

## SCHEDULE 13

### RULES OF THE AIR

#### SECTION VI

#### INSTRUMENT FLIGHT RULES

##### Instrument Flight Rules

**28.**—(1) In relation to flights within controlled airspace rules 29, 31 and 32 shall be the Instrument Flight Rules.

(2) In relation to flights outside controlled airspace rules 29 and 30 shall be the Instrument Flight Rules.

##### Minimum height

**29.** Without prejudice to the provisions of rule 5, in order to comply with the Instrument Flight Rules an aircraft shall not fly at a height of less than 1,000 feet above the highest obstacle within a distance of 5 nautical miles of the aircraft unless:

- (a) it is necessary for the aircraft to do so in order to take off or land;
- (b) the aircraft is flying on a route notified for the purposes of this rule;
- (c) the aircraft has been otherwise authorised by the competent authority; or
- (d) the aircraft is flying at an altitude not exceeding 3,000 feet above mean sea level and remains clear of cloud and in sight of the surface.

##### Quadrantal rule and semi-circular rule

**30.**—(1) Subject to paragraph (2), in order to comply with the Instrument Flight Rules, an aircraft when in level flight above 3,000 feet above mean sea level or above the appropriate transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track, in accordance with the appropriate Table set forth in this rule. The level of flight shall be measured by an altimeter set:

- (a) in the case of a flight over the Territory, to a pressure setting of 1013.2 hectopascals; or
- (b) in the case of any other flight, according to the system published by the competent authority in relation to the area over which the aircraft is flying.

(2) An aircraft may be flown at a level other than the level required by paragraph (1) if it is flying in conformity with instructions given by an air traffic control unit or in accordance with notified en-route holding patterns or in accordance with holding procedures notified in relation to an aerodrome.

(3) For the purposes of this rule “transition altitude” means the altitude so notified in relation to flight over such area or areas as may be notified.

**Table I—Flights at levels below 24,000 feet**

| <i>Magnetic track</i>   | <i>Cruising level</i>            |
|-------------------------|----------------------------------|
| Less than 90°           | Odd thousands of feet            |
| 90° but less than 180°  | Odd thousands of feet + 500 feet |
| 180° but less than 270° | Even thousands of feet           |

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| <i>Magnetic track</i>   | <i>Cruising level</i>             |
|-------------------------|-----------------------------------|
| 270° but less than 360° | Even thousands of feet + 500 feet |

**Table II—Flights at levels above 24,500 feet**

| <i>Magnetic track</i>   | <i>Cruising level</i>                                   |
|-------------------------|---|
| Less than 180°          | 25,000 feet   |
|                         | 27,000 feet   |
|                         | 29,000 feet or higher levels at intervals of 4,000 feet |
| 180° but less than 360° | 26,000 feet   |
|                         | 28,000 feet   |
|                         | 31,000 feet or higher levels at intervals of 4,000 feet |

#### **Flight plan and air traffic control clearance**

**31.—(1)** In order to comply with the Instrument Flight Rules, before an aircraft either takes off from a point within any controlled airspace or otherwise flies within any controlled airspace the commander of the aircraft shall cause a flight plan to be communicated to the appropriate air traffic control unit and shall obtain an air traffic control clearance based on such flight plan.

(2) The flight plan shall contain such particulars of the intended flight as may be necessary to enable the air traffic control unit to issue an air traffic control clearance, and for search and rescue purposes.

(3) Without prejudice to paragraph (2), any flight plan for a flight within Territory reduced vertical separation minimum airspace shall state whether or not the aircraft is equipped with height keeping systems as required by articles 48 or 49.

(a) (4) (a) Subject to sub-paragraph (b), the commander of the aircraft shall fly in conformity with:

(i) the air traffic control clearance issued for the flight, as amended by any further instructions given by an air traffic control unit; and

(ii) the holding and instrument approach procedures notified in relation to the aerodrome of destination, unless he is otherwise authorised by the air traffic control unit there.

(b) The commander of the aircraft shall not be required to comply with sub-paragraph (a) if:

(i) he is able to fly in uninterrupted Visual Meteorological Conditions for so long as he remains in controlled airspace; and

(ii) he has informed the appropriate air traffic control unit of his intention to continue the flight in compliance with Visual Flight Rules and has requested that unit to cancel his flight plan.

(5) If for the purpose of avoiding immediate danger any departure is made from the provisions of paragraph (4) (as is permitted by article 84(3) of this Order) the commander of the aircraft shall, in addition to causing particulars to be given in accordance with article 84(4) of this Order, as soon as possible inform the appropriate air traffic control unit of the deviation.

(6) The commander of the aircraft after it has flown in controlled airspace shall, unless he has requested the appropriate air traffic control unit to cancel his flight plan, forthwith inform that unit when the aircraft lands within or leaves the controlled airspace.

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## **Position reports**

**32.** In order to comply with the Instrument Flight Rules the commander of an aircraft in IFR flight who flies in or is intending to enter controlled airspace shall report to the appropriate air traffic control unit the time, position and level of the aircraft at such reporting points or at such intervals of time as may be notified for this purpose or as may be directed by the air traffic control unit.