

PART 11

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DIVISION A - APPLICATION**11.1 APPLICATION TO AIRCRAFT WITHIN THE REPUBLIC**

The provision of this Part apply to aircraft within the Republic and subject to these Regulations to Maldivian aircraft where ever they may be.

11.2 MALDIVIAN AIRCRAFT OVER THE HIGH SEAS

When a Maldivian aircraft is flying over the high seas or the exclusive economic zone of a country it shall comply with the provisions of Annex 2 to the Chicago Convention.

11.3 MALDIVIAN AIRCRAFT OVER OTHER COUNTRIES

When a Maldivian aircraft is flying over a country other than the Maldives it shall comply with the rules of the air there in force.

DIVISION B - RESPONSIBILITY FOR THE COMPLIANCE WITH THE RULES OF THE AIR**11.4 RESPONSIBILITY OF THE PILOT IN COMMAND**

The pilot in command of an aircraft shall whether piloting the aircraft or not, be responsible for the operation of the aircraft in accordance with the Rules of the Air.

11.5 DEPARTURE FROM RULES OF THE AIR

- (a) It shall be lawful for the Rules of the Air to be departed from to the extent necessary to avoid immediate danger.
- (b) If any departure is made
 - (1) from these Rules, or
 - (2) In the case of a Maldivian aircraft, from the rules of the air in force for the aircraft by virtue of regulation 11.2 or regulation 11.3,

for the purpose of avoiding immediate danger, the pilot in command of the aircraft shall furnish written particulars of the departure, and of the circumstances giving rise to it, to the Director within 10 days thereafter.

11.6 NO EXONERATION FROM NEGLIGENCE

Nothing in these Rules shall exonerate any person from the consequences of any neglect in the use of lights or signals or of the neglect of any precautions required by ordinary aviation practice or by the special circumstances of the case.

11.7 PREFLIGHT ACTION

Before commencing a flight, the pilot in command of an aircraft shall familiarize himself with all available information appropriate to the intended flight including, in the case of a flight not in the vicinity of an aerodrome or one to be conducted in accordance with Instrument Flight Rules, a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and alternative courses of action if the flight cannot be completed as planned.

11.8 AUTHORITY OF THE PILOT IN COMMAND

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

11.9 INTOXICATING LIQUORS, NARCOTICS AND DRUGS

- (a) No person shall act as, or be carried in an aircraft for the purpose of acting as a member of the flight crew, if he has taken or used any alcoholic drink, sedative, narcotic or stimulant drug or preparation within 12 hours of the commencement of the flight and no such person shall while so acting or being carried, take, use or be under the influence of any such substance.
- (b) No person shall, while in a state of intoxication, enter or be in an aircraft.

DIVISION C - GENERAL RULES

11.10 NEGLIGENT OR RECKLESS OPERATION OF AIRCRAFT

- (a) An aircraft shall not be operated in a negligent manner or in a reckless manner so as to be likely to endanger the life or property of others.
- (b) An aircraft shall not be flown in such a manner or in such circumstances as is or are likely to cause avoidable danger to any person or property on land or water or in the air.

11.11 RESERVED

11.12 RESERVED

11.13 PICKING UP ARTICLES

Objects shall not be picked up by an aircraft in flight except with the prior permission of the Director and in accordance with the conditions specified by him.

11.14 PARACHUTE DESCENTS AND PARASCENDING PARACHUTE OPERATIONS

- (a) Parachute descents, other than necessary emergency descents, shall not be made unless permitted by and conducted in accordance with these Regulations.
- (b) Parascending parachute operations shall not be performed unless permitted by and conducted in accordance with the written specifications of the Director.

11.15 FLIGHT INSTRUCTION

Flight instruction and authorization to a student for solo flying shall be such as to ensure that an aircraft piloted by the student shall not constitute a hazard to air navigation.

11.16 FLIGHT UNDER SIMULATED INSTRUMENT FLYING CONDITIONS

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

- (1) Fully functioning dual controls are installed in the aircraft; and
- (2) A competent pilot occupies a control seat to act as safety pilot for the person who is flying under

simulated instrument conditions and:

- (aa) the safety pilot has adequate vision forward and to each side of the aircraft; or
- (bb) if the safety pilot's field of vision is limited, a competent observer in communication with the safety pilot occupies a position in the aircraft from which his field of vision supplements that of the safety pilot.

11.17 PRACTICE INSTRUMENT APPROACHES

An aircraft shall not carry out instrument approach practice when flying in V.M.C. unless:-

- (1) An appropriate ATS unit has been previously informed that the flight is to be made for this purpose; and
- (2) If the flight is not being carried out in simulated flight conditions, a competent observer is carried in such a position in the aircraft that he has an adequate field of vision and can readily communicate with the pilot flying the aircraft.

11.18 ACROBATIC FLIGHT

- (a) An aircraft:-
 - (1) shall not be flown in acrobatic flight at night;
 - (2) shall not be flown in acrobatic flight of a particular kind unless the certificate of airworthiness of the aircraft specifies that the aircraft may perform that type of acrobatic flight.
- (b) Except with the permission of the Director a person shall not engage in acrobatic flight in an aircraft:-
 - (1) At a height lower than 1000 metres above the highest point of the terrain, or any obstacle thereon, within a radius of 600 metres of a line extending vertically below the aircraft; or
 - (2) Over a city, town, populous area, regatta, race meeting or meeting for public games or sports.
- (c) For the purposes of this regulation acrobatic flight means manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, or an abnormal variation in speed but straight and steady stalls or turns in which the angle of bank does not exceed 60 degrees shall be deemed not to be acrobatic flight.

11.19 FLYING OVER PUBLIC GATHERINGS

- (a) Except with the permission in writing of the Director and in accordance with the conditions specified in the permit, an aircraft shall not fly over any public gathering, race meeting or any regatta.
- (b) Nothing in paragraph (a) shall apply to an aircraft passing over a public gathering, race meeting or regatta in the process of:-
 - (1) arriving at or departing from an aerodrome in the course of its normal navigation for so doing; or

- (2) passing from place to place in the ordinary course of navigation.

11.20 LOW FLYING

- (a) An aircraft shall not fly over any city or town or other populous area except at such a height that the aircraft could land outside the city, town or populous area, in the event of the means of propulsion failing through any cause, or if it is an aeroplane or helicopter with more than one engine, at such a height that it could land outside the city, town or populous area, in the event of one of its engines failing.
- (b) Without prejudice to paragraph (a), an aircraft shall not fly over:-
 - (1) any city, town or populous area, at a height lower than 300 metres, or
 - (2) over any other area at a height lower than 150 metres.
- (c) A height specified in paragraph (b) is the height above the highest point of the terrain, or of any obstacle thereon, within a radius of 600 metres of a line extending vertically below the aircraft.
- (d) Paragraphs (a) and (b) shall not apply if:-
 - (1) Through stress of weather or any other unavoidable cause it is essential that a lower height be maintained.
 - (2) The aircraft is engaged in aerial work of a nature which necessitates low flying and the owner or operator of the aircraft has received from the Director either a general permit for all flights or a specific permit for a single flight to be made at a lower height while engaged in such aerial work.
 - (3) The pilot of the aircraft is engaged in flying training and flies over an area in which low flying training is permitted by the Director;
 - (4) The pilot of the aircraft is engaged in a bailed approach procedure, or the practice of such procedures under the supervision of a flying instructor or a check pilot;
 - (5) The aircraft is flying in the course of actually taking off or landing at an aerodrome,
 - (6) The pilot of the aircraft is engaged in a search and rescue operation and is either engaged in a search or is dropping supplies in relation to such operation.

11.21 REPORTING HAZARDOUS CONDITIONS

The pilot in command of an aircraft shall on meeting with hazardous conditions in the course of a flight or as soon as possible thereafter send to the appropriate ATS unit by the quickest means available information containing such particulars of the hazardous conditions as may be pertinent to the safety of other aircraft.

11.22 REPORTS AT DESIGNATED POINTS OR INTERVALS

When radio apparatus is fitted in an aircraft and a flight plan has been submitted in respect of the flight, the time and altitude of passing each reporting point designated by the appropriate air traffic service unit or as notified in AIP or NOTAMS together with any other required information, shall be reported by radio as soon as possible to the appropriate air traffic services unit, and in the absence of designated reporting points, position reports shall be made at intervals specified by the appropriate air traffic services unit or as notified aforesaid.

DIVISION D - RULES FOR THE AVOIDANCE OF AERIAL COLLISIONS**11.23 GENERAL**

- (a) Notwithstanding that the flight is being made with air traffic control clearance it shall remain the duty of the Pilot-in-Command of an aircraft to take all possible measures to ensure that his aircraft does not collide with any other aircraft.
- (b) An aircraft shall not be flown in such proximity to other aircraft as to create a danger of collision.
- (c) Aircraft shall not fly in formation unless the Pilots- in-Command of the aircraft have agreed to do so.
- (d) An aircraft which is obliged by this Division to give way to another aircraft shall avoid passing over or under the other aircraft, or crossing ahead of it, unless passing well clear of it.
- (e) An aircraft which has the right-of-way under this Regulation shall maintain its course and speed.
- (f) For the purposes of this Division glider and a flying machine which is towing it shall be considered to be a single aircraft under the command of the Pilot-in- Command of the towing flying machine.

11.24 CONVERGING

- (a) Subject to the provisions of Regulations 11.25 and 11.26, an aircraft in the air shall give way to other converging aircraft as follows:-
 - (i) flying machines shall give way to airships, gliders and balloons;
 - (ii) airships shall give way to gliders and balloons;
 - (iii) gliders shall give way to balloons.
- (b) Subject to the provisions of paragraph (a), when two aircraft are converging in the air at approximately the same altitude, the aircraft which has the other on its right shall give way:

Provided that mechanically driven aircraft shall give way to aircraft which are towing other aircraft or objects.

11.25 APPROACHING HEAD-ON

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

11.26 OVERTAKING

An aircraft which is being overtaken in the air shall have the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering course to the right, and shall not cease to keep out of the way of the other aircraft until that other aircraft has been passed and is clear, notwithstanding any change in the relative positions of the two aircraft.

11.27 FLIGHT IN THE VICINITY OF AN AERODROME

A flying machine, glider or airship while flying in the vicinity of what the Pilot-in-Command of the aircraft knows or ought reasonably to know to be an aerodrome or moving on an aerodrome shall unless in the case of an aerodrome having an air traffic control unit that unit otherwise authorises:-

- (1) conform to the pattern of traffic formed by other aircraft intending to land at that aerodrome, or keep clear of the airspace in which the pattern is formed;
- (2) make all turns to the left unless ground signals otherwise indicate.

11.28 ORDER OF LANDING

- (a) An aircraft while landing or on final approach to land shall have the right-of-way over other aircraft in flight or on the ground or water.
- (b) In the case of two or more flying machines gliders or airships approaching any place for the purpose of landing, the aircraft at the lower altitude shall have the right-of-way, but it shall not cut in front of another aircraft which is in final approach to land or overtake that aircraft.

Provided that:-

- (1) when an air traffic control unit has communicated to any aircraft an order of priority for landing, the aircraft shall approach to land in that order; and
- (2) when the Pilot-in-Command of an aircraft is aware that another aircraft is making an emergency landing, he shall give way to that aircraft, and at night, notwithstanding that he may have received permission to land, shall not attempt to land until he has received further permission to do so.

11.29 LANDING AND TAKE OFF

- (a) A flying machine, glider or airship shall take-off and land in the direction indicated by the ground signals or, if no such signals are displayed, into the wind, unless good aviation practice demands otherwise.
- (b) A flying machine or glider shall not land on a runway at an aerodrome if the runway is not clear of other aircraft unless, in the case of an aerodrome having an air traffic control unit, that unit otherwise authorises.
- (c) Where take-offs and landings are not confined to a runway:-
 - (1) A flying machine or glider when landing shall leave clear on its left any aircraft which has landed or is already landing or about to take-off; if such a flying machine or glider is about to turn it shall turn to the left after the Pilot-in-Command of the aircraft has satisfied himself that such action will not interfere with other traffic movements; and
 - (2) A flying machine about to take-off shall take up position and manoeuvre in such a way as to leave clear on its left any aircraft which has already taken-off or is about to take-off.
- (d) A heavier than air powered aircraft after landing shall move clear of the landing area as soon as it is possible to do so unless, in the case of an aerodrome having an air traffic control unit, that unit otherwise authorises.

DIVISION E - RULES RELATING TO MOVEMENT ON AERODROMES

11.30 VISUAL SIGNALS

The Pilot-in-Command of a flying machine on, or in the pattern of traffic at, an aerodrome shall observe

such visual signals as may be displayed at, or directed to him from the aerodrome by the authority of the person in charge of the aerodrome and shall obey any instructions which may be given to him by means of such signals.

11.31 MOVEMENT ON AERODROMES

An aircraft shall not taxi on the apron or the manoeuvring area of an aerodrome without the permission of the person in charge of the aerodrome or, where the aerodrome has an air traffic control unit for the time being notified as being on watch, without the permission of that unit.

11.32 ACCESS TO AND MOVEMENT OF PERSONS AND VEHICLES ON AERODROMES

- (a) A person or vehicle shall not go onto any part of an aerodrome (not being a part of the aerodrome which is a public right of way) without the permission of the person in charge of that part of the aerodrome, and except in accordance with any conditions subject to which the permission may have been granted.
- (b) A vehicle or person shall not go or move on the manoeuvring area of an aerodrome having an air traffic control unit without the permission of that unit, and except in accordance with any conditions subject to which that permission may have been granted.
- (c) Any permission granted for the purposes of this Regulation may be granted whether in respect of persons or vehicles generally, or in respect of any particular person or vehicle or any class of person or vehicle.

11.33 RIGHT OF WAY ON THE GROUND

- (a) This Regulation shall apply to:-

- (1) flying machines and
- (2) vehicles

on any part of a land aerodrome provided for the use of aircraft and under the control of the person in charge of the aerodrome.

- (b) Notwithstanding any air traffic control clearance it shall remain the duty of the Pilot-in-Command of an aircraft to take all possible measures to ensure that his aircraft does not collide with any other aircraft or with any vehicle.
- (c)
 - (1) Flying machines and vehicles shall give way to aircraft which are taking off or landing.
 - (2) Vehicles, and flying machines which are not taking off or landing, shall give way to vehicles towing aircraft.
 - (3) Vehicles which are not towing aircraft shall give way to aircraft.
- (d) Subject to the provisions of paragraph (c) and of Regulation 11.29(c) in case of danger of collision between two flying machines:
 - (1) when the two heavier than air powered aircraft are approaching head-on or approximately so, each shall alter its course to the right;

- (2) when the two flying machines are on converging courses, the one which has the other on its right shall give way to the other and shall avoid crossing ahead of the other unless passing well clear of it;
- (3) a flying machine which is being overtaken shall have the right-of-way, and the overtaking flying machine shall keep out of the way of the other by altering its course to the left until that other has been passed and is clear, notwithstanding any change in the relative positions of the two flying machines.
- (4) Subject to the provisions of paragraph (c) (2) a vehicle shall:-
 - (a) overtake another vehicle so that the other vehicle is on the left of the overtaking vehicle;
 - (b) keep to the left when passing another vehicle which is approaching head-on or approximately so.

11.34 RESERVED

DIVISION F - PREVENTING COLLISIONS AT SEA

11.35 AIRCRAFT KEEP CLEAR OF VESSELS

Every aircraft in flight or in process of manoeuvring near the surface of the water, shall, as far as possible, keep clear of all vessels and avoid impeding their navigation.

11.36 AIRCRAFT TO COMPLY WITH INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA

- (a) Subject to the provisions of this Division, every aircraft on water shall comply with the International Regulations for Preventing Collisions at Sea.
- (b) In conforming with the International Regulations for Preventing Collisions at sea aircraft shall have due regard to the fact that in narrow channels steam vessels cannot maneuver so as to avoid collision and avoid impeding their navigation.

11.37 AVOIDANCE OF COLLISIONS ON WATER

Notwithstanding anything in the International Regulations for Preventing Collisions at Sea, aircraft shall observe the following rules with respect to other aircraft and vessels:

- (1) when aircraft, or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.
- (2) An aircraft which is converging with another aircraft or a vessel on its right shall give way so as to keep well clear of that aircraft or vessel.
- (3) An aircraft approaching another aircraft or a vessel head-on, or approximately head-on, shall alter its heading to the right so as to keep well clear of that aircraft or vessel.
- (4) An aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear of the aircraft or vessel being overtaken.

11.38 WATER AERODROMES WHICH ARE CONTROLLED AERODROMES

- (a) At a water aerodrome which is a controlled aerodrome, the following additional rules shall apply:-
- (1) An aircraft shall not take off or alight unless the alighting area has been swept and is known to be clear of floating debris dangerous to the navigation of aircraft except that, in an emergency, an aircraft may land in the safest part of the alighting area without delay.
 - (2) The pilot in command of an aircraft shall ensure that operations are conducted on the swept part of a water aerodrome by commencing his take off or landing run from such a position that the control launch is on his left at no greater distance than 75 metres.
- (b) At a water aerodrome which is a controlled aerodrome, the swept part of the alighting area shall be indicated by the control launch which shall take up position at the leeward and on the left side of the area and shall head into the direction of an aircraft taking off or alighting.

11.39 INTERPRETATION

The International Regulations for Preventing Collisions at Sea mean the International Regulations created by the International Conference on Revision of the International Regulations for Preventing at Sea. (London, 1972).

11.40 RESERVED**DIVISION G - VISUAL FLIGHT RULES AND INSTRUMENT FLIGHT RULES****SUB-DIVISION I - GENERAL****11.41 CHOICE OF RULES**

An aircraft shall be flown in accordance with Visual Flight Rules or Instrument Flight Rules.

SUB-DIVISION 2 - VISUAL FLIGHT RULES**11.42 VFR FLIGHT**

- (a) A flight conducted in accordance with the provisions of this Sub-Division is classed as a flight under Visual Flight Rules.
- (b) When a flight cannot be flown in accordance with Visual Flight Rules, the pilot in command shall comply with Instrument Flight Rules or land at the nearest suitable aerodrome.

11.43 VFR FLIGHT - PREFLIGHT ASSESSMENT

An aircraft shall not take off for the purpose of making a flight under Visual Flight Rules unless meteorological reports, or a combination of current meteorological reports and forecasts, show that meteorological conditions along the route to be flown are and will be such that the flight will be conducted under the Visual Flight Rules and will be completed before night.

11.44 VFR FLIGHT PROHIBITED

- (a) A VFR flight shall not be operated:-
- (1) at night;
 - (2) above flight level 200; or
 - (3) at transonic or supersonic speeds
- (b) The Director may exempt from any of the provisions of paragraph (a) a flight or series of flights upon compliance with such conditions as he specifies.

11.45 VFR FLIGHTS OUTSIDE OF CONTROLLED AIRSPACE

- (a) A VFR Flight outside of controlled airspace shall not be conducted at a height that is less than 900 metres above mean sea level unless:-
- (1) The pilot in command can navigate by reference to land and water and clear of clouds, and
 - (2) The flight visibility is equal to or greater than 5000 metres.
- (b) Notwithstanding the requirements of paragraph (a) the Director may in respect of helicopters make such special provision as he deems appropriate in respect of VFR Flights outside controlled airspace and shall cause such provisions to be published in AIP.
- (c) A VFR Flight outside controlled airspace shall not be conducted at a height of 900 metres above mean sea level or between that height and flight level 200 unless:-
- (1) The flight visibility is equal to or greater than 8 kilometres;
 - (2) The aircraft is flown at a distance equal to or greater than 1500 metres horizontally and 300 metres vertically from cloud; and
 - (3) When at cruising level, the aircraft is flown at a cruising level appropriate to its magnetic track as notified by the Director in AIP or in NOTAM.

11.46 VFR FLIGHTS WITHIN CONTROLLED AIRSPACE

VFR flight within controlled airspace shall not be conducted unless:-

- (1) The flight visibility is equal to or greater than 8 kilometres.
- (2) The aircraft is flown at a distance equal to or greater than 1500 metres horizontally and 300 metres vertically from any cloud;
- (3) When at cruising level, the aircraft is flown at a cruising level appropriate to its magnetic track as notified by the Director in AIP or NOTAM or as required by the appropriate air traffic services unit.
- (4) The pilot in command complies with such requirements as to a flight plan as the Director requires and publishes in AIP.

11.47 VFR FLIGHT LANDING AND TAKING OFF

A VFR Flight shall not take off or land at an aerodrome within a control zone or enter the aerodrome traffic zone or traffic pattern when

- (1) The ceiling is less than 450 metres; or
- (2) The ground visibility is less than 8 kilometres unless the appropriate air traffic services unit grants a clearance.

11.48 RESERVED**11.49 RESERVED****SUB-DIVISION 3 - INSTRUMENT FLIGHT RULES****11.50 IFR FLIGHT**

- (a) A flight conducted in accordance with the provisions of this Sub-Division is classed as a flight under Instrument Flight Rules.
- (b) Where an aircraft flies:-
 - (1) In weather conditions other than VMC for the flight except for the purpose of landing at the nearest suitable aerodrome in accordance with Regulation 11.42 (b);
 - (2) At night,

the pilot in command shall comply with the Instrument Flight Rules of this Sub-Division.

11.51 MINIMUM HEIGHT FOR IFR FLIGHT

- (a) An aircraft shall not, except when necessary for take off and landing, be flown at a height less than 300 metres above the highest obstacle located within 8 kilometres of the aircraft in flight.
- (b) The Director may designate the lowest safe altitude for a specified route segment and publish notification of each designation in AIP or in NOTAM and an aircraft shall not be flown, except for purposes of take off or landing, along a route segment at a height less than the altitude so designated for the route segment.

11.52 CRUISING LEVELS FOR IFR FLIGHTS

Unless otherwise directed by the Director, when conducting a flight under the Instrument Flight Rules, an aircraft shall be flown:-

- (1) Within controlled airspace - at a cruising level authorized for the flight by the appropriate Air Traffic Services unit, or
- (2) Outside controlled airspace - at a cruising level appropriate to its magnetic track as notified by the Director in Aeronautical Information Publication or NOTAM.

11.53 RESERVED**11.54 RESERVED**

DIVISION H - SIGNALS FOR AIR TRAFFIC

11.55 AERODROMETRAFFIC

- (a) When control by means of radio telephony messages is not available in relation to aircraft being operated on or in the vicinity of an aerodrome, the appropriate visual signals may be used.
- (b) The appropriate visual signals are those specified in Annex 2 to the Chicago Convention for this purpose.

11.56 SIGNALS FOR PROHIBITED, RESTRICTED AND DANGER AREAS AND FOR EMERGENCY

- (a) The signal appropriate to the occasion specified in Annex 2 shall be used:-
 - (1) When an aircraft is in or in the vicinity of, a danger area, a prohibited area or a restricted area.
 - (2) By an aircraft to indicate that it is in distress or that a situation of urgency exists in respect of it or that the message is a safety one.
- (b) The signals shall be used only in the circumstances and on the occasions specified in the Annex.

11.57 RESERVED

11.58 RESERVED

11.59 RESERVED

DIVISION J - DISPLAY OF LIGHTS

11.60 DISPLAY OF LIGHTS

- (a) Every aircraft shall display lights of such kinds to such specifications and in such circumstances as are specified in Annex 2 and Annex 6 to the Chicago Convention.
- (b) The Director may, by notification, exempt an aircraft from compliance with any requirement of paragraph (a) and he may, where local circumstances so require, alter or adapt those requirements as he thinks fit.

11.61 RESERVED

11.62 RESERVED

11.63 RESERVED

11.64 RESERVED

DIVISION K - UNLAWFUL INTERFERENCE AND INTERCEPTION

11.65 AIRCRAFT TO COMPLY WITH ANNEX 2

Every aircraft shall comply with the provisions of Annex 2 and such other provisions as are made under the Chicago Convention respecting unlawful interferences, and interception of aircraft.

11.66 RESERVED

11.67 RESERVED

11.68 RESERVED

11.69 RESERVED

DIVISION L - FLIGHT PLANS

11.70 FLIGHT PLANS REQUIRED

The Director may, by notice published in AIP.

- (1) Declare that flights included in classes of flights are flights in respect of which flight plans are required to be submitted to the appropriate air traffic services unit and whether or not such flight plans are subject to the approval of that unit;
- (2) Specify in any such declaration the circumstances in which a flight may deviate from such flight plans and the conditions thereof; and
- (3) Make provision for the voluntary submission of a flight plan in respect of a flight and the conditions relating thereto.

11.71 COMPLIANCE WITH FLIGHT PLANS

An aircraft shall not be flown on a flight for which a flight plan is required or in respect of which a flight plan has been submitted under Regulation 11.70 unless the conditions of the declaration relating thereto are complied with.