

## SCHEDULE 1

### SECTION 6

#### INSTRUMENT FLIGHT RULES

##### **Instrument Flight Rules**

**32.**—(1) For flights within controlled airspace rules 33, 34, 35, 36 and 37 shall be the Instrument Flight Rules.

(2) For flights outside controlled airspace rules 33 and 34 shall be the Instrument Flight Rules.

##### **Minimum height**

**33.**—(1) Subject to paragraphs (2) and (3), 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 flies on a route notified for the purposes of this rule;
- (c) the aircraft has been otherwise authorised by the competent authority in relation to the area over which the aircraft is flying; or
- (d) the aircraft flies at an altitude not exceeding 3,000 feet above mean sea level and remains clear of cloud and with the surface in sight and in a flight visibility of at least 800 metres.

(2) The aircraft shall comply with rule 5.

(3) Paragraph (1) shall not apply to a helicopter that is air-taxiing or conducting manoeuvres in accordance with rule 6(i).

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

**34.**—(1) Subject to paragraphs (2) and (3), an aircraft 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 Table 1 or Table 2, as appropriate.

(2) For the purposes of paragraph (1), the level of flight shall be measured by an altimeter set—

- (a) in the case of a flight over the United Kingdom, 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.

(3) An aircraft may be flown at a level other than the level required by paragraph (1) if it flies:

- (a) in conformity with instructions given by an air traffic control unit;
- (b) in accordance with notified en-route holding patterns; or
- (c) in accordance with holding procedures notified in relation to an aerodrome.

(4) For the purposes of this rule ‘transition altitude’ means the altitude which is notified in relation to flights over notified areas.

**Table 1—Flights At Levels Below 19,500 Feet**

<i>Magnetic Track</i>	<i>Cruising Level</i>
Less than 90°	Odd thousands of feet

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<i>Magnetic Track</i>	<i>Cruising Level</i>
90° but less than 180°	Odd thousands of feet + 500 feet
180° but less than 270°	Even thousands of feet
270° but less than 360°	Even thousands of feet + 500 feet

**Table 2—Flights At Levels Above 19,500 Feet**

<i>Magnetic Track</i>	<i>Cruising Level</i>
Less than 180°	21,000 feet
	23,000 feet
	25,000 feet
	27,000 feet
	29,000 feet
	31,000 feet
	33,000 feet
	35,000 feet
	37,000 feet
	39,000 feet
	41,000 feet or higher levels at intervals of 4,000 feet
180° but less than 360°	20,000 feet
	22,000 feet
	24,000 feet
	26,000 feet
	28,000 feet
	30,000 feet
	32,000 feet
	34,000 feet
	36,000 feet
	38,000 feet
	40,000 feet
43,000 feet or higher levels at intervals of 4,000 feet	

**Flight plan and air traffic control clearance**

**35.—(1)** 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—

- (a) send or transmit a flight plan complying with paragraph (2) to the appropriate air traffic control unit; and

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- (b) obtain an air traffic control clearance based on that flight plan.
- (2) The flight plan shall—
  - (a) 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; and
  - (b) for a flight within United Kingdom reduced vertical separation minimum airspace, also state whether or not the aircraft is equipped with height keeping systems as required by articles 57 and 58 of the Order.
- (3) Unless he has requested the appropriate air traffic control unit to cancel his flight plan, the commander of the aircraft shall forthwith inform that unit when the aircraft lands within or leaves the controlled airspace.

### **Compliance with air traffic control clearance and notified procedures**

- 36.**—(1) Subject to paragraph (2), the commander of the aircraft shall fly in conformity with—
- (a) the air traffic control clearance issued for the flight, as amended by any further instructions given by an air traffic control unit; and, unless he is otherwise authorised by the appropriate air traffic control unit,
  - (b) the instrument departure procedures notified in relation to the aerodrome of departure; and
  - (c) the holding and instrument approach procedures notified in relation to the aerodrome of destination.
- (2) The commander of the aircraft shall not be required to comply with paragraph (1) if—
- (a) he is able to fly in uninterrupted Visual Meteorological Conditions for so long as he remains in controlled airspace; and
  - (b) 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.
- (3) If any deviation is made from the provisions of paragraph (2) for the purpose of avoiding immediate danger the commander of the aircraft shall inform the appropriate air traffic control unit of the deviation as soon as possible.

### **Position reports**

- 37.** 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.