory service is available;

(b) “advisory route” means a designated route along which air traffic advisory service is available;

(c) “air-ground control radio station” means an aeronautical telecommunication station whose primary responsibility is handling communications pertaining to the operation and control of aircraft in a given area;

(d) “airway” means a control area or portion thereof established in the form of a corridor; and

(e) “through flight plan” means a single flight plan covering a flight with one or more intermediate stops, with no change in flight number.

33.—(1) A flight plan shall contain—

- (a) aircraft identification;
- (b) flight rules and type of flight;
- (c) number and type of aircraft and wake turbulence category;
- (d) navigation and communication equipment;
- (e) departure aerodrome;
- (f) estimated off-block time;
- (g) cruising speed;
- (h) cruising level;
- (i) route to be followed;
- (j) destination aerodrome and total estimated elapsed time;
- (k) alternate aerodrome;
- (l) fuel endurance;
- (m) total number of persons on board;
- (n) emergency and survival equipment; and
- (o) any other information the Authority may consider necessary.

(2) For the purposes of this regulation, “total estimated elapsed time” means—

(a) for an instrument flight rules flight, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome; and

(b) for a visual flight rules flight, the estimated time required from take-off to arrive over the destination aerodrome.

34.—(1) Subject to regulation 41 the pilot-in-command of an aircraft operating under— Changes to flight plan

(a) instrument flight rules; or

(b) visual flight rules as a controlled flight,

shall report all changes to the submitted flight plan to the appropriate air traffic service unit as soon as practicable.

(2) The pilot-in-command of an aircraft operating under visual flight rules, other than as a controlled flight, shall report significant changes to the flight plan to the appropriate air traffic service unit as soon as practicable.

(3) Where information submitted before departure regarding fuel endurance or the total number of persons on board is incorrect at the time of departure, the pilot-in-command shall report the correct information to the appropriate air traffic service unit as a significant change to the flight plan.

(4) A change to a flight plan shall be reported by—

(a) radio communication with the appropriate air traffic service unit;

(b) transmission through an air-ground control radio station; or

(c) where radio communication is not available, by the most expeditious means available.

(5) Where a change to a flight plan requires air traffic control clearance under regulation 41, the pilot-in-command shall not implement the change until—

(a) the change has been communicated to the air traffic control unit; and

(b) an amended clearance has been received.

(6) For the purposes of this regulation, “significant change” includes—

(a) a change of destination aerodrome;

(b) a delay of more than thirty minutes to the estimated off-block time or departure time;

(c) a change to the planned route that exceeds 20 nautical miles from the filed route;

(d) a change in the type of flight operation;

(e) a change in cruising altitude of more than 2,000 feet; or

(f) any other change that may affect search and rescue services if the aircraft fails to arrive at its destination.

Closing a flight
plan

35.—(1) A pilot-in-command who has filed a flight plan for the entire flight or the remaining portion of a flight to the destination aerodrome shall submit an arrival report, unless otherwise prescribed by the air traffic service provider.

(2) An arrival report under subregulation (1) shall be submitted—

(a) in person, by radiotelephony or by data link;

(b) at the earliest possible moment after landing; and

(c) to the appropriate air traffic service unit at the arrival aerodrome.

(3) Where a flight plan has been filed for only a portion of a flight, other than the remaining portion to destination, the pilot-in-command shall close the flight plan by submitting a report to the relevant air traffic service unit.

(4) Where no air traffic service unit exists at the arrival aerodrome, the pilot-in-command shall submit the arrival report, by the quickest available means, to the nearest air traffic service unit, as soon as practicable after landing.

(5) Where communication facilities at the arrival aerodrome are inadequate and alternative arrangements for arrival reports are not available, the pilot-in-command shall—

(a) immediately before landing, if practicable, transmit to the aeronautical station serving the air traffic service unit responsible for the flight information region, a message containing the information specified in subregulation (6); and

(b) after landing, comply with subregulation (4).

(6) An arrival report shall contain the following information—

(a) aircraft identification;

(b) departure aerodrome;

(c) destination aerodrome, in the case of a diversion;

(d) arrival aerodrome; and

(e) time of arrival.

(7) Where the pilot-in-command has given notice of intended arrival at an aerodrome to an air traffic service unit or other authority, the pilot-in-command shall inform the air traffic services unit as quickly as practicable of any—

(a) change of intended destination; or

(b) delay in arrival of forty-five minutes or more.

(8) A pilot-in-command who has operated in controlled airspace without requesting cancellation of the flight plan shall immediately inform the air traffic control unit when the aircraft—

(a) lands within the controlled airspace; or

(b) leaves the controlled airspace.

(9) A flight plan shall be accepted by the receiving air traffic service unit or reporting office before activation.

Division 7— Signals

36.—(1) A pilot-in-command who observes or receives a signal specified in the *Fourth Schedule* shall immediately take the action required by the interpretation of that signal. Universal aviation signals

(2) A person who uses a signal specified in the *Fourth Schedule* shall use that signal only in accordance with the meaning and purpose set out in that *Schedule*.

(3) A person shall not use any signal that is likely to be confused with a signal specified in the *Fourth Schedule*.

(4) A marshaller shall provide marshalling signals to aircraft using the signals specified in the *Fourth Schedule*, in a clear and precise manner.

(5) For the purposes of this Division, “marshaller” means a person responsible for providing visual guidance to a pilot to taxi an aircraft in and out of an airport parking position.

37.—(1) A person shall not marshal an aircraft unless that person is— Marshalls

- (a) trained in aircraft marshalling procedures;
- (b) qualified in the use of marshalling signals; and
- (c) approved by the aerodrome operator to carry out marshalling functions.

(2) A marshaller shall wear a distinctive fluorescent identification vest to enable flight crew to identify the marshaller.

- (3) The marshaller shall use—
- (a) daylight-fluorescent wands, table-tennis bats or gloves during daylight hours; and
 - (b) illuminated wands at night and in conditions of low visibility.

(4) For the purposes of this regulation, “aerodrome operator” means a person who holds an aerodrome certificate, licence or registration.

38. The following signals, used either together or separately, shall constitute distress signals— Distress signals

- (a) the transmission by radiotelegraphy or by any other signalling method of the group SOS in the Morse Code;
- (b) the transmission by radiotelephony of the spoken word MAYDAY;
- (c) the transmission via data link of a distress message conveying the intent of the word MAYDAY;

(d) the firing of rockets or shells showing red lights, one at a time at short intervals; and

(e) the deployment of a parachute flare showing a red light.

Urgency signals

39.—(1) The following signals, used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance—

(a) the repeated switching on and off of the landing lights; or

(b) the repeated switching on and off of the navigation lights in such manner as to be distinct from flashing navigation lights.

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

(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group XXX;

(b) a signal sent by radiotelephony consisting of the spoken words PAN, PAN; and

(c) an urgency message sent via data link which transmits the intent of the words PAN, PAN.

Division 8—Time

Use of
Coordinated
Universal
Time

40.—(1) A pilot-in-command shall use Coordinated Universal Time, which shall be expressed in hours, minutes and seconds of the twenty-four-hour day beginning at midnight.

(2) A pilot-in-command shall obtain a time check before commencing a controlled flight and shall obtain such additional time checks during the flight as the pilot-in-command considers necessary.

(3) Where a person utilizes time in a data link communication, the person shall ensure such time is accurate to within one second of Coordinated Universal Time.

Division 9—Air Traffic Control Service

Air traffic
control
clearances

41.—(1) A pilot-in-command shall obtain air traffic control clearance before operating a controlled flight or portion of a controlled flight.

(2) A pilot-in-command shall apply for air traffic control clearance by submitting a flight plan to the appropriate air traffic control unit in accordance with regulation 32.

(3) Where a pilot-in-command applies for priority clearance, he shall provide justification for such priority if requested by the air traffic control unit.

(4) Where a pilot-in-command anticipates that fuel endurance considerations may require proceeding to a revised destination aerodrome, he shall notify the appropriate air traffic control unit by including in the flight plan—

- (a) information concerning the revised route, where known; and
- (b) details of the revised destination aerodrome.

(5) A pilot-in-command shall not cause an aircraft to taxi on the manoeuvring area of a controlled aerodrome without obtaining clearance from the aerodrome control tower, and shall ensure compliance with any instructions given by the unit.

(6) A pilot-in-command operating under an instrument flight rules flight plan may request cancellation of that flight plan if the pilot-in-command—

- (a) is able to continue the flight in uninterrupted visual meteorological conditions while remaining in controlled airspace;
- (b) informs the appropriate air traffic control unit of the intention to continue the flight under visual flight rules; and
- (c) requests the unit to cancel the instrument flight rules flight plan.

(7) A pilot-in-command who deviates from an air traffic control clearance or approved flight plan due to an emergency shall, as soon as practicable, inform the appropriate air traffic control unit of the—

- (a) deviation taken; and
 - (b) emergency circumstances necessitating the deviation,
- except in circumstances specified in regulation 45.

42.—(1) A pilot-in-command shall operate a controlled flight in accordance with the submitted and approved flight plan. Adherence to flight plan

(2) A pilot-in-command may deviate from the approved flight plan only where the pilot-in-command—

- (a) has obtained prior clearance from the appropriate air traffic control unit for the modification; or
- (b) is required to deviate due to an emergency in accordance with regulation 41.

43.—(1) Where an aircraft deviates from its planned track, the pilot-in-command shall immediately adjust the aircraft’s heading to regain the planned track as soon as practicable. Deviation from a flight plan

(2) Where an aircraft deviates from an air traffic control-assigned Mach number or indicated airspeed, the pilot-in-command shall immediately notify the appropriate air traffic service unit.

(3) Where the sustained Mach number or true airspeed at cruising level varies by—

- (a) plus or minus Mach 0.02 or more; or
- (b) plus or minus 19 kilometres per hour (10 knots) true airspeed or more, from the flight plan, the pilot-in-command shall inform the appropriate air traffic service unit.

(4) Where an aircraft is operating in airspace where Automatic Dependent Surveillance-Contract services are provided and the Automatic

Dependent Surveillance-Contract system of the aircraft is activated, the air traffic service unit shall be informed automatically via data link when changes occur beyond threshold values stipulated by the Automatic Dependent Surveillance event contract.

(5) Where an aircraft is operating in airspace where an Automatic Dependent Surveillance-Contract service is provided and the Automatic Dependent Surveillance-Contract system of the aircraft is not activated or not serviceable, the pilot-in-command shall notify the appropriate air traffic service unit, as soon as possible, if the time estimate for the next reporting point, flight information region boundary, or destination aerodrome changes by more than two minutes from the estimate previously communicated to air traffic services.

- (6) The time deviation threshold in subregulation (4) may be varied by—
- (a) the air traffic service provider; or
 - (b) a regional air navigation agreement.

(7) A pilot-in-command who requests a change of cruising level shall provide—

- (a) aircraft identification;
- (b) requested new cruising level and cruising Mach number or true airspeed at that level; and
- (c) revised time estimates at subsequent reporting points or flight information region boundaries.

(8) A pilot-in-command who requests a change of Mach number or true airspeed shall provide—

- (a) aircraft identification; and
- (b) requested Mach number or true airspeed.

44.—(1) Where the pilot-in-command of a visual flight rules flight, operated as a controlled flight, determines that flight in visual meteorological conditions in accordance with the flight plan will not be practicable, the pilot shall, as a first option, request an amended clearance that enables the aircraft to—

Weather
deterioration
below visual
meteorological
conditions

- (a) continue in visual meteorological conditions to the destination aerodrome;
- (b) continue in visual meteorological conditions to an alternative aerodrome; or
- (c) leave the airspace within which an air traffic control clearance is required.

(2) Where the pilot-in-command cannot obtain the clearance under subregulation (1), the pilot shall—

- (a) continue to operate the aircraft in visual meteorological conditions; and

- (b) notify the appropriate air traffic control unit of the action being taken to—
 - (i) leave the airspace concerned; or
 - (ii) land at the nearest suitable aerodrome.

(3) Where the flight is operated within a control zone, the pilot-in-command may, as an alternative to the actions specified under subregulations (1) and (2), request authorization to operate the aircraft as a special visual flight rules flight.

(4) The pilot-in-command may, as a further alternative, request clearance to operate the aircraft in accordance with the instrument flight rules.

45.—(1) The pilot-in-command of every controlled flight shall report to the appropriate air traffic service unit, as soon as practicable after the occurrence of a relevant event—

Position
reports

(a) the time and level at which the aircraft passes each designated compulsory reporting point, together with any other information required by the air traffic service unit, unless that pilot-in-command has been exempted from such reporting by—

- (i) the appropriate air traffic services authority; or
- (ii) the appropriate air traffic service unit under conditions specified by the Authority;

(b) any weather conditions encountered by the aircraft that were not forecast; and

(c) any other information relating to flight safety, including hazardous weather conditions or abnormal radio station indications.

(2) Where the appropriate air traffic service unit requests the pilot-in-command of a controlled flight to provide position reports in relation to additional points, the pilot-in-command shall comply with the request.

(3) Where designated reporting points are not available, the pilot-in-command of a controlled flight shall make position reports at intervals—

- (a) prescribed by the appropriate air traffic services authority; or
- (b) in the absence of prescribed intervals, specified by the appropriate air traffic service unit.

(4) Where a controlled flight provides position information to the appropriate air traffic service unit through data link communications, the pilot-in-command of the flight shall provide voice position reports only when specifically requested by the air traffic service unit.

46.—(1) The pilot-in-command of a controlled flight shall notify the appropriate air traffic control unit as soon as the flight ceases to be subject to air traffic control service.

Termination
of control

(2) The obligation imposed under subregulation (1) shall not apply where the flight lands at a controlled aerodrome.

General
communica-
tions

47.—(1) The pilot-in-command of an aircraft operated as a controlled flight shall—

(a) maintain continuous air-ground voice communication watch on the appropriate communication channel of the relevant air traffic control unit; and

(b) establish two-way communication as necessary with the appropriate air traffic control unit.

(2) The requirement under subregulation (1) shall not apply to aircraft forming part of aerodrome traffic at a controlled aerodrome, to the extent prescribed by the appropriate air traffic services authority.

(3) A pilot-in-command of an aircraft operated as part of aerodrome traffic at a controlled aerodrome shall maintain watch for instructions that may be issued by visual signals.

(4) Where an aircraft experiences communication failure, the pilot-in-command shall comply with the voice communication failure procedures prescribed under the Act.

(5) The pilot-in-command of an aircraft experiencing communication failure shall attempt to establish communication with the appropriate air traffic control unit using other available means.

(6) Where an aircraft in visual meteorological conditions experiences communication failure, the pilot-in-command shall—

(a) continue to fly in visual meteorological conditions;

(b) land at the nearest suitable aerodrome; and

(c) report the arrival of the aircraft by the most expeditious means to the appropriate air traffic service unit.

(7) Notwithstanding subregulation (6), the pilot-in-command of an instrument flight rules flight may complete the flight in accordance with subregulations (8) and (9) if the pilot considers such action advisable.

(8) In airspace where radar is not used for air traffic control, the pilot-in-command of an aircraft to which subregulation (7) applies shall—

(a) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of twenty minutes following failure of the aircraft to report its position over a compulsory reporting point; and

(b) thereafter adjust level and speed in accordance with the filed flight plan, unless otherwise prescribed under a regional air navigation agreement.

(9) In airspace where radar is used for air traffic control, the pilot-in-command of an aircraft to which subregulation (7) applies shall—

(a) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of seven minutes following whichever occurs latest of—

(i) the time the last assigned level or minimum flight altitude is reached;

- (ii) the time the transponder is set to Code 7600; or
- (iii) the failure of the aircraft to report its position over a compulsory reporting point; and

(b) thereafter adjust level and speed in accordance with the filed flight plan.

48.—(1) Where an aircraft is being subjected to an act of unlawful interference, the pilot-in-command shall endeavour to notify the appropriate air traffic service unit.

Act of
unlawful
interference

(2) The pilot-in-command shall, when making the notification under subregulation (1), notify the appropriate air traffic service unit of any significant circumstances associated with the act of unlawful interference and any deviation from the flight plan.

(3) The pilot-in-command of an aircraft subjected to an act of unlawful interference, shall attempt to land, as soon as practicable, at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the appropriate authority unless considerations aboard the aircraft dictate otherwise.

(4) The pilot-in-command shall, where possible—

(a) operate the secondary surveillance radar Mode A Code 7500 to indicate that the aircraft is being subjected to an act of unlawful interference; or

(b) secondary surveillance radar Mode A, Code 7700 to indicate that it is threatened by grave and imminent danger and requires immediate assistance.

(5) Where an air traffic service unit knows or believes that an aircraft is being subjected to an act of unlawful interference, no reference shall be made in air traffic services air-ground communication to the nature of the emergency unless it has first been referred to in communication from the aircraft involved and it is certain that such reference will not aggravate the situation.

(6) The pilot-in-command of an aircraft subjected to an act of unlawful interference shall, when unable to notify an air traffic service unit, attempt to continue flying on the assigned track and at the assigned cruising level until the pilot is able to notify an air traffic service unit or until within radar or Automatic Dependence Surveillance-Broadcast coverage.

(7) The pilot-in-command of an aircraft subjected to an act of unlawful interference and which must depart from its assigned track or its assigned cruising level without being able to notify an air traffic service unit shall—

(a) attempt to broadcast warnings on the very high frequency channel in use or on the designated emergency frequency unless considerations aboard the aircraft dictate otherwise;

(b) proceed at a level which differs from the cruising levels normally used for instrument flight rules flight by—

- (i) 500 feet when flying in an area where vertical separation minimum of 1000 feet is applied; or

(ii) 1000 feet in an area where vertical separation minimum of 2000 ft is applied.

G.N. 32/2026 (8) For the purposes of this regulation, “Automatic Dependence Surveillance-Broadcast” has the meaning ascribed thereto under the Civil Aviation (Air Traffic Services) Regulations, 2026.

Interception of civil aircraft 49. A pilot-in-command of a civil aircraft shall, when the aircraft is intercepted—

- (a) comply with the requirements set out in the *Fifth Schedule*; and
- (b) interpret and respond to visual signals in accordance with the *Fourth Schedule*.

Visual meteorological conditions, visibility and distance from cloud minima 50.—(1) A pilot-in-command shall ensure that an aircraft under his command operates under visual meteorological conditions only when—

- (a) the visibility meets or exceeds the minimum prescribed in the *Sixth Schedule*; and
- (b) the distance from clouds meets or exceeds the minimum specified in the *Sixth Schedule*.

(2) Where the conditions referred to in subregulation (1) are not met, the pilot-in-command shall operate under instrument flight rules.

PART III— VISUAL FLIGHT RULES

Visual flight rules within a control zone 51.—(1) A pilot-in-command conducting a visual flight rules operation shall ensure that the aircraft is flown in conditions of visibility and distance from clouds that are equal to or greater than those specified in regulation 52.

(2) Subregulation (1) shall not apply to special visual flight rules operations.

(3) A pilot-in-command shall not conduct visual flight rules operations involving take-off or landing at an aerodrome within a control zone, or enter into an aerodrome traffic zone or traffic pattern, where—

- (a) the ceiling is less than 1,500 feet; or
- (b) ground visibility is less than 5 kilometres.

(4) Subregulation (3) shall not apply where the pilot-in-command has obtained clearance from an air traffic control unit.

(5) The air traffic service provider shall prescribe conditions governing visual flight rules operations conducted between sunset and sunrise or other periods between sunset and sunrise.

Operation of visual flight rules flight 52.—(1) A pilot-in-command shall not conduct visual flight rules operations—

- (a) above flight level 145; or
- (b) at night.

(2) A pilot-in-command conducting visual flight rules operations shall not fly an aircraft—

(a) over a congested area of a city, town or settlement, or over an open-air assembly of persons, at a height less than 1,000 feet above the highest obstacle within a radius of 2,000 feet from the aircraft; or

(b) in an area other than the areas specified in paragraph (a), at a height less than 500 feet above the ground or water.

(3) Subregulation (2) shall not apply where—

(a) the flight altitude is necessary for take-off or landing; or

(b) where permission has been granted by the air traffic service provider.

(4) Except where otherwise in an air traffic control clearance or specified by the air traffic services provider, a pilot-in-command conducting a visual flight rules operation in level cruising flight above 3,000 feet from the ground or water, or above a higher datum specified by the air traffic service provider, shall maintain a cruising level appropriate to the track as specified in the cruising level tables set out in the *First Schedule*.

(5) A visual flight rules operation shall comply with regulations 41, 42, 43, 44, 45, 46 and 47 when—

(a) operated within Class B, C or D airspace;

(b) forming part of aerodrome traffic at a controlled aerodrome; or

(c) operated as a special visual flight rules flight.

(6) A pilot-in-command operating a visual flight rules flight within or into an area, or along a route, designated by the air traffic service provider in accordance with regulation 32(1)(d) shall—

(a) maintain continuous air-to-ground voice communication watch on the appropriate communication channel; and

(b) report position as required to the air traffic service unit providing flight information service.

53. A pilot-in-command operating under visual flight rules who intends to change to instrument flight rules shall—

Change from visual flight rules to instrument flight rules

(a) where a flight plan has been filed, notify the appropriate air traffic service unit of the necessary changes to the flight plan; or

(b) where no flight plan has been filed—

(i) submit a flight plan to the appropriate air traffic service unit in accordance with regulation 32; and

(ii) obtain appropriate clearance before commencing instrument flight rules operations in controlled airspace.

PART IV— INSTRUMENT FLIGHT RULES

54. A pilot-in-command shall ensure that an aircraft under his command is equipped with—

Aircraft equipment

(a) instruments suitable for the type of flight operation to be conducted; and

(b) navigation equipment appropriate to the route to be flown.

Clearance requirements for instrument flight rules flight

55.—(1) A pilot-in-command shall not commence an instrument flight rules flight unless the pilot has obtained an air traffic control clearance based on the flight plan submitted in accordance with regulation 32, where the flight will—

- (a) commence from a point within controlled airspace;
- (b) enter controlled airspace; or
- (c) operate along a route or within an area designated by the Authority as requiring clearances for instrument flight rules operations.

(2) The pilot-in-command conducting an instrument flight rules operation shall comply with regulations 33, 34 and 35.

Minimum flight levels for instrument flight rules flight

56.—(1) A pilot-in-command conducting an instrument flight rules operation shall fly the aircraft at an altitude not below the minimum flight altitude established by the Authority.

(2) Where no minimum flight altitude has been established by the Authority, the pilot-in-command shall maintain an altitude—

- (a) over high terrain or mountainous areas, of at least 2,000 feet above the highest obstacle located within 8 kilometres of the estimated position of the aircraft;
- (b) over any other area, of at least 1,000 feet above the highest obstacle located within 8 kilometres of the estimated position of the aircraft.

(3) The minimum flight level requirements specified in subregulation (1) and (2) shall not apply—

- (a) when necessary for take-off or landing operations; or
- (b) when specifically authorized by the Authority.

(4) Where a pilot-in-command is unable to communicate with air traffic control and must climb to clear an obstacle, the pilot-in-command shall climb to the applicable higher minimum instrument flight rules altitude immediately after passing the point beyond which the minimum altitude applies.

Change from instrument flight rules flight to visual flight rules flight

57.—(1) Where a pilot-in-command elects to change the conduct of flight from instrument flight rules to visual flight rules, he shall, if a flight plan was submitted, notify the appropriate air traffic service unit that—

- (a) the instrument flight rules flight is cancelled; and
- (b) specify the changes to be made to the flight plan.

(2) Where a pilot-in-command of an aircraft operating under the instrument flight rules is flying in or encounters visual meteorological conditions, the pilot-in-command shall not cancel the instrument flight rules flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

58.—(1) A pilot-in-command conducting an instrument flight rules flight in controlled airspace shall comply with regulations 41, 42, 43, 44, 45, 46 and 47.

Rules applicable to instrument flight rules flights within controlled airspace

(2) A pilot-in-command conducting an instrument flight rules flight in cruising flight within controlled airspace shall operate the aircraft—

(a) at a cruising level selected from the tables set out in the *First Schedule*; or

(b) where authorized to employ cruise climb techniques, between two levels or above a level selected from the tables set out in the *First Schedule* for flights above flight level 410.

(3) The correlation of levels to track prescribed in subregulation (2) shall not apply where—

(a) air traffic control clearance indicates otherwise; or

(b) the air traffic service provider specifies otherwise in an Aeronautical Information Publication.

(4) For the purposes of this regulation, “cruise climb” means an aircraft cruising technique resulting in a net increase in altitude as the aircraft mass decreases.

59.—(1) A pilot-in-command of an instrument flight rules flight shall, when operating in level cruising flight outside controlled airspace, maintain the aircraft at the appropriate cruising level for the aircraft’s track, in accordance with—

Cruising levels outside controlled airspace

(a) the level set out in the tables of cruising levels in the *First Schedule*; or

(b) the level specified in the modified table of cruising levels in accordance with the *First Schedule*, where prescribed for flight above flight level 410.

(2) Notwithstanding subregulation (1)(a), where the air traffic service provider has specified cruising levels for flight at or below 3000 feet above mean sea level, the pilot-in-command shall comply with such specification.

60. A pilot-in-command of an instrument flight rules flight operating outside controlled airspace but within an area or along route designated under regulation 32(1)(d) shall—

Communications for instrument flight rules flights outside controlled airspace

(a) maintain continuous air-ground voice communication watch on the appropriate communication channel; and

(b) establish and maintain two-way communication with the air traffic service unit providing flight information service when necessary for flight safety.

61.—(1) A pilot-in-command conducting an instrument flight rules operation outside controlled airspace who is required by the air traffic service provider to—

Position report for instrument flight rules flights outside controlled airspace

(a) submit a flight plan in accordance with regulation 32;

(b) maintain continuous air-to-ground voice communication watch on the appropriate communication channel; and

(c) establish two-way communication, as necessary, with the air traffic service unit providing flight information service, shall report position as specified in regulation 45.

PART V— MISCELLANEOUS

Suspension,
cancellation
or revocation
of licence,
certificate,
etc.

62.—(1) The Authority may, where a person contravenes a provision under these Regulations, suspend, cancel or revoke any—

- (a) licence;
- (b) certificate;
- (c) approval;
- (d) authorisation; or
- (e) exemption,

issued to that person under the Act.

(2) The Authority shall, before taking action under subregulation (1)—

- (a) notify the person, in writing, of the alleged contravention;
- (b) provide the person an opportunity to make representations; and
- (c) consider any representations made.

Appeals

63. A person aggrieved with a decision of the Authority under these Regulations may appeal against the decision in accordance with Part VIII of the Act.

FIRST SCHEDULE (reg. 10(2), 10(3)
52(4),58(2),59(1))

TABLE OF CRUISING LEVELS

The cruising levels to be observed when so required by these regulations are as follows:

RVSM — FEET

- (a) in areas where feet are used for altitude and where, in accordance with regional air navigation agreements, a vertical separation minimum of 1 000 ft is applied between FL 290 and FL 410 inclusive: *

TRACK**

From 000 degrees to 179 degrees***						From 180 degrees to 359 degrees***					
IFR Flights Level			VFR Flights Level			IFR Flights Level			VFR Flights Level		
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
010	1 000	300	—	—	—	020	2 000	600	—	—	—
030	3 000	900	035	3 500	1 050	040	4 000	1 200	045	4 500	1 350
050	5 000	1 500	055	5 500	1 700	060	6 000	1 850	065	6 500	2 000

From 000 degrees to 179 degrees***						From 180 degrees to 359 degrees***					
IFR Flights Level			VFR Flights Level			IFR Flights Level			VFR Flights Level		
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
070	7 000	2 150	075	7 500	2 300	080	8 000	2 450	085	8 500	2 600
090	9 000	2 750	095	9 500	2 900	100	10 000	3 050	105	10 500	3 200
110	11 000	3 350	115	11 500	3 500	120	12 000	3 650	125	12 500	3 800
130	13 000	3 950	135	13 500	4 100	140	14 000	4 250	145	14 500	4 400
150	15 000	4 550	155	15 500	4 700	160	16 000	4 900	165	16 500	5 050
170	17 000	5 200	175	17 500	5 350	180	18 000	5 500	185	18 500	5 650
190	19 000	5 800	195	19 500	5 950	200	20 000	6 100	205	20 500	6 250
210	21 000	6 400	215	21 500	6 550	220	22 000	6 700	225	22 500	6 850
230	23 000	7 000	235	23 500	7 150	240	24 000	7 300	245	24 500	7 450
250	25 000	7 600	255	25 500	7 750	260	26 000	7 900	265	26 500	8 100
270	27 000	8 250	275	27 500	8 400	280	28 000	8 550	285	28 500	8 700
290	29 000	8 850	—	—	—	300	30 000	9 150	—	—	—
310	31 000	9 450	—	—	—	320	32 000	9 750	—	—	—
330	33 000	10 050	—	—	—	340	34 000	10 350	—	—	—
350	35 000	10 650	—	—	—	360	36 000	10 950	—	—	—
370	37 000	11 300	—	—	—	380	38 000	11 600	—	—	—
390	39 000	11 900	—	—	—	400	40 000	12 200	—	—	—
410	41 000	12 500	—	—	—	430	43 000	13 100	—	—	—
450	45 000	13 700	—	—	—	470	47 000	14 350	—	—	—
490	49 000	14 950	—	—	—	510	51 000	15 550	—	—	—
etc.	etc.	etc.				etc.	etc.	etc.			

*Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 1 000 ft (300 m) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

**Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

***Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

Note. — *Guidance material relating to vertical separation is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).*

RVSM — METRES

(b) In areas where metres are used for altitude and where, in accordance with regional air navigation agreements, a vertical separation minimum of 300 m is applied between 8 900 m and 12 500 m inclusive: *

TRACK

From 000 degrees to 179 degrees***						From 180 degrees to 359 degrees***					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Level			Level			Level			Level		
Standard Metric	Metres	Feet	Standard Metric	Metres	Feet	Standard Metric	Metres	Feet	Standard Metric	Metres	Feet
0030	300	1 000	—	—	—	0060	600	2 000	—	—	—
0090	900	3 000	0105	1 050	3 500	0120	1 200	3 900	0135	1 350	4 400
0150	1 500	4 900	0165	1 650	5 400	0180	1 800	5 900	0195	1 950	6 400
0210	2 100	6 900	0225	2 250	7 400	0240	2 400	7 900	0255	2 550	8 400
0270	2 700	8 900	0285	2 850	9 400	0300	3 000	9 800	0315	3 150	10 300
0330	3 300	10 800	0345	3 450	11 300	0360	3 600	11 800	0375	3 750	12 300
0390	3 900	12 800	0405	4 050	13 300	0420	4 200	13 800	0435	4 350	14 300
0450	4 500	14 800	0465	4 650	15 300	0480	4 800	15 700	0495	4 950	16 200
0510	5 100	16 700	0525	5 250	17 200	0540	5 400	17 700	0555	5 550	18 200
0570	5 700	18 700	0585	5 850	19 200	0600	6 000	19 700	0615	6 150	20 200
0630	6 300	20 700	0645	6 450	21 200	0660	6 600	21 700	0675	6 750	22 100
0690	6 900	22 600	0705	7 050	23 100	0720	7 200	23 600	0735	7 350	24 100
0750	7 500	24 600	0765	7 650	25 100	0780	7 800	25 600	0795	7 950	26 100
0810	8 100	26 600	0825	8 250	27 100	0840	8 400	27 600	0855	8 550	28 100
0890	8 900	29 100				0920	9 200	30 100			
0950	9 500	31 100				0980	9 800	32 100			
1010	10 100	33 100				1040	10 400	34 100			
1070	10 700	35 100				1100	11 000	36 100			
1130	11 300	37 100				1160	11 600	38 100			
1190	11 900	39 100				1220	12 200	40 100			
1250	12 500	41 100				1310	13 100	43 000			
1370	13 700	44 900				1430	14 300	46 900			
1490	14 900	48 900				1550	15 500	50 900			
Etc.	etc.	etc				etc.	etc.	etc			

*Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 1 000 ft (300 m) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

*Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

** Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

Note.— *Guidance material relating to vertical separation is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).*

NON RVSM — METRES

(d) In other areas where metres are the primary unit of measurement for altitude:

TRACK

From 000 degrees to 179 degrees***						From 180 degrees to 359 degrees***					
IFR Flights Level			VFR Flights Level			IFR Flights Level			VFR Flights Level		
Standard Metric	Metres	Feet	Standard Metric	Metres	Feet	Standard Metric	Metres	Feet	Standard Metric	Metres	Feet
0030	300	1 000	—	—	—	0060	600	2 000	—	—	—
0090	900	3 000	0105	1 050	3 500	0120	1 200	3 900	0135	1 350	4 400
0150	1 500	4 900	0165	1 650	5 400	0180	1 800	5 900	0195	1 950	6 400
0210	2 100	6 900	0225	2 250	7 400	0240	2 400	7 900	0255	2 550	8 400
0270	2 700	8 900	0285	2 850	9 400	0300	3 000	9 800	0315	3 150	10 300
0330	3 300	10 800	0345	3 450	11 300	0360	3 600	11 800	0375	3 750	12 300
0390	3 900	12 800	0405	4 050	13 300	0420	4 200	13 800	0435	4 350	14 300
0450	4 500	14 800	0465	4 650	15 300	0480	4 800	15 700	0495	4 950	16 200
0510	5 100	16 700	0525	5 250	17 200	0540	5 400	17 700	0555	5 550	18 200
0570	5 700	18 700	0585	5 850	19 200	0600	6 000	19 700	0615	6 150	20 200
0630	6 300	20 700	0645	6 450	21 200	0660	6 600	21 700	0675	6 750	22 100
0690	6 900	22 600	0705	7 050	23 100	0720	7 200	23 600	0735	7 350	24 100
0750	7 500	24 600	0765	7 650	5 100	0780	7 800	25 600	0795	7 950	26 100
0810	8 100	26 600	0825	8 250	27 100	0840	8 400	27 600	0855	8 550	28 100
08908	900	29 100	0920	9 200	30 100	0920	9 200	30 100	0980	9 800	32 100
1010	10 100	33 100	1040	10 400	34 100	1040	10 400	34 100	1100	11 000	36 100
1130	11 300	37 100	1160	11 600	38 100	1160	11 600	38 100	1220	12 200	40 100
1250	12 500	41 100	1280	12 800	42 100	1310	13 100	43 000	1370	13 400	44 100
1370	13 700	44 900	1400	14 000	46 100	1430	14 300	46 900	1460	14 600	47 900
1490	14 900	48 900	1520	15 200	49 900	1550	15 500	50 900	1580	15 800	51 900
Etc.	etc.	etc	etc	etc.	etc	etc.	etc.	etc	etc.	etc.	etc.

*Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

** Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

Note. — *Guidance material relating to vertical separation is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).*

SECOND SCHEDULE

(reg 14 (1) (b))

REMOTELY PILOTED AIRCRAFT SYSTEMS

1. General operating rules

- 1.1. A remotely piloted aircraft system (RPAS) engaged in international air navigation shall not be operated without appropriate authorization from the State from which the take-off of the remotely piloted aircraft (RPA) is made.
- 1.2. An RPA shall not be operated across the territory of another State without special authorization issued by each State in which the flight is to operate. This authorization may be in the form of an agreement between the States involved.
- 1.3. An RPA shall not be operated over the high seas without prior coordination with the appropriate ATS authority.
- 1.4. The authorization and coordination referred to in 1.2 and 1.3 shall be obtained prior to take-off if there is reasonable expectation, when planning the operation, that the aircraft may enter the airspace concerned.
- 1.5. An RPAS shall be operated in accordance with conditions specified by the State of Registry, the State of the Operator, if different, and the State(s) in which the flight is to operate.
- 1.6. Flight plans shall be submitted in accordance with Regulation 32 of these regulations or as otherwise mandated by the State(s) in which the flight is to operate.
- 1.7. RPAS shall meet the performance and equipment carriage requirements for the specific airspace in which the flight is to operate.

2. Certificates and licensing

Note 1.— *ICAO Assembly Resolution A37-15 Appendix G resolves that pending the coming into force of international Standards respecting particular categories, classes or types of aircraft, certificates issued or rendered valid, under national regulations, by the Contracting State in which the aircraft is registered shall be recognized by other Contracting States for the purposes of flight over their territories, including landings and take-offs.*

Note 2.— *Certification and licensing Standards are not yet developed. Thus, in the meantime, any certification and licensing need not be automatically deemed to comply with the SARPs of the related Annexes, including Annexes 1, 6 and 8, until such time as the related RPAS SARPs are developed.*

Note 3.— *Notwithstanding Assembly Resolution A37-15, Article 8 of the Chicago Convention assures each Contracting State of the absolute sovereignty over the authorization for RPA operations over its territory.*

- 2.1. An RPAS shall be approved, taking into account the interdependencies of the components, in accordance with national regulations and in a manner that is consistent with the provisions of related Regulations. In addition:
 - (a) an RPA shall have a certificate of airworthiness issued in accordance with national regulations and in a manner that is consistent with the provisions of the Air Worthiness regulations; and
 - (b) the associated RPAS components specified in the type design shall be certificated and maintained in accordance with national regulations and in a manner that is consistent with the provisions of related Annexes.
- 2.2. An operator shall have an RPAS operator certificate issued in accordance with national regulations and in a manner that is consistent with the provisions of the Operation of Aircraft Regulations.
- 2.3. Remote pilots shall be licensed, or have their licences rendered valid, in accordance with national regulations and in a manner that is consistent with the provisions Personnel licensing regulations.
3. Request for authorization
 - 3.1 The request for authorization referred to in 1.2 above shall be made to the appropriate authorities of the State(s) in which the RPA will operate not less than seven days before the date of the intended flight unless otherwise specified by the State.
 - 3.2 Unless otherwise specified by the State(s), the request for authorization shall include the following:
 - (a) name and contact information of the operator;
 - (b) RPA characteristics (type of aircraft, maximum certificated take-off mass, number of engines, wing span);
 - (c) copy of certificate of registration;
 - (d) aircraft identification to be used in radiotelephony, if applicable;
 - (e) copy of the certificate of airworthiness;
 - (f) copy of the RPAS operator certificate;
 - (g) copy of the remote pilot(s) licence;
 - (h) copy of the aircraft radio station licence, if applicable;
 - (i) description of the intended operation (to include type of operation or purpose), flight rules, visual line-of-sight (VLOS) operation if applicable, date of intended flight(s), point of departure, destination, cruising speed(s), cruising level(s), route to be followed, duration/frequency of flight;
 - (j) take-off and landing requirements;
 - (k) RPA performance characteristics, including:
 - i. operating speeds;
 - ii. typical and maximum climb rates;

- iii. typical and maximum descent rates;
 - iv. typical and maximum turn rates;
 - v. other relevant performance data (e.g. limitations regarding wind, icing, precipitation); and maximum aircraft endurance
- (l) communications, navigation and surveillance capabilities:
- (m) aeronautical safety communications frequencies and equipment, including:
- i. ATC communications, including any alternate means of communication;
 - ii. command and control links (C2) including performance parameters and designated operational coverage area;
 - iii. communications between remote pilot and RPA observer, if applicable;
 - iv. navigation equipment; and surveillance equipment (e.g. SSR transponder, ADS-B out);
 - v. detect and avoid capabilities;
 - vi. emergency procedures, including:
 - (a) communications failure with ATC;
 - (b) C2 failure; and
 - (c) remote pilot/RPA observer communications failure, if applicable;
- (n) number and location of remote pilot stations as well as handover procedures between remote pilot stations, if applicable;
- (o) document attesting noise certification that is consistent with the provisions of ICAO Annex 16, Volume 1, if applicable;
- (p) confirmation of compliance with national security standards in a manner that is consistent with the provisions of Aviation Security Regulations, to include security measures relevant to the RPAS operation, as appropriate;
- (q) payload information/description; and
- (r) proof of adequate insurance/liability coverage.
- 3.3. When certificates or other documents identified in 3.2 above are issued in a language other than English, an English translation shall be included.
- 3.4. After authorization has been obtained from the appropriate State(s), air traffic services notification and coordination shall be completed in accordance with the requirements of the State(s).
- Note.— *A request for authorization does not satisfy the requirement to file a flight plan with the air traffic service units.*
- 3.5. Changes to the authorization shall be submitted for consideration to the appropriate State(s). If the changes are approved, all affected authorities shall be notified by the operator.
- 3.6. In the event of a flight cancellation, the operator or remote pilot shall notify all appropriate authorities as soon as possible.

THIRD SCHEDULE

(reg. 15(1)(b))

UNMANNED FREE BALLOONS

1. Classification of unmanned free balloons Unmanned free balloons shall be classified as:
 - (a) light: an unmanned free balloon which carries a payload of one or more packages with a combined mass of less than 4 kg, unless qualifying as a heavy balloon in accordance with c) 2), 3) or 4) below; or
 - (b) medium: an unmanned free balloon which carries a payload of two or more packages with a combined mass of 4 kg or more, but less than 6 kg, unless qualifying as a heavy balloon in accordance with c) 2), 3) or 4) below; or
 - (c) heavy: an unmanned free balloon which carries a payload which:
 1. has a combined mass of 6 kg or more; or
 2. includes a package of 3 kg or more; or
 3. includes a package of 2 kg or more with an area density of more than 13 g per square centimetre; or
 4. uses a rope or other device for suspension of the payload that requires an impact force of 230 N or more to separate the suspended payload from the balloon.

Note 1.— *The area density referred to in c) 3) is determined by dividing the total mass in grams of the payload package by the area in square centimetres of its smallest surface.*

Note 2.— *See Figure A5-1.*
2. General operating rules
 - 2.1 An unmanned free balloon shall not be operated without appropriate authorization from the State from which the launch is made.
 - 2.2 An unmanned free balloon, other than a light balloon used exclusively for meteorological purposes and operated in the manner prescribed by the appropriate authority, shall not be operated across the territory of another State without appropriate authorization from the other State concerned.
 - 2.3 The authorization referred to in 2.2 shall be obtained prior to the launching of the balloon if there is reasonable expectation, when planning the operation that the balloon may drift into airspace over the territory of another State. Such authorization may be obtained for a series of balloon flights or for a particular type of recurring flight, e.g. atmospheric research balloon flights.
 - 2.4 An unmanned free balloon shall be operated in accordance with conditions specified by the State of Registry and the State(s) expected to be overflown.

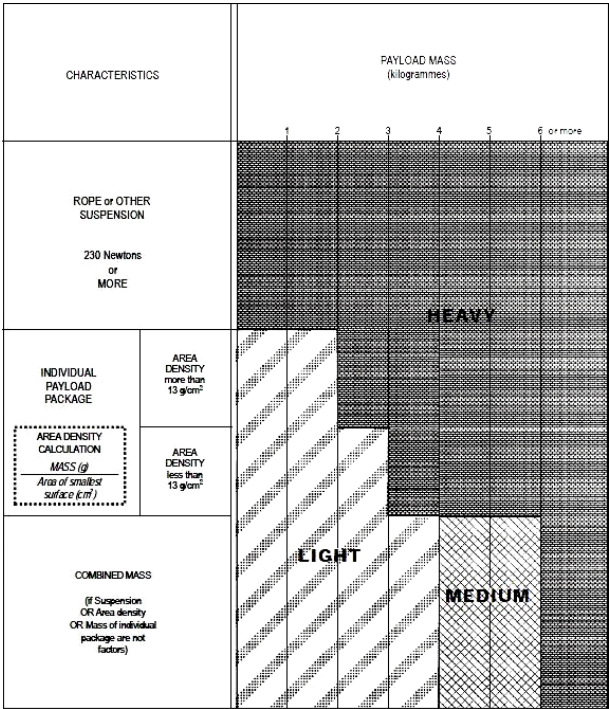


Figure A5-1. Classification of unmanned free balloons

- 2.5. An unmanned free balloon shall not be operated in such a manner that impact of the balloon, or any part thereof, including its payload, with the surface of the earth, creates a hazard to persons or property not associated with the operation.
- 2.6. A heavy unmanned free balloon shall not be operated over the high seas without prior coordination with the appropriate ATS authority.
- 3. Operating limitations and equipment requirements
 - 3.1. A heavy unmanned free balloon shall not be operated without authorization from the appropriate ATS authority at or through any level below 18 000 m (60 000 ft) pressure- altitude at which:
 - (a) there are clouds or obscuring phenomena of more than four oktas coverage; or
 - (b) the horizontal visibility is less than 8 km.
 - 3.2. A heavy or medium unmanned free balloon shall not be released in a manner that will cause it to fly lower than 300 m (1 000 ft) over the congested areas of cities, towns or settlements or an open-air assembly of persons not associated with the operation.
 - 3.3. A heavy unmanned free balloon shall not be operated unless:
 - (a) it is equipped with at least two payload flight-termination devices or systems, whether automatic or operated by telecommand, that operate independently of each other;

- (b) for polyethylene zero-pressure balloons, at least two methods, systems, devices, or combinations thereof, that function independently of each other are employed for terminating the flight of the balloon envelope;

Note.—*Superpressure balloons do not require these devices as they quickly rise after payload discharge and burst without the need for a device or system designed to puncture the balloon envelope. In this context a superpressure balloon is a simple non- extensible envelope capable of withstanding a differential of pressure, higher inside than out. It is inflated so that the smaller night-time pressure of the gas still fully extends the envelope. Such a superpressure balloon will keep essentially constant level until too much gas diffuses out of it.*

- (c) the balloon envelope is equipped with either a radar reflective device(s) or radar reflective material that will present an echo to surface radar operating in the 200 MHz to 2 700 MHz frequency range, and/or the balloon is equipped with such other devices as will permit continuous tracking by the operator beyond the range of ground-based radar.

3.4. A heavy unmanned free balloon shall not be operated under the following conditions:

- (a) in an area where ground-based SSR equipment is in use, unless it is equipped with a secondary surveillance radar transponder, with pressure-altitude reporting capability, which is continuously operating on an assigned code, or which can be turned on when necessary by the tracking station; or
- (b) in an area where ground-based ADS-B equipment is in use, unless it is equipped with an ADS-B transmitter, with pressure-altitude reporting capability, which is continuously operating or which can be turned on when necessary by the tracking station.

3.5. An unmanned free balloon that is equipped with a trailing antenna that requires a force of more than 230 N to break it at any point shall not be operated unless the antenna has coloured pennants or streamers that are attached at not more than 15 m intervals.

3.6. A heavy unmanned free balloon shall not be operated below 18 000 m (60 000 ft) pressure-altitude between sunset and sunrise or such other period between sunset and sunrise (corrected to the altitude of operation) as may be prescribed by the appropriate ATS authority, unless the balloon and its attachments and payload, whether or not they become separated during the operation, are lighted.

3.7. A heavy unmanned free balloon that is equipped with a suspension device (other than a highly conspicuously coloured open parachute) more than 15 m long shall not be operated between sunrise and sunset below 18 000 m (60 000 ft) pressure-altitude unless the suspension device is coloured in alternate bands of high conspicuity colours or has coloured pennants attached.

4. Termination

The operator of a heavy unmanned free balloon shall activate the appropriate termination devices required by 3.3 a) and b) above:

- (a) when it becomes known that weather conditions are less than those prescribed for the operation;

- (b) if a malfunction or any other reason makes further operation hazardous to air traffic or to persons or property on the surface; or
- (c) prior to unauthorized entry into the airspace over another State's territory.

5. Flight notification

5.1. Pre-flight notification

- 5.1.1. Early notification of the intended flight of an unmanned free balloon in the medium or heavy category shall be made to the appropriate air traffic service unit not less than seven days before the date of the intended flight.
- 5.1.2. Notification of the intended flight shall include such of the following information as may be required by the appropriate air traffic service unit:
 - (a) balloon flight identification or project code name;
 - (b) balloon classification and description;
 - (c) SSR code, aircraft address or NDB frequency, as applicable;
 - (d) operator's name and telephone number;
 - (e) launch site;
 - (f) estimated time of launch (or time of commencement and completion of multiple launches);
 - (g) number of balloons to be launched and the scheduled interval between launches (if multiple launches);
 - (h) expected direction of ascent;
 - (i) cruising level(s) (pressure-altitude);
 - (j) the estimated elapsed time to pass 18 000 m (60 000 ft) pressure-altitude or to reach cruising level if at or below 18 000 m (60 000 ft), together with the estimated location;

Note.— *If the operation consists of continuous launchings, the time to be included is the estimated time at which the first and the last in the series will reach the appropriate level (e.g. 122136Z–130330Z).*

- (k) the estimated date and time of termination of the flight and the planned location of the impact/recovery area. In the case of balloons carrying out flights of long duration, as a result of which the date and time of termination of the flight and the location of impact cannot be forecast with accuracy, the term “long duration” shall be used.

Note.— *If there is to be more than one location of impact/recovery, each location is to be listed together with the appropriate estimated time of impact. If there is to be a series of continuous impacts, the time to be included is the estimated time of the first and the last in the series (e.g. 070330Z–072300Z).*

- 5.1.3. Any changes in the pre-launch information notified in accordance with 5.1.2 above shall be forwarded to the air traffic service unit concerned not less than 6 hours before the estimated time of launch, or in the case of solar or cosmic disturbance investigations involving a critical time element, not less than 30 minutes before the estimated time of the commencement of the operation.

5.2. Notification of launch

Immediately after a medium or heavy unmanned free balloon is launched the operator shall notify the appropriate air traffic service unit of the following:

- (a) balloon flight identification;
- (b) launch site;
- (c) actual time of launch;
- (d) estimated time at which 18 000 m (60 000 ft) pressure-altitude will be passed, or the estimated time at which the cruising level will be reached if at or below 18 000 m (60 000 ft), and the estimated location; and
- (e) any changes to the information previously notified in accordance with 5.1.2 g) and h).

5.3. Notification of cancellation

The operator shall notify the appropriate air traffic service unit immediately when it is known that the intended flight of a medium or heavy unmanned free balloon, previously notified in accordance with 5.1, has been cancelled.

6. Position recording and reports

- 6.1. The operator of a heavy unmanned free balloon operating at or below 18 000 m (60 000 ft) pressure-altitude shall monitor the flight path of the balloon and forward reports of the balloon's position as requested by air traffic services. Unless air traffic services require reports of the balloon's position at more frequent intervals, the operator shall record the position every 2 hours.
- 6.2. The operator of a heavy unmanned free balloon operating above 18 000 m (60 000 ft) pressure-altitude shall monitor the flight progress of the balloon and forward reports of the balloon's position as requested by air traffic services. Unless air traffic services require reports of the balloon's position at more frequent intervals, the operator shall record the position every 24 hours.
- 6.3. If a position cannot be recorded in accordance with 6.1 and 6.2, the operator shall immediately notify the appropriate air traffic service unit. This notification shall include the last recorded position. The appropriate air traffic service unit shall be notified immediately when tracking of the balloon is re-established.
- 6.4. One hour before the beginning of planned descent of a heavy unmanned free balloon, the operator shall forward to the appropriate ATS unit the following information regarding the balloon:
 - (a) the current geographical position;
 - (b) the current level (pressure-altitude);
 - (c) the forecast time of penetration of 18 000 m (60 000 ft) pressure-altitude, if applicable;
 - (d) the forecast time and location of ground impact.
- 6.5. The operator of a heavy or medium unmanned free balloon shall notify the appropriate air traffic service unit when the operation is ended.

FOURTH SCHEDULE

(reg. 36(1),(2),
(3),(4), 49(b))

SIGNALS

1. DISTRESS AND URGENCY SIGNALS

Note 1.— *None of the provisions in this section shall prevent the use, by an aircraft in distress, of any means at its disposal to attract attention, make known its position and obtain help.*

Note 2.— *For full details of telecommunication transmission procedures for the distress and urgency signals, see Annex 10, Volume II, Chapter 5.*

Note 3.— *For details of the search and rescue visual signals, see Annex 12.*

1.1. Distress signals

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

- (a) a signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (. . . — . . . in the Morse Code);
- (b) a radiotelephony distress signal consisting of the spoken word MAYDAY;
- (c) a distress message sent via data link which transmits the intent of the word MAYDAY;
- (d) rockets or shells throwing red lights, fired one at a time at short intervals;
- (e) a parachute flare showing a red light.

Note.— *Article 41 of the ITU Radio Regulations (Nos. 3268, 3270 and 3271 refer) provides information on the alarm signals for actuating radiotelegraph and radiotelephone auto-alarm systems:*

1.1.2. 3268 The radiotelegraph alarm signal consists of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between consecutive dashes one second. It may be transmitted by hand but its transmission by means of an automatic instrument is recommended.

1.1.3. 3270 The radiotelephone alarm signal consists of two substantially sinusoidal audio frequency tones transmitted alternately. One tone shall have a frequency of 2 200 Hz and the other a frequency of 1 300 Hz, the duration of each tone being 250 milliseconds.

1.1.4. 3271 The radiotelephone alarm signal, when generated by automatic means, shall be sent continuously for a period of at least thirty seconds but not exceeding one minute; when generated by other means, the signal shall be sent as continuously as practicable over a period of approximately one minute.

1.2. Urgency signals

- 1.2.1. The following signals used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance:
(a) the repeated switching on and off of the landing lights; or
(b) the repeated switching on and off of the navigation lights in such manner as to be distinct from flashing navigation lights.
- 1.2.2. The following signals, used either together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or of some person on board or within sight:
(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group XXX;
(b) a radiotelephony urgency signal consisting of the spoken words PAN, PAN;
(c) an urgency message sent via data link which transmits the intent of the words PAN, PAN.

2. SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

2.1. Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
1	DAY or NIGHT — Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading. Note 1.— <i>Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</i>	You have been intercepted. Follow me	DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following. Note.— <i>Additional action required to be taken by intercepted aircraft is prescribed in Chapter 3, 3.8.</i>	Understood, will comply.

<i>Series</i>	<i>Intercepting Aircraft Signals</i>	<i>Meaning</i>	<i>Intercepted Aircraft Responds</i>	<i>Meaning</i>
	Note 2.— <i>If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft.</i>	You have been intercepted. Follow me		
2	<i>DAY or NIGHT — An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</i>	You may proceed.	DAY or NIGHT — Rocking the aircraft.	Understood, will comply.
3	<i>DAY or NIGHT — Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.</i>	Land at this aerodrome	DAY or NIGHT — Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply

[illegible]

By day and by night, a series of projectiles discharged from the ground at intervals of 10 seconds, each showing, on bursting, red and green lights or stars will indicate to an unauthorized aircraft that it is flying in or about to enter a restricted, prohibited or danger area, and that the aircraft is to take such remedial action as may be necessary.

4. SIGNALS FOR AERODROME TRAFFIC

4.1. Light and pyrotechnic signals

4.1.1. Instructions

Light	From Aerodrome Control to:	
	Aircraft in flight	Aircraft on the ground
Directed towards aircraft concerned (see Figure A1-1).	Steady green	Cleared to land
	Steady red	Give way to other aircraft and continue circling
	Series of green flashes	Return for landing*
	Series of red flashes	Aerodrome unsafe, do not land
	Series of white flashes	Land at this aerodrome and proceed to apron*
Red pyrotechnic	Notwithstanding any previous instructions, do not land for the time being	

* Clearances to land and to taxi will be given in due course.

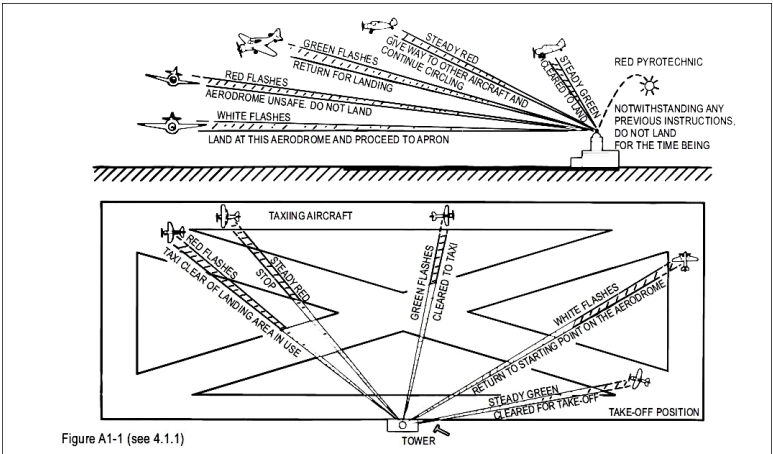


Figure A1-1 (see 4.1.1)

4.1.2. Acknowledgement by an aircraft

(a) When in flight:

- (i) during the hours of daylight:
 - by rocking the aircraft's wings;

Note.— *This signal should not be expected on the base and final legs of the approach.*

- (ii) during the hours of darkness:

—by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

- (b) When on the ground:
 - (i) during the hours of daylight:
 - by moving the aircraft’s ailerons or rudder;
 - (ii) during the hours of darkness:
 - by flashing on and off twice the aircraft’s landing lights or, if not so equipped, by switching on and off twice its navigation lights.

1.1 Visual ground signals

Note.— *For details of visual ground aids, see Annex 14.*

4.1.3. Prohibition of landing

A horizontal red square panel with yellow diagonals (Figure A1-2) when displayed in a signal area indicates that landings are prohibited and that the prohibition is liable to be prolonged.



Figure A1-2

4.1.4. Need for special precautions while approaching or landing

A horizontal red square panel with one yellow diagonal (Figure A1-3) when displayed in a signal area indicates that owing to the bad state of the manoeuvring area, or for any other reason, special precautions must be observed in approaching to land or in landing.



Figure A1-3

4.1.5. Use of runways and taxiways

- 4.1.5.1. A horizontal white dumb-bell (Figure A1-4) when displayed in a signal area indicates that aircraft are required to land, take off and taxi on runways and taxiways only.

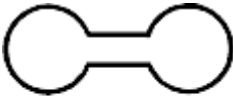


Figure A1-4

- 4.1.5.2. The same horizontal white dumb-bell as in 4.2.3.1 but with a black bar placed perpendicular to the shaft across each circular portion of the dumb-bell (Figure A1-5) when displayed in a signal area indicates that aircraft are required to land and take off on runways only, but other manoeuvres need not be confined to runways and taxiways

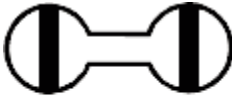


Figure A1-5

- 4.1.6. Closed runways or taxiways

Crosses of a single contrasting colour, yellow or white (Figure A1-6), displayed horizontally on runways and taxiways or parts thereof indicate an area unfit for movement of aircraft.



Figure A1-6

- 4.1.7. Directions for landing or take-off

- 4.1.7.1. A horizontal white or orange landing T (Figure A1-7) indicates the direction to be used by aircraft for landing and take-off, which shall be in a direction parallel to the shaft of the T towards the cross arm.

Note.— *When used at night, the landing T is either illuminated or outlined in white lights.*

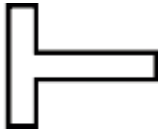


Figure A1-7

- 4.1.7.2. A set of two digits (Figure A1-8) displayed vertically at or near the aerodrome control tower indicates to aircraft on the manoeuvring area the direction for take-off, expressed in units of 10 degrees to the nearest 10 degrees of the magnetic compass.



Figure A1-8

- 4.1.8. Right-hand traffic

When displayed in a signal area, or horizontally at the end of the runway or strip in use, a right-hand arrow of conspicuous colour (Figure A1-9) indicates that turns are to be made to the right before landing and after take-off.

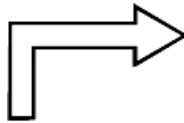


Figure A1-9

- 4.1.9. Air traffic services reporting office

The letter C displayed vertically in black against a yellow background (Figure A1 -10) indicates the location of the air traffic services reporting office.



Figure A1-10

- 4.1.10. Glider flights in operation

A double white cross displayed horizontally (Figure A1-11) in the signal area indicates that the aerodrome is being used by gliders and that glider flights are being performed.

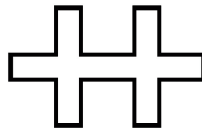


Figure A1-11

5. MARSHALLING SIGNALS

5.1. From a signalman to an aircraft

Note 1.— *These signals are designed for use by the signalman, with hands illuminated as necessary to facilitate observation by the pilot, and facing the aircraft in a position:*

- (a) for fixed-wing aircraft, on left side of aircraft, where best seen by the pilot; and
- (b) for helicopters, where the signalman can best be seen by the pilot.

Note 2.— *The meaning of the relevant signals remains the same if bats, illuminated wands or torchlights are held.*

Note 3.— *The aircraft engines are numbered, for the signalman facing the aircraft, from right to left (i.e. No. 1 engine being the port outer engine).*

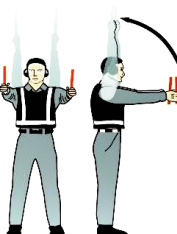
Note 4.— *Signals marked with an asterisk (*) are designed for use to hovering helicopters.*

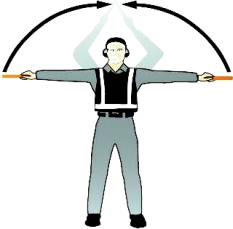
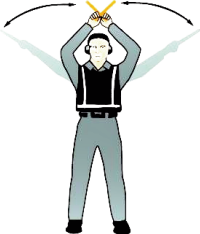
Note 5.— *References to wands may also be read to refer to daylight-fluorescent table-tennis bats or gloves (daytime only).*

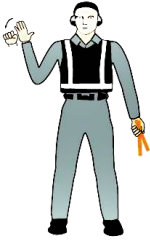
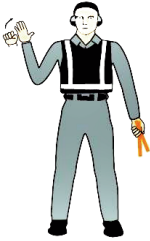
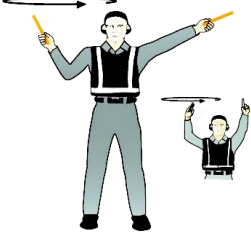
Note 6. — *References to the signalman may also be read to refer to marshaller.*

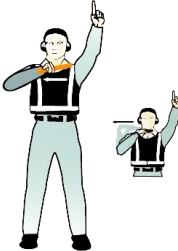
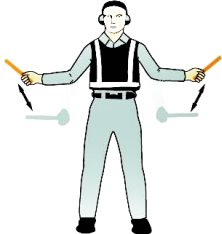
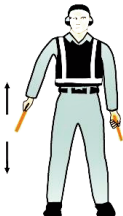
5.1.1. Prior to using the following signals, the signalman shall ascertain that the area within which an aircraft is to be guided is clear of objects which the aircraft, in complying with 3.4.1, might otherwise strike.

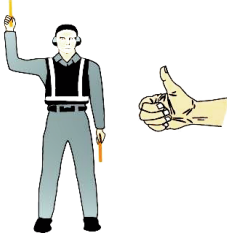
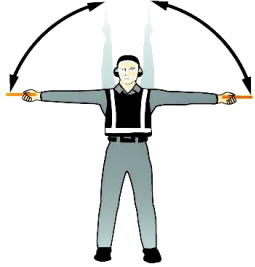
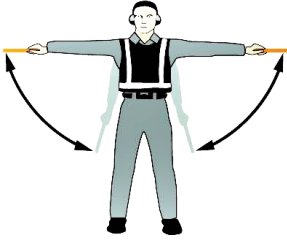
Note.— *The design of many aircraft is such that the path of the wing tips, engines and other extremities cannot always be monitored visually from the flight deck while the aircraft is being manoeuvred on the ground*

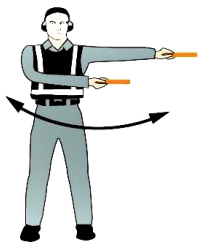
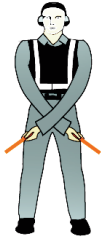
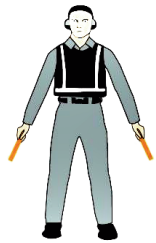
	1. Wingwalker/guide Raise right hand above head level with wand pointing up; move left-hand wand pointing down toward body. <i>Note.— This signal provides an indication by a person positioned at the aircraft wing tip, to the pilot/ marshaller/ push-back operator, that the aircraft movement on/off a parking position would be unobstructed.</i>
	2. Identify gate Raise fully extended arms straight above head with wands pointing up.
	3. Proceed to next signalman or as directed by tower/ground control Point both arms upward; move and extend arms outward to sides of body and point with wands to direction of next signalman or taxi area.

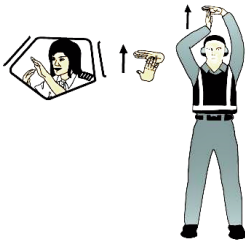
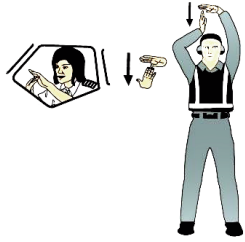
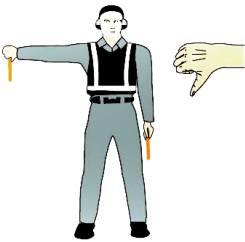
	4. Straight ahead Bend extended arms at elbows and move wands up and down from chest height to head.
	5 a). Turn left (from pilot's point of view) With right arm and wand extended at a 90-degree angle to body, make "come ahead" signal with left hand. The rate of signal motion indicates to pilot the rate of aircraft turn.
	5 b). Turn right (from pilot's point of view) With left arm and wand extended at a 90-degree angle to body, make "come ahead" signal with right hand. The rate of signal motion indicates to pilot the rate of aircraft turn.
	6 a). Normal stop Fully extend arms and wands at a 90-degree angle to sides and slowly move to above head until wands cross.
	6 b). Emergency stop Abruptly extend arms and wands to top of head, crossing wands.

	7 a). Set brakes Raise hand just above shoulder height with open palm. Ensuring eye contact with flight crew, close hand into a fist. Do not move until receipt of "thumbs up" acknowledgement from flight crew.
	7 b). Release brakes Raise hand just above shoulder height with hand closed in a fist. Ensuring eye contact with flight crew, open palm. Do not move until receipt of "thumbs up" acknowledgement from flight crew.
	8 a). Chocks inserted With arms and wands fully extended above head, move wands inward in a "jabbing" motion until wands touch. Ensure acknowledgement is received from flight crew.
	8 b). Chocks removed With arms and wands fully extended above head, move wands outward in a "jabbing" motion. Do not remove chocks until authorized by flight crew.
	9. Start engine(s) Raise right arm to head level with wand pointing up and start a circular motion with hand; at the same time, with left arm raised above head level, point to engine to be started.

	10. Cut engines Extend arm with wand forward of body at shoulder level; move hand and wand to top of left shoulder and draw wand to top of right shoulder in a slicing motion across throat.
	11. Slow down Move extended arms downwards in a "patting" gesture, moving wands up and down from waist to knees.
	12. Slow down engine(s) on indicated side With arms down and wands toward ground, wave either <i>right</i> or <i>left</i> wand up and down indicating engine(s) on <i>left</i> or <i>right</i> side respectively should be slowed down.
	13. Move back With arms in front of body at waist height, rotate arms in a forward motion. To stop rearward movement, use signal 6 a) or 6 b).
	14 a). Turns while backing (for tail to starboard) Point left arm with wand down and bring right arm from overhead vertical position to horizontal forward position, repeating right-arm movement.

	14 b). Turns while backing (for tail to port) Point right arm with wand down and bring left arm from overhead vertical position to horizontal forward position, repeating left-arm movement.
	15. Affirmative/all clear Raise right arm to head level with wand pointing up or display hand with "thumbs up"; left arm remains at side by knee. <i>Note.— This signal is also used as a technical/servicing communication signal.</i>
	*16. Hover Fully extend arms and wands at a 90-degree angle to sides.
	*17. Move upwards Fully extend arms and wands at a 90-degree angle to sides and, with palms turned up, move hands upwards. Speed of movement indicates rate of ascent.
	*18. Move downwards Fully extend arms and wands at a 90-degree angle to sides and, with palms turned down, move hands downwards. Speed of movement indicates rate of descent.

	*19 a). Move horizontally left (from pilot's point of view) Extend arm horizontally at a 90-degree angle to right side of body. Move other arm in same direction in a sweeping motion.
	*19 b). Move horizontally right (from pilot's point of view) Extend arm horizontally at a 90-degree angle to left side of body. Move other arm in same direction in a sweeping motion.
	*20. Land Cross arms with wands downwards and in front of body.
	21. Hold position/stand by Fully extend arms and wands downwards at a 45-degree angle to sides. Hold position until aircraft is clear for next manoeuvre.
	22. Dispatch aircraft Perform a standard salute with right hand and/or wand to dispatch the aircraft. Maintain eye contact with flight crew until aircraft has begun to taxi.

	23. Do not touch controls (technical/servicing communication signal) Extend right arm fully above head and close fist or hold wand in horizontal position; left arm remains at side by knee.
	24. Connect ground power (technical/servicing communication signal) Hold arms fully extended above head; open left hand horizontally and move finger tips of right hand into and touch open palm of left hand (forming a "T"). At night, illuminated wands can also be used to form the "T" above head.
	25. Disconnect power (technical/servicing communication signal) Hold arms fully extended above head with finger tips of right hand touching open horizontal palm of left hand (forming a "T"); then move right hand away from the left. Do not disconnect power until authorized by flight crew. At night, illuminated wands can also be used to form the "T" above head.
	26. Negative (technical/servicing communication signal) Hold right arm straight out at 90 degrees from shoulder and point wand down to ground or display hand with "thumbs down"; left hand remains at side by knee.
	27. Establish communication via interphone (technical/servicing communication signal) Extend both arms at 90 degrees from body and move hands to cup both ears.



**28. Open/close stairs
(technical/servicing
communication signal)**

With right arm at side and left arm raised above head at a 45-degree angle, move right arm in a sweeping motion towards top of left shoulder.

Note.— This signal is intended mainly for aircraft with the set of integral stairs at the front.

5.2. From the pilot of an aircraft to a signalman

Note 1.— *These signals are designed for use by a pilot in the cockpit with hands plainly visible to the signalman, and illuminated as necessary to facilitate observation by the signalman.*

Note 2.— *The aircraft engines are numbered in relation to the signalman facing the aircraft, from right to left (i.e. No. 1 engine being the port outer engine).*

5.2.1. Brakes

Note.— The moment the fist is clenched or the fingers are extended indicates, respectively, the moment of brake engagement or release.

- (a) Brakes engaged: raise arm and hand, with fingers extended, horizontally in front of face, then clench fist.
- (b) Brakes released: raise arm, with fist clenched, horizontally in front of face, then extend fingers.

5.2.2. Chocks

- (a) Insert chocks: arms extended, palms outwards, move hands inwards to cross in front of face.
- (b) Remove chocks: hands crossed in front of face, palms outwards, move arms outwards.

5.2.3. Ready to start engine (s)

Raise the appropriate number of fingers on one hand indicating the number of the engine to be started.

5.3. Technical/servicing communication signals

5.3.1. Manual signals shall only be used when verbal communication is not possible with respect to technical/servicing communication signals.

5.3.2. Signalmen shall ensure that an acknowledgement is received from the flight crew with respect to technical/servicing communication signals.

Note.— The technical/servicing communication signals are included in Appendix 1 to standardize the use of hand signals used to communicate to flight crews during the aircraft movement process that relate to servicing or handling functions.

6. STANDARD EMERGENCY HAND SIGNALS

The following hand signals are established as the minimum required for emergency communication between the aircraft rescue and firefighting (ARFF) incident commander/ARFF firefighters and the cockpit and/or cabin crews of the incident aircraft. ARFF emergency hand signals should be given from the left front side of the aircraft for the flight crew.

Note.— *In order to communicate more effectively with the cabin crew, emergency hand signals may be given by ARFF firefighters from other positions.*

	1. Recommend evacuation Evacuation recommended based on ARFF and incident commander's assessment of external situation. Arm extended from body and held horizontal with hand upraised at eye level. Execute beckoning arm motion angled backward. Non-beckoning arm held against body. Night — same with wands.
	2. Recommended stop Recommend evacuation in progress be halted. Stop aircraft movement or other activity in progress. Arms in front of head, crossed at wrists. Night — same with wands.
	3. Emergency contained No outside evidence of dangerous conditions or "all-clear." Arms extended outward and down at a 45-degree angle. Arms moved inward below waistline simultaneously until wrists crossed, then extended outward to starting position (umpire's "safe" signal). Night — same with wands.
	4. Fire Move right-hand in a "fanning" motion from shoulder to knee, while at the same time pointing with left hand to area of fire. Night — same with wands.

FIFTH SCHEDULE

(reg. 49(a))

INTERCEPTION OF CIVIL AIRCRAFT

1. Principles to be observed by States

1.1 To achieve the uniformity in regulations which is necessary for the safety of navigation of civil aircraft due regard shall be had by Contracting States to the following principles when developing regulations and administrative directives:

- (a) interception of civil aircraft will be undertaken only as a last resort;
- (b) if undertaken, an interception will be limited to determining the identity of the aircraft, unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of national airspace, guide it away from a prohibited, restricted or danger area or instruct it to effect a landing at a designated aerodrome;
- (c) practice interception of civil aircraft will not be undertaken;
- (d) navigational guidance and related information will be given to an intercepted aircraft by radiotelephony, whenever radio contact can be established; and
- (e) in the case where an intercepted civil aircraft is required to land in the territory overflown, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned.

Note.— In the unanimous adoption by the 25th Session (Extraordinary) of the ICAO Assembly on 10 May 1984 of Article 3 bis to the Convention on International Civil Aviation, Contracting States have recognized that “every State must refrain from resorting to the use of weapons against civil aircraft in flight”.

1.2 Contracting States shall publish a standard method that has been established for the manoeuvring of aircraft intercepting a civil aircraft. Such method shall be designed to avoid any hazard for the intercepted aircraft.

Note.— Special recommendations regarding a method for the manoeuvring are contained in Attachment A, Section 3.

1.3 Contracting States shall ensure that provision is made for the use of secondary surveillance radar or ADS-B, where available, to identify civil aircraft in areas where they may be subject to interception.

2. Action by intercepted aircraft

2.1. An aircraft which is intercepted by another aircraft shall immediately:

- (a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in *Fourth Schedule*;
- (b) notify, if possible, the appropriate air traffic service unit;
- (c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz.

- (d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.
 - (e) if equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.
- 2.2. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.
- 2.3. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

3. Radiocommunication during interception

If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table A2-1 and transmitting each phrase twice:

Table A2-1

Phrases for use by INTERCEPTING aircraft			Phrases for use by INTERCEPTED aircraft		
Phrase	Pronunciation ¹	Meaning	Phrase	Pronunciation ¹	Meaning
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?	CALL SIGN	<u>KOL</u> SA-IN (call sign) ²	My call sign is (call sign)
FOLLOW	<u>FOL</u> -LO	Follow me	WILCO	<u>VILL</u> -KO	Understood
DESCEND	DEE- <u>SEND</u>	Descend for landing	Will comply		
YOU LAND	<u>YOU</u> <u>LAAND</u>	Land at this aerodrome	CAN NOT	<u>KANN</u> NOTT	Unable to comply
PROCEED	PRO- <u>SEED</u>	You may proceed	REPEAT	REE- <u>PEET</u>	Repeat your instruction
			AM LOST	AM <u>LOSST</u>	Position unknown
			MAYDAY	MAYDAY	I am in distress
			HIJACK ³	HI-JACK	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE- <u>SEND</u>	I require descent

1. In the second column, syllables to be emphasized are underlined.

2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

3. Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

SIXTH SCHEDULE

(reg. 50(1))

VMC VISIBILITY AND DISTANCE FROM CLOUD MINIMA

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above 3 050 m (10 000 ft) AMSL	A *** B C D E F G	8 km	1,500 m horizontally 300 m (1,000 ft) vertically
Below 3050 m (10000 ft) AMSL and above 900 m (3 000 ft) AMSL, or above 300 m (1 000 ft) terrain, whichever is the higher	A *** B C D E F G	5 km	1,500 m horizontally 300 m (1,000 ft) vertically
At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher whichever is the higher	A *** B C D E	5 km	1,500 m horizontally 300 m (1,000 ft) vertically
	F G	5 km**	Clear of cloud and with the surface in sight

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

** When so prescribed by the Air Traffic Service Provider:

- (a) flight visibilities reduced to not less than 1 500 m may be permitted for flights operating:

i. at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.
- (b) HELICOPTERS may be permitted to operate in less than 1 500 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

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

Made this 16th day of March, 2026.